

10-APR-2014

QQC-OIFP

1-10

AOI

AOI

**GENERAL****ATS Hours**

HJ

**Airport Information****RFF:** Not AVBL.**Fuel:** 0330-1430**PCN:** LCN 51**Operation****TWY Restriction**

TWY width 18m / 59ft.

TWY 1 unusable for departing heavy ACFT.

TWYs 3, 4 and 5 unusable for medium and heavy ACFT

**Warnings**

Dogs on the movement area

HEL flying on first 350ft south of RWY 08.

Birds in vicinity of AD.

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

<b>RWY</b>		08/26
All ACFT	ft - m/km	0 - 400V

16-FEB-2012

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Iran Esfahan Badr AB

AGC

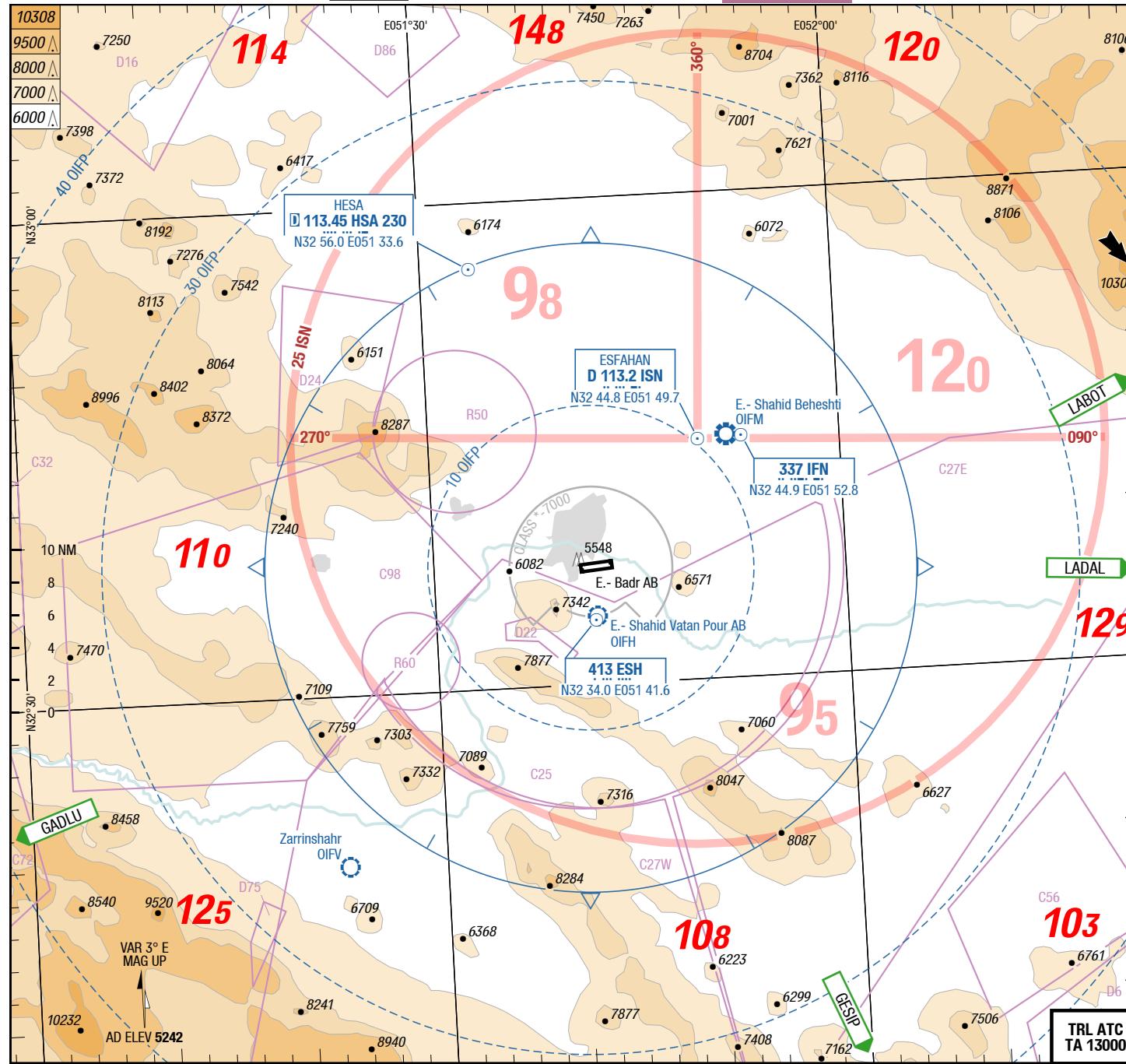
AFC

Badr AB Esfahan Iran

AGC

AFC

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Badr TWR

118.100 HJ  
121.700 HJ

Landing RWY system:

08

3294 x 44 ..... 60 H

5242 / 175hPa TDZ ---% -0.9%

60 H ..... 44 x 3294 ..... 420

+0.9% TDZ ---% 5143 / 172hPa

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Iran Esfahan Badr AB

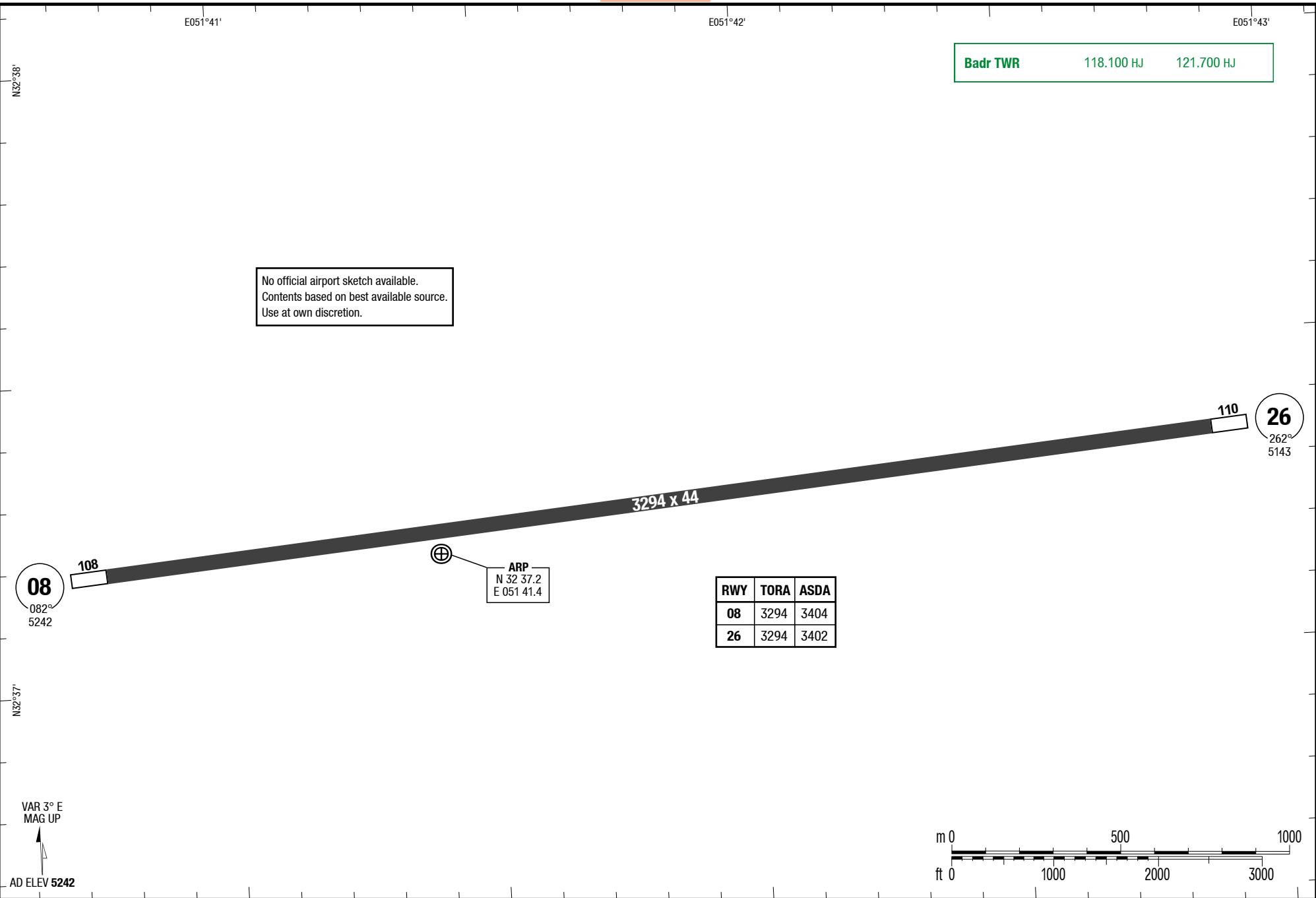
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Badr AB Esfahan Iran

