

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

VRMM AD 2.3 Operational hours

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	Nil
12	Remarks	1. Prior permission required for NON-SKED TFC

VRMM AD 2.4 Handling services and facilities

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

VRMM AD 2.5 Passenger facilities

1	Hotels	At AD and in the city
2	Restaurants	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 15 M for TWY CandH 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 TWY 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		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>	
			ILS GP 9.14 M	04 10 58.34 N 073 31 41.55 E	
			ILS LLZ 2.74 M	04 12 27.40 N 07 31 44.00 E	
			NDB MAST (N) 25.61 M	04 11 26.60 N 073 31 51.99 E	
			NDB MAST (S) 25.61 M	04 11 024.91 N 073 31 52.12 E	
			VOR/DME 6.74 M	04 11 36.21 N 073 31 50.42E	
			VOM MAST (N) 54.86 M	04 10 18.83 N 073 31 01.64 E	
			VOM MAST (S) 54.86 M	04 10 17.21 N 073 31 01.59 E	
			MSSR Antenna 20.00 M	04 10 51.40 N 073 31 56.50 E	
			VDF 7.01 M	04 11 18.50 N 073 31 48.57 E	
			Old TWR 20.12 M	04 11 15.89 N 073 31 38.40 E	
			Wataniya Antenna At Hulhumale' 40.00 M	04 13 16.62 N 073 32 41.07 E	
			Windsock (S) 6.70 M	04 10 57.70 N 073. 31 48.80 E	
			Windsock (N) 6.70 M	04 12 09.51 N 073 31 41.90 E	
			New Wind System (N) 10.00 M	04 12 08.91 N 073 31 42.30 E	
			VOR Monitor 6.74 M	04 11 42 .41 N 073 31 49.60 E	
			New Wind System 10.00 M	04 10 51.69 N 073 31 40.40 E	
			New TWR 40.23 M	04 11 24.71 N 073 32 03.79 E	
			Antenna behind Staff Quaters (S) 24.38 M	04 11 32.50 N 073 31 37.11 E	
			Antenna behind Staff Quaters (N) 24.38 M	04 11 33.70 N 073 31 37.30 E	
			Antenna on Staff Quaters roof 24.38 M	04 11 32.10 N 073 31 37.50 E	
			Fuel Tank NR 4 7.76M	04 11 37.30 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		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>	
			Fuel Tank NR 5 7.76 M	04 11 38.00 N 073 31 40.20 E	
			Fuel Tank NR 6 7.76 M	04 11 38.70 N 073 31 40.31 E	
			HF Tx Antenna (S) 18.29 M	04 11 26.91 N 073 31 51.30 E	
			HF Tx Antenna (N) 18.29 M	04 11 28.59 N 073 31 51.50 E	
			MET Radar Antenna 28.04 M	04 11 37.30 N 073 32 21.50 E	
			AFS Control Room 13.41 M	04 11 34.40 N 073 31 39.51 E	
			TVM Antenna at Male' 76.20 M	04 10 17.30 N 073 30 38.10E	
			VOM Antenna west of Male' 76.20 M	04 10 21.71 N 073 30 11.21 E	
			Dhiraagu Antena at Hulhumale' 45.00 M	0413 12 .39 N 073 32 45.67 E	
			Apron floodlight Mast NR 1 15.00 M	04 11 25.19 N 073 31 39.29 E	
			Apron floodlight Mast NR 2 15.00 M	04 11 25.15 N 073 31 39.29 E	
			Apron floodlight Mast NR 3 15.00 M	04 11 23.68 N 073 31 39.32 E	
			Apron floodlight Mast NR 4 15.00 M	04 11 23.31 N 073 31 39.33 E	
			Apron floodlight Mast NR 5 15.00 M	04 11 21.60 N 073 31 39.35 E	
			Apron floodlight Mast NR 6 15.00 M	04 11 20.13 N 073 31 39.38 E	
			Apron floodlight Mast NR 7 15.00 M	04 11 18.40 N 073 31 39.40 E	
			Apron floodlight Mast NR 8 15.00 M	04 11 17.13 N 073 31 39.43 E	
			Apron floodlight Mast NR 9 15.00 M	04 11 16.33 N 073 31 39.44 E	
			Apron floodlight Mast NR 10 15.00 M	04 11 15.30N 073 31 39.46E	
			Apron floodlight Mast NR 11 15.00 M	04 11 14.28N 073 31 39.48E	
			Apron floodlight Mast NR 12 15.00 M	04 11 13.25N 073 31 39.49E	
			Apron floodlight Mast NR 13 15.00 M	04 11 12.17N 073 31 39.38E	
			Apron floodlight Mast NR 14 15.00 M	04 11 11.10N 073 31 39.40E	

VRMM AD 2.10 Aerodrome obstacles

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type elevation markings / LGT	Coordinates	Obstacle type elevation markings / LGT	Coordinates	
a	b	c	a	b	
			Apron floodlight Mast NR 15 15.00 M	04 11 10.03N 073 31 39.41E	
			Apron floodlight Mast NR 16 15.00 M	04 11 08.97N 073 31 39.43E	
			Apron floodlight Mast NR 17 15.00 M	04 11 07.90N 073 31 39.44E	
			Apron floodlight Mast NR 18 15.00 M	04 11 06.82N 073 31 39.47E	
			Apron floodlight Mast NR 19 15.00 M	04 11 05.76N 073 31 39.48E	
			Apron floodlight Mast NR 20 15.00 M	04 11 04.69N 073 31 39.50E	
			Apron floodlight Mast NR 21 15.00 M	04 11 03.61N 073 31 39.52E	

VRMM AD 2.11 Meteorological information provided

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

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
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
Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks

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
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
Remarks: Runway Strip of 150 meters is available from the extended centerline of Runway 36 to the North up to 1968 meters on both sides. From 1968 onwards 75 meters available on both sides. Runway strip is extensively infringed on the western side by the main and domestic aprons, aircraft parked on the aprons, Met enclosure, Guard Room in front of Aerodrome and navigation Aids Services section ARFF Stores, and Fuel Farm Control Room and the Fence. RUNWAY END SAFETY AREAS (RESA) - due to unavailability of land RESA has been cleared for both runways as follows: RWY 18 - 54.60m RWY 36 - 88.66m Surface type - partially paved, cleared and graded.					

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	<i>ABN/IBN location, characteristics and hours of operation</i>	ABN: At Tower Building, ALTN W/G EV 5 SEC/IBN: Nil HN
2	<i>LDI location and LGT Anemometer location and LGT</i>	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	<i>TWY edge and centre line lighting</i>	Edge TWY, A, B, C and G Centre Line: Nil
4	<i>Secondary power supply / switch-over time</i>	Secondary power supply to all lighting at AD Switch-over time: Nil for all movement area lighting For all other lighting 5 MIN
5	<i>Remarks</i>	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	
TWR	Male' Tower	118.1 MHZ 121.5 MHZ	H24 H24	
	Male' Ground	121.6 MHZ	H24	For preflight information and ATC clearance

Clearly related to the

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

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
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 marshalls. In the absence of marshalls 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 Male International Airport

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) R NAV (GNSS)- ICAO RWY 18	VRMM AD 2-17 A
Standard Departure Chart Instrument (SID) - ICAO RWY 36	VRMM AD 2-19
Standard Departure Chart Instrument (SID) R NAV (GNSS) - ICAO RWY 36	VRMM AD 2-19 A
Standard Arrival Chart Instrument (STAR) - ICAO RWY 18	VRMM AD 2-21
Standard Arrival Chart Instrument (STAR) R NAV (GNSS) - ICAO RWY 18	VRMM AD 2-21 A
Standard Arrival Chart Instrument (STAR) - ICAO RWY 36	VRMM AD 2-23
Standard Arrival Chart Instrument (STAR) R NAV (GNSS)- ICAO RWY 36	VRMM AD 2-23 A
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, VOR/DME R NAV (GNSS) -2 RWY 18	VRMM AD 2-29 A
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/DME R NAV (GNSS) -2 RWY 36	VRMM AD 2-39 A
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

MALE'/MALE' INTERNATIONAL



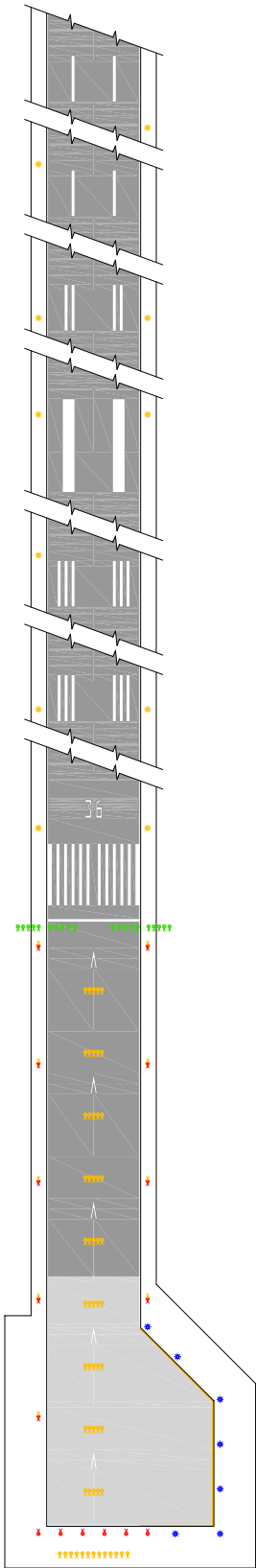
AERODROME CHART

04° 11' 30" N
073° 31' 45" E

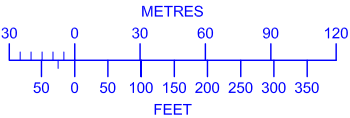
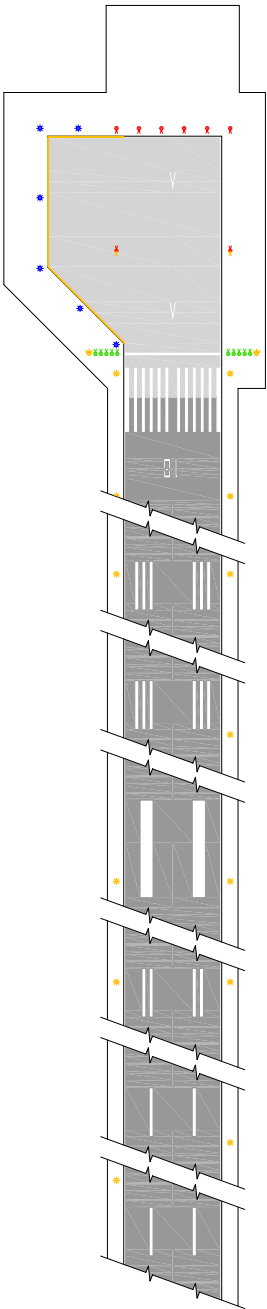
TWR 118.1
GND 121.6

