

**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 PN.

**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**

RWY		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

KQC-OIIP

2-10

Iran Karaj Payam

AGC

AFC

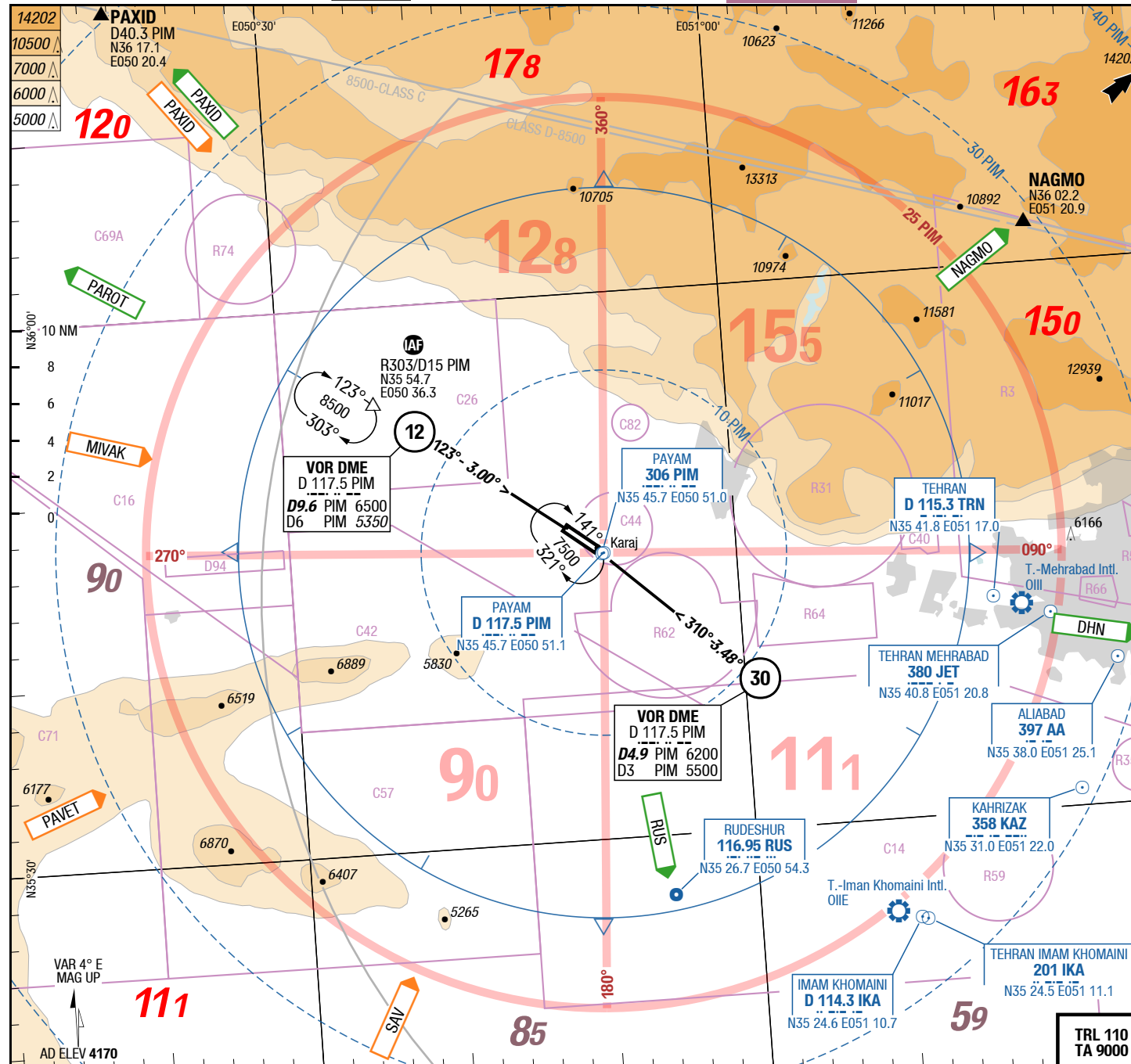
AFC

AFC

Payam Karaj Iran

AGC

AFC



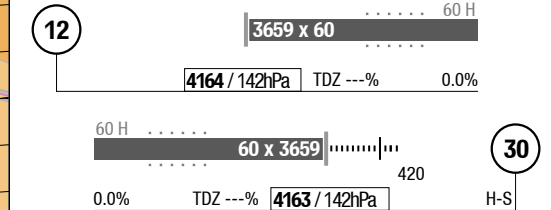
ATIS 117.500

Mehrabad APP

Payam Info

119.700  
124.450  
125.100  
118.400  
121.650

Landing RWY system:



