

KER-OIKK

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 0330-1200‡**Airport Information****RFF:** CAT 7, CAT 8 AVBL during SKED flights with PPR 72HR before EOBT.**PCN:** RWY 16/34: 50/F/B/X/T**Customs:** O/R**Operation****Taxi**

Medium ACFT on RWY 34 are permitted to make 180° turns on HLDG bays provided at the end and middle of RWY.

Heavy ACFT are permitted to make 180° turns at the end of the RWY in use only.

**Warnings**

Strolling dogs in vicinity of AD.

Birds in vicinity of AD.

**ARRIVAL****Arrival Procedure****VFR Traffic Pattern**

- For heavy ACFT 7300ft.
- For other ACFT 6800ft.

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

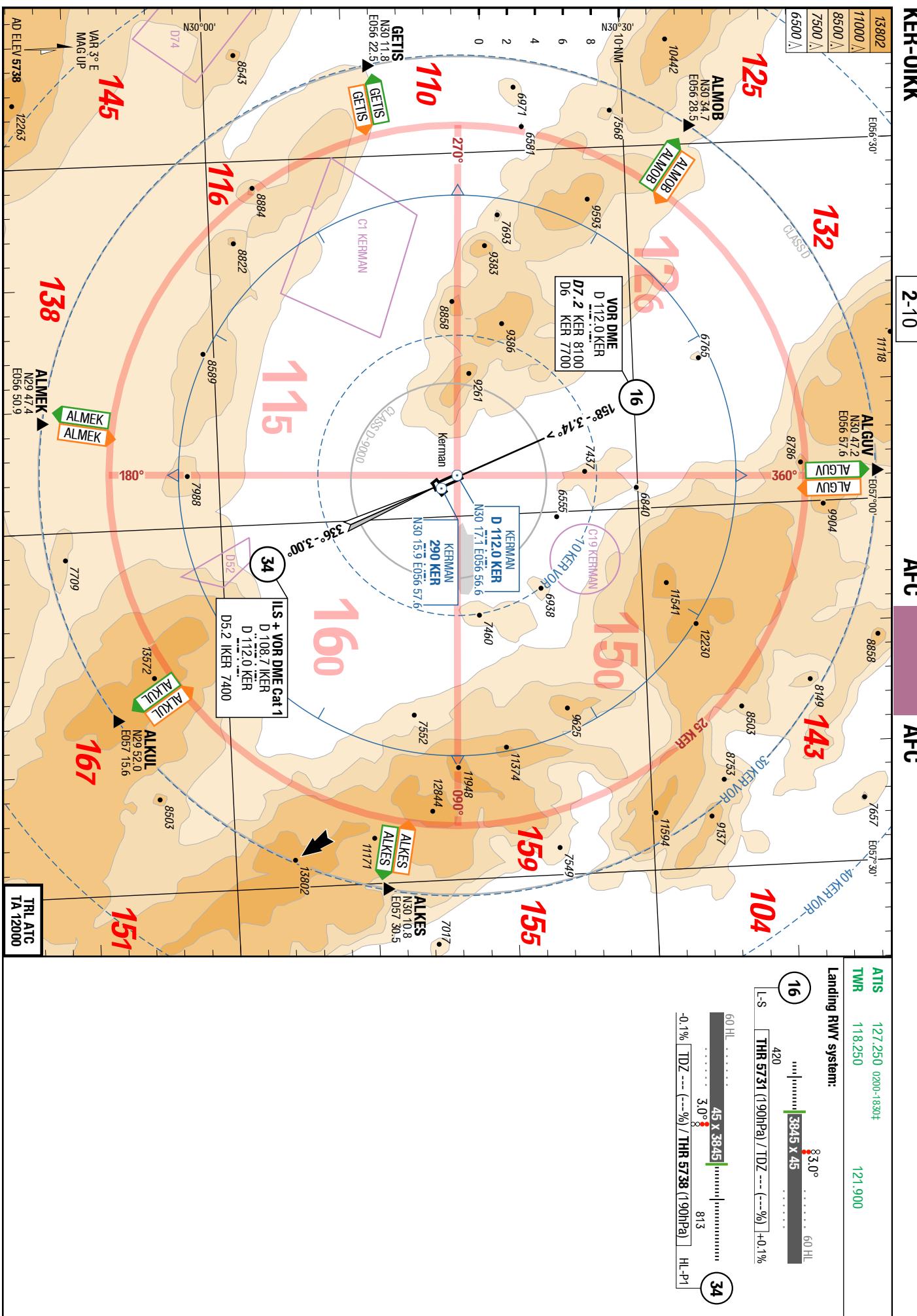
RWY		16/34	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

**Departure Procedure****Start-up/Push-back**

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

**De-Icing**

AVBL during SKED flights; other times O/R.



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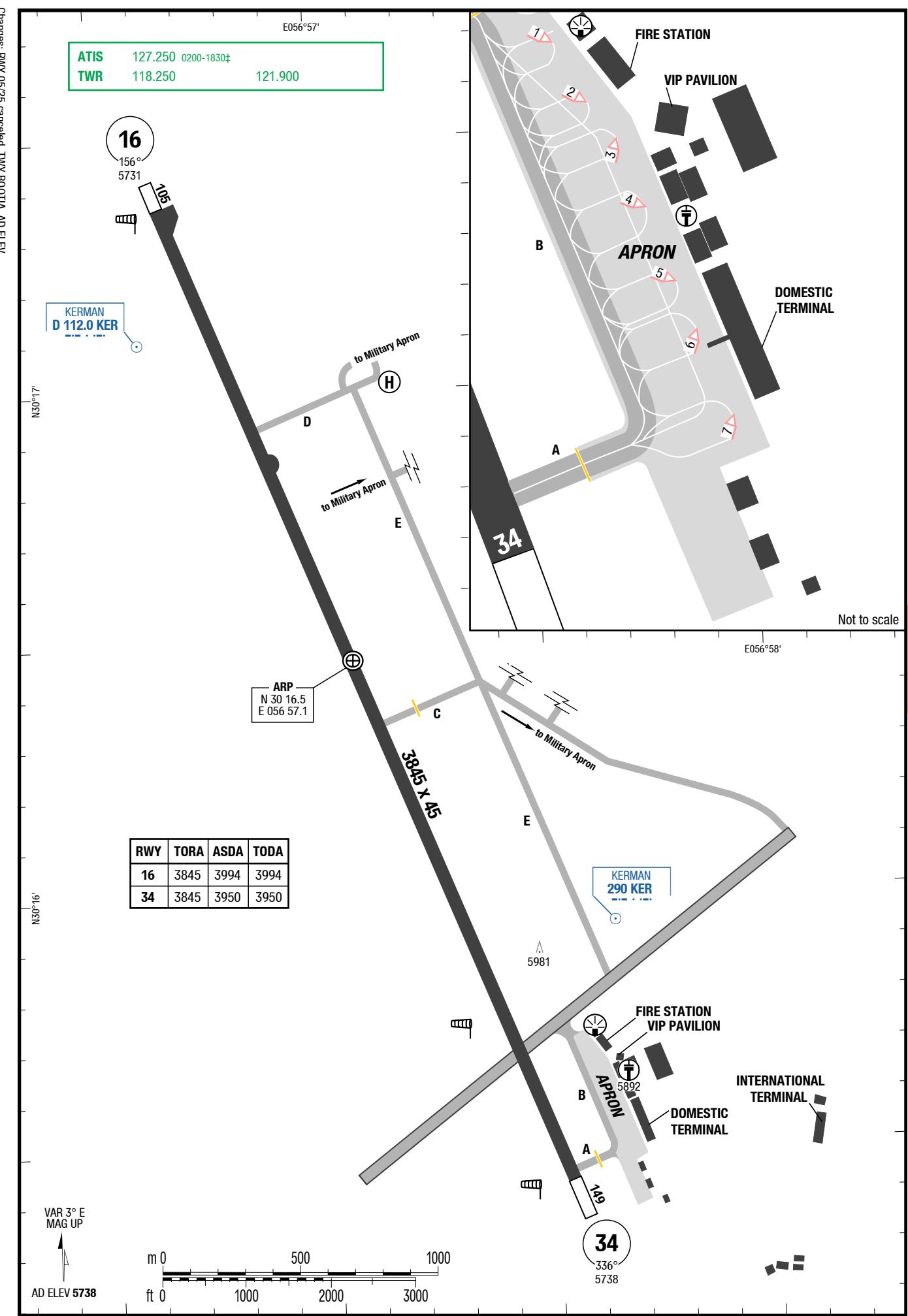
Iran Kerman

