

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 0330-1030‡**Airport Information****RFF:** CAT 7**PCN:** RWY 12/30: 55/F/G/X/T**Customs:** O/R**Operation****RWY Restriction**

Heavy and medium ACFT are permitted to make turn on HLDG bay at the end of RWY 12.

**Warnings****AWZ VOR/DME** unusable:

beyond 20NM below 3000ft.

080°-020° counter clockwise direction, below 4000ft.

Burning gas at final RWY 12 and left side of RWY 30.

Birds and dogs on and in vicinity of AD.

**ARRIVAL****Arrival Procedure****VFR Traffic Pattern**

- For heavy ACFT 1600ft.
- For other ACFT 1100ft.

**Non-standard GP intercept position on RWY 30**GP intercepts RWY 30 at *359m / 1178ft* after landing threshold.Remaining DIST beyond GP is *3038m / 9967ft*.**DEPARTURE****Take-off Minima**

RWY		12/30	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

**Departure Procedure****Start-up:** Clearance should be REQ 5-10min prior to start-up.

Effective 15-SEP-2016

08-SEP-2016

AWZ-OIAW

2-10

Iran Ahwaz

AGC

AFC

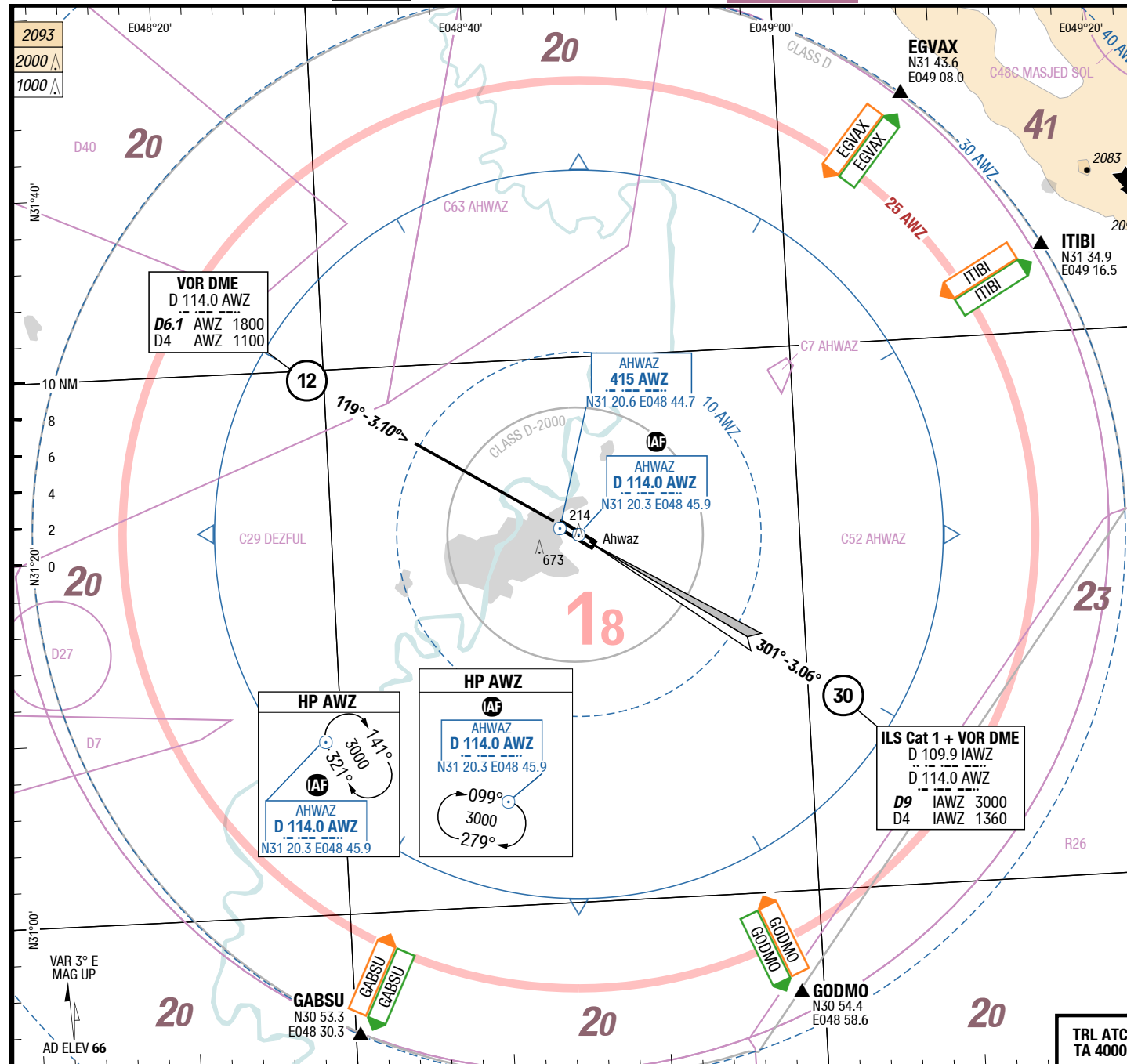
AFC

AFC

Ahwaz Iran

AGC

AFC



ATIS 126.400 0230-2030±  
TWR 120.850 (APP) 121.100  
121.900 (GND)

Landing RWY system:

