

**GENERAL****Operational Hours****ATS Hours:** See NOTAM, other times O/R 24HR PN**AD ADMIN Hours:** MON-FRI 0400-1230, SAT/SUN/HOL CLSD**Airport Information****RFF:** CAT 7**PCN:** RWY 04/22: 55/F/D/X/T**Customs:** HO**ARRIVAL****Speed****Speed Control under Radar Enviroment for Arriving ACFT**

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

## 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or when 12NM from touch down **At the time APCH clearance is issued, speed restriction shall remain applicable unless withdrawn by ATC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

## DEPARTURE

## Take-off Minima

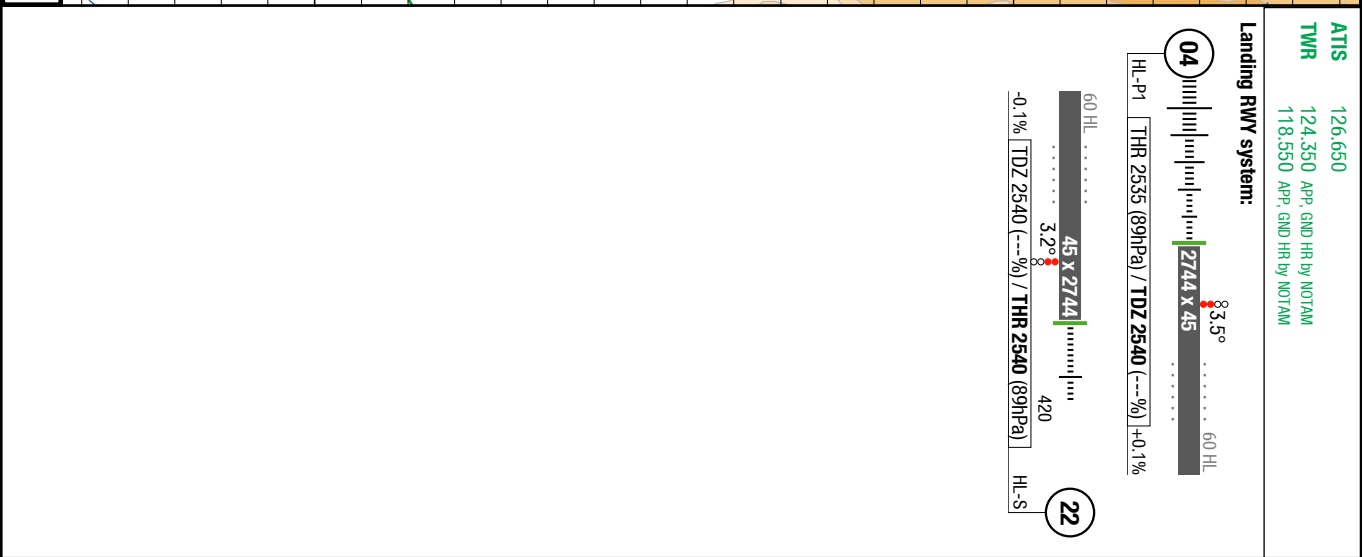
RWY		04/22	
A, B, C	ft - m/km	0 - 800v	-
D		Not applicable	-

