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General Information

Location: TEHRAN IRN
ICAO/IATA: OIIE / IKA
Lat/Long: N35° 25.0', E051° 09.1'
Elevation: 3305 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -3:30 = UTC
Magnetic Variation: 5.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0258 Z
Sunset: 1341 Z

Runway Information

Runway: 11L
Length x Width: 13773 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3305 ft
Lighting: Edge, ALS, Centerline
Stopway: 394 ft

Runway: 11R
Length x Width: 13425 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3305 ft
Lighting: Edge, ALS

Runway: 29L
Length x Width: 13425 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3257 ft
Lighting: Edge, ALS
Displaced Threshold: 1457 ft
Stopway: 1010 ft

Runway: 29R
Length x Width: 13773 ft x 148 ft

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Surface Type: asphalt
TDZ-Elev: 3256 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 397 ft

Communication Information

ATIS: 127.200
Ika Tower: 118.700
Ika Ground: 121.825
Ika Ground: 121.600
Mehrabad Approach: 119.700
Mehrabad Approach: 125.100
Mehrabad Radar: 125.100
Mehrabad Radar: 119.700

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1. GENERAL

1.1. ATIS

ATIS 127.2

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. ARRIVAL - STANDARD TAXI ROUTES

Arrival RWY 11L/R: TWY H or J, or N to A.

Arrival RWY 29L/R: TWY Z to A, or C (parallel TWY) to A.

1.2.2. DEPARTURE - STANDARD TAXI ROUTES

Departure RWY 11L/R: TWY J to A to Z (parallel TWY) to C.

Departure RWY 29L/R: TWY J to A to N.

1.3. RWY OPERATIONS

1.3.1. GENERAL

Contingency RWY 11R/29L usable for take-off and landing when:

- RWY 11L/29R is not available;
- No ACFT operates on TWY A;
- No ACFT at northern part of cargo apron;
- No CAT D ACFT (except A300B4/A300-600) in the northern part of passenger apron.

No ACFT is authorized to make 180° turn unless at the end of RWY in use.

1.3.2. PREFERENTIAL RWY SYSTEM (PRS)

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

1.4. TAXI PROCEDURES

All ACFT are required to maintain low RPM while taxiing off or into the RWY.

For pushing back A380 from stand 408, whether stands 407, 404, 404L, 404R can not be used or airplane must push-back to TWY directly.

1.5. DOCKING GUIDANCE SYSTEM

Stands 100, 102, 104, 104R, 106, 106R, 108, 110, 112, 112R, 114, 114R, 116 and 116R are equipped with Docking Guidance System.

1.6. PARKING INFORMATION

If stand 408 used for A380, stands 408R, 406L, 406R and 406 can not be used for any other ACFT.

1.7. OTHER INFORMATION

Wind shear exists on final all RWYs.

Strolling dog observed on the movement area.

Birds in vicinity of APT.

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 29R approved for CAT II operations, special aircrew and ACFT certification required.

2.2. MINIMUM RWY OCCUPANCY TIME

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

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3. DEPARTURE

3.1. MINIMUM RWY OCCUPANCY TIME

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

ACFT 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 Tower.

Take-off clearance of any ACFT that is not able to perform immediate take-off will be cancelled and pilots will receive instructions to vacate the RWY via the first available TWY.

3.2. COMMUNICATION FAILURE PROCEDURES

3.2.1. RCF PROCEDURE FOR DEPARTING ACFT DURING RADAR VECTORING

3.2.1.1. SID IKIA 1A RWY 29L/R

If two-way communication was not established with MEHRABAD Radar upon departure:

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

   NABAX: Climb FL 200 and turn RIGHT direct NABAX.
   PAXID: Climb FL 200 and proceed direct PAXID or intercept R328 from RUS to PAXID.
   PAROT: Climb FL 200 and proceed direct PAROT or intercept R305 from IKA to PAROT.
   PAVET: Climb FL 200 and proceed direct PAVET or intercept R268 from IKA to PAVET.
   DAXIL: Climb FL 200 and proceed direct DAXIL or intercept 238 radial from RUS to DAXIL.
   SAV: Climb FL 200 and proceed direct SAV or intercept R236 to SAV.
   EGVEL: Climb FL 200 and proceed direct EGVEL or intercept 201 radial from RUS to EGVEL.
   ELUSI: Climb FL 210 and turn LEFT direct IKA then ELUSI or proceed to VR then establish A647.
   OBRIX: Climb FL 210 and turn LEFT direct IKA then OBRIX or intercept R124 from IKA VOR to OBRIX.
   DHN: Climb FL 210 and turn LEFT direct IKA then DHN or intercept R093 from IKA VOR to DHN.
5. After TMA exit points: Climb to filed FLP level to destination or proceed to VR 9000′ for ILS RWY 29R OIIE.

If communication lost during vector for departure:

1. Squawk 7600.
2. Maintain last acknowledged heading and level for 2 minutes from the time of squawking 7600.
3. Proceed via shortest way to TMA exit point and climb FL 200 (for Westbound track) and FL 210 (for Eastbound track).

   NOTE: Avoid OIP20 during any direct routing.
4. After TMA exit point: Climb to filed FLP level to destination or proceed to VR 9000′ for ILS RWY 29R OIIE.

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3. DEPARTURE

3.2.1.2. SID IKIA 1B RWY 11L/R

If two-way communication was not established with MEHRABAD Radar upon departure:

1. Squawk 7600.
2. Continue RWY heading.
3. Climb 6000′ up to 10 DME then climb 9000′ up to 20 DME from IKA DVOR/DME.
4. Follow below instructions according TMA exit points:

   NABAX: Climb FL 200 and turn RIGHT direct RUS then NABAX.

   PAXID: Climb FL 200 and turn RIGHT direct RUS then proceed direct PAXID or intercept R328 from RUS to PAXID.

   PAROT: Climb FL 200 and turn RIGHT direct IKA then proceed direct PAROT or intercept R305 from IKA to PAROT.

   PAVET: Climb FL 200 and turn RIGHT direct IKA then proceed direct PAVET or intercept R268 from IKA to PAVET.

   DAXIL: Climb FL 200 and turn RIGHT direct RUS then proceed direct DAXIL or intercept 238 radial from RUS to DAXIL.

   SAV: Climb FL 200 and turn RIGHT direct IKA then proceed direct SAV or intercept R236 from IKA to SAV.

   EGVEL: Climb FL 200 and turn RIGHT direct RUS then proceed direct EGVEL or intercept 201 radial from RUS to EGVEL.

   ELUSI: Climb FL 210 and turn RIGHT direct ELUSI or proceed to VR then establish A647.

   OBRIX: Climb FL 210 and turn RIGHT direct OBRIX or intercept R124 from IKA VOR to OBRIX.

   DHN: Climb FL 210 and turn LEFT direct DHN or intercept R093 from IKA VOR to DHN.
5. After TMA exit points: Climb to filed FLP level to destination or proceed to RUS 7000′ for VOR / DME RWY 11L.

If communication lost during vector for departure:

1. Squawk 7600.
2. Maintain last acknowledged heading and level for 2 minutes from the time of squawking 7600.
3. Proceed via shortest way to TMA exit point and climb FL 200 (for Westbound track) and FL 210 (for Eastbound track).

   NOTE: Avoid OIP20 during any direct routing.
4. After TMA exit points: Climb to filed FLP level to destination or proceed to RUS 7000′ for VOR/DME RWY 11L.

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OIIE/IKA
IMAM KHOMAINI INTL

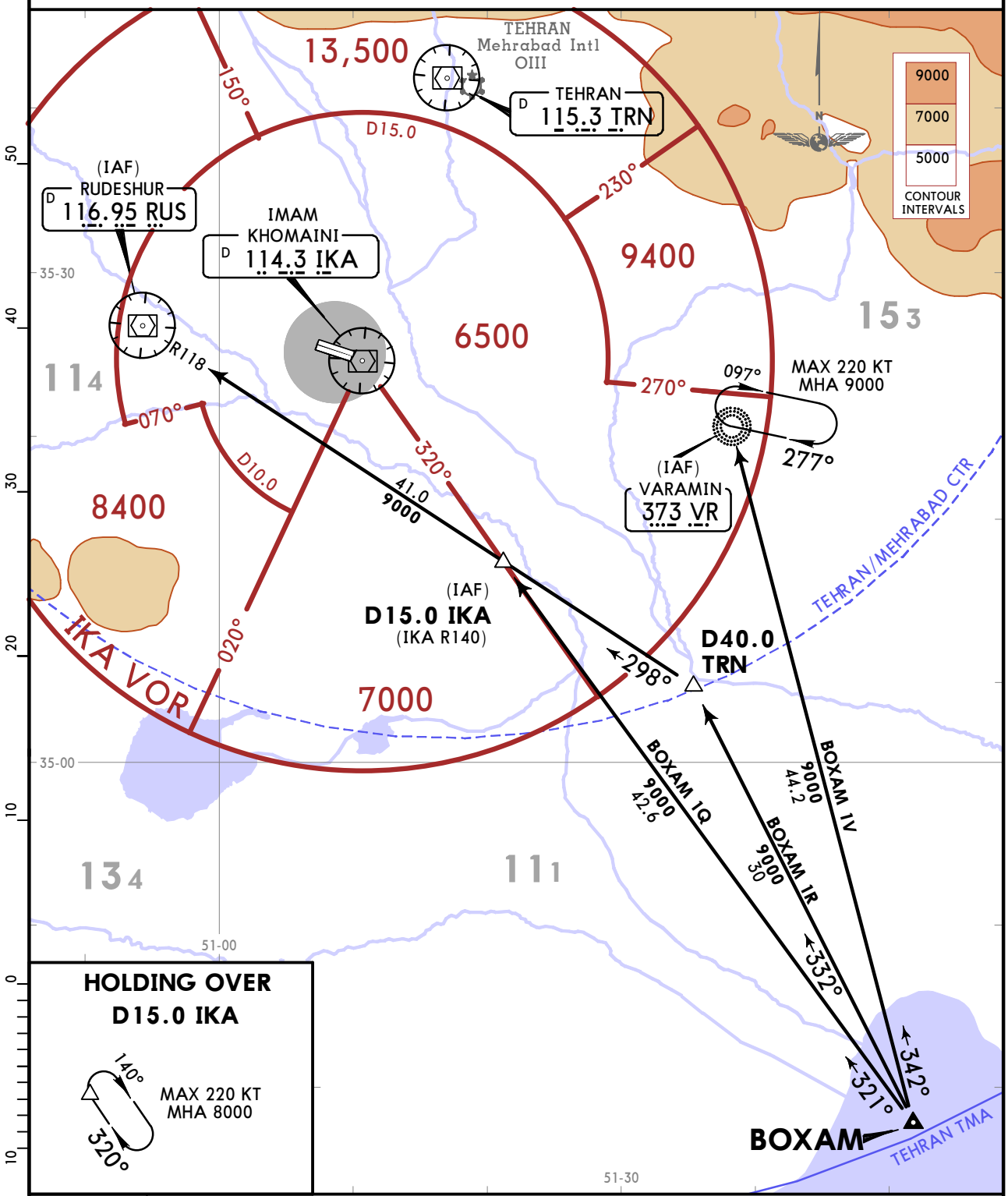
JEPPESEN
1 MAY 20 20-2

TEHRAN, IRAN
STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
127.2	3305	Actual descent clearance will be as directed by ATC

BOXAM 1Q [BOXA1Q]
BOXAM 1R [BOXA1R]
BOXAM 1V [BOXA1V]
ARRIVALS
(RWYS 11 L/R, 29 L/R)

SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR



STAR	ROUTING
BOXAM 1Q	From BOXAM on 321° track to IKA R140/D15.0.
BOXAM 1R	From BOXAM on 332° track to D40.0 TRN, turn LEFT, intercept RUS R118 inbound to RUS VOR.
BOXAM 1V	At BOXAM intercept 342° bearing to VR NDB.

CHANGES: RUS DME established, new format.

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OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN

1 MAY 20 (20-2A)

TEHRAN, IRAN
STAR

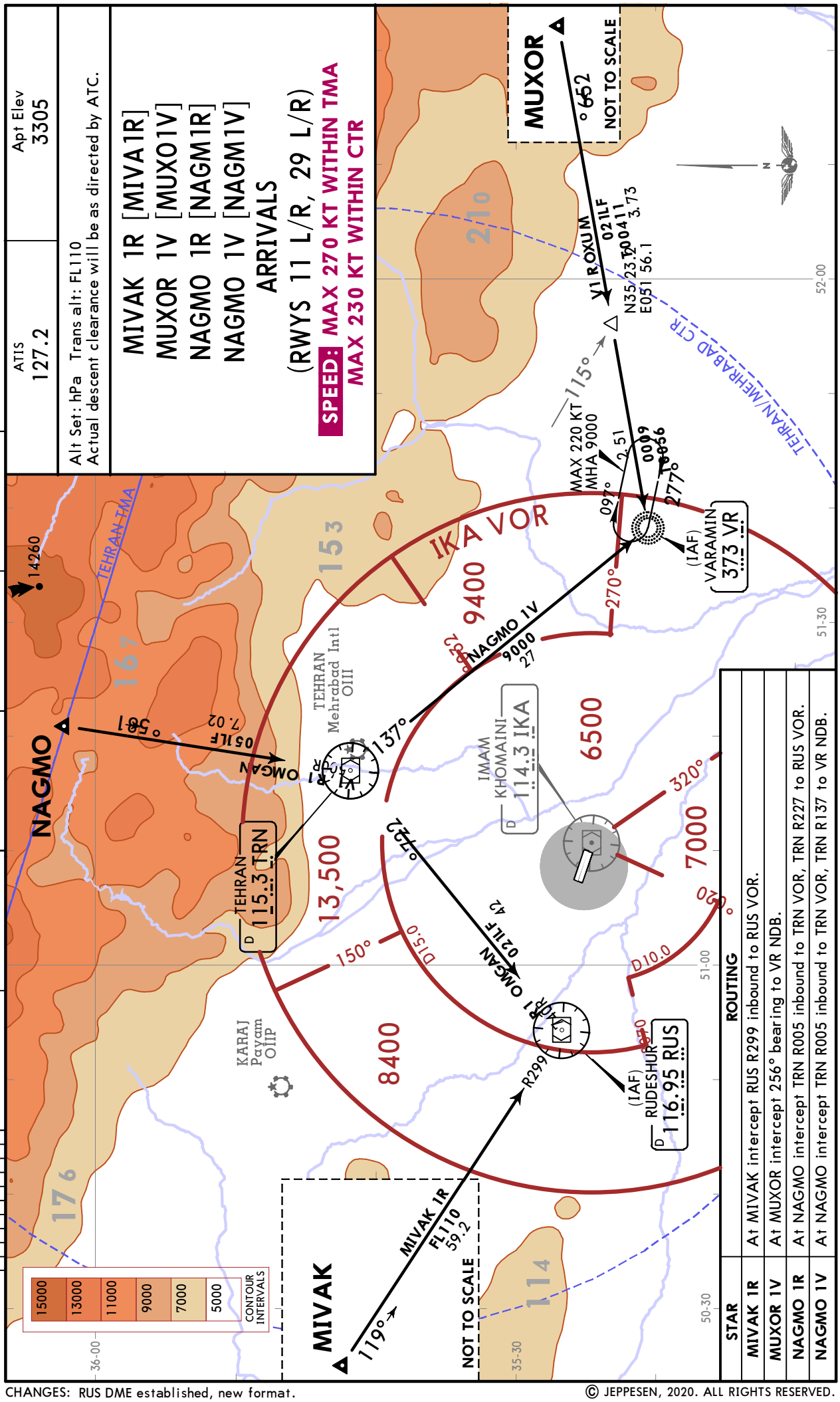
ATIS 127.2

Apt Elev 3305

Alt Set: hPa Trans alt: FL110
Actual descent clearance will be as directed by ATC.

MIVAK 1R [MIVA1R]
MUXOR 1V [MUXO1V]
NAGMO 1R [NAGM1R]
NAGMO 1V [NAGM1V]
ARRIVALS
(RWYS 11 L/R, 29 L/R)

SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR



STAR	ROUTING
MIVAK 1R	At MIVAK intercept RUS R299 inbound to RUS VOR.
MUXOR 1V	At MUXOR intercept 256° bearing to VR NDB.
NAGMO 1R	At NAGMO intercept TRN R005 inbound to TRN VOR, TRN R227 to RUS VOR.
NAGMO 1V	At NAGMO intercept TRN R005 inbound to TRN VOR, TRN R137 to VR NDB.

CHANGES: RUS DME established, new format.

