



IVAO
IRAN

Nowruz RFE 2024

ATC Briefing

IR ATC & Events Department

March 2024

Introduction

This document has been created to inform and instruct all event traffic for Nowruz RFE 2024, taking place between 1400z-1900z, Sunday 17th March 2024. Many of the procedures contained within are available from charts and serve as a refresher or introduction to new pilots to Mashhad (OIMM).

All up to date charts for Mashhad Airport are available for free from the IRAN eAIP Aerodrome Charts which can be found [here](#)

It is essential that all controllers are familiar with the procedures associated with the event and those specific to Mashhad / CAA procedures. This document may be used as a reference during the event but the appendices will contain useful quick reference PDFs for your assistance.

ATS AIRSPACE

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

Departing Traffics

Stand Allocation

It is essential that you occupy the stand allocation given to you on the [RFE Booking website](#). There are over 100 movements within the 5-hour event and stands have been systematically allocated to ensure both availability for arriving and departing traffic as well as for efficient taxiway movements.

You may occupy your given stand up to 1 hour prior to your EOBT time but no earlier. You must be on time, obtain the relevant departure clearance from “Mashhad Ground” on frequency 121.700.

Do NOT change frequencies without instruction to do so by our controllers.

In the event of a delay, your departure stand will remain engaged for you for up to 1 hour. There is no anticipation that a departure delay will exceed this.

Please use caution as scenery may depict stands with incorrect numbers.

For a correct stand depiction, please see the relevant Terminal charts.

Taxiway Procedures

Mashhad Airport has 2 main Taxi ways but as the last NOTAM you can use Back tracking via Runway 31L when 31R is active Runway and 13R when 13L is Active Runway.

Expect Taxi way B or A for back track Runway 31L

Expect Taxi way Q or J for Back track Runway 13R

Terminal Holds

Mashhad Airport has around 10 holding points, but at the departure runway in use **NAMED HOLDS** are in use. For example: Some named holds for Runway 31R departures:

- Delta
- C2
- C1

Ground Controllers will taxi the pilot to these Terminal holding points. Beyond these holding points the Tower controller has responsibility for the taxiways. It is **IMPERATIVE** the pilot hold at the terminal hold given by ground until given a Runway Hold / Further clearance by the Tower Controller.

The **Ground Controller** shall instruct the pilot to switch to the **Tower** frequency.

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

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: Issued start up approval by ATS unit is valid up to **10 minutes** from the time of **start-up approval** granted to the pilot.
- 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.

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.

Approach Procedures:

1- **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.

2- **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;

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

Standard Instrument Departures

Standard Instrument Departures (SIDs) will be used for **ALL*** departing traffic

The **initial altitude** for all SIDs from Mashhad is Altitude **8000ft** on the local pressure (QNH). The pilot must not climb above this level until instructed by Mashhad Radar.

Arriving Traffic

Cleared Level

Due to the large volume of arriving and departing traffic, it is essential that you comply with all instructions for descent. The traffic may be ready for descent, but it may not yet be possible to descend, or a holding sequence may be occurring ahead, meaning that traffic does not yet need to descend further.

We would **strongly discourage** pilots from requesting descent from the controller as this only blocks the frequency.

- You will be given a descent by the various controllers
- You can expect it to be a similar profile to the STAR
- Do NOT descend via the STAR without authorization
- Maintain your FL/Altitude until instructed

The transition level (TL) at Mashhad will be published in the ATIS and is changeable based on the local pressure at the time. Please ensure you have the current ATIS information on board **before** contact with Mashhad Radar. Ensure you remain on the correct pressure setting when given descent clearances:

- “Descend to Flight Level” = Standard Pressure
- “Descend to Altitude” = Local Pressure (QNH)

Standard Terminal Arrivals

Tehran Radar will only accept arrivals into Mashhad Airport who have filed a Standard Terminal Arrival (STAR) which is available to all traffic.

Any pilot filing a STAR / Last waypoint from a **Relief STAR** (to be used by **ATC only**) **Will** be diverted to an **alternate** airport.

A list of acceptable STARs can be found below. Please ensure your routing terminates at one of these!

- RIBUX
- BOTEK
- PAMTU
- EMESA
- MIDMO
- NOTSO
- RAMIL

Precision Approaches

The default approach for all arriving aircraft vectors after the terminal holds to an ILS approach for the landing runways.

