

**GENERAL****ATS Hours**

**ATS Hours / AD OPS Hours:** H24. MON-FRI 0300-0700 and 1000-1100 no CIV FLT's permitted.

Every MON-FRI 0930-1030, every TUE and THU 1400-1600 all SKED/non-SKED FLT's may be delayed due to extensive MIL flying. NON-SKED FLT's require 24HR PN.

**Airport Information**

**RFF:** CAT 8

**Fuel:** 0030-1230, other times O/R

**PCN:** RWY 08/26: 80

**Customs:** 0030-1230, other times O/R

**Operation****RWY Restrictions**

Use low PWR when turning on RWY.

Use turning pads on either end of RWY if backtrack after LDG required.

180°-turn not permitted for medium/heavy ACFT.

All ACFT LDG on RWY 26 to vacate RWY via taxi link N5 or S3 only due RWY surface damage.

**TWY Restriction**

TWY S4 width 15m / 49ft.

TWY N8 width 10m / 33ft.

TWY N1, N2 and S2 not AVBL for vacation on LDG FM RWY 26 by medium and heavy JET ACFT.

**Taxi/Parking**

Use MNM PWR during taxiing in and out of CIV APN.

Tight turn while entering APN at TWY N1, N2 and other TWYs not permitted.

Entry to stands 1, 1A, 2 via TWY N1 or N2.

Entry to stands 3 and 4 via TWY N1 only.

Entry to stands 5 and 6 via TWY N2 only.

Exit from all stands via TWY N1.

FRI, SAT and SUN NON-SKED FLT's parking permitted only between 0030-1100.

All days NON-SKED FLT's permitted for parking between 0730-0930 only.

All stands power-in/push-back.

**Fuel Dumping Area**

Airspace with following limits is designated for fuel dumping: From (113.6 GGO) VOR between R270 to R330 from 25DME to 35DME.

**Warnings**

Identical adjacent shorter RWY for shore based test facility, 140m south of RCL RWY 08/26.

Identify RWY 08 positively before LDG and exercise caution while taxiing in/out from S2 and S3 taxi links.

Arrester barrier net at THR 08 and 26.

Use caution for parallel TWY south of RWY, especially while using RWY 08.

Birds in vicinity of AD.

ARRIVAL				
Speed				
<b>Speed Control under Radar Enviroment for Arriving ACFT</b> All DME (D) distances are from VOR and all distances in NM are fom touchdown				
Flight Phase	IAS		Status	Remarks
	PROP	JET		
Enroute and initial descent up to FL290	Not AVBL	250KT or actual speed whichever is higher	Optional/As required by ATC	Speed less than 250KT subject to pilot concurrence
Below FL290 and up to FL150	250KT or actual speed whichever is lower			Speed less than 250KT to pilot concurrence. Below FL210 speed may be reduced to 240KT by ATC subject to pilot concurrence.
Below FL150 and within D25 to 20NM (D30 to 20NM in case of straight-in) or on downwind	220KT or actual speed whichever is lower	220KT or MNM clean speed whichever is higher	Mandatory	Below 10000ft AMSL speed may be reduced to 210KT by ATC to pilot concurrence.
Within 20NM from touch down	180KT	180KT	Mandatory	Speed may be further reduced to 170KT by ATC
Intercept leg or 12NM from touch down in case of straight-in	180-160KT	180-160KT	Mandatory	Speed to be reduced to 160KT during the intercept leg
10-5NM from touch down**	160-150KT	160KT	Mandatory	PROP ACFT unable to maintain the specified speed must inform ATC as early as possible, preferably during intercept leg or when 12NM from touch down **At the time APCH clearance is issued, speed restriction shall remain applicable unless withdrawn by ATC
Within 5NM from touch down	Not AVBL	Not AVBL	Not AVBL	-

**ARRIVAL**

Speed control shall not be applicable to ACFT:

- entering or established in holding pattern
- encountering turbulent weather
- conducting Cat 2/3 OPS and within 20NM from touchdown
- within 5NM from touchdown
- executing the published IAP until interception of final approach track
- carrying VIP and
- conducting priority/emergency landing

ACFT shall be advised as and when speed control restriction is not applicable or no longer required

**Communication****COM Failure**

Continue on the cleared STAR and at the end of the STAR make a convenient turn to intercept LOC or final APCH track of RWY in use.

**Arrival Procedure**

0130-1130 all FLT's instructed to descend to 6000ft or initial APCH ALT before entering area of 30NM radius centered at **GGO VOR/DME** due MIL exercise in VA(R)-44A and VA(R)-44B.

**Arrival Note:** not to start own NAV. For RNAV 1 STAR at DABOLIM, GOA unless instructed otherwise.

**VFR Traffic Pattern:** RWY 08 right-hand circuit.

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

RWY		08/26		
All ACFT	ft - m/km	0 - 400v	HJ only	For conditions check CRAR
		0 - 800v	HN	

**Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure**

Follow the cleared SID following all built-in restrictions and further climb to the current FPL cruising level. Departures within 30NM from Goa AD, experiencing a RCF and desiring to land back at Goa proceed as following:

**SID MESGA, BALCO, DAPNU, VIXET:** Proceed on cleared RNAV 1 SID up to 30NM from Goa AD, maintain or descend to FL70. Turn left to (113.6 GGO) VOR. Join GGO hold at FL70. After 5 min of HLDG descend in the hold to 3000ft and commence appropriate APCH procedure to land on RWY used for TKOF.

