GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

AD closed every year 04 JUN between 0315-0730.

Night Restriction
Curfew takes place daily between 2030-0130‡.
During restrictions, the following flights can LDG/TKOF:
- EMERG
- SAR
- Medical evacuation
- delayed scheduled flights

During curfew, AD shall not be use as ALTN.

Airport Information

RFF: CAT 9
PCN: RWY 11L/29R: 72/R/A/W/U
RWY 11R/29L: 50/F/A/X/T

Operation

Preferential RWY
RWY 29 for TKOF/LDG in use up to 10KT tailwind.

RWY Restriction
LDG/DEP in opposite direction of RWY in use is not authorized except EMERG or by controller approval in low density TFC condition.

TWY Restriction
TWY U, V, C2, C (between TWY U and C8) width 18m / 59ft.

TWY C (between TWY C4E and C1) MAX wingspan 40.4m / 133ft.

Hot Spots

HOT SPOT No.	DESCRIPTION
HS 1	ACFT taxiing on TWY A, before any turn toward RWY 29R/11L, must hold short of related TWY.
HS 2	ACFT taxiing on TWY C, before any turn toward RWY 29L/11R, must hold short of related TWY.
HS 3	ACFT taxiing on TWY C must maintain a good look out at all times due to HEL OPS.

Taxi/Parking
ACFT holding between RWYs at TWYs B1-B6, B8, B9 should maintain ENG in low RPM.

Engine Run-up Areas
Light and medium ACFT: TWY B9.
Heavy ACFT are guided to MIL ramp by prior permission.

Warnings

TRN DVOR/DME unusable in counter clockwise direction:
R300-R285 between 15-40NM below 14000ft AMSL.
R050-R300 between 5-10NM below 10000ft AMSL.

GENERAL

R340-R300 between 10-25NM below 15000ft AMSL.
R340-R300 between 25-40NM below 23000ft AMSL.
R050-R345 between 10-25NM below 16000ft AMSL.
R050-R345 between 25-40NM below 28000ft AMSL.
R090-R055 between 5-15NM below 10000ft AMSL.
R090-R055 between 15-40NM below 15000ft AMSL.
R110-R095 between 25-40NM below 11000ft AMSL.
R110-R095 between 20-25NM below 7500ft AMSL.
R110-R095 between 15-20NM below 7000ft AMSL.
R110-R095 between 10-15NM below 6000ft AMSL.

Arresting Gear Systems
Net barrier
RWY 29R: PSN 30m / 98ft before THR RWY 11L, HGT during engagement 12ft AGL, will be engaged O/R.
RWY 29L: First one PSN 30m / 98ft before THR RWY 11R, will be engaged O/R.
Second one PSN 35m /115m before THR RWY 11R, will be engaged O/R.

Hook barrier
RWY 29L: First one PSN 30m / 98ft before THR RWY 11R.
Second one PSN 792m / 2598ft after THR RWY 29L, will be engaged O/R.
RWY 29R: PSN 30m / 98ft before THR 11L.

ACFT not authorized to enter OIR66.

Birds in vicinity of AD.

Strolling dogs on movement area.

ARRIVAL

Speed

MAX IAS 250KT below FL100 within airspace classes D and G.
MAX IAS 270KT within TMA.
MAX IAS 230KT within CTR.

Communication

ARR controlled FLTs shall pass following information immediately on initial contact with Mehrabad radar:
- Aircraft identification
- Squawk code
- Actual level passing
- Received WX information

COM Failure
Under IMC:
Before entering TMA boundary and establishing communication with Mehrabad radar or within TMA boundary and establishing communication with Mehrabad radar if "cleared approach" CLR was not issued, maintain the last acknowledged LVL or minimum safe altitude which one is higher and:
- RWY 29 in use: continue towards VR NDB; hold over this aid until commencement of descent; commence descent from VR NDB at or as close as possible to the ETA resulting from the CPL to the MIN holding LVL (9000ft), then follow ILS2 or ILS3 for Mehrabad Intl AD and in the case of ACFT inbound to Imam Khomaini Intl AD follow ILS1 or VOR/DME1 INSTR APCH PROC.

ARRIVAL

- RWY 11 in use: continue towards RUS VOR; hold over this aid until commencement of descent; commence descent from RUS VOR at or as close as possible to the ETA resulting from the CPL to the MIN holding LVL (9000ft), then follow VOR/DME3 or CIRCLING VOR/NDB/DME for Mehrabad Intl AD and in the case of ACFT inbound to Imam Khomaini Intl AD follow VOR/DME5 INSTR APCH PROC.

Within TMA boundary or establishing communication with Mehrabad Radar if "cleared approach" CLR was issued and acknowledged, follow the related PROC.

If the ACFT is being radar vectored and the last acknowledged direction instruction was not issued to establish final APCH track or the ACFT is not on the base leg of the related RWY, follow the instructions mentioned in the first paragraph.

If the ACFT is being radar vectored and the last acknowledged direction instruction was issued to establish final APCH track or the ACFT is on the base leg of the related RWY, continue to establish final APCH track of the related RWY by maintaining the last acknowledged LVL and speed, then continue according to the related PROC or visually if the radar vector was for visual APCH.

Notes:
- Final APCH track of RWY 11 is establishing radial 265 from TRN DVOR/DME.
- If for any reason unable to follow previous instructions, establish final APCH track of the related RWY, descend to the MIN of the related PROC and follow the MISAP of the related PROC, then follow the instructions mentioned below.

MISAP COM Failure
If flying in VMC and maintaining visual reference to the terrain join the downwind of the related RWY (RWY 29: left down wind, RWY 11: right down wind) at 5000ft and proceed for LDG, and if this is not practicable for any reason, follow the MISAP, after reaching the fix or point serving the MISAP if it defers from VR NDB or RUS VOR (concerning the RWY in use), proceed directly towards one of these aids (RWY 29 in use: VR NDB, RWY 11 in use: RUS VOR) by climbing to minimum holding level then follow the instructions mentioned in the first paragraph under COM Failure.

Arrival Procedure

VFR Traffic Pattern
RWY 11L/R right-hand circuit.
- for heavy ACFT 5500ft
- for other ACFT 5000ft

Arrival Note
RWY 11L: DTHR 900m / 2953ft marking not AVBL.

RWY 11L/29R: Not authorized for code letter 4E ACFT.

Non-Standard GP Intercept Position on RWY 29L
GP intercept RWY 29L at *312m / 1023ft* after landing threshold.
Remaining DIST beyond GP is *3729m / 12235ft.*

DEPARTURE

Take-off Minima

RWY		11R/29L	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

RWY		11L	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

RWY		29R	
All ACFT	ft - m/km	0 - 5.0V	HJ only. ACFT code A, B, C only (MAX wingspan *36m/118ft* and MAX outer edge of main gear wheel span *9m/30ft*)

Speed

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

Communication

DEP controlled FLTs shall pass following information immediately on initial contact with Mehrabad radar:
- Aircraft identification
- Squawk code
- Actual level passing

COM Failure
Under IMC:
- If DEP ACFT is following a SID, continue according to SID up to the TRN TMA boundary point, then continue according to CPL route.
- If DEP ACFT is being radar vectored or re-routed by other methods (Radial, NAV aids,...), continue in accordance with ATC direction instructions last acknowledged for only 2 minutes, then proceed in the most direct possible manner to rejoin the TRN TMA boundary point, then continue according to the CPL route.

SID MEHRABAD 2A
RCF upon departure:
Continue heading 260°.
Climb 7000ft up to D10 TRN then climb 9000ft up to D20 TRN from TRN DVOR/DME.

Follow below instructions according to TMA exit points:
- **PAXID:** Climb FL200, turn right direct PAXID or establish B121.
- **PAROT:** Climb FL200, turn right direct PAROT or establish G208.
- **PAVET:** Climb FL200, turn left direct PAVET or establish W8.
- **DAXIL:** Climb FL200, turn left direct DAXIL or establish B411.
- **SAV:** Climb FL200, turn left direct SAV NDB/DME or establish G667.
- **EGVEL:** Climb FL200, turn left to RUS VOR, then proceed direct EGVEL or intercept R201 RUS to EGVEL.

DEPARTURE

- **ELUSI:** Climb FL210, turn right intercept R270 to cross TRN DVOR/DME at or above FL130 then direct ELUSI or proceed VR NDB then after establish A647.
- **OBRIX:** Climb FL210, turn right intercept R270 to cross TRN DVOR/DME at or above FL130 then direct OBRIX.
- **DHN:** Climb FL210, turn right intercept R270 to cross TRN DVOR/DME at or above FL130 then direct DHN DVOR or intercept R107 TRN to DHN DVOR.
- **NAGMO:** Climb FL210, turn right intercept R270 to cross TRN DVOR/DME at or above FL130 then direct NAGMO or establish G667.

Note:Avoid R66 and P20 during any direct routing.

After TMA exit points: Climb to FPL LVL to DEST or proceed to VR NDB 9000ft for ILS APCH RWY 29L.

RCF during vector for DEP:
- Maintain last acknowledged heading and LVL for 2min from the time of squawking 7600.
- Proceed via shortest way to TMA exit point and climb FL200 (for west bound track) and FL210 (for east bound track).

Note:
Due to high terrain at north of AD, R290 TRN must be crossed above FL130 when proceeding to PAXID and NAGMO directly.
Avoid P20 during any direct routing.
After TMA exit points: Climb to FPL LVL to DEST or proceed to VR NDB 9000ft for ILS APCH RWY 29L.

