

GENERAL**Operational Hours****ATS Hours:** H24**Airport Information****RFF:** CAT 9, CAT 10 1HR PNR**PCN:** RWY 09R/27L: 77/F/B/W/T and 88/R/C/W/T, RWY 09L/27R: 77/F/B/W/T**Operation****Low Visibility Procedure**

LVP for DEP in force when RVR below 750m and/or the cloud ceiling is less than 200ft.

Advanced Surface Movement Guidance and Control System (ASMGCS) is in use when LVP activated.

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**Arrival**

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 squak Mode C.

Departure

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.

RWY Restriction

RWY 09R/27L CLSD due to MAINT all TUE 0630-1000. During this period RWY 09L/27R will be ABVL for up to code letter E ACFT.

RWY 09L/27R AVBL for day OPS only.

TWY Restriction

TWY K1, Taxilane B7 width 18.6m / 61ft.

TWY K2, K3, M width 18m / 59ft.

TWY K1 MAX wingspan 36m / 118ft and MAX outer main gear span 9.6m / 32ft.

HYD-VOHS

1-20

A01

GENERAL

Standard Taxi Routes

If unable to comply, inform GND (DEP) or TWR (ARR) on initial contact.

DEP RWY 09R

| | Sector | Taxi instruction | HLDG Point | Name |
|---|------------------------|------------------------|-------------|------|
| 1 | Sector 1: stands 1-12 | K2-K1-E-B4-RWY 09L/27R | A8, A9, A10 | DR1 |
| 2 | Sector 2: stands 40-49 | E-B4-RWY 09L/27R | A8, A9, A10 | DR2 |
| 3 | Sector 3: stands 50-59 | E-B5-RWY 09L/27R | A8, A9, A10 | DR3 |
| 4 | Sector 4: stands 90-91 | M-E-B5-RWY 09L/27R | A8, A9, A10 | DR4 |

ARR RWY 09R

| | Sector | Vacating RET | Taxi instruction | Name |
|---|------------------------|--------------|---------------------|------|
| 1 | Sector 1: stands 1-12 | A4, A5 | RWY 09L/27R-B3-K-K3 | TR1 |
| 2 | Sector 2: stands 40-49 | A4, A5 | RWY 09L/27R-B3-E | TR2 |
| 3 | Sector 3: stands 50-59 | A4, A5 | RWY 09L/27R-B4-E | TR3 |
| 4 | Sector 4: stands 90-91 | A4, A5 | RWY 09L/27R-B5-E-M | TR4 |

DEP RWY 27L

| | Sector | Taxi instruction | HLDG Point | Name |
|---|------------------------|------------------------|------------|------|
| 1 | Sector 1: stands 1-12 | K2-K1-E-B3-RWY 09L/27R | A1, A2, A3 | DL1 |
| 2 | Sector 2: stands 40-49 | E-B3-RWY 09L/27R | A1, A2, A3 | DL2 |
| 3 | Sector 3: stands 50-59 | E-B4-RWY 09L/27R | A1, A2, A3 | DL3 |
| 4 | Sector 4: stands 90-91 | M-E-B4-RWY 09L/27R | A1, A2, A3 | DL4 |

ARR RWY 27L

| | Sector | Vacating RET | Taxi instruction | Name |
|---|------------------------|--------------|-----------------------|------|
| 1 | Sector 1: stands 1-12 | A6, A7 | RWY 09L/27R-B4-E-K-K3 | TL1 |
| 2 | Sector 2: stands 40-49 | A6, A7 | RWY 09L/27R-B4-E | TL2 |
| 3 | Sector 3: stands 50-59 | A6, A7 | RWY 09L/27R-B5-E | TL3 |
| 4 | Sector 4: stands 90-91 | A6, A7 | RWY 09L/27R-B5-E-M | TL4 |

Taxi/Parking

Visual docking system AVBL: From Bay 45 to Bay 53, 54L, 54, 54R, 55L, 55, 55R, 56L, 56, 56R, 57, 57R, 58, 58R, 01, 02. For proper response taxi in with MAX 7KT.

HYD-VOHS

1-30

A01

| 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 |
| 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 VVIP 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**RWY 27L****W20N - LEDOB 6**

Maintain the last assigned LVL.

If the last assigned LVL is lower or equal to FL90, follow **LEDOB 6** ARR with lateral and vertical restriction.

If the last assigned LVL is greater than FL90, maintain last assigned LVL; proceed to **SARKA** descend in **SARKA** hold to FL90 and follow **SARKA 6** ARR with lateral and vertical restriction.

At the end of STAR, make a convenient turn descending to 3600ft, intercept LOC or final APCH track.

W57N - SARKA 6

Maintain the last assigned LVL.

If the last assigned LVL is lower or equal to FL90, follow **SARKA 6** ARR with lateral and vertical restriction.

If the last assigned LVL is greater than FL90, proceed to **SARKA** descend in **SARKA** hold to FL90 and follow **SARKA 6** ARR with lateral and vertical restriction.

At the end of STAR, make a convenient turn descending to 3600ft, intercept LOC or final APCH track.

W28/W218/W18/W120 - NAMSA 6

Maintain the last assigned LVL.

If last assigned LVL is lower or equal to FL125, follow **NAMSA 6** ARR with lateral and vertical restriction.

If the last assigned LVL is greater than FL125, proceed to **NAMSA** descend in **NAMSA** hold to FL125 and follow **NAMSA 6** ARR with lateral and vertical restriction.

At the end of STAR, make a convenient turn descending to 3600ft, intercept LOC or final APCH track.

W19/W27 - BINAT 6

Maintain the last assigned LVL.

If last assigned LVL is lower or equal to FL100, follow **BINAT 6** ARR with lateral and vertical restriction.

If the last assigned LVL is greater than FL100, maintain last assigned LVL; proceed to **RISOT**, descend in **RISOT** hold to FL90 and follow **RISOT 6** ARR with lateral and vertical restriction.

At the end of STAR, make a convenient turn descending to 3600ft, intercept LOC or final APCH track.

W38/W41/W29 - RISOT 6

Maintain the last assigned LVL.

If last assigned LVL is lower or equal to FL90, follow **RISOT 6** ARR with lateral and vertical restriction.

If the last assigned LVL is greater than FL90, proceed to **RISOT** descend in **RISOT** hold to FL90 and follow **RISOT 6** ARR with lateral and vertical restriction.

At the end of STAR, make a convenient turn descending to 3600ft, intercept LOC or final APCH track.

HYD-VOHS

1-50

A01

ARRIVAL

W26 - RISOT 6

Maintain the last assigned LVL and proceed from WADVI to RISOT.

If the last assigned LVL is lower or equal to FL90, follow **RISOT 6** ARR with lateral and vertical restriction.

If the last assigned LVL is greater than FL90, proceed to **RISOT** descend in **RISOT** hold to FL90 and follow **RISOT 6** ARR with lateral and vertical restriction.

At the end of STAR, make a convenient turn descending to 3600ft, intercept LOC or final APCH track.

RWY 09R**W20N - LEDOB 8**

Maintain the last assigned LVL.

If the last assigned LVL is lower or equal to FL90, follow **LEDOB 8** ARR with lateral and vertical restriction.

If the last assigned LVL is greater than FL90, maintain last assigned LVL; proceed to **SARKA** descend in **SARKA** hold to FL90 and follow **SARKA 8** ARR with lateral and vertical restriction.

At the end of STAR, make a convenient turn descending to 3600ft, intercept LOC or final APCH track.

W57N - SARKA 8

Maintain the last assigned LVL.

If the last assigned LVL is lower or equal to FL90, follow **SARKA 8** ARR with lateral and vertical restriction.

If the last assigned LVL is greater than FL90, proceed to **SARKA** descend in **SARKA** hold to FL90 and follow **SARKA 8** ARR with lateral and vertical restriction.

At the end of STAR, make a convenient turn descending to 3600ft, intercept LOC or final APCH track.

W28/W218/W18/W120 - NAMSA 8

Maintain the last assigned LVL.

If last assigned LVL is lower or equal to FL125, follow **NAMSA 8** ARR with lateral and vertical restriction.

If the last assigned LVL is greater than FL125, proceed to **NAMSA** descend in **NAMSA** hold to FL125 and follow **NAMSA 8** ARR with lateral and vertical restriction.

At the end of STAR, make a convenient turn descending to 3600ft, intercept LOC or final APCH track.

W19/W27 - NAMSA 8

Maintain the last assigned LVL.

If the assigned LVL is lower or equal to FL125, follow **NAMSA 8** ARR with lateral and vertical restriction.

If the last assigned LVL is greater than FL125, proceed to **NAMSA** descend in **NAMSA** hold to FL125 and follow **NAMSA 8** ARR with lateral and vertical restriction.

At the end of STAR, make a convenient turn descending to 3600ft, intercept LOC or final APCH track.

W38/W41/W29 - VITUR 8

Maintain the last assigned LVL.

If the last assigned LVL is lower or equal to FL90, follow **VITUR 8** ARR with lateral and vertical restriction.

If the last assigned LVL is greater than FL90, maintain last assigned LVL; proceed to **PADNI** descend in **PADNI** hold to FL90 and follow **PADNI 8** ARR with lateral and vertical restriction.

At the end of STAR, make a convenient turn descending to 3600ft, intercept LOC or final APCH track.

W26 - PADNI 8

Maintain the last assigned LVL.

If the last assigned LVL is lower or equal to FL90, follow **PADNI 8** ARR with lateral and vertical restriction.

If the last assigned LVL is greater than FL90, maintain last assigned LVL; proceed to **PADNI** descend in **PADNI** hold to FL90 and follow **PADNI 8** ARR with lateral and vertical restriction.

At the end of STAR, make a convenient turn descending to 3600ft, intercept LOC or final APCH track.

HYD-VOHS

1-60

A01

ARRIVAL

Arrival Procedure

Non-standard GP intercept position**RWY 09R**

GP intercepts RWY 09R at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 3934m / 12907ft.

RWY 27L

GP intercepts RWY 27L at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 3928m / 12888ft.

Reverse

Reverse thrust after LDG should be minimized to reduce disturbance in areas adjacent to the AD.

DEPARTURE

Take-off Minima

| RWY | | 09R/27L | |
|----------|-----------|---------------|---------------------------|
| All ACFT | ft - m/km | 0 - 200R/200V | For conditions check CRAR |
| RWY | | 09L/27R | |
| All ACFT | ft - m/km | VFR | HJ only |

Speed

MAX IAS 250KT below 10000ft.

Communication**COM Failure**

If intending to return to AD maintain LVL appropriate to its direction and establish nearest inbound ATS route to **HIA VOR/DME**. Descend in the **HIA VOR/DME** hold to 4600ft and carry out INST APCH PROC for RWY in use.

