



PART III

GENERAL REGULATIONS

FOREWORD

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**AIR NAVIGATION TECHNICAL REGULATIONS
CORRIGENDUM NO. 1**

**Air Navigation Technical Regulations ANTR Volume 1 — Flight Safety
Part III General Regulations
Corrigendum No. 1 dated 27 July 2017**

The following list provides a description of the change made to the above regulation since the existing version was issued.

Chapter 2, Paragraph 2.4, Page 2-2 (Cruising Levels)

In paragraph 2.4 item (a), the following text appears: “flight levels, for flights at or below the lowest usable flight level or, where applicable, above the transition altitude;”

This should read: “flight levels, for flights at or above the lowest usable flight level or, where applicable, above the transition altitude;”

FOREWORD

- 1 The State of Bahrain Civil Aviation Affairs, known in these regulations as the “Authority” has implemented ANTR Part III based on the applicable sections of ICAO Annexes 2 and 6.
- 2 The editing practices used in this document are as follows:
 - (a) „Shall“ is used to indicate a mandatory requirement and may appear in ANTRs.
 - (b) „Should“ is used to indicate a recommendation.
 - (c) „May“ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.
 - (d) „Will“ indicates a mandatory requirement and is used to advise pilots of action incumbent on the Authority.

NOTE: The use of the male gender implies the female gender and vice versa.

- 3 The Authority has adopted associated compliance or interpretative material wherever possible and, unless specifically stated otherwise, clarification will be based on this material or other ANTR documentation.
- 4 Definitions and abbreviations of terms used in ANTR Part III can be located in ANTR Part 1 - Definitions.
- 5 New, amended and corrected text will be indicated with a side bar beside paragraphs, until a subsequent “amendment” is issued.
- 6 This 3rd Edition Revision 2 is dated XX XXX 2022. All pages of this issue of ANTR Part III are now current.



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Bahrain CAA Publication Revisions Highlight Sheet

ANTR: Part III CAP: ____ TPM: _____

The following pages of ANTR Part III have been revised to ICAO Annex 2, 10th Edition, July 2005 and Annex 6 Part I, 10th Edition, July 2018.

Item	Paragraph number	Page	Reason
1	ANTR Corrigendum No. 1 dated 27 July 2017	-	Deleted and incorporated in the amendment.
2	Foreword and Contents	i - vi	To indicate the current revision status. Para. 7 deleted.
3	2.4	2-2	Corrigendum deleted from page.
4	2.9	2-3	Deleted to show compliance to ICAO SARPs.
5	6.1.5	6-1	Editorial

REVISION RECORD**ANTR PART III**

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LIST OF EFFECTIVE PAGES

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CHAPTER 1

APPLICABILITY OF THE RULES OF THE AIR

1.1 APPLICATION OF RULES OF THE AIR

- 1.1.1 This Part shall apply to all civil aircraft operating in the Bahrain Flight Information Region (FIR), and all aircraft bearing the nationality and registration marks of Bahrain, wherever they may be, to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory over-flown.
- 1.1.2 Each person operating a civil aircraft of Bahrain registry over the high seas shall comply with these regulations.
- 1.1.3 The Bahrain CAA, as regards aircraft of its registration, has agreed that, for purposes of flight over those parts of the high seas where a Contracting State has accepted, pursuant to a regional air navigation agreement, the responsibility of providing air traffic services, the “appropriate ATS authority” referred to in this Chapter is the relevant authority designated by the State responsible for providing those services.

1.2 COMPLIANCE WITH THE RULES OF THE AIR

The operation of an aircraft either in flight or on the movement area of an aerodrome shall be in compliance with these regulations and, in addition, when in flight, either with:

- (a) the Visual Flight Rules, or
- (b) the Instrument Flight Rules.

Note: A pilot may elect to fly in accordance with instrument flight rules in visual meteorological conditions or may be required to do so by the appropriate ATS.

1.3 RESPONSIBILITY FOR COMPLIANCE

1.3.1 Responsibility of Pilot in Command

The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with these regulations.

1.3.2 Deviation from Regulations

The pilot in command may depart from an Air Navigation Technical Regulation in circumstances that render such departure absolutely necessary in the interests of safety. The pilot in command shall submit a written report to the CAA within 24 hours.

1.3.3 Pre-flight Action

Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of the aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.

1.3.4 Obstruction of Crew or Authorized Persons

- 1.3.4.1 A person shall not intentionally obstruct or impede any person acting in the exercise of his powers or the performance of his duties under these ANTRs.
- 1.3.4.2 No person shall assault, threaten, intimidate, or interfere with a crew member in the performance of the crew member's duties aboard an aircraft being operated.

1.3.5 Enforcement of Directions

Any person who without reasonable excuse fails to comply with any direction given to him under any provision of these ANTRs or any regulations made there under shall be deemed for the purposes of these ANTRs to have contravened that provision.

1.3.6 Offences in Relation to Documents and Records

- 1.3.6.1 A person shall not with intent to deceive:
- (a) Use any certificate, licence, approval, permission, exemption or other document issued or required by or under these regulations which has been forged, altered, revoked or suspended, or to which he is not entitled; or
 - (b) Lend any certificate, licence, approval, permission, exemption or other document issued or having effect or required by or under these regulations to, or allow it to be used by, any other person; or
 - (c) Make any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal or variation of any such certificate, licence, approval, permission or exemption or other document;

Note: A reference to a certificate, licence, approval, permission, exemption or other document includes a copy or purported copy thereof.

- 1.3.6.2 A person shall not intentionally damage, alter or render illegible any log book or other record required by or under the ANTRs to be maintained or any entry made therein, or knowingly make, or procure or assist in the making of, any false entry in or material omission from any such log book or record or destroy any such log book or record during the period for which it is required under the regulations to be preserved.
- 1.3.6.3 All entries made in writing in any log book or record referred to in paragraph 1.3.6.2 shall be made in ink or indelible pencil.
- 1.3.6.4 A person shall not knowingly make in a load sheet any entry which is incorrect in any material particular, or any material omission from such a load sheet.
- 1.3.6.5 A person shall not purport to issue any certificate for the purposes of the ANTRs unless he is authorised to do so under the regulations.
- 1.3.6.6 A person shall not issue any such certificate as aforesaid unless he has satisfied himself that all statements in the certificate are correct.

1.3.7 Penalties

If any provision of the ANTRs is contravened in relation to an aircraft, the operator of that aircraft or any of his employees or agents or the person responsible will be liable for prosecution and on conviction will be liable for a fine or imprisonment or both.

1.4 AUTHORITY OF PILOT IN COMMAND

The pilot in command of an aircraft shall have final authority as to the disposition of the aircraft while in command.

1.5 PSYCHOACTIVE SUBSTANCES

1.5.1 Problematic Use of Psychoactive Substances

1.5.1.1 No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired.

1.5.1.2 No such person shall engage in any kind of problematic use of substances.

1.5.2 Testing For Psychoactive Substances

A crew member shall submit to a test to indicate the use of psychoactive substances and/or alcohol in the blood when the CAA has a reasonable basis to believe that a person may have violated the provisions of ANTR OPS 1.085 (e) or ANTR OPS 3.085 (e), or as part of a CAA authorized screening programme. That person shall, upon request by the CAA, furnish the CAA, or authorise any clinic, hospital, doctor, or other person to release to the CAA, the results of each test taken. Refusal to submit to a drug or alcohol test is grounds for immediate suspension of that person's licence.

1.5.3 Test Information

Any test information obtained by the CAA under paragraph 1.5.2 above may be evaluated in determining a person's qualifications for any licence or possible violations of this Chapter and may be used as the basis for suspension or sanctions against that licence as well as evidence in any legal proceeding.

1.5.4 Operator Responsibilities

Every operator shall develop a procedure for the identification of licence holders who engage in any kind of problematic use of psychoactive substances, their removal from safety-critical functions, and their return to the safety-critical functions after successful treatment or, in case where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person's continued performance of the function is unlikely to jeopardise safety.

Note: Guidance on suitable methods of identification (which may include biochemical testing on such occasions as pre-employment, upon reasonable suspicion, after accidents/incidents, at intervals, and at random) and on other prevention topics is contained in the Manual on Prevention of Problematic Use of Substances in the Aviation Workplace (ICAO Doc 9654). The Operator may seek advice from the approved aviation medical examiners on this subject.

1.6 CARRIAGE OF ILLEGAL SUBSTANCES

No person shall operate an aircraft within the Kingdom of Bahrain with knowledge that illegal substances, such as narcotic drugs, marijuana, depressant or stimulant drugs or substances, are carried in the aircraft.

