

**GENERAL****Operational Hours****ATS Hours:** SAT-THU 0330-1130±, other times O/R**AD ADMIN Hours:** 0400-1045±**Airport Information****RFF:** CAT 5**Fuel:** 0330-1130, other times O/R**PCN:** RWY 08/26: 40/F/B/X/T**Customs:** O/R**Operation****Traffic Notes**

PPR for Non-scheduled flights at least 24HR before EOBT from Bandar Lengeh AD.

**Warnings**

Canal exist before THR and both side of RWY 08 at DIST 60m / 197ft from edge of RWY with depth 1.5m / 5ft and width 3m / 10ft.

Strolling animals on the movement area.

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

- For heavy ACFT 1600ft.
- For other ACFT 1100ft.

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

RWY		08/26	
All ACFT	ft - m/km	0 - 500v	HJ only

**Departure Procedure****Start-up:** Clearance should be REQ 5-10min prior to start-up.**De-Icing**

Not AVBL.

07-SEP-2017  
BDH-OIBL

Iran Bandar Lengeh

AGC  
AFC

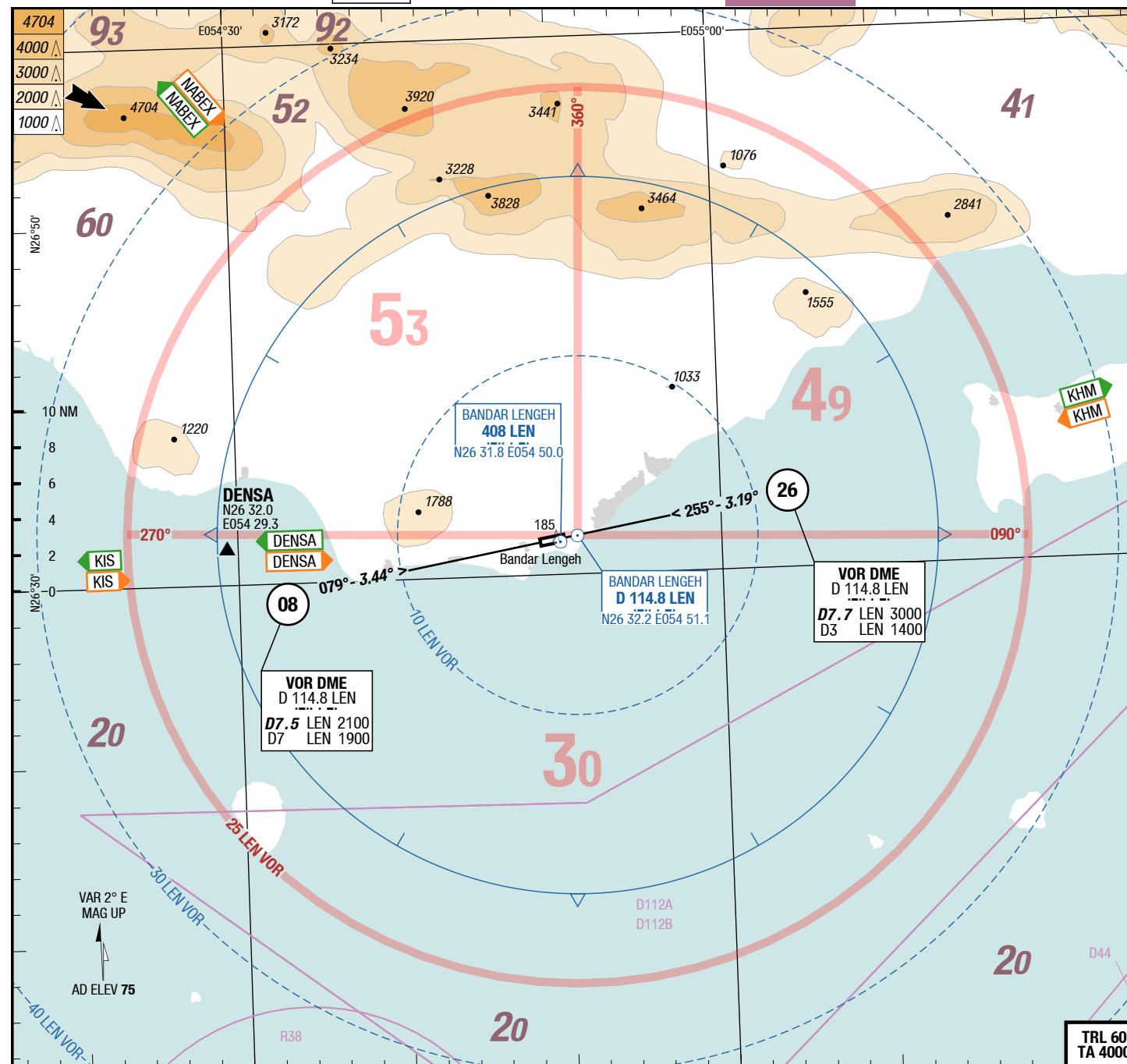
AFC

AFC

Bandar Lengeh Iran

AGC  
AFC

2-10



Info 122.550 0330-1130±  
121.700 0330-1130±

Landing RWY system:

08 2500 x 45  
THR 66 (2hPa) / TDZ --- (---%) +0.1%

45 x 2500 26  
-0.1% TDZ --- (---%) / THR 75 (3hPa)

