PUBLIC AUTHORITY FOR CIVIL AVIATION
MUSCAT FIR
AERONAUTICAL INFORMATION SERVICE

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AIRAC Amendment NR 002
Date Valid: 2019

Enclosed herewith is the Amendment 2-19 for the Aeronautical Information Publication (AIP) of the Sultanate of Oman.

Please insert the attached replacement pages dated 10 OCT 19:		**Please destroy the following pages:**	
GEN.	GEN 0.1-1/0.1-2	**GEN.**	GEN 0.1-1/0.1-2
	GEN 0.2-1/ILB		GEN 0.2-1/ILB
	GEN 0.4-1/0.4-2		GEN 0.4-1/0.4-2
	GEN 0.4-3/ILB		GEN 0.4-3/ILB
	GEN 0.6-1/0.6-2		GEN 0.6-1/0.6-2
	GEN 1.7-1/1.7-2		GEN 1.7-1/1.7-2
	GEN 1.7-3/1.7-4		GEN 1.7-3/1.7-4
	GEN 2.7-1/2.7-2		GEN 2.7-1/2.7-2
	GEN 3.2-1/3.2-2		GEN 3.2-1/3.2-2
	GEN 3.2-3/3.2-4		GEN 3.2-3/3.2-4
	GEN 3.2-5/3.2-6		GEN 3.2-5/3.2-6
ENR.	ENR 0.6-3/ILB	**ENR.**	ENR 0.6-3/ILB
	ENR 1.9-3/1.9-4		ENR 1.9-3/1.9-4
	ENR 1.9-5/ILB		ENR 1.9-5/ILB
	ENR 2.1-1/2.1-2		ENR 2.1-1/2.1-2
	ENR 3.1-1/3.1-2		ENR 3.1-1/3.1-2
	ENR 3.1-3/3.1-4		ENR 3.1-3/3.1-4
	ENR 3.1-5/3.1-6		ENR 3.1-5/3.1-6
	ENR 3.3-1/3.3-2		ENR 3.3-1/3.3-2
	ENR 3.3-5/3.3-6		ENR 3.3-5/3.3-6
	ENR 3.3-7/3.3-8		ENR 3.3-7/3.3-8
	ENR 3.3-9/3.3-10		ENR 3.3-9/3.3-10
	ENR 3.3-11/3.3-12		ENR 3.3-11/3.3-12
	ENR 3.3-13/3.3-14		ENR 3.3-13/3.3-14

Please insert the attached replacement pages dated 10 OCT 19:

ENR 3.3-15/3.3-16
ENR 3.3-17/3.3-18
ENR 3.3-19/3.3-20
ENR 3.3-21/3.3-22
ENR 3.3-25/3.3-26
ENR 3.3-27/3.3-28
ENR 3.3-29/3.3-30
ENR 3.3-31/3.3-32
ENR 3.3-33/3.3-34
ENR 3.3-35/3.3-36

ENR 4.4-1/4.4-2
ENR 4.4-3/4.4-4

ENR 5.5-1/ILB

ENR 6.1-1/ILB
ENR 6.1-3/ILB
ENR 6.2-1/ILB
ENR 6.4-1/ILB

AD. AD 0.6-7/0.6-8

AD 1.3-1/ILB
AD 1.3-3/ILB
AD 1.5-1/ILB

AD 2.OODQ-1/2
AD 2.OODQ-3/4
AD 2.OODQ-7/ILB
AD 2.OODQ-9/ILB
AD 2.OODQ-11/ILB

AD 2.OOMS-3/4
AD 2.OOMS-5/6
AD 2.OOMS-9/10
AD 2.OOMS-13/ILB
AD 2.OOMS-15/ILB
AD 2.OOMS-21/ILB
AD 2.OOMS-23/ILB
AD 2.OOMS-57/ILB
AD 2.OOMS-59/60
AD 2.OOMS-71/ILB
AD 2.OOMS-73/ILB
AD 2.OOMS-75/ILB
AD 2.OOMS-77/ILB
AD 2.OOMS-79/80
AD 2.OOMS-81/82

AD 2.OOSA-1/2
AD 2.OOSA-9/10
AD 2.OOSA-13/ILB
AD 2.OOSA-15/ILB

Please destroy the following pages:

ENR 3.3-15/3.3-16
ENR 3.3-17/3.3-18
ENR 3.3-19/3.3-20
ENR 3.3-21/3.3-22
ENR 3.3-25/3.3-26
ENR 3.3-27/3.3-28
ENR 3.3-29/3.3-30
ENR 3.3-31/3.3-32
ENR 3.3-33/3.3-34
ENR 3.3-35/3.3-36

ENR 4.4-1/4.4-2
ENR 4.4-3/4.4-4

ENR 5.5-1/ILB

ENR 6.1-1/ILB
ENR 6.1-3/ILB
ENR 6.2-1/ILB
NEW

AD. AD 0.6-7/0.6-8

AD 1.3-1/ILB
AD 1.3-3/ILB
AD 1.5-1/ILB

AD 2.OODQ-1/2
AD 2.OODQ-3/4
AD 2.OODQ-7/ILB
AD 2.OODQ-9/ILB
AD 2.OODQ-11/ILB

AD 2.OOMS-3/4
AD 2.OOMS-5/6
AD 2.OOMS-9/10
AD 2.OOMS-13/ILB
AD 2.OOMS-15/ILB
AD 2.OOMS-21/ILB
AD 2.OOMS-23/ILB
AD 2.OOMS-57/ILB
AD 2.OOMS-59/60
AD 2.OOMS-71/ILB
AD 2.OOMS-73/ILB
AD 2.OOMS-75/ILB
AD 2.OOMS-77/ILB
AD 2.OOMS-79/80
AD 2.OOMS-81/82

AD 2.OOSA-1/2
AD 2.OOSA-9/10
AD 2.OOSA-13/ILB
AD 2.OOSA-15/ILB

Please insert the attached replacement pages dated 10 OCT 19:	**Please destroy the following pages:**
AD 2.OOSA-17/ILB	AD 2.OOSA-17/ILB
AD 2.OOSA-19/ILB	AD 2.OOSA-19/ILB
AD 2.OOSA-21/ILB	AD 2.OOSA-21/ILB
AD 2.OOSA-49/ILB	AD 2.OOSA-49/ILB
AD 2.OOSA-51/ILB	AD 2.OOSA-51/ILB
AD 2.OOSA-53/ILB	AD 2.OOSA-53/ILB
AD 2.OOSA-55/ILB	AD 2.OOSA-55/ILB
AD 2.OOSH-1/2	AD 2.OOSH-1/2
AD 2.OOSH-5/6	AD 2.OOSH-5/6
AD 2.OOSH-7/ILB	AD 2.OOSH-7/ILB
AD 2.OOSH-9/ILB	AD 2.OOSH-9/ILB
AD 2.OOSH-11/ILB	AD 2.OOSH-11/ILB
AD 2.OOSH-13/ILB	AD 2.OOSH-13/ILB
AD 2.OOSH-15/ILB	AD 2.OOSH-15/16
AD 2.OOSH-17/18	AD 2.OOSH-17/18
AD 2.OOSH-19/20	AD 2.OOSH-19/20
AD 2.OOSH-21/22	AD 2.OOSH-21/22
AD 2.OOSH-23/24	AD 2.OOSH-23/24
AD 2.OOSH-25/26	AD 2.OOSH-25/26
AD 2.OOSH-27/28	NEW

This current version comprises all existing information contained in:

NOTAMS: A0321 of 2018
A0027, A0073, A0174, A0226, A0239, A0313, A0321, A0322 and A0323 of 2019
which are cancelled hereby.

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PART 1 - GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

1. NAME OF THE PUBLISHING AUTHORITY

The Oman Aeronautical Information Publication (AIP) is published by The Public Authority for Civil Aviation (PACA).

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Aeronautical Information Management Department (AIM)

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MUSCAT
Sultanate of Oman

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2. APPLICABLE ICAO DOCUMENTS

This AIP has been prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Chicago Convention and, in general, conforms to the guidance material in the Aeronautical Information Services Manual (ICAO Doc 8126 - AN/872). Charts contained in the AIP are produced in accordance with Annex 4 to the Chicago Convention and the Aeronautical Chart Manual (ICAO Doc 8697 - AN/889).

Differences from ICAO Standards, Recommended Practices and Procedures are given in Section GEN 1.7.

3. THE AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL

3.1 ***The AIP structure***

This AIP forms part of the Integrated Aeronautical Information Package, details of which are given at Section GEN 3.1. The principal AIP structure is shown in graphic form on page GEN 0.1-3.

The AIP is divided into three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and sub-sections, containing various types of information subjects.

3.1.1 *Part 1 - General (GEN)*

Part 1 consists of five sections containing information briefly described hereafter.

GEN 0.

Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1. National regulations and requirements

Designated Authorities; Entry, Transit and Departure of Aircraft; Entry, Transit and Departure of Passengers and Crew; Entry, Transit and Departure of Cargo; Aircraft Instruments, Equipment and Flight Documents; Summary of National Regulations; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. Tables and Codes

Measuring System, Aircraft Marking, Holidays; Abbreviations; Chart Symbols; Location Indicators; List of Radio Navigation Aids; Conversion Tables; Sunrise-Sunset Tables.

GEN 3. Services

Aeronautical Information Services; Aeronautical Charts; Air Traffic Services; Communication Services; Meteorology; and Search and Rescue.

GEN 4. Charges for aerodromes/heliports and air navigation services

Aerodrome Charges; Air Navigation Services Charges; and Flight Safety Standards Fees.

3.1.2 *Part 2 - En-route (ENR)*

Part 2 consists of seven sections containing the information briefly described hereafter.

ENR 0.

Table of contents to Part 2.

ENR 1. General Rules and Procedures

General Rules; Visual Flight Rules; Instrument Flight Rules; ATS Airspace Classification; Holding, Approach and Departure Procedures; Radar Services and Procedures; Altimeter Setting Procedures; Regional Supplementary Procedures; Flight Planning; Addressing of Flight Plan Messages; Interception of Civil Aircraft; Unlawful Interference; and Air Traffic Incidents.

ENR 2. Air traffic services airspace

Detailed description of Flight Information Regions (FIR), Upper Flight Information Regions (UIR), Terminal Control Areas (TMA); and Other Regulated Airspace.

ENR 3. ATS routes

Detailed description of Lower ATS Routes; Upper ATS Routes, Area Navigation Routes.

Note: Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant section of the Part 3 - Aerodromes.

ENR 4. Radio Navigation Aids/Systems

Radio Navigation Aids - En-route; Name-code Designators for Significant Points.

ENR 5. Navigation Warnings

Prohibited, Restricted and Danger Areas; Military Exercise and Training Areas; Other Activities of Dangerous Nature; Air Navigation Obstacles - En-route; Aerial Sporting and Recreational Activities; and Bird Migration and Areas with Sensitive Fauna.

ENR 6. En-route charts

En-route Chart - ICAO and Index Charts.

3.1.3 *Part 3 - Aerodromes (AD)*

Part 3 consists of four sections containing information as briefly described hereafter.

AD 0.

Table of Contents to Part 3.

AD 1. Aerodromes/Heliports - Introduction

Aerodrome availability; Rescue and Fire Fighting Services and Snow Plan; Index to Aerodromes and Heliports; Grouping of Aerodromes/Heliports; Status of Certification of Aerodromes.

AD 2. Aerodromes

Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections.

AD 3. Heliports

To be constructed.

3.2 ***Regular amendment interval***

Regular AIRAC Amendments to the AIP will be issued twice a year, which is in April and October. Any additional AIP Amendments shall be approved by the AIM Director. When an AIP Amendment will not be published at the established interval or publication date, a NIL notification shall be originated and distributed by the monthly printed plain-language summary of NOTAMs.

3.3 ***Notification***

For the purpose of this document “NOTIFIED” means set forth in a document, published by the PACA, entitled either AIP Oman or NOTAM Oman which is, for the time being, in force and which relates to the portion of the relevant legislation specified therein.

4. SERVICE TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS

In the compilation of this AIP, care has been taken to ensure that the information contained herein is accurate and complete. Any errors or omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to the PACA at the address given in 1.

GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMDT				AIRAC AIP AMDT			
No./Year	Publication Date	Date Inserted	Inserted By	No./Year	Publication Date	Effective Date	Inserted By
1-09	24 SEP 09			1-08	5 JUN 08	3 JUL 08	
1-16	1 APR 16			2-08	25 SEP 08	23 OCT 08	
				1-10	3 JUN 10	1 JUL 10	
				2-10	21 OCT 10	18 NOV 10	
				1-11	13 JAN 11	10 FEB 11	
				2-11	17 NOV 11	15 DEC 11	
				1-12	28 JUN 12	26 JUL 12	
				2-12	23 AUG 12	20 SEP 12	
				3-12	15 NOV 12	13 DEC 12	
				1-13	27 JUN 13	25 JUL 13	
				1-14	3 APR 14	29 MAY 14	
				2-14	1 MAY 14	26 JUN 14	
				3-14	21 AUG 14	16 OCT 14	
				4-14	18 SEP 14	13 NOV 14	
				5-14	16 OCT 14	11 DEC 14	
				1-15	28 MAY 15	23 JUL 15	
				2-15	17 SEP 15	12 NOV 15	
				1-16	7 JAN 16	3 MAR 16	
				2-16	18 AUG 16	13 OCT 16	
				1-17	2 MAR 17	27 APR 17	
				2-17	14 SEP 17	9 NOV 17	
				1-18	1 MAR 18	26 APR 18	
				2-18	16 AUG 18	11 OCT 18	
				1-19	28 FEB 19	25 APR 19	
				2-19	15 AUG 19	10 OCT 19	

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GEN 0.4 CHECK LIST OF AIP PAGES

PART 1 - GENERAL (GEN)

GEN 0

0.1-1	11 OCT 18
0.1-2	10 OCT 19
0.1-3	23 OCT 08
0.2-1	10 OCT 19
0.3-1	25 JUL 13
0.4-1	10 OCT 19
0.4-2	10 OCT 19
0.4-3	10 OCT 19
0.5-1	23 OCT 08
0.6-1	27 APR 17
0.6-2	10 OCT 19
0.6-3	1 APR 16

GEN 1

1.1-1	11 OCT 18
1.2-1	27 APR 17
1.2-2	23 OCT 08
1.3-1	1 JUL 10
1.4-1	1 JUL 10
1.4-2	23 OCT 08
1.5-1	27 APR 17
1.6-1	23 OCT 08
1.7-1	10 OCT 19
1.7-2	10 OCT 19
1.7-3	10 OCT 19
1.7-4	10 OCT 19

GEN 2

2.1-1	26 JUL 12
2.2-1	23 OCT 08
2.2-2	23 OCT 08
2.2-3	26 JUL 12
2.2-4	26 JUL 12
2.2-5	16 OCT 14
2.2-6	16 OCT 14
2.2-7	23 OCT 08
2.2-8	23 OCT 08
2.3-1	24 SEP 09
2.3-2	27 APR 17
2.4-1	9 NOV 17
2.5-1	27 APR 17
2.6-1	1 JUL 10
2.6-2	23 OCT 08
2.7-1	3 MAR 16
2.7-2	10 OCT 19
2.7-3	3 MAR 16

GEN 3

3.1-1	26 APR 18
3.1-2	26 APR 18
3.2-1	10 OCT 19
3.2-2	10 OCT 19
3.2-3	10 OCT 19
3.2-4	10 OCT 19
3.2-5	10 OCT 19
3.2-6	10 OCT 19
3.2-7	11 DEC 14
3.2-8	25 APR 19
3.2-9	25 APR 19
3.3-1	27 APR 17
3.3-2	1 JUL 10
3.4-1	27 APR 17
3.4-2	29 MAY 14
3.4-3	25 APR 19
3.4-4	29 MAY 14
3.5-1	27 APR 17
3.5-2	25 APR 19
3.6-1	29 MAY 14
3.6-2	1 JUL 10
3.6-3	29 MAY 14

GEN 4

4.1-1	25 APR 19
4.1-2	26 APR 18
4.2-1	26 APR 18
4.2-2	1 APR 16
4.3-1	27 APR 17
4.3-2	23 OCT 08
4.3-3	23 OCT 08

PART 2 - EN-ROUTE (ENR)

ENR 0

0.6-1	26 APR 18
0.6-2	27 APR 17
0.6-3	10 OCT 19

ENR 1

1.1-1	24 SEP 09
1.2-1	24 SEP 09
1.3-1	24 SEP 09
1.4-1	26 APR 18
1.4-2	23 OCT 08
1.4-3	3 MAR 16
1.5-1	23 OCT 08
1.6-1	1 JUL 10
1.6-2	24 SEP 09
1.7-1	1 JUL 10
1.7-2	1 JUL 10
1.7-3	29 MAY 14
1.8-1	23 OCT 08
1.8-2	23 OCT 08
1.8-3	25 JUL 13
1.8-4	15 DEC 11
1.8-5	15 DEC 11
1.9-1	26 APR 18
1.9-2	11 OCT 18
1.9-3	25 APR 19
1.9-4	10 OCT 19
1.9-5	10 OCT 19
1.10-1	29 MAY 14
1.10-2	27 APR 17
1.10-3	27 APR 17
1.10-4	27 APR 17
1.10-5	27 APR 17
1.10-6	27 APR 17
1.10-7	27 APR 17
1.10-8	27 APR 17
1.10-9	25 JUL 13
1.11-1	23 OCT 08
1.12-1	23 OCT 08
1.12-2	23 OCT 08
1.12-3	23 OCT 08
1.13-1	23 OCT 08
1.14-1	27 APR 17
1.14-2	23 OCT 08
1.14-3	23 OCT 08
1.14-4	23 OCT 08
1.14-5	23 OCT 08

ENR 2

2.1-1	10 OCT 19
2.1-2	23 JUL 15
2.1-3	13 OCT 16
2.2-1	27 APR 17
2.2-2	27 APR 17

ENR 3

3.1-1	10 OCT 19
3.1-2	10 OCT 19
3.1-3	10 OCT 19
3.1-4	10 OCT 19
3.1-5	10 OCT 19
3.1-6	10 OCT 19
3.3-1	10 OCT 19
3.3-2	26 APR 18
3.3-3	26 APR 18
3.3-4	26 APR 18
3.3-5	10 OCT 19
3.3-6	10 OCT 19
3.3-7	10 OCT 19
3.3-8	10 OCT 19
3.3-9	10 OCT 19
3.3-10	10 OCT 19
3.3-11	10 OCT 19
3.3-12	10 OCT 19
3.3-13	10 OCT 19
3.3-14	26 APR 18
3.3-15	10 OCT 19
3.3-16	26 APR 18
3.3-17	10 OCT 19
3.3-18	26 APR 18
3.3-19	26 APR 18
3.3-20	10 OCT 19
3.3-21	25 APR 19
3.3-22	10 OCT 19
3.3-23	25 APR 19
3.3-24	26 APR 18
3.3-25	10 OCT 19
3.3-26	26 APR 18
3.3-27	10 OCT 19
3.3-28	10 OCT 19
3.3-29	11 OCT 18
3.3-30	10 OCT 19
3.3-31	10 OCT 19
3.3-32	10 OCT 19
3.3-33	10 OCT 19
3.3-34	10 OCT 19
3.3-35	10 OCT 19
3.3-36	10 OCT 19

ENR 4

4.1-1	25 APR 19
4.4-1	10 OCT 19
4.4-2	10 OCT 19
4.4-3	10 OCT 19
4.4-4	10 OCT 19

ENR 5

5.1-1	9 NOV 17
5.1-2	9 NOV 17
5.1-3	26 APR 18
5.1-4	11 OCT 18
5.1-5	9 NOV 17
5.1-6	9 NOV 17
5.1-7	11 OCT 18
5.2-1	24 SEP 09
5.3-1	24 SEP 09
5.4-1	29 MAY 14
5.5-1	10 OCT 19
5.6-1	1 JUL 10

ENR 6

6.1-1	10 OCT 19
6.1-3	10 OCT 19
6.2-1	10 OCT 19
6.3-1	9 NOV 17
6.4-1	10 OCT 19

PART 3 - AERODROMES (AD)

AD 0

0.6-1 . . . . . 11 OCT 18
0.6-2 . . . . . 9 NOV 17
0.6-3 . . . . . 9 NOV 17
0.6-4 . . . . . 9 NOV 17
0.6-5 . . . . . 25 APR 19
0.6-6 . . . . . 25 APR 19
0.6-7 . . . . . 25 APR 19
0.6-8 . . . . . 10 OCT 19

AD 1

1.1-1 . . . . . 27 APR 17
1.1-2 . . . . . 11 OCT 18
1.1-3 . . . . . 11 OCT 18
1.2-1 . . . . . 27 APR 17
1.3-1 . . . . . 10 OCT 19
1.3-3 . . . . . 10 OCT 19
1.4-1 . . . . . 15 DEC 11
1.5-1 . . . . . 10 OCT 19

AD 2

AD 2.OOBR-1 . . . . . 23 JUL 15
AD 2.OOBR-2 . . . . . 23 JUL 15
AD 2.OOBR-3 . . . . . 1 JUL 10

AD 2.OODQ-1 . . . . . 10 OCT 19
AD 2.OODQ-2 . . . . . 10 OCT 19
AD 2.OODQ-3 . . . . . 10 OCT 19
AD 2.OODQ-4 . . . . . 10 OCT 19
AD 2.OODQ-5 . . . . . 25 APR 19
AD 2.OODQ-6 . . . . . 25 APR 19
AD 2.OODQ-7 . . . . . 10 OCT 19
AD 2.OODQ-9 . . . . . 10 OCT 19
AD 2.OODQ-11 . . . . . 10 OCT 19
AD 2.OODQ-13 . . . . . 9 NOV 17
AD 2.OODQ-14 . . . . . 9 NOV 17
AD 2.OODQ-15 . . . . . 9 NOV 17
AD 2.OODQ-16 . . . . . 9 NOV 17
AD 2.OODQ-17 . . . . . 9 NOV 17
AD 2.OODQ-18 . . . . . 9 NOV 17
AD 2.OODQ-19 . . . . . 9 NOV 17
AD 2.OODQ-20 . . . . . 9 NOV 17
AD 2.OODQ-21 . . . . . 11 OCT 18
AD 2.OODQ-22 . . . . . 11 OCT 18
AD 2.OODQ-23 . . . . . 11 OCT 18
AD 2.OODQ-24 . . . . . 11 OCT 18

AD 2.OOFD-1 . . . . . 13 OCT 16
AD 2.OOFD-2 . . . . . 27 APR 17
AD 2.OOFD-3 . . . . . 13 OCT 16
AD 2.OOFD-4 . . . . . 13 OCT 16
AD 2.OOFD-5 . . . . . 13 OCT 16
AD 2.OOFD-6 . . . . . 29 MAY 14
AD 2.OOFD-7 . . . . . 25 JUL 13
AD 2.OOFD-8 . . . . . 11 OCT 18
AD 2.OOFD-9 . . . . . 13 OCT 16
AD 2.OOFD-11 . . . . . 13 OCT 16
AD 2.OOFD-13 . . . . . 13 OCT 16
AD 2.OOFD-15 . . . . . 13 OCT 16
AD 2.OOFD-17 . . . . . 13 OCT 16
AD 2.OOFD-18 . . . . . 27 APR 17
AD 2.OOFD-19 . . . . . 9 NOV 17
AD 2.OOFD-20 . . . . . 27 APR 17
AD 2.OOFD-21 . . . . . 13 OCT 16
AD 2.OOFD-22 . . . . . 27 APR 17
AD 2.OOFD-23 . . . . . 13 OCT 16
AD 2.OOFD-24 . . . . . 27 APR 17
AD 2.OOFD-25 . . . . . 11 OCT 18
AD 2.OOFD-26 . . . . . 25 APR 19
AD 2.OOFD-27 . . . . . 11 OCT 18
AD 2.OOFD-28 . . . . . 11 OCT 18

AD 2.OOGB-1. . . . . 13 OCT 16
AD 2.OOGB-2. . . . . 27 APR 17
AD 2.OOGB-3. . . . . 27 APR 17
AD 2.OOGB-4. . . . . 27 APR 17
AD 2.OOGB-5. . . . . 27 APR 17
AD 2.OOGB-6. . . . . 27 APR 17
AD 2.OOGB-7. . . . . 27 APR 17
AD 2.OOGB-8. . . . . 11 OCT 18
AD 2.OOGB-9. . . . . 13 OCT 16
AD 2.OOGB-11. . . . . 13 OCT 16
AD 2.OOGB-13. . . . . 13 OCT 16
AD 2.OOGB-15. . . . . 13 OCT 16
AD 2.OOGB-17. . . . . 9 NOV 17
AD 2.OOGB-18. . . . . 27 APR 17
AD 2.OOGB-19. . . . . 13 OCT 16
AD 2.OOGB-20. . . . . 27 APR 17
AD 2.OOGB-21. . . . . 13 OCT 16
AD 2.OOGB-22. . . . . 27 APR 17
AD 2.OOGB-23. . . . . 13 OCT 16
AD 2.OOGB-24. . . . . 27 APR 17
AD 2.OOGB-25. . . . . 11 OCT 18
AD 2.OOGB-26. . . . . 11 OCT 18
AD 2.OOGB-27. . . . . 11 OCT 18
AD 2.OOGB-28. . . . . 11 OCT 18

AD 2.OOIZ-1. . . . . 1 JUL 10
AD 2.OOIZ-2. . . . . 1 JUL 10
AD 2.OOIZ-3. . . . . 1 JUL 10

AD 2.OOJA-1 . . . . . 26 APR 18
AD 2.OOJA-2 . . . . . 29 MAY 14
AD 2.OOJA-3 . . . . . 25 JUL 13
AD 2.OOJA-4 . . . . . 29 MAY 14
AD 2.OOJA-5 . . . . . 25 JUL 13
AD 2.OOJA-6 . . . . . 27 APR 17
AD 2.OOJA-7 . . . . . 29 MAY 14
AD 2.OOJA-9 . . . . . 29 MAY 14
AD 2.OOJA-11 . . . . . 29 MAY 14
AD 2.OOJA-13 . . . . . 29 MAY 14
AD 2.OOJA-15 . . . . . 29 MAY 14

AD 2.OOKB-1 . . . . . 26 APR 18
AD 2.OOKB-2 . . . . . 26 APR 18
AD 2.OOKB-3 . . . . . 26 APR 18
AD 2.OOKB-4 . . . . . 26 APR 18
AD 2.OOKB-5 . . . . . 26 JUL 12

AD 2.OOMK-1. . . . . 27 APR 17
AD 2.OOMK-2. . . . . 12 NOV 15
AD 2.OOMK-3. . . . . 26 APR 18
AD 2.OOMK-4. . . . . 29 MAY 14
AD 2.OOMK-5. . . . . 29 MAY 14
AD 2.OOMK-6. . . . . 26 APR 18
AD 2.OOMK-7. . . . . 11 OCT 18
AD 2.OOMK-9. . . . . 3 MAR 16
AD 2.OOMK-11. . . . . 3 MAR 16
AD 2.OOMK-13. . . . . 3 MAR 16
AD 2.OOMK-15. . . . . 3 MAR 16
AD 2.OOMK-17. . . . . 3 MAR 16
AD 2.OOMK-18. . . . . 3 MAR 16
AD 2.OOMK-19. . . . . 3 MAR 16
AD 2.OOMK-20. . . . . 3 MAR 16
AD 2.OOMK-21. . . . . 3 MAR 16
AD 2.OOMK-22. . . . . 3 MAR 16
AD 2.OOMK-23. . . . . 3 MAR 16
AD 2.OOMK-24. . . . . 3 MAR 16
AD 2.OOMK-25. . . . . 11 OCT 18
AD 2.OOMK-26. . . . . 11 OCT 18
AD 2.OOMK-27. . . . . 11 OCT 18
AD 2.OOMK-28. . . . . 11 OCT 18
AD 2.OOMK-29. . . . . 3 MAR 16

AD 2.OOMS-1 . . . . . 25 APR 19
AD 2.OOMS-2 . . . . . 25 APR 19
AD 2.OOMS-3 . . . . . 25 APR 19
AD 2.OOMS-4 . . . . . 10 OCT 19
AD 2.OOMS-5 . . . . . 25 APR 19
AD 2.OOMS-6 . . . . . 10 OCT 19
AD 2.OOMS-7 . . . . . 25 APR 19
AD 2.OOMS-8 . . . . . 25 APR 19
AD 2.OOMS-9 . . . . . 10 OCT 19
AD 2.OOMS-10 . . . . . 10 OCT 19
AD 2.OOMS-11 . . . . . 25 APR 19
AD 2.OOMS-12 . . . . . 25 APR 19
AD 2.OOMS-13 . . . . . 10 OCT 19
AD 2.OOMS-15 . . . . . 10 OCT 19
AD 2.OOMS-17 . . . . . 25 APR 19
AD 2.OOMS-18 . . . . . 26 APR 18
AD 2.OOMS-19 . . . . . 26 APR 18
AD 2.OOMS-21 . . . . . 10 OCT 19
AD 2.OOMS-23 . . . . . 10 OCT 19
AD 2.OOMS-25 . . . . . 25 APR 19
AD 2.OOMS-27 . . . . . 25 APR 19
AD 2.OOMS-29 . . . . . 26 APR 18
AD 2.OOMS-31 . . . . . 26 APR 18
AD 2.OOMS-33 . . . . . 25 APR 19
AD 2.OOMS-35 . . . . . 25 APR 19
AD 2.OOMS-37 . . . . . 25 APR 19
AD 2.OOMS-39 . . . . . 25 APR 19
AD 2.OOMS-40 . . . . . 25 APR 19
AD 2.OOMS-41 . . . . . 25 APR 19
AD 2.OOMS-43 . . . . . 25 APR 19
AD 2.OOMS-45 . . . . . 11 OCT 18
AD 2.OOMS-46 . . . . . 11 OCT 18
AD 2.OOMS-47 . . . . . 11 OCT 18
AD 2.OOMS-49 . . . . . 25 APR 19
AD 2.OOMS-51 . . . . . 25 APR 19
AD 2.OOMS-53 . . . . . 26 APR 18
AD 2.OOMS-54 . . . . . 26 APR 18
AD 2.OOMS-55 . . . . . 25 APR 19
AD 2.OOMS-57 . . . . . 10 OCT 19
AD 2.OOMS-59 . . . . . 10 OCT 19
AD 2.OOMS-60 . . . . . 10 OCT 19
AD 2.OOMS-61 . . . . . 25 APR 19
AD 2.OOMS-63 . . . . . 26 APR 18
AD 2.OOMS-64 . . . . . 26 APR 18
AD 2.OOMS-65 . . . . . 25 APR 19
AD 2.OOMS-67 . . . . . 25 APR 19
AD 2.OOMS-69 . . . . . 26 APR 18
AD 2.OOMS-70 . . . . . 26 APR 18
AD 2.OOMS-71 . . . . . 10 OCT 19
AD 2.OOMS-73 . . . . . 10 OCT 19
AD 2.OOMS-75 . . . . . 10 OCT 19
AD 2.OOMS-77 . . . . . 10 OCT 19
AD 2.OOMS-79 . . . . . 10 OCT 19
AD 2.OOMS-80 . . . . . 10 OCT 19
AD 2.OOMS-81 . . . . . 10 OCT 19
AD 2.OOMS-82 . . . . . 10 OCT 19
AD 2.OOMS-83 . . . . . 25 APR 19
AD 2.OOMS-85 . . . . . 25 APR 19
AD 2.OOMS-87 . . . . . 25 APR 19
AD 2.OOMS-88 . . . . . 26 APR 18

AD 2.OOMX-1 . . . . . 13 OCT 16
AD 2.OOMX-2 . . . . . 13 OCT 16
AD 2.OOMX-3 . . . . . 27 APR 17
AD 2.OOMX-4 . . . . . 13 OCT 16
AD 2.OOMX-5 . . . . . 13 OCT 16
AD 2.OOMX-6 . . . . . 13 OCT 16
AD 2.OOMX-7 . . . . . 13 OCT 16
AD 2.OOMX-8 . . . . . 11 OCT 18
AD 2.OOMX-9 . . . . . 13 OCT 16
AD 2.OOMX-11 . . . . . 13 OCT 16
AD 2.OOMX-13 . . . . . 13 OCT 16

AD 2.OOMX-15 . . . . . 13 OCT 16
AD 2.OOMX-16 . . . . . 27 APR 17
AD 2.OOMX-17 . . . . . 13 OCT 16
AD 2.OOMX-18 . . . . . 27 APR 17
AD 2.OOMX-19 . . . . . 13 OCT 16
AD 2.OOMX-20 . . . . . 27 APR 17
AD 2.OOMX-21 . . . . . 13 OCT 16
AD 2.OOMX-22 . . . . . 27 APR 17
AD 2.OOMX-23 . . . . . 11 OCT 18
AD 2.OOMX-24 . . . . . 11 OCT 18
AD 2.OOMX-25 . . . . . 11 OCT 18
AD 2.OOMX-26 . . . . . 11 OCT 18

AD 2.OOSA-1 . . . . . 10 OCT 19
AD 2.OOSA-2 . . . . . 27 APR 17
AD 2.OOSA-3 . . . . . 25 APR 19
AD 2.OOSA-4 . . . . . 25 APR 19
AD 2.OOSA-5 . . . . . 25 APR 19
AD 2.OOSA-6 . . . . . 25 APR 19
AD 2.OOSA-7 . . . . . 25 APR 19
AD 2.OOSA-8 . . . . . 26 APR 18
AD 2.OOSA-9 . . . . . 10 OCT 19
AD 2.OOSA-10 . . . . . 25 APR 19
AD 2.OOSA-11 . . . . . 9 NOV 17
AD 2.OOSA-12 . . . . . 11 OCT 18
AD 2.OOSA-13 . . . . . 10 OCT 19
AD 2.OOSA-15 . . . . . 10 OCT 19
AD 2.OOSA-17 . . . . . 10 OCT 19
AD 2.OOSA-19 . . . . . 10 OCT 19
AD 2.OOSA-21 . . . . . 10 OCT 19
AD 2.OOSA-23 . . . . . 9 NOV 17
AD 2.OOSA-25 . . . . . 9 NOV 17
AD 2.OOSA-27 . . . . . 25 APR 19
AD 2.OOSA-29 . . . . . 25 APR 19
AD 2.OOSA-30 . . . . . 9 NOV 17
AD 2.OOSA-31 . . . . . 25 APR 19
AD 2.OOSA-33 . . . . . 25 APR 19
AD 2.OOSA-34 . . . . . 9 NOV 17
AD 2.OOSA-35 . . . . . 25 APR 19
AD 2.OOSA-37 . . . . . 25 APR 19
AD 2.OOSA-39 . . . . . 9 NOV 17
AD 2.OOSA-40 . . . . . 9 NOV 17
AD 2.OOSA-41 . . . . . 25 APR 19
AD 2.OOSA-43 . . . . . 25 APR 19
AD 2.OOSA-45 . . . . . 9 NOV 17
AD 2.OOSA-46 . . . . . 9 NOV 17
AD 2.OOSA-47 . . . . . 25 APR 19
AD 2.OOSA-49 . . . . . 10 OCT 19
AD 2.OOSA-51 . . . . . 10 OCT 19
AD 2.OOSA-53 . . . . . 10 OCT 19
AD 2.OOSA-55 . . . . . 10 OCT 19
AD 2.OOSA-57 . . . . . 25 APR 19
AD 2.OOSA-58 . . . . . 11 OCT 18
AD 2.OOSA-59 . . . . . 25 APR 19
AD 2.OOSA-60 . . . . . 11 OCT 18
AD 2.OOSA-61 . . . . . 25 APR 19
AD 2.OOSA-63 . . . . . 25 APR 19
AD 2.OOSA-65 . . . . . 25 APR 19

AD 2.OOSH-1 . . . . . 10 OCT 19
AD 2.OOSH-2 . . . . . 10 OCT 19
AD 2.OOSH-3 . . . . . 9 NOV 17
AD 2.OOSH-4 . . . . . 9 NOV 17
AD 2.OOSH-5 . . . . . 10 OCT 19
AD 2.OOSH-6 . . . . . 10 OCT 19
AD 2.OOSH-7 . . . . . 10 OCT 19
AD 2.OOSH-9 . . . . . 10 OCT 19
AD 2.OOSH-11 . . . . . 10 OCT 19
AD 2.OOSH-13 . . . . . 10 OCT 19
AD 2.OOSH-15 . . . . . 10 OCT 19
AD 2.OOSH-17 . . . . . 10 OCT 19
AD 2.OOSH-18 . . . . . 10 OCT 19
AD 2.OOSH-19 . . . . . 10 OCT 19
AD 2.OOSH-20 . . . . . 10 OCT 19
AD 2.OOSH-21 . . . . . 10 OCT 19
AD 2.OOSH-22 . . . . . 10 OCT 19
AD 2.OOSH-23 . . . . . 10 OCT 19
AD 2.OOSH-24 . . . . . 10 OCT 19
AD 2.OOSH-25 . . . . . 10 OCT 19
AD 2.OOSH-26 . . . . . 10 OCT 19
AD 2.OOSH-27 . . . . . 10 OCT 19
AD 2.OOSH-28 . . . . . 10 OCT 19

AD 2.OOSQ-1 . . . . . 1 JUL 10
AD 2.OOSQ-2 . . . . . 1 JUL 10
AD 2.OOSQ-3 . . . . . 1 JUL 10

INTENTIONALLY

LEFT

BLANK

GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 0.

GEN 0.1 PREFACE . . . . . GEN 0.1-1
1. NAME OF THE PUBLISHING AUTHORITY . . . . . GEN 0.1-1
2. APPLICABLE ICAO DOCUMENTS . . . . . GEN 0.1-1
3. THE AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL . . . . . GEN 0.1-1
4. SERVICE TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS . . . . . GEN 0.1-2
THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE . . . . . GEN 0.1-3

GEN 0.2 RECORD OF AIP AMENDMENTS . . . . . GEN 0.2-1

GEN 0.3 RECORD OF AIP SUPPLEMENTS . . . . . GEN 0.3-1

GEN 0.4 CHECK LIST OF AIP PAGES . . . . . GEN 0.4-1

GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP . . . . . GEN 0.5-1

GEN 0.6 TABLE OF CONTENTS TO PART 1 . . . . . GEN 0.6-1

GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES . . . . . GEN 1.1-1
1. CIVIL AVIATION . . . . . GEN 1.1-1
2. METEOROLOGY . . . . . GEN 1.1-1
3. CUSTOMS . . . . . GEN 1.1-1
4. IMMIGRATION . . . . . GEN 1.1-1
5. HEALTH . . . . . GEN 1.1-1
6. AIRPORT CHARGES . . . . . GEN 1.1-1
7. VETERINARY AND AGRICULTURAL QUARANTINE . . . . . GEN 1.1-1
8. AIRCRAFT ACCIDENTS INVESTIGATION . . . . . GEN 1.1-1

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT . . . . . GEN 1.2-1
1. GENERAL . . . . . GEN 1.2-1
2. SCHEDULED FLIGHTS . . . . . GEN 1.2-1
3. NON-SCHEDULED FLIGHTS . . . . . GEN 1.2-1
4. PRIVATE FLIGHTS . . . . . GEN 1.2-1
5. MILITARY AND DIPLOMATIC FLIGHTS . . . . . GEN 1.2-1
6. DOCUMENTARY REQUIREMENTS . . . . . GEN 1.2-2

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW . . . . . GEN 1.3-1
1. IMMIGRATION REQUIREMENTS . . . . . GEN 1.3-1
2. CUSTOMS REQUIREMENTS . . . . . GEN 1.3-1
3. PUBLIC HEALTH REQUIREMENTS . . . . . GEN 1.3-1

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO . . . . . GEN 1.4-1
1. CUSTOMS REQUIREMENTS CONCERNING CARGO AND OTHER ARTICLES . . . . . GEN 1.4-1
2. AGRICULTURAL AND VETERINARY QUARANTINE REQUIREMENTS . . . . . GEN 1.4-1

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS . . . . . GEN 1.5-1
1. GENERAL . . . . . GEN 1.5-1
2. INSTRUMENTS TO BE CARRIED . . . . . GEN 1.5-1
3. FLIGHT DOCUMENTS TO BE CARRIED . . . . . GEN 1.5-1
4. REQUIREMENT TO CARRY AN AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS II)
IN THE MUSCAT FIR . . . . . GEN 1.5-1

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS . . . . . GEN 1.6-1

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES . GEN 1.7-1
1. ANNEX 1 - PERSONNEL LICENSING . . . . . GEN 1.7-1
2. ANNEX 2 - RULES OF THE AIR . . . . . GEN 1.7-1
3. ANNEX 3 - METEOROLOGY . . . . . GEN 1.7-2
4. ANNEX 4 - AERONAUTICAL CHARTS . . . . . GEN 1.7-2
5. ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS . GEN 1.7-2
6. ANNEX 6 - OPERATION OF AIRCRAFT . . . . . GEN 1.7-2
7. ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS . . . . . GEN 1.7-3
8. ANNEX 8 - AIRWORTHINESS OF AIRCRAFT . . . . . GEN 1.7-3
9. ANNEX 9 - FACILITATION . . . . . GEN 1.7-3
10. ANNEX 10 - AERONAUTICAL TELE-COMMUNICATIONS . . . . . GEN 1.7-3

11. ANNEX 11 - AIR TRAFFIC SERVICES . . . GEN 1.7-3
12. ANNEX 12 - SEARCH AND RESCUE . . . GEN 1.7-3
13. ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION . . . GEN 1.7-3
14. ANNEX 14 - AERODROMES . . . GEN 1.7-4
15. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES . . . GEN 1.7-4
16. ANNEX 16 - ENVIRONMENTAL PROTECTION . . . GEN 1.7-4
17. ANNEX 17 - SECURITY - SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE . . . GEN 1.7-4
18. ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR . . . GEN 1.7-4
19. ANNEX 19 - SAFETY MANAGEMENT . . . GEN 1.7-4

GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKING, HOLIDAYS . . . GEN 2.1-1
1. UNITS OF MEASUREMENT . . . GEN 2.1-1
2. TIME SYSTEM . . . GEN 2.1-1
3. GEODETIC REFERENCE DATUM . . . GEN 2.1-1
4. AIRCRAFT NATIONALITY AND REGISTRATION MARKS . . . GEN 2.1-1

GEN 2.2 ABBREVIATIONS . . . GEN 2.2-1

GEN 2.3 CHART SYMBOLS . . . GEN 2.3-1

GEN 2.4 LOCATION INDICATORS . . . GEN 2.4-1

GEN 2.5 LIST OF RADIO NAVIGATION AIDS . . . GEN 2.5-1

GEN 2.6 CONVERSION TABLES . . . GEN 2.6-1

GEN 2.7 SUNRISE - SUNSET TABLES . . . GEN 2.7-1
MUSCAT . . . GEN 2.7-2
SALALAH . . . GEN 2.7-3

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES . . . GEN 3.1-1
1. RESPONSIBLE AUTHORITY . . . GEN 3.1-1
2. AREA OF RESPONSIBILITY OF AIS . . . GEN 3.1-1
3. PUBLISHED AERONAUTICAL INFORMATION . . . GEN 3.1-1
4. AIP SUPPLEMENTS AND NOTAM SERVICE . . . GEN 3.1-1
5. THE AIRAC SYSTEM . . . GEN 3.1-2
6. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES . . . GEN 3.1-2

GEN 3.2 AERONAUTICAL CHARTS . . . GEN 3.2-1
1. RESPONSIBLE AUTHORITY . . . GEN 3.2-1
2. MAINTENANCE OF CHARTS . . . GEN 3.2-1
3. PURCHASE ARRANGEMENTS . . . GEN 3.2-1
4. AERONAUTICAL CHARTS SERIES AVAILABLE . . . GEN 3.2-1
5. GENERAL DESCRIPTION OF EACH SERIES . . . GEN 3.2-1
6. LIST OF AERONAUTICAL CHARTS . . . GEN 3.2-3
7. TOPOGRAPHICAL CHARTS . . . GEN 3.2-7
8. CORRECTIONS OF CHARTS NOT CONTAINED IN THE AIP . . . GEN 3.2-7

GEN 3.3 AIR TRAFFIC SERVICES . . . GEN 3.3-1
1. RESPONSIBLE AUTHORITY . . . GEN 3.3-1
2. AREA OF RESPONSIBILITY . . . GEN 3.3-1
3. AIR TRAFFIC SERVICES . . . GEN 3.3-1
4. COORDINATION BETWEEN THE OPERATOR AND ATS . . . GEN 3.3-1
5. MINIMUM EN-ROUTE LEVELS . . . GEN 3.3-1
6. ADHERENCE TO CLEARANCE FOR IMMEDIATE TAKE-OFF . . . GEN 3.3-1
7. TESTING OF EMERGENCY LOCATOR BEACONS (ELBA) . . . GEN 3.3-2

GEN 3.4 COMMUNICATION SERVICES . . . GEN 3.4-1
1. RESPONSIBLE AUTHORITY . . . GEN 3.4-1
2. AREA OF RESPONSIBILITY . . . GEN 3.4-1
3. TYPES OF SERVICE . . . GEN 3.4-1
4. REQUIREMENTS AND CONDITIONS . . . GEN 3.4-1
5. APPLICABLE ICAO DOCUMENTS . . . GEN 3.4-2

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 - PERSONNEL LICENSING (11th edition)

Reference	Difference
1.2	Cabin Crew licence is required.
1.2.4.8	*Operational Multicrew Limitation (OML - Class I only).* The limitation 'valid only as or with qualified CO-pilot' is to be applied when the holder of a CPL or an ATPL does not fully meet the class I medical certificate requirements but is considered to be within the accepted risk of incapacitation (see CAR-FCL 3 (Medical), IEM FCL A,B and C). This limitation is applied by the PACA in the context of a multi-pilot environment. A 'valid only as or with qualified CO-pilot' limitation can only be issued or removed by the PACA. The other pilot shall be qualified on the type, not be over the age of 60, and not be subject to an OML. *Operational Safety Pilot Limitation (OSL -Class II only).* A safety pilot is a pilot who is qualified to act as PIC on the class/type of aircraft and carried on board the aircraft, which is fitted with dual controls, for the purpose of taking over control should the PIC holding this specific medical certificate restriction become incapacitated (see IEM FCL 1.035). An OSL can only be issued or removed by the PACA.
1.2.5.2.3	Not implemented.
2.3.1.3	An applicant for a PPL shall have completed at least 45 hours flight time as a pilot of aeroplanes; a total of 5 hours of this 45 hours may have been completed in a FNPT or a flight simulator. Holders of pilot licenses or equivalent privileges for helicopters, microlight helicopters, gyroplanes and microlights having fixed wings and moveable aerodynamic control surfaces acting in all three dimensions, gliders, self-sustaining gliders or self-launching gliders may be credited with 10% of their total flight time as pilot-in-command in such aircraft up to a maximum of 10 hours towards a PPL.
4.2	Applicant for the grant of AME license shall not have any disability, which will affect technical skill or judgment in performing the work.

2. ANNEX 2 - RULES OF THE AIR (10th edition)

Reference	Difference
3.3.1	**Flight plans:** Operators of all flights within the Muscat FIR are required to submit a flight plan to ATC. Operators of local flights, i.e., those which will remain within 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.
4.4	No VFR flights above FL150.

PROCEDURES FOR AIR NAVIGATION SERVICES - and AIR TRAFFIC MANAGEMENT (PANS-ATM, DOC 4444) (16th edition)

Reference	Difference
5.9	Clearance to fly maintaining own separation in VMC will NOT be granted unless exceptional circumstances exist. Such clearance will not, under any circumstances whatsoever, be granted to aircraft at trans/supersonic speeds.
5.10	For safety reasons, information is given also in respect of uncontrolled traffic, if the ATSU concerned considers that it is a hazard to controlled traffic.
5.11	Those reductions have not been implemented.
6.5.3	Visual approaches **by night** will not be authorized unless the pilots' reports show that they have and can maintain the aerodrome in sight. Note: *ATC may limit the descent of any flight that meets the requirements for a visual approach by using the phrase:* ***"Descend to ... (altitude) visually."*** *The term visual in this context will imply that the pilots are responsible for their own terrain clearance.* ATC will provide separation between an aircraft so cleared and all other aircraft unless separation according to DOC 4444 Chapter 6, 6.1 applies.
7.14.1.3	Special VFR flights will not be authorized to operate locally within CTR when the officially reported ceiling is below the circuit height applicable to the aircraft. PPL holders will not operate Special VFR flights unless the licence includes an appropriate rating or endorsement for instrument flight.

Reference	Difference
	Special VFR SEPARATION STANDARDS Special VFR aircraft will be separated from each other in Omani Control Zones by the following standards: 1. five (5) minutes no closing speed; 2. geographical separation; or 3. 500 FT vertical separation. Reduced separation may be applied when pilot reports confirm that a subsequent Special VFR flight has the preceding Special VFR flight in sight and can maintain its own separation with that aircraft to the control zone boundary. Special VFR flights will be conducted with the ground or water in sight at all times.

REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030) (Doc 7030/5, Part 1)

The SUPPS in force, directly applicable to aircraft, are given in their entirety. Differences are printed in heavy face italics.

Reference	Difference
	Procedure
3.1.1	**Visual Flight Rules (VFR) Annex 2 - 4.8:** VFR flight to be operated within a CTR established at an aerodrome serving International flights and in specified portions of the associated CTA will: (1) have two-way radio communications; (2) obtain permission from the appropriate ATC unit; (3) report position as required; and (4) not be above FL150.
7.1.1	**Alerting and SAR Services - Routes and equipment of private aircraft (Annex 6 Part II - 6.3 and 6.4):** General aviation aircraft operating over designated areas, land or sea, where SAR operations would be difficult, should: (1) carry appropriate survival equipment, and (2) follow the routes or specified procedures if not equipped with two-way radio except that, under special circumstances, the PACA may grant specific exemptions from this requirement.
7.2.1 (3)	**Alerting Service (PANS-ATM Chapter 7, 7.1.2):** The procedures detailed are applicable to all flights except those conducted wholly in the vicinity of an aerodrome when exempted by the appropriate ATC unit. The SUPPS in force, directly applicable to ATSUs and indirectly applicable to aircraft, are not given, in their entirety. The relevant references are given but only differences from ICAO have been published in full.
12	**Altimeter setting procedures applicable to ATS and minimum levels (PANS-ATM Chapter 4, 4.10):** The lowest usable flight levels for holding and approach manoeuvres have been fixed. Lowest recorded pressure values were used for their determination.
12.3	Nil
13.1.1.3	**Use of SSR (PANS-ATM Chapter 12);**
13.1.2	**PANS-OPS Part V:**
13.2.1 (1) 13.2.1.1 13.2.1.4 13.2.1.5 13.2.1.6 13.2.2 13.4.1	Nil

3. ANNEX 3 - METEOROLOGY (19th edition)

No differences.

4. ANNEX 4 - AERONAUTICAL CHARTS (11th edition)

Reference	Difference
1.2.2	Charts comply with the standards und recommended practices of Annex 4, except those to which a difference has been notified to ICAO.
2.1.8	The sheet size of the charts is 210 x 297mm (A4).
5.2	The Aerodrome Terrain and Obstacle Chart - ICAO (Electronic) is not provided.
11.4	The sheet size is 210 x 297mm (8.27 x 11.69in) (A4).
17.1	The Aeronautical Chart - ICAO 1:500 000 is not provided.
18.1	The Aeronautical Navigation Chart - ICAO small scale is not provided.
19.2	The Plotting Chart - ICAO is not provided.
20.1	The Electronic Aeronautical Chart Display - ICAO is not provided.

5. ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS (5th edition)

No differences.

6. ANNEX 6 - OPERATION OF AIRCRAFT (10th edition Part I, 9th edition Part II, 8th edition Part III)

Reference	Difference
	The requirements of JAR OPS I have been adopted in the form of CAR OPS I (Regulations for Commercial Air Transport - Aeroplanes) and meet or exceed the SARPS of Annex 6.
Part I, 4.2.8	Aerodrome Operating Minima will be promulgated as per CAR OPS Subpart E - ALL WEATHER OPERATIONS.
Part I, 6.2.1 (b)	For aircraft with maximum approved seating capacity of more than 30, the minimum portable fire extinguishers required is more than one.
Part I, 6.3	CAR OPS 1.715, 1.720 & 1.725 not fully harmonious with Annex 6 text.
Part I, 6.3.4, 6.3.5	CAR OPS 1.725 requires more parameters to be recorded.
Part I, 6.3.8	Applicability provision of CAR OPS 1.710 is wider in scope than Annex 6.

Part I, 6.4.1	CAR OPS 1.650 requires more instruments than Annex 6.
Part I, 6.14	The airworthiness code of the State of aircraft Design is adopted.
Part I, 6.15.6	Due date for fitting GPWS with TAWS is 1/1/05.
Part I, 8.4.2	CAR OPS 1.920 exceeds the Annex 6 requirement for the minimum retention time of aircraft record.
Appendix: Lights to be displayed by aeroplanes	The airworthiness code of the State of aircraft Design is adopted.
Part II, 6.9	GPWS with TAWS required by 1/1/05.
Part II, 6.11	The airworthiness code of the State of aircraft Design is adopted.
Appendix: Lights to be displayed by aeroplanes	The airworthiness code of the State of aircraft Design is adopted.

Reference	Difference
Part III, 4.6 (f)	Instrument and equipment required to comply with airworthiness requirements under which the helicopter is type certificated.

7. ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS (6th edition)

No differences.

8. ANNEX 8 - AIRWORTHINESS OF AIRCRAFT (11th edition)

Reference	Difference
Part II, Chapter 1 & 2, Part III	Until such time as Oman is able to develop and establish a national code of airworthiness, the codes of the State of aircraft Design are adopted.

9. ANNEX 9 - FACILITATION (14th edition)

Reference	Difference
2.5	A General Declaration is required.
2.7.2	A Passenger Manifest is required.
2.9	A Cargo Manifest is required.
2.13	Four copies of the General Declaration are required. Six copies of the Passenger Manifest are required. Four copies of the Cargo Manifest are required.
2.16	Five copies of the General Declaration are required. Six copies of the Passenger Manifest are required. Four copies of the Cargo Manifest are required.
2.19	Documents accepted in English or Arabic only.
2.37	Seventy-two-hour notice is required for all non-scheduled international flights, and is subject to approval from the PACA.
3.7	Visas required for all foreign nationals (see exceptions on page GEN 1.3-1 paragraph 1.1.)
3.8	A charge is usually made for the issue of a visa.
3.8.3	Visas for temporary visitors normally valid for three months and one entry only.
3.23	No facilities exist.
3.25	A valid passport is the only document acceptable; all crew members must travel in uniform.
3.39.5	The operator of an aircraft may be fined, at the discretion of the immigration authority, if he transports to the Sultanate of Oman any person not in possession of the requisite entry documents. Additionally, the operator will also be required to repatriate such persons at his own expense.
6.37.1	Left luggage facilities available.

10. ANNEX 10 - AERONAUTICAL TELE-COMMUNICATIONS (6th edition Vol I, 7th edition Vol II, 2nd edition Vol III, 5th edition Vol IV, 3rd edition Vol V)

No differences.

11. ANNEX 11 - AIR TRAFFIC SERVICES (14th edition)

Reference	Difference
2.6	Class G used in Muscat FIR to provide a radar derived advisory service to IFR and VFR flights operation outside CAS. Muscat ACC is in a position to provide a radar derived advisory service to IFR and VFR traffic in uncontrolled airspace.
2.9.3.2.2	CTA lower limits established at levels determined by operational requirements.
Appendix 4	Speed of 250 Knots IAS below 10 000 FT AMSL applies to IFR and VFR in Class C airspace. Operators are requested to adhere to this regulation, unless instructed otherwise by ATC. This restriction does not apply to military fast-jet aircraft, unless instructed otherwise by ATC.

12. ANNEX 12 - SEARCH AND RESCUE (8th edition)

Reference	Difference
5.2.3 j)	The State of Registry is not systematically notified upon initiation of the distress phase.

13. ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION (11th edition)

No differences.

14. ANNEX 14 - AERODROMES (7th edition Vol I, 4th edition Vol II)

No differences.

15. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES (16th edition)

No differences.

16. ANNEX 16 - ENVIRONMENTAL PROTECTION (7th edition Vol I, 3rd edition Vol II)

No differences.

17. ANNEX 17 - SECURITY - SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE (9th edition)

No differences.

18. ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR (4th edition)

No differences.

