

IXE-VOML

1-10

A01

GENERAL

Operational Hours

ATS Hours: See NOTAM

AD Operator Hours: MON-FRI 0400-1230, SAT/SUN/HOL CLSD.

Airport Information

RFF: CAT 7

PCN: RWY 06/24: 80/R/B/W/T

Customs: H24

Operation

TWY Restriction

TWY H width 15m / 49ft.

Taxi/Parking

New APN:

Entry to stand 5-10 via TWY E.

Stands 8 and 9: Visual Docking Guidance System AVBL.

Stands 5, 6, 7 PWR-in/out.

Stands 8, 9, 10 PWR-out prohibited.

Warnings

New APN not visible from TWR, extreme caution when maneuvering.

Birds in vicinity of AD.

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

Changes: AD INFO, Speed

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ARRIVAL

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or when 12NM from touch down **At the time APCH clearance is issued, speed restriction shall remain applicable unless withdrawn by ATC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

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		24	
All ACFT	ft - m/km	0 - 550R/800V	HJ only
		0 - 800R/800V	HN
RWY		06	
All ACFT	ft - m/km	0 - 800V	-

Speed

MAX IAS 250KT below 10000ft.

Departure Procedure

Start-up/Push-back

Before asking for start-up or push-back CLR, pilot must ensure that its step ladder has been removed and doors are CLSD.