AGC

AGC

Kerman Iran

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4-10

Iran Kerman

SIDs RWY 16 NDB

SIDs RWY 16 VOR

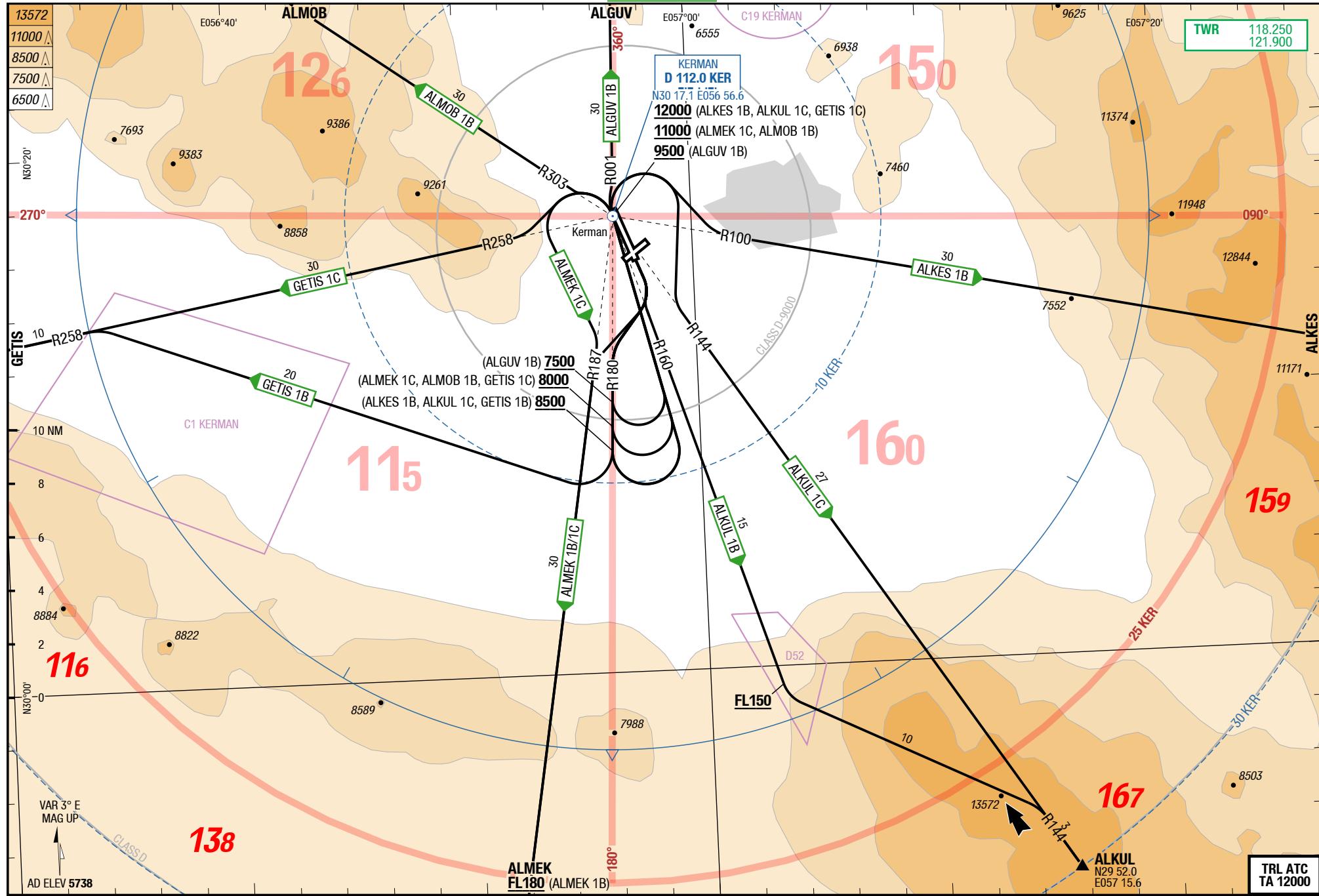
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SIDs RWY 16 NDB

