

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>	3965 FT / 36.8°C
4	<i>MAG VAR / Annual change</i>	5° E (2017)
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: OIIHYDYX
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, Saman and Hamrah Kousha Kish airport services
2	<i>Fuel / oil types</i>	Jet A1 - 100LL - JP4 / Water methanol 45/55
3	<i>Fueling facilities/capacity</i>	Jet A1: 20 trucks, from 8000 to 80000 liters, 50 liters/sec, No limitation 100LL: Available in 200 litres barrel JP4: 1 truck, 8000 liters, 20 liters/sec, No limitation
4	<i>De – icing facilities</i>	Available by main carrier, Saman and Hamrah Kousha Kish airport 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>	Subway, Taxis and buses
4	<i>Medical facilities</i>	First aids and ambulance 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>	1 Tractor, 7 Blades fitted in to trucks, 3 Urea spreaders, 14 Snow ploughs, 5 blowers, 1 Grader, 1 loader, pickup truck, 2 bobcat mini excavator, surface Friction tester (SFT).
2	<i>Clearance priorities</i>	1- RWY 29L/11R 2- TWY A, A1 and B1 (at night TWY B6 and A6) 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: PCN 72/R/A/W/T Others: PCN 55/F/A/W/T
2	<i>Taxiway width, surface and strength</i>	Width: U, V, C2, C (between TWY U & TWY C8): 18M A6 and A8: 30M A5: 45M Others: 23M Surface: TWY A (except from A4 up to A6), A1, A2, A3, A4, A5, A6 and A8: Concrete; PCN 72/R/A/W/T Others: surface Asphalt, PCN 55/F/A/W/T
3	<i>Remarks</i>	TWY A between A8 and A9 is closed.

