

GENERAL

Operational Hours

ATS Hours: See NOTAM

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

Outside ATS Hours, O/R with 24HR PN

Airport Information

RFF: CAT 4 and CAT 6

PCN: RWY 12/30: 40/F/C/X/U

Customs: Not AVBL

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

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or when 12NM from touch down **At the time APCH clearance is issued, speed restriction shall remain applicable unless withdrawn by ATC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		12/30	
A, B, C	ft - m/km	0 - 800v	-
D		Not applicable	-

Speed

MAX IAS 250KT below 10000ft.

DMU-VEMR

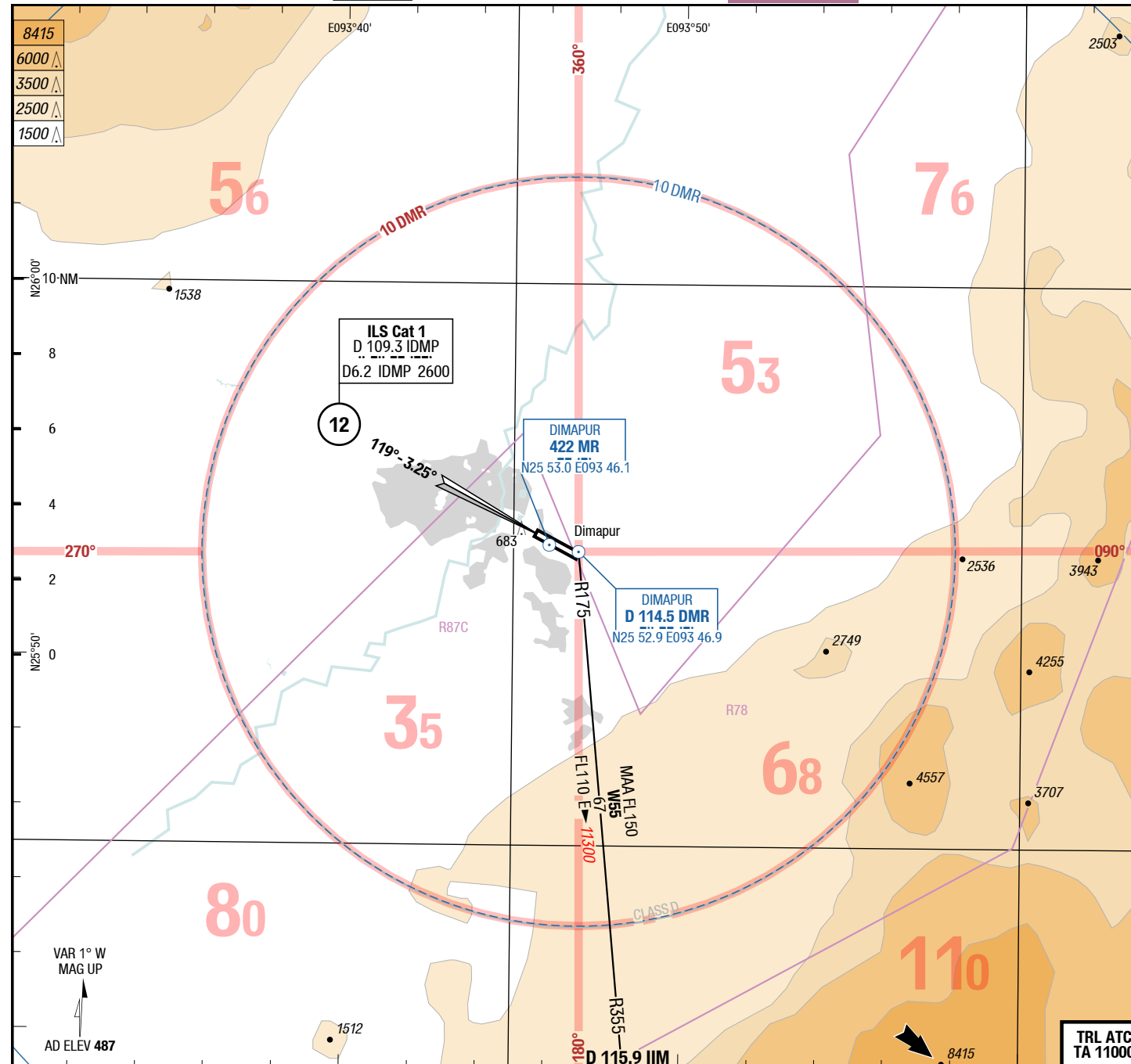
AFC

AFC

AFC

AFC

2-10



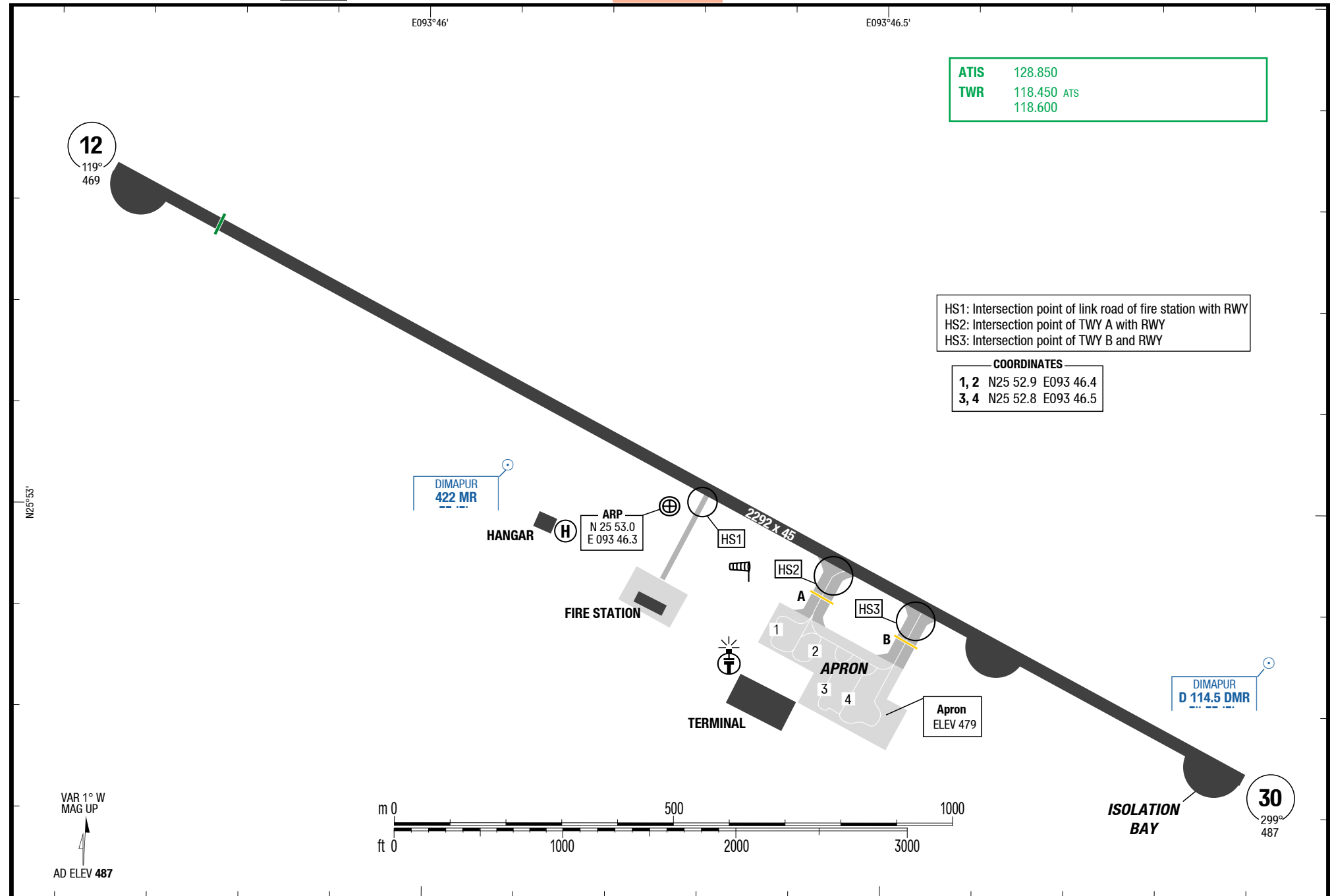
60 HL 45 x 2292 3.3° 210 30

-0.2% TDZ 487 (---%) / **THR 487** (18hPa) HL-N

30