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CHAPTER 2

GENERAL

2.1 APPLICABILITY

2.1.1 General

This Chapter prescribes regulations governing the operation of civil aircraft within the Kingdom of Bahrain. The CAA may issue a waiver authorising deviation(s) from of any rule(s) outlined herein if it finds that the proposed operation can be safely conducted under the terms of that waiver.

Note: The air traffic rules and procedures applicable to air traffic in the Bahrain FIR conform with ICAO Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services, and the Regional Supplementary Procedures applicable to the MID/SEA Region, except for the differences listed in GEN 1.7 of the Bahrain Aeronautical Information Publication (AIP).

2.1.2 Extra-territorial Effect of the ANTRs

Except where the context otherwise requires, the provisions of these ANTRs;

- (a) in so far as they apply (whether by express reference or otherwise) to aircraft registered in Bahrain, shall apply to such aircraft wherever they may be;
- (b) in so far as they apply as aforesaid to other aircraft shall apply to such other aircraft when they are within Bahrain territory.
- (c) in so far as they prohibit, require or regulate (whether by express reference or otherwise) the doing of anything by persons in, or by any of the crew of, any aircraft registered in Bahrain, shall apply to such persons and crew, wherever they may be; and
- (d) in so far as they prohibit, require or regulate as aforesaid the doing of anything in relation to any aircraft registered in Bahrain by other persons shall, where such persons are citizens of Bahrain apply to them wherever they may be;

2.2 IRREGULAR, NEGLIGENT OR RECKLESS OPERATIONS

2.2.1 Negligent or Reckless Operations

No person shall operate an aircraft in a negligent or reckless manner so as to endanger the life or property of others.

2.2.2 Flights over any Foreign Country

- 2.2.2.1 If a Bahraini operator, as defined in ANTR OPS 1 or 3, allows any aircraft owned or leased by that holder to be engaged in any operation known to be in violation of any national law, regulation or standard of the Kingdom of Bahrain, such operation is a basis for suspending or revoking the operating authority.

2.2.2.2 The operator or commander of an aircraft registered in Bahrain (or, if the operator's principal place of business or permanent residence is in Bahrain, any other aircraft) which is being flown over any foreign country shall not allow that aircraft to be used for a purpose which is prejudicial to the security, public order or public health of, or to the safety of air navigation in relation to, that country.

2.2.2.3 The operator or commander of an aircraft registered in Bahrain (or, if the operator's principal place of business or permanent residence is in Bahrain, any other aircraft) which is being flown over any foreign country shall comply with any directions given by the appropriate aeronautical authorities of that country whenever:

- (a) the flight has not been duly authorised; or
- (b) there are reasonable grounds for the appropriate aeronautical authorities to believe that the aircraft is being or will be used for a purpose which is prejudicial to the security, public order or public health of, or to the safety of air navigation in relation to, that country; unless the lives of persons on board or the safety of the aircraft would thereby be endangered.

2.3 MINIMUM HEIGHTS

Except when necessary for take-off or landing, or except by permission from the CAA, aircraft shall not be flown over a congested area of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.

2.4 CRUISING LEVELS

The cruising levels at which a flight or portion of a flight is to be conducted shall be in terms of:

- (a) flight levels, for flights at or above the lowest usable flight level or, where applicable, above the transition altitude;
- (b) altitudes, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude

2.5 DROPPING OR SPRAYING

Nothing shall be dropped or sprayed from an aircraft in flight except under conditions prescribed by the CAA and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

2.6 TOWING

No person shall operate an aircraft towing any object, including a glider, unless that person has been issued a written authorization from the CAA and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

2.7 PARACHUTE DESCENTS

Except in emergency, no pilot in command shall allow, and no person shall make, a parachute jump from an aircraft within the Kingdom of Bahrain except under conditions prescribed by the CAA and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

2.8 AEROBATIC FLIGHT

2.8.1 No aircraft shall be flown acrobatically except under conditions prescribed by the CAA and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

2.9 RESERVED**2.10 UNMANNED FREE BALLOONS**

An unmanned free balloon shall be operated in such a manner as to minimize hazards to persons, property or other aircraft and in accordance with the conditions specified by the CAA.

Note: The conditions specified by the CAA will include those specified in ICAO Annex 2, Appendix 4.

2.11 PROHIBITED AREAS AND RESTRICTED AREAS

Aircraft shall not be flown in a restricted area, or in a prohibited area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the State over whose territory the areas are established.

2.12 AVOIDANCE OF COLLISIONS

Nothing in these rules shall relieve the pilot in command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision.

Note: It is important that vigilance for the purpose of detecting potential collisions be exercised on board an aircraft, regardless of the type of flight or the class of airspace in which the aircraft is operating, and while operating on the movement area of an aerodrome.

2.13 PROXIMITY

An aircraft shall not be operated in such proximity to another aircraft as to create a collision hazard.

2.14 RIGHT OF WAY

The aircraft that has right of way shall maintain its heading and speed.

An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effects of aircraft wake turbulence.

2.14.1 Airborne Operations

2.14.1.1 Approaching Head-On. When two aircraft are approaching head-on, or approximately so and there is a danger of collision, each aircraft shall alter course to the right.

2.14.1.2 Converging. When aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows,

(a) Power-driven aircraft heavier than air aircraft shall give way to airships, gliders and

balloons;

- (b) Airships shall give way to gliders and balloons;
- (c) Gliders shall give way to balloons;
- (d) Power-driven aircraft shall give way to aircraft, which are seen to be towing, or externally carrying, other aircraft or objects.

2.14.1.3 **Overtaking.** An overtaking aircraft is an aircraft that approaches another from the rear of a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights. An aircraft that is being overtaken has the right of way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve overtaking aircraft from this obligation until it is entirely past and clear.

2.14.1.4 **Landing.** An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of approach to land.

When two or more heavier than air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is on final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to gliders

2.14.1.5 **Emergency Landing.** An aircraft that is aware that another is compelled to land shall give way to that aircraft.

2.14.1.6 **Taking Off.** An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off.

2.14.2 Surface Movement of Aircraft

2.14.2.1 In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome the following shall apply:

- (a) **Approaching Head-On.** When two aircraft are approaching head on, or approximately so, each shall stop or where practicable alter its course to the right so as to keep well clear;
- (b) **Converging.** When two aircraft are on a converging course, the one which has the other on its right shall give way;
- (c) **Overtaking.** An aircraft which is being overtaken by another aircraft shall have the right-of-way and the overtaking aircraft shall keep well clear of the other aircraft.

2.14.2.2 An aircraft taxiing on the manoeuvring area shall stop and hold at all runway-holding positions unless otherwise authorised by the aerodrome control tower.

2.14.2.3 An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further when the lights are switched off.

2.14.3 Water Operations

2.14.3.1 When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective craft.

2.14.3.2 In case of danger of collision between aircraft or vessels, the following shall apply:

- (a) **Converging.** An aircraft, which has another aircraft or a vessel on its right shall give way so as to keep well clear.
- (b) **Approaching Head-On.** An aircraft approaching another aircraft or a vessel head-on, or approximately so, shall alter its heading to the right to keep well clear.
- (c) **Overtaking.** The aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.
- (d) **Landing and Taking Off.** Aircraft landing on or taking off from the water shall, insofar as practicable, keep well clear of all vessels and avoid impeding their navigation.

2.14.3.3 Between sunset and sunrise, all aircraft on water shall display lights as required by the International Regulations for Preventing Collisions at Sea unless it is impractical for them to do so, in which case they shall display lights as closely similar as possible in characteristics and position to those required by the International Regulations.

Note: Refer to Appendices to ICAO Annex 6, Part I or Part II for specifications.

2.15 LIGHTS TO BE DISPLAYED BY AIRCRAFT

2.15.1 Except as provided in paragraph 2.15.5 below, from sunset to sunrise or during any other period, which may be prescribed by the appropriate authority, all aircraft in flight shall display:

- (a) anti-collision lights intended to attract attention to the aircraft; and
- (b) navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights.

2.15.2 Except as provided in paragraph 2.15.5 below, from sunset to sunrise or during any other period prescribed by the appropriate authority:

- (a) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;
- (b) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure;
- (c) all aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and
- (d) all aircraft on the movement area of an aerodrome whose engines are running shall display lights, which indicate that fact.

2.15.3 Except as provided in paragraph 2.15.5, below, all aircraft in flight and fitted with anti-collision lights to meet the requirement sub-paragraph 2.15.1 (a) above, shall also display such lights outside the period specified in paragraph 2.15.1.

2.15.4 Except as provided by paragraph 2.15.5, all aircraft:

- (a) operating on the movement area of an aerodrome and fitted with anti-collision lights to meet the requirement of sub-paragraph 2.15.2 (c); or
- (b) on the movement area of an aerodrome and fitted with lights to meet the requirement of sub-paragraph 2.15.2 (d);

shall display such lights also outside the period specified in 2.15.2.