**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 (except TWY C2, C3, C4, W, V, U). 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		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	
11R / APCH 29L / TKOF	DVOR/DME antenna 4010 FT AMSL LGTD	354149.1N 0511701.6E	Tower building 4019 FT AMSL LGTD	354125N 0511920E	
11R / TKOF 29L / APCH	ILS GP antenna 3850 FT AMSL LGTD	354054.4N 0511949.4E	Antenna 4449 FT AMSL LGTD	353530N 0511435E	
11R / APCH 29L / TKOF	LLZ 29L antenna 3994 FT AMSL LGTD	354147.3N 0511707.9E	Floodlights 3960 FT AMSL NIL	354122N 0511940E	
11R / APCH 29L / TKOF	Radar antenna 4102 FT AMSL LGTD	354205.55N 0511621.73E	Mast 4006 FT AMSL LGTD	354040N 0511628E	
11L/R / APCH 29L/R / TKOF	Mast 4048 FT AMSL NIL	354150N 0511643E	COM TWR (Milad) 6166 FT AMSL (1428 FT AGL) LGTD	354441N 0512231E	
11L/R / APCH 29L/R / TKOF	Mast 3994 FT AMSL NIL	354150N 0511716E	Building 3856 FT AMSL NIL	354110N 0512005E	
11R / APCH 29L / TKOF	RVR antenna 3815 FT AMSL NIL	354101N 0511957E	Mast 3930 FT AMSL LGTD	354117N 0511950E	
29L / APCH 11R / TKOF	Antenna 3848 FT AMSL NIL	354100N 0511938E	Mast 3997 FT AMSL NIL	354124N 0511941E	
29L / APCH 11R / TKOF	Barrier 3836 FT AMSL NIL	354104N 0511931E	Mast 4068 FT AMSL NIL	354110N 0512308E	
29L / APCH 11R / TKOF	WDI 3833 FT AMSL NIL	354104N 0511951E	Shelter 3830 FT AMSL NIL	354055N 0511943E	
29L / APCH 11R / TKOF	PAR 3919 FT AMSL NIL	354123N 0511845E	Building 3839 FT AMSL NIL	354059N 0511931E	
11L / APCH 29R / TKOF	Building 4034 FT AMSL NIL	354157N 0511710E	Air force tower 3907 FT AMSL NIL	354100N 0511917E	
11L / APCH 29R / TKOF	Building 4040 FT AMSL NIL	354157N 0511706E	IRIAF Twin buildings 3854 FT AMSL NIL	354101N 0511922E	
11L / APCH 29R / TKOF	Building 4030 FT AMSL NIL	354157N 0511705E	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 4045 FT AMSL NIL	354158N 0511700E	Crane 4028 FT AMSL NIL	354035N 0511818E	
11L / APCH 29R / TKOF	Building 4055 FT AMSL NIL	354200N 0511655E	Building crane 4133 FT AMSL NIL	354203N 0511935E	
11L / APCH 29R / TKOF	Antenna 4153 FT AMSL NIL	354200N 0511543E	Building crane 4156 FT AMSL NIL	354212N 0511919E	
11L / APCH 29R / TKOF	Building 3995 FT AMSL NIL	354154N 0511725E	Building 4115 FT AMSL NIL	354212N 0511920E	
11L / APCH 29R / TKOF	Mast 4025 FT AMSL NIL	354154N 0511715E	Azadi Building 4069 FT AMSL NIL	354201N 0511935E	
11L / APCH 29R / TKOF	Building 4060 FT AMSL NIL	354202N 0511705E	Water tank 4078 FT AMSL NIL	354149N 0511840E	
11 / APCH 29 / TKOF	WDI 3977 FT AMSL NIL	354143N 0511736E	COM antenna 4138 FT AMSL NIL	354202N 0511825E	
11R / APCH 29L / TKOF	Net barrier equipment 3967 FT AMSL NIL	354143N 0511729E	Buildings 4102 FT AMSL NIL	354159N 0511817E	
11 / APCH 29 / TKOF	Net barrier equipment 3954 FT AMSL NIL	354138N 0511727E	Antenna 4045 FT AMSL NIL	354151N 0511802E	
11 / APCH 29 / TKOF	RVR WDI 3978 FT AMSL NIL	354141N 0511739E	Water tank 4103 FT AMSL NIL	354200N 0511731E	
11L / APCH 29R / TKOF	Mast 4188 FT AMSL NIL	354219N 0511606E	Antenna 4118 FT AMSL NIL	354200N 0511730E	
11L / APCH 29R / TKOF	COM Mast 4248 FT AMSL NIL	354226N 0511606E	Hangar 4039 FT AMSL NIL	354155N 0511745E	
11L / APCH 29R / TKOF	COM Mast 4268 FT AMSL NIL	354227N 0511523E	Sepah Hangar 4039 FT AMSL NIL	354156N 0511741E	
→ 11L / APCH 29R / TKOF	Building 4124 FT AMSL NIL	354207N 0511604E	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	
→ 11L / APCH 29R / TKOF	Building 4124 FT AMSL NIL	354208N 0511605E	Water tank 4098 FT AMSL NIL	354204N 0511712E	
→ 11L / APCH 29R / TKOF	Building 4106 FT AMSL NIL	354202N 0511603E	Antenna 4128 FT AMSL NIL	354117N 0511622E	
→ 11L / APCH 29R / TKOF	Building 4120 FT AMSL NIL	354205N 0511606E	Antenna 4086 FT AMSL NIL	354155N 0511748E	
→ 11L / APCH 29R / TKOF	Building 4121 FT AMSL NIL	354202N 0511601E	ASR Antenna 3996 FT AMSL NIL	354148N 0511751E	
→ 11R / APCH 29L / TKOF	Building 4098 FT AMSL NIL	354151N 0511556E	COM antenna 4081 FT AMSL NIL	354158N 0511736E	
→ 11R / APCH 29L / TKOF	Antenna 4123 FT AMSL NIL	354154N 0511557E	→ COM Mast 4255 FT AMSL NIL	354220N 0511628E	
→ 11R / APCH 29L / TKOF	Building 4076 FT AMSL NIL	354148N 0511555E	→ Antenna 4165 FT AMSL NIL	354218N 0511659E	
→ 11L / APCH 29R / TKOF	Building 4126 FT AMSL NIL	354201N 0511604E	→ Mast 4177 FT AMSL NIL	354224N 0511709E	
→ 11L / APCH 29R / TKOF	Building 4093 FT AMSL NIL	354159N 0511601E	→ Antenna 4174 FT AMSL NIL	354221N 0511715E	
→ 11L / APCH 29R / TKOF	Building 4123 FT AMSL NIL	354209N 0511607E	→ Antenna 3964 FT AMSL NIL	354113N 0512029E	
→ 11L / APCH 29R / TKOF	Building 4130 FT AMSL NIL	354212N 0511605E	→ Antenna 3872 FT AMSL NIL	354114N 0512011E	
→ 11L / APCH 29R / TKOF	Mast 4100 FT AMSL NIL	354204N 0511712E	→ Antenna 4165 FT AMSL NIL	354152N 0512052E	
→ 11L / APCH 29R / TKOF	Building 4078 FT AMSL NIL	354202N 0511714E	→ Mast 4121 FT AMSL NIL	354201N 0511730E	