Changes: APL, SUAS, AD ELEV

07-SEP-2017  
BDH-OIBL

Iran Bandar Lengeh  
AGC

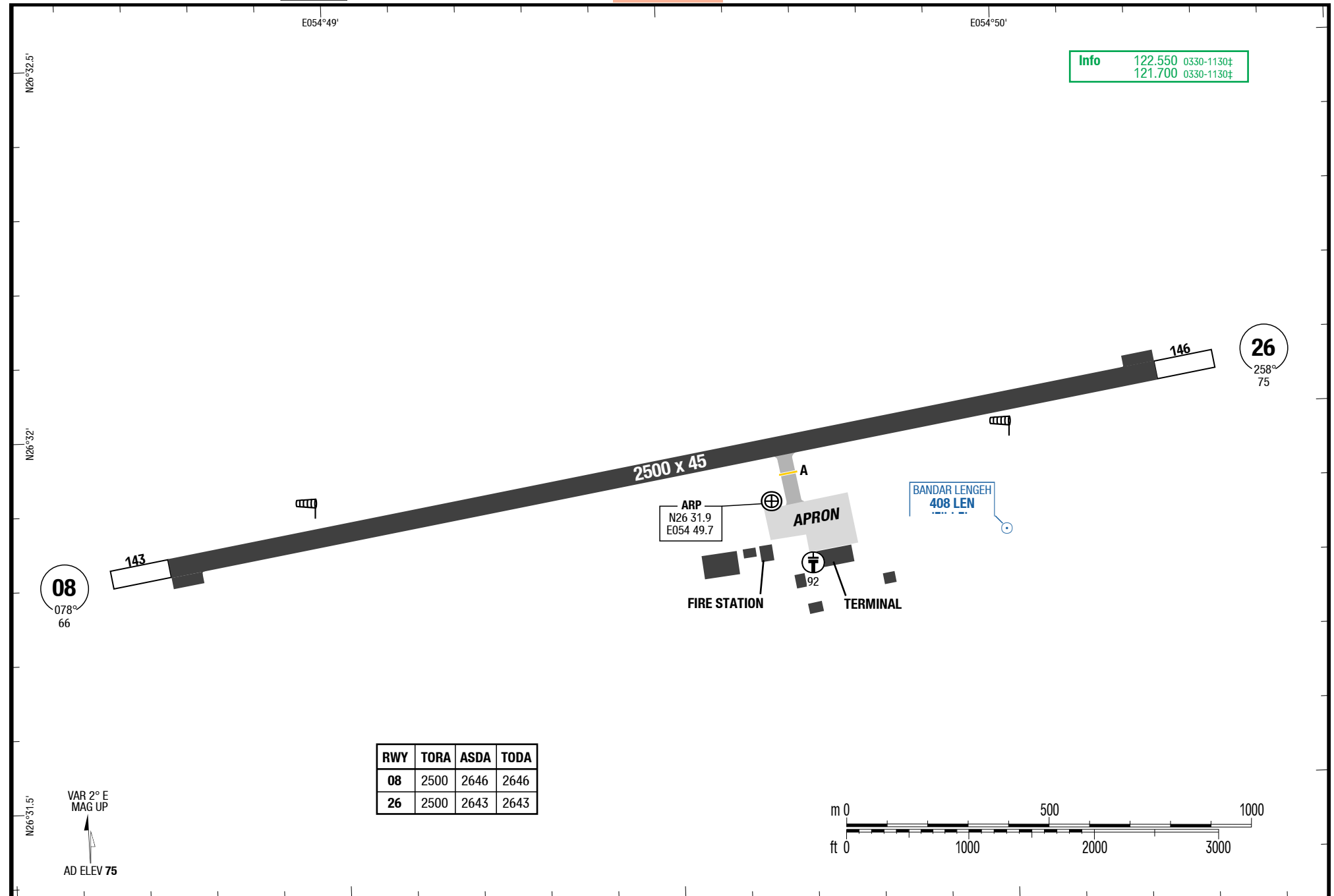
AGC

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Bandar Lengeh Iran  
AGC

3-20

Info 122.550 0330-1130†  
121.700 0330-1130†



Changes: QFU, THR ELEV, AD ELEV

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# Iran Bandar Lengeh

KIS/DENSA (based on VOR)

4-10 KHM/NABEX (based on VOR)

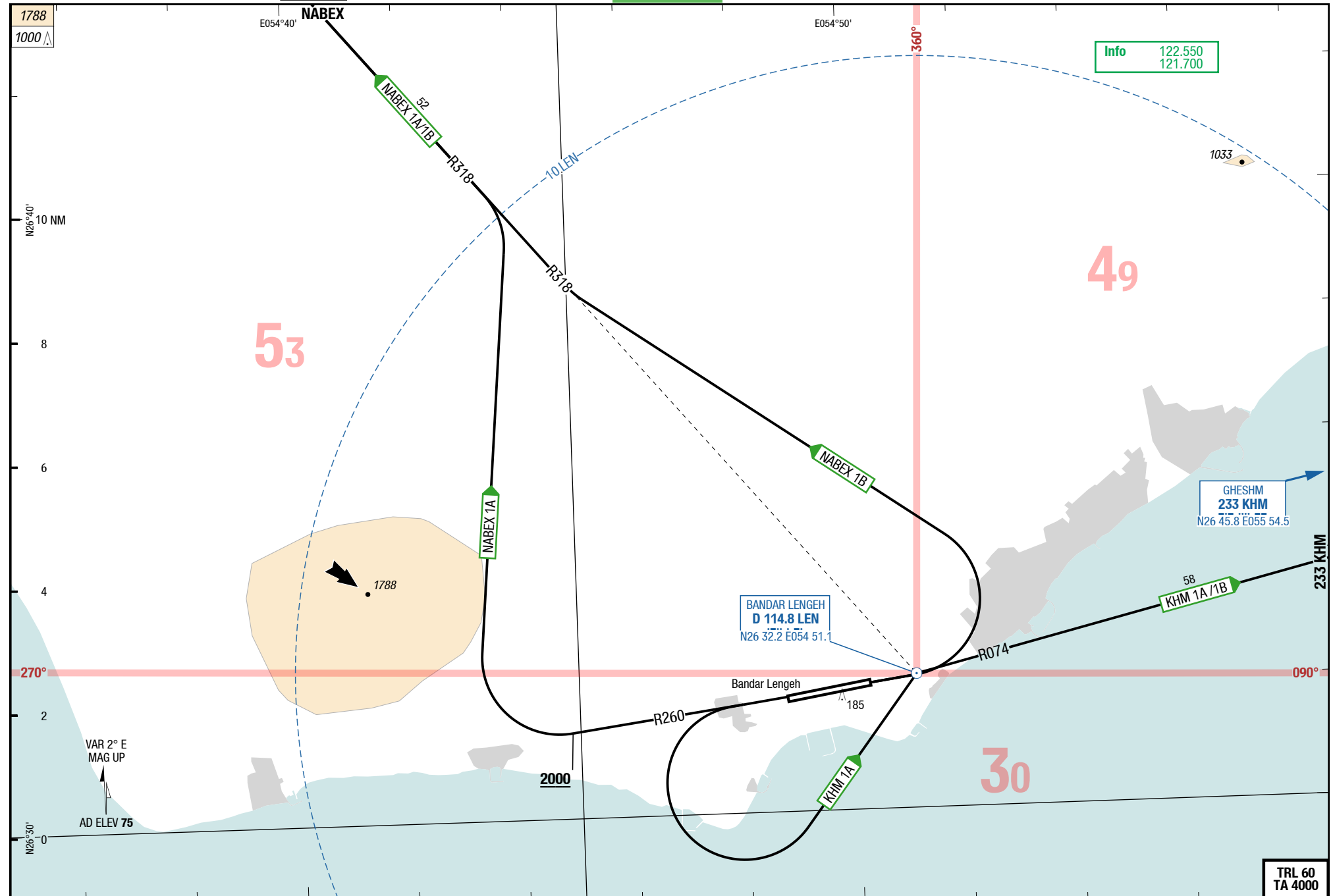
SID

SID

# Bandar Lengeh Iran

KIS/DENSA (based on VOR)

KHM/NABEX (based on VOR)



Changes: ALT, AD ELEV

07-SEP-2017  
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Iran Bandar Lengeh

