SULTANATE OF OMAN

CIVIL AVIATION AUTHORITY

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AIRAC AIP AMDT 1/26
Publication Date
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SULTANATE OF OMAN AERONAUTICAL INFORMATION PUBLICATION

AIRAC 1/2026 - EFFECTIVE DATE: 19 Feb 2026

- 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: 29/2025
AIC: None
NOTAM: None

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GEN	0.2-2	27 Nov 25	GEN	0.2-2	19 Feb 26
GEN	0.4-1	27 Nov 25	GEN	0.4-1	19 Feb 26
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	AD 2. OODQ-17	06 Oct 22		AD 2. OODQ-17	19 Feb 26
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	AD 2. OOMS-19	27 Nov 25		AD 2. OOMS-19	19 Feb 26
	AD 2. OOMS-20	27 Nov 25		AD 2. OOMS-20	19 Feb 26
	AD 2. OOMS-21	27 Nov 25		AD 2. OOMS-21	19 Feb 26
	AD 2. OOMS-22	27 Nov 25		AD 2. OOMS-22	19 Feb 26
	AD 2. OOMS-23	27 Nov 25		AD 2. OOMS-23	19 Feb 26
	AD 2. OOMS-24	27 Nov 25		AD 2. OOMS-24	19 Feb 26
	AD 2. OOMS-25	27 Nov 25		AD 2. OOMS-25	19 Feb 26
	AD 2. OOMS-33	15 May 25		AD 2. OOMS-33	19 Feb 26
	AD 2. OOMS-62	07 Aug 25		AD 2. OOMS-62	19 Feb 26
	AD 2. OOMS-66	07 Aug 25		AD 2. OOMS-66	19 Feb 26
	AD 2. OOMS-72	07 Aug 25		AD 2. OOMS-72	19 Feb 26

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	AD 2. OOMX-17	27 Nov 25		AD 2. OOMX-17	19 Feb 26
	AD 2. OOMX-19	23 Apr 20		AD 2. OOMX-19	19 Feb 26
	AD 2. OOMX-21	23 Apr 20		AD 2. OOMX-21	19 Feb 26
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	AD 2. OOSA-23	07 Aug 25		AD 2. OOSA-23	19 Feb 26
	AD 2. OOSH-12	27 Nov 25		AD 2. OOSH-12	19 Feb 26
	AD 2. OOSH-19	07 Aug 25		AD 2. OOSH-19	19 Feb 26

AIP AMDT			
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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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PART -1 GENERAL (GEN)

GEN 0

GEN 1

GEN 2

GEN 3

GEN 4

PART -2 EN-ROUTE (ENR)

ENR 0

ENR 1

AD 2.OODQ-9	19 FEB 26	AD 2.OOIZ-5	9 MAY 24	AD 2.OOMK-29	5 OCT 23
AD 2.OODQ-10	19 FEB 26	AD 2.OOIZ-6	9 MAY 24	AD 2.OOMK-30	11 OCT 18
AD 2.OODQ-11	19 FEB 26	AD 2.OOIZ-7	9 MAY 24		
AD 2.OODQ-13	19 FEB 26			AD 2.OOMS-1	13 JUN 24
AD 2.OODQ-15	19 FEB 26	AD 2.OOJA-1	9 MAY 24	AD 2.OOMS-2	19 FEB 26
AD 2.OODQ-17	19 FEB 26	AD 2.OOJA-2	9 MAY 24	AD 2.OOMS-3	13 JUN 24
AD 2.OODQ-19	19 FEB 26	AD 2.OOJA-3	13 JUN 24	AD 2.OOMS-4	19 FEB 26
AD 2.OODQ-21	23 APR 20	AD 2.OOJA-4	13 JUN 24	AD 2.OOMS-5	19 FEB 26
AD 2.OODQ-22	23 APR 20	AD 2.OOJA-5	13 JUN 24	AD 2.OOMS-6	19 FEB 26
AD 2.OODQ-23	23 APR 20	AD 2.OOJA-6	13 JUN 24	AD 2.OOMS-7	19 FEB 26
AD 2.OODQ-24	23 APR 20	AD 2.OOJA-7	13 JUN 24	AD 2.OOMS-8	19 FEB 26
AD 2.OODQ-25	23 APR 20	AD 2.OOJA-9	29 MAY 14	AD 2.OOMS-9	15 MAY 25
AD 2.OODQ-26	23 APR 20	AD 2.OOJA-11	29 MAY 14	AD 2.OOMS-10	19 FEB 26
AD 2.OODQ-27	23 APR 20	AD 2.OOJA-13	29 MAY 14	AD 2.OOMS-11	19 FEB 26
AD 2.OODQ-28	23 APR 20	AD 2.OOJA-15	29 MAY 14	AD 2.OOMS-12	19 FEB 26
AD 2.OODQ-29	23 APR 20	AD 2.OOJA-17	29 MAY 14	AD 2.OOMS-13	19 FEB 26
AD 2.OODQ-30	23 APR 20			AD 2.OOMS-14	19 FEB 26
AD 2.OODQ-31	23 APR 20	AD 2.OOKB-1	9 MAY 24	AD 2.OOMS-15	19 FEB 26
AD 2.OODQ-32	23 APR 20	AD 2.OOKB-2	9 MAY 24	AD 2.OOMS-16	19 FEB 26
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AD 2.OOFD-2	19 FEB 26	AD 2.OOKB-5	9 MAY 24	AD 2.OOMS-19	19 FEB 26
AD 2.OOFD-3	19 FEB 26	AD 2.OOKB-6	13 JUN 24	AD 2.OOMS-20	19 FEB 26
AD 2.OOFD-4	19 FEB 26	AD 2.OOKB-7	13 JUN 24	AD 2.OOMS-21	19 FEB 26
AD 2.OOFD-5	19 FEB 26	AD 2.OOKB-8	13 JUN 24	AD 2.OOMS-22	19 FEB 26
AD 2.OOFD-6	19 FEB 26			AD 2.OOMS-23	19 FEB 26
AD 2.OOFD-7	19 FEB 26	AD 2.OOMK-1	9 MAY 24	AD 2.OOMS-24	19 FEB 26
AD 2.OOFD-8	19 FEB 26	AD 2.OOMK-2	27 NOV 25	AD 2.OOMS-25	19 FEB 26
AD 2.OOFD-9	19 FEB 26	AD 2.OOMK-3	27 NOV 25	AD 2.OOMS-27	27 NOV 25
AD 2.OOFD-11	19 FEB 26	AD 2.OOMK-4	9 MAY 24	AD 2.OOMS-29	27 NOV 25
AD 2.OOFD-13	19 FEB 26	AD 2.OOMK-5	9 MAY 24	AD 2.OOMS-30	28 NOV 24
AD 2.OOFD-15	19 FEB 26	AD 2.OOMK-6	9 MAY 24	AD 2.OOMS-31	13 JUN 24
AD 2.OOFD-17	19 FEB 26	AD 2.OOMK-7	13 JUN 24	AD 2.OOMS-33	19 FEB 26
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	7 AUG 25
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-51	27 NOV 25
AD 2.OOFD-28	21 APR 22	AD 2.OOMK-21	5 OCT 23	AD 2.OOMS-52	27 NOV 25
AD 2.OOFD-29	21 APR 22	AD 2.OOMK-22	3 MAR 16	AD 2.OOMS-53	7 AUG 25
AD 2.OOFD-30	21 APR 22	AD 2.OOMK-23	5 OCT 23	AD 2.OOMS-55	7 AUG 25
		AD 2.OOMK-24	3 MAR 16	AD 2.OOMS-57	7 AUG 25
AD 2.OOIZ-1	9 MAY 24	AD 2.OOMK-25	5 OCT 23	AD 2.OOMS-59	7 AUG 25
AD 2.OOIZ-2	9 MAY 24	AD 2.OOMK-26	3 MAR 16	AD 2.OOMS-61	7 AUG 25
AD 2.OOIZ-3	9 MAY 24	AD 2.OOMK-27	5 OCT 23	AD 2.OOMS-62	19 FEB 26
AD 2.OOIZ-4	9 MAY 24	AD 2.OOMK-28	11 OCT 18	AD 2.OOMS-63	7 AUG 25

AD 2.OOMS-64	7 AUG 25	AD 2.OOMX-31	27 NOV 25	AD 2.OOSA-62	7 AUG 25
AD 2.OOMS-65	7 AUG 25	AD 2.OOMX-32	23 APR 20	AD 2.OOSA-63	7 AUG 25
AD 2.OOMS-66	19 FEB 26	AD 2.OOMX-33	27 NOV 25	AD 2.OOSA-65	7 AUG 25
AD 2.OOMS-67	7 AUG 25	AD 2.OOMX-34	23 APR 20	AD 2.OOSA-67	7 AUG 25
AD 2.OOMS-68	7 AUG 25				
AD 2.OOMS-69	7 AUG 25	AD 2.OOSA-1	7 AUG 25	AD 2.OOSH-1	7 AUG 25
AD 2.OOMS-70	7 AUG 25	AD 2.OOSA-2	27 NOV 25	AD 2.OOSH-2	20 FEB 25
AD 2.OOMS-71	7 AUG 25	AD 2.OOSA-3	27 NOV 25	AD 2.OOSH-3	13 JUN 24
AD 2.OOMS-72	19 FEB 26	AD 2.OOSA-4	27 NOV 25	AD 2.OOSH-4	7 AUG 25
AD 2.OOMS-73	7 AUG 25	AD 2.OOSA-5	27 NOV 25	AD 2.OOSH-5	7 AUG 25
AD 2.OOMS-74	7 AUG 25	AD 2.OOSA-6	27 NOV 25	AD 2.OOSH-6	7 AUG 25
AD 2.OOMS-75	7 AUG 25	AD 2.OOSA-7	27 NOV 25	AD 2.OOSH-7	7 AUG 25
AD 2.OOMS-77	7 AUG 25	AD 2.OOSA-8	27 NOV 25	AD 2.OOSH-8	7 AUG 25
AD 2.OOMS-78	7 AUG 25	AD 2.OOSA-9	27 NOV 25	AD 2.OOSH-9	7 AUG 25
AD 2.OOMS-79	7 AUG 25	AD 2.OOSA-10	27 NOV 25	AD 2.OOSH-10	27 NOV 25
AD 2.OOMS-80	19 FEB 26	AD 2.OOSA-11	27 NOV 25	AD 2.OOSH-11	27 NOV 25
AD 2.OOMS-81	7 AUG 25	AD 2.OOSA-12	27 NOV 25	AD 2.OOSH-12	19 FEB 26
AD 2.OOMS-82	19 FEB 26	AD 2.OOSA-13	27 NOV 25	AD 2.OOSH-13	27 NOV 25
AD 2.OOMS-83	7 AUG 25	AD 2.OOSA-14	27 NOV 25	AD 2.OOSH-15	7 AUG 25
AD 2.OOMS-84	7 AUG 25	AD 2.OOSA-15	27 NOV 25	AD 2.OOSH-17	7 AUG 25
AD 2.OOMS-85	7 AUG 25	AD 2.OOSA-16	27 NOV 25	AD 2.OOSH-19	19 FEB 26
AD 2.OOMS-87	7 AUG 25	AD 2.OOSA-17	19 FEB 26	AD 2.OOSH-21	7 AUG 25
AD 2.OOMS-89	7 AUG 25	AD 2.OOSA-18	27 NOV 25	AD 2.OOSH-23	7 AUG 25
AD 2.OOMS-90	7 AUG 25	AD 2.OOSA-19	7 AUG 25	AD 2.OOSH-24	7 AUG 25
		AD 2.OOSA-21	7 AUG 25	AD 2.OOSH-25	7 AUG 25
AD 2.OOMX-1	28 NOV 24	AD 2.OOSA-23	19 FEB 26	AD 2.OOSH-26	7 AUG 25
AD 2.OOMX-2	9 MAY 24	AD 2.OOSA-25	7 AUG 25	AD 2.OOSH-27	7 AUG 25
AD 2.OOMX-3	19 FEB 26	AD 2.OOSA-27	7 AUG 25	AD 2.OOSH-28	7 AUG 25
AD 2.OOMX-4	15 MAY 25	AD 2.OOSA-29	7 AUG 25	AD 2.OOSH-29	7 AUG 25
AD 2.OOMX-5	15 MAY 25	AD 2.OOSA-31	7 AUG 25	AD 2.OOSH-30	7 AUG 25
AD 2.OOMX-6	19 FEB 26	AD 2.OOSA-33	7 AUG 25	AD 2.OOSH-31	7 AUG 25
AD 2.OOMX-7	19 FEB 26	AD 2.OOSA-34	7 AUG 25	AD 2.OOSH-32	7 AUG 25
AD 2.OOMX-8	19 FEB 26	AD 2.OOSA-35	7 AUG 25	AD 2.OOSH-33	7 AUG 25
AD 2.OOMX-9	19 FEB 26	AD 2.OOSA-37	7 AUG 25	AD 2.OOSH-34	7 AUG 25
AD 2.OOMX-10	19 FEB 26	AD 2.OOSA-38	7 AUG 25		
AD 2.OOMX-11	19 FEB 26	AD 2.OOSA-39	7 AUG 25	AD 2.OOSQ-1	9 MAY 24
AD 2.OOMX-12	19 FEB 26	AD 2.OOSA-41	7 AUG 25	AD 2.OOSQ-2	9 MAY 24
AD 2.OOMX-13	19 FEB 26	AD 2.OOSA-43	7 AUG 25	AD 2.OOSQ-3	9 MAY 24
AD 2.OOMX-15	19 FEB 26	AD 2.OOSA-44	7 AUG 25	AD 2.OOSQ-4	9 MAY 24
AD 2.OOMX-17	19 FEB 26	AD 2.OOSA-45	7 AUG 25	AD 2.OOSQ-5	9 MAY 24
AD 2.OOMX-19	19 FEB 26	AD 2.OOSA-47	7 AUG 25	AD 2.OOSQ-6	9 MAY 24
AD 2.OOMX-21	19 FEB 26	AD 2.OOSA-49	7 AUG 25		
AD 2.OOMX-23	27 NOV 25	AD 2.OOSA-50	7 AUG 25	**AD 3**	
AD 2.OOMX-24	27 NOV 25	AD 2.OOSA-51	7 AUG 25	AD 3-1	9 MAY 24
AD 2.OOMX-25	27 NOV 25	AD 2.OOSA-53	7 AUG 25		
AD 2.OOMX-26	27 NOV 25	AD 2.OOSA-55	7 AUG 25		
AD 2.OOMX-27	27 NOV 25	AD 2.OOSA-57	7 AUG 25		
AD 2.OOMX-28	27 NOV 25	AD 2.OOSA-59	7 AUG 25		
AD 2.OOMX-29	27 NOV 25	AD 2.OOSA-60	7 AUG 25		
AD 2.OOMX-30	27 NOV 25	AD 2.OOSA-61	7 AUG 25		

clearance;

g) Written notification of the RA is to be submitted promptly to The Civil Aviation Authority of Oman.

