

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON-FRI 0400-1230. SAT, SUN and HOL CLSD**Airport Information****RFF:** CAT 9**PCN:** RWY 07/25: 105/F/C/W/T

RWY 12/30: From beginning of RWY 12:

0-760m / 0-2493ft 98/F/A/W/T

760-960m / 2493-3150ft 85/R/B/W/T

960-1010m / 3150-3314ft 89/F/C/W/T

1010-1560m / 3314-5118ft 98/F/A/W/T

1560-3235m / 5118-10614ft 89/F/C/W/T

Operation**Transponder Mode S**

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL;

- after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

Transponder OPS**ARR:**

- When on RWY keep TCAS selected.

- After vacate RWY: Select transponder or equivalent and auto if AVBL. TCAS shall be deselected.

- Parked on stand: Select stand-by.

Note: on GND squawk Mode C.

DEP:

- At gate/stand: Select stand-by and enter discrete SSR Code received, ICAO designator and FLT identification number.

- When requesting push-back/taxi (whichever is earlier): Select transponder or equivalent and auto if AVBL.

- When lining up: Select TCAS only after receiving CLR to line up.

Low Visibility Procedures

Surface Movement Guidance and Control System (SMGCS) in use.

RWY Restriction

RWY 12/30 AVBL for day/VFR operation only.

TWY Restriction

TWY E and taxiway H (from TWY E to stands 26 and 57) AVBL for ACFT code letter C up to wingspan of 35.9m / 118ft.

TWY T MAX wingspan 29.2m / 96ft.

Portion of APN taxiway R1 from its junction with TWY R up to behind stand 93 AVBL up to code letter C ACFT.

GENERAL**Taxi/Parking**

Stands 19-25, 31, 35, 36: A-VDGS AVBL.

Stands 26-30, 32-34: VDGS AVBL.

Warnings

Do not mistake Tambaram Airbase with Chennai AD. Airbase RWY 12/30 and RWY 05/23 5.8NM 217° from Chennai AD.

Maintain look out for Flying Club Aeroplanes over and in vicinity of Tambaram.

RVR readings are AVBL up to 1500m for RWY 07.

During TKOF/LDG report wind gusts, turbulence and wind shear, stating heightband affected and any other relevant details.

ARRIVAL**Speed****Speed Control under Radar Environment for Arriving ACFT**

All DME (D) distances are from VOR and all distances in NM are from 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

ARRIVAL

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	-

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**

Maintain last assigned ALT or 3000ft whichever is higher and proceed to MMV VOR via the shortest route to join HLDG procedure;

Continue APCH and land if visual, or go around and carry out MISAP and join MMV VOR HLDG procedure;

After VOR HLDG procedure commence instrument APCH procedure for RWY 07.

RAAGA RNAV

- Maintain the last assigned LVL and proceed on RAAGA arrival to GAVID.
- From GAVID:
- If the last assigned LVL is lower than or equal to FL110, follow the ARR with lateral and vertical restriction.
- If the last assigned LVL is greater than FL110, descend in GAVID hold to FL110 and follow the ARR with lateral and vertical restriction.
- At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

HYDOK RNAV

- Maintain the last assigned LVL and proceed on HYDOK ARR to HYDOK.
- From HYDOK:
- If the last assigned LVL is lower than or equal to FL110, follow the ARR with lateral and vertical restriction.
- If the last assigned LVL is greater than FL110, descend in HYDOK hold to FL110 and follow the ARR with lateral and vertical restriction.
- At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

ARRIVAL**GUANI RNAV**

- Maintain the last assigned LVL and proceed on GUANI ARR to GUANI.
- From GUANI:
- If the last assigned LVL is lower than or equal to FL110, follow the ARR with lateral and vertical restriction.
- If the last assigned LVL is greater than FL110, descend in GUANI hold to FL110 and follow the ARR with lateral and vertical restriction.
- At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

GAVID RNAV

- Maintain last assigned LVL and proceed GAVID ARR to GAVID.
- From GAVID:
- If the last assigned LVL is lower than or equal to FL110, follow the ARR with lateral and vertical restriction.
- If the last assigned LVL is greater than FL110, descend in GAVID hold to FL110 and follow the ARR with lateral and vertical restriction.
- At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

BACOM RNAV

- Maintain the last assigned LVL and proceed on BACOM ARR to BACOM.
- From BACOM:
- If the last assigned LVL is lower than or equal to FL110, follow the ARR with lateral and vertical restriction.
- If the last assigned LVL is greater than FL110, descend in BACOM hold to FL110 and follow the ARR with lateral and vertical restriction.
- At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

ARDAB RNAV

- Maintain the last assigned LVL and proceed ARDAB ARR to ARDAB.
- From ARDAB:
- If the last assigned LVL is lower than or equal to FL110, follow the ARR with lateral and vertical restriction.
- If the last assigned LVL is greater than FL110, descend in ARDAB hold to FL110 and follow the ARR with lateral and vertical restriction.
- At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

ACUBU RNAV

- Maintain the last assigned LVL and proceed ACUBU ARR to BACOM.
- From BACOM:
- If the last assigned LVL is lower than or equal to FL110, follow the ARR with lateral and vertical restriction.
- If the last assigned LVL is greater than FL110, descend in BACOM hold to FL110 and follow the ARR with lateral and vertical restriction.
- At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

TRYCO RNAV

- Maintain the last assigned LVL and proceed TRYCO ARR to TRYCO.
- From BACOM:
- If the last assigned LVL is lower than or equal to FL110, follow the ARR with lateral and vertical restriction.
- If the last assigned LVL is greater than FL110, descend in TRYCO hold to FL110 and follow the ARR with lateral and vertical restriction.
- At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

ARRIVAL**Arrival Procedure****Reverse**

Consistent with safety OPS and in consideration with HIRO, minimise the use of reverse thrust after LDG to reduce disturbance in areas adjacent to the AD.

Non-standard GP intercept position on RWY 07

GP intercepts RWY 07 at *314m / 1030ft* after landing threshold.

Remaining DIST beyond GP is *3344m / 10971ft*.

DEPARTURE**Take-off Minima**

RWY		07/25, 12/30	
All ACFT	ft - m/km	0 - 800v	-

Speed

MAX IAS 250KT below 10000ft.

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AGC
AFC

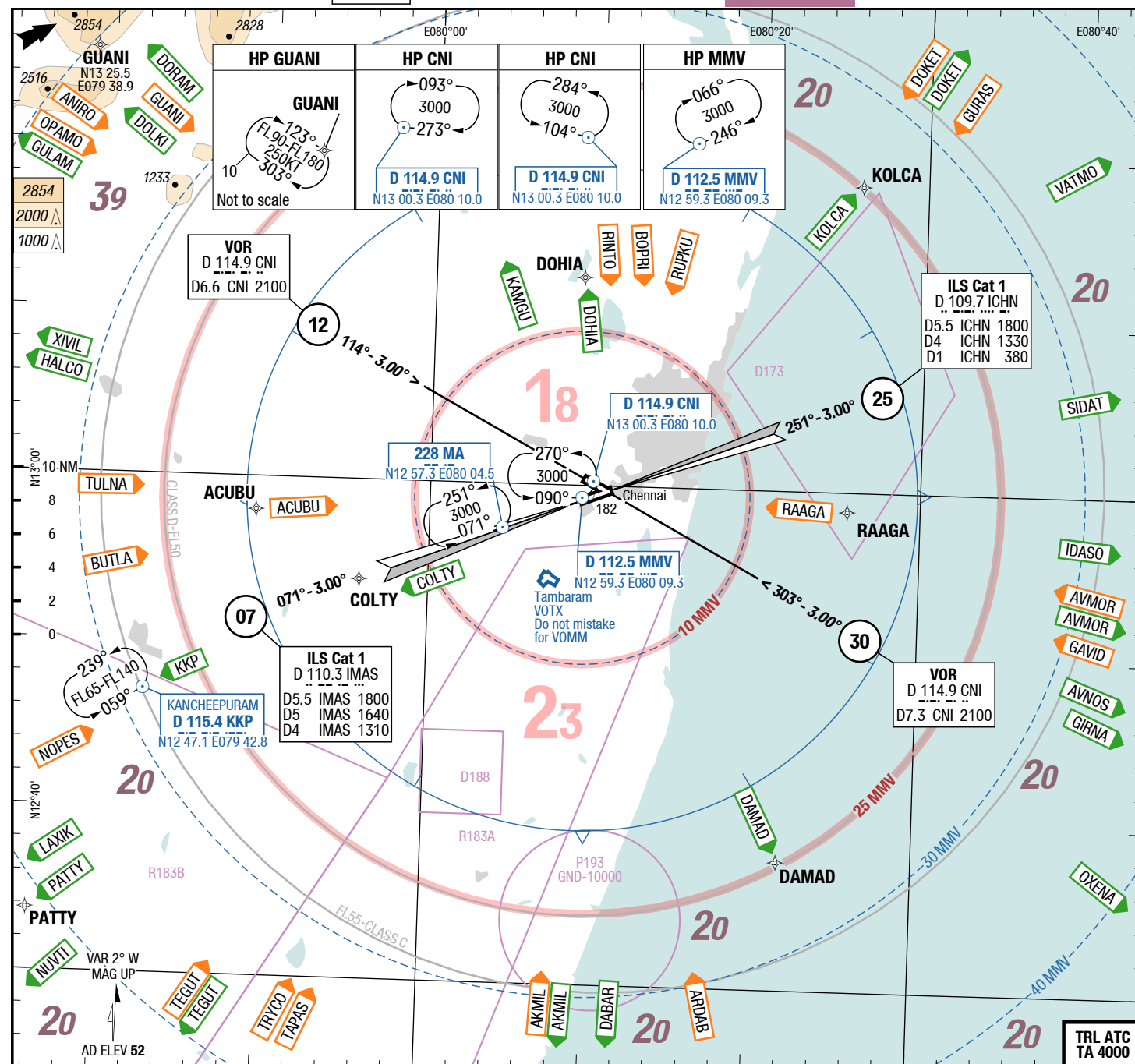
AFC

AFC

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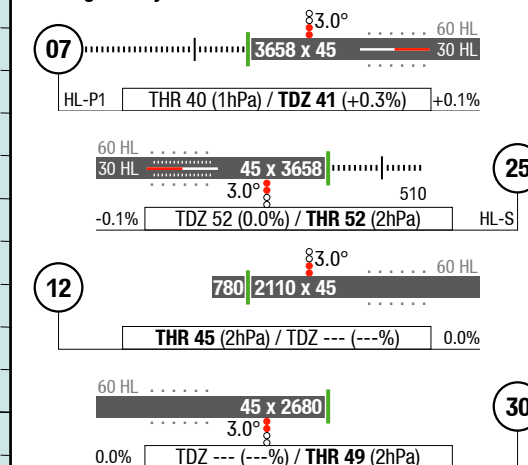
AGC
AFC

2-10



D-ATIS	127.450	
APP	127.900	124.450
CTL	118.900	125.300
TWR	118.100	
GND	121.900	
PDC		

Landing RWY system:



