

GENERAL**Operational Hours****ATS Hours / AD Operator Hours:** H24**Airport Information****RFF:** CAT 9**Fuel:** 0700-0400, other times O/R**PCN:** RWY 15/33: 42/F/A/X/T

RWY 11/29: 33/F/A/X/T

Operation**RWY Restriction**

180° turns on turning pads only for ACFT with wingspan above 36m / 118ft.

TWY Restriction

TWY M width 21m / 69ft.

TWY D width 15.5m / 51ft.

Taxi/Parking

ACFT with wingspan more than 24m / 79ft push-back to exit stand.

Warnings

Be alert of unmanned hot-air balloons mainly from APR-JUL.

Birds in vicinity of AD, especially on TFC circuit and APCH sector.

ARRIVAL**Communication****COM Failure:** See CRAR and in addition;**RWY 15****RNAV MATKO, ORANA:**

Complete ARR to SOVTA. Leave SOVTA on 335° for 20NM. MNM ALT 7000ft. Turn left to intercept final APCH of the PROC in use.

RNAV MUDAT, ISNIX:

Complete ARR to DODRA. Leave DODRA on 335° for 20NM. MNM ALT 7000ft. Turn right to intercept final APCH of the PROC in use.

RWY 33**RNAV ISNIX, MUDAT:**

Complete ARR to ALGUD and perform PROC in use.

RNAV MATKO, ORANA:

Complete ARR to EDSUR. Leave EDSUR on 154° for 20NM. MNM ALT 7000ft. Turn right to intercept final APCH of PROC in use.

Arrival Procedure**Non-standard GP Intercept Position on RWY 33**GP intercepts RWY 33 at *308m / 1011ft* after landing threshold.Remaining DIST beyond GP is *1910m / 6266ft*.

09-AUG-2018

CWB-SBCT**1-20****A0I****A0I****DEPARTURE****Take-off Minima**

RWY		15/33	
Multi ENG	ft - m/km	0 - 200R/600V	TKOF ALTN AVBL
All ACFT		c600 - 1.6V	-
RWY		11/29	
Multi ENG	ft - m/km	0 - 600V	TKOF ALTN AVBL, HJ only
		0 - 800V	TKOF ALTN AVBL, HN
All ACFT		c600 - 1.6V	-

Changes: Nil

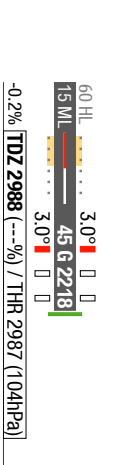
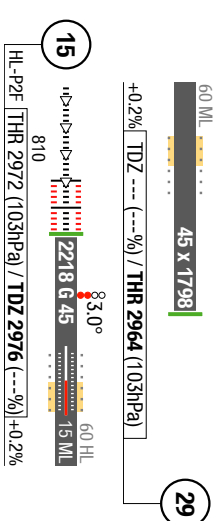
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AGC

AFC



D-ATIS	127,800	
ACC	124,400	124,900
	125,400	125,800
	126,100	126,500
	126,950	127,050
	127,200	127,500
	128,250	128,400
	128,450	132,800
	133,800	135,850
APP	119,700	119,950
	120,650	120,950
	129,550	133,150
TWR	118,150	119,300
GND	121,900	
CLR	119,300	Mon-Fri 1015-1715†
DCL		





Effective 16-AUG-2018

09-AUG-2018

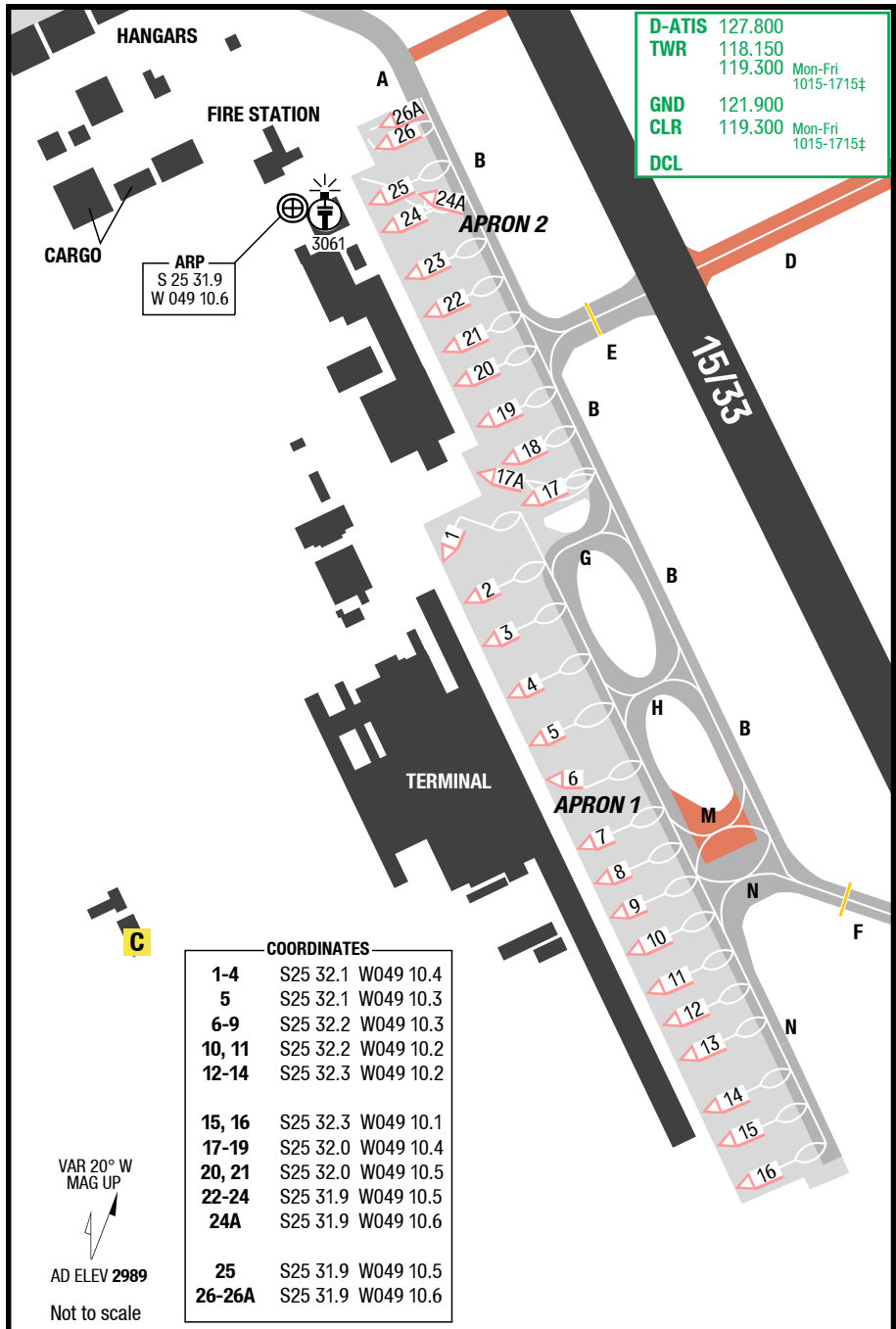
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APC

