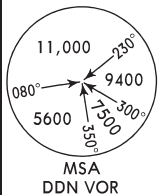


RWY	ADDITIONAL RUNWAY INFORMATION			USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (60m)	REIL	PAPI-L (3.00°)	Threshold	Glide Slope		
08	HIRL (60m)	REIL	PAPI-L (3.00°)		6049' 1844m		148'
26	HIRL (60m)	REIL		3642' 1110m			45m

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Std/State	TAKE-OFF						
	LVP must be in force						
A	Low Visibility Take-off		RL or RCLM	RL	Adequate Vis Ref		
	RL & RCLM	RL			DAY	NIGHT	DAY
B	R300m		R/V400m		R/V500m		NA
C							
D	NOT APPLICABLE						

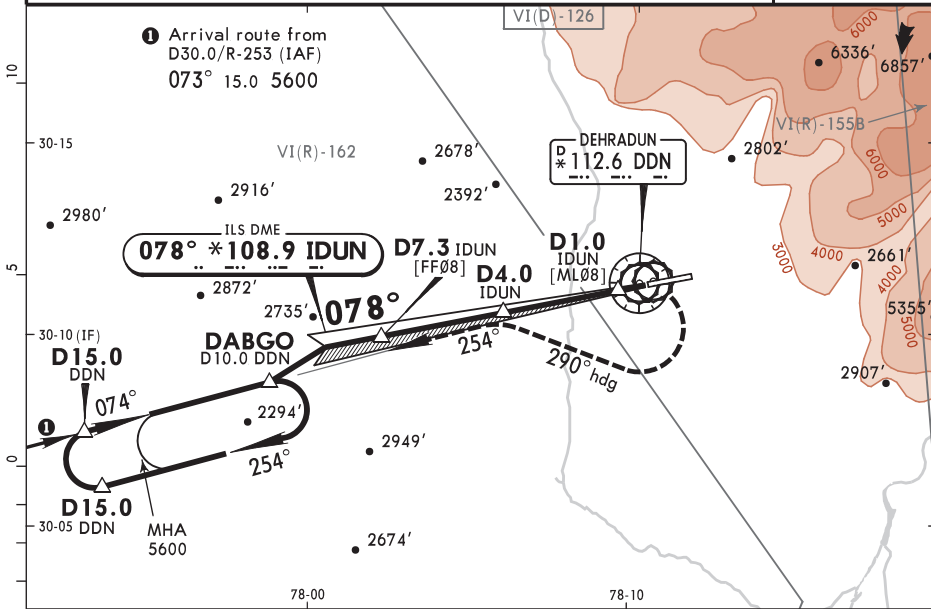
*D-ATIS 128.4			*DEHRADUN Tower 122.3		
LOC IDUN *108.9	Final Apch Crs 078°	D7.3 IDUN 4100' (2316')	ILS DA(H) 2140' (356')	Apt Elev 1857' Rwy 1784'	



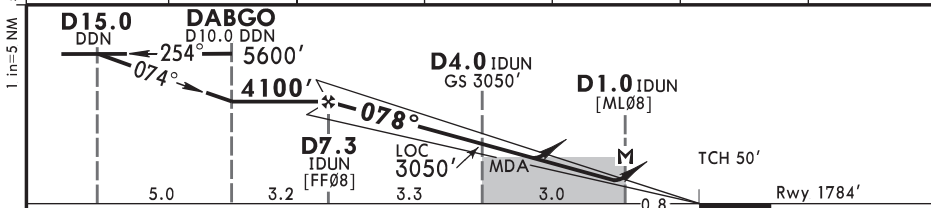
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then turn RIGHT (MAX 185 KT) onto hdg 290° to intercept R-254 DDN climbing to 5600' to join holding at DABGO (D10.0/R-254 DDN), or as directed.

