

**AD 2. AERODROMES****OIMM AD 2.1 AERODROME LOCATION INDICATOR AND NAME****OIMM - MASHHAD / SHAHID HASHEMI NEJAD International****OIMM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

|   |   |  |
|---|---|--|
| 1 | <i>ARP coordinates and site at AD</i>   | 361403N 0593842E<br>312° MAG / 1562 M from THR RWY 31R   |
| 2 | <i>Direction and distance from ( city )</i>   | E, 1.6 NM from Mashhad   |
| 3 | <i>Elevation</i><br><i>Reference mean high temperature</i><br><i>Reference mean low temperature</i> | 3266 FT<br>36.20°C<br>- 0.98°C   |
| 4 | <i>Geoid undulation at AD ELEV PSN</i>  | -55 FT   |
| 5 | <i>MAG VAR / Annual change</i>  | 4° E (2016)  |
| 6 | <i>AD Administration, address, telephone, telefax, telex, AFS</i>                                   | Iranian Airports & Air Navigation Company (IAC)<br>Mashhad / Shahid Hashemi Nejad International Airport<br>Postal code: 9165968844<br>Mashhad - Islamic Republic of Iran<br>Tel: +9851 - 33100000, 33108000<br>Telefax: +9851 - 33400042<br>Telex: NIL<br>AFS: OIMMYDYX<br><a href="http://mashhad.airport.ir">http://mashhad.airport.ir</a> |
| 7 | <i>Types of traffic permitted (IFR/VFR)</i>   | IFR/VFR  |
| 8 | <i>Remarks</i>  | NIL  |

**OIMM AD 2.3 OPERATIONAL HOURS**

|    |                                     |  |
|----|-------------------------------------|--|
| 1  | <i>AD Administration</i>            | AD administrative 0330 - 1200 (0230 - 1100) except Thursdays and Fridays and official holidays |
| 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> | NIL  |
| 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  |

**OIMM AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |  |  |
|---|--|--|
| 1 | <i>Cargo - handling facilities</i>             | Available by main carrier, Saman air services and Hamrah Kousha Kish airport service   |
| 2 | <i>Fuel / oil types</i>                        | Jet A1 - 100LL   |
| 3 | <i>Fuelling facilities/capacity</i>            | Jet A1 : 4 trucks 20000 litres, 1 trucks 60000 litres, 25 litres/sec<br>2 trucks 45000 litres, 1 trucks 80000 litres, 45 litres/sec<br>1 truck 25000 litres, 18 litres/sec<br>100LL : Available in 200 litres barrel |
| 4 | <i>De - icing facilities</i>                   | Available by Saman and Arman Air Services and Hamrah Kousha Kish airport services on TWY C and by IRAN AIR on parking stands   |
| 5 | <i>Hanger space for visiting aircraft</i>      | Asseman, Taban, Mahan  |
| 6 | <i>Repair facilities for visiting aircraft</i> | Cessna aero club, MD 80 series, F100   |
| 7 | <i>Remarks</i>                                 | NIL  |

**OIMM AD 2.5 PASSENGER FACILITIES**

|   |                             |  |
|---|-----------------------------|--|
| 1 | <i>Hotels</i>               | Hotels in vicinity   |
| 2 | <i>Restaurants</i>          | Restaurant and buffet  |
| 3 | <i>Transportation</i>       | Taxis and subway   |
| 4 | <i>Medical facilities</i>   | First aid available. Doctors and ambulance at AD, Hospital in the city |
| 5 | <i>Bank and Post Office</i> | bank at terminal 2 and post office are available                       |
| 6 | <i>Tourist Office</i>       | Available at AD  |
| 7 | <i>Remarks</i>              | NIL  |

**OIMM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

|   |  |   |
|---|--|---|
| 1 | <i>AD category for fire fighting</i>               | CAT 8   |
| 2 | <i>Rescue equipment</i>                            | Available in accordance with AD category for firefighting           |
| 3 | <i>Capability for removal of disabled aircraft</i> | Heavy duty crane and tow car/truck available<br>(suitable for B747) |
| 4 | <i>Remarks</i>                                     | NIL   |