APC

3-30



Changes: HLDG POS, Parkingstand, COORD

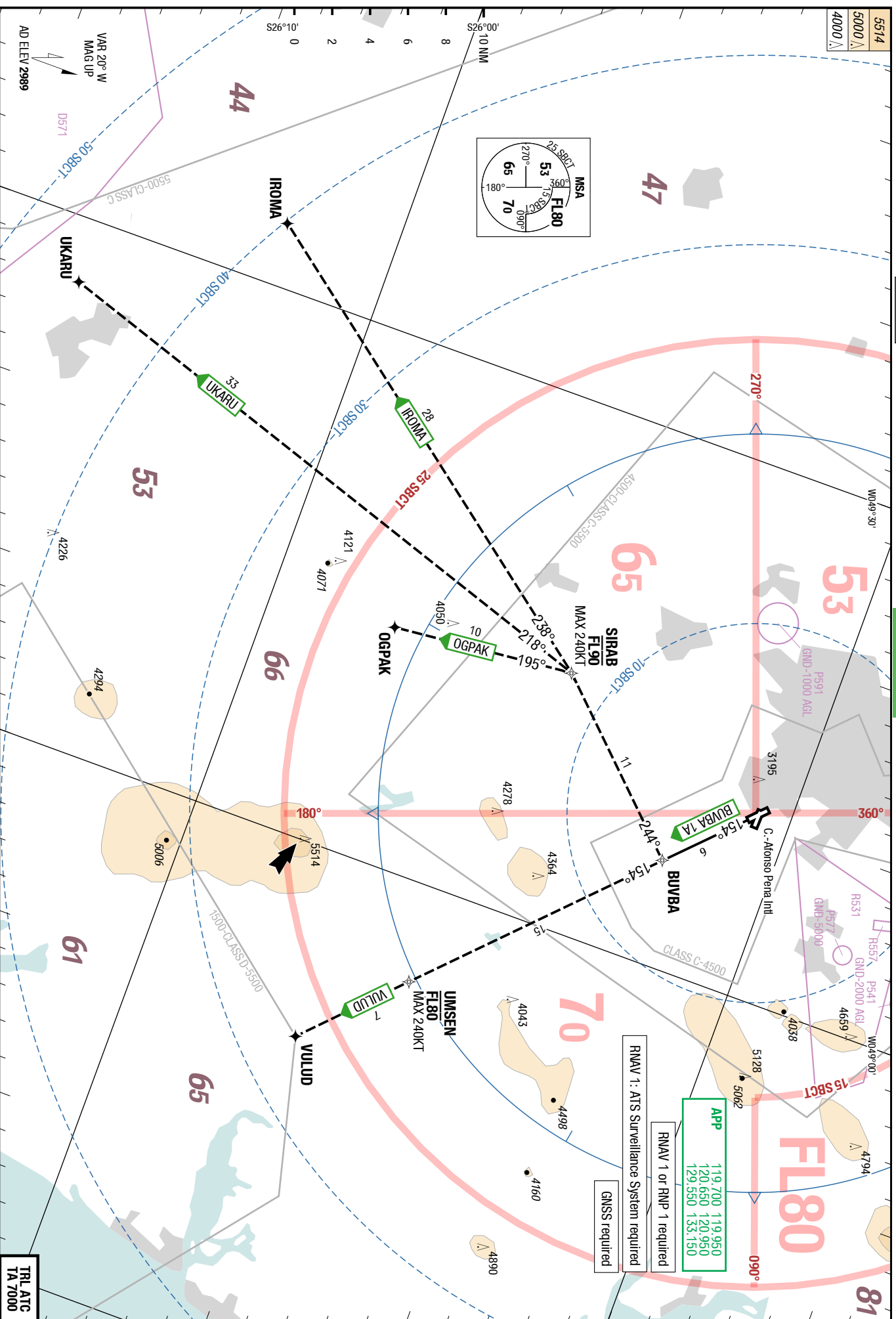
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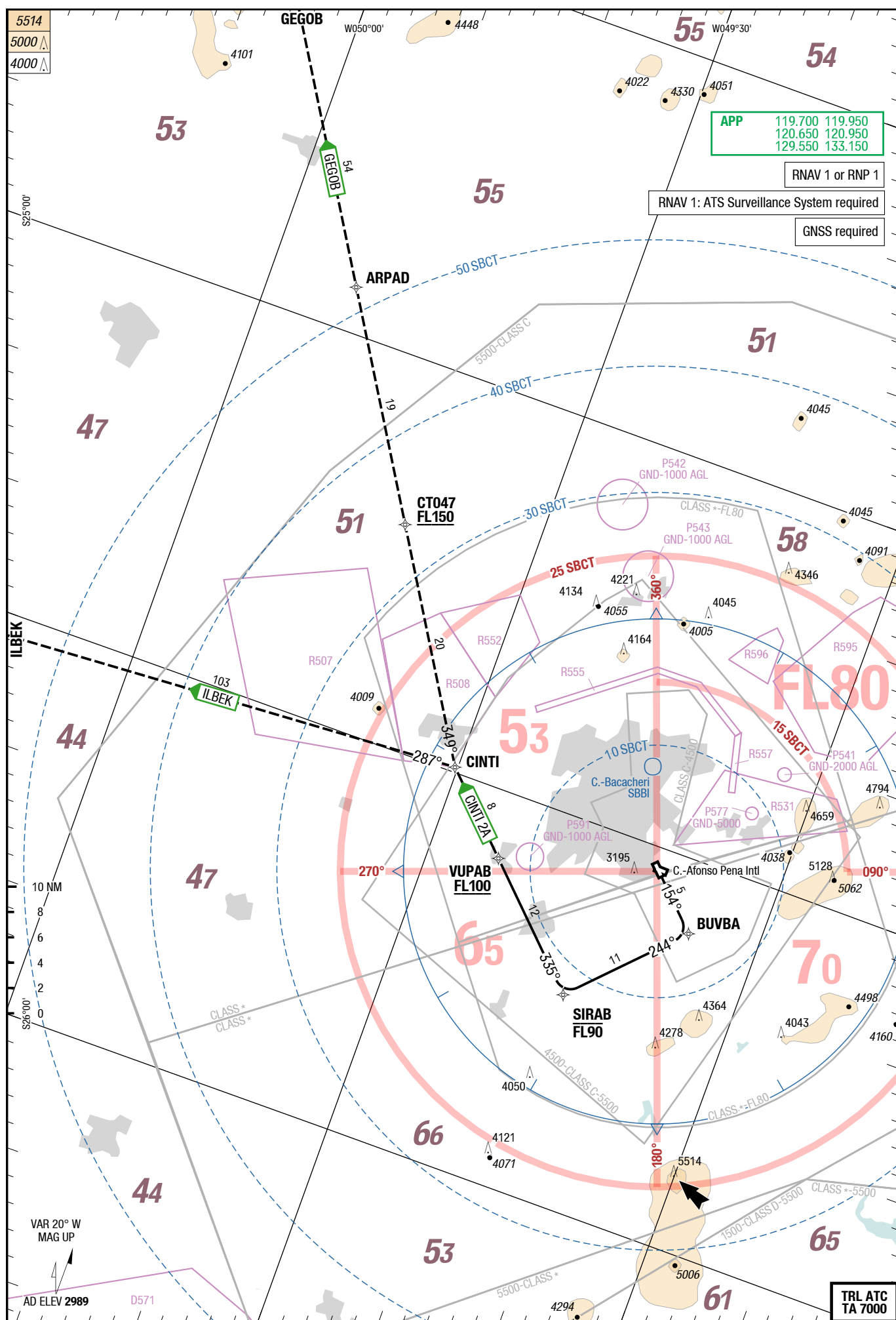
BNAY 15 GINTI 2A

