

## ZAH-OIZH

1-10

A01

## GENERAL

## Operational Hours

ATS Hours: H24

AD ADMIN Hours: 0330-1130 $\pm$ , except FRI and HOL

## Airport Information

RFF: CAT 7

PCN: RWY 17R/35L: 50/F/A/X/U

RWY 17L/35R: 67/F/B/W/T

Customs: O/R

## Operation

## RWY Restriction

180°-turns for heavy ACFT are permitted at the end of RWY 17R/35L only.

## Warnings

ZDN VOR/DME unusable in counter clockwise:

R360-350 beyond 12NM below 8000ft AMSL.

R350-340 beyond 15NM below 8000ft AMSL.

R340-330 beyond 21NM below 8000ft AMSL.

R330-320 beyond 22NM below 8000ft AMSL.

R320-310 beyond 23NM below 8000ft AMSL.

R310-240 beyond 25NM below 9000ft AMSL.

R240-220 beyond 25NM below 9500ft AMSL.

R220-120 beyond 25NM below 9000ft AMSL.

R120-100 beyond 20NM below 9000ft AMSL.

R100-090 beyond 17NM below 9000ft AMSL.

R090-070 beyond 15NM below 9500ft AMSL.

R070-060 beyond 13NM below 9500ft AMSL.

R060-040 beyond 10NM below 9000ft AMSL.

R040-360 beyond 10NM below 8000ft AMSL.

Strolling dogs on movement area.

Birds in vicinity of AD.

## ARRIVAL

## Speed

MAX IAS 250KT below FL100 within classes D and G.

## Arrival Procedure

## VFR Traffic Pattern

- For heavy ACFT 6000ft.
- For other ACFT 5500ft.

## Non-standard GP intercept position on RWY 35L

GP intercepts RWY 35L at 322m / 1055ft after landing threshold.

Remaining DIST beyond GP is 3674m / 12055ft.

**DEPARTURE****Take-off Minima**

RWY		17R/35L	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN
RWY		17L/35R	
All ACFT	ft - m/km	0 - 500v	HJ only

**Speed**

MAX IAS 250KT below FL100 within classes D and G.