2.15.5 A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of paragraphs 2.15.1 through 2.15.3 above, if they do or are likely to:

- (a) adversely affect the satisfactory performance of duties; or
- (b) subject an outside observer to harmful dazzle.

2.16 SIMULATED INSTRUMENT FLIGHTS

An aircraft shall not be flown under simulated instrument flight conditions unless:

- (a) fully functioning dual controls are installed in the aircraft; and
- (b) a qualified pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which his field of vision adequately supplements that of the safety pilot.

2.17 OPERATION ON AND IN THE VICINITY OF AN AERODROME

An aircraft operated on or in the vicinity of an aerodrome shall, whether or not within an aerodrome traffic zone:

- (a) observe other aerodrome traffic for the purpose of avoiding collision;
- (b) conform with or avoid the pattern of traffic formed by other aircraft in operation;
- (c) make all turns to the left, when approaching for a landing and after taking off, unless otherwise instructed;
- (d) land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.

2.18 FLIGHT PLANS

2.18.1 General

Information relative to an intended flight or portion of a flight, to be provided to ATS units, shall be in the form of a flight plan.

2.18.2 Requirement to Submit a Flight Plan

A flight plan shall be submitted prior to operating:

- (a) any flight or portion thereof to be provided with air traffic control service;
- (b) any IFR flight within advisory airspace;
- (c) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate the provision of flight information, alerting and search and rescue services.
- (d) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate co-ordination with appropriate military units or with ATS units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
- (e) any flights across international borders;

Note: The term “flight plan” is used to mean variously, full information on all items comprised in the flight plan description, covering the whole route of a flight, or limited information required when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway, to take off from, or to land at a controlled aerodrome.

2.18.3 Submission of a Flight Plan

2.18.3.1 A flight plan shall be submitted before departure to an ATS reporting office or, during flight, transmitted to the appropriate ATS unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.

2.18.3.2 Unless otherwise prescribed by the appropriate ATS authority, a flight plan for a flight to be provided with air traffic control service or air traffic advisory service shall be submitted at least 60 minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach;

- (a) the intended point of entry into a control area or advisory area; or
- (b) the point of crossing an airway or advisory route.

2.18.4 Contents of the Flight Plan

A flight plan shall comprise information regarding such of the following items as are considered relevant by the appropriate ATS authority:

- (a) Aircraft identification.
- (b) Flight rules and type of flight.
- (c) Number and type(s) of aircraft and wake turbulence category.
- (d) Equipment.
- (e) Departure aerodrome.

- (f) Estimated off-block time.
- (g) Cruising speed(s).
- (h) Cruising level(s).
- (i) Route to be followed.
- (j) Destination aerodrome and total estimated elapsed time.
- (k) Alternate aerodrome(s).
- (l) Fuel endurance.
- (m) Total number of persons on board.
- (n) Emergency and survival equipment.
- (o) Other information as requested by ATS.

Note 1: For flight plans submitted during flight, the information provided in respect of this item will be an indication of the location from which supplementary information concerning the flight may be obtained, if required.

Note 2: For flight plans submitted during flight, the information to be provided in respect of this item will be the time over the first point of the route to which the flight plan relates.

Note 3: The term “aerodrome” where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters or balloons.

2.18.5 Completion of a Flight Plan

2.18.5.1 Whatever the purpose for which it is submitted, a flight plan shall contain information, as applicable, on relevant items up to and including “Alternate aerodrome(s)” regarding the whole route or the portion thereof for which the flight plan is submitted.

2.18.5.2 It shall, in addition, contain information, as applicable, on all other items when so prescribed by the appropriate ATS authority or when otherwise deemed necessary by the person submitting the flight plan.

2.18.6 Changes to a Flight Plan

Subject to the provisions of paragraph 2.21.3, all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit. For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit.

Note: Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such must be reported.

2.18.7 Closing a Flight Plan

- 2.18.7.1 Unless otherwise prescribed by the appropriate ATS authority, a report of arrival shall be made either in person, by radiotelephony or via data link at the earliest possible moment after landing, to the appropriate ATS unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.
- 2.18.7.2 When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant ATS unit.
- 2.18.7.3 When no ATS unit exists at the arrival aerodrome, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest ATS unit.
- 2.18.7.4 When communications facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate ATS unit, a message comparable to an arrival report, where such report is required. Normally, this transmission shall be made to the aeronautical station serving the ATS unit in charge of the FIR in which the aircraft is operated.
- 2.18.7.5 Arrival reports made by aircraft shall contain the following elements of information:
- (a) aircraft identification;
 - (b) departure aerodrome;
 - (c) destination aerodrome (only in case of a diversionary landing);
 - (d) arrival aerodrome;
 - (e) time of arrival.

Note: Whenever an arrival report is required, failure to comply with these provisions may cause serious disruption in the air traffic services and incur great expense in carrying out unnecessary search and rescue operations.

2.19 SIGNALS

- 2.19.1 Upon observing or receiving any of the signals given in ICAO Annex 2, Appendix 1, aircraft shall take such action as may be required by the interpretation of the signal.
- 2.19.2 The above signals shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.
- 2.19.3 A signalman shall be responsible for providing standard marshalling signals to aircraft in a clear and precise manner using the signals shown in ICAO Annex 2, Appendix 1.
- 2.19.4 No person shall guide an aircraft unless trained, qualified and approved by the appropriate authority to carry out the functions of a signalman.
- 2.19.5 The signalman shall wear a distinctive fluorescent identification vest to allow the flight crew to identify that he or she is the person responsible for the marshalling operation.

2.19.6 Daylight-fluorescent wands, table-tennis bats or gloves shall be used for all signalling by all participating ground staff during daylight hours. Illuminated wands shall be used at night or in low visibility.

2.20 TIME

2.20.1 Co-ordinated Universal Time shall be used and shall be expressed in hours, and minutes and, when required, seconds of the 24 hour day beginning at midnight.

2.20.2 A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary.

Note: Such time check is normally obtained from an air traffic services unit unless other arrangements have been made by the operator or by the appropriate ATS authority.

2.20.3 Whenever time is utilized in the application of data link communications, it shall be accurate to within 1 second of UTC.

2.21 AIR TRAFFIC CONTROL SERVICE

2.21.1 Air Traffic Control Clearances

2.21.1.1 An air traffic control clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an Air Traffic Control unit.

Note 1: A flight plan may cover only part of a flight, as necessary, to describe that portion of the flight or those manoeuvres which are subject to air traffic control. A clearance may cover only part of a current flight plan, as indicated in a clearance limit or by reference to specific manoeuvres such as taxiing, landing or taking off.

Note 2: If an air traffic control clearance is not satisfactory to a pilot-in-command of an aircraft, the pilot-in-command may request an amended clearance.

2.21.1.2 When an ATC clearance has been obtained, no pilot in command may deviate from that clearance, except in an emergency, unless he obtains an amended clearance. If a pilot is uncertain of the meaning of an ATC clearance, he shall immediately request clarification from ATC.

2.21.1.3 If prior to departure it is anticipated that depending on fuel endurance and subject to re-clearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate Air Traffic Control units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.

Note: The intent of this provision is to facilitate a re-clearance to a revised destination, normally beyond the filed destination aerodrome.

2.21.1.4 Except in an emergency, no person shall, in an area in which air traffic control is exercised, operate an aircraft contrary to an ATC instruction.

2.21.1.5 Each pilot in command who deviates, in an emergency, from an ATC clearance or instruction shall notify ATC of that deviation as soon as possible.

2.21.1.6 Whenever an aircraft has requested a clearance involving priority, a report explaining the

necessity for such priority shall be submitted, if requested by the appropriate ATC unit.

- 2.21.1.7 An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.
- 2.21.1.8 Each pilot in command who deviates from an ATC clearance or instruction, or any regulation of this Part, shall upon the request of ATC or the CAA, submit a detailed written report of that emergency deviation within 48 hours to the CAA.

