STAR

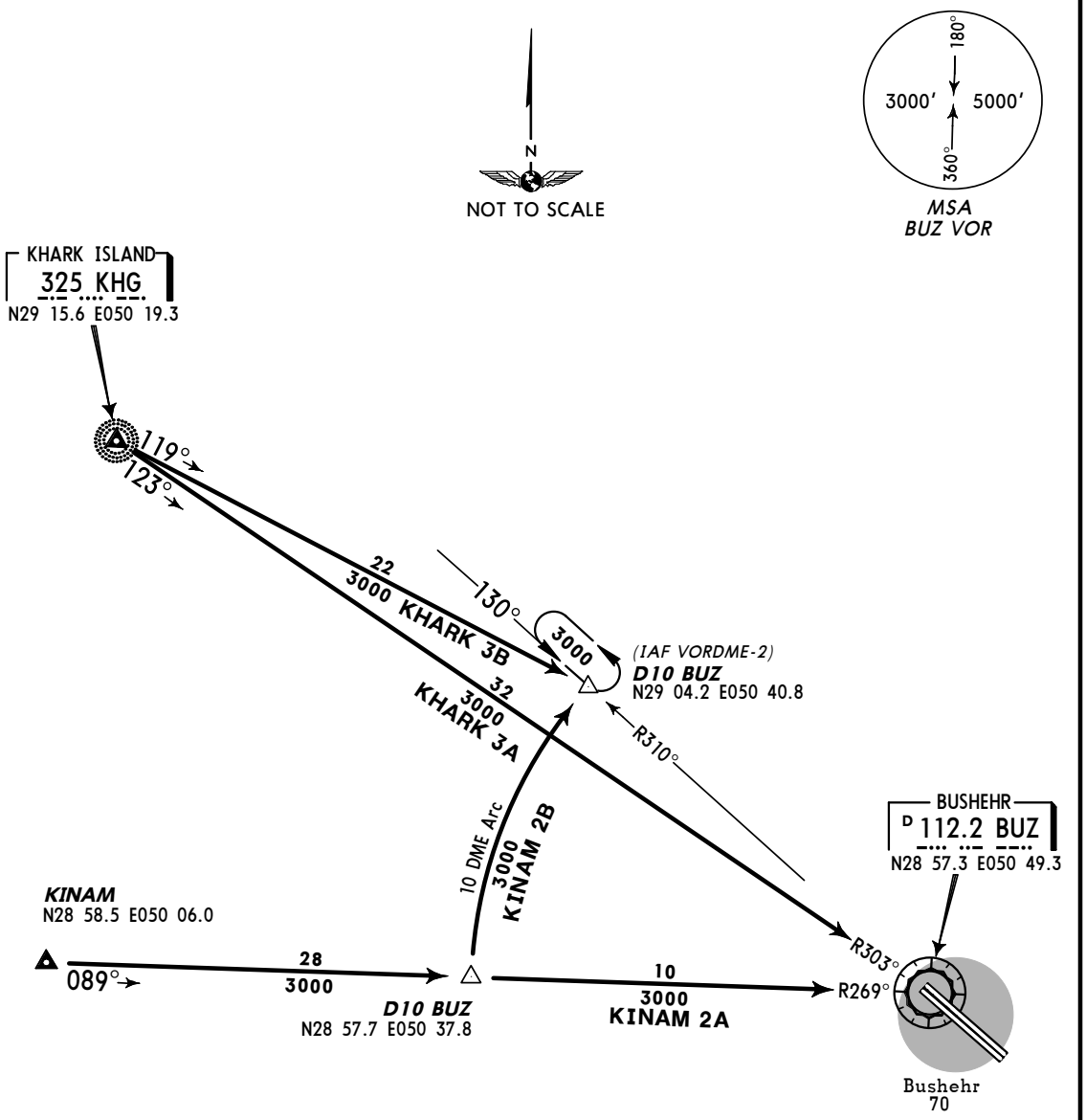
BUSHEHR, IRAN

BUSHEHR

*ATIS **126.2**

TRANS LEVEL: BY ATC
TRANS ALT: 4000′

KHARK 3A, KHARK 3B
KINAM 2A, KINAM 2B
ARRIVALS
(RWYS 13L/R, 31L/R)



CHANGES: ATIS commissioned; STARs KHARK renumbered.

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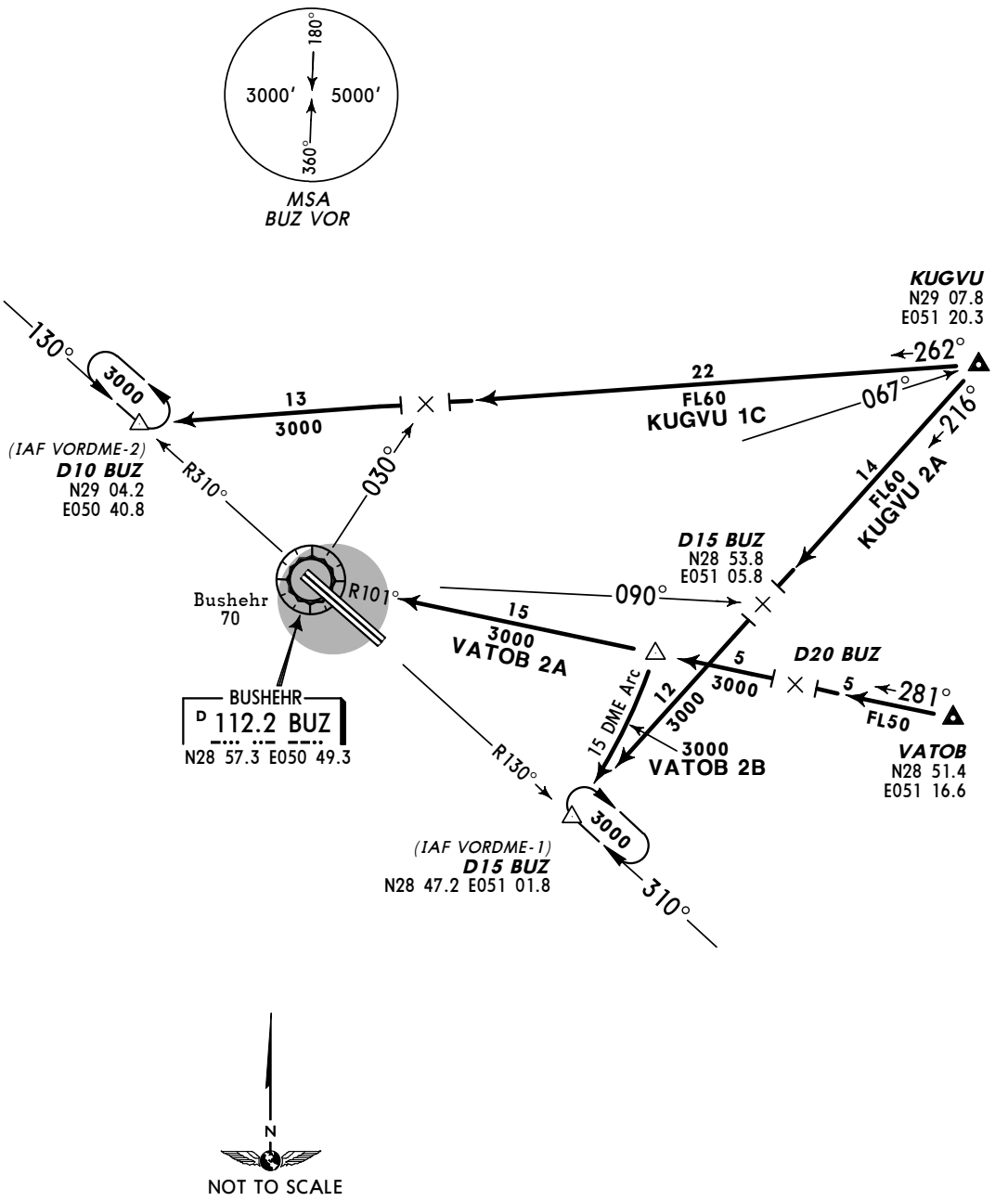
*ATIS **126.2**

TRANS LEVEL: BY ATC
TRANS ALT: 4000′

KUGVU 2A, KUGVU 1C
VATOB 2A, VATOB 2B
ARRIVALS
(RWYS 13L/R, 31L/R)



CHANGES: ATIS comsnd, STAR KUGVU 1A renumb, Kugvu Int coords.