**SID PABLU, METAP:** Proceed on cleared RNAV 1 SID up to 30NM from Goa AD, maintain or descend to FL70. Turn right to (113.6 GGO) VOR. Join GGO hold at FL70. After 5 min of HLDG descend in the hold to 3000ft and commence appropriate APCH procedure to land on RWY used for TKOF.

**VOR HLDG RWY 26:** 1min right hand race track; inbound track 081° (R261).

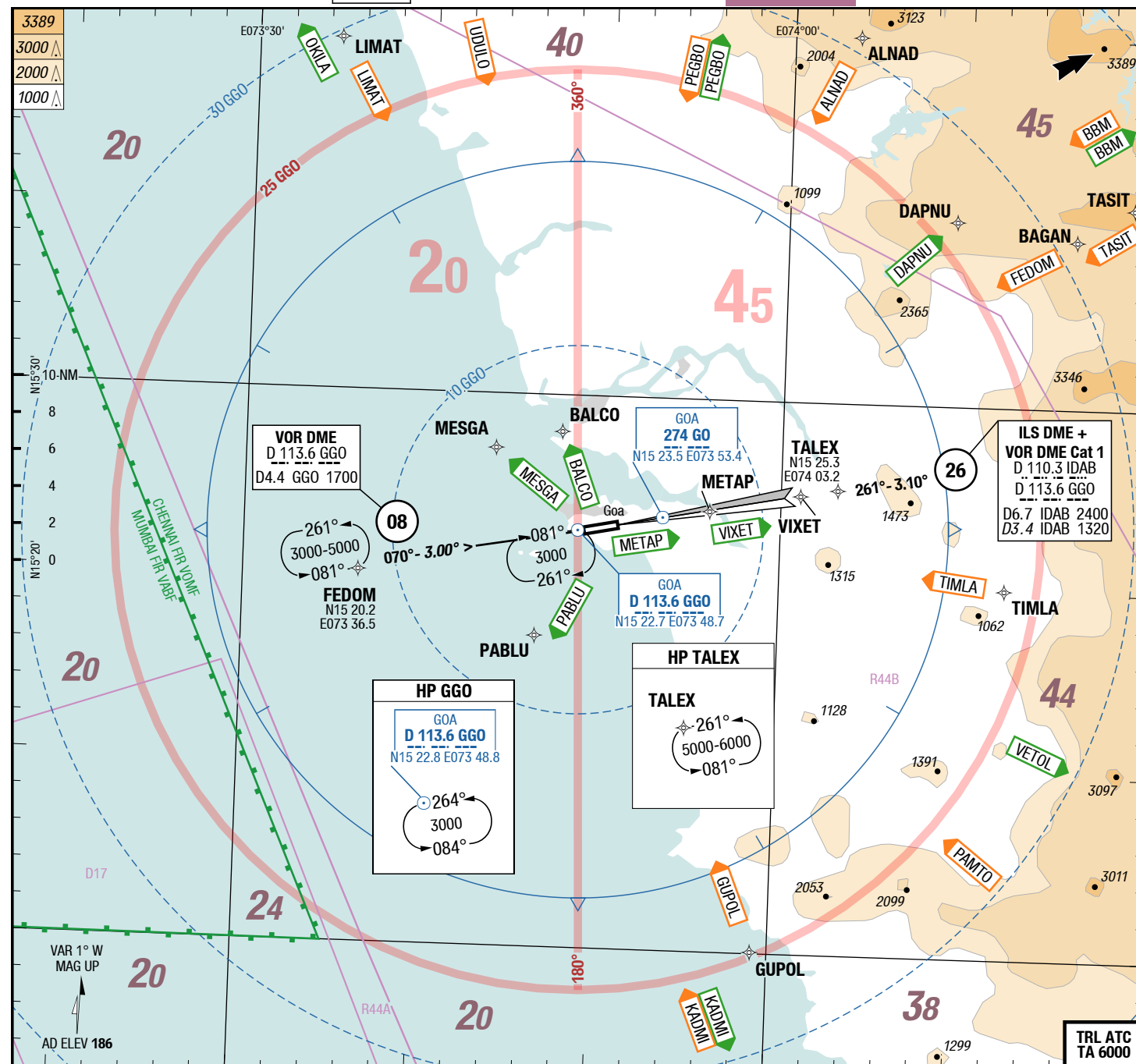
**VOR HLDG RWY 08:** 1min left hand race track; inbound track 264° (R084).

**GOI-VOGO**

**AFC**

**AFC**

**2-10**



<b>D-ATIS</b>	126.600	2230-1630
<b>Dabolim APP</b>	119.700	
	118.100	
<b>Dabolim TWR</b>	118.100	
	119.700	