## Speed

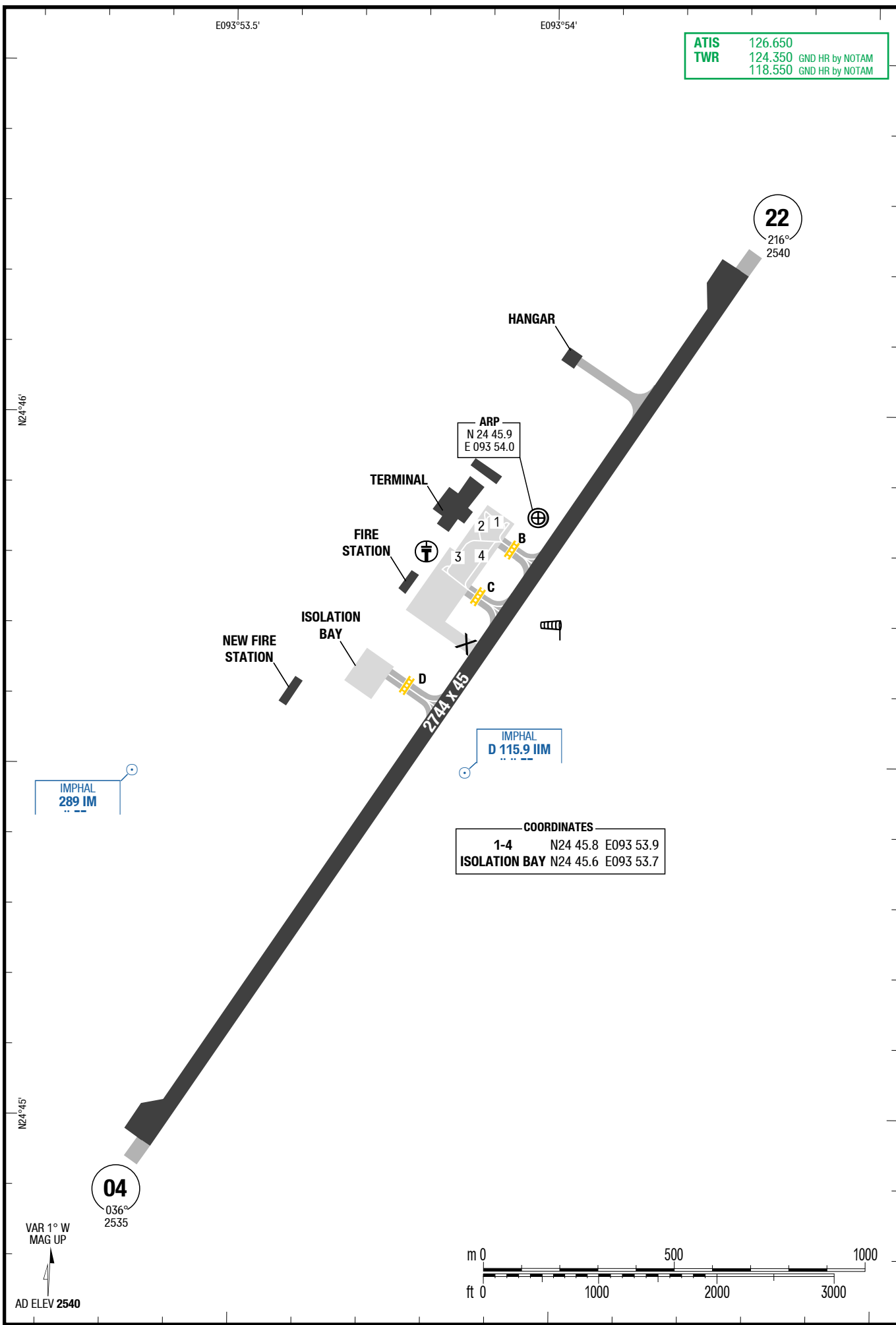
MAX IAS 250KT below 10000ft.

