

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 On TWY B4
2	<i>Direction and distance from (city)</i>	W of Tehran
3	<i>Elevation / Reference temperature</i>	3962 FT / 37°C
4	<i>MAG VAR / Annual change</i>	5° E (2025) / 0.03°
5	<i>AD Administration, address, telephone, telefax, telex, AFS</i>	Iran Airports & Air Navigation Company (IAC) Mehrabad International Airport Postal code: 1387835187 Tehran - Islamic Republic of Iran Tel: +9821- 61021, 66025343, 66025225 Telefax: +9821- 66025327 AFS: OIIYDYX http://mehrabad.airport.ir
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>Fueling</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 Iran Air, Saman Air Services and Hamrah Kousha Kish airport services
2	<i>Fuel / oil types</i>	Jet A1 - 100LL - JP4
3	<i>Fueling facilities/capacity</i>	Jet A1: 17 trucks, from 20000 to 80000 liters, (800-1200) liters/min, No limitation 100LL: Available in 200 litres barrel JP4: 1 truck, 6000 liters, (500-800) liters/min, No limitation
4	<i>De – icing facilities</i>	Available by Iran Air, Saman Air Services and Hamrah Kousha Kish airport services. it is done normally on ACFT stand 114,116,118,120,305,310
5	<i>Hangar 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-scheduled flight which operate individually, available only in cash For de-icing operation, the following restrictions are applicable: ACFT stand 114,116,118 and 120 usable for CAT C ACFT ACFT stand 310 usable for CAT D ACFT ACFT stand 305 usable for CAT E ACFT

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
4	<i>Medical facilities</i>	First aid and ambulance at AD, Hospitals 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 cars/trucks available
4	<i>Remarks</i>	CAT 10 available for those flights which get prior permission from OIII at least 24 HR before EOBT.

OIII AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	<i>Types of clearing equipment</i>	1 Multi-Purpose antifreeze spreader, 10 Blades fitted into trucks, 2 Urea spreaders, 2 Brushes, 2 Blowers, 1 Grader, 2 Loaders, 1 Pickup truck, 1 Bobcat mini excavator, 1 Liquid spreader
2	<i>Clearance priorities</i>	1- RWY 29L 2- TWY A, A1, B1, A6 and B6 3- RWY 29R 4- Aprons NR1 and NR3 5- Other Taxiways and Aprons
3	<i>Remarks</i>	For De-icing details, See OIII AD 2.4

OIII AD 2.8 APRONS, TAXIWAYS

1	<i>Apron designation, surface and strength</i>	Apron NR1, Concrete, PCR 780/R/A/W/T Aprons NR2, NR3, NR4, Asphalt, PCR 810/F/A/X/T Others, Asphalt, PCN 55/F/A/W/T
2	<i>Taxiway designation, width, surface and strength</i>	<i>designation & width:</i> U, V, C2, C (between TWY U & TWY C8): 18M A6 and A8: 30M A5: 45M Others: 23M <i>Surface:</i> A (except from A4 up to A6), A1, A2, A3, A4, A5, A6 and A8: Concrete, PCN 72/R/A/W/T B1, B2, B3, B4, B5, B6, B8, B9: PCN 90/F/A/X/T → E1, E2 and E3: Concrete, PCR 780/R/A/W/T → E4 to E9: Asphalt, PCR 810/F/A/X/T Others: surface Asphalt, PCN 55/F/A/W/T
3	<i>Altimeter checkpoint location and elevation</i>	See APDC
4	<i>VHF omnidirectional radio range (VOR) checkpoints</i>	NIL
5	<i>INS checkpoints</i>	See APDC
6	<i>Remarks</i>	TWY A between A8 and A9 available for aircraft with a maximum wingspan of 18 M. TWY A7 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>	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions Guide lines at aprons Nose-in guidance at aircraft stands
2	<i>RWY and TWY markings and LGT</i>	RWY 29L marking: Designation, THR, TDZ, aiming point, centre line, edge and RWY end RWY 11R marking: Designation, DTHR, TDZ, aiming point, centre line, edge and RWY end RWY 29R marking: Designation, THR, TDZ, aiming point, centre line, edge and RWY end, SWY RWY 11L marking: Designation, DTHR, aiming point, centre line, edge and RWY end RWY lighting: See OIII AD 2.14 below. TWY marking: Centre line, edge, holding position at all TWY/RWY intersections TWY lighting: See OIII AD 2.15 below.
3	<i>Stop bars</i>	TWY A1 and B6 are equipped with RWY Guard Lights at the intersections with RWY 29R-11L.
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	AD Control Tower 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	LOC 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	
11R / APCH 29L / TKOF	RVR antenna 3815 FT AMSL NIL	354101N 0511957E	Building 3856 FT AMSL NIL	354110N 0512005E	
29L / APCH 11R / TKOF	Barrier 3836 FT AMSL NIL	354104N 0511931E	Mast 3930 FT AMSL LGTD	354117N 0511950E	
29L / APCH 11R / TKOF	WDI 3833 FT AMSL NIL	354104N 0511951E	Mast 3997 FT AMSL NIL	354124N 0511941E	
29L / APCH 11R / TKOF	PAR 3919 FT AMSL NIL	354123N 0511845E	Mast 4068 FT AMSL NIL	354110N 0512308E	
11L / APCH 29R / TKOF	Building 4034 FT AMSL NIL	354157N 0511710E	Shelter 3830 FT AMSL NIL	354055N 0511943E	
11L / APCH 29R / TKOF	Building 4030 FT AMSL NIL	354157N 0511705E	Building 3839 FT AMSL NIL	354059N 0511931E	
11L / APCH 29R / TKOF	Building 4045 FT AMSL NIL	354158N 0511700E	Air force tower 3907 FT AMSL NIL	354100N 0511917E	
11L / APCH 29R / TKOF	Building 4055 FT AMSL NIL	354200N 0511655E	IRIAF Twin buildings 3854 FT AMSL NIL	354101N 0511922E	
11L / APCH 29R / TKOF	Antenna 4153 FT AMSL NIL	354200N 0511543E	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 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	
11 / APCH 29 / TKOF	Net barrier equipment 3954 FT AMSL NIL	354138N 0511727E	Buildings 4102 FT AMSL NIL	354159N 0511817E	
11 / APCH 29 / TKOF	RVR WDI 3978 FT AMSL NIL	354141N 0511739E	Antenna 4045 FT AMSL NIL	354151N 0511802E	
11L / APCH 29R / TKOF	Mast 4158 FT AMSL NIL	354219N 0511606E	Water tank 4103 FT AMSL NIL	354200N 0511731E	
11L / APCH 29R / TKOF	Building 4124 FT AMSL NIL	354207N 0511604E	Antenna 4118 FT AMSL NIL	354200N 0511730E	
11L / APCH 29R / TKOF	Building 4124 FT AMSL NIL	354208N 0511605E	Hangar 4039 FT AMSL NIL	354155N 0511745E	
11L / APCH 29R / TKOF	Building 4106 FT AMSL NIL	354202N 0511603E	Sepah Hangar 4039 FT AMSL NIL	354156N 0511741E	
11L / APCH 29R / TKOF	Building 4120 FT AMSL NIL	354205N 0511606E	Antenna 4128 FT AMSL NIL	354117N 0511622E	
11L / APCH 29R / TKOF	Building 4121 FT AMSL NIL	354202N 0511601E	Antenna 4086 FT AMSL NIL	354155N 0511748E	
11R / APCH 29L / TKOF	Building 4098 FT AMSL NIL	354151N 0511556E	ASR Antenna 3996 FT AMSL NIL	354148N 0511751E	
11R / APCH 29L / TKOF	Antenna 4123 FT AMSL NIL	354154N 0511557E	COM antenna 4081 FT AMSL NIL	354158N 0511736E	