19. ANNEX 19 - SAFETY MANAGEMENT (1st edition)

Reference	Difference
3.1	A State Safety Program has not been implemented.

GEN 2.7 SUNRISE - SUNSET TABLES

The times in these tables are given in UTC for sunrise (SR) and sunset (SS) and are from the years 2016 to 2020 inclusive. The year 2018 is used as an "average year" for this period. During this period the times for an arbitrary date and place will deviate less than 2 minutes from time on the same date and place in the "average year".

ALPHABETIC INDEX

Location	Page	Location	Page
MUSCAT/Muscat Intl	GEN 2.7-2	SALALAH/Salalah	GEN 2.7-3

MUSCAT
Muscat International
OOMS
N23 36 00.72
E058 17 00.96

MONTH	DAY	SR	SS	MONTH	DAY	SR	SS	MONTH	DAY	SR	SS
JAN	3	0250	1333	MAY	3	0132	1436	SEP	3	0149	1423
	8	0251	1337		8	0129	1438		8	0151	1418
	13	0251	1340		13	0126	1441		13	0153	1413
	18	0251	1344		18	0124	1443		18	0154	1408
	23	0250	1347		23	0122	1445		23	0156	1403
	28	0249	1351		28	0121	1448		28	0157	1357
FEB	3	0247	1355	JUN	3	0120	1450	OCT	3	0159	1352
	8	0244	1358		8	0119	1452		8	0201	1348
	13	0241	1401		13	0120	1454		13	0203	1343
	18	0238	1404		18	0120	1456		18	0205	1339
	23	0234	1407		23	0121	1457		23	0208	1335
	28	0230	1409		28	0123	1457		28	0210	1331
MAR	3	0227	1411	JUL	3	0124	1458	NOV	3	0214	1327
	8	0223	1413		8	0126	1458		8	0217	1324
	13	0218	1415		13	0128	1457		13	0220	1322
	18	0213	1417		18	0130	1456		18	0223	1321
	23	0208	1419		23	0133	1454		23	0226	1320
	28	0203	1421		28	0135	1452		28	0230	1319
APR	3	0157	1423	AUG	3	0138	1448	DEC	3	0233	1320
	8	0153	1425		8	0140	1445		8	0237	1321
	13	0148	1427		13	0142	1442		13	0240	1322
	18	0144	1429		18	0144	1438		18	0243	1324
	23	0139	1431		23	0146	1433		23	0245	1326
	28	0136	1434		28	0147	1429		28	0248	1329

GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE AUTHORITY

The PACA produces only those charts, associated with the AIP, which are listed in paragraph 4.1 of this chapter. Listed in paragraph 4.2 are those charts relevant to Muscat FIR, used by the ATS Division, which may be purchased from the agents listed in paragraph 3 of this chapter. For a complete list of charts, consult the ICAO Aeronautical Chart Catalogue (Doc 7101-MAP/565).

The charts are produced in accordance with the provisions in the following ICAO documents:

Annex 4 - Aeronautical Charts.

Doc 8168 - Aircraft Operations, Vol. II (Construction of visual and instrument flight procedures)

There are no differences to these provisions.

2. MAINTENANCE OF CHARTS

2.1 The charts listed in 4.1 are regularly kept up to date or are replaced by AIP amendments. Significant amendments or revisions will be promulgated by AIP SUPPLEMENTS and included in subsequent AIP amendments, if appropriate. Information concerning new aeronautical charts will be notified by AIC.

2.2 Items of information found, after publication, to have been incorrect at the aeronautical information date are corrected immediately by NOTAM if they are of operational significance, attention being directed to that chart affected.

2.3 The charts listed in 4.2 are amended and revised by the publishers concerned but users are requested to assist in this process by bringing errors or omissions to the attention of the appropriate authority by means of the procedure described on the relevant chart.

3. PURCHASE ARRANGEMENTS

3.1 The charts as listed below may be obtained from the:

Public Authority for Civil Aviation
P. O. Box 1
Postal Code 111
Muscat
Sultanate of Oman

A limited supply of these charts is also available from the NOF at Muscat Intl Airport.

3.2 The charts listed in 4.2 a) may be obtained from:

a) **Jeppesen GmbH**
Frankfurter Strasse 233
63263 Neu-Isenburg
P.O. Box 15 35
63235 Neu-Isenburg
Germany

b) **British Airways Plc**
AERAD Customer Services (S464)
AERAD House
P. O. Box 10 Heathrow Airport
Hounslow, TW6 2JA
England

3.3 The charts listed in 4.2 b) may be obtained from:

a) **National Survey Authority**
Ministry of Defence
P. O. Box 113
Postal Code 100
Muscat
Sultanate of Oman

3.4 The charts listed in 4.2 c) and d) may be obtained from:

a) **Edward Stanford Limited**
12-14 Long Acre
London
England

b) **Distribution Division (C44)**
Office of Aeronautical Charting and Cartography
National Ocean Survey, NOAA
Riverdale
Maryland 20840
USA

c) **Jeppesen GmbH**
Frankfurter Strasse 233
63263 Neu-Isenburg
P.O. Box 15 35
63235 Neu-Isenburg
Germany

3.5 The Civil Aviation Department and the Aeronautical Information Service have copies of the ICAO Aeronautical Charts Catalogue (Doc 7101 MAP/565) wherein are listed all aeronautical charts or chart series produced by this and other countries, and known to be generally available to civil aviation.

4. AERONAUTICAL CHARTS SERIES AVAILABLE

4.1 The following are produced and published by the PACA:

a) Aerodrome Obstacle Chart - ICAO Type A

b) Aerodrome Obstacle Chart - ICAO Type B

c) Precision Approach Terrain Chart - ICAO

d) Terminal Area Chart - ICAO

e) Standard Departure Chart Instrument - ICAO

f) Standard Arrival Chart Instrument - ICAO

g) Instrument Approach Chart - ICAO

h) Visual Approach Chart - ICAO

i) Aerodrome Chart - ICAO

j) Aircraft Parking/Docking Chart - ICAO

k) Enroute Charts - ICAO

l) ATC Surveillance Minimum Altitude Chart - ICAO

4.2 The following are produced and published by organizations in other ICAO contracting States:

a) Radio Navigation Chart - ICAO

b) World Aeronautical Chart - ICAO 1 : 1.000.000

c) Aeronautical Navigation Chart - ICAO
1 : 5.000.000

d) Aeronautical Navigation Chart - ICAO
1 : 2.000.000

5. GENERAL DESCRIPTION OF EACH SERIES

5.1 *Aerodrome Obstacle Chart - ICAO Type A*

These are available for ADs designated for use by international commercial air transport. The scales used are 1 : 20.000 (horizontal) and 1 : 2.000 (vertical). The charts, showing a plan and profile of each RWY (including any associated SWY and CWY), take-off flight path area, any significant obstructions and relevant declared distances, are included in AD 2.

5.2 *Aerodrome Obstacle Chart - ICAO Type B*

These charts at scale of 1:20.000 show the topography and the obstacles in the vicinity of the airport. They are intended to be used by and to assist flight crews in determination of the minimum safe altitude/height during departure and arrival phase including those for circling procedures the pre-determination of procedures for use in the event of an emergency during take-off or landing and are included in AD 2.

5.3 *Precision Approach Terrain Chart - ICAO*

These charts provide detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. Those published are included in AD 2.

5.4 *Terminal Area Chart - ICAO*

These are available for Muscat TMA and depict arrival, departure and transit routes and holding patterns. They are designed to facilitate transition between Radio Navigation Charts and Instrument Approach Charts and are included in AD 2.

5.5 *Standard Departure Chart Instrument - ICAO*

These charts are produced whenever a standard departure route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route - instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will be enable them to comply with the designated standard departure route - instrument from the take-off phase to the enroute phase. Those published are included in AD 2.

5.6 *Standard Arrival Chart Instrument - ICAO*

These charts are produced whenever a standard arrival route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route - instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route - instrument from the enroute phase to the approach phase. Those published are included in AD 2.

5.7 *Instrument Approach Chart - ICAO*

These are available for ADs where instrument approach procedures have been established and approved by the Flight Operations Section of the PACA. A separate chart is published for each procedure showing plan and profile views of holding, approach and missed approach, radio facilities and relevant topographical information. Those published are included in AD 2.

5.8 *Visual Approach Chart - ICAO*

These are designed to provide pilots with a graphic presentation of approaches to ADs by visual reference, whether or not previous reference has been made to either a Radio or Visual Navigation Chart. Those published are included in AD 2.

5.9 *Aerodrome Chart - ICAO*

These are available for ADs designated for use by international commercial air transport and are designed to facilitate ground movement between RWYs and aprons. They show a plan view of the movement area and depict visual aids, radio installations, terminal buildings, ARP, RWY marking, lighting and, at an enlarged scale TWY and apron marking.

5.10 *Aircraft Parking/Docking Chart - ICAO*

This chart is produced for those aerodromes where, due to complexity of the terminal facilities, the information cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart - ICAO.

This supplementary chart provides flight crews with detailed information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft. Those published are included in AD 2.

5.11 *Enroute Charts - ICAO*

This chart is produced for the entire Oman FIR. The aeronautical data include all aerodrome, prohibited, restricted and danger areas and the air traffic service systems in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

5.12 *ATC Surveillance Minimum Altitude Chart - ICAO*

This chart is supplementary to the Area Chart and provides information which will enable flight crews to monitor and cross-check altitudes assigned while under radar control.

5.13 *Radio Navigation Chart - ICAO*

These are published by and available from the commercial organizations listed in 3.2. They are designed to facilitate navigation by radio aids, in accordance with published procedures, along ATS routes and depict all relevant data including airspace boundaries and limitations.

5.14 *World Aeronautical Chart - ICAO 1 : 1.000.000*

These are published by Oman Authorities and available from the Public Authority for Civil Aviation listed in 3.1. They constitute the Oman territory. Designed for pre-flight planning and pilotage, they are constructed on the Lambert Conformal Conic Projection and depict the main planimetric features and relief data and basic aeronautical information.

5.15 *Aeronautical Navigation Chart - ICAO 1 : 5.000.000*

One sheet, covering the area in which Oman is situated, is published in the GNC Series by the DOD (USA) and available from the accredited chart agents listed in 3.3b.

The principal function is to provide a general purpose chart for long range flight planning and plotting. The projection used is the Lambert Conformal Conic.

5.16 *Aeronautical Navigation Chart - ICAO 1 : 2.000.000*

Two sheets covering Oman with the exception of that located east of LONG E05930, similar to the GNC in other respects. Published in the JNC series.

6. LIST OF AERONAUTICAL CHARTS

TITLE OF SERIES	SCALE	CHART NAME AND/OR NUMBER		PRICE PER SHEET RO.	DATE
Aerodrome Obstacle Chart - ICAO Type A (AOC)	1:20.000	DUQM/Duqm RWY 04/22	AD 2.OODQ - 9		10 OCT 19
	1:20.000	FAHUD/Fahud RWY 13/31	AD 2.OOFD - 13		13 OCT 16
	1:15.000	JA'ALUNI/Ja'aluni RWY 03/21	AD 2.OOJA - 11		29 MAY 14
	1:20.000	MARMUL/Marmul RWY 14/32	AD 2.OOMX - 11		13 OCT 16
	1:20.000	MUKHAIZNA/Mukhaizna RWY 14/32	AD 2.OOMK - 13		3 MAR 16
	1:20.000	MUSCAT/Muscat Intl RWY 08L/26R	AD 2.OOMS - 25		25 APR 19
	1:15.000	QARN ALAM/Qarn Alam RWY 12/30	AD 2.OOGB - 13		13 OCT 16
	1:20.000	SALALAH/Salalah RWY 07/25	AD 2.OOSA - 19		10 OCT 19
	1:20.000	SUHAR/Suhar RWY 15/33	AD 2.OOSH - 13		10 OCT 19
Aerodrome Obstacle Chart - ICAO Type B (AOC)	1:20.000	DUQM/Duqm	AD 2.OODQ - 11		10 OCT 19
	1:20.000	FAHUD/Fahud	AD 2.OOFD - 15		13 OCT 16
	1:20.000	JA'ALUNI/Ja'aluni	AD 2.OOJA - 13		29 MAY 14
	1:20.000	MARMUL/Marmul	AD 2.OOMX - 13		13 OCT 16
	1:20.000	MUKHAIZNA/Mukhaizna	AD 2.OOMK - 15		3 MAR 16
	1:20.000	MUSCAT/Muscat Intl	AD 2.OOMS - 27		25 APR 19
	1:20.000	QARN ALAM/Qarn Alam	AD 2.OOGB - 15		13 OCT 16
	1:20.000	SALALAH/Salalah	AD 2.OOSA - 21		10 OCT 19
	1:20.000	SUHAR/Suhar	AD 2.OOSH - 15		10 OCT 19
Precision Approach Terrain Chart - ICAO (PATC)	1:2500	MUSCAT/Muscat Intl RWY 08L	AD 2.OOMS - 29		26 APR 18
	1:2500	MUSCAT/Muscat Intl RWY 26R	AD 2.OOMS - 31		26 APR 18
	1:2500	SALALAH/Salalah RWY 07	AD 2.OOSA - 23		9 NOV 17
	1:2500	SALALAH/Salalah RWY 25	AD 2.OOSA - 25		9 NOV 17
Terminal Area Chart - ICAO (TAC)	MUSCAT/Muscat Intl				
	1:750.000 1:2.500.000	ATC Surveillance Minimum Altitude Chart Terminal Area Chart Muscat	AD 2.OOMS - 33 AD 2.OOMS - 35		25 APR 19 25 APR 19
	SALALAH/Salalah				
	1:750.000	ATC Surveillance Minimum Altitude Chart	AD 2.OOSA - 27		25 APR 19

TITLE OF SERIES	SCALE	CHART NAME AND/OR NUMBER		PRICE PER SHEET RO.	DATE
Standard Departure Chart Instrument - ICAO (SID)	DUQM/Duqm				
	1:750.000 1:750.000	RNAV (GNSS) RWY 04 RNAV (GNSS) RWY 22	AD 2.OODQ - 13 AD 2.OODQ - 15		9 NOV 17 9 NOV 17
	FAHUD/Fahud				
	1:500.000 1:1.000.000	RNAV (GNSS) RWY 13 RNAV (GNSS) RWY 31	AD 2 OOFD - 17 AD 2.OOFD - 19		13 OCT 16 9 NOV 17
	MARMUL/Marmul				
	1:500.000 1:500.000	RNAV (GNSS) RWY 14 RNAV (GNSS) RWY 32	AD 2.OOMX - 15 AD 2.OOMX - 17		13 OCT 16 13 OCT 16
	MUKHAIZNA/Mukhaizna				
	1:500.000 1:500.000	RNAV (GNSS) RWY 14 RNAV (GNSS) RWY 32	AD 2.OOMK - 17 AD 2.OOMK - 19		3 MAR 16 3 MAR 16
	MUSCAT/Muscat Intl				
	1:750.000 1:750.000 1:750.000 1:750.000	RNAV (GNSS) RWY 08L RWY 08L RNAV (GNSS) RWY 26R RWY 26R	AD 2.OOMS - 37 AD 2.OOMS - 41 AD 2.OOMS - 43 AD 2.OOMS - 49		25 APR 19 25 APR 19 25 APR 19 25 APR 19
	QARN ALAM/Qarn Alam				
	1:600.000 1:600.000	RNAV (GNSS) RWY 12 RNAV (GNSS) RWY 30	AD 2.OOGB - 17 AD 2.OOGB - 19		9 NOV 17 13 OCT 16
	SALALAH/Salalah				
	1:500.000 1:500.000 1:500.000 1:500.000	RNAV (GNSS) RWY 07 RWY 07 RNAV (GNSS) RWY 25 RWY 25	AD 2.OOSA - 29 AD 2.OOSA - 31 AD 2.OOSA - 33 AD 2.OOSA - 35		25 APR 19 25 APR 19 25 APR 19 25 APR 19
	SUHAR/Suhar				
	1:600.000 1:600.000	RNAV (GNSS) RWY 15 RNAV (GNSS) RWY 33	AD 2.OOSH - 17 AD 2.OOSH - 19		10 OCT 19 10 OCT 19
Standard Arrival Chart Instrument - ICAO (STAR)	DUQM/Duqm				
	1:750.000 1:750.000	RNAV (GNSS) RWY 04 RNAV (GNSS) RWY 22	AD 2.OODQ - 17 AD 2.OODQ - 19		9 NOV 17 9 NOV 17
	FAHUD/Fahud				
	1:800.000 1:800.000	RNAV (GNSS) RWY 13 RNAV (GNSS) RWY 31	AD 2.OOFD - 21 AD 2.OOFD - 23		13 OCT 16 13 OCT 16
	MARMUL/Marmul				
	1:500.000 1:500.000	RNAV (GNSS) RWY 14 RNAV (GNSS) RWY 32	AD 2.OOMX - 19 AD 2.OOMX - 21		13 OCT 16 13 OCT 16
	MUKHAIZNA/Mukhaizna				
	1:750.000 1:750.000	RNAV (GNSS) RWY 14 RNAV (GNSS) RWY 32	AD 2.OOMK - 21 AD 2.OOMK - 23		3 MAR 16 3 MAR 16
	MUSCAT/Muscat Intl				
	1:750.000 1:750.000 1:400.000 1:750.000 1:750.000 1:400.000	RNAV (GNSS) RWY 08L RWY 08L RWY 08L (TRANSITION) RNAV (GNSS) RWY 26R RWY 26R RWY 26R (TRANSITION)	AD 2.OOMS - 51 AD 2.OOMS - 55 AD 2.OOMS - 57 AD 2.OOMS - 61 AD 2.OOMS - 65 AD 2.OOMS - 67		25 APR 19 25 APR 19 10 OCT 19 25 APR 19 25 APR 19 25 APR 19

TITLE OF SERIES	SCALE	CHART NAME AND/OR NUMBER		PRICE PER SHEET RO.	DATE
Standard Arrival Chart Instrument - ICAO (STAR)	QARN ALAM/Qarn Alam				
	1:500.000 1:500.000	RNAV (GNSS) RWY 12 RNAV (GNSS) RWY 30	AD 2.OOGB - 21 AD 2.OOGB - 23		13 OCT 16 13 OCT 16
	SALALAH/Salalah				
	1:750.000 1:750.000 1:750.000 1:750.000	RNAV (GNSS) RWY 07 RWY 07 RNAV (GNSS) RWY 25 RWY 25	AD 2.OOSA - 37 AD 2.OOSA - 41 AD 2.OOSA - 43 AD 2.OOSA - 47		25 APR 19 25 APR 19 25 APR 19 25 APR 19
	SUHAR/Suhar				
	1:600.000 1:600.000	RNAV (GNSS) RWY 15 RNAV (GNSS) RWY 33	AD 2.OOSH - 21 AD 2.OOSH - 23		10 OCT 19 10 OCT 19
Instrument Approach Chart - ICAO (IAC)	DUQM/Duqm				
	1:400.000 1:400.000	RNP RWY 04 RNP RWY 22	AD 2.OODQ - 21 AD 2.OODQ - 23		11 OCT 18 11 OCT 18
	FAHUD/Fahud				
	1:300.000 1:300.000	RNP RWY 13 RNP RWY 31	AD 2.OOFD - 25 AD 2.OOFD - 27		11 OCT 18 11 OCT 18
	MARMUL/Marmul				
	1:250.000 1:300.000	RNP RWY 14 RNP RWY 32	AD 2.OOMX - 23 AD 2.OOMX - 25		11 OCT 18 11 OCT 18
	MUKHAIZNA/Mukhaizna				
	1:400.000 1:400.000	RNP RWY 14 RNP RWY 32	AD 2.OOMK - 25 AD 2.OOMK - 27		11 OCT 18 11 OCT 18
	MUSCAT/Muscat Intl				
	1:500.000 1:600.000 1:500.000 1:600.000 1:500.000 1:600.000 1:400.000 1:400.000	ILS RWY 08L ILS RWY 26R LLZ RWY 08L LLZ RWY 26R RNP RWY 08L RNP RWY 26R VOR RWY 08L VOR RWY 26R	AD 2.OOMS - 71 AD 2.OOMS - 73 AD 2.OOMS - 75 AD 2.OOMS - 77 AD 2.OOMS - 79 AD 2.OOMS - 81 AD 2.OOMS - 83 AD 2.OOMS - 85		10 OCT 19 10 OCT 19 10 OCT 19 10 OCT 19 10 OCT 19 10 OCT 19 25 APR 19 25 APR 19
	QARN ALAM/Qarn Alam				
	1:300.000 1:300.000	RNP RWY 12 RNP RWY 30	AD 2.OOGB - 25 AD 2.OOGB - 27		11 OCT 18 11 OCT 18
	SALALAH/Salalah				
	1:500.000 1:700.000 1:500.000 1:700.000 1:500.000 1:700.000 1:500.000 1:700.000	ILS RWY 07 ILS RWY 25 LLZ RWY 07 LLZ RWY 25 RNP RWY 07 RNP RWY 25 VOR RWY 07 VOR RWY 25	AD 2.OOSA - 49 AD 2.OOSA - 51 AD 2.OOSA - 53 AD 2.OOSA - 55 AD 2.OOSA - 57 AD 2.OOSA - 59 AD 2.OOSA - 61 AD 2.OOSA - 63		10 OCT 19 10 OCT 19 10 OCT 19 10 OCT 19 25 APR 19 25 APR 19 25 APR 19 25 APR 19
	SUHAR/Suhar				
	1:400.000 1:400.000	RNP RWY 15 RNP RWY 33	AD 2.OOSH - 25 AD 2.OOSH - 27		10 OCT 19 10 OCT 19

TITLE OF SERIES	SCALE	CHART NAME AND/OR NUMBER		PRICE PER SHEET RO.	DATE
Visual Approach Chart - ICAO (VAC)	1:300.000 1:100.000 1:250.000 1:250.000	VAC Ja'aluni VAC Mukhaizna VFR Routes Muscat VAC Salalah	AD 2.OOJA - 15 AD 2.OOMK - 29 AD 2.OOMS - 87 AD 2.OOSA - 65		29 MAY 14 3 MAR 16 25 APR 19 25 APR 19
Aerodrome Chart - ICAO (ADC)	1:20.000 1:20.000 1:15.000 1:12.000 1:15.000 1:20.000 1:20.000 1:20.000 1:25.000	DUQM/Duqm FAHUD/Fahud JA'ALUNI/Ja'aluni MARMUL/Marmul MUKHAIZNA/Mukhaizna MUSCAT/Muscat Intl QARN ALAM/Qarn Alam SALALAH/Salalah SUHAR/Suhar	AD 2.OODQ - 7 AD 2.OOFD - 9 AD 2.OOJA - 7 AD 2.OOMX - 9 AD 2.OOMK - 9 AD 2.OOMS - 13 AD 2.OOGB - 9 AD 2.OOSA - 13 AD 2.OOSH - 9		10 OCT 19 13 OCT 16 29 MAY 14 13 OCT 16 3 MAR 16 10 OCT 19 13 OCT 16 10 OCT 19 10 OCT 19
Aircraft Parking/Docking Chart - ICAO (PDC)	 1:4.000 1:2.500 1:8.000 1:7.000 1:5.000 1:2.400 1:5.000 1:4.000 1:3.500	FAHUD/Fahud JA'ALUNI/Ja'aluni MUKHAIZNA/Mukhaizna MUSCAT/Muscat Intl (South Civil & General Aviation Aprons) MUSCAT/Muscat Intl (North Civil Apron) MUSCAT/Muscat Intl (Cargo Apron) QARN ALAM/Qarn Alam SALALAH/Salalah (N-Aprons) SALALAH/Salalah (S-Apron) SUHAR/Suhar	AD 2.OOFD - 11 AD 2.OOJA - 9 AD 2.OOMK - 11 AD 2.OOMS - 15 AD 2.OOMS - 17 AD 2.OOMS - 21 AD 2.OOGB - 11 AD 2.OOSA - 15 AD 2.OOSA - 17 AD 2.OOSH - 11		13 OCT 16 29 MAY 14 3 MAR 16 10 OCT 19 25 APR 19 10 OCT 19 13 OCT 16 10 OCT 19 10 OCT 19 10 OCT 19
Radio Navigation Chart - ICAO (RNC)		AERAD ASI/1 ASI/2 AERAD ASI/3 ASI/4 JEPPESEN A(H/L) 9/10 JEPPESEN ME (H/L) 3/4 JEPPESEN ME (H/L) 7/8 JEPPESEN ME (HI) 1/2		AVAILABLE ON APPLICATION TO ACCREDITED CHART AGENTS	
World Aeronautical Chart ICAO (WAC)	1:1.000.000	SULTANATE OF OMAN AERONAUTICAL CHART			
Aeronautical Navigation Chart - ICAO (SNC)	1:5.000.000	Global GNC 12 Navigation			05 NOV 98
Aeronautical Navigation Chart - ICAO (SNC)	1:2.000.000	Jet JN 35 Navigation JN 36 JN 52			28 FEB 97 12 MAY 88 19 FEB 97

ENR 5. NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS . . . . . ENR 5.1-1

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS . . . . . ENR 5.2-1
1. GENERAL . . . . . ENR 5.2-1
2. SYSTEM AND METHOD OF ACTIVATION . . . . . ENR 5.2-1
3. REMARKS . . . . . ENR 5.2-1

ENR 5.3 OTHER ACTIVITIES OF DANGEROUS NATURE . . . . . ENR 5.3-1
1. GENERAL . . . . . ENR 5.3-1
2. SYSTEM AND METHOD OF ACTIVATION . . . . . ENR 5.3-1
3. REMARKS . . . . . ENR 5.3-1

ENR 5.4 AIR NAVIGATION OBSTACLES - EN-ROUTE . . . . . ENR 5.4-1
1. GENERAL . . . . . ENR 5.4-1

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES . . . . . ENR 5.5-1
1. GENERAL . . . . . ENR 5.5-1
2. SYSTEM AND METHOD OF ACTIVATION . . . . . ENR 5.5-1
3. REMARKS . . . . . ENR 5.5-1

ENR 5.6 BIRD MIGRATION/CONCENTRATION AND AREAS WITH SENSITIVE FAUNA . . . . . ENR 5.6-1
1. BIRD MIGRATION . . . . . ENR 5.6-1
2. AREA OF SENSITIVE FAUNA . . . . . ENR 5.6-1
3. REMARKS . . . . . ENR 5.6-1

ENR 6. EN-ROUTE CHARTS

ENR 6.1 AIR TRAFFIC SERVICE SYSTEM . . . . . ENR 6.1-1

MUSCAT UTA . . . . . ENR 6.1-3

ENR 6.2 PROHIBITED, RESTRICTED AND DANGER AREAS . . . . . ENR 6.2-1

ENR 6.3 RADIO FACILITY - INDEX CHART . . . . . ENR 6.3-1

ENR 6.4 AERIAL SPORTING AND RECREATIONAL ACTIVITIES - INDEX CHART . . . . . ENR 6.4-1

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Entry point/Departure	Route	Exit point/Arrival
REXOD	REXOD - M762 - ITURA - P570 - MIXAM - P513 - GERAR - B540 - PASOV - KUPMA	PASOV / OMSJ, OMRK
	REXOD - A775 - KUSRA - P574 - SOLUD	SOLUD / overflying OMAE and (4)
	REXOD - N563 - SODEX	SODEX / overflying OMAE
	REXOD - N563 - TULBU - Z855 - SODEX	SODEX / OMAA, OMAD, OMAM
	REXOD - M762 - ITURA - P570 - MIXAM - P899 - ITRAX	ITRAX / OMAL
SABEL	SABEL - UB424 - VELIK - R401 - DOLFI - Z855 - SODEX	SODEX
TAPDO	TAPDO - G652 - TULBU - M628 - LUDID	LUDID / OEJN, OEMA
	TAPDO - A454 - VUSET - A454 - PASOV - M564 - VAXAS	VAXAS / OMDW, OMDM
	TAPDO - A454 - VUSET - N571 - MENSA	MENSA / OMSJ, OMRK
TARDI	TARDI - N629 - GIDAN - P570 - TOLDA - N318 - REXOD	REXOD
	TARDI - N629 - GIDAN - P570 - KITAL	KITAL
	TARDI - N629 - GIDAN - P570 - EMURU - M300 - LOTAV	LOTAV
	TARDI - N629 - TOTOX	TOTOX
TONVO overflying OMAE (FL270 - UNL)	TONVO - A777 - NADSO - B505 - EGTAL - R462 - DENDA	DENDA
	TONVO - A777 - NADSO - B505 - APELO	APELO
	TONVO - A777 - NADSO - B524 - ALPOR	ALPOR
TONVO overflying OMAE	TONVO - P307 - VAXIM - P307 - PARAR	PARAR / VABB, VAPO, VOMM & overflying India
	TONVO - P307 - VAXIM - L301 - RASKI	RASKI / VABB, VOHS & overflying India
TONVO / OMFJ	TONVO - A777 - BUBAS - P513 - MIXAM - P570	TOTOX, REXOD, LOTAV, KITAL
TOTOX	TOTOX - P574 - PAROK - L695 - ITURA - P570 - MIXAM - P513 - GERAR - B540 - PASOV-KUPMA	PASOV / OMSJ, OMRK
	TOTOX - P574 - PAROK - L695 - ITURA - M762 - TAPRA - VAXAS	VAXAS / northern UAE airports
	TOTOX - L555 - TOLDA - M628 - TULBU - N563 - SODEX	SODEX / overflying OMAE (3)
	TOTOX - L555 - TOLDA - P570 - MIXAM - P574 - SOLUD	SOLUD / overflying OMAE (4)
	TOTOX - P574 - SOLUD	SOLUD / overflying OMAE (4)
	TOTOX - P574 - MIXAM - P899 - ITRAX	ITRAX / OMAL
	TOTOX - L555 - TOLDA - M628 - TULBU - Z855 - SODEX	SODEX / OMAA, OMAD, OMAM
OYSC FIR (ASPUX, KIVEL, IMKAD, KAPET, PUTRA, SABEL)	R401 - MUSAP	MUSAP / OMDW, OMDM, OMDB, OMSJ, OMRK

Note: For further restrictions see full route details in ENR 3 section.

Note 1: For traffic landing in northern UAE.

Note 2: Except for traffic intending to exit via LUDID.

Note 3: Unless traffic is planning to route through the Tehran FIR.

Note 4: Planning to route through the Tehran FIR.

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

2. DEPARTING ROUTES

The following standard routings apply for traffic departing in Muscat FIR:

Departure airport	Destination	Route/Exit point
OOMS	VAGO, VCBI, VOBL, VOCB, VOCL, VOCI, VOML, VOTR, VOTV	KITAL, LOTAV, REXOD, TOTOX
	VAPO, VOMM	PARAR, TOTOX
	VOHS	RASKI
	VABB	RASKI, PARAR
	Northwestbound (1,2)	Q978 - ITRAX (3)
	OMSJ, OMRK	T508 - DAPOK - T509 - PASOV - B540 - KUPMA
	OMDB	T508 - SOLUD - GISMO
	OMDW, OMDM	T508 - DAPOK - T507 - TAPRA - M762 - VAXAS
	Northern UAE airports	T508 - DAPOK - T507/T509
	OOKB	P513-BUBAS
OOSA	OOMS, OOMN	OOSA - DAXAM - P316 - MCT (DVOR/DME)
	Northern UAE airports	OOSA - DAXAM - P316 - DEDSO - R401 - MUSAP
	Southern UAE airports	OOSA - DAXAM - P316 - DEDSO - R401 - DOLFI - Z855 - SODEX
	Northbound	OOSA - DAXAM - P316 - DEDSO - R401 - HAI (DVOR/DME) - then planned route
	OOSH	OOSA - DAXAM - P316 - DEDSO - R401 - VELIK - P304 - EMISO - Q730 - LADBI
OOTH	OMDB, OMRK, OMSJ	R401 - MUSAP
OOSH	Southbound and Eastbound	BOTAM - Y855 - LAKLU then planned route
	Northern UAE airports	VAXAS
	Southern UAE airports	ITRAX
	OOSA	OOSH - BOTAM - Y855 - LAKLU - R402 - HAI (DVOR/DME) - B400 - ASTUN

Note 1: T507 - ATC may re-route traffic to PASOV (B540) to facilitate the efficient flow or traffic into northern UAE airports.

Note 2: T509 - ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow or traffic into northern UAE airports.

Note 3: Flights overflying OIIX FIR exit via SOLUD.

3. ARRIVING ROUTES

The following standard routings apply for traffic arriving in Muscat FIR:

Arrival airport	From	Entry point/Route
OOMS	DAXAM	OOSA - DAXAM - P316 (2)
	OYSC FIR	KAPET - UB535 - SLL (DVOR/DME) - P316 - MCT (DVOR/DME)
	OMAE FIR (1)	RETAS - N685 - PUTSO - LAKLU - G216 - MCT (DVOR/DME)
		TARDI - N629 - MUSUK - T511 - MCT (DVOR/DME) (3)
	VABF FIR via L444 and N881	RASKI - N881 - KIPOL - L444 - VUSIN - N767 - ELIGO - L631 - MCT (DVOR/DME)
	UB424	UB424 - GISKA - P316 - MCT (DVOR/DME)
	OOKB, OMFJ, Northern Arrivals	P513 - MCT (DVOR/DME)
OOSH	OOMS	OOMS - P513 - MIXAM - P574 - DAPOK - Y623 - GIVLA (OOSH ARR)
	OOSA	OOSA - DAXAM - P316 - DEDSO - R401 - VELIK - P304 - EMISO - Q730 - LADBI
	RETAS	RETAS - N685 - KOBIM - Q730 - LADBI

Note 1: Eastbound traffic overflying OMAE FIR intending to land at OOMS.

Note 2: For overfly use B400 or R401, after DEDSO traffic landing OOMS continue on P316.

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ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA

Name Lateral and Vertical Limits	Class of Airspace	Unit Providing Service	Call Sign/ Language Area and Condition of Use Hours of Operation	Frequency/ Purpose	Remarks
1a	1b	2	3	4	5
MUSCAT FLIGHT INFORMATION REGION N250000 E0563500 - N253600 E0561300 - N262100 E0560600 - N264100 E0562700 - N261000 E0564500 - N253500 E0564500 - N250000 E0573000 - N244000 E0612000 - N233000 E0612000 - N233000 E0643000 - N194800 E0600000 - N174000 E0570000 - N154000 E0533000 - N163800 E0530400 - N172200 E0524400 - N190000 E0520000 - common national boundary Sultanate of Oman/Kingdom of Saudi Arabia - common national boundary Sultanate of Oman/ United Arab Emirates - N224200 E0551200 - N240000 E0553500 - N250000 E0563500 UNL SFC	**G**				Airspace classification is class **G**, except within control areas, control zones and airways.
		FIS Muscat	Muscat Information (EN) H24	123.950 MHz	Emission: A3E
		RSR Muscat ACC Muscat	Muscat Control / Radar (EN) H24	128.150 MHz (Primary for FIR entry MESPO, DENDA, TAPDO)	Emission: A3E
				119.800 MHz (Primary for FIR entry IMLOT, LALDO, TONVO)	Emission: A3E
				123.950 MHz (Primary for FIR entry ASPUX, GOBRO, IMDAM, IMKAD, KAPET, KIVEL, PUTRA, SABEL, SITOL)	Emission: A3E
				124.700 MHz (Primary for FIR entry LABRI, TARDI, RETAS, MIDGU)	Emission: A3E
				118.325 MHz (Primary for FIR entry DAPOL, KITAL, LOTAV)	Emission: A3E
				126.550 MHz (Primary for FIR entry REXOD, TOTOX)	Emission: A3E
				135.600 MHz (Primary for FIR entry PARAR, RASKI)	Emission: A3E
				121.500 MHz (Emergency) (RSR North of N2200)	Emission: A3E
		Muscat VOLMET	Muscat Control (EN) H24	127.400 MHz	Transmitter site: N233519.00 E0581725.00 Emission: A3E

Name Lateral and Vertical Limits	Class of Airspace	Unit Providing Service	Call Sign/ Language Area and Condition of Use Hours of Operation	Frequency/ Purpose	Remarks
1a	1b	2	3	4	5
MUSCAT UPPER CONTROL AREA All airspace within Muscat FIR north of a line joining the following points: N234900 E0553200 - N224500 E0574200 - N222000 E0580500 - N203030 E0605000; excluding Muscat TMA UNL / 11000 FT	**A** UNL / 13000 FT **C** 12500 FT / 11000 FT				For details on RDO COM refer to Muscat FIR.
Sector bounded by a line joining the following points: N251830 E0562348 - N251706 E0570806 - N244224 E0573000 - N235648 E0564812 - N234018 E0561318 - N232000 E0552300 then along the common Oman/UAE state boundary to N251830 E0562348 UNL / 7500 FT	**A** UNL / 13000 FT **C** 12500 FT / 7500 FT				
MUSCAT TMA Circle radius 50 NM centered on Muscat VOR/DME at N233528.45 E0581536.44	**A** FL250 / 13000 FT **C** 12500 FT / 1500 FT	Muscat ACC/ RSR	Muscat Control (EN)	Same as shown on ENR 2.1-1 for the Muscat FIR.	Same as shown on ENR 2.1-1 for the Muscat FIR.
		Muscat APP	Muscat Approach (EN) H24	121.200 MHz (Primary) 121.500 MHz (Emergency)	Transmitter Site: N233526.38 E0581855.69 Emission: A3E Transmitter Site: N233528.02 E0581855.54 Emission: A3E
		Muscat RAD	Muscat Radar (EN) H24	121.500 MHz (Emergency)	Maintenance: First TUE of each month 1030 -1330 Transmitter Site: N233645 E0581713 All bearings are magnetic, inclusive and related to Muscat VOR/DME, all directions are clockwise. All arcs are centered on Muscat VOR/DME.
Sector bounded by arcs with radii of 10 NM and 15 NM between 249° and 097° FL250 / 1500 FT					
Sector bounded by arcs with radii of 15 NM and 25 NM between 249° and 097° FL250 / 2500 FT					
Sector bounded by arcs with radii of 10 NM and 25 NM between 097° and 134° FL250 / 3500 FT					
Sector bounded by arcs with radii of 10 NM and 25 NM between 134° and 249° FL250 / 6500 FT					

ENR 3. ATS ROUTES

ENR 3.1 - ATS ROUTES - LOWER AND UPPER ATS ROUTES

Route Designator (RNP Type) Significant Points	Track (MAG)	Distance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
B400 BRAVO FOUR ZERO ZERO **(RNAV 5)** △ **MUSCAT**									X-ing G216, L631, M303, P316, P513, Q978, T500, T502, T503, T505, T506, T508, T511
DVOR/DME MCT N233528.04 E0581536.48 △ **ITURA**	212/032	14		UNL/FL150				EVEN ↓	X-ing L695, M762, P570
N232351 E0580720 △ **GEPOT**		11							X-ing G652, N629
N231446 E0580053 △ **GEVED**		16							X-ing N318, N881
N230105 E0575111 △ **IZKI**	213/033	9		11000 FT					X-ing M628
VOR/DME IZK N225318.60 E0574542.73 △ **DARAT**	205/025	37		UNL/FL150					
N222000 E0572830 △ **KEBAS**		40							X-ing N569
N214330 E0570948 △ **ITSAG**		7							X-ing L692
N213720 E0570640 △ **MEVLI**		23							X-ing L883
N211632 E0565606 △ **VUTAP**		25							X-ing UB424
N205411 E0564449 △ **ORSIT**		34			**A**	10			X-ing N315
N202306 E0562915 ▲ **HAIMA**		27					↑ ODD		X-ing L556, R401, R402
DVOR/DME HAI N195813.31 E0561650.82 △ **KUKDI**	209/---	32						EVEN ↓	X-ing L710
N193022 E0555953 △ **ITUVO**		31							X-ing UL425
N190315 E0554328 △ **LABED**		48							
N182135 E0551827 △ **ASTUN**		15		4500 FT					X-ing B535, UB535
N180832 E0551040 △ **DAXAM**	204/---	57		UNL/FL150 7500 FT					X-ing M551, P316
N171612 E0544715 △ **MUTVA**	212/034	27		UNL/FL190				EVEN ↓	X-ing B549
N165325 E0543201 ▲ **IMKAD** (FIR boundary) N155245 E0535147		72		7500 FT			↑ ODD		Muscat Control 123.95 MHz FIR OOMM, OYSC

Route Designator (RNP Type) Significant Points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
Flight Restrictions: Note 1: Traffic landing OOMS shall use P316 at DAXAM. Northbound traffic from SLL and Eastbound traffic shall use P316 from DAXAM to DEDSO then as planned Route. Note 2: Traffic entering OOMM FIR at IMKAD destination OMDW or OMDM shall route via DAXAM-P316-DEDSO-R401-MUSAP and expect FL150 at MUSAP. Note 3: Traffic entering OOMM FIR at IMKAD destination OMDB, OMSJ or OMRK shall route via DAXAM-P316-DEDSO-R401-MUSAP and expect to cross MUSAP below FL250.									
B535 BRAVO FIVE THREE FIVE **(RNAV 5)** ▲ **KAPET**									Muscat Control 123.95 MHz X-ing UB535
(FIR boundary) N163322 E0530614 △ **LADAR**	063/243	44		FL270/FL150	**A**	10	ODD ↓		FIR OOMM, OYSC X-ing B549, UB535
N165324 E0534655 △ **SALALAH**	063/244	21						↑ EVEN	X-ing P316
DVOR/DME SLL N170259.35 E0540656.91 △ **DARAB**	---/222	59							
N174632 E0544902 △ **ASTUN** N180832 E0551040	---/223	30		7000 FT				↑ EVEN	X-ing B400, UB535
Flight Restrictions: Note 1: Traffic entering OOMM FIR at KAPET destination OMDW, OMDM shall route via SLL-P316-DEDSO-R401-MUSAP and expect FL150 at MUSAP. Note 2: Traffic entering OOMM FIR at KAPET destination OMDB, OMSJ or OMRK shall route via SLL-P316-DEDSO-R401-MUSAP and expect to cross MUSAP below FL250.									

Route Designator (RNP Type) Significant Points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
T500 TANGO FIVE ZERO ZERO **(RNAV 5)** △ **MUSCAT**									Note 1: Only for departing and arriving traffic OOMS. Note 2: The maximum Flight Level departing Muscat Intl for destination OPKC is FL310. Muscat Control 128.15 MHz X-ing B400, G216, L631, M303, P316, P513, Q978, T502, T503, T505, T506, T508, T511
DVOR/DME MCT N233528.04 E0581536.48 △ **VUSET** N235540 E0590812	066/246	52		UNL/FL150 3000 FT	**A**	10	ODD ↓	↑ EVEN	X-ing A454, M877, N571, R462
T502 TANGO FIVE ZERO TWO **(RNAV 5)** △ **MUSCAT**									Note: Only for traffic departing OOMS. Muscat Control 135.60 MHz X-ing B400, G216, L631, M303, P316, P513, Q978, T500, T503, T505, T506, T508, T511
DVOR/DME MCT N233528.04 E0581536.48 △ **MUSRU** N230256 E0592223	117/---	70		UNL/FL150 10000 FT	**A**	10	ODD ↓		X-ing N881, P574
T503 TANGO FIVE ZERO THREE **(RNAV 5)** △ **MUSCAT**									Note 1: Only for traffic departing OOMS. Note 2: FL330 not available via REXOD. Muscat Control 135.60 MHz X-ing B400, G216, L631, M303, P316, P513, Q978, T500, T502, T505, T506, T508, T511
DVOR/DME MCT N233528.04 E0581536.48 △ **TUMET** N222307 E0595702	126/---	118		UNL/FL150 11000 FT	**A**	10	ODD ↓		X-ing A775, L555
T504 TANGO FIVE ZERO FOUR **(RNAV 5)** △ **SUR**									Note: Only for traffic landing OOMS. Muscat Control 135.60 MHz X-ing M762
VOR/DME SUR N223247.90 E0592929.70 △ **TARVI** N231400 E0590444	331/---	47		UNL/FL150 10000 FT	**A**	10		EVEN ↓	
△ **KARAR** N233042 E0585438		19		UNL/FL150 4000 FT					X-ing L631

Route Designator (RNP Type) Significant Points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
T505 TANGO FIVE ZERO FIVE **(RNAV 5)** △ **MUSCAT**									Note 1: Only for traffic departing and arriving OOMS. Note 2: FL330 not available via LOTAV and KITAL. Muscat Control 135.60 MHz X-ing B400, G216, L631, M303, P316, P513, Q978, T500, T502, T503, T506, T508, T511
DVOR/DME MCT N233528.04 E0581536.48 △ **EMURU** N221357 E0585338	156 336	88		UNL FL150 11000 FT	**A**	10	ODD ↓	↑ EVEN	X-ing M300, N563, P570

T506 TANGO FIVE ZERO SIX **(RNAV 5)** △ **MUSCAT**									Muscat Control 124.70 MHz X-ing B400, G216, L631, M303, P316, P513, Q978, T500, T502, T503, T505, T508, T511
DVOR/DME MCT N233528.04 E0581536.48 △ **TULBU** N230005 E0571827	235 ---	63		UNL FL150 12000 FT	**A**	10		EVEN ↓	X-ing G652, M440, M628, N563, N881, Z855
Flight Restriction:	Note: Only for traffic departing OOMS exiting OOMM FIR via LUDID or TOKRA.								

T507 TANGO FIVE ZERO SEVEN **(RNAV 5)** △ **DAPOK** N235956 E0572959									Muscat Control 119.80 MHz X-ing P574, T508, T509, Y623
▲ **TAPRA** N242607 E0563803	298 ---	54		UNL FL150 8000 FT	**A**	10		EVEN ↓	X-ing M762 Transfer of control point between OOMM and OMAE.
Flight Restriction:	Note 1: Only for traffic departing OOMS. Note 2: Only for traffic destination OMDW or OMDM shall route via TAPRA-M762-VAXAS and expect FL180 at TAPRA. ATC may re-route traffic to PASOV (B540) to facilitate the efficient flow of traffic into northern UAE airports.								

Route Designator (RNP Type) Significant Points	Track (MAG)	Distance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
T508 TANGO FIVE ZERO EIGHT **(RNAV 5)** △ **MUSCAT** DVOR/DME MCT N233528.04 E0581536.48									Muscat Control 119.80 MHz X-ing B400, G216, L631, M303, P316, P513, Q978, T500, T502, T503, T505, T506, T511
△ **MIXAM** N234139 E0575523	288 ---	19		UNL FL150	**A**	10		EVEN ↓	X-ing P513, P570, P574, P899, R462
△ **DAPOK** N235956 E0572959	307 ---	29							X-ing P574, T507, T509, Y623
▲ **SOLUD** N243223 E0564421		53		8000 FT					X-ing P574 Transfer of control point between OOMM and OMAE.
Flight Restrictions:	Note 1: Only for traffic departing OOMS destination OMDB at FL200 or below. Note 2: Traffic departing OOMS transiting OMAE FIR entering OIIX FIR.								

T509 TANGO FIVE ZERO NINE **(RNAV 5)** △ **DAPOK** N235956 E0572959									Muscat Control 119.80 MHz X-ing P574, T507, T508, Y623
▲ **PASOV** N243841 E0565037	316 ---	53		UNL FL150 3000 FT	**A**	10		EVEN ↓	X-ing A454, B540, M564
△ **MENSA** (FIR boundary) N245750 E0563249	319 ---	25		13000 FT 3500 FT	**C**				Transfer of control point between OOMM and OMAE. X-ing N571
△ **FUJAIRAH** DVOR/DME FJV N250603 E0562116	307 ---	13		3000 FT					Emirates ACC 125.725 MHz
Flight Restriction:	Note 1: Only available for traffic departing OOMS and landing at OMSJ, OMRK or OMFJ at FL180 or below. ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow of traffic into northern UAE airports. Note 2: Route between PASOV and FJV only available for traffic landing at OMFJ.								

T511 TANGO FIVE ONE ONE **(RNAV 5)** △ **MUSUK** N234320 E0572148									Note: Only for traffic landing OOMS. Muscat Control 119.80 MHz X-ing N629
△ **MUSCAT** DVOR/DME MCT N233528.04 E0581536.48	099 ---	50		UNL FL150 11000 FT	**A**	10	ODD ↓		X-ing B400, G216, L631, M303, P316, P513, Q978, T500, T502, T503, T505, T506, T508

Route Designator (RNP Type) Significant Points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
UB535 UNIFORM BRAVO FIVE THREE FIVE **(RNAV 5)** ▲ **KAPET**									Muscat Control 123.95 MHz X-ing B535
(FIR boundary) N163322 E0530614 △ **LADAR**	063/243	44					ODD ↓		FIR OOMM, OYSC X-ing B549, B535
N165324 E0534655 △ **SALALAH**	063/244	21		UNL/FL280	**A**	10		↑ EVEN	X-ing P316
DVOR/DME SLL N170259.35 E0540656.91 △ **ASTUN** N180832 E0551040	---/223	89		7000 FT				↑ EVEN	X-ing B400, B535
Flight Restrictions:	Note 1: Aircraft intending to land OOMS shall use route P316. Note 2: Eastbound traffic shall use P316 from SLL to DEDSO then as planned Route. Note 3: Traffic entering OOMM FIR at KAPET or departing at OOSA destination OMDW or OMDM shall route via SLL-P316-DEDSO-R401-MUSAP and expect FL150 at MUSAP. Note 4: Traffic entering OOMM FIR at KAPET or departing at OOSA destination OMDB, OMSJ or OMRK shall route via SLL-P316-DEDSO-R401-MUSAP and expect to cross MUSAP below FL250.								

ENR 3.3 - ATS ROUTES - LOWER AND UPPER ATS ROUTES RNAV

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
A454 ALPHA FOUR FIVE FOUR **(RNAV 5)** ✦ **TAPDO**									Muscat Control 128.15 MHz X-ing G652
(FIR boundary) N242400 E0612000 ✧ **VUSET**	255 ---	124						EVEN ↓	FIR OOMM, OPKR X-ing M877, N571, R462, T500
N235540 E0590812 ✧ **UMEKO**	288 ---	32		UNL FL150					
N240620 E0583450 ✧ **BORER**		62			**A**	10			
N242623 E0573048 ✦ **PASOV** N243841 E0565037	287 ---	39		3000 FT					X-ing B540, M564, T509 Transfer of control point between OOMM and OMAE.
Flight Restrictions:	Note 1: For traffic landing at northern UAE airports or overflying the northern UAE below FL200. Traffic will be required to cross fix PASOV at FL270 or below. All traffic destination OMDB via PASOV expect FL230 at PASOV. ATC may re-route traffic to TAPRA (M762) to facilitate the efficient flow of traffic into northern UAE airports. All traffic destination OMDW or OMDM expect FL180 at TAPRA, all traffic destination OMDB expect FL240 at TAPRA. Note 2: All traffic from TAPDO destination OMDW or OMDM shall route from PASOV-M564 via PUXIL to VAXAS. All traffic expect FL190 at PASOV. Note 3: All traffic from TAPDO destination OMSJ or OMRK shall route from VUSET via N571 to MENSA. All traffic expect FL160 at MENSA.									

A775 ALPHA SEVEN SEVEN FIVE **(RNAV 5)** ✦ **REXOD**									Muscat Control 126.55 MHz X-ing L883, M762, N318, N563
(FIR boundary) N211230 E0613830 ✧ **TUMET**	306 126	118						EVEN ↓	FIR OOMM, VABF X-ing L555, T503
N222307 E0595702 ✧ **IMDEK**		40		UNL FL150	**A**	10			X-ing L444
N224647 E0592217 ✧ **OBTIN**		26					↑ ODD		X-ing N881
N230216 E0585920 ✧ **KUSRA** N232426 E0582611	306 ---	38		11000 FT				EVEN ↓	X-ing G652, M877, P574 Muscat Control 128.15 MHz
Flight Restriction:	Note: Traffic entering the OOMM FIR at REXOD intending to land in OOMS or continuing to SOLUD for overlying OMAE FIR.								

Route designation (RNP type) Significant points	Track (MAG) Distance (NM)		Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
A777 ALPHA SEVEN SEVEN SEVEN **(RNAV 5)** ✦ **TONVO**									Muscat Control 119.80 MHz X-ing P307
(FIR boundary) N250500 E0563200 ✧ **BUBAS**	101/---	26		UNL/FL150	**A**	10	ODD ↓		FIR OOMM, OMAE X-ing P513
N245938 E0570003 ✧ **NADSO**	102/---	46							X-ing B505, B524
N244957 E0574926 ✧ **MUNGA**	116/---	57							X-ing M428
N242516 E0584533 ✧ **MIXOL**		45							X-ing R462
N240523 E0592959 ✧ **VAXIM**		104							X-ing L301, L430, P307
N231900 E0611100				3000 FT					
Flight Restriction:	Note: Eastbound traffic from FL270-UNL overflying OMAE FIR and exiting OOMM FIR via DENDA, APELO or ALPOR shall route via TONVO-A777-NADSO and then B505 to EGTAL-R462 to DENDA or to continue on B505 to APELO or B524 to ALPOR. For traffic at or below FL250 route via LALDO-B505-EGTAL-R462-DENDA and LALDO-B505-APELO or LALDO-B505-NADSO-B524-ALPOR.								

A791 ALPHA SEVEN NINE ONE **(RNAV 5)**									Muscat Control 119.80 MHz
✧ (FIR boundary) N251828 E0562345	090/270	11		UNL/5500 FT	**A+C**	20	ODD ↓		FIR OOMM, OMAE Traffic entering the OOMM FIR via waypoints LALDO and IMLOT shall contact Muscat Control on 119.80 MHz.
✦ **LALDO** N251806 E0563600		12							X-ing B505 Transfer of control point between OMAE and OOMM.
✦ **GIDIL** N251742 E0564923									
✦ **IMLOT** (FIR boundary) N251708 E0570804		17		5000 FT				↑ EVEN	FIR OIIX, OOMM Transfer of control point between OIXX and OOMM.
Flight Restrictions:	Note 1: Eastbound only below FL255. Note 2: Eastbound traffic overflying OMAE FIR on A791 between LALDO and IMLOT in the OOMM FIR: Only FL330 and FL390 available. Note 3: Traffic departing from northern UAE airports and routing via A791 can expect FL270.								

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
G216 GOLF TWO ONE SIX **(RNAV 5)** **LAKLU**									X-ing L223, N318, N685, R402, Y855
N232235 E0570401 **MUSCAT**	078 ---	67		UNL FL150 12000 FT			ODD ↓		Muscat Control 124.70 MHz X-ing B400, L631, M303, P316, P513, Q978, T500, T502, T503, T505, T506, T508, T511
DVOR/DME MCT N233528.04 E0581536.48 **ITILA**	079 ---	30							Muscat Control 128.15 MHz X-ing M877
N234055 E0584817 **SODEB**		39		UNL FL150	**A**	10			X-ing G652
N234747 E0593023 **DERTO**	078 ---	16							X-ing P307
N235033 E0594746 **ALPOR** (FIR boundary) N240441 E0612000	079 ---	86		3000 FT					X-ing B524 FIR OOMM, OPKR
Flight Restriction:	Note: The maximum Flight Level departing Muscat Intl for destination OPKC is FL310.								

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
G652 GOLF SIX FIVE TWO **(RNAV 5)** ✦ **TAPDO**									Muscat Control 128.15 MHz X-ing A454
(FIR boundary) N242400 E0612000 ✧ **VEKAN**	248 ---	34		UNL FL150				EVEN ↓	FIR OOMM, OPKR X-ing B524
N241235 E0604454 ✧ **SODEB**		72		3000 FT					X-ing G216
N234747 E0593023 ✧ **KUSRA**	247 067	63		UNL FL150 11000 FT				EVEN ↓	X-ing A775, M877, P574
N232426 E0582611 ✧ **GEPOT**	246 066	25		UNL FL150 12000 FT					X-ing B400, N629
N231446 E0580053 ✧ **TULBU**	249 069	42		UNL FL260 12000 FT	**A**	10			X-ing M440, M628, N563, N881, T506, Z855
N230005 E0571827 ✧ **NALKI**	241 061	23					↑ ODD		X-ing R402
N224928 E0565614 ✧ **NAMVA**	242 ---	35						EVEN ↓	X-ing P304
N223309 E0562223 ✧ **DATBU**		22		UNL FL150					X-ing R401
N222243 E0560054 ✧ **DEBAV**	241 ---	15							X-ing L710
N221532 E0554617 ✦ **TOKRA**		13							X-ing N569 FIR OOMM, OEJD Muscat Control 123.95 MHz
(FIR boundary) N220925 E0553350				5000 FT					

Flight Restrictions:

Note 1: Overflying westbound traffic destined OEJN or OEMA entering the OOMM FIR at TAPDO or DENDA shall route as follows:
(1) TAPDO-G652-TULBU-M628-LUDID.
(2) EGTAL-R462-VUSET-M877-KUSRA-G652-TULBU-M628-LUDID.
Note 2: Only FL300 and FL320 are available for traffic exiting OOMM FIR via TOKRA on route G652 to OYSC FIR.
Note 3: All traffic from TAPDO destination OMDW and OMDM shall route via A454-PASOV-M564 via PUXIL to VAXAS. All traffic expect FL190 at PASOV.
Note 4: Traffic destination OMSJ or OMRK entering OOMM FIR at TAPDO shall route via A454-VUSET-N571-MENSA and expect FL160 at MENSA.