SIDs RWY 16 VOR



Changes: ALT, ASP, Track, OBST, AD ELEV

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Iran Kerman

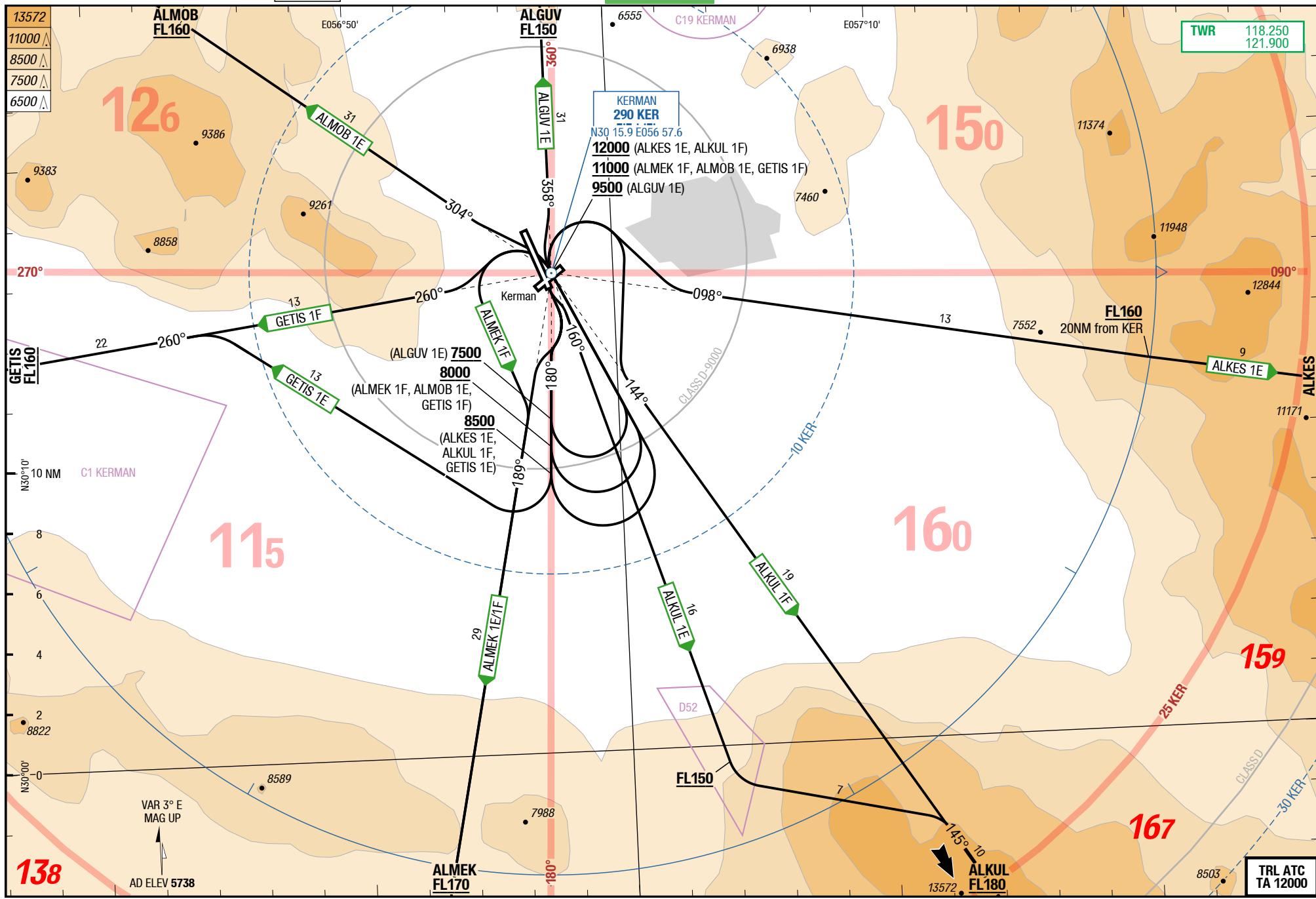
SIDs RWY 16 NDB

SID

SID

Kerman Iran

SIDs RWY 16 NDB



Changes: ALT, ASP, OBST, AD ELEV

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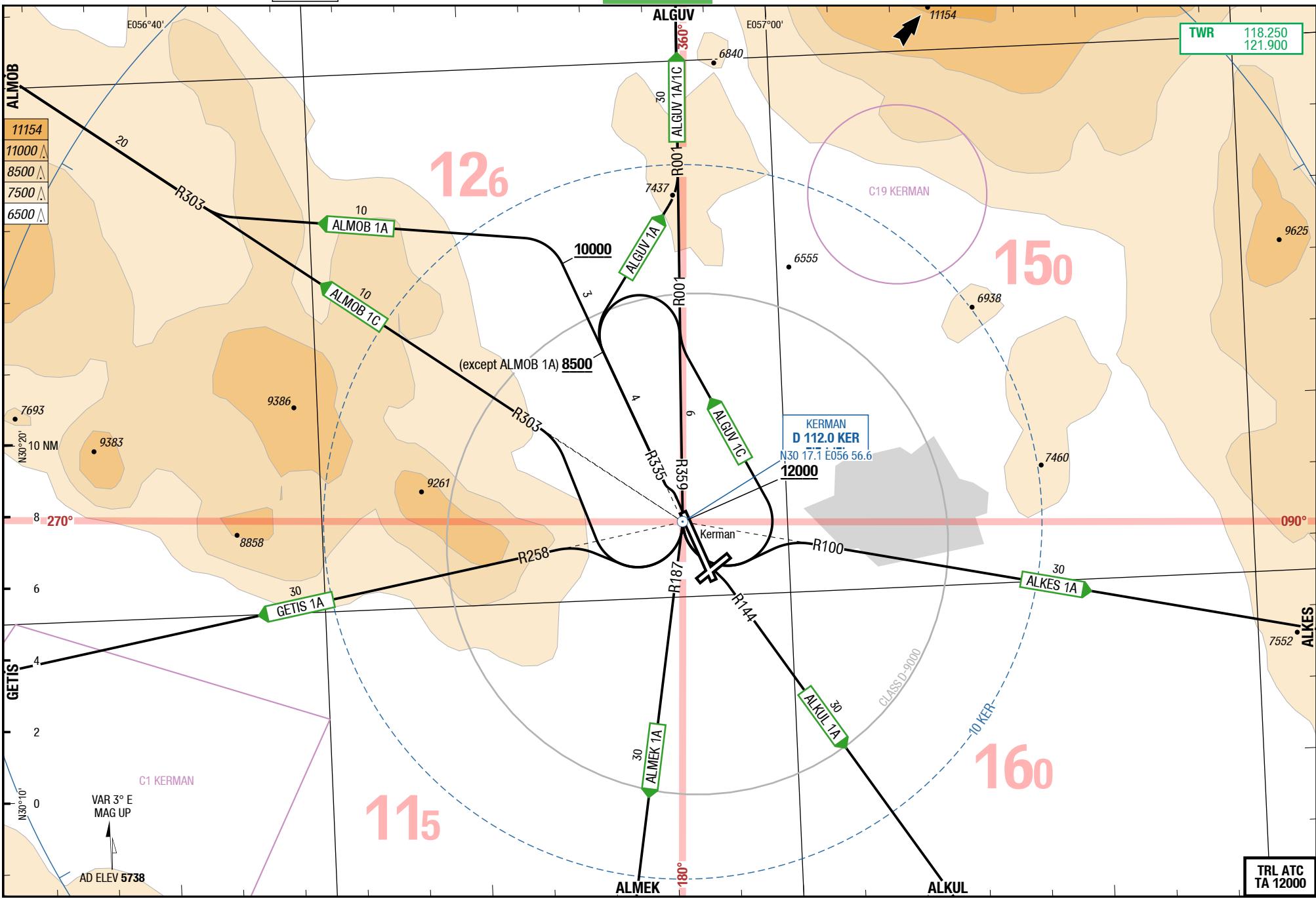
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Iran Kerman  
SIDs RWY 34 NDB  
SIDs RWY 34 VOR

Kerman Iran  
SIDs RWY 34 NDB  
SIDs RWY 34 VOR



Changes: Track, ALT, ASP, OBST, AD ELEV

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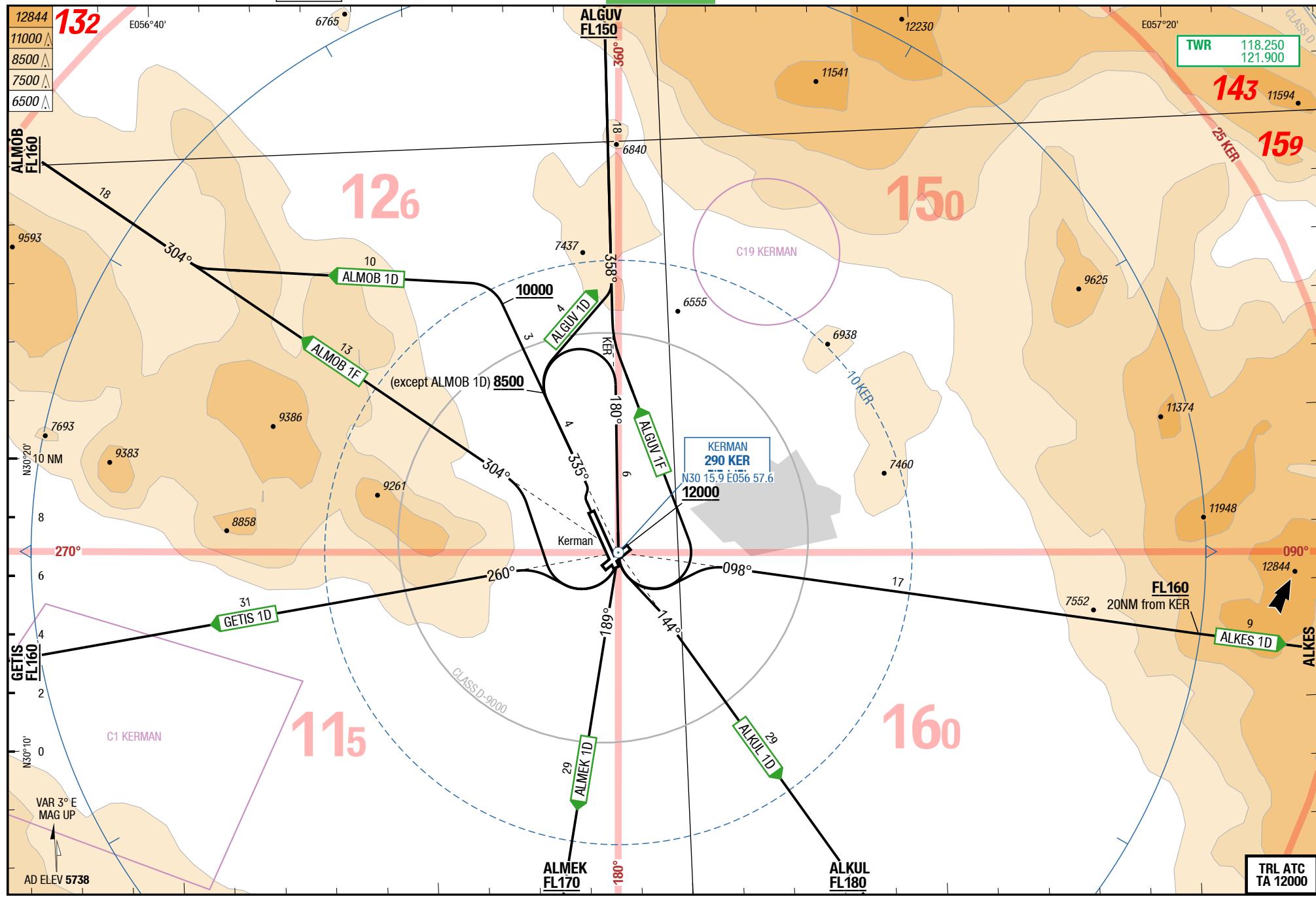
Iran Kerman

SIDs RWY 34 NDB

SID

Kerman Iran

SIDs RWY 34 NDB



KER-OIKK

5-10

SIDs RWY 16 VOR

**ALGUV 1B / ALKES 1B / ALKUL 1B / ALKUL 1C / ALMEK 1B / ALMEK 1C / ALMOB 1B / GETIS 1B / GETIS 1C**

RWY 16 (156°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.8%	ft/MIN	800	900	1100	1300	1500	1600
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 16</b>		
<b>ALGUV 1B</b> 4.2% <b>118.250</b>	<b>RT intercept R180 KER - at MNM 7500 LT direct KER - R001 KER to ALGUV</b>	<b>KER MNM 9500</b>
<b>ALKES 1B</b> 4.2% <b>118.250</b>	<b>RT intercept R180 KER - at MNM 8500 LT direct KER - R100 KER to ALKES</b>	<b>KER MNM 12000</b>
<b>ALKUL 1B</b> 5.8% <b>118.250</b>	<b>RT intercept R160 KER - at MNM FL150 LT intercept R144 KER to ALKUL</b>	
<b>ALKUL 1C</b> 4.2% <b>118.250</b>	<b>RT intercept R180 KER - at MNM 8500 LT direct KER - RT R144 KER to ALKUL</b>	<b>KER MNM 12000</b>
<b>ALMEK 1B</b> 6.1% <b>118.250</b>	<b>RT intercept R187 KER to ALMEK</b>	<b>ALMEK MNM FL180</b>
<b>ALMEK 1C</b> 118.250	<b>RT intercept R180 KER - at MNM 8000 LT direct KER - LT R187 KER to ALMEK</b>	<b>KER MNM 11000</b>
<b>ALMOB 1B</b> 118.250	<b>RT intercept R180 KER - at MNM 8000 LT direct KER - R303 KER to ALMOB</b>	<b>KER MNM 11000</b>
<b>GETIS 1B</b> 6.1% <b>118.250</b>	<b>RT intercept R180 KER - at MNM 8500 RT intercept R258 KER to GETIS</b>	
<b>GETIS 1C</b> 4.3% <b>118.250</b>	<b>RT intercept R180 KER - at MNM 8000 LT direct KER - R258 KER to GETIS</b>	<b>KER MNM 12000</b>

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**KER-OIKK****5-20****SIDs RWY 16 NDB**

