

IXE-VOML

1-10

AOI

AOI

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 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

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or when 12NM from touch down **At the time APCH clearance is issued, speed restriction shall remain applicable unless withdrawn by ATC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

Effective 16-AUG-2018

09-AUG-2018

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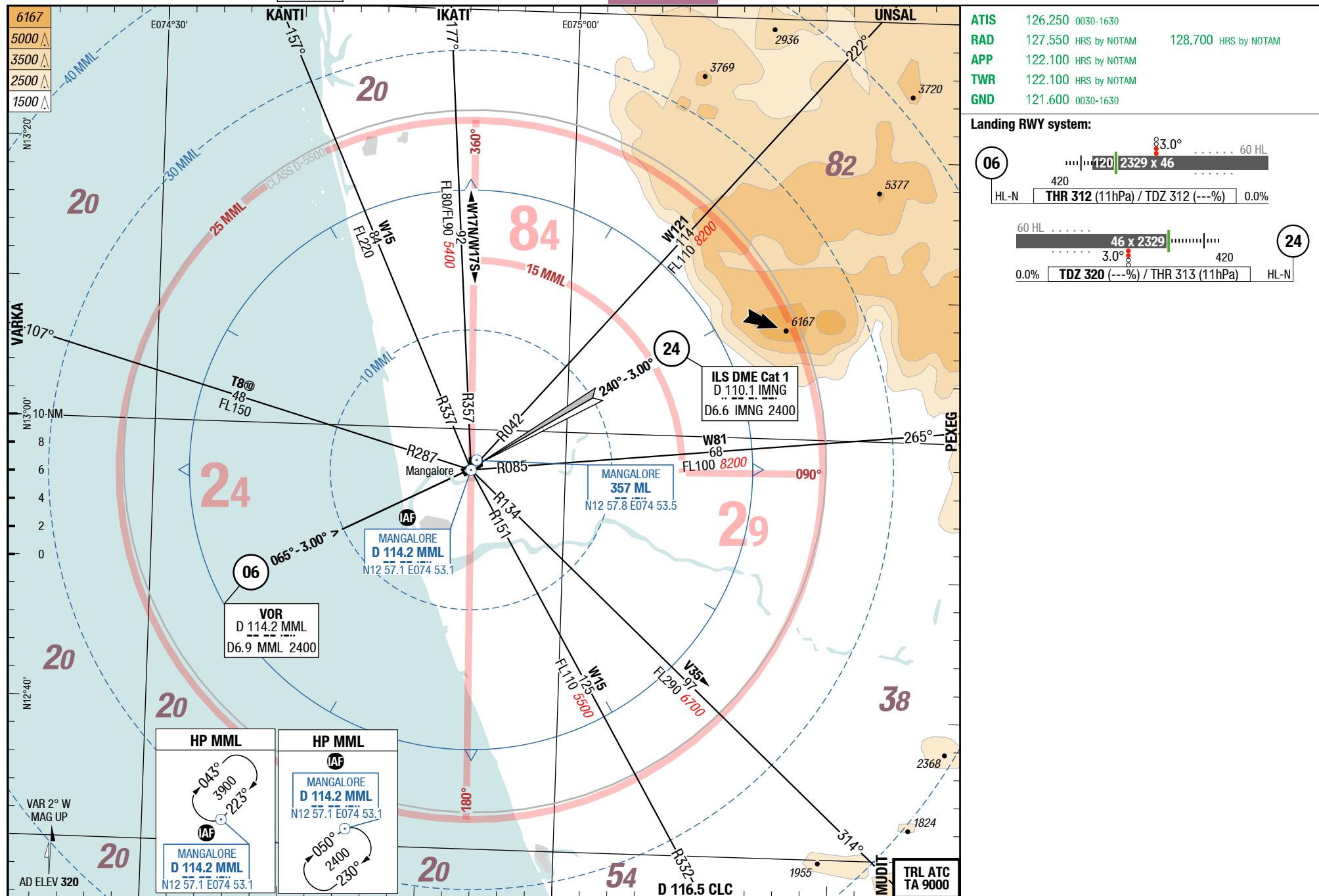
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AGC