**OIMM AD 2.7 SEASONAL AVAILABILITY - CLEARING**

|   |                                    |  |
|---|------------------------------------|--|
| 1 | <i>Types of clearing equipment</i> | 1 tractor, 6 blades fitted into trucks, 1 urea spreader combined with bladed truck, 2 snow blowers, 2 graders, 1 Surface Friction Tester (SFT) |
| 2 | <i>Clearance priorities</i>        | 1- RWY 13L/31R<br>2- TWY F and A<br>3- Apron<br>4- TWY C, C1, C2 and D<br>5- TWY J, G, B and E<br>6- RWY 13R/31L<br>7- TWY H, M, C3, and K     |
| 3 | <i>Remarks</i>                     | NIL  |

**OIMM AD 2.8 APRONS, TAXIWAYS**

|   |   |  |
|---|---|--|
| 1 | <i>designation, surface and strength of aprons</i>          | Surface: Concrete<br>Strength: PCN 65/R/B/X/T  |
| 2 | <i>designation, width, surface and strength of taxiways</i> | Width: All TWY 30 M except TWY K is 25 M, TWY G is 35 M and TWY H & D are 85 M.<br>Surface:<br>Surface: TWYs A, C, C1, C2, C3, D, K and L asphalt and TWYs B, E, J, M, N, P and Q concrete.<br>Strength: TWY A, C, C1, C2, C3, D and K PCN: 60/F/B/X/T, And TWY B, E, J, Q PCN: 70/R/B/W/T.<br><br>for other TWY information not available |
| 3 | <i>location and elevation of altimeter checkpoints</i>      | NIL  |
| 4 | <i>location of VOR checkpoints</i>                          | NIL  |
| 5 | <i>position of INS checkpoints</i>                          | NIL  |
| 6 | <i>Remarks</i>  | TWY L, M, N and P AVBL for military necessity  |

**OIMM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

|   |   |   |
|---|---|---|
| 1 | <i>Use of aircraft stand ID signs, TWY guide lines and parking guidance system of aircraft stands</i> | Taxing guidance signs at all intersections with TWY and RWY and at all holding positions<br>Guide lines at apron<br>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 at all holding positions<br>RWY lighting: See OIMM AD 2.14<br>TWY marking: Centre line, edge, holding position at all TWY/RWY intersection marked<br>TWY lighting: See OIMM AD 2.15 |
| 3 | <i>Stop bars</i>  | NIL   |
| 4 | <i>Remarks</i>  | NIL   |

**OIMM AD 2.10 AERODROME OBSTACLES**

| <i>In approach / TKOF areas</i> |  |                                       | <i>In circling area and at AD</i>                     |                     | <i>Remarks</i>  |
|---------------------------------|--|---------------------------------------|---|---------------------|---|
| 1                               |  |                                       | 2   |                     |   |
| <i>RWY/Area affected</i>        | <i>Obstacle type<br/>Elevation/ HGT<br/>Markings/LGT</i> | <i>Coordinates</i>                    | <i>Obstacle type Elevation /<br/>HGT Markings/LGT</i> | <i>Coordinates</i>  |   |
| a                               | b  | c                                     | a   | b                   |   |
| 31R / APCH<br>13L / TKOF        | GP antenna<br>49 FT AGL<br>LGTD                          | 361332N<br>0593912E                   | TWR building<br>131 FT AGL<br>LGTD                    | 361343N<br>0593831E | 140M left side of RWY 13L Centerline and 1981M from THR RWY 13L |
| 13L / APCH<br>31R / TKOF        | LLZ antenna<br>18 FT AGL<br>LGTD                         | 361501N<br>0593724E                   | Mast<br>137 FT AGL<br>LGTD                            | 361340N<br>0593740E |   |
| 13L/R / APCH<br>31R/L / TKOF    | Grove<br>65 FT AGL<br>NIL                                | beyond 400 M<br>from<br>THR RWY 13L/R | Mast (RVR sensor)<br>36 FT AGL<br>NIL                 | 361443N<br>0593741E |   |
| 13L/R / APCH<br>31R/L / TKOF    | Building<br>3638 FT AMSL<br>NIL                          | 361659N<br>0593405E                   | PAR antenna<br>3282 FT AMSL<br>(33 FT AGL)<br>NIL     | 361412N<br>0593836E |   |
| 13L/R / APCH<br>31R/L / TKOF    | Building<br>3715 FT AMSL<br>NIL                          | 361706N<br>0593342E                   | Tower Crane<br>3429 FT AMSL<br>NIL                    | 361648N<br>0593706E |   |
|                                 |  |                                       | Building<br>3400 FT AMSL<br>NIL                       | 361630N<br>0593706E |   |
|                                 |  |                                       | Building<br>3445 FT AMSL<br>NIL                       | 361633N<br>0593637E |   |
|                                 |  |                                       | Tower Crane<br>3562 FT AMSL<br>NIL                    | 361651N<br>0593633E |   |
|                                 |  |                                       | Building<br>3465 FT AMSL<br>NIL                       | 361631N<br>0593621E |   |
|                                 |  |                                       | Building<br>3286 FT AMSL<br>NIL                       | 361427N<br>0593739E |   |
|                                 |  |                                       | Com Antenna<br>3395 FT AMSL<br>NIL                    | 361351N<br>0593816E |   |
|                                 |  |                                       | Mast (BTS)<br>3419 FT AMSL<br>NIL                     | 361256N<br>0593909E |   |
|                                 |  |                                       | Mast (BTS)<br>3398 FT AMSL<br>NIL                     | 361228N<br>0594006E |   |