<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	Building 4076 FT AMSL NIL	354148N 0511555E	COM Mast 4255 FT AMSL NIL	354220N 0511628E	
11L / APCH 29R / TKOF	Building 4126 FT AMSL NIL	354201N 0511604E	Antenna 4165 FT AMSL NIL	354218N 0511659E	
11L / APCH 29R / TKOF	Building 4093 FT AMSL NIL	354159N 0511601E	Mast 4177 FT AMSL NIL	354224N 0511709E	
11L / APCH 29R / TKOF	Building 4123 FT AMSL NIL	354209N 0511607E	Antenna 4174 FT AMSL NIL	354221N 0511715E	
11L / APCH 29R / TKOF	Building 4130 FT AMSL NIL	354212N 0511605E	Antenna 3964 FT AMSL NIL	354113N 0512029E	
11L / APCH 29R / TKOF	Mast 4100 FT AMSL NIL	354204N 0511712E	Antenna 3872 FT AMSL NIL	354114N 0512011E	
11L / APCH 29R / TKOF	Building 4078 FT AMSL NIL	354202N 0511714E	Antenna 4165 FT AMSL NIL	354152N 0512052E	
11L / APCH 29R / TKOF	Building 4167 FT AMSL NIL	354223N 0511542E	Mast 4121 FT AMSL NIL	354201N 0511730E	
11L / APCH 29R / TKOF	Mast 4126 FT AMSL NIL	354218N 0511606E	Caravan antenna 3829 FT AMSL LGTD	354057N 0511944E	
11L / APCH 29R / TKOF	LOC Antenna 3981 FT AMSL NIL	354149.8N 0511724.9E	→ Antenna 5058 FT AMSL NIL	353551N 0512918E	
11L / APCH 29R / TKOF	GP Antenna 3858 FT AMSL LGTD	354104.3N 0511949.4E	→ Antenna 5049 FT AMSL NIL	353552N 0512914E	
→ 11L/R / APCH 29R/L / TKOF	TV Antenna 4526 FT AMSL NIL	354329N 0511330E	→ Antenna 5054 FT AMSL NIL	353559N 0512908E	
→ 11L/R / APCH 29R/L / TKOF	BTS 4480 FT AMSL NIL	354317N 0511340E	→ Antenna 5054 FT AMSL NIL	353600N 0512908E	
			→ Antenna 4075 FT AMSL NIL	354202N 0511718E	
			→ Building 4052 FT AMSL NIL	354202N 0511719E	

<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	
		→	Building 4062 FT AMSL NIL	354202N 0511720E	

OIII AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET Office</i>	Tehran / Mehrabad
2	<i>Hours of service MET Office outside hours</i>	H24 --
3	<i>Office responsible for TAF preparation Periods of validity</i>	Tehran 24 hours
4	<i>Type of landing forecast Interval of issuance</i>	Trend 30 minutes
5	<i>Briefing/consultation provided</i>	In person and by telephone: +9821-61022919(20), +9821-61022927(8), see also https://irimo.ir
6	<i>Flight documentation Language(s) used</i>	Charts, abbreviated plain language text English/Persian
7	<i>Charts and other information available for briefing or consultation</i>	S, U, P
8	<i>Supplementary equipment available for providing information</i>	NIL
9	<i>ATS units provided with information</i>	Mehrabad TWR Mehrabad RADAR/APP
10	<i>Additional information (limitation of service, etc.)</i>	NIL

OIII AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY NR</i>	<i>TRUE BRG</i>	<i>Dimensions of RWY (M)</i>	<i>Strength (PCR) and surface of RWY and SWY</i>	<i>THR coordinates THR geoid undulation</i>	<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>
1	2	3	4	5	6
11L	109.62°GEO	3876 x 45	720/R/A/W/T Concrete	354146.54N 0511736.16E GUND +9FT	THR 3962 FT
29R	289.64°GEO	3876 x 45	720/R/A/W/T Concrete	354104.28N 0512001.38E GUND +9FT	THR 3800 FT
11R	109.65°GEO	4035 x 60	810/F/A/X/T Asphalt	354140.74N 0511729.92E GUND +9FT	THR 3951 FT
29L	289.68°GEO	4035 x 60	810/F/A/X/T Asphalt	354056.69N 0512001.06E GUND +9FT	THR 3797 FT
<i>Slope of RWY - SWY</i>	<i>SWY dimensions (M)</i>	<i>CWY dimensions (M)</i>	<i>Strip dimensions (M)</i>	<i>RESA (M)</i>	<i>OFZ</i>
7	8	9	10	11	12
1.3 %	NIL	NIL	3766 x 280	240 x 90	NIL
1.3 %	NIL	NIL	3766 x 280	240 x 90	NIL
1.17 %	NIL	NIL	NIL	240 x 120	NIL
1.17 %	NIL	NIL	NIL	NIL	NIL
<i>Remarks</i>					
13					
- Distance between parallel RWY center lines is 222 M, - DTHR RWY 11L 1080 M. marking is available, - DTHR Coordinates: 354134.78N 0511816.62E, - DTHR ELEV: 3928 FT, - DTHR RWY 11R 644 M, marking is available, - DTHR Coordinates: 354133.73N 0511754.04E, - DTHR ELEV: 3934 FT, - AD Reference Code: 4E.					

