AD 2. AERODROMES

OISS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OISS - SHIRAZ / SHAHID DASTGHAIB International

OISS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	293225N 0523519E, 20 M from DVOR/DME and south of service road
2	*Direction and distance from (city)*	5 NM, E of Shiraz
3	*Elevation / Reference temperature*	4917 FT / 38°C
4	*MAG VAR / Annual change*	3° E (2017) / Information Not available
5	*AD Administration, address, telephone, telefax, telex, AFS*	Iran Airports & Air Navigation Company (IAC) Shiraz / Shahid Dastghaib International Airport Postal code: 7158793136 P.O.BOX: 71555-666 Shiraz - Islamic Republic of Iran Tel: +9871 – 37218890- 9 Fax: +9871 - 37216969 Telex: NIL AFS: OISSYDYX
6	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
7	*Remarks*	Website: Shiraz.airport.ir Email: airportoffice@Shiraz.airport.ir

OISS AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	H24
2	*Customs and immigration*	H24
3	*Health and sanitation*	H24
4	*AIS Briefing Office*	NIL
5	*ATS Reporting Office (ARO)*	H24
6	*MET Briefing Office*	NIL
7	*ATS*	H24
8	*Fuelling*	H24
9	*Handling*	H24
10	*Security*	H24
11	*De-icing*	H24
12	*Remarks*	NIL

OISS AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo - handling facilities*	Available by Iran Air, and Saman airport services
2	*Fuel / oil types*	Jet A1
3	*Fueling facilities/capacity*	Jet A1 : 2 trucks, 45000 litres, 33 litres/sec, 1 truck 25000 litres, 13 litres/sec, 1 truck 20000 litres ; 15 litres/sec, No limitation
4	*De - icing facilities*	Available by Aseman Airlines and Saman Air Services by prior coordination. It will be provided at east side of apron.
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

OISS AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Available in the city
2	*Restaurants*	At AD and in the city
3	*Transportation*	Taxis
4	*Medical facilities*	First aids, ambulance at AD, Hospital in the city
5	*Bank and Post Office*	Available in the city, At AD only bank is available
6	*Tourist Office*	Available in the city & terminal
7	*Remarks*	NIL

OISS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 8
2	*Rescue equipment*	Available in accordance with AD category for fire fighting
3	*Capability for removal of disabled aircraft*	Heavy duty crane and tow car/truck available
4	*Remarks*	NIL

OISS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	2 blades fitted into truck
2	*Clearance priorities*	1- RWY 29L/11R 2- TWYs B4 and A4 3- Apron 4- RWY 29R/11L 5- Other TWYs
3	*Remarks*	1 grader & 1 backhoe loader

OISS AD 2.8 APRONS, TAXIWAYS

1	*Apron surface and strength*	Surface: Concrete Strength: NIL
2	*Taxiway width, surface and strength*	Width: All TWYs 23M except the following: TWY A2: 29M; TWYs A3, A4, A5, G3, G4: 26M Surface: Asphalt Strength: Information not available
3	*Altimeter checkpoint Location and Elevation*	Information not available
4	*VOR checkpoint*	Coordinates: 293152.1N 0523638.0 E Radial: 113° ; Distance: 1.3 NM
5	*INS checkpoint*	Information not available
6	*Remarks*	Apron dimensions: 930 x 100 M

OISS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and parking guidance system of aircraft stands*	Taxi guidance signs at all intersections with TWY which are used by civil aircraft and RWY and at all holding position. Guide lines at apron. Nose-in guidance at aircraft stand.
2	*RWY and TWY markings and LGT*	RWY marking: Designation, THR, TDZ, centre line, edge & end. RWY lighting: See OISS AD 2.14 below. TWY marking: Centre line, edge, holding position at TWYs A1 to A7, B1, B2, B4, B5, B7 and RWY intersection. TWY lighting: See OISS AD 2.15 below.
3	*Stop bars*	NIL
4	*Remarks*	NIL

