

13-OCT-2016

MHD-OIMM

1-10

AOI

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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

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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.

Effective 09-NOV-2017

02-NOV-2017

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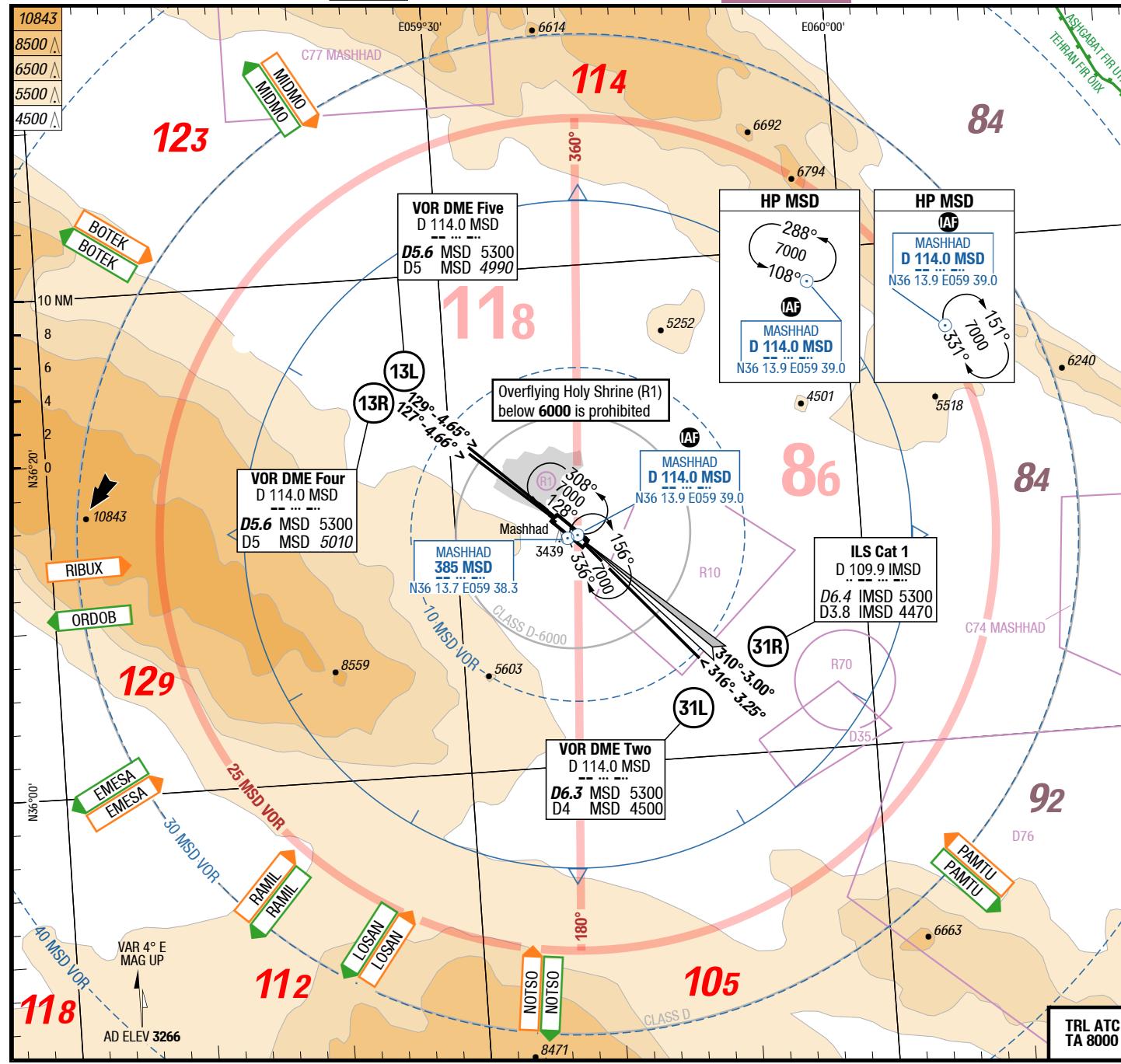
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2-10



Changes: APL

ATIS	126.400
RAD	127.300
APP	127.300
TWR	118.100
GND	121.700

121.900

Landing RWY system:

13L	300	THR 3228 (112hPa) / TDZ 3228 (---%) + 0.3%
L-S	60 HL	45 x 3810 3.0° 800
31R	300	-0.3% TDZ 3260 (---%) / THR 3260 (113hPa) HL-P1
13R	300	THR 3234 (112hPa) / TDZ 3234 (---%) + 0.2%
L-S	60 HL	45 x 3920 3.0° 800
31L	300	-0.2% TDZ ---% 3266 / 113hPa

Effective 09-NOV-2017

02-NOV-2017

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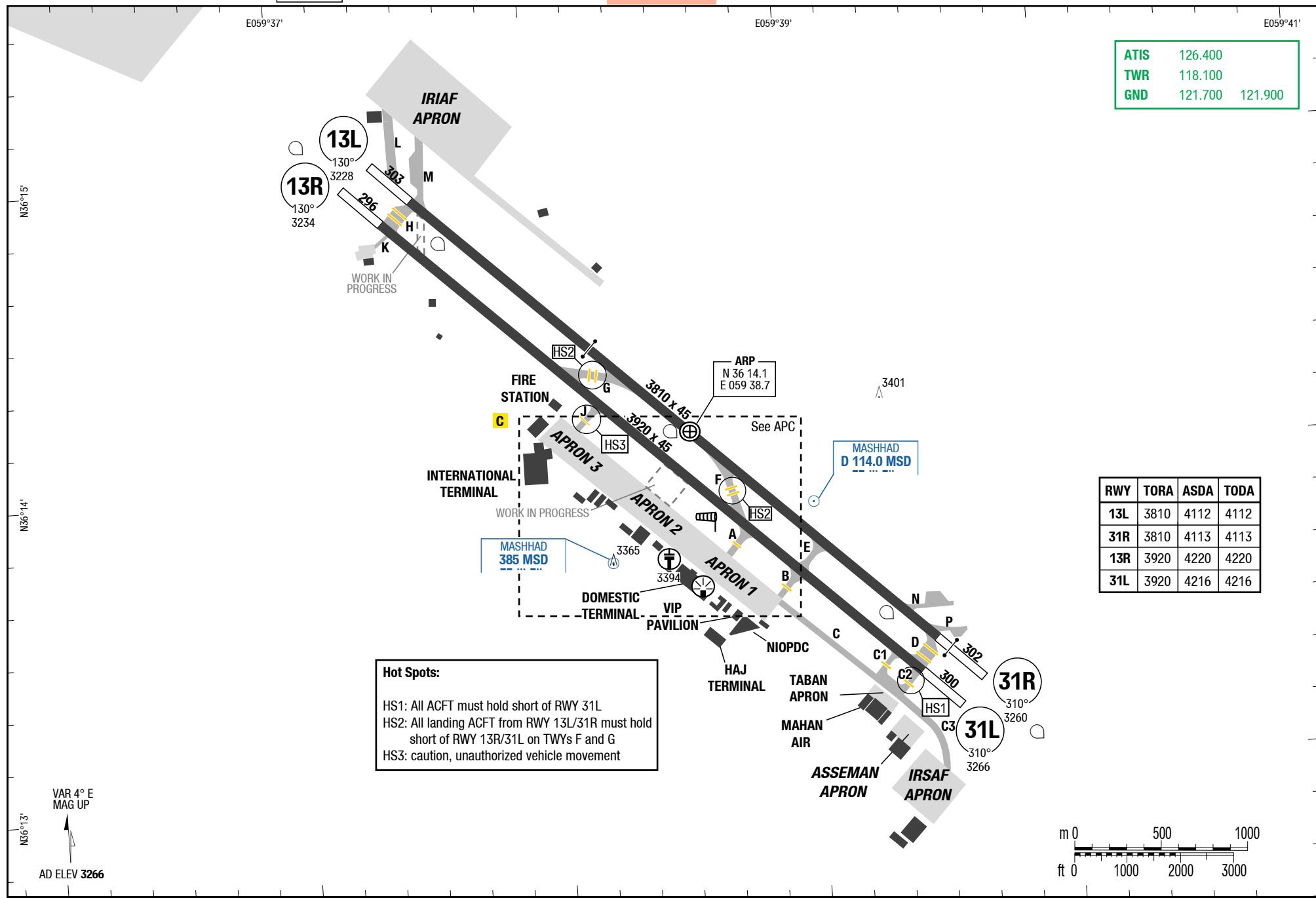
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3-20

AGC

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Changes: Nil

Effective 14-SEP-2017

07-SEP-2017

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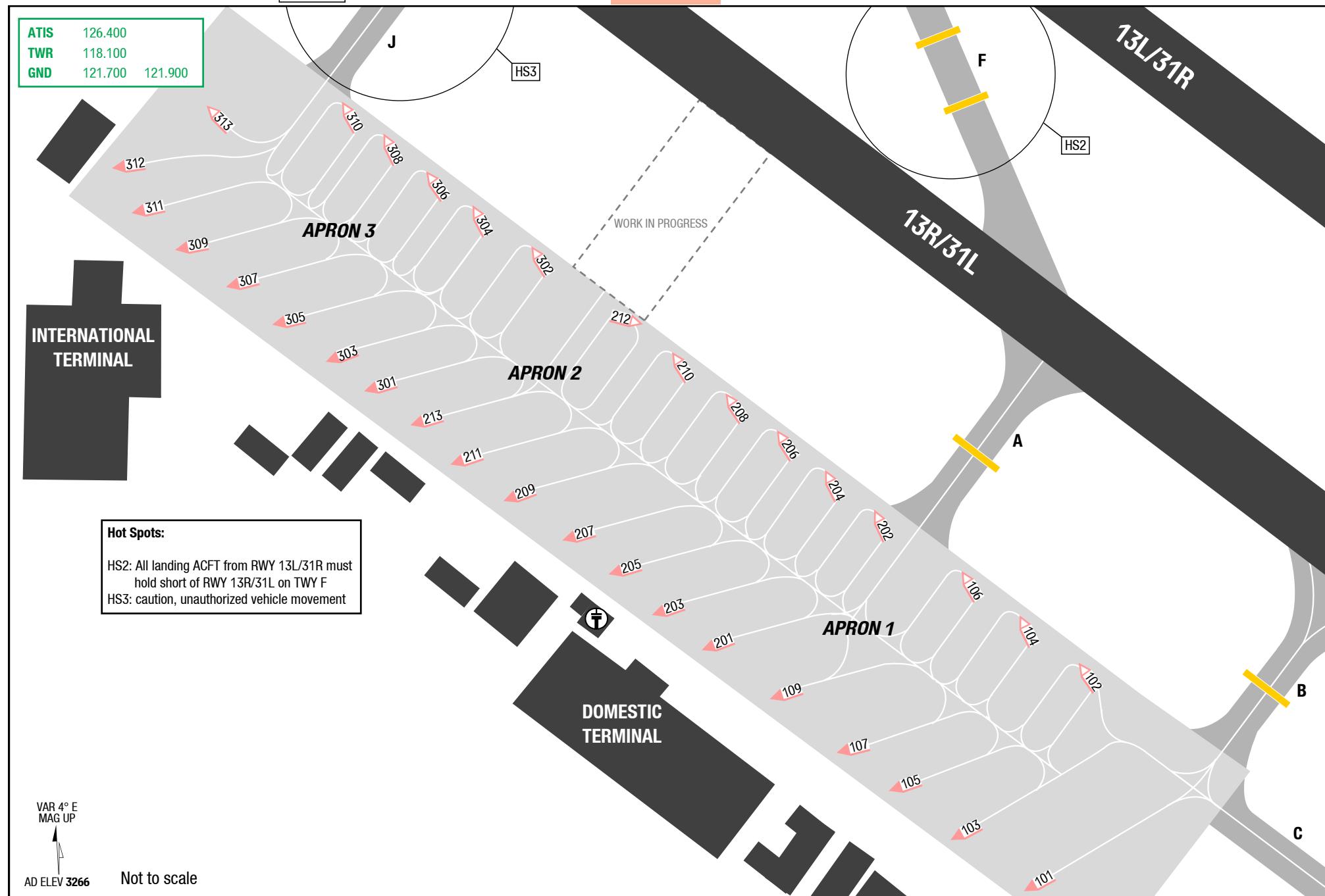
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APC
NIL
APC

