

16-JUN-2016

QKC-OIIP

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 0430-1300‡**Airport Information****RFF:** CAT 7**Fuel:** 0130-2030‡**PCN:** RWY 12/30: 75/F/C/X/T**Customs:** O/R**Operations****Traffic Note**

Private AD. AD may be used with 24HR PM.

**Warnings**

Strolling dogs on the movement area.

Birds in vicinity of AD.

**ARRIVAL****Speed**

Within Tehran TMA MAX IAS 270 KT.

Within Tehran CTR MAX IAS 230 KT.

**Warnings**

Hills with average HGT 85ft surrounded on final RWY 12, 100m / 328ft from THR.

**DEPARTURE****Take-off Minima**

|            |           |          |                       |
|------------|-----------|----------|-----------------------|
| <b>RWY</b> |           | 12/30    |                       |
| All ACFT   | ft - m/km | 0 - 400V | JAA operators HJ only |

**ATC Slot, Clearance**

All DEP are subject to MEHRABAD APP.

**De-Icing**

AVBL 0130-2030‡.

**Effective 23-JUN-2016**

16-JUN-2016

QKC-01P

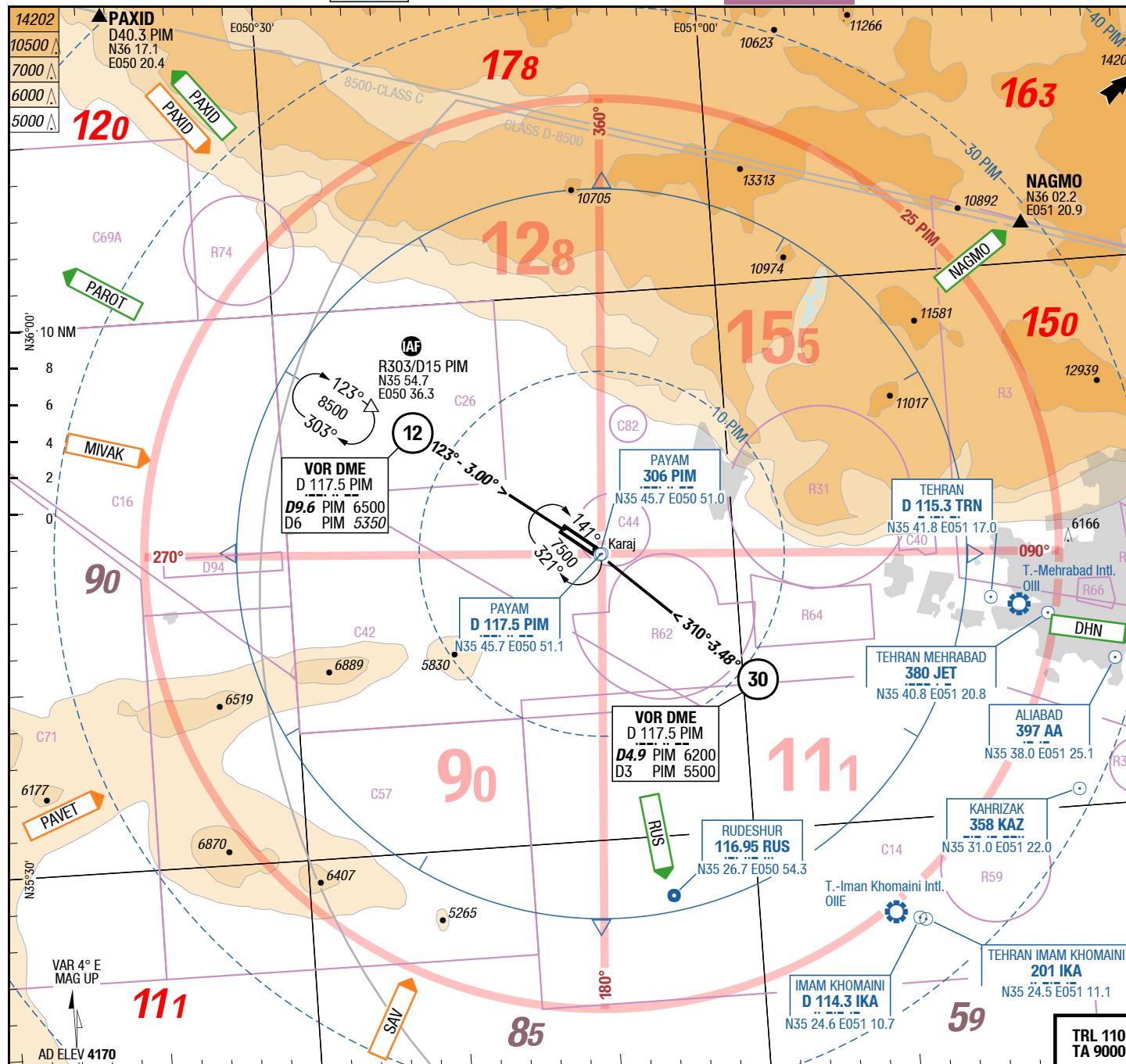
Iran Karaj Payam

The logo consists of the letters 'AGC' in a stylized font inside a white square with a black border, positioned above the letters 'AFC' in a bold, black, sans-serif font.