4.3 General

4.3.1 Nothing in the procedures specified in section 4.2 above shall prevent pilots-in-command from exercising their best judgement and full authority in the choice of the best course of action to resolve a traffic conflict.

I 4.3.2 In accordance with the requirements of ICAO Annex 2 and Civil Aviation Regulation 180.103 of The Sultanate of Oman, the departure of an aircraft from the terms of its ATC instruction or clearance in response to a RA is sanctioned, provided that the ACAS equipment and its installation are certified by the state of Registry and that its operation by flight crew is in accordance with the instructions for the use of this equipment specified in the company's operations manual or equivalent document, if not the holder of an Air Operator's Certificate.

4.3.3 Once an aircraft departs from an ATC instruction or clearance, the controller ceases to be responsible for providing standard separation between that aircraft and other aircraft affected as a direct consequence of that RA manoeuvre. The controller's responsibility resumes when either:

a) The controller acknowledges a report from the flight crew of the aircraft that had reported the RA that it has resumed its assigned instruction or clearance; or

b) The controller acknowledges a report from the flight crew of an aircraft that had reported the RA that it is returning to its assigned instruction or clearance and then issues an alternative clearance which has been acknowledged by the flight crew.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1 - PERSONNEL LICENSING (FOURTEENTH EDITION)

Reference	Difference
Nil.	Nil.

ANNEX 2 - RULES OF THE AIR (ELEVENTH EDITION)

Reference	Difference
4.4	No VFR flights above FL150.

ANNEX 3 – METEOROLOGY SERVICE FOR INTERNATIONAL AIR NAVIGATION (TWENTY FIRST EDITION)

Reference	Difference
Nil.	Nil.

3.1 PROCEDURES FOR AIR NAVIGATION SERVICES METEOROLOGY (PANS-MET, DOC 10157) (FIRST EDITION)

Reference	Difference
Nil.	Nil.

ANNEX 4 - AERONAUTICAL CHARTS (ELEVENTH EDITION)

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

Reference	Difference
18.1	The Aeronautical Navigation Chart - ICAO small scale is not provided.
19.1	The Plotting Chart - ICAO is not provided.
20.1	The Electronic Aeronautical Chart Display - ICAO is not provided.

ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS (FIFTH EDITION)

Reference	Difference
Nil.	Nil.

ANNEX 6 - OPERATION OF AIRCRAFT (PART I, TWELFTH EDITION, PART II, ELEVENTH EDITION, PART III, ELEVENTH EDITION)

Reference	Difference
PART I	Nil.
PART II	Nil.
PART III	Nil.

ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS (SIXTH EDITION)

Reference	Difference
Nil.	Nil.

ANNEX 8 - AIRWORTHINESS OF AIRCRAFT (THIRTEENTH EDITION)

Reference	Difference
Nil.	Nil.

ANNEX 9 - FACILITATION (SEVENTEENTH EDITION)

Reference	Difference
2.5	A General Declaration is required.
2.7.2	A Passenger Manifest is required.
2.9	A Cargo Manifest is required.

Reference	Difference
2.13	Four copies of the General Declaration are required. Six copies of the Passenger Manifest are required. Four copies of the Cargo Manifest are required.
2.16	Five copies of the General Declaration are required. Six copies of the Passenger Manifest are required. Four copies of the Cargo Manifest are required.
2.19	Documents accepted in English or Arabic only.
2.37	Seventy-two-hour notice is required for all non-scheduled international flights, and is subject to approval from the CAA.
3.5	Visas required for all foreign nationals (see exceptions on 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 (NINTH EDITION)

Reference	Difference
Nil.	Nil.

ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION (THIRTEENTH EDITION)

Reference	Difference
Nil.	Nil.

ANNEX 14 - AERODROMES (VOL I, NINTH EDITION, VOL II, FIFTH EDITION)

Reference	Difference
VOL I	
1.1 (Pavement classification rating (PCR))	The transitions to the ACR-PCR method will start on 28 November 2024 and complete by 26 November 2025, allowing aerodrome operators adequate time to align and submit necessary data for uniform publication.
2.6	The transitions to the ACR-PCR method will start on 28 November 2024 and complete by 26 November 2025, allowing aerodrome operators adequate time to align and submit necessary data for uniform publication.
VOL II	Nil.

ANNEX 15 - AERONAUTICAL INFORMATION SERVICES (SIXTEENTH EDITION)

Reference	Difference
Nil.	Nil.

15.1 PROCEDURES FOR AIR NAVIGATION SERVICES - AERONAUTICAL

INFORMATION MANAGEMENT (PANS-AIM, DOC 10066) (FIRST EDITION)

Reference	Difference
Nil.	Nil.

ANNEX 16 - ENVIRONMENTAL PROTECTION (VOL I, EIGHTH EDITION, VOL II, FIFTH EDITION, VOL III FIRST EDITION, VOL IV SECOND EDITION)

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

ANNEX 17 - SECURITY - SAFEGUARDING INTER- NATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE (TWELFTH EDITION)

Reference	Difference
Nil.	Nil.

ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR (FOURTH EDITION)

Reference	Difference
Nil.	Nil.

ANNEX 19 - SAFETY MANAGEMENT (SECOND EDITION)

Reference	Difference
Nil.	Nil.

20. REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030) (FIFTH EDITION)

Reference	Difference
Nil.	Nil.

Name-code designator	Coordinates	ATS route or other route	Remark
1	2	3	4
BOVOS	182230.00N 0575844.00E	L425	NIL
BUBAS	245938.00N 0570003.00E	A777 , Z890 L700	L700: Temporary ATS route
BUBIL	233431.53N 0574738.97E	OOMS ILS or LOC RWY 08L	NIL
DAMUM	243236.00N 0591307.00E	Z440 , B524	NIL
DAPES	193529.00N 0565639.00E	OODQ STAR RWY 04 OODQ STAR RWY 22	NIL
DAPOK	235956.00N 0572959.00E	P574 , T509 , T508 , L559 , Y623	NIL
DAPOL	214301.00N 0553416.00E	L692	NIL
DARAB	174632.00N 0544902.00E	B535 OOMX SID RWY 14 OOMX SID RWY 32	NIL
DARAT	222000.00N 0572830.00E	B400	NIL
DATBU	222243.00N 0560054.00E	G652 , R401	NIL
DATGA	234558.72N 0580136.36E	OOMS STAR RWY 08L/R	NIL
DATIL	185729.00N 0580212.00E	OODQ SID RWY 04 OODQ SID RWY 22	NIL
DAXAM	171612.00N 0544715.00E	B400 , M551 , Y414 OOSA SID RWY 07 OOSA SID RWY 25 OOSA STAR RWY 07 OOSA STAR RWY 25 OOSA ILS RWY 25 OOSA LOC RWY 25 OOSA RNP RWY 25 OOSA VOR RWY 25	NIL
DEBAV	221532.00N 0554617.00E	G652 , L710	NIL
DEBDA	224327.00N 0603525.00E	L631	NIL
DEDSO	185811.00N 0560041.00E	L425 , R401 , L710 , Y414	NIL
DEGNU	242734.00N 0570613.00E	B540	NIL
DELSO	225606.00N	M762	NIL

OBST ID or Designation	OBST type	OBST position	ELEV/HGT (FT)	OBST LGT Type/colour	Remarks
1	2	3	4	5	6
OBST00693	OTHER: MAST	185112.92 N 0561757.64 E	902 / 328 FT	NIL	Lattice Mast
OBST00696	STACK	181911.52 N 0550618.14 E	1473 / 673 FT	NIL	Flare Stack
OBST00697	OTHER: MAST	180754.37 N 0551713.42 E	1387 / 349 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
OBST00716	OTHER: MAST	234001.34 N 0575239.17 E	450 / 391 FT	NIL	Supported Mast
OBST00728	OTHER: MAST	173842.40 N 0535802.76 E	2057 / 541 FT	NIL	Supported Mast
OBST00736	OTHER: MAST	221825.30 N 0562816.74 E	1376 / 379 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	977 / 465 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
		0560340.51 E			
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 0560435.95 E	1401 / 656 FT	NIL	Wind Turbine
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
OBST01645.1	REFINERY	194344.63 N 0573908.97 E	403 / 375 FT	WHITE STROBE	
OBST01645.2	REFINERY	194344.13 N 0573910.18 E	403 / 370 FT	WHITE STROBE	
OBST01646	STACK	221324.09 N 0563202.32 E	948 / 406 FT	NIL	Flare Stack
OBST01647	OTHER: MAST	233344.81 N 0582224.48 E	513 / 377 FT	MARKED &RED	Lattice Comms Mast
OBST01649	BUILDING	243014.08 N 0563617.00 E	500 / 489 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	428 / 411 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
OBST01763	OTHER: MAST	194328.63 N 0565528.80 E	991 / 460 FT	NIL	Wind Monitoring Mast
OBST01764	OTHER: MAST	195043.36 N 0565628.83 E	981 / 460 FT	NIL	Wind Monitoring Mast
OBST01765	OTHER: MAST	194757.06 N 0565147.21 E	978 / 460 FT	NIL	Wind Monitoring Mast
OBST01806	RIG	212259.50 N	516 / 328 FT	NIL	Oil Rig

OBST ID or Designation	OBST type	OBST position	ELEV/HGT (FT)	OBST LGT Type/colour	Remarks
1	2	3	4	5	6
		0554815.04 E			
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 0543607.21 E	2015 / 623 FT	NIL	Wind Turbine
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 / 453 FT	RED	Group of Mobile Dock Crane
OBST02047.1	TANK	242618.32 N 0563216.80 E	559 / 343 FT	RED	Group of tanks
OBST02047.9	TANK	242620.62 N 0563221.70 E	559 / 347 FT	RED	Group of tanks
OBST02048	STACK	194426.64 N 0573951.57 E	629 / 584 FT	MARKED & WHITE	Flare Stack

4	Other runway protection measures	NIL
5	Remarks	Follow Me Service is Provided Upon Request 180° Turn on the Runway not allowed Aircraft Operators shall strictly adhere to the Approved Slot.

OODQ 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**
Obstacles in Area 2 are available in electronic format and can be downloaded from OODQ_2eTOD25.xlsx					

In Area 3					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Obstacles in Area 3 are available in electronic format and can be downloaded from OODQ_3eTOD25.xlsx					

OODQ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Weather observation is provided for each movement.
2	Hours of service MET Office outside hours	NIL
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend forecaste Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	English
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	Meteorological information
10	Additional information	NIL

OODQ 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
04	045.21° T 044° M	4002 X 60	72/F/A/W/T Asphalt	192914.20 N 0573745.48 E 193045.89 N 0573922.90 E GUND -113 FT	THR 376.6 FT TDZ NIL
22	225.22° T 224° M	4002 X 60	72/F/A/W/T Asphalt	193045.89 N 0573922.90 E 192914.20 N 0573745.48 E GUND -113 FT	THR 338.4 FT TDZ NIL

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
04	0.95% down	NIL	NIL	4122 X 300	240 M x 150 M
22	0.95% up	NIL	NIL	4122 X 300	240 M x 150 M

Designations RWY NR	Location and description of engineering material arresting system (EMAS)	OFZ	Remarks
1	12	13	14
04	NIL	NIL	NIL
22	NIL	NIL	NIL

OODQ AD 2.13 DECLARED DISTANCES

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

OODQ 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
04	LIH 420M	Green No WBAR	PAPI left side / 3.05° MEHT 68.9 FT 420 M from THR	NIL	Yes	LIH	Red LIH	NIL	NIL
22	LIH 900 M	Green No WBAR	PAPI left side / 3.07° MEHT 68.2 FT 375 M from THR	LIH	Yes	LIH	Red LIH	NIL	NIL

OODQ 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	Ground signaling devices: WDI 3 Anemometer south abeam TDZ RWY 22 south abeam TDZ RWY 04 south abeam RWY center
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	Available/ Switch over time: 12 Seconds
5	Remarks	NIL

OODQ AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL

6	APP and FATO lighting	NIL
7	Remarks	Helicopter is treated as Fixed Wing Traffic

OODQ AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	G
4	ATS unit call sign Language(s)	AFIS, Duqm Information English
5	Transition altitude/Transition level	13 000 FT/FL150
6	Hours of applicability (or activation)	NIL
7	Remarks	NIL

OODQ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**
AFIS	Duqm Information	118.000 MHz	HJ	NIL

OODQ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

OODQ AD 2.20 LOCAL AERODROME REGULATIONS

20.1 AERODROME REGULATIONS

NIL

20.2 TAXIING TO AND FROM STANDS

NIL

20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION)

NIL

20.4 PARKING AREA FOR HELICOPTERS

NIL

20.5 APRON - TAXIING DURING WINTER CONDITIONS

NIL

20.6 TAXIING LIMITATIONS

NIL

20.7 SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAYS

NIL

20.8 HELICOPTER TRAFFIC - LIMITATION

NIL

20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS

Kit available at Muscat airport.

OODQ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OODQ AD 2.22 FLIGHT PROCEDURES

22.1 INBOUND

a) Request descent from Muscat ACC.

b) Muscat ACC will provide FIS below FL150 and advise aircraft to report once two way communication established with DUQM Information.

c) Contact MASIRAH RADAR on 121.300 MHz to identify and advise level or altitude passing and seek traffic information.

d) Contact DUQM Information on 118.000 MHz for weather information and provide POB and ETA Duqm before crossing Haima.

e) Advise Muscat ACC that two way communications are established with DUQM Information before changing over but monitor MUSCAT CONTROL on 123.950 MHz on VHF #2.

f) Advise DUQM Information of ETA and request weather.

g) On reporting field in site, DUQM Information will pass wind speed, direction and runway condition and availability.

22.2 OUTBOUND

a) Advise DUQM Information starting and provide runway to be used.

b) Pass POB and fuel endurance to DUQM Information.

c) DUQM Information call ACC Tel.: 24 359015 giving requested flight level by the pilot and require SSR and flight level.

d) Inform DUQM Information on taxi for departure.

e) After take off report off chock time, airborne time, ETA to Muscat and when two way communication is established with MUSCAT CONTROL on 123.950 MHz.

f) Contact MASIRAH RADAR on 121.300 MHz to identify flight, advise altitude and request traffic information.

g) Remain outside controlled airspace until two contact is established with Muscat ACC.