SID MEHRABAD 1B

RCF upon departure:
Continue heading 120°.
Climb 7000ft up to D10 TRN then climb 9000ft up to D20 TRN from TRN DVOR/DME.

Follow below instructions according to TMA exit points:
- **PAXID:** Climb FL200, turn left intercept R110 to cross TRN DVOR/DME at or above FL130, then turn right direct PAXID or intercept R290 TRN up to establish B121.
- **PAROT:** Climb FL200, turn left intercept R110 to cross TRN DVOR/DME at or above FL130, then direct PAROT or establish G208.
- **PAVET:** Climb FL200, turn left intercept R110 to cross TRN DVOR/DME at or above FL130, then turn left direct PAVET or establish W8.
- **DAXIL:** Climb FL200, turn left intercept R110 to cross TRN DVOR/DME at or above FL130, then turn left direct DAXIL or establish B411.
- **SAV:** Climb FL200, turn left intercept R110 to cross TRN DVOR/DME at or above FL130, then turn left direct SAV NDB/DME or establish G667.
- **EGVEL:** Climb FL200, turn left intercept R110 to cross TRN DVOR/DME at or above FL130, then turn left direct EGVEL or proceed RUS VOR then intercept R201 RUS to EGVEL.
- **ELUSI:** Climb FL210, turn right direct ELUSI or proceed VR NDB, then establish A647.
- **OBRIX:** Climb FL210, turn right direct OBRIX.
- **DHN:** Climb FL 210, turn left direct DHN DVOR or establish B411.
- **NAGMO:** Climb FL210, turn left intercept R110 to cross TRN DVOR/DME at or above FL130, then turn right direct NAGMO or establish G667.

DEPARTURE

After TMA exit points: Climb to FPL LVL to DEST or proceed to RUS VOR 9000ft for VOR/DME3 11L/R.

Note:Avoid R66 and P20 during any direct routing.

RCF during vector for DEP:
- Maintain last acknowledged heading and LVL for 2min from the time of squawking 7600.
- Proceed via shortest way to TMA exit point and climb FL200 (for west bound track) and FL210 (for east bound track).

Note:
Due to high terrain at north of AD, R290 TRN must be crossed above FL130 when proceeding to PAXID and NAGMO directly.
Avoid R66 and P20 during any direct routing.
After TMA exit points: Climb to FPL LVL to DEST or proceed to RUS VOR 9000ft for VOR/DME3 11L/R.

Departure Procedure

Start-up/Push-back
Start-up approval time is valid up to 10min and taxi time up to 3min. If not able to comply with issued start-up/taxi time, would encounter undetermined delay.

Push-back shall be commenced in 1min. If unable to comply contact ATC.

Apron 1
Stand 101: ACFT larger than F100 shall coordinate with follow-me car before start.
Stand 113: Push-back is required on follow-me car discretion.

Noise Abatement Procedure
RWY 11L/R not used for TKOF BTN 1730-0430‡, except tailwind component for RWY 29L/R is 10KT or more.

ATC Slot, Clearance

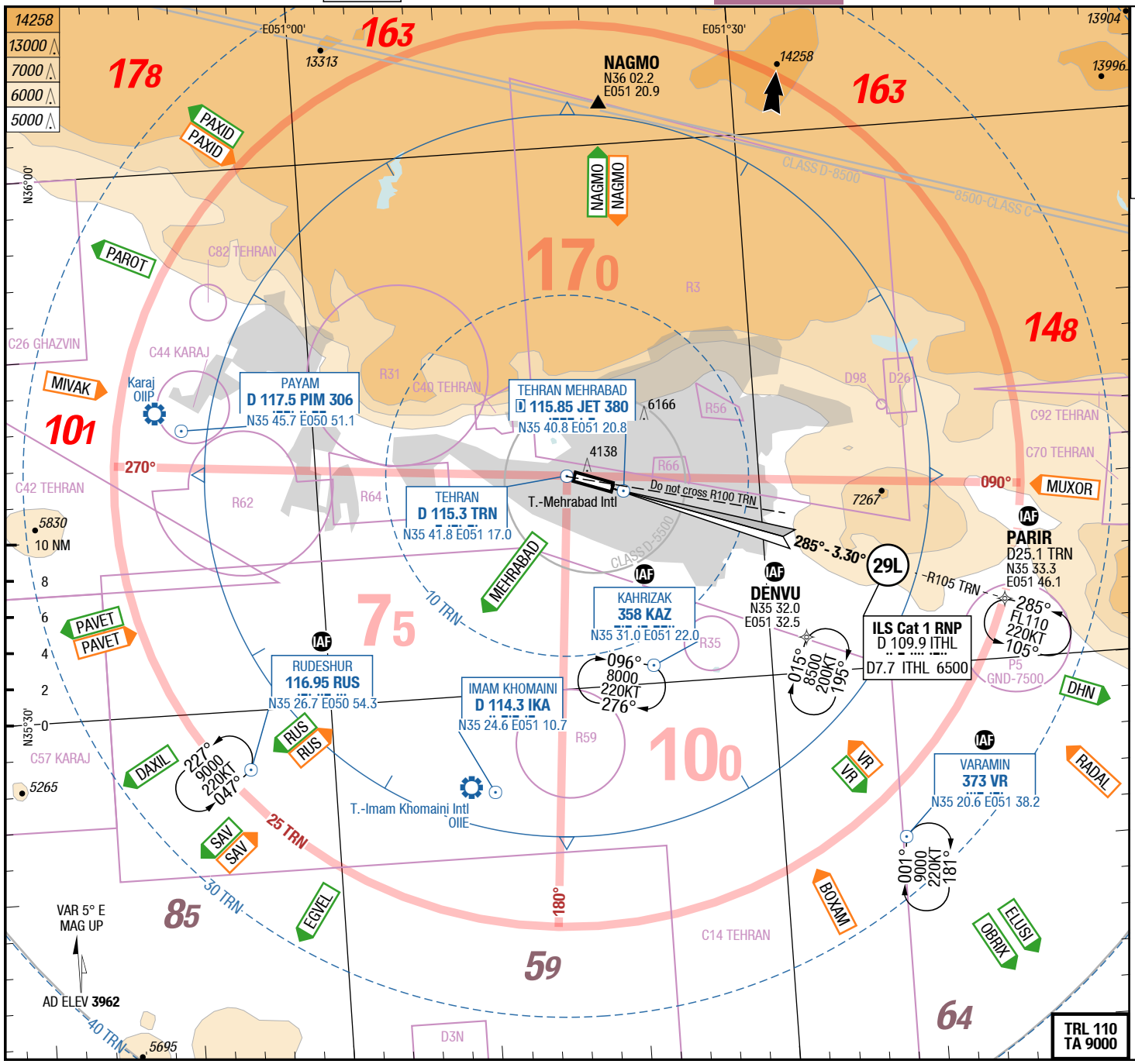
All DEP ACFT shall contact DLV or GND 20min before EOBT in order to get start-up approval time, taxi time or ATC clearance, and report:
- ACFT identification
- Type of ACFT
- Stand number and parking PSN
- Desired LVL
- Any other necessary information such as opposite RWY DEP, de-icing, etc.

All DEP PAX flight, willing to operate between 0130-0500‡, required to have RPL and individual FPL is not accepted for this period.

In case of route changes for a flight which RPL is submitted, RPL shall be cancelled and individual flight plan is accepted.

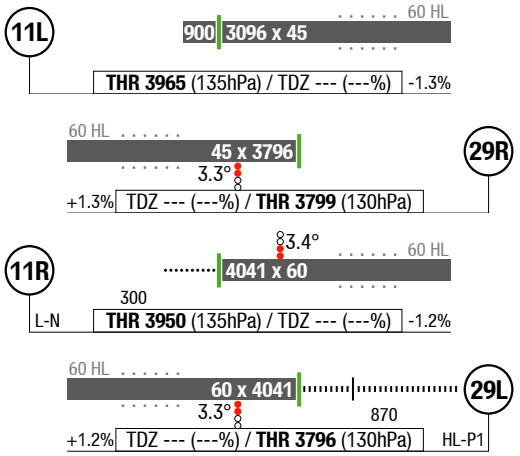
De-Icing

AVBL. De-icing will be normally done on TWY A.

