

AD 2 AERODROMES**VRMM AD 2.1 Aerodrome location indicator and name****VRMM - MALE'/International****VRMM AD 2.2 Aerodrome geographical and administrative data**

1	<i>ARP coordinates and site at AD</i>	041130N 0733145E Runway mid-point
2	<i>Direction and distance from City</i>	051° 2.8KM from Male'
3	<i>Elevation / Reference temperature</i>	1.73 M (6 FT) / 31.7°C
4	<i>MAG VAR/Annual change</i>	3.8° W (1994)/Nil
5	<i>AD Administration</i> <i>Address</i> <i>Telephone</i> <i>Fax</i> <i>Telex</i> <i>AFS/AFTN</i>	Maldives Airports Company Ltd Male' International Airport Republic of Maldives Tel: (960) 3320184 Telefax: (960) 3323504 AFS: VRMMYDYX
6	<i>Types of traffic permitted (IFR/VFR)</i>	IFR/VFR
7	<i>Remarks</i>	Nil.

VRMM AD 2.3 Operational hours

1	<i>AD Administration</i>	H24
2	<i>Customs and immigration</i>	H24
3	<i>Health and sanitation</i>	H24
4	<i>AIS Briefing Office</i>	H24
5	<i>ATS Reporting Office (ARO)</i>	H24
6	<i>MET Briefing Office</i>	H24
7	<i>ATS</i>	H24
8	<i>Fuelling</i>	H24
9	<i>Handling</i>	H24
10	<i>Security</i>	H24
11	<i>De-icing</i>	Nil
12	<i>Remarks</i>	1. Prior permission required for NON-SKED TFC 2. On Friday BTN 0715 - 0815 UTC ground handling services (item Nr 8 and 9) not available.

VRMM AD 2.4 Handling services and facilities

1	<i>Cargo handling facilities</i>	All modern facilities handling weights up to 20 tonnes
2	<i>Fuel/oil types</i>	Jet A1
3	<i>Fuelling facilities/capacity</i>	6 trucks/165000KL
4	<i>De-icing facilities</i>	Nil
5	<i>Hanger space available for visiting aircraft</i>	Nil
6	<i>Repair facilities for visiting aircraft</i>	Nil
7	<i>Remarks</i>	Nil

VRMM AD 2.5 Passenger facilities

1	<i>Hotels</i>	At AD and in the city
2	<i>Restaurants</i>	At AD and in the city

VRMM AD 2.5 Passenger facilities

3	<i>Transportation</i>	Launches and dhonis can be hired form the AD
4	<i>Medical facilities</i>	First aid at AD. Hospitals in the city
5	<i>Bank/Post</i>	At AD. Open within AD HR
6	<i>Tourist Office</i>	Tourist information counter at AD. Office in the city Tel: (960) 3323224 Telefax: (960) 3322512
7	<i>Remarks</i>	Nil

VRMM AD 2.6 Rescue and fire fighting services

1	<i>AD category for fire fighting</i>	CAT 9
2	<i>Rescue equipment</i>	Adequately provided as recommended by ICAO
3	<i>Capability for removal of disabled aircraft</i>	Able to remove aircraft type: DO 228, DHC-8, DHC-6 (Seaplane)
4	<i>Remarks</i>	Nil

VRMM AD 2.7 Seasonal availability - clearing

1	<i>Types of clearing equipment</i>	Nil
2	<i>Clearance priorities</i>	Nil
3	<i>RMK</i>	AD serviceable right throughout the year

VRMM AD 2.8 Aprons, taxiways and check locations data

1	<i>Apron surface and strength</i>	Surface: Concrete Strength: PCN 55/R/A/W/T
2	<i>Taxiway width, surface and strength</i>	Width: 25 M for TWY F 23M for TWY A,B and D 15M for TWYC and H Surface: Asphalt for all taxiways Strength: PCN 57/F/A/W/U for TWY A, B and D PCN 59/F/A/W/T for TWY F PCN 15/F/A/W/T for TWY C and H
	<i>ACL location and elevation</i>	Location: Runway mid-point Elevation: 1.62 M / 5 FT
4	<i>VOR/INS Checkpoint</i>	VOR: See AD Chart INS: Nil
5	<i>Remarks</i>	Nil

VRMM AD 2.9 Surface movement guidance and control system and markings

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</i>	TWY Sign boards, LGT at all intersections with TWY and RWY RWY. Excluding TXY E. Sign boards A, B,C and E LGT. No sign boards at TWY F
2	<i>RWY/TWY markings and LGT</i>	RWY: Designation, THR, TDZ, fixed distance pre-THR and side strip markings. Edge, THR and end lights TWY: Centreline edge, holding position markings on all TWYs. Edge LGT on all TWYs wxcept TWY H
	<i>Stop bars</i>	Nil
4	<i>Remarks</i>	Nil

VRMM AD 2.10 Aerodrome obstacles

<i>In approach/TKOF areas</i>			<i>In circling area and at AD</i>		<i>Remarks</i>
1			2		
<i>RWY/Area affected</i>	<i>Obstacle type elevation markings / LGT</i>	<i>Coordinates</i>	<i>Obstacle type elevation markings / LGT</i>	<i>Coordinates</i>	
<i>a</i>	<i>b</i>	<i>c</i>	<i>a</i>	<i>b</i>	
			ILS GP	04 10 58.34 N 073 31 41.55 E	
			ILS LLZ	04 12 27.40 N 07 31 44.00 E	
			NDB MAST (N)	04 11 26.60 N 073 31 51.99 E	
			NDB MAST (S)	04 11 024.91 N 073 31 52.12 E	
			VOR/DME	04 11 36.21 N 073 31 50.42E	
			VOM MAST (N)	04 10 18.83 N 073 31 01.64 E	
			VOM MAST (S)	04 10 17.21 N 073 31 01.59 E	
			MSSR Antenna	04 10 51.40 N 073 31 56.50 E	
			VDF	04 11 18.50 N 073 31 48.57 E	
			Old TWR	04 11 15.89 N 073 31 38.40 E	
			Wataniya Antenna At Hulhumale'	04 13 16.62 N 073 32 41.07 E	
			Windsock (S)	04 10 57.70 N 073. 31 48.80 E	
			Windsock (N)	04 12 09.51 N 073 31 41.90 E	
			New Wind System (N)	04 12 08.91 N 073 31 42.30 E	
			VOR Monitor	04 11 42 .41 N 073 31 49.60 E	
			New Wind System	04 10 51.69 N 073 31 40.40 E	

VRMM AD 2.10 Aerodrome obstacles

<i>In approach/TKOF areas</i>			<i>In circling area and at AD</i>		<i>Remarks</i>
1			2		
<i>RWY/Area affected</i>	<i>Obstacle type elevation markings / LGT</i>	<i>Coordinates</i>	<i>Obstacle type elevation markings / LGT</i>	<i>Coordinates</i>	
<i>a</i>	<i>b</i>	<i>c</i>	<i>a</i>	<i>b</i>	
			New TWR	04 11 24.71 N 073 32 03.79 E	
			Antenna behind Staff Quaters (S)	04 11 32.50 N 073 31 37.11 E	
			Antenna behind Staff Quaters (N)	04 11 33.70 N 073 31 37.30 E	
			Antenna on Staff Quaters roof	04 11 32.10 N 073 31 37.50 E	
			Fuel Tank NR 4	04 11 37.30 N 073 31 40.40 E	
			Fuel Tank NR 5	04 11 38.00 N 073 31 40.20 E	
			Fuel Tank NR 6	04 11 38.70 N 073 31 40.31 E	
			HF Tx Antenna (S)	04 11 26.91 N 073 31 51.30 E	
			HF Tx Antenna (N)	04 11 28.59 N 073 31 51.50 E	
			MET Radar Antenna	04 11 37.30 N 073 32 21.50 E	
			AFS Control Room	04 11 34.40 N 073 31 39.51 E	
			TVM Antenna at Male'	04 10 17.30 N 073 30 38.10E	
			VOM Antenna west of Male'	04 10 21.71 N 073 30 11.21 E	
			Dhiraagu Antena at Hulhumale'	04 13 12.49 N 073 32 45.67 E	
			Apron floodlight Mast NR 1	04 11 25.19 N 073 31 39.29 E	
			Apron floodlight Mast NR 2	04 11 25.15 N 073 31 39.29 E	
			Apron floodlight Mast NR 3	04 11 23.68 N 073 31 39.32 E	

VRMM AD 2.10 Aerodrome obstacles

<i>In approach/TKOF areas</i>			<i>In circling area and at AD</i>		<i>Remarks</i>
1			2		3
<i>RWY/Area affected</i>	<i>Obstacle type elevation markings / LGT</i>	<i>Coordinates</i>	<i>Obstacle type elevation markings / LGT</i>	<i>Coordinates</i>	
<i>a</i>	<i>b</i>	<i>c</i>	<i>a</i>	<i>b</i>	
			Apron floodlight Mast NR 4	04 11 23.31 N 073 31 39.33 E	
			Apron floodlight Mast NR 5	04 11 21.60 N 073 31 39.35 E	
			Apron floodlight Mast NR 6	04 11 20.13 N 073 31 39.38 E	
			Apron floodlight Mast NR 7	04 11 18.40 N 073 31 39.40 E	
			Apron floodlight Mast NR 8	04 11 17.13 N 073 31 39.43 E	
			Apron floodlight Mast NR 9	04 11 16.33 N 073 31 39.44 E	

VRMM AD 2.11 Meteorological information provided

1	<i>Associated MET Office</i>	National Meteorological Centre
2	<i>Hours of service MET Office outside hours</i>	H24 -
3	<i>Office responsible for TAF preparation Periods of validity</i>	National Meteorological Centre 9, 24 HR
4	<i>Type of landing forecast Interval of issuance</i>	TREND 2 HR
5	<i>Briefing/consulataion provided</i>	Personal consultation
6	<i>Flight documentation Language(s) used</i>	Charts, abbreviated plain language text English
7	<i>Charts and other INFO AVBL</i>	S, U ₈₅ , U ₅₀ , U ₂₅ , SWH, SWM, T
8	<i>Supplementary EQPT AVBL for INFO for briefing or consultation</i>	Telefax: (960) 3323084
9	<i>ATS Units Provided with information</i>	Male' AACC Male' TWR
10	<i>Additional information</i>	2 hr prior notice required

VRMM AD 2.12 Runway physical characteristics

<i>Designation RWY NR</i>	<i>True & MAG BRG</i>	<i>Dimensions of RWY (M)</i>	<i>Strength (PCN) and surface of RWY and SWY</i>	<i>THR coordinates</i>	<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>
1	2	3	4	5	6
18	179° GEO 183° MAG	3200 X 45	64/F/A/W/T Asphalt / Concrete	041219.31N 0733144.12E	THR 1.73 M / 6 FT
36	359° GEO 003° MAG	3200 X 45		041047.82N 0733145.62E	THR 1.62 M / 5 FT

VRMM AD 2.12 Runway physical characteristics

Designation RWY NR	True & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0%	60 X 45	300 X 150	3440 X 300	Nil	Nil
0%	60 X 45	300 X 150	3440 X 300	Nil	Nil

VRMM AD 2.13 Declared distances

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	3200	3500	3260	3100	Nil
36	3200	3500	3260	2910	Nil

VRMM AD 2.14 Approach and runway lighting

RWY Designator	APP LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ. LGT LEN	RWY Centre Line LGT Length, spacing colour, INTST	RWY edge LGT LEN. spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	Nil	Green Yes	PAPI on both sides/ 2.83° (65FT)	Nil	Nil	3200 M 60 M White, LIH	Red -	Nil	Nil
36	SALS 300 M LIH	Green Yes	PAPI on both sides/ 2.86° (65FT)	Nil	Nil	3200 M 60 M White, LIH	Red -	Nil	Nil

VRMM AD 2.15 Other lighting, secondary power supply

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, ALTN W/G EV 5 SEC/IBN: Nil HN
2	LDI location and LGT Anemometer location and LGT	LDI: Located to the east side of RWY 18/36, in front of the control tower at a distance of 305 FT from the RWY centre line. Anemometer: On top of control tower Nil
3	TWY edge and centre line lighting	Edge TWY, A, B, C and G Centre Line: Nil
4	Secondary power supply / switch-over time	Secondary power supply to all lighting at AD Switch-over time: Nil for all movement area lighting For all other lighting 5 MIN
5	Remarks	Nil

VRMM AD 2.16 Helicopter Landing Area

Nil

VRMM AD 2.17 ATS airspace

1	<i>Designation and lateral limits</i>	Male' CTR A circle, radius 20 NM centred at 041136.21N 0733150.42E (VOR)
2	<i>Vertical limits</i>	SFC to 3500 FT MSL
3	<i>Airspace classification</i>	D
4	<i>ATS unit Language(s)</i>	Male' Tower English
5	<i>Transition altitude</i>	11 000 FT MSL
6	<i>Remarks</i>	Nil

VRMM AD 2.18 ATS communication facilities

<i>Service Designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5
APP	Male' Control	119.7 MHZ 121.5 MHZ	H24 H24	Primary frequency VDF available Emergency frequency VDF available
TWR	Male' Tower	118.1 MHZ 121.5 MHZ	H24 H24	Primary frequency VDF available Emergency frequency VDF available
	Male' Ground	121.6 MHZ	H24	For preflight information and ATC clearance

VRMM AD 2.19 Radio navigation and landing aids

<i>Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Remarks</i>
1	2	3	4	5	6	7
VOR/DME (3.8°W/1994)	MLE	114.7 MHz CH 94X	H24	041136.21N 0733150.42E	6.74 M/22 FT	
LLZ 36 ILS CAT I (3.8°W/1994)	IML	108.7 MHz	H24	041227.46N 0733144.92E	Nil	Nil
GP 36	Nil	330.5 MHz	H24	041058.07N 0733141.79E	Nil	3°,RDH 50 FT
DME 36	IML	CH24X	H24	041058.07N 0733141.79E	6.74 M/22 FT	Nil
NDB (3.8° W/1994)	ML	252 KHz	H24	041125.70N 0733152.02E	Nil	Nil

VRMM AD 2.20 Local traffic regulations

1 Parking Procedures

- 1.1 No aircraft stand are available. All aircraft will be guided to the respective parking spots by marshallers. In the absence of marshallers the control tower will issue parking instructions on the radio.

2 Taxiing to and from the main apron

- 2.1 All aircraft entering and exiting the main apron will be instructed by the control tower on the taxiway to be followed. If another taxiway, other than the one allocated is desired, specific ATC clearance to do so is to be obtained.
- 2.2 Due to the close proximity of the terminal and other associated building with the manoeuvring area, all aircraft are to avoid as much as possible, making tight turns and using excessive power for taxiing to and from the main apron.

3 Limitation in the use of own power for taxiing

- 3.1 When it is determined by the Apron and Terminal Services Unit that the taxiing of aircraft to and from the main apron could be dangerous to other persons and property on and around the area all such other aircraft will be towed in or out, to or from the main apron.
- 3.2 All such aircraft that have to be towed in will have to switch off all engines while on the runway, when instructed to do so by the control tower.
- 3.3 All aircraft that need to be towed out will only be allowed to start engines when the aircraft is well clear of the main apron.

4 Fuel spillage on the movement area

- 4.1 All aircraft and refuelling truck operations are to take utmost precautions that no fuel is spilled on any part of the movement area.
- 4.2 If fuel spillage from an aircraft parked on the main apron occurs, the aircraft will be towed out on to the runway for engines start, ie. if start-up is requested before the spillage is washed out. An aircraft parked on the main apron which is not the subject of a fuel spillage will only be cleared to start engines, only after obtaining the approval of the senior fire officer.
- 4.3 Fuel spillage from all aircraft on the manoeuvring area will be duly reported to the Fire and Rescue Services who apparently will determine whether normal aircraft operations can be carried out before flushing out the spillage.

VRMM AD 2.21 Noise abatement procedures

All departures from RWY 36, shall continue on runway heading until 3 DME from "MLE" VOR/DME.

Due to noise sensitive area around the final approach of runway 36, jet or heavy aircraft making visual approach runway 36 shall extend downwind leg and join final beyond 7 miles and shall not descend below the circuit altitude until established on the final.

VRMM AD 2.22 Flight Procedures

Procedures for IFR flights within Male' TMA

The inbound transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may be instructed to hold at one of the designated airways reporting points.

Procedures for VFR flights within Male' TMA

- a) Before conducting any VFR flight, the following details must be submitted to ATC either in writing, or by telephone or on radio.
 - i. type of aircraft with callsign
 - ii. destination or area of operation
 - iii. desired altitude
 - iv. estimated duration of flight
 - v. purpose of flight
 - vi. total endurance
 - vii. number of persons on board
- b) All flights engaged in public transport work in the Ari Zone (see ENR 5.3-1) operating below 3000 feet on magnetic tracks of 000 deg-179 deg shall be flown at thousands of feet, altitude.
- c) All flights engaged in public transport work in the Ari Zone (see ENR 5.3-1) operating below 3000 feet on magnetic tracks of 180 deg-359 deg shall be flown at thousands five hundreds of feet and five hundred feet altitude.
- d) All other flights (eg: photography, training, aerial survey flights etc.) may be flown at any altitude or flight level below FL200, with ATC approval.
- e) All flights inside or outside of controlled airspace are required to maintain a continuous listening watch on the frequencies designated for the area applicable indicated below:
 - A) Frequency 128.9 Radial 220 deg - 320 deg
 - B) Frequency 128.8 Radial 320 deg - 040 deg
 - C) Frequency 128.7 Radial 040 deg - 220 deg

VFR flight within Male' CTR

- a) Overflying the islands of Male', Funadhoo, Dhoonidhoo, Aarah, Villingili, Himmafushi and Girifushi is totally prohibited to all VFR flights

VRMM AD 2.23 Additional Information

. Concentration of Birds at Male' International Airport

Concentration of birds at Male' International Airport, on and around runway 18/36 are expected. All pilots are advised to exercise caution