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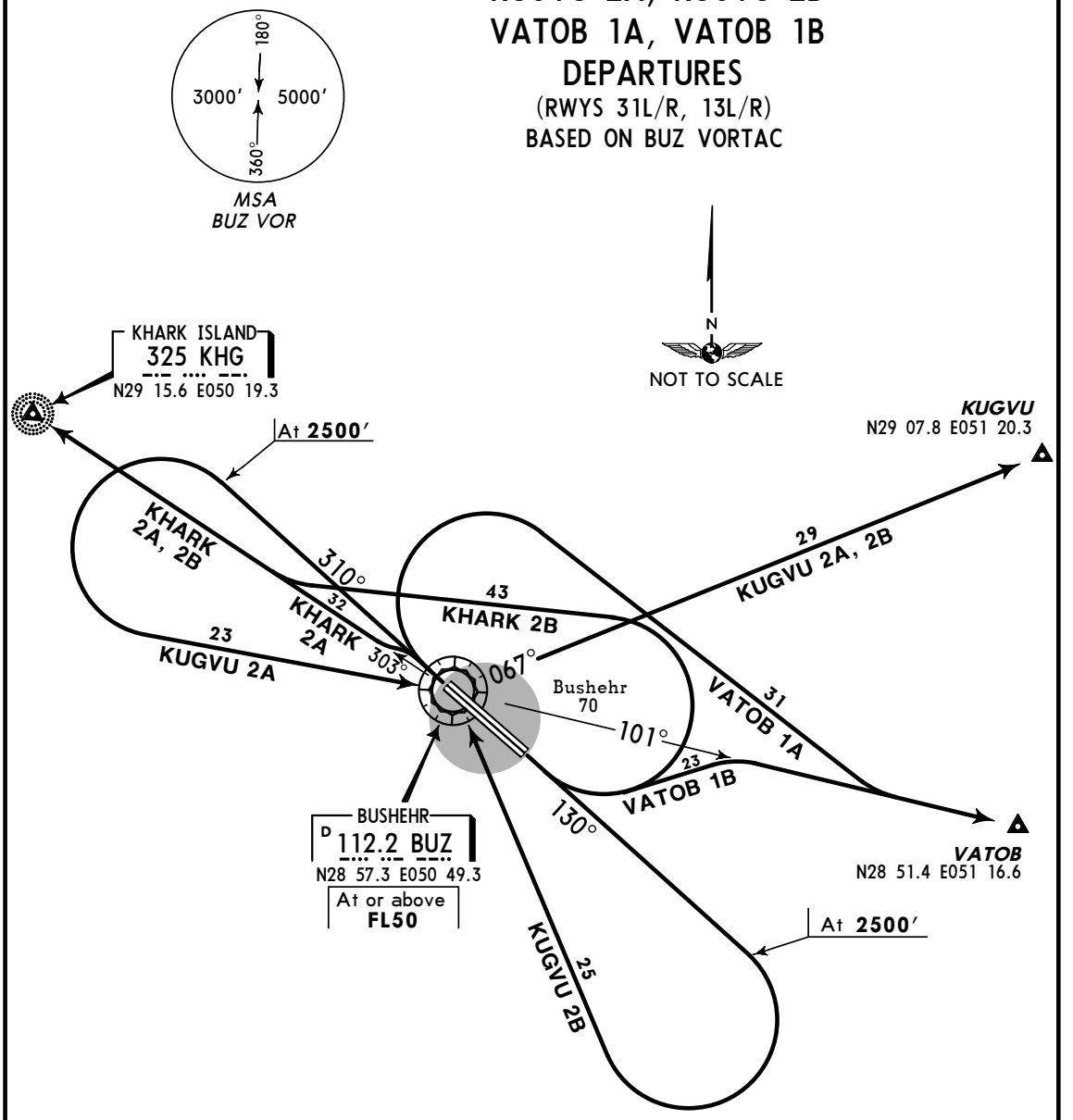
TRANS LEVEL: BY ATC
TRANS ALT: 4000′

KHARK 2A, KHARK 2B
KUGVU 2A, KUGVU 2B
VATOB 1A, VATOB 1B
DEPARTURES
(RWYS 31L/R, 13L/R)
BASED ON BUZ VORTAC



KUGVU 2A, 2B
These SIDs require a minimum climb gradient of
300′ per nm up to **FL140.**

Gnd Speed-Kts	75	100	150	200	250	300
300′per nm	375	500	750	1000	1250	1500

SID	RWY	ROUTING	ALTITUDE
KHARK 2A	**31L/R**	Turn LEFT, intercept BUZ R-303 to KHG NDB, climb to cleared **FL.**	
KHARK 2B	**13L/R**		
KUGVU 2A	**31L/R**	On BUZ R-310 to **2500′,** turn LEFT to BUZ VORTAC, intercept BUZ R-067 to Kugvu Int, climb to cleared **FL.**	Cross BUZ VORTAC at or above **FL50.**
KUGVU 2B	**13L/R**	On BUZ R-130 to **2500′,** turn RIGHT to BUZ VORTAC, intercept BUZ R-067 to Kugvu Int, climb to cleared **FL.**	
VATOB 1A	**31L/R**	Turn RIGHT, intercept BUZ R-101 to Vatob Int, climb to cleared **FL.**	
VATOB 1B	**13L/R**	Turn LEFT, intercept BUZ R-101 to Vatob Int, climb to cleared **FL.**	

CHANGES: SIDs KHARK & KUGVU renumbered; Kugvu Int coords.

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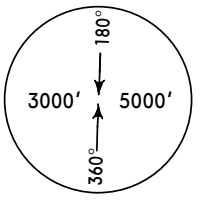
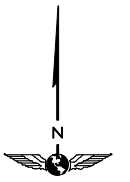
TRANS LEVEL: BY ATC
TRANS ALT: 4000′

KHARK 2C, KHARK 2D
KUGVU 2C, KUGVU 2D
VATOB 1C, VATOB 2C, VATOB 1D
DEPARTURES

(RWYS 31L/R, 13L/R)
BASED ON BUZ NDB



MSA
BUZ NDB



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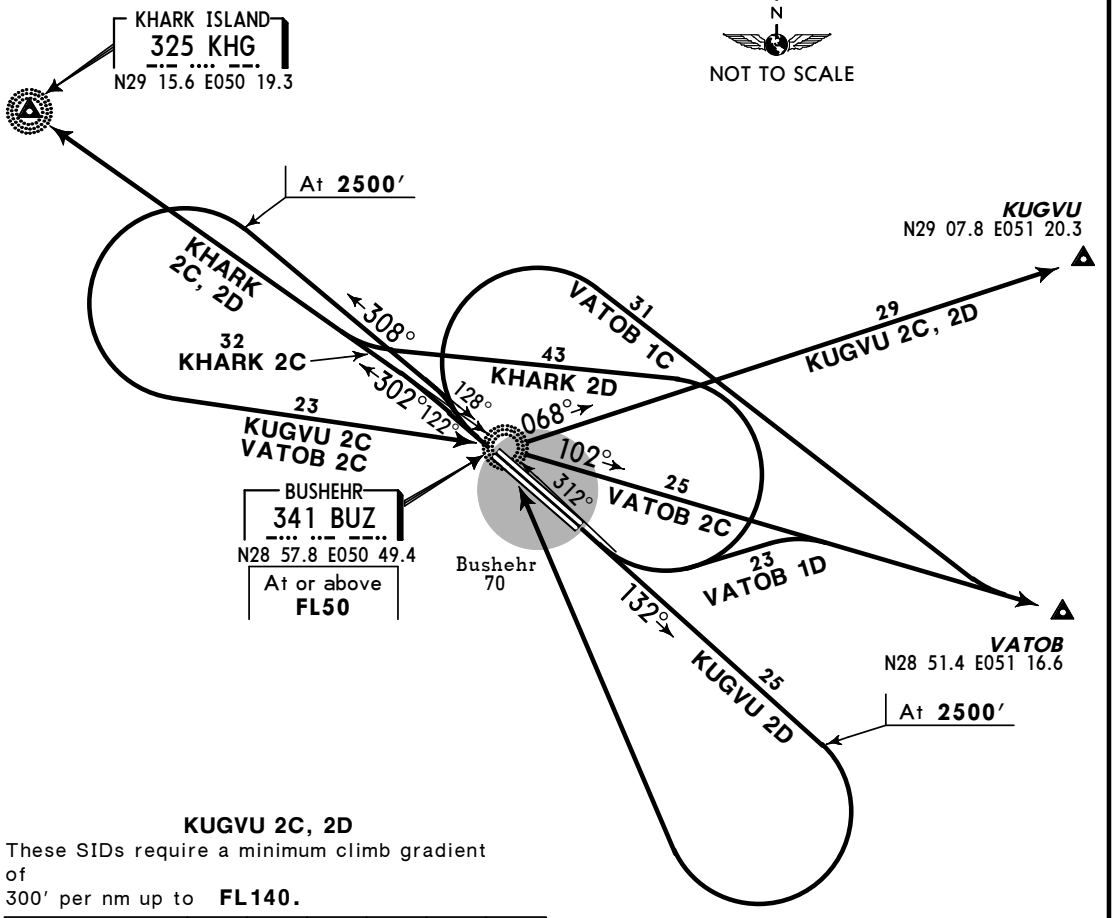

KUGVU 2C, 2D

These SIDs require a minimum climb gradient of
300′ per nm up to **FL140.**

Gnd Speed-Kts	75	100	150	200	250	300
300′per nm	375	500	750	1000	1250	1500

SID	RWY	ROUTING	ALTITUDE
KHARK 2C	**31L/R**	Turn LEFT, intercept 302° bearing from BUZ NDB to KHG NDB, climb to cleared **FL.**	
KHARK 2D	**13L/R**		
KUGVU 2C	**31L/R**	On 308° bearing from BUZ NDB to **2500′,** turn LEFT to BUZ NDB, 068° bearing to Kugvu Int, climb to cleared **FL.**	Cross BUZ NDB at or above **FL50.**
KUGVU 2D	**13L/R**	On 132° bearing from BUZ NDB to **2500′,** turn RIGHT to BUZ NDB, 068° bearing to Kugvu Int, climb to cleared **FL.**	
VATOB 1C	**31L/R**	Turn RIGHT, intercept 102° bearing from BUZ NDB to Vatob Int, climb to cleared **FL.**	
VATOB 2C	**31L/R**	On 308° bearing from BUZ NDB to **2500′,** turn LEFT to BUZ NDB, 102° bearing to Vatob Int, climb to cleared **FL.**	Cross BUZ NDB at or above **FL50.**
VATOB 1D	**13L/R**	Turn LEFT, intercept 102° bearing from BUZ NDB to Vatob Int, climb to cleared **FL.**	

CHANGES: SIDs KHARK & KUGVU renumbered; Kugvu Int coords.

