

IDR-VAID

1-10

A01**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON-FRI 0400-1230, SAT/ SUN and HOL CLSD.**Airport Information****RFF:** CAT 7**PCN:** RWY 07/25: 84/F/G/X/T**Customs:** Not AVBL**Operation****TWY Restriction**

TWY F width 7.3m / 24ft.

Vacate RWY via TWY D and enter RWY via TWY A, unless otherwise instructed by ATC.

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or when 12NM from touch down **At the time APCH clearance is issued, speed restriction shall remain applicable unless withdrawn by ATC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

Arrival Procedure**Non-standard GP Intercept Position on RWY 25**

GP intercept RWY 25 at 308m / 1011ft.

Remaining DIST beyond GP is 2446m / 8024ft.

DEPARTURE**Take-off Minima**

RWY		07/25	
All ACFT	ft - m/km	0 - 800V	-

Speed

MAX IAS 250KT below 10000ft.

Effective 16-AUG-2018

09-AUG-2018

IDR-VAID

India **Indore** Devi Ahilya Bai Holkar

AGC

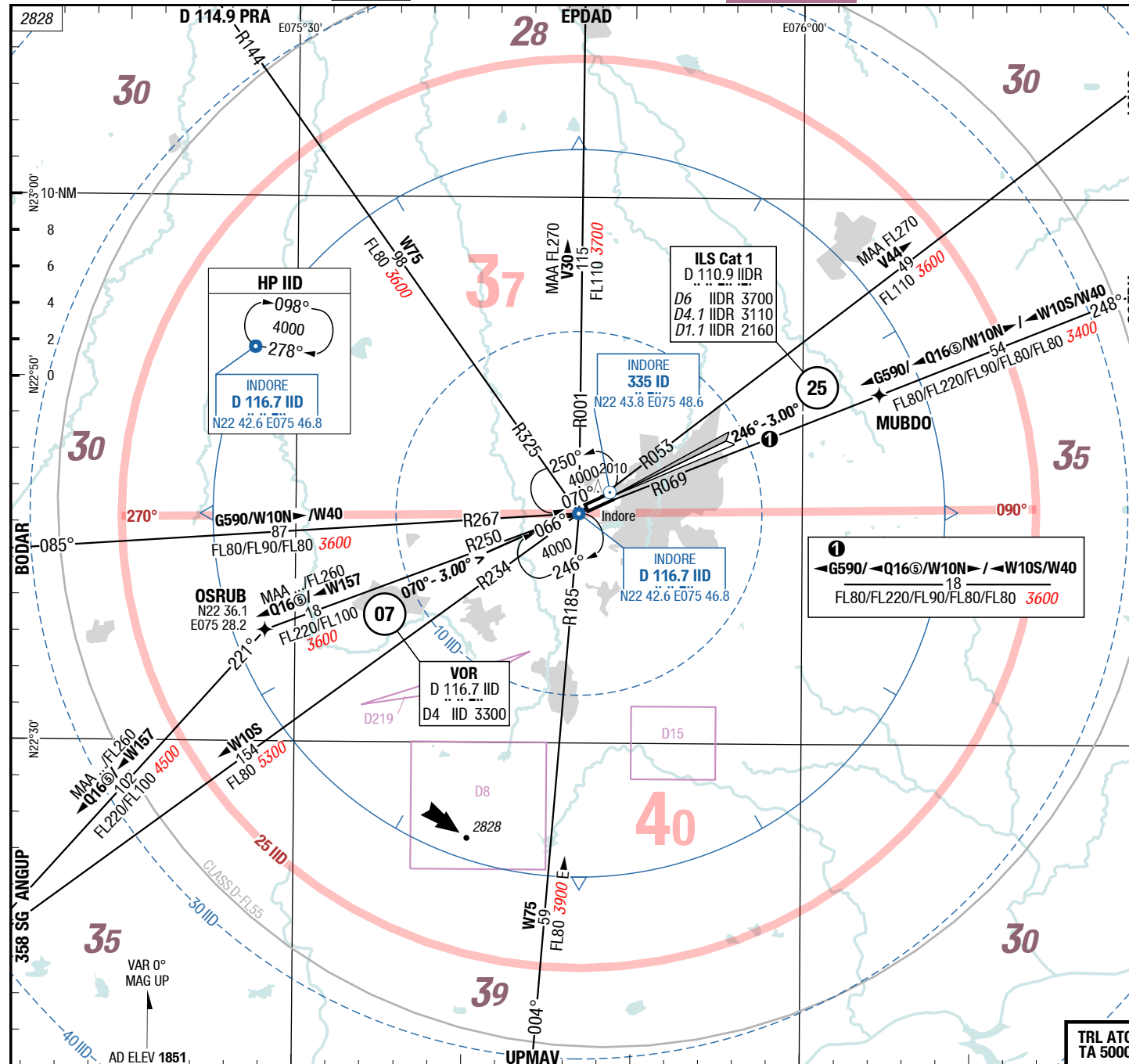
AFC

Devi Ahilya Bai Holkar **Indore** India

AGC

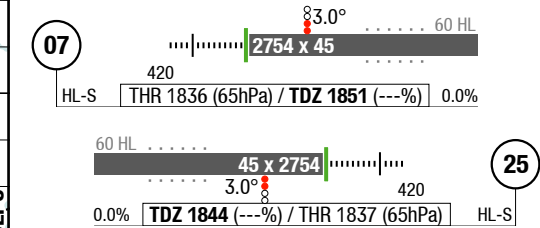
AFC

2-10



ATIS 127.600
APP 122.800
TWR 122.800
118.500

Landing RWY system:



Changes: FREQ, OBST

IDR-VAID

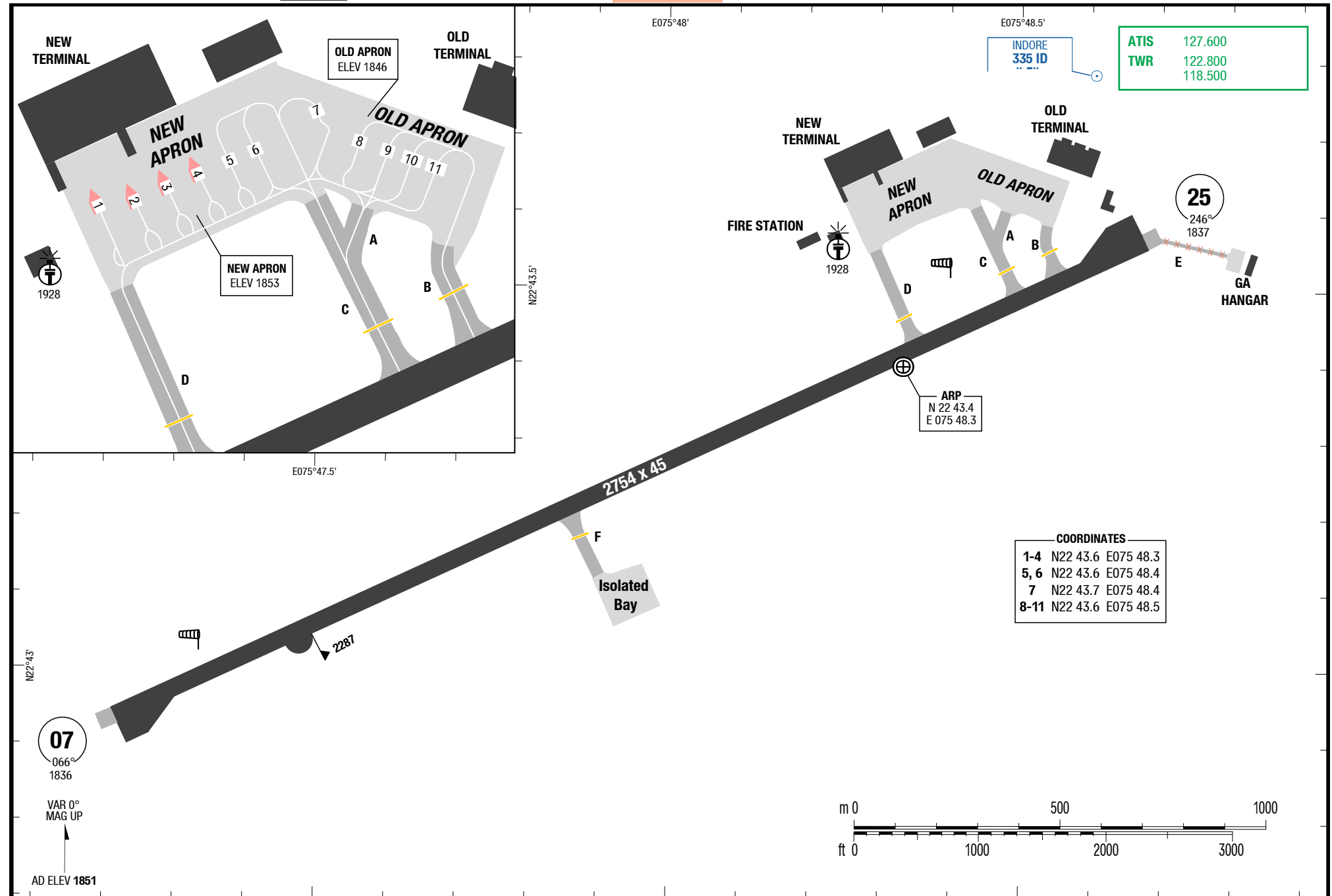
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3-20