Changes: PROC

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AGC

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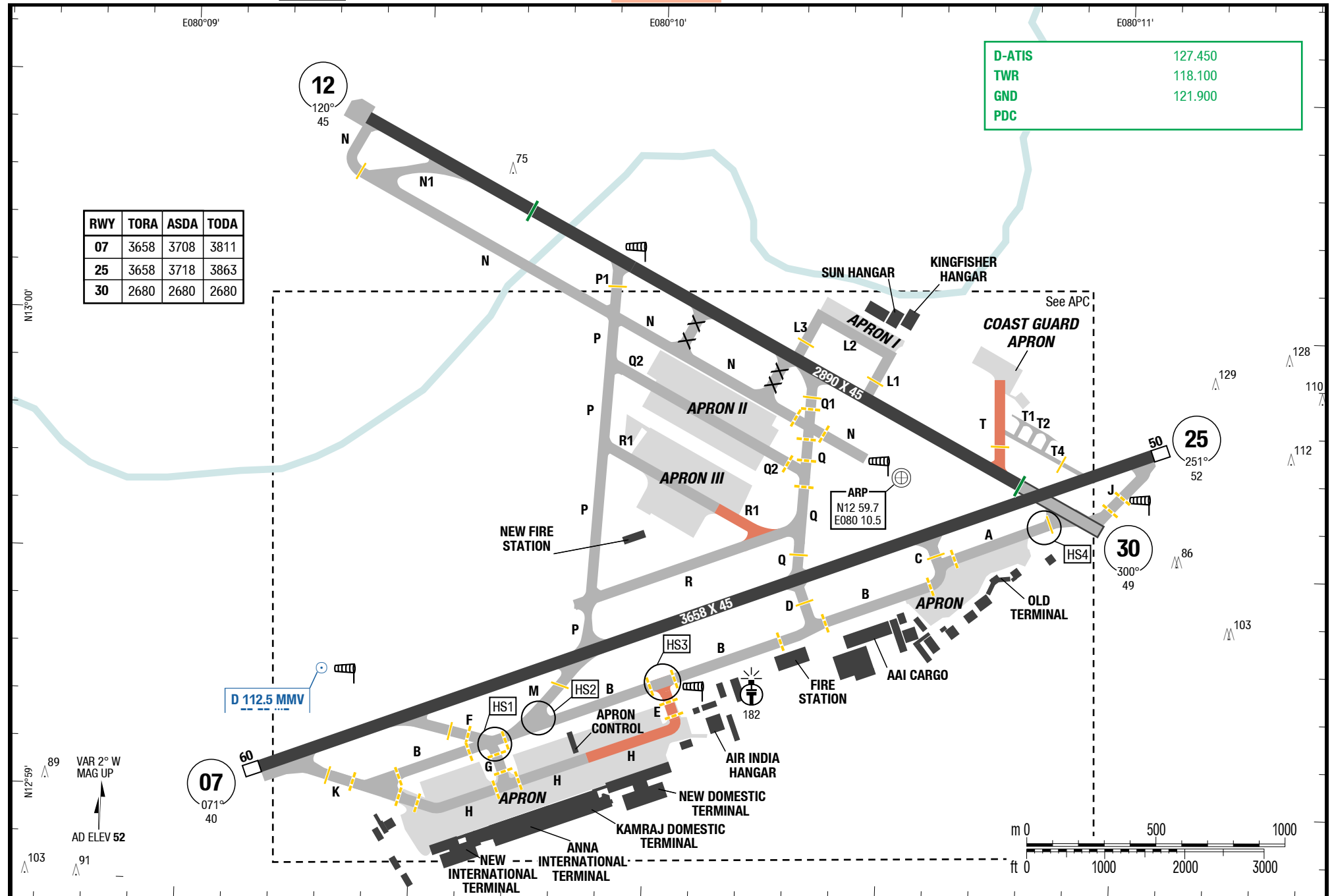
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AGC

3-20

RWY	TORA	ASDA	TODA
07	3658	3708	3811
25	3658	3718	3863
30	2680	2680	2680

D-ATIS	127.450
TWR	118.100
GND	121.900
PDC	



Changes: Nil

D-ATIS 127.450
TWR 118.100
GND 121.900
PDC

COORDINATES

1-3 N12 59.5 E080 10.8
4-8 N12 59.5 E080 10.7
9, 10 N12 59.4 E080 10.6
19-23 N12 59.1 E080 10.0
24, 25 N12 59.1 E080 09.9

26, 27 N12 59.0 E080 09.9
28-30 N12 59.0 E080 09.8
31, 32 N12 59.0 E080 09.7
33-35 N12 58.9 E080 09.6
36 N12 58.9 E080 09.5

43, 44 N12 59.0 E080 09.6
45 N12 59.1 E080 09.6
46, 47 N12 59.1 E080 09.7
48-50A N12 59.1 E080 09.8
51, 52 N12 59.1 E080 09.9

53 N12 59.2 E080 09.9
54 N12 59.1 E080 09.9
55-57 N12 59.2 E080 10.0
61-63 N13 00.0 E080 10.5
64-66 N13 00.0 E080 10.4

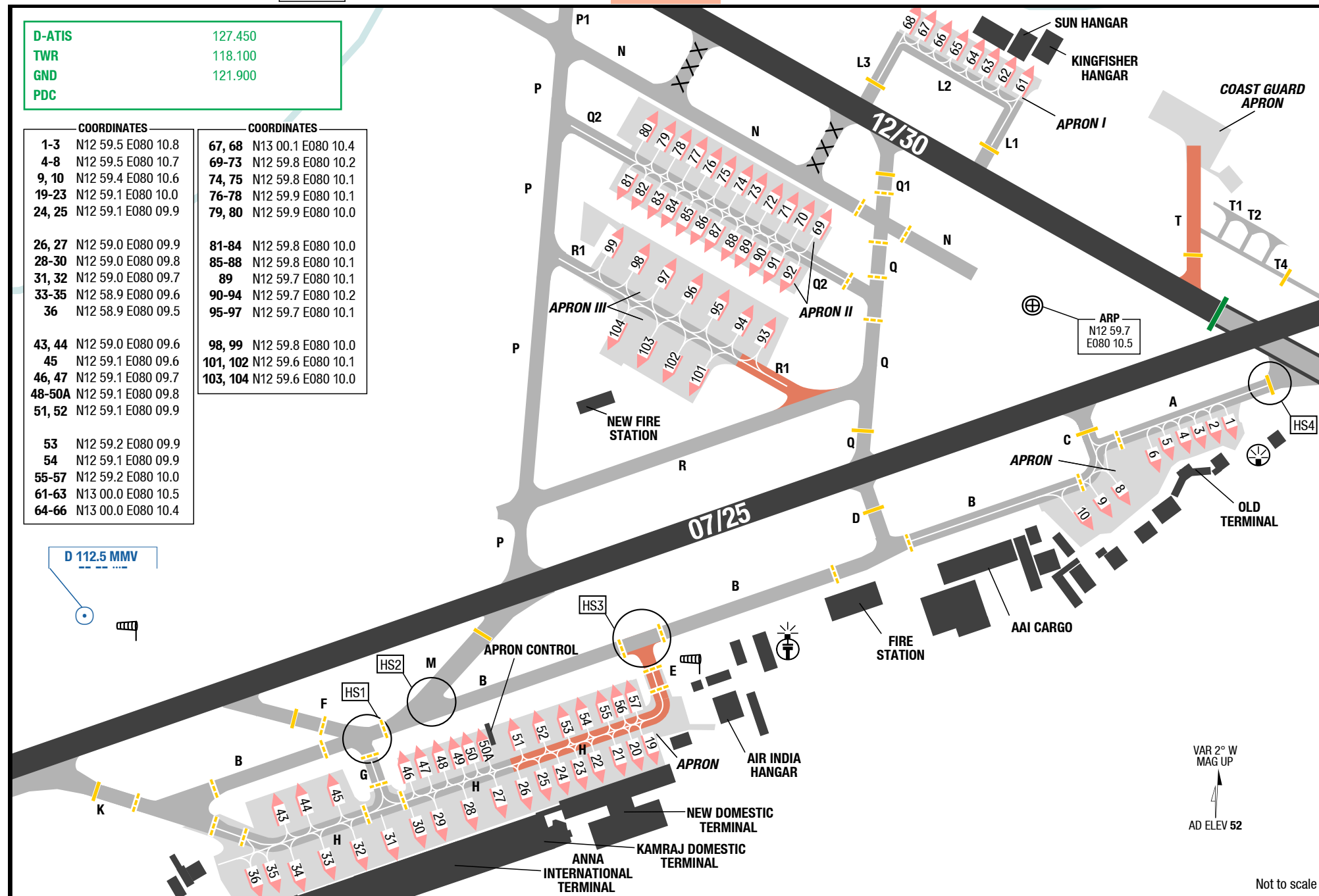
COORDINATES

67, 68 N13 00.1 E080 10.4
69-73 N12 59.8 E080 10.2
74, 75 N12 59.8 E080 10.1
76-78 N12 59.9 E080 10.1
79, 80 N12 59.9 E080 10.0

81-84 N12 59.8 E080 10.0
85-88 N12 59.8 E080 10.1
89 N12 59.7 E080 10.1
90-94 N12 59.7 E080 10.2
95-97 N12 59.7 E080 10.1

98, 99 N12 59.8 E080 10.0
101, 102 N12 59.6 E080 10.1
103, 104 N12 59.6 E080 10.0

D 112.5 MMV



VAR 2° W
MAG UP
AD ELEV 52

Not to scale

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RNAV SIDs DAMAD / OXENA

SID

SID

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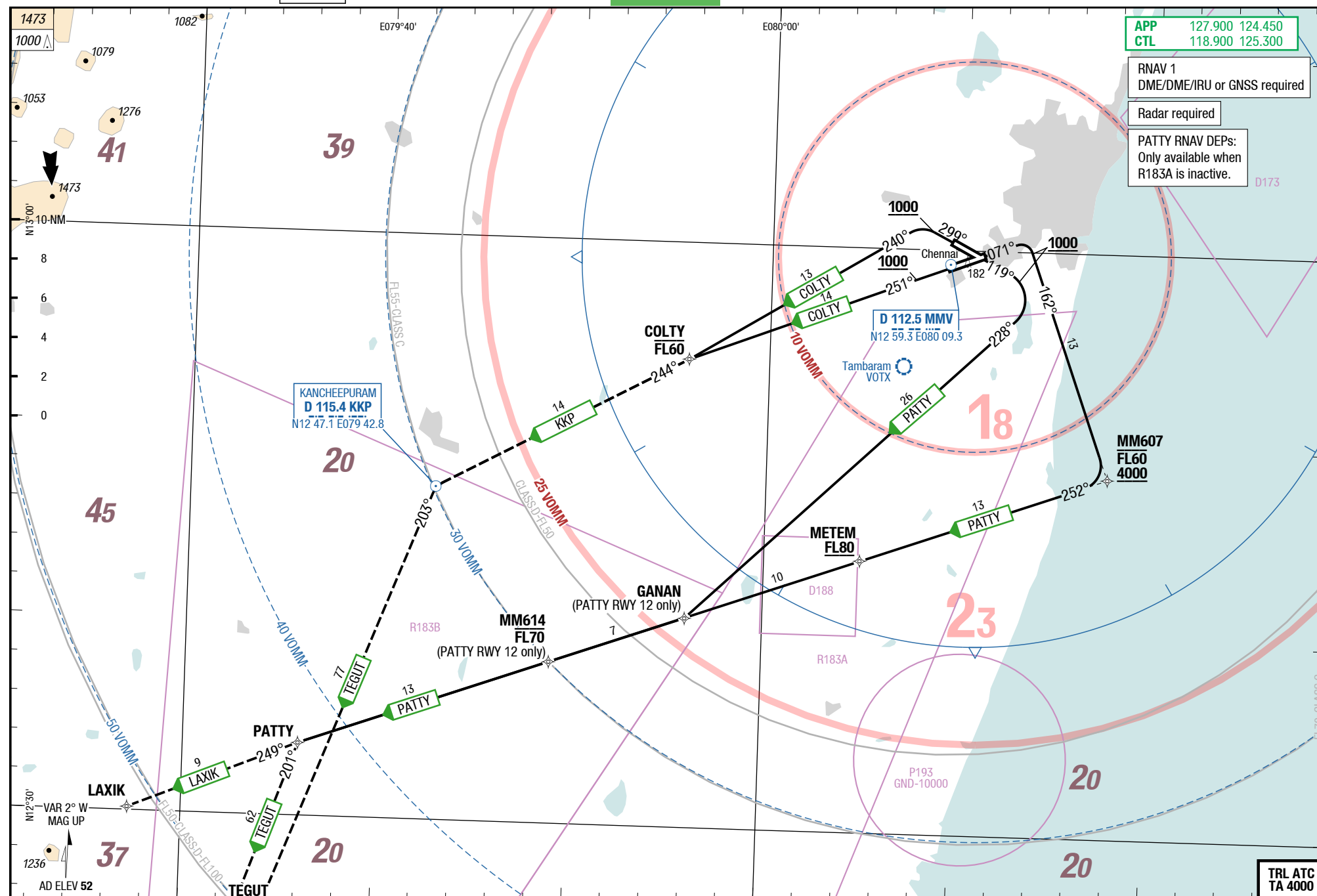
RNAV SIDs DAMAD / OXENA

