AD 2. AERODROMES

OIFM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OIFM - ESFAHAN / SHAHID BEHESHTI International

OIFM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	324503N 0515146E
2	*Direction and distance from (city)*	NE, 15 NM from Esfahan
3	*Elevation / Reference temperature*	5058 FT / 36°C
4	*MAG VAR / Annual change*	4°E (2019)
5	*AD Administration, address, telephone, telefax, telex, AFS*	Iranian Airports & Air Navigation Company (IAC) Shahid Beheshti International Airport Postal code: 81465 - 4397 Esfahan - Islamic Republic of Iran Tel: +9831 – 35275060-1 Satellite phone number: 008821623005702 (AD administration hour) Telefax: +9831 – 35275062, 35275042(ARO) Telex: NIL AFS: OIFMYDYX Website: https://isfahan.airport.ir
6	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
7	*Remarks*	NIL

OIFM AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	0300-1000 (0400-1100)
2	*Customs and immigration*	H24
3	*Health and sanitation*	H24
4	*AIS Briefing Office*	H24
5	*ATS Reporting Office (ARO)*	H24
6	*MET Briefing Office*	H24
7	*ATS*	H24
8	*Fuelling*	H24
9	*Handling*	H24
10	*Security*	H24
11	*De-icing*	H24
12	*Remarks*	PPR for Non-scheduled flights at least 48 hours before EOBT from DEP aerodrome

OIFM AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo - handling facilities*	Available by main carrier, Saman Air Services and Hamrah Kosha Kish
2	*Fuel / oil types*	Jet A1 - 100LL
3	*Fueling facilities/capacity*	Jet A1 : 1 truck 20000 litres, 20 litres/sec 1 truck 25000 litres, 13 litres/sec 1 truck 45000 litres, 1 truck 60000 litres, 40 litres/sec 100LL : Available in 200 litres barrel
4	*De - icing facilities*	Available by main carrier and Saman Air Services, it will be done at aircraft stands
5	*Hanger space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

OIFM AD 2.5 PASSENGER FACILITIES

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

OIFM 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*	Available by Saman Air Services
4	*Remarks*	NIL

OIFM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	3 blades fitted into trucks, two urea spreaders combined with bladed trucks
2	*Clearance priorities*	1- RWY 25R/07L 2- TWY E & B 3- Apron 4- RWY 25L/07R from beginning up to TWY D 5- TWY G & D 6- Other TWY and remaining part of RWY 25L/07R
3	*Remarks*	NIL

OIFM AD 2.8 APRONS, TAXIWAYS

1	*Apron surface and strength*	Surface: Concrete Strength: PCN 75/R/B/W/T
2	*Taxiway width, surface and strength*	Width: All TWYs 23 M TWY S 7 M, TWY G and J have two holding bays maximum width 85 M Surface: All TWY concrete except TWY D and E, asphalt Strength: NIL
3	*VOR checkpoints*	Coordinates: 324446.8N 0515218.0 E Radial: 088° ; Distance: 2.2 NM
4	*Remarks*	Apron dimensions: 792 x 142 M

OIFM 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*	Taxing guidance signs at all intersections with TWY and RWY and at all holding positions Guide lines at apron
2	*RWY and TWY markings and LGT*	RWY: Designation, THR, TDZ, centre line, edge & RWY end marked RWY Lighting: See OIFM AD 2.14 below TWY: Centre line, edge, holding position at all TWY/RWY intersection marked TWY Lighting: See OIFM AD 2.15 below
3	*Stop bars*	NIL
4	*Remarks*	NIL

OIFM 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	
25R / APCH 07L/ TKOF	ILS GP antenna 18 FT AGL LGTD	324518N 0515249E	NDB antenna 67 FT AGL LGTD	324456.3N 0515250.8E	
07L / APCH 25R / TKOF	LLZ antenna 20 FT AGL LGTD	324452N 0514959E	Mast 120 FT AGL NIL	324515N 0514003E	
07L / APCH 25R / TKOF	Hill 15 FT AGL NIL	70M before THR RWY 07L, 100M right side of extended RWY 07L CL.	Flood light 102 FT AGL LGT	324440N 0515238E	
			Radar antenna 50 FT AGL LGTD	324503N 0515334E	
			Com antenna 611 FT AGL LGTD	325020N 0514619E	
			RVR antenna 30 FT AGL NIL	324519N 0515247E	
			RVR antenna 30 FT AGL NIL	324455N 0515033E	
			Guyed Masts 5739 FT AMSL (611 FT AGL) LGTD	325025N 0514616E 325011N 0514609E 325006N 0514622E 325021N 0514630E	