Changes: Nil

Effective 23-JUN-2016

16-JUN-2016

KKC-OIIP

Iran Karaj Payam

AGC

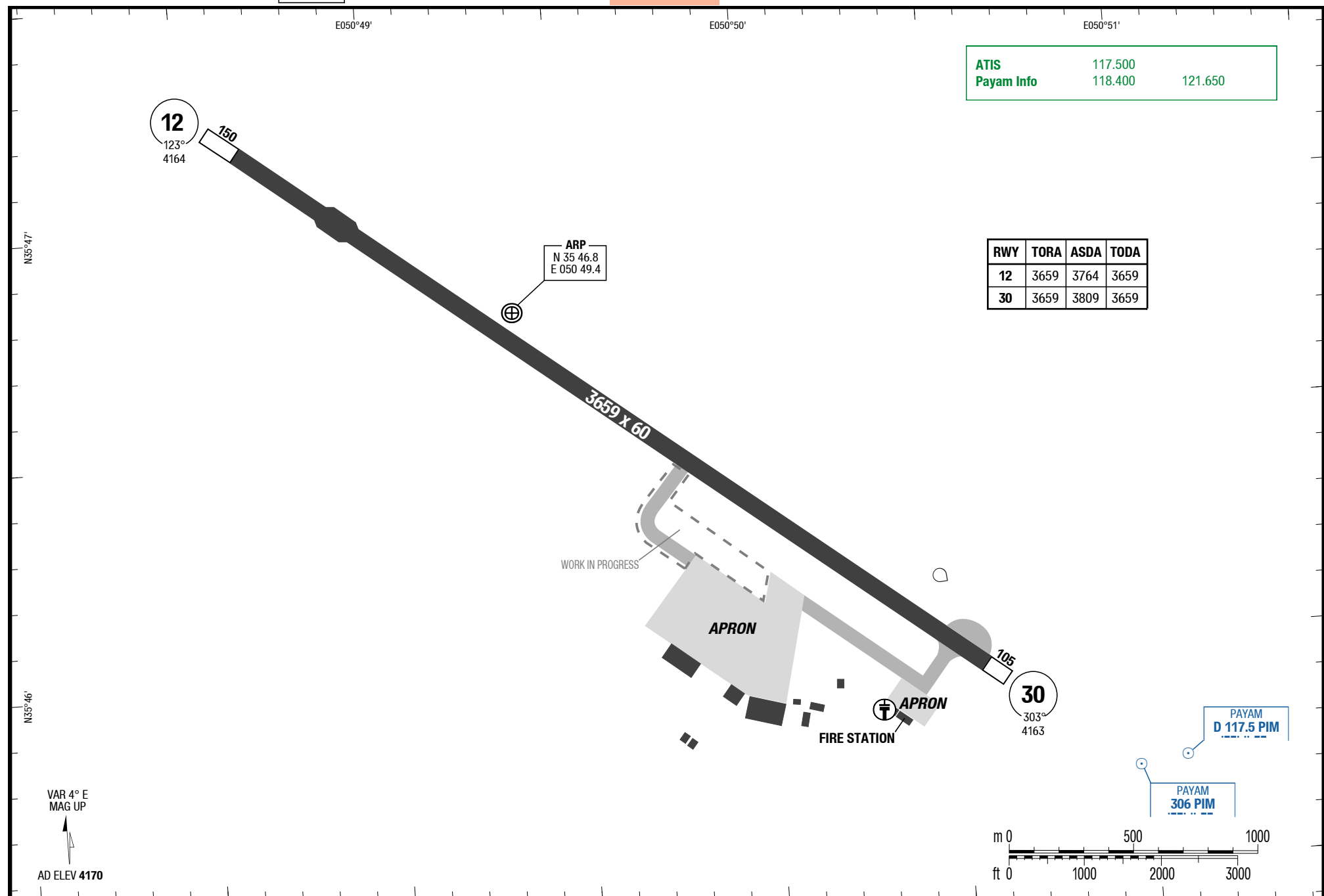
AGC

AGC

Payam Karaj Iran

AGC

3-20