<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 4167 FT AMSL NIL	354223N 0511542E			
→ 11L / APCH 29R / TKOF	Antenna 4136 FT AMSL NIL	354205N 0511600E			
→ 11L / APCH 29R / TKOF	Antenna 4238 FT AMSL NIL	354209N 0511519E			
→ 11L / APCH 29R / TKOF	Mast 4126 FT AMSL NIL	354218N 0511606E			
→ 11L / APCH 29R / TKOF	Building 4112 FT AMSL NIL	354159N 0511601E			
→ 11L / APCH 29R / TKOF	LLZ Antenna 3981 FT AMSL NIL	354149.8N 0511724.9E			
→ 11L / TKOF 29R / APCH	GP Antenna 3858 FT AMSL LGTD	354104.3N 0511949.4E			

OIII AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET Office</i>	Tehran / Mehrabad
2	<i>Hours of service</i> <i>MET Office outside hours</i>	H24 --
3	<i>Office responsible for TAF preparation</i> <i>Periods of validity</i>	Tehran H24
4	<i>Type of landing forecast</i> <i>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</i> <i>Language(s) used</i>	Charts, abbreviated plain language text English/Persian
7	<i>Charts and other information available for briefing</i> <i>or consultation</i>	S, U, P
8	<i>Supplementary equipment available for providing</i> <i>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</i> <i>RWYNR</i>	<i>TRUE BRG</i>	<i>Dimensions of</i> <i>RWY (M)</i>	<i>Strength(PCN)</i> <i>and surface of</i> <i>RWY and SWY</i>	<i>THR</i> <i>coordinates</i> <i>THR geoid</i> <i>undulation</i>	<i>THR elevation and</i> <i>highest elevation of</i> <i>TDZ of precision APP</i> <i>RWY</i>
1	2	3	4	5	6
11L	109.63°GEO	3996 x 45	72/R/A/W/T Concrete	354147.85N 0511731.68E GUND +10FT	THR 3965 FT
29R	289.65°GEO	3996 x 45	72/R/A/W/T Concrete	354104.28N 0512001.37E GUND +10FT	THR 3799 FT
11R	109.66°GEO	4041 x 60	50/F/A/X/T Asphalt	354140.80N 0511729.83E GUND +10FT	THR 3950 FT
29L	289.68°GEO	4041 x 60	50/F/A/X/T Asphalt	354056.67N 0512001.18E GUND +10FT	THR 3796 FT
<i>Slope of</i> <i>RWY - SWY</i>	<i>SWY</i> <i>dimensions</i> <i>(M)</i>	<i>CWY</i> <i>dimensions</i> <i>(M)</i>	<i>Strip dimensions</i> <i>(M)</i>	<i>OFZ</i>	<i>Remarks</i>
7	8	9	10	11	12
1.26 %	NIL	NIL	NIL	NIL	- Distance between parallel RWY center lines is 728 FT (222M) - DTHR RWY 11L 900M. marking not available. In normal situation Landing not authorized on RWY 11L/29R - AD Code Letter/Number:4E
1.26 %	NIL	NIL	NIL	NIL	
1.17 %	87 x 60	NIL	NIL	NIL	
1.17 %	NIL	NIL	NIL	NIL	

OIII AD 2.13 DECLARED DISTANCES

<i>RWY Designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
11L	3996	3996	3996	3096	NIL
29R	3996	3996	3996	3996	NIL
11R	4041	4041	4128	4041	NIL
29L	4041	4041	4041	4041	NIL
29R	3544	3544	3544	-	Take-off from intersection with A2
29R	3350	3350	3350	-	Take-off from intersection with B2
29R	2770	2770	2770	-	Take-off from intersection with A3, B3
29R	2170	2170	2170	-	Take-off from intersection with A4, B4
29L	3640	3640	3640	-	Take-off from intersection with U
29L	3400	3400	3400	-	Take-off from intersection with V
29L	3300	3300	3300	-	Take-off from intersection with C2, B2
29L	2800	2800	2800	-	Take-off from intersection with C3, B3
11R	3650	3650	3737	-	Take-off from intersection with C8, B8
11R	2970	2970	3057	-	Take-off from intersection with C6, B6
11L	3600	3600	3600	-	Take-off from intersection with A8, B8
11L	3270	3270	3270	-	Take-off from intersection with A7
11L	2900	2900	2900	-	Take-off from intersection with A6, B6

OIII AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY Designator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ LGT LEN</i>	<i>RWY Centre Line LGT LEN, spacing, colour INTST</i>	<i>RWY edge LGT LEN, spacing colour, INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN(M) colour</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>
11L	NIL	Green	NIL	NIL	NIL	3996 M 60 M White, LIH	Red	NIL	NIL
29R	PALS CAT I 830M LIH	Green Supplemented by WBAR	PAPI Left /3.3° (22.8M / 74.8FT)	NIL	NIL	3996 M 60 M White, LIH	Red	NIL	NIL
11R	SALS 300M LIH	Green Supplemented by WBAR	PAPI Left /3.4° (19.4 M / 63.6 FT)	NIL	NIL	4041 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	4041 M 60 M White, LIH	Red	NIL	Sequential Flash Lighting System (SFLS) Available for RWY 29L 900M