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
L301 LIMA THREE ZERO ONE **(RNAV 5)** ✦ **RASKI**									Muscat Control 135.60 MHz X-ing N881
(FIR boundary) N230330 E0635200 ✧ **VAXIM** N231900 E0611100 ✧ **RAGMA** N232301 E0603846	274/094	149		UNL/FL150	**A**	10	↑ ODD	EVEN ↓	FIR OOMM, VABF X-ing A777, L430, P307
	277/---	30		3000 FT				EVEN ↓	X-ing N571
Flight Restrictions:	Note 1: Westbound traffic entering the OOMM FIR at RASKI and overflying the OMAE FIR shall route via N571 to MENSA. Except for traffic intending to exit via LUDID, then route via N881. Note 2: All traffic from RASKI destination OMSJ or OMRK shall route via N571 to MENSA. All traffic expect FL160 at MENSA. Note 3: All traffic from RASKI destination OMDW and OMDM shall route via N571-VUSET-A454-PASOV-M564 via PUXIL to VAXAS. All traffic expect FL190 at PASOV. Note 4: Traffic entering the OOMM FIR at RASKI destination OMAA, OMAD or OMAM shall route via TULBU-Z855-SODEX.									
L430 LIMA FOUR THREE ZERO **(RNAV 5)** ✦ **MESPO**									Muscat Control 128.15 MHz
(FIR boundary) N244817 E0595040 ✧ **ASLOM** N242113 E0600552 ✧ **VAXIM** N231900 E0611100	151/331	30		UNL/FL150	**A**	10	ODD ↓		FIR OOMM, OIIX X-ing B524, R462
	134/314	86		3000 FT				↑ EVEN	X-ing A777, L301, P307
Flight Restriction:	Note: Westbound FL280 and FL340 only available.								
L444 LIMA FOUR FOUR FOUR **(RNAV 5)** ✧ **KIPOL**									Muscat Control 135.60 MHz X-ing M303, N881
N230410 E0612903 ✧ **VUSIN** N225940 E0605510 ✧ **MIBSA** N225400 E0601338 ✧ **KAXEM** N225103 E0595243 ✧ **IMDEK** N224647 E0592217 ✧ **TOLDA** N224008 E0583624	262/---	32		UNL/FL150	**A**	10		EVEN ↓	X-ing N767
		39							X-ing L631
	261/---	19		4000 FT					X-ing P574
		28		UNL/FL150					X-ing A775
		43		12000 FT					X-ing L555, M628, N318, P570
Flight Restriction:	Note: Traffic entering the OOMM FIR at RASKI and landing at OOMS shall route via N881-KIPOL-L444-VUSIN-N767-ELIGO-L631-MCT (DVOR/DME).								

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
L555 LIMA FIVE FIVE FIVE **(RNAV 5)** **TOLDA**									X-ing L444, M628, N318, P570
N224008 E0583624 **TUMET** N222307 E0595702	101/281	76		UNL/FL150	**A**	10	ODD ↓		X-ing A775, T503
TOTOX (FIR boundary) N215030 E0622230	102/282	139		8000 FT				↑ EVEN	X-ing L631, N629, P574 FIR OOMM, VABF Muscat Control 126.55 MHz
Flight Restrictions:	Note 1: Traffic entering the OOMM FIR at TOTOX for overflying OMAE FIR shall route via TOLDA-M628-TULBU-N563-SODEX (unless traffic is planning through OIIX FIR). Note 2: Traffic entering the OOMM FIR at TOTOX destination OMAA, OMAD or OMAM shall route via TOLDA-M628-TULBU-Z855-SODEX. Note 3: Traffic entering the OOMM FIR at TOTOX destination OMSJ or OMRK shall route via TOTOX-P574-PAROK-L695-ITURA-P570-MIXAM-P513-GERAR-B540-PASOV-KUPMA. All traffic expect FL180 at PASOV. Note 4: Traffic entering the OOMM FIR at TOTOX for overflying OMAE FIR and intending to route via OIIX FIR shall route via TOTOX-P574-SOLUD. Note 5: Overflying traffic intending to exit OOMM FIR via TOTOX shall route via LABRI-N318-TOLDA-L555-TOTOX or TARDI-N629-TOTOX or MIDGU-M440-TULBU-M628-TOLDA-L555-TOTOX. Note 6: FL330 is not available via TOTOX.									

L556 LIMA FIVE FIVE SIX **(RNAV 5)** **IMDAM**									Muscat Control 123.95 MHz
(FIR boundary) N202416 E0550801 **OTISA**		38					ODD ↓		FIR OOMM, OEJD X-ing UB424
N201000 E0554556 **KEDON**	111/---	13							X-ing L710
N200503 E0555901 **HAIMA**		18		UNL/FL270	**A**	10			X-ing B400, R401, R402
DVOR/DME HAI N195813.31 E0561650.82 **GIVNO**		16							X-ing P316
N195011 E0563059 **KUTVI**	121/---	128							X-ing N315
(FIR boundary) N184306 E0582642				7500 FT					FIR OOMM, OYSC
Flight Restriction:	Note: FL330 is not available via ASPUX.								

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
L631 LIMA SIX THREE ONE **(RNAV 5)** ✦ **TOTOX**									Note 1: Traffic entering the OOMM FIR via TOTOX is required to call Muscat Control on 126.55 MHz. Note 2: Only for traffic landing OOMS. X-ing L555, N629, P574
(FIR boundary) N215030 E0622230								EVEN ↓	FIR OOMM, VABF
✧ **IVOMA**		92							X-ing M628
N223408 E0605430									
✦ **DEBDA**		20							
N224327 E0603525	298 ---								
✧ **MIBSA**		23							X-ing L444
N225400 E0601338				UNL FL150					
✧ **AMBOS**		20			**A**	10			X-ing N881, Q620
N230324 E0595405									
✧ **ELIGO**		47							X-ing N767
N232458 E0590848	294 ---	14							
✧ **KARAR**									X-ing T504
N233042 E0585438									
✧ **MUSCAT** DVOR/DME MCT N233528.04 E0581536.48	278 ---	36		4000 FT					X-ing B400, G216, M303, P316, P513, Q978, T500, T502, T503, T505, T506, T508, T511

L692 LIMA SIX NINE TWO **(RNAV 5)** ✦ **DAPOL**									Muscat Control 118.325 MHz Transfer of control point between OOMM and OEJD. FIR OOMM, OEJD
(FIR boundary) N214301 E0553416							ODD ↓		
✧ **EMAVA**	092 ---	14							X-ing L710
N214208 E0554936				UNL FL150	**A**	10			
✧ **ITSAG**		72							X-ing B400
N213720 E0570640									
✧ **GISKA**	093 ---	31							X-ing N569, P316, UB424
N213503 E0574014									
Flight Restriction:	Note: Traffic entering via DAPOL is for traffic exiting OOMM FIR via REXOD, LOTAV and KITAL only.								

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
L695 LIMA SIX NINE FIVE **(RNAV 5)** ✦ **PAROK**									Muscat Control 135.60 MHz X-ing P574
N231030 E0590245 ✧ **ITURA** N232351 E0580720	285 ---	53		UNL FL150 11000 FT	**A**	10		EVEN ↓	X-ing B400, M762, P570 Muscat Control 128.15 MHz
Flight Restriction:	Note: Traffic entering the OOMM FIR at TOTOX destination in the northern UAE airports shall route via P574-PAROK-L695-ITURA-M762-VAXAS.								

L710 LIMA SEVEN ONE ZERO **(RNAV 5)** ✦ **MEMTU**									Muscat Control 124.70 MHz Transfer of control point between OOMM and OMAE.
(FIR boundary) N232529 E0552448 ✧ **GOGMI**	162 ---	24		UNL FL150	**A**	10		EVEN ↓	FIR OOMM, OMAE X-ing M628
N230215 E0553159 ✧ **ITKUN**		26							X-ing Z515
N223731 E0553934 ✧ **DEBAV**		23							X-ing G652
N221532 E0554617 ✧ **EMAVA**	173 ---	33							X-ing L692
N214208 E0554936 ✧ **ITETA**		26							X-ing L833
N211618 E0555208 ✧ **IVENI**		24							X-ing N315
N205158 E0555430 ✧ **KASIN**		33							X-ing UB424
N201853 E0555742 ✧ **KEDON**	174 ---	14							X-ing L556
N200503 E0555901 ✧ **KUKDI**	177 ---	35							X-ing B400
N193022 E0555953 ✧ **DEDSO** N185811 E0560041	178 ---	32							X-ing P316, R401, UL425

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
L883 LIMA EIGHT EIGHT THREE **(RNAV 5)**									Muscat Control 123.95 MHz
✦ **SITOL**									X-ing N315
(FIR boundary) N211604 E0552514									FIR OOMM, OEJD
✧ **ITETA**		25							X-ing L710
N211618 E0555208	--- / 268								
✧ **ALNUN**		17							X-ing R401
N211625 E0561041									
✧ **KUROV**		8							X-ing P304
N211627 E0561853									
✧ **MEVLI**	--- / 269	35		UNL / FL265					X-ing B400
N211632 E0565606									
✧ **UMILA**	--- / 270	104			**A**	10		↑ EVEN	X-ing N569
N211555 E0584738							ODD ↓		
✧ **TAVKO**		41							X-ing P570
N211519 E0593147									
✧ **GADMA**	090 / 270	35							X-ing M300
N211439 E0600938									
✦ **REXOD**		83							X-ing A775, M762, N318, N563
(FIR boundary) N211230 E0613830				7500 FT				↑ EVEN	FIR OOMM, VABF Muscat Control 126.55 MHz
Flight Restrictions:	Note 1: FL330 is not available via REXOD. Note 2: Only FL340, FL360, FL400 and FL430 available for westbound traffic exiting OOMM FIR via SITOL.								

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
M300 MIKE THREE ZERO ZERO **(RNAV 5)** **LOTAV**									Muscat Control 118.325 MHz X-ing N569
(FIR boundary) N203700 E0605700 **GADMA** N211439 E0600938 **GOLBA** N213318 E0594600 **EMURU** N221357 E0585338	309/129	58 29 63		UNL/FL150 3000 FT UNL/FL150 8000 FT	**A**	10	↑ ODD	EVEN ↓	FIR OOMM, VABF X-ing L883 X-ing N563, P570, T505
Flight Restrictions:	Note 1: Traffic entering the OOMM FIR at LOTAV destination OMAL shall route via EMURU-P570-MIXAM-P899-ITRAX. Note 2: Traffic entering the OOMM FIR at LOTAV destination OMSJ or OMRK shall route via EMURU-P570-MIXAM-P513-GERAR-B540-PASOV-KUPMA. All traffic expect FL180 at PASOV. Note 3: Traffic routing via LOTAV for overfly OMAE FIR shall fly via EMURU-TULBU-N563-SODEX. Note 4: Traffic entering the OOMM FIR at LOTAV for overflying OMAE FIR and intending to route via OIIX FIR shall route via EMURU-P570-MIXAM-P574-SOLUD. Note 5: Traffic entering the OOMM FIR at LOTAV intending to land in OMAA, OMAD or OMAM shall use route Z855 via TULBU. Note 6: FL330 not available via LOTAV.									
M303 MIKE THREE ZERO THREE **(RNAV 5)** **MUSCAT**									Note: Only for traffic departing OOMS. Muscat Control 135.60 MHz X-ing B400, G216, L631, P316, P513, Q978, T500, T502, T503, T505, T506, T508, T511
DVOR/DME MCT N233528.04 E0581536.48 **SEVLA** N233321 E0591122 (Turning Point) **KIPOL** N230410 E0612903	092/--- 103/---	51 130		UNL/FL150 4000 FT	**A**	10	ODD ↓		X-ing L444, N881

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
M428 MIKE FOUR TWO EIGHT **(RNAV 1)** ✦ **GOMTA**									Muscat Control 119.80 MHz Transfer of control point between OOMM and OMAE.
N251115 E0563447 ✧ **TARBO**	113/---	71		UNL/FL150	**A**	1	ODD ↓		X-ing M681, N430
N244351 E0574637 ✧ **MUNGA**	109/---	57		3000 FT					X-ing A777
N242516 E0584533									
Flight Restrictions:	Note 1: Only for traffic departing northern UAE airports. Note 2: All UAE departures intending to enter VABF FIR shall exit OOMM FIR via RASKI or PARAR. Note 3: All UAE departures exiting OOMM FIR via DENDA, APELO or ALPOR shall route via GOMTA-M428-TARBO and then N430 to ITLOB-B505-EGTAL-R462 to DENDA or to continue on B505 to APELO or M681-DAMUM-B524 to ALPOR.								

M440 MIKE FOUR FOUR ZERO **(RNAV 5)** ✦ **MIDGU**									Muscat Control 124.70 MHz Transfer of control point between OOMM and OEJD. X-ing Z515 FIR OOMM, OEJD
(FIR boundary) N222707 E0552230 ✧ **DEMKI**	068/---	61		UNL/FL150	**A**	10	ODD ↓		X-ing P304
N224941 E0562308 ✧ **TULBU**	078/---	52							X-ing G652, M628, N563, N881, T506, Z855
N230005 E0571827									
Flight Restriction:	Note: Traffic from TULBU intending to exit OOMM FIR at PARAR shall route via N881-AMBOS-Q620-PARAR.								

M551 MIKE FIVE FIVE ONE **(RNAV 5)** ✧ **DAXAM**									X-ing B400, P316
N171612 E0544715 ✦ **KIVEL**	117/297	53		UNL/FL150	**A**	10	ODD ↓		X-ing B549, R401
(FIR boundary) N165306 E0553633				7500 FT				↑ EVEN	FIR OOMM, OYSC Muscat Control 123.95 MHz

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
M564 MIKE FIVE SIX FOUR **(RNAV 1)** ✦ **PASOV**									Transfer of control point between OOMM and OMAE. X-ing A454, B540, T509
N243841 E0565037 ✧ **PUXIL** N244117 E0563145 ✧ **VAXAS** (FIR boundary) N244308 E0561807	277 ---	17 13		UNL FL150	**A**	1		EVEN ↓	X-ing P574 X-ing M762 FIR OOMM, OMAE
Flight Restriction:	Note: All traffic from DENDA, TAPDO, RASKI and PARAR destination OMDW or OMDM shall route from VUSET to A454-PASOV-M564 via PUXIL to VAXAS. All traffic expect FL190 at PASOV.								

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
M628 MIKE SIX TWO EIGHT **(RNAV 5)** ✦ **LUDID**									
(FIR boundary) N230227 E0551800									FIR OOMM, OMAE
⌖ **GOGMI**	---/269	13							X-ing L710
N230215 E0553159 ⌖ **LABSA**		21		UNL/FL255					X-ing R401
N230153 E0555505 ⌖ **EGVAN**	---/270	22							X-ing Q730, Z515
N230127 E0561907 ⌖ **KUNGO**		37							X-ing R402, Z855
N230034 E0565850 ⌖ **TULBU**		18		5000 FT				↑ EVEN	X-ing G652, M440, N563, N881, T506, Z855
N230005 E0571827 ⌖ **IZKI**	105/285	26					ODD ↓		X-ing B400
VOR/DME IZK N225318.60 E0574542.73 ⌖ **TOLDA**	106/286	49		UNL/FL150	**A**	10		↑ EVEN	X-ing L444, L555, N318, P570
N224008 E0583624 ⌖ **LOXOP**		64		12000 FT					X-ing N629
N223722 E0594548 ⌖ **LOSIM**	---/273	43							X-ing P574
N223513 E0603238 ⌖ **IVOMA**		20		UNL/FL150					X-ing L631
N223408 E0605430 ✦ **PARAR** (FIR boundary) N222630 E0630700	---/274	123		4500 FT				↑ EVEN	X-ing N571, N767, P307, Q620 Traffic entering the OOMM FIR via PARAR is required to call Muscat Control 135.60 MHz. FIR OOMM, VABF

Flight Restrictions:

Note 1: Traffic entering the OOMM FIR at PARAR destination OMAA, OMAM and OMAD shall route via TULBU-Z855-SODEX.
Note 2: Traffic entering the OOMM FIR at PARAR destination OMAL shall route via LOSIM-P574-MIXAM-P899-ITRAX.
Note 3: Westbound traffic entering the OOMM FIR at PARAR and overflying the OMAE FIR shall route via N571 to MENSA. Except for traffic intending to exit via LUDID.
Note 4: All traffic from PARAR destination OMDW and OMDM shall route via N571 from VUSET to A454-PASOV-M564 via PUXIL to VAXAS. All traffic expect FL190 at PASOV.
Note 5: All traffic from PARAR destination OMSJ or OMRK shall route via N571 to MENSA. All traffic expect FL160 at MENSA.
Note 6: Traffic from TULBU intending to exit OOMM FIR at PARAR shall route via N881-AMBOS-Q620-PARAR.

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
M681 MIKE SIX EIGHT ONE **(RNAV 1)** **TARBO**									Note: Only for traffic departing northern UAE airports. Muscat Control 119.80 MHz X-ing M428, N430
N244351 E0574637 **DAMUM** N243236 E0591307	098 ---	79		UNL FL150 3000 FT	**A**	1	ODD ↓		X-ing B524
M762 MIKE SEVEN SIX TWO **(RNAV 5)** **REXOD**									Muscat Control 126.55 MHz X-ing A775, L883, N318, N563
(FIR boundary) N211230 E0613830 **SUR**	304 ---	144		UNL FL150 3000 FT	**A**	10		EVEN ↓	FIR OOMM, VABF X-ing T504
VOR/DME SUR N223247.90 E0592929.70 **DELSO**		41		UNL FL150					
N225606 E0585233 **ITURA**		50							X-ing B400, L695, P570
N232351 E0580720 **ALMOG**		20		11000 FT					X-ing Q978
N233524 E0574940 **GEXAN**	307 ---	61		UNL FL150					
N241257 E0565649 **TAPRA**		22							X-ing T507
N242607 E0563803 **VAXAS**	313 ---	25							Transfer of control point between OOMM and OMAE. X-ing M564
(FIR boundary) N244308 E0561807				8000 FT					FIR OOMM, OMAE

Flight Restrictions:

Note 1: Traffic entering the OOMM FIR at REXOD destination OMAL shall route via ITURA-P570-MIXAM-P899-ITRAX.
Note 2: Traffic entering the OOMM FIR at REXOD destination OMAA, OMAM or OMAD shall route via N563-TULBU-Z855-SODEX.
Note 3: Traffic entering the OOMM FIR at REXOD destination OMSJ or OMRK shall route via ITURA-P570-MIXAM-P513-GERAR-B540-PASOV-KUPMA. All traffic expect FL180 at PASOV.
Note 4: Traffic entering the OOMM FIR at REXOD for overfly OMAE FIR shall route via N563-TULBU-N563-SODEX.
Note 5: For traffic landing at northern UAE airports or overflying the northern UAE below FL255. ATC may re-route traffic to PASOV (B540) to facilitate the efficient flow of traffic.
Note 6: Traffic destination OMDW or OMDM exiting via TAPRA expect FL180 at TAPRA.
Note 7: Traffic destination OMDB exiting via TAPRA expect FL240 at TAPRA.

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
M877 MIKE EIGHT SEVEN SEVEN **(RNAV 5)**									Muscat Control 128.15 MHz
✧ **VUSET**									X-ing A454, N571, R462, T500
N235540 E0590812								EVEN ↓	
		23		UNL / FL270					
✧ **ITILA**	230 / 050			3000 FT	**A**	10			X-ing G216
N234055 E0584817				UNL / FL270					
✧ **KUSRA**		26					↑ ODD		X-ing A775, G652, P574
N232426 E0582611				11000 FT					
N315 NOVEMBER THREE ONE FIVE **(RNAV 5)**									
✦ **SITOL**									X-ing L883
(FIR boundary) N211604 E0552514									FIR OOMM, OEJD
		36							
✧ **IVENI**	--- / 310								X-ing L710
N205158 E0555430									
		28							
✧ **VELIK**									X-ing P304, R401, UB424
N203322 E0561656									
		15							
✧ **ORSIT**				UNL / FL265					X-ing B400
N202306 E0562915	--- / 312				**A**	10			
		19							
✧ **MOBAB**									X-ing P316
N201032 E0564415									
		130						↑ EVEN	
✦ **KUTVI**									X-ing L556
(FIR boundary) N184306 E0582642							ODD ↓		FIR OOMM, OYSC ACC Muscat Control
✦ **ASPUX**	123 / 303	107							X-ing UL425
(FIR boundary) N174404 E0600004				7500 FT				↑ EVEN	FIR OYSC, VABF Muscat Control 123.95 MHz
Flight Restrictions:	Note 1: Only FL340, FL360, FL400 and FL430 available for westbound traffic exiting OOMM FIR via SITOL. Note 2: Traffic entering OOMM FIR at ASPUX destination OMDW or OMDM shall route via VELIK-R401-MUSAP and expect FL150 at MUSAP. Note 3: Traffic entering OOMM FIR at ASPUX destination OMDB, OMSJ or OMRK shall route via VELIK-R401-MUSAP and expect to cross MUSAP below FL250.								

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
N318 NOVEMBER THREE ONE EIGHT **(RNAV 1, RNAV 5)** ✦ **LABRI**									Muscat Control 124.70 MHz
(FIR boundary) N240344 E0553842 ✧ **EGROK** N235253 E0560126 ✧ **LAKLU** N232235 E0570401 ✧ **GEVED** N230105 E0575111 ✧ **TOLDA** N224008 E0583624 ✦ **REXOD** (FIR boundary) N211230 E0613830	117 --- 116 ---	23 65 48 47 191		UNL FL150 12000 FT UNL FL260 12000 FT UNL FL150 9500 FT	**A**	1 10	ODD ↓		FIR OOMM, OMAE RNAV 1 on segment LABRI-GEVED X-ing P304 X-ing G216, L223, N685, R402, Y855 X-ing B400, N881 X-ing L444, L555, M628, P570 X-ing A775, L883, M762, N563 FIR OOMM, VABF
Flight Restrictions:	Note 1: FL330 not available via REXOD. Note 2: Traffic from LAKLU intending to exit OOMM FIR at PARAR shall route via N318-GEVED-N881-AMBOS-Q620-PARAR. Note 3: LABRI is not available for traffic overflying OMAE FIR exiting OOMM FIR via DENDA, APELO, ALPOR, RASKI and PARAR.								

N430 NOVEMBER FOUR THREE ZERO **(RNAV 1)** ✧ **TARBO** N244351 E0574637 ✧ **ITLOB** N244325 E0590701	090 ---	73		UNL FL150 4500 FT	**A**	1	ODD ↓		Note: Only for traffic departing northern UAE airports. Muscat Control 119.80 MHz X-ing M428, M681 X-ing B505

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
N563 NOVEMBER FIVE SIX THREE **(RNAV 1, RNAV 5)** ✦ **REXOD**									Muscat Control 126.55 MHz X-ing A775, L883, M762, N318
(FIR boundary) N211230 E0613830 ✧ **EMURU**	291 ---	165		UNL FL150 8000 FT		1		EVEN ↓	FIR OOMM, VABF X-ing M300, P570, T505
N221357 E0585338 ✧ **TULBU**		99							X-ing G652, M440, M628, N881, T506, Z855 RNAV 1 on segment TULBU-SODEX
N230005 E0571827 ✧ **MEKNA**		73		UNL FL150	**A**				X-ing P304
N233309 E0560815 ✧ **KURTA**	297 ---	20				10			X-ing R401
N234205 E0554900 ✦ **SODEX**		17							X-ing Z855 FIR OOMM, OMAE
(FIR boundary) N234954 E0553202				12000 FT					

Flight Restrictions:

Note 1: Traffic on segment between SODEX and TULBU is for overflying OMAE FIR only.
Note 2: Traffic entering the OOMM FIR at REXOD destination OMAA, OMAM or OMAD shall route via TULBU-Z855-SODEX.
Note 3: Traffic entering the OOMM FIR at REXOD destination OMSJ or OMRK shall route REXOD-M762-ITURA-P570-MIXAM-P513-GERAR-B540-PASOV-KUPMA. All traffic expect FL180 at PASOV.
Note 4: Traffic entering the OOMM FIR at REXOD destination OMAL shall route REXOD-M762-ITURA-P570-MIXAM-P899-ITRAX.
Note 5: Traffic entering the OOMM FIR at REXOD for overflying OMAE FIR and intending to route via OIIX FIR shall route REXOD-A775-KUSRA-P574-SOLUD-GISMO.

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
N569 NOVEMBER FIVE SIX NINE **(RNAV 5)** ✦ **TOKRA**									Muscat Control 123.95 MHz X-ing G652
(FIR boundary) N220925 E0553350									FIR OOMM, OEJD
✧ **SUTLI**		29							X-ing R401
N220121 E0560404 ✧ **TOPSO**		16							X-ing P304
N215653 E0562043 ✧ **MOGOK**	---/285	21							X-ing R402
N215057 E0564236 ✧ **KEBAS**		26		UNL/FL265					X-ing B400
N214330 E0570948 ✧ **GISKA**		30			**A**	10		↑ EVEN	X-ing L692, P316, UB424
N213503 E0574014 ✧ **UMILA**	105/286	66					ODD ↓		X-ing L883
N211555 E0584738 ✧ **GOLNI**	106/286	53							X-ing P570
N210014 E0594130 ▲ **LOTAV**	107/288	74							X-ing M300
(FIR boundary) N203700 E0605700				7500 FT				↑ EVEN	FIR OOMM, VABF Muscat Control 118.325 MHz
Flight Restrictions:	Note 1: FL330 not available via LOTAV. Note 2: Traffic entering the OOMM FIR at LOTAV destination OMAA, OMAD or OMAM shall route via GOLNI-P570-N563-TULBU-Z855-SODEX. Note 3: Traffic entering the OOMM FIR at LOTAV destination OMSJ or OMRK shall route via GOLNI-P570-MIXAM-P513-GERAR-B540-PASOV-KUPMA. All traffic expect FL180 at PASOV.								

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
N571 NOVEMBER FIVE SEVEN ONE **(RNAV 5)** ✦ **PARAR**									Muscat Control 135.60 MHz X-ing M628, N767, P307, Q620
(FIR boundary) N222630 E0630700 ✧ **RAGMA**	291 ---	148		UNL FL150	**A**	10		EVEN ↓	FIR OOMM, VABF X-ing L301
N232301 E0603846 (Turning Point) ✧ **VUSET**	290 ---	89		3000 FT					X-ing A454, M877, R462, T500
N235540 E0590812 ✧ **TOVDI**	294 ---	28		UNL FL150					
N240733 E0584021 ✧ **KIROP**	293 ---	54							
N243000 E0574700 (Turning Point) ✦ **ASNIB**	292 ---	26							
N243949 E0572105 ✦ **MENSA**		47							X-ing T509 FIR OOMM, OMAE
(FIR boundary) N245750 E0563249									

Flight Restrictions:

Note 1: Traffic landing northern UAE airports and overflying OMAE FIR below FL200, shall route via A454-B540 (VUSET-PASOV-KUPMA).
Note 2: Westbound traffic entering the OOMM FIR at PARAR and overflying the OMAE FIR shall route via N571 to MENSA. Except for traffic intending to exit via LUDID.
Note 3: All traffic from PARAR destination OMDW or OMDM shall route from VUSET to A454-PASOV-M564 via PUXIL to VAXAS. All traffic expect FL190 at PASOV.
Note 4: All traffic from PARAR destination OMSJ or OMRK shall route via MENSA. All traffic expect FL160 at MENSA.
Note 5: Traffic entering the OOMM FIR at PARAR destination OMAA, OMAD or OMAM shall route via M628 - TULBU-Z855-SODEX.

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
N629 NOVEMBER SIX TWO NINE **(RNAV 5)** ✦ **TARDI**									Muscat Control 124.70 MHz X-ing L223
(FIR boundary) N243418 E0560915 ✧ **NOSMI**	130 ---	25		UNL FL150	**A**	10	ODD ↓		
N241757 E0563002 (Turning Point) ✧ **BOTAM**	124 ---	26							X-ing Y855
N240227 E0565320 ✧ **ELIVA**		15							
N235335 E0570634 ✧ **MUSUK**		17							X-ing T511
N234320 E0572148 ✧ **GEPOT**	128 ---	46							X-ing B400, G652
N231446 E0580053 ✧ **GIDAN**	124 ---	24							X-ing N881, P570
N230104 E0582232 ✧ **LOXOP**	107 ---	80							X -ing M628
N223722 E0594548 ✦ **TOTOX** (FIR boundary) N215030 E0622230		152		11000 FT					X-ing L555, L631, P574 FIR OOMM, VABF

Flight Restrictions:

Note 1: Route not available for traffic exiting OOMM FIR via N881 (RASKI) or M628 (PARAR).
Note 2: Overflying traffic entering the OOMM FIR via TARDI and intending to exit via LOTAV, KITAL, REXOD or TOTOX shall route as follows:
(1) TARDI-N629-GIDAN-P570- EMURU-M300-LOTAV.
(2) TARDI-N629-GIDAN-P570-KITAL.
(3) TARDI-N629-TOTOX.
(4) TARDI-N629-GIDAN-P570-TOLDA-N318-REXOD.

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
P304 PAPA THREE ZERO FOUR **(RNAV 5)**									Muscat Control 123.95 MHz For OOSH arrival from the South. Southbound traffic mainly will be OOFD departure to the South.
✧ **VELIK**									X-ing N315, R401, UB424
N203322 E0561656 ✧ **KUROV**	001/181	43		UNL/FL150	**A**	10	↑ ODD	EVEN ↓	X-ing L883
N211627 E0561853 ✧ **TOPSO**		40							X-ing N569
N215653 E0562043 ✧ **NAMVA**		36							X-ing G652
N223309 E0562223 ✧ **DEMKI**		17							X-ing M440
N224941 E0562308 ✧ **EMISO**	358/178	28		8000 FT					X-ing Q730
N231734 E0562307									

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
P307 PAPA THREE ZERO SEVEN **(RNAV 1, RNAV 5)** ✦ **TONVO**									Muscat Control 135.60 MHz. Traffic entering the OOMM FIR via TONVO shall contact Muscat Control on 119.80 MHz. X-ing A777
(FIR boundary) N250500 E0563200 ✧ **PURNI**	112 ---	71		UNL FL150	**A**	1	ODD ↓		FIR OOMM, OMAE RNAV 1 on segment TONVO-PURNI
N243804 E0574354 ✧ **KUNUS**	113 ---	48				10			
N241927 E0583226 ✧ **ALSAS**		47							X-ing R462
N240054 E0591955 ✧ **DERTO**	110 ---	27							X-ing G216
N235033 E0594746 ✧ **VAXIM**		83							X-ing A777, L301, L430
N231900 E0611100 ✧ **SETSI**	115 295	34					ODD ↓		X-ing N881
N230412 E0614410 ✦ **PARAR** (FIR boundary) N222630 E0630700	114 294	85		3000 FT				↑ EVEN	X-ing M628, N571, N767, Q620 FIR OOMM, VABF

Flight Restrictions:

Note 1: Westbound traffic entering the OOMM FIR at PARAR and overflying the OMAE FIR shall route via N571 to MENSA. Except for traffic intending to exit via LUDID.
Note 2: Eastbound traffic from FL270-UNL overflying OMAE FIR and exiting OOMM FIR via DENDA, APELO or ALPOR shall route via TONVO-A777-NADSO and then B505 to EGTAL-R462 to DENDA or to continue on B505 to APELO or B524 to ALPOR. For traffic at or below FL250 route via LALDO-B505-EGTAL-R462-DENDA and LALDO-B505-APELO or LALDO-B505-NADSO-B524-ALPOR.
Note 3: All UAE departures intending to enter VABF FIR shall exit OOMM FIR via RASKI or PARAR.
Note 4: All traffic from PARAR destination OMDW or OMDM shall route via N571 from VUSET to A454-PASOV-M564 via PUXIL to VAXAS. All traffic expect FL190 at PASOV.
Note 5: All traffic from PARAR destination OMSJ or OMRK shall route via N571 to MENSA. All traffic expect FL160 at MENSA.
Note 6: Traffic entering the OOMM FIR at PARAR destination OMAA, OMAD or OMAM shall route via M628-TULBU-Z855-SODEX.

Route designation (RNP type) Significant points	Track (MAG)	Distance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
P316 PAPA THREE ONE SIX **(RNAV 5)**									Note: Route between DEDSO and MCT to be used only for traffic landing at OOMS. Muscat Control 123.95 MHz
✧ **SALALAH**									X-ing B535, UB535
DVOR/DME SLL N170259.35 E0540656.91	071/251	41		UNL/FL150	A	10	ODD ↓	↑ EVEN	
✧ **DAXAM**									X-ing B400, M551
N171612 E0544715									
✧ **KAPOP**	035/---	36					ODD ↓		
N174544 E0550930									
✧ **GAGLA**		24		7500 FT					
N180505 E0552410									
✧ **NALTI**	033/---	18							
N182012 E0553431									
✧ **DEDSO**		45							X-ing L710, R401, UL425
N185811 E0560041	030/---	59							
✧ **GIVNO**									X-ing L556
N195011 E0563059		24		UNL/FL150					
✧ **MOBAB**									X-ing N315
N201032 E0564415	031/---	99							
✧ **GISKA**									X-ing L692, N569, UB424
N213503 E0574014		39							
✧ **RADAX**									
N220809 E0580230 (Turning Point)									
✧ **MUSCAT** DVOR/DME MCT N233528.04 E0581536.48	007/---	88		7500 FT					X-ing B400, G216, L631, M303, P513, Q978, T500, T502, T503, T505, T506, T508, T511

P513 PAPA FIVE ONE THREE **(RNAV 5)**									Muscat Control 119.80 MHz
✧ **BUBAS**									X-ing A777
N245938 E0570003	148/328	63		UNL/3000 FT	A	10	ODD ↓		
✧ **GERAR**									X-ing B540
N240600 E0573616	143/323	30							
✧ **MIXAM**									X-ing P570, P574, P899, R462, T508
N234139 E0575523									
✧ **MUSCAT** DVOR/DME MCT N233528.04 E0581536.48	108/288	19						↑ EVEN	X-ing B400, G216, L631, M303, P316, Q978, T500, T502, T503, T505, T506, T508, T511
Flight Restriction:	Note: To be used only by traffic: (1) To/from OOKB. (2) Arrivals to OOMS from North. (3) Section BUBAS-GERAR-MIXAM available for eastbound traffic departing from OMFJ. (4) Section MIXAM-GERAR available for westbound traffic destination OMSJ, OMRK and OMFJ exiting OOMM FIR via PASOV.								

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
P570 PAPA FIVE SEVEN ZERO **(RNAV 5)** ✦ **KITAL**									Muscat Control 118.325 MHz
(FIR boundary) N200300 E0601800	329/149	66		UNL/FL150				EVEN ↓	FIR OOMM, VABF
✧ **GOLNI** N210014 E0594130									X-ing N569
✧ **TAVKO** N211519 E0593147		17		3000 FT					X-ing L883
✦ **BONOM** N213636 E0591800	328/148	25							
✧ **EMURU** N221357 E0585338		44							X-ing M300, N563, T505
✧ **TOLDA** N224008 E0583624	327/147	30		UNL/FL150	**A**	10			X-ing L444, L555, M628, N318
✧ **GIDAN** N230104 E0582232	328/148	24							X-ing N629, N881
✧ **ITURA** N232351 E0580720		27		11000 FT					X-ing B400, L695, M762
✧ **MIXAM** N234139 E0575523	327/147	21		UNL/FL280 8000 FT			↑ ODD		X-ing P513, P574, P899, R462, T508
Flight Restrictions:	Note 1: Traffic intending to land or overfly northern UAE airports below FL255 shall use route M762 (ITURA-TAPRA-VAXAS) to enter the OMAE FIR. Note 2: Traffic entering the OOMM FIR at KITAL destination OMAL will be required to fly via MIXAM-P899-ITRAX. Note 3: Traffic entering the OOMM FIR at KITAL destination OMSJ or OMRK shall route via MIXAM-P513-GERAR-B540-PASOV-KUPMA. All traffic expect FL180 at PASOV. Note 4: Traffic routing via KITAL for overflying OMAE FIR shall route via EMURU-N563-SODEX. Note 5: Traffic entering the OOMM FIR at KITAL for overflying OMAE FIR and intending to route via OIIX FIR shall route via MIXAM-P574-SOLUD. Note 6: Overflying traffic intending to exit OOMM FIR at KITAL shall route via LABRI-N318-TOLDA-P570-KITAL or TARDI-N629-GIDAN-P570-KITAL. Note 7: FL330 not available via KITAL. Note 8: Traffic entering the OOMM FIR at KITAL destination OMAA, OMAD or OMAM shall use route Z855 via TULBU.									

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
P574 PAPA FIVE SEVEN FOUR **(RNAV 5)**									Muscat Control 126.55 MHz
✦ **TOTOX**									X-ing L555, L631, N629
(FIR boundary) N215030 E0622230	294/113	111						EVEN ↓	FIR OOMM, VABF
✧ **LOSIM**				UNL/FL150					X-ing M628
N223513 E0603238		40							
✧ **KAXEM**									X-ing L444
N225103 E0595243		30							
✧ **MUSRU**	293/113			8000 FT					X-ing N881, T502
N230256 E0592223		20		UNL/FL280			↑		
✧ **PAROK**				8000 FT			ODD		X-ing L695
N231030 E0590245	293/---	36						EVEN ↓	
✧ **KUSRA**									X-ing A775, G652, M877
N232426 E0582611	300/---	33							
✧ **MIXAM**					**A**	10			X-ing P513, P570, P899, R462, T508
N234139 E0575523	307/---	30							
✧ **DAPOK**									X-ing T507, T508, T509, Y623
N235956 E0572959		38		UNL/FL150					
✦ **EMATA**									
N242309 E0565721		15							
✦ **SOLUD**									X-ing T508
N243223 E0564421	306/---	15							Transfer of control point between OOMM and OMAE.
✧ **PUXIL**									X-ing M564
N244117 E0563145		11							
✧ **GISMO**									
(FIR boundary) N244743 E0562236				8000 FT					FIR OOMM, OMAE

Flight Restrictions:

Note 1: Traffic entering the OOMM FIR at TOTOX destination OMAL shall route via MIXAM-P899-ITRAX.
Note 2: Traffic entering the OOMM FIR at TOTOX destination OMSJ or OMRK shall route via P574-PAROK-L695-ITURA-P570-MIXAM-P513-GERAR-B540-PASOV-KUPMA. All traffic expect FL180 at PASOV.
Note 3: Traffic entering the OOMM FIR at TOTOX destination in the northern UAE airports shall route via PAROK-L695-ITURA-M762-VAXAS.
Note 4: Traffic entering the OOMM FIR at TOTOX destination OMAA, OMAD or OMAM shall use route via L555-TOLDA-M628-TULBU-Z855-SODEX.
Note 5: Traffic entering the OOMM FIR at TOTOX for overflying OMAE FIR shall fly via L555-TOLDA-M628-TULBU-N563-SODEX (unless traffic is planning through OIIX FIR).
Note 6: Traffic entering the OOMM FIR at TOTOX for overflying OMAE FIR and intending to route via OIIX FIR shall route via MIXAM-P574-SOLUD.
Note 7: FL330 not available via TOTOX.

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
P899 PAPA EIGHT NINE NINE **(RNAV 5)** **MIXAM**									Muscat Control 124.70 MHz X-ing P513, P570, P574, R462, T508
N234139 E0575523 **PAXIM** N240245 E0561631 **ITRAX** (FIR boundary) N241248 E0554749	283/--- 291/---	93 28		UNL/FL150 11000 FT	**A**	10		EVEN ↓	X-ing Q978 FIR OOMM, OMAE
Flight Restrictions:	Note 1: Only available for traffic overflying OOMM FIR and landing at southern UAE airports. Note 2: Not available for OOMS departures. These flights shall route via Q978 to ITRAX.								

Q620 QUEBEC SIX TWO ZERO **(RNAV 5)** **AMBOS**									X-ing L631, N881
N230324 E0595405 **PARAR** (FIR boundary) N222630 E0630700	099/---	182		UNL/FL150	**A**	10	ODD ↓		X-ing M628, N571, N767, P307 FIR OOMM, VABF

Q730 QUEBEC SEVEN THREE ZERO **(RNAV 5)** **EGVAN**									Note: Only for traffic destination OOSH. X-ing M628, Z515
N230127 E0561907 **EMISO**	011/---	16		UNL/FL150	**A**	10	ODD ↓		X-ing P304
N231734 E0562307 **KOBIM**		16		UNL/11000	**A/C**				X-ing N685
N233309 E0562701 **DESPI**		17							
N234951 E0563110 **KUNRA**		18		UNL/8000					
N240715 E0563531 **LADBI**	012/---	26							
N243224 E0564117									

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
Q978 QUEBEC NINE SEVEN EIGHT **(RNAV 1)** **MUSCAT**									X-ing B400, G216, L631, M303, P316, P513, T500, T502, T503, T505, T506, T508, T511
DVOR/DME MCT N233528.04 E0581536.48 **ALMOG**	269 ---	24		UNL FL150	**A**	1		EVEN ↓	X-ing M762
N233524 E0574940 **IVETO**		39							
N233520 E0570704 **LOPIL**	293 ---	53							
N235642 E0561400 **ITRAX** (FIR boundary) N241248 E0554749	304 ---	29							X-ing P899 FIR OOMM, OMAE
Flight Restrictions:	Note 1: For traffic departing OOMS and exit OOMM FIR at ITRAX. Note 2: The maximum flight level departing OOMS destination OTHH or OBBI is FL320.								

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
R401 ROMEO FOUR ZERO ONE **(RNAV 5)**									Muscat Control 123.95 MHz
✦ **KIVEL**									X-ing B549, M551
(FIR boundary) N165306 E0553633							ODD ↓		FIR OOMM, OYSC
✧ **ERDAX**	008/188	66							
N175903 E0554458									
✧ **DEDSO**	015/195	61							X-ing L710, P316, UL425
N185811 E0560041									
✦ **HAIMA**		62							X-ing B400, L556, R402
DVOR/DME HAI N195813.31 E0561650.82	001/179	35						↑ EVEN	
✧ **VELIK**									X-ing N315, P304, UB424
N203322 E0561656								EVEN ↓	
✧ **ALNUN**	352/---	43		UNL/FL150					X-ing L883
N211625 E0561041									
✧ **SUTLI**		45							X-ing N569
N220121 E0560404	351/---								
✧ **DATBU**		22							X-ing G652
N222243 E0560054									
✧ **KATAK**		26			**A**	10			X-ing Z515
N224811 E0555708									
✧ **LABSA**		14							X-ing M628
N230153 E0555505	350/---								
✦ **DOLFI**		31							X-ing Z855
N233253 E0555024									
✧ **KURTA**		9		7500 FT					X-ing N563
N234205 E0554900				UNL/7500 FT					
✦ **MUSAP**	005/---	36							
(FIR boundary) N241754 E0555245				7500 FT					FIR OOMM, OMAE

Flight Restrictions:
Note 1: Airway between KURTA and MUSAP only available for traffic landing or overflying northern UAE airports.
Traffic destination OMDB, OMRK and OMSJ expect to cross MUSAP below FL250.
Traffic destination OMDW or OMDM expect FL150 at MUSAP.
Note 2: All traffic on R401 intending to enter OMAE FIR shall route via DOLFI-Z855-SODEX.

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
R402 ROMEO FOUR ZERO TWO **(RNAV 5)**									Muscat Control 124.70 MHz
✧ **LAKLU**									X-ing, G216, L223, N318, N685, Y855
N232235 E0570401									
✦ **KUNGO**	192/012	23					↑ ODD	EVEN ↓	X-ing M628, Z855
N230034 E0565850									
✧ **NALKI**		11							X-ing G652
N224928 E0565614									
✧ **MOGOK**		60		UNL/FL150				EVEN ↓	X-ing N569
N215057 E0564236									
✧ **TUBSA**		72			**A**	10			X-ing UB424
N204029 E0562626	192/---								
✦ **HAIMA**		43							X-ing B400, L556, R401
DVOR/DME HAI N195813.31 E0561650.82				7500 FT					

R462 ROMEO FOUR SIX TWO **(RNAV 5)**									Muscat Control 128.15 MHz
✦ **DENDA**									FIR OOMM, OIIX
(FIR boundary) N244230 E0605451	242/062	18						EVEN ↓	
✧ **EGTAL**									X-ing B505
N243458 E0603724									
✧ **ASLOM**	243/063	32							X-ing B524, L430
N242113 E0600552									
✧ **MIXOL**		36		UNL/FL150					X-ing A777
N240523 E0592959					**A**	10			
✧ **ALSAS**	242/062	10							X-ing P307
N240054 E0591955									
✧ **VUSET**	243/063	12					↑ ODD		X-ing A454, M877, N571, T500
N235540 E0590812									
✧ **MIXAM**	257/---	68						EVEN ↓	X-ing P513, P570, P574, P899, T508
N234139 E0575523				3000 FT					

Flight Restrictions:

Note 1: All traffic from DENDA destination OMDW or OMDM shall route from VUSET to A454-PASOV-M564 via PUXIL to VAXAS. All traffic expect FL190 at PASOV.

Note 2: All traffic from DENDA destination OMSJ or OMRK shall route from VUSET via N571 to MENSA. All traffic expect FL160 at MENSA.

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
Y623 YANKEE SIX TWO THREE **(RNAV 1)** **DAPOK**									Note: For traffic landing OOSH only. X-ing P574, T507, T508, T509
N235956 E0572959 **GIVLA** N241020 E0570032	290 ---	29		UNL 8000	**A/C**	1		EVEN ↓	
Y855 YANKEE EIGHT FIVE FIVE **(RNAV 1)** **BOTAM**									Note: For departures from OOSH only. X-ing N629
N240227 E0565320 **LAKLU** N232235 E0570401	166 ---	41		UNL 11000	**A/C**	1	ODD ↓		X-ing G216, L223, N318, N685, R402
Flight Restriction:	Note: Traffic from LAKLU intending to exit OOMM FIR at PARAR shall route via N318-GEVED-N881-AMBOS-Q620-PARAR.								
Z515 ZULU FIVE ONE FIVE **(RNAV 5)** **MIDGU**									Muscat Control 124.70 MHz Note: Eastbound traffic destination Oman northern airports only. All traffic expect FL330 or below at MIDGU. Transfer of control point between OOMM and OEJD. FIR OOMM, OEJD X-ing M440
(FIR boundary) N222706 E0552230 **ITKUN**	055 ---	19		UNL FL150	**A**	10	ODD ↓		X-ing L710
N223731 E0553934 **KATAK**		19							X-ing R401
N224811 E0555708 **EGVAN**		24							X-ing M628, Q730
N230127 E0561907 **GENIR**	058 ---	19							
N231111 E0563630 **PUTSO** N232037 E0565322		18							X-ing N685

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
Z855 ZULU EIGHT FIVE FIVE **(RNAV 1)** **TULBU**									Note: For traffic landing at OMAA, OMAD & OMAM. X-ing G652, M440, M628, N563, N881, T506
N230005 E0571827 **KUNGO**	270 ---	18		UNL FL150	**A**	1		EVEN ↓	X-ing M628, R402
N230034 E0565850 **DOLFI**	297 ---	71							X-ing R401
N233253 E0555024 **SODEX** (FIR boundary) N234954 E0553202	315 ---	24							X-ing N563 FIR OOMM, OMAE

UB424 UNIFORM BRAVO FOUR TWO FOUR **(RNAV 5)** **GISKA**									X-ing L692, N569, P316
N213503 E0574014 **VUTAP**	--- 051	66		UNL FL270	**A**	10	↑ ODD		X-ing B400
N205411 E0564449 **TUBSA**	231 051	22						EVEN ↓	X-ing R402
N204029 E0562626 **VELIK**		11							X-ing N315, P304, R401
N203322 E0561656 **KASIN**	230 050	23							X-ing L710
N201853 E0555742 **OTISA**		14							X-ing L556
N201000 E0554556 **NOVNO**	250 070	108							X-ing UL425
N193313 E0535858 **SABEL** (FIR boundary) N185158 E0520339		117		7500 FT			↑ ODD		FIR OOMM, OYSC Muscat Control 123.95 MHz
Flight Restrictions:	Note 1: Traffic intending to land at OOMS shall use P316 from GISKA. Note 2: Traffic entering OOMM FIR at SABEL destination OMDW or OMDM shall route via VELIK-R401-MUSAP and expect FL150 at MUSAP. Note 3: Traffic entering OOMM FIR at SABEL destination OMDB, OMSJ or OMRK shall route via VELIK-R401-MUSAP and expect to cross MUSAP below FL250.								

Route designation (RNP type) Significant points	Track (MAG)	Dis-tance (NM)	Change Over Point (NM)	MNM FLT ALT	Class of Air-space	Lateral Limits (NM)	Direction of Cruising Levels		Remarks
1	2	3	4	5	6	7	8		9
UL425 UNIFORM LIMA FOUR TWO FIVE **(RNAV 5)** ✦ **GOBRO**									Muscat Control 123.95 MHz
(FIR boundary) N193622 E0534741 ✧ **NOVNO** N193313 E0535858 ✧ **ITUVO** N190315 E0554328 ✧ **DEDSO** N185811 E0560041 ✦ **BOVOS** (FIR boundary) N182230 E0575844 ✦ **ASPUX** (FIR boundary) N174404 E0600004	107/287 108/288	11 104 17 118 122		UNL/FL255 8000 FT UNL/FL270 8000 FT	**A**	10	ODD ↓	↑ EVEN	FIR OOMM, OEJD X-ing UB424 X-ing B400 X-ing L710, P316, R401 FIR OOMM, OYSC ACC Muscat Control X-ing N315 FIR OYSC, VABF Muscat Control 123.95 MHz
Flight Restrictions:	Note 1: FL330 not available for eastbound traffic via ASPUX. Note 2: Only FL340 and above available for westbound traffic exiting OOMM FIR via GOBRO.								

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name Code	Coordinates	ATS Routes
ALMOG	N233524 E0574940	M762, Q978
ALNUN	N211625 E0561041	L883, R401
ALPOR	N240441 E0612000	B524, G216
ALSAS	N240054 E0591955	P307, R462
AMBOS	N230324 E0595405	L631, N881, Q620
APELO	N243455 E0612000	B505
ASLOM	N242113 E0600552	B524, L430, R462
ASNIB	N243949 E0572105	N571
ASPUX	N174404 E0600004	N315, UL425
ASTUN	N180832 E0551040	B400, B535, UB535
ATBED	N230352 E0603752	N767, N881
BONOM	N213636 E0591800	P570
BORER	N242623 E0573048	A454
BOTAM	N240227 E0565320	N629, Y855
BOVOS	N182230 E0575844	UL425
BUBAS	N245938 E0570003	A777, P513
DAMUM	N243236 E0591307	B524, M681
DAPOL	N214301 E0553416	L692
DAPOK	N235956 E0572959	P574, T507, T508, T509, Y623
DARAB	N174632 E0544902	B535
DARAT	N222000 E0572830	B400
DATBU	N222243 E0560054	G652, R401
DAXAM	N171612 E0544715	B400, M551, P316

Name Code	Coordinates	ATS Routes
DEBAV	N221532 E0554617	G652, L710
DEBDA	N224327 E0603525	L631
DEDSO	N185811 E0560041	L710, P316, R401, UL425
DEGNU	N242734 E0570613	B540
DELSO	N225606 E0585233	M762
DEMKI	N224941 E0562308	M440, P304
DENDA	N244230 E0605451	R462
DERTO	N235033 E0594746	G216, P307
DESPI	N234951 E0563110	Q730
DOLFI	N233253 E0555024	R401, Z855
EGROK	N235253 E0560126	N318
EGTAL	N243458 E0603724	B505, R462
EGVAN	N230127 E0561907	M628, Q730, Z515
ELIGO	N232458 E0590848	L631, N767
ELIVA	N235335 E0570634	N629
EMATA	N242309 E0565721	P574
EMAVA	N214208 E0554936	L692, L710
EMISO	N231734 E0562307	Q730, P304
EMURU	N221357 E0585338	M300, N563, P570, T505
ERDAX	N175903 E0554458	R401
GADMA	N211439 E0600938	L883, M300
GAGLA	N180505 E0552410	P316
GENIR	N231111 E0563630	Z515

Name Code	Coordinates	ATS Routes
GEPOT	N231446 E0580053	B400, G652, N629
GERAR	N240600 E0573616	B540, P513
GEVED	N230105 E0575111	B400, N318, N881
GEXAN	N241257 E0565649	M762
GIDAN	N230104 E0582232	N629, N881, P570
GIDIL	N251742 E0564923	A791
GISKA	N213503 E0574014	L692, N569, P316, UB424
GISMO	N244743 E0562236	P574
GIVLA	N241020 E0570032	Y623
GIVNO	N195011 E0563059	L556, P316
GOBRO	N193622 E0534741	UL425
GOGMI	N230215 E0553159	L710, M628
GOLBA	N213318 E0594600	M300
GOLNI	N210014 E0594130	N569, P570
GOMTA	N251115 E0563447	M428
IMDAM	N202416 E0550801	L556
IMDEK	N224647 E0592217	A775, L444
IMKAD	N155245 E0535147	B400
IMLOT	N251708 E0570804	A791
ITETA	N211618 E0555208	L710, L883
ITILA	N234055 E0584817	G216, M877
ITKUN	N223731 E0553934	L710, Z515
ITLOB	N244325 E0590701	B505, N430
ITRAX	N241248 E0554749	P899, Q978

Name Code	Coordinates	ATS Routes
ITSAG	N213720 E0570640	B400, L692
ITURA	N232351 E0580720	B400, L695, M762, P570
ITUVO	N190315 E0554328	B400, UL425
IVENI	N205158 E0555430	L710, N315
IVETO	N233520 E0570704	Q978
IVOMA	N223408 E0605430	L631, M628
KAPET	N163322 E0530614	B535, UB535
KAPOP	N174544 E0550930	P316
KARAR	N233042 E0585438	L631, T504
KASIN	N201853 E0555742	L710, UB424
KATAK	N224811 E0555708	R401, Z515
KAXEM	N225103 E0595243	L444, P574
KEBAS	N214330 E0570948	B400, N569
KEDON	N200503 E0555901	L556, L710
KIPOL	N230410 E0612903	L444, M303, N881
KIROP	N243000 E0574700	N571
KITAL	N200300 E0601800	P570
KIVEL	N165306 E0553633	B549, M551, R401
KOBIM	N233309 E0562701	N685, Q730
KUKDI	N193022 E0555953	B400, L710
KUNGO	N230034 E0565850	M628, R402, Z855
KUNRA	N240715 E0563531	Q730
KUNUS	N241927 E0583226	P307
KUPMA	N245148 E0562648	B540

Name Code	Coordinates	ATS Routes
KUROV	N211627 E0561853	L883, P304
KURTA	N234205 E0554900	N563, R401
KUSRA	N232426 E0582611	A775, G652, M877, P574
KUTVI	N184306 E0582642	L556, N315
LABED	N182135 E0551827	B400
LABRI	N240344 E0553842	N318
LABSA	N230153 E0555505	M628, R401
LADAR	N165324 E0534655	B535, B549, UB535
LADBI	N243224 E0564117	Q730
LAKLU	N232235 E0570401	G216, N318, N685, R402, Y855
LALDO	N251806 E0563600	A791, B505
LOPIL	N235642 E0561400	Q978
LOSIM	N223513 E0603238	M628, P574
LOTAV	N203700 E0605700	M300, N569
LOXOP	N223722 E0594548	M628, N629
LUDID	N230227 E0551800	M628
MEKNA	N233309 E0560815	N563
MEMTU	N232529 E0552448	L710
MENSA	N245750 E0563249	N571, T509
MESPO	N244817 E0595040	L430
MEVLI	N211632 E0565606	B400, L883
MIBSA	N225400 E0601338	L444, L631
MIDGU	N222706 E0552230	M440, Z515
MIXAM	N234139 E0575523	P513, P570, P574, P899, R462, T508

Name Code	Coordinates	ATS Routes
MIXOL	N240523 E0592959	A777, R462
MOBAB	N201032 E0564415	N315, P316
MOGOK	N215057 E0564236	N569, R402
MUNGA	N242516 E0584533	A777, M428
MUSAP	N241754 E0555245	R401
MUSRU	N230256 E0592223	N881, P574, T502
MUSUK	N234320 E0572148	N629, T511
MUTVA	N165325 E0543201	B400, B549
NADSO	N244957 E0574926	A777, B505, B524
NALKI	N224928 E0565614	G652, R402
NALTI	N182012 E0553431	P316
NAMVA	N223309 E0562223	G652, P304
NOSMI	N241757 E0563002	N629
NOVNO	N193313 E0535858	UB424, UL425
OBTIN	N230216 E0585920	A775, N881
ORSIT	N202306 E0562915	B400, N315
OTISA	N201000 E0554556	L556, UB424
PARAR	N222630 E0630700	M628, N571, N767, P307, Q620
PAROK	N231030 E0590245	L695, P574
PAXIM	N240245 E0561631	P899
PURNI	N243804 E0574354	P307
PUTRA	N165432 E0525631	B549
PUTSO	N232037 E0565322	N685, Z515
PUXIL	N244117 E0563145	M564, P574

Name Code	Coordinates	ATS Routes
RADAX	N220809 E0580230	P316
RAGMA	N232301 E0603846	L301, N571
RASKI	N230330 E0635200	L301, N881
PASOV	N243841 E0565037	A454, B540, M564, T509
RETAS	N235754 E0553423	N685
REXOD	N211230 E0613830	A775, L883, M762, N318, N563
SABEL	N185158 E0520339	UB424
SETSI	N230412 E0614410	N881, P307
SEVLA	N233321 E0591122	M303
SITOL	N211604 E0552514	L883, N315
SODEB	N234747 E0593023	G216, G652
SODEX	N234954 E0553202	N563, Z855
SOLUD	N243223 E0564421	P574, T508
SUTLI	N220121 E0560404	N569, R401
TAPDO	N242400 E0612000	A454, G652
TAPRA	N242607 E0563803	M762, T507
TARBO	N244351 E0574637	M428, M681, N430
TARDI	N243418 E0560915	N629
TARVI	N231400 E0590444	T504

Name Code	Coordinates	ATS Routes
TAVKO	N211519 E0593147	L883, P570
TOKRA	N220925 E0553350	N569, G652
TOLDA	N224008 E0583624	L444, L555, M628, N318, P570
TONVO	N250500 E0563200	A777, P307
TOPSO	N215653 E0562043	N569, P304
TOTOX	N215030 E0622230	L555, L631, N629, P574
TOVDI	N240733 E0584021	N571
TUBSA	N204029 E0562626	R402, UB424
TULBU	N230005 E0571827	G652, M440, M628, N563, N881, T506, Z855
TUMET	N222307 E0595702	A775, L555, T503
UMEKO	N240620 E0583450	A454
UMILA	N211555 E0584738	L883, N569
VAXAS	N244308 E0561807	M564, M762
VAXIM	N231900 E0611100	A777, L301, L430, P307
VEKAN	N241235 E0604454	B524, G652
VELIK	N203322 E0561656	N315, P304, R401, UB424
VUSET	N235540 E0590812	A454, M877, N571, R462, T500
VUSIN	N225940 E0605510	L444, N767
VUTAP	N205411 E0564449	B400, UB424

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. GENERAL

Name and Lateral Limits	Upper Limit / Lower Limit	Type of Restriction/Hazard	Remarks
1	2	3	4
HAWANA SALALAH. Area bounded by lines joining successively the following points: N170137 E0541712 - N170152 E0541935 - N170017 E0541955 - N170011 E0541731 - N170137 E0541712	200 FT / SFC	Para-Sailing	0400 - 1400

2. SYSTEM AND METHOD OF ACTIVATION

Temporary events are notified by NOTAM.