VRMM AD 2.24 Charts related to and aerodrome

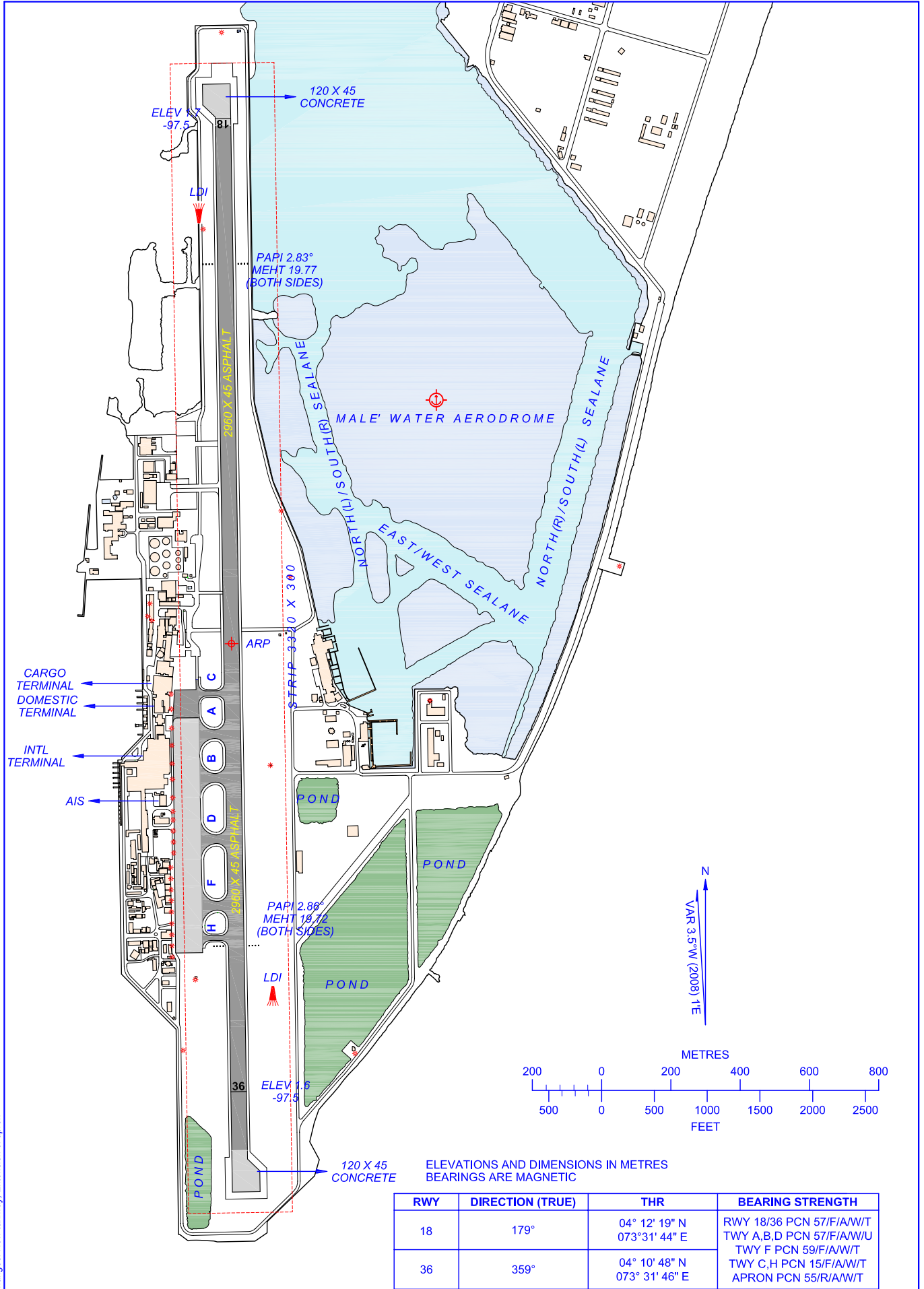
Chart Name	Page
Aerodrome Chart	VRMM AD 2-13 VRMM AD 2-13-2 VRMM AD 2-13-4
Area Chart	VRMM AD 2-15
Standard Departure Chart Instrument (SID) - ICAO RWY 18	VRMM AD 2-17
Standard Departure Chart Instrument (SID) - ICAO RWY 36	VRMM AD 2-19
Standard Arrival Chart Instrument (STAR) - ICAO RWY 18	VRMM AD 2-21
Standard Arrival Chart Instrument (STAR) - ICAO RWY 36	VRMM AD 2-23
Instrument Approach Chart - ICAO, VOR RWY 18	VRMM AD 2-25
Instrument Approach Chart - ICAO, VOR/DME -1 RWY 18	VRMM AD 2-27
Instrument Approach Chart - ICAO, VOR/DME -2 RWY 18	VRMM AD 2-29
Instrument Approach Chart - ICAO, NDB RWY 18	VRMM AD 2-31
Instrument Approach Chart - ICAO, NDB, DME RWY 18	VRMM AD 2-33
Instrument Approach Chart - ICAO, VOR RWY 36	VRMM AD 2-35
Instrument Approach Chart - ICAO, VOR/DME -1 RWY 36	VRMM AD 2-37
Instrument Approach Chart - ICAO, VOR/DME -2 RWY 36	VRMM AD 2-39
Instrument Approach Chart - ICAO, VOR, ILS/DME RWY 36	VRMM AD 2-41
Instrument Approach Chart - ICAO, VOR/DME, ILS RWY 36	VRMM AD 2-43
Instrument Approach Chart - ICAO, VOR/DME, ILS/DME RWY 36	VRMM AD 2-45
Instrument Approach Chart - ICAO, VOR/DME, ILS/DME -2 RWY 36	VRMM AD 2-47
Instrument Approach Chart - ICAO, NDB RWY 36	VRMM AD 2-49
Instrument Approach Chart - ICAO, NDB, DME RWY 36	VRMM AD 2-51
Instrument Approach Chart - ICAO, NDB, ILS/DME RWY 36	VRMM AD 2-53
Instrument Approach Chart - ICAO, NDB, DME, ILS RWY 36	VRMM AD 2-55
Instrument Approach Chart - ICAO, NDB, DME, ILS/DME RWY 36	VRMM AD 2-57

04° 11' 30" N
073° 31' 45" E

TWR 118.1
GND 121.6

AERODROME CHART

MALE' MALE' INTERNATIONAL



Changes: New taxiway. Extension of apron

04° 11' 30" N
073° 31' 45" E

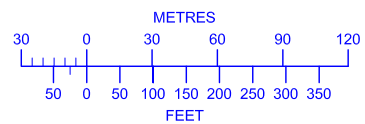
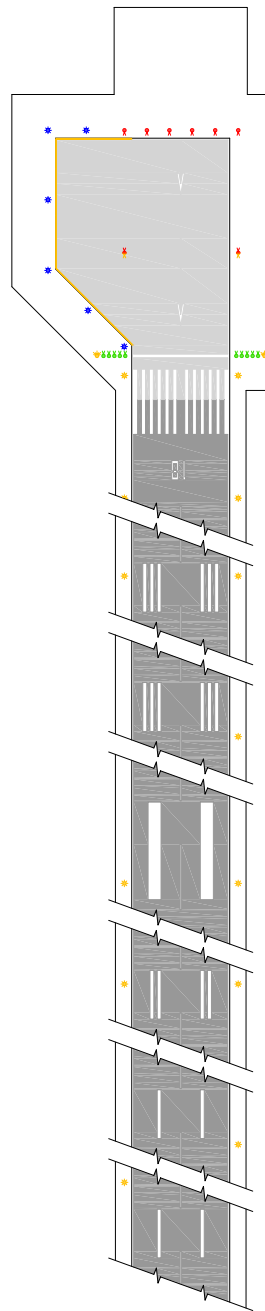
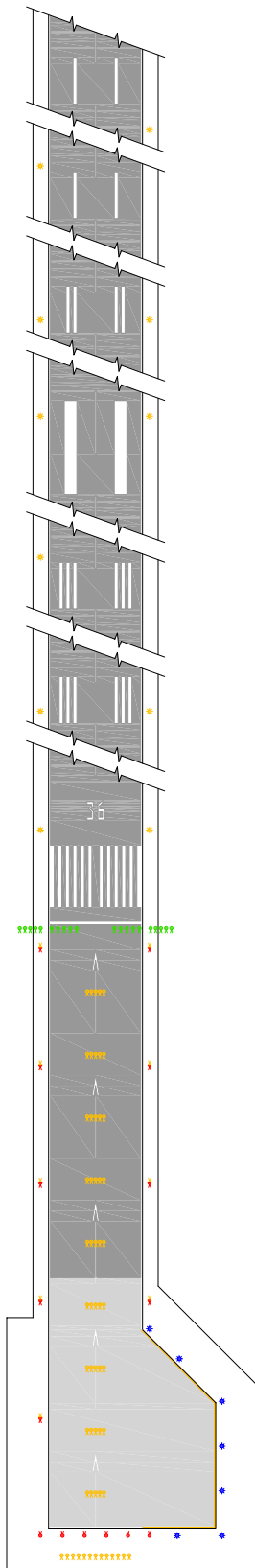
TWR 118.1
GND 121.6

AERODROME CHART

MALE/MALE' INTERNATIONAL

MARKING AND LIGHTING AIDS RUNWAY 36

MARKING AND LIGHTING AIDS RUNWAY 18



LEGEND	
☑	UNI DIRECTIONAL LIGHT
⚡	BI DIRECTIONAL LIGHT
★	OMNI DIRECTIONAL LIGHT
⚡	CAPACITOR DISCHARGE LIGHT

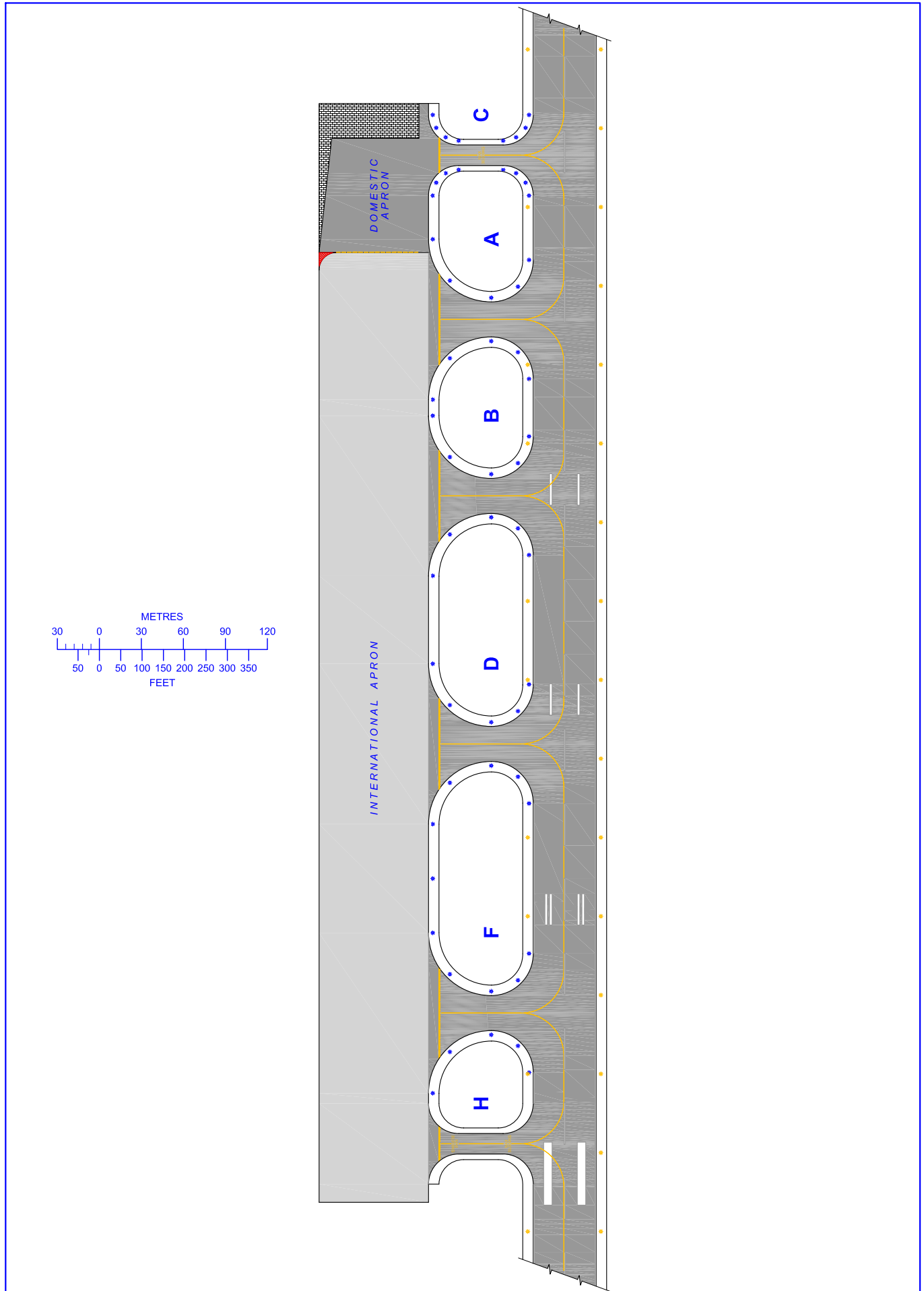
Changes: Editorial

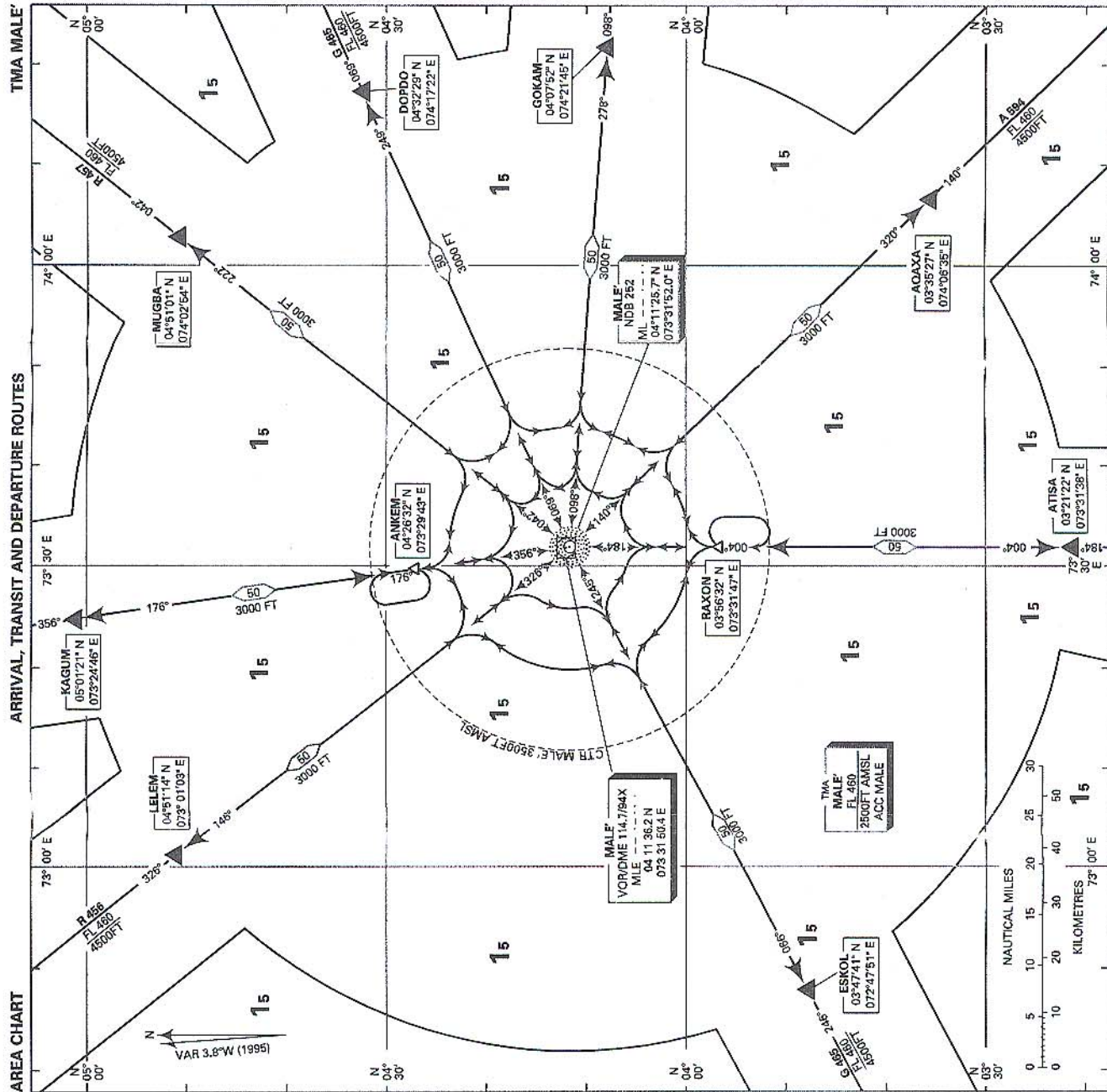
**AERODROME GROUND
MOVEMENT CHART**

04° 11' 30" N
073° 31' 45" E

TWR 118.1
GND 121.6

MALE'/MALE' INTERNATIONAL





LEGEND	
Control area	(TMA)(AWY) ———
Control zone	(CTR) - - - - -
Reporting point	(Compulsory) ▲
Distance in nautical miles	50
Minimum cruising altitude	3000 FT
Magnetic bearing	146°
Radio navigation aid	Name Identification and frequency Co-ordinates

MALE
VOR/DME 114.7/94X
MLE --- --- ---
04 11 36.2 N
073 31 50.4 E

Area minimum altitude (AMA)

Each 30° quadrilateral contains an area minimum altitude (AMA) which represents the lowest altitude which may be used under instrument meteorological conditions (IMC). The AMA provides a minimum clearance of 1000 feet above all obstacles in the quadrilateral. It is represented in thousands and hundreds of feet above mean sea level.

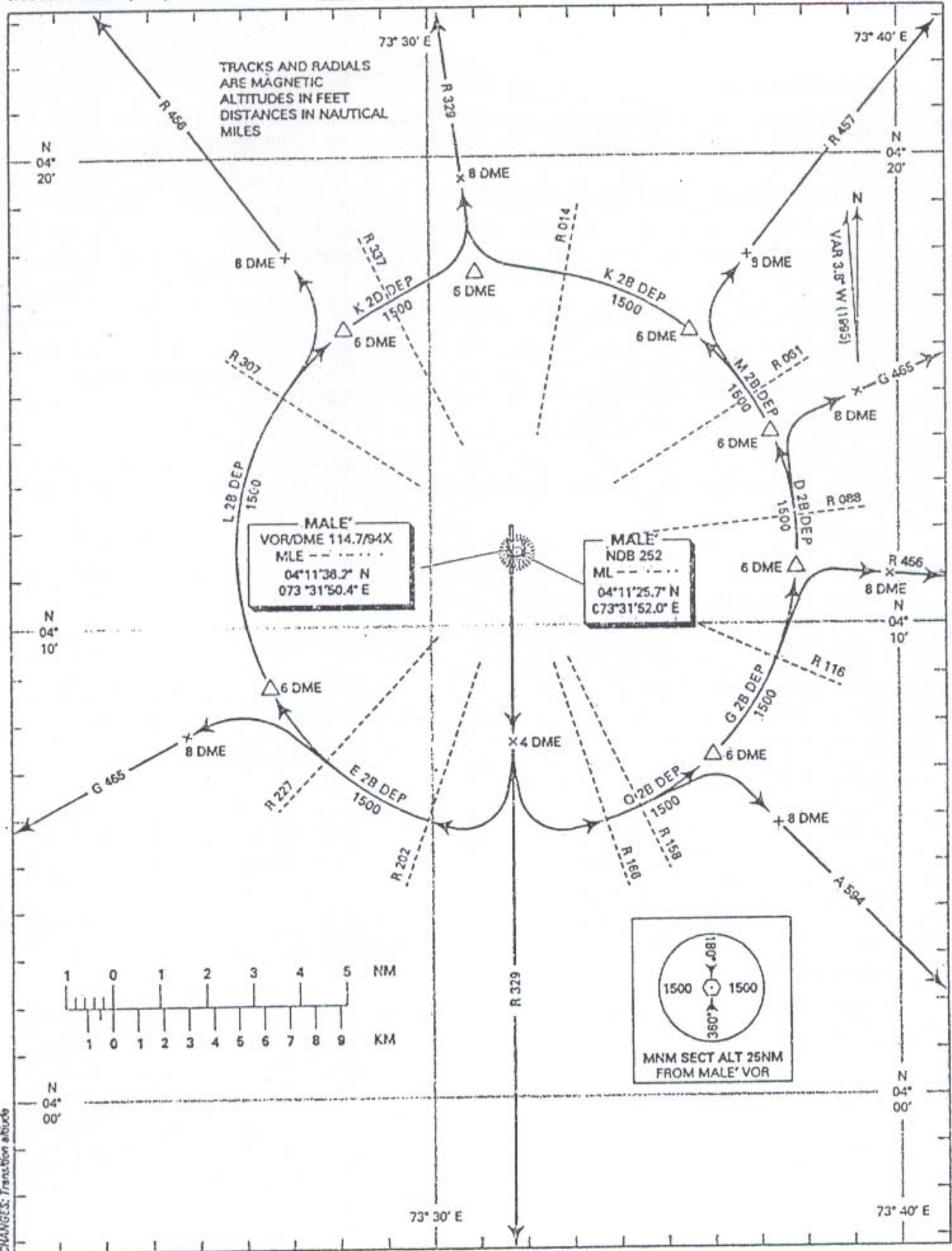
Example: **15**

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11 000 FT

TWR 118.1
ACC/APP 119.7

E2B, L2B, M2B, D2B,
G2B, Q2B, K2B/D2B



TEXTUAL DESCRIPTION OF SIDS - RWY 18

AQAXA TWO BRAVO DEPARTURE (Q 2 B DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn left to intercept the 6 DME arc, at radial 166 "MLE" VOR/DME. Continue the arc until radial 158, then turn right to join airway A 594 at 8 DME.

DOPDO TWO BRAVO DEPARTURE (D 2 B DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn left to intercept the 6 DME arc, at radial 166 "MLE" VOR/DME. Continue the arc until radial 088, then turn right to join airway G 465 at 8 DME.

