

16-AUG-2018

GOI-VOGO

1-10

AOI

AOI

GENERAL**ATS Hours**

ATS Hours / AD OPS Hours: H24. MON-FRI 0300-0700 and 1000-1100 no CIV FLTs permitted.

Every MON-FRI 0930-1030, every TUE and THU 1400-1600 all SKED/non-SKED FLTs may be delayed due to extensive MIL flying. NON-SKED FLTs 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 FLTs parking permitted only between 0030-1100.

All days NON-SKED FLTs 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

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	-

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| 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**

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 FLTs 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 PABLУ, 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).

Effective 13-SEP-2018

06-SEP-2018

GOI-VOGO

India Goa Dabolim Navy

AGC

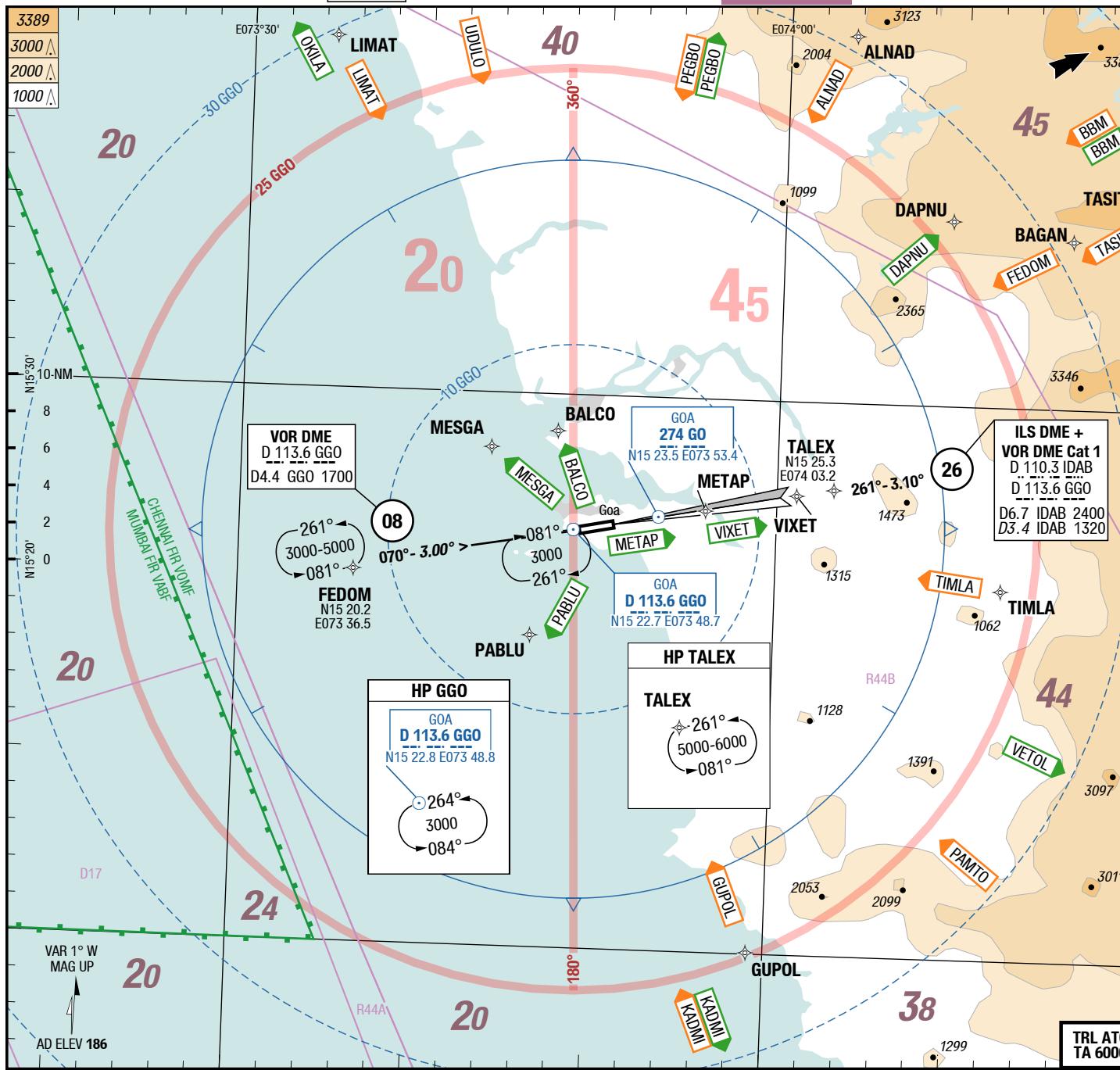
AFC

Dabolim Navy Goa India

AGC

AFC

2-10



D-ATIS
Dabolim APP

126.600 2230-1630

119.700

118.100

118.100

119.700

Dabolim TWR

126.600 2230-1630

119.700

118.100

118.100

119.700

Landing RWY system:

08

113 / 4hPa TDZ ---% +0.7%

H

45 x 3430 3.1° 300 L-N

-0.7%

TDZ ---% 187 / 7hPa

26

3.1° 300 L-N

Changes: PROC

Effective 13-SEP-2018

06-SEP-2018

India Goa Dabolim Navy

AGC

Dabolim Navy Goa India

AGC

GOI-VOGO

3-20

E073° 49'