OISS AD 2.10 AERODROME OBSTACLES

In approach / TKOF areas			*In circling area and at AD*		*Remarks*
1			2		3
RWY/Area affected	*Obstacle type Elevation/ HGT Markings/LGT*	*Coordinates*	*Obstacle type Elevation / HGT Markings/LGT*	*Coordinates*	
a	b	c	a	b	
11R / APCH 29L / TKOF	GP 29L antenna 4907 FT AMSL LGTD	293145.5N 0523619.6E	Mast 5758 FT AMSL NIL	292701N 0523844E	
11R / APCH 29L / TKOF	Antenna 4901 FT AMSL NIL	293153N 0523625E	Tower building 5032 FT AMSL LGTD	293237N 0523553E	
11R / APCH 29L / TKOF	Meteorological antenna 4927 FT AMSL LGTD	293242N 0523421E	Mast 5078 FT AMSL NIL	293337N 0523326E	
			Mast 5052 FT AMSL NIL	293318N 0523430E	
			Mast 5036 FT AMSL NIL	293310N 0523458E	
			WDI 4894 FT AMSL NIL	293159N 0523625E	
			DVOR/DME 4901 FT AMSL NIL	293224.6N 0523519.6E	

OISS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	Shiraz
2	*Hours of service* *MET Office outside hours*	H24 --
3	*Office responsible for TAF preparation* *Periods of validity*	Tehran Intervals of 6 hour and validity of 30hour
4	*Trend forecast* *Interval of issuance*	Trend 2 HR
5	*Briefing/consultation provided*	In person and by telephone: +9871 37212244
6	*Flight documentation* *Language(s) used*	Charts, abbreviated plain language text English/Persian
7	*Charts and other information available for briefing or consultation*	S, U, P
8	*Supplementary equipment available for providing information*	NIL
9	*ATS units provided with information*	Shiraz TWR; Shiraz APP; Shiraz Radar
10	*Additional information (limitation of service, etc.)*	NIL

OISS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*TRUE BRG*	*Dimensions of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	2	3	4	5	6
11L	114.45°GEO	4334 x 45	85/F/C/W/T Asphalt	293256.90N 0523413.61E GUND –31 FT	THR 4912 FT
29R	294.47°GEO	4334 x 45	85/F/C/W/T Asphalt	293158.61N 0523640.12E GUND –31 FT	THR 4864 FT
11R	114.46°GEO	4271 x 45	80/F/C/W/T Asphalt	293242.53N 0523408.72E GUND –31 FT	THR 4917 FT
29L	294.48°GEO	4271 x 45	80/F/C/W/T Asphalt	293145.09N 0523633.08E GUND –31 FT	THR 4860 FT

Slope of RWY - SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*RESA*	*OFZ*
7	8	9	10	11	12
0.30 %	50 x 45	NIL	60	240	NIL
0.30 %	143 x 45	NIL	60	240	NIL
0.40 %	NIL	NIL	60	240	NIL
0.40 %	50 x 45	NIL	60	240	NIL

Remarks
13

- Distance between parallel RWY centre lines is 457 M.
- First 305 M of each RWY is concrete.
- AD reference code: 4E

OISS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA(M)	TODA(M)	ASDA(M)	LDA(M)	Remarks
11L	4334	4334	4384	4334	NIL
29R	4334	4334	4477	4334	NIL
11R	4271	4271	4271	4271	NIL
29L	4271	4271	4321	4271	NIL
11L	3247	3247	3297	-	Take-off from intersection A5 & B5
11L	3820	3820	3870	-	Take-off from intersection A6
29R	3078	3078	3221	-	Take-off from intersection A2 & B2
29R	2437	2437	2580	-	Take-off from intersection A3
11R	3250	3250	3250	-	Take-off from intersection B5
29L	3011	3011	3061	-	Take-off from intersection B2 & C2

Pilot is responsible to determine the required runway length when requesting intersection take-off.
Intersection take-off will not be available when:

a) visibility is less than 1200M or
b) braking action is reported below GOOD or
c) full runway length is not available due to WIP.

OISS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT LEN, spacing, colour INTST*	*RWY edge LGT LEN, spacing colour, INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN colour*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
11L	*SALS 420M LIH*	*Green Supplemented by WBAR*	*NIL*	*NIL*	*NIL*	*4332 M 60 M white LIH*	*Red Supplemented by WBAR*	*350M RED LIH*	*NIL*
29R	*PALS 900M LIH*	*Green Supplemented by WBAR*	*PAPI Left/3.0° (64FT)*	*NIL*	*NIL*	*4332 M 60 M white LIH*	*Red Supplemented by WBAR*	*443M RED LIH*	*NIL*
11R	*SALS 420M LIH*	*Green Supplemented by WBAR*	*NIL*	*NIL*	*NIL*	*4272M 60M White, LIH*	*Red Supplemented by WBAR*	*302M RED LIH*	*NIL*
29L	*PALS 900M LIH*	*Green Supplemented by WBAR*	*PAPI Left /3° (64FT)*	*NIL*	*NIL*	*4272M 60M White, LIH*	*Red Supplemented by WBAR*	*350M RED LIH*	*ALS Supplemented By SFLS*