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

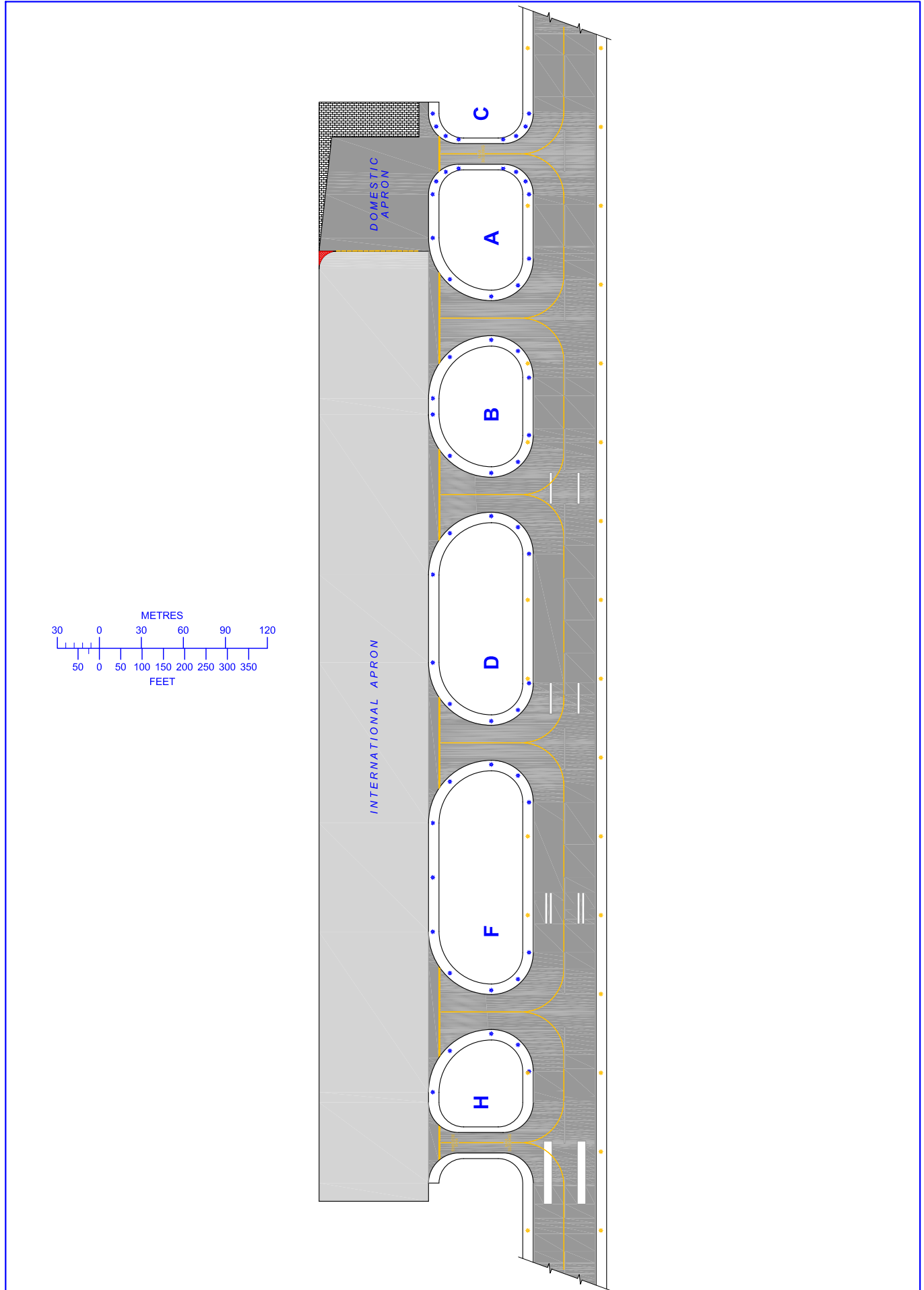
Changes: Editorial

**AERODROME GROUND
MOVEMENT CHART**

04° 11' 30" N
073° 31' 45" E

TWR 118.1
GND 121.6

MALE'/MALE' INTERNATIONAL

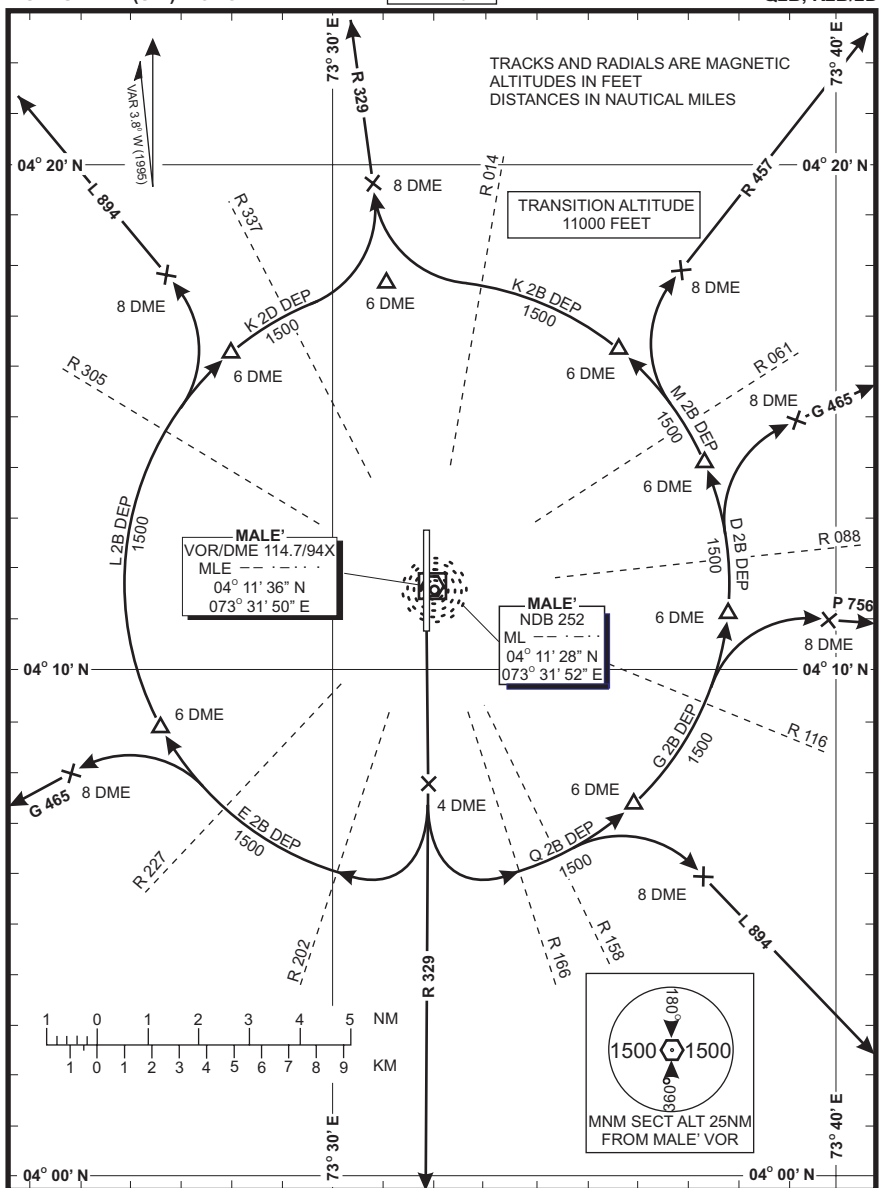


TMA MALE'

STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

TWR 118.1
APP 119.7

MALE' / INTERNATIONAL
RWY 18
E2B, L2B, M2B, D2B, G2B,
Q2B, K2B/D2D



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 DEPARTUE (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.

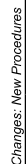
MUGBA TWO BRAVO DEPARTURE (M 2 B DEP)

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.

TWR 118.1
ACC / APP 119.7

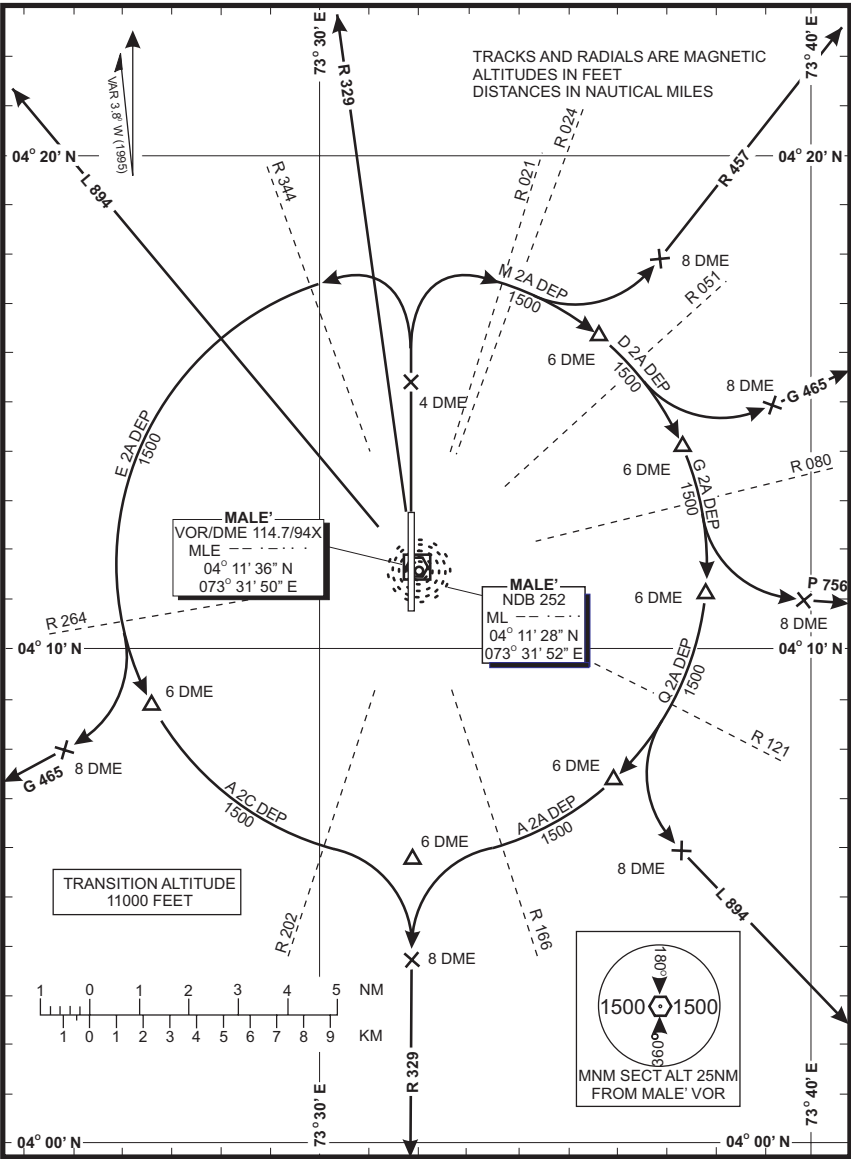
RNAV 1
GNSS REQUIRED



STANDARD DEPARTURE CHART-
INSTRUMENT (SID) - ICAO

TWR 118.1
APP 119.7

MALE' / INTERNATIONAL
RWY 36
E2A, M2A, D2A, G2A,
Q2A, A2A/2C



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 DEPARTUE (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)

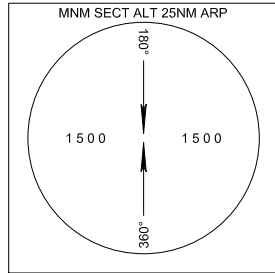
After take off, climb on runway heading until 4 DME "MLE" VOR/DME, then turn right to intercept the 6 DME arc, at radial 021 "MLE" VOR/DME. Continue the arc until radial 024, then turn left to join airway R457 at 8 DME.

