

19-APR-2018

**SYZ-OISS****1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information**

**RFF:** CAT 8  
**PCN:** RWY 11L/29R: 85/F/C/W/T  
 RWY 11R/29L: 80/F/C/W/T

**Operation****Preferential RWY**

LDG: RWY 29L

DEP: RWY 29R.

**Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT porocedures.

**RWY Restriction**

180° turns for heavy ACFT on turning pads either end of RWY only.

**Taxi/Parking**

Nose-in guidance at stands.

Use MNM PWR when taxiing on APN.

Heavy ACFT shall taxi on MNM PWR at all times, B747 and B777 may be requested to backtrack on RWYs to avoid FOD on maneuvering areas.

**Warnings****SYZ VOR** unusable in counter clockwise direction in area as follows:

Beyond 15NM:

R340-280 below 9000ft AMSL.

R280-200 below 10000ft AMSL.

R125-090 below 9000ft AMSL.

R090-055 below 10000ft AMSL.

R055-340 below 10000ft AMSL.

Beyond 25NM:

R050-210 below 13000ft AMSL.

R180-150 below 15000ft AMSL.

R150-130 below 10000ft AMSL.

R130-050 below 11000ft AMSL.

Vehicles and trucks with MAX height 5m exist in N of APN extermity.

Strolling animals exist on movement area.

Birds in vicinity of AD.

19-APR-2018

**SYZ-OISS**

1-20

AOI

AOI

**ARRIVAL****Communication****COM Failure****VMC**

Maintain VMC and proceed to ARR RWY for landing.

**IMC**

When APCH CLR is not received:

Proceed to SYZ DVOR/DME and join overhead holding at ALT 11500ft, then execute a normal APCH PROC to the ARR RWY.

When APCH CLR is already received:

Continue APCH to the assigned and acknowledged RWY.

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

- RWY 11R/L right-hand circuit.
- For heavy ACFT 6500ft.
- For other ACFT 6000ft.

**Noise Abatement Procedure**

VIS APCH with right hand downwind RWY 29 between 1930-0230± should not descend below 8000ft until passing middle of downwind.

**Non-standard GP Intercept Position on RWY 29L**

GP intercepts RWY 29L at 349m / 1145ft after landing threshold.

Remaining LDG DIST beyond GP is 3923m / 1287ft.

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

RWY		11L/29R, 11R/29L	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

**Departure Procedure****Start-up**

Contact GND 5-10min prior to start-up and report:

- Desired LVL
- ATIS code letter and QNH

**Intersection TKOF**

Not AVBL when:

- VIS is below 1200m
- braking actions is reported below GOOD
- full RWY length is not AVBL due to WIP

**DEPARTURE**

**Noise Abatement Procedure**

RWY 29L/R:

TKOF between 1930-0230‡ prohibited, except tailwind component for RWY 11L/R is 5KT or more, or traffic/adverse weather condition.

VIS right turn from RWY 29L/R prohibited between 1930-0230‡.

**De-Icing**

De-icing for ACFT with MAX wingspan 35m / 115ft will be carried out on TWY A between TWY A3 and A4. ACFT with greater wingspan will be de-iced on stand.

19-APR-2018

SYZ-OISS

Iran Shiraz Shahid Dastghaib Intl

AGC

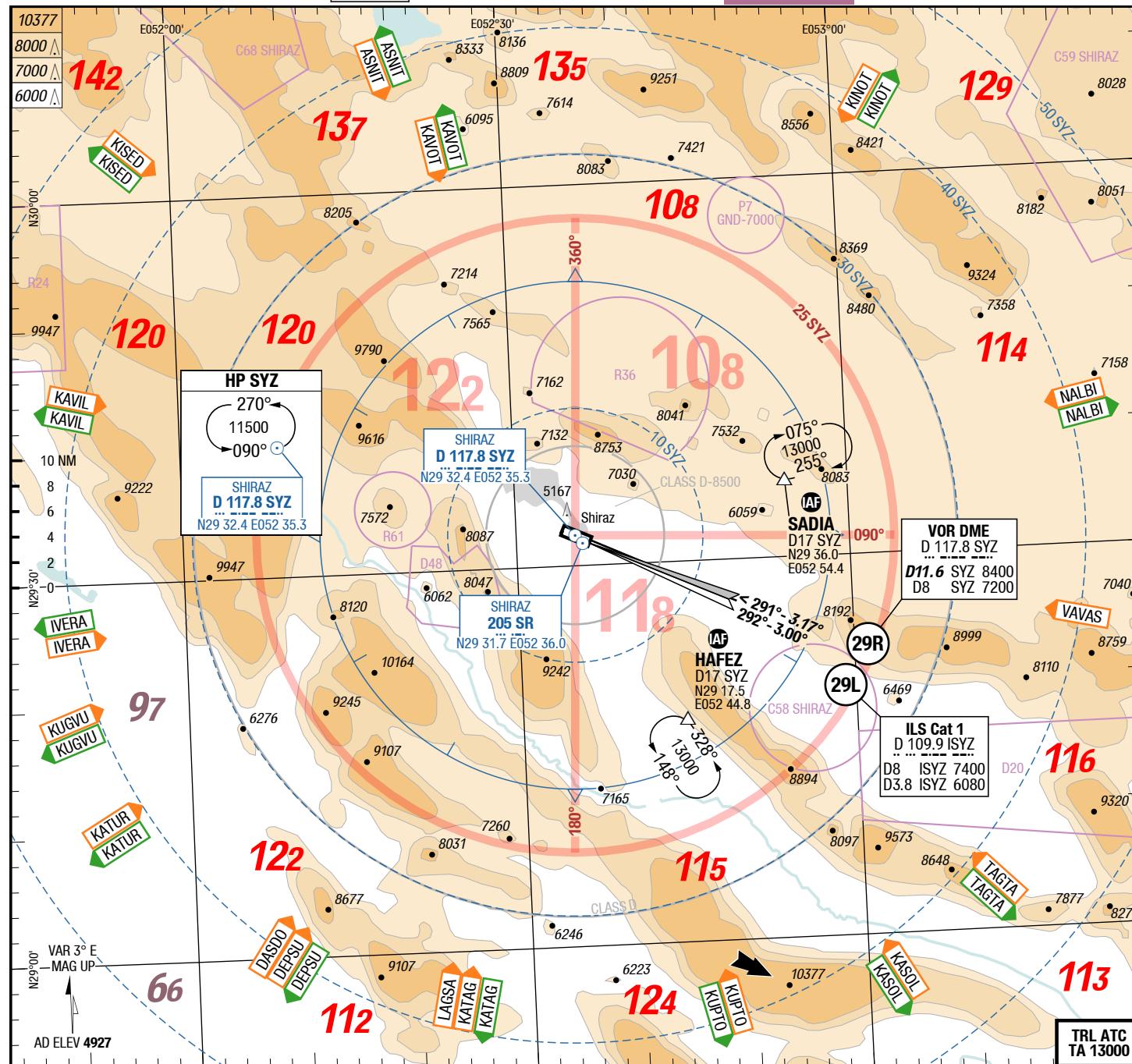
AFC

Shahid Dastghaib Intl Shiraz Iran

AGC

AFC

2-10



Changes: APL

ATIS	127.000	125.400
RAD	119.000	125.400
APP	119.000	125.400
TWR	118.100	
GND	121.900	121.750

**Landing RWY system:**

11L	4334 x 45	60 HL
HL-S	THR 4921 (165hPa) / TDZ -0.3%	
29R	45 x 4334	60 HL
HL-S	+0.3% TDZ --- (%) / THR 4873 (164hPa) HL-P1	
11R	4272 x 45	60 HL
HL-S	THR 4927 (165hPa) / TDZ -0.4%	
29L	45 x 4272	60 HL
HL-S	+0.4% TDZ --- (%) / THR 4870 (164hPa) HL-P1	

