

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL(60m)	① HIALS	PAPI-L (angle 3.0°)	USABLE LENGTHS			WIDTH
				Threshold	Glide Slope	TAKE-OFF	
12	HIRL(60m)	① HIALS	PAPI-L (angle 3.0°)				148'
30	HIRL(60m)	② HIALS	PAPI-L (angle 3.0°)		8032' 2448m	③	45m

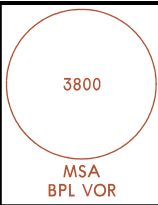
- ① length 420m
 - ② length 900m
 - ③ TAKE-OFF RUN AVAILABLE
- RWY 30:
From rwy head 9003' (2744m)
twy E int 7346' (2239m)

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

- HS1 Road crossing TWY E opposite of Fire station.
- HS2 Approach road connecting to beginning of RWY 12.

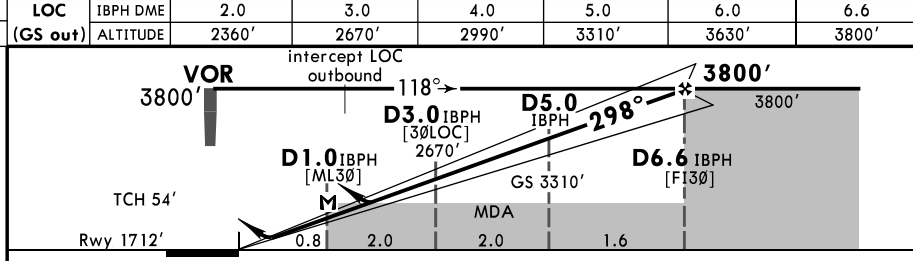
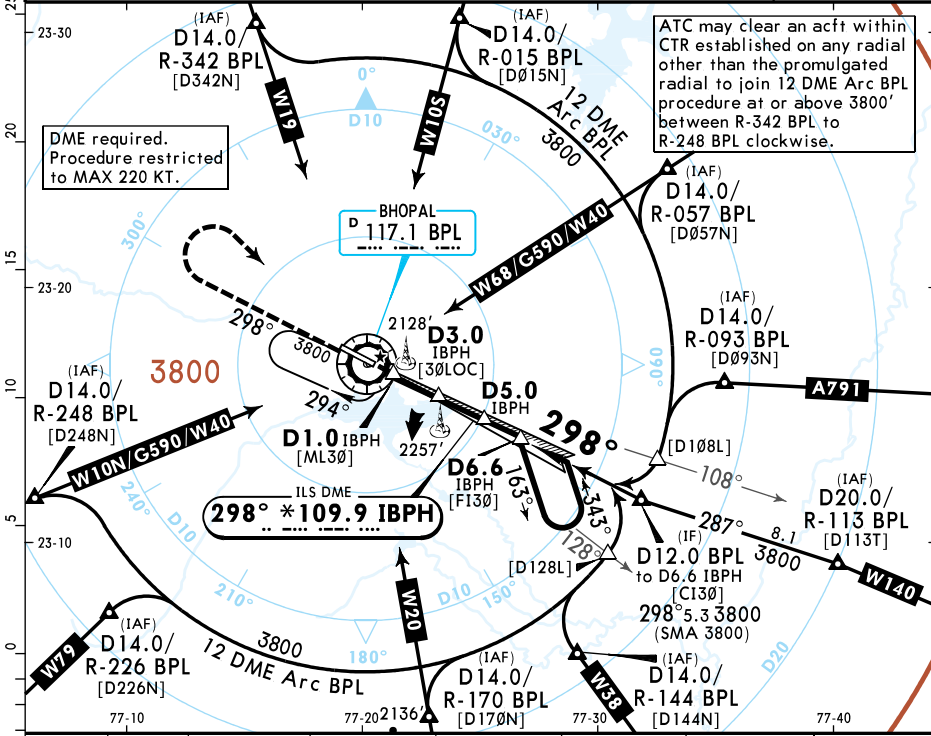
Std/State	TAKE-OFF
	R550m V800

*D-ATIS 127.250		*BHOPAL Approach 118.050 118.550		*BHOPAL Tower 118.050	
LOC IBPH *109.9	Final Apch Crs 298°	D6.6 IBPH 3800'(2088')	ILS DA(H) 1940'(228')	Apt Elev 1721' Rwy 1712'	



MISSED APCH: Climb STRAIGHT AHEAD to 3800', then turn RIGHT to join VOR holding, or as directed.

Alt Set: hPa Rwy Elev: 61 hPa Trans level: By ATC Trans alt: 5000'



Gnd speed-Kts	120	140	160	180	 3800'
ILS GS or LOC Descent Angle	3.00°	637	743	849	
MAP at D1.0 IBPH					
MAP at D1.0 IBPH					

Std/State	ILS		STRAIGHT-IN LANDING		CDFA
	DA(H)	ALS out	with D3.0 IBPH	LOC (GS out)	
	1940'(228')		MDA(H) 2290'(578')	ALS out	MDA(H) 2300'(588')
C	R550m	R1200m	R1900m	R2400m	R2000m
D					R2400m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
 2 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.