

GENERAL

Operational Hours

ATS Hours: H24, PPR required for non-SKED flights.

AD U/S from 0230-0500 due to MIL activity.

AD CLSD SAT 0530-1130 due to AD MAINT.

Airport Information

RFF: CAT 8

Operation

RWY Restriction

RWY 14/32 CLSD.

TWY Restriction

TWY H width 18.3m / 60ft.

TWY H1 CLSD daily 1700-0130.

Exit TWY P1 CLSD due to SFC irregularity. Delays may be expected during TKOF/LDG due to requirement for backtrack.

Warnings

Gliderdrome 7NM S of AD with a flying activity within 2.9NM around gliderdrome and up to 3000ft AGL.

Helidrome 12NM SW of AD with an flying activity within 5.4NM around helidrome and up to 5000ft AGL.

Exercise caution during TKOF/LDG due to marked RWY huts on either side of RWY and behind THR.

Exercise caution due to deep fall beyond shoulders of TWY P1 and P2.

Exercise caution while taxiing to/from CIV dispersal.

Overflying the Dehu Road Ordinance factory (12NM SSW of AD) below 500ft prohibited.

Avoid overflying following firing areas:

Dhigi Field Firing Range (2.4NM WSW of AD) below 2000ft

Bhose Camp Firing Range (14NM NNW of AD) below 3000ft.

Pashan Field Firing Range (6.5NM SW of AD) below 5000ft.

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.

ARRIVAL

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	-

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

Arrival Procedure

Non-standard GP Intercept Position on RWY 28

GP intercepts RWY 28 at 332m / 1088ft after landing threshold.
Remaining DIST beyond GP is 2207m / 7242ft.

DEPARTURE

Take-off Minima

RWY		10/28	
All ACFT	ft - m/km	0 - 400v	For conditions check CRAR

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.

Warnings

All ACFT to line-up at least 200ft ahead of THR marking to prevent damage to arresting net due to jet exhaust. Line-up point indicated by 2 feet-wide yellow strips accross RWY width.

Exercise caution during line-up to ensure jet wake is not directed towards parked fighter ACFTs to avoid any foreign object damage.