19-APR-2018

Iran Shiraz Shahid Dastghaib Intl

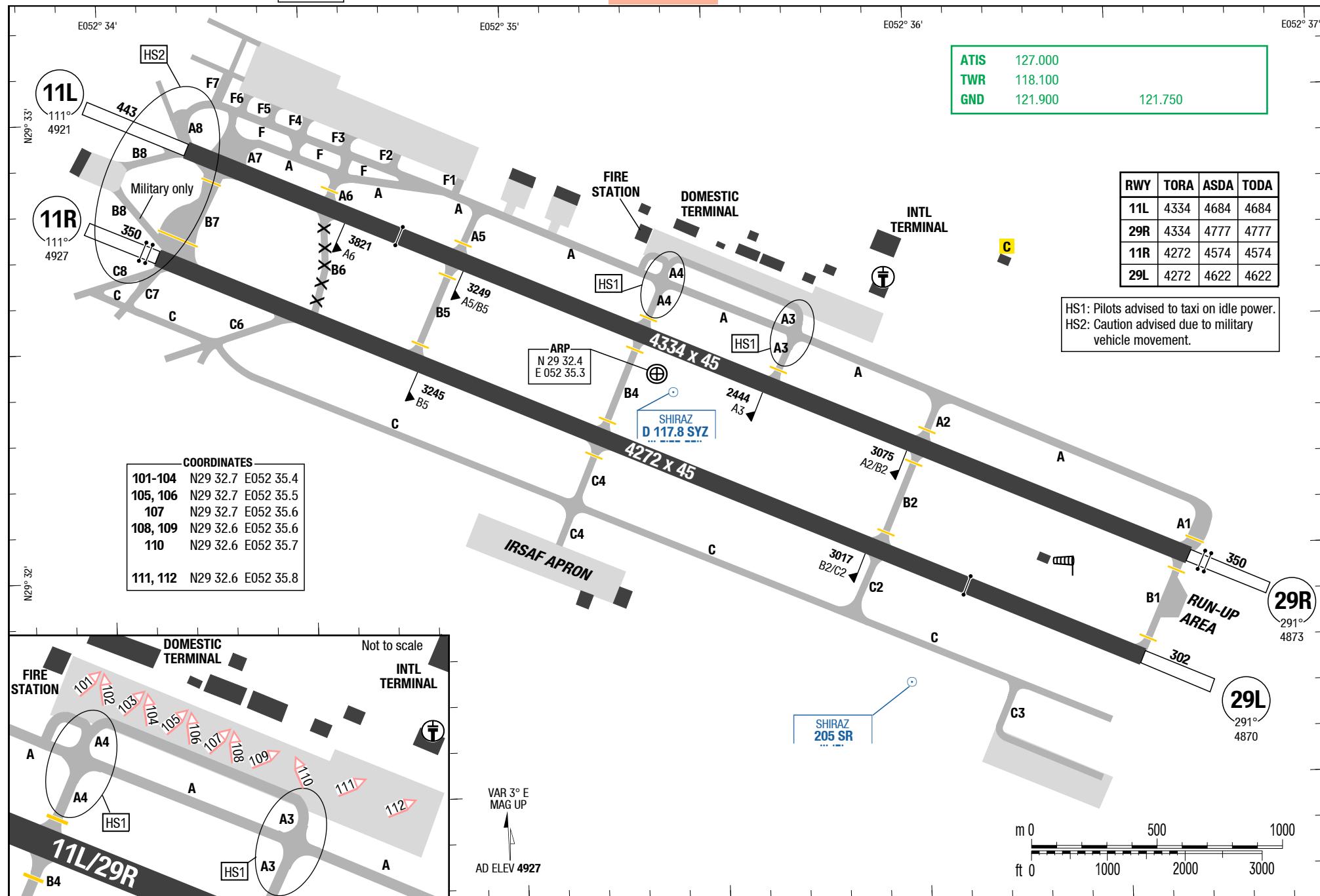
SYZ-OISS

3-20

AGC

AGC

Shahid Dastghaib Intl Shiraz Iran



07-SEP-2017

SYZ-OISS

Iran Shiraz Shahid Dastghaib Intl

SIDs RWYs 11L/R SR

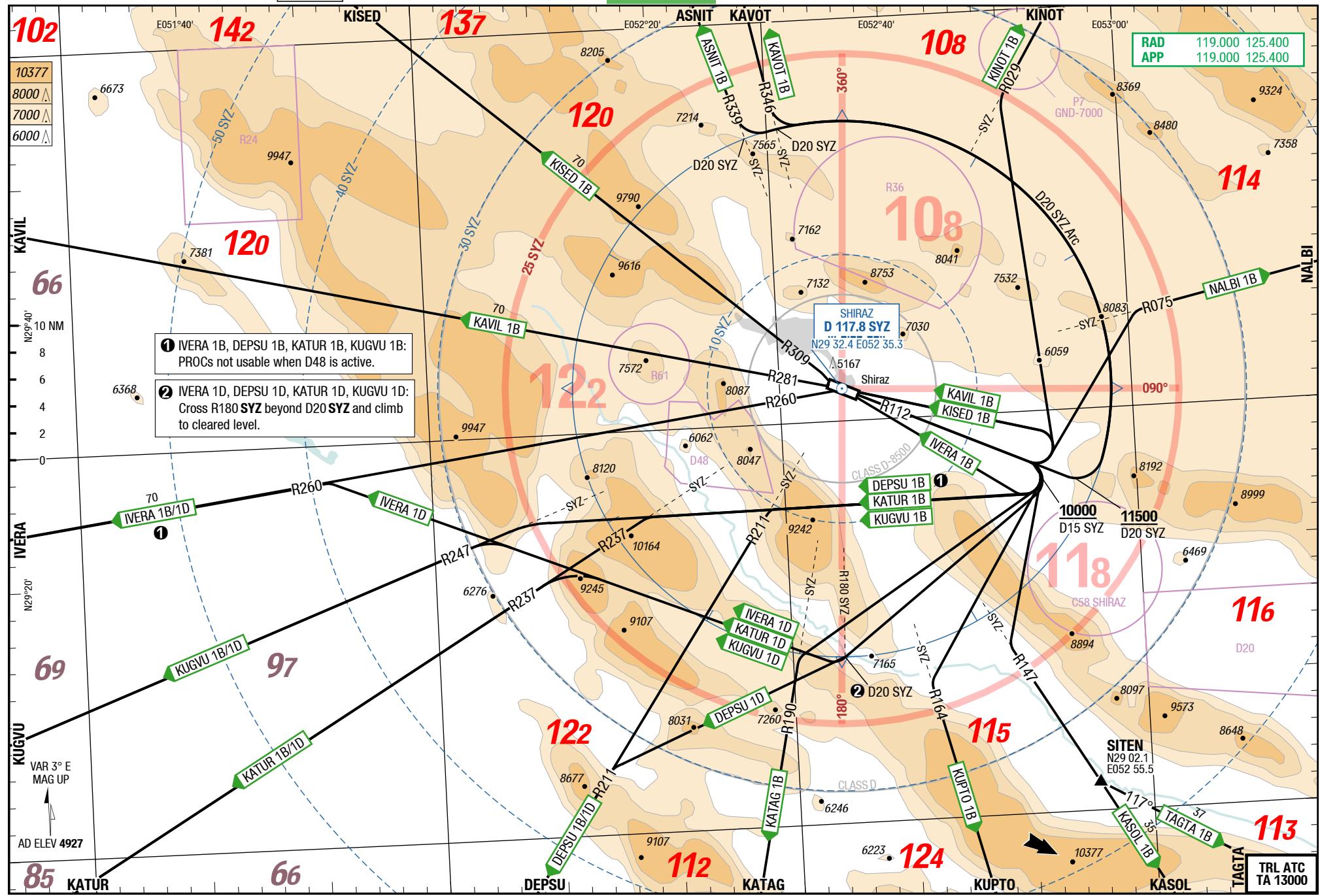
4-10

SIDs RWYs 11L/R SYZ

Shahid Dastghaib Intl **Shiraz** Iran

SIDs RWYs 11L/R SR

SIDs RWYs 11L/R SYZ



07-SEP-2017

Iran **Shiraz** Shahid Dastghaib Intl

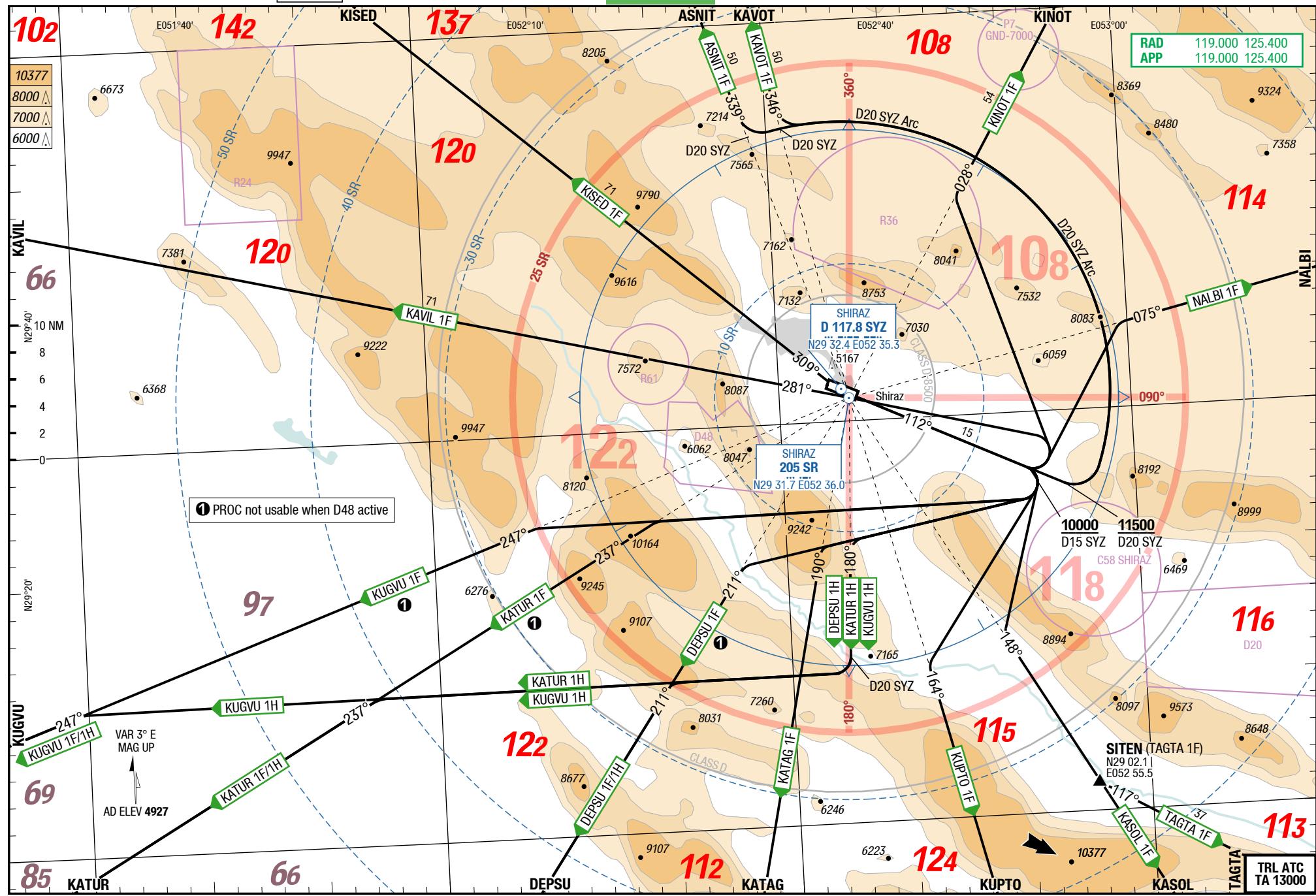
Shahid Dastghaib Intl **Shiraz** Iran

SYZ-OISS

4-20

SIDs RWYs 11L/R SR

SIDs RWYs 11L/R SR



22-FEB-2018

SYZ-OISS

Iran Shiraz Shahid Dastghaib Intl

SIDs RWYs 29L/R East/South SYZ

4-30

SIDs RWYs 29L/R Northwest SYZ

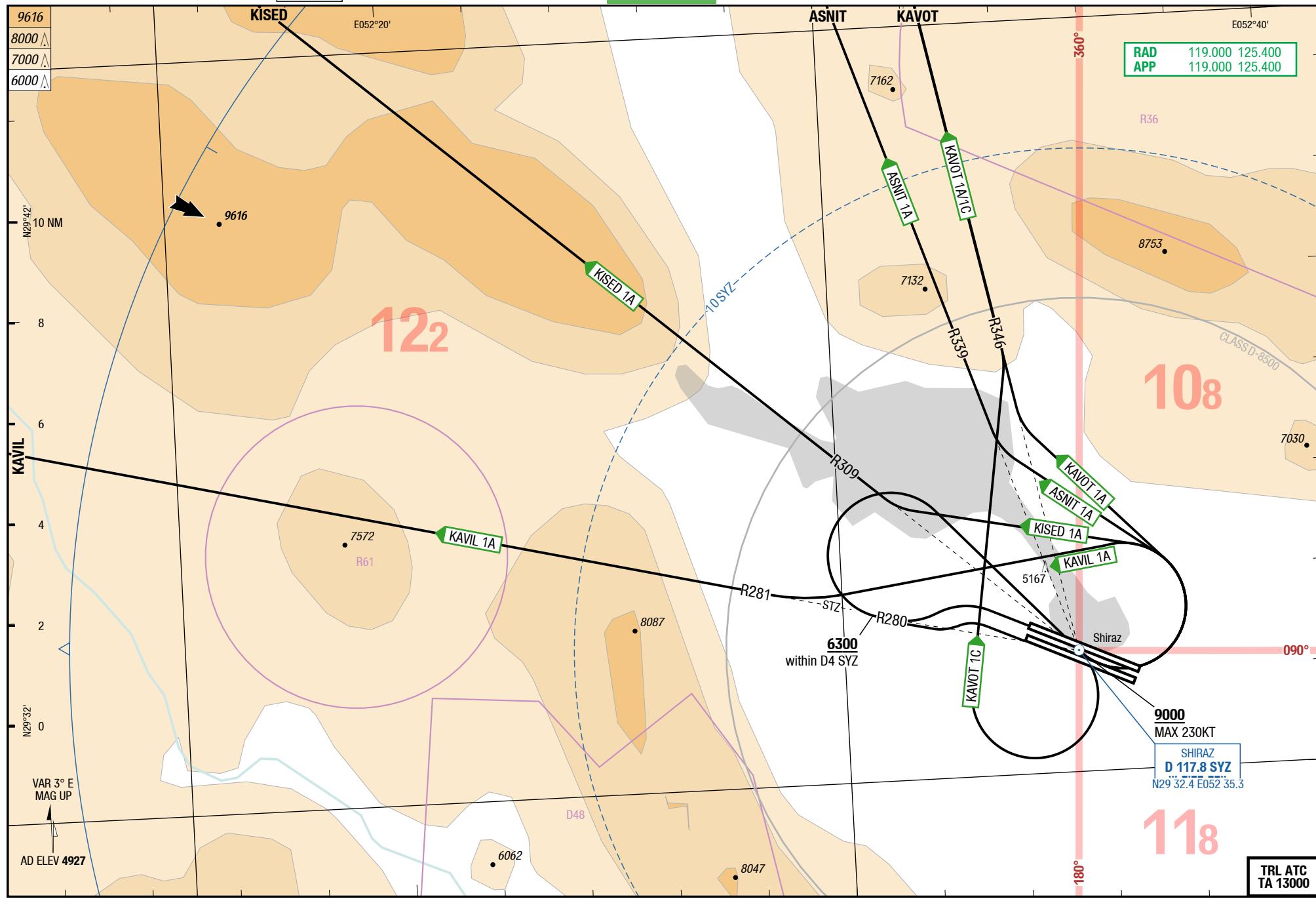
SID

SID

Shahid Dastghaib Intl Shiraz Iran

SIDs RWYs 29L/R East/South SYZ

SIDs RWYs 29L/R Northwest SYZ



22-FEB-2018

Iran **Shiraz** Shahid Dastghaib Intl

Shahid Dastghaib Intl **Shiraz** Iran

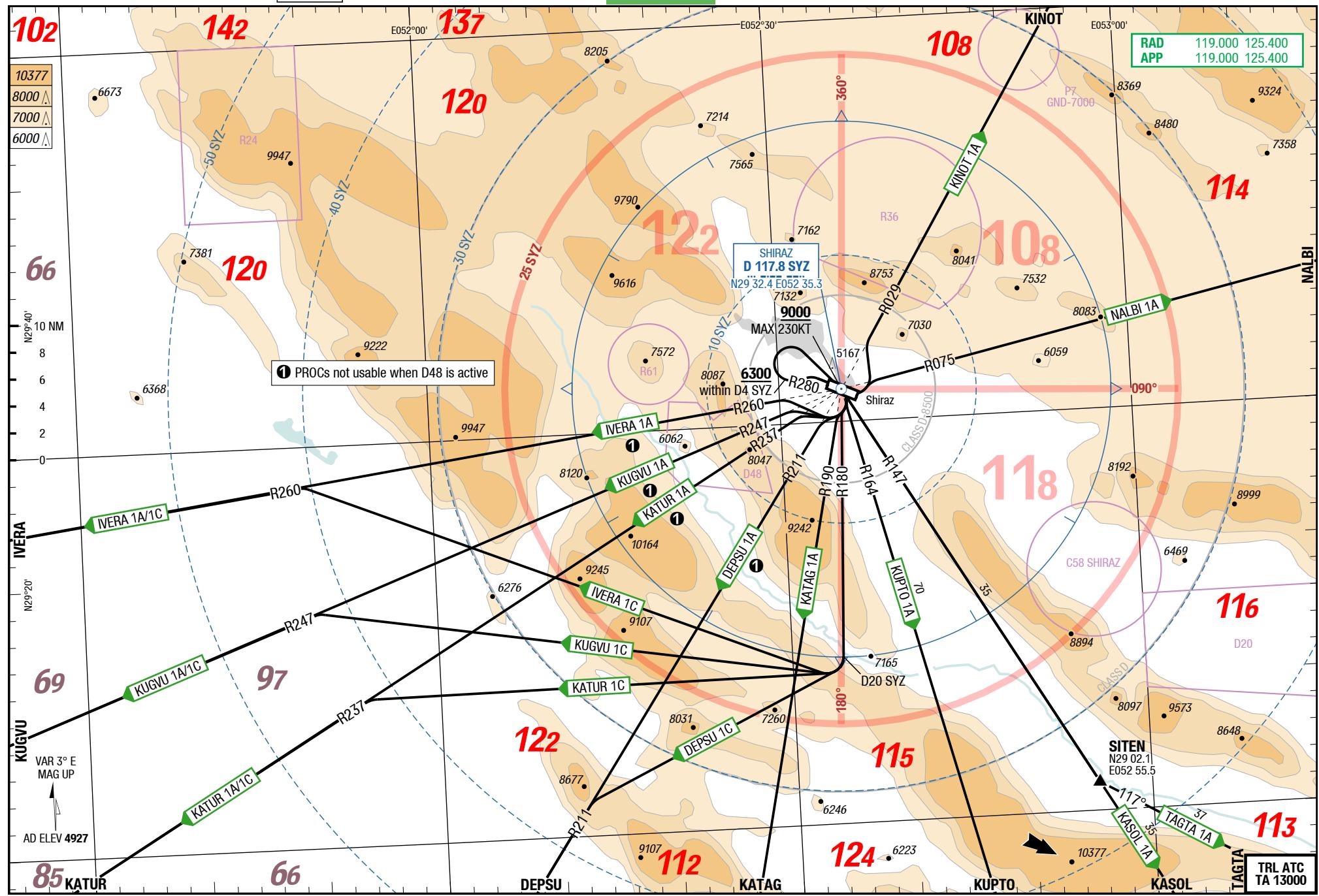
SYZ-OISS

**4-40      SIDs RWYs 29L/R East/South SYZ**

SID

cid

#### **SIDs BWYs 29I /B East/South SY7**



22-FEB-2018

SYZ-OISS

Iran Shiraz Shahid Dastghaib Intl

Shahid Dastghaib Intl Shiraz Iran

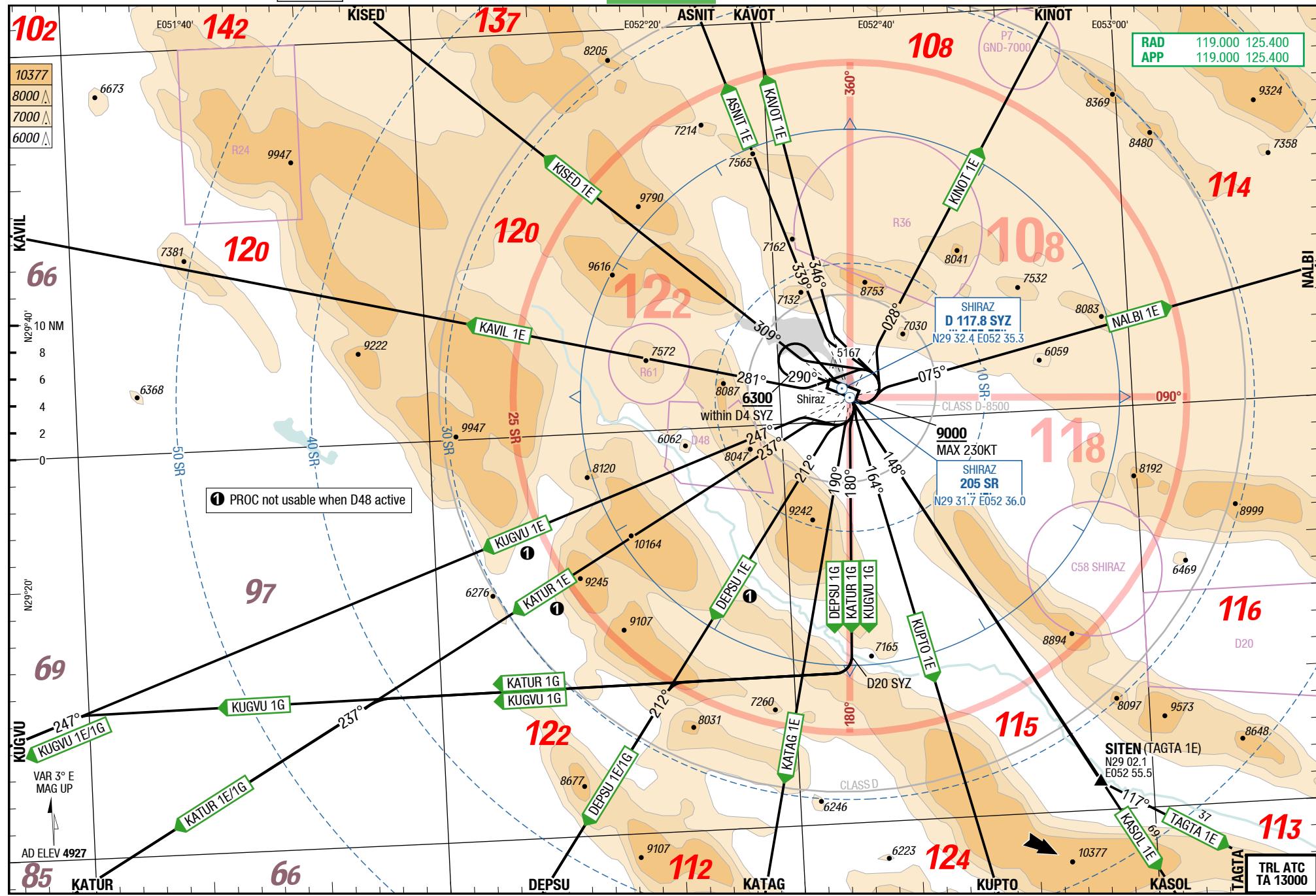
4-50

SIDs RWYs 29L/R SR

SID

SID

SIDs RWYs 29L/R SR



**SYZ-OISS**

5-10

**SIDs RWYs 11L/R SYZ**

**ASNIT 1B / DEPSU 1B / DEPSU 1D / IVERA 1B / IVERA 1D / KASOL 1B / KATAG 1B / KATUR 1B / KATUR 1D / KAVIL 1B**

RWYs 11L/R (112°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 11L/11R</b>		
<b>ASNIT 1B</b> 5.8% to 10000 <b>119.000</b> ①	R112 <b>SYZ</b> - at D20 <b>SYZ LT</b> follow D20 <b>SYZ</b> arc - intercept R339 <b>SYZ</b> to ASNIT	D20 <b>SYZ MNM 11500</b>
<b>DEPSU 1B</b> 5.8% to 10000 <b>119.000</b> ①	R112 <b>SYZ</b> - at D15 <b>SYZ RT</b> intercept R211 <b>SYZ</b> to DEPSU	D15 <b>SYZ MNM 10000</b>
<b>DEPSU 1D</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D15 <b>SYZ RT</b> intercept R211 <b>SYZ</b> to DEPSU (cross R180 <b>SYZ</b> beyond D20 <b>SYZ</b> )	D15 <b>SYZ MNM 10000</b>
<b>IVERA 1B</b> 5.8% to 10000 <b>119.000</b> ①	R112 <b>SYZ</b> - at D15 <b>SYZ RT</b> direct <b>SYZ</b> - R260 <b>SYZ</b> to IVERA	D15 <b>SYZ MNM 10000</b>
<b>IVERA 1D</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D15 <b>SYZ RT</b> intercept R260 <b>SYZ</b> to IVERA (cross R180 <b>SYZ</b> beyond D20 <b>SYZ</b> )	D15 <b>SYZ MNM 10000</b>
<b>KASOL 1B</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D15 <b>SYZ RT</b> intercept R147 <b>SYZ</b> to SITEN - KASOL	D15 <b>SYZ MNM 10000</b>
<b>KATAG 1B</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D15 <b>SYZ RT</b> intercept R190 <b>SYZ</b> to KATAG	D15 <b>SYZ MNM 10000</b>
<b>KATUR 1B</b> 5.8% to 10000 <b>119.000</b> ①	R112 <b>SYZ</b> - at D15 <b>SYZ RT</b> intercept R237 <b>SYZ</b> to KATUR	D15 <b>SYZ MNM 10000</b>
<b>KATUR 1D</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D15 <b>SYZ RT</b> intercept R237 <b>SYZ</b> to KATUR (cross R180 <b>SYZ</b> beyond D20 <b>SYZ</b> )	D15 <b>SYZ MNM 10000</b>
<b>KAVIL 1B</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D15 <b>SYZ LT</b> direct <b>SYZ</b> - R281 <b>SYZ</b> to KAVIL	D15 <b>SYZ MNM 10000</b>

① PROC not usable when D48 active.

## SYZ-OISS

5-20

SIDs RWYs 11L/R SYZ