ACFT requiring to burn/dump fuel in order to burn/dump extra fuel prior to LDG after reaching **HIA VOR/DME** shall proceed to R230 D25 (**HIA**) maintaining FL100. Orbit between R225 to R240 an D25 to D40 to burn/dump the extra fuel. Then proceed to **HIA VOR/DME** via R230. After reaching over **HIA VOR/DME** in the hold to 4600ft and carry out INST APCH PROC for RWY in use.

DEPARTURE

De-Icing

Not AVBL.

06-SEP-2018

HYD-VOHS

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AGC

AFC

AFC

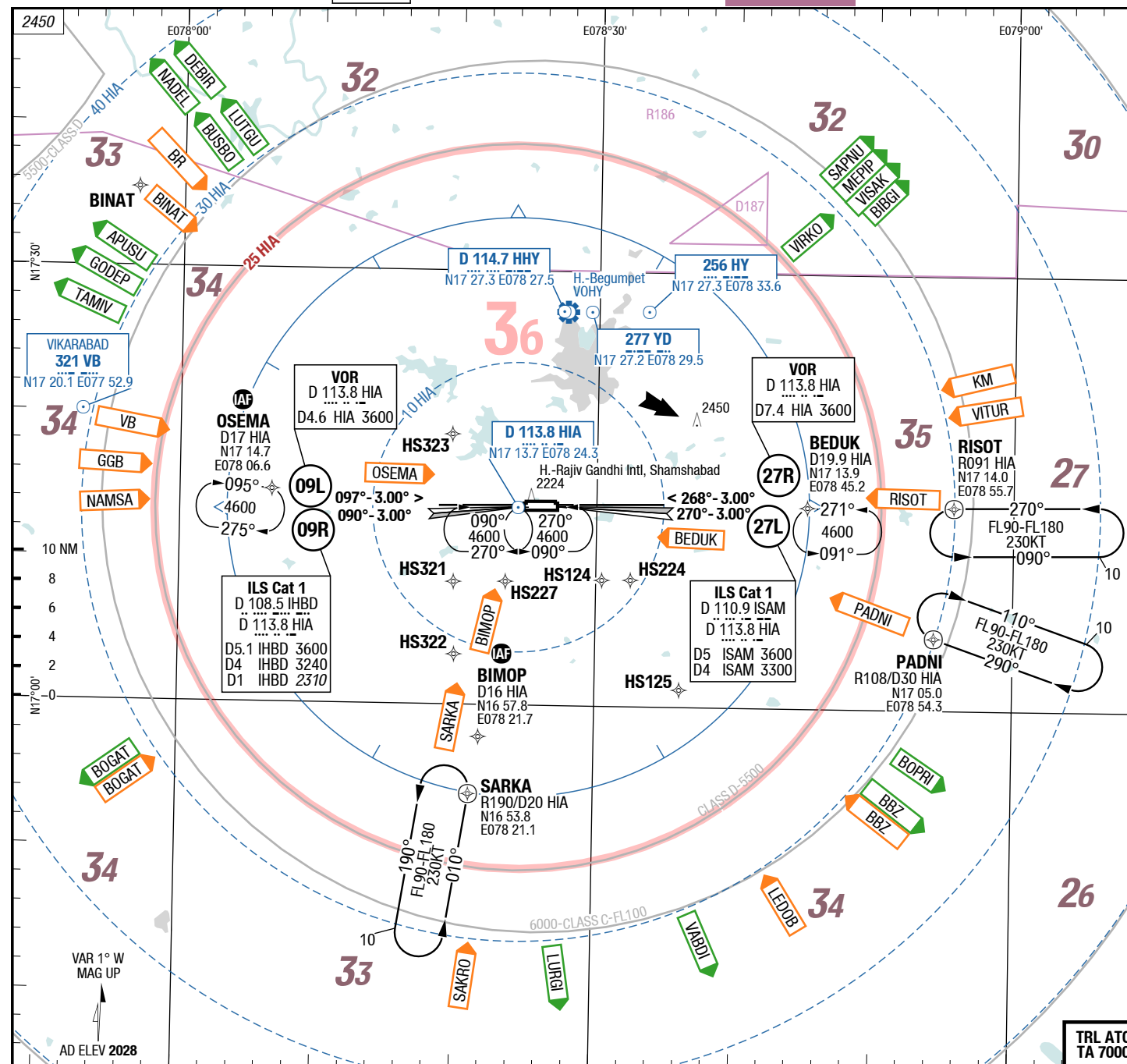
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AGC

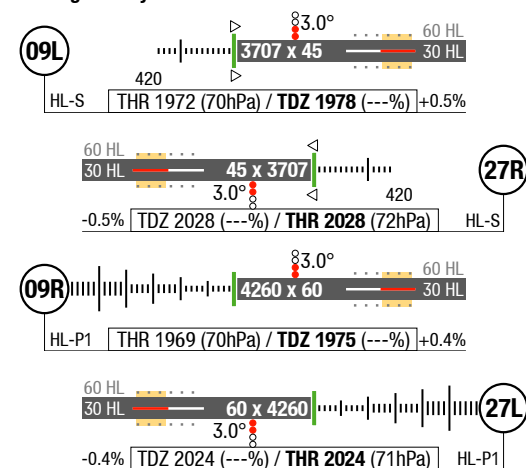
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2-10



| | | |
|----------------|---------|---------|
| D-ATIS | 126.475 | |
| CTL | 128.350 | 120.950 |
| APP | 120.250 | 125.550 |
| Shamshabad TWR | | 118.450 |
| | | 118.200 |
| Shamshabad GND | | 121.850 |
| | | 118.200 |
| DLV | 121.625 | |
| DCL | | |

Landing RWY system:



Changes: PROC

Effective 13-SEP-2018

06-SEP-2018

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AGC

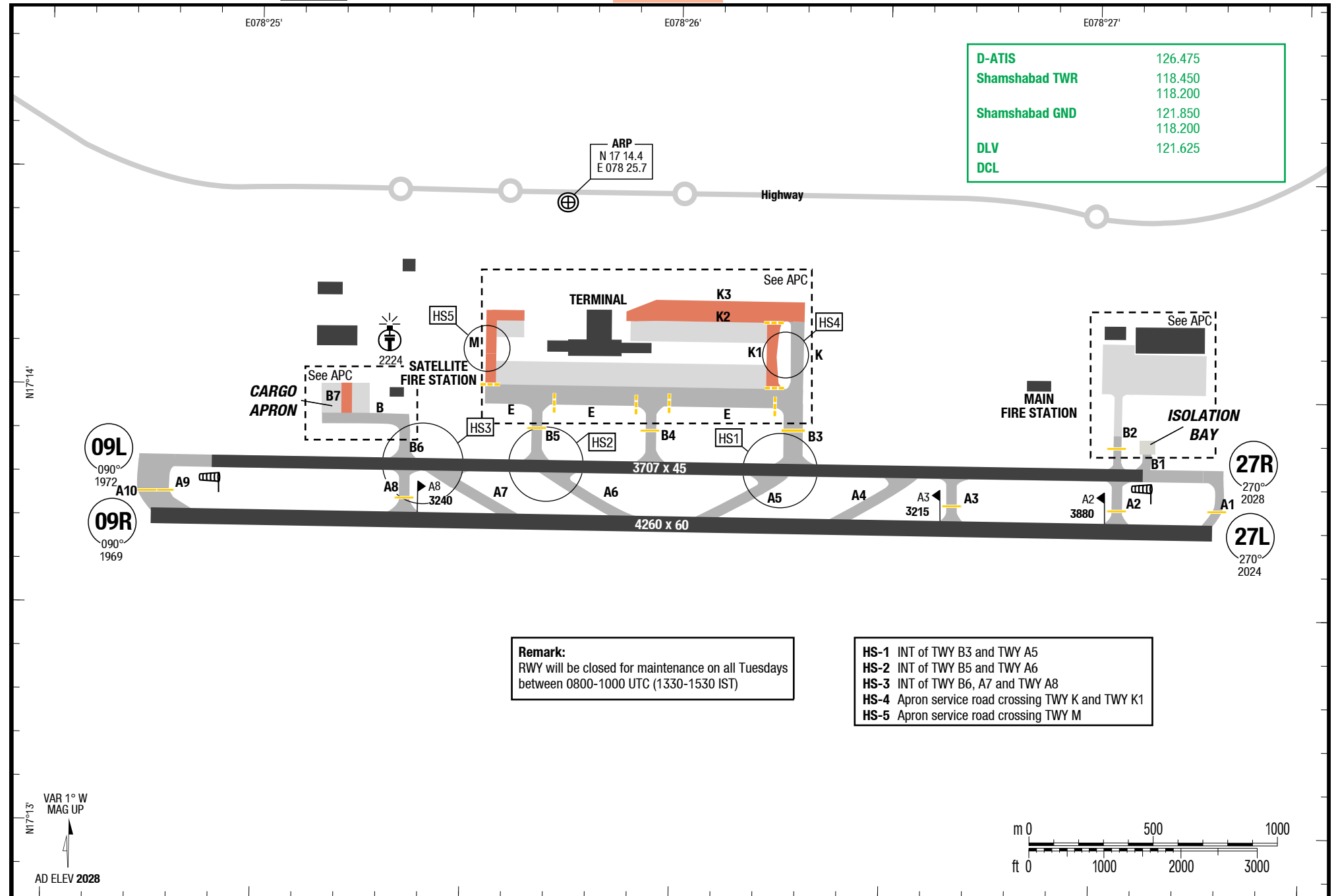
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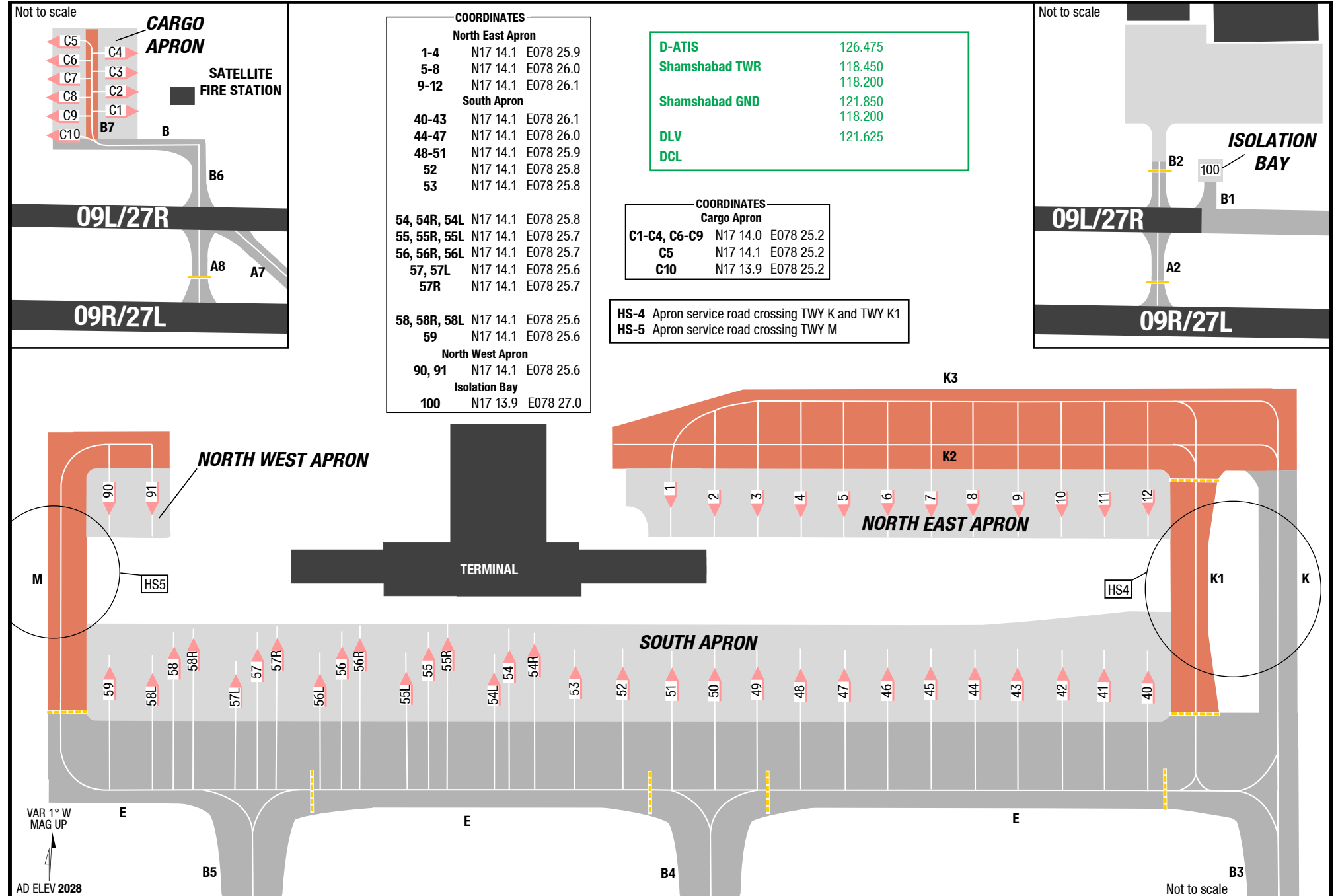
3-20