OISS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN location, characteristics and hours of operation*	On top of the control Tower building, FLG G and W, EV 2 sec. HN and during IMC
2	*LDI location and LGT* *Anemometer location and LGT*	NIL 293235.5N, 0523531.4E & 293158.4N, 0523618.8E, LGTD
3	*TWY edge and centre line lighting*	Edge: TWYs A, A1 to A5, A7, B1, B2, B4, B5, B7, G3 and G4 Centre line: NIL
4	*Secondary power supply/switch-over time*	Available Switch-over time: 10 - 15 sec
5	*Remarks*	NIL

OISS AD 2.16 HELICOPTER LANDING AREA

NIL

OISS AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	Shiraz CTR: A circle, radius 30 NM centered at 293224.6N 0523519.6E (DVOR/DME)	Shiraz ATZ: A circle, radius 7 NM centered at 293225N 0523519E (ARP)
2	*Vertical limits*	11500 FT AMSL	8500 FT AMSL
3	*Airspace classification*	D	
4	*ATS unit call sign* *Language(s)*	Shiraz APP/RADAR English / Persian	Shiraz TWR English / Persian
5	*Transition altitude*	13000 FT AMSL	
6	*Remarks*	NIL	

OISS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
RADAR &	Shiraz Radar	119.000 MHz	H24 →	Primary Frequency
APP	& Shiraz Approach	125.400 MHz	H24 →	Secondary Frequency
		121.500 MHz	H24	Emergency
		243.000 MHz	H24	Military Emergency
		362.300 MHz	H24	Military CH5
		344.000 MHz	H24	Military CH4
		385.400 MHz	H24	Military CH3 PAR
		123.400 MHz	H24	Military VHF PAR
		317.500 MHz	H24	Military CH1 UDF
TWR	Shiraz Tower	118.100 MHz	H24	
		121.500 MHz	H24	Emergency
		257.800 MHz	H24	Military CH2
GND	Shiraz Ground	121.900 MHz	0330-1930 →	Primary Frequency
		121.750 MHz	0330-1930 →	Secondary Frequency
		275.800 MHz	0330-1930	Military CH14
ATIS	Shiraz Information	127.000 MHz	H24	

UDF unusable in FLW area:
1- 010°-070° beyond 6 NM BLW 9000 FT MSL & beyond 20 NM BLW FL 190.
2- 070°-130° beyond 32 NM BLW FL 190.
3- 130°-250° beyond 20 NM BLW FL 180.
4- 250°-010° beyond 25 NM BLW FL 170.

OISS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS (For VOR/ILS, give VAR)	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
NDB	SR	205 KHZ	H24	293144.3N 0523557.9E		NDB unusable beyond 40 NM Site ELEV 4872 FT.
DVOR/DME (3° E/2017)	SYZ	117.800 MHZ CH 125X	H24	293224.6N 0523519.6E	4889 FT	
TACAN	SYZ	CH 94X	H24	293231.8N 0523503.3E	4892 FT	IRIAF
LOC 29L ILS CAT I (3° E/2017)	ISYZ	109.900 MHZ	H24	293248.6N 0523354.0E		Site ELEV 4928 FT Remote indicator available for ILS.
ILS GP RWY 29L		333.800 MHZ	H24	293145.5N 0523619.6E	4907 FT	3°, RDH 60 FT
ILS DME RWY 29L	ISYZ	CH 36X	H24	293145.8N 0523619.7E	4866 FT	

DVOR unusable in counter clockwise direction in the FLW area:

1- Beyond 15 NM:
- 340°- 280° BLW 9000FT AMSL.
- 280°- 200° BLW 10000FT AMSL.
- 125°- 090° BLW 9000 FT AMSL.
- 090°- 055° BLW 10000FT AMSL.
- 055°- 340° BLW 10000FT AMSL.

2- Beyond 25 NM:
- 050°- 210° BLW 13000FT AMSL.
- 180°- 150° BLW 15000FT AMSL.
- 150°- 130° BLW 10000FT AMSL.
- 130°- 050° BLW 11000FT AMSL.

