AD 2. AERODROMES

OIBK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OIBK - KISH ISLAND / KISH International

OIBK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	263139N 0535845E
2	*Direction and distance from (city)*	SW, 2.1 NM from Kish
3	*Elevation / Reference temperature*	99 FT / 38°C
4	*MAG VAR / Annual change*	3°E (2023) / Information not available
5	*AD Administration, address, telephone, telefax, telex, AFS*	Civil Aviation Organization (Kish Free Zone) Kish International Airport Kish - Islamic Republic of Iran Tel: +9876 - 44485501, 44485502,44485575, 44485585 Telefax: +9876 - 44485576 Telex: NIL AFS: OIBKYDYX
6	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
7	*Remarks*	NIL

OIBK AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	0400 - 1300
2	*Customs and immigration*	O/R
3	*Health and sanitation*	O/R
4	*AIS Briefing Office*	NIL
5	*ATS Reporting Office (ARO)*	0400 - 1800
6	*MET Briefing Office*	NIL
7	*ATS*	0230 - 2030
8	*Fuelling*	0230 - 2030
9	*Handling*	0230 - 2030
10	*Security*	H24
11	*De-icing*	NIL
12	*Remarks*	PPR for Non-scheduled flights at least 24 HR before EOBT from Kish aerodrome.

OIBK AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo - handling facilities*	Available by main carrier, HAMRAH KOOSHA KISH services company
2	*Fuel / oil types*	Jet A1
3	*Fuelling facilities/capacity*	Jet A1 : 1 truck 45000 litres, 35 litres/sec 1 truck 25000 litres, 25 litres/sec, 2 trucks 20000 litres, 20 litres/sec, 1 truck 8000 litres, 13 litres/sec.
4	*De - icing facilities*	NIL
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	Available for MD
7	*Remarks*	NIL

OIBK AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Available in the city
2	*Restaurants*	Available in the city
3	*Transportation*	Taxis and buses
4	*Medical facilities*	Available in the city, first aids at AD
5	*Bank and Post Office*	Available at the AD and in the city
6	*Tourist Office*	Available at the AD
7	*Remarks*	NIL

OIBK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 8
2	*Rescue equipment*	Available in accordance with AD category for fire fighting
3	*Capability for removal of disabled aircraft*	Truck and Tow car
4	*Remarks*	NIL

OIBK AD 2.7 SEASONAL AVAILABILITY - CLEARING

All seasons / Not applicable

OIBK AD 2.8 APRONS, TAXIWAYS

1	*Apron designation, surface and strength*	Asphalt part PCN:65/F/B/X/T Concrete part PCN: 63/R/B/X/T
2	*Taxiway designation, width, surface and strength*	TWY A, A1, A2, A4, A5, A6, A7 and A8 are 30 M TWY B2, B3, B4 and B7 are 23 M TWY B1 and B8 are 45 M TWY C4 and C5 are 30 M Asphalt, PCN :65/F/B/X/T
3	*Altimeter checkpoint location and elevation*	NIL
4	*VHF omnidirectional radio range (VOR) checkpoints*	NIL
5	*INS checkpoints*	NIL
6	*Remarks*	Apron dimensions: Apron 1: 624 x 234 M, Apron 2: 673 x 104 M

OIBK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and parking guidance system of aircraft stands*	Guide lines at apron. Nose-in guidance at aircraft stands.
2	*RWY and TWY markings and LGT*	RWY: Designation, THR, TDZ, centre line, edge & RWY end marked. RWY Lighting: See OIBK AD 2.14 below. TWY: Edge, centre line, holding position at all TWY/RWY intersections marked. TWY Lighting: See OIBK AD 2.15 below.
3	*Stop bars*	TWY B1, B2, B3, B4, B7 and B8
4	*Remarks*	NIL

OIBK AD 2.10 AERODROME OBSTACLES

In approach / TKOF areas			*In circling area and at AD*		*Remarks*
1			2		3
RWY/Area affected	*Obstacle type Elevation/ HGT Markings/LGT*	*Coordinates*	*Obstacle type Elevation / HGT Markings/LGT*	*Coordinates*	
a	b	C	a	B	
			Tower Crane 260 FT AMSL NIL	263330N 0535629E	
			Water Tank 246 FT AMSL NIL	263217N 0535837E	
			Tower Crane 326 FT AMSL NIL	263233N 0535941E	