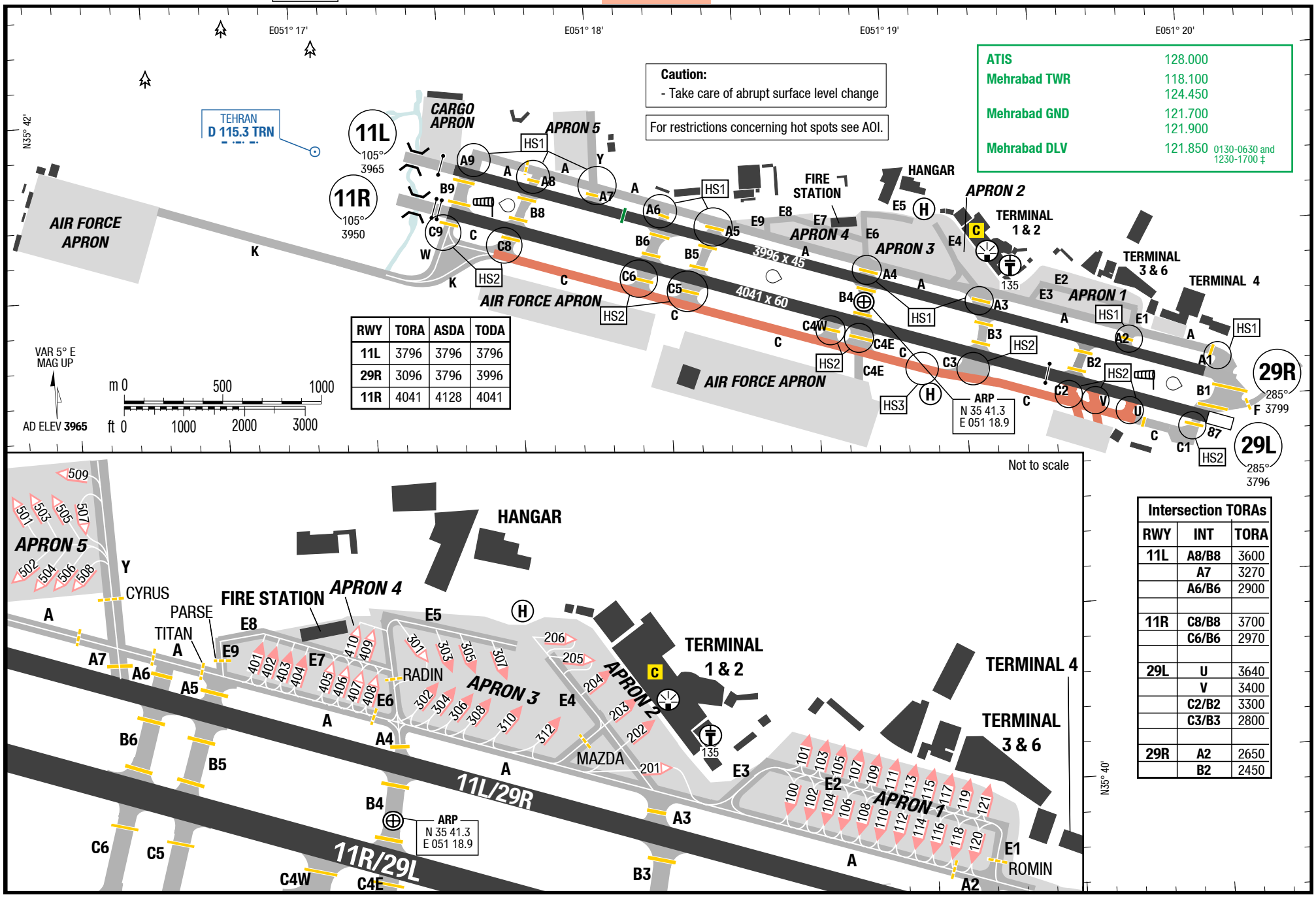


ATIS	128.000
Mehrabad RAD/APP	119.700 125.100
Mehrabad TWR	118.100 124.450
Mehrabad GND	121.700 121.900
Mehrabad DLV	121.850 0130-0630 and 1230-1700 ‡

Landing RWY system:



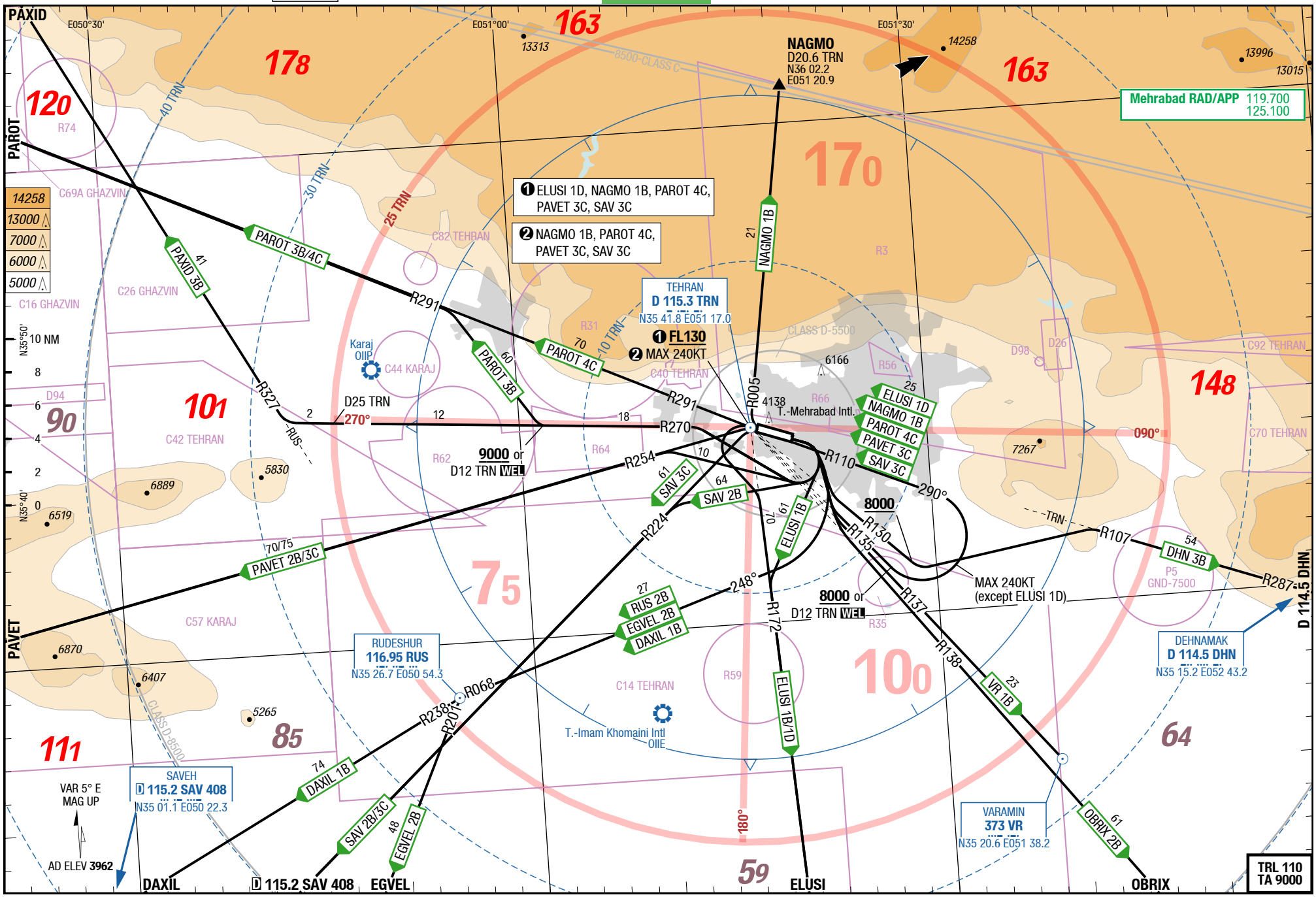
Changes: Nil



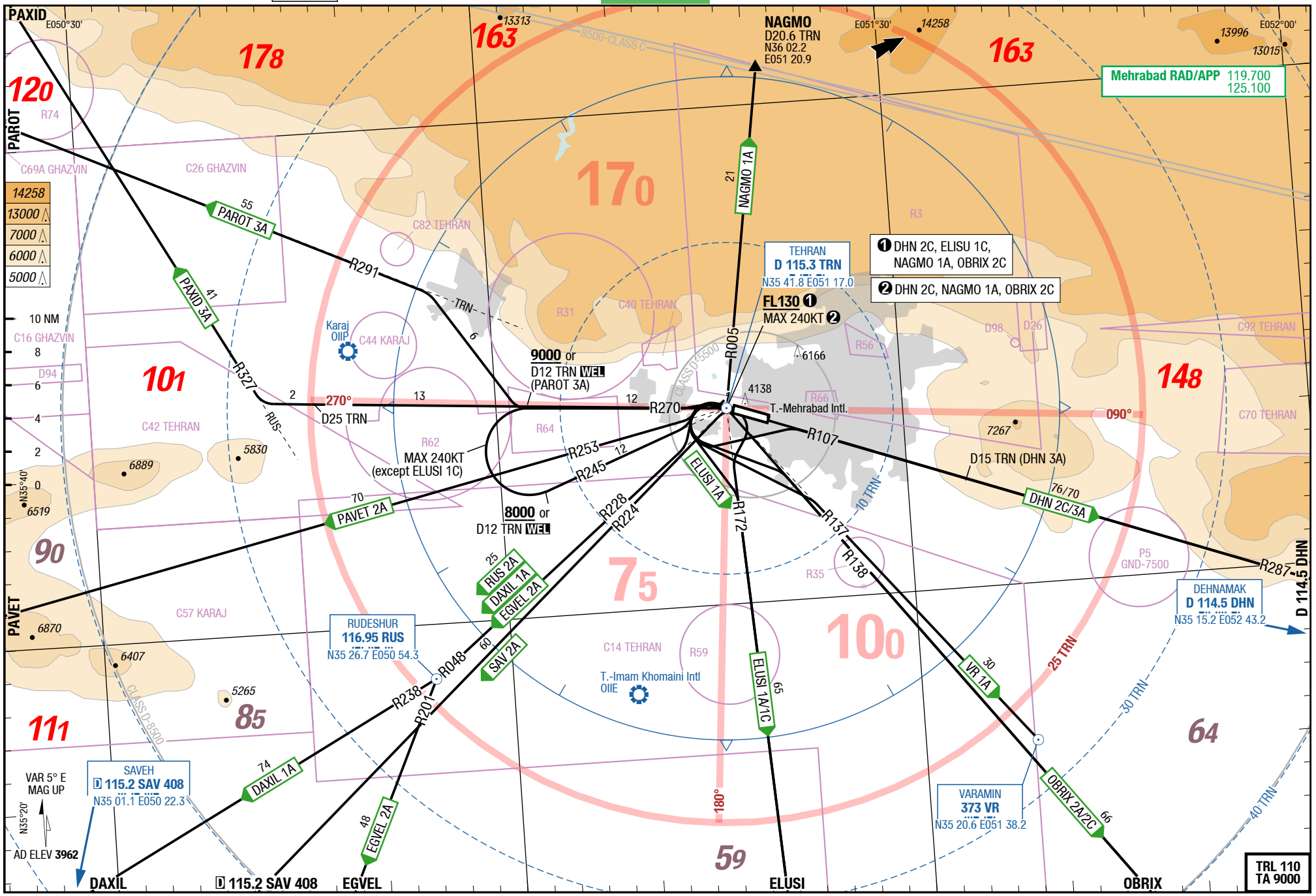
RWY	TORA	ASDA	TODA
11L	3796	3796	3796
29R	3096	3796	3996
11R	4041	4128	4041