RNAV SIDs COLTY / PATTY

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4-10

RNAV SIDs COLTY / PATTY



Changes: WPT , Transition

TRL ATC
TA 4000

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SID

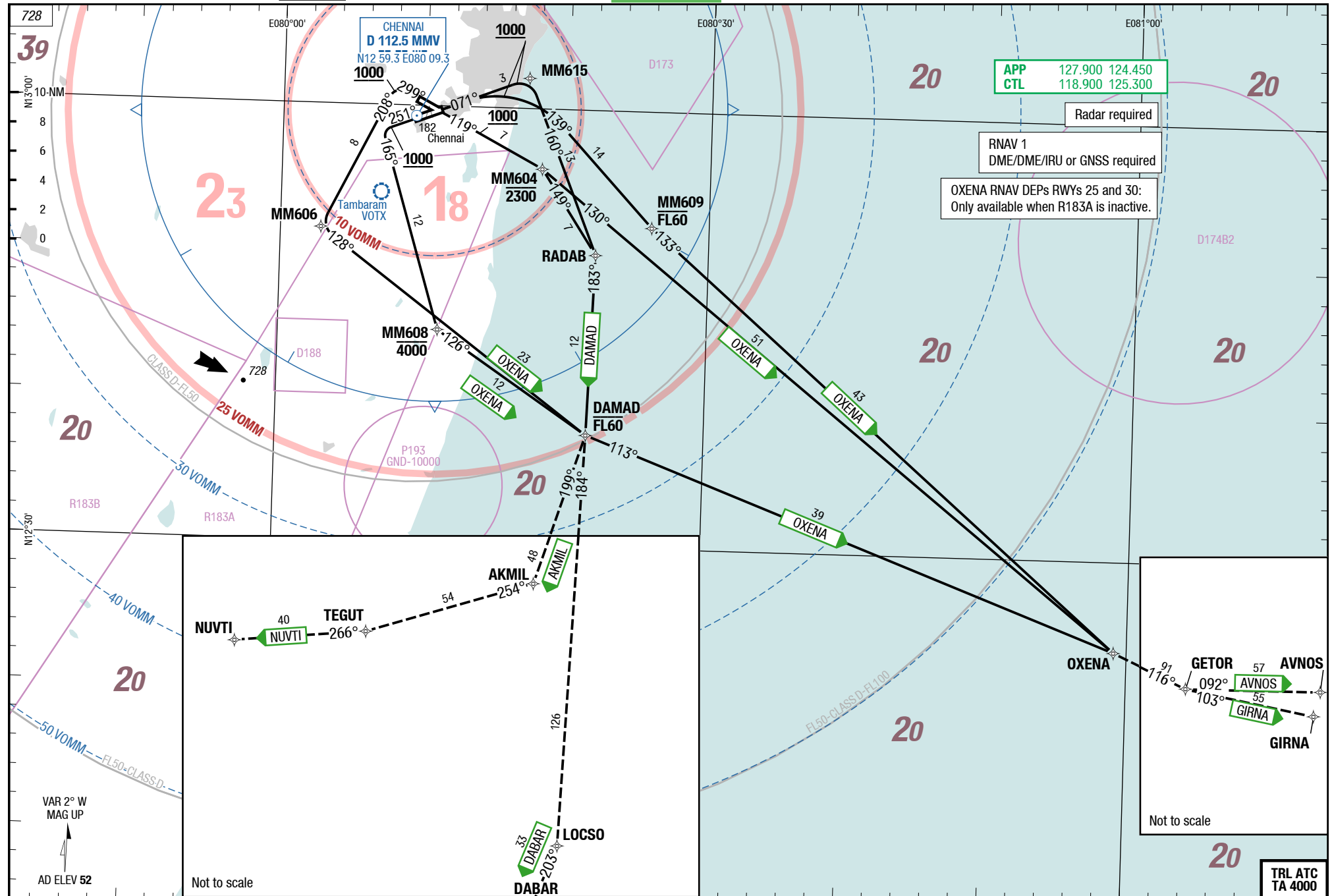
SID

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4-20

RNAV SIDs DAMAD / OXENA

RNAV SIDs DAMAD / OXENA



Changes: WPT , Transition

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RNAV SIDs HALCO / SIDAT

4-30

RNAV SIDs DOHIA / KOLCA

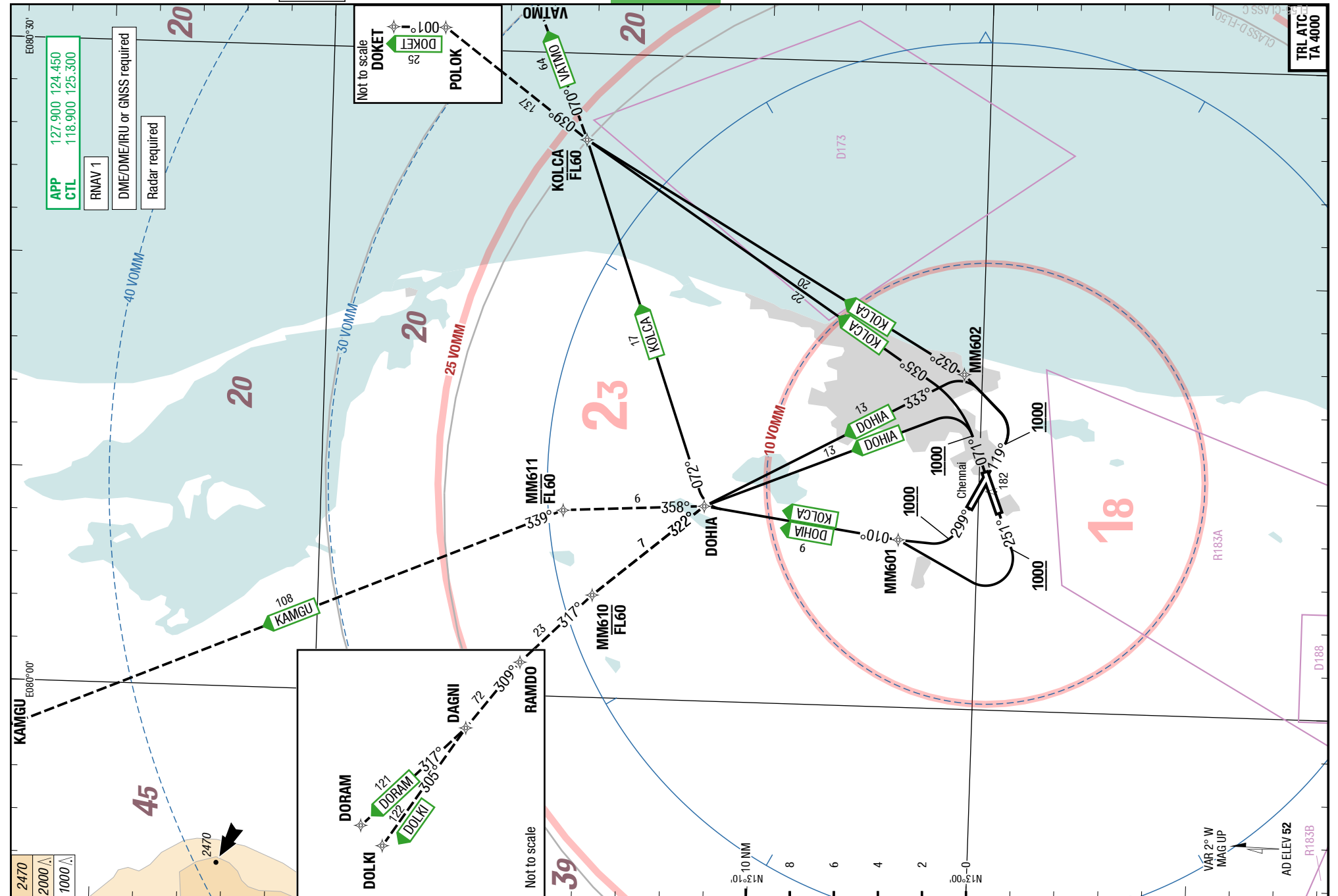
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SID

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RNAV SIDs HALCO / SIDAT

RNAV SIDs DOHIA / KOLCA



Changes: WPT , Transition

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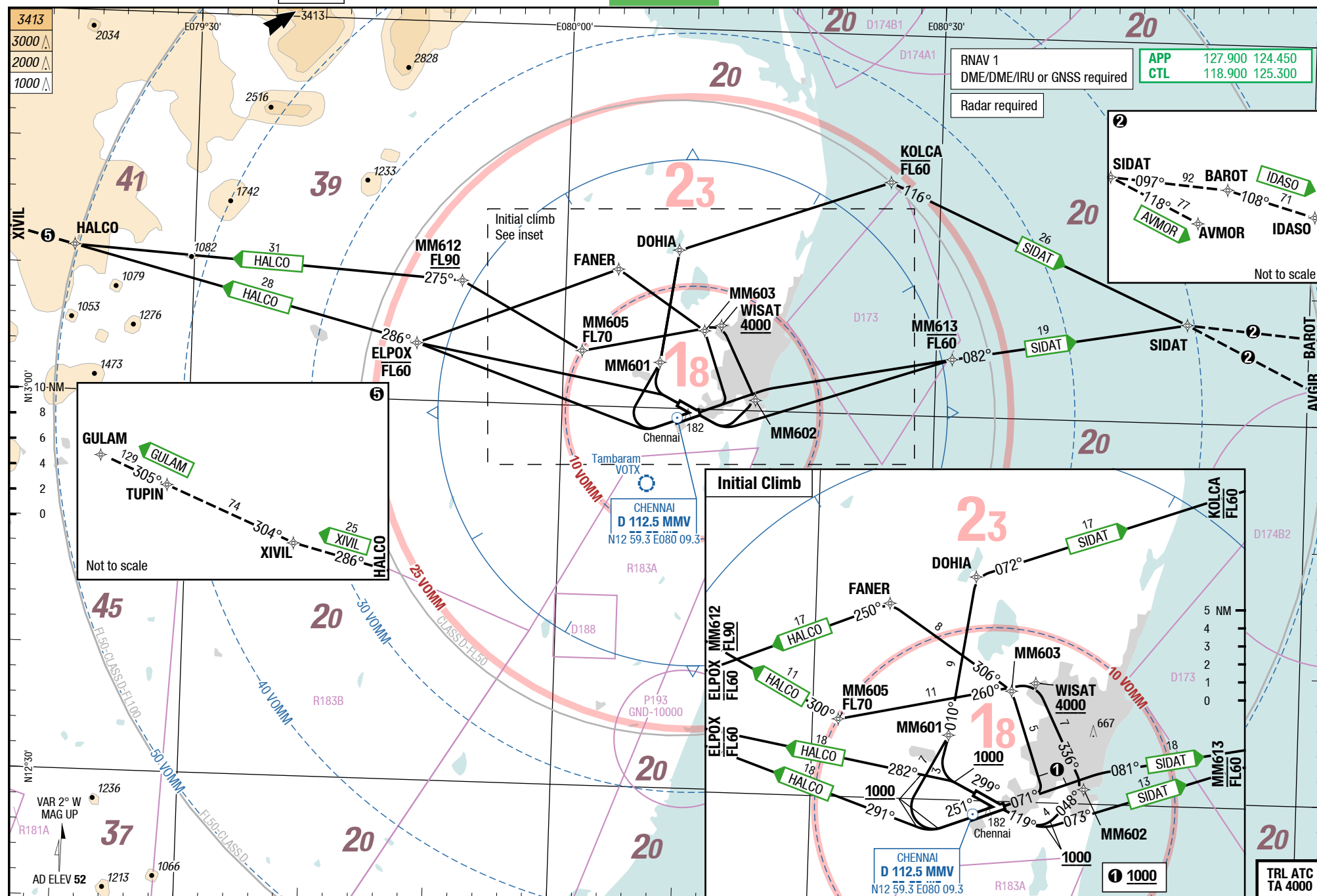
4-40