2.21.2 Adherence to Flight Plan

- 2.21.2.1 Except as provided in paragraphs 2.21.3 and 2.21.5 below, an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate ATC facility, or unless an emergency situation arises which necessitates immediate action by the pilot in command, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate ATC facility shall be notified of the action taken and that this action has been taken under emergency authority.
- 2.21.2.2 Unless specifically authorised for random routing by the CAA and the appropriate ATS authority, or otherwise authorised or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:
- (a) when on an established ATS route, operate along the defined centre line of that route; or
 - (b) when on any other route, operate directly between the navigation facilities and/or points defining that route.
- 2.21.2.3 Subject to the overriding requirement in paragraph 2.21.2.2 above, an aircraft operating along an ATS route segment defined by reference to very high frequency omni-directional radio ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the change-over point, where established.
- 2.21.2.4 Deviation from the requirements in paragraph 2.21.2.2 shall be notified to the appropriate ATS unit

2.21.3 Inadvertent Changes

- 2.21.3.1 In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:
- (a) Deviation from track: if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practical.
 - (b) Variation in true airspeed: if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5% of the true airspeed, from that given in the flight plan, the appropriate ATC unit shall be so informed.
 - (c) Change in time estimate: if the estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of three minutes from that notified to ATC, or such other period of time as prescribed by the appropriate ATS authority or on the basis of air navigation regional agreements, a revised estimated time shall be notified as soon as possible to the appropriate ATS unit.

2.21.3.2 Additionally, when an ADS agreement is in place, the ATS unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS event contract.

2.21.4 Intended Changes

Requests for flight plan changes shall include information as indicated hereunder:

- (a) Change of cruising level. Aircraft identification, requested new cruising level and cruising speed at this level, and revised time estimates (when applicable) at subsequent flight information region boundaries.
- (b) Change of route (destination unchanged). Aircraft identification, flight rules, description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence, revised time estimates, and any other pertinent information.
- (c) Change of route (change of destination). Aircraft identification, flight rules, description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates, alternate aerodrome(s), and any other pertinent information.

2.21.5 Weather Deterioration Below VMC

When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, the pilot in command of an aircraft on a VFR flight operated as a controlled flight shall:

- (a) request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required, or
- (b) if no clearance in accordance with subparagraph (a) above, can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome, or
- (c) if operated within a control zone, request authorization to operate as a Special VFR flight; and

Note: Refer to Chapter 3 of this Part and ANTR-OPS 1.465/3.465.

- (d) request clearance to operate in accordance with the Instrument Flight Rules.

2.21.6 Position Reports

2.21.6.1 Unless exempted by the appropriate ATS authority or by the appropriate ATS unit under conditions specified by that authority, a controlled flight shall report to the appropriate ATS unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate ATS unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the appropriate ATS or specified by the appropriate ATS unit.

2.21.6.2 Controlled flights providing information to the appropriate ATS unit via data link communications shall only provide voice position reports when requested.

2.21.7 Termination of Control

A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to ATC service.

2.21.8 Communications

An aircraft, operated as a controlled flight, shall maintain continuous air-ground voice communication watch (or SELCAL or similar automatic signalling device) on the appropriate communication channel of, and establish two-way communications as necessary with the ATS unit, except as may be prescribed by the appropriate ATS authority in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

Note 1: SELCAL or similar automatic signalling devices satisfy the requirement to maintain an air-ground voice communication watch.

Note 2: The requirement for an aircraft to maintain an air-ground voice communication watch remains in effect after CPDLC has been established.

2.21.9 Communication Failure

2.21.9.1 If a communication failure precludes compliance with 2.21.8, the aircraft shall comply with the voice communication failure procedures of ICAO Annex 10, Volume II, and with such of the following procedures as are appropriate. The aircraft shall attempt to establish communications with the appropriate air traffic control unit using all other available means. In addition, the aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.

2.21.9.2 VMC Conditions. If the failure occurs in visual meteorological conditions, or if VMC conditions are encountered after the failure, the aircraft shall continue to fly in VMC; land at the nearest suitable aerodrome; and report its arrival by the most expeditious means to the appropriate ATC unit. If considered advisable, complete an IFR flight in accordance with paragraph 2.21.9.3.

2.21.9.3 IMC Conditions. If the failure occurs in IMC, or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with paragraph 2.21.9.2, the aircraft shall:

- (a) unless otherwise prescribed on the basis of regional air navigation agreement, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
- (b) in airspace where radar is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:
 - (1) the time the last assigned level or minimum flight altitude is reached; or
 - (2) the time the transponder is set to Code 7600; or
 - (3) the aircraft's failure to report its position over a compulsory reporting point; whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan;

- (c) when being radar vectored or having been directed by ATC to proceed offset using RNAV without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;
- (d) proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with e) below, hold over this aid or fix until commencement of descent;
- (e) commence descent from the navigation aid or fix specified in sub-paragraph (d) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
- (f) complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
- (g) land, if possible, within 30 minutes after the estimated time of arrival specified in sub-paragraph (e) or the last acknowledged expected approach time, whichever is later.

Note: The provision of air traffic control service to other flights operating in the airspace concerned will be based on the premise that an aircraft experiencing communication failure will comply with 2.21.9.2.

2.22 UNLAWFUL INTERFERENCE

- 2.22.1 An aircraft, which is being subjected to unlawful interference, shall endeavour to notify the appropriate ATS unit of this fact, and significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimise conflict with other aircraft.
- 2.22.2 If an aircraft is subjected to unlawful interference, the pilot-in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the appropriate authority unless considerations aboard the aircraft dictate otherwise.

2.23 INTERCEPTION

- 2.23.1 Interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by the Kingdom of Bahrain in compliance with the Convention on International Civil Aviation, and in particular Article 3(d) under which the Kingdom of Bahrain undertakes to have due regard for the safety of navigation of civil aircraft.
- 2.23.2 The pilot in command of a civil aircraft, when intercepted, shall comply with the Standards in ICAO Annex 2, Appendix 2, Sections 2 and 3, interpreting and responding to visual signals as specified in ICAO Annex 2, Appendix 1, Section 2.

Note: The word “interception” in this context does not include intercept and escort service provided, on request, to an aircraft in distress.

2.24 ALTIMETER SETTING PROCEDURE

In order to comply with the instrument flight rules, an aircraft when in level flight above 3000 feet above mean sea level or above the appropriate transition altitude, whichever is the higher, shall be flown at a level appropriate to its magnetic track, in accordance with the appropriate table set forth below. The level of flight shall be measured by an altimeter set:

- (a) in the case of a flight over Bahrain, to a pressure setting of 1013.2 hectopascals; or

(b) in the case of any other flight, according to the system published by the competent authority in relation to the area over which the aircraft is flying:

Provided that an aircraft may be flown at a level other than the level required by this regulation if it is flying in conformity with instructions given by an air traffic control unit or in accordance with notified en-route holding patterns or in accordance with holding procedures notified in relation to an aerodrome.

For the purposes of this rule 'transition altitude' means the altitude so notified in relation to flight over such area or areas as may be notified.

TABLE I

FLIGHTS AT LEVELS BELOW 29000 FEET

MAGNETIC TRACK	CRUISING LEVEL
FROM 0° TO 179°	ODD THOUSANDS OF FEET
FROM 180° TO 359°	EVEN THOUSANDS OF FEET

TABLE II

FLIGHTS AT LEVELS OF 29000 FEET AND ABOVE

MAGNETIC TRACK	CRUISING LEVEL
FROM 0° TO 179°	FLIGHT LEVEL 290 TO 410 AT INTERVALS OF 2000 FEET FLIGHT LEVEL 410 OR HIGHER LEVELS AT INTERVALS OF 4000 FEET
FROM 180° TO 359°	FLIGHT LEVEL 300 TO 400 AT INTERVALS OF 2000 FEET, THEN FL 430 FLIGHT LEVEL 430 OR HIGHER LEVELS AT INTERVALS OF 4000 FEET

CHAPTER 3

VISUAL FLIGHT RULES

3.1 APPLICABILITY

All aircraft operating under visual flight rules shall comply with this Chapter.

3.2 FLIGHTS UNDER VISUAL FLIGHT RULES

3.2.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from the clouds equal to or greater than those specified in Table 1.

Class of Airspace	A***BCDE	FG	
		ABOVE 3000ft (900m) AMSL or above 1000ft (300m) above terrain, whichever is the higher	At and below 3000ft (900m) AMSL or 1000ft (300m) above terrain, whichever is the higher
Distance from cloud	1500m horizontally 1000ft (300m) vertically	Clear of cloud and in sight of the surface	
Flight visibility	8km at and above 10,000ft (3050m) AMSL 5km below 10,000ft (3050m) AMSL	5km**	

Table 1*

* When the height of the transition altitude is lower than 10,000 ft (3050m) AMSL, FL 100 should be used in lieu of 10,000ft.

** When so prescribed by the appropriate ATS authority:

- (a) lower flight visibilities to 1500m may be permitted for flights operating:
 - (1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
 - (2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.
- (b) Helicopters may be permitted to operate in *less than 1500 m flight visibility*, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

*** The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

3.2.2 Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- (a) when the ceiling is less than 1500 ft (450 m); or
- (b) when the ground visibility is less than 5 km.