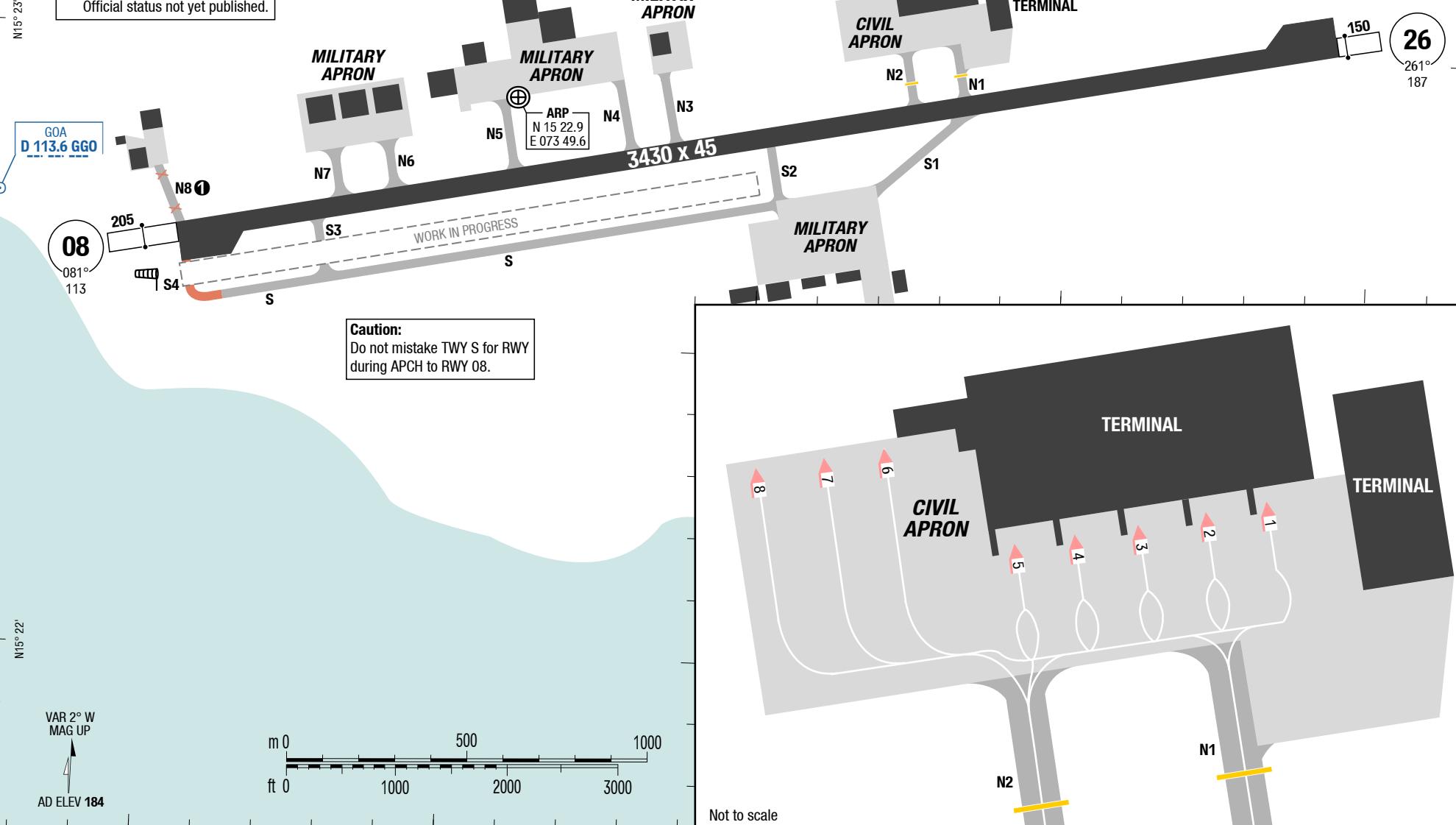
E073° 50'

E073° 51'