Intersection TORAs		
RWY	INT	TORA
11L	A8/B8	3600
	A7	3270
	A6/B6	2900
11R	C8/B8	3700
	C6/B6	2970
29L	U	3640
	V	3400
	C2/B2	3300
	C3/B3	2800
29R	A2	2650
	B2	2450

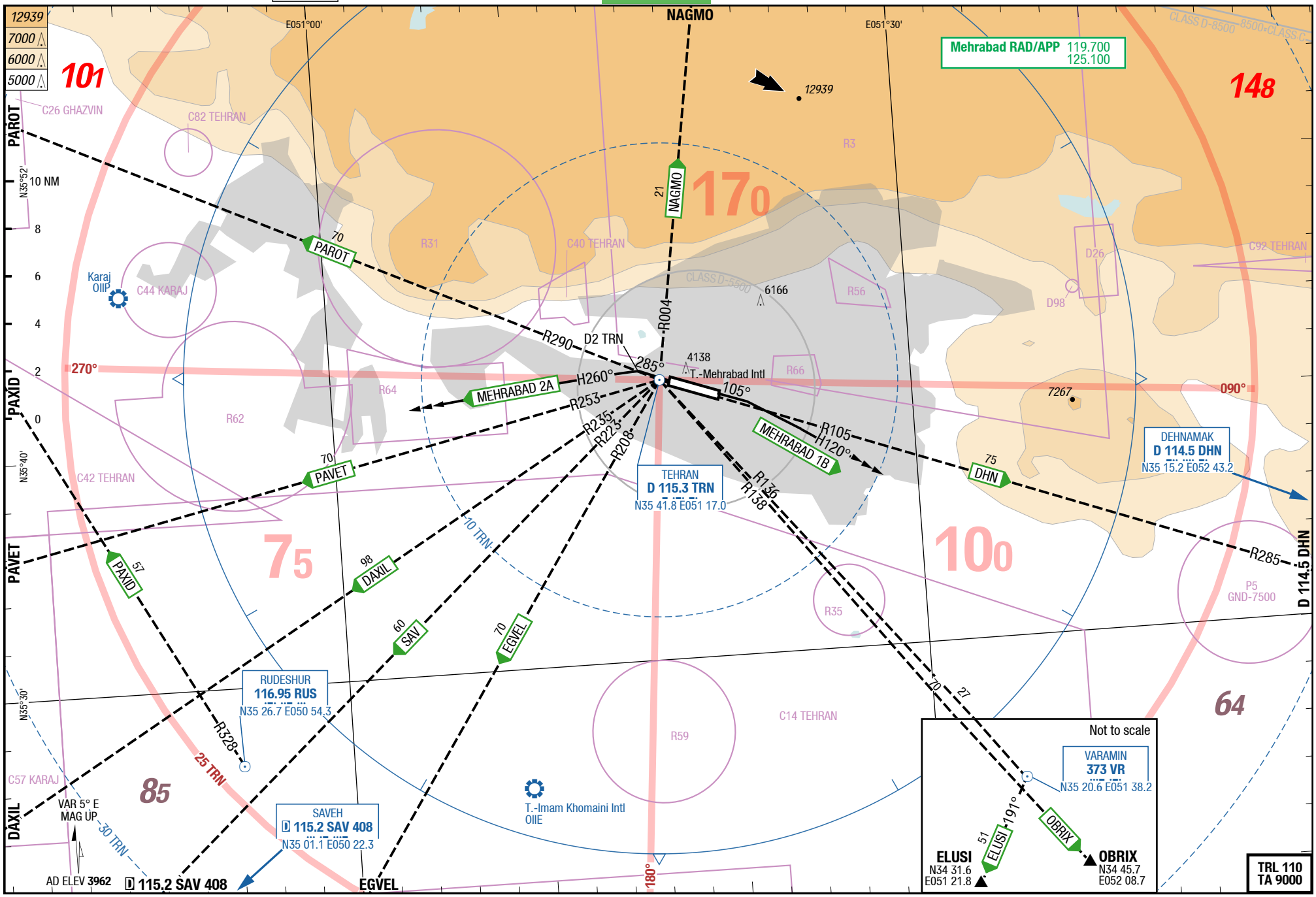
Changes: AD ELEV, Parking Stands , TKOF INT



Changes: PROC



Changes: PROC



Changes: Track, PROC

DAXIL 1B / DEHNAMAK 3B / EGVEL 2B / ELUSI 1B / ELUSI 1D / NAGMO 1B / OBRIX 2B / PAROT 3B / PAROT 4C / PAVET 2B / PAVET 3C / PAXID 3B / RUDESHUR 2B / SAVEH 2B / SAVEH 3C

RWYs 11L/R (105°)

DESIGNATOR	ROUTING	ALTITUDES
DAXIL 1B **119.700**	**RT** intercept R068 **RUS** to **RUS** - R238 **RUS** to DAXIL	
DEHNAMAK 3B **DHN 3B** **119.700**	**RT** intercept R130 **TRN** - at MNM **8000 LT** intercept R107 **TRN** to **DHN**	
EGVEL 2B **119.700**	**RT** intercept R068 **RUS** to **RUS** - R201 **RUS** to EGVEL	
ELUSI 1B **119.700**	**RT** intercept R172 **TRN** to ELUSI	
ELUSI 1D **119.700**	**RT** intercept R135 **TRN** - at MNM **8000** or D12 **TRN**, whichever is later, **LT** intercept R110 **TRN** to **TRN** - R172 **TRN** to ELUSI	**TRN** MNM **FL130**
NAGMO 1B **119.700**	**RT** intercept R135 **TRN** - at MNM **8000** or D12 **TRN**, whichever is later, **LT** (MAX 240KT) intercept R110 **TRN** to **TRN** - R005 **TRN** to NAGMO	**TRN** MNM **FL130**
OBRIX 2B **119.700**	**RT** intercept R138 **TRN** to OBRIX	
PAROT 3B **119.700**	**RT** intercept R270 **TRN** - at MNM **9000** or D12 **TRN**, whichever is later, **RT** intercept R291 **TRN** to PAROT	
PAROT 4C **119.700**	**RT** intercept R135 **TRN** - at MNM **8000** or D12 **TRN**, whichever is later, **LT** (MAX 240KT) intercept R110 **TRN** to **TRN** - R291 **TRN** to PAROT	**TRN** MNM **FL130**
PAVET 2B **119.700**	**RT** intercept R254 **TRN** to PAVET	
PAVET 3C **119.700**	**RT** intercept R135 **TRN** - at MNM **8000** or D12 **TRN**, whichever is later, **LT** (MAX 240KT) intercept R110 **TRN** to **TRN** - R254 **TRN** to PAVET	**TRN** MNM **FL130**
PAXID 3B **119.700**	**RT** intercept R270 **TRN** - at D25 **TRN RT** intercept R327 **RUS** to PAXID	
RUDESHUR 2B **RUS 2B** **119.700**	**RT** intercept R068 **RUS** to **RUS**	
SAVEH 2B **SAV 2B** **119.700**	**RT** intercept R224 **TRN** to **SAV**	
SAVEH 3C **SAV 3C** **119.700**	**RT** intercept R135 **TRN** - at MNM **8000** or D12 **TRN**, whichever is later, **LT** (MAX 240KT) intercept R110 **TRN** to **TRN** - R224 **TRN** to **SAV**	**TRN** MNM **FL130**

DAXIL 1A / DEHNAMAK 2C / DEHNAMAK 3A / EGVEL 2A / ELUSI 1A / ELUSI 1C / NAGMO 1A / OBRIX 2A / OBRIX 2C / PAROT 3A / PAVET 2A / PAXID 3A / RUDESHUR 2A / SAVEH 2A / VARAMIN 1A

RWYs 29L/R (285°)