**KAVOT 1B / KINOT 1B / KISED 1B / KUGVU 1B / KUGVU 1D / KUPTO 1B / NALBI 1B / TAGTA 1B**

RWYs 11L/R (112°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 11L/11R</b>		
<b>KAVOT 1B</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D20 <b>SYZ LT</b> follow D20 <b>SYZ</b> arc - intercept R346 <b>SYZ</b> to KAVOT	D20 <b>SYZ MNM 11500</b>
<b>KINOT 1B</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D15 <b>SYZ LT</b> intercept R029 <b>SYZ</b> to KINOT	D15 <b>SYZ MNM 10000</b>
<b>KISED 1B</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D15 <b>SYZ LT</b> direct <b>SYZ</b> - R309 <b>SYZ</b> to KISED	D15 <b>SYZ MNM 10000</b>
<b>KUGVU 1B</b> 5.8% to 10000 <b>119.000</b> ①	R112 <b>SYZ</b> - at D15 <b>SYZ RT</b> intercept R247 <b>SYZ</b> to KUGVU	D15 <b>SYZ MNM 10000</b>
<b>KUGVU 1D</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D15 <b>SYZ RT</b> intercept R247 <b>SYZ</b> to KUGVU (cross R180 <b>SYZ</b> beyond D20 <b>SYZ</b> )	D15 <b>SYZ MNM 10000</b>
<b>KUPTO 1B</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D15 <b>SYZ RT</b> intercept R164 <b>SYZ</b> to KUPTO	D15 <b>SYZ MNM 10000</b>
<b>NALBI 1B</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D15 <b>SYZ LT</b> intercept R075 <b>SYZ</b> to NALBI	D15 <b>SYZ MNM 10000</b>
<b>TAGTA 1B</b> 5.8% to 10000 <b>119.000</b>	R112 <b>SYZ</b> - at D15 <b>SYZ RT</b> intercept R147 <b>SYZ</b> to SITEN - LT 117° to TAGTA	D15 <b>SYZ MNM 10000</b>

① PROC not usable when D48 active.

**SYZ-OISS**

5-30

**SIDs RWYs 11L/R SR**

**ASNIT 1F / DEPSU 1F / DEPSU 1H / KASOL 1F / KATAG 1F / KATUR 1F / KATUR 1H / KAVIL 1F / KAVOT 1F / KINOT 1F**

RWYs 11L/R (112°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 11L/11R</b>		
<b>ASNIT 1F</b> 5.8% to 10000 <b>119.000</b> ①	QDR 112 <b>SR</b> - at D20 <b>SYZ LT</b> follow D20 <b>SYZ</b> arc - intercept QDR 339 <b>SR</b> to ASNIT	D20 <b>SYZ MNM 11500</b>
<b>DEPSU 1F</b> 5.8% to 10000 <b>119.000</b> ①	QDR 112 <b>SR</b> - at D15 <b>SYZ RT</b> intercept QDR 211 <b>SR</b> to DEPSU	D15 <b>SYZ MNM 10000</b>
<b>DEPSU 1H</b> 5.8% to 10000 <b>119.000</b>	QDR 112 <b>SR</b> - at D15 <b>SYZ RT</b> intercept QDR 180 <b>SR</b> - at D20 <b>SYZ RT</b> intercept QDR 211 <b>SR</b> to DEPSU	D15 <b>SYZ MNM 10000</b>
<b>KASOL 1F</b> 5.8% to 10000 <b>119.000</b>	QDR 112 <b>SR</b> - at D15 <b>SYZ RT</b> intercept QDR 148 <b>SR</b> to KASOL	D15 <b>SYZ MNM 10000</b>
<b>KATAG 1F</b> 5.8% to 10000 <b>119.000</b>	QDR 112 <b>SR</b> - at D15 <b>SYZ RT</b> intercept QDR 190 <b>SR</b> to KATAG	D15 <b>SYZ MNM 10000</b>
<b>KATUR 1F</b> 5.8% to 10000 <b>119.000</b> ①	QDR 112 <b>SR</b> - at D15 <b>SYZ RT</b> intercept QDR 237 <b>SR</b> to KATUR	D15 <b>SYZ MNM 10000</b>
<b>KATUR 1H</b> 5.8% to 10000 <b>119.000</b>	QDR 112 <b>SR</b> - at D15 <b>SYZ RT</b> intercept QDR 180 <b>SR</b> - at D20 <b>SYZ RT</b> intercept QDR 237 <b>SR</b> to KATUR	D15 <b>SYZ MNM 10000</b>
<b>KAVIL 1F</b> 5.8% to 10000 <b>119.000</b>	QDR 112 <b>SR</b> - at D15 <b>SYZ LT</b> direct <b>SR</b> - QDR 281 <b>SR</b> to KAVIL	D15 <b>SYZ MNM 10000</b>
<b>KAVOT 1F</b> 5.8% to 10000 <b>119.000</b>	QDR 112 <b>SR</b> - at D20 <b>SYZ LT</b> follow D20 <b>SYZ</b> arc - intercept QDR 346 <b>SR</b> to KAVOT	D20 <b>SYZ MNM 11500</b>
<b>KINOT 1F</b> 5.8% to 10000 <b>119.000</b>	QDR 112 <b>SR</b> - at D15 <b>SYZ LT</b> intercept QDR 028 <b>SR</b> to KINOT	D15 <b>SYZ MNM 10000</b>

① PROC not usable when D48 active.