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

**QKC-OIIP**

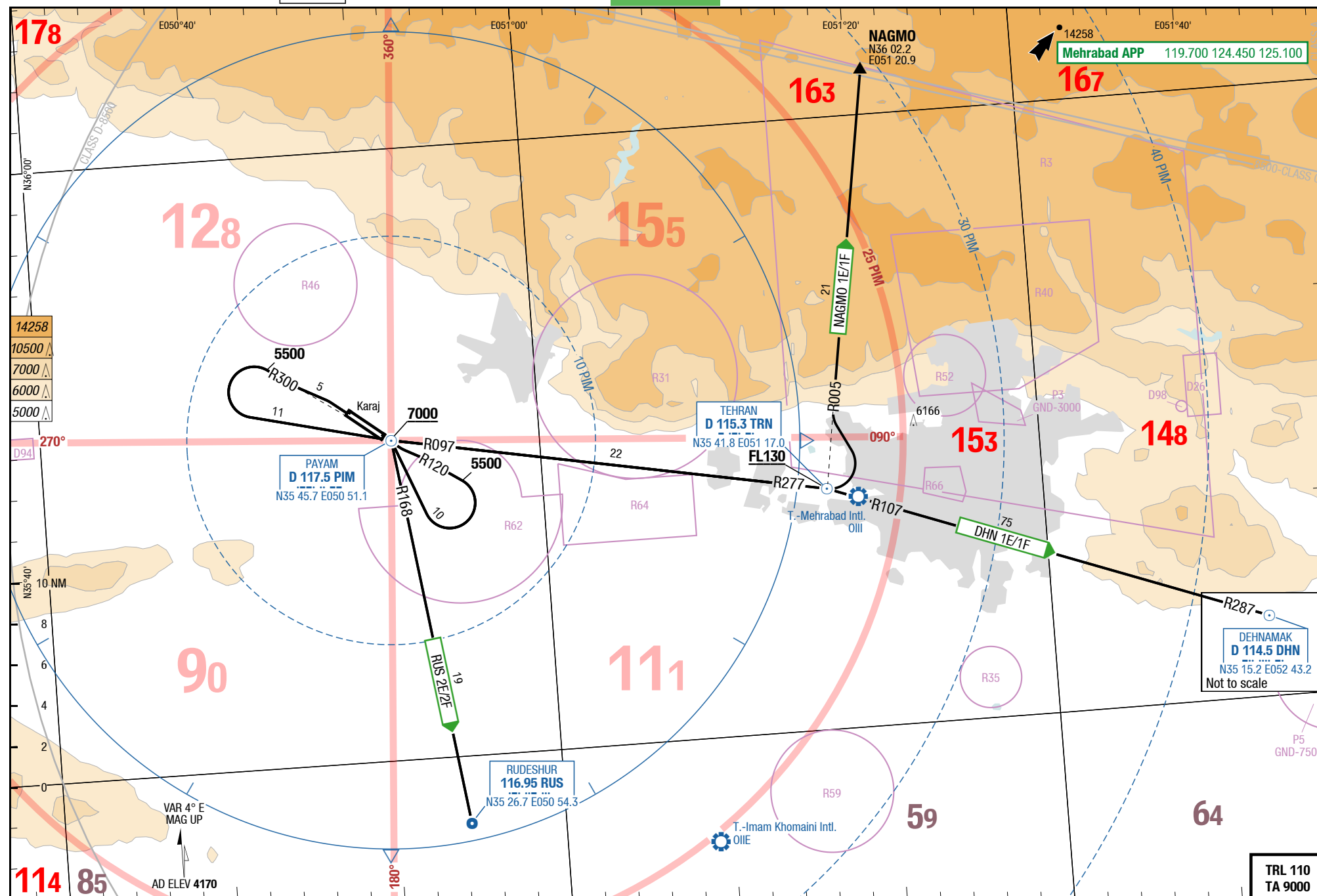
SIDs PAROT / PAXID

## 4-10 **SIDs DHN / NAGMO / RUS**

SID

SID

SIDs PAROT / PAXID

