

**GENERAL****Operational Hours**

**ATS Hours:** 0330-1530‡, other times O/R

**AD ADMIN Hours:** 0330-1130‡

**Airport Information**

**RFF:** CAT 7, CAT 8 PPR

**PCN:** RWY 16/34: 50/F/C/X/T

**Customs:** O/R

**Operation****Traffic Notes**

PPR for non-SKED air carrier OPS at least 48HRs before EOBT.

**Parking**

Nose-in guidance at stands.

**Warnings**

**DNZ VOR/DME** unusable beyond 20NM:

R220-R180 below 5000ft.

R180-R160 below 7000ft.

R110-R075 below 4000ft.

R075-R270 over sea.

Strolling dogs on movement area.

Intensive birds accumulation in vicinity of AD.

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

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

**Warnings**

RWY 34: Power line in final with HGT 89ft, 1246m / 4090ft from THR.

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

| RWY      |           | 16/34    |         |
|----------|-----------|----------|---------|
| All ACFT | ft - m/km | 0 - 400V | HJ only |
|          |           | 0 - 800V | HN      |

SRY-OINZ

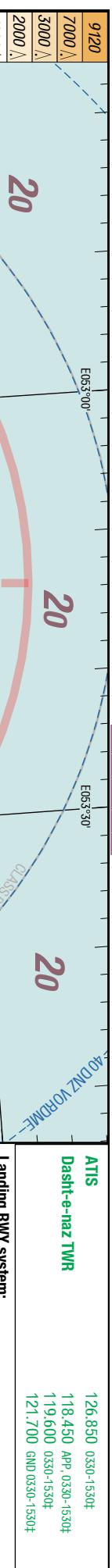
2-10

AFC

AFC

AFC

Iran Sarı Dasht-e-naz

ATIS  
Dasht-e-naz TWR126.850 0330-1530‡  
118.450 APP, 0330-1530‡  
119.600 0330-1530‡  
121.700 GND 0330-1530‡

|    |                     |  |                                      |
|----|---------------------|--|--------------------------------------|
| 16 | Landing RWY system: | THR 4 (0hPa) / TDZ --- (---%)          | +0.4%                                |
|    |                     | with WBAR 2650 x 45                    | 60 HL ..... 45 x 1223   1427         |
|    |                     | with WBAR 60 HL ..... 45 x 1223   1427 | -0.4% TDZ --- (---%) / THR 35 (1hPa) |

**Effective 29-MAR-2018**

**SRY-OINZ**

**22-MAR-2018**

**Iran Sari Dasht-e-naz**

**AGC**

**AGC**  
**AGC**

**Dasht-e-naz Sari Iran**

**AGC**

**ATIS** 126.850 0330-1530‡  
**Dasht-e-naz TWR** 118.450 0330-1530‡  
119.600 0330-1530‡  
121.700 GND 0330-1530‡

**3-20**

Changes: DISPL THR

E053°11'

E053°11.5'

**16**  
157°  
4



**2650 X 45**

50

**DASHT-E-NAZ**  
**D 113.1 DNZ**

Isolated ACFT parking position located at holding bay at the beginning of RWY 16.

| RWY       | TORA | ASDA | TODA |
|-----------|------|------|------|
| <b>16</b> | 1223 | 2740 | 2740 |
| <b>34</b> | 2650 | 2700 | 2900 |

**ARP**  
N 36 38.2  
E 053 11.6

**FIRE STATION**  
**DOMESTIC TERMINAL**  
**INTERNATIONAL TERMINAL**

**APRON**

**B**

**C**

**A**

**34**  
337°  
35

**SWW 90**

m 0 250 500  
ft 0 500 1000 1500

**VAR 4° E**

**MAG UP**

**AD ELEV 35**

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22-MAR-2018

SRY-OINZ

4-10

Iran Sari Dasht-e-naz

SIDs (based on NDB)

SIDs (based on VOR)