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APC
NIL
APC

3-30



Effective 13-OCT-2016

06-OCT-2016

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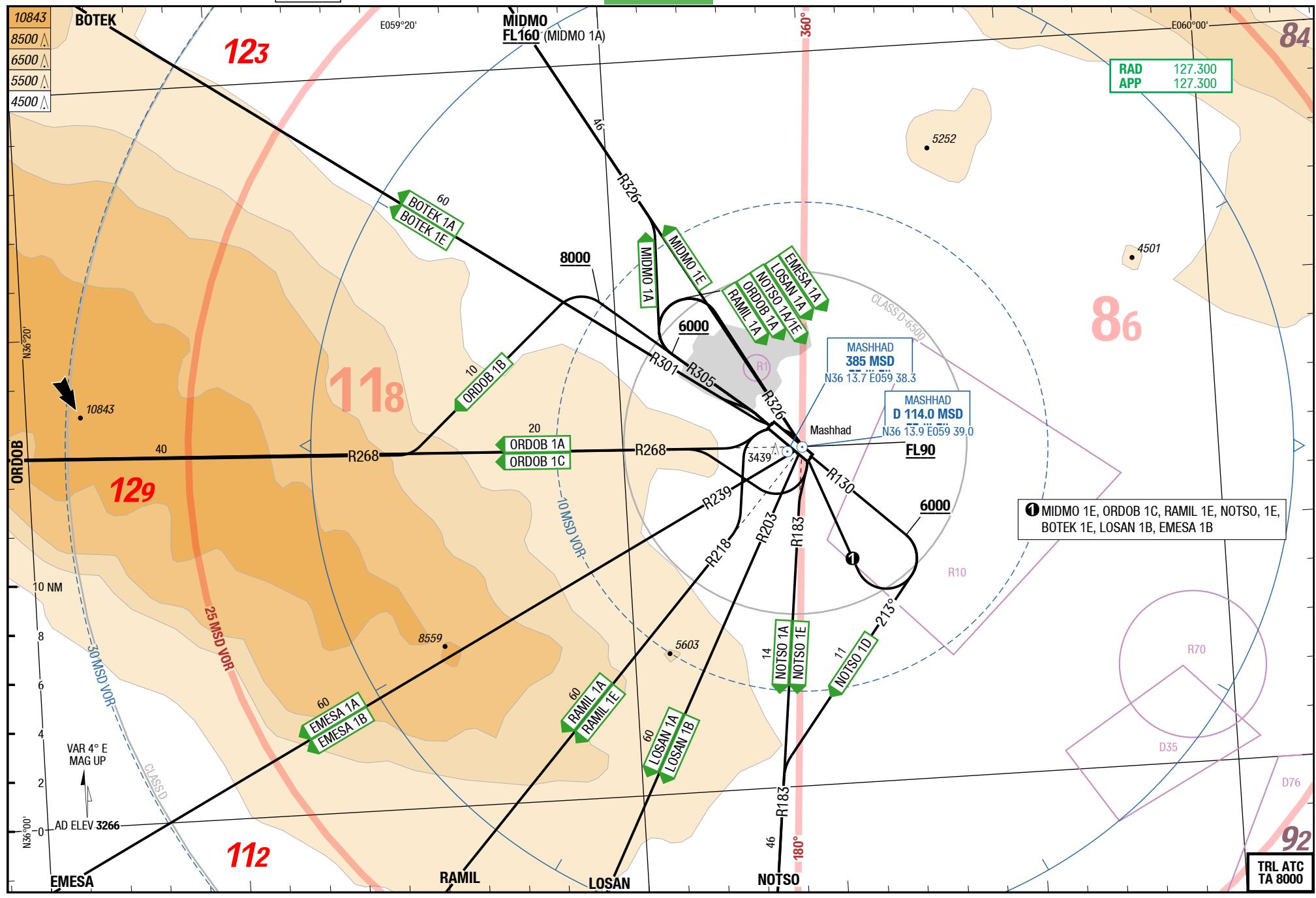
SIDs (based on MSD NDB)

4-10 SIDs (based on MSD VOR DME)

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SIDs (based on MSD NDB)

SIDs (based on MSD VOR DME)



Effective 13-OCT-2016

06-OCT-2016

MHD-OIMM

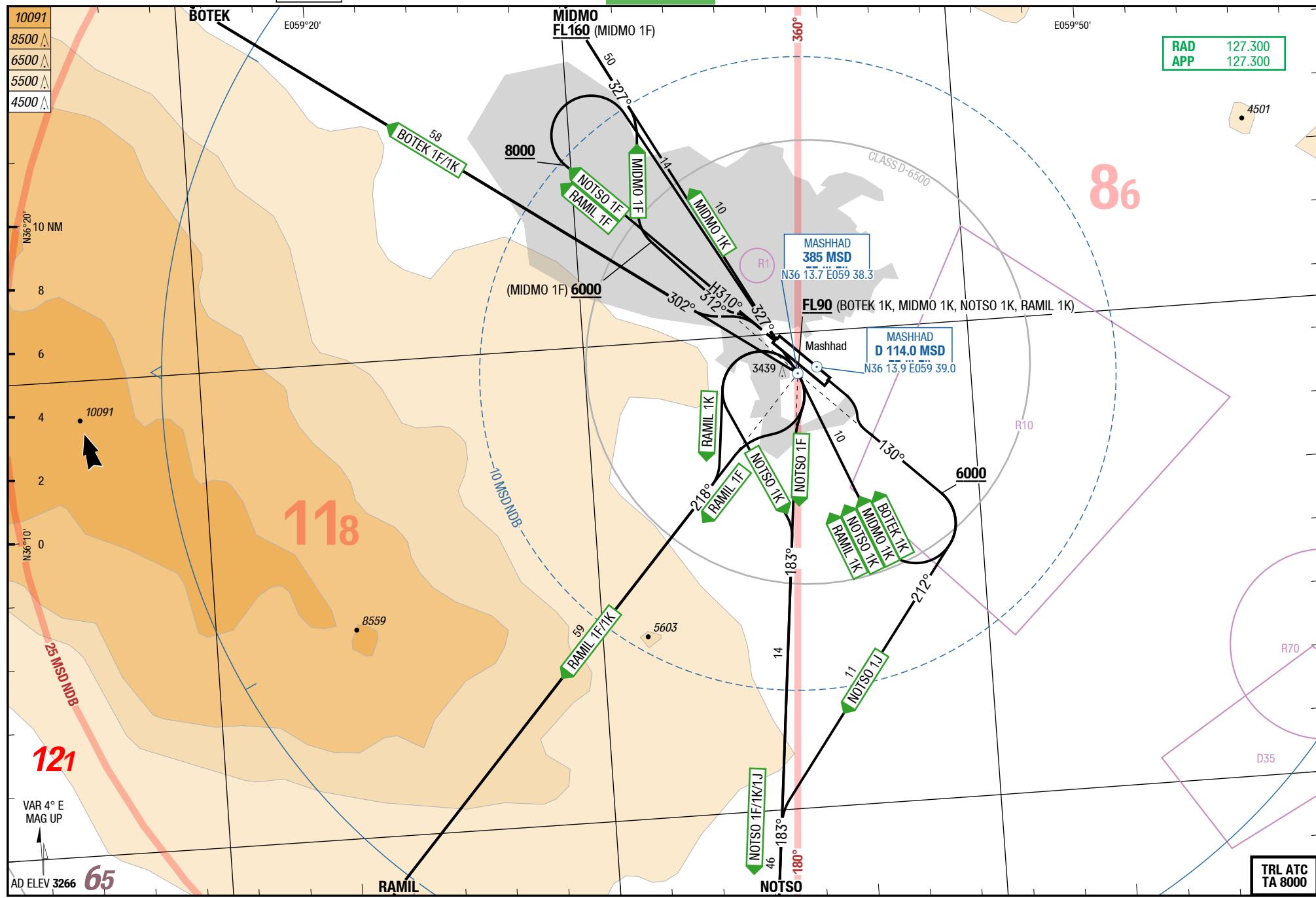
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4-20 SIDs (based on MSD NDB)

SID
SID

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SIDs (based on MSD NDB)



Changes: PROC, chart layout, ALT

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)

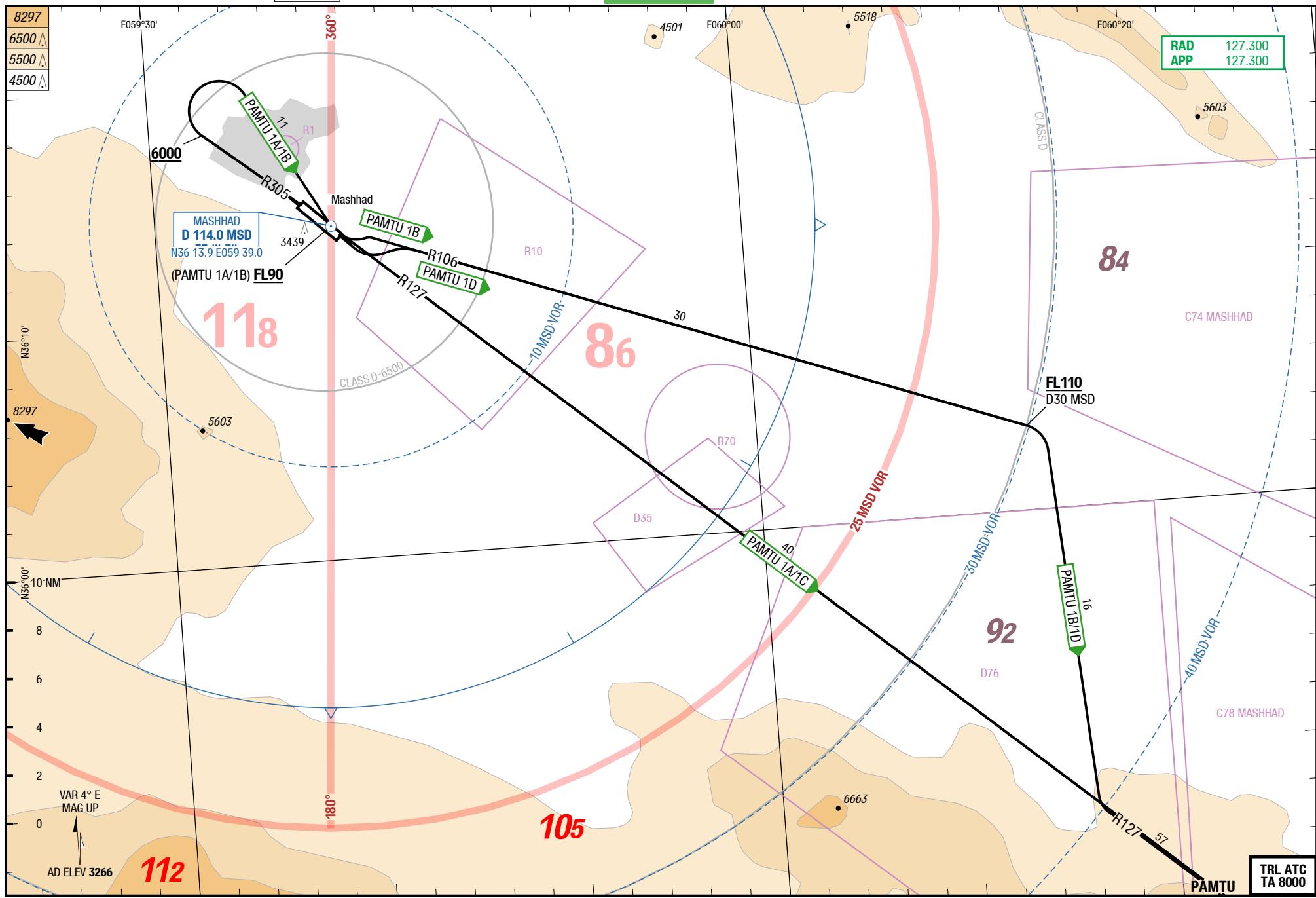
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SIDs PAMTU (based on MSD NDB)

SIDs PAMTU (based on MSD VOR DME)