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

**STANDARD DEPARTURE CHART -
INSTRUMENT (SID)**

TRANSITION ALTITUDE
11 000 FT

TWR 118.1
ACC / APP 119.7



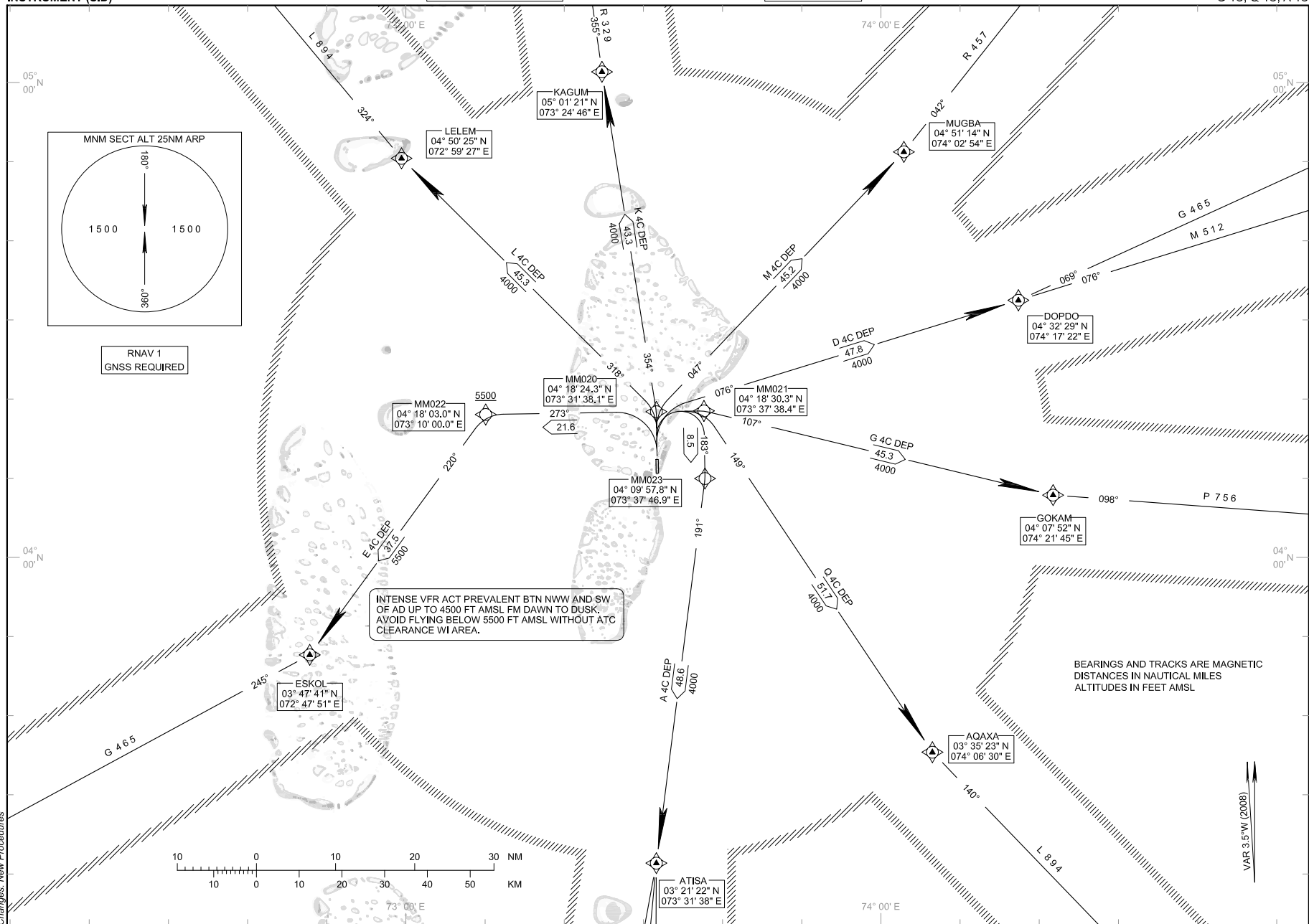
RNAV 1
GNSS REQUIRED

INTENSE VFR ACT PREVALENT BTN NWW AND SW
OF AD UP TO 4500 FT AMSL FM DAWN TO DUSK.
AVOID FLYING BELOW 5500 FT AMSL WITHOUT ATC
CLEARANCE VI AREA.

BEARINGS AND TRACKS ARE MAGNETIC
DISTANCES IN NAUTICAL MILES
ALTITUDES IN FEET AMSL

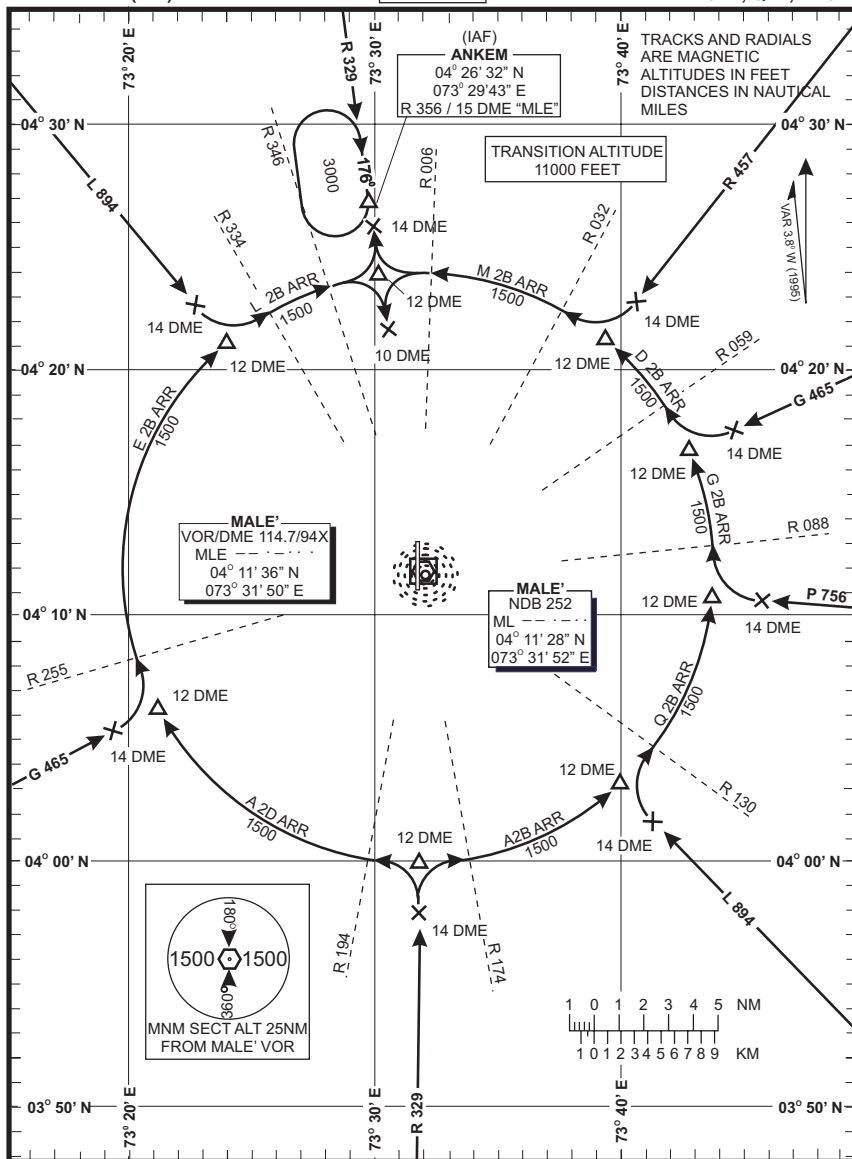
VAR 3.5°W (2008)

Changes: New Procedures



STANDARD ARRIVAL CHART -
INSTRUMENT (SID) - ICAO

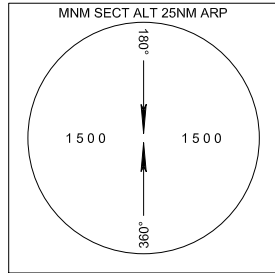
MALE' / INTERNATIONAL
RWY 18
E2B, L2B, M2B, D2B,
G2B, Q2B, A2B/2D



**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR)**

TRANSITION ALTITUDE
11 000 FT

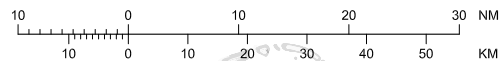
TWR 118.1
ACC / APP 119.7



RNAV 1
GNSS REQUIRED

INTENSE VFR ACT PREVALENT BTN NWW AND SW
OF AD UP TO 4500 FT AMSL FM DAWN TO DUSK.
AVOID FLYING BELOW 5500 FT AMSL WITHOUT ATC
CLEARANCE WI AREA.

BEARINGS AND TRACKS ARE MAGNETIC
DISTANCES IN NAUTICAL MILES
ALTITUDES IN FEET AMSL



VAR 3.5°W (2008)

Changes: New Procedures

TEXTUAL DISCRIPTION 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)

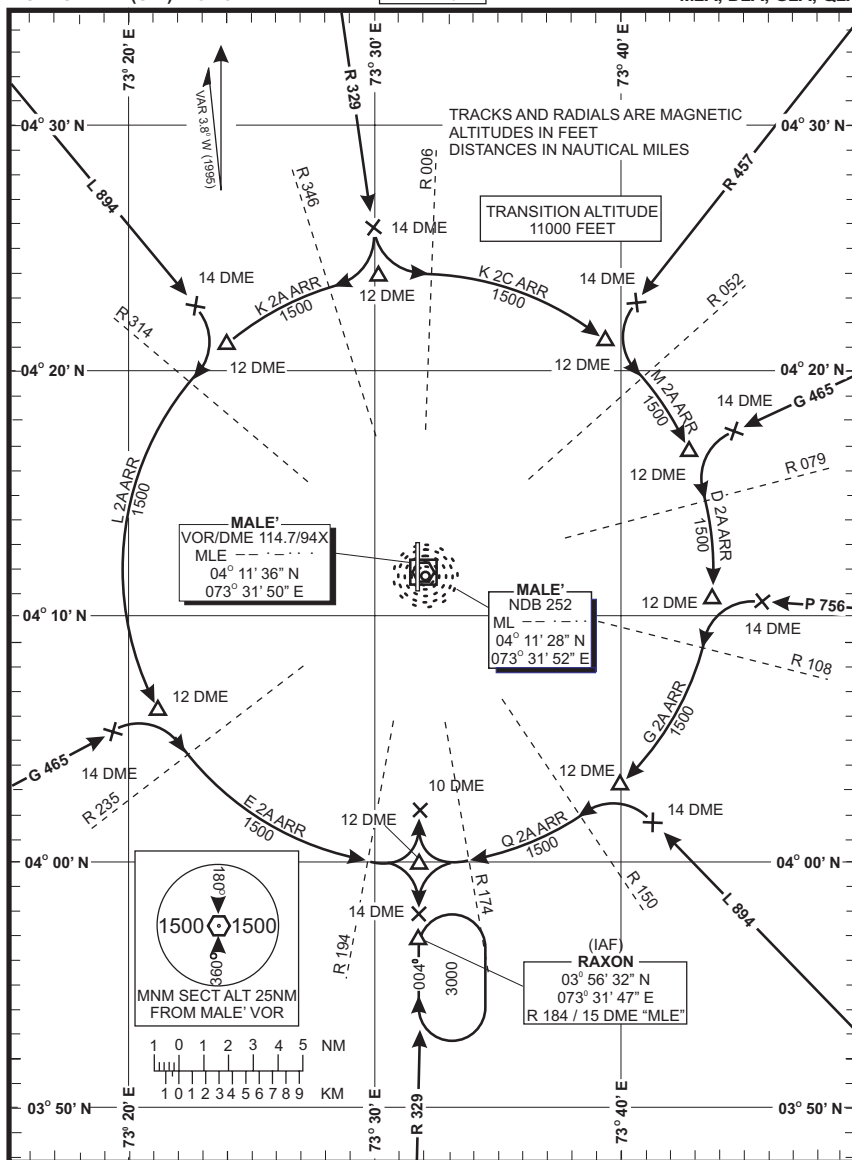
At 14 DME "MLE" VOR/DME, turn right to intercept the 12 DME arc at radial 032 "MLE" VOR/DME. If no delay is expected for the approach, continue the arc until radial 006 and turn left to intercept the final approach radial 356 at 10 DME. If holding is required, at radial 006, turn right to intercept radial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

STANDARD ARRIVAL CHART -
INSTRUMENT (SID) - ICAO

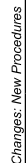
TWR 118.1
APP 119.7

MALE' / INTERNATIONAL
RWY 36
E2A, L2A, K2A/2C,
M2A, D2A, G2A, Q2A



TWR 118.1
ACC / APP 119.7

RNAV 1
GNSS REQUIRED



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.