Bandar Lengeh Iran

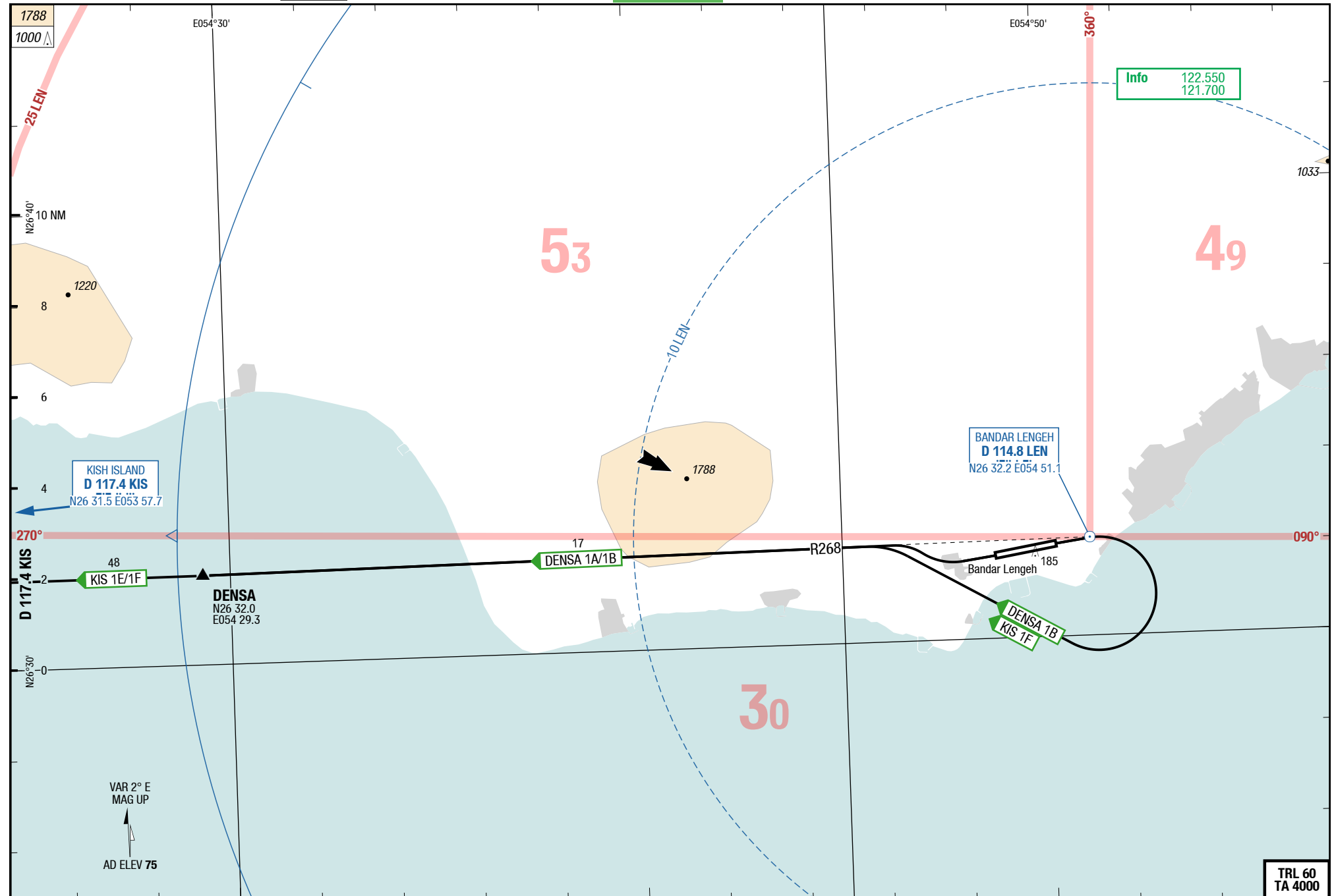
4-20

KIS/DENSA (based on VOR)

SID

SID

KIS/DENSA (based on VOR)



Changes: AD ELEV

TRL 60  
TA 4000

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BDH-OIBL

# Iran Bandar Lengeh

NABEX (based on NDB)

4-30

KHM/DENSA (based on NDB)

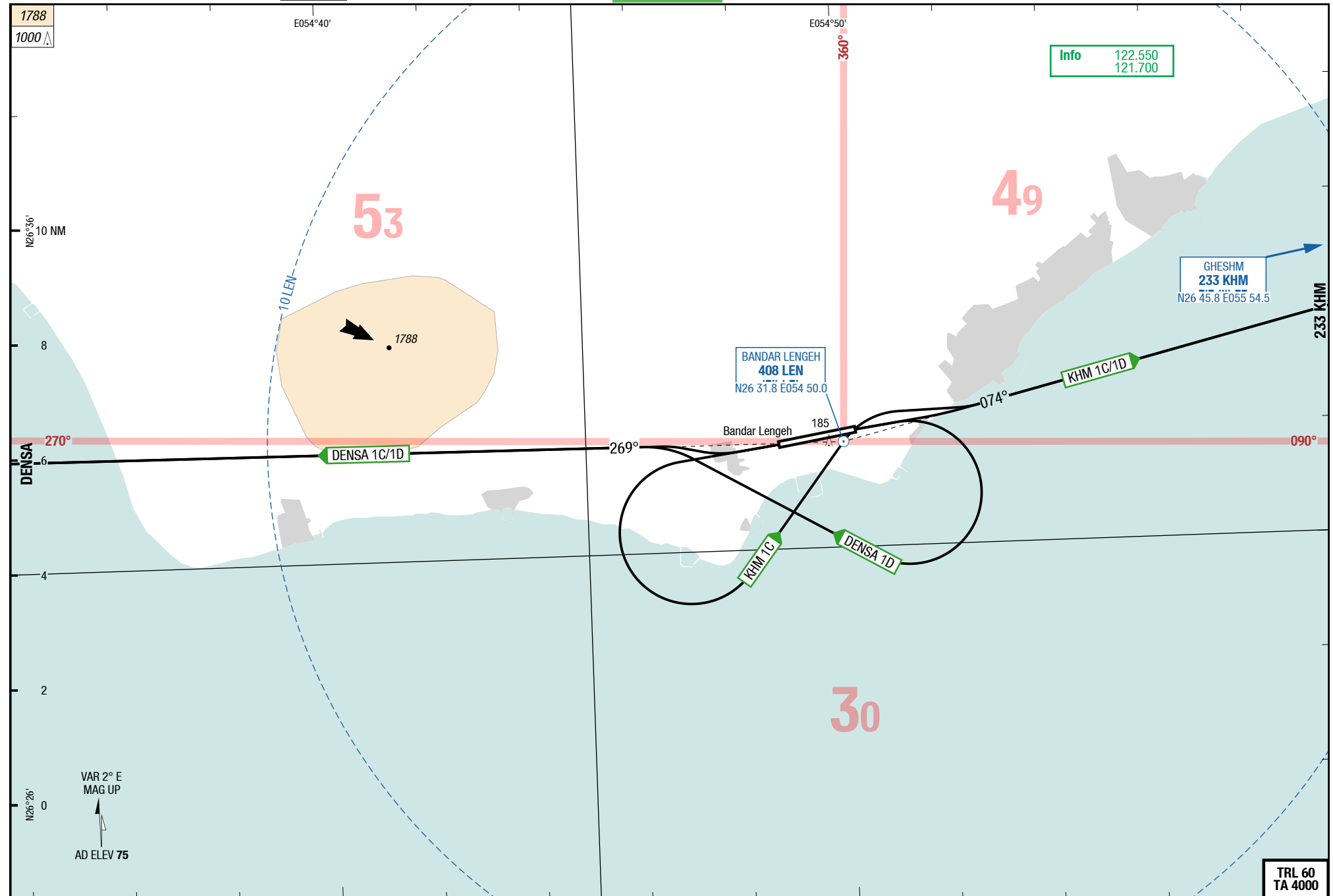
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SID

# Bandar Lengeh Iran

NABEX (based on NDB)

KHM/DENSA (based on NDB)



