

**AD 2. AERODROMES****OIII AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OIII - TEHRAN / Mehrabad International****OIII AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	<i>ARP coordinates and site at AD</i>	354120N 0511853E
2	<i>Direction and distance from ( city )</i>	W of Tehran
3	<i>Elevation / Reference temperature</i>	3962 FT / 36.8°C
4	<i>MAG VAR / Annual change</i>	4°30' E (2016)
5	<i>AD Administration, address, telephone, telefax, telex, AFS</i>	Iranian Airports & Air Navigation Company (IAC) Mehrabad International Airport P.O. BOX : 1798, Postal code: 13445 Tehran - Islamic Republic of Iran Tel : +9821- 61021, 66025343, 66025225 Telefax: +9821- 66025327 Telex: 213889 EPDIR AFS: OIIIYDYX
6	<i>Types of traffic permitted (IFR/VFR)</i>	IFR/VFR
7	<i>Remarks</i>	NIL

**OIII 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>	NIL
5	<i>ATS Reporting Office ( ARO )</i>	H24
6	<i>MET Briefing Office</i>	NIL
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

**OIII AD 2.4 HANDLING SERVICES AND FACILITIES**

1	<i>Cargo - handling facilities</i>	Available by main carrier and Saman air services
2	<i>Fuel / oil types</i>	Jet A1 - 100LL - JP4 / Water methanol 45/55
3	<i>Fuelling facilities/capacity</i>	Jet A1: 20 trucks, from 8000 to 80000 liters, 50 liters/sec, No limitation 100LL: 3 trucks, 8000 liters, 20 liters/sec, No limitation JP4: 1 truck, 8000 liters, 20 liters./sec, No limitation
4	<i>De - icing facilities</i>	Available by main carrier and Saman air services, it is done normally on TWY A
5	<i>Hanger space for visiting aircraft</i>	NIL
6	<i>Repair facilities for visiting aircraft</i>	Available by operating agency
7	<i>Remarks</i>	Fuel for non-schedule flight which are operated individually, available only in cash

**OIII 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>	Taxis and buses
4	<i>Medical facilities</i>	First aids, ambulance and doctor at AD, Hospital in the city
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

**OIII 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 fire fighting
3	<i>Capability for removal of disabled aircraft</i>	Heavy duty crane and tow car/truck available
4	<i>Remarks</i>	NIL

**OIII AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	<i>Types of clearing equipment</i>	7 blowers, 13 snow ploughs, 7 tractors, 22 blades fitted into trucks, and 2 Urea spreaders
2	<i>Clearance priorities</i>	1- RWY 29L/11R 2- TWY A and B (at night TWY B5 and A5) 3- RWY 29R/11L 4- Apron 5- Other TWY
4	<i>Remarks</i>	For De-icing details, See OIII AD 2.4

**OIII AD 2.8 APRONS, TAXIWAYS**

1	<i>Apron surface and strength</i>	Surface : Apron NR1: Concrete Others: Asphalt Strength: Apron NR1: 60/R/A/X/T Others: 55/F/A/W/T
2	<i>Taxiway width, surface and strength</i>	Width: K1, K2, C1, C(between TWY K1& TWYC6): 18M N1& N2: 30M Others: 23M Surface: N1 & N2: Concrete A except between A3&A5: Concrete Others: Asphalt Strength: N1 & N2: 60/R/A/X/T A except between A3&A5: 60/R/A/X/T Others: 55/F/A/W/T
3	<i>Remarks</i>	NIL

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

1	<i>Use of aircraft stand ID signs, TWY guidelines 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 stand
2	<i>RWY and TWY markings and LGT</i>	RWY marking: Designation, THR, TDZ, centre line, edge & RWY end  RWY lighting: See OIII AD 2.14 below.  TWY marking: Centre line, edge, holding position at all TWY/RWY intersections  TWY lighting: See OIII AD 2.15 below.
3	<i>Stop bars</i>	NIL
4	<i>Remarks</i>	NIL