OIII AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN location, characteristics and hours of operation</i>	On top of the control Tower building, FLG G and W, EV 2 sec PSN 354125N 0511920E, HN and during IMC.
2	<i>LDI location and LGT</i> <i>Anemometer location and LGT</i>	NIL
3	<i>TWY edge and centre line lighting</i>	Edge: A, A1, A2, A3, A4, A5, A6, A7, A8, A9, B1, B2, B3, B4, B5, B6, B8, B9 and RWY 11L/29R Centre line: NIL
4	<i>Secondary power supply/switch-over time</i>	During primary power network failure, automatic secondary power supply (diesel generator) is available for all visual navigation aids and CNS/ATM equipment. Switch-over time: 10 - 15 sec
5	<i>Remarks</i>	1- South side of TWY A is Lighted. 2- TWY A is lighted except between TWY A8 and A9.

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</i> <i>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>
1	2	3	4	5
APP & RADAR	Mehrabad Approach & Mehrabad Radar	125.100 MHZ 119.700 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/DME	RUS	116.950 MHZ CH116Y	H24	352643.7N 0505419.3E		Site elevation: 3661FT
Kahrizak NDB	KAZ	358 KHZ	H24	353100.1N 0512200.7E		156°MAG/11.5NMfromDVOR/DME HGT of antenna 89 FT Site ELEV: 3298 FT
DVOR/DME (5° E/2017)	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 (5°E/2017)	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 3.3°, RDH 59 FT 251°MAG / 0.2 NM to THR RWY 29L GP usable from 11 NM of THR RWY 29L DME coverage 22 NM
ILS GP RWY 29L		333.800 MHZ	H24	354054.4N 0511949.4E		
ILS DME RWY 29L	ITHL	CH 36X	H24	354054.4N 0511949.4E	3981 FT	
→ LLZ 29R ILS CAT I (5°E/2017)	ITRN	110.700 MHZ	H24	354149.8N 0511724.9E		
→ ILS GP RWY 29R		330.200 MHZ	H24	354104.3N 0511949.4E	3858 FT	
→ ILS DME RWY 29R	ITRN	CH 44X	H24	354104.3N 0511949.4E		

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-Pushback Procedure

5.1- "Mehrabad Delivery" is responsible for issuing ATC clearance and start-up approval.

Note. Start-up approval on stand does not imply an approval to pushback.

5.2- "Mehrabad Ground" is responsible for issuing pushback approval, as well as taxi clearance.

Note. Aircraft shall not commence start-up, pushback, or any other maneuvers on the apron, unless they have obtained approval from Mehrabad Delivery/Ground as appropriate.

5.3- When necessary, Mehrabad Ground may deviate from the standard pushback procedures as stated below and issue alternative pushback instructions.

5.4- It is the pilot's responsibility to relay the standard pushback procedure or alternative pushback instructions issued by Mehrabad Ground to their ground crew prior to commencing pushback.

Note. The ground crew must ensure that the area behind /around the aircraft is clear of vehicles, equipment and other obstructions before commencing pushback.

5.5- Pushback maneuver shall be commenced within one minute, otherwise ATC shall be informed and the crew has to request another clearance.

5.6- The pilot may start engine(s) (on idle power) before commencing pushback at aircraft stand or after pushback, in coordination with the ground crew. Aircraft wishing to start engines either before, during or after pushback should notify ATC.

5.7- Use of Runways and TWY A for towing aircraft is not authorized.

5.8- Towing ACFT may be permitted only between 02:00-04:00 LCL time to use the Runways and TWY A under following conditions:

- a. Coordinate with marshaller unit
- b. Contact GND frequency on 121.7 MHz to get approval.
- c. Clearance to use Runways shall be given only on tower frequency 118.1

5.9- Pilots shall follow the procedures outlined in table 1 and 2 below upon receipt of "PUSHBACK APPROVED" phrase.

6-Taxi Procedure

In order to prevent runway incursion and minimize traffic conflict on movement area, the following regulation for taxiing should be taken into account:

a) When runway in use is 29:

- aircraft shall be west facing while on the runways.
exception: runway 29 right between A1 and A2
- aircraft shall be east facing while on the taxiway A.
exception: between A7 and A8

b) When runway in use is 11

- aircraft shall be east facing while on the runways.
exception: runway 11 left between A8 and A9

- aircraft shall be west facing while on the taxiway A.