Changes: Track, AD ELEV

07-SEP-2017

BDH-OIBL

Iran Bandar Lengeh

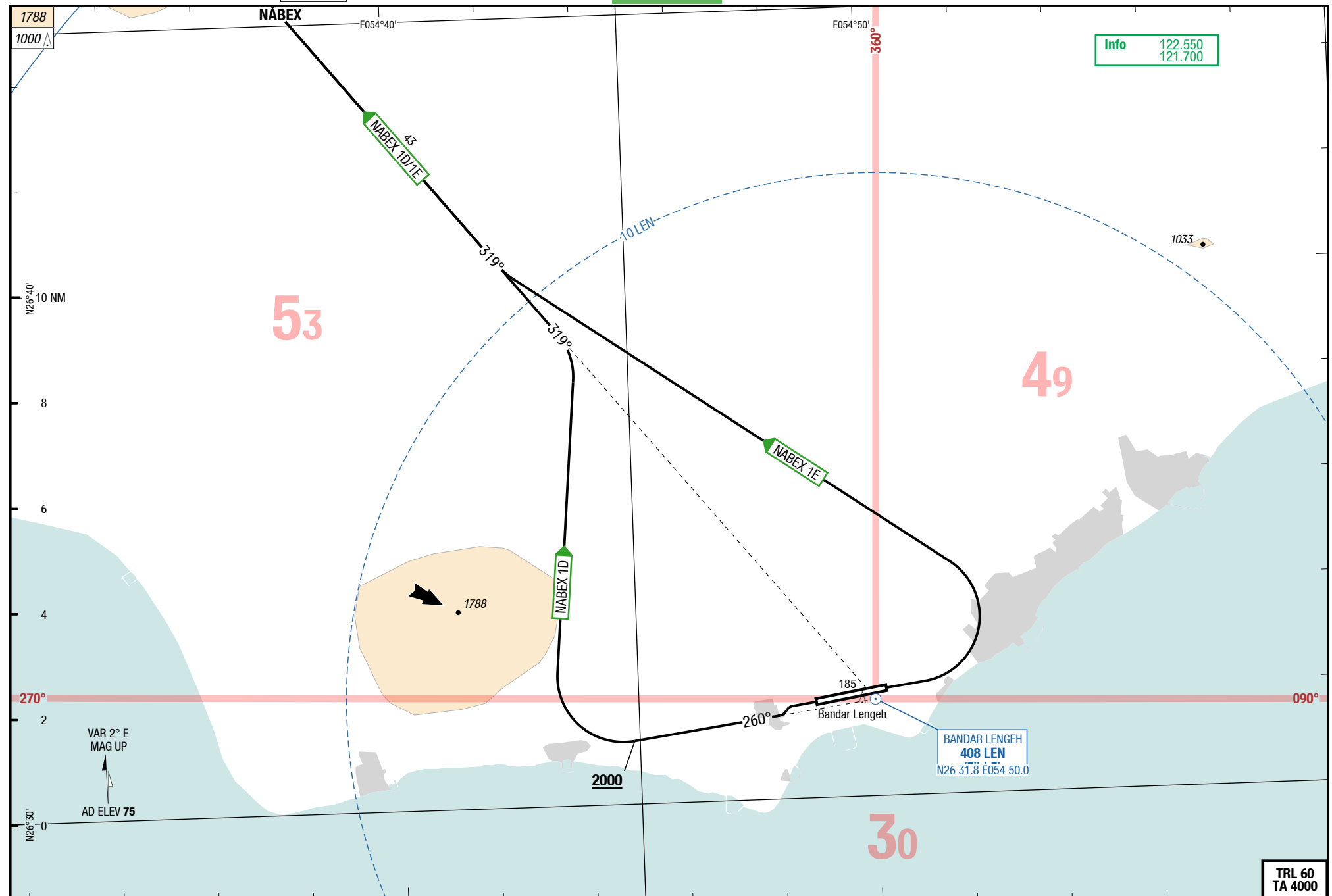
NABEX (based on NDB)

SID

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Bandar Lengeh Iran

NABEX (based on NDB)



Changes: ALT, AD ELEV

07-SEP-2017

BDH-OIBL

5-10

KHM/NABEX (based on VOR)

GHESHM 1B / NABEX 1B / GHESHM 1A / NABEX 1A

RWYs 08 (078°) / 26 (258°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
GHESHM 1B KHM 1B 122.550	LT intercept R074 <b>LEN</b> to <b>KHM</b>	
NABEX 1B 122.550	LT intercept R318 <b>LEN</b> to NABEX	
	Runway 26	
GHESHM 1A KHM 1A 122.550	LT direct <b>LEN</b> - R074 <b>LEN</b> to <b>KHM</b>	
NABEX 1A 122.550	intercept R260 <b>LEN</b> - at MNM <b>2000 RT</b> intercept R318 <b>LEN</b> to NABEX	



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5-20

KIS/DENSA (based on VOR)

DENSA 1B / KISH 1F / DENSA 1A / KISH 1E

RWYs 08 (078°) / 26 (258°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 08</b>	
<b>DENSA 1B</b> 4.2% <b>122.550</b>	RT intercept R268 <b>LEN</b> to DENSA	
<b>KISH 1F</b> <b>KIS 1F</b> <b>122.550</b>	RT intercept R268 <b>LEN</b> to <b>KIS</b>	
	<b>Runway 26</b>	
<b>DENSA 1A</b> 4.2% <b>122.550</b>	RT intercept R268 <b>LEN</b> to DENSA	
<b>KISH 1E</b> <b>KIS 1E</b> <b>122.550</b>	RT intercept R268 <b>LEN</b> to <b>KIS</b>	

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5-30

KHM/DENSA (based on NDB)

DENSA 1D / GHESHM 1D / DENSA 1C / GHESHM 1C

RWYs 08 (078°) / 26 (258°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 08</b>	
<b>DENSA 1D</b> 4.2% <b>122.550</b>	RT intercept QDR 269 <b>LEN</b> to DENSA	
<b>GHESHM 1D</b> <b>KHM 1D</b> <b>122.550</b>	intercept QDR 074 <b>LEN</b> to <b>KHM</b>	
	<b>Runway 26</b>	
<b>DENSA 1C</b> 4.5% <b>122.550</b>	RT intercept QDR 269 <b>LEN</b> to DENSA	
<b>GHESHM 1C</b> <b>KHM 1C</b> <b>122.550</b>	<b>LT</b> direct <b>LEN</b> - QDR 074 <b>LEN</b> to <b>KHM</b>	

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5-40

NABEX (based on NDB)

**NABEX 1E / NABEX 1D**

RWYs 08 (078°) / 26 (258°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 08</b>	
<b>NABEX 1E</b> <b>122.550</b>	LT intercept QDR 319 <b>LEN</b> to NABEX	
	<b>Runway 26</b>	
<b>NABEX 1D</b> 4.2% <b>122.550</b>	intercept QDR 260 <b>LEN</b> - at MNM <b>2000 RT</b> intercept QDR 319 <b>LEN</b> to NABEX	

