

1. GENERAL

1.1. ATIS

ATIS 126.8

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR is less than 550m. ATC will inform pilots using phraseology: "LVP in progress. Check your minimums."

The flight crew shall report RWY vacation to the controller - when operating on RWY 13 - after crossing the RWY-holding position on TWY A and - when operating on RWY 31 - after vacation of ILS critical area.

Special marking signs are not provided.

The following is prohibited during LVP:

- take-off not from the RWY extremity,
- take-off without stop at line-up position.

1.3. TAXI PROCEDURES

Flight crews must report execution of landing and RWY vacation.

RWY vacation shall be carried out via TWY A.

ACFT must vacate ILS critical area as fast as possible.

Flight crew shall report RWY vacation only after crossing the RWY-holding position marking on TWY A.

Towing assistance is provided when ACFT self-maneuvering operations are impracticable, taxiing out of stands that are not available for self-maneuvering or ACFT is unable to taxi out under own engines power.

Taxiing out of/into stand is provided only by the clearance of TWR controller, following the signals of the ground technical specialist.

Taxiing shall be carried out strictly along taxi guidelines.

Taxiing during night-time and day-time under visibility of 2000m or below shall taxi with landing/taxi lights switched on.

Engines start-up and taxiing shall be performed upon request, only after TWR controller's clearance is obtained.

1.4. PARKING INFORMATION

Stand 4 available for helicopter.

1.5. COMMUNICATION FAILURE PROCEDURES

In case of communication failure:

- maintain listening watch on emergency frequency and on Lctr frequency for information and controller instructions.
- use telephone link with Flight Control Officer:
+7 (4842) 59-13-63

1.6. NOISE ABATEMENT PROCEDURES

1.6.1. GENERAL

Noise abatement procedures shall be carried out during take-off and climbing phase.

Execution of noise abatement procedures shall not be carried out at the expense of reduction of flight safety or, in case of one engine failure at the phase of take-off and approach.

Noise abatement procedures shall be applied in accordance with the requirements of the Aeroplane Flight Manual.

All ACFT must follow noise abatement procedures in accordance with ICAO Annex 16, Chapter 2.

1. GENERAL

1.6.2. RESTRICTIONS

During the NIGHT period (2000-0400UTC) the following restrictions apply:

- Departure and arrival are permitted for the ACFT, which meet noise certification requirements specified in ICAO Annex 16, Chapter 3.
- ACT engine run-ups are prohibited.
- On the stands equipped with ground power units and preconditioned air systems, use of APU should be avoided (limited by time) after ACFT is parked on stand or before ACFT leaves the stand.
- Flights of TU-134 ACFT are prohibited, except for flights operated for the purpose of transport of Heads of State, provision of medical emergency and SAR assistance.

1.7. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In case of communication failure before ACFT entry into Kaluga/Grabtsevo CTR and the decision is made to land at destination aerodrome, use STARs BAMDO 1A, GITIK 1A, OBARO 1A, OTPAD 1A or SOTOG 1A maintaining the published altitude restrictions.

After passing KLG VORDME proceed to WI/GC Lctr descending to 2500' and then proceed to execute instrument approach (depending on ACFT category and approach procedure used).

In case of communication failure after ACFT entry into Kaluga/Grabtsevo CTR at FL090 or below, proceed at present flight level along the shortest track to the holding area over WI/GC Lctr (or KLG VORDME).

After passing WI/GC Lctr (or KLG VORDME) execute instrument approach (depending on ACFT category and approach procedure used).

If unable to land at the destination aerodrome, the flight crew can continue flight to the alternate aerodrome using SIDs.

2.2. NOISE ABATEMENT PROCEDURES

ACFT shall be stabilized and proceed on GP with GP angle $3^{\circ} \pm 0.5^{\circ}$.

Approach shall be performed with established speed of $1.3 * V_2 + 10$ KT (20 km/h), with thrust stabilized until landing.

Wing configuration envisages maximum permissible flaps deflection for landing.

3. DEPARTURE

3.1. START-UP AND TAXI PROCEDURES

3.1.1. START-UP

Pilot-in-command must request the ATC clearance 5 minutes before the estimated time, indicated in the flight plan when the ACFT is ready for departure by reporting the flight number, destination aerodrome, stand number and ATIS Code letter. "READY FOR DEPARTURE" means that all pre-flight procedures have been completed, all passengers are on board, entrance and cargo doors are closed, stairs removed, a tow bar is connected (when towing is required), de-icing/anti-icing treatment has been completed, ground personnel is ready to start tow (taxi) operations and has established radio contact with the pilot-in-command.

Obtained ATC clearance is the permission to start up engines on the stand, start up engines during towing, and start up engines at start-up position.

A "DLA message" must be submitted and new time of departure in flight plan and slot must be approved by relevant AD services, if time of ACFT departure, specified in the flight plan, is delayed for more than 30 minutes.

If ACFT executes alternate landing at KALUGA (Grabtsevo) AD, and in case flight crew intends to change the time of departure to a time earlier than the time specified in the flight plan, the new time of departure and slot must be approved by the aerodrome services, flight plan message must be submitted.

When departing from engines start-up position (have been towed to the start-up position), extra 10 minutes are added to the time of departure for tow and engines start-up operations - in such case departure is considered as scheduled. Up to 15 minutes are allocated for ACFT taxi operations and air traffic safety provision during departure of all types of ACFT.

3.1.2. TAXI PROCEDURES

To ensure safety of taxi operations, flight crew shall continuously assess the ACFT position, especially at the TWY intersections.

In case of difficulty or doubt in determining ACFT position, flight crew must stop taxiing and report to TWR controller.

It is PROHIBITED to cross the RWY-holding position limit (ILS critical area) indicated by day marking without clearance of TWR controller.

Prior to occupying the RWY, ACFT must stop at the RWY-holding position marking on TWY A. ACFT shall proceed further only after TWR controller's clearance is obtained.

3.2. COMMUNICATION FAILURE PROCEDURES

In case of decision to proceed to the destination aerodrome, continue flight via SID assigned by ATS unit climbing to flight level according to flight plan maintaining the published altitude restrictions.

