

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 8**PCN:** RWY 13L/R, 31R/L: 60/F/B/X/T**Operation****RWY Restriction**

Heavy and medium ACFT shall make 180° turns on either end of RWY only.

TWY Restriction

TWY L, M, N, P for MIL ACFT only.

Warnings

Do not fly over holy shrine below 6000ft.

Strolling dogs observed on maneuvering area.

Birds in vicinity of AD, particularly W of the AD.

ARRIVAL**Speed**

Between D60 and D30 MSD:

- MAX IAS 280KT between FL150-245.

Within D30 MSD:

- MAX IAS 220KT at or below FL150.

Arrival Procedure**VFR Traffic Pattern**

- Heavy ACFT 4800ft.
- Other ACFT 4300ft
- Not authorized: right-hand pattern RWY 13L/R, left-hand pattern RWY 31L/R.

Non-standard GP Antenna Position RWY 31R:

GP intercepts RWY 31R at 407m / 1335ft after landing threshold.

Remaining LDA DIST beyond GP is 3404m / 11168ft.

DEPARTURE**Take-off Minima**

RWY		13L/31R, 13R/31L	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

13-OCT-2016

MHD-OIMM

1-20

AOI**AOI****DEPARTURE****Departure Procedure**

Start-up: Clearance should be REQ 5-10min prior to start-up.

For "Heavy" ACFT push-back required. All other ACFT use MNM power during taxi.

ACFT parked at south stands of APNs, push-back before start-up required.

De-Icing

AVBL.

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AGC

AFC

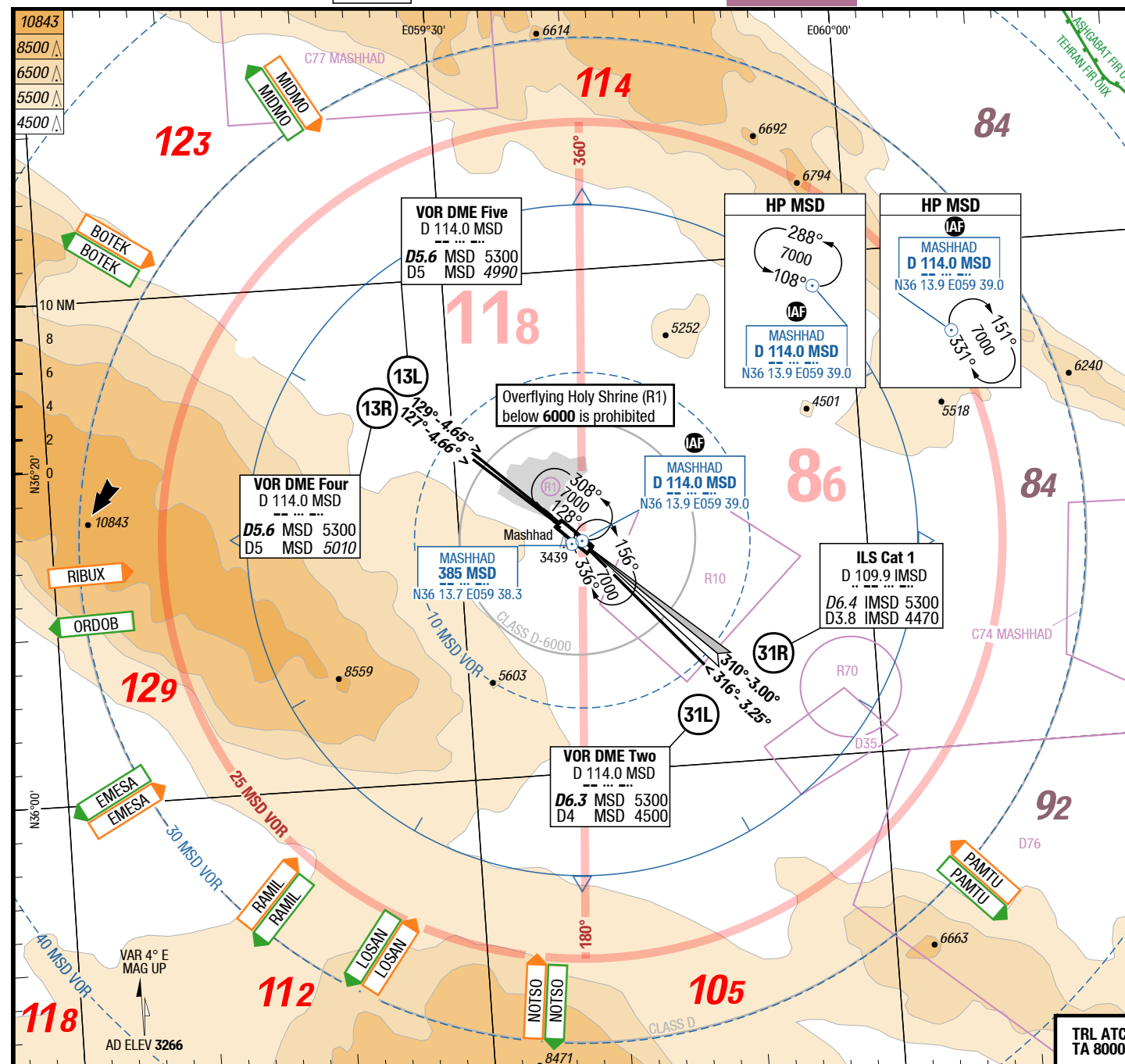
AFC

AFC

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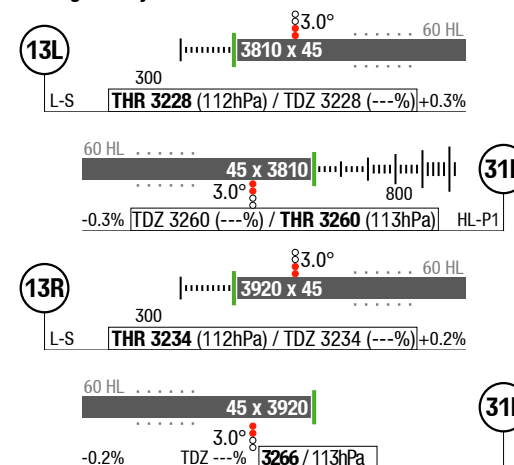
AGC

AFC



ATIS	126.400	
RAD	127.300	
APP	127.300	
TWR	118.100	
GND	121.700	121.900

Landing RWY system:



Effective 09-NOV-2017

02-NOV-2017

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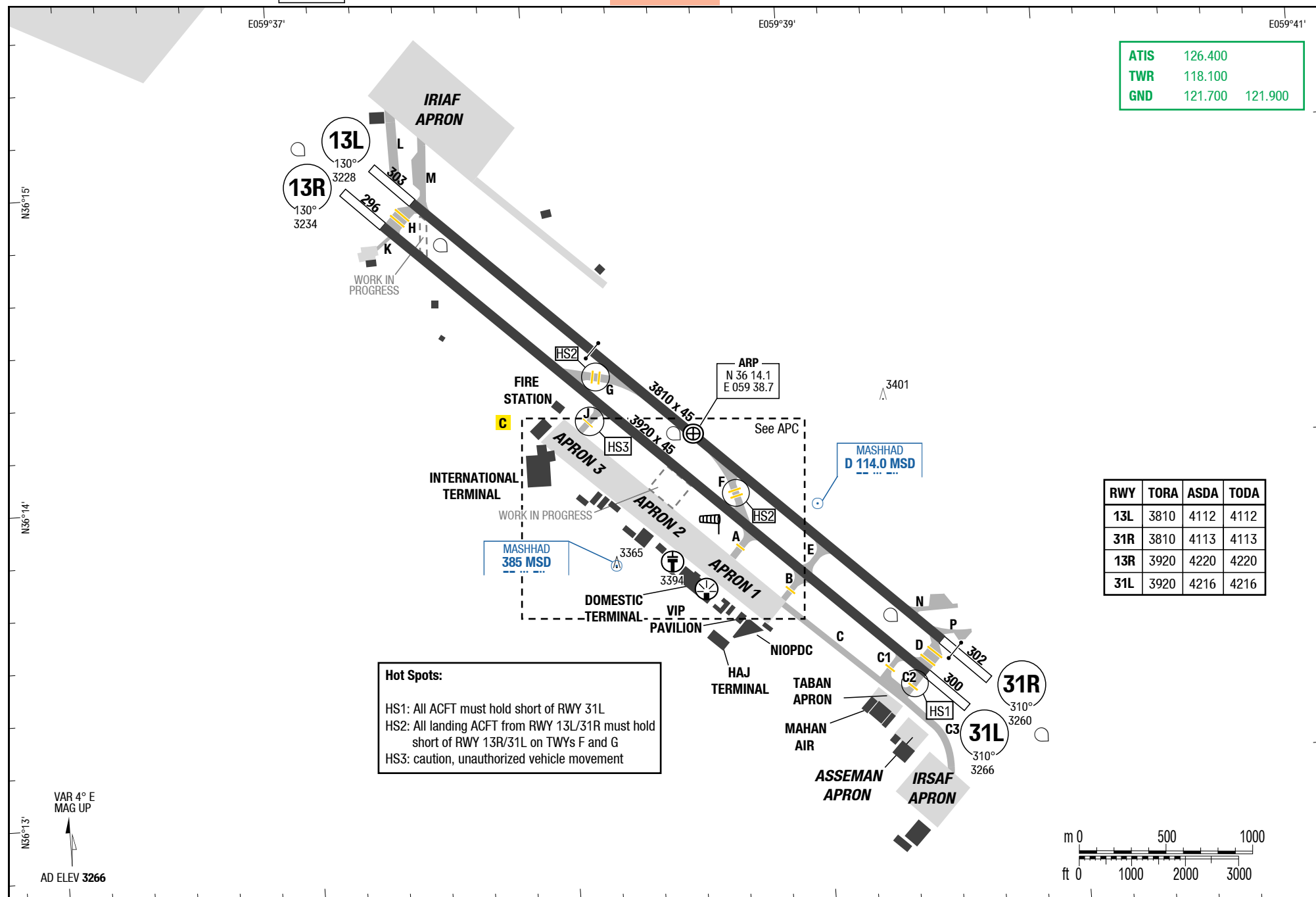
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AGC

3-20

ATIS	126.400
TWR	118.100
GND	121.700 121.900



RWY	TORA	ASDA	TODA
13L	3810	4112	4112
31R	3810	4113	4113
13R	3920	4220	4220
31L	3920	4216	4216

Hot Spots:

- HS1: All ACFT must hold short of RWY 31L
- HS2: All landing ACFT from RWY 13L/31R must hold short of RWY 13R/31L on TWYs F and G
- HS3: caution, unauthorized vehicle movement

Changes: Nil

Effective 14-SEP-2017

07-SEP-2017

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NIL
APC

APC

APC

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NIL
APC

3-30

ATIS	126.400
TWR	118.100
GND	121.700 121.900

INTERNATIONAL
TERMINAL

Hot Spots:

HS2: All landing ACFT from RWY 13L/31R must
hold short of RWY 13R/31L on TWY F
HS3: caution, unauthorized vehicle movement

VAR 4° E
MAG UP
AD ELEV 3266

Not to scale

Changes: BLDG

APRON 2

APRON 1

APRON 3

DOMESTIC
TERMINAL

WORK IN PROGRESS

13R/31L

13L/31R

06-OCT-2016

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SIDs (based on MSD NDB)