ESKOL TWO BRAVO DEPARTURE (E 2 B DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn right to intercept the 6 DME arc, at radial 202 "MLE" VOR/DME. Cross radial 220 "MLE" VOR/DME at or above 3500ft. Continue the arc until radial 227, then turn left to join airway G 465 at 8 DME.

GOKAM TWO BRAVO DEPARTURE (G 2 B DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn left to intercept the 6 DME arc, at radial 166 "MLE" VOR/DME. Continue the arc until radial 116, then turn right to join airway R 456 at 8 DME.

KAGUM TWO BRAVO DEPARTURE (K 2 B DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn left to intercept the 6 DME arc, at radial 166 "MLE" VOR/DME. Continue the arc until radial 014, then turn right to join airway R 329 at 8 DME.

KAGUM TWO DELTA DEPARTURE (K 2 D DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn right to intercept the 6 DME arc, at radial 202 "MLE" VOR/DME. Cross radial 220 "MLE" VOR/DME at or above 3500ft. Continue the arc until radial 337, then turn left to join airway R 329 at 8 DME.

LELEM TWO BRAVO DEPARTURE (L 2 B DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn right to intercept the 6 DME arc, at radial 202 "MLE" VOR/DME. Cross radial 220 "MLE" VOR/DME at or above 3500ft. Continue the arc until radial 307, then turn left to join airway R456 at 8 DME.

MUGBA TWO BRAVO DEPARTURE (M 2 B DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn left to intercept the 6 DME arc, at radial 166 "MLE" VOR/DME. Continue the arc until radial 061, then turn right to join airway R457 at 8 DME.

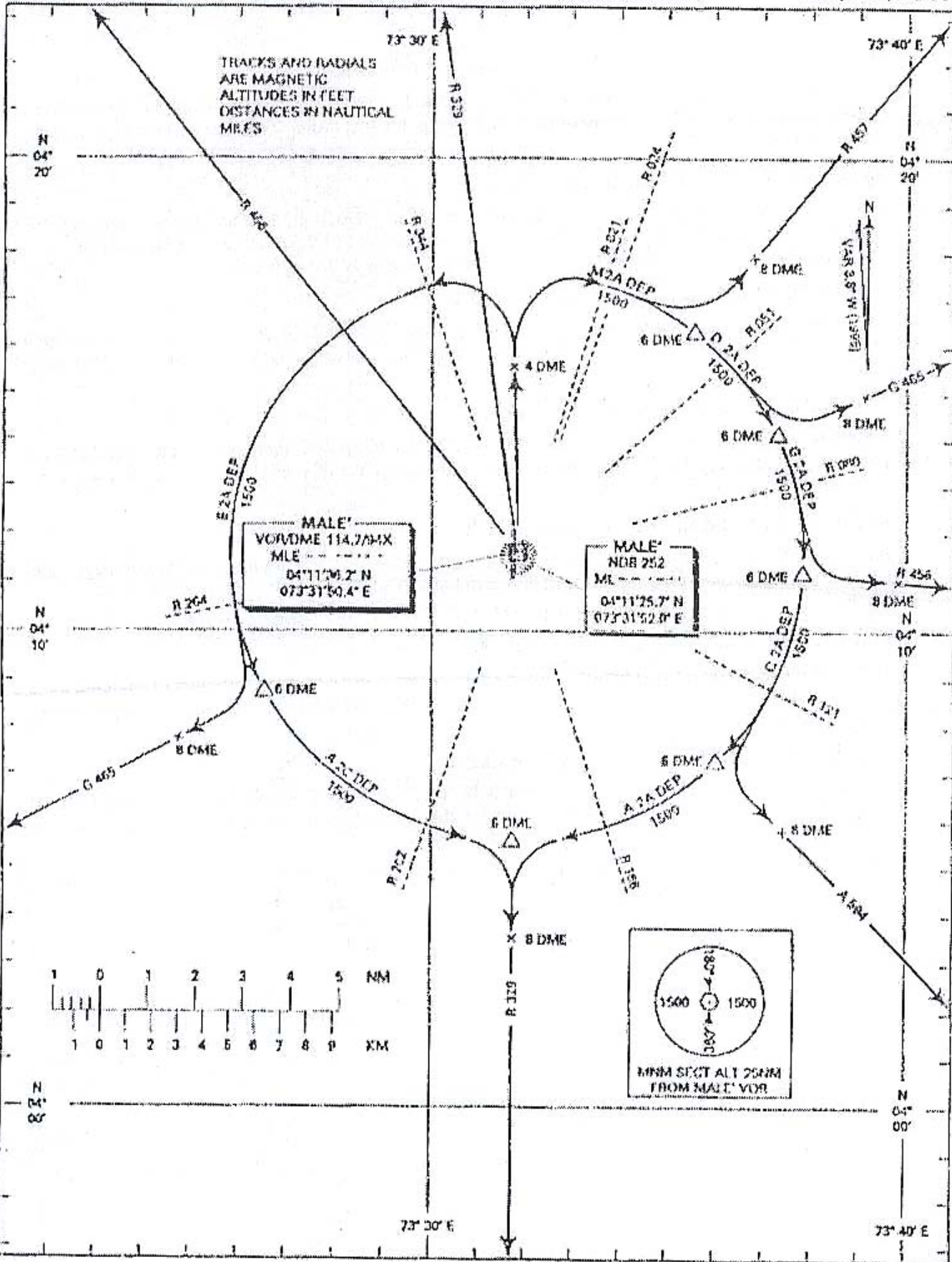
NOTE: No standard departure route designated for departures from runway 18 to the south on airway R329.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

TWR 118.1
ACC/APP 119.7

TRACKS AND RADIALS
ARE MAGNETIC
ALTITUDES IN FEET
DISTANCES IN NAUTICAL
MILES



TEXTUAL DESCRIPTION OF SIDS- RWY 36

ATISA TWO ALPHA DEPARTURE (A 2 A DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn right to intercept the 6 DME arc, at radial 021 "MLE" VOR/DME. Continue the arc until radial 166, then turn left to join airway R 329 at 8 DME.

ATISA TWO CHARLIE DEPARTURE (A 2 C DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn left to intercept the 6 DME arc, at radial 344 "MLE" VOR/DME Cross radial 310 "MLE" VOR/DME at or above 3500ft. Continue the arc until radial 202, then turn right to join airway R 329 at 8 DME.

AQAXA TWO ALPHA DEPARTURE (Q 2 A DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn right to intercept the 6 DME arc, at radial 021 "MLE" VOR/DME. Continue the arc until radial 121, then turn left to join airway A 594 at 8 DME.

DOPDO TWO ALPHA DEPARTURE (D 2 A DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn right to intercept the 6 DME arc, at radial 021 "MLE" VOR/DME. Continue the arc until radial 051, then turn left to join airway G 465 at 8 DME.

ESKOL TWO ALPHA DEPARTURE (E 2 A DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn left to intercept the 6 DME arc, at radial 344 "MLE" VOR/DME Cross radial 310 "MLE" VOR/DME at or above 3500ft. Continue the arc until radial 264, then turn right to join airway G 465 at 8 DME.

GOKAM TWO ALPHA DEPARTURE (G 2 A DEP)

After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn right to intercept the 6 DME arc, at radial 021 "MLE" VOR/DME. Continue the arc until radial 080, then turn left to join airway R 456 at 8 DME.

MUGBA TWO ALPHA DEPARTURE (M 2 A DEP)

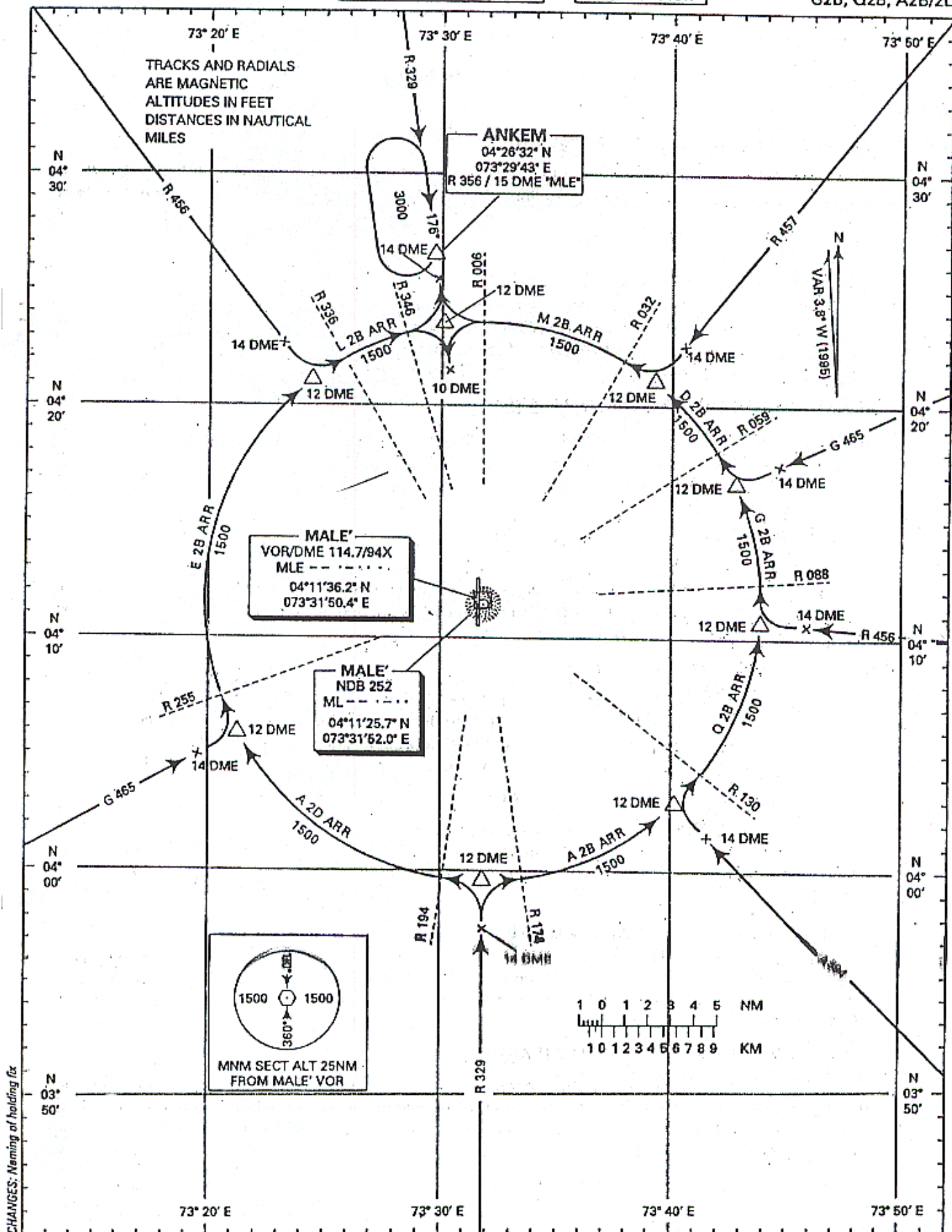
After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn right to intercept the 6 DME arc, at radial 021 "MLE" VOR/DME. Continue the arc until radial 024, then turn left to join airway R457 at 8 DME.

NOTE: All departures from RWY 36 which has not been assigned a SID, shall maintain RWY heading until 3DME 'MLE' VOR/DME

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11 000 FT

TWR 118.1
ACC/APP 119.7



TEXTUAL DISCRPTION OF STAR - RWY 18

ATISA TWO BRAVO ARRIVAL (A 2 B ARR)

At 14 DME "MLE" VOR/DME, turn right to intercept the 12 DME arc, at radial 174 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 006 and turn left to intercept the final approach radial 356 at 10 DME. If holding is required, at radial 006, turn right to intercept radial 356 at 14 DME and proceed to the ANKEM.

ATISA TWO DELTA ARRIVAL (A 2 D ARR)

At 14 DME "MLE" VOR/DME, turn left to intercept the 12 DME arc, at radial 194 "MLE" VOR/DME Cross radials 310 "MLE" VOR/DME at or above 5500ft. If no delay is expected for the approach, continue the arc until radial 346 and turn right to intercept the final approach radial 356 at 10 DME. If holding is required, at radial 346, turn left to intercept radial 356 at 14 DME and proceed to the ANKEM.

AQAXA TWO BRAVO ARRIVAL (Q 2 B ARR)

At 14 DME "MLE" VOR/DME, turn right to intercept the 12 DME arc, at radial 130 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 006 and turn left to intercept the final approach radial 356 at 10 DME. If holding is required, at radial 006, turn right to intercept radial 356 at 14 DME and proceed to the ANKEM.

DOPDO TWO BRAVO ARRIVAL (D 2 B ARR)

At 14 DME "MLE" VOR/DME, turn right to intercept the 12 DME arc at radial 059 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 006 and turn left to intercept the final approach radial 356 at 10 DME. If holding is required, at radial 006, turn right to intercept radial 356 at 14 DME and proceed to the ANKEM.

ESKOL TWO BRAVO ARRIVAL (E 2 B ARR)

At 14 DME "MLE" VOR/DME, turn left to intercept the 12 DME arc at radial 255 "MLE" VOR/DME Cross radials 310 "MLE" VOR/DME at or above 5500ft. If no delay is expected for the approach, continue the arc until radial 346 and turn right to intercept the final approach radial 356 at 10 DME. If holding is required, at radial 346, turn left to intercept radial 356 at 14 DME and proceed to the ANKEM.

GOKAM TWO BRAVO ARRIVAL (G 2 B ARR)

At 14 DME "MLE" VOR/DME, turn right to intercept the 12 DME arc at radial 088 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 006 and turn left to intercept the final approach radial 356 at 10 DME. If holding is required, at radial 006, turn right to intercept radial 356 at 14 DME and proceed to the ANKEM.

LELEM TWO BRAVO ARRIVAL (L 2 B ARR)

At 14 DME "MLE" VOR/DME, turn left to intercept the 12 DME arc at radial 336 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 346 and turn right to intercept the final approach radial 356 at 10 DME. If holding is required, at radial 346, turn left to intercept radial 356 at 14 DME and proceed to the ANKEM.

MUGBA TWO BRAVO ARRIVAL (M 2 B ARR)

At 14 DME "MLE" VOR/DME, turn right to intercept the 12 DME arc at radial 032 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 006 and turn left to intercept the final approach radial 356 at 10 DME. If holding is required, at radial 006, turn right to intercept radial 356 at 14 DME and proceed to the ANKEM.

NOTE: No standard arrival route designated, for arrivals from the north, on airway R329, when runway 18 is active.

MALE' / INTERNATIONAL

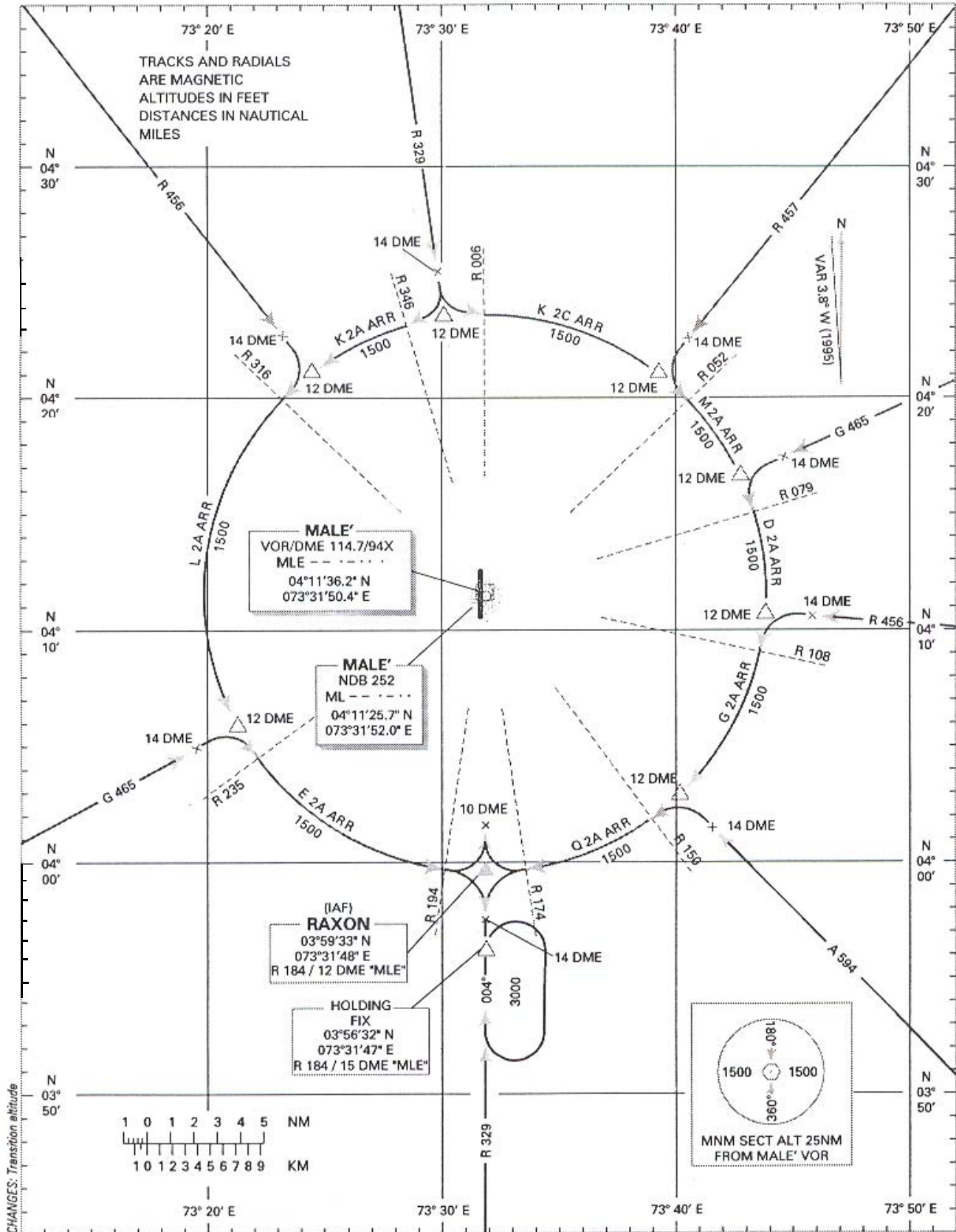
RWY 36

E2A, L2A, K2A/2C,
M2A, D2A, G2A, Q2A,

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11 000 FT

TWR 118.1
ACC/APP 119.7



TEXTUAL DESCRIPTION OF STAR - RWY 36

AQAXA TWO ALPHA ARRIVAL (Q 2 A ARR)

At 14 DME "MLE" VOR/DME, turn left to intercept the 12 DME arc, at radial 150 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 174 and turn right to intercept the final approach radial 184 at 10 DME. If holding is required, at radial 174, turn left to intercept radial 184 at 14 DME and proceed to the RAXON.

DOPDO TWO ALPHA ARRIVAL (D 2 A ARR)

At 14 DME "MLE" VOR/DME, turn left to intercept the 12 DME arc, at radial 079 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 174 and turn right to intercept the final approach radial 184 at 10 DME. If holding is required, at radial 174, turn left to intercept radial 184 at 14 DME and proceed to the RAXON.

ESKOL TWO ALPHA ARRIVAL (E 2 A ARR)

At 14 DME "MLE" VOR/DME, turn right to intercept the 12 DME arc, at radial 235 "MLE" VOR/DME. Cross radial 220 "MLE" VOR/DME at or above 5500ft.. If no delay is expected for the approach, continue the arc until radial 194 and turn left to intercept the final approach radial 184 at 10 DME. If holding is required, at radial 194, turn right to intercept radial 184 at 14 DME and proceed to the RAXON.

GOKAM TWO ALPHA ARRIVAL (G 2 A ARR)

At 14 DME "MLE" VOR/DME, turn left to intercept the 12 DME arc at radial 108 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 174 and turn right to intercept the final approach radial 184 at 10 DME. If holding is required, at radial 174, turn left to intercept radial 184 at 14 DME and proceed to the RAXON.

KAGUM TWO ALPHA ARRIVAL (K 2 A ARR)

At 14 DME "MLE" VOR/DME, turn right to intercept the 12 DME arc at radial 346 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 194 and turn left to intercept the final approach radial 184 at 10 DME. If holding is required, at radial 194, turn right to intercept radial 184 at 14 DME and proceed to the RAXON.