Very occasionally, due to the volume of traffic, the departure Tower controller may permit a landing on the departing runway. If this applies to the pilot, the Approach controller will instruct them in a timely manner.

In unforeseen circumstances such as go-arounds or runway occupancy, The Tower controller may offer the pilot a visual switch to the other parallel runway.

Distance between parallel RWY centerlines is 689 FT (210M).

Vacating the Runway

If landing on the Runway 13R/31L - Please be aware that **there are terminals either side of the runway**. To avoid runway crossing delays, please listen carefully to the vacate **direction** instruction from the tower controller.

If landing on the 13L/31R - All aircraft will vacate to the south.

Arriving Stand Allocation

With over 100 movements scheduled in 6 hours the stand allocation planning has been meticulous. You will, to the best of our ability, be assigned a stand on arrival which is at the terminal/stands reflective of your company where possible.

Stands are pre-allocated to departing traffic and so may be marked as engaged to our controllers **even** when an aircraft has not yet logged on to altitude.

If you have any questions related to this document or its contents, please contact IR-Events@ivao.aero in the first instance.

With Respect

ATC Operations and Events Departments

IRAN DIVISION

Briefing Ends

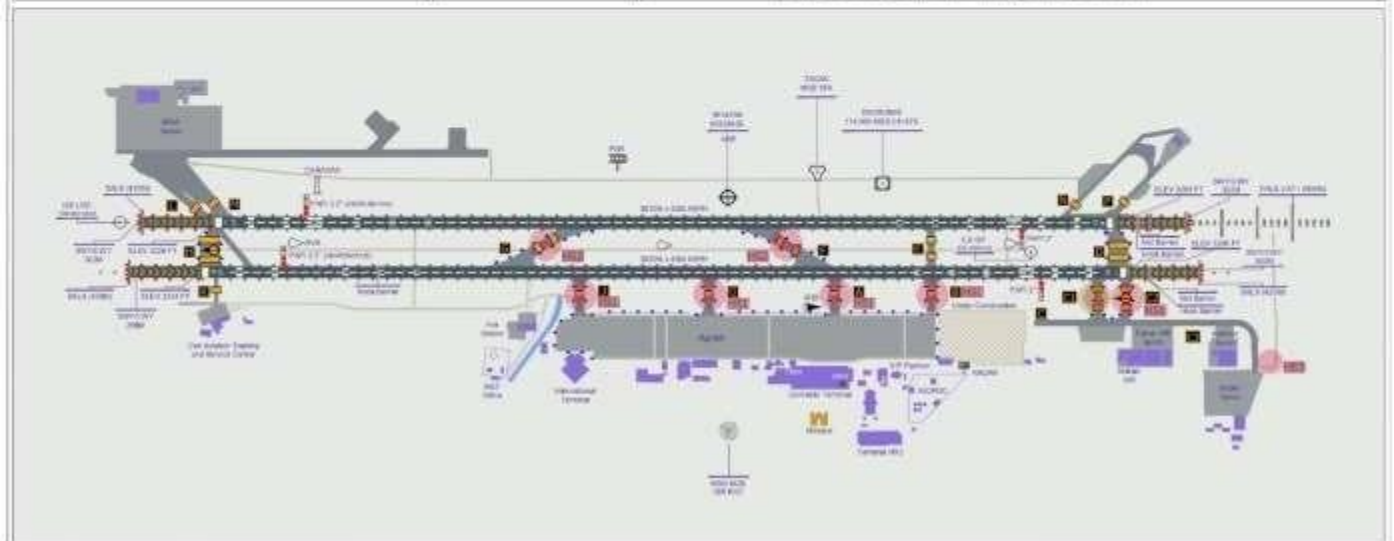
OIMM LAYOUT

ICAO
ISLAMIC REPUBLIC OF IRAN
AERODROME CHART - ICAO

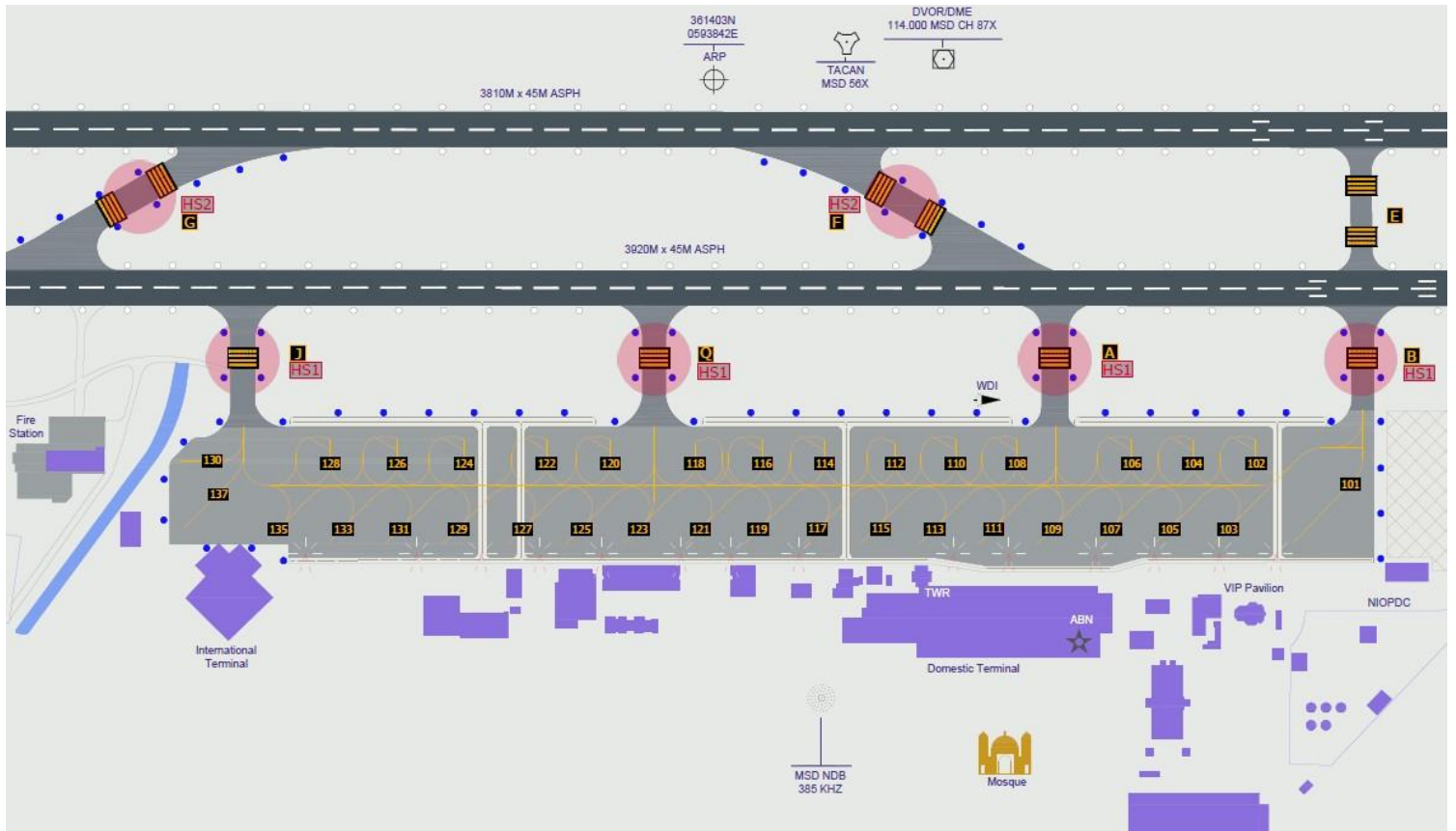