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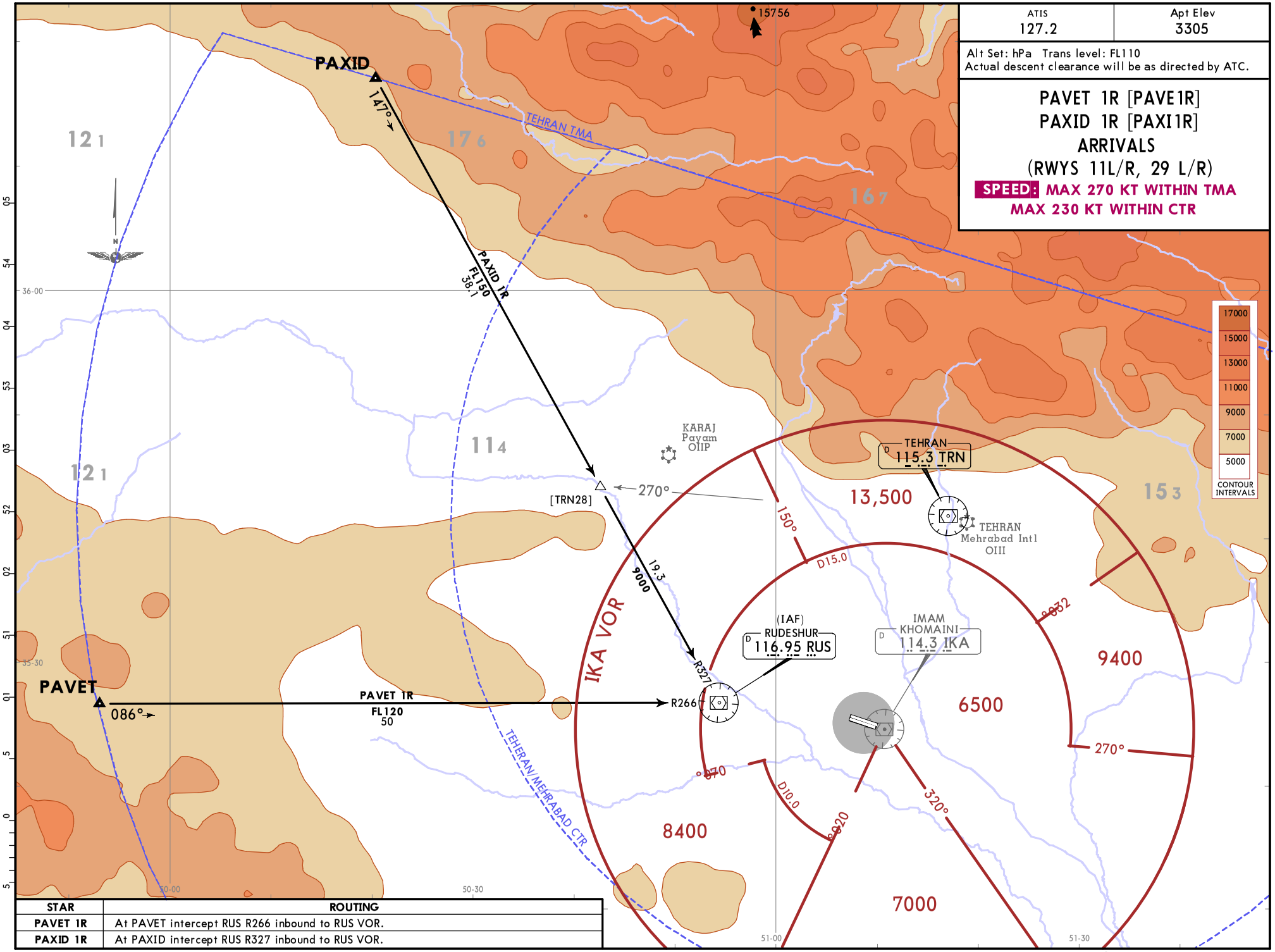
ATIS	Apt Elev
127.2	3305

Alt Set: hPa Trans level: FL110
Actual descent clearance will be as directed by ATC.

PAVET 1R [PAVE1R]
PAXID 1R [PAXI1R]
ARRIVALS
(RWYS 11L/R, 29 L/R)

SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR



STAR	ROUTING
PAVET 1R	At PAVET intercept RUS R266 inbound to RUS VOR.
PAXID 1R	At PAXID intercept RUS R327 inbound to RUS VOR.

CHANGES: RUS VOR established, new format.

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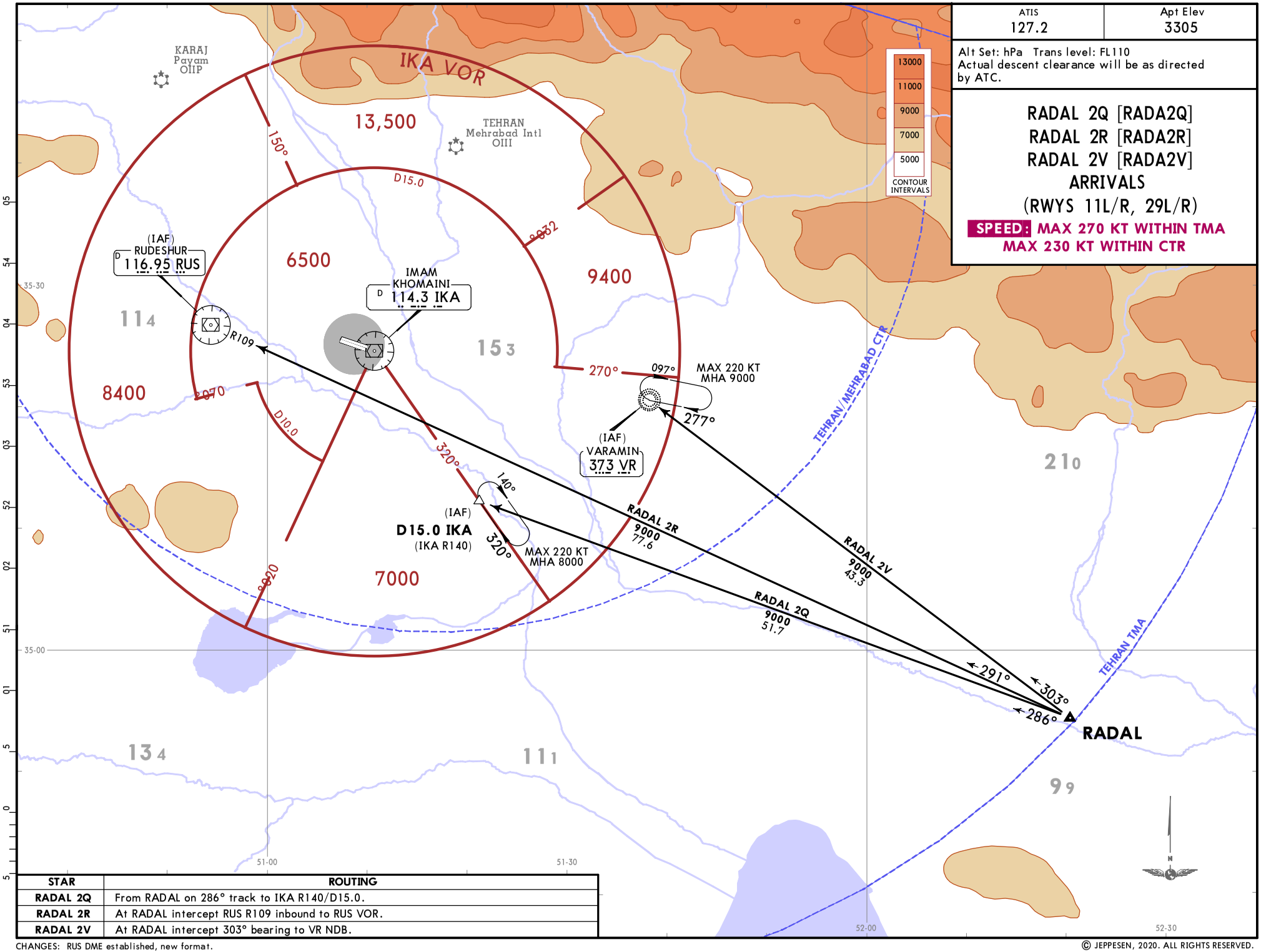
ATIS	Apt Elev
127.2	3305

Alt Set: hPa Trans level: FL110
Actual descent clearance will be as directed by ATC.

RADAL 2Q [RADA2Q]
RADAL 2R [RADA2R]
RADAL 2V [RADA2V]
ARRIVALS
(RWYS 11L/R, 29L/R)

SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR



STAR	ROUTING
RADAL 2Q	From RADAL on 286° track to IKA R140/D15.0.
RADAL 2R	At RADAL intercept RUS R109 inbound to RUS VOR.
RADAL 2V	At RADAL intercept 303° bearing to VR NDB.

CHANGES: RUS DME established, new format.

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OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN

1 MAY 20 (20-2D)

TEHRAN, IRAN
STAR

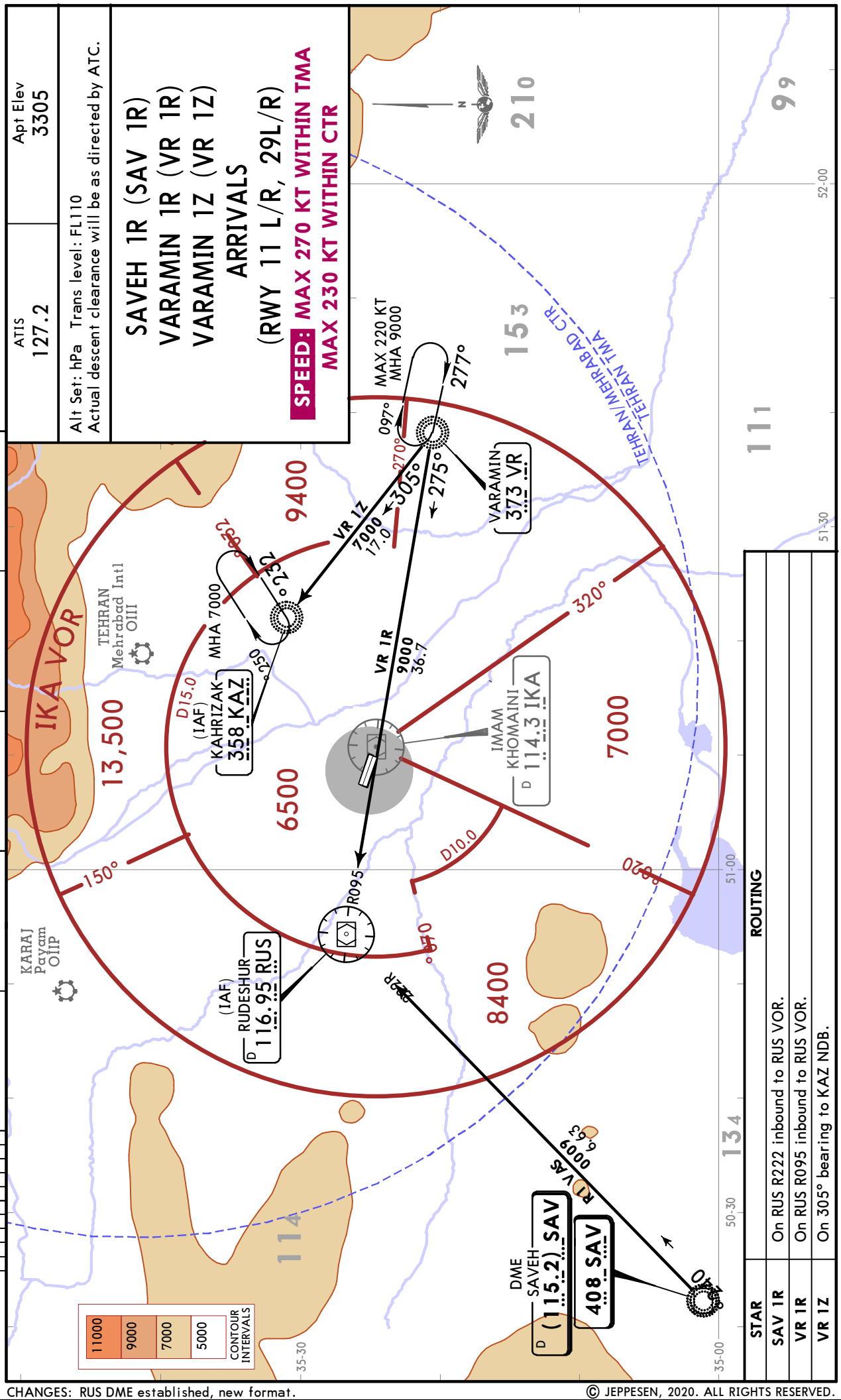
ATIS 127.2

Apt Elev 3305

Alt Set: hPa Trans level: FL110
Actual descent clearance will be as directed by ATC.

SAVEH 1R (SAV 1R)
VARAMIN 1R (VR 1R)
VARAMIN 1Z (VR 1Z)
ARRIVALS
(RWY 11 L/R, 29L/R)

SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR



STAR	ROUTING
SAV 1R	On RUS R222 inbound to RUS VOR.
VR 1R	On RUS R095 inbound to RUS VOR.
VR 1Z	On 305° bearing to KAZ NDB.

CHANGES: RUS DME established, new format.

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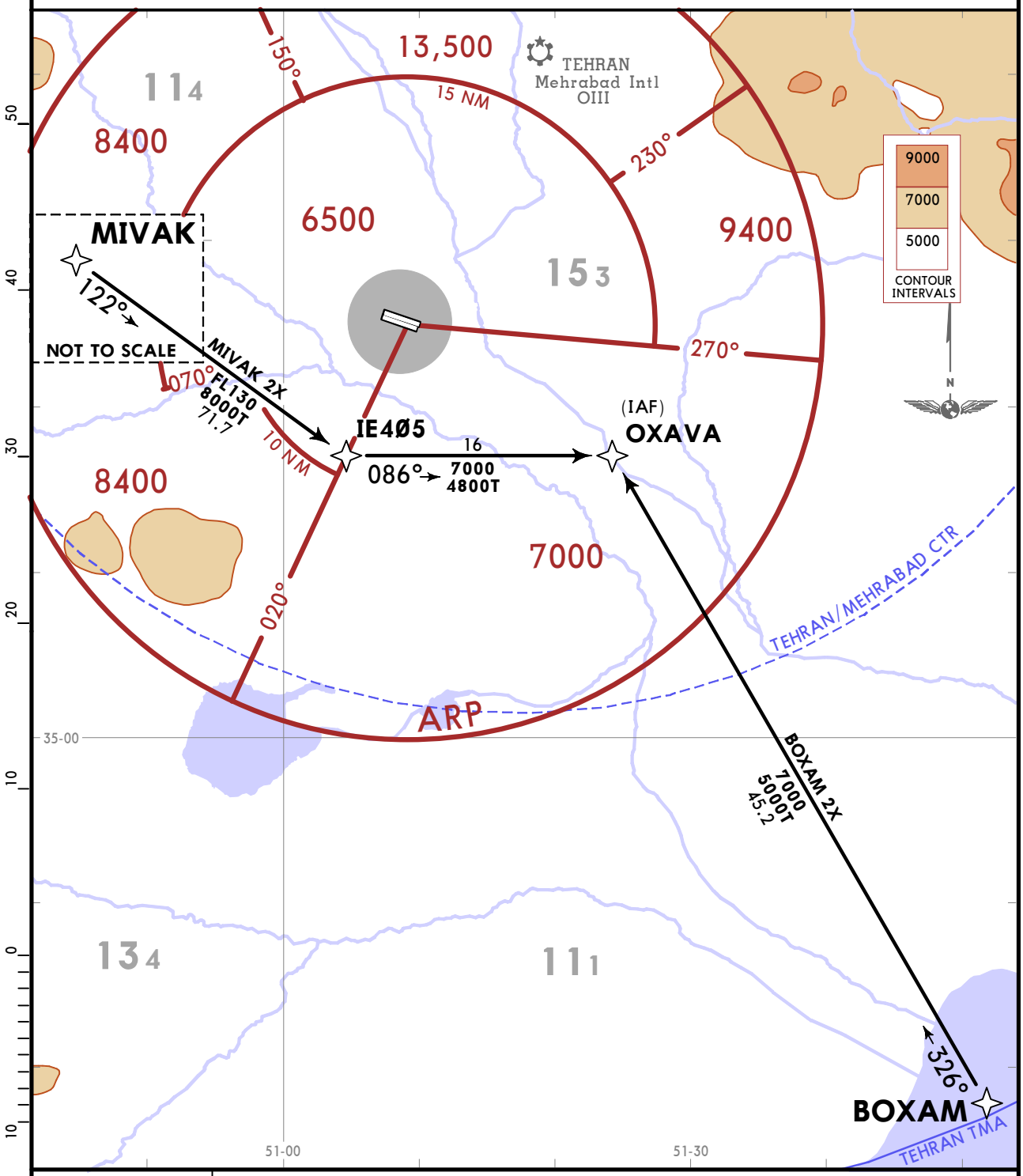
ATIS	Apt Elev	
127.2	3305	Alt Set: hPa Trans level: FL110 1. RNP 1. 2. DME/DME required. 3. Actual descent clearance will be as directed by ATC. 4. Compliance with RNP 1 will be radar monitored. Advise if unable to comply. ATC will issue an alternative clearance.