- 3.2.3 VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.
- 3.2.4 Unless authorised by the appropriate ATS authority, VFR flights shall not be operated:
- (a) at or above FL 200;
 - (b) at transonic and supersonic speeds.
- Note: Authorization for VFR flights to operate above FL 290 shall not be granted in areas where a vertical separation minimum of 300 m (1 000 ft) is applied above FL 290.*
- 3.2.5 Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:
- (a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1000 ft (300 m) above the highest obstacle within a radius of 600 m from the aircraft;
 - (b) elsewhere than as specified in 5(a), at a height less than 500 ft (150 m) above the ground or water.
- 3.2.6 Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 3000 ft (900 m) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a cruising level appropriate to the track as specified in the tables of cruising levels.
- 3.2.7 VFR flights shall comply with the provisions of Chapter 2, paragraph 2.20 of this Part;
- (a) when operated within Classes B, C and D airspace;
 - (b) when forming part of aerodrome traffic at controlled aerodromes; or
 - (c) when operated as special VFR flights.
- 3.2.8 A VFR flight operating within or into areas, or along routes, designated by the appropriate ATS authority in accordance with Chapter 2, sub-paragraphs 2.17.2 (c) and (d) of this Part, shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service.
- 3.2.9 An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:
- (a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
 - (b) when so required by Chapter 2, paragraph 2.17.2 of this Part, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

3.3 SPECIAL VFR WEATHER MINIMUMS

When conditions for flight under VFR cannot be met, a pilot may be cleared by ATC to operate under Special VFR in a control zone, subject to the conditions of ANTR-OPS 1.465 (Aeroplane) and ANTR-OPS 3.465 (Helicopter).

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CHAPTER 4**INSTRUMENT FLIGHT RULES****4.1 RULES APPLICABLE TO ALL IFR FLIGHTS****4.1.1 Aircraft Equipment**

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

4.1.2 Minimum Levels

Except when necessary for take-off or landing, or except when specifically authorised by the appropriate authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflow, or where no such minimum flight altitude has been established:

- (a) over high terrain or in mountainous areas, at a level which is at least 2,000 ft (600 m) above the highest obstacle located within 8 km of the estimated position of the aircraft;
- (b) elsewhere than as specified in (a), at a level which is at least 1,000 ft (300 m) above the highest obstacle located within 9 km of the estimated position of the aircraft.

Note: The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.

4.1.3 Change from IFR Flight to VFR Flight

4.1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

4.1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

4.2 IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

4.2.1 IFR flights shall comply with the provisions of Chapter 2, paragraph 2.20 of this Part when operated in controlled airspace.

4.2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or if authorised to employ cruise climb techniques, between two levels or above a level selected from:

- (a) the tables of cruising levels in Table II of Chapter 2, paragraph 2.23 of this Part, or
- (b) a modified table of cruising levels, when so prescribed.

except that the correlation of levels to track prescribed therein shall not apply whenever

otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in the Aeronautical Information Publication.

Note: For cruising levels within the Bahrain FIR/UIR see Bahrain AIP page ENR 1.7-2 paragraph 2.3.2.

4.3 IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE

4.3.1 Cruising Levels

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in;

- (a) the tables of cruising levels in Chapter 2, paragraph 2.23 of this Part, except when otherwise specified by the appropriate ATS authority for flight at or below 3,000 ft (900 m) above mean sea level; or
- (b) a modified table of cruising levels, when so prescribed.

Note: This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.

4.3.2 Communication

An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with Chapter 2, sub-paragraphs 2.17.2 (c) and (d) of this Part shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

4.3.3 Position Reports

An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to:

- (a) submit a flight plan,
- (b) maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with air traffic services unit providing flight information service,
- (c) shall report position as specified in Chapter 2, sub-paragraphs 2.20.6 of this Part for controlled flights.

CHAPTER 5

ATS AIRSPACE CLASSIFICATION

5.1 CLASSIFICATION OF AIRSPACE

5.1.1 General Classification

Airspace is classified and designated in accordance with the following:

- Class A IFR Flights only are permitted, all flights are subject to air traffic control service and are separated from each other.

- Class B IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other.

- Class C. IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

- Class D. IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

- Class E. IFR and VFR flights are permitted, IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical.

- Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

- Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The requirements for the flights within each class of airspace are as shown in the following tables.

5.2 AIR TRAFFIC SERVICES AIRSPACE CLASSIFICATION

5.2.1 Bahrain FIR

Within the Bahrain FIR and UIR the Airspace is further divided into four classifications, A, B, C and G. Three ICAO Classifications, D, E and F which have been adopted by Bahrain are available for use but at present no portions of Bahrain FIR/UIR Airspace have been so classified.

Airspace classified as A, B and C is Controlled Airspace.

The Airspace Classifications are described in subsequent paragraphs, and notifications, descriptions and procedures of individual Airspaces within each classification are contained in Bahrain AIP-ENR3.

5.2.2 Class A - Controlled Airspace

The provisions of Class A Airspace are shown below:

	IFR	VFR
Separation Provided	All Aircraft	VFR FLIGHT NOT PERMITTED
Service Provided	Air Traffic Control Service	
VMC Minima	Not applicable	
Speed Limitation	Not applicable	
Radio Communication	Continuous two-way	
ATC Clearance	Required	

Class A Airspace comprises;

- All Controlled Areas (Airways) FL 150 and above
- Bahrain/Dhahran Control Area FL 150 and above
- That part of the Riyadh Control Area within the Bahrain UIR

5.2.3 Class B - Controlled Airspace

The provisions of Class B Airspace are shown below:

	IFR	VFR
Separation Provided	All Aircraft	All Aircraft
Service Provided	Air Traffic Control Service	Air Traffic Control Service
VMC Minima	Not applicable	At and above 10,000 FT AMSL 8 km visibility Clear of Cloud Below 10,000 FT AMSL 5 km visibility Clear of cloud
Speed Limitation	Not applicable	Not applicable
Radio Communication	Continuous two-way	Continuous two-way
ATC Clearance	Required	Required

Class B Airspace comprises;

- Dhahran Terminal Manoeuvring Area (TMA)

5.2.4 Class C - Controlled Airspace

The provisions of Class C Airspace are shown below:

	IFR	VFR
Separation Provided	IFR from IFR IFR from VFR	VFR from IFR
Service Provided	Air Traffic Control Service	Air Traffic Control Service for separation from IFR VFR/VFR Traffic Information (and traffic avoidance advice on request)
VMC Minima	Not applicable	At and above 10,000 FT AMSL 8 km visibility 1500m horizontal and 1000 FT vertical distance from cloud Below 10,000 FT AMSL 5 km visibility 1500m horizontal and 1000 FT vertical distance from cloud
Speed Limitation	Not applicable	250 kt IAS below 10,000 FT AMSL
Radio Communication	Continuous two-way	Continuous two-way
ATC Clearance	Required	Required

Class C Airspace comprises;

- All Controlled Areas (Airways) below FL 150
- Bahrain/Dhahran Control Area below FL 150
- Bahrain/Dhahran/King Fahd Control Zone
- Bahrain Shaikh Isa Control Zone

5.2.5 Class D - Controlled Airspace

The provisions of Class D Airspace are shown below:

	IFR	VFR
Separation Provided	IFR from IFR	Not provided
Service Provided	Air Traffic Control Service including Traffic information about VFR flights (and traffic avoidance advice on request)	Traffic Information between VFR and IFR flights (and traffic avoidance advice on request)
VMC Minima	Not applicable	At and above 10,000 FT AMSL 8 km visibility 1500m horizontal and 1000 FT vertical distance from cloud Below 10,000 FT AMSL 5 km visibility 1500m horizontal and 1000 FT vertical distance from cloud
Speed Limitation	250 kt IAS below 10,000 FT AMSL	250 kt IAS below 10,000 FT AMSL
Radio Communication	Continuous two-way	Continuous two-way
ATC Clearance	Required	Required

Note: No Bahrain FIR/UIR Airspace is currently designated Class D.

5.2.6 Class E - Controlled Airspace

The provisions of Class E Airspace are shown below:

	IFR	VFR
Separation Provided	IFR from IFR	Not provided
Service Provided	Air Traffic Control Service including Traffic information about VFR flights as far as practical	Traffic Information as far as practical
VMC Minima	Not applicable	At and above 10,000 FT AMSL 8 km visibility 1,500m horizontal and 1,000 FT vertical distance from cloud Below 10,000 FT AMSL 5 km visibility 1,500m horizontal and 1,000 FT vertical distance from cloud
Speed Limitation	250 kt IAS below 10,000 FT AMSL	250 kt IAS below 10,000 FT AMSL
Radio Communication	Continuous two-way	Not required
ATC Clearance	Required	Not required

Note: No Bahrain FIR/UIR Airspace is currently designated Class E.