AD 2 OIMM ADC
WFF 28 DEC 23

MASHHAD / SHAHID HASHEMI NEJAD

<p>AD Elevation : 3266 FT</p> <p>Scale 1:15000</p> <p>VAR 4°E</p>	<p>Aerodrome Lighting</p> <p>RWY Lighting</p> <table border="1"> <tr> <td>13L/31R</td> <td>13R/31L</td> </tr> <tr> <td>PAV/CAF I</td> <td>SDLS</td> </tr> <tr> <td>SALS</td> <td>PAF1</td> </tr> <tr> <td>WLS</td> <td>RELS</td> </tr> <tr> <td>PAF1</td> <td>RELS</td> </tr> <tr> <td>RELS</td> <td>TR99</td> </tr> <tr> <td>RELS</td> <td>SD99</td> </tr> <tr> <td>SD99</td> <td></td> </tr> </table>		13L/31R	13R/31L	PAV/CAF I	SDLS	SALS	PAF1	WLS	RELS	PAF1	RELS	RELS	TR99	RELS	SD99	SD99		<p>CGM</p> <table border="1"> <tr> <th>TWR</th> <th>OMD</th> <th>ATIS</th> </tr> <tr> <td>118.400</td> <td>121.700</td> <td>126.400</td> </tr> </table>		TWR	OMD	ATIS	118.400	121.700	126.400	<p>Hotspot</p> <table border="1"> <tr> <th>Hotspot</th> <th>Hotspot</th> <th>Hotspot</th> <th>Hotspot</th> </tr> <tr> <td>Runway</td> <td>Taxiway</td> <td>Apron</td> <td>Building</td> </tr> </table>	Hotspot	Hotspot	Hotspot	Hotspot	Runway	Taxiway	Apron	Building	<p>Under Construction</p> <table border="1"> <tr> <th>Under Construction</th> <th>Building</th> </tr> <tr> <td>Apron</td> <td>Building Part</td> </tr> </table>	Under Construction	Building	Apron	Building Part
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<p>Hotspot 1: All arrival on RWY 01, 02, A, B, G, J and hold short of RWY 03.</p> <p>Hotspot 2: All landing arrival from RWY 03/05 hold short of RWY 21L/21R or RWY F and G.</p> <p>Hotspot 3: Location: unattended vehicle movement.