SID

SID

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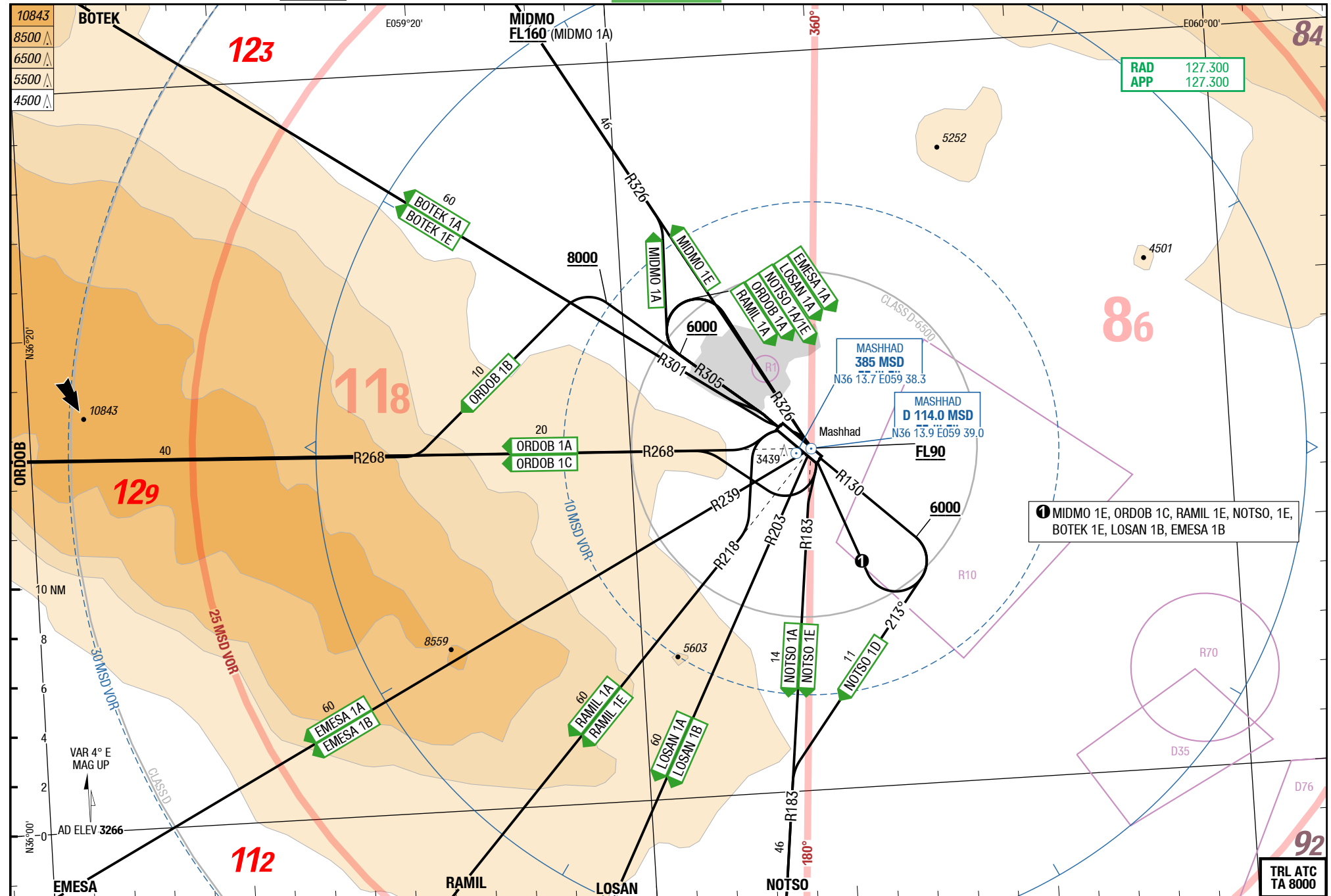
SIDs (based on MSD NDB)

SIDs (based on MSD VOR DME)

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4-10

SIDs (based on MSD VOR DME)



Changes: PROC, ALT

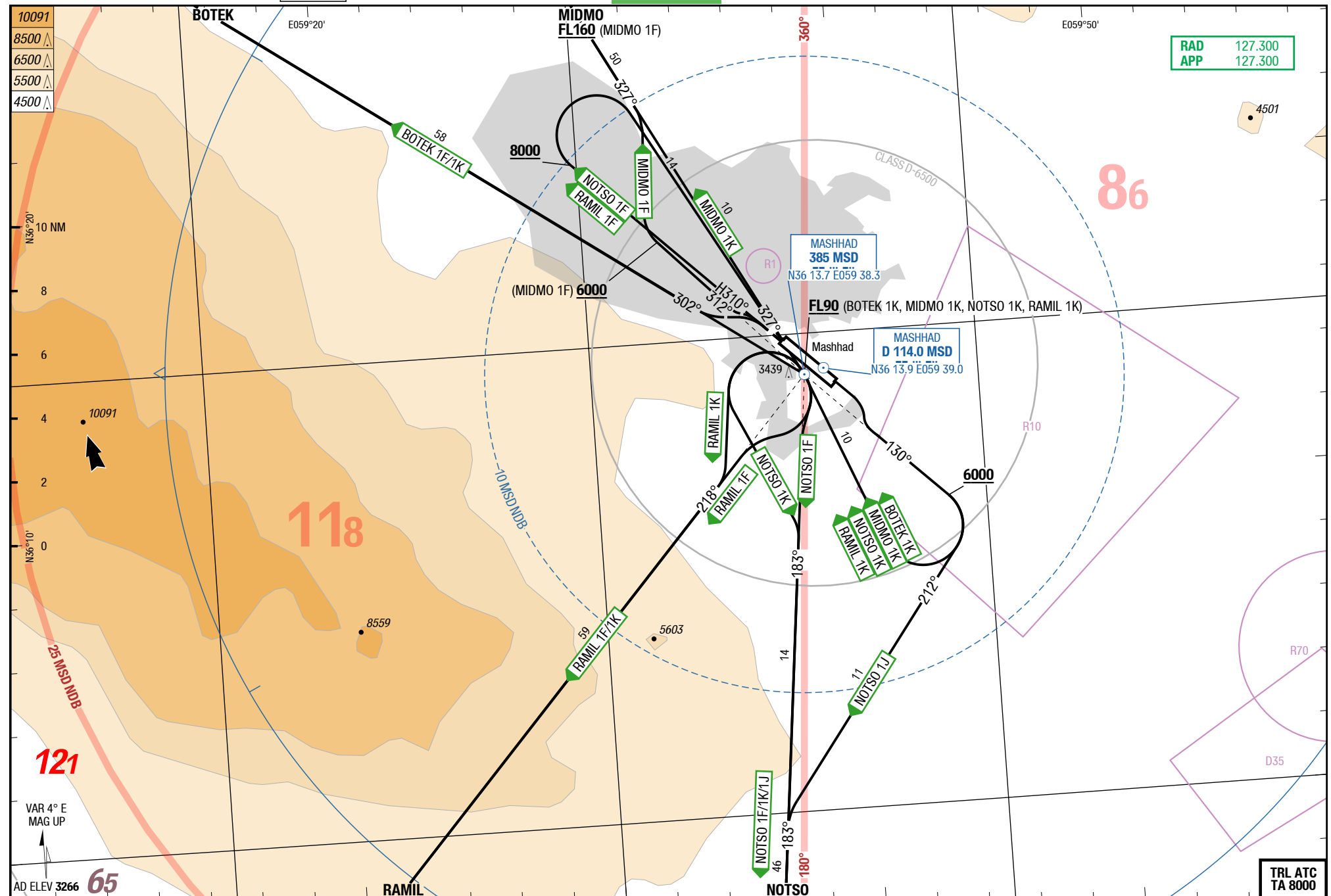
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4-20 SIDs (based on MSD NDB)

SID

SID

SIDs (based on MSD NDB)



Changes: PROC, chart layout, ALT

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Effective 22-JUN-2017

15-JUN-2017

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SIDs PAMTU (based on MSD NDB)

4-30

SIDs PAMTU (based on MSD VOR DME)

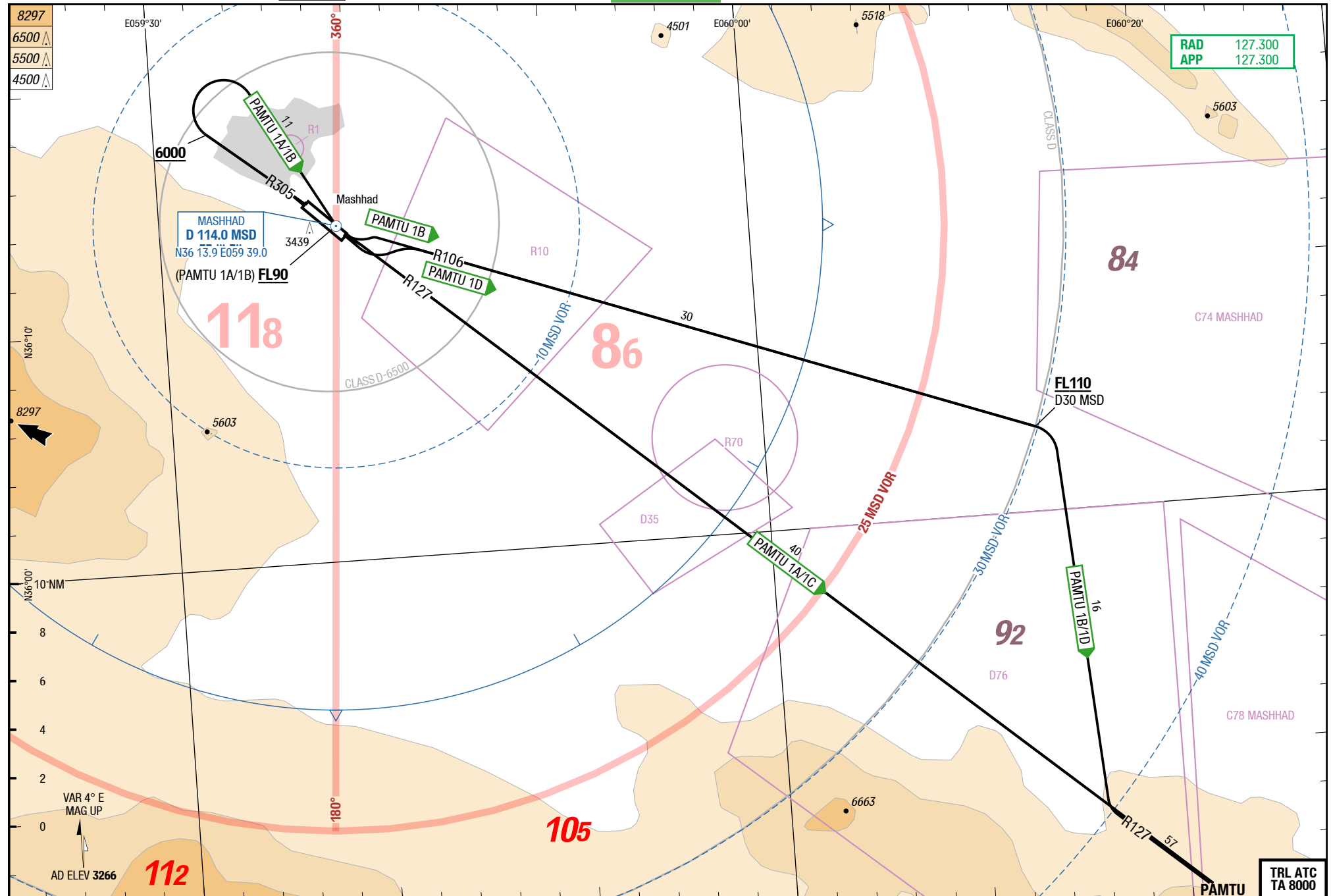
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SID

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SIDs PAMTU (based on MSD NDB)

SIDs PAMTU (based on MSD VOR DME)



