

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24

AD closed every year 04 JUN between 0315-0730.

**Airport Information****RFF:** CAT 9**PCN:** RWY 11L/29R: 80/F/C/W/T, first 450m 80/R/C/W/T, RWY 11R/29L: 80/F/C/W/T**Operation****Low Visibility Procedure**

Follow-me O/R for stands 100, 102, 104, 104R, 106, 106R, 108, 110, 112, 112R, 114, 114R, 116, 116R.

Follow-me mandatory for all other stands.

Standard Taxi Routes:

- ARR RWY 11L/R: H or J or N, A.
- ARR RWY 29L/R: Z, A or C, A.
- DEP RWY 11L/R: J, A, Z, C.
- DEP RWY 29L/R: J, A, N.

**Minimum Runway Occupancy Time (MROT):** Ensure standard MROT procedures.**RWY Restriction**

TKOF/LDG in opposite direction of RWY-in-use is not authorized due to safety considerations, except for ACFT in EMERG situation if so requested by the pilot of ACFT encountering EMERG condition.

RWY 29L/11R in use when:

- RWY 29R/11L is not AVBL.
- no ACFT OPS on TWY A.

**Taxi/Parking**

180° turns at RWY end only.

To avoid FOD on RWY, all ACFT are required to maintain low RPM while taxiing off or into RWY.

Nose-in guidance at ACFT stands.

SAFEDOCK docking guidance system AVBL on fixed gates.

**Warnings****IKA DVOR/DME** unusable D25 in counter clockwise direction:

R360-R350 below 10000ft AMSL.

R350-R340 below 9000ft AMSL.

R340-R230 below 7000ft AMSL.

R230-R200 below 7500ft AMSL.

R200-R070 below 6000ft AMSL.

R070-R060 below 7000ft AMSL.

R060-R050 below 8000ft AMSL.

R050-R040 below 9000ft AMSL.

R040-R030 below 10000ft AMSL.

R030-R010 below 10000ft AMSL.

R010-R360 below 11000ft AMSL.

09-AUG-2018

IKA-OIIE

1-20

AOI

AOI

## GENERAL

All RWYs: Expect windshears on final.

Strolling dogs on movement area.

Birds in vicinity of AD.

## ARRIVAL

## Speed

MAX IAS 250KT below FL100 within airspace classes D and G

MAX IAS 270KT within Tehran TMA.

MAX IAS 230KT within Tehran CTR.

## Arrival Procedure

## VFR Traffic Pattern

- For heavy ACFT 5000ft
- For other ACFT 4500ft

## Non-standard GP Intercept Position on RWY 29R

GP intercepts RWY 29R at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 3866m / 12685ft.

## DEPARTURE

## Take-off Minima

RWY		11L/29R	
All ACFT	ft - m/km	0 - 300R/300V	-
RWY		11R/29L	
All ACFT	ft - m/km	0 - 400V	-

## Speed

MAX IAS 250KT below FL100 within airspace classes D and G

## Communication

## COM Failure

COM Failure during Vectoring

RWY 29L/R (SID IKIA 1A)

If two way COM was not established with radar upon departure:

Continue RWY heading, climb to 7000ft up to D10 then climb to 9000ft up to D20 from IKA DVOR/DME.

Follow below instruction according TMA exit points:

- **NABAX:** Climb FL200 and turn right direct NABAX.
- **PAXID:** Climb FL200 and proceed direct PAXID or intercept R328 from RUS to PAXID.
- **PAROT:** Climb FL200 and proceed direct PAROT or intercept R305 from IKA to PAROT.
- **PAVET:** Climb FL200 and proceed direct PAVET or intercept R268 from IKA to PAVET.
- **DAXIL:** Climb FL200 and proceed direct DAXIL or intercept R238 from RUS to DAXIL.
- **SAV:** Climb FL200 and proceed direct SAV or intercept R236 to SAV.
- **EGVEL:** Climb FL200 and proceed direct EGVEL or intercept R201 from RUS to EGVEL.
- **ELUSI:** Climb FL210 and turn left direct IKA then ELUSI or proceed VR then establish A647.
- **OBRIX:** Climb FL210 and turn left direct IKA then OBRIX or intercept R124 from IKA to OBRIX.
- **DHN:** Climb FL210 and turn left direct IKA then DHN or intercept R093 from IKA to DHN.

After TMA exit points: Climb to FPL level to DEST or proceed to VR 9000ft for ILS 1 RWY 29 OIIE.

## DEPARTURE

If COM Lost during Vector for Departure:

Maintain last acknowledged HDG and LVL for 2min from the time of squawking.

Proceed via shortest way to TMA exit point and climb FL200 (for west bound track) and FL210 (for east bound track). Note: Avoid P20 during any direct routing.

After TMA exit points: Climb to FPL level to DEST or proceed to VR 9000ft for ILS 1 RWY 29 OIIE.

RWY 11L/R (SID IKIA 1B)

If two way COM was not established with radar upon departure:

Continue RWY heading, climb to 6000ft up to D10 then climb to 9000ft up to D20 from IKA DVOR/DME.

Follow below instruction according TMA exit points:

- **NABAX:** Climb FL200 and turn right direct RUS then NABAX.
- **PAXID:** Climb FL200 and turn right direct RUS then proceed direct PAXID or intercept R328 from RUS to PAXID.
- **PAROT:** Climb FL200 and turn right direct IKA then proceed direct PAROT or intercept R305 from IKA to PAROT.
- **PAVET:** Climb FL200 and turn right direct IKA then proceed direct PAVET or intercept R236 from IKA to PAVET.
- **DAXIL:** Climb FL200 and turn right direct RUS then proceed direct DAXIL or intercept R238 from RUS to DAXIL.
- **SAV:** Climb FL200 and turn right direct IKA then proceed direct SAV or intercept R236 from IKA to SAV.
- **EGVEL:** Climb FL200 and turn right direct RUS then proceed direct EGVEL or intercept R201 from RUS to EGVEL.
- **ELUSI:** Climb FL210 and turn right direct ELUSI or proceed to VR then establish A647.
- **OBRIX:** Climb FL210 and turn right direct OBRIX or intercept R124 from IKA to OBRIX.
- **DHN:** Climb FL210 and turn left direct DHN or intercept R093 from IKA to DHN.

After TMA exit points: Climb to FPL level to DEST or proceed to RUS 7000ft for VOR/DME 5 RWY 11L

If COM Lost during Vector for Departure:

Maintain last acknowledged HDG and LVL for 2min from the time of squawking.

Proceed via shortest way to TMA exit point and climb FL200 (for west bound track) and FL210 (for east bound track). Note: Avoid P20 during any direct routing.

After TMA exit points: Climb to FPL level to DEST or proceed to RUS 7000ft for VOR/DME 5 RWY 11L.

## Departure Procedure

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

## De-Icing

AVBL.