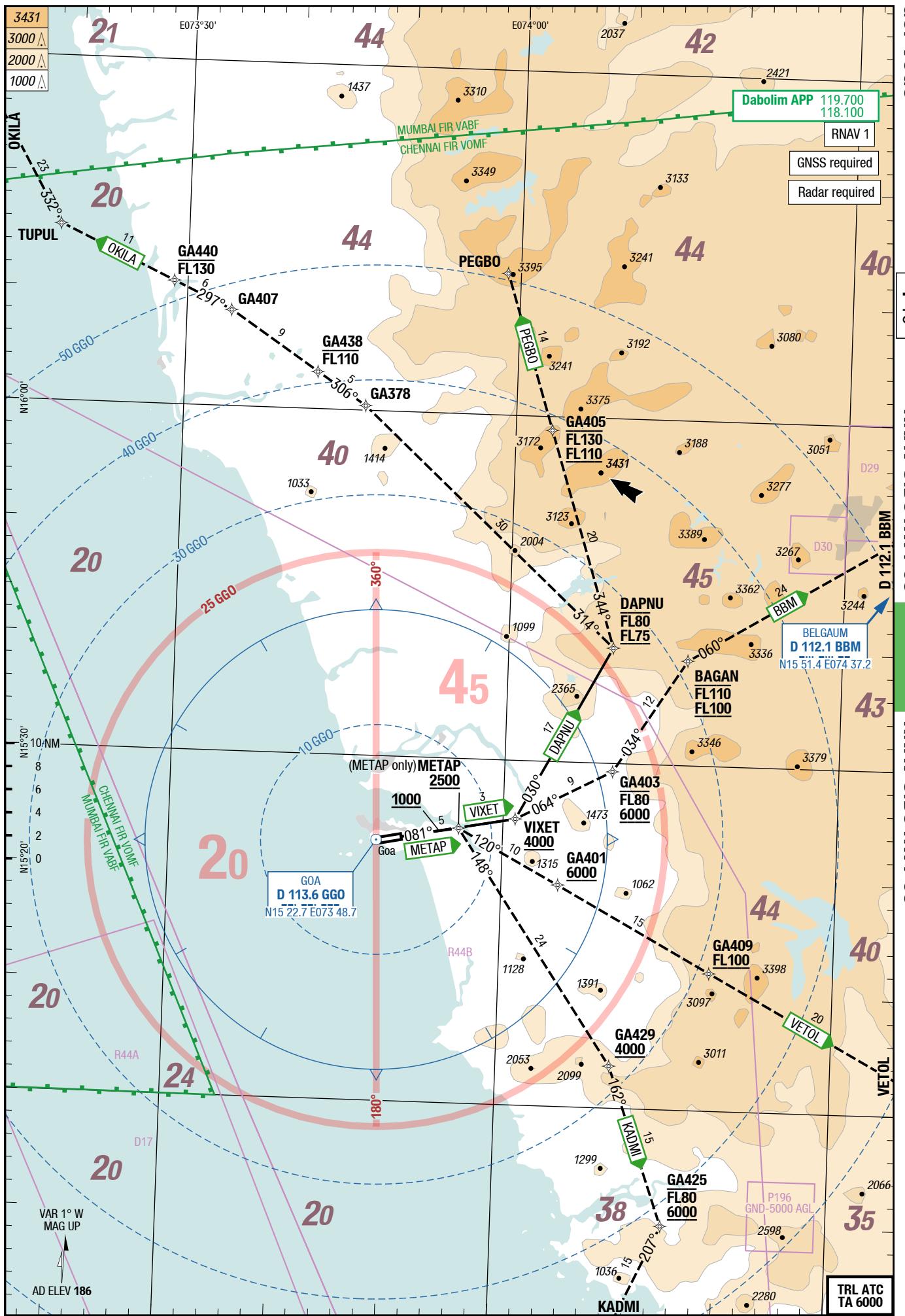
RWY	TORA	ASDA	TODA
08	3430	3580	3580
26	3430	3635	3635

❶ TWY existing according PIREP.
