SULTANATE OF OMAN
CIVIL AVIATION AUTHORITY

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AIRAC AIP AMDT 2/25
Publication Date
17 APR 2025

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SULTANATE OF OMAN AERONAUTICAL INFORMATION PUBLICATION

AIRAC 2/2025 - EFFECTIVE DATE: 15 May 2025

- Record entry of AIRAC AMDT on the page GEN 0.2-2.
- This current version comprises all existing information contained in the following publications which are cancelled hereby.

  AIP SUP: 47/2024
  AIC: None
  NOTAM: A0080/25, A0087/25, A0109/25, A0110/25, A0111/25

	Remove			Insert	
	Page No.	**Date**		**Page No.**	**Date**
GEN	0.2-2	20 Feb 25	GEN	0.2-2	15 May 25
GEN	0.4-1	20 Feb 25	GEN	0.4-1	15 May 25
	0.4-2	20 Feb 25		0.4-2	15 May 25
	0.4-3	20 Feb 25		0.4-3	15 May 25
	0.4-4	20 Feb 25		0.4-4	15 May 25
	0.4-5	20 Feb 25		0.4-5	15 May 25
	0.4-6	20 Feb 25			
GEN	1.6-1	09 May 24	GEN	1.6-1	15 May 25
	1.6-2	05 Sep 24		1.6-2	15 May 25
	1.6-3	05 Sep 24		1.6-3	15 May 25
GEN	1.7-3	28 Nov 24	GEN	1.7-3	15 May 25
GEN	3.2-6	28 Nov 24	GEN	3.2-6	15 May 25
ENR	1.7-1	13 Jun 24	ENR	1.7-1	15 May 25
	1.7-2	13 Jun 24		1.7-2	15 May 25
	1.7-3	13 Jun 24		1.7-3	15 May 25
ENR	1.11-1	09 May 24	ENR	1.11-1	15 May 25
ENR	5.1-15	13 Jun 24	ENR	5.1-15	15 May 25
ENR	5.4-1	09 May 24	ENR	5.4-1	15 May 25
	5.4-2	09 May 24		5.4-2	15 May 25
				5.4-3	15 May 25
				5.4-4	15 May 25
				5.4-5	15 May 25
				5.4-6	15 May 25
				5.4-7	15 May 25
ENR	6.1-1	20 Feb 25	ENR	6.1-1	15 May 25
	6.1-3	20 Feb 25		6.1-3	15 May 25
	6.1-5	20 Feb 25		6.1-5	15 May 25
	6.2-1	20 Feb 25		6.2-1	15 May 25
	6.3-1	18 May 23		6.3-1	15 May 25
AD	0.6-1	09 May 24	AD	0.6-1	15 May 25
AD	1.3-1	09 May 24	AD	1.3-1	15 May 25
	1.3-3	18 May 23		1.3-3	15 May 25

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	AD 2.OOFD-2	20 Feb 25		AD 2.OOFD-2	15 May 25
	AD 2.OOFD-3	20 Feb 25		AD 2.OOFD-3	15 May 25
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	AD 2.OOGB-3	28 Nov 24			
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	AD 2.OOGB-15	05 Oct 23			
	AD 2.OOGB-17	05 Oct 23			
	AD 2.OOGB-19	06 Oct 22			
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	AD 2.OOGB-21	06 Oct 22			
	AD 2.OOGB-22	27 Apr 17			
	AD 2.OOGB-23	06 Oct 22			
	AD 2.OOGB-24	27 Apr 17			

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	AD 2.OOGB-26	27 Apr 17			
	AD 2.OOGB-27	11 Oct 18			
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	AD 2.OOGB-29	11 Oct 18			
	AD 2.OOGB-30	11 Oct 18			
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	AD 2.OOMS-14	05 Sep 24		AD 2.OOMS-14	15 May 25
	AD 2.OOMS-15	05 Sep 24		AD 2.OOMS-15	15 May 25
	AD 2.OOMS-16	05 Sep 24		AD 2.OOMS-16	15 May 25
	AD 2.OOMS-17	05 Sep 24		AD 2.OOMS-17	15 May 25
	AD 2.OOMS-18	28 Nov 24		AD 2.OOMS-18	15 May 25
	AD 2.OOMS-19	28 Nov 24		AD 2.OOMS-19	15 May 25
	AD 2.OOMS-20	05 Sep 24		AD 2.OOMS-20	15 May 25
	AD 2.OOMS-21	05 Sep 24		AD 2.OOMS-21	15 May 25
	AD 2.OOMS-22	13 Jun 24		AD 2.OOMS-22	15 May 25
	AD 2.OOMS-23	20 Feb 25		AD 2.OOMS-23	15 May 25

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	Page No.	Date		Page No.	Date
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	AD 2.OOMS-25	13 Jun 24		AD 2.OOMS-25	15 May 25
	AD 2.OOMS-26	13 Jun 24			
	AD 2.OOMS-27	20 Feb 25		AD 2.OOMS-27	15 May 25
	AD 2.OOMS-29	20 Feb 25		AD 2.OOMS-29	15 May 25
	AD 2.OOMS-33	20 Feb 25		AD 2.OOMS-33	15 May 25
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	AD 2.OOMX-4	28 Nov 24		AD 2.OOMX-4	15 May 25
	AD 2.OOMX-5	13 Jun 24		AD 2.OOMX-5	15 May 25
	AD 2.OOMX-6	13 Jun 24		AD 2.OOMX-6	15 May 25
	AD 2.OOMX-7	13 Jun 24		AD 2.OOMX-7	15 May 25
	AD 2.OOMX-8	13 Jun 24		AD 2.OOMX-8	15 May 25
	AD 2.OOMX-9	13 Jun 24		AD 2.OOMX-9	15 May 25
	AD 2.OOMX-14	09 May 24		AD 2.OOMX-14	15 May 25
	AD 2.OOMX-31	06 Oct 22		AD 2.OOMX-31	15 May 25
	AD 2.OOMX-33	06 Oct 22		AD 2.OOMX-33	15 May 25

AIP AMDT			
NO./Year	**Publication Date**	**Date Inserted**	**Inserted By**

AIRAC AIP AMDT			
No./Year	**Publication Date**	**Effective Date**	**Inserted By**
2-21	12 AUG 21	7 OCT 21	
1-22	24 FEB 22	21 APR 22	
2-22	11 AUG 22	6 OCT 22	
1-23	23 MAR 23	18 MAY 23	
2-23	10 AUG 23	5 OCT 23	
1-24	16 MAY 24	13 JUN 24	
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3-24	31 OCT 24	28 NOV 24	
1-25	23 JAN 25	20 FEB 25	
2-25	17 APR 25	15 MAY 25	

PART -1 GENERAL (GEN)

GEN 0

GEN 0.1-1	9 MAY 24
GEN 0.1-2	9 MAY 24
GEN 0.1-3	13 JUN 24
GEN 0.1-4	13 JUN 24
GEN 0.1-5	9 MAY 24
GEN 0.2-1	9 MAY 24
GEN 0.2-2	15 MAY 25
GEN 0.3-1	13 JUN 24
GEN 0.4-1	15 MAY 25
GEN 0.4-2	15 MAY 25
GEN 0.4-3	15 MAY 25
GEN 0.4-4	15 MAY 25
GEN 0.4-5	15 MAY 25
GEN 0.5-1	9 MAY 24
GEN 0.6-1	28 NOV 24

GEN 1

GEN 1.1-1	9 MAY 24
GEN 1.1-2	9 MAY 24
GEN 1.1-3	5 SEP 24
GEN 1.2-1	9 MAY 24
GEN 1.2-2	9 MAY 24
GEN 1.2-3	9 MAY 24
GEN 1.2-4	9 MAY 24
GEN 1.3-1	9 MAY 24
GEN 1.3-2	9 MAY 24
GEN 1.4-1	9 MAY 24
GEN 1.4-2	9 MAY 24
GEN 1.4-3	9 MAY 24
GEN 1.5-1	9 MAY 24
GEN 1.5-2	9 MAY 24
GEN 1.5-3	9 MAY 24
GEN 1.6-1	15 MAY 25
GEN 1.6-2	15 MAY 25
GEN 1.6-3	15 MAY 25
GEN 1.7-1	28 NOV 24
GEN 1.7-2	28 NOV 24
GEN 1.7-3	15 MAY 25
GEN 1.7-4	20 FEB 25
GEN 1.7-5	20 FEB 25

GEN 2

GEN 2.1-1	9 MAY 24
GEN 2.1-2	9 MAY 24
GEN 2.2-1	9 MAY 24
GEN 2.2-2	9 MAY 24
GEN 2.2-3	9 MAY 24
GEN 2.2-4	9 MAY 24
GEN 2.2-5	9 MAY 24
GEN 2.2-6	9 MAY 24
GEN 2.2-7	9 MAY 24
GEN 2.2-8	9 MAY 24
GEN 2.2-9	9 MAY 24
GEN 2.2-10	9 MAY 24
GEN 2.2-11	9 MAY 24
GEN 2.2-12	9 MAY 24
GEN 2.2-13	9 MAY 24
GEN 2.2-14	9 MAY 24
GEN 2.2-15	9 MAY 24
GEN 2.2-16	9 MAY 24
GEN 2.2-17	9 MAY 24
GEN 2.2-18	9 MAY 24
GEN 2.2-19	9 MAY 24
GEN 2.2-20	9 MAY 24
GEN 2.2-21	9 MAY 24
GEN 2.2-22	9 MAY 24
GEN 2.2-23	9 MAY 24
GEN 2.2-24	9 MAY 24
GEN 2.2-25	9 MAY 24
GEN 2.2-26	9 MAY 24
GEN 2.2-27	9 MAY 24
GEN 2.2-28	9 MAY 24
GEN 2.2-29	9 MAY 24
GEN 2.2-30	9 MAY 24
GEN 2.3-1	9 MAY 24
GEN 2.3-2	9 MAY 24
GEN 2.4-1	9 MAY 24
GEN 2.5-1	9 MAY 24
GEN 2.6-1	9 MAY 24
GEN 2.6-2	9 MAY 24
GEN 2.6-3	9 MAY 24
GEN 2.6-4	9 MAY 24
GEN 2.6-5	9 MAY 24
GEN 2.7-1	9 MAY 24
GEN 2.7-2	9 MAY 24
GEN 2.7-3	9 MAY 24
GEN 2.7-4	9 MAY 24
GEN 2.7-5	9 MAY 24
GEN 2.7-6	9 MAY 24

GEN 3

GEN 3.1-1	9 MAY 24
GEN 3.1-2	28 NOV 24
GEN 3.1-3	28 NOV 24
GEN 3.1-4	28 NOV 24
GEN 3.2-1	9 MAY 24
GEN 3.2-2	28 NOV 24
GEN 3.2-3	28 NOV 24
GEN 3.2-4	28 NOV 24
GEN 3.2-5	28 NOV 24
GEN 3.2-6	15 MAY 25
GEN 3.3-1	9 MAY 24
GEN 3.3-2	9 MAY 24
GEN 3.3-3	9 MAY 24
GEN 3.4-1	9 MAY 24
GEN 3.4-2	9 MAY 24
GEN 3.4-3	9 MAY 24
GEN 3.4-4	9 MAY 24
GEN 3.4-5	9 MAY 24
GEN 3.5-1	9 MAY 24
GEN 3.5-2	9 MAY 24
GEN 3.5-3	9 MAY 24
GEN 3.5-4	9 MAY 24
GEN 3.5-5	9 MAY 24
GEN 3.6-1	9 MAY 24
GEN 3.6-2	13 JUN 24
GEN 3.6-3	13 JUN 24
GEN 3.6-4	9 MAY 24
GEN 3.6-5	13 JUN 24
GEN 3.7-1	28 NOV 24

GEN 4

GEN 4.1-1	9 MAY 24
GEN 4.1-2	9 MAY 24
GEN 4.1-3	9 MAY 24
GEN 4.1-4	9 MAY 24
GEN 4.2-1	9 MAY 24
GEN 4.2-2	9 MAY 24
GEN 4.2-3	9 MAY 24
GEN 4.2-4	9 MAY 24

PART -2 EN-ROUTE (ENR)

ENR 0

ENR 0.1-1	9 MAY 24
ENR 0.2-1	9 MAY 24
ENR 0.3-1	9 MAY 24
ENR 0.4-1	9 MAY 24
ENR 0.5-1	9 MAY 24
ENR 0.6-1	9 MAY 24

ENR 1

ENR 1.1-1	9 MAY 24
ENR 1.1-2	9 MAY 24
ENR 1.1-3	9 MAY 24
ENR 1.1-4	9 MAY 24
ENR 1.1-5	9 MAY 24

ENR 1.2-1	9 MAY 24	ENR 1.10-8	13 JUN 24	ENR 3.2-5	20 FEB 25
ENR 1.3-1	9 MAY 24	ENR 1.10-9	13 JUN 24	ENR 3.2-6	20 FEB 25
ENR 1.3-2	9 MAY 24	ENR 1.10-10	13 JUN 24	ENR 3.2-7	20 FEB 25
ENR 1.3-3	9 MAY 24	ENR 1.10-11	13 JUN 24	ENR 3.2-8	20 FEB 25
ENR 1.3-4	9 MAY 24	ENR 1.10-12	13 JUN 24	ENR 3.2-9	20 FEB 25
ENR 1.4-1	9 MAY 24	ENR 1.10-13	13 JUN 24	ENR 3.2-10	20 FEB 25
ENR 1.4-2	9 MAY 24	ENR 1.10-14	13 JUN 24	ENR 3.2-11	20 FEB 25
ENR 1.4-3	9 MAY 24	ENR 1.10-15	13 JUN 24	ENR 3.2-12	20 FEB 25
ENR 1.4-4	9 MAY 24	ENR 1.10-16	13 JUN 24	ENR 3.2-13	20 FEB 25
ENR 1.4-5	9 MAY 24	ENR 1.10-17	13 JUN 24	ENR 3.2-14	20 FEB 25
ENR 1.5-1	9 MAY 24	ENR 1.10-18	13 JUN 24	ENR 3.2-15	20 FEB 25
ENR 1.5-2	9 MAY 24	ENR 1.10-19	13 JUN 24	ENR 3.2-16	20 FEB 25
ENR 1.6-1	9 MAY 24	ENR 1.10-20	13 JUN 24	ENR 3.2-17	20 FEB 25
ENR 1.6-2	13 JUN 24	ENR 1.10-21	9 MAY 24	ENR 3.2-18	20 FEB 25
ENR 1.6-3	13 JUN 24	ENR 1.11-1	15 MAY 25	ENR 3.2-19	20 FEB 25
ENR 1.6-4	9 MAY 24	ENR 1.12-1	9 MAY 24	ENR 3.2-20	20 FEB 25
ENR 1.6-5	9 MAY 24	ENR 1.12-2	9 MAY 24	ENR 3.2-21	20 FEB 25
ENR 1.6-6	9 MAY 24	ENR 1.12-3	9 MAY 24	ENR 3.2-22	20 FEB 25
ENR 1.7-1	15 MAY 25	ENR 1.12-4	9 MAY 24	ENR 3.2-23	20 FEB 25
ENR 1.7-2	15 MAY 25	ENR 1.12-5	9 MAY 24	ENR 3.2-24	20 FEB 25
ENR 1.7-3	15 MAY 25	ENR 1.13-1	9 MAY 24	ENR 3.2-25	20 FEB 25
ENR 1.7-4	13 JUN 24	ENR 1.14-1	9 MAY 24	ENR 3.2-26	20 FEB 25
ENR 1.7-5	13 JUN 24	ENR 1.14-2	9 MAY 24	ENR 3.2-27	20 FEB 25
ENR 1.7-7	18 MAY 23	ENR 1.14-3	9 MAY 24	ENR 3.2-28	20 FEB 25
ENR 1.8-1	9 MAY 24	ENR 1.14-4	9 MAY 24	ENR 3.2-29	20 FEB 25
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ENR 1.8-3	9 MAY 24	ENR 1.14-6	9 MAY 24	ENR 3.2-31	20 FEB 25
ENR 1.8-4	9 MAY 24	ENR 1.14-7	9 MAY 24	ENR 3.2-32	20 FEB 25
ENR 1.8-5	9 MAY 24			ENR 3.2-33	20 FEB 25
ENR 1.8-6	9 MAY 24	**ENR 2**		ENR 3.2-34	20 FEB 25
ENR 1.8-7	9 MAY 24	ENR 2.1-1	5 SEP 24	ENR 3.2-35	20 FEB 25
ENR 1.8-8	9 MAY 24	ENR 2.1-2	5 SEP 24	ENR 3.2-36	20 FEB 25
ENR 1.8-9	9 MAY 24	ENR 2.1-3	5 SEP 24	ENR 3.2-37	20 FEB 25
ENR 1.8-10	9 MAY 24	ENR 2.1-4	5 SEP 24	ENR 3.2-38	20 FEB 25
ENR 1.8-11	9 MAY 24	ENR 2.1-5	5 SEP 24	ENR 3.2-39	20 FEB 25
ENR 1.8-12	9 MAY 24	ENR 2.1-6	5 SEP 24	ENR 3.2-40	20 FEB 25
ENR 1.8-13	9 MAY 24	ENR 2.1-7	5 SEP 24	ENR 3.2-41	20 FEB 25
ENR 1.9-1	20 FEB 25	ENR 2.1-8	5 SEP 24	ENR 3.2-42	20 FEB 25
ENR 1.9-2	20 FEB 25	ENR 2.1-9	5 SEP 24	ENR 3.2-43	20 FEB 25
ENR 1.9-3	20 FEB 25	ENR 2.1-10	5 SEP 24	ENR 3.2-44	20 FEB 25
ENR 1.9-4	20 FEB 25	ENR 2.1-11	5 SEP 24	ENR 3.2-45	20 FEB 25
ENR 1.9-5	20 FEB 25	ENR 2.1-12	5 SEP 24	ENR 3.2-46	20 FEB 25
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ENR 1.10-2	9 MAY 24	**ENR 3**		ENR 3.2-49	20 FEB 25
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ENR 3.2-56 20 FEB 25
ENR 3.2-57 20 FEB 25
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ENR 3.2-59 20 FEB 25
ENR 3.2-60 20 FEB 25
ENR 3.2-61 20 FEB 25
ENR 3.2-62 20 FEB 25
ENR 3.2-63 20 FEB 25
ENR 3.2-64 20 FEB 25
ENR 3.2-65 20 FEB 25
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ENR 3.2-76 20 FEB 25
ENR 3.2-77 20 FEB 25
ENR 3.2-78 20 FEB 25
ENR 3.2-79 20 FEB 25
ENR 3.2-80 20 FEB 25
ENR 3.2-81 20 FEB 25
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ENR 3.2-84 20 FEB 25
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ENR 3.2-86 20 FEB 25
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ENR 3.2-88 20 FEB 25
ENR 3.2-89 20 FEB 25
ENR 3.2-90 20 FEB 25
ENR 3.2-91 20 FEB 25
ENR 3.2-92 20 FEB 25
ENR 3.2-93 20 FEB 25
ENR 3.2-94 20 FEB 25
ENR 3.2-95 20 FEB 25
ENR 3.2-96 20 FEB 25
ENR 3.2-97 20 FEB 25
ENR 3.2-98 20 FEB 25
ENR 3.3-1 9 MAY 24
ENR 3.4-1 9 MAY 24

ENR 4

ENR 4.1-1 9 MAY 24
ENR 4.1-2 13 JUN 24
ENR 4.1-3 9 MAY 24
ENR 4.2-1 9 MAY 24
ENR 4.3-1 9 MAY 24
ENR 4.4-1 20 FEB 25
ENR 4.4-2 20 FEB 25
ENR 4.4-3 20 FEB 25
ENR 4.4-4 20 FEB 25
ENR 4.4-5 20 FEB 25
ENR 4.4-6 20 FEB 25
ENR 4.4-7 20 FEB 25
ENR 4.4-8 20 FEB 25
ENR 4.4-9 20 FEB 25
ENR 4.4-10 20 FEB 25
ENR 4.4-11 20 FEB 25
ENR 4.4-12 20 FEB 25
ENR 4.4-13 20 FEB 25
ENR 4.5-1 9 MAY 24

