

16-MAR-2017

CBB-SLCB

1-10

AOI**AOI****GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information**

RFF: CAT 9
PCN: RWY 14/32: 48/F/B/X/T
 RWY 04/22: 41/F/B/X/U
Customs: 1000-0200

Operation**RWY Restriction**

RWY 04

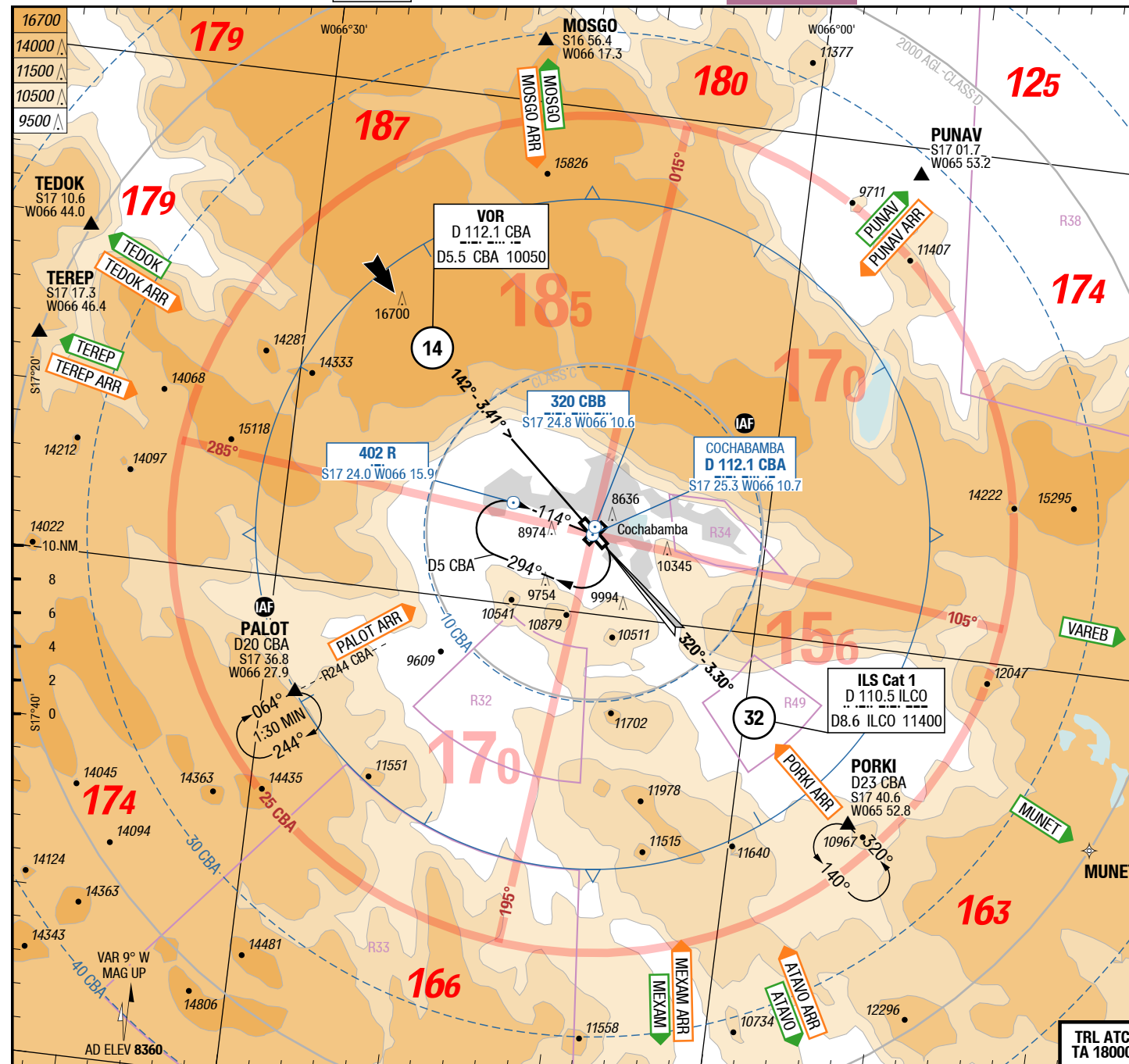
- Night OPS prohibited.
- After TKOF, turn left only.
- TKOF prohibited for piston ENG ACFT.

RWY 22

- TKOF during night prohibited.
- After TKOF turn right, except one ENG ACFT.


DEPARTURE**Take-off Minima**

RWY		14/32	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
RWY		04	
All ACFT	ft - m/km	0 - 400V	HJ only. Right turn and piston ENG NA.
RWY		22	
Multi ENG	ft - m/km	0 - 400V	HJ only. Left turn NA.
1 ENG		0 - 400V	HJ only
		0 - 800V	HN



APP	123.500
	119.300
TWR	118.100
GND	121.900

Landing RWY system:

04 

60 HL
45 x 2427 | 223
3.1°
-0.2% TDZ --- (---%) / THR 8360 (264hPa)

14

82.6° 60 HL

100 | 3700 x 45

82.6°

THR 8353 (264hPa) / TDZ --- (---%) 0.0%

60 HL
 45 x 3500 | 300 |
 3.3% 420
 0.0% TDZ 8351 (---%) / **THR 8352** (264hPa)

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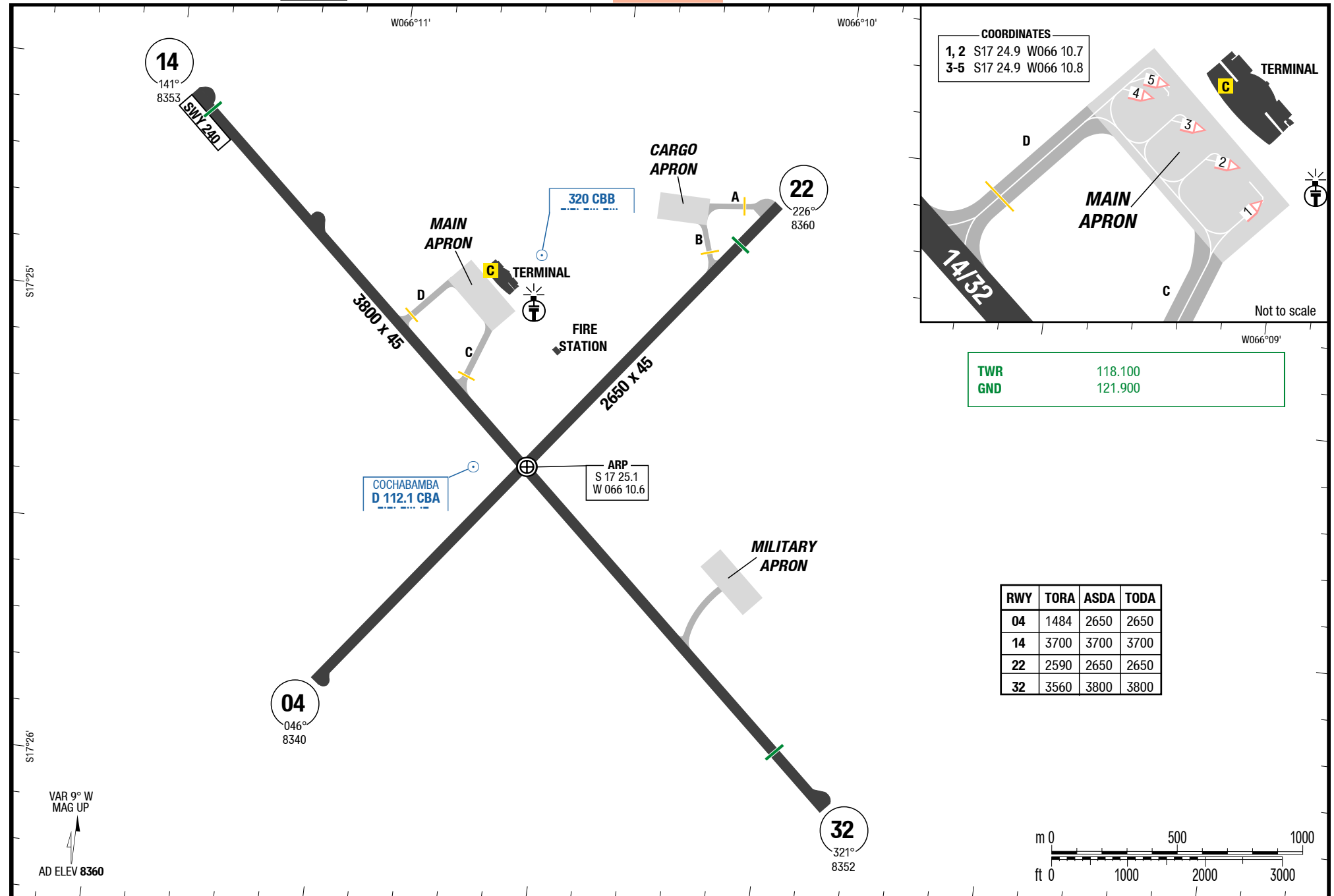
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AGC