12 H-S 66 / 2hPa TDZ ---% -0.1%

30 45 x 3398 3.0° 830 60 HL TDZ 59 (---%) / THR 59 (2hPa) HL-P1

Changes: APL

Effective 15-SEP-2016

08-SEP-2016

AWZ-OIAW

Iran Ahwaz

AGC

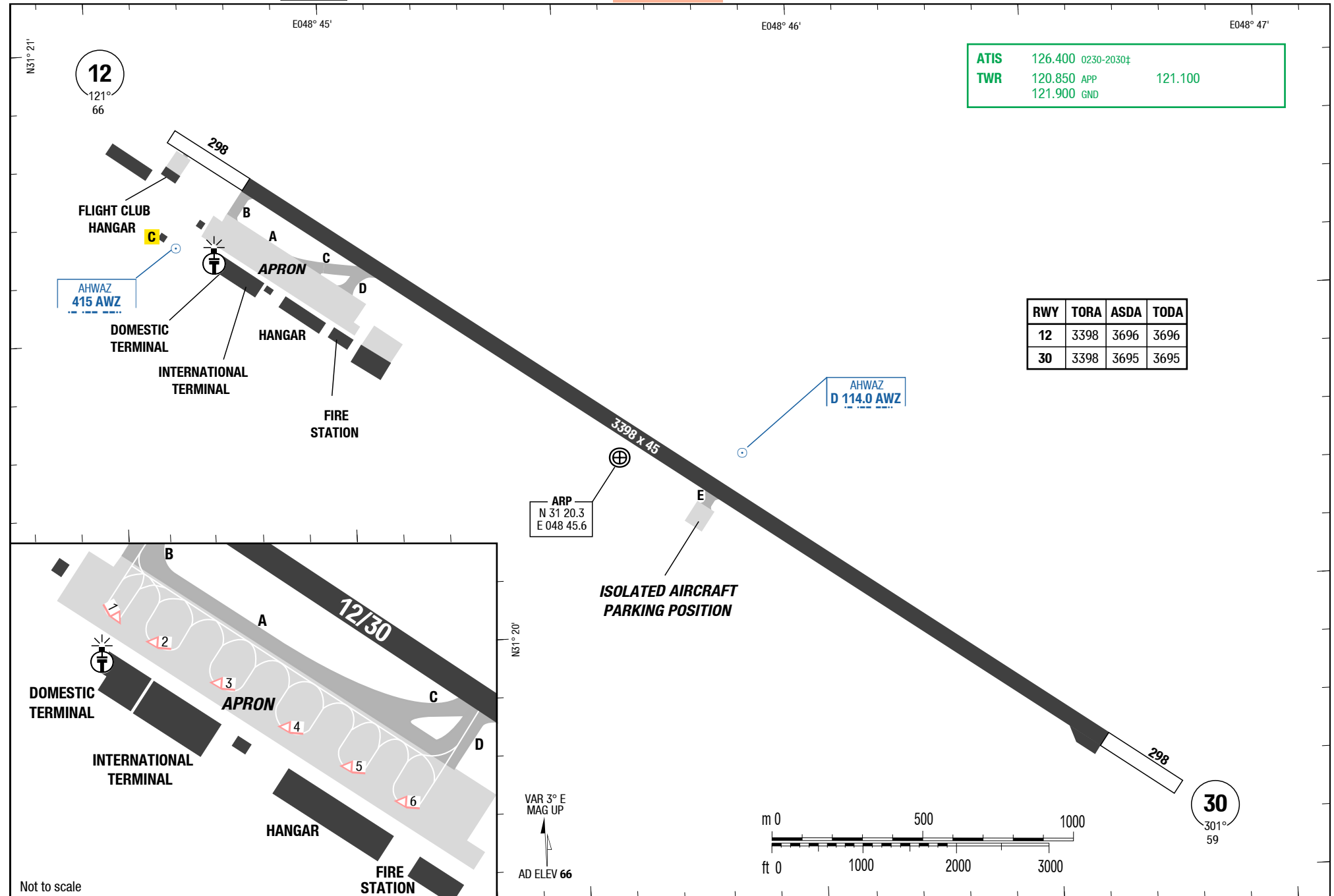
AGC

AGC

Ahwaz Iran

AGC

3-20



17-SEP-2015

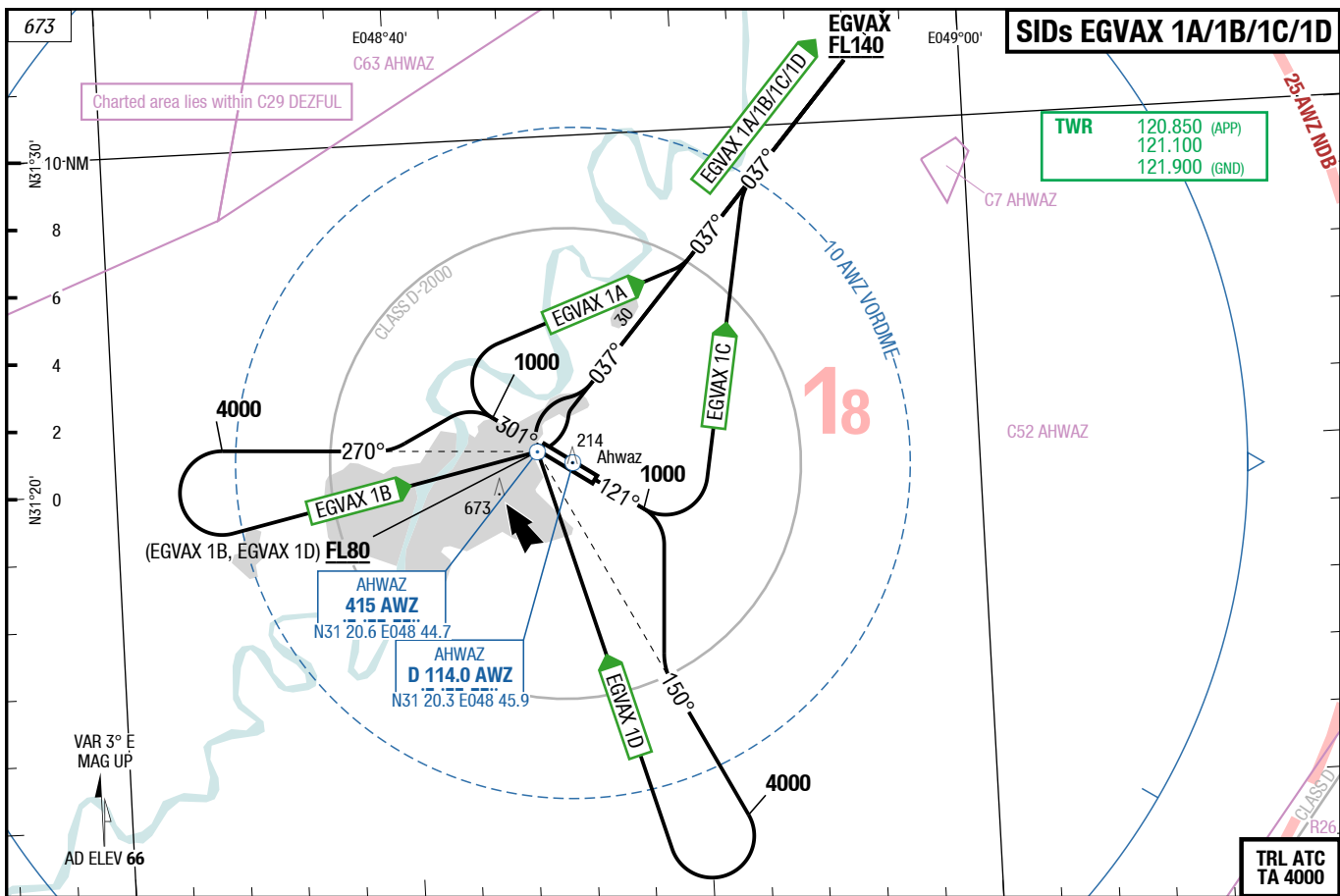
AWZ-OIAW

Iran Ahwaz

4-10

SIDS EGVAX 1A/1B/1C/1D

SID



## Iran Ahwaz

**AWZ-01AW**

**SIDS EGVAX 1E/1F/1G/1H**



## Iran Ahwaz

**SIDS ITBI 2E/2F/2G/2H**

# SID



## Iran Ahwaz

**SIDS ITIBI 3A/3B/3C/3D**

# SID



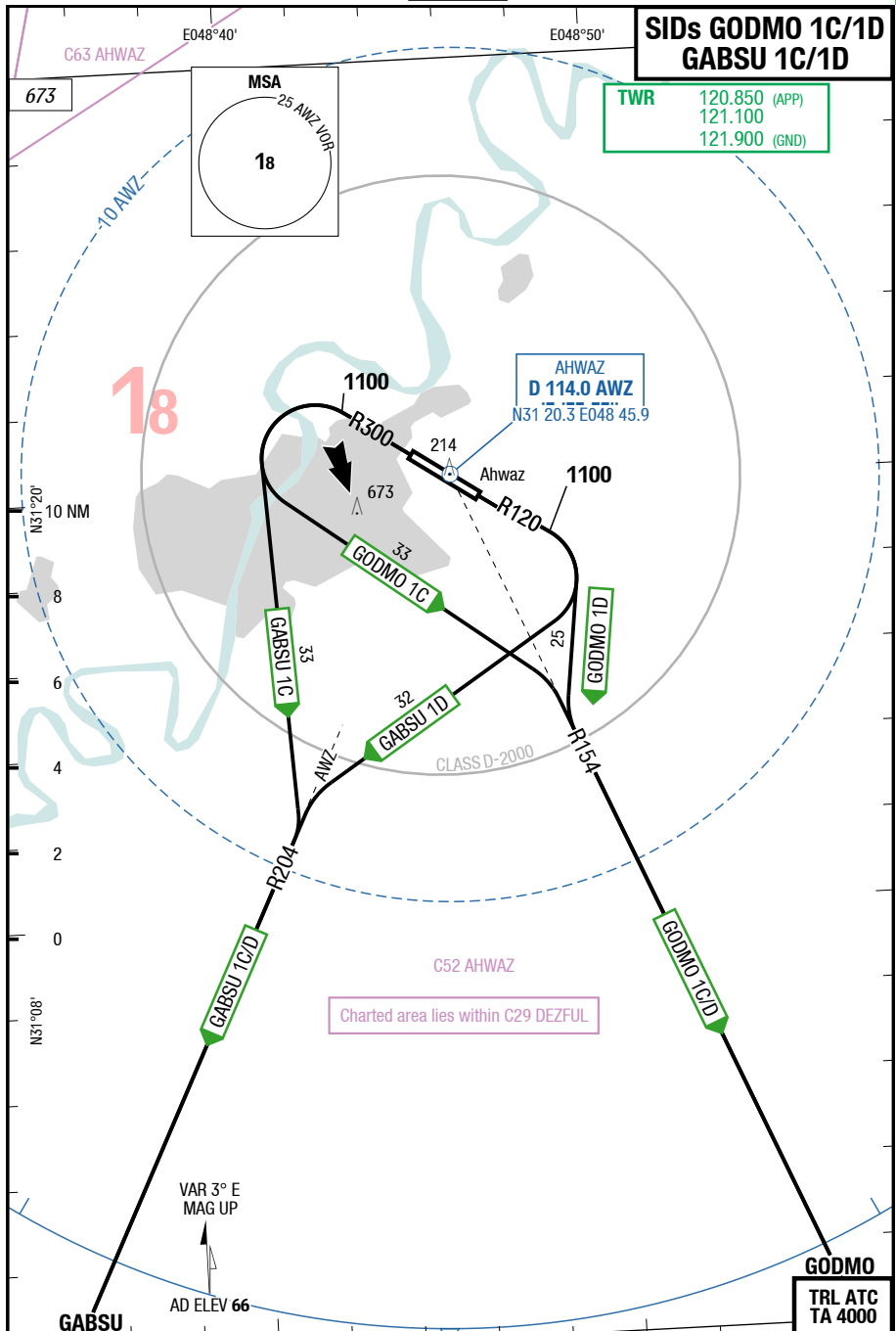
17-SEP-2015  
**AWZ-OIAW**

Iran **Ahwaz**

**SID**

4-50

SIDs GODMO 1C/1D / GABSU 1C/1D



Changes: FREQ, SUAs, Editorial



17-SEP-2015  
**AWZ-OIAW**

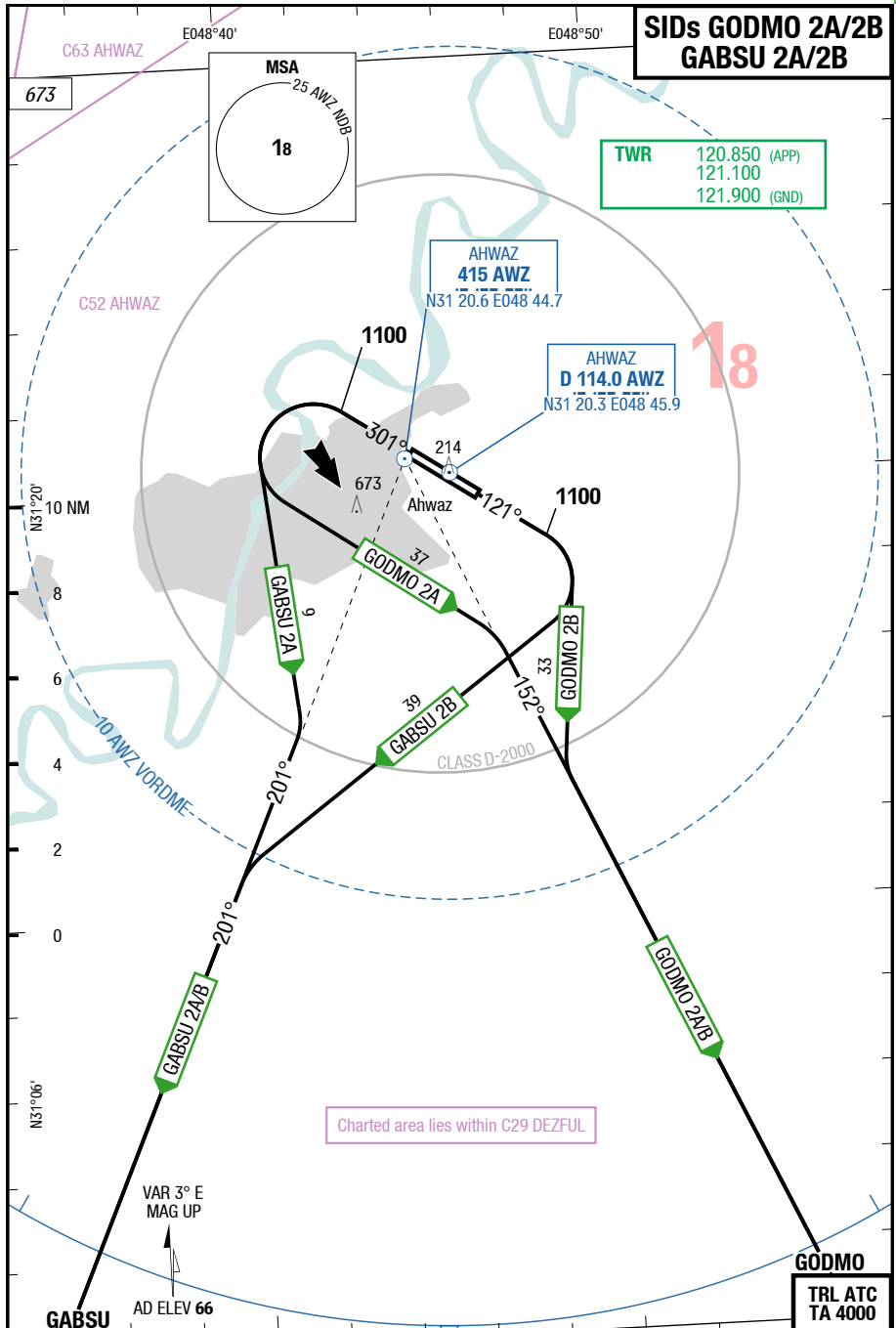
Iran **Ahwaz**

**SID**

4-60

SIDs GODMO 2A/2B / GABSU 2A/2B

**SIDs GODMO 2A/2B  
GABSU 2A/2B**



Changes: FREQ, Editorial

17-SEP-2015

AWZ-OIAW

5-10

SIDs EGVAX 1A/1B/1C/1D

SIDs EGVAX 1A/1B/1C/1D

RWYs 12 (121°) / 30 (301°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>EGVAX 1C</b> <b>120.850</b>	at <b>1000 LT</b> intercept QDR 037 <b>AWZ</b> to EGVAX	EGVAX MNM <b>FL140</b>
<b>EGVAX 1D</b> <b>120.850</b>	<b>RT</b> intercept QDR 150 <b>AWZ</b> - at <b>4000 RT</b> direct <b>AWZ</b> NDB - QDR 037 <b>AWZ</b> to EGVAX	<b>AWZ</b> MNM <b>FL80</b> EGVAX MNM <b>FL140</b>
	<b>Runway 30</b>	
<b>EGVAX 1A</b> <b>120.850</b>	at <b>1000 RT</b> intercept QDR 037 <b>AWZ</b> to EGVAX	EGVAX MNM <b>FL140</b>
<b>EGVAX 1B</b> <b>120.850</b>	at <b>1000 LT</b> intercept QDR 270 <b>AWZ</b> - at <b>4000 LT</b> direct <b>AWZ</b> NDB - QDR 037 <b>AWZ</b> to EGVAX	<b>AWZ</b> MNM <b>FL80</b> EGVAX MNM <b>FL140</b>

17-SEP-2015

AWZ-OIAW

5-20

SIDs EGVAX 1E/1F/1G/1H

EGVAX 1G / EGVAX 1H / EGVAX 1E / EGVAX 1F

RWYs 12 (121°) / 30 (301°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>EGVAX 1G</b> <b>120.850</b>	R120 <b>AWZ</b> - at <b>1000 LT</b> intercept R036 <b>AWZ</b> to EGVAX	EGVAX MNM <b>FL140</b>