Cont.

| <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<br/>Elevation/ HGT<br/>Markings/LGT</i> | <i>Coordinates</i> | <i>Obstacle type<br/>Elevation / HGT<br/>Markings/LGT</i> | <i>Coordinates</i>  |                |
| a                               | b  | c                  | a   | b                   |                |
|                                 |  |                    | Water Tank<br>3326 FT AMSL<br>NIL                         | 361425N<br>0593738E |                |
|                                 |  |                    | Building<br>3490 FT AMSL<br>NIL                           | 361635N<br>0593623E |                |
|                                 |  |                    | Karavan<br>3262 FT AMSL<br>NIL                            | 361445N<br>0593753E |                |
|                                 |  |                    | Building<br>3470 FT AMSL<br>(271 FT AGL)<br>NIL           | 361641N<br>0593638E |                |

**OIMM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

|    |  |   |
|----|--|---|
| 1  | <i>Associated MET Office</i>   | Mashhad   |
| 2  | <i>Hours of service</i><br><i>MET Office outside hours</i>                 | H24<br>--   |
| 3  | <i>Office responsible for TAF preparation Periods of validity</i>          | NIL   |
| 4  | <i>Type of landing forecast</i><br><i>Interval of issuance</i>             | NIL   |
| 5  | <i>Briefing/consultation provided</i>                                      | In person and by telephone: +9851 - 33400272 , 33400405 |
| 6  | <i>Flight documentation</i><br><i>Language(s) used</i>                     | NIL   |
| 7  | <i>Charts and other information available for briefing or consultation</i> | NIL   |
| 8  | <i>Supplementary equipment available for providing information</i>         | NIL   |
| 9  | <i>ATS units provided with information</i>                                 | Mashhad TWR<br>Mashhad APP                              |
| 10 | <i>Additional information (limitation of service, etc.)</i>                | NIL   |

