AD 1. AERODROMES / HELIPORTS – INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

1. General conditions under which aerodromes/heliports and associated facilities are available for use

Commercial flights are not permitted to take off from or land at any aerodrome/heliport not listed in this AIP except in cases of real emergency or when a special permission has been obtained from the Civil Aviation Organization.
In addition to the aerodromes/heliports available for public use listed in this AIP, a number of other aerodromes/airfields are located throughout the country. These aerodromes/airfields are not available for public use.
The operator shall consider all operational characteristics of aerodromes which are selected as destination or alternate aerodrome for provision a RPL/FPL:

- The dimensions and bearing strength (PCN) of the runway which may be selected for use.
- Aerodrome category for fire fighting
- Operating hours of aerodrome and any other operational characteristics and etc.

Operations Outside Published Operating Hours

Aerodromes/Heliports may not be used outside the published hours of availability without the prior permission of the appropriate authority. This applies not only to aerodromes of origin and destination but also to alternates.
Any application for operations outside published operating hours should be made to the authority controlling the aerodrome/heliport.
All operators are required to make prior arrangement with intended aerodrome ATC unit to operate local and training flight for the purpose of avoiding delay.

Landings made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport

If a landing is made other than at an international aerodrome / heliport or a designated alternate aerodrome/heliport the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome/heliport at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot-in-command shall be responsible for ensuring that:
a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;
b) cargo, baggage and mail are not removed from the aircraft except as provided below;
c) any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons, in that circumstance the contents must be destroyed either by burning or deep burial.

Engine check Requirements

a) All aircraft engine check shall be done by prior obtained clearance from aerodrome control tower.
b) All aircraft are required to maintain low RPM during engine check at parking position.
c) Aircraft operator is responsible to keep all safety aspects during any engine check.

Traffic of persons and vehicles on aerodromes

Demarcation of zones

The grounds of each aerodrome are divided into two zones:
a) a public zone comprising the part of the aerodrome open to the public, and
b) a restricted zone comprising the rest of the aerodrome/heliport.

Movement of persons

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome/heliport. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome/heliport is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

Movement of Vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome /heliport must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

Policing

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome/heliport are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

Use of the heliports

There is one military heliport which the specification is contained in AD 3.

Landing, parking and storage of aircraft on aerodromes*/heliports *under the control of the Civil Aviation Organization

The conditions under which aircraft may land and be parked, housed or otherwise dealt with at any of the aerodromes/heliports under the control of the Civil Aviation Organization are as follows:

a) The fees and charges for the landing, parking of aircraft shall be those published from time to time by the Civil Aviation Organization (CAO) in the AIP or AIC.

b) The CAO shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

c) If payment of such fees and charges is not made to the CAO within 30 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the CAO shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.

d) Neither the CAO nor any servant or agent of the government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss and damage may arise, occurring while the aircraft is on any aerodrome/heliport under the control of the CAO or is in the course of landing at or taking off from any such aerodrome/heliport.

2. Applicable ICAO documents

The Standards and Recommended Practices of ICAO Annex 14, Volumes I and II are applied.

3. Civil use of military aerodromes/heliports

Use of military aerodromes in Islamic Republic of Iran may be made solely when prior permission has been obtained.

4. Aerodrome Operating Minima

4.1. Aerodrome Operating Minima is the limits of usability of an aerodrome for either take-off or landing that usually expressed in terms of *Visibility/RVR*, *Decision Altitude/Height* (DA/H) for precision approaches or approach with vertical guidance and *Minimum Descent Altitude/ Height* (MDA/H) for non-precision or circling approach.

Ref CAT.OP.MPA.110 (a) CAA.IRI AIROPS; it is required that all operators establish Aerodrome Operating Minima for each aerodrome to be used in operations. The method of determination of such minima must be acceptable to CAA.IRI. Such minima shall not be lower than those established for such aerodromes, in CAT.OP.MPA.110 (a) CAA.IRI AIROPS or in special circumstances specified by CAA.IRI.

Under the provisions of the CAA.IRI, IFR flight shall observe AOM when conducting an approach to a runway with a notified Instrument Approach Procedure (IAP). CAA.IRI Regulation on Air operation and associated Acceptable Means of Compliance and Guidance Material are available at www.caa.gov.ir.

All flight operations by aircraft within the Tehran Flight Information Region (FIR) are to operate with AOM not lower than calculated using CAA.IRI Air OPS.