AFC

2-10



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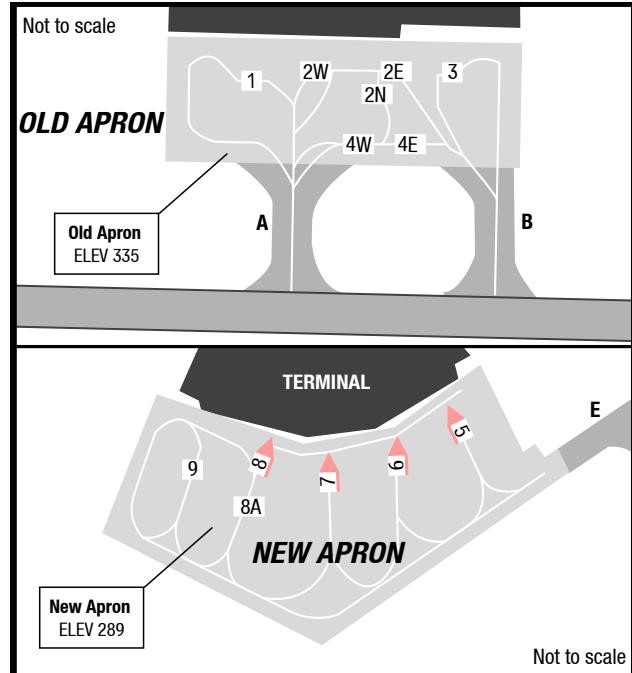
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3-20

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E074°53'

E074°54'

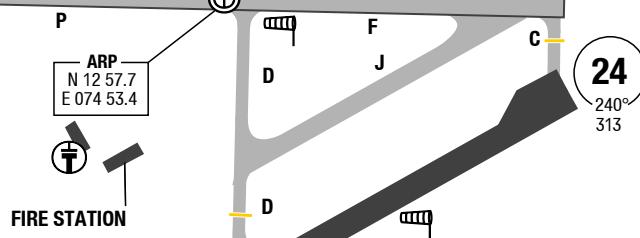
N12°58'

ISOLATION BAY

OLD FIRE STATION

OLD TERMINAL

MANGALORE 357 ML

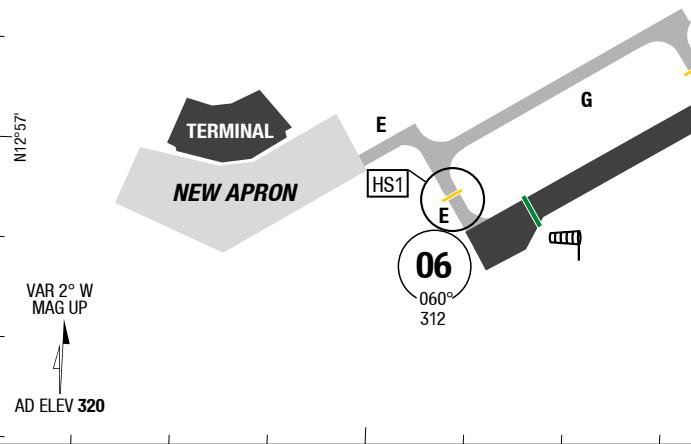


FIRE STATION

2449 x 46

COORDINATES	
1	N12 57.8 E074 53.4
2N, 2E, 2W	N12 57.8 E074 53.4
3	N12 57.8 E074 53.5
4E, 4W	N12 57.8 E074 53.4
5, 6	N12 57.0 E074 52.4
7, 8	N12 57.0 E074 52.3
8A, 9	N12 57.0 E074 52.3