**ALGUV 1E / ALKES 1E / ALKUL 1E / ALKUL 1F / ALMEK 1E / ALMEK 1F / ALMOB 1E / GETIS 1E / GETIS 1F**  
**RWY 16 (156°)**

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.8%	ft/MIN	800	900	1100	1300	1500	1600
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 16</b>		
<b>ALGUV 1E 118.250</b>	<b>RT intercept QDR 180 KER - at MNM 7500 LT direct KER - QDR 358 KER to ALGUV</b>	<b>KER MNM 9500 ALGUV MNM FL150</b>
<b>ALKES 1E 4.2% 118.250</b>	<b>RT intercept QDR 180 KER - at MNM 8500 LT direct KER - QDR 098 KER to ALKES</b>	<b>KER MNM 12000 20NM from KER MNM FL160</b>
<b>ALKUL 1E 6.3% 118.250</b>	<b>intercept QDR 160 KER - at MNM FL150 LT intercept QDR 145 KER to ALKUL</b>	<b>ALKUL MNM FL180</b>
<b>ALKUL 1F 5.8% 118.250</b>	<b>RT intercept QDR 180 KER - at MNM 8500 LT direct KER - RT QDR 144 KER to ALKUL</b>	<b>KER MNM 12000 ALKUL MNM FL180</b>
<b>ALMEK 1E 118.250</b>	<b>RT intercept QDR 189 KER to ALMEK</b>	<b>ALMEK MNM FL170</b>
<b>ALMEK 1F 118.250</b>	<b>RT intercept QDR 180 KER - at MNM 8000 LT direct KER - LT QDR 189 KER to ALMEK</b>	<b>KER MNM 11000 ALMEK MNM FL170</b>
<b>ALMOB 1E 118.250</b>	<b>RT intercept QDR 180 KER - at MNM 8000 LT direct KER - QDR 304 KER to ALMOB</b>	<b>KER MNM 11000 ALMOB MNM FL160</b>
<b>GETIS 1E 118.225</b>	<b>RT intercept QDR 180 KER - at MNM 8500 RT intercept QDR 260 KER to GETIS</b>	<b>GETIS MNM FL160</b>
<b>GETIS 1F 118.225</b>	<b>RT intercept QDR 180 KER - at MNM 8000 LT direct KER - QDR 260 KER to GETIS</b>	<b>KER MNM 11000 GETIS MNM FL160</b>

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SIDs RWY 34 VOR

**ALGUV 1A / ALGUV 1C / ALKES 1A / ALKUL 1A / ALMEK 1A / ALMOB 1A / ALMOB 1C / GETIS 1A**  
**RWY 34 (336°)**

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>ALGUV 1A 4.2% 118.250</b>	intercept R335 KER - at MNM 8500 RT intercept R001 KER to ALGUV	
<b>ALGUV 1C 118.250</b>	intercept R335 KER - at MNM 8500 RT intercept R359 KER to KER - LT R001 KER to ALGUV	<b>KER MNM 12000</b>
<b>ALKES 1A 118.250</b>	intercept R335 KER - at MNM 8500 RT intercept R359 KER to KER - R100 KER to ALKES	<b>KER MNM 12000</b>
<b>ALKUL 1A 118.250</b>	intercept R335 KER - at MNM 8500 RT intercept R359 KER to KER - R144 KER to ALKUL	<b>KER MNM 12000</b>
<b>ALMEK 1A 118.250</b>	intercept R335 KER - at MNM 8500 RT intercept R359 KER to KER - R187 KER to ALMEK	<b>KER MNM 12000</b>
<b>ALMOB 1A 5.0% to 11000 118.250</b>	intercept R335 KER - at MNM 10000 LT intercept R303 KER to ALMOB	
<b>ALMOB 1C 118.250</b>	intercept R335 KER - at MNM 8500 RT intercept R359 KER to KER - R303 KER to ALMOB	<b>KER MNM 12000</b>
<b>GETIS 1A 4.3% 118.250</b>	intercept R335 KER - at MNM 8500 RT intercept R359 KER to KER - R258 KER to GETIS	<b>KER MNM 12000</b>

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SIDs RWY 34 NDB

**ALGUV 1D / ALGUV 1F / ALKES 1D / ALKUL 1D / ALMEK 1D / ALMOB 1D / ALMOB 1F / GETIS 1D**

**RWY 34 (336°)**

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 34</b>		
<b>ALGUV 1D 4.2% 118.250</b>	intercept QDR 335 <b>KER</b> - at MNM <b>8500 RT</b> intercept QDR 358 <b>KER</b> to ALGUV	<b>ALGUV MNM FL150</b>
<b>ALGUV 1F 118.250</b>	intercept QDR 335 <b>KER</b> - at MNM <b>8500 RT</b> intercept QDM 180 <b>KER</b> to <b>KER</b> - LT QDR 358 <b>KER</b> to ALGUV	<b>KER MNM 12000</b> <b>ALGUV MNM FL150</b>
<b>ALKES 1D 118.250</b>	intercept QDR 335 <b>KER</b> - at MNM <b>8500 RT</b> intercept QDM 180 <b>KER</b> to <b>KER</b> - QDR 098 <b>KER</b> to ALKES	<b>KER MNM 12000</b> 20NM from <b>KER MNM FL160</b>
<b>ALKUL 1D 118.250</b>	intercept QDR 335 <b>KER</b> - at MNM <b>8500 RT</b> intercept QDM 180 <b>KER</b> to <b>KER</b> - QDR 144 <b>KER</b> to ALKUL	<b>KER MNM 12000</b> <b>ALKUL MNM FL180</b>
<b>ALMEK 1D 118.250</b>	intercept QDR 335 <b>KER</b> - at MNM <b>8500 RT</b> intercept QDM 180 <b>KER</b> to <b>KER</b> - QDR 189 <b>KER</b> to ALMEK	<b>KER MNM 12000</b> <b>ALMEK MNM FL170</b>
<b>ALMOB 1D 5.0% to 11000 118.250</b>	intercept QDR 335 <b>KER</b> - at MNM <b>10000 LT</b> intercept QDR 304 <b>KER</b> to ALMOB	<b>ALMOB MNM FL160</b>
<b>ALMOB 1F 118.250</b>	intercept QDR 335 <b>KER</b> - at MNM <b>8500 RT</b> intercept QDM 180 <b>KER</b> to <b>KER</b> - QDR 304 <b>KER</b> to ALMOB	<b>KER MNM 12000</b> <b>ALMOB MNM FL160</b>
<b>GETIS 1D 118.250</b>	intercept QDR 335 <b>KER</b> - at MNM <b>8500 RT</b> intercept QDM 180 <b>KER</b> to <b>KER</b> - QDR 260 <b>KER</b> to GETIS	<b>KER MNM 12000</b> <b>GETIS MNM FL160</b>

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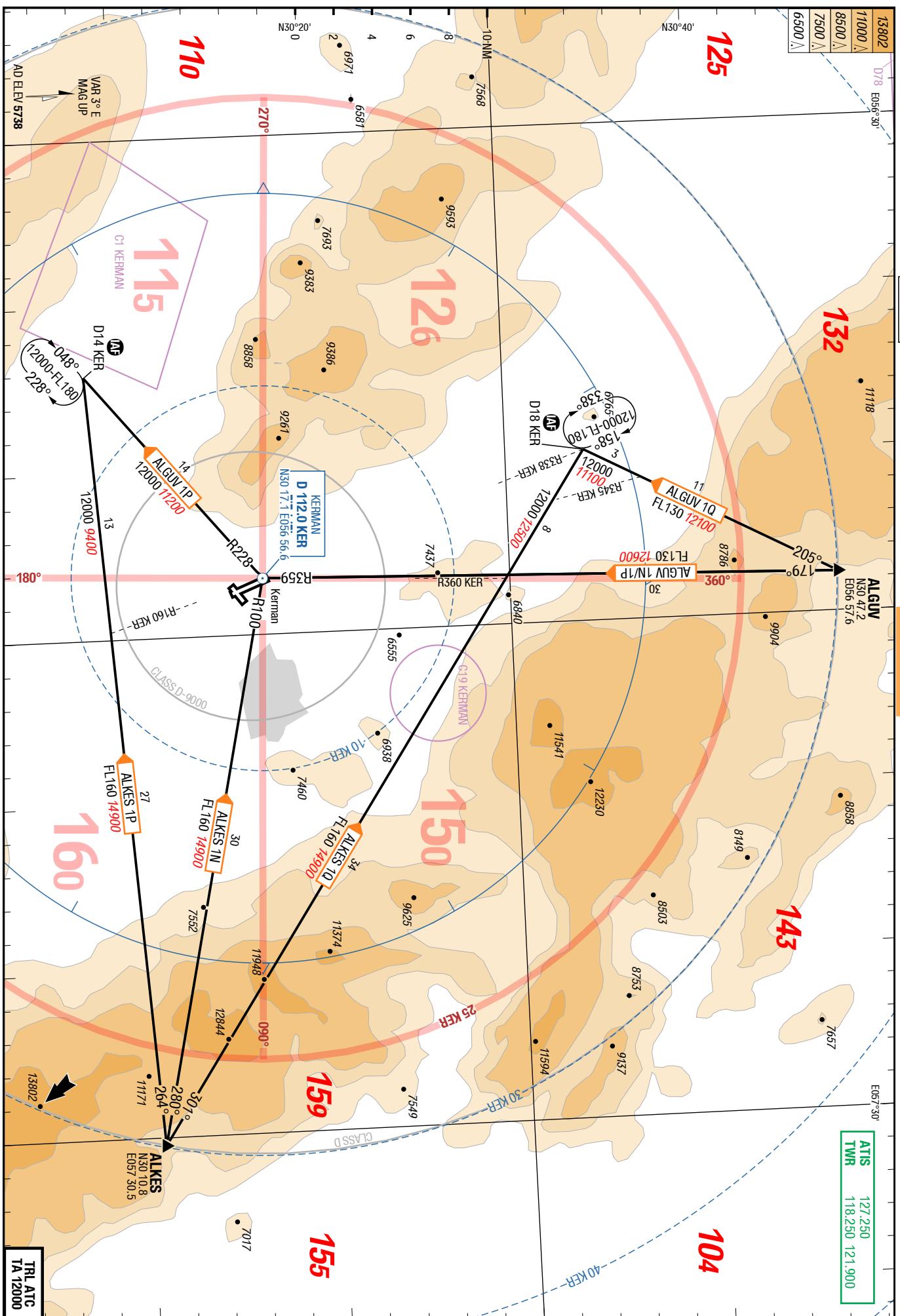
KER-OIKK