DESIGNATOR	ROUTING	ALTITUDES
DAXIL 1A **119.700**	**LT** intercept R228 **TRN** to **RUS** - R238 **RUS** to DAXIL	
DEHNAMAK 2C **DHN 2C** **119.700**	**LT** intercept R245 **TRN** - at MNM **8000** or D12 **TRN**, whichever is later, **RT** (MAX 240KT) intercept R270 **TRN** to **TRN** - R107 **TRN** to **DHN**	**TRN** MNM **FL130**
DEHNAMAK 3A **DHN 3A** **119.700**	**LT** intercept R107 **TRN** (within D15 **TRN**) to **DHN**	
EGVEL 2A **119.700**	**LT** intercept R228 **TRN** to **RUS** - R201 **RUS** to EGVEL	
ELUSI 1A **119.700**	intercept R172 **TRN** to ELUSI	
ELUSI 1C **119.700**	**LT** intercept R245 **TRN** - at MNM **8000** or D12 **TRN**, whichever is later, **RT** intercept R270 **TRN** to **TRN** - R172 **TRN** to ELUSI	**TRN** MNM **FL130**
NAGMO 1A **119.700**	**LT** intercept R245 **TRN** - at MNM **8000** or D12 **TRN**, whichever is later, **RT** (MAX 240KT) intercept R270 **TRN** to **TRN** - R005 **TRN** to NAGMO	**TRN** MNM **FL130**
OBRIX 2A **119.700**	**LT** intercept R138 **TRN** to OBRIX	
OBRIX 2C **119.700**	**LT** intercept R245 **TRN** - at MNM **8000** or D12 **TRN**, whichever is later, **RT** (MAX 240KT) intercept R270 **TRN** to **TRN** - R138 **TRN** to OBRIX	**TRN** MNM **FL130**
PAROT 3A **119.700**	**LT** intercept R270 **TRN** - at MNM **9000** or D12 **TRN**, whichever is later, **RT** intercept R291 **TRN** to PAROT	
PAVET 2A **119.700**	**LT** intercept R254 **TRN** to PAVET	
PAXID 3A **119.700**	**LT** intercept R270 **TRN** - at D25 **TRN RT** intercept R327 **RUS** to PAXID	
RUDESHUR 2A **RUS 2A** **119.700**	**LT** intercept R227 **TRN** to **RUS**	
SAVEH 2A **SAV 2A** **119.700**	**LT** intercept R224 **TRN** to **SAV**	
VARAMIN 1A **VR 1A** **119.700**	**LT** intercept R137 **TRN** to **VR**	

VARAMIN 1B

RWYs 11L/R (105°)

DESIGNATOR	ROUTING	ALTITUDES
VARAMIN 1B **VR 1B** **119.700**	**RT** intercept R137 **TRN** to **VR**	

MEHRABAD 1B
RWYs 11L/R (105°)

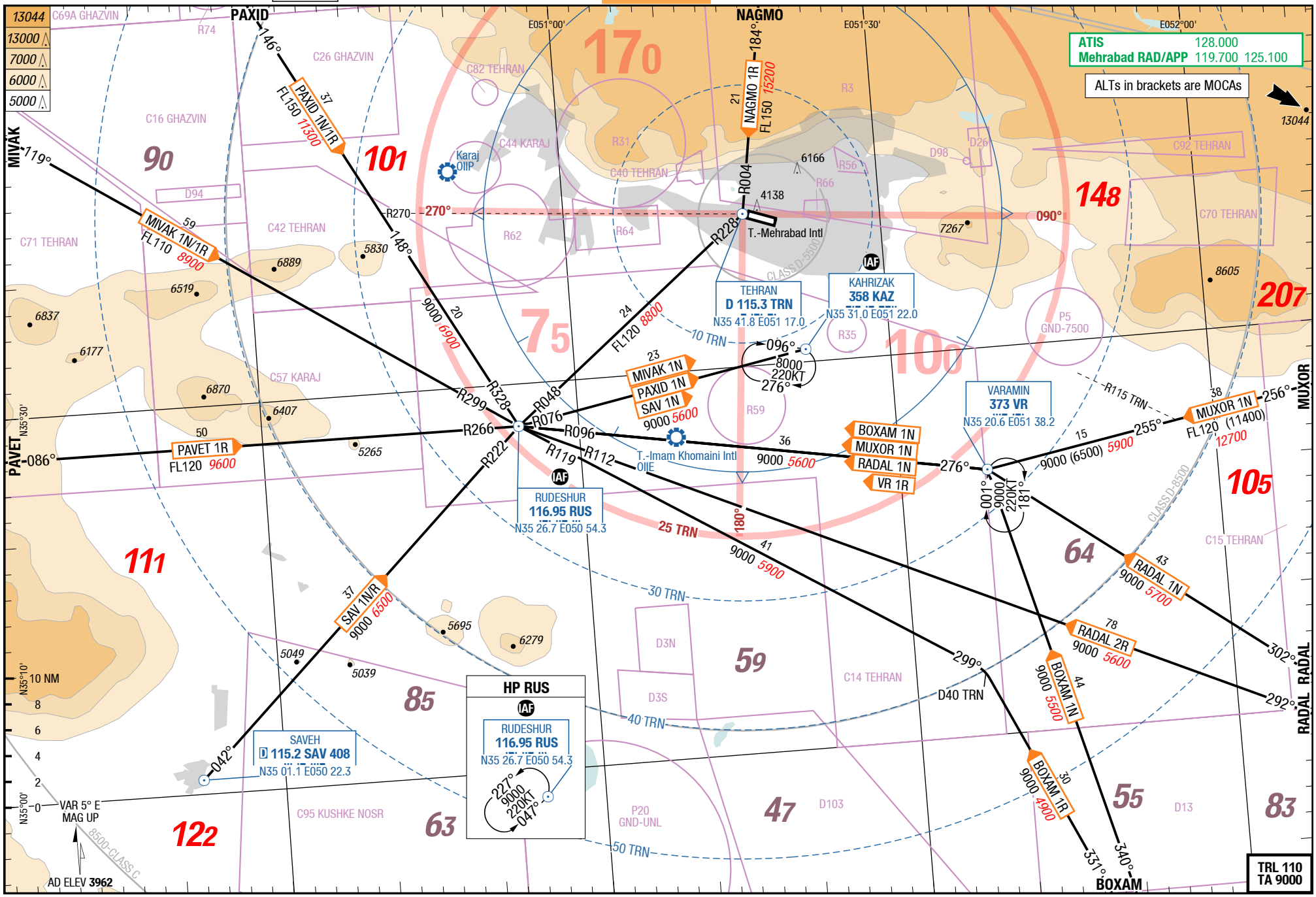
DESIGNATOR	ROUTING	ALTITUDES
	Runway 11L/11R	
MEHRABAD 1B **119.700**	DER **- RT** HDG 120° - expect radar vectors	Initial climb **7000**
	TRANSITION	
	DAXIL R235 **TRN** to DAXIL	
	DEHNAMAK (DHN) R105 **TRN** to **DHN**	
	EGVEL R208 **TRN** to EGVEL	
	ELUSI R136 **TRN** to **VR** - QDR 191 **VR** to ELUSI	
	NAGMO R004 **TRN** to NAGMO	
	OBRIX R138 **TRN** to OBRIX	
	PAROT R290 **TRN** to PAROT	
	PAVET R253 **TRN** to PAVET	
	PAXID R328 **RUS** to PAXID	
	SAVEH (SAV) R223 **TRN** to **SAV**	

MEHRABAD 2A

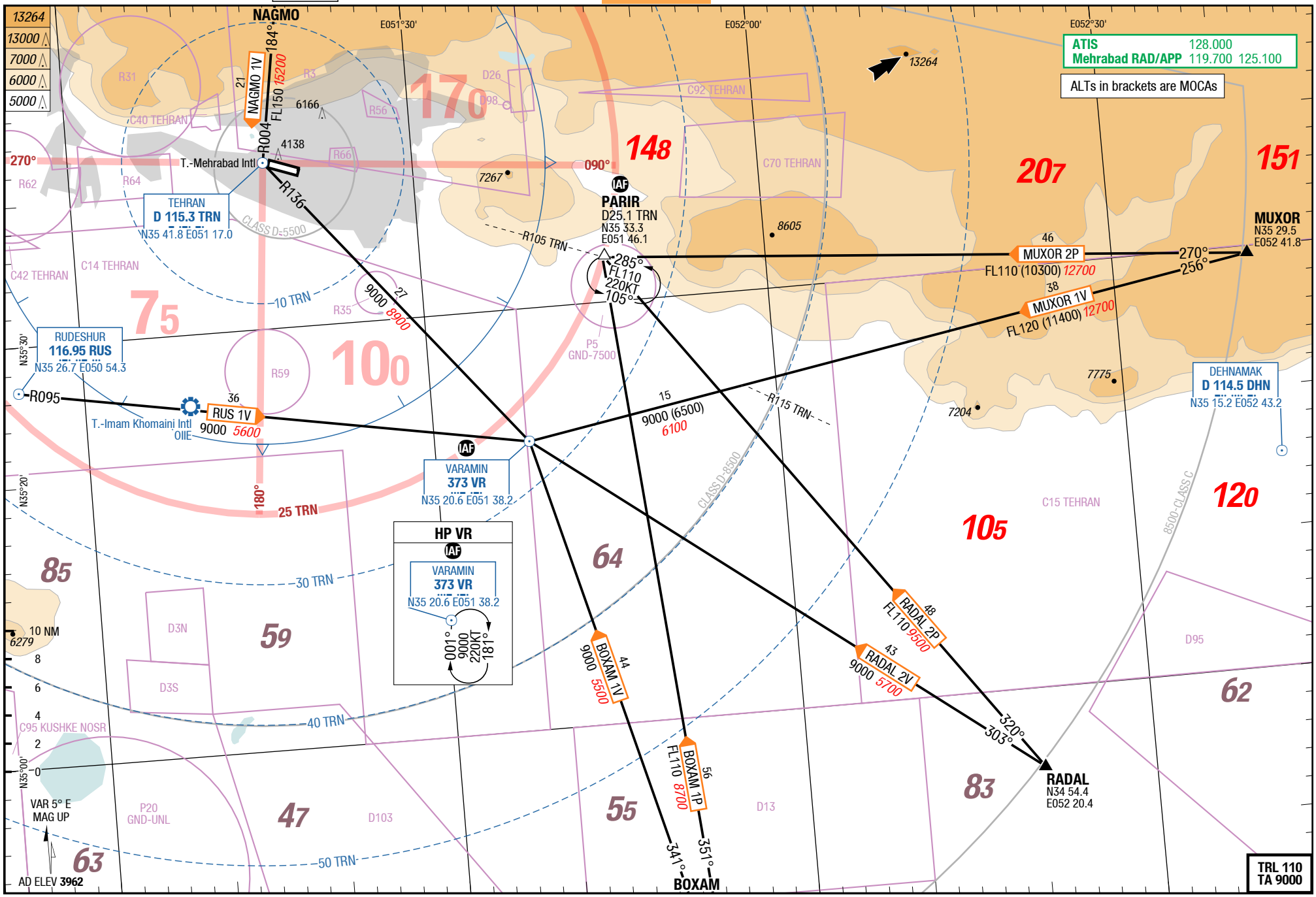
RWYs 29L/R (285°)