3- Beyond 40 NM:
- 180°- 330° BLW 15000FT AMSL.
- 330°- 270° BLW 16000FT AMSL.
- 270°- 180° BLW 18000FT AMSL.

TACAN unusable in the FLW area:
360°- 020° and 180°- 200° beyond 20 NM, BLW FL 175.
200°- 240° and 340°- 360° beyond 35 NM, BLW FL 175.
DVOR/DME: RDL 029° has coverage of 30NM at 13000FT and 50NM at 20000FT.
Just DVOR TX1 is operational.

OISS AD 2.20 LOCAL TRAFFIC REGULATIONS

1 - The radar presentation system installed in control tower of Shiraz/Shahid Dastghaib Airport is only authorized to perform following functions:

a. Reduce verbal coordination between tower and approach.

b. Providing information to the tower controller about the sequencing of arriving and departing traffic.

2- Engine test shall be performed at TWY B1 (holding area). Engine tests of 5 minutes or less may be performed at aircraft stands with idle engine operation. Prior to engine testing two-way communications shall be established with ground frequency. All safety measures shall be taken in by aircraft operator itself performing engine test.

3- Helicopter flying procedure:

a. REF SIRA. 5005.Visual Flight Rules and AIP ENR 1.2-2**,** within Shiraz ATZ helicopters shall maintain 5500 FT AMSL or applicable minimum flight altitudes whichever is higher, as approved by ATC.

b. At all times helicopters shall avoid flying over congested areas, open-air gathering of persons, historic and ancient sites unless flying at a higher level specified in SIRA. 5005.Visual Flight Rules and AIP ENR 1.2-2.

c. It is the responsibility of the pilot to avoid other traffic, terrain, obstacles, congested areas, open-air gathering of persons, historic and ancient sites. Pilot shall request higher if a different level is required.

4- Helicopter communication procedure:

a. Helicopters shall contact Shiraz TWR before entering ATZ in order to obtain ATC clearance to cross RWYs or take off path or final approach tracks.

b. Helicopters departing from sites other than Shiraz airport, if unable to establish radio contact with Shiraz TWR or APP, shall coordinate before departure with Shiraz APP using telephone (+987137205944).

5- RCF procedure for VFR helicopters:

a. Squawk 7600.
b. REF SIRA. 5005.Visual Flight Rules and AIP ENR 1.2-2**,** Helicopters entering Shiraz CTR shall maintain applicable minimum flight altitude. within Shiraz ATZ helicopters shall maintain 5500 FT AMSL or applicable minimum flight altitudes whichever is higher.
c. Avoid obstacles and other traffic; avoid flying over congested areas, open-air gathering of persons, historic and ancient sites unless flying at a higher level specified in SIRA. 5005.Visual Flight Rules and AIP ENR 1.2-2.
d. Land at nearest suitable landing area without crossing runways and finals. If crossing final is required, cross final approach track beyond 7 NM (approximately on the edge of Maharloo Lake).
e. Inform Shiraz ATC by telephone (+987137205944) as soon as possible after landing.

6- Normally, RWY 29L assigned for arrivals and RWY 29R for departures.

7- In order to maximize runway capacity, aircraft shall minimize runway occupancy time. Departing aircraft on receipt of the line-up clearance, shall taxi to position as soon as possible. Cockpit checks shall be completed prior to line up. Aircraft that cannot comply with these requirements shall notify ATC as soon as possible.

8- Aircraft taxiing on apron shall use minimum power due to proximity of terminal sand installation.

9- To avoid FOD on maneuvering area heavy aircraft shall taxi with minimum total jet blast effect at all times. For this purpose, B747and B777 may be instructed to backtrack runways.

10- Due to high terrain, aircraft under radar vectoring shall not cross final approach track unless explicitly instructed by ATC.

11- Shiraz radar equipment is not capable of detecting adverse weather. When under radar vectoring, it is the responsibility of the pilot-in-command to advise ATC if weather deviation is required.

12- TMA speed restriction for IFR arrivals unless otherwise specified by ATC:

a. From FL200 to FL150: IAS 270 KT or less
b. Below FL150: IAS 250 KT or less

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→ 13- RWY 11R and RWY 11L are not equipped with PAPI lights therefore turbojet aircraft are not permitted to use RWY 11R and RWY 11L for landing when ground visibility is less than 5000m.