BOXAM 2X [BOXA2X]
MIVAK 2X [MIVA2X]
RNP ARRIVALS
(RWY 29R)

SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR



STAR	ROUTING
BOXAM 2X	From BOXAM proceed to OXAVA.
MIVAK 2X	From MIVAK proceed to IE4Ø5, turn LEFT to OXAVA.

CHANGES: New format.

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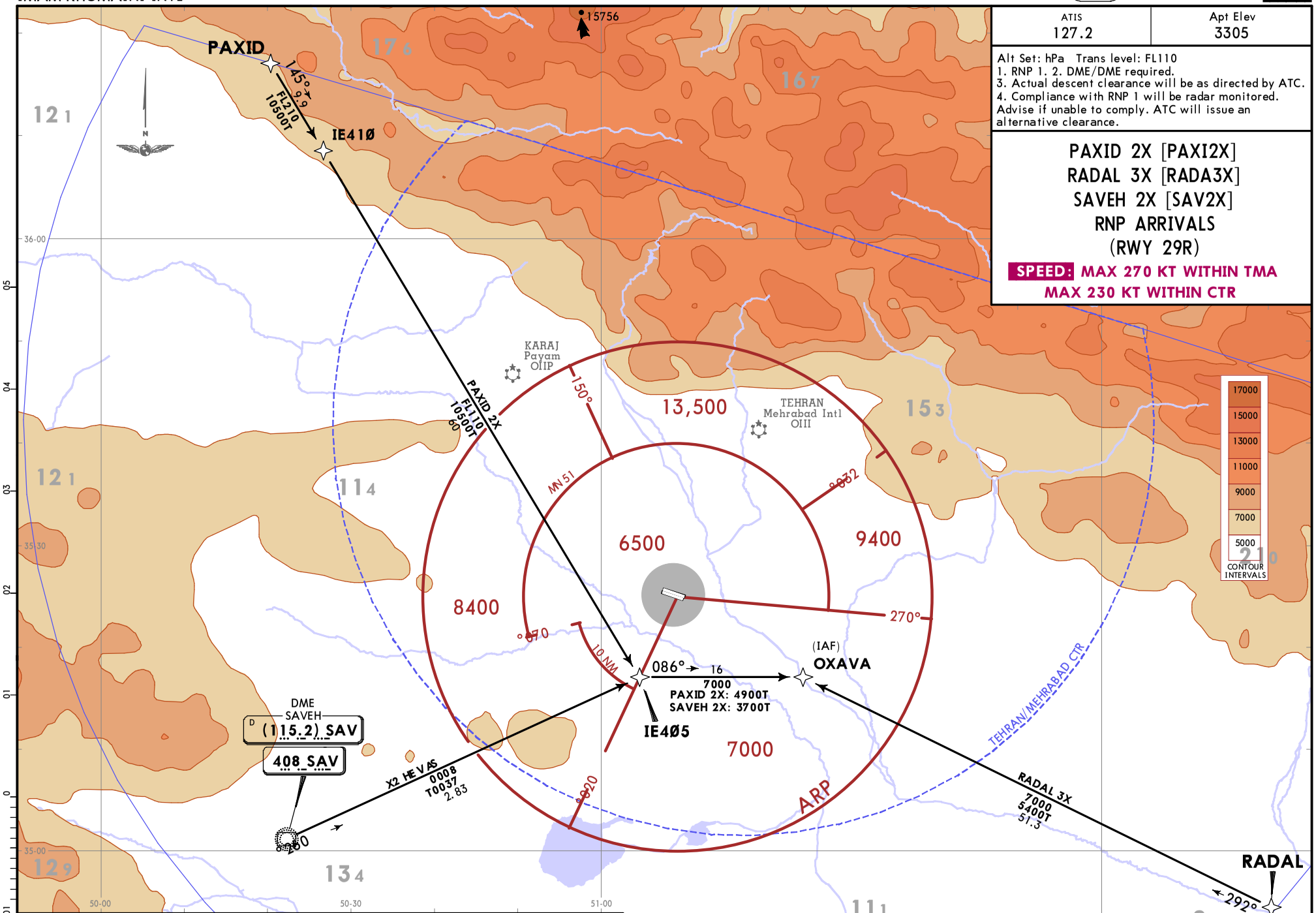
ATIS	Apt Elev
127.2	3305

Alt Set: hPa Trans level: FL110
1. RNP 1. 2. DME/DME required.
3. Actual descent clearance will be as directed by ATC.
4. Compliance with RNP 1 will be radar monitored. Advise if unable to comply. ATC will issue an alternative clearance.

PAXID 2X [PAXI2X]
RADAL 3X [RADA3X]
SAVEH 2X [SAV2X]
RNP ARRIVALS
(RWY 29R)

SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR



STAR	ROUTING
PAXID 2X	From PAXID proceed via IE41Ø to IE4Ø5, turn LEFT to OXAVA.
RADAL 3X	From RADAL proceed to OXAVA.
SAVEH 2X	From SAV NDB proceed to IE4Ø5, turn RIGHT to OXAVA.

CHANGES: New format.

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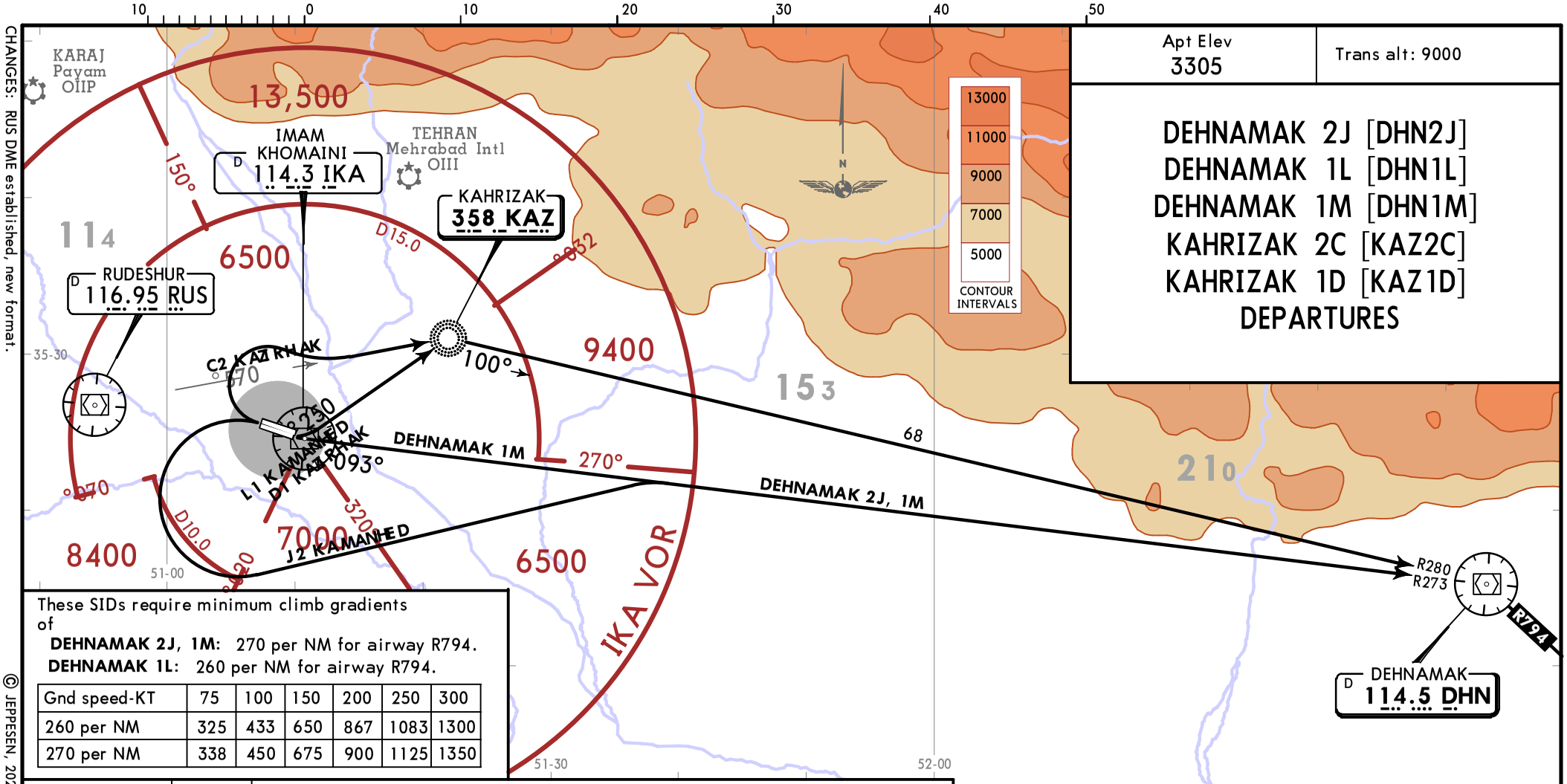
Apt Elev 3305

Trans alt: 9000

DEHNAMAK 2J [DHN2J]
DEHNAMAK 1L [DHN1L]
DEHNAMAK 1M [DHN1M]
KAHRIZAK 2C [KAZ2C]
KAHRIZAK 1D [KAZ1D]
DEPARTURES



These SIDs require minimum climb gradients of

DEHNAMAK 2J, 1M: 270 per NM for airway R794.

DEHNAMAK 1L: 260 per NM for airway R794.

Gnd speed-KT	75	100	150	200	250	300
260 per NM	325	433	650	867	1083	1300
270 per NM	338	450	675	900	1125	1350

SID	RWY	ROUTING
DEHNAMAK 2J	**29L/R**	Turn LEFT, intercept IKA R093 to DHN VOR, climb to cleared FL.
DEHNAMAK 1L	**11L/R**	Turn LEFT, intercept IKA R052 to KAZ NDB, turn RIGHT, 100° bearing to DHN VOR, climb to cleared FL.
DEHNAMAK 1M	**11L/R**	Turn LEFT, intercept IKA R093 to DHN VOR, climb to cleared FL.
KAHRIZAK 2C	**29L/R**	Turn RIGHT, intercept 075° bearing to KAZ NDB (RUS R075), climb to cleared FL.
KAHRIZAK 1D	**11L/R**	Turn LEFT, intercept IKA R052 to KAZ NDB, climb to cleared FL.

CHANGES: RUS DME established, new format.

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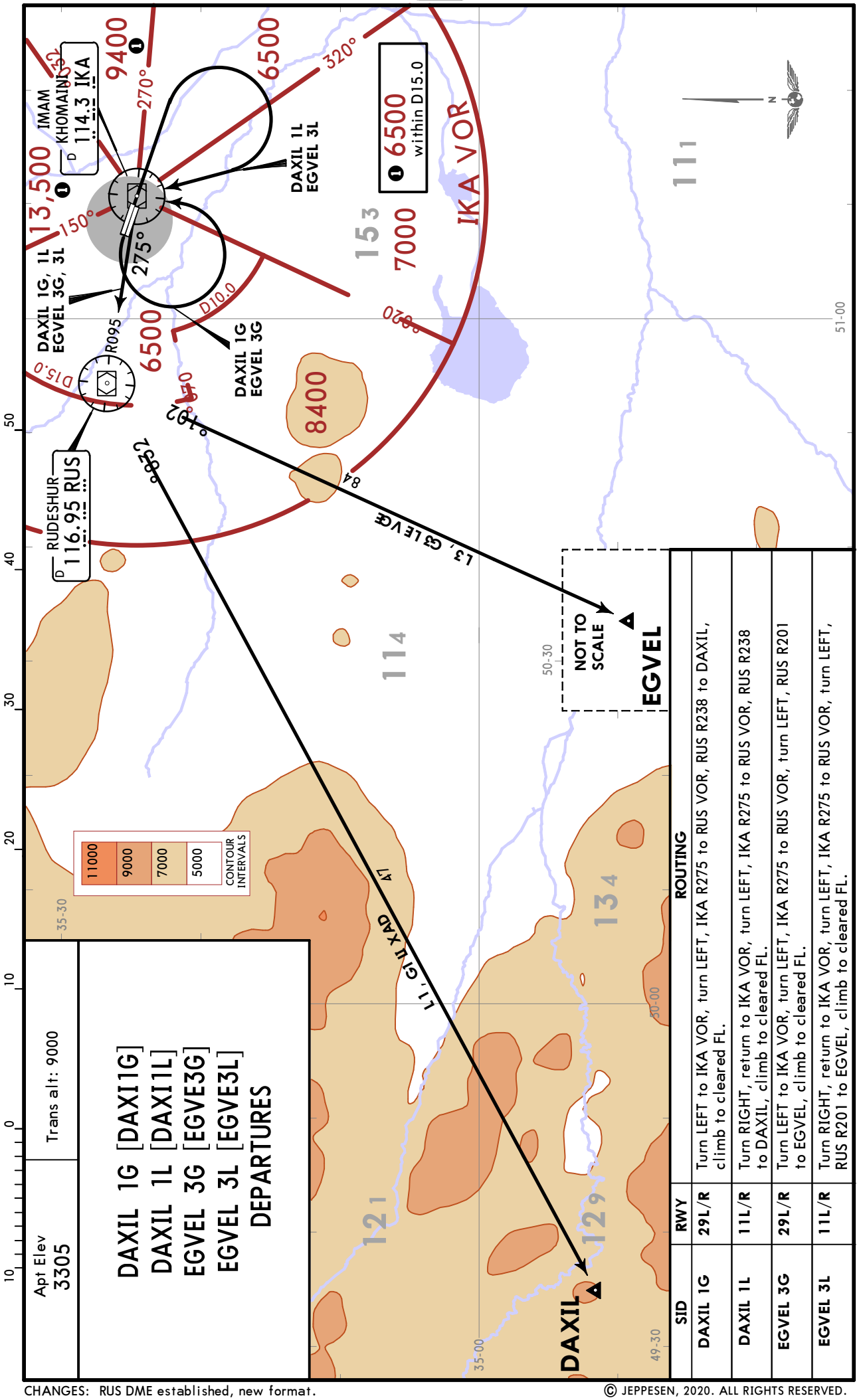
OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN

1 MAY 20 (20-3A)

TEHRAN, IRAN

SID



SID	RWY	ROUTING
DAXIL 1G	29L/R	Turn LEFT to IKA VOR, turn LEFT, IKA R275 to RUS VOR, RUS R238 to DAXIL, climb to cleared FL.
DAXIL 1L	11L/R	Turn RIGHT, return to IKA VOR, turn LEFT, IKA R275 to RUS VOR, RUS R238 to DAXIL, climb to cleared FL.
EGVEL 3G	29L/R	Turn LEFT to IKA VOR, turn LEFT, IKA R275 to RUS VOR, turn LEFT, RUS R201 to EGVEL, climb to cleared FL.
EGVEL 3L	11L/R	Turn RIGHT, return to IKA VOR, turn LEFT, IKA R275 to RUS VOR, turn LEFT, RUS R201 to EGVEL, climb to cleared FL.

CHANGES: RUS DME established, new format.