**Landing RWY system:**

08 3430 x 45 3.1° H  
113 / 4hPa TDZ ---% +0.7%

H

45 x 3430 .....|

3.1% 8

-0.7% TDZ ---%

187 / 7hPa

300

20

L-N

TRL ATC  
TA 6000

Effective 13-SEP-2018

06-SEP-2018

GOI-VOGO

3-20

India Goa Dabolim Navy

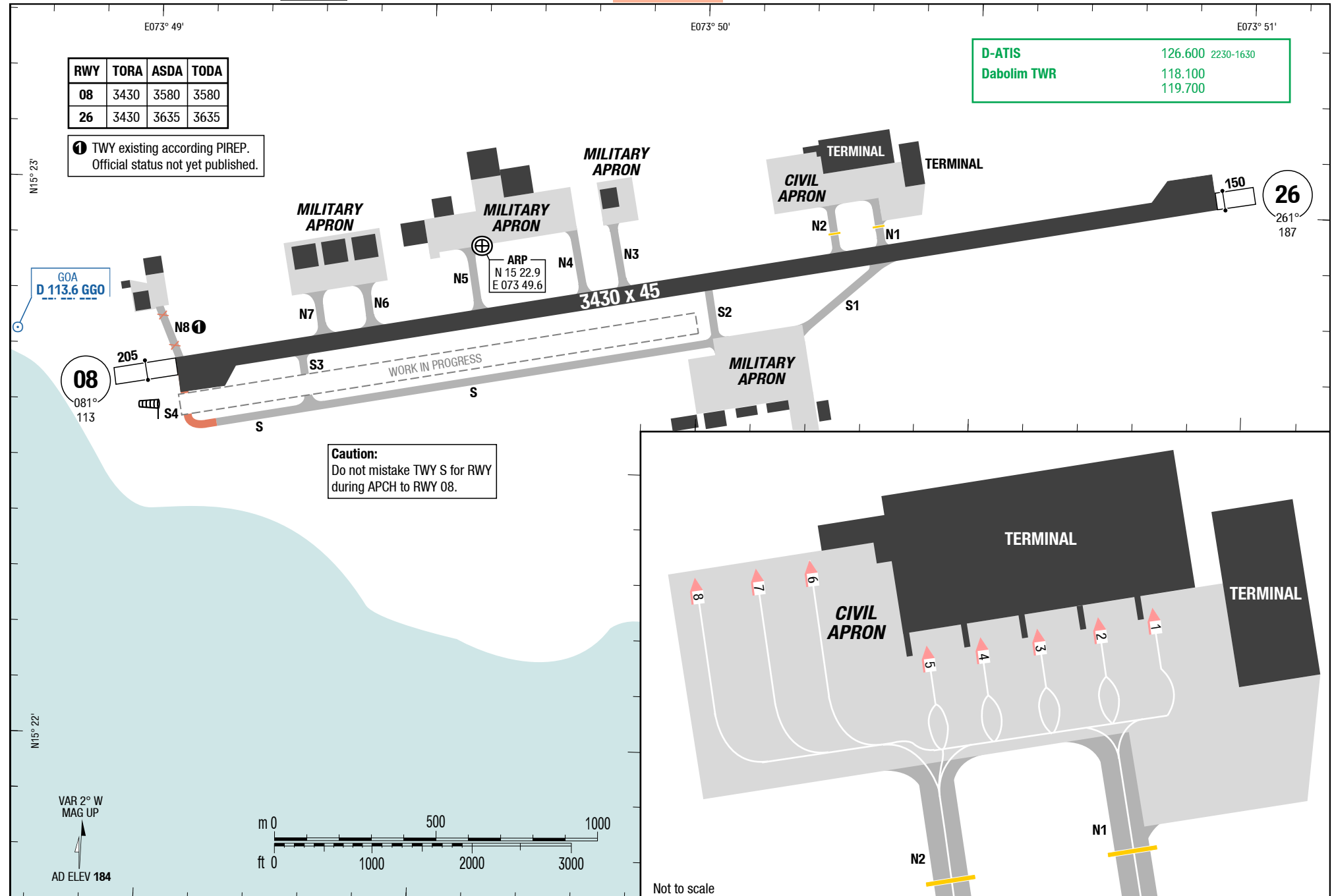
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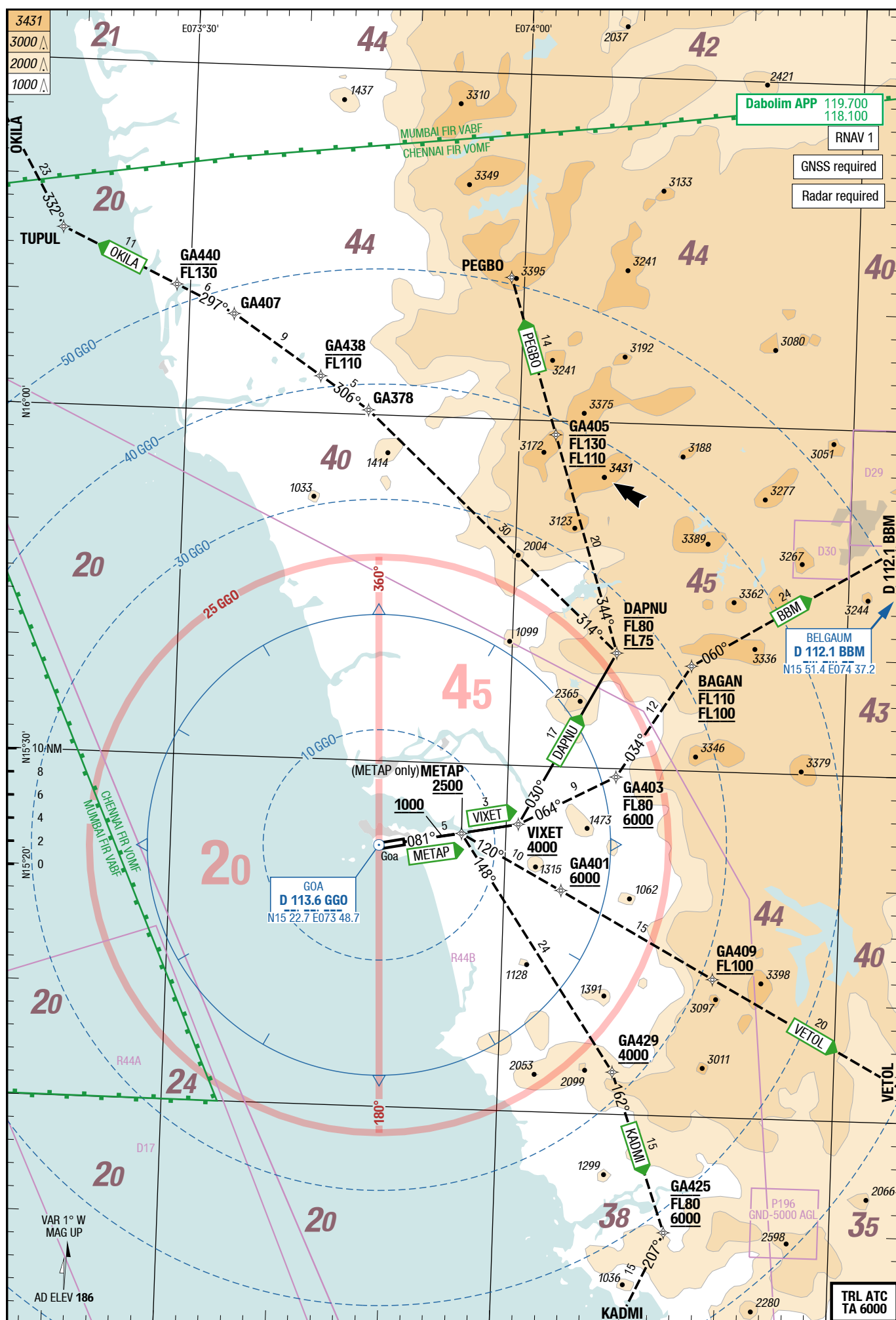
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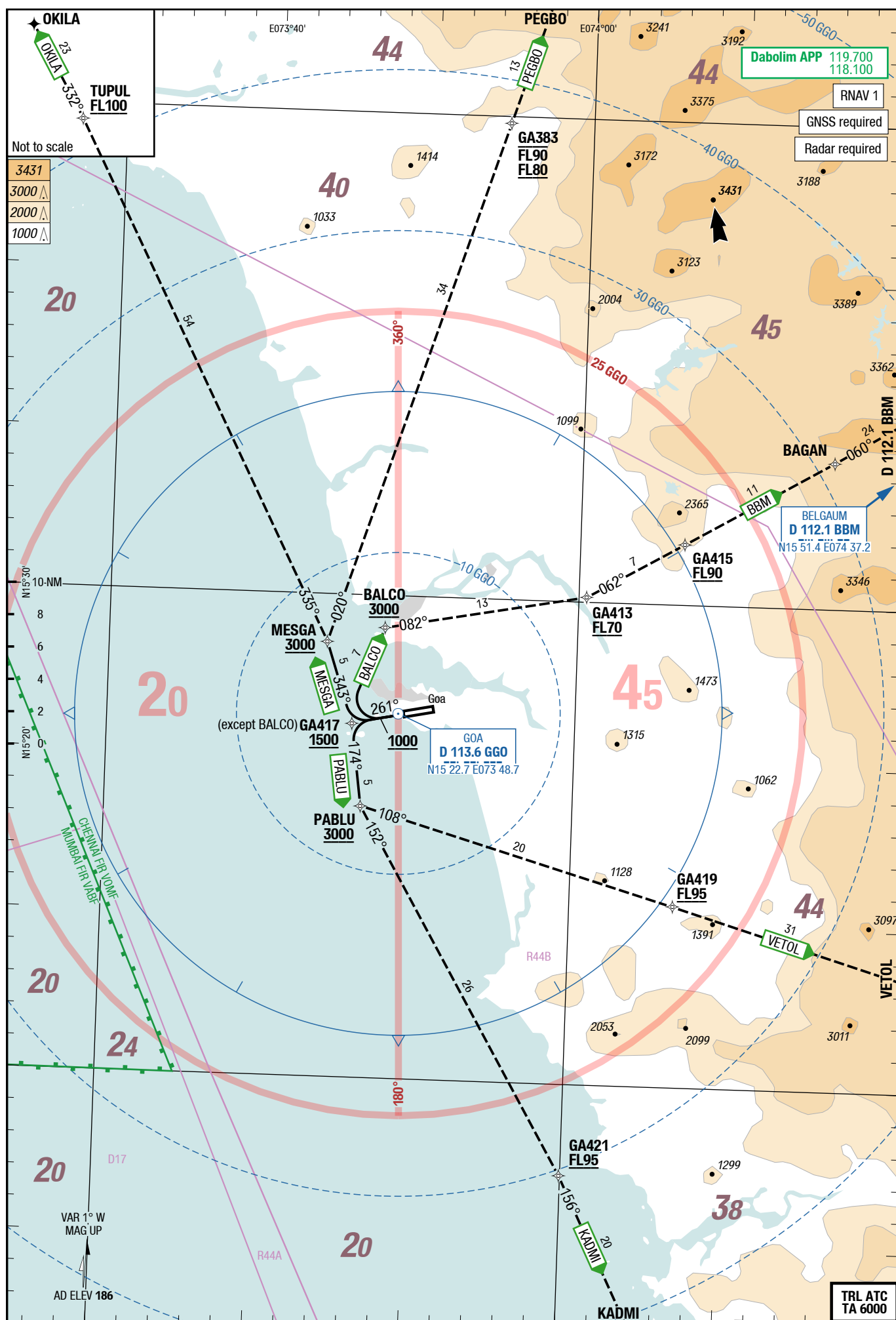
Dabolim Navy Goa India