Changes: PROC renamed, ALT, OBST

Effective 22-JUN-2017

15-JUN-2017

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4-40

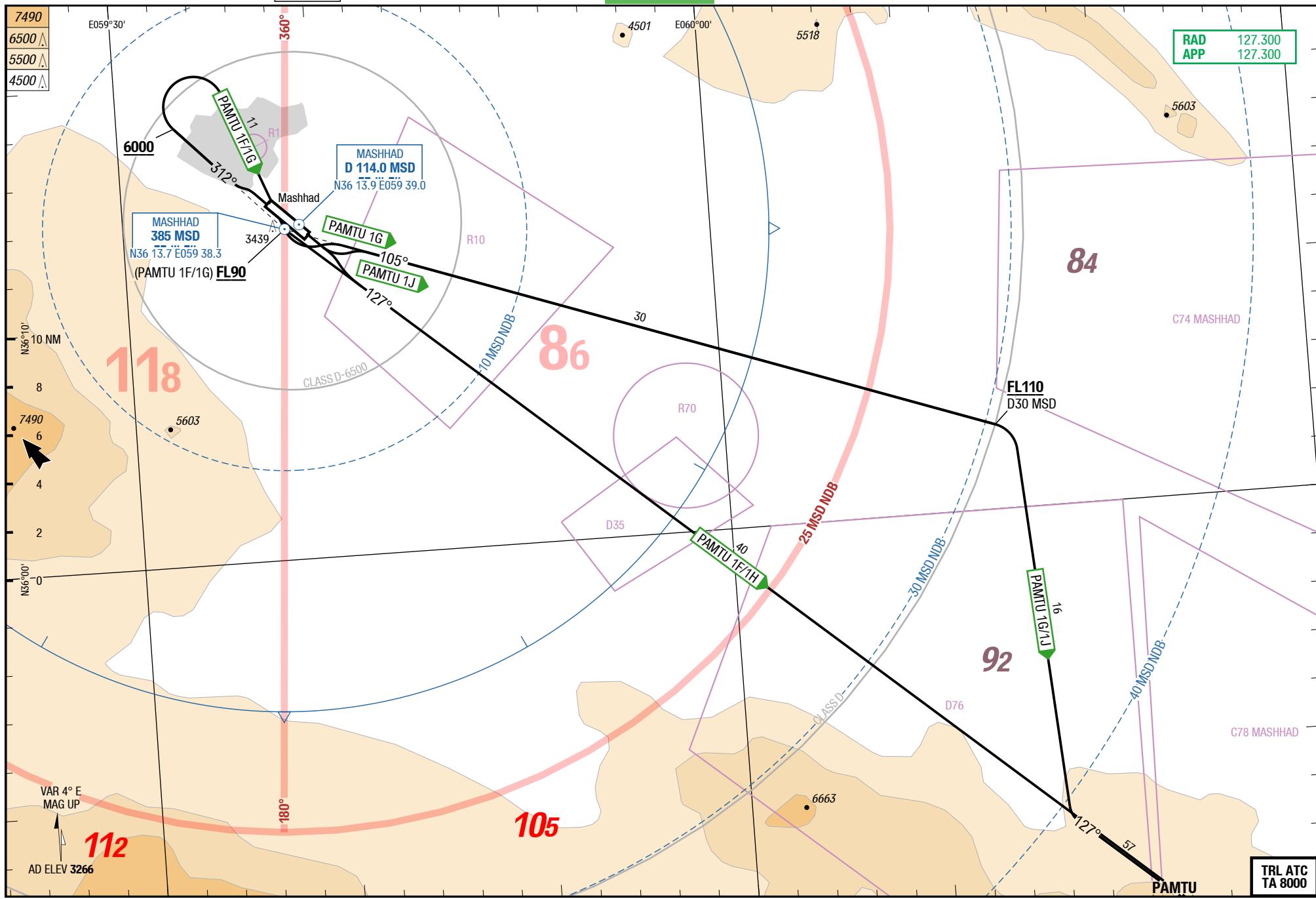
SIDs PAMTU (based on MSD NDB)

SID

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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 (31°)

	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

MHD-OIMM

5-30

SIDs (based on MSD NDB)

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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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

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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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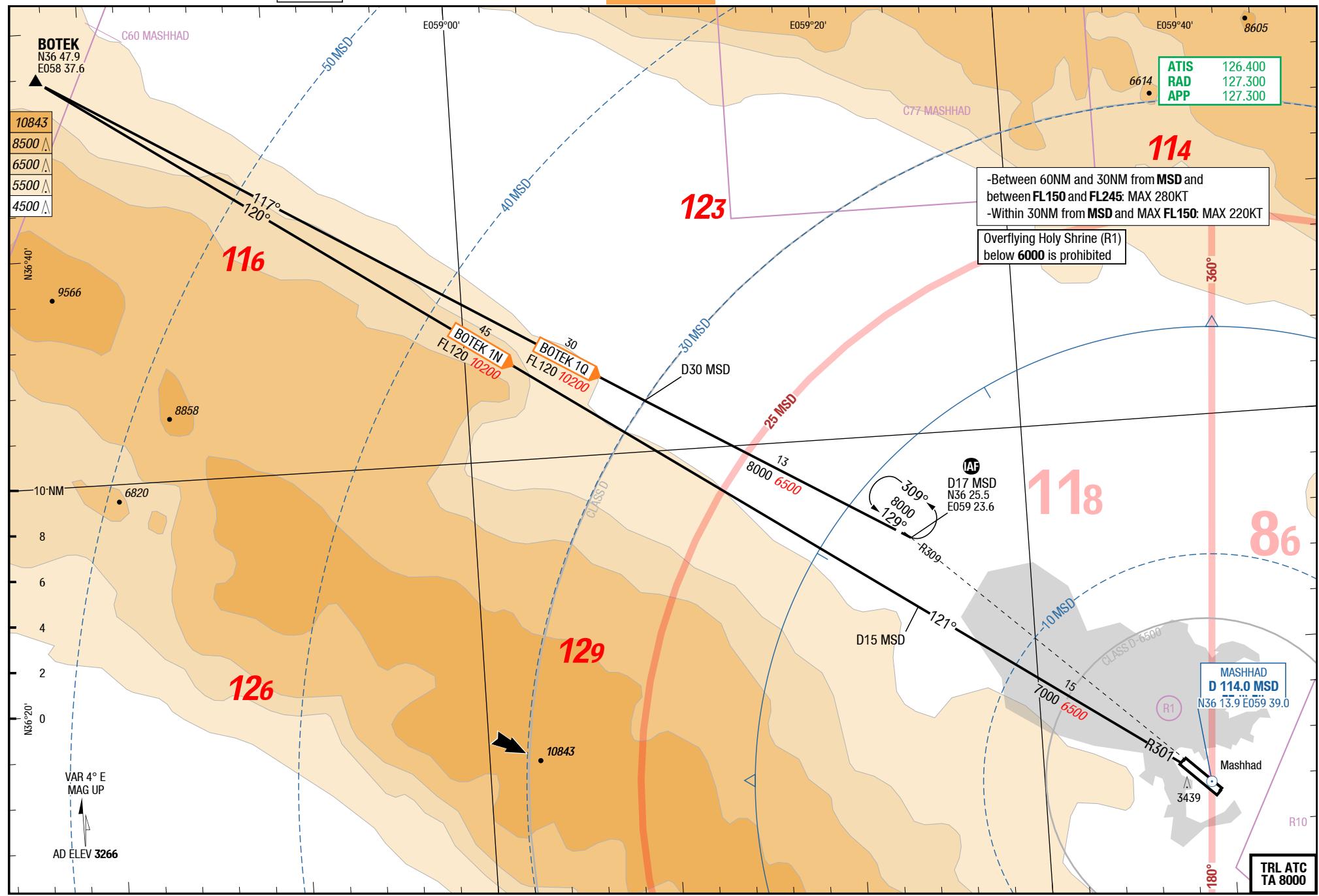
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6-10

STARs BOTEK

STAR

STARs BOTEK



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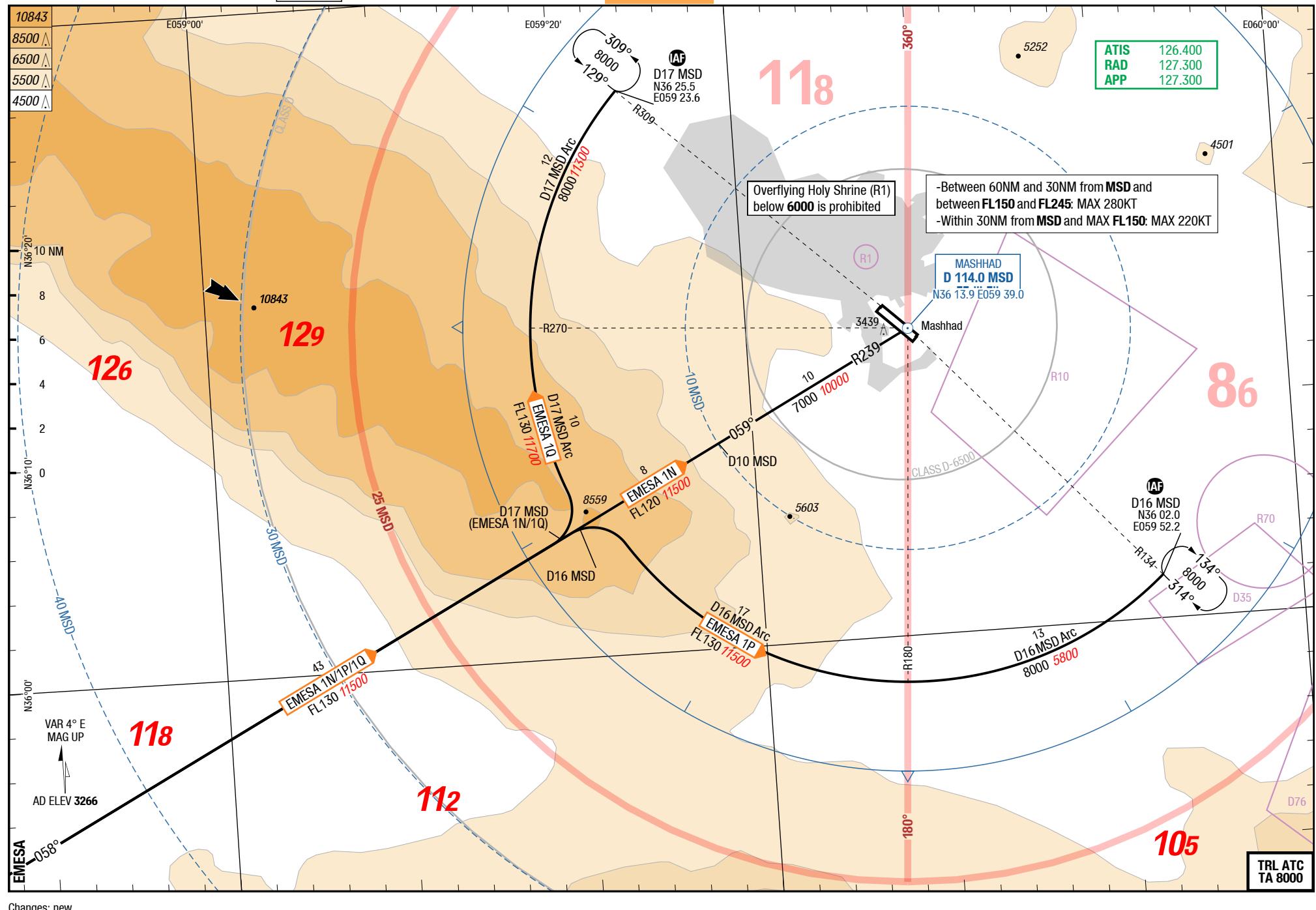
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STARs EMESA

STAR

STAB

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01-MAR-2018

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STARs MIDMO

6-30

STARs LOSAN

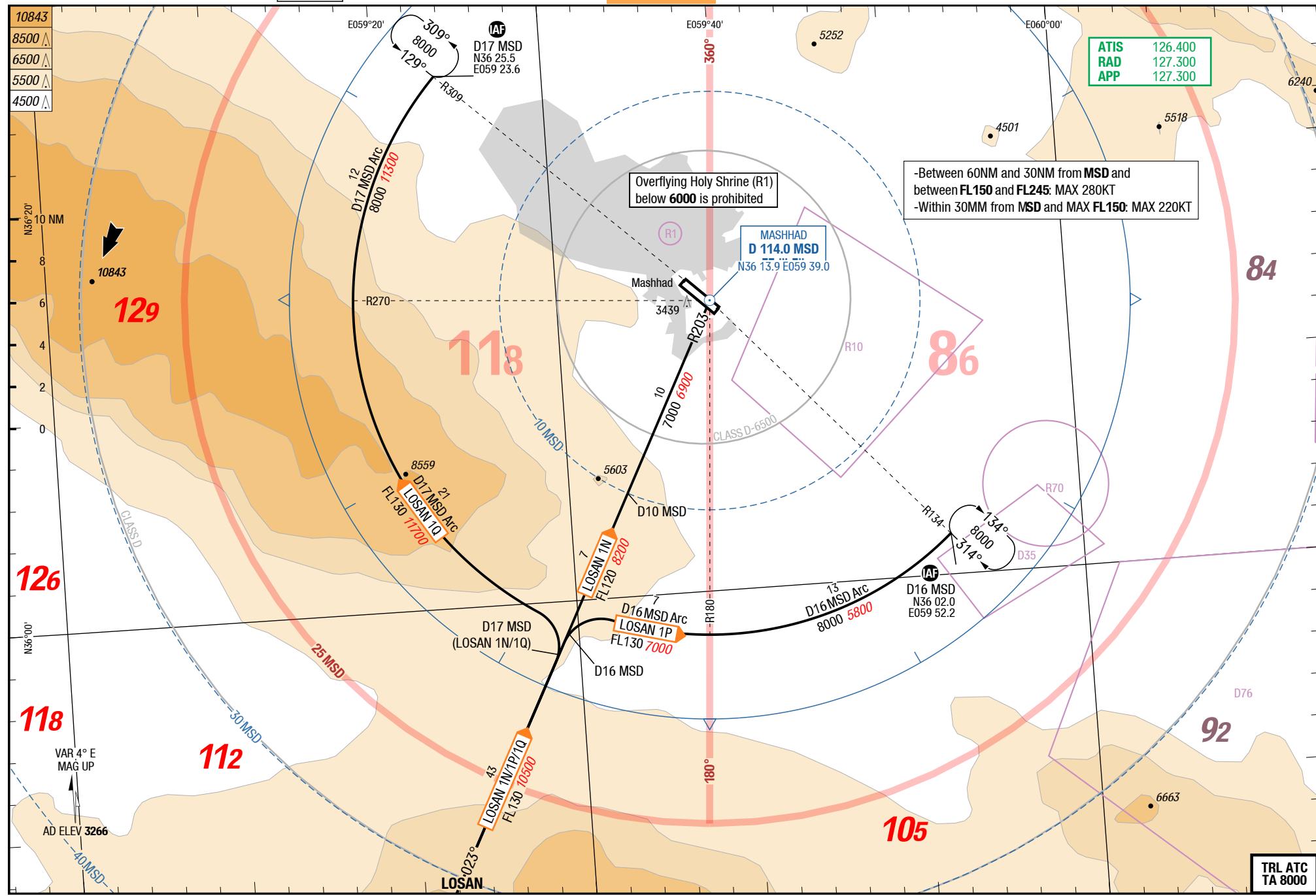
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STAR