**Imperial India**

### III



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Changes: Completely revised

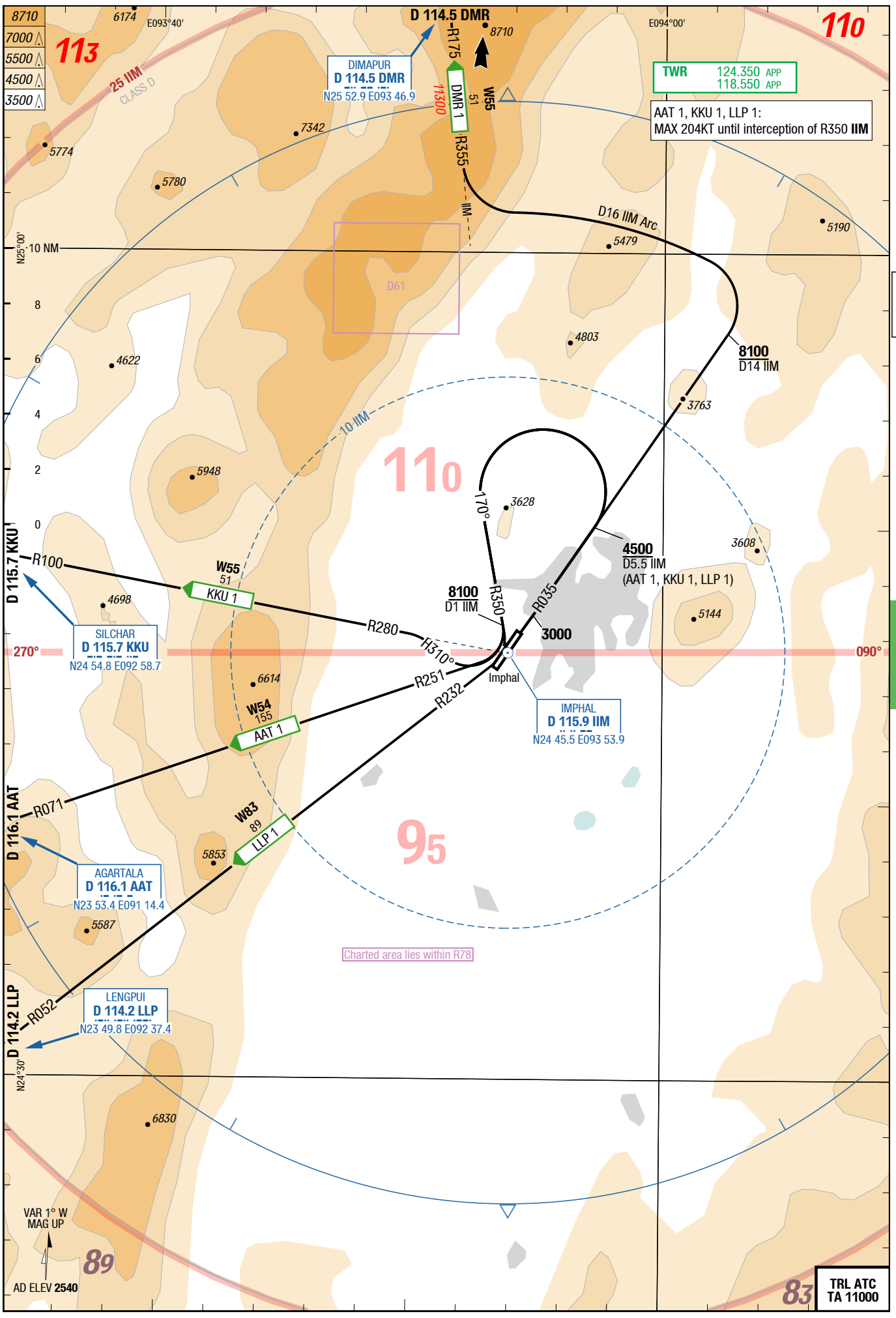
27-JUN-2013  
IMF-VEIM

4-10

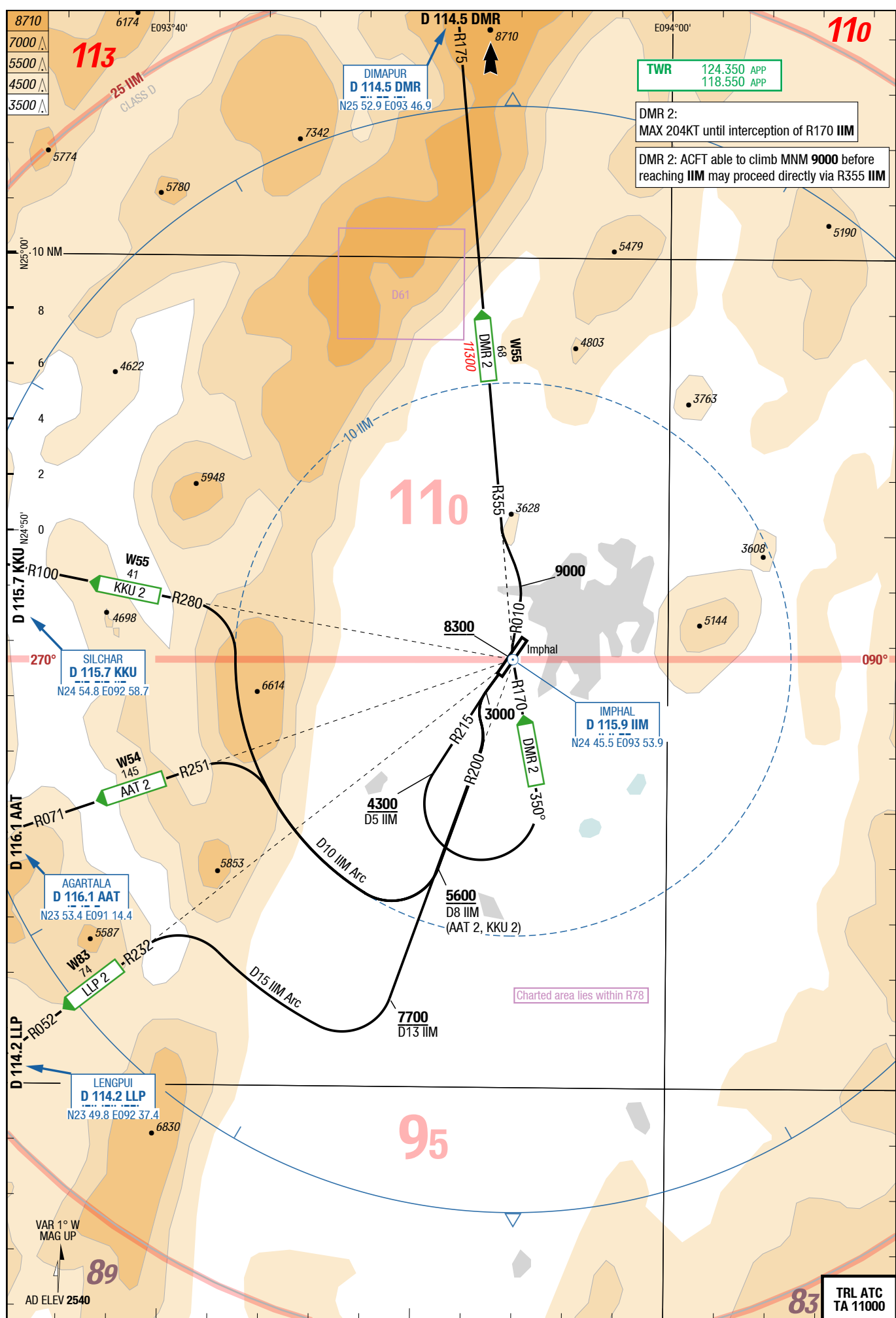
India Imphal  
SIDs Rwy 22

SID  
SID

Imphal India  
SIDs Rwy 04



Changes: FREQ, SUAS



**AGARTALA 1 / DIMAPUR 1 / LENGPUI 1 / SILCHAR 1**

RWY 04 (036°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 04</b>	
<b>AGARTALA 1</b> <b>AAT 1</b> 7.0% to 8500 <b>124.350</b> ①	at <b>3000</b> intercept R035 <b>IIM</b> - at D5.5 <b>IIM LT</b> intercept R350 <b>IIM</b> - at D1 before <b>IIM RT</b> intercept R251 <b>IIM</b> to <b>AAT</b> - join AWY W54	D5.5 <b>IIM MNM 4500</b> D1 <b>IIM MNM 8100</b>
<b>DIMAPUR 1</b> <b>DMR 1</b> 7.0% to 8500 <b>124.350</b>	at <b>3000</b> intercept R035 <b>IIM</b> - at D14 <b>IIM LT</b> follow D16 <b>IIM</b> arc - intercept R355 <b>IIM</b> to <b>DMR</b> - join AWY W55	D14 <b>IIM MNM 8100</b>
<b>LENGPUI 1</b> <b>LLP 1</b> 7.0% to 8500 <b>124.350</b> ①	at <b>3000</b> intercept R035 <b>IIM</b> - at D5.5 <b>IIM LT</b> intercept R350 <b>IIM</b> - at D1 before <b>IIM RT</b> intercept R232 <b>IIM</b> to <b>LLP</b> - join AWY W83	D5.5 <b>IIM MNM 4500</b> D1 <b>IIM MNM 8100</b>
