

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed by ATC

- MAX 250 KT at SLP 1 or flying off-route at OKL 28 DME.
 - MAX 220 KT at SLP 2 or in case of radar vectoring at position base leg, or in case of ST-IN APCH at 15 NM from THR unless higher airspeed is required for performance reasons to allow ACFT flight in clean configuration. This speed should be maintained up to 12 NM from THR.
 - Speed should be gradually reduced to 160 KT with up to medium flaps setting and with landing gear retracted in the subsequent portion of APCH to 4 NM from THR.
- If unable to comply with speed restriction, advise ATC immediately.

2.2. NOISE ABATEMENT PROCEDURES

Descent gradient for non-precision instrument approach and precision instrument approach shall not be less than gradient published in INSTRUMENT APPROACH CHART.

Between 2200-0600LT the ACFT performing instrument approach can descend below 4000 ft AMSL after passing FAF of corresponding RWY and contemporaneously must be established on final approach track.

Visual approach

Visual approaches to RWY 24 from southern side of extended centerline of the RWY are prohibited.

Between 2200-0600LT visual approaches are prohibited, exceptions

- ACFT in emergency;
- flights for human life saving;
- flights for search and rescue;
- ACFT of Civil Aviation Authority executing state supervision;
- other approaches are out of service;
- wind shear is reported or forecasted or significant weather phenomena (e.g. storms) which could affect other ways of approach are expected;
- procedure is requested by pilot-in-command for reasons of safety flight execution.

An ACFT performing visual approach to RWY 06, 12 and 24 shall not descend below 2500ft/762m AMSL before establishing on extended centerline of RWY.

An ACFT performing visual approach to RWY 30 shall not descend below 3500ft/1067m AMSL before establishing on extended centerline of RWY.
Descent gradient of final approach track shall not be less than 3° (5.2%).

2.3. CAT II/III OPERATIONS

RWY 24 approved for CAT II/III operations, special aircrew and ACFT certification required.