RNAV SIDs HALCO / SIDAT

SID

SID

RNAV SIDs HALCO / SIDAT



Changes: WPT , Transition

COLTY / PATTY

RWYs 07 (071°) / 12 (120°) / 25 (251°) / 30 (300°)

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/12	
PATTY 6.8% to 1000 127.900 ①②	RWY 07 071° - MNM 1000 RT 162° to MM607 - METEM - PATTY RWY 12 119° - MNM 1000 RT 228° to GANAN - MM614 - PATTY	MM607 between 4000 and FL60 (RWY 07) METEM MNM FL80 (RWY 07) MM614 MAX FL70 (RWY 12)
	TRANSITION	
	LAXIK PATTY - LAXIK	
	TEGUT PATTY - TEGUT	
	Runway 25/30	
COLTY 6.8% to 1000 127.900 ①	RWY 25 251° - MNM 1000 direct COLTY RWY 30 299° - MNM 1000 LT direct COLTY	COLTY MAX FL60
	TRANSITION	
	KANCHEEPURAM (KKP) COLTY - KKP	COLTY MAX FL60
	TEGUT COLTY - KKP - TEGUT	COLTY MAX FL60

① If unable to comply with RNAV SID advice ATC and expect radar vectors.

② Only available when R183A is inactive.

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5-20

RNAV SIDs DAMAD / OXENA

DAMAD / OXENA

RWYs 07 (071°) / 12 (120°) / 25 (251°) / 30 (300°)

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07/12	
DAMAD 6.8% to 1000 127.900 ①	RWY 07 071° - MNM 1000 direct MM615 - RADAB - DAMAD RWY 12 119° - MNM 1000 direct MM604 - RADAB - DAMAD	DAMAD MAX FL60 MM604 MAX 2300 (RWY 12)
	TRANSITION	
	AKMIL DAMAD - AKMIL	DAMAD MAX FL60
	DABAR DAMAD - LOCSO - DABAR	DAMAD MAX FL60
	NUVTI DAMAD - AKMIL - TEGUT - NUVTI	DAMAD MAX FL60
	All RWYs	
OXENA 6.8% to 1000 127.900 ①②	RWY 07 071° - MNM 1000 RT 139° to MM609 - OXENA RWY 12 119° - MNM 1000 direct MM604 - OXENA RWY 25 251° - MNM 1000 LT 165° to MM608 - DAMAD - OXENA RWY 30 299° - MNM 1000 LT 208° to MM606 - DAMAD - OXENA	MM609 MAX FL60 (RWY 07) MM604 MAX 2300 (RWY 12) MM608 MAX 4000 (RWY 25) DAMAD MAX FL60 (RWY 25/30)
	TRANSITION	
	AVNOS OXENA - GETOR - AVNOS	
	GIRNA OXENA - GETOR - GIRNA	

① If unable to comply with RNAV SID advice ATC and expect radar vectors.

② OXENA RNAV DEPs for RWYs 25 and 30 are only available when R183A is inactive

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5-30

RNAV SIDs DOHIA / KOLCA

DOHIA / KOLCA

RWYs 07 (071°) / 12 (120°) / 25 (251°) / 30 (300°)

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
DOHIA 6.8% to 1000 127.900 ①	RWY 07 at MNM 1000 LT to DOHIA RWY 12 119° - at MNM 1000 LT direct MM602 - DOHIA RWY 25 at MNM 1000 RT direct MM601 - DOHIA RWY 30 299° - at MNM 1000 RT direct MM601 - DOHIA	
	TRANSITION	
	DOLKI DOHIA - MM610 - RAMDO - DAGNI - DOLKI	MM610 MAX FL60
	DORAM DOHIA - MM610 - RAMDO - DAGNI - DORAM	MM610 MAX FL60
	KAMGU DOHIA - MM611 - KAMGU	MM611 MAX FL60
KOLCA 6.8% to 1000 127.900 ①	RWY 07 at MNM 1000 LT 035° to KOLCA RWY 12 119° - at MNM 1000 LT direct MM602 - KOLCA RWY 25 at MNM 1000 RT direct MM601 - DOHIA - KOLCA RWY 30 299° - at MNM 1000 RT direct MM601 - DOHIA - KOLCA	KOLCA MAX FL60
	TRANSITION	
	DOKET KOLCA - POLOK - DOKET	
	VATMO KOLCA - VATMO	

① If unable to comply with RNAV SID advice ATC and expect radar vectors.

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5-40

RNAV SIDs HALCO / SIDAT

HALCO / SIDAT

RWYs 07 (071°) / 12 (120°) / 25 (251°) / 30 (300°)

	GS	120	150	180	210	240	270
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
HALCO 6.8% to 1000 127.900 ①	RWY 07 at MNM 1000 LT direct MM603 - FANER - ELPOX - HALCO RWY 12 119° - at MNM 1000 LT direct MM602 - WISAT - MM605 - MM612 - HALCO RWY 25 at MNM 1000 RT 291° to ELPOX - HALCO RWY 30 299° - at MNM 1000 LT 282° to ELPOX - HALCO	ELPOX MAX FL60 (RWY 07/25/30) WISAT MNM 4000 (RWY 12) MM605 at FL70 (RWY 12) MM612 MNM FL90 (RWY 12)
	TRANSITION	
	GULAM HALCO - XIVIL - TUPIN - GULAM	
	XIVIL HALCO - XIVIL	
SIDAT 6.8% to 1000 127.900 ①	RWY 07 at MNM 1000 RT 081° to MM613 - SIDAT RWY 12 119° - at MNM 1000 LT 073° to MM613 - SIDAT RWY 25 at MNM 1000 RT direct MM601 - DOHIA - KOLCA - SIDAT RWY 30 299° - at MNM 1000 RT direct MM601 - DOHIA - KOLCA - SIDAT	MM613 MAX FL60 (RWY 07/12) KOLCA MAX FL60 (RWY 25/30)
	TRANSITION	
	AVMOR SIDAT - AVMOR	
	IDASO SIDAT - BAROT - IDASO	

① If unable to comply with RNAV SID advice ATC and expect radar vectors.

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6-10

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RNAV ARRIVALs BUTLA

RNAV ARRIVALs ARDAB

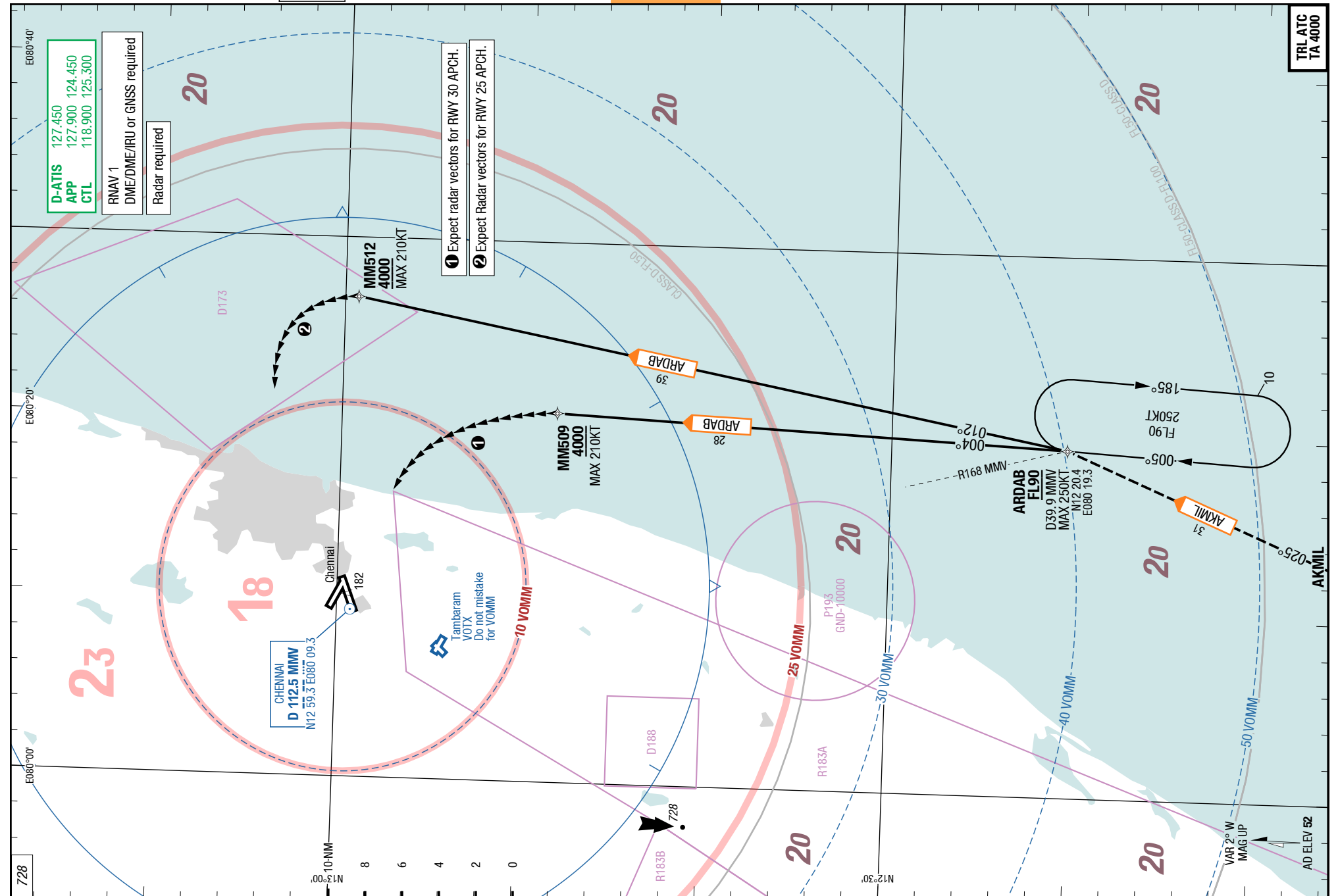
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RNAV ARRIVALs BUTLA