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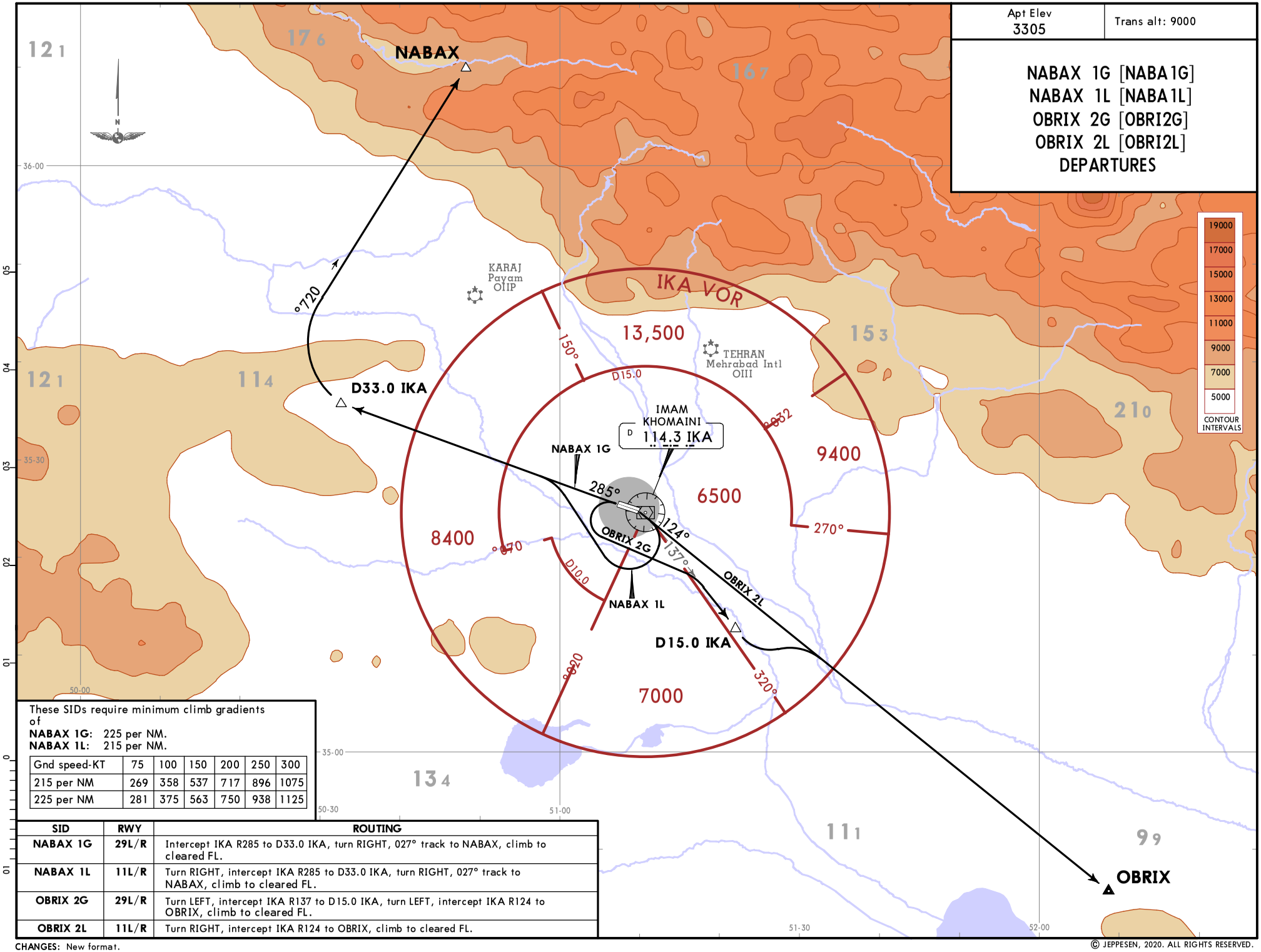
Apt Elev	Trans alt: 9000
3305	

NABAX 1G [NABA1G]
NABAX 1L [NABA1L]
OBRIX 2G [OBRI2G]
OBRIX 2L [OBRI2L]
DEPARTURES



These SIDs require minimum climb gradients of
NABAX 1G: 225 per NM.
NABAX 1L: 215 per NM.

Gnd speed-KT	75	100	150	200	250	300
215 per NM	269	358	537	717	896	1075
225 per NM	281	375	563	750	938	1125

SID	RWY	ROUTING
NABAX 1G	**29L/R**	Intercept IKA R285 to D33.0 IKA, turn RIGHT, 027° track to NABAX, climb to cleared FL.
NABAX 1L	**11L/R**	Turn RIGHT, intercept IKA R285 to D33.0 IKA, turn RIGHT, 027° track to NABAX, climb to cleared FL.
OBRIX 2G	**29L/R**	Turn LEFT, intercept IKA R137 to D15.0 IKA, turn LEFT, intercept IKA R124 to OBRIX, climb to cleared FL.
OBRIX 2L	**11L/R**	Turn RIGHT, intercept IKA R124 to OBRIX, climb to cleared FL.

CHANGES: New format.

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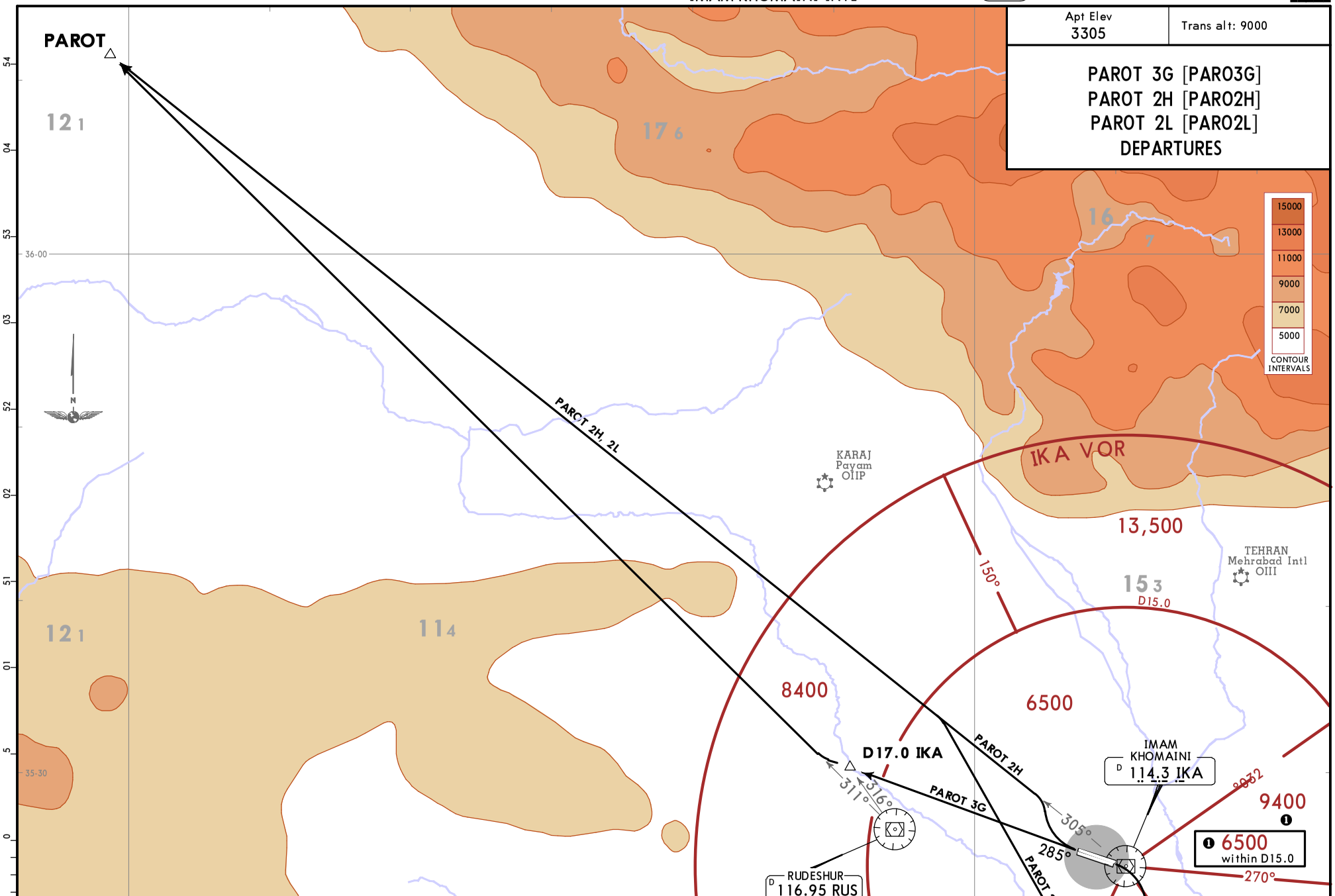
Apt Elev	Trans alt: 9000
3305	

PAROT 3G [PARO3G]
PAROT 2H [PARO2H]
PAROT 2L [PARO2L]
DEPARTURES



SID	RWY	ROUTING
PAROT 3G	29L/R	Climb on IKA R285 to D17.0 IKA, turn RIGHT, intercept RUS R311 to PAROT, climb to cleared FL.
PAROT 2H		Turn RIGHT, intercept IKA R305 to PAROT, climb to cleared FL.
PAROT 2L	11L/R	

CHANGES: RUS DME established, new format.

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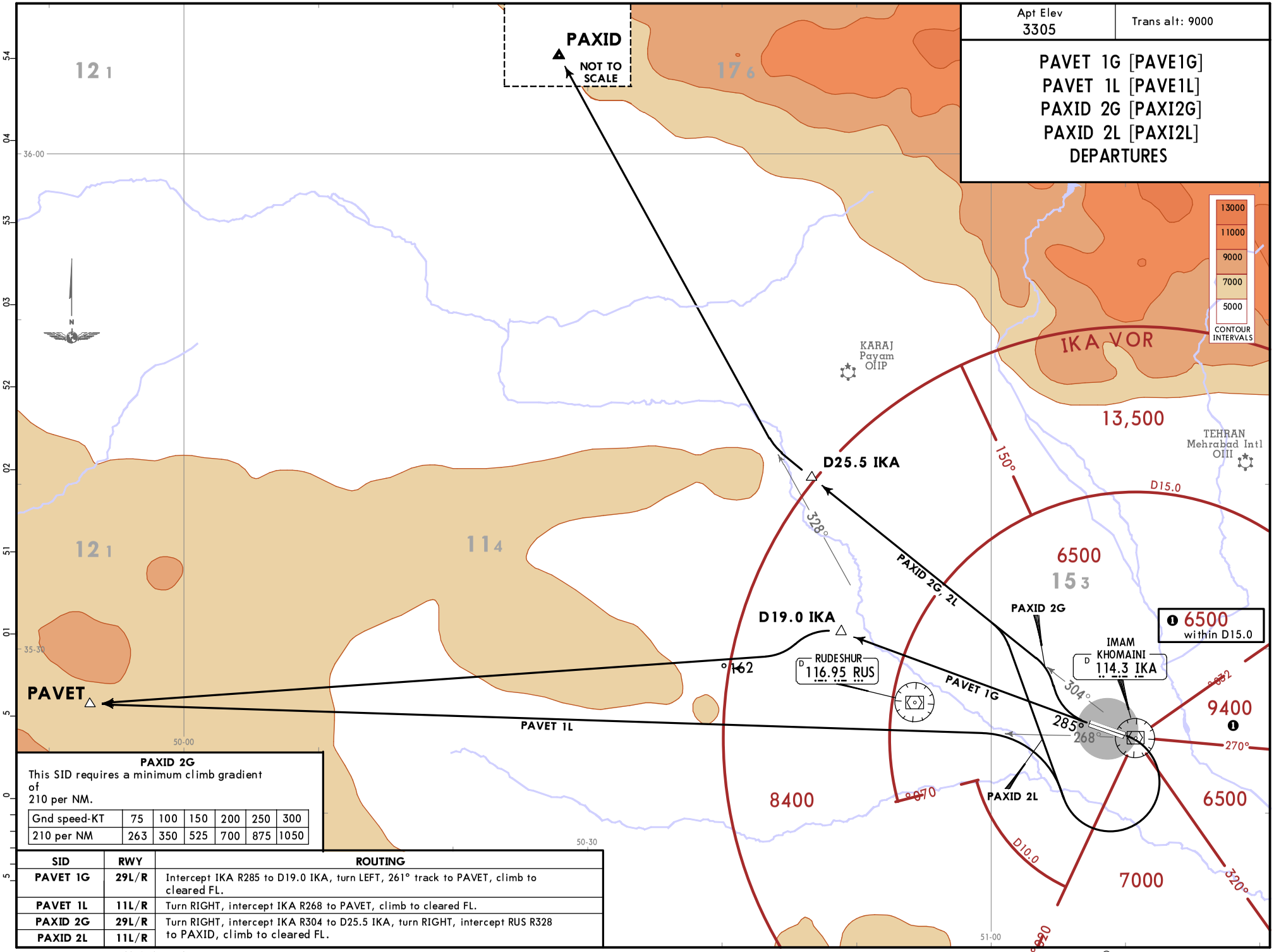
Apt Elev	Trans alt: 9000
3305	

PAVET 1G [PAVE1G]
PAVET 1L [PAVE1L]
PAXID 2G [PAXI2G]
PAXID 2L [PAXI2L]
DEPARTURES



PAXID 2G
This SID requires a minimum climb gradient of
210 per NM.

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050

SID	RWY	ROUTING
PAVET 1G	29L/R	Intercept IKA R285 to D19.0 IKA, turn LEFT, 261° track to PAVET, climb to cleared FL.
PAVET 1L	11L/R	Turn RIGHT, intercept IKA R268 to PAVET, climb to cleared FL.
PAXID 2G	29L/R	Turn RIGHT, intercept IKA R304 to D25.5 IKA, turn RIGHT, intercept RUS R328 to PAXID, climb to cleared FL.
PAXID 2L	11L/R	

CHANGES: RUS DME established, new format.

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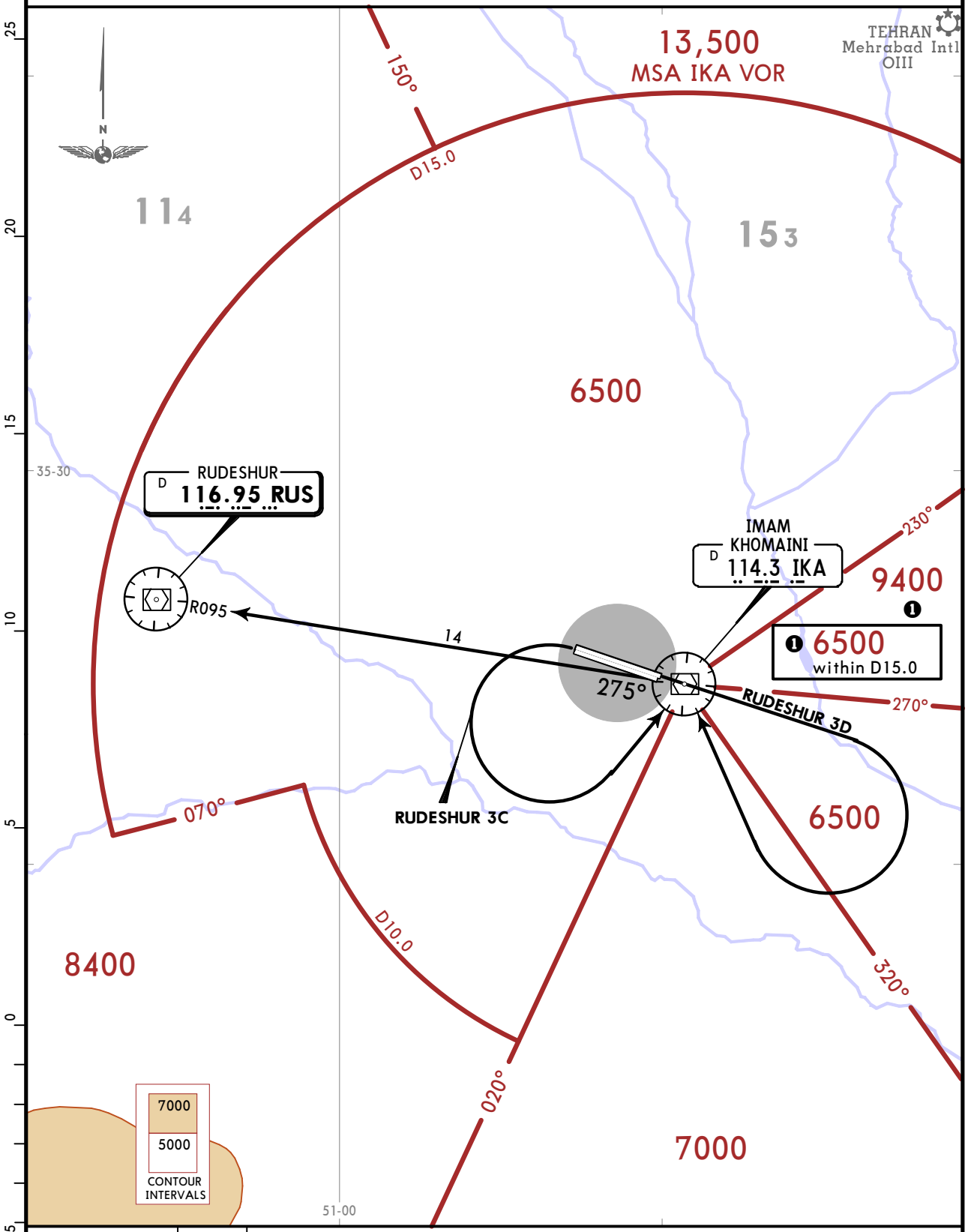
Apt Elev	Trans alt: 9000
3305	

RUDESHUR 3C [RUS3C]
RUDESHUR 3D [RUS3D]
DEPARTURES



SID	RWY	ROUTING
RUDESHUR 3C	29L/R	Turn LEFT to IKA VOR, turn LEFT, IKA R275 to RUS VOR, climb to cleared FL.
RUDESHUR 3D	11L/R	Turn RIGHT, return to IKA VOR, turn LEFT, IKA R275 to RUS VOR, climb to cleared FL.