Payam Karaj Iran

AGC  
AFC

2-10



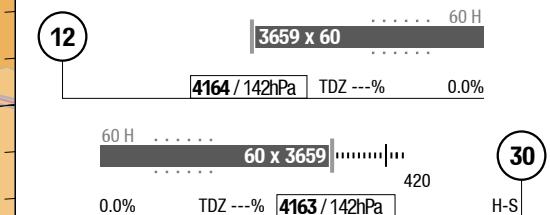
**ATIS** 117,500

Mehrahad API

119.700  
124.450  
125.100  
118.400  
121.650

Payam Info

## Landing RWY system:



Effective 23-JUN-2016

16-JUN-2016

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AGC

Payam Karaj Iran

AGC

3-20

E050°49'

E050°50'

E050°51'

ATIS  
Payam Info

117.500  
118.400

121.650

| RWY | TORA | ASDA | TODA |
|-----|------|------|------|
| 12  | 3659 | 3764 | 3659 |
| 30  | 3659 | 3809 | 3659 |

12

150  
4164

ARP  
N 35 46.8  
E 050 49.4

3659 x 60

WORK IN PROGRESS

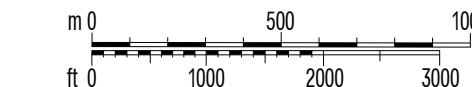
APRON

FIRE STATION

APRON

30

303°  
4163



VAR 4° E  
MAG UP

AD ELEV 4170

Changes: Note, APN, TWY , WIP, BLDG, Turning bay

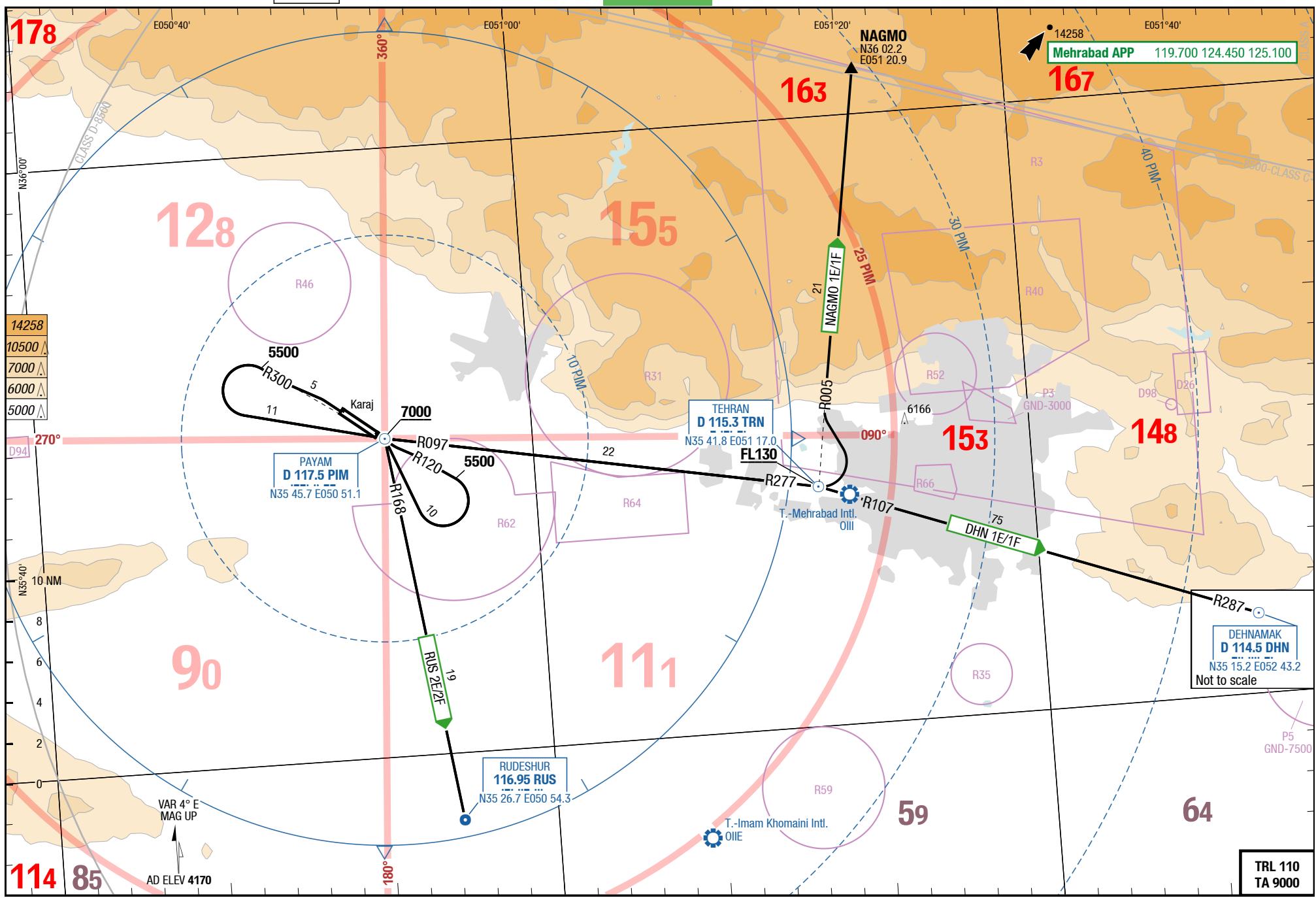
4-10

## **4-10    SIDs DHN / NAGMO / RUS**

10

SID

## **SIDs DHN / NAGMO / RUS**



Effective 06-FEB-2014

30-JAN-2014

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4-20

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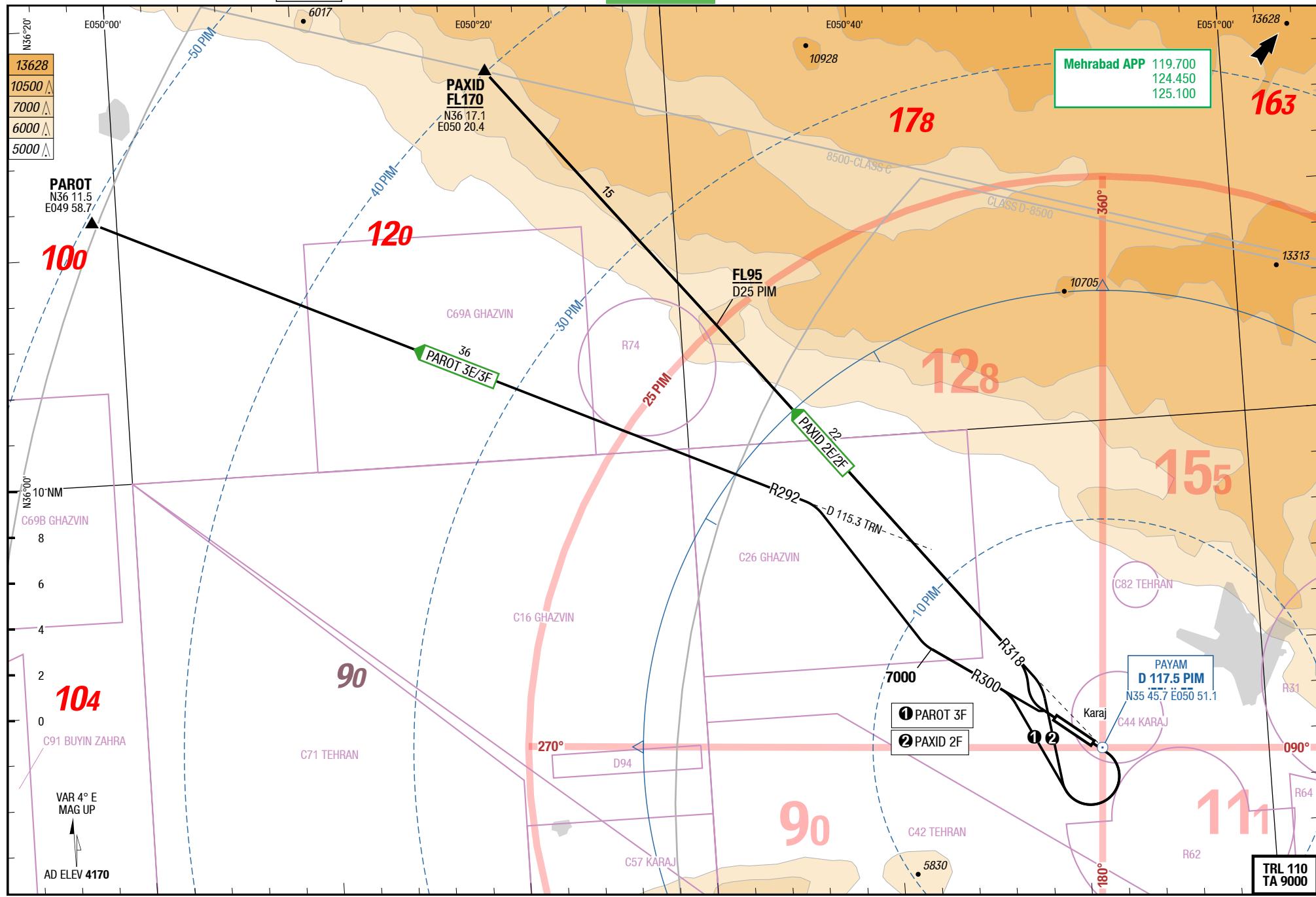
SIDs PAROT / PAXID