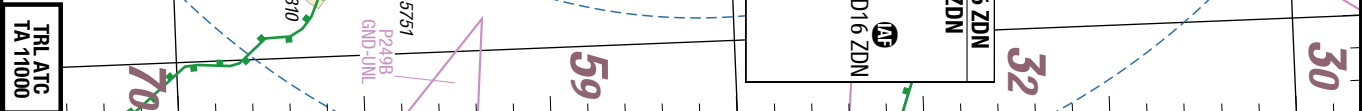
**Departure Procedure**

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

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# AFG

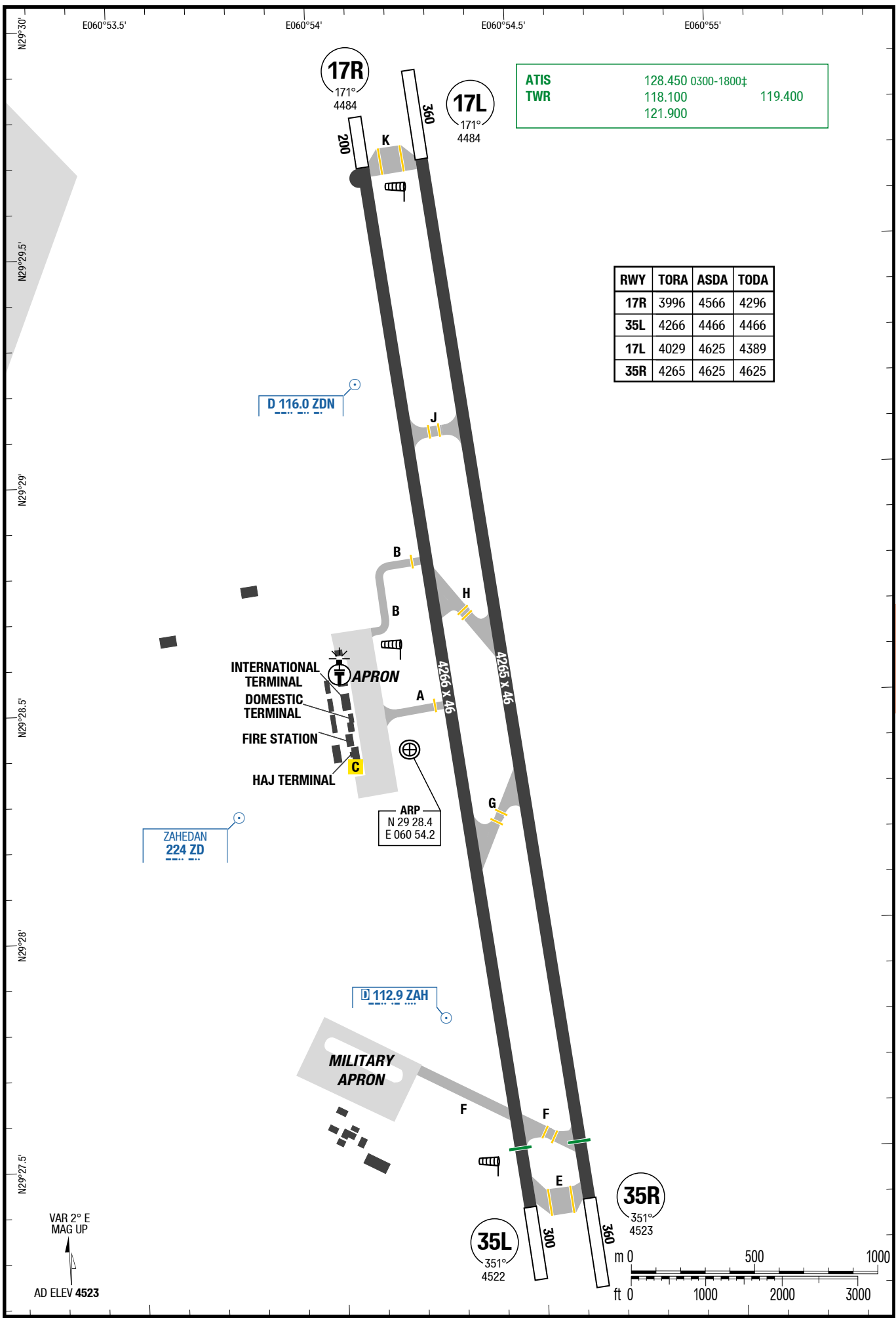


ATIS	128.450	0300-1800†
TWR	118.100	119.400

4266 X 45 60 HL

THR 4484 (152hPa) / TDZ --- (---%)	+0.3%

60 HL ..... 45 x 3996 270 ..... 3  
..... 3.20 813  
-0.3% TDZ --- (---%) / THH 4519 (153hPa) HL-P1



Changes: Completely revised

**ZAH-OIZH**

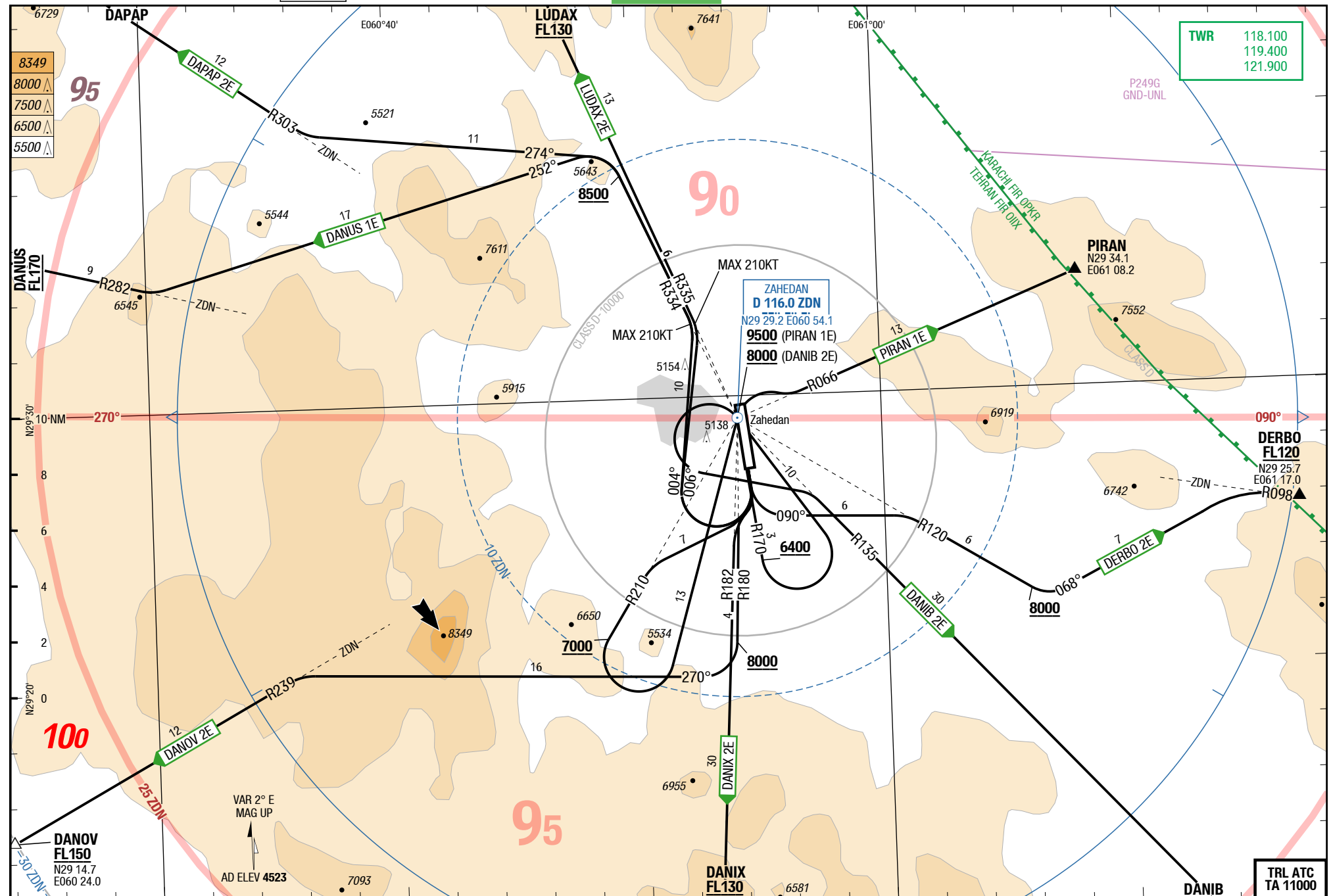
## SIDs RWY 35L VOR DME (ZDN)

4-10	<b>SIDs RWY 17R VOR DME (ZDN)</b>
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**ID**

**id**

SIDs RWY 35L VOR DME (ZDN)

**SIDs RWY 17R VOR DME (ZDN)**

Changes: Track, PROC renumbered

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SID

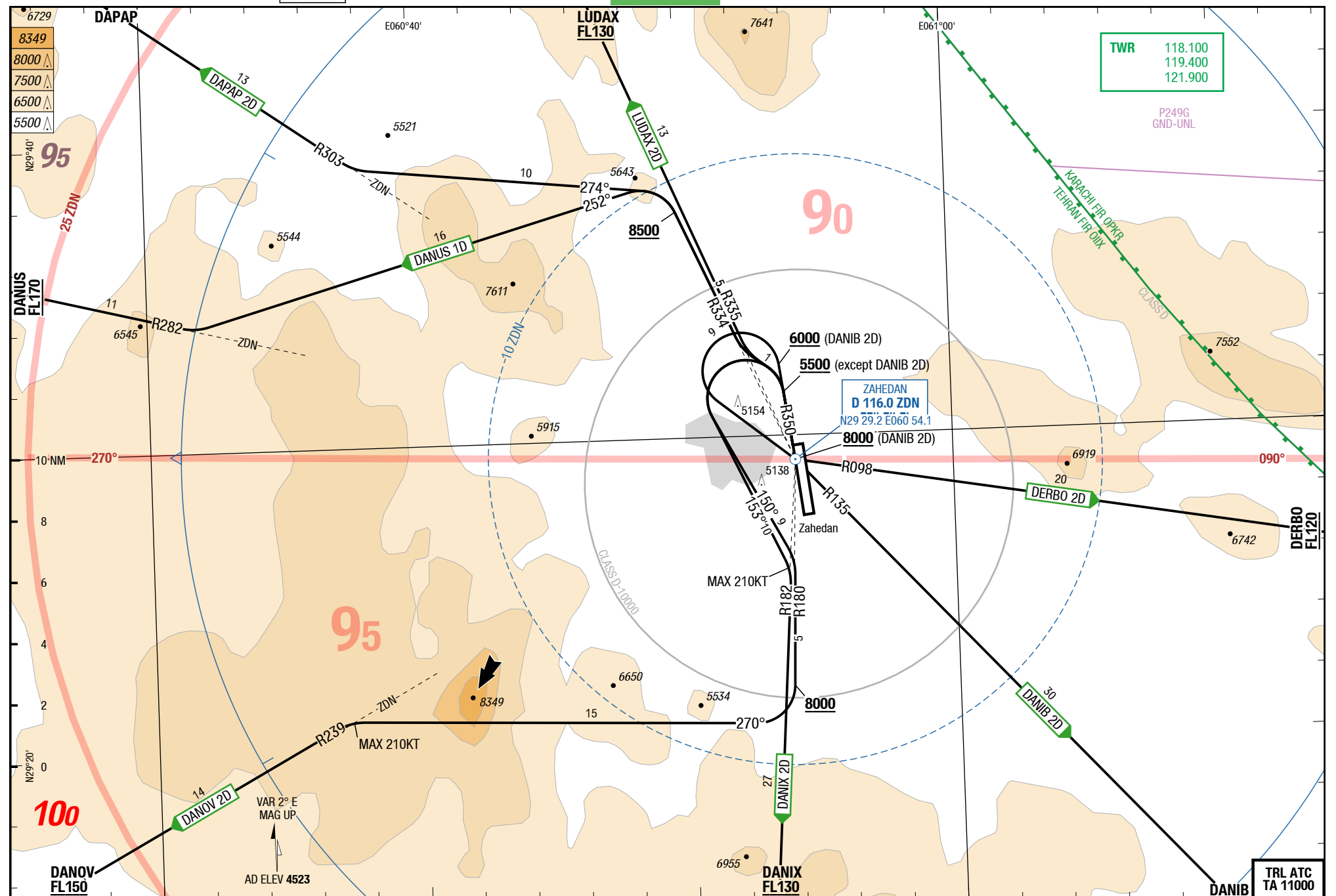
SID

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### SIDs RWY 35L VOR DME (ZDN)

4-20

### SIDs RWY 35L VOR DME (ZDN)



Changes: Track, PROC renumbered

Effective 14-SEP-2017

07-SEP-2017

ZAH-OIZH

4-30

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SIDs RWY 35L NDB (ZD)

SIDs RWY 17R NDB (ZD)