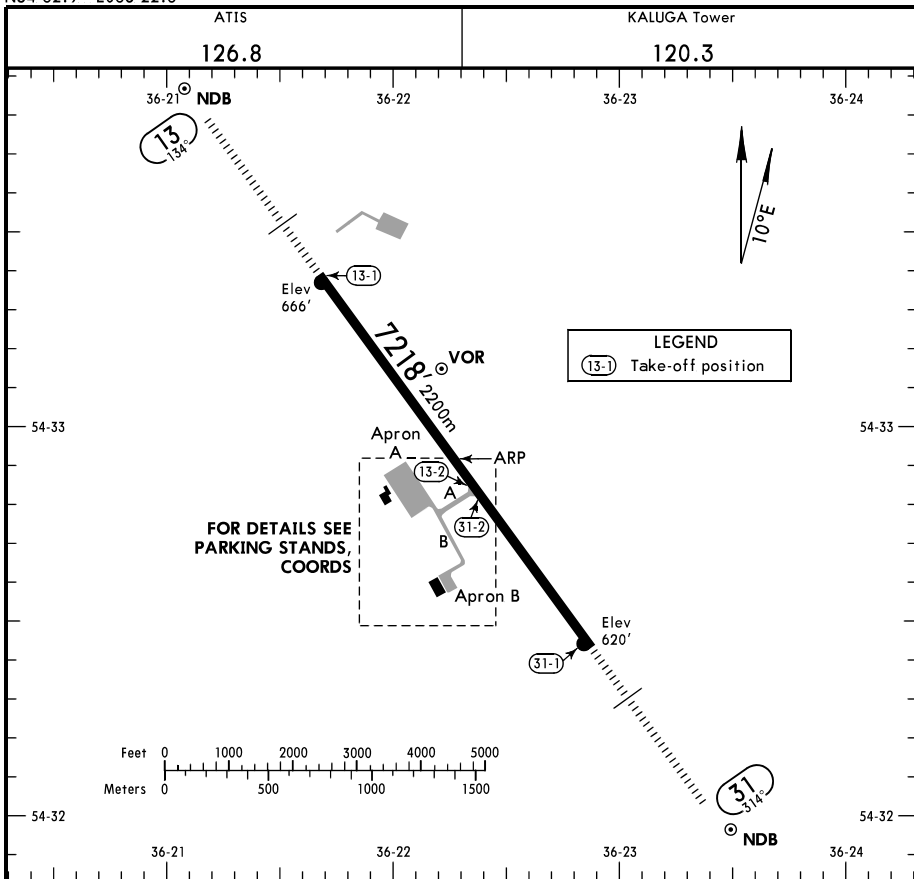
In case of decision to return to the aerodrome of departure, proceed to the holding area of the relevant STAR chosen by the flight crew.

3.3. NOISE ABATEMENT PROCEDURES

Displacement of RWY THR for take-off shall not be used as noise abatement measure. Take-off not from the beginning of the RWY shall be carried out only if it is possible to execute noise abatement procedures.

Average take-off thrust shall be applied from take-off till reaching altitude 690'/210m, after that the thrust shall not be reduced less than the value, maintaining the minimum climb gradient not less than 4.0%.

After ACFT lift-off, speed V_2+10 KT (20 km/h) shall be reached as fast as possible and maintained.

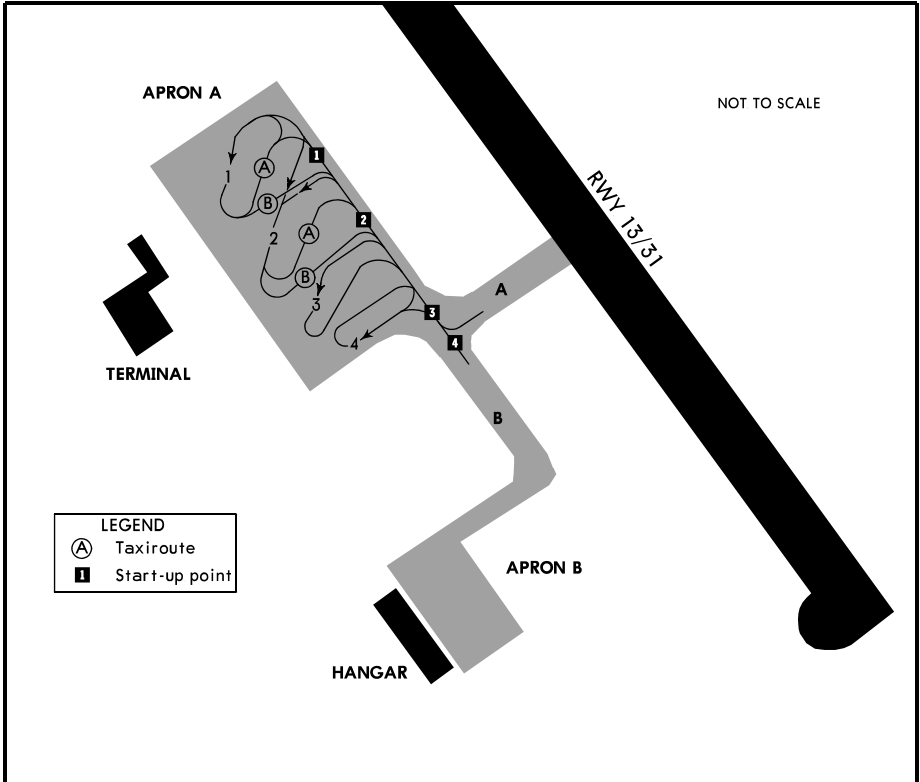


RWY	ADDITIONAL RUNWAY INFORMATION			USABLE LENGTHS		TAKE-OFF	WIDTH
	Threshold	Landing	Beyond	Threshold	Glide Slope		
13 31	RL (60m)	HIALS (900m)	PAPI-L (3.0°)		6306' 1922m	1	148' 45m

1 TAKE-OFF RUN AVAILABLE
 RWY 13: From point 13-1 7218' (2200m)
 from point 13-2 3077' (938m)
 RWY 31: From point 31-1 7218' (2200m)
 from point 31-2 4193' (1278m)

TAKE-OFF			
1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

1 For NIGHT operations, at least RL or CL and RENL are required.

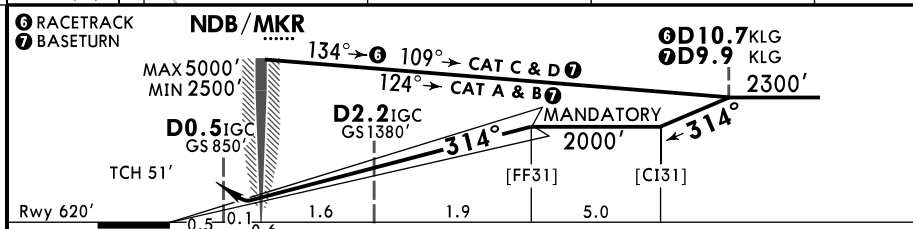
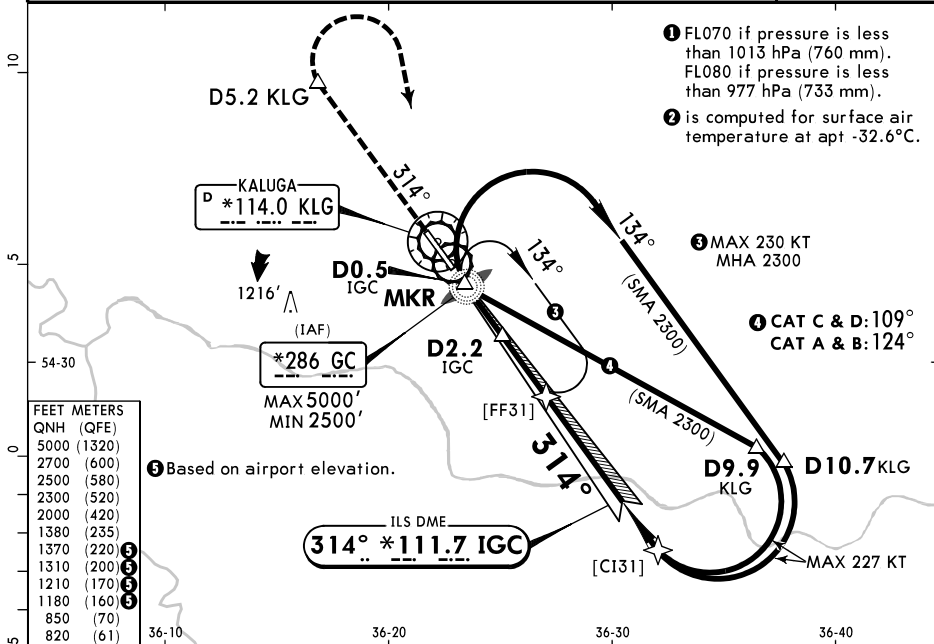


