



**REQUIREMENTS:**

- AIR OPERATOR SHALL ENSURE THAT PILOT SHALL BE TRAINED IN SIMULATOR (SIM) AND REPORT RESULT TO CAAV BEFORE OPERATING FLIGHT.
- CAAV WILL CHECK SIM TRAINING (FOR THE FIRST TIME) FOR EACH AIRCRAFT TYPE.
- ATC SHALL CONFIRM PILOT TO BE QUALIFIED WITH THIS PROCEDURE ON RADIO FREQUENCY.

**RWY 02L:**

- **PHUSA ONE CHARLIE ARRIVAL (PHUSA 1C):** FROM PHUSA, ON R-063 CRA DESCEND TO 2300M, UNTIL PASSING D 8.0 DVOR/DME CRA, CONTINUE DESCENDING TO 1610M AT CRA. CARRY OUT VOR/DME APCH RWY 02L.
- **SUIDA ONE CHARLIE ARRIVAL (SUIDA 1C):** FROM SUIDA 2750M OR ABOVE, DESCEND TO R-228 CRA DESCEND TO 2300M, UNTIL PASSING D 8.0 DVOR/DME CRA, CONTINUE DESCENDING TO 1610M AT CRA. CARRY OUT VOR/DME APCH RWY 02L.
- **PANCA ONE CHARLIE ARRIVAL (PANCA 1C):** FROM PANCA, ON R-256 CRA DESCEND 2300M, UNTIL PASSING D 8.0 DVOR/DME CRA, CONTINUE DESCENDING TO 1610M AT CRA. CARRY OUT VOR/DME APCH RWY 02L.
- **NHATA ONE CHARLIE ARRIVAL (NHATA 1C):** FROM NHATA, ON R-356 DESCEND TO 2300M, UNTIL PASSING D 8.0 DVOR/DME CRA, CONTINUE DESCENDING TO 1610M AT CRA. CARRY OUT VOR/DME APCH RWY 02L.

**NOTE:** IN CASES OF BAD WEATHER REASONS, A/C DEVIATE MORE THAN 5NM FROM THE INTENDED ARRIVAL ROUTES, MUST BE KEPT ALT AT OR ABOVE MINIMUM SECTOR ALT (MSA CRA), PROCEED TO CRA VOR/DME THEN DESCEND IN THE HOLDING PATTERN TO CARRY OUT VOR/DME APCH RWY 02L.