SID

SID

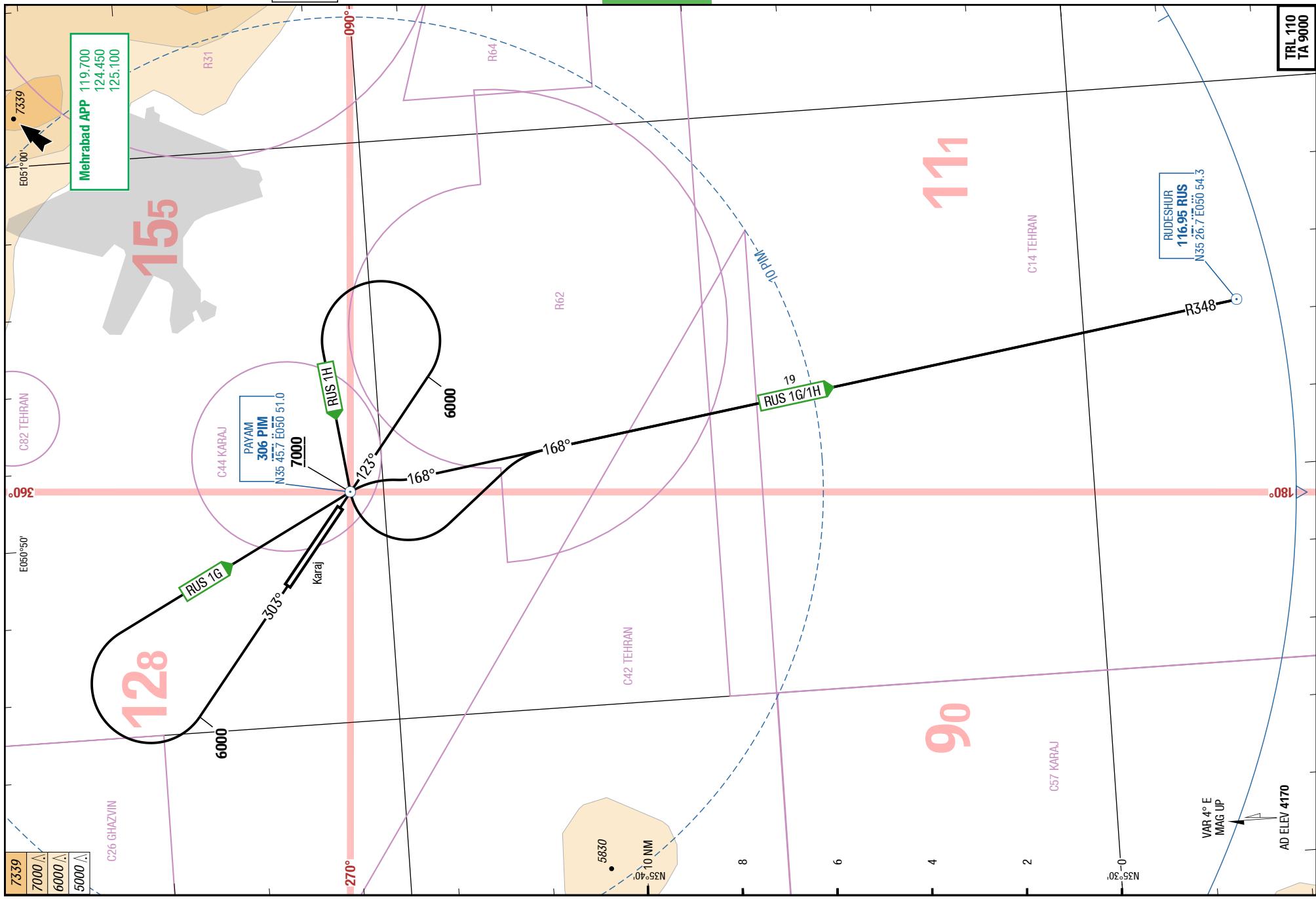
Payam Karaj Iran

SIDs PAROT / PAXID



Changes: PROC renumbered

4-30



## QKC-OIIP

5-10

## SIDs DHN / NAGMO / RUS

**DEHNAMAK 1F / NAGMO 1F / RUDESHUR 2F / DEHNAMAK 1E / NAGMO 1E / RUDESHUR 2E**

RWYs 12 (123°) / 30 (303°)

| DESIGNATOR                                      | ROUTING   | ALTITUDES                                   |
|---|---|---|
| <b>Runway 12</b>                                |   |   |
| <b>DEHNAMAK 1F<br/>DHN 1F<br/>119.700<br/>①</b> | intercept R120 <b>PIM</b> - at <b>5500 RT</b> direct <b>PIM</b> - R097 <b>PIM</b> / R277 <b>TRN to TRN</b> - R107 <b>TRN to DHN</b>   | <b>PIM MNM 7000</b><br><b>TRN MNM FL130</b> |
| <b>NAGMO 1F<br/>119.700<br/>①</b>               | intercept R120 <b>PIM</b> - at <b>5500 RT</b> direct <b>PIM</b> - R097 <b>PIM</b> / R277 <b>TRN to TRN</b> - R005 <b>TRN to NAGMO</b> | <b>PIM MNM 7000</b><br><b>TRN MNM FL130</b> |
| <b>RUDESHUR 2F<br/>RUS 2F<br/>119.700<br/>①</b> | intercept R120 <b>PIM</b> - at <b>5500 RT</b> direct <b>PIM</b> - R168 <b>PIM to RUS</b>  | <b>PIM MNM 7000</b>                         |
| <b>Runway 30</b>                                |   |   |
| <b>DEHNAMAK 1E<br/>DHN 1E<br/>119.700<br/>①</b> | intercept R300 <b>PIM</b> - at <b>5500 LT</b> direct <b>PIM</b> - R097 <b>PIM</b> / R277 <b>TRN to TRN</b> - R107 <b>TRN to DHN</b>   | <b>PIM MNM 7000</b><br><b>TRN MNM FL130</b> |
| <b>NAGMO 1E<br/>119.700<br/>①</b>               | intercept R300 <b>PIM</b> - at <b>5500 LT</b> direct <b>PIM</b> - R097 <b>PIM</b> / R277 <b>TRN to TRN</b> - R005 <b>TRN to NAGMO</b> | <b>PIM MNM 7000</b><br><b>TRN MNM FL130</b> |
| <b>RUDESHUR 2E<br/>RUS 2E<br/>119.700<br/>①</b> | intercept R300 <b>PIM</b> - at <b>5500 LT</b> direct <b>PIM</b> - R168 <b>PIM to RUS</b>  | <b>PIM MNM 7000</b>                         |

① All departures from Payam Aerodrome are subject to Mehrabad approach clearances.

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5-20

SIDs PAROT / PAXID

## PAROT 3F / PAXID 2F / PAROT 3E / PAXID 2E

RWYs 12 (123°) / 30 (303°)

| DESIGNATOR                        | ROUTING   | ALTITUDES                                   |
|-----------------------------------|---|---|
| <b>Runway 12</b>                  |   |   |
| <b>PAROT 3F<br/>119.700<br/>①</b> | <b>RT intercept R300 PIM - at 7000 RT intercept R292 TRN to PAROT</b> |   |
| <b>PAXID 2F<br/>119.700<br/>①</b> | <b>RT intercept R318 PIM to PAXID</b>                                 | <b>D25 PIM MNM FL95<br/>PAXID MNM FL170</b> |
| <b>Runway 30</b>                  |   |   |
| <b>PAROT 3E<br/>119.700<br/>①</b> | <b>intercept R300 PIM - at 7000 RT intercept R292 TRN to PAROT</b>    |   |
| <b>PAXID 2E<br/>119.700<br/>①</b> | <b>RT intercept R318 PIM to PAXID</b>                                 | <b>D25 PIM MNM FL95<br/>PAXID MNM FL170</b> |

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## RUDESHUR 1H / RUDESHUR 1G

RWYs 12 (123°) / 30 (303°)

| DESIGNATOR                                   | ROUTING                                | ALTITUDES    |
|--|--|--------------|
|  | <b>Runway 12</b>                       |              |
| <b>RUDESHUR 1H</b><br>RUS 1H<br>119.700<br>① | at 6000 LT to PIM - QDR 168 PIM to RUS | PIM MNM 7000 |
| <b>RUDESHUR 1G</b><br>RUS 1G<br>119.700<br>① | at 6000 RT to PIM - QDR 168 PIM to RUS | PIM MNM 7000 |