Official status not yet published.

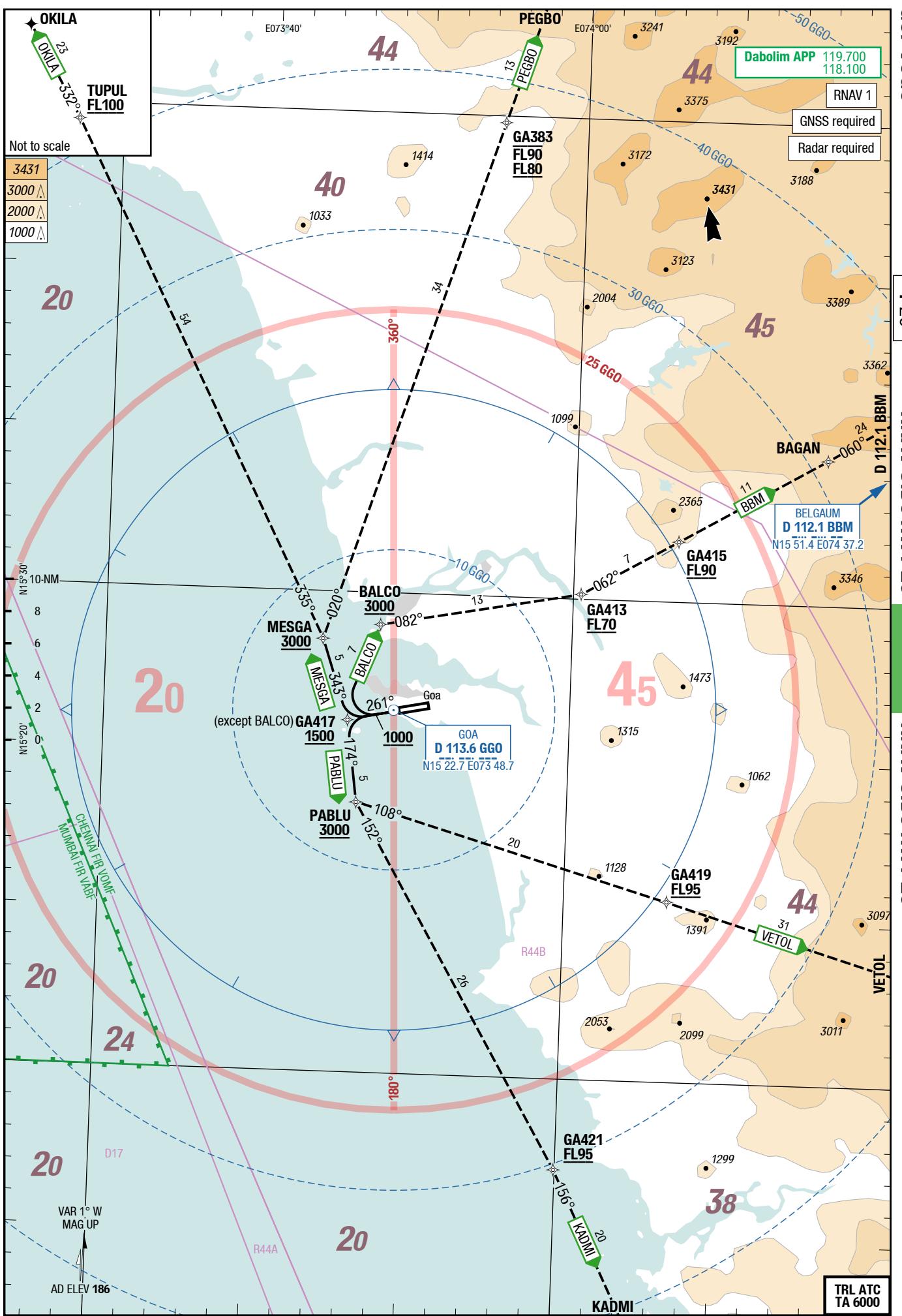
D-ATIS
Dabolim TWR
126.600 2230-1630
118.100
119.700