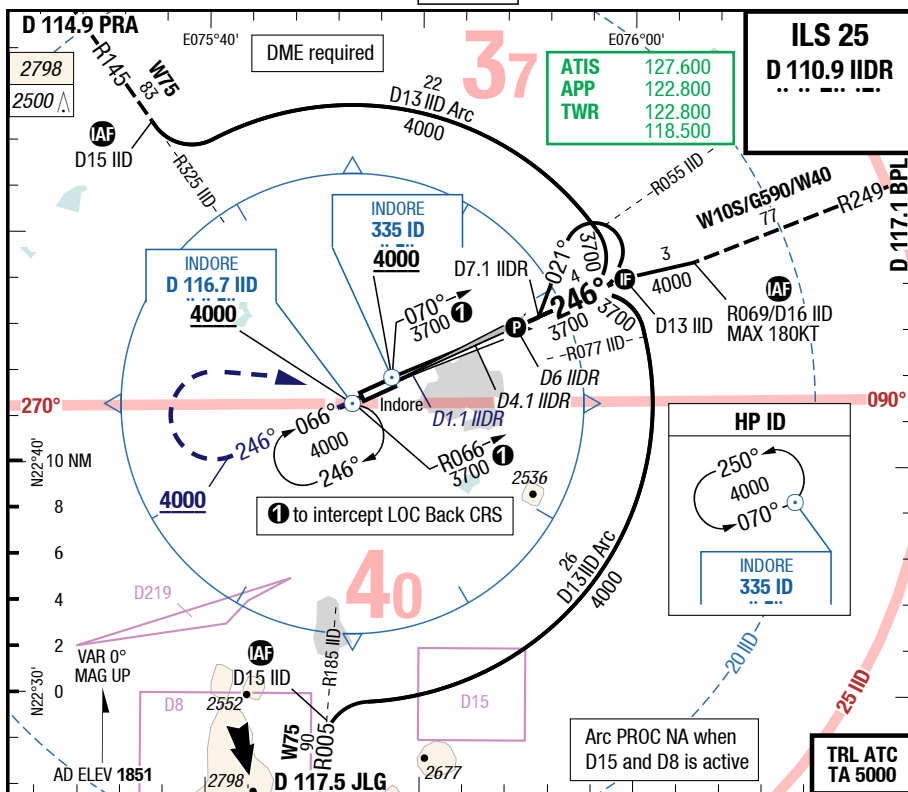
Changes: FREQ, TWY , HLDG POS, WDI

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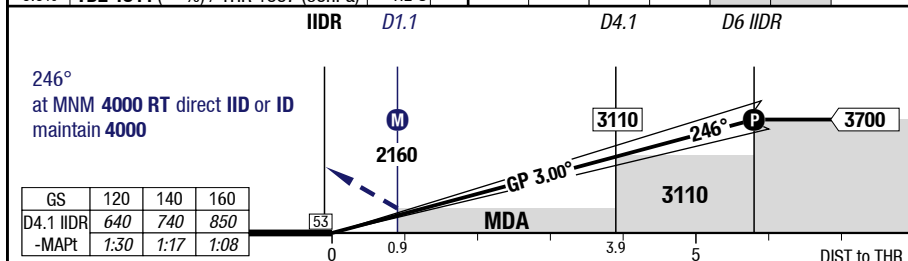
IDR-VAID

7-10

ILS 25



IDR					LOC 3.00° D IIDR	
D1.1					D IIDR	
D4.1						
D6 IIDR						



IDR					LOC 3.00° D IIDR	
D1.1					D IIDR	
D4.1						