## OIII 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	
11R / APCH 29L / TKOF	DVOR/DME antenna 13 FT AGL LGTD	354149.1N 0511701.6E	Tower building 135 FT AGL LGTD	354125N 0511920E	
11R / TKOF 29L / APCH	ILS DME 29L antenna 30 FT AGL LGTD	354054.4N 0511949.4E	Antenna 870 FT AGL LGTD	353530N 0511435E	
11R / APCH 29L / TKOF	LLZ 29L antenna 9 FT AGL LGTD	354147.3N 0511707.9E	Floodlights 99 FT AGL NIL	354122N 0511940E	
11R / APCH 29L / TKOF	Radar antenna 59 FT AGL LGTD	354205.55N 0511621.73E	Mast 148 FT AGL LGTD	354040N 0511628E	
11L/R / APCH 29L/R / TKOF	Mast 43 FT AGL NIL	354150N 0511643E	COM TWR (Milad) 6166 FT AMSL (1428 FT AGL) LGTD	354441N 0512231E	
11L/R / APCH 29L/R / TKOF	Mast 8 FT AGL NIL	354150N 0511716E	Building 3856 FT AMSL NIL	354110N 0512005E	
11R / APCH 29L / TKOF	WDI 3833 FT AMSL NIL	354101N 0511959E	Mast 3930 FT AMSL LGTD	354117N 0511950E	
11R / APCH 29L / TKOF	RVR antenna 3815 FT AMSL NIL	354101N 0511957E	Mast 3997 FT AMSL NIL	354124N 0511941E	
29L / APCH 11R / TKOF	Antenna 3848 FT AMSL NIL	354100N 0511938E	Mast 4068 FT AMSL NIL	354110N 0512308E	
29L / APCH 11R / TKOF	Barrier 3836 FT AMSL NIL	354104N 0511931E	Shelter 3830 FT AMSL NIL	354055N 0511943E	
29L / APCH 11R / TKOF	WDI 3833 FT AMSL NIL	354104N 0511951E	Building 3839 FT AMSL NIL	354059N 0511931E	
29L / APCH 11R / TKOF	PAR 3919 FT AMSL NIL	354123N 0511845E	Air force tower 3907 FT AMSL NIL	354100N 0511917E	
11L / APCH 29R / TKOF	Building 4034 FT AMSL NIL	354157N 0511710E	IRIAF Twin buildings 3854 FT AMSL NIL	354101N 0511922E	
11L / APCH 29R / TKOF	Building 4040 FT AMSL NIL	354157N 0511706E	Caravan antenna 3897 FT AMSL NIL	354107N 0511901E	

<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	
11L / APCH 29R / TKOF	Building 4030 FT AMSL NIL	354157N 0511705E	Crane 4028 FT AMSL NIL	354035N 0511818E	
11L / APCH 29R / TKOF	Building 4045 FT AMSL NIL	354158N 0511700E	Building crane 4133 FT AMSL NIL	354203N 0511935E	
11L / APCH 29R / TKOF	Building 4055 FT AMSL NIL	354200N 0511655E	Building crane 4156 FT AMSL NIL	354212N 0511919E	
11L / APCH 29R / TKOF	Antenna 4153 FT AMSL NIL	354200N 0511543E	Building 4115 FT AMSL NIL	354212N 0511920E	
11L / APCH 29R / TKOF	Building 3995 FT AMSL NIL	354154N 0511725E	Azadi Building 4069 FT AMSL NIL	354201N 0511935E	
11L / APCH 29R / TKOF	Aircraft 3997 FT AMSL NIL	354153N 0511725E	Water tank 4078 FT AMSL NIL	354149N 0511840E	
11L / APCH 29R / TKOF	Gravel bank 4006 FT AMSL NIL	354155N 0511722E	COM antenna 4138 FT AMSL NIL	354202N 0511825E	
11L / APCH 29R / TKOF	Gravel bank 4004 FT AMSL NIL	354154N 0511722E	Buildings 4102 FT AMSL NIL	354159N 0511817E	
11L / APCH 29R / TKOF	Mast 4025 FT AMSL NIL	354154N 0511715E	Antenna 4045 FT AMSL NIL	354151N 0511802E	
11L / APCH 29R / TKOF	Building 4060 FT AMSL NIL	354202N 0511705E	Water tank 4103 FT AMSL NIL	354200N 0511731E	
11 / APCH 29 / TKOF	WDI 3977 FT AMSL NIL	354143N 0511736E	Antenna 4118 FT AMSL NIL	354200N 0511730E	
11R / APCH 29L / TKOF	Net barrier equipment 3967 FT AMSL NIL	354143N 0511729E	Hangar 4039 FT AMSL NIL	354155N 0511745E	
11 / APCH 29 / TKOF	Net barrier equipment 3954 FT AMSL NIL	354138N 0511727E	Sepah Hangar 4039 FT AMSL NIL	354156N 0511741E	
11 / APCH 29 / TKOF	RVR WDI 3978 FT AMSL NIL	354141N 0511739E	Building 4076 FT AMSL NIL	354202N 0511714E	

<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	
			Water tank 4098 FT AMSL NIL	354204N 0511712E	
			Antenna 4128 FT AMSL NIL	354117N 0511622E	
			Antenna 4086 FT AMSL NIL	354155N 0511748E	
			ASR Antenna 3996 FT AMSL NIL	354148N 0511751E	
			Aircraft 4018 FT AMSL NIL	354154N 0511733E	
			COM antenna 4081 FT AMSL NIL	354158N 0511736E	
			Shahinbal hangar 3999 FT AMSL NIL	354153N 0511731E	

**OIII AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	<i>Associated MET Office</i>	Tehran / Mehrabad
2	<i>Hours of service MET Office outside hours</i>	H24 --
3	<i>Office responsible for TAF preparation Periods of validity</i>	Tehran H24
4	<i>Type of landing forecast Interval of issuance</i>	Trend 1 HR
5	<i>Briefing/consultation provided</i>	In person and by telephone: +9821-61022919(21), +9821-61022225(7)
6	<i>Flight documentation Language(s) used</i>	Charts, abbreviated plain language text English/Persian
7	<i>Charts and other information available for briefing or consultation</i>	S, U, P
8	<i>Supplementary equipment available for providing information</i>	NIL
9	<i>ATS units provided with information</i>	Mehrabad TWR Mehrabad Radar/APP
10	<i>Additional information (limitation of service, etc.)</i>	NIL