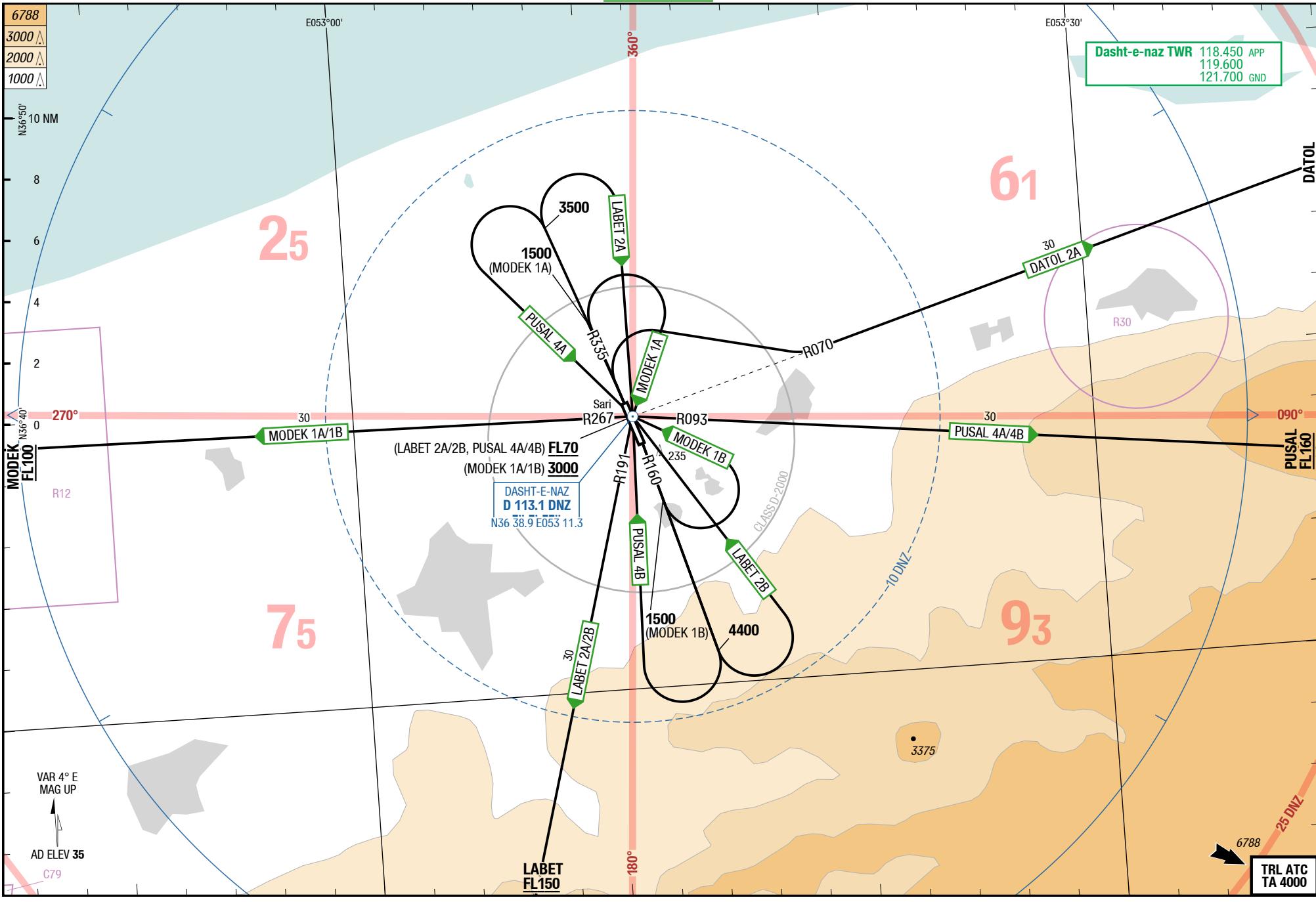
SID

SID

Dasht-e-naz Sari Iran

SIDs (based on NDB)

SIDs (based on VOR)