5.2.7 Class F

The provisions of Class F Airspace are shown below:

	IFR	VFR
Separation Provided	IFR from IFR as far as practical	Not provided
Service Provided	Air Traffic Advisory Service; flight information service	Flight Information service
VMC Minima	Not applicable	At and above 10,000 FT AMSL 8 km visibility 1,500m horizontal and 1,000 FT vertical distance from cloud Below 10,000 FT AMSL 5 km visibility 1,500m horizontal and 1,000 FT vertical distance from cloud At and below 3,000 FT AMSL or 1,000 FT above terrain, whichever is higher: 5 km visibility and in sight of ground or water
Speed Limitation	250 kt IAS below 10,000 FT AMSL	250 kt IAS below 10,000 FT AMSL
Radio Communication	Continuous two-way	Not required.
ATC Clearance	Required	Not required

Note: No Bahrain FIR/UIR Airspace is currently designated Class F.

5.2.8 Class G

The provisions of Class G Airspace are shown below:

	IFR	VFR
Separation Provided	Not provided	Not provided
Service Provided	Flight information service	Flight information service
VMC Minima	Not applicable	<p>At and above 10,000 FT AMSL 8 km visibility 1,500m horizontal and 1,000 FT vertical distance from cloud</p> <p>Below 10,000 FT AMSL 5 km visibility 1,500m horizontal and 1,000 FT vertical distance from cloud</p> <p>At and below 3,000 FT AMSL or 1,000 FT above terrain, whichever is higher and speed greater than 140 kt 5 km visibility clear of cloud and in sight of ground or water</p> <p style="text-align: center;">OR</p> <p>At and below 3,000 FT AMSL or 1,000 FT above terrain, whichever is higher and speed less than 140 kt 1,500 m visibility clear of cloud and in sight of ground or water</p>
Speed Limitation	250 kt IAS below 10,000 FT AMSL	250 kt IAS below 10,000 FT AMSL
Radio Communication	Continuous two-way	Not required
ATC Clearance	Not required	Not required

Note: Class G Airspace comprises that airspace not covered by Classes A, B, and C.

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CHAPTER 6

POWERS OF THE MINISTER

6.1 REGULATIONS

6.1.1 Authority

6.1.1.1 The Minister may make regulations for prescribing anything which, under the provisions of these ANTRs, is to be prescribed.

6.1.1.2 The Minister may make regulations, and amendments to the Air Navigation Technical Regulations.

6.1.2 Delegation for the Amendment of the ANTRs

The Minister has delegated the Undersecretary for CAA on his behalf to review the regulations and procedures of the Kingdom of Bahrain and incorporate the required amendments to such regulations and procedures.

6.1.3 Application of ANTRs to Aircraft Not Registered in Bahrain

The Minister may direct that such of the provisions of these ANTRs and of any regulations made or having effect there under as may be specified in the direction shall have effect as if reference in those provisions to aircraft registered in Bahrain included references to the aircraft specified in the direction, being an aircraft not so registered but for the time being under the management of a person who, or of persons each of whom, is qualified to hold a legal or beneficial interest by way of ownership in an aircraft registered in Bahrain.

Note : See also Chapter 7

6.1.4 Exemption from ANTRs

The Minister may exempt from any of the provisions of these ANTRs or any regulations made there under, any aircraft or persons or classes of aircraft or persons, either absolutely or subject to such conditions as he thinks fit.

6.1.5 Departure from International Standards and Procedures

If the Minister, or his delegate, finds it impracticable to comply in all respects with any such international standard or procedure, or to bring the regulations or practices of the Kingdom of Bahrain into full accord with any international standard or procedure after amendment of the latter, or which deems it necessary to adopt regulations or practices differing in any particular respect from those established by an international standard, shall give immediate notification to the International Civil Aviation Organisation of the differences between the Kingdom of Bahrain's practice and that established by the international standard. In the case of amendments to international standards, if the Kingdom of Bahrain does not make the appropriate amendments to its own regulations or practices, the Undersecretary for CAA shall give notice to the International Civil Aviation Organisation Council within sixty (60) days of the adoption of the amendment to the international standard, or indicate the action the Kingdom of Bahrain proposes to take.

6.2 FEES

6.2.1 The Minister may make regulations prescribing the fees to be charged in connection with the issue, validation, renewal, extension or variation of any certificate, licence or other document (including the issue of a copy thereof), or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, or for the purpose of, his ANTRs or any regulations made there under.

6.2.2 Upon an application being made in connection with which any fee is chargeable in accordance with the said provisions the applicant may be required before the application is entertained to pay the whole or to deposit a portion of the fee or fees so chargeable, if, after such payment or deposit has been made the application is withdrawn by the applicant or otherwise ceases to have effect or is refused by the Minister, the Minister may, subject as hereinafter provided, refund the amount of such payment or deposit. Where the amount paid or deposited is wholly or to any extent attributable to a fee chargeable in respect of an investigation which would have been carried out in connection with the application if it had not been so withdrawn or ceased to have effect or been refused but which has not been carried out by reason only of such withdrawal, cessation or refusal, the Minister may refund the amount so attributable or, in a case where an investigation has been partially completed, so much of that amount as in the opinion of the Minister is reasonable having regard to the stage to which the investigation has progressed at the time of such withdrawal, cessation or refusal:

6.2.3 Provided that, if in any case the amount deposited by the applicant is not sufficient to cover the fee, as ultimately assessed, chargeable in respect of any investigation in so far as the same has been carried out at the time when the application is withdrawn by him or otherwise ceases to have effect or is refused by the minister the amount representing the balance of such fee shall be payable by the applicant.

6.3 POWER TO PREVENT AIRCRAFT FLYING

6.3.1 Contravention of Regulations

If it appears to the Minister or an authorised person that any aircraft is intended or likely to be flown:

- (a) In such circumstances that any provision of these regulations involving the legality of the operation would be contravened in relation to the flight; or
- (b) In such circumstances that the flight would be in contravention of any other provision of these ANTRs or any regulations made there under and be a cause of danger to any person or property whether or not in the aircraft
- (c) While in a condition unfit for the flight, whether or not the flight would otherwise be in contravention of any provision of these ANTRs or of any regulation made there under;

the Minister or that authorised person may direct the operator or the commander of the aircraft that he is not to permit the aircraft to make the particular flight or any other flight of such description as may be specified in the direction, until the direction has been revoked by the Minister or by an authorised person, and the Minister or that authorised person may take such steps as are necessary to detain the aircraft.

6.3.2 Power to Inspect

- 6.3.2.1 For the purposes of paragraph 6.3.1 the Minister or any authorised person may enter upon and inspect any aircraft.
- 6.3.2.2 For the purposes of paragraph 6.3.1 the Minister or any authorised person may enter upon any aerodrome and may enter upon and inspect any aircraft.
- 6.3.2.3 An authorised person shall have the power to inspect and copy any certificate, licence, log book, document or record required by the ANTRs.

6.3.3 Grounding of Aircraft

If it appears to the Minister or an authorised person that any aircraft is intended or likely to be flown in such circumstances that any provision of the ANTRs would be contravened in relation to the flight the Minister or that authorised person may direct the operator or the commander of the aircraft that he is not to permit the aircraft to make a particular flight or any other flight of such description as may be specified in the direction until the direction has been revoked by the Minister or any authorised person, may take such steps as are necessary to detain the aircraft.

6.4 POWERS IN RESPECT TO DOCUMENTS

6.4.1 Revocation, Suspension & Variation

- 6.4.1.1 The Minister may, if he thinks fit,
- (a) provisionally suspend or vary any certificate, licence, approval, permission, exemption, authorisation or other document issued, granted or having effect under these Technical Regulations, pending inquiry into or consideration of the case. The Minister may, on sufficient grounds being shown to his satisfaction after due inquiry, revoke, suspend or vary any such certificate, licence, approval, permission, exemption, authorisation or other document.
 - (b) require the holder or any person having the possession or custody of any certificate, licence, approval, permission, exemption or other document which has been revoked, suspended or varied under these regulations to surrender it to the Minister within a reasonable time after being required to do so by the Minister.
- 6.4.1.2 The breach of any condition subject to which any certificate, licence, approval, permission, exemption or other document, other than a licence issued in respect of an aerodrome, has been granted or issued, or which has effect under these regulations shall, in the absence of provision to the contrary in the document, render the document invalid during the continuance of the breach.

Note: Notwithstanding paragraph (a), a flight manual, performance schedule or other document incorporated by reference in the certificate of airworthiness may be varied on sufficient grounds being shown to the satisfaction of the Minister, whether or not after due inquiry.

