

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 0330-1200‡**Airport Information****RFF:** CAT 7, CAT 8 AVBL during SKED flights with PPR 72HR before EOBT.**PCN:** RWY 16/34: 50/F/B/X/T**Customs:** O/R**Operation****Taxi**

Medium ACFT on RWY 34 are permitted to make 180° turns on HLDG bays provided at the end and middle of RWY.

Heavy ACFT are permitted to make 180° turns at the end of the RWY in use only.

Warnings

Strolling dogs in vicinity of AD.

Birds in vicinity of AD.

ARRIVAL**Arrival Procedure****VFR Traffic Pattern**

- For heavy ACFT 7300ft.
- For other ACFT 6800ft.

DEPARTURE**Take-off Minima**

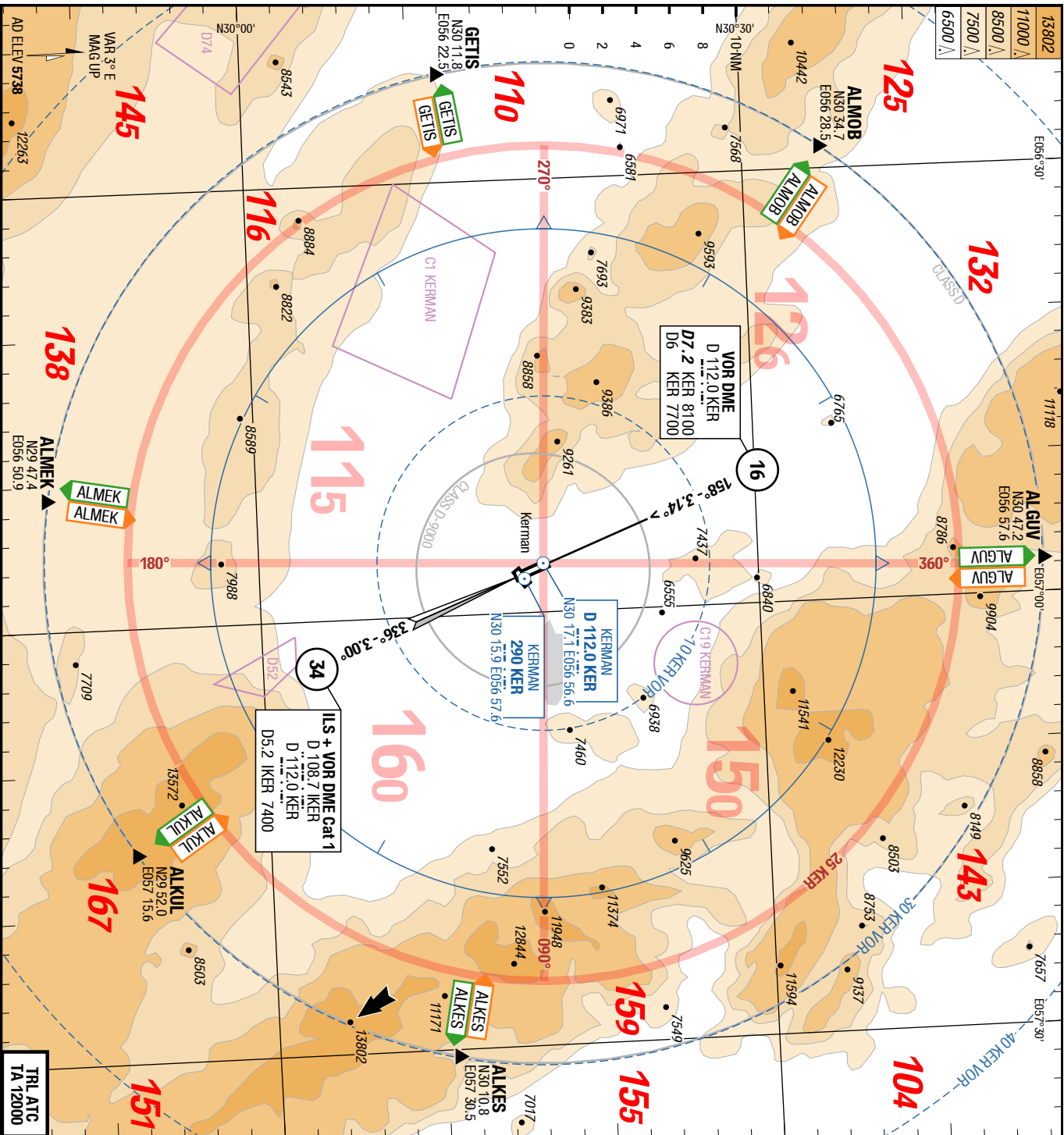
RWY		16/34	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Departure Procedure**Start-up/Push-back**

Clearance should be REQ 5-10min prior to start-up.

De-Icing

AVBL during SKED flights; other times O/R.