## OIMM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| <i>Designations<br/>RWY NR</i> | <i>TRUE BRG</i>                   | <i>Dimensions of<br/>RWY (M)</i>  | <i>Strength(PCN)<br/>and surface of<br/>RWY and SWY</i> | <i>THR<br/>coordinates<br/>THR geoid<br/>undulation</i> | <i>THR elevation and<br/>highest elevation of<br/>TDZ of precision APP<br/>RWY</i>                        |
|--------------------------------|-----------------------------------|-----------------------------------|---|---|---|
| 1                              | 2                                 | 3                                 | 4   | 5   | 6   |
| 13L                            | 133.6°GEO                         | 3810 x 45                         | 60/F/B/X/T<br>Asphalt                                   | 361451.71N<br>0593735.23E<br>GUND -55FT                 | THR 3228 FT   |
| 31R                            | 313.6°GEO                         | 3810 x 45                         | 60/F/B/X/T<br>Asphalt                                   | 361326.45N<br>0593925.71E<br>GUND -55FT                 | THR 3260 FT   |
| 13R                            | 133.59°GEO                        | 3920 x 45                         | 60/F/B/X/T<br>Asphalt                                   | 361448.01N<br>0593727.83E<br>GUND -55FT                 | THR 3234 FT   |
| 31L                            | 313.61°GEO                        | 3920 x 45                         | 60/F/B/X/T<br>Asphalt                                   | 361320.29N<br>0593921.51E<br>GUND -55FT                 | THR 3266 FT   |
| <i>Slope of<br/>RWY - SWY</i>  | <i>SWY<br/>dimensions<br/>(M)</i> | <i>CWY<br/>dimensions<br/>(M)</i> | <i>Strip dimensions<br/>(M)</i>                         | <i>OFZ</i>  | <i>Remarks</i>  |
| 7                              | 8                                 | 9                                 | 10  | 11  | 12  |
| 0.25 %                         | 302 x 45                          | 302 x 150                         | NIL   | NIL   | - Distance between<br>parallel RWY centre<br>lines is 689 FT (210M).<br>- AD Code Letter /<br>Number : 4E |
| 0.25 %                         | 303 x 45                          | 303 x 150                         | NIL   | NIL   |   |
| 0.25 %                         | 300 x 45                          | 300 x 150                         | NIL   | NIL   |   |
| 0.25 %                         | 296 x 45                          | 296 x 150                         | NIL   | NIL   |   |

## OIMM 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> |
|-----------------------|----------------|----------------|----------------|---------------|----------------|
| 1                     | 2              | 3              | 4              | 5             | 6              |
| 13L                   | 3810           | 4112           | 4112           | 3810          | NIL            |
| 31R                   | 3810           | 4113           | 4113           | 3810          | NIL            |
| 13R                   | 3920           | 4220           | 4220           | 3920          | NIL            |
| 31L                   | 3920           | 4216           | 4216           | 3920          | NIL            |

**OIMM 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 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>           |
| 13L                   | SALS<br>300M<br>LIL            | Green                      | PAPI<br>Left /3.2°<br>(20 M /<br>65.6 FT) | NIL                | NIL   | 3810 M<br>60 M<br>White, LIH                   | Red                            | 302M<br>RED               | PAPI<br>inoperative |
| 31R                   | PALS<br>CAT I<br>800M<br>LIH   | Green                      | PAPI<br>Left /3°<br>(20 M /<br>65.6 FT)   | NIL                | NIL   | 3810 M<br>60 M<br>White, LIH                   | Red                            | 303M<br>RED               | NIL                 |
| 13R                   | SALS<br>300M<br>LIL            | Green                      | PAPI<br>Left /3.2°<br>(20 M /<br>61 FT)   | NIL                | NIL   | 3920 M<br>60 M<br>White, LIH                   | Red                            | 300M<br>RED               | PAPI<br>inoperative |
| 31L                   | SALS<br>420M<br>LIH            | Green                      | PAPI<br>Left /3°<br>(18.4 M /<br>60.3 FT) | NIL                | NIL   | 3920 M<br>60 M<br>White, LIH                   | Red                            | 296M<br>RED               | NIL                 |

**OIMM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|   |   |   |
|---|---|---|
| 1 | <i>ABN location, characteristics and hours of operation</i>       | PSN: 361336N 0593835E HGT 40FT, FLG G and W, 20 flashes per minutes. HN and during low visibility |
| 2 | <i>LDI location and LGT</i><br><i>Anemometer location and LGT</i> | NIL   |
| 3 | <i>TWY edge and centre line lighting</i>                          | Edge: All TWYs except TWYs C3, E, K, L, M, N, P<br>Centre line: NIL                               |
| 4 | <i>Secondary power supply/switch-over time</i>                    | Available<br>Switch-over time: 10-15 sec  |
| 5 | <i>Remarks</i>  | NIL   |