PNQ-VAPO

2-10

AGC

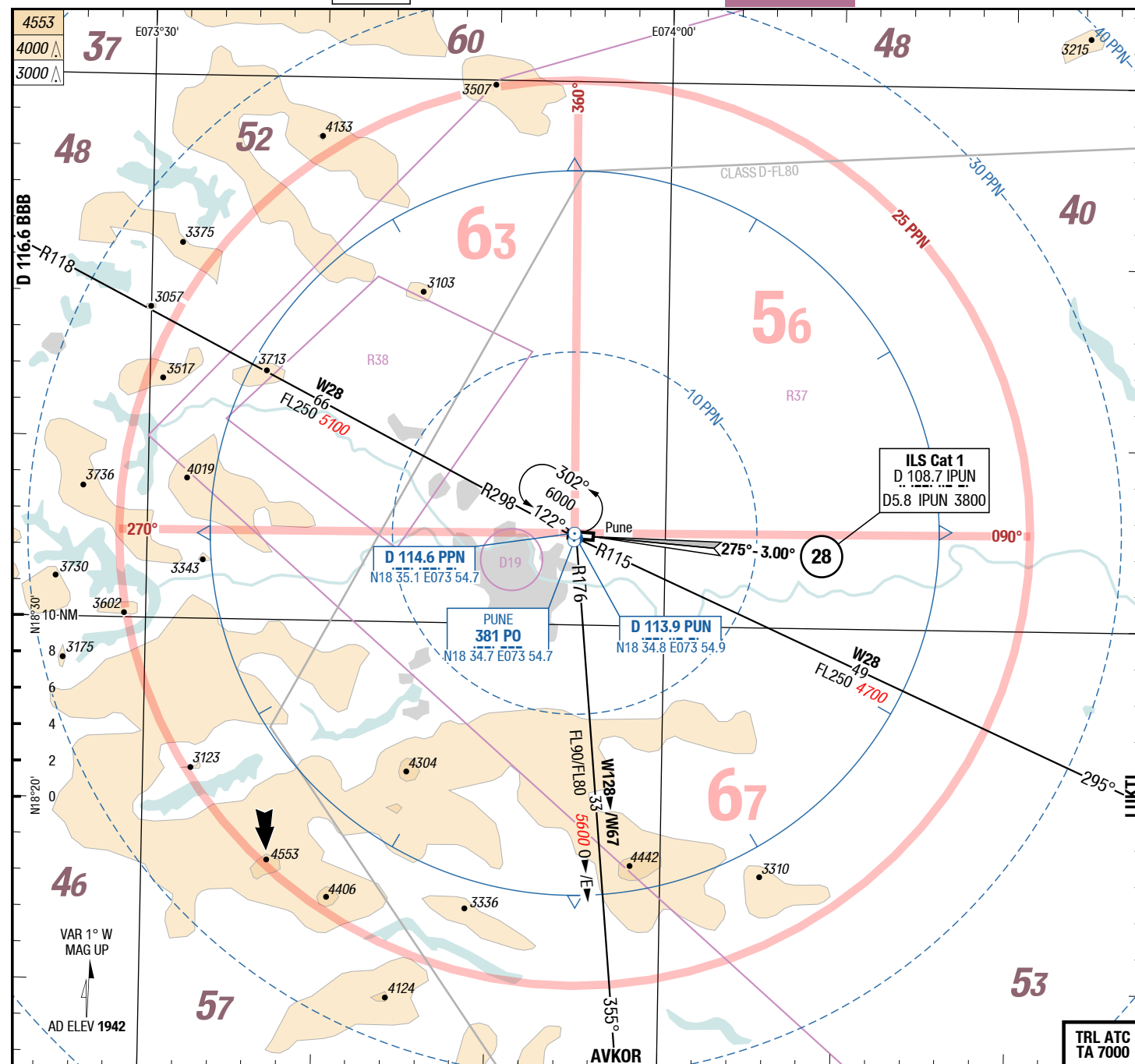
AFC

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ATIS	127.650	114.600 PPN
ACC	118.800	
APP	125.000	118.500
PAR	121.300	
TWR	123.500	
GND	121.800	

Landing RWY system:

Figure 10: Comparison of the 10th and 28th of May 2017. The figure shows two horizontal bar charts. The top chart for May 10th shows a temperature of 420, a pressure of 2530 x 46, and a wind speed of 83.0°. The bottom chart for May 28th shows a temperature of 60 HL, a pressure of 46 x 2530, and a wind speed of 720. Both charts include a scale from -0.1% to +0.1%.