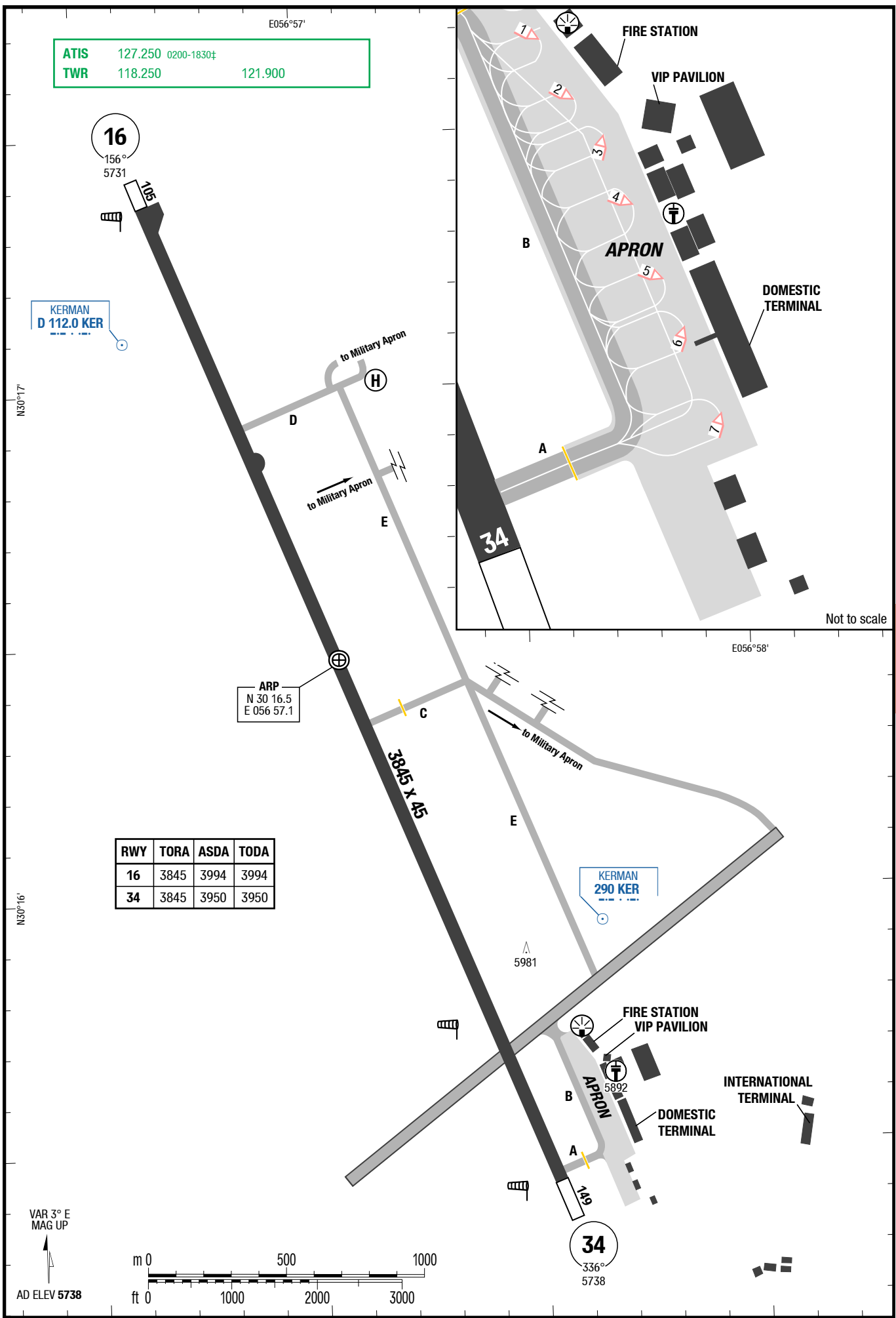


ATIS 127.250 0200-1830t
TWR 118.250 121.900

Landing RWY system:

16 L-S 420 3845 x 45 83.0°
THR 5731 (190hPa) / TDZ --- (---%) +0.1%
60 HL

34 45 x 3845 813
3.0°
-0.1% TDZ --- (---%) / THR 5738 (190hPa) HL-P1



Changes: RWY 05/25 canceled, TWY B007A, AD ELEV

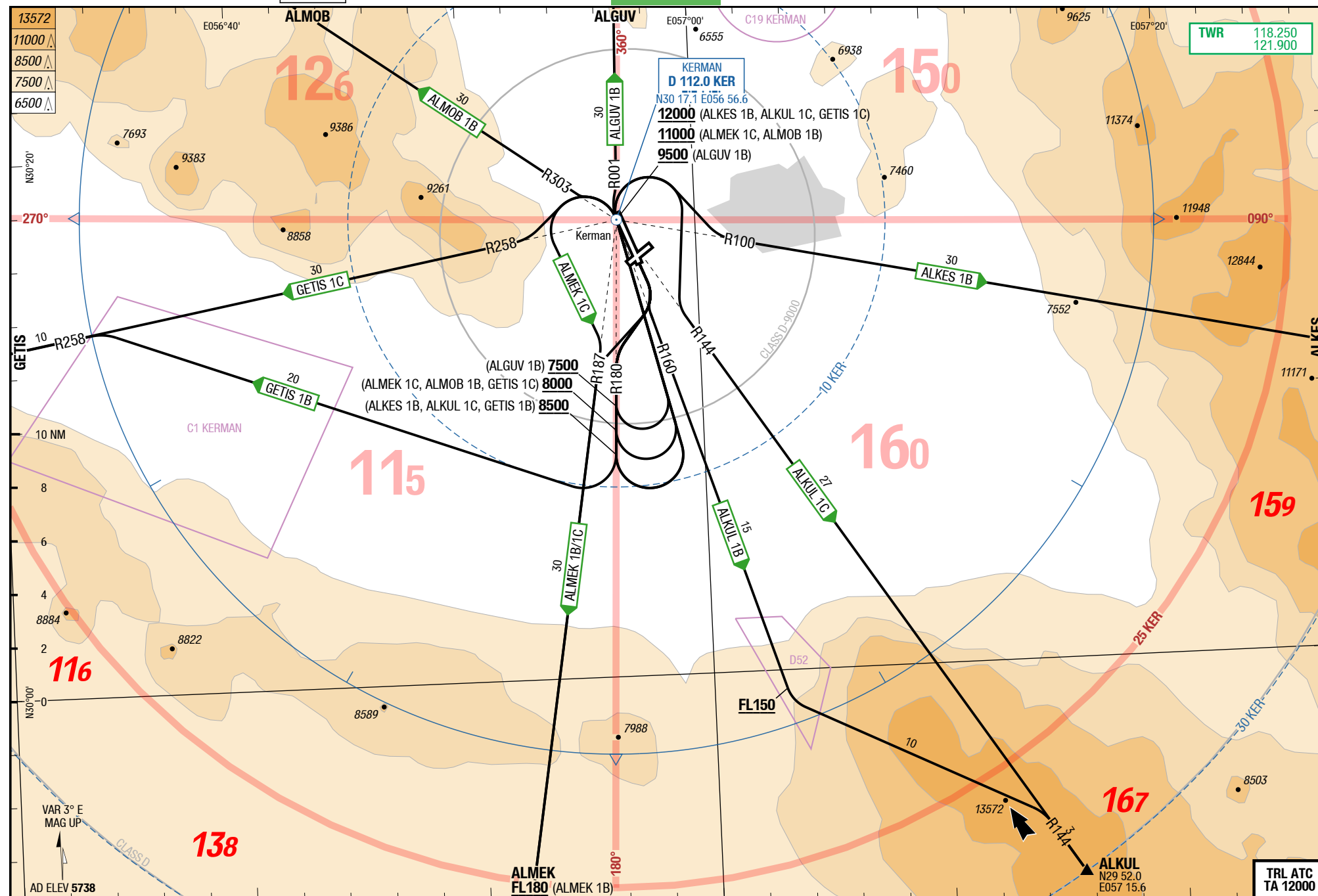
KER-OIKK

SIDs RWY 16 VOR

SID

SID

SIDs RWY 16 VOR



Changes: ALT, ASP, Track, OBST, AD ELEV

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20-APR-2017

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4-20

Iran Kerman

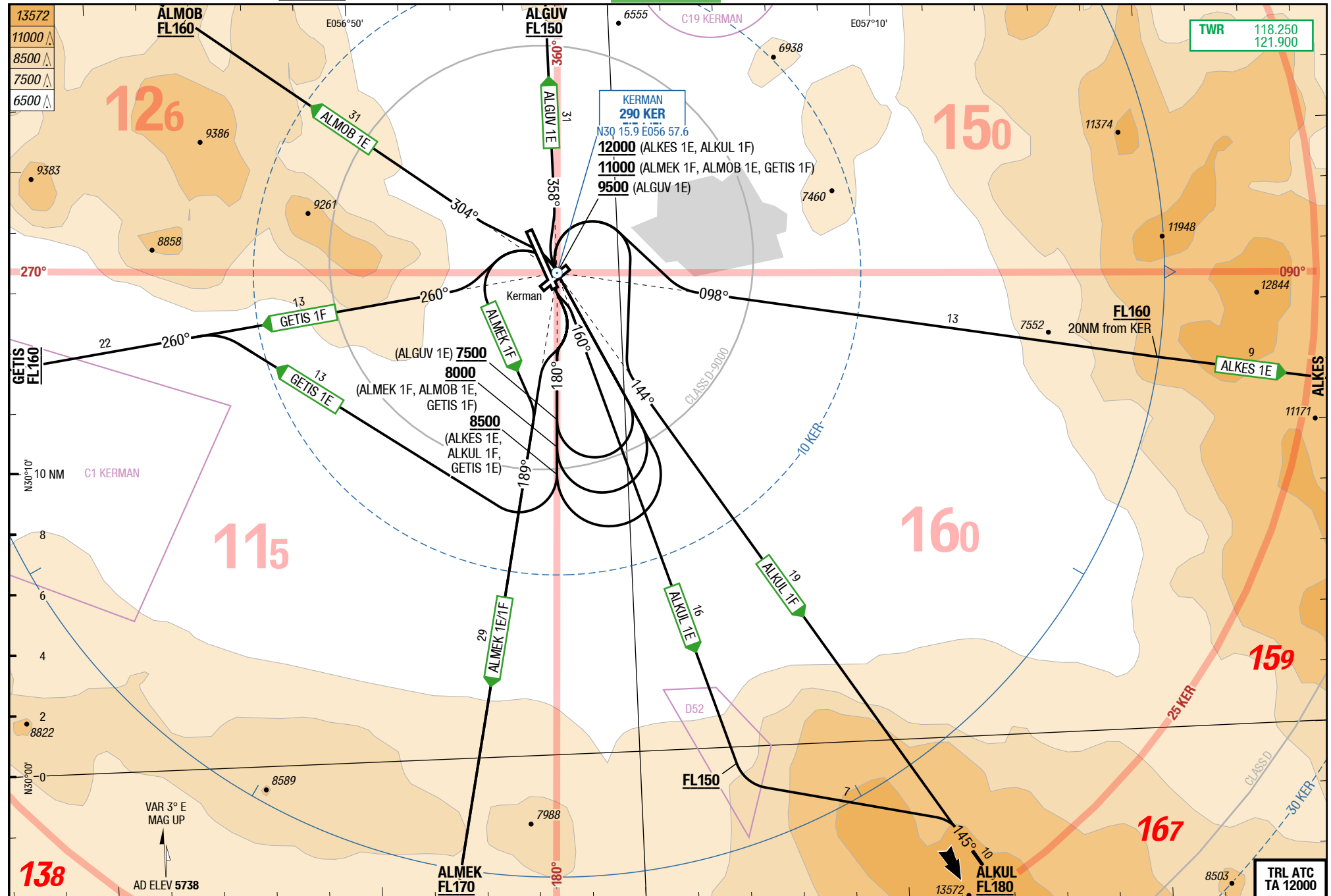
SIDs RWY 16 NDB

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Kerman Iran

SIDs RWY 16 NDB



Changes: ALT, ASP, OBST, AD ELEV

KER-OIKK

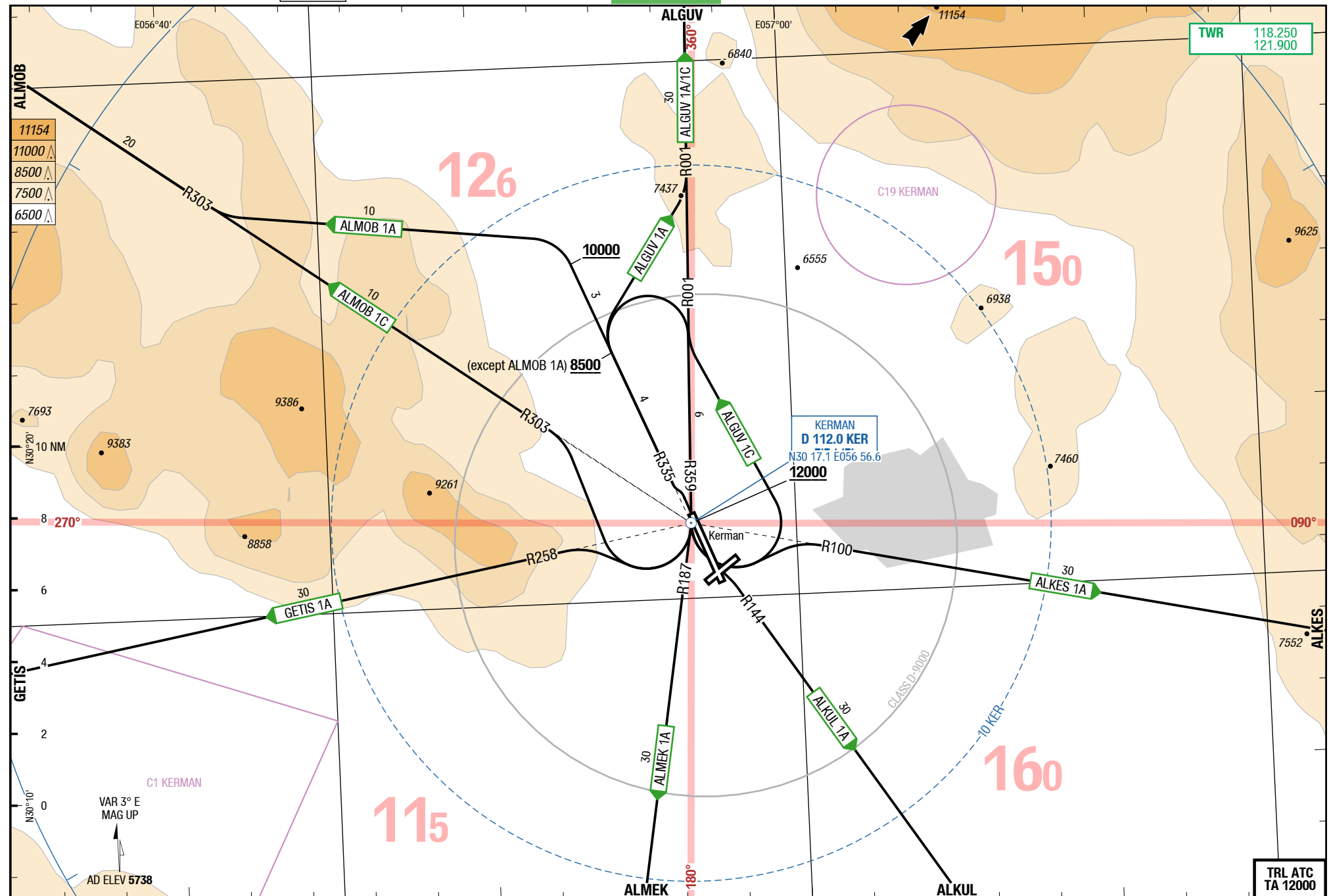
SIDs RWY 34 VOR

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SIDs RWY 34 VOR

4-30



Changes: Track, ALT, ASP, OBST, AD ELEV

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20-APR-2017

KER-OIKKIran **Kerman**

SID

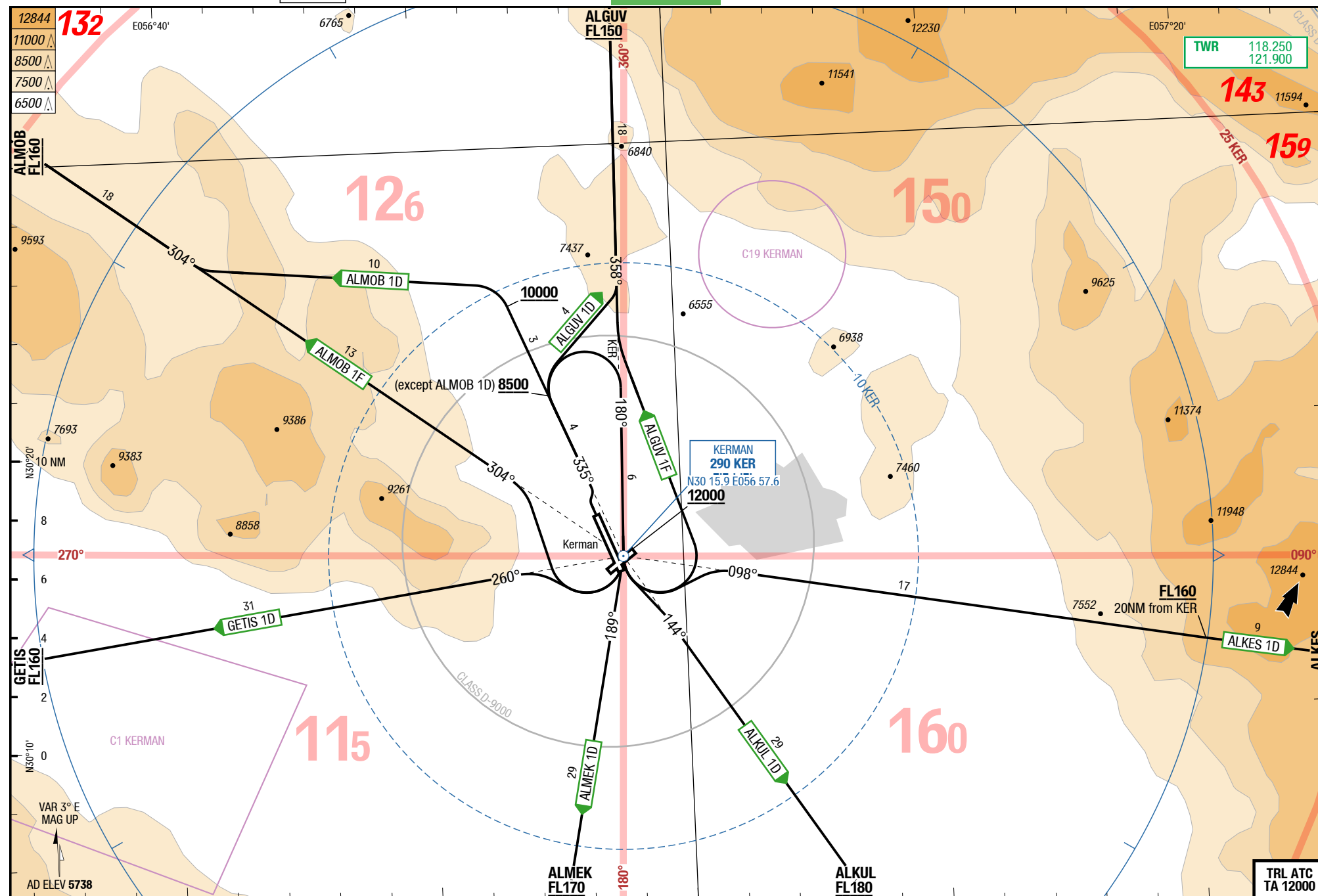
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SIDs RWY 34 NDB

4-40

SIDs RWY 34 NDB



Changes: ALT, ASP, Track, OBST, AD ELEV