Changes: Nil



Changes: WPT, Transition



DAPNU / METAP / VIXET

RWY 08 (081°)

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

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

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

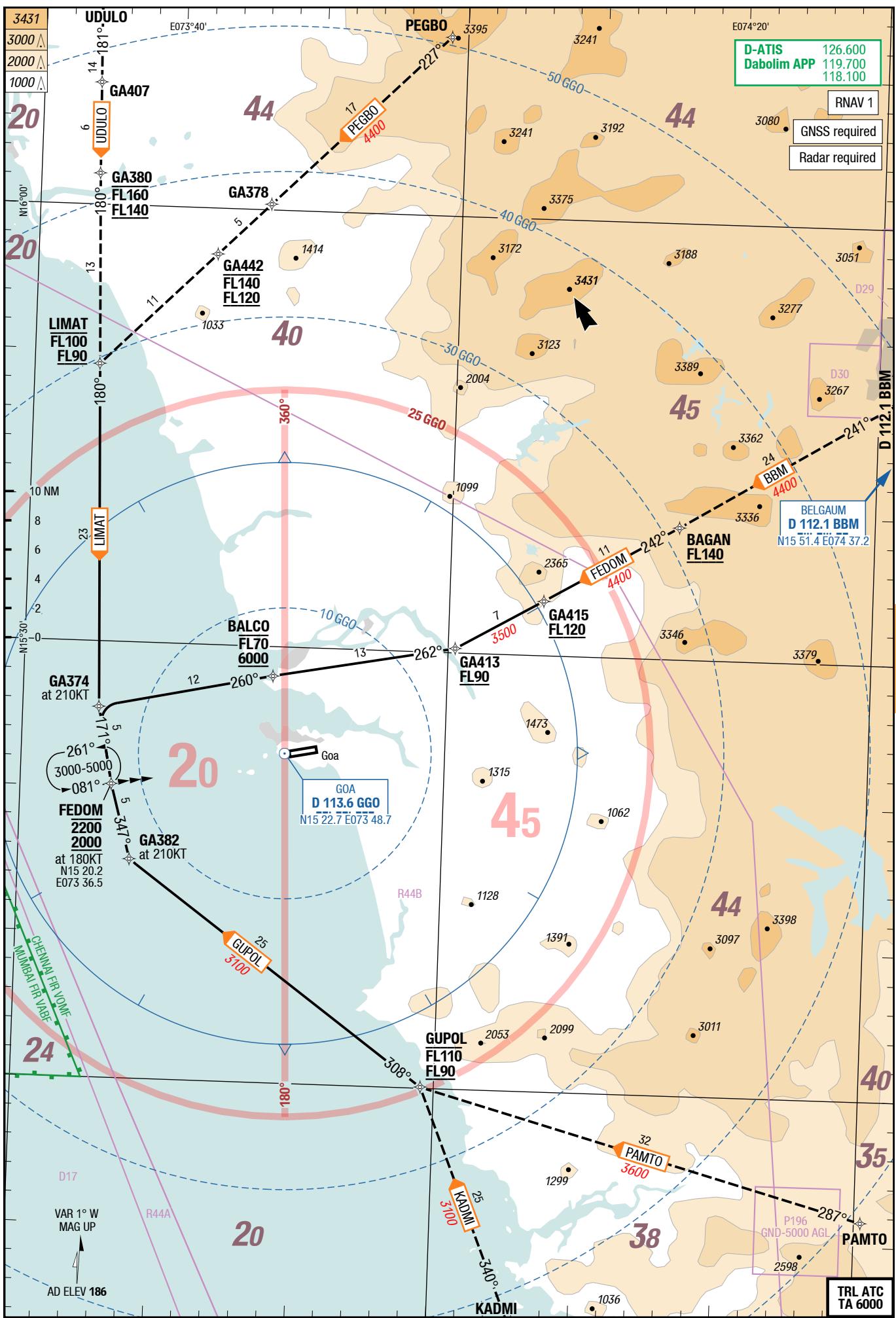
BALCO / MESGA / PABLUS

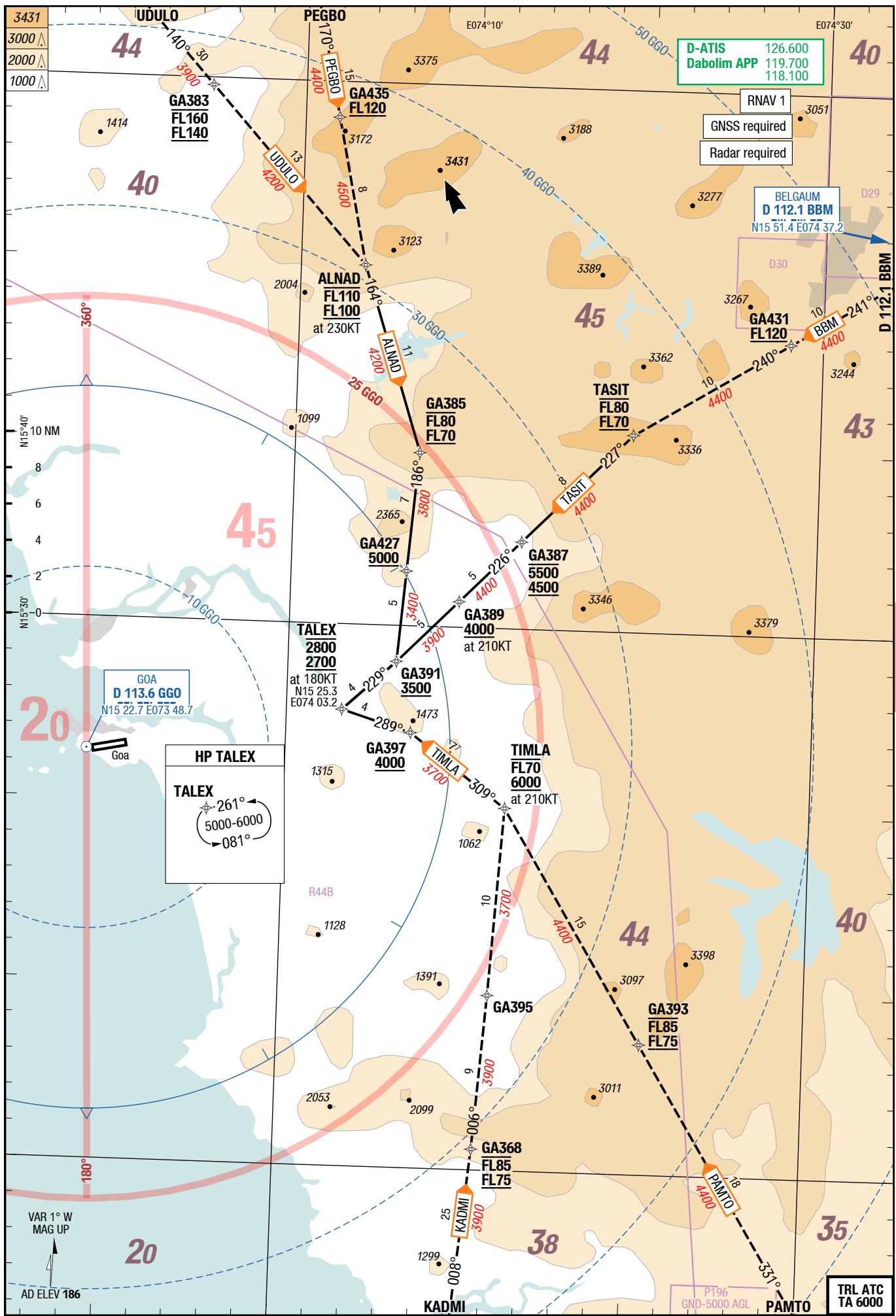
RWY 26 (261°)