3. REMARKS

NIL.

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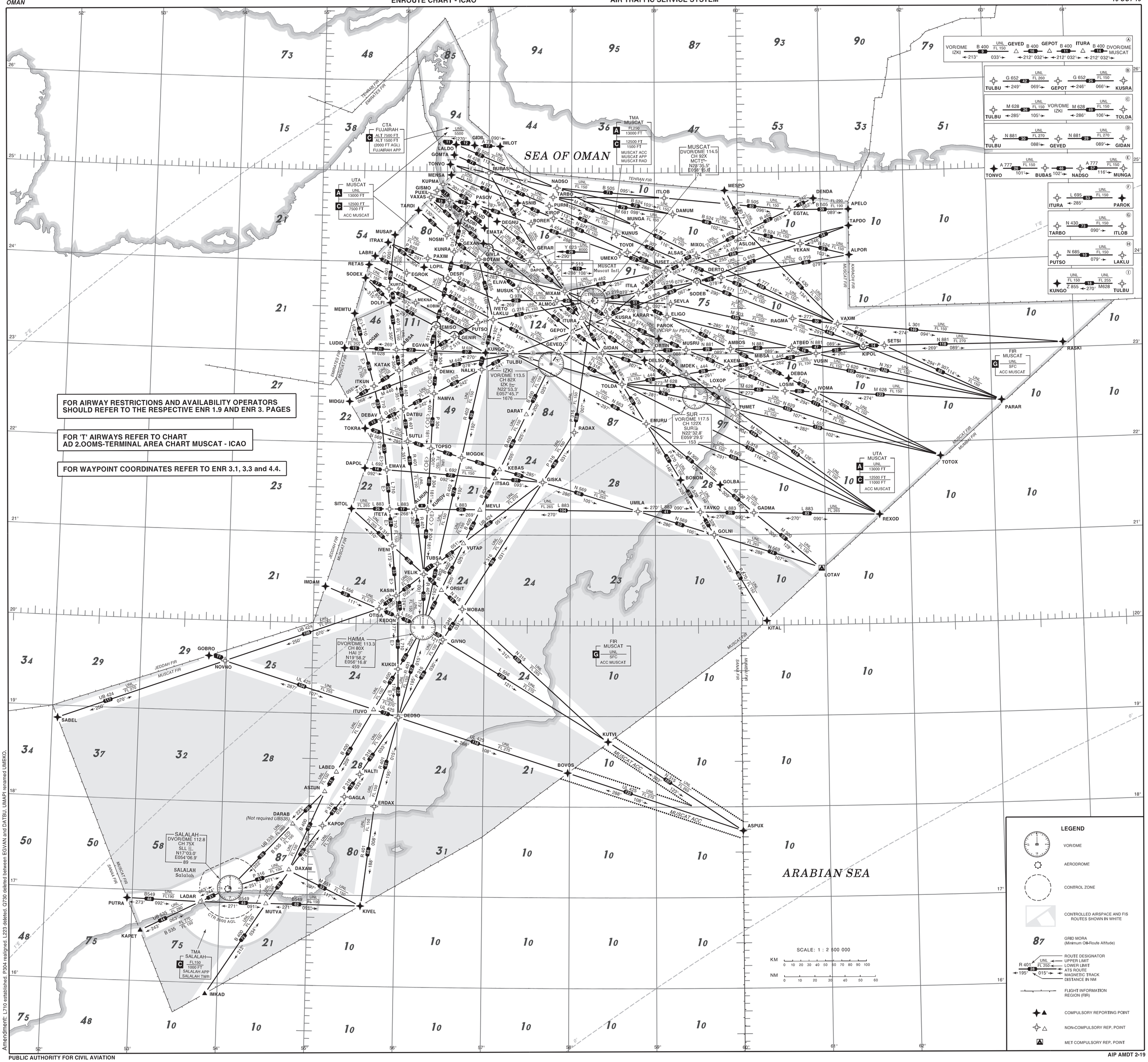

Amendment: L710 established. P304 realigned. L223 deleted. Q730 deleted between EGVAN and DATBU. UMAPI renamed UMEKO.

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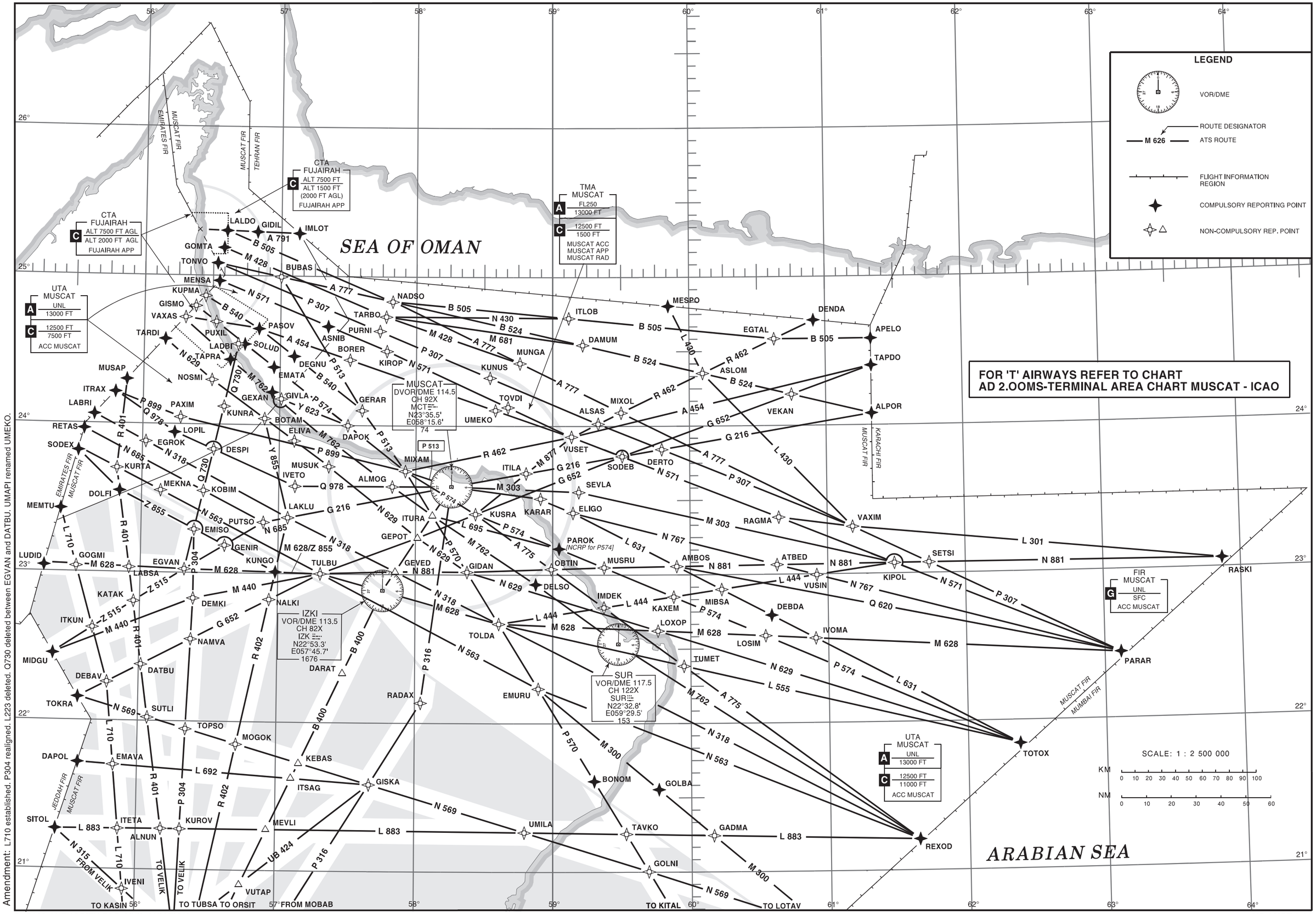
MUSCAT UTA


LEGEND
VOR/DME
ROUTE DESIGNATOR
M 626
ATS ROUTE
FLIGHT INFORMATION REGION
COMPULSORY REPORTING POINT
NON-COMPULSORY REP. POINT
SEA OF OMAN
ARABIAN SEA
CTA FUJAIRAH
ALT 7500 FT
ALT 1500 FT
(2000 FT AGL)
FUJAIRAH APP
CTA FUJAIRAH
ALT 7500 FT AGL
ALT 2000 FT AGL
FUJAIRAH APP
TMA MUSCAT
FL250
13000 FT
12500 FT
1500 FT
MUSCAT ACC
MUSCAT APP
MUSCAT RAD
UTA MUSCAT
UNL
13000 FT
12500 FT
7500 FT
ACC MUSCAT
FOR 'T' AIRWAYS REFER TO CHART
AD 2.OOMS-TERMINAL AREA CHART MUSCAT - ICAO
MUSCAT
DVOR/DME 114.5
CH 92X
N23°35.5'
E058°15.6'
74
IZKI
VOR/DME 113.5
CH 82X
IZK
N22°53.3'
E057°45.7'
1676
SUR
VOR/DME 117.5
CH 122X
SUR
N22°32.8'
E059°29.5'
153
FIR MUSCAT
UNL
SFC
ACC MUSCAT
UTA MUSCAT
UNL
13000 FT
12500 FT
11000 FT
ACC MUSCAT
SCALE: 1 : 2 500 000
KM
NM
EMIRATES FIR
MUSCAT FIR
TEHRAN FIR
KARACHI FIR
JEDDAH FIR
MUMBAI FIR
FROM VELIK
TO VELIK
TO KASIN
TO TUBSA
TO ORSIT
FROM MOBAB
TO KITAL
TO LOTAV
LALDO
GIDIL
IMLOT
GOMTA
TONVO
BUBAS
MENSA
KUPMA
GISMO
VAXAS
TARDI
PUXIL
LADBI
TAPRA
PASOV
SOLUD
ASNIB
BORER
DEGNU
EMATA
GIVLA
GEXAN
KUNRA
BOTAM
ELIVA
DAPOK
MUSAP
ITRAX
LABRI
RETAS
SODEX
NOSMI
PAXIM
LOPIL
EGROK
DESPI
KURTA
DOLFI
MEKNA
KOBIM
MEMTU
LUDID
GOGMI
EGVAN
LABSA
KATAK
ITKUN
MIDGU
DEBAV
DATBU
TOKRA
SUTLI
DAPOL
EMAVA
SITOL
ITETA
ALNUN
KUROV
IVENI
VUTAP
NADSO
TARBO
PURNI
KIROP
GERAR
MIXAM
ALMOG
MUSUK
IVETO
LAKLU
PUTSO
EMISO
GENIR
KUNGO
TULBU
NALKI
DEMKI
NAMVA
DARAT
RADAX
GEPOT
ITURA
GEVED
GIDAN
TOLDA
EMURU
GISKA
KEBAS
ITSAG
MOGOK
TOPSO
MEVLI
UB 424
ITILA
KUSRA
KARAR
PAROK
[NCRP for P574]
OBTIN
DELSO
IMDEK
LOXOP
TUMET
BONOM
UMILA
TAVKO
GOLNI
GOLBA
GADMA
REXOD
TOTOX
ITLOB
DAMUM
MUNGA
KUNUS
TOVDI
ALSAS
UMEKO
VUSET
SODEB
MESPO
MIXOL
ASLOM
DERTO
SEVLA
ELIGO
RAGMA
AMBOS
MUSRU
KAXEM
MIBSA
LOSIM
DEBDA
IVOMA
ATBED
VUSIN
KIPOL
SETSI
VAXIM
RASKI
PARAR
DENDA
EGTAL
APELO
TAPDO
VEKAN
ALPOR
M 428
A 791
B 505
A 777
N 571
P 307
B 540
A 454
P 513
M 762
Q 730
Y 623
P 574
Y 855
P 899
Q 978
N 318
N 685
Z 855
N 563
M 628/Z 855
N 629
P 570
M 877
M 303
G 216
G 652
L 695
A 775
L 631
N 767
N 881
L 444
Q 620
L 555
M 300
N 569
L 883
L 710
R 401
R 402
P 304
P 316
B 400
Z 515
M 440
G 652
L 692
N 315
N 430
B 524
M 681
L 430
R 462
G 652
L 301

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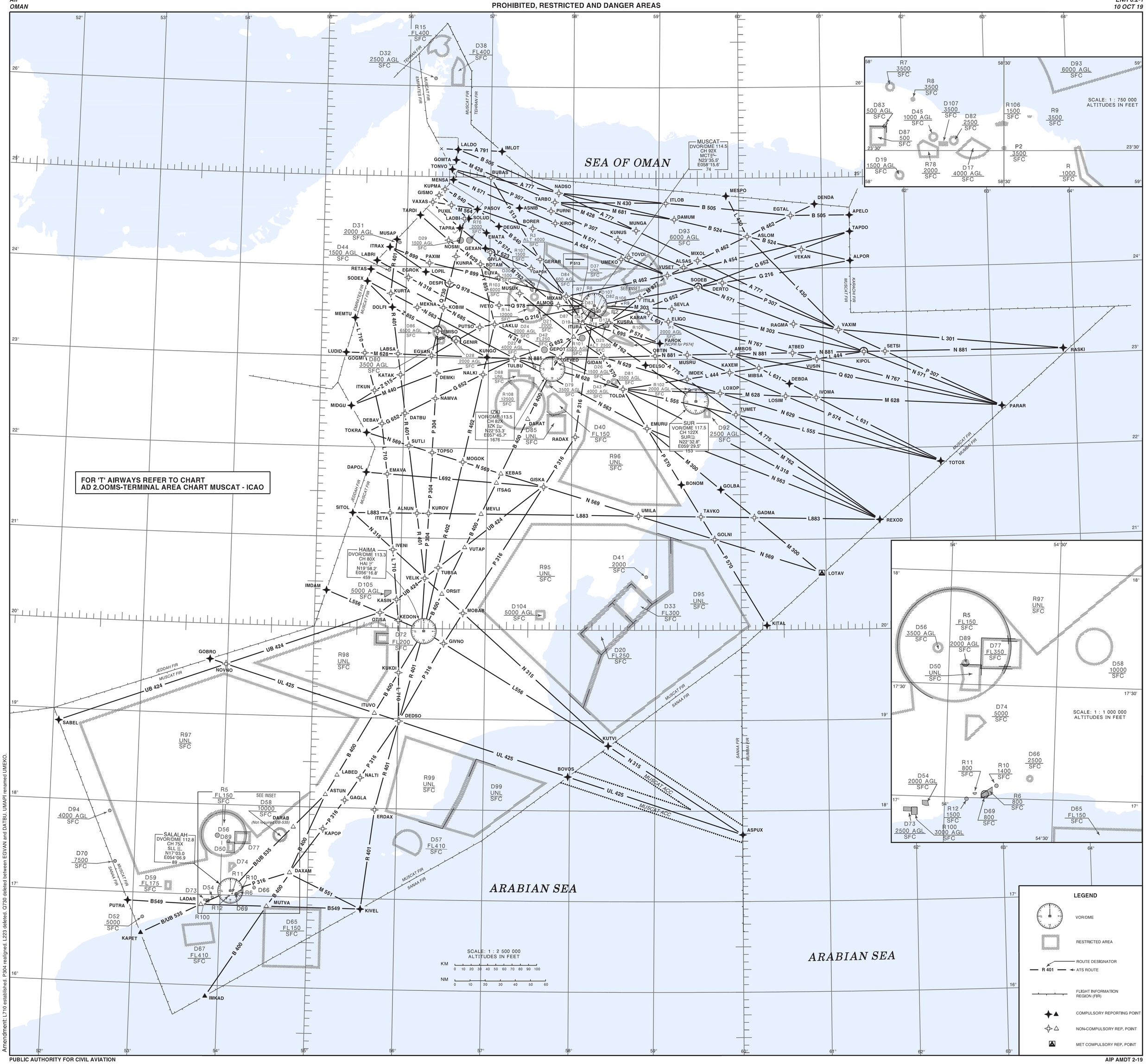

Amendment: L710 established, P304 realigned, L223 deleted. Q730 deleted between EGVAN and DATBU. UMAPI renamed UMEKO.

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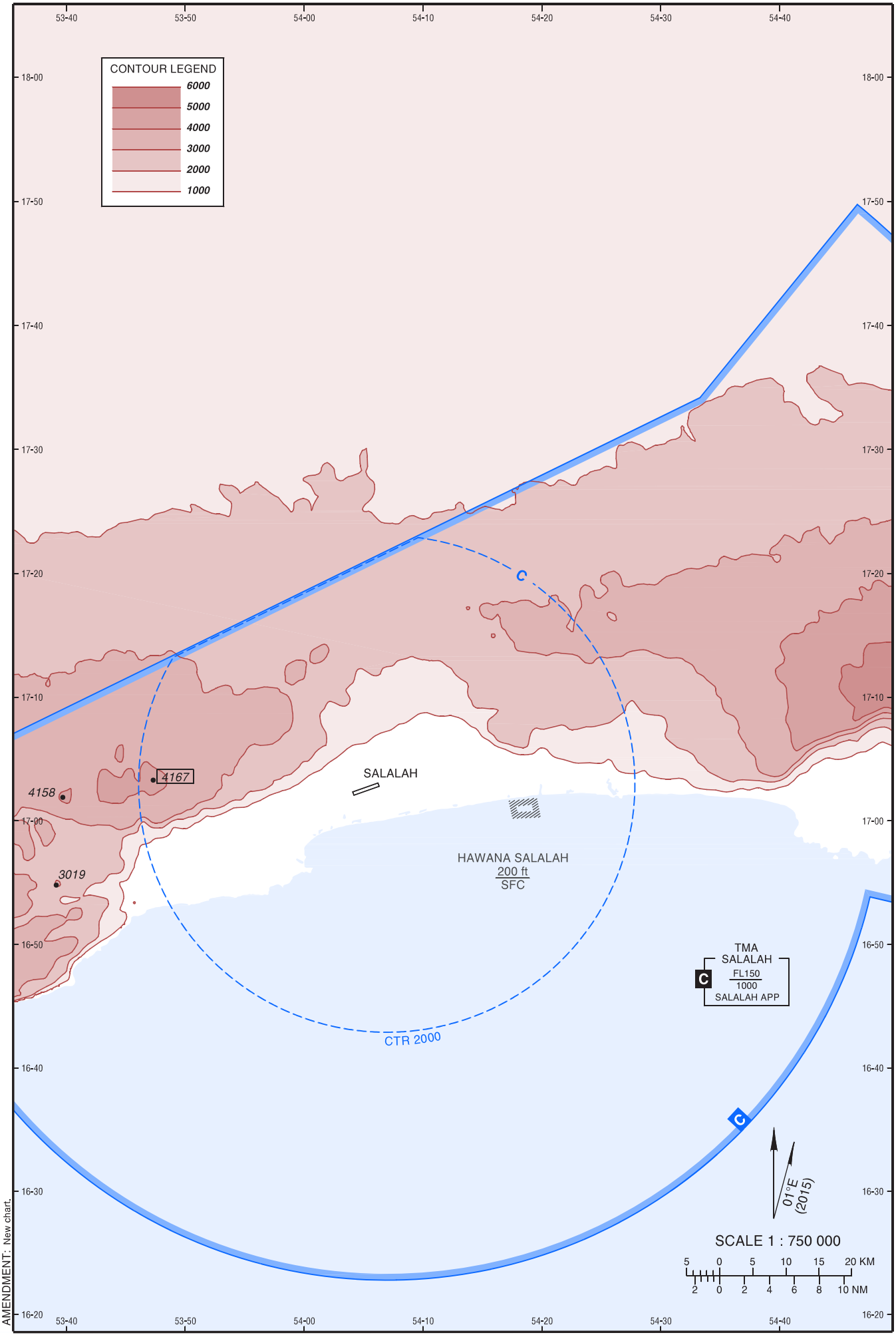
AERIAL SPORTING AND RECREATIONAL ACTIVITIES - INDEX CHART



AMENDMENT: New chart.

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23. ADDITIONAL INFORMATION . . . . . AD 2.OOMX-7
24. CHARTS RELATED TO THE AERODROME . . . . . AD 2.OOMX-8
AERODROME CHART - ICAO . . . . . AD 2.OOMX-9
AERODROME OBSTACLE CHART - ICAO - TYPE-A . . . . . AD 2.OOMX-11
AERODROME OBSTACLE CHART - ICAO - TYPE-B . . . . . AD 2.OOMX-13
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 14. . . . . AD 2.OOMX-15
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 32. . . . . AD 2.OOMX-17
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 14 . . . . . AD 2.OOMX-19
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 32 . . . . . AD 2.OOMX-21
INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 14 . . . . . AD 2.OOMX-23
INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 32 . . . . . AD 2.OOMX-25

OOSA - SALALAH/Salalah . . . . . AD 2.OOSA-1
1. AERODROME LOCATION INDICATOR AND NAME . . . . . AD 2.OOSA-1
2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA . . . . . AD 2.OOSA-1
3. OPERATIONAL HOURS . . . . . AD 2.OOSA-2
4. HANDLING SERVICES AND FACILITIES . . . . . AD 2.OOSA-2
5. PASSENGER FACILITIES . . . . . AD 2.OOSA-2
6. RESCUE AND FIRE FIGHTING SERVICES. . . . . AD 2.OOSA-3
7. SEASONAL AVAILABILITY - CLEARING . . . . . AD 2.OOSA-3
8. APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA . . . . . AD 2.OOSA-3
9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS . . . . . AD 2.OOSA-4
10. AERODROME OBSTACLES. . . . . AD 2.OOSA-4
11. METEOROLOGICAL INFORMATION PROVIDED . . . . . AD 2.OOSA-6
12. RUNWAY PHYSICAL CHARACTERISTICS . . . . . AD 2.OOSA-6
13. DECLARED DISTANCES . . . . . AD 2.OOSA-7
14. APPROACH AND RUNWAY LIGHTING . . . . . AD 2.OOSA-7
15. OTHER LIGHTING, SECONDARY POWER SUPPLY . . . . . AD 2.OOSA-8
16. HELICOPTER LANDING AREA . . . . . AD 2.OOSA-8
17. ATS AIRSPACE. . . . . AD 2.OOSA-8
18. ATS COMMUNICATION FACILITIES . . . . . AD 2.OOSA-9
19. RADIO NAVIGATION AND LANDING AIDS . . . . . AD 2.OOSA-9
20. LOCAL TRAFFIC REGULATIONS . . . . . AD 2.OOSA-10
21. NOISE ABATEMENT PROCEDURES . . . . . AD 2.OOSA-10
22. FLIGHT PROCEDURES . . . . . AD 2.OOSA-10
23. ADDITIONAL INFORMATION . . . . . AD 2.OOSA-10
24. CHARTS RELATED TO THE AERODROME . . . . . AD 2.OOSA-12
AERODROME CHART - ICAO . . . . . AD 2.OOSA-13
AIRCRAFT PARKING/DOCKING CHART - ICAO (NORTHERN APRONS) . . . . . AD 2.OOSA-15
AIRCRAFT PARKING/DOCKING CHART - ICAO (SOUTHERN APRON) . . . . . AD 2.OOSA-17
AERODROME OBSTACLE CHART - ICAO TYPE-A RWY 07/25 . . . . . AD 2.OOSA-19
AERODROME OBSTACLE CHART - ICAO TYPE-B . . . . . AD 2.OOSA-21
PRECISION APPROACH TERRAIN CHART - ICAO - RWY 07 . . . . . AD 2.OOSA-23
PRECISION APPROACH TERRAIN CHART - ICAO - RWY 25 . . . . . AD 2.OOSA-25
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO . . . . . AD 2.OOSA-27
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 07. . . . . AD 2.OOSA-29
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 07 . . . . . AD 2.OOSA-31
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 25. . . . . AD 2.OOSA-33
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 25 . . . . . AD 2.OOSA-35
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 07 . . . . . AD 2.OOSA-37
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 07 . . . . . AD 2.OOSA-41
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 25 . . . . . AD 2.OOSA-43
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 25 . . . . . AD 2.OOSA-47
INSTRUMENT APPROACH CHART - ICAO - ILS RWY 07 . . . . . AD 2.OOSA-49
INSTRUMENT APPROACH CHART - ICAO - ILS RWY 25 . . . . . AD 2.OOSA-51
INSTRUMENT APPROACH CHART - ICAO - LLZ RWY 07. . . . . AD 2.OOSA-53
INSTRUMENT APPROACH CHART - ICAO - LLZ RWY 25. . . . . AD 2.OOSA-55
INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 07 . . . . . AD 2.OOSA-57
INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 25 . . . . . AD 2.OOSA-59
INSTRUMENT APPROACH CHART - ICAO - VOR RWY 07 . . . . . AD 2.OOSA-61
INSTRUMENT APPROACH CHART - ICAO - VOR RWY 25 . . . . . AD 2.OOSA-63
VISUAL APPROACH CHART - ICAO . . . . . AD 2.OOSA-65

OOSH - SUHAR/Suhar . . . . . AD 2.OOSH-1
1. AERODROME LOCATION INDICATOR AND NAME . . . . . AD 2.OOSH-1
2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA . . . . . AD 2.OOSH-1
3. OPERATIONAL HOURS . . . . . AD 2.OOSH-2
4. HANDLING SERVICES AND FACILITIES . . . . . AD 2.OOSH-2
5. PASSENGER FACILITIES . . . . . AD 2.OOSH-2
6. RESCUE AND FIRE FIGHTING SERVICES. . . . . AD 2.OOSH-2
7. SEASONAL AVAILABILITY - CLEARING . . . . . AD 2.OOSH-2
8. APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA . . . . . AD 2.OOSH-3
9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS . . . . . AD 2.OOSH-3
10. AERODROME OBSTACLES. . . . . AD 2.OOSH-3
11. METEOROLOGICAL INFORMATION PROVIDED . . . . . AD 2.OOSH-4
12. RUNWAY PHYSICAL CHARACTERISTICS . . . . . AD 2.OOSH-5
13. DECLARED DISTANCES . . . . . AD 2.OOSH-5
14. APPROACH AND RUNWAY LIGHTING . . . . . AD 2.OOSH-5
15. OTHER LIGHTING, SECONDARY POWER SUPPLY . . . . . AD 2.OOSH-6
16. HELICOPTER LANDING AREA . . . . . AD 2.OOSH-6
17. ATS AIRSPACE. . . . . AD 2.OOSH-6
18. ATS COMMUNICATION FACILITIES . . . . . AD 2.OOSH-6
19. RADIO NAVIGATION AND LANDING AIDS . . . . . AD 2.OOSH-6
20. LOCAL TRAFFIC REGULATIONS . . . . . AD 2.OOSH-7
21. NOISE ABATEMENT PROCEDURES . . . . . AD 2.OOSH-7
22. FLIGHT PROCEDURES . . . . . AD 2.OOSH-7
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AERODROME OBSTACLE CHART - ICAO - TYPE-A . . . . . AD 2.OOSH-13
AERODROME OBSTACLE CHART - ICAO - TYPE-B . . . . . AD 2.OOSH-15
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 15. . . . . AD 2.OOSH-17
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 33. . . . . AD 2.OOSH-19
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 15 . . . . . AD 2.OOSH-21
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 33 . . . . . AD 2.OOSH-23
INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 15 . . . . . AD 2.OOSH-25
INSTRUMENT APPROACH CHART - ICAO - RNAV (GNSS) RWY 33 . . . . . AD 2.OOSH-27

OOSQ - SAIQ/Saiq . . . . . AD 2.OOSQ-1
1. AERODROME LOCATION INDICATOR AND NAME . . . . . AD 2.OOSQ-1
2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA . . . . . AD 2.OOSQ-1
3. OPERATIONAL HOURS . . . . . AD 2.OOSQ-1
4. HANDLING SERVICES AND FACILITIES . . . . . AD 2.OOSQ-1
5. PASSENGER FACILITIES . . . . . AD 2.OOSQ-1
6. RESCUE AND FIRE FIGHTING SERVICES. . . . . AD 2.OOSQ-1
7. SEASONAL AVAILABILITY - CLEARING . . . . . AD 2.OOSQ-2
8. APRONS, TAXIWAYS AND CHECK LOCATIONS DATA . . . . . AD 2.OOSQ-2
9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS . . . . . AD 2.OOSQ-2
10. AERODROME OBSTACLES. . . . . AD 2.OOSQ-2
11. METEOROLOGICAL INFORMATION PROVIDED . . . . . AD 2.OOSQ-2
12. RUNWAY PHYSICAL CHARACTERISTICS . . . . . AD 2.OOSQ-2
13. DECLARED DISTANCES . . . . . AD 2.OOSQ-2
14. APPROACH AND RUNWAY LIGHTING . . . . . AD 2.OOSQ-2
15. OTHER LIGHTING, SECONDARY POWER SUPPLY . . . . . AD 2.OOSQ-2
16. HELICOPTER LANDING AREA . . . . . AD 2.OOSQ-2
17. ATS AIRSPACE. . . . . AD 2.OOSQ-3
18. ATS COMMUNICATION FACILITIES . . . . . AD 2.OOSQ-3
19. RADIO NAVIGATION AND LANDING AIDS . . . . . AD 2.OOSQ-3
20. LOCAL TRAFFIC REGULATIONS . . . . . AD 2.OOSQ-3
21. NOISE ABATEMENT PROCEDURES . . . . . AD 2.OOSQ-3
22. FLIGHT PROCEDURES . . . . . AD 2.OOSQ-3
23. ADDITIONAL INFORMATION . . . . . AD 2.OOSQ-3
24. CHARTS RELATED TO THE AERODROME . . . . . AD 2.OOSQ-3

AD 3. HELIPORTS

Nil

AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and Remarks
	INTERNATIONAL NATIONAL (INTL-NTL)	IFR-VFR	S = Scheduled NS = Non-scheduled P = Private	
1	2	3	4	5
BURAIMI/Buraimi OOBR	NTL	VFR	S	AD 2.OOBR
DUQM/Duqm OODQ	NTL	IFR - VFR	S, NS, P	AD 2.OODQ
FAHUD/Fahud OOFD	NTL	IFR - VFR	S	AD 2.OOFD
QARN ALAM/Qarn Alam OOGB	NTL	IFR - VFR	S	AD 2.OOGB
IZKI/Izki OOIZ	NTL	VFR	S	AD 2.OOIZ
JA'ALUNI/Ja'aluni OOJA	NTL	VFR	P	AD 2.OOJA
KHASAB/Khasab OOKB	NTL	VFR	S	AD 2.OOKB
MUKHAIZNA/Mukhaizna OOMK	NTL	IFR-VFR	S, NS, P	AD 2.OOMK
MUSCAT INTL/Muscat OOMS	INTL-NTL	IFR-VFR	S, NS, P	AD 2.OOMS
MARMUL/Marmul OOMX	NTL	IFR-VFR	S	AD 2.OOMX
SALALAH/Salalah OOSA	INTL-NTL	IFR-VFR	S, NS, P	AD 2.OOSA
SUHAR/Suhar OOSH	INTL-NTL	IFR-VFR	S, NS, P	AD 2.OOSH
SAIQ/Saiq OOSQ	NTL	VFR	S	AD 2.OOSQ
HELIPORTS				
Nil				

Airport development is taking place in the following areas:
Ras Al Hadd airport N221517 E0594425

The runways are now visible but shall not be used at any time. Certification details and hours of operation will be published in due course.

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AERODROME INDEX CHART - ICAO

AMENDMENT: Salalah and Suhar changed to International Airports.

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location indicator	Validity & date of certification	Remarks
1	2	3
BURAIMI/Buraimi OOBR	Nil	Military Aerodrome
DUQM/Duqm OODQ	Certified, 12 October 2017	VMC Day use only
FAHUD/Fahud OOFD	Certified, 17 May 2008	VMC Day use only
QARN ALAM/Qarn Alam OOGB	Certified, 7 July 2008	VMC Day use only
IZKI/Izki OOIZ	Nil	Military Aerodrome
JA'ALUNI/Ja'aluni OOJA	Nil	Royal Oman Police
KHASAB/Khasab OOKB	Nil	Military Aerodrome
MUKHAIZNA/Mukhaizna OOMK	Certified, 23 October 2015	VMC Day use only
MUSCAT INTL/Muscat OOMS	Certified, 31 May 2010	Nil
MARMUL/Marmul OOMX	Certified, 29 March 2008	VMC Day use only
SALALAH/Salalah OOSA	Certified, 13 November 2013	Nil
SUHAR/Suhar OOSH	Certified, 22 June 2017	VMC
SAIQ/Saiq OOSQ	Nil	Military Aerodrome

Note: Validity of an Aerodrome Certificate is for a maximum period of two years from the date of issue and renewed thereafter unless, cancelled, suspended, or revoked by the Public Authority for Civil Aviation.

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OODQ - DUQM/Duqm

OODQ AD 2.1 - AERODROME LOCATION INDICATOR AND NAME

1	**Location Name**	Duqm
2	**Airport Name**	Duqm
3	**ICAO Location Indicator**	OODQ

OODQ AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	N193000.05 E0573834.19 Midpoint of RWY centreline
2	**Direction and distance from city**	14 KM south-east of Al Duqm City
3	**Elevation/Reference temperature**	382.64 FT/45°C
4	**Geoid undulation at AD ELEV PSN**	-113 FT
5	**MAG VAR/Annual change**	1°E (2015)/0.05° increasing
6	**AD Administration, address, telephone, telefax, telex, AFS, email, website**	Oman Airports Management Company S.A.O.C. Muscat International Airport P.O. Box 1707 Postal Code 111 Muscat Sultanate of Oman Website: *www.omanairports.co.om* Email: *oamcinfo@omanairports.com* Admin: Tel.: (968) 24 352400 (Muscat) (968) 99 351970 Duqm Tel.: (968) 93 944983 (968) 93 944981 Sat: (968) 98 586391 Airport Manager Tel.: (968) 92 599223
	ATC provided by	Nil
	AIS provided by	Directorate General of Air Navigation (DGAN) Tel.: (968) 24 354949 (968) 24 354948 Fax: (968) 24 354947 Email: *briefing@paca.gov.om*
	Meteorology provided by	Directorate General of Meteorology (DGMet) Weather Forecasting Centre Tel.: (968) 24 354660 Fax: (968) 24 348501 Email: *met_dir@met.gov.om*
7	**Types of traffic permitted**	IFR/VFR - HJ Minimum visibility for take-off & landing: 5000 M
8	**Remarks**	Follow me service is provided upon request

OODQ AD 2.3 - OPERATIONAL HOURS

1	**AD Administration**	0330 - 1200
2	**Customs and immigration**	Available
3	**Health and sanitation**	Available by prior request
4	**AIS Briefing Office**	Available by prior request
5	**ATS Reporting Office**	Available by prior request
6	**MET Briefing Office**	Available
7	**ATS**	Available by prior request
8	**Fuelling**	Not available
9	**Handling**	Available by prior request
10	**Security**	H24
11	**De-icing**	Not available
12	**Remarks**	For unscheduled flights (PPR)

OODQ AD 2.4 - HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Not available
2	**Fuel/oil types**	Not available
3	**Fuelling facilities/capacity**	Not available
4	**De-icing facilities**	Not available
5	**Hangar space for visiting aircraft**	Not available
6	**Repair facilities for visiting aircraft**	Not available
7	**Remarks**	Nil

OODQ AD 2.5 - PASSENGER FACILITIES

1	**Hotels**	Crowne Plaza 28 km from the airport Park Inn 27 km from the airport
2	**Restaurants**	At airport
3	**Transportation**	At airport Rental car counter
4	**Medical facilities**	Available by prior request
5	**Bank and Post Office**	Not available
6	**Tourist Office**	Not available
7	**Remarks**	Nil

OODQ AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 7
2	**Rescue equipment**	4 fire trucks
3	**Capability for removal of disabled aircraft**	Kit available in Muscat, 747 capacity
4	**Remarks**	Nil

OODQ AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	**Types of clearing equipment**	Nil
2	**Clearance priorities**	Nil
3	**Remarks**	Nil

OODQ AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron surface and strength**	Apron	Surface: Strength:	Concrete PCN 85/R/B/W/T
2	**Taxiway width, surface and strength**	Width: 25 M	Surface: Strength:	Asphalt PCN 72/F/A/W/T
3	**ACL and elevation**	Nil		
4	**VOR checkpoints**	Not available		
5	**INS checkpoints**	Nil		
6	**Remarks**	Nil		

OODQ AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands**	Marshalling guidance provided onto stand.	
2	**RWY and TWY markings and LGT**	TWY & Apron:	Centreline marking
		RWY:	Centreline, THR designators, TDZ, side strip, aiming point markings
3	**Stop bars**	Nil	
4	**Remarks**	Follow me service is provided for all traffics	

OODQ AD 2.10 - AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV**	**Markings/ Type - Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
OODQ1713	ATC Tower Antenna	N193015.26 E0573818.27	537.52 FT	lit	Nil
Nil	Mast	N193024.00 E0573824.00	480.00 FT	lit	Nil

In Area 3					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV**	**Markings/ Type - Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Nil	Nil	Nil	Nil	Nil	Nil

OODQ AD 2.11 - METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET office**	Weather observation is provided for each movement.
2	**Hours of service MET office outside hours**	Nil
3	**Office responsible for TAF preparation Periods of validity**	Nil
4	**Trend forecast Interval of issuance**	Nil
5	**Briefing/consultation provided**	Nil
6	**Flight documentation Language(s) used**	English
7	**Charts and other information available for briefing consultation**	Nil
8	**Supplementary equipment available for providing information**	Nil
9	**ATS units provided with information**	Meteorological information
10	**Additional information**	Nil

OODQ AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04	045.21° T 044° M	4002 x 60	72/F/A/W/T Asphalt	N192914.20 E0573745.48 N193045.89 E0573922.90 GUND -113 FT	THR 376.6 FT
22	225.22° T 224° M		72/F/A/W/T Asphalt	N193045.89 E0573922.90 N192914.20 E0573745.48 GUND -113 FT	THR 338.4 FT

Designations RWY NR	Slope of RWY/SWY	SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	OFZ
1	7	8	9	10	11
04	0.95% down	Nil	Nil	4122 x 300	Nil
22	0.95% up				

Designations RWY NR	Remarks
1	12
04	RESA: 240 M x 150 M
22	RESA: 240 M x 150 M

OODQ AD 2.13 - DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	4002	4002	4002	4002	Nil
22					

OODQ AD 2.14 - APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type LEN INTST	THR LGT Colour WBAR	PAPI MEHT	TDZ LGT LEN	RWY CL LGT LEN Spacing Colour INTST	RWY Edge LGT LEN Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN Colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	Nil	Nil	PAPI left side / 3.05° MEHT 68.9 FT 420 M from THR	Nil	Yes	LIH	Red LIH	Nil	Nil
22	LIH 900 M	Green	PAPI left side / 3.07° MEHT 68.2 FT 375 M from THR	LIH					

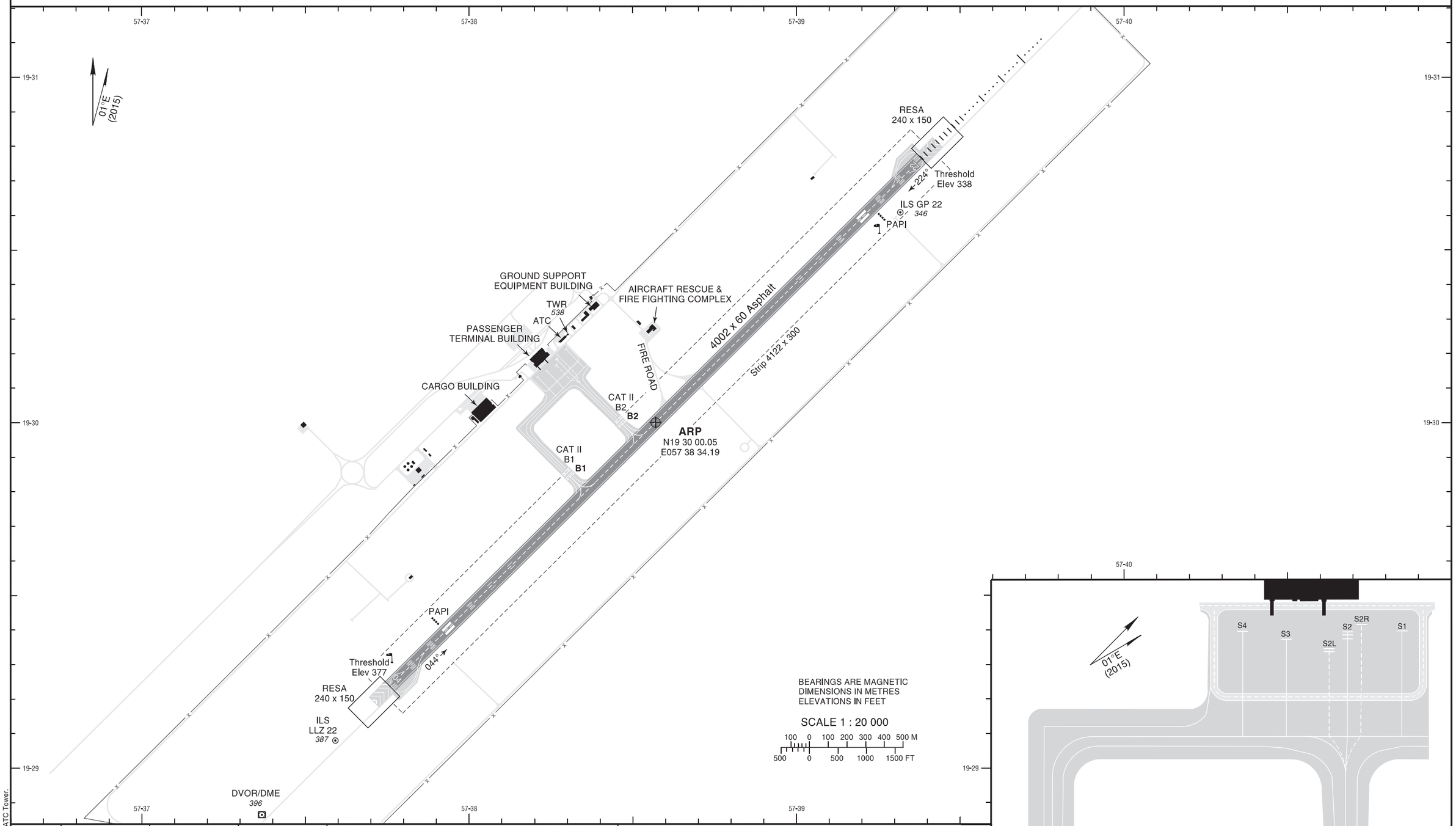
AERODROME CHART - ICAO

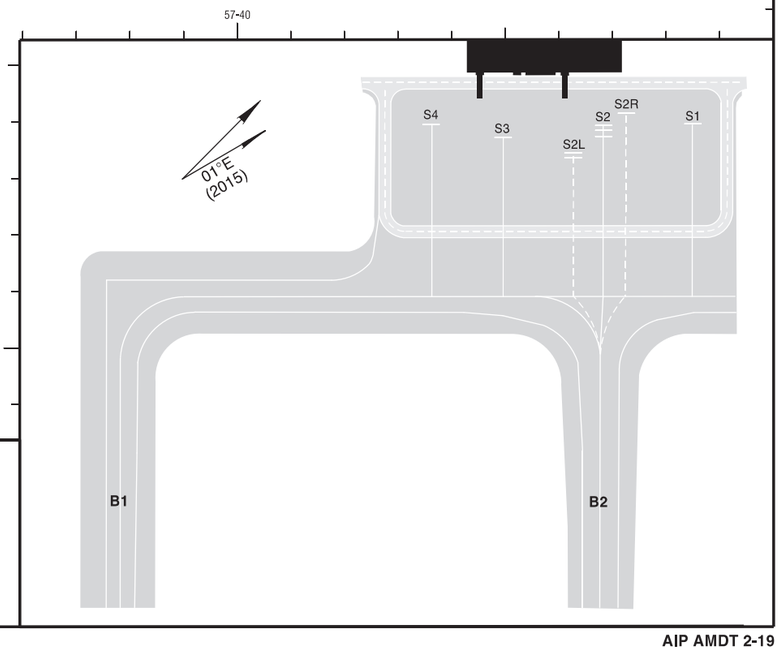
WGS-84

AD ELEV
383 FT

Duqm Information 118.000
Duqm Fire 121.600

DUQM/Duqm
OMAN





RWY	DIRECTION	THRESHOLD	STRENGTH	DECLARED DISTANCES			
				TORA	TODA	ASDA	LDA
04	044° MAG	N 19 29 14.20 E 057 37 45.48	72/F/A/W/T	4002m	4002m	4002m	4002m
22	224° MAG	N 19 30 45.89 E 057 39 22.90	72/F/A/W/T	4002m	4002m	4002m	4002m

AERODROME LIGHTING

RWY 04: PAPI-L (3.05°)
RCLL
REDL LIH
RENL LIH (red)

RWY 22: ALS LIH (length 900M)
RTHL (green)
PAPI-L (3.07°)
RTZL LIH (white)
RCLL
REDL LIH
RENL LIH (red)

Other:

AMENDMENT: Variation year. ATC Tower.

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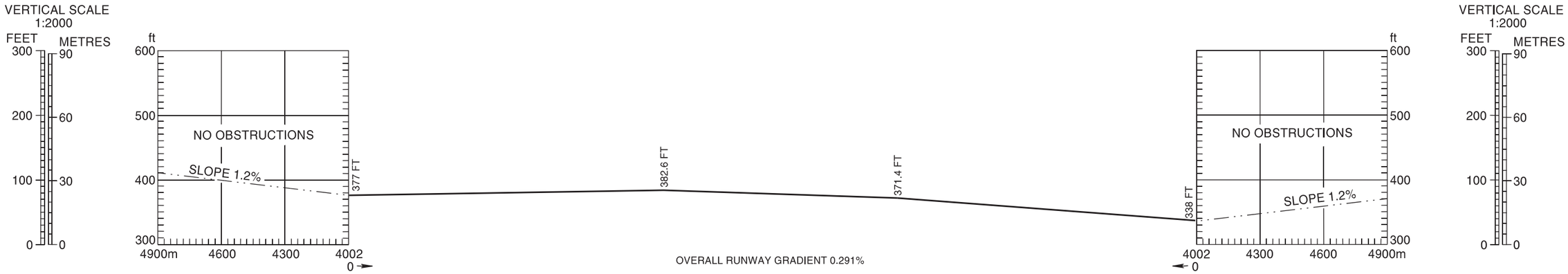
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

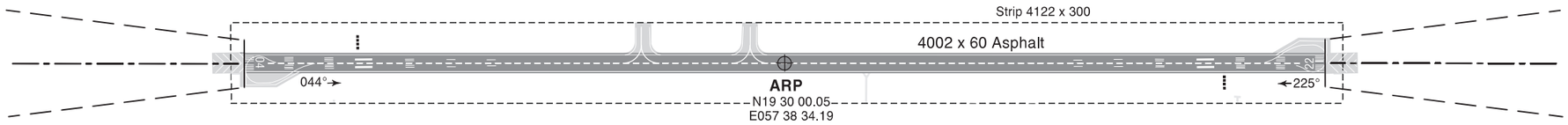
DUQM/Duqm
OMAN

DISTANCES IN METRES, ELEVATIONS IN FEET
MAGNETIC VARIATION 1°E, 2015

RWY 04-22

DECLARED DISTANCES		
RWY 04		**RWY 22**
4002	TAKE-OFF RUN AVAILABLE	**4002**
4002	TAKE-OFF DISTANCE AVAILABLE	**4002**
4002	ACCELERATE STOP DISTANCE AVAILABLE	**4002**
4002	LANDING DISTANCE AVAILABLE	**4002**





HORIZONTAL SCALE 1 : 20 000

ORDER OF ACCURACY
HORIZONTAL -/+ 3 M
VERTICAL -/+ 1 FT
Aerodrome information MAR 2017
Survey data MAR 2017

AMENDMENT RECORD

No.	Date	Entered by

AMENDMENT: Variation year.

LEGEND

	PLAN	PROFILE
IDENTIFICATION NUMBER	①	①
GROUND LEVEL	▲	
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙	
TREE	*	
MOBILE		

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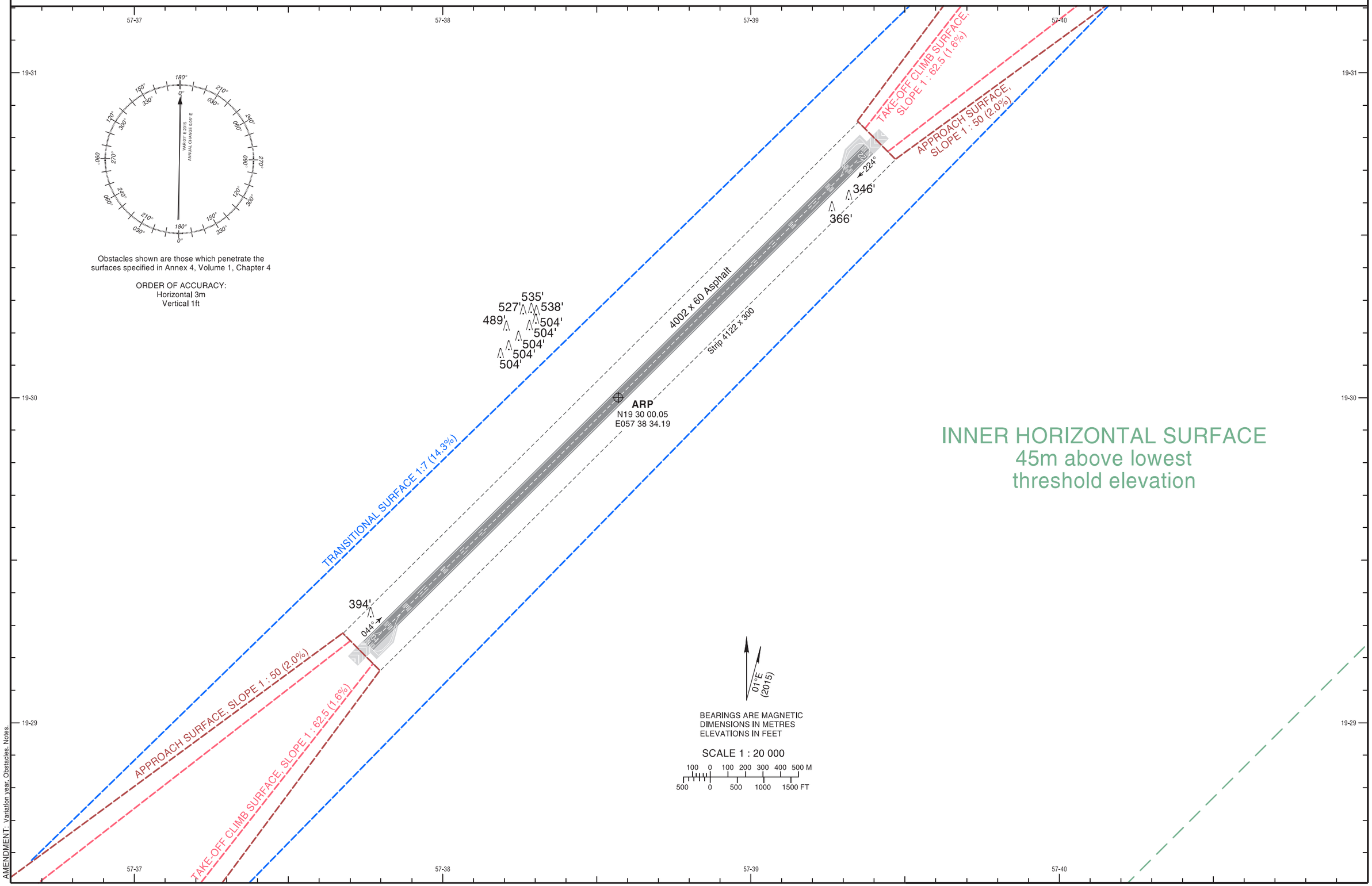
WGS-84

AD ELEV
383 FT

AERODROME OBSTACLE CHART-ICAO
TYPE B

DUQM/Duqm
OMAN



AMENDMENT: Variation year. Obstacles. Notes.

