

AD 2. AERODROMES**OIKK AD 2.1 AERODROME LOCATION INDICATOR AND NAME****| OIKK - KERMAN / International Aerodrome****OIKK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	<i>ARP coordinates and site at AD</i>	301628N 0565704E
2	<i>Direction and distance from (city)</i>	W, 11 KM from Kerman
3	<i>Elevation / Reference temperature</i>	5739 FT / 35.5°C
4	<i>MAG VAR / Annual change</i>	3° E (2018)
5	<i>AD Administration, address, telephone, telefax, telex, AFS</i>	Iranian Airports & Air Navigation Company (IAC) Kerman Airport P.O. BOX: 119, Postal code: 76175 Kerman - Islamic Republic of Iran Tel: +9834 - 32110113-6, 32110194 Telefax: +9834 - 32111193 Telex: NIL AFS: OIKKYDYX
6	<i>Types of traffic permitted (IFR/VFR)</i>	IFR/VFR
7	<i>Remarks</i>	Website: Kerman.airport.ir ; Email: Info.kerman@airport.ir

OIKK AD 2.3 OPERATIONAL HOURS

1	<i>AD Administration</i>	0330 - 1200 (0230 - 1100)
2	<i>Customs and immigration</i>	O/R
3	<i>Health and sanitation</i>	O/R
4	<i>AIS Briefing Office</i>	NIL
5	<i>ATS Reporting Office (ARO)</i>	Service available by ATS
6	<i>MET Briefing Office</i>	NIL
7	<i>ATS</i>	H24
8	<i>Fuelling</i>	H24
9	<i>Handling</i>	During schedule flights, other times O/R
10	<i>Security</i>	H24
11	<i>De-icing</i>	During schedule flights, other times O/R
12	<i>Remarks</i>	NIL

OIKK AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo - handling facilities</i>	Available by IRAN AIR and MAHAN Airlines
2	<i>Fuel / oil types</i>	Jet A1
3	<i>Fuelling facilities/capacity</i>	Jet A1: 2 trucks, 20000 litres,1 truck,45000 litres,1 truck, 25000 liters, 25 liters/sec, No limitation
4	<i>De - icing facilities</i>	Available by Iran Air and Mahan Airlines by prior coordination, It will be done at north of civil apron
5	<i>Hanger space for visiting aircraft</i>	NIL
6	<i>Repaire facilities for visiting aircraft</i>	NIL
7	<i>Remarks</i>	NIL

OIKK AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	Near the AD & in the city
2	<i>Restaurants</i>	Available in the city
3	<i>Transportation</i>	Taxis and buses
4	<i>Medical facilities</i>	First aids and ambulance at AD, Hospital in the city
5	<i>Bank and Post Office</i>	Only bank is available
6	<i>Tourist Office</i>	Available in the city
7	<i>Remarks</i>	NIL

OIKK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	CAT 7
2	<i>Rescue equipment</i>	Available in accordance with AD category for fire fighting
3	<i>Capability for removal of disabled aircraft</i>	NIL
4	<i>Remarks</i>	CAT 8, AVBL during schedule flights which get prior permission at least 72 HR before EOBT from Kerman AD

OIKK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	<i>Types of clearing equipment</i>	1 Plough blade fitted in to truck/1 Plough blades fitted in to tractor /1 spreader (urea) /1 Plough blades fitted in to spreader (urea)
2	<i>Clearance priorities</i>	1- RWY 16R/34L 2- TWY C1, A, APRON 3- RWY 16L/34R 4- C6, B
3	<i>Remarks</i>	NIL

OIKK AD 2.8 APRONS, TAXIWAYS

1	<i>Apron surface and strength</i>	Surface: Asphalt Strength: 50/F/B/X/T
2	<i>Taxiway width, surface and strength</i>	All TWYs: Width: 23 M Surface: Asphalt Strength: 50/F/B/X/T Except TWY C1 & TWY C6: Width: 25 M Surface: Asphalt Strength is 71/F/C/X/T
3	<i>Remarks</i>	Apron dimension: 500 x 120 M

OIKK 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>	Guide lines at apron
2	<i>RWY and TWY markings and LGT</i>	RWY 16L/34R: Designation, THR, TDZ, centre line, edge & end marked RWY lighting: See OIKK AD 2.14 below TWY/RWY intersection marked. TWY lighting: See OIKK AD 2.15 below. RWY 34L Marking: Designation, DTHR, TDZ, center line, aiming point, RWY edge & end and SWY are marked. RWY 16R Marking: Designation, THR, TDZ, center line, aiming point, RWY edge & end and SWY are marked. TWY Marking: TWY E & C1 edge and centerline are marked.
3	<i>Stop bars</i>	NIL
4	<i>Remarks</i>	TWY Marking: TWY H edge and centerline are not marked.

