



Nowruz RFE

2024

Pilot Briefing

IR Flight & Events Departments

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 pilots 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.

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 Rwy 31L

Expect Taxi way Q or J for Back track Rwy 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 you to these Terminal holding points. Beyond these holding points the Tower controller has responsibility for the taxiways. It is **IMPERATIVE** you hold at the terminal hold given by ground until given a Runway Hold / Further clearance by the Tower Controller.

Do **NOT** switch to the tower frequency until you are instructed

Take OFF Runway Available 'TORA'

Beyond the Terminal Holds, the TORA is suitable for nearly all Heavy aircraft and full length is not often required for performance due to the >10,000ft/3200m runways.

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). Do not climb above this level until instructed by Mashhad Radar

On departure, report your passing altitude to Mashhad radar (not the tower). If they give you a further climb

*e.g. Shirazi 123, good afternoon, Climb **FL110***

Arriving Traffic

Speed Constraints

Where possible, our Area Controllers will try to separate traffic by “Soft” speed restrictions

Soft = A given Mach Number / Indicated Air Speed (IAS) **or greater/less**

It is important that if given a ‘Soft’ constraint you repeat back ‘**or greater/less**’ to acknowledge you have understood the instruction

At the final stages of your approach, you may be given a ‘Hard’ constraint

Hard = You must maintain the exact speed stated.

i.e Iranair342, maintain 180 knots until 6 D.M.E

You **must** now maintain the hard restriction from the time the instruction was given until either:

- You are given free speed again (No Speed restriction)
- Or you arrive at (X) number of miles as instructed at which point you can slow to your final approach speed

D.M.E stands for Distance Measuring Equipment and any speed constraints based on D.M.E. Will be based upon your distance with D.M.E to the ILS Localizer for your landing runway.

Cleared Level

Due to large volumes of arriving and departing traffic, it is essential you comply with all instructions for your descent. You may be ready for descent but it is not possible to descend you yet or a holding sequence is occurring ahead meaning you do 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 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 Director (Approach Controllers) 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 volume of traffic, the departure tower controller may permit a landing on the departing runway. You will be instructed of this by the approach controller if this applies to you in good time.

In unforeseen circumstances such as go-arounds or runway occupancy, the tower controller may offer you a visual switch to the other parallel runway. You do not have to accept, but you could experience a **lengthy** delay back at the hold to be re-sequenced.

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 5 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 are operating a **turnaround** flight (same company – booked arrival followed by booked departure) you can request your departure stand, on arrival, only if it is within **1 hour** of your departure time.

Please **do not** request a stand from the Ground Controllers.

You may continue to occupy your arrival stand for the purposes of deboarding/unloading for up to **1 hour** after your Actual On Blocks Time as further arrivals will be expected and capacity will be limited.