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

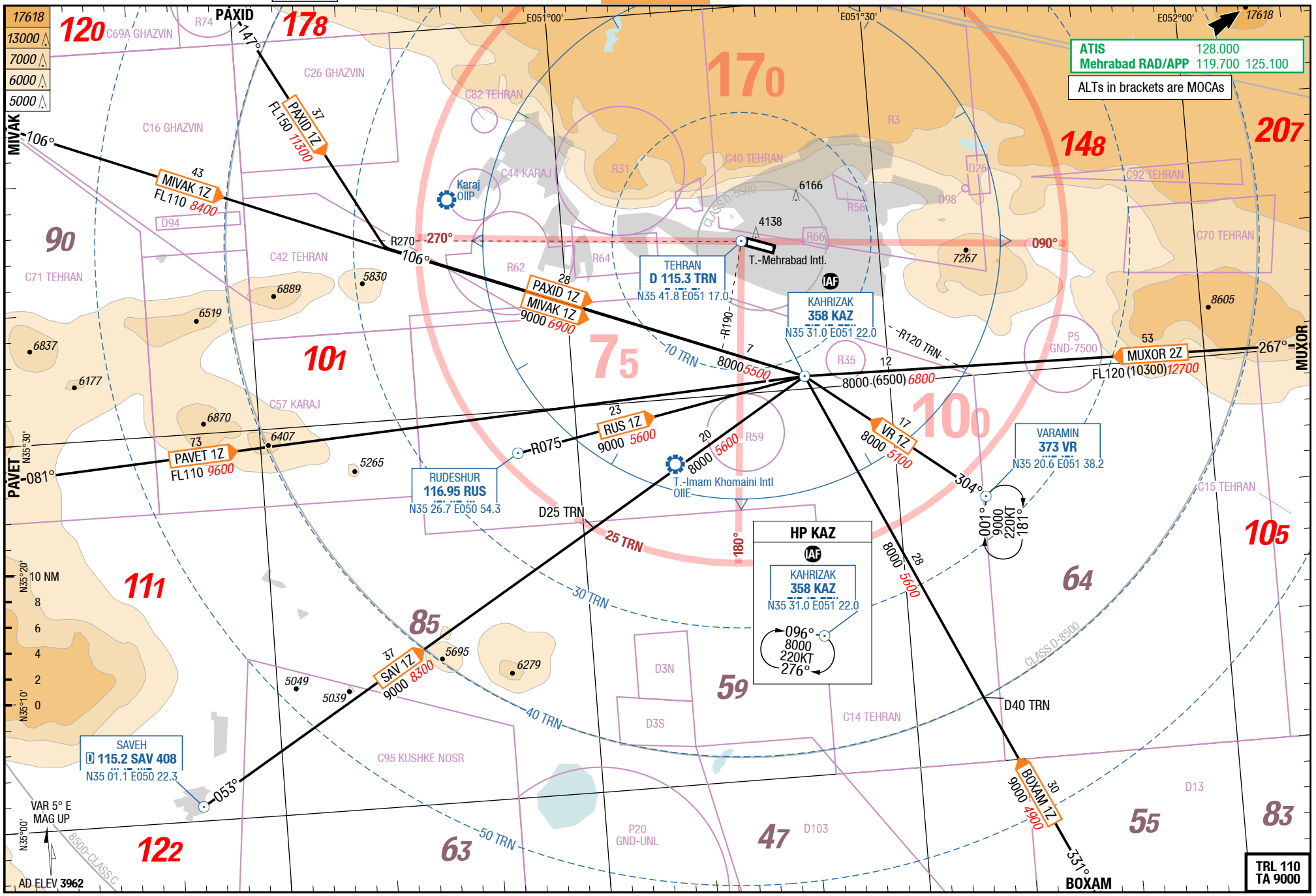
DESIGNATOR	ROUTING	ALTITUDES
	Runway 29L/29R	
MEHRABAD 2A 4.5% **119.700**	at D2 **TRN LT** HDG 260° - expect radar vectors	Initial climb **7000**
	TRANSITION	
	DAXIL R235 **TRN** to DAXIL	
	DEHNAMAK (DHN) R105 **TRN** to **DHN**	
	EGVEL R208 **TRN** to EGVEL	
	ELUSI R136 **TRN** to **VR** - QDR 191 **VR** to ELUSI	
	NAGMO R004 **TRN** to NAGMO	
	OBRIX R138 **TRN** to OBRIX	
	PAROT R290 **TRN** to PAROT	
	PAVET R253 **TRN** to PAVET	
	PAXID R328 **RUS** to PAXID	
	SAVEH (SAV) R223 **TRN** to **SAV**	



Changes: PROC



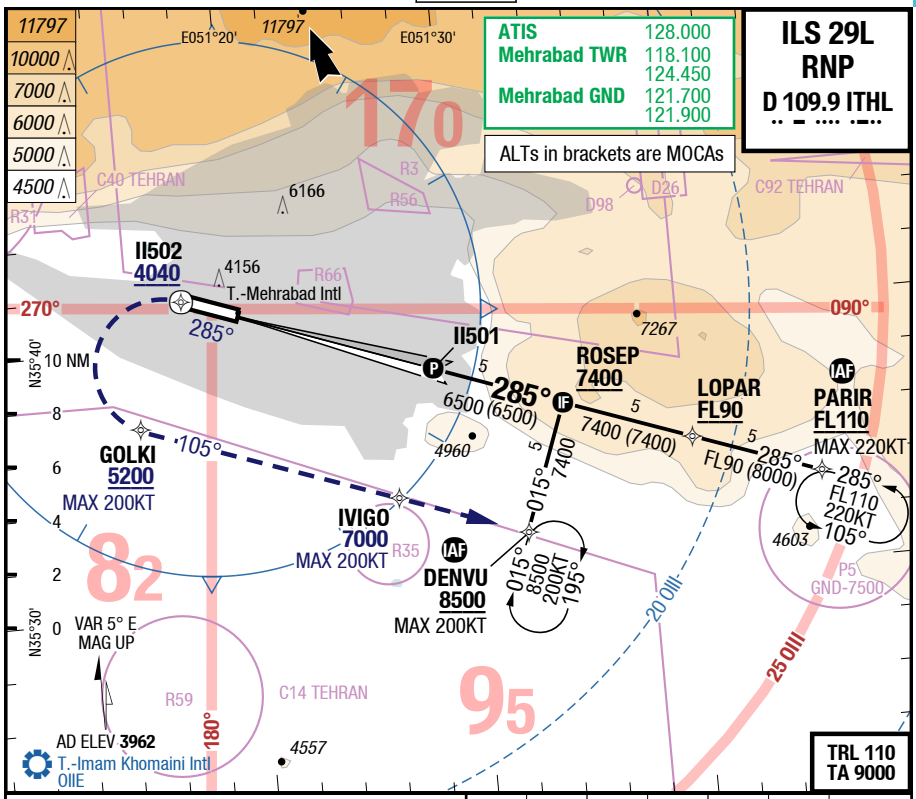
Changes: WPT PARIR

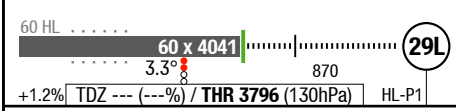


Changes: Track, MTCA, PROC renumbered, DIST, MOCA

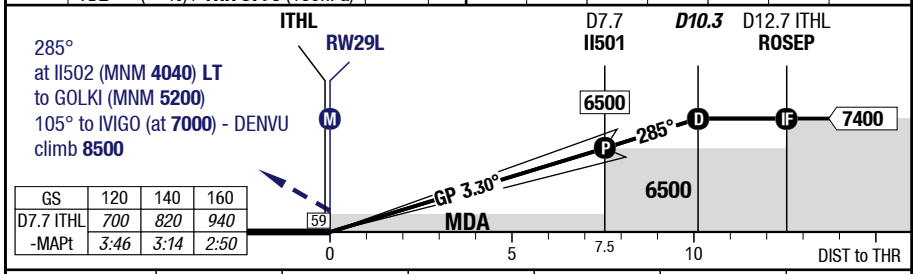
THR-OIII

ILS 29L RNP





3	4	5	6	9	10.3	LOC 3.31° D ITHL
4860	5210	5560	5910	6960	7400	



29L		Cat 1 DME 1) 2)	LOC DME 2)				Circling
C	ft - m/km ft	250 - 550R/800V **4040**	660 - 1.6V **4450**				Not published
D	ft - m/km ft	250 - 550R/800V **4040**	660 - 1.6V **4450**				Not published