Changes: Nil

HYD-VOHS

3-30



Effective 13-SEP-2018

06-SEP-2018

HYD-VOHS

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[RNAV BOGAT / BOPRI / LURGI / VABDI]

4-10

RNAV BBZ / VIRKO

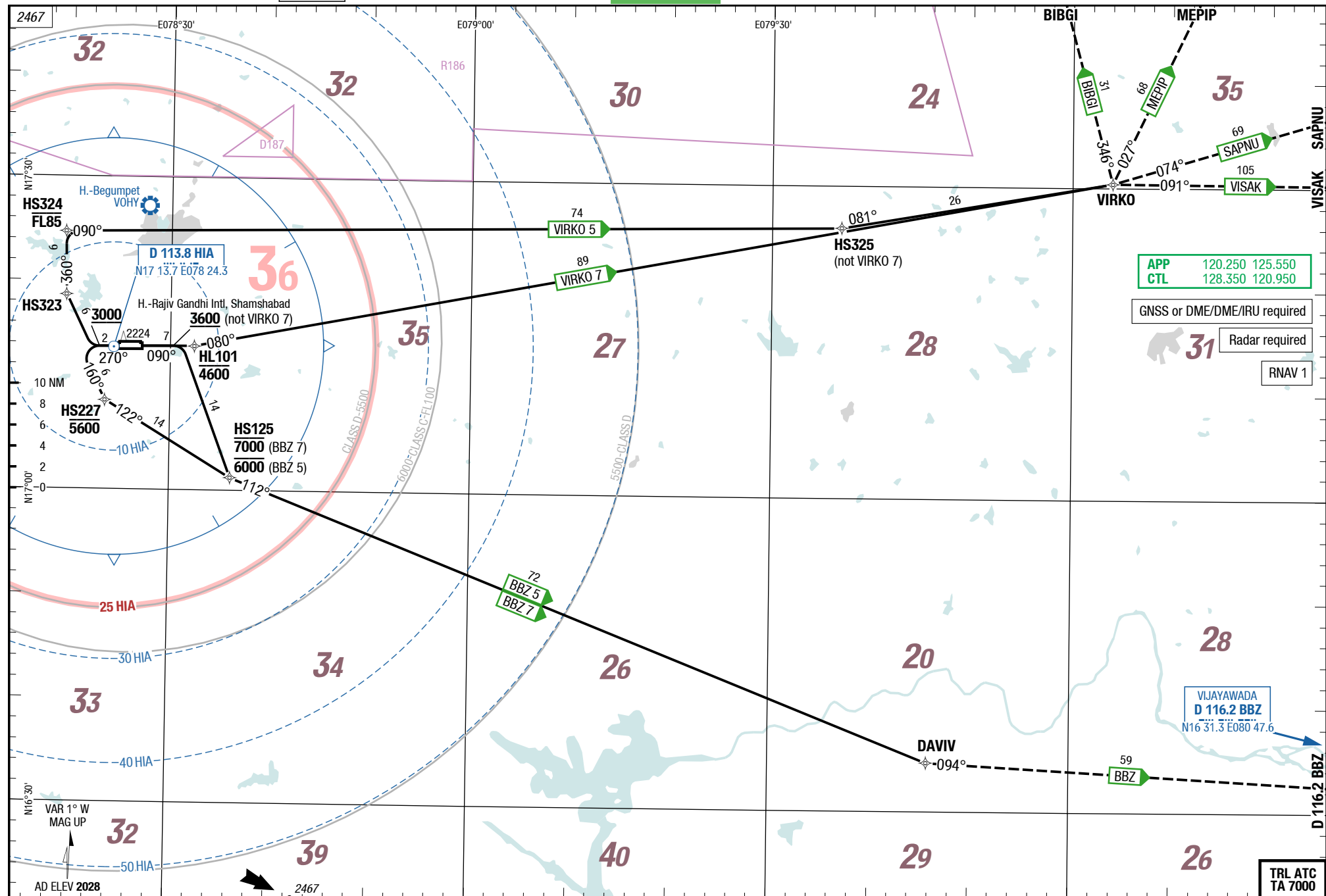
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[RNAV BOGAT / BOPRI / LURGI / VABDI]

RNAV BBZ / VIRKO



Changes: WPT , Transition

Effective 13-SEP-2018

06-SEP-2018

HYD-VOHS

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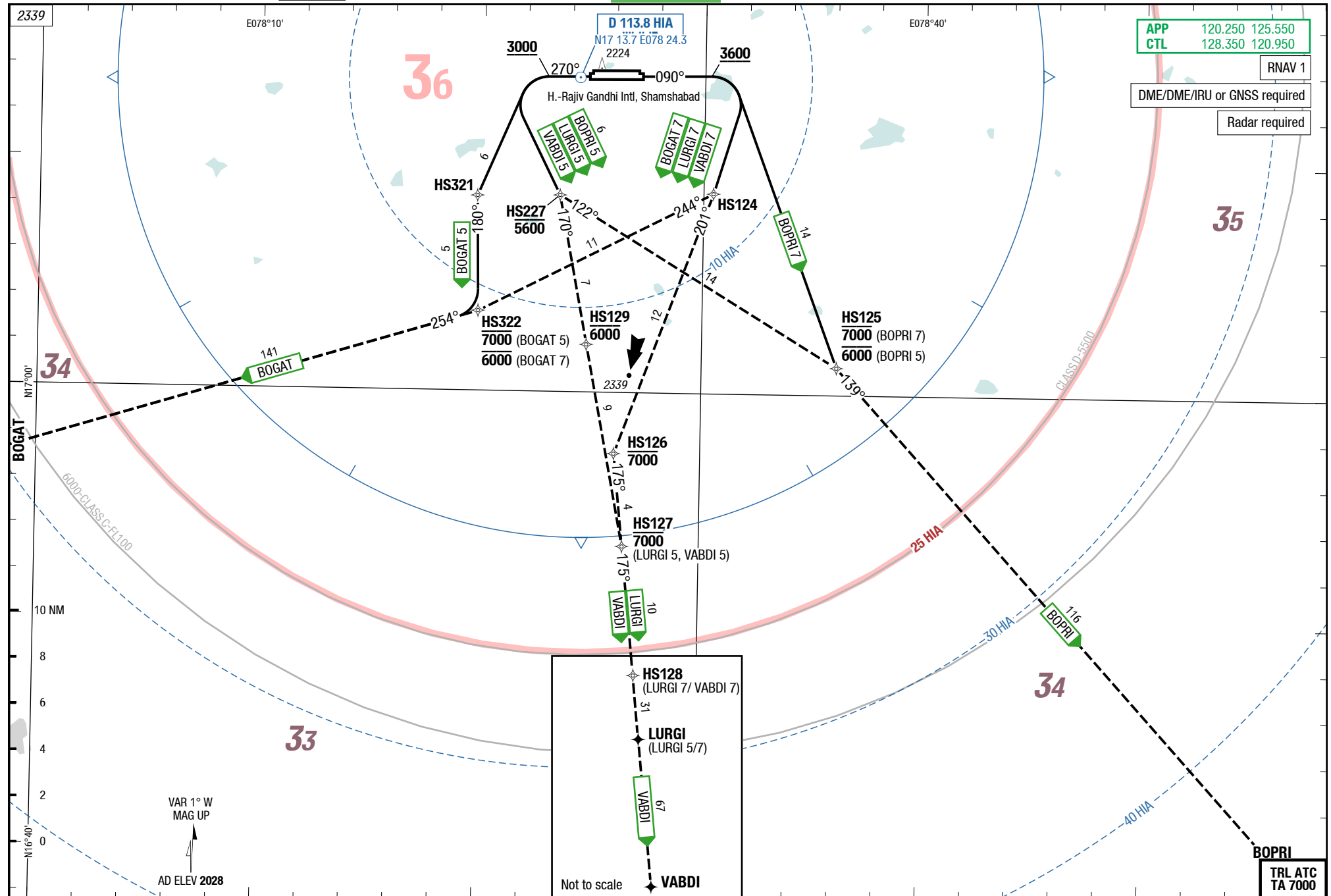
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4-20