ENR 5

ENR 5.1-1 9 MAY 24
ENR 5.1-2 9 MAY 24
ENR 5.1-3 9 MAY 24
ENR 5.1-4 9 MAY 24
ENR 5.1-5 9 MAY 24
ENR 5.1-6 13 JUN 24
ENR 5.1-7 13 JUN 24
ENR 5.1-8 13 JUN 24
ENR 5.1-9 13 JUN 24
ENR 5.1-10 13 JUN 24
ENR 5.1-11 13 JUN 24
ENR 5.1-12 13 JUN 24
ENR 5.1-13 13 JUN 24
ENR 5.1-14 13 JUN 24
ENR 5.1-15 15 MAY 25
ENR 5.1-16 13 JUN 24
ENR 5.2-1 9 MAY 24
ENR 5.2-2 9 MAY 24
ENR 5.2-3 9 MAY 24
ENR 5.3-1 9 MAY 24
ENR 5.4-1 15 MAY 25
ENR 5.4-2 15 MAY 25
ENR 5.4-3 15 MAY 25
ENR 5.4-4 15 MAY 25
ENR 5.4-5 15 MAY 25
ENR 5.4-6 15 MAY 25
ENR 5.4-7 15 MAY 25
ENR 5.5-1 9 MAY 24
ENR 5.6-1 9 MAY 24

ENR 6

ENR 6.1-1 15 MAY 25
ENR 6.1-3 15 MAY 25
ENR 6.1-5 15 MAY 25
ENR 6.2-1 15 MAY 25
ENR 6.3-1 15 MAY 25
ENR 6.4-1 10 OCT 19
ENR 6.5-1 20 FEB 25

PART -3 AERODROMES (AD)

AD 0

AD 0.1-1 9 MAY 24
AD 0.2-1 9 MAY 24
AD 0.3-1 9 MAY 24
AD 0.4-1 9 MAY 24
AD 0.5-1 9 MAY 24
AD 0.6-1 15 MAY 25

AD 1

AD 1.1-1 9 MAY 24
AD 1.1-2 9 MAY 24
AD 1.1-3 9 MAY 24
AD 1.1-4 9 MAY 24
AD 1.1-5 9 MAY 24
AD 1.1-6 9 MAY 24
AD 1.2-1 9 MAY 24
AD 1.3-1 15 MAY 25
AD 1.3-3 15 MAY 25
AD 1.4-1 9 MAY 24
AD 1.5-1 15 MAY 25

AD 2

AD 2.OOBR-1 9 MAY 24
AD 2.OOBR-2 9 MAY 24
AD 2.OOBR-3 9 MAY 24
AD 2.OOBR-4 9 MAY 24
AD 2.OOBR-5 9 MAY 24
AD 2.OOBR-6 9 MAY 24
AD 2.OOBR-7 9 MAY 24
AD 2.OODQ-1 20 FEB 25
AD 2.OODQ-2 20 FEB 25
AD 2.OODQ-3 20 FEB 25
AD 2.OODQ-4 9 MAY 24
AD 2.OODQ-5 13 JUN 24
AD 2.OODQ-6 13 JUN 24
AD 2.OODQ-7 13 JUN 24
AD 2.OODQ-8 13 JUN 24
AD 2.OODQ-9 13 JUN 24
AD 2.OODQ-10 20 FEB 25
AD 2.OODQ-11 13 JUN 24
AD 2.OODQ-13 20 FEB 25

AD 2.OODQ-15	6 OCT 22			AD 2.OOMS-1	13 JUN 24
AD 2.OODQ-17	6 OCT 22	AD 2.OOJA-1	9 MAY 24	AD 2.OOMS-2	13 JUN 24
AD 2.OODQ-19	23 APR 20	AD 2.OOJA-2	9 MAY 24	AD 2.OOMS-3	13 JUN 24
AD 2.OODQ-21	23 APR 20	AD 2.OOJA-3	13 JUN 24	AD 2.OOMS-4	28 NOV 24
AD 2.OODQ-22	23 APR 20	AD 2.OOJA-4	13 JUN 24	AD 2.OOMS-5	13 JUN 24
AD 2.OODQ-23	23 APR 20	AD 2.OOJA-5	13 JUN 24	AD 2.OOMS-6	28 NOV 24
AD 2.OODQ-24	23 APR 20	AD 2.OOJA-6	13 JUN 24	AD 2.OOMS-7	15 MAY 25
AD 2.OODQ-25	23 APR 20	AD 2.OOJA-7	13 JUN 24	AD 2.OOMS-8	15 MAY 25
AD 2.OODQ-26	23 APR 20	AD 2.OOJA-9	29 MAY 14	AD 2.OOMS-9	15 MAY 25
AD 2.OODQ-27	23 APR 20	AD 2.OOJA-11	29 MAY 14	AD 2.OOMS-10	15 MAY 25
AD 2.OODQ-28	23 APR 20	AD 2.OOJA-13	29 MAY 14	AD 2.OOMS-11	15 MAY 25
AD 2.OODQ-29	23 APR 20	AD 2.OOJA-15	29 MAY 14	AD 2.OOMS-12	15 MAY 25
AD 2.OODQ-30	23 APR 20	AD 2.OOJA-17	29 MAY 14	AD 2.OOMS-13	15 MAY 25
AD 2.OODQ-31	23 APR 20			AD 2.OOMS-14	15 MAY 25
AD 2.OODQ-32	23 APR 20	AD 2.OOKB-1	9 MAY 24	AD 2.OOMS-15	15 MAY 25
		AD 2.OOKB-2	9 MAY 24	AD 2.OOMS-16	15 MAY 25
AD 2.OOFD-1	15 MAY 25	AD 2.OOKB-3	9 MAY 24	AD 2.OOMS-17	15 MAY 25
AD 2.OOFD-2	15 MAY 25	AD 2.OOKB-4	9 MAY 24	AD 2.OOMS-18	15 MAY 25
AD 2.OOFD-3	15 MAY 25	AD 2.OOKB-5	9 MAY 24	AD 2.OOMS-19	15 MAY 25
AD 2.OOFD-4	20 FEB 25	AD 2.OOKB-6	13 JUN 24	AD 2.OOMS-20	15 MAY 25
AD 2.OOFD-5	20 FEB 25	AD 2.OOKB-7	13 JUN 24	AD 2.OOMS-21	15 MAY 25
AD 2.OOFD-6	20 FEB 25	AD 2.OOKB-8	13 JUN 24	AD 2.OOMS-22	15 MAY 25
AD 2.OOFD-7	20 FEB 25			AD 2.OOMS-23	15 MAY 25
AD 2.OOFD-8	13 JUN 24	AD 2.OOMK-1	9 MAY 24	AD 2.OOMS-24	15 MAY 25
AD 2.OOFD-9	13 JUN 24	AD 2.OOMK-2	9 MAY 24	AD 2.OOMS-25	15 MAY 25
AD 2.OOFD-10	13 JUN 24	AD 2.OOMK-3	9 MAY 24	AD 2.OOMS-27	15 MAY 25
AD 2.OOFD-11	21 APR 22	AD 2.OOMK-4	9 MAY 24	AD 2.OOMS-29	15 MAY 25
AD 2.OOFD-13	21 APR 22	AD 2.OOMK-5	9 MAY 24	AD 2.OOMS-30	28 NOV 24
AD 2.OOFD-15	21 APR 22	AD 2.OOMK-6	9 MAY 24	AD 2.OOMS-31	13 JUN 24
AD 2.OOFD-17	21 APR 22	AD 2.OOMK-7	13 JUN 24	AD 2.OOMS-33	15 MAY 25
AD 2.OOFD-19	6 OCT 22	AD 2.OOMK-8	13 JUN 24	AD 2.OOMS-34	5 OCT 23
AD 2.OOFD-20	21 APR 22	AD 2.OOMK-9	13 JUN 24	AD 2.OOMS-35	5 OCT 23
AD 2.OOFD-21	6 OCT 22	AD 2.OOMK-10	13 JUN 24	AD 2.OOMS-37	13 JUN 24
AD 2.OOFD-22	21 APR 22	AD 2.OOMK-11	5 OCT 23	AD 2.OOMS-39	13 JUN 24
AD 2.OOFD-23	6 OCT 22	AD 2.OOMK-13	5 OCT 23	AD 2.OOMS-41	13 JUN 24
AD 2.OOFD-24	21 APR 22	AD 2.OOMK-15	5 OCT 23	AD 2.OOMS-43	28 NOV 24
AD 2.OOFD-25	6 OCT 22	AD 2.OOMK-17	5 OCT 23	AD 2.OOMS-45	5 OCT 23
AD 2.OOFD-26	21 APR 22	AD 2.OOMK-19	5 OCT 23	AD 2.OOMS-47	5 OCT 23
AD 2.OOFD-27	21 APR 22	AD 2.OOMK-20	3 MAR 16	AD 2.OOMS-49	13 JUN 24
AD 2.OOFD-28	21 APR 22	AD 2.OOMK-21	5 OCT 23	AD 2.OOMS-51	15 MAY 25
AD 2.OOFD-29	21 APR 22	AD 2.OOMK-22	3 MAR 16	AD 2.OOMS-53	13 JUN 24
AD 2.OOFD-30	21 APR 22	AD 2.OOMK-23	5 OCT 23	AD 2.OOMS-55	5 OCT 23
		AD 2.OOMK-24	3 MAR 16	AD 2.OOMS-56	5 OCT 23
AD 2.OOIZ-1	9 MAY 24	AD 2.OOMK-25	5 OCT 23	AD 2.OOMS-57	13 JUN 24
AD 2.OOIZ-2	9 MAY 24	AD 2.OOMK-26	3 MAR 16	AD 2.OOMS-59	13 JUN 24
AD 2.OOIZ-3	9 MAY 24	AD 2.OOMK-27	5 OCT 23	AD 2.OOMS-61	5 OCT 23
AD 2.OOIZ-4	9 MAY 24	AD 2.OOMK-28	11 OCT 18	AD 2.OOMS-62	5 OCT 23
AD 2.OOIZ-5	9 MAY 24	AD 2.OOMK-29	5 OCT 23	AD 2.OOMS-63	5 OCT 23
AD 2.OOIZ-6	9 MAY 24	AD 2.OOMK-30	11 OCT 18	AD 2.OOMS-65	13 JUN 24
AD 2.OOIZ-7	9 MAY 24			AD 2.OOMS-67	13 JUN 24

AD 2.OOMS-69	5 OCT 23	AD 2.OOMX-29	6 OCT 22	AD 2.OOSA-61	23 APR 20
AD 2.OOMS-70	5 OCT 23	AD 2.OOMX-30	23 APR 20	AD 2.OOSA-63	25 APR 19
AD 2.OOMS-71	13 JUN 24	AD 2.OOMX-31	15 MAY 25	AD 2.OOSA-64	11 OCT 18
AD 2.OOMS-73	13 JUN 24	AD 2.OOMX-32	23 APR 20	AD 2.OOSA-65	25 APR 19
AD 2.OOMS-75	13 JUN 24	AD 2.OOMX-33	15 MAY 25	AD 2.OOSA-66	11 OCT 18
AD 2.OOMS-76	13 JUN 24	AD 2.OOMX-34	23 APR 20	AD 2.OOSA-67	25 APR 19
AD 2.OOMS-77	13 JUN 24			AD 2.OOSA-69	25 APR 19
AD 2.OOMS-79	5 OCT 23	AD 2.OOSA-1	9 MAY 24	AD 2.OOSA-71	25 APR 19
AD 2.OOMS-80	5 OCT 23	AD 2.OOSA-2	13 JUN 24		
AD 2.OOMS-81	13 JUN 24	AD 2.OOSA-3	13 JUN 24	AD 2.OOSH-1	9 MAY 24
AD 2.OOMS-83	13 JUN 24	AD 2.OOSA-4	13 JUN 24	AD 2.OOSH-2	20 FEB 25
AD 2.OOMS-85	5 OCT 23	AD 2.OOSA-5	13 JUN 24	AD 2.OOSH-3	13 JUN 24
AD 2.OOMS-86	5 OCT 23	AD 2.OOSA-6	13 JUN 24	AD 2.OOSH-4	13 JUN 24
AD 2.OOMS-87	13 JUN 24	AD 2.OOSA-7	13 JUN 24	AD 2.OOSH-5	13 JUN 24
AD 2.OOMS-89	13 JUN 24	AD 2.OOSA-8	13 JUN 24	AD 2.OOSH-6	9 MAY 24
AD 2.OOMS-91	13 JUN 24	AD 2.OOSA-9	13 JUN 24	AD 2.OOSH-7	9 MAY 24
AD 2.OOMS-93	13 JUN 24	AD 2.OOSA-10	13 JUN 24	AD 2.OOSH-8	13 JUN 24
AD 2.OOMS-95	13 JUN 24	AD 2.OOSA-11	13 JUN 24	AD 2.OOSH-9	13 JUN 24
AD 2.OOMS-96	13 JUN 24	AD 2.OOSA-12	13 JUN 24	AD 2.OOSH-10	13 JUN 24
AD 2.OOMS-97	13 JUN 24	AD 2.OOSA-13	13 JUN 24	AD 2.OOSH-11	13 JUN 24
AD 2.OOMS-98	5 OCT 23	AD 2.OOSA-14	13 JUN 24	AD 2.OOSH-12	13 JUN 24
AD 2.OOMS-99	13 JUN 24	AD 2.OOSA-15	13 JUN 24	AD 2.OOSH-13	13 JUN 24
AD 2.OOMS-101	13 JUN 24	AD 2.OOSA-16	9 MAY 24	AD 2.OOSH-14	13 JUN 24
AD 2.OOMS-103	13 JUN 24	AD 2.OOSA-17	9 MAY 24	AD 2.OOSH-15	5 OCT 23
AD 2.OOMS-104	5 OCT 23	AD 2.OOSA-18	9 MAY 24	AD 2.OOSH-17	13 JUN 24
		AD 2.OOSA-19	21 APR 22	AD 2.OOSH-19	13 JUN 24
AD 2.OOMX-1	28 NOV 24	AD 2.OOSA-21	21 APR 22	AD 2.OOSH-21	7 OCT 21
AD 2.OOMX-2	9 MAY 24	AD 2.OOSA-23	23 APR 20	AD 2.OOSH-23	7 OCT 21
AD 2.OOMX-3	15 MAY 25	AD 2.OOSA-25	23 APR 20	AD 2.OOSH-25	6 OCT 22
AD 2.OOMX-4	15 MAY 25	AD 2.OOSA-27	23 APR 20	AD 2.OOSH-26	7 OCT 21
AD 2.OOMX-5	15 MAY 25	AD 2.OOSA-29	9 NOV 17	AD 2.OOSH-27	6 OCT 22
AD 2.OOMX-6	15 MAY 25	AD 2.OOSA-31	9 NOV 17	AD 2.OOSH-28	7 OCT 21
AD 2.OOMX-7	15 MAY 25	AD 2.OOSA-33	25 APR 19	AD 2.OOSH-29	6 OCT 22
AD 2.OOMX-8	15 MAY 25	AD 2.OOSA-35	25 APR 19	AD 2.OOSH-30	7 OCT 21
AD 2.OOMX-9	15 MAY 25	AD 2.OOSA-36	9 NOV 17	AD 2.OOSH-31	6 OCT 22
AD 2.OOMX-10	9 MAY 24	AD 2.OOSA-37	25 APR 19	AD 2.OOSH-32	7 OCT 21
AD 2.OOMX-11	9 MAY 24	AD 2.OOSA-39	25 APR 19	AD 2.OOSH-33	7 OCT 21
AD 2.OOMX-12	13 JUN 24	AD 2.OOSA-40	9 NOV 17	AD 2.OOSH-34	7 OCT 21
AD 2.OOMX-13	9 MAY 24	AD 2.OOSA-41	25 APR 19	AD 2.OOSH-35	7 OCT 21
AD 2.OOMX-14	15 MAY 25	AD 2.OOSA-43	25 APR 19	AD 2.OOSH-36	7 OCT 21
AD 2.OOMX-15	6 OCT 22	AD 2.OOSA-45	9 NOV 17		
AD 2.OOMX-17	6 OCT 22	AD 2.OOSA-46	9 NOV 17	AD 2.OOSQ-1	9 MAY 24
AD 2.OOMX-19	23 APR 20	AD 2.OOSA-47	25 APR 19	AD 2.OOSQ-2	9 MAY 24
AD 2.OOMX-21	23 APR 20	AD 2.OOSA-49	25 APR 19	AD 2.OOSQ-3	9 MAY 24
AD 2.OOMX-23	6 OCT 22	AD 2.OOSA-51	9 NOV 17	AD 2.OOSQ-4	9 MAY 24
AD 2.OOMX-24	23 APR 20	AD 2.OOSA-52	9 NOV 17	AD 2.OOSQ-5	9 MAY 24
AD 2.OOMX-25	6 OCT 22	AD 2.OOSA-53	25 APR 19	AD 2.OOSQ-6	9 MAY 24
AD 2.OOMX-26	23 APR 20	AD 2.OOSA-55	22 APR 21		
AD 2.OOMX-27	6 OCT 22	AD 2.OOSA-57	22 APR 21	**AD 3**	
AD 2.OOMX-28	23 APR 20	AD 2.OOSA-59	23 APR 20	AD 3-1	9 MAY 24

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1. GENERAL

1.1 The following is a listing of civil aviation legislation and regulations, in force in the Sultanate of Oman, for civil aviation operations. It is essential that persons engaged in civil air operations in this country be acquainted with the relevant regulations.

1.2 These documents can be obtained from:

Civil Aviation Authority
P.O. Box 1
POSTAL CODE 111
MUSCAT
Sultanate of Oman
Telephone: (968) 24 354433
web: http://www.caa.gov.om/

Electronic copies of these legislations and regulations can also be obtained from: http://www.caa.gov.om/en/regulations

2. LIST OF CIVIL AVIATION LEGISLATION AND REGULATION

TITLE	CONTENTS
Civil Aviation Law Royal Decree 76/2019	Administration, Aircraft Operation, Rules of the Air, Licenses, Charges, Registration/Airworthiness, Commercial Air Transport, Aircraft Accidents, Search and Rescue, Criminal Offences, Penalties.
Civil Aviation Regulations	CAR 1 - DEFINITIONS AND ABBREVIATIONS CAR 10 - EXEMPTIONS CAR 11 - RULEMAKING PROCEDURE CAR 12 - ENFORCEMENT PROCEDURES CAR 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION CAR 15 - APPOINTMENT OF AUTHORIZED PERSONS AND REVIEW OF DECISIONS CAR 21 - AIRWORTHINESS AND ENVIRONMENTAL CERTIFICATION OF AIRCRAFT, THE ACCEPTABILITY OF RELATED PRODUCTS, PARTS AND APPLIANCES, AIRCRAFT COMPONENTS AND MATERIALS CAR 39 - AIRWORTHINESS DIRECTIVES CAR 47 - AIRCRAFT REGISTRATION AND REGISTRATION MARKINGS AND AIRCRAFT DEREGISTRATION CAR 66 - AIRCRAFT MAINTENANCE LICENSE REQUIREMENTS CAR 77 - MANNED BALLOON OPERATIONS CAR 92 - DANGEROUS GOODS CAR 99 - DRUGS AND ALCOHOL MANAGEMENT PLAN (DAMP)

TITLE	CONTENTS
	CAR 100 - SAFETY MANAGEMENT SYSTEM CAR 101 - AIR RECREATIONAL ACTIVITIES CAR 102 - REMOTE PILOTED AIRCRAFT (DRONES) CAR 129 - AIR OPERATIONS OF FOREIGN OPERATORS CAR 139 P1 - AERODROMES - CERTIFICATION, DESIGN AND OPERATION CAR 139 P2 - HELIPORTS AND WATER AERODROMES CAR 145 - APPROVED MAINTENANCE ORGANIZATIONS CAR 147 - APPROVED MAINTENANCE TRAINING ORGANIZATIONS CAR 171 - AERONAUTICAL TELECOMMUNICATION SERVICE PROVIDER CAR 172 - AIR TRAFFIC SERVICE CAR 173 - INSTRUMENT FLIGHT PROCEDURE DESIGN REQUIREMENTS CAR 174 - AVIATION METEOROLOGICAL ORGANIZATIONS-CERTIFICATION CAR 175 - AERONAUTICAL INFORMATION SERVICE CAR 176 - SEARCH AND RESCUE CAR 177 - AERONAUTICAL CHARTS CAR 178 - UNITS OF MEASUREMENT CAR 179 - AERODROME FLIGHT INFORMATION SERVICE CAR 180 - RULES OF THE AIR CAR AEW - AERIAL WORK REGULATIONS CAR ATCO - AIR TRAFFIC CONTROLLER LICENSING & ATC TRAINING ORGANIZATIONS CAR CORSIA - CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION CAR-FCL - FLIGHT CREW LICENSING CAR-FCL 3 - AVIATION MEDICAL REQUIREMENTS CAR-FCL SUPP - SUPPLEMENT CAR M - CONTINUING AIRWORTHINESS CAR MLA - MICROLIGHT AEROPLANES CAR-OPS 1 - COMMERCIAL AIR TRANSPORTATION (AEROPLANES) CAR-OPS 2 - GENERAL AVIATION (AEROPLANES) CAR-OPS 3 - COMMERCIAL AIR TRANSPORTATION (HELICOPTERS) CAR-OPS 4 - GENERAL AVIATION (HELICOPTERS) CAR MEL - MINIMUM EQUIPMENT LIST CAR ORA - ORGANIZATION REQUIREMENTS FOR AIRCREW
Airport Operations Manual	Regulations concerning the use of Muscat International aerodrome area by personnel and vehicles.
Customs Management Decree, 1978	Regulations concerning the formalities associated with import, transhipment and export of goods and associated duties, offences and penalties.
Aliens Residence Law	Immigration Regulation.
Diseases of Animals, Control Order 1977 Regulations 1, 3 and 4 and Schedules 1 to 6 inclusive hereto	Conditions of importation for live or dead animals, birds and products from it and associated penalties.