RNAV ARRIVALs ARDAB



Changes: Nil

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RNAV ARRIVALs BUTLA

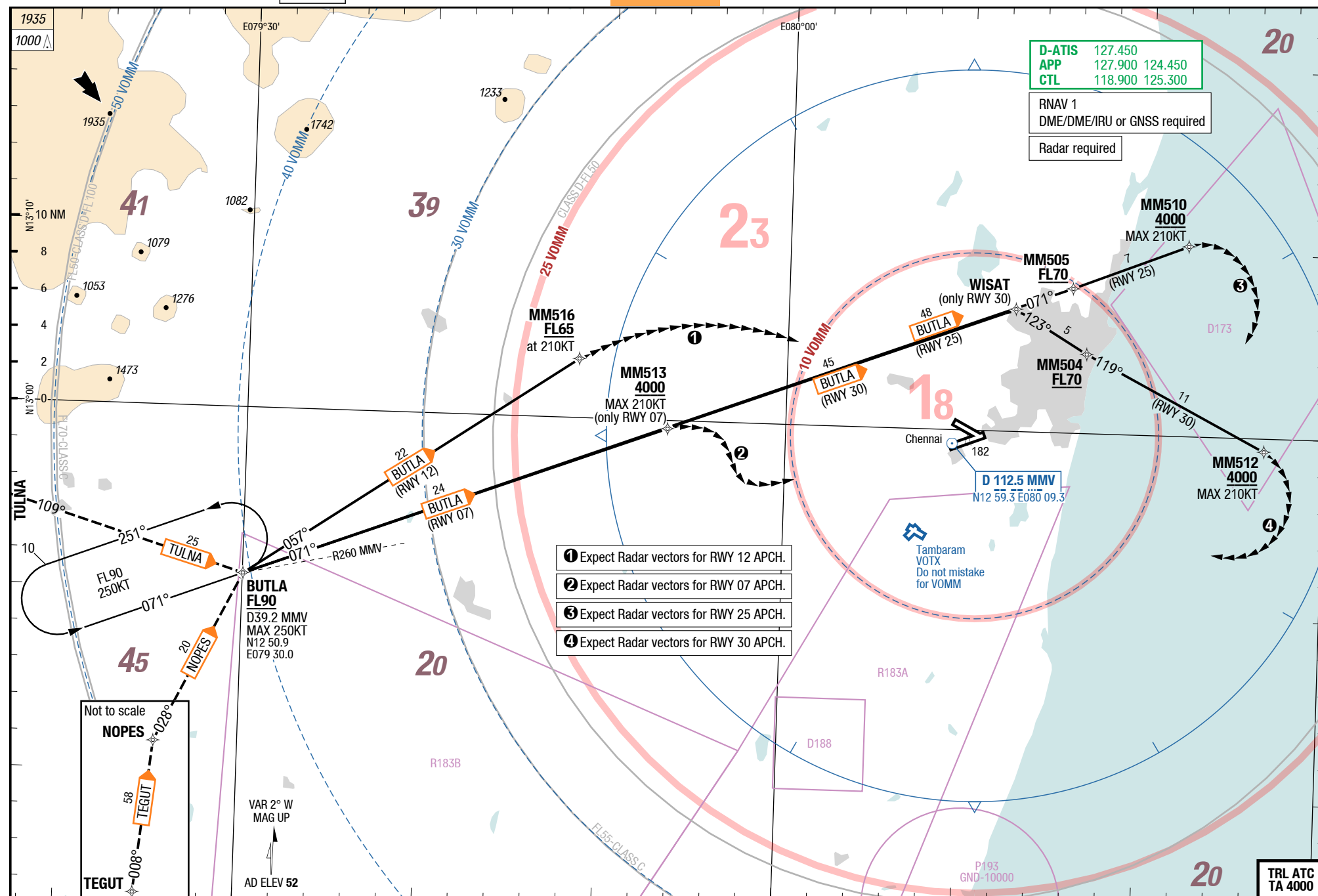
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RNAV ARRIVALs BUTLA

6-20



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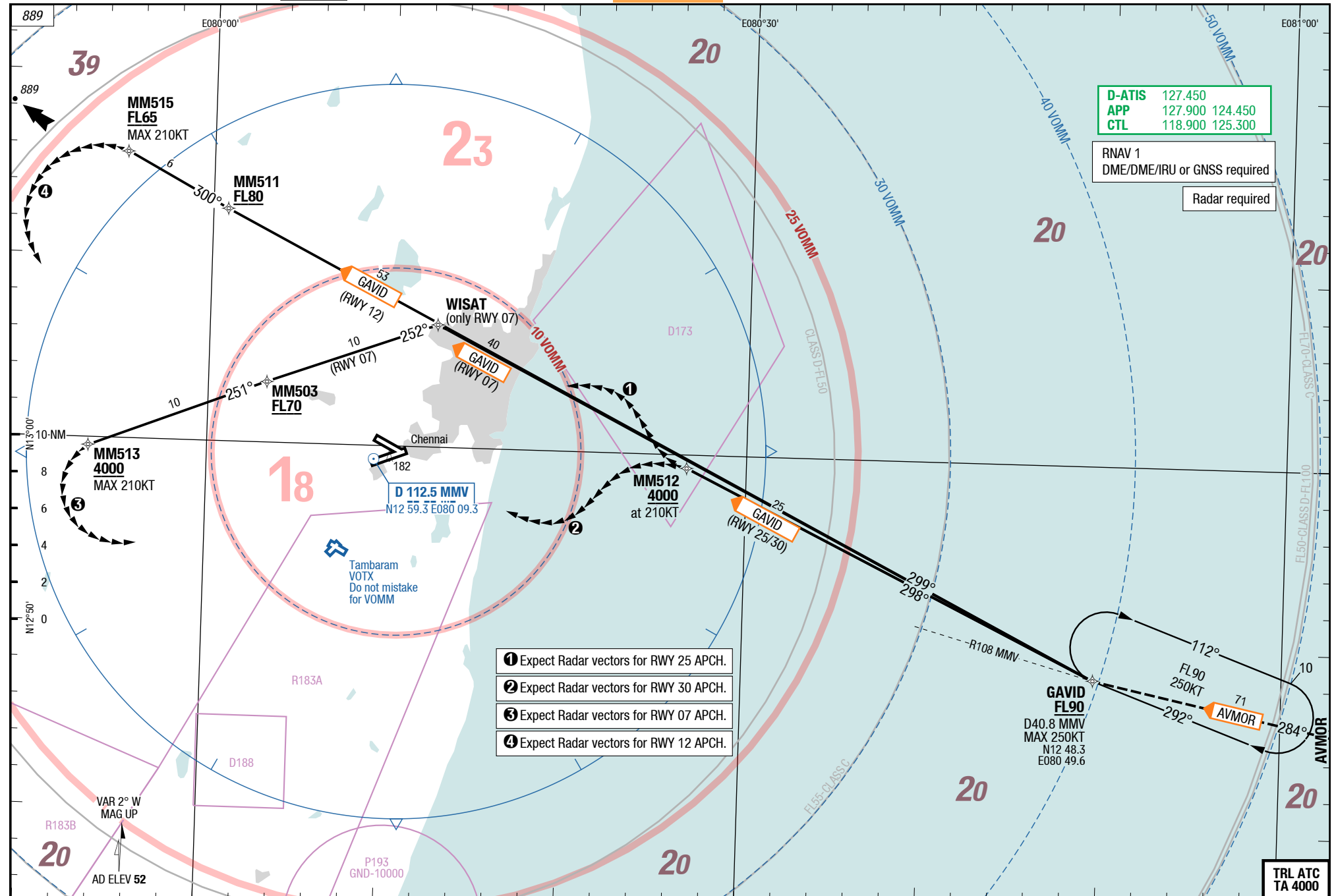
RNAV ARRIVALs GAVID

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RNAV ARRIVALs GAVID

6-30



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RNAV ARRIVALs GUANI

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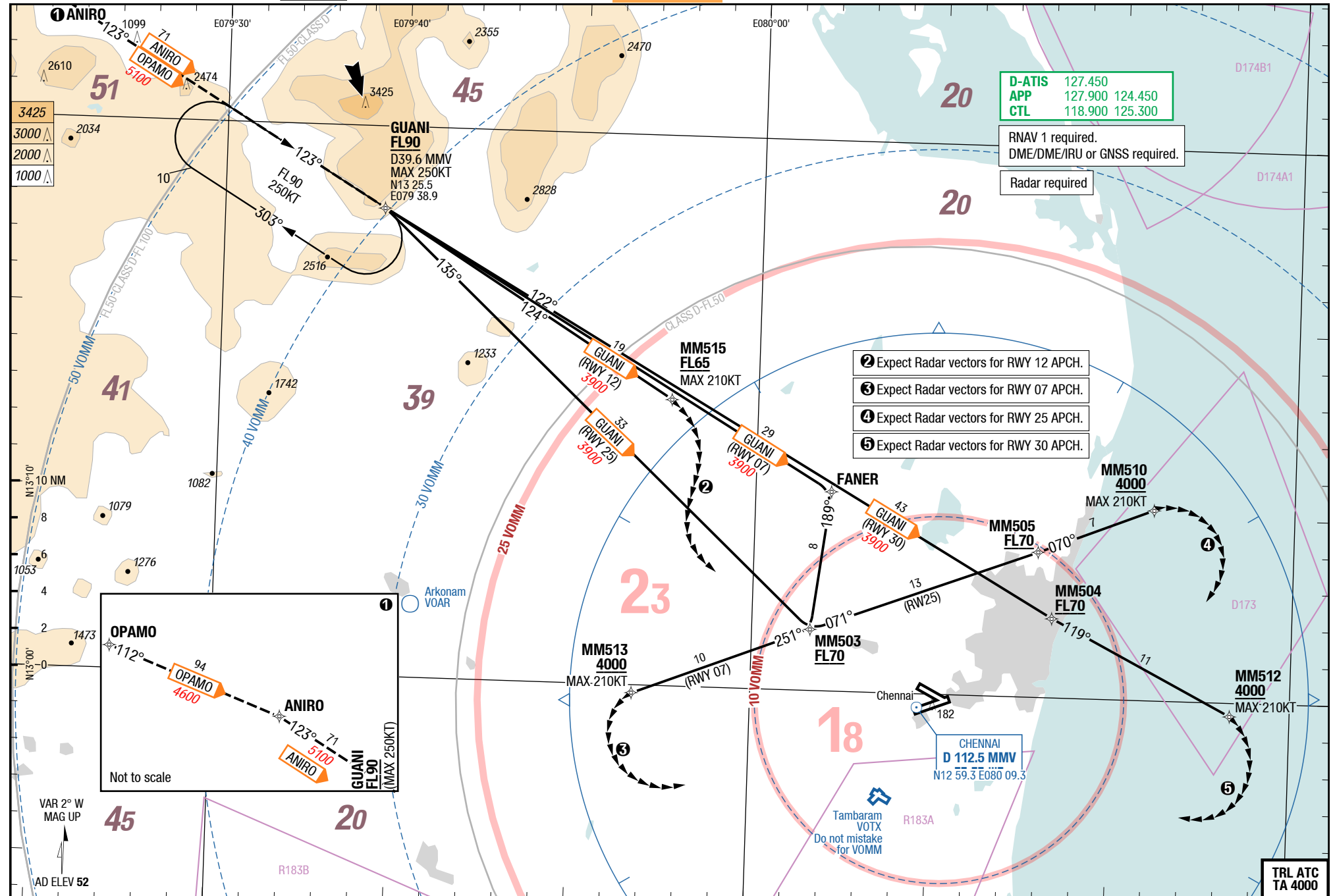
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RNAV ARRIVALs GUANI