6-10

**Fran Kermann**

**STAR**

**Kermann Iran**  
STARS ALKUL/AL MEK VOR



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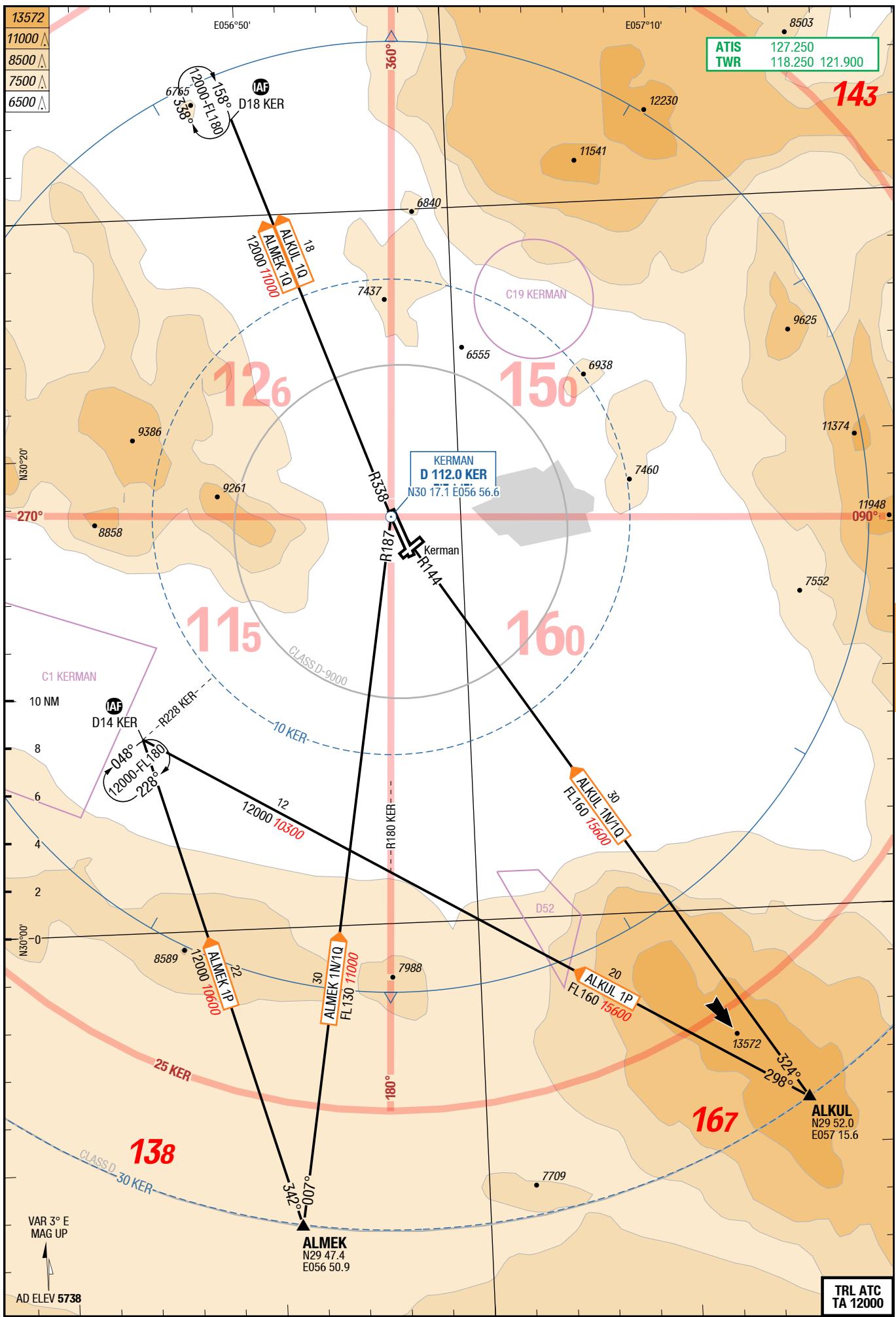
KER-OIKK

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STARS ALKUL/ALMEK VOR

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STARS ALKUL/ALMEK VOR



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Iran Kerman

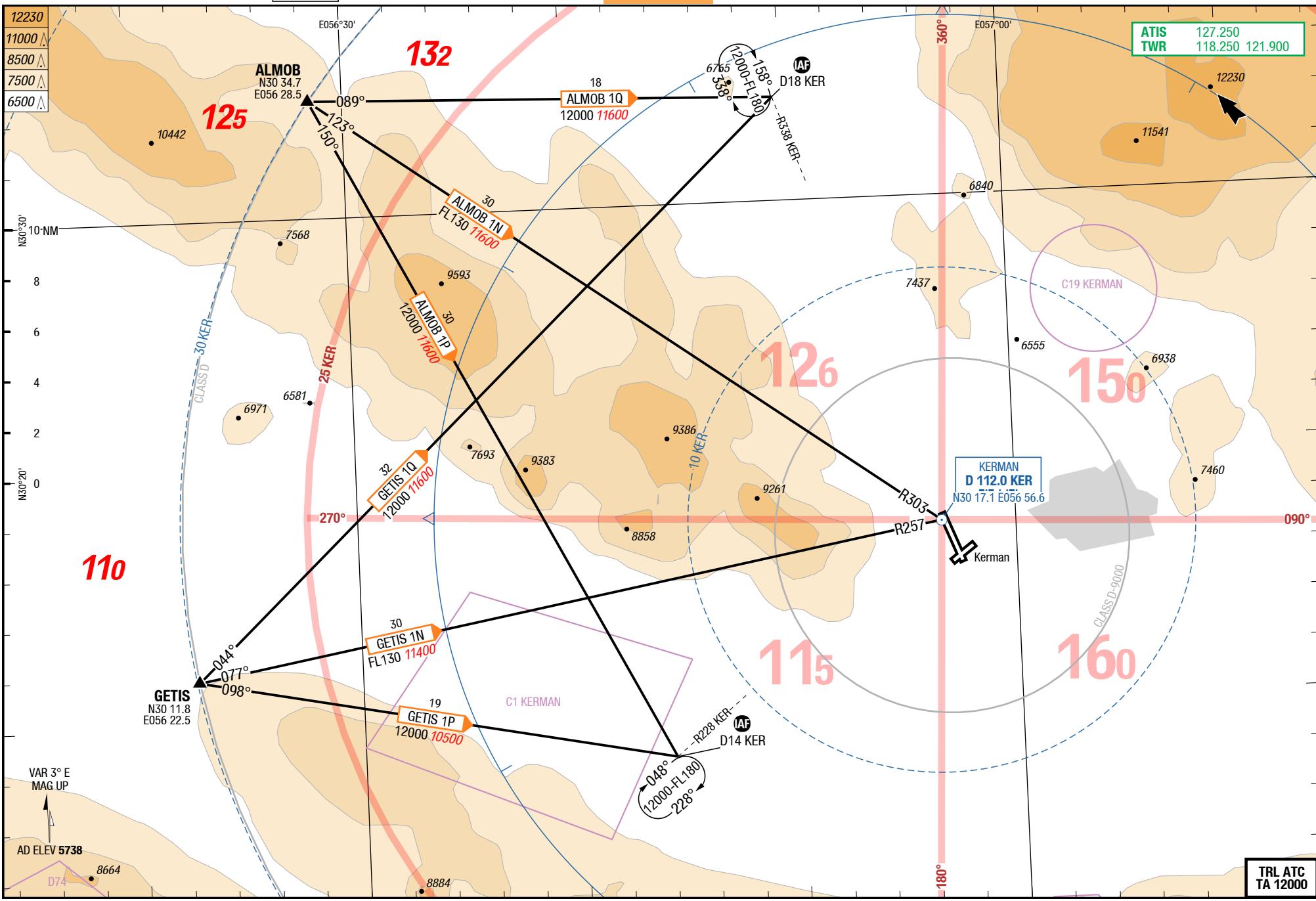
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Kerman Iran

