

General Information

Location: TEHRAN IRN
ICAO/IATA: OIIE / IKA
Lat/Long: N35° 24.97', E051° 09.13'
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: 0334 Z
Sunset: 1323 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
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 Radar: 125.100

Mehrabad Radar: 119.700

OIIE/IKA

JEPPESEN

TEHRAN, IRAN

IMAM KHOMAINI INTL

21 APR 17

20-1P

Eff 27 Apr

AIRPORT BRIEFING

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

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.

1.4. TAXI PROCEDURES

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

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. 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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21 APR 17

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Eff 27 Apr

AIRPORT BRIEFING

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 flight plan level to destination or proceed to VR 9000' for ILS 1 RWY 29R OIIE.

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 westbound track) and FL210 (for eastbound 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' for ILS 1 RWY 29R OIIE.

OIIE/IKA

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TEHRAN, IRAN

IMAM KHOMAINI INTL 21 APR 17

20-1P2

Eff 27 Apr

AIRPORT BRIEFING

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 flight plan level to destination or proceed to RUS 7000' for VOR / DME 5 RWY 11L

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 westbound track) and FL210 (for eastbound 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' for VOR/DME 5 RWY 11L.

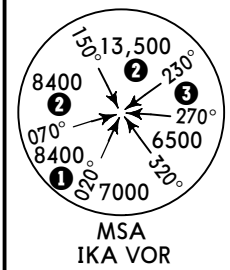
OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
7 JUL 17 20-2 Eff 20 Jul

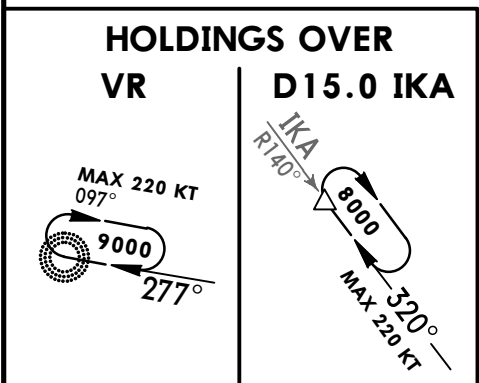
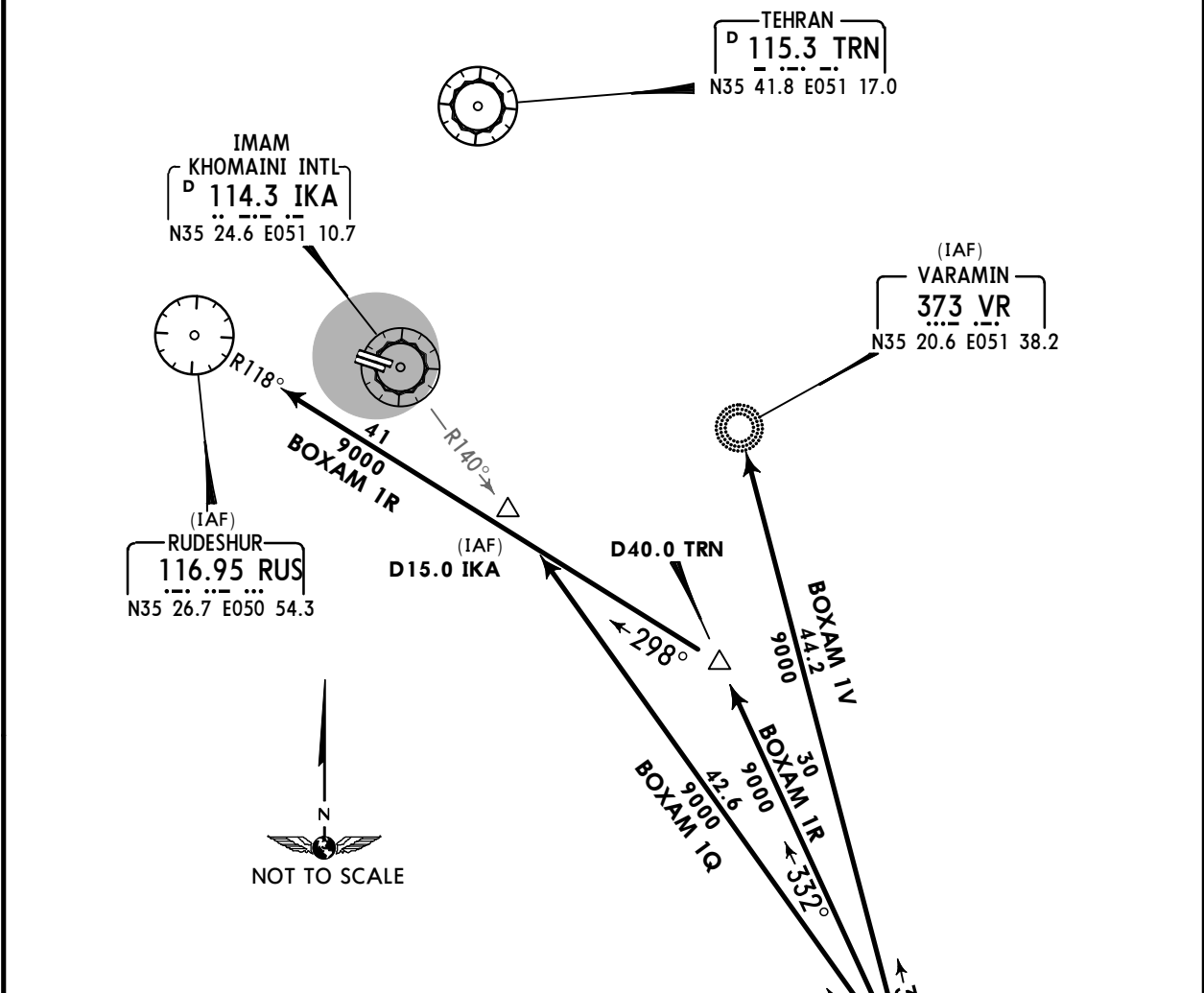
TEHRAN, IRAN
STAR

ATIS 127.2	Apt Elev 3305'	Alt Set: hPa Trans level: FL110 Trans alt: 9000' Actual descent clearance will be as directed by ATC.
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BOXAM 1Q [BOXA1Q]
BOXAM 1R [BOXA1R]
BOXAM 1V [BOXA1V]
RWYS 11L/R, 29L/R ARRIVALS
SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR



- ① 6500 within 10.0 NM
- ② 6500 within 15.0 NM
- ③ 9400
6500 within 15.0 NM



STAR	ROUTING
BOXAM 1Q	From BOXAM on 321° track to IKA R-140/D15.0.
BOXAM 1R	From BOXAM on 332° track to D40.0 TRN, turn LEFT, intercept RUS R-118 inbound to RUS.
BOXAM 1V	At BOXAM intercept 342° bearing to VR.

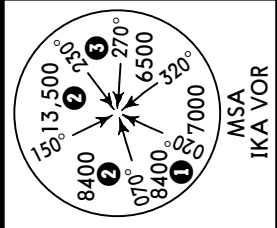
CHANGES: STAR BOXAM 1Z withdrawn.

OIIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
 7 JUL 17 **(20-2A)** **Eff 20 Jul**

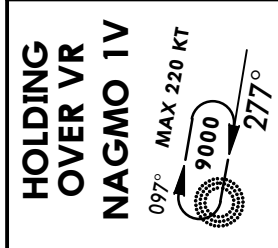
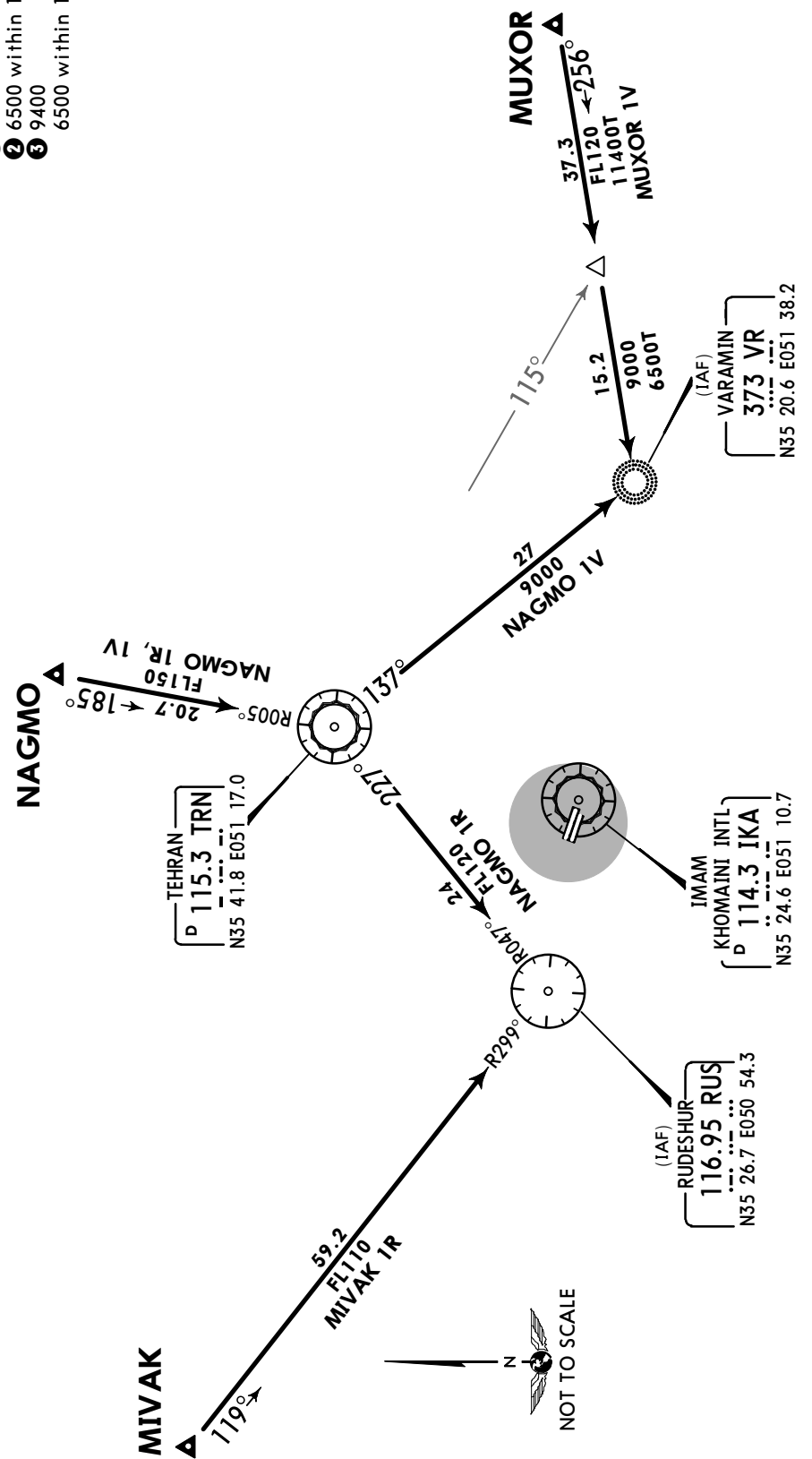
TEHRAN, IRAN
STAR

ATIS **127.2** Apt Elev **3305'** Alt Set: hPa Trans level: FL110 Trans alt: 9000'
 Actual descent clearance will be as directed by ATC.



MIVAK 1R [MIVA1R], MUXOR 1V [MUXO1V]
NAGMO 1R [NAGM1R], NAGMO 1V [NAGM1V]
RWYS 11L/R, 29L/R ARRIVALS
SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR

- ① 6500 within 10.0 NM
- ② 6500 within 15.0 NM
- ③ 9400
- 6500 within 15.0 NM



STAR	ROUTING
MIVAK 1R	At MIVAK intercept RUS R-299 inbound to RUS.
MUXOR 1V	At MUXOR intercept 256° bearing to VR.
NAGMO 1R	At NAGMO intercept TRN R005 inbound to TRN, TRN R-227 to RUS.
NAGMO 1V	At NAGMO intercept TRN R005 inbound to TRN, TRN R-137 to VR.

CHANGES: STAR MIVAK 1Z withdrawn.

OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
8 SEP 17 (20-2B) Eff 14 Sep

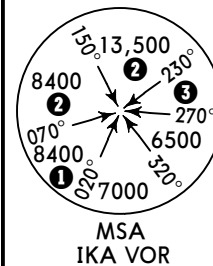
TEHRAN, IRAN
STAR

ATIS
127.2

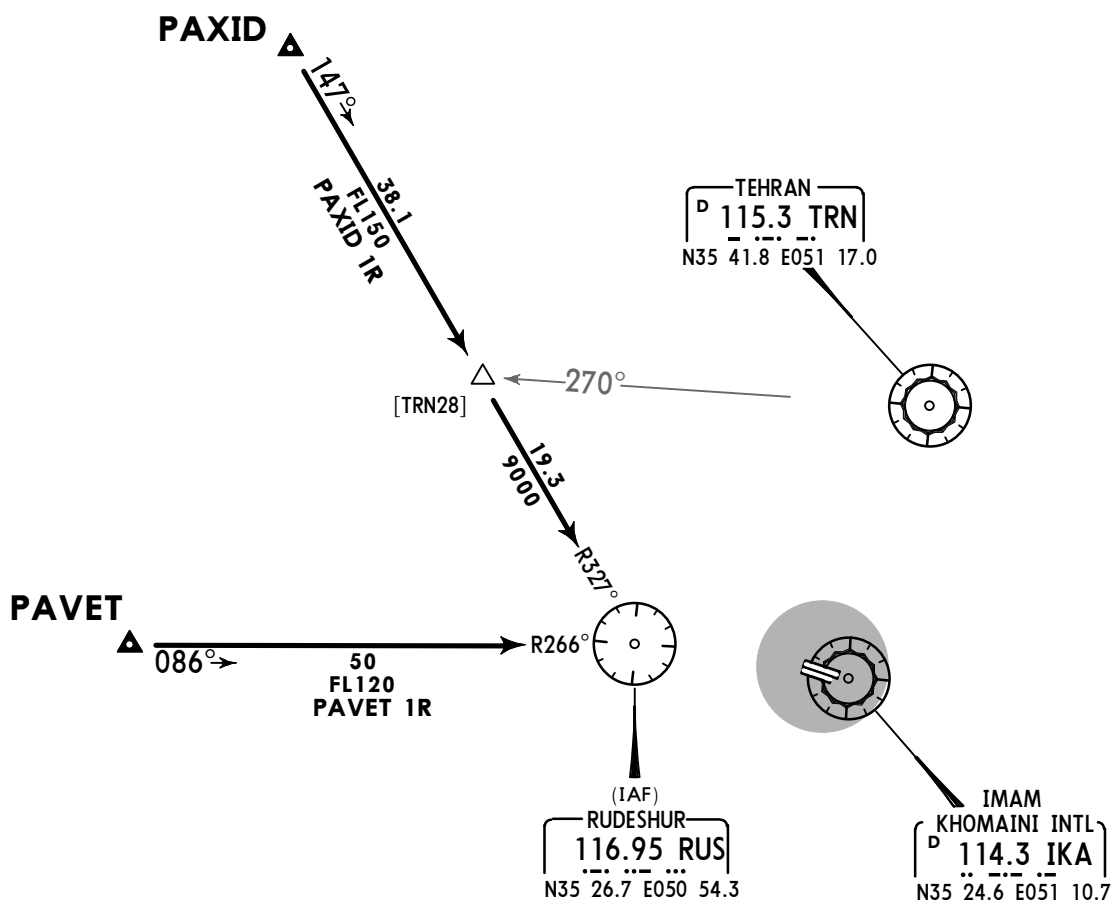
Apt Elev
3305'

Alt Set: hPa Trans level: FL110 Trans alt: 9000'
Actual descent clearance will be as directed by ATC.