OIFM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	Esfahan
2	*Hours of service* *MET Office outside hours*	H24 --
3	*Office responsible for TAF preparation Periods of validity*	Esfahan 8 - 14 HR
4	*Type of landing forecast* *Interval of issuance*	Trend 2 HR
5	*Briefing/consultation provided*	In person and by telephone: 031 - 35275089
6	*Flight documentation* *Language(s) used*	Charts, abbreviated plain language text English/Persian
7	*Charts and other information available for briefing or consultation*	S, U
8	*Supplementary equipment available for providing information*	NIL
9	*ATS units provided with information*	Esfahan TWR Esfahan Radar/APP
10	*Additional information (limitation of service, etc.)*	NIL

OIFM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*TRUE BRG*	*Dimensions of RWY (M)*	*Strength (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
07L	077.93°GEO	4399 x 45	65/F/C/X/T Asphalt	324455.45N 0515016.15E GUND 0	THR 5057 FT
25R	257.96°GEO	4399 x 45	65/F/C/X/T Asphalt	324525.27N 0515301.41E GUND 0	THR 5043 FT
07R	077.93°GEO	4399 x 45	65/F/C/X/T Asphalt	324440.85N 0515019.84E GUND 0	THR 5058 FT
25L	257.96°GEO	4399 x 45	65/F/C/X/T Asphalt	324510.67N 0515305.08E GUND 0	THR 5037 FT

Slope of RWY - SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*OFZ*	*Remarks*
7	8	9	10	11	12
0.09 %	361 x 45	361 x 150	NIL	NIL	-Distance between parallel RWY centre lines is 460 M -The first 305M of each RWY is concrete
0.09 %	363 x 45	363 x 150	NIL	NIL	
0.14 %	360 x 45	360 x 150	NIL	NIL	
0.14 %	360 x 45	361 x 150	NIL	NIL	

OIFM AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
07L	4399	4760	4760	4399	NIL
25R	4399	4762	4762	4399	NIL
07R	4399	4759	4759	4399	NIL
25L	4399	4760	4760	4399	NIL

OIFM 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*
07L	*SALS 420M LIL*	*Green Supplemented by WBAR*	*PAPI Left / 3° (19.5 M / 64 FT)*	*NIL*	*NIL*	*4397 M 60 M White, LIH*	*Red*	*361 M Red*	*NIL*
25R	*PALS CAT 1 900M LIH*	*Green Supplemented by WBAR*	*PAPI Left/2.6° (16.89 M/ 55.4 FT)*	*NIL*	*NIL*	*4397 M 60 M White, LIH*	*Red*	*363 M Red*	*NIL*
07R	*SALS 420M LIL*	*Green Supplemented by WBAR*	*PAPI Left / 3° (20 M / 65.6 FT)*	*NIL*	*NIL*	*4397 M 60 M White, LIH*	*Red*	*360 M Red*	*NIL*
25L	*PALS CAT1 900M LIH*	*Green Supplemented by WBAR*	*PAPI Left/3° (19 M / 62.3 FT)*	*NIL*	*NIL*	*4397 M 60 M White, LIH*	*Red*	*361 M Red*	*NIL*

OIFM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN location, characteristics and hours of operation*	On top of the aerodrome control tower, FLG G and W, EV 2 SEC. HN and during IMC.
2	*LDI location and LGT* *Anemometer location and LGT*	NIL
3	*TWY edge and centre line lighting*	Edge: all TWYs except TWY S + RWY 25L Centre line: NIL
4	*Secondary power supply/switch-over time*	Available Switch-over time: 10 - 15 sec
5	*Remarks*	NIL

OIFM AD 2.16 HELICOPTER LANDING AREA

NIL

OIFM AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	Esfahan CTR : A circle, radius 30 NM centered at 324449.1N 0514940.8E (DVOR/DME)	Esfahan ATZ: A circle , radius 5 NM centered at 324503N 0515146E (ARP)
2	*Vertical limits*	11500 FT AMSL	8000 FT AMSL
3	*Airspace classification*	D	
4	*ATS unit call sign* *Language(s)*	Esfahan Radar / APP English / Persian	Esfahan TWR English / Persian
5	*Transition altitude*	13000 FT AMSL	
6	*Remarks*	NIL	

