TEHRAN (Imam Khomaini) (IKA/OIIE)

Elevation 3,305ft

CATEGORY B

AV brief – not required

GENERAL

- Airfield is situated 25 nm SW of the city with the Elburz mountain range, running NW to SE, approx 25 miles to the N and the Caspian Sea beyond.
- Fuel uplift is only available for direct BA services to IKA.
- As the IKA-LHR sector is likely to be less than 6 hours long, crews should familiarise themselves with OM A – Destination Alternate guidance.

Threats

CFIT

- Peaks to ~13,000ft asl within 30 nm N.
- Terrain rising to 10,000ft to the West of the airfield.
- On approach to Rwy 29L/R is a N-S ridge 7 nm E. Including a peak ~ 4,700ft asl 2 nm N of extended centre line 9 nm from touchdown.
- Highest peak in the area ~18,600ft asl 57 nm NE.
- On departure, ATC will provide radar vectors instead of SIDs. Details for this can be found in the DEPARTURE section of this brief.

Runway Incursion

- Ensure line up with correct runway due to the close proximity of parallel taxiway/runway Rwy 11R/29L, especially in low visibility conditions.
- Exercise extreme caution when taxiing for Rwy 29L departure via Twy N as the visual picture is that of approaching a taxiway not a runway. See 'DEPARTURE' for details.
- Rwy 11R/29L has incomplete markings between the Rwy 29L threshold and the displaced Rwy 29L landing threshold. See 'GROUND' for details.
- Crossing of the parallel taxiway/runway is likely to be required after landing.

Runway Excursion

- Rwy 29L threshold is displaced and Rwy 29L is a continuation of Twy B.
- Due to the high density altitude, especially in the summer months, there is a risk of deep or heavy landings from higher ground speeds and rates of descent.

Loss of Control

- Wind shear may exist on approaches to all Rwys.
- For all procedural approaches, the high density altitude has the potential to leave the aircraft in a high energy state as the procedure turn is completed, intercepting the G/S at the same time or before intercepting the LOC.
- Wind has been observed to change in direction and strength significantly below 1,000R with changes greater than 90° in the last 500ft of the approach.
- Expect a MIVAK 3R via RUS and IKA for a procedural ILS TWO 29R. Ensure this is correctly selected in FMC to avoid having to manually build the approach. Procedure turn should be made using HDG SEL or TRK SEL to ensure the LOC is intercepted before the G/S. The high density altitude places the aircraft on the G/S at or before intercepting the LOC.
    - High density altitude results in high ground speeds with a risk of:

- Wide base turn and going through the LOC. As a minimum use Flap 5 for the procedure turn but Flap 20 is the recommended setting.
- Higher than normal rate of descent whilst on the approach, especially if the G/S is captured from above.
- Deep or Heavy landings due to higher than normal rate of descent.

- Wind changes in direction and strength throughout the procedure and approach are common. This is especially significant below 1,000R with reported changes greater than 90 degrees in the last 500ft of the approach.
- Avoid making an expeditious approach that could jeopardise the SAC in order to preserve fuel for the return sector.

Mid Air Collision

- ATC Standard and R/T communications poor at times. Ensure correct information is received and crew are comfortable with instructions given.
- Crew should refresh knowledge on interception procedures, Interception Principles and Signals.

Special Considerations

- Flights must not divert to any Iranian airfield.
- Where the aircraft is carrying a defect that will render it AOG on arrival do not land at any Iranian airfield. Confirm dispatch status and contact Ops Control/Maintrol to coordinate a diversion.

Note: **BA ONLY CARRY INFORMATION FOR OIIE/IKA ON BOARD.**

CAUTION: ENSURE AIRFIELF IS IDENTIFIED AS TEHERAN MEHRABAD AIRFIELD HAS SAME RUNWAY ORIENTATION 18 NM ON HEADING 022°M.

- Reports suggest that some VOR stations in Tehran area may have spurious Morse Code idents leading to FMS database corruption issues.

ARRIVAL

Diversion Airports			
DUBAI	DXB/OMDB	649 nm/160°T	CAT A
KUWAIT	KWI/OKBK	406 nm/203°T	CAT A
DOHA Hamad Intl	DOH/OTHH	611 nm/177°T	CAT B
ISTANBUL ATATURK	ISL/LTBA	1104 nm/287°T	CAT A
MUSCAT	MCT/OOMS	803 nm/152°T	CAT A

- FMC position and map display should be treated with caution due to the lack of radio aid updating. (Except where GPS equipped.)
- Due to restrictions on the routing through Iran, expect a MIVAK 3R STAR.

BAV Crew Reports

- Reports suggest that some VOR stations in Tehran area may have spurious Morse Code idents leading to FMS database corruption issues.