**OIMM AD 2.16 HELICOPTER LANDING AREA**

NIL

**OIMM AD 2.17 ATS AIRSPACE**

|   |  |  |  |
|---|--|--|--|
| 1 | <i>airspace designation and geographical coordinates</i> | Mashhad CTR:<br>A circle, radius 30 NM centred at<br>361352.2N 0593901.9E (DVOR/DME) | Mashhad ATZ:<br>A circle, radius 7 NM centred<br>at 361403N 0593842E (ARP) |
| 2 | <i>Vertical limits</i>                                   | Lower limit: GND<br>Upper limit: FL 125  | Lower limit: GND<br>Upper limit: 6500 FT AMSL                              |
| 3 | <i>Airspace classification</i>                           | D  |  |
| 4 | <i>ATS unit call sign<br/>Language(s)</i>                | Mashhad Radar<br>English / Persian   | Mashhad TWR<br>English / Persian   |
| 5 | <i>Transition altitude</i>                               | 8000 FT AMSL   |  |
| 6 | <i>hour of applicability</i>                             | H24  |  |
| 7 | <i>Remarks</i>   | NIL  |  |

**OIMM 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                        | Mashhad Approach    | 127.300 MHZ<br>121.500 MHZ<br>→ 119.500 MHZ<br>353.800 MHZ | H24<br>H24<br>H24<br>H24                               | → Primary frequency<br>Emergency frequency<br>→ Secondary frequency<br>Military aircraft |
| RADAR                      | Mashhad Radar       | 127.300 MHZ<br>121.500 MHZ<br>→ 119.500 MHZ<br>353.800 MHZ | H24<br>H24<br>H24<br>H24                               | → Primary frequency<br>Emergency frequency<br>→ Secondary frequency<br>Military aircraft |
| TWR                        | Mashhad Tower       | 118.100 MHZ<br>257.800 MHZ<br>243.000 MHZ<br>121.900 MHZ   | H24<br>H24<br>H24<br>H24                               | UDF, Military aircraft<br>Military / Emergency<br>For Ground Movement                    |
| GND                        | Mashhad Ground      | 121.700 MHZ<br>275.800 MHZ                                 | 03:30-20:30 (02:30-19:30)<br>03:30-20:30 (02:30-19:30) | Military aircraft  |
| ATIS (INFO)                | Mashhad Information | 126.400 MHZ  | H24  |  |

**OIMM AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

| <i>Type of aid,<br/>CAT of ILS<br/>(For VOR/ILS<br/>give VAR)</i>   | <i>ID</i> | <i>Frequency</i>      | <i>Hours of<br/>operation</i>  | <i>Site of transmitting<br/>antenna<br/>coordinates</i> | <i>Elevation of<br/>DME<br/>transmitting<br/>antenna</i> | <i>Remarks</i>                         |
|---|-----------|-----------------------|--|---|--|--|
| 1   | 2         | 3                     | 4  | 5   | 6  | 7                                      |
| NDB   | MSD       | 385 KHZ               | H24  | 361342.7N<br>0593816.4E                                 |  |  |
| DVOR/DME<br>(4° E/2016)   | MSD       | 114.000 MHZ<br>CH 87X | H24  | 361352.2N<br>0593902.0E                                 | 3251 FT  |  |
| TACAN   | MSD       | CH 56X                | H24  | 361359.2N<br>0593854.6E                                 | 3246 FT  | IRIAF                                  |
| LOC 31R<br>ILS CAT I<br>(4° E/2016)   | IMSD      | 109.900 MHZ           | H24  | 361500.4N<br>0593723.9E                                 |  | Remote indicator<br>available for ILS. |
| ILS GP<br>RWY 31R   |           | 333.800 MHZ           | H24  | 361331.4N<br>0593912.0E                                 |  | 3° ,RDH 70 FT                          |
| ILS DME<br>RWY 31R  | IMSD      | CH 36X                | H24  | 361331.4N<br>0593912.0E                                 | 3261 FT  |  |
| TACAN unusable in the FLW area:<br>1- 200°- 240° beyond 10 NM, BLW 12000 FT AMSL<br>2- 240°- 280° beyond 20 NM, BLW 15000 FT AMSL |           |                       | DVOR/DME unusable in counter clockwise direction<br>beyond 40 DME in the FLW area:<br>- 360°- 310° BLW 12000 FT AMSL<br>- 310°- 290° BLW 13000 FT AMSL<br>- 290°- 260° BLW 16000 FT AMSL<br>- 260°- 200° BLW 17000 FT AMSL<br>- 200°- 170° BLW 13000 FT AMSL<br>- 170°- 140° BLW 9000 FT AMSL<br>- 140°- 100° BLW 7000 FT AMSL<br>- 100°- 060° BLW 10000 FT AMSL<br>- 060°- 360° BLW 12000 FT AMSL |   |  |  |

### OIMM AD 2.20 LOCAL TRAFFIC REGULATIONS

1- The use of radar presentation system installed in control tower of Mashhad/Shahid Hashemi Nejad Airport is only authorized to perform the following functions:

- a) Reducing verbal coordination between tower and approach.
- b) Providing information to the tower controller about the sequencing of arriving and departing traffic.