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Changes: Nil





## GOI-VOGO

5-10

## RNAV SIDs RWY 08

SIDPT

## DAPNU / METAP / VIXET

RWY 08 (081°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 08</b>	
<b>DAPNU</b> 7.0% to 3000 <b>119.700</b> ①	[A1000+] - VIXET - DAPNU	VIXET MNM <b>4000</b> DAPNU between <b>FL75</b> and <b>FL80</b>
	<b>TRANSITION</b>	
	<b>OKILA</b> DAPNU - GA378 - GA438 - GA407 - GA440 - TUPUL - OKILA	GA438 MAX <b>FL110</b> GA440 MAX <b>FL130</b>
	<b>PEGBO</b> DAPNU - GA405 - PEGBO	GA405 between <b>FL110</b> and <b>FL130</b>
<b>METAP</b> 7.0% to 3000 <b>119.700</b> ①	[A1000+] - METAP	METAP MNM <b>2500</b>
	<b>TRANSITION</b>	
	<b>KADMI</b> METAP - GA429 - GA425 - KADMI	GA429 MNM <b>4000</b> GA425 between <b>6000</b> and <b>FL80</b>
	<b>VETOL</b> METAP - GA401 - GA409 - VETOL	GA401 MNM <b>6000</b> GA409 MNM <b>FL100</b>
<b>VIXET</b> 7.0% to 3000 <b>119.700</b> ①	[A1000+] - VIXET	VIXET MNM <b>4000</b>
	<b>TRANSITION</b>	
	<b>BBM</b> VIXET - GA403 - BAGAN - BBM	GA403 between <b>6000</b> and <b>FL80</b> BAGAN between <b>FL100</b> and <b>FL110</b>

① If unable to comply with RNAV SID, advice ATC and expect radar vectors or alternate clearance.