LEGEND	
(A)	Taxiroute
1	Start-up point

INS COORDINATES

STAND No.	COORDINATES		ELEV
1	N54 32.9	E036 22.1	638'
2	N54 32.8	E036 22.1	637'
3	N54 32.8	E036 22.1	636'
4	N54 32.8	E036 22.2	637'

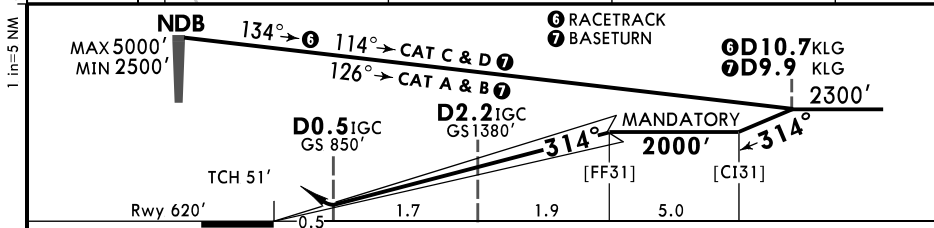
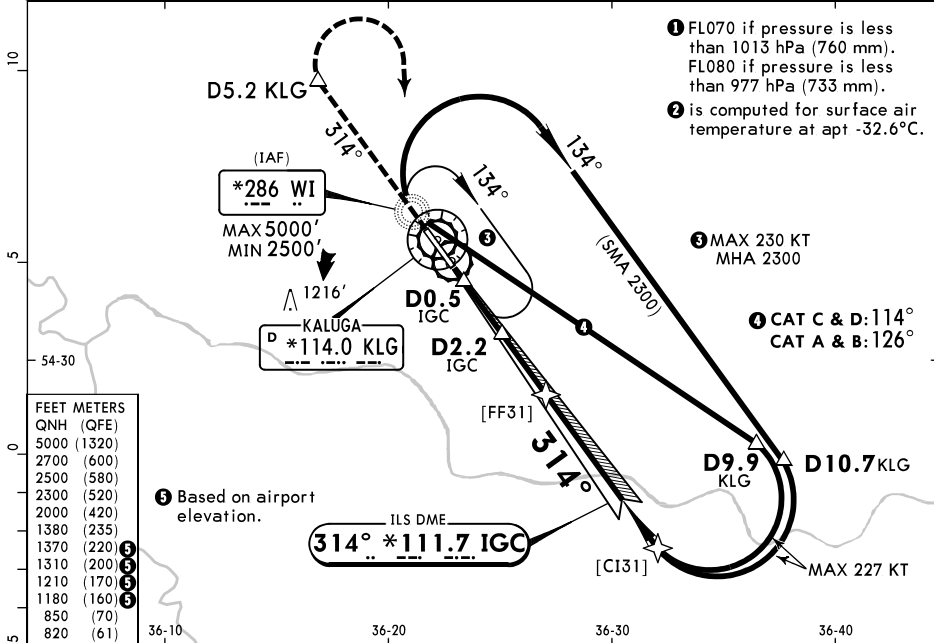
ATIS 126.8			KALUGA Tower 120.3		
LOC IGC *111.7	Final Apch Crs 314°	[FF31] MANDATORY 2000' (1380')	DA(H) 820' (200')	Apt Elev 666'	2700
				Rwy 620'	
MISSED APCH: Climb STRAIGHT AHEAD to D5.2 KLG (MAX 227 KT), turn RIGHT to NDB climbing to 2500' or above, then proceed according to chart or as instructed by ATS unit.					MSA ARP ②
Alt Set: hPa (MM on req) Rwy Elev: 23 hPa Trans level: FL060 ① Trans alt: 5000'					
1. DME required. 2. ILS DME reads zero at rwy 31 threshold.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D5.2 KLG ↑	227 KT MAX	GC 286 RT
Gs	3.00°	372	478	531	637	743				

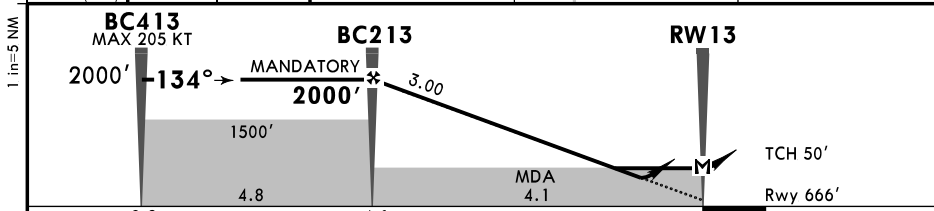
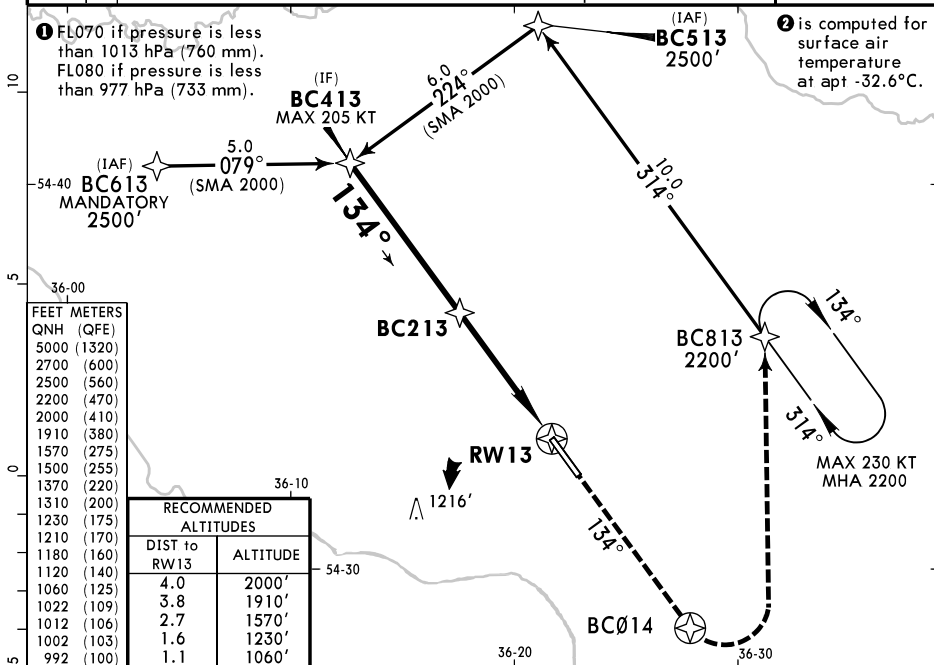
PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND			
	DA(H) 820' (200')		Not authorized West of airport			
	ALS out		Max KT	MDA(H)		
	A	① R550m	R1200m	100	1180' (514')	V1500m
	B			135	1210' (544')	V1600m
C	180			1310' (644')	V2400m	
D	205			1370' (704')	V3600m	
① R750m when a Flight Director or Autopilot or HUD to DA is not used.						