**SIDs DHN / NAGMO / RUS**

Changes: Nil

TRL 110  
TA 9000

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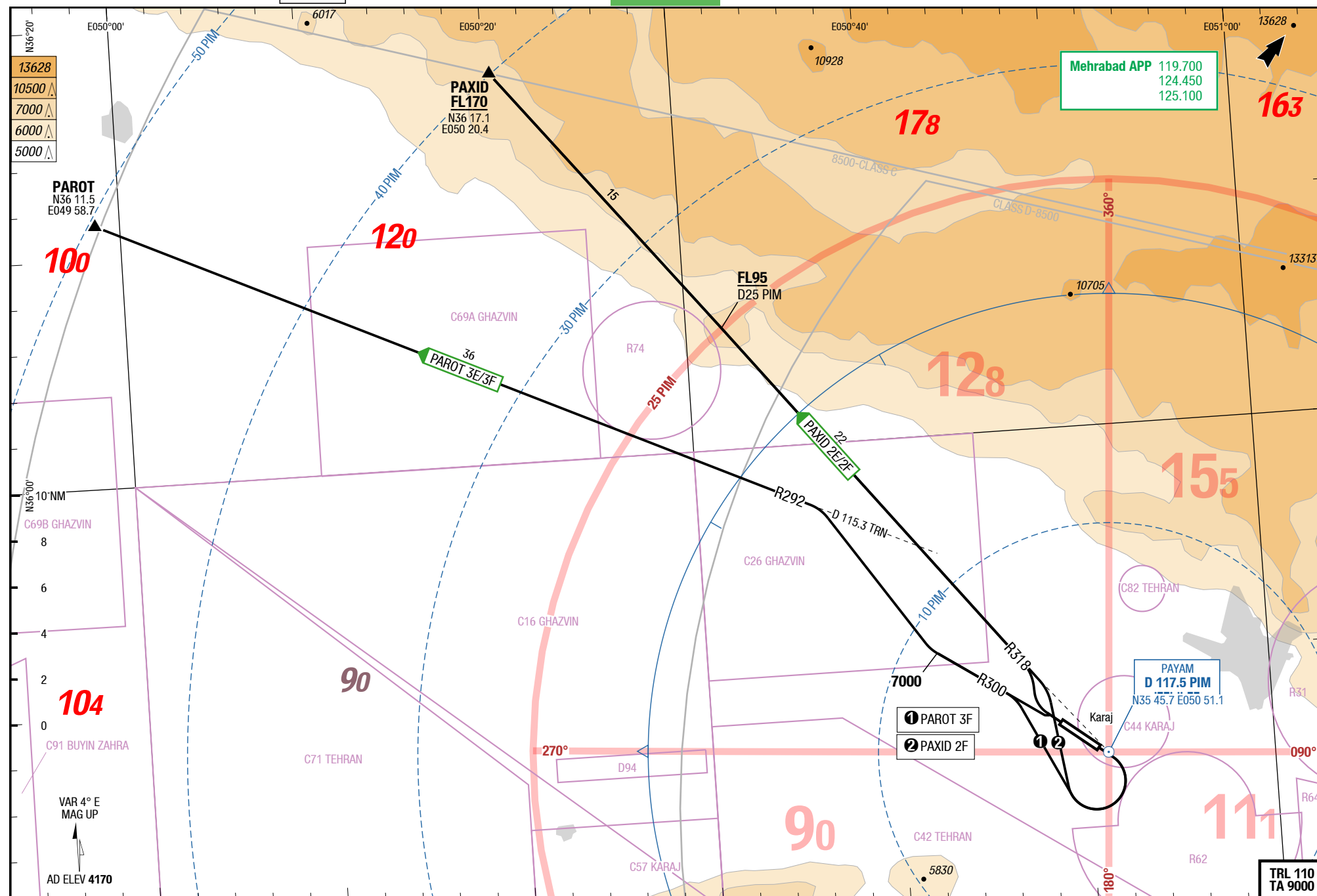
**QKC-OIIP**