D6 IIDR						

IDR					LOC 3.00° D IIDR	
D1.1					D IIDR	
D4.1						
D6 IIDR						

IDR					LOC 3.00° D IIDR	
D1.1					D IIDR	
D4.1						
D6 IIDR						

IDR					LOC 3.00° D IIDR	
D1.1					D IIDR	
D4.1						
D6 IIDR						

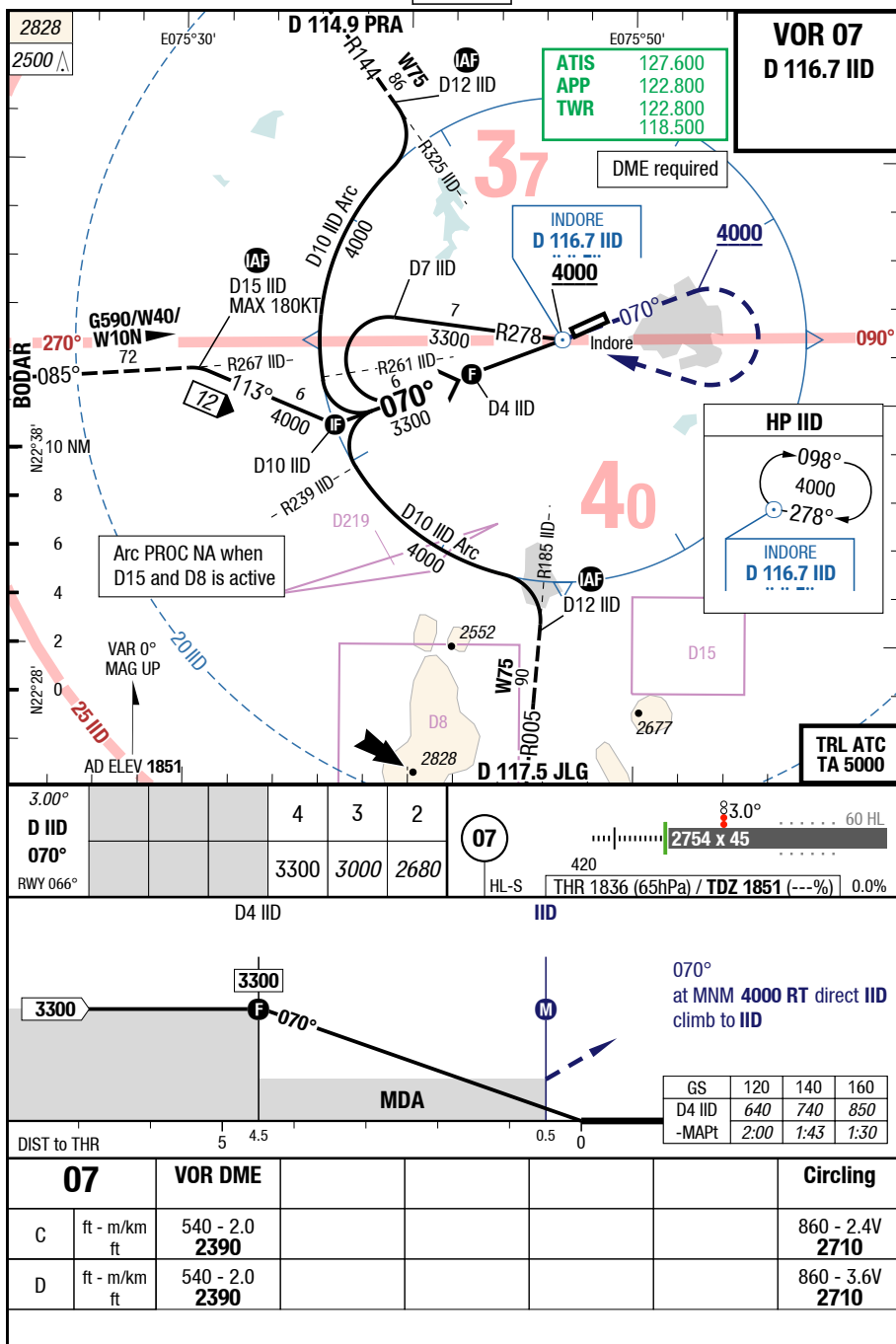
IDR					LOC 3.00° D IIDR	
D1.1					D IIDR	
D4.1						
D6 IIDR						

