

**GENERAL****Operational Hours**

**ATS Hours:** 0300-1700±, other times PPR.

**AD ADMIN Hours:** SAT-WED 0400-1200±, other times PPR.

**Airport Information**

**RFF:** CAT 7

**PCN:** RWY 09/27: 60/F/G/X/T

**Customs:** O/R

**Operation****RWY Restriction**

180° turns at RWY ends or turning pads only for Heavy ACFT.

**Warnings**

Strolling dogs on the movement area.

Birds in vicinity of AD.

**ARRIVAL****Speed**

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

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

- For heavy ACFT 1500ft.
- For other ACFT 1000ft.

**RST DVOR/DME** unusable:

At 10NM

R260-R240 below 5000ft AMSL.

R240-R215 below 6500ft AMSL.

R215-R190 below 8000ft AMSL.

R190-R155 below 9500ft AMSL.

R155-R130 below 9000ft AMSL.

R130-R115 below 6000ft AMSL.

At 25NM

R280-R260 below 8000ft AMSL.

R260-R235 below 9000ft AMSL.

R235-R170 below 10500ft AMSL.

R170-R160 below 11000ft AMSL.

R160-R130 below 10000ft AMSL.

R130-R090 below 7000ft AMSL.

**Non-Standard GP Intercept Position on RWY 27**

GP intercept RWY 27 at 337m / 1107ft after landing threshold.

Remaining DIST beyond GP is 2580m / 8463ft.

## DEPARTURE

## Take-off Minima

RWY		09/27	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

## Speed

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

## Departure Procedure

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

## De-Icing

AVBL.

Effective 29-MAR-2018

22-MAR-2018

RAS-OIGG

Iran Rasht Sardar-e-Jangal

AGC

AFC

AFC

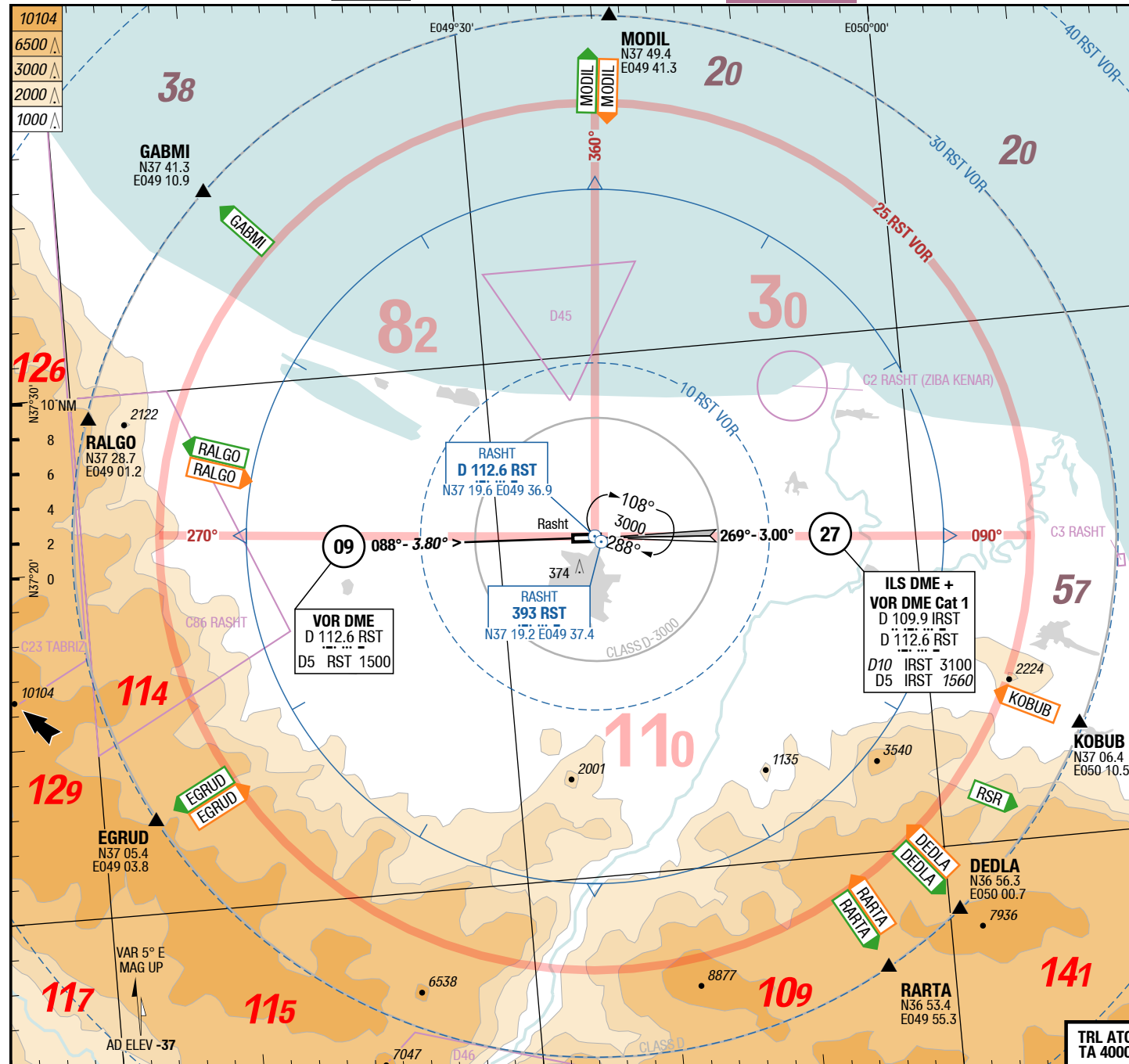
AFC

Sardar-e-Jangal Rasht Iran

AGC

AFC

2-10



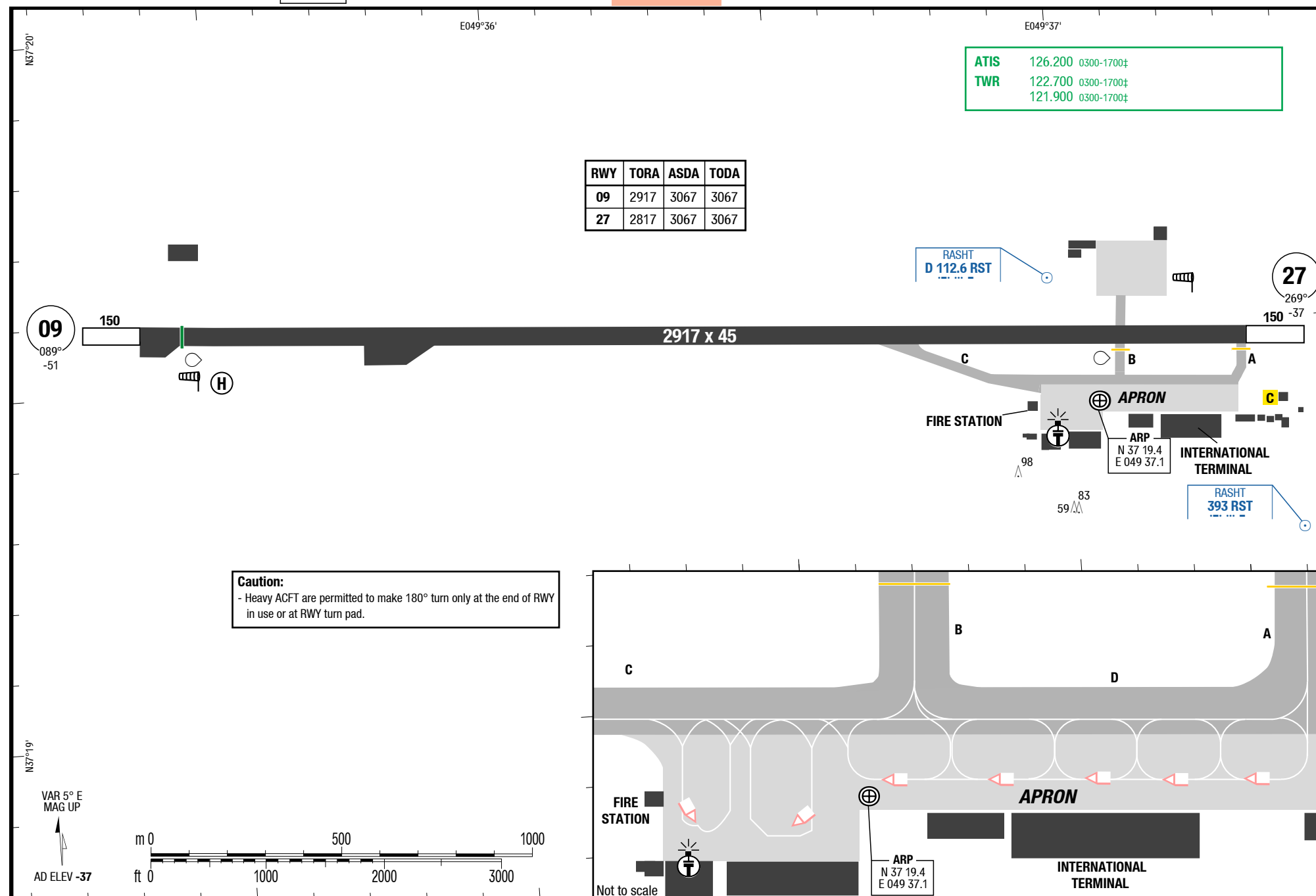
ATIS 126.200 0300-1700z  
TWR 122.700 0300-1700z  
121.900 0300-1700z