PAVET 1R [PAVE1R]
PAXID 1R [PAXI1R]
RWYS 11L/R, 29L/R ARRIVALS
SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR



- ① 6500 within 10 NM
- ② 6500 within 15 NM
- ③ 9400
6500 within 15 NM



STAR	ROUTING
PAVET 1R	At PAVET intercept RUS R-266 inbound to RUS.
PAXID 1R	At PAXID intercept RUS R-327 inbound to RUS.

OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
8 SEP 17 (20-2C) Eff 14 Sep

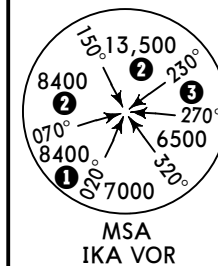
TEHRAN, IRAN
STAR

ATIS
127.2

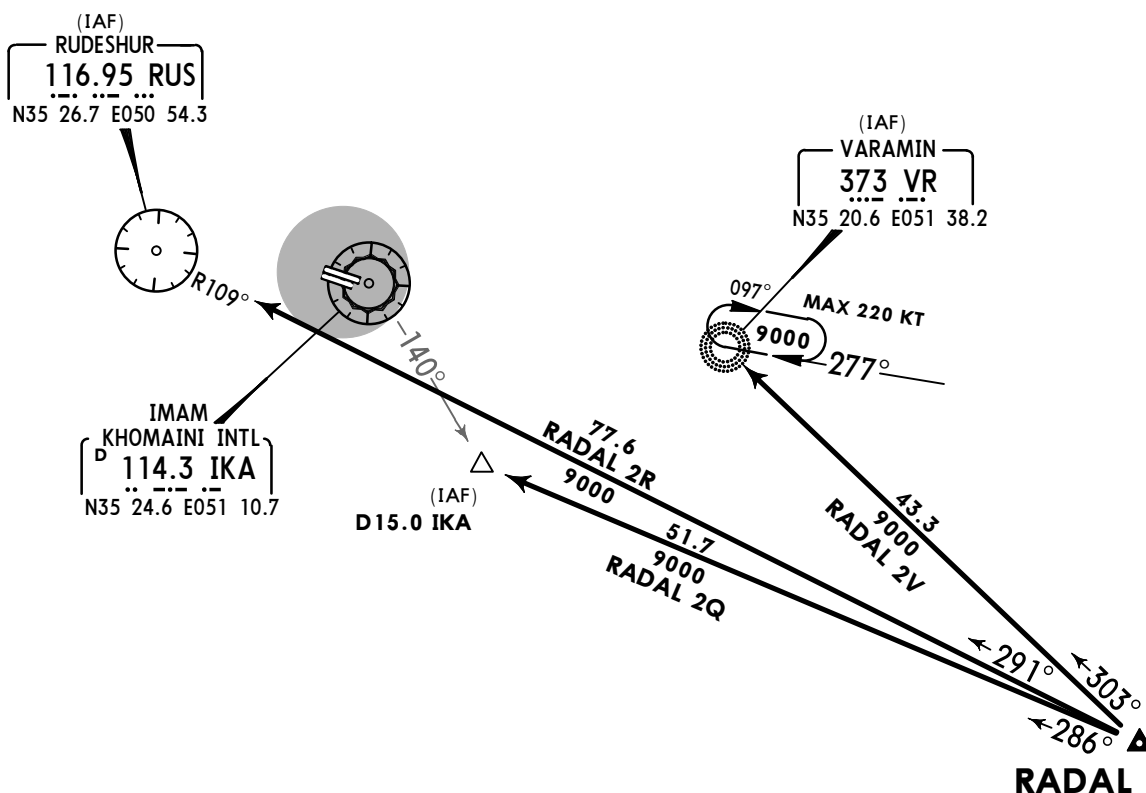
Apt Elev
3305'

Alt Set: hPa Trans level: FL110 Trans alt: 9000'
Actual descent clearance will be as directed by ATC.

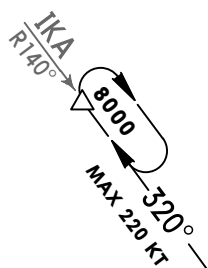
RADAL 2Q [RADA2Q], RADAL 2R [RADA2R]
RADAL 2V [RADA2V]
RWYS 11L/R, 29L/R ARRIVALS
SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR



- ① 6500 within 10 NM
- ② 6500 within 15 NM
- ③ 9400 within 15 NM



**HOLDING OVER
D15.0 IKA**



STAR	ROUTING
RADAL 2Q	From RADAL on 286° track to IKA R-140/D15.0.
RADAL 2R	At RADAL intercept RUS R-109 inbound to RUS.
RADAL 2V	At RADAL intercept 303° bearing to VR.

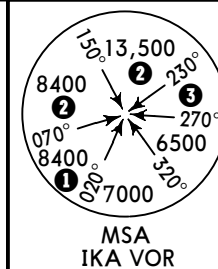
OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
7 JUL 17 (20-2D) Eff 20 Jul

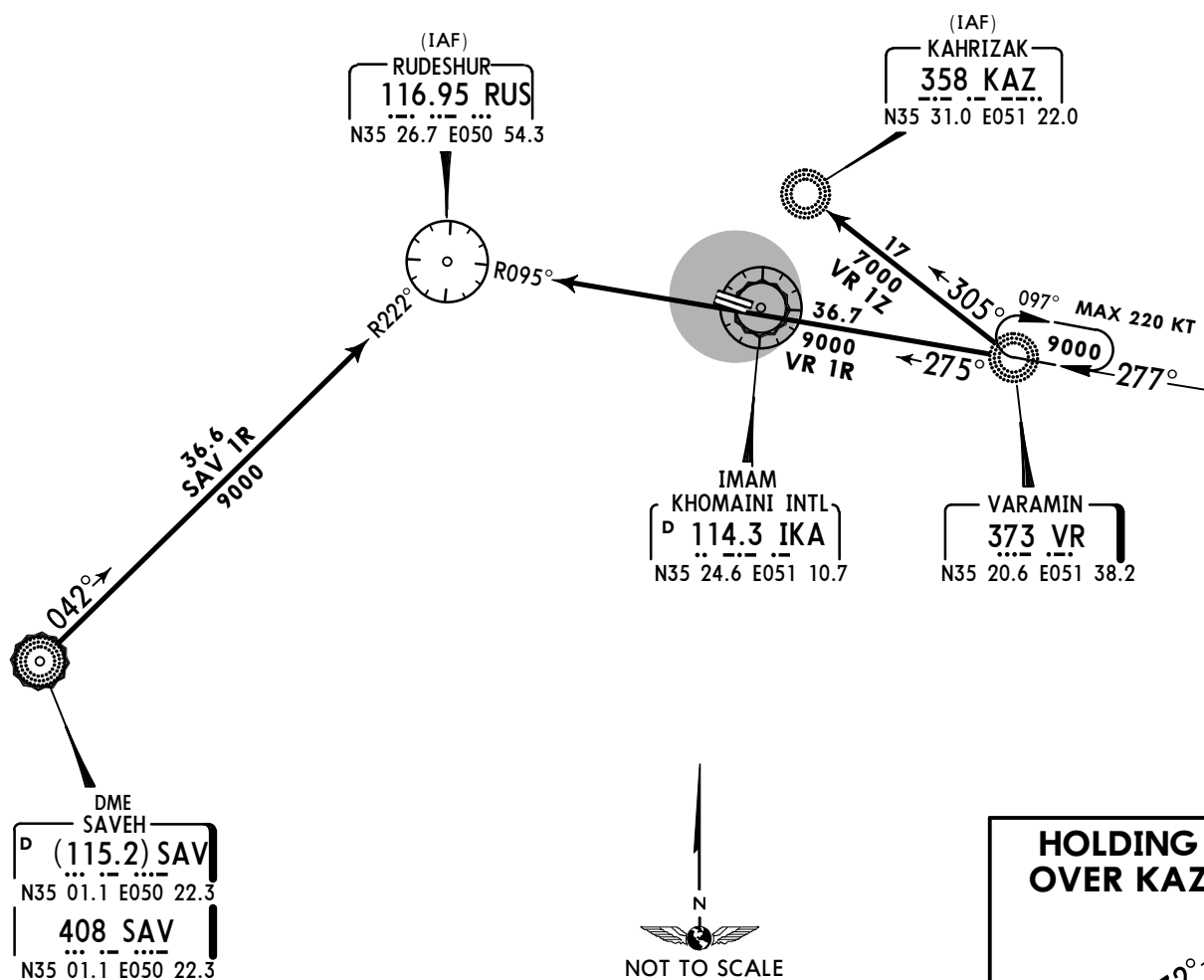
TEHRAN, IRAN
STAR

ATIS 127.2 Apt Elev 3305' Alt Set: hPa Trans level: FL110 Trans alt: 9000'
Actual descent clearance will be as directed by ATC.

SAVEH 1R (SAV 1R)
VARAMIN 1R (VR 1R)
VARAMIN 1Z (VR 1Z)
RWYS 11L/R, 29L/R ARRIVALS
SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR



- 1 6500 within 10 NM
- 2 6500 within 15 NM
- 3 9400 6500 within 15 NM



STAR	ROUTING
SAV 1R	On RUS R-222 inbound to RUS.
VR 1R	On RUS R-095 inbound to RUS.
VR 1Z	On 305° bearing to KAZ.

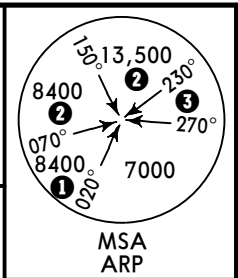
OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
21 APR 17 (20-2F) Eff 27 Apr

TEHRAN, IRAN
RNAV STAR

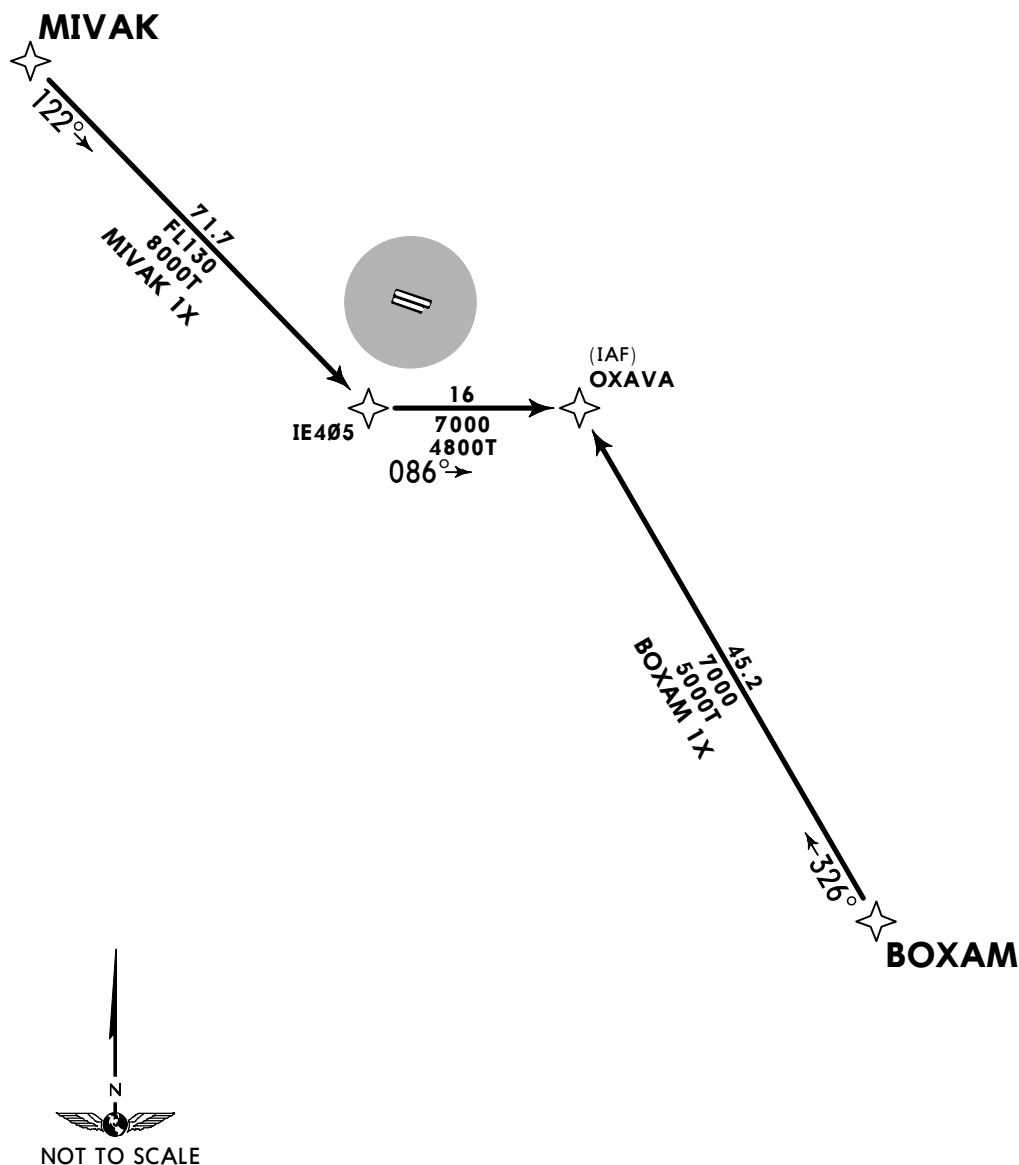
ATIS 127.2
Apt Elev 3305'

Alt Set: hPa Trans level: FL110 Trans alt: 9000'
 1. RNAV 1. 2. DME/DME required.
 3. Actual descent clearance will be as directed by ATC. Compliance with RNAV 1 will be radar monitored.
 4. Advise if unable to comply. ATC will issue an alternative clearance.



BOXAM 1X [BOXA1X]
MIVAK 1X [MIVA1X]
RWYS 11L/R, 29L/R RNAV ARRIVALS
SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR

- ① 6500 within 10.0 NM
- ② 6500 within 15.0 NM
- ③ 9400 within 15.0 NM



STAR	ROUTING
BOXAM 1X	From BOXAM proceed to OXAVA.
MIVAK 1X	From MIVAK proceed to IE405, turn LEFT to OXAVA.