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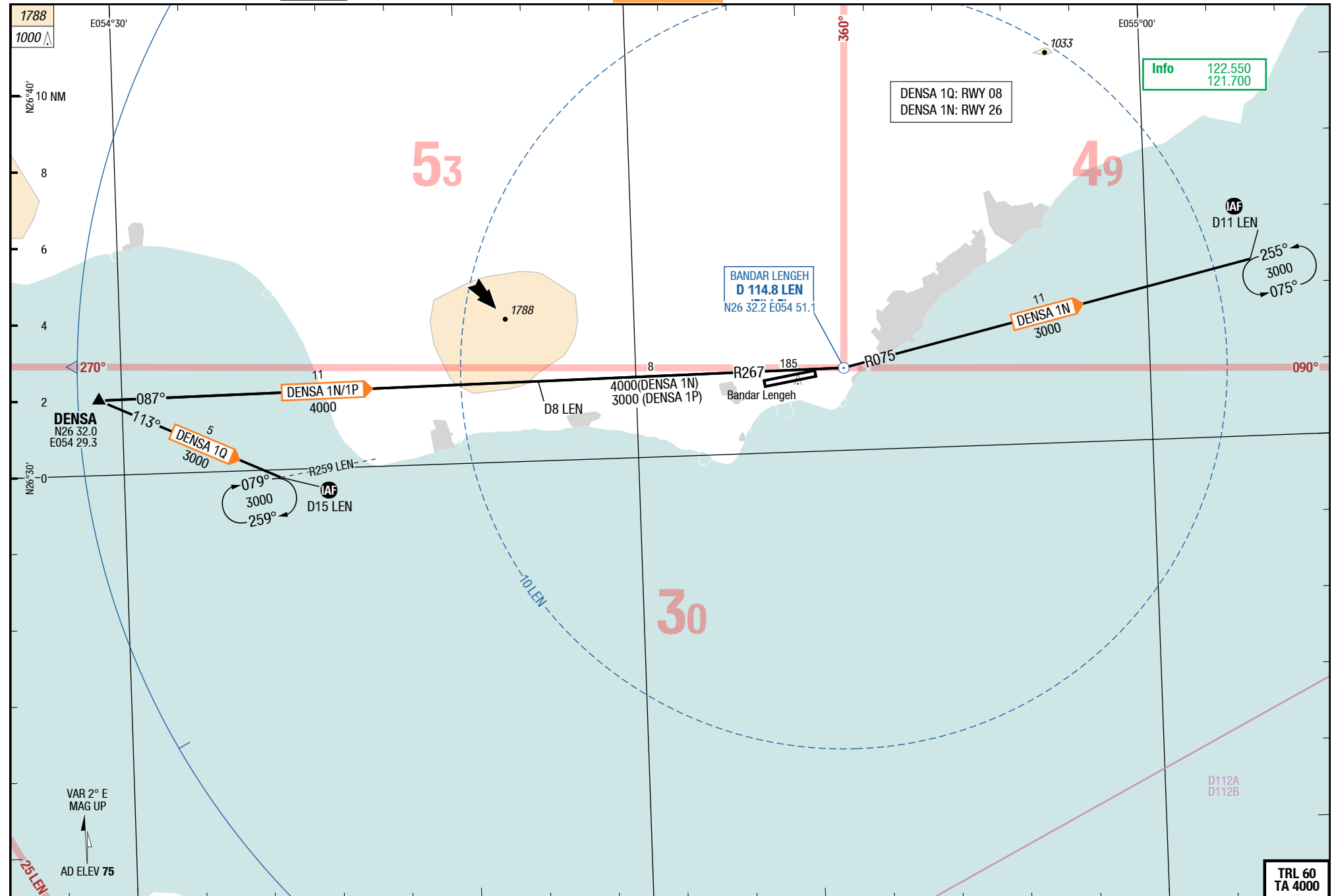
6-10

Iran Bandar Lengeh  
KHM/NABEX (based on VOR)  
DENSA (based on VOR)

STAR

STAR

Bandar Lengeh Iran  
KHM/NABEX (based on VOR)  
DENSA (based on VOR)



Changes: AD ELEV

07-SEP-2017

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Iran Bandar Lengeh

6-20

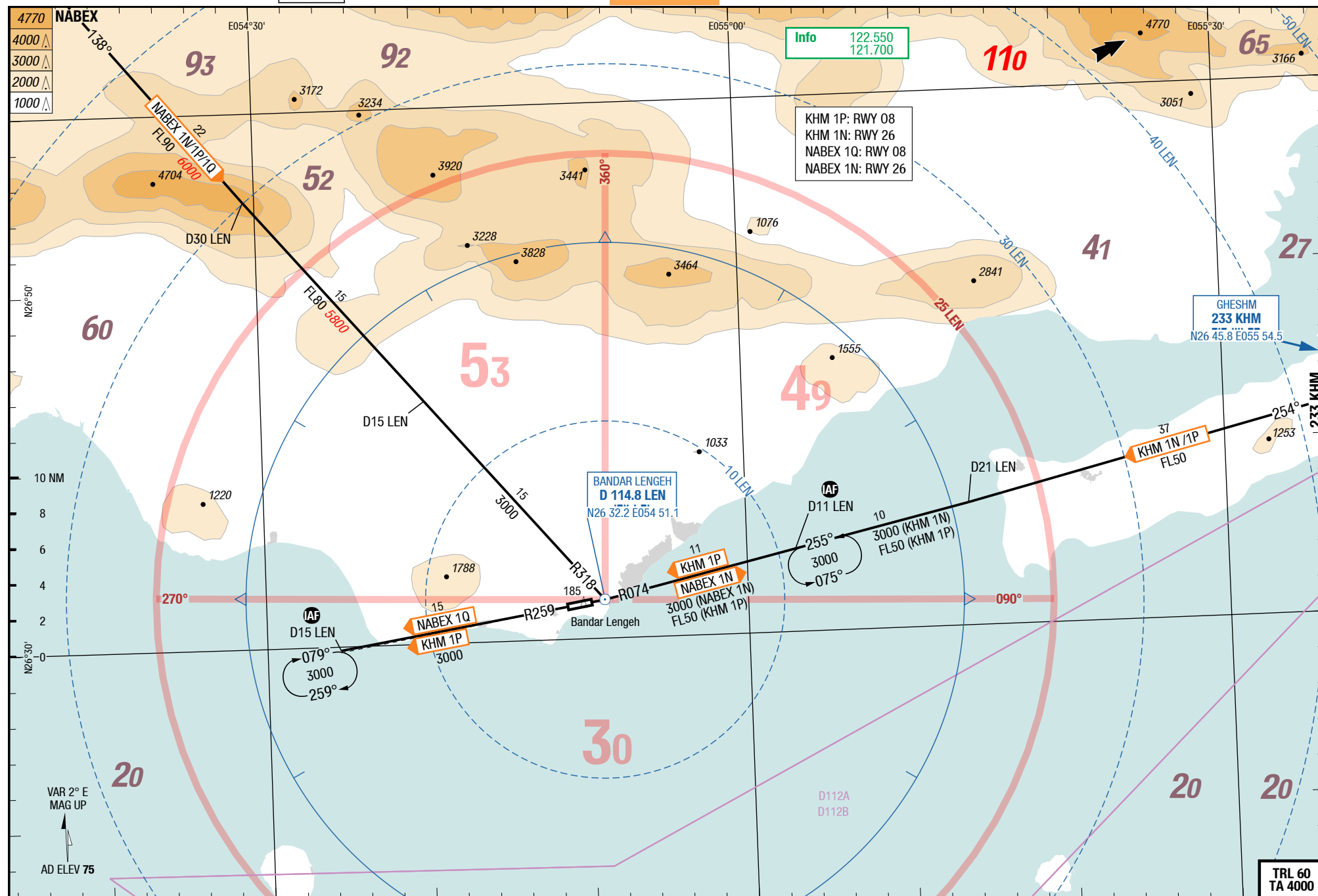
KHM/NABEX (based on VOR)

STAR

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Bandar Lengeh Iran

KHM/NABEX (based on VOR)