Changes: VAR, QFU, SWY, Declared distances, RWY ELEV

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SIDs RWY 14 MOSGO 2/PUNAV 2/TEDOK 2/TEREP 2

4-10

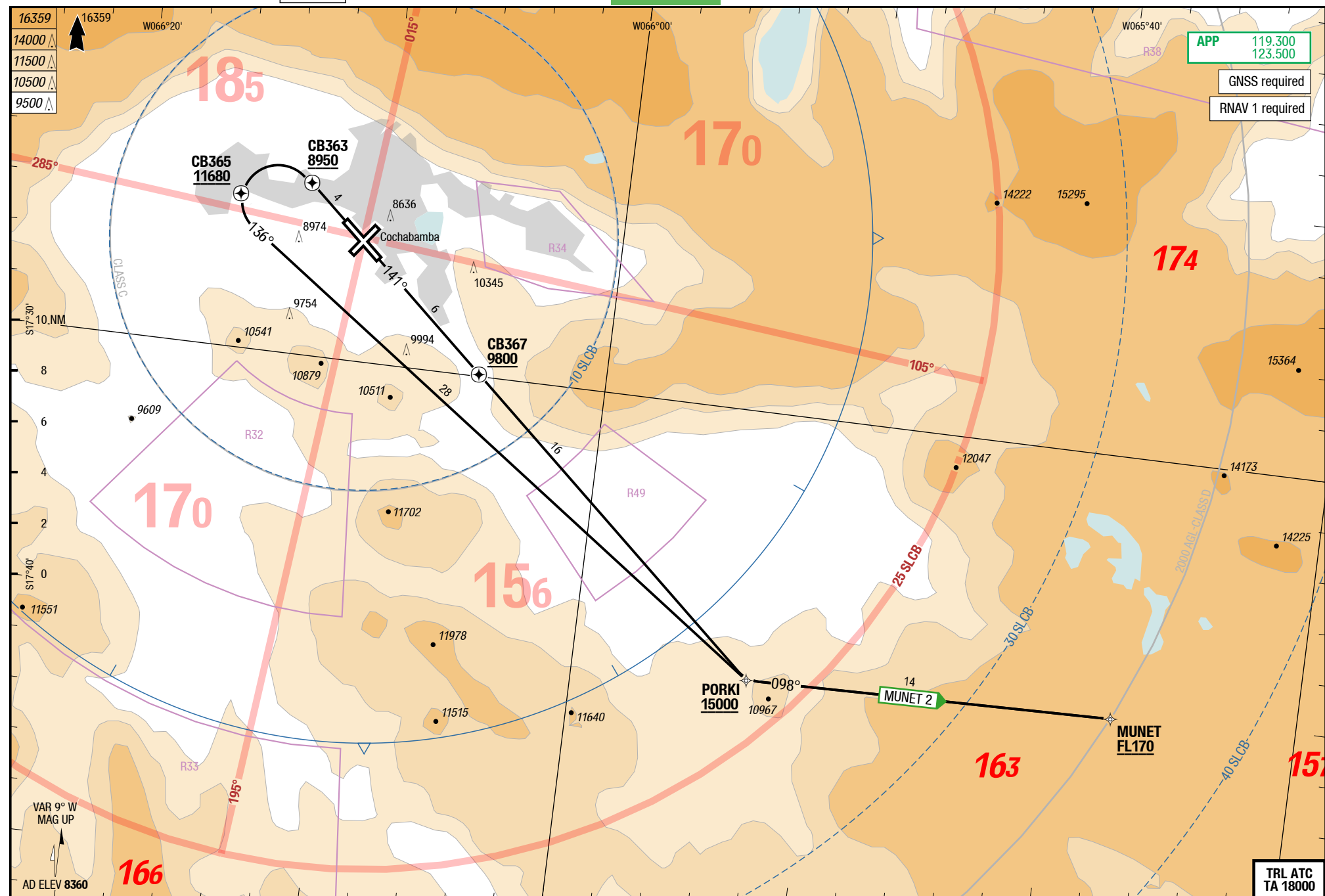
MUNET 2 RNAV

SID

SID

SIDs RWY 14 MOSGO 2/PUNAV 2/TEDOK 2/TEREP 2

MUNET 2 RNAV



Changes: MSA, Track, WPT CB365, ASP, VAR, TOPO

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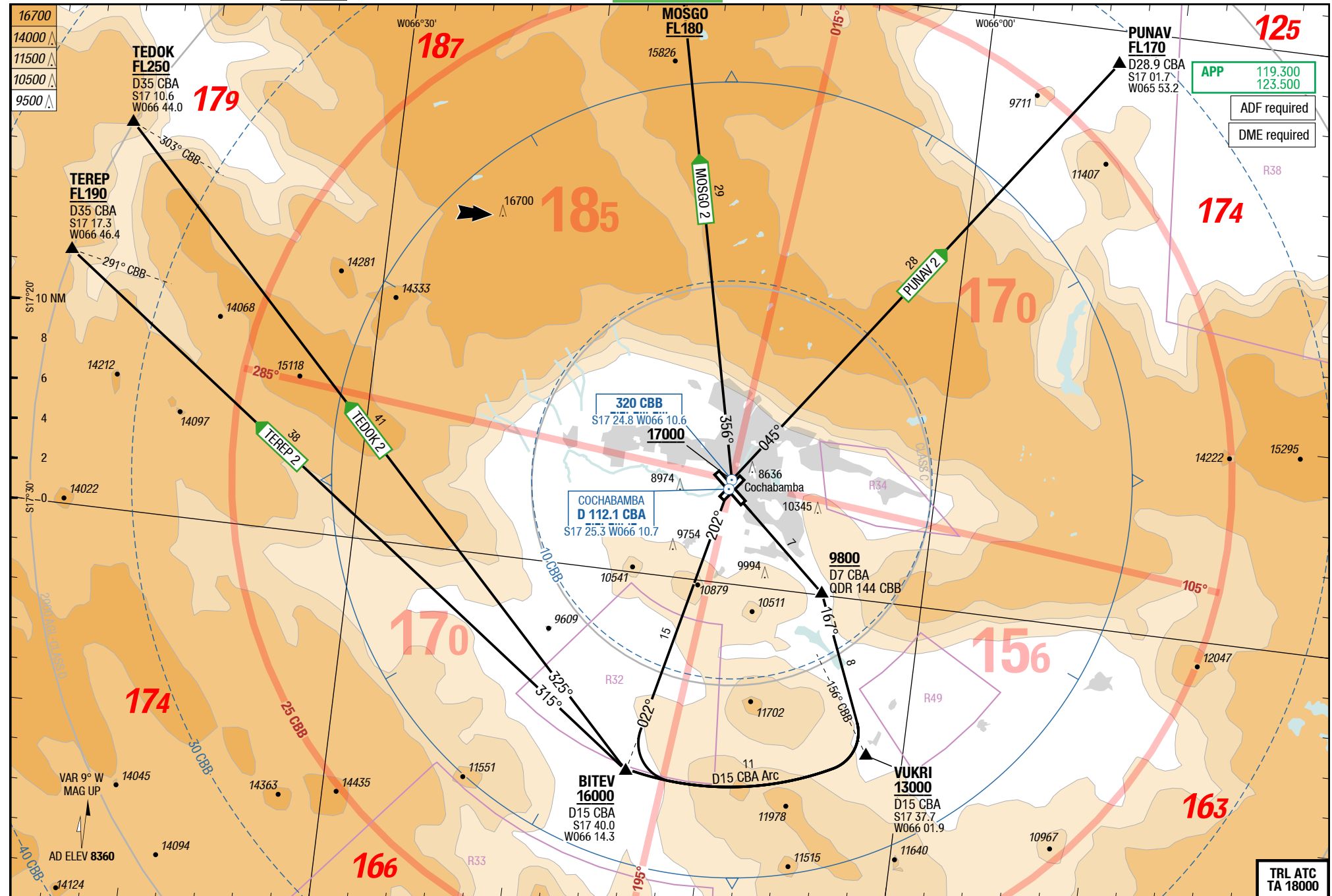
4-20