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ALGUV 1B / ALKES 1B / ALKUL 1B / ALKUL 1C / ALMEK 1B / ALMEK 1C / ALMOB 1B / GETIS 1B / GETIS 1C

RWY 16 (156°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.8%	ft/MIN	800	900	1100	1300	1500	1600
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
ALGUV 1B 4.2% 118.250	RT intercept R180 KER - at MNM 7500 LT direct KER - R001 KER to ALGUV	KER MNM 9500
ALKES 1B 4.2% 118.250	RT intercept R180 KER - at MNM 8500 LT direct KER - R100 KER to ALKES	KER MNM 12000
ALKUL 1B 5.8% 118.250	RT intercept R160 KER - at MNM FL150 LT intercept R144 KER to ALKUL	
ALKUL 1C 4.2% 118.250	RT intercept R180 KER - at MNM 8500 LT direct KER - RT R144 KER to ALKUL	KER MNM 12000
ALMEK 1B 6.1% 118.250	RT intercept R187 KER to ALMEK	ALMEK MNM FL180
ALMEK 1C 118.250	RT intercept R180 KER - at MNM 8000 LT direct KER - LT R187 KER to ALMEK	KER MNM 11000
ALMOB 1B 118.250	RT intercept R180 KER - at MNM 8000 LT direct KER - R303 KER to ALMOB	KER MNM 11000
GETIS 1B 6.1% 118.250	RT intercept R180 KER - at MNM 8500 RT intercept R258 KER to GETIS	
GETIS 1C 4.3% 118.250	RT intercept R180 KER - at MNM 8000 LT direct KER - R258 KER to GETIS	KER MNM 12000