CHANGES: RUS DME established, new format.

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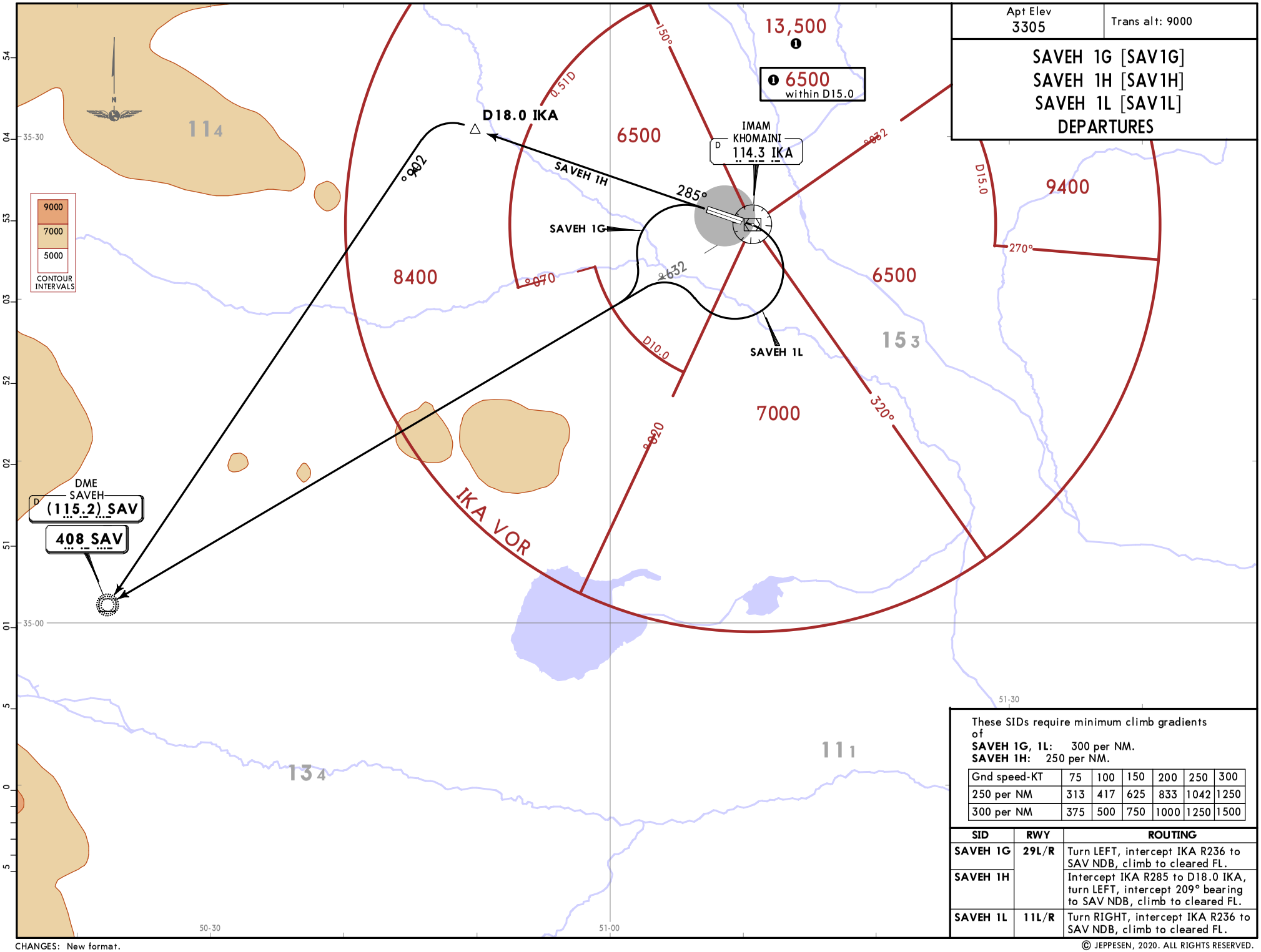
Apt Elev	Trans alt: 9000
3305	

SAVEH 1G [SAV1G]
SAVEH 1H [SAV1H]
SAVEH 1L [SAV1L]
DEPARTURES



These SIDs require minimum climb gradients of
SAVEH 1G, 1L: 300 per NM.
SAVEH 1H: 250 per NM.

Gnd speed-KT	75	100	150	200	250	300
250 per NM	313	417	625	833	1042	1250
300 per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
SAVEH 1G	29L/R	Turn LEFT, intercept IKA R236 to SAV NDB, climb to cleared FL.
SAVEH 1H		Intercept IKA R285 to D18.0 IKA, turn LEFT, intercept 209° bearing to SAV NDB, climb to cleared FL.
SAVEH 1L	11L/R	Turn RIGHT, intercept IKA R236 to SAV NDB, climb to cleared FL.

CHANGES: New format.

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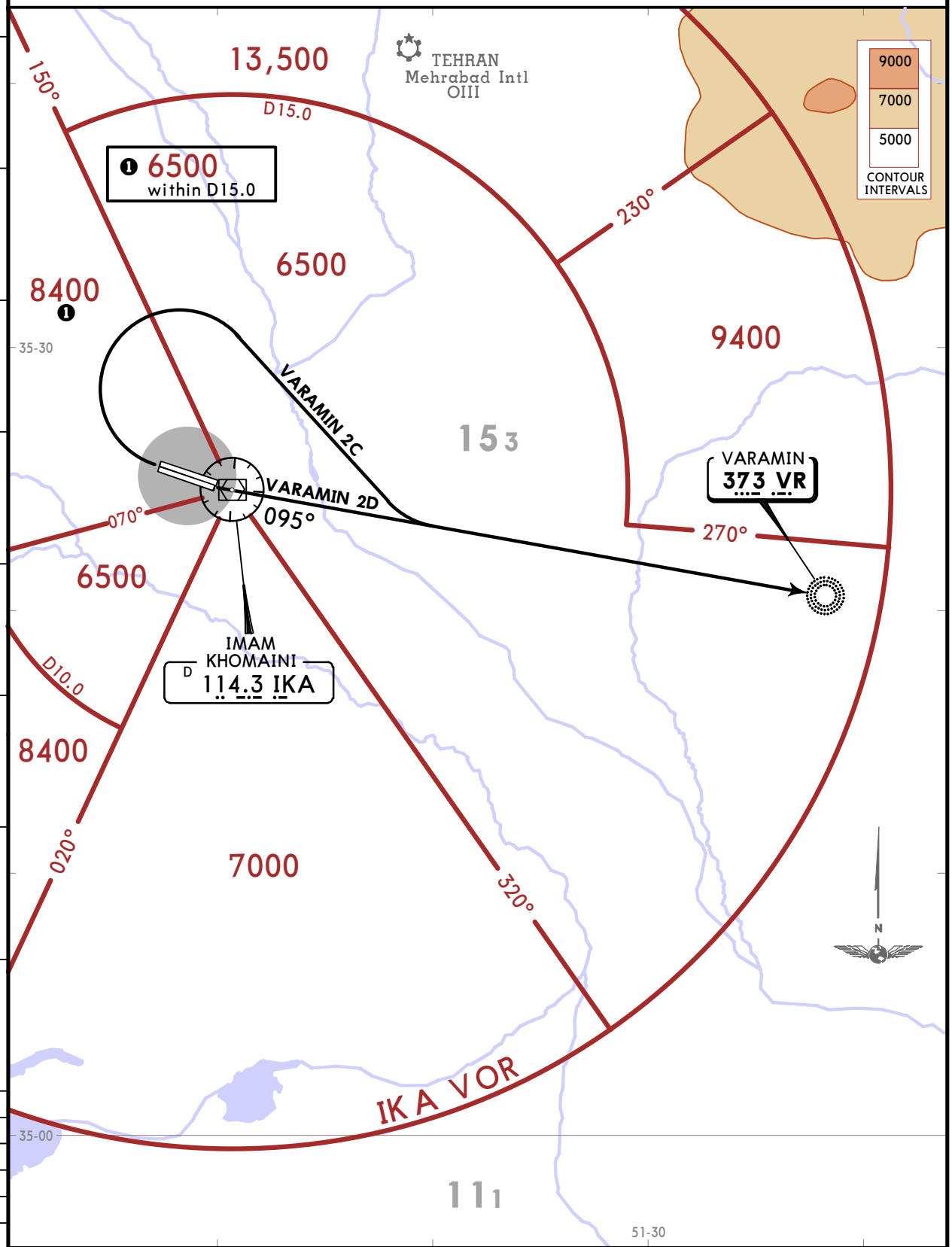
Apt Elev 3305	Trans alt: 9000

VARAMIN 2C [VR2C]
VARAMIN 2D [VR2D]
DEPARTURES



SID	RWY	ROUTING
VARAMIN 2C	29L/R	Turn RIGHT, intercept IKA R095 to VR NDB, climb to cleared FL.
VARAMIN 2D	11L/R	Turn LEFT, intercept IKA R095 to VR NDB, climb to cleared FL.

CHANGES: New format.

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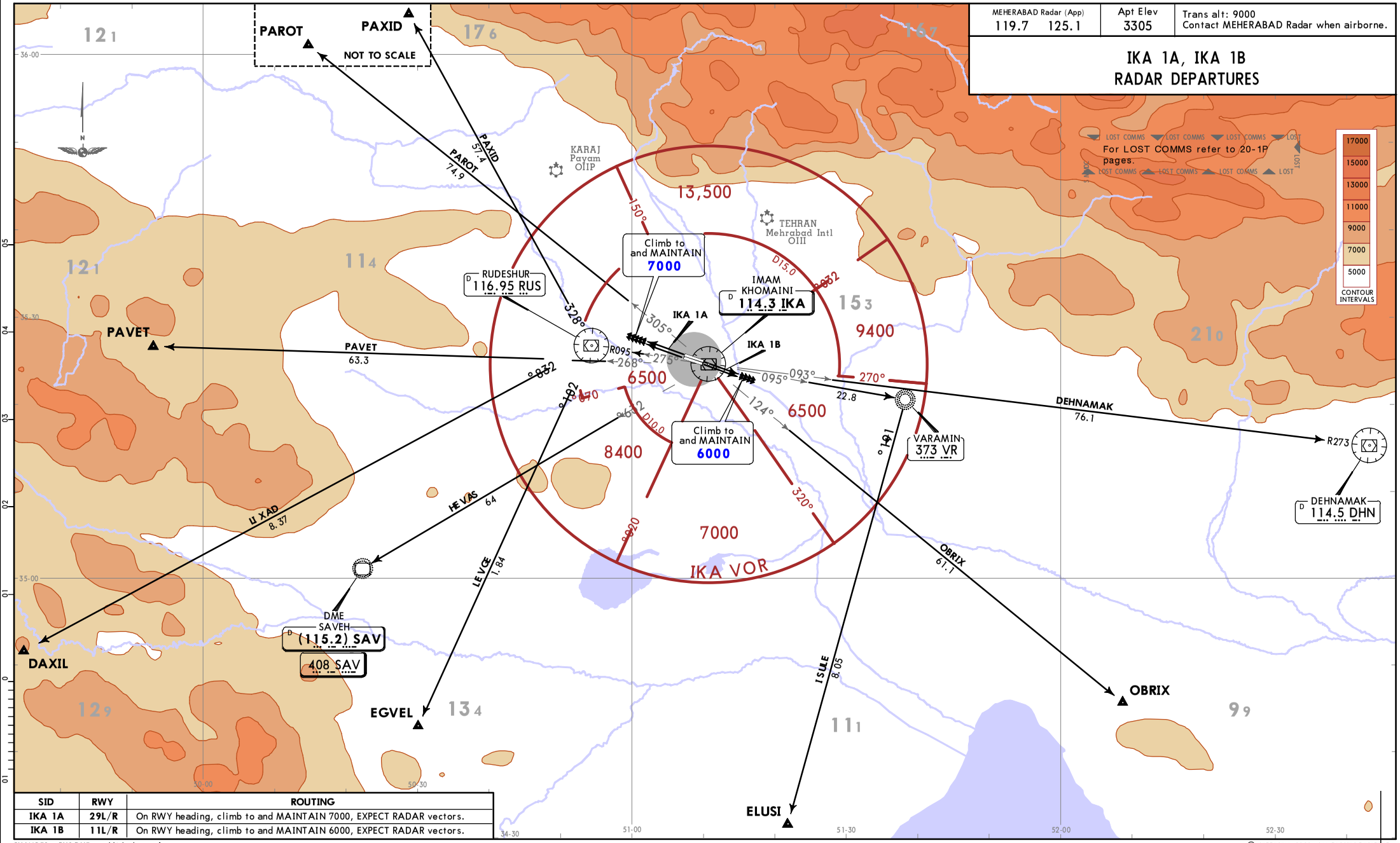
MEHERABAD Radar (App)		Apt Elev	Trans alt: 9000
119.7	125.1	3305	Contact MEHERABAD Radar when airborne.

IKA 1A, IKA 1B RADAR DEPARTURES



SID	RWY	ROUTING
IKA 1A	29L/R	On RWY heading, climb to and MAINTAIN 7000, EXPECT RADAR vectors.
IKA 1B	11L/R	On RWY heading, climb to and MAINTAIN 6000, EXPECT RADAR vectors.

CHANGES: RUS DME established, new format.

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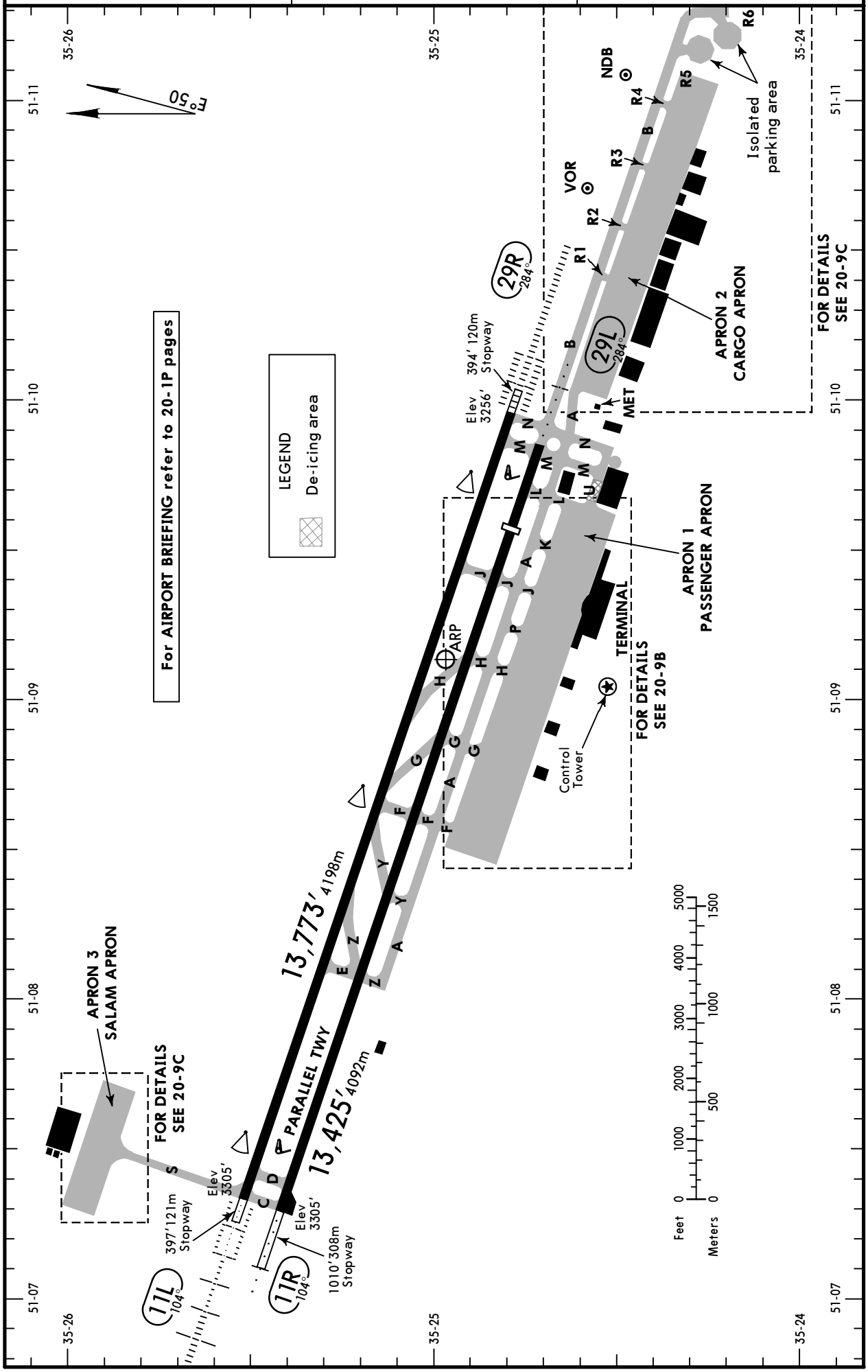
OIIE/IKA

Apt Elev **3305′**
N35 25.0 E051 09.1

JEPPESEN
13 DEC 19 (20-9)

TEHRAN, IRAN
IMAM KHOMAINI INTL

ATIS	IKA Ground	Tower
127.2	121.6 121.825	118.7



CHANGES: Rwy 11L/29R lighting. Apron 3 added. Apron 1 and 2 extended. Building.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11L	HIRL (60m) CL (30m) HIALS-II PAPI-L (3.0°) RVR				148′ 45m
29R	HIRL (60m) CL (30m) HIALS-II SFL TDZ ❶ RVR		12,801′ 3902m		
11R	RL (60m, white) ALS PAPI-L (3.4°)				148′ 45m
29L	RL (60m, white) ALS PAPI-L (3.0°)	11,969′ 3648m			

❶ PAPI-L (angle 3.0°).