## GOI-VOGO

5-20

## RNAV SIDs RWY 26

SIDPT

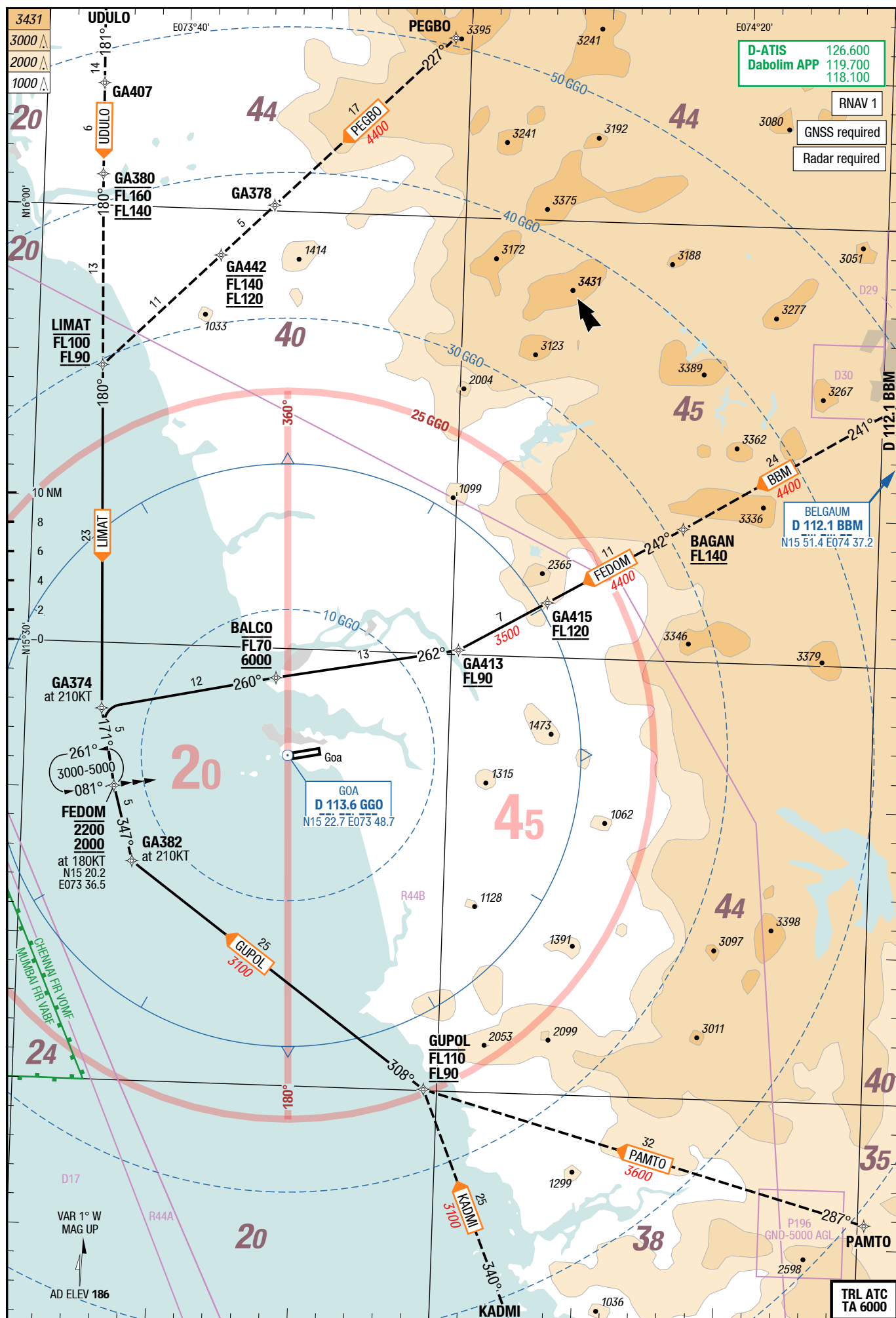
## BALCO / MESGA / PABLU

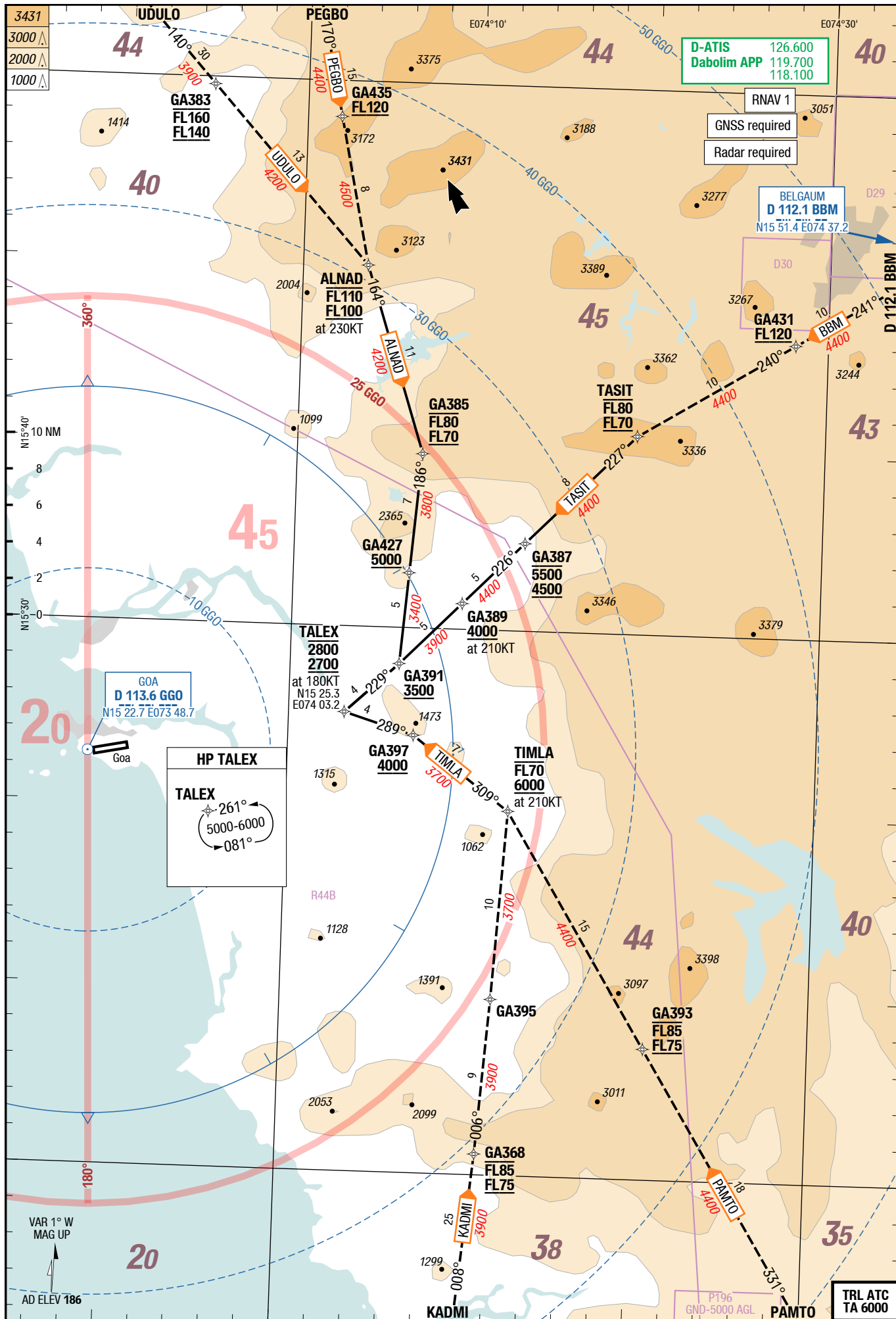
RWY 26 (261°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 26</b>	
<b>BALCO</b> 7.0% to 3000 <b>119.700</b> ①	[A1000+] - BALCO	BALCO MNM <b>3000</b>
	<b>TRANSITION</b>	
	<b>BBM</b> BALCO - GA413 - GA415 - BAGAN - BBM	GA413 MNM <b>FL70</b> GA415 MNM <b>FL90</b>
<b>MESGA</b> 7.0% to 3000 <b>119.700</b> ①	[A1000+] - GA417 - MESGA	GA417 MNM <b>1500</b> MESGA MNM <b>3000</b>
	<b>TRANSITION</b>	
	<b>OKILA</b> MESGA - TUPUL - OKILA	TUPUL MNM <b>FL100</b>
	<b>PEGBO</b> MESGA - GA383 - PEGBO	GA383 between <b>FL80</b> and <b>FL90</b>
<b>PABLU</b> 7.0% to 3000 <b>119.700</b> ①	[A1000+] - GA417 - PABLU	GA417 MNM <b>1500</b> PABLU MNM <b>3000</b>
	<b>TRANSITION</b>	
	<b>KADMI</b> PABLU - GA421 - KADMI	GA421 MNM <b>FL95</b>
	<b>VETOL</b> PABLU - GA419 - VETOL	GA419 MNM <b>FL95</b>