**OIII AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

<i>Designations RWYNR</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	109.71°GEO	3989 x 45	55/F/A/W/T Asphalt	354147.90N 0511731.85E GUND +10FT	THR 3962 FT
29R	289.74°GEO	3989 x 45	55/F/A/W/T Asphalt	354104.34N 0512001.42E GUND +10FT	THR 3797 FT
11R	109.74°GEO	4030 x 60	50/F/A/X/T Asphalt	354140.84N 0511729.93E GUND +10FT	THR 3949 FT
29L	289.76°GEO	4030 x 60	50/F/A/X/T Asphalt	354056.74N 0512001.21E GUND +10FT	THR 3794 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
1.27 %	122 x 45	348 x 150	NIL	NIL	- Distance between parallel RWY center lines is 728FT(222M)
1.27 %	194 x 45	NIL	NIL	NIL	
1.17 %	87 x 60	NIL	NIL	NIL	- SWY RWY 29R strength is:
1.17 %	NIL	NIL	NIL	NIL	PCN 40/F/A/X/T
					- AD Code Letter/Number : 4E

**OIII AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
11L	3989	4337	4111	3989	NIL
29R	3989	3989	4183	3989	NIL
11R	4030	4030	4117	4030	NIL
29L	4030	4030	4030	4030	NIL
29R	3544	3544	3738	-	Take-off from intersection with A1
29R	3350	3350	3544	-	Take-off from intersection with B1
29R	2770	2770	2964	-	Take-off from intersection with A2,B2
29R	2170	2170	2364	-	Take-off from intersection with A3&B3
29L	3640	3640	3640	-	Take-off from intersection with K1
29L	3400	3400	3400	-	Take-off from intersection with K2
29L	3300	3300	3300	-	Take-off from intersection with C1,B1
29L	2800	2800	2800	-	Take-off from intersection with C2,B2
11R	3700	3700	3787	-	Take-off from intersection with C6,B6
11R	2970	2970	3057	-	Take-off from intersection with C5,B5
11L	3600	3948	3722	-	Take-off from intersection with N2&B6
11L	3270	3618	3392	-	Take-off from intersection with A6
11L	2900	3248	3022	-	Take-off from intersection with N1&B5

**OIII AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT LEN, spacing, colour INTST	RWY edge LGT LEN, spacing colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN(M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
11L	SALS 300M LIL	Green Supplemented by WBAR	PAPI Left /3.2° (19.2 M / 63 FT)	NIL	NIL	3989 M 60 M White, LIH	Red	NIL	NIL
29R	PALS 600M LIH	Green Supplemented by WBAR	PAPI Left /3.3° (19.2 M / 63 FT)	NIL	NIL	3989 M 60 M White, LIH	Red	NIL	Strobe LGT AVBL
11R	SALS 300M LIL	Green Supplemented by WBAR	PAPI Left /3.4° (19.4 M / 63.6 FT)	NIL	NIL	4030 M 60 M White, LIH	Red	NIL	NIL
29L	PALS 870M LIH	Green Supplemented by WBAR	PAPI Left /3.3° (19.4 M / 63.6 FT)	NIL	NIL	4030 M 60 M White, LIH	Red	NIL	NIL

**OIII AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN location, characteristics and hours of operation	On top of the control Tower building, FLG G and W, EV 2 sec PSN 354125N 0511920E, HN and during IMC.
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	Edge: All TWYs except A, A6, A7, C, C6, C7, C8, F1, F2, G, K1, K2, K3, N1, N2 Centre line : NIL
4	Secondary power supply/switch-over time	Available Switch-over time: 10 - 15 sec
5	Remarks	NIL



**OIII AD 2.16 HELICOPTER LANDING AREA**

NIL

**OIII AD 2.17 ATS AIRSPACE**

1	<i>Designation and lateral limits</i>	Tehran/Mehrabad CTR: A circle, radius 40 NM centered at 354149.1N 0511701.6 E(DVOR/DME), excluding the north segment of a line of 361121N 0504353E to 355110N 0520445E	Tehran/Mehrabad ATZ: A circle , radius 5 NM centered at 354120N 0511853E (ARP)
2	<i>Vertical limits</i>	8500 FT AMSL	5500 FT AMSL
3	<i>Airspace classification</i>	D	
4	<i>ATS unit call sign Language(s)</i>	Mehrabad Radar/APP English / Persian	Mehrabad TWR English / Persian
5	<i>Transition altitude</i>	9000 FT AMSL	
6	<i>Remarks</i>	Transition level: FL 110	

**OIII 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>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
APP & RADAR	Mehrabad Approach & Mehrabad Radar	119.700 MHZ 125.100 MHZ 121.500 MHZ 362.300 MHZ 317.500 MHZ 243.000 MHZ	H24 H24 H24 H24 H24 H24	Emergency Military aircraft Military aircraft Military Emergency
TWR	Mehrabad Tower	118.100 MHZ 124.450 MHZ 257.800 MHZ 243.000 MHZ	H24 H24 H24 H24	Military aircraft Military Emergency
GND	Mehrabad Ground	121.700 MHZ 121.900 MHZ 275.800 MHZ 243.000 MHZ	H24 H24 H24 H24	Military aircraft Military Emergency
DELIVERY	Mehrabad Delivery	121.850 MHZ	0130-0630&1230-1700 (0030-0530&1130-1600)	
ATIS (INFO)	Mehrabad Information	128.000 MHZ	H24	