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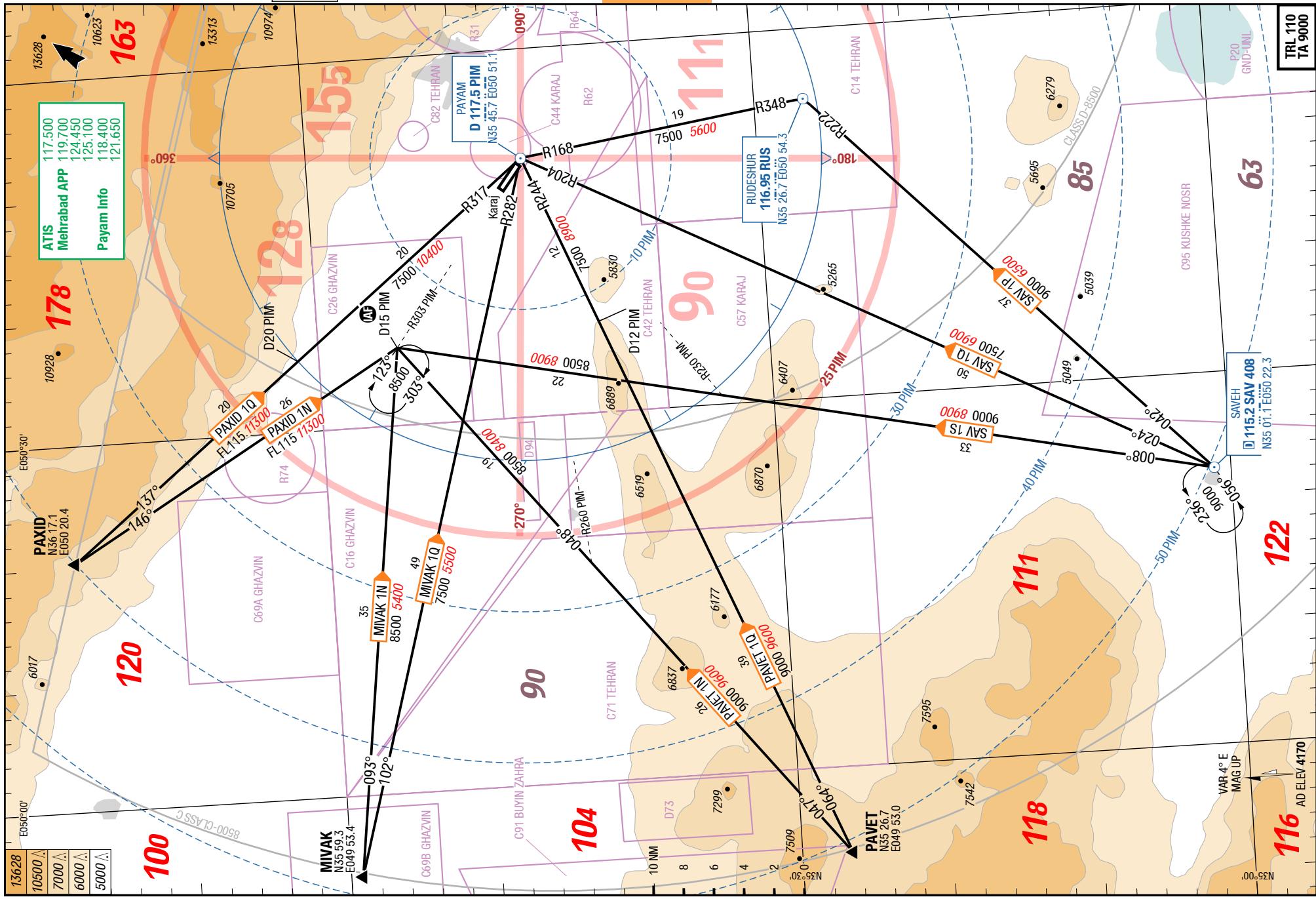
Iran Karaj Payam