RNAV BOGAT / BOPRI / LURGI / VABDI

RNAV BOGAT / BOPRI / LURGI / VABDI



Effective 13-SEP-2018

06-SEP-2018

HYD-VOHS

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NIL

4-30

RNAV DEBIR / NADEL / TAMIV

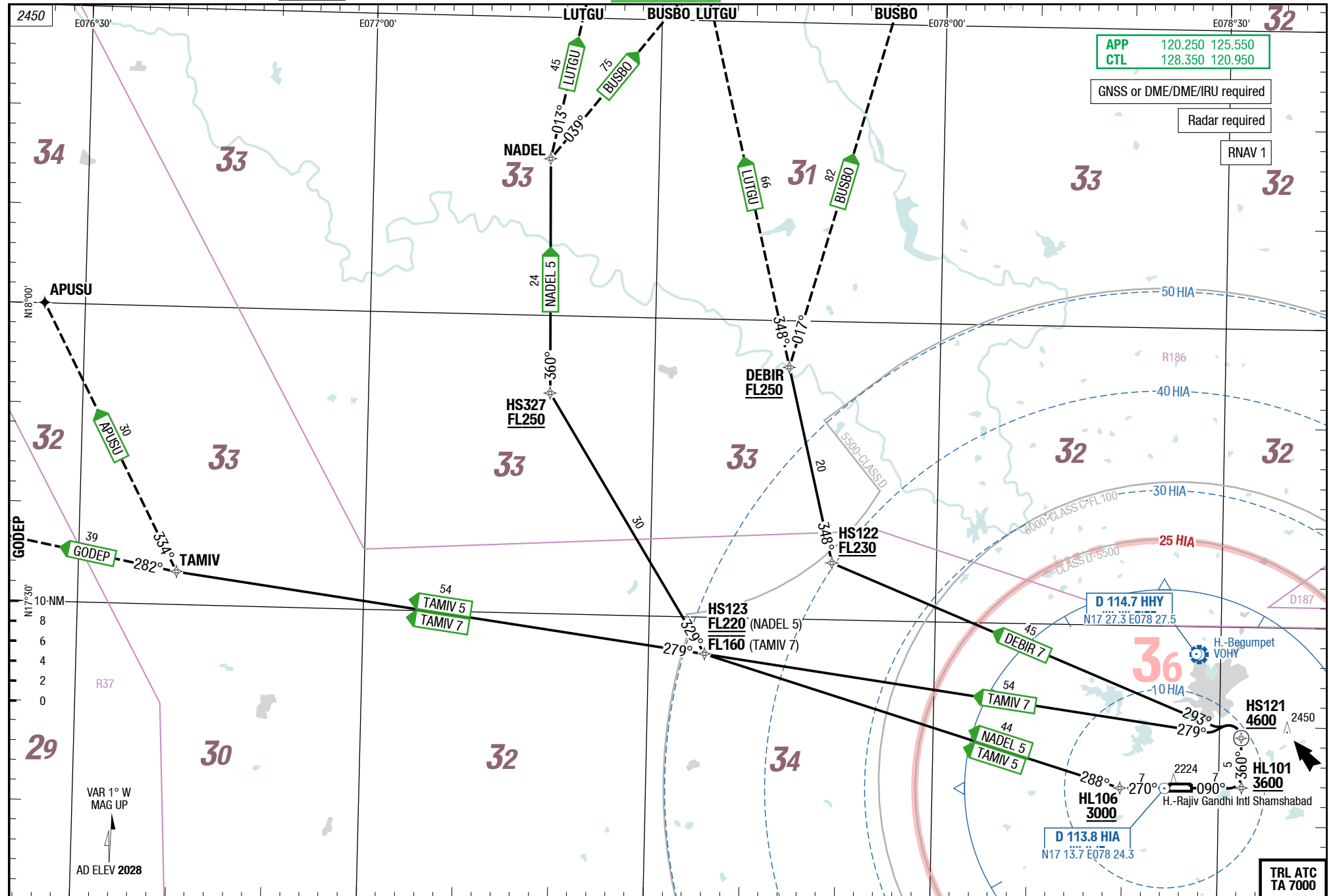
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NIL

RNAV DEBIR / NADEL / TAMIV



Changes: WPT , Transition

HYD-VOHS

5-10

RNAV BBZ / VIRKO**VIJAYAWADA 5 / VIJAYAWADA 7 / VIRKO 5 / VIRKO 7**

RWYs 09R (090°) / 27L (270°)

| | | | | | | | |
|------|--------|-----|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|--|
| | Runway 09R | |
| VIJAYAWADA 7 BBZ 7 6.6% to 3600 120.250 ① | 090° - MNM 3600 RT direct HS125 - DAVIV | HS125 MAX 7000 |
| | TRANSITION | |
| | VIJAYAWADA (BBZ) DAVIV - BBZ | |
| VIRKO 7 6.6% to 3600 120.250 ① | 090° - at HL101 LT 080° to VIRKO | HL101 MAX 4600 |
| | TRANSITION | |
| | BIBGI VIRKO - BIBGI | |
| | MEPIP VIRKO - MEPIP | |
| | SAPNU VIRKO - SAPNU | |
| | VISAK VIRKO - VISAK | |
| | | |
| | Runway 27L | |
| VIJAYAWADA 5 BBZ 5 6.6% to 3000 120.250 ① | 270° - MNM 3000 LT 160° to HS227 - HS125 - DAVIV | HS227 MAX 5600 HS125 MAX 6000 |
| | TRANSITION | |
| | VIJAYAWADA (BBZ) DAVIV - BBZ | |
| VIRKO 5 6.6% to 3000 120.250 ① | 270° - MNM 3000 RT 341° to HS323 - HS324 - HS325 - VIRKO | HS324 MAX FL85 |
| | TRANSITION | |
| | BIBGI VIRKO - BIBGI | |
| | MEPIP VIRKO - MEPIP | |
| | SAPNU VIRKO - SAPNU | |
| | VISAK VIRKO - VISAK | |
| | | |

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

Changes: WPT , Transition

HYD-VOHS

5-20

RNAV BOGAT / BOPRI / LURGI / VABDI

BOGAT 7 / BOPRI 7 / LURGI 7 / VABDI 7

RWY 09R (090°)

| | | | | | | | |
|------|--------|-----|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|-----------------------|
| | Runway 09R | |
| BOGAT 7 6.6% to 3600 120.250 ① | H090° [A3600+ ;R] - DCT HS124 | |
| | TRANSITION | |
| | BOGAT HS124 - HS322 - BOGAT | HS322 MAX 6000 |
| BOPRI 7 6.6% to 3600 120.250 ① | H090° [A3600+ ;R] - DCT HS125 | HS125 MAX 7000 |
| | TRANSITION | |
| | BOPRI HS125 - BOPRI | HS125 MAX 7000 |
| LURGI 7 6.6% to 3600 120.250 ① | H090° [A3600+ ;R] - DCT HS124 | |
| | TRANSITION | |
| | LURGI HS124 - HS126 - HS128 - LURGI | HS126 MAX 7000 |
| VABDI 7 6.6% to 3600 120.250 ① | H090° [A3600+ ;R] - DCT HS124 | |
| | TRANSITION | |
| | VABDI HS124 - HS126 - HS128 - VABDI | HS126 MAX 7000 |

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

HYD-VOHS

5-30

RNAV BOGAT / BOPRI / LURGI / VABDI

BOGAT 5 / BOPRI 5 / LURGI 5 / VABDI 5

RWY 27L (270°)

| | | | | | | | |
|------|--------|-----|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | Runway 27L | |
| BOGAT 5 6.6% to 3000 120.250 ① | H270° [A3000+ ;L] - DCT HS321 - HS322 | HS322 MAX 7000 |
| | TRANSITION | |
| | BOGAT HS322 - BOGAT | HS322 MAX 7000 |
| BOPRI 5 6.6% to 3000 120.250 ① | H270° [A3000+ ;L] - DCT HS227 | HS227 MAX 5600 |
| | TRANSITION | |
| | BOPRI HS227 - HS125 - BOPRI | HS227 MAX 5600 HS125 MAX 6000 |
| LURGI 5 6.6% to 3000 120.250 ① | H270° [A3000+ ;L] - DCT HS227 | HS227 MAX 5600 |
| | TRANSITION | |
| | LURGI HS227 - HS129 - HS127 - LURGI | HS227 MAX 5600 HS129 MAX 6000 HS127 MAX 7000 |
| VABDI 5 6.6% to 3000 120.250 ① | H270° [A3000+ ;L] - DCT HS227 | HS227 MAX 5600 |
| | TRANSITION | |
| | VABDI HS227 - HS129 - HS127 - VABDI | HS227 MAX 5600 HS129 MAX 6000 HS127 MAX 7000 |

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

HYD-VOHS

5-40

RNAV DEBIR / NADEL / TAMIV**DEBIR 7 / NADEL 5 / TAMIV 5 / TAMIV 7**

RWYs 09R (090°) / 27L (270°)

| | | | | | | | |
|------|--------|-----|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 6.6% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|--|
| | Runway 09R | |
| DEBIR 7 6.6% to 3600 120.250 ① | 090° - at HL101 LT 360° to HS121 - HS122 - DEBIR | HL101 MNM 3600 HS121 MNM 4600 HS122 MNM FL230 DEBIR MNM FL250 |
| | TRANSITION | |
| | BUSBO DEBIR - BUSBO | |
| | LUTGU DEBIR - LUTGU | |
| TAMIV 7 6.6% to 3600 120.250 ① | 090° - at HL101 LT 360° to HS121 - HS123 - TAMIV | HL101 MNM 3600 HS121 MNM 4600 HS123 MAX FL160 |
| | TRANSITION | |
| | APUSU TAMIV - APUSU | |
| | GODEP TAMIV - GODEP | |
| | Runway 27L | |
| NADEL 5 6.6% to 3000 120.250 ① | 270° - at HL106 RT 288° to HS123 - HS327 - NADEL | HL106 MNM 3000 HS123 MNM FL220 HS327 MNM FL250 |
| | TRANSITION | |
| | BUSBO NADEL - BUSBO | |
| | LUTGU NADEL - LUTGU | |
| TAMIV 5 6.6% to 3000 120.250 ① | 270° - at HL106 RT 288° to HS123 - TAMIV | HL106 MNM 3000 |
| | TRANSITION | |
| | APUSU TAMIV - APUSU | |
| | GODEP TAMIV - GODEP | |

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

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BNV STABs I ENOB 6/8 / SABKA 6/8