Changes: PROC renamed, ALT, OBST

Effective 22-JUN-2017

15-JUN-2017

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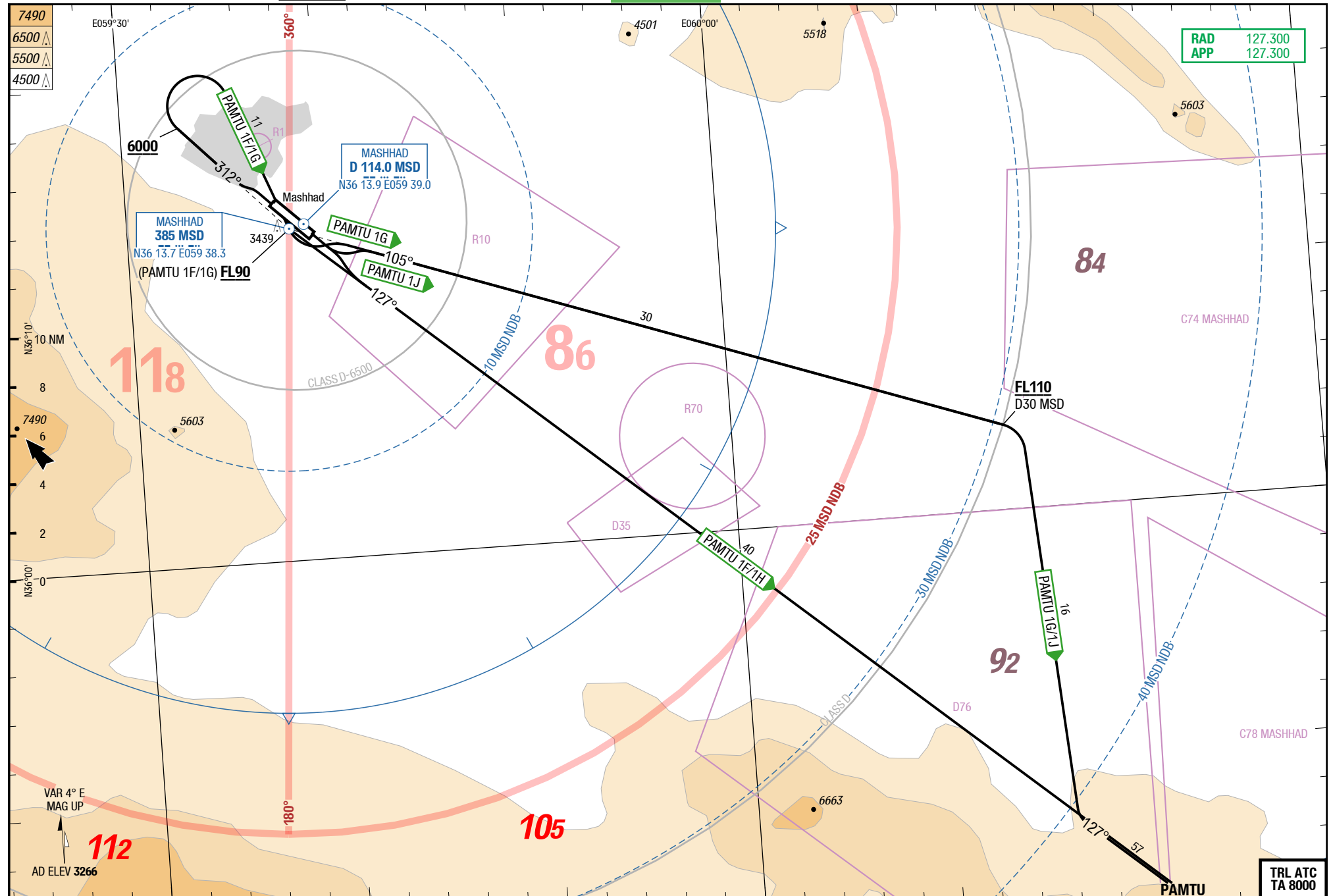
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4-40

SIDs PAMTU (based on MSD NDB)

SIDs PAMTU (based on MSD NDB)



Changes: PROC renamed, ALT, OBST

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5-10

SIDs (based on MSD VOR DME)**BOTEK 1E / EMESA 1B / LOSAN 1B / MIDMO 1E / NOTSO 1D / NOTSO 1E / ORDOB 1C / RAMIL 1E**

RWYs 13L/R (130°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13L/13R	
BOTEK 1E 127.300	R130 MSD - at MNM 6000 RT direct MSD - R301 MSD to BOTEK	MSD MNM FL90
EMESA 1B 127.300	R130 MSD - at MNM 6000 RT direct MSD - R239 MSD to EMESA	MSD MNM FL90
LOSAN 1B 127.300	R130 MSD - at MNM 6000 RT direct MSD - R203 MSD to LOSAN	MSD MNM FL90
MIDMO 1E 127.300	R130 MSD - at MNM 6000 RT direct MSD - R326 MSD to MIDMO	MSD MNM FL90
NOTSO 1D 5.0% to 8000 127.300	R130 MSD - at MNM 6000 RT 213° intercept R183 MSD to NOTSO	
NOTSO 1E 127.300	R130 MSD - at MNM 6000 RT direct MSD - R183 MSD to NOTSO	MSD MNM FL90
ORDOB 1C 127.300	R130 MSD - at MNM 6000 RT direct MSD - R268 MSD to ORDOB	MSD MNM FL90
RAMIL 1E 127.300	R130 MSD - at MNM 6000 RT direct MSD - R218 MSD to RAMIL	MSD MNM FL90

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5-20

SIDs (based on MSD VOR DME)**BOTEK 1A / EMESA 1A / LOSAN 1A / MIDMO 1A / NOTSO 1A / ORDOB 1A / ORDOB 1B / RAMIL 1A**

RWYs 31L/R (310°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31L/31R	
BOTEK 1A 3.7% 127.300	R301 MSD to BOTEK	
EMESA 1A 127.300	R305 MSD - at MNM 6000 RT direct MSD - R239 MSD to EMESA	MSD MNM FL90
LOSAN 1A 127.300	R305 MSD - at MNM 6000 RT direct MSD - R203 MSD to LOSAN	MSD MNM FL90
MIDMO 1A 127.300	R305 MSD - at MNM 6000 RT intercept R326 MSD to MIDMO	MIDMO MNM FL160
NOTSO 1A 127.300	R305 MSD - at MNM 6000 RT direct MSD - R183 MSD to NOTSO	MSD MNM FL90
ORDOB 1A 127.300	R305 MSD - at MNM 6000 RT direct MSD - R268 MSD to ORDOB	MSD MNM FL90
ORDOB 1B 4.2% 127.300	R305 MSD - at MNM 8000 LT intercept R268 MSD to ORDOB	
RAMIL 1A 127.300	R305 MSD - at MNM 6000 RT direct MSD - R218 MSD to RAMIL	MSD MNM FL90

15-JUN-2017

MHD-OIMM

5-30

SIDs (based on MSD NDB)

SIDPT

BOTEK 1K / MIDMO 1K / NOTSO 1J / NOTSO 1K / RAMIL 1K / BOTEK 1F / MIDMO 1F / NOTSO 1F / RAMIL 1F

RWYs 13L/R (130°) / 31L/R (310°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13L/13R	
BOTEK 1K 127.300	QDR 130 MSD - at MNM 6000 RT direct MSD NDB - QDR 302 MSD to BOTEK	MSD MNM FL90
MIDMO 1K 127.300	QDR 130 MSD - at MNM 6000 RT direct MSD NDB - QDR 327 MSD to MIDMO	MSD MNM FL90
NOTSO 1J 5.0% to 8000 127.300	QDR 130 MSD - at MNM 6000 RT 212° intercept QDR 183 MSD to NOTSO	
NOTSO 1K 127.300	QDR 130 MSD - at MNM 6000 RT direct MSD NDB - QDR 183 MSD to NOTSO	MSD MNM FL90
RAMIL 1K 127.300	QDR 130 MSD - at MNM 6000 RT direct MSD NDB - QDR 218 MSD to RAMIL	MSD MNM FL90
	Runway 31L/31R	
BOTEK 1F 3.7% 127.300	QDR 302 MSD to BOTEK	
MIDMO 1F 127.300	QDR 312 MSD - at MNM 6000 RT intercept QDR 327 MSD to MIDMO	MIDMO MNM FL160
NOTSO 1F 127.300	HDG 310° - at MNM 8000 RT direct MSD NDB - QDR 183 MSD to NOTSO	
RAMIL 1F 127.300	HDG 310° - at MNM 8000 RT direct MSD NDB - QDR 218 MSD to RAMIL	

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5-40

SIDs PAMTU (based on MSD VOR DME)

PAMTU 1C / PAMTU 1D / PAMTU 1A / PAMTU 1B

RWYs 13L/R (130°) / 31L/R (310°)

		120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13L/13R	
PAMTU 1C 4.5% 127.300 ①	R127 MSD to PAMTU	
PAMTU 1D 4.5% 127.300 ②	LT intercept R106 MSD - at D30 MSD RT intercept R127 MSD to PAMTU	D30 MSD MNM FL110
	Runway 31L/31R	
PAMTU 1A 127.300 ①	R305 MSD - at MNM 6000 RT direct MSD VOR - R127 MSD to PAMTU	MSD VOR MNM FL90
PAMTU 1B 127.300 ②	R305 MSD - at MNM 6000 RT direct MSD VOR - R106 MSD - at D30 MSD RT intercept R127 MSD to PAMTU	MSD VOR MNM FL90 D30 MSD MNM FL110

① Procedure not usable when D35, D76 and C78 active

② Procedure not usable when C78 active

MHD-OIMM**5-50****SIDs PAMTU (based on MSD NDB)****PAMTU 1H / PAMTU 1J / PAMTU 1F / PAMTU 1G**

RWYs 13L/R (130°) / 31L/R (310°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13L/13R	
PAMTU 1H 4.5% 127.300 ①	QDR 127 MSD to PAMTU	
PAMTU 1J 4.5% 127.300 ②	LT intercept QDR 105 MSD - at D30 MSD VOR RT intercept QDR 127 MSD to PAMTU	D30 MSD MNM FL110
	Runway 31L/31R	
PAMTU 1F 127.300 ①	QDR 312 MSD - at MNM 6000 RT direct MSD NDB - QDR 127 MSD to PAMTU	MSD NDB MNM FL90
PAMTU 1G 127.300 ②	QDR 312 MSD - at MNM 6000 RT direct MSD NDB - QDR 105 MSD - at D30 MSD VOR RT intercept QDR 127 MSD to PAMTU	MSD NDB MNM FL90 D30 MSD MNM FL110