ALGUV 1E / ALKES 1E / ALKUL 1E / ALKUL 1F / ALMEK 1E / ALMEK 1F / ALMOB 1E / GETIS 1E / GETIS 1F

RWY 16 (156°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.8%	ft/MIN	800	900	1100	1300	1500	1600
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
ALGUV 1E 118.250	RT intercept QDR 180 KER - at MNM 7500 LT direct KER - QDR 358 KER to ALGUV	KER MNM 9500 ALGUV MNM FL150
ALKES 1E 4.2% 118.250	RT intercept QDR 180 KER - at MNM 8500 LT direct KER - QDR 098 KER to ALKES	KER MNM 12000 20NM from KER MNM FL160
ALKUL 1E 6.3% 118.250	intercept QDR 160 KER - at MNM FL150 LT intercept QDR 145 KER to ALKUL	ALKUL MNM FL180
ALKUL 1F 5.8% 118.250	RT intercept QDR 180 KER - at MNM 8500 LT direct KER - RT QDR 144 KER to ALKUL	KER MNM 12000 ALKUL MNM FL180
ALMEK 1E 118.250	RT intercept QDR 189 KER to ALMEK	ALMEK MNM FL170
ALMEK 1F 118.250	RT intercept QDR 180 KER - at MNM 8000 LT direct KER - LT QDR 189 KER to ALMEK	KER MNM 11000 ALMEK MNM FL170
ALMOB 1E 118.250	RT intercept QDR 180 KER - at MNM 8000 LT direct KER - QDR 304 KER to ALMOB	KER MNM 11000 ALMOB MNM FL160
GETIS 1E 118.225	RT intercept QDR 180 KER - at MNM 8500 RT intercept QDR 260 KER to GETIS	GETIS MNM FL160
GETIS 1F 118.225	RT intercept QDR 180 KER - at MNM 8000 LT direct KER - QDR 260 KER to GETIS	KER MNM 11000 GETIS MNM FL160

ALGUV 1A / ALGUV 1C / ALKES 1A / ALKUL 1A / ALMEK 1A / ALMOB 1A / ALMOB 1C / GETIS 1A

RWY 34 (336°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
ALGUV 1A 4.2% 118.250	intercept R335 KER - at MNM 8500 RT intercept R001 KER to ALGUV	
ALGUV 1C 118.250	intercept R335 KER - at MNM 8500 RT intercept R359 KER to KER - LT R001 KER to ALGUV	KER MNM 12000
ALKES 1A 118.250	intercept R335 KER - at MNM 8500 RT intercept R359 KER to KER - R100 KER to ALKES	KER MNM 12000
ALKUL 1A 118.250	intercept R335 KER - at MNM 8500 RT intercept R359 KER to KER - R144 KER to ALKUL	KER MNM 12000
ALMEK 1A 118.250	intercept R335 KER - at MNM 8500 RT intercept R359 KER to KER - R187 KER to ALMEK	KER MNM 12000
ALMOB 1A 5.0% to 11000 118.250	intercept R335 KER - at MNM 10000 LT intercept R303 KER to ALMOB	
ALMOB 1C 118.250	intercept R335 KER - at MNM 8500 RT intercept R359 KER to KER - R303 KER to ALMOB	KER MNM 12000
GETIS 1A 4.3% 118.250	intercept R335 KER - at MNM 8500 RT intercept R359 KER to KER - R258 KER to GETIS	KER MNM 12000

ALGUV 1D / ALGUV 1F / ALKES 1D / ALKUL 1D / ALMEK 1D / ALMOB 1D / ALMOB 1F / GETIS 1D

RWY 34 (336°)

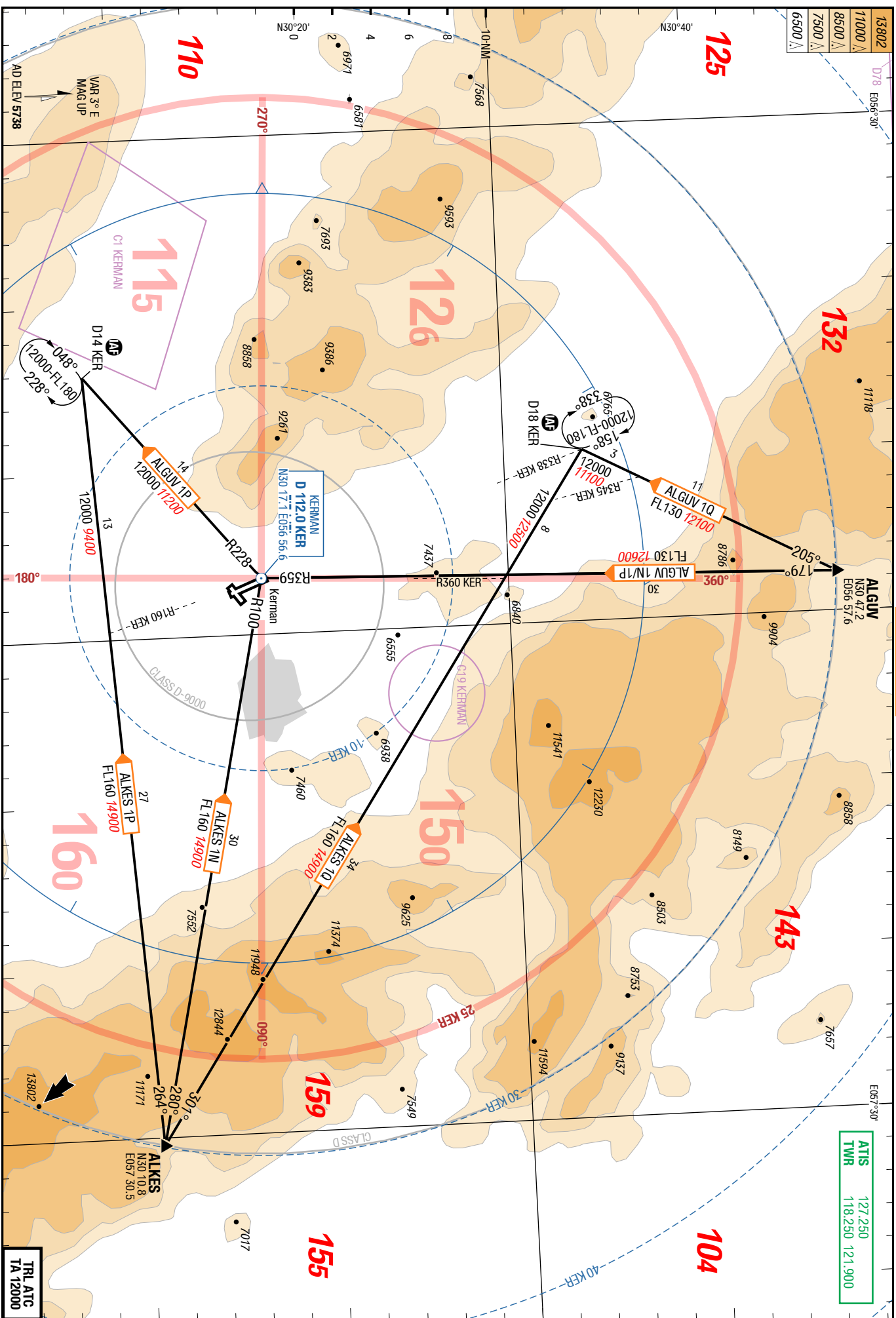
	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.0%	ft/MIN	700	800	1000	1100	1300	1400