</p>	<p>Other Lighting</p> <p>REIL P1-G Green, White</p> <p>TWY Edge All TWY Blue</p> <p>Apron Edge Lights Blue</p>	<table border="1"> <tr> <th>Runway</th> <th>Direction</th> <th>Elevation</th> <th>THR</th> <th>GRS</th> <th>Sealing Strength</th> <th>AD Reference Code - AC</th> </tr> <tr> <td>13</td> <td>133.8°</td> <td>3226 FT</td> <td>36145.17 N 059°7'35.23 E</td> <td>60 FT</td> <td>60 FT BSWT Asphalt</td> <td rowspan="4">III</td> </tr> <tr> <td>13R</td> <td>133.0°</td> <td>3200 FT</td> <td>361330.62 N 059°40'51.71 E</td> <td>55 FT</td> <td>60 FT BSWT Asphalt</td> </tr> <tr> <td>03R</td> <td>133.0°</td> <td>3254 FT</td> <td>361446.09 N 059°27'77.43 E</td> <td>50 FT</td> <td>60 FT BSWT Asphalt</td> </tr> <tr> <td>03L</td> <td>313.8°</td> <td>3260 FT</td> <td>361330.78 N 059°30'1.91 E</td> <td>55 FT</td> <td>60 FT BSWT Asphalt</td> </tr> </table>	Runway	Direction	Elevation	THR	GRS	Sealing Strength	AD Reference Code - AC	13	133.8°	3226 FT	36145.17 N 059°7'35.23 E	60 FT	60 FT BSWT Asphalt	III	13R	133.0°	3200 FT	361330.62 N 059°40'51.71 E	55 FT	60 FT BSWT Asphalt	03R	133.0°	3254 FT	361446.09 N 059°27'77.43 E	50 FT	60 FT BSWT Asphalt	03L	313.8°	3260 FT	361330.78 N 059°30'1.91 E	55 FT	60 FT BSWT Asphalt	<p>AD Reference Code - AC</p> <p>III</p>					
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	<p>VOR check point</p> <p>TWY 11 Coordinates: 361445.52 N 059°27'11.16 E, Radius: 300', Distance: 1.54 NM</p> <p>TWY 07 Coordinates: 361317.85 N 059°38'16.01 E, Radius: 150', Distance: 0.61 NM</p>																																							