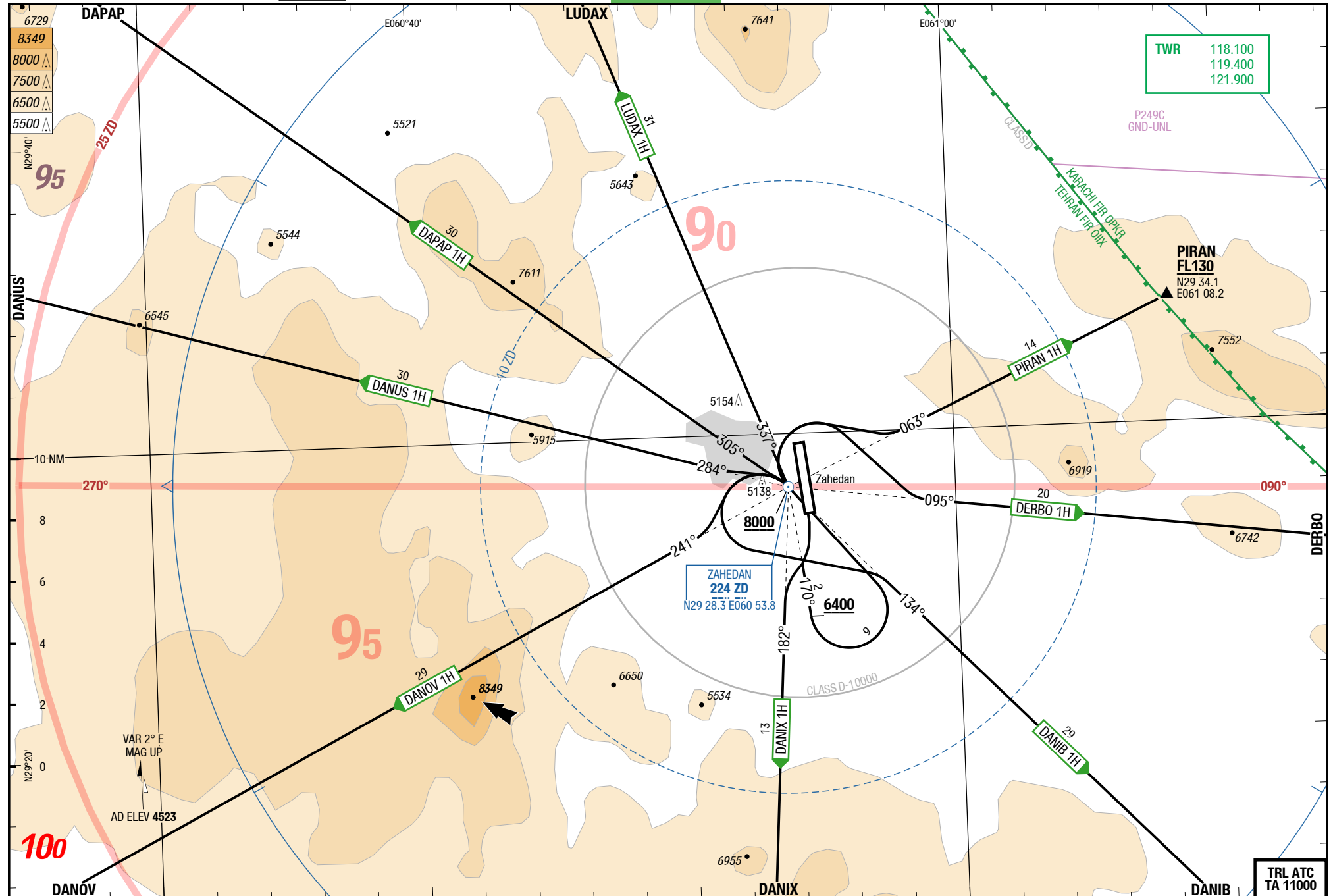
SID

SID

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SIDs RWY 35L NDB (ZD)

SIDs RWY 17R NDB (ZD)



Changes: ALT, RWY polygon, RWY Designator, OBST

Effective 14-SEP-2017

07-SEP-2017

ZAH-OIZH

4-40

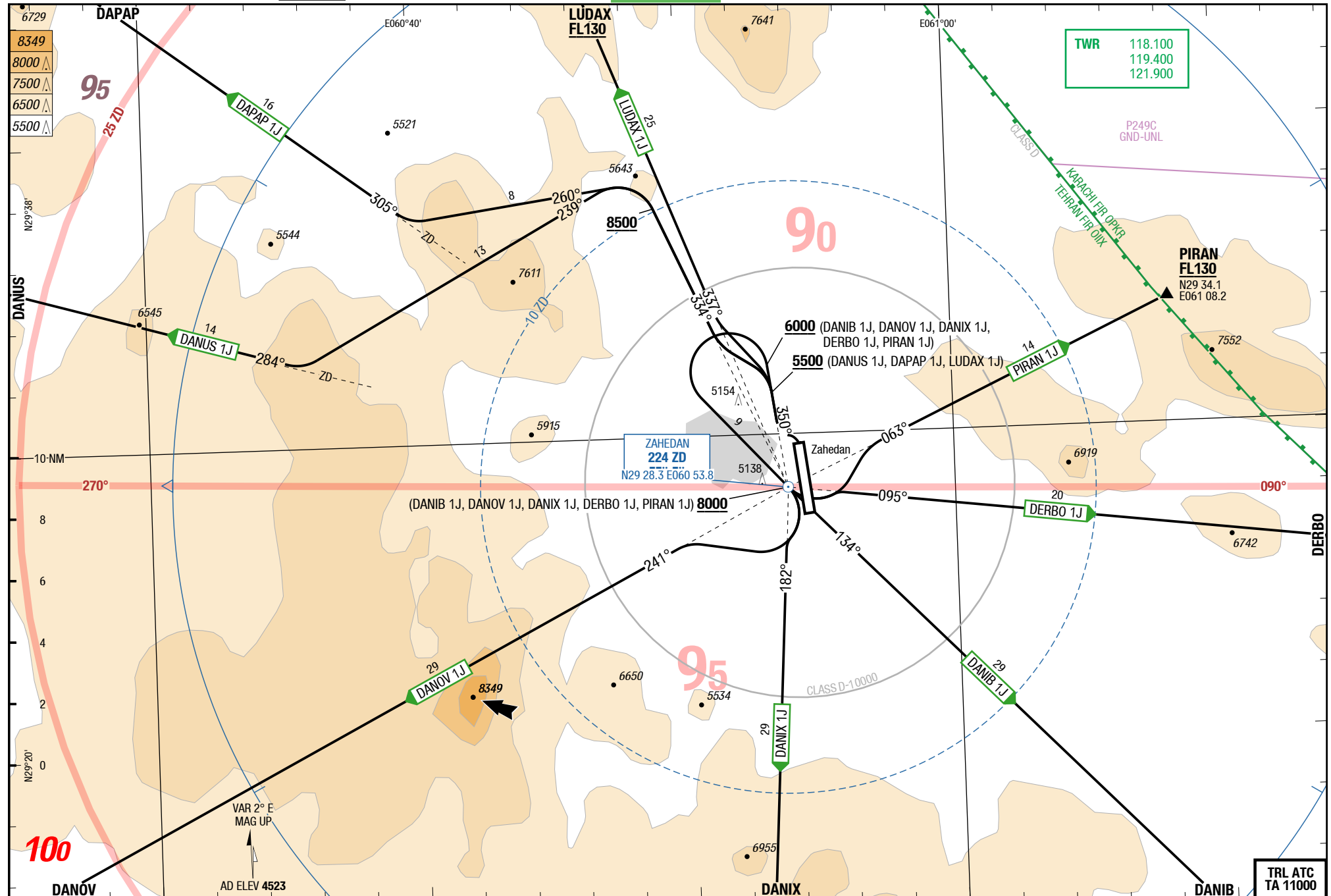
SIDs RWY 35L NDB (ZD)

SID

SID

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SIDs RWY 35L NDB (ZD)



Changes: ALT, RWY Designator, chart title, OBST, AD ELEV



## ZAH-OIZH

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SIDs RWY 17R VOR DME (ZDN)