SIDs RWY 14 MOSGO 2/PUNAV 2/TEDOK 2/TEREP 2

SID

SID

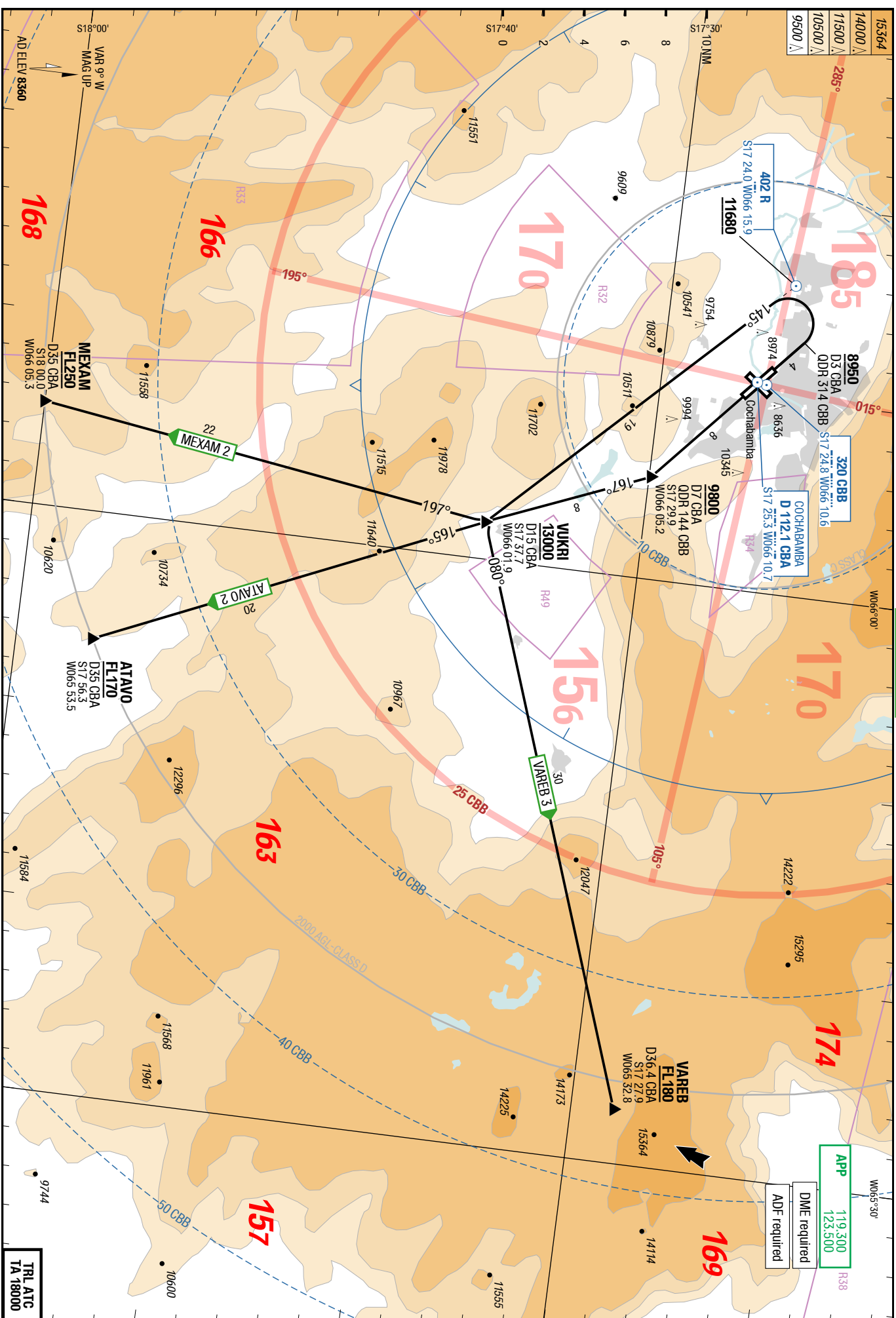
SIDs RWY 14 MOSGO 2/PUNAV 2/TEDOK 2/TEREP 2

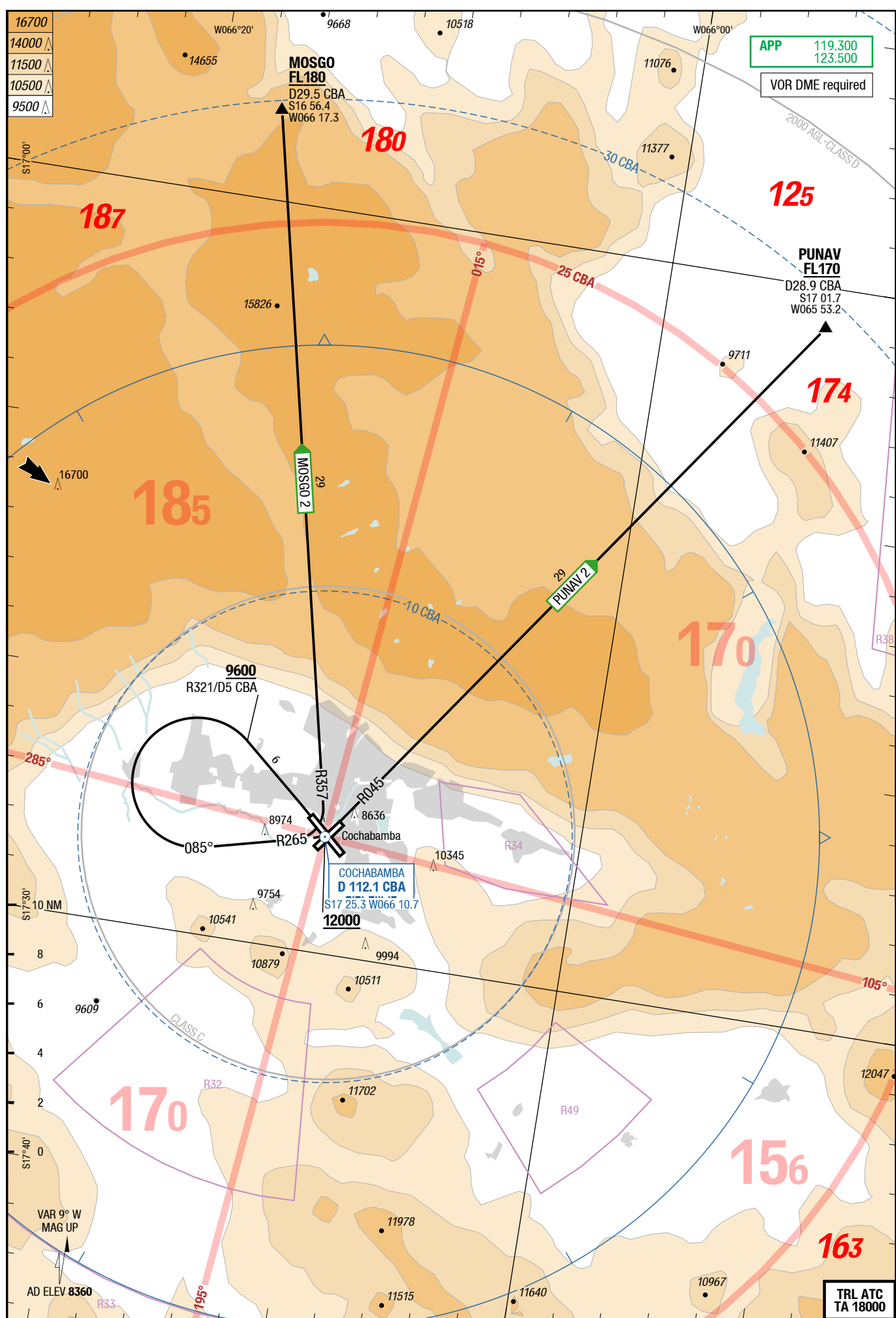


Changes: Completely revised

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 SIDS RMY 32 MOSGO 2TPUNAV 2
 SIDS RMY 14/32 ATAVO 2/MEXAM 2/VAREB 3