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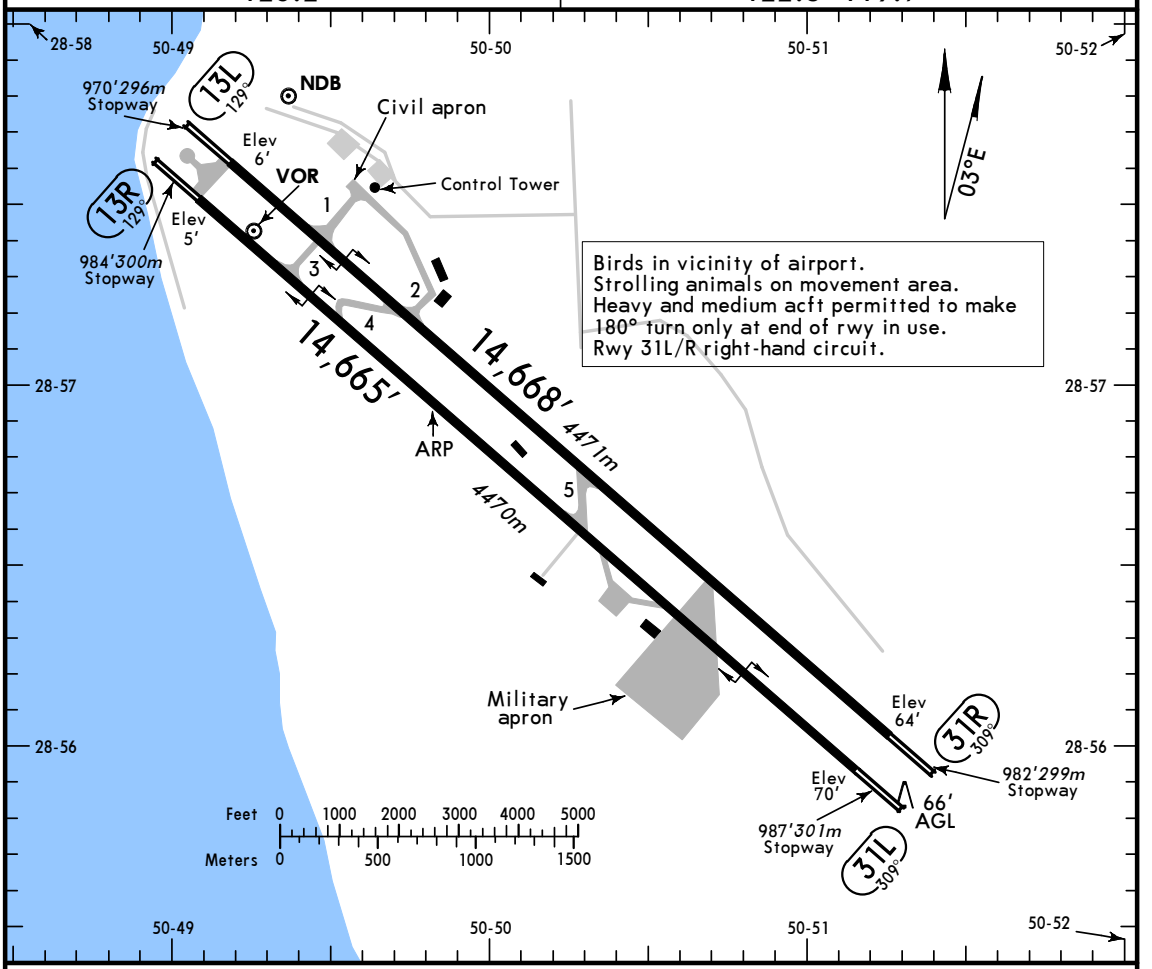
*ATIS	BUSHEHR Tower
126.2	122.5 119.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
13L 31R	HIRL *(60m)* ALS (config unknown) PAPI-L (3.0°)				148′ *45m*
13R 31L	HIRL ALS (config unknown)				148′ *45m*

TAKE-OFF & DEPARTURE PROCEDURE

AIR CARRIER (JAA)
All Rwys

	RCLM (DAY only) or RL
A	*400m*
B	
C	
D	

DEPARTURE PROCEDURES

SID 1 (to AWY G-52): RWY 31L/R turn RIGHT (RWY 13L/R turn LEFT) after Take-off, intercept R-100 outbound BUSHEHR VOR to Point VATOB and climb to cleared FL.

SID 2 (to AWY G-55): RWY 31L/R & RWY 13L/R turn LEFT after Take-off, intercept R-300 outbound BUSHEHR VOR to KHARK NDB and climb to cleared FL.

CHANGES: Tower freq added.

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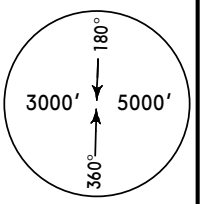
BRIEFING STRIP ™

*ATIS	BUSHEHR Approach	BUSHEHR Tower
126.2	123.2	122.5 119.7

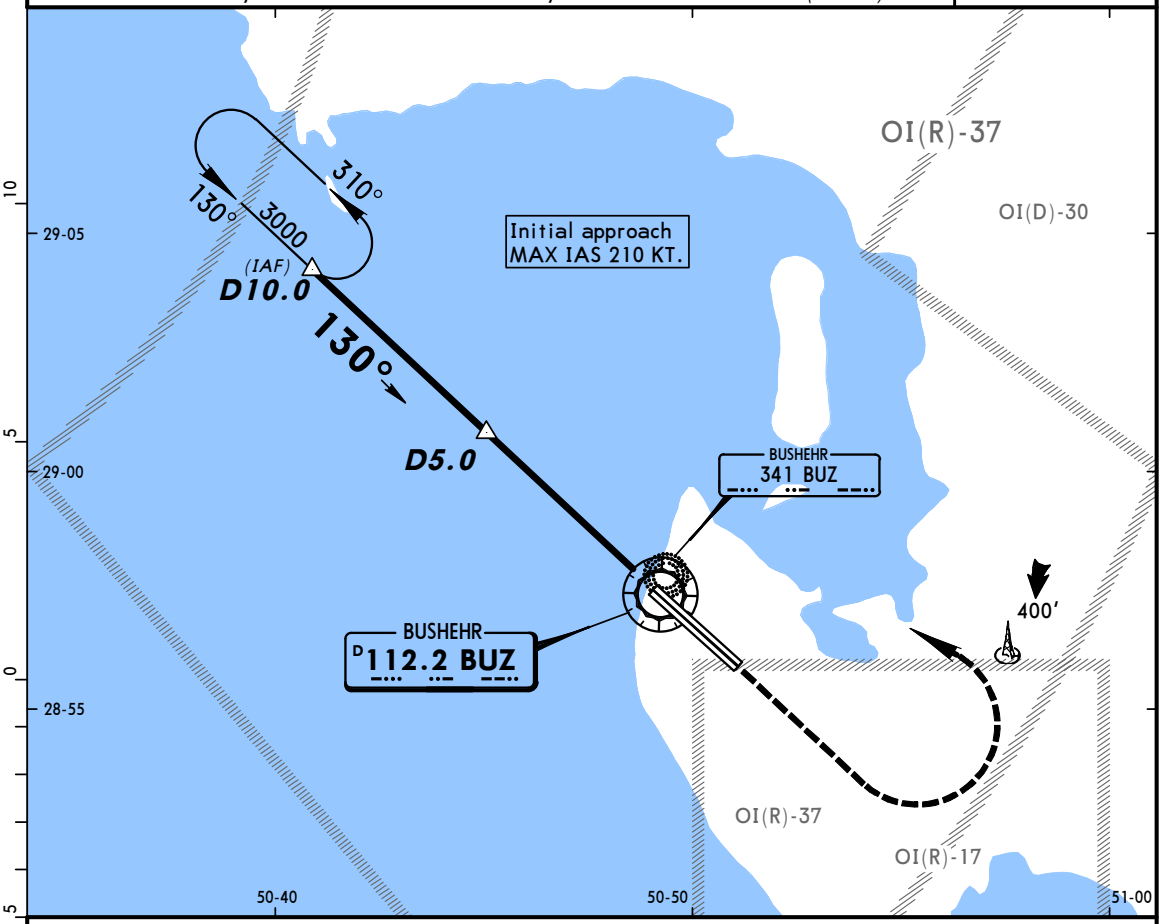
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 70′
BUZ 112.2	130°	D5.0 1500′ (1494′)	640′ (634′)	RWY 13L 6′

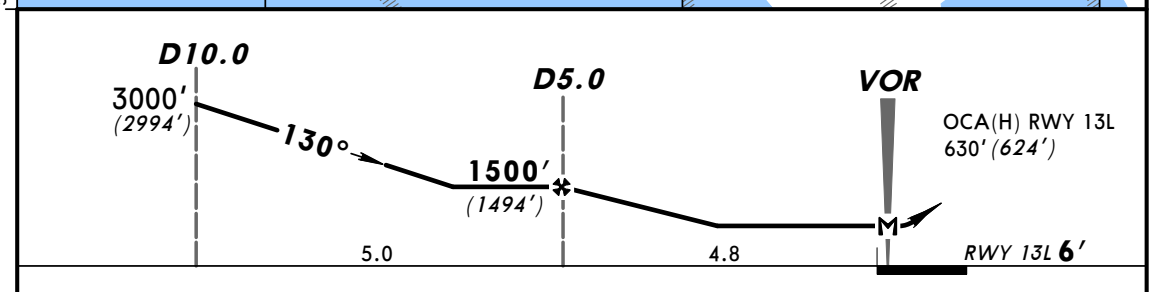
MISSED APCH: Climb STRAIGHT AHEAD to 1000′, then turn LEFT to rejoin holding at 3000′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 4000′(3994′)



MSA
BUZ VOR





							Lighting-Refer to Airport Chart	1000′ ↑
MAP at VOR								

PANS OPS 4

	STRAIGHT-IN LANDING RWY 13L/R		CIRCLE-TO-LAND		
	MDA(H) 640′(634′) ALS out		Max Kts.	MDA(H)	
A	1600m		100	640′(570′)	1600m
B			135		
C	2800m		180	740′(670′)	2800m
D	3200m		205	760′(690′)	3600m

CHANGES: Communications.