DANIB 2E / DANIX 2E / DANOV 2E / DANUS 1E / DAPAP 2E / DERBO 2E / LUDAX 2E / PIRAN 1E

RWY 17R (171°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17R	
<b>DANIB 2E</b> 4.3% to ZDN <b>118.100</b>	RT intercept R170 ZDN - at MNM 6400 LT to ZDN - LT intercept R135 ZDN to DANIB	ZDN MNM 8000
<b>DANIX 2E</b> 5.0% to 8000 <b>118.100</b>	RT intercept R182 ZDN to DANIX	DANIX MNM FL130
<b>DANOV 2E</b> 4.5% to 9000 <b>118.100</b>	RT intercept R180 ZDN - at MNM 8000 RT 270° intercept R239 ZDN to DANOV	DANOV MNM FL150
<b>DANUS 1E</b> <b>118.100</b> ①	RT 004° intercept R334 ZDN - at MNM 8500 LT 252° intercept R282 ZDN to DANUS	DANUS MNM FL170
<b>DAPAP 2E</b> <b>118.100</b> ①	RT 004° intercept R334 ZDN - at MNM 8500 LT 274° intercept R303 ZDN to DAPAP	
<b>DERBO 2E</b> 4.2% to 6000 <b>118.100</b>	LT 090° intercept R120 ZDN - at MNM 8000 LT intercept R098 ZDN to DERBO	DERBO MNM FL120
<b>LUDAX 2E</b> <b>118.100</b> ②	RT 006° intercept R335 ZDN to LUDAX	LUDAX MNM FL130
<b>PIRAN 1E</b> 4.8% to 7000 <b>118.100</b> ②	RT intercept R210 ZDN - at MNM 7000 LT direct ZDN - intercept R066 ZDN to PIRAN	ZDN MNM 9500

① MAX 210KT until intercepting R334 ZDN.

② MAX 210KT until intercepting R335 ZDN.

## ZAH-OIZH

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SIDs RWY 35L VOR DME (ZDN)

**DANIB 2D / DANIX 2D / DANOV 2D / DANUS 1D / DAPAP 2D / DERBO 2D / LUDAX 2D**  
RWY 35L (351°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 35L</b>	
<b>DANIB 2D</b> 5.3% to ZDN <b>118.100</b>	R350 <b>ZDN</b> - at MNM <b>6000 LT</b> to <b>ZDN</b> - intercept R135 <b>ZDN</b> to DANIB	<b>ZDN MNM 8000</b>
<b>DANIX 2D</b> 5.3% to 8000 <b>118.100</b> ①	R350 <b>ZDN</b> - at MNM <b>5500 LT</b> 153° intercept R182 <b>ZDN</b> to DANIX	<b>DANIX MNM FL130</b>
<b>DANOV 2D</b> 5.3% to 9000 <b>118.100</b> ①②	R350 <b>ZDN</b> - at MNM <b>5500 LT</b> 150° intercept R180 <b>ZDN</b> - at MNM <b>8000 RT</b> 270° intercept R239 <b>ZDN</b> to DANOV	<b>DANOV MNM FL150</b>
<b>DANUS 1D</b> <b>118.100</b>	R350 <b>ZDN</b> - at MNM <b>5500 LT</b> intercept R334 <b>ZDN</b> - at MNM <b>8500 LT</b> 252° intercept R282 <b>ZDN</b> to DANUS	<b>DANUS MNM FL170</b>
<b>DAPAP 2D</b> <b>118.100</b>	R350 <b>ZDN</b> - at MNM <b>5500 LT</b> intercept R334 <b>ZDN</b> - at MNM <b>8500 LT</b> 274° intercept R303 <b>ZDN</b> to DAPAP	
<b>DERBO 2D</b> 5.3% to 8000 <b>118.100</b>	R350 <b>ZDN</b> - at MNM <b>5500 LT</b> direct <b>ZDN</b> - intercept R098 <b>ZDN</b> to DERBO	<b>DERBO MNM FL120</b>
<b>LUDAX 2D</b> <b>118.100</b>	R350 <b>ZDN</b> - at MNM <b>5500 LT</b> intercept R335 <b>ZDN</b> to LUDAX	<b>LUDAX MNM FL130</b>

① MAX 210KT until intercepting R182 ZDN.

② MAX 210KT until intercepting R239 ZDN.

## ZAH-OIZH

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## SIDs RWY 17R NDB (ZD)

DANIB 1H / DANIX 1H / DANOV 1H / DANUS 1H / DAPAP 1H / DERBO 1H / LUDAX 1H / PIRAN 1H

RWY 17R (171°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
<b>DANIB 1H</b> 4.3% to ZD <b>118.100</b>	RT intercept QDR 170 <b>ZD</b> - at MNM <b>6400</b> LT direct <b>ZD</b> - LT intercept QDR 134 <b>ZD</b> to DANIB	<b>ZD MNM 8000</b>
<b>DANIX 1H</b> 5.0% <b>118.100</b>	RT intercept QDR 182 <b>ZD</b> to DANIX	
<b>DANOV 1H</b> 4.3% to ZD <b>118.100</b>	RT intercept QDR 170 <b>ZD</b> - at MNM <b>6400</b> LT direct <b>ZD</b> - QDR 241 <b>ZD</b> to DANOV	<b>ZD MNM 8000</b>
<b>DANUS 1H</b> 4.3% to ZD <b>118.100</b>	RT intercept QDR 170 <b>ZD</b> - at MNM <b>6400</b> LT direct <b>ZD</b> - QDR 284 <b>ZD</b> to DANUS	<b>ZD MNM 8000</b>
<b>DAPAP 1H</b> 4.3% to ZD <b>118.100</b>	RT intercept QDR 170 <b>ZD</b> - at MNM <b>6400</b> LT direct <b>ZD</b> - QDR 305 <b>ZD</b> to DAPAP	<b>ZD MNM 8000</b>
<b>DERBO 1H</b> 4.3% to ZD <b>118.100</b>	RT intercept QDR 170 <b>ZD</b> - at MNM <b>6400</b> LT direct <b>ZD</b> - QDR 095 <b>ZD</b> to DERBO	<b>ZD MNM 8000</b>
<b>LUDAX 1H</b> 4.3% to ZD <b>118.100</b>	RT intercept QDR 170 <b>ZD</b> - at MNM <b>6400</b> LT direct <b>ZD</b> - QDR 337 <b>ZD</b> to LUDAX	<b>ZD MNM 8000</b>
<b>PIRAN 1H</b> 4.3% to ZD <b>118.100</b>	RT intercept QDR 170 <b>ZD</b> - at MNM <b>6400</b> LT direct <b>ZD</b> - QDR 063 <b>ZD</b> to PIRAN	<b>ZD MNM 8000</b> PIRAN MNM FL130