→ 14- Due to Non-standard distance between runway edge lights and edge marking and RWY lights at the last 600m of all runways are not yellow therefore, when tailwind component is more than 10 knots take-off and landing shall not be permitted on any of the runways.

→ 15- Due non-standard RWY strip, when crosswind component is more than 15 KT take-off and landing shall not be permitted on any of the runways.

→ 16- Due non-standard RWY strip, take-off and landing operations shall not be permitted when RWYCC is reported 3 or less.

→ 17- Due non-standard distance between TWY and apron edge lights, taxi operation must be guided by the marshaller when ground visibility is less than 400m.

OISS AD 2.21 NOISE ABATEMENT PROCEDURES

1- RWY 29L/R is not used for take-off during 1930-0230, except tailwind component for RWY 11L/R is 5 KT or more, or traffic/adverse weather condition**.**

2- Aircraft making Visual approach between 1930-0230 should not descend below 8000 FT AMSL until passing middle of right downwind RWY 29 except in emergency situation.

3-Visual Right turn for departing aircraft from RWY 29L/R is not authorized between 1930-0230.

OISS AD 2.22 FLIGHT PROCEDURES

1- Traffic pattern is defined as below:

a. For fighter and heavy fixed-wing ACFT 6500 FT,
b. For other fixed-wing ACFT 6000 FT and
c. For helicopter 5500 FT.

Note: see AD 1.1.

2- Initial contact instructions for departures

Departing IFR/VFR aircraft shall contact Shiraz ground on 121.90 MHz, 5 to 10 minutes prior to start-up and pass the following information:

a. Desired level
b. ATIS code letter and QNH
c. Route of flight and significant points for VFR flights
d. Estimated elapse time to destination for VFR flights.
e. Any other necessary information or request such as needs for De-ice/Anti-ice.

3- RCF procedure

REF MATS 12.1.5.6b the following procedures shall apply, during IMC or VMC, unless other factors such as emergencies, weather conditions, terrain clearance, etc. dictate otherwise:

3.1- Arriving IFR aircraft (during STAR or vectoring)

a. Squawk 7600.
b. Maintain the last assigned speed and level, or minimum flight altitude if higher;
c. Continue STAR or in case of vectoring rejoin STAR;
d. Complete a normal instrument approach procedure.

3.2- Departing IFR aircraft (during SID or vectoring)

a. Squawk 7600
b. Maintain last assigned heading or track for 3 minutes, then continue according to current flight plan.

3.2.1: Within 25 DME from SYZ: Maintain last assigned level or 12000 FT, whichever is higher.
3.2.2: Beyond 25 DME from SYZ: Maintain last assigned level or applicable minimum flight altitude, whichever is higher, for 7 minutes, then climb according to filed flight plan level.

4- Landing Aircraft:

Apron management and assignment of parking positions on civil apron is provided by marshaller. Aircraft entering civil apron shall follow marshaller at TWY G2, G3 and G4 to their assigned stand.

OISS AD 2.23 ADDITIONAL INFORMATION

1- bird accumulation exists over the field and in the vicinity of AD.

2- Strolling animals may be observed on the movement area.

3- Heavy aircraft are permitted to make 180° turn only at the end of RWY in use.

4- Net barrier:

RWY 29L: PSN at SWY RWY 29L, 69 M before THR RWY 11R;

RWY 11L: PSN at SWY RWY 11L, 69 M before THR RWY 29R, and will be engaged by prior arrangement,

HGT during engagement is 10.5 FT AGL.

5- Hook barrier:

RWY 29L: PSN at SWY RWY 29L, 50 M before THR RWY 11R and it will be engaged by prior arrangement. HGT during engagement is 11 CM AGL.

RWY 11L: first one PSN at SWY RWY 11L, 60 M before THR RWY 29R and second one PSN at 910 M after THR RWY 11L.
They will be engaged by prior arrangement. HGT during engagement is 11 CM AGL.

6- Different types of obstacles such as trees, vehicles and trucks with MAX HGT 17 FT exist at the north of apron extremity.

7- De-icing of all aircraft types shall be conducted on the east side of civil apron. Pilots shall follow the marshaller to this position.

8- Isolated aircraft parking position located at B6.

9- TWY B6 closed.

10- Hot spot:

a-After landing 29L/11R hold short of RWY 29R/11L and look out for departing traffic.

b-Taxing aircraft look out for landing and departing traffic on RWY 29L/11R.

OISS AD 2.24 CHARTS RELATED TO AN AERODROME