Landing RWY system:

09 100 2817 x 45 60 HL  
THR -51 (-2hPa) / TDZ --- (---%) +0.1%  
with WBAR  
60 HL 45 x 2917 3.0°  
-0.1% TDZ --- (---%) / THR -37 (-1hPa) 27

RWY	TORA	ASDA	TODA
09	2917	3067	3067
27	2817	3067	3067

<b>ATIS</b>	126.200	0300-1700‡
<b>TWR</b>	122.700	0300-1700‡
	121.900	0300-1700‡



Effective 17-OCT-2013

10-OCT-2013

RAS-OIGG

4-10

Iran Rasht Sardar-e-Jangal

SIDs (via NDB)

SIDs (via VOR DME)

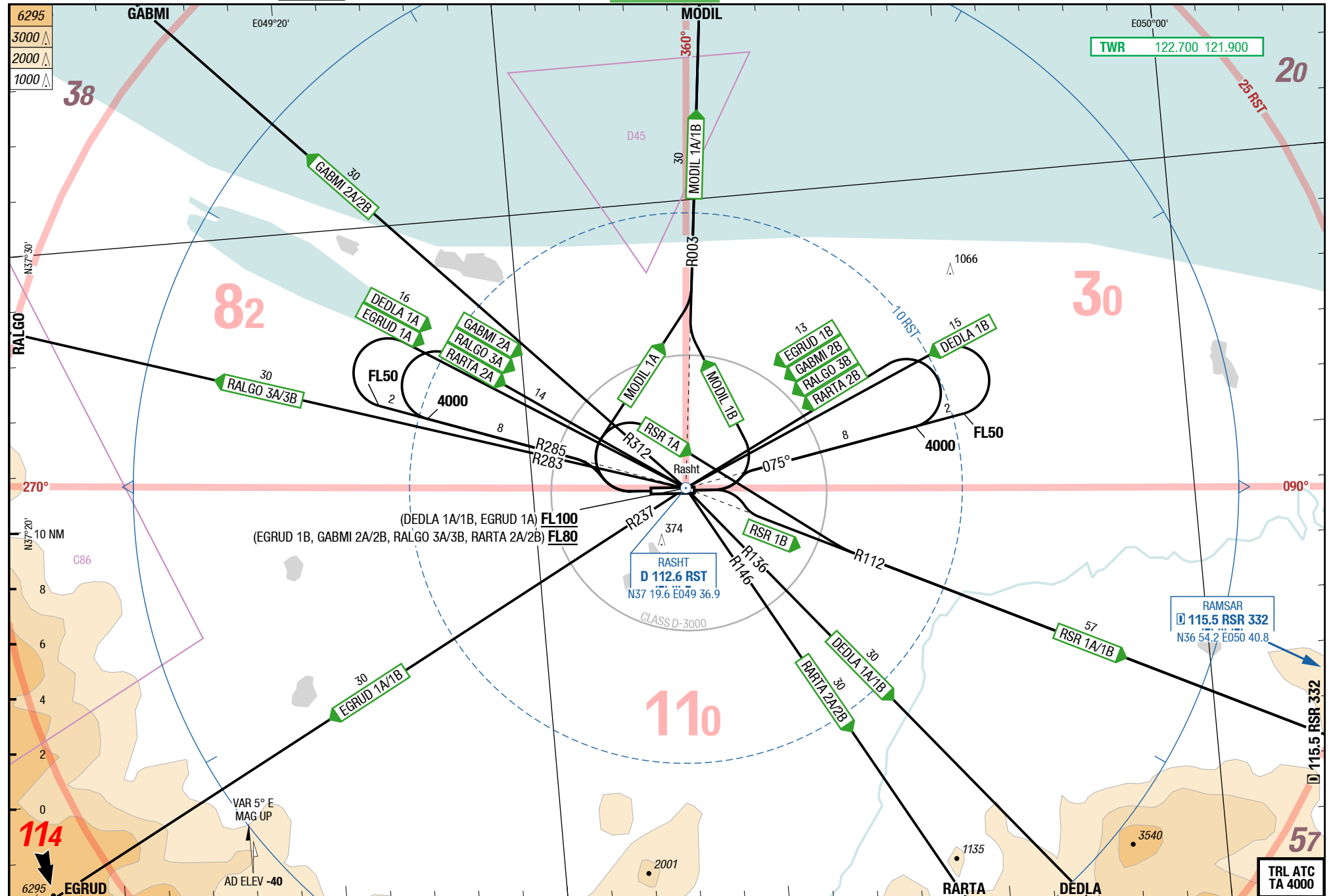
SID

SID

Sardar-e-Jangal Rasht Iran

SIDs (via NDB)

SIDs (via VOR DME)