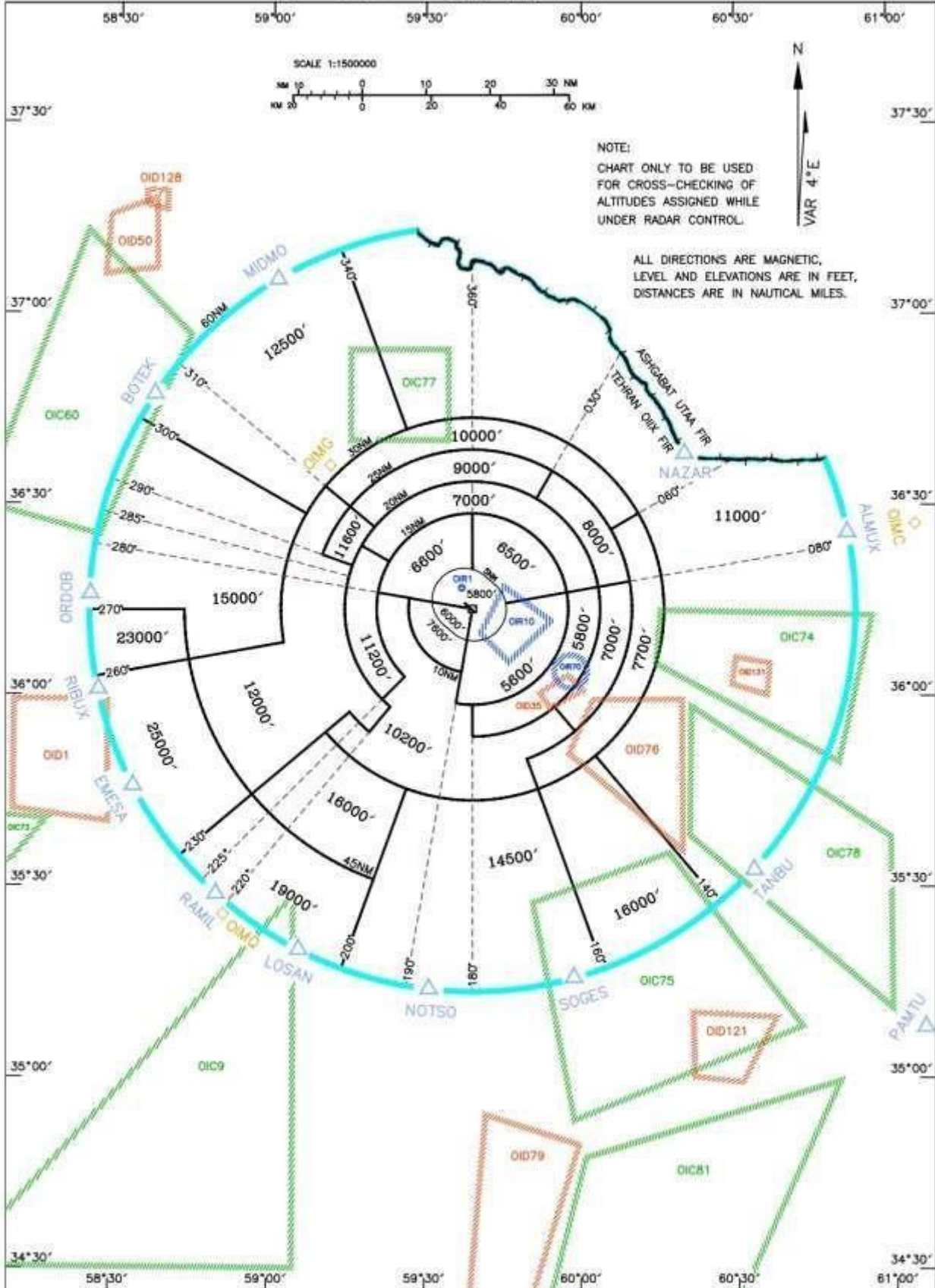
OIMM Aircraft Stand Coordinates



ATC Surveillance Minimum
Altitude Chart - ICAO

TRANSITION ALTITUDE 8000 FT	RADAR 127,300
AERODROME ELEVATION 3266 FT	APR 127,300
	TWR 118,100; 121,900
	GND 121,700
	ATIS 128,400

MASHHAD/SHAHID HASHEMI NEJAD



NOTE:
CHART ONLY TO BE USED
FOR CROSS-CHECKING OF
ALTITUDES ASSIGNED WHILE
UNDER RADAR CONTROL.

ALL DIRECTIONS ARE MAGNETIC,
LEVEL AND ELEVATIONS ARE IN FEET,
DISTANCES ARE IN NAUTICAL MILES.