6.1- General

6.1.1- In order to meet the requirement for wing-tip clearance, follow strictly the yellow taxi guidance lines. However, ground control may issue deviating instructions with assistance of follow-me car.

6.1.2- Aircraft holding at all Runway Holding Positions are to ensure that the aircraft nose is exactly at the Runway Holding Position to ensure adequate clearance with other aircraft crossing behind/ahead.

Note: when an aircraft with more than 57m length (such as B747 and/or A340) holds short of a runway on TWYs B1, B2, B3, B4, B5, B6, B8 or B9; the other runway will not be useable for takeoff and landing.

6.1.3- Unless otherwise specified by the controller, taxiing speed is MAX 30 KT on TWYs and MAX 10 KT on parking area (such as E1, E2, E3... E9).

6.1.4- Taxiways A3, A4, A5, A6 and A7 are one way taxiways; only south to north taxiing is permitted.

6.1.5- Taxiways C3, C4E, C4W, C5, C6 are one way taxiways; only north to south taxiing is permitted.

6.1.6- The only usable taxiing route for connecting taxiway A to C is A8-B8-C8.

Note1: A6-B6-C6 route is usable for connecting taxiway A to C whenever A8 or B8 or C8 is closed.

Note2: A9-B9-C9 route is usable for connecting SEPAH ramp to taxiway C.

6.1.7- The aircraft with wingspan of more than 40m (Wider than C130) are not authorized to use TWY C between C4E and C1 for taxi.

6.1.8- All aircraft taxiing on TWY A and C shall give way to the aircraft vacating RWY unless instructed by controller.

6.1.9- All aircraft entering TWY A via E1, E3, E4, E6, E9, and TWY Y, shall give way to the aircraft taxiing on TWY A unless instructed by controller. This, does not relieve the controller of his/her responsibility.

6.1.10- Intermediate holding positions are:

- a) "ROMIN" - PSN on E1 before TWY A
- b) "MITRA" - PSN on E3 before TWY A
- c) "MAZDA" - PSN on E4 before TWY A
- d) "RADIN" - PSN on E6 before TWY A
- e) "PARSE" - PSN on E9 before TWY A
- f) "TITAN" - PSN on TWY A west of TWY A5
- g) "CYRUS" - PSN on TWY Y before TWY A
- h) "SAINA" - PSN ON TWY A WEST OF TWY A6

6.1.11- Pilots shall use minimum taxi power when operating on the apron to reduce effect of jet blast in the surrounding area.

6.2- Departure:

6.2.1- Aircraft are required to request taxi during the validity time (10 minutes after start up approval).

6.2.2- Issued taxi time is valid up to 3 minutes and automatically will be cancelled if the pilot has not commenced taxi associated with its departure.

Note1: Issued taxi time, is the expected time of taxi that given to the aircraft before start up approval.

Note2: If the taxi time cancellation takes place after FPL expiry time, a new flight plan shall be submitted

Note3: 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.

6.2.3- Aircraft making pushback should be ready for taxi as soon as the pushback or pull forward and engine start-up have been completed. If aircraft are unable to comply with these procedures, the crew shall immediately inform Mehrabad Ground.

6.2.4- To minimize frequency congestion, "Mehrabad Ground" normally issue standard taxi routes instructions for departing aircraft, which have clearly defined clearance limits. Aircraft routing will vary depending on aircraft location and runway-in-use. The clearance limit shall be at the holding position of runway-in-use. (See tables 1 and 2).

6.2.5- All aircraft should expect cancel their standard taxi route at any time as directed by ATC due to traffic, weather condition, closure of taxiways etc. and alternative taxi instructions will be issued.

6.2.6- Pilots shall follow the procedures outlined in table 1 and 2 upon receipt of the following phraseologies:

- TAXI TO HOLDING POINT (runway holding position number) [ON PROCEDURE or AS PUBLISHED].

Example:

TAXI TO HOLDING POINT A1

TAXI TO HOLDING POINT A1 AS PUBLISHED.

TAXI TO HOLDING POINT A1 ON PROCEDURE

6.3-Arrival:

6.3.1- Aircraft shall never cross RWYs unless crossing permission is given by tower controller.

6.3.2- For decreasing runway occupancy time arrivals have to vacate 29L/11R by the first available north taxiway and hold short of runway 29R/11L except otherwise instructed by controller.

6.3.3- RWY 29R/11L is only vacated when the aircraft is aligned with TWY A.

6.3.4- Taxi instruction to parking will be issued on GND frequency.

6.3.5- Marshaller guidance is mandatory for arriving aircraft upon entering parking area to their allocated stands.