## SIDs PAROT / PAXID

SID

SID

## SIDs PAROT / PAXID



Changes: PROC renumbered

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**QKC-OIIP**

NIL

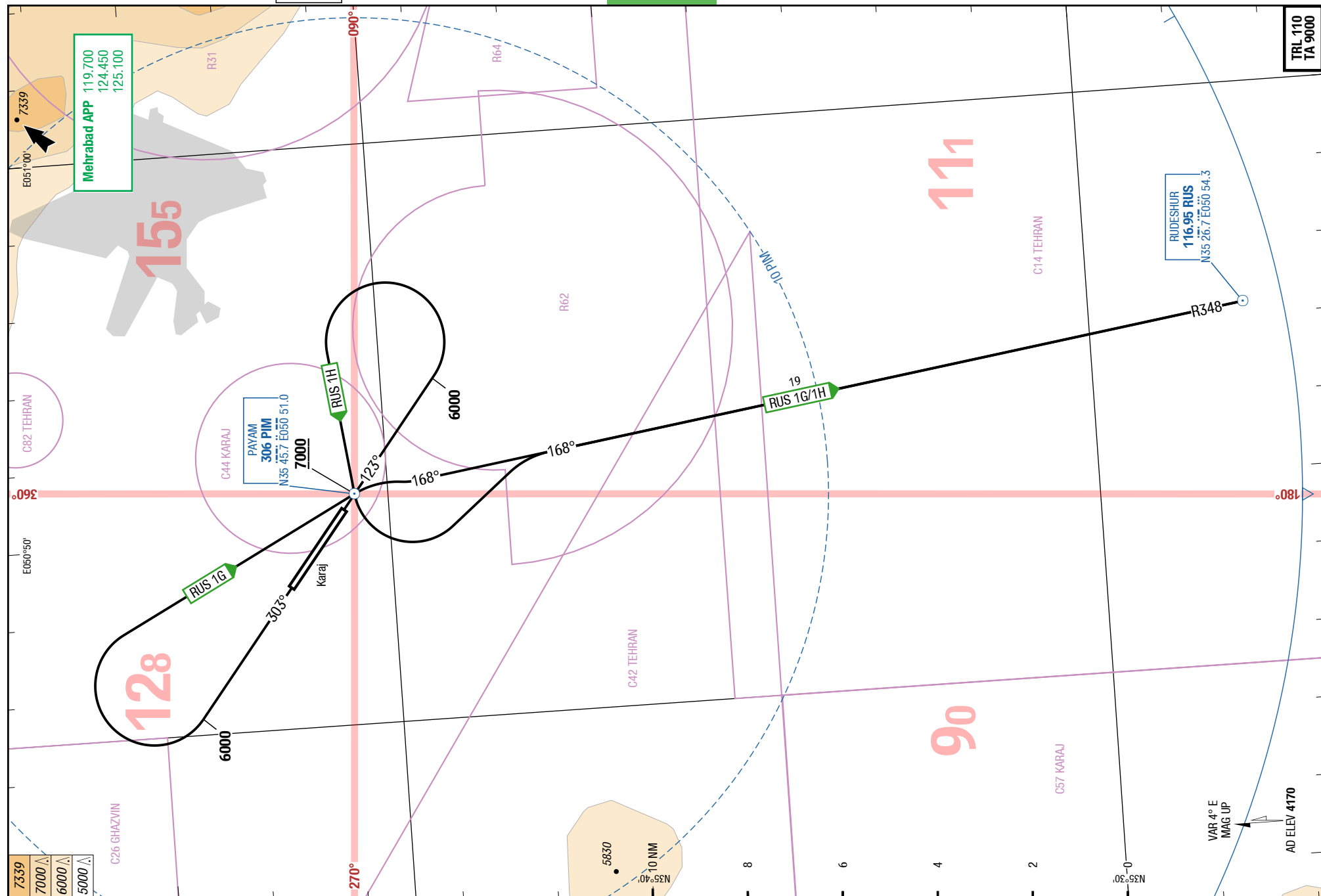
**SIDs RUS 1G/1H**

SID

SID

NIL

## SIDs RUS 1G/1H



Changes: Track, Editorial

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16-JUN-2016

QKC-OIIP

5-10

SIDs DHN / NAGMO / RUS

SIDPT

DEHNAMEK 1F / NAGMO 1F / RUDESHUR 2F / DEHNAMEK 1E / NAGMO 1E / RUDESHUR 2E

RWYs 12 (123°) / 30 (303°)

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

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

16-JUN-2016

**QKC-OIIP**

5-20

**SIDs PAROT / PAXID****SIDPT****PAROT 3F / PAXID 2F / PAROT 3E / PAXID 2E**

RWYs 12 (123°) / 30 (303°)

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

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



**RUDESHUR 1H / RUDESHUR 1G**

RWYs 12 (123°) / 30 (303°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>RUDESHUR 1H</b> <b>RUS 1H</b> <b>119.700</b> ①	at <b>6000 LT</b> to <b>PIM</b> - QDR 168 <b>PIM</b> to <b>RUS</b>	<b>PIM MNM 7000</b>
	<b>Runway 30</b>	
<b>RUDESHUR 1G</b> <b>RUS 1G</b> <b>119.700</b> ①	at <b>6000 RT</b> to <b>PIM</b> - QDR 168 <b>PIM</b> to <b>RUS</b>	<b>PIM MNM 7000</b>

① All departures from Payam are subject to Mehrabad APP clearance.