Alt Set: hPa Rwy Elev: 64 hPa Trans level: By ATC Trans alt: 12000'

1. DME required. 2. Procedure restricted to MAX 185 KT. 3. Visual circling not authorized.



IDUN DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4000'	3680'	3370'	3050'	2730'	2420'

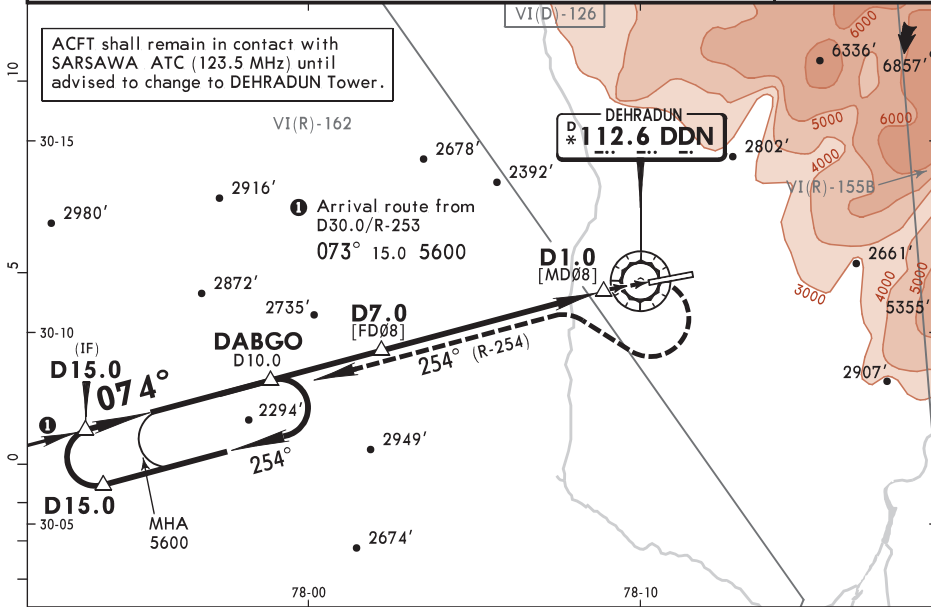
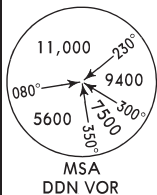


Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	Refer to Missed Apch above
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.0 IDUN								

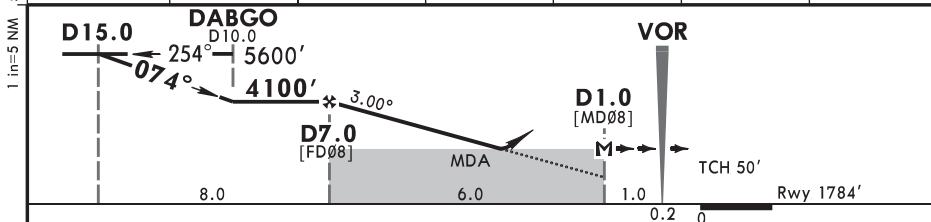
PANS OPS	Std/State			STRAIGHT-IN LANDING		
	ILS			LOC (GS out)		
	DA(H) 2140' (356')			CDFA MDA(H) 2470' (686')		
	FULL		ALS out	ALS out		ALS out
A	R1200m		R1500m		R1500m	
B	R1200m		R1500m		R1500m	
C	R1200m		R1600m		R2400m	
D	NOT APPLICABLE					

1 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

*D-ATIS 128.4			*DEHRADUN Tower 122.3		
VOR DDN *112.6	Final Apch Crs 074°	D7.0 4100' (2316')	MDA(H) 2470' (686')	Apt Elev 1857'	Rwy 1784'
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then turn RIGHT (MAX 185 KT) to intercept R-254 climbing to 5600' to join holding at DABGO (R-254/D10.0), or as directed. LEFT turn prohibited during missed approach.					
Alt Set: hPa Rwy Elev: 64 hPa Trans level: By ATC Trans alt: 12000'					
1. DME required. 2. Procedure restricted to MAX 185 KT. 3. Final approach track offset 4° from runway centerline. 4. Circling is not permitted.					



DDN DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4100'	3790'	3480'	3160'	2840'	2530'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	DDN	185 KT	DDN	5600'
Descent Angle	3.00°	372	478	531	637	743	849	112.6	MAX	112.6	
MAP at D1.0								↑	RT	R-254	↑

Std/State STRAIGHT-IN LANDING
 CDFA
 MDA(H) **2470'** (686')

A	R1500m
B	R2400m
C	NOT APPLICABLE
D	NOT APPLICABLE

1 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.