KAGUM TWO CHARLIE ARRIVAL (K 2 C ARR)

At 14 DME "MLE" VOR/DME, turn left to intercept the 12 DME arc at radial 006 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 174 and turn right to intercept the final approach radial 184 at 10 DME. If holding is required, at radial 174, turn left to intercept radial 184 at 14 DME and proceed to the RAXON.

LELEM TWO ALPHA ARRIVAL (L 2 A ARR)

At 14 DME "MLE" VOR/DME, turn right to intercept the 12 DME arc at radial 316 "MLE" VOR/DME. Cross radial 220 "MLE" VOR/DME at or above 5500ft. If no delay is expected for the approach, continue the arc until radial 194 and turn left to intercept the final approach radial 184 at 10 DME. If holding is required, at radial 194, turn right to intercept radial 184 at 14 DME and proceed to the RAXON.

MUGBA TWO ALPHA ARRIVAL (M 2 A ARR)

At 14 DME "MLE" VOR/DME, turn left to intercept the 12 DME arc at radial 052 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 174 and turn right to intercept the final approach radial 184 at 10 DME. If holding is required, at radial 174, turn left to intercept radial 184 at 14 DME and proceed to the RAXON.

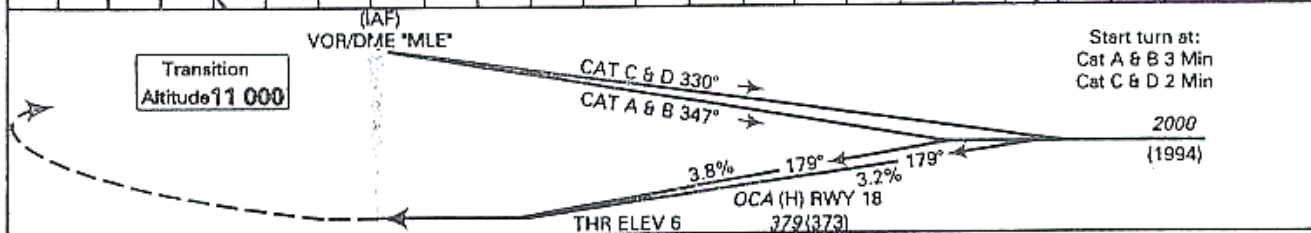
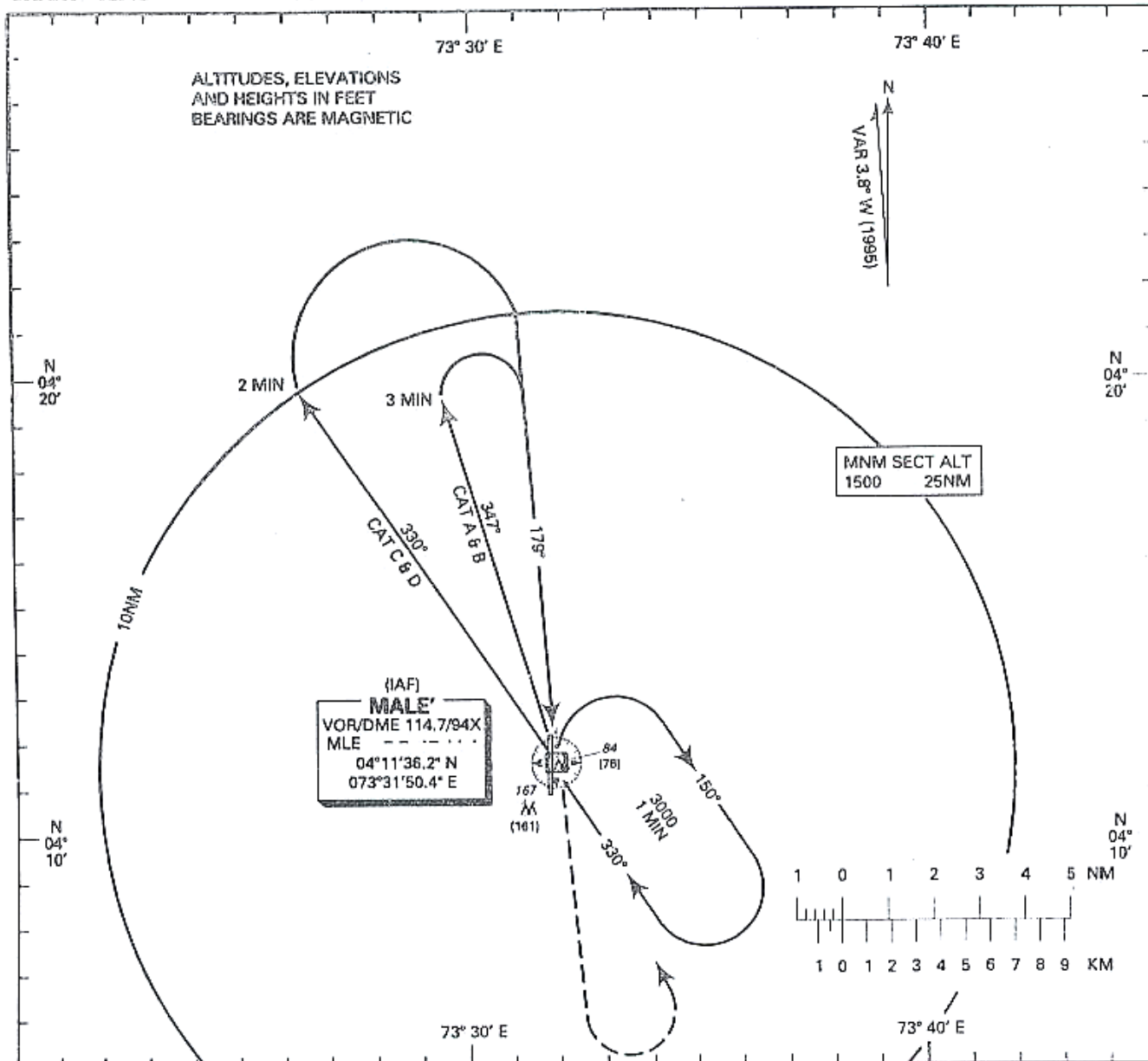
NOTE: No standard arrival route designated, for arrivals from the south, on airway R329, when runway 36 is active.

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 6 FT
HEIGHTS RELATED
TO THR ELEV - 6 FT

APP 119.7
TWR 118.1

MALE / INTERNATIONAL
VOR
RWY 18



MISSED APPROACH:
Climb straight ahead to 3000(2994), then turn left and
proceed direct to VOR and hold, or as directed by ATC.

CHANGES: Transition altitude

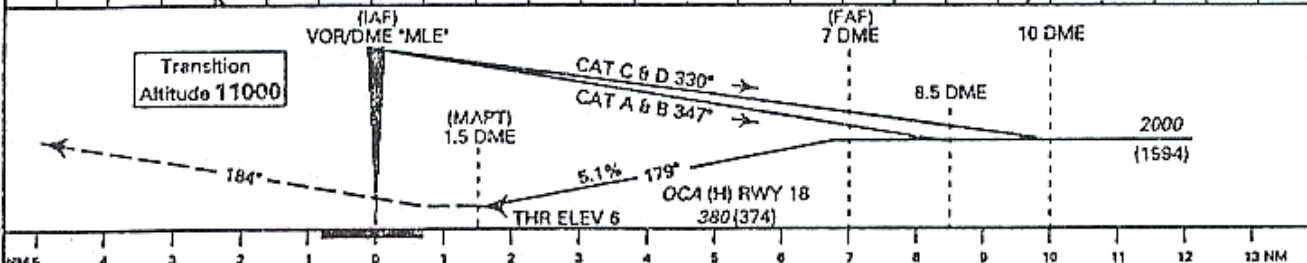
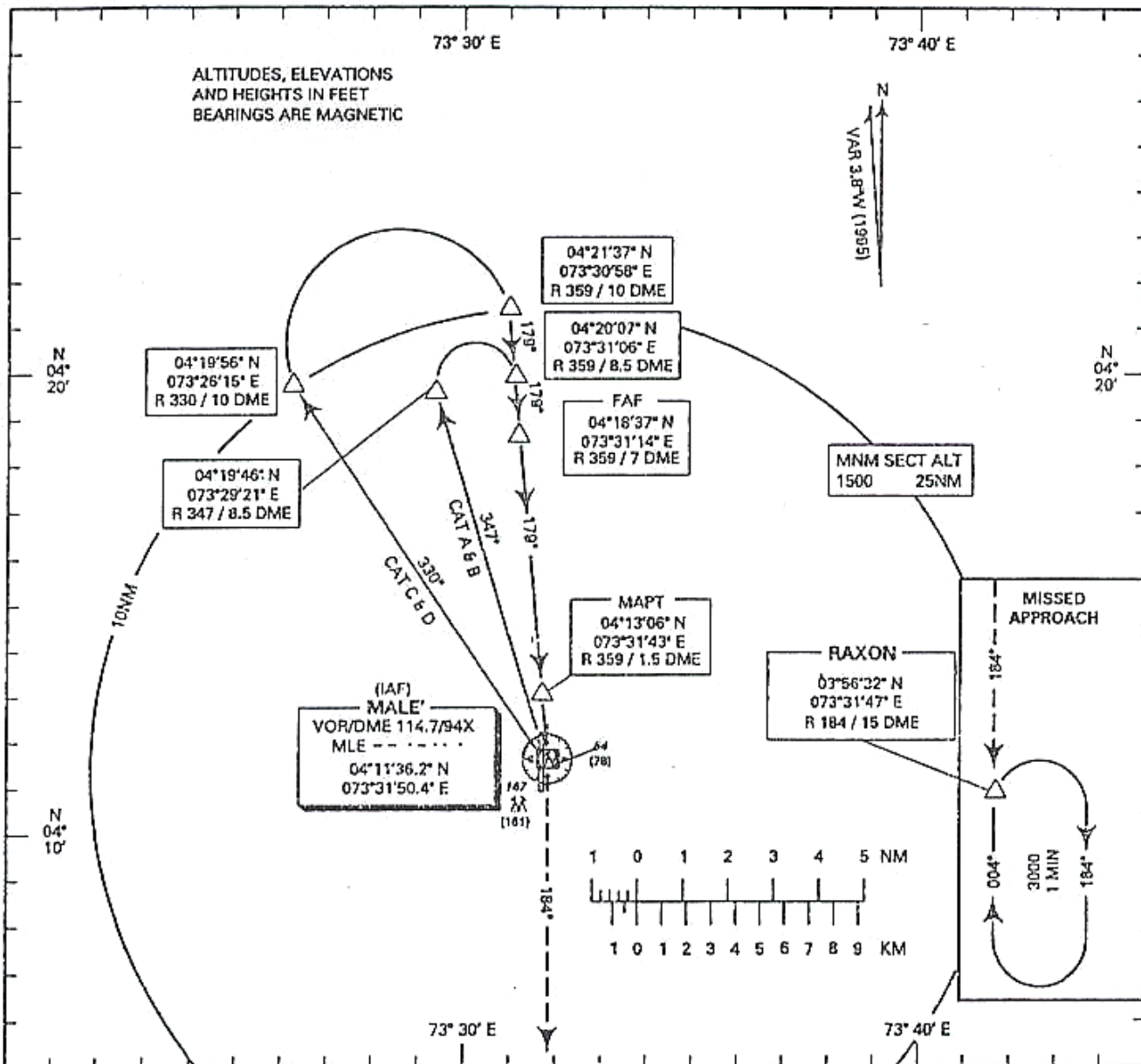
Aircraft Category	A	B	C	D	
Straight - in	379(373)				
Circling	400(394)	498(492)	597(591)	695(689)	
Speed	knots	90	120	150	180
FAP - VOR	min:sec	5:40	4:15	4:00	3:20
Rate of descent	ft / min	340	460	490	580

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 6 FT
HEIGHTS RELATED
TO THR ELEV - 6 FT

APP 119.7
TWR 118.1

MALE' / INTERNATIONAL
VOR/DME - 1
RWY 18



MISSED APPROACH:
Climb straight ahead, on reaching the VOR, turn right to intercept the 184 radial,
continue climb to 3000(2994) and proceed to RAXON and hold, or as directed by ATC.

Aircraft Category		A	B	C	D		
Straight - in		380(374)					
Circling		400(394)	498(492)	697(591)	695(689)		
Distance	DME	6	5	4	3	2	1
Altitude (Height)	feet	1700(1694)	1390(1384)	1090(1074)	770(764)	460(454)	750(144)
Speed	knots	90		120		180	
Rate of descent	ft / min	460		620		930	

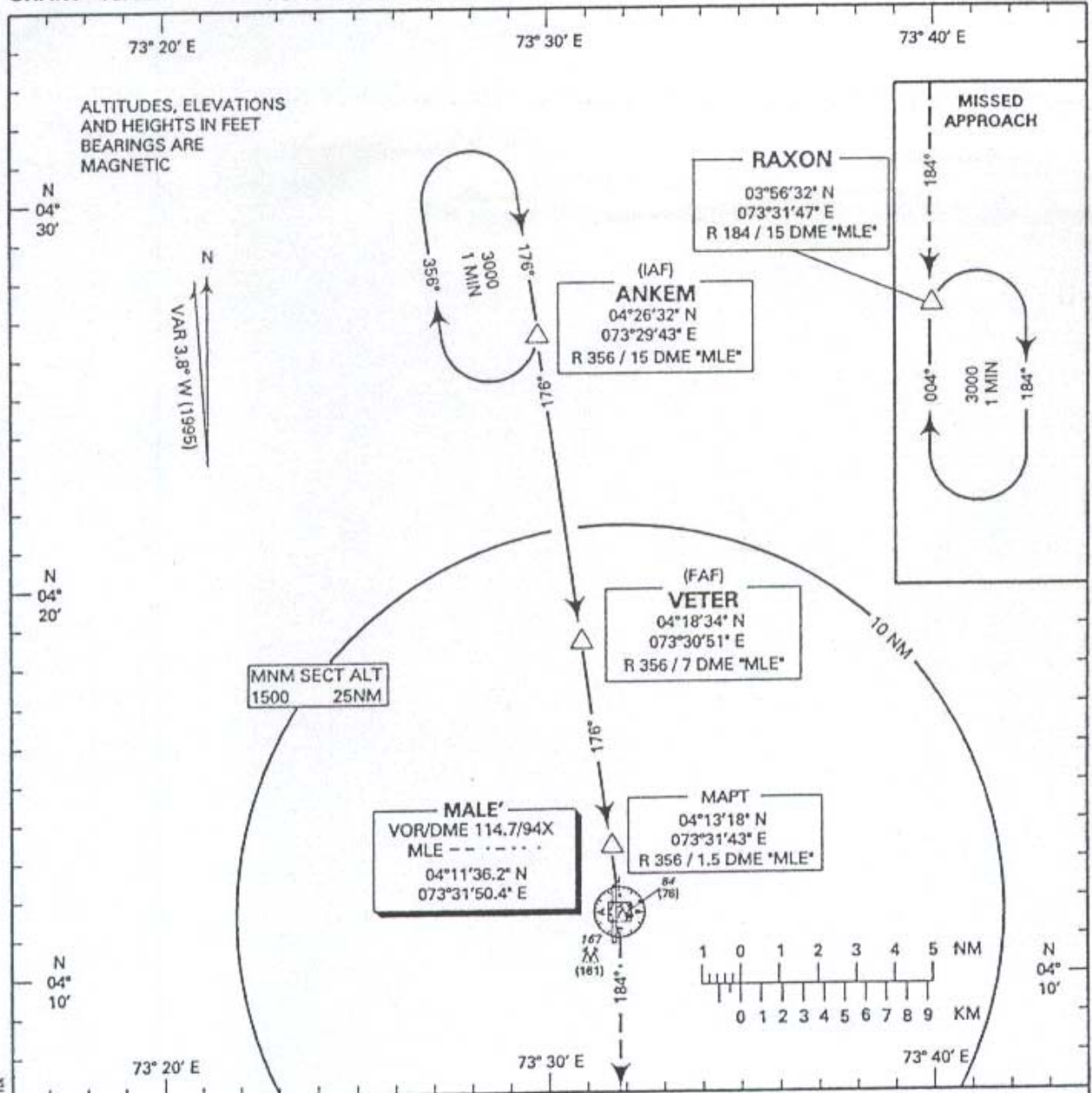
CHANGES: Naming of missed approach holding fix.

INSTRUMENT
APPROACH
CHART - ICAO

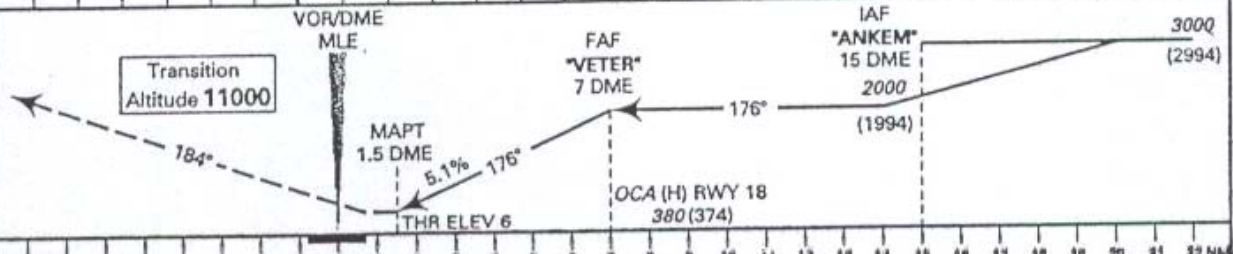
ELEV 6 FT
HEIGHTS RELATED
TO THR ELEV - 6 FT

APP 119.7
TWR 118.1

MALE' / INTERNATIONAL
VOR/DME - 2
RWY 18



CHANGES: Relocation of IAF and naming of FAF and missed approach holding fix



MISSED APPROACH:
Climb straight ahead, on reaching the VOR, turn right to intercept the 184 radial, continue climb to 3000(2994) and proceed to RAXON and hold, or as directed by ATC.