# QKC-OIIP

NIL

## STARS

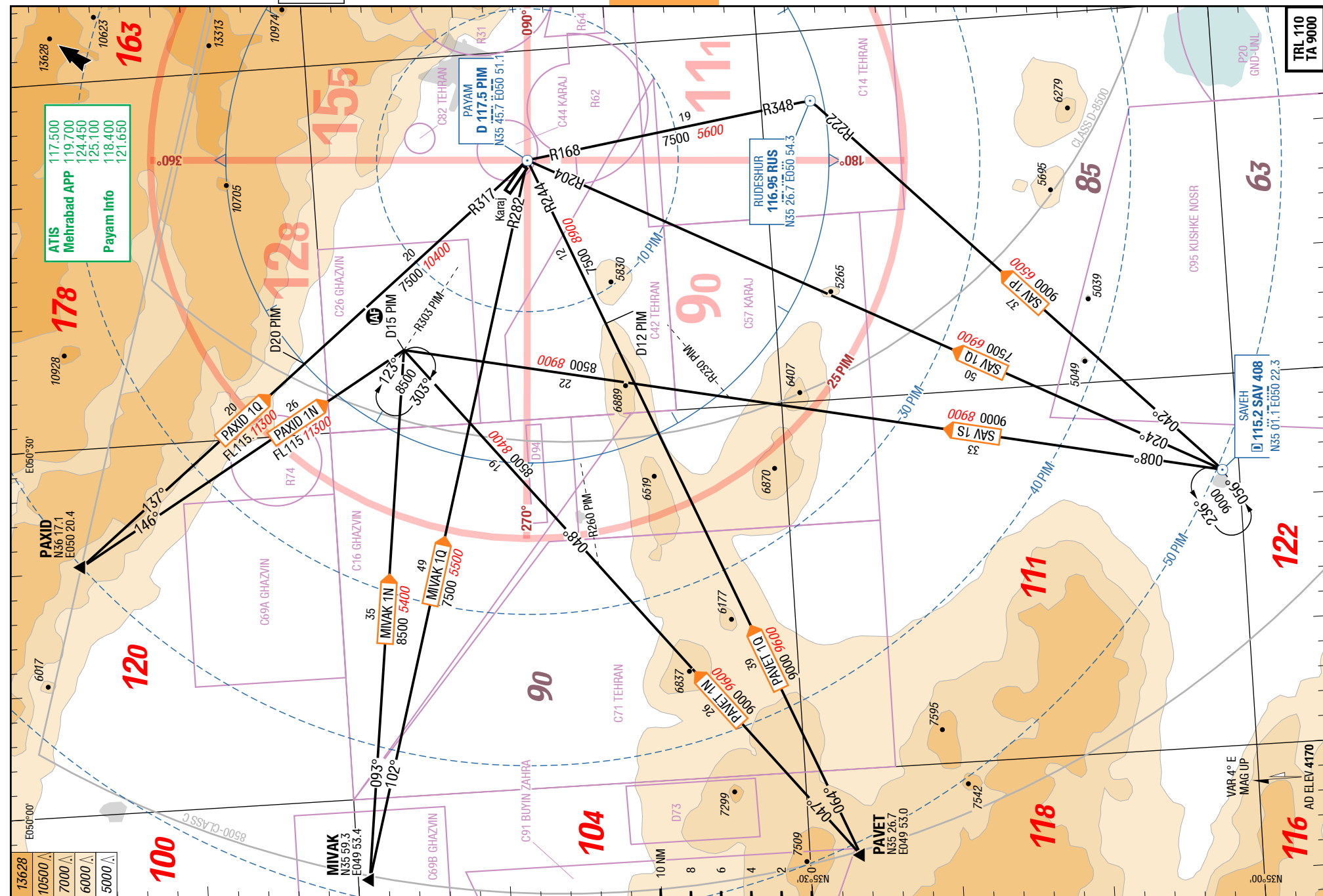
# STAR

# STAR

NIL

## STARS

**6-10**

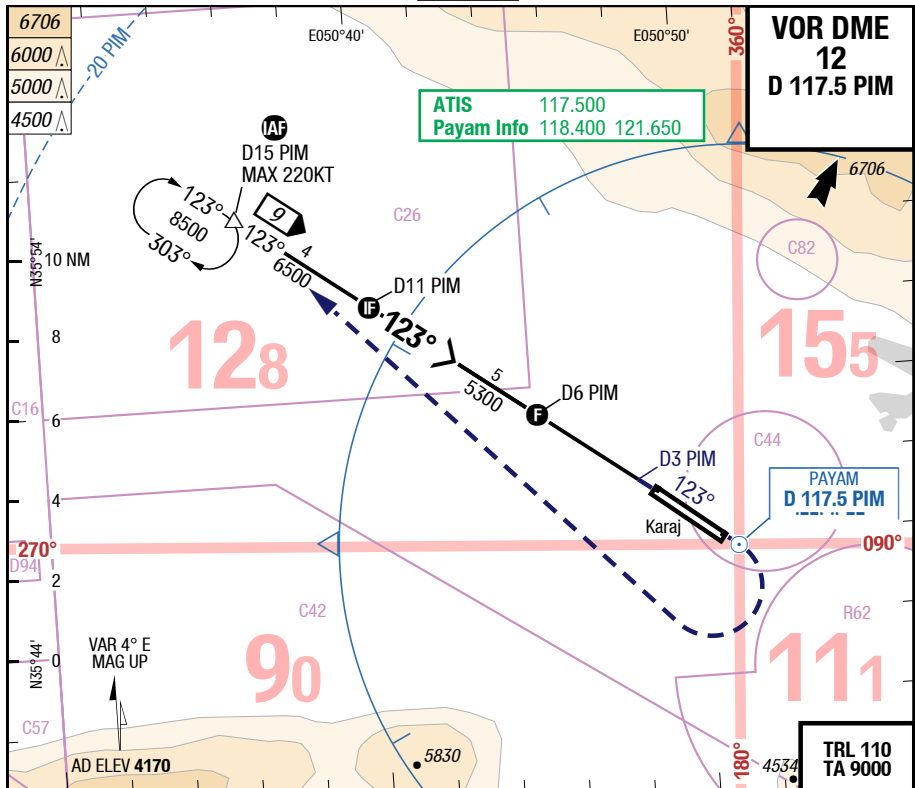


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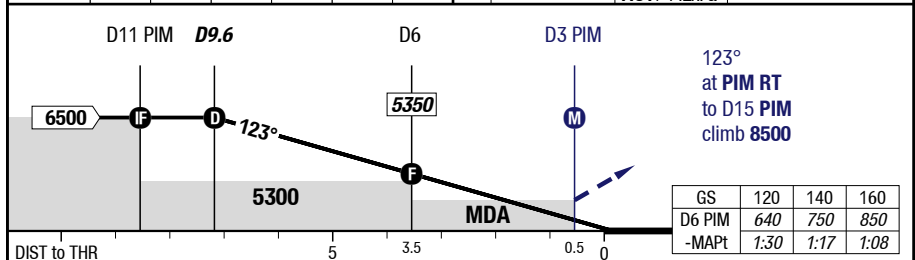
Changes: PROC renumbered, OBST