Changes: MSA, VAR

**RAS-OIGG**

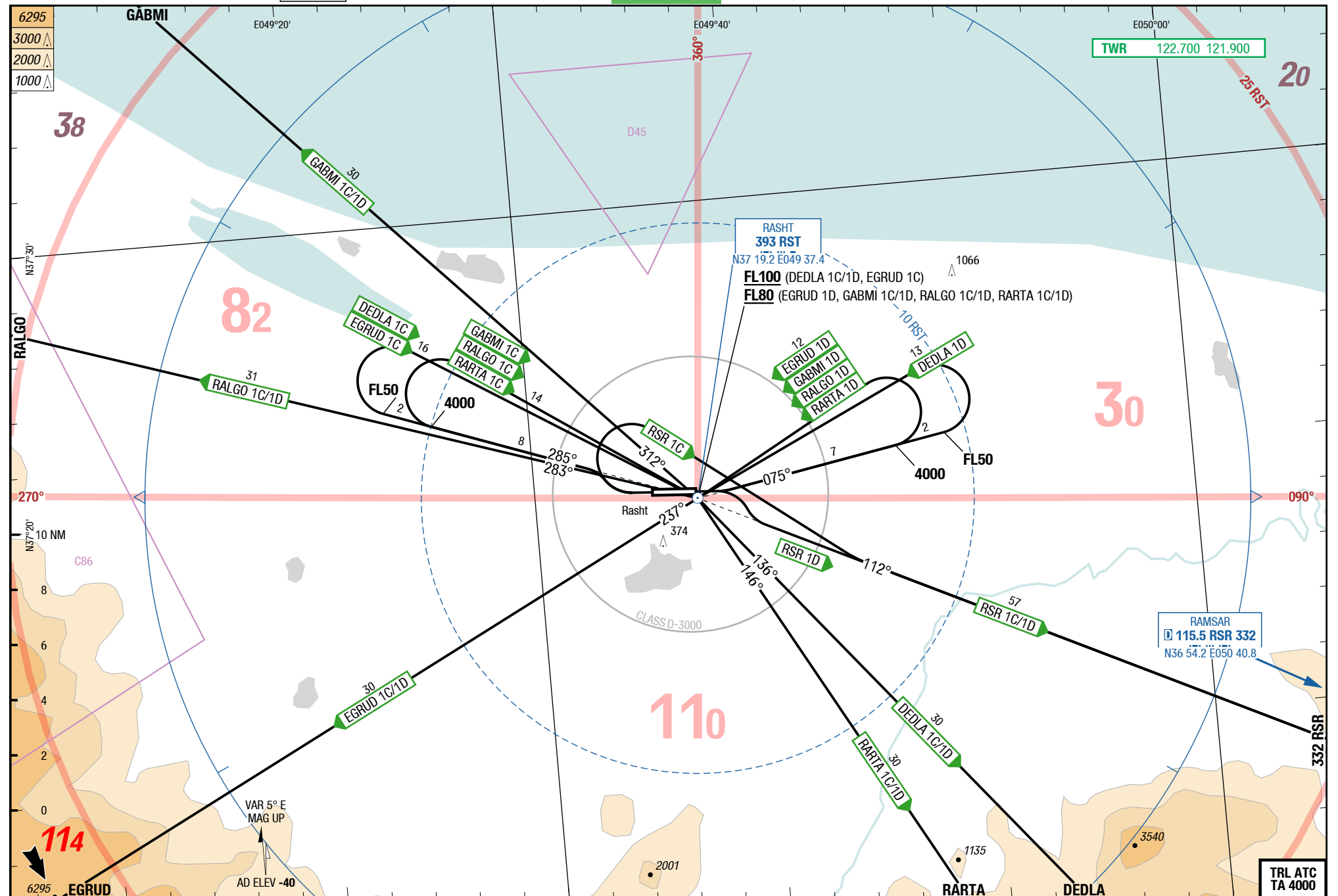
SID

SID

## SIDs (via NDB)

4-20

## SIDs (via NDB)



Changes: New

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## RAS-OIGG

5-10

## SIDs (via VOR DME)

**DEDLA 1B / EGRUD 1B / GABMI 2B / MODIL 1B / RALGO 3B / RAMSAR 1B / RARTA 2B /  
DEDLA 1A / EGRUD 1A / GABMI 2A / MODIL 1A**

RWYs 09 (089°) / 27 (269°)

	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>Runway 09</b>		
<b>DEDLA 1B</b> 5.0% <b>122.700</b>	LT intercept R075 <b>RST</b> - at <b>FL50</b> LT direct <b>RST</b> - R137 <b>RST</b> to DEDLA	<b>RST MNM FL100</b>
<b>EGRUD 1B</b> <b>122.700</b>	LT intercept R075 <b>RST</b> - at <b>4000</b> LT direct <b>RST</b> - R237 <b>RST</b> to EGRUD	<b>RST MNM FL80</b>
<b>GABMI 2B</b> 5.0% <b>122.700</b>	LT intercept R075 <b>RST</b> - at <b>4000</b> LT direct <b>RST</b> - R312 <b>RST</b> to GABMI	<b>RST MNM FL80</b>
<b>MODIL 1B</b> <b>122.700</b>	LT intercept R003 <b>RST</b> to MODIL	
<b>RALGO 3B</b> 5.0% <b>122.700</b>	LT intercept R075 <b>RST</b> - at <b>4000</b> LT direct <b>RST</b> - R283 <b>RST</b> to RALGO	<b>RST MNM FL80</b>
<b>RAMSAR 1B</b> <b>RSR 1B</b> <b>122.700</b>	RT intercept R112 <b>RST</b> to <b>RSR</b>	
<b>RARTA 2B</b> 5.0% <b>122.700</b>	LT intercept R075 <b>RST</b> - at <b>4000</b> LT direct <b>RST</b> - R146 <b>RST</b> to RARTA	<b>RST MNM FL80</b>
<b>Runway 27</b>		
<b>DEDLA 1A</b> 5.0% <b>122.700</b>	RT intercept R285 <b>RST</b> - at <b>FL50</b> RT direct <b>RST</b> - R137 <b>RST</b> to DEDLA	<b>RST MNM FL100</b>
<b>EGRUD 1A</b> 4.3% to RST <b>122.700</b>	RT intercept R285 <b>RST</b> - at <b>FL50</b> RT direct <b>RST</b> - R237 <b>RST</b> to EGRUD	<b>RST MNM FL100</b>
<b>GABMI 2A</b> 5.0% <b>122.700</b>	RT intercept R285 <b>RST</b> - at <b>4000</b> RT direct <b>RST</b> - R312 <b>RST</b> to GABMI	<b>RST MNM FL80</b>
<b>MODIL 1A</b> <b>122.700</b>	RT intercept R003 <b>RST</b> to MODIL	

## RAS-OIGG

5-20

## SIDs (via VOR DME)

SIDPT

## RALGO 3A / RAMSAR 1A / RARTA 2A

RWY 27 (269°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 27</b>	
<b>RALGO 3A</b> 5.0% <b>122.700</b>	RT intercept R285 <b>RST</b> - at <b>4000 RT</b> direct <b>RST</b> - R283 <b>RST</b> to RALGO	<b>RST MNM FL80</b>
<b>RAMSAR 1A</b> <b>RSR 1A</b> <b>122.700</b>	RT intercept R112 <b>RST</b> to <b>RSR</b>	
<b>RARTA 2A</b> 5.0% <b>122.700</b>	RT intercept R285 <b>RST</b> - at <b>4000 RT</b> direct <b>RST</b> - R146 <b>RST</b> to RARTA	<b>RST MNM FL80</b>



## RAS-OIGG

5-30

## SIDs (via NDB)

**DEDLA 1D / EGRUD 1D / GABMI 1D / RALGO 1D / RAMSAR 1D / RARTA 1D / DEDLA 1C / EGRUD 1C / GABMI 1C / RALGO 1C / RAMSAR 1C**

RWYs 09 (089°) / 27 (269°)