TITLE	CONTENTS
Rabies (Importation of Dogs, Cats and other Mammals) Order 1978	Prohibition, conditions of import, health certification and associated penalties.
Plant Quarantine Law 49/77	Regulations relating to plants and plant products.
Ministry Agricultural Quarantine Orders 9/79 and 11/79	Regulations relating to agricultural goods other than plants.
Airport Emergency Plan	Manual dealing with responsibilities and actions of all agencies and personnel involved dealing with aircraft emergencies and/or other emergencies affecting Muscat International aerodrome.
Muscat International aerodrome fire orders and evacuation plans	Acquaint Muscat aerodrome staff with the correct emergency actions required to help safeguard themselves and aerodrome passengers in case of fire or other serious emergency.

Reference	Difference
	page GEN 1.3-1 paragraph 1.1.)
3.6	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.

ANNEX 10 - AERONAUTICAL TELE-COMMUNICATIONS (VOL I, EIGHTH EDITION, VOL II, SEVENTH EDITION, VOL III, SECOND EDITION, VOL IV, FIFTH EDITION, VOL V, THIRD EDITION, VOL VI, FIRST EDITION)

Reference	Difference
VOL I	Nil.
VOL II	Nil.
VOL III	Nil.
VOL IV	Nil.
VOL V	Nil.
VOL VI	Nil.

ANNEX 11 - AIR TRAFFIC SERVICES (FIFTEENTH EDITION)

Reference	Difference
Nil.	Nil.

11.1 PROCEDURES FOR AIR NAVIGATION SERVICES - AND AIR TRAFFIC MANAGEMENT (PANS-ATM, DOC 4444) (SIXTEENTH EDITION)

Reference	Difference
Nil.	Nil.

ANNEX 12 - SEARCH AND RESCUE (EIGHTH EDITION)

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

8.1 Amendments to aeronautical data are included in other sections of this AIP without specific reference to the charts affected. Only obstacles of a height of 100M (328 FT) or more above ground (AGL) are depicted on WAC. The coordinates used are not necessarily derived from a WGS-84 survey made to aeronautical data quality standards.

8.2 Obstacles exceeding heights of 100M (328FT) AGL reported to AIM Department that are not depicted on the WAC, are added to ENR 5.4 or promulgated via NOTAM.

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. INTRODUCTION

1.1. The altimeter setting procedures in use generally conform to those contained in PANS-OPS ICAO Doc 8168-OPS/611 Volume III, section 2, and only differences are stated.

1.2. Transition Altitude (TA) is given on the instrument approach charts.

1.3. QNH reports and temperature information for use in determining adequate terrain clearance are provided in the Operational Flight Information Service (OFIS) broadcasts and are available on request from the Air Traffic Services Units (ATSUs).

1.4. QNH values are given in Hectopascal (hPa) and rounded down to the nearest whole hPa.

2. BASIC ALTIMETER SETTING PROCEDURES

2.1 General

2.1.1 System of flight levels

2.1.1.1. FL zero is located at the atmospheric pressure level of 1013.25 hPa (29.92 IN inches Hg). Consecutive FLs are separated by a pressure interval corresponding to 500 FT in the Standard Atmosphere.

2.1.1.2. Flight levels shall be numbered according to Table 4.7.

2.1.2. Transition Altitude (TA)

2.1.2.1. Muscat FIR Transition Altitude (TA) is common and specified as 13000 FT.

2.1.2.2. Transition Altitude (TA) is published in Aeronautical Information Publications and shown on the instrument approach charts.

2.1.3 Transition level (TRL)

2.1.3.1. Muscat FIR Transition level (TRL) is common and specified as FL 150.

2.1.4 References to vertical position

2.1.4.1. The Vertical positioning of aircraft operating at or below the TA shall be expressed in terms of Altitude (ALT).

2.1.4.2. The Vertical positioning of aircraft operating at or above the TRL is expressed in terms of Flight Levels (FL).

2.1.4.3. Vertical positioning of aircraft while passing through the Transition Layer, shall be expressed in terms of:

a) altitude when descending and,

b) flight levels when climbing.

2.1.5 The terminology TA/TRL applies during:

a) climb;

b) en-route flight; and

c) approach and landing

Note.— This does not preclude a pilot using a QFE setting for terrain clearance purposes during the final approach to the runway.

2.2 Take-off and climb.

2.2.1 A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

2.2.2 During climb, all references in A/G communication to vertical position shall be in terms of:

a) FL when at or above TA; or

b) ALTs when at or below TA.

2.2.3 The altimeter subscale setting shall be changed from QNH to 1013.25 (ISA) on leaving or passing the TA.

2.3 Enroute

2.3.1 Vertical separation enroute is assessed in terms of:

a) ALT, when at and below the TA; and

b) FL, when at and above the TRL.

Note: Transition Level for Muscat FIR is fixed at FL150. Transition Altitude for the Muscat FIR is fixed at 13000 FT. Highest usable cruising altitude 13000 FT. Lowest usable cruising level FL150. ACFT at or below the TA arriving at or departing from controlled airfields are to change from regional to airfield QNH or vice versa at 50 NM or on entering or leaving controlled airspace.

2.3.2 Terrain clearance

2.3.2.1 Terrain clearance shall be assessed on the basis of the latest Regional QNH obtainable from ATC.

2.4 Approach and landing

2.4.1 A QNH altimeter setting shall be made available to aircraft in approach clearance and in clearance to enter the traffic circuit.

2.4.2 A QFE altimeter settings are clearly identified by ATS for AD ELEV and THR ELEV if 7 FT or more below AD ELEV and are available in approach and landing clearances on request.

2.4.3 Vertical positioning of aircraft during approach is controlled by reference to:

a) FL, until reaching the TRL; and

b) ALT, when below the TRL.

Note: This does not preclude a pilot using either:

a) QNH setting from top of descent when cleared for uninterrupted descent to a level below TRL; or

b) QFE setting for terrain clearance purposes during final approach to the runway.

2.5 Missed approach

2.5.1 The relevant parts parts of 2.1.4, 2.2, “Take-off and climb” and 2.4, “Approach and landing” shall be applied in the event of a missed approach.

3. ALTIMETER SETTING REGIONS (ASR).

3.1. For terrain clearance purposes, a Regional QNH, i.e., the lowest forecast MSL pressure value, valid for a period of 3 hours and amended as necessary by actual reports, is available from ATSUs.

3.2. The Muscat FIR is divided into three altimeter setting regions. As depicted on ENR 1.7-3 they are designated as

a) ASR Muscat between 25N and 20N,

b) ASR Dhofar South of 20N and

c) ASR Mussandam North of 25N

4. PROCEDURES APPLICABLE TO OPERATORS (INCLUDING PILOTS).

4.1 Flight planning

4.1.1 The levels at which a flight is to be conducted shall be specified in a flight plan in terms of :

a) Flight Levels (FL) if the flight is to be conducted at or above the Transition Level (TRL) (or the lowest usable flight level, if applicable); and

b) Altitudes (ALTs) if the flight is to be conducted in the vicinity of an aerodrome and at or below the Transition Altitude (TA).

4.1.2 The altitudes or flight levels selected for flight should:

a) ensure adequate terrain clearance at all points along of the entire route; and

b) be compatible with the table of cruising levels as shown on page ENR 1.7-1. satisfy ATC requirements; and

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. GENERAL

Flight movement messages relating to traffic into or via the Muscat FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Note: Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS-ATM, Doc 4444).

CATEGORY OF FLIGHT	ROUTE	MESSAGE ADDRESS
1	2	3
IFR/VFR	Transit / Enter / Exit MUSCAT FIR and, in addition, for flights:	IFR: OOMMZQZX VFR: OOMMZFZX
	into MUSCAT TMA	OOMSZTZX
	into SALALAH TMA	OOSAZTZX
	Depart OOSA	OOSAZPZX
	Depart OOMS	OOMSZPZX

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard,risk of interception)
1	2	3
E0573025 - N224755 E0573246 - N224025 E0573246 - N222542 E0572321 - N222542 E0572024		
OO D 89 THUMRAIT RANGE. Circle radius 1 NM centred at N173546 E0540433	2000 FT AGL / SFC	Small Arms firing Permanent.
OO D 92 SUR SHIYYA FIRING RANGE. Area bounded by the lines joining successively the following points: N222700 E0593900 - N222700 E0593400 - N222100 E0593400 - N222100 E0593900 - N222700 E0593900.	2500 FT AGL / SFC	Small Arms firing Permanent. Controlling authority: HQ 23 Infantry Brigade, TEL: 24338296. Duty Officer, TEL: 24334316.
OO D 93 MASNA TRAINING AREA. Area enclosed between arcs of radius 25 & 50 NM MCT DVOR from R-044 N235240 E0583436 to N241028 E0585424, R-072 N234227 E0584107 to N234938 E0590738.	6000 FT AMSL / SFC	Fixed wing aircraft training area Permanent. Controlling authority: Muscat Approach
OO D 94 MAZYUNNA. Circle radius 1 NM centred at N175317 E0524148	4000 FT AGL / SFC	Small Arms firing Permanent.
OO D 95 MASIRAH EASTERN TRAINING AREA. Area bounded by lines successively joining the following points: N210151 E0591024 - N205439 E0593450 - N200245 E0600643 - N185056 E0582838 - N190823 E0580908 - N194345 E0582141 - N200450 E0584357 - N201725 E0585716 - N202600 E0591045 - N210151 E0591024	UNL / SFC	Military Training Area Permanent. Controlling authority: RAFO Masirah OPS, TEL: 25482341/ HQ RAFO, TEL: 24334211

ENR 5.4 AIR NAVIGATION OBSTACLES – AREA 1

1. GENERAL

En-route air navigation obstacles exceeding heights of 100M (328FT) AGL are depicted on the World Aeronautical Chart - ICAO 1 : 1 000 000 and the table below.

AIR NAVIGATION OBSTACLES - EN-ROUTE (HEIGHT 100M (328FT) AGL OR MORE)

OBST ID or Designation	OBST type	OBST position	ELEV/HGT (FT)	OBST LGT Type/colour	Remarks
1	2	3	4	5	6
OBST00001	OTHER: MAST	222704.95 N 0585419.53 E	1846 / 888 FT	NIL	Supported Mast
OBST00010	OTHER: MAST	202253.62 N 0553812.53 E	739 / 328 FT	NIL	
OBST00024	OTHER: MAST	231115.83 N 0552804.25 E	781 / 344 FT	NIL	
OBST00082	OTHER: MAST	225250.46 N 0570325.31 E	2233 / 396 FT	NIL	Supported Mast
OBST00083.1	OTHER: MAST	233429.00 N 0574948.00 E	727 / 411 FT	NIL	Supported Mast
OBST00083.2	OTHER: MAST	233425.36 N 0574947.31 E	729 / 411 FT	NIL	Supported Mast
OBST00193.1	REFINERY	242919.01 N 0563628.55 E	345 / NIL FT	RED	
OBST00193.2	STACK	242910.12 N 0563621.61 E	336 / NIL FT	RED	Flare Stack
OBST00193.3	STACK	242848.54 N 0563653.36 E	379 / NIL FT	RED	Flare Stack
OBST00193.4	STACK	242750.65 N 0563715.50 E	347 / NIL FT	MARKED & FLASHING RED	Flare Stack
OBST00193.5	STACK	242747.80 N 0563729.36 E	577 / NIL FT	MARKED & FLASHING RED	Flare Stack
OBST00193.6	REFINERY	242732.38 N 0563717.91 E	363 / NIL FT	FLASHING RED	
OBST00193.7	REFINERY	242927.10 N 0563613.81 E	351 / NIL FT	FLASHING WHITE	
OBST00193.8	STACK	242811.70 N 0563656.06 E	440 / NIL FT	RED	Flare Stack
OBST00193.9	REFINERY	242815.24 N 0563718.63 E	362 / NIL FT	FLASHING RED	
OBST00253	OTHER: MAST	180037.14 N 0545907.01 E	1542 / 500 FT	NIL	Supported Mast

OBST ID or Designation	OBST type	OBST position	ELEV/HGT (FT)	OBST LGT Type/colour	Remarks
1	2	3	4	5	6
OBST00256	OTHER: MAST	183922.55 N 0540446.83 E	1025 / 328 FT	NIL	Lattice Mast
OBST00263	OTHER: MAST	195723.37 N 0561707.03 E	758 / 328 FT	NIL	Lattice Mast
OBST00275	OTHER: MAST	195650.83 N 0562714.75 E	1400 / 869 FT	NIL	Supported Mast
OBST00445	OTHER: MAST	225228.79 N 0573131.15 E	1962 / 405 FT	NIL	Lattice Comms Mast
OBST00513	OTHER: MAST	260938.21 N 0561525.25 E	437 / 338 FT	NIL	Lattice Comms Mast
OBST00619.1	OTHER: MAST	173751.62 N 0535559.32 E	2028 / 493 FT	NIL	Supported Mast
OBST00619.2	OTHER: MAST	173753.47 N 0535601.26 E	2028 / 493 FT	NIL	Supported Mast
OBST00619.3	OTHER: MAST	173759.05 N 0535604.41 E	1857 / 328 FT	NIL	Supported Mast
OBST00619.4	OTHER: MAST	173756.86 N 0535605.44 E	1857 / 328 FT	NIL	Supported Mast
OBST00619.5	OTHER: MAST	173751.20 N 0535608.84 E	1923 / 394 FT	NIL	Supported Mast
OBST00619.6	OTHER: MAST	173749.46 N 0535610.98 E	1923 / 394 FT	NIL	Supported Mast
OBST00643	STACK	241816.38 N 0562526.25 E	1240 / 328 FT	NIL	Copper Mine Smoke Stack
OBST00668	OTHER: MAST	223429.40 N 0593019.90 E	476 / 394 FT	NIL	Lattice Comms Mast
OBST00676	OTHER: MAST	215907.65 N 0591948.81 E	965 / 682 FT	RED	Lattice Comms Mast
OBST00680	OTHER: MAST	204512.32 N 0562519.63 E	732 / 328 FT	NIL	Lattice Mast
OBST00683	OTHER: MAST	202422.55 N 0561435.17 E	801 / 328 FT	NIL	Lattice Mast
OBST00685	OTHER: MAST	195633.44 N 0562410.88 E	1001 / 492 FT	NIL	Supported Mast
OBST00686	OTHER: MAST	192856.04 N 0560607.56 E	837 / 328 FT	NIL	Lattice Mast
OBST00689	OTHER: MAST	190610.73 N 0560954.10 E	830 / 330 FT	NIL	Lattice Mast
OBST00693	OTHER: MAST	185112.92 N 0561757.64 E	902 / 328 FT	NIL	Lattice Mast

OBST ID or Designation	OBST type	OBST position	ELEV/HGT (FT)	OBST LGT Type/colour	Remarks
1	2	3	4	5	6
OBST00696	STACK	181911.52 N 0550618.14 E	1473 / 673 FT	NIL	Flare Stack
OBST00697	OTHER: MAST	180754.43 N 0551713.36 E	1358 / 328 FT	NIL	Lattice Mast
OBST00698	OTHER: MAST	181919.69 N 0553932.52 E	1148 / 328 FT	NIL	Lattice Mast
OBST00708	OTHER: MAST	172815.74 N 0532159.06 E	2365 / 492 FT	NIL	Supported Mast
OBST00728	OTHER: MAST	173842.40 N 0535802.76 E	2057 / 541 FT	NIL	Supported Mast
OBST00736	OTHER: MAST	221825.37 N 0562816.79 E	1381 / 377 FT	NIL	Lattice Mast
OBST00737	OTHER: MAST	205912.87 N 0564600.15 E	837 / 328 FT	NIL	Lattice Mast
OBST00742	OTHER: MAST	173405.62 N 0542457.09 E	2083 / 328 FT	NIL	Supported Mast
OBST00747	OTHER: MAST	190715.83 N 0563708.49 E	918 / 465 FT	NIL	Wind Monitoring Mast
OBST00748	OTHER: MAST	195525.93 N 0565233.31 E	977 / 465 FT	NIL	Wind Monitoring Mast
OBST00768	OTHER: MAST	230419.95 N 0574502.44 E	7484 / 336 FT	NIL	Lattice Comms Mast
OBST00799	OTHER: MAST	184723.10 N 0562813.60 E	965 / 459 FT	NIL	Wind Monitoring Mast
OBST00800	OTHER: MAST	183240.29 N 0561125.26 E	1126 / 459 FT	NIL	Wind Monitoring Mast
OBST00801	OTHER: MAST	181623.06 N 0560016.37 E	1267 / 459 FT	NIL	Wind Monitoring Mast
OBST00810	OTHER: MAST	225239.08 N 0555513.23 E	952 / 394 FT	NIL	
OBST00893	OTHER: MAST	225238.22 N 0553626.92 E	768 / 328 FT	NIL	Supported Mast
OBST00894	STACK	225245.19 N 0555541.35 E	886 / 328 FT	NIL	Flare Stack
OBST01203	OTHER: MAST	251628.40 N 0562040.03 E	1039 / 340 FT	NIL	Lattice Comms Mast
OBST01296	OTHER: MAST	193536.18 N 0563220.73 E	977 / 465 FT	NIL	Wind Monitoring Mast
OBST01309	OTHER: MAST	240837.33 N 0565222.95 E	605 / NIL FT	MARKED & RED	Lattice Comms Mast
OBST01328	OTHER: MAST	190138.78 N	541 / 328 FT	NIL	Wind Monitoring