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STARs MIDMO

STARs LOSAN



Changes: new

01-MAR-2018

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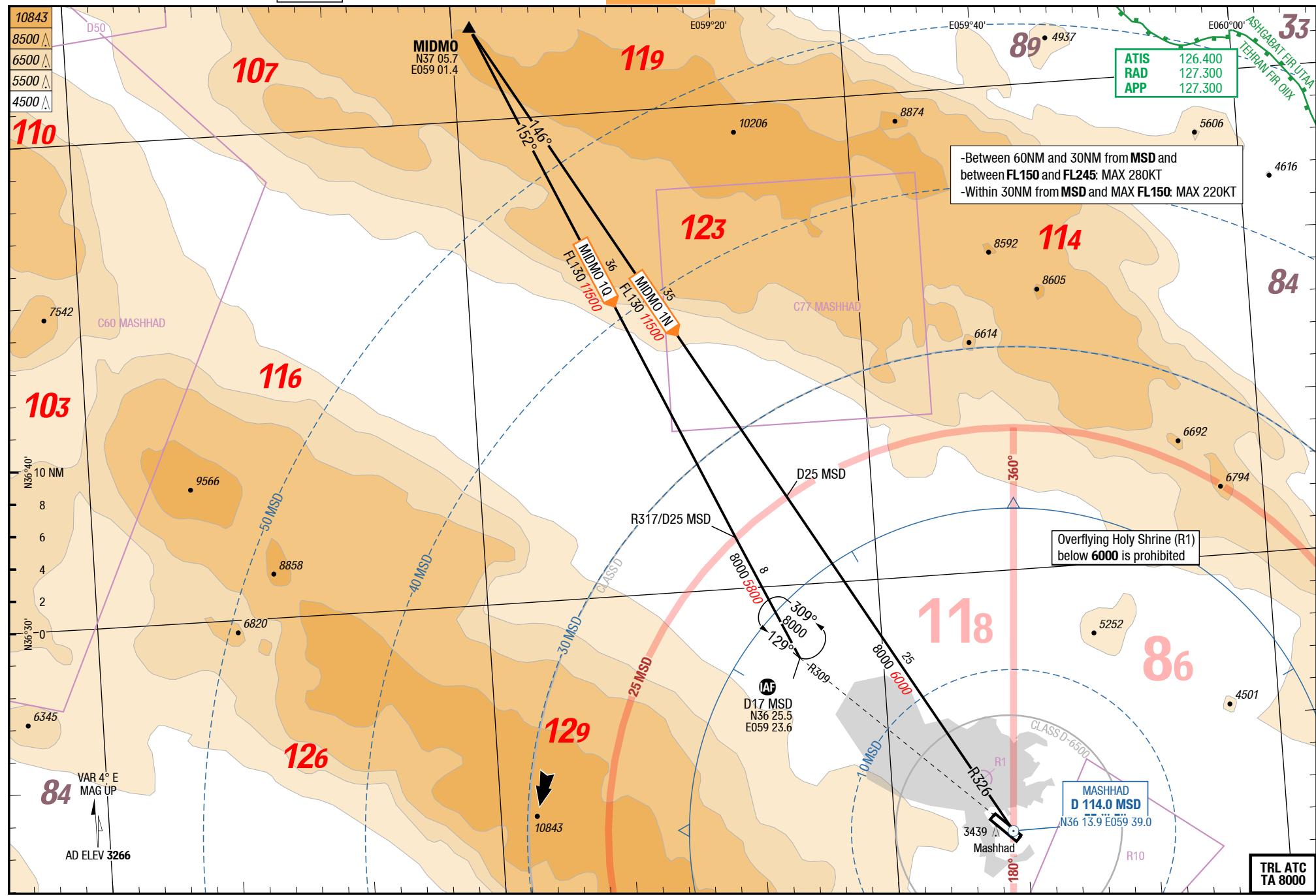
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STARs MIDMO

STAR

STAR

STARs MIDMO



01-MAR-2018

MHD-OIMM

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STARs PAMTU

6-50

STARs NOTSO

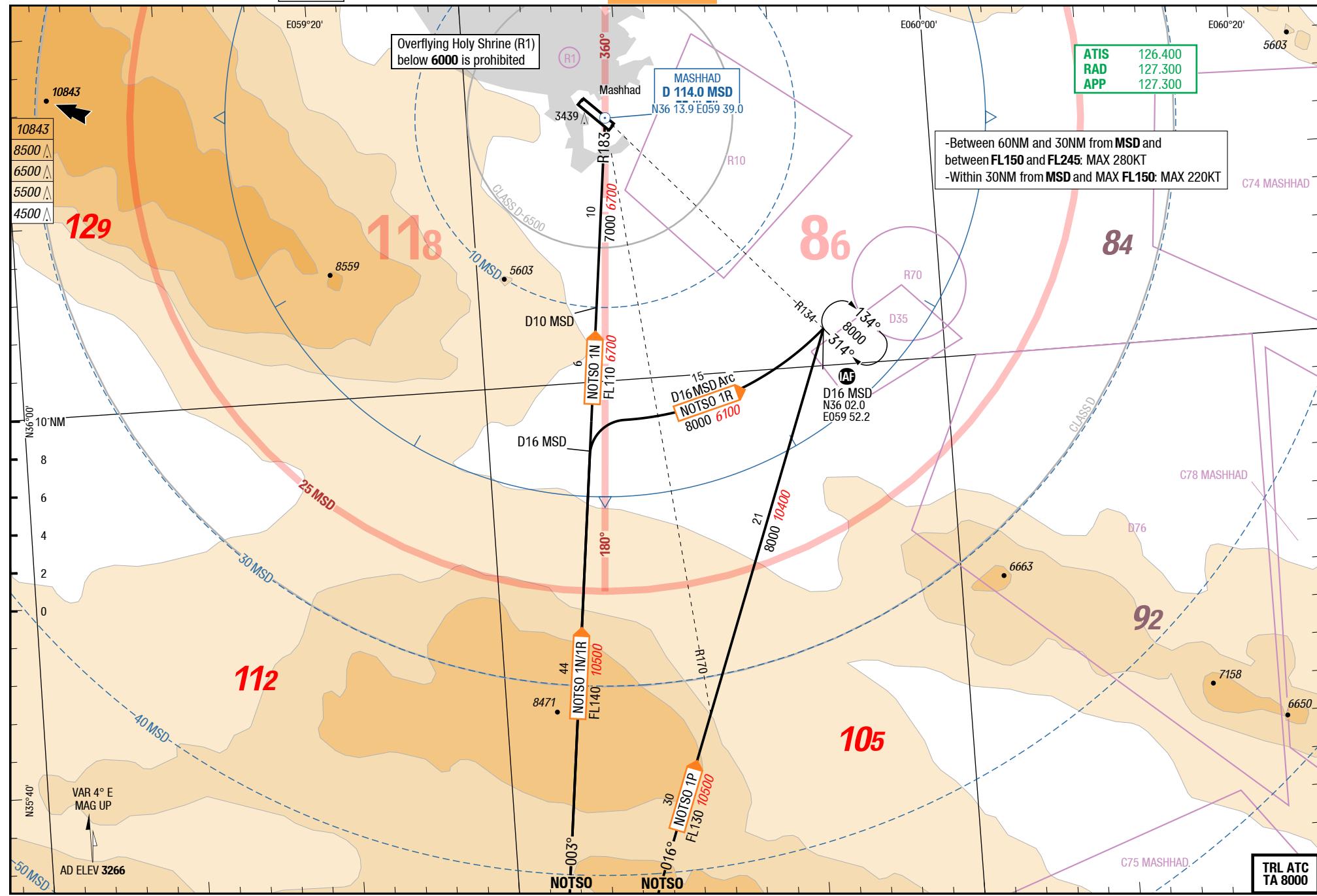
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STARs PAMTU

STARs NOTSO



01-MAR-2018

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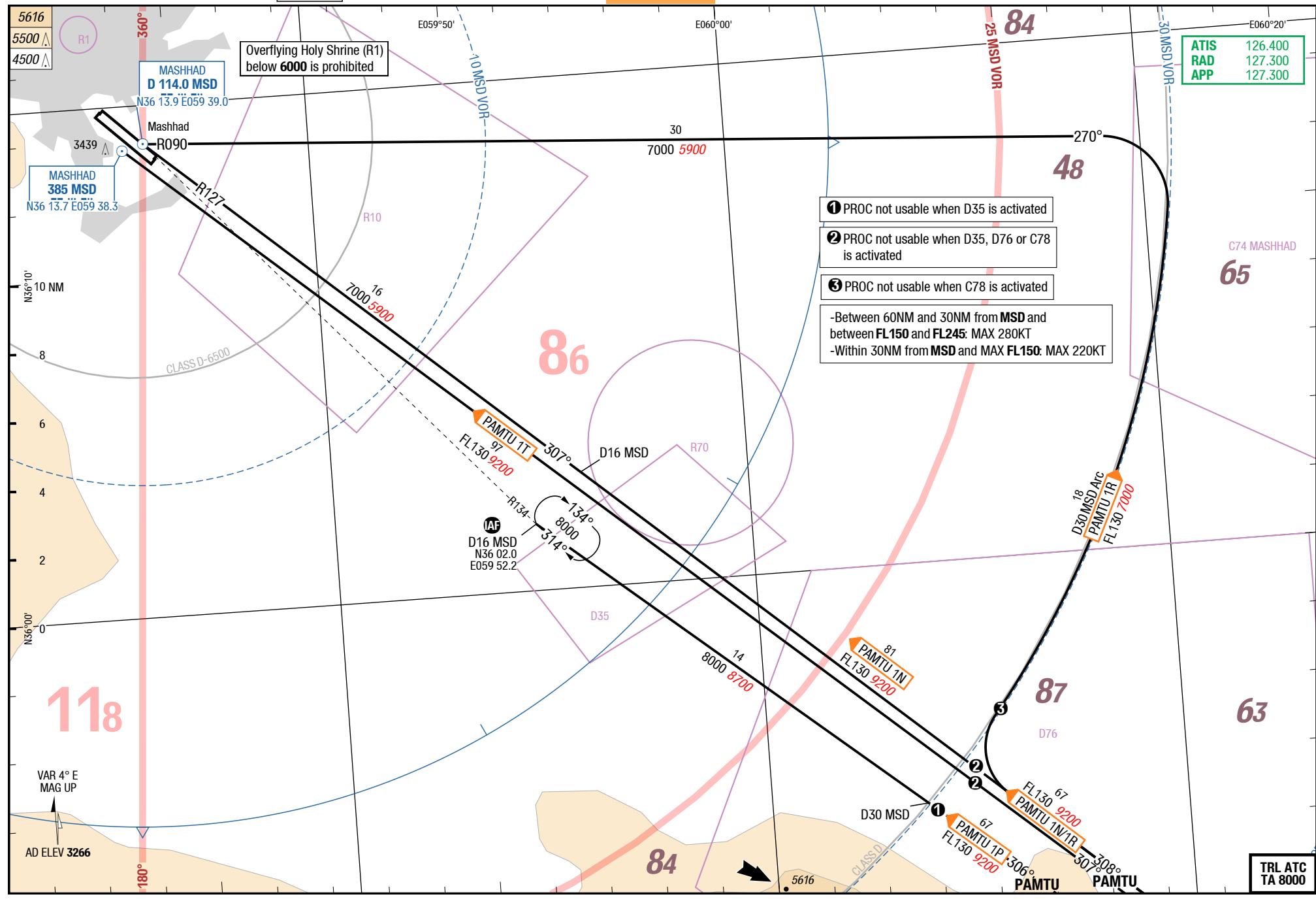
-60

