

AD 2. AERODROMES**OIIE AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

OIIE – Imam Khomains / International

OIIE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	<i>ARP coordinates and site at AD</i>	352458N 0510908E
2	<i>Direction and distance from (city)</i>	SW, 20 NM from Tehran
3	<i>Elevation / Reference temperature</i>	3305 FT / 32.2°C
4	<i>MAG VAR / Annual change</i>	5° E (2017)
5	<i>AD Administration, address, telephone, telefax, telex, AFS</i>	Imam Khomains Airport City Company Imam Khomains International Airport P.O.BOX: 13445-161 Persian Gulf freeway , Tehran - Islamic Republic of Iran Tel: +98 21 44666701-4 Telefax: +98 21 44666705 Telex: NIL AFS: OIIEYDYX
6	<i>Types of traffic permitted (IFR/VFR)</i>	IFR/VFR
7	<i>Remarks</i>	NIL

OIIE AD 2.3 OPERATIONAL HOURS

1	<i>AD Administration</i>	H24
2	<i>Customs and immigration</i>	H24
3	<i>Health and sanitation</i>	H24
4	<i>AIS Briefing Office</i>	H24
5	<i>ATS Reporting Office (ARO)</i>	H24
6	<i>MET Briefing Office</i>	H24
7	<i>ATS</i>	H24
8	<i>Fuelling</i>	H24
9	<i>Handling</i>	H24
10	<i>Security</i>	H24
11	<i>De-icing</i>	H24
12	<i>Remarks</i>	NIL

OIIE AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo - handling facilities</i>	Available by main carrier (Iran Air) ,Saman air services and Hamrahkosh Airport Services
2	<i>Fuel / oil types</i>	Jet A1
3	<i>Fuelling facilities/capacity</i>	3 trucks, 45000 litres, 45 litres/sec ; 2 trucks, 20000 liters, 40 liters/sec; 2 trucks, 30000 litres, 40 litres/sec 3 trucks, 60000 litres, 65 litres/sec, no limitation
4	<i>De - icing facilities</i>	Available by main carrier (Iran Air), Saman air services and Hamrahkosh Airport Services, it will be done at TWY U (two positions) and TWY A (one position).
5	<i>Hanger space for visiting aircraft</i>	Hanger dimension 48000 M ²
6	<i>Repair facilities for visiting aircraft</i>	Check C & D for Airbus and Boeing aircraft
7	<i>Remarks</i>	NIL

OIIE AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	At AD and in the city
2	<i>Restaurants</i>	At AD and in the city
3	<i>Transportation</i>	Subway, Taxis and buses
4	<i>Medical facilities</i>	Hospital in the city, first AID and ambulance at AD
5	<i>Bank and Post Office</i>	At AD and in the city
6	<i>Tourist Office</i>	At AD and in the city
7	<i>Remarks</i>	NIL

OIIE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	CAT 9
2	<i>Rescue equipment</i>	Available in accordance with AD category for firefighting.
3	<i>Capability for removal of disabled aircraft</i>	Tow cars, trucks & crane are available.
4	<i>Remarks</i>	NIL

OIIE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	<i>Types of clearing equipment</i>	5 blades fitted into trucks, 1 loader, 3 snow blowers, 3 urea spreaders.
2	<i>Clearance priorities</i>	<p>When RWY 11L/29R is used as main RWY:</p> <ol style="list-style-type: none"> 1- TWY C 2- RWY 11L/29R 3- TWY N, M, D 4- TWY J, U 5- TWY S 6- In front of recue and fire stations 7- access roads to Nav aids and Radar station 8- Pax, Cargo and Salam aprons 9- RWY 29L, TWY Z, Y, F, G, H, E 10- TWY A, TWY located between apron & RWY 29L 11- TWY B, R5 and R6 12- Service road to deicing area 13- Other parts of maneuvering area <p>When RWY 11R/29L is used as main RWY:</p> <ol style="list-style-type: none"> 1- RWY 11R/29L 2- TWY N, M, L, U (located between apron & TWY U) 3- TWY J, H 4- TWY S 5- TWY A, Z and TWYs located between apron & RWY 11L/29R 6- In front of Recue and Fire Stations 7- TWY D and C 8- RWY 29R/11L 9- PAX, Cargo and Salam aprons 10- TWY B, R5 and R6 11- Access Roads to Nav aids and Radar station 12- Service road to deicing area 13- Other parts of maneuvering
3	<i>Remarks</i>	NIL