<b>EGVAX 1H</b> <b>120.850</b>	<b>RT</b> intercept R150 <b>AWZ</b> - at <b>4000 RT</b> direct <b>AWZ</b> - R036 <b>AWZ</b> to EGVAX	<b>AWZ MNM FL80</b> EGVAX MNM <b>FL140</b>
	<b>Runway 30</b>	
<b>EGVAX 1E</b> <b>120.850</b>	R300 <b>AWZ</b> - at <b>1000 RT</b> intercept R036 <b>AWZ</b> to EGVAX	EGVAX MNM <b>FL140</b>
<b>EGVAX 1F</b> <b>120.850</b>	R300 <b>AWZ</b> - at <b>1000 RT</b> intercept R270 <b>AWZ</b> - at <b>4000 LT</b> direct <b>AWZ</b> - R036 <b>AWZ</b> to EGVAX	<b>AWZ MNM FL80</b> EGVAX MNM <b>FL140</b>

## AWZ-OIAW

5-30

## SIDs ITIBI 2E/2F/2G/2H p01

SIDPT

## SIDs ITIBI 2E/2F/2G/2H

RWYs 12 (121°) / 30 (301°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 12</b>		
<b>ITIBI 2G 120.850</b>	R120 <b>AWZ</b> - at <b>1000 LT</b> intercept R058 <b>AWZ</b> to ITIBI	ITIBI MNM <b>FL110</b>
<b>ITIBI 2H 120.850</b>	<b>RT</b> intercept R150 <b>AWZ</b> - at <b>3000 RT</b> direct <b>AWZ</b> - R058 <b>AWZ</b> to ITIBI	<b>AWZ</b> MNM <b>FL60</b>
<b>Runway 30</b>		
<b>ITIBI 2E 120.850</b>	R300 <b>AWZ</b> - at <b>1000 RT</b> intercept R058 <b>AWZ</b> to ITIBI	ITIBI MNM <b>FL110</b>
<b>ITIBI 2F 120.850</b>	R300 <b>AWZ</b> - at <b>1000 LT</b> intercept R270 <b>AWZ</b> - at <b>3000 LT</b> direct <b>AWZ</b> - R058 <b>AWZ</b> to ITIBI	<b>AWZ</b> MNM <b>FL60</b>

**SIDs ITIBI 3A/3B/3C/3D**

RWYs 12 (121°) / 30 (301°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>ITIBI 3C 120.850</b>	at <b>1000 LT</b> intercept QDR 059 <b>AWZ</b> to ITIBI	ITIBI MNM <b>FL110</b>
<b>ITIBI 3D 120.850</b>	<b>RT</b> intercept QDR 150 <b>AWZ</b> - at <b>3000 RT</b> direct <b>AWZ</b> NDB - QDR 059 <b>AWZ</b> to ITIBI	<b>AWZ</b> MNM <b>FL60</b>
	<b>Runway 30</b>	
<b>ITIBI 3A 120.850</b>	at <b>1000 RT</b> intercept QDR 059 <b>AWZ</b> to ITIBI	ITIBI MNM <b>FL110</b>
<b>ITIBI 3B 120.850</b>	at <b>1000 LT</b> intercept QDR 270 <b>AWZ</b> - at <b>3000 LT</b> direct <b>AWZ</b> NDB - QDR 059 <b>AWZ</b> to ITIBI	<b>AWZ</b> MNM <b>FL60</b>

**GABSU 1D / GODMO 1D / GABSU 1C / GODMO 1C**

RWYs 12 (121°) / 30 (301°)