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OOMS AD 2.5 - PASSENGER FACILITIES

1	**Hotels**	10 KM from airport, unlimited in city
2	**Restaurants**	Available
3	**Transportation**	Taxis, scheduled bus service, car rentals
4	**Medical facilities**	Airport Clinic, Ambulance, First Aid Nearest hospital 14 KM from aerodrome
5	**Bank**	National Bank of Oman & Dhofar Branch available Cash dispensers available in Terminal
6	**Post Office**	Unavailable
7	**Tourist Counter**	Available
8	**Remarks**	Nil

OOMS AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 10
2	**Rescue equipment**	Three 8x8 with water capacity of 16 000 LTRS Five 6x6 with water capacity of 12 500 LTRS Two Water Tanker with capacity of 25 000 LTRS
3	**Capability for removal of disabled aircraft**	Specialized equipment available on-site for up to Boeing-747 size.
4	**Remarks**	Sea rescue facility available.

OOMS AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	**Types of clearing equipment**	Nil
2	**Clearance priorities**	Nil
3	**Remarks**	AD available all seasons.

OOMS AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron surface and strength**	a. North Civil Apron: Except for Remote Stands (152, 151, 651, 652) and Cargo Apron	Surface: Strength: Surface: Strength:	Concrete PCN 115/R/A/W/T Concrete PCN 84/R/A/W/T
		b. South Civil Apron:	Surface: Strength:	Asphalt and concrete PCN 56/R/A/W/U
		c. Royal Flight Apron:	Surface: Strength:	Asphalt and concrete PCN 56/R/A/W/T
		d. Police Aviation Apron:	Surface: Strength:	Asphalt and concrete PCN 56/R/A/W/T
		e. MRO Apron:	Surface: Strength:	Asphalt, concrete and interlock PCN 78/R/B/W/T
2	**Taxiway width, surface and strength**	Width: 23 M plus 13.5 M paved shoulders	Surface: Strength:	Asphalt PCN 60/F/A/X/U
		Width: 25 M plus 17.5 M paved shoulders (northern airport area)	Surface: Strength:	Asphalt PCN 91/F/A/W/T
		Width: 45 M plus 7.5 M paved shoulders (TWY F)	Surface: Strength:	Asphalt and concrete PCN 60/F/A/X/U

3	**ACL and elevation**	A1 48 FT A2 48 FT L1 26 FT T1 24 FT West Apron 46 FT East Apron 42 FT Royal Flight Apron 57 FT Police Aviation Apron 57 FT
4	**VOR checkpoint**	Nil
5	**INS checkpoints**	(See Aircraft Parking/Docking Chart-ICAO)
6	**Remarks**	Nil

OOMS AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Taxiing guidance system: a. Cockpit guidelines on taxiway and aprons b. Stand ID markings on ground c. Directional marking reflecting the signage on ground d. Supplementary stands are marked by broken lead-in marking e. Marshallers guidance f. Visual Docking Guidance System (VDGS) is installed and operational on contact & remote stands at North Apron and Cargo Apron.		
2	**RWY and TWY markings and LGT**	RWY 08L:	LGT:	Edge, end-inset, THR-inset, WBAR, TDZ, centreline, RTIL, VRB LIH.
			Markings:	THR, RWY designators, TDZ, centreline, side stripes.
		RWY 26R:	LGT:	Edge, end-inset, THR-inset, WBAR, TDZ, centreline, RTIL, VRB LIH.
			Markings:	Displaced THR, RWY designators, TDZ, centreline, side stripes.
		TWY:	LGT:	Edge lights elevated/inset blue all TWYs. Illuminated signs for TWY designators and direction signs.
			Markings:	Runway 08L/26R holding positions (Y1, Y2, Y3, Y4, Y5, Y6, Y7, Y8 & Z1). Intermediate holding positions on TWY F (A1, A2, B, C, D, E, E1 & E4). Intermediate holding positions on TWY A (AP1, AP2, AR1, AR2, AR3, AR4, AS1, AS2, AS3, C1, C2, C3, C4, C6, C7, C8, C9). Intermediate holding positions on TWY N, TWY R and TWY H (N1, N2, R1, R2 & H1, H2). Intermediate holding positions on TWY V and TWY W (V1, V2, V3, V4, V5, V6, V7, V8 & W1, W2, W3, W4).
3	**Stop bars**	G1, G2, G3, G4, G5, GB1, H1, H2, H3, H4, H5, H6, H7, H8, N1, N2, R1, R2, W1, W2, W3, W4, V1, V2, V3, V4, V5, V6, V7, V8, Y1, Y2, Y3, Y4, Y5, Y6, Y7, Y8 & Z1.		
4	**Remarks**	Nil		

OOMS AD 2.10 - AERODROME OBSTACLES

In Area 2						
OBST ID/ Designation		OBST type	OBST position	ELEV	Markings/ Type, colour	Remarks
a		b	c	d	e	f
RWY 08L Approach / RWY 26R Departure						
1	OOMS3328	Tree	N233612.26 E0581458.09	21.11 M (73 FT)	not marked not lit	Nil
2	OOMS3330	Tree	N233614.34 E0581457.12	22.66 M (74 FT)	not marked not lit	Nil
3	OOMS3331	Tree	N233614.89 E0581456.98	24.54 M (81 FT)	not marked not lit	Nil
4	OOMS1715	Light	N233613.20 E0581456.61	26.54 M (87 FT)	not marked lit	Nil
RWY 26R Approach / RWY 08L Departure						
1	OOMS2533	ILS antenna	N233633.87 E0581805.56	12.37 M (41 FT)	not marked lit	Nil
Refer to Aerodrome Obstacle Charts (Type A) and (Type B) Note 1: Obstacle list is available on request from OAMC, refer to section 2 subsection 6 for contact details.						

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV	Markings/ Type, colour	Remarks
a	b	c	d	e	f

OOMS AD 2.11 - METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET office**	MUSCAT/Muscat International
2	**Hours of service** **MET Office outside hours**	H24 --
3	**Office responsible for TAF preparation** **Periods of validity**	Muscat H24
4	**Trend forecast** **Interval of issuance**	Trend type routine
5	**Briefing/consultation provided**	Self-briefing display, telephone, personal consultation *web: www.met.gov.om*
6	**Flight documentation** **Language(s) used**	Charts, tabular forms, text English
7	**Charts and other information available for briefing consultation**	Surface analysis, prognostic upper air chart, significant weather chart, satellite images
8	**Supplementary equipment available for providing information**	Primary data user system (PDUS) High resolution satellite (HRPT) Satellite distribution system for aviation charts (SADIS)
9	**ATS units provided with information**	Muscat FIC/ACC/RCC
10	**Additional information**	Tel.: (968) 24 354660, (968) 24 348501 (Forecaster)

OOMS AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08L	085° T 084° M	4000 x 60	PCN 91/F/A/W/T Asphalt and concrete	N233621.27 E0581528.69 N233632.56 E0581749.28 GUND -90 FT	THR 25.3 FT TDZ 25.4 FT
26R	265° T 264° M			N233632.11 E0581743.65 N233621.27 E0581528.69 GUND -90 FT	THR 18.7 FT TDZ 19.1 FT

Designations RWY NR	Slope of RWY/SWY	SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	OFZ
1	7	8	9	10	11
08L	0.16% down	Nil	Nil	4120 x 300	yes
26R	0.16% up				

Designations RWY NR	Remarks
1	12
08L/26R	RESA: 240 x 150 M

a. Runway 26R THR displaced by 160 M.
b. Runway 08L/26R has paved shoulders 15 M wide.
c. Runway 08L/26R closed between 0100 and 0200 on SUN, MON and WED. Last start-up for departure is 0040 from South and North Apron.

OOMS AD 2.13 - DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08L	4000	4000	4000	4000	Nil
Intersection Y3	3312	3312	3312		
26R	4000	4000	4000	3840	
Intersection Y6	3306	3306	3306		

OOMS AD 2.18 - ATS COMMUNICATION FACILITIES

Service	Call sign	Frequency	Coordinates	Emission	Hours of operation	Remarks
1	2	3	4	5	6	7
APP/RAD	Muscat Approach	121.200 MHz 121.500 MHz	N233518 E0581711	A3E	H24	Primary Emergency
TWR	Muscat Tower	118.825 MHz 121.500 MHz	N233520 E0581723			Primary Emergency
SMC	Muscat Ground	121.800 MHz 127.875 MHz	N233520 E0581723			Primary Secondary
CLD	Muscat Clearance Delivery	125.575 MHz	N233520 E0581723			Primary
ATIS	Muscat Information	126.800 MHz	N233520 E0581723			Nil

OOMS AD 2.19 - RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna Coordinates	Emission	Remarks
1	2	3	4	5	6	7
DVOR (VAR 1°E)	MCT	114.500 MHz	H24	N233528.04 E0581536.48	P0N	264°/1.20 NM from ARP. Antenna elevation 74 FT.
DME	MCT	CH 92X	H24	N233528.45 E0581536.44		Antenna elevation 74 FT.
ILS RWY 08L						
LLZ 08L	IML	108.900 MHz	H24	N233633.57 E0581802.26	Nil	ICAO **CAT II**
GP 08L		329.300 MHz	H24	N233626.23 E0581540.06		Angle: 3.0°, RDH 55 FT
DME 08L	IML	CH 26X	H24	N233626.23 E0581540.06	Nil	Co-located with GP 08L. Antenna elevation 20 FT.
ILS RWY 26R						
LLZ 26R	IMR	110.700 MHz	H24	N233619.16 E0581502.83	Nil	ICAO **CAT II**
GP 26R		330.200 MHz	H24	N233635.20 E0581731.71		Angle: 3.0°, RDH 57 FT
DME 26R	IMR	CH 44X	H24	N233635.20 E0581731.71	Nil	Co-located with GP 26R. Antenna elevation 14 FT.

OOMS AD 2.20 - LOCAL TRAFFIC REGULATIONS

20.1 ***Aerodrome regulations***

General:

AD is restricted to aircraft capable of maintaining two-way radio communications with ATC Muscat.

Local flying restrictions:

a) Non-scheduled and private flights PPR 72 hrs.
b) Traffic circuits Rwy 26R - RIGHT, Rwy 08L - LEFT
c) Pilots intending to conduct local flights are required to obtain prior permission from PACA.

Movement areas - Aprons:

Civil Apron handling requirements:

Operators are responsible for ensuring that aircraft which park on the Civil Apron are provided with:

a) Chocks under wheels
b) Fire cover during engine starting.

Wheel chocks are available from handling companies. Fire cover may be provided by the operator, handling company or Airport Fire Department. If the services of the Airport Fire Department are required, the operator should notify the duty officer (Tel.: (968) 24 519718) at least 10 Minutes prior to start-up.Wearing high visibility jacket is required in the apron area.

20.2 ***Taxiing to and from stands***

See Aerodrome and Parking Chart - ICAO

20.3 ***Parking area for small aircraft (General aviation)***

Stands are allocated by OAMC and information is relayed to Aircraft by ATC.
See Aerodrome and Parking Chart - ICAO

20.4 ***Parking area for helicopters***

Helicopters are treated as fixed-wing aircraft.

20.5 ***Apron - taxiing during winter conditions***

Not applicable.

20.6 ***Taxiing limitations***

Nil

20.7 ***School and training flights - technical test flights - use of runways***

No instrument training flights allowed daily between 0300 - 0900 for CAT A and B.

20.8 ***Helicopter traffic - limitation***

Nil

20.9 ***Removal of disabled aircraft from runways***

Refer to section 6 subsection 3

OOMS AD 2.21 - NOISE ABATEMENT PROCEDURES

21.1 ***Operators procedures***

21.1.1 To reduce aircraft noise disturbance to residents around the airport without compromising the safety of aircraft operations, it is recommended that aircraft avoid exceeding idle reverse thrust when using engine reverse upon landing on RWY 08L between 1600 and 0200 UTC.

21.1.2 Unless it is necessary for operational or safety reasons, when using engine reverse, arrivals on RYW 08L between 1600 and 0200 UTC may not exceed idle reverse thrust.

OOMS AD 2.22 - FLIGHT PROCEDURES

22.1 ***Special procedures for Muscat CTR***

The arrival, departure and transit routes shown on AD 2.OOMS-87 are mandatory to all VFR flights unless otherwise instructed by ATC.

22.2 ***Radar services and procedures***

Aircraft will be vectored and sequenced to the appropriate final approach track (ILS, VOR, visual) so as to ensure an expeditious flow of traffic. Radar vectors and flight levels / altitudes will be issued, as required, for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account various factors including aircraft characteristics.

Radar coverage - Muscat APP operates:

RAD at Muscat International Airport - Range 100 NM

Note: Pilots should operate SSR transponder equipment as follows:

a) Operation of transponders on apron areas is not permitted, except with ATC approval.
b) Departing acft shall squawk standby until take-off clearance is received.

22.3 ***Radio Communication failure procedure***

22.3.1 *At or above 9000 FT QNH:*

a) If in VMC, continue flight in VMC;
b) If in IMC, proceed direct to Muscat DVOR/DME at last assigned level and comply with ICAO procedure referenced in ENR 1.6. If unable to land, climb in DVOR/DME holding pattern and depart controlled airspace at applicable minimum en-route level, proceed to alternate.

22.3.2 *Below 9000 FT QNH:*

a) If in VMC, continue flight in VMC;
b) If in IMC, climb immediately to the applicable minimum safe altitude, proceed direct to the Muscat DVOR/DME and comply with ICAO procedure referenced in ENR 1.6. If unable to land, climb in the DVOR/DME holding pattern and depart controlled airspace at applicable minimum en-route level, proceed to alternate.
c) If in IMC, when on a heading to intercept RWY 08L/26R extended centerline and a failure is experienced or suspected, make the shortest turn onto a heading of 020° MAG, climb to 5000 FT QNH, proceed to Muscat DVOR/DME and comply with ICAO procedure referenced in ENR 1.6. If unable to land, climb in the DVOR/DME holding pattern and depart controlled airspace at applicable minimum en-route level, proceed to alternate.

Note: *Due to terrain South of RWY 08L/26R extended centerline, pilots must monitor position on DVOR/DME or LLZ when on intercepting heading. Pilots must ensure that they do not proceed through the extended centreline unless positively instructed to by ATC.*

22.4 ***Helicopter procedure***

Helicopters will be directed from the VFR routes to the appropriate landing area.

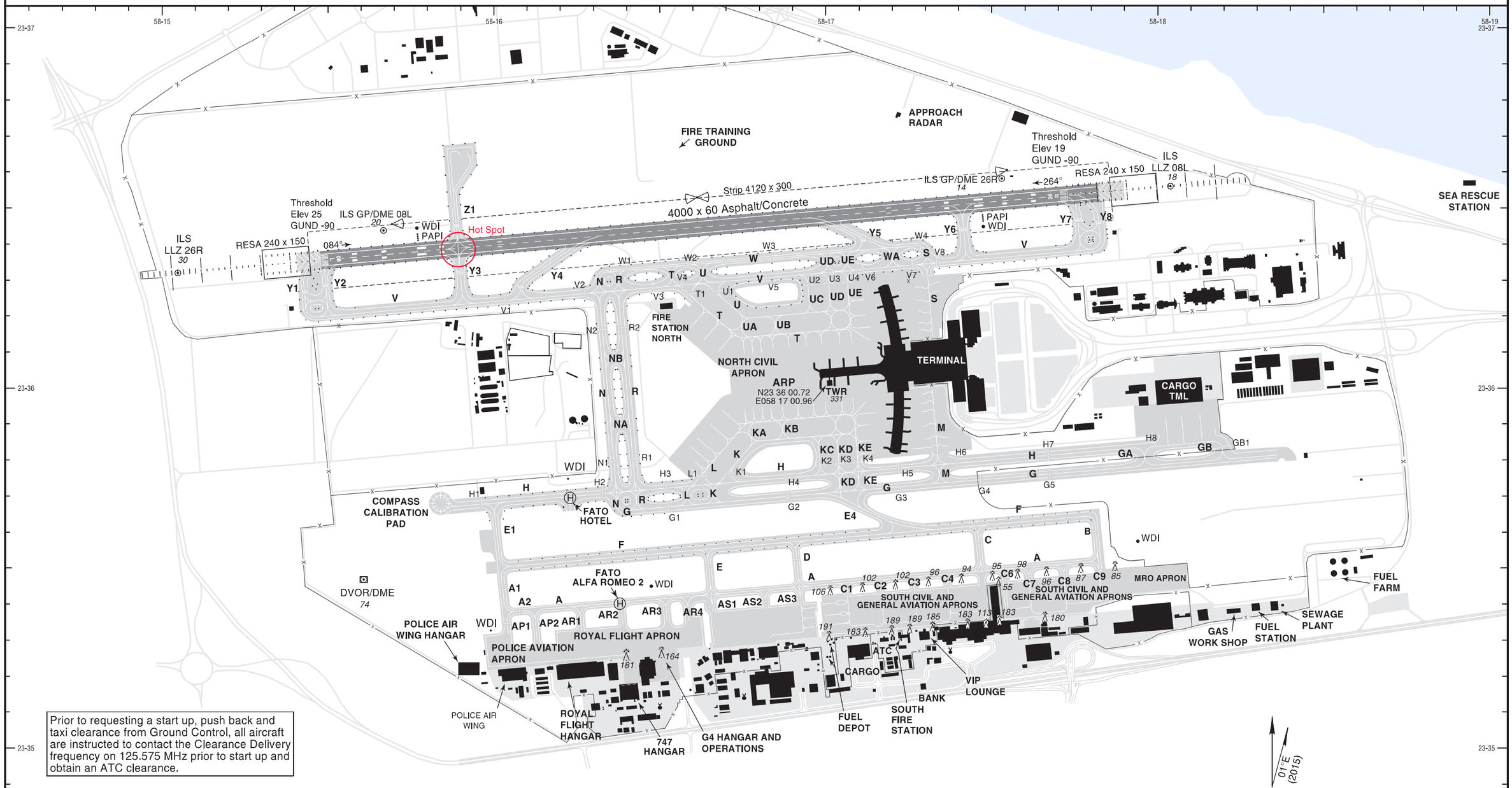
AERODROME CHART - ICAO

WGS-84

AD ELEV
25 FT

ATIS	126.800	Ground	121.800/127.875
Tower	118.825	Clearance Delivery	125.575

MUSCAT/Muscat Intl
OMAN



Prior to requesting a start up, push back and taxi clearance from Ground Control, all aircraft are instructed to contact the Clearance Delivery frequency on 125.575 MHz prior to start up and obtain an ATC clearance.

BEARINGS ARE MAGNETIC
DIMENSIONS IN METRES
ELEVATIONS IN FEET

SCALE 1 : 20 000

100 0 100 200 300 400 500 M
500 0 500 1000 1500 FT

RWY	DIRECTION	THRESHOLD	STRENGTH	DECLARED DISTANCES			
				TORA	TODA	ASDA	LDA
08L	085° (T)	N 23 36 21.27 E 058 15 28.69	PCN 91/F/A/W/T	4000m	4000m	4000m	4000m
Intersection Y3	085° (T)			3312m	3312m	3312m	
26R	265° (T)	N 23 36 32.11 E 058 17 43.65	PCN 91/F/A/W/T	4000m	4000m	4000m	3840m
Intersection Y6	265° (T)			3306m	3306m	3306m	

AERODROME LIGHTING

RWY 08L/26R:
ALS LIH (length 900m)
PAPI-L (3.00°)
REDL LIH
RTHL (green)
RTIL (white)
RENL LIH (red)
RTZL LIH (white)
RCLL

TWY:
RETIL; Blue Edge Lights; E1 not lit

AMENDMENT: Fence.

INTENTIONALLY

LEFT

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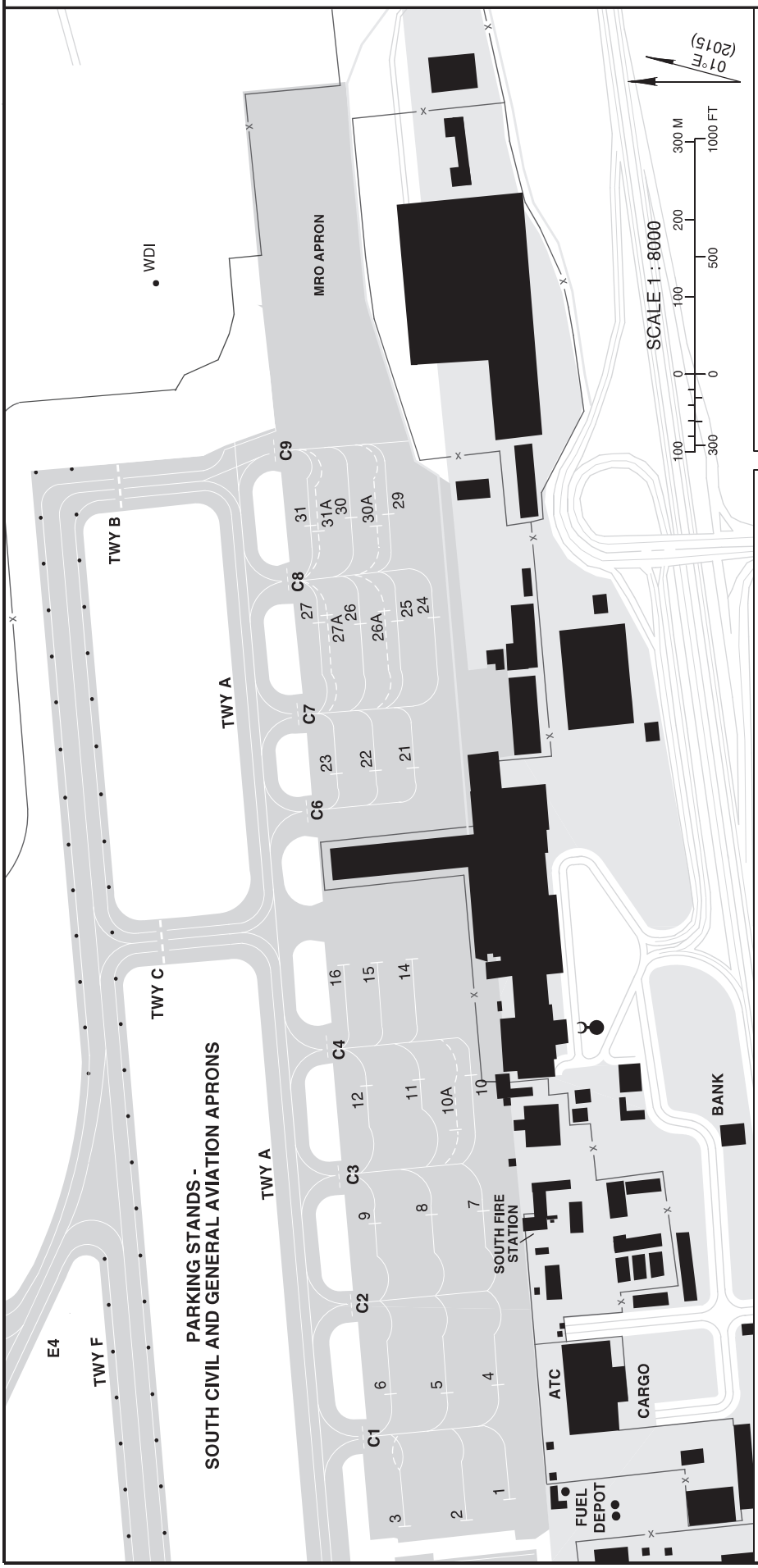
AIRCRAFT PARKING/ DOCKING CHART - ICAO

WGS-84
AD ELEV 25 FT

ATIS	126.800	Ground	121.800/127.875
Tower	118.825	Clearance Delivery	125.575

MUSCAT/Muscat Intl
OMAN



PARKING RESTRICTIONS

STAND	WING SPAN (MAX)	REMARKS
1	35.81 m	PUSH BACK, PULL FORWARD TO C1 HOLD POINT
2,3	64.94 m	
4,7	51.97 m	Stands 5&8 OK for A380 or B747-800 when 6&4 or 7&9 restricted to code C
5,8,9,11	64.94 m	
6,12	60.30 m	
10	35.81 m	
26A,27A,30A,31A	64.94 m	
21,22,23,24,25,26	35.81 m	
27,28,29,30,31		
14, 15, 16	27.05 m	PUSH BACK Push back clearance required from tower

INS CHECKPOINTS CIVIL APRON

STAND	LAT	LONG	ELEV	STAND	LAT	LONG	ELEV
1	N23 35 19.43	E058 17 01.13	52	21	N23 35 23.68	E058 17 34.37	39
2	N23 35 21.39	E058 17 00.10	51	22	N23 35 25.26	E058 17 34.22	38
3	N23 35 24.06	E058 16 59.86	49	23	N23 35 26.84	E058 17 34.07	37
4	N23 35 20.11	E058 17 06.21	50	24	N23 35 22.77	E058 17 41.22	39
5	N23 35 22.29	E058 17 05.86	49	25	N23 35 24.31	E058 17 41.07	38
6	N23 35 24.65	E058 17 05.85	47	26A	N23 35 24.88	E058 17 41.51	37
7	N23 35 20.72	E058 17 13.78	47	26	N23 35 25.86	E058 17 40.91	36
8	N23 35 22.94	E058 17 13.97	46	27A	N23 35 27.31	E058 17 41.27	35
9	N23 35 25.28	E058 17 13.62	44	27	N23 35 27.63	E058 17 40.96	35
10	N23 35 21.31	E058 17 20.19	45	29	N23 35 24.71	E058 17 45.91	36
10A	N23 35 21.85	E058 17 17.99	46	30A	N23 35 25.20	E058 17 45.36	36
11	N23 35 23.38	E058 17 19.99	44	30	N23 35 26.26	E058 17 45.76	35
12	N23 35 25.65	E058 17 19.78	42	31A	N23 35 27.63	E058 17 45.14	34
14	N23 35 23.66	E058 17 25.20	42	31	N23 35 27.99	E058 17 45.39	33
15	N23 35 25.11	E058 17 25.07	41				
16	N23 35 26.56	E058 17 24.93	41				

AMENDMENT: Fence.

INTENTIONALLY

LEFT

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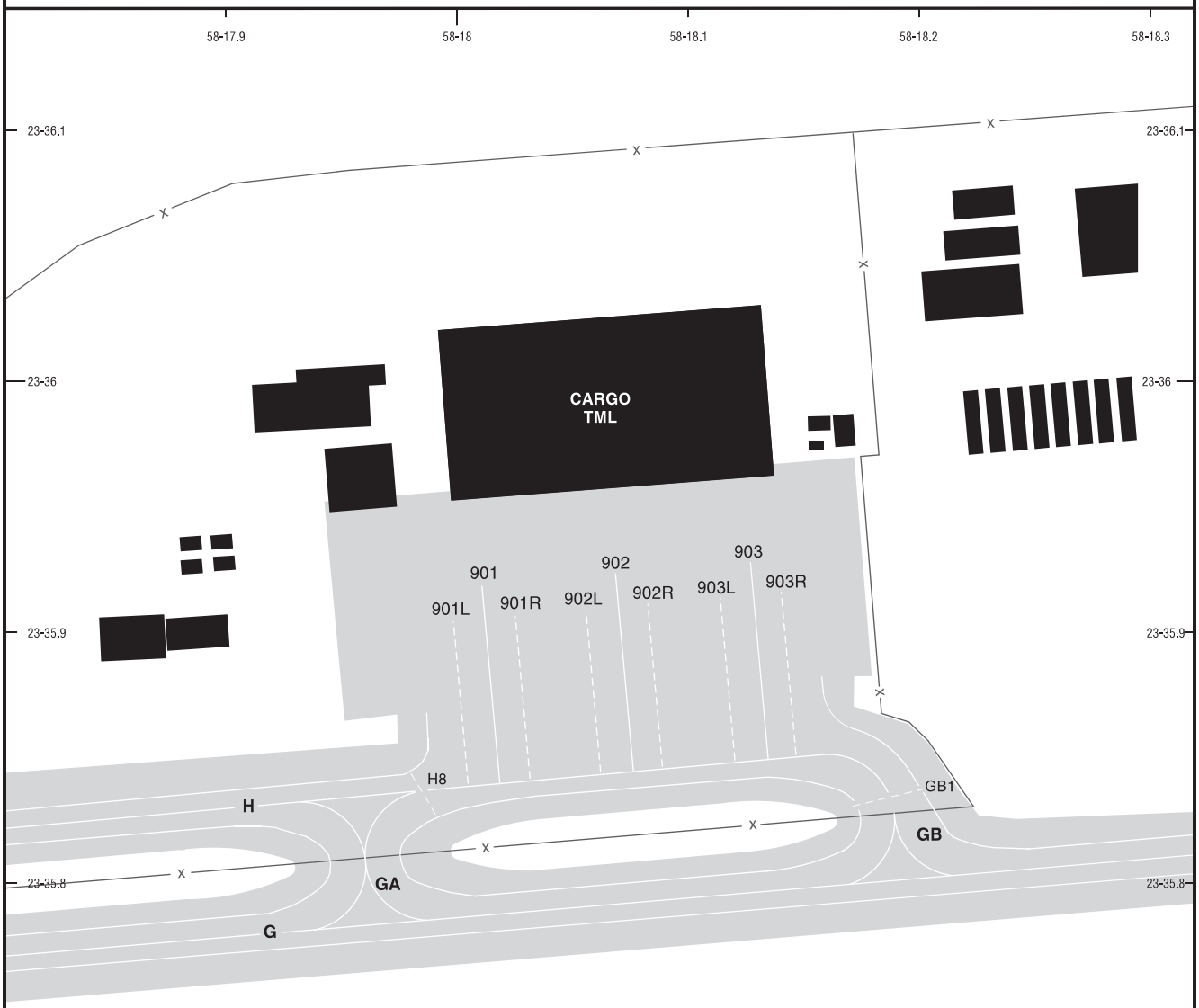
AIRCRAFT PARKING/ DOCKING CHART - ICAO

WGS-84
AD ELEV 25 FT

ATIS	126.800	Ground	121.800/127.875
Tower	118.825	Clearance Delivery	125.575

MUSCAT/Muscat Intl
OMAN



PARKING STANDS - CARGO APRON

01°E (2015)
Annual rate of change 0.05°E

BEARINGS ARE MAGNETIC
DIMENSIONS IN METRES
ELEVATIONS IN FEET

SCALE 1 : 5 000

50 0 100 200 M
200 0 100 200 300 400 500 600 FT

INS CHECKPOINTS				PARKING RESTRICTIONS	
STAND	LAT	LONG	ELEV	WING SPAN (MAX)	REMARKS
901L	N23 35 54.33	E058 18 01.23	20		Up to code C
901	N23 35 55.22	E058 18 01.94	21		Up to code F only when stand 901L & 901R not occupied.
901R	N23 35 54.46	E058 18 02.80	20		Up to code C
902L	N23 35 54.61	E058 18 04.74	20		Up to code C
902	N23 35 55.50	E058 18 05.45	21		Up to code F only when stand 902L & 902R not occupied.
902R	N23 35 54.74	E058 18 06.32	20		Up to code C
903L	N23 35 54.89	E058 18 08.26	20		Up to code C
903	N23 35 55.78	E058 18 08.97	21		Up to code F only when stand 903L & 903R not occupied.
903R	N23 35 55.02	E058 18 09.84	20		Up to code C

AMENDMENT: Fence.

INTENTIONALLY

LEFT

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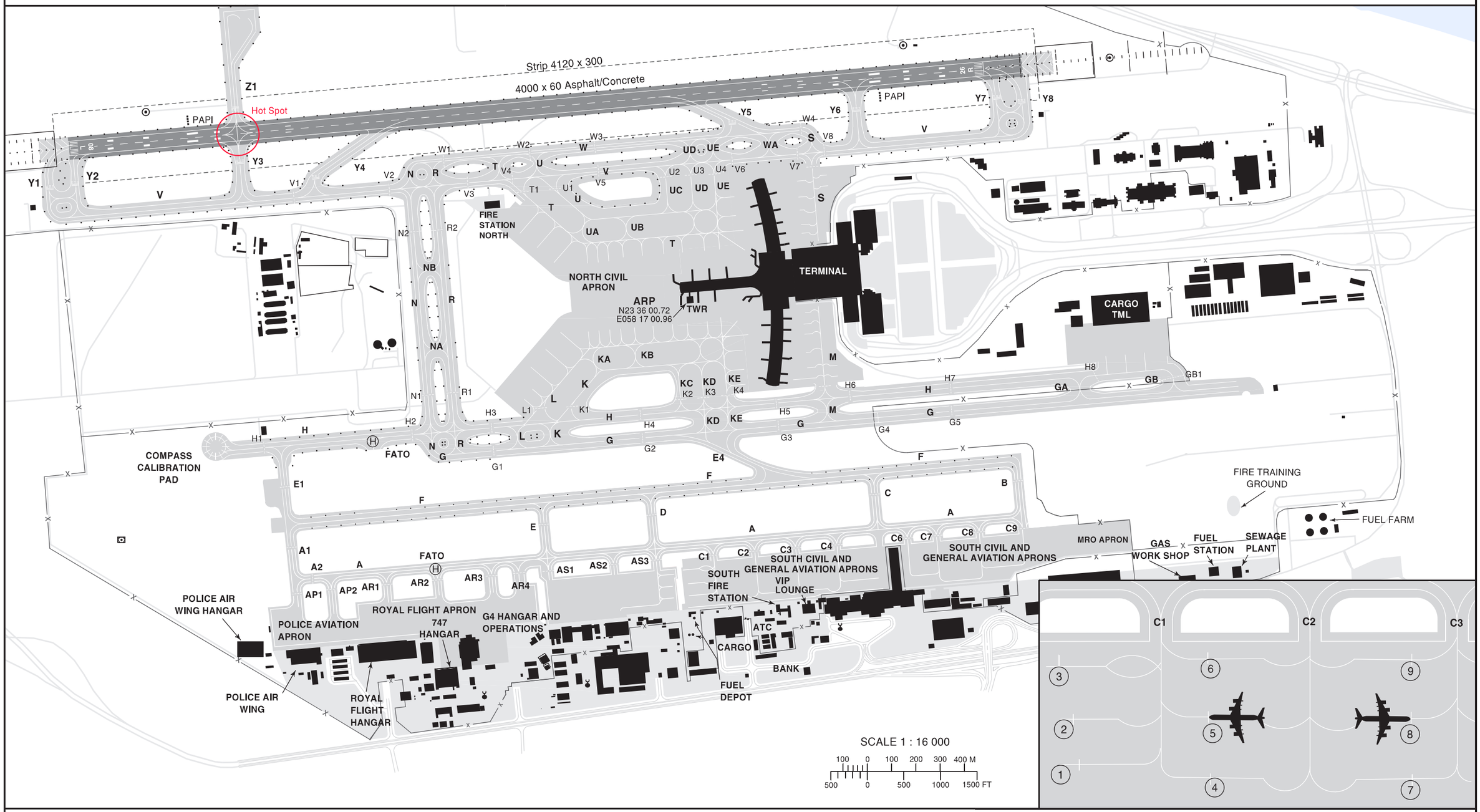
A380/B747-800/AN124
TAXI CHART

WGS-84

AD ELEV
25 FT

ATIS	126.800	Ground	121.800/127.875
Tower	118.825	Clearance Delivery	125.575

MUSCAT/Muscat Intl
OMAN



NOTES:

1) A380 or B747-800 to taxi on TWY A, TWY B, C & E, E1 & E4 available as alternate but judgemental oversteering must be used on the turn to/from TWY A.
2) On TWY A, exercise caution, use taxi camera and reduced speed with outer engines at idle thrust. OAMC to inspect RWY and TWY A before and after each A380 or B747-800 movement.
3) Aircraft holding on TWY holding on TWY C1-C9, AS1-AS3, AR1-AR4 & AP1-AP2 must be south of the holding position when A380 or B747-800 on TWY A.
4) A380 or B747-800 Max TOW 540,000kg unless approved by OAMC.
5) A380 or B747-800 to use stand 5 with entry via TWY C2 and exit via TWY C1.
6) When A380 or B747-800 on stand 5, stands 4 & 6 must be limited to code C max aircraft size and B773, B747, A345 and A346 not permitted on stand 3.
7) Aircraft to be marshalled on/off stand with wing walker on both sides of in use taxilane (C1, C2 or C3). Pilot to use judgemental oversteering.
8) Stand 8 is alternate for a second A380 or B747-800. When A380 or B747-800 on stand 8, stands 7 & 9 must be limited to code C max aircraft size. Entry is via TWY C2 and exit via C3.
9) Vehicular traffic not permitted on in-use taxilane (C1, C2 & C3) while A380 or B747-800 using it.
10) If necessary, OAMC may allocate other stands for A380 or B747-800.
11) Aircrew to advice Muscat Ground at least ten (10) minutes before start-up that the aircraft will be ready for start-up at time xxxx.

AMENDMENT: Fence.

INTENTIONALLY

LEFT

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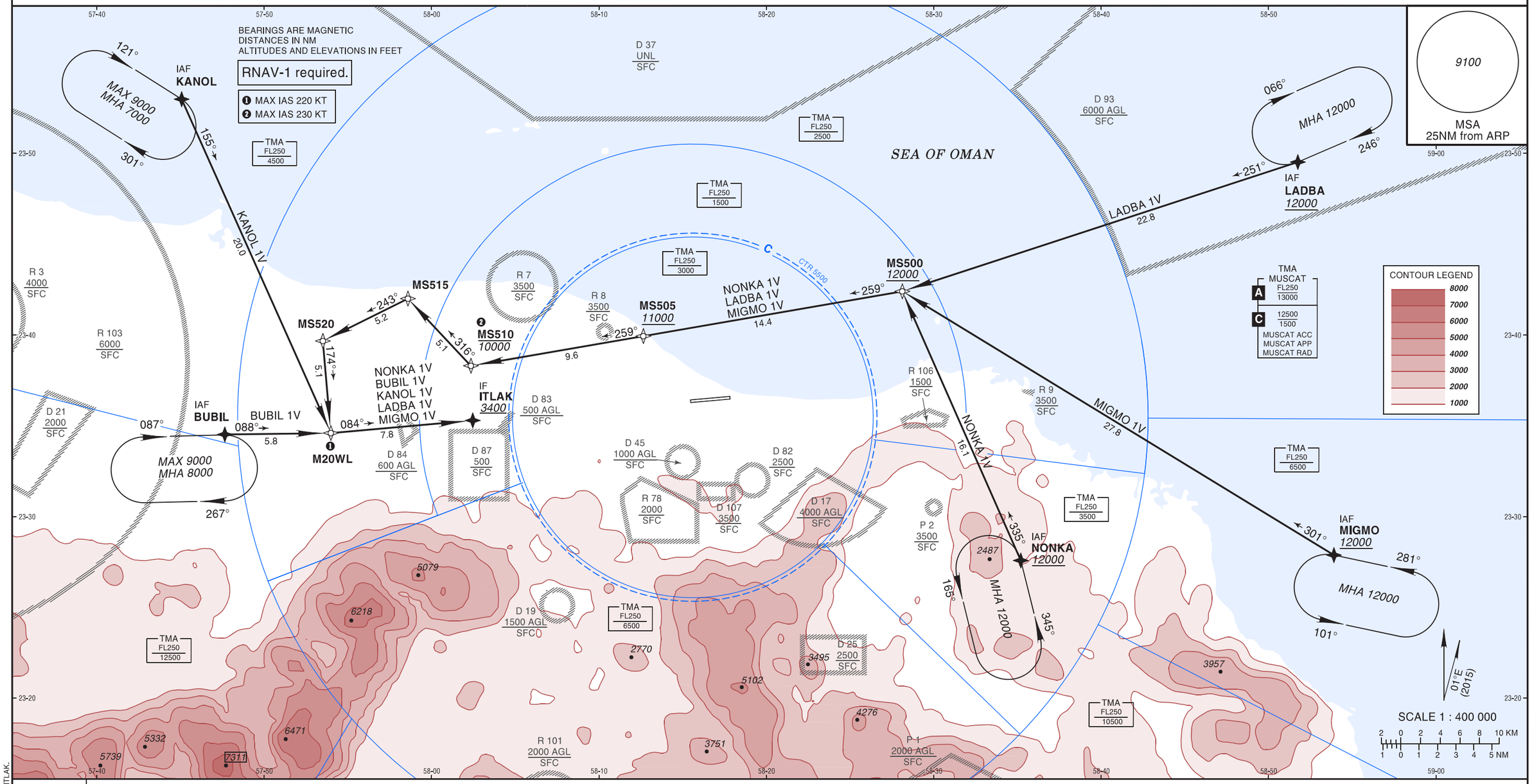
STANDARD ARRIVAL CHART (TRANSITION) INSTRUMENT (STAR) - ICAO

AD ELEV	25 FT
Trans Alt	*13000*
Trans Level	*FL150*

ATIS	126.800
TWR	118.825
APP/RAD	121.200
GND	121.800

MUSCAT/Muscat Intl
OMAN
RWY 08L

LADBA 1V, MIGMO 1V, NONKA 1V, BUBIL 1V, KANOL 1V RNAV (GNSS) TRANSITION



STAR	ROUTING
LADBA 1V	LADBA at or above 12000 to MS500 at or above 12000. Turn RIGHT to MS505 at or above 11000, to MS510 at or below 10000. Turn RIGHT to MS515, turn LEFT to MS520, turn LEFT to M20WL. Turn LEFT to ITLAK at or above 3400.
MIGMO 1V	MIGMO at or above 12000 to MS500 at or above 12000. Turn LEFT to MS505 at or above 11000, to MS510 at or below 10000. Turn RIGHT to MS515, turn LEFT to MS520, turn LEFT to M20WL. Turn LEFT to ITLAK at or above 3400.
NONKA 1V	NONKA at or above 12000 to MS500 at or above 12000. Turn LEFT to MS505 at or above 11000, to MS510 at or below 10000. Turn RIGHT to MS515, turn LEFT to MS520, turn LEFT to M20WL. Turn LEFT to ITLAK at or above 3400.
BUBIL 1V	BUBIL between 8000 and 9000 to M20WL. To ITLAK at or above 3400.
KANOL 1V	KANOL between 7000 and 9000 to M20WL. Turn LEFT to ITLAK at or above 3400.

AMENDMENT: Rename IF M12WL to ITLAK.

INTENTIONALLY

LEFT

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Holding Instruction/Areas RNAV (GNSS) ARRIVAL TRANSITION RWY 08L

Path descriptor	Fix identifier	Inbound course M (T)	Leg Distance	Turn direction	Minimum altitude	Maximum altitude	Speed	Magnetic variation	Navigation performance
Hold	BUBIL	087° (088.0°)	1 MIN	R	8000	9000	230 KT	1°E	
Hold	KANOL	121° (122.0°)	1 MIN	R	7000	9000	230 KT	1°E	
Hold	LADBA	246° (247.0°)	1 MIN	R	12000		230 KT	1°E	
Hold	MIGMO	281° (282.0°)	1 MIN	L	12000		230 KT	1°E	
Hold	NONKA	345° (346.1°)	1 MIN	L	12000		230 KT	1°E	

Route Description: RNAV (GNSS) ARRIVAL TRANSITION RWY 08L

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
LADBA 1V TRANSITION									
IF	LADBA				+12000		1°E		RNAV 1
TF	MS500		251° (251.9°)		+12000		1°E	22.8	RNAV 1
TF	MS505		259° (260.2°)	R	+11000		1°E	14.4	RNAV 1
TF	MS510		259° (260.3°)		-10000	230 KT	1°E	9.6	RNAV 1
TF	MS515		316° (316.9°)	R			1°E	5.1	RNAV 1
TF	MS520		243° (243.5°)	L			1°E	5.2	RNAV 1
TF	M20WL		174° (175.0°)	L		220 KT	1°E	5.1	RNAV 1
TF	ITLAK		084° (084.9°)	L	+3400		1°E	7.8	RNAV 1
MIGMO 1V TRANSITION									
IF	MIGMO				+12000		1°E		RNAV 1
TF	MS500		301° (301.5°)		+12000		1°E	27.8	RNAV 1
TF	MS505		259° (260.2°)	L	+11000		1°E	14.4	RNAV 1
TF	MS510		259° (260.3°)		-10000	230 KT	1°E	9.6	RNAV 1
TF	MS515		316° (316.9°)	R			1°E	5.1	RNAV 1
TF	MS520		243° (243.5°)	L			1°E	5.2	RNAV 1
TF	M20WL		174° (175.0°)	L		220 KT	1°E	5.1	RNAV 1
TF	ITLAK		084° (084.9°)	L	+3400		1°E	7.8	RNAV 1
NONKA 1V TRANSITION									
IF	NONKA				+12000		1°E		RNAV 1
TF	MS500		335° (336.2°)		+12000		1°E	16.1	RNAV 1
TF	MS505		259° (260.2°)	L	+11000		1°E	14.4	RNAV 1
TF	MS510		259° (260.3°)		-10000	230 KT	1°E	9.6	RNAV 1
TF	MS515		316° (316.9°)	R			1°E	5.1	RNAV 1
TF	MS520		243° (243.5°)	L			1°E	5.2	RNAV 1
TF	M20WL		174° (175.0°)	L		220 KT	1°E	5.1	RNAV 1
TF	ITLAK		084° (084.9°)	L	+3400		1°E	7.8	RNAV 1
BUBIL 1V TRANSITION									
IF	BUBIL				-9000 +8000		1°E		RNAV 1
TF	M20WL		088° (089.3°)			220 KT	1°E	5.8	RNAV 1
TF	ITLAK		084° (084.9°)		+3400		1°E	7.8	RNAV 1

Route Description: RNAV (GNSS) ARRIVAL TRANSITION RWY 08L

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
KANOL 1V TRANSITION									
IF	KANOL				-9000 +7000		1°E		RNAV 1
TF	M20WL		155° (155.9°)			220 KT	1°E	20.0	RNAV 1
TF	ITLAK		084° (084.9°)	L	+3400		1°E	7.8	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) ARRIVAL TRANSITION RWY 08L

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
BUBIL	N23°34’31.53’’	E057°47’38.97’’	N23°34.526’	E057°47.650’	
KANOL	N23°52’57.87’’	E057°45’04.18’’	N23°52.965’	E057°45.070’	
LADBA	N23°49’30.65’’	E058°51’45.04’’	N23°49.511’	E058°51.751’	
MIGMO	N23°27’52.76’’	E058°53’54.28’’	N23°27.879’	E058°53.905’	
MS500	N23°42’24.00’’	E058°28’07.00’’	N23°42.400’	E058°28.117’	
MS505	N23°39’56.00’’	E058°12’39.00’’	N23°39.933’	E058°12.650’	
MS510	N23°38’18.00’’	E058°02’21.00’’	N23°38.300’	E058°02.350’	
MS515	N23°42’00.00’’	E057°58’35.00’’	N23°42.000’	E057°58.583’	
MS520	N23°39’40.00’’	E057°53’30.00’’	N23°39.667’	E057°53.500’	
M20WL	N23°34’35.91’’	E057°53’58.73’’	N23°34.599’	E057°53.979’	
ITLAK	N23°35’17.84’’	E058°02’27.82’’	N23°35.297’	E058°02.464’	
NONKA	N23°27’35.00’’	E058°35’12.00’’	N23°27.583’	E058°35.200’	

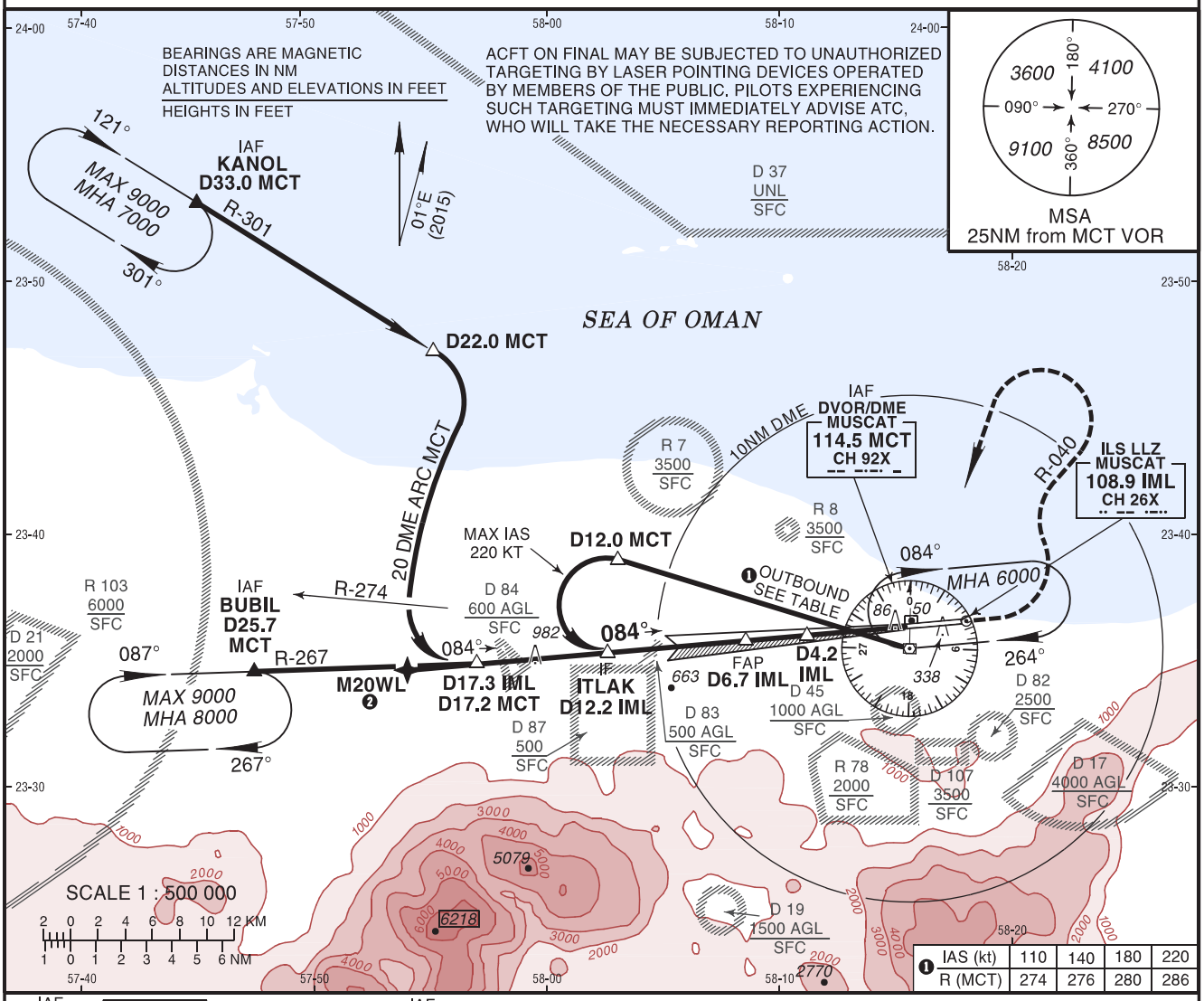
INSTRUMENT APPROACH CHART - ICAO

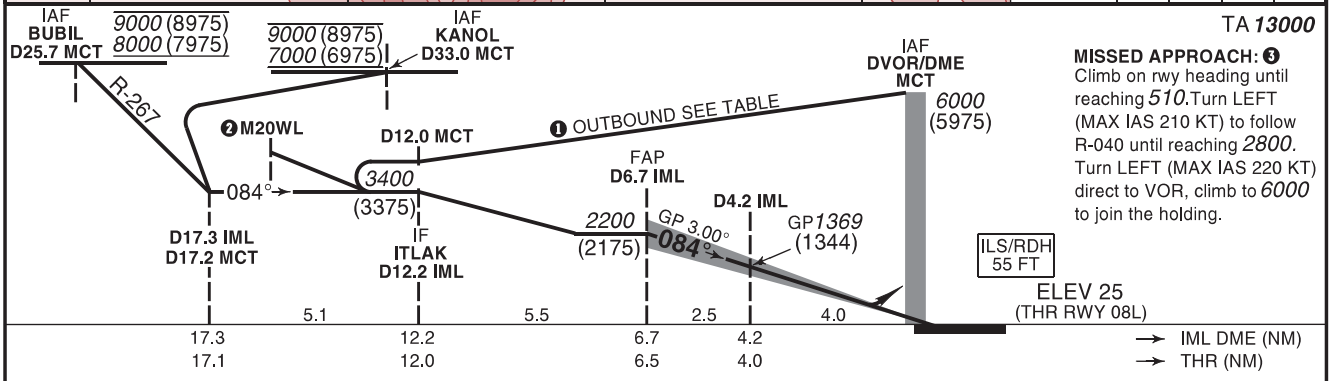
AD ELEV 25 FT

HEIGHTS RELATED TO THR RWY 08L ELEV 25 FT

ATIS	126.800
TWR	118.825
APP/RAD	121.200
GND	121.800

MUSCAT/Muscat Intl
OMAN
ILS RWY 08L





TA **13000**

MISSED APPROACH: ❸ Climb on rwy heading until reaching *510*. Turn LEFT (MAX IAS 210 KT) to follow R-040 until reaching *2800*. Turn LEFT (MAX IAS 220 KT) direct to VOR, climb to *6000* to join the holding.

STRAIGHT-IN APPROACH		A	B	C	D
ILS CAT I	OCH	206	218	227	237
	DA(H)	*240* (210)	*250* (220)	*260* (230)	*270* (240)
	RVR	750m			
ILS CAT II	OCH	101	118	130	136
	DA(H)	*140* (110)	*150* (120)	*160* (130)	*170* (140)
	RVR	300m		400m	
CIRCLING (HAA)* ❹		A	B	C	D
		Not Authorized			

ADVISORY INFORMATION ONLY							
IML DME	6	5	4	3	2	1	
ALT (HGT)	*1990* (1960)	*1670* (1640)	*1350* (1330)	*1030* (1010)	*710* (690)	*400* (370)	
GS	kt	80	100	120	140	160	180
FAF-THR	min:s	4:54	3:55	3:16	2:48	2:27	2:11
ROD: 5.24%	ft/min	425	531	637	743	849	955

❷ For INITIAL RNAV APPROACH to M20WL see Transition Chart. RNAV 1 REQUIRED.
❸ Turns before MAPt are prohibited.
❹ Circling not authorized.

VOR and DME or RADAR required.

AMENDMENT: Rename IF M12WL to ITLAK. DME distances.