TAI

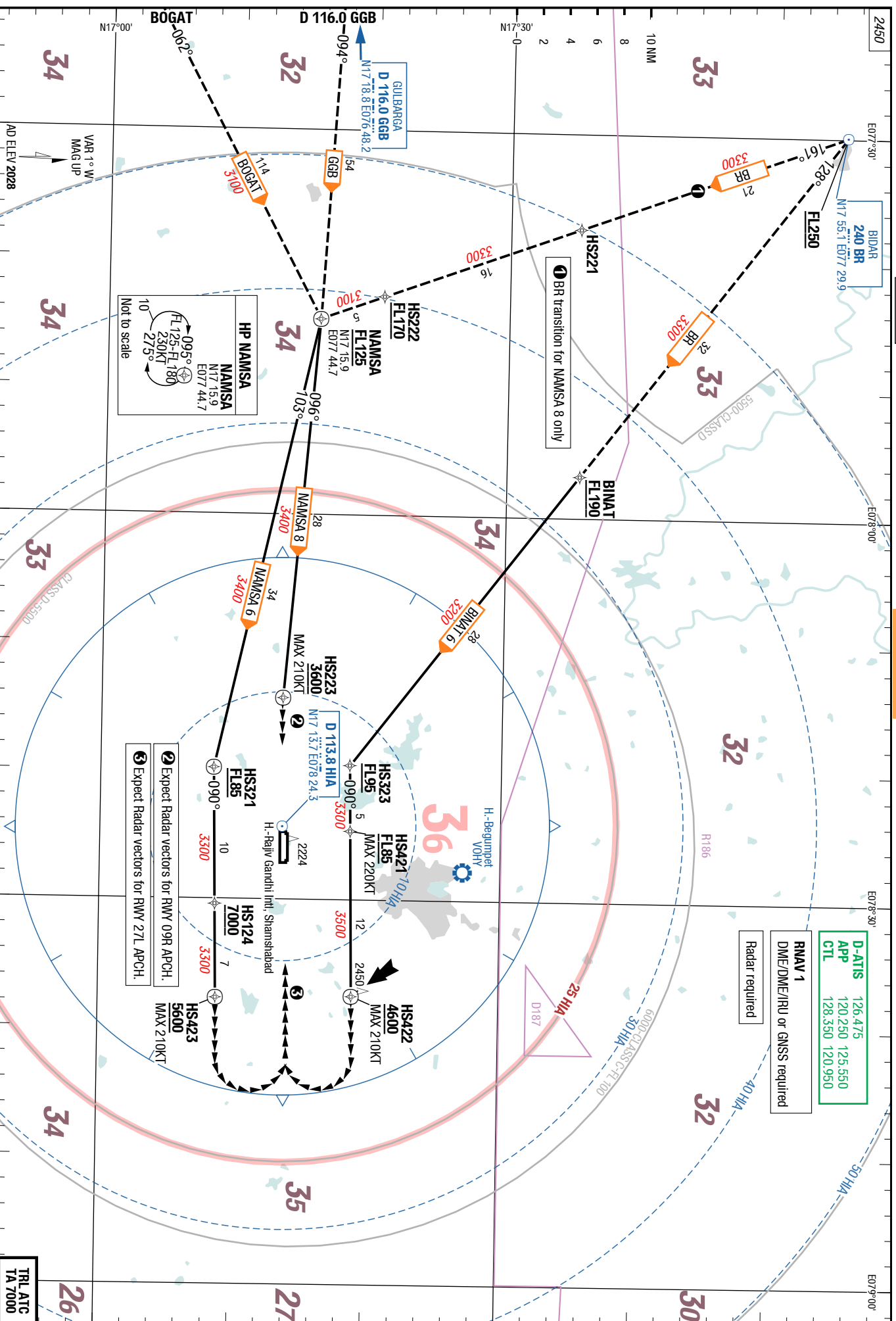
BNV STAB I ENOB 6/8 / SABKA 6/8

| | |
|------|-------------------------------|
| 6-10 | RNAV STARS BINAT 6/ NAMSA 6/8 |
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RNAV STARS BINAT 6/ NAMSA 6/8



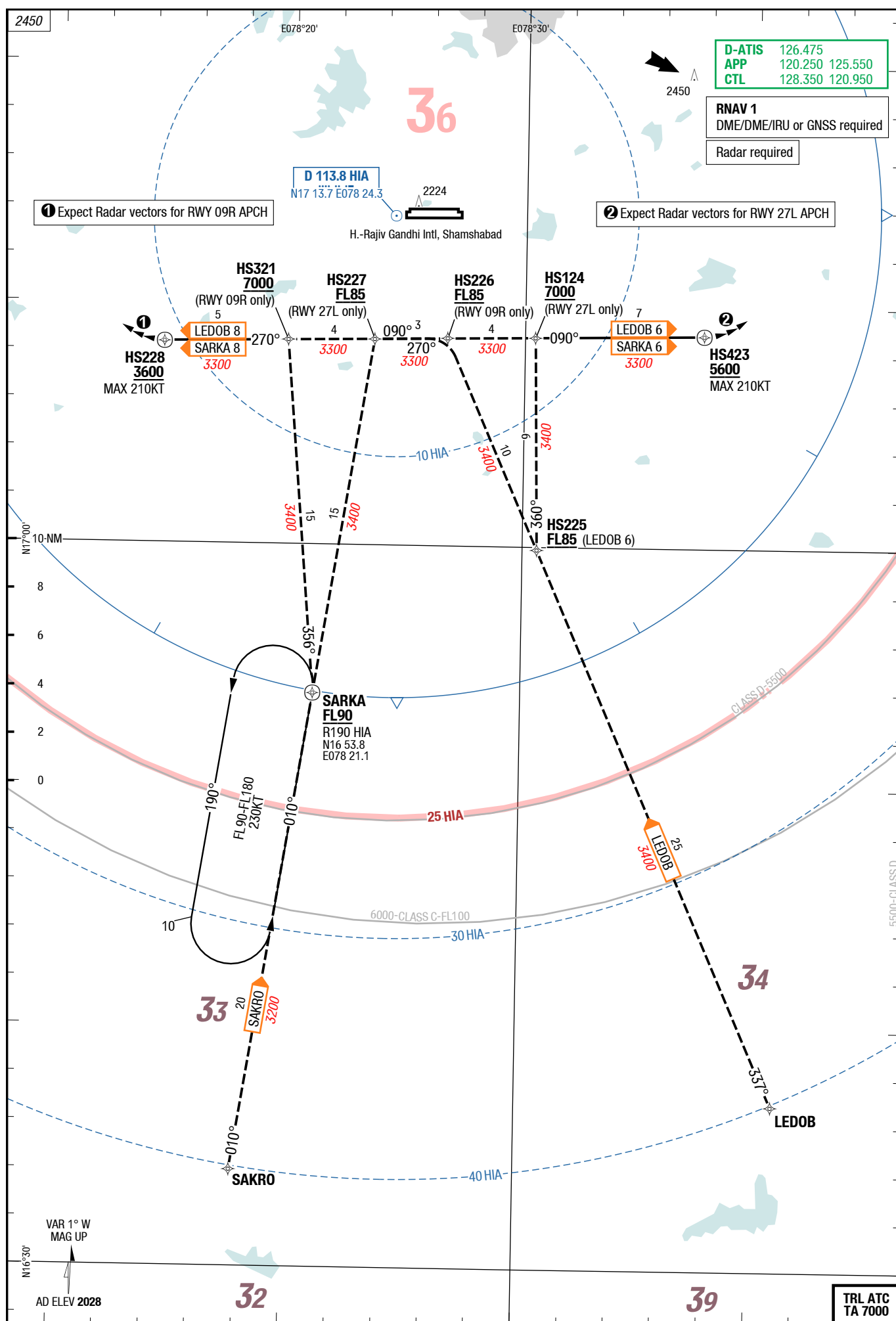
HYD-VOHS

6-20

RNAV STARS LEDOB 6/8 / SARKA 6/8

STAR

STAR

RNAV STARS LEDOB 6/8 / SARKA 6/8

25-JAN-2018

HYD-VOHS

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[NIL]

6-30

RNAV STARs PADNI 8/RISOT 6/VITUR 8

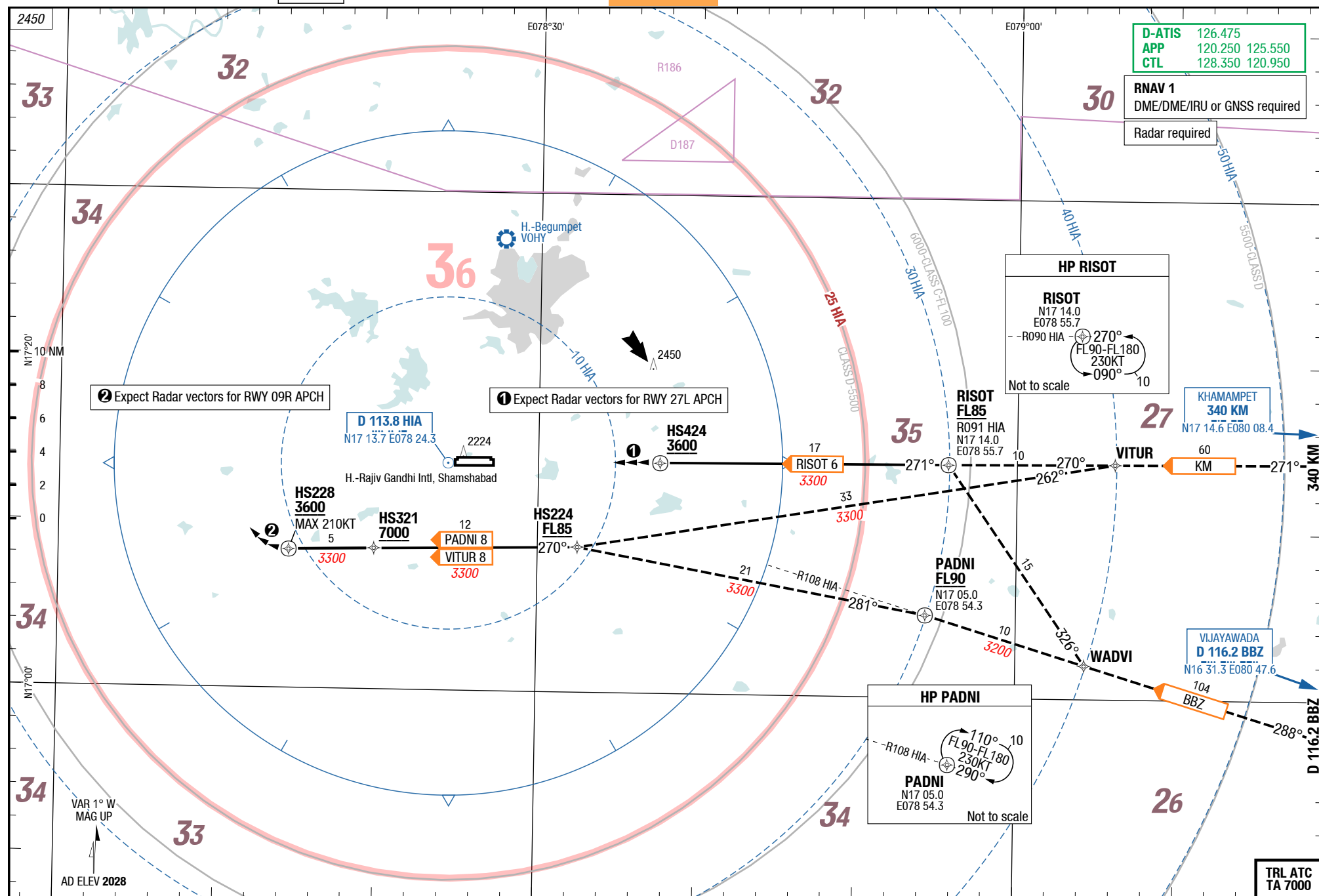
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STAR