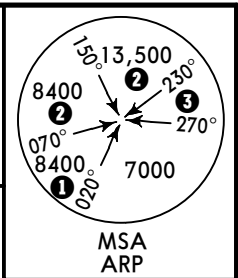
OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
21 APR 17 (20-2G) Eff 27 Apr

TEHRAN, IRAN
RNAV STAR

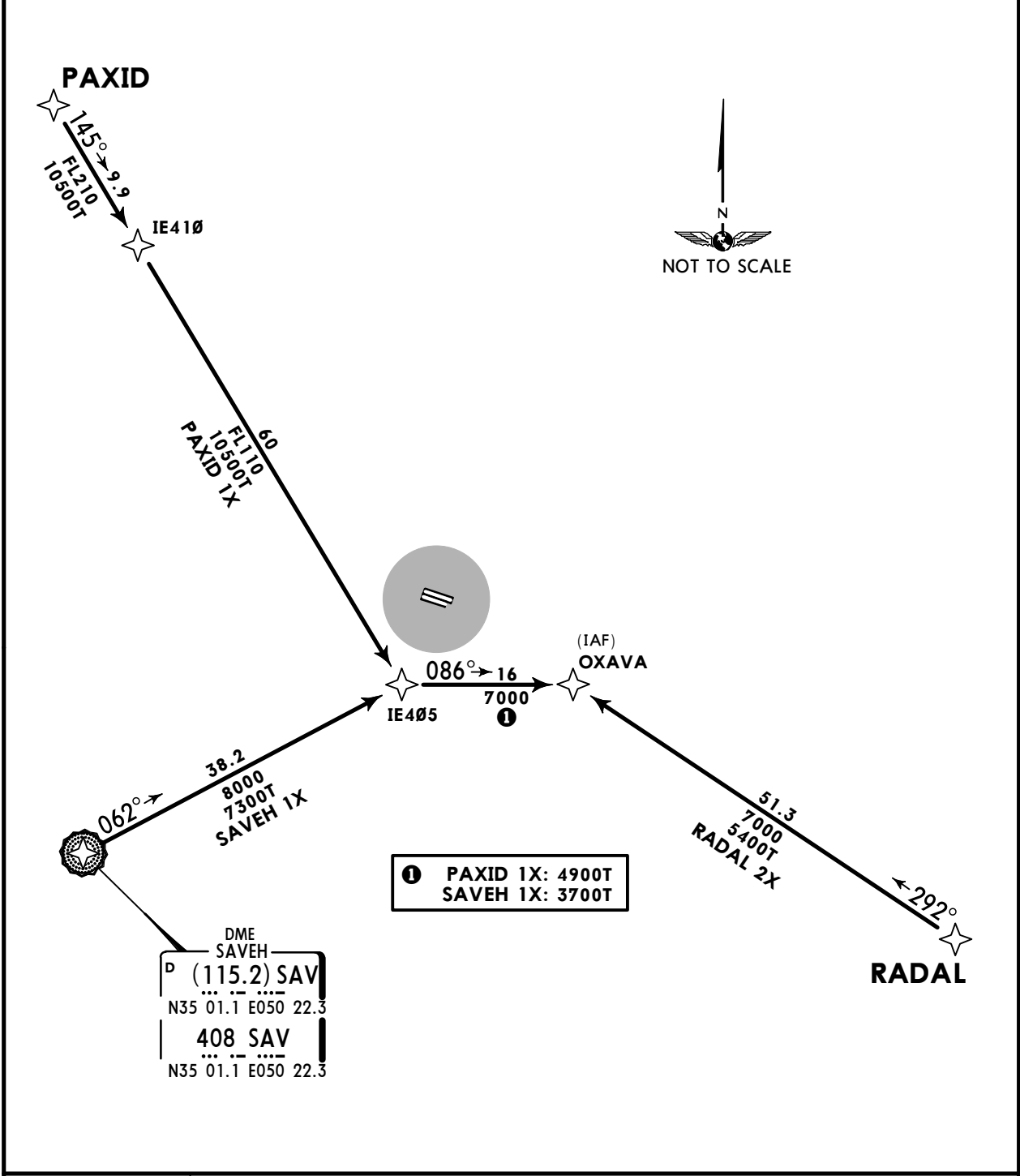
ATIS 127.2
Apt Elev 3305'

Alt Set: hPa Trans level: FL110 Trans alt: 9000'
 1. RNAV 1. 2. DME/DME required.
 3. Actual descent clearance will be as directed by ATC.
 4. Compliance with RNAV 1 will be radar monitored.
 Advise if unable to comply. ATC will issue an alternative clearance.



PAXID 1X [PAXI1X]
 RADAL 2X [RADA2X]
 SAVEH 1X [SAV1X]
 RWYS 11L/R, 29L/R RNAV ARRIVALS
SPEED: MAX 270 KT WITHIN TMA
MAX 230 KT WITHIN CTR

- ① 6500 within 10.0 NM
- ② 6500 within 15.0 NM
- ③ 9400
- 6500 within 15.0 NM

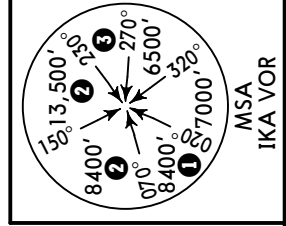


① PAXID 1X: 4900T
 SAVEH 1X: 3700T

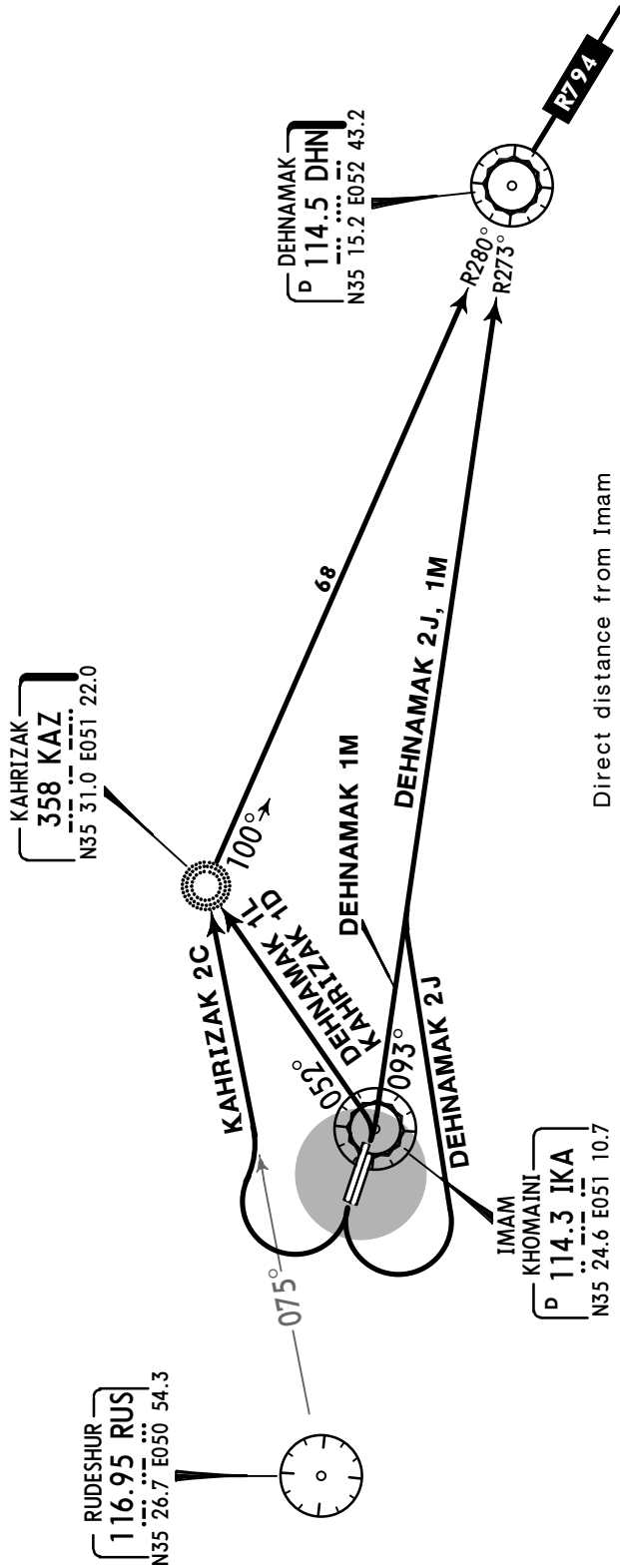
STAR	ROUTING
PAXID 1X	From PAXID proceed via IE410 to IE405, turn LEFT to OXAVA.
RADAL 2X	From RADAL proceed to OXAVA.
SAVEH 1X	From SAV proceed to IE405, turn RIGHT to OXAVA.

Apt Elev 3305' Trans level: FL110 Trans alt: 9000'

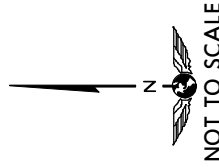
DEHNAMAK 2J [DHN2J]
DEHNAMAK 1L [DHN1L], DEHNAMAK 1M [DHN1M]
KAHRIZAK 2C [KAZ2C], KAHRIZAK 1D [KAZ1D]
RWYS 29L/R, 11L/R DEPARTURES



- ① 6500' within 10 NM
- ② 6500' within 15 NM
- ③ 9400' within 15 NM



Direct distance from Imam Khomainsi Intl to:
DHN 78 NM
KAZ 12 NM



These SIDs require minimum climb gradients

of DEHNAMAK 2J, 1M: 270' per NM for airway R-794.
DEHNAMAK 1L: 260' per NM for airway R-794.

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

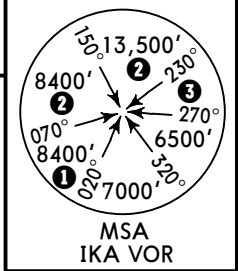
SID	RWY	ROUTING
DEHNAMAK 2J	29L/R	Turn LEFT, intercept IKA R-093 to DHN, climb to cleared FL.
DEHNAMAK 1L	11L/R	Turn LEFT, intercept IKA R-052 to KAZ, turn RIGHT, 100° bearing to DHN, climb to cleared FL.
DEHNAMAK 1M		Turn LEFT, intercept IKA R-093 to DHN, climb to cleared FL.
KAHRIZAK 2C	29L/R	Turn RIGHT, intercept 075° bearing to KAZ (RUS R-075), climb to cleared FL.
KAHRIZAK 1D	11L/R	Turn LEFT, intercept IKA R-052 to KAZ, climb to cleared FL.

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JEPPESEN
 25 DEC 15 **(20-3A)** Eff 7 Jan

TEHRAN, IRAN
SID

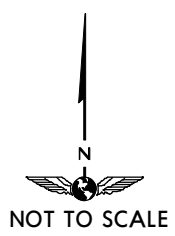
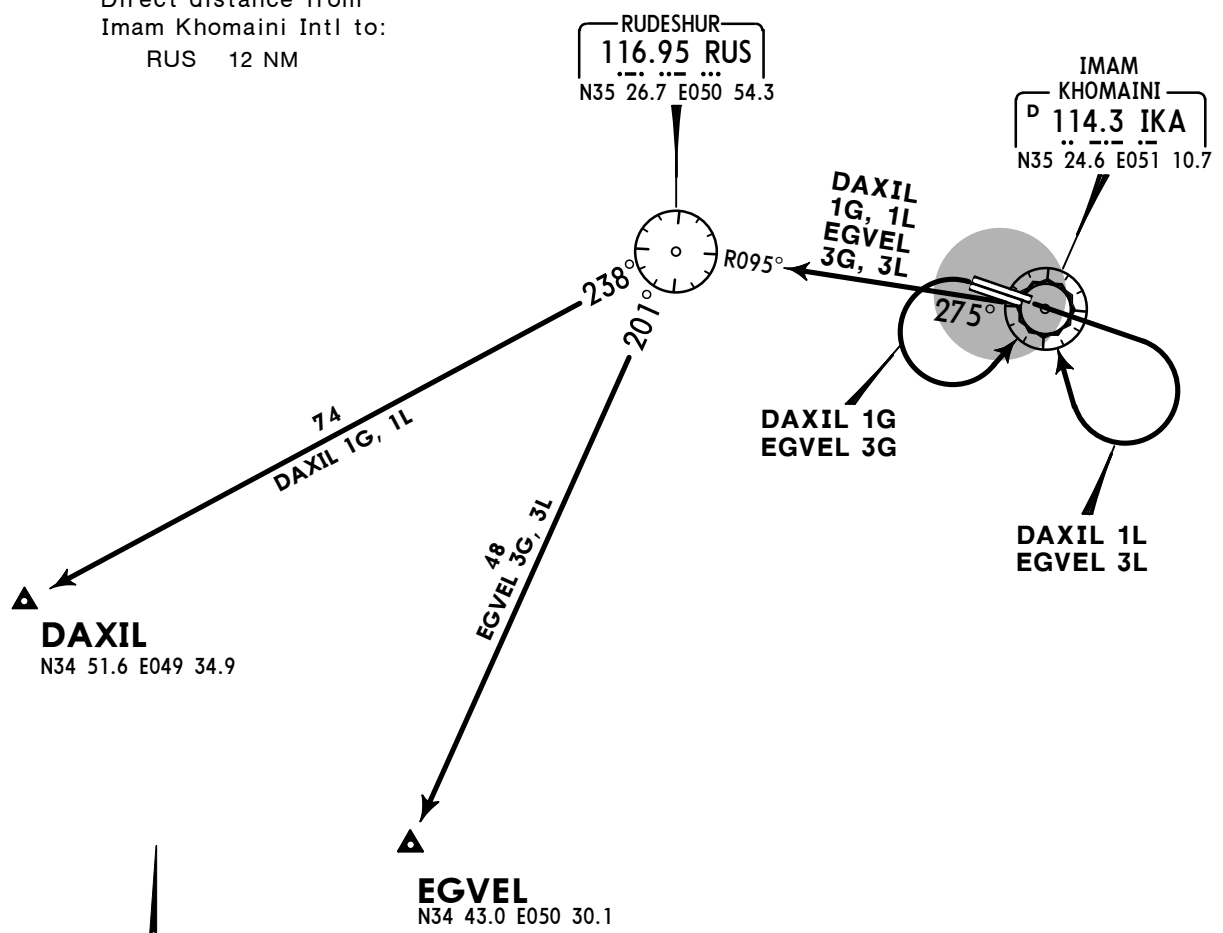
Apt Elev **3305'** Trans level: FL110 Trans alt: 9000'



- ① 6500' within 10 NM
- ② 6500' within 15 NM
- ③ 9400'
- 6500' within 15 NM

DAXIL 1G [DAXI1G]
DAXIL 1L [DAXI1L]
EGVEL 3G [EGVE3G]
EGVEL 3L [EGVE3L]
RWYS 29L/R, 11L/R DEPARTURES

Direct distance from Imam Khomains Intl to:
 RUS 12 NM



SID	RWY	ROUTING
DAXIL 1G	29L/R	Turn LEFT to IKA, turn LEFT, IKA R-275 to RUS, RUS R-238 to DAXIL, climb to cleared FL.
DAXIL 1L	11L/R	Turn RIGHT, return to IKA, turn LEFT, IKA R-275 to RUS, RUS R-238 to DAXIL, climb to cleared FL.
EGVEL 3G	29L/R	Turn LEFT to IKA, turn LEFT, IKA R-275 to RUS, turn LEFT, RUS R-201 to EGVEL, climb to cleared FL.
EGVEL 3L	11L/R	Turn RIGHT, return to IKA, turn LEFT, IKA R-275 to RUS, turn LEFT, RUS R-201 to EGVEL, climb to cleared FL.

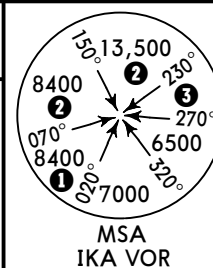
CHANGES: DAXIL SIDs established.