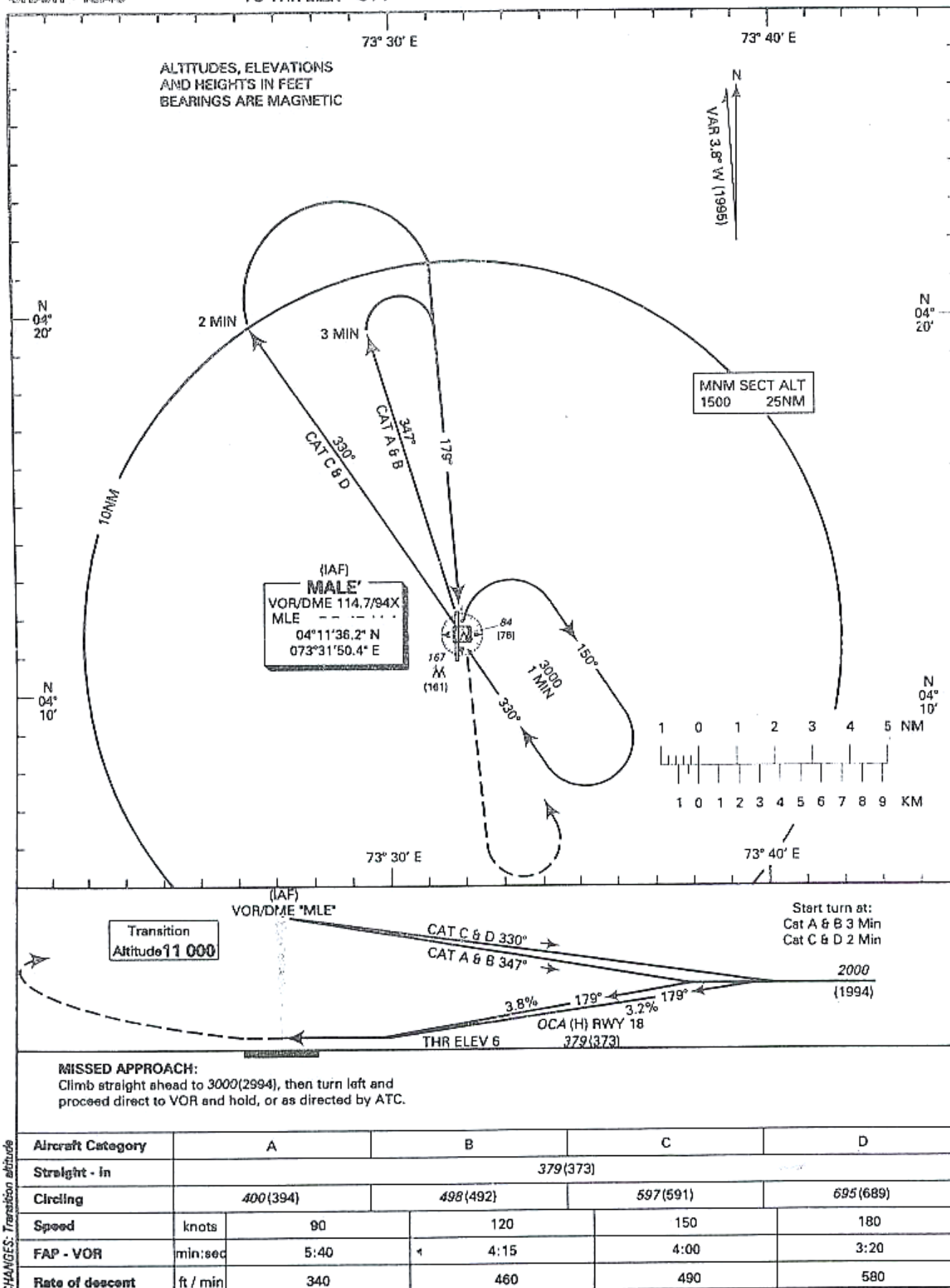
LELEM TWO ALPHA ARRIVAL (L 2 A ARR)

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 - ICAOELEV 6 FT
HEIGHTS RELATED
TO THR ELEV - 6 FTAPP 119.7
TWR 118.1MALE / INTERNATIONAL
VOR
RWY 18

MALE' / INTERNATIONAL
VOR/DME - 1
RWY 18



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)	1080(1074)	770(764)	460(454)	150(144)	
Speed	knots	90		120		150		180
Rate of descent	ft / min	460		620		770		930

MALE' / INTERNATIONAL
VOR/DME - 2
RWY 18



**(MAHF)
TEKAL**
03° 56' 31.8" N
073° 31' 59.7" E

**(IAF)
URDIV**
04° 26' 35.4" N
073° 31' 30.0" E

**(FAF)
MM180**
04° 21' 33.9" N
073° 31' 35.0" E

**(MAPT)
RW18**
04° 12' 19.3" N
073° 31' 44.1" E

MISSED APPROACH

NOTES

- SEAPLANE CROSSINGS TAKE PLACE AT 500 FT ACROSS FINAL AND MISSED APCH AREAS FM DAWN TO DUSK.
- SHIP CROSSINGS TAKE PLACE ACROSS MISSED APCH PATH. APRX AVERAGE HGT OF VESSELS 60 M.
- PUBLIC WATERWAY CROSSES FINAL APCH PATH. APRX AVERAGE HGT OF VESSELS 20 M.

**RNP 0.3
GNSS REQUIRED**

BEARINGS AND TRACKS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN FEET

VAR 3.5°W (2008)

10 NM RWP MID POINT

25 NM RWP MID POINT

Scale:
1 0 1 2 3 4 5 NM
1 0 1 2 3 4 5 6 7 8 9 KM

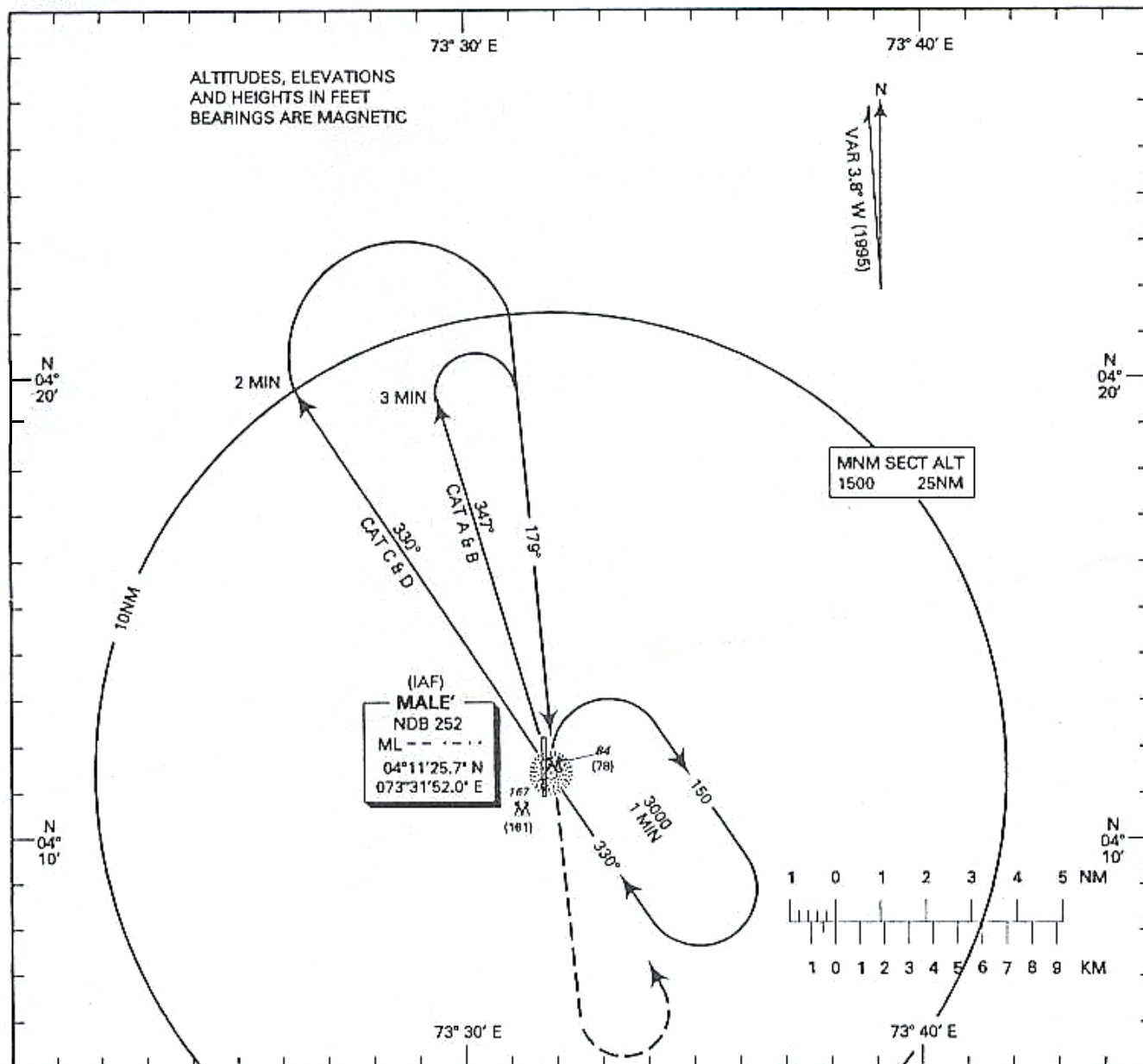
Changes: New Procedure

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



Transition
Altitude 11000

(IAF)
NDB ML

CAT C & D 330°

CAT A & B 347°

4.2%

179°

3.5%

179°

OCA (H) RWY 18
380 (374)

THR ELEV 6

2000

(1994)

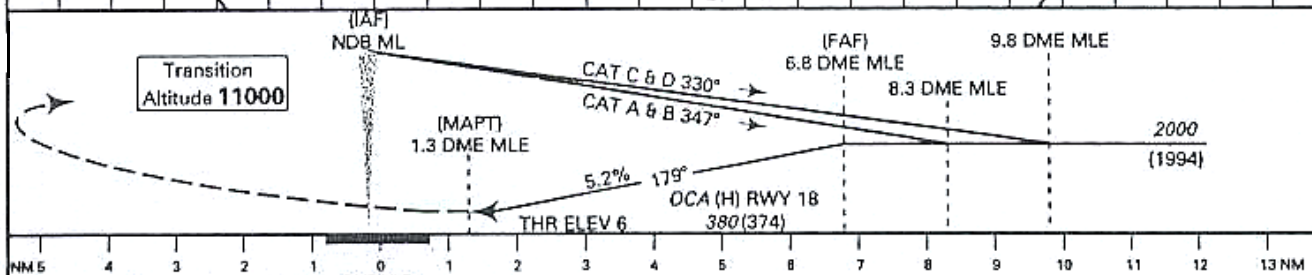
MISSED APPROACH:

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

Aircraft Category		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

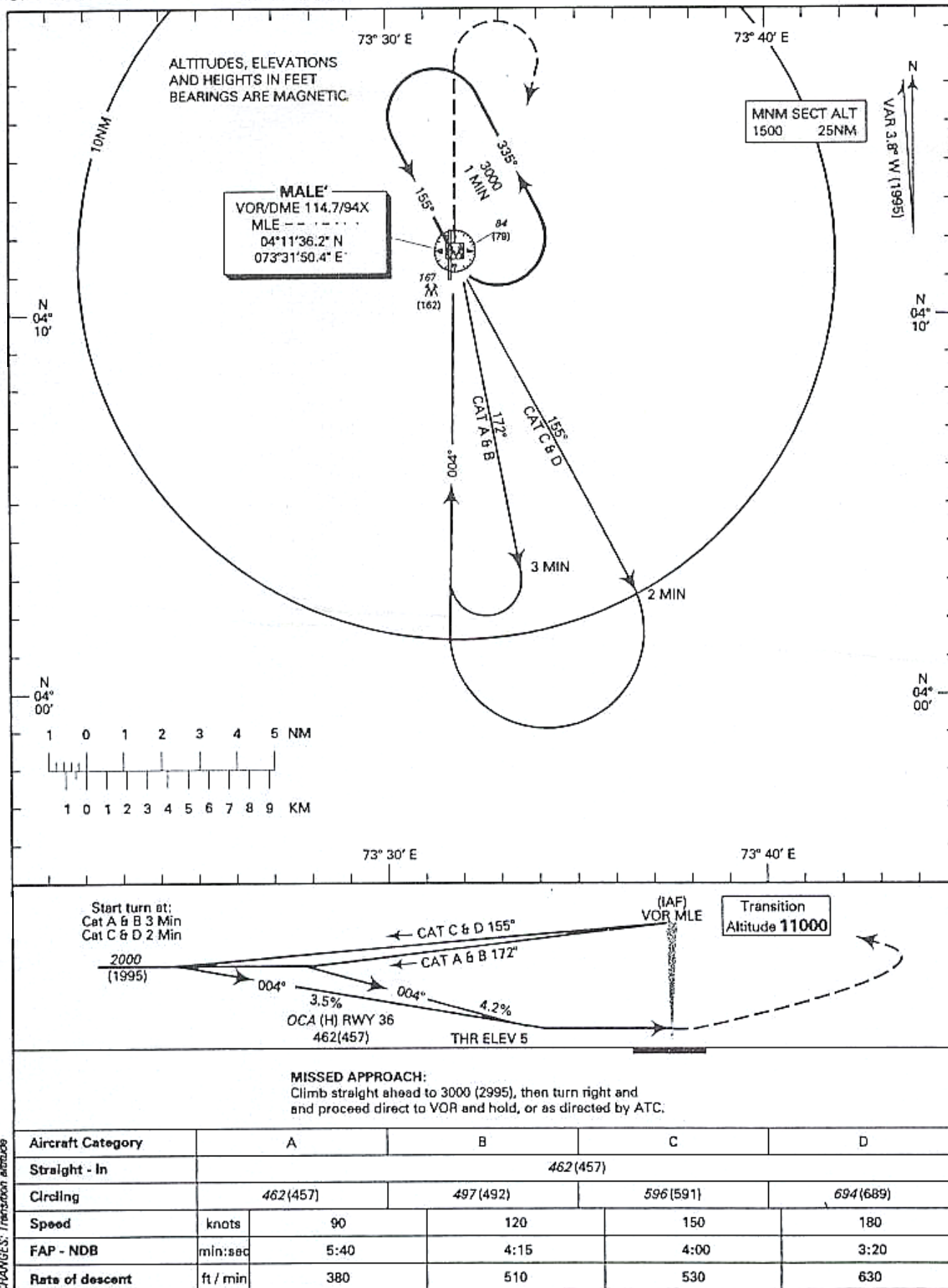
CHANGES: Transition altitude

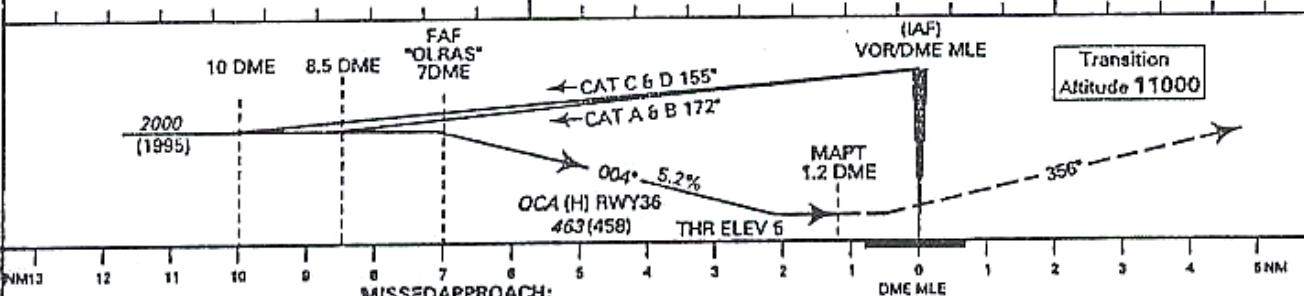
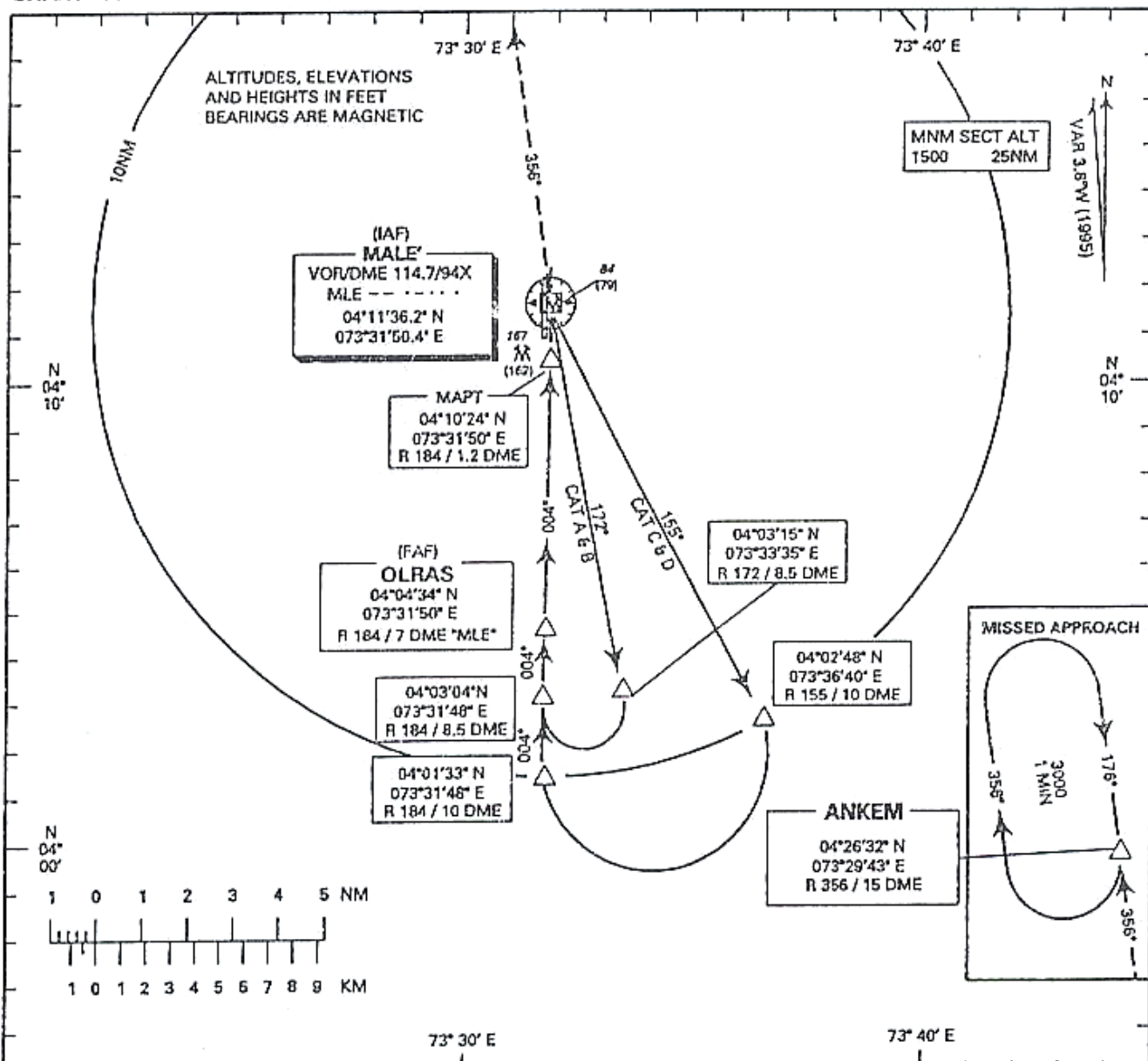
MALE' / INTERNATIONAL
NDB,DME
RWY 18



MISSED APPROACH: DME MLE
Climb straight ahead to 3000 (2994), then turn left and
proceed direct to NDB 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	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 - ICAOELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5 FTAPP 119.7
TWR 118.1MALE' / INTERNATIONAL
VOR
RWY 36

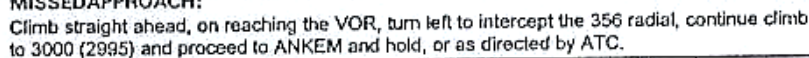
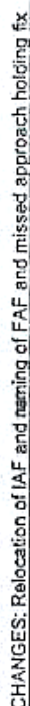
INSTRUMENT
APPROACH
CHART - ICAOELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5 FTAPP 119.7
TWR 118.1MALE' / INTERNATIONAL
VOR/DME - 1
RWY 36

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 IAF and missed approach holding fix

MALE' / INTERNATIONAL
VOR/DME - 2
RWY 36

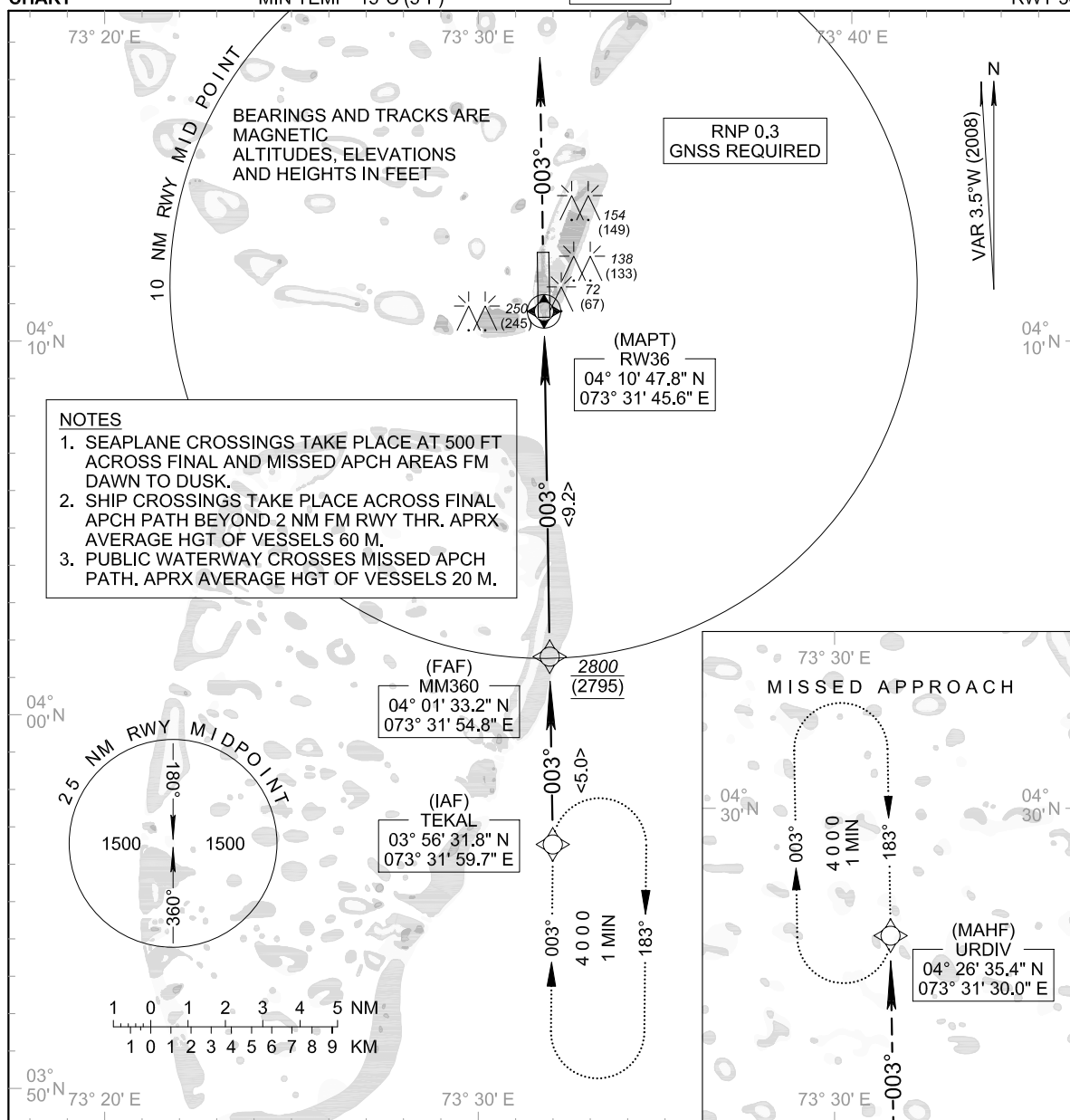


Aircraft Category	A		B		C		D	
Straight - in	463 (458)							
Circling	463 (458)		497 (492)		596 (591)		694 (689)	
Distance	DME	6	5	4	3	2		
Altitude (Height)	feet	1690 (1685)	1380 (1375)	1060 (1055)	750 (745)	430 (425)		
Speed	knots	90	120	150	180			
Rate of descent	ft / min	470	630	780	940			

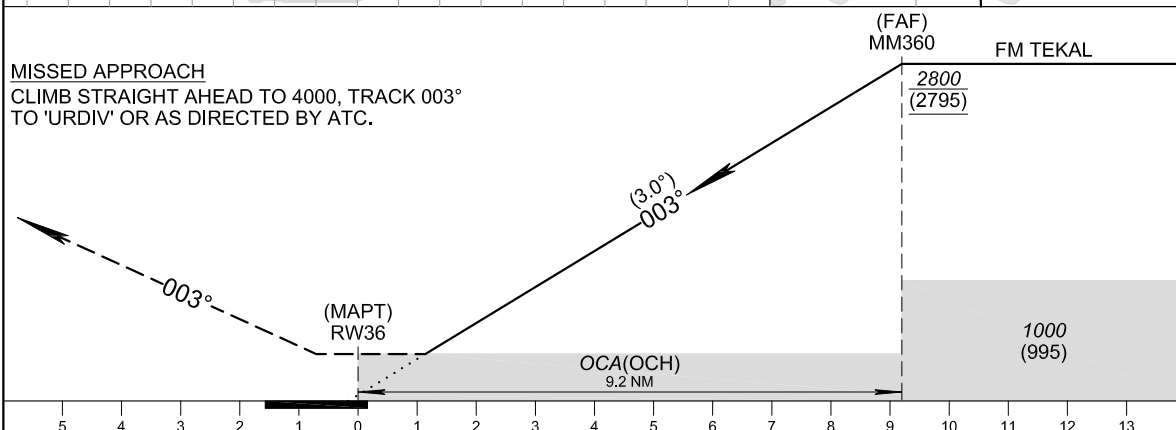
ELEV 5
HEIGHTS RELATED
TO THR ELEV - 5 FT
MIN TEMP -15°C (5°F)

APP 119.7
TWR 118.1

MALE' / MALE' INTERNATIONAL
RNAV (GNSS)
RWY 36



MISSED APPROACH
CLIMB STRAIGHT AHEAD TO 4000, TRACK 003°
TO 'URDIV' OR AS DIRECTED BY ATC.