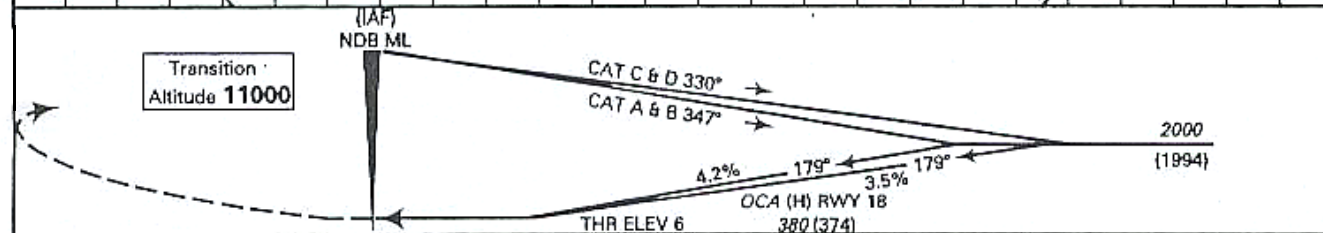
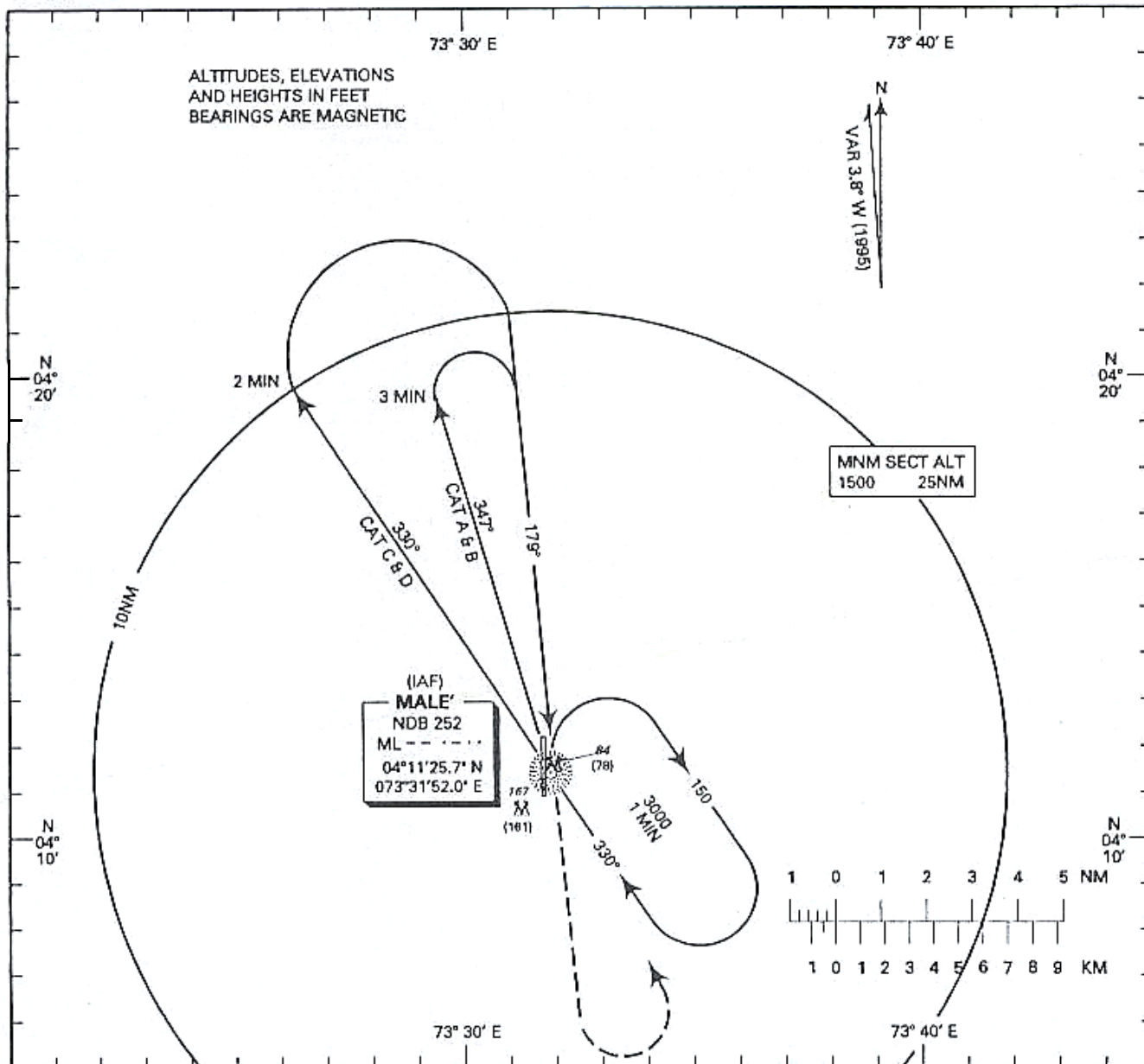
Aircraft Category	A		B		C		D	
Straight - in	380(374)							
Circling	400(394)		498(492)		597(591)		695(689)	
Distance	DME	6	5	4	3	2	1	
Altitude (Height)	feet	1700(1694)	1390(1384)	1080(1074)	770(764)	460(454)	150(144)	
Speed	knots	90		120		150		180
Rate of descent	ft / min	460		620		770		930

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 6 FT
HEIGHTS RELATED
TO THR ELEV- 6 FT

APP 119.7
TWR 118.1

MALE' / INTERNATIONAL
NDB
RWY 18



MISSED APPROACH:
Climb straight ahead to 3000 (2994), then turn left and proceed direct to NDB and hold, or as directed by ATC.

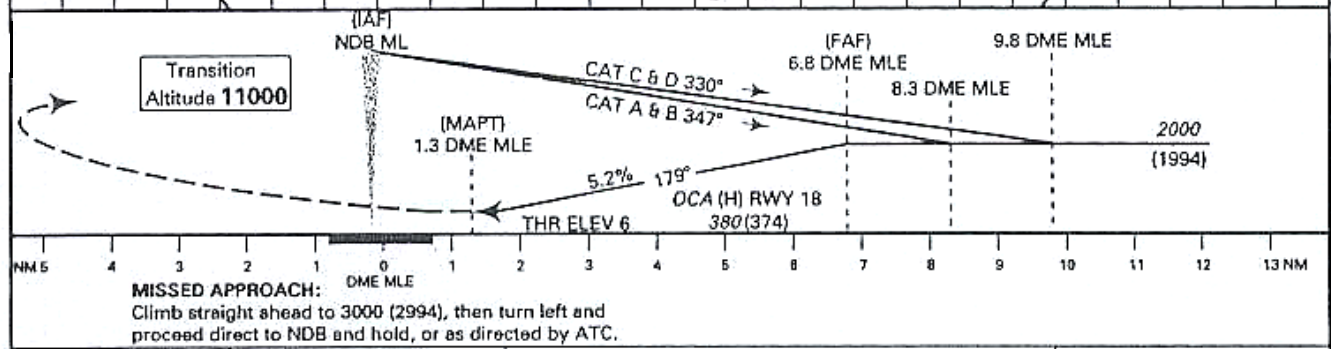
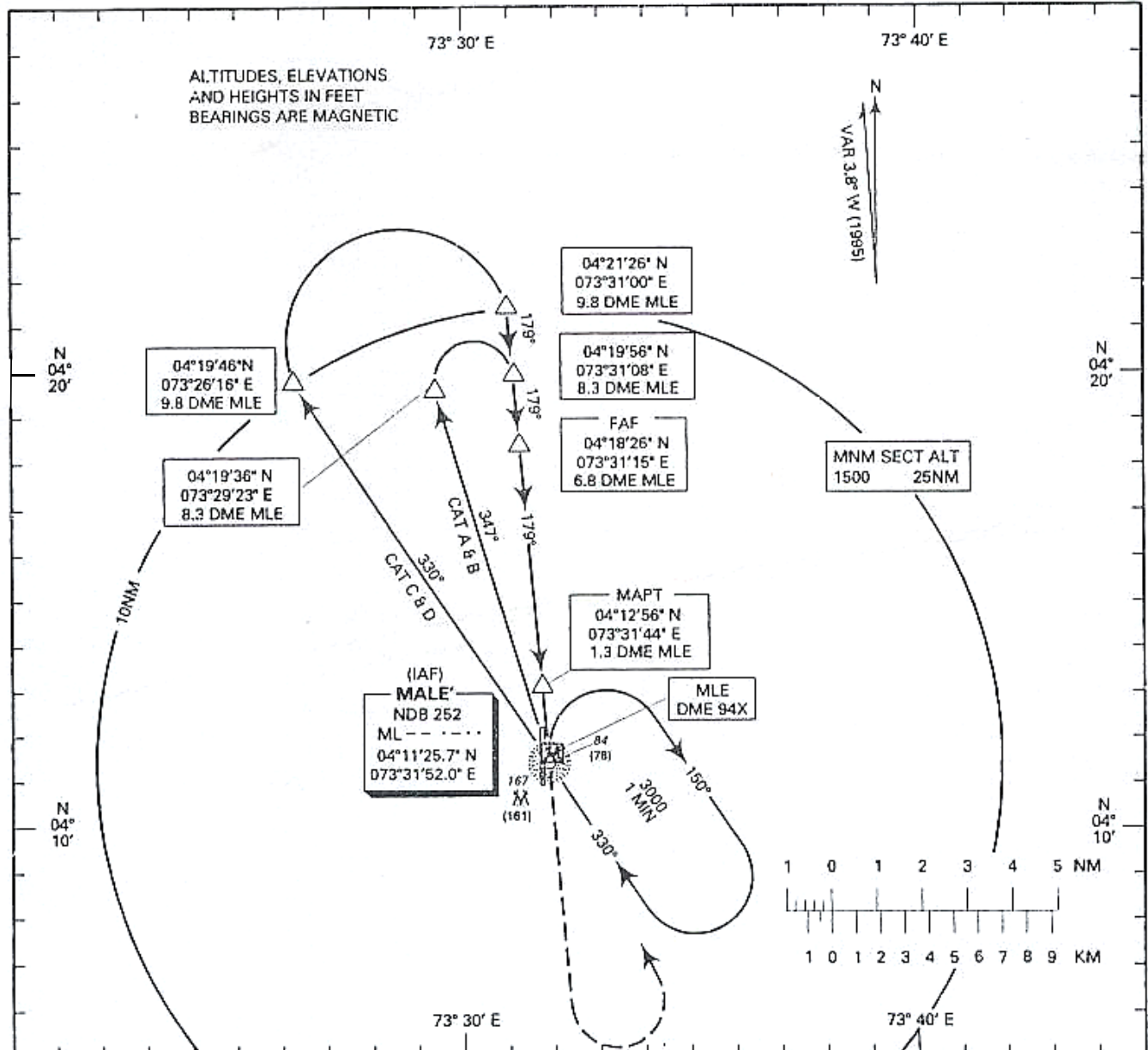
Aircraft Category	Transition altitude				
	A	B	C	D	
Straight - In	379 (373)				
Circling	400 (394)	498 (492)	597 (591)	695 (689)	
Speed	knots	90	120	150	180
FAP - NDB	min:sec	5:32	4:09	3:55	3:16
Rate of descent	ft / min	380	510	530	640

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 6 FT
HEIGHTS RELATED
TO THR ELEV - 6 FT

APP 119.7
TWR 118.1

MALE' / INTERNATIONAL
NDB,DME
RWY 18



MISSED APPROACH:
Climb straight ahead to 3000 (2994), then turn left and proceed direct to NDB and hold, or as directed by ATC.

CHANGES: Transition altitude

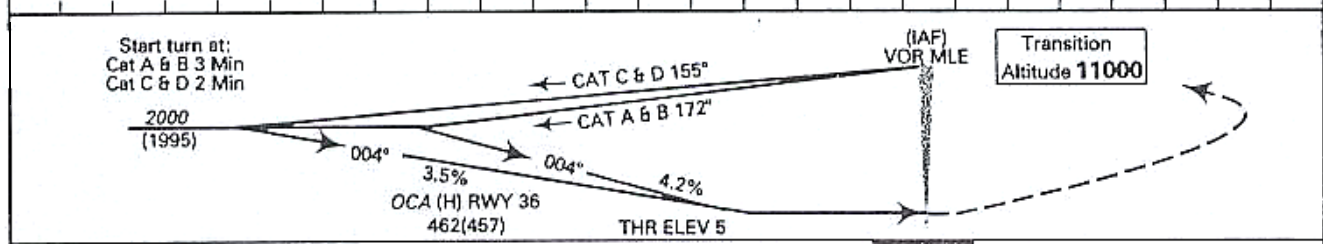
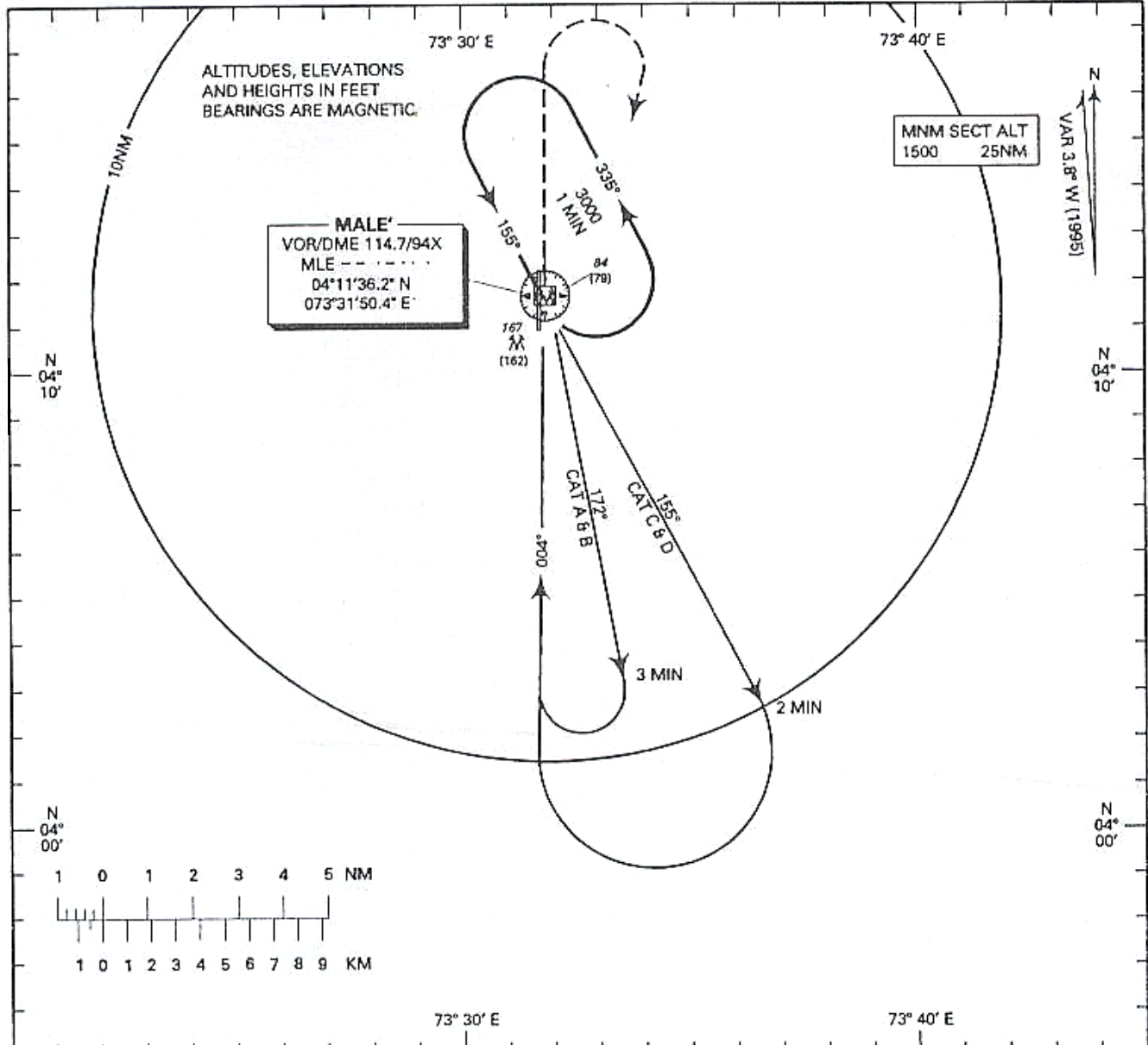
Aircraft Category		A	B	C	D		
Straight - In		380(374)					
Circling		400(394)	498(492)	597(591)	695(689)		
Distance	DME	6	5	4	3	2	1
Altitude (Height)	feet	1740(1734)	1420(1414)	1110(1104)	790(784)	470(464)	150(144)
Speed	knots	90	120	150	180		
Rate of descent	ft / min	480	640	800	960		

**INSTRUMENT
APPROACH
CHART - ICAO**

**ELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5 FT**

APP 119.7
TWR 118.1

**MALE' / INTERNATIONAL
VOR
RWY 36**



MISSED APPROACH:
Climb straight ahead to 3000 (2995), then turn right and proceed direct to VOR and hold, or as directed by ATC.

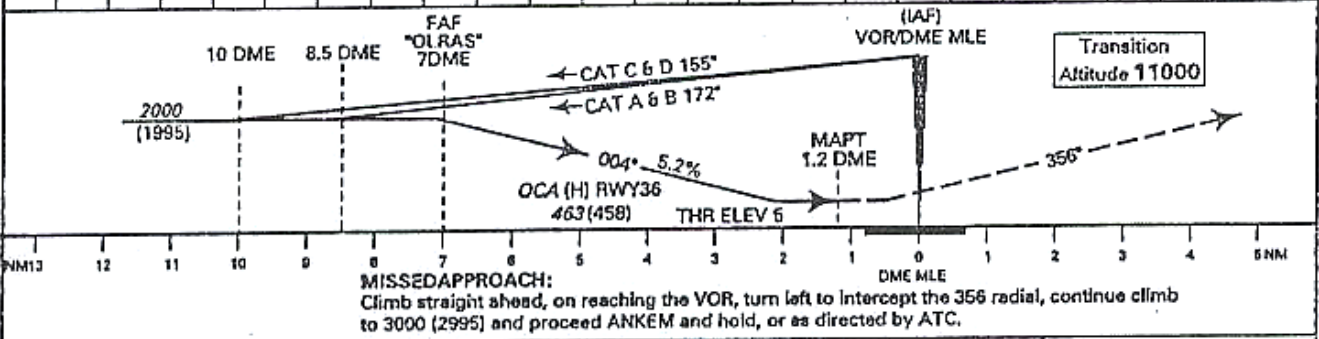
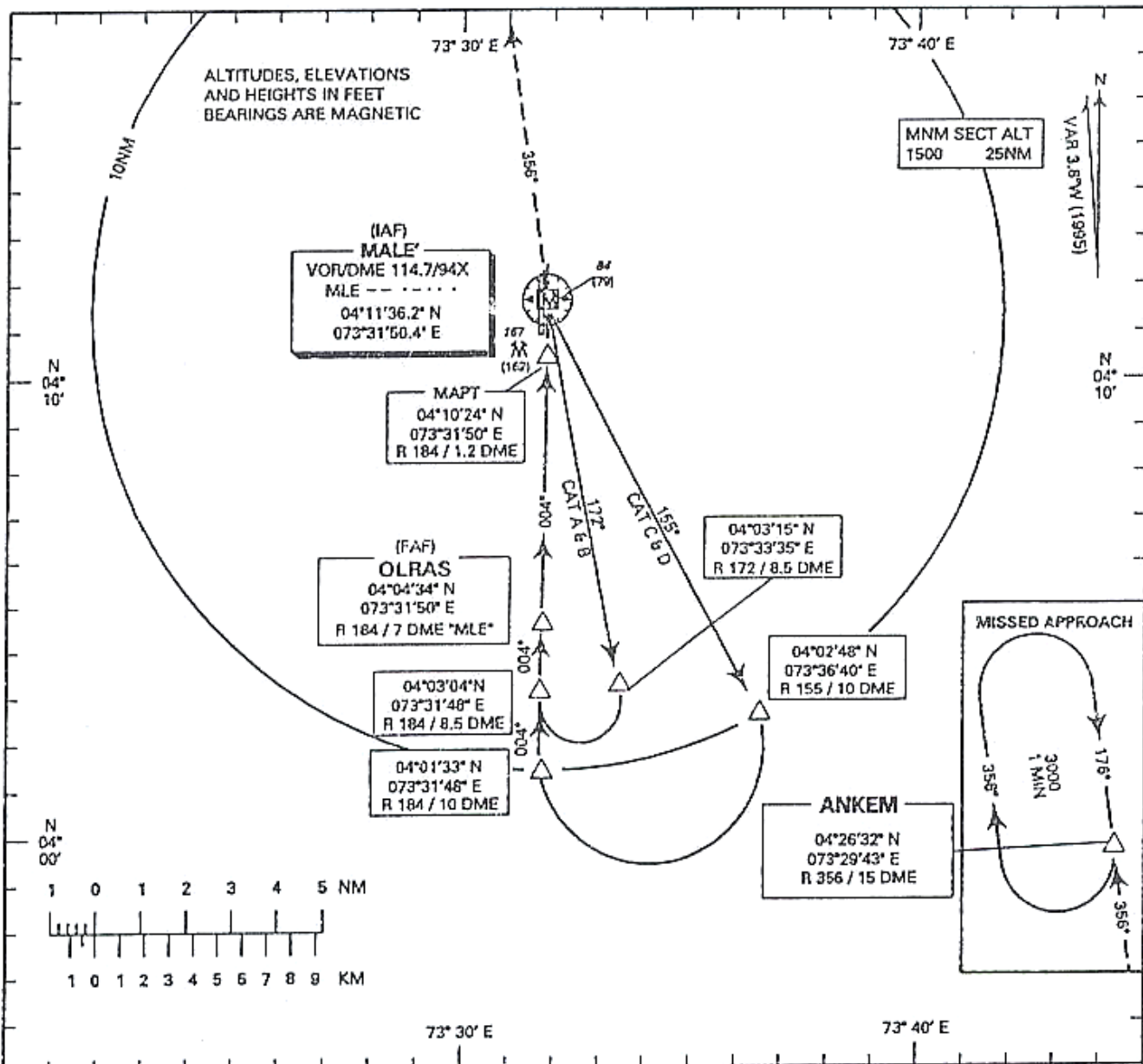
CHANGES: Transition altitude	Aircraft Category	A	B	C	D	
	Straight - In	462(457)				
	Circling	462(457)	497(492)	596(591)	694(689)	
	Speed	knots	90	120	150	180
	FAP - NDB	min:sec	5:40	4:15	4:00	3:20
	Rates of descent	ft / min	380	510	530	630

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5 FT

APP 119.7
TWR 118.1

MALE' / INTERNATIONAL
VOR/DME - 1
RWY 36



MISSED APPROACH:
Climb straight ahead, on reaching the VOR, turn left to intercept the 356 radial, continue climb to 3000 (2995) and proceed ANKEM and hold, or as directed by ATC.