TAKE-OFF

AIR CARRIER (JAA)

	Rwy 29R LVP must be in force	Rwys 11R/ 29L/ 29R		Rwy 11L
	RL & CL & RCLM	RL & RCLM	NIL (DAY only)	NIL (DAY only)
A B C D	300m	400m	500m	800m

CHANGES: Rwy 11L lighting. Usable lenghts.

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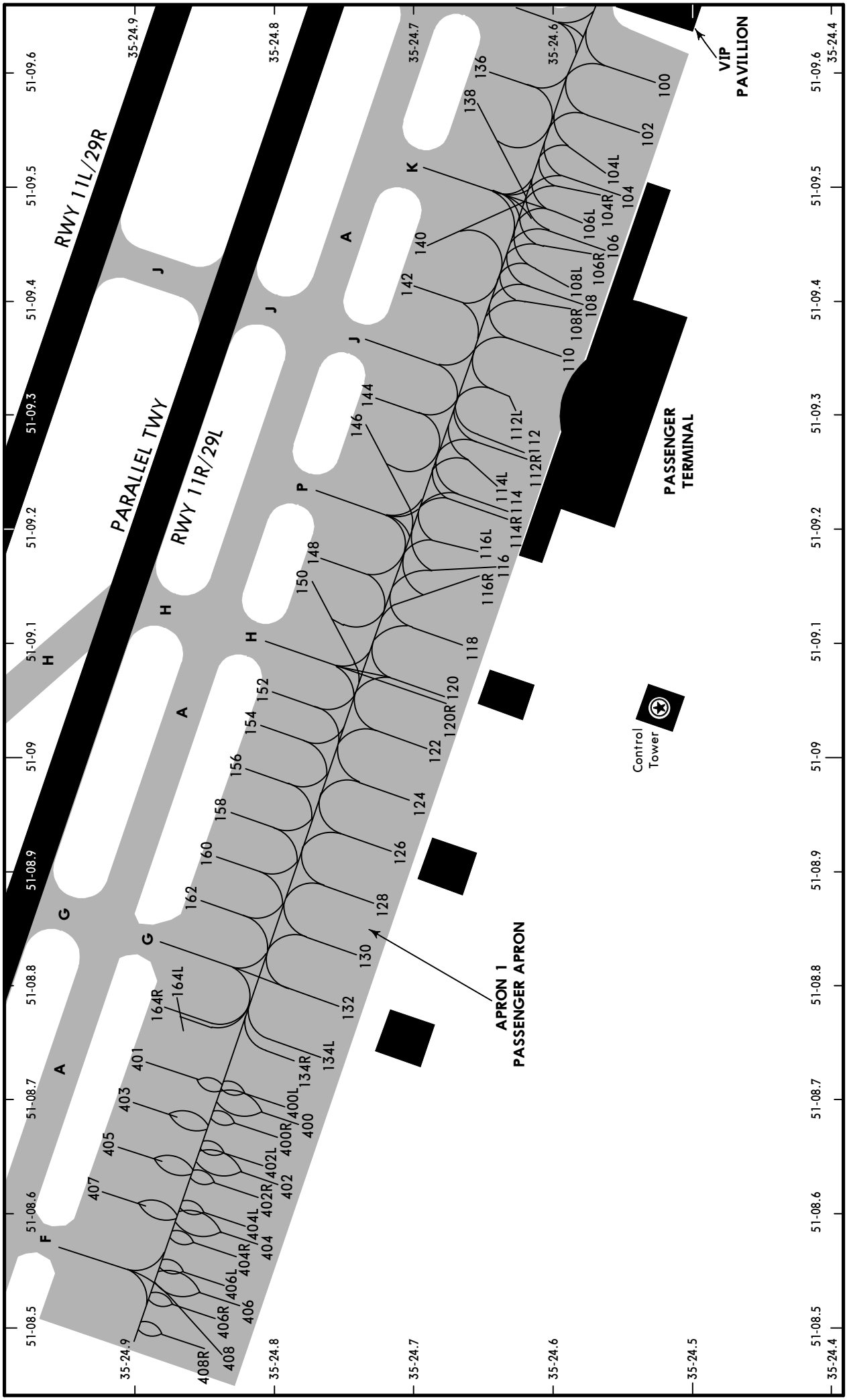

CHANGES: Apron 1 extended. Stands 400 thru 408R added.

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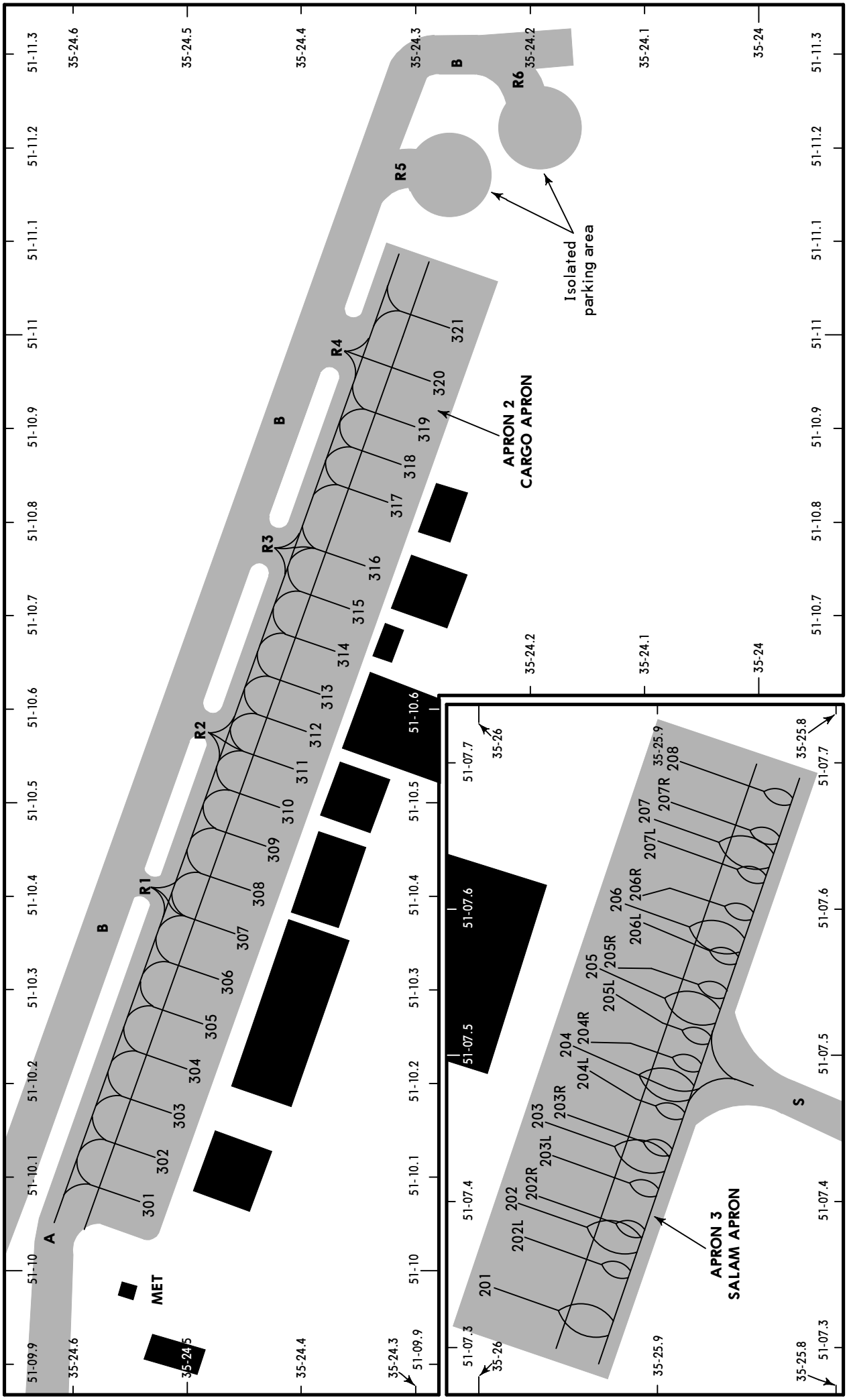

CHANGES: Apron 3 added.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
APRON 1 PASSENGER APRON		**APRON 2 CARGO APRON**	
100	E51 09.6 N035 24.5	301	E51 01.1 N035 24.6
102	E51 09.6 N035 24.6	302	E51 01.1 N035 24.5
104L thru 106L	E51 09.5 N035 24.6	303	E51 01.2 N035 24.5
106 thru 110	E51 09.4 N035 24.6	304	E51 10.2 N035 24.5
112L thru 112R	E51 09.3 N035 24.6	305, 306	E51 10.3 N035 24.5
114L	E51 09.2 N035 24.7	307, 308	E51 10.4 N035 24.5
114	E51 09.2 N035 24.6	309 thru 311	E51 10.5 N035 24.4
114R thru 116R	E51 09.2 N035 24.7	312, 313	E51 10.6 N035 24.4
118 thru 120R	E51 09.1 N035 24.7	314, 315	E51 10.7 N035 24.4
122, 124	E51 09.0 N035 24.7	316	E51 10.8 N035 24.4
126, 128	E51 08.9 N035 24.7	317	E51 10.8 N035 24.3
130, 132	E51 08.8 N035 24.8	318, 319	E51 10.9 N035 24.3
134L, 134R	E51 08.7 N035 24.8	320	E51 11.0 N035 24.3
136, 138	E51 09.6 N035 24.6	321	E51 01.2 N035 24.3
140	E51 09.5 N035 24.7		
142	E51 09.4 N035 24.7	**APRON 3 SALAM APRON**	
144, 146	E51 09.3 N035 24.7		
148	E51 09.2 N035 24.8	201	E51 07.3 N035 26.0
150, 152	E51 09.1 N035 24.8	202L thru 203R	E51 07.4 N035 26.0
154, 156	E51 09.0 N035 24.8	204L thru 204R	E51 07.5 N035 25.9
158 thru 162	E51 08.9 N035 24.8	205L thru 206R	E51 07.6 N035 25.9
164L, 164R	E51 08.8 N035 24.9	207L thru 208	E51 07.7 N035 25.9
400L thru 400R	E51 08.7 N035 24.8		
401	E51 08.7 N035 24.9		
402L thru 402R	E51 08.6 N035 24.8		
403	E51 08.7 N035 24.9		
404L thru 404R	E51 08.6 N035 24.8		
405	E51 08.6 N035 24.9		
406L thru 406R	E51 08.5 N035 24.8		
407	E51 08.6 N035 24.9		
408, 408R	E51 08.5 N035 24.9		

CHANGES: Stands 400L thru 408R added. Apron 2, 3 added.

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STRAIGHT-IN RWY		A	B	C	D
11L	❶❷ VOR DME	**3880′**(575′) **R1500m**	**3880′**(575′) **R1500m**	**3880′**(575′) **R1900m**	**3880′**(575′) **R1900m**
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ VOR DME	**3880′**(575′) **R2100m**	**3880′**(575′) **R2100m**	**3880′**(575′) **R2300m**	**3880′**(575′) **R2300m**
	ALS out	R2800m	R2800m	R3000m	R3000m
11R	❶❷ VOR DME	**3880′**(575′) **R1500m**	**3880′**(575′) **R1500m**	**3880′**(575′) **R2400m**	**3880′**(575′) **R2400m**
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ VOR DME	**3880′**(575′) **R2600m**	**3880′**(575′) **R2600m**	**3880′**(575′) **R2800m**	**3880′**(575′) **R2800m**
	ALS out	R2800m	R2800m	R3000m	R3000m
29R	❸ CAT 2 ILS	**3389′**(133′) **RA134′R400m**	**3403′**(147′) **RA148′R450m**	**3412′**(156′) **RA157′R450m**	**3423′**(167′) **RA169′R450m**
	❸ ILS	**3456′**(200′) **R550m/V800m**	**3459′**(203′) **R550m/V800m**	**3469′**(213′) **R550m/V800m**	**3479′**(223′) **R550m/V800m**
	TDZ or CL out	❹ R550m/V800m	❹ R550m/V800m	❹ R550m/V800m	❹ R550m/V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❶❸ LOC	**3670′**(414′) **R1400m**	**3670′**(414′) **R1400m**	**3670′**(414′) **R1400m**	**3670′**(414′) **R1400m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	RNP (LNAV/VNAV)	**3610′**(354′) **R900m**	**3610′**(354′) **R900m**	**3610′**(354′) **R900m**	**3610′**(354′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	❶ RNP (LNAV)	**3690′**(434′) **R1400m**	**3690′**(434′) **R1400m**	**3690′**(434′) **R1400m**	**3690′**(434′) **R1400m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNP (LNAV)	**3690′**(434′) **R1500m**	**3690′**(434′) **R1500m**	**3690′**(434′) **R1700m**	**3690′**(434′) **R1700m**
	ALS out	R2200m	R2200m	R2400m	R2400m
	❶ VOR DME	**3680′**(424′) **R1400m**	**3680′**(424′) **R1400m**	**3680′**(424′) **R1400m**	**3680′**(424′) **R1400m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR DME	**3680′**(424′) **R1500m**	**3680′**(424′) **R1500m**	**3680′**(424′) **R1700m**	**3680′**(424′) **R1700m**
	ALS out	R2200m	R2200m	R2400m	R2400m

❶ Continuous Descent Final Approach.
❷ Missed apch climb gradient mim 3.8%.
❸ Missed apch climb gradient mim 2.6%.
❹ W/o HUD/AP/FD: RVR 750m/V800m.

CIRCLE-TO-LAND ❺	100 KT	135 KT	180 KT	205 KT
After ILS or VOR DME Rwy 29R	**3750′**(445′) V1500m	**3810′** (505′) V1600m	**3910′**(605′) V2400m	**4010′**(705′) V3600m
After VOR DME Rwy 11R/11L	**3880′**(575′) V1500m	**3880′** (575′) V1600m	**4010′**(705′) V2400m	**4010′**(705′) V3600m

❺ Not applicable after RNP apch.

TAKE-OFF RWYs 11R, 29L/R

	Rwy 29R	Rwys 11R, 29L/R	
	Low Visibility Take-off RL & CL & RCLM	RL & RCLM	NIL (DAY only)
A B C D	R300m	400m	500m

TAKE-OFF RWY 11L

	NIL (DAY only)
A B C D	800m

CHANGES: Rwy 29R procedure title.