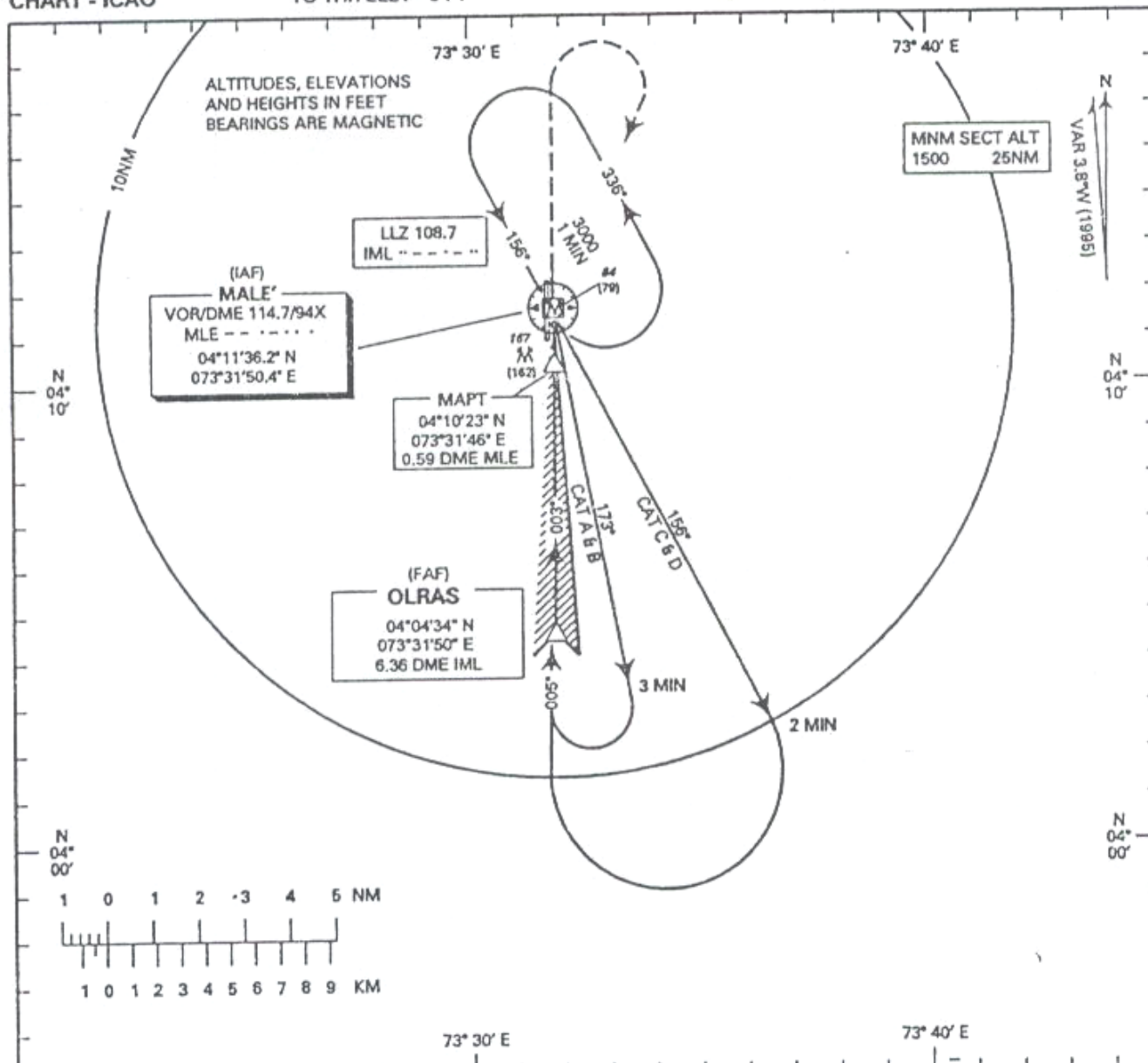
AIRCRAFT CATEGORY	A		B		C		D		
LNAV / VNAV DA(DH)	320(315)								
LNAV OCA(OCH)	390(385)								
DIST TO THR	9	8	7	6	5	4	3	2	1
ALTITUDE(HEIGHT)	2740(2735)	2440(2435)	2140(2135)	1840(1835)	1540(1535)	1240(1235)	940(935)	640(635)	340(335)

**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



Start turn at:
Cat A & B 3 Min
Cat C & D 2 Min
2000
(1995)

FAF
"OLRAS"
6.36 DME IML

(IAF)
VOR MLE

Transition
Altitude 11000

ILS RDH 50

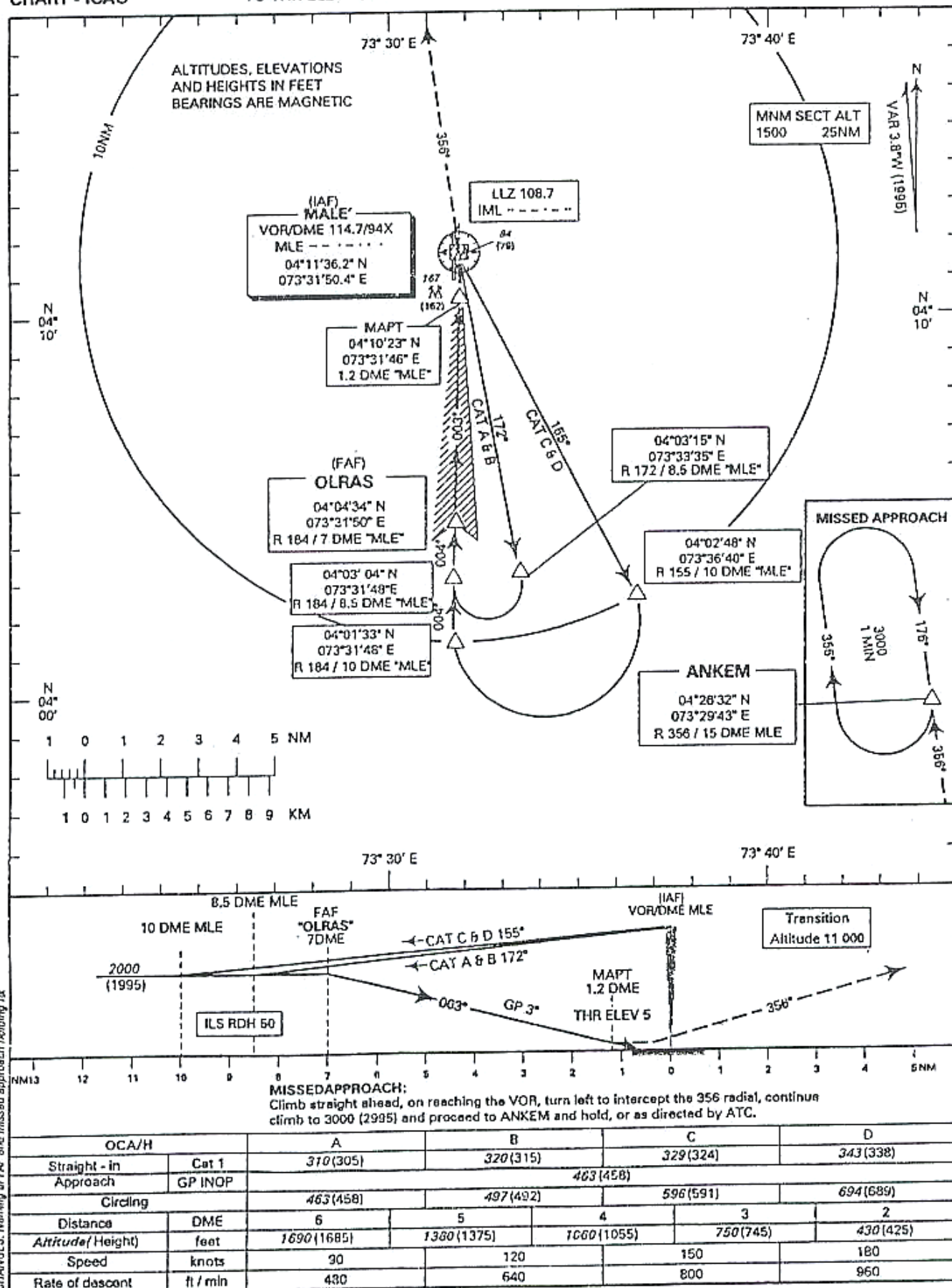
MAPT
1.2 DME MLE
0.59 DME IML
THR ELEV 5

MISSED APPROACH:

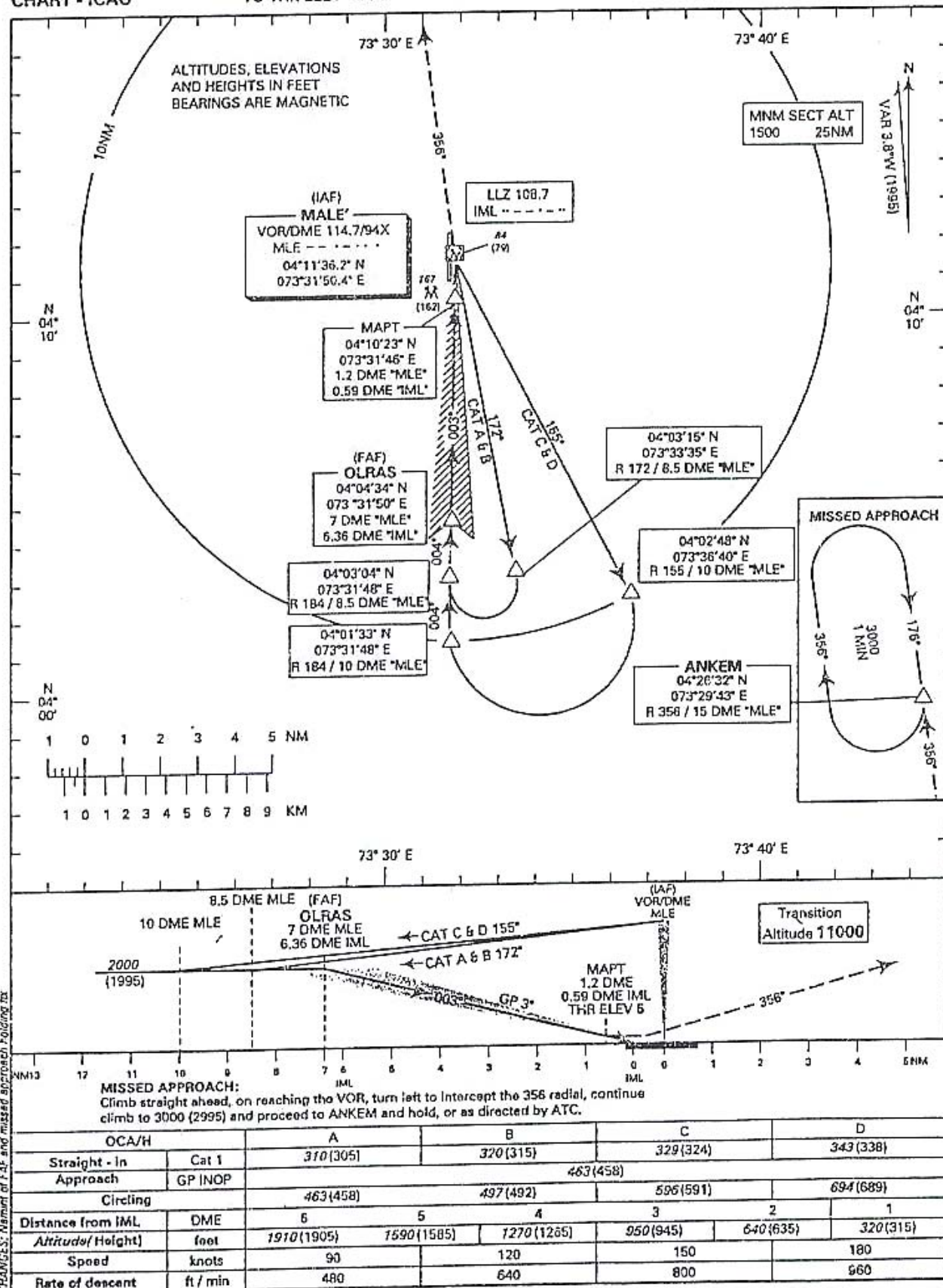
Climb straight ahead to 3000 (2995), then turn right and proceed direct to VOR and hold, or as directed by ATC.