Aircraft Category	A	B	C	D
Straight - in	463 (458)			
Circling	463 (458)	497 (492)	596 (591)	694 (689)
Distance	DME 6	5	4	3
Altitude (Height)	feet 1690 (1685)	1380 (1375)	1060 (1055)	750 (745)
Speed	knots 90	120	150	180
Rate of descent	ft / min 470	630	780	940

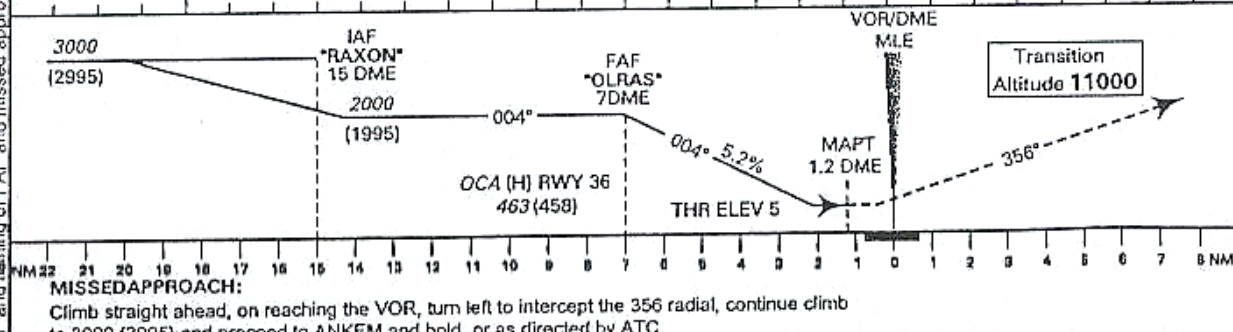
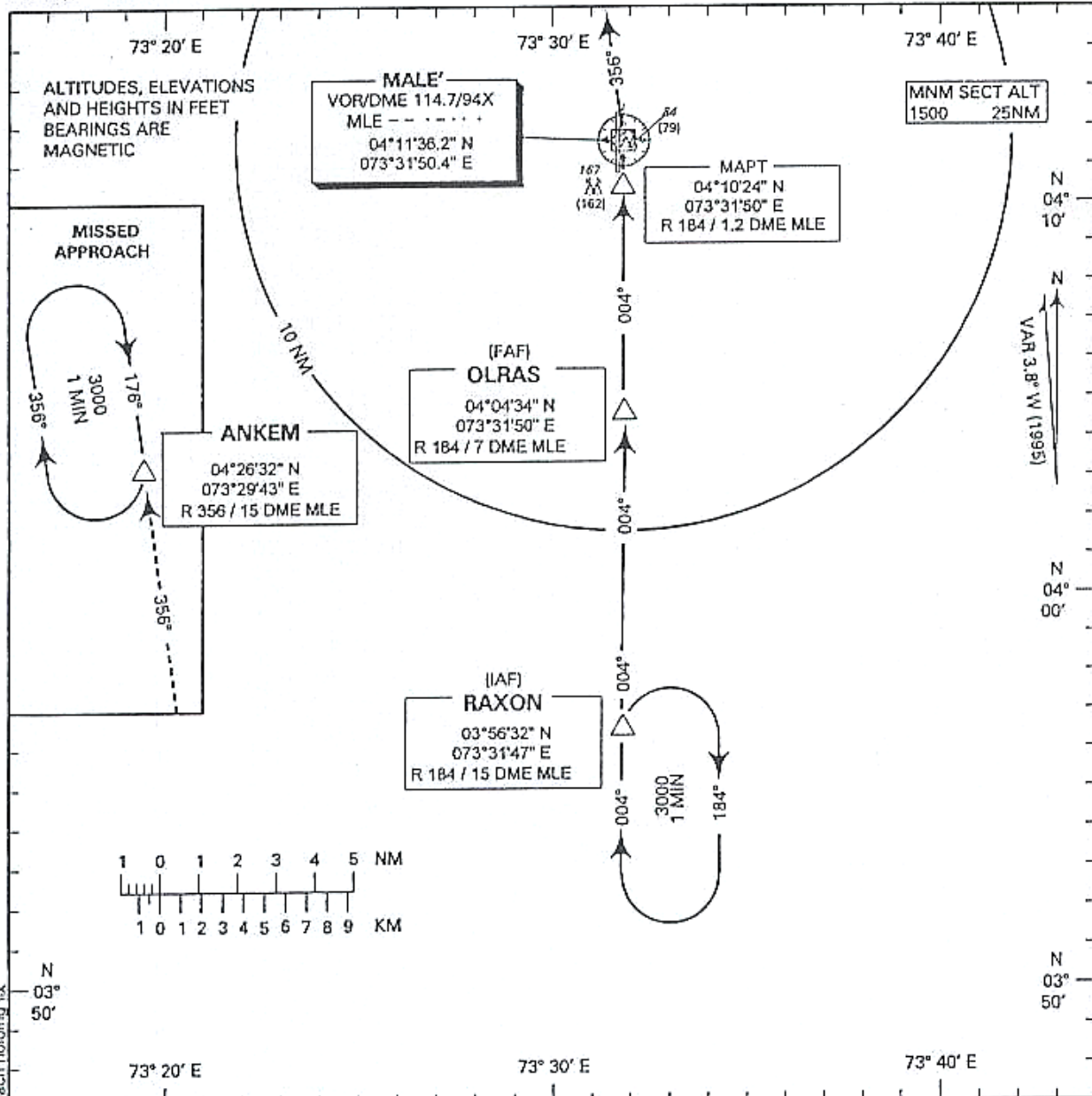
CHANGES: Naming of FAF and missed approach holding fix

**INSTRUMENT
APPROACH
CHART - ICAO**

**ELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5 FT**

APP 119.7
TWR 118.1

**MALE' / INTERNATIONAL
VOR/DME - 2
RWY 36**



MISSED APPROACH:
Climb straight ahead, on reaching the VOR, turn left to intercept the 356 radial, continue climb to 3000 (2995) and proceed to ANKEM and hold, or as directed by ATC.

Aircraft Category	A	B	C	D
Straight - in	463 (458)			
Circling	463 (458)	497 (492)	596 (591)	694 (669)
Distance	DME 6	5	4	3
Altitude (Height)	foot 1690 (1685)	1380 (1375)	1060 (1055)	750 (745)
Speed	knots 90	120	150	180
Rate of descent	ft/min 470	630	780	940

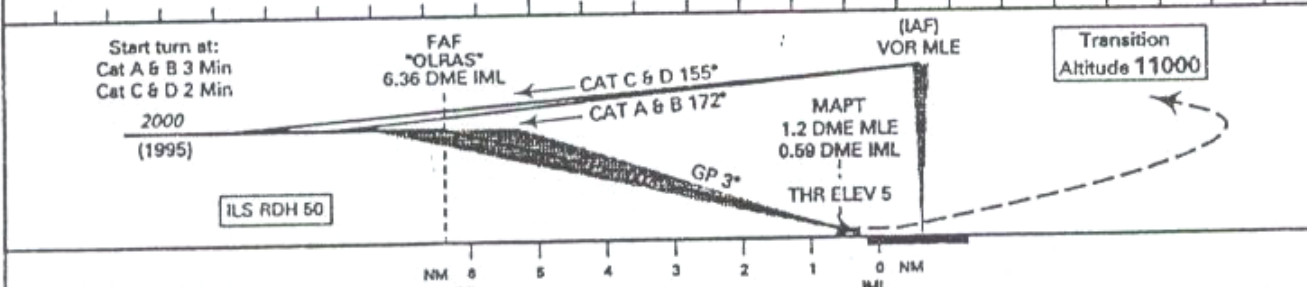
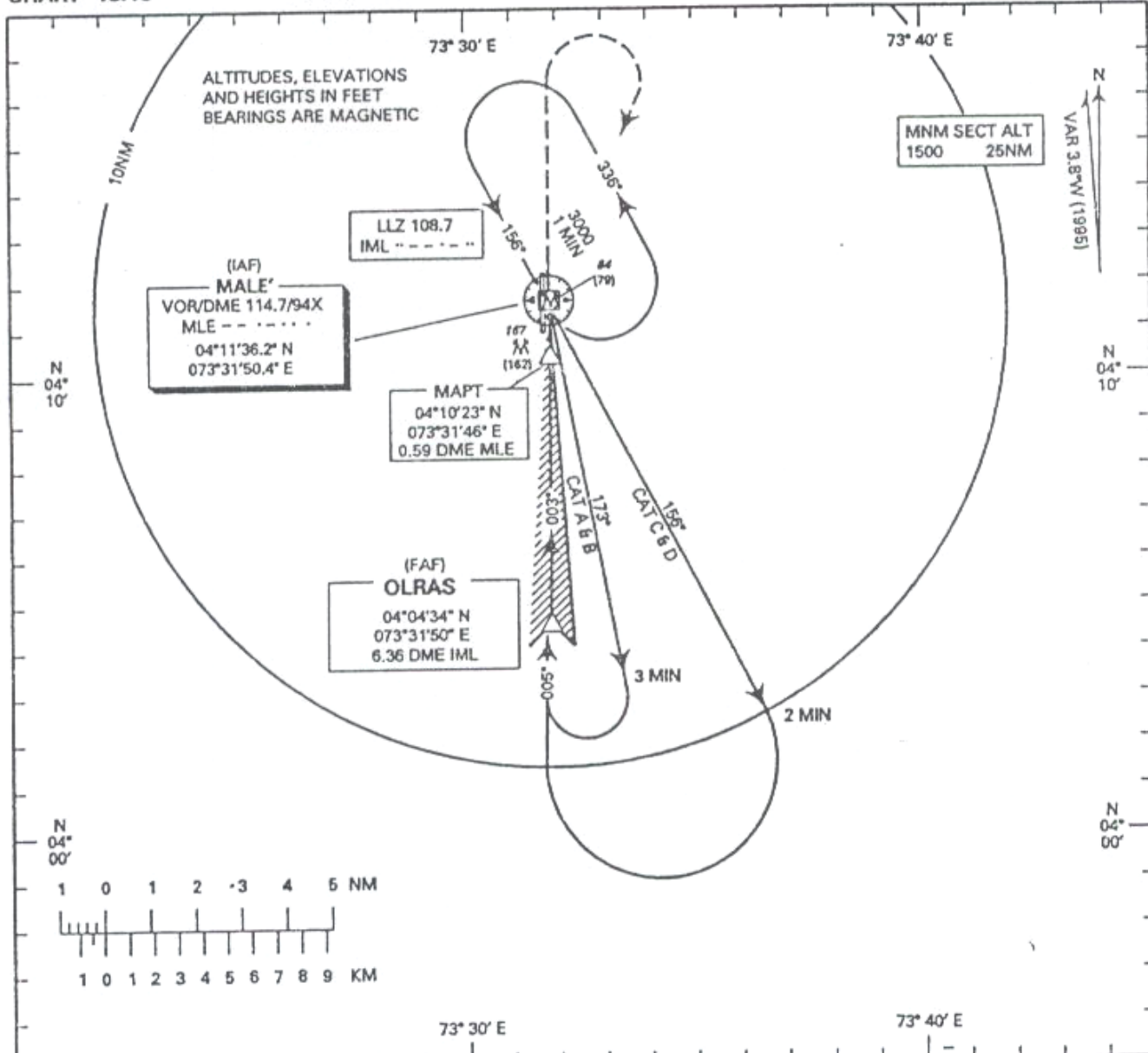
CHANGES: Relocation of IAF and timing of FAF and missed approach holding fix

**INSTRUMENT
APPROACH
CHART - ICAO**

**ELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5 FT**

APP 119.7
TWR 118.1

**MALE' / INTERNATIONAL
VOR, ILS/DME
RWY 36**



MISSED APPROACH:
Climb straight ahead to 3000 (2995), then turn right and proceed direct to VOR and hold, or as directed by ATC.

OCA/H		A	B	C	D		
Straight-in Approach	Cat 1	370 (305)	320 (315)	329 (324)	343 (338)		
	GP INOP	463 (458)					
Circling		463 (458)	497 (492)	596 (591)	694 (689)		
Distance	DME	6	5	4	3	2	1
Altitude/Height	feet	1910 (1905)	1590 (1585)	1270 (1265)	950 (945)	640 (635)	320 (315)
Speed	knots	90		120		150	
Rate of descent	ft / min	480		640		800	
						960	

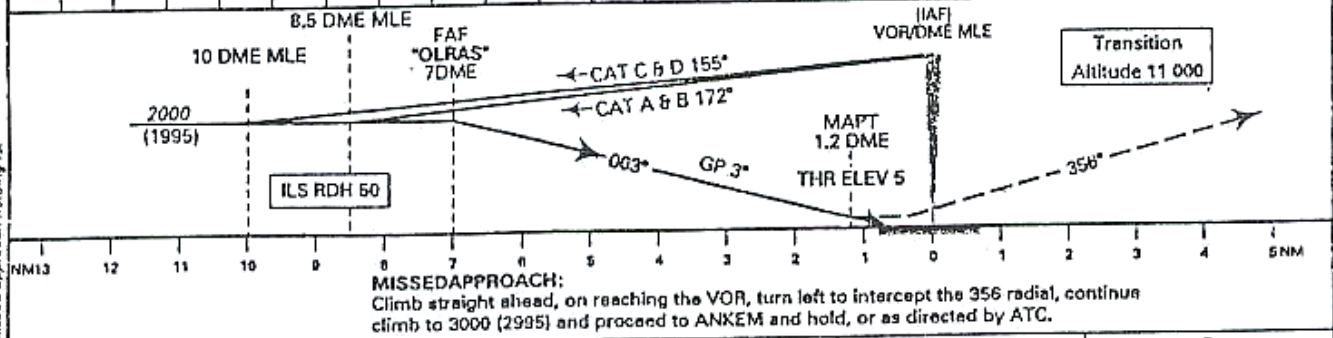
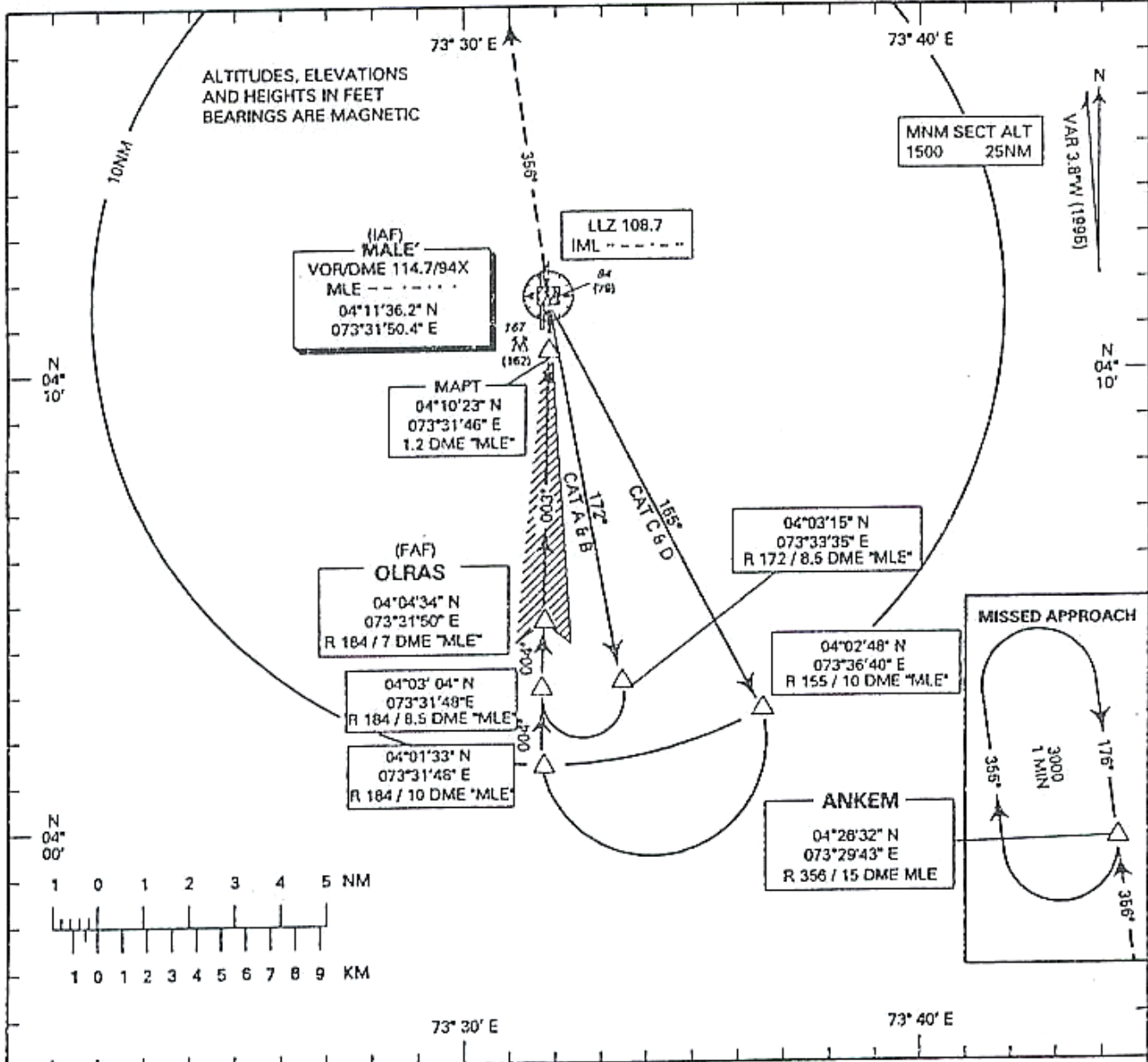
CHANGES: Naming of FAF

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5 FT

APP 119.7
TWR 118.1

MALE' / INTERNATIONAL
VOR/DME, ILS
RWY36



MISSED APPROACH:
Climb straight ahead, on reaching the VOR, turn left to intercept the 356 radial, continue climb to 3000 (2995) and proceed to ANKEM and hold, or as directed by ATC.