**OIII AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aid, CAT of ILS(VAR For VOR/ILS,)	ID	Frequency	Hours Of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
Varamin NDB	VR	373 KHZ	H24	352033.6N 0513813.8E		137°MAG / 27 NM from DVOR/DME HGT of antenna 184 FT Site ELEV 3033 FT
Rudeshur VOR	RUS	116.950 MHZ	H24	352643.7N 0505419.3E		
Kahrizak NDB	KAZ	358 KHZ	H24	353100.1N 0512200.7E		156°MAG/11.5NMfromDVOR/DM. HGT of antenna 89 FT Site ELEV: 3298 FT
DVOR/DME (4°30' E/2016)	TRN	115.300 MHZ CH 100X	H24	354149.1N 0511701.6E	3989 FT	
TACAN	THR	CH 80X	H24	354152.8N 0511649.5E	4001 FT	IRIAF HGT of antenna 37 FT
LLZ 29L ILS CAT I (4°30' E/2016)	ITHL	109.900 MHZ	H24	354147.3N 0511707.9E		285°MAG / 0.4 NM to THR RWY11R Site ELEV: 3982 FT LLZ usable only WI 35°of front course Remote indicator available for ILS
ILS GP RWY 29L	ITHL	333.800 MHZ	H24	354054.4N 0511949.4E		3.3°, RDH 59 FT 251°MAG / 0.2 NM to THR RWY 29L GP usable from 11 NM of THR RWY 29L
ILS DME RWY 29L	ITHL	CH 36X	H24	354054.4N 0511949.4E	3799 FT	DME coverage 22 NM

TACAN unusable in FLW area:

- 1) 290° - 350° beyond 20 NM BLW FL 280
- 2) 350° - 050° beyond 15 NM BLW FL 280

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

- |                                                |                                                |
|------------------------------------------------|------------------------------------------------|
| 1- 300°- 285° BTN 15 to 40 NM BLW 14000FT AMSL | 8- 090°- 055° BTN 15 to 40 NM BLW 15000FT AMSL |
| 2- 050°- 300° BTN 5 to 10 NM BLW 10000FT AMSL  | 9- 110°- 095° BTN 25 to 40 NM BLW 11000FT AMSL |
| 3- 340°- 300° BTN 10 to 25 NM BLW 15000FT AMSL | 10- 110°- 095° BTN 20 to 25 NM BLW 7500FT AMSL |
| 4- 340°- 300° BTN 25 to 40 NM BLW 23000FT AMSL | 11- 110°- 095° BTN 15 to 20 NM BLW 7000FT AMSL |
| 5- 050°- 345° BTN 10 to 25 NM BLW 16000FT AMSL | 12- 110°- 095°BTN 10 to 15 NM BLW 6000FT AMSL  |
| 6- 050°- 345° BTN 25 to 40 NM BLW 28000FT AMSL | 13- 250°- 180°BTN 30 to 40 NM BLW 7000FT AMSL  |
| 7- 090°- 055° BTN 5 to 15 NM BLW 10000FT AMSL  | 14- 280°- 250° BTN 35 to 40 NM BLW 7500FT AMSL |

### OIII AD 2.20 LOCAL TRAFFIC REGULATIONS

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

*Note: pilots, who ask for permission to use the RWY into the wind despite this procedure, should expect that their arrival or departure may be delayed.*

2- Traffic circuit not authorized on right-hand pattern RWY 29L/R or left-hand pattern RWY 11L/R.

3- Aircraft not authorized to enter OIR66.

4- The use of radar presentation system installed in control tower of Mehrabad 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.

5- Taxi out and stand evacuation:

Apron NR.1

Stand 101: All aircraft larger than F100 shall coordinate with follow me car before start;

Stand 113: Push-back is required on follow-me car discretion.

Apron NR.2

Stands 201, 205: All aircraft larger than F100 shall use push back car for taxi

Stands 202, 203, 204 and 206: All aircraft shall use push back car for taxi

Apron NR.3

Stand 301: All aircraft larger than A300-B shall use push back car for taxi

Stands 302 to 310: All aircraft shall use push back car for taxi;

Apron NR.4

Stands 401, 402, 403 and 404: All aircraft shall use push back car for taxi

Apron NR.5 (Saha Ramp)

All aircraft shall use push back car for taxi. If the aircraft position has been moved already and the pilot in command is ready to start, the aircraft will be clear for taxi by follow me car approval.

6- Aircraft wider than C130; are not authorized to use TWY C between C3 and beginning of RWY 29L for taxi.

### OIII AD 2.21 NOISE ABATEMENT PROCEDURES

1- RWY 11L/R is not used for take-off during 1730 – 0430 (1630-0330), except tail wind component for RWY 29L/R is 10 KT or more.

2- Aircraft type IL76 (except military), is not authorized to operate at Mehrabad AD between 1930-0330 (1830-0230).