proceed direct to VOR 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

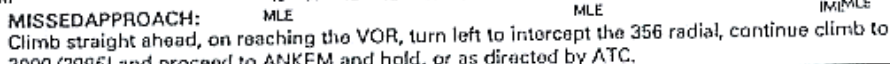
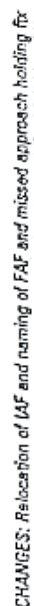
INSTRUMENT
APPROACH
CHART - ICAOELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5 FTAPP 119.7
TWR 118.1MALE' / INTERNATIONAL
VOR/DME, ILS
RWY36

CHANGES: Naming of FAF and missed approach holding fix

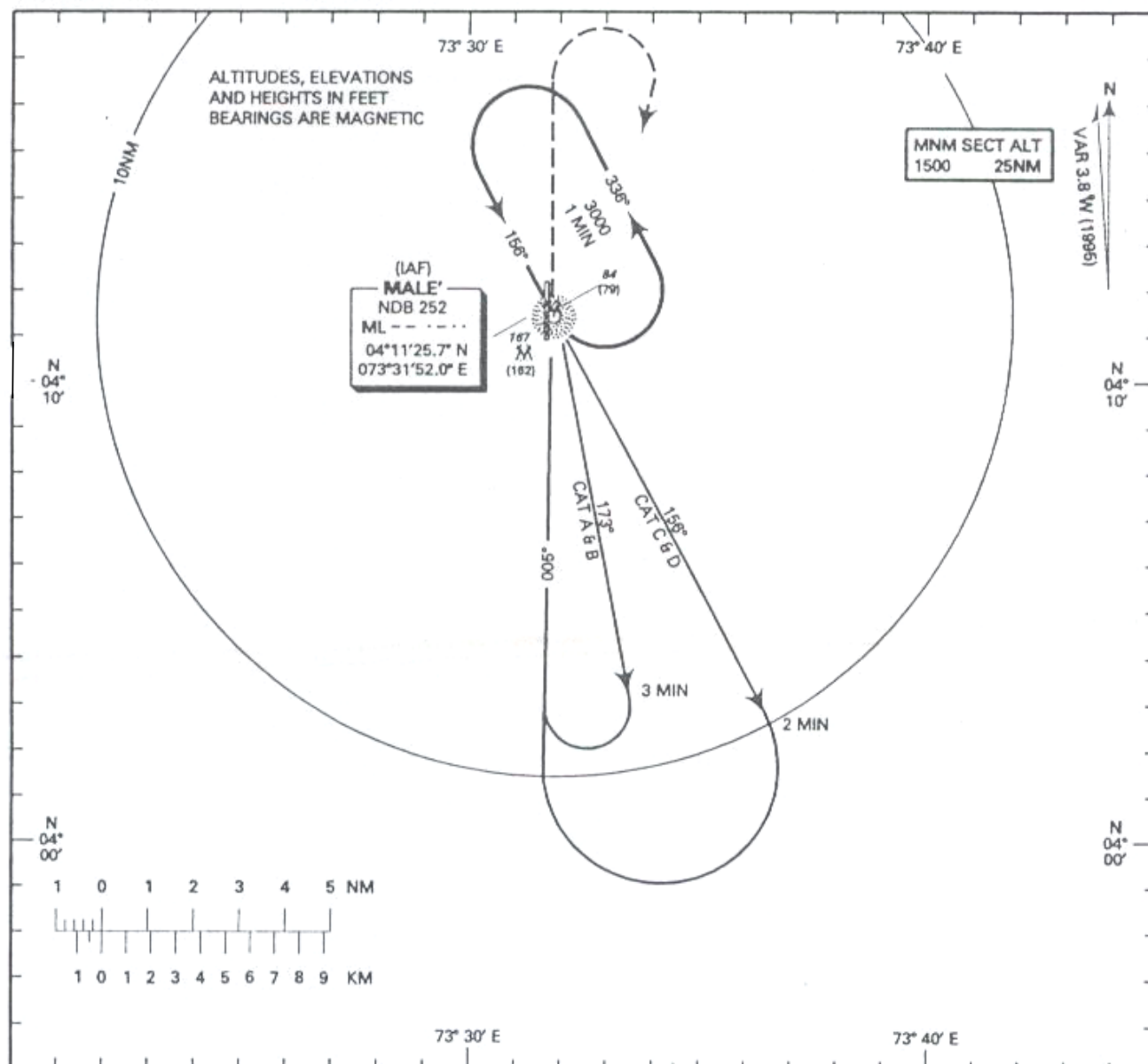
INSTRUMENT
APPROACH
CHART - ICAOELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5 FTAPP 119.7
TWR 118.1MALE' / INTERNATIONAL
VOR/DME, ILS/DME - 1
RWY 36

CHANGES: Name of FAF and missed approach holding fix

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



3000 (2995) and proceed to ANKEM and hold, or as directed by ATIS.							
OCA / H		A		B		C	
Straight - in Approach	Cat 1	310 (305)		320 (315)		329 (324)	
	GP INOP			463 (458)			
Circling		463 (458)		497 (492)		596 (591)	
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

INSTRUMENT
APPROACH
CHART - ICAOELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5FTAPP 119.7
TWR 118.1MALE' / INTERNATIONAL
NDB
RWY 36Start turn at:
Cat A & B 3 Min
Cat C & D 2 Min

2000
(1995)

005°

005°

3.4%

4.1%

CAT C & D 156°

CAT A & B 173°

(LAF)
NDB
ML

Transition
Altitude 11000

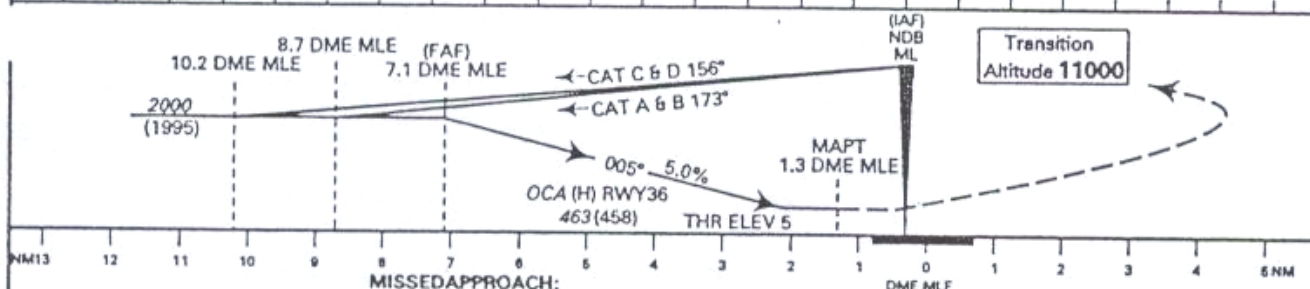
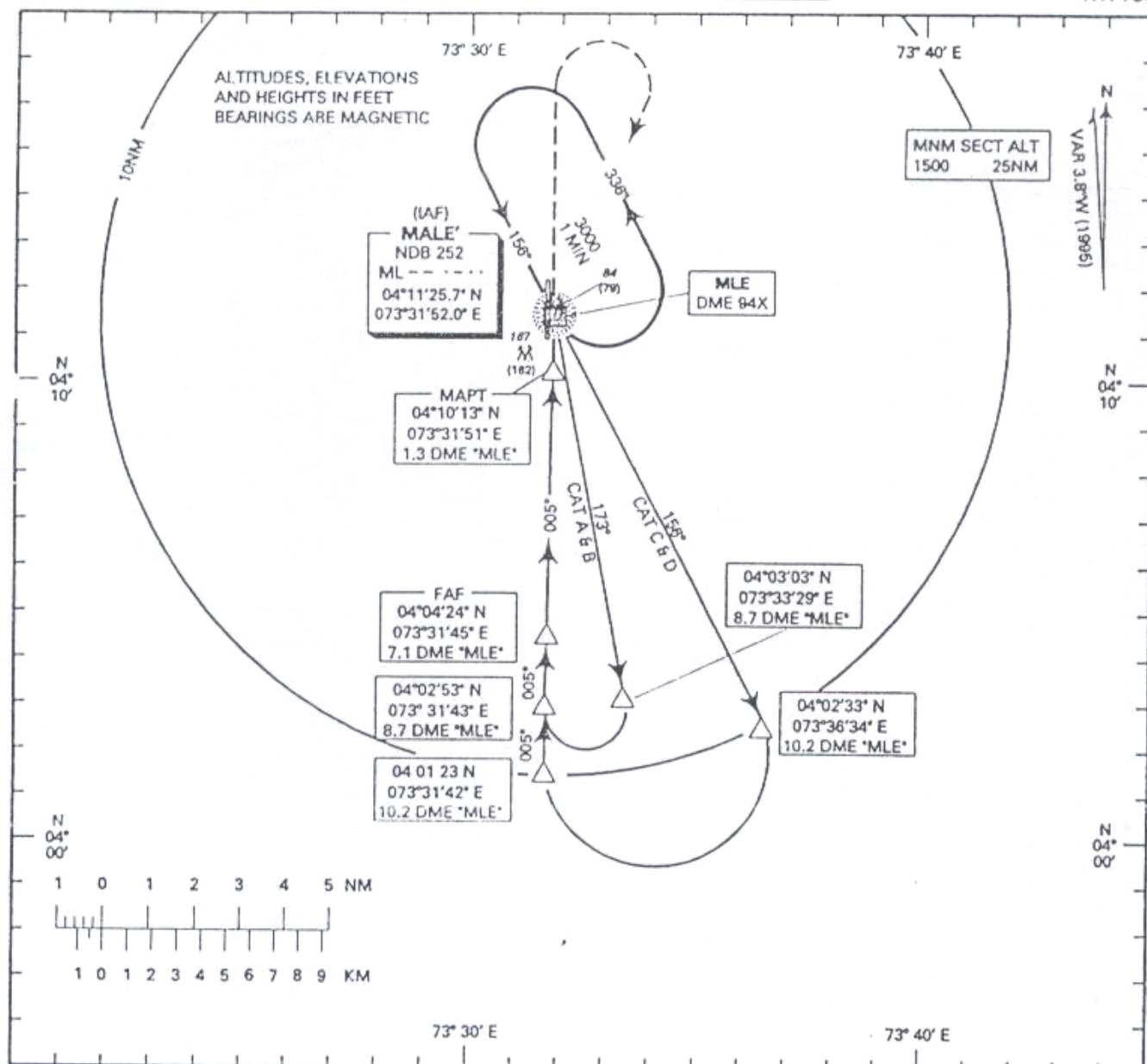
MISSED APPROACH:
Climb straight ahead to 3000 (2995), then turn right and
proceed direct to NDB and hold, or as directed by ATC.