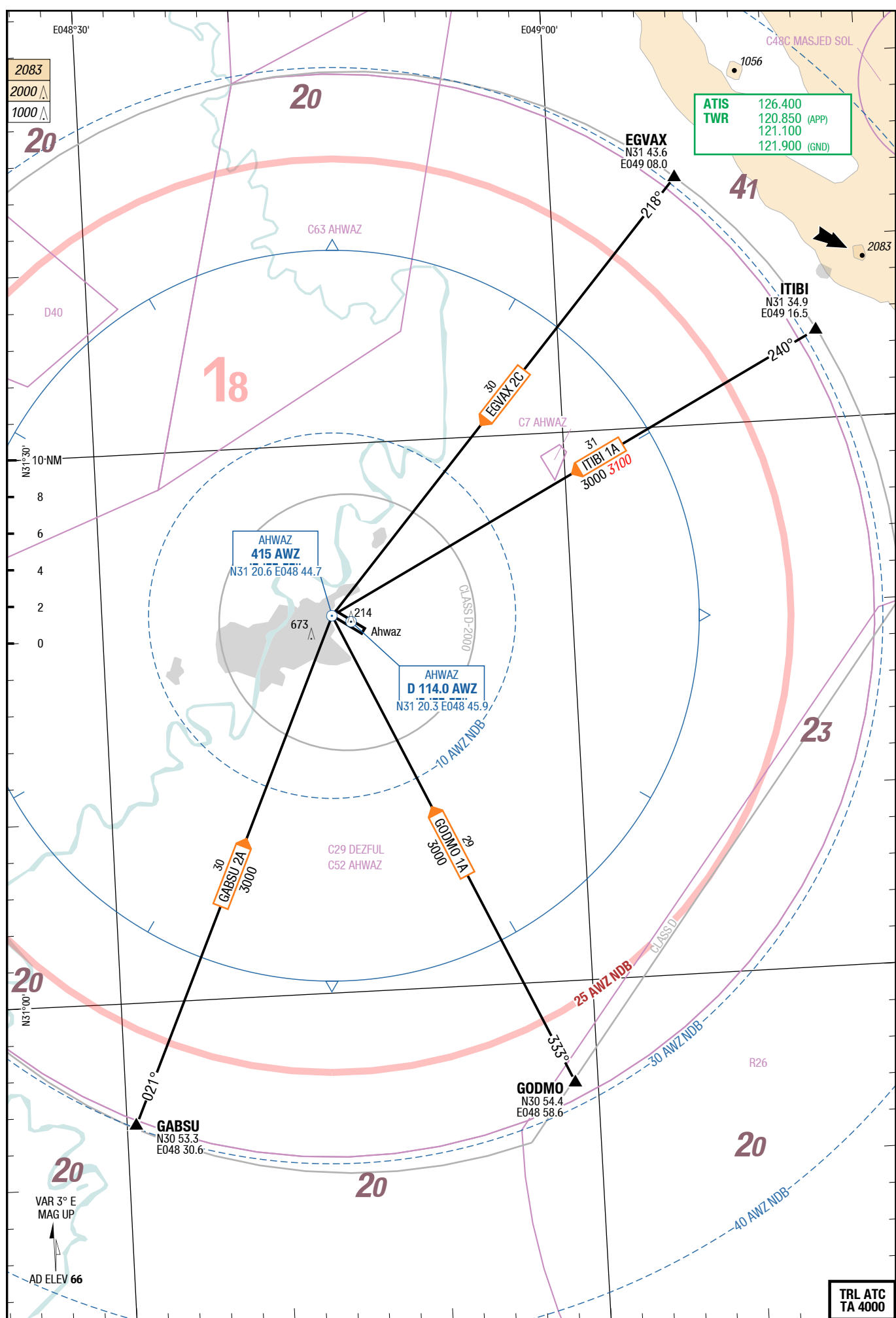
DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>GABSU 1D</b> 120.850	R120 <b>AWZ</b> - at <b>1100 RT</b> intercept R204 <b>AWZ</b> to GABSU	
<b>GODMO 1D</b> 120.850	R120 <b>AWZ</b> - at <b>1100 RT</b> intercept R154 <b>AWZ</b> to GODMO	
	<b>Runway 30</b>	
<b>GABSU 1C</b> 120.850	R300 <b>AWZ</b> - at <b>1100 LT</b> intercept R204 <b>AWZ</b> to GABSU	
<b>GODMO 1C</b> 120.850	R300 <b>AWZ</b> - at <b>1100 LT</b> intercept R154 <b>AWZ</b> to GODMO	

**GABSU 2B / GODMO 2B / GABSU 2A / GODMO 2A**

RWYs 12 (121°) / 30 (301°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>GABSU 2B</b> 120.850	at 1100 RT intercept QDR 201 AWZ to GABSU	
<b>GODMO 2B</b> 120.850	at 1100 RT intercept QDR 152 AWZ to GODMO	
	<b>Runway 30</b>	
<b>GABSU 2A</b> 120.850	at 1100 LT intercept QDR 201 AWZ GABSU	
<b>GODMO 2A</b> 120.850	at 1100 LT intercept QDR 152 AWZ to GODMO	