OIIE AD 2.8 APRONS, TAXIWAYS

1	<i>Apron surface and strength</i>	1- passenger apron: Surface: Concrete Strength: PCN 80/R/C/W/T Dimension: 1454 x 239.5M west extension:382 X 242M Shoulders: 10M 2- Cargo apron: Surface: Concrete Strength: PCN 80/R/C/W/T Dimension: 1700 x 187M Shoulders: 10M 3- Salam apron: Surface: Concrete Strength: PCN 86/R/C/W/T Dimension: 660 x 159M Shoulders: 10.5M
2	<i>Taxiway width, surface and strength</i>	Width: All TWY are 30M. Surface: all TWY Asphalt except TWY S Concrete Strength: PCN 80/F/C/W/T (Salam) TWY S Strength: PCN 86/R/C/W/T
3	<i>Altimeter checkpoint location and elevation</i>	Information not available
4	<i>VOR checkpoints</i>	Information not available
5	<i>INS checkpoints</i>	Information not available
6	<i>Remarks</i>	NIL

**OIIE AD 2.9 SURFACE MOVEMENT GUIDANCE AND
CONTROL SYSTEM AND MARKINGS**

1	<i>Use of aircraft stand ID signs, TWY guide lines and parking guidance system of aircraft stands</i>	Taxing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron. Nose-in guidance at aircraft stands.
2	<i>RWY and TWY markings and LGT</i>	RWY: Designation, THR, TDZ, centre line, edge end, RWY end marked. THR, TDZ, centre line, edge, RWY end are lighted. TWY: Edge of all TWY lighted Except TWY A, B, R1, R2, R3, R4, R5, R6 TWY Centre line light: all Taxiways lighted Centre line (except TWY A between TWY F & TWY G), edge, holding position at all TWY/RWY intersection are marked.
3	<i>Stop bars</i>	Available on all taxiways in connection with main RWY
4	<i>Remarks</i>	NIL

IKA AIRCRAFT DOCKING GUIDANCE SYSTEM -SAFEDOCK

1. INTRODUCTION

1.1 The Aircraft Docking Guidance System is a fully automatic aircraft docking guidance system installed at the fixed gates in Terminal of Imam Khomainsi INTL Airport.

2. DESCRIPTION OF SYSTEM

2.1 The system is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft. This 3D technique allows the system to recognize the incoming aircraft and check it against the one selected by the operator to ensure that the pilot is provided with the correct stop indication for the aircraft.

2.2 The system is operated only in the Automatic Mode. When the system fails, the aircraft is to be marshalled into the stand manually.

2.3 Azimuth guidance, continuous closing rate information, aircraft type, etc. are shown to the pilot on a single display clearly visible for both pilot and co-pilots. Figure A shows the Display and Laser Scanning Unit mounted on the terminal in front of the aircraft stand.

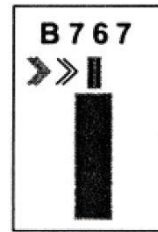
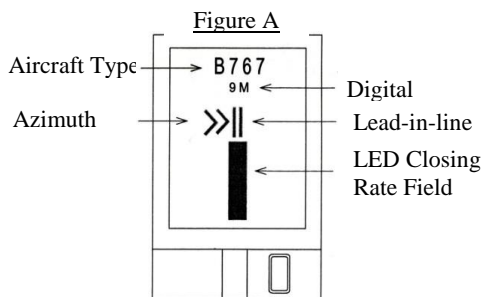


Figure 2
Aircraft tracked and identified correctly.

3.5 When the aircraft is 12M from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of LEDs (Laser Electronic Displays) for each one half meter that the aircraft advances towards the stop position. From 9m to the stop position, a digital display will indicate the distance from the stop position for every 1M. At 2M from the stop position, the display will indicate the distance from the stop position for every 0.2M (see figure 3, 4 and 5).

3.6 When the correct stop position is reached, all of the



3. DOCKING PROCEDURES

3.1 Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.