Changes: FREQ

Effective 29-MAR-2018

22-MAR-2018

SRY-OINZ

4-20

Iran Sari Dasht-e-naz

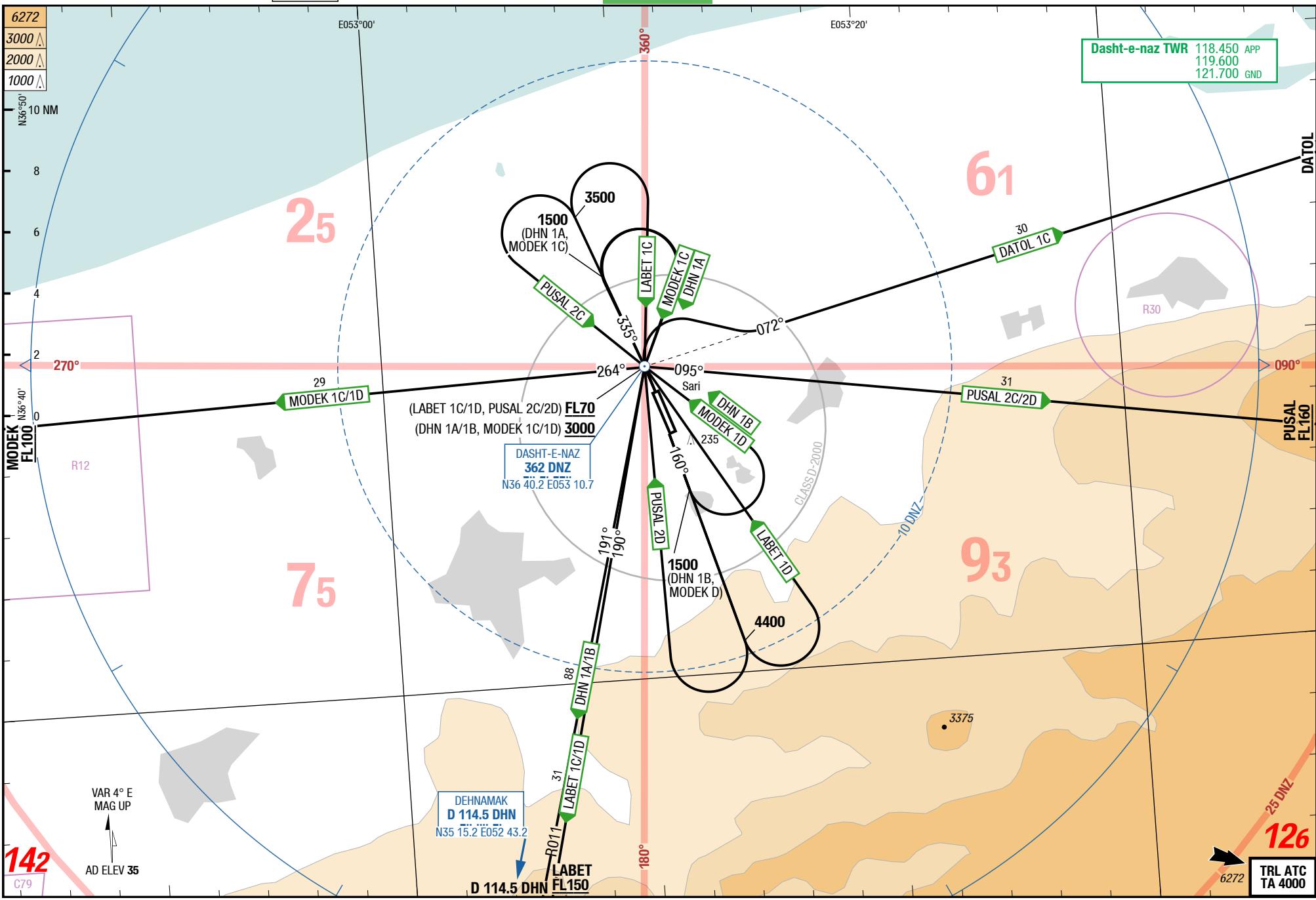
SIDs (based on NDB)

SID

SID

Dasht-e-naz Sari Iran

SIDs (based on NDB)



12-MAR-2015

**SRY-OINZ****5-10****SIDs (based on VOR)**
**LABET 2B / MODEK 1B / PUSAL 4B / DATOL 2A / LABET 2A / MODEK 1A / PUSAL 4A**  
**RWYs 16 (157°) / 34 (337°)**

|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
|------|--------|-----|------|------|------|------|------|
| 4.0% | ft/MIN | 500 | 700  | 800  | 900  | 1000 | 1100 |
| 5.0% | ft/MIN | 700 | 800  | 1000 | 1100 | 1300 | 1400 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR  | ROUTING  | ALTITUDES                                     |
|---|--|---|
| <b>Runway 16</b>  |  |   |
| <b>LABET 2B</b><br>6.6% to 4400<br>5.0%<br><b>118.450</b> | intercept R160 <b>DNZ</b> - at <b>4400 LT</b> direct <b>DNZ</b> - R191 <b>DNZ</b> to LABET | <b>DNZ MNM FL70</b><br>LABET MNM <b>FL150</b> |
| <b>MODEK 1B</b><br>4.0% to 1500<br><b>118.450</b>         | intercept R160 <b>DNZ</b> - at <b>1500 LT</b> direct <b>DNZ</b> - R267 <b>DNZ</b> to MODEK | <b>DNZ MNM 3000</b><br>MODEK MNM <b>FL100</b> |
| <b>PUSAL 4B</b><br>6.6% to 4400<br>5.0%<br><b>118.450</b> | intercept R160 <b>DNZ</b> - at <b>4400 RT</b> direct <b>DNZ</b> - R093 <b>DNZ</b> to PUSAL | <b>DNZ MNM FL70</b><br>PUSAL MNM <b>FL160</b> |
| <b>Runway 34</b>  |  |   |
| <b>DATOL 2A</b><br>4.0%<br><b>118.450</b>                 | <b>RT</b> intercept R070 <b>DNZ</b> to DATOL   |   |
| <b>LABET 2A</b><br><b>118.450</b>                         | intercept R335 <b>DNZ</b> - at <b>3500 RT</b> direct <b>DNZ</b> - R191 <b>DNZ</b> to LABET | <b>DNZ MNM FL70</b><br>LABET MNM <b>FL150</b> |
| <b>MODEK 1A</b><br><b>118.450</b>                         | intercept R335 <b>DNZ</b> - at <b>1500 RT</b> direct <b>DNZ</b> - R267 <b>DNZ</b> to MODEK | <b>DNZ MNM 3000</b><br>MODEK MNM <b>FL100</b> |
| <b>PUSAL 4A</b><br>5.0%<br><b>118.450</b>                 | intercept R335 <b>DNZ</b> - at <b>3500 LT</b> direct <b>DNZ</b> - R093 <b>DNZ</b> to PUSAL | <b>DNZ MNM FL70</b><br>PUSAL MNM <b>FL160</b> |