2- Pilots have to taxi with idle power in apron.

3- Ground Movement Control clears aircraft to the runway holding position of runway 13R/31L.

Pilots shall stop at all runway holding position.

#### 4- Start-up Procedures:

- Start-up procedures refer to ENR 1.9 and ENR 1.10
- Pilots are to report their aircraft type, stand number, QNH and the identification letter of the received ATIS information on first contact with Ground movement control.

#### 5- Push back procedures:

- All parked aircraft at south stands of apron are required to be pushed back before start up.
- Pushback approval must be obtained from Ground movement control and the approval includes permission to start engines.
- Before flight crew calls for push-back, they must ensure that the tug driver is in the tug, ready to push, and able to listen to the communication with ATC.

#### 6- Aircraft de-icing/anti-icing procedures:

- a) De-icing/anti-icing is an off-stand service, except:
  - Stands 101 and 103 which are provided by Iran air service provider;
  - Stands 101 and 103 for heavy aircraft; and
  - Elsewhere in case of approval by ATC unit.
- b) De-icing/anti-icing service will be done in the following areas and according to airlines service providers:

| De-icing service provider          | De-icing/anti-icing area |
|------------------------------------|--------------------------|
| Saman air services                 | TWY C and C1             |
| Arman air service                  |                          |
| Hamrah Kousha Kish airport service |                          |

#### 7- Use of Runways

In weather conditions when the tail wind component is not greater than 8 knots on the main Runway 31R, this runway will normally be used in preference to Runway 13L.

**8- Engine check (high power)**

- In the apron areas minimum engine power shall be used as far as possible;
- | • For doing high engine check aircraft should be moved to TWY C3 headed toward TWY C

**9- Back up frequency**

If the designated frequencies were unavailable, the following frequencies will be available instead:

| <i>Service designation</i> | <i>Call sign</i>    | <i>channel(s)</i>                                 | <i>Hours of operation</i>    | <i>Back up channel(s)</i>            |
|----------------------------|---------------------|---|------------------------------|--------------------------------------|
| 1                          | 2                   | 3   | 4                            | 5                                    |
| APP                        | Mashhad<br>Approach | 127.300 MHZ<br>→ 119.500 MHZ<br>353.800 MHZ (CH6) | H24<br>H24<br>H24            | 118.100 MHZ<br><br>257.800 MHZ (CH2) |
| RADAR                      | Mashhad<br>Radar    | 127.300 MHZ<br>→ 119.500 MHZ<br>353.800 MHZ (CH6) | H24<br>H24<br>H24            | 118.100 MHZ<br><br>257.800 MHZ (CH2) |
| TWR                        | Mashhad<br>Tower    | 118.100 MHZ<br>257.800 MHZ (CH2)                  | H24<br>H24                   | 119.500 MHZ<br>353.800 MHZ (CH6)     |
| GND                        | Mashhad<br>Ground   | 121.700 MHZ                                       | 03:30-20:30<br>(02:30-19:30) | 121.900 MHZ                          |

**10- Isolated area**

Isolated aircraft parking position located at Taxiway C1.

**OIMM AD 2.21 NOISE ABATEMENT PROCEDURES**

- | Due to close proximity to residential areas, intersection take off is not authorized for RWY 31R/L.

**OIMM AD 2.22 FLIGHT PROCEDURES**

**1- Traffic pattern** is defined as below:

- For fighter and heavy fix wing ACFT 5000 feet,
- For other fix wing ACFT 4500 feet and
- For helicopter 4000 feet.

VFR Traffics are not authorized to operate on right-hand pattern RWY 13L/R or left-hand pattern RWY 31L/R, except Air force JET ACFT and Aero club ACFT at or above 5500 ft.