3.2 Follow the lead-in line.

3.3 When the solid yellow closing rate field appears, the aircraft has been caught by the scanning unit. The scanning unit now checks that the Aircraft is the correct type and the display provides azimuth guidance information (see figure 1).

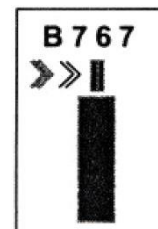


Figure 1
System tracking
For aircraft.

3.4 Look for the flashing red arrow and solid yellow arrow, which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while the solid yellow arrow gives an indication of how far the aircraft is off the centerline (see figure 2)

LEDs for the closing rate field will be off, the word "STOP" will appear in the display and two red, rectangular fields will light in the azimuth guidance area of the display (see figure 6).

3.7 If the aircraft stops in the correct position, "OK" will be displayed after a few seconds (see figure 7).

3.8 If the aircraft has gone past the correct stop position, the display will show "TOO FAR." (See figure 8).

3.9 The aircraft must be identified at least 12m before the correct stop position. If this does not occur, the system displays "STOP" and then "WAIT" with two red, rectangular fields being lit in the azimuth guidance area of the display. The system will then attempt to identify the aircraft. If successful, the docking procedure will continue. If not, "WAIT" will be replaced with "STOP" (see figures 9 and 10).

4. SAFETY MEASURES

4.1 Pilot should not turn an aircraft into the parking stand if the docking system is not activated or on seeing a wrong aircraft type displayed on the system.

4.2 When using the docking system, pilots are to taxi into the aircraft stand at minimum speed. The system will display "SLOW DOWN" to inform the pilot if the aircraft's taxiing speed is too fast (see figure 11).

4.3 To avoid overshooting, pilots are advised to approach the stop position slowly and observe the closing rate information displayed. Pilots should stop the aircraft immediately when seeing the "STOP" display or when given the stop sign by the aircraft marshaller.

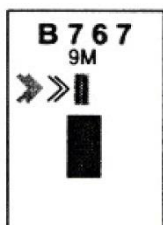


Figure 3
Docking of aircraft commences.

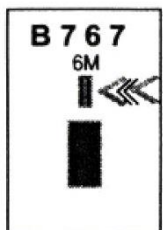


Figure 4
LED closing rate field starts diminishing when the aircraft is 12M FM stop bar at one row for every 0.5M that the aircraft moves forward.

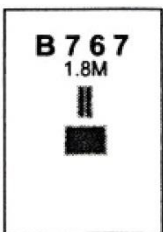


Figure 5
LED closing rate field getting shorter as aircraft moves nearer to stop bar.

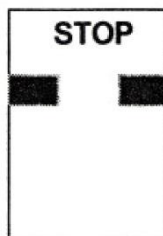


Figure 6
Pilot to stop aircraft when "STOP" is displayed.

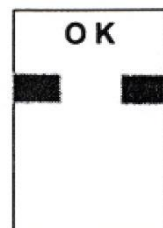


Figure 7
Informs the pilot that everything is in order and he can shutdown engine.

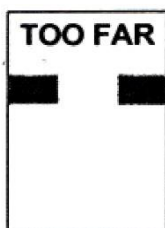


Figure 8
Indicates that the aircraft has gone beyond stop bar. Pilot to check with ground engineer on the next move.

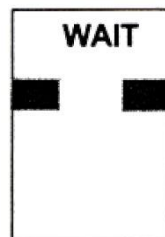


Figure 9
Pilot to hold aircraft and wait for other instructions from the display.

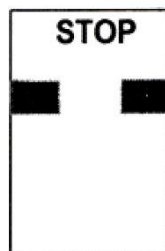


Figure 10
Pilot to stop immediately and wait for further instructions. "STOP" may appear suddenly in the process of docking.

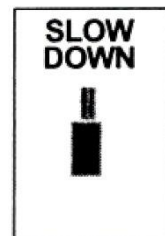


Figure 11
Informs the pilot that the aircraft travelling speed is too fast. Pilot to slow down speed.