6-40

RNAV ARRIVALs GUANI

RNAV ARRIVALs GUANI



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RNAV ARRIVALs RUPKU

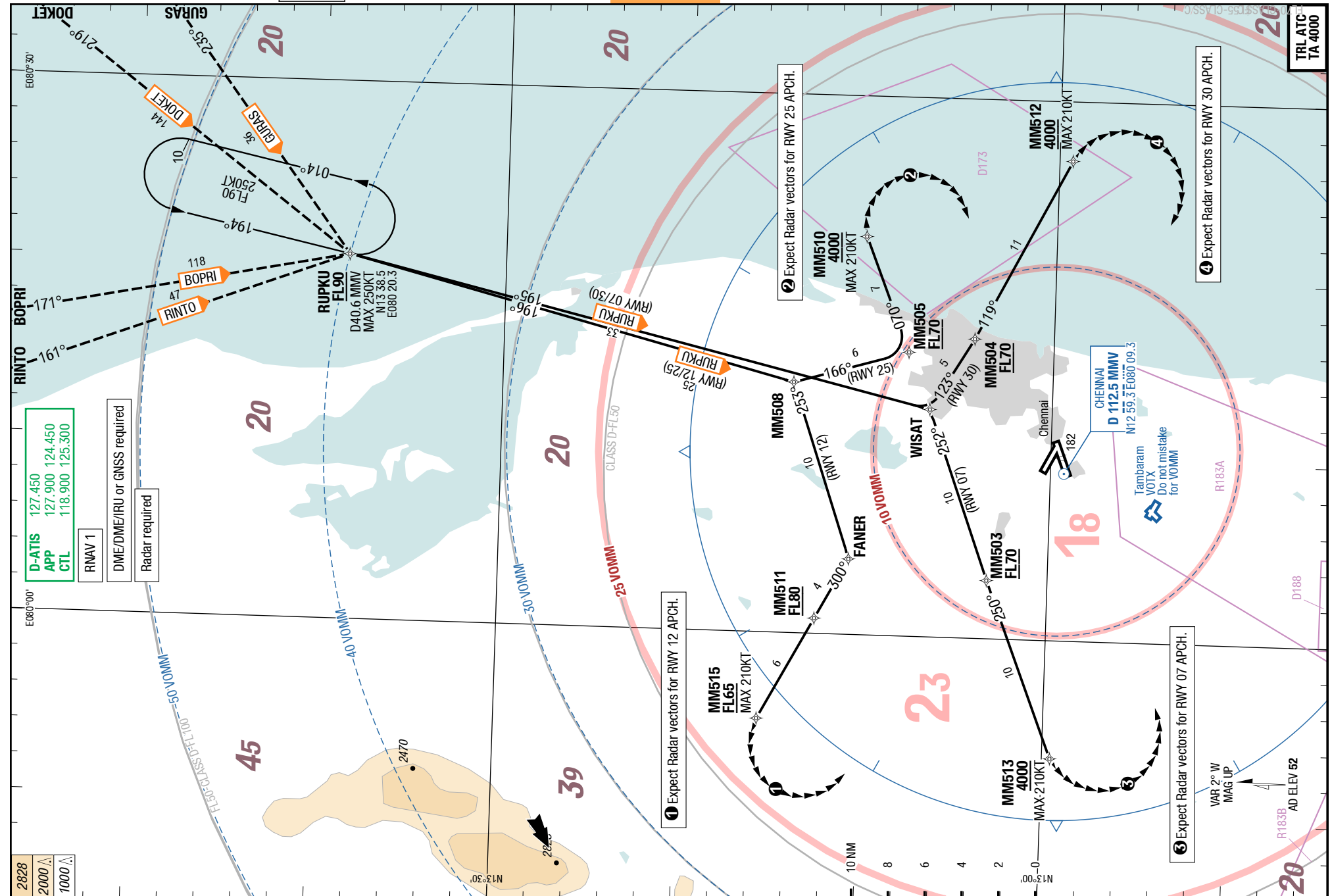
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NIL

RNAV ARRIVALs RUPKU



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[RNAV ARRIVALS TRNGO (ATC)]

6-70

RNAV ARRIVALS ACUBU/RAAGA (ATC)

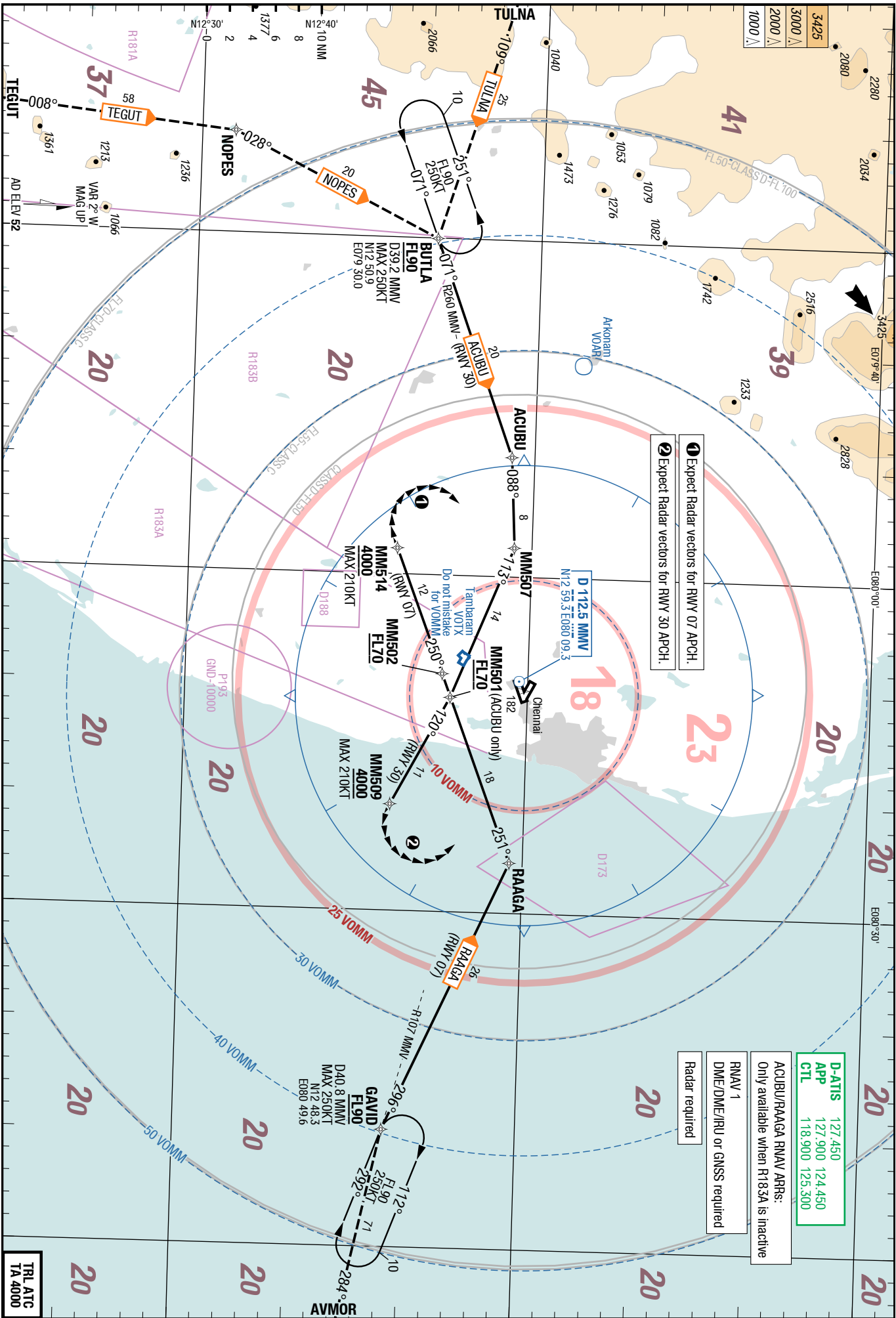
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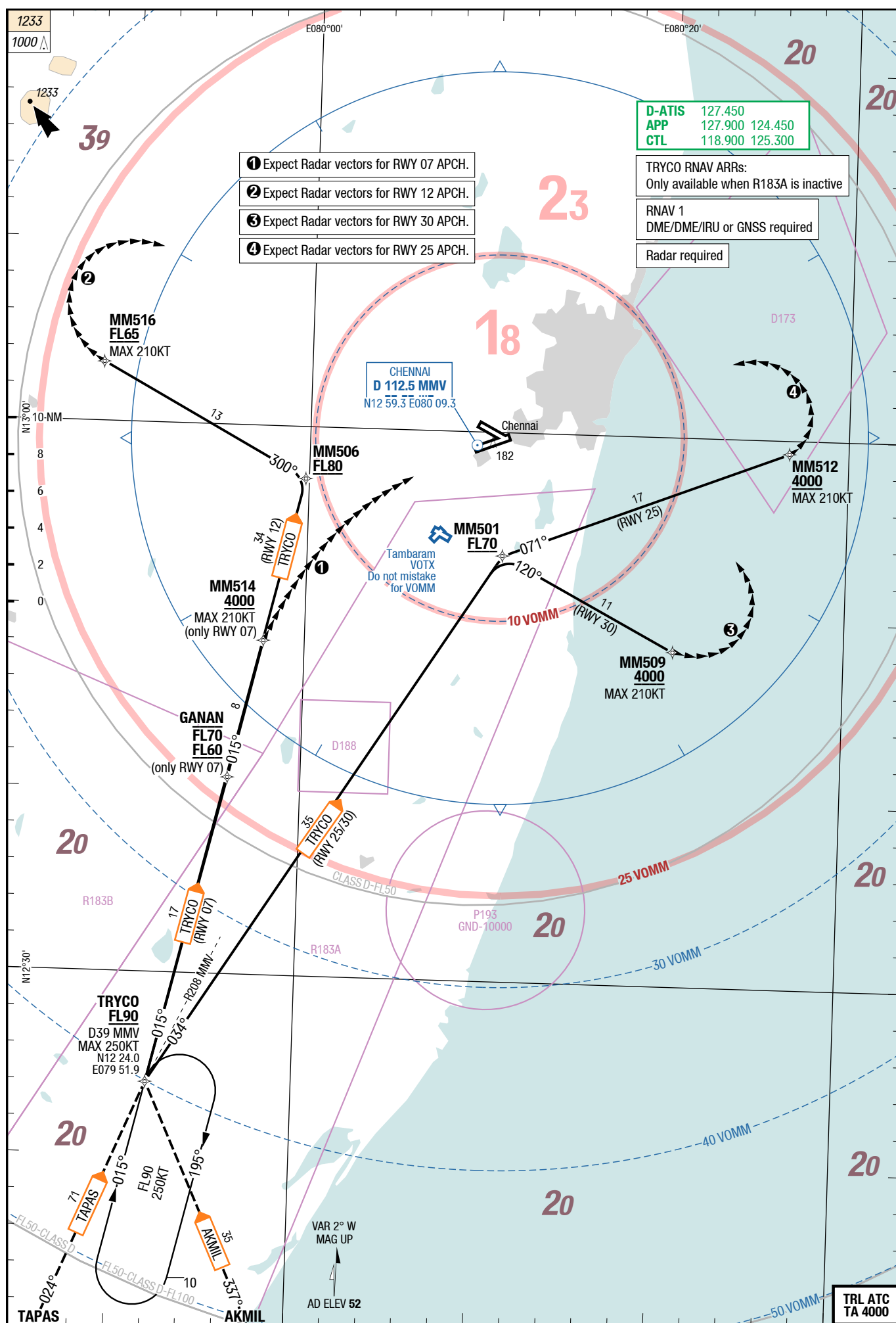
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[RNAV ARRIVALS TRNGO (ATC)]