5-40

SIDs RWYs 11L/R SR

SIDPT

**KISED 1F / KUGVU 1F / KUGVU 1H / KUPTO 1F / NALBI 1F / TAGTA 1F**

RWYs 11L/R (112°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11L/11R	
<b>KISED 1F</b> 5.8% to 10000 <b>119.000</b> ①	QDR 112 <b>SR</b> - at D15 <b>SYZ LT</b> direct <b>SR</b> - QDR 309 <b>SR</b> to KISED	D15 <b>SYZ MNM 10000</b>
<b>KUGVU 1F</b> 5.8% to 10000 <b>119.000</b> ①	QDR 112 <b>SR</b> - at D15 <b>SYZ RT</b> intercept QDR 247 <b>SR</b> to KUGVU	D15 <b>SYZ MNM 10000</b>
<b>KUGVU 1H</b> 5.8% to 10000 <b>119.000</b>	QDR 112 <b>SR</b> - at D15 <b>SYZ RT</b> intercept QDR 180 <b>SR</b> - at D20 <b>SYZ RT</b> intercept QDR 247 <b>SR</b> to KUGVU	D15 <b>SYZ MNM 10000</b>
<b>KUPTO 1F</b> 5.8% to 10000 <b>119.000</b>	QDR 112 <b>SR</b> - at D15 <b>SYZ RT</b> intercept QDR 164 <b>SR</b> to KUPTO	D15 <b>SYZ MNM 10000</b>
<b>NALBI 1F</b> 5.8% to 10000 <b>119.000</b>	QDR 112 <b>SR</b> - at D15 <b>SYZ LT</b> intercept QDR 075 <b>SR</b> to NALBI	D15 <b>SYZ MNM 10000</b>
<b>TAGTA 1F</b> 5.8% to 10000 <b>119.000</b>	QDR 112 <b>SR</b> - at D15 <b>SYZ RT</b> intercept QDR 148 <b>SR</b> to SITEN - <b>LT 117°</b> to TAGTA	D15 <b>SYZ MNM 10000</b>

① PROC not usable when D48 active.

22-FEB-2018

**SYZ-OISS**

5-50

**SIDs RWYs 29L/R Northwest SYZ**

SIDPT

**ASNIT 1A / KAVIL 1A / KAVOT 1A / KAVOT 1C / KISED 1A**

RWYs 29L/R (292°)

	GS	120	150	180	210	240	270
	5.8%	ft/MIN	800	900	1100	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 29L/29R</b>		
<b>ASNIT 1A</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> -within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - LT intercept R339 <b>SYZ</b> to ASNIT	D4 <b>SYZ</b> MNM <b>6300</b> <b>SYZ</b> MNM <b>9000</b>
<b>KAVIL 1A</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> -within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - LT intercept R281 <b>SYZ</b> to KAVIL	D4 <b>SYZ</b> MNM <b>6300</b> <b>SYZ</b> MNM <b>9000</b>
<b>KAVOT 1A</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - LT intercept R346 <b>SYZ</b> to KAVOT	D4 <b>SYZ</b> MNM <b>6300</b> <b>SYZ</b> MNM <b>9000</b>
<b>KAVOT 1C</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> -within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - RT intercept R346 <b>SYZ</b> to KAVOT	D4 <b>SYZ</b> MNM <b>6300</b> <b>SYZ</b> MNM <b>9000</b>
<b>KISED 1A</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - LT intercept R309 <b>SYZ</b> to KISED	D4 <b>SYZ</b> MNM <b>6300</b> <b>SYZ</b> MNM <b>9000</b>

22-FEB-2018

**SYZ-OISS****5-60****SIDs RWYs 29L/R East/South SYZ**

SIDPT

**DEPSU 1A / DEPSU 1C / IVERA 1A / IVERA 1C / KASOL 1A / KATAG 1A / KATUR 1A / KATUR 1C / KINOT 1A / KUGVU 1A**  
**RWYs 29L/R (292°)**

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 29L/29R</b>		
<b>DEPSU 1A</b> 5.8% to 12000 <b>119.000</b> ①	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R211 <b>SYZ</b> to DEPSU	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>
<b>DEPSU 1C</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R180 <b>SYZ</b> - at D20 <b>SYZ RT</b> intercept R211 <b>SYZ</b> to DEPSU	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>
<b>IVERA 1A</b> 5.8% to 12000 <b>119.000</b> ①	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R260 <b>SYZ</b> to IVERA	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>
<b>IVERA 1C</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R180 <b>SYZ</b> - at D20 <b>SYZ RT</b> intercept R260 <b>SYZ</b> to IVERA	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>
<b>KASOL 1A</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R147 <b>SYZ</b> to SITEN - KASOL	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>
<b>KATAG 1A</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R190 <b>SYZ</b> to KATAG	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>
<b>KATUR 1A</b> 5.8% to 12000 <b>119.000</b> ①	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R237 <b>SYZ</b> to KATUR	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>
<b>KATUR 1C</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R180 <b>SYZ</b> - at D20 <b>SYZ RT</b> intercept R237 <b>SYZ</b> to KATUR	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>
<b>KINOT 1A</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R029 <b>SYZ</b> to KINOT	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>
<b>KUGVU 1A</b> 5.8% to 12000 <b>119.000</b> ①	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R247 <b>SYZ</b> to KUGVU	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>

① PROC not usable when D48 active.

22-FEB-2018

**SYZ-OISS**

5-70

SIDs RWYs 29L/R East/South SYZ

SIDPT

**KUGVU 1C / KUPTO 1A / NALBI 1A / TAGTA 1A**

RWYs 29L/R (292°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29L/29R</b>	
<b>KUGVU 1C</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R180 <b>SYZ</b> - at D20 <b>SYZ RT</b> intercept R247 <b>SYZ</b> to KUGVU	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>
<b>KUPTO 1A</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R164 <b>SYZ</b> to KUPTO	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>
<b>NALBI 1A</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R075 <b>SYZ</b> to NALBI	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>
<b>TAGTA 1A</b> 5.8% to 12000 <b>119.000</b>	LT intercept R280 <b>SYZ</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SYZ</b> (MAX 230KT) - R147 <b>SYZ</b> to SITEN - LT 117° to TAGTA	<b>D4 SYZ MNM 6300</b> <b>SYZ MNM 9000</b>

22-FEB-2018

**SYZ-OISS**

5-80

**SIDs RWYs 29L/R SR**

SIDPT

**ASNIT 1E / DEPSU 1E / DEPSU 1G / KASOL 1E / KATAG 1E / KATUR 1E / KAVIL 1E / KAVOT 1E / KINOT 1E**  
**RWYs 29L/R (292°)**

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 29L/29R</b>		
<b>ASNIT 1E</b> 5.8% to 12000 <b>119.000</b> ①	LT intercept QDR 290 <b>SR</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SR</b> (MAX 230KT) - QDR 339 <b>SR</b> to ASNIT	D4 <b>SYZ</b> MNM <b>6300</b> <b>SR</b> MNM <b>9000</b>
<b>DEPSU 1E</b> 5.8% to 12000 <b>119.000</b> ①	LT intercept QDR 290 <b>SR</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SR</b> (MAX 230KT) - QDR 212 <b>SR</b> to DEPSU	D4 <b>SYZ</b> MNM <b>6300</b> <b>SR</b> MNM <b>9000</b>
<b>DEPSU 1G</b> 5.8% to 12000 <b>119.000</b>	LT intercept QDR 290 <b>SR</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SR</b> (MAX 230KT) - QDR 180 <b>SR</b> - at D20 <b>SYZ RT</b> intercept QDR 212 <b>SR</b> to DEPSU	D4 <b>SYZ</b> MNM <b>6300</b> <b>SR</b> MNM <b>9000</b>
<b>KASOL 1E</b> 5.8% to 12000 <b>119.000</b>	LT intercept QDR 290 <b>SR</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SR</b> (MAX 230KT) - QDR 148 <b>SR</b> to KASOL	D4 <b>SYZ</b> MNM <b>6300</b> <b>SR</b> MNM <b>9000</b>
<b>KATAG 1E</b> 5.8% to 12000 <b>119.000</b>	LT intercept QDR 290 <b>SR</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SR</b> (MAX 230KT) - QDR 190 <b>SR</b> to KATAG	D4 <b>SYZ</b> MNM <b>6300</b> <b>SR</b> MNM <b>9000</b>
<b>KATUR 1E</b> 5.8% to 12000 <b>119.000</b> ①	LT intercept QDR 290 <b>SR</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SR</b> (MAX 230KT) - QDR 237 <b>SR</b> to KATUR	D4 <b>SYZ</b> MNM <b>6300</b> <b>SR</b> MNM <b>9000</b>
<b>KATUR 1G</b> 5.8% to 12000 <b>119.000</b>	LT intercept QDR 290 <b>SR</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SR</b> (MAX 230KT) - QDR 180 <b>SR</b> - at D20 <b>SYZ RT</b> intercept QDR 237 <b>SR</b> to KATUR	D4 <b>SYZ</b> MNM <b>6300</b> <b>SR</b> MNM <b>9000</b>
<b>KAVIL 1E</b> 5.8% to 12000 <b>119.000</b>	LT intercept QDR 290 <b>SR</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SR</b> (MAX 230KT) - intercept QDR 281 <b>SR</b> to KAVIL	D4 <b>SYZ</b> MNM <b>6300</b> <b>SR</b> MNM <b>9000</b>
<b>KAVOT 1E</b> 5.8% to 12000 <b>119.000</b>	LT intercept QDR 290 <b>SR</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SR</b> (MAX 230KT) - QDR 346 <b>SR</b> to KAVOT	D4 <b>SYZ</b> MNM <b>6300</b> <b>SR</b> MNM <b>9000</b>
<b>KINOT 1E</b> 5.8% to 12000 <b>119.000</b>	LT intercept QDR 290 <b>SR</b> - within D4 <b>SYZ</b> and MNM <b>6300 RT</b> direct <b>SR</b> (MAX 230KT) - QDR 028 <b>SR</b> to KINOT	D4 <b>SYZ</b> MNM <b>6300</b> <b>SR</b> MNM <b>9000</b>

① PROC not usable when D48 active.

**SYZ-OISS****5-90****SIDs RWYs 29L/R SR**

SIDPT

**KISED 1E / KUGVU 1E / KUGVU 1G / KUPTO 1E / NALBI 1E / TAGTA 1E**

RWYs 29L/R (292°)

	GS	120	150	180	210	240	270
	5.8%	ft/MIN	800	900	1100	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29L/29R</b>	
<b>KISED 1E</b> 5.8% to 12000 <b>119.000</b> ①	<b>LT intercept QDR 290 SR - within D4 SYZ and MNM 6300 RT</b> direct <b>SR (MAX 230KT) - QDR 309 SR to KISED</b>	<b>D4 SYZ MNM 6300</b> <b>SR MNM 9000</b>
<b>KUGVU 1E</b> 5.8% to 12000 <b>119.000</b> ①	<b>LT intercept QDR 290 SR - within D4 SYZ and MNM 6300 RT</b> direct <b>SR (MAX 230KT) - QDR 247 SR to KUGVU</b>	<b>D4 SYZ MNM 6300</b> <b>SR MNM 9000</b>
<b>KUGVU 1G</b> 5.8% to 12000 <b>119.000</b>	<b>LT intercept QDR 290 SR - within D4 SYZ and MNM 6300 RT</b> direct <b>SR (MAX 230KT) - QDR 180 SR - at D20 SYZ RT intercept</b> <b>QDR 247 SR to KUGVU</b>	<b>D4 SYZ MNM 6300</b> <b>SR MNM 9000</b>
<b>KUPTO 1E</b> 5.8% to 12000 <b>119.000</b>	<b>LT intercept QDR 290 SR - within D4 SYZ and MNM 6300 RT</b> direct <b>SR (MAX 230KT) - QDR 164 SR to KUPTO</b>	<b>D4 SYZ MNM 6300</b> <b>SR MNM 9000</b>
<b>NALBI 1E</b> 5.8% to 12000 <b>119.000</b>	<b>LT intercept QDR 290 SR - within D4 SYZ and MNM 6300 RT</b> direct <b>SR (MAX 230KT) - QDR 075 SR to NALBI</b>	<b>D4 SYZ MNM 6300</b> <b>SR MNM 9000</b>
<b>TAGTA 1E</b> 5.8% to 12000 <b>119.000</b>	<b>LT intercept QDR 290 SR - within D4 SYZ and MNM 6300 RT</b> direct <b>SR (MAX 230KT) - QDR 148 SR to SITEN - LT 117° to</b> <b>TAGTA</b>	<b>D4 SYZ MNM 6300</b> <b>SR MNM 9000</b>

① PROC not usable when D48 active.