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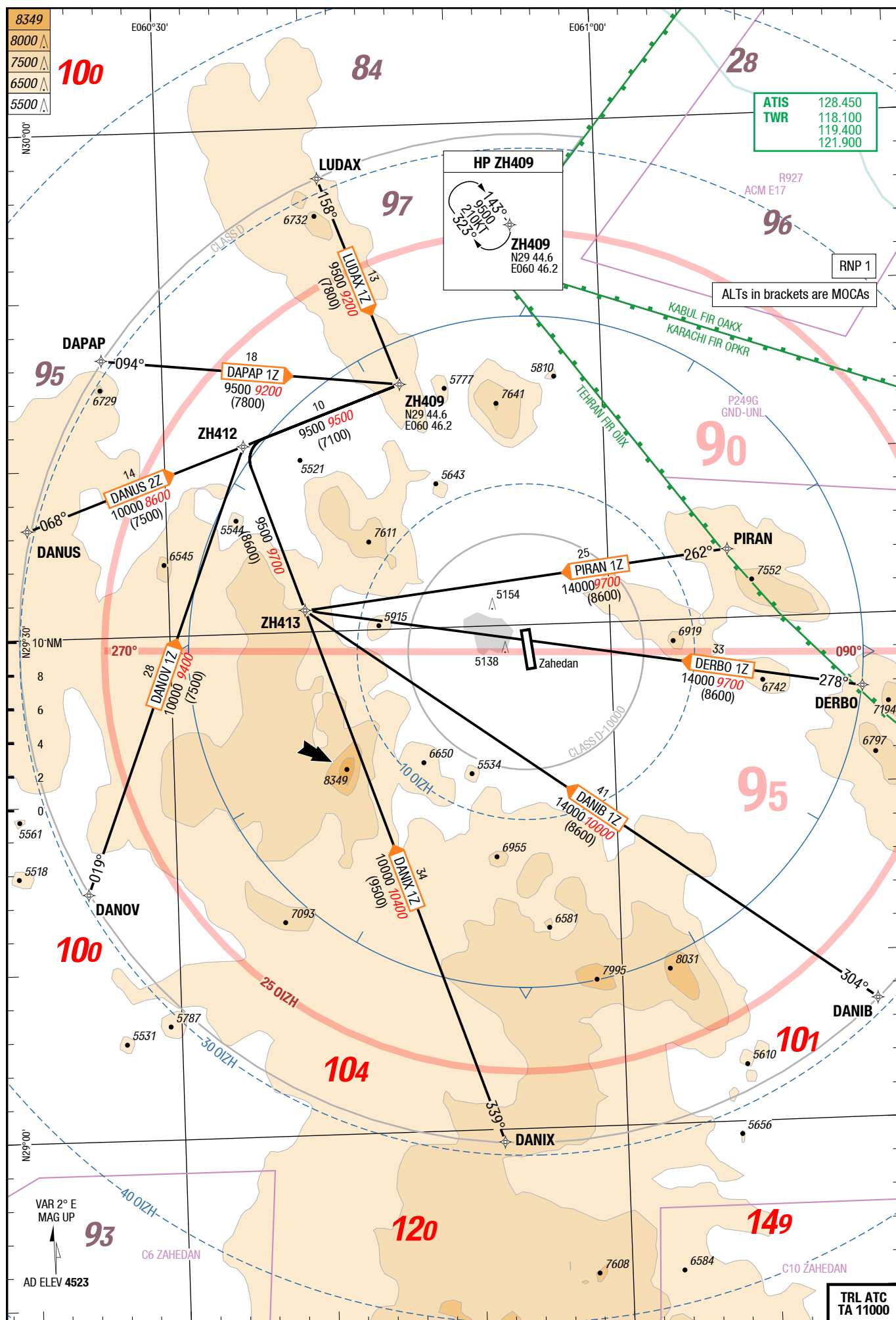
SIDs RWY 35L NDB (ZD)

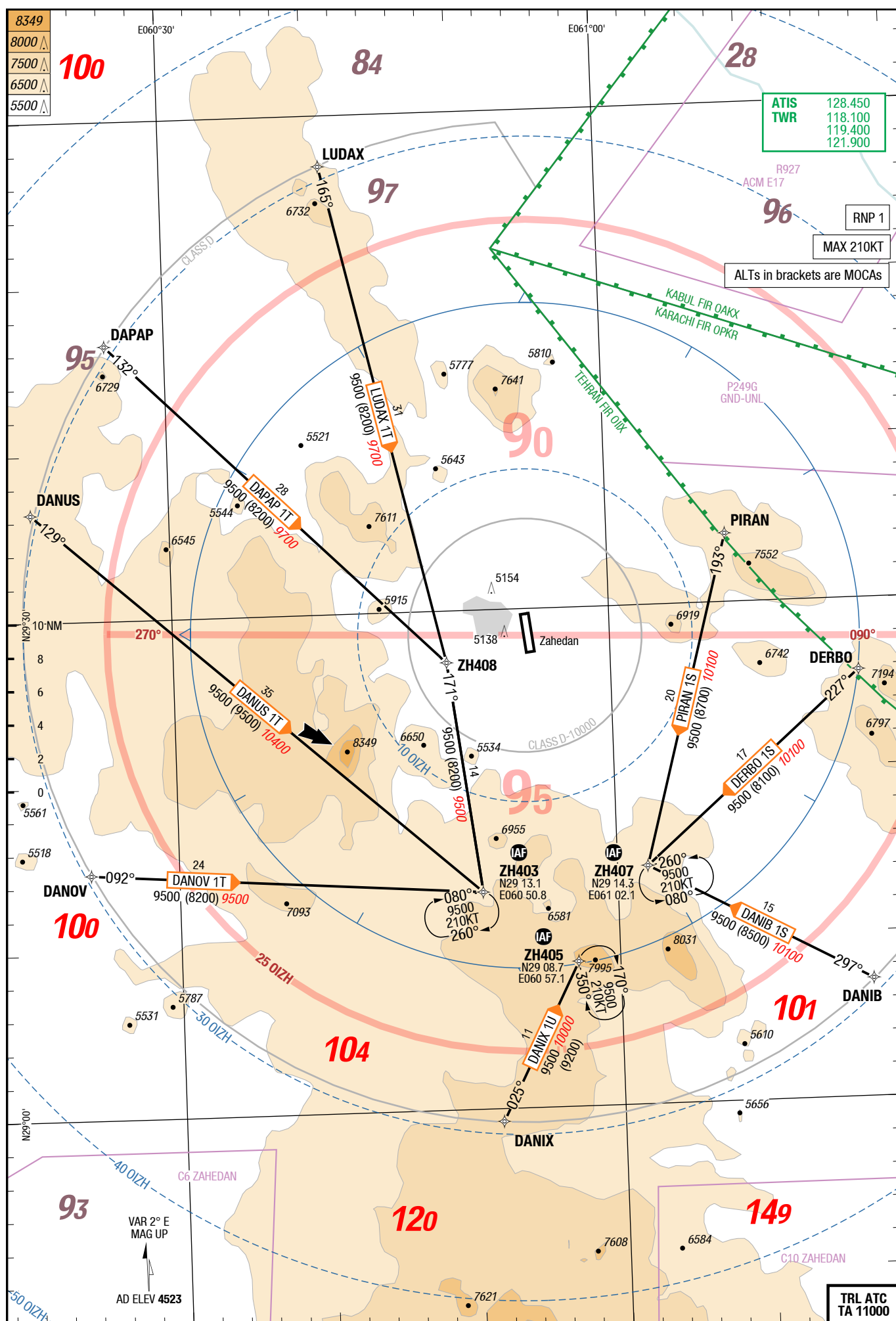
DANIB 1J / DANIX 1J / DANOV 1J / DANUS 1J / DAPAP 1J / DERBO 1J / LUDAX 1J / PIRAN 1J

RWY 35L (351°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
<b>DANIB 1J</b> 5.3% to ZD <b>118.100</b>	LT intercept QDR 350 <b>ZD</b> - at MNM <b>6000</b> LT direct <b>ZD</b> - QDR 134 <b>ZD</b> to DANIB	<b>ZD MNM 8000</b>
<b>DANIX 1J</b> 5.3% to ZD <b>118.100</b>	LT intercept QDR 350 <b>ZD</b> - at MNM <b>6000</b> LT direct <b>ZD</b> - QDR 182 <b>ZD</b> to DANIX	<b>ZD MNM 8000</b>
<b>DANOV 1J</b> 5.3% to ZD <b>118.100</b>	LT intercept QDR 350 <b>ZD</b> - at MNM <b>6000</b> LT direct <b>ZD</b> - QDR 241 <b>ZD</b> to DANOV	<b>ZD MNM 8000</b>
<b>DANUS 1J</b> <b>118.100</b>	LT intercept QDR 350 <b>ZD</b> - at MNM <b>5500</b> LT intercept QDR 334 <b>ZD</b> - at MNM <b>8500</b> LT 239° intercept QDR 284 <b>ZD</b> to DANUS	
<b>DAPAP 1J</b> <b>118.100</b>	LT intercept QDR 350 <b>ZD</b> - at MNM <b>5500</b> LT intercept QDR 334 <b>ZD</b> - at MNM <b>8500</b> LT 260° intercept QDR 305 <b>ZD</b> to DAPAP	
<b>DERBO 1J</b> 5.3% to ZD <b>118.100</b>	LT intercept QDR 350 <b>ZD</b> - at MNM <b>6000</b> LT direct <b>ZD</b> - QDR 095 <b>ZD</b> to DERBO	<b>ZD MNM 8000</b>
<b>LUDAX 1J</b> <b>118.100</b>	LT intercept QDR 350 <b>ZD</b> - at MNM <b>5500</b> LT intercept QDR 337 <b>ZD</b> to LUDAX	LUDAX MNM <b>FL130</b>
<b>PIRAN 1J</b> 5.3% <b>118.100</b>	LT intercept QDR 350 <b>ZD</b> - at MNM <b>6000</b> LT direct <b>ZD</b> - QDR 063 <b>ZD</b> to PIRAN	<b>ZD MNM 8000</b> PIRAN MNM <b>FL130</b>