6.4.2 Preservation of Documents, etc.

The Minister requires that, a person required by these regulations to preserve any document or record by reason of his being the operator of an aircraft to, if he ceases to be the operator of the aircraft, continue to preserve the document or record as if he had not ceased to be the

operator, and in the event of his death the duty to preserve the document or record shall fall upon his personal representative:

Provided that if:

- (a) Another person becomes the operator of the aircraft he or his personal representative shall deliver to that person upon demand the certificates of maintenance review and release to service, the log books and the weight schedule and any record made by a flight data recorder and preserved in accordance with these regulations which are in force or required to be preserved in respect of that aircraft;
- (b) An engine or variable pitch propeller is removed from the aircraft and installed in another aircraft operated by another person he or his personal representative shall deliver to that person upon demand the log book relating to that engine or propeller; or
- (c) Any person in respect of whom flight and duty times record has been kept by him in accordance with these regulations becomes a member of the flight crew of a transport aircraft registered in Bahrain and operated by another person he or his personal representative shall deliver those records to that other person upon demand;

and it shall be the duty of that other person to deal with the document or record delivered to him as if he were the first-mentioned operator.

6.5 TRANSFER OF CERTAIN FUNCTIONS

Having ratified Article 83 *bis* to the Convention on International Civil Aviation, the Minister may permit the transfer certain functions and duties of the Kingdom of Bahrain, as the State of Registry to another Contracting State, provided:

- (a) Notwithstanding the provisions of Articles 12, 30, 31 and 32(a) of Chicago Convention, when an agreement for the lease, charter or interchange of the aircraft or any similar arrangement by an operator who has his principal place of business or, if he has no such place of business, his permanent residence in another contracting State, the State of Registry may, by agreement with such other State, transfer to it all or part of its functions and duties as State of Registry in respect of that aircraft under the said Articles 12, 30, 31 and 32(a).
- (b) The transfer shall not have effect in respect of other contracting States before either the agreement between States in which it is embodied has been registered with the ICAO council and made public pursuant to Article 83 of Chicago Convention or the existence and scope of the agreement have been directly communicated to the authorities of the other contracting State or States concerned.
- (c) The Minister is satisfied that the State to which such functions and duties (all or in part) are being transferred has the capability to fulfil its responsibilities in respect of concerned aircraft.

In applying the provisions of Article 83 *bis*, the Authority shall;

- (a) divest itself of the functions and duties, as required, which are the object of a transfer agreement under Article 83 *bis*; and
- (b) apply these regulations to foreign registered aircraft subject to a transfer agreement under Article 83 *bis*; and

- (c) recognise the validity of Certificates of Airworthiness, radio licences and crew licences, issued or validated by the State of the Operator in accordance with transfer agreement under Article 83 bis.

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CHAPTER 7

FOREIGN AIR TRANSPORT OPERATIONS

7.1 APPLICABILITY

- 7.1.1 This Chapter prescribes additional regulations applicable to foreign air transport operations within the Bahrain FIR.
- 7.1.2 This Chapter shall apply to the operation of any civil aeroplane for the purpose of commercial air transport operations by any air operator whose Air Operator Certificate is issued and controlled by a civil aviation authority other than Bahrain.
- 7.1.3 A foreign air operator shall meet and maintain the requirements established by the State of Bahrain within the Bahrain FIR.

7.2 DEFINITIONS

- 7.2.1 For the purpose of this Part, the following definitions shall apply;
- (a) **Foreign Air Operator** means any operator that holds an Air operator Certificate issued by one State and that operates, or seeks to operate, into the airspace above the territory of another State.
 - (b) **Foreign Authority** means the civil aviation authority that represents the State of Registration or the State of the Operator.
 - (c) **Air Operator Certificate** means the certificate issued by the State of the Operator, authorising an operator to carry out specified commercial air transport operations.

7.3 COMPLIANCE

7.3.1 Compliance by a foreign operator with laws, regulations and procedures

- 7.3.1.1 When the Authority identifies a case of non-compliance or suspected non-compliance by a foreign operator with laws, regulations and procedures applicable within Bahraini territory, or a similar serious safety issue with that operator, the CAA shall immediately notify the operator and, if the issue warrants it, the State of the Operator. Where the State of the Operator and the State of Registry are different, such notification shall also be made to the State of Registry, if the issue falls within the responsibilities of that State and warrants a notification.
- 7.3.1.2 In the case of notification to States as specified above, if the issue and its resolution warrant it, the CAA shall engage in consultations with the State of the Operator and the State of Registry, as applicable, concerning the safety standards maintained by the operator.

7.3.2 Authority to Inspect

Subject to the Convention on International Civil Aviation, a foreign air operator shall ensure that any person authorised by the Authority will be permitted at any time, without prior notice, to board any aeroplane operated for commercial air transportation within the Kingdom of Bahrain, to inspect the documents and manuals required by this Chapter and to perform inspections to ensure compliance with these Regulations.

7.3.3 Production of Documentation, Manuals and Records

7.3.3.1 A foreign air operator shall;

- (a) Give any person authorised by the Authority access to any document, manuals and records which are related to flight operations and maintenance; and
- (b) Produce all such documents, manuals and records when requested to do so by the Authority, within a reasonable period of time.

7.3.3.2 The pilot in command shall, within a reasonable period of time of being requested to do so by a person authorised by the Authority, produce to that person the documentation, manuals and records required to be carried on board.

7.4 OPERATING REQUIREMENTS

7.4.1 General

Foreign air operator shall not operate an aircraft in commercial air transport operations contrary to the requirements of;

- (a) This Chapter
- (b) The rules of the State of Registry of the aircraft and the State of the Operator that give effect to the Standards and Recommended Practices contained in Annex 6 to the Chicago Convention.

7.4.2 Preservation, Production and Use of Flight Recorder Readings

Following an accident or an incident within the Bahrain when the Authority so directs, the operator of an aircraft on which a flight recorder is carried, shall preserve the original recorded data for flight recorders within the meaning of Annex 13 to the Convention on International civil Aviation for a period of 60 days unless otherwise directed by the Bahrain investigating authority.

7.4.3 Aircraft Security

A foreign air operator shall;

- (a) ensure that all appropriate personnel are familiar, and comply, with the relevant requirements of the national security programmes of the State of the Operator;
- (b) establish, maintain and conduct training programmes approved by the State of the Operator, which enable the operator's personnel to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aircraft and to minimise the consequences of such events should they occur;
- (c) following an act of unlawful interference on board an aircraft the Commander or, in his/her absence, the operator shall submit without delay, a report of such an act to the designated local authority and the appropriate authority in the State of the Operator;
- (d) ensure that all aircraft carry a checklist of the procedures to be followed for that type in searching for concealed weapons, explosives or other dangerous devices; and

- (e) if installed, the flight crew compartment door on all aircraft operated for the purpose of carrying passengers shall be capable of being locked from within the compartment in order to prevent unauthorised access.

7.4.4 Carriage of Passengers and Cargo

- 7.4.1.1 An aircraft registered in a country other than Bahrain, or in a foreign country, shall not take on board or discharge any passengers or cargo in Bahrain, being passengers or cargo carried or to be carried for hire or reward, except with the permission of the Minister granted to the operator or charterer of the aircraft or to the government of the country in which the aircraft is registered, and in accordance with any conditions to which such permission may be subject.
- 7.4.1.2 Without prejudice to the provisions of paragraph 7.4.1.1, any breach, by a person to whom permission has been granted, of any condition to which that permission was subject shall constitute a contravention of that regulation.

7.4.5 Aerial Photography and Survey Operations

- 7.4.5.1 An aircraft registered in a contracting state other than Bahrain or in a foreign country, shall not fly over Bahrain for the purpose of aerial photography or aerial survey (whether or not hire or reward is given or promised in respect of the flight or the purpose of the flight) or for the purpose of any other form of aerial work except with the permission of the Minister granted to the operator or the charterer of the aircraft and in accordance with any conditions to which such permission may be subject.
- 7.4.5.2 Without prejudice to the provisions of paragraph 7.2.2.1, any breach, by a person to whom permission has been granted, of any condition to which that permission was subject shall constitute a contravention of that regulation.