OODQ AD 2.23 ADDITIONAL INFORMATION

NIL

OODQ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO	AERODROME CHART - ICAO
AIRCRAFT PARKING/DOCKING CHART - ICAO	AIRCRAFT PARKING/DOCKING CHART - 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 04	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 04
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 22	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 22
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 04	STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 04
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 22	STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 22
INSTRUMENT APPROACH CHART -	INSTRUMENT APPROACH CHART - ICAO - RNP RWY 04

ICAO - RNP RWY 04	
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 22	INSTRUMENT APPROACH CHART - ICAO - RNP RWY 22

OODQ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

AERODROME CHART - ICAO

ARP 193000.05N 0573834.19E

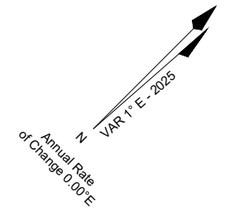
AD ELEVATION 383FT

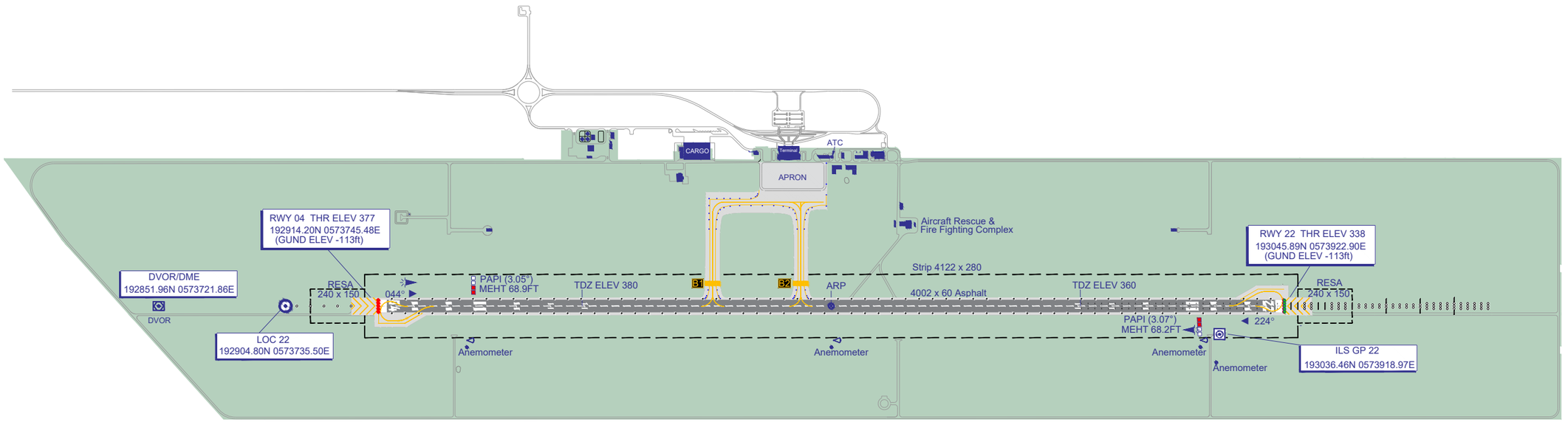
Duqm Information	118.000
Duqm Fire	121.600

DUQM/Duqm OMAN

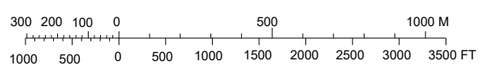
BEARINGS ARE MAGNETIC
ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON/RWY	SURFACE	BEARING STRENGTH
RWY 04/ 22	Asphalt	PCN 72/F/A/W/T
TAXIWAY B1,B2	Asphalt	PCN 72/F/A/W/T
APRON	Concrete	PCN 85/R/B/W/T





SCALE 1 : 20 000



LIGHTING	
RWY 04	SALS, RCLL, REDL LIH, RENL LIH (red)
RWY 22	ALS LIH (900m), RTHL (green),RTZL LIH (white), RCLL, REDL LIH, RENL LIH (red)

DECLARED DISTANCES (metres)					
RWY	TWY	TORA	TODA	ASDA	LDA
04		4002	4002	4002	4002
22		4002	4002	4002	4002
04	B1	2537	2537	2537	
22	B1	1489	1489	1489	
04	B2	2148	2148	2148	
22	B2	1879	1879	1879	

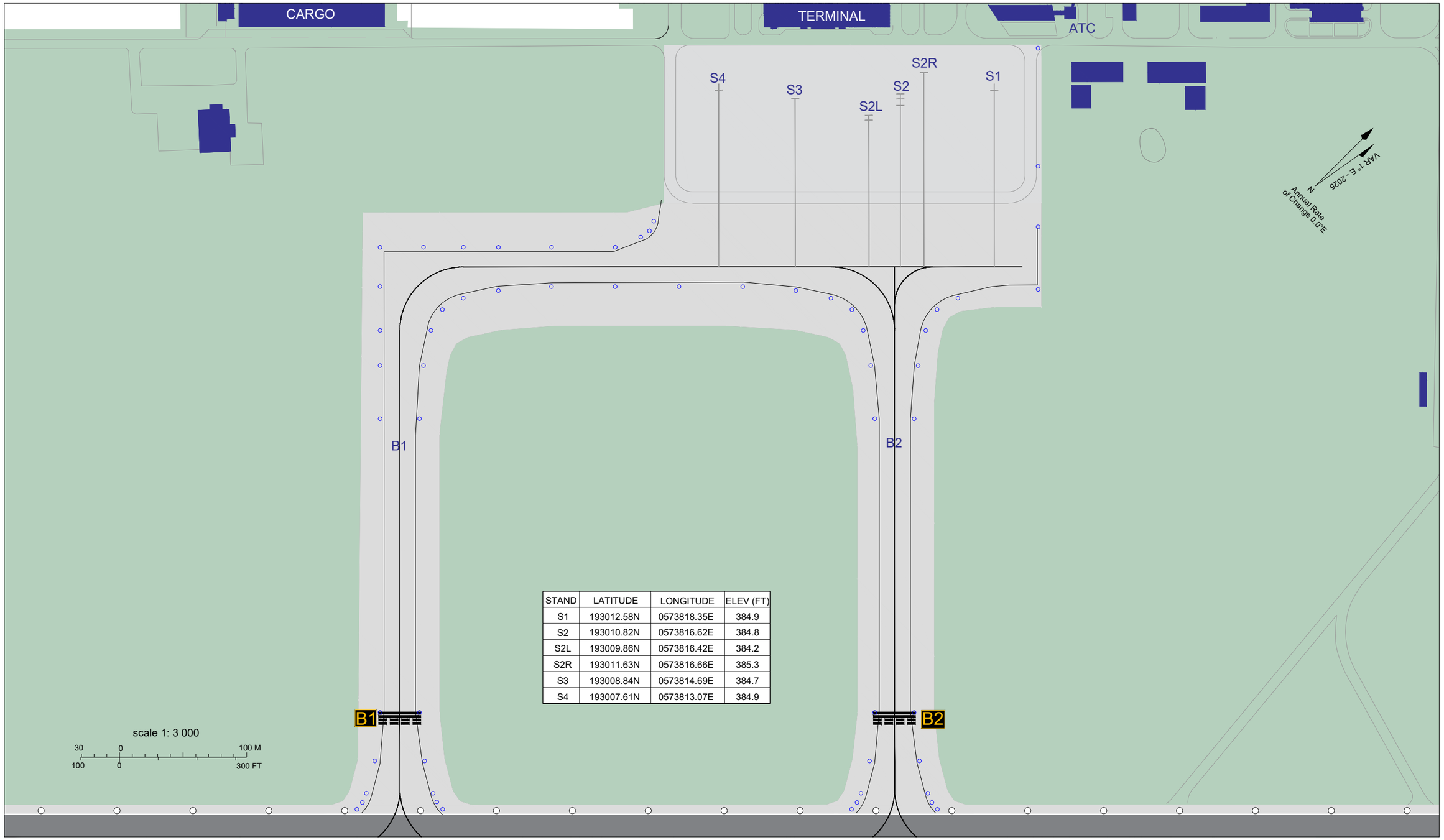
CHANGE: New Survey.

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 193000.05N 0573834.19E AD ELEVATION 383FT

Duqm Information	118.000
Duqm Fire	121.600

DUQM, Duqm OMAN



STAND	LATITUDE	LONGITUDE	ELEV (FT)
S1	193012.58N	0573818.35E	384.9
S2	193010.82N	0573816.62E	384.8
S2L	193009.86N	0573816.42E	384.2
S2R	193011.63N	0573816.66E	385.3
S3	193008.84N	0573814.69E	384.7
S4	193007.61N	0573813.07E	384.9

CHANGE: New Survey.

ELEVATIONS IN FEET
DIMENSIONS AND ALTITUDES IN METRES

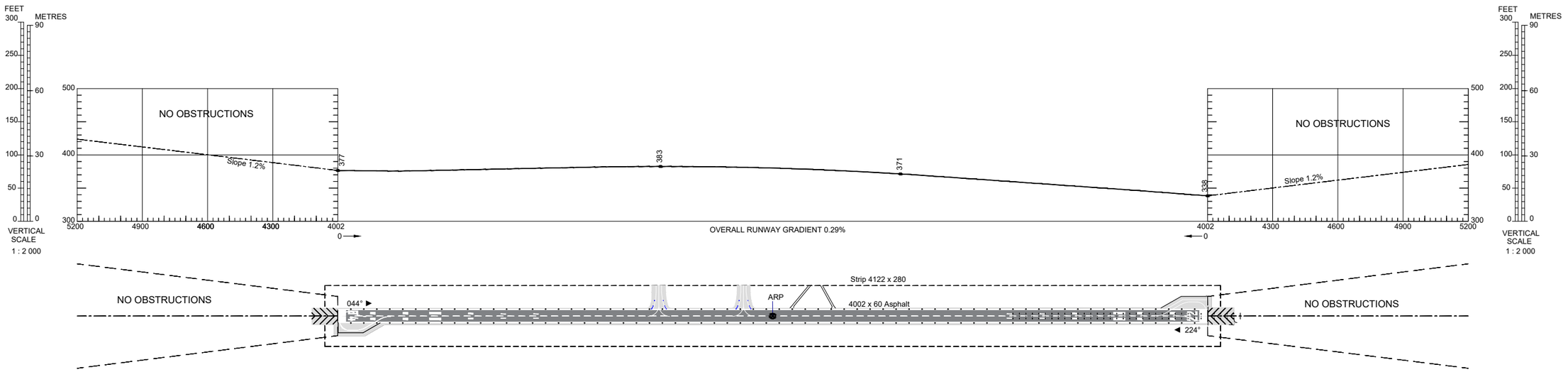
AERODROME OBSTACLE CHART - ICAO
TYPE A - OPERATING LIMITATIONS

DUQUM/Duqm
OMAN

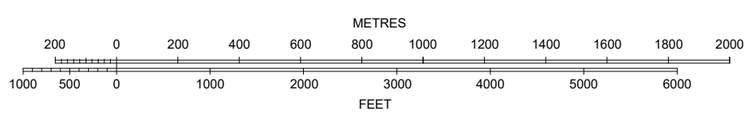
MAGNETIC VARIATION 1° E FEB 2025
ANNUAL CHANGE 0 ° E/Year

RUNWAY 04 - 22

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



HORIZONTAL SCALE 1 : 20 000



LEGEND		
	PLAN	PROFILE
IDENTIFICATION NUMBER	⑤	⑥
HEIGHT AMSL	25	
POLE, AERIAL, TOWER, ETC		
TERRAIN		
FENCE		
MOBILE OBSTACLE		
TERRAIN PENETRATING		

CHANGE: New Survey.

ORDER OF ACCURACY: Horizontal -/+3m; Vertical -/+1ft

Aerodrome information current FEBRUARY 2025

Based on survey dated FEBRUARY 2025

AERODROME OBSTACLE CHART - ICAO TYPE B | WGS-84 | AD ELEV 383 FT | ARP N19 30 00.05 E057 38 34.19

AERODROME OBSTACLE CHART - ICAO TYPE B

DUQM/Duqm
OMAN

BEARNIGS ARE MAGNETIC
DIMENSIONS IN METRES
ELEVATION IN FEET

VAR 1° E 2025
ANNUAL CHANGE 0.0°

HORIZONTAL SCALE 1: 20,000
METRES

160 80 0 200 400 600 800 1000
400 200 0 400 800 1200 1600 2000 2400 2800 3200

UNIVERSAL TRANSVERSE MERCATOR (UTM) PROJECTION

Obstacles shown are those which penetrate the surface specified in Annex 14. Volume 1, Chapter 4

ORDER OF ACCURACY:
Horizontal 3m
Vertical 1ft

57-37E 57-38E 57-39E
19-30N 19-29N

RESA 240 x 150
04 TTake Off & Climb Surface, Slope 1:62.5 (1.6%)
22 Approach Surface, Slope 1:50 (2%)
RWY 22 THR ELEV 338
(GUND ELEV -113ft)
224
389
366
376
488
502
509
503
Strip 4122 x 280
4002 x 60 Asphalt
ARP
407
Transitional Surface 1:7 (14.3%)
Inner Horizontal Surface
148 ft (45m) above lowest threshold Elevation
486 ft (148.153m) AMSL
Mast (Height: 558 ft) located 5673.92m from ARP, in direction 250.4° from ARP.
394
404
044
RWY 04 THR ELEV 377
(GUND ELEV -113ft)
04 Approach Surface, Slope 1:50 (2%)
22 TTake Off & Climb Surface, Slope 1:62.5 (1.6%)
RESA 240 x 150

LEGEND	
Height above mean sea level (AMSL)	407
Pole, Tower, Spire, Antenna, etc.	◉

AMENDMENT RECORD		
No.	Date	Entered by

CHANGES: New Survey.

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 Office: (968) 24384429 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	Oman Aviation Academy (OAA) conducts VFR training cross-country flights between Suhar Airport (OOSH), Fahud Airport (OOFD) and Muscat International Airport (OOMS). Training flights operate during daylight hours only with prior permission from the Airport Manager.

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		

OOFD 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: Runway designation markings, painted centreline, threshold markings, touchdown zone markings, painted edge markings TWY: Markings: Painted centreline, runway holding position markings Apron: Markings: Painted centreline, aircraft stop markings Signage: Markings: Apron directional illuminated Runway hold position markings, runway exit signs
3	Stop bars	NIL
4	Other runway protection measures	NIL
5	Remarks	NIL

OOFD AD 2.10 AERODROME OBSTACLES

There is a mountainous area to the south of the airport, there are a number of overhead power lines and flares in this locality. A telecommunications tower is located on top of the mountain at N22 18 25.55” E056 28 16.10”.

In AREA 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV**	**Markings/ Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Obstacles in Area 2 are available in electronic format and can be downloaded from OOFD_OBST25.xlsx					

OOFD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	A MET observation service is provided by trained (AFIS Specialist) 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

OOFD 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
13	130° T 128° M	2560 X 45	69/F/A/W/T Asphalt (flexible pavement)	222142.54 N 0562830.97 E 222049.22 N 0562939.71 E GUND -111 FT	THR 549 FT TDZ NIL
31	310° T 308° M	2560 X 45	69/F/A/W/T Asphalt (flexible pavement)	222049.22 N 0562939.71 E 222142.54 N 0562830.97 E GUND -111 FT	THR 565 FT TDZ NIL

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
13	0.19% up	NIL	NIL	2680 X 280	240 M x 90 M
31	0.19% down	NIL	NIL	2680 X 280	240 M x 90 M

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

Designations RWY NR	Location and description of engineering material arresting system (EMAS)	OFZ	Remarks
1	12	13	14
31	NIL	NIL	NIL

Runway 13/31 has paved shoulders 7.5 M wide.