### OIII AD 2.22 FLIGHT PROCEDURES

1 Traffic pattern is defined as below:

- a. For fighter and heavy fixed-wing ACFT 5500 feet,
- b. For other fixed-wing ACFT 5000 feet and
- c. For helicopter 4500 feet.

*Note: see AD 1.1 item 7 for criteria.*

2 - Speed restriction for arriving aircraft: a) within TMA MAX 270 KT IAS.

b) Within CTR MAX 230 KT IAS.

3- Procedures for helicopters to cross take-off path/final leg of RWYs at Mehrabad INTL airport :

*Note 1: All VFR flights willing to operate over Tehran city have to get security permission from air defense (Ghararghah Sarallah) before flight plan submission.*

*Note 2: Crossing take-off path or final leg of RWYs in any situation is only permitted through the Mehrabad aerodrome control tower instruction.*

*Note 3: All restricted and prohibited areas specially R66 and P5 must be avoided by pilot.*

a) Helicopters inbound from HELAL base (Yaft Abad) should follow their specific procedures mentioned at local circulars.

b) PANHA base (Shahram) arrivals and departures are to cross only take off leg of runway 29 to avoid R66 area.

c) Except a) or b) above, other traffic will normally Join downwind of the related RWY and wait for Mehrabad aerodrome control tower instruction to follow the procedure d) or e) below :

d) Cross take-off leg of RWY 29 toward north or south (as appropriate) at the west of Azadi sport complex at a level determined by Mehrabad aerodrome control tower.

e) Cross long final of RWY 29 beyond 8 NM, (keep close the Bibi Shahrbanou's western mountain slope), at a level determined by Mehrabad aerodrome control tower.

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

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

6 - Mehrabad start-up procedure:

*Note. See also ENR 1.9 and ENR 1.10*

6-1 All departing controlled flights except fighters and helicopters shall contact Mehrabad delivery or Mehrabad GND (when Mehrabad delivery is not operational) 20 minutes before EOBT and pass the following information in order to be considered in departure sequence and may receive start up approval time (actual/estimate) , taxi time (actual/estimate) or ATC clearance.

- a) Aircraft identification;
- b) Type of aircraft;
- c) Stand number or parking position;
- d) Desired level;
- e) Any other necessary information such as opposite RWY for departure needs for De-ice/Anti-ice, etc.

*Note. Normally push back instruction will be issued by Mehrabad GND.*

6-2 Issued start up approval time is valid up to 10 minutes and issued taxi time is valid up to 3 minutes and automatically will be cancelled if the pilot has not requested taxi associated with its departure.

*Note1. If the taxi time cancellation takes place after FPL expiry time, a new flight plan shall be submitted*

*Note2. Issuing new start up approval time or new taxi time depends on some factors such as current traffic situation, coordination by other units, etc. Normally the flights are not able to comply with issued start up approval time or taxi time, would encounter undetermined delay. So all flights should be assured they will be able to taxi according issued start up approval time or taxi time.*

6-3 All departing passenger flights, willing to operate between 0130-0500(0030-0400) UTC, are required to have RPL and individual FPL is not accepted for this period.

*Note. In the case of route changes for a flight whose RPL is submitted, RPL will be cancelled and individual flight plan is accepted.*

7 - 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.

8- All VFR departures shall maintain below 5000 FT within CTR and after CTR climb to 7500 FT up to TMA lateral limits and then climb to flight planned level.

9 - All VFR arrivals shall maintain 7500 FT when entering TMA lateral limits and cross CTR boundary below 5000 FT.

*Note1: Departing aircraft shall monitor Mehrabad APP RADAR/ APP within CTR and then contact with TRN ACC.*

*Note2: Aircraft shall cross final or take-off leg of aerodromes beyond 15 NM of that station by prior coordination with the related TWR unit.*

*Note3: Departing aircraft going toward north shall request higher levels from Mehrabad RADAR/APP.*

*Note4: All VFR willing to operate over Tehran city have to get security permission from air defense (Ghararghah Sarallah) before flight plan submission.*

10 - Landing and departing in opposite direction of RWY-in-use is not authorized due to safety considerations, except for aircraft in emergency situation or by controller approval in low density traffic condition. In the latter, air traffic controller shall have reasonable assurance that the safety will not be infringed.

11 - Procedures for using Contingency RWY 29R/11L:

Contingency RWY 29R/11L is only usable for takeoff and landing in following conditions:

1. RWY 29L/11R is closed or non-operational.  
*Note: Permission to use Contingency RWY 29R/11L for takeoff and landing or closure of RWY 29L/11R is only issued by AD Deputy for Aeronautical Operations.*
2. No parked aircraft at TWY A or any other obstacles at RWY 29R/11L shoulders.
3. Minimum ground visibility of 5 Km or more for arrival aircraft.
4. No test flight operations except VIP test flights or those which obtained prior permission from chief of

Mehrabad ATS.

While Contingency RWY 29R/11L is being used, a NOTAM shall be issued regarding closure of RWY 29L/11 R probability of unexpected delay and availability of contingency RWY.

12- The curfew takes place at Mehrabad airport daily 2030 – 0130(1930-0030).

