

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

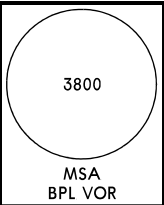
- ① length 420m
  - ② length 900m
  - ③ TAKE-OFF RUN AVAILABLE
- RWY 30:  
From rwy head 9003'(2744m)  
twy E int 7346'(2239m)

**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.

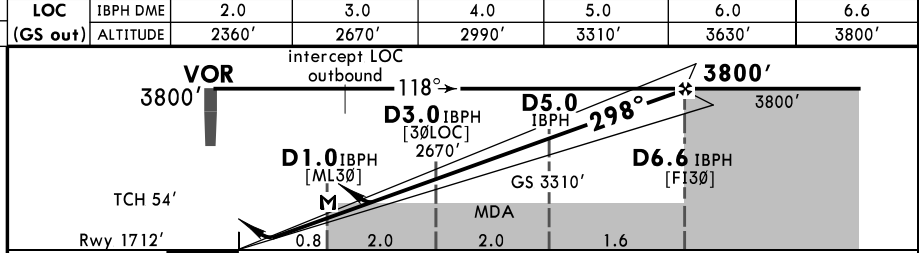
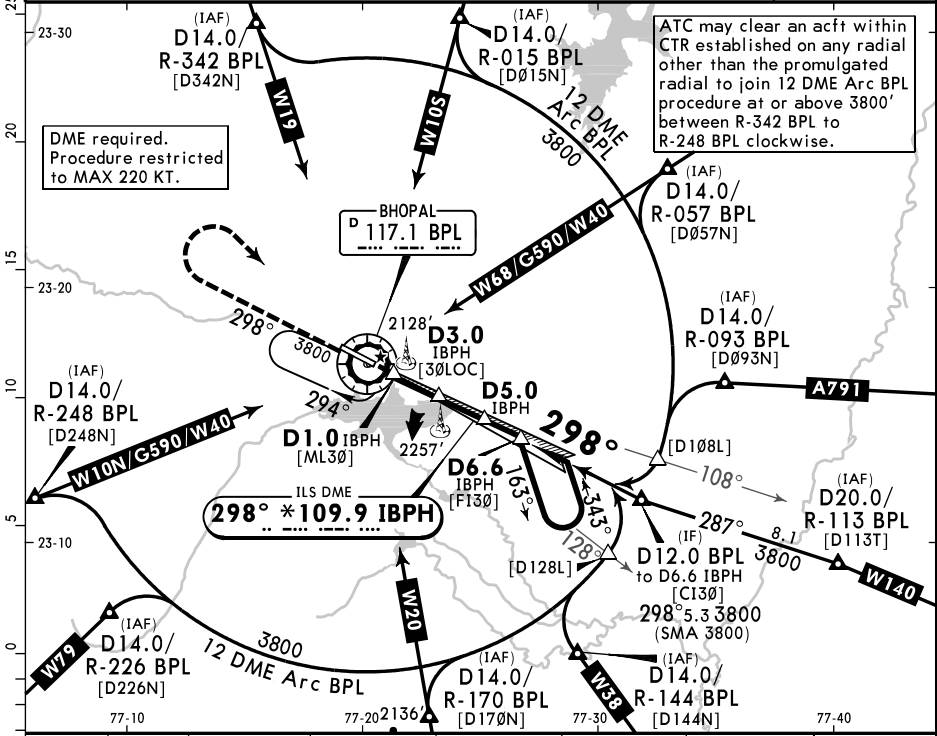
Std/State	TAKE-OFF
	R550m V800

*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	70	90	100	120	140	160	HIALS PAPI 3800'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 IBPH							

A	B	C	D	ILS		STRAIGHT-IN LANDING						
				DA(H) 1940'(228')	ALS out	CDFA with D3.0 IBPH	LOC (GS out)	CDFA w/o D3.0 IBPH	ALS out	ALS out	ALS out	
						MDA(H) 2290'(578')		MDA(H) 2300'(588')				

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.