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	3876	3876	3876	2796	NIL
29R	3876	3876	3876	3876	NIL
29R	3774	3774	3774	NIL	Take-off from intersection with A2
11R	4035	4035	4035	3391	NIL
11R	3680	3680	3680	NIL	Take-off from intersection with C8, B8
11R	2970	2970	2970	NIL	Take-off from intersection with C6, B6
29L	4035	4035	4035	4035	NIL
29L	3640	3640	3640	NIL	Take-off from intersection with U
29L	3410	3410	3410	NIL	Take-off from intersection with V
29L	3305	3305	3305	NIL	Take-off from intersection with C2, B2
29L	2790	2790	2790	NIL	Take-off from intersection with C3, B3

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>
1	2	3	4	5	6	7	8	9	10
11L	NIL	Green WBAR	PAPI Right/2.8° (62 FT)	NIL	NIL	3646 M 60 M White, LIH	Red	NIL	850 M DTHR Green LIH
29R	PALS CAT I 830 M LIH	Green Supplemented by WBAR	PAPI Left /3.3° (75 FT)	NIL	NIL	3646 M 60 M White, LIH	Red Supplemented By WBAR	NIL	PAPI 29R is unreliable below 300 FT AGL
11R	SALS 420 M LIH	Green Supplemented by WBAR	NIL	NIL	NIL	4035 M 60 M White, LIH	Red	NIL	SALS Barrette Type
29L	Simplified CAT I 558 M (IALS) LIH	Green Supplemented by WBAR	PAPI Left /3.3° (60 FT)	NIL	NIL	4035 M 60 M White, LIH	Red	NIL	NIL

OIII AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN location, characteristics and hours of operation</i>	On top of the AD control Tower building, FLG G and W, EV 2 sec, PSN 354125N 0511920E, HN and during IMC.
2	<i>LDI location and LGT Anemometer location and LGT</i>	NIL
3	<i>TWY edge and centre line lighting</i>	TWY 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>	Mehrabad CTR: A circle, radius 40 NM centered at 354149.1N 0511701.6E (DVOR/DME), excluding the north segment of a line of 361121N 0504353E to 355110N0520445E	Mehrabad ATZ: A circle, radius 5 NM centered at 354120N 0511853E (ARP)
2	<i>Vertical limits</i>	SFC to 8500 FT AMSL	SFC to 5500 FT AMSL
3	<i>Airspace classification</i>	D	
4	<i>ATS unit call sign Language(s)</i>	Mehrabad RADAR/APP English / Persian	Mehrabad TWR English / Persian
5	<i>Transition altitude</i>	9000 FT AMSL	
6	<i>Remarks</i>	Transition level: FL 110	

OIII AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5
RADAR & APP	Mehrabad RADAR & Mehrabad Approach	125.100 MHz	H24	For VFR flights Emergency Military aircraft Military aircraft Military Emergency
		119.700 MHz	H24	
		120.350 MHz	H24	
		121.500 MHz	H24	
		124.450 MHz	H24	
		362.300 MHz	H24	
		317.500 MHz	H24	
		243.000 MHz	H24	
TWR	Mehrabad Tower	118.100 MHz	H24	Secondary Freq and for entering or crossing RWY by vehicles
		118.875 MHz	H24	
		257.800 MHz	H24	
		243.000 MHz	H24	
GND	Mehrabad Ground	121.700 MHz	H24	Military aircraft Military Emergency
		121.900 MHz	H24	
		275.800 MHz	H24	
		243.000 MHz	H24	
DELIVERY	Mehrabad Delivery	121.850 MHz	0130-0630 & 1230-1700	
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	3989 FT	137° MAG / 27 NM from TRN DVOR/DME HGT of antenna 184 FT Site ELEV 3033 FT
Rudeshur VOR/DME	RUS	116.950 MHz CH 116Y	H24	352643.7N 0505419.3E		Site elevation: 3661 FT
Kahrizak NDB	KAZ	358 KHz	H24	353100.1N 0512200.7E		156° MAG/11.5 NM from TRN DVOR/DME HGT of antenna 89 FT Site ELEV: 3298 FT
DVOR/DME (5° E/2025)	TRN	115.300 MHz CH 100X	H24	354149.1N 0511701.6E	4001 FT	285°MAG/0.4 NM to THR RWY11R Site ELEV: 3982 FT LOC usable only WI 35°of front course Remote indicator available for ILS
TACAN	THR	CH 80X	H24	354152.8N 0511649.5E		
LOC 29L ILS CAT I (5°E/2025)	ITHL	109.900 MHz	H24	354147.3N 0511707.9E		
ILS GP RWY 29L		333.800 MHz	H24	354054.4N 0511949.4E	3981 FT	3.3°, RDH 59 FT 251°MAG / 0.2 NM to THR RWY 29L GP usable within 10 NM from THR RWY 29L DME coverage 25 NM
ILS DME RWY 29L	ITHL	CH 36X	H24	354054.4N 0511949.4E		
LOC 29R ILS CAT I (5°E/2025)	ITRN	110.700 MHz	H24	354149.8N 0511724.9E		
ILS GP RWY 29R		330.200 MHz	H24	354104.3N 0511949.4E	3858 FT	3.3° GP usable within 10 NM from THR RWY 29R DME coverage 25 NM
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 14000 FT AMSL 8- 090° - 055° BTN 15 to 40 NM BLW 15000 FT AMSL 2- 050° - 300° BTN 5 to 10 NM BLW 10000 FT AMSL 9- 110° - 095° BTN 25 to 40 NM BLW 11000 FT AMSL 3- 340° - 300° BTN 10 to 25 NM BLW 15000 FT AMSL 10- 110° - 095° BTN 20 to 25 NM BLW 7500 FT AMSL 4- 340° - 300° BTN 25 to 40 NM BLW 23000 FT AMSL 11- 110° - 095° BTN 15 to 20 NM BLW 7000 FT AMSL 5- 050° - 345° BTN 10 to 25 NM BLW 16000 FT AMSL 12- 110° - 095° BTN 10 to 15 NM BLW 6000 FT AMSL 6- 050° - 345° BTN 25 to 40 NM BLW 28000 FT AMSL 13- 250° - 180° BTN 30 to 40 NM BLW 7000 FT AMSL 7- 090° - 055° BTN 5 to 15 NM BLW 10000 FT AMSL 14- 280° - 250° BTN 35 to 40 NM BLW 7500 FT AMSL						

OIII AD 2.20 LOCAL TRAFFIC REGULATIONS

1- Airport Regulation

1.1- Slot requests for Commercial, General and Technical aviation should be sent to the Mehrabad International Airport Flight Coordination and Allocation Department (FCAD) in order to obtain permission.