OIIE AD 2.10 AERODROME OBSTACLES

<i>In approach / TKOF areas</i>			<i>In circling area and at AD</i>		<i>Remarks</i>
1			2		3
<i>RWY/Area affected</i>	<i>Obstacle type Elevation/ HGT Markings/LGT</i>	<i>Coordinates</i>	<i>Obstacle type Elevation / HGT Markings/LGT</i>	<i>Coordinates</i>	
a	b	c	a	b	
29R/L /APCH 11L/R /TKOF	NDB Antenna 59 FT AGL LGTD	352428.5N 0511105.1E	COM Mast 160 FT AGL LGTD	352422N 0510952E	
29R/APCH 11L/TKOF	Mast (GP Antenna) 49 FT AGL NIL	352454.2N 0510947.9E	Apron floodlights 23 FT AGL LGTD	North side of apron First one: 352439N 0510938E Last one: 352451N 0510857E	
11L/APCH 29R/TKOF	Mast (LLZ Antenna) 10 FT AGL NIL	352534.4N 0510708.5E	Apron floodlights 46 FT AGL LGTD	South side of apron First one: 352431N 0510936E Last one: 352446N 0510844E	
29L/APCH 11R/TKOF	Iran air Hangar 112 FT AGL NIL	352420N 0511045E	Cargo Hangar 59 FT AGL NIL	352429N 0511007E	
29L/APCH 11R/TKOF	Mahan air Hangar 112 FT AGL NIL	352422N 0511036E	Fire fighting station antenna 57 FT AGL NIL	352438N 0510942E	
29L/APCH 11R/TKOF	Aseman Hangar 95 FT AGL NIL	352423N 0511032E	Parked aircraft 66 FT AGL NIL	North side of Apron	
29L/APCH 11R/TKOF	Stand NO. 50 64 FT AGL NIL	352434N 0511004E	AD Control Tower BLDG 205 FT AGL NIL	352431N 0510904E	

OIIE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET Office</i>	Tehran / Imam Khomains
2	<i>Hours of service</i> <i>MET Office outside hours</i>	H24 --
3	<i>Office responsible for TAF preparation Periods of validity</i>	Tehran 24 HR
4	<i>Type of landing forecast</i> <i>Interval of issuance</i>	On request
5	<i>Briefing/consultation provided</i>	H24
6	<i>Flight documentation</i> <i>Language(s) used</i>	English
7	<i>Charts and other information available for briefing or consultation</i>	S, I, G, W, X
8	<i>Supplementary equipment available for providing information</i>	NIL
9	<i>ATS units provided with information</i>	IKA TWR
10	<i>Additional information (limitation of service, etc)</i>	Trend forecast not available

OIIE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY NR</i>	<i>TRUE BRG</i>	<i>Dimensions of RWY (M)</i>	<i>Strength(PCN) and surface of RWY and SWY</i>	<i>THR coordinates THR geoid undulation</i>	<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>
1	2	3	4	5	6
11L	108.89°GEO	4198 x 45	80/F/C/W/T Asphalt	352531.22N 0510719.91E GUND 5FT	THR 3305 FT
29R	288.86°GEO	4198 x 45	80/F/C/W/T Asphalt	352447.33N 0510957.43E GUND 5FT	THR 3256 FT
11R	108.86°GEO	4092 x 45	80/F/C/W/T Asphalt	352525.27N 0510717.44E GUND 5FT	THR 3305 FT
29L	288.89°GEO	4092 x 45	80/F/C/W/T Asphalt	352442.49N 0510950.98E GUND 5FT	THR 3256 FT
<i>Slope of RWY - SWY</i>	<i>SWY dimensions (M)</i>	<i>CWY dimensions (M)</i>	<i>Strip dimensions (M)</i>	<i>OFZ</i>	<i>Remarks</i>
7	8	9	10	11	12
0.36 %	120 x 45	120 x 150	→ Partial	NIL	1-RWY 29L/11R is usable for take off and landing when:
0.36 %	121 x 45	121 x 150	→ Partial	NIL	-RWY 29R/11L is not AVBL
0.36 %	NIL	NIL	NIL	NIL	-No ACFT OPS on TWY A
0.36%	308 x 45	308 x 150	NIL	NIL	-No parked ACFT in the north side of Cargo apron
					-No parked ACFT CAT D (except A300B4/A300-600) in the north side of passenger apron.
					2-When RWY 29R/11L is AVBL; RWY 29L/11R is usable only as TWY.
					3-The first 450M of RWY 11L/29R is concrete. PCN 80 R/C/W/T.
					4- 11meter shoulder exists on each side of RWY11L/29R.
					5 - 7.5M shoulder exists on each side of RWY11R/29L.
					6- AD Code Letter/Number: 4E
					→ 7- THR RWY 29L displaced 444M. DTHR 29L Coordinate:352447.13N 510934.33E. DTHR 29L Elevation: 3257 FT
					→ 8- RWY 29R/11L has standard strip dimension at the North (150M from RWY CL) and at the West and East (360M from RWY THR)
					→ 9- when RWY 29L/11R is used, maximum height of allowed aircraft at the north side of passenger apron is 16.60M