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AGC



Changes: New

16-FEB-2012

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SID (based on NDB)

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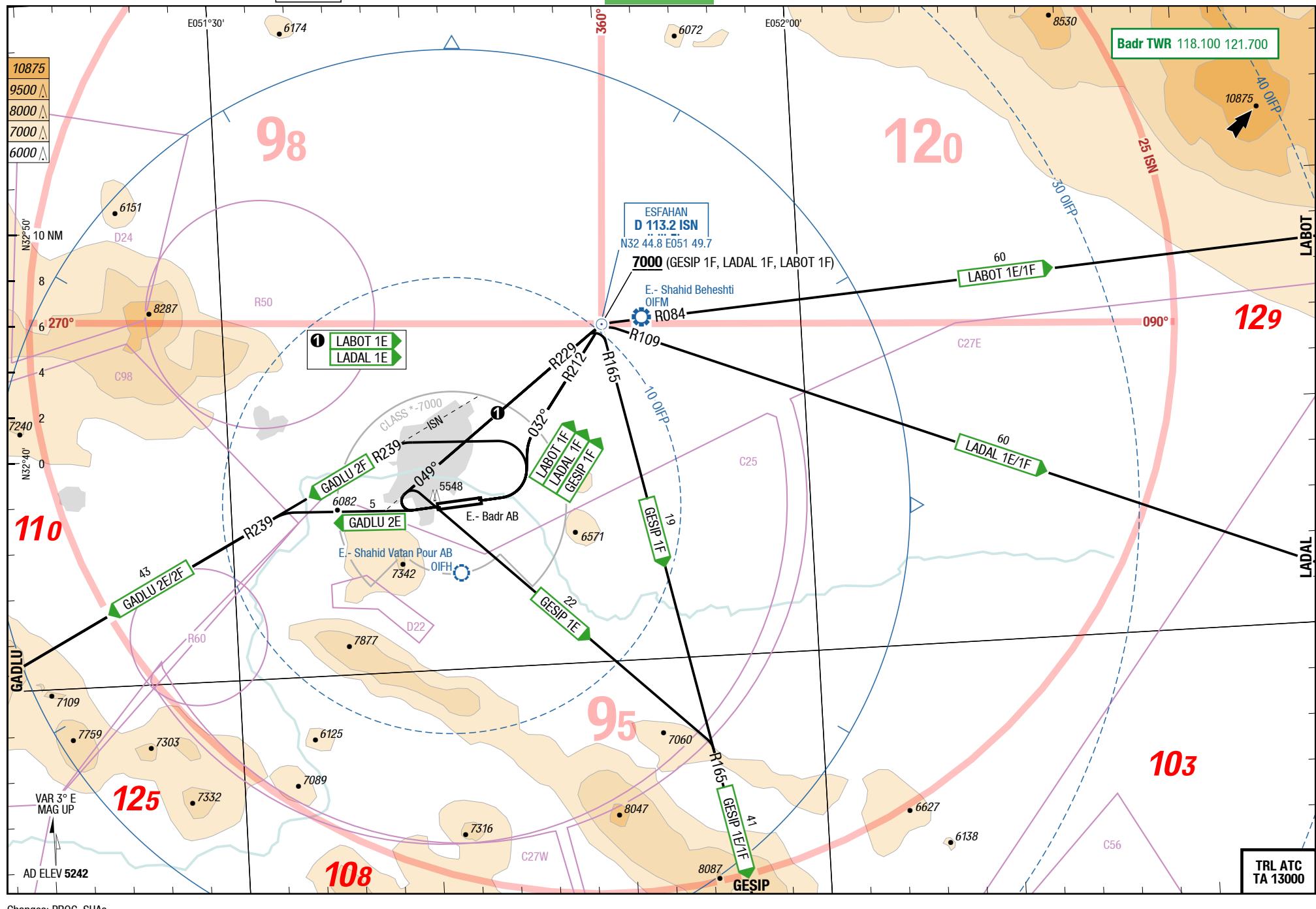
SID (based on VOR)