RNAV 15 BUVBA 1A

SID

RNAV 15 BUVBA 1A





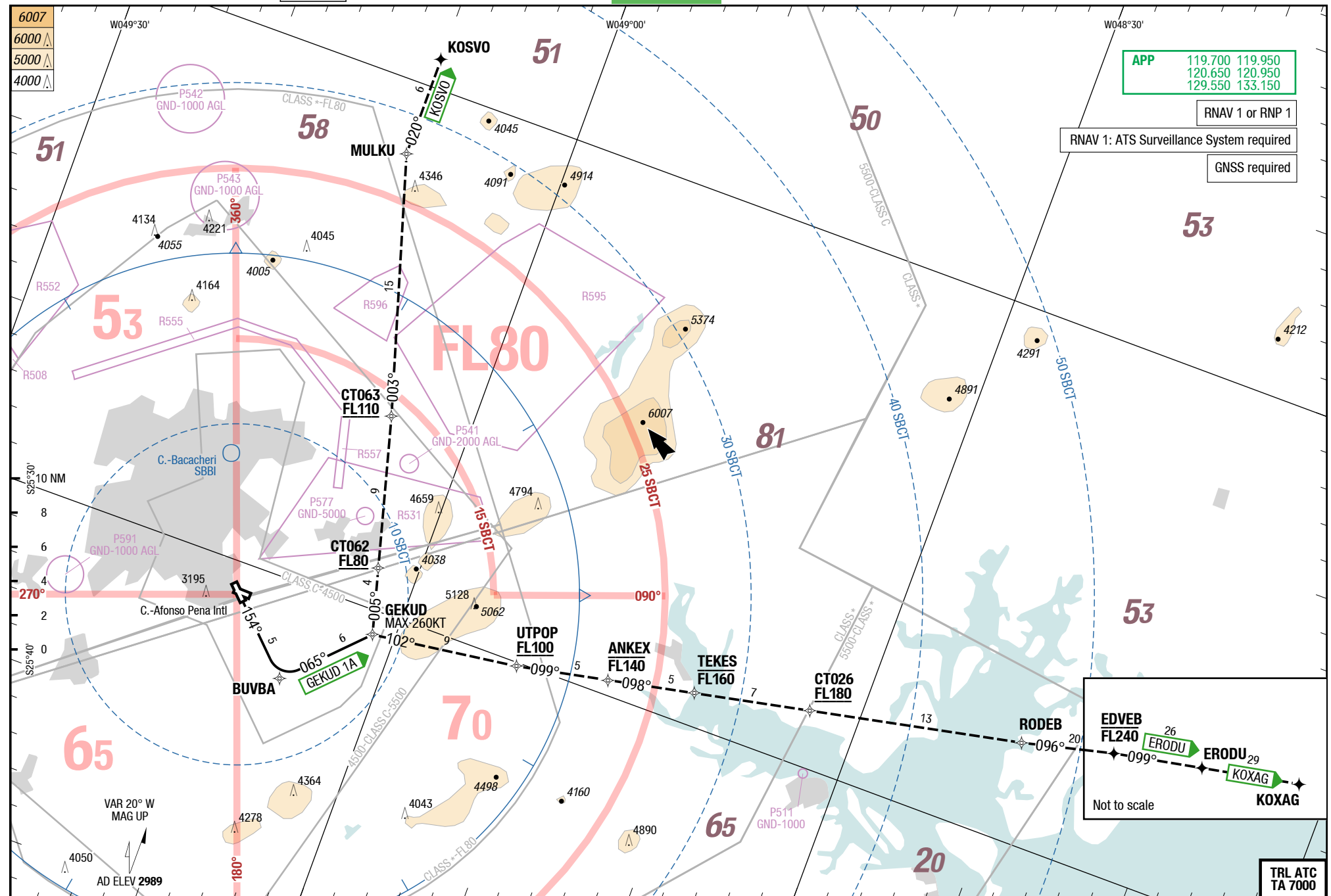
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RNAV 15 GEKUD 1A

SID

SID

RNAV 15 GEKUD 1A



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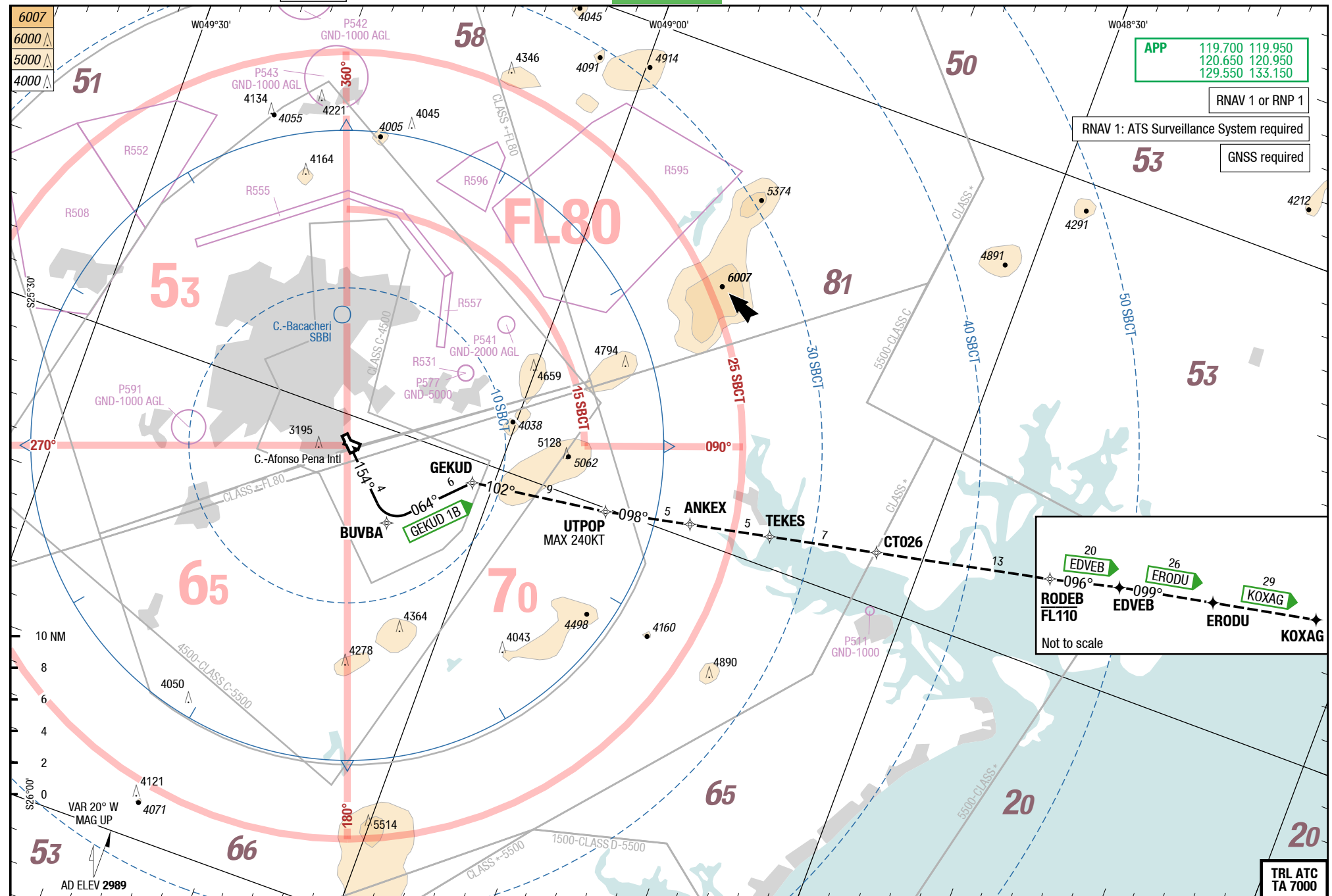
4-40