OOFD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	2560	2560	2560	2560	NIL
31	2560	2560	2560	2560	NIL

OOFD 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
13	Extended Centreline 420 M, crossbar at 300 M LIH	LIH Green No wingbars	PAPI LHS 3.00° / 303M from THR MEHT 49.14FT	NIL	NIL	60 M White, last 600 M Yellow LIH	LIH Red No wingbars	NIL	NIL
31	Extended Centreline 420 M, crossbar at 300 M LIH	LIH Green No wingbars	PAPI LHS 3.00° / 323M from THR MEHT 49.09FT	NIL	NIL	60 M White, last 600 M Yellow LIH	LIH Red No wingbars	NIL	NIL

OOFD 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	Wind direction indicators adjacent to both runway aiming points, on the left side.
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	UPS secondary power supply/ Generators
5	Remarks	NIL

OOFD AD 2.16 HELICOPTER LANDING AREA

NIL

OOFD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Fahud ATZ An ARC, radius 13 NM centered on N222300 E0562651 starting from N221258 E0561753 clockwise N223301 E0563551 joining an ARC centered on N221932 E0563119 connecting from N222933 E0564019 clockwise to N220931 E0562221 then to N221258 E0561753.
2	Vertical limits	SFC/8000 FT AMSL
3	Airspace classification	G
4	ATS unit call sign Language(s)	Fahud AFIS; Fahud Information English
5	Transition altitude/Transition level	13 000 FT/FL150
6	Hours of applicability (or activation)	NIL
7	Remarks	- See chart for details. - Continuous two-way VHF Communication Mandatory.

OOFD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**
Aerodrome Flight Information Service	Fahud Information	122.750 MHz	HJ - For scheduled and pre-arranged flights only.	NIL

OOFD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

OOFD AD 2.20 LOCAL AERODROME REGULATIONS

NIL

OOFD AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OOFD AD 2.22 FLIGHT PROCEDURES

NIL

OOFD AD 2.23 ADDITIONAL INFORMATION

AFIS operator has limited visibility of aerodrome traffic circuit. The AFIS operator is unable to see the South of the aerodrome from the AFIS Centre.

OOFD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO	AERODROME CHART - ICAO
AIRCRAFT PARKING/DOCKING CHART - ICAO	AIRCRAFT PARKING/DOCKING CHART - ICAO
AERODROME OBSTACLE CHART - ICAO - TYPEA	AERODROME OBSTACLE CHART - ICAO - TYPEA
AERODROME OBSTACLE CHART - ICAO - TYPEB	AERODROME OBSTACLE CHART - ICAO - TYPEB
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 13	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 13

STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 31	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 31
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 13	STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 13
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 31	STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 31
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 13	INSTRUMENT APPROACH CHART - ICAO - RNP RWY 13
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 31	INSTRUMENT APPROACH CHART - ICAO - RNP RWY 31

OOFD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

AERODROME CHART - ICAO

ARP 222115.88N 0562905.34E

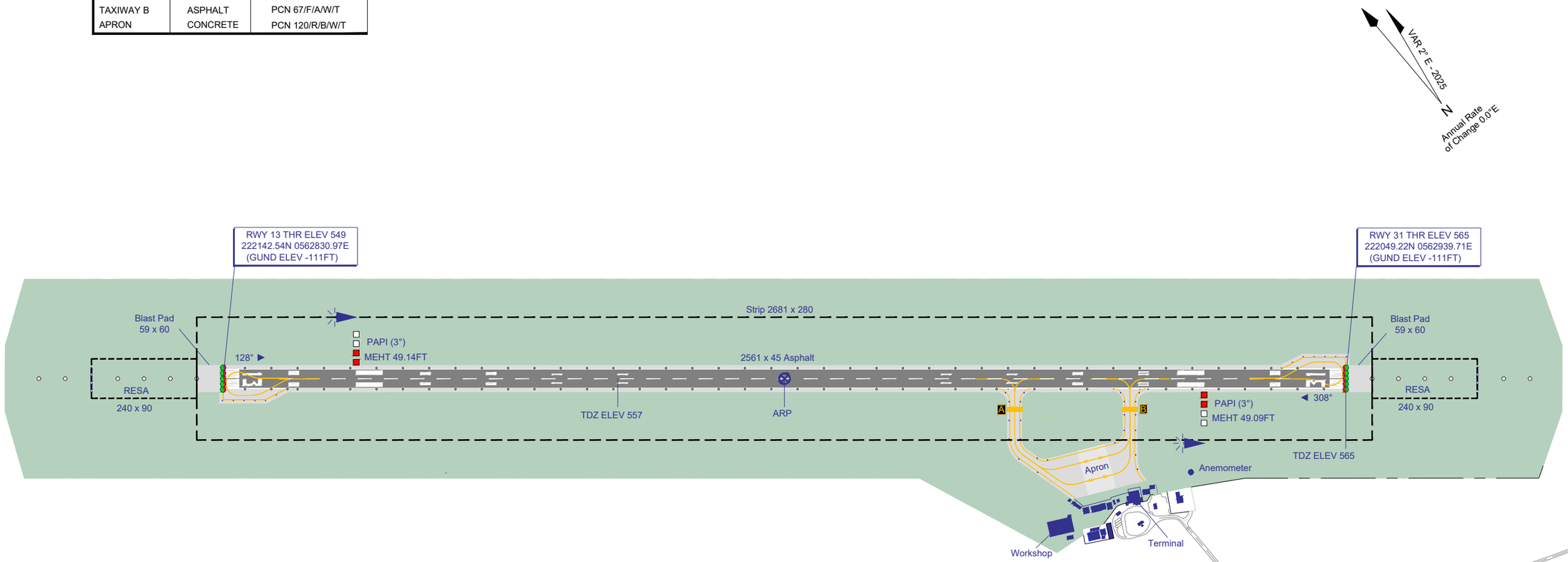
AD ELEVATION 565FT

Fahud Information 122.750

FAHUD/Fahud OMAN

BEARINGS ARE MAGNETIC
ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON/RWY	SURFACE	BEARING STRENGTH
RWY 13/31	ASPHALT	PCN 69/F/A/W/T
TAXIWAY A	ASPHALT	PCN 68/F/A/W/T
TAXIWAY B	ASPHALT	PCN 67/F/A/W/T
APRON	CONCRETE	PCN 120/R/B/W/T



SCALE 1 : 10 000

300 200 100 0 500 1000 M
1000 500 0 500 1000 1500 2000 2500 3000 3500 FT

LIGHTING	
Rwy 13/31:	Extended Centerline LIH RTHL LIH (green) REDL LIH RENL LIH (red)
Apron/Twy:	Edge Lights LIL (blue)

DECLARED DISTANCES (metres)				
	TORA	TODA	ASDA	LDA
RWY 13	2561	2561	2561	2561
RWY 31	2561	2561	2561	2561

CHANGE: New Survey.

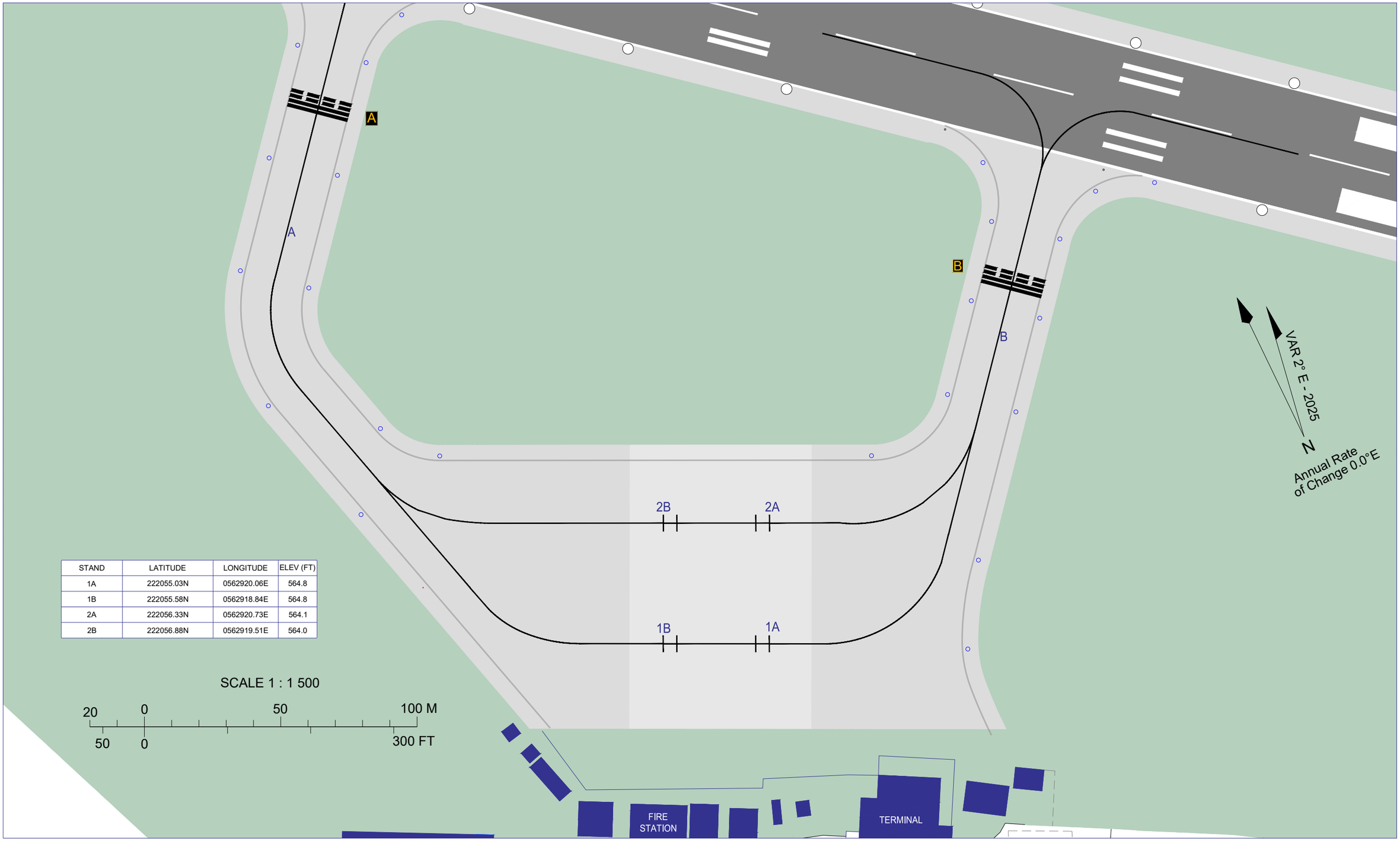
AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 222115.88N 0562905.34E

AD ELEVATION 565FT

Fahud Information 122.750

FAHUD/Fahud OMAN



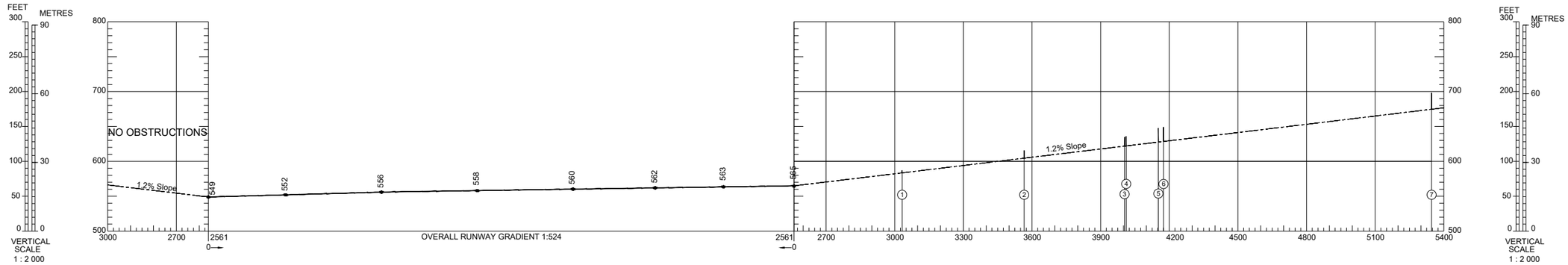
STAND	LATITUDE	LONGITUDE	ELEV (FT)
1A	222055.03N	0562920.06E	564.8
1B	222055.58N	0562918.84E	564.8
2A	222056.33N	0562920.73E	564.1
2B	222056.88N	0562919.51E	564.0

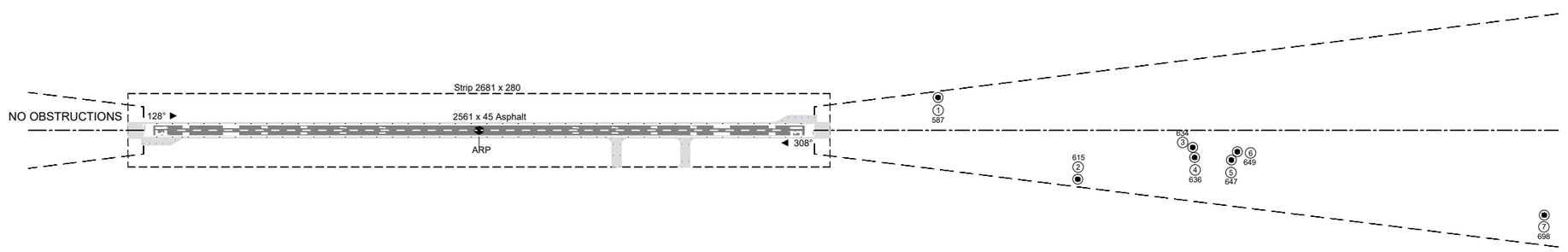
CHANGE: New Survey.

MAGNETIC VARIATION 2° E FEB 2025
ANNUAL CHANGE 0 ° E/Year

RUNWAY 13 - 31

DECLARED DISTANCES		
RWY 13		RWY 31
2561	TAKE-OFF RUN AVAILABLE	2561
2561	TAKE-OFF DISTANCE AVAILABLE	2561
2561	ACCELERATE-STOP DISTANCE AVAILABLE	2561
2561	LANDING DISTANCE AVAILABLE	2561





HORIZONTAL SCALE 1 : 20 000

METRES
200 0 200 400 600 800 1000 1200 1400 1600 1800 2000

FEET
1000 500 0 1000 2000 3000 4000 5000 6000

Chart No.	Obst Id	Description	Latitude	Longitude	Elevation (ft)
1	2002	STREETLIGHT	222042.5138N	0562955.1992E	586.84
2	2015	UTILITY_POLE	222023.6130N	0563002.5396E	615.23
3	2290	POLE	222017.5048N	0563017.0334E	634.47
4	2289	POLE	222016.3946N	0563016.3651E	635.63
5	2009	UTILITY_POLE	222013.2238N	0563019.9155E	647.33
6	2342	UTILITY_POLE	222013.5370N	0563021.2365E	648.77
7	2262	HV_PYLON	221943.0887N	0563047.2703E	698.02

LEGEND	PLAN	PROFILE
IDENTIFICATION NUMBER	⑤	⑥
HEIGHT AMSL	25	
POLE, AERIAL, TOWER, ETC	◉	
TERRAIN	▲	
FENCE	×-×	
MOBILE OBSTACLE	=○=	
TERRAIN PENETRATING		

CHANGE: New Survey.