SID

Badr AB Esfahan Iran

SID (based on NDB)

SID (based on VOR)



Changes: PROC, SUAs

16-FEB-2012

QQC-OIFP

Iran Esfahan Badr AB

Badr AB Esfahan Iran

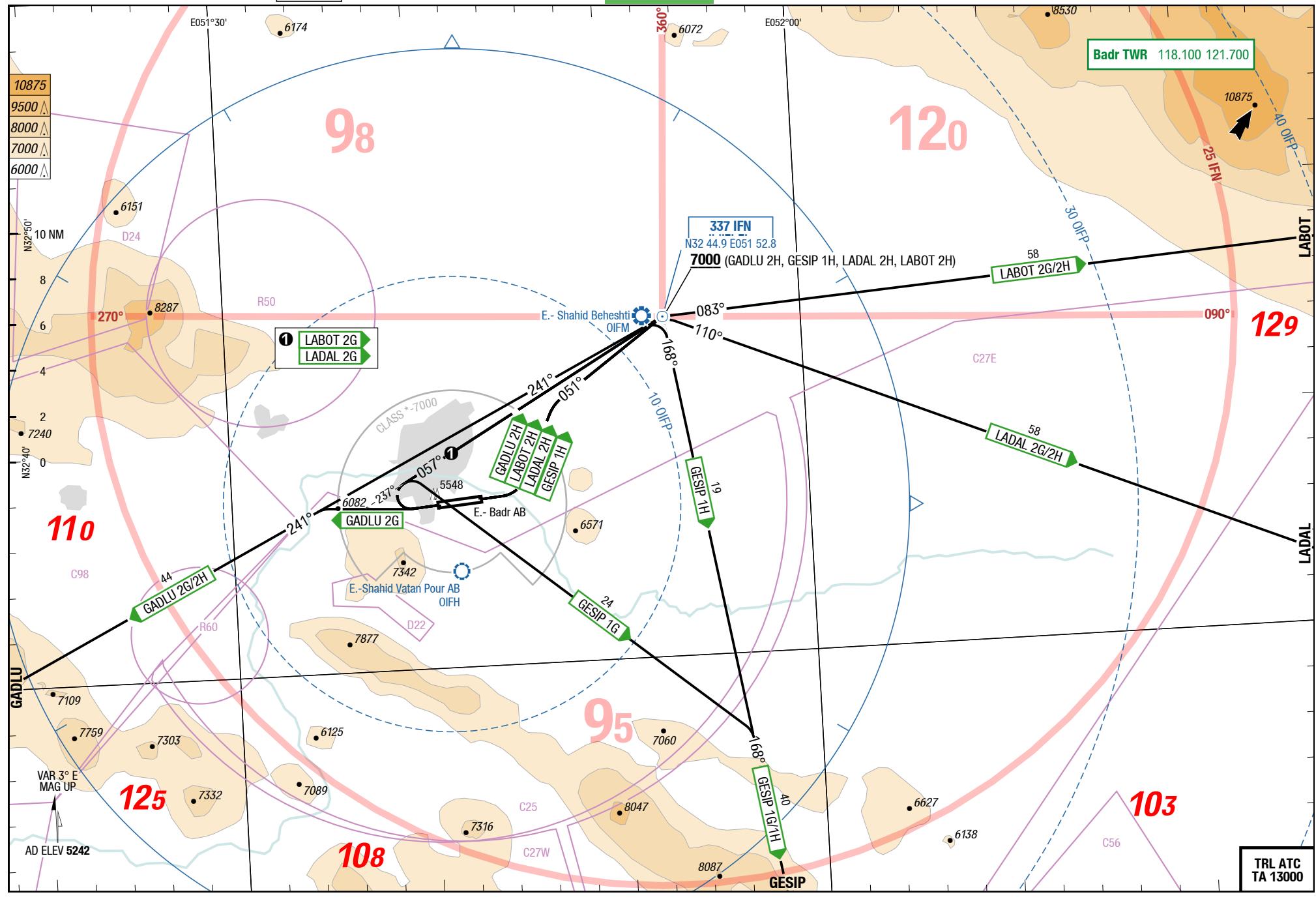
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SIDs (based on NDB)

SID

SID

SIDs (based on NDB)