OBST ID or Designation	OBST type	OBST position	ELEV/HGT (FT)	OBST LGT Type/colour	Remarks
1	2	3	4	5	6
		0574105.35 E			Mast
OBST01330	OTHER: MAST	170619.98 N 0550544.99 E	528 / 328 FT	NIL	Wind Monitoring Mast
OBST01331	OTHER: MAST	170634.09 N 0550533.57 E	512 / 328 FT	NIL	Wind Monitoring Mast
OBST01365	OTHER: MAST	192029.38 N 0574421.72 E	659 / 394 FT	NIL	Wind Monitoring Mast
OBST01366	OTHER: MAST	191714.16 N 0574307.18 E	686 / 394 FT	NIL	Wind Monitoring Mast
OBST01367	OTHER: MAST	191406.90 N 0574321.13 E	699 / 394 FT	NIL	Wind Monitoring Mast
OBST01368	OTHER: MAST	191947.99 N 0574155.89 E	646 / 394 FT	NIL	Wind Monitoring Mast
OBST01373	OTHER: MAST	170111.39 N 0541023.68 E	422 / NIL FT	MARKED & RED	Lattice Comms Mast
OBST01489	OTHER: MAST	241801.25 N 0555009.12 E	1440 / 328 FT	NIL	Lattice Comms Mast
OBST01497.1	WINDMILL	182238.95 N 0555107.46 E	1457 / 656 FT	NIL	Wind Turbine
OBST01497.2	WINDMILL	182239.08 N 0555129.47 E	1450 / 656 FT	NIL	Wind Turbine
OBST01497.3	WINDMILL	182239.24 N 0555155.23 E	1450 / 656 FT	NIL	Wind Turbine
OBST01497.4	WINDMILL	182239.37 N 0555216.87 E	1454 / 656 FT	NIL	Wind Turbine
OBST01497.5	WINDMILL	182239.53 N 0555244.36 E	1454 / 656 FT	NIL	Wind Turbine
OBST01497.6	WINDMILL	182239.64 N 0555303.10 E	1457 / 656 FT	NIL	Wind Turbine
OBST01497.7	WINDMILL	182239.77 N 0555326.24 E	1454 / 656 FT	NIL	Wind Turbine
OBST01497.8	WINDMILL	182139.84 N 0554946.86 E	1460 / 656 FT	NIL	Wind Turbine
OBST01497.9	WINDMILL	182139.98 N 0555009.96 E	1454 / 656 FT	NIL	Wind Turbine
OBST01497.10	WINDMILL	182140.12 N 0555033.10 E	1463 / 656 FT	NIL	Wind Turbine
OBST01497.11	WINDMILL	182140.26 N 0555056.23 E	1467 / 656 FT	NIL	Wind Turbine
OBST01497.12	WINDMILL	182140.40 N 0555119.36 E	1460 / 656 FT	NIL	Wind Turbine

OBST ID or Designation	OBST type	OBST position	ELEV/HGT (FT)	OBST LGT Type/colour	Remarks
1	2	3	4	5	6
OBST01497.13	WINDMILL	182140.54 N 0555142.50 E	1463 / 656 FT	NIL	Wind Turbine
OBST01497.14	WINDMILL	182140.67 N 0555205.63 E	1467 / 656 FT	NIL	Wind Turbine
OBST01497.15	WINDMILL	182140.81 N 0555228.76 E	1467 / 656 FT	NIL	Wind Turbine
OBST01497.16	WINDMILL	182140.95 N 0555251.86 E	1463 / 656 FT	NIL	Wind Turbine
OBST01497.17	WINDMILL	182141.08 N 0555315.00 E	1463 / 656 FT	NIL	Wind Turbine
OBST01497.18	WINDMILL	182141.22 N 0555338.13 E	1460 / 656 FT	NIL	Wind Turbine
OBST01636.1	WINDMILL	182825.88 N 0560007.62 E	1392 / 656 FT	NIL	Wind Turbine
OBST01636.2	WINDMILL	182825.97 N 0560026.38 E	1392 / 656 FT	NIL	Wind Turbine
OBST01636.3	WINDMILL	182826.07 N 0560045.13 E	1401 / 656 FT	NIL	Wind Turbine
OBST01636.4	WINDMILL	182826.17 N 0560103.88 E	1401 / 656 FT	NIL	Wind Turbine
OBST01636.5	WINDMILL	182826.27 N 0560123.11 E	1408 / 656 FT	NIL	Wind Turbine
OBST01636.6	WINDMILL	182826.37 N 0560141.86 E	1405 / 656 FT	NIL	Wind Turbine
OBST01636.7	WINDMILL	182826.46 N 0560200.61 E	1405 / 656 FT	NIL	Wind Turbine
OBST01636.8	WINDMILL	182826.56 N 0560219.37 E	1401 / 656 FT	NIL	Wind Turbine
OBST01636.9	WINDMILL	182826.65 N 0560238.12 E	1401 / 656 FT	NIL	Wind Turbine
OBST01636.10	WINDMILL	182826.78 N 0560303.55 E	1405 / 656 FT	NIL	Wind Turbine
OBST01636.11	WINDMILL	182826.87 N 0560322.03 E	1405 / 656 FT	NIL	Wind Turbine
OBST01636.12	WINDMILL	182826.96 N 0560340.51 E	1405 / 656 FT	NIL	Wind Turbine
OBST01636.13	WINDMILL	182827.06 N 0560358.98 E	1398 / 656 FT	NIL	Wind Turbine
OBST01636.14	WINDMILL	182827.15 N 0560417.47 E	1405 / 656 FT	NIL	Wind Turbine
OBST01636.15	WINDMILL	182827.24 N	1401 / 656 FT	NIL	Wind Turbine

OBST ID or Designation	OBST type	OBST position	ELEV/HGT (FT)	OBST LGT Type/colour	Remarks
1	2	3	4	5	6
		0560435.95 E			
OBST01636.16	WINDMILL	182827.33 N 0560454.42 E	1395 / 656 FT	NIL	Wind Turbine
OBST01636.17	WINDMILL	182827.42 N 0560512.90 E	1405 / 656 FT	NIL	Wind Turbine
OBST01636.18	WINDMILL	182827.50 N 0560531.38 E	1398 / 656 FT	NIL	Wind Turbine
OBST01644	OTHER: MAST	190820.02 N 0573154.78 E	598 / 459 FT	NIL	Wind Monitoring Mast
OBST01646	STACK	221324.09 N 0563202.32 E	948 / 406 FT	NIL	Flare Stack
OBST01647	OTHER: MAST	233344.81 N 0582224.48 E	513 / 368 FT	NIL	Lattice Comms Mast
OBST01649	BUILDING	243014.08 N 0563617.00 E	500 / NIL FT	RED	
OBST01653	OTHER: MAST	190311.73 N 0574341.75 E	680 / 338 FT	NIL	Wind Monitoring Mast
OBST01685	POLE	233553.09 N 0582554.87 E	436 / 413 FT	NIL	Flag Pole
OBST01690	CRANE	165653.66 N 0540032.26 E	522 / 499 FT	NIL	Group of mobile dock crane within rectangular area length 2400m and width 420m
OBST01806	RIG	212259.50 N 0554815.04 E	516 / 328 FT	NIL	Oil Rig
OBST01849.1	WINDMILL	174805.63 N 0543413.82 E	2002 / 623 FT	NIL	Wind Turbine
OBST01849.2	WINDMILL	174805.78 N 0543427.41 E	2002 / 623 FT	NIL	Wind Turbine
OBST01849.3	WINDMILL	174808.03 N 0543441.14 E	1982 / 623 FT	NIL	Wind Turbine
OBST01849.4	WINDMILL	174830.44 N 0543506.02 E	2025 / 623 FT	NIL	Wind Turbine
OBST01849.5	WINDMILL	174835.73 N 0543519.60 E	2038 / 623 FT	NIL	Wind Turbine
OBST01849.6	WINDMILL	174835.08 N 0543533.17 E	2035 / 623 FT	NIL	Wind Turbine
OBST01849.7	WINDMILL	174840.95 N 0543546.66 E	2028 / 623 FT	NIL	Wind Turbine
OBST01849.8	WINDMILL	174840.50 N	2015 / 623 FT	NIL	Wind Turbine

OBST ID or Designation	OBST type	OBST position	ELEV/HGT (FT)	OBST LGT Type/colour	Remarks
1	2	3	4	5	6
		0543607.21 E			
OBST01849.9	WINDMILL	174847.54 N 0543621.90 E	2018 / 623 FT	NIL	Wind Turbine
OBST01849.10	WINDMILL	174840.02 N 0543637.37 E	1995 / 623 FT	NIL	Wind Turbine
OBST01849.11	WINDMILL	174823.51 N 0543413.55 E	2002 / 623 FT	NIL	Wind Turbine
OBST01849.12	WINDMILL	174833.28 N 0543434.84 E	2015 / 623 FT	NIL	Wind Turbine
OBST01849.13	WINDMILL	174846.50 N 0543458.67 E	2008 / 623 FT	NIL	Wind Turbine
OBST02018	OTHER: MAST	211033.15 N 0552827.63 E	663 / 328 FT	NIL	Lattice Mast
OBST02032	OTHER: MAST	202435.03 N 0561449.31 E	794 / 328 FT	NIL	Lattice Mast
OBST02033	CRANE	243045.93 N 0563643.72 E	451 / NIL FT	RED	Group of Mobile Dock Crane

ENR 6 EN-ROUTE CHARTS

6.1 ENROUTE CHART - ICAO	6.1 ENROUTE CHART - ICAO
MUSCAT UTA	MUSCAT UTA
6.2 PROHIBITED, RESTRICTED AND DANGER AREAS	6.2 PROHIBITED, RESTRICTED AND DANGER AREAS
6.3 RADIO FACILITY - INDEX CHART	6.3 RADIO FACILITY - INDEX CHART
6.4 AERIAL SPORTING AND RECREATIONAL ACTIVITIES - INDEX CHART	6.4 AERIAL SPORTING AND RECREATIONAL ACTIVITIES - INDEX CHART
6.5 MILITARY EXERCISE AND TRAINING AREAS - INDEX CHART	6.5 MILITARY EXERCISE AND TRAINING AREAS - INDEX CHART

ENROUTE CHART - ICAO

FOR AIRWAY RESTRICTIONS AND AVAILABILTY OPERATORS SHOULD REFER TO THE RESPECTIVE ENR 1.9 ANR ENR 3.2 PAGES

FOR DETAILS ON MUSCAT TMA SECTORS REFER TO CHART AD 2.OOMS-49

FOR 'T' AIRWAYS REFER TO CHART AD 2.OOMS-51

FOR WAYPOINT COORDINATES REFER TO ENR 3.2 AND 4.4.

FOR DETAILS OF PROHIBITED, RESTRICTED AND DANGER AREAS REFER ENR 6.2-1

LEGEND

- VOR/DME
- Aerodrome
- ATZ
- CTR
- Control Area
- AMA (Area minimum altitude)
- Route Designator
- Distance in NM
- ATS Route
- Upper Limit
- Lower Limit
- Magnetic Track
- Delegated Airspace
- Compulsory Reporting Point
- Non-Compulsory Rep. Point
- MET Compulsory Rep. Point
- Flight Information Region (FIR)
- TMA
- UTA
- International Boundary
- Communication Sector
- Isogonic Line

SCALE: 1 : 1 700 000

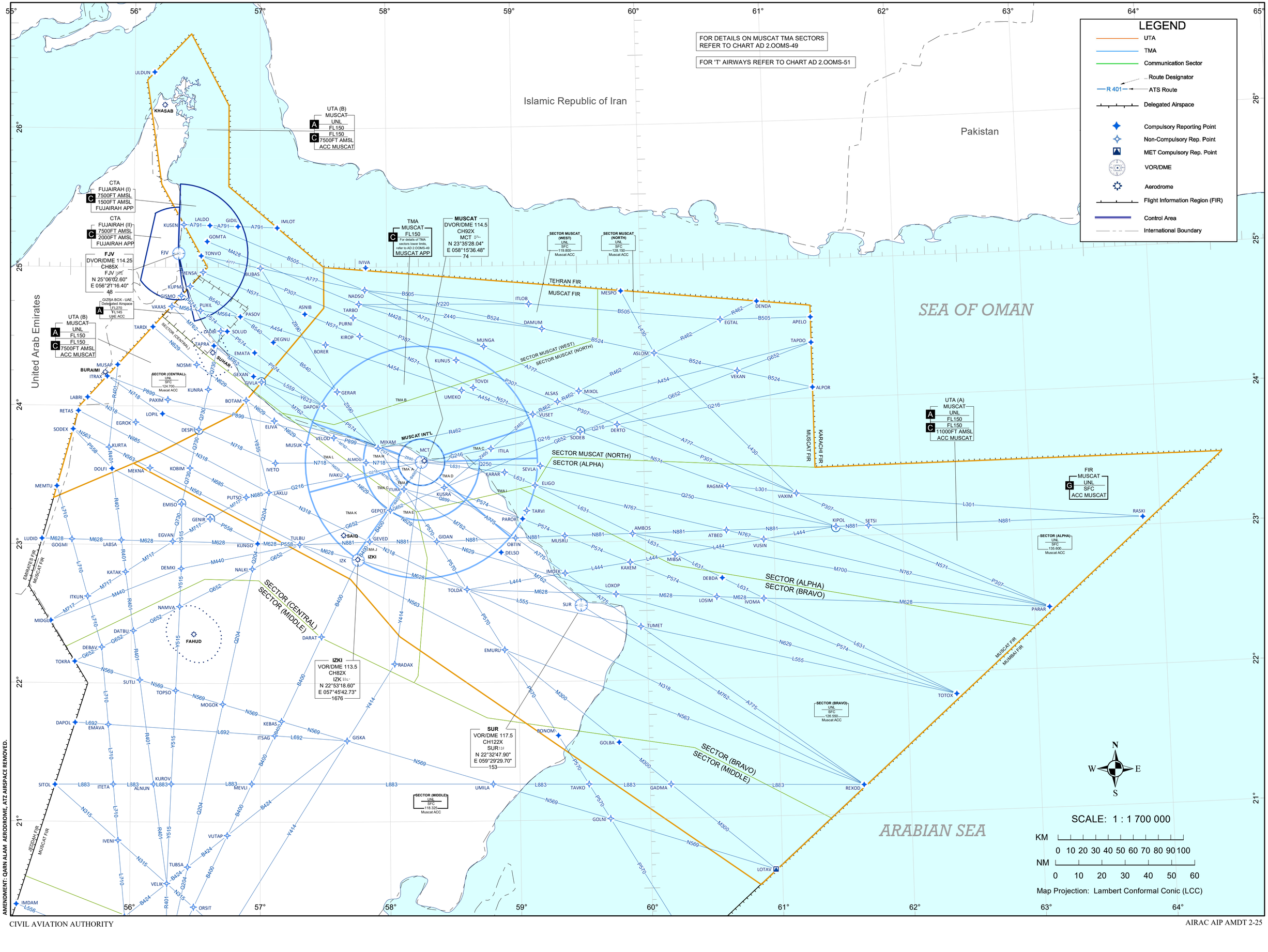
KM 0 10 20 30 40 50 60 70 80 90 100

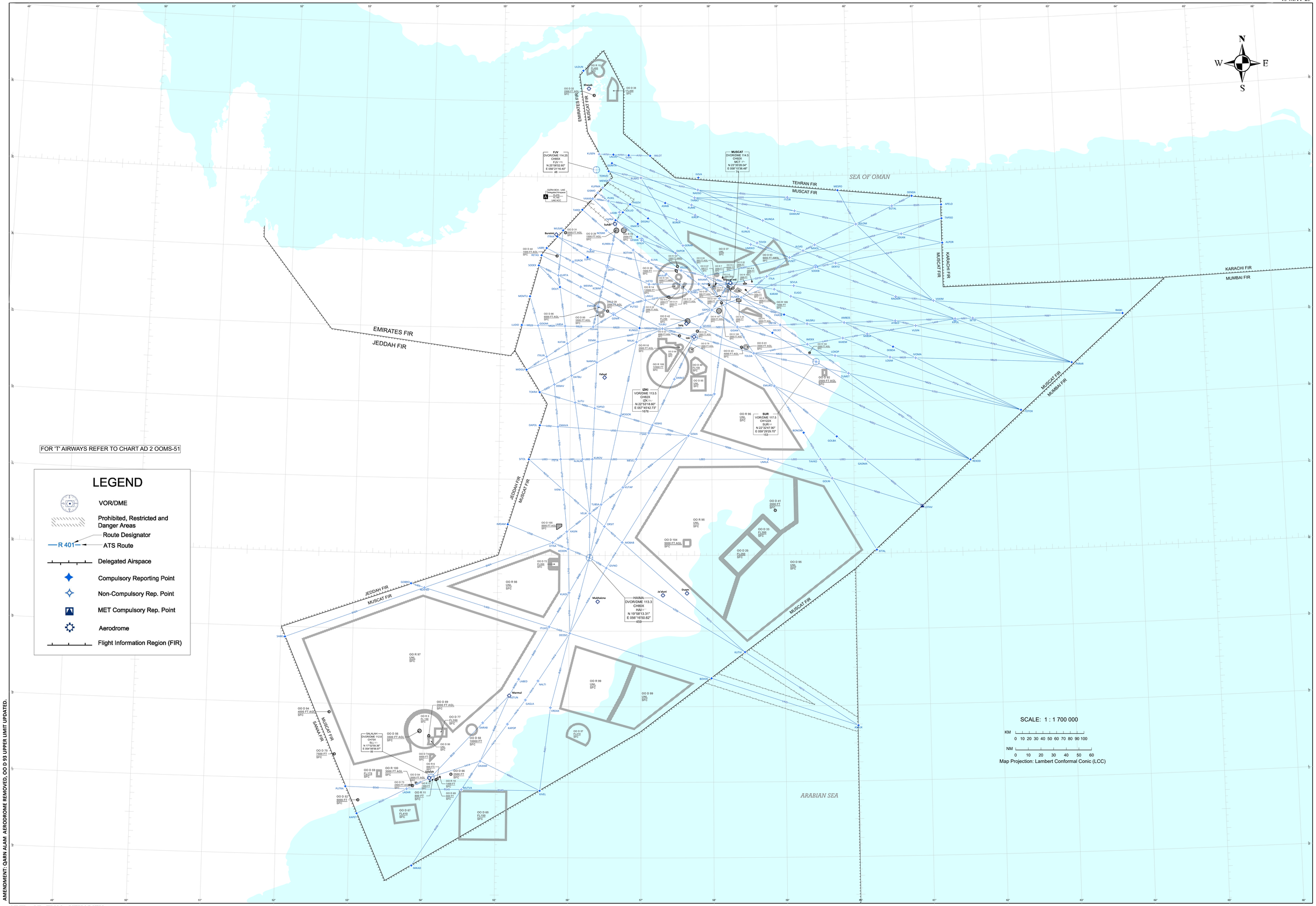
NM 0 10 20 30 40 50 60

Map Projection: Lambert Conformal Conic (LCC)

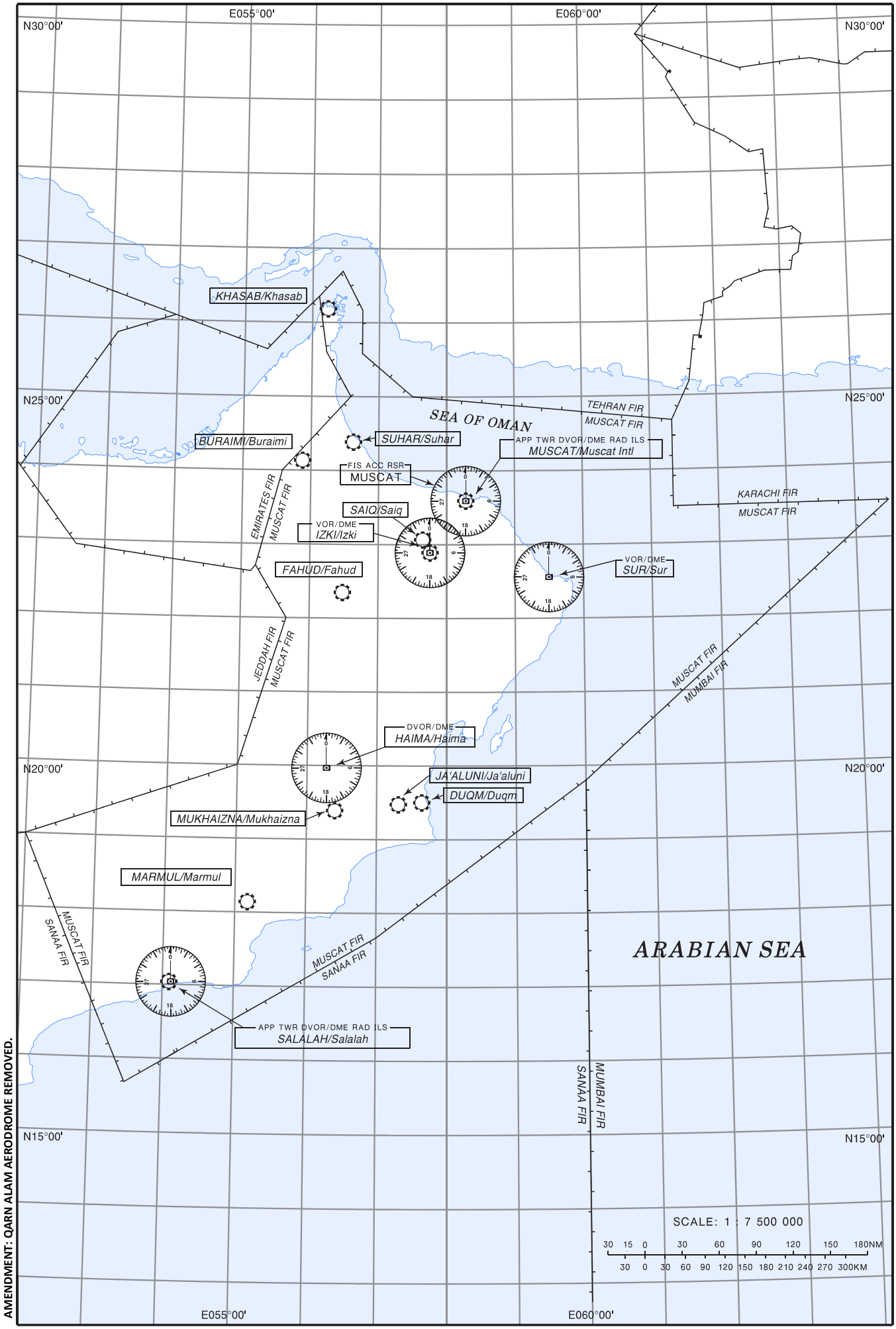
AMENDMENT: QARN ALAM AERODROME, ATZ AIRSPACE REMOVED, TITLE UPDATED.