STARs PAMTU

STAR

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STARs PAMTU



01-MAR-2018

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R

2

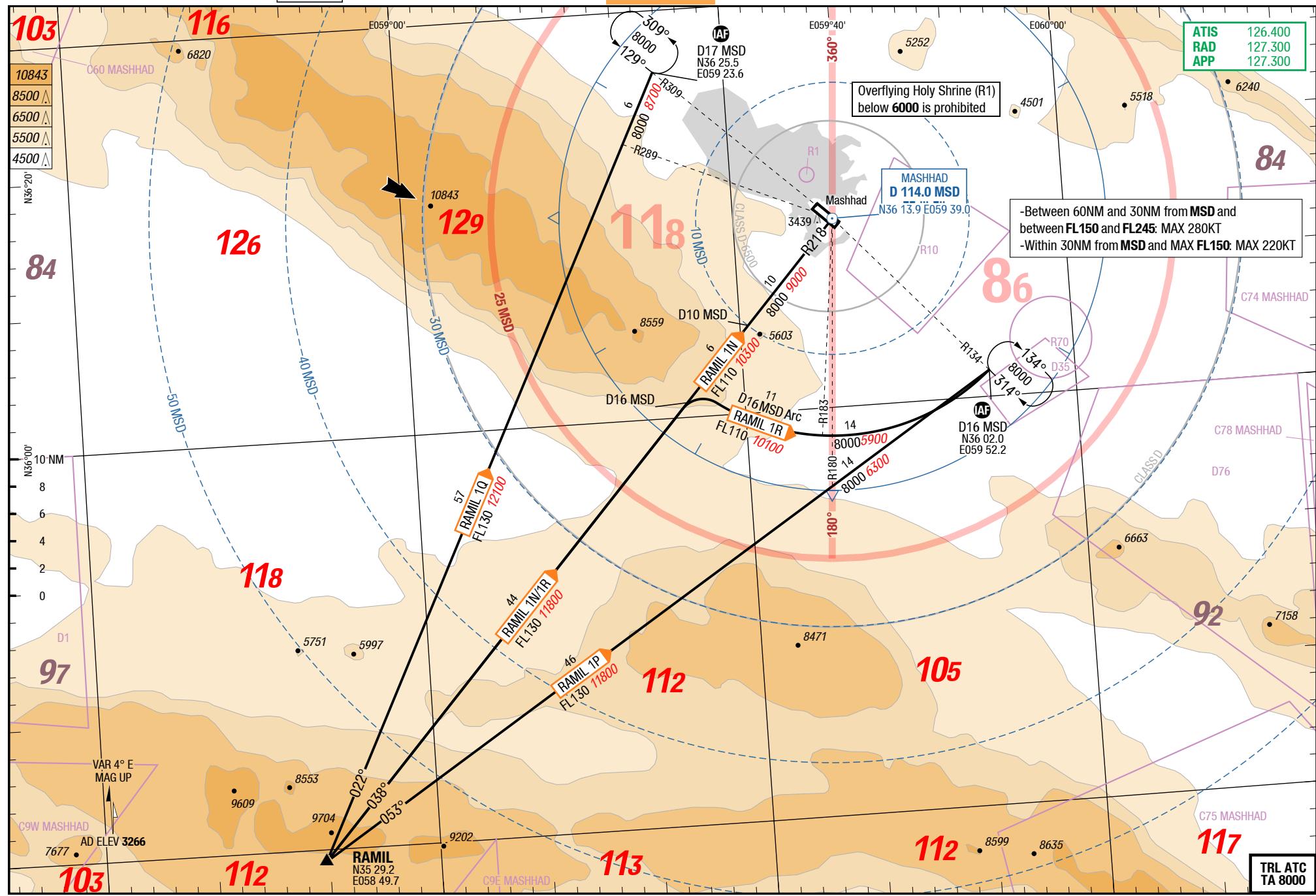
Shahid Hashemi Nejad Intl **Mashhad** Iran