In approach / TKOF areas			*In circling area and at AD*	
1			2	
RWY/Area affected	*Obstacle type Elevation/ HGT Markings/LGT*	*Coordinates*	*Obstacle type Elevation / HGT Markings/LGT*	*Coordinates*
a	b	c	a	b
			Tower Crane 325 FT AMSL NIL	263236N 0535943E
			Building 265 FT AMSL NIL	263248N 0535950E
			Building 258 FT AMSL NIL	263254N 0535952E
			Building 254 FT AMSL NIL	263225N 0540015E
			Building 258 FT AMSL NIL	263224N 0540016E
			Mast 240 FT AMSL NIL	263219N 0540025E
			Tower Crane 269 FT AMSL NIL	263235N 0540045E
			Building 258 FT AMSL NIL	263245N 0540103E
			Tower Crane 310 FT AMSL NIL	263256N 0540115E
			Tower Crane 290 FT AMSL NIL	263217N 0540054E
			Tower Crane 258 FT AMSL NIL	263200N 0540047E
			Tower Crane 243 FT AMSL NIL	263205N 0540114E
			Building 249 FT AMSL NIL	263157N 0540104E
			Tower Crane 269 FT AMSL NIL	263159N 0540146E
			Tower Crane 267 FT AMSL NIL	263153N 0540130E
			Tower Crane 262 FT AMSL NIL	263149N 0540117E
			Building 261 FT AMSL NIL	263151N 0540137E

In approach / TKOF areas			*In circling area and at AD*	
1			2	
RWY/Area affected	*Obstacle type Elevation/ HGT Markings/LGT*	*Coordinates*	*Obstacle type Elevation / HGT Markings/LGT*	*Coordinates*
a	b	c	a	b
			Tower Crane 278 FT AMSL NIL	263147N 0540130E
			Tower Crane 296 FT AMSL NIL	263141N 0540124E
			Tower Crane 282 FT AMSL NIL	263139N 0540121E
			Tower Crane 252 FT AMSL NIL	263016N 0540054E
			Tower Crane 242 FT AMSL NIL	263016N 0540050E
			GP Antenna 139 FT AMSL NIL	263131.7N 0535755.4E
			Building 267 FT AMSL NIL	263231N 0535939E
			Tower Crane 317 FT AMSL NIL	263232N 0535940E
			Tower Crane 260 FT AMSL NIL	263229N 0535942E
			Building 268 FT AMSL NIL	263227N 0535948E
			Antenna over Building 278 FT AMSL NIL	263240N 0540029E
			Mast over Building 268 FT AMSL NIL	263242N 0540029E
			Antenna over Building 278 FT AMSL NIL	263245N 0540028E
			Antenna over Building 301 FT AMSL NIL	263211N 0540106E
			Mast over Building 305 FT AMSL NIL	263213N 0540102E
			Building 284 FT AMSL NIL	263214N 0540102E

In approach / TKOF areas			*In circling area and at AD*	
1			2	
RWY/Area affected	*Obstacle type Elevation/ HGT Markings/LGT*	*Coordinates*	*Obstacle type Elevation / HGT Markings/LGT*	*Coordinates*
a	b	c	a	b
			TV Mast 414 FT AMSL NIL TV Mast 351 FT AMSL NIL	263338N 0540015E 263354N 0535549E

OIBK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	Kish
2	*Hours of service* *MET Office outside hours*	H24 --
3	*Office responsible for terminal aerodrome forecast (TAF) preparation* *Periods of validity*	Information not available
4	*Trend forecast* *Interval of issuance*	Information not available
5	*Briefing/consultation provided*	In person and by telephone: +9876 44485563
6	*Flight documentation* *Language(s) used*	Information not available
7	*Charts and other information available for briefing or consultation*	Information not available
8	*Supplementary equipment available for providing information*	Information not available
9	*ATS units provided with information*	Kish TWR
10	*Additional information (limitation of service, etc.)*	Information not available

OIBK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*TRUE BRG*	*Dimensions of RWY (M)*	*Strength (PCR or PCN) and surface of RWY and SWY*	*THR coordinates* *THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	2	3	4	5	6
09L	094.89°GEO	3649 x 45	65/F/B/X/T Asphalt	263146.35N 0535746.07E GUND –95FT	THR 94 FT
27R	274.90°GEO	3649 x 45	65/F/B/X/T Asphalt	263136.30N 0535957.41E GUND –95FT	THR 99 FT
09R	093.54°GEO	3660 x 60	560/F/A/X/T Asphalt	263136.43N 0535744.97E GUND –95FT	THR 92 FT
27L	273.54°GEO	3660 x 60	560/F/A/X/T Asphalt	263126.33N 0535956.68E GUND –95FT	THR 95 FT