Changes: MIN, LDA, TDZE

IDR-VAID

7-20

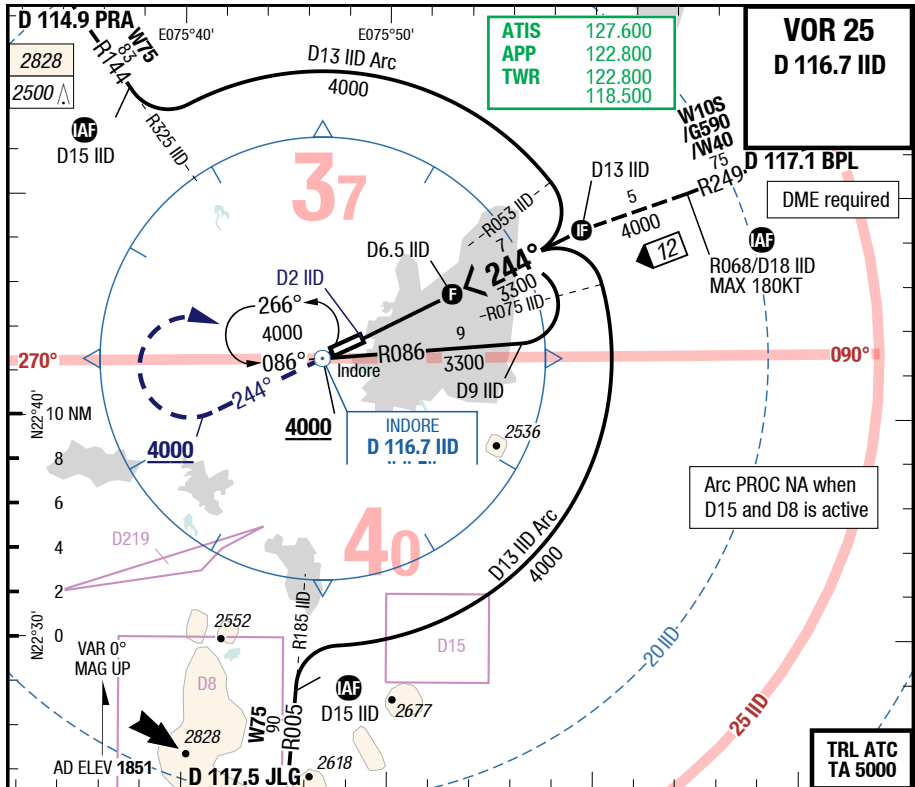
VOR 07



IDR-VAID

7-30

VOR 25



25		VOR DME		Circling	
C	ft - m/km ft	420 - 1.5 2260		860 - 2.4V 2710	
D	ft - m/km ft	420 - 1.5 2260		860 - 3.6V 2710	