OIKK AD 2.10 AERODROME OBSTACLES

<i>In approach / TKOF areas</i>			<i>In circling area and at AD</i>		<i>Remarks</i>
1			2		
<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	
→ 16R/APCH 34L/TKOF	Wall 5739 FT AMSL NIL	→ 301732N 0565622E	→ Crane 5889 FT AMSL NIL	← 301517N 0565803E	
→ 16R/APCH 34L/TKOF	Power building 5740 FT AMSL NIL	→ 301732N 0565631E	→ GP Antenna 5793 FT AMSL LGTD	301534N 0565724E	
↑↑↑↑		→	→ MAST 5888 FT AMSL NIL	301712N 0565709E	
		→	→ LLZ Building 5740 FT AMSL NIL	301732N 0565631E	
		↑↑↑↑↑↑↑↑			

OIKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET Office</i>	Kerman
2	<i>Hours of service MET Office outside hours</i>	H24 --
9	<i>ATS units provided with information</i>	Kerman TWR

Note: Subject concerning item 3 to 8 and 10 not available.

OIKK 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
16L	158.33°GEO	3851 x 45	50/F/B/X/T Asphalt	301721.89N 0565638.79E GUND -26FT	THR 5730 FT
34R	338.34°GEO	3851 x 45	50/F/B/X/T Asphalt	301525.66N 0565731.98E GUND -26FT	THR 5739 FT
→ 16R	158.3°GEO	3850 x 45	71/F/C/X/T Asphalt	301719.53N 0565631.56E GUND -26FT	THR 5731 FT
→ 34L	338.3°GEO	3850 x 45	71/F/C/X/T Asphalt	301523.34N 0565724.75E GUND -26FT	THR 5739 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
0.07%	150 x 45	150 x 150	NIL	NIL	AD Code Letter / Number : 4D
0.07%	103 x 4	↓ 103 x 150	NIL	NIL	— Displaced THR RWY 34L: 100M Coordinate: 301526.36N 0565723.37E ELEV:5739FT
→ 0.07%	60 x 60	60 x 150	NIL	NIL	
→ 0.07%	60 x 60	60 x 150	NIL	NIL	

OIKK 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
16L	3851	4001	4001	3851	NIL
34R	3851	3954	3954	3851	NIL
→ 16R	3850	3910	3910	3850	NIL
→ 34L	3850	3910	3910	3750	NIL

OIKK 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
16R	NIL	Green	PAPI Left / 3° (68 FT)	NIL	NIL	3850 M 60 M White, LIH	Red	60 M Red	NIL
34L	SALS 420M LIH	Green	PAPI Left / 3° (68FT)	NIL	NIL	3750 M 60 M White, LIH	Red	60 M Red	THR lights installed at permanent DTHR
16L	SALS 420M LIL	Green	PAPI Left / 3° (68FT)	NIL	NIL	3845 M 60 M White, LIH	Red	150 M Red	NIL
34R	PALS 813M LIH	Green Supplemented by WBAR	PAPI Left / 3° (68FT)	NIL	NIL	3845 M 60 M White, LIH	Red	103 M Red	NIL

OIKK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN location, characteristics and hours of operation</i>	On top of the control tower building, FLG G and W, EV 4 sec HN and during IMC
2	<i>LDI location and LGT</i> <i>Anemometer location and LGT</i>	NIL
3	<i>TWY edge and centre line lighting</i>	Edge: ALL TWYs Centre line: NIL
4	<i>Secondary power supply/switch-over time</i>	Available Switch-over time: 10 - 15 sec
5	<i>Remarks</i>	NIL