INTENTIONALLY

LEFT

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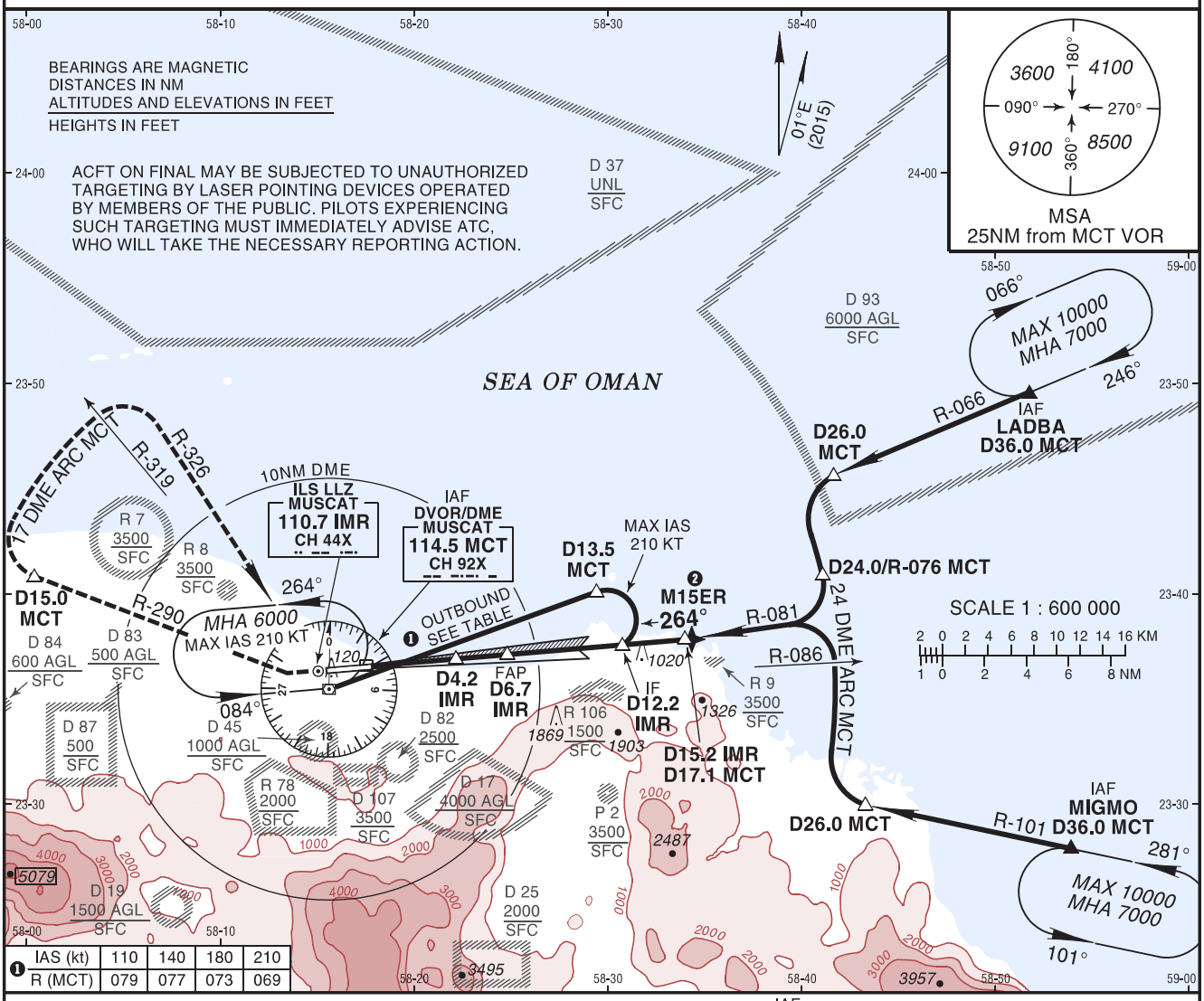
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 25 FT

HEIGHTS RELATED TO THR RWY 26R ELEV 19 FT

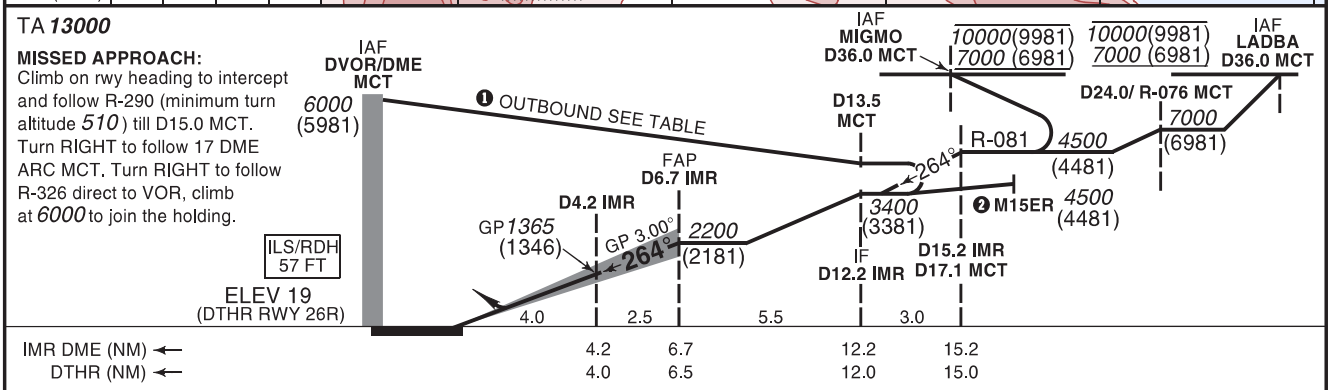
ATIS	126.800
TWR	118.825
APP/RAD	121.200
GND	121.800

MUSCAT/Muscat Intl
OMAN
ILS RWY 26R



TA *13000*

MISSED APPROACH:
Climb on rwy heading to intercept and follow R-290 (minimum turn altitude *510*) till D15.0 MCT. Turn RIGHT to follow 17 DME ARC MCT. Turn RIGHT to follow R-326 direct to VOR, climb at *6000* to join the holding.



STRAIGHT-IN APPROACH		A	B	C	D
ILS CAT I	OCH	189	201	209	220
	DA(H)	*220* (200)	*230* (210)	*230* (210)	*240* (220)
	RVR	750m			
ILS CAT II	OCH	101	118	130	136
	DA(H)	*130* (110)	*140* (120)	*150* (130)	*160* (140)
	RVR	300m		400m	
CIRCLING (HAA)* ❸		A	B	C	D
		Not Authorized			

ADVISORY INFORMATION ONLY							
IMR DME		1	2	3	4	5	6
ALT (HGT)		*400* (380)	*710* (700)	*1030* (1010)	*1350* (1330)	*1670* (1650)	*1990* (1970)
GS	kt	80	100	120	140	160	180
FAP-THR	min:s	4:55	3:56	3:16	2:48	2:27	2:11
ROD: 5.24%	ft/min	425	531	637	743	849	955

❷ For INITIAL RNAV APPROACH to M15ER see Transition chart. RNAV 1 REQUIRED.
❸ Circling not authorized.
VOR and DME or RADAR required.

AMENDMENT: DME distances.

INTENTIONALLY

LEFT

BLANK

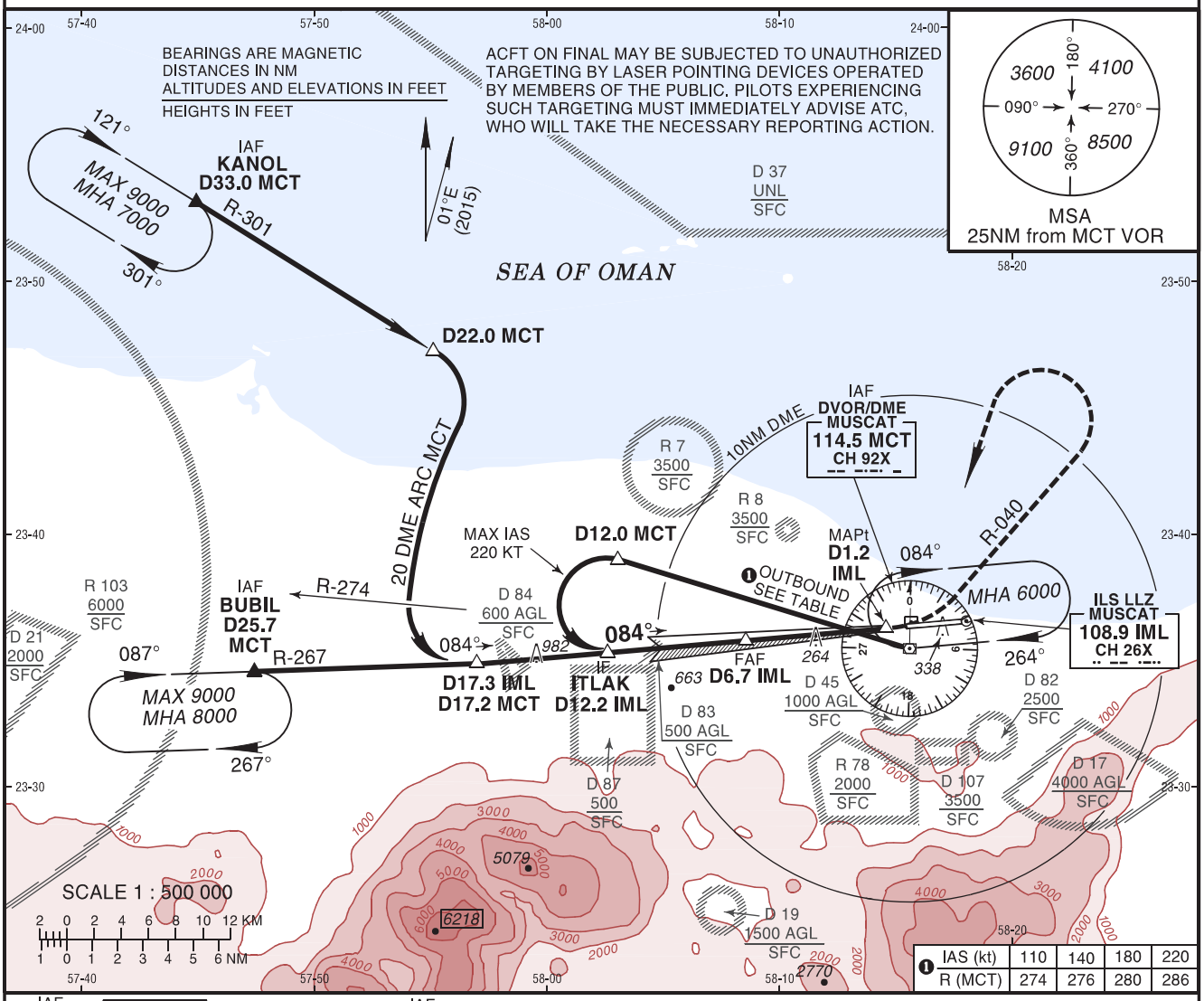
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 25 FT

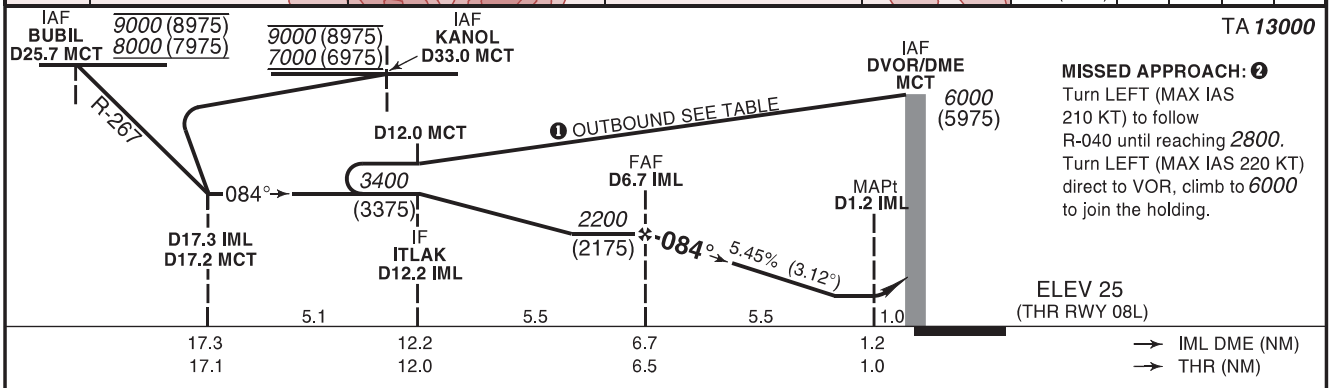
HEIGHTS RELATED TO THR RWY 08L ELEV 25 FT

ATIS	126.800
TWR	118.825
APP/RAD	121.200
GND	121.800

MUSCAT/Muscat Intl
OMAN
LLZ RWY 08L



IAS (kt)	110	140	180	220
R (MCT)	274	276	280	286



TA **13000**

MISSED APPROACH: ❷
Turn LEFT (MAX IAS 210 KT) to follow R-040 until reaching *2800*.
Turn LEFT (MAX IAS 220 KT) direct to VOR, climb to *6000* to join the holding.

STRAIGHT-IN APPROACH		A	B	C	D
LLZ	OCH	510			
	MDA(H)	*530* (510)			
	RVR	1500m		1600m	

CIRCLING (HAA)* ❸	A	B	C	D
	Not Authorized			

ADVISORY INFORMATION ONLY

IML DME	6	5	4	3	2
ALT (HGT)	*1980* (1950)	*1650* (1620)	*1320* (1290)	*990* (960)	*650* (630)

GS	kt	80	100	120	140	160	180
FAF-MAPt❹	min:s						
ROD: 5.45%	ft/min	442	552	663	773	884	994

❷ Turns before MAPt are prohibited.
❸ Circling not authorized.
❹ Timing not authorized for defining the MAPt.

VOR and DME or RADAR required.

AMENDMENT: Rename IF M12WL to ITLAK, DME distances.

INTENTIONALLY

LEFT

BLANK

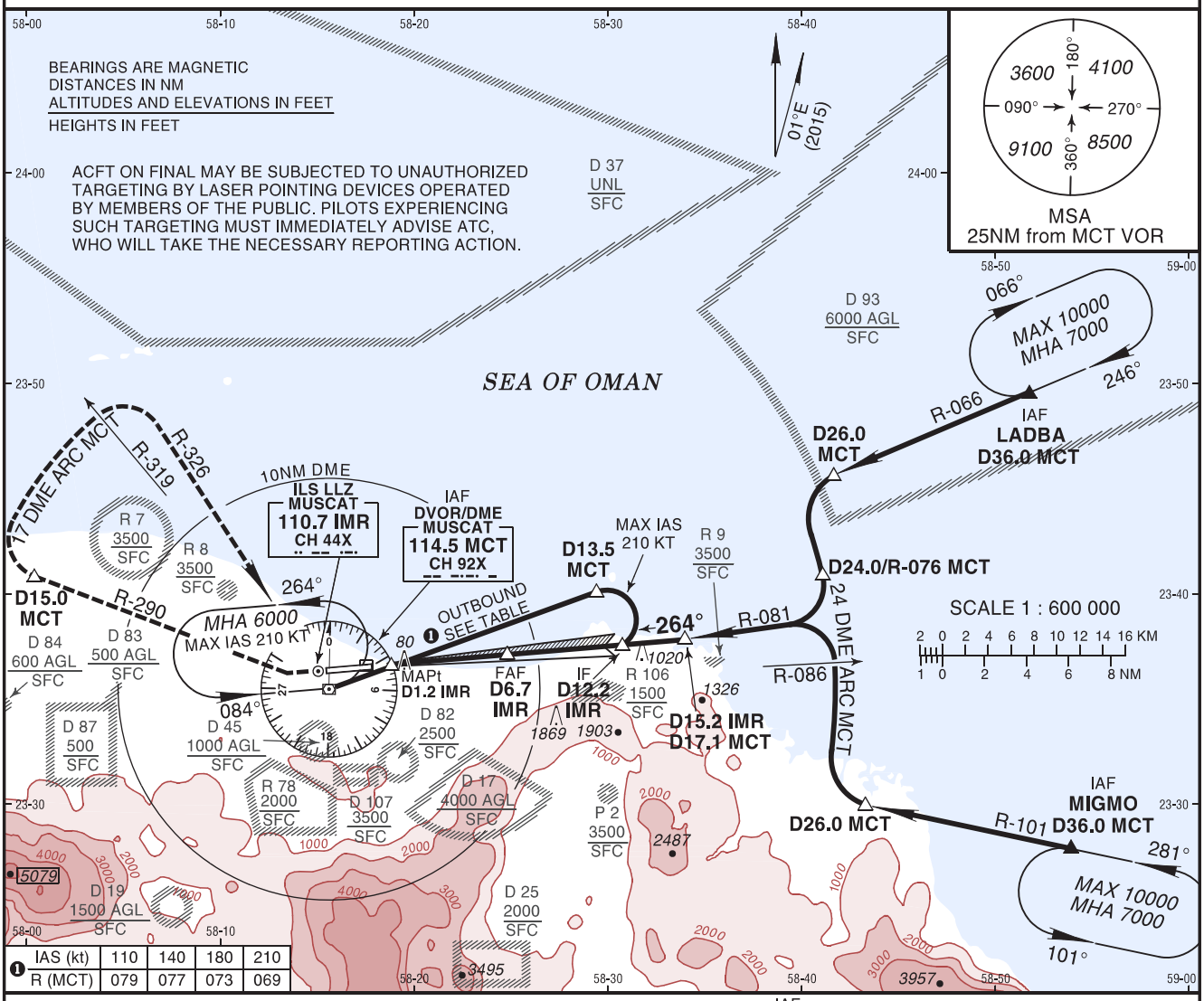
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 25 FT

HEIGHTS RELATED TO THR RWY 26R ELEV 19 FT

ATIS	126.800
TWR	118.825
APP/RAD	121.200
GND	121.800

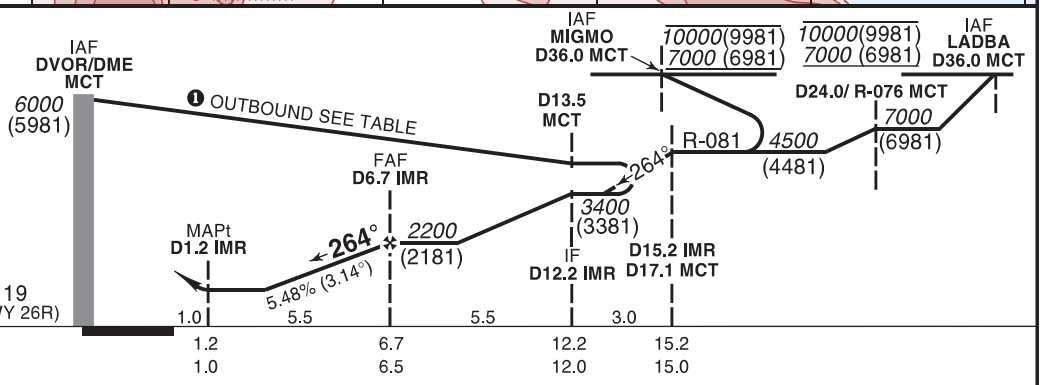
MUSCAT/Muscat Intl
OMAN
LLZ RWY 26R



❶ IAS (kt)	110	140	180	210
R (MCT)	079	077	073	069

TA *13000*

MISSED APPROACH:
Climb on rwy heading to intercept and follow R-290 till D15.0 MCT. Turn RIGHT to follow 17 DME ARC MCT. Turn RIGHT to follow R-326 direct to VOR, climb at *6000* to join the holding.



STRAIGHT-IN APPROACH		A	B	C	D
LLZ	OCH	350			
	MDA(H)	*370* (350)			
	RVR	900m			

CIRCLING (HAA)* ❷	A	B	C	D
	Not Authorized			

ADVISORY INFORMATION ONLY

IMR DME	2	3	4	5	6
ALT	*640*	*980*	*1310*	*1640*	*1980*
(HGT)	(630)	(960)	(1290)	(1630)	(1960)

GS	kt	80	100	120	140	160	180
FAF-MAPt❸	min:s						
ROD: 5.48%	ft/min	444	555	666	777	888	999

❷ Circling not authorized.
❸ Timing not authorized for defining the MAPt.

VOR and DME or RADAR required.

AMENDMENT: DME distances.

INTENTIONALLY

LEFT

BLANK

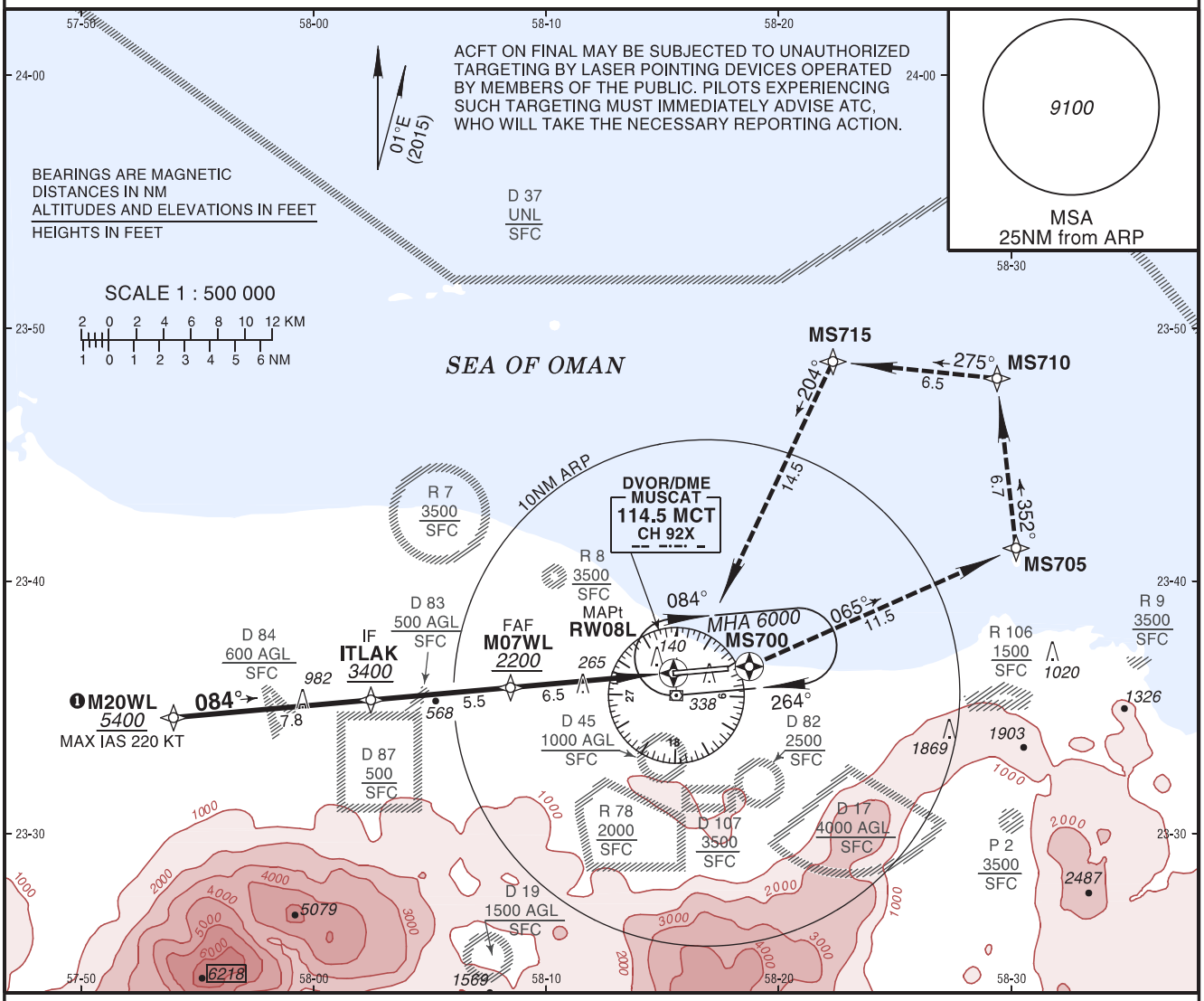
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 25 FT

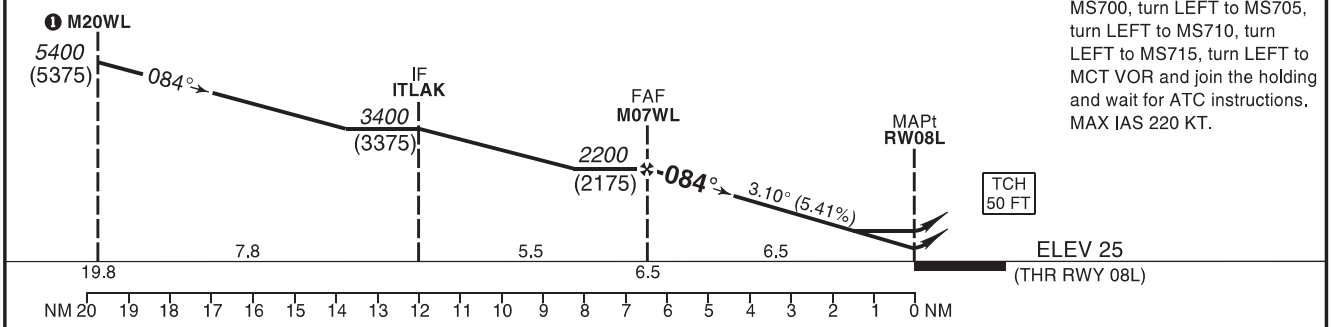
HEIGHTS RELATED TO THR RWY 08L ELEV 25 FT

ATIS	126.800
TWR	118.825
APP/RAD	121.200
GND	121.800

MUSCAT/Muscat Intl
OMAN
RNP RWY 08L



TA **13000**



MISSED APPROACH:
Climb on runway heading to MS700, turn LEFT to MS705, turn LEFT to MS710, turn LEFT to MS715, turn LEFT to MCT VOR and join the holding and wait for ATC instructions. MAX IAS 220 KT.

STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCH	270	280	300	320
	DA(H)	*290* (270)	*300* (280)	*320* (300)	*340* (320)
	RVR	750m			
LNAV	OCH	560			
	MDA(H)	*580* (560)			
	RVR	1500m		1800m	
CIRCLING (HAA)* ❷		A	B	C	D
		Not Authorized			

ADVISORY INFORMATION ONLY						
NM to RW08L	6	5	4	3	2	1
ALT (HGT)	*2050* (2030)	*1720* (1700)	*1390* (1370)	*1070* (1040)	*740* (710)	*410* (380)
GS	kt	80	100	120	140	160	180
FAF-MAPt❸	min:s						
ROD: 5.41%	ft/min	438	548	657	767	876	986

❶ For INITIAL APPROACH to M20WL see Transition Chart.
❷ Circling not authorized.
❸ Timing not authorized for defining the MAPt.

RNP Approach required.

LNAV/VNAV Temperature: Min -15°C
Max 50°C

AMENDMENT: Rename IF M12WL to ITLAK.

Holding Instruction/Areas RNP RWY 08L

Path descriptor	Fix identifier	Inbound course M (T)	Leg Distance	Turn direction	Minimum altitude	Maximum altitude	Speed	Magnetic variation	Navigation performance
Hold	MCT VOR	264° (265.0°)	1 MIN	R	6000			1.4°E	

Route Description: RNP RWY 08L

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
IF	M20WL				+5400	220 KT	1.4°E		RNP APCH
TF	ITLAK		084° (084.9°)		+3400		1.4°E	7.8	RNP APCH
TF	M07WL		084° (084.9°)		+2200		1.4°E	5.5	RNP APCH
TF	RW08L	Y	084° (085.0°)		+75		1.4°E	6.5	RNP APCH
MISSED APPROACH									
CF	MS700	Y	084° (085.0°)			220 KT	1.4°E		RNP APCH
TF	MS705		065° (060.0°)	L		220 KT	1.4°E	11.5	RNP APCH
TF	MS710		352° (353.6°)	L		220 KT	1.4°E	6.7	RNP APCH
TF	MS715		275° (275.9°)	L		220 KT	1.4°E	6.5	RNP APCH
TF	MCT VOR		204° (205.1°)	L		220 KT	1.4°E	14.5	RNP APCH
HM	MCT VOR		264° (265.0°)	R	+6000		1.4°E	1 min	RNP APCH

Aeronautical Data Tabulation: RNP RWY 08L

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
M20WL	N23°34’35.91’’	E057°53’58.73’’	N23°34.599’	E057°53.979’	
ITLAK (IF)	N23°35’17.84’’	E058°02’27.82’’	N23°35.297’	E058°02.464’	
M07WL (FAF)	N23°35’47.24’’	E058°08’27.82’’	N23°35.787’	E058°08.464’	
RW08L (MAPT)	N23°36’21.27’’	E058°15’28.69’’	N23°36.355’	E058°15.478’	
MS700	N23°36’36.95’’	E058°18’43.93’’	N23°36.616’	E058°18.732’	
MS705	N23°41’18.51’’	E058°30’12.43’’	N23°41.309’	E058°30.207’	
MS710	N23°48’01.27’’	E058°29’23.08’’	N23°48.021’	E058°29.385’	
MS715	N23°48’41.35’’	E058°22’19.98’’	N23°48.689’	E058°22.333’	
MCT VOR	N23°35’28.04’’	E058°15’36.48’’	N23°35.474’	E058°15.607’	

Non precision final approach 3.10° (5.41%).

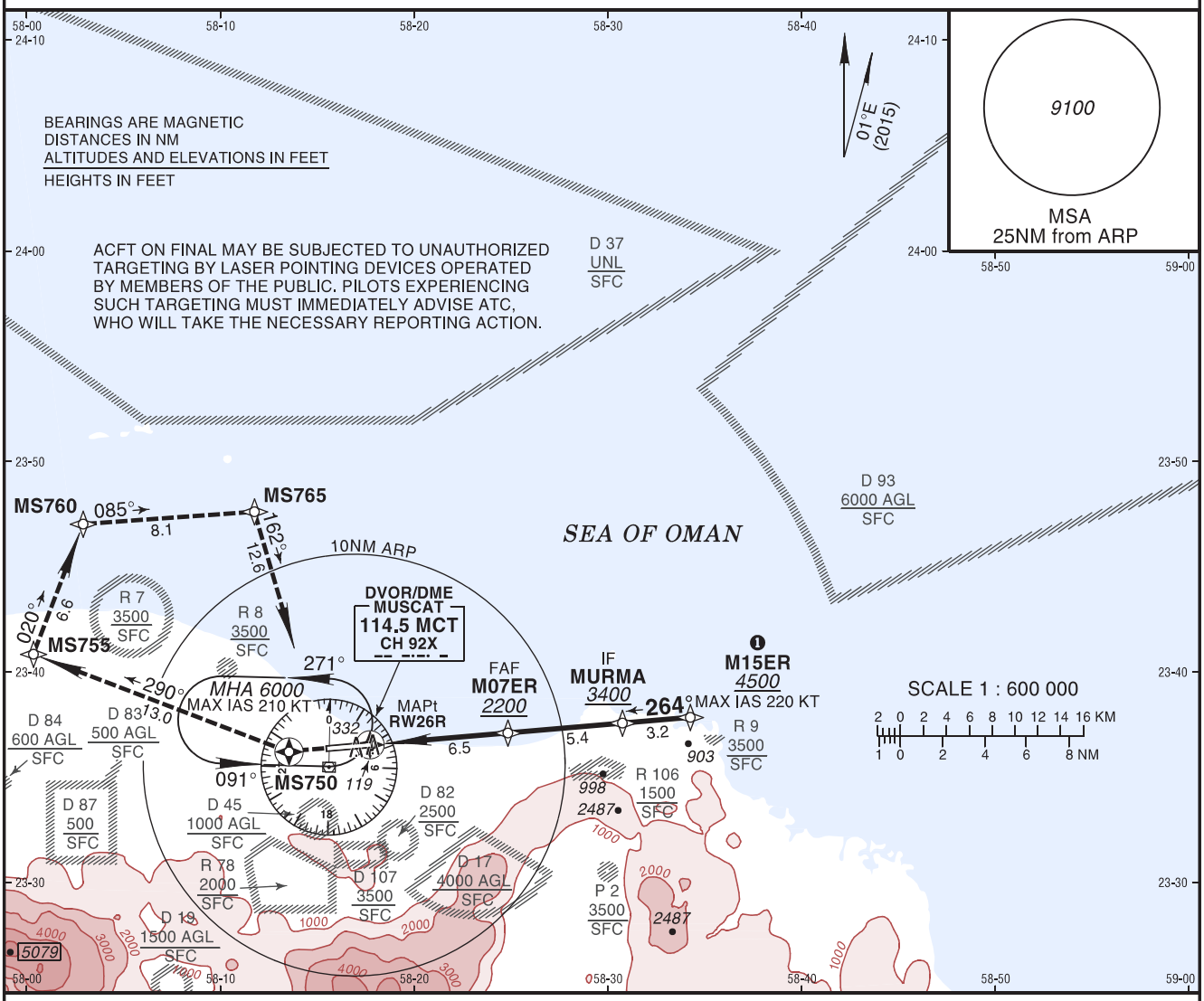
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 25 FT

HEIGHTS RELATED TO THR RWY 26R ELEV 19 FT

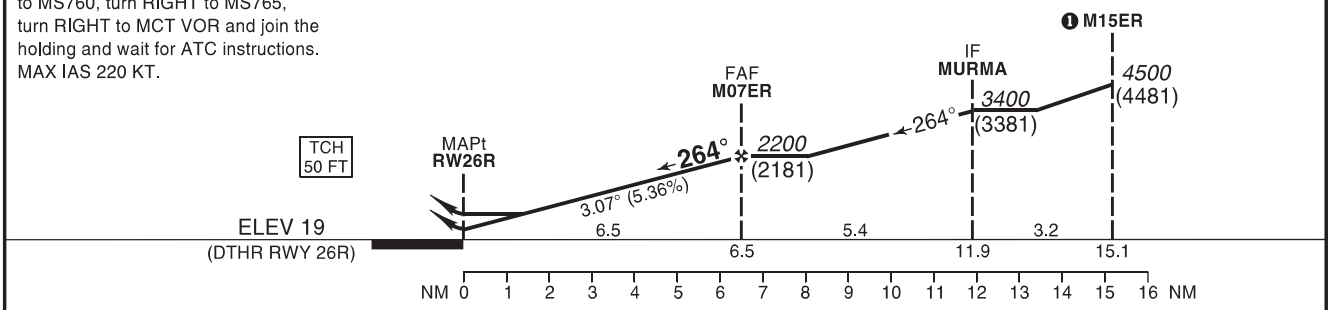
ATIS	126.800
TWR	118.825
APP/RAD	121.200
GND	121.800

MUSCAT/Muscat Intl
OMAN
RNP RWY 26R



MISSED APPROACH:
Climb on runway heading to MS750, turn RIGHT to MS755, turn RIGHT to MS760, turn RIGHT to MS765, turn RIGHT to MCT VOR and join the holding and wait for ATC instructions.
MAX IAS 220 KT.

TA ***13000***



STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCH	390	400	410	480
	DA(H)	*410* (390)	*420* (400)	*430* (410)	*500* (480)
	VIS/RVR	1100m		1200m	1500m
LNAV	OCH	510			
	MDA(H)	*530* (510)			
	VIS	1500m		1600m	
CIRCLING (HAA)* ❷		A	B	C	D
		Not Authorized			

ADVISORY INFORMATION ONLY							
NM to RW26R	1	2	3	4	5		
ALT (HGT)	*720* (700)	*1050* (1030)	*1380* (1360)	*1700* (1680)	*2030* (2010)		
GS	kt	80	100	120	140	160	180
FAF-MAPt❸	min:s						
ROD: 5.36%	ft/min	434	542	651	759	868	976

❶ For INITIAL APPROACH to M15ER see Transition Chart.
❷ Circling not authorized.
❸ Timing not authorized for defining the MAPt.

RNP Approach required.

LNAV/VNAV Temperature: Min -15°C
Max 50°C

AMENDMENT: Rename IF M12ER to MURMA.

Holding Instruction/Areas RNP RWY 26R

Path descriptor	Fix identifier	Inbound course M (T)	Leg Distance	Turn direction	Minimum altitude	Maximum altitude	Speed	Magnetic variation	Navigation performance
Hold	MCT VOR	091° (092.0°)	1 MIN	L	6000		210 KT	1.4°E	

Route Description: RNP RWY 26R

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
IF	M15ER				+4500	220 KT	1.4°E		RNP APCH
TF	MURMA		264° (265.1°)		+3400		1.4°E	3.2	RNP APCH
TF	M07ER		264° (265.1°)		+2200		1.4°E	5.4	RNP APCH
TF	RW26R	Y	264° (265.1°)		+69		1.4°E	6.5	RNP APCH
MISSED APPROACH									
CF	MS750	Y	264° (265.0°)			220 KT	1.4°E		RNP APCH
TF	MS755		290° (291.0°)	R		220 KT	1.4°E	13.0	RNP APCH
TF	MS760		020° (020.9°)	R		220 KT	1.4°E	6.6	RNP APCH
TF	MS765		085° (085.9°)	R		220 KT	1.4°E	8.1	RNP APCH
TF	MCT VOR		162° (163.7°)	R		220 KT	1.4°E	12.6	RNP APCH
HM	MCT VOR		091° (092.0°)	L	+6000	210 KT	1.4°E	1 min	RNP APCH

Aeronautical Data Tabulation: RNP RWY 26R

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
M15ER	N23°37’50.73’’	E058°34’14.98’’	N23°37.846’	E058°34.250’	
MURMA (IF)	N23°37’34.20’’	E058°30’44.72’’	N23°37.570’	E058°30.745’	
M07ER (FAF)	N23°37’06.15’’	E058°24’49.95’’	N23°37.103’	E058°24.833’	
RW26R (MAPT)	N23°36’32.11’’	E058°17’43.65’’	N23°36.535’	E058°17.728’	
MS750	N23°36’11.91’’	E058°13’32.53’’	N23°36.199’	E058°13.542’	
MS755	N23°40’50.95’’	E058°00’20.96’’	N23°40.849’	E058°00.349’	
MS760	N23°47’02.00’’	E058°02’55.00’’	N23°47.033’	E058°02.917’	
MS765	N23°47’36.75’’	E058°11’45.47’’	N23°47.613’	E058°11.758’	
MCT VOR	N23°35’28.04’’	E058°15’36.48’’	N23°35.474’	E058°15.607’	

Non precision final approach 3.07° (5.36%).

OOSA - SALALAH/Salalah

OOSA AD 2.1 - AERODROME LOCATION INDICATOR AND NAME

1	**Location Name**	Salalah
2	**Airport Name**	Salalah
3	**ICAO Location Indicator**	OOSA

OOSA AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	N170219.42 E0540528.67 Midpoint center TWY G
2	**Direction and distance from city**	5.5 KM northeast Salalah city centre
3	**Elevation/Reference temperature**	90 FT - 27.4 M/32°C
4	**Geoid undulation at AD ELEV PSN**	-104 FT - 31.8 M
5	**MAG VAR/Annual change**	1°E (2015)/0.04° increasing
6	**AD Administration, address, telephone, telefax, telex, AFS, Email, website**	Oman Airports Salalah Airport P.O. Box 2040 Postal Code 211 Salalah, Sultanate of Oman Website: *www.omanairports.co.om* Email: *oamcinfo@omanairports.com* Admin: Tel.: (968) 23 368001/002/103/106 Fax: (968) 23 368005 H24: Tel.: (968) 23 367552/23 367559 (968) 99 294169 Fax: (968) 23 368005 Commercial Tel.: (968) 23 368066 SLL-Vice President: Tel.: (968) 23 368000
	ATC provided by	Public Authority for Civil Aviation Salalah Office APP: Tel.: (968) 23 368770/790 / OOSAZAZX TWR: Tel.: (968) 23 368762/797 / OOSAZTZX Fax: (968) 23 368685 ATM Administration Chief ATM Section: Tel.: (968) 23 368767 Fax: (968) 23 368689
	AFTN and AIS provided by	Salalah Office AFS: OOSAYAYX AFTN Office: Tel.: (968) 23 368742 AFTN Supervisor: Tel.: (968) 23 368741 AIS Office: Tel.: (968) 23 368541 Fax: (968) 23 368682 AIS Administration AIS Supervisor: Tel.: (968) 23 368539
	Meteorology provided by	Meteorological Services Department Director of MET Tel.: (968) 23 368500 Chief of MET Tel: (968) 23 368505 Weather Forecasting Centre Tel.: (968) 23 368525 Fax: (968) 23 368595 Observation Office Tel.: (968) 23 368585

OOSA AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

7	**Types of traffic permitted**	IFR/VFR
8	**Remarks**	Nil

OOSA AD 2.3 - OPERATIONAL HOURS

1	**AD Administration**	0330 - 1130 GMT (Sun - Thu) Duty officer available outside these hours
2	**Customs and immigration**	H24
3	**Health and sanitation**	Available for scheduled and approved non-scheduled flights.
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office**	H24
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24
9	**Handling**	H24
10	**Security**	H24
11	**De-icing**	Nil
12	**Remarks**	Nil

OOSA AD 2.4 - HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Low deck loading capacity of 7 tons with a lifting height of 3.7 M Main deck loading capacity of 7 tons with a lifting height of 5.6 M Main deck loading capacity of 35 tons with a lifting height of 5.6 M
2	**Fuel/oil types**	JET A1/Nil
3	**Fuelling facilities/capacity**	Total tanks capacity: JET A1/300 000 LTRS Fuel hydrant system available on aircraft stands in the Northern Aprons.
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

OOSA AD 2.5 - PASSENGER FACILITIES

1	**Hotels**	Unlimited in the city
2	**Restaurants**	Airport restaurant
3	**Transportation**	Taxis, Car rentals
4	**Medical facilities**	Airport clinic Hospital 10 KM from airport
5	**Bank and Post Office**	Dhofar Bank, ATM NBO Bank, ATM Exchange money
6	**Tourist Office**	Available
7	**Remarks**	Nil

OOSA AD 2.18 - ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Coordinates	Emission	Hours of operation	Remarks
1	2	3	4	5	6	7
APP	Salalah Approach	119.100 MHz 126.250 MHz 121.500 MHz	N170243.36 E0540508.25	A3E	H24	Primary Secondary Emergency
RAD	Salalah Radar	119.100 MHz	N170243.36 E0540508.25		H24	Maintenance on request
TWR	Salalah Tower	118.200 MHz 129.575 MHz 121.500 MHz	N170243.36 E0540508.25		H24	Primary Secondary Emergency
SMC	Salalah Ground	124.025 MHz			H24	Alternative
ATIS		125.100 MHz			H24	Available for all TFC
Fire	Salalah Fire	121.600 MHz			H24	Emergency

OOSA AD 2.19 - RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna Coordinates	Emission	Remarks
1	2	3	4	5	6	7
DVOR (VAR 1°E)	SLL	112.8 MHz	H24	N170259.35 E0540656.91	P0N	Position: 070°/0.65 NM from THR RWY 25. Antenna elevation 81.51 FT.
DME	SLL	CH 75X	H24	N170259.36 E0540656.97	P0N	Co-located with SLL DVOR Position: 070°/0.65 NM from THR RWY 25. Antenna elevation 89.17 FT.
ILS RWY 07						
LLZ 07	ISW	108.70 MHz	H24	N170250.86 E0540631.72	A8W	ICAO **CAT I & II** 0.22 NM from THR RWY 25. LLZ RWY 07 coverage 25 NM
GP 07		330.50 MHz	H24	N170203.22 E0540422.44		Position: 093°/0.18 NM from THR RWY 07. Angle 3.00°, RDH 54 FT. GP RWY 07 coverage 10 NM
DME	ISW	CH 24X	H24	N170203.22 E0540422.44	P0N	Co-located with GP 07. Antenna elevation 68.08 FT.
ILS RWY 25						
LLZ 25	ISE	110.90 MHz	H24	N170158.35 E0540355.10	A8W	ICAO **CAT I & II** 0.27 NM from THR RWY 07. LLZ RWY 25 coverage 25 NM
GP 25		330.80 MHz	H24	N170239.25 E0540609.94		Position: 048°/0.18 NM from THR RWY 25. Angle 3.00°, RDH 55 FT. GP RWY 25 coverage 10 NM
DME	ISE	CH 46X	H24	N170239.25 E0540609.94	P0N	Co-located with GP 25.
For restrictions refer to ENR 4.1-1						

OOSA AD 2.20 - LOCAL TRAFFIC REGULATIONS

20.1 ***Airport regulations***

Local flying restrictions:

a) Traffic circuits: RWY 25 - LEFT
RWY 07 - RIGHT
b) Circling prohibited north of RWY 07/25.

Movement areas - Aprons:

Civil Apron handling requirements:

Operators are responsible for ensuring that aircraft which park on the Civil Apron are provided with:

a) Wheels chocks under the wheels. Chocks are available from handling company.
b) Fire coverage provided by the operator when required. Fire coverage request should be at least 10 minutes prior.
(Call Duty Officer Tel.: 23 367 304/305/306)

20.2 ***Taxiing to and from stands***

See Aerodrome and Parking Chart - ICAO.

20.3 ***Parking area for small aircraft (General Aviation)***

On request

20.4 ***Parking area for helicopters***

Helicopters arriving on the Civil Apron must park on marked stand as directed by ATC, then by ground marshaling.

20.5 ***Apron - taxiing during winter conditions***

Not applicable.

20.6 ***Taxiing limitations***

Nil

20.7 ***School and training flights - technical test flights - use of runway***

Nil

20.8 ***Helicopter traffic - limitation***

Nil

20.9 ***Removal of disabled aircraft from runways***

Refer to section 6 subsection 3

OOSA AD 2.21 - NOISE ABATEMENT PROCEDURES

Nil

OOSA AD 2.22 - FLIGHT PROCEDURES

22.1 ***Radar services and procedures***

Aircraft will be vectored and sequenced to the appropriate final approach track (ILS & VOR) so as to ensure an expeditious flow of traffic. Radar vectors and flight levels/altitudes will be issued, as required, for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account various factors including aircraft characteristics.

Range 100 NM for Primary Radar

Range 256 NM for MSSR

22.2 ***Radio Communication failure procedure***

22.2.1 *At or above 6000 FT QNH*

a) If in VMC, continue flight in VMC;
b) If in IMC, proceed direct to Salalah VORDME or Locator "LOM" at last assigned level and comply with ICAO procedure referenced in ENR 1.6. If unable to land, depart controlled airspace on a heading of 180° MAG, climb to 6000 FT QNH and proceed to alternate.

22.2.2 *Below 6000 FT QNH:*

a) If in VMC, continue flight in VMC;
b) If in IMC, make the shortest turn onto a heading of 180° MAG, climb to 6000 FT QNH, proceed to Salalah VORDME or Locator "LOM" and comply with ICAO procedure referenced in ENR 1.6. If unable to land, depart controlled airspace on a heading of 180° MAG, climb to 6000 FT QNH and proceed to alternate.

OOSA AD 2.23 - ADDITIONAL INFORMATION

23.1 ***Bird concentration in the vicinity of the airport***

Large solitary predatory birds (eagles, vultures etc.) present a hazard to air navigation at all times on the coastal plain near the vicinity of the airport. Pilots are advised to exercise extreme caution when approaching or departing, particularly below ALT 3000 FT. ATC will endeavour to keep pilots advised of bird concentrations, but single birds circling at any height are very difficult to observe by ATC. Pilot reports of bird concentrations are requested. These reports are very useful in planning a programme to attempt a reduction of bird strike hazards.

23.2 ***General safety measures for Visual Docking Guidance System (VDGS) operations***

23.2.1 The VDGS has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedures.

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

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

23.2.4 The pilot shall not enter the stand area, unless the aircraft type displayed is equal to approaching aircraft.

23.2.5 When using the docking system, pilots are advised to taxi into the aircraft stand at minimum speed. The system will display “SLOW DOWN” to inform the pilot if the aircraft’s taxiing speed is too fast.

23.2.6 To avoid overshooting, pilots are advised to approach the stop position slowly and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing the “STOP” display or when given the “STOP” sign by the aircraft marshaller.

23.2.7 The FAILED MESSAGE - The message FAILED means that docking has been interrupted and has to be resumed only by manual guidance. Do not try to resume docking without manual guidance.

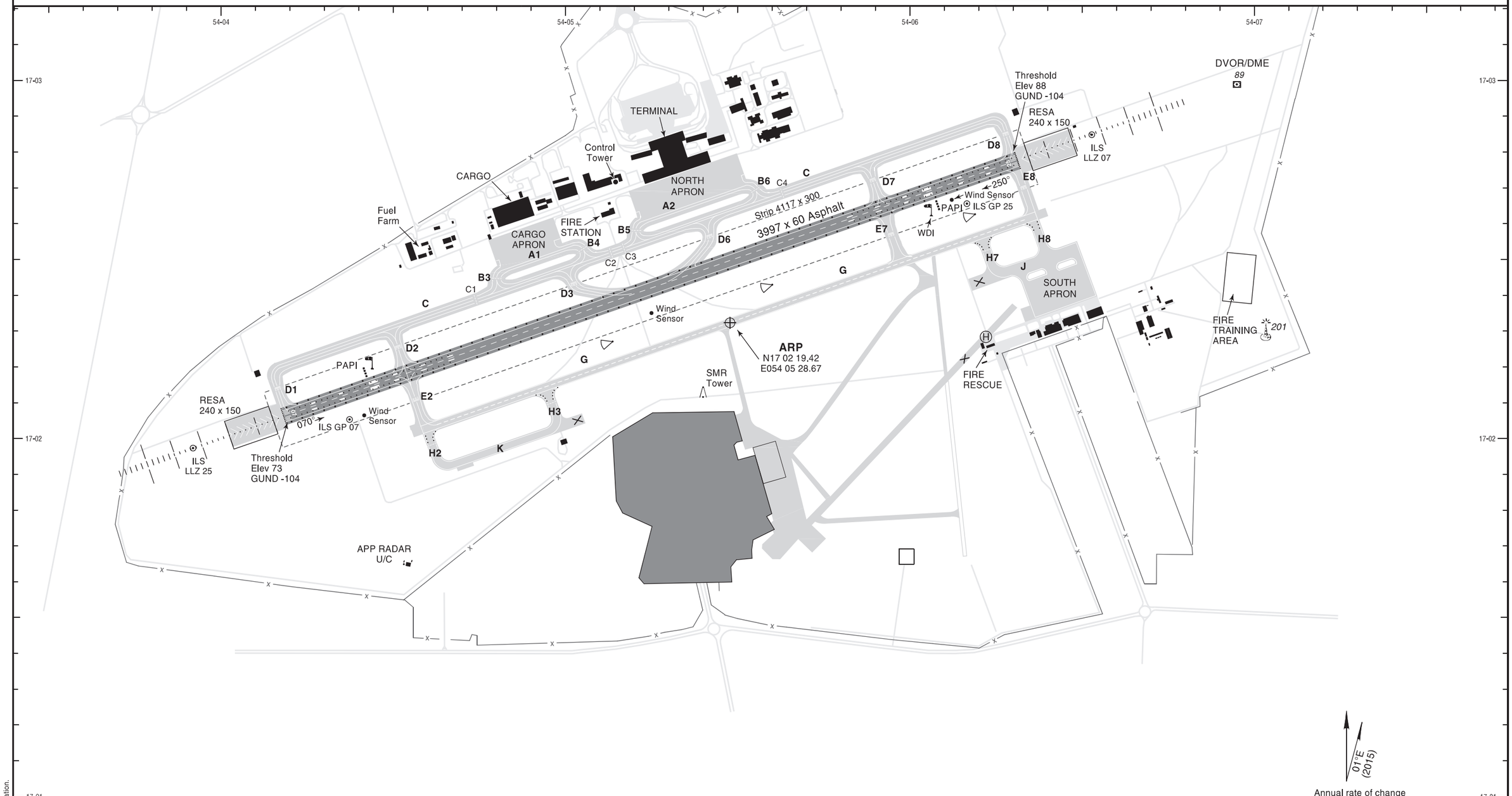
AERODROME CHART - ICAO

WGS-84

AD ELEV 90 FT

ATIS	125.100
Tower	118.200
Ground	124.025

SALALAH/Salalah
OMAN



01°E (2015)

Annual rate of change
0.04° E

BEARINGS ARE MAGNETIC
DIMENSIONS IN METRES
ALTITUDES AND ELEVATIONS IN FEET

SCALE 1 : 20 000

100 0 100 200 300 400 500 M
500 0 500 1000 1500 FT

RWY	DIRECTION	THRESHOLD	STRENGTH	DECLARED DISTANCES			
				TORA	TODA	ASDA	LDA
07	070° MAG	N 17 02 03.72 E 054 04 11.05	98/F/A/W/T	3997m	3997m	3997m	3997m
Intersection D2	070° MAG			3343m	3343m	3343m	
25	250° MAG	N 17 02 46.53 E 054 06 18.68	98/F/A/W/T	3997m	3997m	3997m	3997m
Intersection D7	250° MAG			3274m	3274m	3274m	

AERODROME LIGHTING

RWY 07: ALS LIH (length 900m)
PAPI-L (3.00°)
RTHL
RCLL
RTZL LIH
REDL LIH
RENL LIH

RWY 25: ALS LIH (length 900m)
PAPI-L (3.00°)
RTHL
RCLL
RTZL LIH
REDL LIH
RENL LIH

Other: Taxiway edge lights LIM on curves only, Taxiway centreline lights

AMENDMENT: Variation year. Remove Radar station.

INTENTIONALLY

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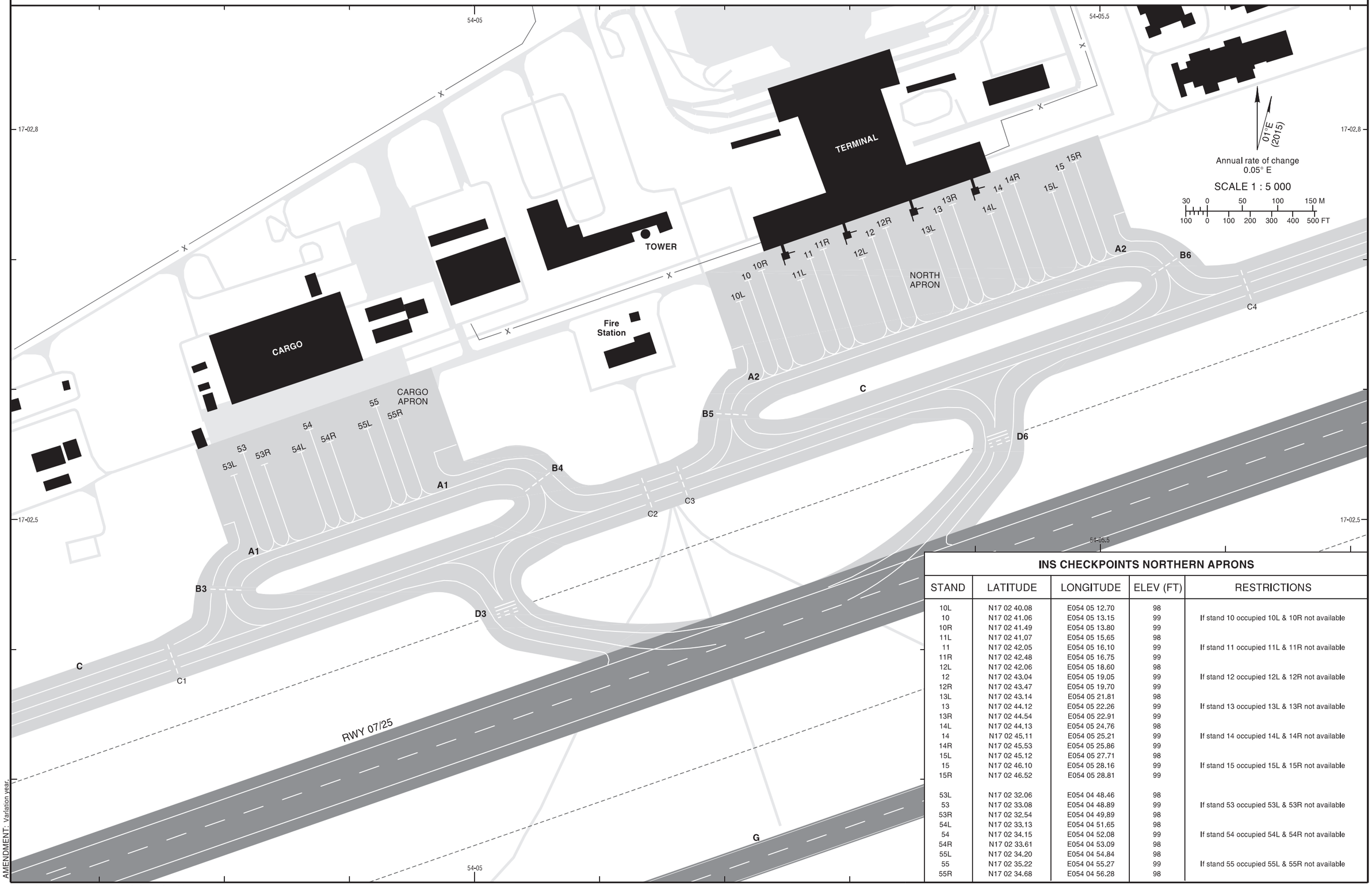
AIRCRAFT PARKING/
DOCKING CHART - ICAO

WGS-84 **AD ELEV** 90 FT

NORTHERN APRONS

ATIS	125.100
Tower	118.200
Ground	124.025

SALALAH/Salalah
OMAN



INS CHECKPOINTS NORTHERN APRONS

STAND	LATITUDE	LONGITUDE	ELEV (FT)	RESTRICTIONS
10L	N17 02 40.08	E054 05 12.70	98	
10	N17 02 41.06	E054 05 13.15	99	If stand 10 occupied 10L & 10R not available
10R	N17 02 41.49	E054 05 13.80	99	
11L	N17 02 41.07	E054 05 15.65	98	
11	N17 02 42.05	E054 05 16.10	99	If stand 11 occupied 11L & 11R not available
11R	N17 02 42.48	E054 05 16.75	99	
12L	N17 02 42.06	E054 05 18.60	98	
12	N17 02 43.04	E054 05 19.05	99	If stand 12 occupied 12L & 12R not available
12R	N17 02 43.47	E054 05 19.70	99	
13L	N17 02 43.14	E054 05 21.81	98	
13	N17 02 44.12	E054 05 22.26	99	If stand 13 occupied 13L & 13R not available
13R	N17 02 44.54	E054 05 22.91	99	
14L	N17 02 44.13	E054 05 24.76	98	
14	N17 02 45.11	E054 05 25.21	99	If stand 14 occupied 14L & 14R not available
14R	N17 02 45.53	E054 05 25.86	99	
15L	N17 02 45.12	E054 05 27.71	98	
15	N17 02 46.10	E054 05 28.16	99	If stand 15 occupied 15L & 15R not available
15R	N17 02 46.52	E054 05 28.81	99	
53L	N17 02 32.06	E054 04 48.46	98	
53	N17 02 33.08	E054 04 48.89	99	If stand 53 occupied 53L & 53R not available
53R	N17 02 32.54	E054 04 49.89	98	
54L	N17 02 33.13	E054 04 51.65	98	
54	N17 02 34.15	E054 04 52.08	99	If stand 54 occupied 54L & 54R not available
54R	N17 02 33.61	E054 04 53.09	98	
55L	N17 02 34.20	E054 04 54.84	98	
55	N17 02 35.22	E054 04 55.27	99	If stand 55 occupied 55L & 55R not available
55R	N17 02 34.68	E054 04 56.28	98	

AMENDMENT: Variation year.