	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>Runway 09</b>		
<b>DEDLA 1D</b> 5.0% <b>122.700</b>	<b>LT intercept QDR 075 RST - at FL50 LT direct RST - QDR 136 RST to DEDLA</b>	<b>RST MNM FL100</b>
<b>EGRUD 1D</b> <b>122.700</b>	<b>LT intercept QDR 075 RST - at 4000 LT direct RST - QDR 237 RST to EGRUD</b>	<b>RST MNM FL80</b>
<b>GABMI 1D</b> 5.0% <b>122.700</b>	<b>LT intercept QDR 075 RST - at 4000 LT direct RST - QDR 312 RST to GABMI</b>	<b>RST MNM FL80</b>
<b>RALGO 1D</b> 5.0% <b>122.700</b>	<b>LT intercept QDR 075 RST - at 4000 LT direct RST - QDR 283 RST to RALGO</b>	<b>RST MNM FL80</b>
<b>RAMSAR 1D</b> <b>RSR 1D</b> <b>122.700</b>	<b>RT intercept QDR 112 RST to RSR</b>	
<b>RARTA 1D</b> 5.0% <b>122.700</b>	<b>LT intercept QDR 075 RST - at 4000 LT direct RST - QDR 146 RST to RARTA</b>	<b>RST MNM FL80</b>
<b>Runway 27</b>		
<b>DEDLA 1C</b> 5.0% <b>122.700</b>	<b>RT intercept QDR 285 RST - at FL50 RT direct RST - QDR 136 RST to DEDLA</b>	<b>RST MNM FL100</b>
<b>EGRUD 1C</b> 4.3% to RST <b>122.700</b>	<b>RT intercept QDR 285 RST - at FL50 RT direct RST - QDR 237 RST to EGRUD</b>	<b>RST MNM FL100</b>
<b>GABMI 1C</b> 5.0% <b>122.700</b>	<b>RT intercept QDR 285 RST - at 4000 RT direct RST - QDR 312 RST to GABMI</b>	<b>RST MNM FL80</b>
<b>RALGO 1C</b> 5.0% <b>122.700</b>	<b>RT intercept QDR 285 RST - at 4000 RT direct RST - QDR283 RST to RALGO</b>	<b>RST MNM FL80</b>
<b>RAMSAR 1C</b> <b>RSR 1C</b> <b>122.700</b>	<b>RT intercept QDR 112 RST to RSR</b>	

13-JUL-2017

RAS-OIGG

5-40

SIDs (via NDB)

SIDPT

**RARTA 1C**

RWY 27 (269°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 27</b>	
<b>RARTA 1C</b> 5.0% <b>122.700</b>	<b>RT</b> intercept QDR 285 <b>RST</b> - at <b>4000 RT</b> direct <b>RST</b> - QDR 146 <b>RST</b> to RARTA	<b>RST MNM FL80</b>

20-APR-2017

## RAS-OIGG

Iran **Rasht** Sardar-e-Jangal

STARs (via NDB)

# STAR

# STAR

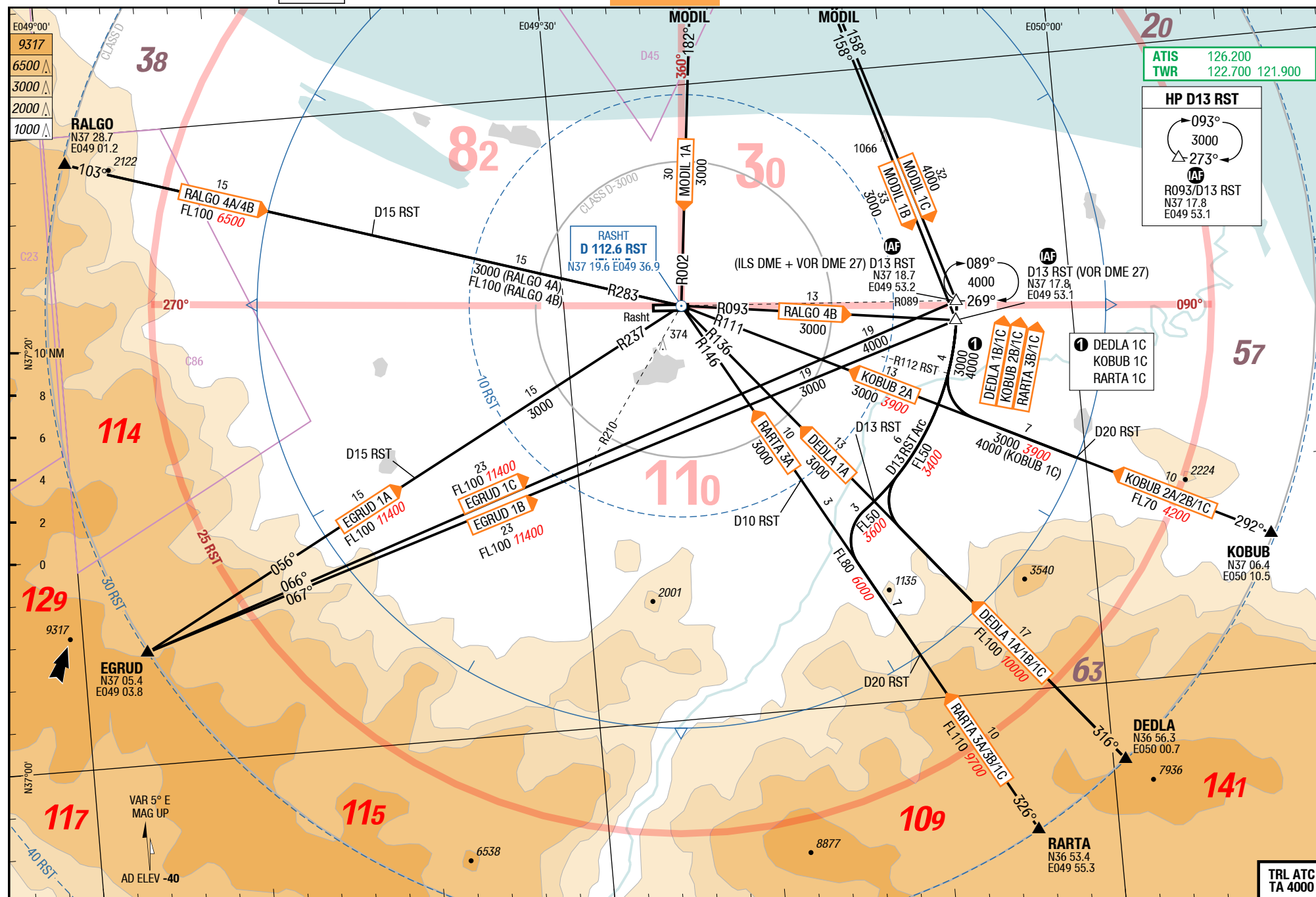
Sardar-e-Jangal **Rasht** Iran

STARs (via NDB)