RNAV 15 GEKUD 1B

SID

SID

RNAV 15 GEKUD 1B



Changes: ASP, SUAs, Renamed, Note, Transition

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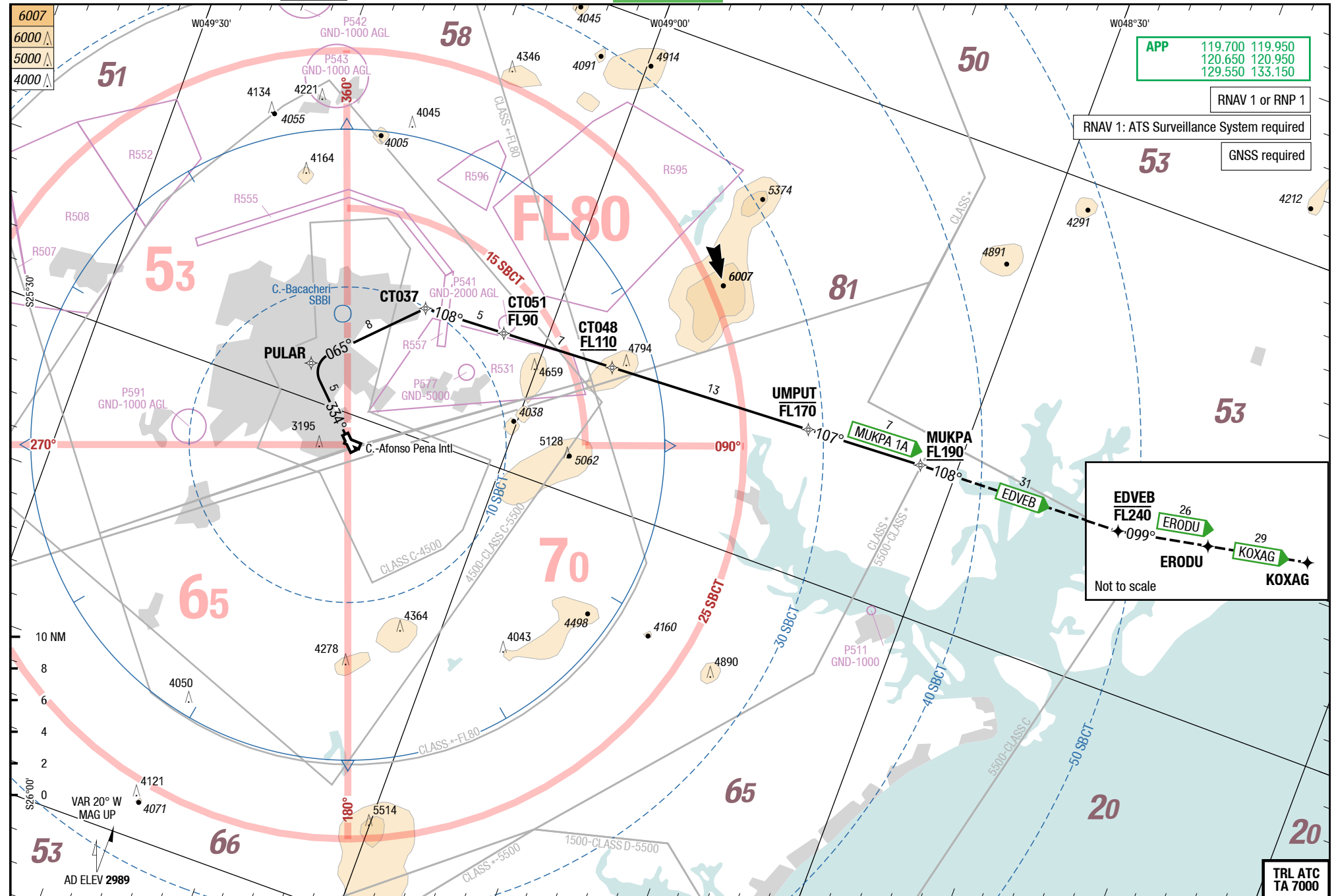
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RNAV 33 MUKPA 1A