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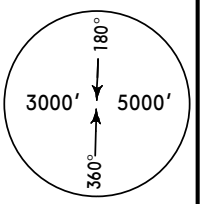
BRIEFING STRIP ™

*ATIS	BUSHEHR Approach	BUSHEHR Tower
126.2	123.2	122.5 119.7

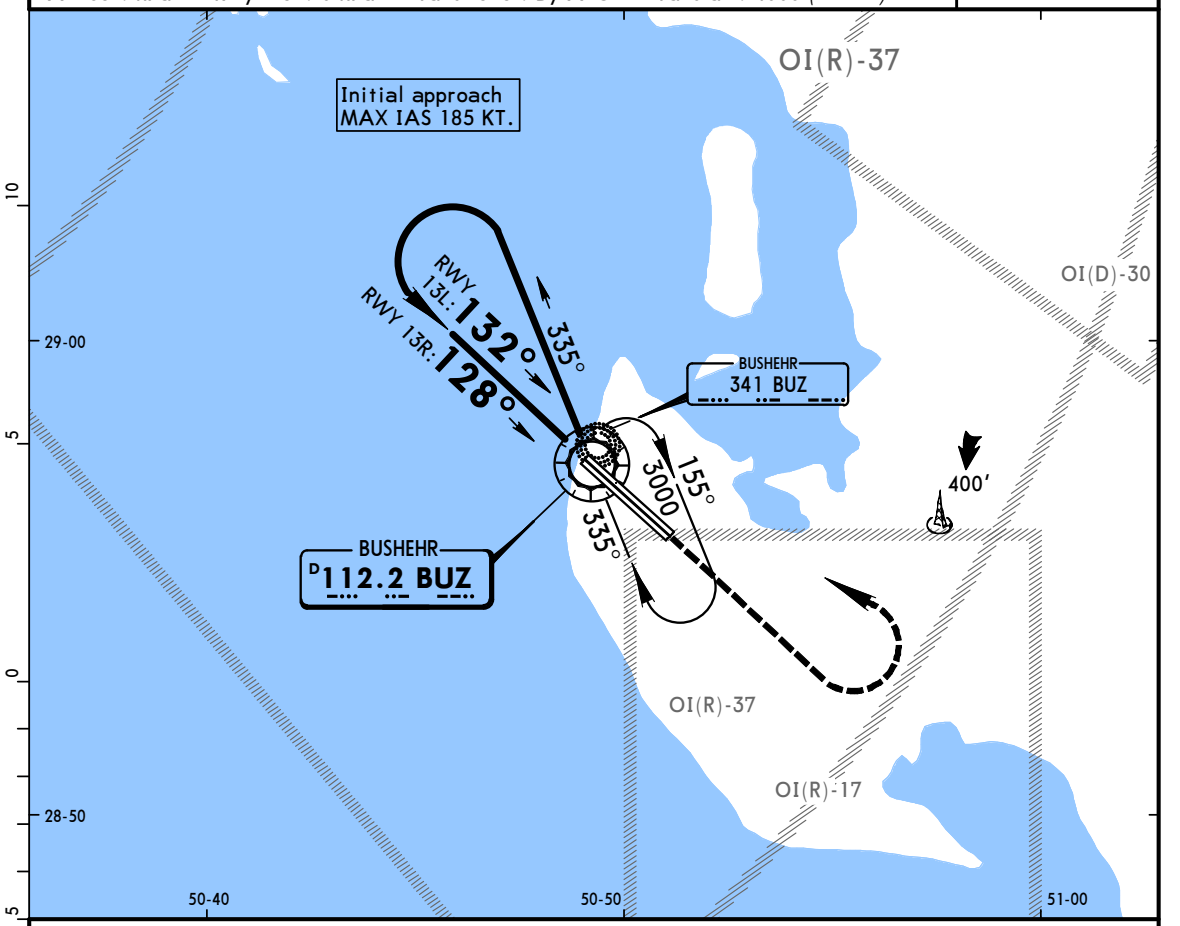
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 70′
BUZ 112.2	Rwy 13L: 132° Rwy 13R: 128°	No FAF	640′ (634′)	RWY 13L 6′

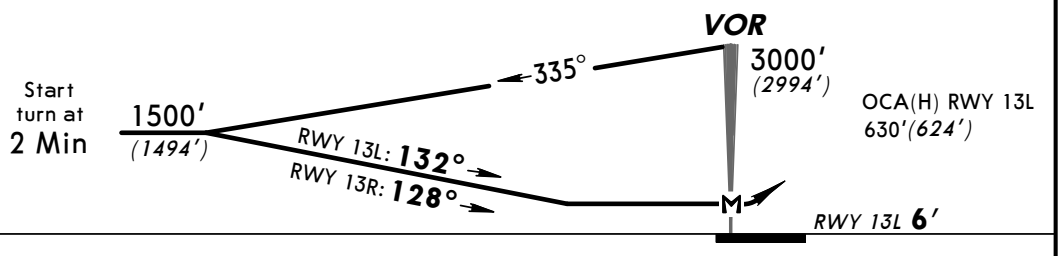
MISSED APCH: Climb STRAIGHT AHEAD to 2000′, then turn LEFT to rejoin holding at 3000′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 4000′(3994′)



MSA
BUZ VOR





							Lighting-Refer to Airport Chart	2000′
MAP at VOR								

PANS OPS 4

STRAIGHT-IN LANDING RWY 13L/R			CIRCLE-TO-LAND		
MDA(H) 640′(634′)		ALS out	Max Kts.	MDA(H)	
A	SEE 13-3		A	SEE 13-3	
B			B		
C	2800m		180	740′(670′)	2800m
D	3200m		205	760′(690′)	3600m

CHANGES: Communications.

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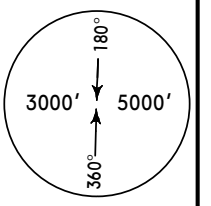
BRIEFING STRIP ™

*ATIS	BUSHEHR Approach	BUSHEHR Tower
126.2	123.2	122.5 119.7

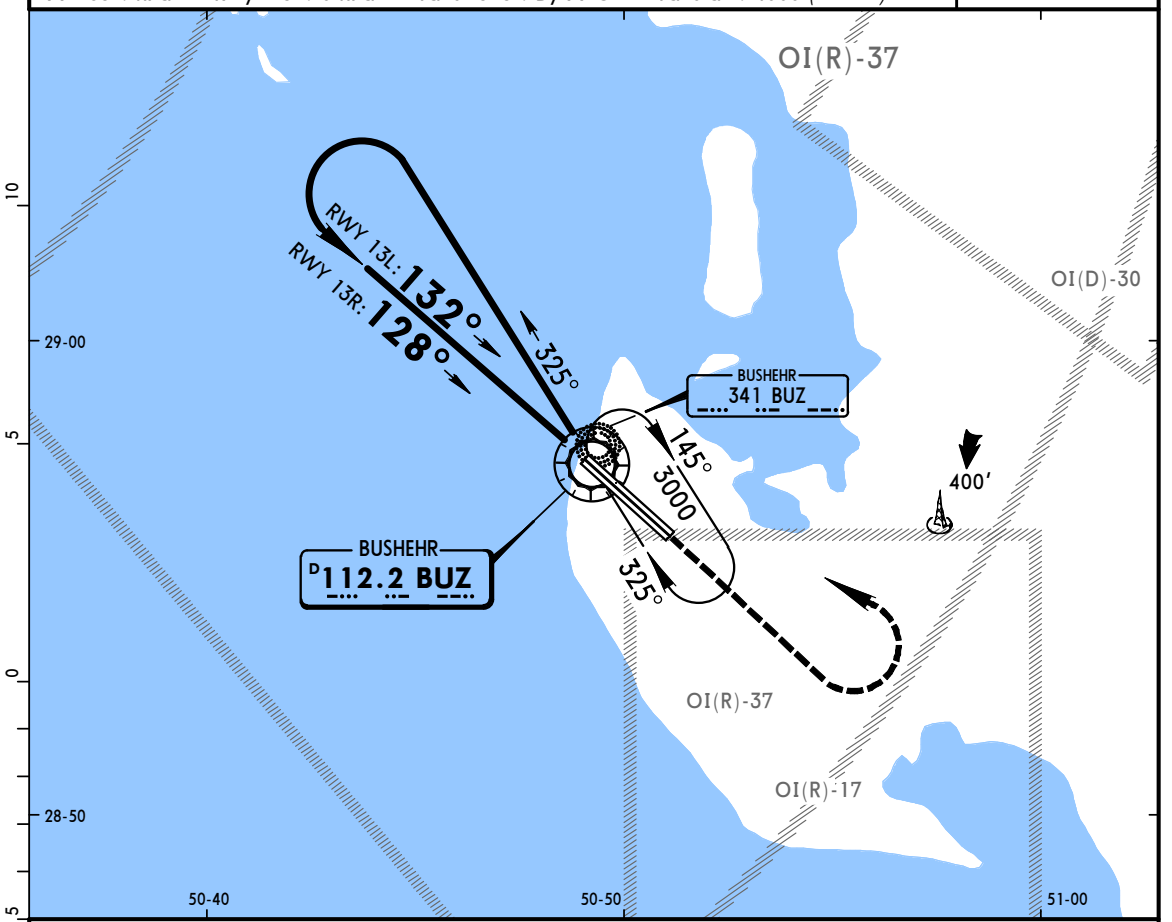
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 70′
BUZ 112.2	Rwy 13L: 132° Rwy 13R: 128°	No FAF	640′ (634′)	RWY 13L 6′

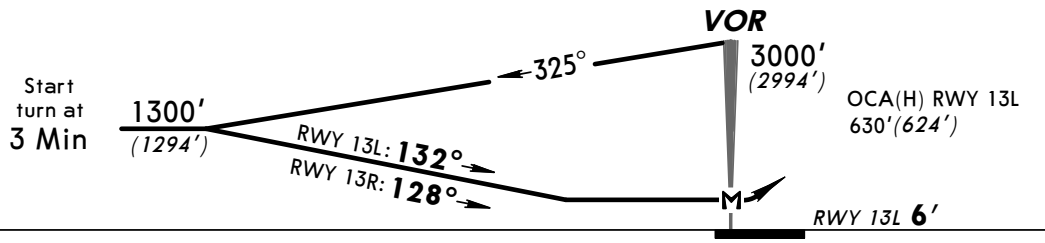
MISSED APCH: Climb STRAIGHT AHEAD to 2000′, then turn LEFT to rejoin holding at 3000′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 4000′(3994′)



MSA
BUZ VOR





							Lighting-Refer to Airport Chart	2000′ ↑
MAP at VOR								

PANS OPS 4

	STRAIGHT-IN LANDING RWY 13L/R		CIRCLE-TO-LAND		
	MDA(H) 640′(634′) ALS out		Max Kts.	MDA(H)	
A	1600m		100	640′(570′)	1600m
B			135		
C	SEE 13-2		C	SEE 13-2	
D			D		

CHANGES: Communications.