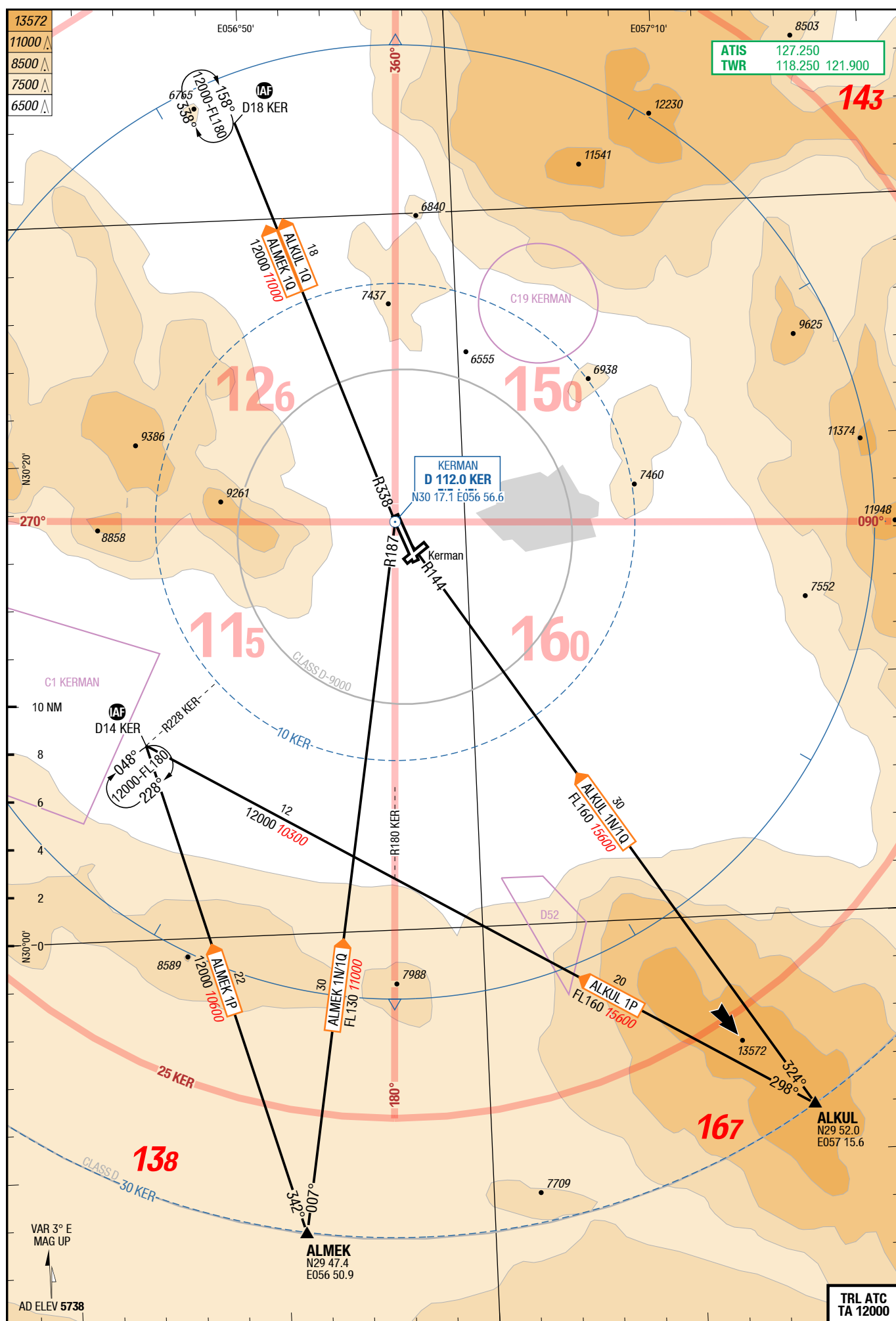
DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
ALGUV 1D 4.2% 118.250	intercept QDR 335 KER - at MNM 8500 RT intercept QDR 358 KER to ALGUV	ALGUV MNM FL150
ALGUV 1F 118.250	intercept QDR 335 KER - at MNM 8500 RT intercept QDM 180 KER to KER - LT QDR 358 KER to ALGUV	KER MNM 12000 ALGUV MNM FL150
ALKES 1D 118.250	intercept QDR 335 KER - at MNM 8500 RT intercept QDM 180 KER to KER - QDR 098 KER to ALKES	KER MNM 12000 20NM from KER MNM FL160
ALKUL 1D 118.250	intercept QDR 335 KER - at MNM 8500 RT intercept QDM 180 KER to KER - QDR 144 KER to ALKUL	KER MNM 12000 ALKUL MNM FL180
ALMEK 1D 118.250	intercept QDR 335 KER - at MNM 8500 RT intercept QDM 180 KER to KER - QDR 189 KER to ALMEK	KER MNM 12000 ALMEK MNM FL170
ALMOB 1D 5.0% to 11000 118.250	intercept QDR 335 KER - at MNM 10000 LT intercept QDR 304 KER to ALMOB	ALMOB MNM FL160
ALMOB 1F 118.250	intercept QDR 335 KER - at MNM 8500 RT intercept QDM 180 KER to KER - QDR 304 KER to ALMOB	KER MNM 12000 ALMOB MNM FL160
GETIS 1D 118.250	intercept QDR 355 KER - at MNM 8500 RT intercept QDM 180 KER to KER - QDR 260 KER to GETIS	KER MNM 12000 GETIS MNM FL160