OIKK AD 2.16 HELICOPTER LANDING AREA

NIL

OIKK AD 2.17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	Kerman CTR: A circle, radius 30 NM centred at 301658.1N 0565632.3E (DVOR/DME)	Kerman ATZ: A circle, radius 7 NM centered at 301628N 0565704E (ARP)
2	<i>Vertical limits</i>	FL 195	9000 FT AMSL
3	<i>Airspace classification</i>	D	
4	<i>ATS unit call sign</i> <i>Language(s)</i>	Kerman TWR English / Persian	
5	<i>Transition altitude</i>	15000 FT AMSL	
6	<i>Remarks</i>	APP Service is provided by Kerman TWR	

OIKK 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	Kerman Tower	118.250 MHZ 121.900 MHZ 121.500 MHZ 257.800 MHZ 243.000 MHZ	H24 H24 H24 H24 H24	Emergency frequency Military aircraft Military aircraft
ATIS (INFO)	Kerman Information	127.250 MHZ	0200-1830(0100-1730)	

OIKK 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																										
NDB	KER	290 KHZ	H24	301556.4N 0565738.6E																												
TACAN	KER	CH 97X	H24	301552.2N 0565730.1E	5742 FT	IRIAF																										
DVOR/DME (3° E / 2018)	KER	112.000 MHZ CH 57X	H24	301658.1N 0565632.3E																												
<p>DVOR/DME unusable at 40 DME in counter clockwise direction in FLW area:</p> <table style="width:100%; border:none;"> <tr> <td style="width:50%; border:none;">020°- 340°, BLW 18000 FT AMSL.</td> <td style="width:50%; border:none;">355°- 345°, BLW 10000 FT AMSL.</td> </tr> <tr> <td style="border:none;">340°- 320°, BLW 12000 FT AMSL.</td> <td style="border:none;">345°- 320°, BLW 9000 FT AMSL.</td> </tr> <tr> <td style="border:none;">320°- 280°, BLW 18000 FT AMSL.</td> <td style="border:none;">320°- 145°, BLW 13000 FT AMSL.</td> </tr> <tr> <td style="border:none;">280°- 260°, BLW 22000 FT AMSL.</td> <td style="border:none;">145°- 140°, BLW 14000 FT AMSL.</td> </tr> <tr> <td style="border:none;">260°- 245°, BLW 19000 FT AMSL.</td> <td style="border:none;">140°- 120°, BLW 13000 FT AMSL.</td> </tr> <tr> <td style="border:none;">245°- 160°, BLW 17000 FT AMSL.</td> <td style="border:none;">120°- 100°, BLW 14000 FT AMSL.</td> </tr> <tr> <td style="border:none;">160°- 155°, BLW 15000 FT AMSL.</td> <td style="border:none;">100°- 040°, BLW 12500 FT AMSL.</td> </tr> <tr> <td style="border:none;">155°- 145°, BLW 18000 FT AMSL.</td> <td style="border:none;">040°- 355°, BLW 11000 FT AMSL.</td> </tr> <tr> <td style="border:none;">145°- 095°, BLW 16000 FT AMSL.</td> <td></td> </tr> <tr> <td style="border:none;">095°- 085°, BLW 17000 FT AMSL.</td> <td style="border:none;">TACAN unusable in FLW area:</td> </tr> <tr> <td style="border:none;">085°- 020°, BLW 18000 FT AMSL.</td> <td style="border:none;">1- 360°- 100°, beyond 20 NM, BLW 14000 FT AMSL.</td> </tr> <tr> <td style="border:none;">At 25 DME in counter clockwise direction in FLW area:</td> <td style="border:none;">2- 100°- 120°, beyond 30 NM, BLW 16000 FT AMSL.</td> </tr> <tr> <td style="border:none;">040°- 355°, BLW 11000 FT AMSL.</td> <td style="border:none;">3- 330°- 360°, beyond 30 NM, BLW 12000 FT AMSL.</td> </tr> </table>							020°- 340°, BLW 18000 FT AMSL.	355°- 345°, BLW 10000 FT AMSL.	340°- 320°, BLW 12000 FT AMSL.	345°- 320°, BLW 9000 FT AMSL.	320°- 280°, BLW 18000 FT AMSL.	320°- 145°, BLW 13000 FT AMSL.	280°- 260°, BLW 22000 FT AMSL.	145°- 140°, BLW 14000 FT AMSL.	260°- 245°, BLW 19000 FT AMSL.	140°- 120°, BLW 13000 FT AMSL.	245°- 160°, BLW 17000 FT AMSL.	120°- 100°, BLW 14000 FT AMSL.	160°- 155°, BLW 15000 FT AMSL.	100°- 040°, BLW 12500 FT AMSL.	155°- 145°, BLW 18000 FT AMSL.	040°- 355°, BLW 11000 FT AMSL.	145°- 095°, BLW 16000 FT AMSL.		095°- 085°, BLW 17000 FT AMSL.	TACAN unusable in FLW area:	085°- 020°, BLW 18000 FT AMSL.	1- 360°- 100°, beyond 20 NM, BLW 14000 FT AMSL.	At 25 DME in counter clockwise direction in FLW area:	2- 100°- 120°, beyond 30 NM, BLW 16000 FT AMSL.	040°- 355°, BLW 11000 FT AMSL.	3- 330°- 360°, beyond 30 NM, BLW 12000 FT AMSL.
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OIKK AD 2.20 LOCAL TRAFFIC REGULATIONS