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

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

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





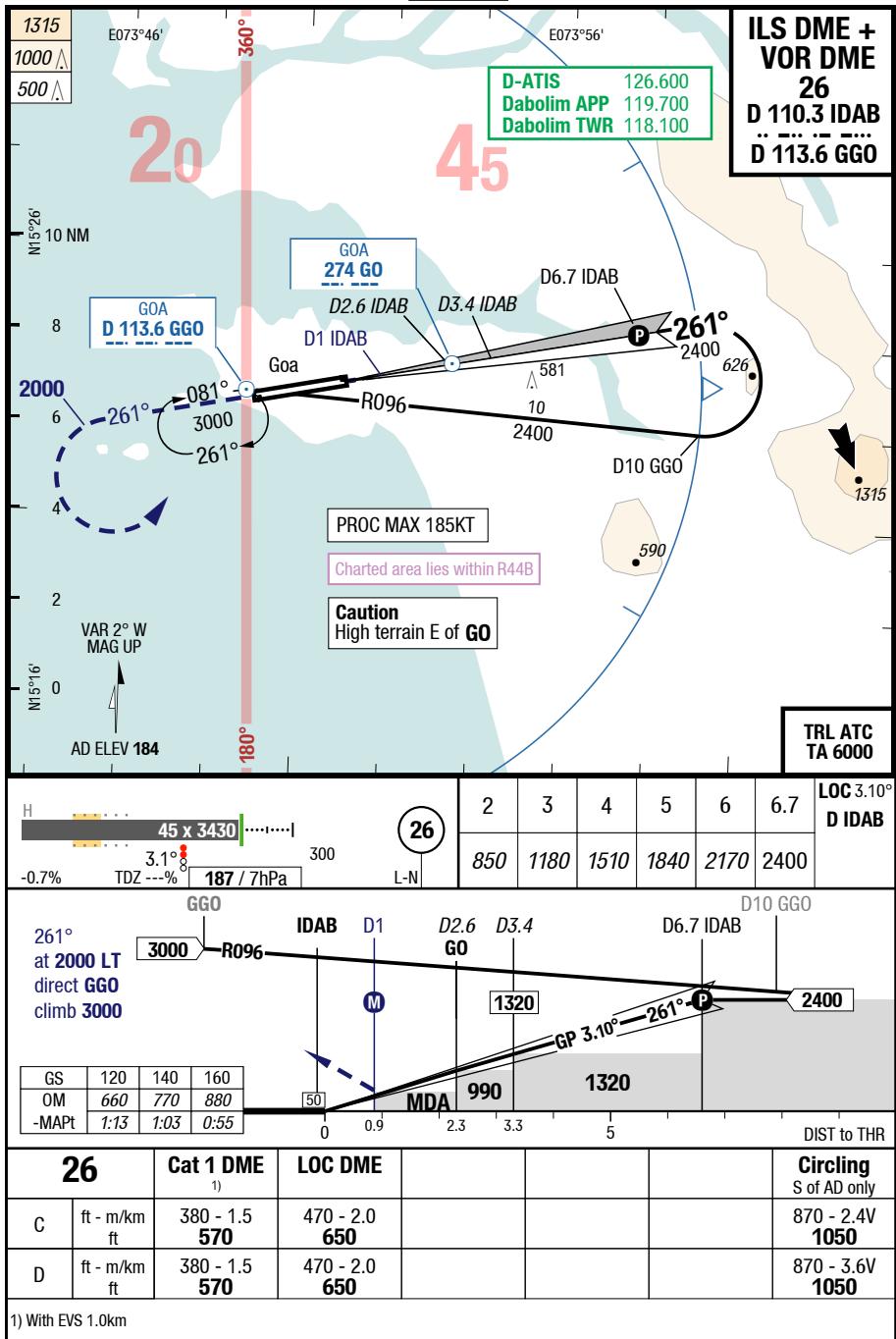