Kerman Iran

STARS ALKUL/ALMEK VOR

STARS ALGUV/ALKES VOR





Effective 27-APR-2017

20-APR-2017

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Iran Kerman

STARs NDB

STAR

STAR

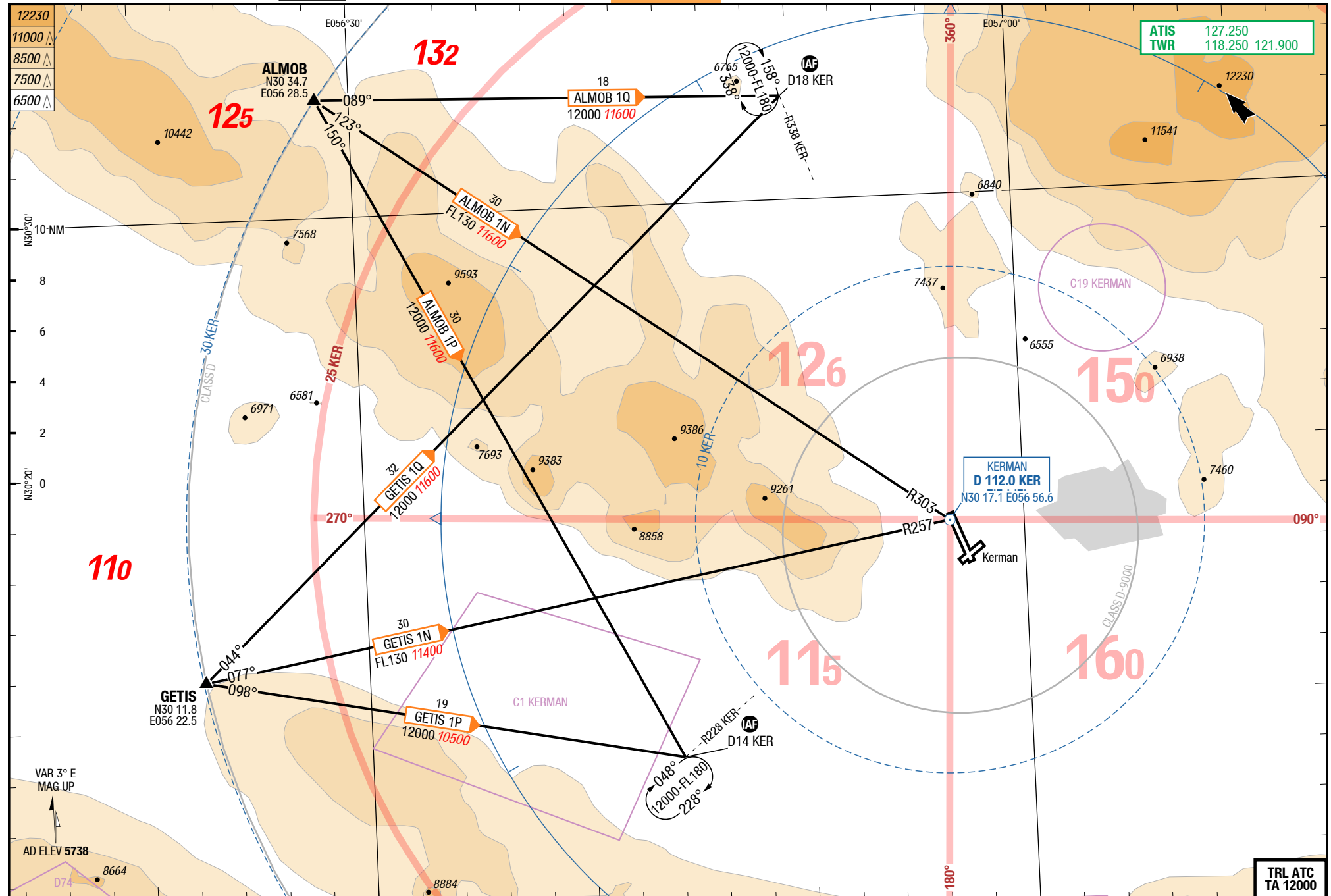
Kerman Iran

STARs NDB

STARs ALMOB/GETIS VOR

6-30

STARs ALMOB/GETIS VOR



Changes: ASP, OBST, AD ELEV

Effective 27-APR-2017

20-APR-2017

KER-OIKK

6-40

Iran Kerman

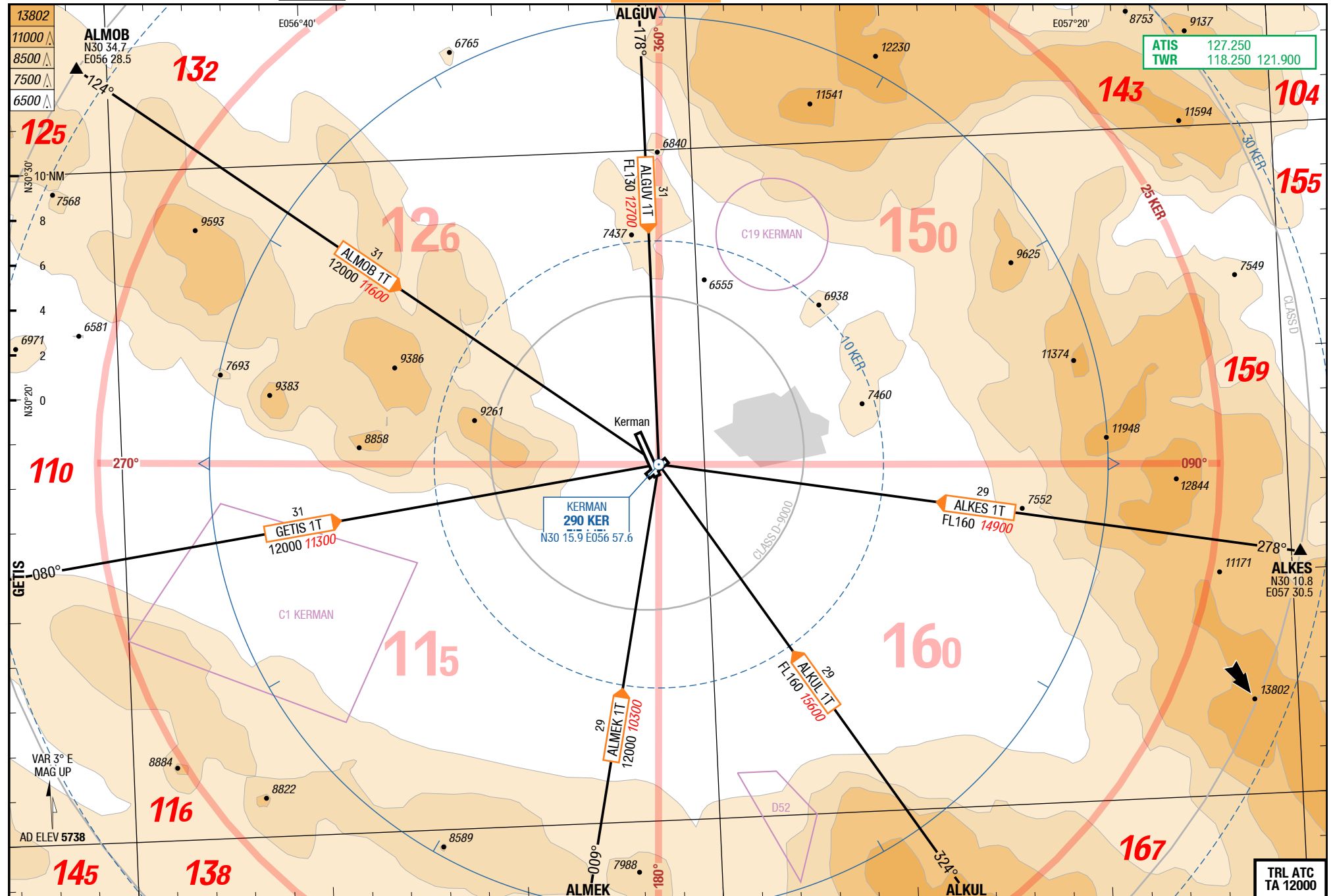
STARs NDB

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Kerman Iran

STARs NDB

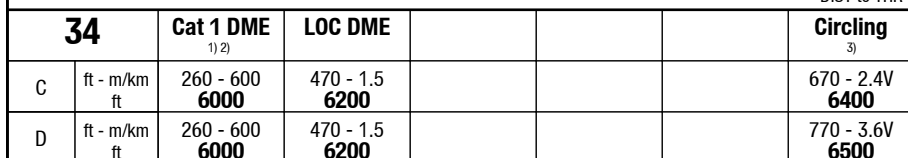


Changes: ASP, OBST, AD ELEV

TRL ATC
TA 12000

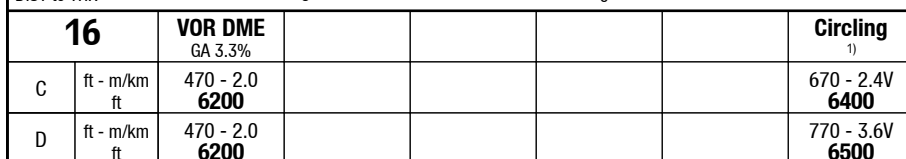
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ILS + VOR DME 34