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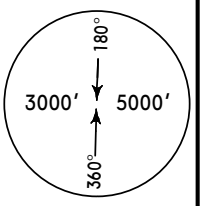
BRIEFING STRIP ™

*ATIS	BUSHEHR Approach	BUSHEHR Tower
126.2	123.2	122.5 119.7

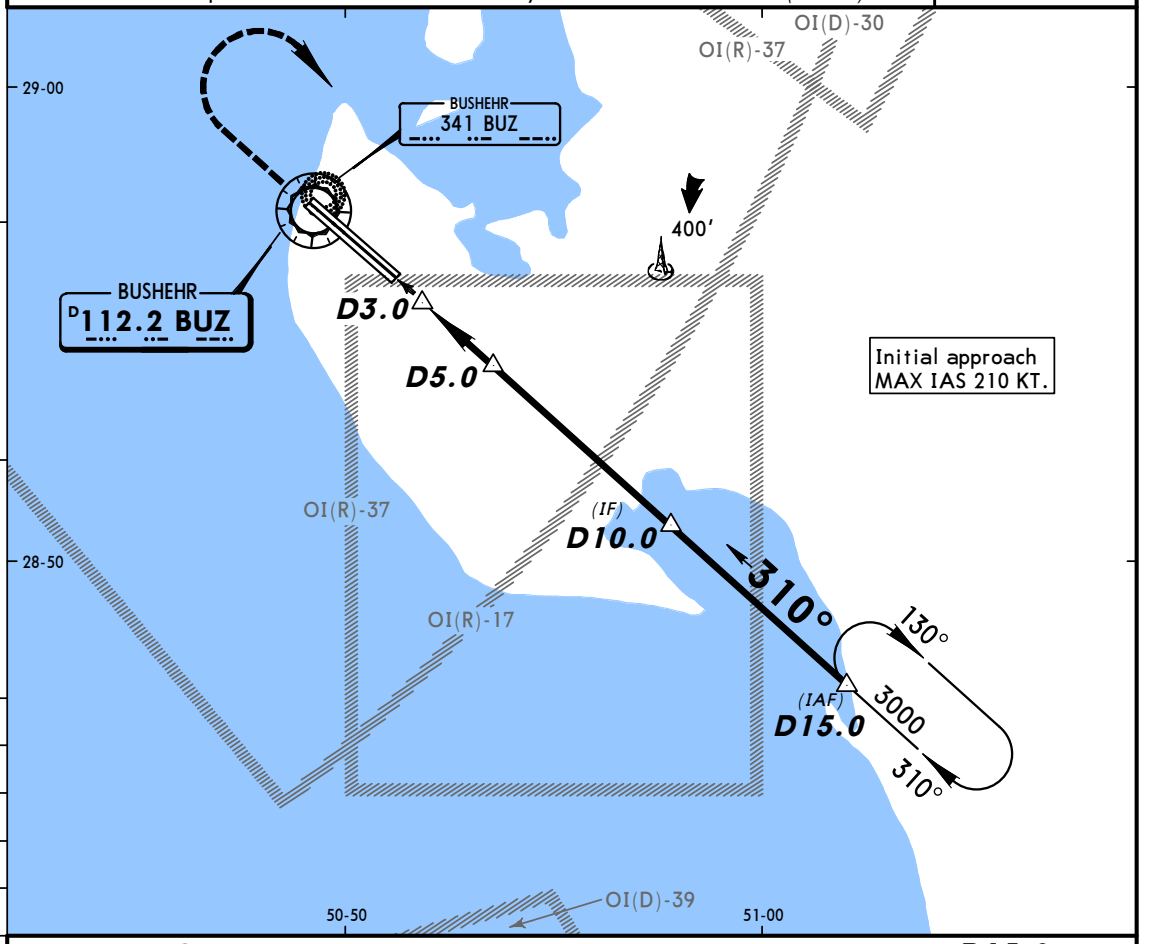
VOR BUZ 112.2	Final Apch Crs 310°	Minimum Alt D5.0 1000′ (930′)	MDA(H) 640′ (570′)	Apt Elev 70′

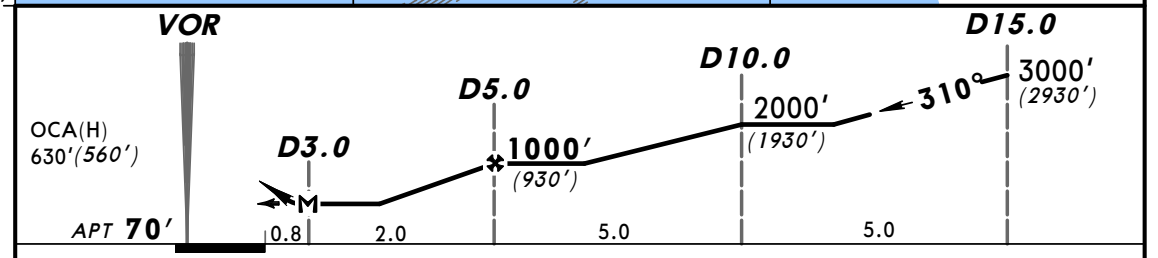
MISSED APCH: Climb STRAIGHT AHEAD to 1000′, then turn RIGHT to rejoin holding at 3000′.

Alt Set: hPa Apt Elev: 3 hPa Trans level: By ATC Trans alt: 4000′(3930′)



MSA
BUZ VOR





MAP at D3.0							

Lighting-Refer to Airport Chart

1000′

PANS OPS 4

	STRAIGHT-IN LANDING RWY 31L/R		CIRCLE-TO-LAND		
	MDA(H) 640′(570′) ALS out		Max Kts.	MDA(H)	
A	2000m		100	640′(570′)	2000m
B			135		
C	2400m		180	740′(670′)	2800m
D	2800m		205	760′(690′)	3600m

CHANGES: Communications.

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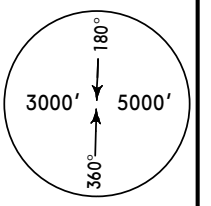
BRIEFING STRIP ™

*ATIS	BUSHEHR Approach	BUSHEHR Tower
126.2	123.2	122.5 119.7

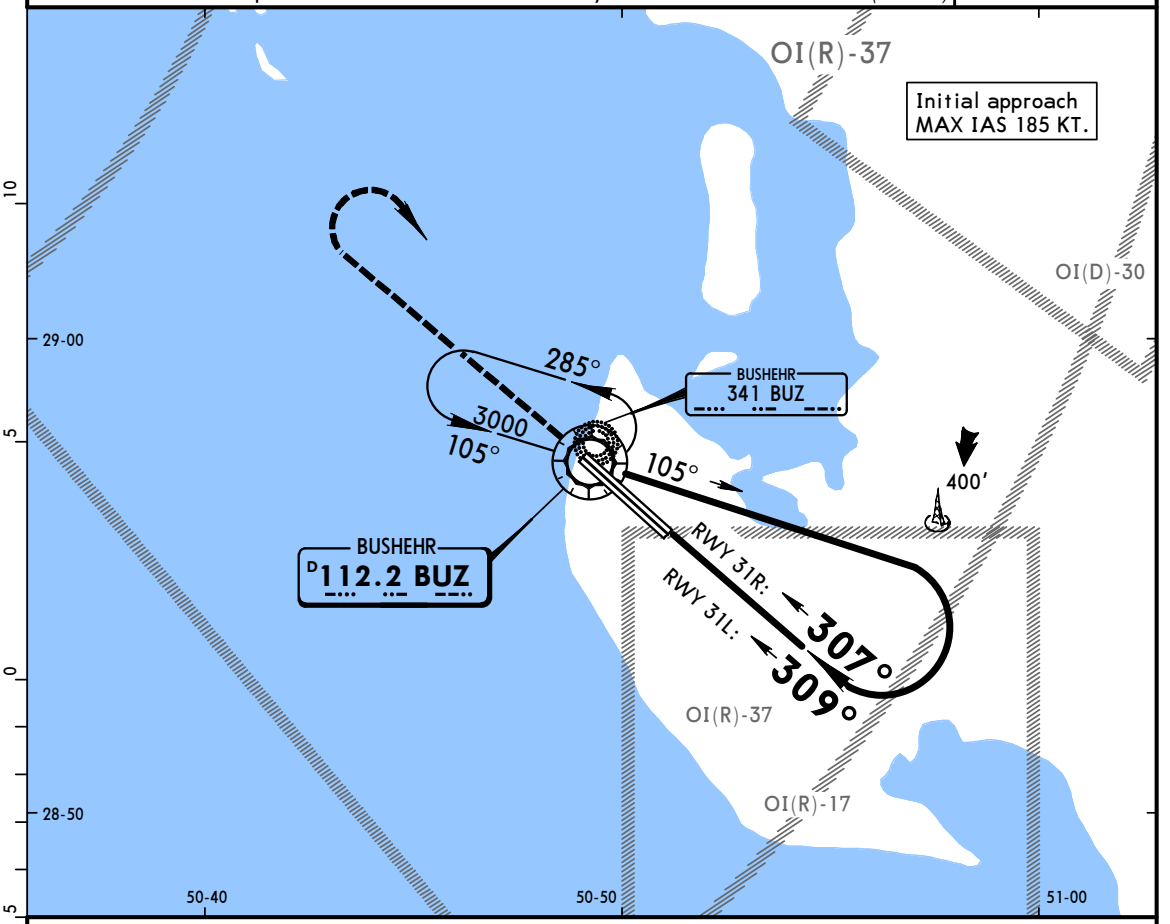
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
BUZ 112.2	Rwy 31L: 309° Rwy 31R: 307°	No FAF	640′ (570′)	70′

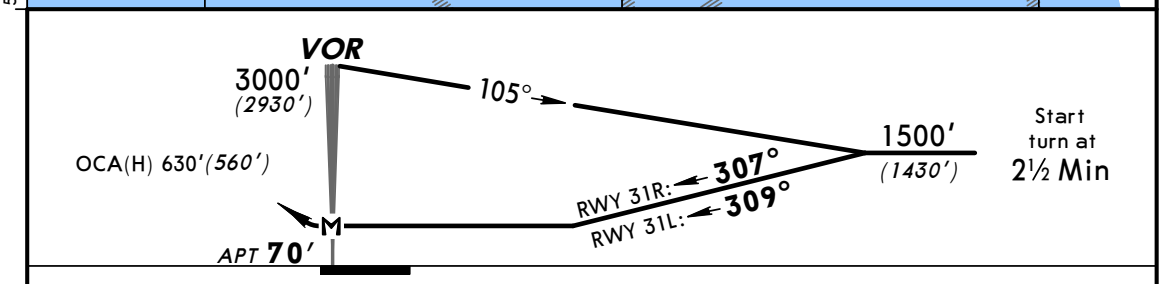
MISSED APCH: Climb STRAIGHT AHEAD to 2000′, then turn RIGHT to rejoin holding at 3000′.