12-MAR-2015

**SRY-OINZ****5-20****SIDs (based on NDB)**

**DEHNAMAK 1B / LABET 1D / MODEK 1D / PUSAL 2D / DATOL 1C / DEHNAMAK 1A / LABET 1C / MODEK 1C / PUSAL 2C**  
**RWYs 16 (157°) / 34 (337°)**

|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
|------|--------|-----|------|------|------|------|------|
| 4.0% | ft/MIN | 500 | 700  | 800  | 900  | 1000 | 1100 |
| 4.2% | ft/MIN | 600 | 700  | 800  | 900  | 1100 | 1200 |
| 5.0% | ft/MIN | 700 | 800  | 1000 | 1100 | 1300 | 1400 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR  | ROUTING  | ALTITUDES                                     |
|---|--|---|
| <b>Runway 16</b>  |  |   |
| <b>DEHNAMAK 1B</b><br><b>DHN 1B</b><br>4.2%<br><b>118.450</b> | intercept QDR 160 <b>DNZ</b> - at <b>1500 LT</b> direct <b>DNZ</b> - QDR 191 <b>DNZ (R011 DHN)</b> to <b>DHN</b> | <b>DNZ MNM 3000</b>                           |
| <b>LABET 1D</b><br>6.6% to 4400<br>5.0%<br><b>118.450</b>     | intercept QDR 160 <b>DNZ</b> - at <b>4400 LT</b> direct <b>DNZ</b> - QDR 190 <b>DNZ</b> to <b>LABET</b>          | <b>DNZ MNM FL70</b><br><b>LABET MNM FL150</b> |
| <b>MODEK 1D</b><br>4.0% to 1500<br><b>118.450</b>             | intercept QDR 160 <b>DNZ</b> - at <b>1500 LT</b> direct <b>DNZ</b> - QDR 264 <b>DNZ</b> to <b>MODEK</b>          | <b>DNZ MNM 3000</b><br><b>MODEK MNM FL100</b> |
| <b>PUSAL 2D</b><br>6.6% to 4400<br>5.0%<br><b>118.450</b>     | intercept QDR 160 <b>DNZ</b> - at <b>4400 RT</b> direct <b>DNZ</b> - QDR 095 <b>DNZ</b> to <b>PUSAL</b>          | <b>DNZ MNM FL70</b><br><b>PUSAL MNM FL160</b> |
| <b>Runway 34</b>  |  |   |
| <b>DATOL 1C</b><br>4.0%<br><b>118.450</b>                     | RT intercept QDR 072 <b>DNZ</b> to <b>DATOL</b>  |   |
| <b>DEHNAMAK 1A</b><br><b>DHN 1A</b><br>4.2%<br><b>118.450</b> | intercept QDR 335 <b>DNZ</b> - at <b>1500 RT</b> direct <b>DNZ</b> - QDR 191 <b>DNZ (R011 DHN)</b> to <b>DHN</b> | <b>DNZ MNM 3000</b>                           |
| <b>LABET 1C</b><br><b>118.450</b>                             | intercept QDR 335 <b>DNZ</b> - at <b>3500 RT</b> direct <b>DNZ</b> - QDR 190 <b>DNZ</b> to <b>LABET</b>          | <b>DNZ MNM FL70</b><br><b>LABET MNM FL150</b> |
| <b>MODEK 1C</b><br><b>118.450</b>                             | intercept QDR 335 <b>DNZ</b> - at <b>1500 RT</b> direct <b>DNZ</b> - QDR 264 <b>DNZ</b> to <b>MODEK</b>          | <b>DNZ MNM 3000</b><br><b>MODEK MNM FL100</b> |
| <b>PUSAL 2C</b><br>5.0%<br><b>118.450</b>                     | intercept QDR 335 <b>DNZ</b> - at <b>3500 LT</b> direct <b>DNZ</b> - QDR 095 <b>DNZ</b> to <b>PUSAL</b>          | <b>DNZ MNM FL70</b><br><b>PUSAL MNM FL160</b> |

**Effective 29-MAR-2018**

22-MAR-2018

**SRY-OINZ**

6-10

## **STARs (based on VOR)**

STARS (based on NDB)