7-10

VOR DME 12



3.00°	9.6	9	8	7	5	4	12	60 H
D PIM	6500	6300	5980	5670	5030	4710		



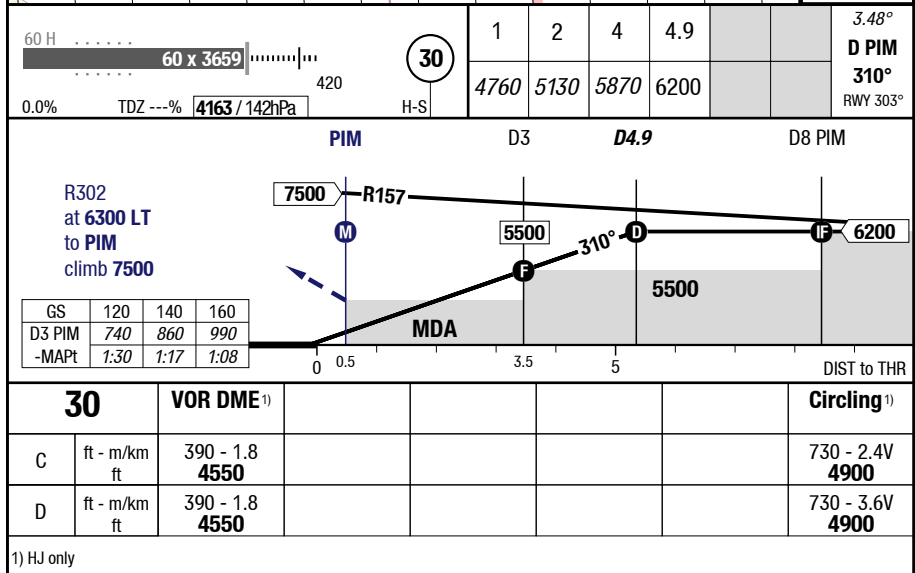
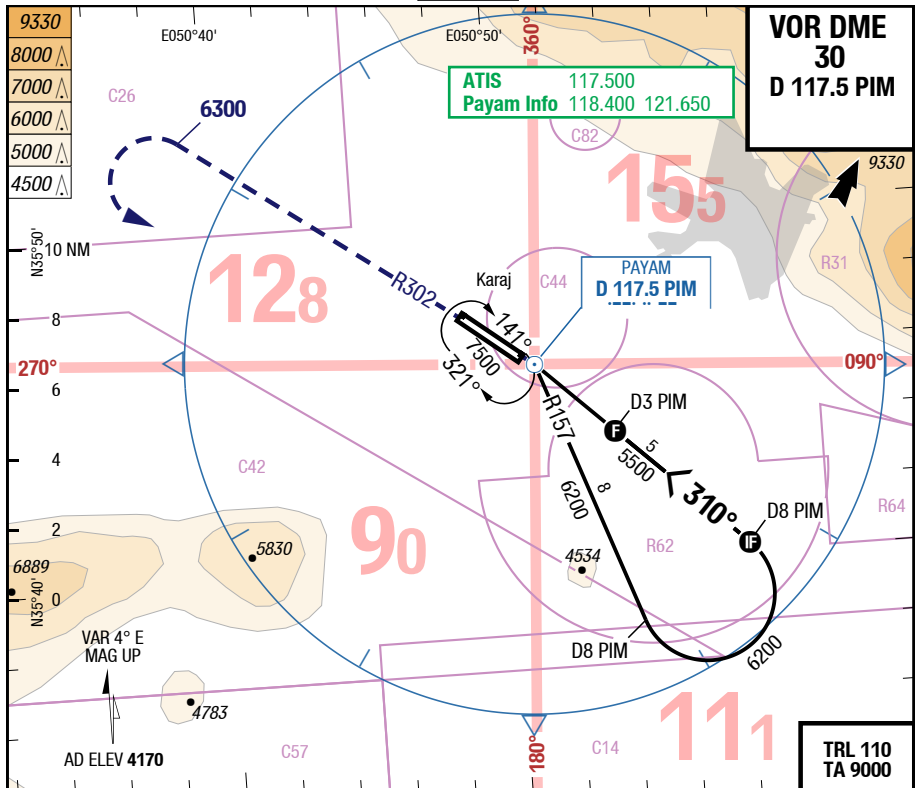
12	VOR DME				Circling
	GA 3.3% <sup>1)</sup>				<sup>1)</sup>
C	ft - m/km ft	440 - 2.0 4600			730 - 2.4V 4900
D	ft - m/km ft	440 - 2.0 4600			730 - 3.6V 4900

1) HJ only

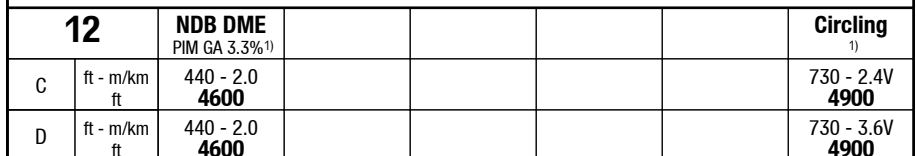
Changes: QFU

7-20

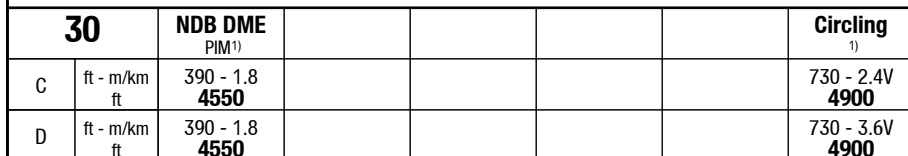
VOR DME 30



## NDB + DME 12



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