OIIE AD 2.13 DECLARED DISTANCES

<i>RWY Designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
11L	4198	4318	4318	4198	NIL
29R	4198	4319	4319	4198	NIL
11R	4092	4092	4092	4092	NIL
29L	4092	4400	4400	3648	NIL

OIIE AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY Designator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ LGT LEN</i>	<i>RWY Centre Line LGT LEN, spacing, colour INTST</i>	<i>RWY edge LGT LEN, spacing colour, INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN(M) colour</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8	9	10
11L	PALS (CAT II) 900M LIH	Green Supplemented by WBAR	PAPI Left / 3° (19.2 M / 63 FT)	NIL	4198M 30 M White & Red LIH	4198M 60 M White & yellow LIH	Red Supplemented by WBAR	120M Red	NIL
29R	PALS (CAT II) 900M LIH	Green Supplemented by WBAR	PAPI Left / 3° (19.2 M / 63 FT)	900 M	4198M 30 M White & Red LIH	4198M 60 M White & yellow LIH	Red Supplemented by WBAR	121M Red	PALS is Barrette Strobe LGT AVBL
11R	SALS 420M LIL	Green NIL	PAPI Left / 3.4° (19.2 M / 63 FT)	NIL	NIL	4092M 60 M White → LIH	Red NIL	NIL	NIL
29L	SALS 420M LIL	Green NIL	PAPI Left / 3° (19.2 M / 63 FT)	NIL	NIL	4092M 60 M White → LIH	Red NIL	308M Red	NIL

OIIE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN location, characteristics and hours of operation</i>	On top of the Aerodrome control tower, FLG G and W, EV 4 sec HN and during IMC
2	<i>LDI location and LGT Anemometer location and LGT</i>	NIL
3	<i>TWY edge and centre line lighting</i>	Edge: all TWY Except TWY A,B, R1, R2, R3, R4, R5 and R6 Centre line: all TWY Lighted.
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply available for all frequencies, lighting and nav aids except NDB Switch-over time: 1 sec
5	<i>Remarks</i>	NIL

OIIE AD 2.16 HELICOPTER LANDING AREA

NIL

OIIE AD 2.17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	Imam Khomains ATZ: A circle, radius 7 NM centred at 352458N 0510908E (ARP)
2	<i>Vertical limits</i>	7000 FT AMSL
3	<i>Airspace classification</i>	D
4	<i>ATS unit call sign</i> <i>Language(s)</i>	IKA TWR English / Persian
5	<i>Transition altitude</i>	9000 FT AMSL
6	<i>Remarks</i>	Transition level: FL 110

OIIE AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5
TWR	IKA Tower	118.700 MHZ 121.500 MHZ	H24 H24	Emergency frequency
GND	IKA Ground	121.600 MHZ 121.825 MHZ	H24 H24	
ATIS (INFO)	IKA Information	127.200 MHZ	H24	

OIIE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, CAT of ILS (For VOR/ILS, give VAR)</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Remarks</i>
1	2	3	4	5	6	7
DVOR/DME 5° E (2017)	IKA	114.300 MHZ CH90X	H24	352434.8N 0511042.5E	3271 FT	
NDB	IKA	201KHZ	H24	352428.5N 0511105.1E		
LLZ 29R ILS CAT II 5° E (2017)	IKA	110.300 MHZ	H24	352534.4N 0510708.5E		
ILS GP RWY 29R		335.000 MHZ	H24	352454.2N 0510947.9E		3°, RDH 57 FT
ILS DME RWY 29R	IKA	CH 40X	H24	352454.2N 0510947.9E	3275 FT	