Slope of RWY - SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*RESA*	*OFZ*
7	8	9	10	11	12
0.04 %	367 x 45	367 x 150	NIL	NIL	NIL
0.04 %	367 x 45	367 x 150	NIL	NIL	NIL
0.03 %	360 x 60	360 x 150	NIL	NIL	NIL
0.03 %	360 x 60	360 x 150	NIL	240 x 120	NIL

Remarks

13

1- RWY 27R/09L is usable for take-off and landing when:
- RWY 27L/09R is not available.
- During take-off and landing operations on RWY 09L/27R, TWY A shall remain clear of Category E aircraft.
- When Category E aircraft is operating on RWY 09L/27R, TWY A shall be clear of any aircraft.

2- When RWY 27L/09R is available; RWY 27R/09L is usable only as a TWY.

3- AD reference code: 4F

4- Distance between parallel RWY centre lines: 308 M.

OIBK AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
09L	3649	4016	4016	3649	NIL
27R	3649	4016	4016	3649	NIL
09R	3660	4020	4020	3660	NIL
27L	3660	4020	4020	3660	NIL

OIBK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT LEN, spacing, colour INTST*	*RWY edge LGT LEN, spacing colour, INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN colour*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
09L	*PALS 900 M LIH*	*Green Supplemented by WBAR*	*PAPI left /3° (69 FT)*	*NIL*	*NIL*	*3649 M 60 M White, LIH*	*Red*	*367M Red*	*NIL*
27R	*PALS 900 M LIH*	*Green Supplemented by WBAR*	*PAPI left /3° (69 FT)*	*NIL*	*NIL*	*3649 M 60 M White, LIH*	*Red*	*367M Red*	*NIL*
09R	*PALS (CAT II) Barrette 900 M LIH*	*Green Supplemented by WBAR*	*PAPI right /3° (69 FT)*	*900 M White*	*3660 M 30 M White & Red LIH*	*3660 M 60 M White & Yellow LIH*	*Red*	*360M Red*	*SFLS available*
27L	*PALS (CAT II) Barrette 900 M LIH*	*Green Supplemented by WBAR*	*PAPI left /3° (68 FT)*	*900 M White*	*3660 M 30 M White & Red LIH*	*3660 M 60 M White & Yellow LIH*	*Red*	*360M Red*	*SFLS available*

OIBK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN location, characteristics and hours of operation*	At top of the Aerodrome control tower, FLG G and W, EV 5 sec. HN and during IMC
2	*LDI location and LGT* *Anemometer location and LGT*	NIL Anemometer location at top of aerodrome control tower
3	*TWY edge and centre line lighting*	Edge: All TWYs except TWY M Centre line: NIL
4	*Secondary power supply/switch-over time*	Secondary power supply Available. Switch-over time: 10 - 15 sec.
5	*Remarks*	NIL

OIBK AD 2.16 HELICOPTER LANDING AREA

Information not available

OIBK AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	Kish CTR: A circle, radius 20 NM centred at 263144.0N 0535713.9E (DVOR/DME).	Kish ATZ: A circle, radius 7 NM centred at 263139N 0535845E (ARP).
2	*Vertical limits*	FL105	2000 FT MSL
3	*Airspace classification*	D	
4	*ATS unit call sign* *Language(s)*	Kish Tower English / Persian	
5	*Transition altitude*	7000 FT AMSL	
6	*Remarks*	NIL	

OIBK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
TWR	Kish Tower	118.450 MHZ	0230-2030	
		122.325 MHZ	0230-2030	
		121.675 MHZ	0230-2030	For Ground Movements
		121.500 MHZ	0230-2030	Emergency FREQ
		257.800 MHZ	0230-2030	Military aircraft
ATIS (INFO)	Kish Information	128.000 MHZ	0230-2030	

OIBK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS (For VOR/ILS, give VAR)	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
DVOR/DME (3° E/2023)	KIS	117.400 MHz CH 121X	H24	263144.0N 0535713.9E	56 FT	
TACAN	KIH	CH 112X	H24	263123.9N 0540036.1E	90 FT	IRIAF
LOC 09R ILS CAT I (3° E/2023)	IKIS	108.750 MHz	H24	263125.1N 0540012.5E	91 FT	
ILS GP RWY 09R		330.350 MHz	H24	263131.7N 0535755.4E		3°, RDH 47 FT
ILS DME RWY 09R	IKIS	CH 24Y	H24	263131.7N 0535755.4E	92 FT	

TACAN unusable between RDL 000 to 060 and 140 - 170.