OIIE/KA
IMAM KHOMAINI INTL

JEPPESEN
21 APR 17 (20-3B) Eff 27 Apr

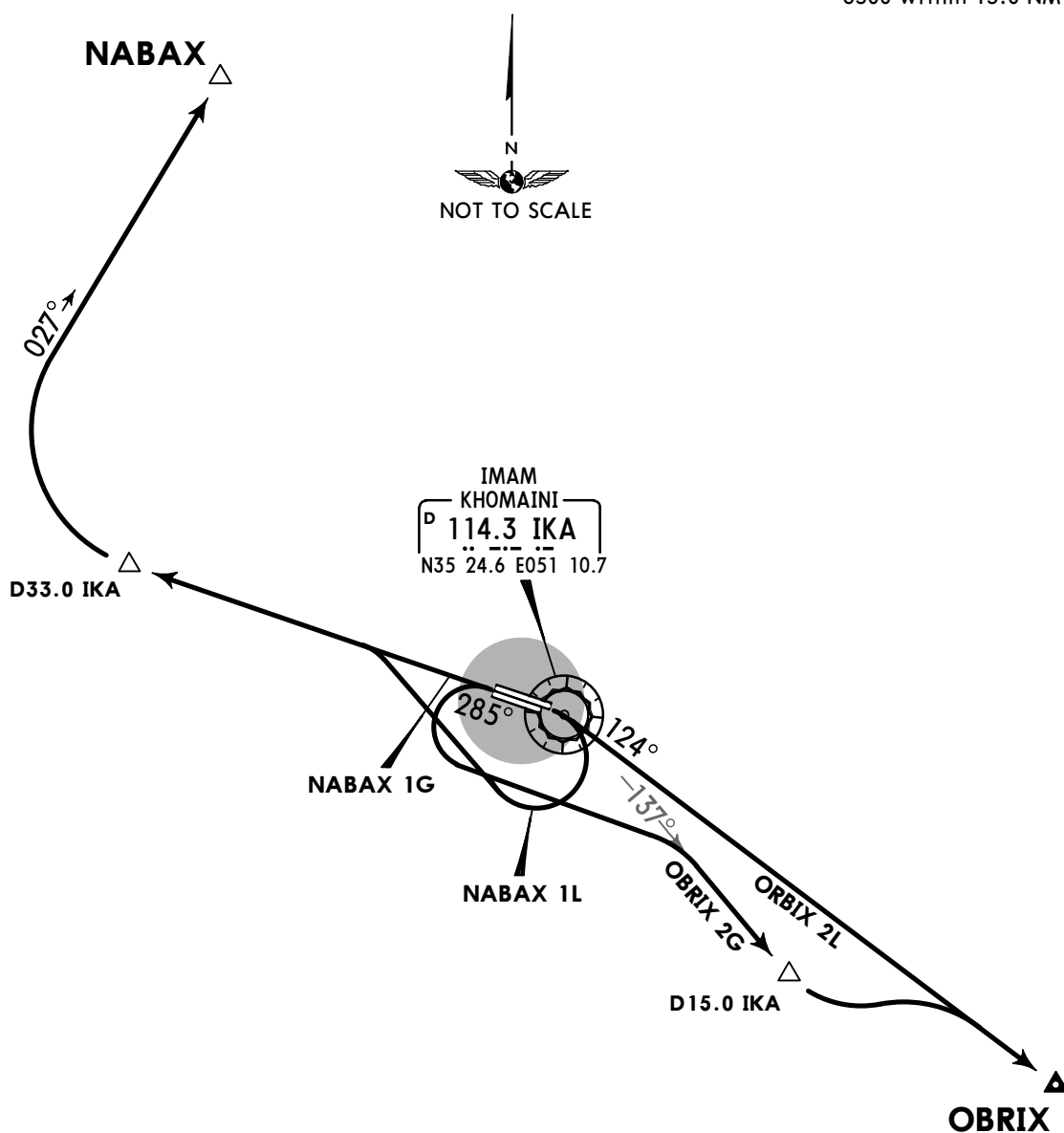
TEHRAN, IRAN
SID

Apt Elev 3305' Trans level: FL110 Trans alt: 9000'



- ① 6500 within 10.0 NM
- ② 6500 within 15.0 NM
- ③ 9400
6500 within 15.0 NM

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
225' per NM	281	375	563	750	938	1125
215' per NM	269	358	537	717	896	1075

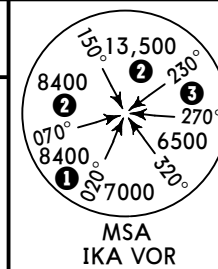
SID	RWY	ROUTING
NABAX 1G	29L/R	Intercept IKA R285 to D33.0 IKA, turn RIGHT, 027° track to NABAX, climb to cleared FL.
NABAX 1L	11L/R	Turn RIGHT, intercept IKA R285 to D33.0 IKA, turn RIGHT, 027° track to NABAX, climb to cleared FL.
OBRIX 2G	29L/R	Turn LEFT, intercept IKA R137 to D15.0 IKA, turn LEFT,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

OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
21 APR 17 (20-3C) Eff 27 Apr

TEHRAN, IRAN
SID

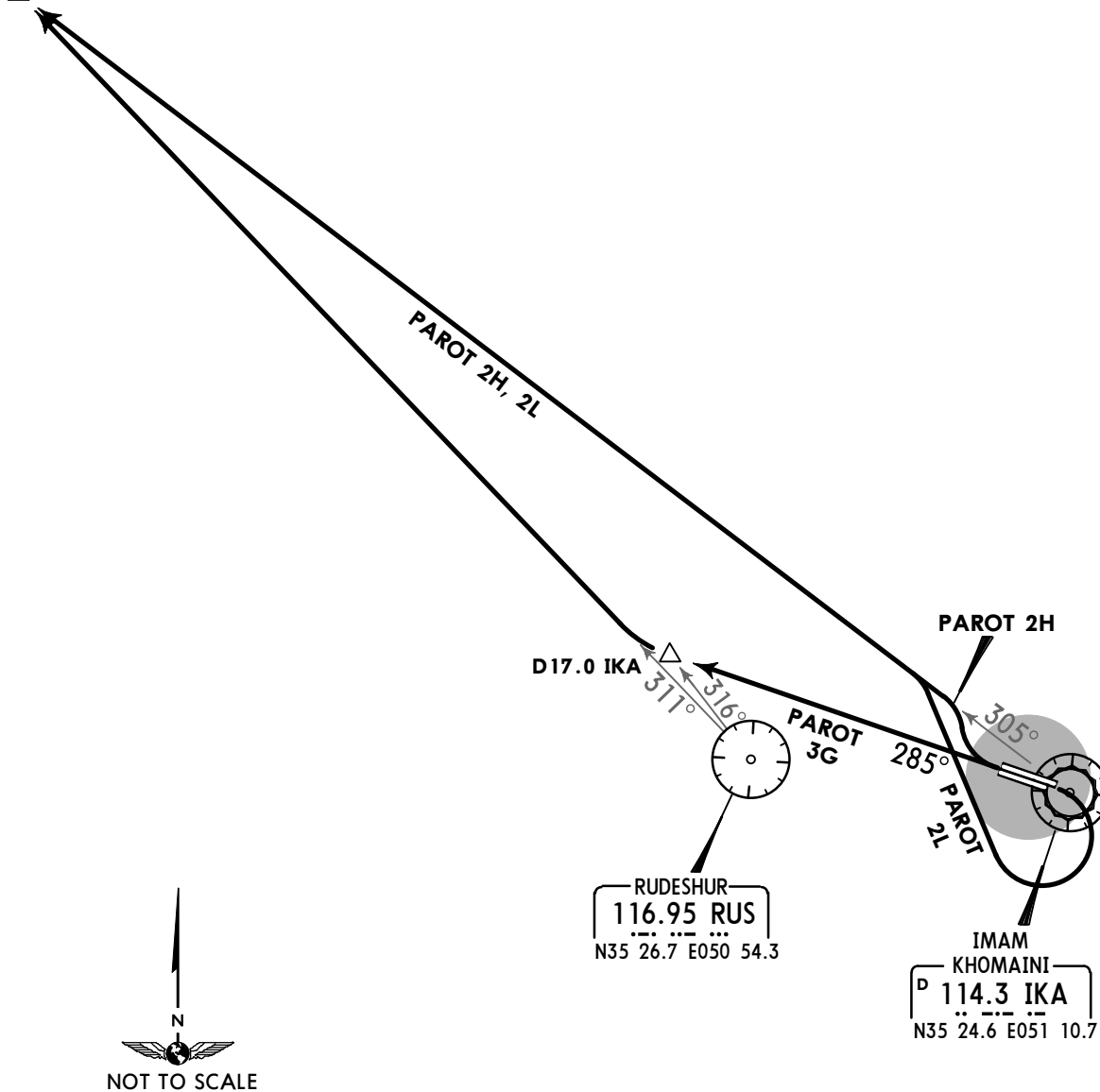
Apt Elev 3305' Trans level: FL110 Trans alt: 9000'



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

- ① 6500 within 10.0 NM
- ② 6500 within 15.0 NM
- ③ 9400 within 15.0 NM

PAROT



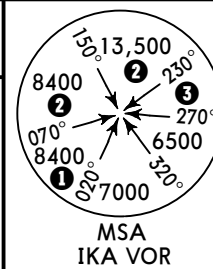
SID	RWY	ROUTING
PAROT 3G	29L/R	Climb on IKA R285 to D17.0 IKA, turn RIGHT, intercept RUS R311 to PAROT, climb to cleared FL.
PAROT 2H		Turn RIGHT, intercept IKA R305 to PAROT, climb to cleared FL.
PAROT 2L	11L/R	

OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
21 APR 17 (20-3D) Eff 27 Apr

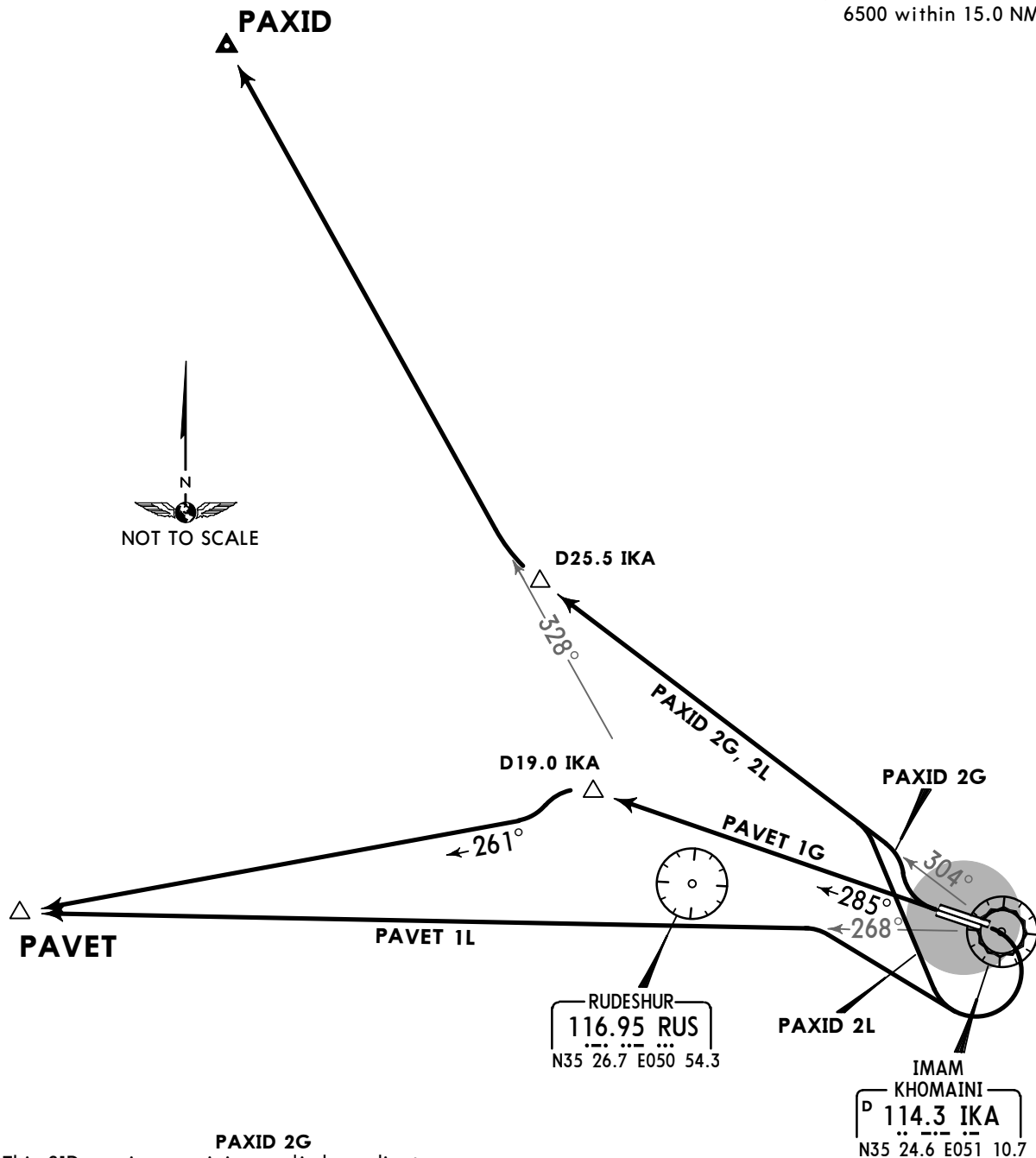
TEHRAN, IRAN
SID

Apt Elev 3305' Trans level: FL110 Trans alt: 9000'



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

- ① 6500 within 10.0 NM
- ② 6500 within 15.0 NM
- ③ 9400
6500 within 15.0 NM



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
PAXID 2L	11L/R	RUS R328 to PAXID, climb to cleared FL.

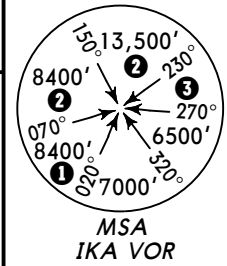
OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
24 JAN 14 (20-3F) Eff 6 Feb

TEHRAN, IRAN
SID

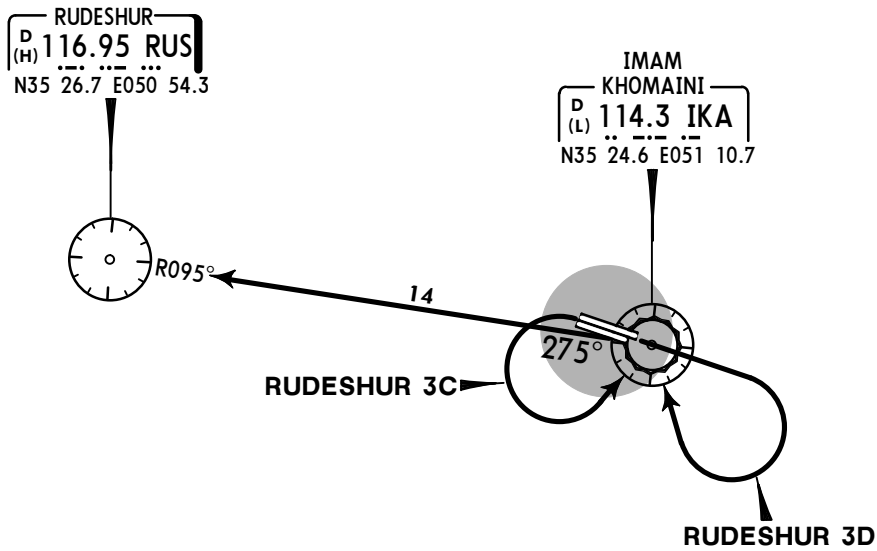
Apt Elev
3305'

Trans level: FL110 Trans alt: 9000'



- ① 6500' within 10 NM
- ② 6500' within 15 NM
- ③ 9400' within 15 NM

RUDESHUR 3C [RUS3C]
RUDESHUR 3D [RUS3D]
RWYS 29L/R, 11L/R DEPARTURES



SID	RWY	ROUTING
RUDESHUR 3C	29L/R	Turn LEFT to IKA, turn LEFT, IKA R-275 to RUS, climb to cleared FL.
RUDESHUR 3D	11L/R	Turn RIGHT, return to IKA, turn LEFT, IKA R-275 to RUS, climb to cleared FL.