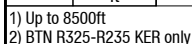
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Changes: MIN, APL, ALT, OBST, AD ELEV



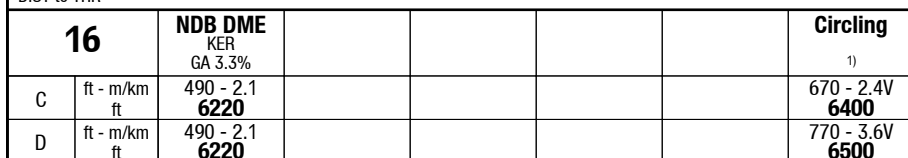
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7-30



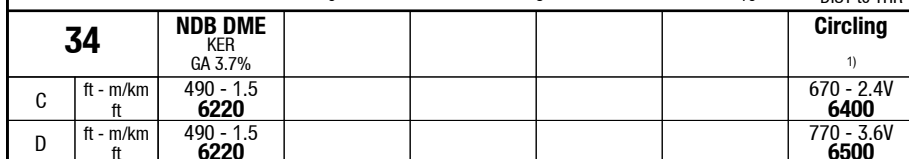
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NDB + DME 16

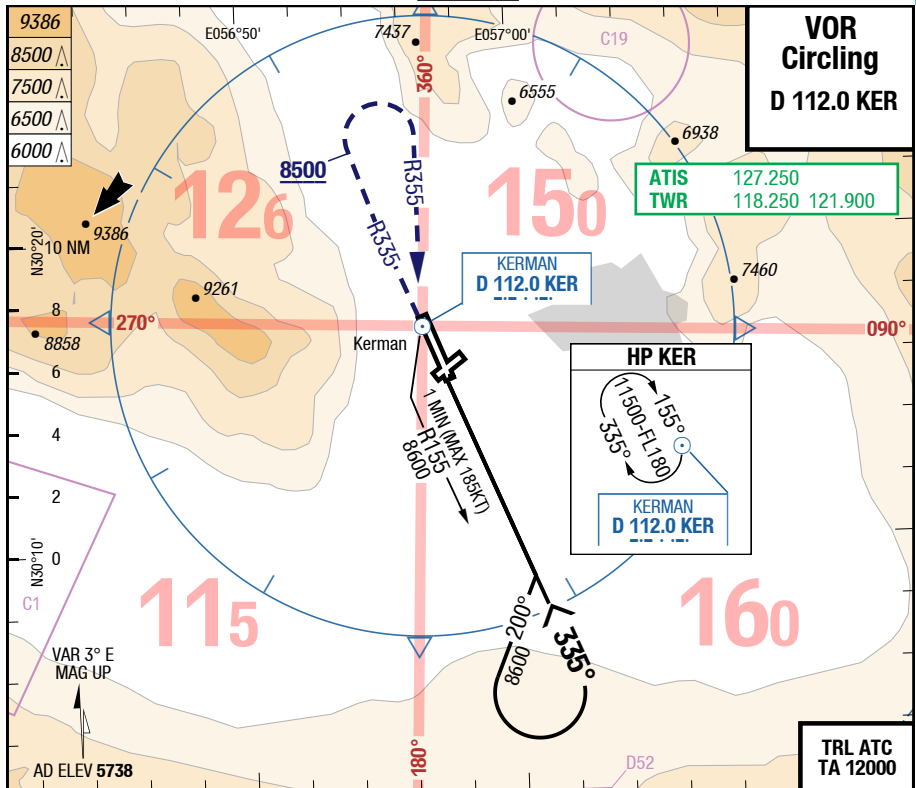


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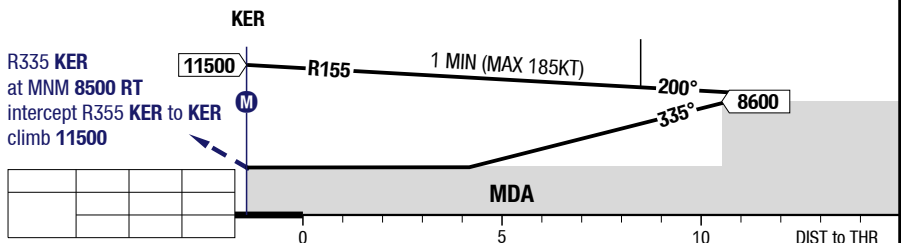
NDB + DME 34



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See AFC for RWY information and approach light system



All RWYs										Circling GA 3.7% ¹⁾
C	ft - m/km ft									670 - 2.4V 6400
D	ft - m/km ft									770 - 3.6V 6500

1) BTN R325-R235 KER only