OCA/H		A	B	C	D
Straight-in	Cat 1	310 (305)	320 (315)	329 (324)	343 (338)
	Approach	463 (458)			
Circling	GP INOP	463 (458)	497 (492)	596 (591)	694 (689)
		463 (458)	497 (492)	596 (591)	694 (689)
Distance	DME	6	5	4	3
Altitude/Height	feet	1690 (1685)	1330 (1375)	1060 (1055)	750 (745)
Speed	knots	90	120	150	180
Rate of descent	ft / min	430	640	800	960

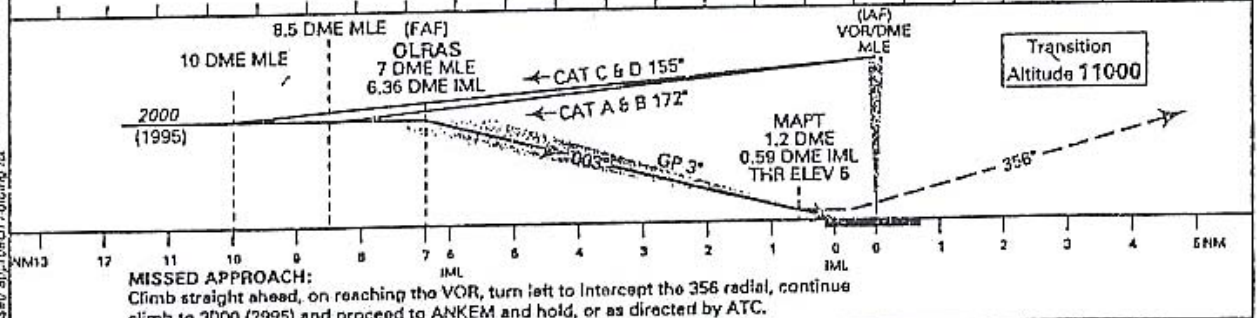
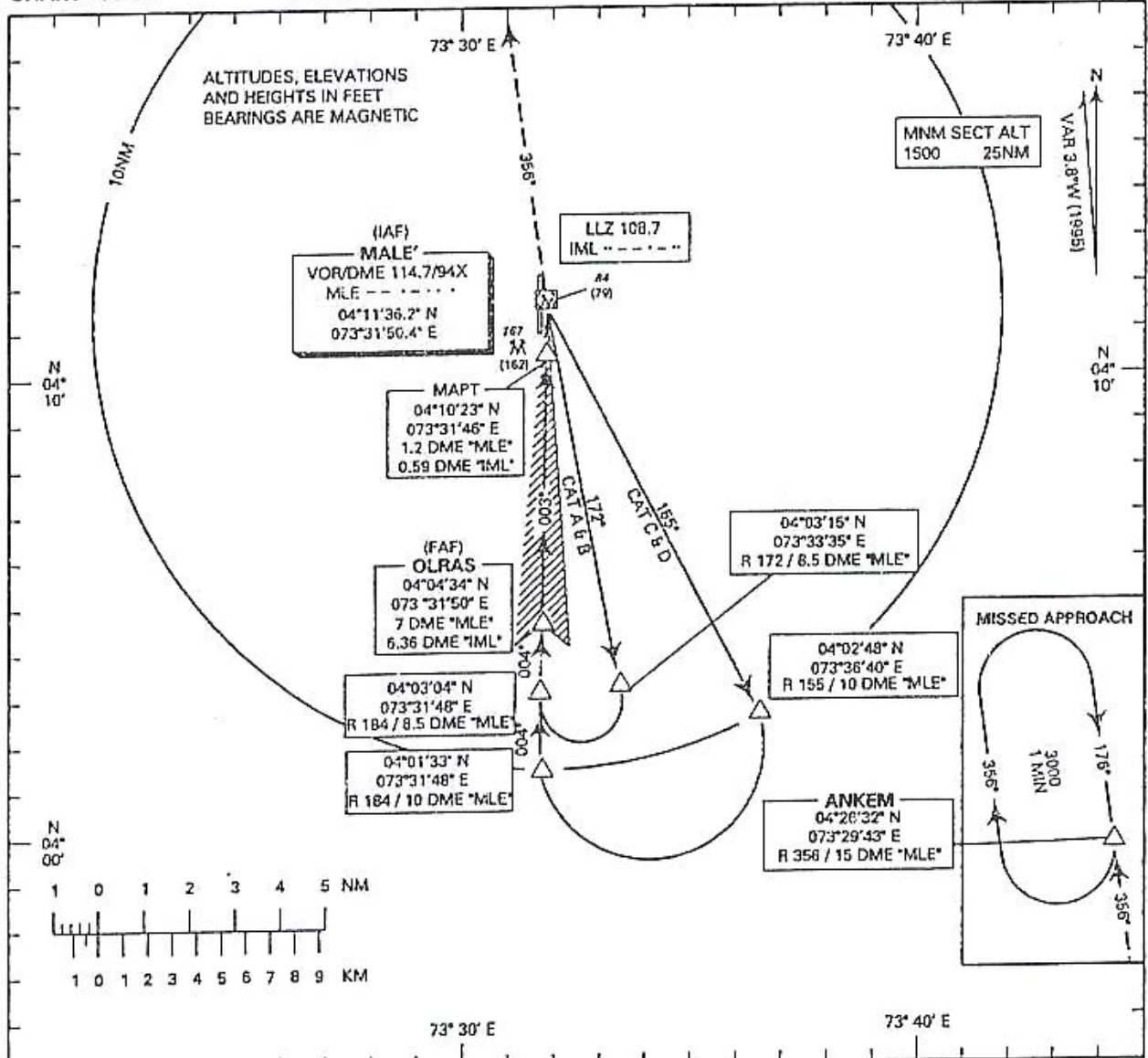
CHANGES: Naming of FAF and missed approach holding fix

**INSTRUMENT
APPROACH
CHART - ICAO**

**ELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5 FT**

APP 119.7
TWR 118.1

**MALE' / INTERNATIONAL
VOR/DME, ILS/DME - 1
RWY 36**



MISSED APPROACH:
Climb straight ahead, on reaching the VOR, turn left to intercept the 356 radial, continue climb to 3000 (2995) and proceed to ANKEM and hold, or as directed by ATC.

OCA/H		A	B	C	D		
Straight - In	Cat 1	310 (305)	320 (315)	329 (324)	343 (338)		
Approach	GP INOP	463 (458)					
Circling		463 (458)	497 (492)	595 (591)	694 (689)		
Distance from IML	DME	6	5	4	3	2	1
Altitude/Height	feet	1910 (1905)	1590 (1585)	1270 (1265)	950 (945)	640 (635)	320 (315)
Speed	knots	90	120	150	180		
Rate of descent	ft / min	480	640	800	960		

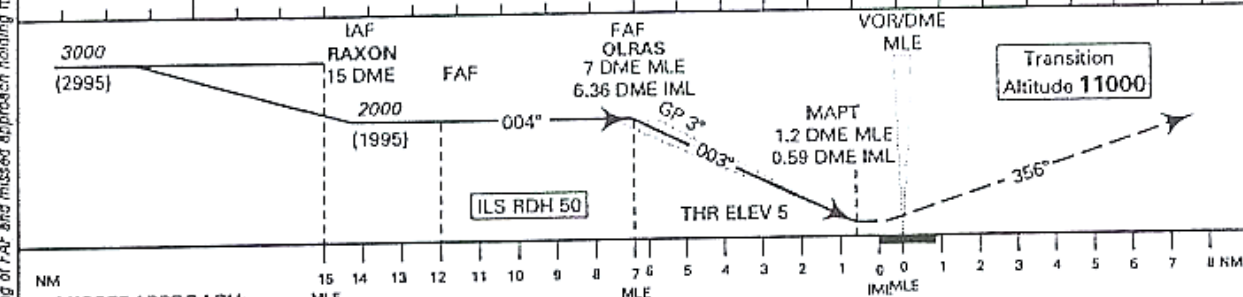
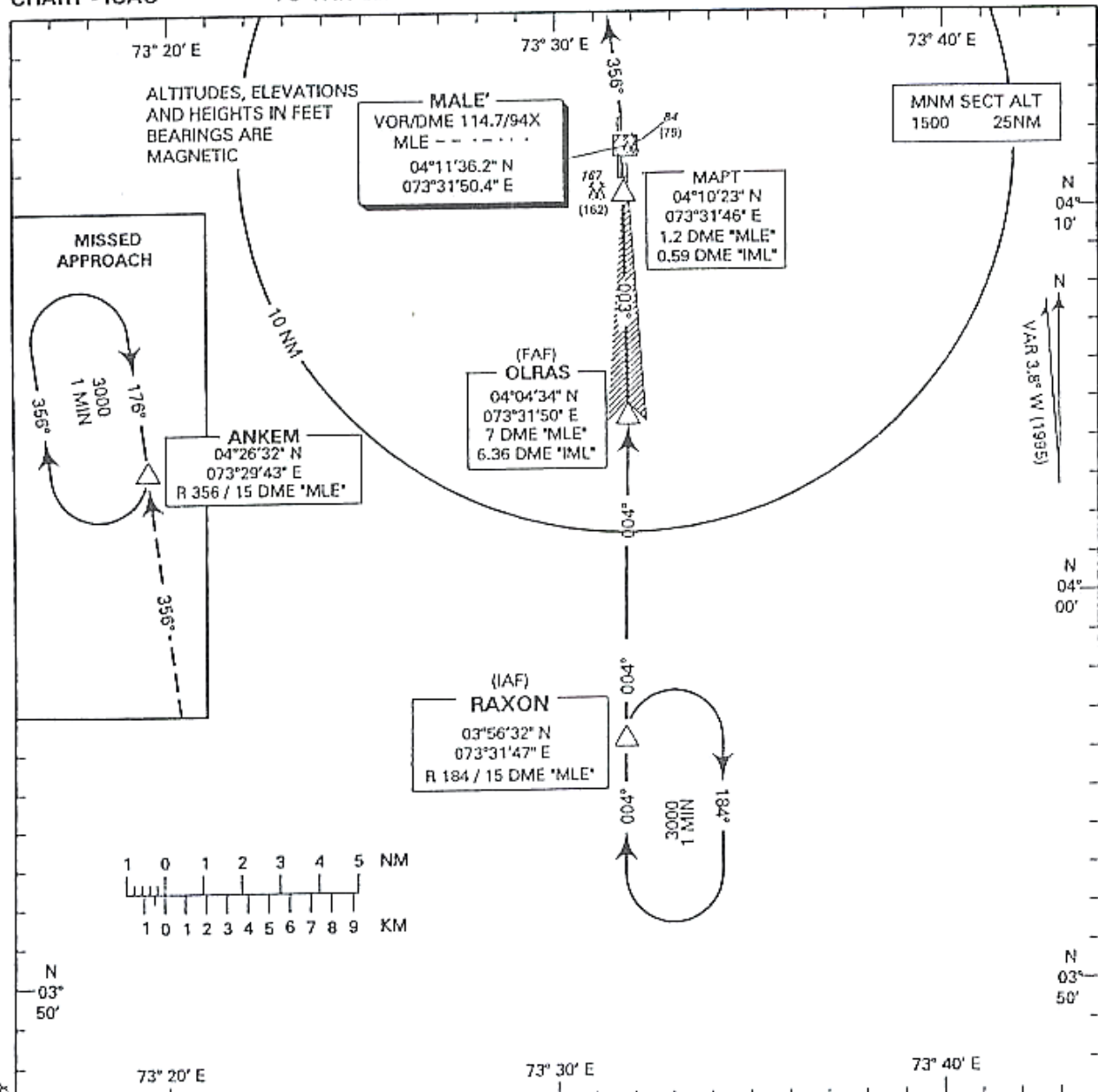
CHANGES: Name of IAF and missed approach. Folding fix

**INSTRUMENT
APPROACH
CHART - ICAO**

**ELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5 FT**

APP 119.7
TWR 118.1

**MALE' / INTERNATIONAL
VOR/DME, ILS/DME - 2
RWY 36**



MISSED APPROACH:
Climb straight ahead, on reaching the VOR, turn left to intercept the 356 radial, continue climb to 3000 (2995) and proceed to ANKEM and hold, or as directed by ATC.

		A	B	C	D		
Straight - in Approach	OCA / H	310 (305)	320 (315)	329 (324)	343 (338)		
	Cat 1						
Circling	GP / NOP	463 (458)					
		463 (458)	497 (492)	596 (591)	694 (689)		
Distance from IML	DME	6	5	4	3	2	1
Altitude (Height)	feet	1910 (1905)	1590 (1585)	1270 (1265)	950 (945)	640 (635)	320 (315)
Speed	knots	90		120		150	
Rate of descent	ft / min	480		640		800	
						960	

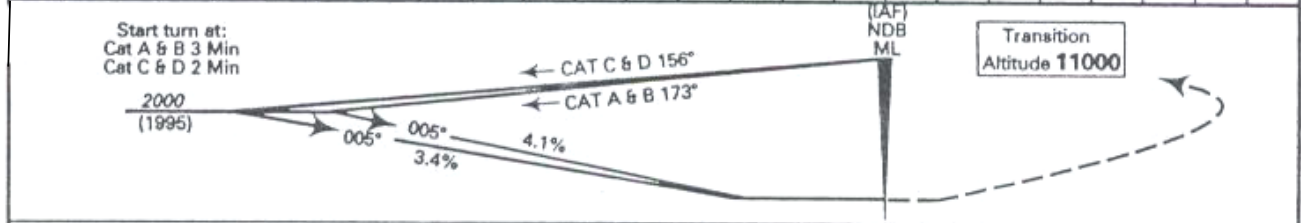
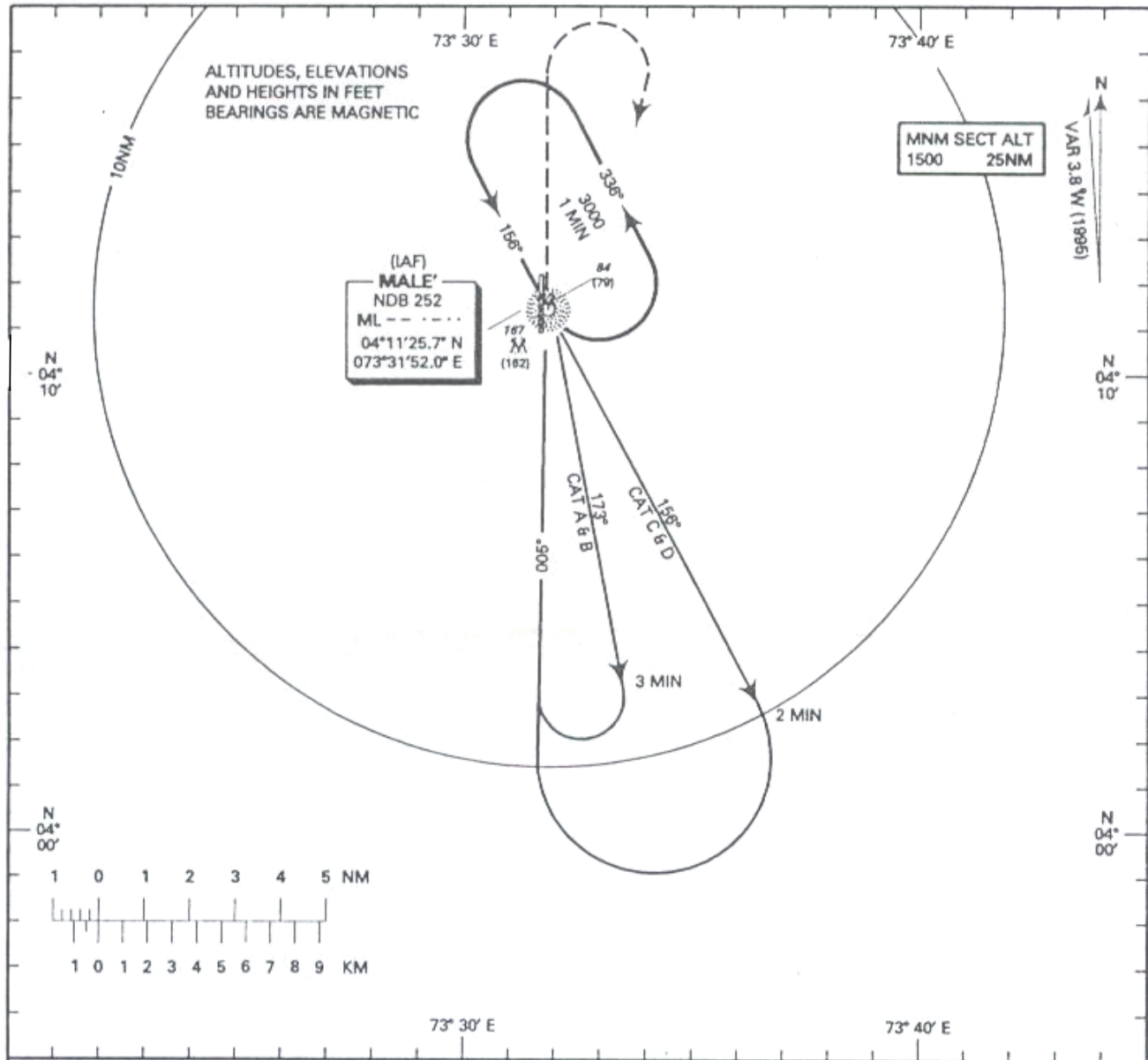
CHANGES: Relocation of IAF and naming of FAF and missed approach holding fix.

**INSTRUMENT
APPROACH
CHART - ICAO**

ELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5FT

APP 119.7
TWR 118.1

MALE' / INTERNATIONAL
NDB
RWY 36



MISSED APPROACH:
Climb straight ahead to 3000 (2995), then turn right and
proceed direct to NDB and hold, or as directed by ATC.

CHANGES: Transition altitude

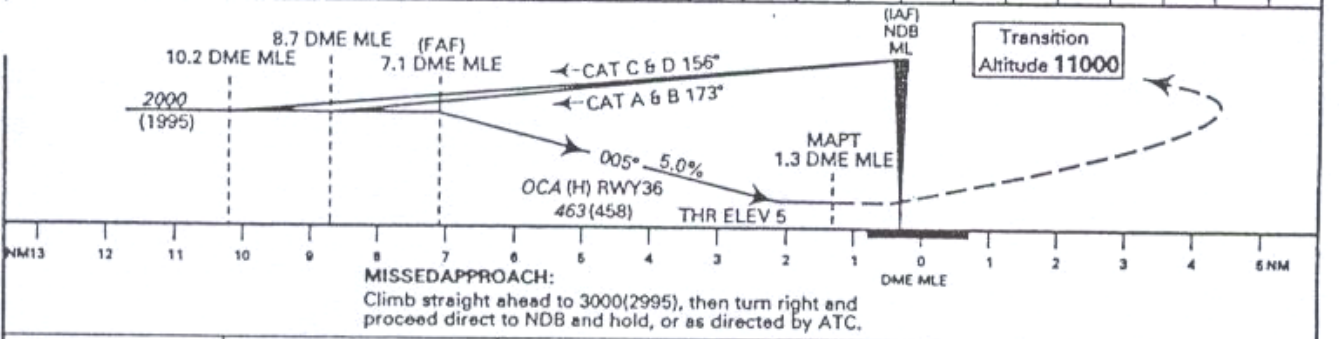
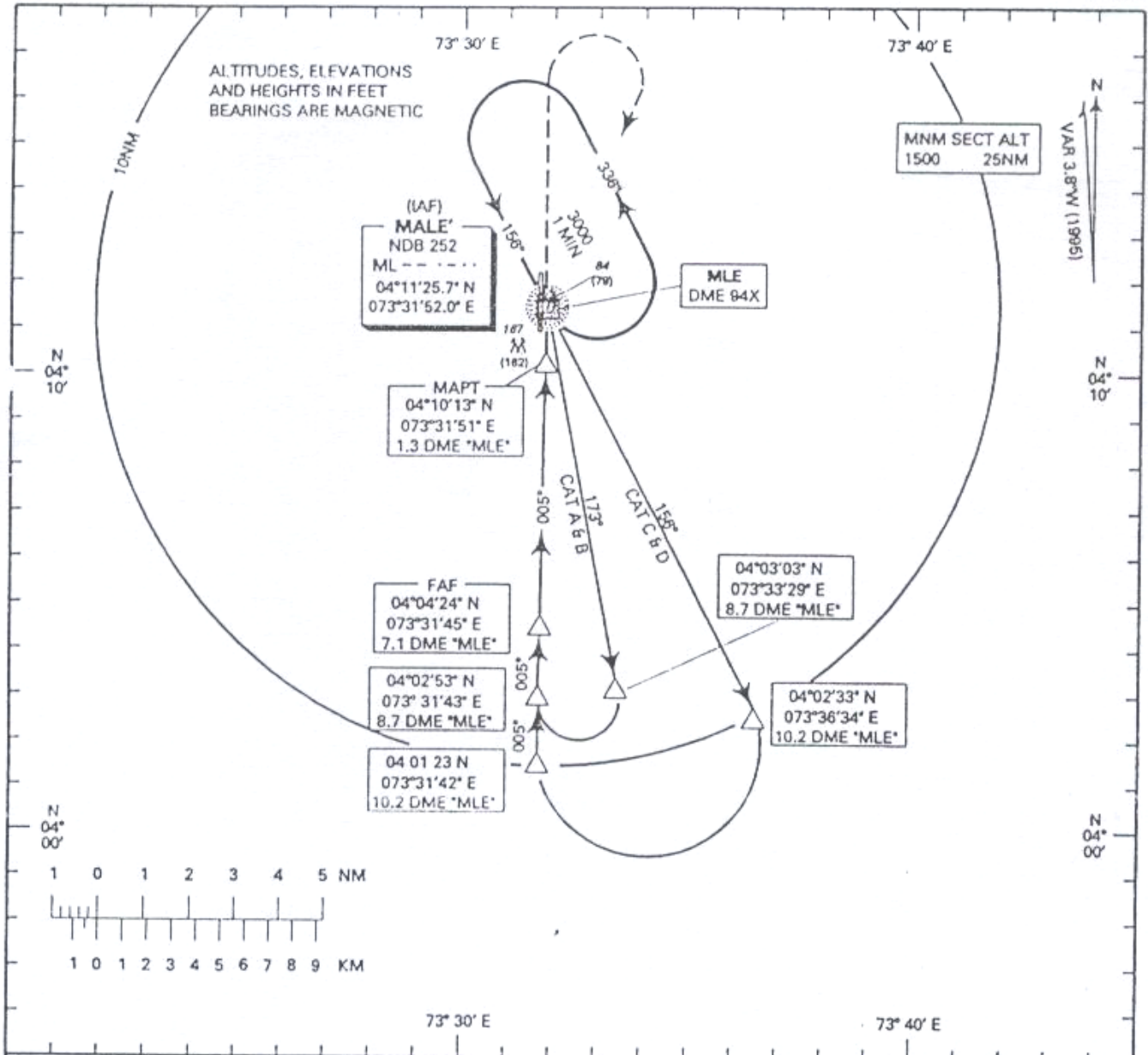
Aircraft Category		A	B	C	D
Straight - In		462 (457)			
Circling		462 (457)	497 (492)	596 (591)	694 (689)
Speed	knots	90	120	150	180
FAP - NDB	min:sec	5:40	4:15	4:00	3:20
Rate of descent	ft / min	370	490	520	620

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5FT

APP 119.7
TWR 118.1

MALE' / INTERNATIONAL
NDB,DME
RWY36



MISSED APPROACH:
Climb straight ahead to 3000(2995), then turn right and proceed direct to NDB and hold, or as directed by ATC.