STAR  
STAR

Payam Karaj Iran

STAR  
STAR

6-10



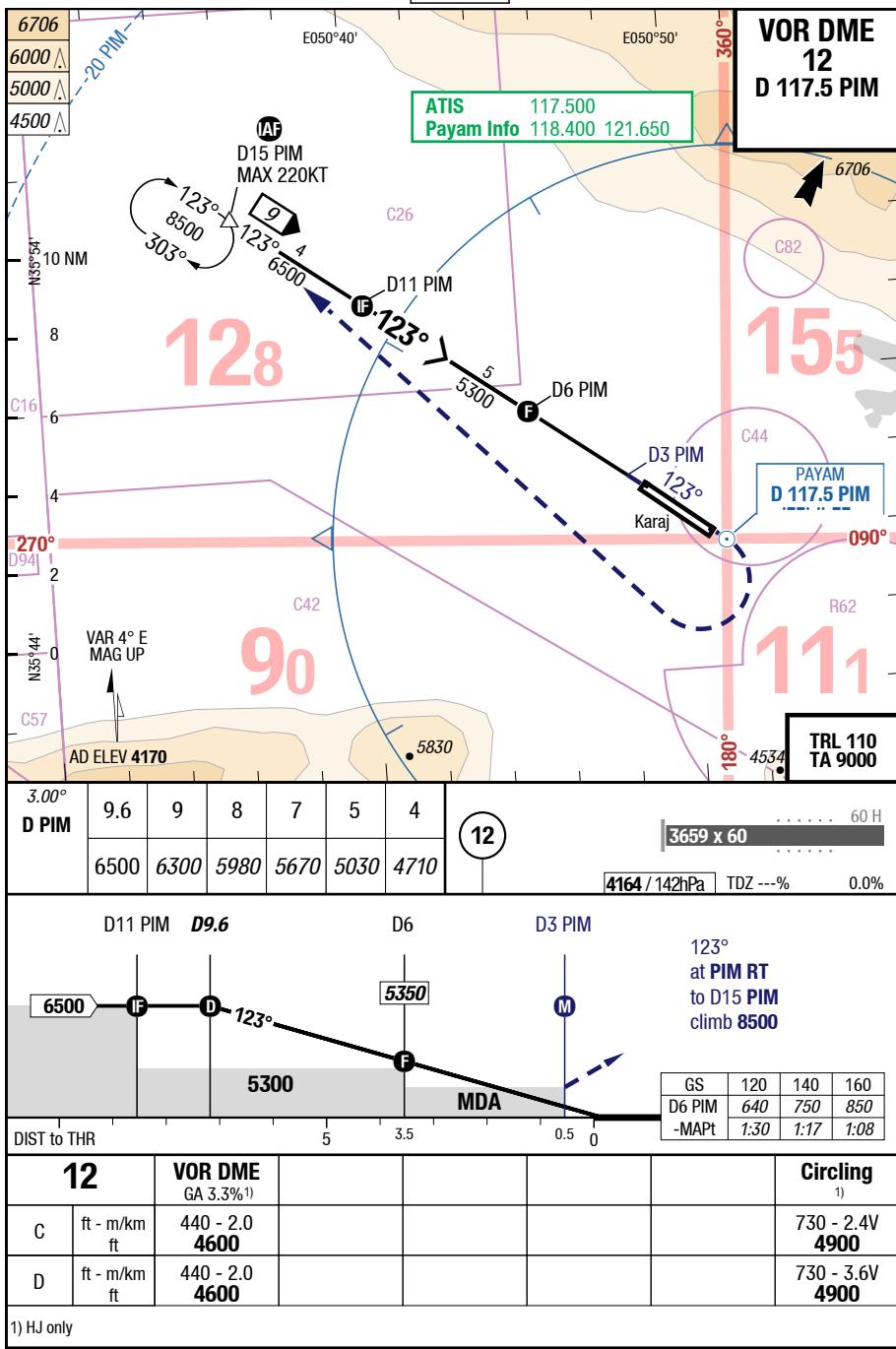
Changes: PROC renumbered, OBST

16-JUN-2016

## QKC-OIIP

7-10

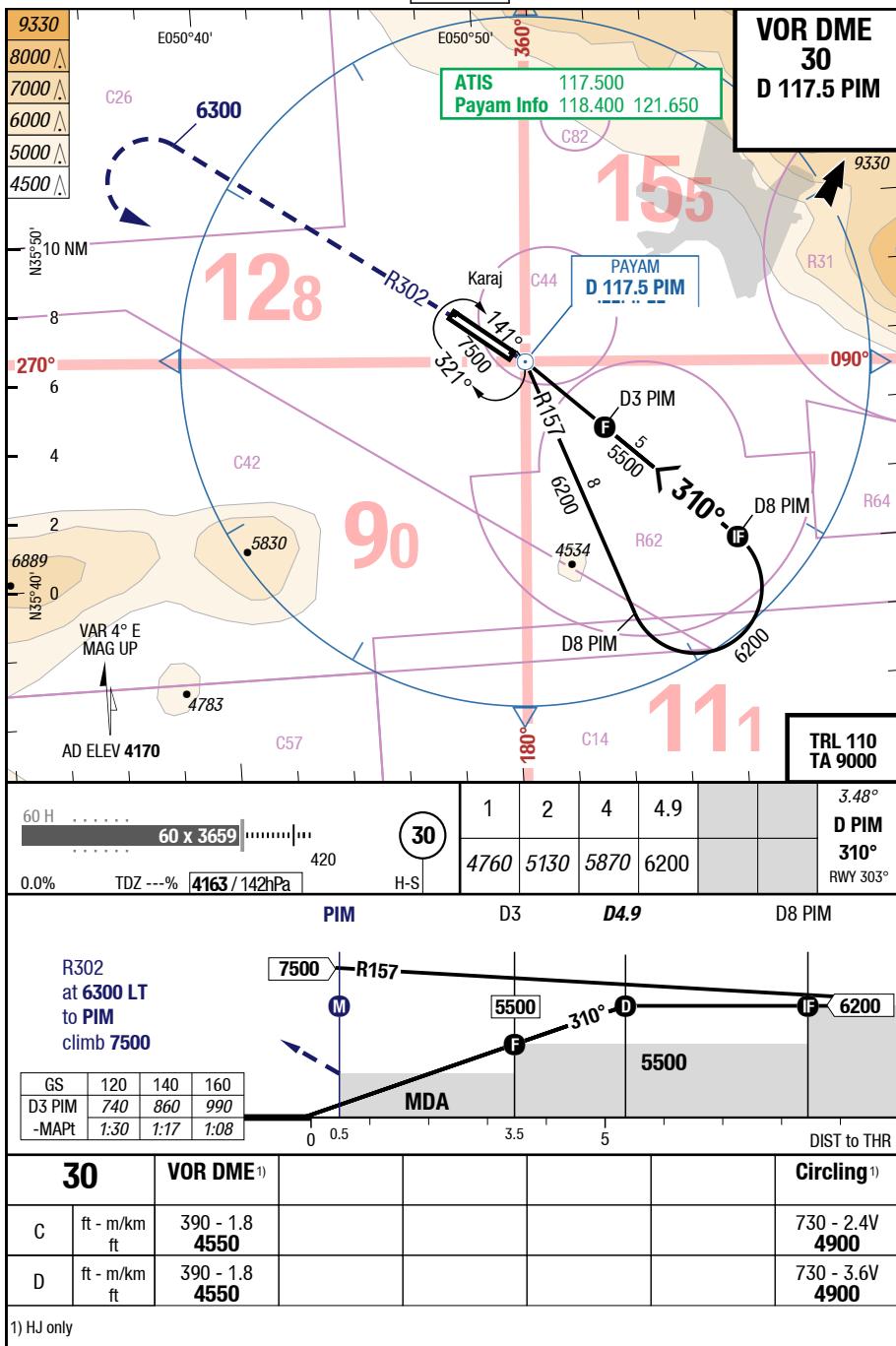
VOR DME 12



## QKC-OIIP

7-20

VOR DME 30