ATIS 126.8			KALUGA Tower 120.3		
LOC IGC *111.7	Final Apch Crs 314°	[FF31] MANDATORY 2000' (1380')	DA(H) 820' (200')	Apt Elev 666'	2700 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to D5.2 KLG (MAX 189 KT), turn RIGHT to NDB climbing to 2500' or above, then proceed according to chart or as instructed by ATS unit.				Rwy 620'	
Alt Set: hPa (MM on req) Rwy Elev: 23 hPa Trans level: FL060① Trans alt: 5000'					
1. DME required. 2. ILS DME reads zero at rwy 31 threshold.					



Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
DA(H) 820' (200')		Not authorized West of airport	
ALS out		Max KT	MDA(H)
A	R550m	100	1180' (514') V1500m
B		135	1210' (544') V1600m
C		180	1310' (644') V2400m
D		205	1370' (704') V3600m
R1200m			
① R750m when a Flight Director or Autopilot or HUD to DA is not used.			

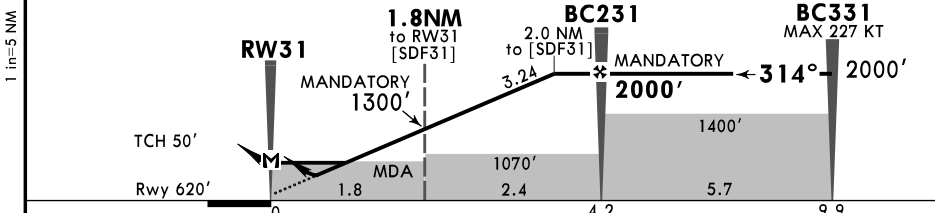
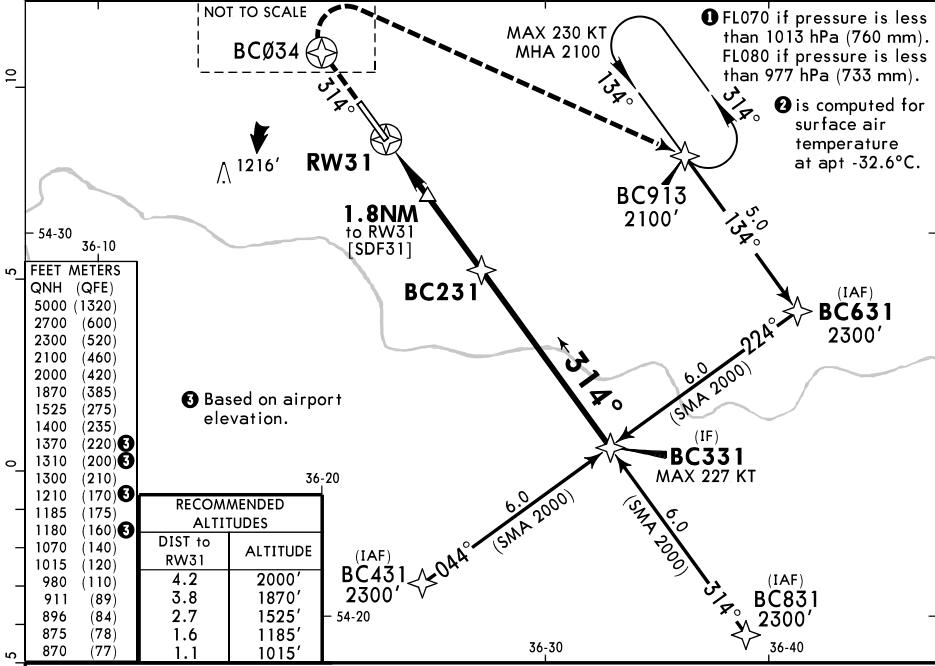
ATIS 126.8			KALUGA Tower 120.3		
RNP	Final Apch Crs 134°	BC213 MANDATORY 2000' (1334')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 666'	2700 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to BCØ14 (MAX 205 KT), turn LEFT to BC813 climbing to 2200' or above, then proceed to BC513 climbing to 2500' or above, then proceed according to chart or as instructed by ATS unit.					
Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL060 ① Trans alt: 5000'					
RNP Apch 1. Baro-VNAV not authorized below -33°C. 2. GNSS required.					



BC413 MAX 205 KT 2000'	BC213 MANDATORY 2000'	RW13	TCH 50'
8.9	4.1	0	Rwy 666'
70	90	100	120
372	478	531	637
743	849		

Std		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
LNAV/VNAV		LNAV CDFA		Not authorized West of airport	
A: 992'(326') C: 1012'(346')		DA/MDA(H) 1120'(454')		Max KT	
DA(H) B: 1002'(336') D: 1022'(356')		ALS out		MDA(H)	
A	R800m	R1500m	R1400m	100	1180'(514') V1500m
B	R800m	R1500m	R1400m	135	1210'(544') V1600m
C	R900m	R1600m	R1400m	180	1310'(644') V2400m
D	R900m	R1600m	R1400m	205	1370'(704') V3600m

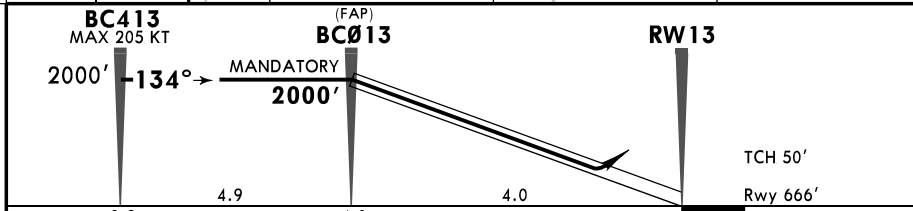
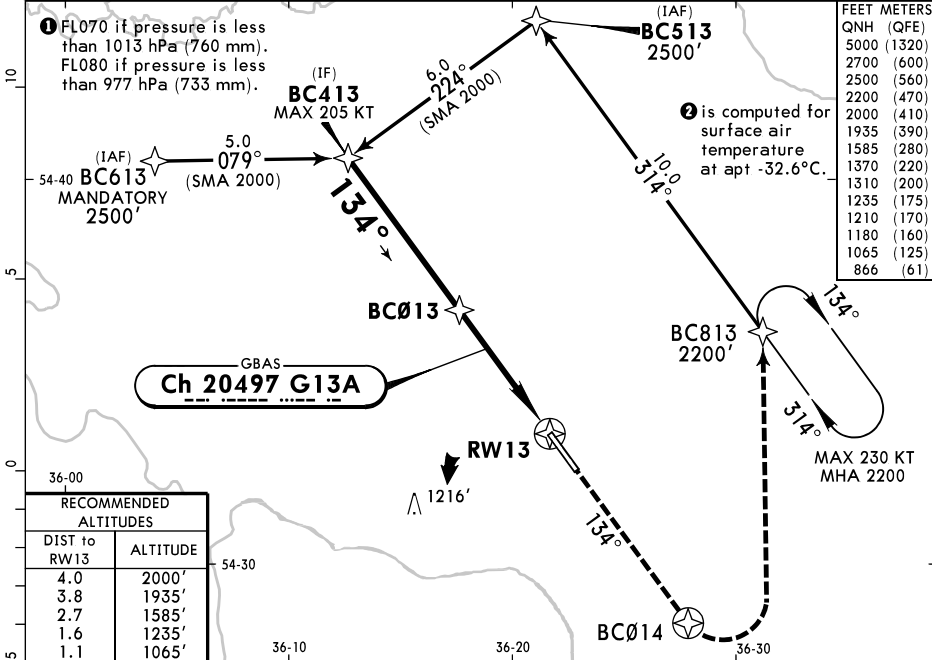
ATIS 126.8			KALUGA Tower 120.3		
RNP	Final Apch Crs 314°	BC231 MANDATORY 2000' (1380')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 666'	2700 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to BC034 (MAX 205 KT), turn RIGHT to BC913 climbing to 2100' or above, then proceed to BC631 climbing to 2300' or above, then proceed according to chart or as instructed by ATS unit.					
Alt Set: hPa (MM on req) Rwy Elev: 23 hPa Trans level: FL060① Trans alt: 5000'					
RNP Apch 1. Baro-VNAV not authorized below -33°C. 2. GNSS required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	BC034 ↑	205 KT MAX	BC913 RT
Glide Path Angle 3.24°	401	516	573	688	803	917				
MAP at RW31										