Effective 01-FEB-2018

25-JAN-2018

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STARs VOR DME (ZDN)

STARs (IAF D16 ZDN)

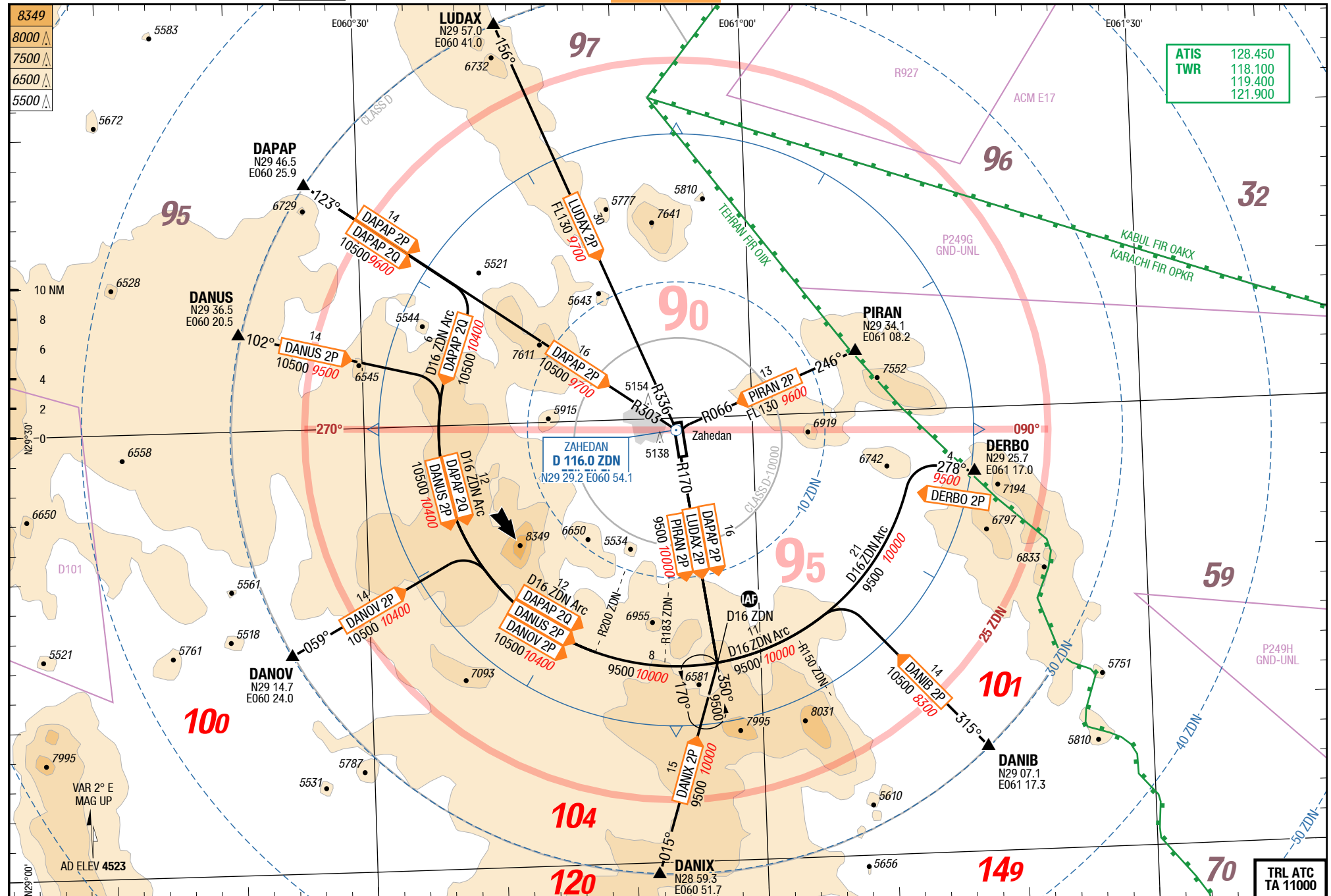
STAR

STAR

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STARs VOR DME (ZDN)

STARs (IAF D16 ZDN)



Changes: PROC, Track, PROC renumbered



Effective 01-FEB-2018

25-JAN-2018

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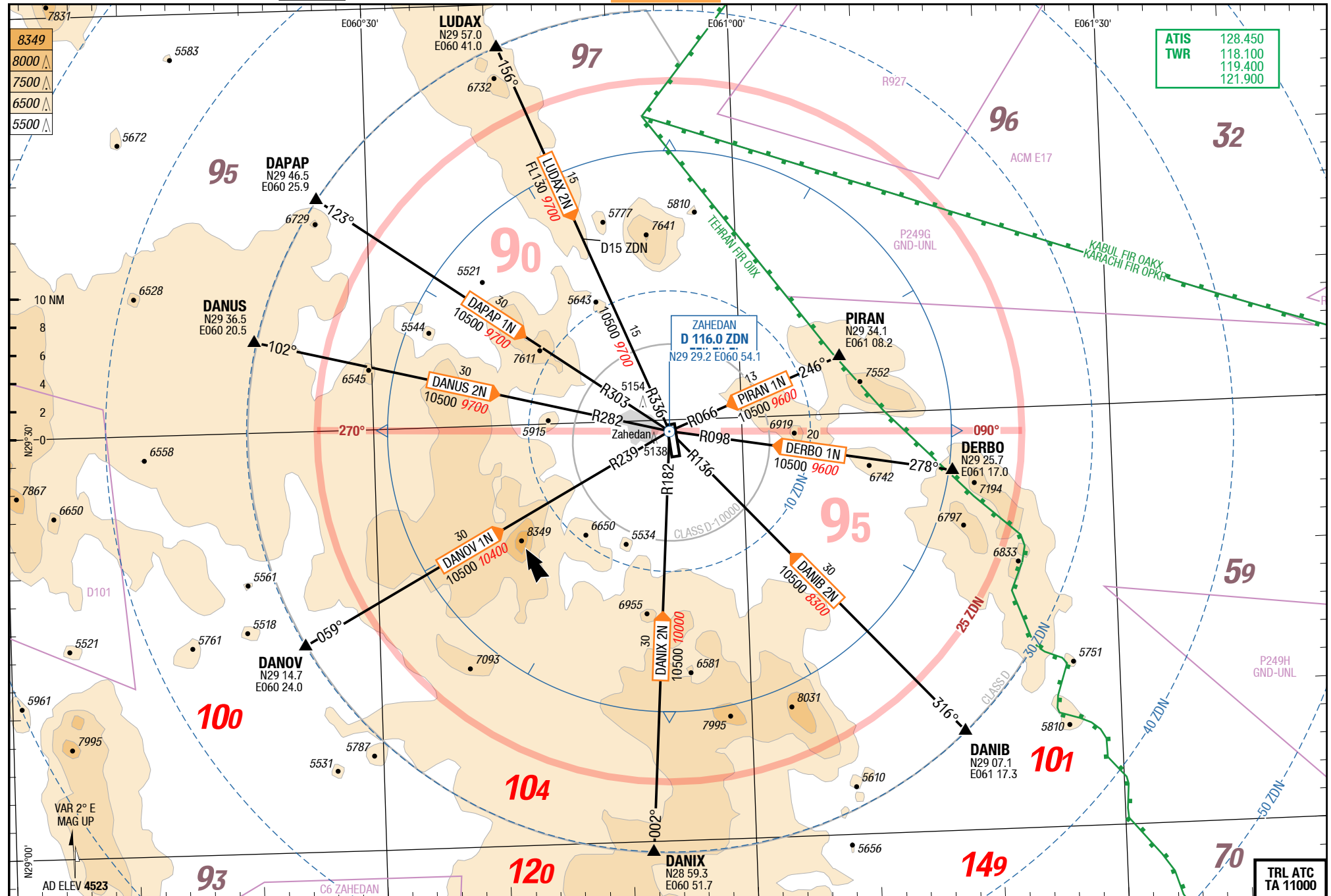
STARs VOR DME (ZDN)