### STARs (via VOR DME)

**6-10**

### STARs (via VOR DME)



Changes: PROC renumbered

TRL ATC  
TA 4000

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Effective 27-APR-2017

20-APR-2017

RAS-OIGG

Iran Rasht Sardar-e-Jangal

STAR

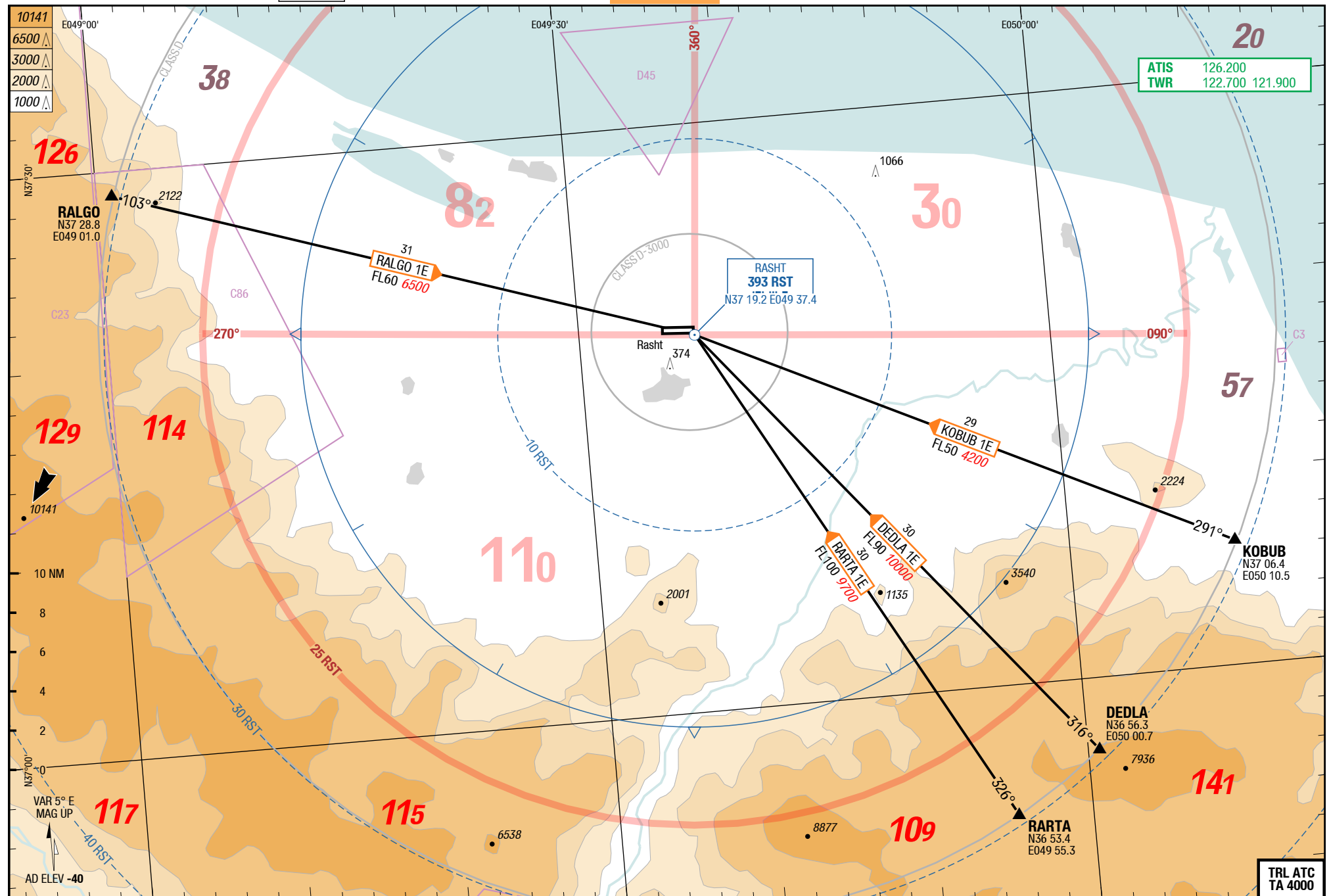
STAR

Sardar-e-Jangal Rasht Iran

STARs (via NDB)

6-20

STARs (via NDB)