DVOR/DME unusable within 40 DME orbit in counter clockwise direction in the FLW area:

1- 050° – 320°, beyond 14 NM, BLW 4000 FT AMSL.
2- 090° – 010°, beyond 40 NM, BLW 7000 FT AMSL.
3- 350° – 310°, beyond 40 NM, BLW 6500 FT AMSL.

OIBK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Traffic pattern altitude for civil jet aircraft 1000 FT and for helicopter 500 FT.
2. When aircraft taxi on the TWY A, the RWY 27R/09L is unusable for take-off and landing.

3. Pushback Procedure:

3-1. The Pushback procedure is implemented only in Apron NR1.

3-2. Kish Tower is responsible for issuing pushback approval, as well as startup approval and taxi clearance.
Note1: Start-up approval on stand does not imply an approval to pushback.
Note2: Aircraft shall not commence start-up, pushback, or any other maneuvers on the apron, unless they have obtained approval from Kish Tower.

3-3. Pushback maneuver uses for those aircrafts which parked in stands 100 -102L,102,102R-104L,104,104R-106L,106,106R-108L,108,108R-110-112 in the apron NR1.

3-4. It is the pilot's responsibility to relay the standard pushback procedure or alternative pushback instructions issued by Kish Tower to their ground crew prior to commencing pushback.
Note: The airline ground crew must ensure that the area behind /around the aircraft is clear of vehicles, equipment and other obstructions before commencing pushback. for meeting this purpose the airline ground crew shall inform kish apron management at least 5minutes before commencing of their push back.

3-5. Pushback maneuver shall be commenced within ONE minute, otherwise Kish Tower shall be informed and the crew has to request another clearance.

3-6. Due to safety measurement, starting engines of the left wing of the aircraft are prohibited and Pilots may start ONE engine only on their Right A/C wing (on idle power) before commencing pushback at aircraft stand for those aircraft which connected to air bridge.

3-7. Pilots are required to request taxi within 3minutes after completing pushback maneuver for CAT C/D aircraft and 5minutes for CAT E/F aircraft, otherwise inform Kish Tower.

3-8. Pilots shall follow the procedures outlined in table 1 below upon receipt of “PUSHBACK APPROVED” phrase.

3-9. When necessary, Kish Tower may deviate from the standard pushback procedures as stated below and issue alternative pushback instructions.

Table 1 : Apron 1 Standard Pushback Procedures

Apron	Stands	Pushback Procedures
NR1	**100**	The aircraft shall be pushed back to TWY D1, face EAST until nose wheel is placed on **D1**
	102 -102L/R -104L/R 106L/R -108L/R -110	All aircraft shall be pushed back toward TWY D1, face NORTH until nose wheel is placed on point **SP** or **LP** (see 3-10 below)
	104 -106 -108	All aircraft shall be pushed back toward TWY D1, face NORTH until nose wheel is placed on point **SP,** or face NORTH EAST until aircraft nose wheel is placed on point **LP** (see 3-10 below)
	112	The aircraft shall be pushed back to TWY D1, face EAST until nose wheel is placed on TWY **D1**

3-10**.** Point **LP** or **SP** are specified by Kish ATC with the following terms through pushback approval:
- **Short pushback** Approved to **SP** or
- **Long pushback Approved** to **LP**

3-11. When the nose wheel of the long pushbacked aircraft is placed on points **LP**, then **TWY D1** can be used for other aircrafts to enter to the apron for taxiing to the allocated stand.

3-12. Cross-bleed starts must not be carried out on stands on apron NR1 when the aircraft is connected to an air bridge due to jet blast hazard.
3-13. Simultaneous pushback is NOT allowed for those aircraft parked on adjacent stands outlined in the table 2.

Table 2: Simultaneous pushback limitation

NO	A/C pushing back on stand	A/C on stands not permitted to pushback simultaneously
1	100	102L-102
2	102L	100-102-102R
3	102	102L-102R-104L
4	102R	102L-102-104L-104
5	104L	102-102R-104-104R
6	104	102R-104L-104R-106L
7	104R	104L-104-106L-106
8	106L	104-104R-106-106R
9	106	104R-106L-106R-108L
10	106R	106L-106 -108L-108
11	108L	106-106R-108-108R
12	108	106R-108L-108R
13	108R	108L-108-110
14	110	108R-112
15	112	108R-110

4-Taxi Procedure:

4-1 General
4.1.1. In order to meet the requirement for wing-tip clearance, follow strictly the yellow taxi guidance lines. However, the TWR controller may issue deviating instructions with the assistance of follow-me car.