SID

SID

RNAV 33 MUKPA 1A



Changes: ASP, ALT, PROC renamed, WPT , Note, Transition

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22-FEB-2018

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4-60

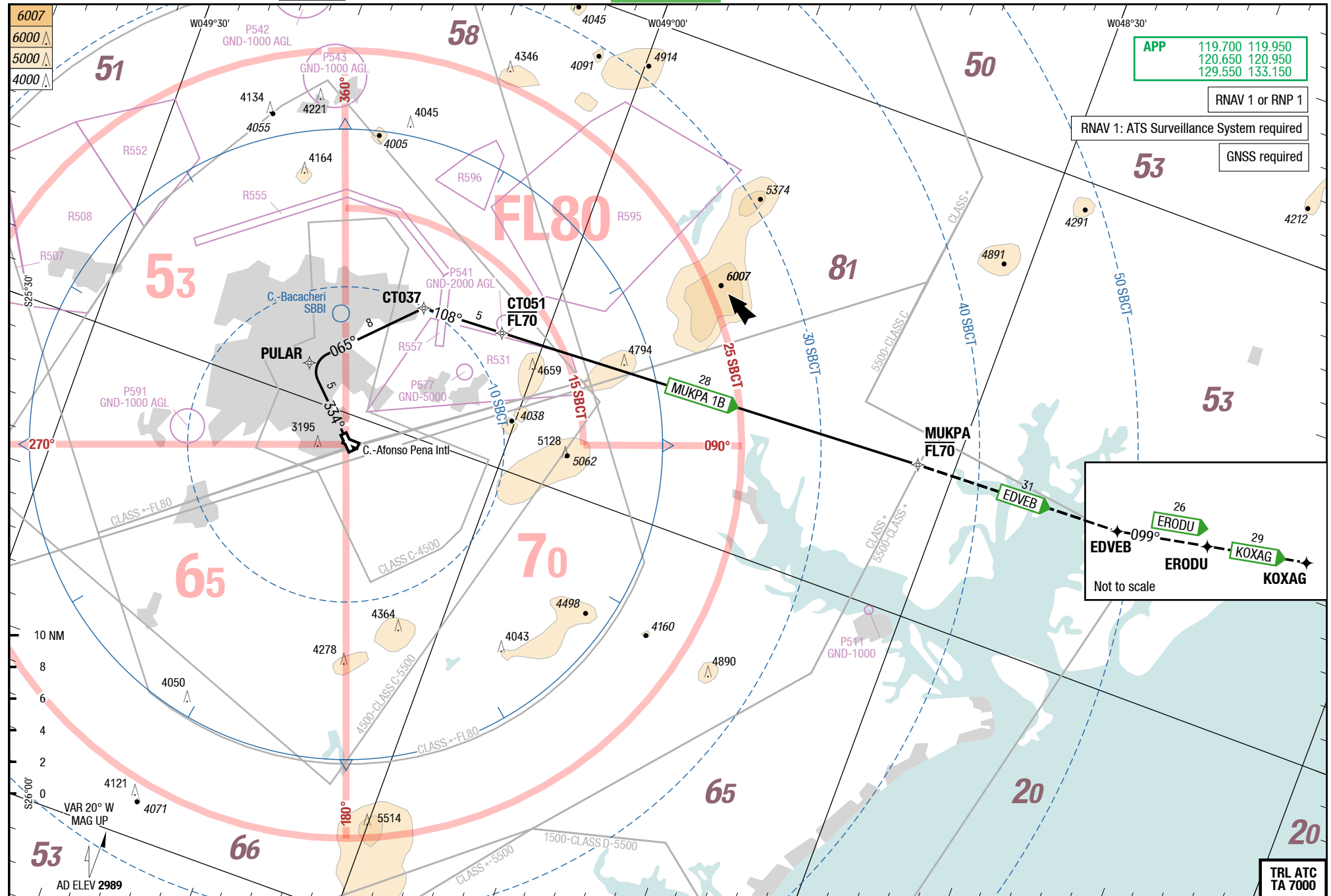
RNAV 33 MUKPA 1B

SID

SID

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RNAV 33 MUKPA 1B



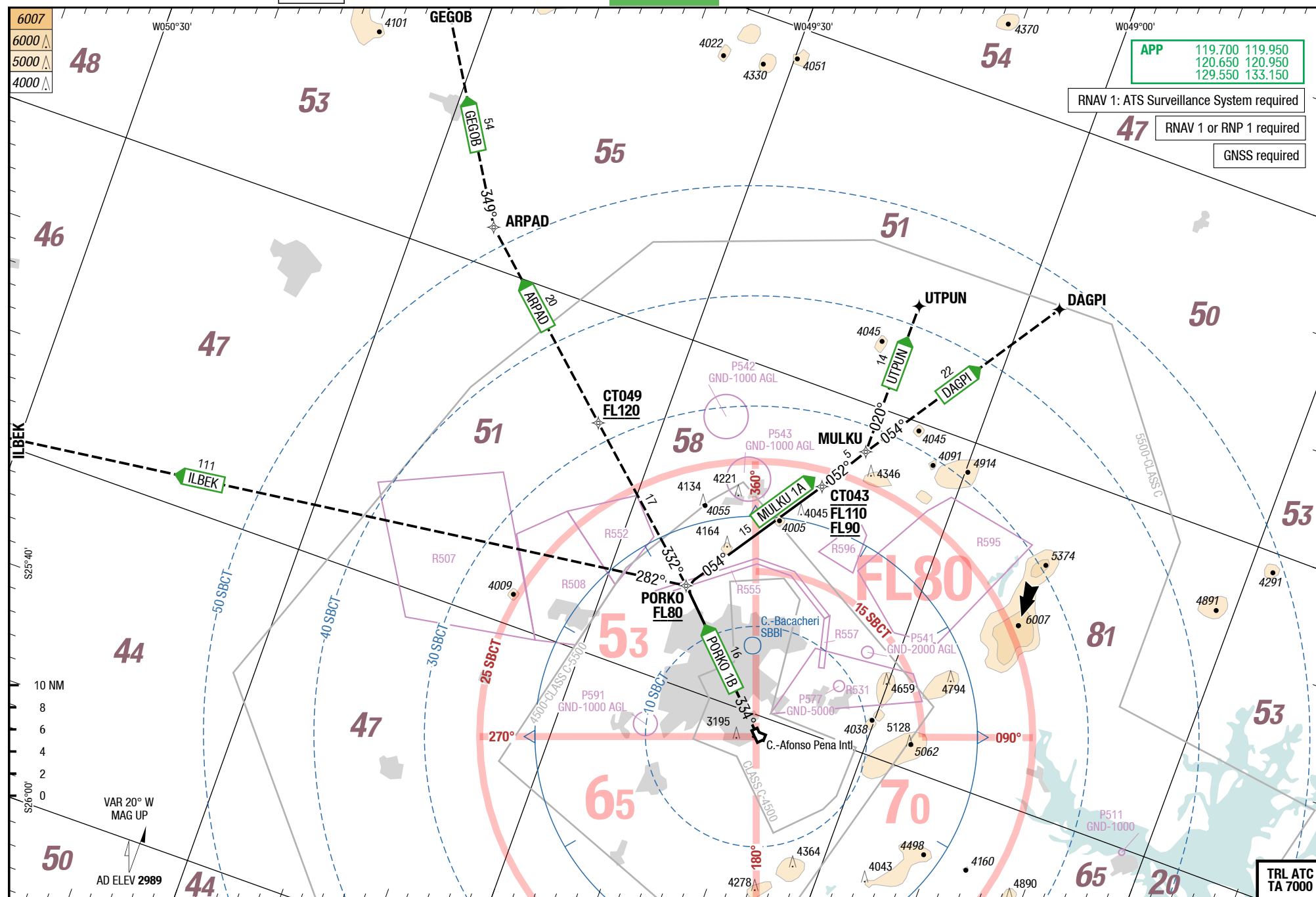
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4-70

RNAV 33 MULKU 1A/PORKO 1B

SID

SID

RNAV 33 MULKU 1A/PORKO 1B

Changes: new

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SID

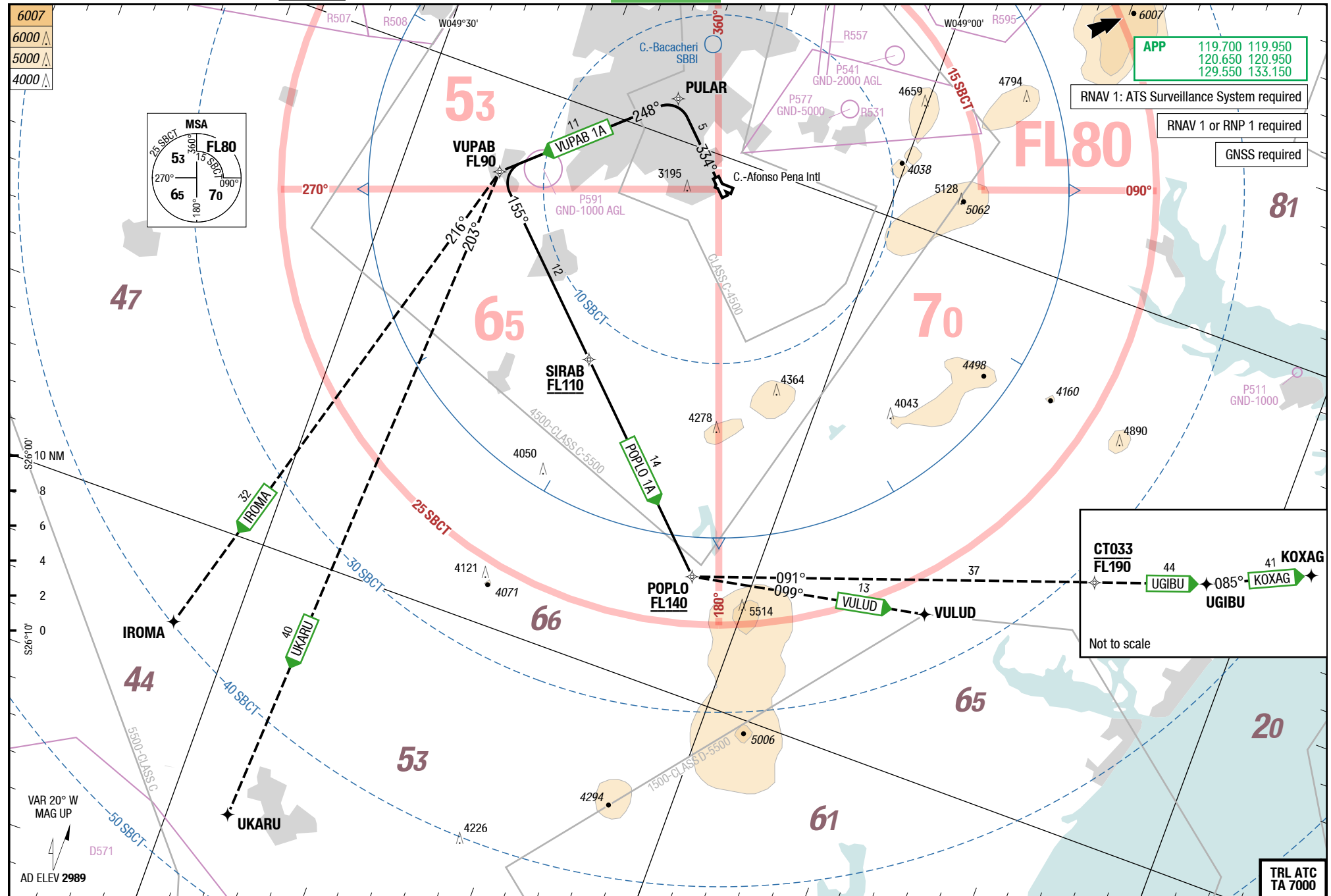
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4-80

RNAV 33 POPLO 1A/VUPAB 1A

RNAV 33 POPLO 1A/VUPAB 1A



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BOLIP 1A/PAGIN 1A/UKDOB 1A/1B