Changes: Nil

TRL ATC  
TA 4000

© Lido 2017

Effective 29-MAR-2018

22-MAR-2018

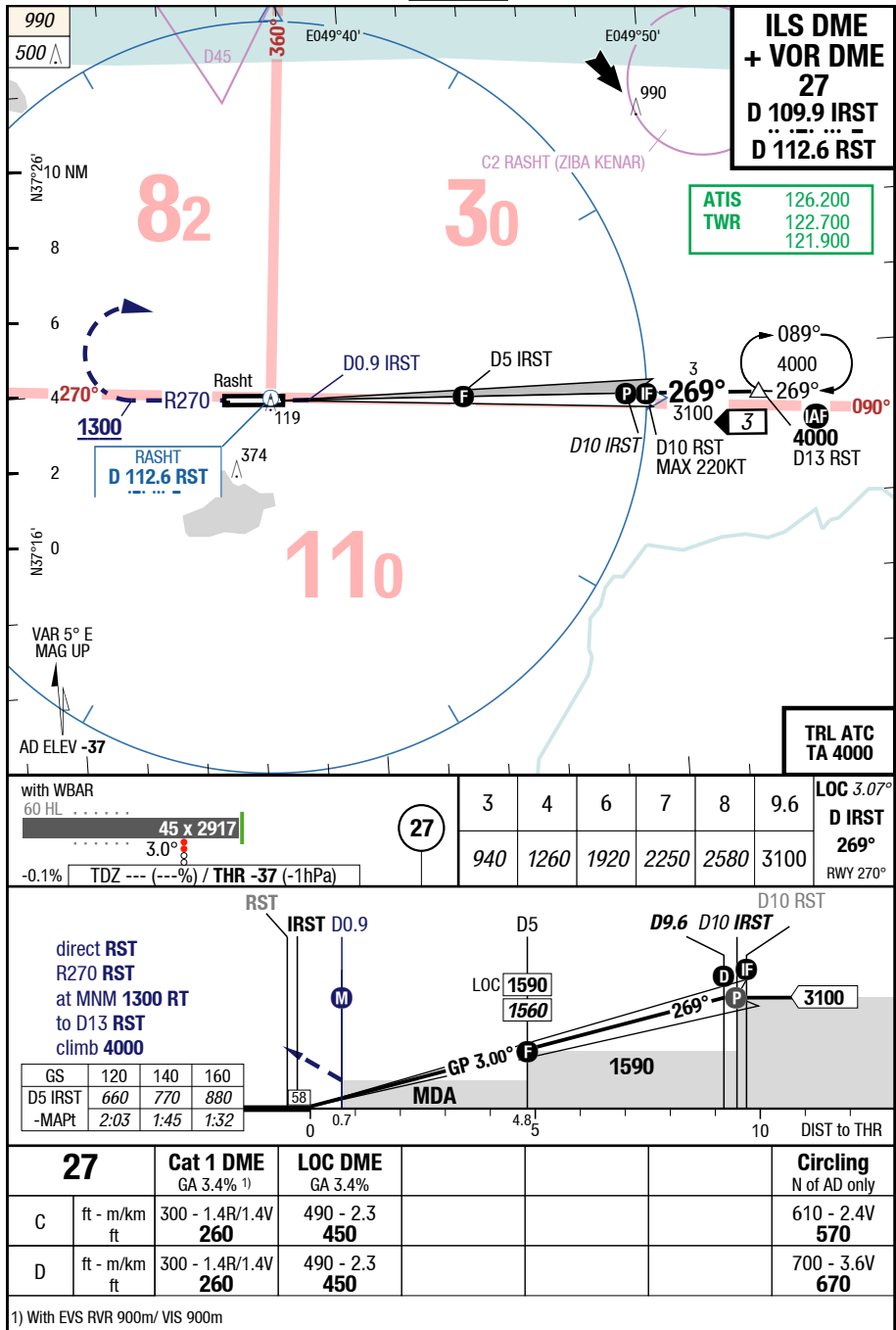
RAS-OIGG

7-10

Iran Rasht Sardar-e-Jangal

ILS DME + VOR DME 27

IAC

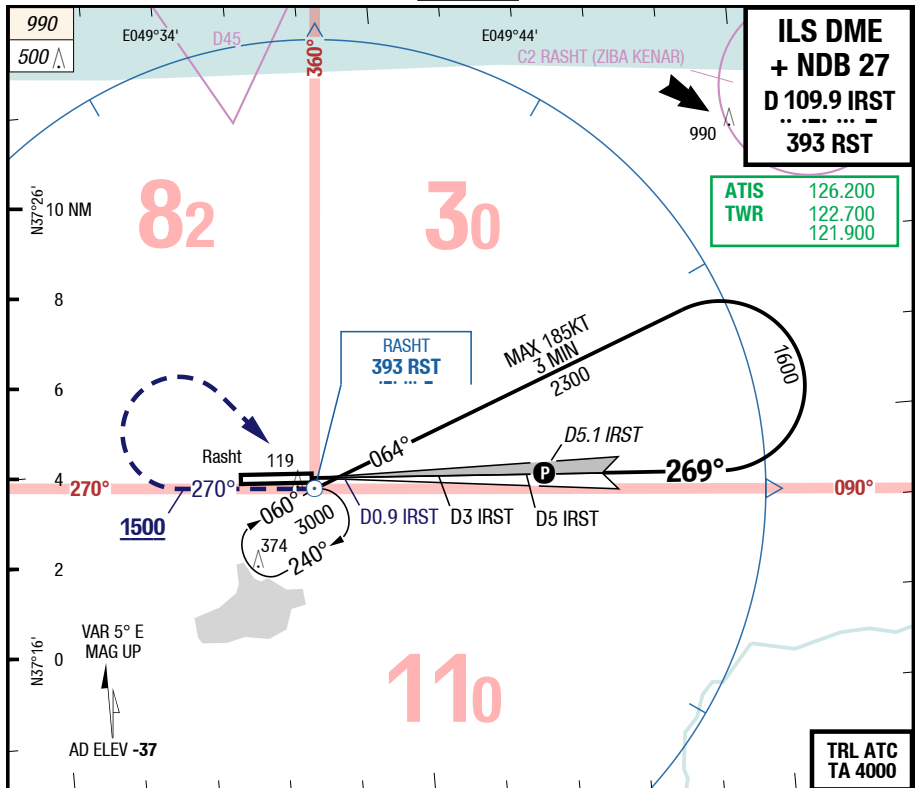


Changes: MIN, APL, ALT, OBST, SUAs

## RAS-OIGG

7-20

## ILS DME + NDB 27



with WBAR

60 HL

45 x 2917

3.0°

-0.1% TDZ --- (---%) / THR -37 (-1hPa)

27

2

4

4.9

LOC 3.20°

D IRST

630

1310

1600

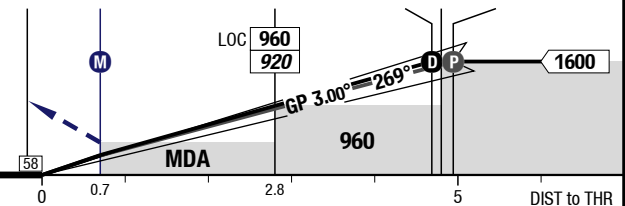
IRST D0.9

D3

D4.9 D5 D5.1 IRST

270°  
at MNM 1500 RT direct RST  
climb 3000

GS	120	140	160
D3 IRST	680	790	900
-MAPt	1:03	0:54	0:47



27	Cat 1 DME 1)	LOC DME	Circling N of AD only
C	ft - m/km ft 290 - 1.4R/1.4V 250	470 - 2.2 430	740 - 2.4V 700
D	ft - m/km ft 290 - 1.4R/1.4V 250	470 - 2.2 430	740 - 3.6V 700

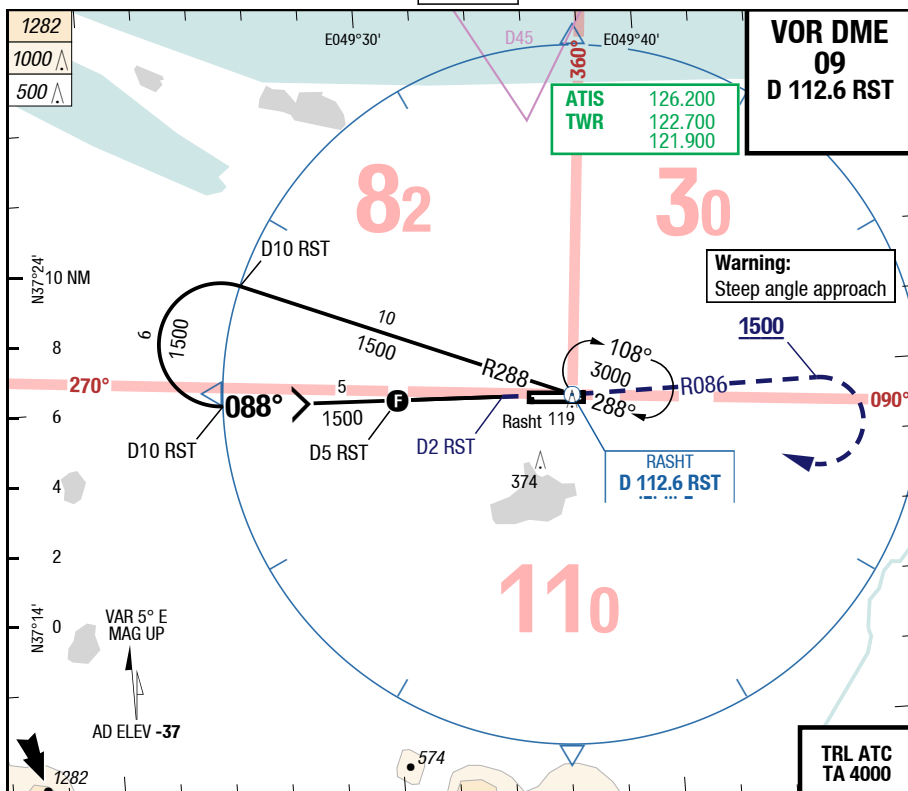
1) With EVS RVR 900m/ VIS 900m

Changes: APL, ALT, OBST, SUAs

## RAS-OIGG

7-30

## VOR DME 09



3.80°  
D RST  
088°  
RWY 090°

			5	4	3
			1500	1100	700

09

100 | 2817 x 45

THR -51 (-2hPa) / TDZ --- (---%) +0.1%

D10 RST

D5

D2

RST

1500

1500

3000

R288

088°

MDA

088° to RST  
R086 RST  
at MNM 1500 RT  
to RST  
climb 3000

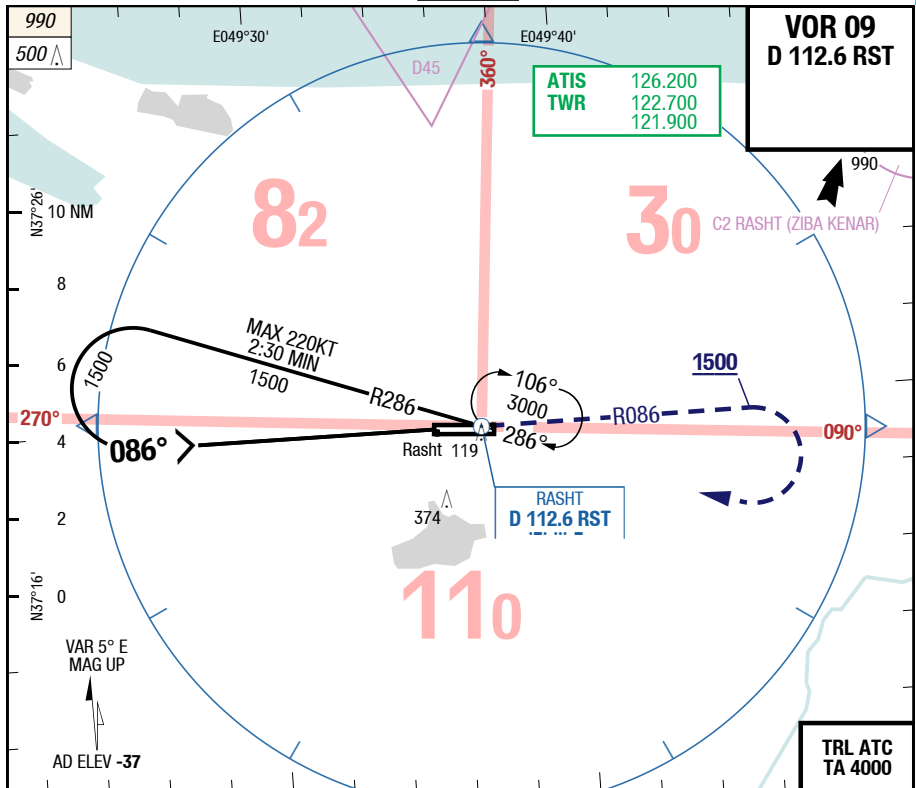
GS	120	140	160
D5 RST	790	920	1050
-MAPt	1:30	1:17	1:08