7 - Mehrabad start-up procedure:

Note. See also ENR 1.9 and ENR 1.10

7-1 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.

7-2 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.

→ 8 – SSR Transponder Operation:

- **Departure;** ACFT transponder shall be off/standby until reaching RWY-IN-USE holding position.
- **Upon Arrival,** ACFT transponder shall be off/standby as soon as RWY is vacated.

Table 1. Standard Taxi Routes (runway in use 29)

Apron	Stands	Pushback/Pull forward Procedure	Taxi procedure
NR 1	101, 103 ..., 121	All aircraft shall be pushed back to E2 face east until nose wheel is at the intersection of the aircraft stand lead in line and E2 centerline (<i>See note 1</i>).	Taxi via E2, E1, turn left TWY A to RWY holding position (<i>See note 2</i>).
	100, 102 ..., 120	NIL	Taxi via TWY A to RWY holding position.
NR 2	200	All aircraft shall be pushed back to E4 face southeast (face toward RWY) until nose wheel is at MAZDA.	Taxi via E4, turn left TWY A to RWY holding position. (see note 2)
	201, 202, ..., 207	All aircraft shall be pushed back to E4 face southeast (face toward RWY) until nose wheel is at the intersection of the aircraft stand lead in line and E4 centerline.	
	208	All aircraft shall be pushed back to E5 face east until nose wheel is at the intersection of the aircraft stand lead in line and E5 centerline.	Taxi via E5,E4, turn left TWY A to RWY holding position. (see note 2)
NR 3	301, 303 305	All aircraft shall be pushed back to E5 face east until nose wheel is at the intersection of the aircraft stand lead in line and E5 centerline.	Taxi via E5, E4, turn left TWY A to RWY holding position (<i>See note 2</i>).
	302, 304 306, 308 310	All aircraft shall be pushed back to TWY A face east until its body is aligned with TWY A centerline.	Taxi via TWY A to RWY holding position.
NR 4	400, 401 402, 403 404	All aircraft shall be pulled forward to E8 and E9 until PARSE.	Taxi via E9, turn left TWY A to RWY holding position (<i>See note 2</i>).
	405, 406 407, 408	NIL	Taxi via E7, E6, turn left TWY A to RWY holding position (<i>See note 2</i>).
	409, 410	NIL	Taxi via E6, turn left TWY A to RWY holding position (<i>See note 2</i>).
NR 5	All Stands	All aircraft shall be pushed back and or pulled forward to TWY Y up to CYRUS.	Taxi via TWY Y, turn left TWY A to RWY holding position (<i>See note 2</i>).
Iran air hanger		All aircraft shall be pulled forward to E6 up to RADIN.	Taxi via E6, turn left TWY A to RWY holding position.
Asseman apron		Aircraft that need to use tug, shall be pulled forward to E9 up to PARSE.	Taxi via E8, E9, turn left TWY A to RWY holding position. (<i>See note 2</i>).

Note 1: No simultaneous push back/pull forward from same apron is allowed, except in apron no.1 provided at least one aircraft stand in between

Note 2: Aircraft following standard taxi procedure may be instructed to hold at Intermediate holding positions (ROMIN, MITRA, MAZDA ...), and pursuantly resume their taxiing by the ATC instruction.

Table 2. Standard Pushback and Taxi Routes (runway in use 11)

Apron	Stands	Pushback Procedure	Taxi procedure
NR 1	101, 103 ..., 121	All aircraft shall be pushed back to E2 face west until nose wheel is at the intersection of the aircraft stand lead in line and E2 centerline (<i>See note 1</i>).	Taxi via s E2, E3, turn right TWY A to RWY holding position (<i>See note 2</i>).
	100, 102 ..., 120	NIL	Taxi via TWY A to RWY holding position.
NR 2	200,201	All aircraft shall be pushed back to TWY A face west until nose wheel is at the intersection of the aircraft stand lead in line and TWY A centerline.	Taxi via TWY A to RWY holding position.
	202	All aircraft shall be pushed back to E4 face northwest then pulled forward until abeam stand 203.	
	203, 204 ..., 208	All aircraft shall be pushed back to E4 face northwest until nose wheel is at the intersection of the aircraft stand lead in line and E4 centerline.	Taxi via E4, E5, E6, turn right TWY A to RWY holding position (see note 2)
NR 3	301, 303 305	All aircraft shall be pushed back to E5 face west until nose wheel is at the intersection of the aircraft stand lead in line and E5 centerline.	Taxi via E5, E6, turn right TWY A to RWY holding position (See note 2).
	302, 304 306, 308 310	All aircraft shall be pushed back to TWY A face west until its body is aligned with TWY A centerline.	Taxi via TWY A to RWY holding position.
NR 4	400, 401 402, 403 404	All aircraft shall be pulled forward to E8 and E9 until PARSE.	Taxi via E9, turn right TWY A to RWY holding position (<i>See note 2</i>).
	405, 406 407, 408	NIL	Taxis via s E7, E6, turn right TWY A to RWY holding position (<i>See note 2</i>).
	409, 410	NIL	Taxi via E6, turn right TWY A to RWY holding position (<i>See note 2</i>).
NR 5	All Stands	All aircraft shall be pushed back and or pulled forward to TWY Y up to CYRUS.	Taxi via TWY Y, turn right TWY A to RWY holding position.
Iran air hanger		All aircraft shall be pulled forward to E6 up to RADIN.	Taxi via E6, turn right TWY A to RWY holding position.
Asseman apron		Aircraft that need to use tug, shall be pulled forward to s E8 and E9 up to PARSE.	Taxi via E8, E9, turns right TWY A to RWY holding position (<i>See note 2</i>).