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	LNAV/VNAV				LNAV CDFA				
	A: 870' (250') C: 896' (276') DA(H) B: 875' (255') D: 911' (291')				DA/MDA(H) 980' (360')				
	ALS out				ALS out				
A	R750	R1300m	R900m	R1500m	Max	MDA(H)		V1500m	
B					100	1180' (514')			
C					135	1210' (544')			V1600m
D					180	1310' (644')			V2400m
					205	1370' (704')		V3600m	

ATIS 126.8			KALUGA Tower 120.3		
GBAS Ch 20497 G13A	Final Apch Crs 134°	BCØ13 MANDATORY 2000'(1334')	DA(H) 866'(200')	Apt Elev 666'	2700 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to BCØ14 (MAX 205 KT), turn LEFT to BC813 climbing to 2200' or above, then proceed to BC513 climbing to 2500' or above, then proceed according to chart or as instructed by ATS unit.					
Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL060 ① Trans alt: 5000' 1. RNAV 1 for initial, intermediate and missed approach. 2. GNS5 required.					

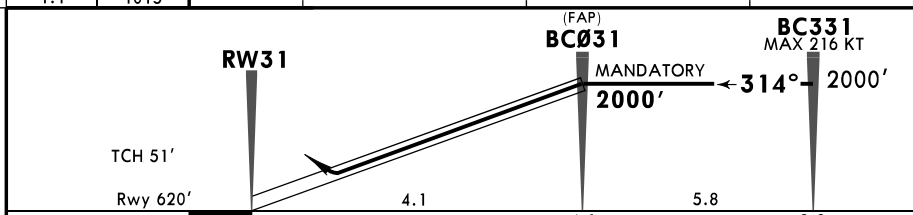
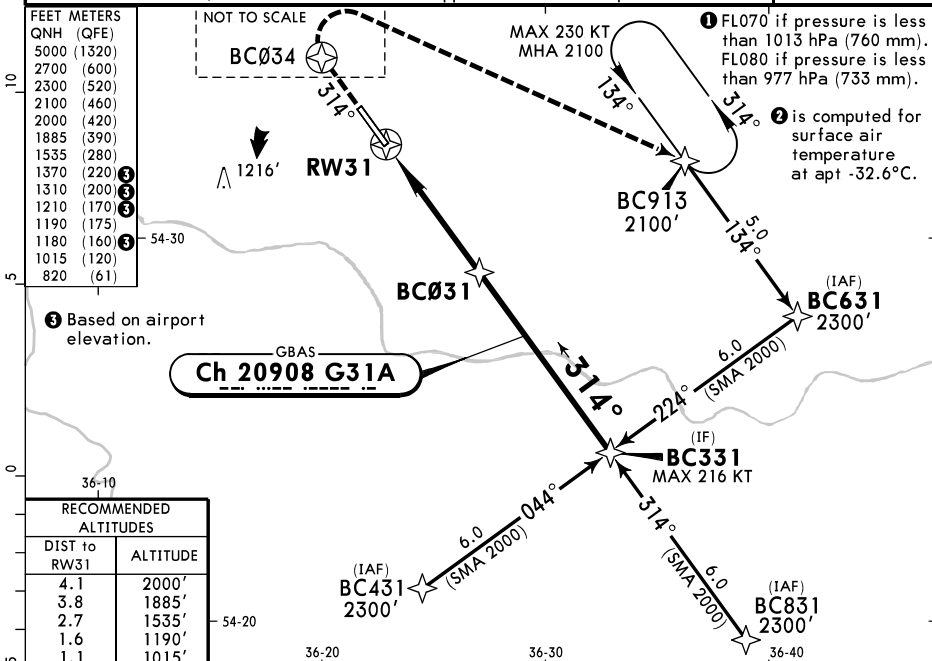


BCØ14	205 KT MAX	BC813
↑		LT ↶

Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	GLS DA(H) 866'(200')		Not authorized West of airport		
	ALS out		Max		
A	R550m	R1200m	KT	MDA(H)	
B			100	1180'(514')	V1500m
C			135	1210'(544')	V1600m
D			180	1310'(644')	V2400m
			205	1370'(704')	V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.
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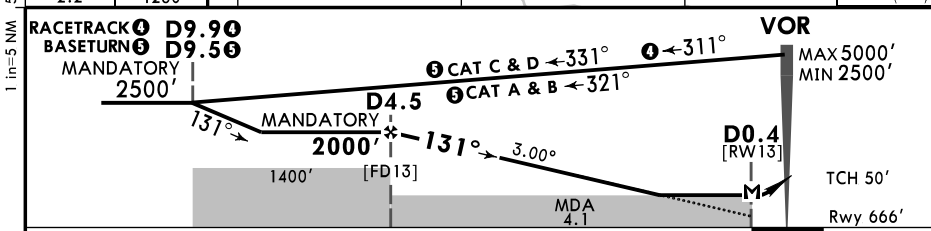
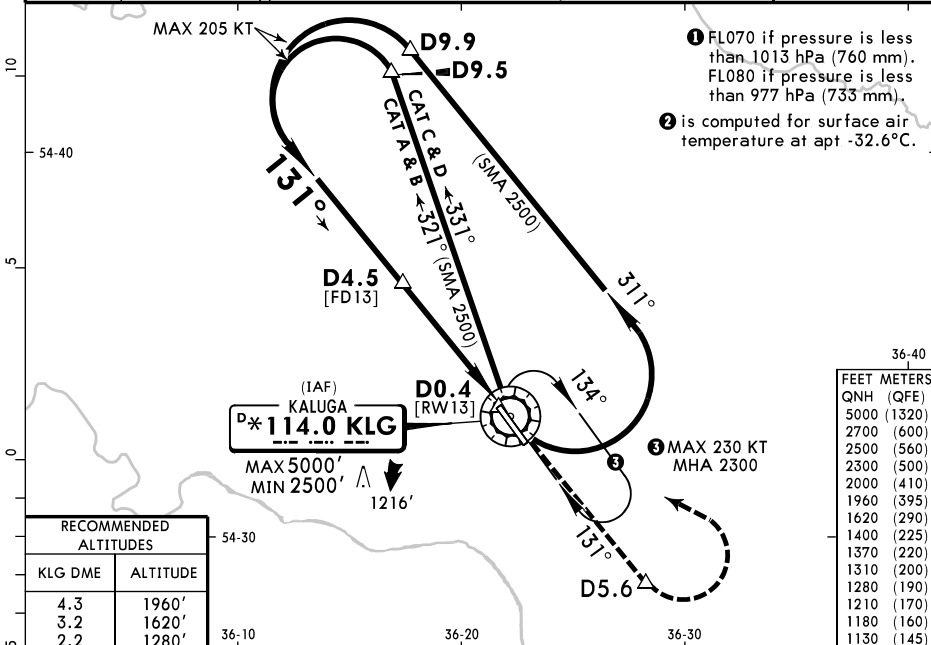
ATIS 126.8			KALUGA Tower 120.3		
GBAS Ch 20908 G31A	Final Apch Crs 314°	BCØ31 MANDATORY 2000' (1380')	DA(H) 820' (200')	Apt Elev 666' Rwy 620'	
MISSED APCH: Climb STRAIGHT AHEAD to BCØ34 (MAX 205 KT), turn RIGHT to BC913 climbing to 2100' or above, then proceed to BC631 climbing to 2300' or above, then proceed according to chart or as instructed by ATS unit.					
Alt Set: hPa (MM on req) Rwy Elev: 23 hPa Trans level: FL060 1 Trans alt: 5000'					MSA ARP 2
1. RNAV 1 for initial, intermediate and missed approach. 2. GNSS required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	BCØ34 ↑ 205 KT MAX	BC913 RT
Glide Path Angle 3.00°	372	478	531	637	743	849			