Alt Set: hPa Apt Elev: 3 hPa Trans level: By ATC Trans alt: 4000′(3930′)



MSA
BUZ VOR





							Lighting-Refer to Airport Chart	2000′ ↑
MAP at VOR								

STRAIGHT-IN LANDING RWY 31L/R		CIRCLE-TO-LAND		
MDA(H) 640′(570′) ALS out		Max Kts.	MDA(H)	
A	SEE 13-6	A	SEE 13-6	
B		B		
C	2400m	180	740′(670′)	2800m
D	2800m	205	760′(690′)	3600m

PANS OPS 4

CHANGES: Communications.

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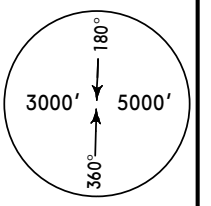
BRIEFING STRIP ™

*ATIS	BUSHEHR Approach	BUSHEHR Tower
126.2	123.2	122.5 119.7

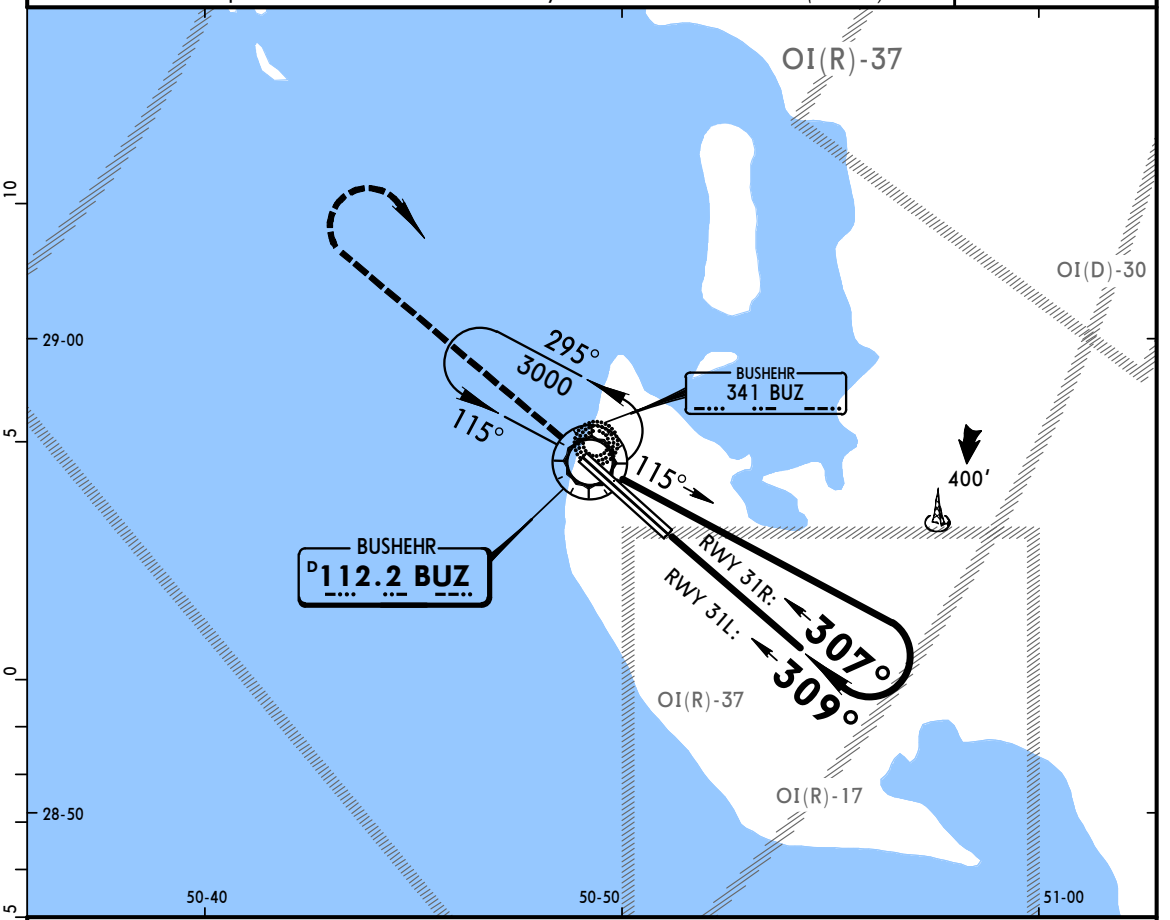
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
BUZ 112.2	Rwy 31L: 309° Rwy 31R: 307°	No FAF	640′ (570′)	70′

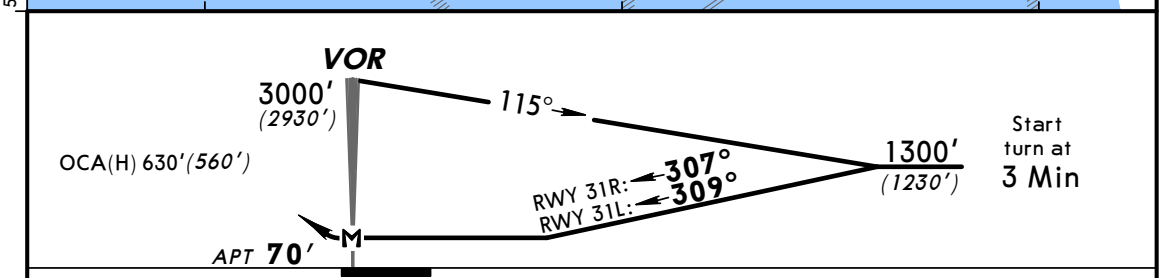
MISSED APCH: Climb STRAIGHT AHEAD to 2000′, then turn RIGHT to rejoin holding at 3000′.

Alt Set: hPa Apt Elev: 3 hPa Trans level: By ATC Trans alt: 4000′(3930′)



MSA BUZ VOR





							Lighting-Refer to Airport Chart	2000′ ↑
MAP at VOR								

PANS OPS 4

	STRAIGHT-IN LANDING RWY 31L/R		CIRCLE-TO-LAND		
	MDA(H) 640′(570′) ALS out		Max Kts.	MDA(H)	
A	1600m		100	640′(570′)	1600m
B			135		
C	SEE 13-5		C	SEE 13-5	
D			D		

CHANGES: Communications.

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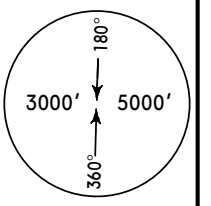
BRIEFING STRIP ™

*ATIS	BUSHEHR Approach	BUSHEHR Tower
126.2	123.2	122.5 119.7

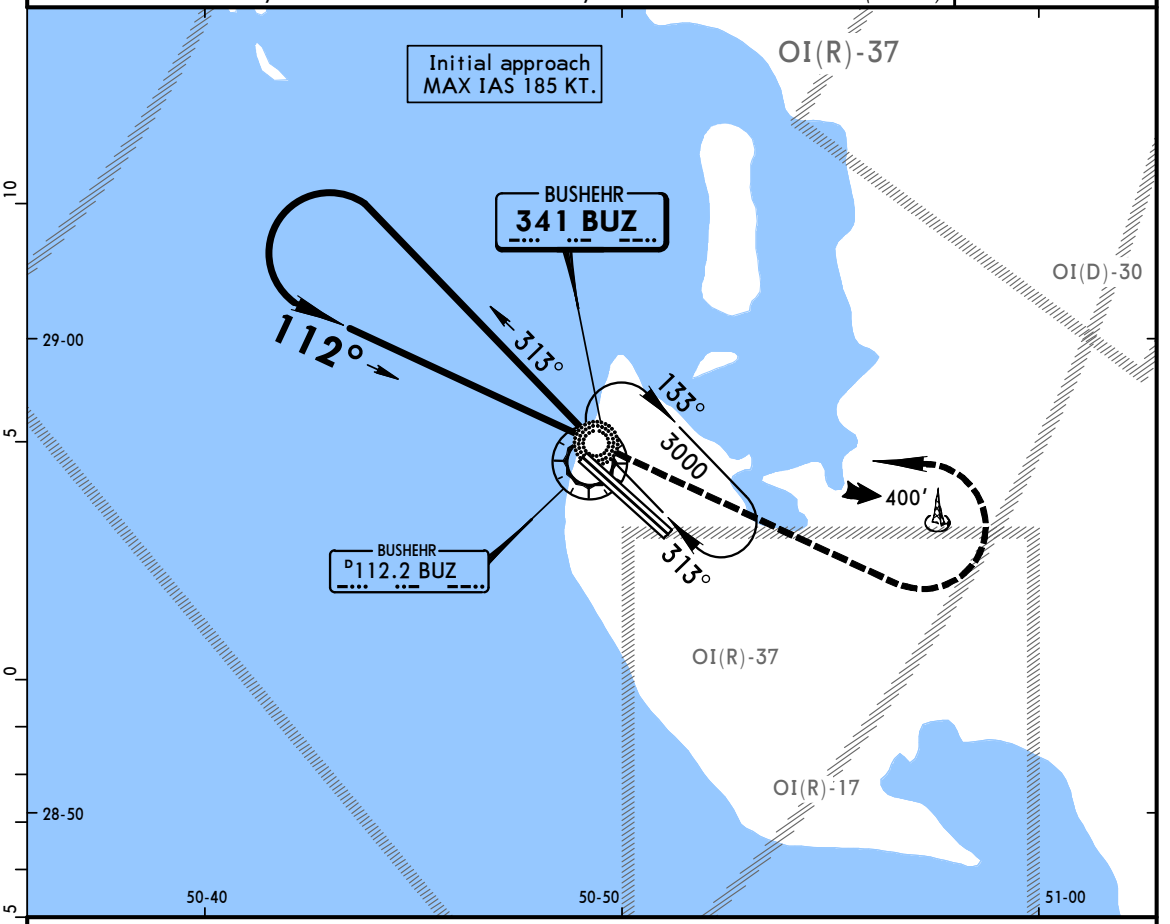
NDB BUZ 341	Final Apch Crs 112°	Minimum Alt No FAF	MDA(H) 640′ (634′)	Apt Elev 70′ Rwy 13L 6′