TRL ATC
TA 11000

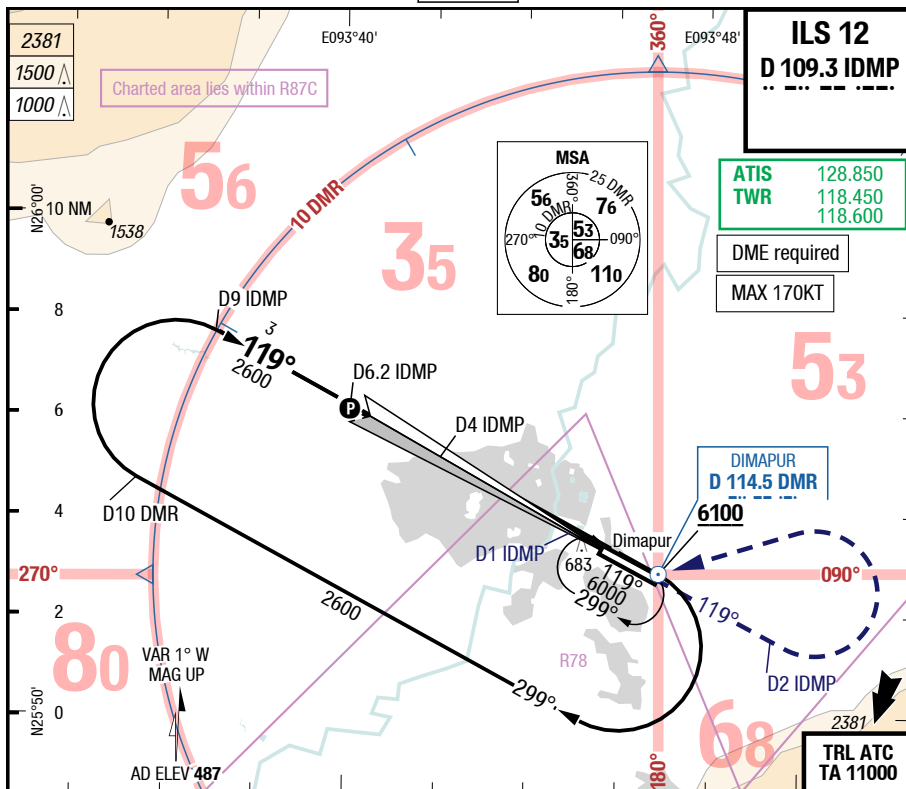
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DMU-VMR

7-10

ILS 12



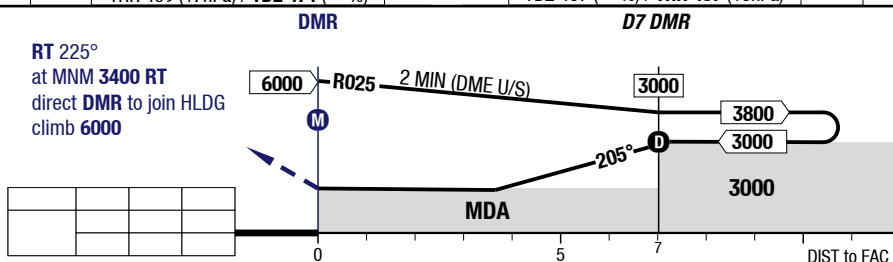
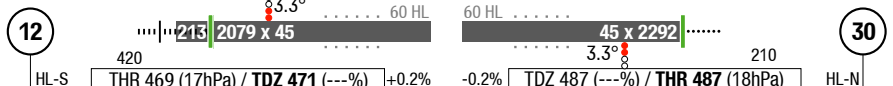
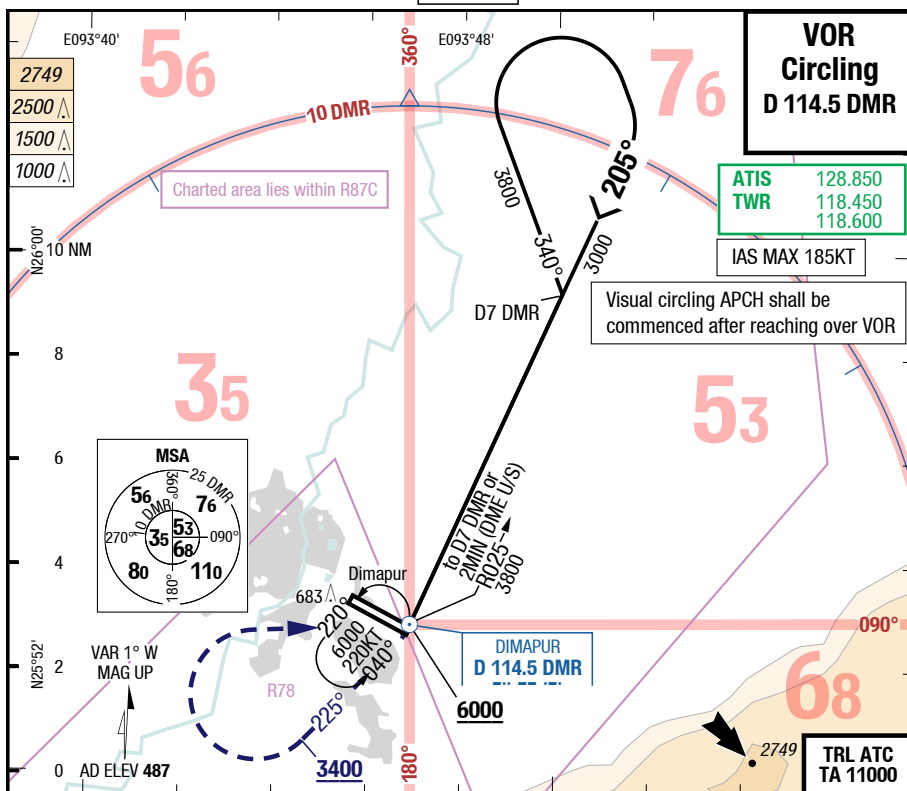
12		Cat 1 DME	LOC DME	Circling	
C	ft - m/km ft	270 - 900 740 ¹⁾	440 - 1.6 910	1020 - 2.4V 1500	
D	ft - m/km ft	Not published	Not published	Not published	