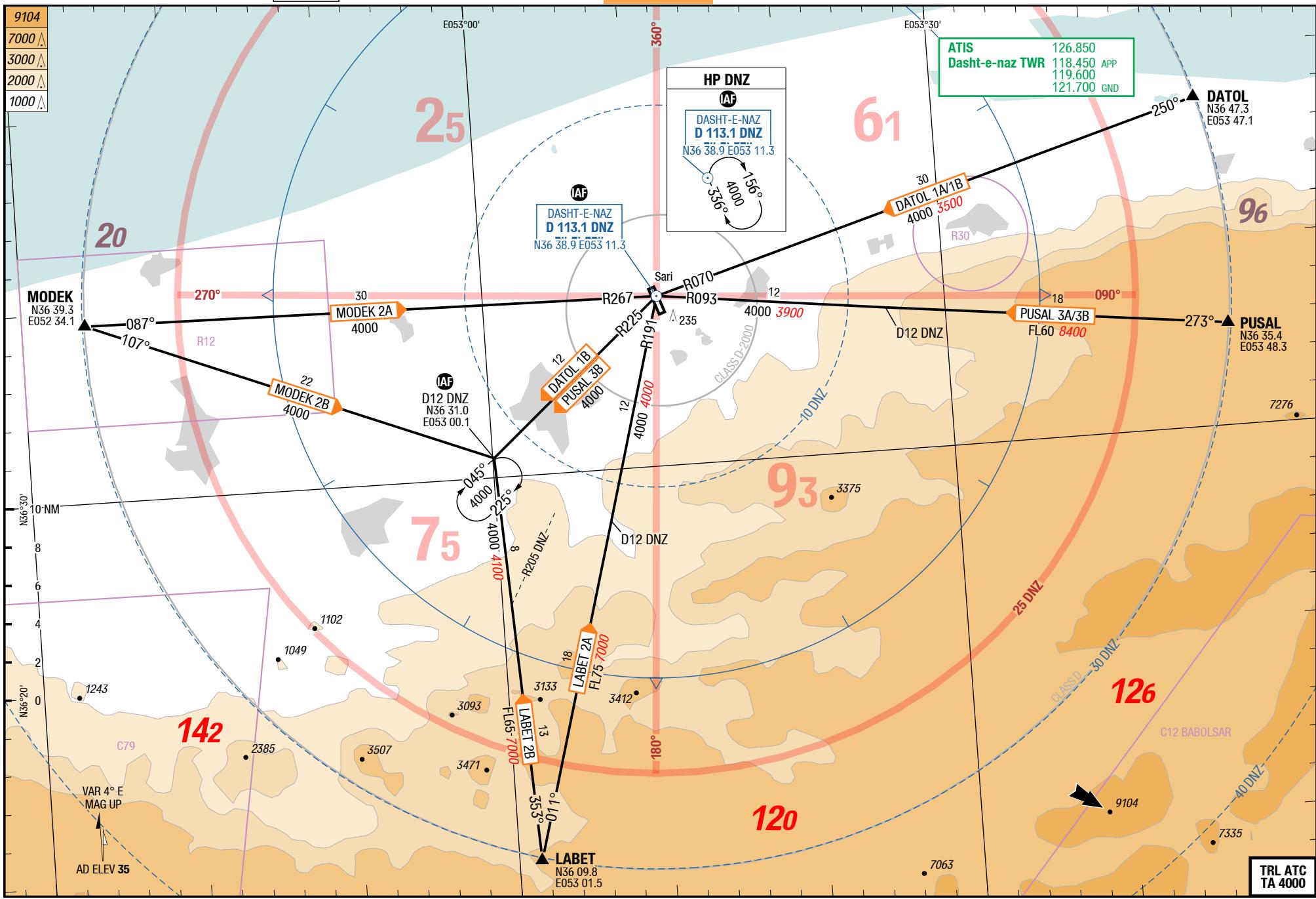
STAR

STAR

Dasht-e-naz **Sari** Iran

### STARs (based on NDB)

## **STARs (based on VOR)**



Effective 29-MAR-2018

22-MAR-2018