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AGC

AFC

AFC

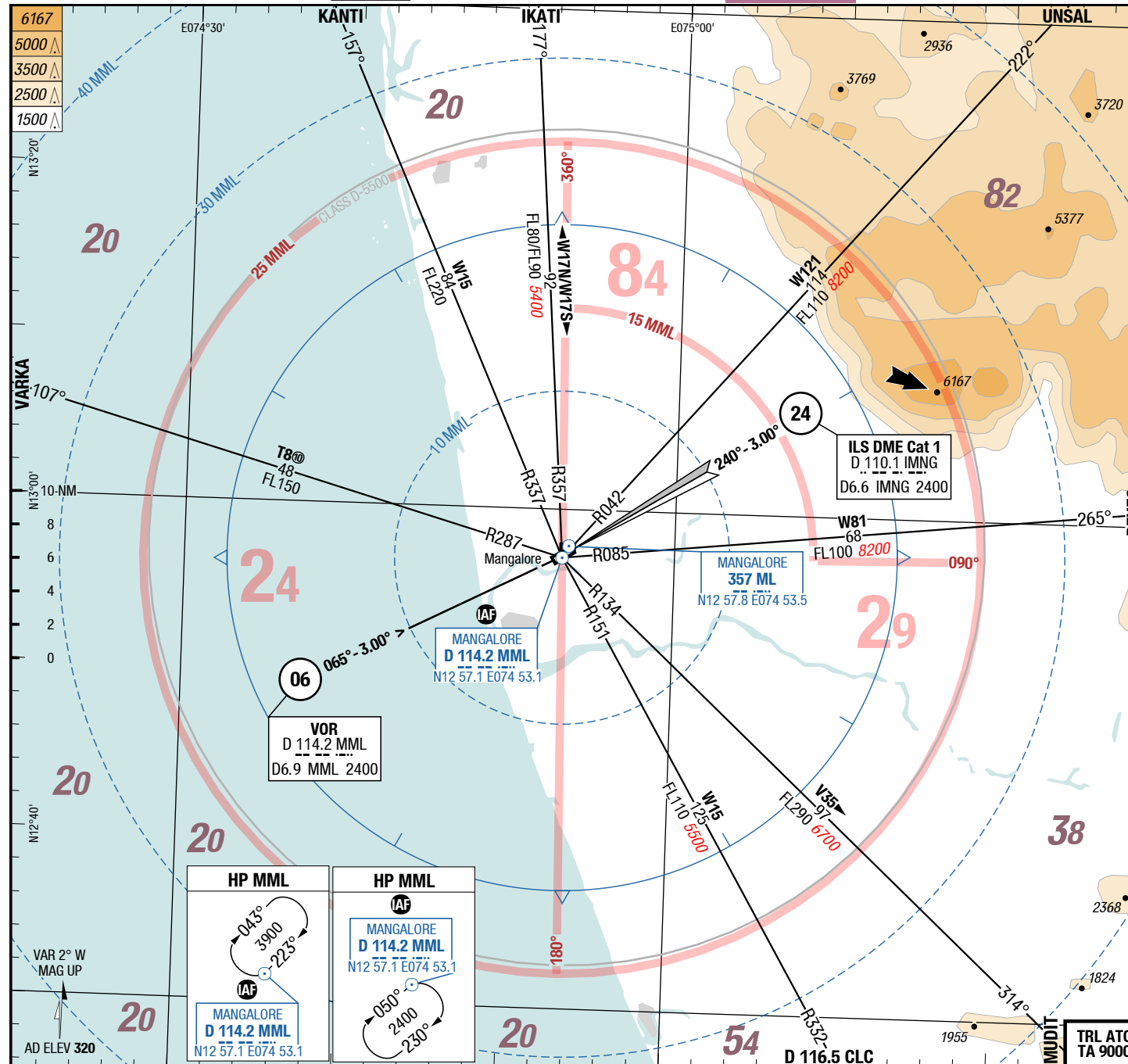
AFC

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AGC

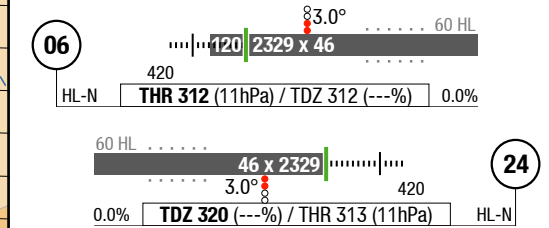
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ATIS 126.250 0030-1630
RAD 127.550 HRS by NOTAM 128.700 HRS by NOTAM
APP 122.100 HRS by NOTAM
TWR 122.100 HRS by NOTAM
GND 121.600 0030-1630

Landing RWY system:



Changes: Completely revised

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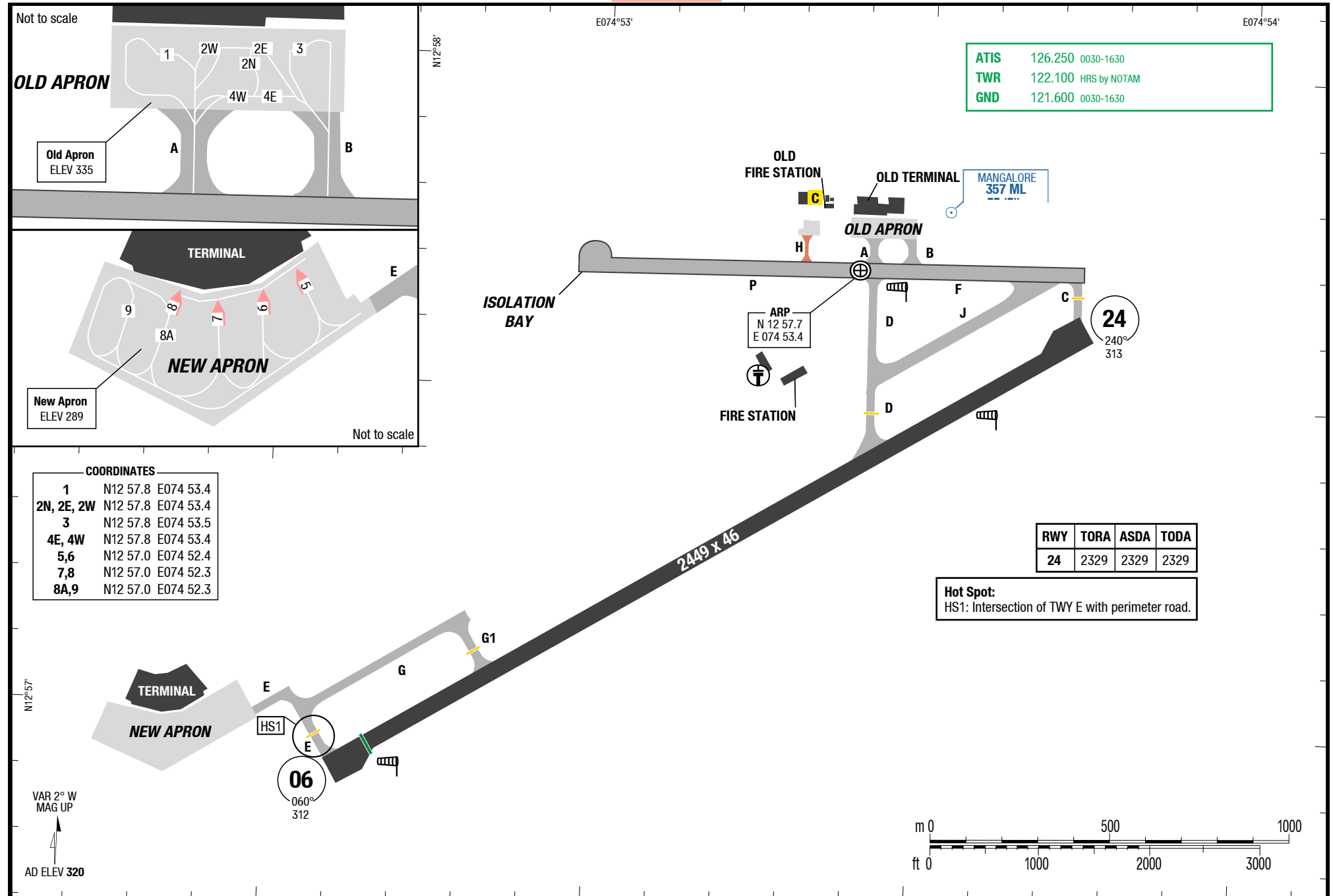
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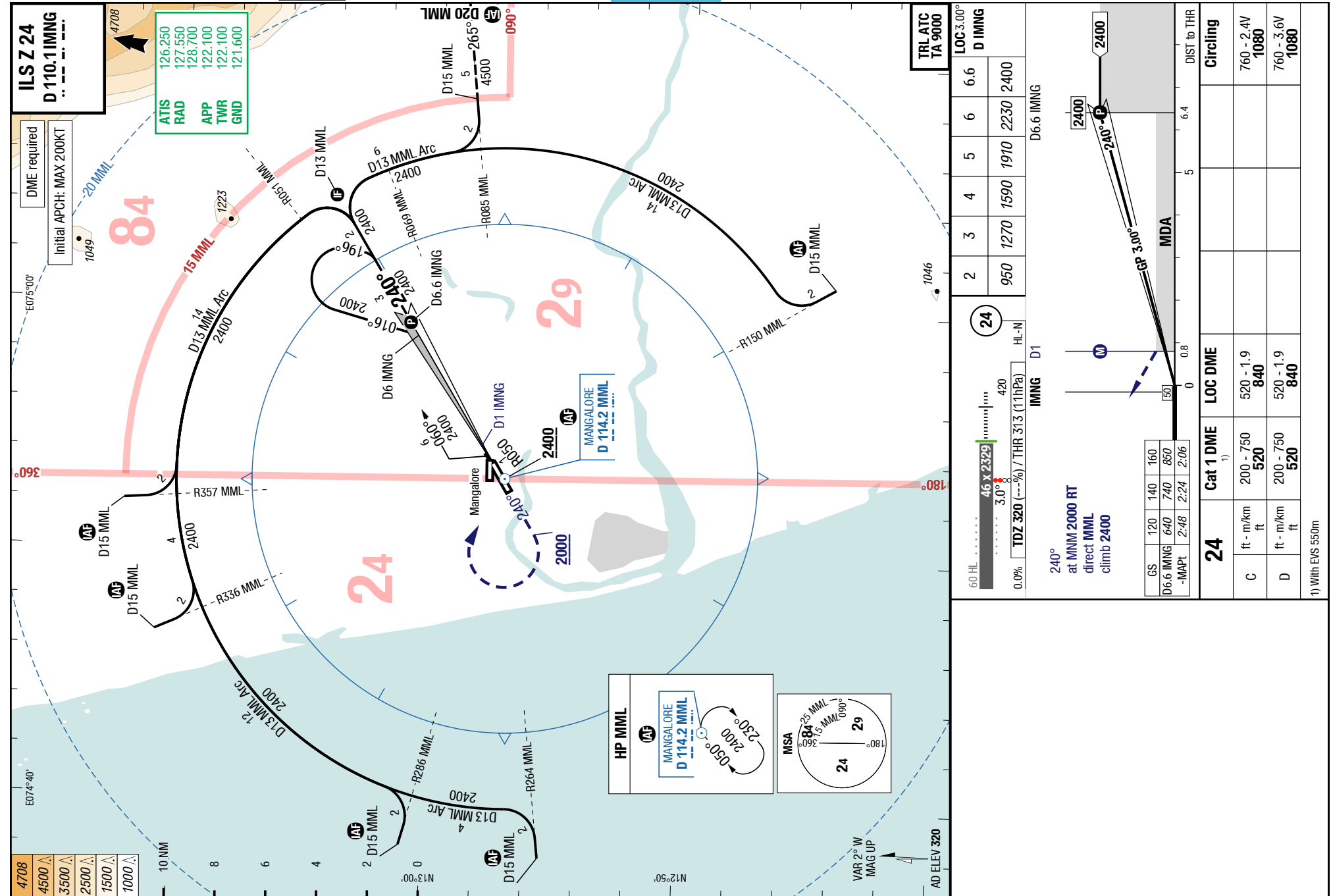