08-FEB-2018

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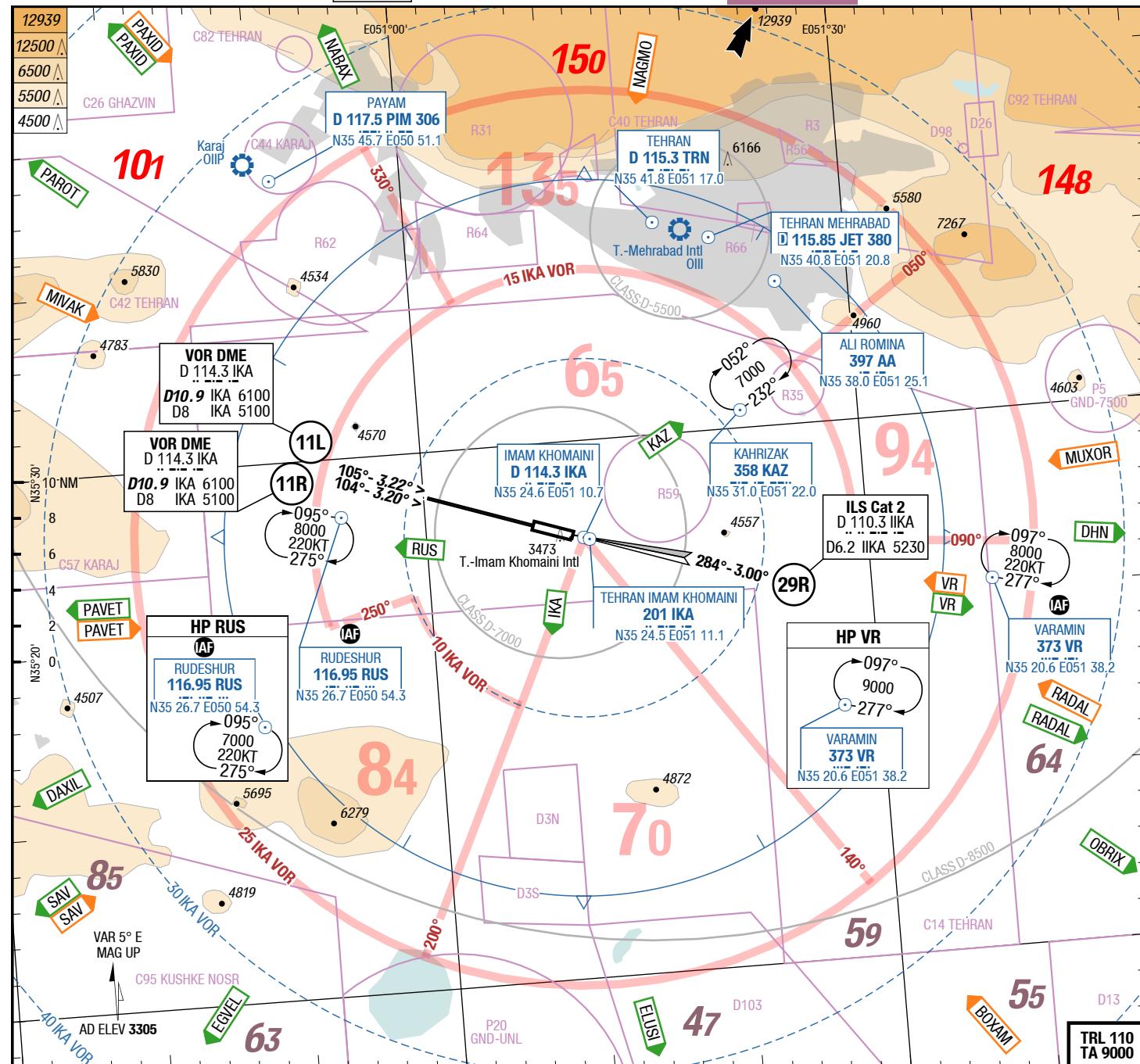
Imam Khomeini Intl **Tehran** Iran

IKA-OIIE

2-10

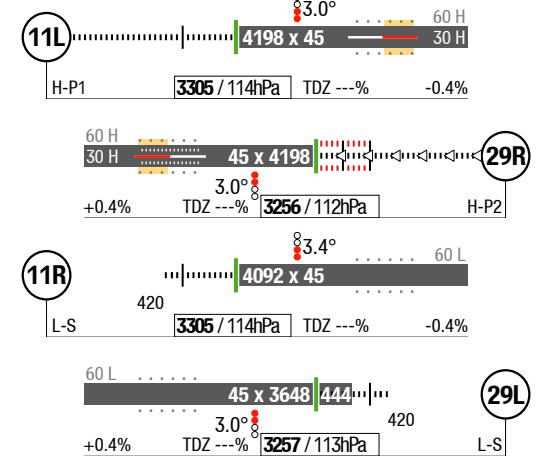
AGC  
AFC

AF



<b>ATIS</b>	127.200
<b>Mehrabad RAD/APP</b>	125.100
	119.700
<b>Ika TWR</b>	118.700
<b>Ika GND</b>	121.600
	121.825