**2- Approach Procedures:**

I. Speed control: pilots should expect the following speed restrictions:

- Between 60 NM and 30 NM from MSD DME and between FL245 and FL150 maximum IAS 280 KT;

- Within 30 NM from MSD DME and at or below FL150 maximum IAS 220 KT;
- 180 KT on base leg / closing heading to final approach;
- Between 180 KT and 160 KT when established on final approach and thereafter 160 KT to 4 NM to touchdown.

*Note. These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.*

II. Arriving traffic should expect the following IAP when vectored for approach:

- If runway-in-use is 31R; ILS 2 (or in the event of ILS failure, for VOR/DME 3);
- If runway-in-use is 31L; VOR/DME 3;
- If runway-in-use is 13L/R; VOR/DME 6;

III. Missed approach: flight crew must follow missed approach procedures which are detailed on the appropriate instrument approach charts except otherwise is instructed by ATC.

### OIMM AD 2.23 ADDITIONAL INFORMATION

1- Intensive birds' accumulation exists in the vicinity and particularly in west of AD.

2- Strolling animals exist on the movement area.

3- Heavy aircraft is permitted to make 180° turn only at the end of RWY in use.

4- Net barrier:

RWY 13L: PSN at SWY RWY 13L, 100 M before THR RWY 31R

RWY 13R: PSN at SWY RWY 13R, 91 M before THR RWY 31L

They will be engaged by prior arrangement and height are 20 FT.

5- Hook barriers:

RWY 13L:

PSN at SWY RWY 13L, 88 M before THR RWY 31R, height is 0.4 FT AGL (already engaged).

Operational facilities are located both sides of RWY, 31 M from RWY C/L (height 1.4 FT AGL) and 46 M from RWY C/L (height 1.7 FT).

RWY 13R:

a) PSN 820 M from THR RWY 13R. height is 0.4 FT AGL. It will be engaged by prior arrangement. Operational facilities are located both sides of RWY, 31 M from RWY C/L, height 1.4 FT and other equipment at 46 M from RWY C/L, height 3.3 FT;

b) PSN at SWY RWY 13R, 80 M before THR RWY 31L, height 0.4 FT AGL (already engaged). Operational facilities are located both sides of RWY, 31 M from RWY C/L, height 1.4 FT and 46 M from RWY C/L (height 1.7 FT AGL);



**OIMM AD 2.24 CHARTS RELATED TO AN AERODROME**

|  |   |
|--|---|
| Aerodrome Chart - ICAO.....                            | AD 2 OIMM ADC   |
| Aircraft Parking / Docking Chart .....                 | AD 2 OIMM APDC  |
| Aerodrome Obstacle Chart - ICAO Type A.....            | AD 2 OIMM AOC 1<br>AD 2 OIMM AOC 2  |
| ← ATC Surveillance Minimum Altitude Chart – ICAO ..... | AD 2 OIMM ASMAC 1   |
| Standard Departure Chart - Instrument – ICAO.....      | AD 2 OIMM SID 1-1<br>AD 2 OIMM SID 1-2<br>AD 2 OIMM SID 1-3<br>AD 2 OIMM SID 1-4<br>AD 2 OIMM SID 1-5<br>AD 2 OIMM SID 2-1<br>AD 2 OIMM SID 2-2<br>AD 2 OIMM SID 2-3  |
| Standard Arrival Chart - Instrument – ICAO .....       | AD 2 OIMM STAR 1-1<br>AD 2 OIMM STAR 1-2<br>AD 2 OIMM STAR 1-3<br>AD 2 OIMM STAR 1-4<br>AD 2 OIMM STAR 1-5<br>AD 2 OIMM STAR 1-6<br>AD 2 OIMM STAR 1-7<br>AD 2 OIMM STAR 1-8<br>AD 2 OIMM STAR 2-1                                  |
| Instrument Approach Chart – ICAO .....                 | AD 2 OIMM IAC 1-1<br>AD 2 OIMM IAC 1-2<br>AD 2 OIMM IAC 1-3<br>AD 2 OIMM IAC 2-1<br>AD 2 OIMM IAC 2-2<br>AD 2 OIMM IAC 2-3<br>AD 2 OIMM IAC 2-4<br>AD 2 OIMM IAC 2-5<br>AD 2 OIMM IAC 2-6<br>AD 2 OIMM IAC 4-1<br>AD 2 OIMM IAC 4-2 |