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NIL

4-50

SIDs RWY 32 TEDOK 3/TEREP 3

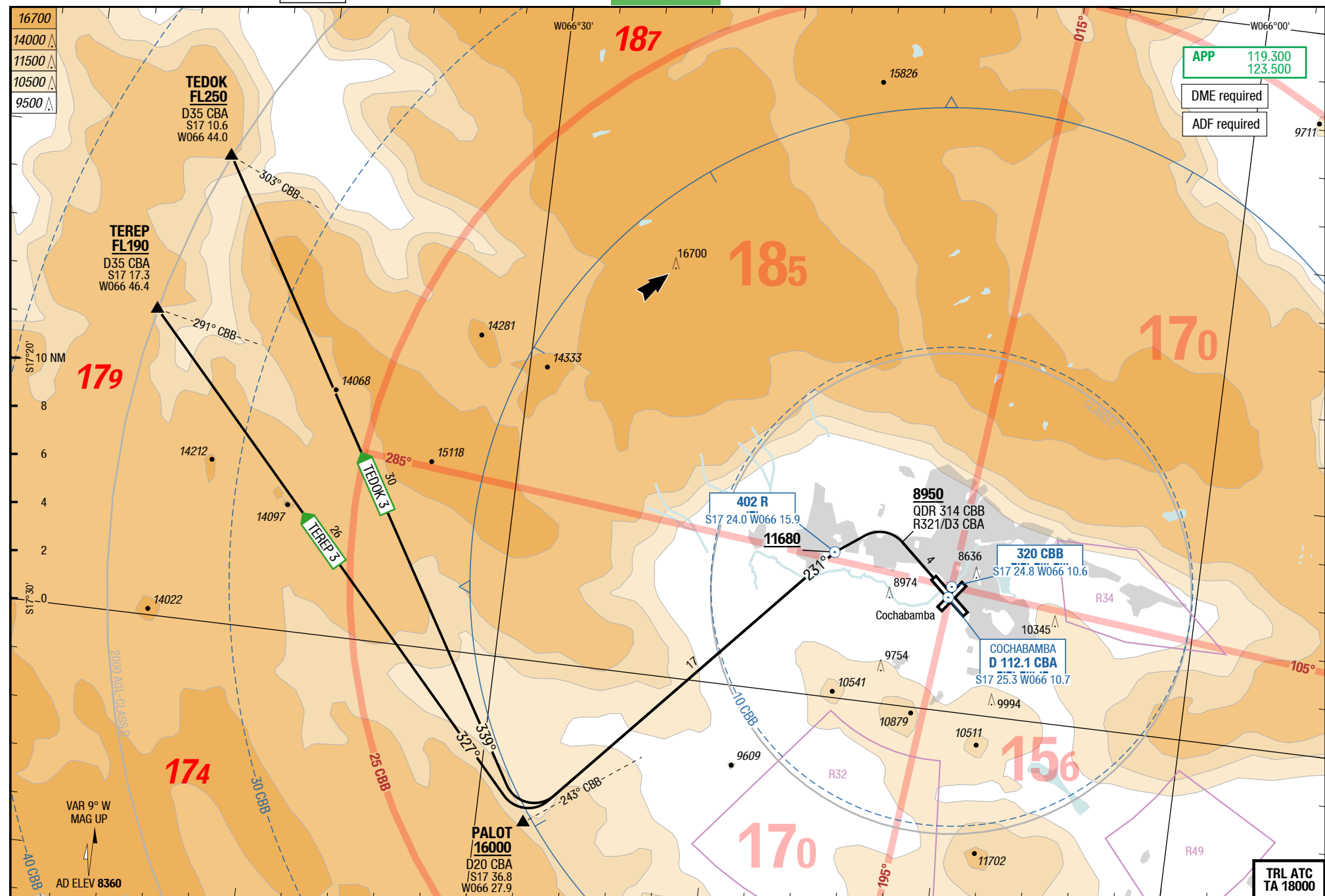
SID

SID

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NIL

SIDs RWY 32 TEDOK 3/TEREP 3



Changes: Completely revised

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CBB-SLCB**5-10****MUNET 2 RNAV****SIDPT****MUNET 2 RNAV**

RWYs 14 (141°) / 32 (321°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
MUNET 2 RNAV 4.1% to CB367 5.8% to PORKI 119.300	<u>CB367</u> - PORKI [L] - MUNET	CB367 MNM 9800 PORKI MNM 15000 MUNET MNM FL170
	Runway 32	
MUNET 2 RNAV 4.6% to CB363 119.300	<u>CB363</u> [L] - <u>CB365</u> - PORKI [L] - MUNET	CB363 MNM 8950 CB365 MNM 11680 PORKI MNM 15000 MUNET MNM FL170

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CBB-SLCB**5-20**

SIDs RWY 14 MOSGO 2/PUNAV 2/TEDOK 2/TEREP 2

MOSGO 2 / PUNAV 2 / TEDOK 2 / TEREP 2

RWY 14 (141°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
MOSGO 2 4.1% to 9800 5.8% to 13000 4.1% to 16000 119.300	at D7 CBA (QDR 144 CBB) RT 167° to VUKRI - RT follow D15 CBA Arc - at BITEV RT QDM 022 CBB to CBB - QDR 356 CBB to MOSGO	D7 CBA /QDR 144 CBB MNM 9800 VUKRI MNM 13000 BITEV MNM 16000 CBB MNM 17000 MOSGO MNM FL180
PUNAV 2 4.1% to 9800 5.8% to 13000 4.1% to 16000 119.300	at D7 CBA (QDR 144 CBB) RT 167° to VUKRI - RT follow D15 CBA Arc - at BITEV RT QDM 022 CBB to CBB - QDR 045 CBB to PUNAV	D7 CBA /QDR 144 CBB MNM 9800 VUKRI MNM 13000 BITEV MNM 16000 CBB MNM 17000 PUNAV MNM FL170
TEDOK 2 4.1% to 9800 5.8% to 13000 4.1% to 16000 119.300	at D7 CBA (QDR 144 CBB) RT 167° to VUKRI - RT follow D15 CBA Arc - at BITEV RT 325° to TEDOK	D7/R140 CBA MNM 9800 VUKRI MNM 13000 BITEV MNM 16000 TEDOK MNM FL250
TEREP 2 4.1% to 9800 5.8% to 13000 4.1% to 16000 119.300	at D7 CBA (QDR 144 CBB) RT 167° to VUKRI - RT follow D15 CBA Arc - at BITEV RT 315° to TEREP	D7/R140 CBA MNM 9800 VUKRI MNM 13000 BITEV MNM 16000 TEREP MNM FL190

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CBB-SLCB**5-30**

SIDs RWY 14/32 ATAVO 2/MEXAM 2/VAREB 3

ATAVO 2 / MEXAM 2 / VAREB 3

RWYs 14 (141°) / 32 (321°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
Runway 14		
ATAVO 2 4.1% to 9800 5.8% to 13000 119.300	at D7 CBA (QDR 144 CBB) RT 167° to VUKRI - 165° to ATAVO	D7 CBA /QDR144 CBB MNM 9800 VUKRI MNM 13000 ATAVO MNM FL170
MEXAM 2 4.1% to 9800 5.8% to 13000 119.300	at D7 CBA (QDR 144 CBB) RT 167° to VUKRI - RT 197° to MEXAM	D7 CBA /QDR144 CBB MNM 9800 VUKRI MNM 13000 MEXAM MNM FL250
VAREB 3 4.1% to 9800 5.8% to 13000 119.300	at D7 CBA (QDR 144 CBB) RT 167° to VUKRI - LT 080° to VAREB	D7 CBA /QDR144 CBB MNM 9800 VUKRI MNM 13000 VAREB MNM FL180
Runway 32		
ATAVO 2 4.6% to 8950 119.300	at D3 CBA (QDR 314° CBB) LT direct R - QDR 145 R to VUKRI - RT 165° to ATAVO	D3 CBA /QDR 314 CBB MNM 8950 R MNM 11680 VUKRI MNM 13000 ATAVO MNM FL170
MEXAM 2 4.6% to 8950 119.300	at D3 CBA (QDR 314° CBB) LT direct R - QDR 145 R to VUKRI - RT 197° to MEXAM	D3 CBA /QDR 314 CBB MNM 8950 R MNM 11680 VUKRI MNM 13000 MEXAM MNM FL250
VAREB 3 4.6% to 8950 119.300	at D3 CBA (QDR 314° CBB) LT direct R - QDR 145 R to VUKRI - LT 080° to VAREB	D3 CBA /QDR 314 CBB MNM 8950 R MNM 11680 VUKRI MNM 13000 VAREB MNM FL180

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CBB-SLCB**5-40****SIDs RWY 32 MOSGO 2/PUNAV 2****MOSGO 2 / PUNAV 2**

RWY 32 (321°)