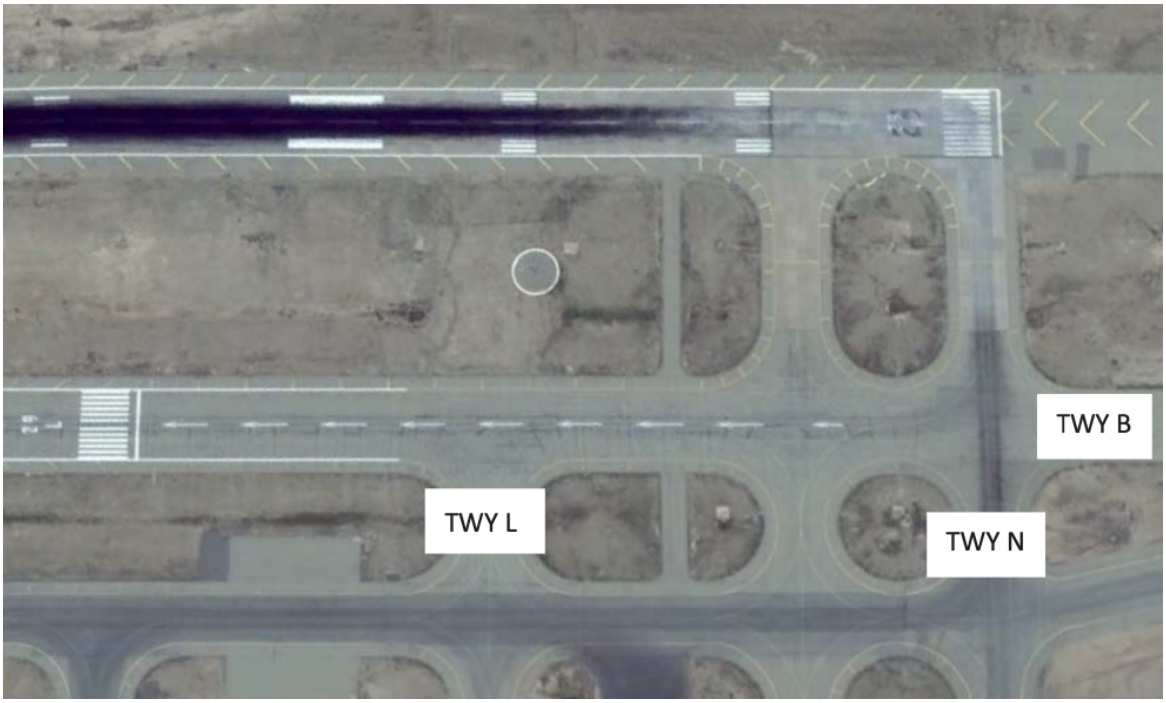
Approach

- Rwy 29R is the primary landing runway. Crews can expect strong tailwinds throughout the approach even if the winds are calm below 500R.

- Some approaches require higher than standard Missed Approach Climb Gradients. Refer to Performance Manual for details.
- Other airlines have reported ATIS reception range is poor and PAPI intensity is poor.
- Approach and Departure control are performed by Mehrabad.

GROUND

- Rwy 11L/29R is the primary runway. The parallel taxiway/runway is designated Rwy 11R/29L and is used as a runway only when Rwy 11L/29R is unavailable.
- Rwy 29L has incomplete markings between the runway threshold and displaced landing threshold. Arrows are marked on the centreline but there is no threshold marking or runway edge marking until beyond the Twy L intersection.
- The holding point markings on Twy N, approaching the parallel Twy/Rwy may be difficult to spot.



- When landing on Rwy 29R, expect to cross Rwy 29L and taxi via Twy A to the ramp.
- A follow me car will be available at the entrance to the ramp. Entry from A onto the apron is uphill and will require additional thrust. Once parked, the Iran Air engineer may request park brake to be released on stand which is contrary to BA SOPs.
- The allocated parking stands are 108 and 114.
- Stand 108 has two lead in lines painted on the ground. They are 10ft apart. The right hand one is the correct one and is yellow in colour. The greyed out one to the left of it leads laterally onto the stand guidance system. The AGNIS is located 10ft to the left of the correct parking position but provides the correct guidance.
- When de-icing is required, crews must monitor carefully what fluid is being used. When tankering, it is possible that de-icing will be required.
- De-icing is carried out on the designated de-icing area on Twy U, with engines running.
- VHF ACARS may not be available. If you cannot establish contact with the ground staff, consider using SATCOM to relay messages. Datalink may be intermittent whilst on the ground.

- The flight plan will expire at STD. If the flight is likely to be late, ensure a new one is issued ASAP to prevent significant delays.

DEPARTURE

- Due to restrictions on the routing through Iran, expect a PAROT SID or equivalent radar vector routing to reach PAROT.
- Rwy 29R is the primary departure Rwy. The departure clearance will be straight ahead to 7,000ft. Once airborne and at approximately 10D IKA, ATC will provide a further clearance to climb and a right turn direct PAROT. This departure is approximately equivalent to a PAROT 3G SID and therefore its ETP provides useful guidance.
- When departing 29R, there is terrain at approximately 12D IKA with a peak to the right of track. This is approximately the same location where ATC clear you direct to PAROT and over the terrain. During this phase, the rad alt will show approximately 2,000R.
- CARD provides additional guidance for whenever ATC provide radar vectors.
- Ensure that correct runway is used for take-off. Take care to avoid confusion with the parallel taxiway/runway, especially in conditions of low visibility.
- Exercise extreme caution when taxiing for Rwy 29L departure via Twy N as the visual picture is that of approaching a taxiway (Twy B) with no visible runway lights or markings while the visual cues of the holding point may be difficult to spot.
- Temperature Inversions have also been reported leading to speed loss in climb.

B777

B777-200/-200ER Operation Only

- This is a focus airfield where CLC will target MACTOW aft of the Alternate Forward CG Limit. Refer to FCOM SP.CG.

ALL

WEATHER

- Weather is moderate and mountainous, in the plains it is semi-arid.
- Most precipitation takes place in winter.
- Cold season begins in December, but in the mountainous regions, it begins earlier and lasts 3 or 4 months.
- Mid-March the weather grows warm and by mid-May, hot.

OPERATIONAL INFORMATION

Handling Agent	Iran Air GHA
Handling Agent VHF	131.800
Potable Water	Uplift Permitted