STAR

STARs ALMOB/GETIS VOR

6-30



Changes: ASP, OBST, AD ELEV

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KER-OIKK

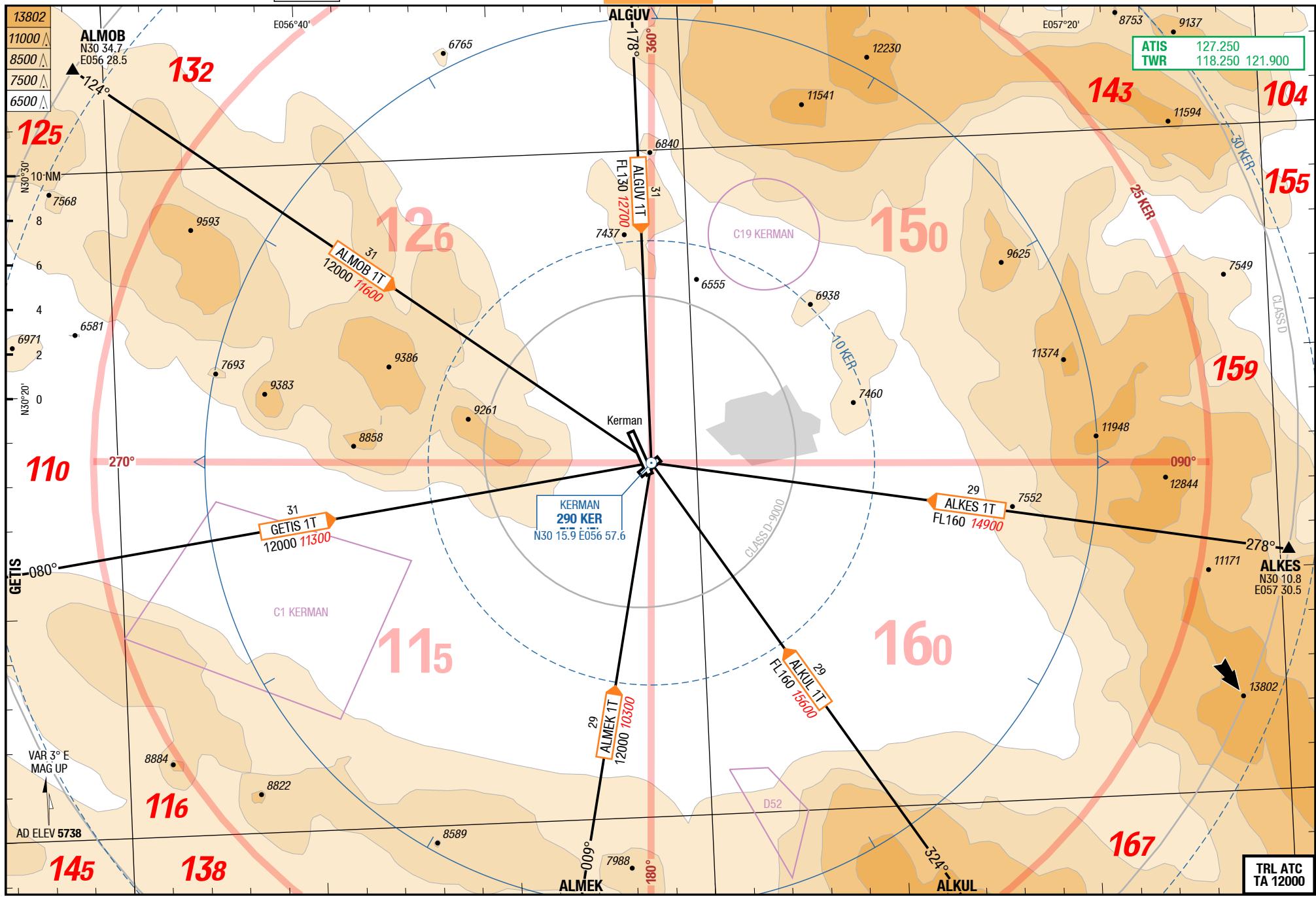
Iran Kerman

STARs NDB

 Kerman Iran

STARs NDB

5-40

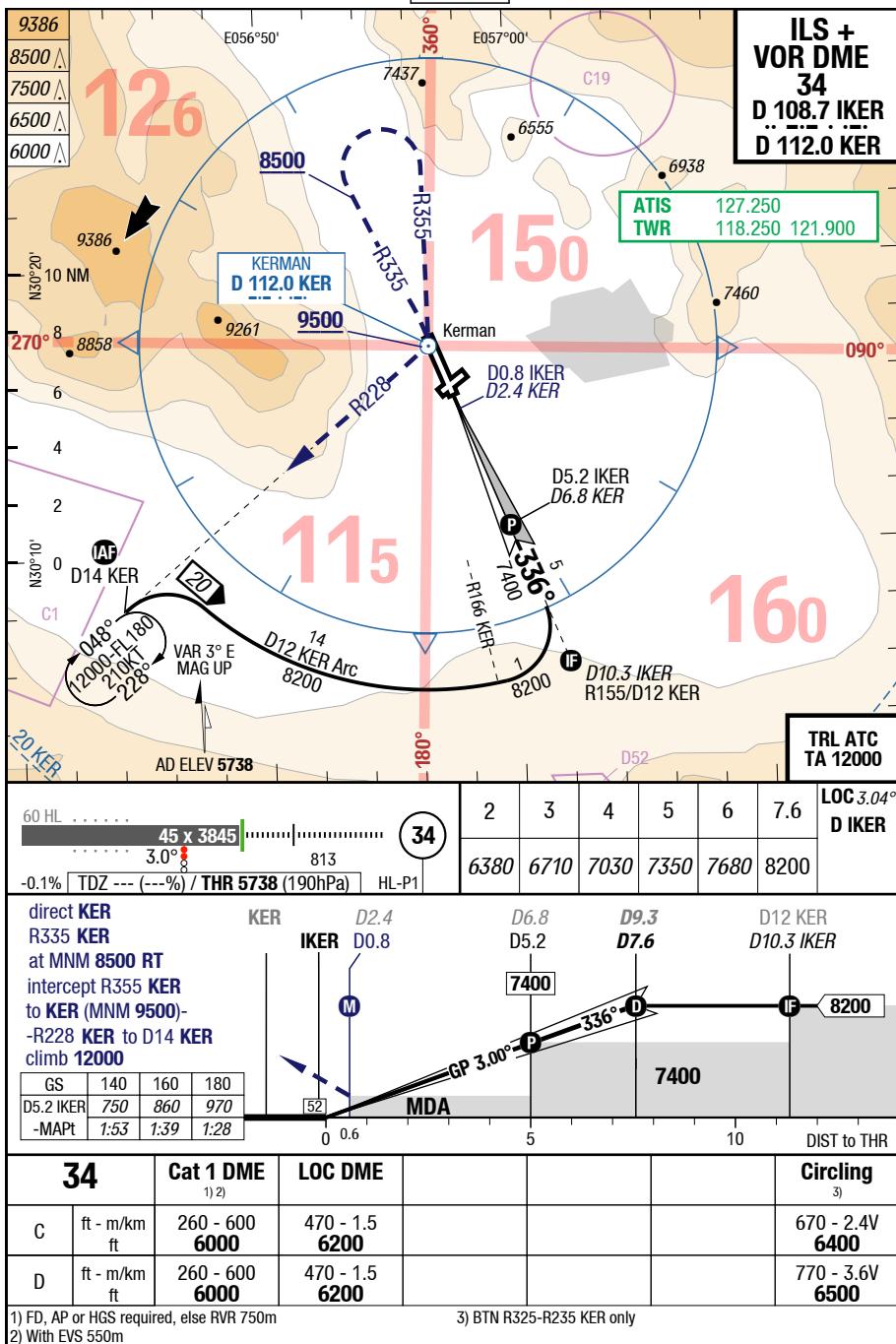


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KER-OIKK

7-10

ILS + VOR DME 34



Changes: MIN, APL, ALT, OBST, AD ELEV

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Iran Kerman

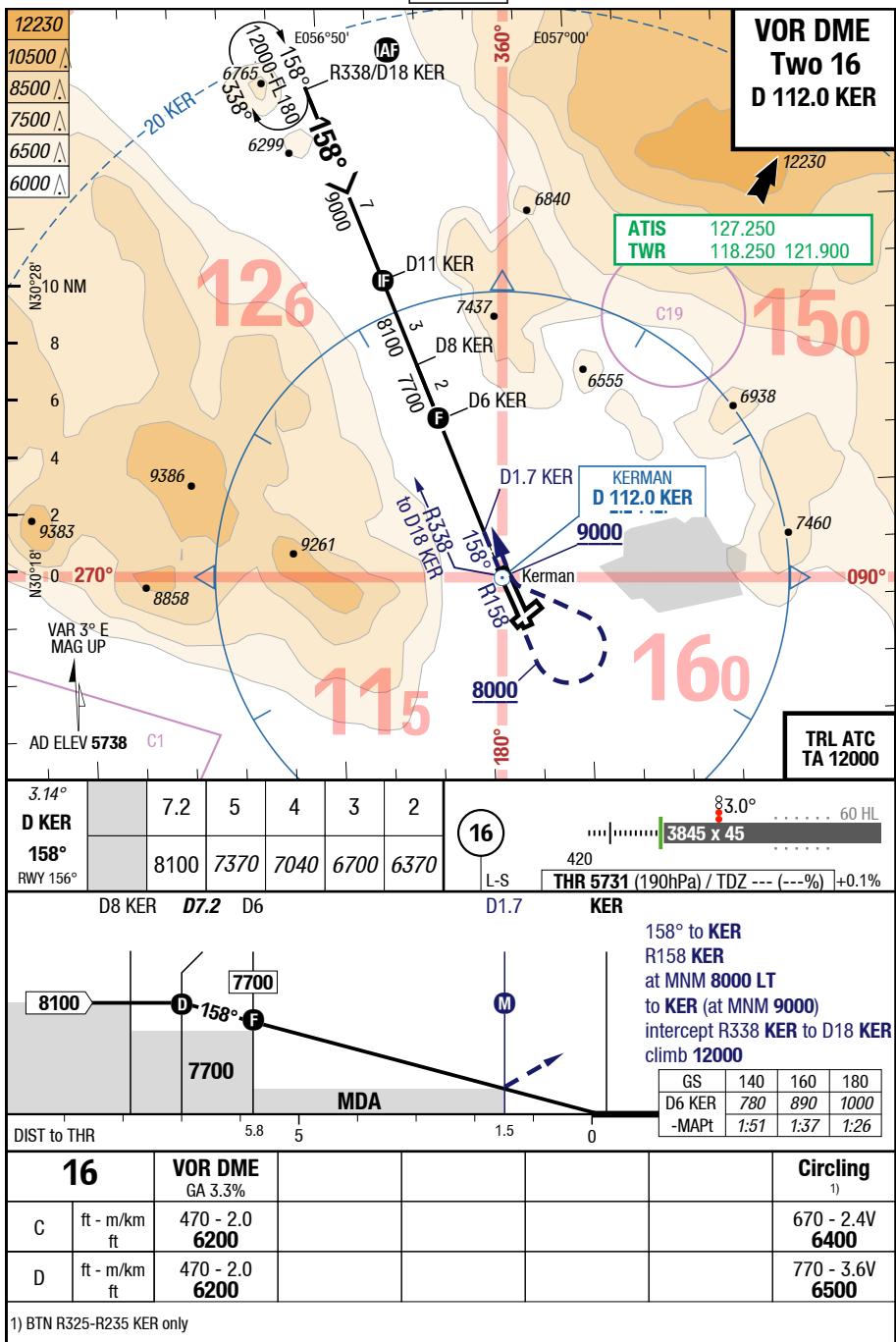
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VOR DME Two 16