<b>SILCHAR 1</b> <b>KKU 1</b> 7.0% to 8500 <b>124.350</b> ①	at <b>3000</b> intercept R035 <b>IIM</b> - at D5.5 <b>IIM LT</b> intercept R350 <b>IIM</b> - at D1 before <b>IIM RT</b> HDG 310° - intercept R280 <b>IIM</b> to <b>KKU</b> - join AWY W55	D5.5 <b>IIM MNM 4500</b> D1 <b>IIM MNM 8100</b>

① MAX 204KT until interception R350 IIM.

**AGARTALA 2 / DIMAPUR 2 / LENGPUI 2 / SILCHAR 2**

RWY 22 (216°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 22</b>	
<b>AGARTALA 2</b> <b>AAT 2</b> 7.0% to 8500 <b>124.350</b>	at <b>3000 LT</b> intercept R200 <b>IIM</b> - at D8 <b>IIM RT</b> follow D10 <b>IIM</b> arc - intercept R251 <b>IIM</b> to <b>AAT</b> - join AWY W54	D8 <b>IIM</b> MNM <b>5600</b>
<b>DIMAPUR 2</b> <b>DMR 2</b> 7.0% to 8500 <b>124.350</b> ①②	at <b>3000</b> intercept R215 <b>IIM</b> - at D5 <b>IIM LT</b> intercept R170 <b>IIM</b> to <b>IIM</b> - R010 <b>IIM</b> - at <b>9000 LT</b> intercept R355 <b>IIM</b> to <b>DMR</b> - join AWY W55	D5 <b>IIM</b> MNM 4300 <b>IIM</b> MNM 8300
<b>LENGPUI 2</b> <b>LLP 2</b> 7.0% to 8500 <b>124.350</b>	at <b>3000 LT</b> intercept R200 <b>IIM</b> - at D13 <b>IIM RT</b> follow D15 <b>IIM</b> arc - intercept R232 <b>IIM</b> to <b>LLP</b> - join AWY W83	D13 <b>IIM</b> MNM <b>7700</b>
<b>SILCHAR 2</b> <b>KKU 2</b> 7.0% to 8500 <b>124.350</b>	at <b>3000 LT</b> intercept R200 <b>IIM</b> - at D8 <b>IIM RT</b> follow D10 <b>IIM</b> arc - intercept R280 <b>IIM</b> to <b>KKU</b> - join AWY W55	D8 <b>IIM</b> MNM <b>5600</b>