	GS	120	150	180	210	240	270
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.3%	ft/MIN	700	900	1000	1200	1300	1500
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
MOSGO 2 5.2% to 9600 5.4% to 18000 119.300	at D5 CBA LT intercept R265 CBA to CBA - R357 CBA to MOSGO	R321/D5 CBA MNM 9600 CBA MNM 12000 MOSGO MNM FL180
PUNAV 2 5.2% to 9600 5.3% to 16000 119.300	at D5 CBA LT intercept R265 CBA to CBA - R045 CBA to PUNAV	R321/D5 CBA MNM 9600 CBA MNM 12000 PUNAV MNM FL170

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CBB-SLCB**5-50****SIDs RWY 32 TEDOK 3/TEREP 3****SIDPT****TEDOK 3 / TEREP 3**

RWY 32 (321°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
TEDOK 3 4.6% to 8950 4.2% to 16000 119.300	at D3 CBA (QDR 314 CBB) LT direct R - QDR 231 R to PALOT - RT 339° to TEDOK	D3 CBA /QDR 314 CBB MNM 8950 R MNM 11680 PALOT MNM 16000 TEDOK MNM FL250
TEREP 3 4.6% to 8950 4.2% to 16000 119.300	at D3 CBA (QDR 314 CBB) LT direct R - QDR 231 R to PALOT - RT 327° to TEREP	D3 CBA /QDR 314 CBB MNM 8950 R MNM 11680 PALOT MNM 16000 TEREP MNM FL190

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NIL

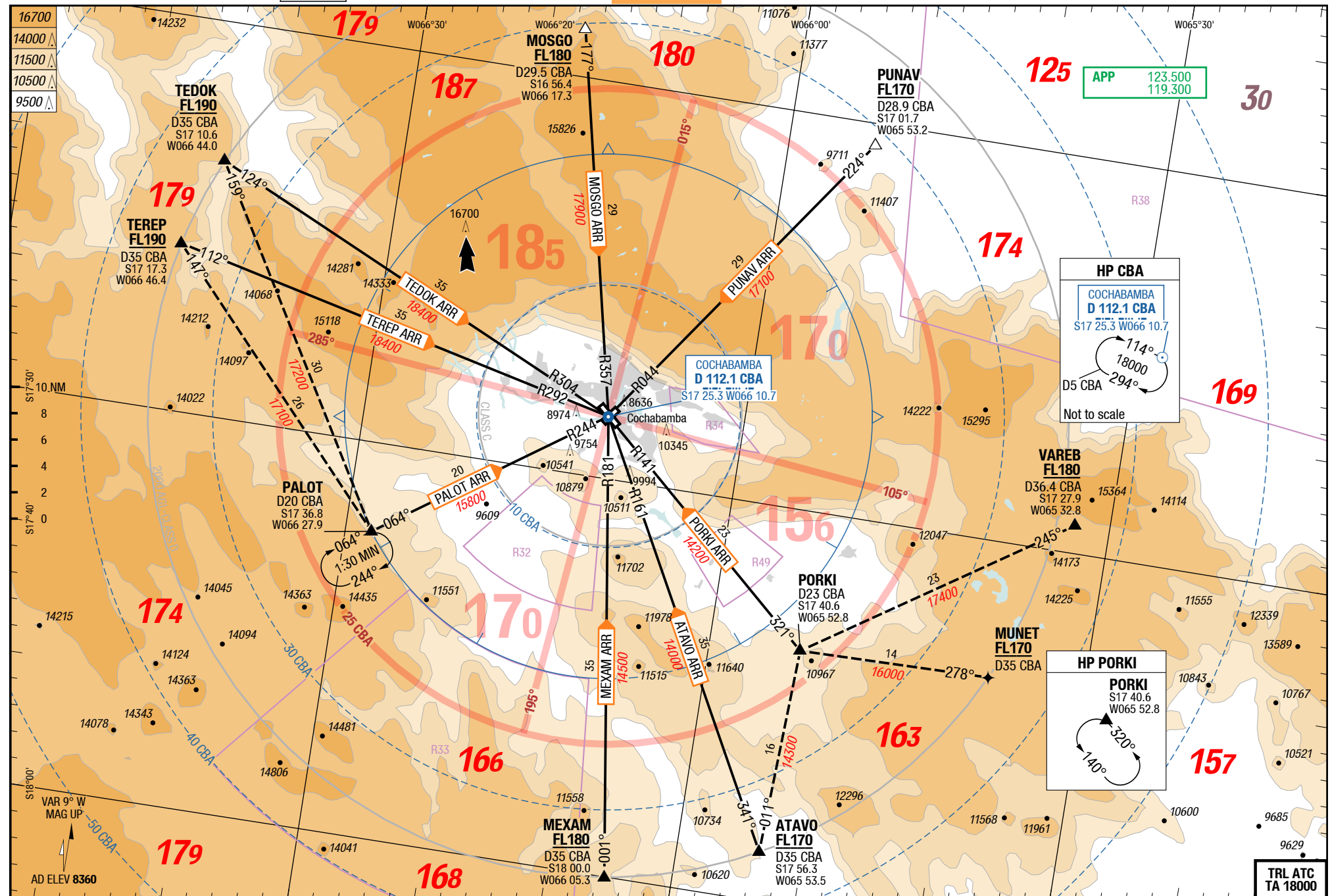
ARRIVALs

STAR

STAR

NIL

ARRIVALs



Changes: new

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ILS Z 32

IAC

ILS Y 32

ILS Z 32

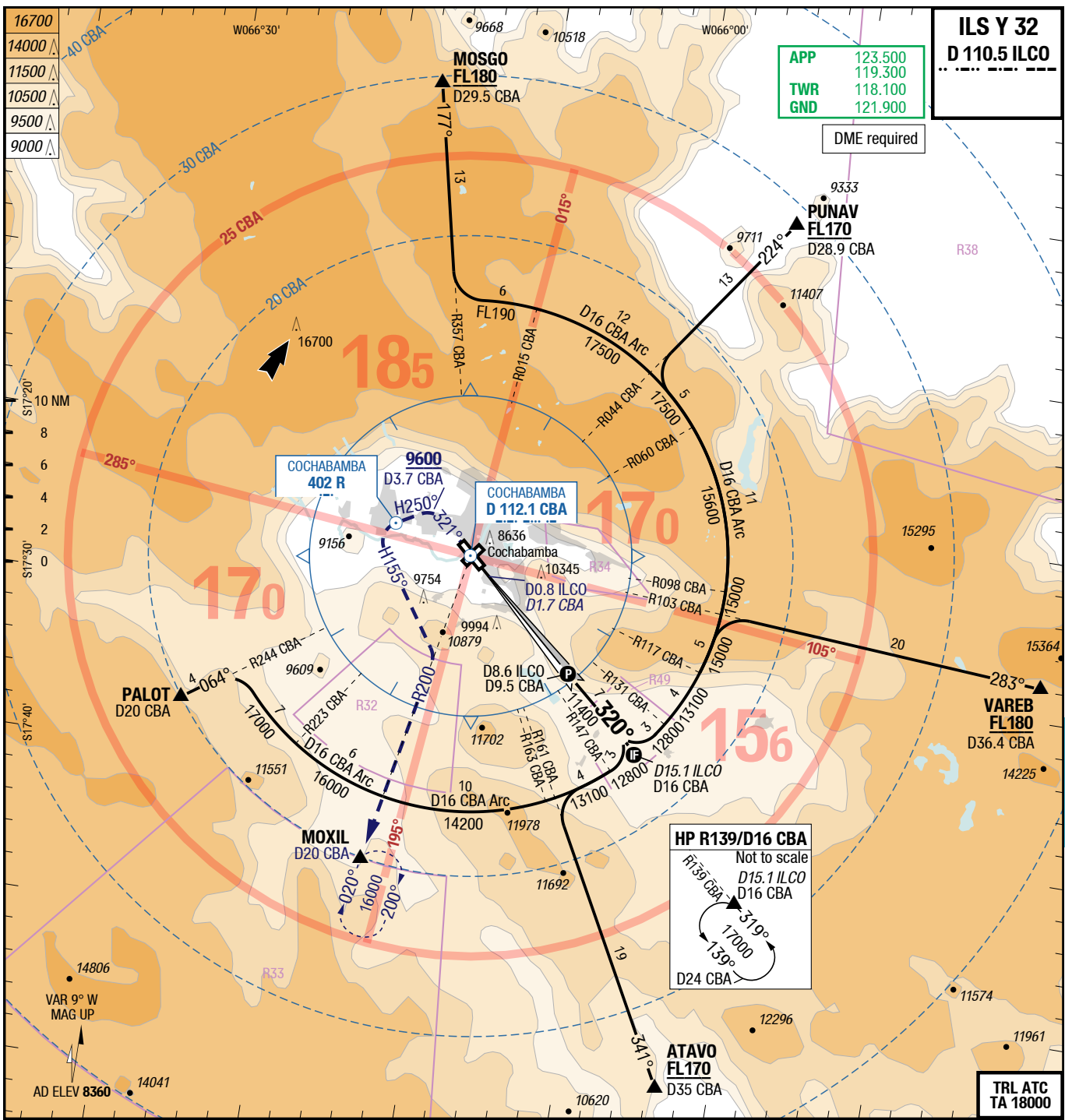


LOC 3.30
DILCO
320°
Rwy 321°

D13.4 D16 CBA
D12.5 D15.1 ILC0

1st DMIE	LOG DMIE		Circulating
GA 4.0% PL (US 1.5)	GA 4.0% 1)		4.5)
440 - 4.8V	1210 - 4.0V		2840 - 4.8V
8690	9560		11200
440 - 4.8V	1210 - 4.4V		2840 - 4.8V
3690	9560		11200