### Landing RWY system:



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3-20

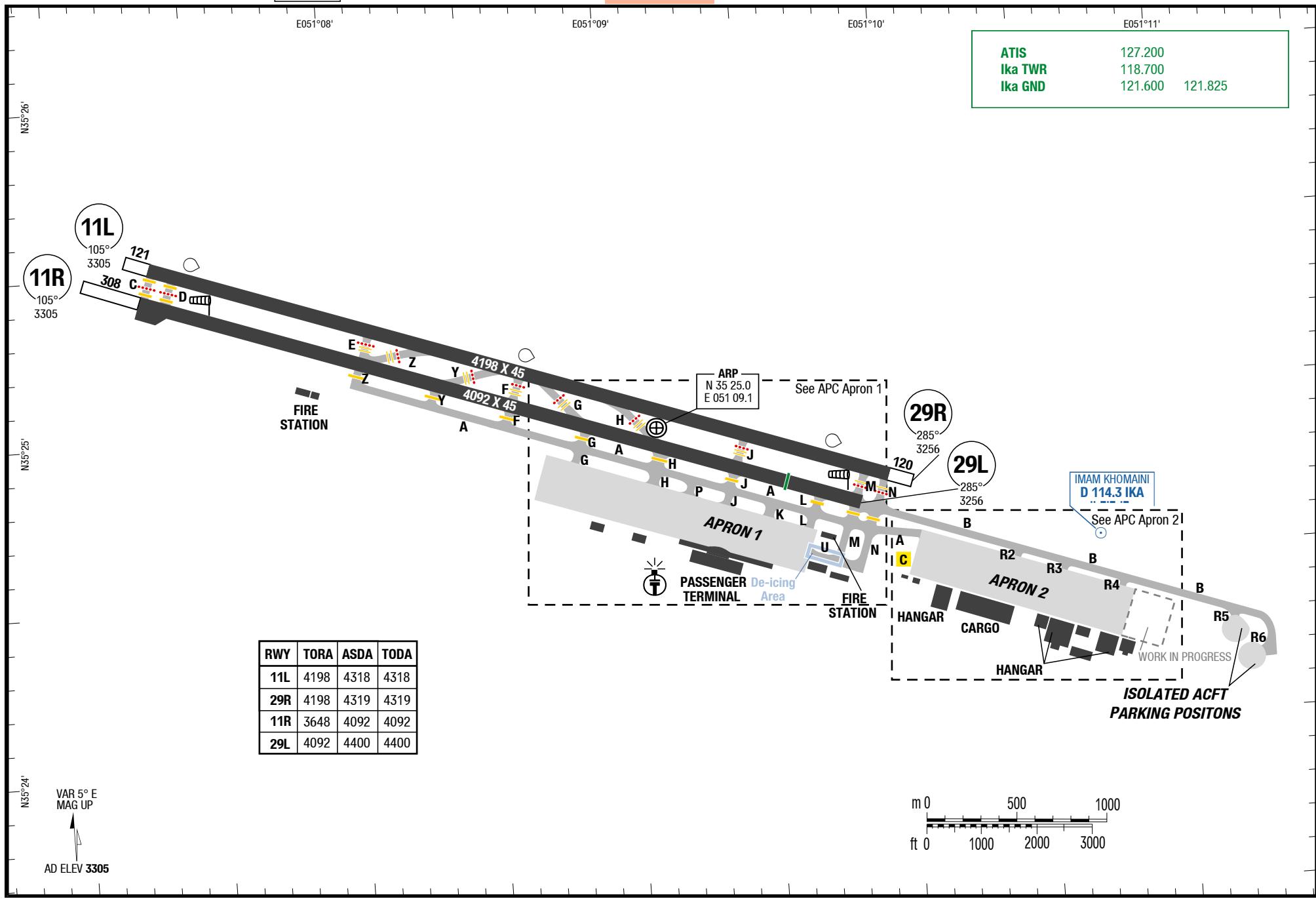
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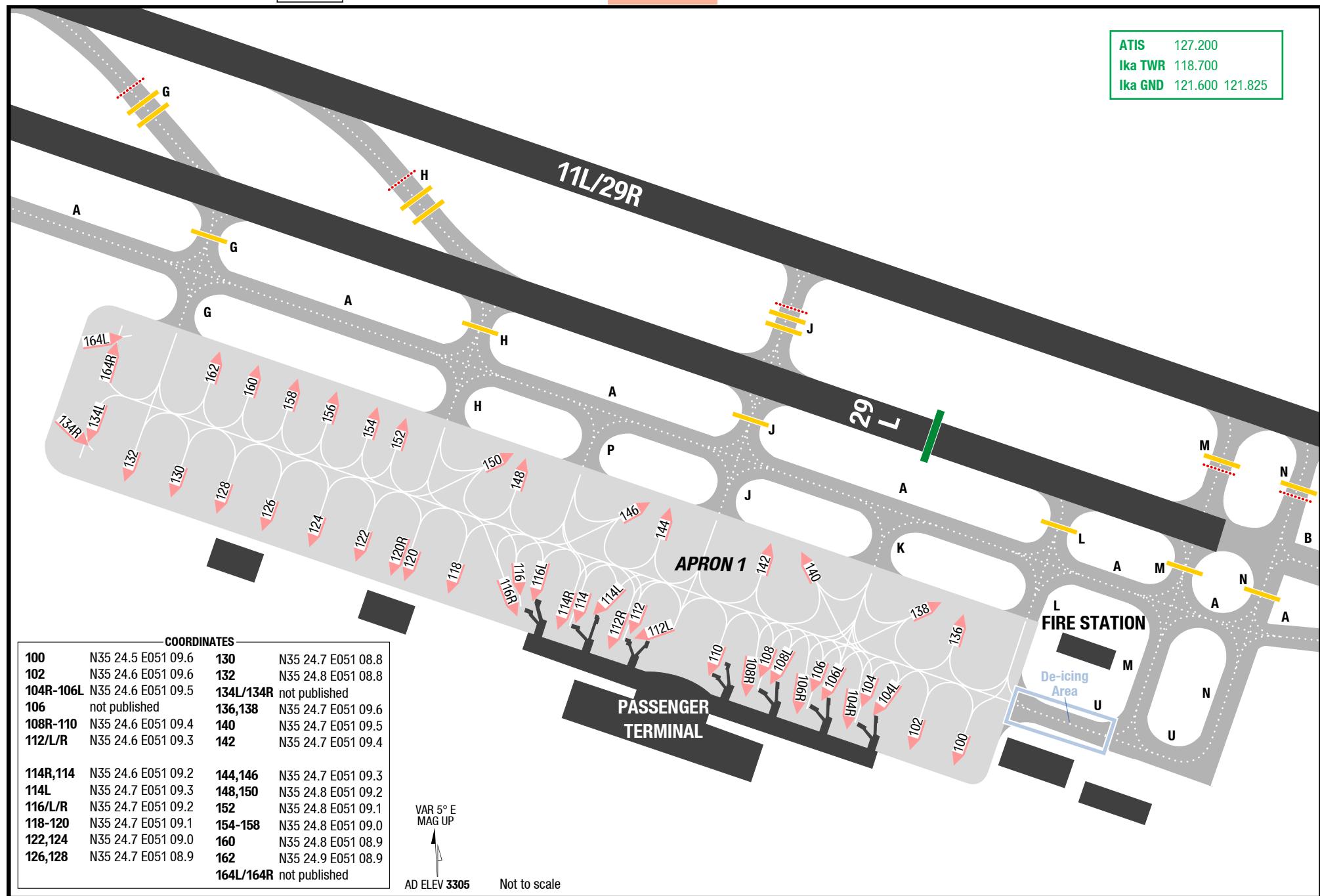
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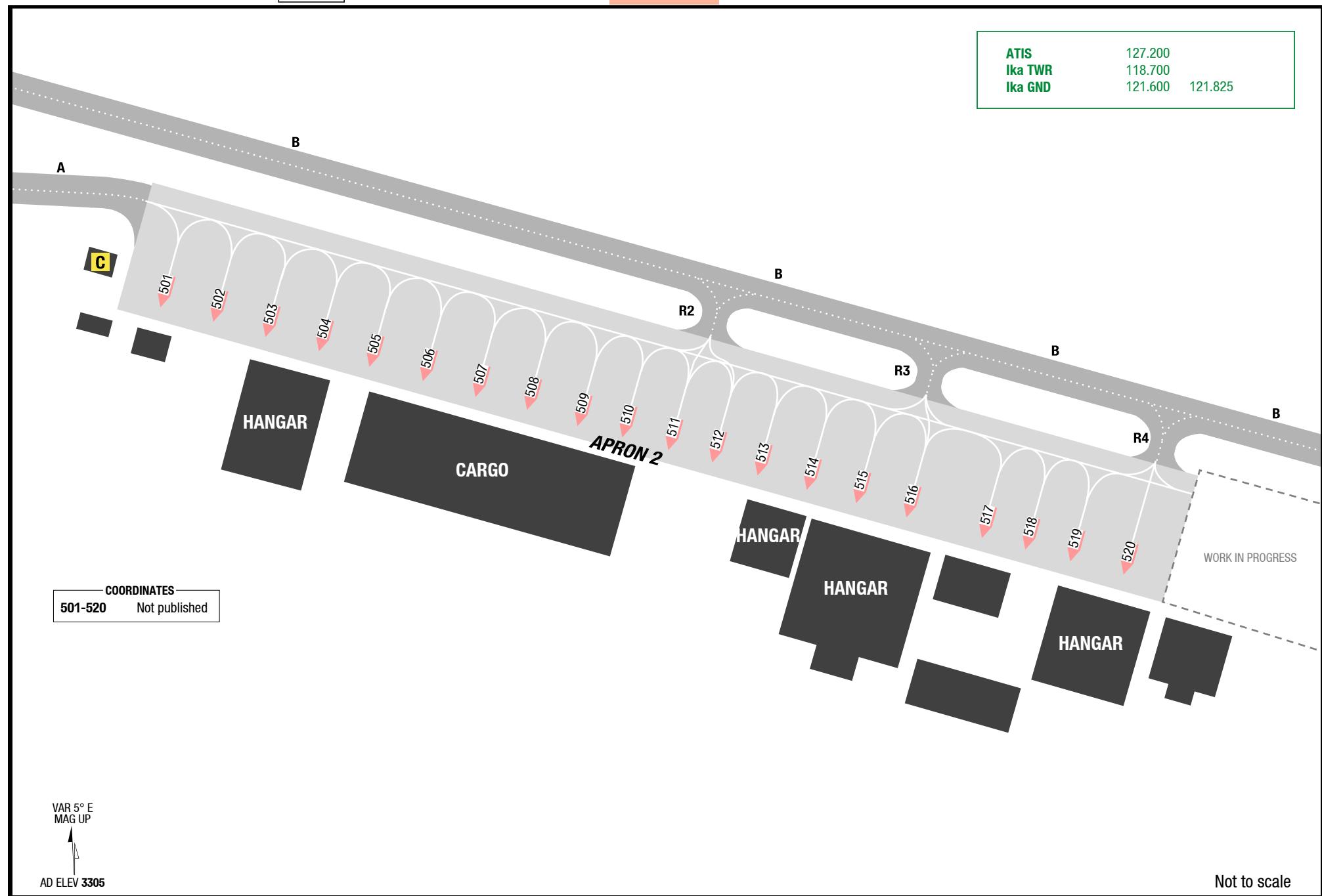
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ATIS	127.200
Ika TWR	118.700
Ika GND	121.600 121.825



**Effective 20-JUL-2017**

13-JUL-2017

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SIDs RWYs 11/29L/R East

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SIDs RWYs 11/29L/R East

**4-10      SIDs RWYs 11/29L/R North**

12939 C69A GHAZVIN

12500 ▲

6500 ▲

5500 ▲

4500 ▲

90

50 kA

D94

C16 GHAZVIN

C71 TEHRAN

40 kA

027°

0

10 NM

N35°40'

8

6

4

2

0

6519

6870

6889

4783

5830

30 kA

25 kA

R228

RUS

D25.5

D33 IKA

C57 KARAJ

PAXID

NABAX

QASSUD-8500

MBAX 1G/1L

PAXID 2G/2L

101

85

111

VAR 5° E MAG UP

AD ELEV 3305

N35°20'