Changes: PROC, SUAs

16-FEB-2012

## QQC-OIFP

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## SIDs (based on VOR)

**GADLU 2F / GESIP 1F / LABOT 1F / LADAL 1F / GADLU 2E / GESIP 1E / LABOT 1E / LADAL 1E**

RWYs 08 (082°) / 26 (262°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 08</b>	
<b>GADLU 2F</b> 5.0% <b>118.100</b>	LT intercept R239 <b>ISN</b> to GADLU	
<b>GESIP 1F</b> 5.0% to ISN <b>118.100</b>	LT intercept R212 <b>ISN</b> to <b>ISN</b> - R165 <b>ISN</b> to GESIP	<b>ISN MNM 7000</b>
<b>LABOT 1F</b> 5.0% to ISN <b>118.100</b>	LT intercept R212 <b>ISN</b> to <b>ISN</b> - R084 <b>ISN</b> to LABOT	<b>ISN MNM 7000</b>
<b>LADAL 1F</b> 5.0% to ISN <b>118.100</b>	LT intercept R212 <b>ISN</b> to <b>ISN</b> - R109 <b>ISN</b> to LADAL	<b>ISN MNM 7000</b>
	<b>Runway 26</b>	
<b>GADLU 2E</b> 5.0% <b>118.100</b>	RT (before crossing R229 <b>ISN</b> ) intercept R239 <b>ISN</b> to GADLU	
<b>GESIP 1E</b> 5.0% to R165 ISN <b>118.100</b>	RT (before crossing R229 <b>ISN</b> ) intercept R165 <b>ISN</b> to GESIP	
<b>LABOT 1E</b> 5.0% to ISN <b>118.100</b>	RT intercept R229 <b>ISN</b> to <b>ISN</b> - R084 <b>ISN</b> to LABOT	
<b>LADAL 1E</b> 5.0% to ISN <b>118.100</b>	RT intercept R229 <b>ISN</b> to <b>ISN</b> - R109 <b>ISN</b> to LADAL	

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SIDs (based on NDB)

**GADLU 2H / GESIP 1H / LABOT 2H / LADAL 2H / GADLU 2G / GESIP 1G / LABOT 2G / LADAL 2G**

RWYs 08 (082°) / 26 (262°)

	GS	120	150	180	210	240	270
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DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 08</b>		
<b>GADLU 2H</b> 5.0% to IFN <b>118.100</b>	LT intercept QDM 051 <b>IFN</b> to <b>IFN</b> - QDR 241 <b>IFN</b> to GADLU	<b>IFN</b> MNM <b>7000</b>
<b>GESIP 1H</b> 5.0% to IFN <b>118.100</b>	LT intercept QDM 051 <b>IFN</b> to <b>IFN</b> - QDR 168 <b>IFN</b> to GESIP	<b>IFN</b> MNM <b>7000</b>
<b>LABOT 2H</b> 5.0% to IFN <b>118.100</b>	LT intercept QDM 051 <b>IFN</b> to <b>IFN</b> - QDR 083 <b>IFN</b> to LABOT	<b>IFN</b> MNM <b>7000</b>
<b>LADAL 2H</b> 5.0% to IFN <b>118.100</b>	LT intercept QDM 051 <b>IFN</b> to <b>IFN</b> - QDR 110 <b>IFN</b> to LADAL	<b>IFN</b> MNM <b>7000</b>
<b>Runway 26</b>		
<b>GADLU 2G</b> 5.0% <b>118.100</b>	RT (before crossing QDR 237 <b>IFN</b> ) intercept QDR 241 <b>IFN</b> to GADLU	
<b>GESIP 1G</b> 5.0% to QDR 168 IFN <b>118.100</b>	RT (before crossing QDR 237 <b>IFN</b> ) intercept QDR 168 <b>IFN</b> to GESIP	
<b>LABOT 2G</b> 5.0% to IFN <b>118.100</b>	RT intercept QDM 057 <b>IFN</b> to <b>IFN</b> - QDR 083 <b>IFN</b> to LABOT	
<b>LADAL 2G</b> 5.0% to IFN <b>118.100</b>	RT intercept QDM 057 <b>IFN</b> to <b>IFN</b> - QDR 110 <b>IFN</b> to LADAL	

21-AUG-2014

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## VOR DME Circling

IAC