CHANGES: SIDs renumbered.

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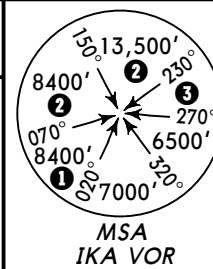
OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
24 JAN 14 (20-3G) Eff 6 Feb

TEHRAN, IRAN
SID

Apt Elev
3305'

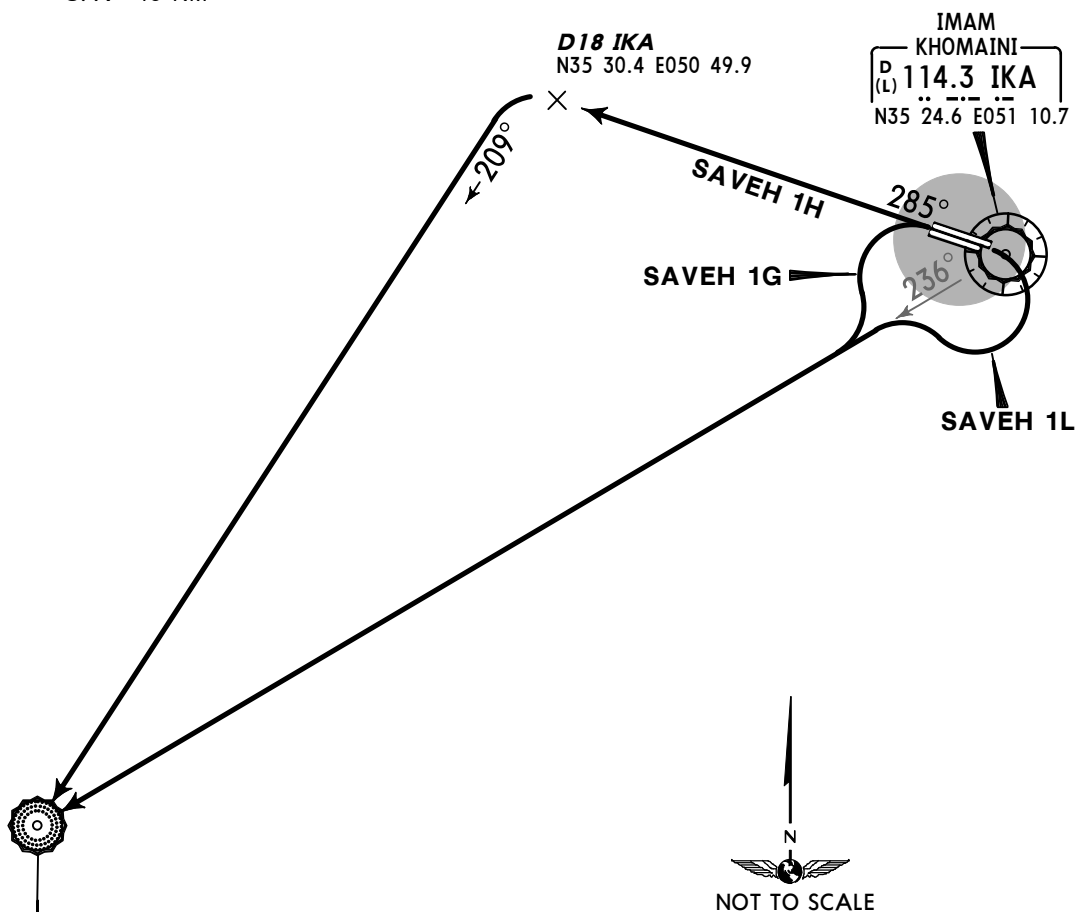
Trans level: FL110 Trans alt: 9000'



SAVEH 1G [SAV1G], SAVEH 1H [SAV1H]
SAVEH 1L [SAV1L]
RWYS 29L/R, 11L/R DEPARTURES

- ① 6500' within 10 NM
- ② 6500' within 15 NM
- ③ 9400' 6500' within 15 NM

Direct distance from
Imam Khomani Intl to:
SAV 45 NM



DME
SAVEH
D (H) (115.2) SAV
N35 01.1 E050 22.3
408 SAV
N35 01.1 E050 22.3

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
300' per NM	375	500	750	1000	1250	1500
250' per NM	313	417	625	833	1042	1250

SID	RWY	ROUTING
SAVEH 1G	29L/R	Turn LEFT, intercept IKA R-236 to SAV, climb to cleared FL.
SAVEH 1H		Intercept IKA R-285 to D18 IKA, turn LEFT, intercept 209° bearing to SAV, climb to cleared FL.
SAVEH 1L	11L/R	Turn RIGHT, intercept IKA R-236 to SAV, climb to cleared FL.

CHANGES: None.

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OIIE/IKA
IMAM KHOMAINI INTL

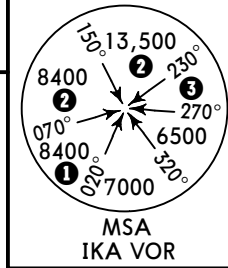
JEPPESEN
21 APR 17 (20-3H) Eff 27 Apr

TEHRAN, IRAN

SID

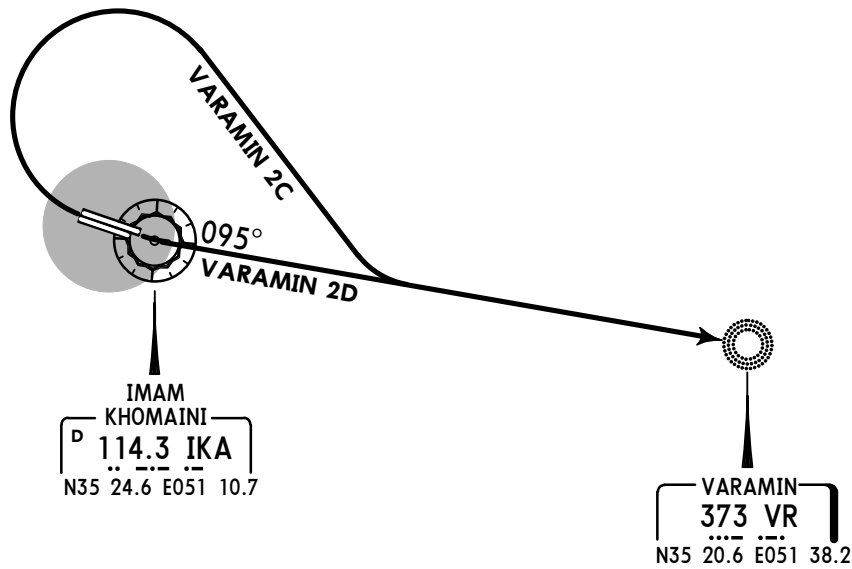
Apt Elev
3305'

Trans level: FL110 Trans alt: 9000'



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

- ① 6500 within 10.0 NM
- ② 6500 within 15.0 NM
- ③ 9400
6500 within 15.0 NM



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

OIIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
 21 APR 17 **20-3J** Eff 27 Apr

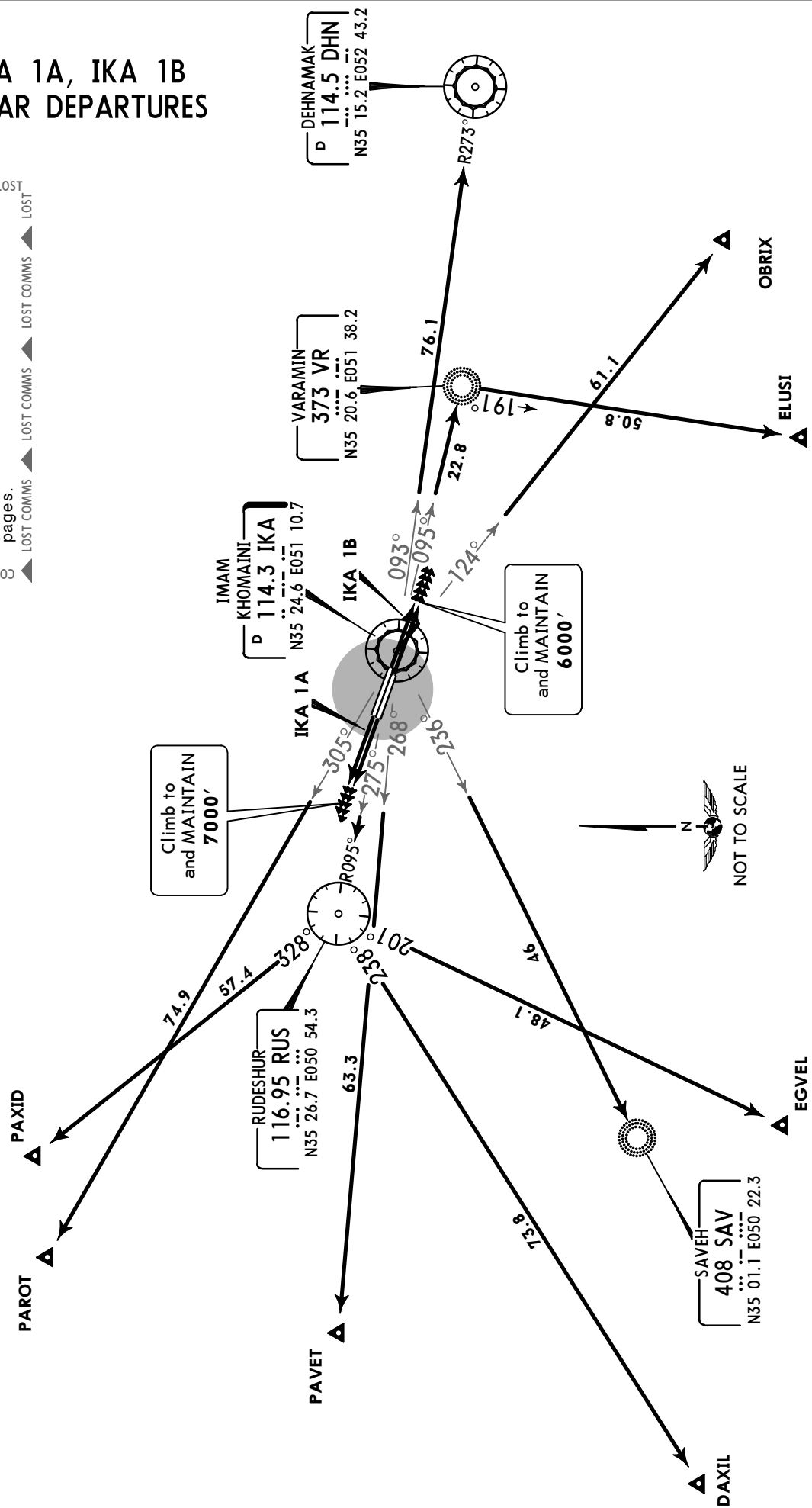
TEHRAN, IRAN
RADAR DEPARTURE

MEHRABAD Radar (App)	Apt Elev	Trans level: FL110	Trans alt: 9000'
119.7 125.1	3305'	Contact MEHRABAD 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.

COMMS
 ▲ LOST COMMS
 ▼ LOST COMMS refer to 20-1P pages.
 ▲ LOST COMMS
 ▼ LOST COMMS



CHANGES: Departure to RADAL withdrawn; departure to OBRIX revised.

OIIE/IKA
Apt Elev 3305'
N35 25.0 E051 09.1

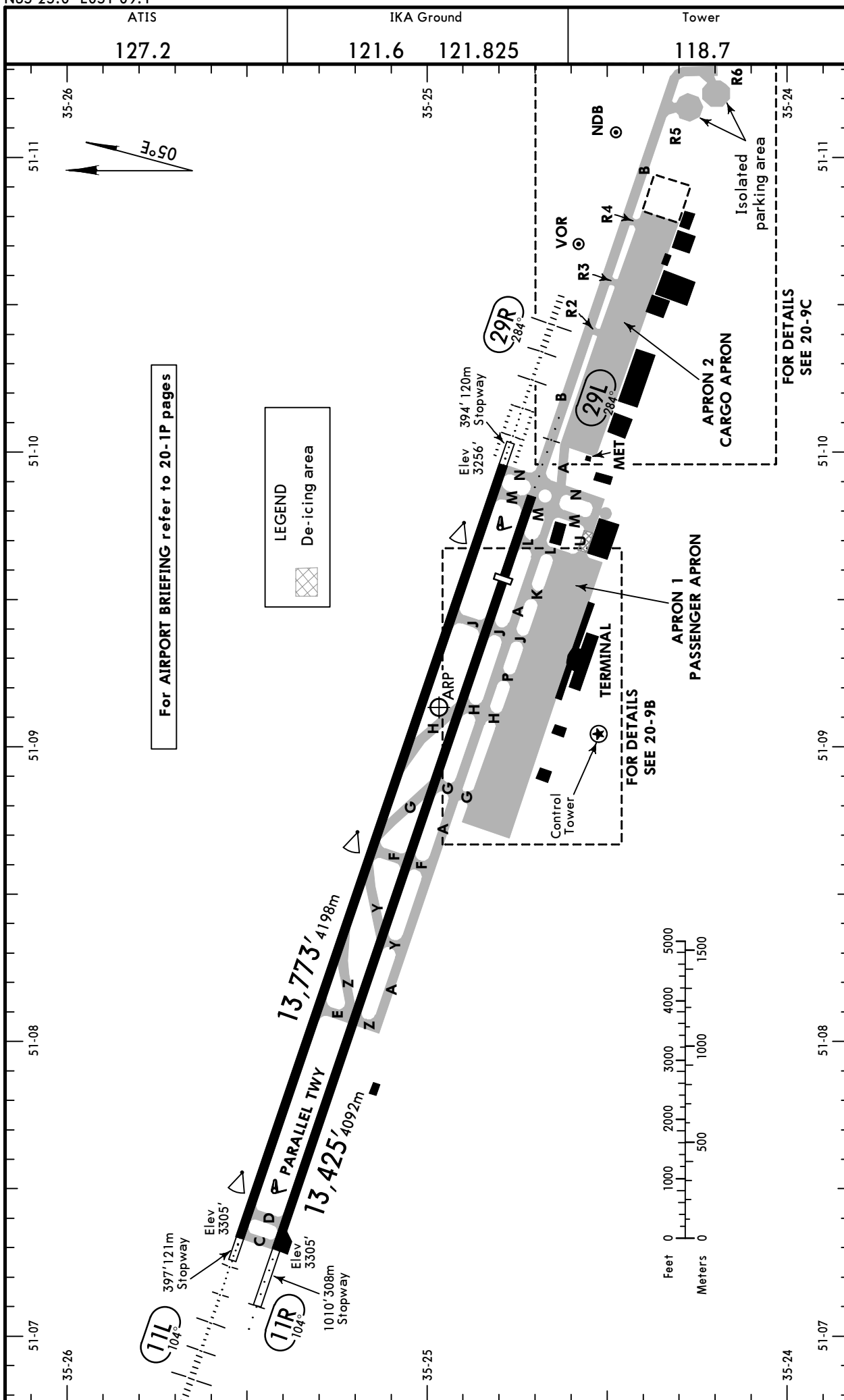
JEPPesen

14 JUL 17 (20-9)

Eff 20 Jul

TEHRAN, IRAN

IMAM KHOMAINI INTL



OIIE/IKA

JEPPESEN
14 JUL 17 **20-9A** **Eff 20 Jul**

TEHRAN, IRAN
IMAM KHOMAINI INTL

RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		WIDTH
					LANDING BEYOND		
					Threshold	Glide Slope	
11L	HIRL (60m) CL (30m) HIALS PAPI-L (3.0°) RVR						148'
29R	HIRL (60m) CL (30m) HIALS-II SFL TDZ ① RVR				12,801' 3902m		45m
11R	RL (60m, white) ALS PAPI-L (3.4°)					11,969' 3648m	148'
29L	RL (60m, white) ALS PAPI-L (3.0°)			11,969' 3648m			45m

① PAPI-L (angle 3.0°).