India **Goa** Dabolim Navy

03-NOV-2016

GOI-VOGO

7-10

ILS DME + VOR DME 26

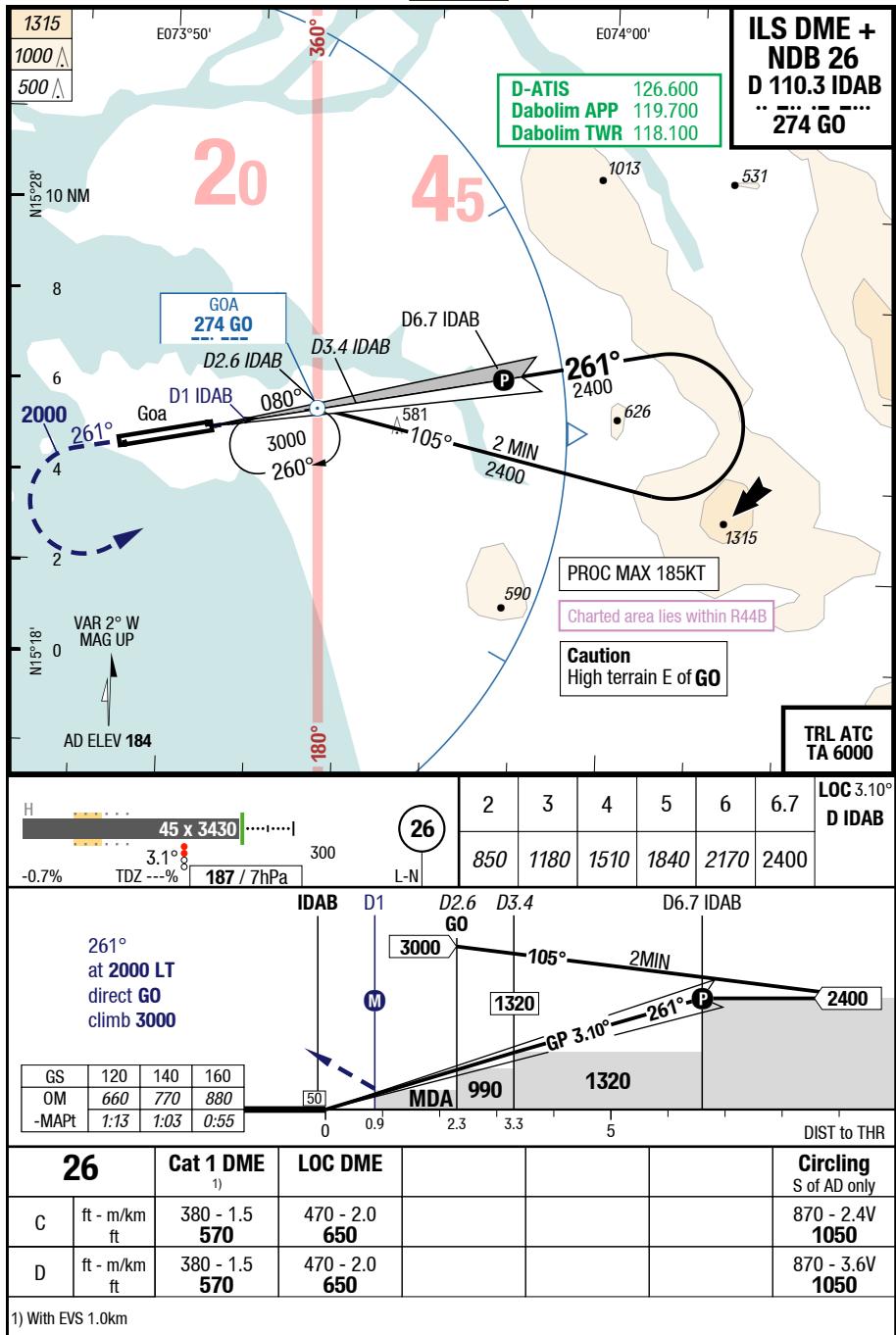


| 1) With EVS 1.0km

Changes: MIN

7-20

ILS DME + NDB 26