MUSCAT UTA


FOR DETAILS ON MUSCAT TMA SECTORS REFER TO CHART AD 2.OOMS-49
FOR 'T' AIRWAYS REFER TO CHART AD 2.OOMS-51
LEGEND
UTA
TMA
Communication Sector
Route Designator
R 401
ATS Route
Delegated Airspace
Compulsory Reporting Point
Non-Compulsory Rep. Point
MET Compulsory Rep. Point
VOR/DME
Aerodrome
Flight Information Region (FIR)
Control Area
International Boundary
Islamic Republic of Iran
Pakistan
United Arab Emirates
SEA OF OMAN
ARABIAN SEA
UTA (B) MUSCAT A UNL FL150 C FL150 7500FT AMSL ACC MUSCAT
CTA FUJAIRAH (I) C 7500FT AMSL 1500FT AMSL FUJAIRAH APP
CTA FUJAIRAH (II) C 7500FT AMSL 2000FT AMSL FUJAIRAH APP
FJV DVOR/DME 114.25 CH85X FJV N 25°06'02.60" E 056°21'16.40" 48
GIZRA BOX - UAE Delegated Airspace A FL270 FL145 UAE ACC
UTA (B) MUSCAT A UNL FL150 C 7500FT AMSL ACC MUSCAT
TMA MUSCAT C FL150 For details of TMA sectors lower limits, refer to AD 2.OOMS-49 MUSCAT APP
MUSCAT DVOR/DME 114.5 CH92X MCT N 23°35'28.04" E 058°15'36.48" 74
SECTOR MUSCAT (WEST) UNL SFC 119.800 Muscat ACC
SECTOR MUSCAT (NORTH) UNL SFC 128.150 Muscat ACC
TEHRAN FIR
MUSCAT FIR
UTA (A) MUSCAT A UNL FL150 C FL150 11000FT AMSL ACC MUSCAT
KARACHI FIR
FIR MUSCAT G UNL SFC ACC MUSCAT
SECTOR (ALPHA) UNL SFC 135.600 Muscat ACC
SECTOR (BRAVO) UNL SFC 126.550 Muscat ACC
SECTOR (CENTRAL) UNL SFC 124.700 Muscat ACC
SECTOR MUSCAT (WEST)
SECTOR MUSCAT (NORTH)
SECTOR MUSCAT (NORTH) SECTOR (ALPHA)
SECTOR (ALPHA) SECTOR (BRAVO)
SECTOR (CENTRAL) SECTOR (MIDDLE)
SECTOR (BRAVO) SECTOR (MIDDLE)
SECTOR (MIDDLE) UNL SFC 118.325 Muscat ACC
MUSCAT INT'L
TMA A
TMA B
TMA C
TMA D
TMA E
TMA G
TMA I
TMA J
TMA K
TMA L
IZKI VOR/DME 113.5 CH82X IZK N 22°53'18.60" E 057°45'42.73" 1676
SUR VOR/DME 117.5 CH122X SUR N 22°32'47.90" E 059°29'29.70" 153
EMIRATES FIR
MUSCAT FIR
JEDDAH FIR
MUSCAT FIR
MUSCAT FIR
MUMBAI FIR
ULDUN
KHASAB
KUSEN
LALDO
GIDIL
IMLOT
GOMTA
FJV
TONVO
MENSA
KUPMI
GISMO
VAXAS
PUXIL
BUBAS
IVIVA
NADSO
TARBO
ASNIB
PURNI
KIROP
PASOV
SOLUD
DEGNU
EMATA
GEXAN
GIVLA
TAPRA
TARDI
LADBI
MUSAP
BURAIMI
ITRAX
NOSMI
SUHAR
LABRI
RETAS
SODEX
PAXIM
KUNRA
BOTAM
LOPIL
EGROK
DESPI
KURTA
DOLFI
MEKNA
KOBIM
IVETO
MEMTU
EMISO
GENIR
PUTSO
LAKLU
MUSUK
VELOD
DAPOK
GERAR
BORER
MIXAM
MCT
ITILA
IVAKU
ALMOG
GEPOT
ITURA
KUSRA
SAIQ
IZKI
IZK
GEVED
TULBU
KUNGO
LUDID
GOGMI
LABSA
EGVAN
DEMKI
NALKI
KATAK
ITKUN
MIDGU
NAMVA
FAHUD
DATBU
DEBAV
TOKRA
SUTLI
TOPSO
MOGOK
DAPOL
EMAVA
KEBAS
ITSAG
GISKA
DARAT
RADAX
TOLDA
GIDAN
OBTIN
DELSO
PAROK
TARVI
ELIGO
SEVLA
KARAR
VUSET
TOVDI
UMEKO
KUNUS
MUNGA
DAMUM
ITLOB
MESPO
DENDA
EGTAL
APELO
TAPDO
ASLOM
VEKAN
ALPOR
MIXOL
ALSAS
DERTO
SODEB
RAGMA
VAXIM
KIPOL
SETSI
RASKI
AMBOS
ATBED
VUSIN
MIBSA
KAXEM
IMOEK
LOXOP
DEBDA
LOSIM
IVOMA
PARAR
SUR
TUMET
EMURU
TOTOX
BONOM
GOLBA
REXOD
GADMA
TAVKO
UMILA
GOLNI
LOTAV
MEVLI
ALNUN
KUROV
ITETA
SITOL
IVENI
VUTAP
TUBSA
VELIK
ORSIT
IMDAM
MUSNOTAM
AMENDMENT: QARN ALAM AERODROME, ATZ AIRSPACE REMOVED.
N
W
E
S
SCALE: 1 : 1 700 000
KM 0 10 20 30 40 50 60 70 80 90 100
NM 0 10 20 30 40 50 60
Map Projection: Lambert Conformal Conic (LCC)
55° 56° 57° 58° 59° 60° 61° 62° 63° 64° 65°
26° 25° 24° 23° 22° 21°



AMENDMENT: QARN ALAM. AERODROME REMOVED. OO D 93 UPPER LIMIT UPDATED.



AMENDMENT: QARN ALAM AERODROME REMOVED.

AD 0.6 TABLE OF CONTENTS TO PART 3

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AD 0.2 [NIL] RECORD OF AIP AMENDMENTS……AD 0.2-1
AD 0.3 [NIL] RECORD OF AIP SUPPLEMENTS……..AD 0.3-1
AD 0.4 [NIL] CHECKLIST OF AIP PAGES……AD 0.4-1
AD 0.5 [NIL] LIST OF HAND AMENDMENTS TO THE AIP……...AD 0.5-1
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AD 1.1 AERODROME AVAILABILITY……..AD 1.1-1
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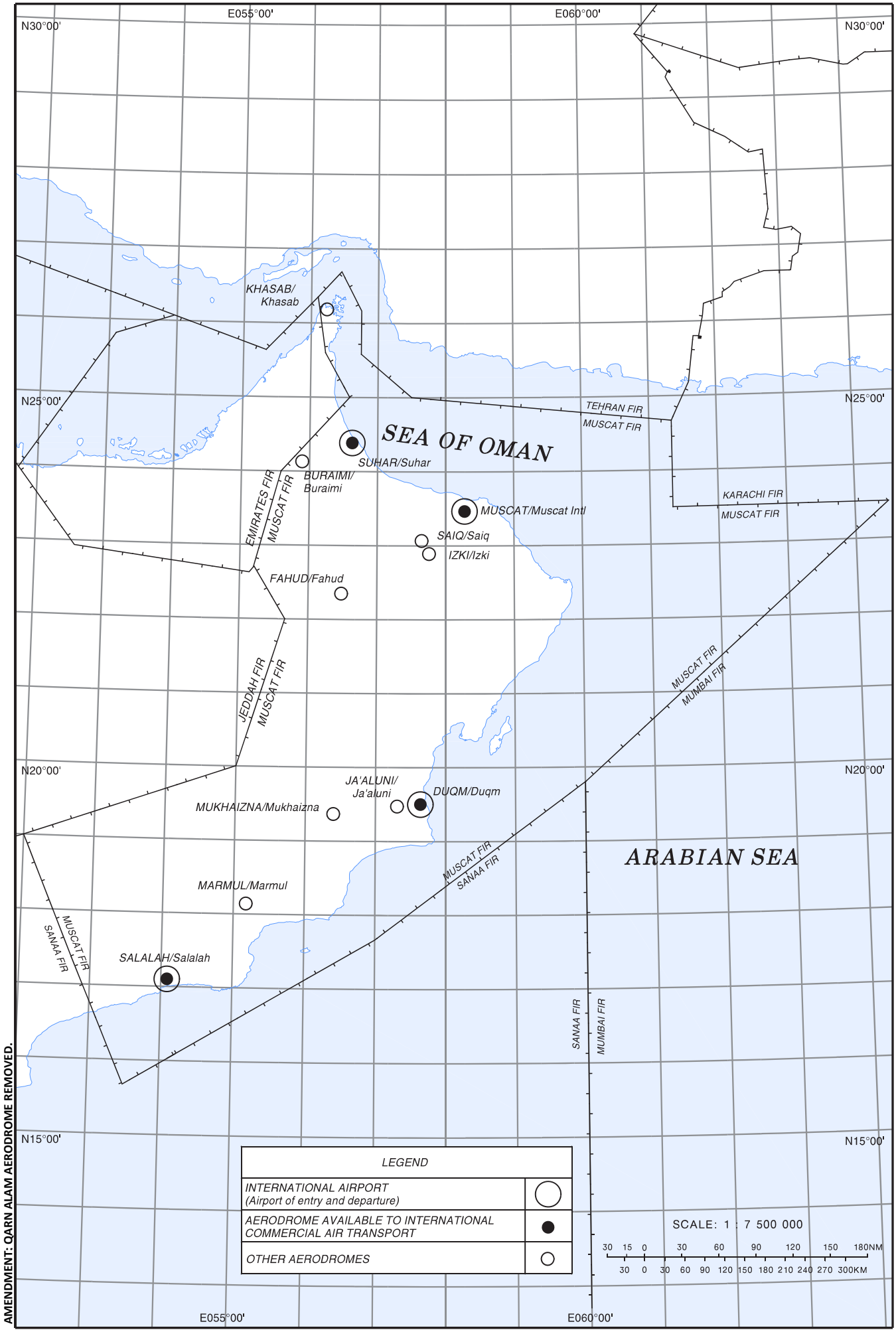
AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome/heliport 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 MIL = Military	
1	2	3	4	5
AERODROME				
BURAIMI/Buraimi OOBR	NTL	VFR	S	AD 2 OOBR
DUQM/Duqm OODQ	INTL*-NTL	IFR-VFR	S-NS-P	AD 2 OODQ
FAHUD/Fahud OOFD	NTL	IFR-VFR	S	AD 2 OOFD
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/Muscat International 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

* When used for international air traffic, a prior permission is required (Secondary Intl Aerodrome).

AERODROME INDEX CHART	AERODROME INDEX CHART

AERODROME INDEX CHART - ICAO



AMENDMENT: QARN ALAM AERODROME REMOVED.

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location indicator	Certification date	Certificate validity	Remarks
1	2	3	4
BURAIMI/Buraimi OOBR	Nil	-	Military Aerodrome
DUQM/Duqm OODQ	Certified (Initial) 12 October 2017	-	VMC Day use only
FAHUD/Fahud OOFD	Certified (Initial) 17 May 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 (Initial) 23 October 2015	-	VMC Day use only
MUSCAT/Muscat International OOMS	Certified (Initial) 31 May 2010	-	Nil
MARMUL/Marmul OOMX	Certified (Initial) 29 March 2008	-	VMC Day use only
SALALAH/Salalah OOSA	Certified (Initial) 13 November 2013	-	Nil
SUHAR/Suhar OOSH	Certified (Initial) 22 June 2017	-	VMC
SAIQ/Saiq OOSQ	Nil	-	Military Aerodrome

Note: Dash (—) indicates that the Civil Aviation Authority may grant a certificate for a maximum period of 5 years and renewed thereafter, unless cancelled, suspended or revoked.

OOFD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OOFD FAHUD/Fahud

OOFD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	222115.88 N 0562905.34 E Midpoint of RWY centreline
2	Direction and distance from (city)	Fahud Airport is located approximately 2.5 KM/1.3 NM north of Fahud Camp in the North of Oman.
3	Elevation/Reference temperature	565 FT/44.7°C
4	Geoid undulation at AD ELEV PSN	-111 FT Height of Geoid (MSL) above reference ellipsoid (WGS-84)
5	MAG VAR/Annual change	2°E (2021)/0.03° E increasing
6	AD Administration, address, telephone, telefax, telex, AFS, Email, website	Address: Oman Airports Management Company S.A.O.C Muscat International Airport P.O.Box 1707 Postal Code 111 Muscat, Sultanate of Oman During working hours: Fahud Airport Manager Office: (968) 24383761 Fahud Airport RFFS Office: (968) 2438 4164 \ 2438 4819 After Working Hours: Fahud Airport Manager Mobile: (968) 99205147 PDO Fire Station commander Mobile: (968) 71110347 Fahud AFIS Specialist Mobile: (968) 91368935 Oman Airports Muscat (HQ): Chief Operation Officer COO (968) 24353800 \99481801 VP regional Airports (968) 99422350 IMS director (968) 24352231
7	Types of traffic permitted (IFR/VFR)	VFR/IFR only in visual meteorological conditions (VMC). Minimum visibility for take-off & landing: 5000 M. Minimum cloud ceiling: 1500 FT. Aircraft Code C (Wingspan up to but not including 36 M; Outer main gear span up to but not including 9 M). Use restricted to aircraft with a wheelbase of less than 18 M. Only flights operating on behalf of PDO will be allowed to land and depart except by prior permission from the Airport Manager or in an aircraft emergency.
8	Remarks	NIL

OOFD AD 2.3 OPERATIONAL HOURS

1	AD Administration	From Sunrise to Sunset - HJ. Approach and/or landing by prior permission only. Minimum of 24 hours notice is required for non-scheduled flights.
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	HJ - Flight Information is operated for scheduled and pre-arranged flights (Day Operation Only).
8	Fuelling	NIL
9	Handling	As AD hours
10	Security	Security and safety services (SSS) 24 hours and ROP security during operation hours.
11	De-icing	NIL
12	Remarks	NIL

OOFD AD 2.4 HANDLING SERVICES AND FACILITIES

NIL

OOFD AD 2.5 PASSENGER FACILITIES

1	Hotels	There is accommodation available at the PDO Fahud camp and contractors motel (PAC). Accomodation is available only by prior arrangement. Fahud Hotel available. Its 5.5 Km away from the airport and its located in Fahud area, for reservation contact: 92132401
2	Restaurants	There is a canteen available at the PDO Fahud camp and motel (PAC) at contractor camp. This facility is available only by prior arrangement. Restaurants and coffee shops available located in Fahud area.
3	Transportation	Transportation can be made available by prior arrangement.
4	Medical facilities	There is a Clinic at the PDO Fahud camp. The nearest hospitals are at Nizwa, approx 165 KM/89.1 NM by road and Ibri, approx 145 KM/78.3 NM by road.
5	Bank and Post Office	There are Muscat Bank and Sohar International bank ATM located in Fahud area.

6	Tourist Office	NIL
7	Remarks	Supermarkets are available in Fahud area.

OOFD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Cat 7
2	Rescue equipment	Two 8x8 foam tenders, carries total 20000 LTRS water, 5000 LTRS type ‘FFFP ’ foam and 1000 KG dry powder. Emergency water supplies available, 50 000 LTRS overhead tank at apron and additional water tanker 20000 LTRS WATER Open source 12 000 LTRS tank at each runway end
3	Capability for removal of disabled aircraft	Limited to GSE on-site and Recovery Kit available in Muscat up to B747 capacity will be arranged as required.
4	Remarks	NIL

OOFD AD 2.7 SEASONAL AVAILABILITY — CLEARING

NIL

OOFD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Apron	Surface: Strength:	Concrete PCN 120/R/B/W/T
2	Taxiway width, surface and strength	A	Width: Surface: Strength:	23 M Asphalt (flexible pavement) PCN 68/F/A/W/T
		B	Width: Surface: Strength:	23 M Asphalt (flexible pavement) PCN 67/F/A/W/T
3	ACL and elevation	Apron area, elev 565 FT AMSL		
4	VOR checkpoint	NIL		
5	INS checkpoint	NIL		
6	Remarks	NIL		

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
RWY 08L Approach / RWY 26R Departure					
OOMS1715	Light	233613.20 N 0581456.61 E	26.54 M (87 FT)	not marked lit	Nil
OOMS_2689	Building	233609.89 N 0581448.64 E	30.21 M (99 FT)	not marked not lit	NIL
OOMS_0018	Pole	233616.96 N 0581455.51 E	26.06 M (85 FT)	not marked not lit	NIL
OOMS_2658	Tree	233614.04 N 0581455.40 E	26.30 M (86 FT)	not marked not lit	NIL
OOMS_0019	Pole	233615.72 N 0581455.89 E	26.13 M (86 FT)	not marked not lit	NIL
OOMS_2644	Tree	233614.92 N 0581456.98 E	25.62 M (84 FT)	not marked not lit	NIL
OOMS_0020	Pole	233614.47 N 0581456.25 E	26.23 M (86 FT)	not marked not lit	NIL
OOMS_2657	Tree	233615.01 N 0581455.09 E	26.86 M (88 FT)	not marked not lit	NIL
OOMS_0021	Pole	233613.21 N 0581456.60 E	26.32 M (86 FT)	not marked not lit	NIL
OOMS_0022	Pole	233611.97 N 0581456.94 E	26.37 M (87 FT)	not marked not lit	NIL
OOMS_0023	Pole	233610.69 N 0581457.29 E	26.51 M (87 FT)	not marked not lit	NIL
RWY 26R Approach / RWY 08L Departure					
OOMS2533	ILS antenna	233633.87 N 0581805.56 E	12.37 M (41 FT)	not marked lit	Nil
Transitional RWY 26R/08L and RWY 26L/08R					
OOMS_0112	Pole	233636.94 N 0581813.77 E	12.39 M (41 FT)	not marked not lit	NIL
OOMS_0113	Pole	233636.66 N 0581814.70 E	12.41 M (41 FT)	not marked not lit	NIL
OOMS_0114	Sign	233636.61 N 0581814.81 E	14.47 M (47 FT)	not marked not lit	NIL
OOMS_0352	Antenna	233641.86 N 0581805.63 E	24.18 M (79 FT)	not marked not lit	NIL
OOMS_0405	Weather station	233636.86 N 0581732.83 E	13.76 M (45 FT)	not marked not lit	NIL
OOMS_0019	Pole	233615.72 N	26.13 M (86 FT)	not marked not lit	NIL

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
		0581455.89 E			
OOMS_2645	Tree	233616.32 N 0581456.59 E	21.28 M (70 FT)	not marked not lit	NIL
OOMS_0085	Pole	233540.83 N 0581847.35 E	15.33 M (50 FT)	not marked not lit	NIL
OOMS_0078	Pole	233545.76 N 0581846.88 E	14.98 M (49 FT)	not marked not lit	NIL
OOMS_0565	RVR	233531.56 N 0581721.80 E	13.13 M (43 FT)	not marked not lit	Frangible
OOMS_2799	Fuel Shed	233535.02 N 0581837.56 E	22.29 M (73 FT)	not marked not lit	NIL
OOMS_2796	Fuel Shed	233534.94 N 0581836.58 E	22.28 M (73 FT)	not marked not lit	NIL
OOMS_0595	Mast	233520.33 N 0581638.42 E	49.95 M (164 FT)	not marked lit	NIL
OOMS-0444	RVR	233527.68 N 0581632.02 E	17.18 M (56 FT)	not marked not lit	Frangible
OOMS_0458	Building	233524.56 0581800.67 E	60.53 M (199 FT)	not marked lit	NIL
OOMS-0424	Windsock	233536.00 N 0581814.15 E	14.30 M (47 FT)	not marked lit	Frangible
OOMS-0447	Weather station	233535.06 N 0581810.36 E	17.93 M (59 FT)	not marked lit	Frangible
OOMS-0425	Windsock	233536.93 N 0581627.96 E	20.10 M (66 FT)	not marked lit	Frangible
OOMS-0446	Weather station	233531.56 N 0581721.80 E	13.13 M (43 FT)	not marked not lit	Frangible
OOMS3303	Light	233523.57 N 0581753.78 E	61.30 M (201.1 FT)	not marked lit	NIL
OOMS3349	Light	233520.50 N 0581754.12 E	62.15 M (203.9 FT)	not marked lit	NIL
OOMS3350	Light	233521.10 N 0581800.88 E	61.22 M (200.85 FT)	not marked lit	NIL
OOMS3300	Light	233524.12 N 0581800.65 E	61.30 M (201.1 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.					