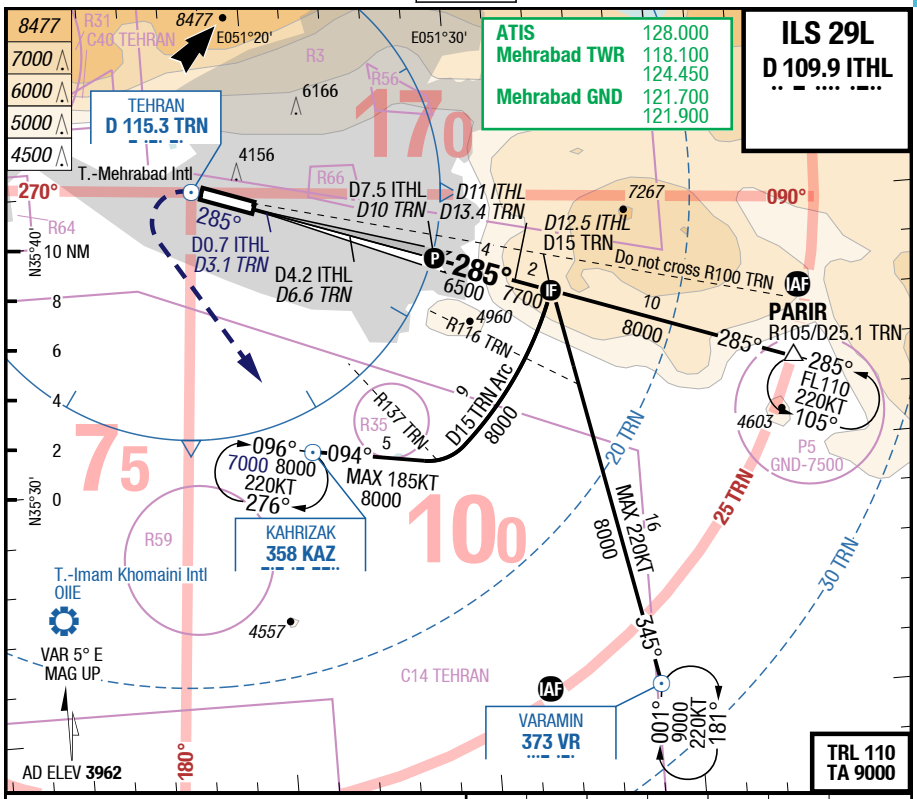
1) FD or AP or HGS to DA required, else use RVR 750m
2) GA 3.6% BTN GOLKI and DENVU

Changes: Nil

THR-OIII

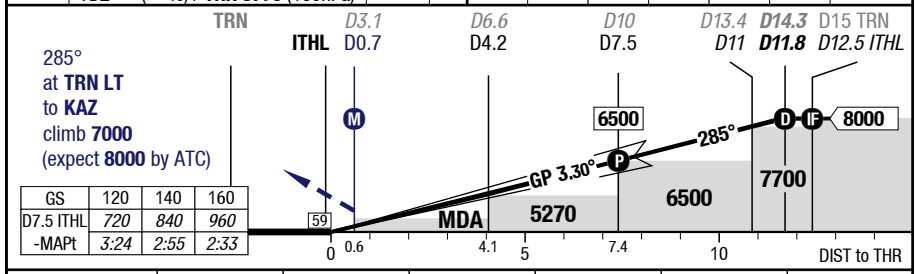
7-20

ILS 29L



60 HL
60 x 4041
3.3°
870
29L
+1.2% TDZ --- (---%) / **THR 3796** (130hPa) HL-P1

3	5	6	8	10	11.8	LOC 3.38°
4870	5590	5950	6670	7390	8000	D ITHL



29L		Cat 1 DME 1)	LOC DME				Circling S of AD only 2)
C	ft - m/km ft	250 - 550R/800V **4040**	660 - 1.6V **4450**				660 - 2.4V **4620**
D	ft - m/km ft	250 - 550R/800V **4040**	660 - 1.6V **4450**				700 - 3.6V **4670**

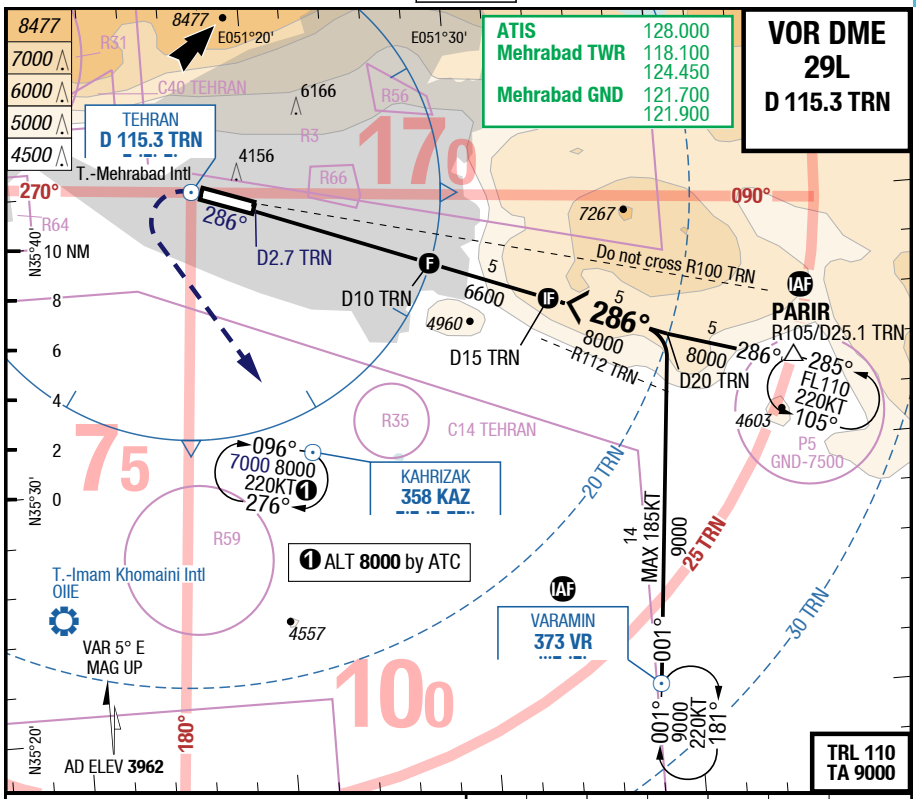
1) FD or AP or HGS to DA required, else use RVR 750m
2) To RWY 11R/29L only

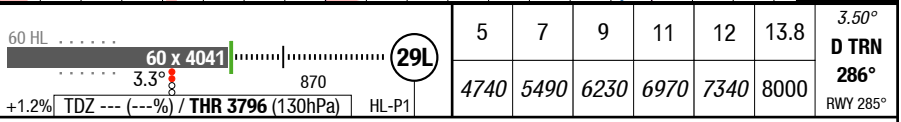
Changes: MIN

THR-OIII

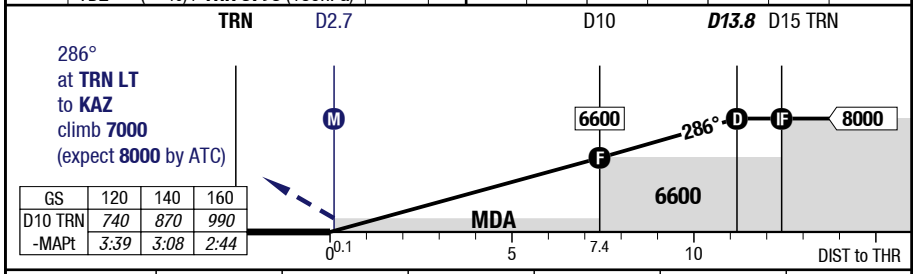
7-30

VOR DME 29L





5	7	9	11	12	13.8	3.50°
4740	5490	6230	6970	7340	8000	D TRN 286° RWY 285°



GS	120	140	160
D10 TRN	740	870	990
-MAPt	3:39	3:08	2:44

29L		VOR DME					Circling S of AD only 1)
C	ft - m/km ft	660 - 1.6V **4450**					660 - 2.4V **4620**
D	ft - m/km ft	660 - 1.6V **4450**					700 - 3.6V **4670**