1.2- The request must include information such as the aircraft owner/operator, flight number, registration, ETA/ETD, origin and/or destination, aircraft type and purpose of flight.

1.3- All flights, except domestic Military flights are subject to the prior approval of the Airport FCAD.

1.4- Slot requests shall be submitted to FCAD via:

- Email: hamahangiparvaz@airport.ir
- TEL: +9821 6102 3185/+9821 6602 5236
- Fax: +9821 6603 6248

1.5- When submitting a slot request, a flight permit must be received from the Civil Aviation Organization of Iran.

1.6- The air carriers and handlers will receive a slot identifier (ID) from the FCAD. This "SLOT ID" should be inserted in the ATC flight plan item 18.

1.7- Slot requests for extra and ad hoc flights should be sent at least 24 hours before the flight date.

1.8- In case of non-operation of long-term and seasonal flights by the airline company for more than 4 consecutive weeks, according to the regulations of the Civil Aviation Organization, the FCAD is authorized to revoke issued permission.

1.9- Any changes in the time and day of the flight, change of register and type of aircraft, call sign, and similar cases should be coordinated with the FCAD.

1.10- Any consequences resulting from planning and carrying out the flight without coordination and obtaining permission from the FCAD are the responsibility of the air carrier.

2- Flight Planning

Note. also See ENR 1.9, ENR 1.10 and OIII AD2.21.

2.1- All international departure flights from Tehran/Mehrabad International airport may send their FPL only to ARO designated addressee: OIII ZPZB. Such FPL will be checked and forwarded by ARO to the related addresses via AFTN.

2.2- All international flights to/from Tehran shall be conducted via Tehran/Imam Khomeini International Airport.

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

2.4- As a general principle, PAXID is usable for arrivals, therefore SIDs to PAXID are not normally used except as instructed explicitly by ATC.

2.5- As a general principle, PAVET is usable for departure, therefore STARs from PAVET are not normally used except as instructed explicitly by ATC.

2.6- Mehrabad International Airport is closed, every year on 4 June at 0315 - 0730.

2.7- All departing passenger flights, willing to operate between 0130-0500 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.

3- Regulations for using the RWYs

3.1- As a general principle, RWY29L/R is to be used in preference to RWY11L/R whenever the tailwind component does not exceed 10 KT.

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

3.2- Landing and departing in opposite direction of runway-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.

3.3- RWY 11R is available for landing under following circumstances:

- i. During day operation: the minimum Ground Visibility shall be 3000 M.
- ii. During night operation: the minimum Ground Visibility shall be 5000 M.

3.4- Runways 11R/29L and 11L/29R should be considered as one runway regarding wake turbulence.

3.5- Flight procedures and requirements for using RWY11L/29R:

3.5.1- RWYCC2 or more,

3.5.2- RWY 11L:

3.5.2.1- Departures:

- i. Usable for aircraft CAT D ACFT and smaller provided that no aircraft CAT E ACFT on TWY A between TWY A1 and A6,
- ii. Usable for aircraft CAT E ACFT, provided that no traffic on TWY A between A6 and A1.

3.5.2.2- Arrivals:

Only usable during runway 11R closure with following conditions:

3.5.2.2.1- Ground VIS 3000 meters or more:

- i. Usable for aircraft CAT D ACFT and smaller provided that no aircraft CAT E ACFT on TWY A between A6 and A1,
- ii. Usable for aircraft CAT E ACFT, provided that no traffic on TWY A between A6 and A1.

3.5.2.2.2- Ground VIS less than 3000 meters: Not usable.

3.5.3- RWY 29R:

3.5.3.1- Departures:

- i. Usable for aircraft CAT D ACFT and smaller provided that no aircraft CAT E ACFT on TWY A between A2 and A8,
- ii. Usable for aircraft CAT E ACFT, provided that no traffic on TWY A between A2 and A8.

3.5.3.2- Arrivals:

Only usable during runway 29L closure with following conditions:

3.5.3.2.1- Ground VIS 3000 meters or more:

- i. Usable for aircraft CAT D ACFT and smaller provided that no aircraft CAT E ACFT on TWY A between A2 and A8,
- ii. Usable for aircraft CAT E ACFT, provided that no traffic on TWY A between A2 and A8.

3.5.3.2.2- Ground VIS less than 3000 meters but not less than 800 meters (equal to 550 meters RVR) provided that ILS CAT I full facility operation:

- i. Usable for aircraft CAT E ACFT and smaller provided that no traffic and objects on TWY A and all TWY series A and B.

4- Start-up procedure and ATC route clearance procedure:

4.1- "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.

4.2- All departing controlled flights except fighters and helicopters shall contact Mehrabad delivery or Mehrabad GND (when Mehrabad delivery is not operational) 20 minutes before the time at which they expected to be ready for startup and pass the following information in order to be considered in departure sequence.

- a. Aircraft identification;
- b. Type of aircraft;
- c. Stand number or parking position;
- d. Destination;
- e. Desired level;
- f. ATIS identification and acknowledge QNH;
- g. Any other necessary information.

5- Pushback Procedure

5.1- "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.

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

5.3- 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.

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

5.5- 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.

5.6- 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 apron management unit on Tel: +982161023083,
- b) Contact GND frequency on 121.700 MHz to get approval,
- c) Clearance to use Runways shall be given only on tower frequency 118.100 MHz

5.7- Pilots shall follow the procedures outlined in tables 1 and 2 below upon receipt of "PUSHBACK APPROVED ON PROCEDURE" phrase.

5.8- Simultaneous push back:

No simultaneous pushback permitted except:

5.8.1- In apron no.1: when at least one aircraft stand in between.

5.8.2- In apron no.3: when one ACFT from north stands and another from south stands.

6- Taxi Procedure

6.1- General

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

6.1.1.1- When runway in use is 29L/R:

- i. Aircraft shall be west facing while on the runways. Exception: RWY 29R between A1 and A2,
 - ii. Aircraft shall be east facing while on the TWY A.
- Exception: between A7 and A8

6.1.1.2- When runway in use is 11L/R:

- i. Aircraft shall be east facing while on the runways. Exception: RWY11L between A8 and A9
- ii. Aircraft shall be west facing while on the TWY A.

6.1.2- 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.

6.1.3- 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.

6.1.4- 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).

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

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

6.1.7- The 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 Shahid Razavi apron to taxiway C.*

Note3. A1-B1-C1 route may be usable for connecting taxiway A to C for aircraft with wing span of less than 40M (not wider than C130).

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

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

6.1.10- 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.