RWY	TORA	ASDA	TODA
24	2329	2329	2329



Changes: Completely revised

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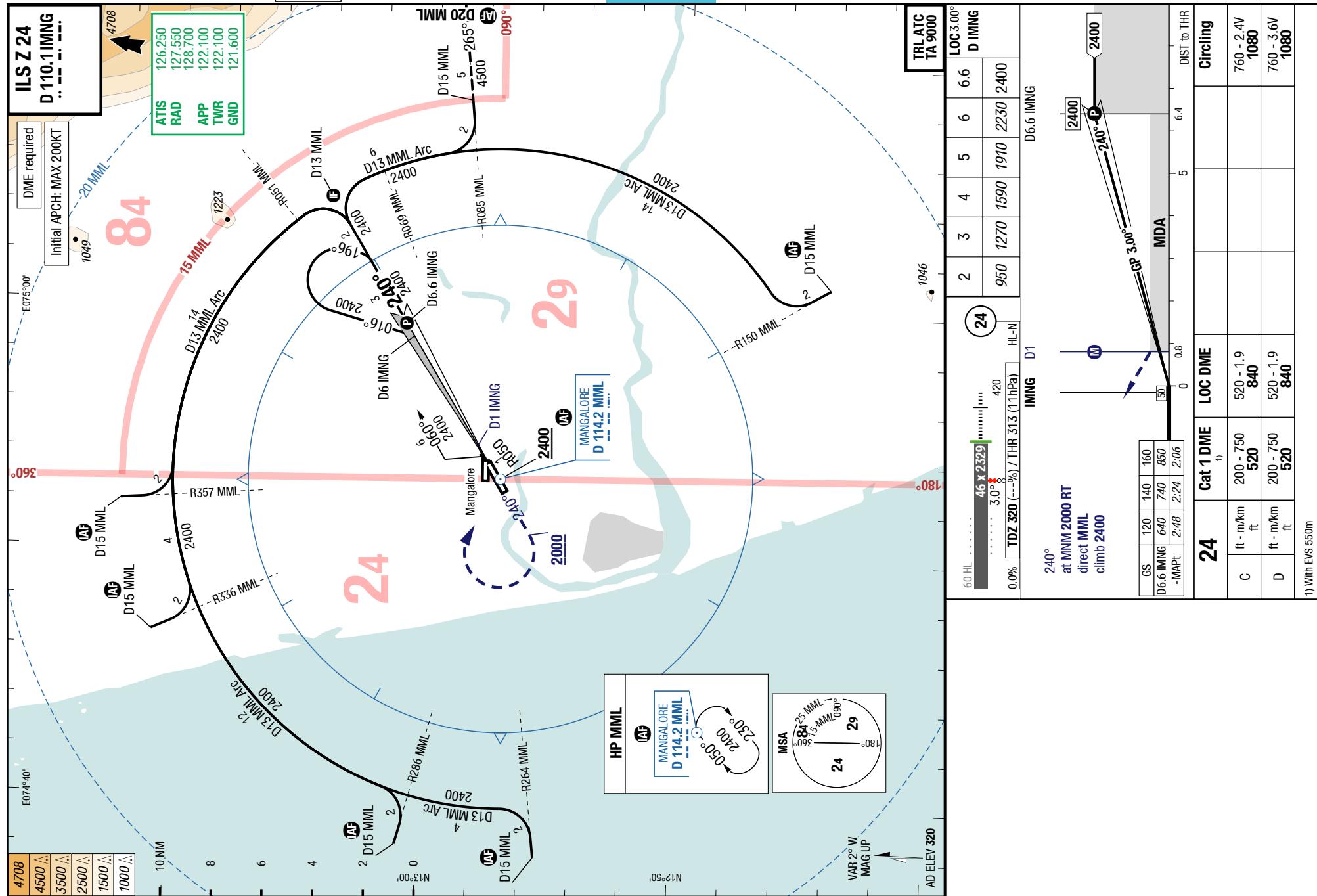
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7-10