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OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN 21 FEB 20 (21-1) Eff 27 Feb

TEHRAN, IRAN
❶ ILS Rwy 29R

BRIEFING STRIP™

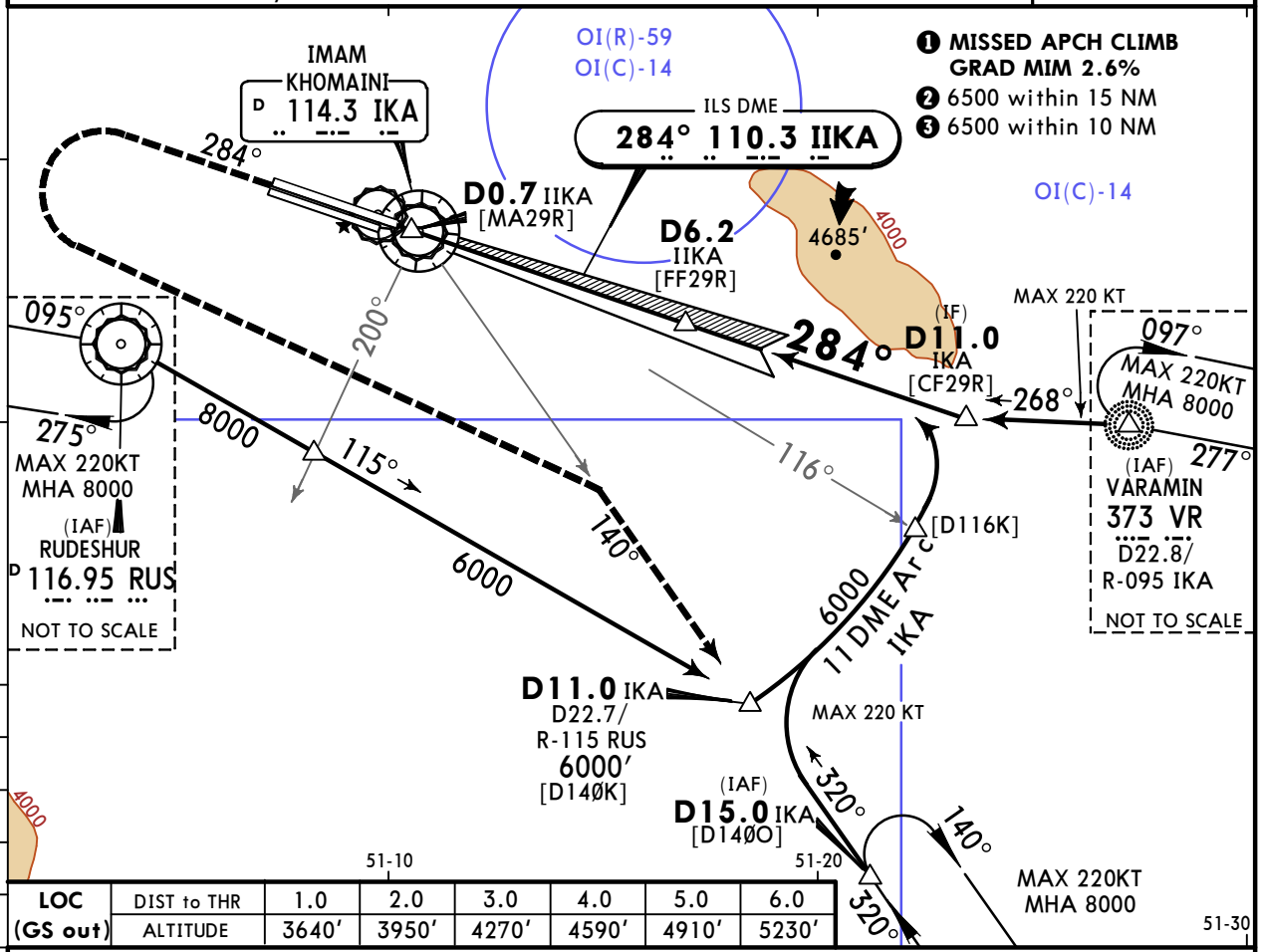
ATIS	MEHRABAD Approach (R)	IKA Tower	Ground
127.2	119.7 125.1	118.7	121.825 121.6

LOC IIKA	Final Apch Crs	D6.2 IIKA	ILS DA(H) Refer to Minimums	Apt Elev 3305′ Rwy 3256′
110.3	284°	5230′(1974′)		

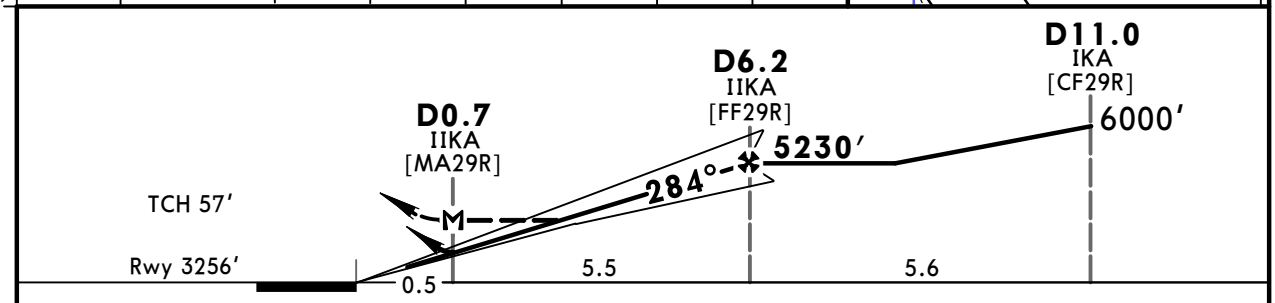
MISSED APCH: Climb on R-284 IKA to 4600′, then turn LEFT to intercept R-140 IKA to join holding at 8000′.

Alt Set: hPa Rwy Elev: 114 hPa Trans level: FL 110 Trans alt: 9000′

MSA IKA VOR: 13,500 (❷ 150°–230°); 9400 (❷ 230°–270°); 6500 (270°–320°); 7000 (320°–020°); 8400 (❸ 020°–070°); 8400 (❷ 070°–150°)



LOC (GS out)	DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	3640′	3950′	4270′	4590′	4910′	5230′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IIKA							

HIALS-II PAPI

4600′ on IKA 114.3 R-284

STRAIGHT-IN LANDING RWY 29R
Missed apch climb gradient mim 2.6%

ILS — DA(H) A: 3456′(200′) C: 3469′(213′) B: 3459′(203′) D: 3479′(223′)

LOC (GS out) — MDA(H) 3670′(414′)

PANS OPS	ILS FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1400m	RVR 1500m VIS 1600m
B					
C					2000m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	3750′(445′)	1600m
135	3800′(495′)	1600m
180	3900′(595′)	2400m
205	4010′(705′)	3600m

CHANGES: RUS VOR.

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OIIE/IKA
IMAM KHOMAINI INTL

21 FEB 20 — JEPPESEN — 21-1A — Eff 27 Feb

TEHRAN, IRAN
❶ CAT II ILS Rwy 29R

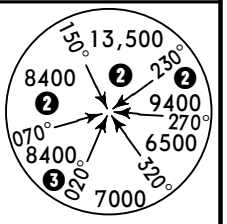
BRIEFING STRIP ™

ATIS	MEHRABAD Approach (R)	IKA Tower	Ground
127.2	119.7 125.1	118.7	121.825 121.6

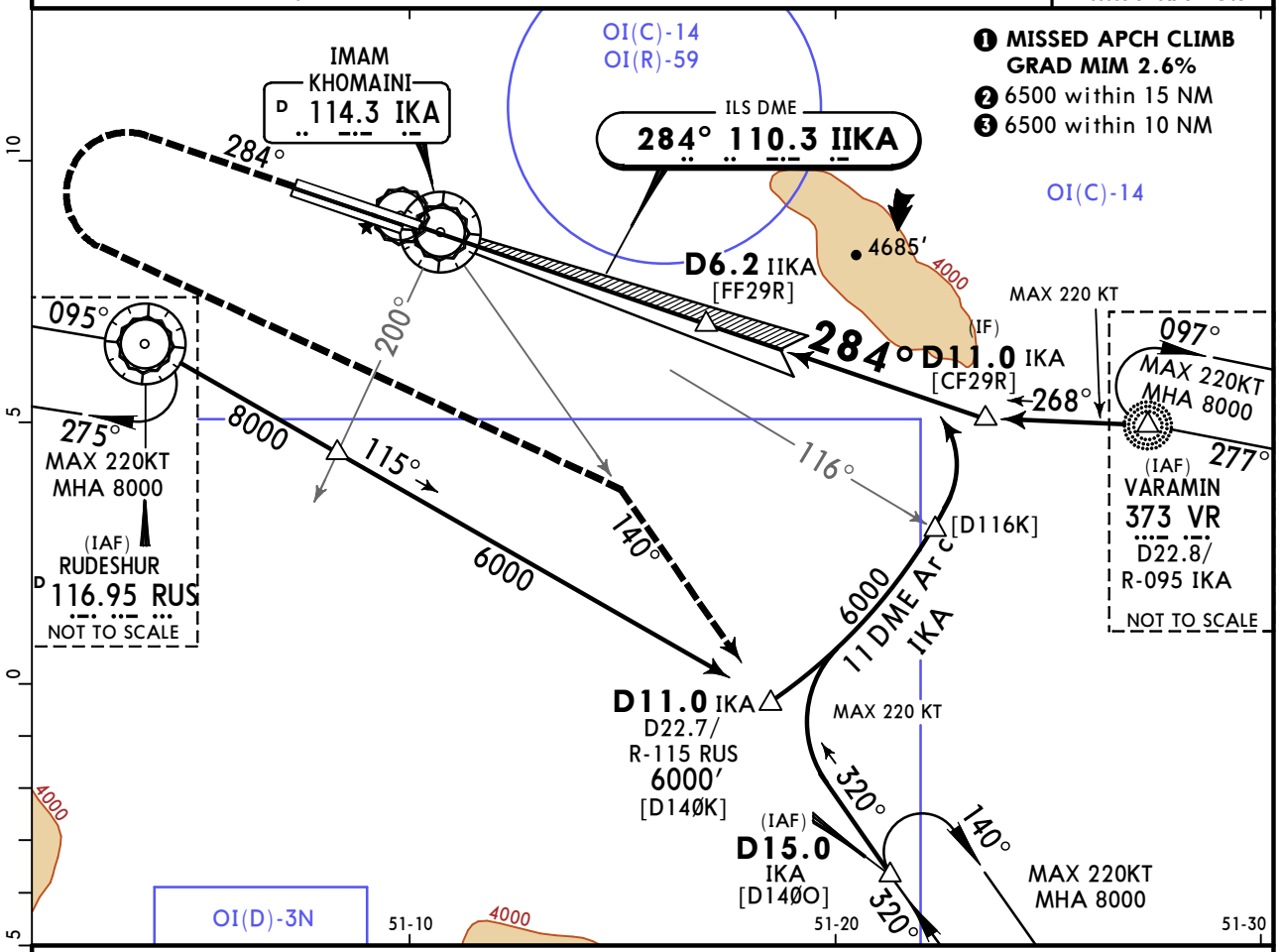
LOC IIKA	Final Apch Crs	D6.2 IIKA	CAT II ILS	Apt Elev 3305′
110.3	284°	5230′ (1974′)	Refer to Minimums	Rwy 3256′

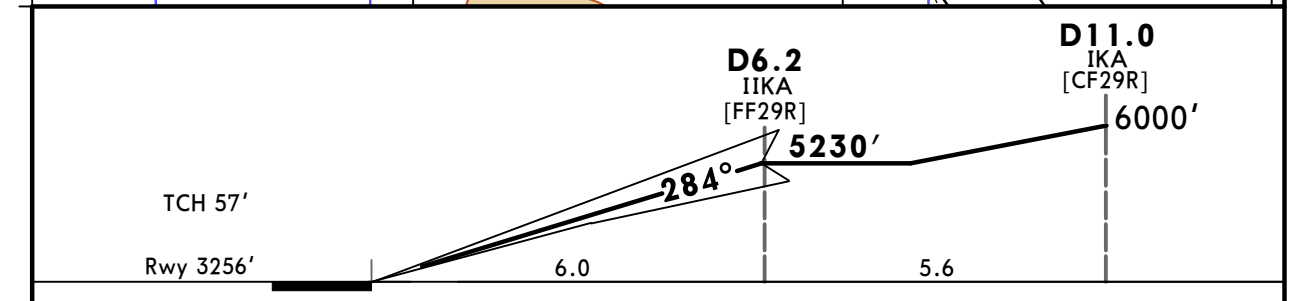
MISSED APCH: Climb on R-284 IKA to 4600′, then turn LEFT to intercept R-140 IKA to join holding at 8000′.

Alt Set: hPa — Rwy Elev: 114 hPa — Trans level: FL 110 — Trans alt: 9000′



MSA IKA VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI

4600′ on IKA 114.3 R-284

STRAIGHT-IN LANDING RWY **29R**
Missed apch climb gradient mim 2.6%
CAT II ILS

A	B	C	D
RA 134′	RA 148′	RA 157′	RA 169′
DA(H) 3389′ (133′)	DA(H) 3403′ (147′)	DA(H) 3412′ (156′)	DA(H) 3423′ (167′)

PANS OPS

RVR 400m	RVR 450m

CHANGES: RUS VOR.

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OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
21 FEB 20 (22-1)

TEHRAN, IRAN
RNP Rwy 29R

ATIS	MEHRABAD Approach (R)	IKA Tower	Ground
127.2	119.7 125.1	118.7	121.825 121.6

BRIEFING STRIP ™

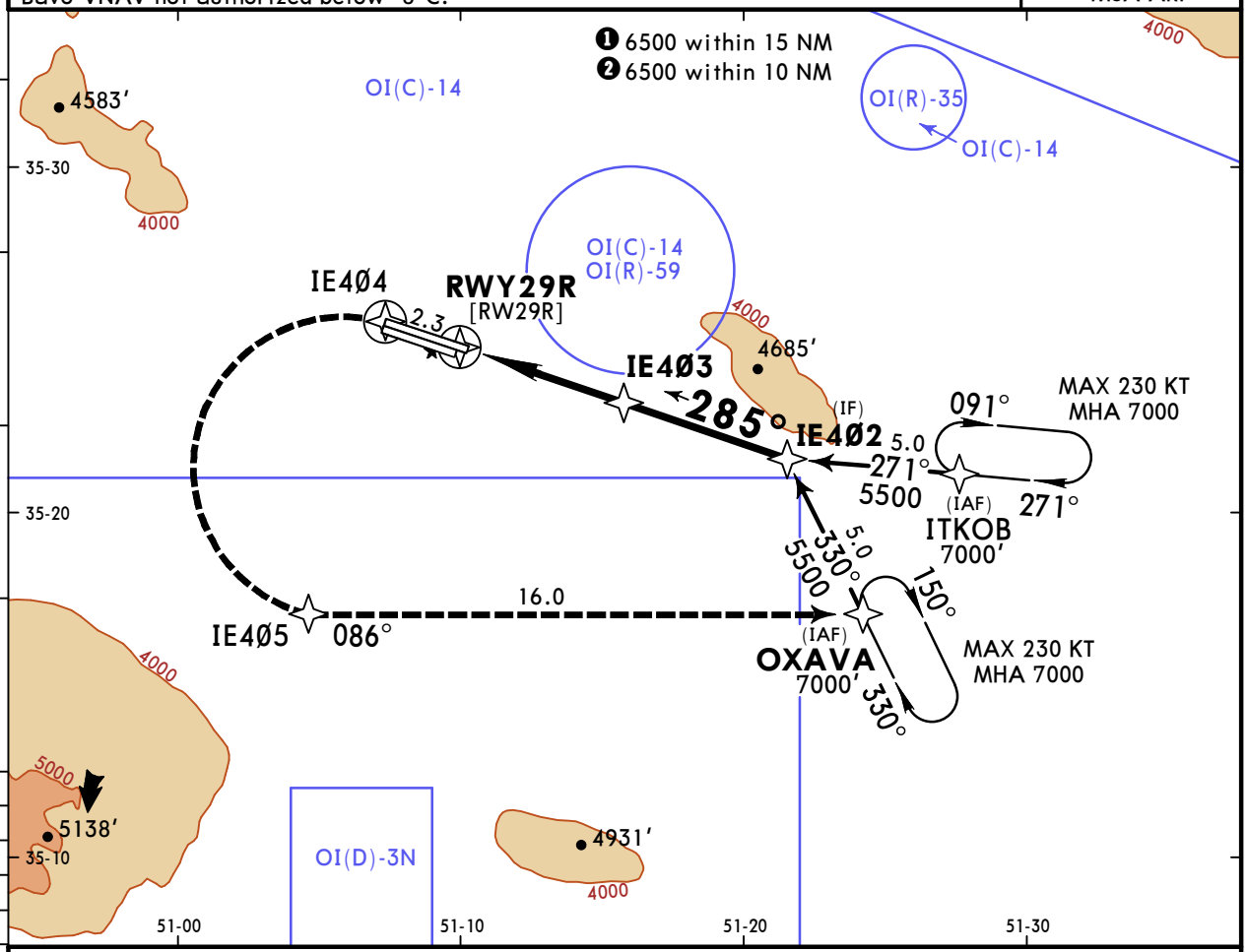
RNAV	Final Apch Crs	IE4Ø3 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 3305′
	285°	5100′(1844′)	3610′(354′)	Rwy 3256′

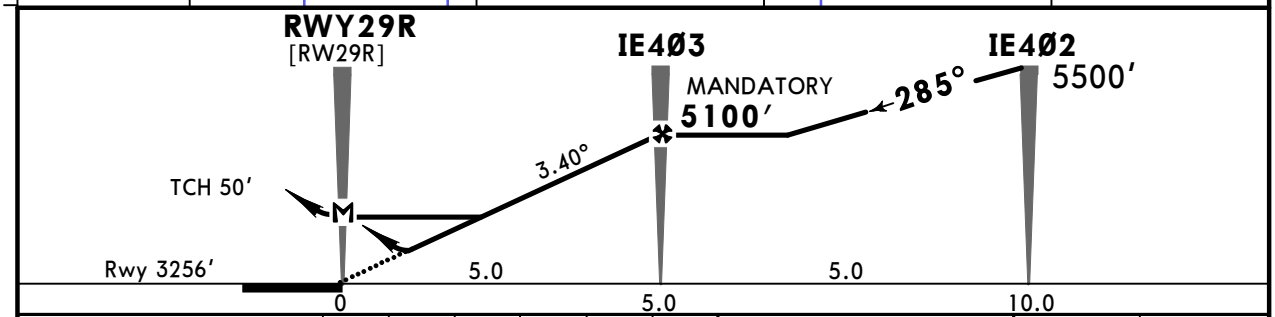
MISSED APCH: Climb STRAIGHT AHEAD to IE4Ø4, then turn LEFT via IE4Ø5 to OXAVA, climb to 7000′.

