

ADDITIONAL RUNWAY INFORMATION

| RWY | USABLE LENGTHS LANDING BEYOND | TAKE-OFF | WIDTH |
|----------|--|----------|-------------|
| | | | |
| 02 20 | HIRL(60m) HIALS REIL PAPI-L (angle 3.0°) | | 148' 45m |

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS1 Frequent crossing of emergency vehicles.
- HS2 Frequent crossing of service vehicles.
- HS3 Frequent crossing of vehicles.
- HS4 Frequent towing and tanker trucks in the parking area.

Standard TAKE-OFF & IFR DEPARTURE PROCEDURE

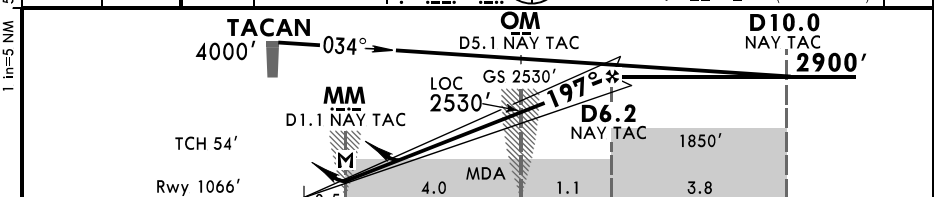
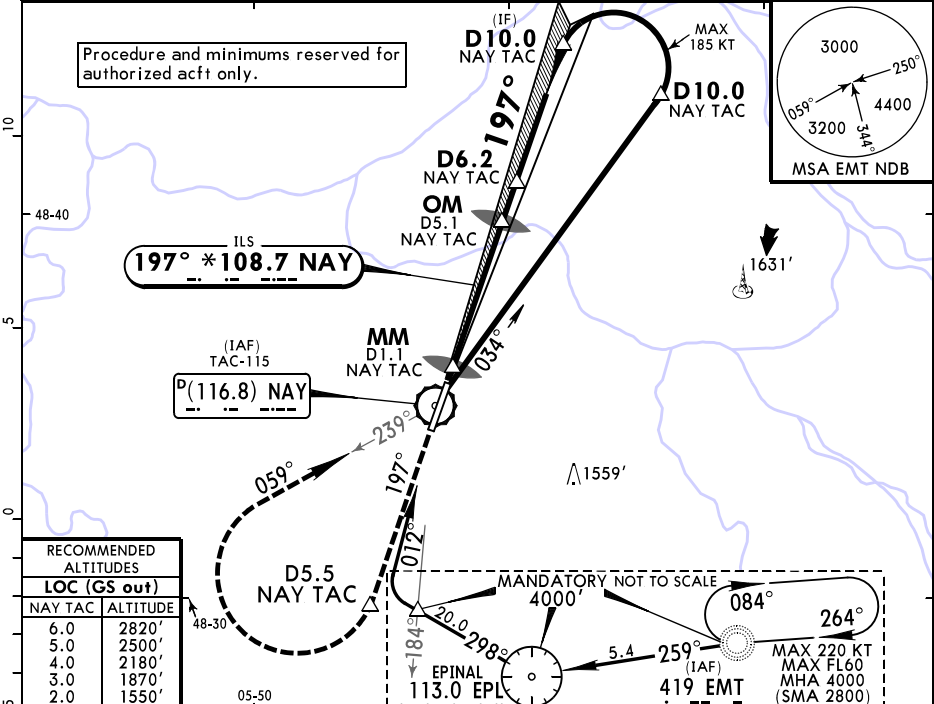
| | |
|--------------------|--------------------------------|
| RCLM (Day only) | Adequate vis ref (Day only) |
| 550m | |

RECOMMENDED OMNIDIRECTIONAL DEPARTURE PROCEDURE

RWY 02: Climb to 2200', then depart directly climbing to MEA.
Minimum climb gradient 4.0% up to 1130' due to vegetation of 1112', 948'/289m from DER and RIGHT of take-off axis.

RWY 20: Climb to 2200', then depart directly climbing to MEA.
Minimum climb gradient 4.9% up to 1150' due to vegetation of 1138', 420'/128m from DER and RIGHT of take-off axis. If not possible to meet above requirements minimum climb gradient 3.7% up to 1150' due to vegetation of 1143', 755'/230m from DER and LEFT of take-off axis.

| | | | |
|--|---------------------------|------------------------------|--------------------------------------|
| *OCHEY Approach | | *OCHEY Tower | |
| 123.3 | 127.250 | For UHF see MIL-101 listing | |
| LOC NAY *108.7 | Final Apch Crs 197° | D6.2 NAY TAC 2900'(1834') | ILS DA(H) Refer to Minimums |
| Apt Elev 1106' | | | Rwy 1066' |
| MISSED APCH: Climb STRAIGHT AHEAD to 2900', passing D5.5 NAY TAC turn RIGHT (MAX 185 KT) to intercept and follow R-239 NAY TAC inbound to TACAN. Climb to 1800' prior to level acceleration. | | | |
| Alt Set: hPa | | Rwy Elev: 38 hPa | Trans level: By ATC |
| ADF, VOR and TACAN required. | | Trans alt: 5000' | |



| | | | | | | | | | |
|--------------------------------|-------|-----|-----|-----|-----|-----|-----------------------|-----------------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS REIL PAPI | D5.5 NAY TAC | |
| ILS GS or LOC Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | 849 |
| MAP at MM/D1.1 NAY TAC | | | | | | | | | |
| Standard | | | | | | | | | |

| | | | | | | | |
|----------------------------|-------------------------------|--------------|-------------|------------------|-------------|-------|----------|
| STRAIGHT-IN LANDING RWY 20 | | | | CIRCLE-TO-LAND 1 | | | |
| ILS | | LOC (GS out) | | DAY | | NIGHT | |
| DA(H) | A: 1266'(200') C: 1286'(220') | DA/MDA(H) | 1450'(384') | Max KT | MDA(H) | VIS | |
| | B: 1276'(210') D: 1296'(230') | | | 110 | 1630'(564') | 1500m | |
| | | | | 135 | 1830'(764') | 1600m | |
| A | | | | 180 | 1960'(894') | 2400m | NOT AUTH |
| B | RVR 800m | RVR 1200m | RVR 1100m | 205 | 1960'(894') | 3600m | |
| C | | | | | | | |
| D | | | | | | | |

1 Circling heights based on rwy 20 thresh elev of 1066'.