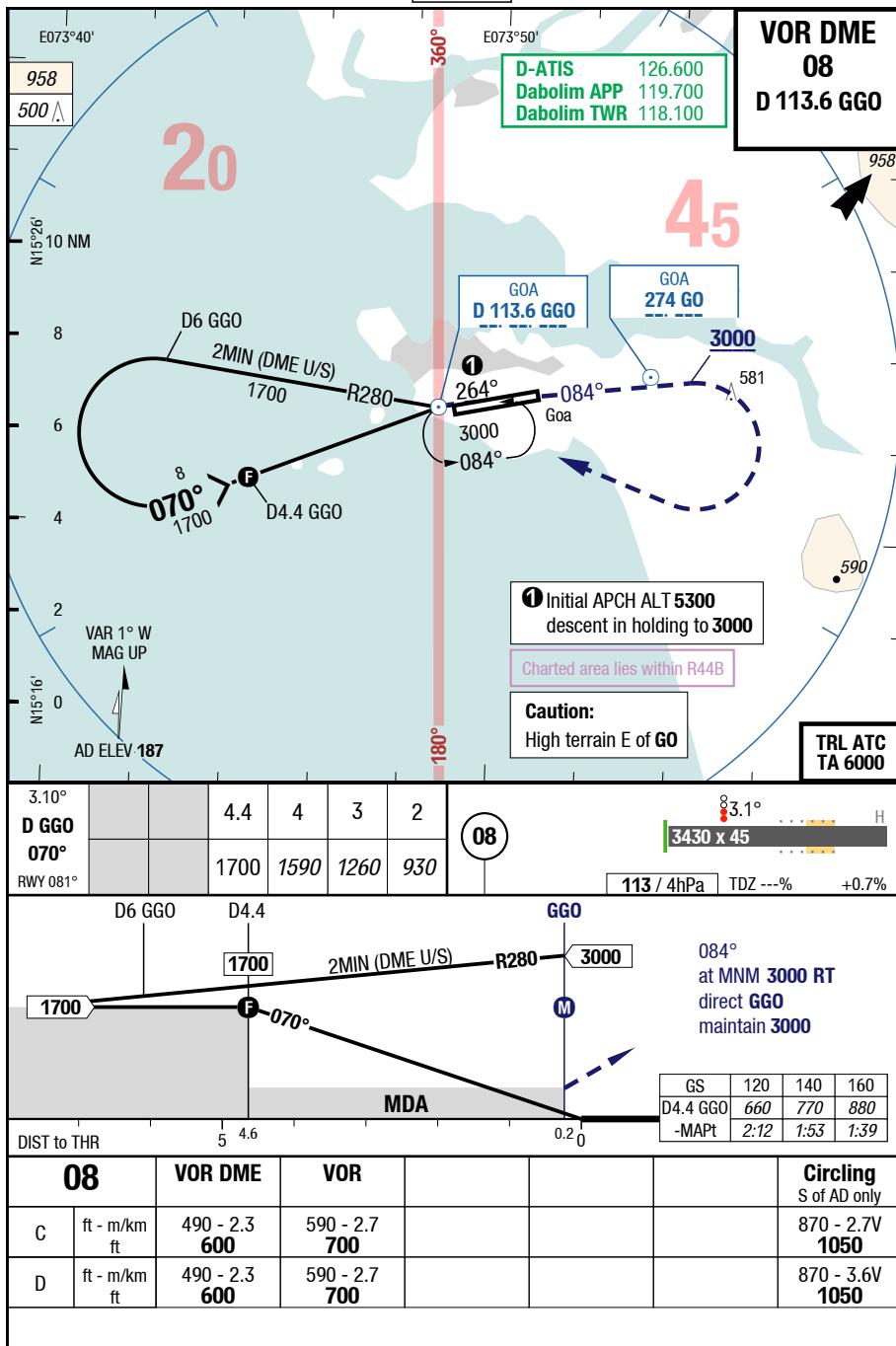
09-AUG-2018

GOI-VOGO

7-30

VOR DME 08

IAC

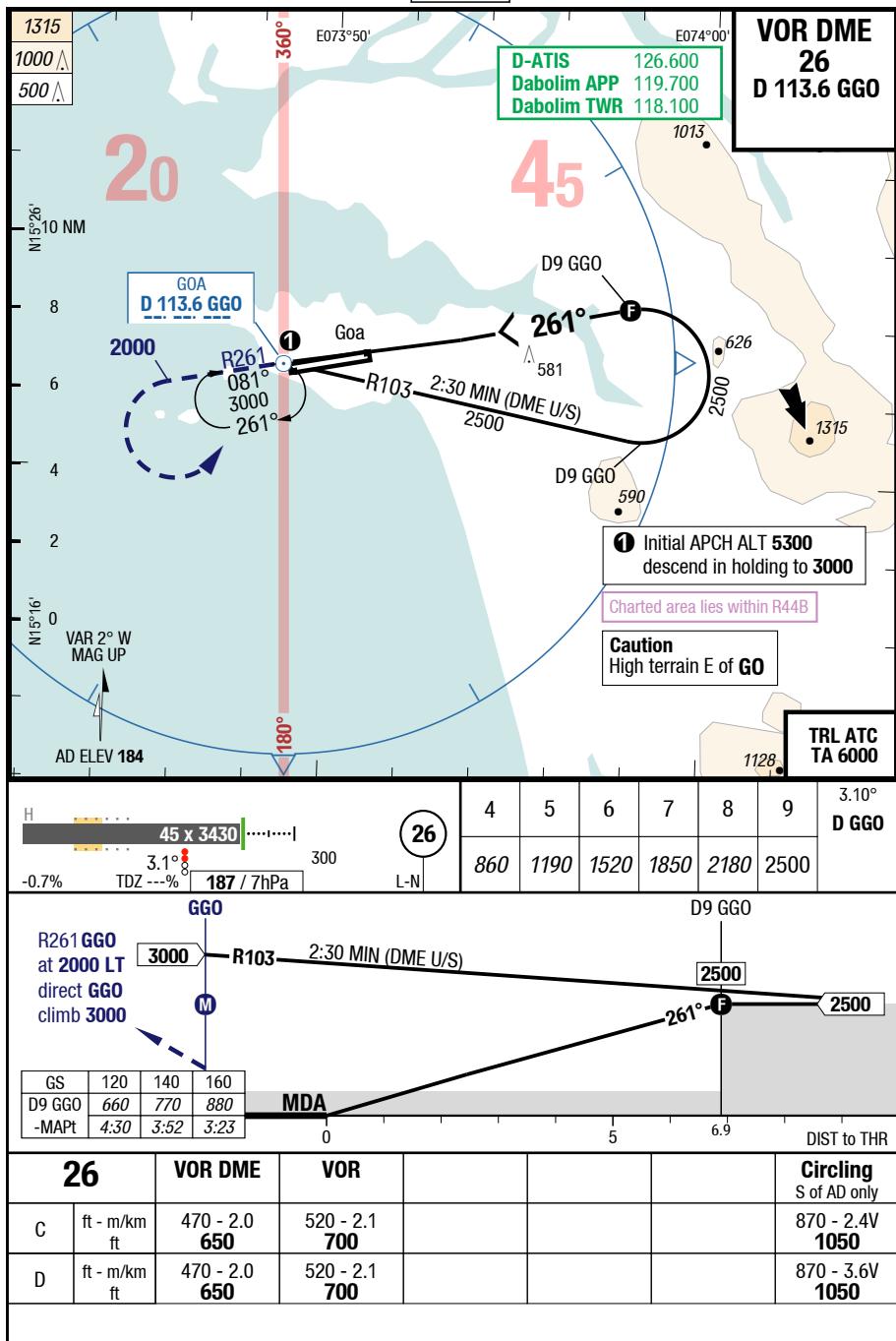


09-AUG-2018

GOI-VOGO

7-40

VOR DME 26



Changes: Nil