STARS Others





17-SEP-2015  
AWZ-OIAW

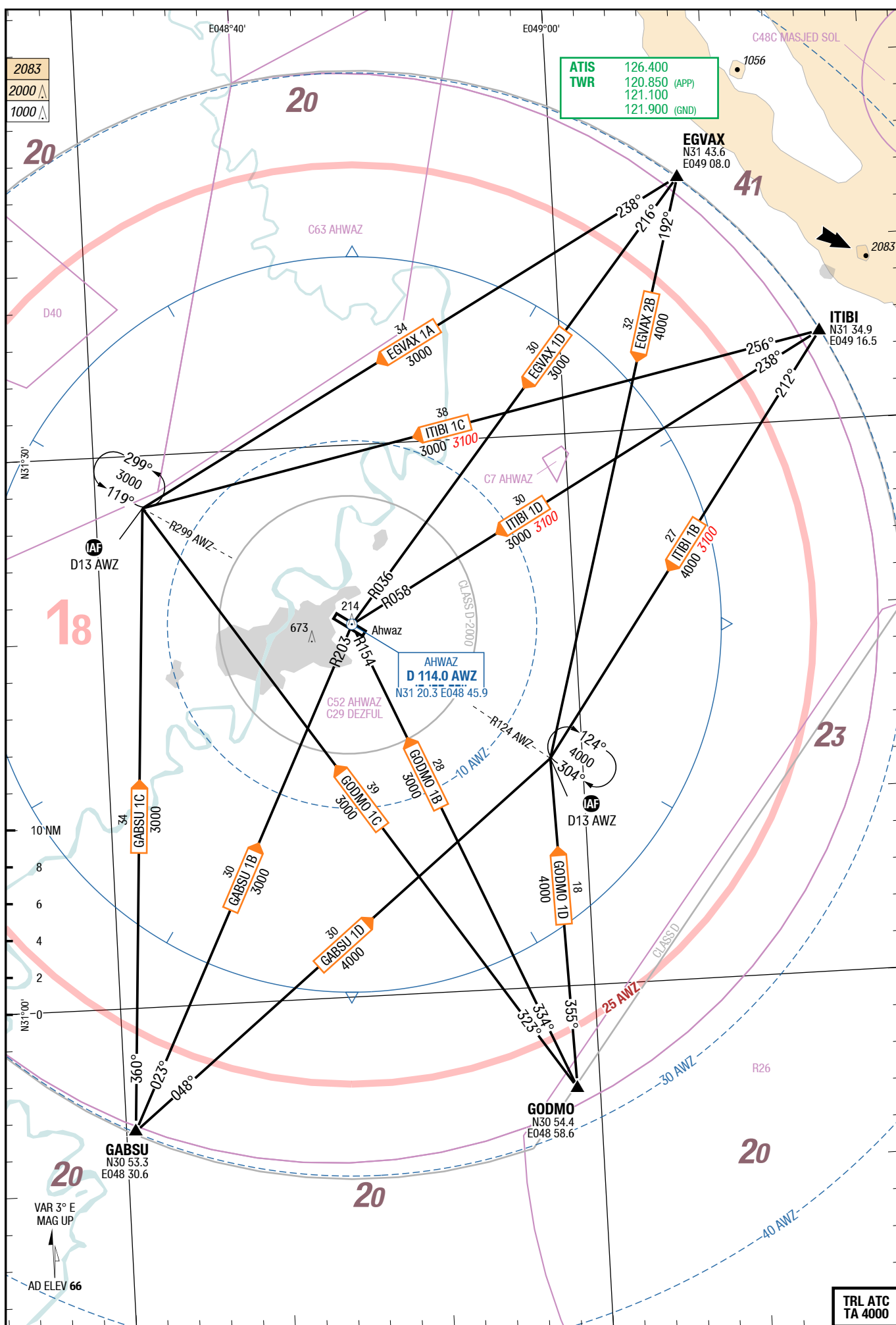
6-20

Iran Ahwaz  
STARS Others

STAR

STAR

Ahwaz Iran  
STARS Others

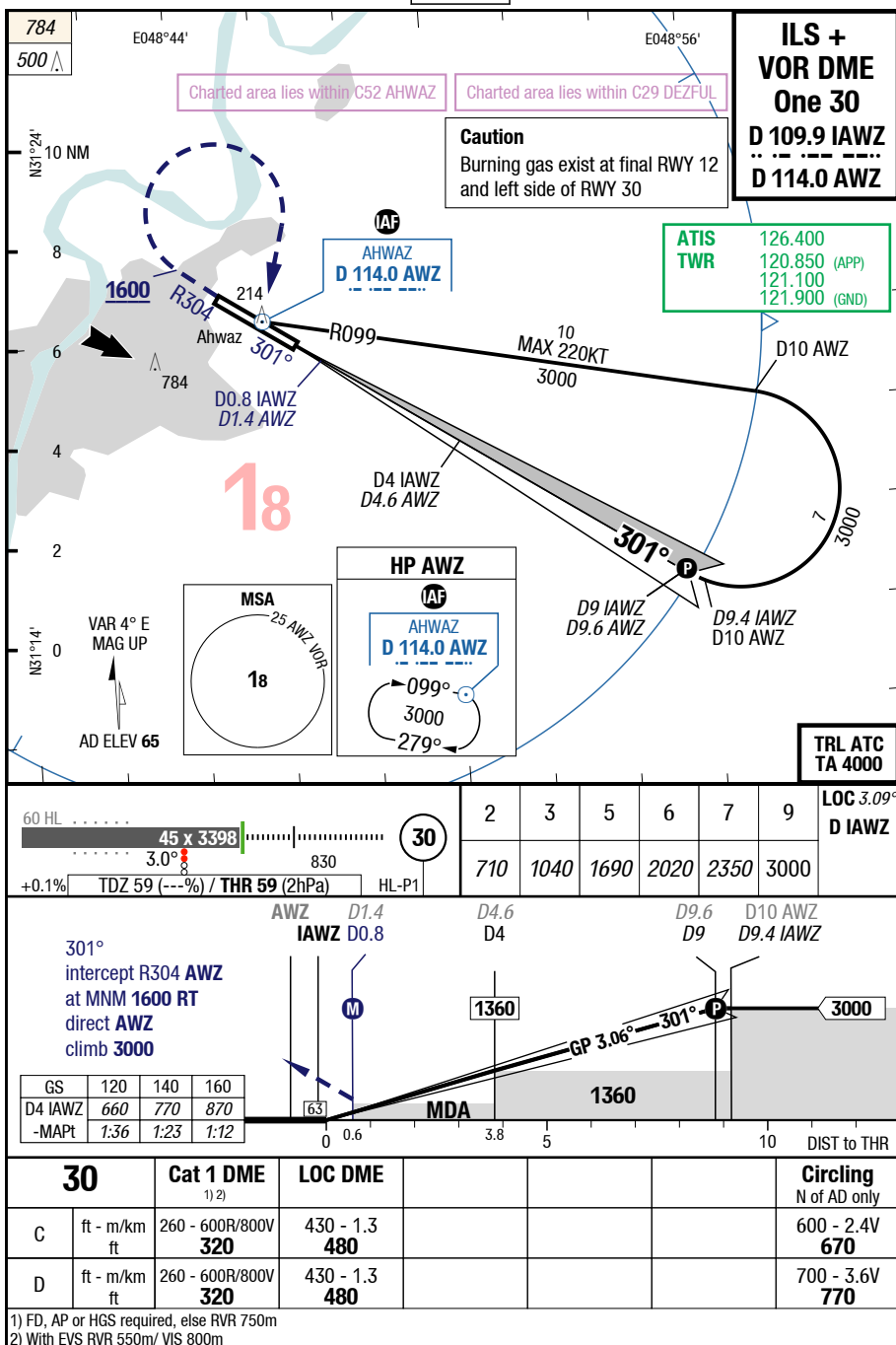


10-MAY-2018

AWZ-OIAW

7-10

ILS + VOR DME One 30



Changes: ALT, SUAS, OBST, VAR, AD ELEV

10-MAY-2018

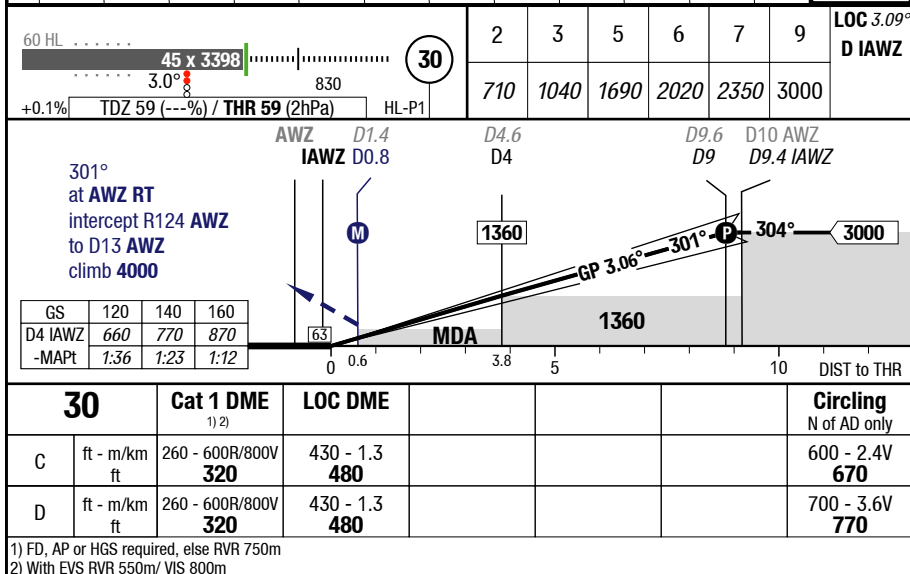
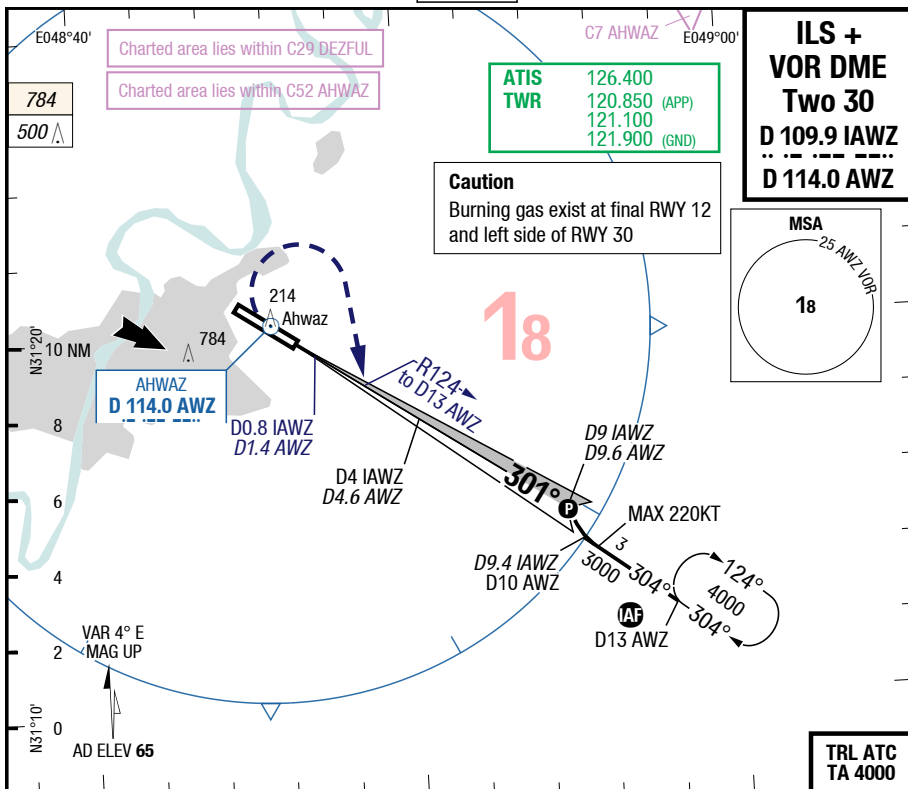
Iran Ahwaz

IAC

AWZ-OIAW

7-20

ILS + VOR DME Two 30



Changes: SUAs, OBST, VAR, AD ELEV

10-MAY-2018

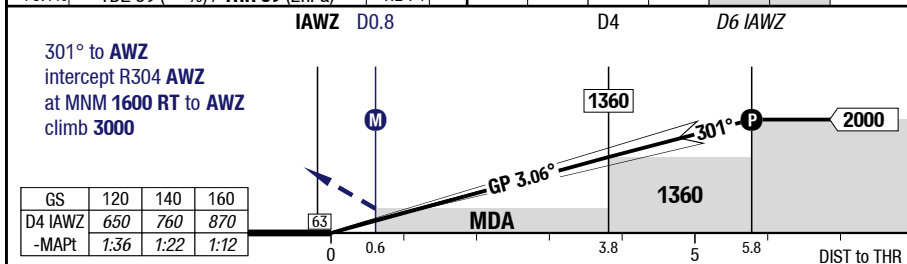
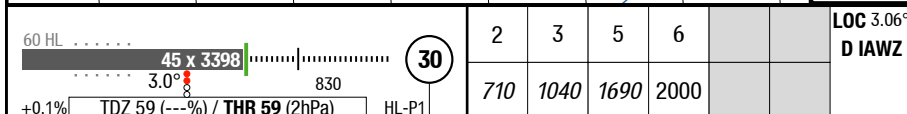
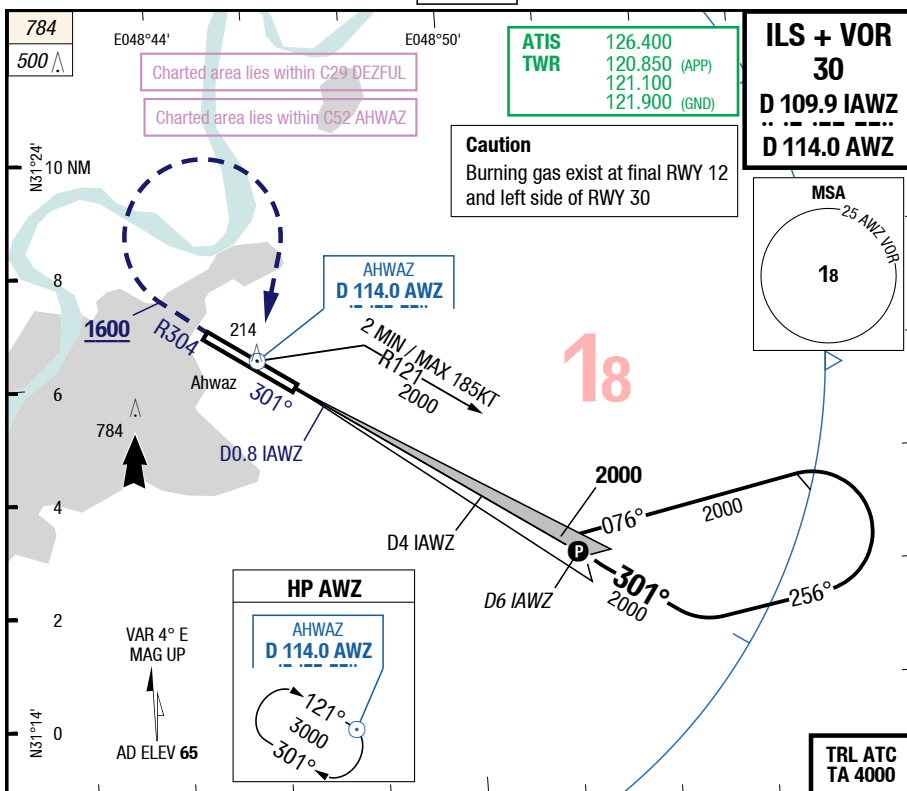
Iran Ahwaz

IAC

AWZ-OIAW

7-30

ILS + VOR 30



30	Cat 1 DME 1) 2)	LOC DME				Circling N of AD only
C	ft - m/km ft	260 - 600R/800V 320	430 - 1.3 480			750 - 2.4V 810
D	ft - m/km ft	260 - 600R/800V 320	430 - 1.3 480			750 - 3.6V 810