REF AIP, part ENR1.6, AMD does not cover all parts of Kerman CTR below FL200.

OIKK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OIKK AD 2.22 FLIGHT PROCEDURES

Traffic pattern is defined as below:

- a. For fighter and heavy fixed-wing ACFT 7300 feet.
- b. For other fixed-wing ACFT 6800 feet and
- c. For helicopter 6300 feet.

Note: see AD 1.1.

OIKK AD 2.23 ADDITIONAL INFORMATION

- 1- Strolling dogs exist on the movement area.
- 2- Medium aircraft are permitted to make 180° turn on holding bays which are provided at the end and middle of RWY 34R.
- 3- Net barrier foundation (not operational):
PSN at 70M before THR RWY 16L, 23M on both sides of RWY CL, HGT: 1 FT.
- 4- Hook barrier foundation (not operational):
First one PSN at 631 M after THR RWY 34R, 49M on both sides of RWY CL, HGT: 2 FT.
Second one PSN at 635 M after THR RWY 34R, 34M on both sides of RWY CL, HGT: 1 FT.
- 5- Intensive bird's accumulation exists in the vicinity of AD.
- 6- Military aircraft are not authorized to use civil ramp without prior permission from appropriate airport authorities.
- 7- Heavy aircraft are permitted to make 180° turn, only at the end of RWY in use.
- 8- Isolated aircraft parking position relocated at 570M apart from of TWY E (towards NE),
Coordinates: 301600N 0565755E
- 9- Aircraft stands number 3 and 4 are not visible from ATC tower
- 10- TWY C, D and E the difference in surface color and elated RWY 16L/34R could be mistaken by pilots.
- 11- A helipad exist in short final RWY 34R (1130 M from THR34R) outside the airport.
- 12- There is a big hole with dimensions about 60*60*3.5 M adjacent to Botia access road, south part of apron.
- 13- Hot spot:
 - a) HS1: south part of apron, at intersection between Botia access road and civil apron; pilots are to look out for movement of vehicles and persons.
 - b) HS2: Intersection of service road and TWYs C, D and E; pilots are to look out for movement of military vehicles and personnel.
 - c) HS3: north part of TWY E; pilots are to look out for helicopter operation.

OIKK AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart – ICAO	↔ AD 2 OIKK ADC
Aircraft Parking / Docking Chart	AD 2 OIKK APDC
Aerodrome Obstacle Chart - ICAO Type A.....	AD 2 OIKK AOC 1
Standard Departure Chart - Instrument – ICAO.....	↔ AD 2 OIKK SID 1-1
	↔ AD 2 OIKK SID 1-2
	↔ AD 2 OIKK SID 1-3
	↔ AD 2 OIKK SID 1-4
	↔ AD 2 OIKK SID 1-5
	↔ AD 2 OIKK SID 1-6
	↑
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Standard Arrival Chart - Instrument – ICAO	↔ AD 2 OIKK STAR 1-1
	↔ AD 2 OIKK STAR 1-2
	↔ AD 2 OIKK STAR 1-3
	↑
	↑
Instrument Approach Chart – ICAO	↔ AD 2 OIKK IAC 2-1
	↔ AD 2 OIKK IAC 2-2
	→ AD 2 OIKK IAC 2-3
	→ AD 2 OIKK IAC 2-4
	↑
	↑
	↑