KARAJ OILIP

30

21

20' Mehrabad RAD/APP 125.100  
119.700

15

14

13

9

6

844

84

11

### Changes: FREQ

8

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13-JUL-2017

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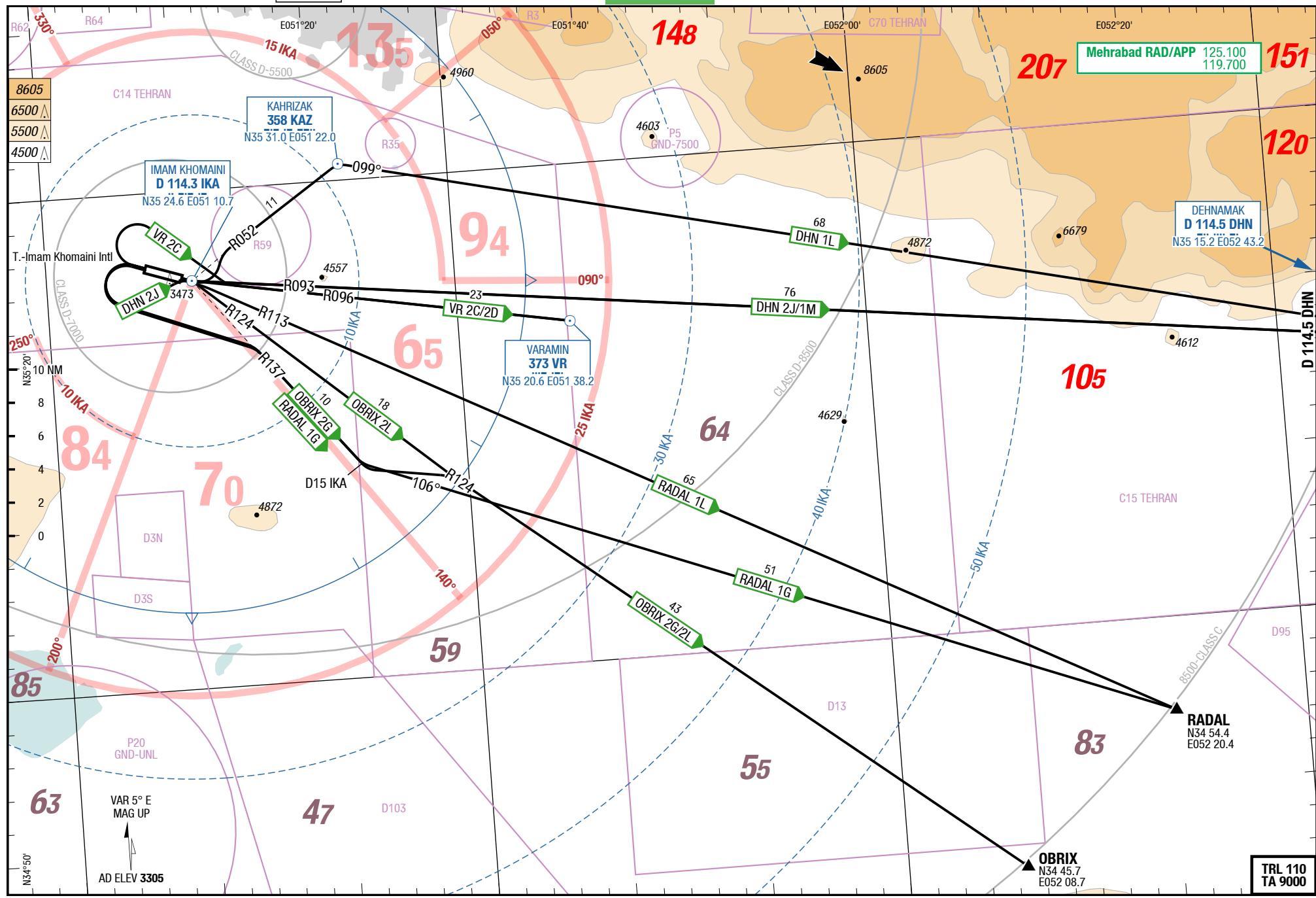
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**4-20      SIDs RWYs 11/29L/R East**