DVOR/DME unusable at 25 DME in counter clockwise direction in the FLW area:

- | | | |
|---------------------------------|--------------------------------|----------------------------------|
| 1- 360°- 350° BLW 10000FT AMSL. | 5- 200°- 070° BLW 6000FT AMSL. | 9- 040°- 030° BLW 10000FT AMSL. |
| 2- 350°- 340° BLW 9000FT AMSL. | 6- 070°- 060° BLW 7000FT AMSL. | 10- 030°- 010° BLW 11500FT AMSL. |
| 3- 340°- 230° BLW 7000FT AMSL. | 7- 060°- 050° BLW 8000FT AMSL. | 11- 010°- 360° BLW 11000FT AMSL. |
| 4- 230°- 200° BLW 7500FT AMSL. | 8- 050°- 040° BLW 9000FT AMSL. | |

OIIE AD 2.20 LOCAL TRAFFIC REGULATIONS

1-The use of radar presentation system installed in control tower of Imam Khomains 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- No aircraft is authorized to make 180 DEG turn unless at the end of RWY in use.

3- To avoid FOD on the RWY, all aircraft are required to maintain low RPM while taxiing off or into the RWY.

4- As a general principle, RWY 29 is to be used in preference to RWY 11 whenever the tailwind component does not exceed 10 KT.

← 5- If stand number 408 use for A380, stands number 408R, 406L, 406R and 406 can't be use for any other aircraft.

→ 6- For pushing back A380 from stand number 408, whether stands number 407, 404, 404L, 404R can't be use or airplane must push back to TWY directly.

OIIE AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OIIE AD 2.22 FLIGHT PROCEDURES

1-Speed restriction for arriving aircraft:

- a) Within Tehran TMA MAX 270 KT IAS;
- b) Within Tehran CTR MAX 230 KT IAS.

2-All INTL DEP and ARR to Tehran/Imam Khomains INTL Airport (OIIE) may fill Tehran/Mehrabad INTL Airport (OIII) in FPL as an alternate AD and vice versa.

3-All INTL DEP flights from Tehran/Imam Khomains INTL airport may send their FPL only to ARO (Air traffic services Reporting Office) designated addressee: OIIEZPZB. Such FPL will be checked and forwarded by ARO to The related addresses via AFTN.

4-All INTL flights to/from Tehran shall be conducted via Tehran/Imam Khomeini INTL Airport.

5-In order to harmonize traffic flow, common transition altitude and common transition level in Tehran TMA are introduced as follow:

Transition altitude: 9000FT, Transition level: FL110

These procedures are applicable for the implementation of separation in Tehran TMA.

All flights shall set Mehrabad (OIII) QNH as area QNH. Local AD QNH shall be set for arriving and departing aircraft to or from all aerodromes within Tehran TMA below 6000FT.

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

7-RNP1 Standard Instrument Arrivals (RNPI STAR)

Aircraft flying STARs shall be certified for RNP 1 operations. Compliance with RNP 1 procedures will be radar monitored and radar instructions issued if necessary. Pilots are required to advise ATC if unable to comply. ATC will issue an alternative clearance.

8- Low Visibility Procedures:

- Description of facilities:

RWY 29R is equipped with ILS and is approved for CAT II

Note. On RWY 11L, is restricted to MNM 800m RVR

On RWY 29R cat II: RVR is 300m or more.

- Taxi Route:

When LVP is implemented, aircraft should be routed in accordance with the pre designated taxi routes.

During LVP: "Follow me" service should be available for all arriving/departing aircraft. Aircraft proceeding to aircraft stands 100, 102, 104, 104R, 106, 106R, 108, 110, 112, 112R, 114, 114R, 116, 116R should be guided by a "Follow me" (On request) and DGS and to other stands should be guided only by: "Follow me".

- Standard taxi route and check points for Low Visibility Procedure:

Arrival aircraft: Runway 11L/R in use.