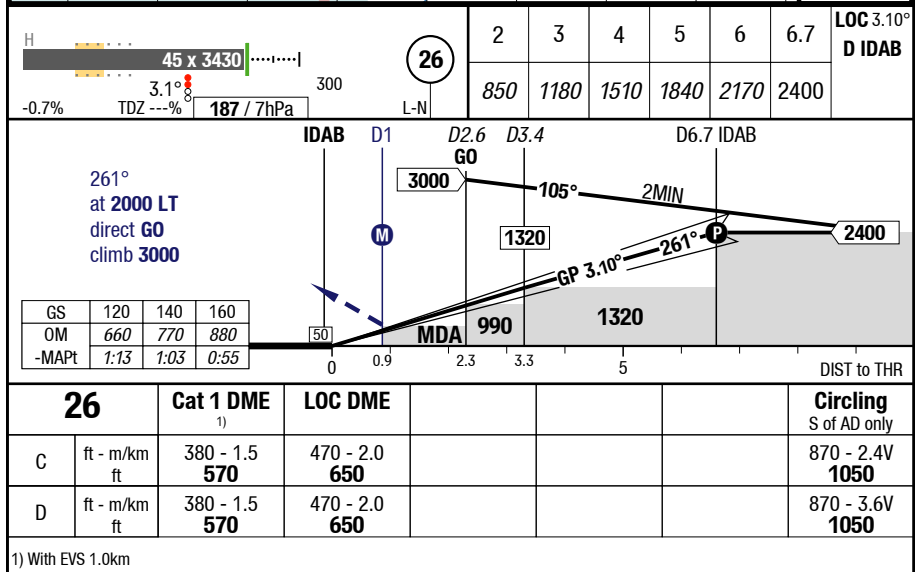
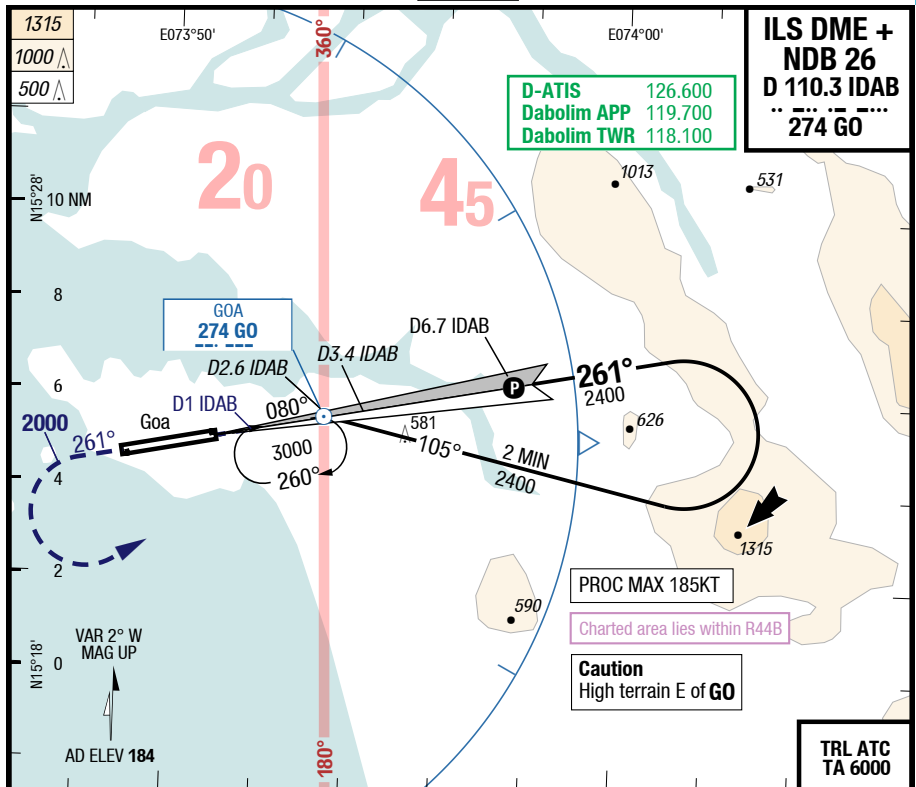
① If unable to comply with RNAV SID, advice ATC and expect radar vectors or alternate clearance.