Note 1: No simultaneous push back/pull forward from same apron is allowed, except in apron no.1 provided at least one aircraft stand in between

Note 2: Aircraft following standard taxi procedure may be instructed to hold at Intermediate holding positions (ROMIN, MITRA, MAZDA ...), and pursuantly resume their taxiing by the ATC instruction.

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).
- 3- The curfew takes place at Mehrabad airport daily 2030 – 0130(1930-0030).
During restrictions, the following flights can land and take off:
 - a) Emergency
 - b) Scramble/SM
 - c) Hospital
 - d) Head/VIP
 - e) Search and rescue aircraft engaged in SAR
 - f) Firefighting flight
 - g) Flight carrying hazardous material
 - h) Medical evacuation
 - i) Delayed scheduled flight
 - j) Military IL 76 aircraft

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

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- VFR Procedures:

- 3-1- 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.

- 3-2- 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.

- 3-3- 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.

- 4 - All INTL DEP flights from Tehran/Mehrabad INTL airport may send their FPL only to ARO (Air traffic services Reporting Office) designated addressee: OIIIZPZB. 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 - 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.

7 - 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.

8- Procedures for using RWY 29R in normal situation:

RWY 29R is only usable for takeoff in following conditions:

- a) Usable for aircraft category in class “A”, “B” and “C” according to table 1-1 aerodrome reference code of ANNEX 14.
- b) During day light.
- c) When the ground visibility as reported by MET office is 5 Km or more.
- d) RWY 29R is not usable when an aircraft with code letter “E” or “F” according to table 1-1. Aerodrome reference code of ANNEX 14 is located on TWY “A”. this limitation is not in force when aircraft is located at RWY holding position
- e) Declared distance for all RWY are published in AIP, so pilots or operators are responsible for preflight performance planning.

Note1: Aircraft types B737, F100, B727, RJ, BAE, ATR, A320 and MD families are considered as category “C”.

Note2: Aircraft types B747, A343 and A330 are considered as category “E”.

- f) Information shall be broadcasted on ATIS when RWY 29R is in use.

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

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

- a) 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.
- b) No parked aircraft at TWY A or any other obstacles at RWY 29R/11L shoulders.
- c) Minimum ground visibility of 5 Km or more for arrival aircraft.
- d) 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.

10- Mehrabad ATS surveillance procedures:

10-1- 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 10.1.1, 10.1.2, 10.1.3 or 10.1.4 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.

10.1.1- 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 14.1.2 below.

10.1.2- When aircraft is flying in IMC, the following procedures should be followed:

10.1.2.1- Departing aircraft:

- a) 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.
- b) 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.
- c) 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)

10.1.2.2-Arriving aircraft:

- a) 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 Khomeini INTL airport follow ILS or VOR/DME RWY 29R instrument approach procedures.
 - ii) When runway in use is 11: continue towards RUS VOR/DME; hold over this aid until commencement of descent; commence descent from RUS VOR/DME 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 Khomeini INTL airport follow VOR/DME RWY 11R/11L instrument approach procedures.

- b) 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.

- c) 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.
- d) 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.

- e) When during missed approach RCF occurred, if flying in VMC and maintaining visual reference to the train 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/DME (concerning the runway in use) proceed directly towards one of these aids (runway in use 29: VR NDB, runway in use 11: RUS VOR/DME) 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).

10.1.3- When aircraft radar vectoring and following SID MEHRABAD 2A:

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

- a) Squawk 7600.
- b) Continue heading 260.
- c) Climb 7000 FT up to 10 DME then climb 9000 FT up to 20 DME from TRN DVOR/DME.
- d) 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/DME, then proceed direct EGVEL or intercept RDL 201 from RUS VOR/DME 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 W13.
 - 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.
- e) After TMA exit points: Climb to filed flight plan level to destination or proceed to VR NDB 9000FT for ILS APCH RWY 29L OIII.