Changes: SUAs, AD ELEV

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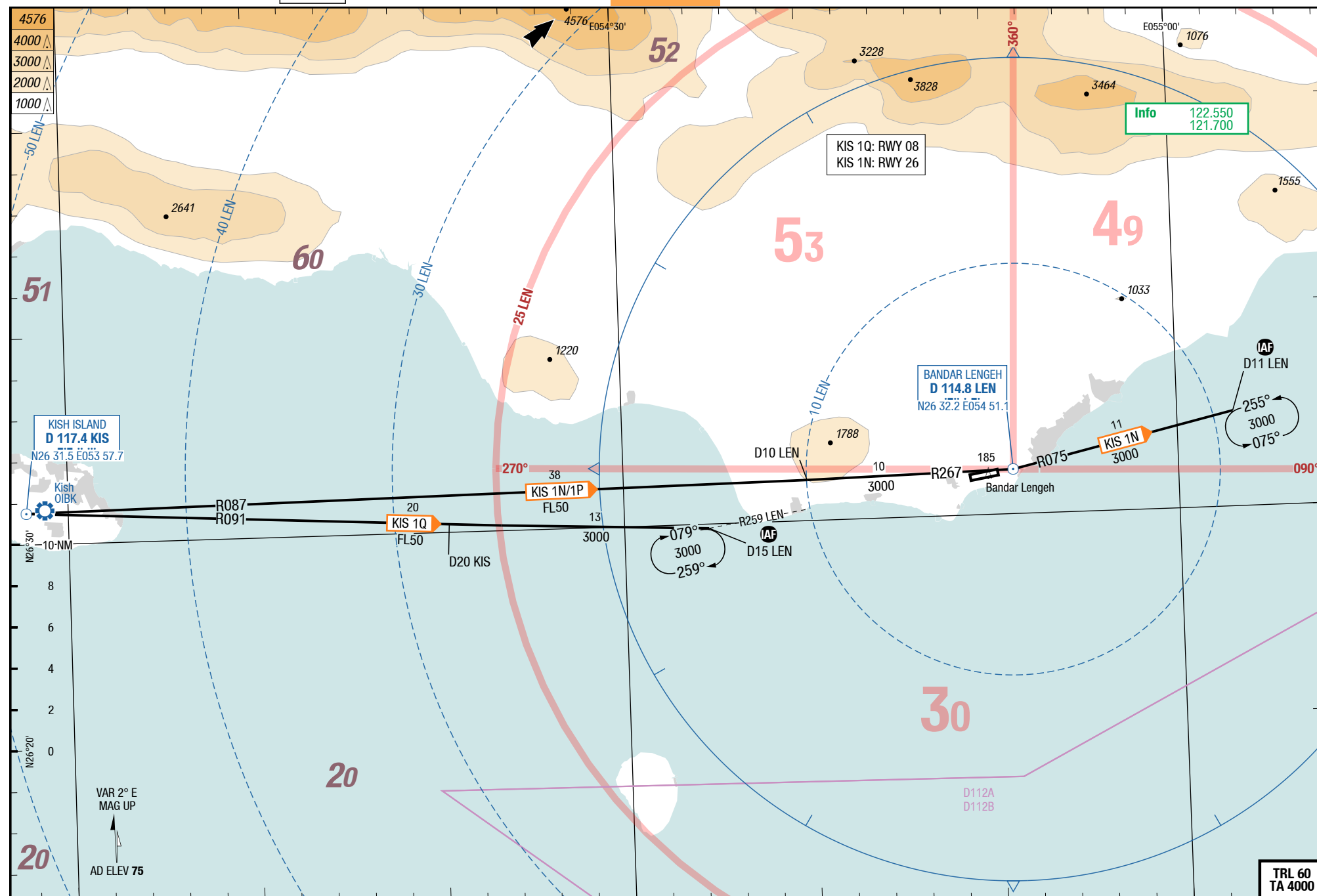
6-30

Iran Bandar Lengeh  
DENSA/KHM (based on NDB)  
KIS (based on VOR)

STAR

STAR

Bandar Lengeh Iran  
DENSA/KHM (based on NDB)  
KIS (based on VOR)



Changes: SUAs, AD ELEV

TRL 60  
TA 4000

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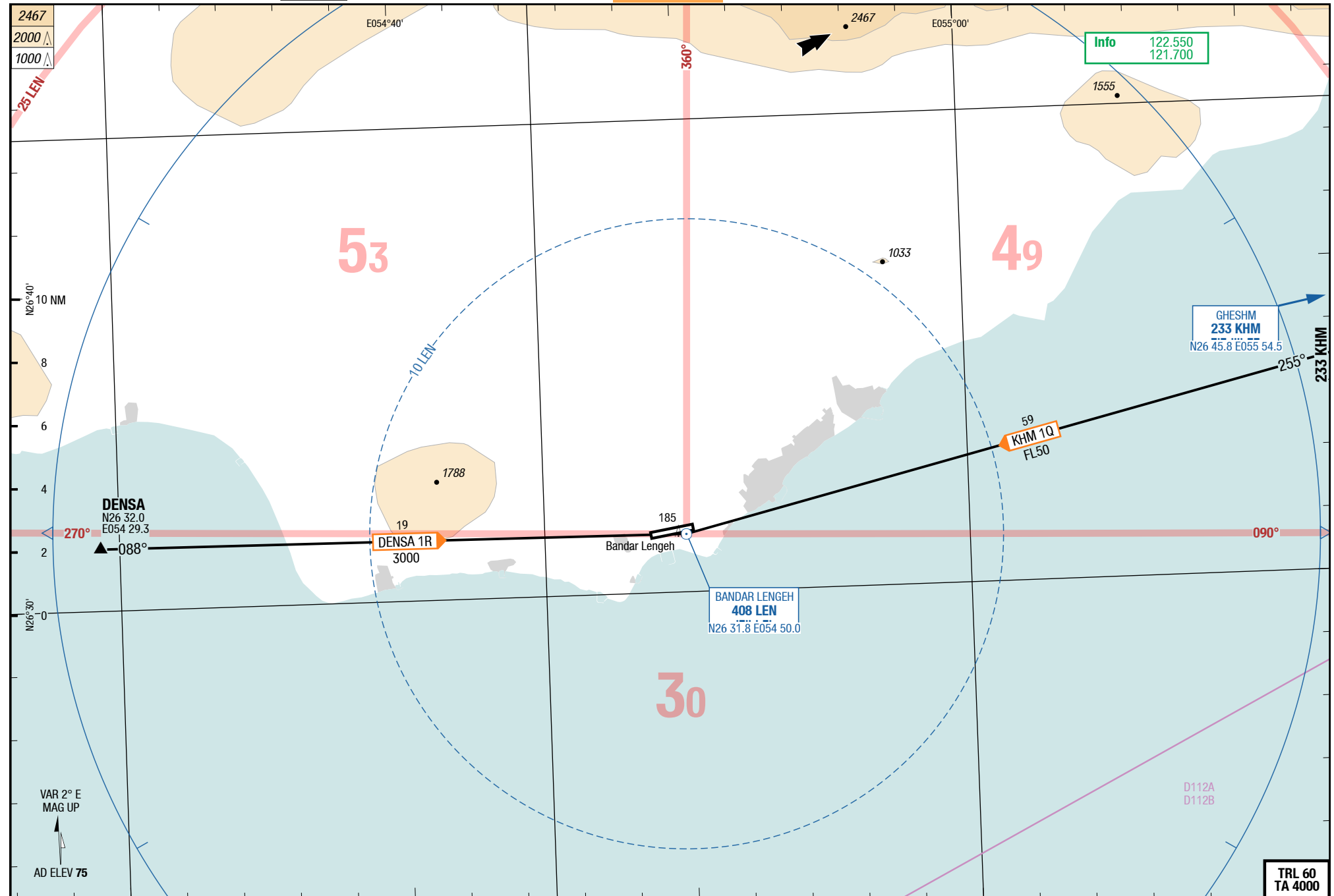
6-40 DENSA/KHM (based on NDB)