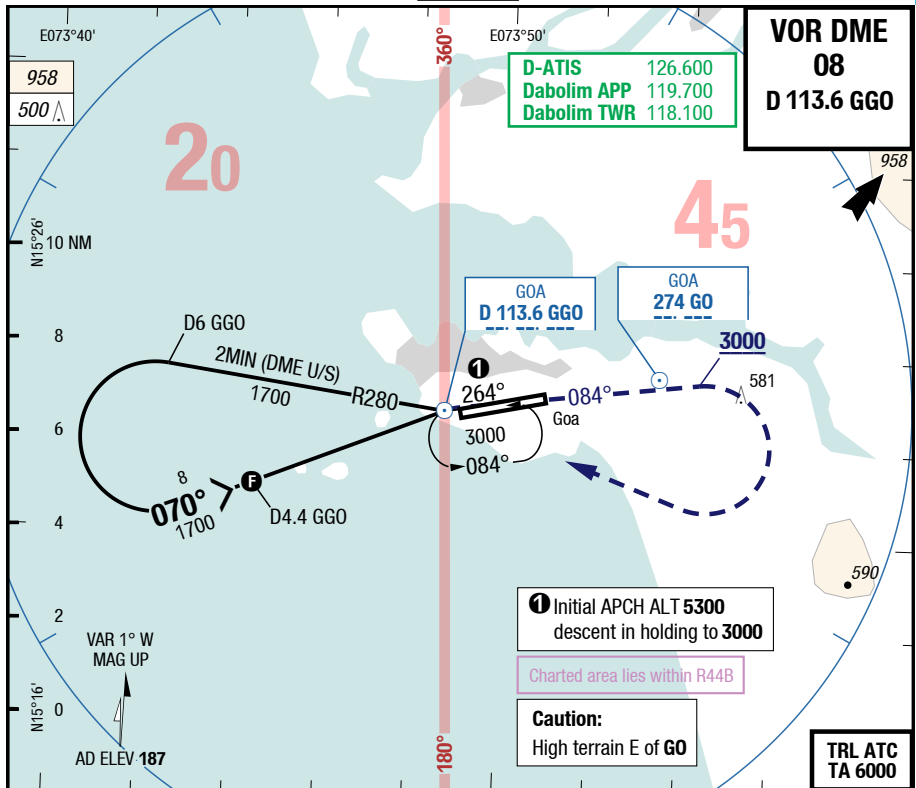




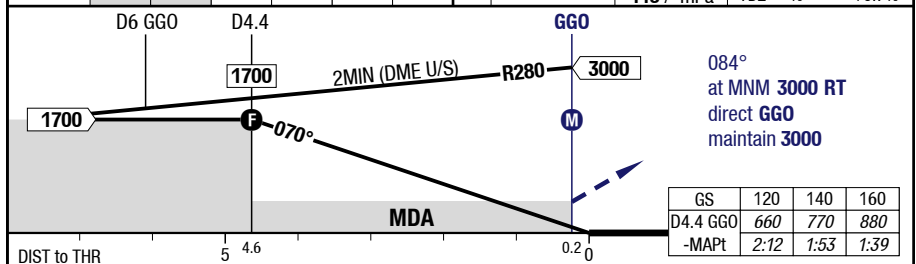
## ILS DME + VOR DME 26







3.10°			4.4	4	3	2	08	3.1°	H
D GGO 070°			1700	1590	1260	930		3430 x 45	
RWY 081°								113 / 4hPa	TDZ ---% +0.7%



08		VOR DME	VOR				Circling S of AD only
C	ft - m/km ft	490 - 2.3 600	590 - 2.7 700				870 - 2.7V 1050
D	ft - m/km ft	490 - 2.3 600	590 - 2.7 700				870 - 3.6V 1050

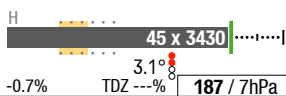
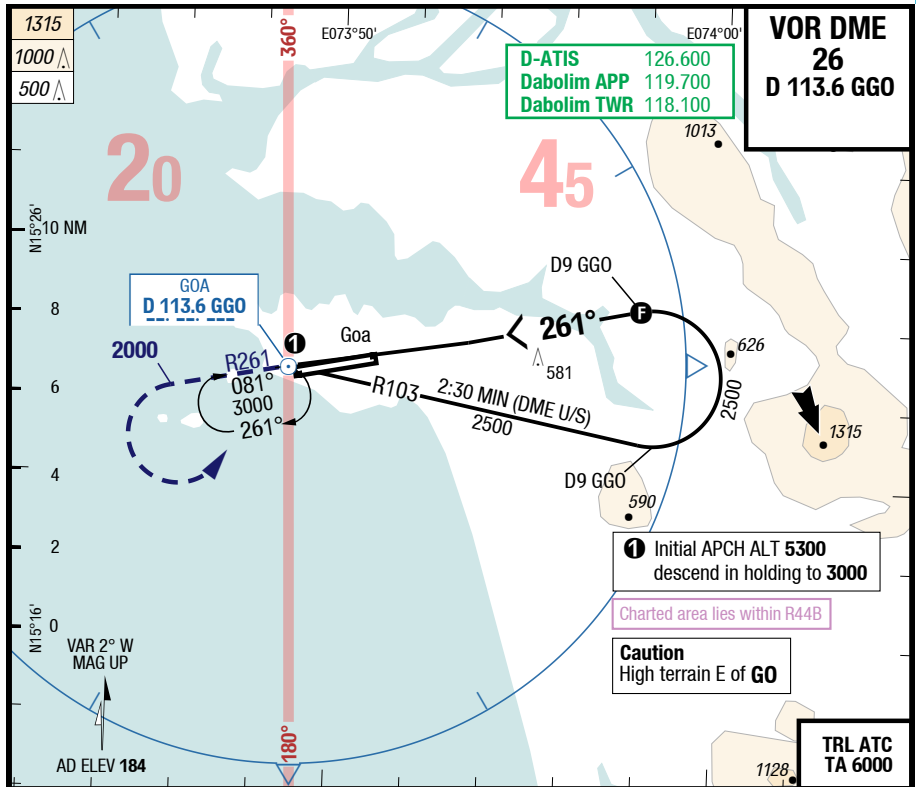
09-AUG-2018  
GOI-VOGO

India Goa Dabolim Navy

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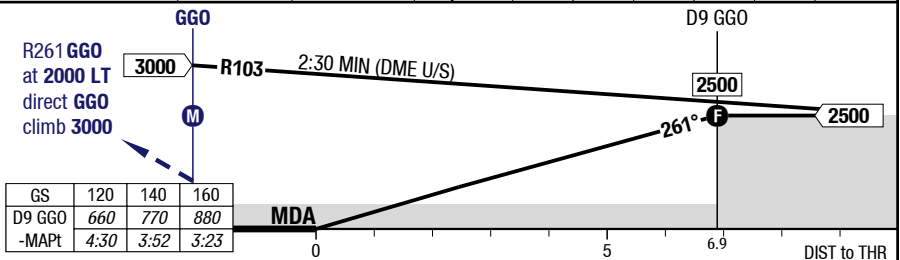
7-40

VOR DME 26



26

4	5	6	7	8	9	3.10° D GGO
860	1190	1520	1850	2180	2500	



26	VOR DME	VOR					Circling S of AD only
C	ft - m/km ft	470 - 2.0 650	520 - 2.1 700				870 - 2.4V 1050
D	ft - m/km ft	470 - 2.0 650	520 - 2.1 700				870 - 3.6V 1050

Changes: Nil