Aircraft stand	Taxi routes	Check points	Note
All stands	H or J or N, A	TWY intersection of TWY A & H and TWY A & J	controller should select suitable TWY to apron in accordance with aircraft stands

Arrival aircraft: Runway 29L/R in use

Aircraft stand	Taxi routes	Check points	Note
All stands	Z, A or C, A	TWY intersection of TWY Z & E	controller should select suitable TWY to apron in accordance with aircraft stands

Departure aircraft: Runway 11L/R in use

Aircraft stand	Taxi routes	Check points	Note
All stands	J, A, Z, C	TWY intersection of TWYs A & J And TWY Z & E	controller should select suitable TWY to apron in accordance with aircraft stands

Departure aircraft: Runway 29L/R in use

Aircraft stand	Taxi routes	Check points	Note
All stands	J, A, N	TWY intersection of TWYs A & J And TWY A & N	controller should select suitable TWY to apron in accordance with aircraft stands

- See AD 1.1-5 for more information.

9- Traffic pattern is defined as below:

- a. For fighter and heavy fixed-wing ACFT 5000 feet.
- b. For other fixed-wing ACFT 4500 feet and
- c. For helicopter 4000 feet.

Note: see AD 1.1.

10- RCF procedure for departing aircraft during radar vectoring:

10 – 1 Departing from RWY 29L/R (SID IKA 1A)

a) If two way communication was not established with MEHRABAD RADAR upon departure:

- 1- Squawk 7600
- 2- Continue runway heading
- 3- Climb 7000 FT up to 10 DME then climb 9000 FT up to 20 DME from IKA DVOR/DME
- 4- Follow below instructions according TMA exit points:

NABAX: climb flight level 200 and turn right direct NABAX

PAXID: climb flight level 200 and proceed direct PAXID or intercept R328 from RUS to PAXID.

PAROT: climb flight level 200 and proceed direct PAROT or intercept R305 from IKA to PAROT.

PAVET: climb flight level 200 and proceed direct PAVET or intercept R268 from IKA to PAVET.

DAXIL: climb flight level 200 and proceed direct DAXIL or intercept 238 radial from RUS to DAXIL.

SAV: climb flight level 200 and proceed direct SAV or intercept R236 to SAV.

EGVEL: climb flight level 200 and proceed direct EGVEL or intercept 201 radial from RUS to EGVEL.

ELUSI: climb flight level 210 and turn left direct IKA then ELUSI or proceed to VR then establish A647.

OBRIX: climb flight level 210 and turn left direct IKA then OBRIX or intercept R124 from IKA VOR to OBRIX.

DHN: climb flight level 210 and turn left direct IKA then DHN or intercept R093 from IKA VOR to DHN.

5- After TMA exit points: Climb to filed flight plan level to destination or proceed to VR 9000 FT for ILS RWY 29R OIIE.

b) If communication lost during vector for departure:

1- Squawk 7600

2- Maintain last acknowledged heading and level for two minutes from the time of squawking 7600.

3- Proceed via shortest way to TMA exit point and climb FL200 (for west bound track) and FL210 (for east bound track).

Note: Avoid OIP20 during any direct routing.

4- After TMA exit point: Climb to filed flight plan level to destination or proceed to VR 9000 FT for ILS RWY 29R OIIE

10 -2 Departing from RWY 11L/R (SID IKA 1B)

a) If two way communication was not established with MEHRABAD RADAR upon departure:

1- Squawk 7600

2- Continue runway heading

3- Climb 6000 FT up to 10 DME then climb 9000 FT up to 20 DME from IKA DVOR/DME

4- Follow below instructions according TMA exit points:

NABAX: climb flight level 200 and turn right direct RUS then NABAX

PAXID: climb flight level 200 and turn right direct RUS then proceed direct PAXID or intercept R328 from RUS to PAXID

PAROT: climb flight level 200 and turn right direct IKA then proceed direct PAROT or intercept R305 from IKA to PAROT

PAVET: climb flight level 200 and turn right direct IKA then proceed direct PAVET or intercept R268 from IKA to PAVET

DAXIL: climb flight level 200 and turn right direct RUS then proceed direct DAXIL or intercept 238 radial from RUS to DAXIL

SAV: climb flight level 200 and turn right direct IKA then proceed direct SAV or intercept R236 from IKA to SAV