SRY-OINZ

Iran Sari Dasht-e-naz

6-20

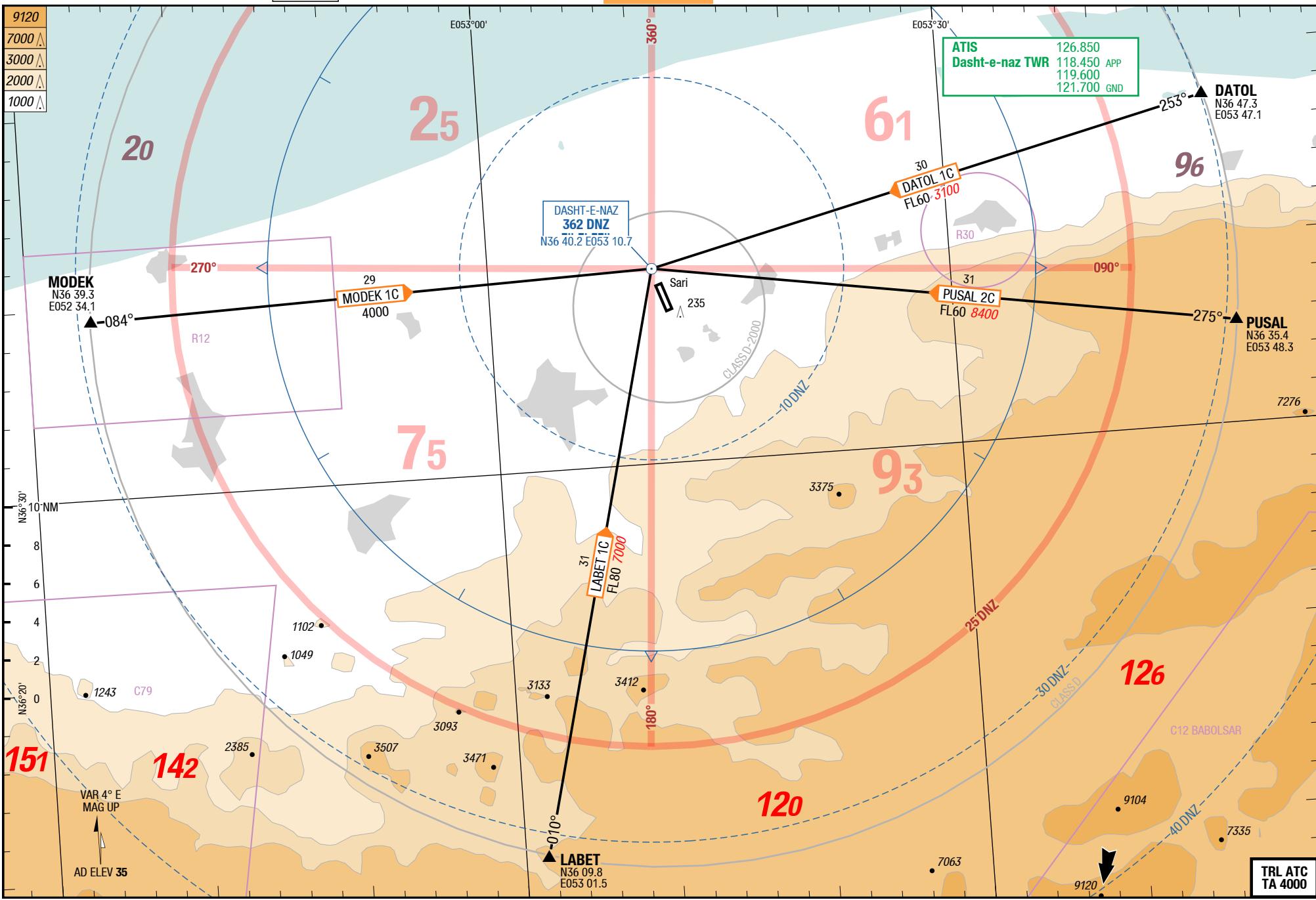
STARs (based on NDB)

STAR

STAR

Dasht-e-naz Sari Iran

STARs (based on NDB)