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STAR

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STARs VOR DME (ZDN)



Changes: PROC renumbered



**ZAH-OIZH**



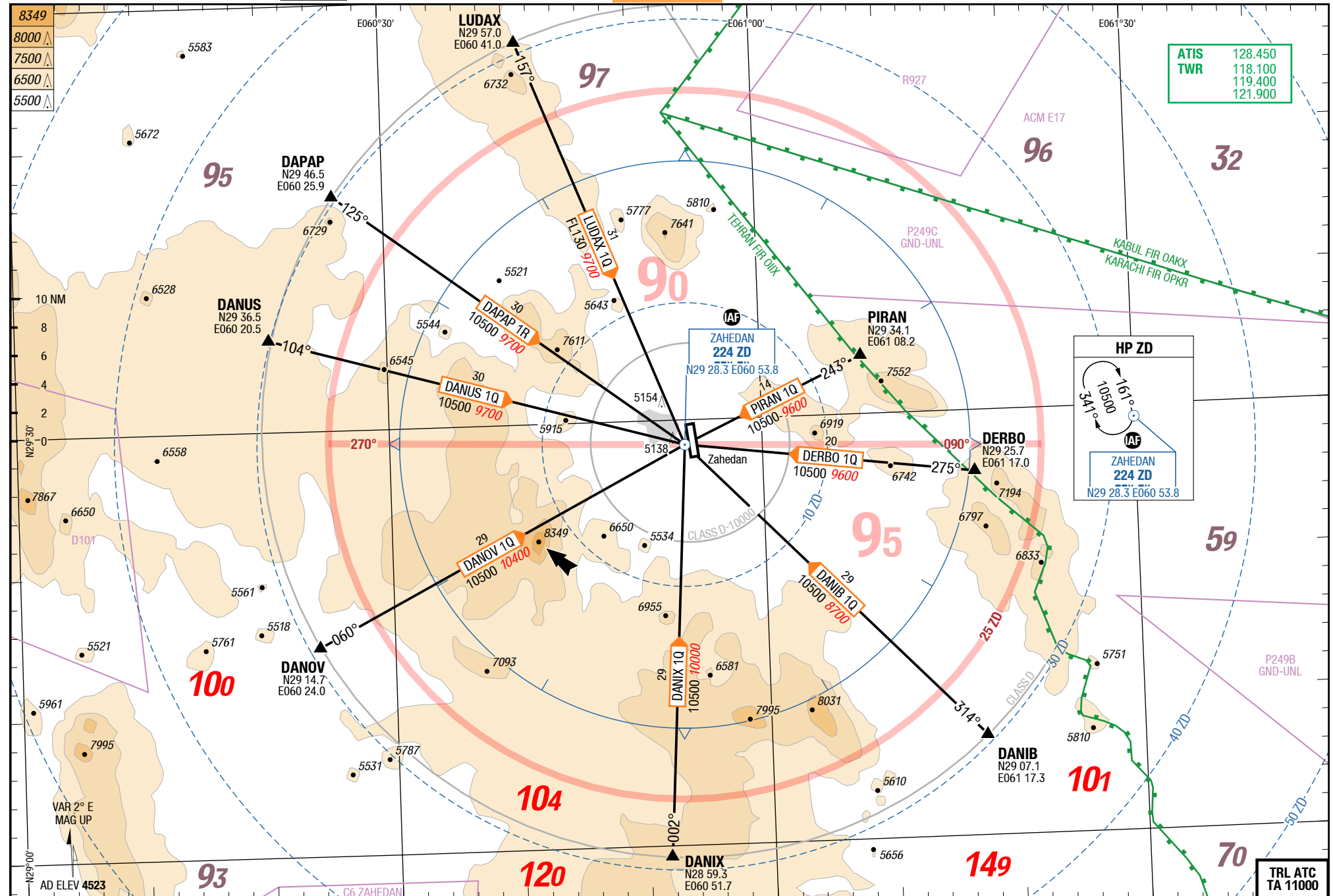
## STARs NDB (ZD)

# STAR

**STAR**

NIL

## STARs NDB (ZD)

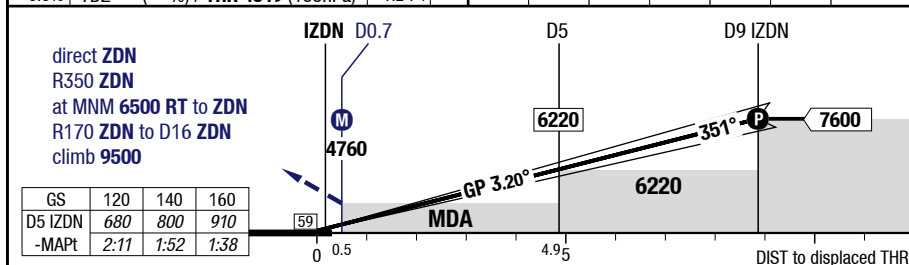
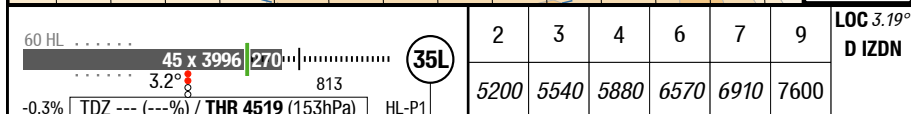
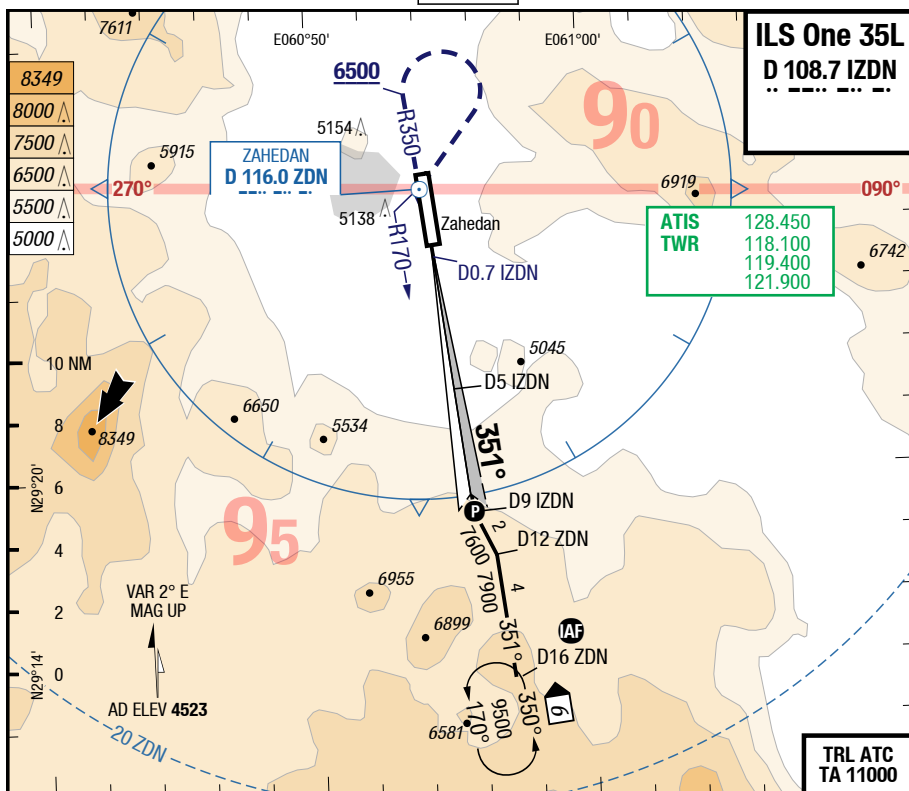