EGVEL: climb flight level 200 and turn right direct RUS then proceed direct EGVEL or intercept 201 radial from RUS to EGVEL

ELUSI: climb flight level 210 and turn right direct ELUSI or proceed to VR then establish A647

OBRIX: climb flight level 210 and turn right direct OBRIX or intercept R124 from IKA VOR to OBRIX

DHN: climb flight level 210 and turn left direct DHN or intercept R093 from IKA VOR to DHN

5- After TMA exit points: Climb to filed flight plan level to destination or proceed to RUS 7000 FT for VOR / DME RWY 11L

b) If communication lost during vector for departure:

1- Squawk 7600

2- Maintain last acknowledged heading and level for two minutes from the time of squawking 7600.

3- Proceed via shortest way to TMA exit point and climb FL200 (for west bound track) and FL210 (for east bound track).

Note: Avoid OIP20 during any direct routing.

4- After TMA exit points Climb to filed flight plan level to destination or proceed to RUS 7000 FT for VOR / DME RWY 11L

OIIE AD 2.23 ADDITIONAL INFORMATION

1- Imam Khomainsi International aerodrome is closed, every year on 4 June at 0315 - 0730.

2- Isolated aircraft parking position located at the end of TWY B in areas R5 & R6.

3- Wind Shear exists on final RWY 11L/R and 29L/R.

4- Intensive bird's accumulation exists in the vicinity of AD.

5- Strolling dogs exist on the movement area.

6- Anti-icing & De-icing area located at TWY A and U.

7- Minimum Runway Occupancy Time Procedure:

-Arrivals

In order to minimize the occurrence of "go-around", lessen the runway occupancy time and, therefore, get the maximum runway utilization, pilots shall exit the runway as soon as possible and this will not affect the aircraft safety and standard operation.

-Departures

Pilots, when the corresponding clearance is issued, shall be able to taxi to the take-off position in the runway as soon as the preceding departure aircraft begins the take-off or the preceding arrival aircraft passes their holding position.

Aircraft shall be able to initiate the take-off immediately after clearance is issued. Pilots unable to comply with this requirement shall notify to ATC as soon as possible and once in contact with IKA TWR.

Take-off clearance of aircraft that is not able to make immediate take-off will be cancelled and she will receive instructions to vacate the runway via the first available taxiway.

OIIE AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart - ICAO	AD 2 OIIE ADC
Parking / Docking Chart - ICAO	AD 2 OIIE APDC 1-1
	AD 2 OIIE APDC 1-2
	AD 2 OIIE APDC 2-1
	AD 2 OIIE APDC 2-2
	AD 2 OIIE APDC 3-1
	AD 2 OIIE APDC 3-2
Aerodrome Obstacle Chart – ICAO	AD 2 OIIE AOC 1
	AD 2 OIIE AOC 2
Precision Approach Terrain Chart – ICAO	AD 2 OIIE PATC
Standard Departure Chart – Instrument – ICAO	AD 2 OIIE SID 0-1
	AD 2 OIIE SID 0-2
	AD 2 OIIE SID 1-1
	AD 2 OIIE SID 1-2
	AD 2 OIIE SID 1-3
	AD 2 OIIE SID 1-4
	AD 2 OIIE SID 1-5
	AD 2 OIIE SID 1-6
	AD 2 OIIE SID 1-7
	AD 2 OIIE SID 1-8
	AD 2 OIIE SID 1-9
Arrival Chart - Instrument – ICAO	AD 2 OIIE STAR 0-1-1
	AD 2 OIIE STAR 0-1-2
	AD 2 OIIE STAR 0-2-1
	AD 2 OIIE STAR 0-2-2
	AD 2 OIIE STAR 1-1
	AD 2 OIIE STAR 1-2
	AD 2 OIIE STAR 1-3
	AD 2 OIIE STAR 1-4
Instrument Approach Chart – ICAO	AD 2 OIIE IAC 0-1-1
	AD 2 OIIE IAC 0-1-2
	AD 2 OIIE IAC 1-1
	AD 2 OIIE IAC 2-1
	AD 2 OIIE IAC 2-2
	AD 2 OIIE VFR