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22-MAR-2018

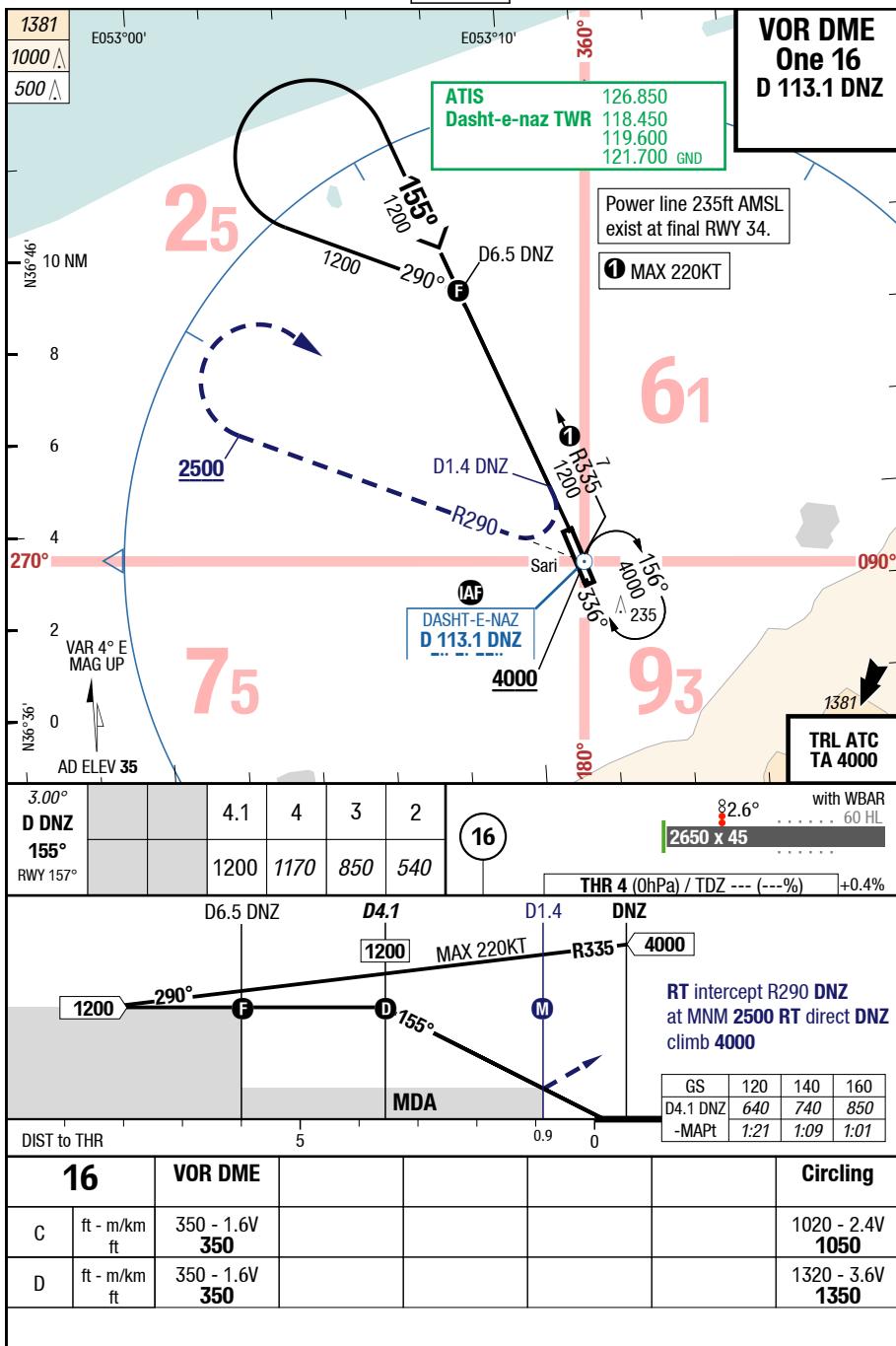
Iran Sari Dasht-e-naz

SRY-OINZ

7-10

VOR DME One 16

IAC



Changes: MIN, APL, ALT

Effective 29-MAR-2018

22-MAR-2018

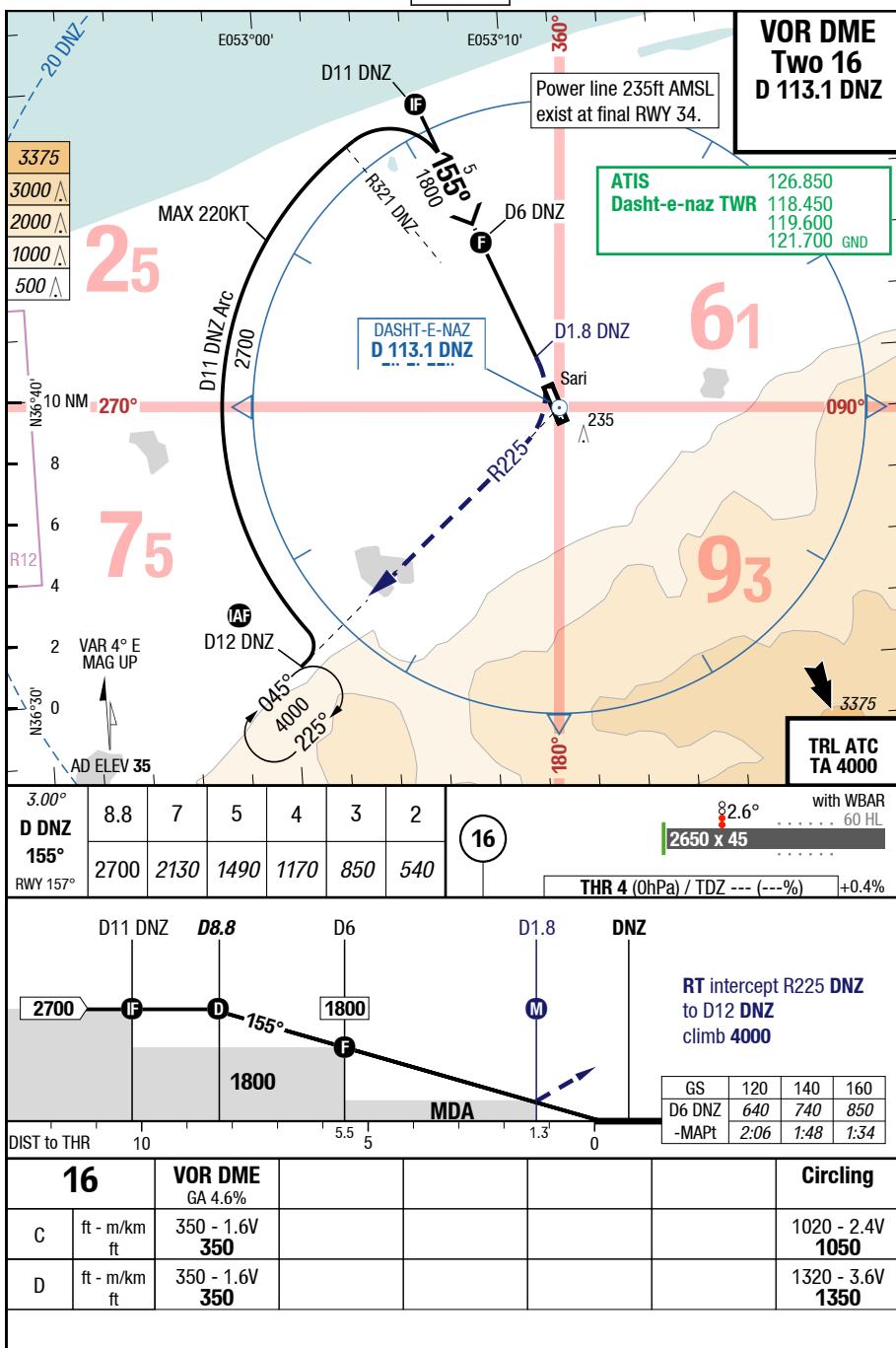
Iran Sari Dasht-e-naz