It should be noted that the privileges of pilot licenses, Rules of the Air and limitations in the aircraft Flight Manual can be more restrictive than the AOM contained in this section. In establishing the AOM that will apply, full account must be taken of:

a) the type and handling characteristics of the aircraft;

b) the composition of the flight crew and their competence and experience;

c) the dimensions and characteristics of the runway which may be selected for use;

d) the adequacy and performance of the available visual and non-visual ground aids;

e) the equipment available on the aircraft for the purpose of navigation and/or control of the flight path, as appropriate, during the take-off, the approach, the flare, the landing, roll-out and missed approach;

f) the obstacles in the approach, and missed approach and climb-out areas required for the execution of contingency procedures and necessary clearance;

g) the obstacle clearance altitude/height for the instrument approach procedures; and
h) the means to determine and report meteorological conditions.

→ Controllers are not responsible for determining, passing or enforcing a pilot's Aerodrome Operating Minima. However, controllers should report any occurrence which they consider has endangered, or if not corrected would have endangered an aircraft, its occupants, or any other person.

→ A controller is not responsible for ensuring that pilots observe their Aerodrome Operating Minima and is not to query the right of a pilot to attempt a landing or take-off.

Note: When RVR is not reported an aircraft should be instructed to line up the runway for determining RVR if requested by the pilot.

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5. Low Visibility Procedures (LVP)

Definitions

Category II Operations: A precision instrument approach and landing with a decision height lower than 200 feet but not lower than 100 feet, and a runway visual range not less than 300 M.

Ceiling: The height above the ground or water of the base of the lowest layer of cloud below 20,000 feet, covering more than half of the sky.

Circling: The visual phase of an instrument approach to bring an aircraft into position for landing on a runway which is not suitably located for a straight-in approach.

Ground visibility: The visibility at an aerodrome, as reported by an accredited observer.

Low Visibility Operations (LVO): Take off, landing and movement area operations when the runway visibility or RVR in any zone is less than 550M, or the visibility is reported as less than 800 M.

Low Visibility Procedures (LVP): means procedures applied at an aerodrome for the purpose of ensuring safe operations during lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs

Low Visibility Take-Off (LVTO): means a take-off with a runway visual range (RVR) lower than 400 m but not less than 75 m.

Lower than Standard Category I operation: means a Category I instrument approach and landing operation using Category I decision height (DH), with a runway visual range (RVR) lower than would normally be associated with the applicable decision height (DH) but not lower than 400 m.

Runway Visual Range (RVR): The distance in the direction of take-off or landing over which the runway lights or surface markings can be seen, calculated either by human observation or instruments.

Take-off Minima:

General

a) Take-off minima established by the operator must be expressed as visibility or RVR limits, taking into account all relevant factors for each aerodrome planned to be used and the aeroplane characteristics. Where there is a specific need to consider and avoid obstacles on departure and/or for a forced landing, additional conditions (e.g. ceiling) must be specified.

b) The flight crew should not commence take-off unless the weather conditions at the aerodrome of departure are equal to or better than applicable minima for landing at that aerodrome unless a suitable take-off alternate aerodrome is available.

c) When the reported meteorological visibility is below that required for take-off and RVR is not reported, a take-off may only be commenced when the flight crew are able to determine that the RVR/Visibility along the take-off runway is equal to or better than the required minimum.

d) When no reported meteorological visibility or RVR is available; a take-off may only be commenced if the flight crew are able to determine that the RVR/Visibility along the take-off runway is equal to or better than the required minimum.

Take-off RVR/Visibility	
Facilities	**RVR / Visibility**
Nil (Day only)	500 m
Runway edge lighting and marking	400 m
Runway centerline lighting and marking	300 m

Low Visibility Operations – Aerodrome considerations:

An operator shall verify that Low Visibility Procedures (LVPs) have been established and will be applied, at those aerodromes where low visibility operations are to be conducted.

Low Visibility Operations – Operating procedures

a) An operator shall establish procedures included in the Operations Manual and contain the duties of flight crew members during taxiing, take-off, approach, landing, and missed approach as appropriate.

b) Prior to commencing a Low Visibility Take-Off the flight crew shall ensure:
- The status of the visual and non-visual facilities is sufficient;
- Appropriate LVPs are applying according to Information received from Air Traffic services.

Cat II Operations at Aerodromes

Promulgation of an aerodrome/runway as available for category II operation means that it is suitably equipped and procedures appropriate to such operations have been determined and applied when relevant.

Promulgation implies that at least the following facilities are available:

- ILS- certificated to relevant performance category.
- Ground lighting suitable for category promulgated
- RVR system may be automatic or manned system for category II.