**Effective 23-JUN-2016**

16-JUN-2016

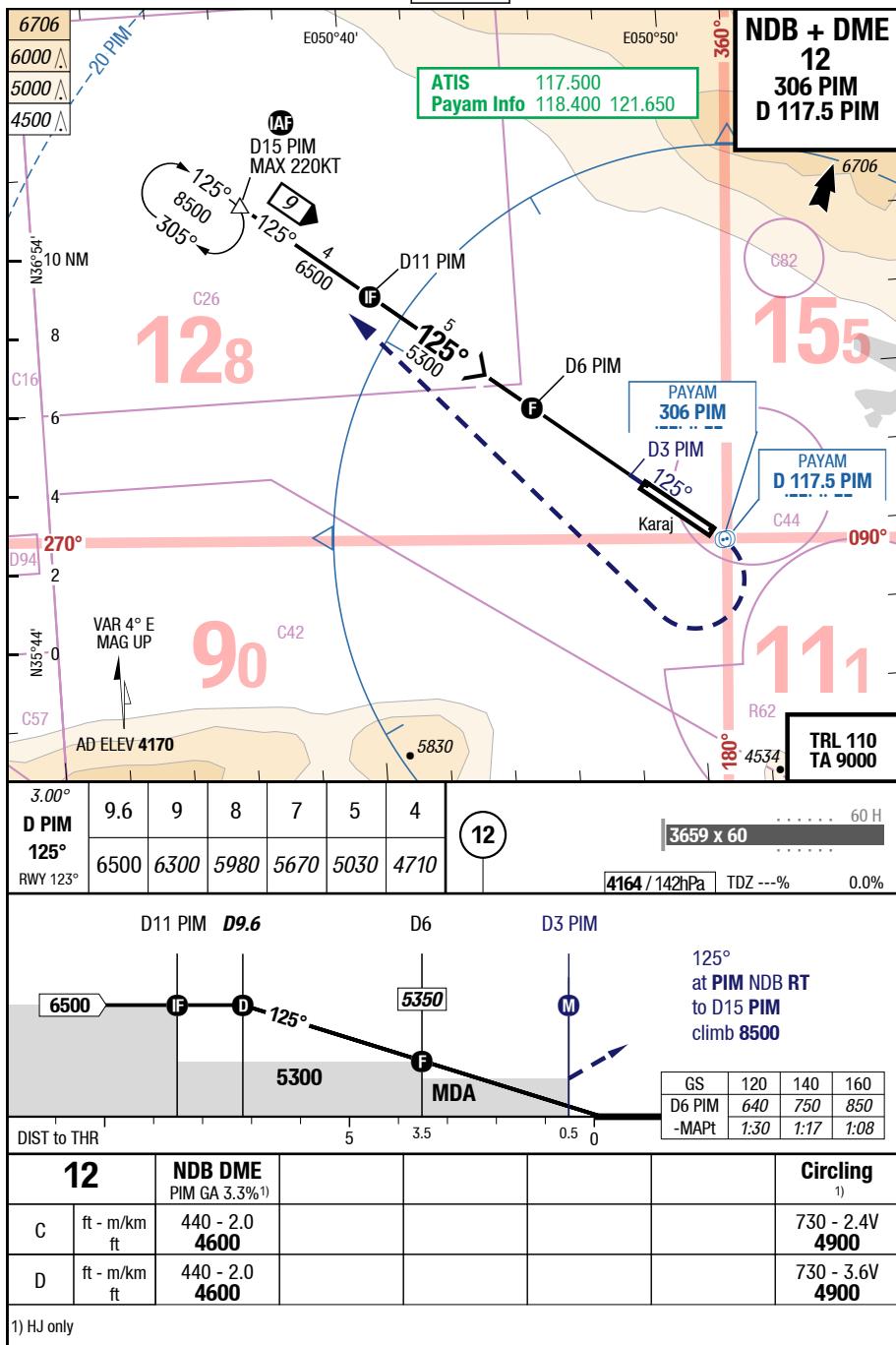
QKC-OIIP

7-30

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IAC

NDB + DME 12



1) HJ only

## Changes: QFU

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16-JUN-2016