MHD-OIMM

6-70

STARS RAMIL

STARs RAMIL



01-MAR-2018

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MHD-OIMM

6-80

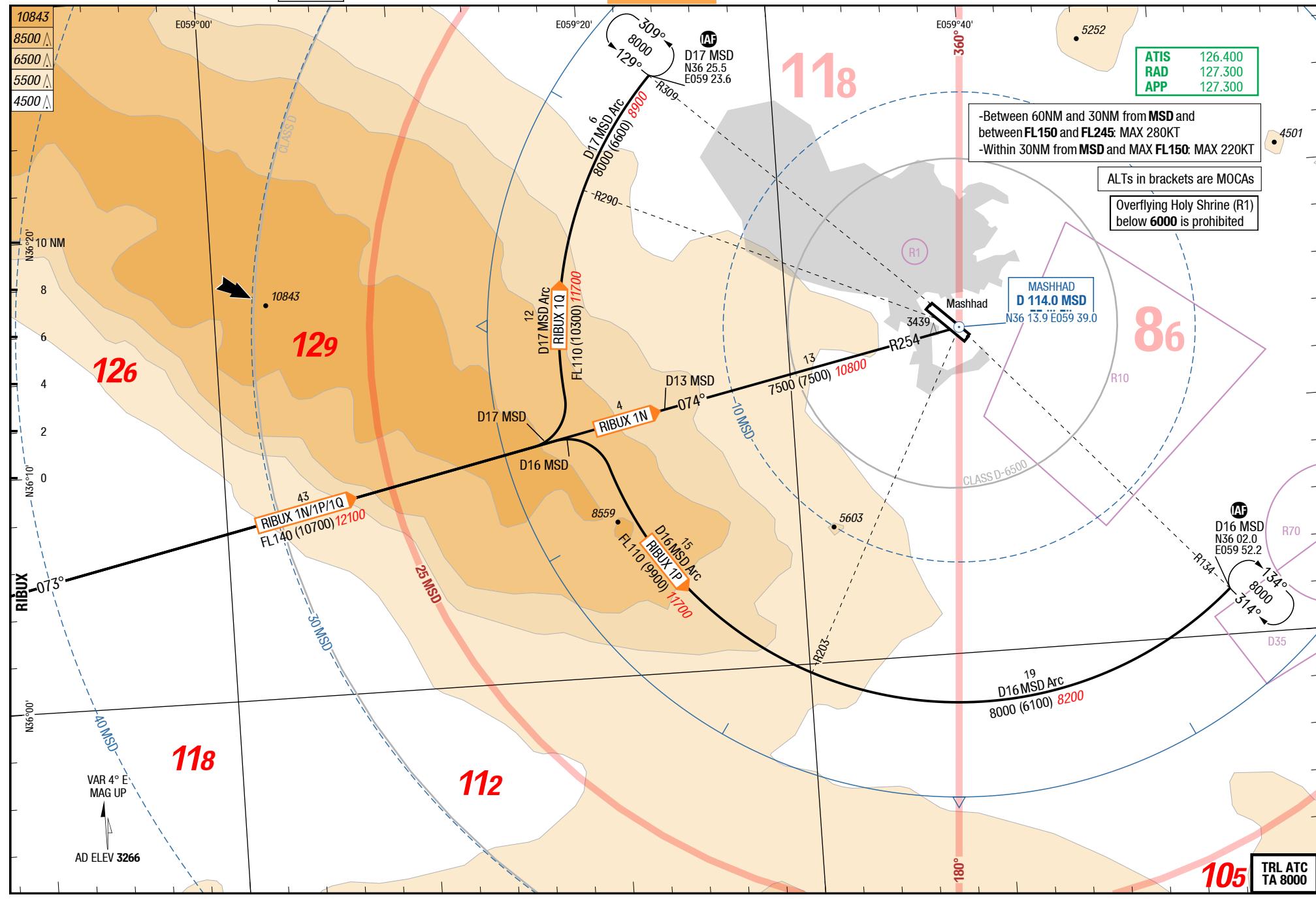
STARs RIBUX

STAR

STAR

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STARs RIBUX

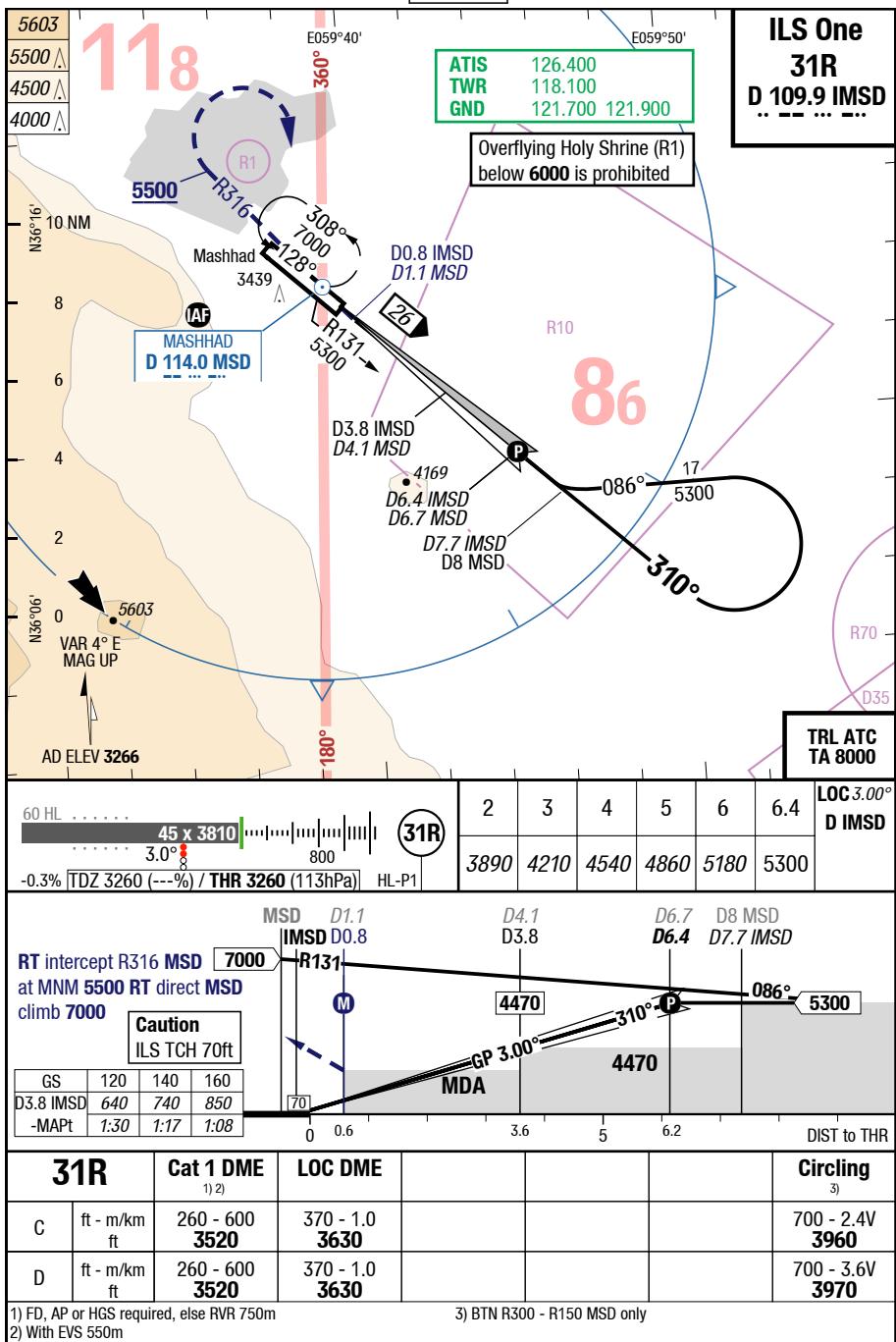


Changes: new

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7-10

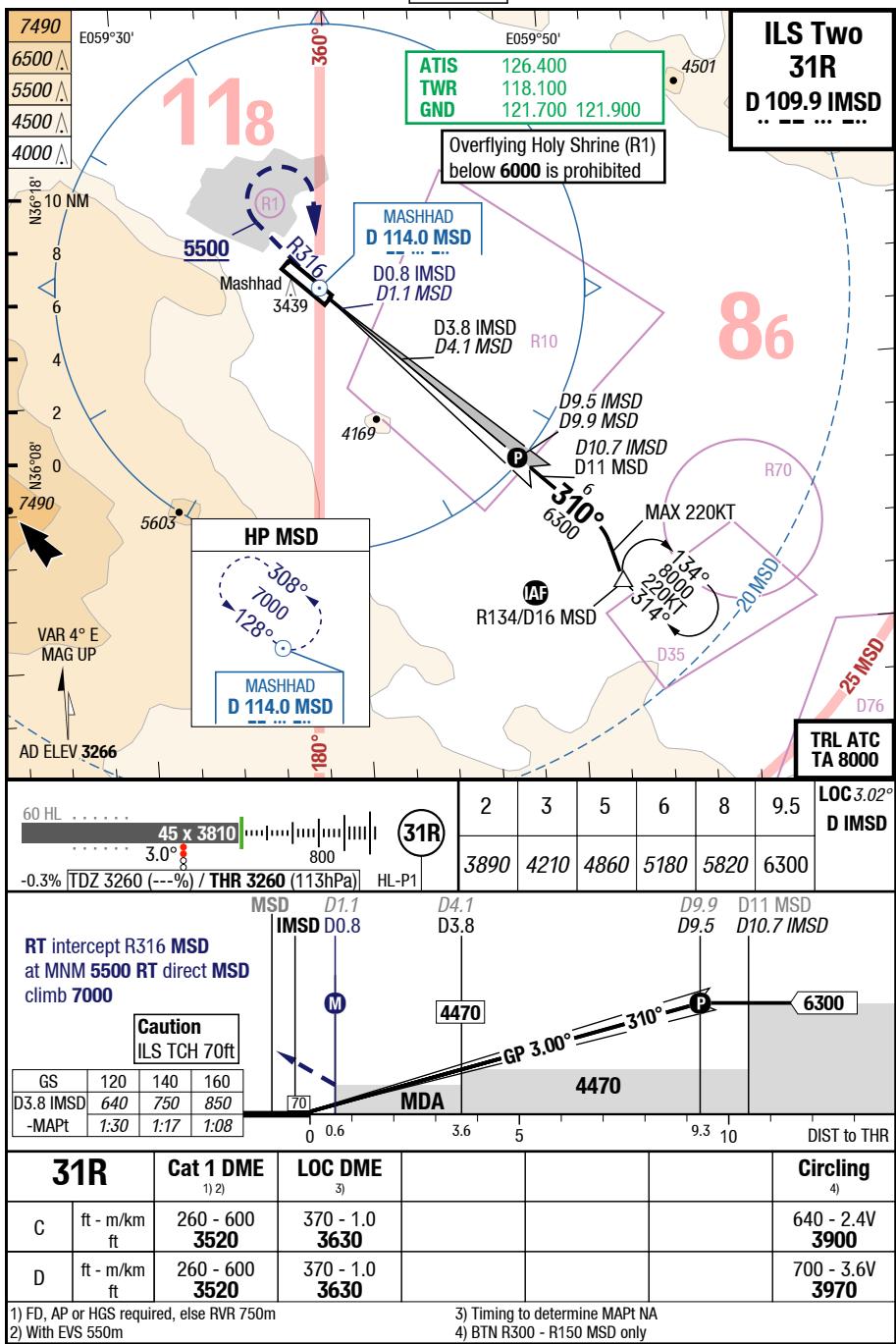
ILS One 31R



MHD-OIMM

7-20

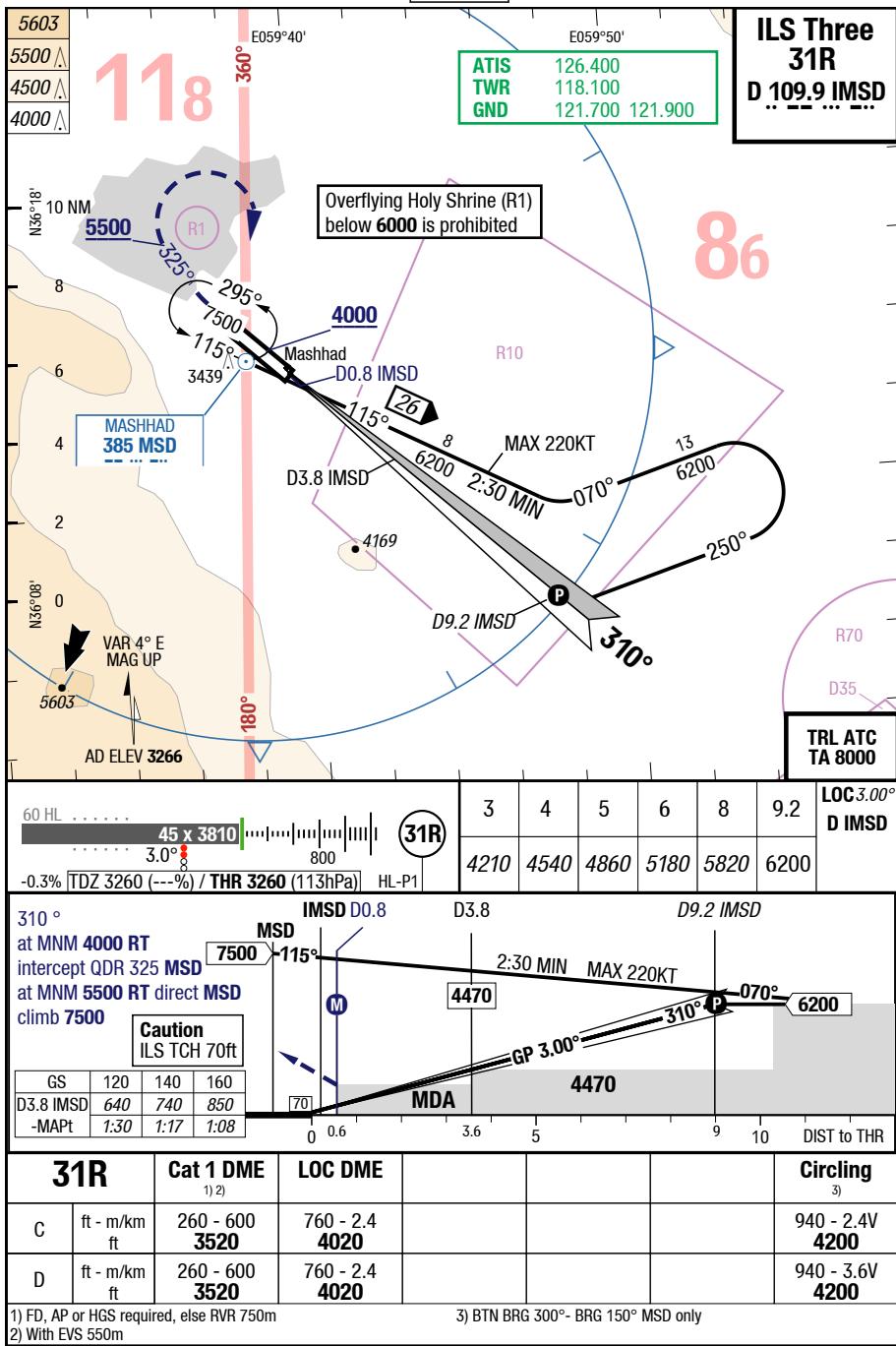
ILS Two 31R



MHD-OIMM

7-30

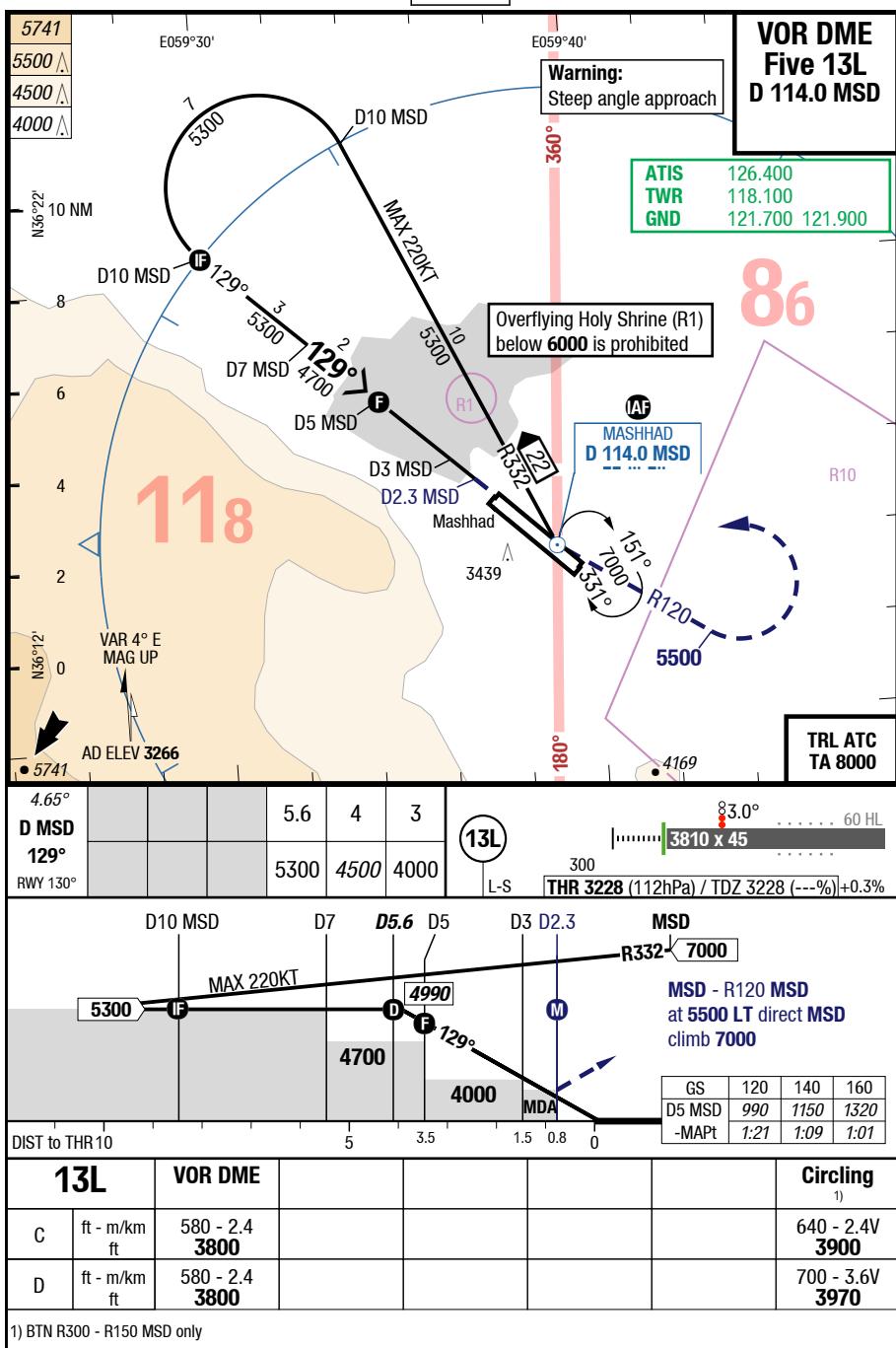
ILS Three 31R