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

OIIE/IKA

JEPPESSEN

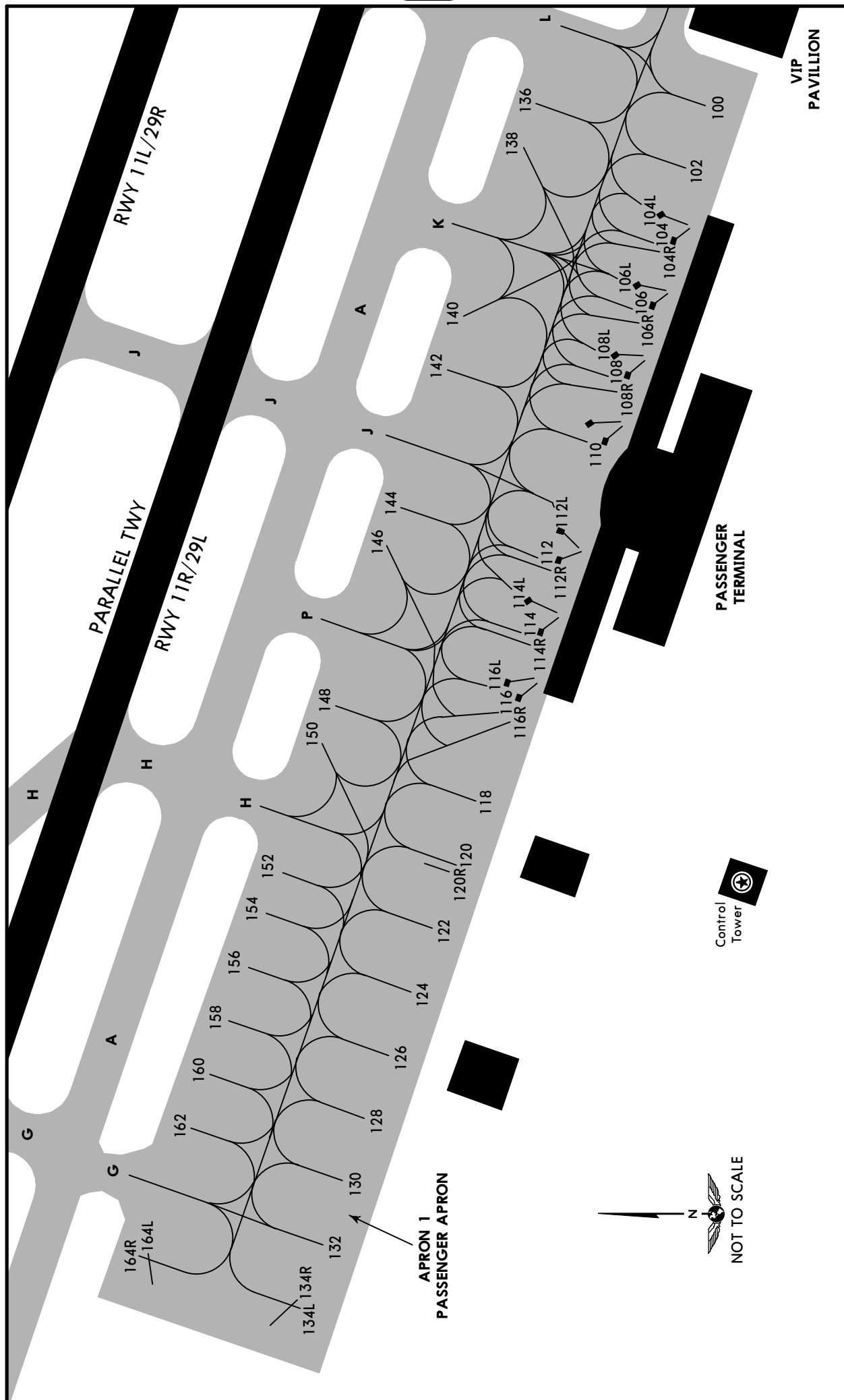
TEHRAN, IRAN

7 OCT 16

20-9B

Eff 13 Oct

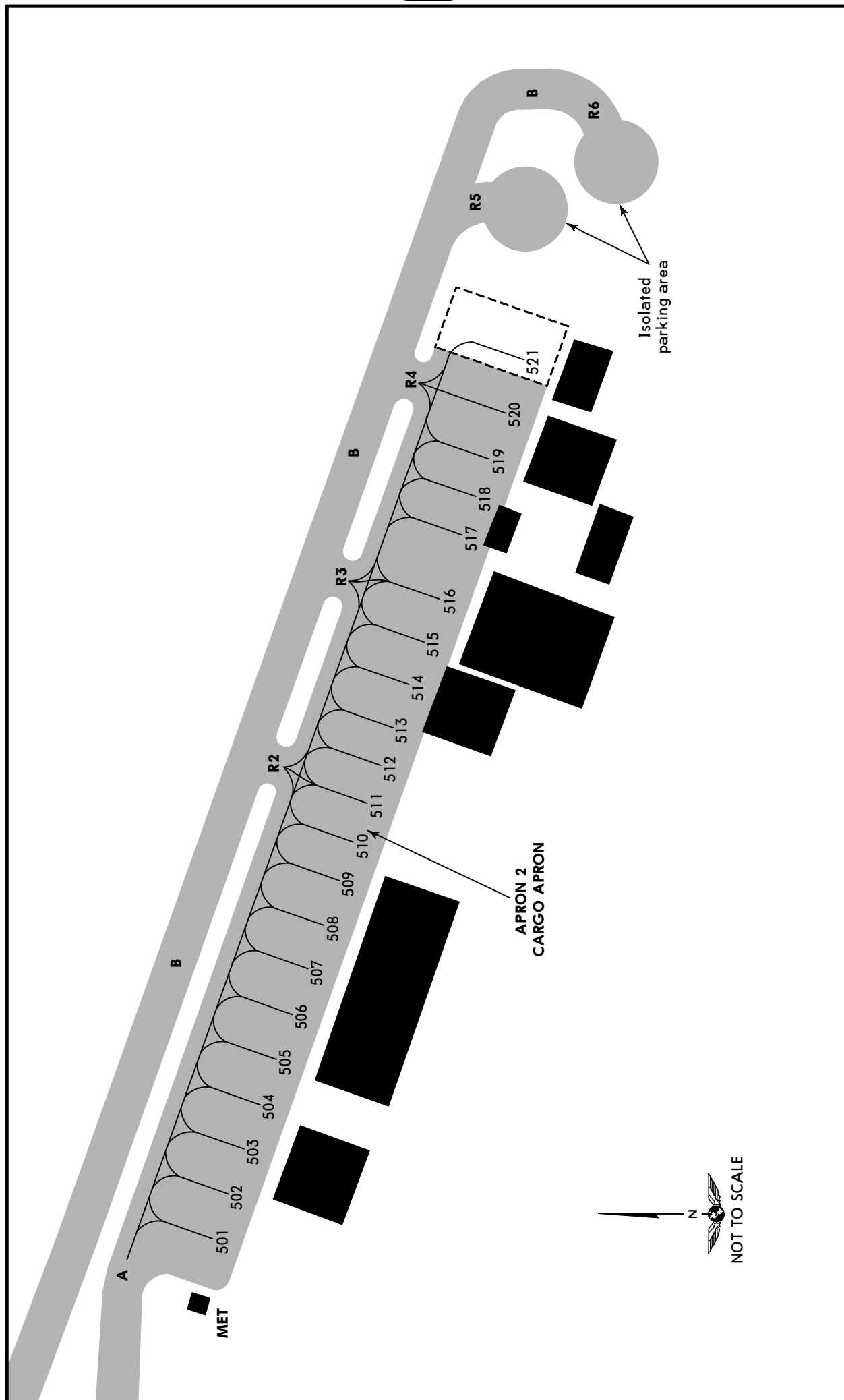
IMAM KHOMAINI INTL



OIIE/IKA

JEPPesen
7 OCT 16 (20-9C) Eff 13 Oct

TEHRAN, IRAN
IMAM KHOMAINI INTL



OIIE/IKA

JEPPESEN
12 JUN 15 (20-9D) Eff 25 Jun

TEHRAN, IRAN
IMAM KHOMAINI INTL

INS COORDINATES		
STAND No.	COORDINATES	ELEV
100	N35 24.5 E051 09.6	3268
102	N35 24.6 E051 09.6	3268
104, 104R	N35 24.6 E051 09.5	3268
104L	N35 24.6 E051 09.5	3267
106R	N35 24.6 E051 09.5	3269
106L	N35 24.6 E051 09.5	3268
108, 108R	N35 24.6 E051 09.4	3269
108L	N35 24.6 E051 09.4	3268
110	N35 24.6 E051 09.4	3269
112, 112R	N35 24.6 E051 09.3	3270
112L	N35 24.6 E051 09.3	3269
114, 114R	N35 24.6 E051 09.2	3271
114L	N35 24.7 E051 09.3	3269
116, 116R	N35 24.7 E051 09.2	3271
116L	N35 24.7 E051 09.2	3270
118, 120, 120R	N35 24.7 E051 09.1	3272
122	N35 24.7 E051 09.0	3273
124	N35 24.7 E051 09.0	-
126	N35 24.7 E051 08.9	3274
128	N35 24.7 E051 08.9	-
130	N35 24.7 E051 08.8	-
132	N35 24.8 E051 08.8	3275
136, 138	N35 24.7 E051 09.6	3262
140	N35 24.7 E051 09.5	3263
142	N35 24.7 E051 09.4	3263
144	N35 24.7 E051 09.3	3264
146	N35 24.7 E051 09.3	-
148	N35 24.8 E051 09.2	3265
150	N35 24.8 E051 09.2	3266
152	N35 24.8 E051 09.1	3267
154, 156	N35 24.8 E051 09.0	3267
158	N35 24.8 E051 09.0	3268
160	N35 24.8 E051 08.9	3268
162	N35 24.9 E051 08.9	3269

OIIE/IKA



14 JUL 17

20-9S

Eff 20 Jul

Standard

TEHRAN, IRAN
IMAM KHOMAINI INTL

STRAIGHT-IN RWY		A	B	C	D
11L	①② VOR DME	3880' (575')	3880' (575')	3880' (575')	3880' (575')
	ALS out	R1500m R1500m	R1500m R1500m	R1900m R2400m	R1900m R2400m
	② VOR DME	3880' (575')	3880' (575')	3880' (575')	3880' (575')
	ALS out	R2100m R2800m	R2100m R2800m	R2300m R3000m	R2300m R3000m
11R	①② VOR DME	3880' (575')	3880' (575')	3880' (575')	3880' (575')
	ALS out	R1500m R1500m	R1500m R1500m	R2400m R2400m	R2400m R2400m
	② VOR DME	3880' (575')	3880' (575')	3880' (575')	3880' (575')
	ALS out	R2600m R2800m	R2600m R2800m	R2800m R3000m	R2800m R3000m
29R	③ CAT 2 ILS	3389' (133')	3403' (147')	3412' (156')	3423' (167')
		RA134'R400m	RA148'R450m	RA157'R450m	RA169'R450m
	③ ILS	3456' (200')	3459' (203')	3469' (213')	3479' (223')
		R550m/V800m	R550m/V800m	R550m/V800m	R550m/V800m
	TDZ or CL out	④ R550m/V800m	④ R550m/V800m	④ R550m/V800m	④ R550m/V800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	①③ LOC	3670' (414')	3670' (414')	3670' (414')	3670' (414')
	ALS out	R1400m R1500m	R1400m R1500m	R1400m R1900m	R1400m R1900m
	RNAV (LNAV/VNAV)	3610' (354')	3610' (354')	3610' (354')	3610' (354')
	ALS out	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m
① RNAV (LNAV)	ALS out	R1400m R1500m	R1400m R1500m	R1400m R2000m	R1400m R2000m
	RNAV (LNAV)	3690' (434')	3690' (434')	3690' (434')	3690' (434')
	ALS out	R1500m R2200m	R1500m R2200m	R1700m R2400m	R1700m R2400m
	① VOR DME	3680' (424')	3680' (424')	3680' (424')	3680' (424')
	ALS out	R1400m R1500m	R1400m R1500m	R1400m R2000m	R1400m R2000m
	VOR DME	3680' (424')	3680' (424')	3680' (424')	3680' (424')
ALS out	R1500m R2200m	R1500m R2200m	R1700m R2400m	R1700m R2400m	

- ① Continuous Descent Final Approach.
- ② Missed apch climb gradient mim 3.8%.
- ③ Missed apch climb gradient mim 2.6%.
- ④ W/o HUD/AP/FD: RVR 750m/V800m.