Effective 21-JUN-2018

14-JUN-2018

SYZ-OISS

Iran Shiraz Shahid Dastghaib Intl

STARs R

Shahid Dastghaib Intl Shiraz Iran

STARs R

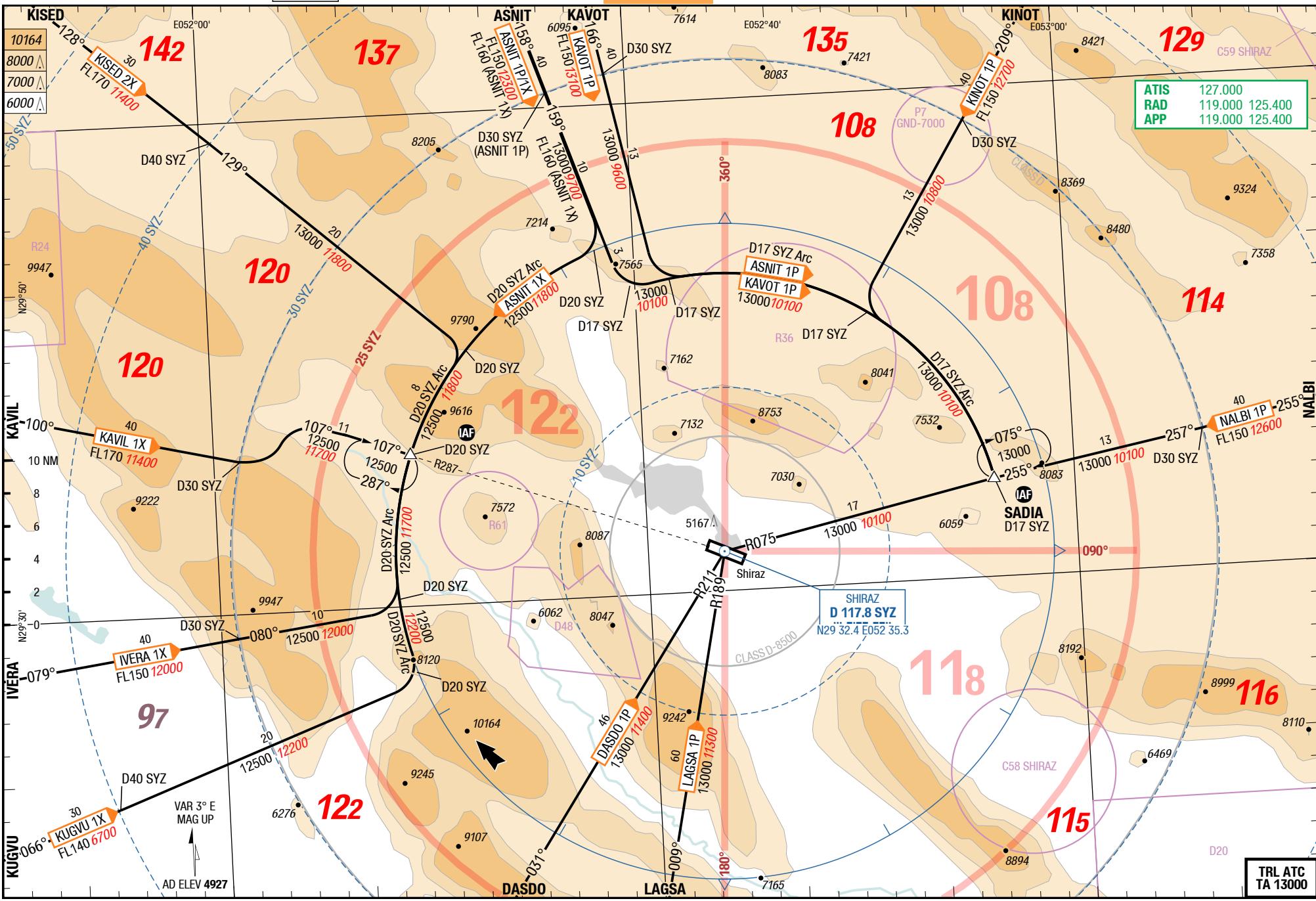
6-10

STARs P / X

STAR

STAR

STARs P / X



**Effective 21-JUN-2018**

14-JUN-2018

Iran **Shiraz** Shahid Dastghaib Intl

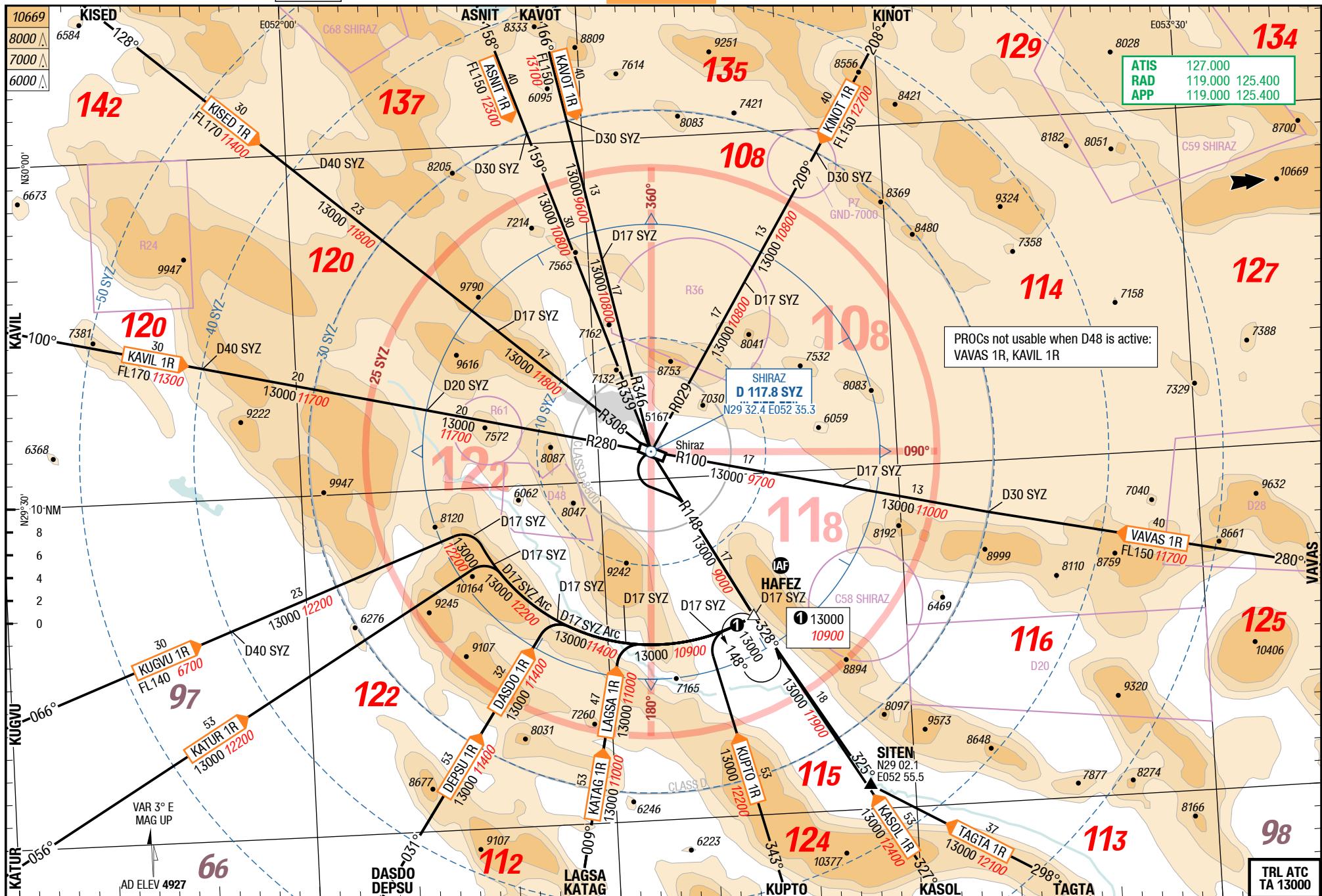
Shahid Dastghaib Intl **Shiraz** Iran

SYZ-OISS

6-20

STARs R

STARs R



Effective 09-NOV-2017

02-NOV-2017

SYZ-OISS

Iran Shiraz Shahid Dastghaib Intl

STARs T

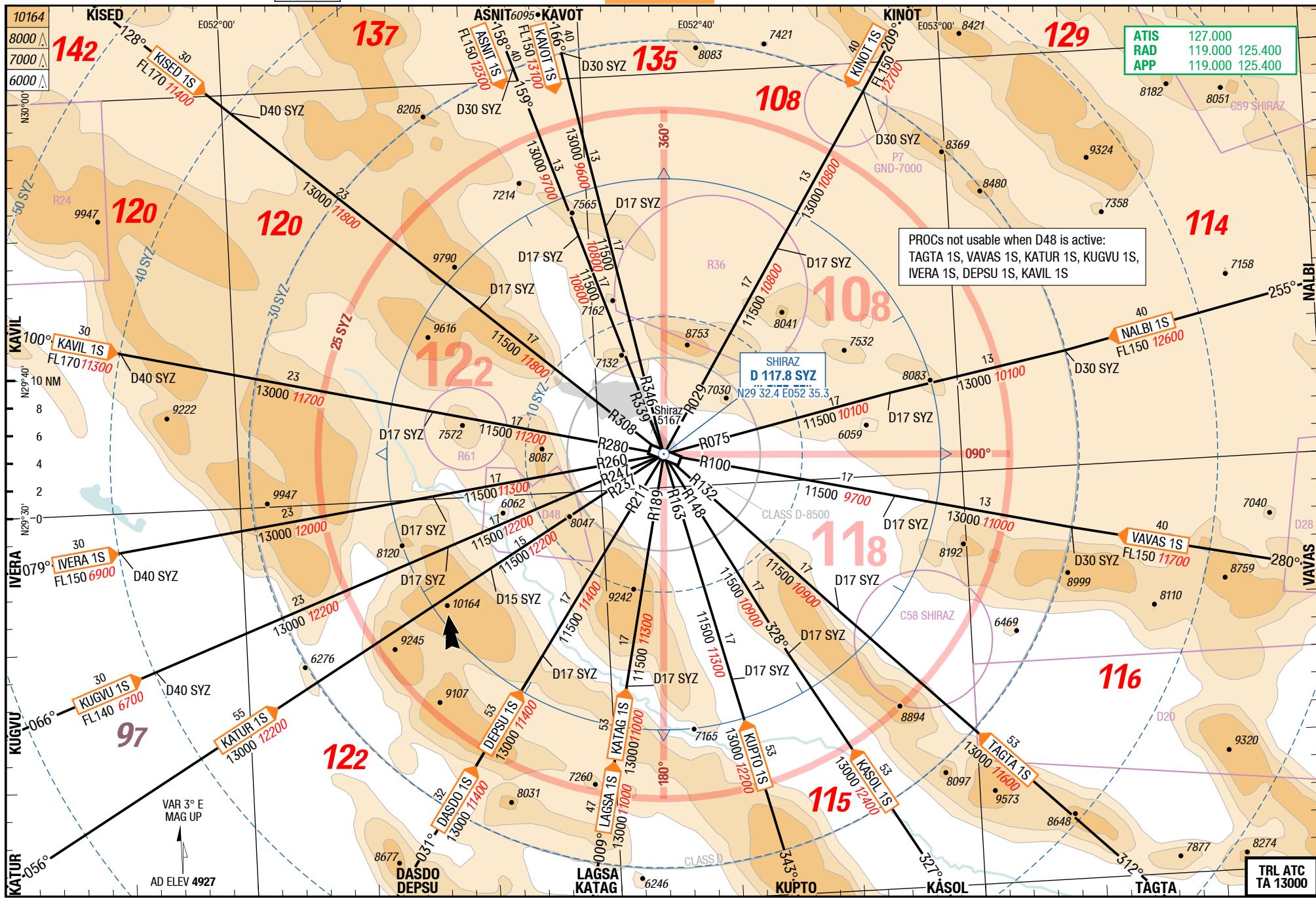
STARs S

Shahid Dastghaib Intl Shiraz Iran