4-90

RNAV 33 VULUD 1A

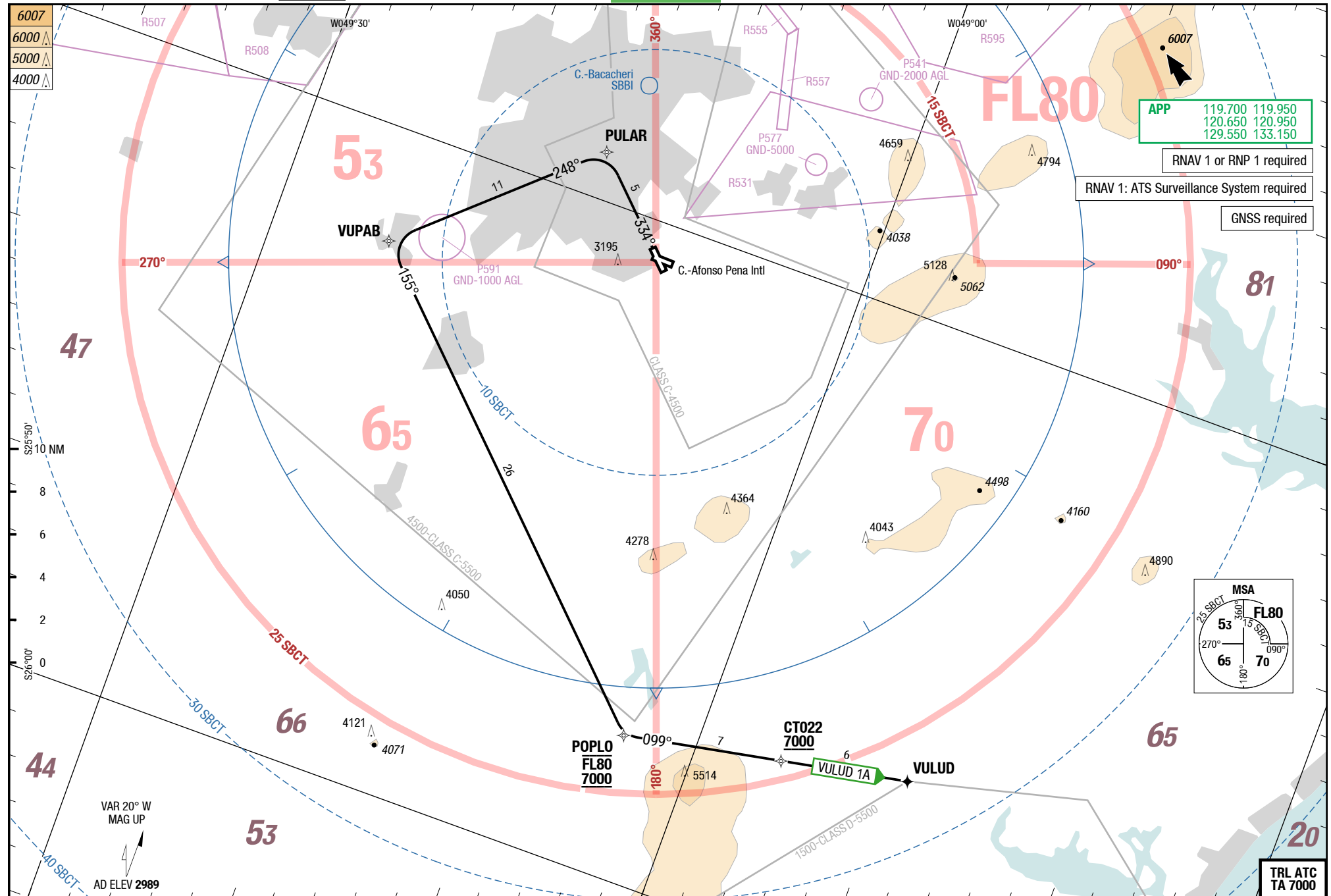
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SID

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BOLIP 1A/PAGIN 1A/UKDOB 1A/1B

RNAV 33 VULUD 1A



Changes: new

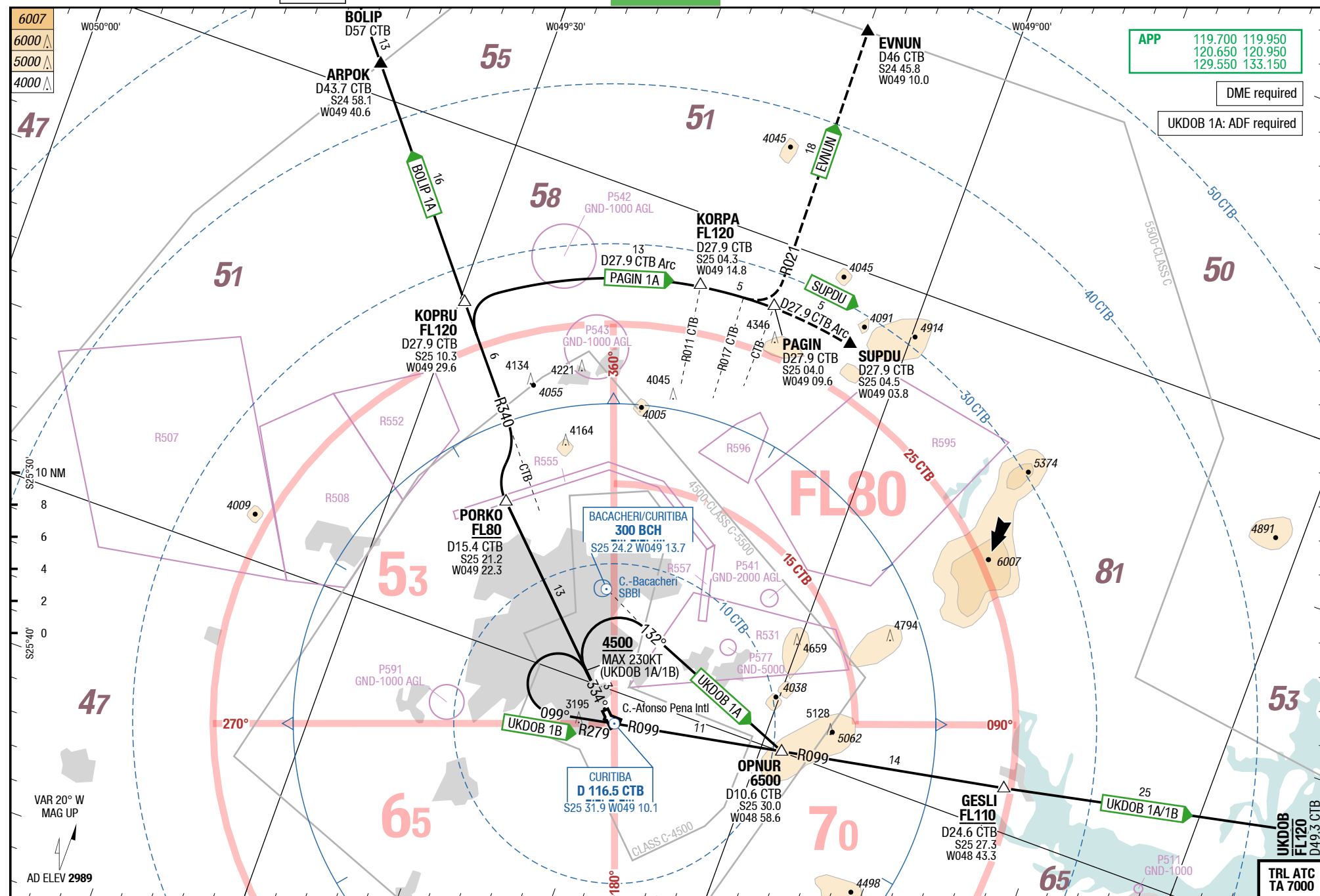
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4-100 BOLIP 1A/PAGIN 1A/UKDOB 1A/1B