SRY-OINZ

7-20

VOR DME Two 16

IAC



Changes: MIN, APL

Effective 29-MAR-2018

22-MAR-2018

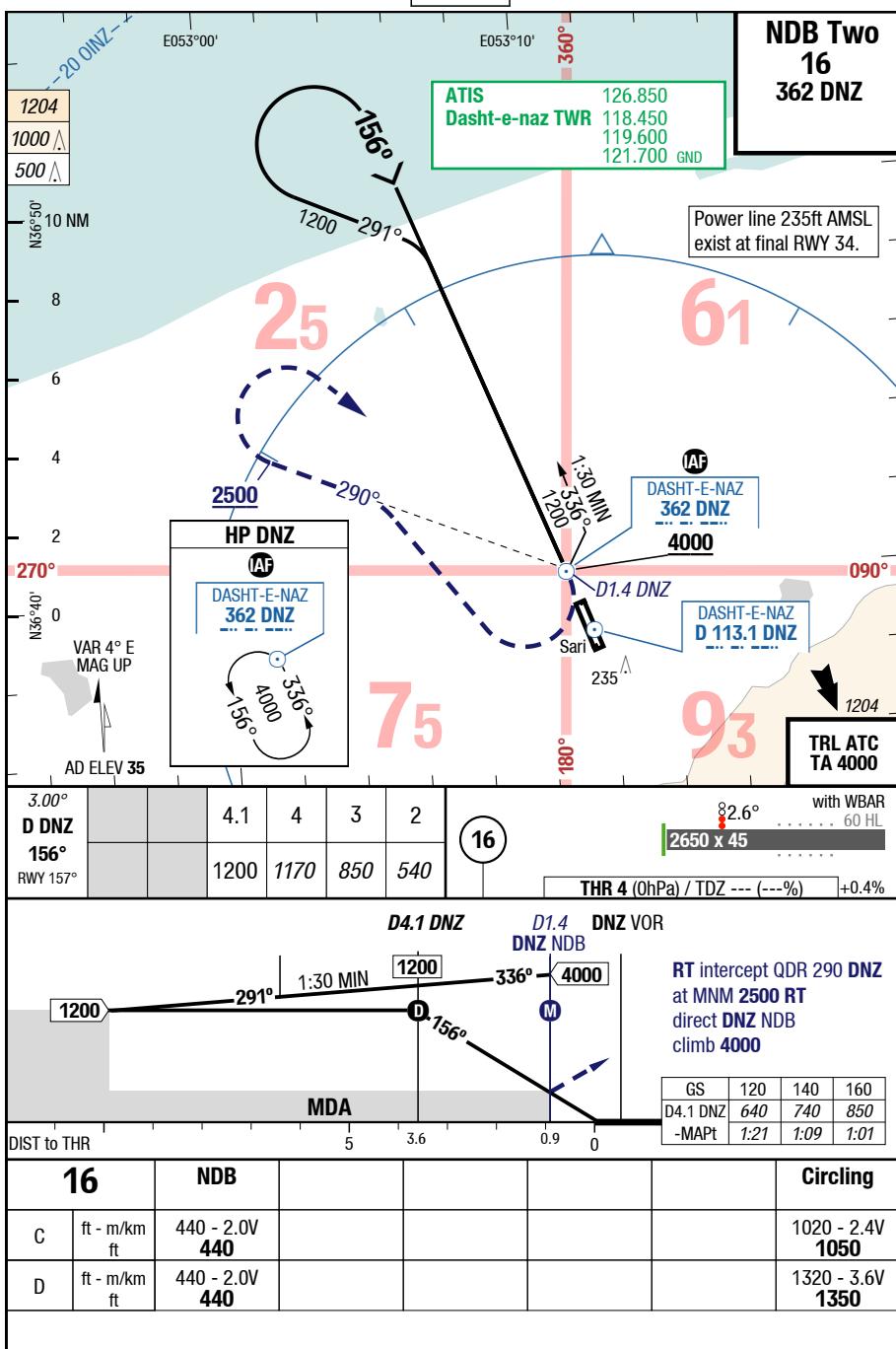
Iran Sari Dasht-e-naz

SRY-OINZ

7-30

NDB Two 16

IAC



Effective 29-MAR-2018

22-MAR-2018

Iran Sari Dasht-e-naz

SRY-OINZ

7-40

NDB Three 16