STARs T

STARs S

6-30



**Effective 09-NOV-2017**

02-NOV-2017

# Iran Shiraz Shahid Dastghaib Intl

Shahid Dastghaib Intl Shiraz Iran

**SYZ-OISS**

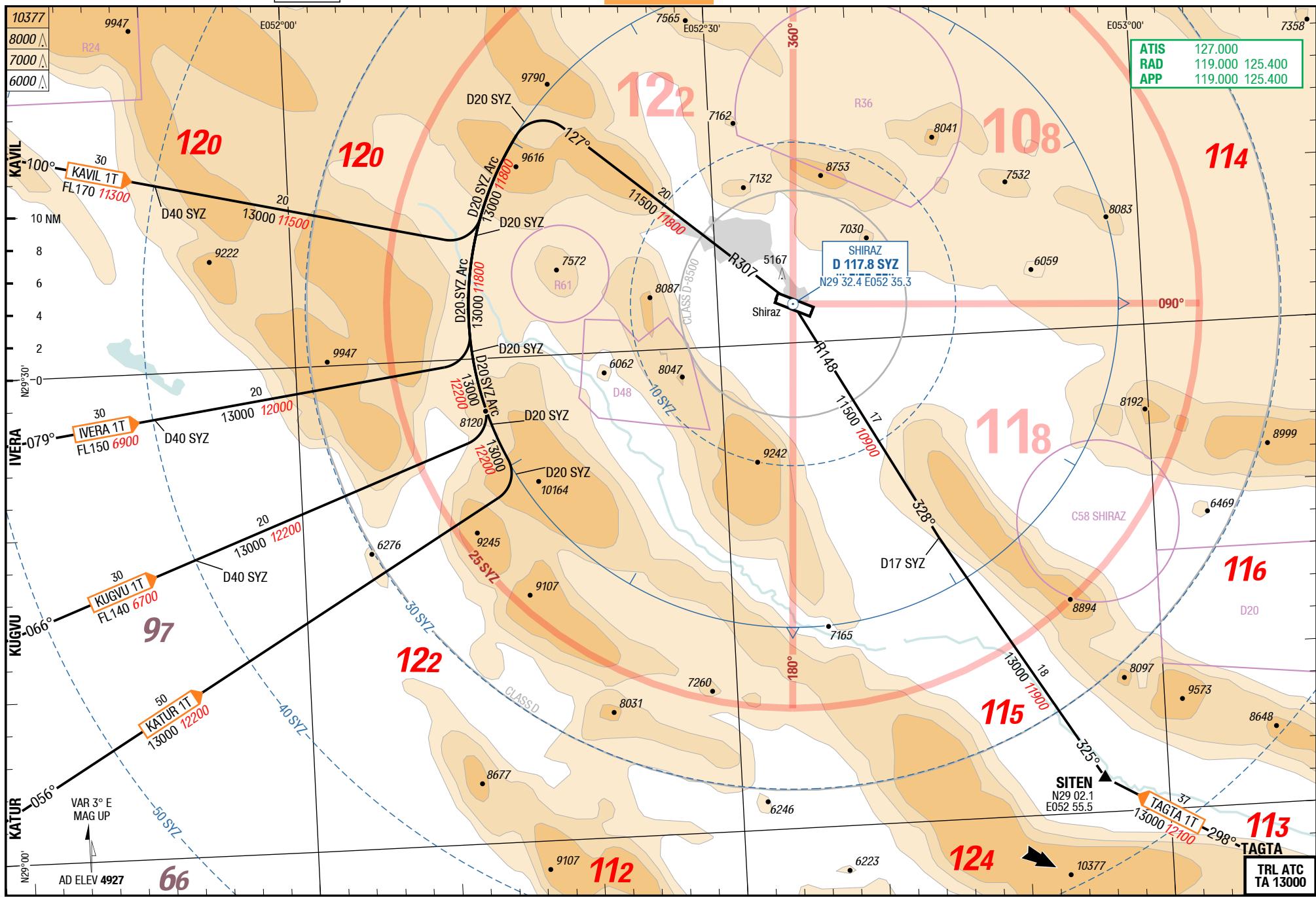
5-40

STARs T

STAR

STAB

STARs



19-APR-2018

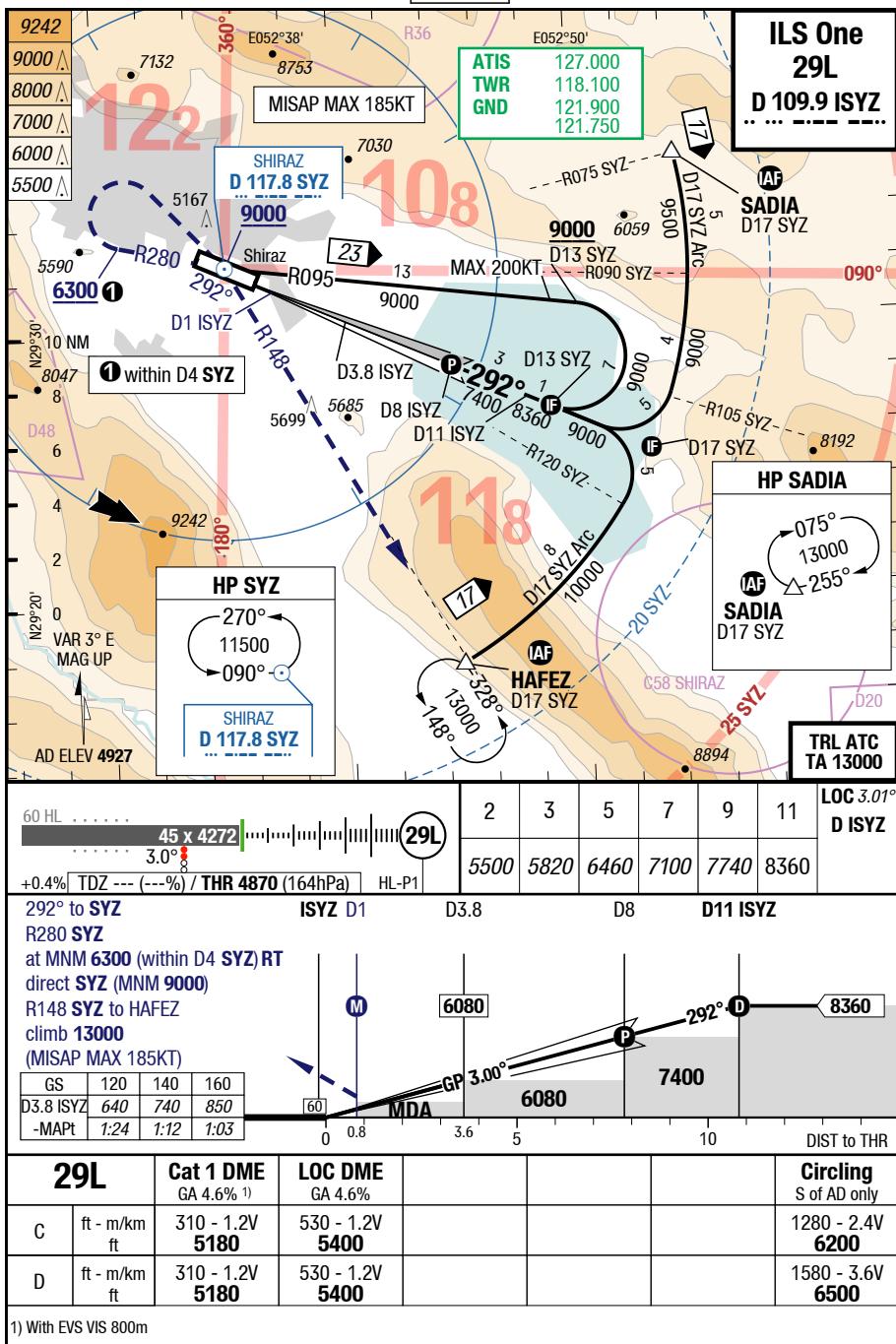
Iran Shiraz Shahid Dastghaib Intl

IAC

SYZ-OISS

7-10

ILS One 29L



Changes: MIN, APL

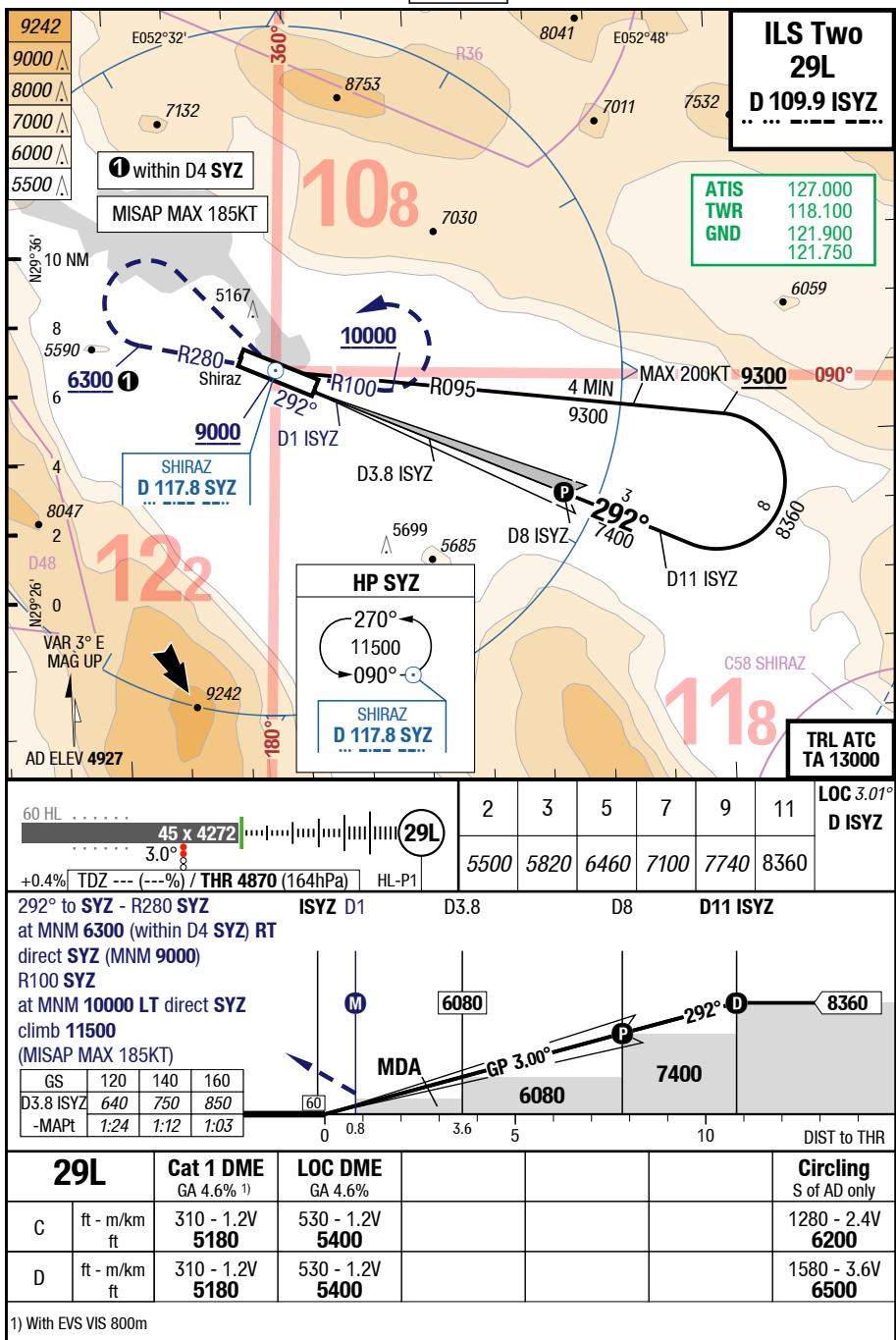
19-APR-2018

SYZ-OISS

7-20

ILS Two 29L

IAC

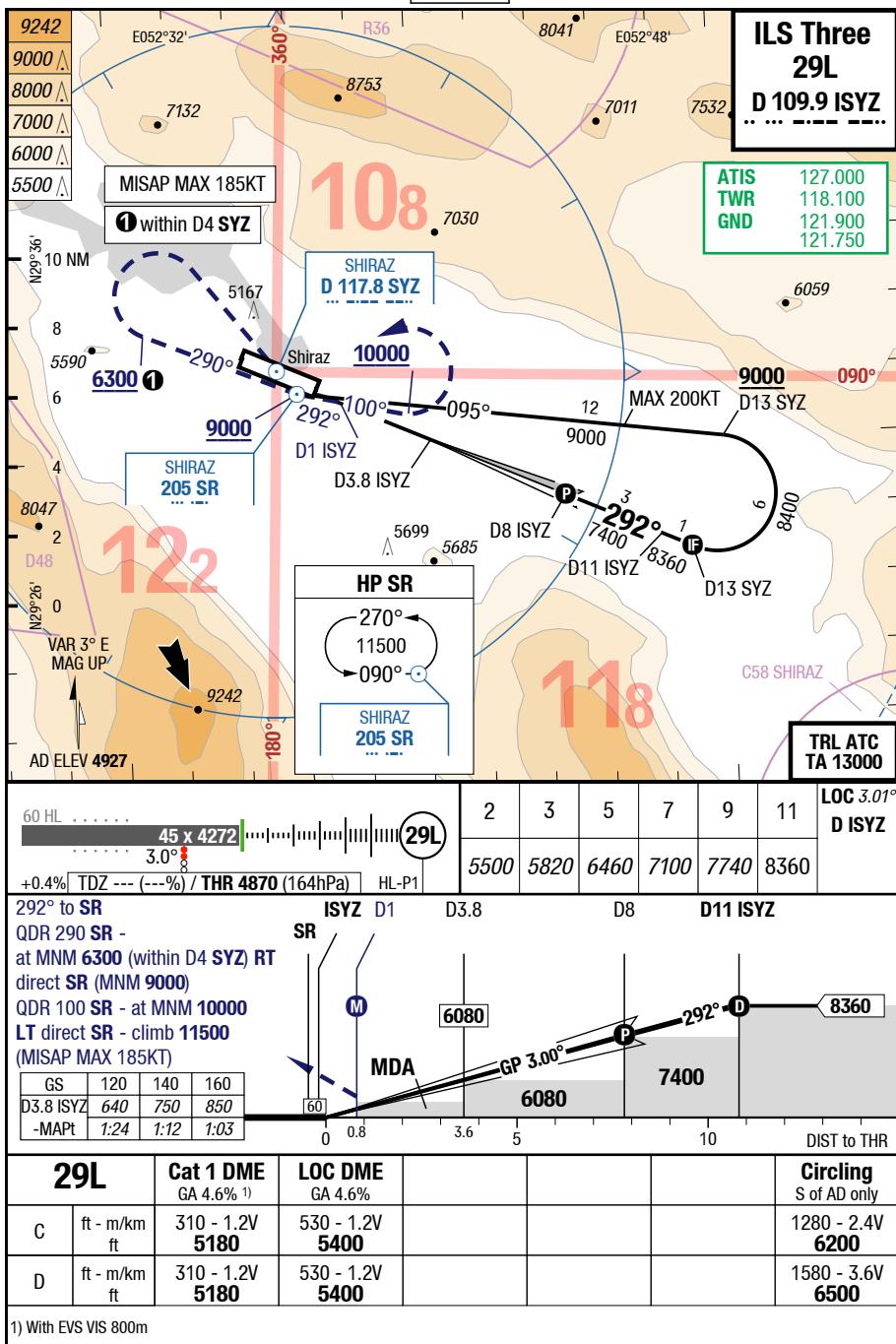


Changes: MIN, APL

## SYZ-OISS

7-30

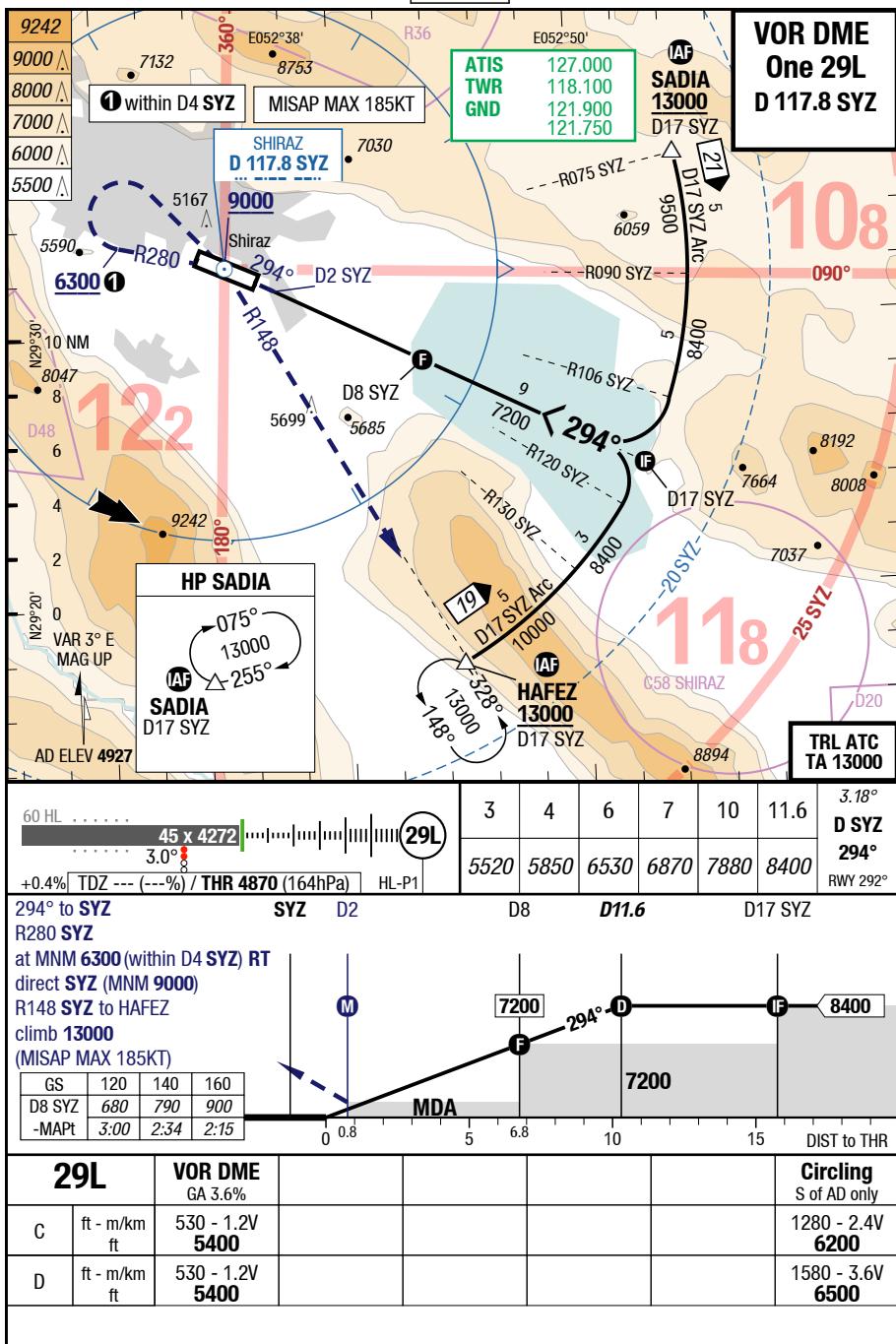