CIRCLE-TO-LAND ⑤	100 KT	135 KT	180 KT	205 KT
After ILS or VOR DME Rwy 29R	3750' (445')	3810' (505')	3910' (605')	4010' (705')
	V1500m	V1600m	V2400m	V3600m
After VOR DME Rwy 11R/11L	3880' (575')	3880' (575')	4010' (705')	4010' (705')
	V1500m	V1600m	V2400m	V3600m

⑤ Not applicable after RNAV 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	R300m	400m	500m
D			

TAKE-OFF RWY 11L

	NIL (DAY only)
A	
B	
C	800m
D	

OIII/IKA
IMAM KHOMAINI INTL

8 SEP 17

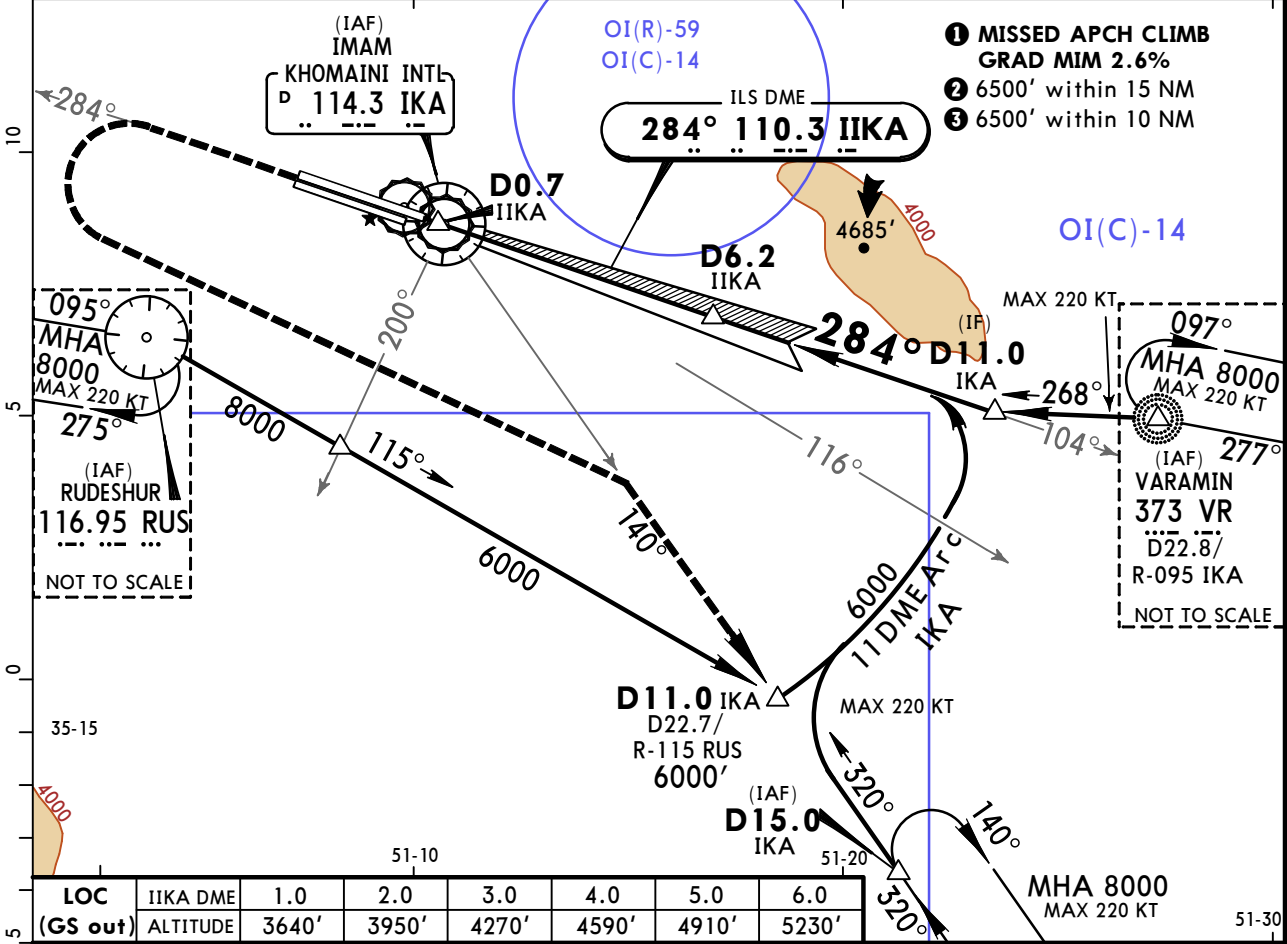
JEPPESSEN

(21-1)

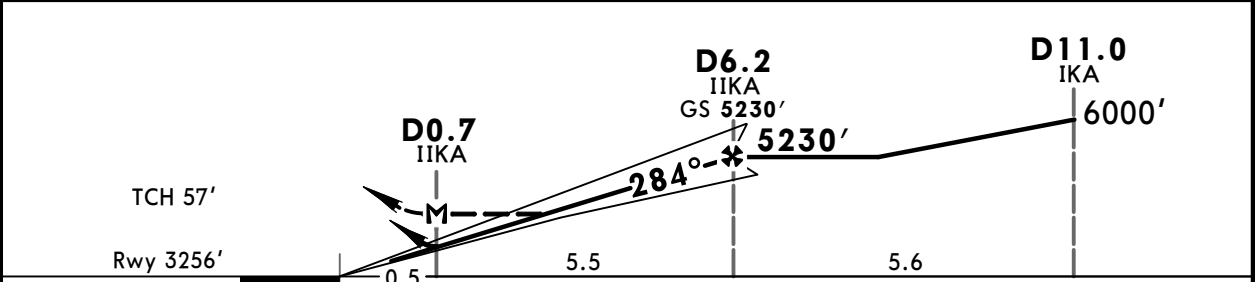
Eff 14 Sep

TEHRAN, IRAN
ILS Rwy 29R

ATIS 127.2		MEHRABAD Approach (R) 119.7 125.1		IKA Tower 118.7		Ground 121.825 121.6	
LOC IIKA 110.3	Final Apch Crs 284°	GS D6.2 IIKA 5230' (1974')	ILS DA(H) Refer to Minimums	Apt Elev 3305' 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							



LOC (GS out)	IIKA DME	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	HTALS-II PAP 	4600' ↑ on 114.3 R-284 IKA	
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743			849
MAP at D0.7 IIKA									

STRAIGHT-IN LANDING RWY 29R				CIRCLE-TO-LAND	
Missed apch climb gradient mim 2.6%				LOC (GS out)	
ILS		DA(H)		MDA(H)	
A: 3456' (200') C: 3469' (213')		B: 3459' (203') D: 3479' (223')		3670' (414')	
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
A				100	3750' (445') 1600m
B				135	3800' (495') 1600m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	180	3900' (595') 2400m
D			1400m	205	4010' (705') 3600m

PANS OPS

CHANGES: Altitudes.

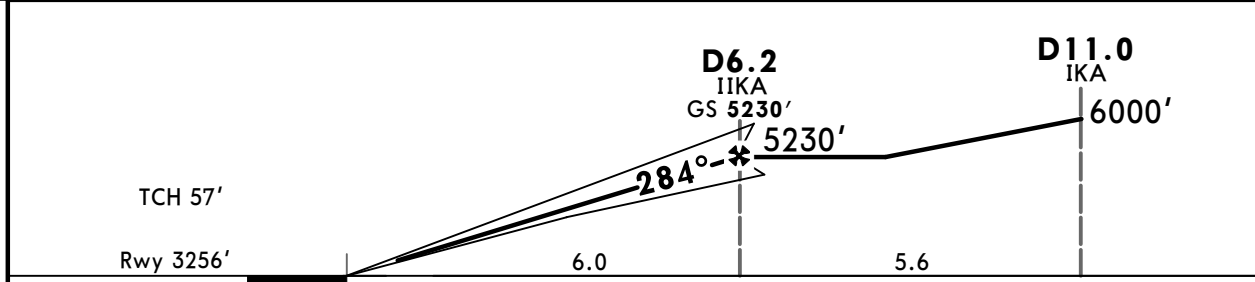
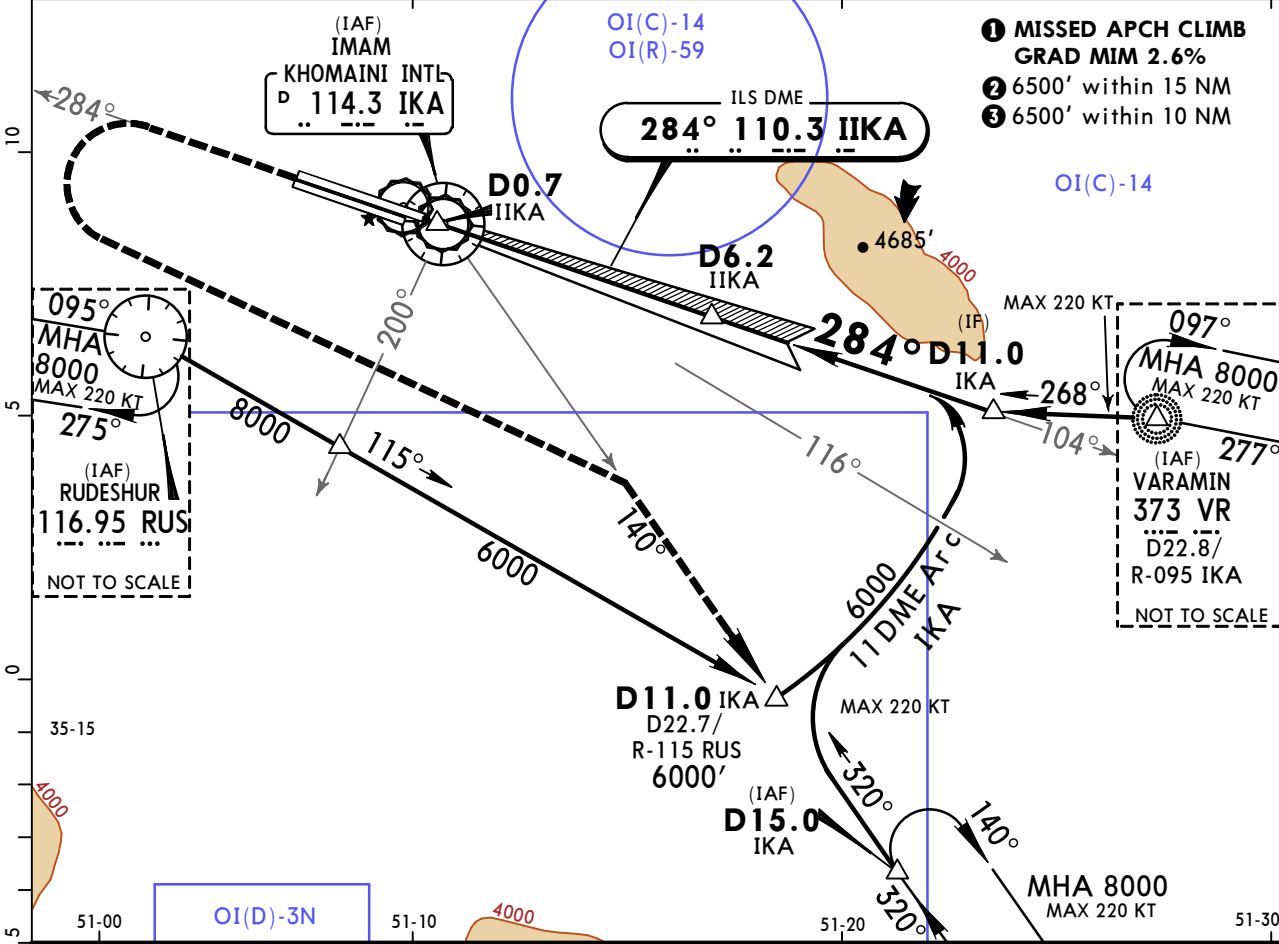
OIIE/IKA IMAM KHOMAINI INTL

8 SEP 17

JEPPESEN
21-1A Eff 14 Sep 17

TEHRAN, IRAN CAT II ILS Rwy 29R

ATIS 127.2		MEHRABAD Approach (R) 119.7 125.1		IKA Tower 118.7		Ground 121.825 121.6	
LOC IIKA 110.3	Final Apch Crs 284°	GS D6.2 IIKA 5230' (1974')	CAT II ILS Refer to Minimums		Apt Elev 3305' 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'	
Special Aircrew & Acft Certification Required.							MSA IKA VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 4600' IKA on 114.3 R-284
GS	3.00°	372	478	531	637	849	

STRAIGHT-IN LANDING RWY 29R Missed apch climb gradient mim 2.6% CAT II ILS			
A RA 134' DA(H) 3389' (133')	B RA 148' DA(H) 3403' (147')	C RA 157' DA(H) 3412' (156')	D RA 169' DA(H) 3423' (167')
RVR 400m	RVR 450m		

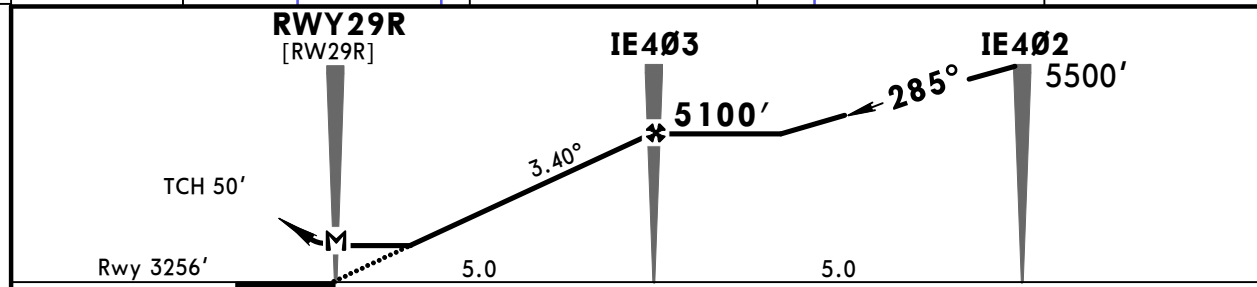
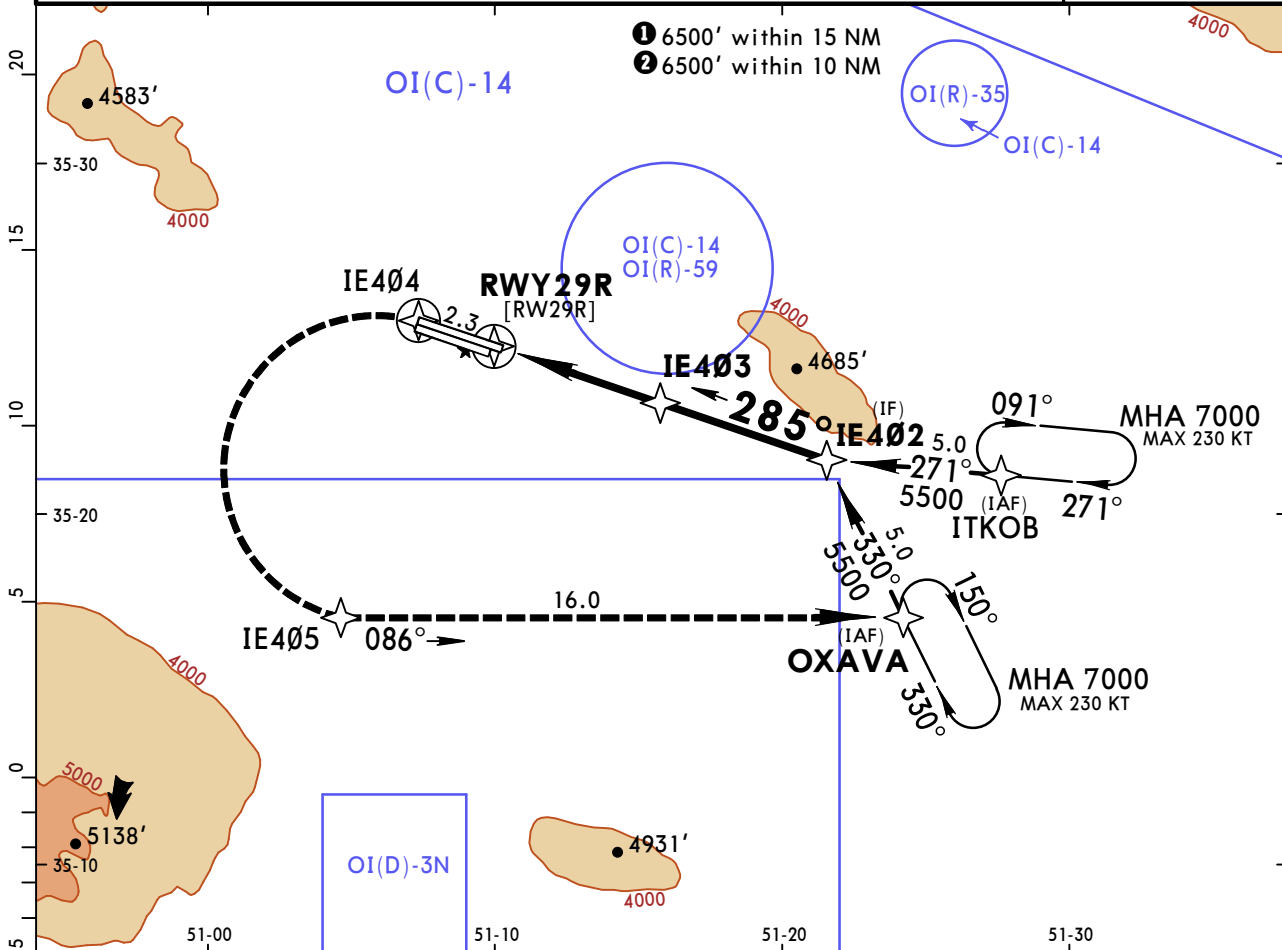
PANS OPS