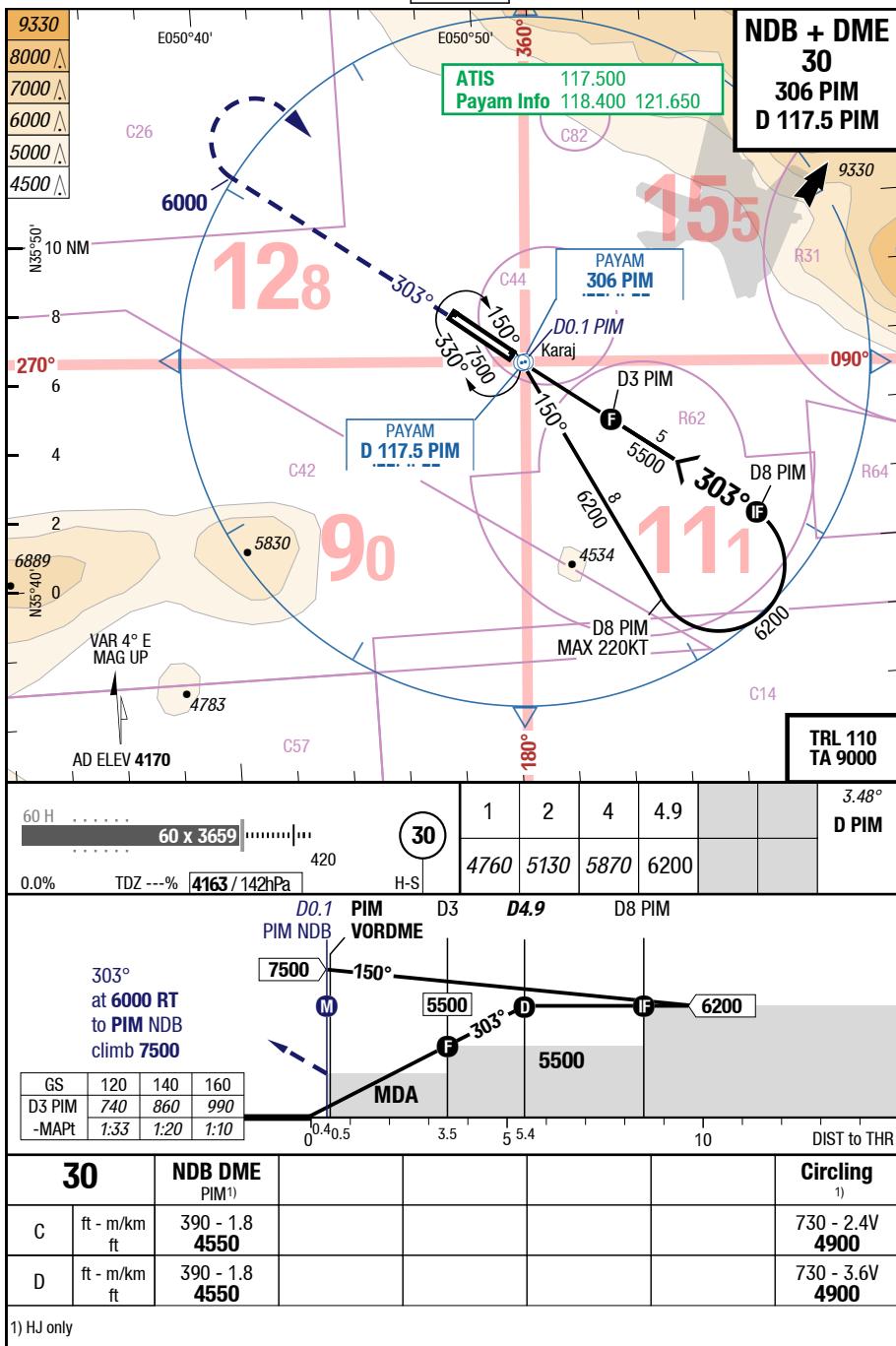
Iran Karaj Payam

QKC-OIIP

7-40

NDB + DME 30

IAC



Changes: QFU

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16-JUN-2016

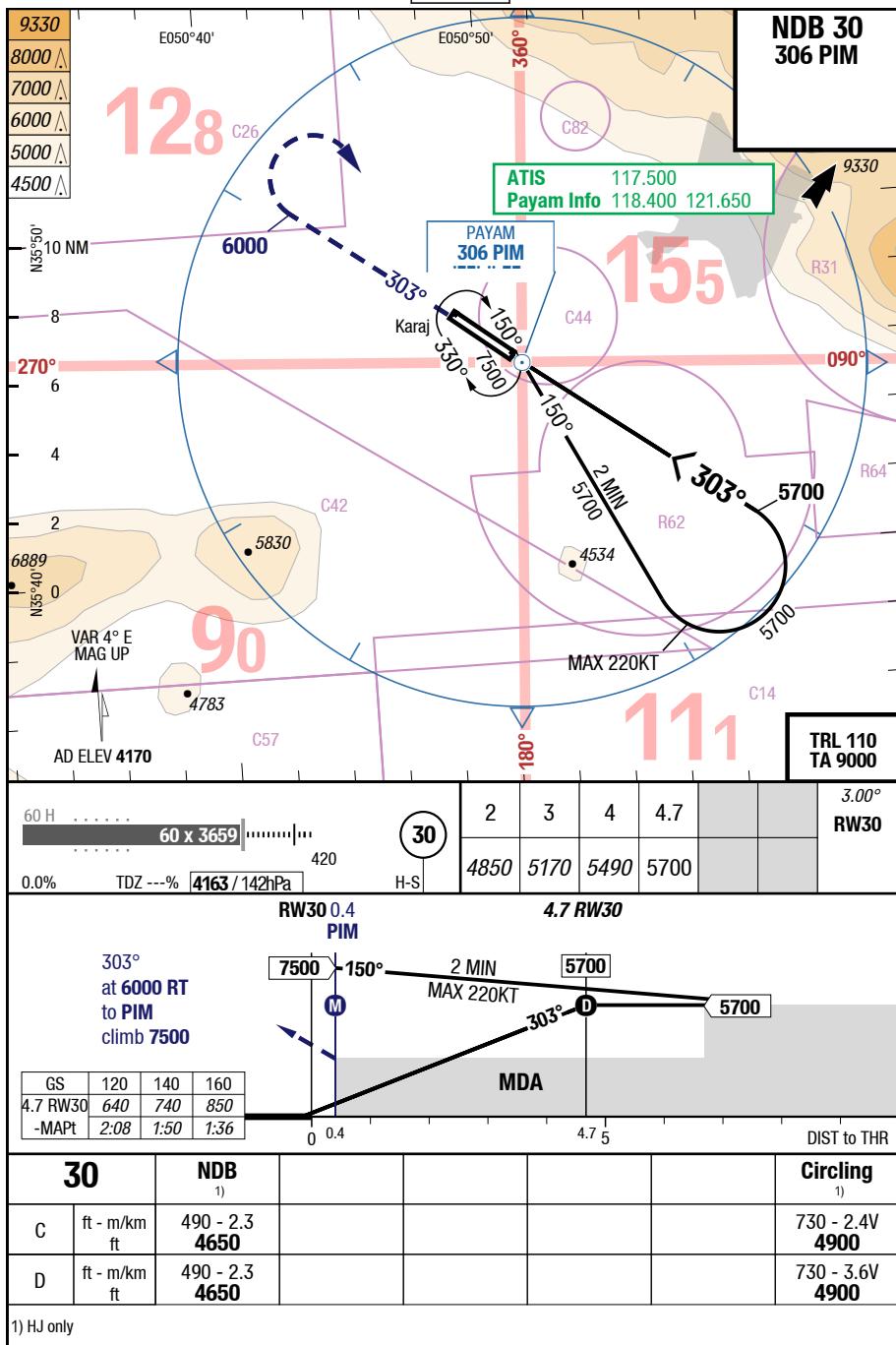
Iran Karaj Payam

QKC-OIIP

7-50

NDB 30

IAC



Changes: QFU