Changes: FREQ, APL

PNQ-VAPO

3-20

AGC

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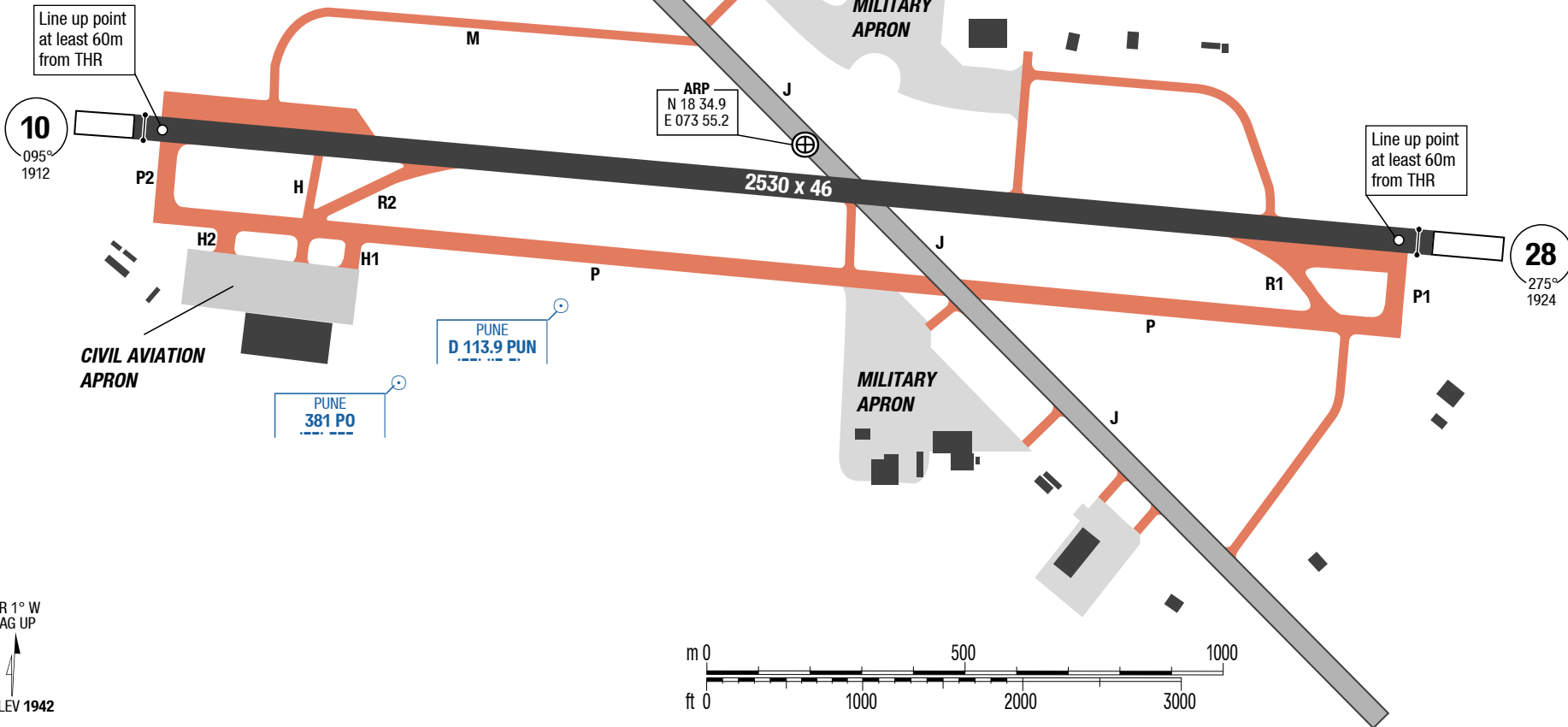
AGC

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ATIS	127.650	114.600 PPN
TWR	123.500	
GND	121.800	