1) FD, AP or HGS required, else RVR 750m

2) With EVS RVR 550m/ VIS 800m

Changes: ALT, SUAS, OBST, VAR, AD ELEV

10-MAY-2018

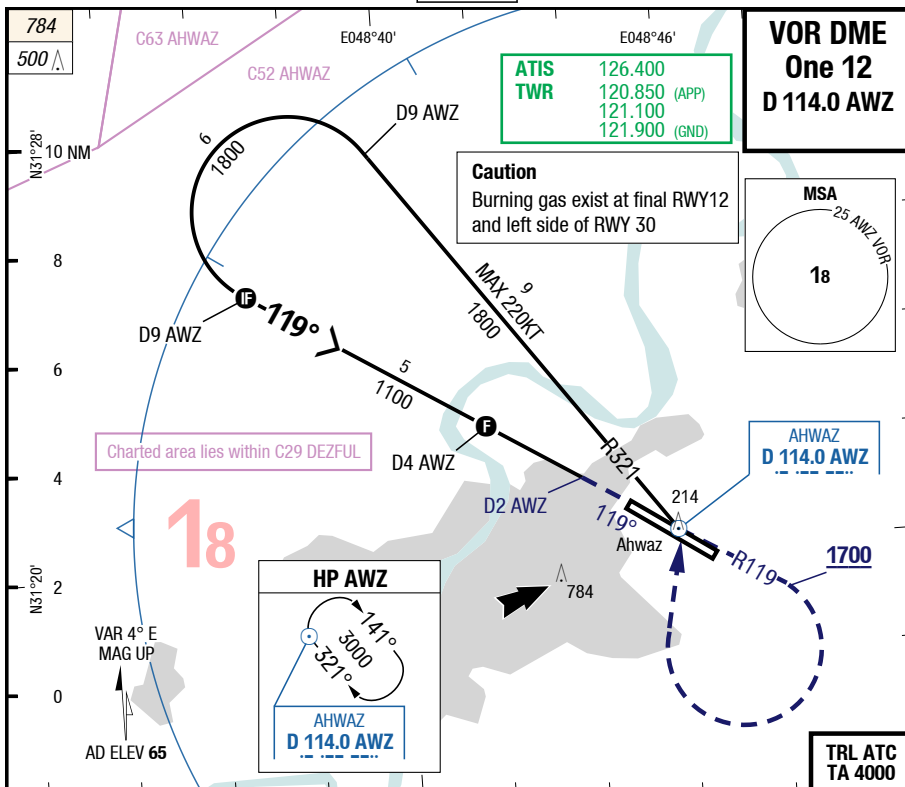
Iran Ahwaz

IAC

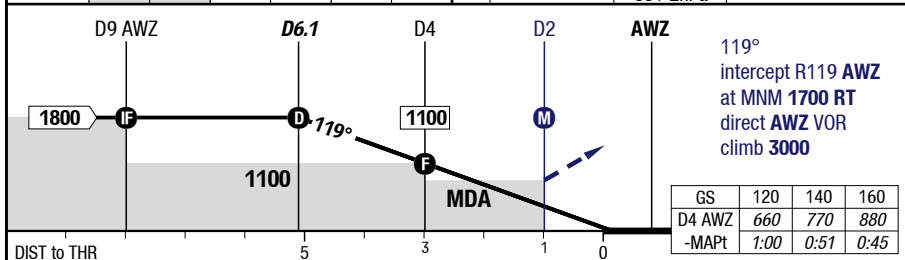
AWZ-OIAW

7-40

VOR DME One 12



3.10°			6.1	6	5	3		3.0°	60 H
D AWZ								3398 x 45	
119°			1800	1760	1430	770		420	
RWY 121°								66 / 2hPa	TDZ ---% -0.1%



12	VOR DME					Circling <sup>1)</sup>
C	ft - m/km ft	490 - 1.8 550				600 - 2.4V 670
D	ft - m/km ft	490 - 1.8 550				700 - 3.6V 770