7.5 CARRIAGE OF CERTIFICATES AND DOCUMENTS

No foreign air transport aircraft shall operate any aircraft within the Kingdom of Bahrain unless that aircraft carries the following current documents in conformity with the conditions prescribed in the ICAO Convention:

- (a) Its certificate of registration;
- (b) Its certificate of airworthiness;
- (c) The appropriate licences for each member of the crew;
- (d) Its journey logbook;
- (e) If it is equipped with radio apparatus, the aircraft radio station licence;
- (f) If it carries passengers, a list of their names and places of embarkation and destination;
- (g) If it carries cargo, a manifest and detailed declarations of the cargo;
- (h) The Certificate of Insurance, covering the aircraft, its crew, passengers and third party liability clauses.
- (i) The parts of the Operations Manual relevant to the duties of the crew are carried on each flight;

- (j) Those parts of the Operations Manual which are required for the conduct of a flight are easily accessible to the crew on board the aircraft on each flight;
- (k) The approved Aircraft Flight Manual or other document containing performance data, as required by the foreign authority or foreign authorities, is carried on the aircraft on each flight; and
- (l) Technical log containing information on the maintenance status and all outstanding deferred defects that affect the operation of the aircraft are carried on each flight.
- (m) Operational flight plan;
- (n) Appropriate NOTAM/AIS briefing documentation;
- (o) Appropriate meteorological information;
- (p) Mass and balance documentation;
- (q) Notification of special loads including any dangerous goods; and
- (r) Current maps and charts for the area of operation.

Note: Information above, or parts thereof, may be presented in a form other than on printed paper provided the information is accessible for inspection.

7.6 AIR OPERATORS CERTIFICATE

Each foreign air transport operator shall conduct its operations within the Kingdom of Bahrain in accordance with the Air Operators Certificate and applicable operations specifications issued by the appropriate State of Registry/Operator and in accordance with the applicable Standards and Recommended Practices contained in Part I (International Commercial Air Transport) of Annex 6 (Operation of Aircraft) to the Convention on International Civil Aviation Organisation as promulgated by the State of Registry/Operator.

7.7 AIRCRAFT AIRWORTHINESS AND REGISTRATION

- 7.7.1 No foreign air transport operator shall operate any aircraft within the Kingdom of Bahrain unless that aircraft carries current registration and airworthiness certificates issued or validated by the country of registry and displays the nationality and registration markings of that country.
- 7.7.2 No foreign air transport operator shall operate a foreign aircraft within the Kingdom of Bahrain except in accordance with the limitations on maximum certificated weights prescribed for that aircraft and that operation by the country of manufacture of the aircraft.

7.8 FLIGHT CREW MEMBER CERTIFICATES

No person shall act as a flight crew member unless he holds a current certificate or license issued or validated by the State in which that aircraft is registered, showing his ability to perform his duties connected with operating that aircraft.

7.9 AIRCRAFT EQUIPMENT

7.9.1 Radio Equipment

7.9.1.1 Subject to the applicable laws and regulations governing ownership and operation of radio equipment, each foreign air transport operator shall equip its aircraft with such radio equipment as is necessary to properly use the air navigation facilities, and to maintain communications with ground stations, along or adjacent to their routes in the Bahrain FIR.

7.9.1.2 Radio equipment shall not be carried unless a licence has been issued by the State of Registry.

7.9.2 Navigation Equipment

7.9.2.1 Whenever VOR navigational equipment is required by sub-paragraph (a) of this section, at least one distance measuring equipment unit (DME), capable of receiving and indicating distance information from the VORTAC facilities to be used, shall be installed on each airplane when operated at or above 24000 feet MSL within the Bahrain FIR.

7.9.2.2 Foreign operators shall be required to meet the Bahraini airspace region Required Navigation Performance (RNP) specifications as described in the Bahrain Aeronautical Information Publication.

7.9.3 Aircraft Collision Avoidance System

All foreign registered aeroplanes over 5700 kg, or authorized to carry 20 passengers, operating in Bahraini airspace to be fitted with a minimum of TCAS 7.0 and the appropriate class of Mode S transponder.

7.10 AIR TRAFFIC RULES AND PROCEDURES

7.10.1 Each pilot shall be familiar with the applicable rules, the navigational and communications facilities, and the air traffic control and other procedures, of the areas to be traversed by him within the Bahrain FIR.

7.10.2 Each flight crew member required to maintain communications with ATS shall be able to speak the English language sufficiently to understand necessary clearances, documents and instructions.

7.10.3 The crew shall carry the current enroute, letdown and approach charts applicable to the aerodrome of operation.

7.11 DANGEROUS GOODS

7.11.1 Offering Dangerous Goods for Transport by Air

No foreign air operator may accept dangerous goods for transport by air in Bahrain unless the foreign air operator;

- (a) has been authorised to do so by the State of the Operator;
- (b) complies with all requirements of the State of the Operator;
- (c) has conducted the required personnel training as required by ICAO Annex 18; and

- (d) complies with the requirements of ICAO Annex 18 and the Technical Instructions for the Safe Transportation of Dangerous Goods by Air (ICAO Doc. 9284)

7.11.2 Personal Weapons

- 7.11.2.1 No person shall, while on board an aircraft being operated by a foreign air transport operator in the Kingdom of Bahrain, carry on or about his person a deadly or dangerous weapon, either concealed or unconcealed. This paragraph does not apply to;
 - (a) Officials or employees of the State of Registry of the aircraft who are authorized by that State to carry arms; and
 - (b) Crew members and other persons authorized by the foreign air transport operator to carry arms.
- 7.11.2.2 The CAA shall consider requests by any other State to allow the travel of armed personnel on board aircraft of operators of the requesting State. Only after agreement by all States involved shall such travel be allowed.
- 7.11.2.3 No foreign air transport operator shall knowingly permit any passenger to carry, nor shall any passenger carry, while aboard an aircraft being operated in the Kingdom of Bahrain by that carrier, in checked baggage, a deadly or dangerous weapon, unless:
 - (a) The passenger has notified the foreign air transport operator before checking the baggage that the weapon is in the baggage; and
 - (b) The baggage is carried in an area inaccessible to passengers.

7.11.3 Military Weapons or Munitions

- 7.11.3.1 No foreign air transport operator shall carry military weapons or munitions into or out of the Kingdom of Bahrain, unless the manifest and detailed declarations of the cargo accurately describe the type and amount of weapons.
- 7.11.3.2 No foreign air transport operator shall carry military weapons or munitions into or out of the Kingdom of Bahrain, unless prior approval has been granted by the Bahraini military authorities.

7.12 EXEMPTIONS

The Authority may exempt the operator or pilot in command of an aircraft engaged in operations under an Air Operator Certificate from compliance with a provision of this Part in respect of the aircraft only if,

- (a) the Authority is satisfied that, under the operator's Air Operator Certificate or equivalent document, the operator or pilot in command is required to comply with an equivalent provision of no less a standard in respect to the safe operation of the aircraft than the provision of this Part from which an exemption is sought; and
- (b) the aircraft is engaged in a non-scheduled flight.

7.13 SURVEILLANCE OF OPERATIONS BY A FOREIGN OPERATOR

- 7.13.1 Under the ICAO Convention, the State of Bahrain shall recognize as valid an air operator certificate issued by another Contracting State, provided that the requirements under which the certificate was issued are at least equal to the applicable Standards specified in ICAO Annex 6.
- 7.13.2 The Bahrain CAA shall establish a programme with procedures for the surveillance of operations in their territory by a foreign operator and for taking appropriate action when necessary to preserve safety.

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CHAPTER 8**AIR NAVIGATION INTERFERENCE****8.1 OBJECT INFRINGEMENT**

No person, or organisation for which that person is responsible, shall permit any man made object to infringe above a height of 200 feet above ground level within 8 km of an airport, or 300 feet above ground level elsewhere within the Bahrain FIR, unless authorized by the CAA. An object may be, but is not limited to, any of the following;

- (a) Free and tethered unmanned balloons
- (b) Kites
- (c) Model aircraft or drones
- (d) Rockets or pyrotechnics
- (e) Para-sails or para-gliders tethered to a land or sea vehicle
- (f) Ballistics
- (g) Structures including buildings, aerials or cranes

8.2 LIGHT SOURCE INTERFERENCE

8.2.1 No person, or organisation for which that person is responsible, shall project, or cause to be projected, a directed bright light source into navigable airspace in such a manner that a hazard to aviation safety, damage to an aircraft or injury to persons on board the aircraft takes place. A directed light source may be, but is not limited to, any of the following;

- (a) Laser lights
- (b) Searchlights

8.2.2 No person, or organisation for which that person is responsible, shall permit any laser light source to be projected into navigable airspace within the Bahrain FIR, unless authorized by the CAA.

8.3 RADIO TRANSMISSION INTERFERENCE

8.3.1 No person, or organisation for which that person is responsible, shall knowingly permit any radio transmitting device interfere with safe navigation of aircraft.

8.3.2 No person shall attempt to communicate with an aircraft, or interfere with a published ground to air aviation radio frequency, unless permitted by the aircraft operator, or authorized by the CAA.

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