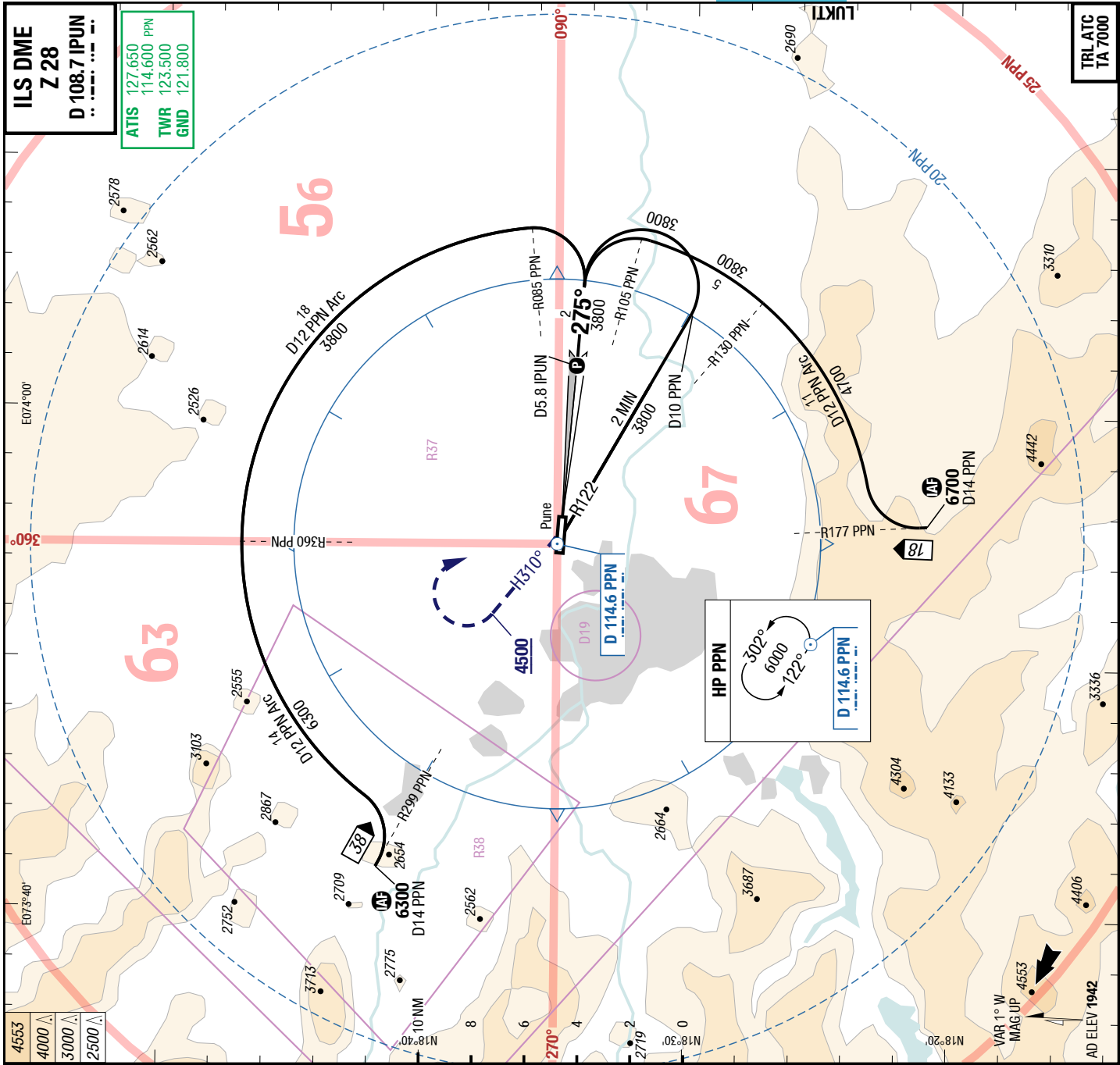
No official airport sketch available.
Contents based on best available source.
Use at own discretion.

RWY	TORA	ASDA	TODA
10	2468	2621	2712
28	2468	2621	2712



Changes: FREC

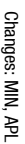
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<div>60 HL 3.0°8 46 x 2530 720 -0.1% TDZ --- (---%) / THR 1924 (68hPa) HL-S</div> <div>28</div> <div>D0.9 IPUN PPN</div>										<div>LOC 3.00° D IPUN</div> <div>D5.8 IPUN</div>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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India Pune