ILS Z 24

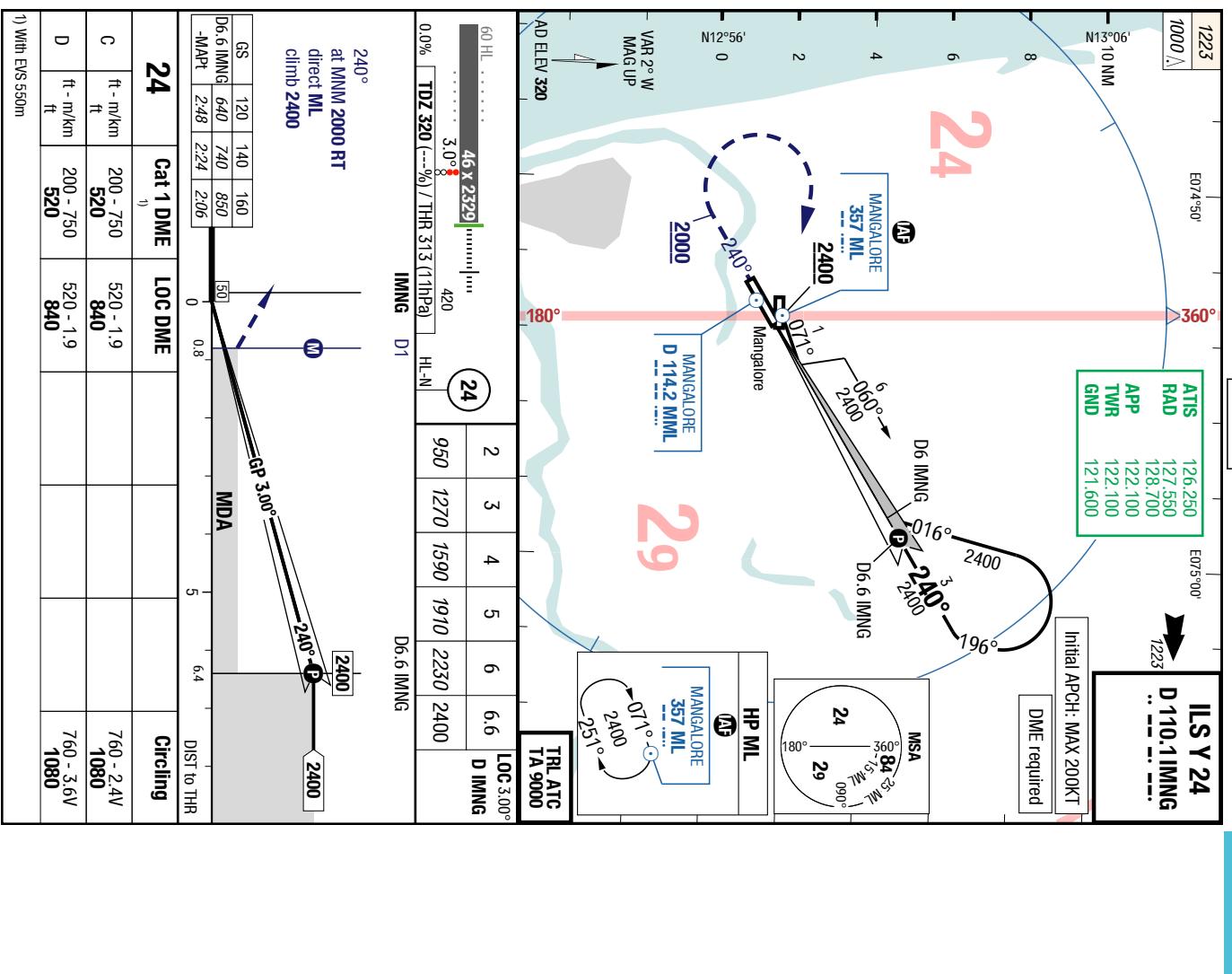
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ILS Y 24