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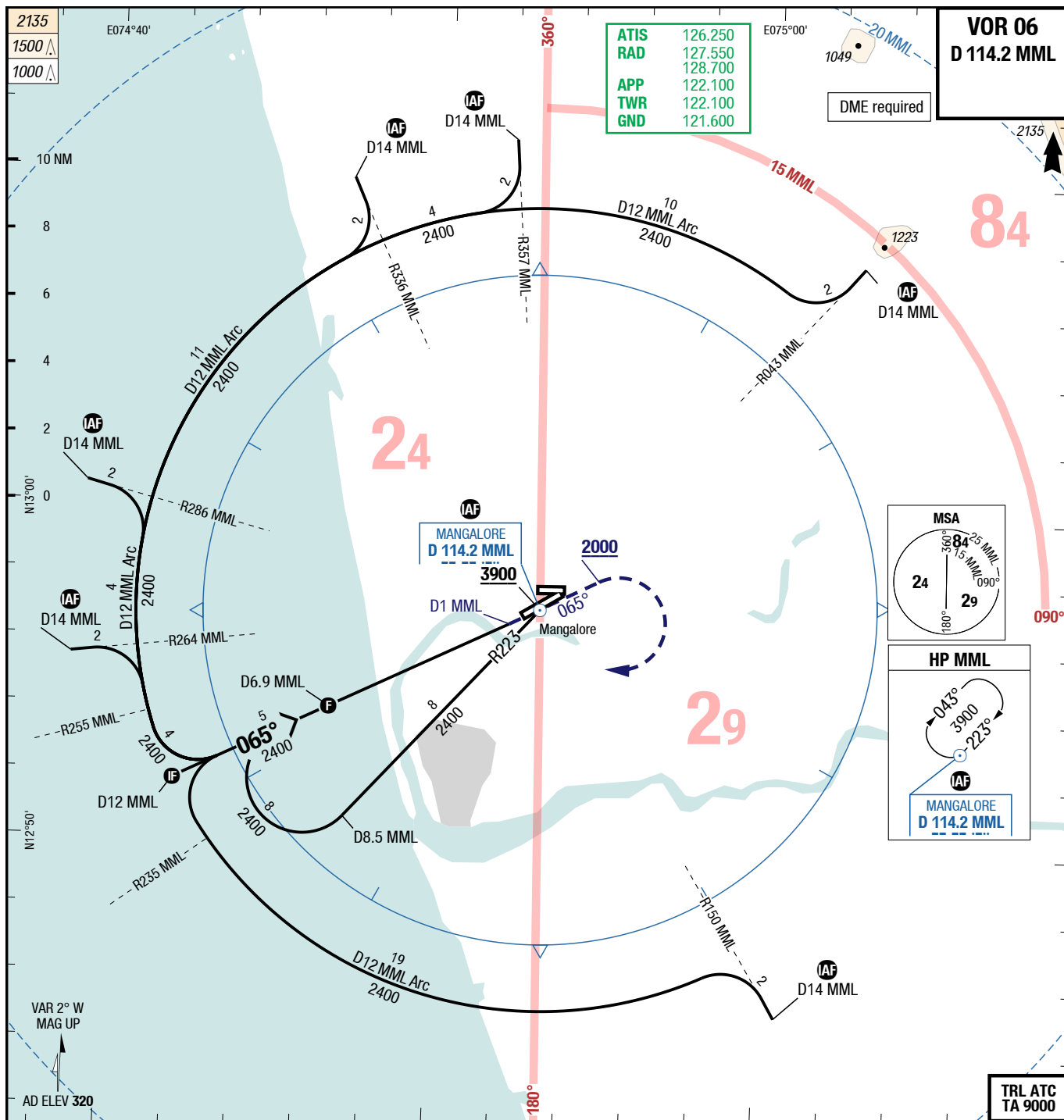
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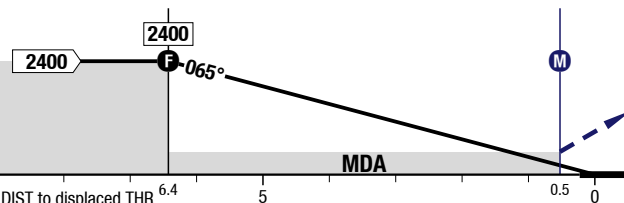