ILS Y 28



03-NOV-2016

PNQ-VAPO

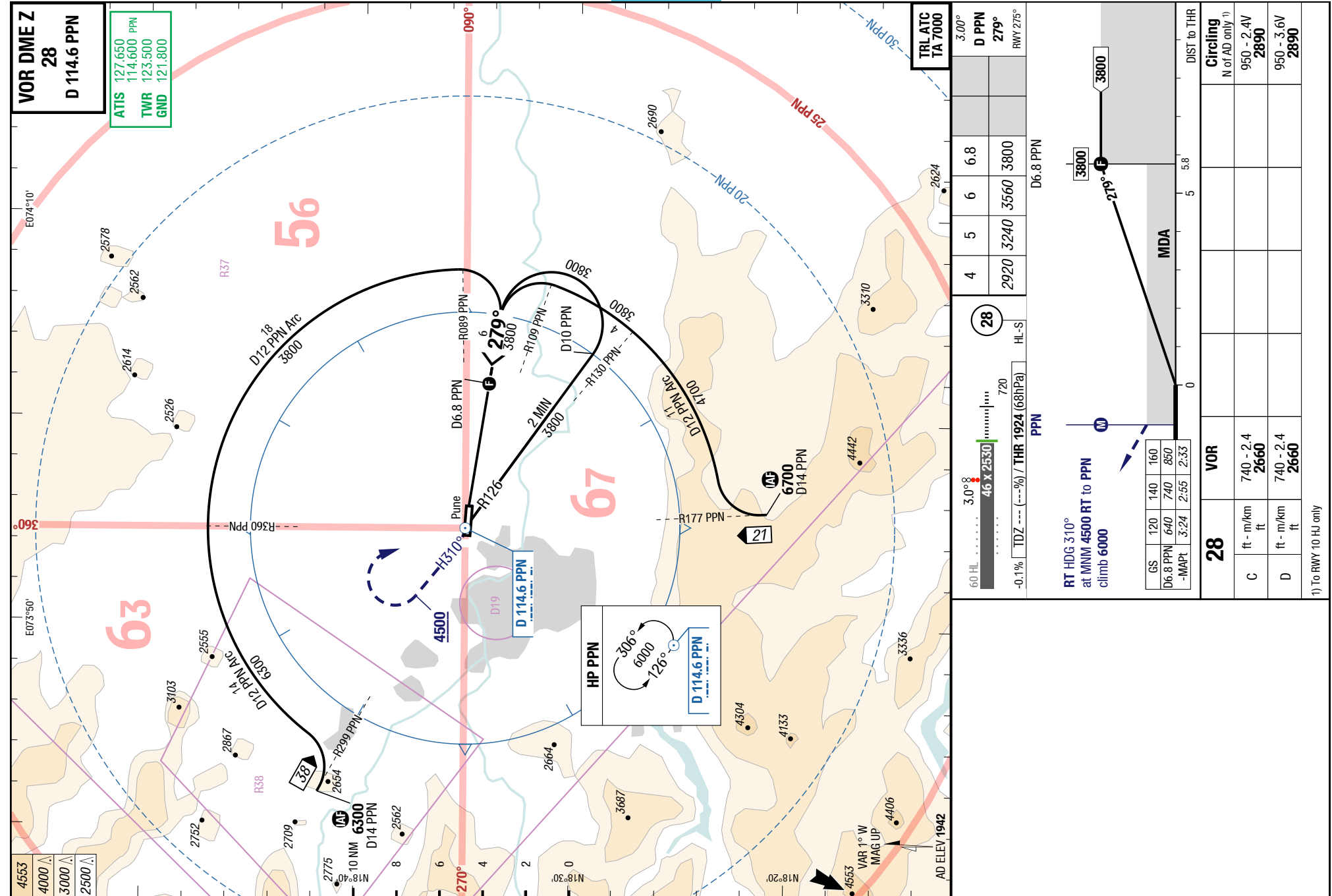
7-30

India Pune
VOR Y 28, VOR 28