INTENTIONALLY

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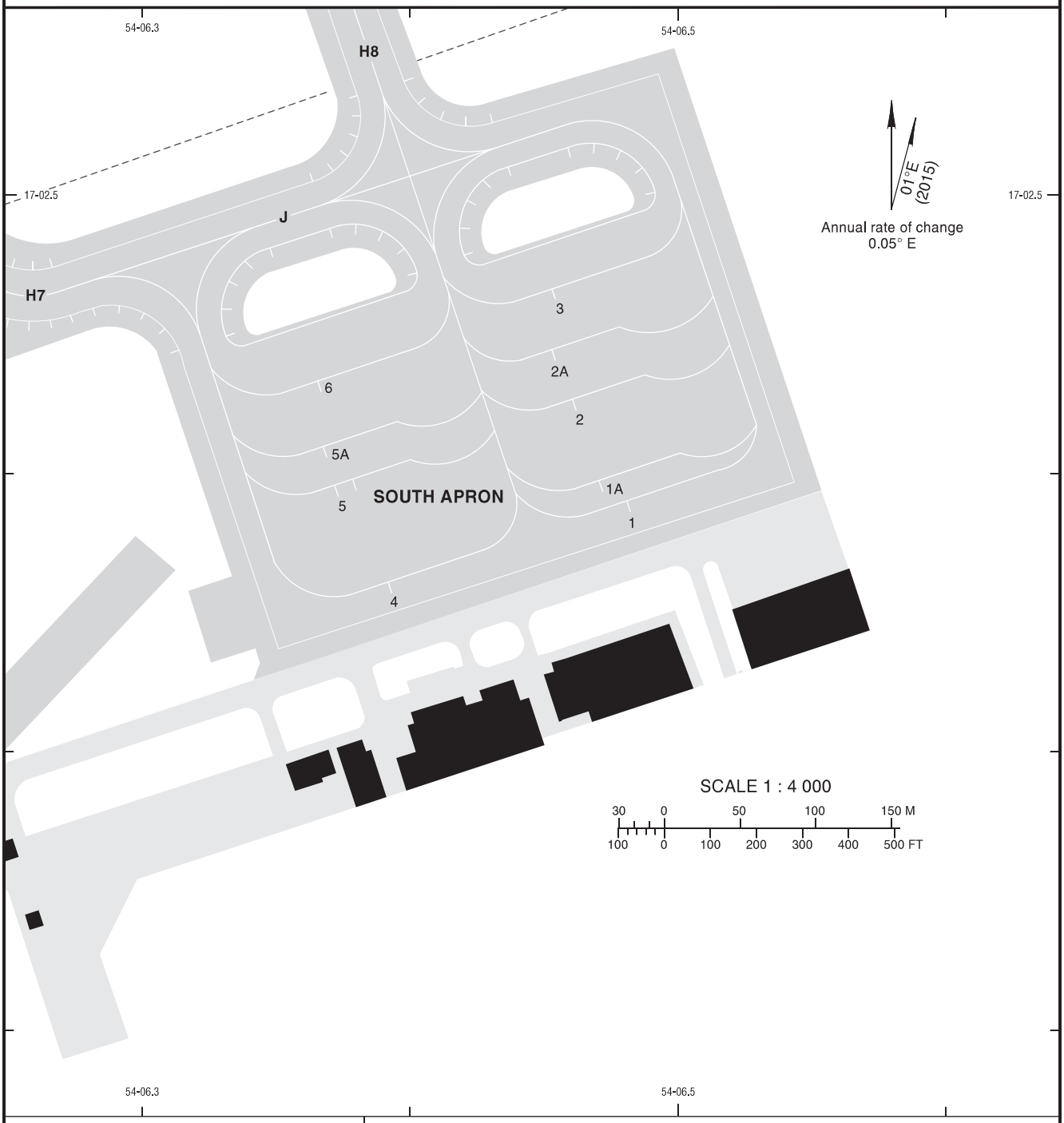
AIRCRAFT PARKING/
DOCKING CHART - ICAO

WGS-84 **AD ELEV** 90 FT

ATIS	125.100
Tower	118.200
Ground	124.025

SALALAH/Salalah
OMAN



INS CHECKPOINTS APRON				PARKING RESTRICTIONS		
STAND	LATITUDE	LONGITUDE	ELEV (FT)	WING SPAN (MAX)	ACFT CODE	REMARKS
				Up to but not including		
1	N17 02 23.55	E054 06 28.84	65	36 M	C	In case stand 1 is used, stand 1A will not be available
1A	N17 02 23.99	E054 06 28.30	66	65 M	E	In case stand 1A is used, stand 1, 2, 2A & 5A will not be available and stand 3 still operational to accommodate aircraft code C Stand 5 will be restricted for aircraft code C only
2	N17 02 25.65	E054 06 27.70	66	65 M	E	In case stand 2 is used, stand 1A, 2A & 5A will not be available and stand 5 will be restricted for aircraft code C only
2A	N17 02 26.71	E054 06 27.31	67	65 M	E	In case stand 2A is used, stand 1A, 5A & 3 will not be available and stand 5 will be restricted for aircraft code C only
3	N17 02 27.98	E054 06 27.24	67	36 M	C	In case stand 3 is used, stand 2A will not be available
4	N17 02 21.85	E054 06 23.74	67	36 M	C	----
5	N17 02 23.80	E054 06 22.63	68	65 M	E	In case stand 5 is used, stand 1A & 5A will not be available.
5A	N17 02 24.59	E054 06 22.22	69	80 M	F	In case stand 5A is used, stand 1A, 5 & 6 will not be available and stand 4 still capable to accommodate aircraft code C Stand 2 will be downgraded to code C
6	N17 02 25.99	E054 06 22.24	69	36 M	C	In case stand 6 is used, stand 5A will not be available

AMENDMENT: Stand 2 and 2A revised.

INTENTIONALLY

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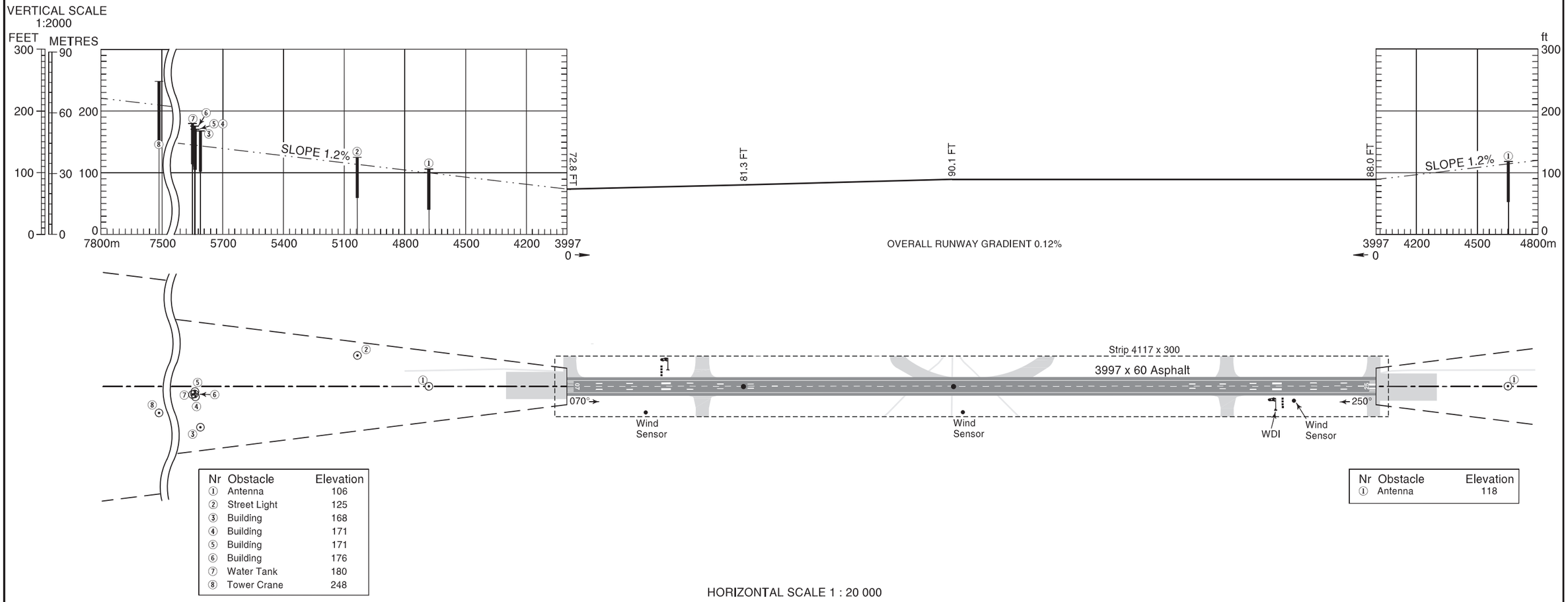
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

SALALAH/Salalah
OMAN

DISTANCES IN METRES, ELEVATIONS IN FEET
MAGNETIC VARIATION 1°E, 2015

RWY 07-25

DECLARED DISTANCES		
RWY 07		**RWY 25**
3997	TAKE-OFF RUN AVAILABLE	**3997**
3997	TAKE-OFF DISTANCE AVAILABLE	**3997**
3997	ACCELERATE STOP DISTANCE AVAILABLE	**3997**
3997	LANDING DISTANCE AVAILABLE	**3997**



Nr	Obstacle	Elevation
①	Antenna	106
②	Street Light	125
③	Building	168
④	Building	171
⑤	Building	171
⑥	Building	176
⑦	Water Tank	180
⑧	Tower Crane	248

Nr	Obstacle	Elevation
①	Antenna	118

HORIZONTAL SCALE 1 : 20 000

400 200 0 500 1000 1500 2000 2500 METRES
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 FEET

ORDER OF ACCURACY
HORIZONTAL -/+ 3 M
VERTICAL -/+ 1 FT
Aerodrome information APR 2018
Survey data APR 2018

AMENDMENT RECORD

No.	Date	Entered by

AMENDMENT: Variation year.

LEGEND

	PLAN	PROFILE
IDENTIFICATION NUMBER	①	①
GROUND LEVEL	▲	
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙	
TREE	*	
MOBILE	=○=	

INTENTIONALLY

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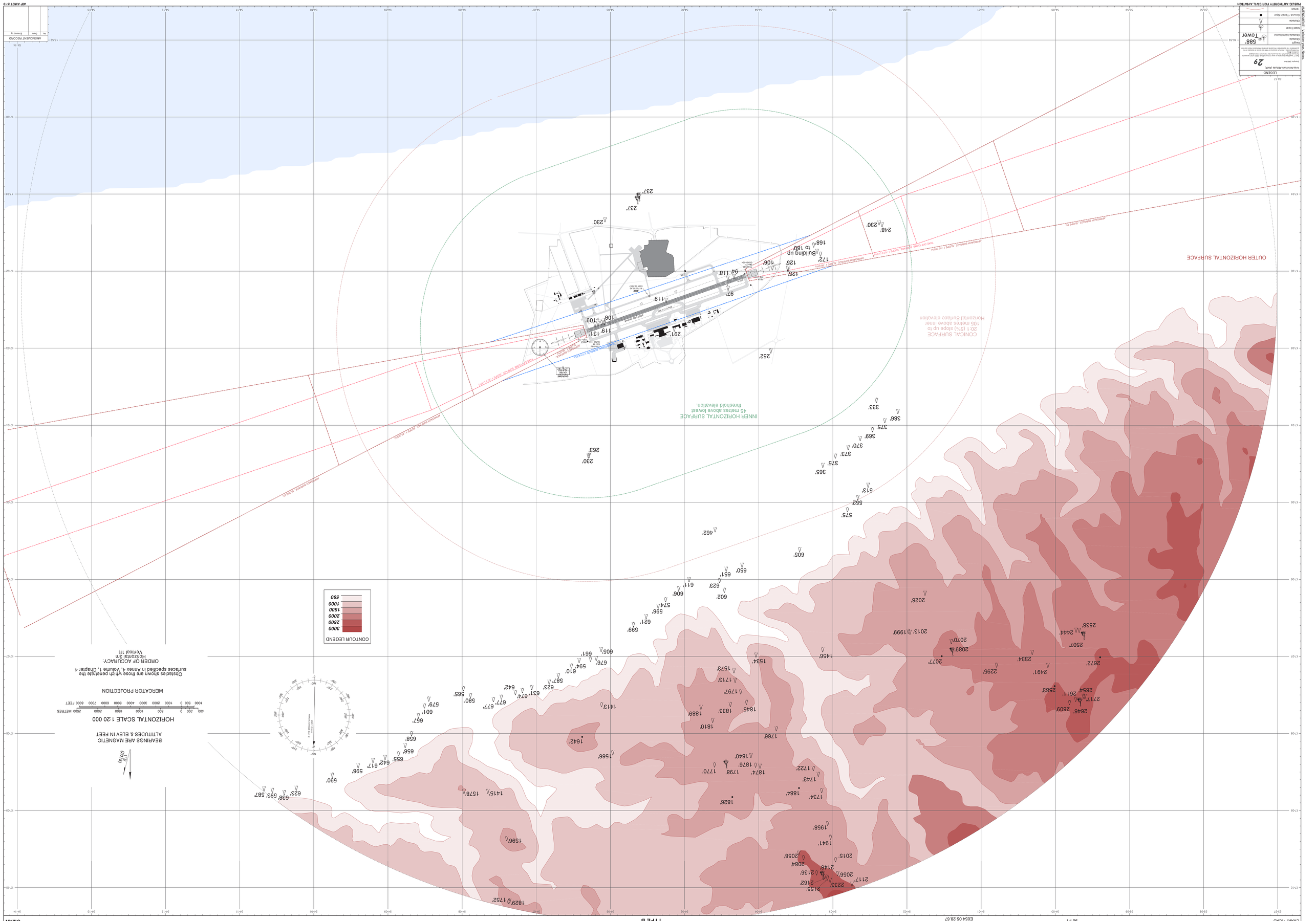

AMENDMENT RECORD
No. Date Entered by
AIP AMDT 2-19
PUBLIC AUTHORITY FOR CIVIL AVIATION
AMENDMENT: Variation year Notes
LEGEND
Area Maximum Altitude (AMA)
29
Elevation 2000 feet
Height
Obstacle
Obstacle Identification
MastTower
588'
Tower
Obstacle
Ground / Terrain Spot
Terrain
OUTER HORIZONTAL SURFACE
CONICAL SURFACE
20:1 (5%) slope up to
105 metres above inner
Horizontal Surface elevation
INNER HORIZONTAL SURFACE
45 metres above lowest
threshold elevation.
Building up
to 180'
CONTOUR LEGEND
3000
2500
2000
1500
1000
590
BEARINGS ARE MAGNETIC
ALTITUDES & ELEV IN FEET
HORIZONTAL SCALE 1:20 000
MERCATOR PROJECTION
Obstacles shown are those which penetrate the
surfaces specified in Annex 4, Volume 1, Chapter 4
ORDER OF ACCURACY:
Horizontal 3m
Vertical 1ft
AERODROME OBSTACLE CHART - ICAO
TYPE B
AD ELEV
90 FT
ARP
N17 02 19.42
E054 05 28.67
WGS-84
SALALAH/Salalah
OMAN
AD 2.OOSA-21
10 OCT 19

INTENTIONALLY

LEFT

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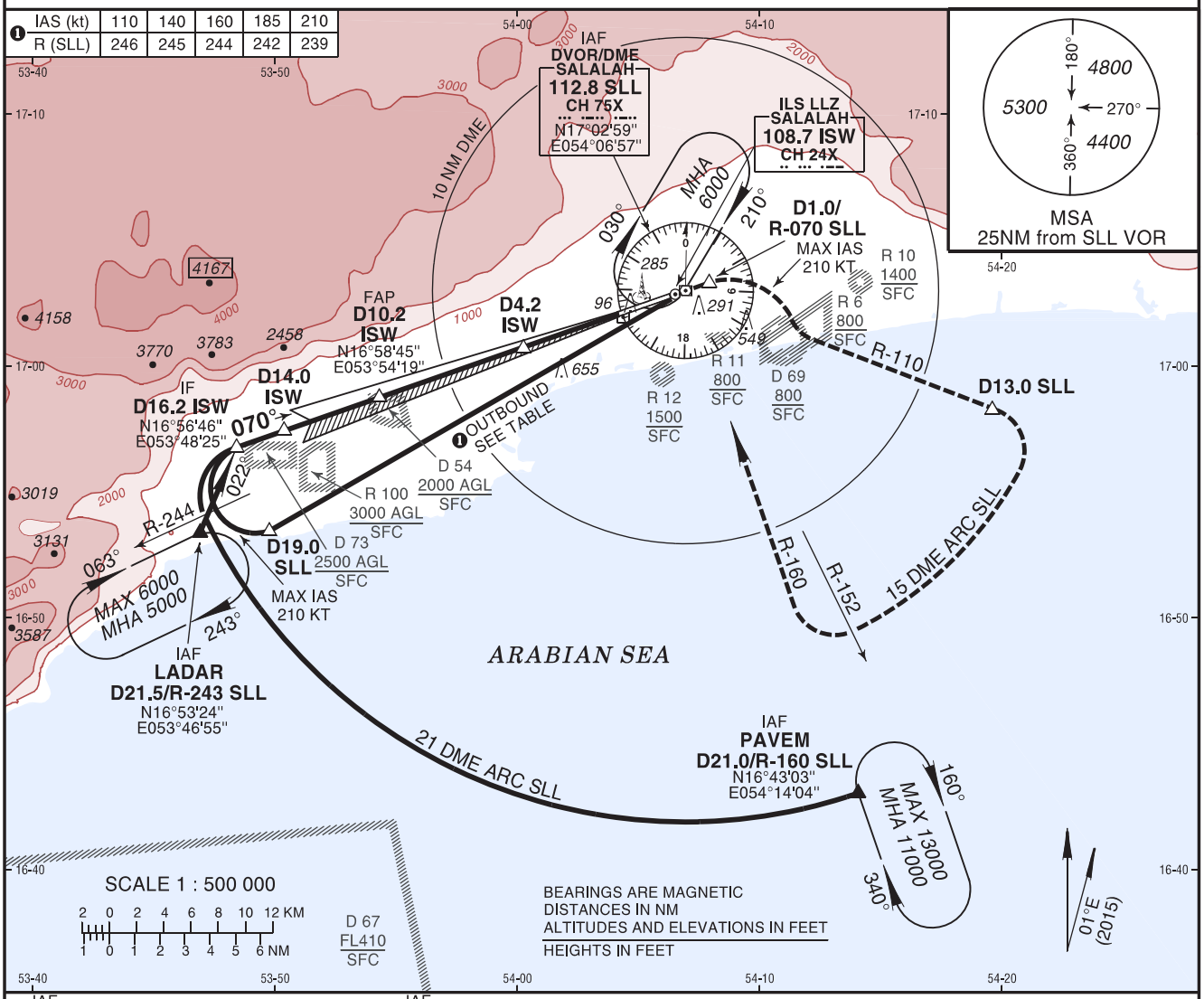
INSTRUMENT APPROACH CHART - ICAO

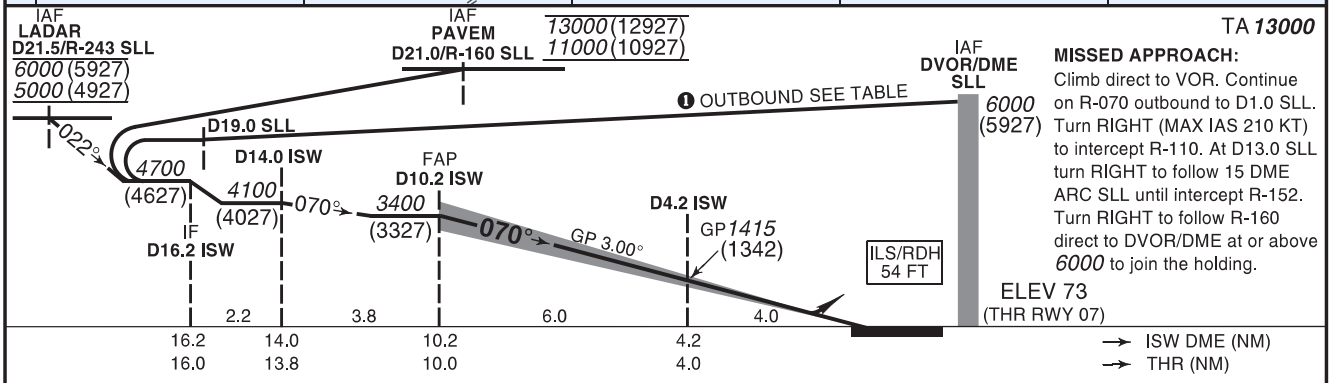
AD ELEV 90 FT

HEIGHTS RELATED TO THR RWY 07 ELEV 73 FT

ATIS	125.100
APP/RAD	119.100
TWR	118.200
GND	124.025

SALALAH/Salalah
OMAN
ILS RWY 07





TA **13000**

MISSED APPROACH:
Climb direct to VOR. Continue on R-070 outbound to D1.0 SLL. Turn RIGHT (MAX IAS 210 KT) to intercept R-110. At D13.0 SLL turn RIGHT to follow 15 DME ARC SLL until intercept R-152. Turn RIGHT to follow R-160 direct to DVOR/DME at or above *6000* to join the holding.

STRAIGHT-IN APPROACH		A	B	C	D
ILS CAT I	OCH	226	238	246	257
	DA(H)	*300* (230)	*310* (240)	*320* (250)	*330* (260)
	RVR	750m			
ILS CAT II	OCH	92	109	121	135
	DA(H)	*180* (100)	*190* (110)	*210* (130)	*220* (140)
	RVR	300m		400m	
CIRCLING (HAA)* ❷		A	B	C	D
	OCH	580		1000	
	MDA(H)	*670* (580)		*1090* (1000)	
	VIS	1500m	1600m	2400m	3600m

ADVISORY INFORMATION ONLY

ISW DME	10	9	8	7	6	5	4	3	2	1
ALT	*3350*	*3030*	*2710*	*2390*	*2070*	*1760*	*1440*	*1120*	*800*	*480*
(HGT)	(3270)	(2950)	(2640)	(2320)	(2000)	(1680)	(1360)	(1050)	(730)	(410)

GS	kt	80	100	120	140	160	180
FAP-THR	min:s	7:30	6:00	5:00	4:17	3:45	3:20
ROD: 5.24%	ft/min	425	531	637	743	849	955

❷ Circling not authorized north of rwy 07/25.

VOR and DME required.

AMENDMENT: DME distances.

INTENTIONALLY

LEFT

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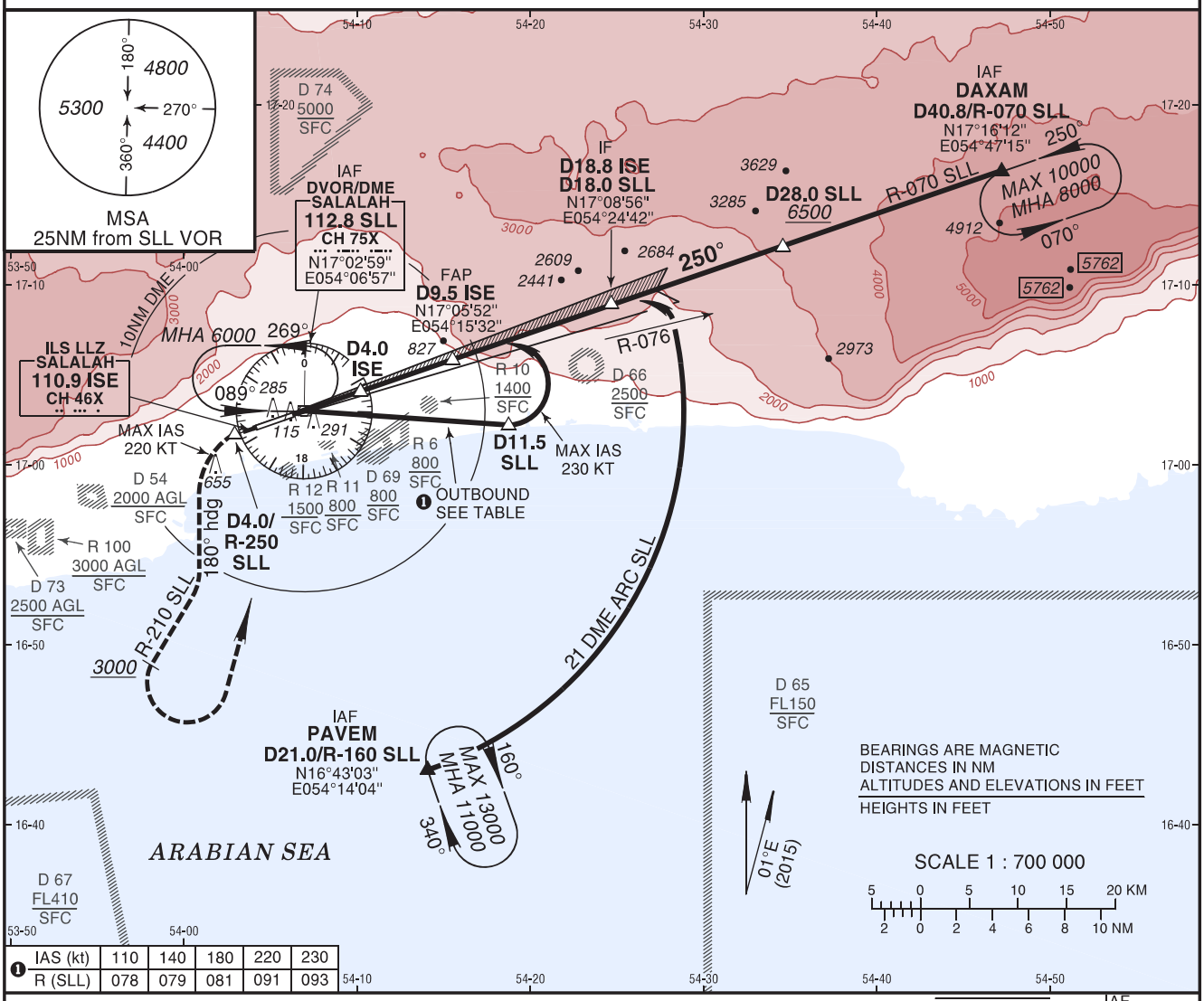
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 90 FT

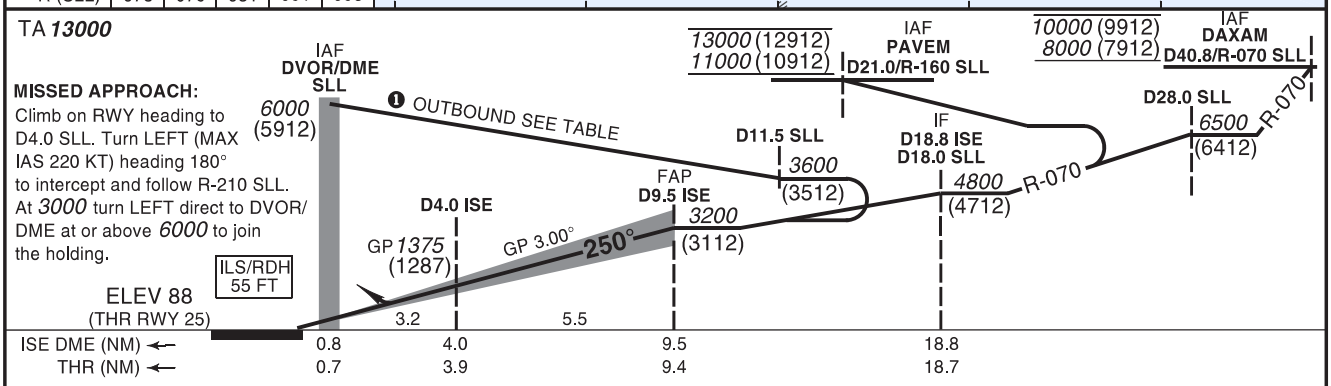
HEIGHTS RELATED TO THR RWY 25 ELEV 88 FT

ATIS	125.100
APP/RAD	119.100
TWR	118.200
GND	124.025

SALALAH/Salalah
OMAN
ILS RWY 25



IAS (kt)	110	140	180	220	230
R (SLL)	078	079	081	091	093



STRAIGHT-IN APPROACH		A	B	C	D
ILS CAT I	OCH	214	226	234	245
	DA(H)	*310* (220)	*320* (230)	*330* (240)	*340* (250)
	RVR	750m			
ILS CAT II	OCH	86	103	115	129
	DA(H)	*190* (100)	*200* (110)	*210* (120)	*220* (130)
	RVR	300m			400m
CIRCLING (HAA)* ❷		A	B	C	D
	OCH	530		990	
	MDA(H)	*620* (530)		*1080* (990)	
	VIS	1500m	1600m	2400m	3600m

ADVISORY INFORMATION ONLY

ISE DME	9	8	7	6	5	4	3	2	1
ALT (HGT)	*3030* (2940)	*2690* (2610)	*2360* (2280)	*2030* (1950)	*1710* (1620)	*1380* (1290)	*1060* (970)	*730* (640)	*410* (320)

GS	kt	80	100	120	140	160	180
FAF-THR: 9.4 NM	min:s	7:01	5:37	4:41	4:01	3:31	3:07
ROD: 5.24%	ft/min	425	531	637	743	849	955

❷ Circling not authorized north of rwy 07/25.

VOR and DME required.

AMENDMENT: Profile depiction.

INTENTIONALLY

LEFT

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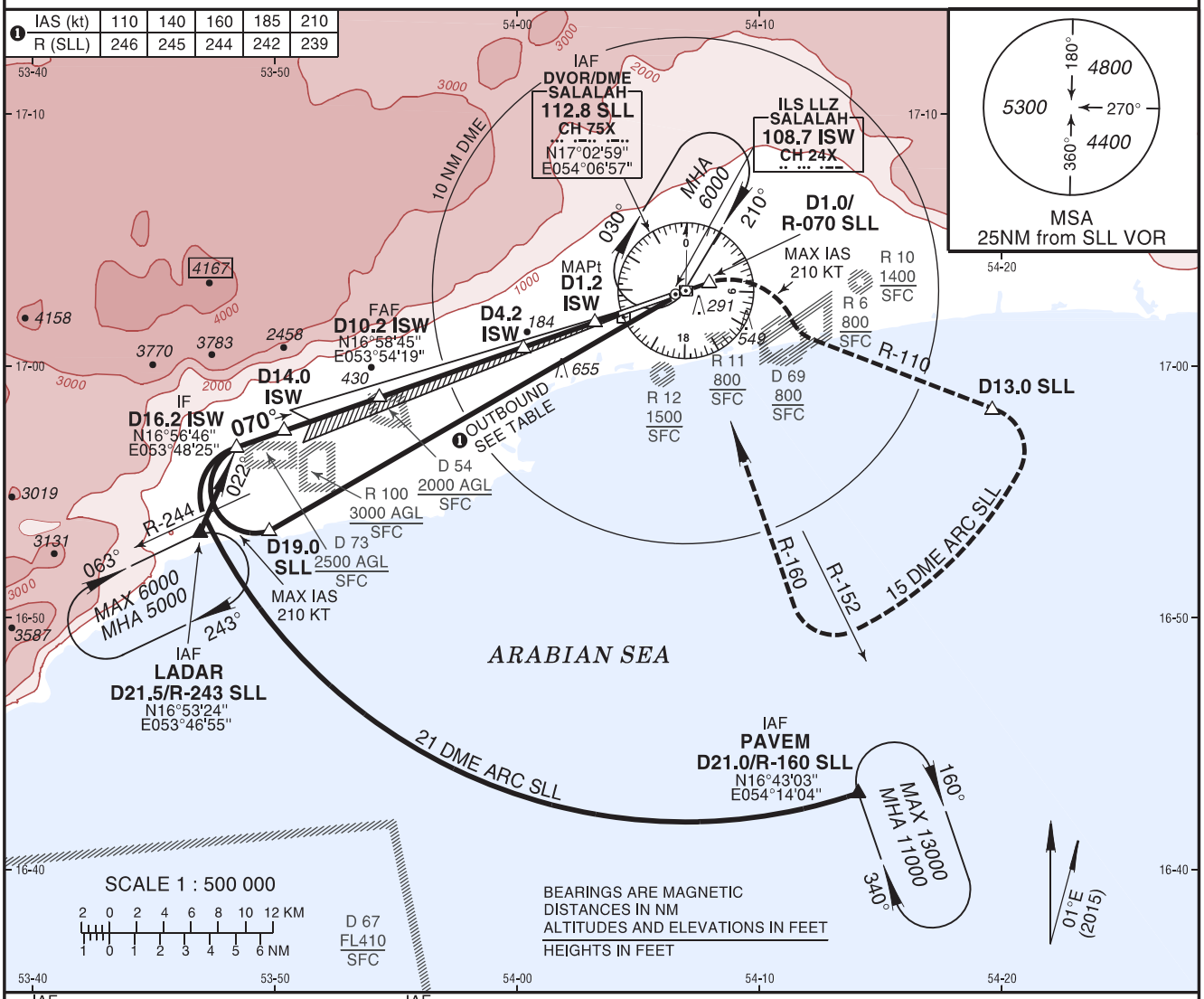
INSTRUMENT APPROACH CHART - ICAO

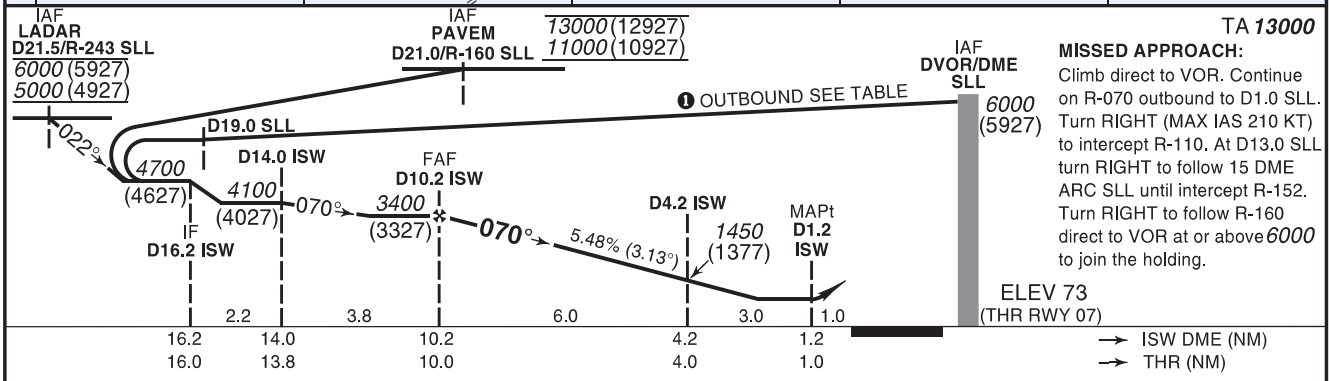
AD ELEV 90 FT

HEIGHTS RELATED TO THR RWY 07 ELEV 73 FT

ATIS	125.100
APP/RAD	119.100
TWR	118.200
GND	124.025

SALALAH/Salalah
OMAN
LLZ RWY 07





TA **13000**

MISSED APPROACH:
Climb direct to VOR. Continue on R-070 outbound to D1.0 SLL. Turn RIGHT (MAX IAS 210 KT) to intercept R-110. At D13.0 SLL turn RIGHT to follow 15 DME ARC SLL until intercept R-152. Turn RIGHT to follow R-160 direct to VOR at or above *6000* to join the holding.

STRAIGHT-IN APPROACH		A	B	C	D
LLZ	OCH	430			
	MDA(H)	*500* (430)			
	VIS	1300m			

CIRCLING (HAA)* ❷		A	B	C	D
	OCH	580		1000	
	MDA(H)	*670* (580)		*1090* (1000)	
	VIS	1500m	1600m	2400m	3600m

ADVISORY INFORMATION ONLY

ISW DME	10	9	8	7	6	5	4	3	2
ALT	*3340*	*3010*	*2680*	*2350*	*2020*	*1680*	*1350*	*1020*	*690*
(HGT)	(3270)	(2940)	(2610)	(2270)	(1940)	(1610)	(1280)	(950)	(610)

GS	kt	80	100	120	140	160	180
FAF-MAPt ❸	min:s						
ROD: 5.48%	ft/min	444	555	665	776	887	998

❷ Circling not authorized north of rwy 07/25.
❸ Timing not authorized for defining the MAPt.

VOR and DME required.

AMENDMENT: DME distances.

INTENTIONALLY

LEFT

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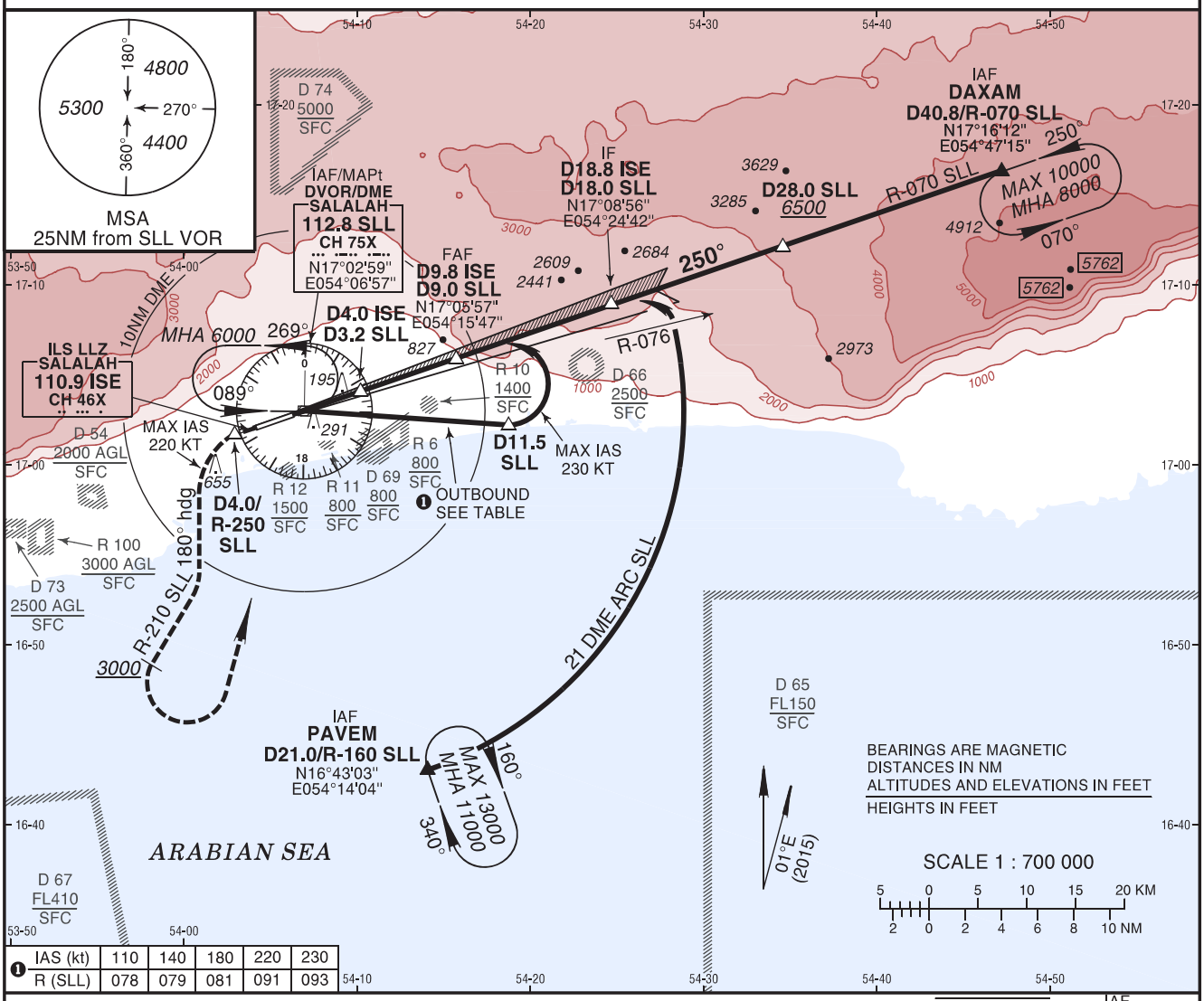
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 90 FT

HEIGHTS RELATED TO AD ELEV 90 FT

ATIS	125.100
APP/RAD	119.100
TWR	118.200
GND	124.025

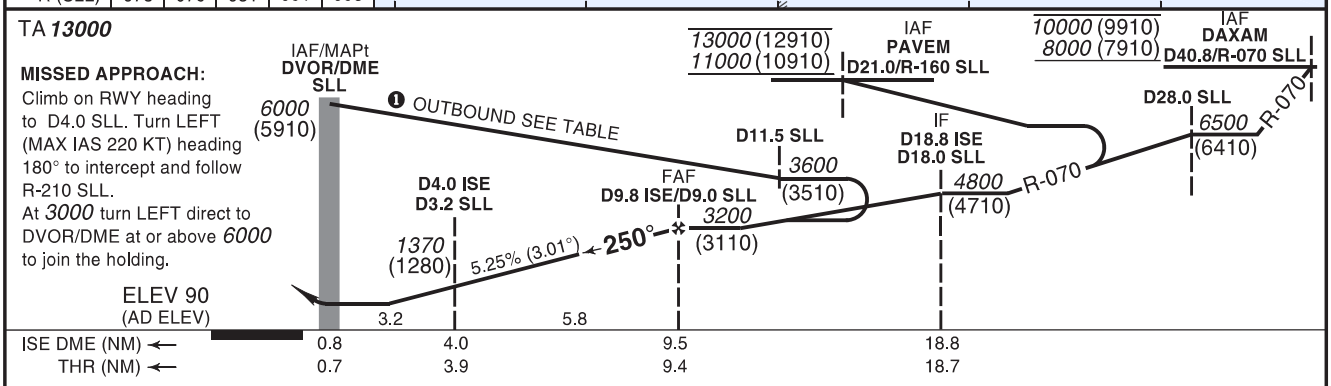
SALALAH/Salalah
OMAN
LLZ RWY 25



❶ IAS (kt)	110	140	180	220	230
R (SLL)	078	079	081	091	093

TA **13000**

MISSED APPROACH:
Climb on RWY heading to D4.0 SLL. Turn LEFT (MAX IAS 220 KT) heading 180° to intercept and follow R-210 SLL.
At *3000* turn LEFT direct to DVOR/DME at or above *6000* to join the holding.



STRAIGHT-IN APPROACH		A	B	C	D
LLZ	OCH	380			
	MDA(H)	*470* (380)			
	VIS	1000m			

CIRCLING (HAA)* ❷		A	B	C	D
	OCH	530		990	
	MDA(H)	*620* (530)		*1080* (990)	
	VIS	1500m	1600m	2400m	3600m

ADVISORY INFORMATION ONLY								
ISE DME	9	8	7	6	5	4	3	2
ALT (HGT)	*2960* (2870)	*2640* (2550)	*2320* (2230)	*2000* (1910)	*1690* (1600)	*1370* (1280)	*1050* (960)	*730* (640)

GS	kt	80	100	120	140	160	180
FAF-MAPt❸	min:s						
ROD: 5.25%	ft/min	425	532	638	744	851	957

❷ Circling not authorized north of rwy 07/25.
❸ Timing not authorized for defining the MAPt.

VOR and DME required.

AMENDMENT: Profile depiction.

INTENTIONALLY

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OOSH - SUHAR/Suhar

OOSH AD 2.1 - AERODROME LOCATION INDICATOR AND NAME

1	**Location Name**	Suhar
2	**Airport Name**	Suhar
3	**ICAO Location Indicator**	OOSH

OOSH AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	N242309.98 E0563732.23 Midpoint of RWY centreline
2	**Direction and distance from city**	13 KM to the North-west of Suhar city centre
3	**Elevation/Reference temperature**	144 FT/42°C
4	**Geoid undulation at AD ELEV PSN**	-82.87 FT
5	**MAG VAR/Annual change**	2°E (2015)/0.05° increasing
6	**AD Administration, address, telephone, telefax, telex, AFS, email, website**	Oman Airports Management Company S.A.O.C. Muscat International Airport P.O. Box 1707 Postal Code 111 Muscat Sultanate of Oman Website: *www.omanairports.co.om* Email: *oamcinfo@omanairports.com* Admin: (Muscat) Tel.: (968) 24 341000 (968) 24 341477 Fax: (968) 24 518088 (Suhar) Tel: (968) 91 394591/ 91 394590/ 99 444950 (968) 24 341601/ 24 341617/ 24 341600
	ATC provided by	Nil
	AIS provided by	Directorate General of Air Navigation (DGAN) Tel.: (968) 24 354949 (968) 24 354948 Fax: (968) 24 354947 Email: *briefing@paca.gov.om*
	Meteorology provided by	Directorate General of Meteorology (DGMet) Director General of Meteorology Tel.: (968) 24 354866/ 99 262656 Weather Forecasting Centre Tel.: (968) 24 354660/ 24 354669/ 99 362323 Fax: (968) 24 348501 Email: *met_dir@met.gov.om*
7	**Types of traffic permitted**	IFR/VFR Minimum visibility for take-off & landing: 5000 M
8	**Remarks**	Nil

OOSH AD 2.3 - OPERATIONAL HOURS

1	**AD Administration**	0330-1200
2	**Customs and immigration**	Available
3	**Health and sanitation**	Nil
4	**AIS Briefing Office**	Nil
5	**ATS Reporting Office**	Nil
6	**MET Briefing Office**	Nil
7	**ATS**	0230-1600
8	**Fuelling**	Available
9	**Handling**	Available
10	**Security**	Available H24
11	**De-icing**	Nil
12	**Remarks**	For unscheduled flights (PPR).

OOSH AD 2.4 - HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	High loader 35 tons available
2	**Fuel/oil types**	Jet A1
3	**Fuelling facilities/capacity**	100000 LTRS
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

OOSH AD 2.5 - PASSENGER FACILITIES

1	**Hotels**	Unlimited in the city
2	**Restaurants**	In Suhar
3	**Transportation**	Public taxi
4	**Medical facilities**	Lifeline Hospital
5	**Bank and Post Office**	In Suhar
6	**Tourist Office**	Available
7	**Remarks**	Nil

OOSH AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 9
2	**Rescue equipment**	Three 6x6 with water capacity 12 000 LTRS One spare 6x6 supplementary water
3	**Capability for removal of disabled aircraft**	Kit available in Muscat, 747 capacity
4	**Remarks**	Nil

OOSH AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	**Types of clearing equipment**	Nil
2	**Clearance priorities**	Nil
3	**Remarks**	Nil

OOSH AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
15	155° T 153° M	4001 x 60	PCN 82/F/B/W/T Asphalt	N242408.84 E0563702.04 N242211.12 E0563802.40 GUND -82.87 FT	THR 104.9 FT
33	335° T 333° M			N242211.12 E0563802.40 N242408.84 E0563702.04 GUND -82.87 FT	THR 144.1 FT

Designations RWY NR	Slope of RWY/SWY	SWY dimension (M)	CWY dimension (M)	Strip dimension (M)	OFZ
1	7	8	9	10	11
15	0.3% up	Nil	Nil	4121 x 300	Nil
33	0.3% down				

Designations RWY NR	Remarks
1	12
15	RESA 240 M x 150 M
33	RESA 240 M x 150 M

OOSH AD 2.13 - DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
15	4001	4001	4001	4001	Nil
33					

OOSH AD 2.14 - APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type LEN INTST	THR LGT Colour WBAR	PAPI MEHT	TDZ LGT LEN	RWY CL LGT LEN Spacing Colour INTST	RWY Edge LGT LEN Spacing Colour INTST	RWY End LGT Colour WBAR	SWY LGT LEN Colour	Remarks
1	2	3	4	5	6	7	8	9	10
15	LIH 900 M	Yes	PAPI left side/3.00° MEHT 54.5 FT 372 M from THR	Nil	Yes	Yes	Yes	Nil	Nil
33	SALS LIM 414 M		PAPI left side/3.00° MEHT 59.1 FT 414 M from THR						

OOSH AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operations**	Beacon is available
2	**LDI location and LGT** **Anemometer location and LGT**	Ground signaling devices: WDI Anemometer lit, South abeam TDZ RWY 15
3	**TWY edge and centreline lighting**	Centreline: All TWYs
4	**Secondary power supply/switch-over time**	Nil
5	**Remarks**	Nil

OOSH AD 2.16 - HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR FATO** **Geoid undulation**	Nil
2	**TLOF and/or FATO elevation M/FT**	Nil
3	**TLOF and FATO area dimensions, surface, strength, marking**	Nil
4	**True BRG of FATO**	Nil
5	**Declared distance available**	Nil
6	**APP and FATO lighting**	Nil
7	**Remarks**	Helicopter is treated as Fixed Wing Traffic

OOSH AD 2.17 - ATS AIRSPACE

1	**Designation and lateral limits**	Nil
2	**Vertical limits**	Nil
3	**Airspace classification**	G
4	**ATS unit, Call sign** **Language(s)**	AFIS, Suhar Information English
5	**Transition altitude/Transition level**	13 000 FT/FL150
6	**Remarks**	Nil

OOSH AD 2.18 - ATS COMMUNICATION FACILITIES

Service	Call sign	Frequency	Coordinates	Emission	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	Suhar Information	118.725 MHz			0230-1600	Nil

OOSH AD 2.19 - RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR Type of supported OPS	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna Coordinates	Emission	Remarks
1	2	3	4	5	6	7
Nil	Nil	Nil	Nil	Nil	Nil	Nil

OOSH AD 2.20 - LOCAL TRAFFIC REGULATIONS

20.1 ***Aerodrome regulations***

Nil

20.2 ***Taxiing to and from stands***

Nil

20.3 ***Parking area for small aircraft (General aviation)***

Nil

20.4 ***Parking area for helicopters***

Nil

20.5 ***Apron - taxiing during winter conditions***

Nil

20.6 ***Taxiing limitations***

Nil

20.7 ***School and training flights - technical test flights - use of runways***

Nil

20.8 ***Helicopter traffic - limitation***

Nil

20.9 ***Removal of disabled aircraft from runways***

Kit available at Muscat airport.

OOSH AD 2.21 - NOISE ABATEMENT PROCEDURES

Nil

OOSH AD 2.22 - FLIGHT PROCEDURES

Nil

OOSH AD 2.23 - ADDITIONAL INFORMATION

Nil

OOSH AD 2.24 - CHARTS RELATED TO THE AERODROME

AERODROME CHART - ICAO	AD 2.OOSH-9
AIRCRAFT PARKING/DOCKING CHART - ICAO	AD 2.OOSH-11
AERODROME OBSTACLE CHART - ICAO - TYPE A	AD 2.OOSH-13
AERODROME OBSTACLE CHART - ICAO - TYPE B	AD 2.OOSH-15
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 15	AD 2.OOSH-17
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 33	AD 2.OOSH-19
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 15	AD 2.OOSH-21
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 33	AD 2.OOSH-23
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 15	AD 2.OOSH-25
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 33	AD 2.OOSH-27

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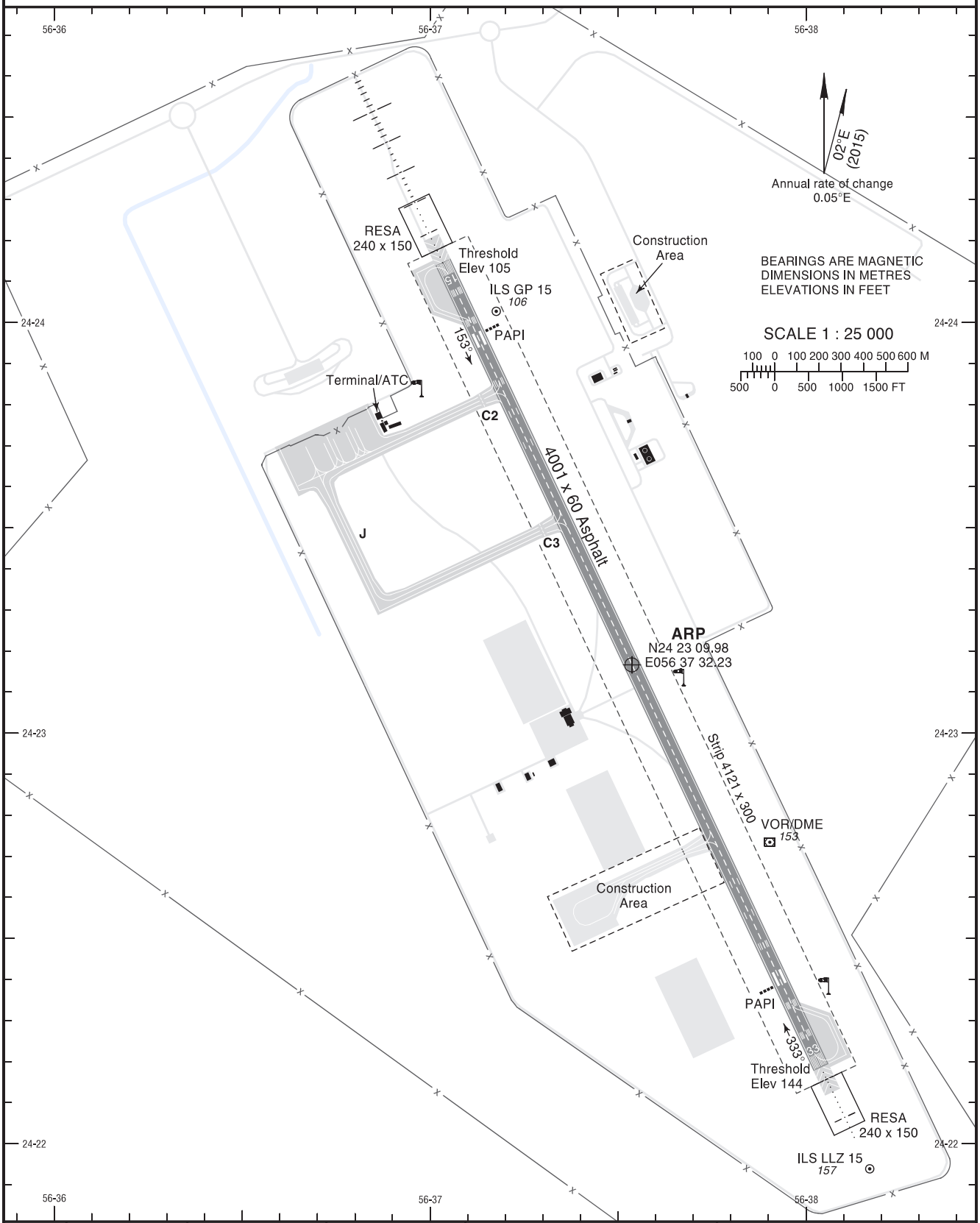
AERODROME CHART - ICAO

WGS-84

AD ELEV
144 FT

SUHAR Information 118.725

SUHAR/Suhar
OMAN



RWY	DIRECTION	THRESHOLD	STRENGTH	DECLARED DISTANCES				AERODROME LIGHTING
				TORA	TODA	ASDA	LDA	
15	153° MAG	N 24 24 08.84 E 056 37 02.04	PCN 82/F/B/W/T	4001m	4001m	4001m	4001m	RWY 15: ALS LIH (length 900m), RTHL, PAPI-L (3.00°), RCLL, REDL, RENL RWY 33: SALS LIM (length 414m), RTHL, PAPI-L (3.00°), RCLL, REDL, RENL
33	333° MAG	N 24 22 11.12 E 056 38 02.40	PCN 82/F/B/W/T	4001m	4001m	4001m	4001m	

AMENDMENT: Variation year. Parking inset moved to new chart.

