

Bahrain International Airport

IATA/ICAO CODE: BAH/OBBI
CITY: Bahrain
COUNTRY: Kingdom of
 Bahrain

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:
Title: Airport Director Under Secretary of Civil Aviation
Airport: Bahrain International Bahrain International
Address: Civil Aviation Affairs Civil Aviation Affairs
 Air Transport Directorate Air Transport Directorate
 P.O. Box 586 P.O. Box 586
 Kingdom of Bahrain Kingdom of Bahrain
Phone: +973 1732 1997 +973 17321155
Fax: +973 1732 4096 +973 17333278
Email:
Airport Web Site: www.bahrainairport.com

ELEVATION: 6 ft.

RUNWAY INFORMATION				
Orientation	Length m	Displaced Threshold (m)	Glide Slope(deg)	Width m
12L/30R	3964	-	3	60
12R/30L	2530	-	3	45

NOISE ABATEMENT PROCEDURES

The following procedures are designed for the purpose of avoiding, limiting or mitigating the effect of noise and vibration connected with the arrival and departure of ACFT at APT.

Excluded from the below provisions are:

- delays to ACFT which are likely to lead serious congestion at the APT or serious hardship or suffering to passengers or animals,
- delays to ACFT resulting from widespread and prolonged disruption of air traffic,
- heads of states/VVIP,
- take-off or landing which is made in emergency consisting of an immediate danger to life or health, whether human or animal.

The noise classification for an aircraft on take-off or landing as appropriate means:

1. For the purpose of landing:

- in the case of an ACFT certificated according to the standards of ICAO Annex 16, Volume I, Chapters 2, 3 or 5 (or the equivalent standards):

The certificated approach noise level of the ACFT at its maximum certificated landing weight minus 9 EPNdB.

- in the case of a propeller ACFT with a MTOW not exceeding 5700 kg and any other ACFT not certificated according to the standards of ICAO Annex 16, Volume I, Chapters 2, 3 or 5 (or the equivalent standards):

The noise level indicated in relation to the ACFT in the noise data supplied for this purpose to the Civil Aviation Affairs.

2. For the purpose of take-off:

- in the case of an ACFT certificated according to the standards of ICAO Annex 16, Volume I, Chapters 3 or 5 (or the equivalent standards):

Half the sum of flyover and the sideline noise levels in EPNdB as measured at the certification points specified in Annex during the noise certification of ACFT at its MTOW.

- in the case of an ACFT certificated according to the standards of ICAO Annex 16, Volume I, Chapter 2 (or the equivalent standards):

Half the sum of flyover and the sideline noise levels in EPNdB as measured at the certification points specified in Annex during the noise certification of ACFT at its MTOW plus 1.75 EPNdB.

- in the case of a propeller ACFT with a MTOW not exceeding 5700 kg or any other ACFT not certificated according to the standards of ICAO Annex 16, Volume I, Chapters 2, 3 or 5 (or the equivalent standards):

The noise levels indicated in relation to the ACFT in the noise data supplied for this purpose to the Civil Aviation Affairs.

LOCAL FLYING RESTRICTIONS

Flights are not permitted to operate within BAH 80 DME between BAH R-180 and R- 260 containing the main Bahrain Islands unless such flights have been deemed operationally essential by the Controlling Authority, provided they can remain either visually clear of land or be so vectored by BAHRAIN Radar.

REVERSE THRUST

Reverse thrust other than idle thrust is not permitted during landing between 0000-0600LT

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

The airport has nighttime restrictions based on the quota count system. Any aircraft that has a quota count of 8 or more may not:

- Schedule take-off or landing between 0000-0600 local time

If a take off was scheduled prior to 0000 local time but was delayed for reasons beyond the control of the aircraft operator, the operator must receive permission from the airport authority to take-off.

Aircraft must provide sufficient information to the airport authority to verify the aircraft noise category before it will give permission for the aircraft to operate during the nighttime hours. The information provided must include:

- aircraft type
- engine type
- operating weight
- maximum landing or take-off weight as appropriate
- flight number
- aircraft registration marks
- destination and airport or origin
- type of flight
- reason of requirement
- in cases of emergency - why the movement was considered necessary

An aircraft may not take-off or be scheduled to land if the operator has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the airport to verify its noise classification and thereby the quota count or the operator claim that the aircraft is an exempt aircraft.

Director of Air Transport
Civil Aviation Affairs
P.O. Box 586
Kingdom of Bahrain
Fax +973 333 278

To determine the Noise Classification:

For Chapter 3 Aircraft -

- Take-off - the sum of the take-off and sideline noise levels divided by 2
- Landing - the approach noise level minus 9

For Chapter 2 Aircraft -

Take-off - the sum of the take-off and sideline noise levels divided by 2 plus 1.75 EPNdB

Landing - the approach noise level minus 9

The certified noise levels for an aircraft must be supplied to the Civil Aviation Affairs.

Noise Classification	Quota Count
More than 101.9	16
99-101.9	8
96-98.9	4
93-95.9	2
90-92.9	1
less than 90	.05

Exempt aircraft are jet aircraft with maximum certificated weight not exceeding 11600kg and propeller aircraft which are classified at less then 87 EPNdB

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Between 0000-0600LT engine tests are permitted at ground idle power only.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

See information under Airport Curfews

CHAPTER 2 PHASEOUT

This airport is located in a country that is an ICAO Contracting State. It is not known if this country adopted the ICAO recommendation (Resolution A28-3) for the phase out of Chapter 2 airplanes.

CHAPTER 3 RESTRICTIONS

See information under Airport Curfews