① Procedure not usable when D35, D76 and C78 active

② Procedure not usable when C78 active

01-MAR-2018
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STARs EMESA

STARs BOTEK

STAR

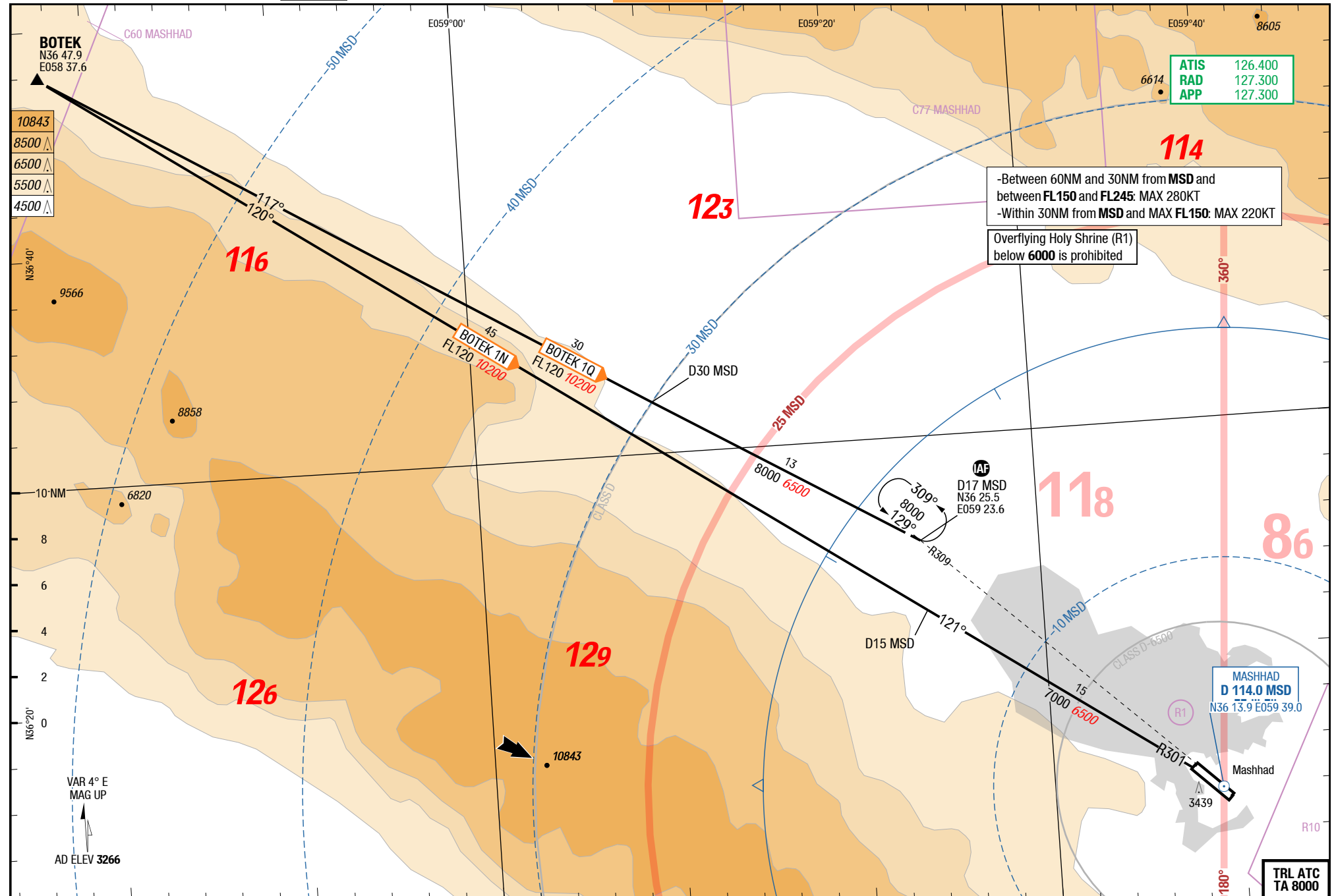
STAR

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STARs EMESA

STARs BOTEK

6-10



Changes: Completely revised

MHD-OIMM

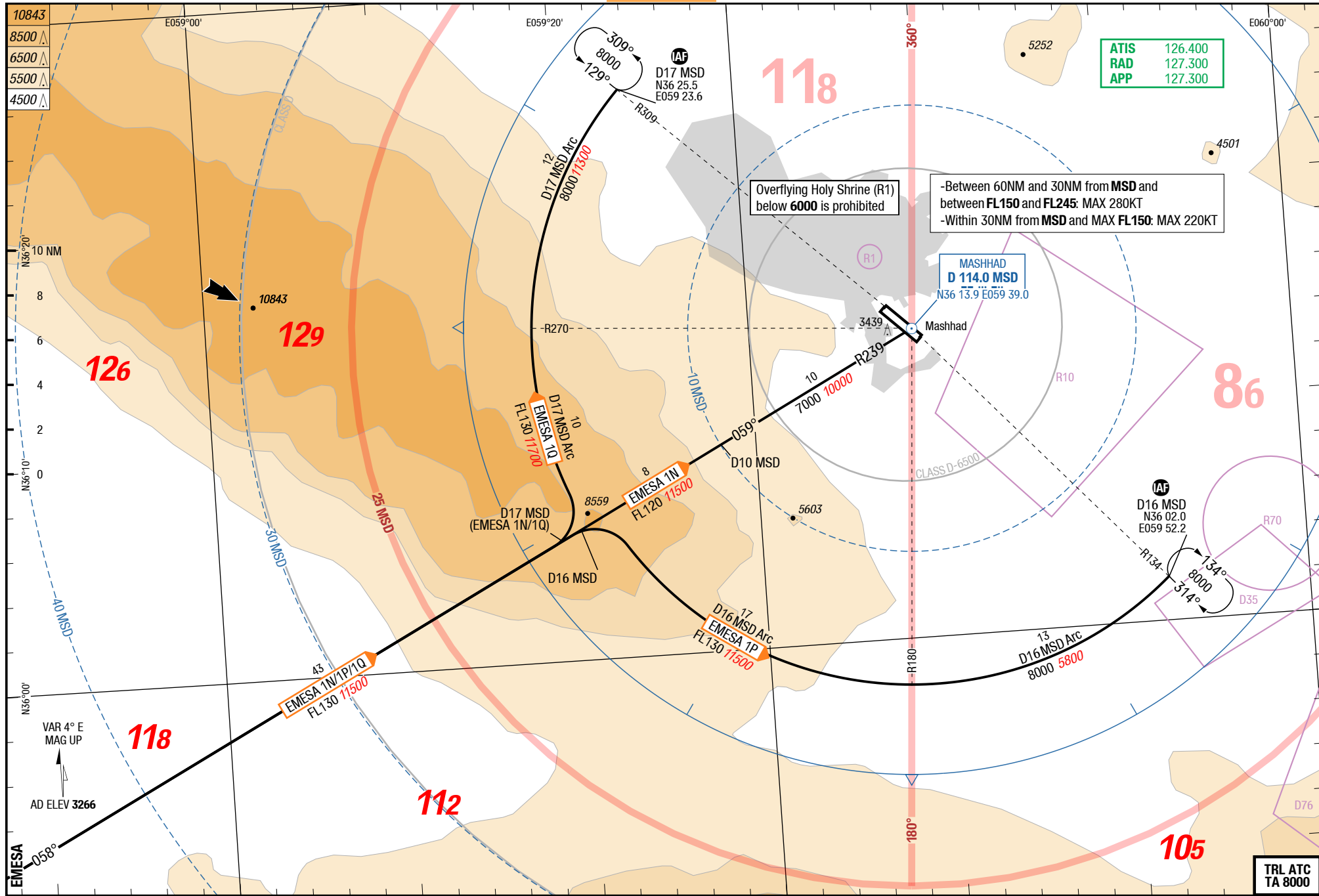
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STAR

STAR

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STARs EMESA



Changes: new

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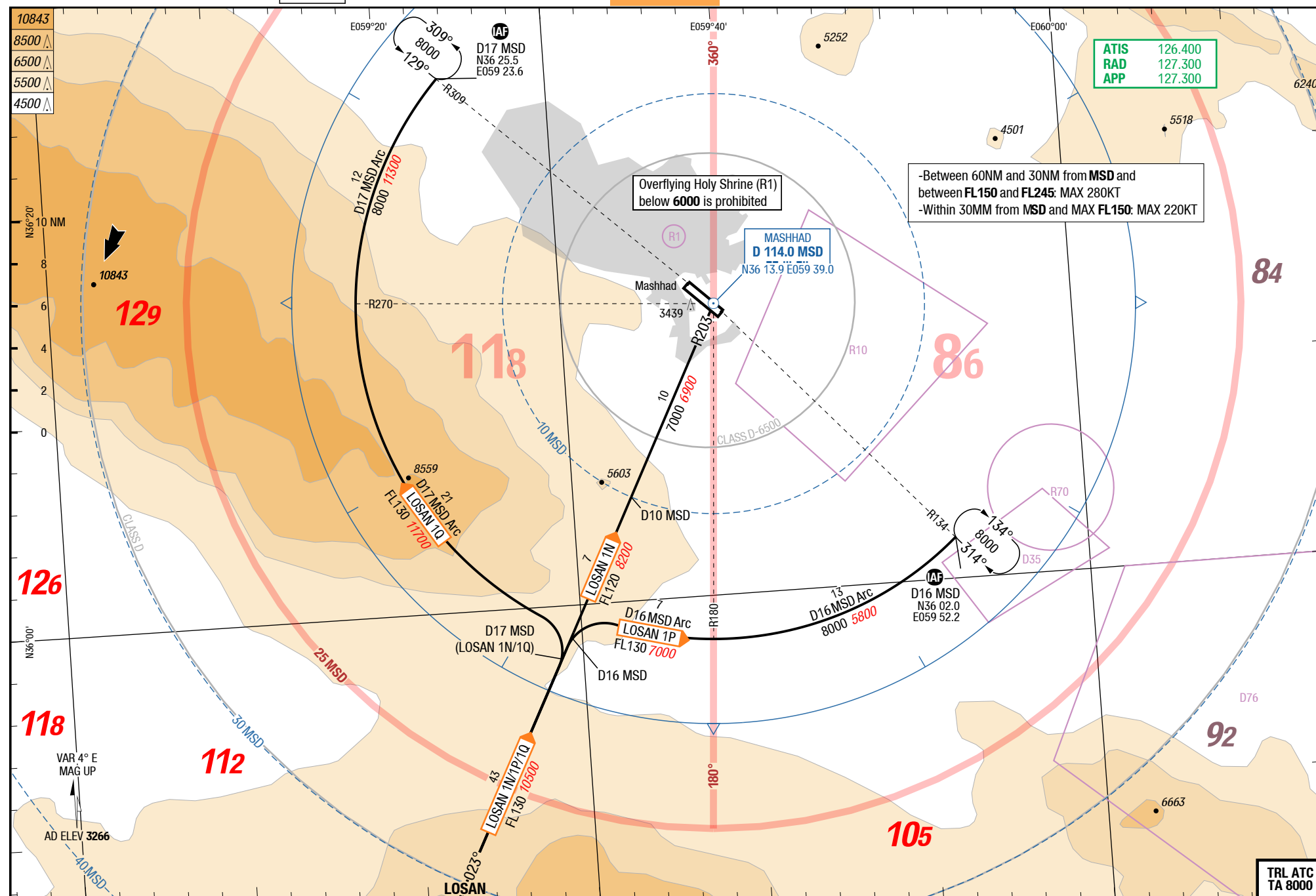
STARs LOSAN