2) With EVS VIS 1.6km 3) With EVS VIS 3.2km 4) BTN 100° - 060° of AD only 5) To



60 HL 45 x 3500 300 420

0.0% TDZ 8351 (---%) / THR 8352 (264hPa) HL-S

321° at D3.7 CBA (MNM 9600)
LT HDG 250° to R
LT HDG 155° intercept R200 CBA to MOXIL
climb 16000
DME ILS reads zero at displ. THR

GS	140	160	180
D8.6 ILS	820	930	1050
-MAPt	3:20	2:55	2:36

321°

32

5 7 8 9 11 12.5

10170 10870 11220 11570 12270 12800

D9.5 D8.6 D13.4 D16 CBA D12.5 D15.1 ILS

GP 3.30° 320°

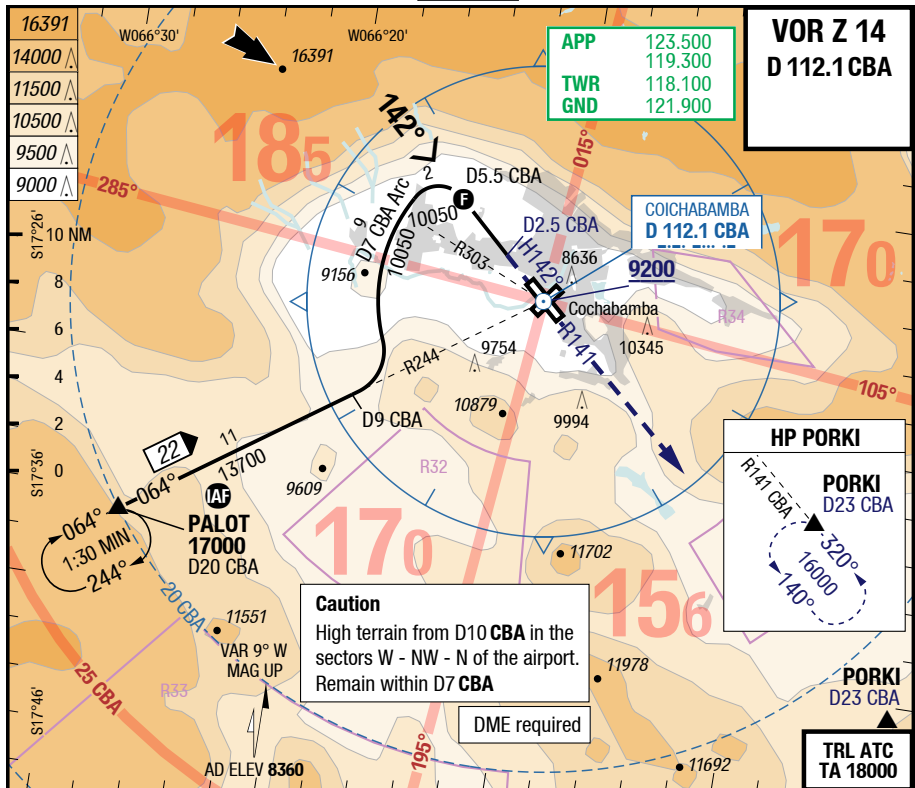
MDA

11400 11400 12800

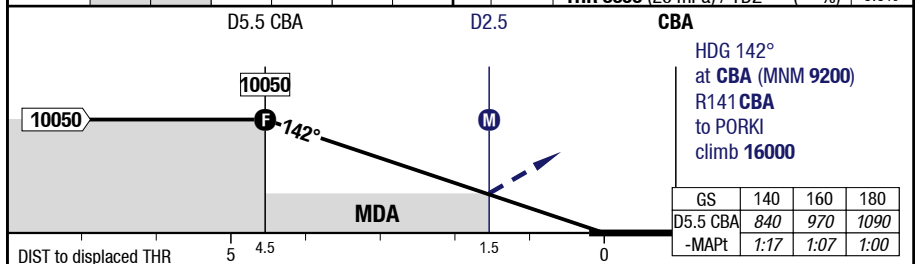
DIST to displaced THR

	32	Cat 1 DME GA 4.0% 1) 2)	Cat 1 DME GA 4.0% APL U/S 1) 3)	LOC DME GA 4.0% 1)	Circling 4) 5)
C	ft - m/km ft	340 - 2.4V 8690	340 - 4.8V 8690	1210 - 4.0V 9560	2840 - 4.8V 11200
D	ft - m/km ft	340 - 2.4V 8690	340 - 4.8V 8690	1210 - 4.4V 9560	2840 - 4.8V 11200

1) Up to 9600 ft, then climb gradient 4.5% required 2) With EVS VIS 1.6km 3) With EVS VIS 3.2km 4) BTN 100° - 060° of AD only 5) To RWY 04 HJ only



3.41°			5.5	5	4	3	14	82.6°	60 HL
D CBA								100 3700 x 45	
142°			10050	9870	9510	9150		82.6°	
RWY 141°								THR 8353 (264hPa) IDZ --- (---%)	0.0%



14		VOR DME GA 3.0% ¹⁾				Circling ^{2) 3)}
C	ft - m/km ft	600 - 2.8V 8950				3640 - 4.4V 12000
D	ft - m/km ft	600 - 3.2V 8950				3640 - 4.8V 12000

1) Up to 9200 ft, then climb gradient 4.9% required	9200	3700	
---	------	------	--