## SIDs RWYs 11/29L/R East

10

cid



Effective 20-JUL-2017

13-JUL-2017

IKA-OIIIE

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SIDs RWYs 11/29L/R West

4-30

SIDs RWYs 11/29L/R South

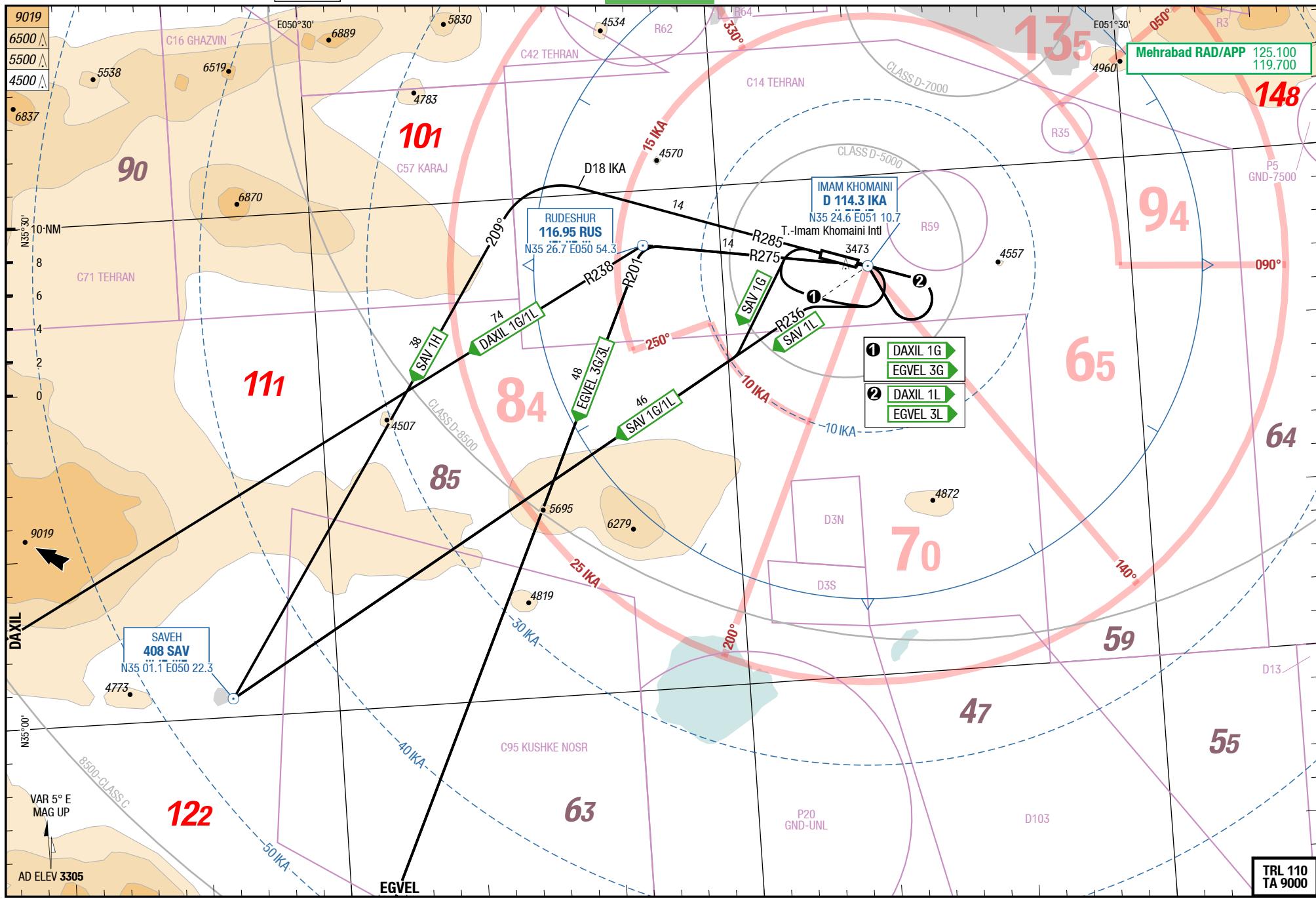
SID

SID

Imam Khomini Intl Tehran Iran

SIDs RWYs 11/29L/R West

SIDs RWYs 11/29L/R South



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13-JUL-2017

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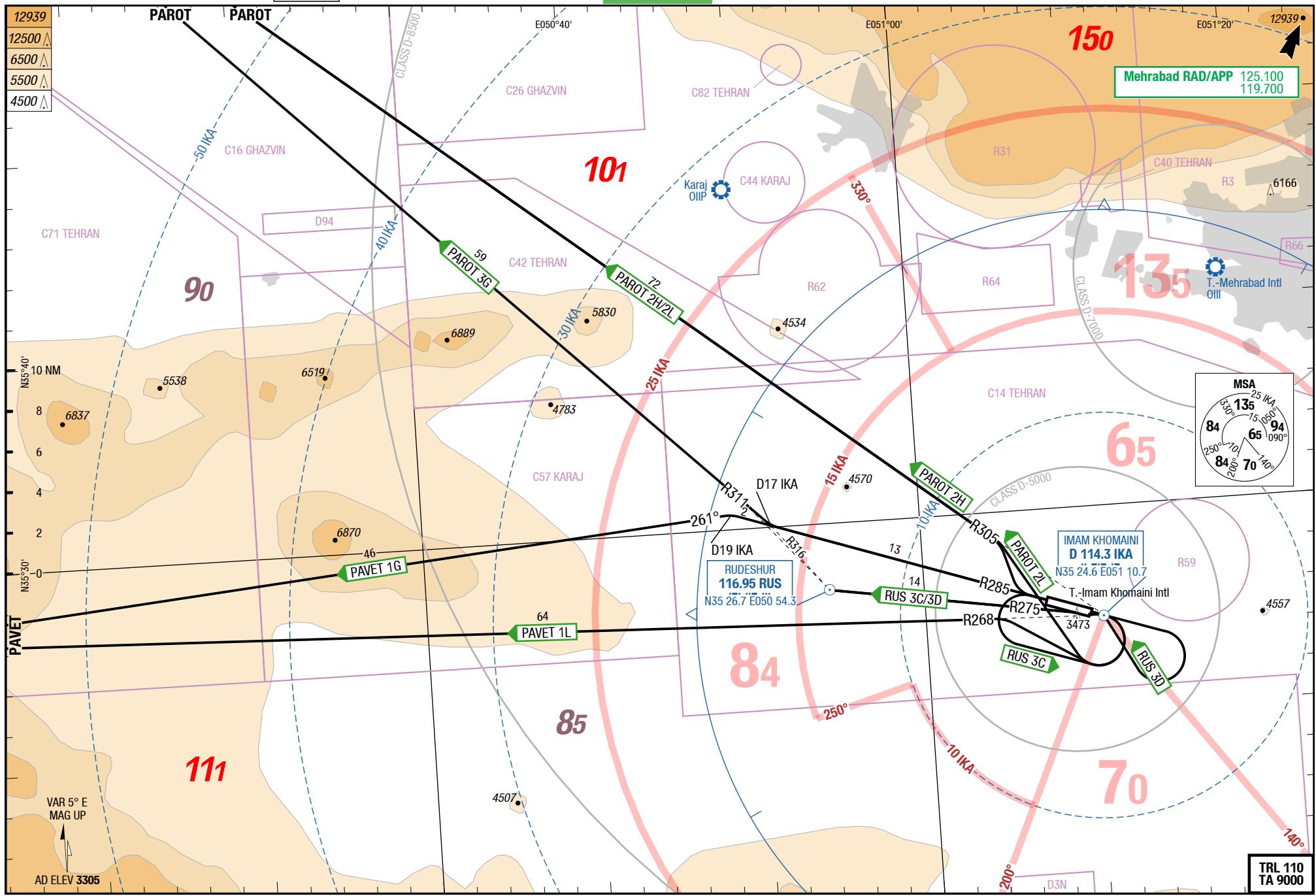
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**4-40    SIDs RWYs 11/29L/R West**

## SIDs RWYs 11/29L/R West

6

cid



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4-50

## SIDs (Radar vectoring)

8

SD

IKA-OIIE

5-10

SIDs RWYs 11/29L/R North

KAHRIZAK 1D / NABAX 1L / PAXID 2L / KAHRIZAK 2C / NABAX 1G / PAXID 2G

RWYs 11L/R (105°) / 29L/R (285°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
3.6%	ft/MIN	500	600	700	800	900	1000
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 11L/11R</b>		
<b>KAHRIZAK 1D</b> KAZ 1D 125.100	LT intercept R052 <b>IKA</b> to <b>KAZ</b>	
<b>NABAX 1L</b> 3.6% 125.100	RT intercept R285 <b>IKA</b> - at D33 <b>IKA RT</b> 027° to NABAX	
<b>PAXID 2L</b> 125.100	RT intercept R304 <b>IKA</b> - at D25.5 <b>IKA RT</b> intercept R328 <b>RUS</b> to PAXID	
<b>Runway 29L/29R</b>		
<b>KAHRIZAK 2C</b> KAZ 2C 125.100	RT intercept QDM 076 <b>KAZ</b> (R075 <b>RUS</b> ) to <b>KAZ</b>	
<b>NABAX 1G</b> 3.7% 125.100	R285 <b>IKA</b> - at D33 <b>IKA RT</b> 027° to NABAX	
<b>PAXID 2G</b> 3.5% 125.100	RT intercept R304 <b>IKA</b> - at D25.5 <b>IKA RT</b> intercept R328 <b>RUS</b> to PAXID	

IKA-OIIE

5-20

SIDs RWYs 11/29L/R East

**DEHNAMAK 1L / DEHNAMAK 1M / OBRIX 2L / RADAL 1L / VARAMIN 2D / DEHNAMAK 2J / OBRIX 2G / RADAL 1G / VARAMIN 2C**  
**RWYs 11L/R (105°) / 29L/R (285°)**

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 11L/11R</b>		
<b>DEHNAMAK 1L DHN 1L</b> 4.3% (for AWY R794) <b>125.100</b>	<b>LT intercept R052 IKA to KAZ</b> QDR 099 KAZ to DHN	
<b>DEHNAMAK 1M DHN 1M</b> 4.5% (for AWY R794) <b>125.100</b>	<b>LT intercept R093 IKA to DHN</b>	
<b>OBRIX 2L 125.100</b>	<b>RT intercept R124 IKA to OBRIX</b>	
<b>RADAL 1L 125.100</b>	<b>RT intercept R113 IKA to RADAL</b>	
<b>VARAMIN 2D VR 2D 125.100</b>	<b>LT intercept R096 IKA to VR</b>	
<b>Runway 29L/29R</b>		
<b>DEHNAMAK 2J DHN 2J</b> 4.5% (for AWY R794) <b>125.100</b>	<b>LT intercept R093 IKA to DHN</b>	
<b>OBRIX 2G 125.100</b>	<b>LT intercept R137 IKA - at D15 IKA LT - intercept R124 IKA to OBRIX</b>	
<b>RADAL 1G 125.100</b>	<b>LT intercept R137 IKA - at D15 IKA LT 106° to RADAL</b>	
<b>VARAMIN 2C VR 2C 125.100</b>	<b>RT intercept R096 IKA to VR</b>	

## IKA-OIIE

5-30

## SIDs RWYs 11/29L/R South

DAXIL 1L / EGVEL 3L / SAVEH 1L / DAXIL 1G / EGVEL 3G / SAVEH 1G / SAVEH 1H

RWYs 11L/R (105°) / 29L/R (285°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11L/11R	
<b>DAXIL 1L</b> 125.100	RT to cross overhead <b>IKA</b> - LT R275 <b>IKA</b> to <b>RUS</b> - LT R238 <b>RUS</b> to DAXIL	
<b>EGVEL 3L</b> 125.100	RT to cross overhead <b>IKA</b> - LT R275 <b>IKA</b> to <b>RUS</b> - LT R201 <b>RUS</b> to EGVEL	
<b>SAVEH 1L</b> <b>SAV 1L</b> 4.9% 125.100	RT intercept R236 <b>IKA</b> to <b>SAV</b>	
	Runway 29L/29R	
<b>DAXIL 1G</b> 125.100	LT to cross overhead <b>IKA</b> - LT R275 <b>IKA</b> to <b>RUS</b> - LT R238 <b>RUS</b> to DAXIL	
<b>EGVEL 3G</b> 125.100	LT to cross overhead <b>IKA</b> - LT R275 <b>IKA</b> to <b>RUS</b> - LT R201 <b>RUS</b> to EGVEL	
<b>SAVEH 1G</b> <b>SAV 1G</b> 4.9% 125.100	LT intercept R236 <b>IKA</b> to <b>SAV</b>	
<b>SAVEH 1H</b> <b>SAV 1H</b> 4.1% 125.100	intercept R285 <b>IKA</b> - at D18 <b>IKA</b> LT intercept QDM 209 <b>SAV</b> to <b>SAV</b>	

IKA-OIIE

5-40

SIDs RWYs 11/29L/R West

**PAROT 2L / PAVET 1L / RUDESHUR 3D / PAROT 2H / PAROT 3G / PAVET 1G / RUDESHUR 3C**

RWYs 11L/R (105°) / 29L/R (285°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 11L/11R</b>		
<b>PAROT 2L 125.100</b>	RT intercept R305 <b>IKA</b> to PAROT	
<b>PAVET 1L 125.100</b>	RT intercept R268 <b>IKA</b> to PAVET	
<b>RUDESHUR 3D RUS 3D 125.100</b>	RT to cross overhead <b>IKA</b> - R275 <b>IKA</b> to <b>RUS</b>	
<b>Runway 29L/29R</b>		
<b>PAROT 2H 125.100</b>	RT intercept R305 <b>IKA</b> to PAROT	
<b>PAROT 3G 125.100</b>	intercept R285 <b>IKA</b> - at D17 <b>IKA</b> RT intercept R311 <b>RUS</b> to PAROT	
<b>PAVET 1G 125.100</b>	intercept R285 <b>IKA</b> - at D19 <b>IKA</b> LT 261° to PAVET	
<b>RUDESHUR 3C RUS 3C 125.100</b>	LT to cross overhead <b>IKA</b> - R275 <b>IKA</b> to <b>RUS</b>	

IKA-OIIE

5-50

SIDs (Radar vectoring)

## IMAM KHOMAINI 1B

RWYs 11L/R (105°)