Alt Set: hPa Rwy Elev: 114 hPa Trans level: FL 110 Trans alt: 9000′

Bavo-VNAV not authorized below -8°C.

MSA ARP: 150° 13,500 ❶; 230° ❶; 270° 9400 ❶; 020° 7000; 070° 8400 ❷; 150° 8400 ❶





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.40°	421	541	602	722	842	963
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWY29R							

HIALS-II
PAPI

IE4Ø4

PANS OPS

	STRAIGHT-IN LANDING RWY 29R LNAV/VNAV DA(H) 3610′(354′)	ALS out	LNAV MDA(H) 3690′(434′)	ALS out		CIRCLE-TO-LAND
A	1400m	RVR 1500m VIS 1600m	1400m	RVR 1500m VIS 1600m	A	NOT APPLICABLE
B					B	
C				RVR 1800m VIS 2000m	C	
D			RVR 1500m VIS 1600m	2400m	D	

CHANGES: Mandatory altitude at IE4Ø3.

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OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
21 FEB 20
Eff 27 Feb
(23-1)

TEHRAN, IRAN
❶ VOR DME Rwy 11L/R

BRIEFING STRIP ™

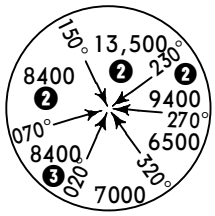
ATIS	MEHRABAD Approach (R)	IKA Tower	Ground
127.2	119.7 125.1	118.7	121.825 121.6

VOR IKA	Final Apch Crs	D8.0 IKA	MDA(H)	Apt Elev 3305′
114.3	Rwy 11L 105° Rwy 11R 104°	5100′(1795′)	3880′(575′)	

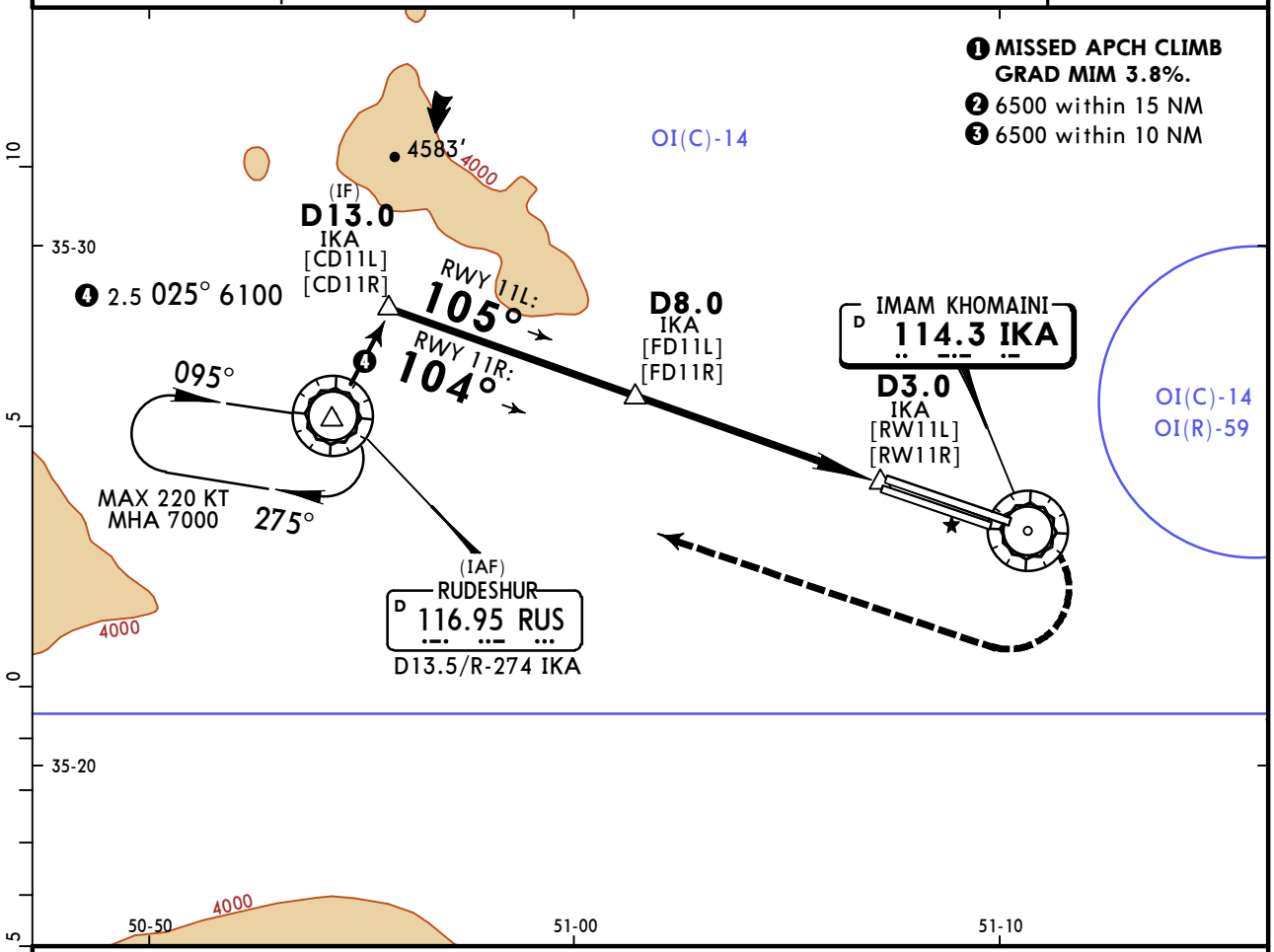
MISSED APCH: Climb STRAIGHT AHEAD to IKA VOR, then turn RIGHT to rejoin RUS VOR holding at 7000′.

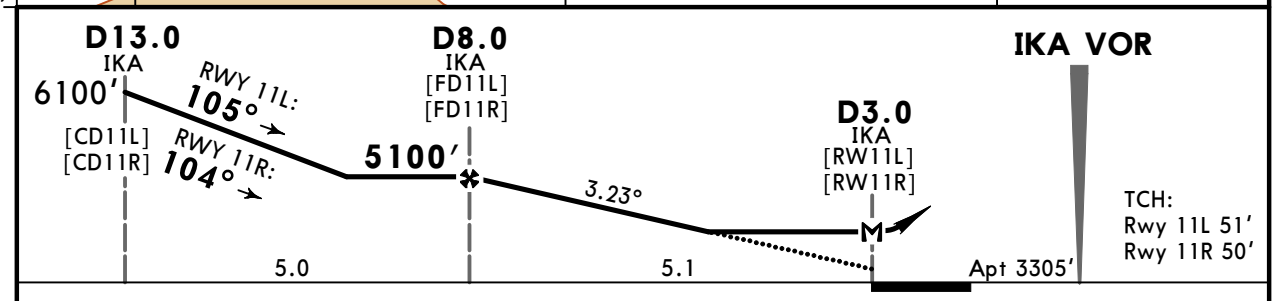
Alt Set: hPa | Apt Elev: 115 hPa | Trans level: FL 110 | Trans alt: 9000′

MSA IKA VOR



❶ MISSED APCH CLIMB GRAD MIM 3.8%.
❷ 6500 within 15 NM
❸ 6500 within 10 NM





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.23°	400	514	571	686	800	914
MAP at D3.0 IKA						

Rwy 11L HIALS PAPI | Rwy 11R ALS PAPI | IKA 114.3

STRAIGHT-IN LANDING
Missed apch climb gradient mim 3.8%

	Rwy 11L MDA(H) 3880′(575′)	ALS out	Rwy 11R MDA(H) 3880′(575′)	ALS out
A	1400m	RVR 1500m VIS 1600m	1400m	RVR 1500m VIS 1600m
B				
C	RVR 1500m VIS 1600m	2400m	2400m	
D	RVR 1800m VIS 2000m	2800m	2800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	3880′(575′)	1600m
135		
180	4010′(705′)	2400m
205	4010′(705′)	3600m

CHANGES: RUS VOR.

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OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN 21 FEB 20 (23-2) Eff 27 Feb

TEHRAN, IRAN
VOR DME Rwy 29R

BRIEFING STRIP

ATIS	MEHRABAD Approach (R)	IKA Tower	Ground
127.2	119.7 125.1	118.7	121.825 121.6

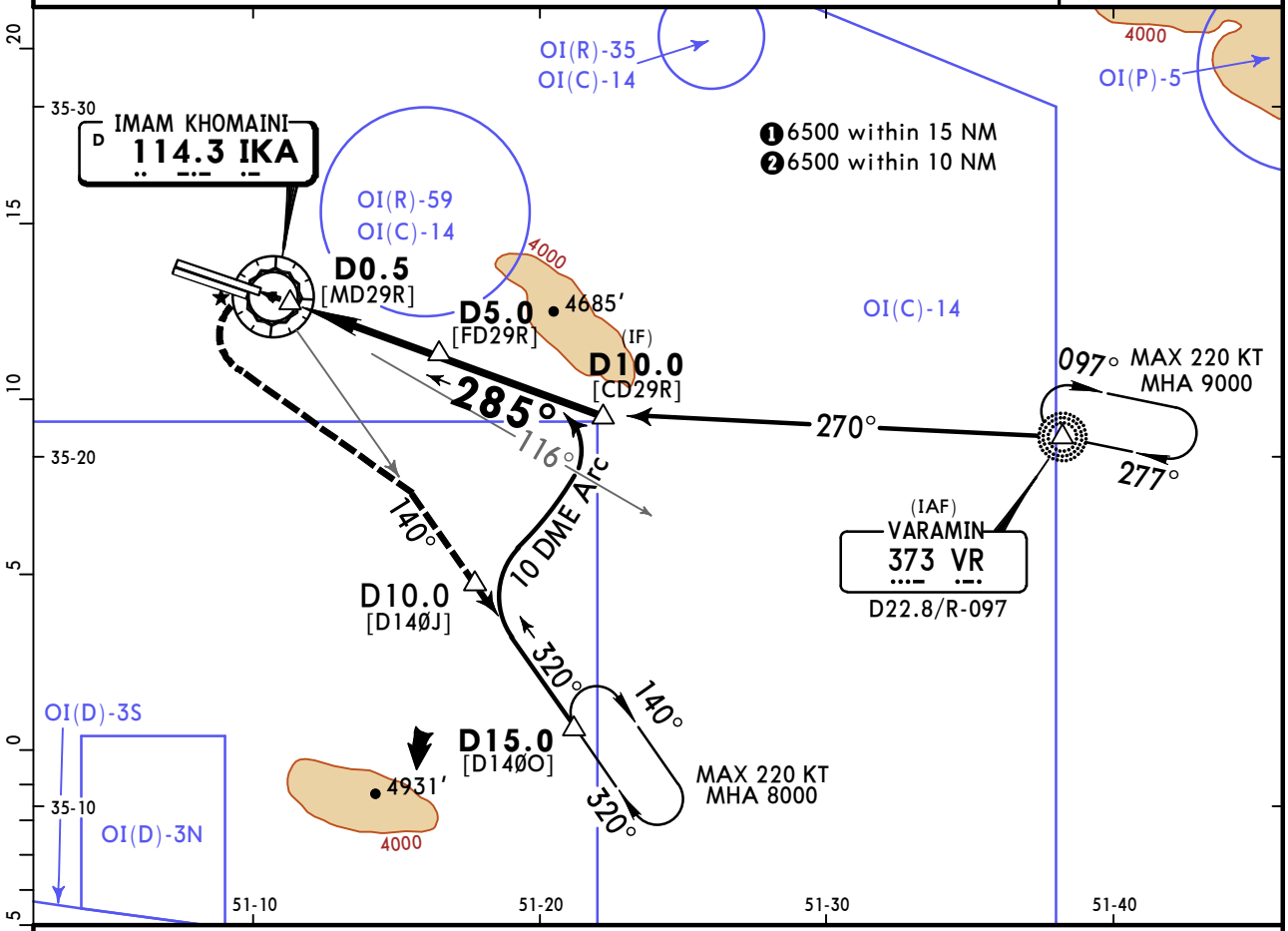
VOR IKA	Final Apch Crs	D5.0	MDA(H)	Apt Elev 3305′
114.3	285°	5100′(1844′)	3680′(424′)	Rwy 3256′

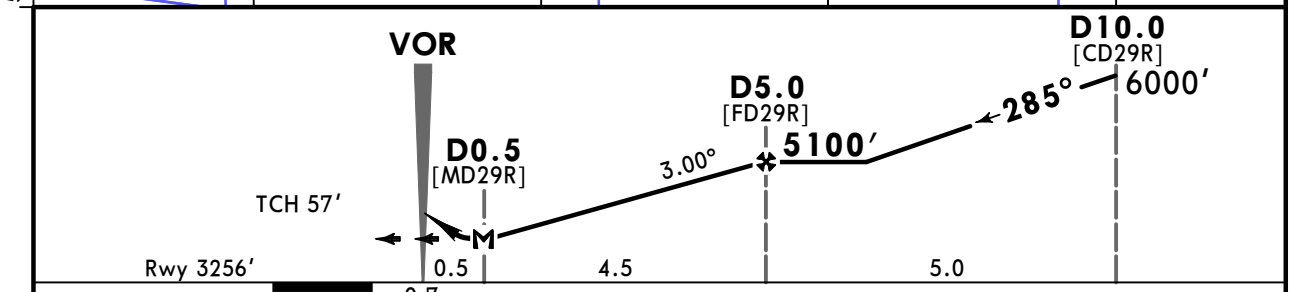
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then turn LEFT to intercept R-140 not later than D10.0, then proceed to join D15.0 holding at 8000′.

Alt Set: hPa Rwy Elev: 114 hPa Trans level: FL 110 Trans alt: 9000′

Procedure MAX 220 KT.

MSA IKA VOR: 150° 13,500; 230° 9400; 270° 6500; 320° 7000; 020° 8400; 070° 8400; 150° 8400





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5						

HIALS-II PAPI | IKA 114.3 | LT | IKA 114.3 R-140

PANS OPS

STRAIGHT-IN LANDING RWY 29R

MDA(H) 3680′(424′)

		ALS out
A	1400m	RVR 1500m VIS 1600m
B		
C		2000m
D	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	3750′(445′)	1600m
135	3800′(495′)	1600m
180	3900′(595′)	2400m
205	4010′(705′)	3600m

CHANGES: None.

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Chart changes since cycle 21-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TEHRAN, (IMAM KHOMAINI INTL - OIIE)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport OIIE

Type: Terminal
Effectivity: Permanent
Begin Date: 20200227
End Date: No end date

RUS VOR changed to VOR/DME. (Based on AIRAC AMDT 01/20).