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 forecaste 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 or 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 BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinate THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08L	085° T 083° M	4000 X 60	91/F/A/W/T Asphalt and Concrete	233621.27 N 0581528.63 E 233632.57 N 0581749.30 E GUND -90 FT	THR 26 FT TDZ 25.4 FT
26R	265° T 263° M	4000 X 60	91/F/A/W/T Asphalt and Concrete	233632.57 N 0581749.30 E 233621.27 N 0581528.63 E GUND -90 FT	THR 19.6 FT TDZ 19.6 FT
08R	085° T 083° M	4080 X 45	91/F/A/W/T Asphalt	233530.02 N 0581600.92 E 233541.54 N 0581824.31 E GUND -90 FT	THR 48.9 FT TDZ 49 FT
26L	265° T 263° M	4080 X 45	91/F/A/W/T	233541.54 N	THR 24.2 FT

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinate THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
			Asphalt	0581824.31 E 233530.02 N 0581600.92 E GUND -90 FT	TDZ 26 FT

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	Dimensions of runway end safety areas
1	7	8	9	10	11
08L	0.05% down	NIL	NIL	4120 X 280	240 x 140 M
26R	0.05% up	NIL	NIL	4120 X 280	240 x 140 M
08R	0.19% down	NIL	NIL	4200 X 280	240 x 140 M
26L	0.19% up	NIL	NIL	4200 X 280	240 x 140 M

Designations RWY NR	Location and description of engineering material arresting system (EMAS)	OFZ	Remarks
1	12	13	14
08L	NIL	yes	NIL
26R	NIL	yes	NIL
08R	NIL	yes	NIL
26L	NIL	yes	NIL

a. Runway 26R THR displaced by 160 M. DTHR Coordinates: N233632.12 E0581743.66, DTHR ELEV 19.7 FT.

b. Runway 08R THR displaced by 480 M. DTHR Coordinates: N233531.38 E0581617.79, DTHR ELEV 49 FT.

c. Runway 08L/26R has paved shoulders 15 M wide.

d. Runway 08R/26L has paved shoulders 15 M wide.

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	NIL	Nil
26R	4000	4000	4000	3840	Nil
Intersection Y6	3306	3306	3306	NIL	Nil
08R	4080	4080	4080	3600	Nil
Intersection E2	3690	3690	3690	NIL	Nil
Intersection D2	3140	3140	3140	NIL	Nil
Intersection D3	2568	2568	2568	NIL	Nil
26L	4080	4080	4080	4080	Nil
Intersection E8	3985	3985	3985	NIL	Nil
Intersection E7,D7	3585	3585	3585	NIL	Nil
Intersection D6	3069	3069	3069	NIL	Nil
Intersection D5	2455	2455	2455	NIL	Nil

OOMS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing,colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
08L	LIH Variable white 900 M Coded centreline with 5 cross bars at 150 M intervals	Green WBAR	PAPI left side / 3° MEHT 65 FT 424 M from THR	900 M from THR Uni-Directional VRB LIH White spacing 30 M	Yes	60 M Uni-Directional LIH White Bi-Directional LIH last 600 M yellow	Red LIH No WBAR	Nil	WARNING: Unless otherwise notified by ATC, pilots should only land on the runway in use that is indicated by the flashing white RTIL. Closed

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing,colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
									runway will be marked by an illuminated white X and should not be used for landing under any circumstances.
26R	LIH Variable white 900 M Coded centreline with 5 cross bars at 150 M intervals	Green WBAR	PAPI left side / 3° MEHT 66 FT 434 M from THR	900 M from THR Uni-Directional VRB LIH White spacing 30 M	Yes	60 M Uni-Directional LIH White Bi-Directional LIH last 600 M yellow Red between the beginning of the RWY and Displ THR in the Approach direction	Red LIH No WBAR	Nil	WARNING: Unless otherwise notified by ATC, pilots should only land on the runway in use that is indicated by the flashing white RTIL. Closed runway will be marked by an illuminated white X and should not be used for landing under any circumstances.

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing,colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
08R	LIH Variable white 900 M Coded centreline with 5 cross bars at 150 M intervals	Green WBAR	PAPI left side / 3° MEHT 17.3 FT 431 M from THR	N/A	N/A	60 M Directional White Yellow/ Yellow/ Red	Red LIH No WBAR	Nil	RTIL (white)
26L	LIH Variable white 900 M Coded centreline with 5 cross bars at 150 M intervals	Green WBAR	PAPI left side / 3° MEHT 17.3 FT431 M from THR	N/A	N/A	60 M Directional White Yellow/ Yellow/ Red	Red LIH No WBAR	Nil	RTIL (white)

OOMS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	RWY 08L/26R Indicators and ground signaling devices: WDI (lighted at night): North of RWY abeam TDZ RWY 08L South of RWY abeam TDZ RWY 26R RWY 08R/26L Indicators and ground signaling devices: WDI (lighted at night): south of RWY abeam TDZ RWY 08R South of RWY abeam TDZ RWY 26L Anemometer: RWY 08L/26R (3 anemometer): both RWY ends abeam TDZs and mid of RWY (north of the RWY) RWY 08R/26L (3 anemometer): both RWY ends abeam TDZs and mid of RWY (south of the RWY)
3	TWY edge and centre line lighting	Edge: Elevated/inset blue in turns Centreline: inset green
4	Secondary power supply/switch-over time	UPS and diesel generators/1 SEC

5	Remarks	Nil

OOMS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	233524.50 N 0581623.60 E FATO ALFA ROMEO 2	233541.80 N 0581614.00 E FATO HOTEL
2	TLOF and/or FATO elevation M/FT	50.36 FT	37.60 FT
3	TLOF and FATO area dimensions, surface, strength, marking	East 617 x 35 M West 517 x 35 M Asphalt PCN 60/F/A/X/U white	East 623 x 23 M West 623 x 23 M Asphalt PCN 91/F/A/W/T white
4	True BRG of FATO	085° (T), 084° (M) 265° (T), 264° (M)	085° (T), 084° (M) 265° (T), 264° (M)
5	Declared distance available	TODAH: East 600 M; West 500 M RTODAH: East 600 M; West 500 M LDAH: 35 M	TODAH: East 623 M; West 623 M RTODAH: East 623 M; West 623 M LDAH: 23 M
6	APP and FATO lighting	NIL	NIL
7	Remarks	Non instrument, visual conditions, Daytime only. Max Helicopter length 23.2 M (see Notes and refer to paragraph 20.4, 20.8, 22.4).	Non instrument, visual conditions,Daytime only. Max Helicopter length 23.2 M

Notes: 1. During VFR operations, helicopters of 23.2 meters overall length or less may be directed to land and depart from designated area on Taxiway A. Helicopters longer than 23.2 meters will be treated as fixed wing aircraft and will use the runway, as appropriate.

2. Helicopters longer than 23.2 meters shall advise Aerodrome Control on first contact.

3. The final approach take off area combined with touchdown and lift off area on Taxiway A is marked as shown on the Aerodrome Chart AD 2.OOMS-15. It is designated as FATO ALFA ROMEO 2.

4. Helicopter final approach take-off area ALFA ROMEO 2 can be used for arrivals and departures in both directions - 085° T and 265° T.

5. Aerodrome Control will endeavour to use the helicopter landing areas nearest to the appropriate apron whenever possible, subject to traffic.

6. Helicopters are considered as taxiing aircraft when either on the taxiway or when air taxiing in ground effect and at a speed of 20 KT or less.

7. When meteorological conditions go below following parameters:

a) Visibility less than 5000 M

b) Ceiling unable to remain more than 1000 FT below cloud

c) Forward visibility of 1500 M and during hrs of darkness, all helicopter operations shall take place to and from the runway.

8. FATO HOTEL is available when TWY H is clear of movement, if there is any operations commenced in the compass pad the approach of FATO HOTEL shall be commenced from East (RWYs 26 direction landing).

OOMS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Muscat CTR Circle radius 10 NM centered on Muscat DVOR/DME.(N233528.04 E0581536.48).
2	Vertical limits	SFC-5500 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Muscat Approach/Muscat Tower English
5	Transition altitude/Transition level	13 000 FT/FL150
6	Hours of applicability (or activation)	H24
7	Remarks	1.Establish radio communication with ATC prior to entering CTR. 2. CTR airspace from Surface (SFC) to 2000 FT delegated to Muscat Tower Control during SUNRISE-SUNSET (HJ) in VMC, excluding the Final Approach Path areas.

OOMS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP/RAD	Muscat Approach	121.200 MHz 119.500 MHz 121.500 MHz	H24	Primary Secondary Emergency
TWR	Muscat Tower North	118.825 MHz 129.575 MHz 121.500 MHz	H24	Primary Secondary Emergency
	Muscat Tower South	118.400 MHz 129.575 MHz 121.500 MHz		Primary Secondary Emergency
SMC	Muscat Ground North	127.875 MHz 129.575 MHz	H24	Primary Secondary
	Muscat Ground South	121.800 MHz 129.575 MHz		Primary Secondary
CLD	Muscat Clearance Delivery	125.575 MHz 129.575 MHz	H24	Primary Secondary
ATIS	Muscat Information	126.800 MHz	H24	NIL

OOMS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ILS/MLS, give declination),facility_classification	ID	Frequency (CH)	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME 2.0°E (2025)	MCT	114.500 MHz CH 92X	H24	233528.04N 0581536.48E	74 Feet	NIL
LOC RWY 08L ILS CAT I 2.0°E (2025)	IML	108.900 MHz	H24	233633.57N 0581802.26E		
GP RWY 08L		329.300 MHz	H24	233626.23N 0581540.06E		Angle: 3.0°, RDH 55 FT
ILS DME RWY 08L	IML	CH 26X	H24	233626.23N 0581540.06E	29 Feet	
LOC RWY 26R ILS CAT I 2.0°E (2025)	IMR	110.700 MHz	H24	233619.16N 0581502.83E		
GP RWY26R		330.200 MHz	H24	233635.20N 0581731.71E		Angle: 3.0°, RDH 57 FT
ILS DME RWY 26R	IMR	CH 44X	H24	233635.20N 0581731.71E	23 Feet	
LOC RWY 08R ILS CAT I (2.0˚E/2025)	IMW	108.300 MHz	H24	233542.60N 0581837.30E		
GP RWY 08R		334.100 MHz	H24	233528.30N 0581629.90E		Angle: 3°, RDH 57.3ft
ILS DME RWY 08R	IMW	CH 20X	H24	233528.30N 0581629.90E	56 Feet	
LOC RWY 26L ILS CAT 1 (2.0˚E/2025)	ISB	110.300 MHz	H24	233528.70N 0581544.30E		
GP RWY 26L		335.000 MHz	H24	233536.50N 0581812.70E		Angle: 3°, RDH 57.3ft
ILS DME RWY 26L	ISB	CH 40X	H24	233536.50N 0581812.70E	34 Feet	

OOMS AD 2.20 LOCAL AERODROME REGULATIONS

20.1 AERODROME REGULATIONS

General:

AD is restricted to aircraft capable of maintaining twoway 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 CAA.

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.

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

Ground movement of large aircraft:

All Boeing 777X aircraft operating at OOMS must adhere to the following procedure for wing tip folding:

• Wing tips must remain extended during the landing roll and while vacating the RWY;
• Wing tips are only to be folded once the aircraft has fully vacated the RWY.

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 RWY 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.

c) All departure traffic from OOMS (Muscat International Airport) shall switch on ADS-B before startup.

d) all landing traffic (OOMS) shall keep ADS-B switched on till block-in acft stand

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 LOC 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.

OOMS 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 3000 FT QNH. ATC will endeavor 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.

23.3 VDGS-STANDS DOCKING PROCEDURE IN NORTH APRON

Do not enter the stand if the display is blank or shows WAIT, STOP, FAILED, ERR or an incorrect aircraft, unless a marshaller is present. Contact GROUND for assistance. During the aircraft approach to the stand, the docking guidance system automatically confirms the identification of the aircraft. The aircraft must be identified at least 12m before the correct stop position. If this does not occur, the system displays “STOP” and then “WAIT”. While the aircraft is stopped, the system will

attempt to identify it. If successful, the docking procedure will continue. If not, “WAIT” will be replaced with “STOP”.

Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.

Follow the lead in line. When the solid yellow closing rate field appears, the aircraft has been caught by the scanning unit. The scanning unit now checks that the aircraft is the correct type and the display provides azimuth guidance information.

Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while solid yellow arrow gives an indication of how far the aircraft is off of the centreline.

When the aircraft is 12M from the stop position, closing rate information is given. “Distance to go” is indicated by turning off one row of LEDs for each one half metre that the aircraft advances toward the stop position.

When the aircraft is approaching with too high speed, display will indicate “SLOW”.

When the correct stop position is reached all of the LEDs for the closing rate field will be off, the word “STOP” will appear in the display.

If the aircraft stops in the correct position, “OK” will be displayed after a few seconds.

If the aircraft has gone past the correct stop position, the display will show “TOO FAR”.

23.4 LASER BEAM EMISSION

Laser light pointing Northwest will be operating at N233750 E0581152 (AL KHUDH) from SFC to

500ft AMSL daily between 1300-1700.

OOMS AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO	AERODROME CHART - ICAO
AIRCRAFT PARKING-DOCKING CHART - ICAO (SOUTH CIVIL AND GENERAL AVIATION APRONS)	AIRCRAFT PARKING-DOCKING CHART - ICAO (SOUTH CIVIL AND GENERAL AVIATION APRONS)
AIRCRAFT PARKING-DOCKING CHART - ICAO (NORTH CIVIL APRON)	AIRCRAFT PARKING-DOCKING CHART - ICAO (NORTH CIVIL APRON)
AIRCRAFT PARKING-DOCKING CHART - ICAO (CARGO APRON)	AIRCRAFT PARKING-DOCKING CHART - ICAO (CARGO APRON)
AERODROME OBSTACLE CHART - ICAO - TYPE A 08L-26R	AERODROME OBSTACLE CHART - ICAO - TYPE A 08L-26R
AERODROME OBSTACLE CHART - ICAO - TYPE A 08R-26L	AERODROME OBSTACLE CHART - ICAO - TYPE A 08R-26L
AERODROME OBSTACLE CHART - ICAO - TYPE B	AERODROME OBSTACLE CHART - ICAO - TYPE B
PRECISION APPROACH TERRAIN CHART - ICAO - RWY 08L	PRECISION APPROACH TERRAIN CHART - ICAO - RWY 08L
PRECISION APPROACH TERRAIN CHART - ICAO - RWY 26R	PRECISION APPROACH TERRAIN CHART - ICAO - RWY 26R
TERMINAL AREA CHART	TERMINAL AREA CHART MUSCAT - ICAO

MUSCAT - ICAO	
AREA CHART — ICAO & DEP/ARR STANDARD RNAV ROUTES	AREA CHART — ICAO & DEP/ARR STANDARD RNAV ROUTES
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 08L	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 08L
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 08L	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 08L
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 26R	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 26R
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 26R	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 26R
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 08L	STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 08L
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 08L	STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 08L
STANDARD ARRIVAL CHART (TRANSITION) INSTRUMENT - ICAO - RWY 08L	STANDARD ARRIVAL CHART (TRANSITION) INSTRUMENT - ICAO - RWY 08L
STANDARD ARRIVAL CHART INSTRUMENT - ICAO -	STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 26R

RNAV (GNSS) RWY 26R	
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 26R	STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 26R
STANDARD ARRIVAL CHART (TRANSITION) INSTRUMENT - ICAO - RWY 26R	STANDARD ARRIVAL CHART (TRANSITION) INSTRUMENT - ICAO - RWY 26R
INSTRUMENT APPROACH CHART - ICAO - ILS RWY 08L	INSTRUMENT APPROACH CHART - ICAO - ILS RWY 08L
INSTRUMENT APPROACH CHART - ICAO - ILS RWY 26R	INSTRUMENT APPROACH CHART - ICAO - ILS RWY 26R
INSTRUMENT APPROACH CHART - ICAO - LOC RWY 08L	INSTRUMENT APPROACH CHART - ICAO - LOC RWY 08L
INSTRUMENT APPROACH CHART - ICAO - LOC RWY 26R	INSTRUMENT APPROACH CHART - ICAO - LOC RWY 26R
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 08L	INSTRUMENT APPROACH CHART - ICAO - RNP RWY 08L
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 26R	INSTRUMENT APPROACH CHART - ICAO - RNP RWY 26R
INSTRUMENT APPROACH CHART - ICAO - VOR RWY 08L	INSTRUMENT APPROACH CHART - ICAO - VOR RWY 08L
INSTRUMENT APPROACH CHART - ICAO - VOR RWY 26R	INSTRUMENT APPROACH CHART - ICAO - VOR RWY 26R
VFR ROUTES - MUSCAT CTR	VFR ROUTES - MUSCAT CTR