OIIE/IKA
IMAM KHOMAINI INTL

JEPPESEN
 14 JUL 17
Eff 20 Jul (22-1)

TEHRAN, IRAN
RNAV (GNSS) Rwy 29R

ATIS 127.2		MEHRABAD Approach (R) 119.7 125.1		IKA Tower 118.7	Ground 121.825 121.6
RNAV	Final Apch Crs 285°	Minimum Alt IE403 5100' (1844')	LNAV/VNAV DA(H) 3610' (354')	Apt Elev 3305' Rwy 3256'	
MISSED APCH: Climb STRAIGHT AHEAD to IE404, then turn LEFT via IE405 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°.					MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI
Descent Angle 3.40°	421	541	602	722	842	963	
MAP at RWY29R							

STRAIGHT-IN LANDING RWY29R				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		LNAV/VNAV		CIRCLE-TO-LAND	
DA(H) 3610' (354')		DA(H) 3690' (434')		DA(H) 3610' (354')		DA(H) 3690' (434')	
ALS out		ALS out		ALS out		ALS out	
A						A	NOT APPLICABLE
B	1400m	RVR 1500m VIS 1600m	1400m	RVR 1500m VIS 1600m	1400m	B	
C				2000m		C	
D	RVR 1500m VIS 1600m	2000m	RVR 1500m VIS 1600m	2400m		D	

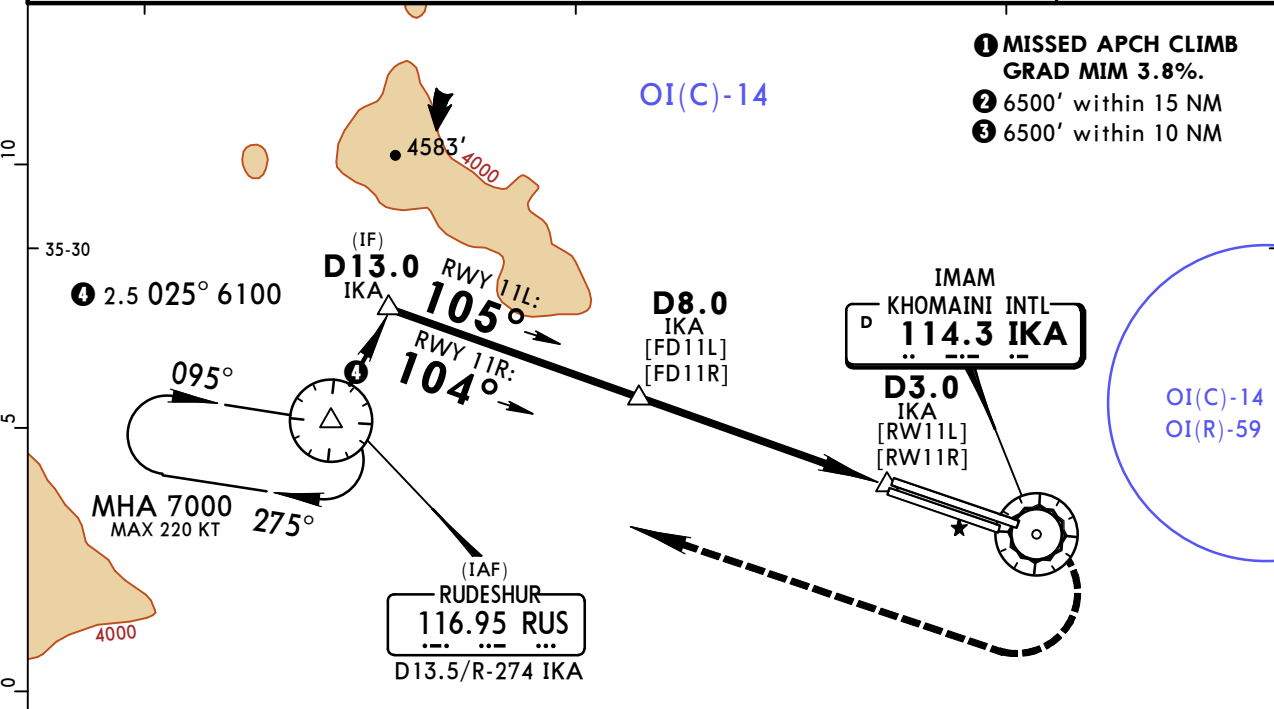
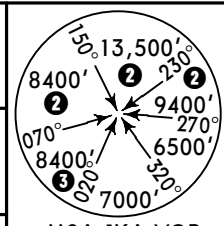
PANS OPS

OIIE/ IKA
IMAM KHOMAINI INTL

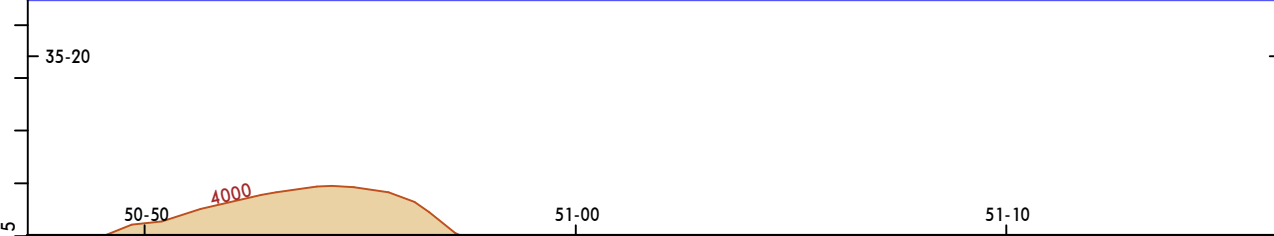
JEPPESEN
 14 JUL 17
Eff 20 Jul (23-1)

TEHRAN, IRAN
VOR DME Rwy 11L/R

ATIS 127.2	MEHRABAD Approach (R) 119.7 125.1	IKA Tower 118.7	Ground 121.825 121.6
VOR IKA 114.3	Final Apch Crs Rwy 11L 105° Rwy 11R 104°	Minimum Alt D8.0 IKA 5100' (1795')	MDA(H) 3880' (575')
MISSED APCH: Climb STRAIGHT AHEAD to IKA VOR, then turn RIGHT to rejoin RUS VOR holding at 7000'.			Apt Elev 3305'
Alt Set: hPa	Apt Elev: 115 hPa	Trans level: FL 110	Trans alt: 9000'



- ① MISSED APCH CLIMB GRAD MIM 3.8%.
- ② 6500' within 15 NM
- ③ 6500' within 10 NM



D13.0 IKA 6100'	D8.0 IKA [FD11L] [FD11R] 5100'	D3.0 IKA [RW11L] [RW11R]	IKA VOR TCH: Rwy 11L 51' Rwy 11R 50'
Descent Angle 3.23°		Apt 3305'	

Gnd speed-Kts	70	90	100	120	140	160	Rwy 11L HIALS	Rwy 11R ALS	IKA
Descent Angle	3.23°	400	514	571	686	800	914	PAPI	114.3

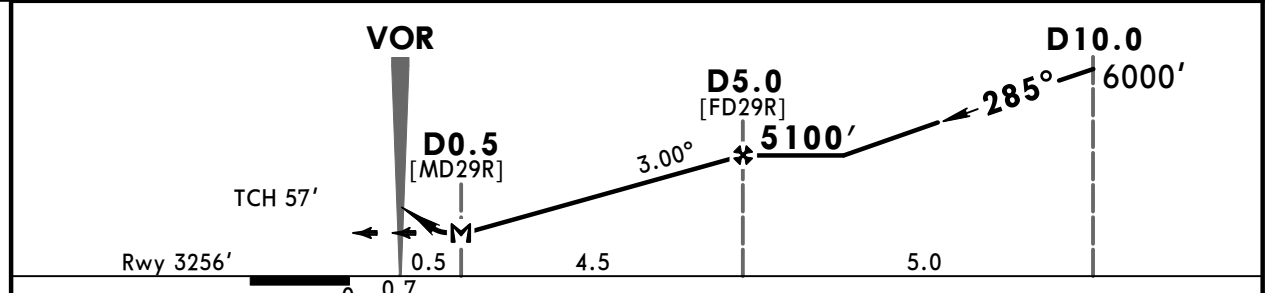
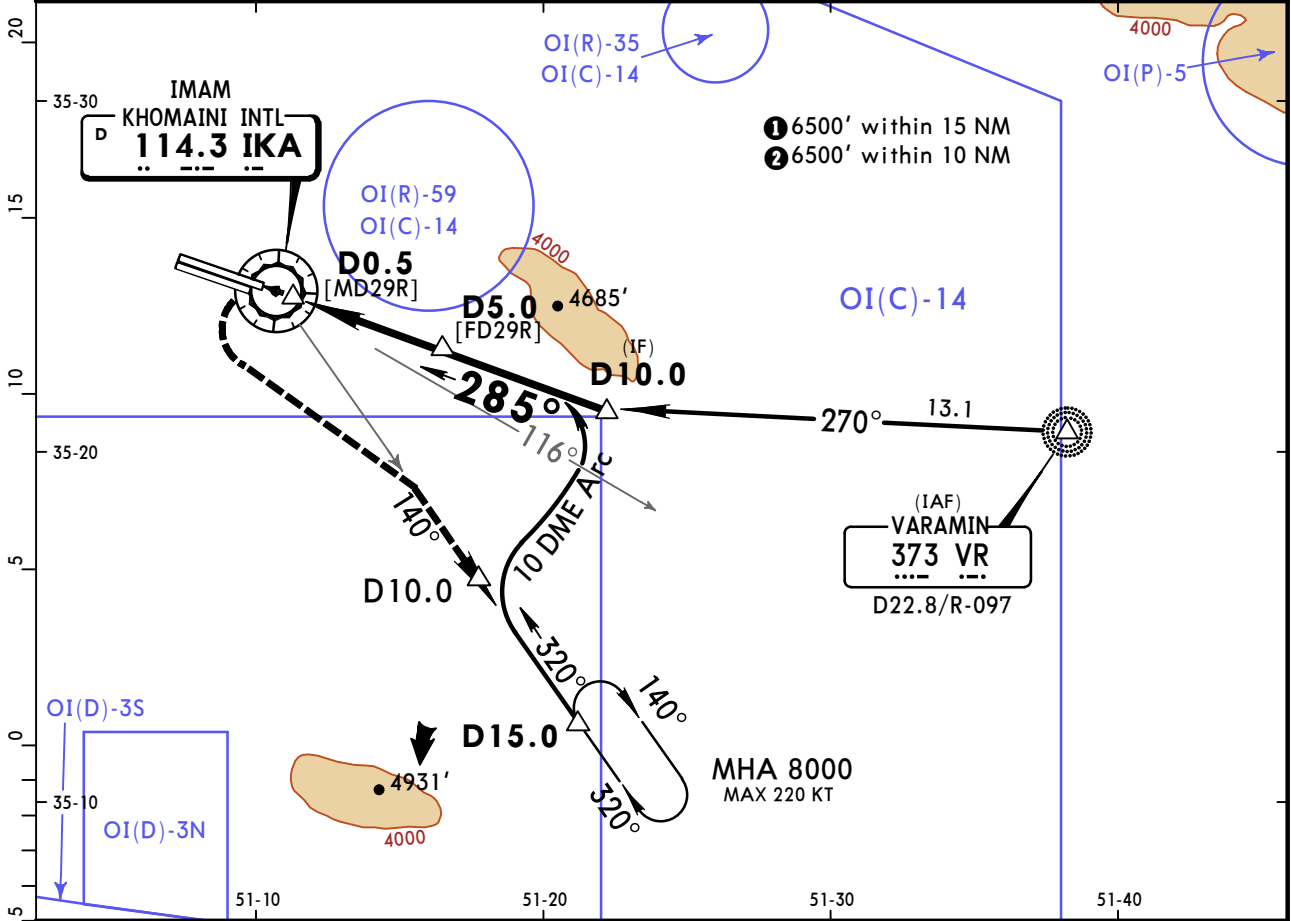
STRAIGHT-IN LANDING Missed apch climb gradient mim 3.8%				CIRCLE-TO-LAND	
Rwy 11L MDA(H) 3880' (575')		Rwy 11R MDA(H) 3880' (575')		Max Kts	MDA(H)
ALS out	ALS out	ALS out	ALS out		
A	1400m	RVR 1500m VIS 1600m	1400m	100	3880' (575')
B				135	
C	RVR 1500m VIS 1600m	2400m	2400m	180	4010' (705')
D	RVR 1800m VIS 2000m	2800m	2800m	205	4010' (705')

OIIIE/IKA
IMAM KHOMAINI INTL

JEPPESSEN
14 JUL 17 **(23-2)** Eff 20 Jul

TEHRAN, IRAN
VOR DME Rwy 29R

ATIS 127.2		MEHRABAD Approach (R) 119.7 125.1		IKA Tower 118.7	Ground 121.825 121.6
VOR IKA 114.3	Final Apch Crs 285°	Minimum Alt D5.0 5100' (1844')	MDA(H) 3680' (424')	Apt Elev 3305' 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'	MSA IKA VOR
Procedure MAX 220 KT.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI IKA 114.3 ↑ LT IKA 114.3 R-140
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.5							

STRAIGHT-IN LANDING RWY29R		CIRCLE-TO-LAND	
MDA(H) 3680' (424')		MDA(H)	
ALS out		Max Kts	
A	1400m	100	3750' (445') 1600m
B		135	3800' (495') 1600m
C	RVR 1500m VIS 1600m	180	3900' (595') 2400m
D		205	4010' (705') 3600m

PANS OPS