1) N of AD only

Changes: ALT, SUAs, OBST, VAR, AD ELEV

10-MAY-2018

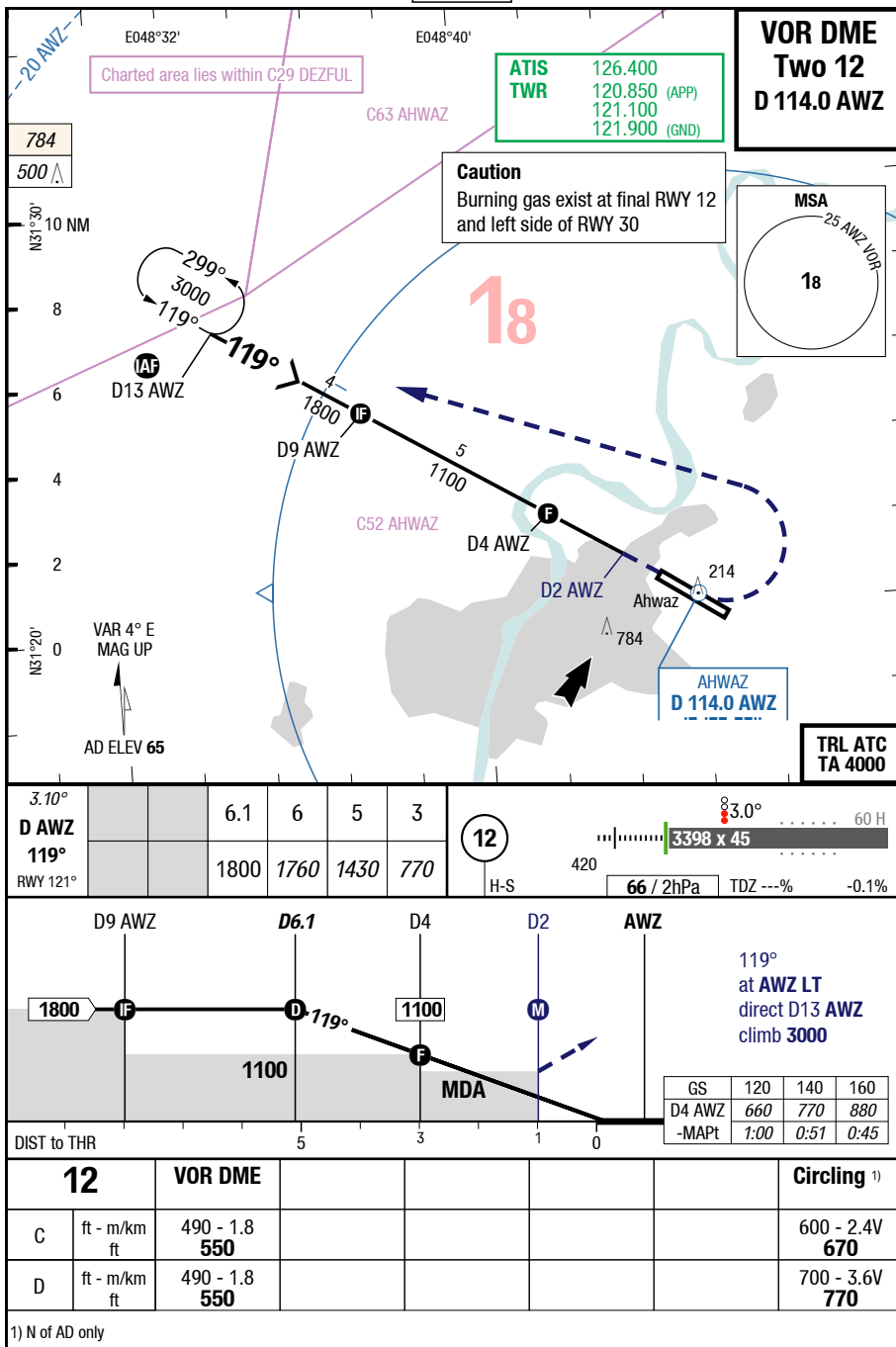
Iran Ahwaz

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AWZ-OIAW

7-50

VOR DME Two 12



Changes: SUAs, OBST, VAR, AD ELEV

10-MAY-2018

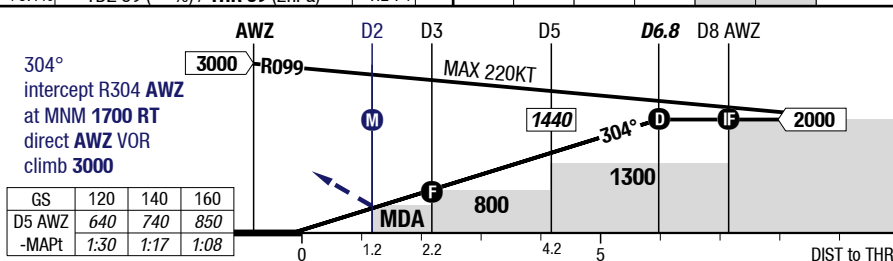
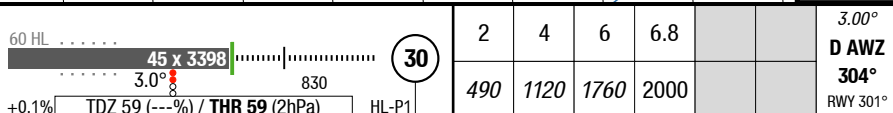
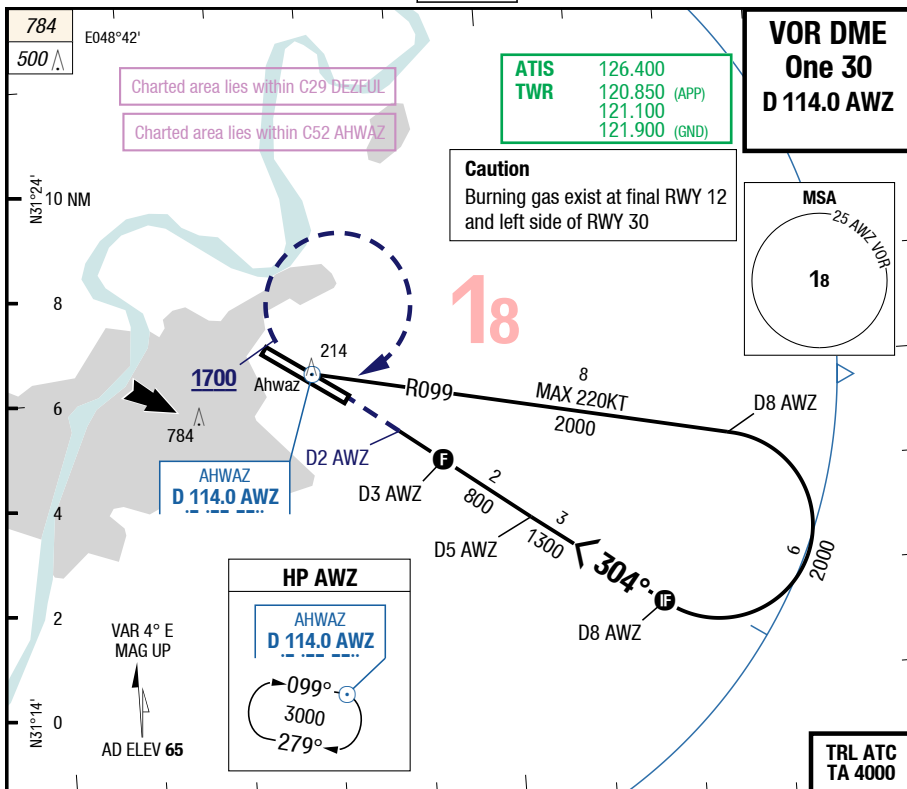
Iran Ahwaz

IAC

AWZ-OIAW

7-60

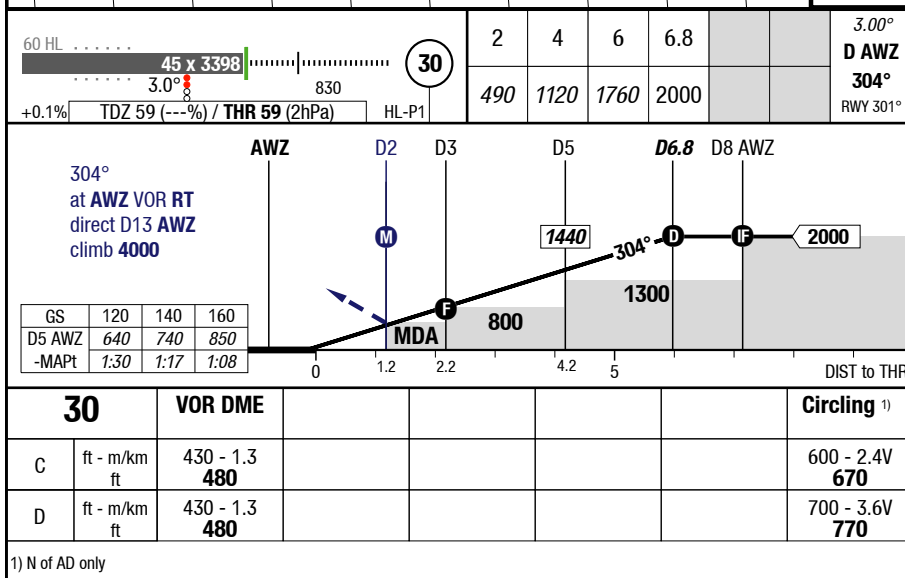
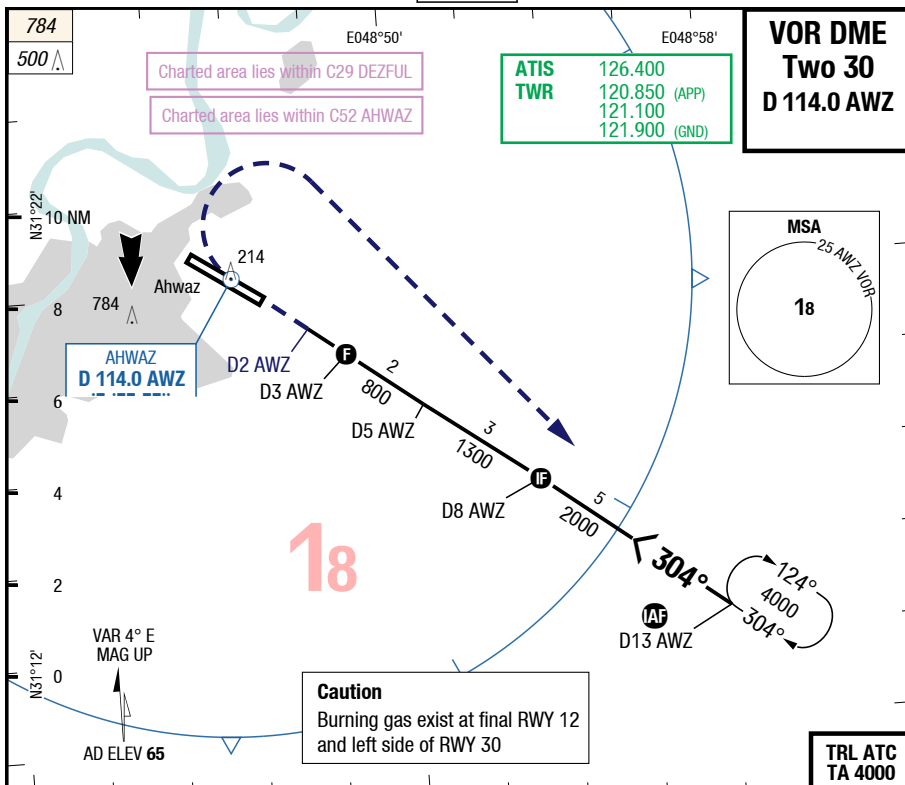
VOR DME One 30



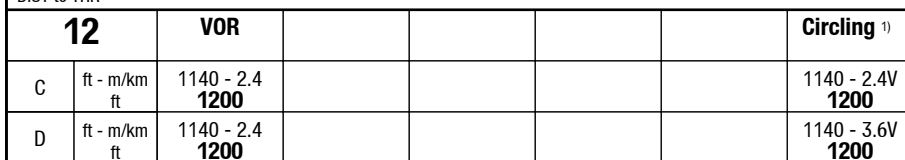
30	VOR DME						Circling <sup>1)</sup>
C	ft - m/km ft	430 - 1.3 480					600 - 2.4V 670
D	ft - m/km ft	430 - 1.3 480					700 - 3.6V 770

1) N of AD only

Changes: ALT, SUAS, OBST, VAR, AD ELEV







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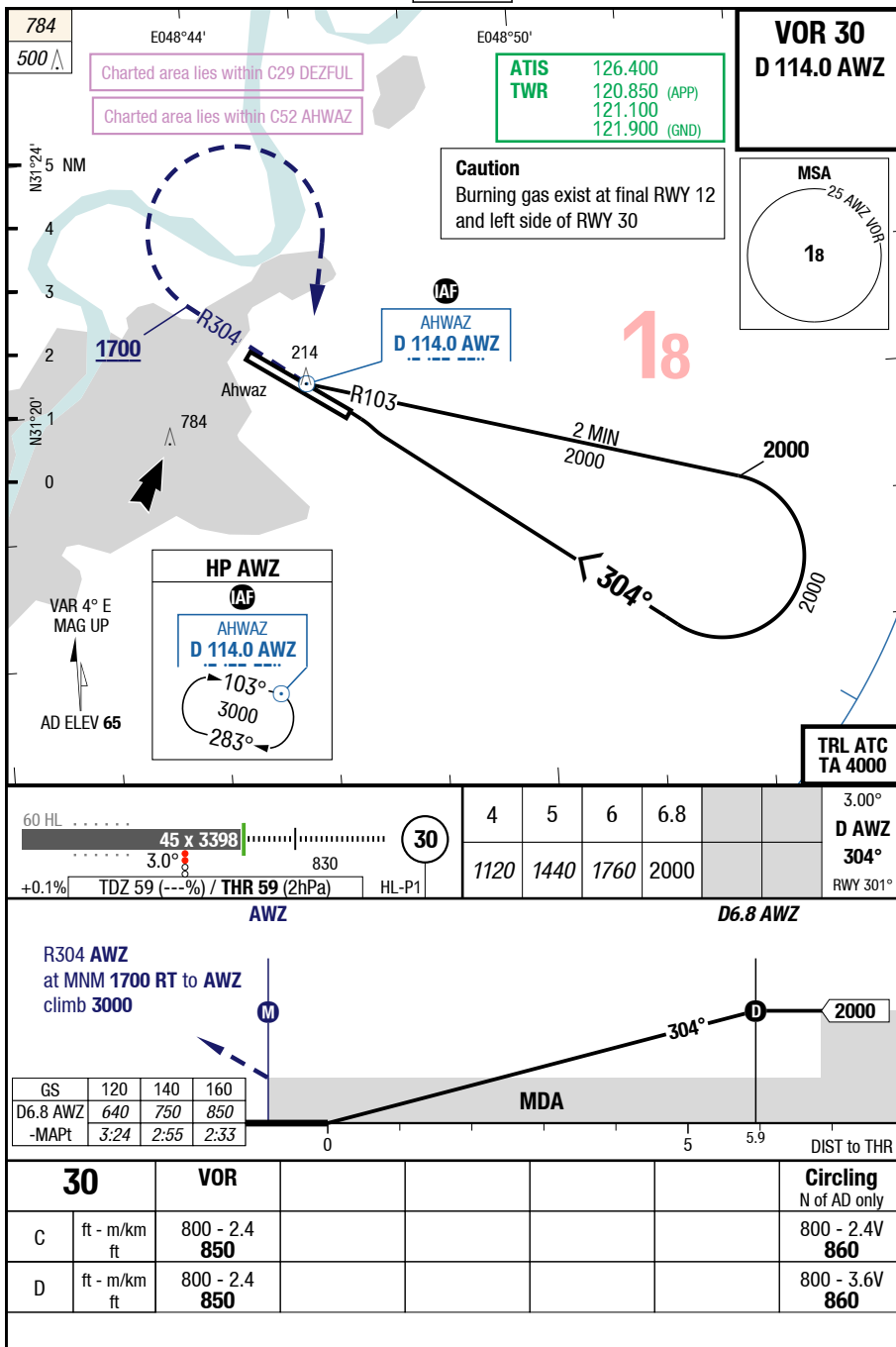
Iran Ahwaz