STAR

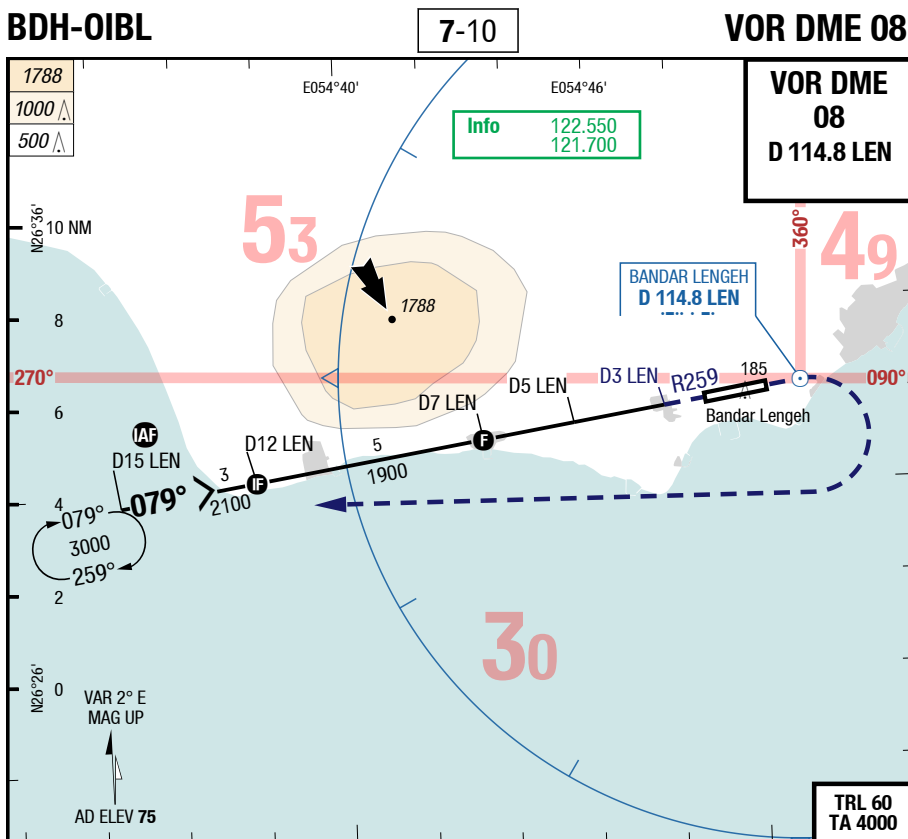
STAR

Bandar Lengeh Iran

DENSA/KHM (based on NDB)



Changes: AD ELEV



3.44°  
D LEN  
079°  
RWY 078°

			7.5	6	4	08	2500 x 45
			2100	1540	810		

THR 66 (2hPa) / TDZ --- (---%) +0.1%

**D7.5 LEN D7 D5 D3 LEN**

R259 LEN  
at LEN RT  
direct D15 LEN  
climb 3000

GS	120	140	160
D7 LEN	730	850	980
-MAPt	2:00	1:43	1:30

DIST to THR 5.4.9 2.9 0.9 0

08	VOR DME	HJ only					Circling S of AD only HJ only
C	ft - m/km ft	450 - 2.1 510					630 - 2.4V 700
D	ft - m/km ft	450 - 2.1 510					710 - 3.6V 780

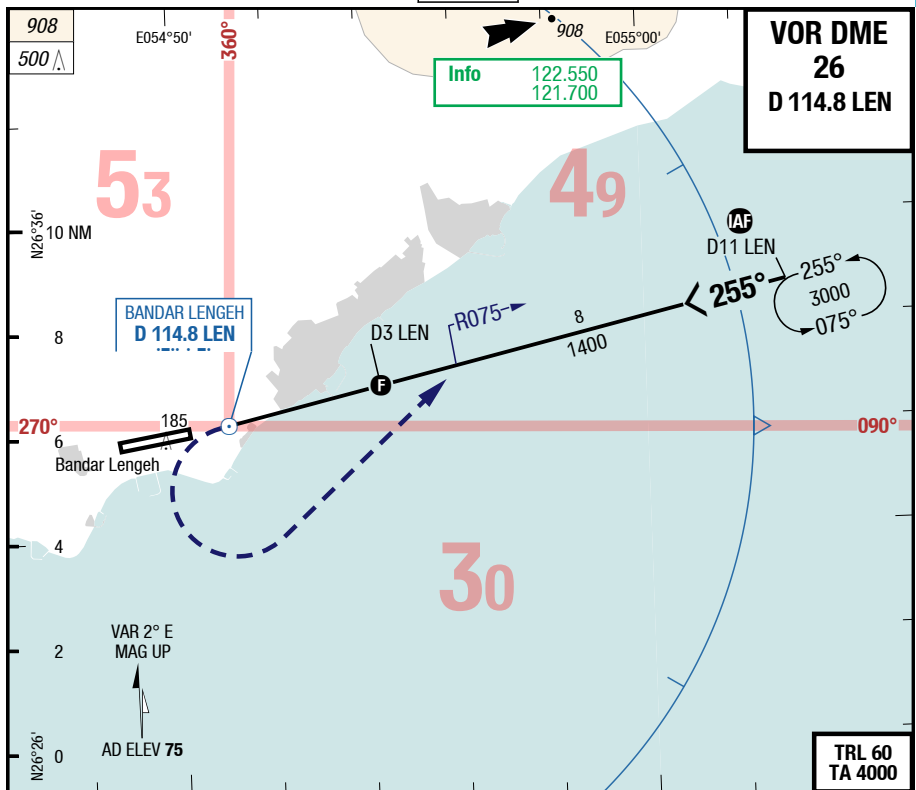


# BDH-OIBL

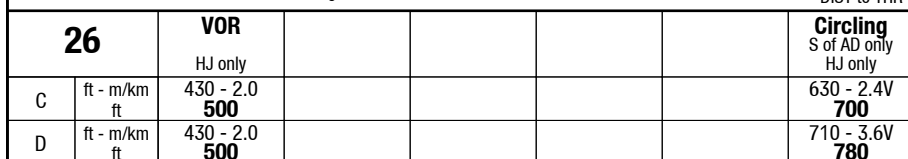
## Iran Bandar Lengeh

# IAC

## VOR DME 26



45 x 2500			26		1	2	4	5	6	7.7	3.19° D LEN 255° RWY 258°
-0.1% TDZ --- (---%) / THR 75 (3hPa)					720	1060	1740	2080	2410	3000	
LEN			D3		D7.7 LEN						
LT intercept R075 LEN to D11 LEN climb 3000											
GS	120	140	160								
D3 LEN	680	800	910								
-MAPt	1:30	1:17	1:08								
				0	0.8	3.8	5	DIST to THR			
26		VOR DME						Circling S of AD only HJ only			
C	ft - m/km ft	380 - 1.7 450						630 - 2.4V 700			
D	ft - m/km ft	380 - 1.7 450						710 - 3.6V 780			