ORDER OF ACCURACY: Horizontal -/+3m; Vertical -/+ 1ft

Aerodrome information current FEBRUARY 2025

Based on survey dated FEBRUARY 2025

AERODROME OBSTACLE CHART - ICAO TYPE B | WGS-84 | AD ELEV 565 FT | ARP N 22 21 15.88 E 056 29 05.34

AERODROME OBSTACLE CHART - ICAO TYPE B

BEARNIGS ARE MAGNETIC
DIMENSIONS IN METRES
ELEVATION IN FEET

56-26E 56-27E 56-28E 56-29E 56-30E 56-31E 56-32E

22-21E 22-20E 22-19E

Inner Horizontal Surface
148 ft (45m) above lowest threshold Elevation
726 ft (221.299m) AMSL

Conical Surface
1:20 (5%) Slope up to 328 ft (100m) Above
Inner Horizontal Surface Elevation

Outer Horizontal Surface
317.299m AMSL (150m above lowest threshold)

31 Take Off & Climb Surface
Slope 1:62.5 (1.6%)

13 Approach Surface
Slope 1:50 (2%)

Transitional Surface, Slope 14.3% or 1:7

RESA
240 x 90

Blast Pad
59 x 60

RWY 13 THR ELEV 549
(GUND ELEV -111ft)

128°

Strip 2681 x 280

2561 x 45 Asphalt

ARP

308°

RWY 31 THR ELEV 565
(GUND ELEV -111ft)

Apron

Terminal

31 Approach Surface, Slope 1:50 (2%)

13 Take Off & Climb Surface, Slope 1:62.5 (1.6%)

31 Approach Surface, Slope 1:40 (2.5%)

WAT 7.402°
ANNUAL CHANGE 0.0°

HORIZONTAL SCALE 1: 20,000

METRES

400 320 240 160 80 0 400 800 1200 1600 2000

800 400 0 800 1600 2400 3200 4000 4800 5600 6400

UNIVERSAL TRANSVERSE MERCATOR (UTM) PROJECTION

Obstacles shown are those which penetrate the surface specified in Annex 14. Volume 1, Chapter 4

ORDER OF ACCURACY:
Horizontal 3m
Vertical 1ft

LEGEND	
Height above mean sea level (AMSL)	407
Pole, Tower, Spire, Antenna, etc.	⊙
Building or large structure	▪
Transmission Line	-T—T-

AMENDMENT RECORD		
No.	Date	Entered by

CHANGES: New Survey.

		Fax: (968) 24 348501 Email:met_dir@met.gov.om
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	AD limited to operate above RVR 550M (both RWY) due to no LVP in force.

OOMS AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

OOMS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available
2	Fuel/oil types	JET A1
3	Fuelling facilities/capacity	Fuel Hydrant System (FHS) available at contact & remote stands at North Apron. Fueling by bowser at south remote stands. Fueling Companies: Shell: One bowser with total capacity: 60 000 LTRS Seven Fuel Dispensers Oman Oil: Five bowsers Total Capacity: 229 000 LTRS Eight Fuel Dispensers Al-Maha: Two fuel Bowsers total capacity: 70 000 LTRS Seven Fuel Dispensers Fuel Farm Total capacity: 29 200 000 LTRS
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Unavailable

2	Clearance priorities	Nil
3	Remarks	AD available all seasons.

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

1	Apron surface and strength	a. North Civil Apron: Except for Remote Stands (152, 151, 651, 652) and Cargo Apron	Surface: Strength: Surface: Strength:	Concrete PCN 115/R/A/W/T Concrete PCN 84/R/A/W/T
		b. South Civil Apron:	Surface: Strength:	Asphalt and concrete PCN 56/R/A/W/U
		c. Royal Flight Apron:	Surface: Strength:	Asphalt and concrete PCN 56/R/A/W/T
		d. Police Aviation Apron:	Surface: Strength:	Asphalt and concrete PCN 56/R/A/W/T
		e.MRO Apron:	Surface: Strength:	Concrete PCN 78/R/B/W/T
2	Taxiway width, surface and strength		Width: Surface: Strength:	23 M plus 10.5 M TWY A shoulder and 17.5 TWY G & H shoulder paved shoulders southern maneuvering area (South of N1 & R1): Asphalt PCN 72/F/A/W/T
			Width: Surface: Strength:	23 M plus 17.5 M paved shoulders northern maneuvering area (North of N1 & R1): Asphalt PCN 91/F/A/W/T
		A, AP1, AP2, AR1, AR2, AR3, AR4, AS1, AS2, AS3, C1, C2, C3, C4, C7, C8, C9	Width: Surface: Strength:	NIL NIL PCN 72/F/A/W/T
		D1, D2, D3, D5, D6,	Width:	NIL

		D7, D9 Surface: NIL Strength: PCN 94 /F /A /W /T E1, E2, E3, E4, E5, E6, E7, E8, E9 Width: NIL Surface: NIL Strength: PCN 99 /F /A /W /T Y1 - Y6 & V1 - V2 Width: NIL Surface: NIL Strength: PCN 105 /F /A /W /T Y7, Y8, L, G, M, V3 - V8, W, S, U, T, N, R, H Width: NIL Surface: NIL Strength: PCN 112 /F /A /W /T
3	ACL and elevation	A1 48 FT A2 48 FT L1 26 FT T1 24 FT West Apron 46 FT East Apron 42 FT Royal Flight Apron 57 FT Police Aviation Apron 57 FT
4	VOR checkpoint	NIL
5	INS checkpoint	(See Aircraft Parking/Docking Chart-ICAO)
6	Remarks	NIL

OOMS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance system: a. Cockpit guidelines on taxiway and aprons b. Stand ID markings on ground c. Directional marking reflecting the signage on ground d. Supplementary stands are marked by broken lead-in marking e. Marshallers guidance f.Advanced Visual Docking Guidance System (A-VDGS) is installed and operational on contact & remote stands at North Apron and Cargo Apron.
2	RWY and TWY markings and LGT	RWY 08L: LGT: Edge, end-inset, THR-inset, WBAR, TDZ,

		centreline, RTIL, VRB LIH. Markings: THR, RWY designators, TDZ, centreline, side stripes. RWY 08R: LGT: Edge, end-inset, THR-inset, WBAR, RTIL, VRB LIH. Markings: Displaced THR, RWY designators, TDZ, centreline, side stripes. RWY 26R: LGT: Edge, end-inset, THR-inset, WBAR, TDZ, centreline, RTIL, VRB LIH. Markings: Displaced THR, RWY designators, TDZ, centreline, side stripes. RWY 26L: LGT: Edge, end-inset, THR-inset, WBAR, RTIL, VRB LIH. Markings: RWY designators, TDZ, centreline, side stripes. TWY: LGT: Edge lights elevated/inset blue all TWYs. Centerline lights inset green all TWYs except TWY A Illuminated signs for TWY designators and direction signs. Markings: Runway 08L/26R holding positions (Y1, Y2, Y3, Y4, Y5, Y6,Y7, Y8 & Z1). Runway 08R/26L holding positions (D1, D2, D3, D5, D6, D7,D9, E1, E2, E3, E4, E5, E6, E7, E8 &E9). Intermediate holding positions on TWY A (AP1, AP2, AR1,AR2, AR3, AR4, AS1, AS2, AS3, C1, C2, C3, C4, C7, C8, C9). Intermediate holding positions on TWY V and TWY W (V1, V2,V3, V4, V5, V6, V7, V8 & W1, W2, W3, W4). Intermediate holding positions on TWY H, TWY G, TWY N & TWY R (H1, H2, H3, H4, H5, H6, H7, H8, G1, G2, G3, G4,G5, G6, GB1, N1, N2, R1, R2)
3	Stop bars	D1, D2, D3, D5, D6, D7, D9, E1, E2, E3, E4, E5, E6, E7, E8 & E9, G1, GB1, K1, K2, K3, K4, H2, H3, H6, H8, L1, M1, N1, N2, R1, R2, S1, W1, W2, W3, W4,V1, V2, V3, V4, V5, V6, V7, V8, Y1, Y2, Y3, Y4, Y5, Y6, Y7, Y8 & Z1.
4	Other runway protection measures	NIL
5	Remarks	- TWY Y1 is not permitted for Aircraft exit from RWY 08L/26R. - TWY AP1 - up to code F ACFTs - TWY AP2 -up to code E ACFTs - TWYs AS1, AS2, AS3 – up to code D ACFTs - TWYs AR1, AR2, AR3, AR4 – up to code F ACFTs - TWYs C1, C2, C3, C4, C7, C8, and C9 - up to code F, up to A380 and B748 - TWYs D2, D3,D5 and D6 – up to code E ACFTs - TWY E7 up to code E ACFTs - TWY E8 – up to code D ACFTs

OOMS 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 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	25.62M (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 N0581805.56 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	13.76 M (45 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**
		0581732.83 E			
OOMS_0019	Pole	233615.72 N 0581455.89 E	26.13 M (86 FT)	not marked not lit	NIL
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.					

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 on each side.

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

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 Light Intensity High (LIH) Uniformly spaced at 15 m. Clear (Variable white). Red/White for the section of	60 M uniformly spaced, 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
					first 300m of last 600m and Red for the last 300m from the End of RWY at 08L in the Take OFF direction.				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 Light Intensity High (LIH) Uniformly spaced at 15 m. Clear (Variable white). Red/White for the section of first 300m of last 600m and Red for the last 300m from the End of RWY at 26R in the Take OFF direction.	60 M uniformly spaced, LIH White Bi-Directional. last 600 M Yellow white, Yellow/Red between the beginning of the RWY and Displaced 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.
08R	LIH Variable	Green WBAR	PAPI left side / 3°	N/A	N/A	60 M uniformly	Red LIH No	Nil	RTIL (white)

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
	white 900 M Coded centreline with 5 cross bars at 150 M intervals		MEHT 17.3 FT 431 M from THR			spaced, LIH White Bi-Directional. Last 600 M White/Yellow in the takeoff direction. Yellow/ Red between the beginning of the RWY and Displaced THR in the approach direction	WBAR		
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 uniformly spaced, LIH White Bi-Directional. Yellow for the section of 600 m from the End of Runway at 26L in the Take OFF direction.	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 72 /F/A/W /T white	East 623 x 23 M West 623 x 23 M Asphalt PCN 112/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 Muscat Tower South	118.825 MHz 129.575 MHz 121.500 MHz 118.400 MHz 129.575 MHz 121.500 MHz	H24	Primary Secondary Emergency Primary Secondary Emergency
SMC	Muscat Ground North Muscat Ground South	127.875 MHz 129.575 MHz 121.800 MHz 129.575 MHz	H24	Primary Secondary 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		

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
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	233542.59N 0581837.31E		
GP RWY 08R		334.100 MHz	H24	233528.26N 0581629.92E		Angle: 3°, RDH 57.3ft
ILS DME RWY 08R	IMW	CH 20X	H24	233528.26N 0581629.92E	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:

• Landing procedure: Wing tips shall be folded once the aircraft has fully vacated the RWY until the stand.
• Departure procedure: - wing tips shall be extended again on RWY holding position.
• Note: ACFT pilot shall advise ATC in case of ACFT wing tips cannot be folded once the ACFT vacate the RWY to ensure code F stand is allocated for the ACFT.

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 TMA

22.1.1 The arrival, departure and transit routes shown on AD 2.OOMS-89 are mandatory to all VFR flights unless otherwise instructed by ATC.

22.1.2 The following speed restrictions will apply within the Muscat TMA:
Below 10 000FT ALT: MAX 250 KT IAS

22.1.3 Departure Procedures for RWY 08R/26L:
The following interim departure procedures will be used unless directed otherwise by ATC:

RWY	SID	DEPARTURE PROCEDURE
RWY 08R	S08R D (SIERRA 08 RIGHT DEPARTURE)	AFTER TAKE OFF, MAINTAIN RWY TRACK 083°M CLIMBING TO 3000FT. MINIMUM CLIMB GRADIENT 5 PERCENT. FURTHER CLIMB AND VECTORING AS INSTRUCTED BY MUSCAT APPROACH. IF UNABLE TO COMPLY INFORM ATC.
RWY 26L	S26L D (SIERRA 26 LEFT DEPARTURE)	AFTER TAKE OFF, MAINTAIN RWY TRACK 263°M CLIMBING TO 3000FT. MINIMUM CLIMB GRADIENT 5 PERCENT. FURTHER CLIMB AND VECTORING AS INSTRUCTED BY MUSCAT APPROACH. IF UNABLE

RWY	SID	DEPARTURE PROCEDURE
		TO COMPLY INFORM ATC.

22.1.4 Arrival Procedures for RWY 08R/26L:

a) Aircraft will be vectored and sequenced to the appropriate Instrument Approach Procedure (IAP) so as to ensure an expeditious flow of traffic. Radar vectors and flight levels/altitudes will be issued, as required, for spacing and separating aircraft so that the correct landing intervals are maintained, considering various factors including aircraft characteristics.

b) Inbound aircraft can expect radar vectoring to the following IAP:

RWY	ARRIVAL PROCEDURE
RWY 08R	RADAR VECTORS for ILS or LOC Z RWY08R VIA KODIL, BOTID OR ELELA.
RWY 26L	RADAR VECTORS for ILS or LOC Z RWY26L VIA OBNEG, KUSTO OR SUTPA

c) For flight planning purposes, all arriving traffic to OOMS shall file flight plan route to MCT DVOR.

22.1.5 Departure Procedures for RWY 08L/26R:
The following interim departure procedures will be used unless directed otherwise by ATC:

RWY	SID	DEPARTURE PROCEDURE
RWY 08L	MURMA 1N	AFTER TAKEOFF TRACK STRAIGHT AHEAD (MAG TRACK 083) TO MURMA (233734.20N 0583044.72E). CLIMB 3000FT QNH. MINIMUM CLIMB GRADIENT 5 PERCENT. FURTHER CLIMB AND VECTORING AS INSTRUCTED BY MUSCAT RADAR.
RWY 26R	ITLAK 1N	AFTER TAKEOFF TRACK STRAIGHT AHEAD (MAG TRACK 263) TO ITLAK (233517.84N 0580227.82E). CLIMB 3000FT QNH. MINIMUM CLIMB GRADIENT 5 PERCENT. FURTHER CLIMB AND VECTORING AS INSTRUCTED BY MUSCAT RADAR.

22.1.6 Visual Flight Procedures:

a) Operators may request radar vectors for a Visual Approach onto the runway in use. Visual Approaches will be conducted at pilot's discretion and at own risk.
b) Visual Manoeuvring/Circling (VM/C) is not permitted.