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

CIVIL AVIATION DEPARTMENT
Republic of Maldives

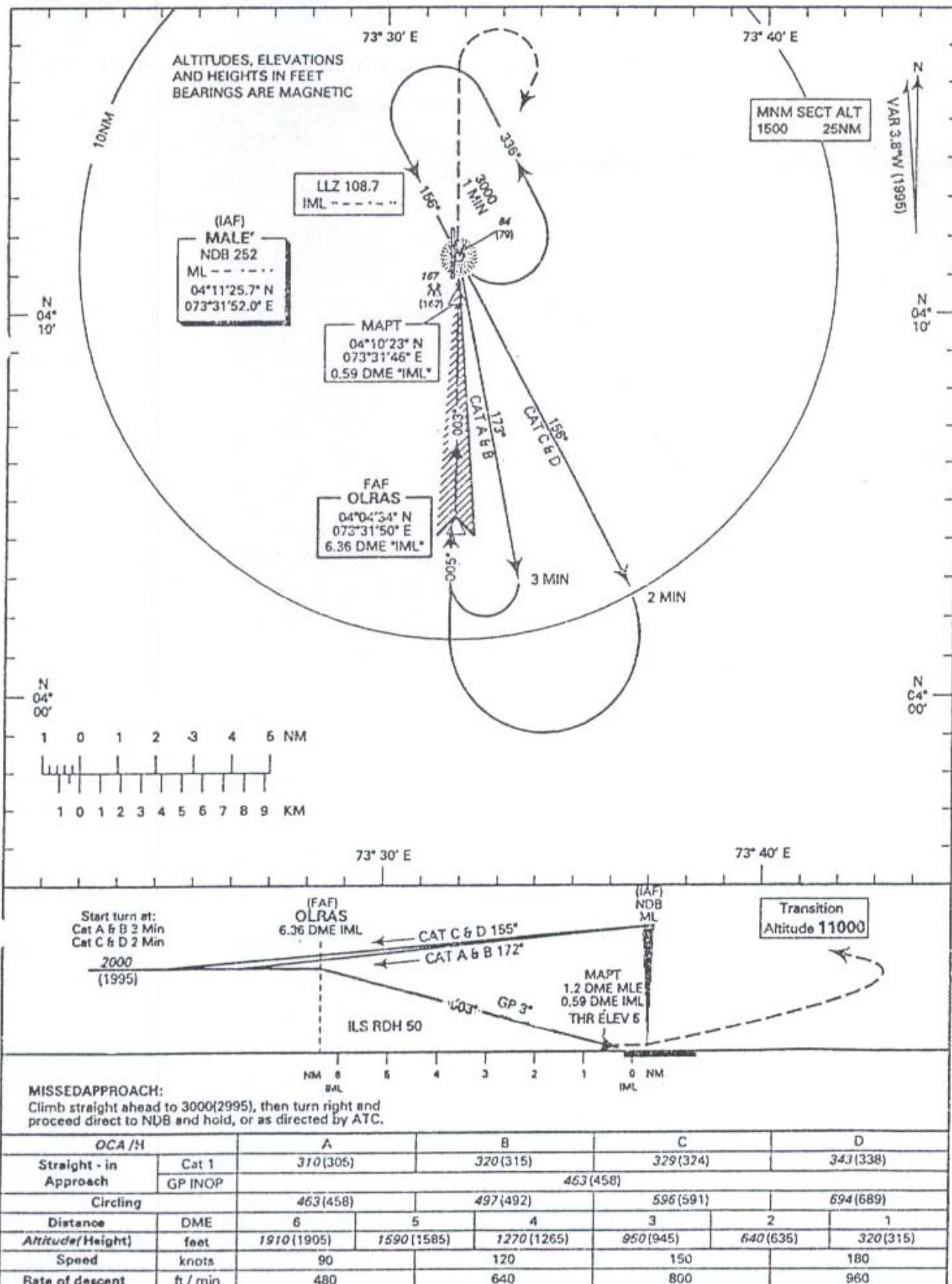
VRMM IAC - 13
AIRAC AIP AMDT 1/99

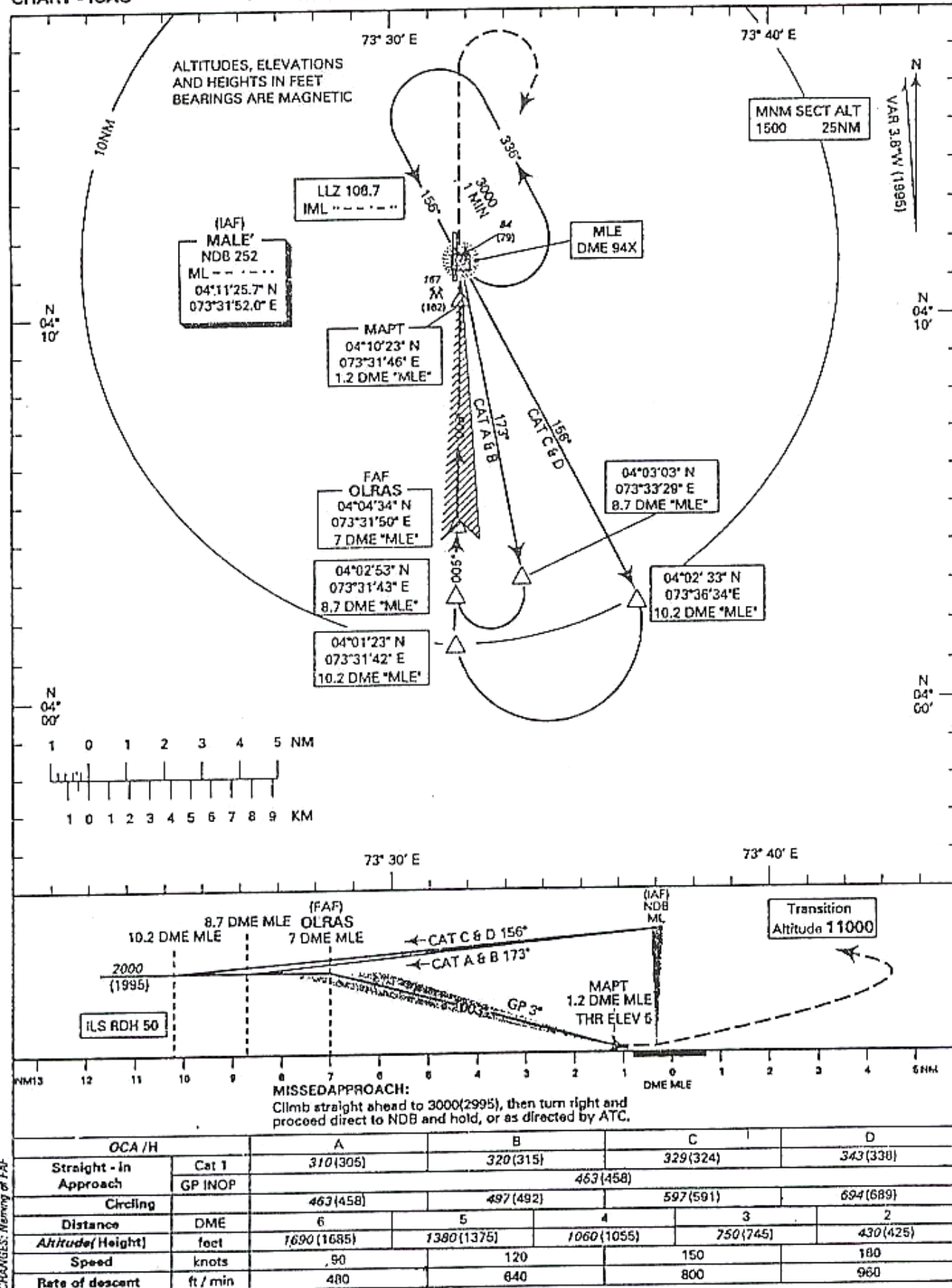
INSTRUMENT
APPROACH
CHART - ICAOELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5FTAPP 119.7
TWR 118.1MALE' / INTERNATIONAL
NDB,DME
RWY36

MISSED APPROACH:

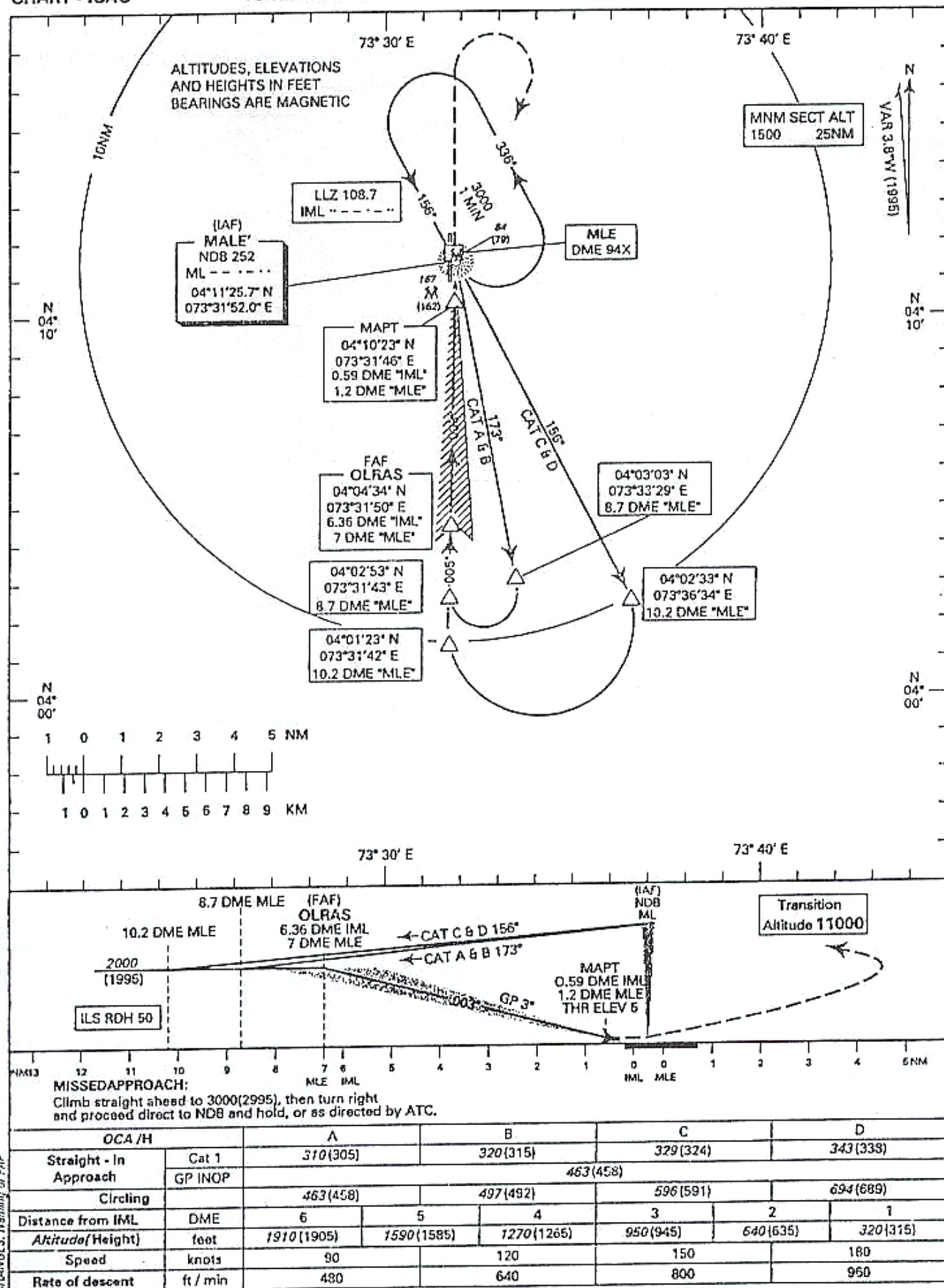
Climb straight ahead to 3000(2995), then turn right and
proceed direct to NDB and hold, or as directed by ATC.

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
Altitude (Height)	feet 1970 (1965)	1670 (1665)	1370 (1365)	1060 (1055)
Speed	knots 90	120	150	180
Rate of descent	ft / min 480	610	760	920

INSTRUMENT
APPROACH
CHART - ICAOELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5FTAPP 119.7
TWR 118.1MALE' / INTERNATIONAL
NDB, ILS/DME
RWY 36

INSTRUMENT
APPROACH
CHART - ICAOELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5FTAPP 119.7
TWR 118.1MALE' / INTERNATIONAL
NDB, DME, ILS
RWY36

CHANGES: Naming of FAF

INSTRUMENT
APPROACH
CHART - ICAOELEV 5 FT
HEIGHTS RELATED
TO THR ELEV - 5FTAPP 119.7
TWR 118.1MALE' / INTERNATIONAL
NDB, DME, ILS/DME
RWY36

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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