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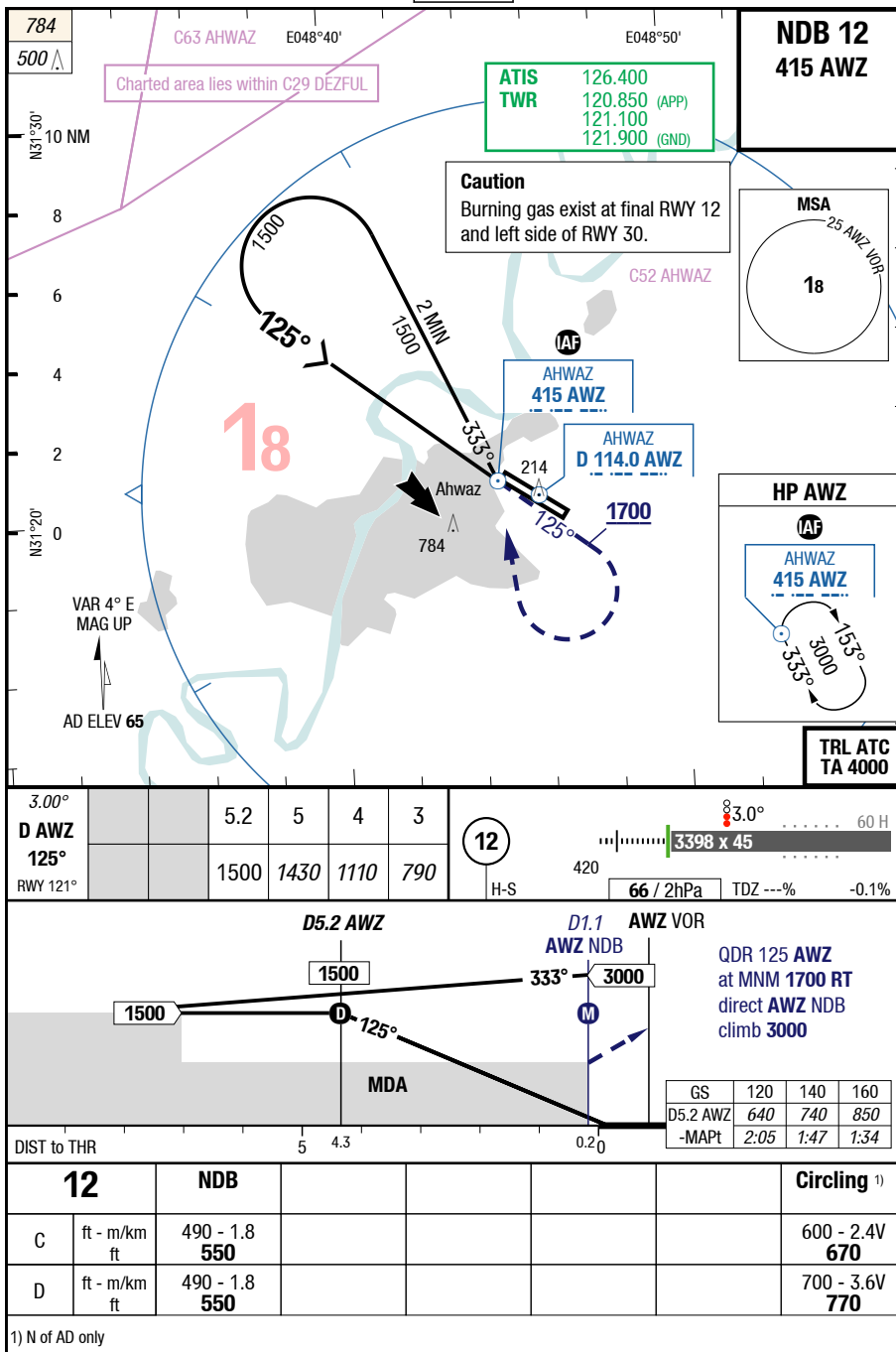
AWZ-OIAW

7-90

VOR 30



Changes: MIN, SUAs, OBST, VAR, AD ELEV



10-MAY-2018

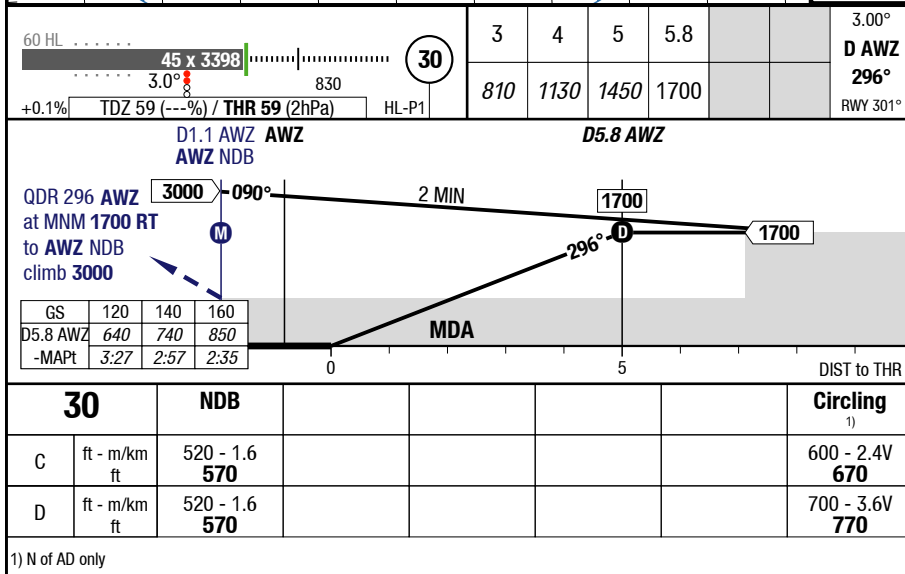
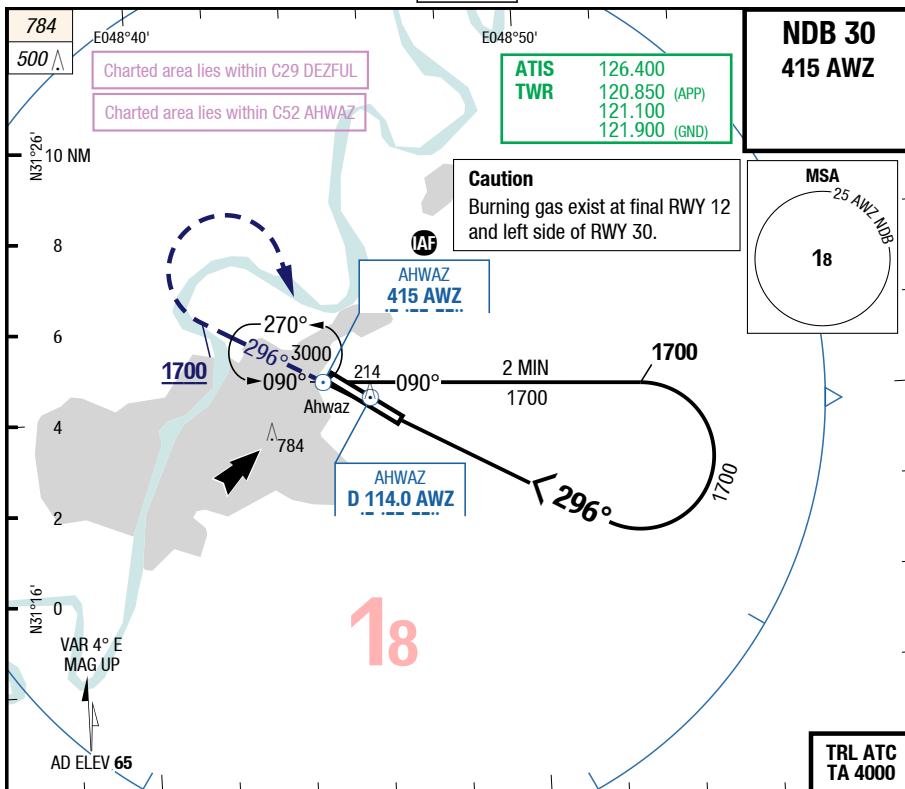
Iran Ahwaz

IAC

AWZ-OIAW

7-110

NDB 30



Changes: ALT, SUAS, OBST, VAR, AD ELEV