OIFM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
APP & RADAR	Esfahan Approach & Esfahan Radar	124.600 MHZ 121.500 MHZ 313.800 MHZ 243.000 MHZ	H24 H24 H24 H24	 Emergency FREQ Military aircraft Military / Emergency
TWR	Esfahan Tower	118.300 MHZ 121.500 MHZ 257.800 MHZ 243.000 MHZ	H24 H24 H24 H24	 Emergency FREQ Military aircraft Military / Emergency
GND	Esfahan Ground	121.900 MHZ 275.800 MHZ	H24 H24	 Military aircraft
ATIS (INFO)	Esfahan Information	128.250 MHZ	H24	

OIFM 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
NDB	IFN	337 KHZ	H24	324456.4N 0515250.9E		
DVOR/DME (4° E/2019)	ISN	113.200 MHZ CH 79X	H24	324449.1N 0514940.9E	5072 FT	
TACAN	IFN	CH 118X	H24	324447N 0514929E		IRIAF
LLZ 25R ILS CAT I (4° E/2019)	IIFN	109.900 MHZ	H24	324452.3N 0514958.9E		Remote indicator available for ILS.
ILS GP RWY 25R		333.800 MHZ	H24	324518.2N 0515248.7E		2.63° RDH 55 FT
ILS DME RWY 25R	IIFN	CH 36X	H24	324518.3N 0515248.7E	5041 FT	

DVOR/DME unusable in clockwise direction in the FLW area:
1- Beyond 30 NM
- 030°- 070° BLW 11000 FT AMSL
- 070°- 080° BLW 8000 FT AMSL
2- Beyond 40 NM
- 360°- 030° BLW 11000 FT AMSL
- 080°- 150° BLW 8000 FT AMSL
- 150°- 250° BLW 10500 FT AMSL
- 260°- 270° BLW 9500 FT AMSL
- 280°- 310° BLW 8000 FT AMSL
- 320°- 330° BLW 8500 FT AMSL
- 340°- 360° BLW 11000 FT AMSL.

OIFM AD 2.20 LOCAL TRAFFIC REGULATIONS

1-The use of radar presentation system installed in control tower of Esfahan / Shahid Beheshti Airport is only authorized to perform following functions:

a. Reduce verbal coordination between tower and approach.

b. Providing information to the tower controller about the sequencing of arriving and departing traffic.

2-Night flight procedure for military aircraft:

a. When there is not any other traffic, military aircraft will remain in normal traffic pattern for touch and go or low approach.

b. When other IFR inbound/outbound traffic are involved, maximum two aircraft may use RWY 25L (which at night blue lights are on) for low approach with regard separation in vicinity of aerodrome.

3- Ultra light aircraft not authorized to operate or cross within Esfahan CTR.

4- Fuel dumping area is located on an area with the following specifications:

Between R320° and R360°, 15NM up to 30NM from ISN DVOR/DME at or above FL140 with the following coordinates: 325657N 0513911E, 330903N 0512837E, 331445N 0515211E, 325947N 0515056E

OIFM AD 2.21 NOISE ABATEMENT PROCEDURES

If Traffic condition permits and Tail wind component is 10 Kts or less, Noise abatement procedures may be applied as follow:

a. RWY 07L/R may be used for takeoff and RWY 25R/L may be used for landing.

b. Delay may be occurred to all DEP and ARR flights from 1900 to 0230 (1800-0130) UTC, due to Noise Abatement.

c. Left turn for departing aircraft from RWY 25R/L and right turn for departing aircraft from RWY 07R/L are not authorized between 1930-0230 (1830-0130) UTC.

OIFM AD 2.22 FLIGHT PROCEDURES

1- Traffic pattern is defined as below:
   a. For fighter and heavy fix wing ACFT 6600 feet,
   b. For other fixed-wing ACFT 6100 feet and
   c. For helicopter 5600 feet.

Note: see AD 1.1.

2- ATS surveillance service available for SSR equipped aircraft daily 1130(1030) - 0400(0330) and out of this time may be available in case of:

   a. Aircraft emergency condition, or

   b. NAVAIDS failure, or

   c. NAVAIDS flight validity expirations, or

   d. Civil pilot request, or

   e. Controller judgment

OIFM AD 2.23 ADDITIONAL INFORMATION

1- Intensive birds' accumulation exists in the vicinity of AD.

2- Strolling animals exist on the movement area.