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[NIL]

RNAV STARs PADNI 8/RISOT 6/VITUR 8



Changes: FREQ

HYD-VOHS

Arrivals RWY 27L

6-50

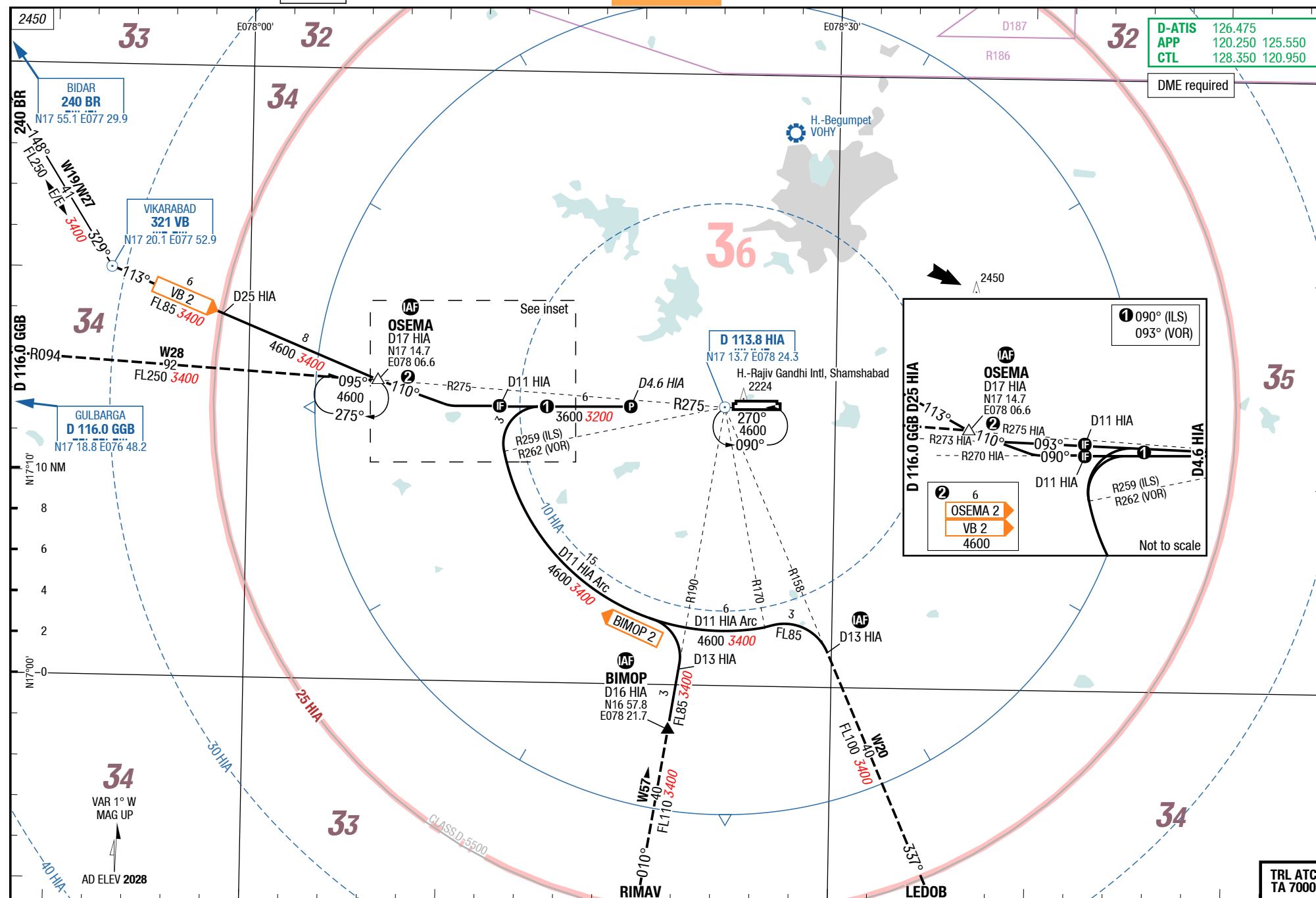
Arrivals RWY 09R

STAR

STAR

Arrivals RWY 27L

Arrivals RWY 09R



Changes: FREQ

TRL ATC
TA 7000

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25-JAN-2018

HYD-VOHS

India **Hyderabad** Rajiv Gandhi Intl, Shamshabad

6-60

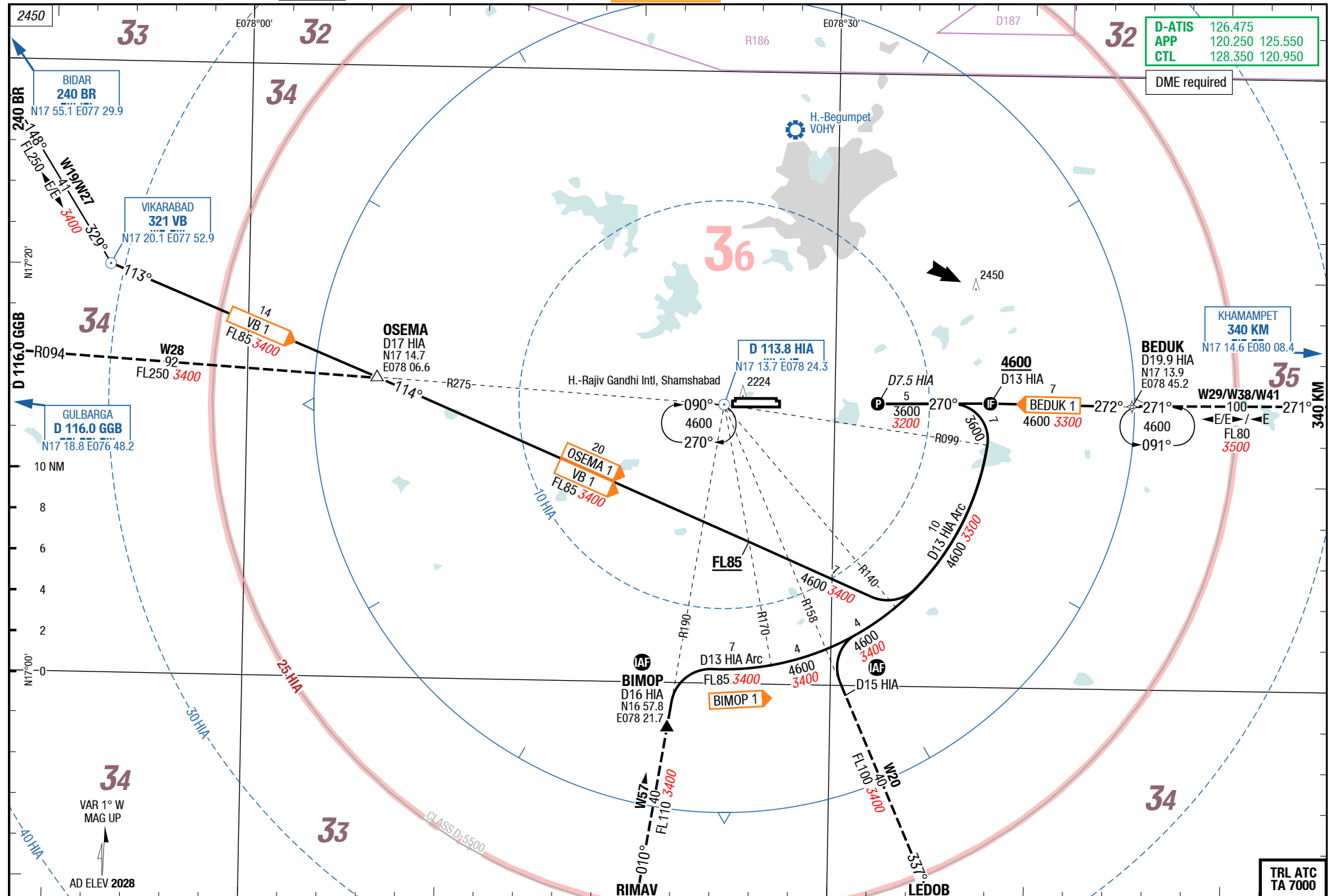
Arrivals RWY 27L

STAR

STAR

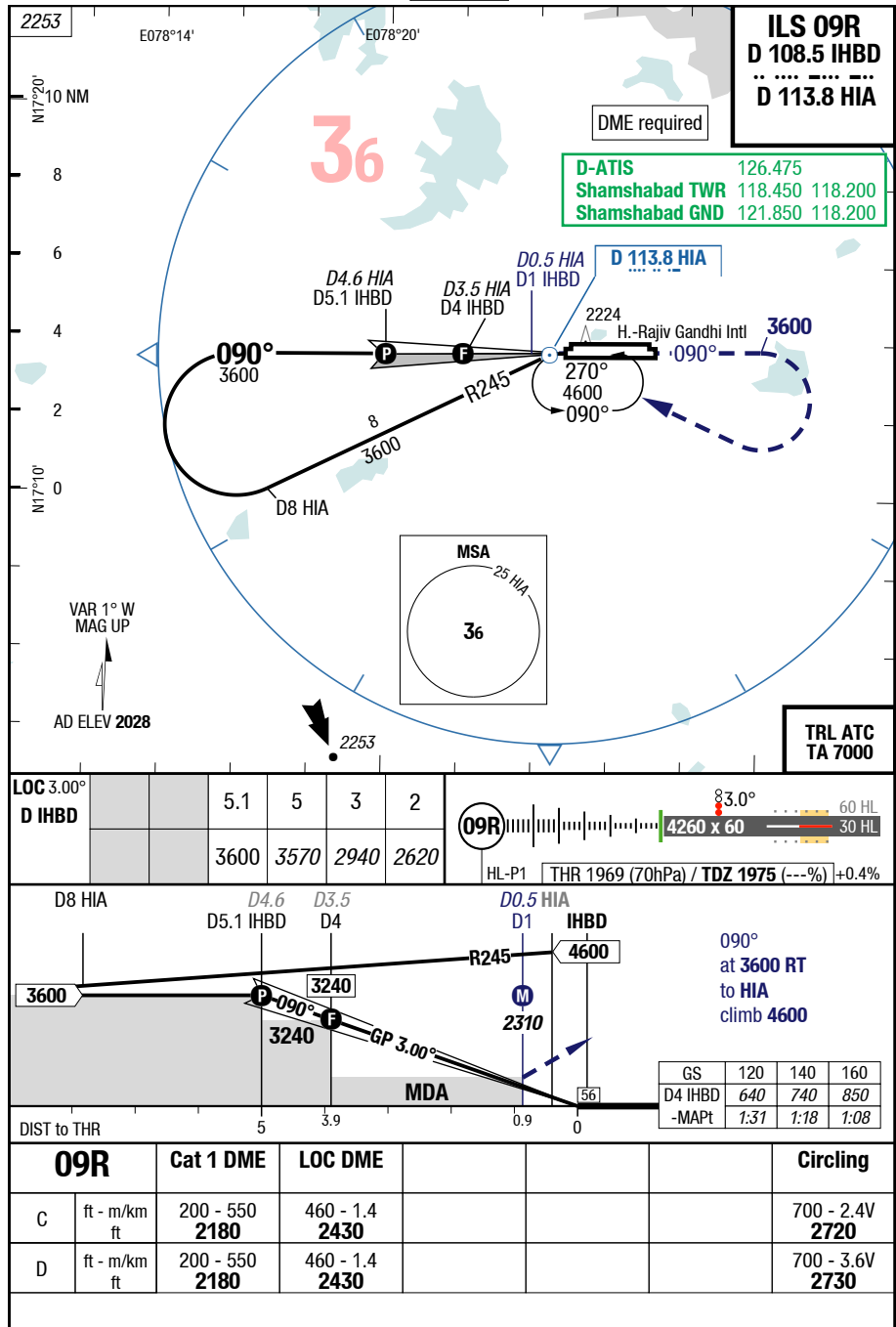
Rajiv Gandhi Intl, Shamshabad **Hyderabad** India