SID

SID

BOLIP 1A/PAGIN 1A/UKDOB 1A/1B



Changes: new

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ENROS 1A

DAKMI 1

SID

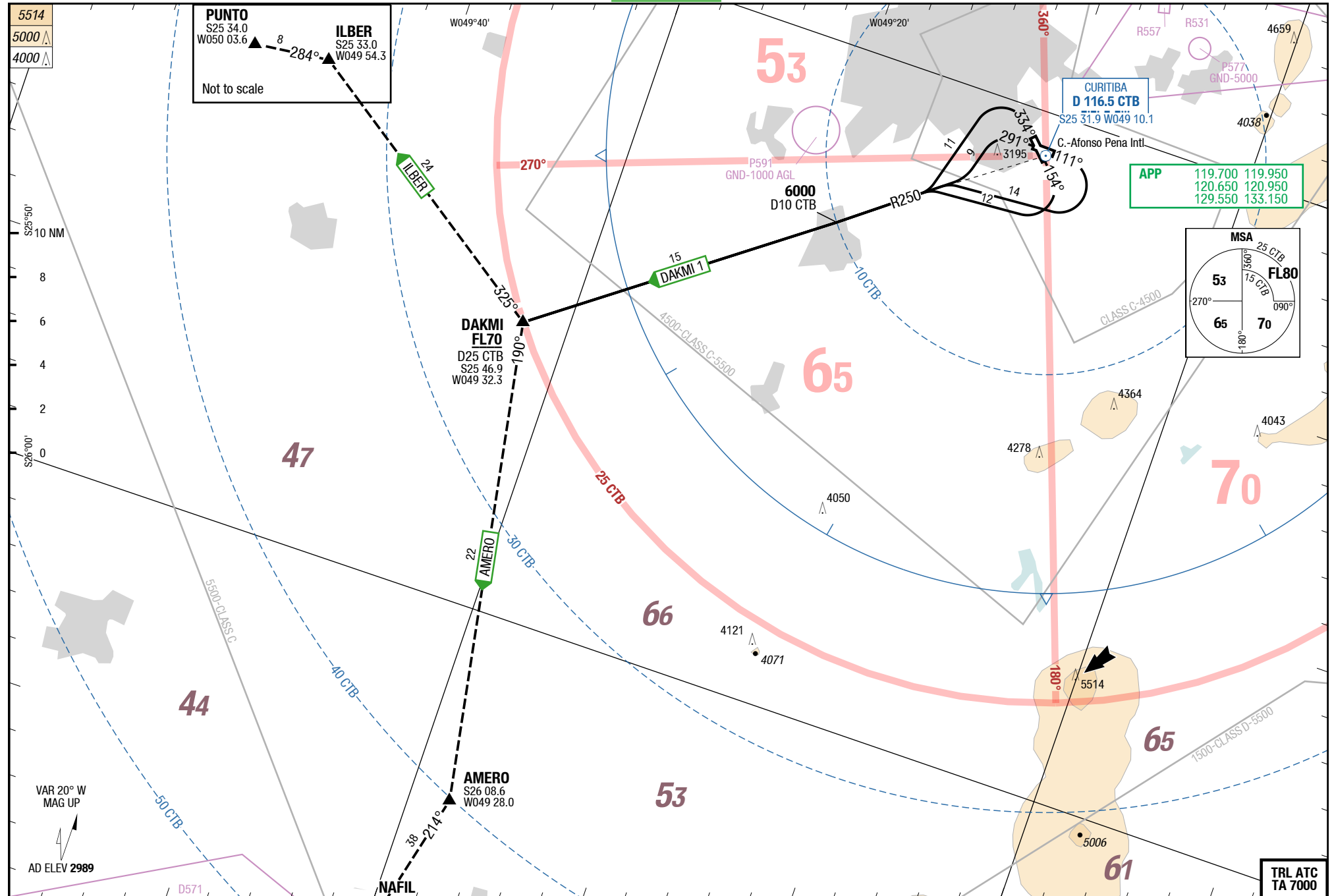
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ENROS 1A

DAKMI 1

4-110



Changes: ASP, MGA, MSA, TA, FREQ, Track, VAR, OBST

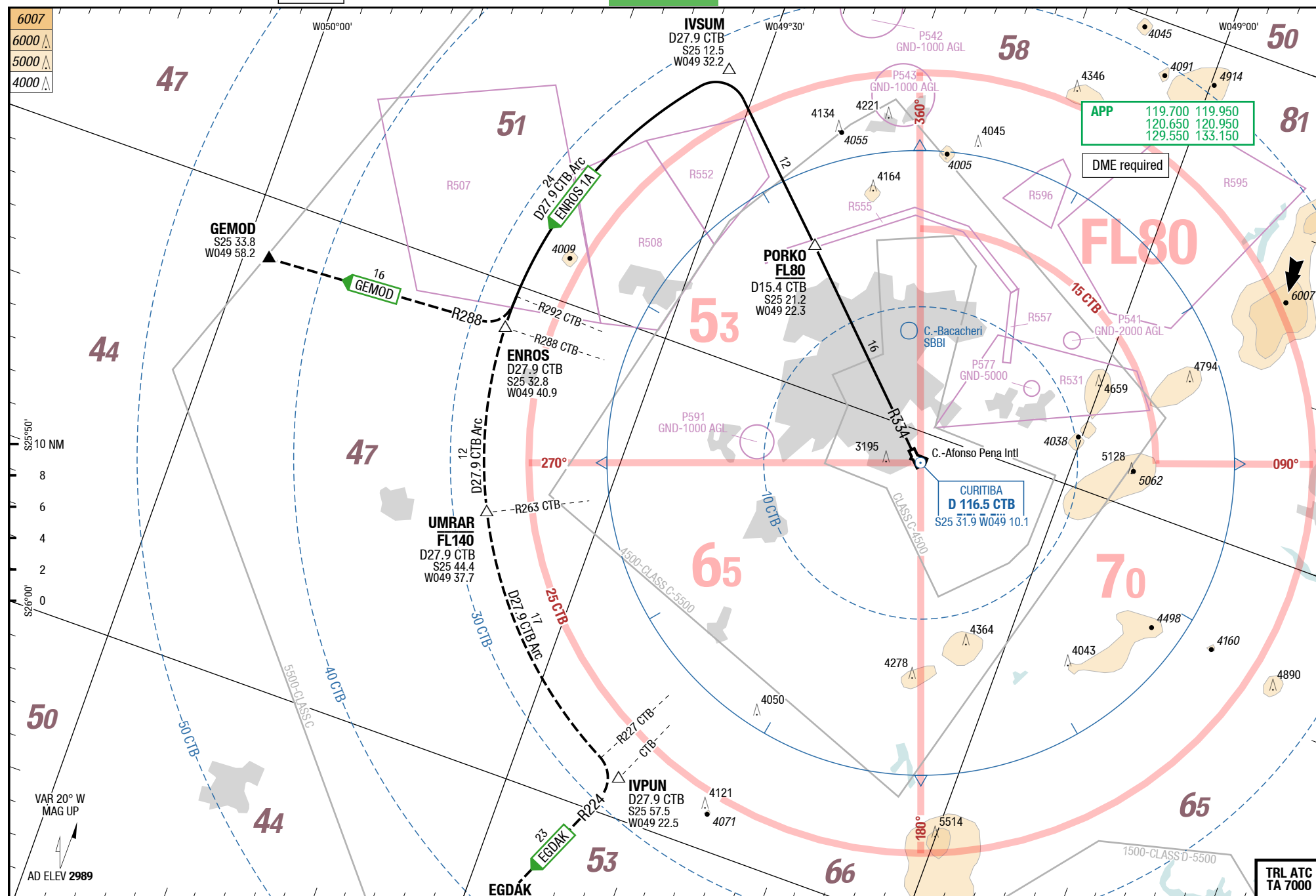
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ENROS 1A