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

With Respect

Flight Operations & Events Department

IRAN DIVISION

Briefing Ends

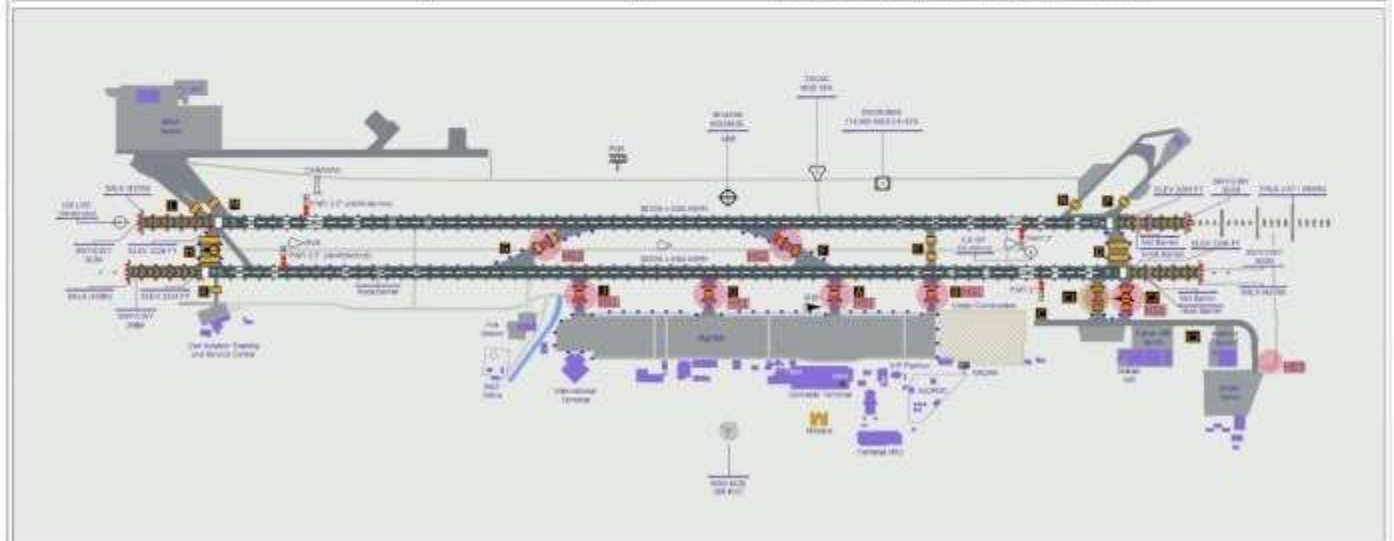
OIMM LAYOUT

ICAO
ISLAMIC REPUBLIC OF IRAN
AERODROME CHART - ICAO

AD 2 OIMM ADC
WEF 28 DEC 23

MASHHAD / SHAHID HASHEMI NEJAD

<p>AD Elevation : 3266 FT</p> <p>Scale 1:15000</p> <p>VAR 45°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 (CAT I)</td> <td>PAV 5</td> </tr> <tr> <td>SAAS</td> <td>PAV1</td> </tr> <tr> <td>WALS</td> <td>RECL</td> </tr> <tr> <td>PAV1</td> <td>RECL</td> </tr> <tr> <td>RECL</td> <td>TRIP</td> </tr> <tr> <td>RECL</td> <td>RECL</td> </tr> <tr> <td>RECL</td> <td></td> </tr> </table>		13L/31R	13R/31L	PAV (CAT I)	PAV 5	SAAS	PAV1	WALS	RECL	PAV1	RECL	RECL	TRIP	RECL	RECL	RECL		<p>CGM</p> <table border="1"> <tr> <th>TWR</th> <th>QND</th> <th>ATIS</th> <th>Hotspot</th> <th>Isolated ACFT Parking Position</th> <th>Under Construction</th> <th>Training</th> </tr> <tr> <td>183.400</td> <td>121.700</td> <td>126.400</td> <td>Runway</td> <td>Taxiway</td> <td>Apron</td> <td>Training Part</td> </tr> </table>			TWR	QND	ATIS	Hotspot	Isolated ACFT Parking Position	Under Construction	Training	183.400	121.700	126.400	Runway	Taxiway	Apron	Training Part	<p>AD Reference Code - AC</p> <p>(Approved Transmits)</p> <p>08</p>	
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<p>Hotspot 1: All arrival on RWY 01, 02, A, B, G, closed hold short of RWY 03.</p> <p>Hotspot 2: All landing arrival from RWY 31R/03L, closed hold short of RWY 31L/03R or TWYs P 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>HWY</th> <th>Direction</th> <th>Direction</th> <th>DIR</th> <th>GLBD</th> <th>Sealing Strength</th> </tr> <tr> <td>13</td> <td>133.8°</td> <td>3226 FT</td> <td>36145171N 059735.23E</td> <td>85 FT</td> <td>60T/80X7 Asphalt</td> </tr> <tr> <td>19R</td> <td>313.6°</td> <td>3200 FT</td> <td>36133042N 059340571E</td> <td>85 FT</td> <td>60T/80X7 Asphalt</td> </tr> <tr> <td>03R</td> <td>133.0°</td> <td>3254 FT</td> <td>36144609N 059377740E</td> <td>85 FT</td> <td>60T/80X7 Asphalt</td> </tr> <tr> <td>31L</td> <td>313.6°</td> <td>3260 FT</td> <td>36133038N 059382131E</td> <td>85 FT</td> <td>60T/80X7 Asphalt</td> </tr> </table>			HWY	Direction	Direction	DIR	GLBD	Sealing Strength	13	133.8°	3226 FT	36145171N 059735.23E	85 FT	60T/80X7 Asphalt	19R	313.6°	3200 FT	36133042N 059340571E	85 FT	60T/80X7 Asphalt	03R	133.0°	3254 FT	36144609N 059377740E	85 FT	60T/80X7 Asphalt	31L	313.6°	3260 FT	36133038N 059382131E	85 FT	60T/80X7 Asphalt	<p>AD Reference Code - AC</p> <p>(Approved Transmits)</p> <p>08</p>	
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<p>Width A, B, C, C1, C2, C3, E, F, J, L, M, N, P, Q class 30M, G is 20M, K is 15M, D and H are 8M</p> <p>Surface TWYs A, C, C1, C2, C3, D, N, and 1 Asphalt and TWYs B, E, J, M, N, P and O concrete.</p> <p>Strength TWY A, C, C1, C2, C3, D and N PC3 - 60T/80X7, Apr TWYs B, E, J, Q PC2 - 70/80/80T, for other TWYs PC1 and ASFL.</p>		<p>Apron Surface Strength Concrete PC2 (60T/80X7)</p>		<p>VOR check point TWY 11 Coordinates: 36144852N 059377116E, Radius 300', Distance 1.54 NM</p> <p>TWY C2 Coordinates: 36131785N 059381613E, Radius 150', Distance 0.61 NM</p>																																	



CIVIL AVIATION ORGANIZATION

Changes: TWY C, Hotspot 1

AIRAC AMDT 5/23

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