Arrivals RWY 27L

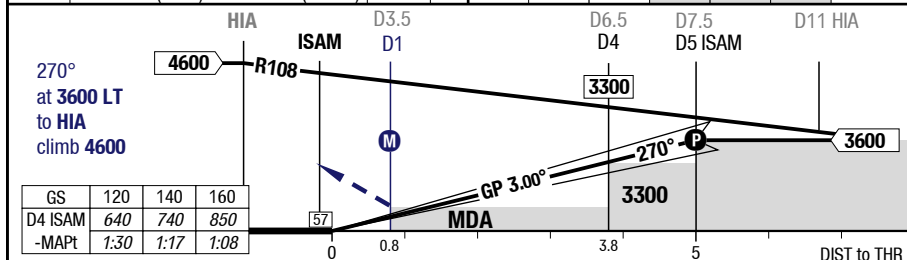
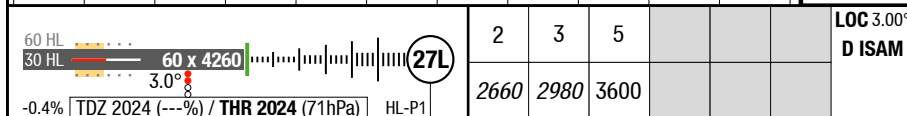
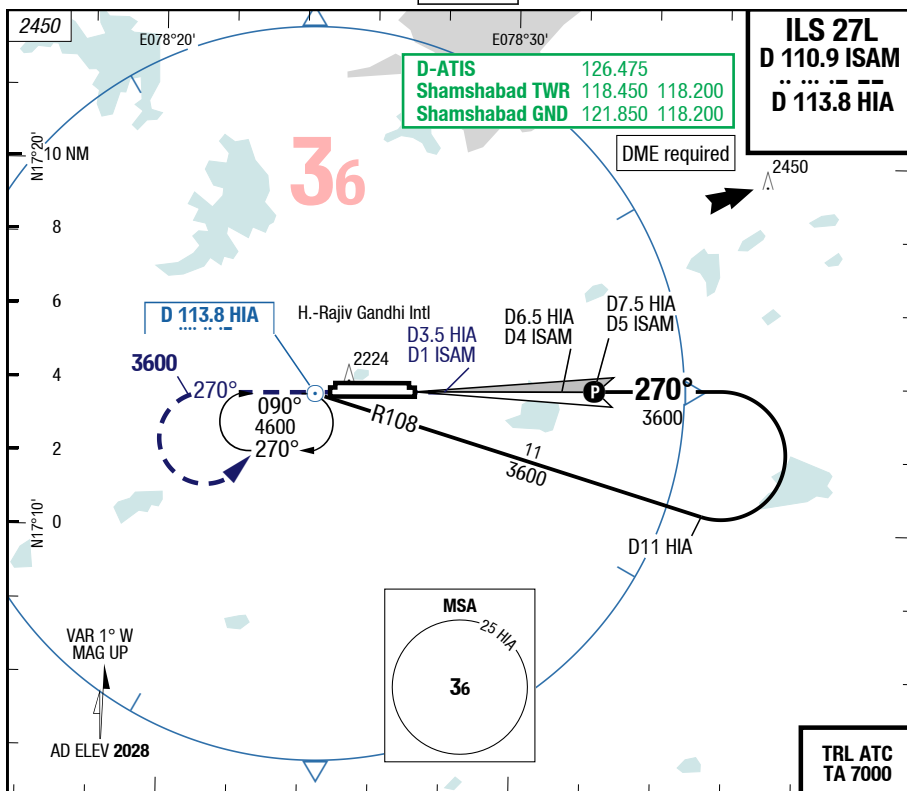


Changes: FREQ

25-JAN-2018

HYD-VOHS**7-10****ILS 09R****IAC**

Changes: FREQ, APL



| 27L | | Cat 1 DME | LOC DME | | | | Circling |
|-----|-----------------|--------------------------|--------------------------|--|--|--|---------------------------|
| C | ft - m/km ft | 210 - 550 2230 | 410 - 1.2 2430 | | | | 700 - 2.4V 2720 |
| D | ft - m/km ft | 210 - 550 2230 | 410 - 1.2 2430 | | | | 700 - 3.6V 2730 |