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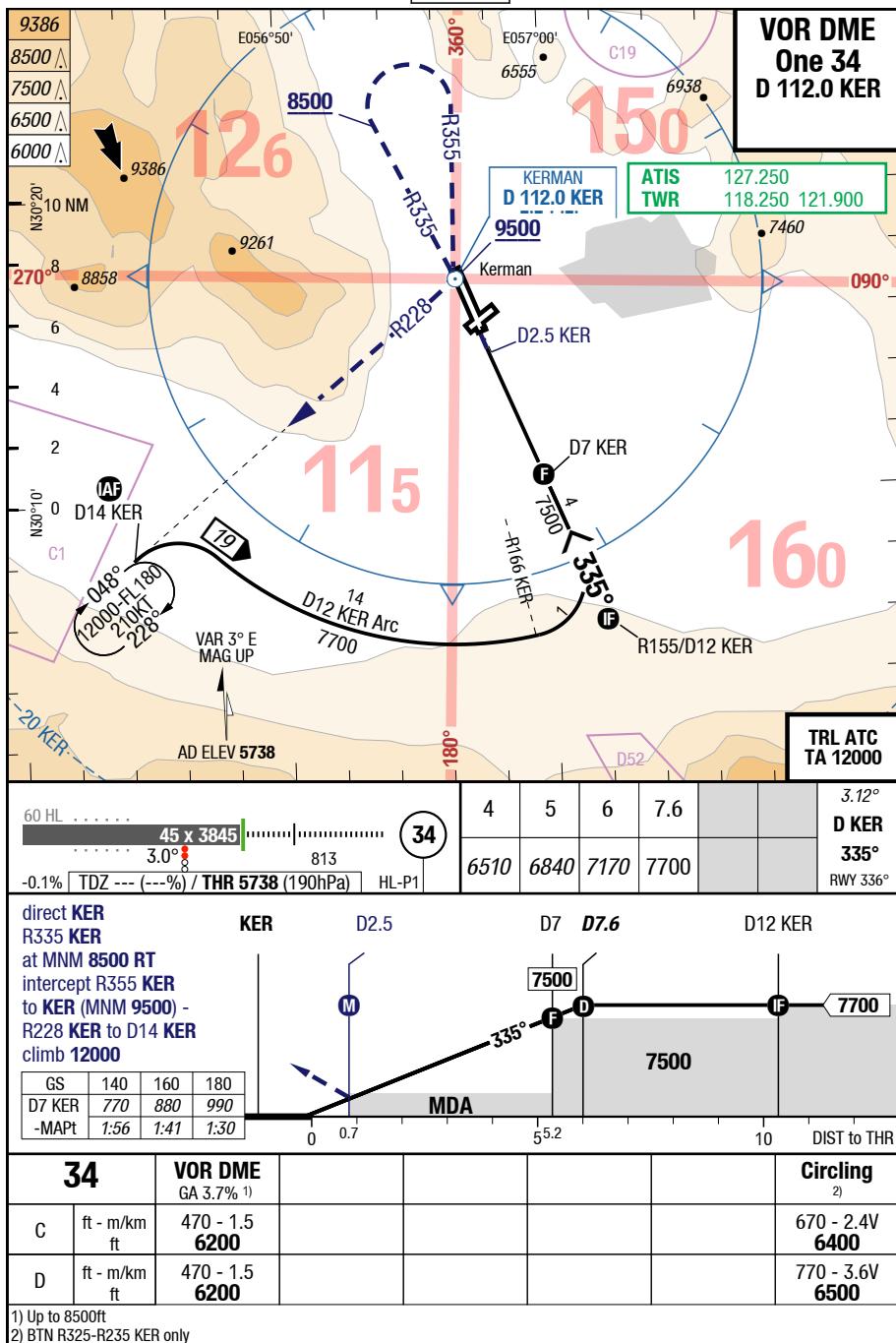
Iran Kerman

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KER-OIKK

7-30

VOR DME One 34



### 1) Up to 8500ft

2) BTN R325-R235 KER only

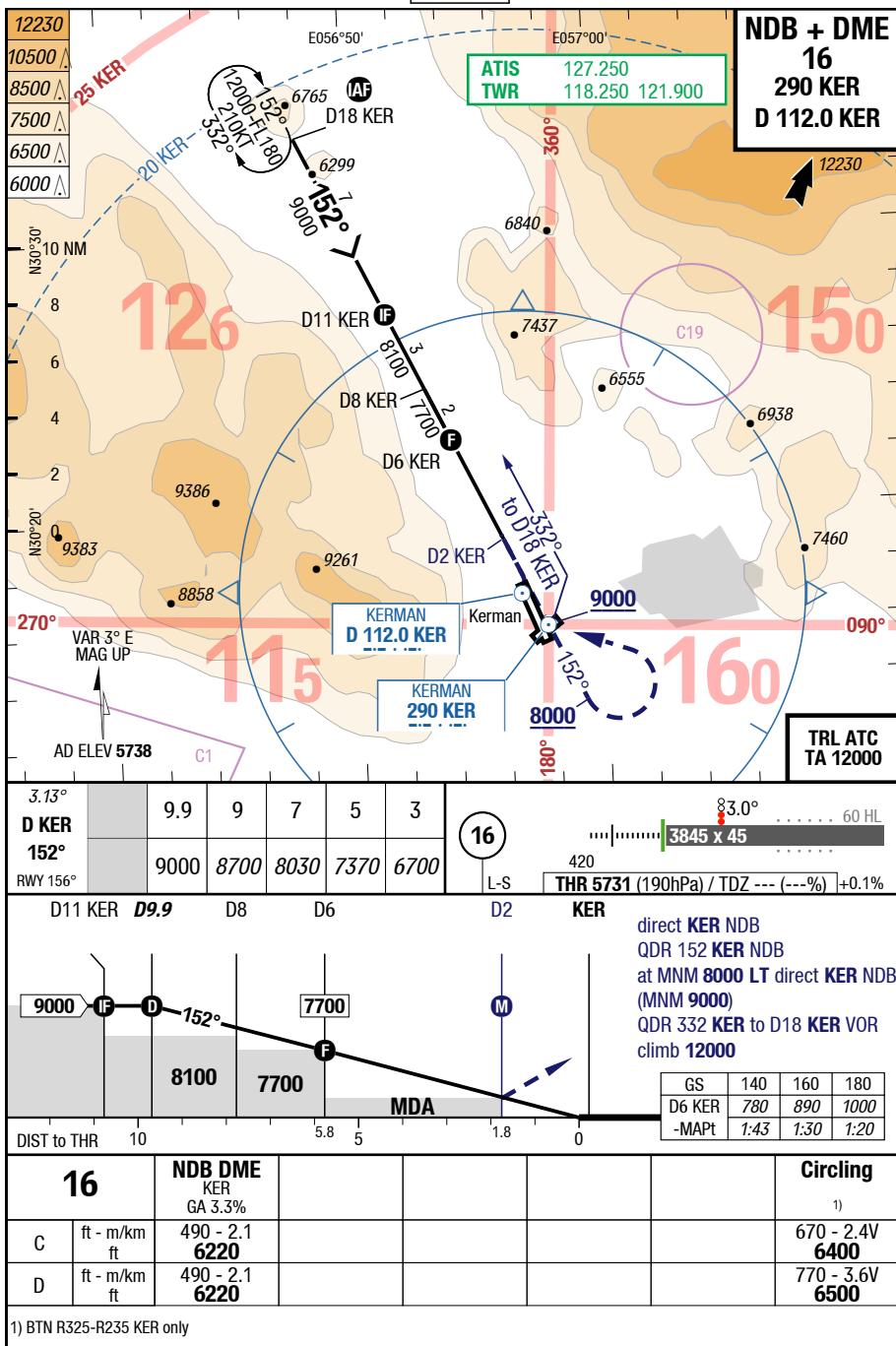
### Changes: MIN, ALT, APL, OBST, AD ELEV