STAR

STAR

STARs MIDMO

STARs LOSAN



Changes: new

TRL ATC
TA 8000

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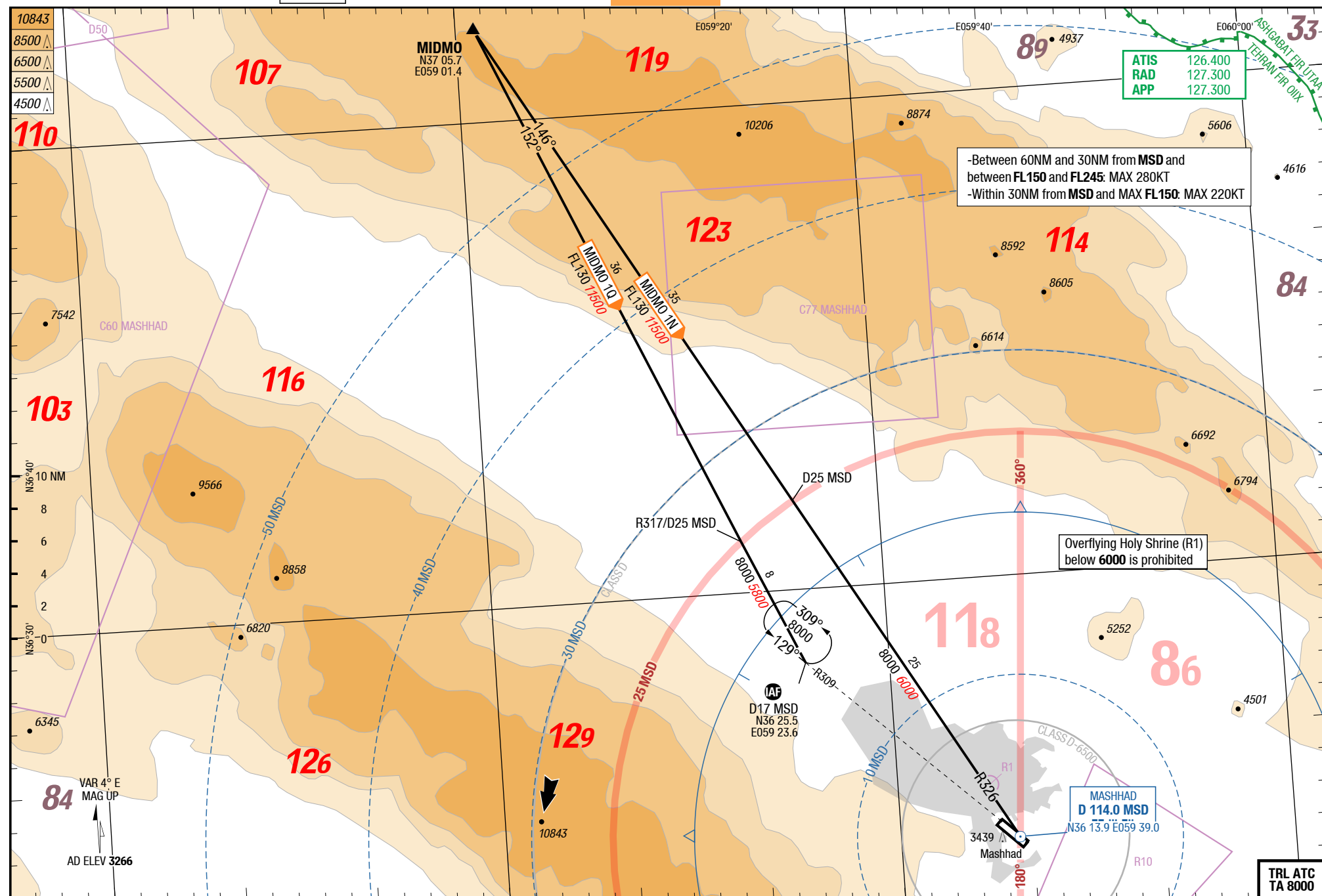
6-40

STARs MIDMO

STAR

STAR

STARs MIDMO



Changes: Completely revised

TRL ATC
TA 8000

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Changes: new

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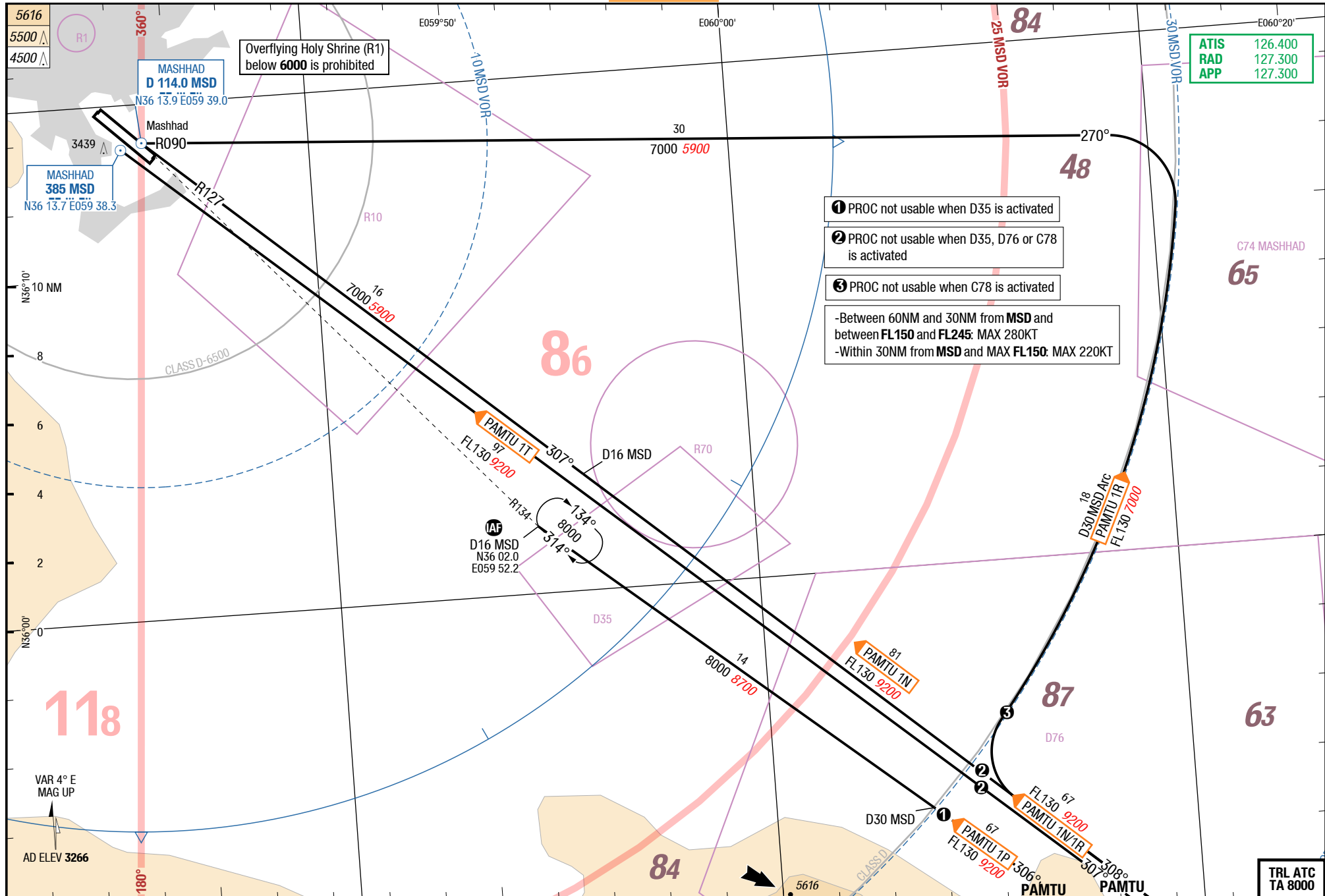
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STARs PAMTU



Changes: new

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01-MAR-2018
MHD-OIMM

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STARs RIBUX

6-70

STARs RAMIL

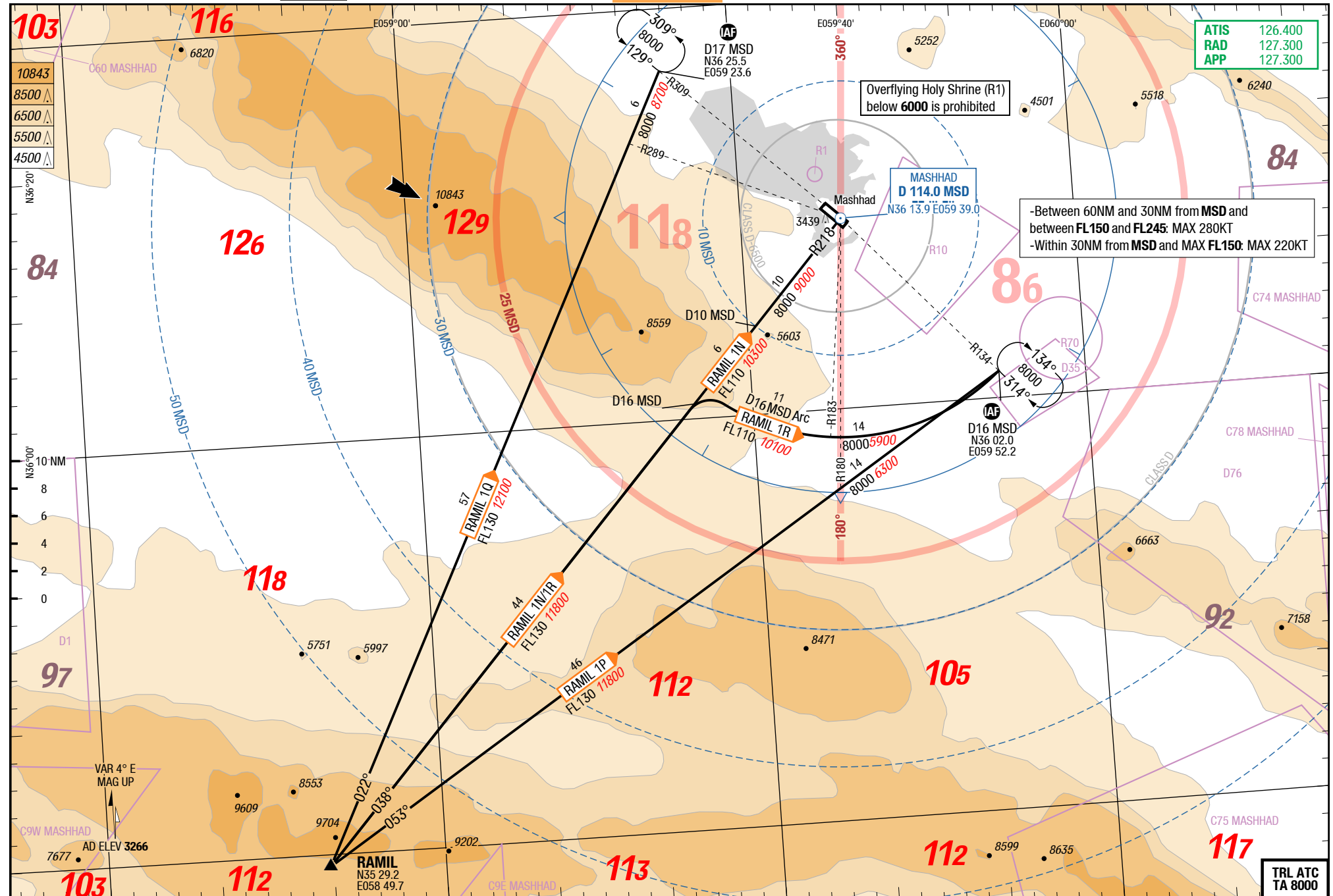
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STAR