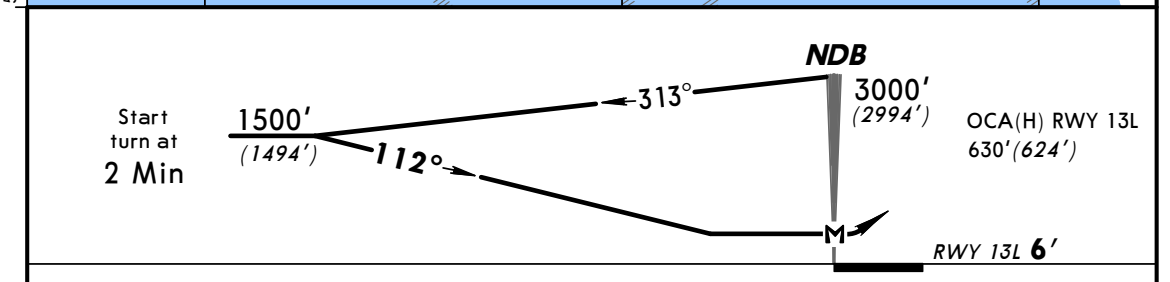
MISSED APCH: Climb STRAIGHT AHEAD to 2000′, then turn LEFT to rejoin holding at 3000′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 4000′(3994′)



MSA
BUZ NDB





MAP at NDB							

Lighting-Refer to Airport Chart 2000′

PANS OPS 4

STRAIGHT-IN LANDING RWY 13L/R			CIRCLE-TO-LAND		
MDA(H) 640′(634′) ALS out			Max Kts.	MDA(H)	
A	SEE 16-2		A	SEE 16-2	
B			B		
C	2800m		180	740′(670′)	2800m
D	3200m		205	760′(690′)	3600m

CHANGES: Communications.

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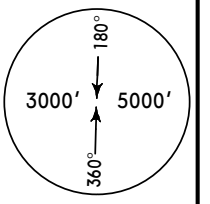
BRIEFING STRIP ™

*ATIS	BUSHEHR Approach	BUSHEHR Tower
126.2	123.2	122.5 119.7

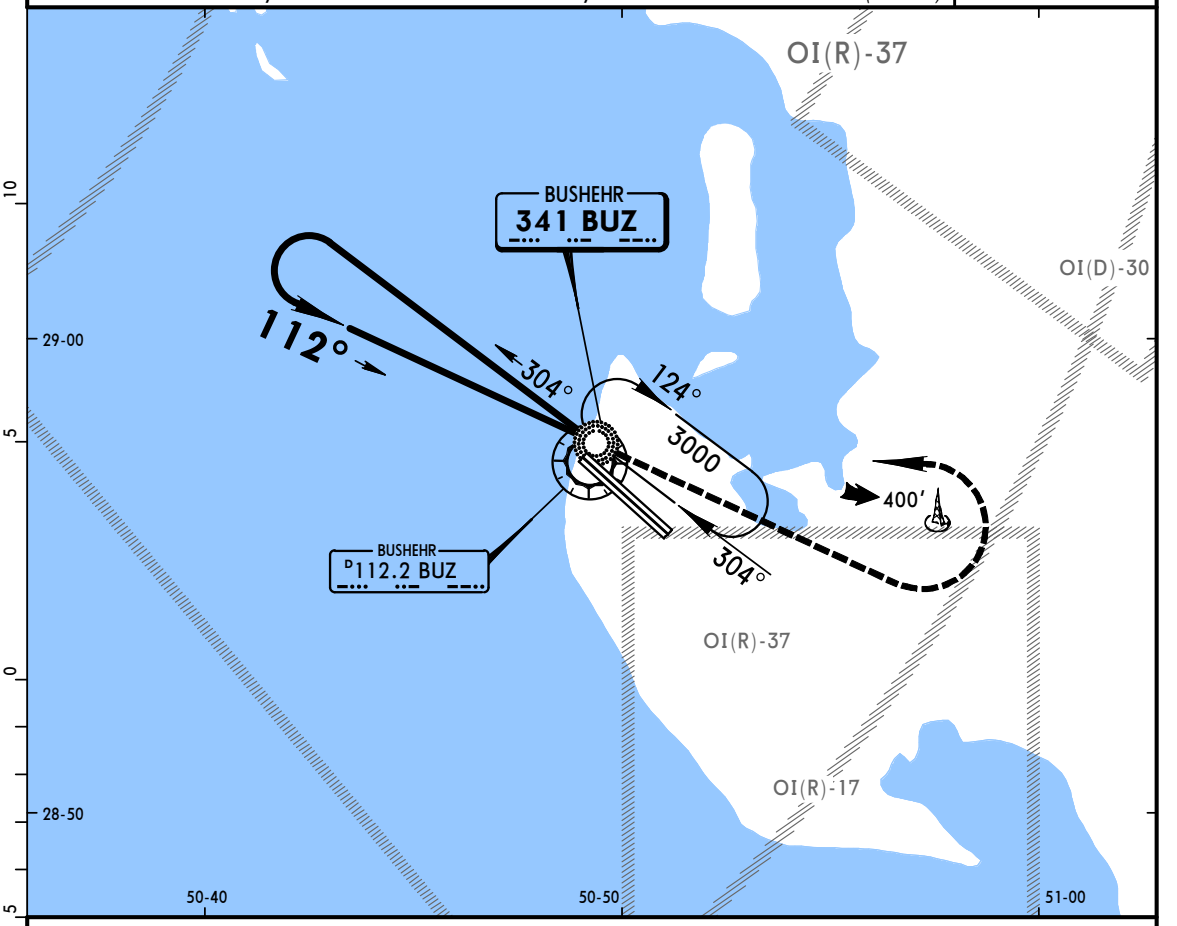
NDB BUZ 341	Final Apch Crs 112°	Minimum Alt No FAF	MDA(H) 640′ (634′)	Apt Elev 70′ RWY 13L 6′

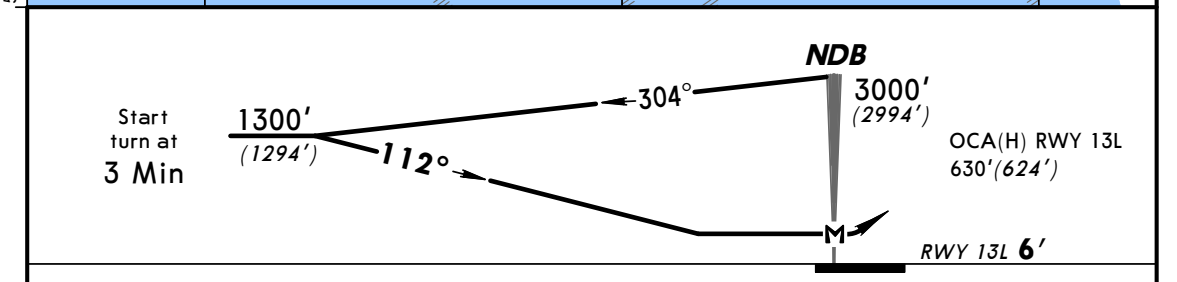
MISSED APCH: Climb STRAIGHT AHEAD to 2000′, then turn LEFT to rejoin holding at 3000′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 4000′(3994′)



MSA
BUZ NDB





							Lighting-Refer to Airport Chart	2000′ ↑
MAP at NDB								

PANS OPS 4

	STRAIGHT-IN LANDING RWY 13L/R		CIRCLE-TO-LAND		
	MDA(H) 640′(634′) ALS out		Max Kts.	MDA(H)	
A	1600m		100	640′(570′)	1600m
B			135		
C	SEE 16-1		C	SEE 16-1	
D			D		

CHANGES: Communications.

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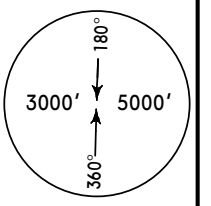
BRIEFING STRIP ™