ILS Three 29L



## SYZ-OISS

7-40

VOR DME One 29L

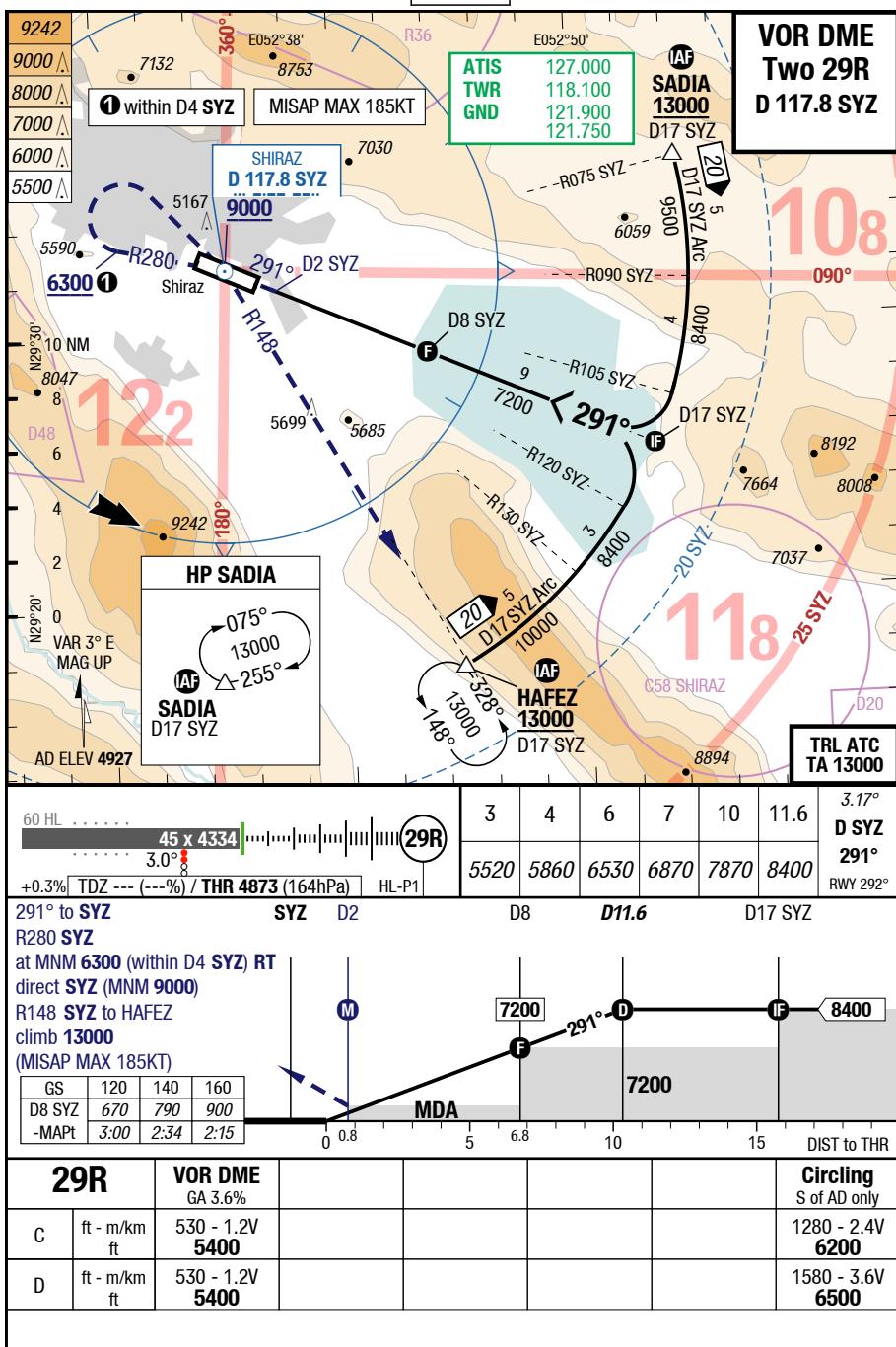


Changes: ALT

Effective 21-JUN-2018

14-JUN-2018

Iran Shiraz Shahid Dastghaib Intl

**SYZ-OISS****7-50****VOR DME Two 29R**

Effective 21-JUN-2018

14-JUN-2018

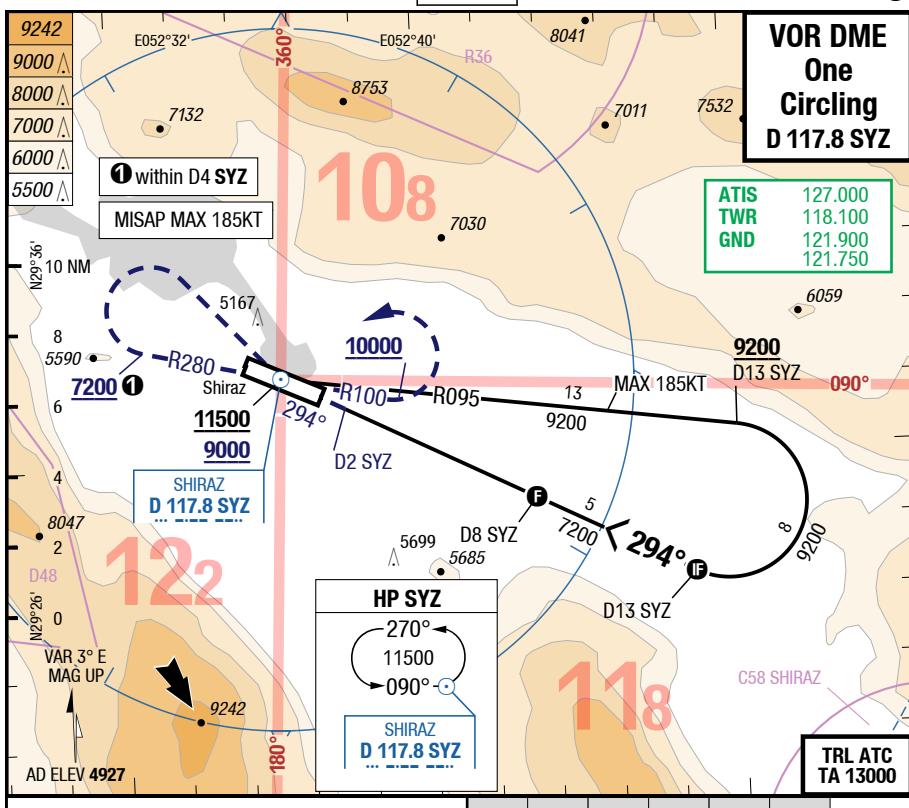
SYZ-OISS

Iran Shiraz Shahid Dastghaib Intl

7-60

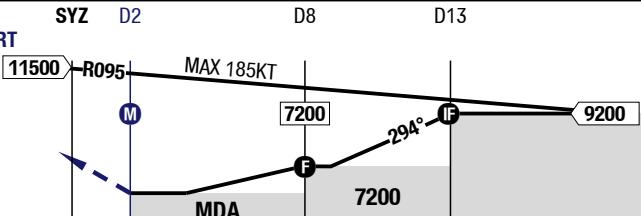
VOR DME One Circling

IAC



294° to SYZ - R280 SYZ  
 at MNM 7200 (within D4 SYZ) RT

direct SYZ (MNM 9000)  
 R100 SYZ - at MNM 10000 LT  
 direct SYZ  
 climb 11500  
 (MISAP MAX 185KT)