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 ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (A-VDGS) OPERATIONS

23.2.1 The A-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 A-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 A-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	TERMINAL AREA CHART MUSCAT - ICAO

AREA CHART MUSCAT - ICAO	
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
STAR (RNAV) RWY 08L/R	STAR (RNAV) RWY 08L/R
STAR (RNAV) RWY 26L/R	STAR (RNAV) RWY 26L/R
ILS or LOC RWY 08L	ILS or LOC RWY 08L
RNP RWY 08L	RNP RWY 08L
ILS or LOC RWY 26R	ILS or LOC RWY 26R
RNP RWY 26R	RNP RWY 26R
ILS or LOC Z RWY 08R	ILS or LOC Z RWY 08R
ILS or LOC Y RWY 08R	ILS or LOC Y RWY 08R
RNP RWY 08R	RNP RWY 08R
VOR RWY 08R	VOR RWY 08R
ILS or LOC Z RWY 26L	ILS or LOC Z RWY 26L
ILS or LOC Y RWY 26L (Cat C-D/DL)	ILS or LOC Y RWY 26L (Cat C-D/DL)
ILS or LOC X RWY 26L (Cat A-B)	ILS or LOC X RWY 26L (Cat A-B)
RNP RWY 26L	RNP RWY 26L
VOR Z RWY 26L (Cat C-D)	VOR Z RWY 26L (Cat C-D)
VOR Y RWY 26L (Cat A-B)	VOR Y RWY 26L (Cat A-B)
VFR ROUTES - MUSCAT CTR	VFR ROUTES - MUSCAT CTR

OOMS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

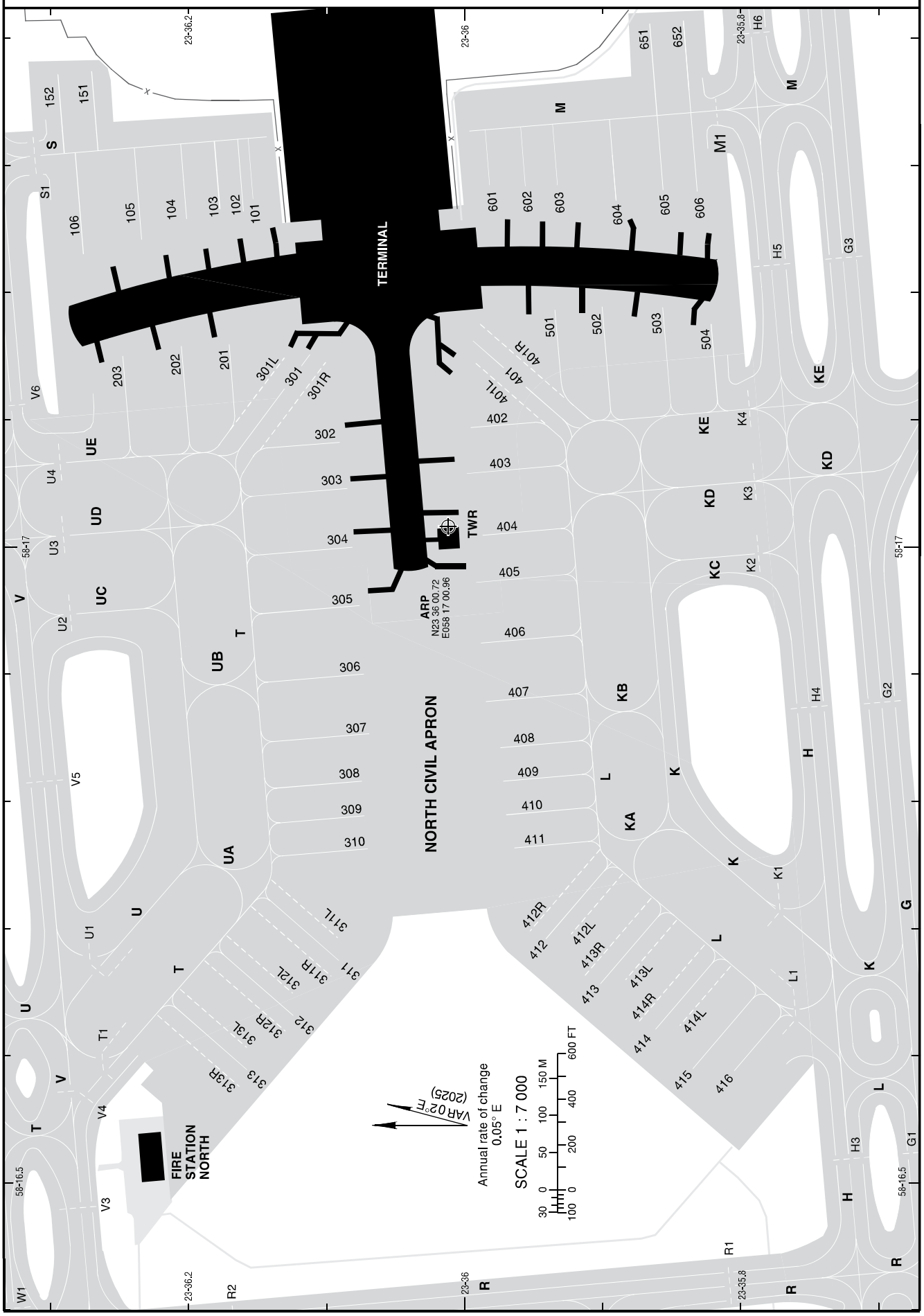
AIRCRAFT PARKING/DOCKING CHART NORTH APRON – ICAO

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: UPDATED IHP M1,TWY UB AND REMOVED RAPID EXITE E4

ILS or LOC RWY08L

Aeronautical Data Tabulation

ILS or LOC Approach to RWY08L	
Fix/Point	**Coordinates**
BUBIL (IAF) – R266 / 25.7 DME MCT	23°34'31.53”N 057°47'38.97”E
VOR/DME MCT (IAF)	23°35’28.04”N 058°15’36.48”E
12.0 D MCT – R276 / 12.0 DME MCT	23°37'08.04”N 058°02'40.11”E
12.0 D MCT – R287 / 12.0 DME MCT	23°39'22.73”N 058°03'15.98”E
ITLAK (IF) – R267 / 12.1 DME MCT	23°35'17.84”N 058°02'27.82”E
FAF (Loc Only) – BRG 263° LOC IML / 6.8 DME IML	23°35'46.44”N 058°08'17.96”E
SDF (Loc Only) – BRG 263° LOC IML / 4.2 DME IML	23°36'00.19”N 058°11'07.12”E
MAPT (Loc Only) – BRG 263° LOC IML / 1.2 DME IML	23°36'15.91”N 058°14'22.47”E
DME IML	23°36’26.23”N 058°15’40.06”E
LOC IML	23°36’33.57”N 058°18’02.26”E
THR08L	23°36'21.27”N 058°15'28.63”E

ILS or LOC RWY26R

Aeronautical Data Tabulation

ILS or LOC Approach to RWY26R	
Fix/Point	**Coordinates**
VOR/DME MCT (IAF)	23°35’28.04”N 058°15’36.48”E
14.6 D MCT – R063 / 14.6 DME MCT	23°41'38.81”N 058°30'01.47”E
14.6 D MCT – R072 / 14.6 DME MCT	23°39'29.55”N 058°30'53.67”E
GESOS (IF) – R080 / 14.6 DME MCT	23°37'36.80”N 058°31'18.70”E
FAF (Loc Only) – BRG 083° LOC IMR / 6.8 DME IMR	23°37'06.46”N 058°24'54.66”E
SDF (Loc Only) – BRG 083° LOC IMR / 4.2 DME IMR	23°36'53.03"N 058°22'05.43"E
MAPT (Loc Only) – BRG 083° LOC IMR / 1.2 DME IMR	23°36'37.40”N 058°18'50.07”E
DME IMR	23°36’35.20”N 058°17’31.71”E
LOC IMR	23°36’19.16”N 058°15’02.83”E
DTHR26R	23°36'32.12”N 058°17'43.66”E
15.1 D MCT – R289 / 15.1 DME MCT	23°40'53.04”N 058°00'15.04”E
19.0 D MCT – R317 / 19.0 DME MCT	23°49'50.69”N 058°02'00.46”E

ILS or LOC Y RWY08R

Aeronautical Data Tabulation

ILS or LOC Y Approach to RWY08R	
Fix/Point	**Coordinates**
VOR/DME MCT (IAF)	23°35’28.04”N 058°15’36.48”E
12.0 D MCT – R271 / 12.0 DME MCT	23°36'05.30”N 058°02'33.66”E
12.0 D MCT – R282 / 12.0 DME MCT	23°38'22.28”N 058°02'55.65”E
ELOMO (IF) – R263 / 12.0 DME MCT	23°34'24.71”N 058°02'36.73”E
FAF (Loc Only) – BRG 263° LOC IMW / 6.6 DME IMW	23°34'57.65”N 058°09'20.10”E
SDF (Loc Only) – BRG 263° LOC IMW / 2.7 DME IMW	23°35'18.20”N 058°13'33.94”E
MAPT (Loc Only) – BRG 263° LOC IMW / 1.0 DME IMW	23°35'27.11”N 058°15'24.61”E
DME IMW	23°35’28.26”N 058°16’29.92”E
LOC IMW	23°35’42.59”N 058°18’37.31”E
DTHR08R	23°35'31.38"N 058°16'17.79"E
6.0 D MCT – R083 / 6.0 DME MCT	23°35'59.38”N 058°22'06.93”E
13.0 D MCT – R071 / 13.0 DME MCT	23°39'16.26"N 058°29'08.92"E

ILS or LOC Y RWY26L (CAT C-D/DL)

Aeronautical Data Tabulation

ILS or LOC Y Approach to RWY26L	
Fix/Point	**Coordinates**
VOR/DME MCT (IAF)	23°35’28.04”N 058°15’36.48”E
15.3 D MCT – R068 / 15.3 DME MCT	23°40'42.27”N 058°31'16.22”E
GOLGO (IF) – R083 / 15.3 DME MCT	23°36'47.43”N 058°32'12.23”E
FAF (Loc Only) – BRG 083° LOC ISB / 6.7 DME ISB	23°36'15.38”N 058°25'28.69”E
SDF (Loc Only) – BRG 083° LOC ISB / 4.0 DME ISB	23°36'01.38”N 058°22'32.54”E
MAPT (Loc Only) – BRG 083° LOC ISB / 0.7 DME ISB	23°35'44.20”N 058°18'57.68”E
DME ISB	23°35’36.50”N 058°18’12.70”E
LOC ISB	23°35’28.70”N 058°15’44.30”E
THR26L	23°35'41.54”N 058°18'24.31”E
15.1 D MCT – R289 / 15.1 DME MCT	23°40'53.04”N 058°00'15.04”E
19.0 D MCT – R317 / 19.0 DME MCT	23°49'50.66”N 058°02'00.78”E

ILS or LOC X RWY26L (CAT A-B)

Aeronautical Data Tabulation

ILS or LOC X Approach to RWY26L	
Fix/Point	**Coordinates**
VOR/DME MCT (IAF)	23°35’28.04”N 058°15’36.48”E
13.4 D MCT – R076 / 13.4 DME MCT	23°38'15.10”N 058°29'52.94”E
ENEGI (IF) – R083 / 13.4 DME MCT	23°36'37.52”N 058°30'08.57”E
FAF (Loc Only) – BRG 083° LOC ISB / 6.7 DME ISB	23°36'15.38”N 058°25'28.69”E
SDF (Loc Only) – BRG 083° LOC ISB / 4.0 DME ISB	23°36'01.38”N 058°22'32.54”E
MAPT (Loc Only) – BRG 083° LOC ISB / 0.7 NM ISB	23°35'44.20”N 058°18'57.68”E
DME ISB	23°35’36.50”N 058°18’12.70”E
LOC ISB	23°35’28.70”N 058°15’44.30”E
THR26L	23°35'41.54”N 058°18'24.31”E
17.3 D MCT – R289 / 17.3 DME MCT	23°41'40.26”N 057°58'00.68”E
19.0 D MCT – R319 / 19.0 DME MCT	23°50'16.37”N 058°02'33.98”E

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 with fixed storage capacity 10 000 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

		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**
Obstacles in Area 2 are available in electronic format and can be downloaded from OOMX_OBST25.xlsx					

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

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
14	0.27% up	70 X 45	355 X 150	2821 X 300 (150 M on each side of the centerline)	240 M x 300 M
32	0.27% down	70 X 45	258 X 150	2821 X 300 (150 M on each side of the centerline)	240 M x 300 M

Designations RWY NR	Location and description of engineering material arresting system (EMAS)	OFZ	Remarks
1	12	13	14
14	NIL	NIL	NIL
32	NIL	NIL	NIL

OOMX AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2561	2916	2631	2561	NIL
32	2561	2819	2631	2561	NIL

OOMX 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
14	ALS LIH 420 M, Crossbar at 300 M	Green	PAPI LHS 3.00° / 310M from THR MEHT 47.51FT	NIL	NIL	60 M White Last 600 M Yellow LIH	LIH Red	LIH 6 raised lights at end of stopway. Red	NIL
32	ALS LIH 420 M, Crossbar	Green	PAPI LHS 3.00° / 310M from THR	NIL	NIL	60 M	LIH Red No wingbars	LIH 6 raised lights at end of stopway.	NIL

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
	at 300 M		MEHT 52.95FT			White Last 600 M Yellow LIH		Red	

OOMX 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	Illuminated wind cones at both RWY ends
3	TWY edge and centre line lighting	Low intensity blue taxiway and apron edge lights Illuminated taxiway signs
4	Secondary power supply/switch-over time	UPS secondary power supply
5	Remarks	Solar lighting system around security fence.

OOMX AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	Located adjacent to Apron Area (see AD chart)
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	28 x 28 M Concrete
4	True BRG of FATO	14/32
5	Declared distance available	NIL

6	APP and FATO lighting	NIL
7	Remarks	Helicopter is treated as Fixed Wing Traffic.

OOMX AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Marmul ATZ An ARC, radius 15 NM centered on N181300 E0550500 starting from N180258 E0545320 clockwise N182601 E0551258 joining an ARC centered on N180752 E0551113 connecting from N181813 E0552249 clockwise to N175446 E0550338 then to N180258 E0545320.
2	Vertical limits	SFC/6000 FT AMSL for the area inside OO R 97 and SFC/8000 FT AMSL in the area outside OO R 97.
3	Airspace classification	G
4	ATS unit call sign Language(s)	Marmul AFIS; Marmul Information English
5	Transition altitude/Transition level	13 000 FT/FL150
6	Hours of applicability (or activation)	NIL
7	Remarks	- Continuous two-way VHF Communication Mandatory.