DIST to displaced THR

5 3.8 0.8 0

7-40

VOR 09



3.00°			6	5	4	3	09	100	2817 x 45	60 HL
D RST										
086°			1500	1190	870	550				
RWY 090°										

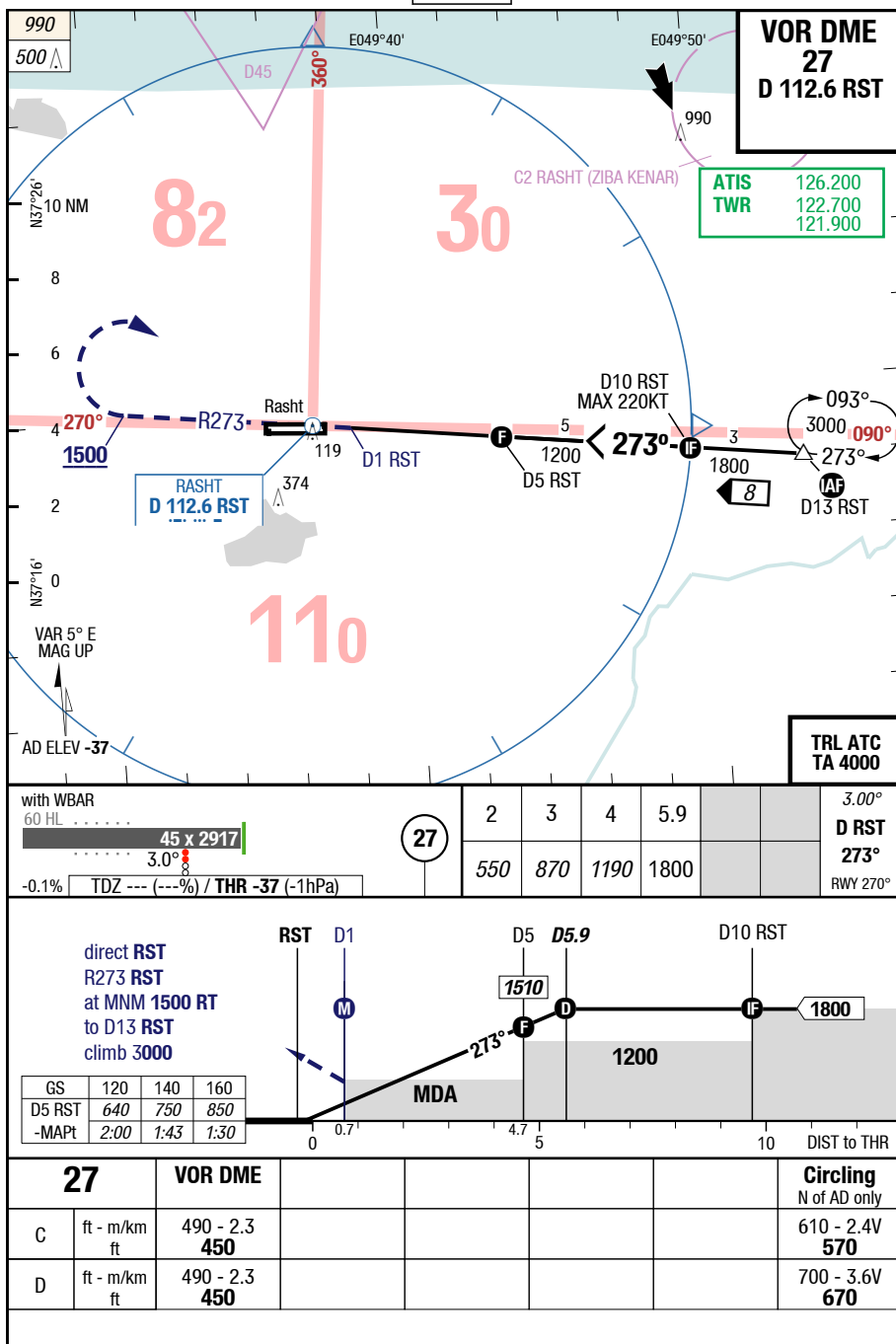
09		VOR					Circling
C		ft - m/km	510 - 2.4				N of AD only
		ft	450				610 - 2.4V
D		ft - m/km	510 - 2.4				570
		ft	450				700 - 3.6V
							670



# RAS-OIGG

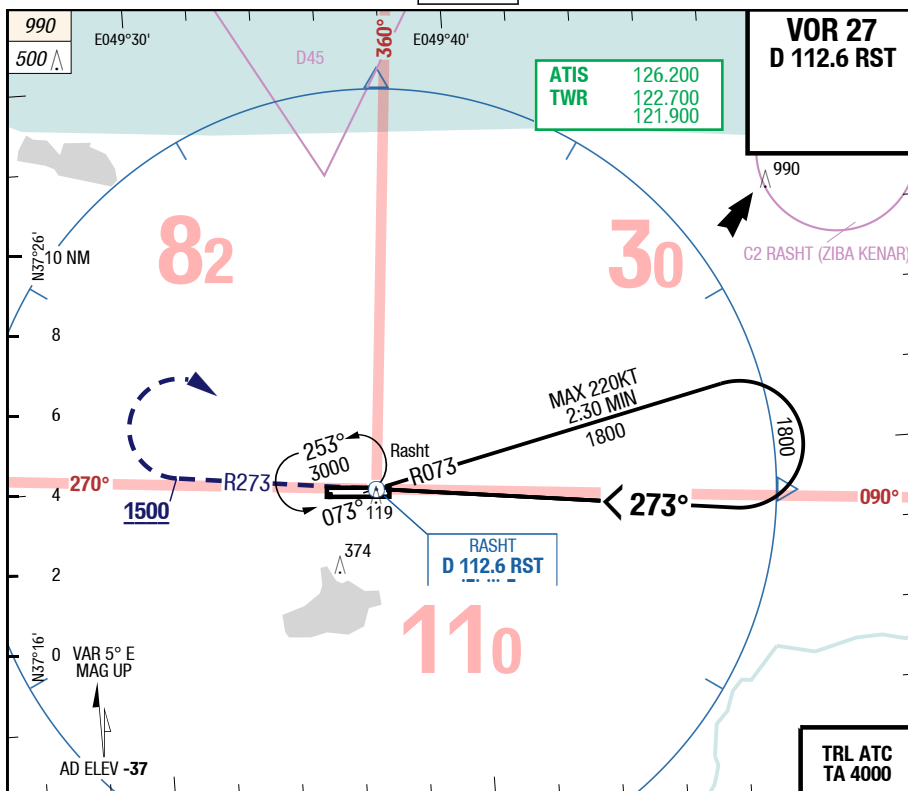
7-50

## VOR DME 27



7-60

VOR 27



with WBAR

60 HL

45 x 2917

3.0°

-0.1% TDZ --- (---%) / THR -37 (-1hPa)