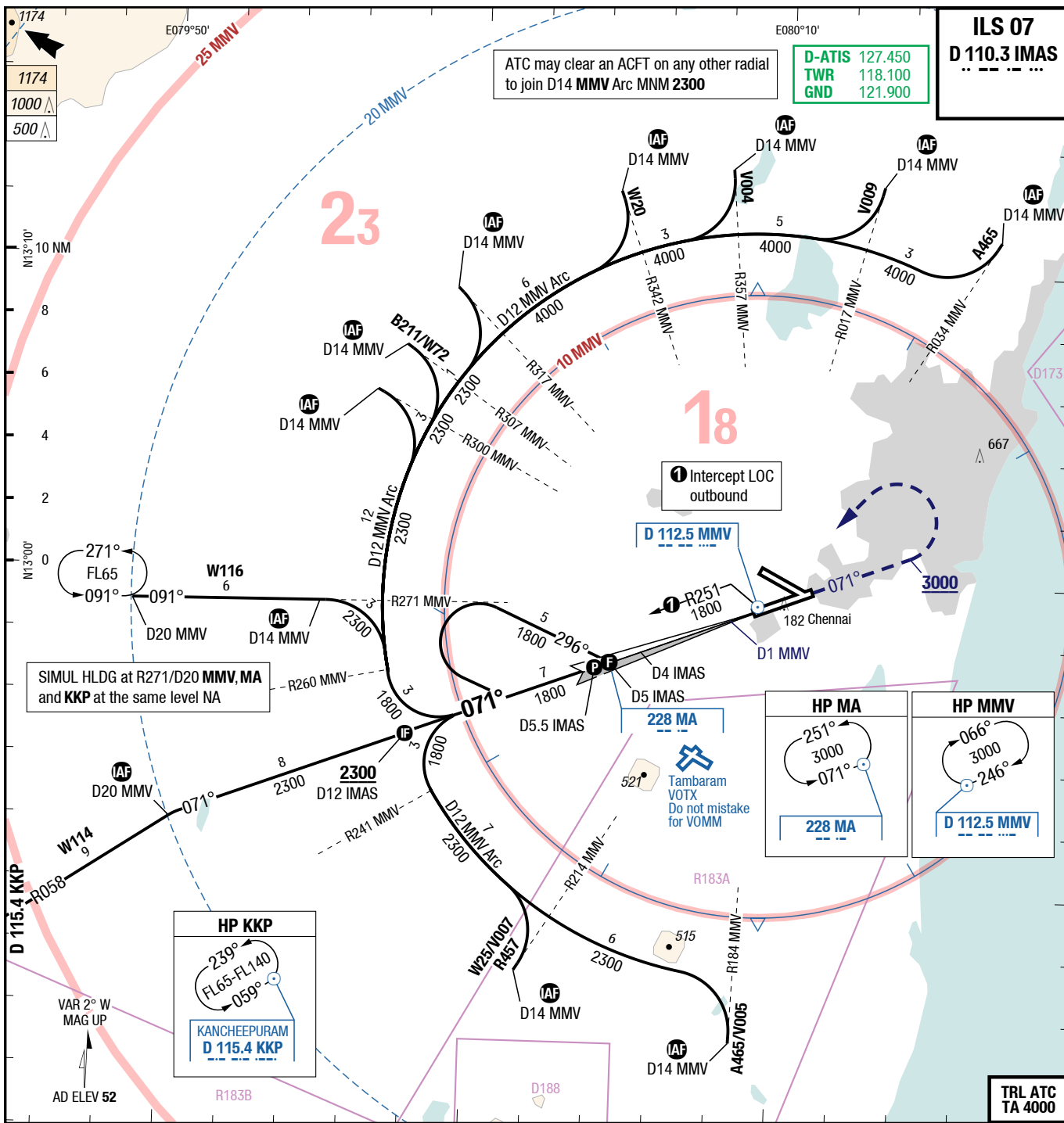
RNAV ARRIVALS ACUBU/RAAGA (ATC)



Changes: WPT, Transition



Changes: MIN



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7-10

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ILS 25
ILS 07

IAC
IAC

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ILS 25
ILS 07

LOC 3.00° D IMAS			5.5	3	2	07	83.0° 3658 x 45			60 HL 30 HL
			1800	990	670		HL-P1 THR 40 (1hPa) / TDZ 41 (+0.3%) +0.1%			
D5.5 IMAS			D5 MA	D4	D1		IMAS			
1800			1640	1310			071° at MNM 3000 LT to MMV maintain 3000			
			1640	1310			GP 3.00°			
			MDA							
DIST to THR			5	3.8	0.8		0			
						54				
						</				

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7-20

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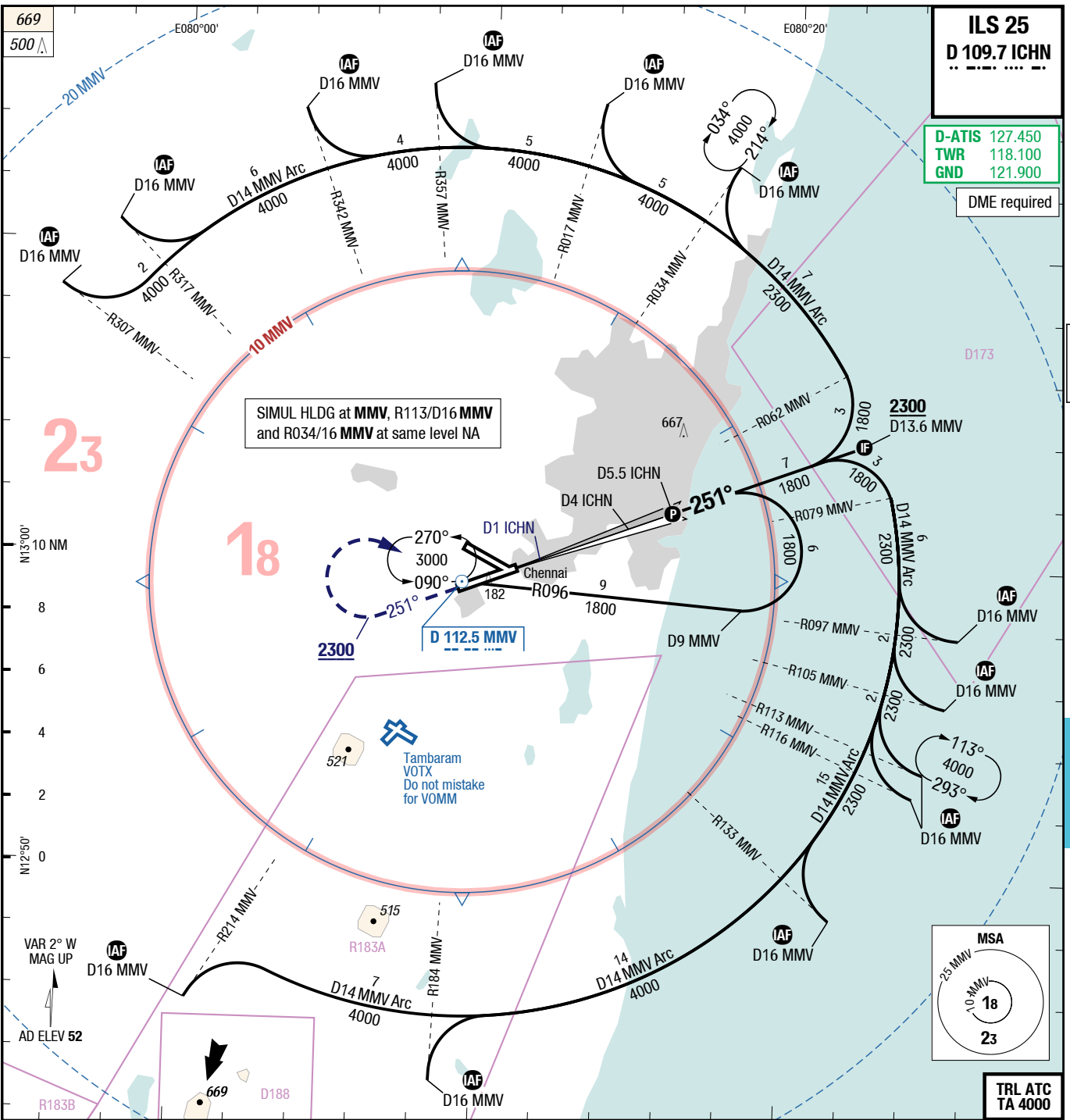
ILS 25

IAC

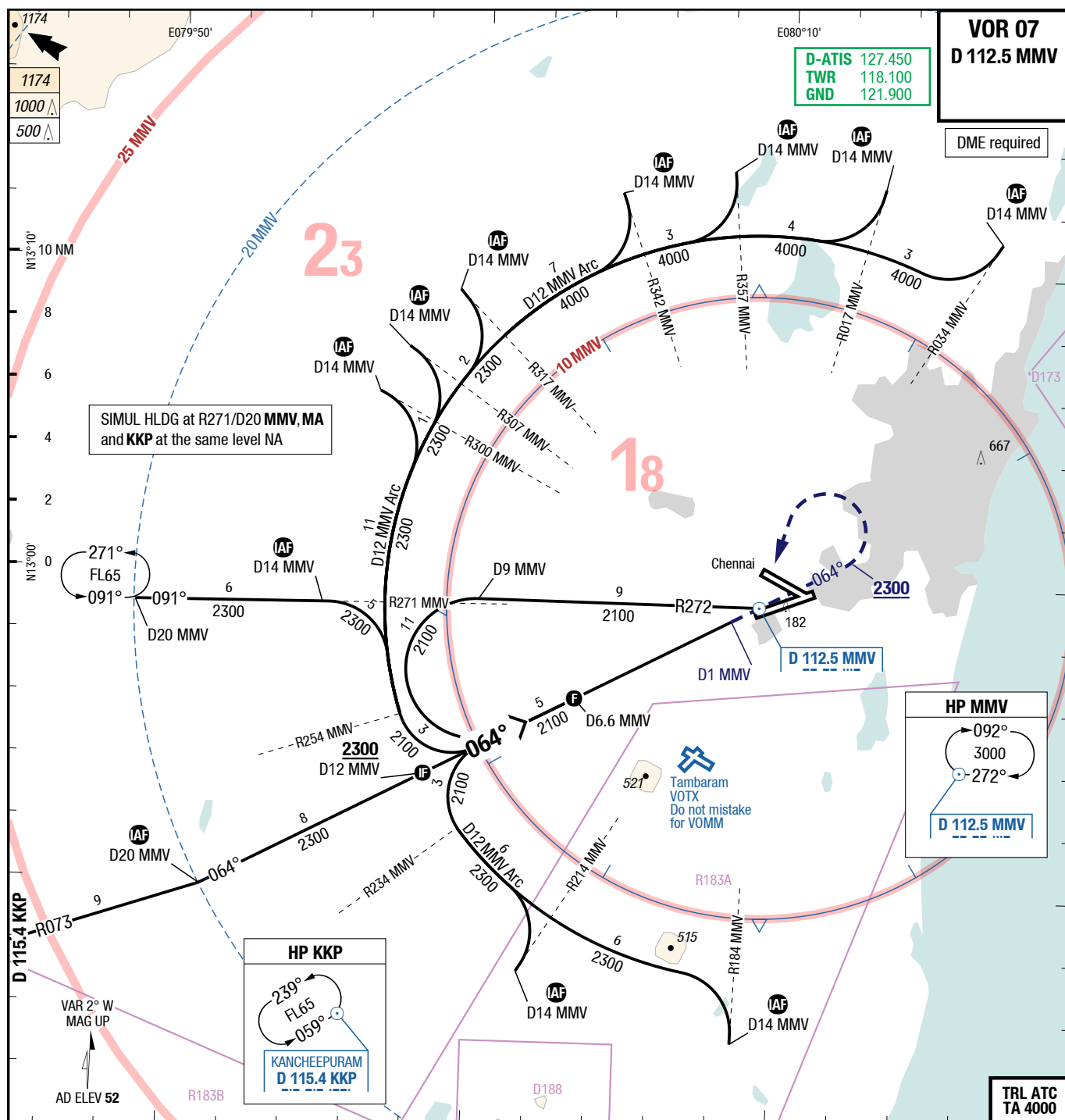
IAC

ILS 25

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60 HL 30 HL		45 x 3658		3.0°		510		25		2		3		5		5.5		LOC 3.04° D ICHN																																											
-0.1%		TDZ 52 (0.0%) / THR 52 (2hPa)		HL-S						700		1020		1670		1800																																													
<div>MMV</div> <div>ICHN D1</div> <div>D4</div> <div>D5.5 ICHN</div> <div>D9 MMV</div>																																																													
<div>251° at MNM 2300 RT direct MMV climb 3000</div> <div>3000</div> <div>R096</div> <div>M</div> <div>380</div> <div>1330</div> <div>251°</div> <div>P</div> <div>1800</div>																																																													
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1) With EVS 600m																																																													