Std GLS DA(H) 820' (200')	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	ALS out		Not authorized West of airport		
	R550m	R1200m	Max KT	MDA(H)	
			100	1180'(514')	V1500m
135			1210'(544')	V1600m	
180			1310'(644')	V2400m	
		205	1370'(704')	V3600m	

ATIS 126.8			KALUGA Tower 120.3		
VOR KLG *114.0	Final Apch Crs 131°	D4.5 MANDATORY 2000' (1334')	DA/MDA(H) 1130' (464')	Apt Elev 666'	2700 MSA ARP ②
MISSED APCH: Climb on 131° to D5.6 (MAX 205 KT), turn LEFT to VOR climbing to 2500' or above, then proceed according to chart or as instructed by ATS unit.					
Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL060 ① Trans alt: 5000'					
1. DME required. 2. Final approach track offset 3° from runway centerline.					

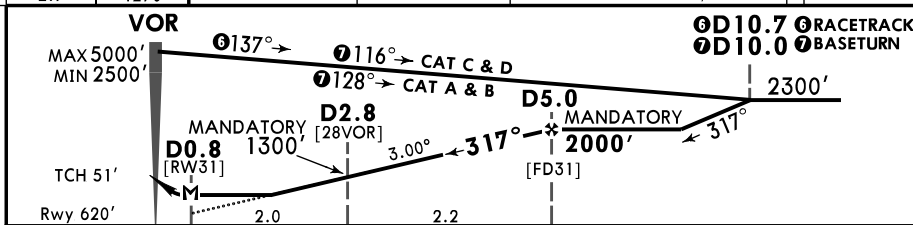
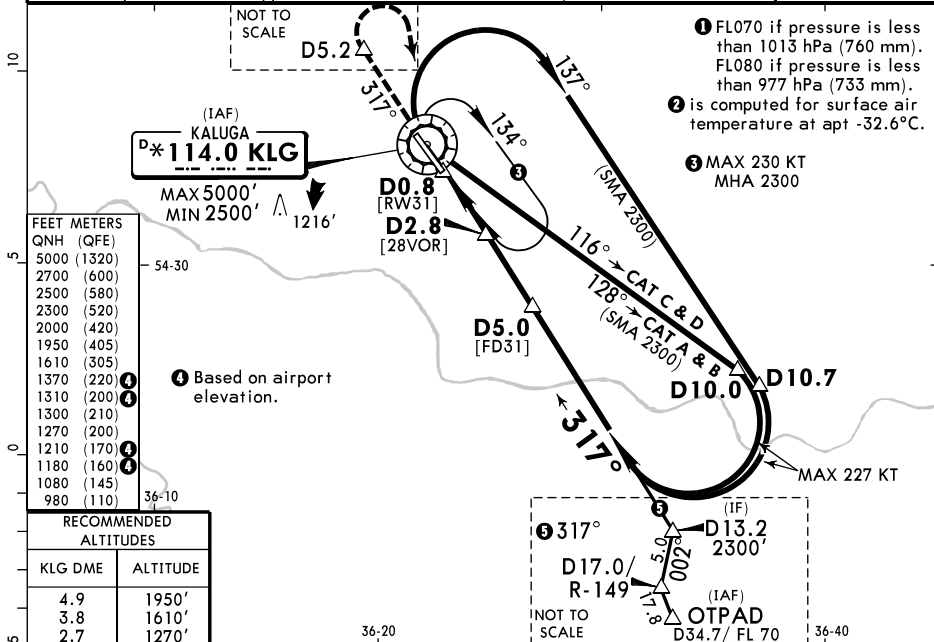


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D5.6 on 131° 205 KT MAX	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.4									

Timing not authorized for defining MAP

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) 1130' (464')			
	ALS out		Max KT	MDA(H)
	A	R1500m		100 1180' (514') V1500m
B	R1500m		135 1210' (544') V1600m	
C	R1500m	R2200m	180 1310' (644') V2400m	
D	R1500m	R2200m	205 1370' (704') V3600m	

ATIS 126.8				KALUGA Tower 120.3	
VOR KLG * 114.0	Final Apch Crs 317°	D5.0 MANDATORY 2000' (1380')	DA/MDA(H) (CONDITIONAL) 980' (360')	Apt Elev 666'	Rwy 620'
MISSED APCH: Climb on 317° to D5.2 (MAX 227 KT), turn RIGHT to VOR climbing to 2500' or above, then proceed according to chart or as instructed by ATS unit.					<p>2700 MSA ARP 2</p>
Alt Set: hPa (MM on req) Rwy Elev: 23 hPa Trans level: FL060 1 Trans alt: 5000'					
1. DME required. 2. Final approach track offset 3° from runway centerline.					



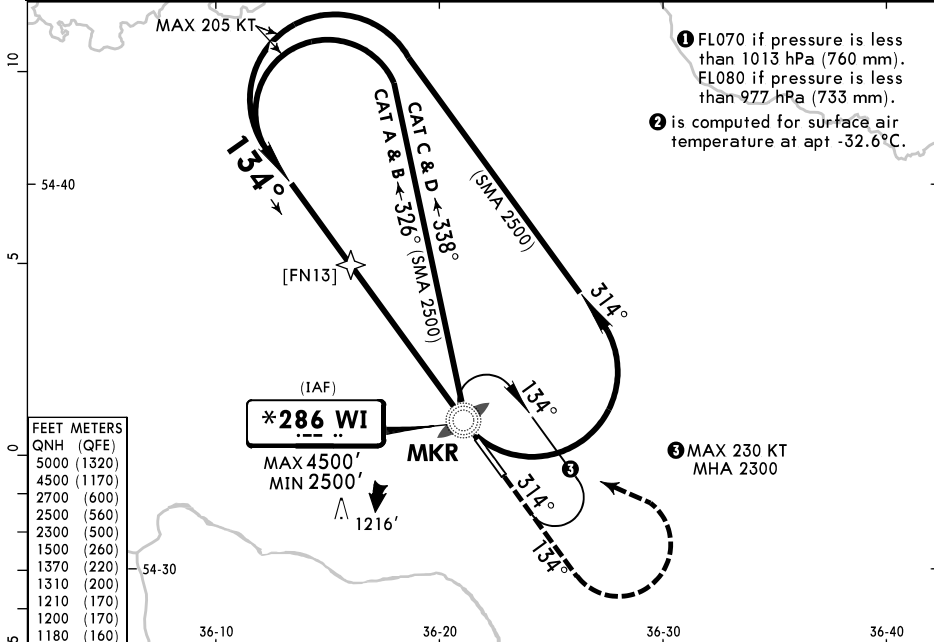
Gnd speed-Kts	70	90	100	120	140	160		D5.2 on 317° 225 KT MAX	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.8									