*ATIS	BUSHEHR Approach	BUSHEHR Tower
126.2	123.2	122.5 119.7

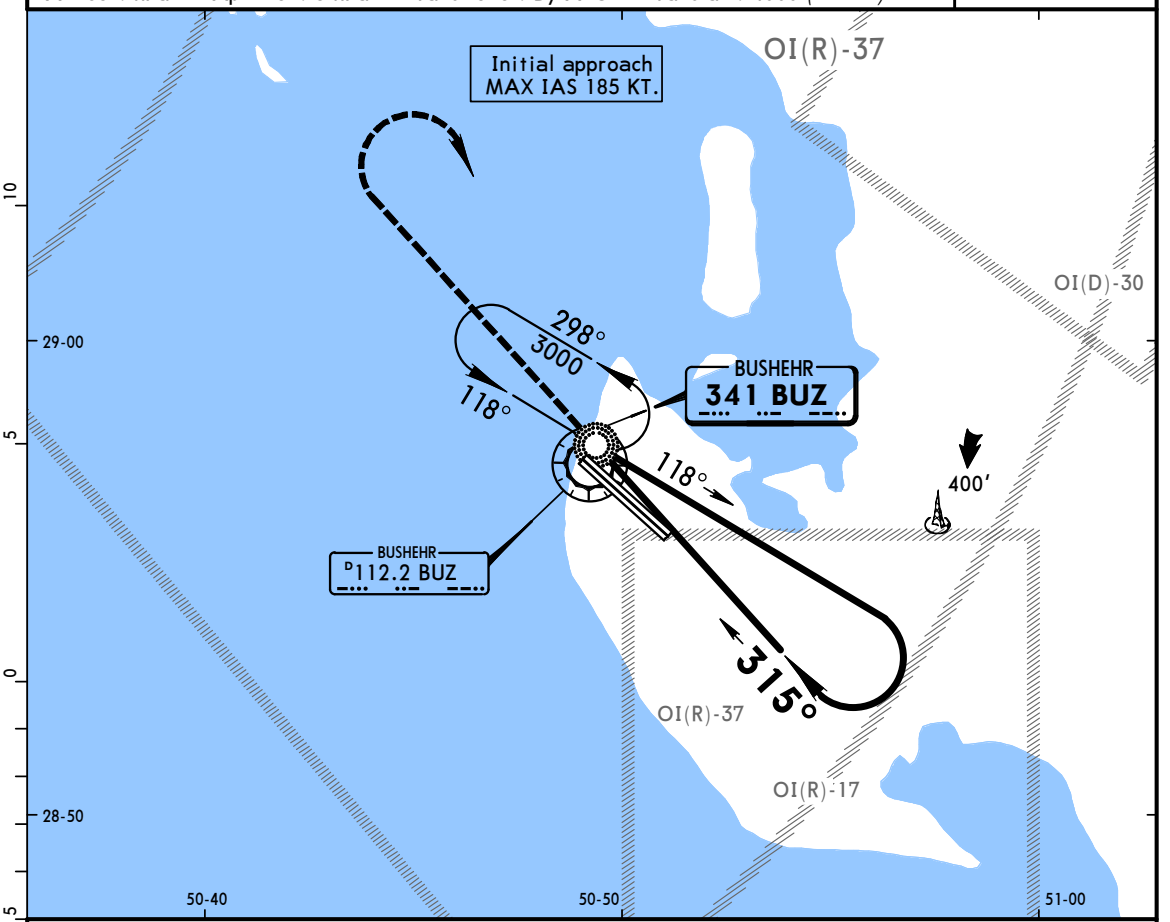
NDB BUZ 341	Final Apch Crs 315°	Minimum Alt No FAF	MDA(H) 640′ (570′)	Apt Elev 70′

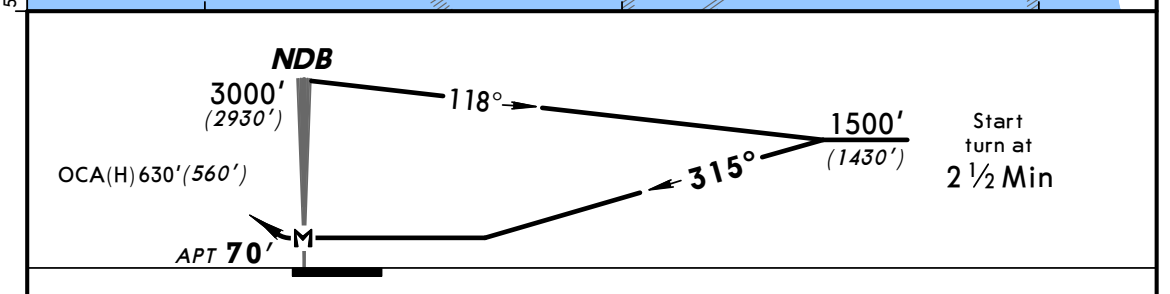
MISSED APCH: Climb STRAIGHT AHEAD to 2000′, then turn RIGHT to rejoin holding at 3000′.

Alt Set: hPa Apt Elev: 3 hPa Trans level: By ATC Trans alt: 4000′(3930′)



MSA
BUZ NDB





							Lighting-Refer to Airport Chart	2000′
MAP at NDB								

PANS OPS 4

STRAIGHT-IN LANDING RWY 31L/R		CIRCLE-TO-LAND		
MDA(H) 640′(570′) ALS out		Max Kts.	MDA(H)	
A B	SEE 16-4	A B	SEE 16-4	
C	2400m	180	740′(670′)	2800m
D	2800m	205	760′(690′)	3600m

CHANGES: Communications.

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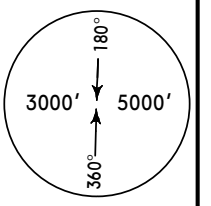
BRIEFING STRIP ™

*ATIS	BUSHEHR Approach	BUSHEHR Tower
126.2	123.2	122.5 119.7

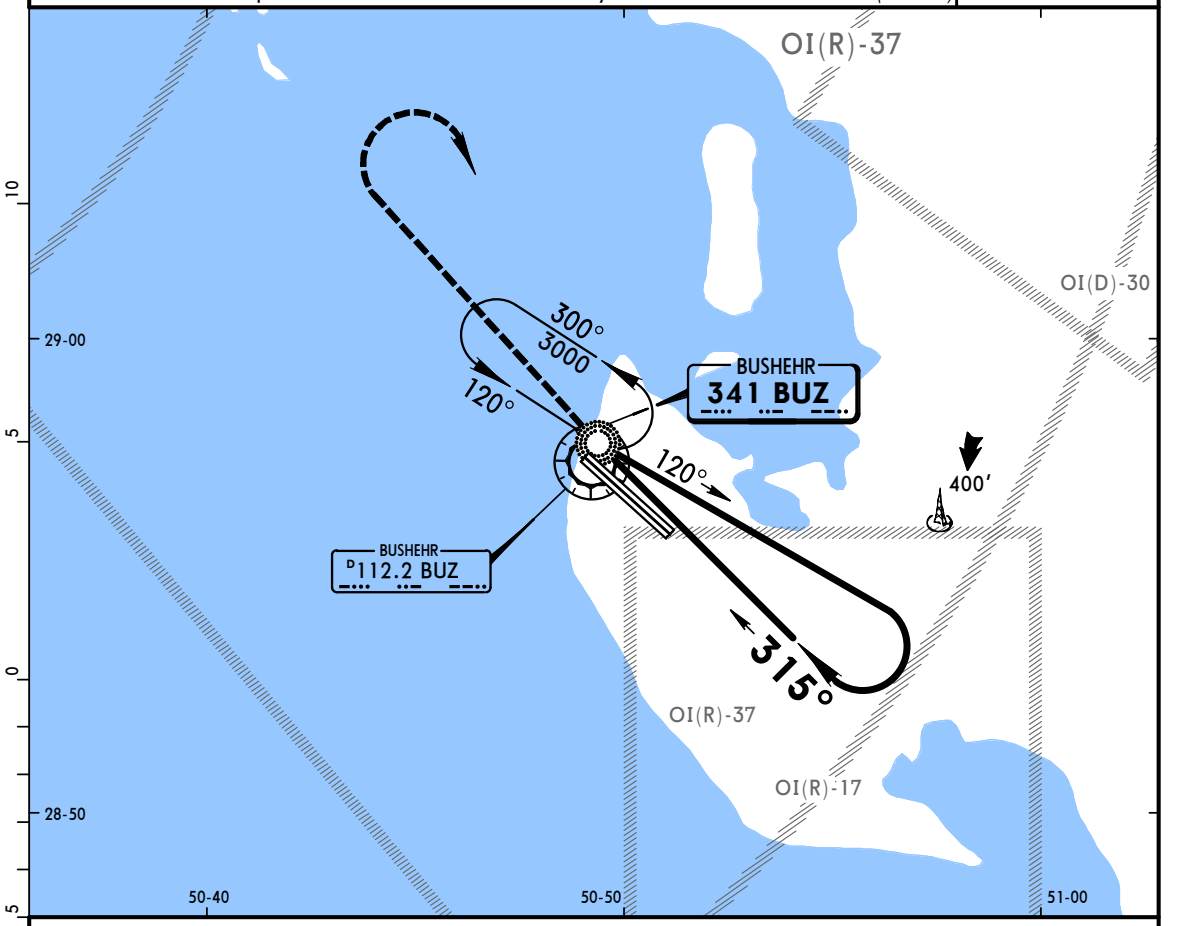
NDB BUZ 341	Final Apch Crs 315°	Minimum Alt No FAF	MDA(H) 640′ (570′)	Apt Elev 70′

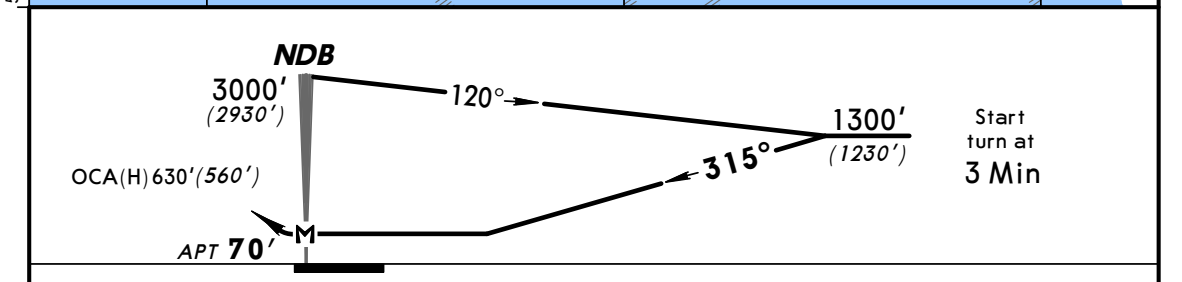
MISSED APCH: Climb STRAIGHT AHEAD to 2000′, then turn RIGHT to rejoin holding at 3000′.

Alt Set: hPa Apt Elev: 3 hPa Trans level: By ATC Trans alt: 4000′(3930′)



MSA
BUZ NDB





							Lighting-Refer to Airport Chart	2000′
MAP at NDB								

PANS OPS 4

	STRAIGHT-IN LANDING RWY 31L/R		CIRCLE-TO-LAND		
	MDA(H) 640′(570′) ALS out		Max Kts.	MDA(H)	
A	1600m		100	640′(570′)	1600m
B			135		
C	SEE 16-3		C	SEE 16-3	
D			D		

CHANGES: Communications.

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