During restrictions, the following flights can land and take off:

- Emergency
- Scramble/SM
- Hospital
- Head/VIP
- Search and rescue aircraft engaged in SAR
- Firefighting flight
- Flight carrying hazardous material
- Medical evacuation
- Delayed scheduled flight

During the curfew, OIII shall not be used as alternate aerodrome.

13- Mehrabad ATS surveillance procedures:

13-1) RCF procedure:

If two-way communication is lost with radar controller the aircraft shall set squawk mode A code 7600, then follow the procedures mentioned at A), B), C) or D) below:

*Note- Due to high terrain, pilots are required not to proceed beyond (north of) radial 100 and radial 270 from TRN DVOR/DME when turning to establish final approach tracks.*

**A) When aircraft is flying in VMC, the following procedures should be followed:**

- 1- Continue to fly in visual meteorological conditions;
- 2- Land at the nearest suitable aerodrome; and
- 3- Report its arrival by the most expeditious means to the appropriate air traffic control unit.

*Note- If it would be inappropriate to follow this procedure, the pilot should adopt the procedure for flights in IMC detailed in B) below.*

**B) When aircraft is flying in IMC, the following procedures should be followed:**

**I) Departing aircraft:**

- 1- If departing aircraft is following a SID, continue according the SID direction instructions up to the TRN TMA boundary point then continue according the current flight planned route.
- 2- If departing aircraft is being radar vectored or re-routed by other methods ( Radial, NAV aids,...), continue in accordance with ATC direction instructions last acknowledged for only 2 minutes then proceed in the most direct manner possible to rejoin the TRN TMA boundary point then continue according the current flight planned route.
- 3- Maintain the last assigned speed and level or minimum flight altitude if higher for a period of 7 minutes following:
  - i) The time the last assigned level or minimum flight altitude is reached; or
  - ii) The time the transponder is set to Code 7600 to indicate the loss of air- ground communications; or
  - iii) The aircraft's failure to report its position over a compulsory reporting point whichever is later and thereafter adjust level and speed in accordance with the filed flight plan.

*Note- Pilots should ensure that they do not enter Danger or Prohibited areas in TMA and all the time remain at or above the minimum safe altitude (Refer to AIP, AD2 OIII ASMAC 1 & 2)*

**II) Arriving aircraft:**

- 1- Before entering TMA boundary and establishing communication with Mehrabad radar or Within TMA boundary and establishing communication with Mehrabad radar if "cleared approach" clearance was not issued, maintain the last acknowledged level or minimum safe altitude which one is higher and
  - i) When runway in use is 29: continue towards VR NDB, hold over this aid until commencement of descent; commence descent from VR NDB at or as close as possible to the estimated time of arrival resulting from the current flight plan to the minimum holding level (9000 FT) then follow ILS RWY 29L for Mehrabad INTL airport and in the case of aircraft inbound to Imam Khomainsi INTL airport follow ILS1 or VOR/DME1 instrument approach procedures.
  - ii) When runway in use is 11: continue towards RUS VOR; hold over this aid until commencement of descent; commence descent from RUS VOR at or as close as possible to the estimate time of arrival resulting from the current flight plan; to the minimum holding level (9000FT) then follow CIRCLING VOR/DME 2 RWY 11L/R for Mehrabad INTL airport and in the case of aircraft in bound to Imam Khomainsi INTL airport follow VOR/DME5 instrument approach procedures.
- 2- Within TMA boundary or establishing communication with Mehrabad Radar if "cleared approach" clearance was issued and acknowledged, follow the related procedure.

*Note- If the aircraft is cleared for visual approach continues visually and pilots should take account of visual*

*landing aids and keep watch for instructions as may be issued by visual signals from the control tower.*

- 3- If the aircraft is being radar vectored and the last acknowledged direction instruction was not issued to establish final approach track or the aircraft is not on the base leg of the related runway, follow the instructions mentioned in item 1 of Arriving aircraft.
- 4- If the aircraft is being radar vectored and the last acknowledged direction instruction was issued to establish final approach track or the aircraft is on the base leg of the related runway, continue to establish final approach track of the related runway by maintaining the last acknowledged level and speed, then continue according to the related procedure or visually if the radar vector was for visual approach.

*Note1- Final approach track of runway 11 of Mehrabad is establishing radial 265 from TRN DVOR/DME.*

*Note2- If for any reason unable to follow this instruction, establish final approach track of the related runway, descend to the minimum of the related procedure and follow the missed approach procedure of the related procedure then follow the instructions mentioned in item 5 below.*

- 5- When during missed approach RCF occurred, if flying in VMC and maintaining visual reference to the terrain join the downwind of the related runway (RWY29:left down wind, RWY11: right down wind) at 5000ft and proceed for landing and if this is not practicable for any reason follow the missed approach procedure, after reaching the fix or point serving the missed approach procedure if it defers from VR NDB or RUS VOR(concerning the runway in use) proceed directly towards one of these aids (runway in use 29: VR NDB, runway in use 11: RUS VOR) by climbing to minimum holding level then follow the instructions mentioned in item 1 of Arriving aircraft.