6.1.11- 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
- i. "ARMAN" - PSN ON TWY E10 west of TWY A8
- j. "YALDA" - PSN ON TWY E10 west of TWY A9

6.1.12- 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.

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

6.1.14- Four-engine aircraft have to maintain their outer engines at low RPM during taxi to avoid producing FODs.

6.1.15- Aircraft holding between runways at taxiways B1, B2, B3, B4, B5, B6, B8 and B9 should maintain engines in low RPM.

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 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 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 tables 1 and 2 upon receipt of the following phraseologies:

- TAXI TO HOLDING POINT (runway holding position number) ON PROCEDURE.

Example:

TAXI TO HOLDING POINT A1 ON PROCEDURE

6.3- Arrival:

6.3.1- RWY 29L Vacation procedure:

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.

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

6.3.3- RWY 29R Vacation procedure:

Arrivals for aprons numbers 1, 2, 3 and 4 vacate via TWY A6 or TWY A8 and turn right to join TWY A in continuous movement. (No need to get authorization from ATC to turn on TWY A) but arrivals for apron number 5 have to vacate only via TWY A8.

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

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

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

6.3.7- All arrivals for Shahid Razavi apron vacate via TWY A8 and turn left to join TWY E10 in continuous movement and stop on ARMAN

6.3.8- All arrivals for flight check apron and cargo apron, shall be vacate via TWY A8 and turn left to join TWY E10 in continuous movement and stop on ARMAN, except aircraft type king air 350, hawker 400 and Cessna 525

➔ 7- Cross-Bleed Start-up Procedures

1- The airline must strictly ensure to all safety precautions related to cross-bleed operations including maintaining standard and secure distance from personnel, equipment and other related hazards at all times during this operation.

2- Cross-bleed start-up is not permitted at the aircraft parking position (aircraft stand) or during pushback maneuver so it is necessary to start the first engine at the aircraft parking position (aircraft stand) and then start the second engine after completing the pushback maneuver.

3- Flight crews intending to cross-bleed start-up shall advise Mehrabad GND before pushback by its call sign, parking position and requesting cross-bleed start-up approval.

4- Mehrabad GND should advise marshaller of any aircraft intending to make cross-bleed start-up.

5- Cross-bleed start-up can only be performed according tables of standard pushback procedure and tug release point (TRP) for cross-bleed start-up. (Tables 1 and 2 below).

 Table 1. Standard Pushback Procedure, TRP for Cross-Bleed Start and Taxi Procedure (Runway in use 29L/R)

Apron	Stands	Pushback/Pull forward Procedure	TRP for Cross-Bleed Start	Taxi procedure
NR 1 <i>Note. No simultaneous cross-bleed operation on even stands (101 up to 125), except at least five aircraft stand in between.</i>	101	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	Intersection of the aircraft stand 105 lead in line and E2 centerline	Taxi via E2, E1, turn left TWY A to RWY holding position
	103			
	105			
	107	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	Intersection of the aircraft stand 115 lead in line and E2 centerline	
	109			
	111			
	113			
	115	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	Intersection of the aircraft stand lead in line and E2 centerline	
	117			
	119			
	121			
	123			
	125			
	100, 102 104, 106 108, 110 112, 114 116, 118 120	NIL	Not Permitted	Taxi via TWY A to RWY holding position.
NR 2	200, 201	All aircraft shall be pushed back to E4 face southeast (face toward RWY) until nose wheel is at MAZDA.	MAZDA <i>Note. If type of aircraft is E or higher the service road behind E4 should be closed by airline during cross bleed start-up</i>	Taxi via E4, turn left TWY A to RWY holding position.
	202, 203 204, 205 206, 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.		Taxi via E5, E4, and turn left TWY A to RWY holding position.
	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.		
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.	MAZDA <i>Note. If type of aircraft is E or higher the service road behind E4 should be closed by airline during cross bleed start-up</i>	Taxi via E5, E4, turn left TWY A to RWY holding position.
	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.	Intersection of the aircraft stand 308 lead in line and 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.	PPR (expect TWY A)	Taxi via E9, turn left TWY A to RWY holding position.
	405, 406 407, 408	NIL	Not Permitted	Taxi via E7, E6, and turn left TWY A to RWY holding position.
	409, 410			Taxi via E6, turn left TWY A to RWY holding position.
NR 5	All Stands	All aircraft shall be pushed back and/or pulled forward to TWY Y up to CYRUS.	CYRUS	Taxi via TWY Y, turn left TWY A to RWY holding position.
Iran air hangar		All aircraft shall be pulled forward to E6 up to RADIN.	RADIN	Taxi via E6, turn left TWY A to RWY holding position.
Aseman apron		Aircraft that need to use tug, shall be pulled forward to E8, E9 up to PARSE.	PPR (expect TWY A)	Taxi via E8, E9, and turn left TWY A to RWY holding position.
Shahid Beheshti apron		All aircraft shall be pulled forward to E9 up to PARSE.		Taxi via TWY A to RWY holding position.
Flight check apron		All aircraft with wingspan of less than 18M, shall be pulled forward to E10 up to YALDA, other aircraft shall be pulled forward to E10 up to ARMAN.	ARMAN	Taxi via TWY A to RWY holding position.
Cargo apron				
Shahid Razavi apron		All aircraft, shall be pulled forward to E10 up to ARMAN.	ARMAN	

 Table 2. Standard Pushback Procedure, TRP for Cross-Bleed Start and Taxi Procedure (Runway in use 11L/R)