3) To RWY 04 HJ only

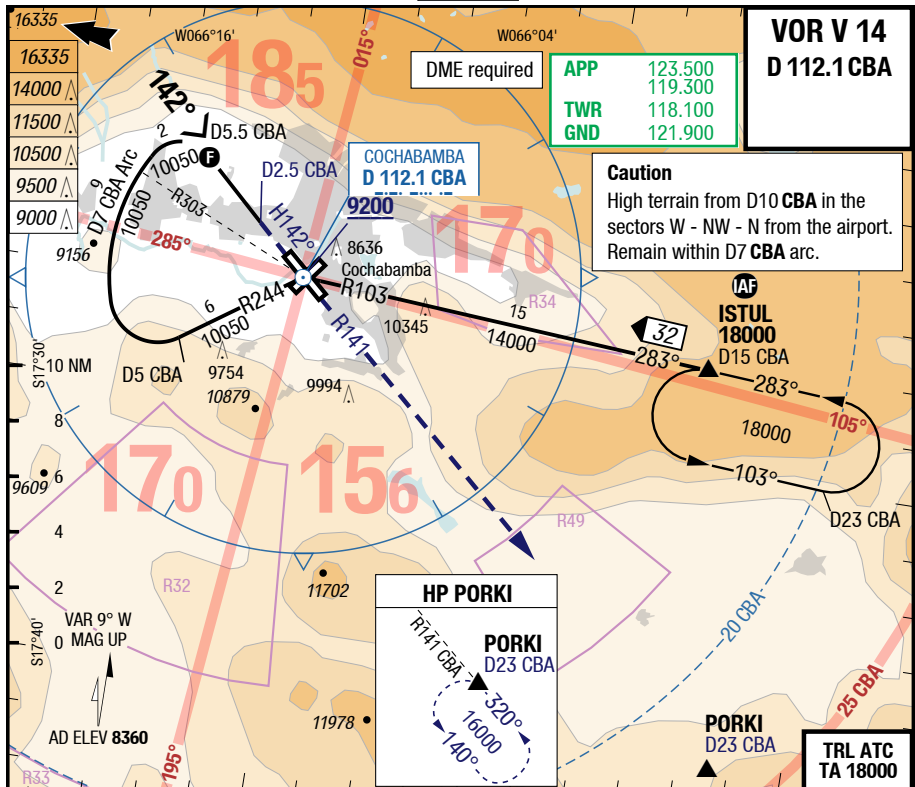
2) BTN 100°- 060° of AD only

Changes: new

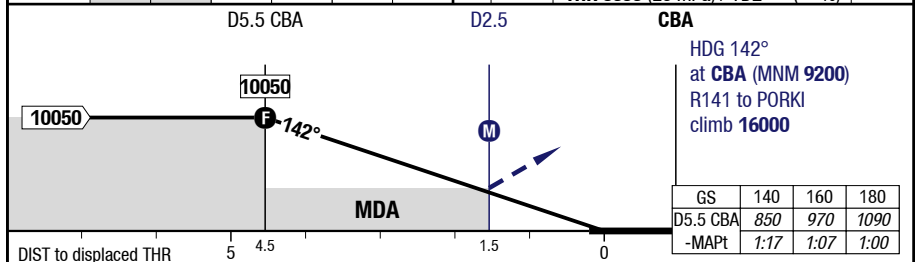
CBB-SLCB

7-40

VOR V 14



3.42°			5.5	5	4	3	14	82.6°	60 HL
D CBA								100 3700 x 45	
142°			10050	9870	9510	9150		82.6°	
RWY 141°								THR 8353 (264hPa) IDZ --- (---%)	0.0%



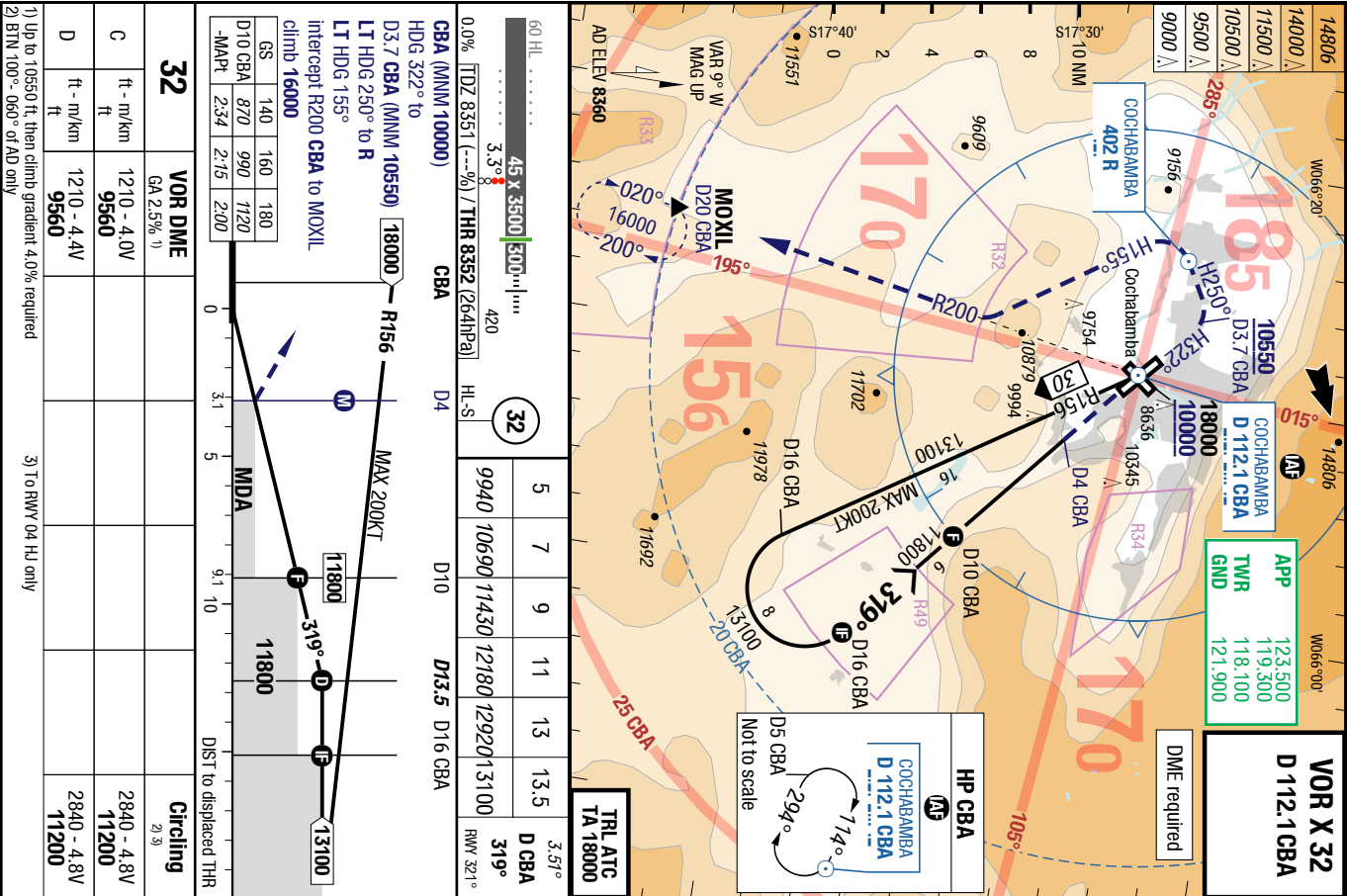
14		VOR DME GA 3.0% 1)					Circling 2) 3)
C	ft - m/km ft	600 - 2.8V 8950					3640 - 4.4V 12000
D	ft - m/km ft	600 - 3.2V 8950					3640 - 4.8V 12000