Special procedures and safeguards will be applied during category II operations. In general, these are intended to provide protection for aircraft operating in low visibilities and to avoid disturbance to the signals.

The details of any special taxi routes and runway holding points for Tehran/Imam Khomeini AD are shown in AIP page AD 2-10 OIIE Item 2.23.

Implementation of Low Visibility Procedures (LVP)

- Low Visibility operation should be initiated by or through the aerodrome control tower.
- Low Visibility Procedures shall be implemented when:

- RVR is less than 800m.
- The ceiling is less than 200 feet.

The Low Visibility Procedures shall start from the moment the RVR value drops less than 800 m. The MET department at the airport shall continuously monitor the trend of RVR which shall be broadcasted and updated from time to time. All airlines shall monitor this trend though the ATIS broadcast for their planning of flight departures.

- *Aerodrome control tower* once being notified that LVP are to commence should

- Inform Fire station
- Include, *"Low Visibility Procedures in operation"* in ATIS broadcast.
- Inform Marshaller
- Inform Maintenance lighting unit

- Landing aircraft should leave RWY as soon as possible by TWY center line lights.
- Intersection take-offs are not permitted except otherwise prescribed by aerodrome operator.
- Low visibility operation may not be performed while reported MET values are below the relevant minima

- *Cancellation* of Low Visibility Procedures:

-Weather conditions improve and RVR is 800m or more and the ceiling is 200 feet or higher, and trend is for improvement.
- ATIS should be updated including:
"Low Visibility Procedures are cancelled".

- On improvement of RVR as reported and coordinated by MET office for conformation, the ATC shall ensure that proper traffic flow/ sequence is maintained. The flight operations officers of the airlines shall also monitor the weather being passed by ATC to the aircraft and also the ATIS broadcast for briefing of their flight crew either in person or company channel.

- *Action by Aerodrome Tower Controller:*

When Low Visibility Procedures are to commence, the Aerodrome Tower Controller should:
- Inform approach control unit.
- Check ILS status normality.
- Check and confirm ground lighting is correctly selected and operating properly and close coordinated for turn on/off all lighting.
- Check display of NAV AIDS are operating properly.
- Inform changes in RVR reading to the landing aircraft.
- Inform pilots of failures of ILS and lighting system related to Low Visibility Procedures.
- Verify that aircraft and vehicles have vacated the RWY.
- Record all the above actions with time in ATS watch log (by supervisor).

- *Action by Ground Controller*

During the period the low Visibility Procedures are effective, the Ground Controller should:
- Monitor all surface movement of aircraft and vehicles on the maneuvering area.
- Inform Aerodrome Rescue & Fire Fighting Services.
- Inform marshaller
- Check ATIS broadcast and include the message that *"Low Visibility Procedures in operation"*
- Pass traffic information to all taxiing aircraft of the preceding taxiing or holding aircraft.
- Not hold any vehicles at any point close to the runway when other aircraft are landing / taking off.

- *Action by MET officer*

During the period the low Visibility Procedures are to commence the MET office shall:

- Inform ATC when observes that the RVR is less than 800M and ceiling falls below 200 feet.
- Inform any variation of RVR, visibility and ceiling to ATC during implementation of LVP
- Inform ATC whenever the RVR and ceiling are 800M and 200 feet respectively and the trend is towards improvement in these elements of weather conditions

6. Determination of Aerodrome Traffic Zone (ATZ) and Aerodrome Traffic Pattern Altitude in Tehran FIR

Aerodrome traffic zone (ATZ) is an airspace with defined dimensions established around an aerodrome for the protection of aerodrome traffic. An ATZ assumes the conditions associated with the class of airspace in which it is situated.

The detailed descriptions of aerodrome traffic zone (ATZ) and traffic pattern altitude are as below:

1. The lateral limit of an aerodrome traffic zone is extended to 7 NM from the aerodrome reference point (ARP) except as prescribe in relevant part of IRAN AIP AD 2 item 2.17.
2. Upper limit of an aerodrome traffic zone is determined 2000 FT above the highest OCA of relevant IAC of aerodrome for category C/D that will be rounded up to the nearest 500 feet.
3. Aerodrome traffic pattern altitude is calculated and defined as follow:
   - Helicopter 500 feet
   - Light and medium fixed-wing aircraft 1000 feet
   - Heavy fixed-wing and fighter aircraft 1500 feet

above aerodrome elevation and rounded up to the nearest 100 feet except as prescribe in relevant part of IRAN AIP AD 2 item 2.22.