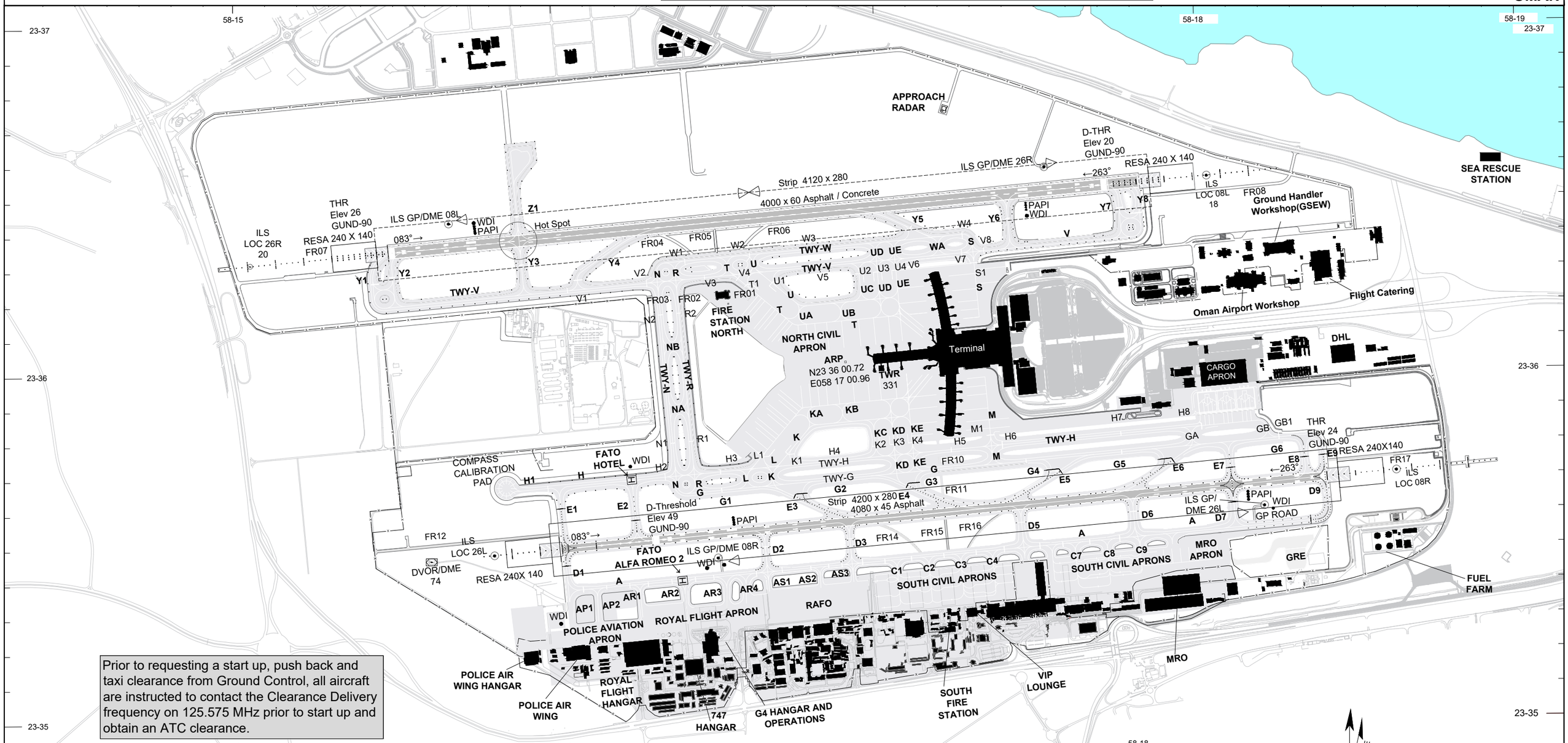
OOMS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

AERODROME CHART — ICAO | **WGS-84** | **AD ELEV 49 FT**

Muscat Tower North	118.825	Muscat Ground North	127.875	Muscat Information	126.800
Muscat Tower South	118.4	Muscat Ground South	121.800	Muscat 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.

RWY	DIRECTION	THRESHOLD	STRENGTH	DECLARED DISTANCES (metres)			
				TORA	TODA	ASDA	LDA
08L Intersection Y3	85°(T) 85°(T)	N 23 36 21.27 E 058 15 28.63	PCN 91/F/A/W/T	4000m 3312m	4000m 3312m	4000m 3312m	4000m
26R Intersection Y6	265°(T) 265°(T)	N 23 36 32.57 E 058 17 49.30	PCN 91/F/A/W/T	4000m 3306m	4000m 3306m	4000m 3306m	3840m
08R	85°(T)	N 23 35 30.02 E 058 16 00.92	PCN 91/F/A/W/T	4080m	4080m	4080m	3600m
26L	265°(T)	N 23 35 41.54 E 058 18 24.31	PCN 91/F/A/W/T	4080m	4080m	4080m	4080m

AERODROME LIGHTING

RWY 08L/26R:	RWY 08R/26L:
ALS LIH (length 900m) PAPI-L (3.00°) RED LIH RTHL (green) RTIL (white) RENL LIH (red) RTZL LIH (white) RCLL	ALS LIH (length 900m) PAPI-L (3.00°) RED RTHL (green) RTIL (white) RENL LIH (red)
RWY: RETIL Blue Edge Light	RWY: RETIL Blue Edge Light Center Line Lights(green, yellow) RED (yellow) STL (red)

VAR 02°E (2025)
Annual rate of change 0.05°E

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

AMENDMENT : EDITORIAL, OBSTACLE REMOVED, FENCE UPDATED.

AMENDMENT: TWY C2 & C7 ARROW UPDATED, FENCE UPDATED.

AIRCRAFT PARKING/DOCKING CHART SOUTH APRON - ICAO

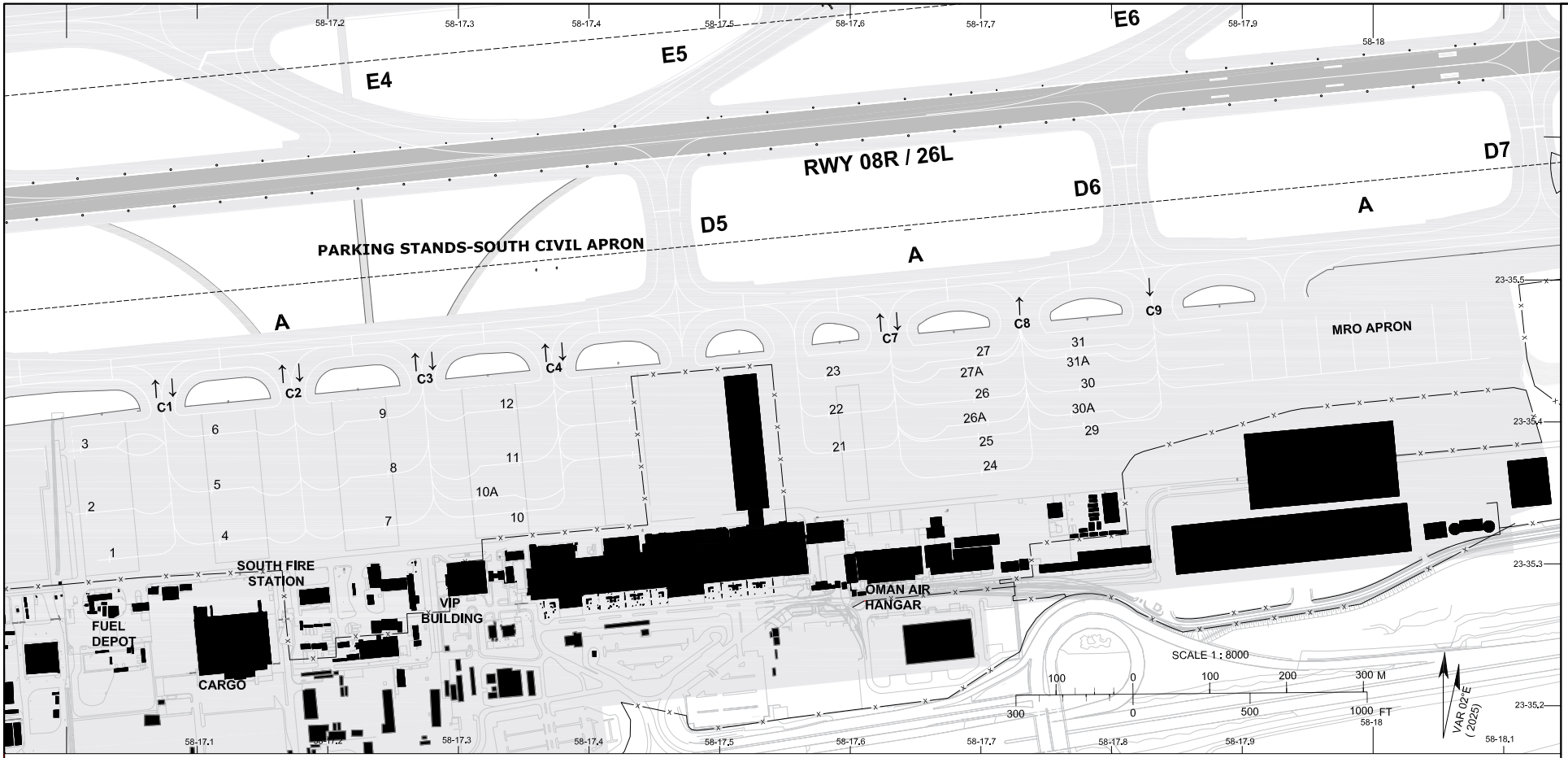
AIRCRAFT PARKING/DOCKING CHART (SOUTH APRON) - ICAO

WGS-84

AD ELEV 49 FT

Muscat Information	126.800	Muscat Ground North	127.875
Muscat Tower North	118.825	Muscat Ground South	121.800
Muscat Tower South	118.4	Muscat Clearance Delivery	125.575

MUSCAT/Muscat Intl
OMAN



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
				31	N23 35 27.99	E058 17 45.39	33

PARKING RESTRICTION

STAND	WING SPAN (MAX)	REMARKS
1	23.99m	PUSH BACK ,PULL FORWARD TO C1 HOLD POINT
2,3	64.94m	
4,7	51.97m	Stands 5&8 OK for A380 or B747-800 when 6&4 or 7&9 restricted to code C
5,8,9,11	64.94m	
6,12	60.30m	
10	35.81m	
26A,27A,30A,31A	64.94m	
21,22,23,24,25,26 27,28,29,30,31	35.81m	PUSH BACK Push back clearance required from tower

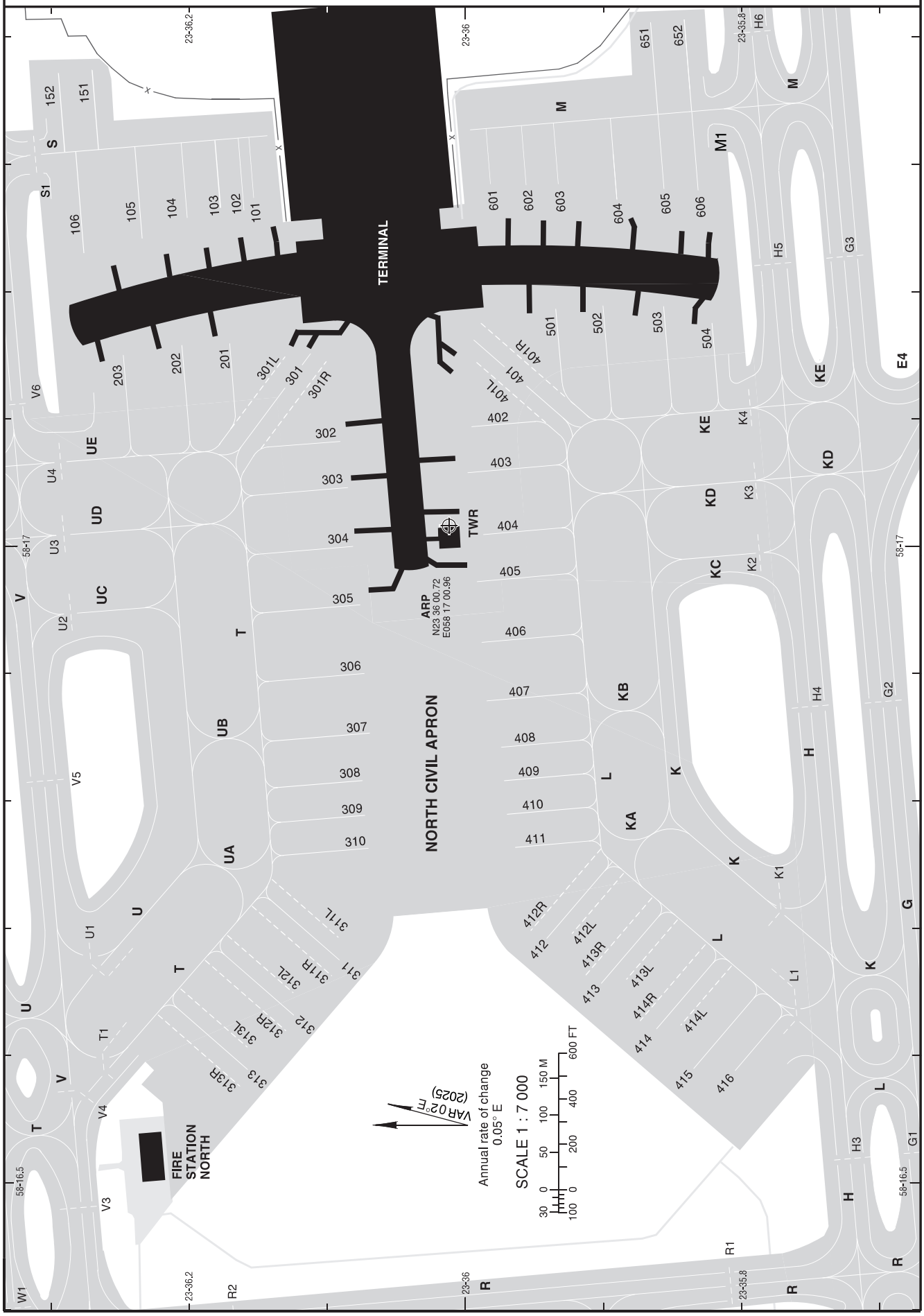
AIRCRAFT PARKING/DOCKING CHART NORTH APRON – ICAO

AIRCRAFT PARKING/DOCKING CHART (NORTH APRON) - ICAO

WGS-84
AD ELEV 49 FT

Muscat Information	126.800	Muscat Ground North	127.875
Muscat Tower North	118.825	Muscat Ground South	121.800
Muscat Tower South	118.4	Muscat Clearance Delivery	125.575

MUSCAT/Muscat Intl
OMAN



AMENDMENT: STAND NO 151 & 152 LEAD LINES UPDATED.

DEP/ARR STANDARD RNAV ROUTES – TMA MUSCAT

AREA CHART - ICAO

AD ELEV	49 FT
Trans Alt	13000 FT
Trans Level	FL 150

Muscat Information 126.800	Muscat Approach 121.200
Muscat Tower North 118.825	Muscat Ground North 127.875
Muscat Tower South 118.4	Muscat Ground South 121.800

MUSCAT / Muscat Intl
OMAN

56° 57° 58° 59° 60° 61° — 25° 24° 23° 22°

CTA FUJAIRAH (II) C 7500FT AMSL 2000FT AMSL FUJAIRAH APP

CTA FUJAIRAH (I) C 7500FT AMSL 1500FT AMSL FUJAIRAH APP

MENSA

T508 13000 FT 3500 FT 307°

T509 13000 FT 3500 FT 319°

PASOV

SOLUD

SUHAR

T509 53 UNL FL150

T508 53 UNL FL150

316° 307°

DAPOK

GIZRA BOX - UAE Delegated Airspace A FL270 FL145 UAE ACC

EMIRATES FIR / MUSCAT FIR

SECTOR MUSCAT (WEST) SECTOR (CENTRAL)

UTA (B) MUSCAT A UNL FL150 C FL150 7500FT AMSL ACC MUSCAT

SECTOR MUSCAT (WEST) UNL SFC 119.800 Muscat ACC

TEHRAN FIR / MUSCAT FIR

SECTOR MUSCAT (WEST) SECTOR MUSCAT (NORTH)

SEA OF OMAN

TMA B C FL150 2000 FT AMSL MUSCAT APP

MUSCAT DVOR/DME 114.5 CH92X MCT N 23°35'28.04" E 058°15'36.48" 74 MUSCAT INT'L

TMA A 1 C FL150 5500 FT AMSL MUSCAT APP

TMA D 2 C FL150 4000 FT AMSL MUSCAT APP

TMA F 3 C FL150 5000 FT AMSL MUSCAT APP

TMA L C FL150 4500 FT AMSL MUSCAT APP

MUSUK 099° T511 50 UNL FL150 MIXAM

T508 53 UNL FL150 307°

MCT 066° 117° 126° 156° 235° 288°

VUSET 246°

T500 52 UNL FL150

TMA C C FL150 2000 FT AMSL MUSCAT APP

KARAR T504 47 UNL FL150

T502 70 UNL FL150 331°

TARVI

MUSRU

T504 47 UNL FL150

T505 33 UNL FL150

T506 63 UNL FL150

SAIQ

TULBU

IZKI

IZKI VOR/DME 113.5 CH82X IZK N 22°53'18.60" E 057°45'42.73" 1676

TMA J C FL150 8000 FT AMSL MUSCAT APP

TMA G 4 C FL150 8000 FT AMSL MUSCAT APP

TMA H 5 C FL150 2000 FT AMSL MUSCAT APP

TMA I 6 C FL150 5500 FT AMSL MUSCAT APP

TMA K 7 C FL150 9500 FT AMSL MUSCAT APP

FAHUD

SECTOR (CENTRAL) UNL SFC 124.700 Muscat ACC

SECTOR (CENTRAL) SECTOR (MIDDLE)

SECTOR (MIDDLE) UNL SFC 118.325 Muscat ACC

UTA (A) MUSCAT A UNL FL150 C FL150 11000FT AMSL ACC MUSCAT

EMURU 336°

SECTOR MUSCAT (NORTH) SECTOR (ALPHA)

SECTOR MUSCAT (NORTH) UNL SFC 128.150 Muscat ACC

SECTOR (ALPHA) UNL SFC 135.600 Muscat ACC

SECTOR (ALPHA) SECTOR (BRAVO)

T503 18 UNL FL150 331°

SUR

SUR VOR/DME 117.5 CH122X SUR N 22°32'47.90" E 059°29'29.70" 153

TUMET

SECTOR (BRAVO) UNL SFC 126.550 Muscat ACC

FOR AIRWAY RESTRICTIONS AND AVAILABILITY OPERATORS SHOULD REFER TO THE RESPECTIVE ENR3.2 PAGE

02°E (2025)

SCALE 1 : 1 500 000

10 0 10 20 30 40 KM

5 0 5 10 15 20 NM

LEGEND

- VOR/DME
- Aerodrome
- Route Designator
- Distance in NM
- ATS Route Upper Limit
- Lower Limit
- Magnetic Track
- Delegated Airspace
- Compulsory Reporting Point
- Non-Compulsory Rep. Point
- Flight Information Region (FIR)
- TMA
- UTA
- Control Area
- Communication Sector

! a 9b5 a 9b¢Y / ! ! w¢ ¢9 a t [! ¢9 ¢¢[9¢ ¦ t5 ! ¢95¢

11	De-icing	NIL
12	Remarks	PDO. PPR.

OOMX AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A-1
3	Fuelling facilities/capacity	Fuel Bowser Fixed storage capacity 100 000 LTRS
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

OOMX AD 2.5 PASSENGER FACILITIES

1	Hotels	There is accommodation available at the PDO Marmul camp and contractors motel (PAC). Accommodation is available only by prior arrangement.
2	Restaurants	There is a canteen available at the PDO Marmul camp and motel (PAC) at contractor camp. This facility is available only by prior arrangement.
3	Transportation	Transportation can be made available by prior arrangement.
4	Medical facilities	Clinics available in Marmul. There is a clinic at the PDO Marmul camp. The nearest hospitals are at Salalah approximately 240 KM/130

		NM away by road. Haima Hospital approximately 290 KM/157 NM by road. Al Watheeka Clinic – Marmul Keboot Health Center approximately 21Km Shalem Hospital approximately 75Km
5	Bank and Post Office	There is Bank Muscat available at Marmul contractors camp and Sohar International Bank located at PDO camp main entrance gate.
6	Tourist Office	NIL
7	Remarks	NIL

OOMX AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7 RFFS cover is available for scheduled movements. Cover for non-scheduled flights is available by prior arrangement.
2	Rescue equipment	Two 8×8 Foam Tenders (Tigon) Each tender carries 10,000 L water, 2500 L Foam and 500 Kg dry powder. Monitor discharge rate 15000 LTRS/MIN One 6×6 foam tender (Rosenbauer) carries 12,500 L water, 1,500 L foam and 225Kg dry powder. Monitor discharge rate 6000 LTRS/MIN. One 4×4 Foam tender (Rosenbauer) carries 6,000 L water, 500 L foam and 135 Kg dry powder Emergency water supplies available 12,000 LTRS tank at each RWY end. Water bowser (MAN) carriers 20,000 L
3	Capability for removal of disabled aircraft	Limited to GHSE on-site and Recovery Kit available in Muscat up to B747 capacity will be arranged as required.
4	Remarks	NIL

OOMX AD 2.7 SEASONAL AVAILABILITY — CLEARING

NIL

OOMX AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Apron	Surface: Strength:	Asphalt PCN 44/F/A/X/T
		Apron	Surface: Strength:	Concrete PCN 51/R/A/X/T
2	Taxiway width, surface and strength	A	Width: Surface: Strength: B Width: Surface: Strength:	15 M Asphalt (flexible pavement) PCN 44/F/A/X/T 15 M Asphalt (flexible pavement) PCN 44/F/B/X/T
3	ACL and elevation	Apron Area elev 893 FT AMSL		
4	VOR checkpoint	NIL		
5	INS checkpoint	NIL		
6	Remarks	Aircraft stands are located at concrete section		

OOMX 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	Painted aircraft stand markings Yellow painted centrelines No visual docking system
2	RWY and TWY markings and LGT	RWY: LGT: See AD 2.14 for detail Markings: RWY designation markings, painted CL, THR markings, TDZ markings, painted edge markings, chevron markings TWY: Markings: Edge lighting, painted centreline, RWY holding position markings Apron: Markings: Edge lighting, painted centreline, aircraft stop markings

		Signage: Markings: Apron directional illuminated, RWY mandatory signage, TWY locational signage
3	Stop bars	NIL
4	Other runway protection measures	NIL
5	Remarks	Aiming Point marking does not coincide with PAPI slope origin.