1) Up to 9200 ft, then climb gradient 4.9% required

3) To RWY 04 HJ only

2) BTN 100°- 060° of AD only

Changes: new



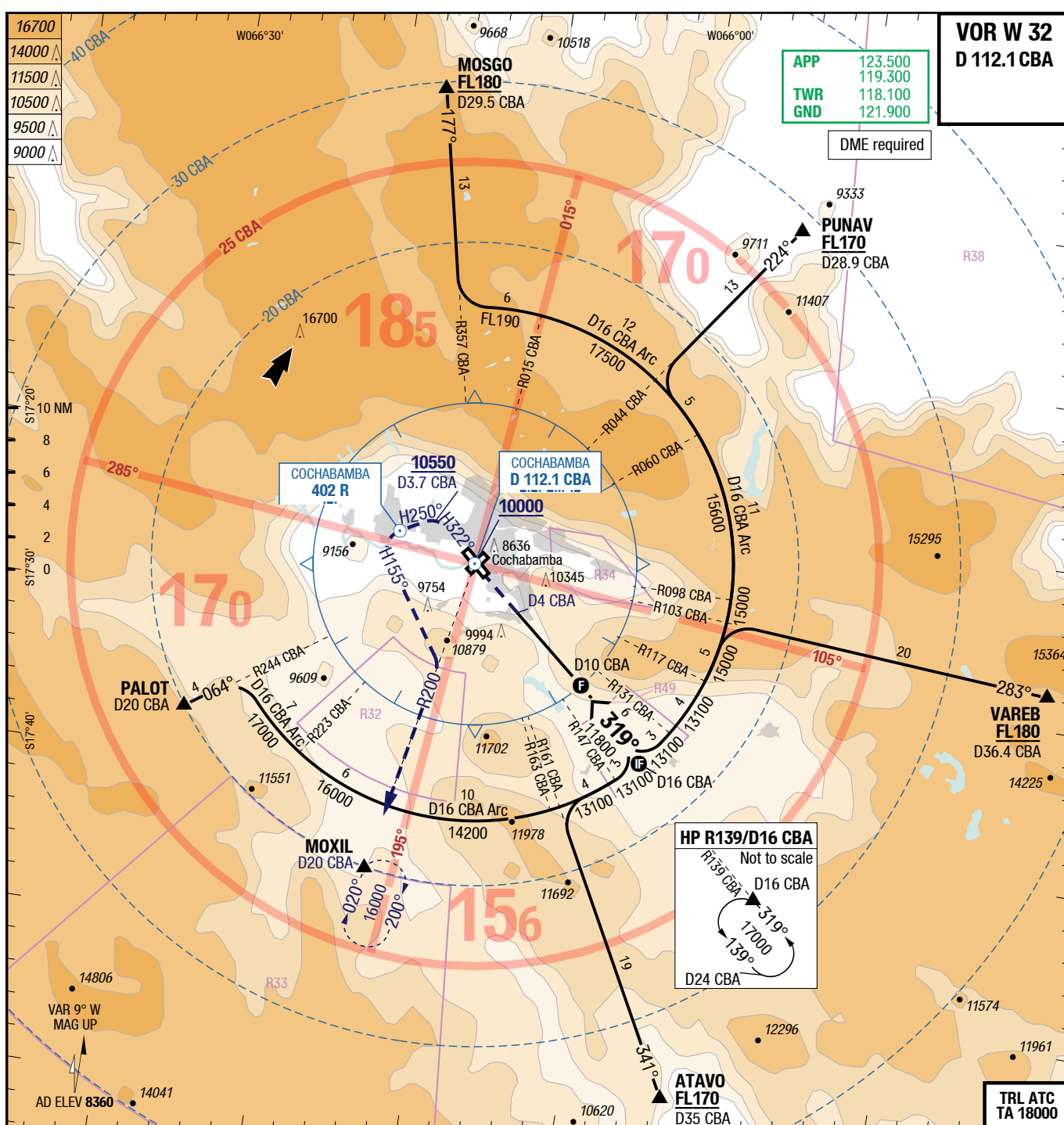


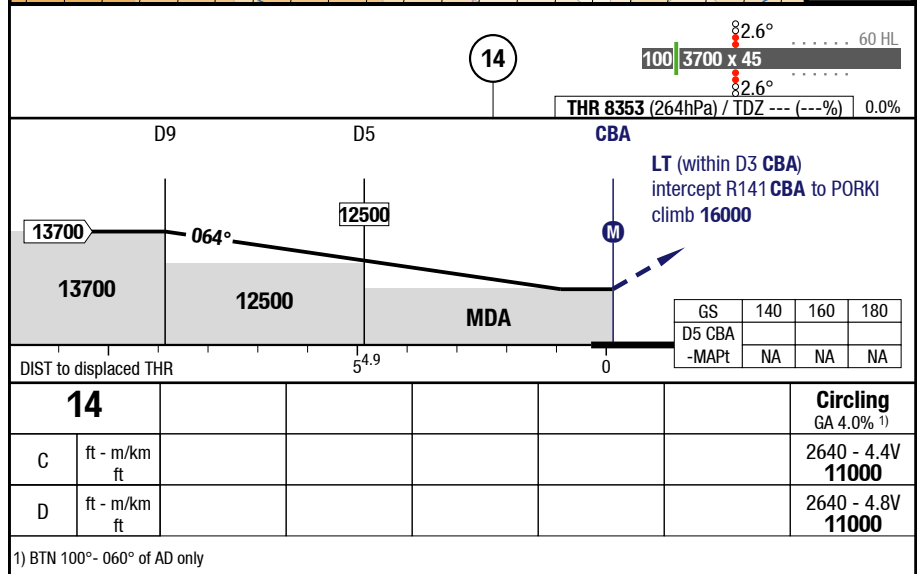
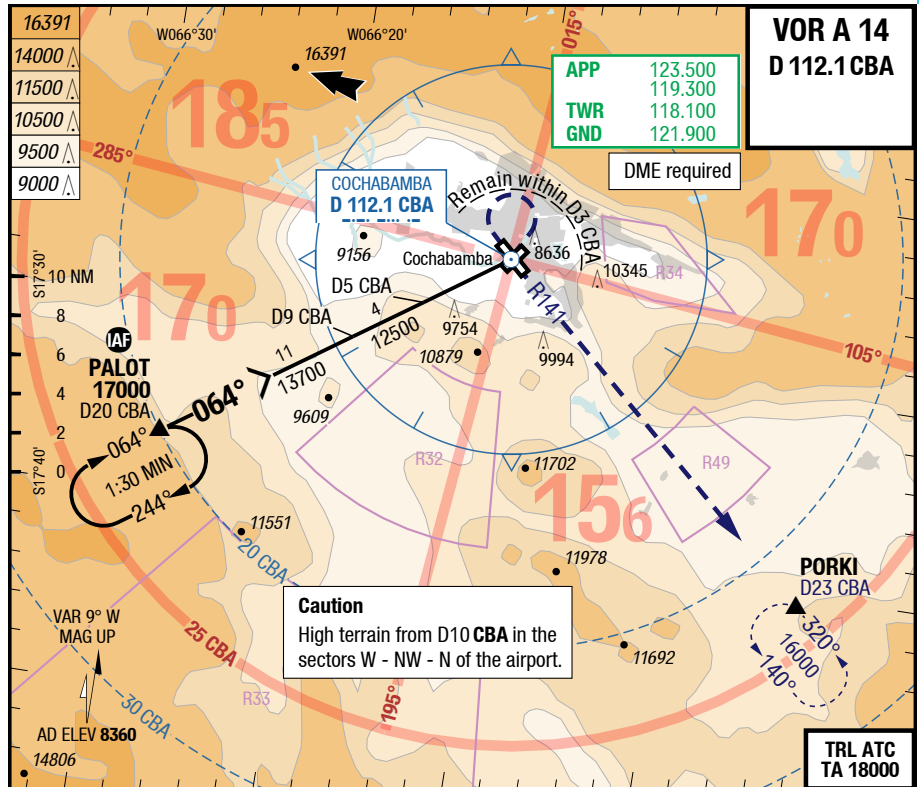
Figure 10 illustrates a 3D climb profile. The vertical axis represents altitude, and the horizontal axis represents distance. The profile starts at a 3D origin (0,0,0) and ends at a 3D destination (13100, 10690, 319°). The climb profile is defined by a 4.0% climb gradient (MDA) and a 319° climb gradient (D). The 3D origin is labeled '32' and the 3D destination is labeled '321°'. The 3D origin is also labeled '32' and the 3D destination is labeled '321°'. The 3D origin is also labeled '32' and the 3D destination is labeled '321°'.

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7-70

VOR A 14



Changes: new

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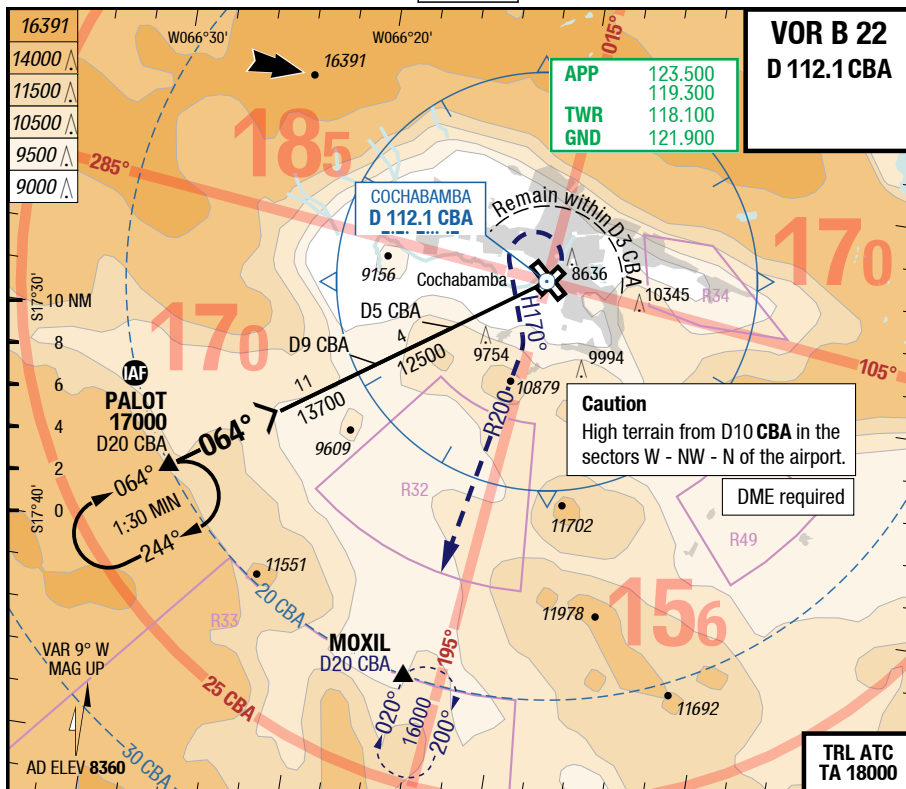
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IAC

CBB-SLCB

7-80

VOR B 22



22						Circling GA 4.0% ¹⁾	
C	ft - m/km ft					2640 - 4.4V	11000
D	ft - m/km ft					2640 - 4.8V	11000

1) BTN 100° - 060° of AD only

Changes: new