Note: Avoid OIR66 and OIP20 during any direct routing.

10.1.3.2- If communication lost during vector for departure:

- a) Squawk 7600.
 - b) Maintain last acknowledged heading and level for two minutes from the time of squawking 7600.
 - c) Proceed via shortest way to TMA exit point and climb FL 200 (for west bound track) and FL 210 (for east bound track).
- Note 1: 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.*
- Note 2: Avoid OIP20 during any direct routing.*
- d) After TMA exit point: Climb to filed flight plan level to destination or proceed to VR NDB 9000FT for ILS APCH RWY 29L.

10.1.4- When aircraft radar vectoring and following SID MEHRABAD 1B:

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

- a) Squawk 7600.
 - b) Continue heading 120.
 - c) Climb 7000 FT up to 10 DME then climb 9000 FT up to 20 DME from TRN DVOR/DME.
 - d) 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/DME then intercept 201 RDL from RUS VOR/DME 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.
 - e) After TMA exit points: Climb to filed flight plan level to destination or proceed to RUS VOR/DME 9000FT for circling VOR/DME2 11L/R OIII.
- Note: Avoid OIR66 and OIP20 during any direct routing.

10.1.4.2- If communication lost during vector for departure:

- a) Squawk 7600.
- b) Maintain last acknowledged heading and level for two minutes from the time of squawking 7600.
- c) Proceed via shortest way to TMA exit point and climb FL 200 (for west bound track) and FL 210 (for east bound track).

Note 1: 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.

Note 2: Avoid OIR66 and OIP20 during any direct routing.

- d) After TMA exit point: Climb to filed flight plan level to destination or proceed to RUS VOR/DME 9000FT for VOR/DME3 11L/R OIII.

10.2- 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).

10.3- 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)

10.4- 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.

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

10.6- 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.

10.7- 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.

10.8- 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.

10.9- 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/DME and expect further clearance by Mehrabad radar.

11- 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: First one PSN 30 M before THR RWY 11L.

→ Second one PSN at 823 M after THR RWY 29R; Distance from RCL 37 M; Length: 3 M, Width: 2 M, Height: 3 FT and will be engaged by prior arrangement.

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 B9;
- 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 B9 (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 B1, B2, B3, B4, B5, B6, B8 and B9 should maintain engines in low RPM.

11- Hot spot areas:

- Hot spot 1: RWY Holding Point A9 crossing North to South – Hot Spot area with history of RWY incursions. Pilots are warned not to confuse TWY A with RWY 29R after leaving apron for DEP.
- Hot spot 2: RWY Holding Point A7 crossing North to South – Hot Spot area with history of RWY incursions. Pilots are warned not to confuse TWY A with RWY 29R after leaving apron 5 for DEP.
- Hot spot 3: TWY A between A6 and A5 – Hot Spot area with history of aircraft /vehicle conflict. TWY A is adjacent an airside road. Standard wing tip clearance not met. Pilots are to maintain good lookout at all times. Maximum speed 10 KTS.
- Hot spot 4: TWY E5 – Taxiway E5 is used for helicopter operations. Any movement is prohibited during this operation on TWY E5.
- Hot spot 5: Intersection of TWY A and E1 – Hot Spot area with history of potential aircraft conflict. Pilots are to maintain good lookout at intersection.
- Hot spot 6: TWY C between TWY C4E and C2 – TWY C is used for helicopter operations and is parallel to RWY 29L/11R aircraft operations. Pilots are to exercise caution and be prepared to receive traffic information from ATC about departing/arriving helicopters. Helicopters are not equipped with Mode A/C transponder.

OIII AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart – ICAO.....	AD 2 OIII ADC
Parking / Docking Chart – ICAO.....	AD 2 OIII APDC 1
	AD 2 OIII APDC 2
	AD 2 OIII APDC 3
← Area Chart – ICAO	AD 2 OIII ARC 1
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
	AD 2 OIII SID 1-10
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
	→ AD 2 OIII STAR 1-6
	→ AD 2 OIII STAR 1-7
Instrument Approach Chart – ICAO	AD 2 OIII IAC 0-1-1
	AD 2 OIII IAC 0-1-2
	AD 2 OIII IAC 1-1
	→ AD 2 OIII IAC 1-2
	AD 2 OIII IAC 2-1
	AD 2 OIII IAC 2-2
	AD 2 OIII IAC 2-3
	AD 2 OIII VFR