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STARs RIBUX

STARs RAMIL



Changes: Completely revised

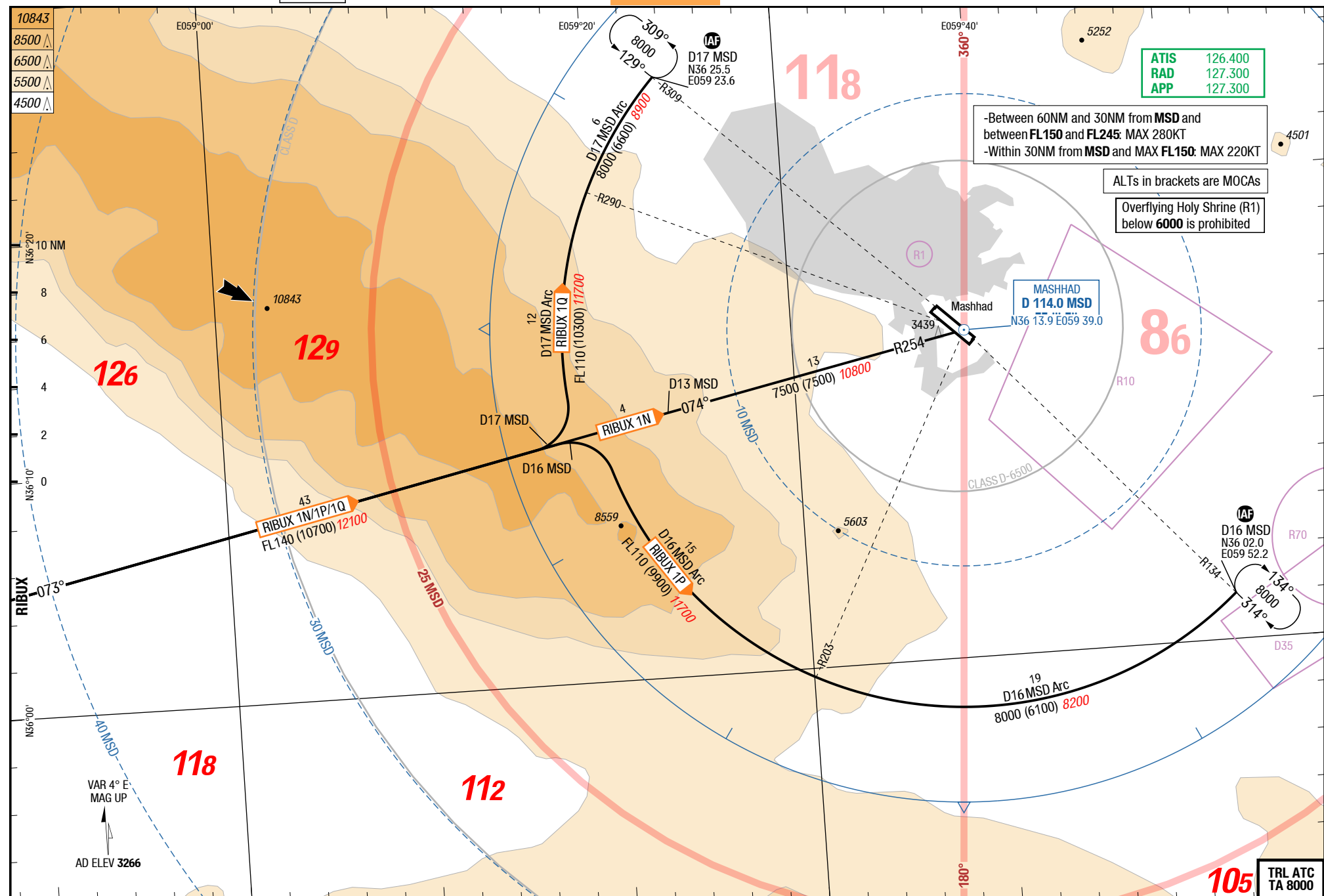
6-80

STARs RIBUX

STAR

STAR

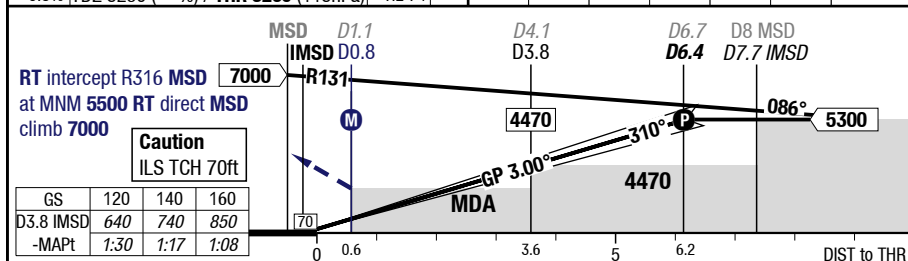
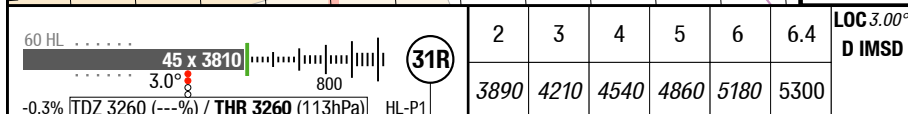
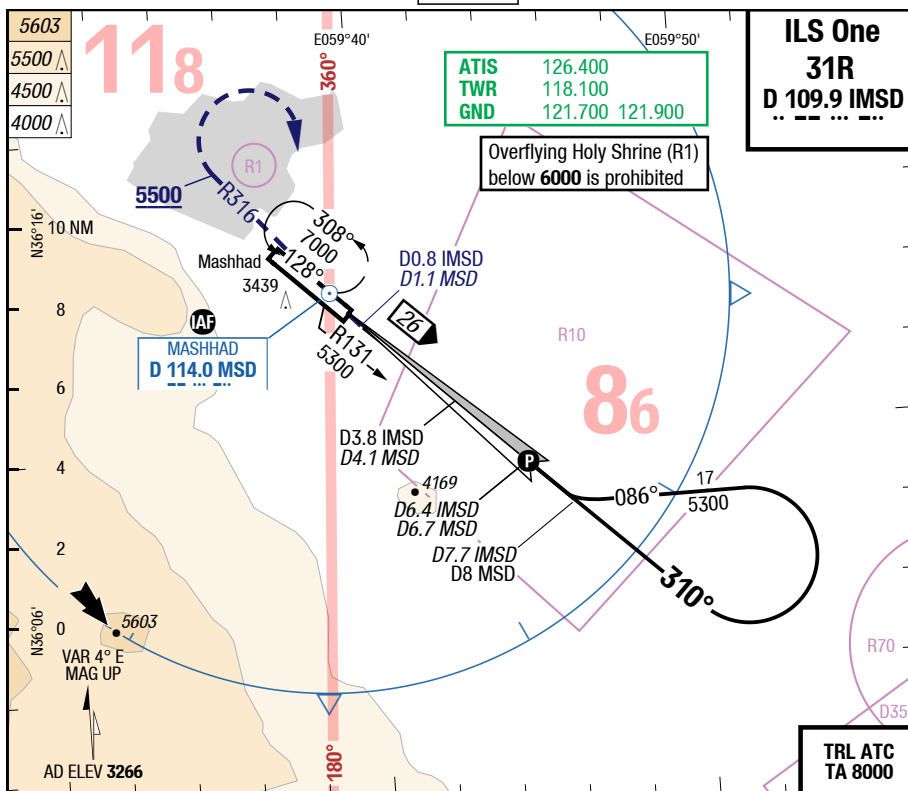
STARs RIBUX



MHD-OIMM

7-10

ILS One 31R



31R		Cat 1 DME 1) 2)	LOC DME				Circling 3)
C	ft - m/km ft	260 - 600 3520	370 - 1.0 3630				700 - 2.4V 3960
D	ft - m/km ft	260 - 600 3520	370 - 1.0 3630				700 - 3.6V 3970

1) FD, AP or HGS required, else RVR 750m

3) BTN R300 - R150 MSD only

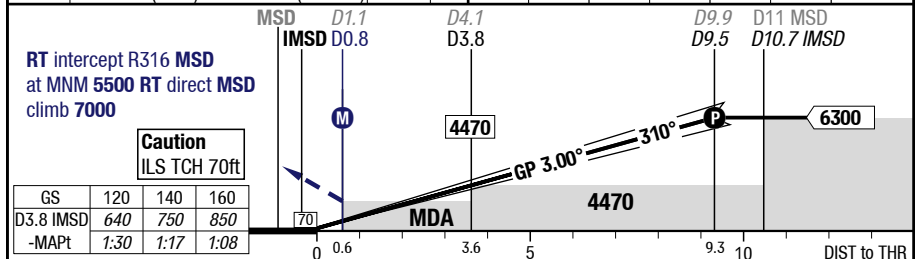
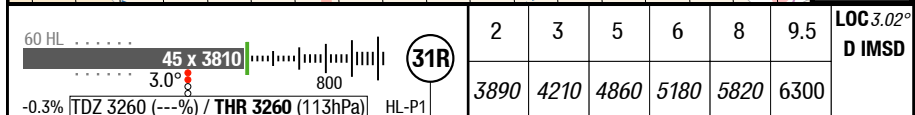
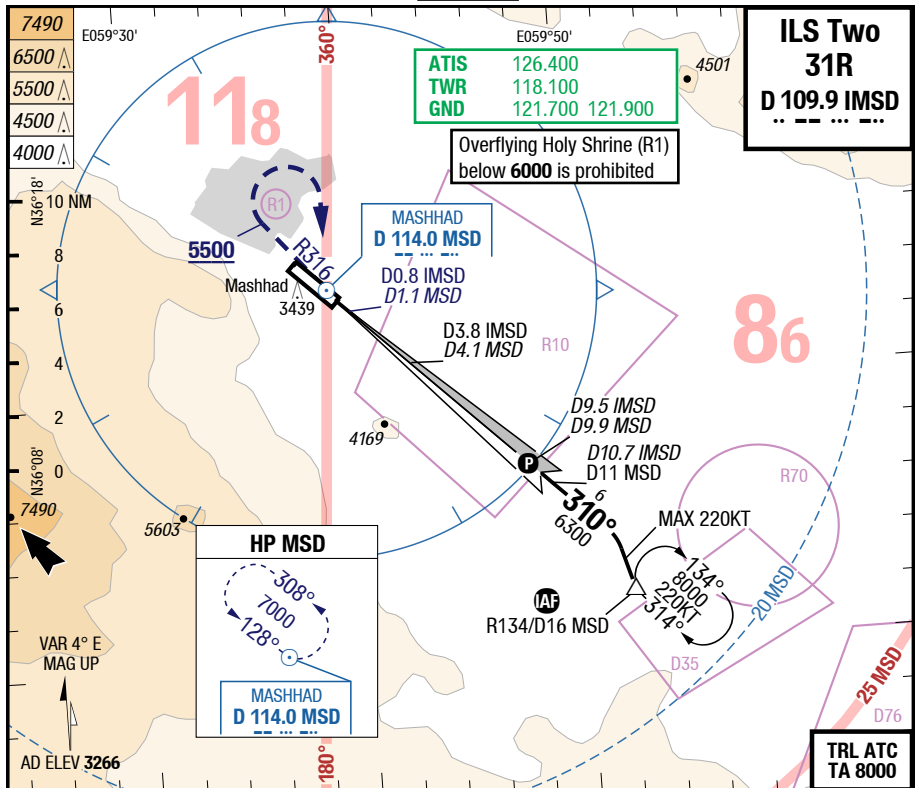
2) With EVS 550m

Changes: APL

MHD-OIMM

7-20

ILS Two 31R



31R		Cat 1 DME 1) 2)	LOC DME 3)	Circling 4)	
C	ft - m/km ft	260 - 600 3520	370 - 1.0 3630	640 - 2.4V 3900	
D	ft - m/km ft	260 - 600 3520	370 - 1.0 3630	700 - 3.6V 3970	