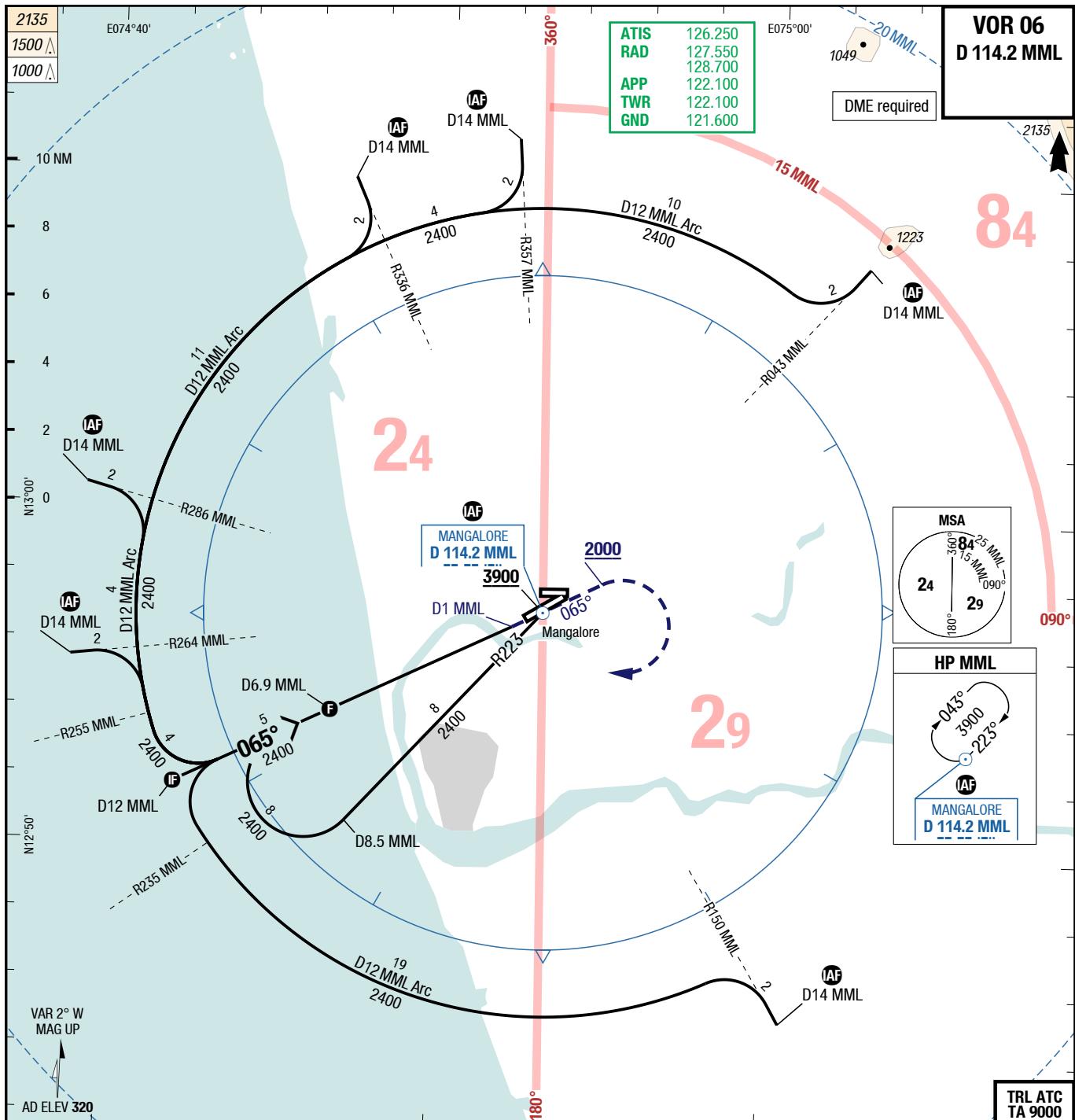


Changes: Completely revised

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Changes: Completely revised



3.00°	6.9	6	5	4	3	2	06	83.0°	60 HL
D MML									
065°	2400	2130	1810	1490	1170	850		120	2329 x 46
RWY 060°							HL-N	420	THR 312 (11hPa) / TDZ 312 (---%)	0.0%

D6.9 MML **D1** **MML**

065°
MMW 2000 DT

at MMW 2000 RI
direct MMW

direct MML climb 3900

ANSWER

GS	120	140	160
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MDA D6.9 MML 640 740 850
MAPN 0.57 0.70 0.17

DIST to displaced THR 6.4 5 0.5 0 -MAPT Z:37 Z:32 Z:13

06 **VOR DME** **Circling**

33

C ft - m/km 430 - 1.6 760 - 2.4V
 740 1080

ft. m/m 470 1.6 760 3.6

D 11 - 1/km ft 430 = 1.0 760 - 3.6v 1080

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Changes: new