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7-40

VOR DME Five 13L

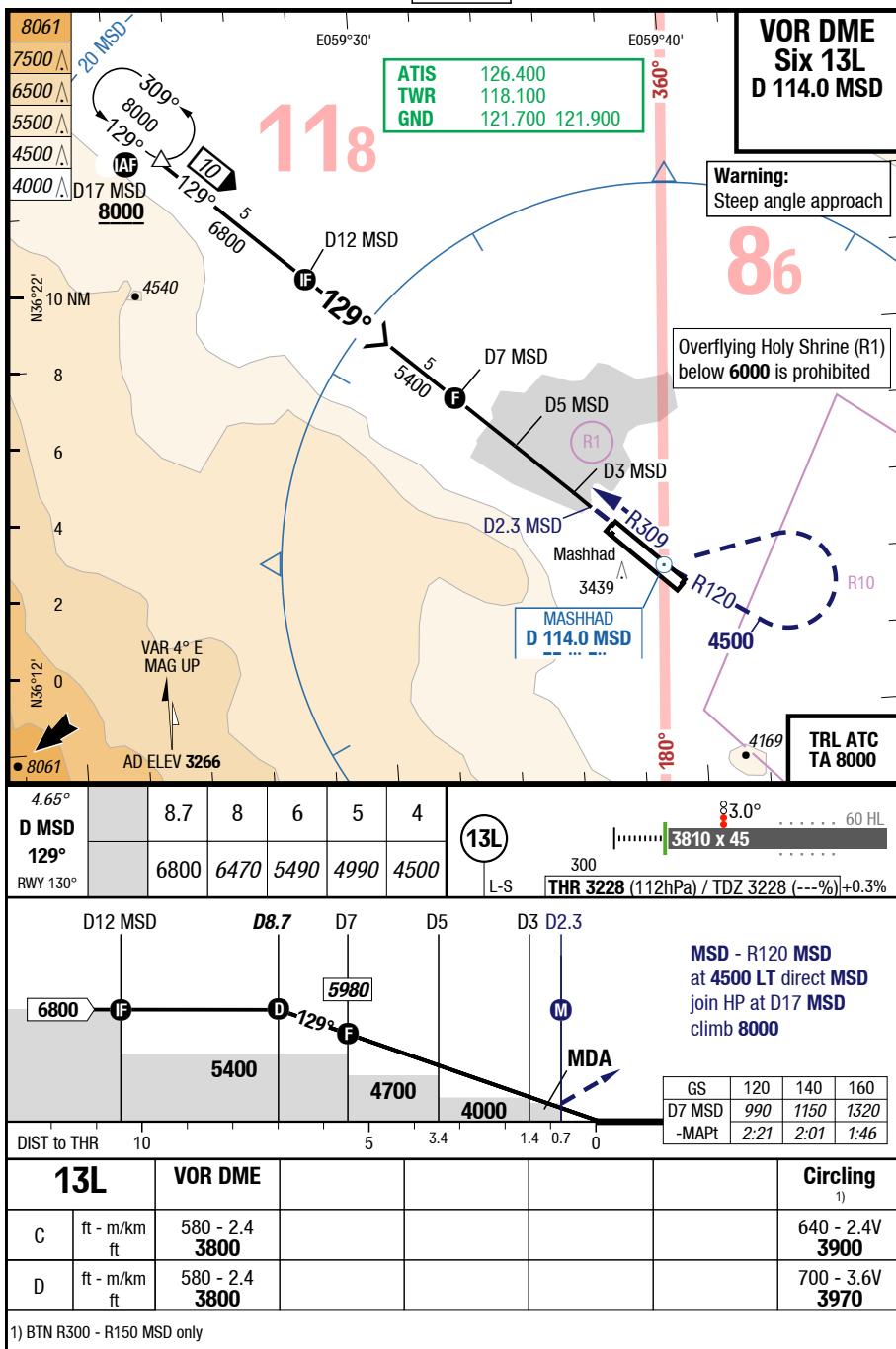


15-JUN-2017

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7-50

VOR DME Six 13L



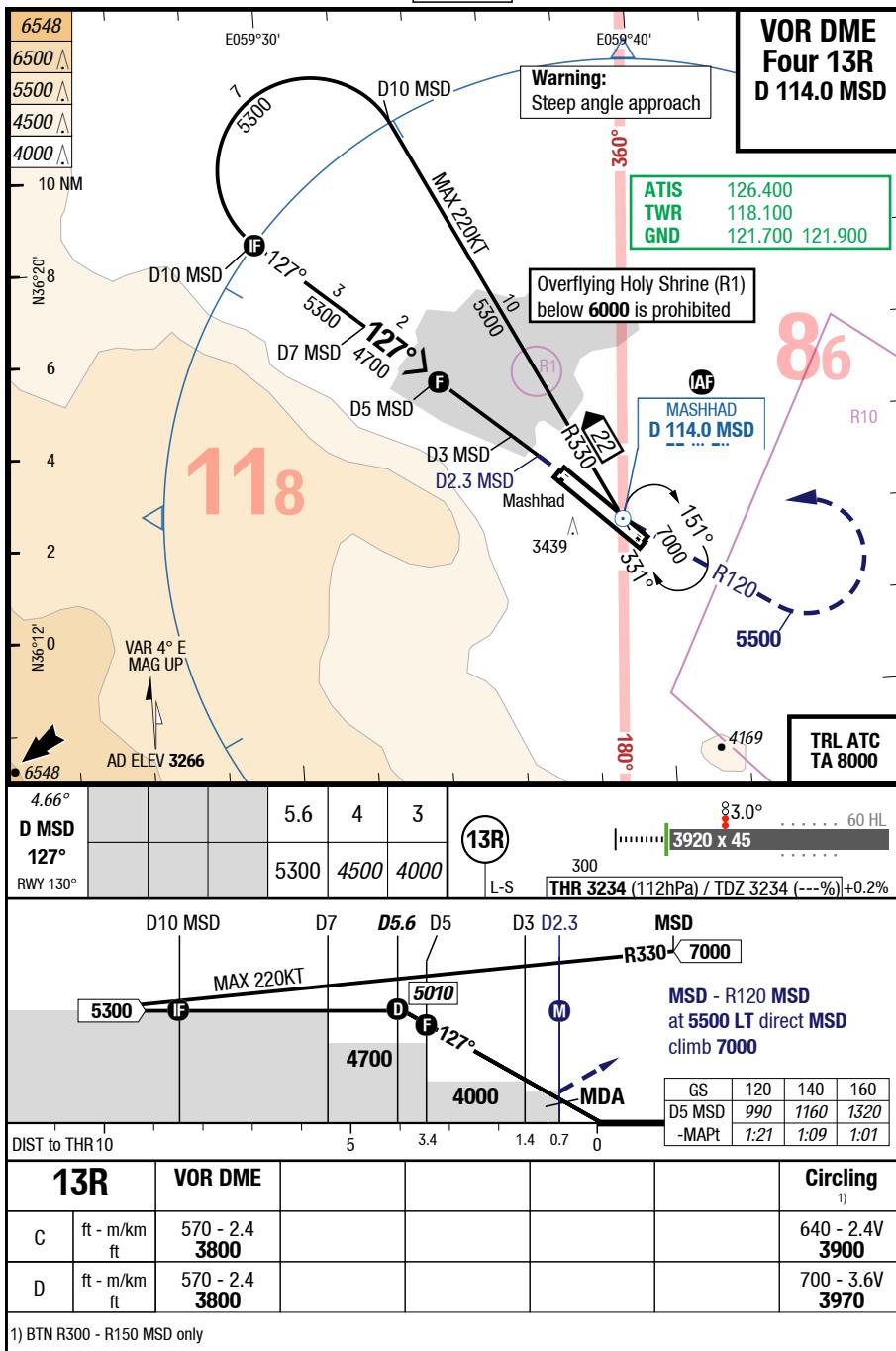
Changes: MIN

15-JUN-2017

MHD-OIMM

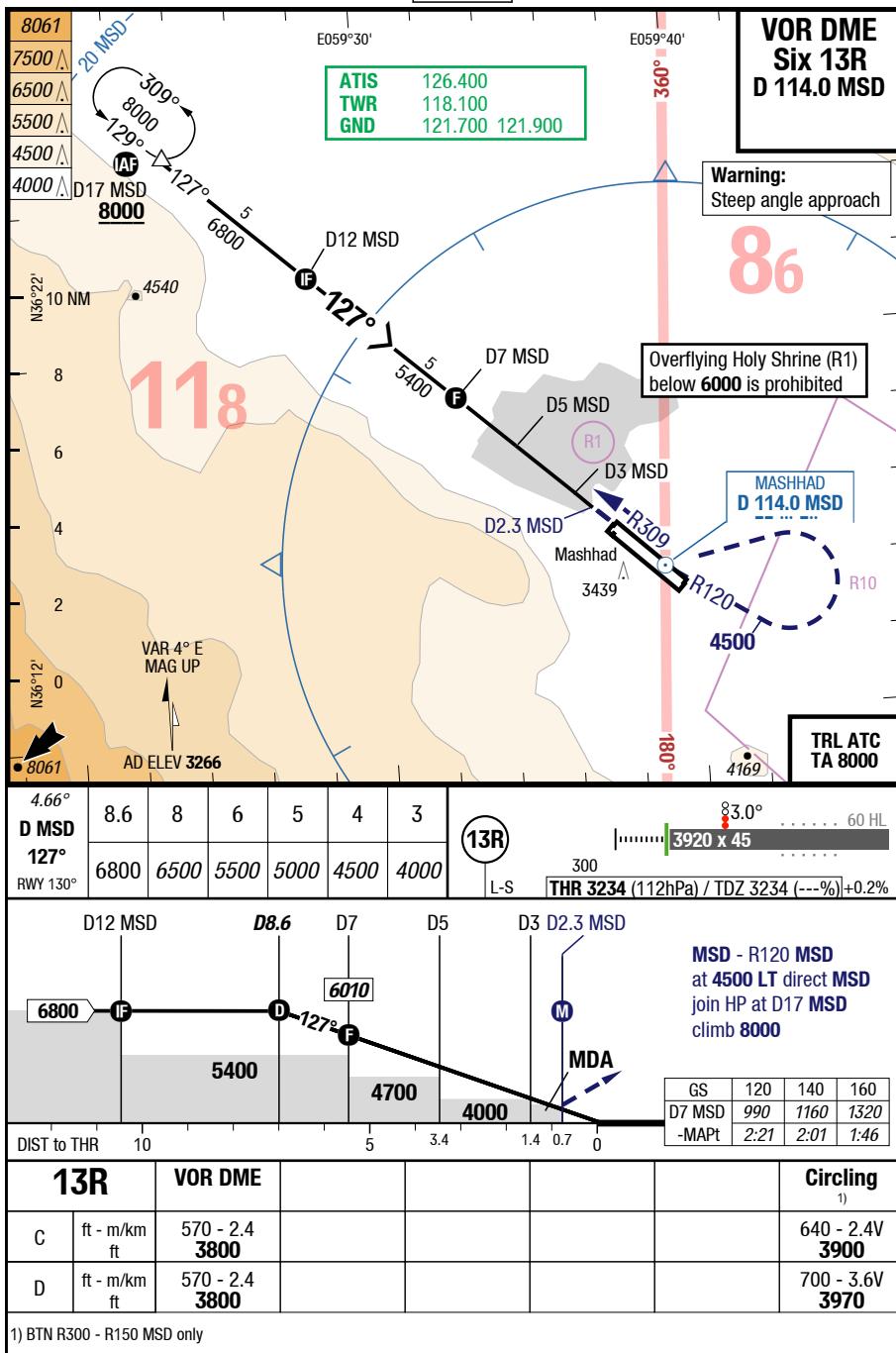
7-60

VOR DME Four 13R



Changes: MIN

15-JUN-2017

MHD-OIMM**7-70****VOR DME Six 13R**

Changes: MIN

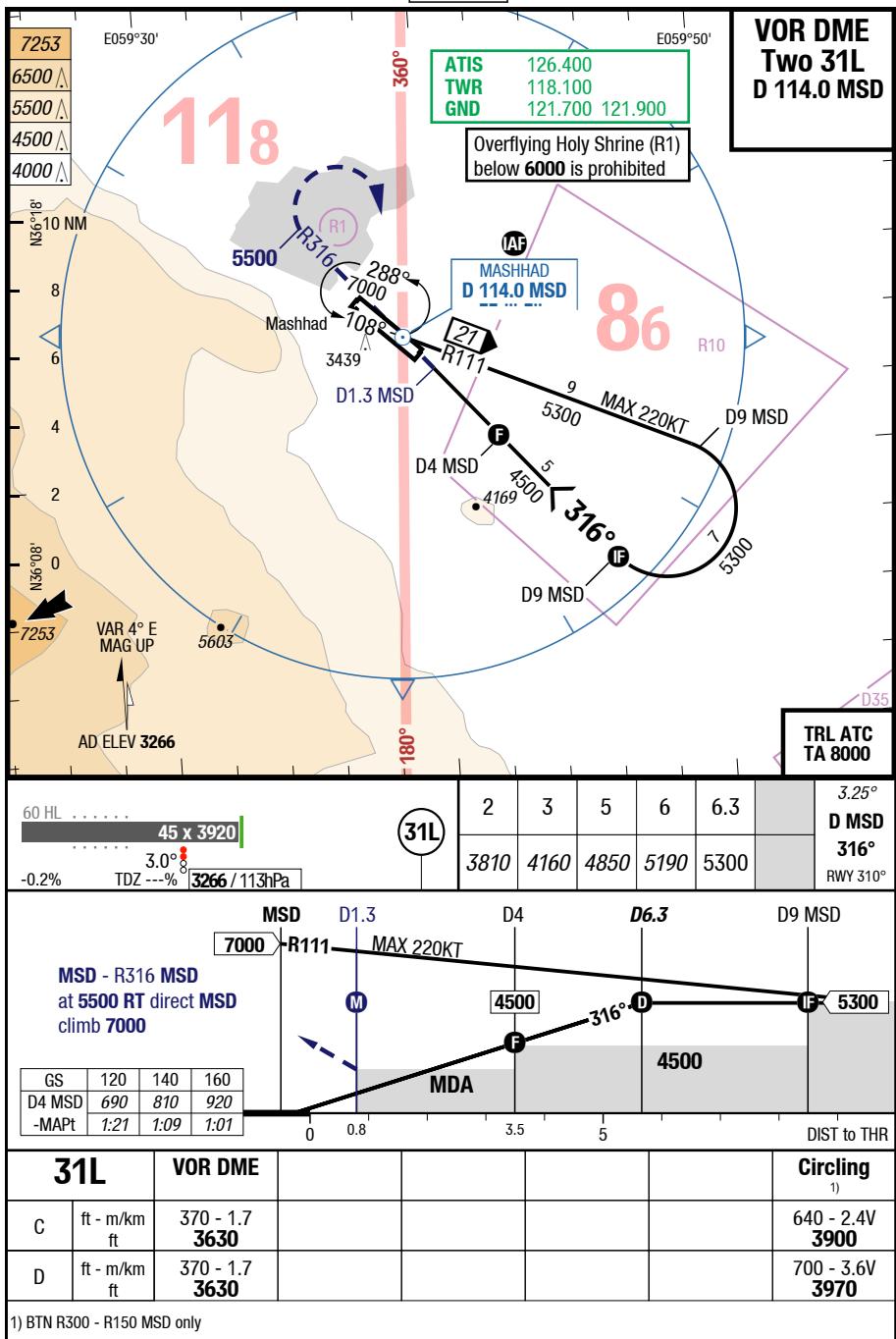
15-JUN-2017

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7-80

VOR DME Two 31L

IAC