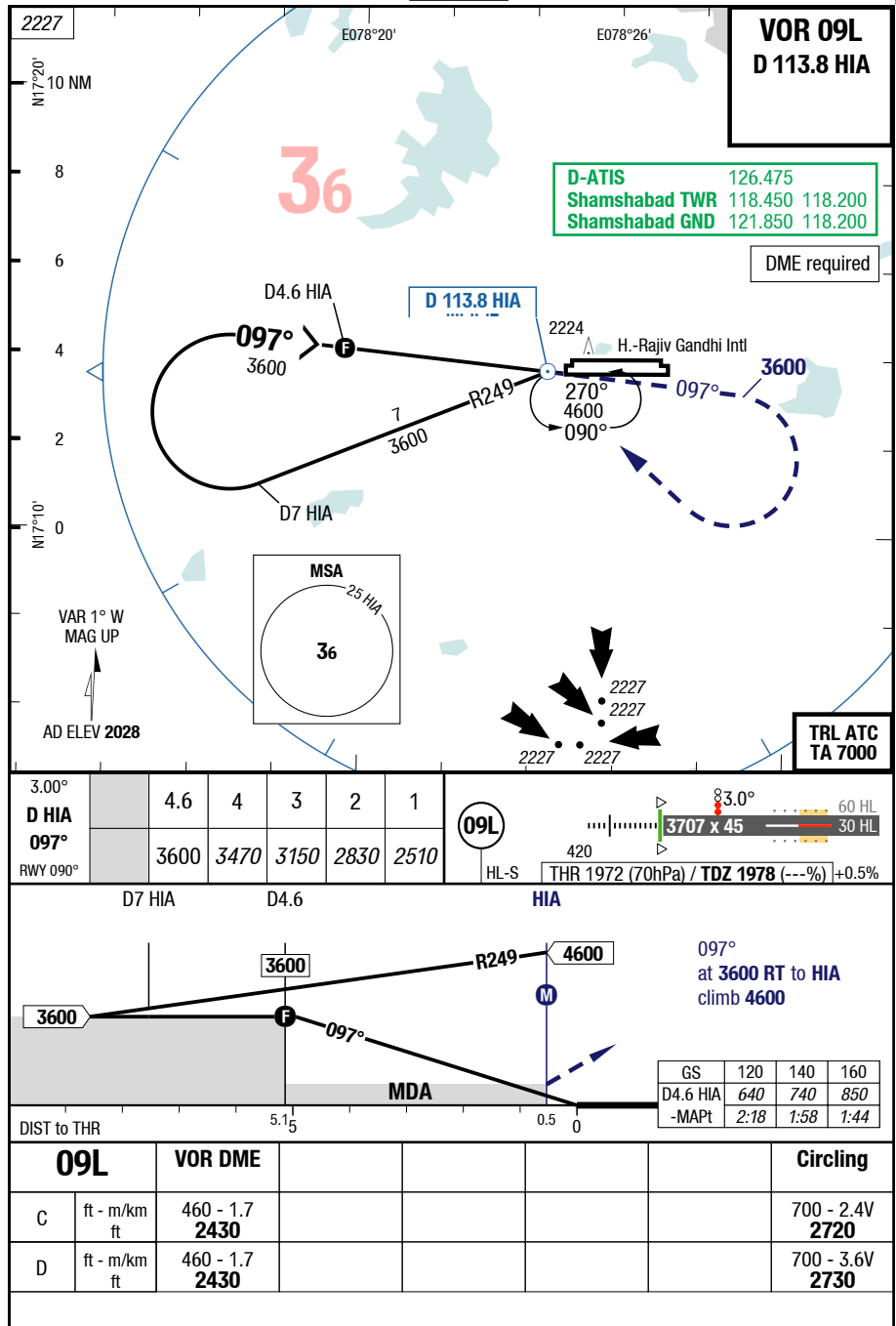
25-JAN-2018
HYD-VOHS

India **Hyderabad** Rajiv Gandhi Intl, Shamshabad

IAC

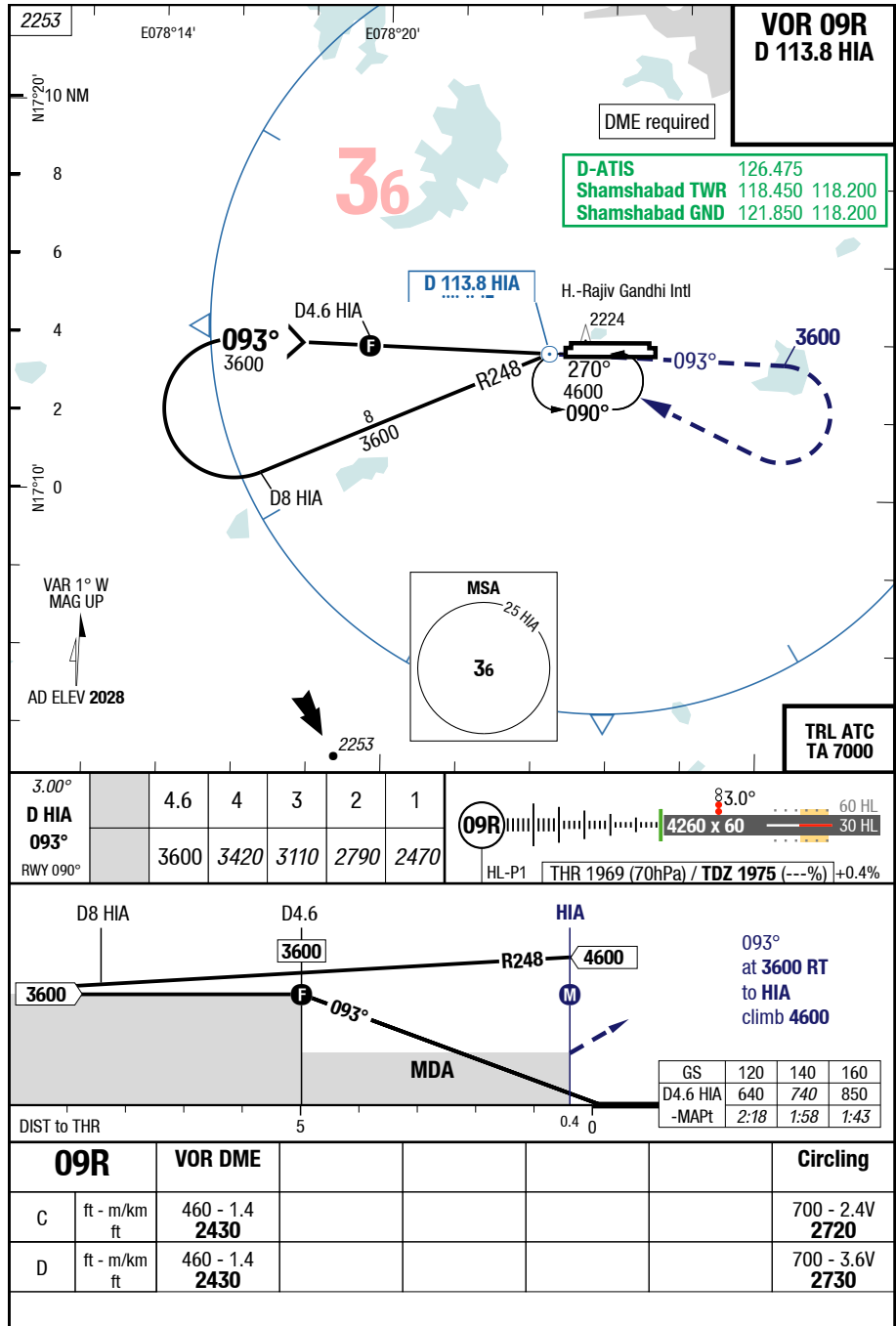
7-30

VOR 09L



Changes: FREQ, APL

25-JAN-2018

HYD-VOHS**7-40****VOR 09R**

Changes: FREQ, APL

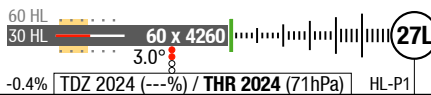
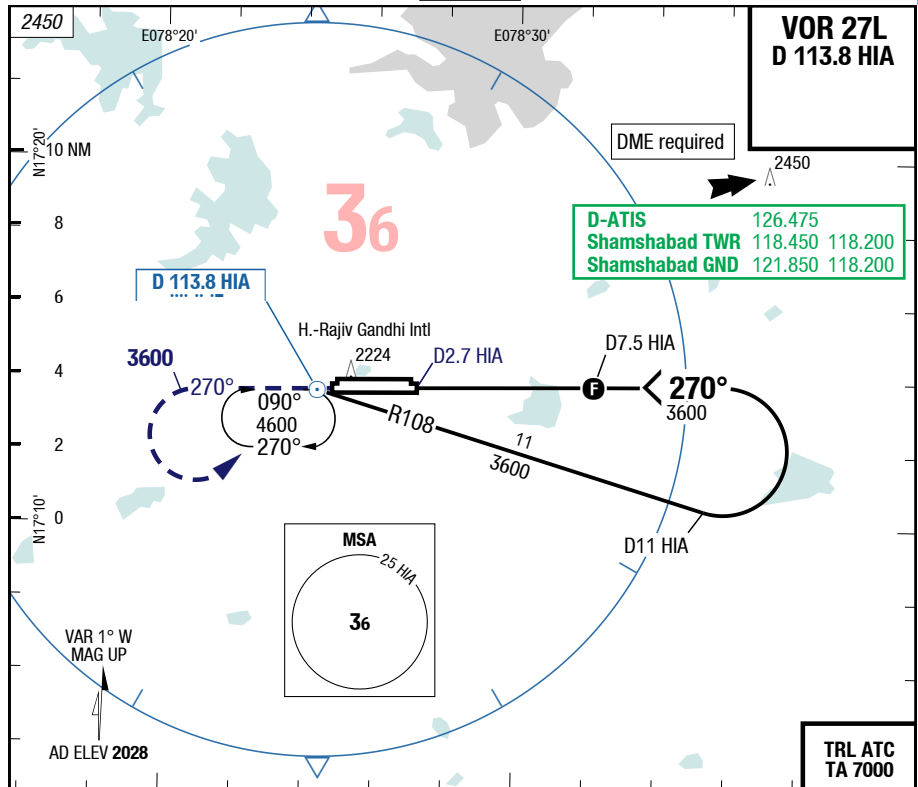
25-JAN-2018
HYD-VOHS

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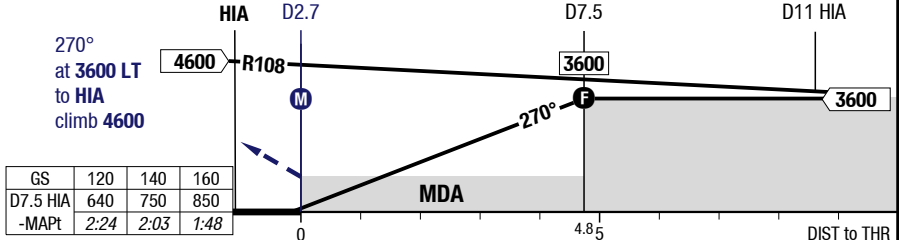
IAC

7-50

VOR 27L



| | | | | | | |
|------|------|------|------|------|--|-------|
| 4 | 5 | 6 | 7 | 7.5 | | 3.03° |
| 2490 | 2820 | 3140 | 3460 | 3600 | | D HIA |



| 27L | VOR DME | | | | | | Circling |
|-----|-----------------|-------------------|--|--|--|--|--------------------|
| C | ft - m/km ft | 410 - 1.2 2430 | | | | | 700 - 2.4V 2720 |
| D | ft - m/km ft | 410 - 1.2 2430 | | | | | 700 - 3.6V 2730 |

Changes: FREQ, APL

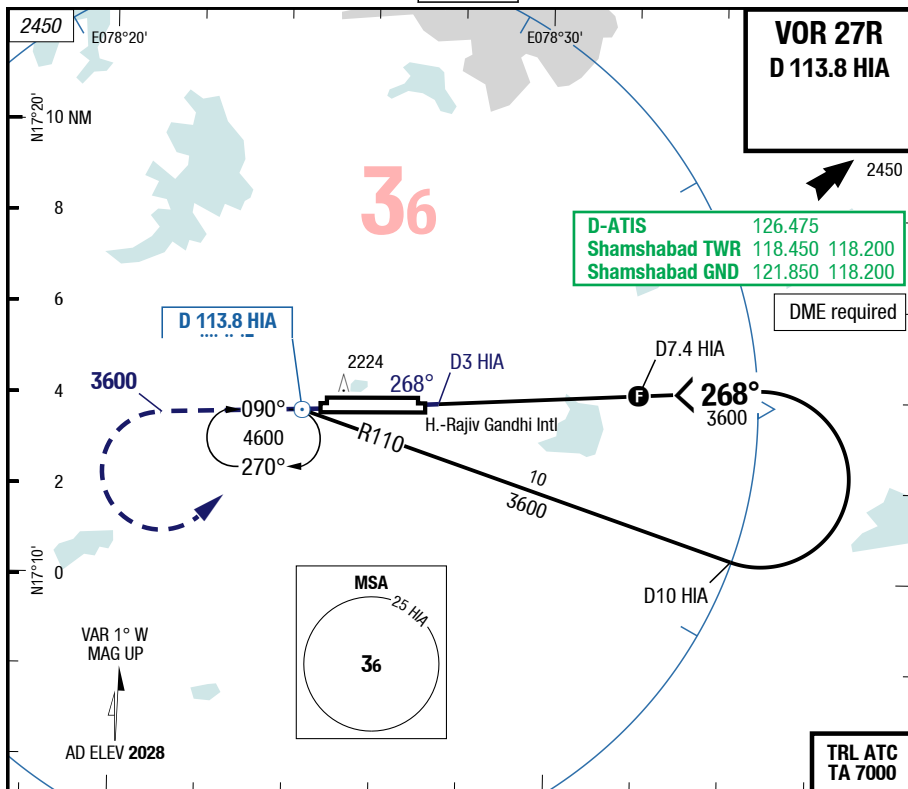
25-JAN-2018
HYD-VOHS

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IAC

7-60

VOR 27R



60 HL
30 HL
45 x 3707
3.0°
-0.5% TDZ 2028 (---%) / THR 2028 (72hPa)

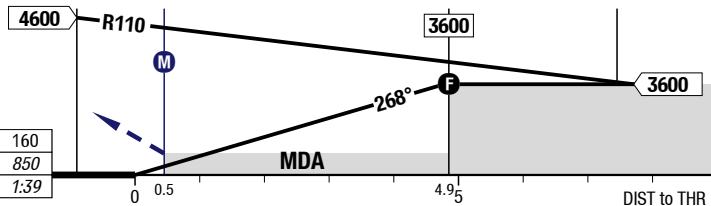
27R

| | | | | | |
|------|------|------|------|------|------------------------------------|
| 4 | 5 | 6 | 7 | 7.4 | 3.00° D HIA 268° RWY 270° |
| 2540 | 2860 | 3180 | 3500 | 3600 | |

HIA D3 D7.4 D10 HIA

268°
at 3600 LT to HIA
climb 4600

| | | | |
|----------|------|------|------|
| GS | 120 | 140 | 160 |
| D7.4 HIA | 640 | 740 | 850 |
| -MAPt | 2:12 | 1:53 | 1:39 |



27R

VOR DME

Circling

| | | | | | | |
|---|-----------------|-------------------|--|--|--|--------------------|
| C | ft - m/km ft | 410 - 1.5 2430 | | | | 700 - 2.4V 2720 |
| D | ft - m/km ft | 410 - 1.5 2430 | | | | 700 - 3.6V 2730 |

Changes: FREQ, APL