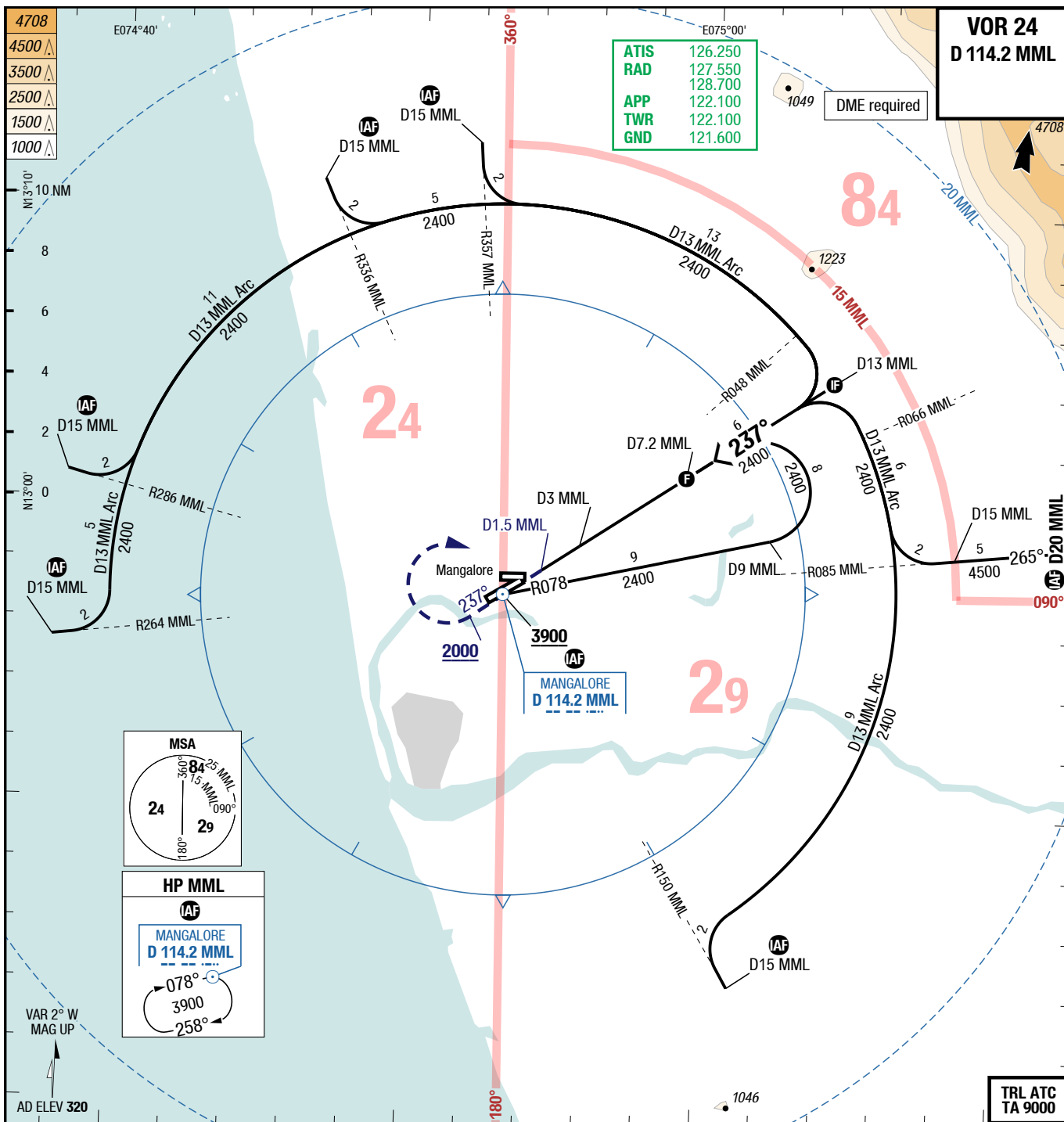
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ILS Y 24