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## KER-OIKK

7-40

## NDB + DME 16

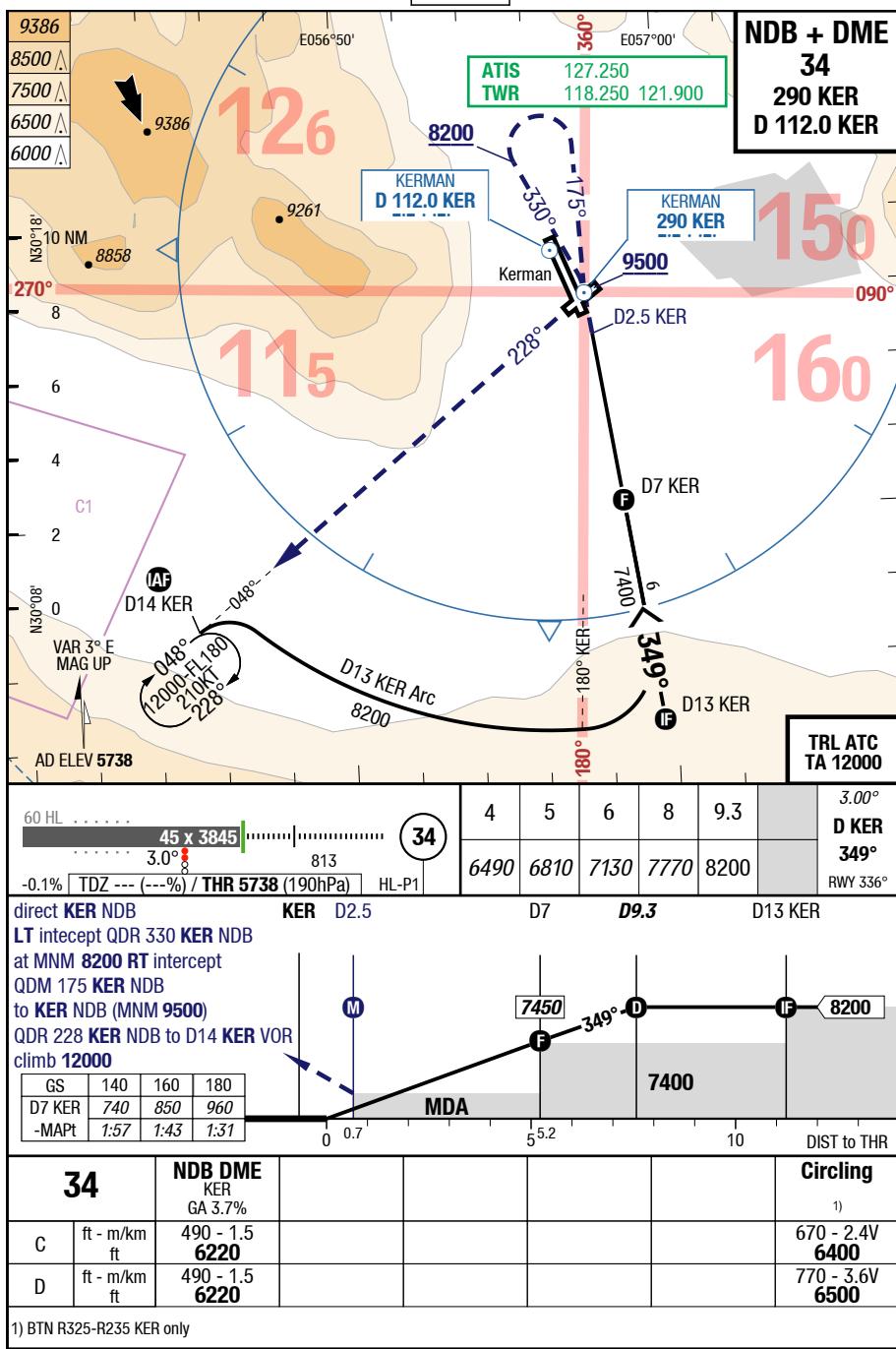


Changes: MIN, ALT, APL, OBST, AD ELEV

KFR-0IKK

7-50

NDB + DME 34



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Iran Kerman

20-APR-2017

KER-OIKK

7-60

# VOR Circling

**VOR Circling**  
D 112.0 KER

ATIS 127.250  
TWR 118.250 121.900

KERMAN D 112.0 KER

HP KER

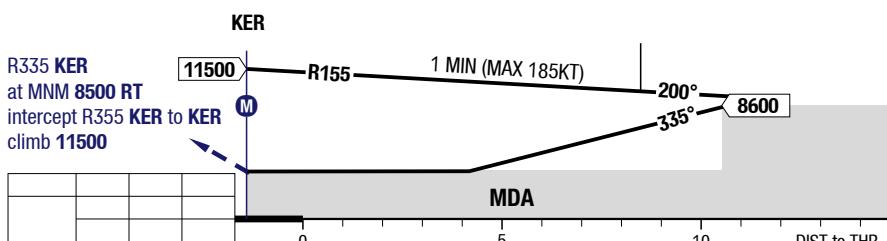
KERMAN D 112.0 KER

11500 FT 180°  
155°  
335°

126 8500 150 160 115 160

12000

See AFC for RWY information  
and approach light system



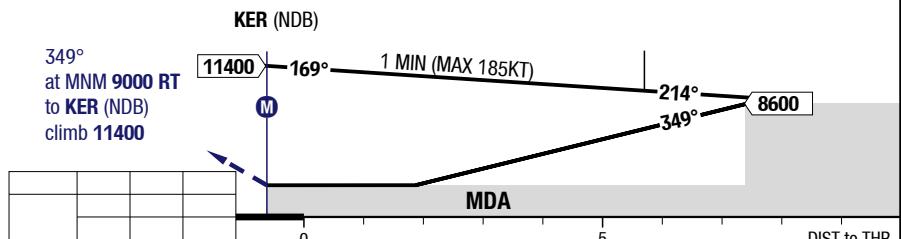
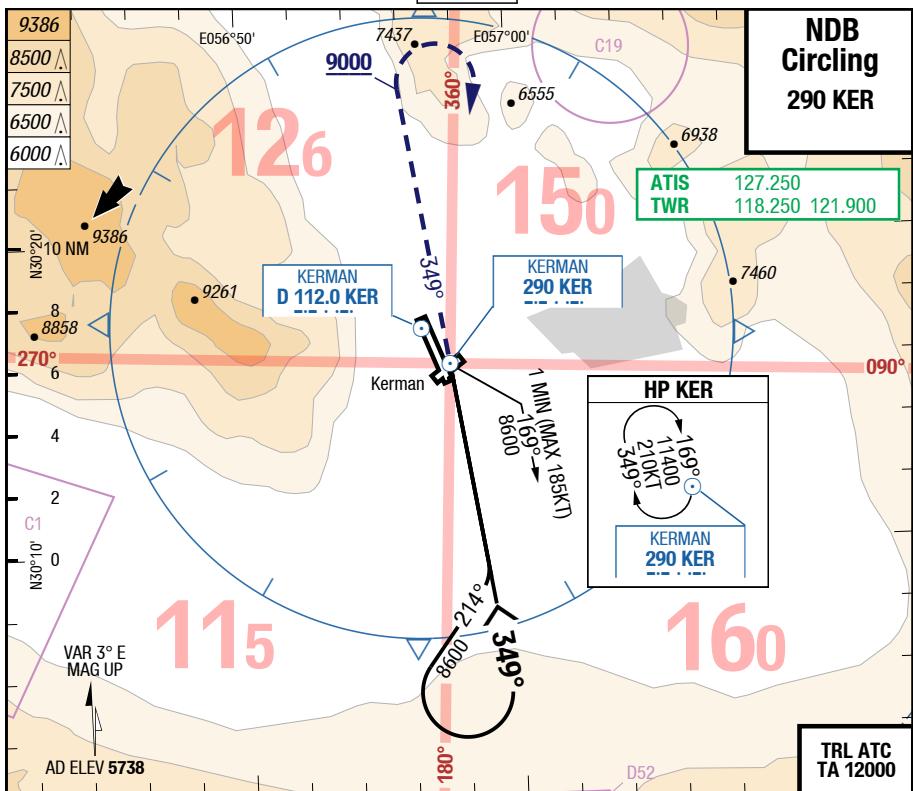
All RWYs						Circling GA 3.7% <sup>1)</sup>
C	ft - m/km ft					670 - 2.4V <b>6400</b>
D	ft - m/km ft					770 - 3.6V <b>6500</b>

1) BTN R325-R235 KER only

## KER-OIKK

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## NDB Circling



<b>All RWYs</b>						<b>Circling GA 3.3%<sup>1)</sup></b>
C	ft - m/km ft					1170 - 2.4V <b>6900</b>
D	ft - m/km ft					1170 - 3.6V <b>6900</b>

1) BTN R325-R235 KER only

Changes: MIN, chart title, ALT, OBST, AD ELEV