27

2

3

4

5

5.9

3.00°

D RST

273°

RWY 270°

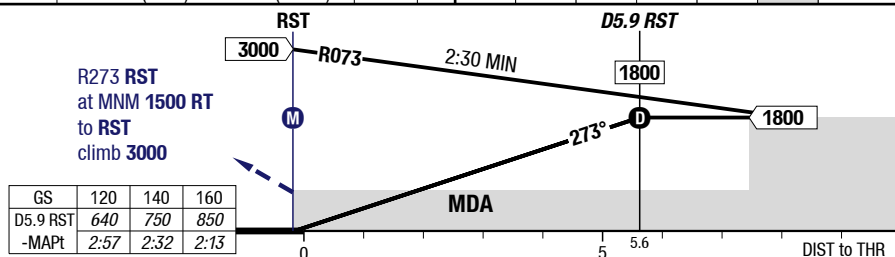
550

870

1190

1510

1800

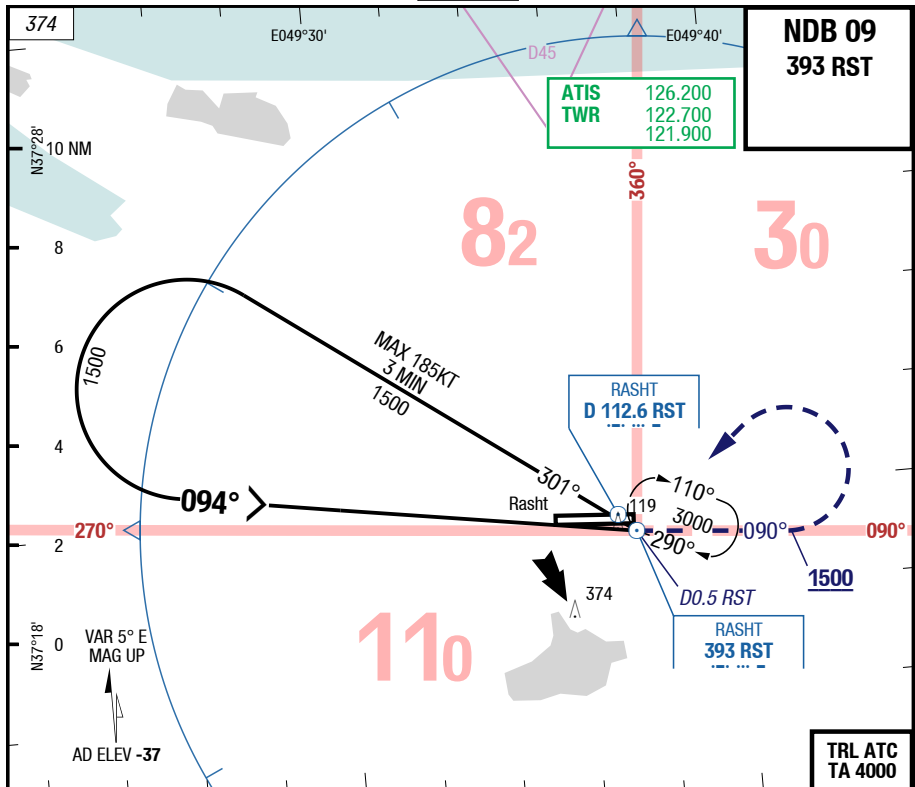


27	VOR						Circling N of AD only
C	ft - m/km ft	490 - 2.3 450					610 - 2.4V 570
D	ft - m/km ft	490 - 2.3 450					700 - 3.6V 670

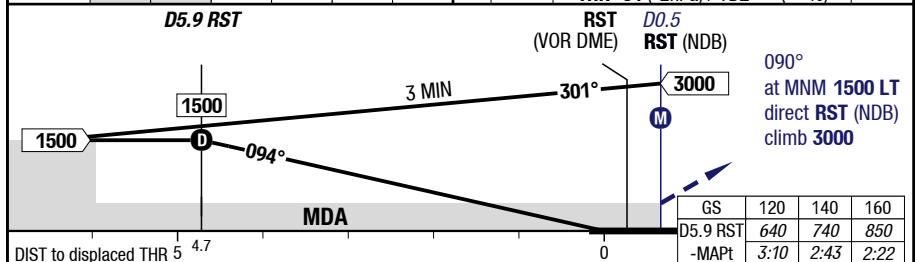
## RAS-OIGG

7-70

NDB 09



3.00°			5.9	5	4	3	09	100 2817 x 45	60 HL
D RST									
094°			1500	1210	890	570			
RWY 090°									
THR -51 (-2hPa) / TDZ --- (---%) +0.1%									



09		NDB					Circling <sup>1)</sup>
C	ft - m/km ft	490 - 2.3 430					740 - 2.4V 700
D	ft - m/km ft	490 - 2.3 430					740 - 3.6V 700

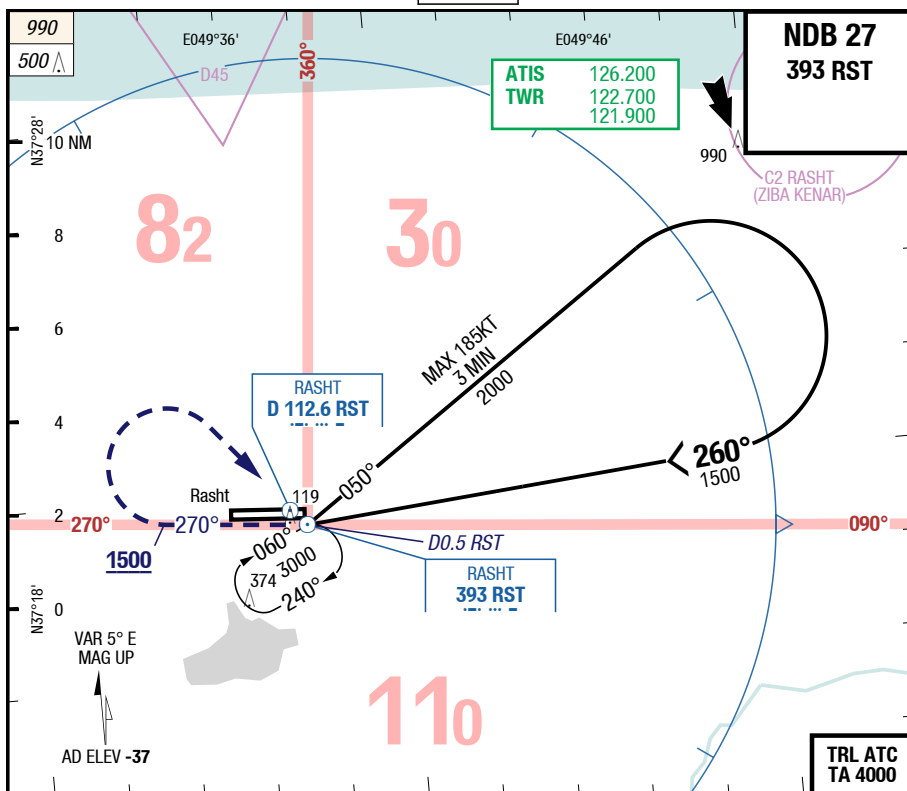
1) N of AD only

Changes: APL, ALT, OBST, SUAs

## RAS-OIGG

**7-80**

## NDB 27



with WBAR

60 HL

45 x 2917

3.0°

27

2

3

4

5

550

880

1200

1500

3.00°

D RST

260°

RWY 270°

-0.1%

TDZ

---

(---)

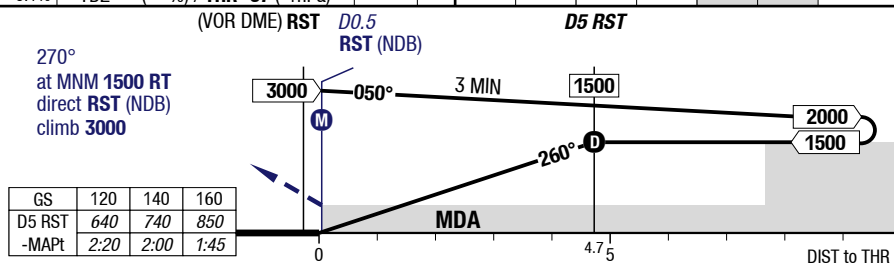
/

THR

-37

(-1hPa)

270°  
at MNM 1500 RT  
direct **RST** (NDB)  
climb **3000**



<b>27</b>		<b>NDB</b>					<b>Circling</b> 1)
C	ft - m/km ft	470 - 2.2 <b>430</b>					740 - 2.4V <b>700</b>
D	ft - m/km ft	470 - 2.2 <b>430</b>					740 - 3.6V <b>700</b>

1) N of AD only

Changes: APL, ALT, OBST, SUAs