OOMX AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**
Aerodrome Flight Information Service	Marmul Information	126.975 MHz	HJ – For scheduled and pre-arranged flights only.	NIL

OOMX AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

OOMX AD 2.20 LOCAL AERODROME REGULATIONS

NIL

OOMX AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OOMX AD 2.22 FLIGHT PROCEDURES

NIL

OOMX AD 2.23 ADDITIONAL INFORMATION

NIL

OOMX AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO	AERODROME CHART - ICAO
AIRCRAFT PARKING/DOCKING CHART - ICAO	AIRCRAFT PARKING/DOCKING CHART - ICAO
AERODROME OBSTACLE CHART - ICAO - TYPE A	AERODROME OBSTACLE CHART - ICAO - TYPE A
AERODROME	AERODROME OBSTACLE CHART - ICAO - TYPE B

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

AERODROME CHART - ICAO

ARP 180822.15N 0551043.24E

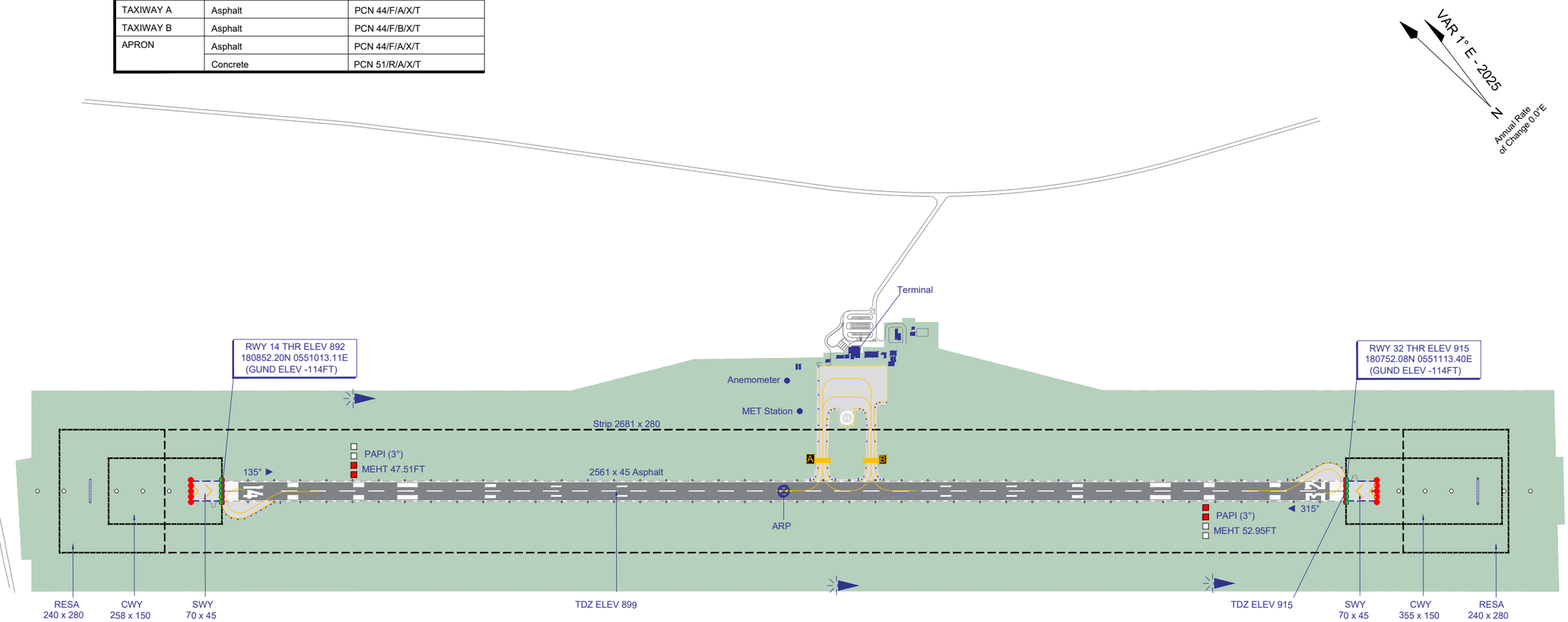
AD ELEV 915 FT

Marmul Information 126.975

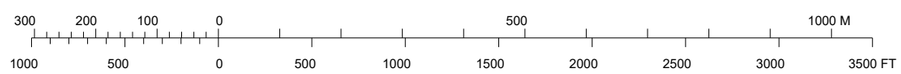
MARMUL/Marmul OMAN

BEARINGS ARE MAGNETIC
ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON/RWY	**SURFACE**	**BEARING STRENGTH**
RWY 14/32	Asphalt	44/F/A/X/T
TAXIWAY A	Asphalt	PCN 44/F/A/X/T
TAXIWAY B	Asphalt	PCN 44/F/B/X/T
APRON	Asphalt	PCN 44/F/A/X/T
	Concrete	PCN 51/R/A/X/T



SCALE 1 : 10 000



DECLARED DISTANCES (metres)				
RWY	TORA	TODA	ASDA	LDA
14	2561	2916	2631	2561
32	2561	2819	2631	2561

LIGHTING	
RWY 14/32	ALS LIH (420m), RTHL, PAPI-L (3.00°), REDL, RENL, STWL
APRON/ TWY	Low intensity Blue Twy and Apron edge-lights

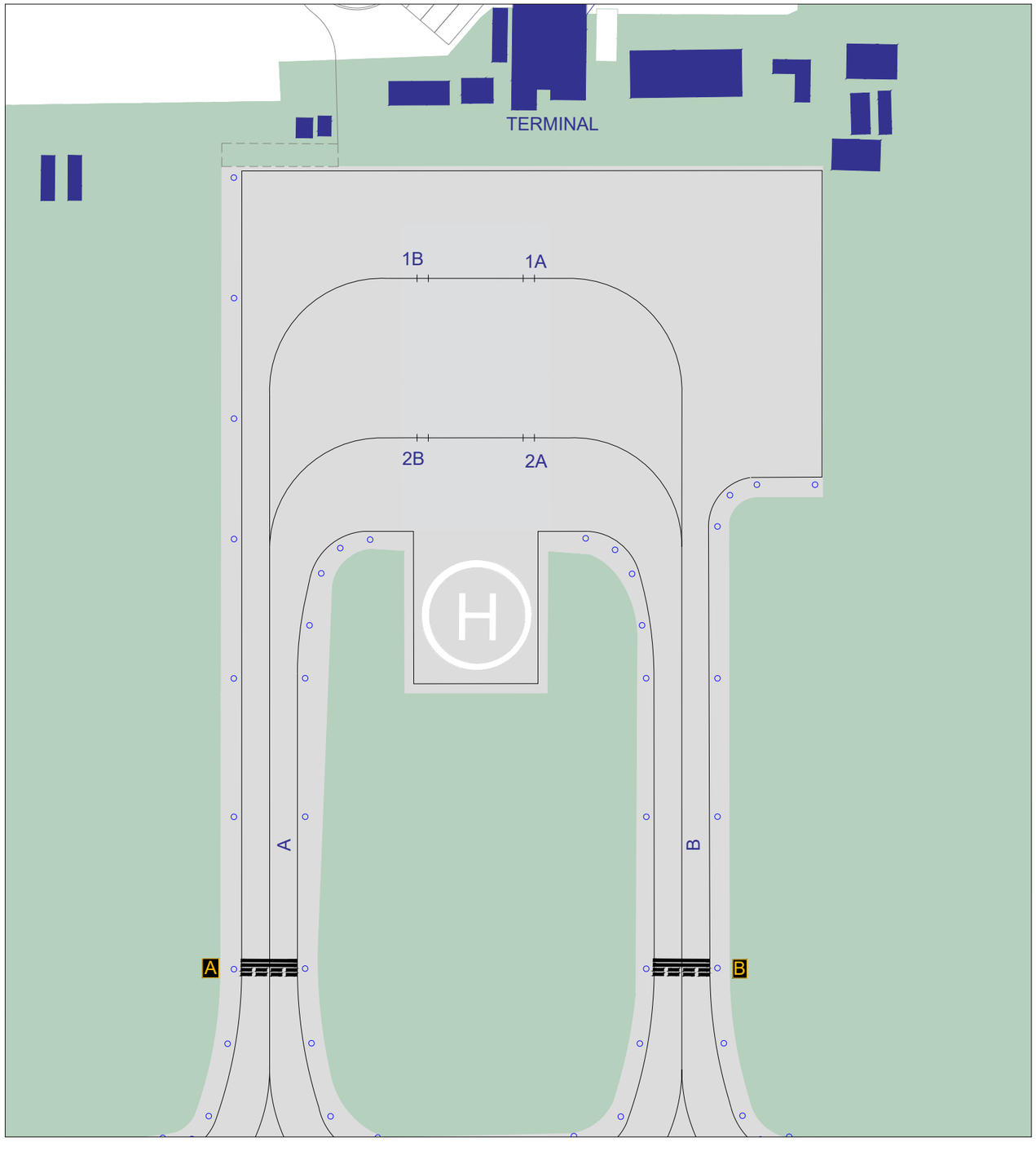
CHANGE: New Survey.

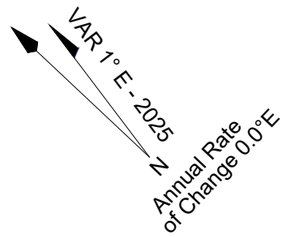
AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 180822.15N 0551043.24E **AD ELEVATION 915FT**

Marmul Information 126.975

MARMUL/Marmul OMAN

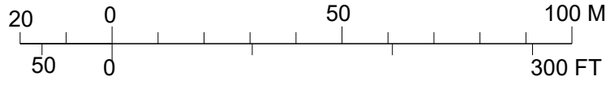




STAND	LATITUDE	LONGITUDE	ELEV (FT)
1B	180824.92N	0551052.56E	901.3
1A	180824.19N	0551053.30E	901.4
2B	180823.97N	0551051.52E	901.3
2A	180823.23N	0551052.25E	901.5

HELIPAD	LATITUDE	LONGITUDE	ELEV (FT)
HELIPAD	180822.49N	0551050.68E	901.3

SCALE 1 : 1 500



CHANGE: New Survey.

ELEVATIONS IN FEET
DIMENSIONS AND ALTITUDES IN METRES

AERODROME OBSTACLE CHART - ICAO

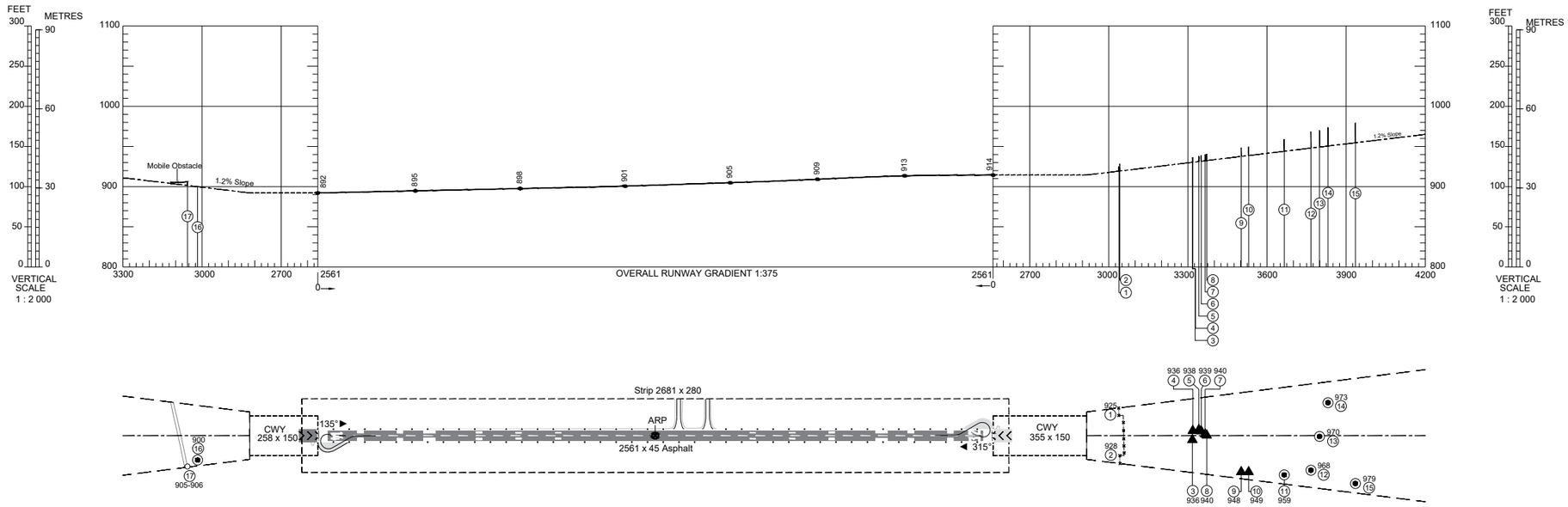
TYPE A - OPERATING LIMITATIONS

MARMUL/Marmul
OMAN

MAGNETIC VARIATION 1° E FEB 2025
ANNUAL CHANGE 0 ° E/Year

RUNWAY 14 - 32

DECLARED DISTANCES		
RWY 14		RWY 32
2561	TAKE-OFF RUN AVAILABLE	2561
2916	TAKE-OFF DISTANCE AVAILABLE	2819
2631	ACCELERATE-STOP DISTANCE AVAILABLE	2631
2561	LANDING DISTANCE AVAILABLE	2561



HORIZONTAL SCALE 1 : 20 000

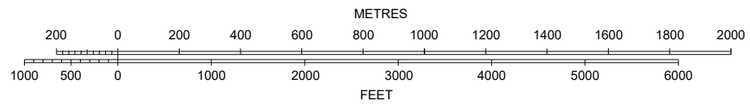


Chart No.	Obst Id	Description	Latitude	Longitude	Elevation (ft)
16	2079	STREETLIGHT	180900.8253N	0551000.1039E	900.16
17	1151	ROAD+5M	180901.1774N	0550958.6005E	906.18
17a	1152	ROAD+5M	180901.7331N	0550959.0030E	905.97
17b	1153	ROAD+5M	180902.2831N	0550959.3962E	905.82
17c	1154	ROAD+5M	180902.8365N	0550959.7960E	905.71
17d	1155	ROAD+5M	180903.3860N	0551000.1885E	905.65
17e	1156	ROAD+5M	180903.9684N	0551000.6014E	905.57
17f	1157	ROAD+5M	180904.5734N	0551001.0250E	905.50
17g	1158	ROAD+5M	180905.1561N	0551001.4303E	905.51
17h	1159	ROAD+5M	180905.7317N	0551001.8317E	905.48
17i	1160	ROAD+5M	180905.9970N	0551002.0155E	905.48
17j	1161	ROAD+5M	180906.2602N	0551002.1948E	905.46

Chart No.	Obst Id	Description	Latitude	Longitude	Elevation (ft)
1	1188	FENCE	180742.5961N	0551126.5132E	924.82
2	1186	FENCE	180739.0958N	0551122.8663E	928.05
3	1179	TERRAIN	180733.9790N	0551130.8127E	936.11
4	1178	TERRAIN	180734.7192N	0551131.6972E	936.19
5	1177	TERRAIN	180734.2554N	0551132.3167E	937.73
6	1175	TERRAIN	180733.9286N	0551132.4101E	938.51
7	1174	TERRAIN	180733.3237N	0551132.4744E	939.95
8	1181	TERRAIN	180733.0824N	0551132.5131E	940.34
9	1037	TERRAIN	180726.8833N	0551132.1760E	948.19
10	1036	TERRAIN	180726.2214N	0551132.8406E	949.47
11	2018	UTILITY_POLE	180722.8008N	0551135.7432E	958.77
12	1019	UTILITY_POLE	180720.8192N	0551138.5586E	968.30
13	1015	UTILITY_POLE	180722.9415N	0551142.4736E	969.78
14	1011	UTILITY_POLE	180725.0675N	0551146.3730E	973.34
15	1018	UTILITY_POLE	180715.7248N	0551141.2919E	979.16

LEGEND	PLAN	PROFILE
IDENTIFICATION NUMBER	⑤	
HEIGHT AMSL	25	
POLE, AERIAL, TOWER, ETC	◉	⑥
TERRAIN	▲	
FENCE	✕-✕	
MOBILE OBSTACLE	=○=	
TERRAIN PENETRATING		

CHANGE: New Survey.