*Note- Pilots should ensure that they do not enter Danger or Prohibited areas in TMA and all the time remain at or above the minimum safe altitude (Refer to AIP, AD2 OIII ASMAC 1& 2).*

### **C) When aircraft radar vectoring and following SID MEHRABAD 1A:**

#### **I) If two way communication was not established with MEHRABAD RADAR upon departure:**

- 1- Squawk 7600.
- 2- Continue heading 260.
- 3- Climb 7000 FT up to 10 DME then climb 9000 FT up to 20 DME from TRN DVOR/DME.
- 4- Follow below instructions according TMA exit points:
  - PAXID:** Climb FL 200 and turn right direct PAXID or establish B121.
  - PAROT:** Climb FL 200 and turn right direct PAROT or establish G208.
  - PAVET:** Climb FL 200 and turn left direct PAVET or establish W8.
  - DAXIL:** Climb FL 200 and turn left direct DAXIL or establish B411.
  - SAV:** Climb FL 200 and turn left direct SAV NDB/DME or establish G667.
  - EGVEL:** Climb FL 200 and turn left to RUS VOR, then proceed direct EGVEL or intercept RDL 201 from RUS VOR to EGVEL.
  - ELUSI:** Climb FL 210 and turn right intercept RDL 270 to cross TRN DVOR/DME at or above FL130 then direct ELUSI or proceed VR NDB then establish A647.
  - OBRIX:** Climb FL 210 and turn right intercept RDL 270 to cross TRN DVOR/DME at or above FL130 then direct OBRIX.
- ← **DHN:** Climb FL 210 and turn right intercept RDL 270 to cross TRN DVOR/DME at or above FL130 then direct DHN DVOR or intercept RDL 107 from TRN DVOR/DME to DHN DVOR.
- NAGMO:** Climb FL 210 and turn right intercept RDL 270 to cross TRN DVOR/DME at or above FL130 then direct NAGMO or establish G667.
- 5- After TMA exit points: Climb to filed flight plan level to destination or proceed to VR NDB 9000FT for ILS APCH RWY 29L OIII.

#### **II) 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 FL 200 (for west bound track) and FL 210 (for east bound track).

Note:

  - Due to high terrain at north of airport, RDL 290 from TRN DVOR/DME must be crossed above FL 130 when proceeding to PAXID and NAGMO directly.
  - Avoid OIP20 during any direct routing.
- 4- After TMA exit point: Climb to filed flight plan level to destination or proceed to VR NDB 9000FT for ILS APCH RWY 29L.

### **D) When aircraft radar vectoring and following SID MEHRABAD 1B:**

#### **I) If two way communication was not established with MEHRABAD RADAR upon departure:**

- 1- Squawk 7600.
- 2- Continue heading 120.

- 3- Climb 7000 FT up to 10 DME then climb 9000 FT up to 20 DME from TRN DVOR/DME.
- 4- Follow below instructions according TMA exit points:
  - PAXID:** Climb FL 200 and turn left intercept RDL 110 to cross TRN DVOR/DME at or above FL130, then turn right direct PAXID or intercept RDL 290 from TRN up to establish B121.
  - PAROT:** Climb FL 200 and turn left intercept RDL 110 to cross TRN DVOR/DME at or above FL130, then direct PAROT or establish G208.
  - PAVET:** Climb FL 200 and turn left intercept RDL 110 to cross TRN DVOR/DME at or above FL130, then turn left direct PAVET or establish W8.
  - DAXIL:** Climb FL 200 and turn left intercept RDL 110 to cross TRN DVOR/DME at or above FL130, then turn left direct DAXIL or establish B411.
  - SAV:** Climb FL 200 and turn left intercept RDL 110 to cross TRN DVOR/DME at or above FL130, then turn left direct SAV NDB/DME or establish G667.
  - EGVEL:** Climb FL 200 and turn left intercept RDL 110 to cross TRN DVOR/DME at or above FL130, then turn left direct EGVEL or proceed RUS VOR then intercept 201 RDL from RUS VOR to EGVEL
  - ELUSI:** Climb FL 210 and turn right direct ELUSI or proceed VR NDB, then establish A647.
  - OBRIX:** Climb FL 210 and turn right direct OBRIX.
  - DHN:** Climb FL 210 and turn left direct DHN DVOR or establish B411.
  - NAGMO:** Climb FL 210 and turn left intercept RDL 110 to cross TRN DVOR/DME at or above FL130, then turn right direct NAGMO or establish G667.
- 5- After TMA exit points: Climb to filed flight plan level to destination or proceed to RUS VOR 9000FT for circling VOR/DME3 11L/R OIII.

**II) 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 FL 200 (for west bound track) and FL 210 (for east bound track).

Note:

  - Due to high terrain at north of airport, RDL 290 from TRN DVOR/DME must be crossed above FL 130 when proceeding to PAXID and NAGMO directly.
  - Avoid OIP20 during any direct routing.
- 4- After TMA exit point: Climb to filed flight plan level to destination or proceed to RUS VOR 9000FT for VOR/DME3 11L/R OIII.

13-2) Due to high terrain, pilots are required not to proceed beyond radial 100 and radial 270 from TRN DVOR/DME when turning to establish final approach tracks of Mehrabad INTL airport (avoid crossing radials 100 and radial 270 from TRN DVOR/DME towards north of the station).