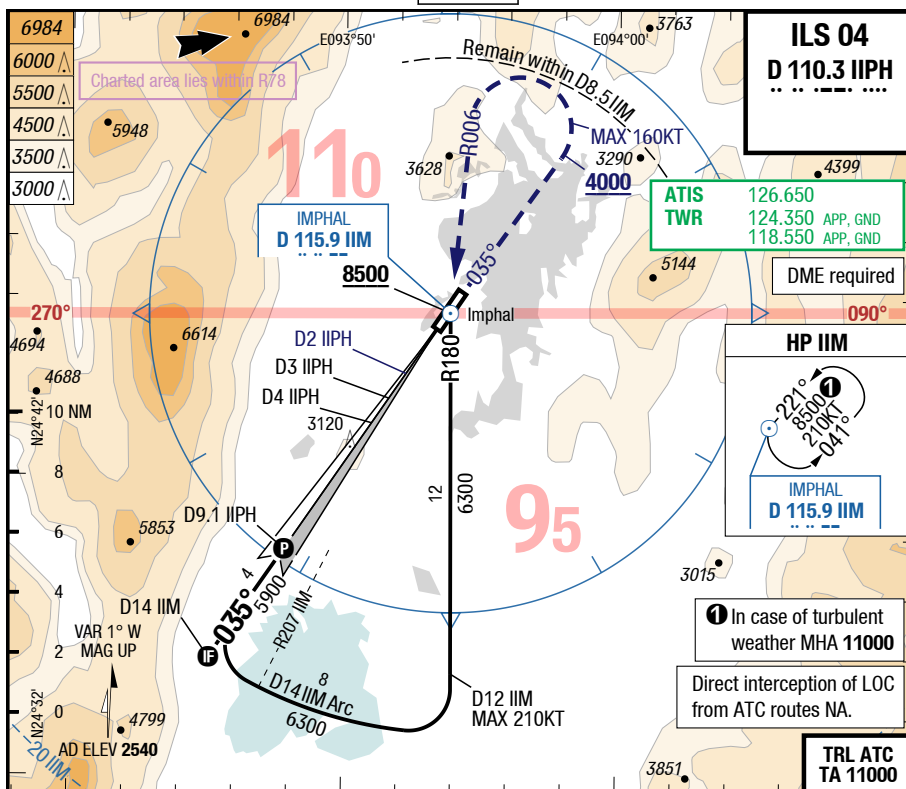
① MAX 204KT until interception of R170 IIM.

② ACFT able to climb MNM 9000 before reaching IIM may proceed directly via R355 IIM.

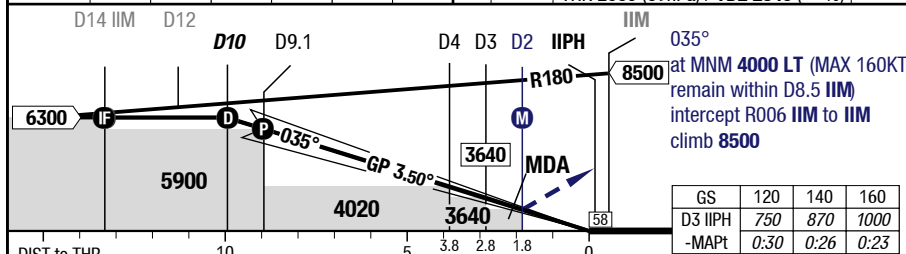


7-10

ILS 04



LOC 3.52°	10	9	8	7	6	5		83.5°	60 HL
D IIPH								2744 x 45	
035°	6300	5930	5550	5170	4790	4420			
RWY 036°									
							HL-P1	THR 2535 (89hPa) / TDZ 2540 (---%) +0.1%	



04	Cat 1 DME	LOC DME			Circling
C	ft - m/km ft	480 - 1.5 3020 <sup>1)</sup>	700 - 2.4 3240 <sup>2)</sup>		Not authorized
D	ft - m/km ft	Not published	Not published		Not authorized

1) With EVS 1.0km  
2) Timing to determine MAPt NA