OOMX AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
RWY 14 Approach / RWY 32 Departure					
OOMX1151	Mobile Obstacle	180901.18 N 0550958.60 E	Road+5M (16 FT)	NIL	Type-A
OOMX1152	Mobile Obstacle	180901.73 N 0550959.00 E	Road+5M (16 FT)	NIL	Type-A
OOMX1153	Mobile Obstacle	180902.28 N 0550959.40 E	Road+5M (16 FT)	NIL	Type-A
OOMX1154	Mobile Obstacle	180902.84 N 0550959.80 E	Road+5M (16 FT)	NIL	Type-A
OOMX1155	Mobile Obstacle	180903.38 N 0551000.19 E	Road+5M (16 FT)	NIL	Type-A
OOMX1156	Mobile Obstacle	180903.97 N 0551000.60 E	Road+5M (16 FT)	NIL	Type-A
OOMX1157	Mobile Obstacle	180904.57 N 0551001.02 E	Road+5M (16 FT)	NIL	Type-A

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
OOMX1158	Mobile Obstacle	180905.16 N 0551001.43 E	Road+5M (16 FT)	NIL	Type-A
OOMX1159	Mobile Obstacle	180905.73 N 0551001.83 E	Road+5M (16 FT)	NIL	Type-A
OOMX1160	Mobile Obstacle	180906.00 N 0551002.02 E	Road+5M (16 FT)	NIL	Type-A
OOMX1161	Mobile Obstacle	180906.26 N 0551002.19 E	Road+5M (16 FT)	NIL	Type-A
RWY 32 Approach / RWY 14 Departure					
OOMX1188	Fence	180742.60 N 0551126.51 E	281.9 M (924.8 FT)	NIL	Type-A
OOMX1186	Fence	180739.10 N 0551122.87 E	282.9 M (928.1 FT)	NIL	Type-A
OOMX1179	Terrain	180733.98 N 0551130.81 E	285.3 M (936.1 FT)	NIL	Type-A
OOMX1178	Terrain	180734.72 N 0551131.70 E	285.4 M (936.2 FT)	NIL	Type-A
OOMX1177	Terrain	180734.26 N 0551132.32 E	285.8 M (937.7 FT)	NIL	Type-A
RWY 32 Approach / RWY 14 Departure					
OOMX1175	Terrain	180733.93 N 0551132.41 E	286.1 M (938.5 FT)	NIL	Type-A
OOMX1174	Terrain	180733.32 N 0551132.47 E	286.5 M (940.0 FT)	NIL	Type-A

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
OOMX1181	Terrain	180733.08 N 0551132.51 E	286.6 M (940.4 FT)	NIL	Type-A
OOMX1037	Terrain	180726.88 N 0551132.18 E	289.0 M (948.2 FT)	NIL	Type-A
OOMX1036	Terrain	180726.22 N 0551132.84 E	289.4 M (949.5 FT)	NIL	Type-A
OOMX1019	Utility pole	180720.82 N 0551138.56 E	295.1 M (968.3 FT)	NIL	Type-A
OOMX1015	Utility pole	180722.94 N 0551142.47 E	295.6 M (969.8 FT)	NIL	Type-A
OOMX1011	Utility pole	180725.07 N 0551146.37 E	296.7 M (973.3 FT)	NIL	Type-A
OOMX1018	Utility pole	180715.73 N 0551141.29 E	298.5 M (979.2 FT)	NIL	Type-A
Refer to Aerodrome Obstacle Charts (Type A) and (Type B) Note: They are penetrating inner horizontal surface					

In Area 3					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NIL	NIL	NIL	NIL	NIL	NIL

OOMX AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	A MET observation service is provided by trained (AFISO) airport staff.
2	Hours of service MET Office outside hours	As AD hours
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend forecaste Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	NIL
10	Additional information	NIL

OOMX AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinate THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14	136° T 135° M	2561 X 45	44/F/A/X/T Asphalt (flexible pavement)	180852.20 N 0551013.11 E 180752.08 N 0551113.40 E GUND -114 FT	THR 892 FT TDZ NIL
32	316° T 315° M	2561 X 45	44/F/A/X/T Asphalt (flexible pavement)	180752.08 N 0551113.40 E 180852.20 N 0551013.11 E GUND -114 FT	THR 915 FT TDZ NIL

ICAO	
AERODROME OBSTACLE CHART - ICAO - TYPE A	AERODROME OBSTACLE CHART - ICAO - TYPE A
AERODROME OBSTACLE CHART - ICAO - TYPE B	AERODROME OBSTACLE CHART - ICAO - TYPE B
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 14	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 14
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 32	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 32
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 14	STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 14
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 32	STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 32
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 14	INSTRUMENT APPROACH CHART - ICAO - RNP RWY 14
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 32	INSTRUMENT APPROACH CHART - ICAO - RNP RWY 32

OOMX AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

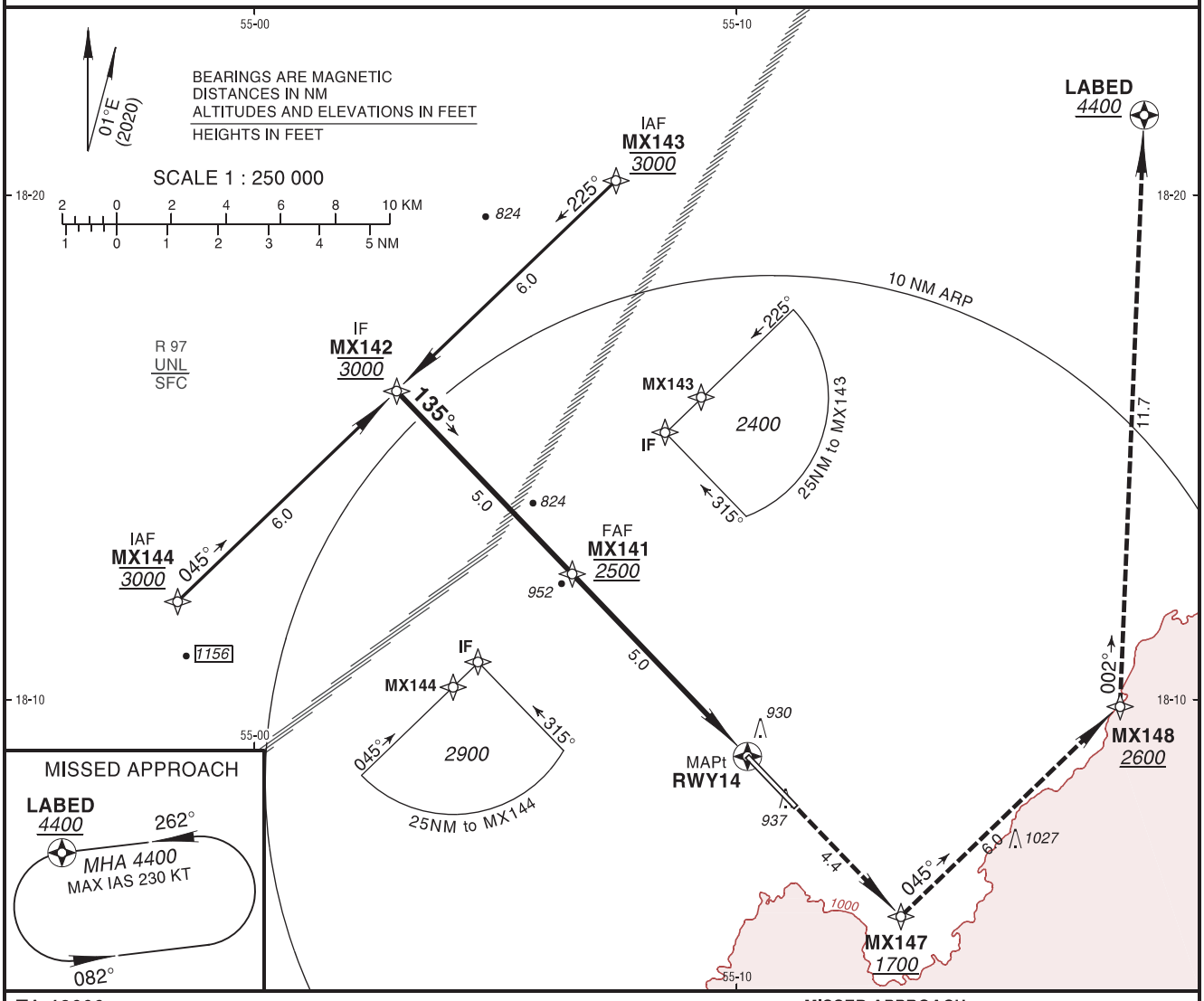
INSTRUMENT APPROACH CHART - ICAO

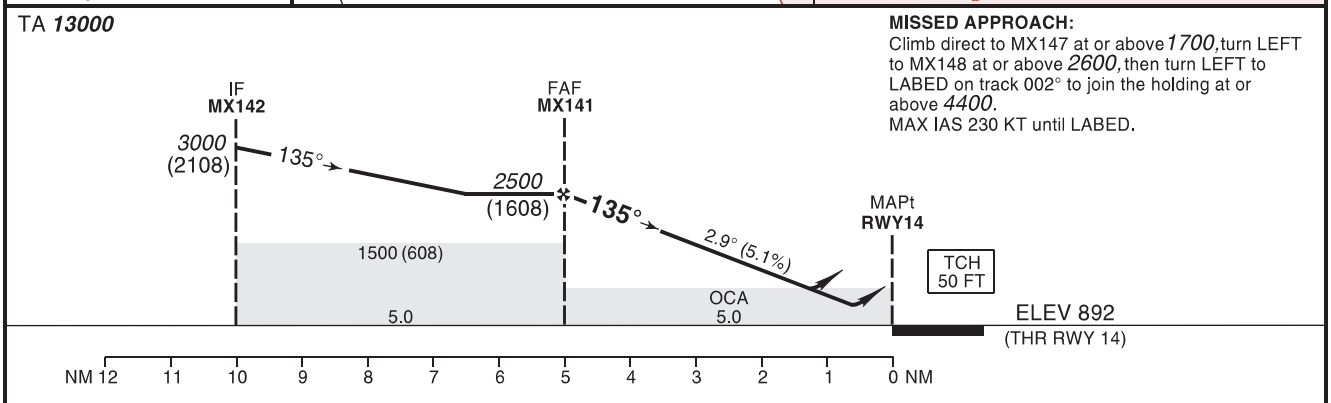
AD ELEV 915 FT

HEIGHTS RELATED TO THR RWY 14 ELEV 892 FT

Marmul Information 122.750

MARMUL/Marmul
OMAN
RNP RWY 14





MISSED APPROACH:
Climb direct to MX147 at or above *1700*, turn LEFT to MX148 at or above *2600*, then turn LEFT to LABED on track 002° to join the holding at or above *4400*.
MAX IAS 230 KT until LABED.

STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCH	189			Not Authorized
	DA(H)	*1250* (350)			
LNAV	OCH	308			Not Authorized
	MDA(H)	*1300* (410)			
CIRCLING (HAA)*		A	B	C	D
	OCH	415	495	635	Not Authorized
	MDA(H)	*1430* (520)	*1510* (600)	*1650* (740)	

ADVISORY INFORMATION ONLY						
NM to RWY14	5	4	3	2	1	
ALT (HGT)	*2500* (1608)	*2192* (1300)	*1884* (992)	*1576* (684)	*1268* (376)	
GS	kt	80	100	120	140	160	180
FAF-MAPt ❶	min:s						
ROD: 5.1%	ft/min	420	530	640	750	870	960

❶ Timing not authorized for defining the MAPt.

RNP Approach required.

BARO VNAV Not authorized below 5°C or above 50°C.

AMENDMENT: 5 1 1 a 5 1 1 ¦ t 5 1 0 9 5 0

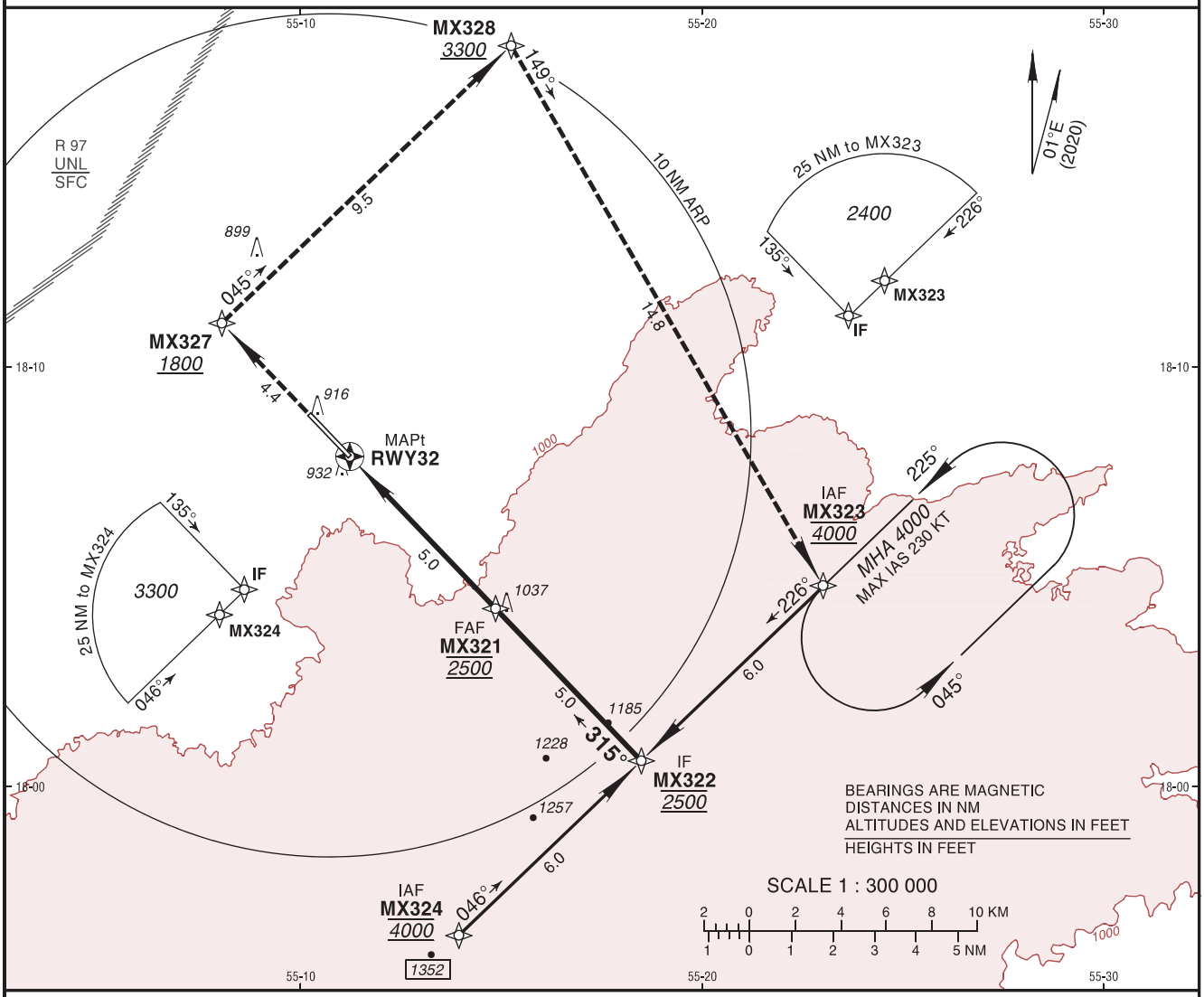
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 915 FT

HEIGHTS RELATED TO THR RWY 32 ELEV 915 FT

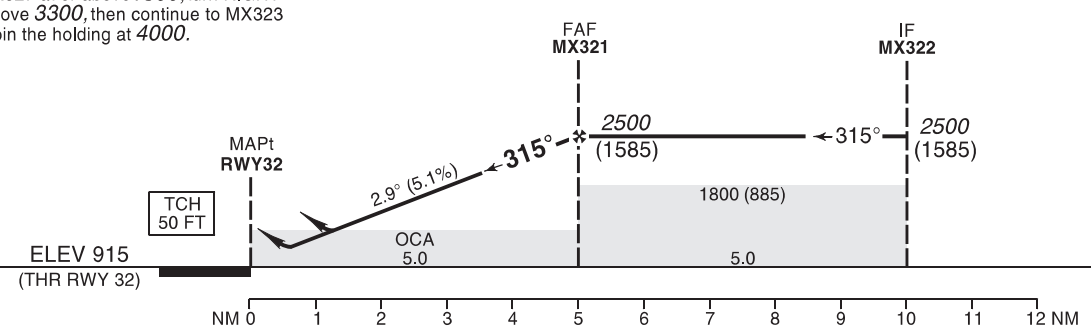
Marmul Information 122.750

MARMUL/Marmul
OMAN
RNP RWY 32



MISSED APPROACH:
Climb direct to MX327 at or above *1800*, turn RIGHT to MX328 at or above *3300*, then continue to MX323 on track 149° to join the holding at *4000*.

TA ***13000***



STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCH	261			Not Authorized
	DA(H)	*1280* (370)			
LNAV	OCH	365			Not Authorized
	MDA(H)	*1380* (470)			
CIRCLING (HAA)*		A	B	C	D
	OCH	415	495	635	Not Authorized
	MDA(H)	*1430* (520)	*1510* (600)	*1650* (740)	

ADVISORY INFORMATION ONLY							
NM to RWY32	2	3	4	5			
ALT (HGT)	*1576* (661)	*1884* (969)	*2192* (1277)	*2500* (1585)			
GS	kt	80	100	120	140	160	180
FAF-MAPt ❶	min:s						
ROD: 5.1%	ft/min	420	520	630	730	840	950

❶ Timing not authorized for defining the MAPt.

RNP Approach required.

BARO VNAV Not authorized below 5°C or above 50°C.

AMENDMENT: 5 !k!! a5 !k! ¦t5 !¢95)