VOR DME Z 28

IAC

IAC

Pune India
VOR Y 28, VOR 28
VOR DME Z 28



Changes: MIN, APL

PNQ-VAP0

VOR Y 28

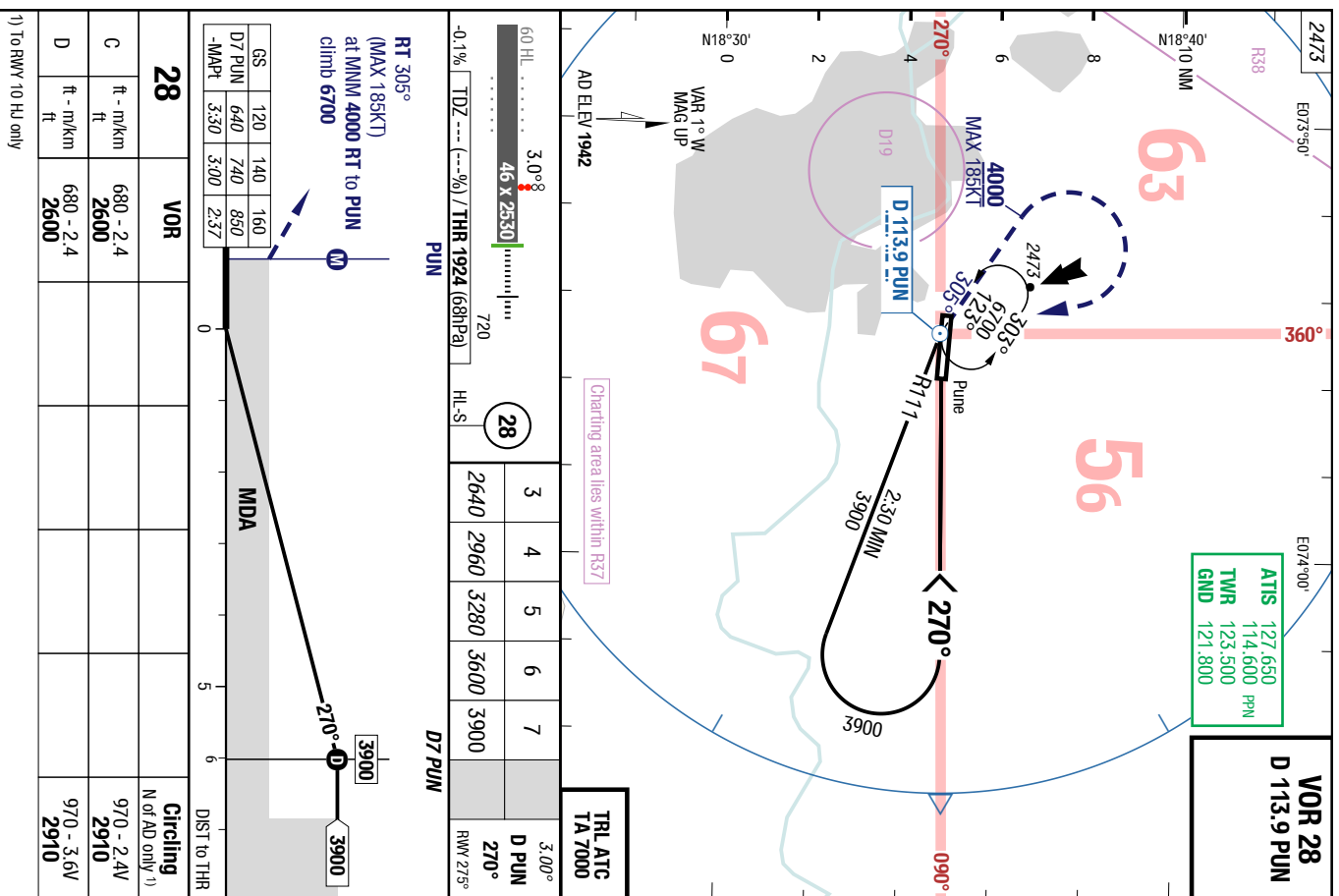
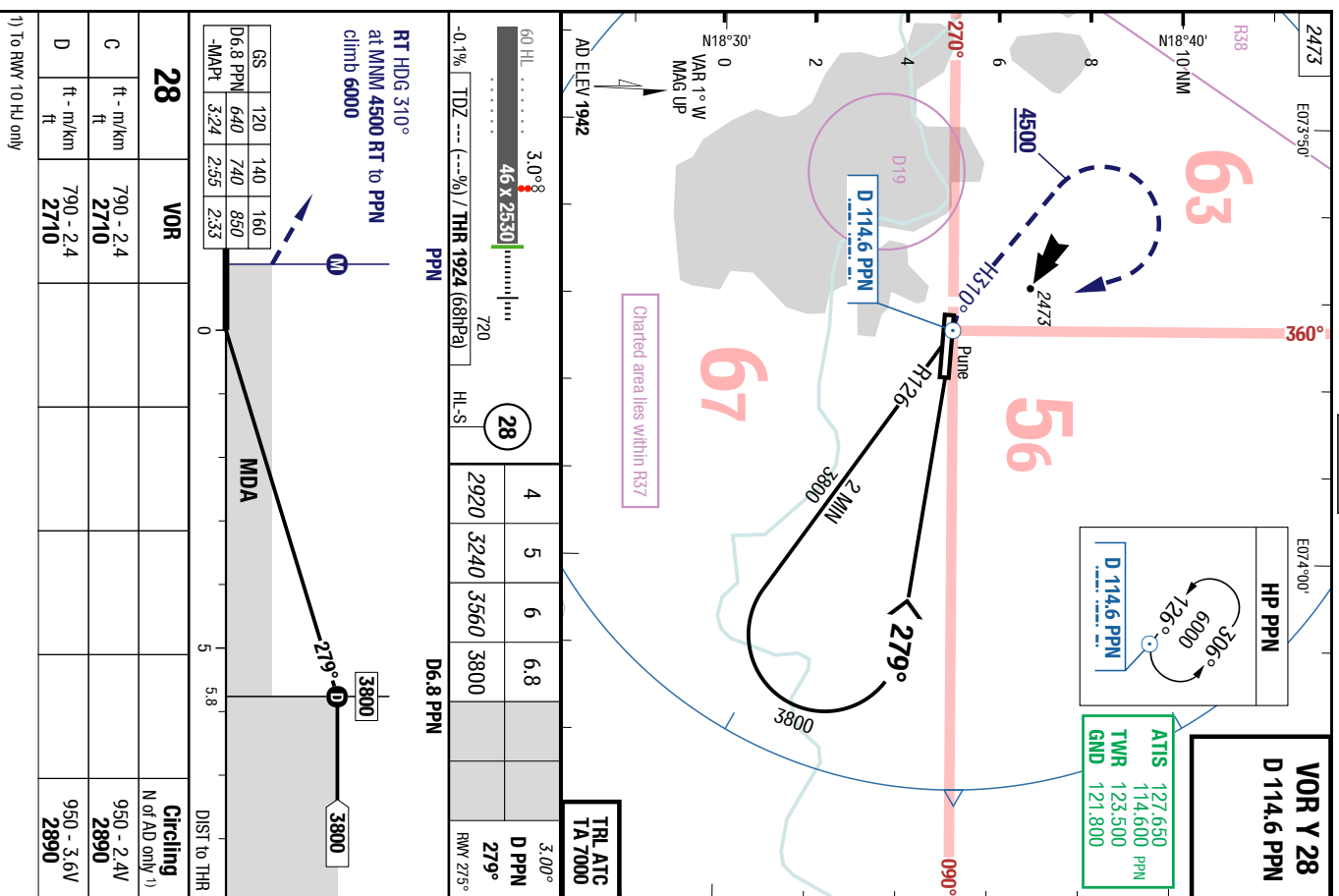
India Pune