Apron	Stands	Pushback/Pull forward Procedure	TRP for Cross-Bleed Start	Taxi procedure
NR 1 <i>Note. No simultaneous cross-bleed operation on even stands (101 up to 125), except at least five aircraft stand in between.</i>	101	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	Intersection of the aircraft stand 107 lead in line and E2 centerline	Taxi via E2, E3, turn right TWY A to RWY holding position
	103			
	105			
	107	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		
	109			
	111			
	113			
	115			
	117			
	119			
	121			
	123			All aircraft shall be pushed back to E1 face north west until nose wheel is at the intersection of the aircraft stand lead in line and E1 centerline
	125			
	100, 102 104, 106 108, 110 112, 114 116, 118 120	NIL	Not Permitted	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.	Intersection of the aircraft stand 204 lead in line and TWY E4 centerline	Taxi via TWY A to RWY holding position.
	202, 203 204, 205 206	All aircraft shall be pushed back to E4 face northwest then pulled forward until abeam stand 203.		Taxi via E4, E5, E6, turn right TWY A to RWY holding position.
	207	All aircraft shall be pushed back to E4 face northwest then pulled forward until abeam stand 203.	Intersection of the aircraft stand 301 lead in line and TWY E4 centerline	Taxi via E4, E5, E6, turn right TWY A to RWY holding position.
	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.		
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.	Intersection of the aircraft stand 301 lead in line and TWY E4 centerline	Taxi via E5, E6, turn right TWY A to RWY holding position.
	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.	Intersection of the aircraft stand 302 lead in line and TWYA 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.	PPR (expect TWY A)	Taxi via E9, turn right TWY A to RWY holding position.
	405, 406 407, 408	NIL	Not Permitted	Taxis via E7, E6, turn right TWY A to RWY holding position.
	409, 410			Taxi via E6, turn right TWY A to RWY holding position.
NR 5	All Stands	All aircraft shall be pushed back and or pulled forward to TWY Y up to CYRUS.	CYRUS	Taxi via TWY Y, turn right TWY A to RWY holding position.
Iran air hangar		All aircraft shall be pulled forward to E6 up to RADIN.	RADIN	Taxi via E6, turn right TWY A to RWY holding position.
Aseman apron		Aircraft that need to use tug, shall be pulled forward to E8, E9 up to PARSE.	PPR (expect TWY A)	Taxi via E8, E9, turns right TWY A to RWY holding position.
Shahid Beheshti apron		All aircraft shall be pulled forward to E9 up to PARSE.		Taxi via TWY A to RWY holding position.
Flight check apron		All aircraft with wingspan of less than 18M, shall be pulled forward to E10 up to YALDA, other aircraft shall be pulled forward to E10 up to ARMAN.	YALDA	Taxi via TWY A to RWY holding position.
Cargo apron				
Shahid Razavi apron		All aircraft, shall be pulled forward to E10 up to ARMAN.	ARMAN	Taxi via TWY A to RWY holding position.

OIII AD 2.21 NOISE ABATEMENT PROCEDURES

1- RWY 11L/R is not used for take-off during 1730 – 0430, 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 International Airport AD between 1930-0330.

3- The curfew takes place at Mehrabad International Airport daily 2030 – 0130.

3.1- 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.

4- Engine run up is not permitted.

OIII AD 2.22 FLIGHT PROCEDURES

1- Flight Restriction

1.1- Aircraft not authorized to enter OIR66.

2- Traffic pattern

2.1- 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.

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

3- Speed restriction for arriving aircraft:

- a) Within TMA MAX 270 KT IAS.
- b) Within CTR MAX 230 KT IAS.

4- Tehran/Mehrabad CTR VFR Procedures

4.1- General

4.1.1- General Regulations

VFR flights with no Mode C (level information), shall not turn on the transponder.

Operators are responsible for efficient coordination with air defense and other military bases.

All VFR flights willing to operate over Tehran City must get permission from air defense (Gharargahe Sarallah) before flight plan submission.

Operators should file flight plan according to AIP via departure aerodrome.

Following altitudes should be applied by VFR flights within Mehrabad CTR, except as mentioned in the procedure:

- For helicopters, 5000 FT or bellow
- For fixed wings, 6000 FT or bellow

Note1: If requested by pilot or deemed necessary by ATC, other levels may be approved by controller.

Outbound/inbound VFR flights operating beyond 40 NM from TRN, shall fly at altitude 7500 FT or below and contact Tehran ACC or use TIBA FREQ (where authorized by authority) to be aware of traffic situation, coordinate with other conflicting VFR flights, maintain own separation and follow TIBA procedure on AIP.

All ATZs must be avoided by the pilot.

All restricted and prohibited areas especially R66 must be avoided by the pilot.

Tracks and radials used in following VFR procedures are approximate and just for guidance.

4.1.2- Flying helicopters from north of Tehran to southwest of Tehran (Tehran 1W)

From north of Tehran fly towards northwest to Police University. Get permission from TWR to cross take-off path RWY 29 of Mehrabad or hold over Police University until getting permission and proceed to Shahriar.

Note1. Traffic should be transferred to APP after crossing take-off path RWY 29 of Mehrabad.

Note2. Tehran 1W procedure is not usable, when Mehrabad runway in use is RWY 11, except when there is no inbound traffic for Mehrabad Airport within 30 NM from TRN.

Note3. When Mehrabad runway in use is RWY 11, Tehran 1E may be used and after Varamin three- way proceed to Kahrizak then Shahriar.

4.1.3- Flying helicopters from southwest of Tehran to north of Tehran (Tehran 1N)

Over Shahriar get permission from TWR to cross take-off path RWY 29 of Mehrabad and via Chitgar Lake fly over Police University and proceed to north of Tehran.

Note1. Traffic should be transferred by APP to TWR at Shahriar.

Note2. Tehran 1N procedure is not usable, when Mehrabad runway in use is RWY 11, except when there is no inbound traffic for Mehrabad Airport within 30 NM from TRN.

Note3. When Mehrabad runway in use is RWY 11, traffic after Shahriar may proceed via Kahrizak to Varamin three-way then follow Tehran 1E procedure.

4.1.4- For helicopters crossing long final RWY 29 of Mehrabad (Tehran 1E)

Get permission from APP and cross long final path RWY 29 of Mehrabad beyond 8 NM at altitude 4500 FT or bellow via Varamin three-way and Basij Square to Besat Hospital and continue toward landing area (from south to north) or vice versa (from north to south).

4.1.5- For helicopters crossing short final RWY 29 of Mehrabad from south to north

If traffic permits and tower controller accepts, in very urgent cases for ambulance helicopters to cross short final RWY 29 of Mehrabad, they shall proceed to Yaftebad Moalem Square (R129,3.2 NM) and get permission from TWR to cross short final RWY 29 of Mehrabad and proceed to pass over Azadi Square.

4.2- Mehrabad VFR Procedures

4.2.1- Departure toward northwest or north (Abyek 1 VFR departure)

After airborne fly to Shahriar. Turn right to Karaj Metro Station. Turn left, proceed to Abyek. Then regarding destination fly toward north or northwest.

4.2.2- Departure toward west or southwest (Zavieh 1 VFR departure)

After airborne proceed via Shahriar to Zavieh. Then regarding destination fly toward west or southwest.

4.2.3- Departure toward south, southeast, east or northeast (Pishva 1 VFR departure)

After airborne proceed via Kahrizak to Pishva. Then regarding destination fly toward south, southeast, east or northeast.

4.2.4- Departure toward C42

After airborne proceed to Shahriar. Then fly to C42.

4.2.5- Arrival from northwest or north (Abyek 1 VFR arrival)

From Abyek fly to Karaj Metro Station. Turn right proceed via Shahriar to Aprin (railway station). Then turn left (on TR020) toward Mehrabad to join downwind.