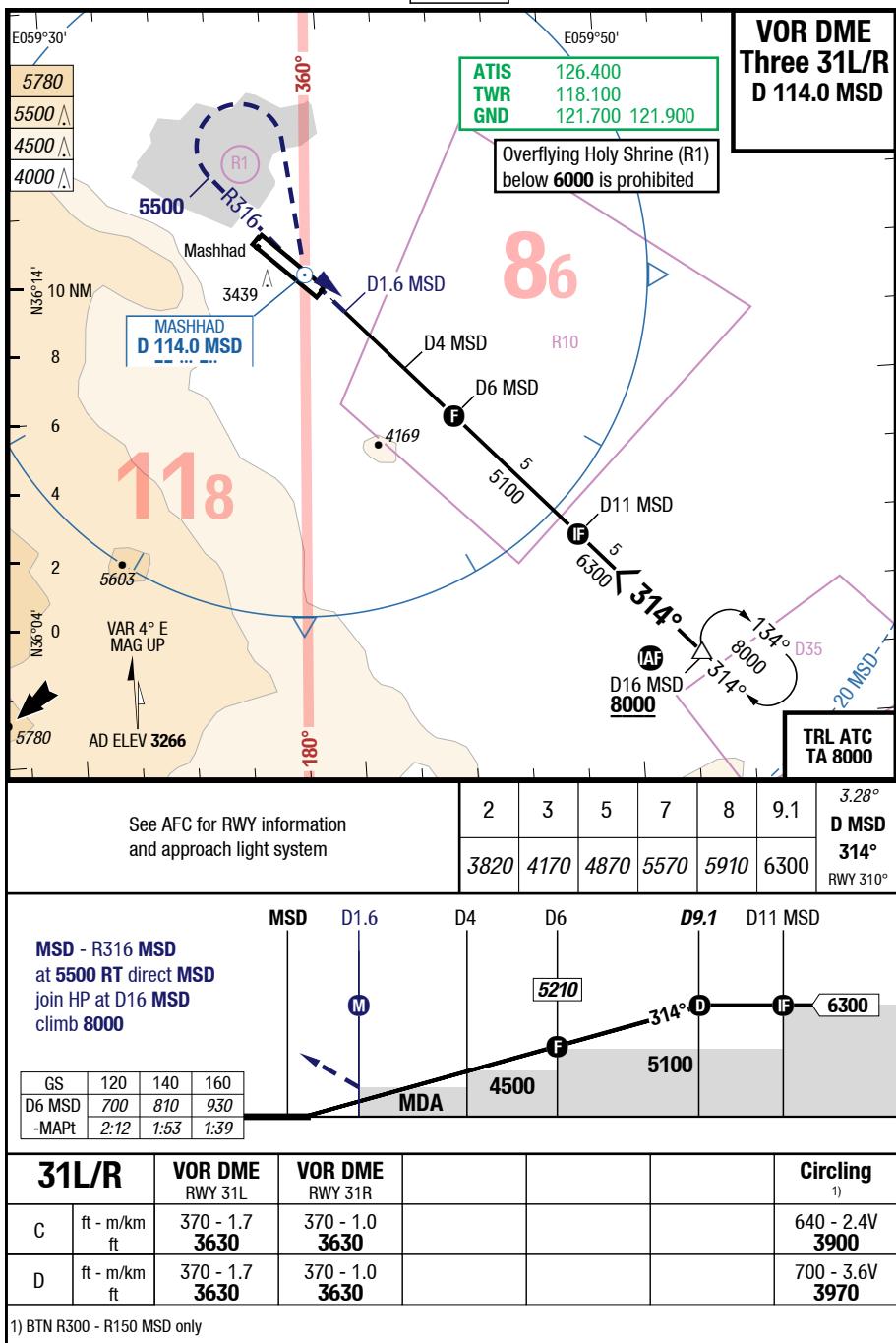


Changes: MIN

MHD-OIMM

7-90

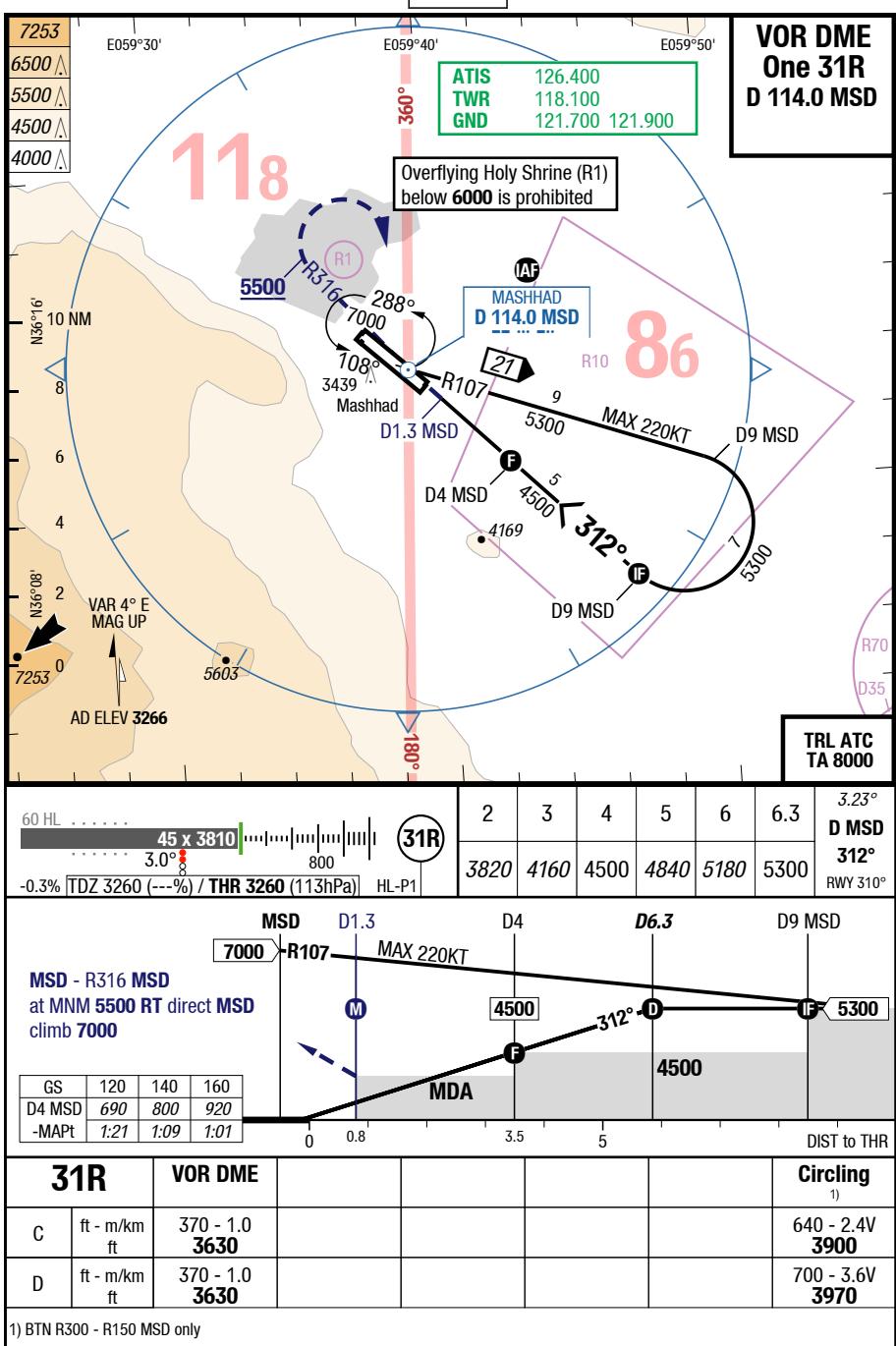
VOR DME Three 31L/R



MHD-OIMM

7-100

VOR DME One 31R



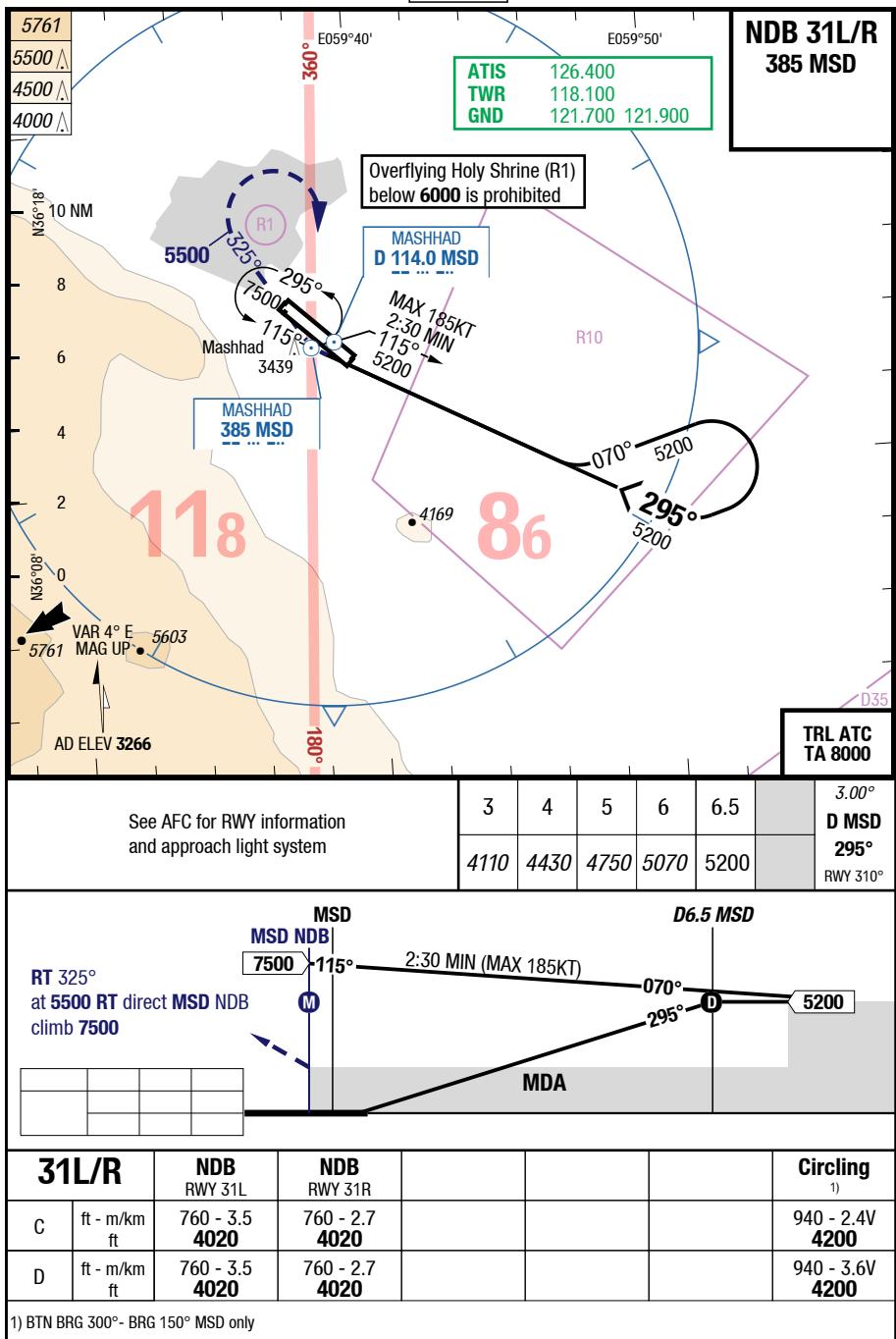
1) BTN R300 - R150 MSD only

29-JUN-2017

MHD-OIMM

7-110

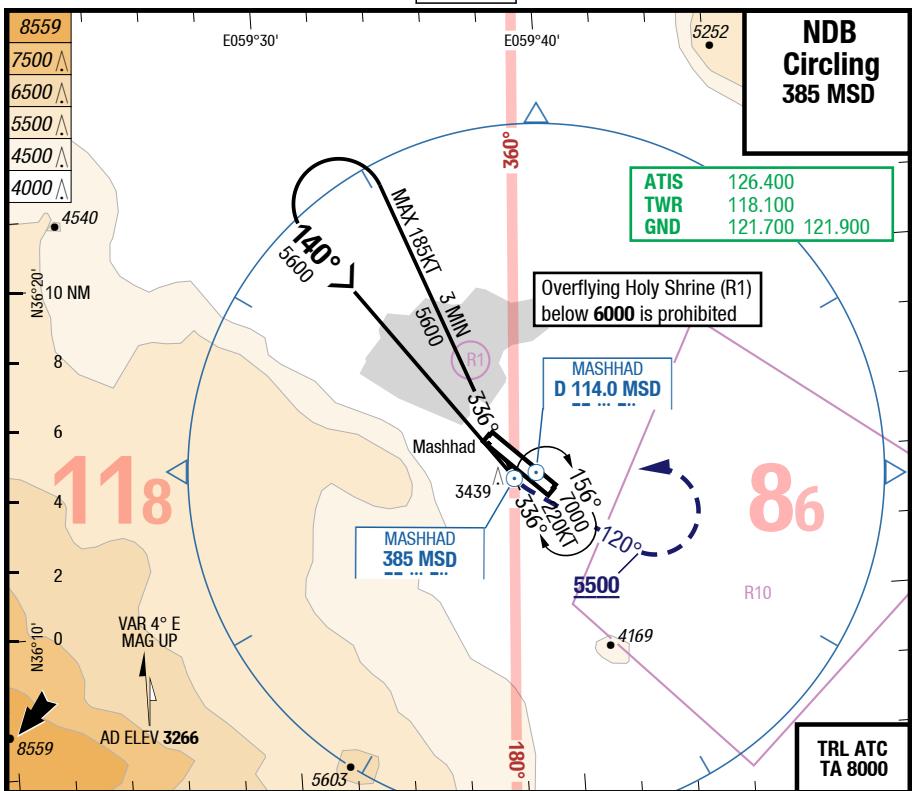
NDB 31L/R



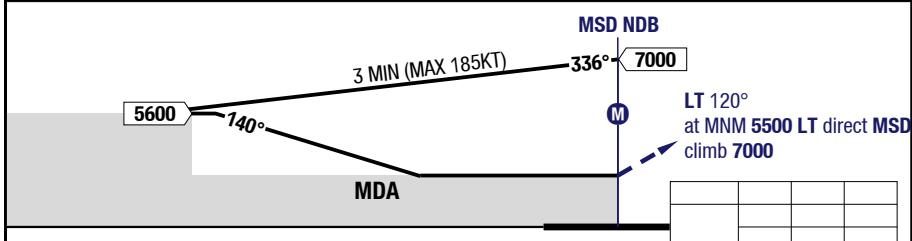
Changes: Nil

7-120

NDB Circling



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

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8-10

MRC
NIL

MRC
NIL

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