ORDER OF ACCURACY: Horizontal -/+3m; Vertical -/+1ft

Aerodrome information current FEBRUARY 2025

Based on survey dated FEBRUARY 2025

AERODROME OBSTACLE CHART ICAO - TYPE B

WGS-84

AD ELEV 915 FT

ARP N 18 08 22.15 E 055 10 43.24

AERODROME OBSTACLE CHART - ICAO TYPE B

MARMUL/ Marmul
OMAN

BEARNIGS ARE MAGNETIC
DIMENSIONS IN METRES
ELEVATION IN FEET

55-09 55-10 55-11 55-12 55-13 55-14

18-09 18-08 18-07 18-06

14 Approach Surface, Slope 1:50 (2%)

32 Take Off & Climb Surface, Slope 1:62.5 (1.6%)

RESA 240 x 280

CWY 258 x 150

SWY 70 x 45

RWY 14 THR ELEV 892
(GUND ELEV -114ft)

Transitional Surface, Slope 14.3% or 1:7

Strip 2681 x 280

2561 x 45 Asphalt

ARP

Transitional Surface, Slope 14.3% or 1:7

SWY 70 x 45

CWY 355 x 150

RESA 240 x 280

RWY 32 THR ELEV 915
(GUND ELEV -114ft)

925 926 928 936 935 938-940 948 949 959 968 970 972 973 973 974 977 977 979

32 Approach Surface, Slope 1:50 (2%)

14 Take Off & Climb Surface, Slope 1:62.5 (1.6%)

Inner Horizontal Surface

148 ft (45m) above lowest threshold Elevation
1040 ft (316.92m) AMSL

Conical Surface

1:20 (5%) Slope up to 328ft (100m) Above
Inner Horizontal Surface Elevation

Outer Horizontal Surface

492 ft (150m) above lowest threshold Elevation
1384 ft (421.92m) AMSL

1076

1057

VAR 2.200 ANNUAL CHANGE 0.0°E

HORIZONTAL SCALE 1: 20,000

METRES

400 320 240 160 80 0 400 800 1200 1600 2000

800 400 0 800 1600 2400 3200 4000 4800 5600 6400

UNIVERSAL TRANSVERSE MERCATOR (UTM) PROJECTION

Obstacles shown are those which penetrate the surface specified in Annex 14. Volume 1, Chapter 4

ORDER OF ACCURACY:
Horizontal 3m
Vertical 1ft

Mast (Height: 1366ft) located 11501.6m from ARP, in direction 84.8° from ARP.

Inner Horizontal Surface

148 ft (45m) above lowest threshold Elevation
1040 ft (316.92m) AMSL

Conical Surface

1:20 (5%) Slope up to 328ft (100m) Above
Inner Horizontal Surface Elevation

Conical Surface

1:20 (5%) Slope up to 100m Above
Inner Horizontal Surface Elevation

LEGEND

OBST Identification number	1000
Height above mean sea level (AMSL)	162.1
Ground or terrain elevation	▲
Tree or Bush	✳
Pole, Tower, Spire, Antenna, etc.	⊙
Building or large structure	■
Mobile Obstacle	—○—
Transmission Line	-T—T-
Fence Line	-X—X-
Obstacle	⋀
Elevation at top (italics) Height above ground level (in parentheses)	*162.1* (62.1)
Lighted Obstacle	⋀
Group Obstacle	⋀⋀
Lighted Group Obstacles	⋀⋀
Exceptionally high obstacle (>300m AGL)	⋀
Exceptionally high obstacle - lighted	⋀
Wind Turbine	⋀
Wind Turbine - Lighted	⋀

CHANGES: New Survey.

AMENDMENT RECORD

No.	Date	Entered by

OOSA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO	AERODROME CHART - ICAO
AIRCRAFT PARKING/DOCKING CHART - ICAO (NORTHERN APRONS)	AIRCRAFT PARKING/DOCKING CHART - ICAO (NORTHERN APRONS)
AERODROME OBSTACLE CHART - ICAO - TYPE A RWY 07/25	AERODROME OBSTACLE CHART - ICAO - TYPE A RWY 07/25
AERODROME OBSTACLE CHART - ICAO - TYPE B	AERODROME OBSTACLE CHART - ICAO - TYPE B
PRECISION APPROACH TERRAIN CHART - ICAO - RWY 07	PRECISION APPROACH TERRAIN CHART - ICAO - RWY 07
PRECISION APPROACH TERRAIN CHART - ICAO - RWY 25	PRECISION APPROACH TERRAIN CHART - ICAO - RWY 25
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 07	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 07
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 07	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 07
STANDARD DEPARTURE CHART	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 25

ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

AERODROME OBSTACLE CHART - ICAO

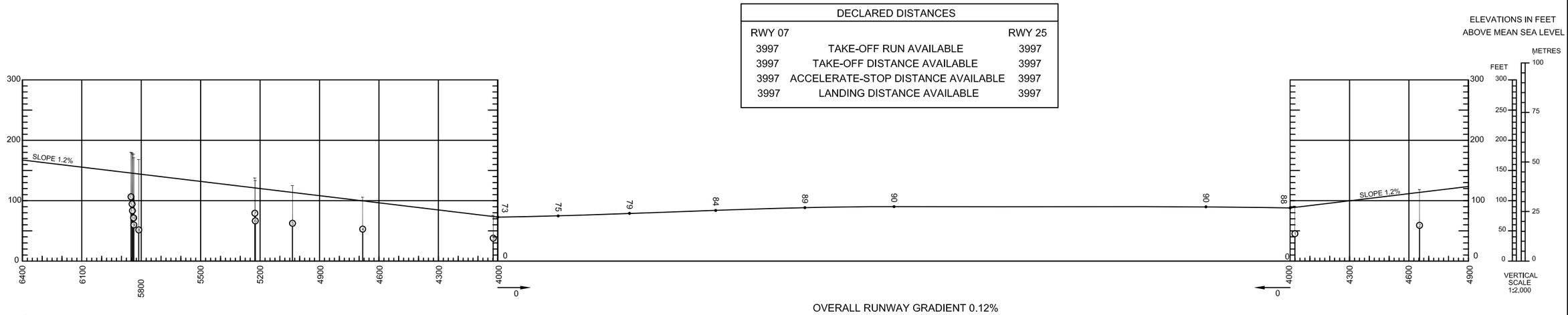
TYPE A - OPERATING LIMITATIONS

SALALAH/Salalah
OMAN

MAGNETIC VARIATION 1° E (2025)
ANNUAL CHANGE 0.0° W/Year

RUNWAY 07-25

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



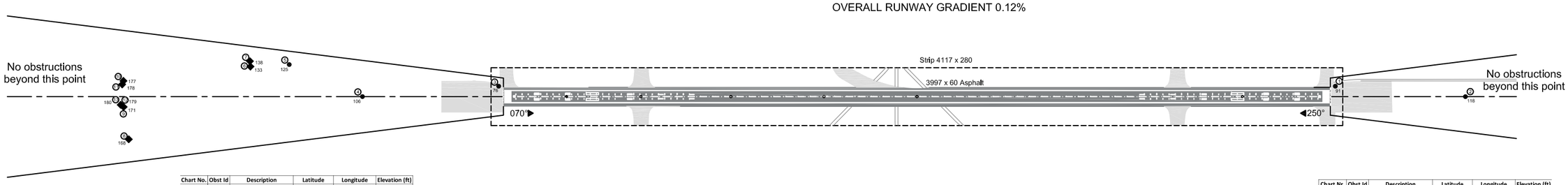


Chart No.	Obst Id	Description	Latitude	Longitude	Elevation (ft)
3	4436	ANTENNA	170205.0278N	0540409.7609E	76
4	2748	FFM_L/C	170156.4329N	0540349.2958E	106
5	3471	Streetlight	170157.3948N	0540336.2695E	125
6	4123	BUILDING_SIGNBOARD	170155.0899N	0540330.3861E	133
7	4124	BUILDING_SIGNBOARD	170155.8561N	0540330.0281E	138
8	3197	BUILDING	170137.9991N	0540315.5293E	168
9	2845	BUILDING	170142.5291N	0540312.9923E	171
10	4119	BUILDING	170146.3828N	0540311.5605E	177
11	4118	BUILDING	170145.8038N	0540311.5586E	178
12	4110	BUILDING_TANK	170142.7610N	0540312.5975E	179
13	2652	Water_Tank	170142.6880N	0540312.4337E	180

Chart Nr.	Obst Id	Description	Latitude	Longitude	Elevation (ft)
1	4447	ANTENNA	170248.3333N	0540618.8862E	91
2	2768	FFM_L/C	170253.5203N	0540639.5251E	118

LEGEND

		PROFILE
IDENTIFICATION NUMBER	13	
HEIGHT AMSL	25	
BUILDING		13
TREE / BUSH		
POLE, AERIAL, TOWER, ETC		
MOBILE OBSTACLE		

HORIZONTAL SCALE 1:20,000

METRES
500 400 300 200 100 0 500 1000 1500 2000 2500 3000

FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

ORDER OF ACCURACY: Horizontal 3m; Vertical 1ft

Aerodrome Information current December 2024

Based on survey dated December 2024

CHANGE: Removed PAPI light and Wind Sensor.

or in the ATZ of its location and intentions.

23.6.1.5 Departures:

23.6.1.5.1 Before moving onto the take-off surface, report aircraft call sign, runway to be used for take-off, and the pilot's intentions after take-off.

23.6.1.5.2 If a delay is encountered, broadcast intentions and expected length of delay, then rebroadcast departure intentions prior to moving onto the take-off surface

23.6.1.5.3 After take-off, report departing from the aerodrome traffic circuit, and maintain a listening watch on 118.725 MHz until clear of the Suhar ATZ.

23.6.1.6 Transiting through the Suhar ATZ:

23.6.1.6.1 At least five minutes before entering the Suhar ATZ, broadcasting the aircraft's call sign, position, altitude and pilot's intentions;

23.6.1.6.2 Maintain a listening watch on 118.725 MHz and make regular broadcasts regarding position, altitude and intentions; and,

23.6.1.6.3 Report when clear of the Suhar ATZ.

OOSH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO	AERODROME CHART - ICAO
AIRCRAFT PARKING-DOCKING CHART - ICAO	AIRCRAFT PARKING-DOCKING CHART - 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 15	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 15
STANDARD DEPARTURE CHART	STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RNAV (GNSS) RWY 33

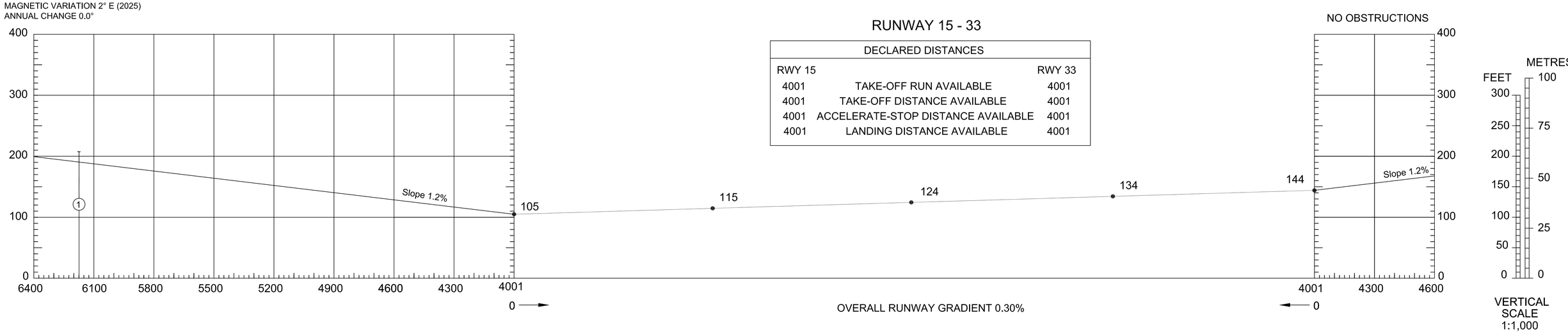
ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

AERODROME OBSTACLE CHART - ICAO

TYPE A - OPERATING LIMITATIONS

SUHAR/Suhar
OMAN

MAGNETIC VARIATION 2° E (2025)
ANNUAL CHANGE 0.0°



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

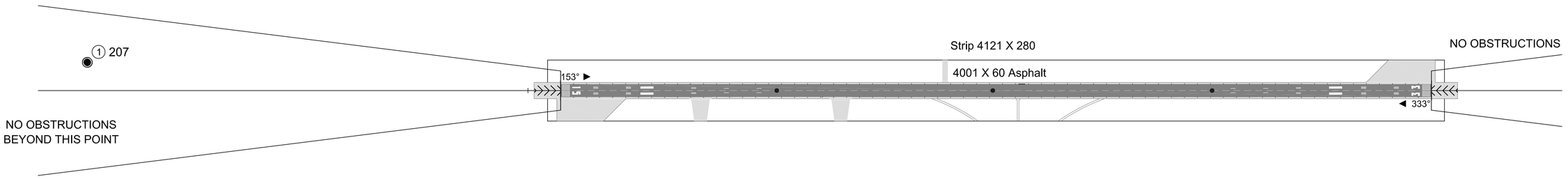
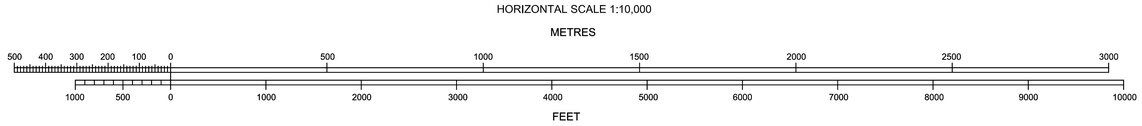


Chart No.	Obst Id	Description	Latitude	Longitude	Elevation (ft)
1	2500	MAST	242514.6067N	0563633.3738E	207

LEGEND

	PLAN	PROFILE
IDENTIFICATION NUMBER	⑩	
HEIGHT AMSL	12.34	
GROUND LEVEL	▲	⑬
TREE / BUSH	✳	
TELEPOLE, AERIAL, POST, ETC	◉	



CHANGE: Removed PAPI light.

ORDER OF ACCURACY: Horizontal 3m; Vertical 1ft

Aerodrome information current JANUARY 2025

Based on survey dated JANUARY 2025