4.1.2. Aircraft holding at all Runway Holding Positions are to ensure that the aircraft nose is exactly at the Runway Holding Position to ensure adequate clearance with other aircraft crossing behind/ahead.

Note: when an aircraft with more than 57m length (such as B747 and/or A340) holds short of a runway on TWYs B1, B2, B3, B4, B7, B8 ; the other runway will not be useable for takeoff and landing.

4.1.3. Unless otherwise specified by the controller, taxiing speed is MAX 30 KT on TWYs and MAX 10 KT in the parking area
4.1.4. Pilots should use minimum taxi power when operating on the apron to reduce the effect of jet blast on the surrounding area.

4-2 Departure:
4.2.1. Aircraft are required to request taxi during the validity time (10 minutes after start up approval).

4.2.2. All departure aircraft from apron NR1 should taxi out via D1 and then TWY C4 and continue to the clearance limit by ATC.

4.2.3. All departure aircraft entering TWY A via TWY C4, should give way to the aircraft taxiing on TWY A unless otherwise instructed by the controller. This does not relieve the controller of his responsibility.

4-3 Arrival:
4.3.1-Aircraft shall never cross RWYs unless crossing permission is given by tower controller.

4.3.2-All arriving aircraft intended to park in apron NR1 should enter to the apron via TWY C5 except those super heavy aircraft which needed to park in stand NR 112 which uses TWY C4 or TWY C5.

4.3.3- Marshaller guidance is mandatory for pilots of arriving aircraft upon entering the parking area to their allocated stands.

5-Start-up Procedure:
Note. See also ENR 1.9 and ENR 1.10

5.1- All departing flights except helicopters shall declare their stand number on the first call to Kish Tower before receiving start-up and pushback clearance.

→ 6-No aircraft is authorized to make a 180-degree turn unless at the end of the runway in use.

→ 7- To avoid FOD on the runway, all aircraft are required to maintain low RPM (Revolutions Per Minute) while taxiing on or off the runway.

OIBK AD 2.21 NOISE ABATEMENT PROCEDURES

→ - Runways 09L/09R are not used for take-off during 2030-0430, except when the tailwind component for runways 27L/27R is 10 Knots or more.

OIBK AD 2.22 FLIGHT PROCEDURES

→ -Landing and departing in the opposite direction of the RWY in use is not authorized due to safety considerations, except for aircraft in emergency situation if so, requested by the pilot of the aircraft encountering emergency condition.

OIBK AD 2.23 ADDITIONAL INFORMATION

1- Due to limited handling services, all operators are required to make prior arrangement with airport manager.

2- Intensive bird's accumulation exists in the vicinity of AD particularly on final RWY 27L/R.

3- Strolling animal observed on the movement area, caution advise.

4- An airfield exists in the north of OIBK AD, with the same RWY alignment and following dimensions:

Length: 1000 m Width: 30 m

Pilots not to mistake this field for OIBK RWY

→ 5- Runways 27L/09R and 27R/09L should be considered as one runway regarding wake turbulence.

→ 6- Aircraft holding between runways at taxiways B1, B2, B3, B4, B7 and B8 should maintain engines at low RPM (Revolutions Per Minute).

→ 7-An isolated aircraft parking position is located on TWY A between TWY A1 and A2.

→ 8- The distance between centre lines of RWY 09L/27R and TWY A is 123 M.

OIBK AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart - ICAO.....AD 2 OIBK ADC

Aircraft Parking/Docking Chart – ICAO .....AD 2 OIBK APDC

Standard Departure Chart - Instrument – ICAO.....AD 2 OIBK SID 1-1

AD 2 OIBK SID 1-2

Standard Arrival Chart - Instrument - ICAO.....AD 2 OIBK STAR 1-1

AD 2 OIBK IAC 1-1

AD 2 OIBK IAC 1-2

AD 2 OIBK IAC 2-1

AD 2 OIBK IAC 2-2

AD 2 OIBK IAC 2-3

AD 2 OIBK IAC 2-4

AD 2 OIBK IAC 2-5

AD 2 OIBK IAC 2-6

AD 2 OIBK IAC 2-7

AD 2 OIBK IAC 2-8