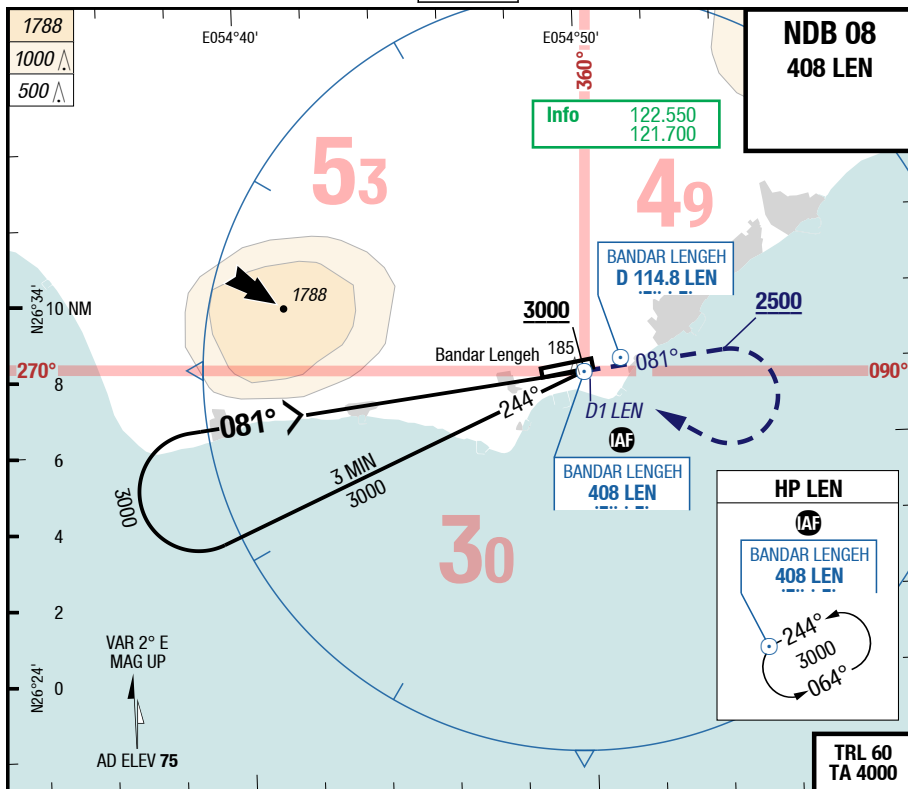
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Iran Bandar Lengeh

IAC

7-40

NDB 08



3.00° D LEN 081° RWY 078°		11.2	11	10	9	8	08	2500 x 45	THR 66 (2hPa) / TDZ --- (---%) +0.1%												
		3000	2950	2630	2310	1990															
D11.2 LEN																					
<div><div><div>3000</div><div>D-081°</div></div><div>MDA</div><div>D1 LEN VOR LEN NDB</div><div>QDR 081 LEN at MNM 2500 RT direct LEN NDB climb 3000</div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D11.2 LEN</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>5:06</td><td>4:22</td><td>3:50</td></tr></table></div>										GS	120	140	160	D11.2 LEN	640	740	850	-MAPt	5:06	4:22	3:50
GS	120	140	160																		
D11.2 LEN	640	740	850																		
-MAPt	5:06	4:22	3:50																		
DIST to THR 10 9.1 5 0																					
08		NDB HJ only						Circling S of AD only HJ only													
C	ft - m/km ft	1900 - 5.0 1960						1900 - 5.0V 1970													
D	ft - m/km ft	1900 - 5.0 1960						1900 - 5.0V 1970													

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

07-SEP-2017

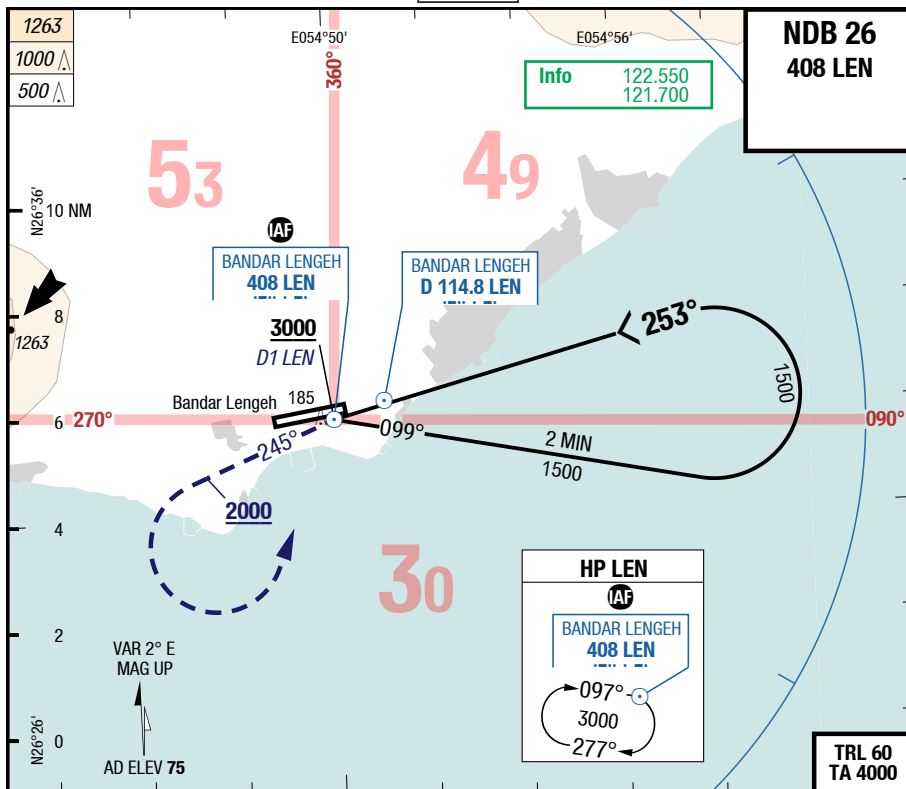
BDH-OIBL

Iran Bandar Lengeh

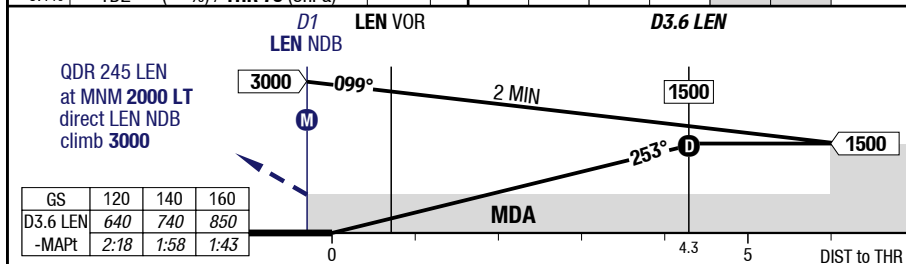
IAC

7-50

NDB 26



45 x 2500		26				3.02°	
-0.1%		1	2	3	3.6	D LEN	
TDZ --- (---%) / THR 75 (3hPa)		670	990	1310	1500	253°	
						RWY 258°	



26		NDB					Circling
		HJ only					S of AD only
							HJ only
C	ft - m/km	480 - 2.2					710 - 2.4V
	ft	550					780
D	ft - m/km	480 - 2.2					710 - 3.6V
	ft	550					780

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