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AIRCRAFT PARKING/
DOCKING CHART - ICAO

WGS-84

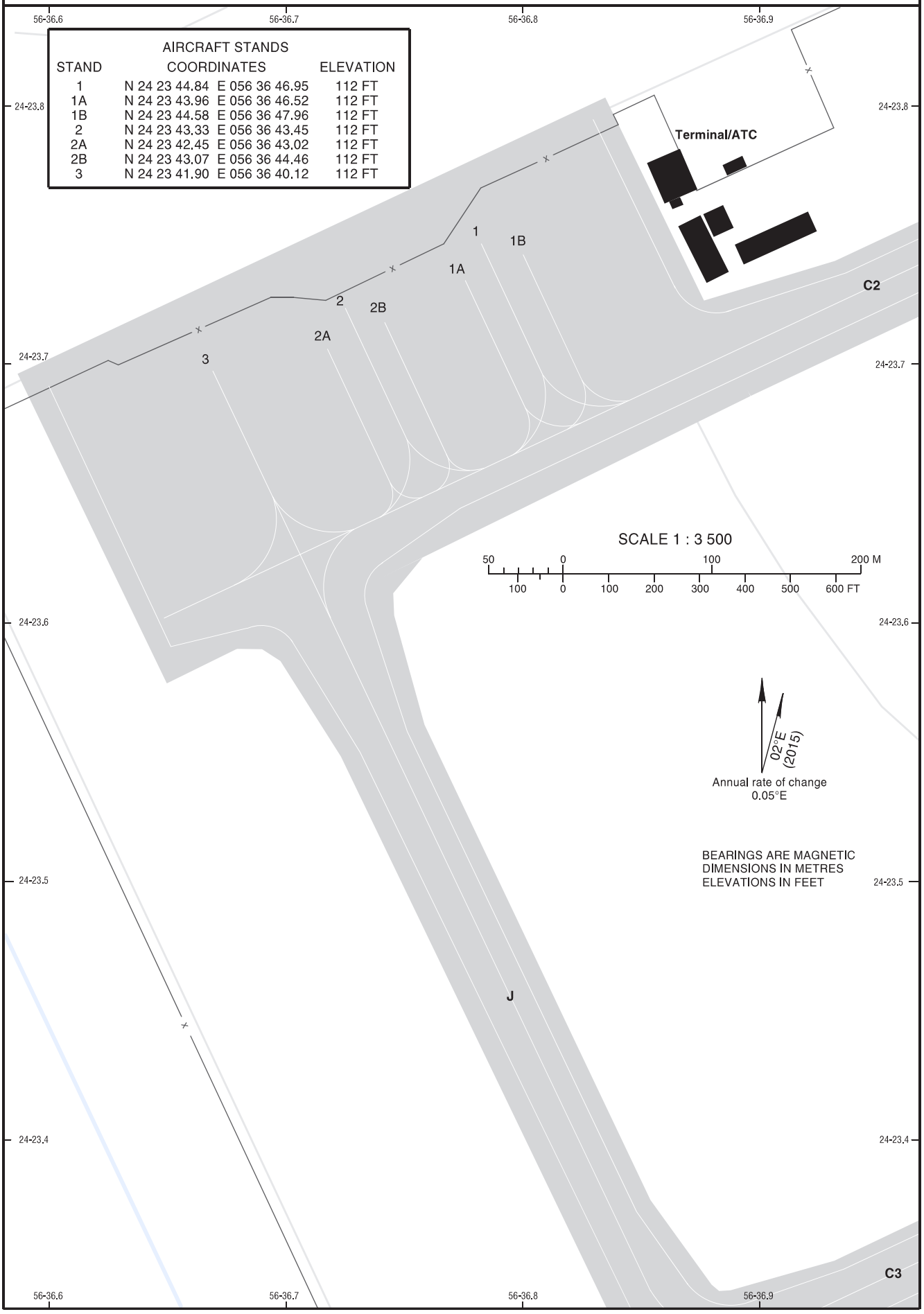
AD ELEV
144 FT

SUHAR Information 118.725

SUHAR/Suhar
OMAN

AIRCRAFT STANDS

STAND	COORDINATES	ELEVATION
1	N 24 23 44.84 E 056 36 46.95	112 FT
1A	N 24 23 43.96 E 056 36 46.52	112 FT
1B	N 24 23 44.58 E 056 36 47.96	112 FT
2	N 24 23 43.33 E 056 36 43.45	112 FT
2A	N 24 23 42.45 E 056 36 43.02	112 FT
2B	N 24 23 43.07 E 056 36 44.46	112 FT
3	N 24 23 41.90 E 056 36 40.12	112 FT



AMENDMENT: New chart.

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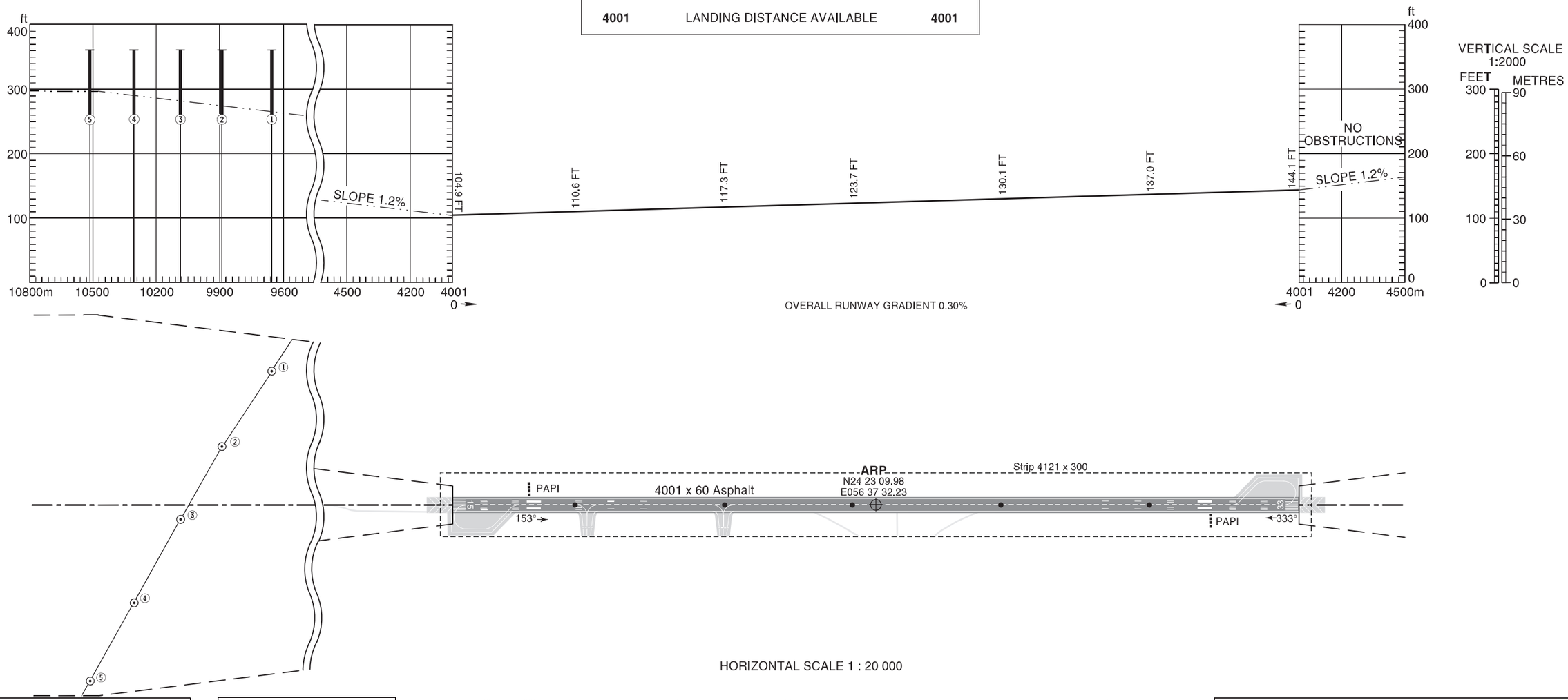
AERODROME OBSTACLE CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

SUHAR/Suhar
OMAN

DISTANCES IN METRES, ELEVATIONS IN FEET
MAGNETIC VARIATION 2°E, 2015

RWY 15-33

DECLARED DISTANCES		
RWY 15		**RWY 33**
4001	TAKE-OFF RUN AVAILABLE	**4001**
4001	TAKE-OFF DISTANCE AVAILABLE	**4001**
4001	ACCELERATE STOP DISTANCE AVAILABLE	**4001**
4001	LANDING DISTANCE AVAILABLE	**4001**



HORIZONTAL SCALE 1 : 20 000

400 200 0 500 1000 1500 2000 2500 METRES
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 FEET

ORDER OF ACCURACY
HORIZONTAL -/+ 3 M
VERTICAL -/+ 1 FT
Aerodrome information MAR 2017
Survey data MAR 2017

AMENDMENT RECORD		
No.	Date	Entered by

Nr	Obstacle	Elevation
①	Pole	up to 361
②	Pole	up to 361
③	Pole	up to 361
④	Pole	up to 361
⑤	Pole	up to 361

LEGEND		
	PLAN	PROFILE
IDENTIFICATION NUMBER	①	①
GROUND LEVEL	▲	
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙	
TREE	*	
MOBILE		

AMENDMENT: Page number. Variation year.

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AERODROME OBSTACLE CHART - ICAO

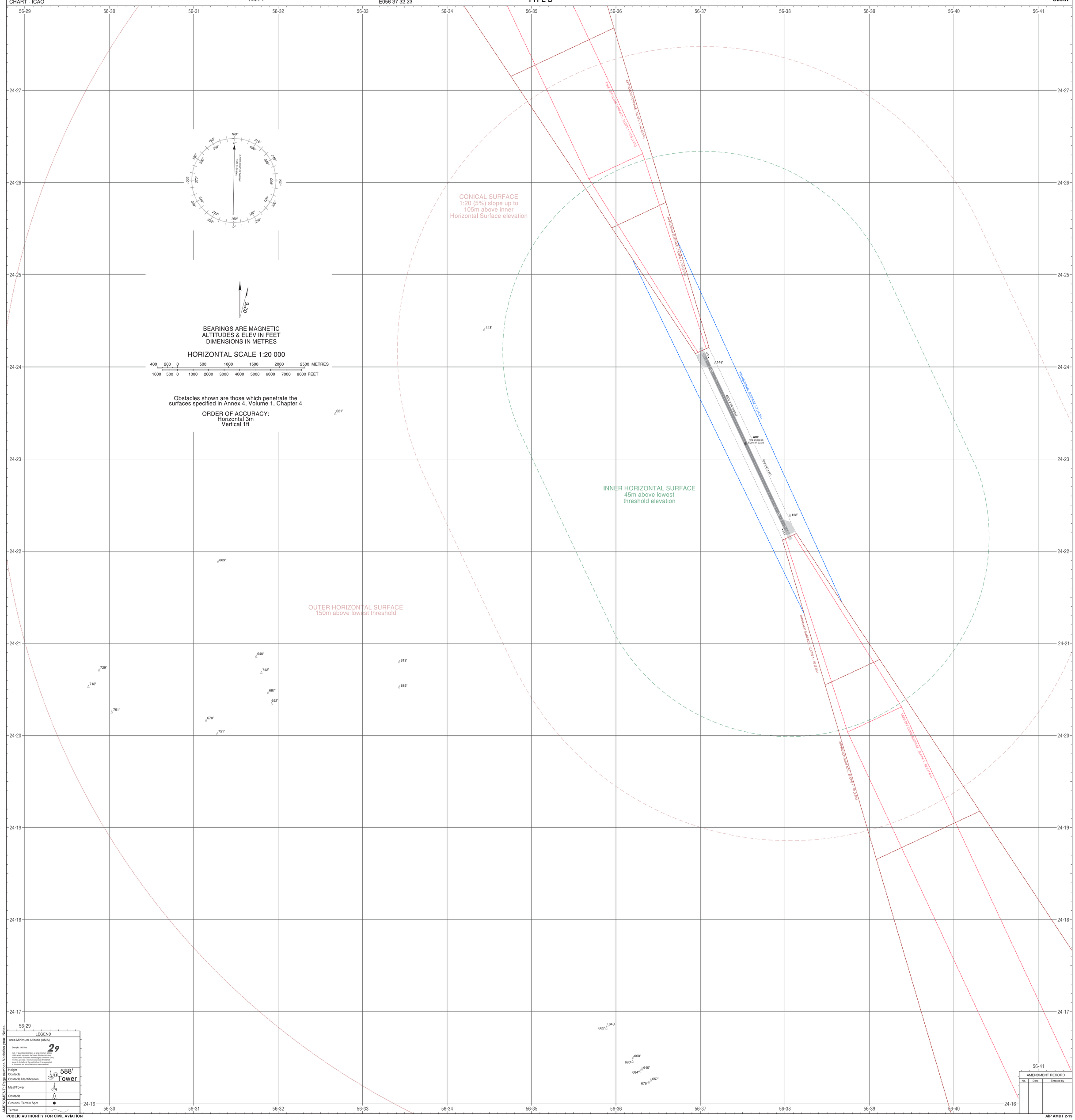
WGS-84

AD ELEV
144 FT

ARP
N23 23 09.98
E056 37 32.23

AERODROME OBSTACLE CHART - ICAO
TYPE B

SUHAR/Suhar
OMAN



LEGEND

Area Minimum Altitude (AMA) Example: 2900 feet — Each 1° quadrilateral contains an area minimum altitude which provides a minimum clearance of 1000 feet above all land under instrument meteorological conditions (IMC). The AMA provides a minimum clearance of 1000 feet above all obstacles in the quadrilateral. It is represented in thousands and tens of feet above mean sea level.	29
Height Obstacle Obstacle Identification	588' Tower
Mast/Tower	
Obstacle	
Ground / Terrain Spot	
Terrain	

AMENDMENT: Page number. Variation year. Notes.

AMENDMENT RECORD

No.	Date	Entered by

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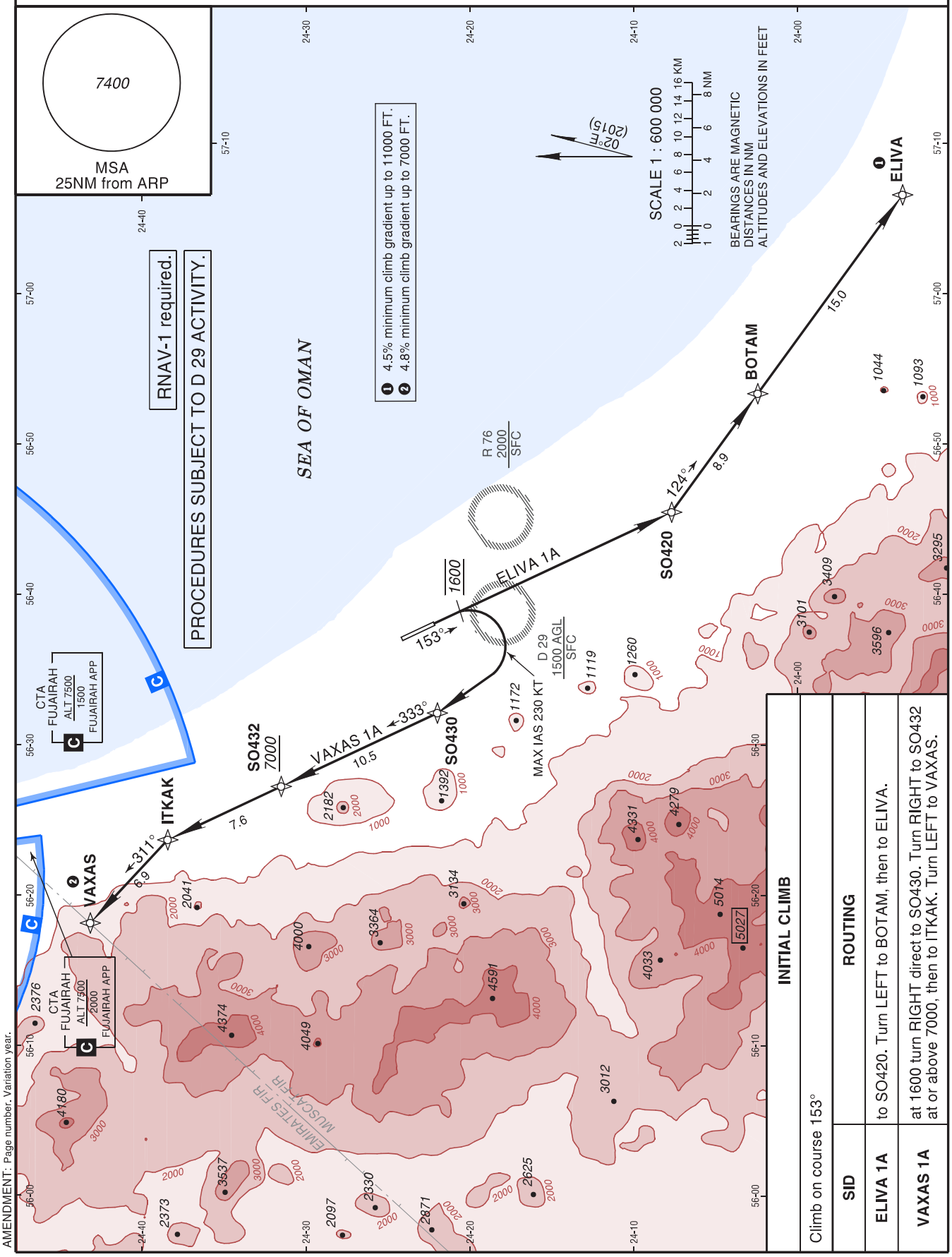
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO	AD ELEV 144 FT Trans Alt *13000* Trans Level *FL150*	SUHAR Information 118.725	**SUHAR/Suhar OMAN** RWY 15

ELIVA 1A, VAXAS 1A RNAV (GNSS) DEPARTURE



AMENDMENT: Page number. Variation year.

Route Description: RNAV (GNSS) DEPARTURE RWY 15

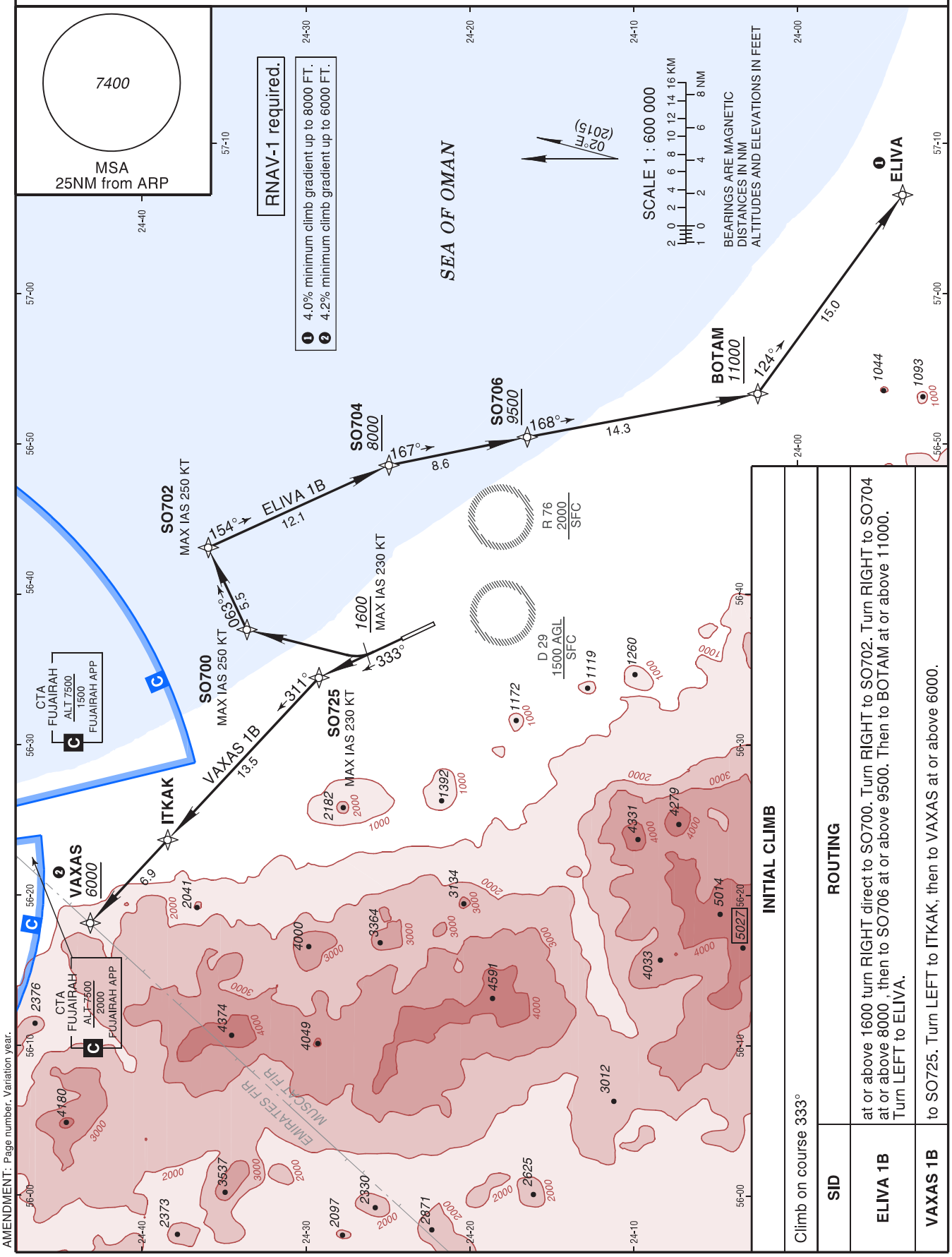
Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
ELIVA 1A DEPARTURE									
CF	SO420		153° (154.8°)				2°E		RNAV 1
TF	BOTAM		124° (126.0°)	L			2°E	8.9	RNAV 1
TF	ELIVA		124° (126.0°)				2°E	15.0	RNAV 1
VAXAS 1A DEPARTURE									
CA			153° (154.8°)		@1600		2°E		RNAV 1
DF	SO430			R		230 KT	2°E		RNAV 1
TF	SO432		333° (334.9°)		+7000		2°E	10.5	RNAV 1
TF	ITKAK		333° (334.8°)				2°E	7.6	RNAV 1
TF	VAXAS		311° (313.0°)	L			2°E	6.9	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 15

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
SO420	N24°07’42.4’’	E056°45’26.8’’	N24°07.707’	E056°45.447’	
BOTAM	N24°02’26.5’’	E056°53’20.1’’	N24°02.442’	E056°53.335’	
ELIVA	N23°53’34.8’’	E057°06’34.3’’	N23°53.580’	E057°06.572’	
SO430	N24°22’00.0’’	E056°32’05.0’’	N24°22.000’	E056°32.083’	
SO432	N24°31’31.0’’	E056°27’12.0’’	N24°31.517’	E056°27.200’	
ITKAK	N24°38’25.5’’	E056°23’38.8’’	N24°38.425’	E056°23.647’	
VAXAS	N24°43’08.0’’	E056°18’07.0’’	N24°43.133’	E056°18.117’	

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO	AD ELEV 144 FT Trans Alt *13000* Trans Level *FL150*	SUHAR Information 118.725	**SUHAR/Suhar OMAN** RWY 33

ELIVA 1B, VAXAS 1B RNAV (GNSS) DEPARTURE



INITIAL CLIMB

Climb on course 333°

SID	ROUTING
ELIVA 1B	at or above 1600 turn RIGHT direct to SO700. Turn RIGHT to SO702. Turn RIGHT to SO704 at or above 8000 , then to SO706 at or above 9500. Then to BOTAM at or above 11000. Turn LEFT to ELIVA.
VAXAS 1B	to SO725. Turn LEFT to ITKAK, then to VAXAS at or above 6000.

AMENDMENT: Page number. Variation year.

Route Description: RNAV (GNSS) DEPARTURE RWY 33

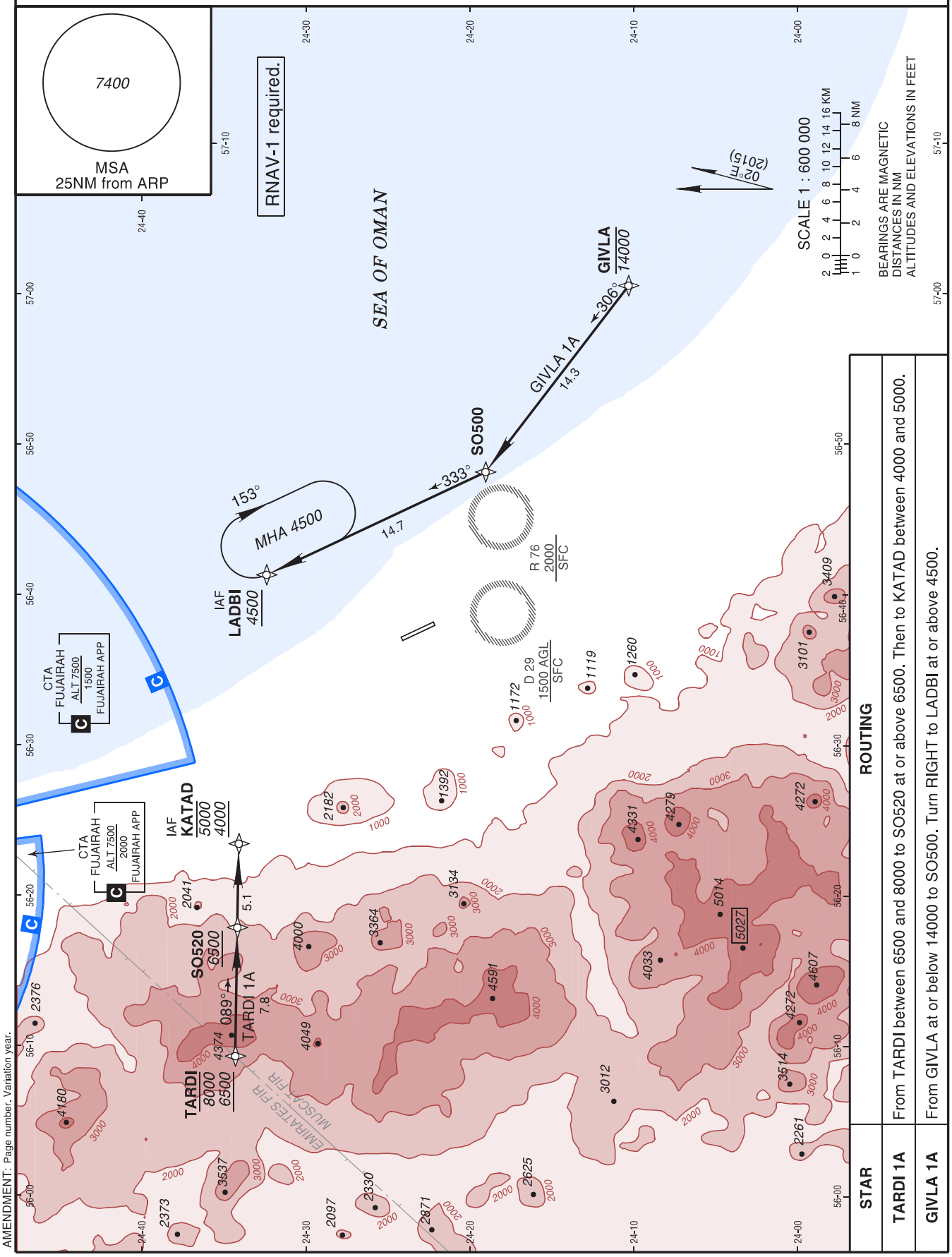
Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
VAXAS 1B DEPARTURE									
CF	SO725		333° (334.8°)			230 KT	2°E		RNAV 1
TF	ITKAK		311° (313.1°)	L			2°E	13.5	RNAV 1
TF	VAXAS		311° (313.0°)		+6000		2°E	6.9	RNAV 1
ELIVA 1B DEPARTURE									
CA			333° (334.8°)		+1600	230 KT	2°E		RNAV 1
DF	SO700			R		250 KT	2°E		RNAV 1
TF	SO702		063° (064.8°)	R		250 KT	2°E	5.5	RNAV 1
TF	SO704		154° (155.5°)	R	+8000		2°E	12.1	RNAV 1
TF	SO706		167° (168.5°)	R	+9500		2°E	8.6	RNAV 1
TF	BOTAM		168° (169.3°)		+11000		2°E	14.3	RNAV 1
TF	ELIVA		124° (126.0°)	L			2°E	15.0	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) DEPARTURE RWY 33

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
SO725	N24°29’12.7”	E056°34’26.1”	N24°29.212’	E056°34.435’	
ITKAK	N24°38’25.5”	E056°23’38.8”	N24°38.425’	E056°23.647’	
VAXAS	N24°43’08.0”	E056°18’07.0”	N24°43.133’	E056°18.117’	
SO700	N24°33’36.0”	E056°37’38.0”	N24°33.600’	E056°37.633’	
SO702	N24°35’57.0”	E056°43’06.0”	N24°35.950’	E056°43.100’	
SO704	N24°24’57.0”	E056°48’35.0”	N24°24.950’	E056°48.583’	
SO706	N24°16’31.0”	E056°50’27.0”	N24°16.517’	E056°50.450’	
BOTAM	N24°02’26.5”	E056°53’20.1”	N24°02.442’	E056°53.335’	
ELIVA	N23°53’34.8”	E057°06’34.3”	N23°53.580’	E057°06.572’	

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO	AD ELEV 144 FT Trans Alt *13000* Trans Level *FL150*	SUHAR Information 118.725	**SUHAR/Suhar** **OMAN** RWY 15

TARDI 1A, GIVLA 1A RNAV (GNSS) ARRIVAL



STAR	ROUTING
TARDI 1A	From TARDI between 6500 and 8000 to SO520 at or above 6500. Then to KATAD between 4000 and 5000.
GIVLA 1A	From GIVLA at or below 14000 to SO500. Turn RIGHT to LADBI at or above 4500.

AMENDMENT: Page number. Variation year.

Holding Instruction/Areas RNAV (GNSS) ARRIVAL RWY 15

Path descriptor	Fix identifier	Inbound course M (T)	Leg Distance	Turn direction	Minimum altitude	Maximum altitude	Speed	Magnetic variation	Navigation performance
Hold	LADBI	333° (334.9°)	1 MIN	R	4500		230 KT	2°E	

Route Description: RNAV (GNSS) ARRIVAL RWY 15

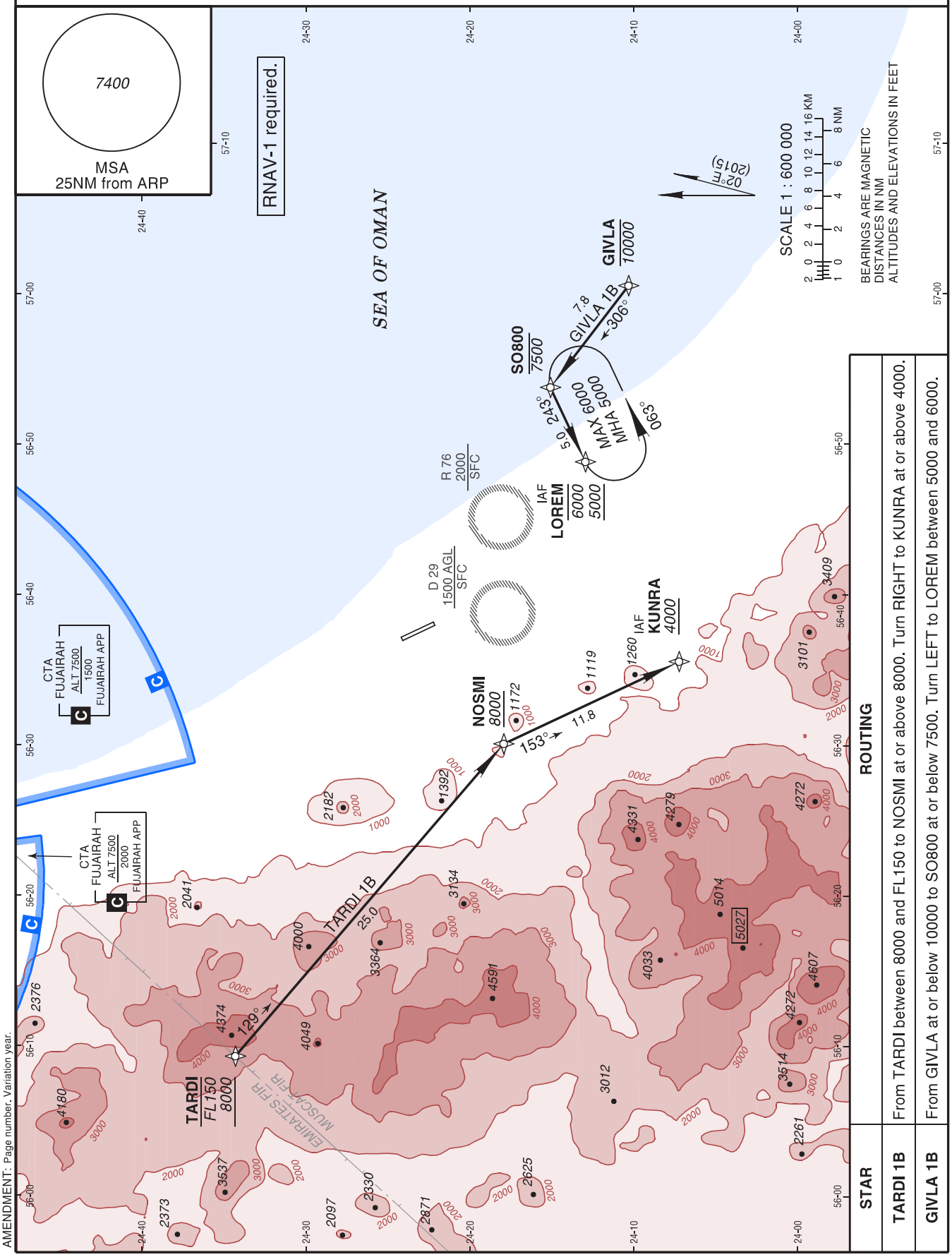
Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
TARDI 1A ARRIVAL									
IF	TARDI				-8000 +6500		2°E		RNAV 1
TF	SO520		089° (090.9°)		+6500		2°E	7.8	RNAV 1
TF	KATAD		089° (090.9°)		-5000 +4000		2°E	5.1	RNAV 1
GIVLA 1A ARRIVAL									
IF	GIVLA				-14000		2°E		RNAV 1
TF	SO500		306° (307.5°)				2°E	14.3	RNAV 1
TF	LADBI		333° (334.9°)	R	+4500		2°E	14.7	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) ARRIVAL RWY 15

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
TARDI	N24°34’18.0’’	E056°09’15.0’’	N24°34.300’	E056°09.250’	
SO520	N24°34’10.6’’	E056°17’48.3’’	N24°34.177’	E056°17.805’	
KATAD	N24°34’05.5’’	E056°23’23.9’’	N24°34.092’	E056°23.398’	
GIVLA	N24°10’19.7’’	E057°00’31.8’’	N24°10.328’	E057°00.530’	
SO500	N24°19’03.3’’	E056°48’07.5’’	N24°19.055’	E056°48.125’	
LADBI	N24°32’24.0’’	E056°41’17.0’’	N24°32.400’	E056°41.283’	

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO	AD ELEV 144 FT Trans Alt *13000* Trans Level *FL150*	SUHAR Information 118.725	**SUHAR/Suhar** **OMAN** RWY 33

TARDI 1B, GIVLA 1B RNAV (GNSS) ARRIVAL



STAR	ROUTING
TARDI 1B	From TARDI between 8000 and FL150 to NOSMI at or above 8000. Turn RIGHT to KUNRA at or above 4000.
GIVLA 1B	From GIVLA at or below 10000 to SO800 at or below 7500. Turn LEFT to LOREM between 5000 and 6000.

AMENDMENT: Page number. Variation year.

Holding Instruction/Areas RNAV (GNSS) ARRIVAL RWY 33

Path descriptor	Fix identifier	Inbound course M (T)	Leg Distance	Turn direction	Minimum altitude	Maximum altitude	Speed	Magnetic variation	Navigation performance
Hold	LOREM	243° (244.9°)	1 MIN	L	5000	6000	230 KT	2°E	

Route Description: RNAV (GNSS) ARRIVAL RWY 33

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
TARDI 1B ARRIVAL									
IF	TARDI				-FL150 +8000		2°E		RNAV 1
TF	NOSMI		129° (130.6°)		+8000		2°E	25.0	RNAV 1
TF	KUNRA		153° (154.8°)	R	+4000		2°E	11.8	RNAV 1
GIVLA 1B ARRIVAL									
IF	GIVLA				-10000		2°E		RNAV 1
TF	SO800		306° (307.5°)		-7500		2°E	7.8	RNAV 1
TF	LOREM		243° (244.9°)	L	-6000 +5000		2°E	5.0	RNAV 1

Aeronautical Data Tabulation: RNAV (GNSS) ARRIVAL RWY 33

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
TARDI	N24°34’18.0’’	E056°09’15.0’’	N24°34.300’	E056°09.250’	
NOSMI	N24°17’57.0’’	E056°30’02.0’’	N24°17.950’	E056°30.033’	
KUNRA	N24°07’14.5’’	E056°35’30.8’’	N24°07.242’	E056°35.513’	
GIVLA	N24°10’19.7’’	E057°00’31.8’’	N24°10.328’	E057°00.530’	
SO800	N24°15’05.7’’	E056°53’45.7’’	N24°15.095’	E056°53.762’	
LOREM	N24°12’57.8’’	E056°48’48.1’’	N24°12.963’	E056°48.802’	

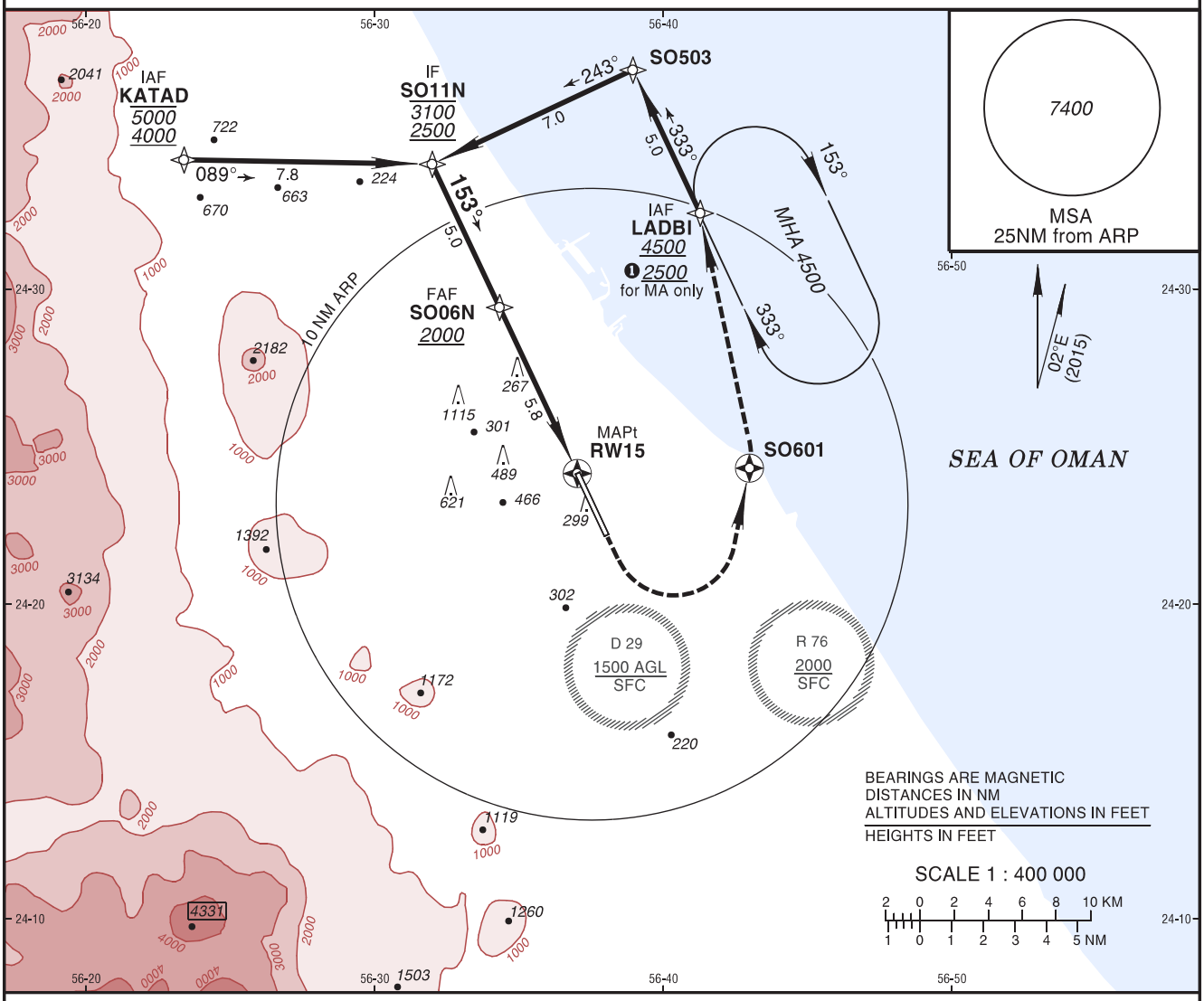
INSTRUMENT APPROACH CHART - ICAO

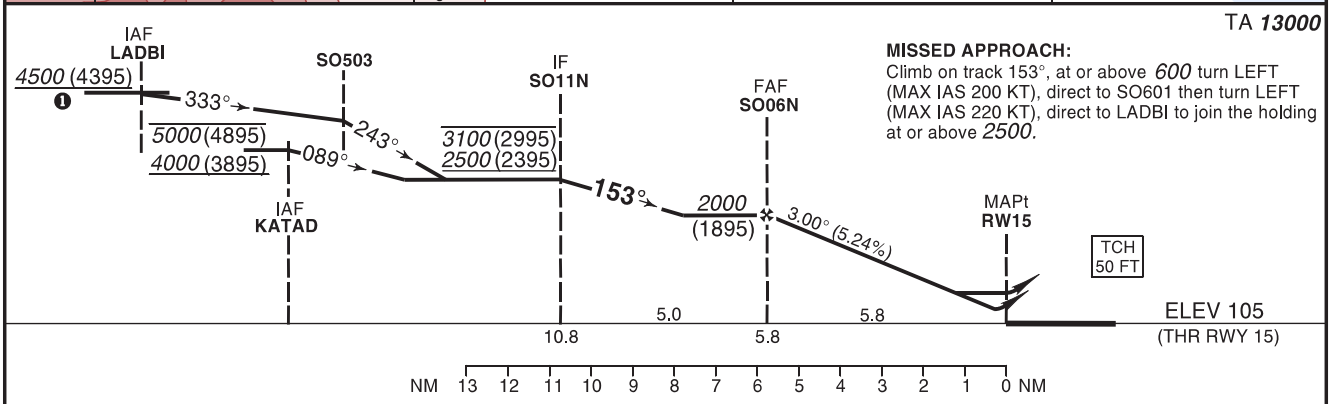
AD ELEV 144 FT

HEIGHTS RELATED TO THR RWY 15 ELEV 105 FT

SUHAR Information 118.725

SUHAR/Suhar
OMAN
RNP RWY 15





MISSED APPROACH:
Climb on track 153°, at or above *600* turn LEFT (MAX IAS 200 KT), direct to SO601 then turn LEFT (MAX IAS 220 KT), direct to LADBI to join the holding at or above *2500*.

STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCH	305	317	326	337
	DA(H)	*420* (310)	*430* (320)	*440* (330)	*450* (340)
LNAV	OCH	450			
	MDA(H)	*550* (450)			
CIRCLING (HAA)*		A	B	C	D
	OCH	490	680	910	1410
	MDA(H)	*630* (490)	*820* (680)	*1050* (910)	*1550* (1410)

ADVISORY INFORMATION ONLY							
NM to RW15	5	4	3	2	1		
ALT (HGT)	*1750* (1650)	*1430* (1330)	*1110* (1010)	*800* (700)	*480* (370)		
GS	kt	80	100	120	140	160	180
FAF-MAPt❷	min:s						
ROD: 5.24%	ft/min	424	530	636	742	848	954

❶ Missed approach minimum altitude 2500.
❷ Timing not authorized for defining the MAPt.
RNP Approach required.
LNAV/VNAV Temperature: Min -15°C
Max 45°C

AMENDMENT: Page number. Variation year.

Holding Instruction/Areas RNP RWY 15

Path descriptor	Fix identifier	Inbound course M (T)	Leg Distance	Turn direction	Minimum altitude	Maximum altitude	Speed	Magnetic variation	Navigation performance
Hold	LADBI	333° (334.9°)	1 MIN	R	4500		230 KT	2°E	

Route Description: RNP RWY 15

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
IF	KATAD				-5000 +4000		2°E		RNP APCH
TF	SO11N		089° (091.0°)		-3100 +2500		2°E	7.8	RNP APCH
TF	SO06N		153° (154.8°)	R	+2000		2°E	5.0	RNP APCH
TF	RW15	Y	153° (154.8°)		+155		2°E	5.8	RNP APCH

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
IF	LADBI				+4500		2°E		RNP APCH
TF	SO503		333° (334.8°)				2°E	5.0	RNP APCH
TF	SO11N		243° (244.9°)	L	-3100 +2500		2°E	7.0	RNP APCH
TF	SO06N		153° (154.8°)	L	+2000		2°E	5.0	RNP APCH
TF	RW15	Y	153° (154.8°)		+155		2°E	5.8	RNP APCH

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
MISSED APPROACH									
CA			153° (154.8°)		+600	200 KT	2°E		RNP APCH
DF	SO601	Y		L		220 KT	2°E		RNP APCH
DF	LADBI			L	+2500		2°E		RNP APCH
HM	LADBI		333° (334.9°)	R	+2500		2°E		RNP APCH

Aeronautical Data Tabulation: RNP RWY 15

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
KATAD (IAF)	N24°34’05.5”	E056°23’23.9”	N24°34.092’	E056°23.398’	
LADBI (IAF)	N24°32’24.0”	E056°41’17.0”	N24°32.400’	E056°41.283’	
SO503	N24°36’56.3”	E056°38’57.0”	N24°36.938’	E056°38.950’	
SO11N (IF)	N24°33’57.2”	E056°31’59.9”	N24°33.953’	E056°31.998’	
SO06N (FAF)	N24°29’24.8”	E056°34’19.9”	N24°29.413’	E056°34.332’	
RW15 (MAPT)	N24°24’08.8”	E056°37’02.0”	N24°24.147’	E056°37.033’	
SO601	N24°24’19.0”	E056°42’59.9”	N24°24.317’	E056°42.998’	

Non precision final approach 3.00° (5.24%) / TCH 50 FT(15 M).

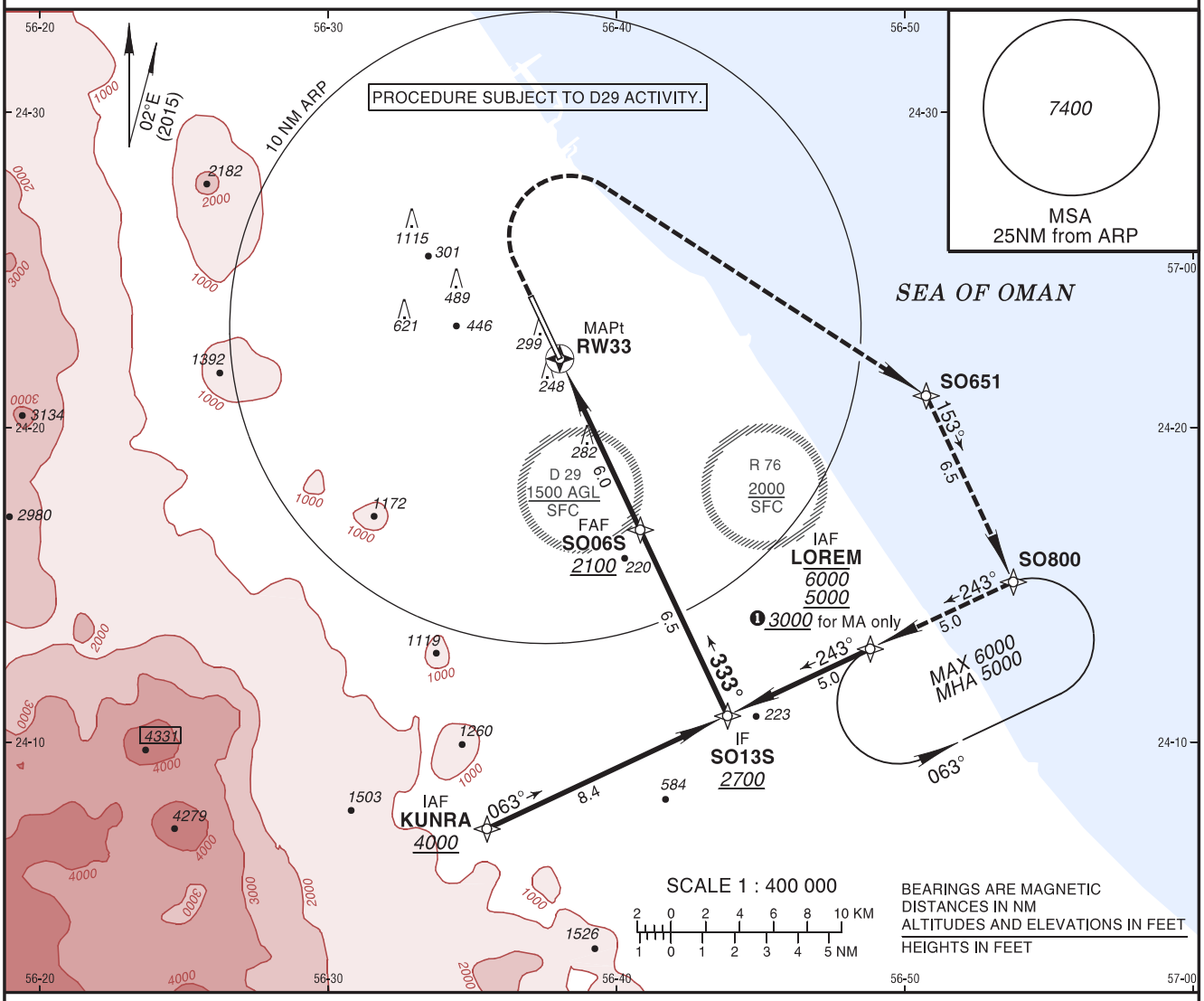
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 144 FT

HEIGHTS RELATED TO THR RWY 33 ELEV 144 FT

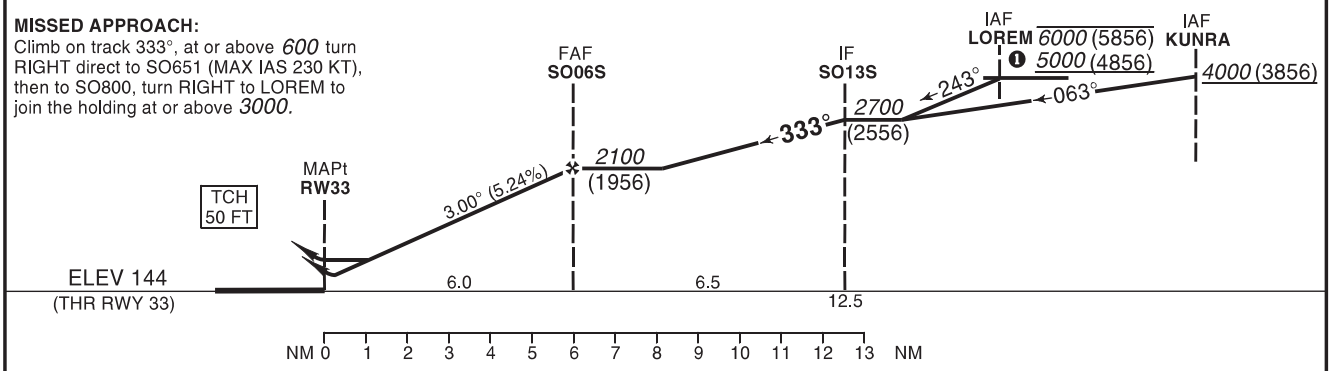
SUHAR Information 118.725

SUHAR/Suhar
OMAN
RNP RWY 33



TA *13000*

MISSED APPROACH:
Climb on track 333°, at or above *600* turn RIGHT direct to SO651 (MAX IAS 230 KT), then to SO800, turn RIGHT to LOREM to join the holding at or above *3000.*



STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCH	267	279	286	298
	DA(H)	*420* (270)	*430* (280)	*440* (290)	*450* (300)
LNAV	OCH	430			
	MDA(H)	*570* (430)			
CIRCLING (HAA)*		A	B	C	D
	OCH	490	680	910	1410
	MDA(H)	*630* (490)	*820* (680)	*1050* (910)	*1550* (1410)

ADVISORY INFORMATION ONLY								
NM to RW33	2	3	4	5				
ALT (HGT)	*840* (700)	*1150* (1010)	*1470* (1330)	*1790* (1650)				
GS	kt	80	100	120	140	160	180	
FAF-MAPt❷	min:s							
ROD: 5.24%	ft/min	424	530	636	742	848	955	

❶ Missed approach minimum altitude 3000.
❷ Timing not authorized for defining the MAPt.
RNP Approach required.
Not turn before MAPt (LNAV) or THR (LNAV/VNAV).

LNAV/VNAV Temperature: Min -10°C
Max 50°C

AMENDMENT: Page number. Variation year.

Holding Instruction/Areas RNP RWY 33

Path descriptor	Fix identifier	Inbound course M (T)	Leg Distance	Turn direction	Minimum altitude	Maximum altitude	Speed	Magnetic variation	Navigation performance
Hold	LOREM	243° (244.9°)	1 MIN	L	5000	6000	230 KT	2°E	

Route Description: RNP RWY 33

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
IF	LOREM				-6000 +5000		2°E		RNP APCH
TF	SO13S		243° (244.9°)		+2700		2°E	5.0	RNP APCH
TF	SO06S		333° (334.9°)	R	+2100		2°E	6.5	RNP APCH
TF	RW33	Y	333° (334.9°)		+194		2°E	6.0	RNP APCH

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
IF	KUNRA				+4000		2°E		RNP APCH
TF	SO13S		063° (064.8°)		+2700		2°E	8.4	RNP APCH
TF	SO06S		333° (334.9°)	L	+2100		2°E	6.5	RNP APCH
TF	RW33	Y	333° (334.9°)		+194		2°E	6.0	RNP APCH

Path descriptor	Fix identifier	Flyover	Course Magnetic (True)	Turn direction	Altitude	Speed limit	Magnetic variation	Distance	Navigation performance
MISSED APPROACH									
CA			333° (334.8°)		+600	230 KT	2°E		RNP APCH
DF	SO651			R			2°E		RNP APCH
TF	SO800		153° (154.9°)	R			2°E	6.5	RNP APCH
TF	LOREM		243° (244.9°)	R	+3000		2°E	5.0	RNP APCH
HM	LOREM		243° (244.9°)	L	+3000		2°E		RNP APCH

Aeronautical Data Tabulation: RNP RWY 33

Waypoint / Fix	Latitude	Longitude	Latitude (MIN)	Longitude (MIN)	Notes
LOREM (IAF)	N24°12’57.8’’	E056°48’48.1’’	N24°12.963’	E056°48.802’	
KUNRA (IAF)	N24°07’14.5’’	E056°35’30.8’’	N24°07.242’	E056°35.513’	
SO13S (IF)	N24°10’50.0’’	E056°43’51.1’’	N24°10.833’	E056°43.852’	
SO06S (FAF)	N24°16’44.7’’	E056°40’49.6’’	N24°16.745’	E056°40.827’	
RW33 (MAPT)	N24°22’11.1’’	E056°38’02.4’’	N24°22.185’	E056°38.040’	
SO651	N24°21’00.3’’	E056°50’44.3’’	N24°21.005’	E056°50.738’	
SO800	N24°15’05.7’’	E056°53’45.7’’	N24°15.095’	E056°53.762’	

Non precision final approach 3.00° (5.24%) / TCH 50 FT(15 M).