3- Heavy and Medium ACFT wish to make 180° turn on RWY in use, are required to get permission and instruction from aerodrome control TWR.

4- Net barrier:

- RWY 25L: PSN at SWY RWY 25L, 55 M before THR RWY 07R and will be engaged by prior arrangement,

  HGT during engagement is 17 FT AGL.

5- Hook barrier:

- RWY 25R: first one PSN at 1030M after THR RWY 25R, second one PSN at SWY RWY 25R, 45 M before THR RWY 07L (already engaged);
- RWY 25L: first one PSN at SWY RWY 25L, 45 M before THR RWY 07R (already engaged), second one PSN at 878M after THR RWY 25L and will be engaged by prior arrangement.
- RWY 07R: PSN at 1010 M after THR RWY 07R and will be engaged by prior arrangement, HGT during engagement is 5 CM in middle and 15 CM in each side.

Related hook barrier equipment exist with following specifications:

1st: distance from RWY edge on both sides 2.2M, 0.6 FT height;

2nd: distance from RWY edge on both side 16.5M, 6 FT height.

6- De-icing & Anti-icing area located at the easternmost of apron.

7- Military aircraft are not authorized to use civil ramp without prior coordination with appropriate airport authorities.

8- Aircraft type A340 and B747, are not authorized to operate at TWY D and E.

9- In order to maximize runway capacity, aircraft shall minimize runway occupancy time. Departing aircraft on receipt of the line-up clearance, shall taxi to position as soon as possible. Cockpit checks shall be completed prior to line-up. Aircraft that cannot comply with these requirements shall notify ATC as soon as possible.

10-Aircraft taxiing on apron shall use minimum power due to proximity of terminals and installation. To avoid FOD on movement area, Heavy aircraft at all times shall taxi with low RPM to reduce jet blast effect.

11- Engine test operation shall be held within TWY J (holding area) and for high RPM at the beginning of RWY 07R. Engine test of 5 minutes or less may be held on parking position with idle engine operation and prior to engine testing co-ordinate with Ground control on frequency 121.9 MHZ is required. All safety measures shall be taken in testing area by operator itself performing engine test.

12- TWY J is used as isolated aircraft parking position when the RWY in use is 25R/L and TWY G is used as isolated aircraft parking position when the RWY in use is 07R/L.

OIFM AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart - ICAO	AD 2 OIFM ADC
Aerodrome Obstacle Chart - ICAO Type A	AD 2 OIFM AOC 1
	AD 2 OIFM AOC 2
Area Chart - ICAO	AD 2 OIFM ARC 1
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 OIFM ASMAC 1
Standard Departure Chart - Instrument - ICAO	AD 2 OIFM SID 1-1
	AD 2 OIFM SID 1-2
	AD 2 OIFM SID 1-3
	AD 2 OIFM SID 1-4
	AD 2 OIFM SID 2-1
	AD 2 OIFM SID 2-2
	AD 2 OIFM SID 2-3
Arrival Chart - Instrument - ICAO	AD 2 OIFM STAR 1-1
	AD 2 OIFM STAR 1-2
	AD 2 OIFM STAR 1-3
	AD 2 OIFM STAR 1-4
	AD 2 OIFM STAR 2-1
	AD 2 OIFM STAR 2-2
	AD 2 OIFM STAR 2-3
	AD 2 OIFM STAR 2-4
Instrument Approach Chart – ICAO	AD 2 OIFM IAC 1-1
	AD 2 OIFM IAC 1-2
	AD 2 OIFM IAC 1-3
	AD 2 OIFM IAC 1-4
	AD 2 OIFM IAC 1-5
	AD 2 OIFM IAC 1-6
	AD 2 OIFM IAC 2-1
	AD 2 OIFM IAC 2-2
	AD 2 OIFM IAC 2-3
	AD 2 OIFM IAC 2-4
	AD 2 OIFM IAC 2-5
	AD 2 OIFM IAC 2-6
	AD 2 OIFM IAC 2-7
	AD 2 OIFM IAC 3-1
	AD 2 OIFM IAC 3-2

AD 2 OIFM IAC 3-3
AD 2 OIFM IAC 3-4
AD 2 OIFM IAC 4-1
AD 2 OIFM IAC 4-2
AD 2 OIFM IAC 4-3
AD 2 OIFM IAC 4-4
AD 2 OIFM IAC 4-5
AD 2 OIFM IAC 4-6