All RWYs

Circling  
S of AD only  
GA 4.6%

1280 - 2.4V

**6200**

1580 - 3.6V

**6500**

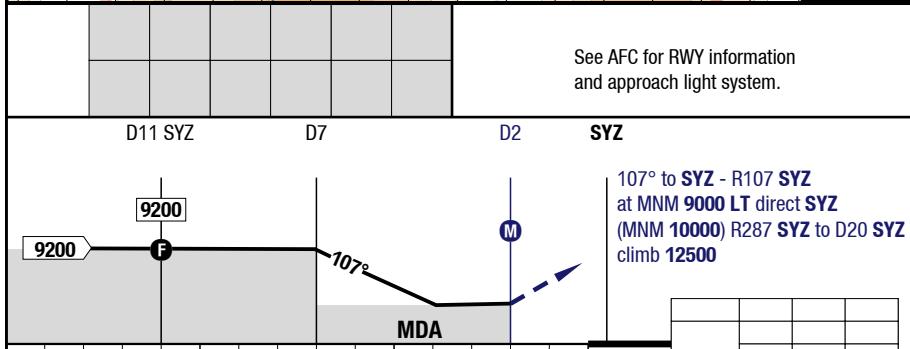
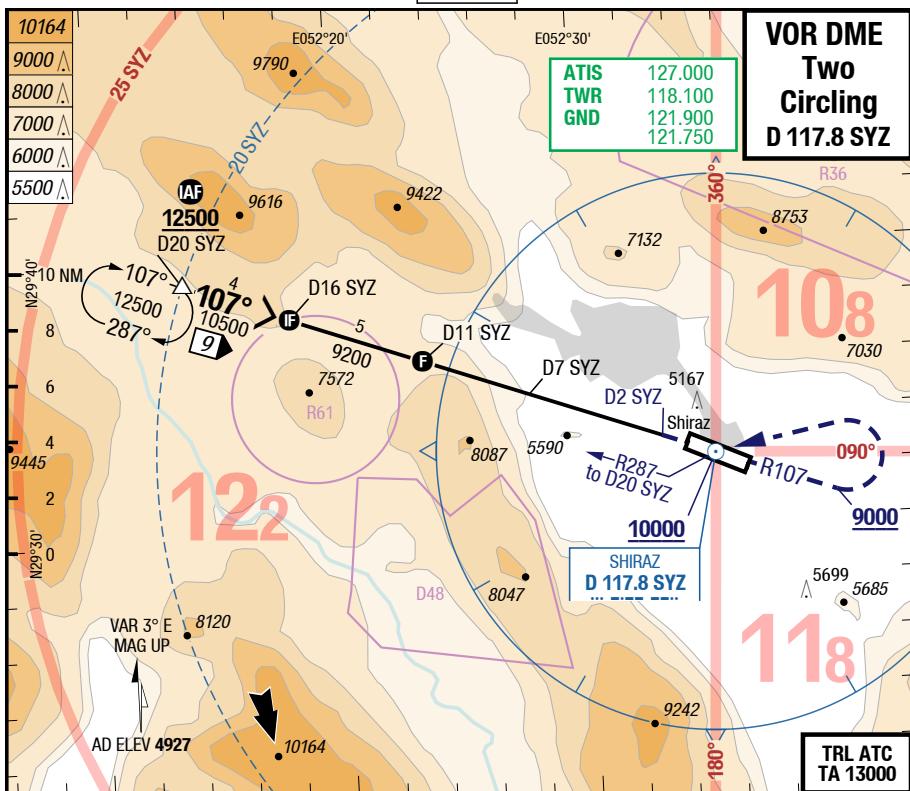
Changes: Nil

19-APR-2018

SYZ-OISS

7-70

VOR DME Two Circling



All RWYs							
C	ft - m/km ft						1280 - 2.4V <b>6200</b>
D	ft - m/km ft						1580 - 3.6V <b>6500</b>

Changes: MIN

19-APR-2018

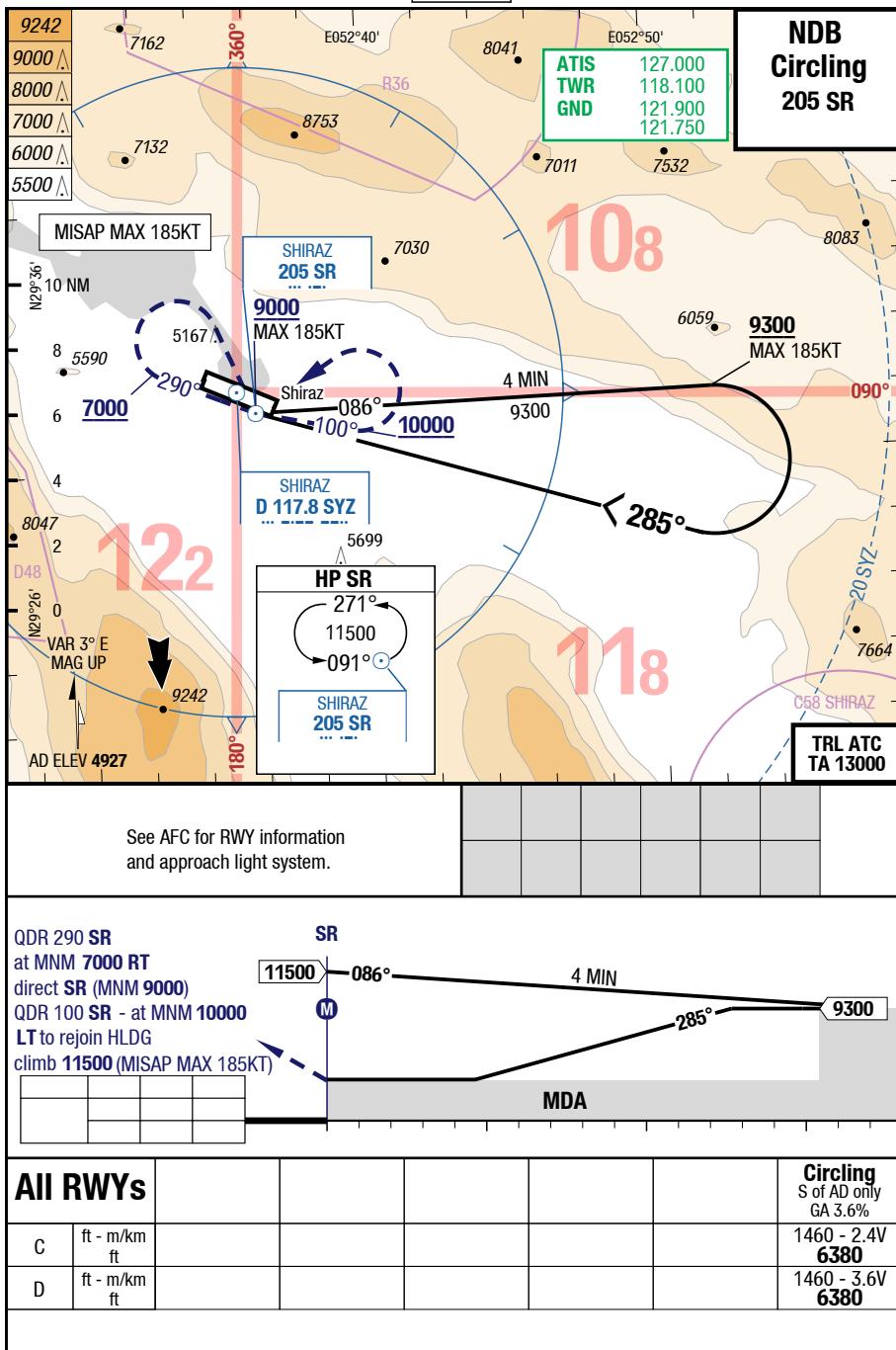
Iran Shiraz Shahid Dastghaib Intl

SYZ-OISS

7-80

NDB Circling

IAC



Changes: MIN

07-SEP-2017

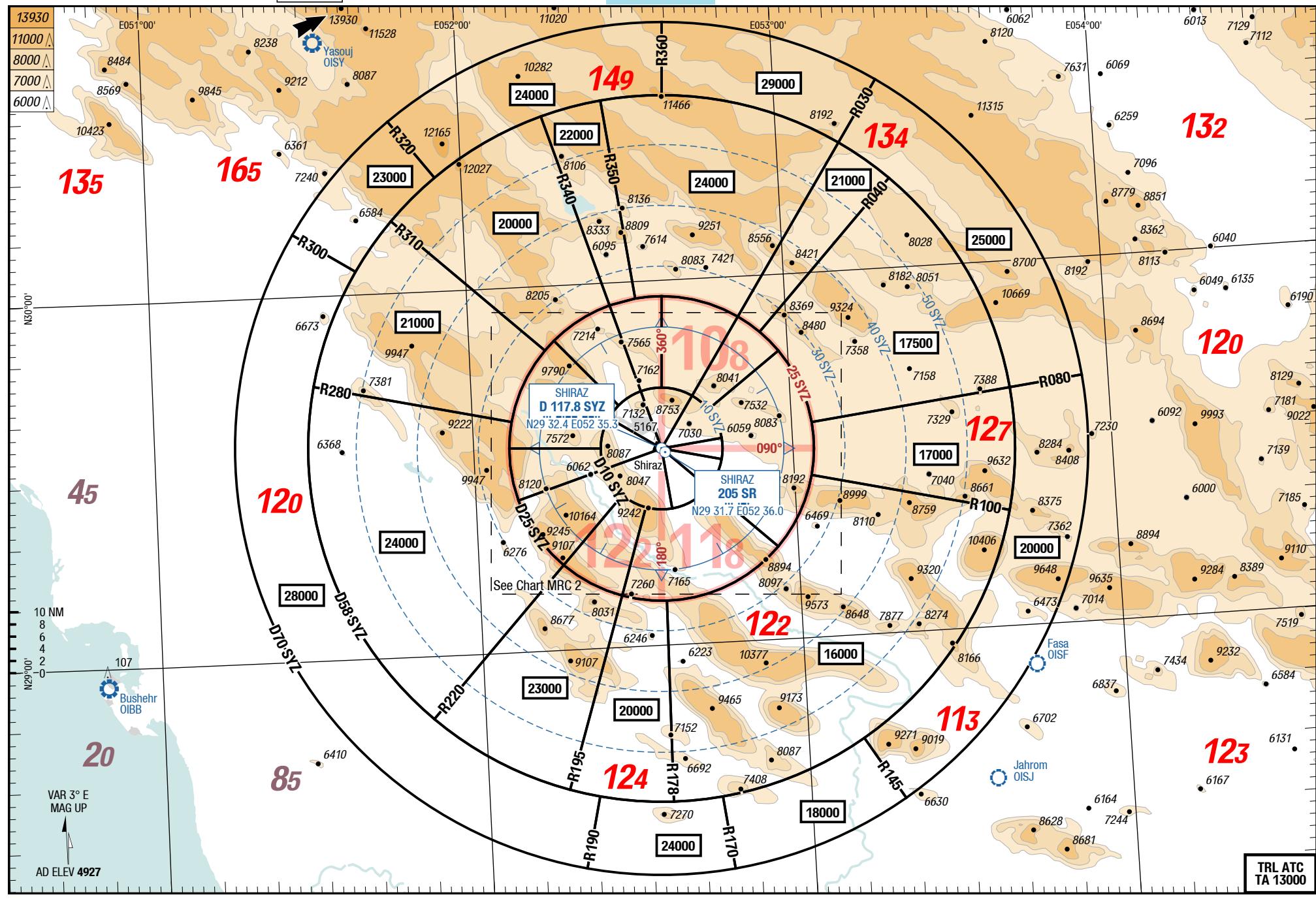
Iran Shiraz Shahid Dastghaib Intl

MRC 2  
**MRC 1**

Shahid Dastghaib Intl **Shiraz** Iran

MRC 2  
**MRC 1**

8-10



## Changes: OBST

07-SEP-2017

Iran **Shiraz** Shahid Dastghaib Intl

Shahid Dastghaib Intl **Shiraz** Iran

SYZ-OISS

3-20

MRC 2

11

MRC

MRC 2