IAC

IAC

Pune India

VOR 28



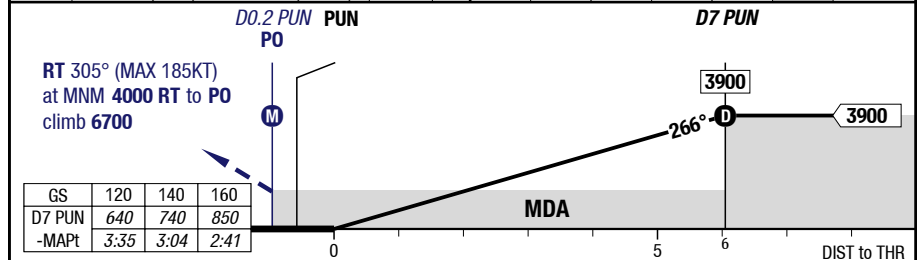
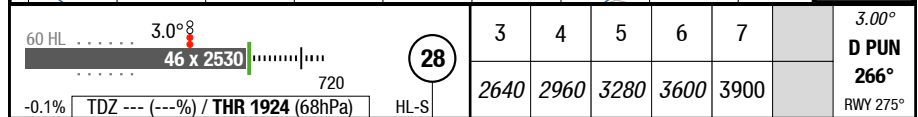
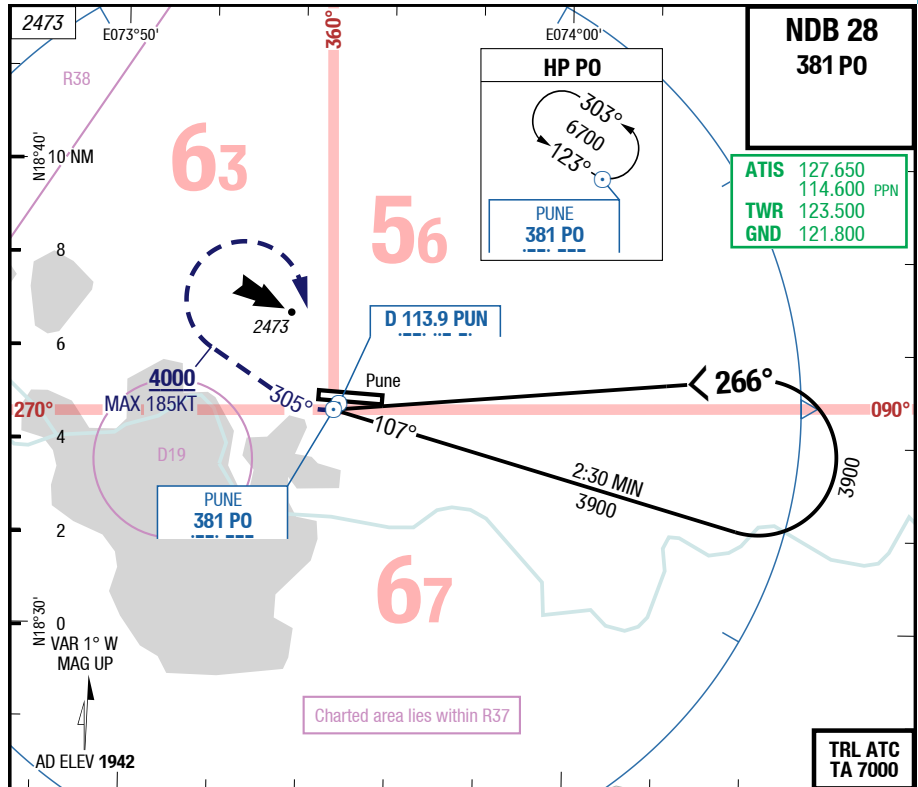
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PNQ-VAPO

India Pune

IAC

NDB 28

7-50



28		NDB					Circling N of AD only 1)
C	ft - m/km ft	680 - 2.4 2600					970 - 2.4V 2910
D	ft - m/km ft	680 - 2.4 2600					970 - 3.6V 2910

1) To RWY 10 HJ only

Changes: MIN, APL