1) With EVS 600m

DMU-VEMR

7-30

VOR Circling



12/30

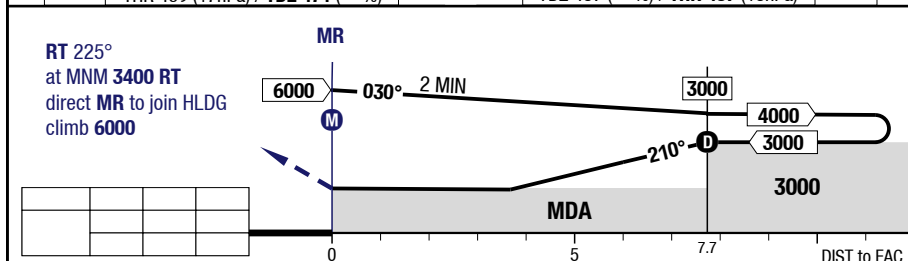
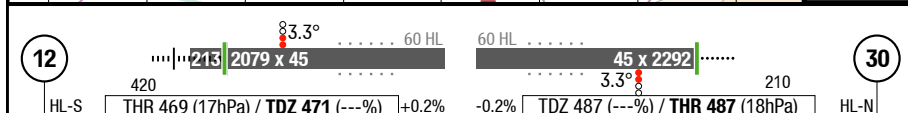
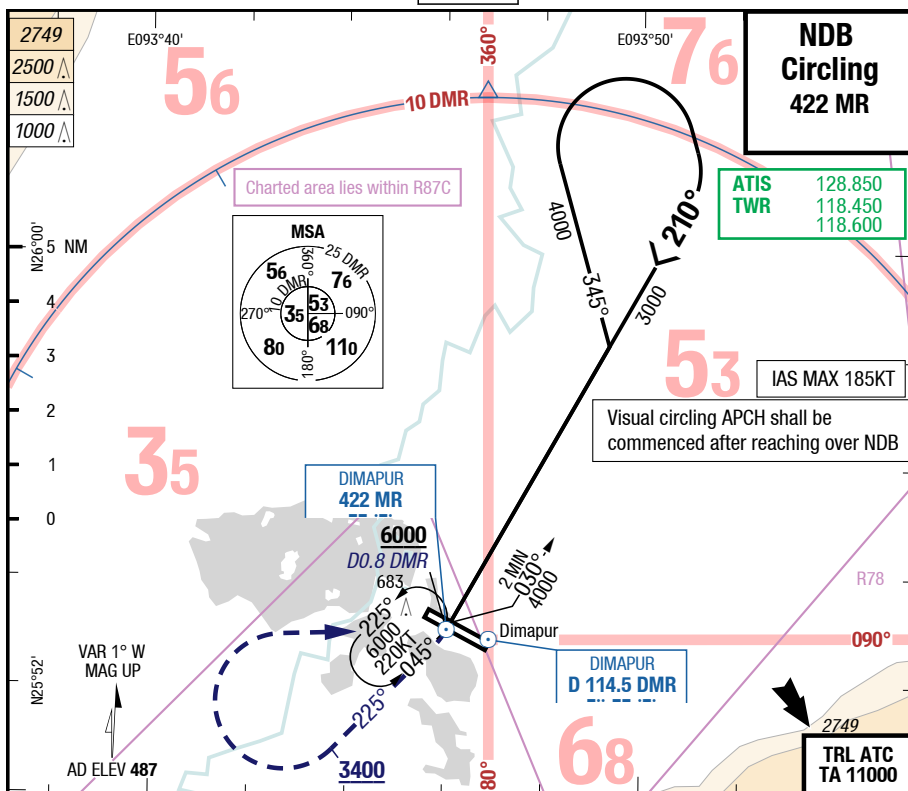
Circling

C	ft - m/km ft						1240 - 2.4V 1720
D	ft - m/km ft						Not published

DMU-VEMR

7-40

NDB Circling



12/30						Circling
C	ft - m/km ft					1240 - 2.4V 1720
D	ft - m/km ft					Not published