1) FD, AP or HGS required, else RVR 750m

2) With EVS 550m

3) Timing to determine MAPt NA

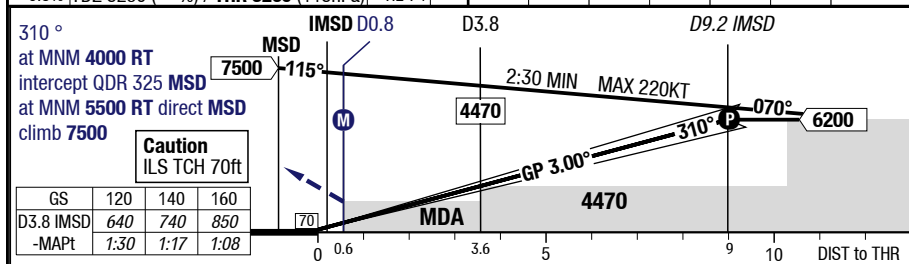
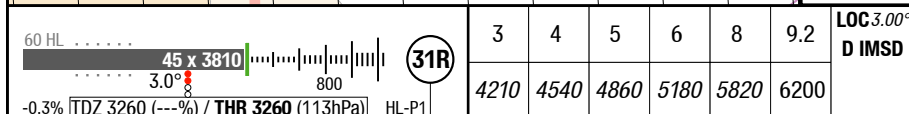
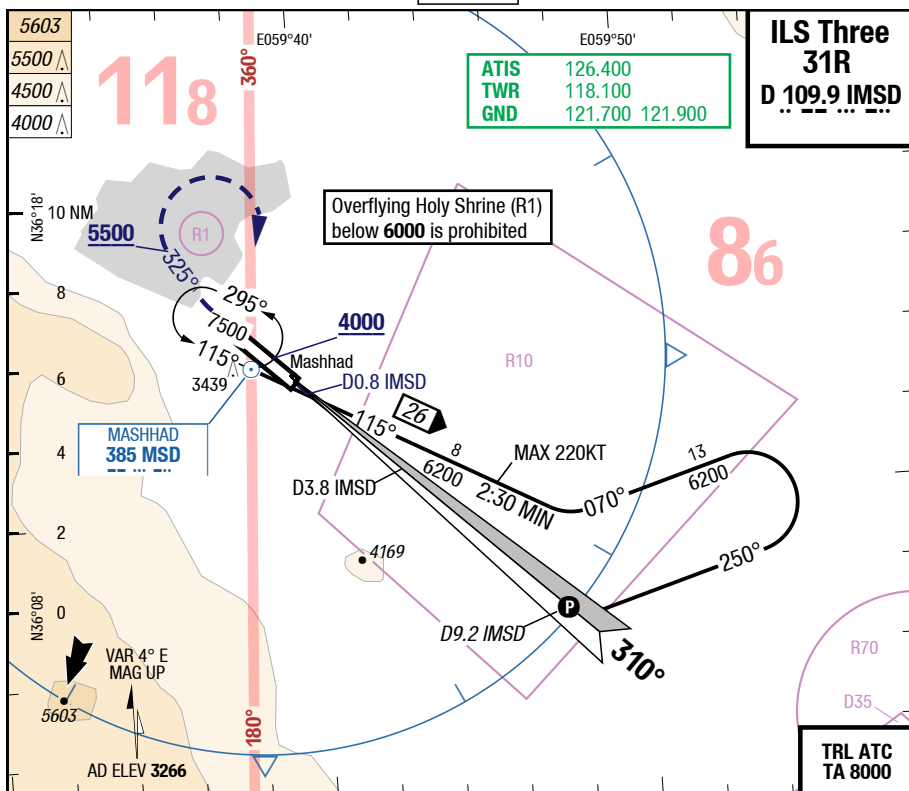
4) BTN R300 - R150 MSD only

Changes: APL

MHD-OIMM

7-30

ILS Three 31R



31R		Cat 1 DME 1) 2)	LOC DME				Circling 3)
C	ft - m/km ft	260 - 600 3520	760 - 2.4 4020				940 - 2.4V 4200
D	ft - m/km ft	260 - 600 3520	760 - 2.4 4020				940 - 3.6V 4200

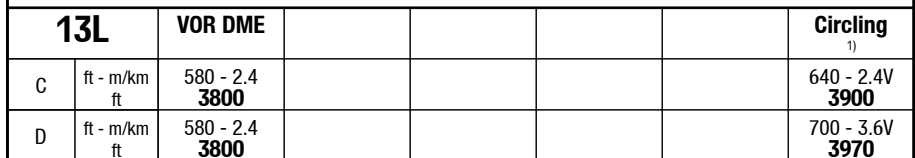
1) FD, AP or HGS required, else RVR 750m

3) BTN BRG 300°- BRG 150° MSD only

2) With EVS 550m

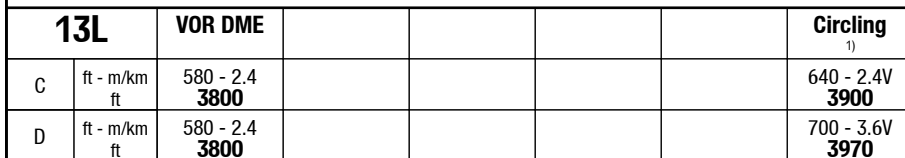
Changes: APL

VOR DME Five 13L



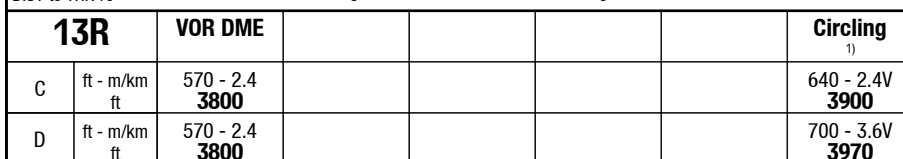
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VOR DME Six 13L



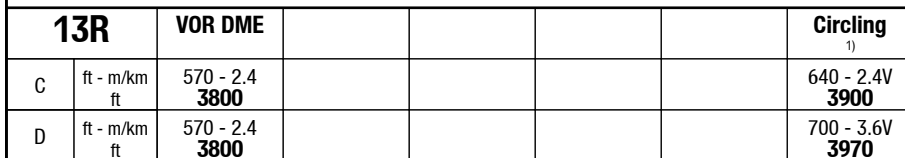
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VOR DME Four 13R



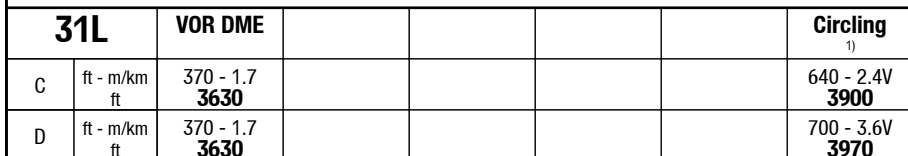
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VOR DME Six 13R



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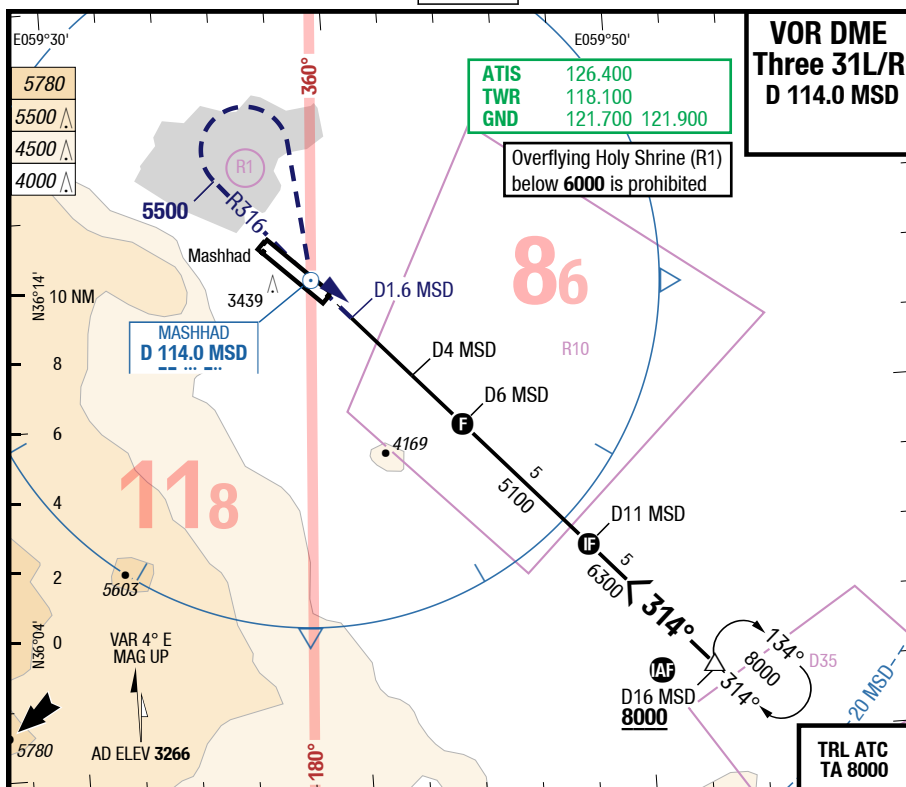
VOR DME Two 31L



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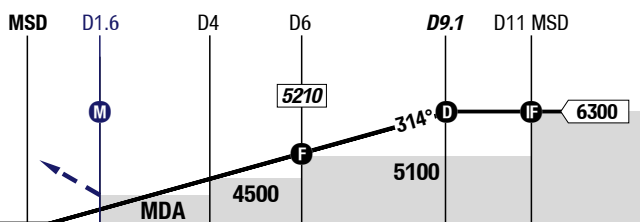
7-90

VOR DME Three 31L/RSee AFC for RWY information
and approach light system

2	3	5	7	8	9.1	3.28° D MSD 314° RWY 310°
3820	4170	4870	5570	5910	6300	

MSD - R316 MSD
at 5500 RT direct MSD
join HP at D16 MSD
climb 8000

GS	120	140	160
D6 MSD	700	810	930
-MAPt	2:12	1:53	1:39



31L/R	VOR DME RWY 31L	VOR DME RWY 31R				Circling 1)
C	ft - m/km ft 370 - 1.7 3630	370 - 1.0 3630				640 - 2.4V 3900
D	ft - m/km ft 370 - 1.7 3630	370 - 1.0 3630				700 - 3.6V 3970

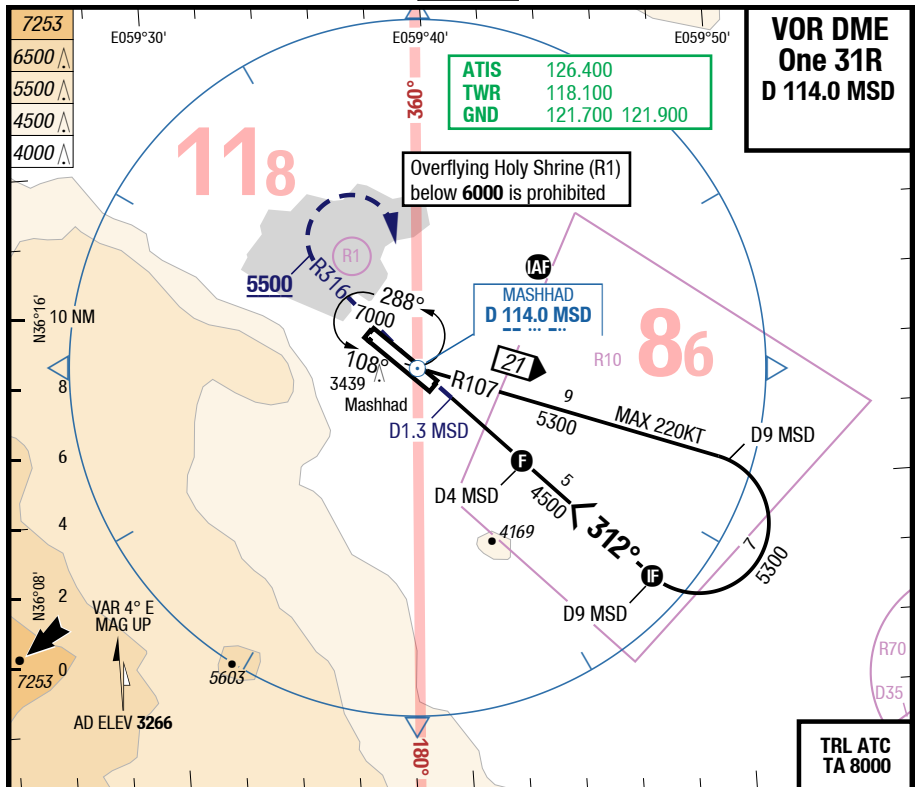
1) BTN R300 - R150 MSD only

Changes: Nil

MHD-OIMM

7-100

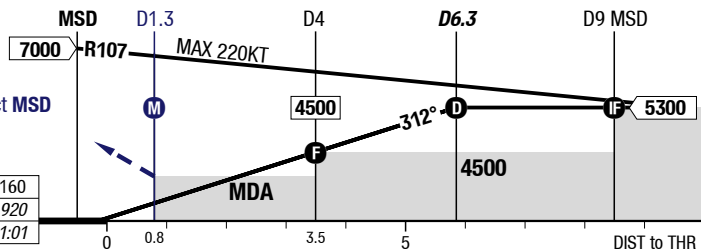
VOR DME One 31R



2	3	4	5	6	6.3	3.23°
3820	4160	4500	4840	5180	5300	D MSD
						312°
						RWY 310°

MSD - R316 MSD
at MNM 5500 RT direct MSD
climb 7000

GS	120	140	160
D4 MSD	690	800	920
-MAPt	1:21	1:09	1:01



31R	VOR DME					Circling ¹⁾
C	ft - m/km ft	370 - 1.0 3630				640 - 2.4V 3900
D	ft - m/km ft	370 - 1.0 3630				700 - 3.6V 3970