GS	120	140	160
D6.6 MMV	640	740	850
-MAPt	2:48	2:24	2:06

07°

3.00°

D MMV

064°

RWY 071°

6.6

6

5

4

3

2100

1920

1600

1290

970

07

HL-P1

THR 40 (1hPa) / TDZ 41 (+0.3%)

+0.1%

D9 MMV

D6.6 MMV

D1 MMV

R272

3000

064°

at MNM 2300 LT

direct MMV

climb 3000

MDA

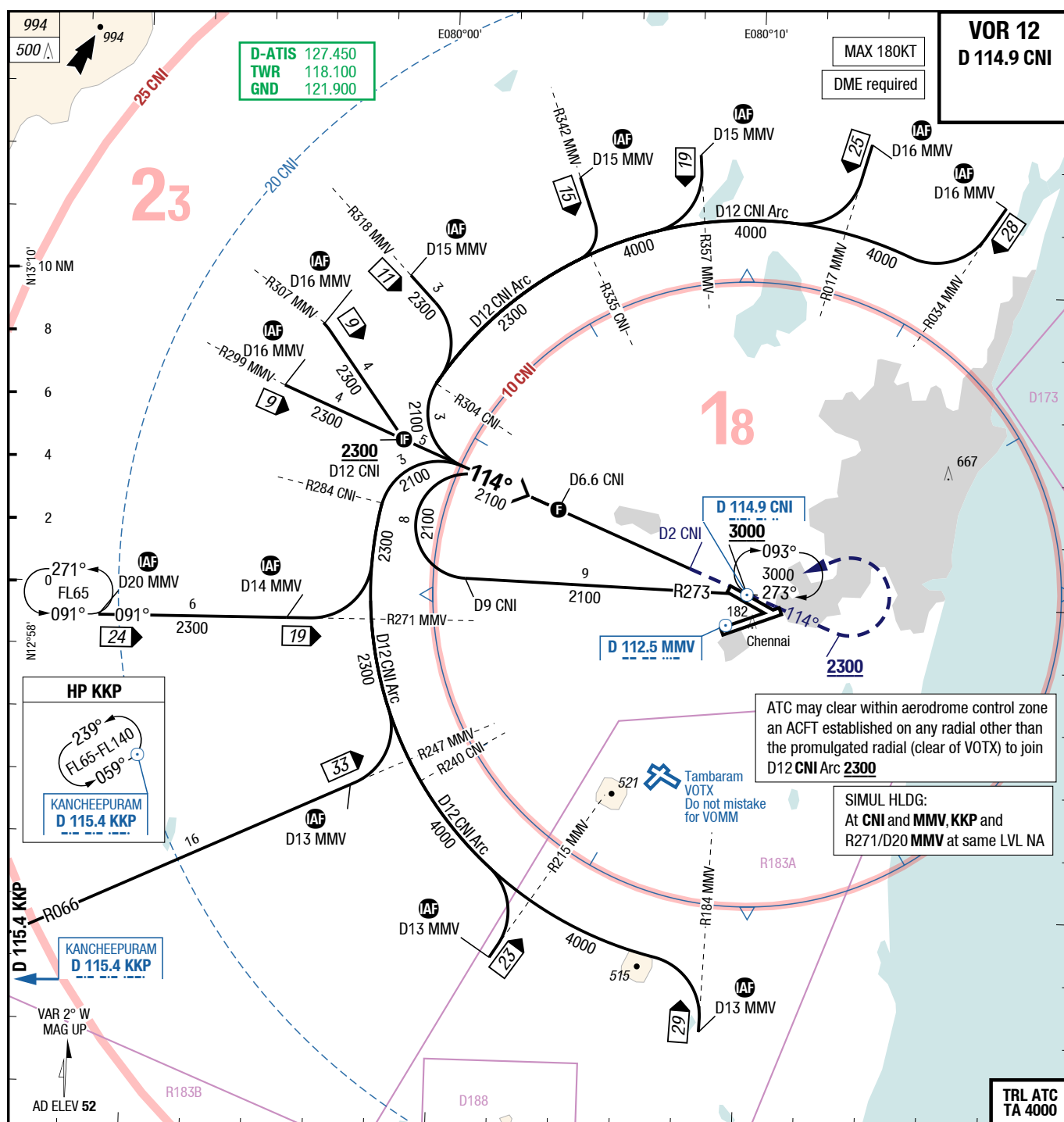
DIST to THR 10

6.4

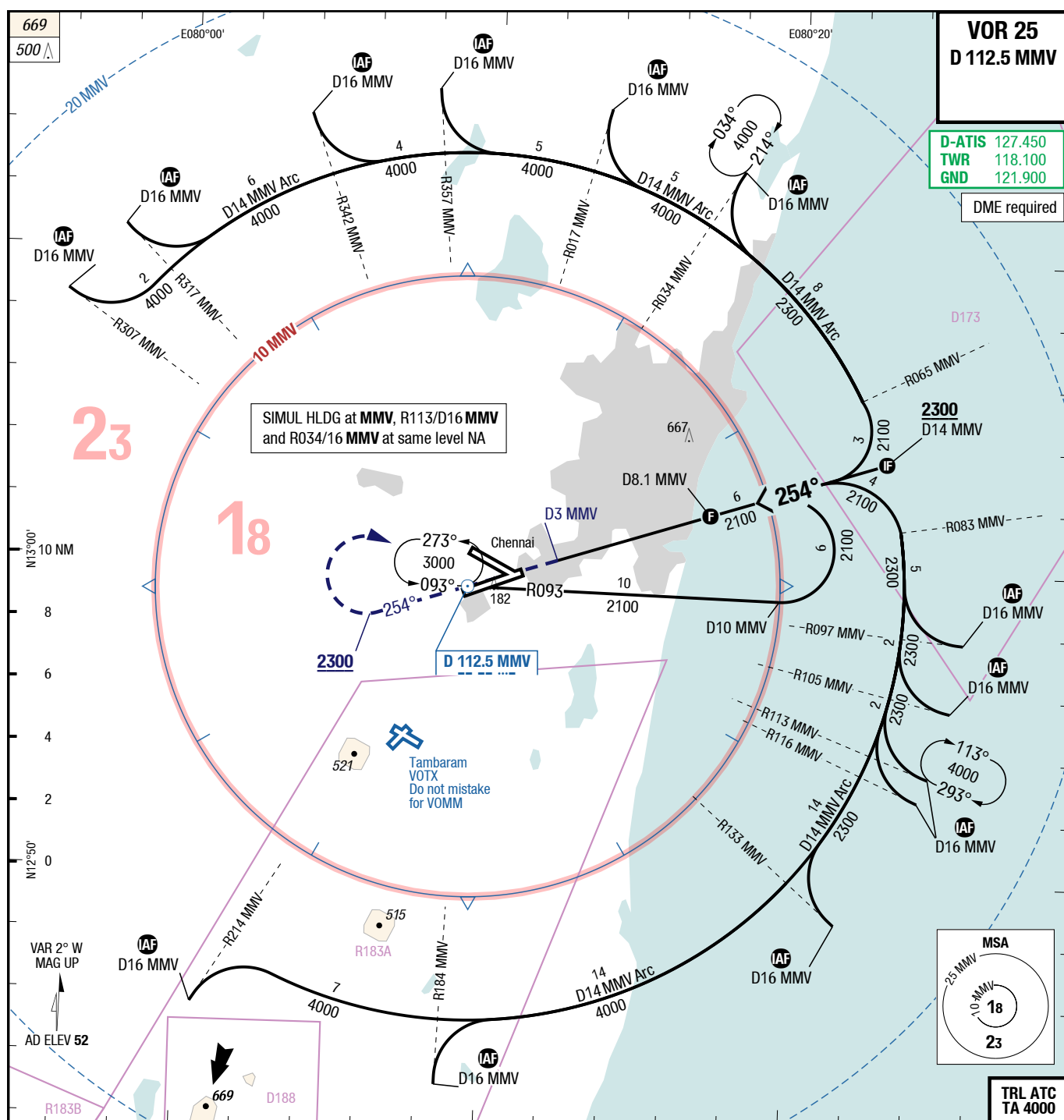
5

0.8

0



3.00°		6.6	6	5	4	3	(12)	83.0° 60 HL												
D CNI								780 2110 x 45												
114°		2100	1950	1640	1320	1000														
RWY 120°								THR 45 (2hPa) / TDZ --- (---%) 0.0%												
D9 CNI	D6.6				D2		CNI													
		2100					R273	3000												
2100		F	114°		M			114° at MNM 2300 LT direct CNI climb 3000												
				MDA																
DIST to displaced THR		6.4	5		1.8	0														
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D6.6 CNI	640	740	850																	
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12	VOR DME	SRA					Circling	Circling												
							N of RWY only	SRA N of RWY only												
C	ft - m/km ft	770 - 3.6 810	640 - 2.4 680				910 - 3.6V 960	910 - 2.4V 960												
D	ft - m/km ft	770 - 3.6 810	640 - 2.4 680				910 - 3.6V 960	910 - 3.6V 960												



Top Section:

- Altitude: 60 HL, 30 HL, 45 x 3658, 3.0°, 510
- Speed: -0.1%, TDZ 52 (0.0%) / THR 52 (2hPa), HL-S
- Runway: 25, 5, 6, 7, 8, 8.1, 1130, 1450, 1760, 2080, 2100
- Direction: 3.00°, D MMV, 254°, RWY 251°

Middle Section:

- Profile view showing MDA (Minimum Descent Altitude) and climb gradients.
- Key points: 3000, R093, M, 2100, 254°, F, 2100.
- Distances: 0, 1.2, 5, 6.3, DIST TO THR.

Bottom Section:

GS	120	140	160
D8.1 MMV	640	740	850
-MAPt	2:33	2:11	1:55

Performance Table:

	25	VOR DME							
C	ft - m/km ft	760 - 2.4 810							Circling N of RWY only 910 - 2.4V 960
D	ft - m/km ft	760 - 2.4 810							910 - 3.6V 960