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# ZAH-OIZH

**7-10**

## ILS One 35L



<b>35L</b>		<b>Cat 1 DME</b> GA 4.2%	<b>LOC DME</b> GA 4.2%				<b>Circling</b> 1)
<b>C</b>	ft - m/km ft	250 - 800V <b>4760</b>	670 - 1.6V <b>5180</b>				1130 - 2.4V <b>5650</b>
<b>D</b>	ft - m/km ft	250 - 800V <b>4760</b>	670 - 1.6V <b>5180</b>				1130 - 3.6V <b>5650</b>

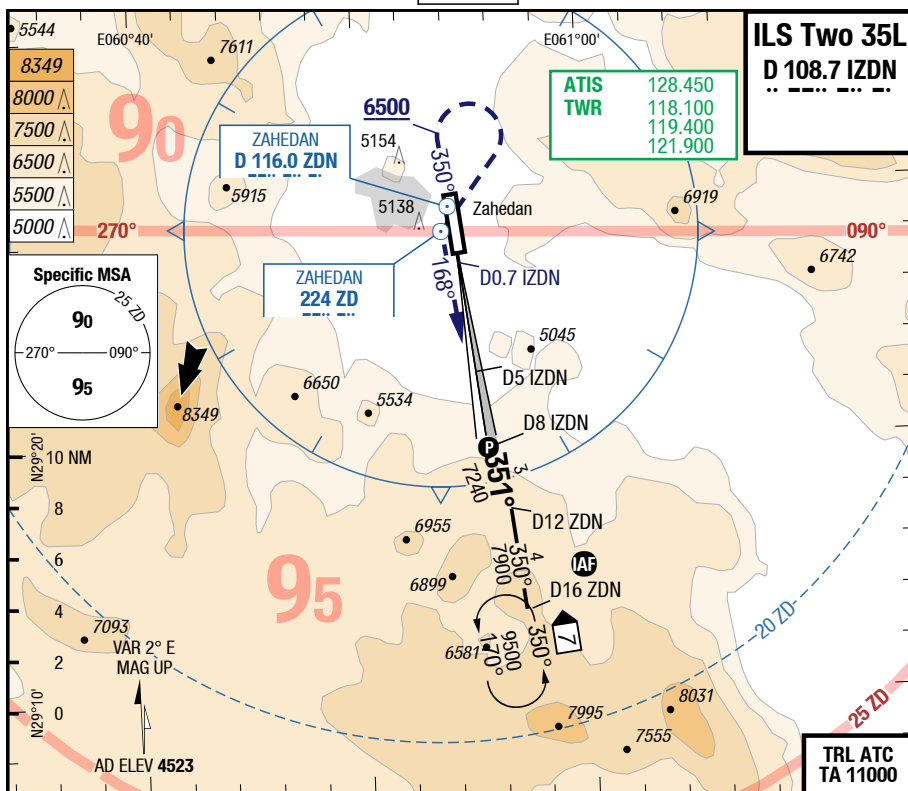
1) BTN R130-R020 ZDN only

Changes: APL, RWY Designator, ALT, MIN, OBST, AD ELEV

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ILS Two 35L

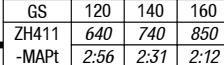


35L		Cat 1 DME GA 4.2%	LOC DME GA 4.2%	Circling <sup>1)</sup>	
C	ft - m/km ft	250 - 800V 4760	670 - 1.6V 5180	1130 - 2.4V 5650	
D	ft - m/km ft	250 - 800V 4760	670 - 1.6V 5180	1130 - 3.6V 5650	

1) BTN BRG 130°-020° only

Changes: APL, RWY Designator, ALT, MIN, OBST, AD ELEV

## RNP 17R

60 41

Not published

14-JUN-2018

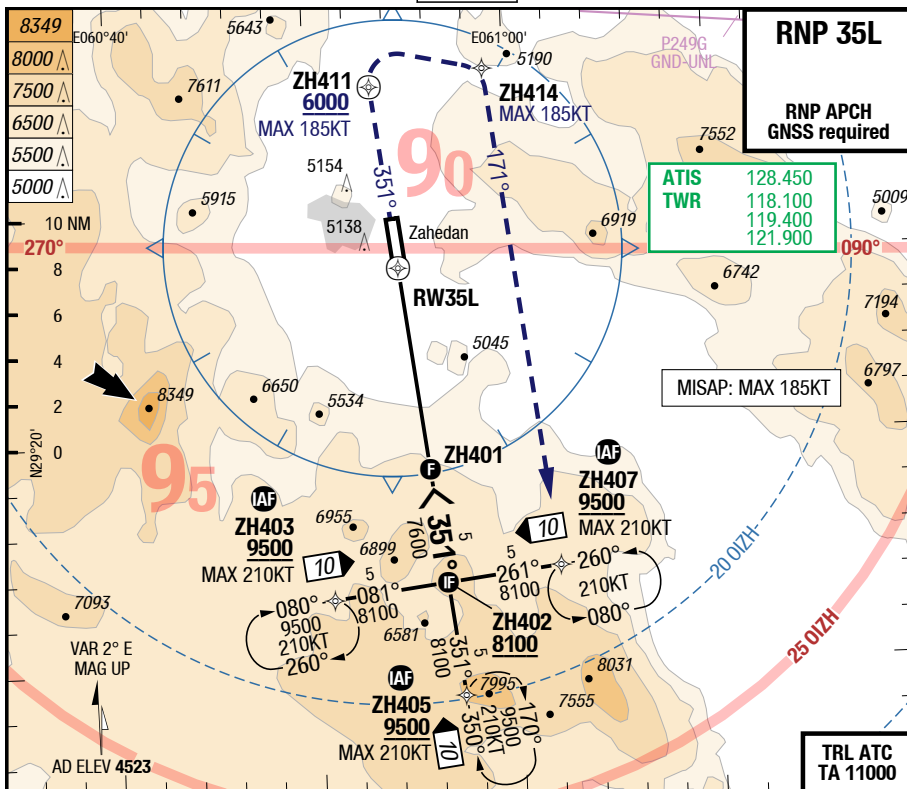
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IAC

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7-40

RNP 35L

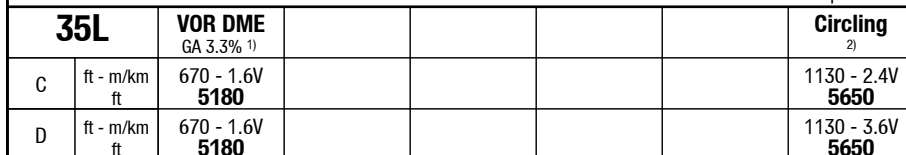


35L		RNP VNAV 1) 2) 3)	RNP LNAV	Circling	
C	ft - m/km ft	380 - 1.4V 4890	740 - 1.6V 5250		Not published
D	ft - m/km ft	380 - 1.4V 4890	740 - 1.6V 5250		Not published

1) SBAS use for VNAV not applicable or not authorized  
 2) Uncompensated BARO VNAV NA below -8°C (17°F)  
 3) With EVS VIS 900m

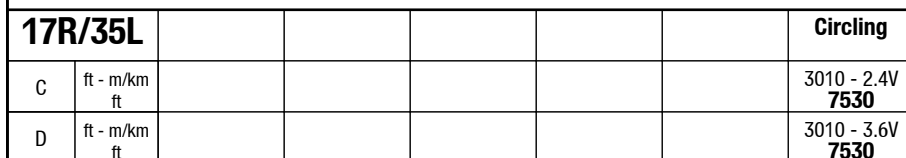
Changes: MIN

## VOR DME 35L



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## VOR Circling



## NDB Circling