After DEP contact MEHRABAD RAD 119.700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11L/11R	
<b>IMAM KHOMAINI 1B</b> IKA 1B 125.100	DER - HDG 105° - expect radar vectors	<b>Initial climb 6000</b>
	<b>TRANSITION</b>	
<b>DAXIL</b> R276 IKA to RUS - R238 RUS to DAXIL		
<b>DEHNAMAK (DHN)</b> R093 IKA to DHN		
<b>EGVEL</b> R276 IKA to RUS - R200 RUS to EGVEL		
<b>ELUSI</b> R096 IKA to VR - QDR 191 to ELUSI		
<b>OBRIX</b> R125 IKA to OBRIX		
<b>PAROT</b> R304 IKA to PAROT		
<b>PAVET</b> R268 IKA to PAVET		
<b>PAXID</b> R276 IKA to RUS - R327 RUS to PAXID		
<b>SAVEH (SAV)</b> R235 IKA to SAV		

IKA-OIIE

5-60

SIDs (Radar vectoring)

## IMAM KHOMAINI 1A

RWYs 29L/R (285°)

After DEP contact MEHRABAD RAD 119.700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29L/29R	
<b>IMAM KHOMAINI 1A</b> IKA 1A 125.100	DER - HDG 285° - expect radar vectors	<b>Initial climb 7000</b>
	<b>TRANSITION</b>	
<b>DAXIL</b> R276 IKA to RUS - R238 RUS to DAXIL		
<b>DEHNAMAK (DHN)</b> R093 IKA to DHN		
<b>EGVEL</b> R276 IKA to RUS - R200 RUS to EGVEL		
<b>ELUSI</b> R096 IKA to VR - QDR 191 to ELUSI		
<b>OBRIX</b> R125 IKA to OBRIX		
<b>PAROT</b> R304 IKA to PAROT		
<b>PAVET</b> R268 IKA to PAVET		
<b>PAXID</b> R276 IKA to RUS - R327 RUS to PAXID		
<b>SAVEH (SAV)</b> R235 IKA to SAV		