13-3) All departing or arriving controlled flights shall pass following information immediately on initial contact with Mehrabad radar:

- a) Aircraft identification
- b) Squawk code
- c) Actual level passing
- d) Received WX information (only for arriving controlled flights)

13-4) Since Mehrabad radar is not capable to detect and display areas of adverse weather including CB and TCU clouds as well as their relative and exact positions, circumnavigating the adverse weather areas is the responsibility of pilots.

13-5) When vectoring, if adverse weather affect the safety of aircraft, the pilot shall advise controller about inability to comply the instruction.

13-6) Navigation assistance will be provided to VFR flights as radar information service if so requested, as follows:

- a) VFR/SVFR flights must realize that they are responsible for remaining in VMC and meeting the obstacle clearance while on a radar vector;
- b) VFR flights are responsible for separation from other traffic; ATC may not see an aircraft due to equipment limitation of either the radar system or the lack of a transponder on an aircraft;
- c) Navigational assistances issued to VFR aircraft normally include the phrase "Maintain VFR" at the end to reinforce the requirement.

13-7) The minimum horizontal separation within 40 NM from radar sensor shall be 5 NM and beyond that up to Tehran TMA boundary shall be 10 NM.

13-8) All aircraft being vectored for any type of instrument approach procedure in case of missed approach, the missed approach of the relevant approach procedure should be followed except other maneuvers instructed by radar controller.

13-9) Except other maneuvers instructed by radar controller, all aircraft being vectored for visual approach in case of missed approach, if flying in VMC and maintaining visual reference to the terrain join the downwind of the related runway (RWY29:left downwind, RWY11: right downwind) at 5000feet and proceed for landing and if this is not practicable for any reason, climb to 7000ft, runway heading to departure end of runway, then proceed towards RUS VOR and expect further clearance by Mehrabad radar.

14- All domestic flights departed from Mehrabad which are intended to join AWY P574/UP574 shall proceed via VR NDB and AWY A647 and PEKAM.

### **OIII AD 2.23 ADDITIONAL INFORMATION**

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

2- Strolling dogs exist on the movement area.

3- Net barrier:

RWY 29R: PSN 30 M before THR RWY 11L and will be engaged by prior arrangement,  
HGT during engagement is 12 FT AGL.

RWY 29L: First one PSN 30 M before THR RWY 11R, and will be engaged by prior arrangement.

Second one PSN 35 M before THR RWY 11R, and will be engaged by prior arrangement.

4- Hook barrier:

RWY 29R: PSN 30 M before THR RWY 11L.

RWY 29L: First one PSN 30 M before THR RWY 11R

Second one PSN at 792 M after THR RWY 29L; and will be engaged by prior arrangement.

5- Engine run up area:

a) Light and medium aircraft at TWY B7;

b) Heavy aircraft are guided to military ramp by prior permission.

6- Mehrabad INTL aerodrome is closed, every year on 4 June at 0315 - 0730.

7- There is no custom service for cargo flight in Tehran/ Mehrabad airport.

8- Normally unlawfully interfered and bomb threat aircraft must be parked on TWY B7 (Isolated aircraft parking position) to minimize any security risks to public, other aircraft and installations at the aerodrome.

9- Runways 29L (11R) and 29R (11L) should be considered as one runway regarding wake turbulence.

10- Aircraft holding between runways at taxiways B, B1, B2, B3, B4, B5, B6, and B7 before RWY 29R/11L should maintain engines in low RPM.



**OIII AD 2.24 CHARTS RELATED TO AN AERODROME**

Aerodrome Chart – ICAO.....	AD 2 OIII ADC
Parking / Docking Chart – ICAO.....	AD 2 OIII PDC 1 AD 2 OIII PDC 2 AD 2 OIII PDC 3
Aerodrome Obstacle Chart - ICAO Type A.....	AD 2 OIII AOC 1 AD 2 OIII AOC 2
Area Chart – ICAO .....	AD 2 OIII ARC
ATC Surveillance Minimum Altitude Chart – ICAO .....	AD 2 OIII ASMAC 1 AD 2 OIII ASMAC 2
Standard Departure Chart - Instrument – ICAO .....	AD 2 OIII SID 0-1 AD 2 OIII SID 0-2 AD 2 OIII SID 1-1 AD 2 OIII SID 1-2 AD 2 OIII SID 1-3 AD 2 OIII SID 1-4 AD 2 OIII SID 1-5 AD 2 OIII SID 1-6 AD 2 OIII SID 1-7 AD 2 OIII SID 1-8 AD 2 OIII SID 1-9
Arrival Chart - Instrument – ICAO .....	← AD 2 OIII STAR 1-1 AD 2 OIII STAR 1-2 AD 2 OIII STAR 1-3 AD 2 OIII STAR 1-4 AD 2 OIII STAR 1-5
Instrument Approach Chart – ICAO .....	AD 2 OIII IAC 1-1 AD 2 OIII IAC 2-1 AD 2 OIII IAC 2-2 AD 2 OIII IAC 2-3 AD 2 OIII VFR