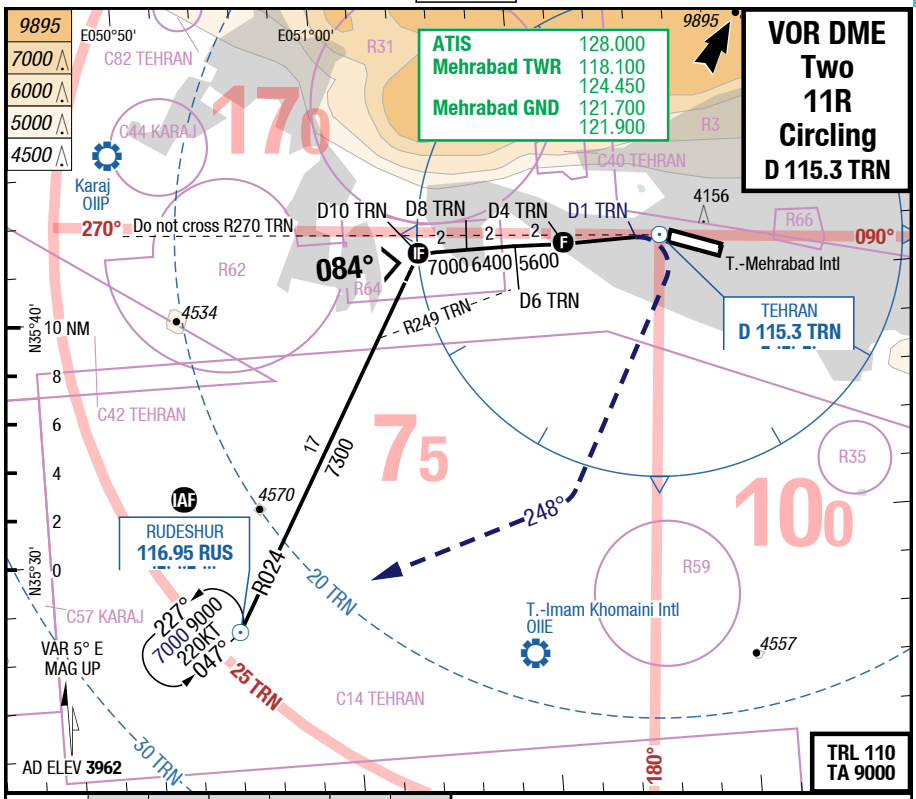
1) To RWY 11R/29L only

Changes: MIN

THR-OIII

7-40

VOR DME Two 11R Circling



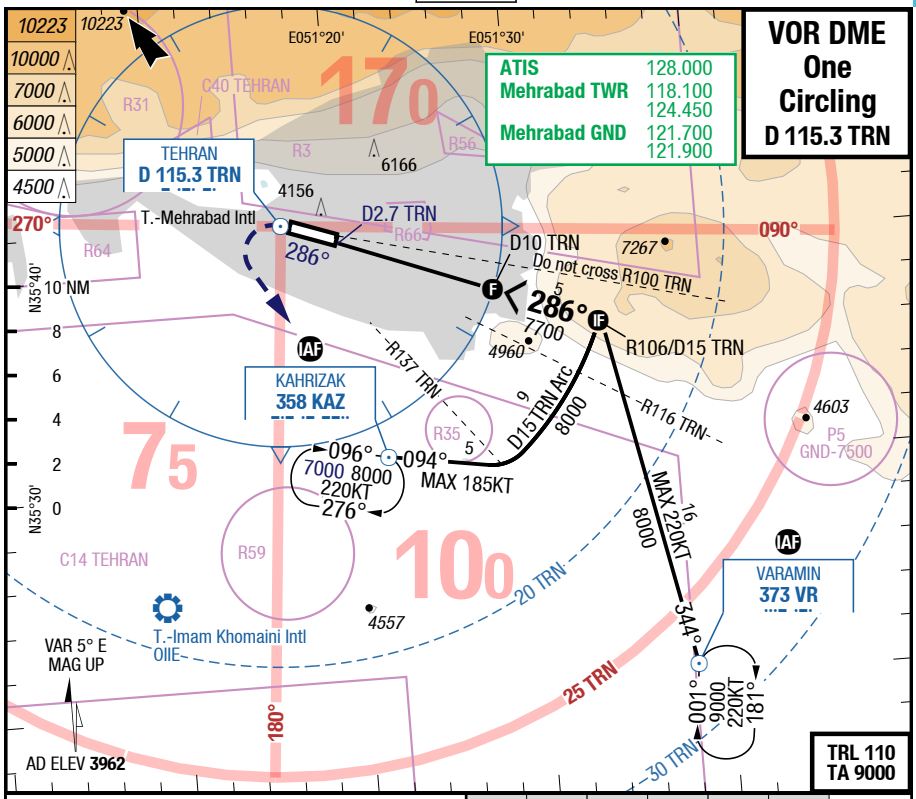
11R							Circling S of AD only
C	ft - m/km ft						700 - 2.4V **4660**
D	ft - m/km ft						700 - 3.6V **4670**

Changes: MIN

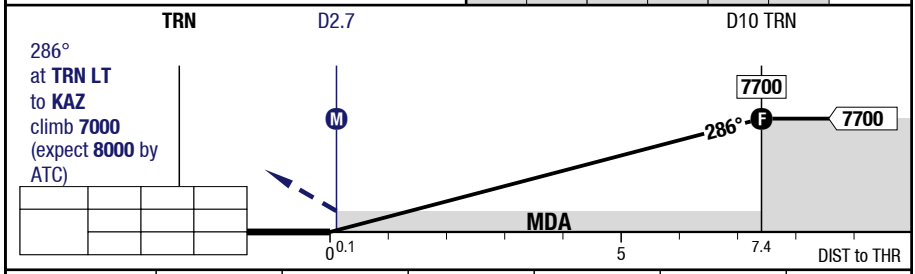
THR-OIII

7-50

VOR DME One Circling

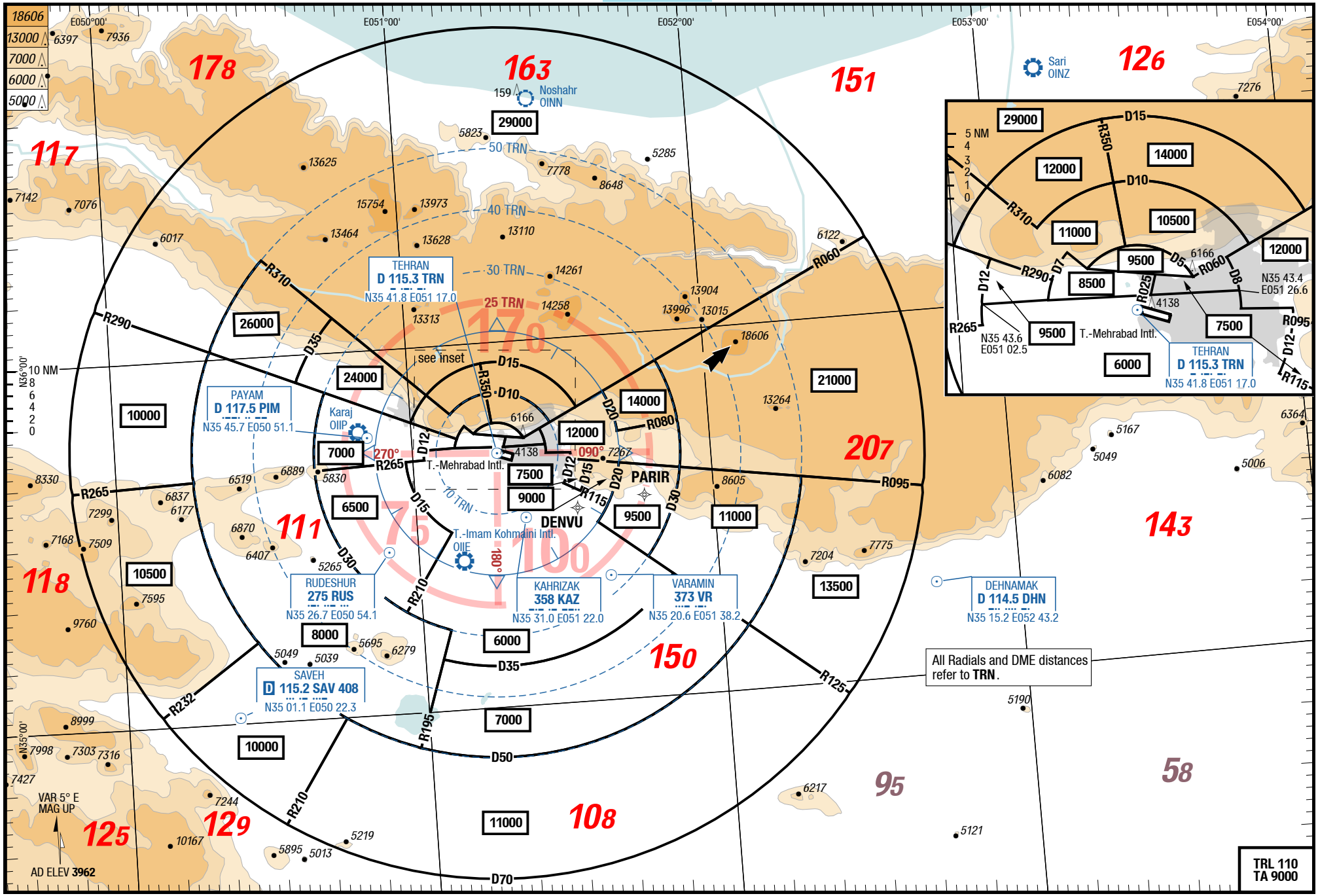


See AFC for RWY information and approach light system.



11R/29L							Circling S of AD only
C	ft - m/km ft						600 - 2.4V **4570**
D	ft - m/km ft						700 - 3.6V **4670**

Changes: MIN


E050°00'
E051°00'
E052°00'
E053°00'
E054°00'
N36°00'
N35°00'
10 NM
18606
13000
7000
6000
5000
Noshahr
OINN
Sari
OINZ
TEHRAN
D 115.3 TRN
N35 41.8 E051 17.0
PAYAM
D 117.5 PIM
N35 45.7 E050 51.1
Karaj
OIIP
T.-Mehrabad Intl.
T.-Imam Khomeini Intl.
OIIE
PARIR
DENVU
RUDESHUR
275 RUS
N35 26.7 E050 54.1
KAHRIZAK
358 KAZ
N35 31.0 E051 22.0
VARAMIN
373 VR
N35 20.6 E051 38.2
DEHNAMAK
D 114.5 DHN
N35 15.2 E052 43.2
SAVEH
D 115.2 SAV 408
N35 01.1 E050 22.3
see inset
5 NM
N35 43.4
E051 26.6
N35 43.6
E051 02.5
All Radials and DME distances refer to TRN.
VAR 5° E
MAG UP
AD ELEV 3962
TRL 110
TA 9000
© Lido 2017

Changes: WPT