4.2.6- Arrival from west or southwest (Zavieh 1 VFR arrival)

From Zavieh fly via Takhterostam to Aprin (railway station). Then turn left (on TR020) toward Mehrabad to join downwind.

4.2.7- Arrival from south, southeast, east or northeast (Varamin 1 VFR arrival)

From Varamin fly to pass south of Kahrizak to Aprin (railway station). Then turn right (on TR020) toward Mehrabad to join downwind.

4.2.8- Arrival from C42

From C42 fly via Takhterostam to Aprin (railway station). Then turn left (on TR020) toward Mehrabad to join downwind.

Notes:

- 1. VFR departures will normally be transferred to APP at 5 NM outbound, except as mentioned in the procedure.*
- 2. VFR arrivals will normally be transferred to TWR after passing Aprin or at 5 NM inbound, except as mentioned in the procedure.*
- 3. Mehrabad (TWR or APP) controller may hold VFR traffic over any visual point, if deemed necessary.*

4.3- Panha Helicopters VFR Procedures

4.3.1- Departure from Panha to C40 (C40 Departure Procedure)

After airborne proceed toward northwest. Keep clear of take-off path RWY 29. Fly over Kan River to the north of Chitgar Lake via east of Azadi Stadium then proceed to C40.

4.3.2- Arrival from C40 to Panha (C40 Arrival Procedure)

Leave C40 from north of area. Keep clear of take-off path RWY 29. Fly to Azadi Square via north of Azadi Stadium and proceed to Panha.

4.3.3- Departure from Panha toward west

After airborne proceed toward northwest. Keep clear of take-off path RWY 29. Fly over Kan River. Proceed to Police University. Get permission from TWR to cross take-off path RWY 29 of Mehrabad (or hold over Police University until getting permission) and proceed to Shahriar. Then according destination, proceed to Karaj Metro Station or Zavieh.

Note. Traffic should be transferred to APP after crossing take-off path RWY 29 of Mehrabad.

4.3.4- Departure from Panha toward east

After airborne proceed toward northwest. Keep clear of take-off path RWY 29. Fly over Kan River. Proceed to Police University. Get permission from TWR to cross take-off path RWY 29 of Mehrabad (or hold over Police University until getting permission) and proceed to pass Kahrizak to Pishva.

Note. Traffic should be transferred to APP after crossing take-off path RWY 29 of Mehrabad .

4.3.5- Arrival to Panha

All inbound from west proceed via Karaj Metro Station or Safadasht to Shahriar and all inbound from east proceed to Varamin then via abeam Kahrizak to Shahriar. Over Shahriar get permission from TWR to cross take-off path RWY 29 of Mehrabad and via Chitgar Lake fly over Police University. Keep clear of take-off path RWY 29 and proceed to Azadi Square via north of Azadi Stadium and proceed to Panha.

Notes:

1. *All departures from Panha shall get permission from Mehrabad TWR by pilot or by Panha TWR before airborne.*
2. *Departure traffic should be transferred to APP after crossing take-off path RWY 29 of Mehrabad.*
3. *Inbound traffic should be transferred by APP to TWR at Shahriar.*
4. *When Mehrabad runway in use is RWY 11, flights to C40 are not permitted and departures for other destinations (which does not affect the final path RWY 11 of Mehrabad), should not be released for take-off by APP except when there is no inbound traffic for Mehrabad Airport within 30 NM from TRN.*

4.4-Yaftabad Helicopters VFR Procedures

4.4.1- Departure toward south, southeast, east or northeast

After airborne fly to Kahrizak. Then turn left to Pishva. Then regarding destination fly toward south, southeast, east or northeast.

4.4.2- Departure toward Qom Road

After airborne proceed to Kahrizak. Get permission from IKA TWR to enter IKA ATZ and/or to cross final runway 29 of IKA (or take-off path runway 11) and proceed to join Qom Road.

Note. Traffic should be transferred to IKA TWR over Kahrizak and close coordination should be effected between APP and IKA TWR.

4.4.3- Departure toward Saveh Road

After airborne proceed toward Shahriar to join Saveh Road. Get permission from IKA TWR to enter IKA ATZ and/or to cross final runway 11 of IKA (or take-off path runway 29).

Note. Traffic should be transferred to IKA TWR before entering IKA ATZ and close coordination should be effected between APP and IKA TWR.

4.4.4- Arrival from northeast, east, southeast or south

Proceed via Varamin to Aprin (railway station). Then turn right (on TR020) toward Yaftabad(Helal base) or from Kahrizak follow the related procedure toward any other destination.

Note. Arrivals from north or northeast of Tehran (i.e. Lavasan Road) and intended to proceed to any landing area in north of Tehran (Imam Hospital, Besat Hospital,etc) can continue to landing area in north of Tehran.

4.4.5- Arrival from Qom Road

Proceed toward Kahrizak. Get permission from IKA TWR to enter IKA ATZ and/or to cross final runway 29 of IKA (or take-off path runway 11). After being clear of IKA ATZ re-contact APP and continue to Kahrizak. Then fly to Aprin (railway station). Then turn right (on TR020) toward Yaftabad (Helal base) or from Kahrizak follow the ATC instructions toward any other destination.

4.4.6- Arrival from Saveh Road

Proceed toward Takhterostam. Get permission from IKA TWR to enter IKA ATZ and/or to cross final runway 11 of IKA or take-off path runway 29. After being clear of IKA ATZ (or IKA final 11/ Take-off path runway 29) re-contact APP and continue to Aprin (railway station). Then turn left (on TR020) toward Yaftabad (Helal base) or from Aprin fly to Kahrizak and follow the ATC instructions toward any other destination.

Notes:

1. All departures from Yaftabad(Helal base) shall get permission from Mehrabad TWR before airborne.
2. All traffic to/from Yaftabad(Helal base) shall keep well clear of final runway 29 or take-off path runway 11 of Mehrabad.

5- Transition Altitude/Level in Tehran TMA

In order to harmonize traffic flow, common transition altitude and common transition level in Tehran TMA are introduced as follow:

5.1- Transition altitude: 9000 FT, Transition level: FL110

5.2- These procedures are applicable for the implementation of separation in Tehran TMA.

5.3- 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.

6- Mehrabad ATS surveillance procedures

6.1- 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 6.1.1, 6.1.2, 6.1.3 or 6.1.4 below:

6.1.1- 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 6.1.2 below.

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

6.1.2.1- Departing aircraft:

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

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

6.1.2.2- Arriving aircraft:

1. 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 29L/R: 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 Y RWY 29L for Mehrabad INTL airport and in the case of aircraft inbound to Imam Khomeini INTL airport follow ILS 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 VOR RWY 11R 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.
2. Within TMA boundary or establishing communication with Mehrabad Radar if "cleared approach" clearance was issued and acknowledged, follow the related procedure.