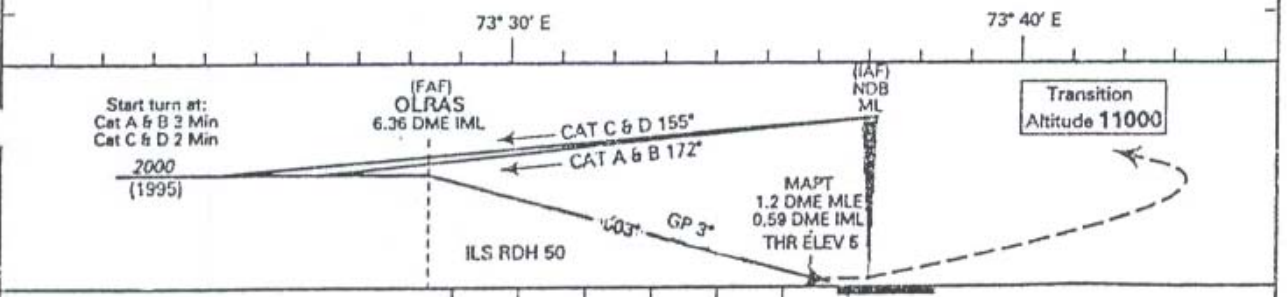
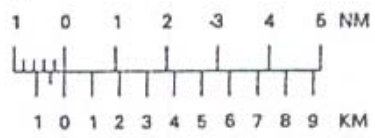
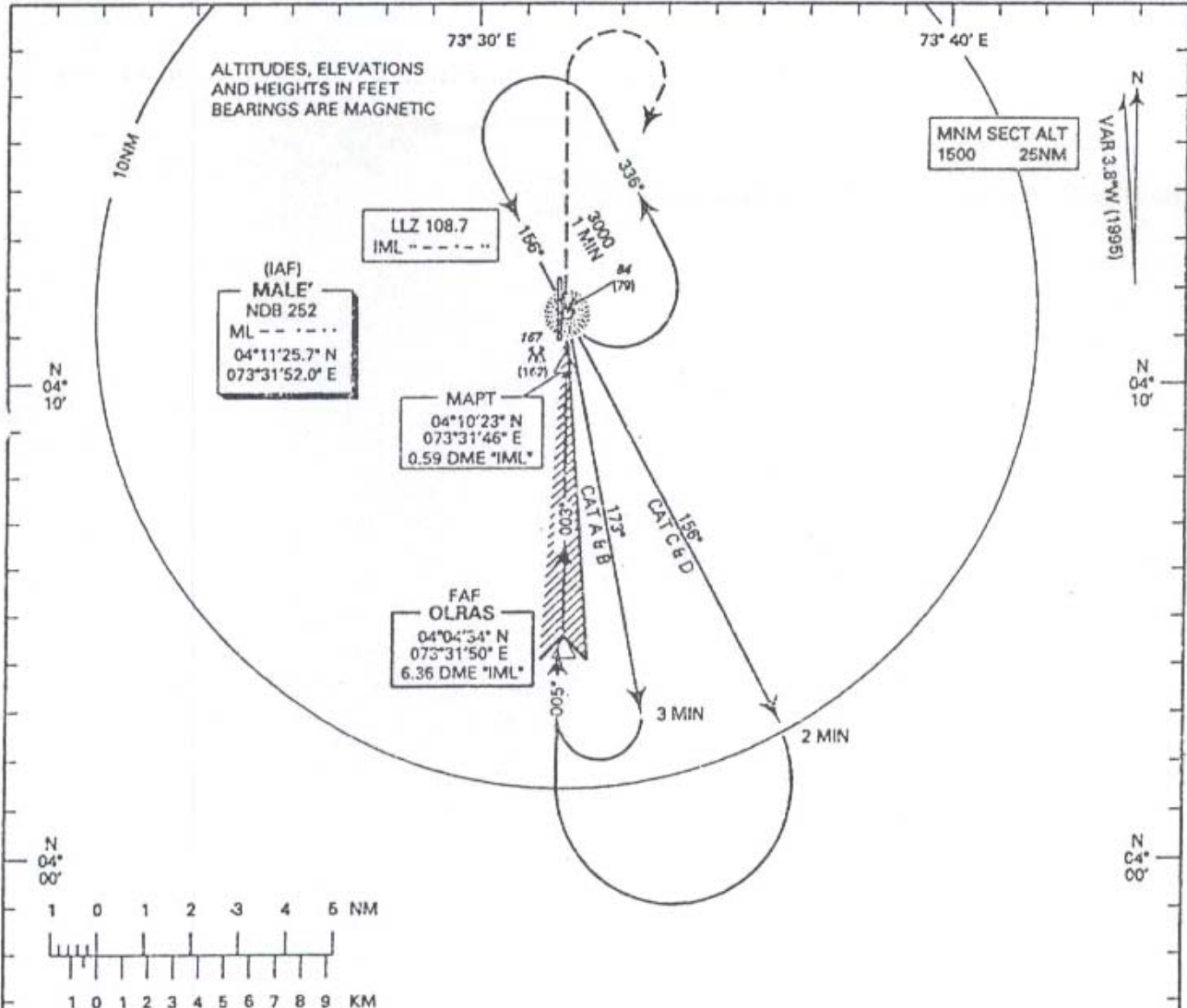
CHANGES: Transition altitude	Aircraft Category	A		B		C		D	
	Straight - In	463 (458)							
	Circling	463 (458)		497 (492)		596 (591)		694 (689)	
	Distance	DME	7	6	5	4	3	2	
	Altitude (Height)	feet	1970 (1965)	1670 (1665)	1370 (1365)	1060 (1055)	760 (755)	450 (445)	
	Speed	knots	90		120		150		180
	Rate of descent	ft / min	480		610		760		920

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5 FT

APP 119.7
TWR 118.1

MALE' / INTERNATIONAL
NDB, ILS/DME
RWY 36



MISSED APPROACH:
Climb straight ahead to 3000(2995), then turn right and proceed direct to NDB and hold, or as directed by ATC.

OCA/H		A	B	C	D		
Straight - in Approach	Cat 1	310(305)	320(315)	329(324)	343(338)		
	GP INOP	463(458)					
Circling		463(458)	497(492)	596(591)	694(689)		
Distance	DME	6	5	4	3	2	1
Altitude/Height	feet	1910(1905)	1590(1585)	1270(1265)	950(945)	640(635)	320(315)
Speed	knots	90	120	150	180		
Rate of descent	ft / min	480	640	800	960		

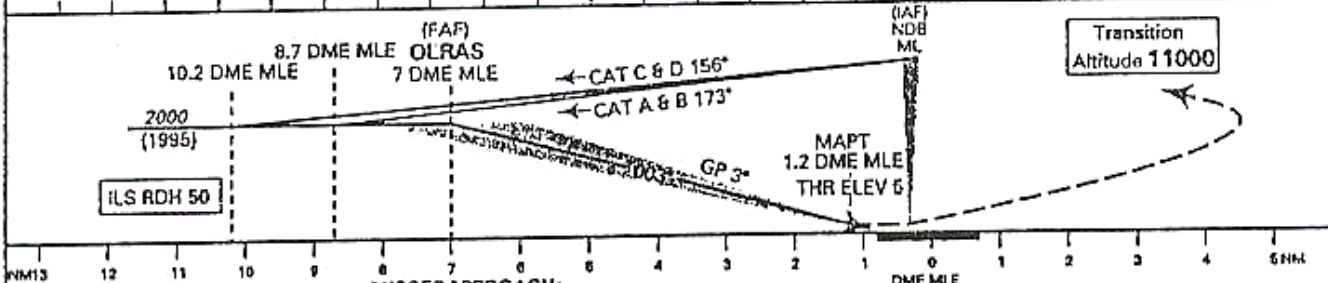
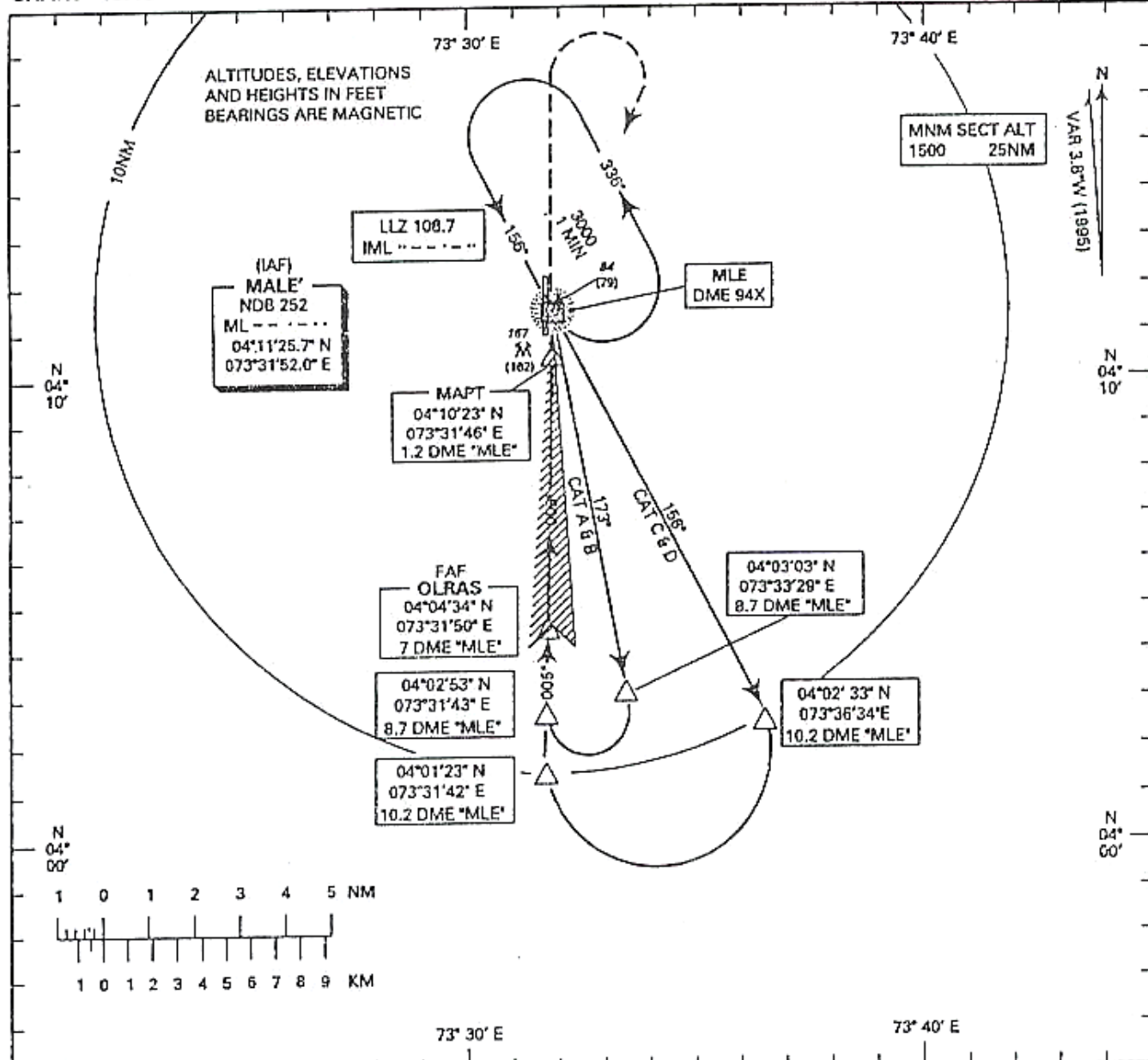
CHANGES: Naming of FAF

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5FT

APP 119.7
TWR 118.1

MALE' / INTERNATIONAL
NDB, DME, ILS
RWY36



MISSED APPROACH:
Climb straight ahead to 3000(2995), then turn right and proceed direct to NDB and hold, or as directed by ATC.

CHANGES: Naming of FAF

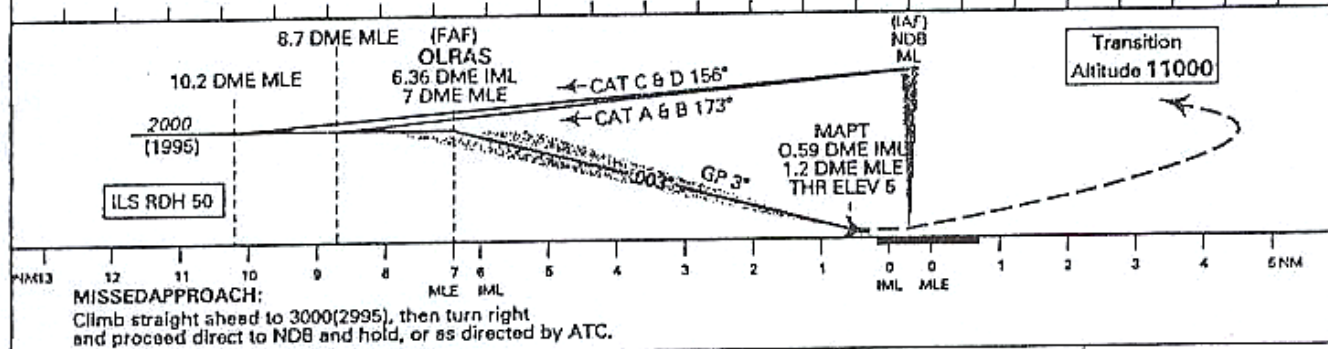
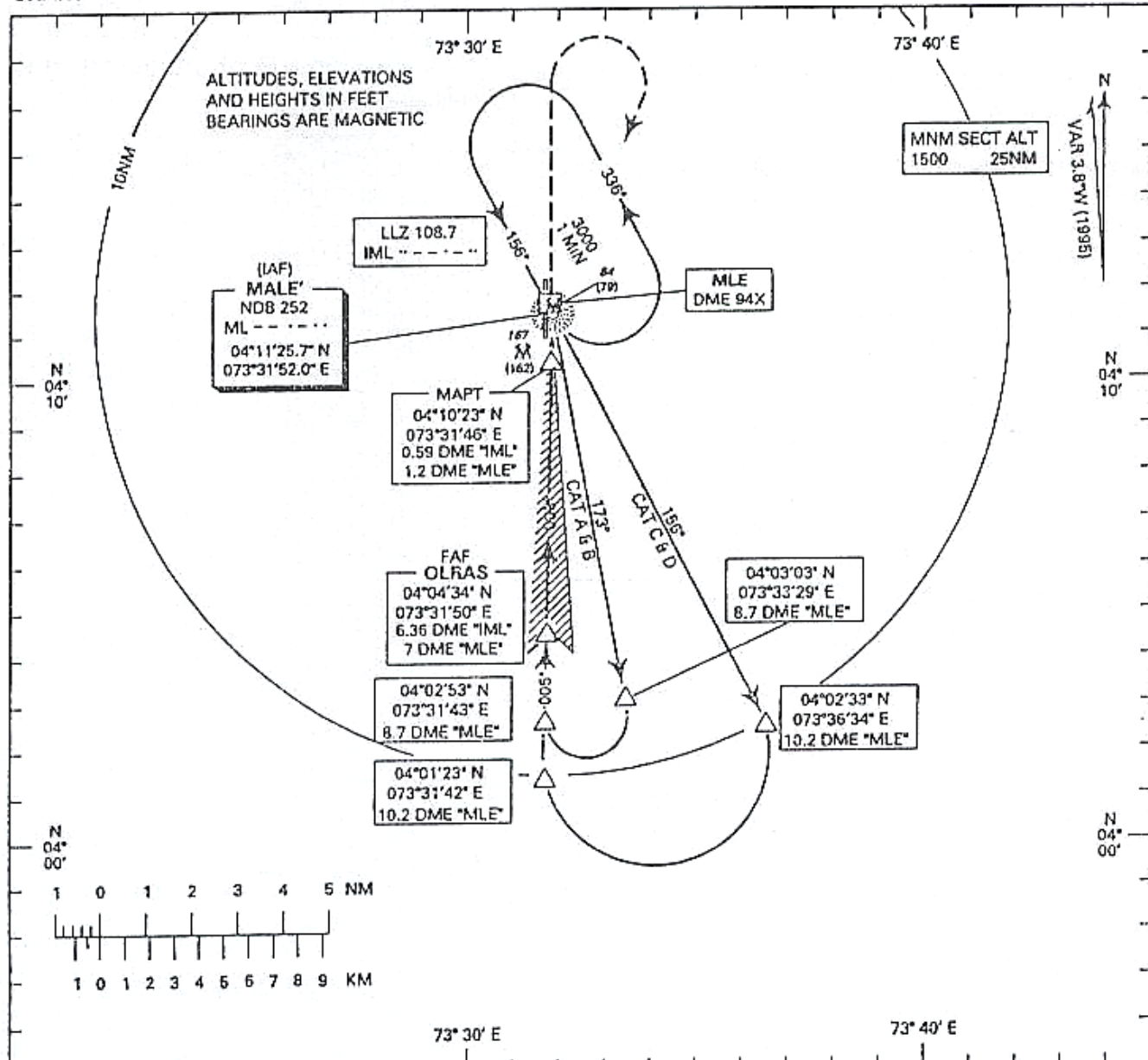
OCA / H		A	B	C	D
Straight-in Approach	Cat 1	310(305)	320(315)	329(324)	343(330)
	GP INOP	463(458)			
Circling		463(458)	497(492)	597(591)	694(689)
Distance	DME	6	5	4	3
Altitude (Height)	feet	1690(1685)	1380(1375)	1060(1055)	750(745)
Speed	knots	90	120	150	180
Rate of descent	ft / min	480	640	800	960

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5FT

APP 119.7
TWR 118.1

MALE' / INTERNATIONAL
NDB, DME, ILS/DME
RWY36



OCA/H		A	B	C	D		
Straight - In Approach	Cat 1	310(305)	320(315)	329(324)	343(338)		
	GP INOP	463(458)					
Circling		463(458)	497(492)	596(591)	694(689)		
Distance from IML	DME	6	5	4	3	2	1
Altitude(Height)	feet	1910(1905)	1590(1585)	1270(1265)	950(945)	640(635)	320(315)
Speed	knots	90	120	150	180		
Rate of descent	ft / min	480	640	800	950		

CHANGES: Naming of FAF

Aerodrome Obstacle Chart Type A

Aerodrome Obstacle Chart Type A is not produced as stipulated in Annex 4 para 1.3.2 as there are no significant obstacles within VRMM take of flight path areas (Ref Annex 4 para 3.2.2).

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