Effective 16-AUG-2018

09-AUG-2018

IKA-OIIE

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STARS North/East

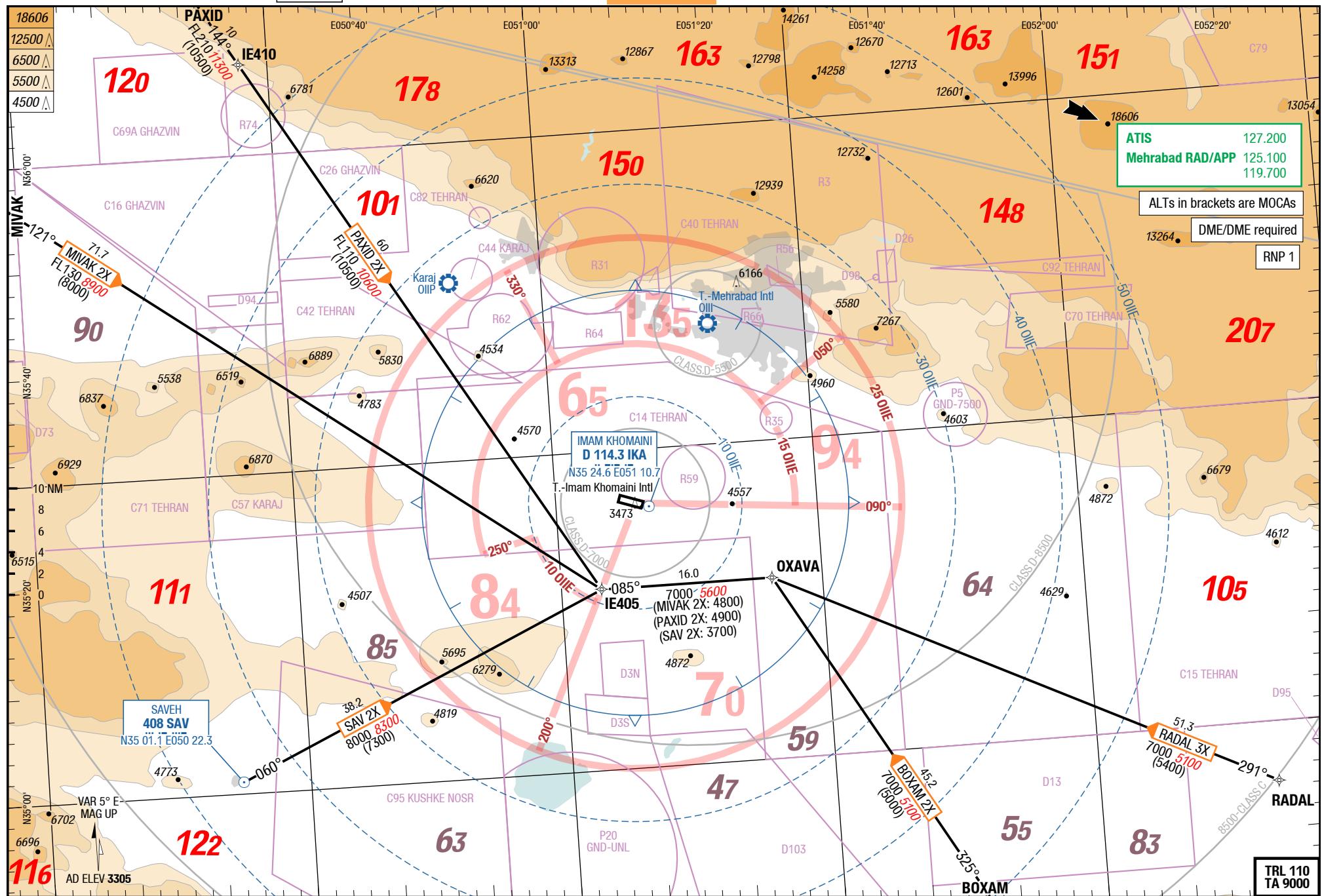
BNP STARs

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STARs North/East

## BNP STARS

6-10



Changes: chart title, Track, Note, PROC renumbered, MOCA

IKA-OIIE

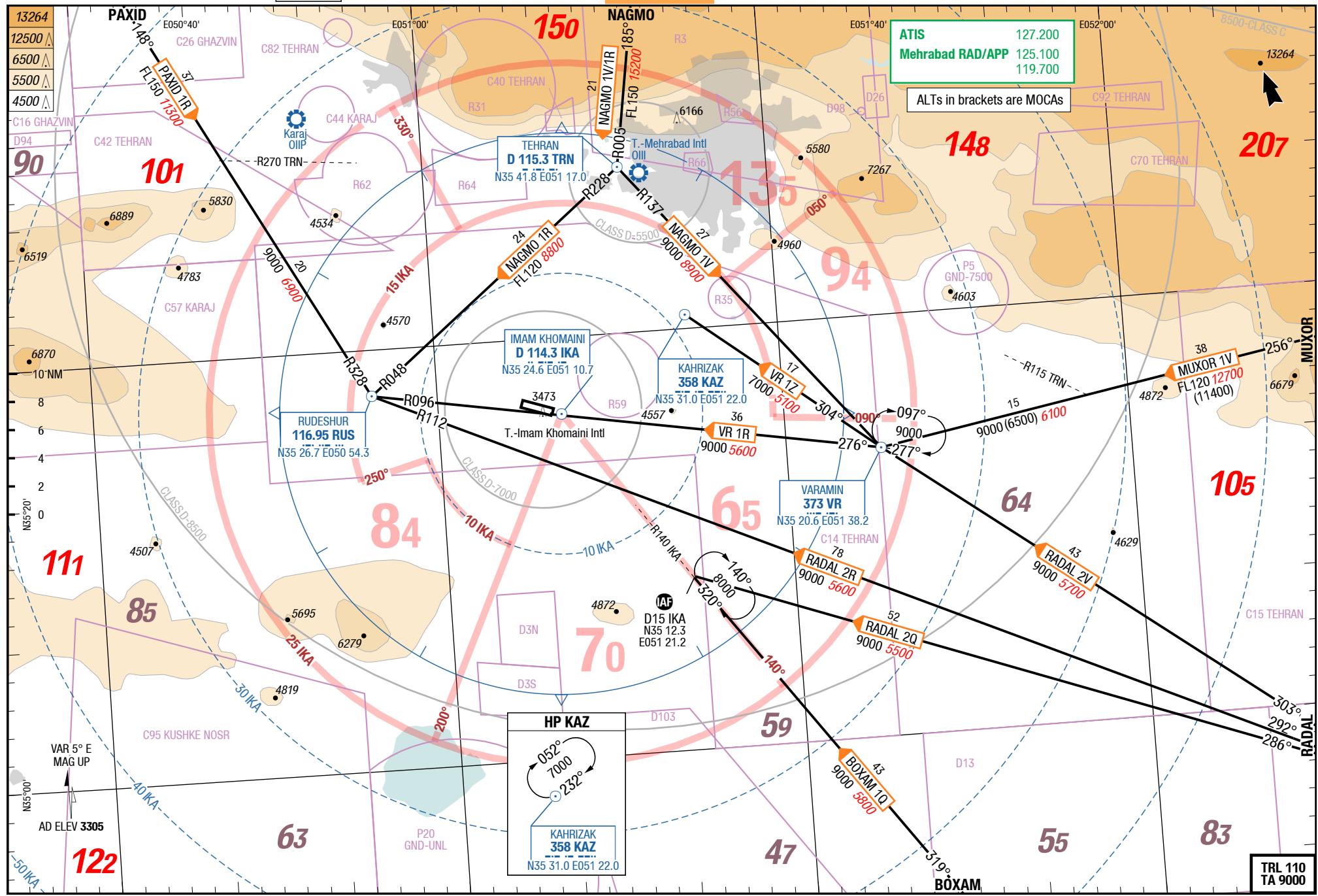
6-20

# STARs North/East

STAR

STAR

## STARs North/East



Effective 14-SEP-2017

07-SEP-2017

IKA-OIE

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5-30

## STARs South/West

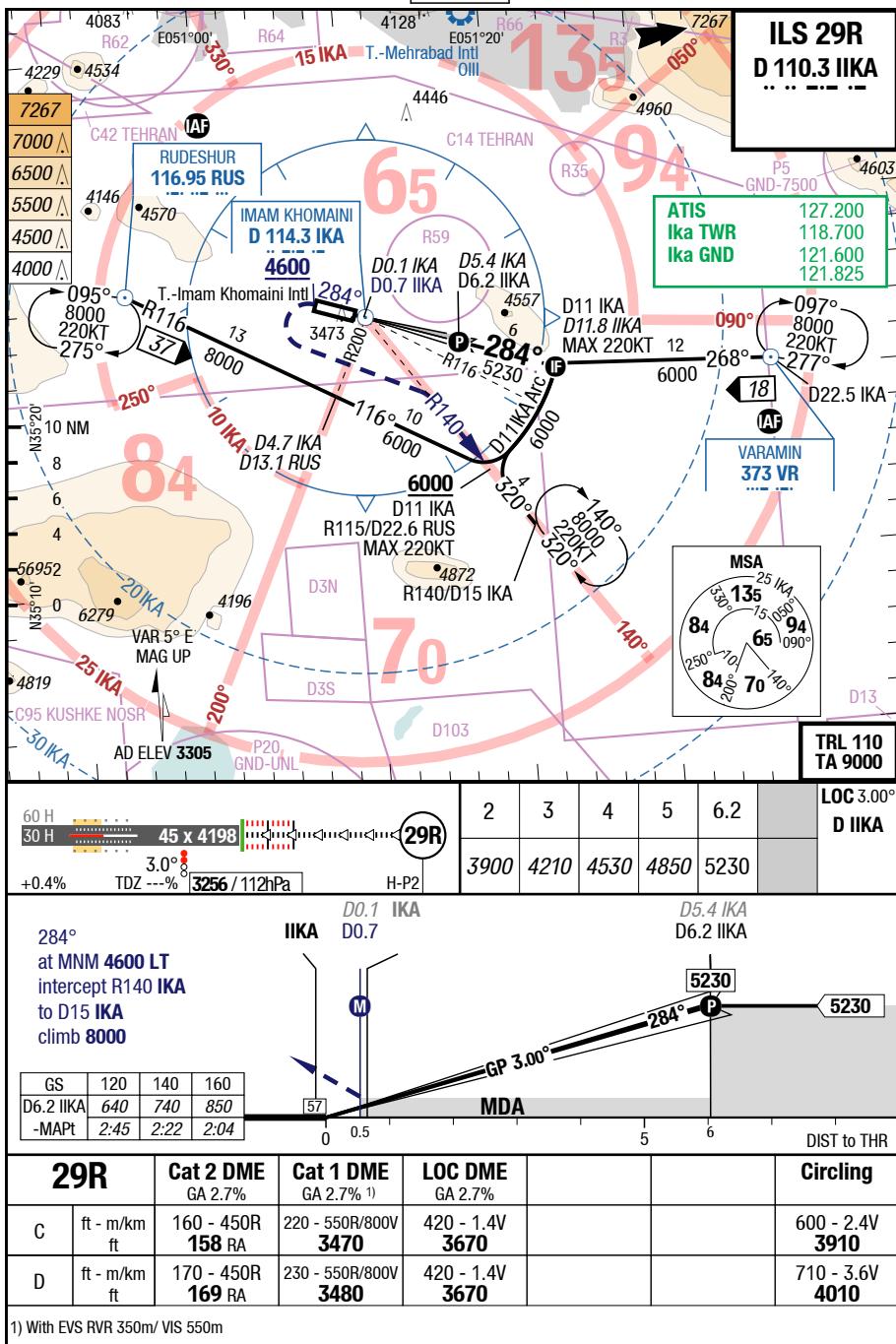
Imam Khomeini Intl **Tehran** Iran

## STARs South/West

## IKA-OIIIE

7-10

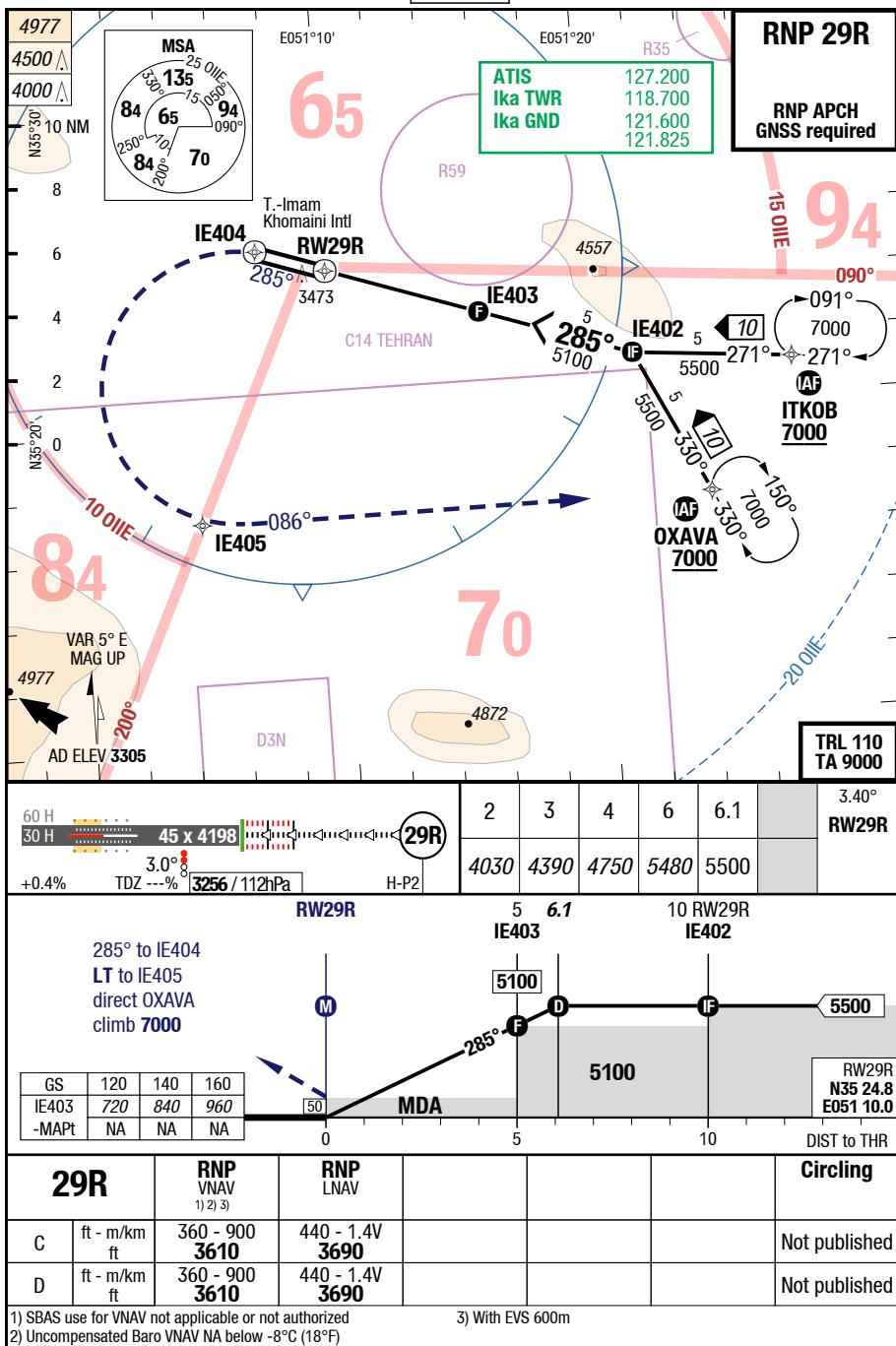
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IKA-OIIE