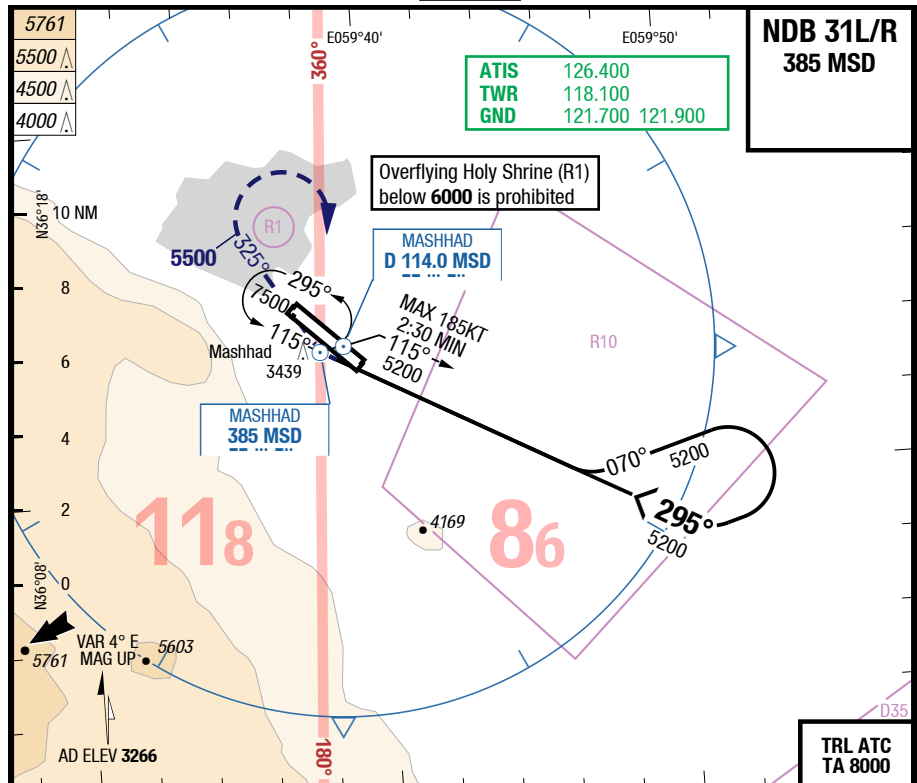
1) BTN R300 - R150 MSD only

Changes: APL

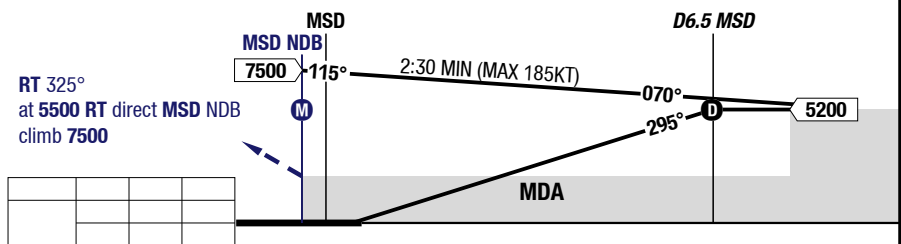
29-JUN-2017

Iran **Mashhad** Shahid Hashemi Nejad Intl

IAC

MHD-OIMM**7-110****NDB 31L/R**See AFC for RWY information
and approach light system

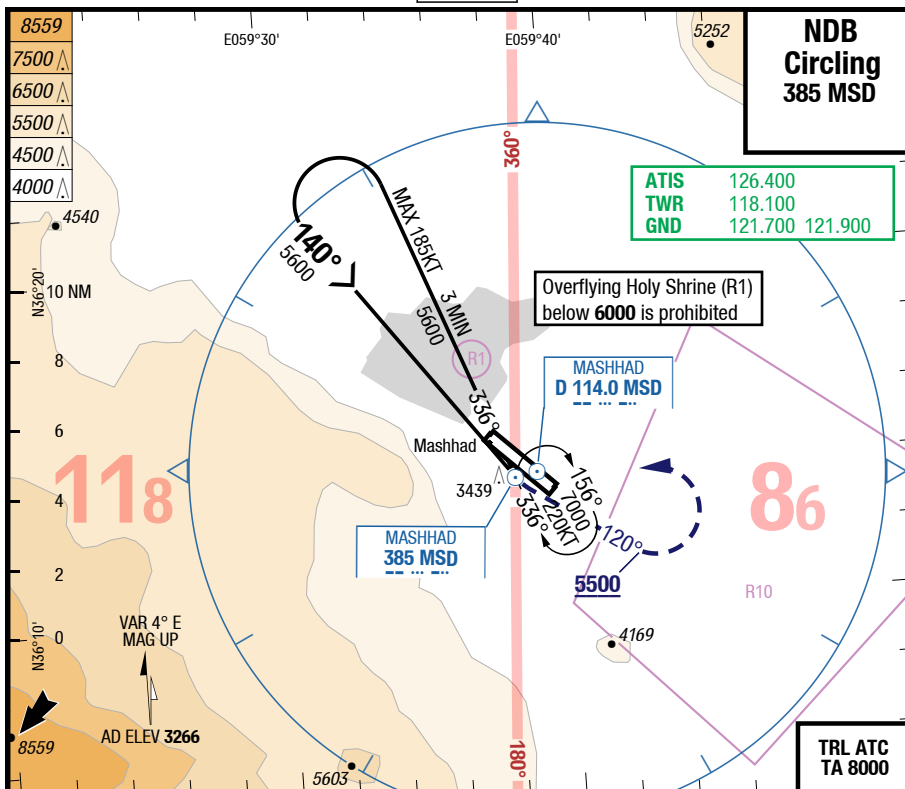
3	4	5	6	6.5		3.00°
4110	4430	4750	5070	5200		D MSD
						295°
						RWY 310°



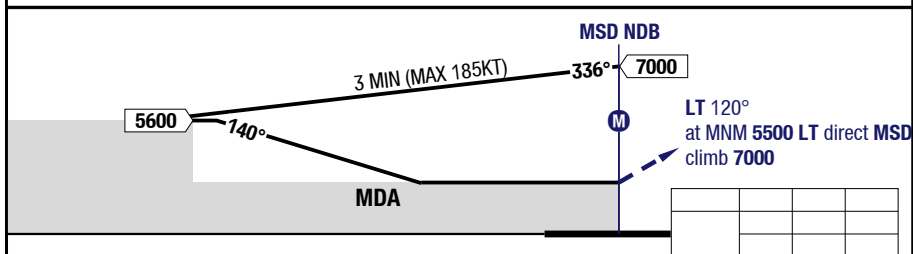
31L/R		NDB RWY 31L	NDB RWY 31R			Circling 1)
C	ft - m/km ft	760 - 3.5 4020	760 - 2.7 4020			940 - 2.4V 4200
D	ft - m/km ft	760 - 3.5 4020	760 - 2.7 4020			940 - 3.6V 4200

1) BTN BRG 300° - BRG 150° MSD only

Changes: Nil



See AFC for RWY information and approach light system



All RWYs							Circling ¹⁾
C	ft - m/km ft						940 - 2.4V 4200
D	ft - m/km ft						940 - 3.6V 4200

1) BTN BRG 300° - BRG 150° MSD only

Effective 03-APR-2014

27-MAR-2014

MHD-OIMM

Iran Mashhad Shahid Hashemi Nejad Intl

NIL
MRC

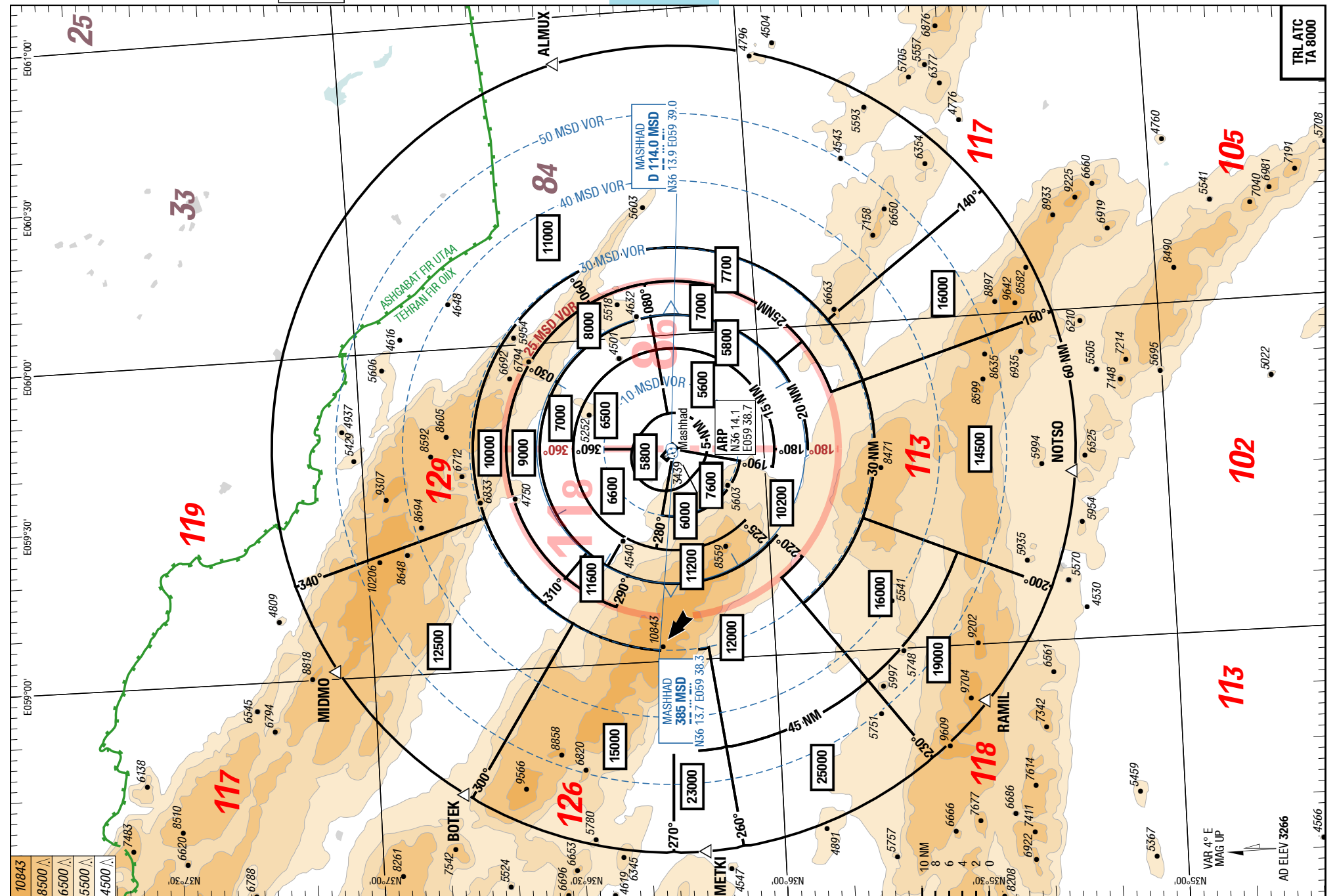
MRC

MRC

Shahid Hashemi Nejad Intl Mashhad Iran

NIL
MRC

8-10



Changes: OBST, AD ELEV, TOPO