3.00° D MML 065° RWY 060°	6.9	6	5	4	3	2	06	83.0° 60 HL 120 2329 x 46													
	2400	2130	1810	1490	1170	850		HL-N	420 THR 312 (11hPa) / TDZ 312 (---%) 0.0%												
D6.9 MML								D1	MML												
								065° at MNM 2000 RT direct MML climb 3900													
DIST to displaced THR							6.4	5	0.5	0											
							<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D6.9 MML</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>2:57</td><td>2:32</td><td>2:13</td></tr></table>			GS	120	140	160	D6.9 MML	640	740	850	-MAPt	2:57	2:32	2:13
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D6.9 MML	640	740	850																		
-MAPt	2:57	2:32	2:13																		
06		VOR DME						Circling													
C	ft - m/km ft	430 - 1.6 740						760 - 2.4V 1080													
D	ft - m/km ft	430 - 1.6 740						760 - 3.6V 1080													



60 HL <div><div>46 x 2329</div><div>3.0°</div><div>420</div></div> 0.0% TDZ 320 (---%) / THR 313 (11hPa)				HL-N		<div>24</div> <table><tr><td>2</td><td>4</td><td>5</td><td>6</td><td>7</td><td>7.2</td></tr><tr><td>750</td><td>1390</td><td>1710</td><td>2030</td><td>2350</td><td>2400</td></tr></table>						2	4	5	6	7	7.2	750	1390	1710	2030	2350	2400	3.00° D MML 237° RWY 240°	
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MML		D1.5		D3		D7.2 MML																			
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24		VOR DME		VOR DME wo D3.0 MML								Circling													
C		ft - m/km ft		430 - 1.6 750		590 - 2.3 910						760 - 2.4V 1080													
D		ft - m/km ft		430 - 1.6 750		590 - 2.3 910						760 - 3.6V 1080													