Timing not authorized for defining MAP

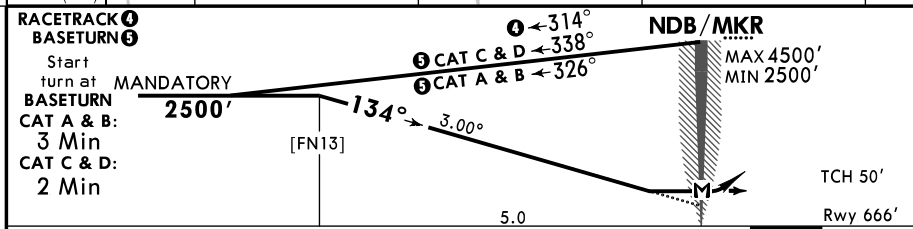
	STRAIGHT-IN LANDING				CIRCLE-TO-LAND Not authorized West of airport
	With D2.8 CDFA		W/o D2.8 CDFA		
	DA/MDA(H) 980' (360')		DA/MDA(H) 1080' (460')		
	ALS out		ALS out		Max KT
A	R900m	R1500m	R1400m	R1500m	100 1180' (514') V1500m
B					135 1210' (544') V1600m
C		R1600m	R2100m	180 1310' (644') V2400m	
D				205 1370' (704') V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

ATIS 126.8			KALUGA Tower 120.3		
NDB WI *286	Final Apch Crs 134°	[FN13] 2500' (1834')	DA/MDA(H) 1200' (534')	Apt Elev 666'	2700 MSA ARP ②
MISSED APCH: Climb on 134° to 1500' or above, turn LEFT (MAX 205KT) to NDB climbing to 2500' or above, then proceed according to chart or as instructed by ATS unit.				Rwy 666'	
Alt Set: hPa (MM on req)		Rwy Elev: 24 hPa	Trans level: FL060 ①	Trans alt: 5000'	



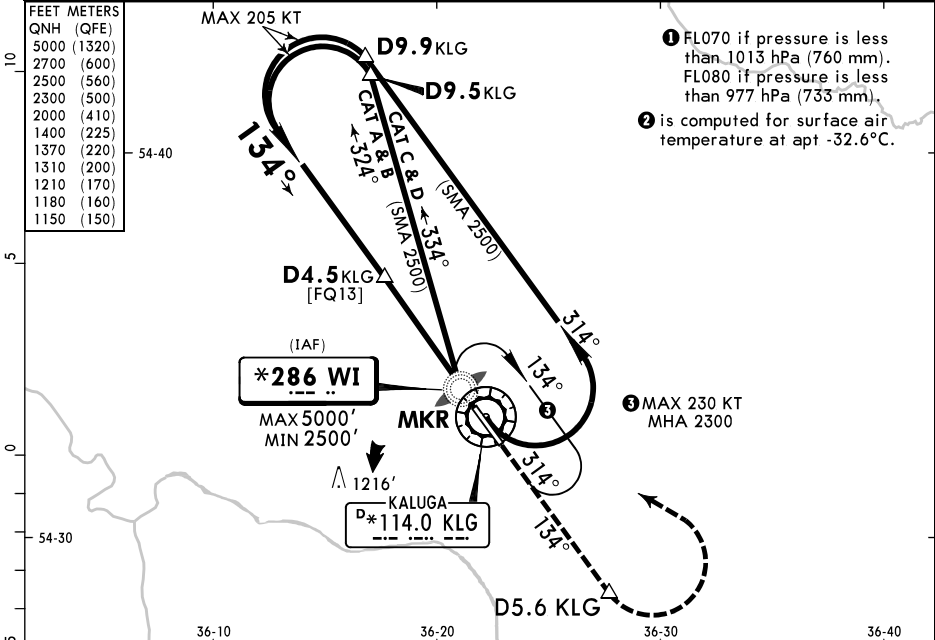
- ① FL070 if pressure is less than 1013 hPa (760 mm). FL080 if pressure is less than 977 hPa (733 mm).
- ② is computed for surface air temperature at apt -32.6°C.
- ③ MAX 230 KT MHA 2300



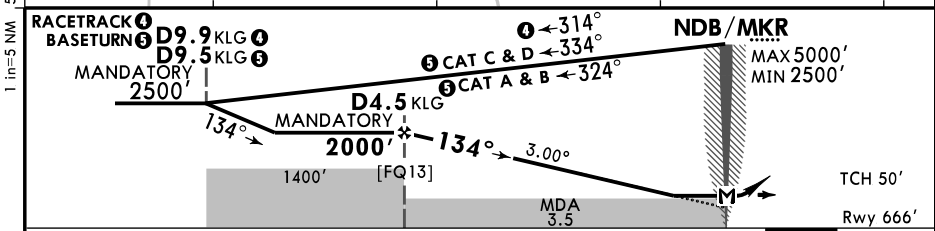
Gnd speed-Kts	70	90	100	120	140	160		HIALS	MIN	1500'	on	134°	205 KT	MAX
Descent Angle	3.00°	372	478	531	637	743	849	PAPI						
MAP at NDB/MKR														
Timing not authorized for defining MAP														

PANS OPS	Std STRAIGHT-IN LANDING										CIRCLE-TO-LAND				
	CDFA										Not authorized West of airport				
	DA/MDA(H) 1200' (534')										ALS out				
	A	R1500m										Max KT	MDA(H)		
	B	R1500m										100	1180'(514')	V1500m	
C	R1700m					R2400m					135	1210'(544')	V1600m		
D	R1700m					R2400m					180	1310'(644')	V2400m		
	R1700m					R2400m					205	1370'(704')	V3600m		

ATTIS 126.8			KALUGA Tower 120.3		
NDB WI *286	Final Apch Crs 134°	D4.5 KLG MANDATORY 2000' (1334')	DA/MDA(H) 1150' (484')	Apt Elev 666'	2700 MSA ARP ②
Rwy 666'					
MISSED APCH: Climb on 134° to D5.6 KLG, turn LEFT (MAX 205 KT) to NDB climbing to 2500' or above, then proceed according to chart or as instructed by ATS unit.					
Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL060 ① Trans alt: 5000'					
DME required.					