Note- If the aircraft is cleared for visual approach continues visually and pilots should take account of visual landing aids and keep watch for instructions as may be issued by visual signals from the control tower.

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

Note1. Final approach tracks of runway 11 of Mehrabad is establishing radial 273 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 e below.

5. When during missed approach RCF occurred, if flying in VMC and maintaining visual reference to the terrain join the downwind of the related runway (RWY 29:left down wind, RWY 11: 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 a) of Arriving aircraft.

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

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

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

1. Squawk 7600.
2. Continue heading 260.
3. Climb 7000 FT up to 10 DME then climb 9000 FT up to 20 DME from TRN DVOR/DME.
4. Follow below instructions according TMA exit points:
 - **PAXID:** Climb FL 200 and turn right direct PAXID or establish Z725.
 - **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 from 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 from TRN DVOR/DME at or above FL130 then direct OBRIX.
 - **DHN:** Climb FL 210 and turn right intercept RDL 270 from TRN DVOR/DME at or above FL130 then direct DHN DVOR or intercept RDL 107 from TRN DVOR/DME to DHN DVOR.
 - **NAGMO:** Climb FL 210 and turn right intercept RDL 270 to cross TRN DVOR/DME at or above FL130 then direct NAGMO or establish G667.
5. After TMA exit points: Climb to filed flight plan level to destination or proceed to VR NDB 9000FT for ILS Y RWY 29L.

Note: Avoid OIR66 and OIP20 during any direct routing.

6.1.3.2- If communication lost during vector for departure:

1. Squawk 7600.
2. Maintain last acknowledged heading and level for two minutes from the time of squawking 7600.

3. Proceed via shortest way to TMA exit point and climb FL 200 (for west bound track) and FL 210 (for east bound track).

Note1. 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.

Note2. Avoid OIP20 during any direct routing.

4. After TMA exit point: Climb to filed flight plan level to destination or proceed to VR NDB 9000FT for ILS Y RWY 29L.

6.1.4- When aircraft radar vectoring and following SID MEHRABAD 1B.

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

1. Squawk 7600.
2. Continue heading 120.
3. Climb 7000 FT up to 10 DME then climb 9000 FT up to 20 DME from TRN DVOR/DME.
4. Follow below instructions according TMA exit points:
 - **PAXID:** Climb FL 200 and turn left intercept RDL 110 from TRN DVOR/DME at or above FL130, then turn right direct PAXID or intercept RDL 290 from TRN up to establish Z725.
 - **PAROT:** Climb FL 200 and turn left intercept RDL 110 from TRN DVOR/DME at or above FL130, then direct PAROT or establish G208.
 - **PAVET:** Climb FL 200 and turn left intercept RDL 110 from 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 from 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 from 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 from 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 W13.
 - **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 from TRN DVOR/DME at or above FL130, then turn right direct NAGMO or establish G667.
5. After TMA exit points: Climb to filed flight plan level to destination or proceed to RUS VOR/DME 9000FT for VOR RWY 11R OIII.

Note: Avoid OIR66 and OIP20 during any direct routing.

6.1.4.2- If communication lost during vector for departure:

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

Note 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.
4. After TMA exit point: Climb to filed flight plan level to destination or proceed to RUS VOR/DME 9000FT for VOR RWY 11R OIII.

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

1. Aircraft identification
2. Squawk code
3. Actual level passing
4. Received WX information (only for arriving controlled flights)

6.3- 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.

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

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

1. VFR/SVFR flights must realize that they are responsible for remaining in VMC and meeting the obstacle clearance while on a radar vector;
2. 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;
3. Navigational assistances issued to VFR aircraft normally include the phrase "Maintain VFR" at the end to reinforce the requirement.

6.6- 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.

6.7- 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.

6.8- 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 5000 FT 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.

6.9- SSR Transponder Operation:

1. Departure: ACFT transponder shall be off/standby until reaching RWY-IN-USE holding position.
2. Upon Arrival: ACFT transponder shall be off/standby as soon as RWY is vacated.

7- Fuel dumping area

Fuel dumping area is located on Holding area with following specifications:

1. Over RUS VOR/DME:
 - Left turn
 - Inbound TR 047° MAG
 - Outbound TR 227° MAG (Outbound timing 4 min)
 - MIN HLDG FL 110
 - MAX HLDG FL 220
 - MAX IAS 220 kt
2. Over VR NDB:
 - Right turn
 - Inbound TR 001° MAG
 - Outbound TR 181° MAG (Outbound timing 4 min)
 - MIN HLDG FL 110
 - MAX HLDG FL 220
 - MAX IAS 220 kt



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- Barrier

3.1- Net barrier:

3.1.1- RWY 29R

- PSN 380 M before THR RWY 11L, HGT during engagement is 12 FT AGL.

3.1.2- RWY 29L

- First one PSN 30 M before THR RWY 11R.
- Second one PSN 35 M before THR RWY 11R.

Note: All net barrier will be engaged by prior arrangement

3.2- Hook barrier:

3.2.1- RWY 29R

- First one PSN 380 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.

3.2.2- 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.

4- Engine run up area:

- Light and medium aircraft at TWY B9;
- Heavy aircraft are guided to military ramp by prior permission.

5- Hot spot areas:

1. 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.
2. 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.
3. 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 KT.
4. Hot spot 4: TWY E5 – Taxiway E5 is used for helicopter operations. Any movement is prohibited during this operation on TWY E5.
5. 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.
6. 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.

6- Radar Presentation System

The use of radar presentation system installed in control tower of Mehrabad Airport is only authorized to perform following functions:

- Reduce verbal coordination between tower and approach.
- Providing information to the tower controller about the sequencing of arriving and departing traffic.

→ 7- Isolated aircraft parking position

Normally unlawfully interfered and bomb threat aircraft must be parked on TWY B9 to minimize any security risks to public, other aircraft and installations at the aerodrome.

When RWY 29R is used for landing, TWY B9 is not usable due to the isolated area and VOR checkpoints.

OIII AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart – ICAO	AD 2 OIII ADC
Parking / Docking Chart – ICAO.....	AD 2 OIII APDC
	
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 1-1
	↔ AD 2 OIII IAC 1-1.1
	AD 2 OIII IAC 1-2
	AD 2 OIII IAC 1-3
	AD 2 OIII IAC 2-1
	AD 2 OIII IAC 2-2
	AD 2 OIII IAC 2-3