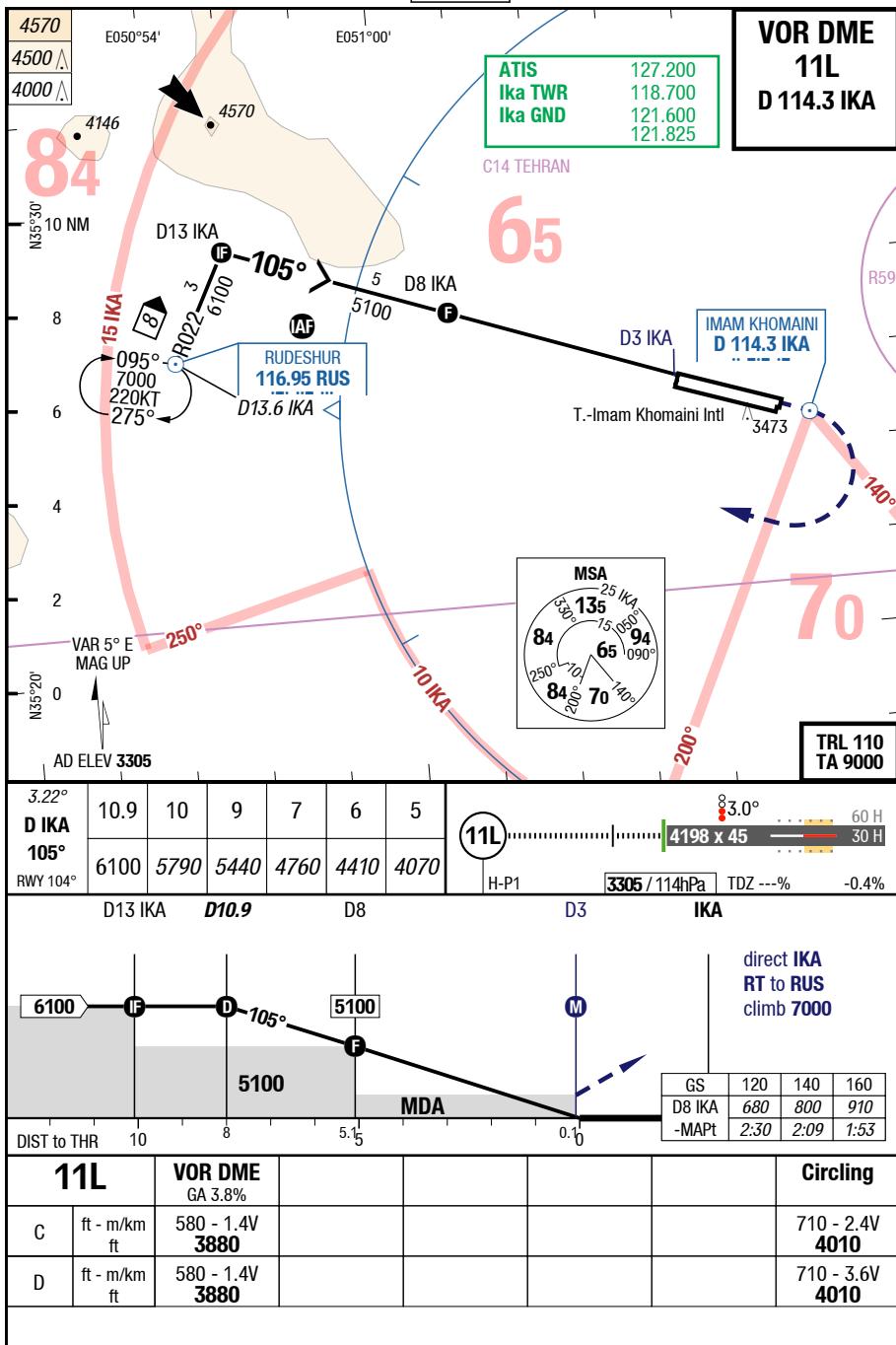
7-30

RNP 29R



7-50

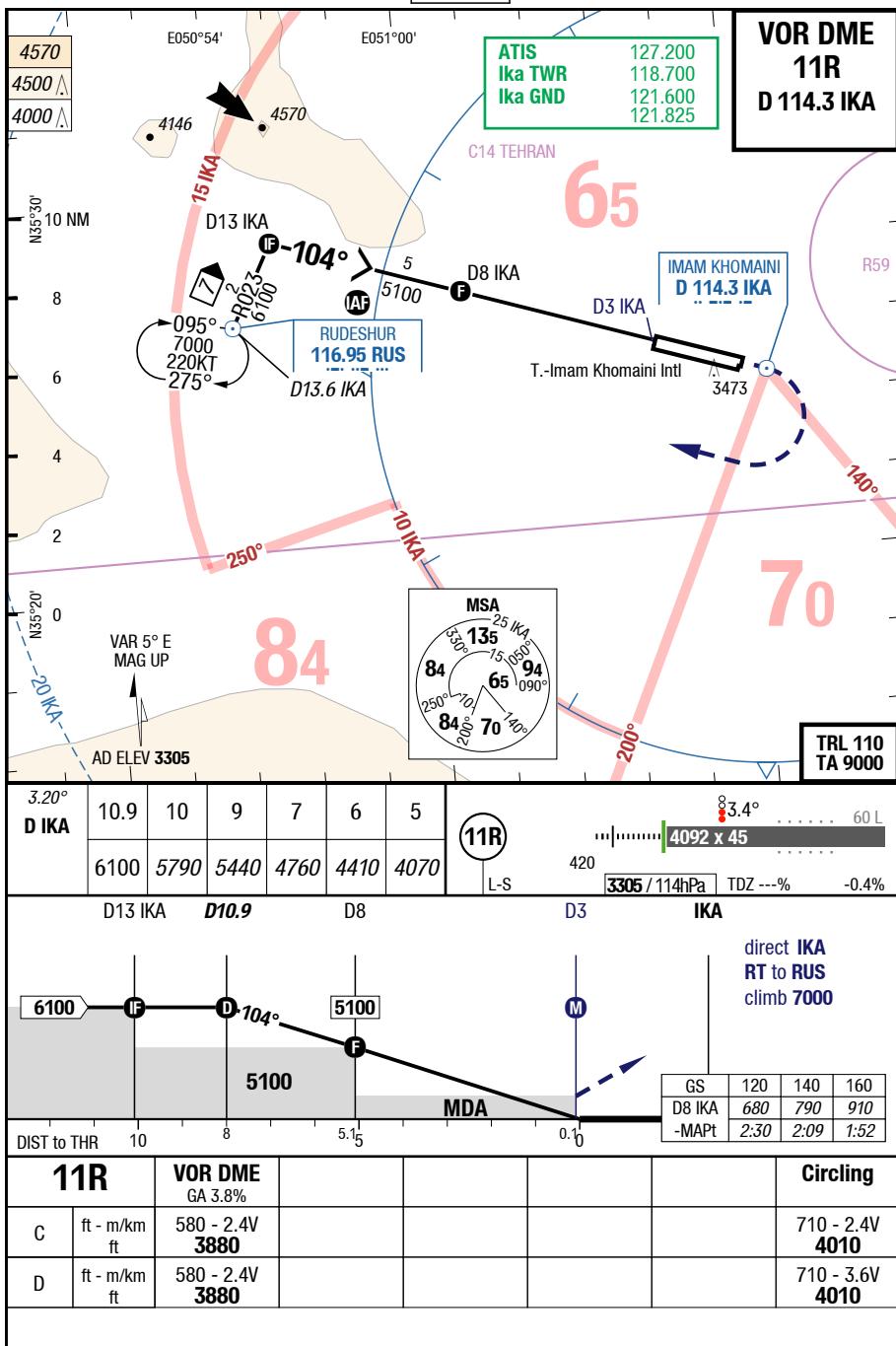
## VOR DME 11L



IKA-OIIIE

7-60

VOR DME 11R



IKA-OIIE

7-70

**VOR DME 29R**