- ① FL070 if pressure is less than 1013 hPa (760 mm). FL080 if pressure is less than 977 hPa (733 mm).
- ② is computed for surface air temperature at apt -32.6°C.
- ③ MAX 230 KT MHA 2300

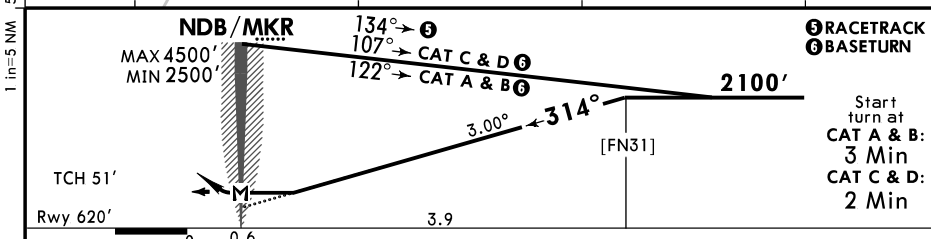
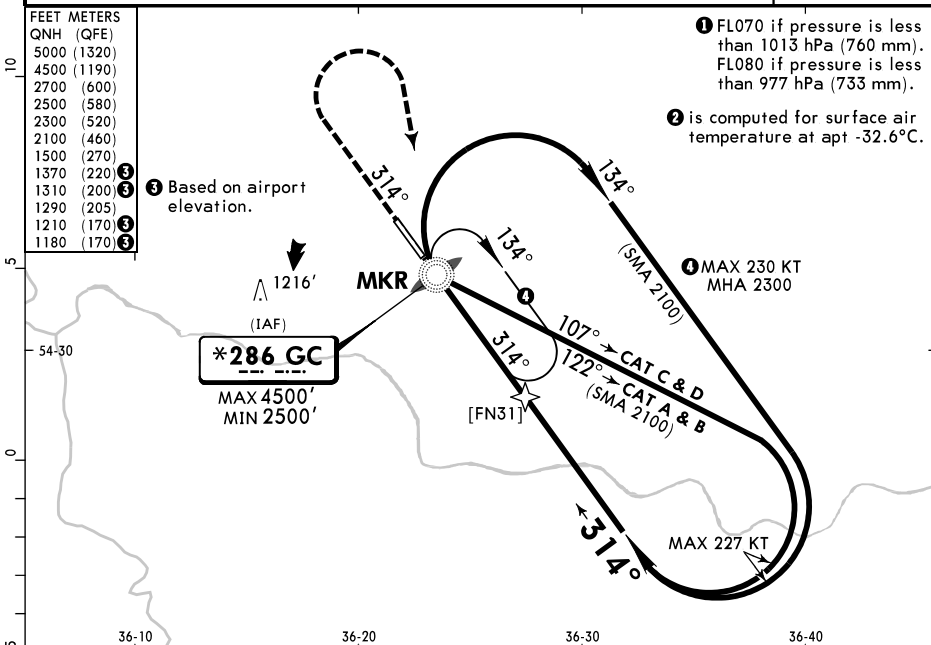


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D5.6 on 134° 205 KT MAX	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at NDB/MKR									

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Not authorized West of airport	
	DA/MDA(H) 1150' (484')		ALS out	
	A	R1500m		Max KT
	B	R1500m		100
C	R1500m	R2300m	135	1180' (514') V1500m
D	R1500m	R2300m	180	1210' (544') V1600m
			205	1310' (644') V2400m
				1370' (704') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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ATIS 126.8			KALUGA Tower 120.3		
NDB GC *286	Final Apch Crs 314°	[FN31] 2100' (1480')	DA/MDA(H) Refer to Minimums	Apt Elev 666'	2700 MSA ARP ②
MISSED APCH: Climb on 314° to 1500' or above, turn RIGHT (MAX 227 KT) to NDB climbing to 2500' or above, then proceed according to chart or as instructed by ATC unit.					
Alt Set: hPa (MM on req) Rwy Elev: 23 hPa Trans level: FL060 ① Trans alt: 5000'					

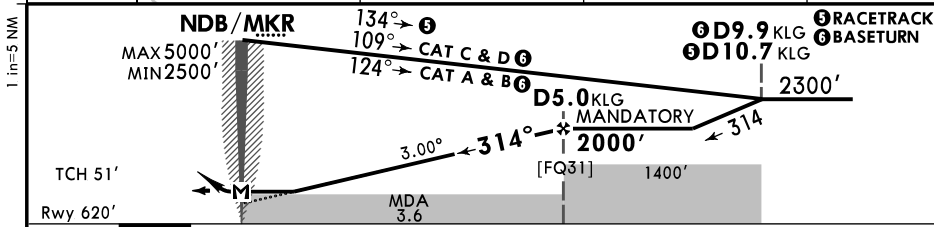
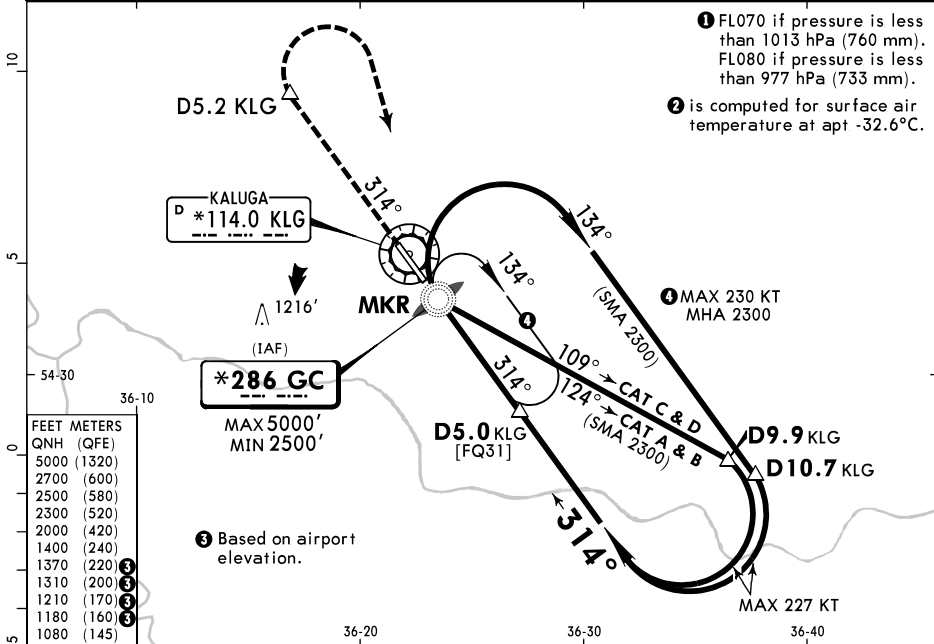


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 1500' on 314° 225 KT MAX
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at NDB/MKR							

PANS OPS	Std STRAIGHT-IN LANDING CDFA			CIRCLE-TO-LAND		
	DA/MDA(H) AB: 1180'(560') CD: 1290'(670')			Not authorized West of airport		
	ALS out			Max KT	MDA(H)	
	A	R1500m		100	1180'(514')	V1500m
	B	R1500m		135	1210'(544')	V1600m
C	R2400m		180	1310'(644')	V2400m	
D	R2400m		205	1370'(704')	V3600m	

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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ATIS 126.8			KALUGA Tower 120.3		
NDB GC *286	Final Apch Crs 314°	D5.0 KLG MANDATORY 2000' (1380')	DA/MDA(H) 1080' (460')	Apt Elev 666'	2700
				Rwy 620'	
MISSED APCH: Climb on 314° to D5.2 KLG, turn RIGHT (MAX 225 KT) to NDB climbing to 2500' or above, then proceed according to chart or as instructed by ATS unit.					MSA ARP ②
Alt Set: hPa (MM on req) Rwy Elev: 23 hPa Trans level: FL060 ① Trans alt: 5000'					
DME required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D5.2 KLG on 314° 225 KT MAX
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at NDB/MKR								

PANS OPS	Std STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	CDFA					
	DA/MDA(H) 1080' (460')					
	ALS out			Max KT	MDA(H)	
	A	R1400m			100	1180' (514') V1500m
B					R1500m	
C				135	1210' (544') V1600m	
D				180	1310' (644') V2400m	
				205	1370' (704') V3600m	

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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