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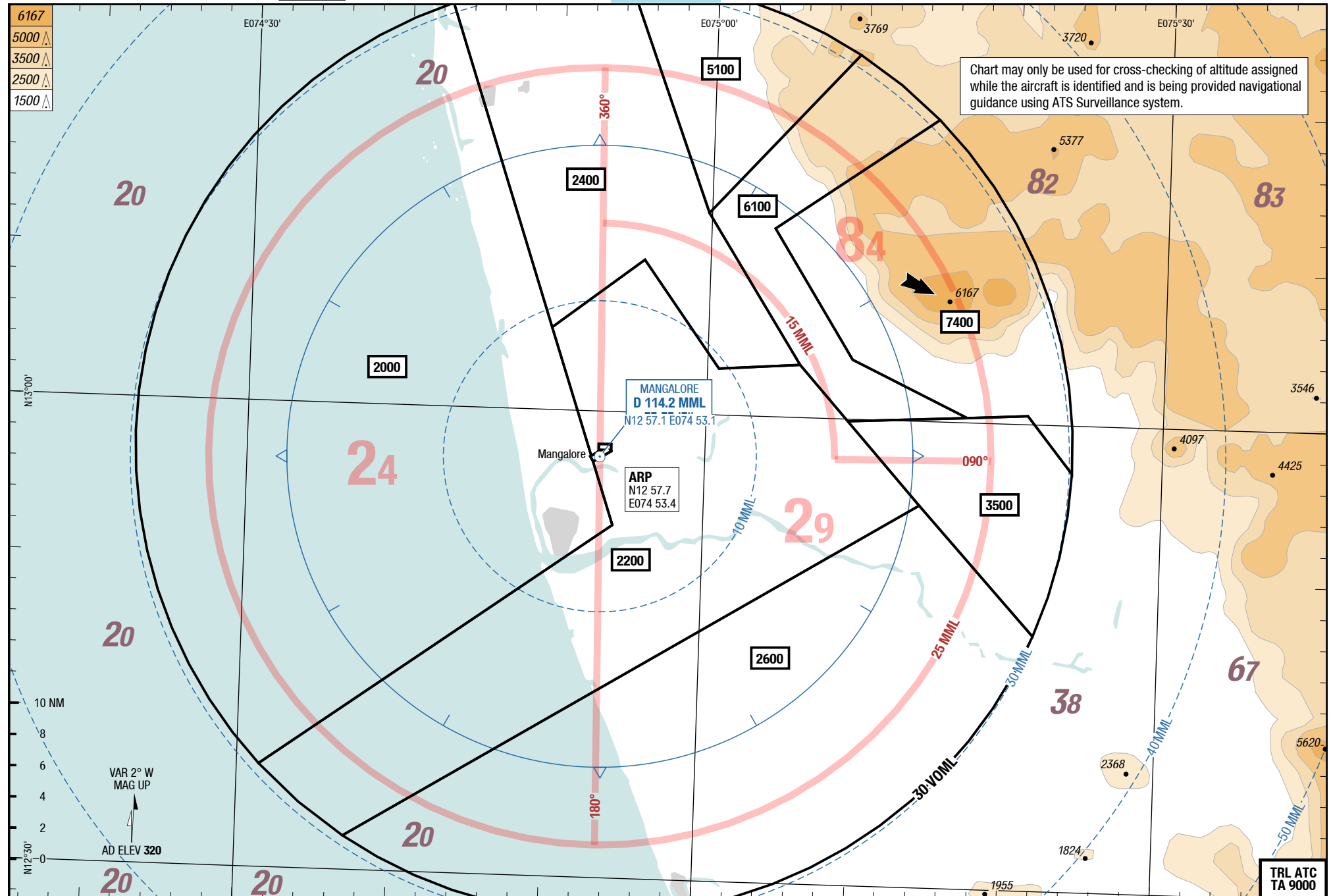
NIL
MRC

MRC

MRC

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NIL
MRC



Changes: MSA, TA, OBST, TOPO, AD ELEV