SID

SID

ENROS 1A



Changes: new

TRL ATC
TA 7000

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KOTOL 1B

4-130

IMBIB 1A/UKDOB 1C

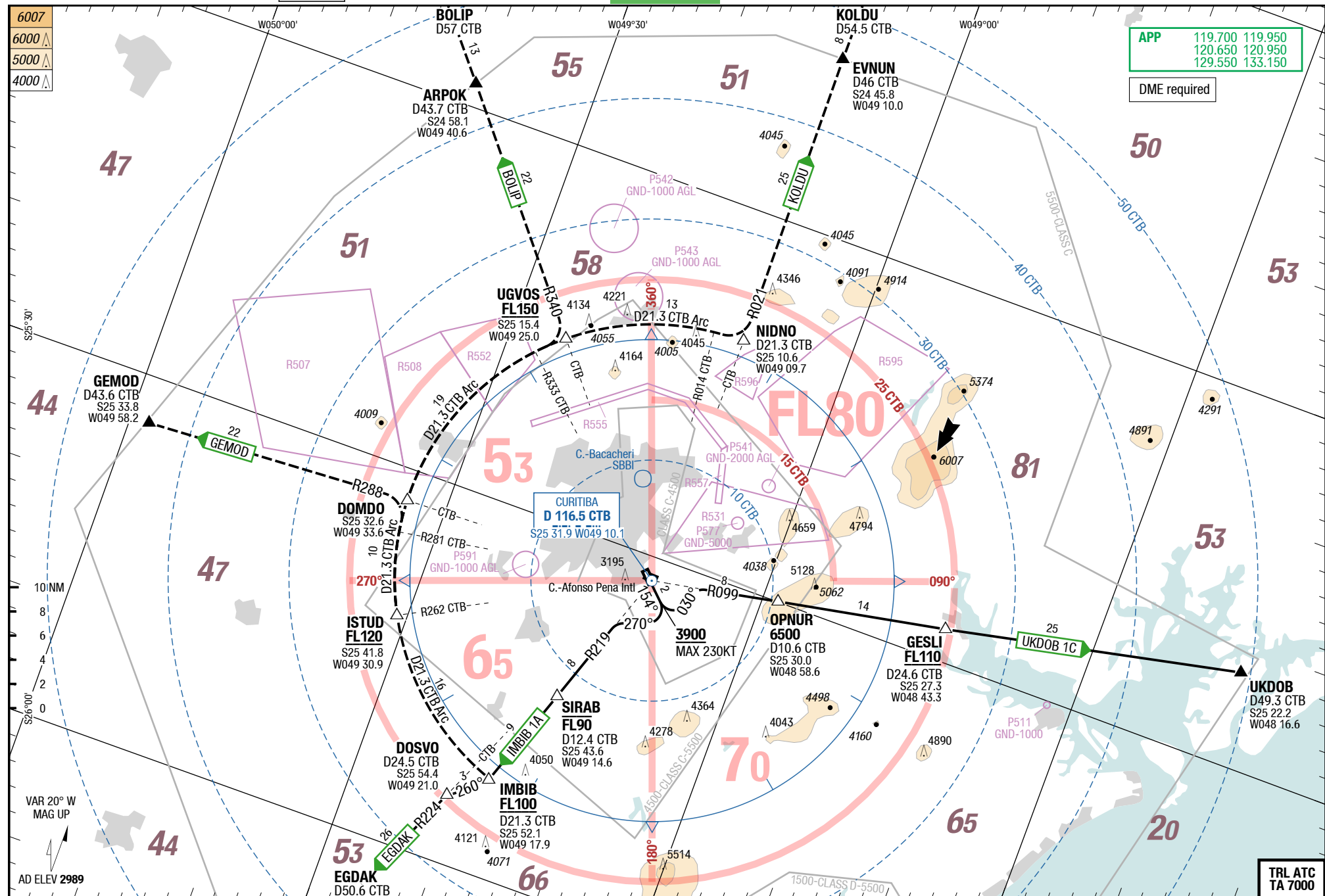
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KOTOL 1B

IMBIB 1A/UKDOB 1C



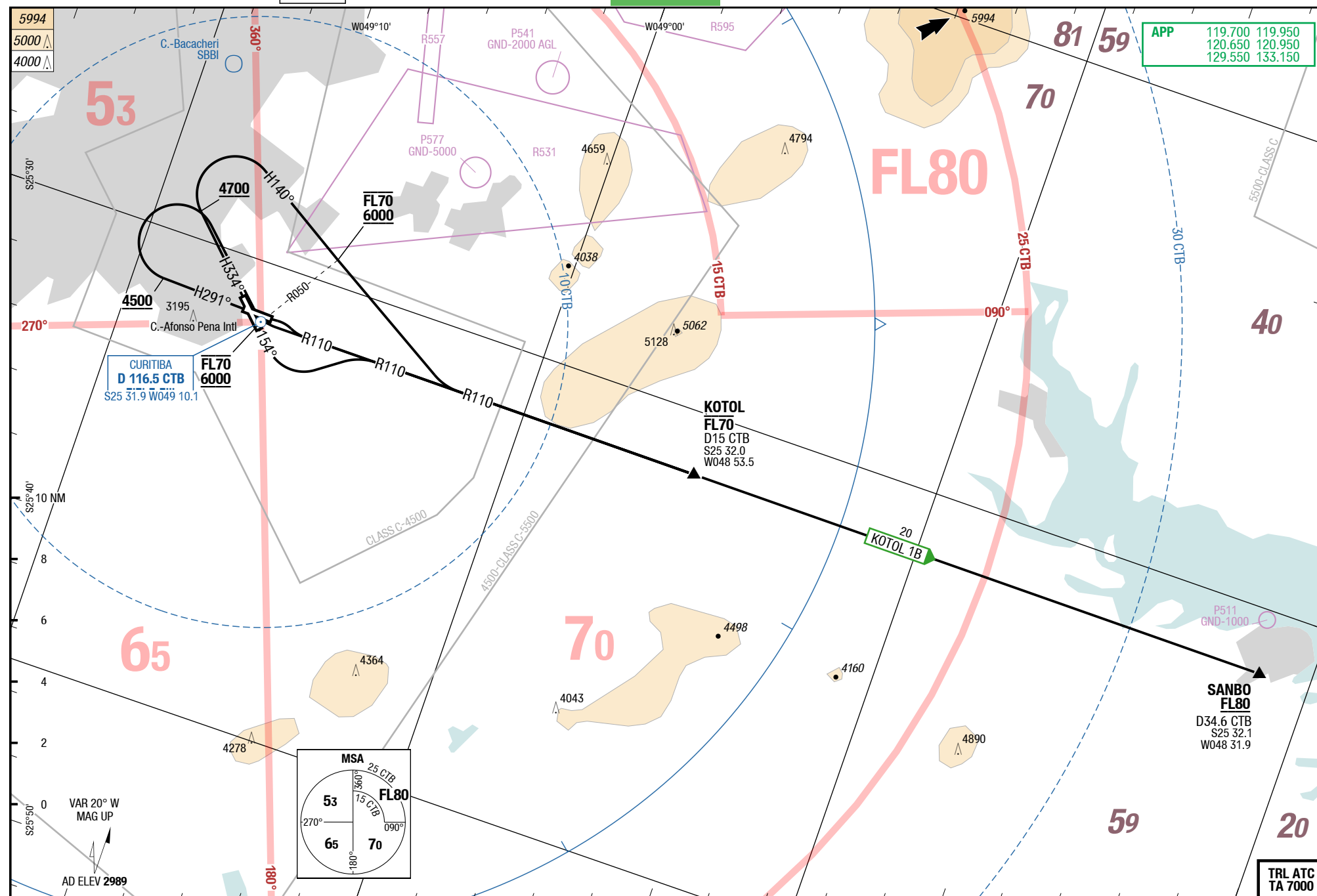
Changes: new

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SID

SID

KOTOL 1B



Changes: ASP, FREQ, MGA, MSA, TA, VAR, OBST

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BUVBA 1A

RWY 15 (154°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
BUVBA 1A	BUVBA	
	TRANSITION	
	IROMA BUVBA - SIRAB [K240-] - IROMA	SIRAB MAX FL90
	OGPAK BUVBA - SIRAB [K240-] - OGPAK	SIRAB MAX FL90
	UKARU BUVBA - SIRAB [K240-] - UKARU	SIRAB MAX FL90
	VULUD BUVBA - UMSSEN [K240-] - VULUD	UMSEN MAX FL80

CINTI 2A

RWY 15 (154°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
CINTI 2A	DCT BUVBA - SIRAB - VUPAB - CINTI	SIRAB MAX FL90 VUPAB MNM FL100
	TRANSITION	
	GEGOB CINTI - CT047 - ARPAD - GEGOB	CT047 MNM FL150
	ILBEK CINTI - ILBEK	

GEKUD 1A

RWY 15 (154°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
GEKUD 1A 3.7% to GEKUD	DCT BUVBA - GEKUD [K260-]	
	TRANSITION	
	ERODU GEKUD [K260-] - UTPOP - ANKEX - TEKES - CT026 - RODEB - EDVEB - ERODU	UTPOP MNM FL100 ANKEX MAX FL140 TEKES MAX FL160 CT026 MNM FL180 EDVEB MAX FL240
	KOSVO GEKUD [K260-] - CT062 - CT063 - MULKU - KOSVO	CT062 MNM FL80 CT063 MNM FL110
	KOXAG GEKUD [K260-] - UTPOP - ANKEX - TEKES - CT026 - RODEB - EDVEB - ERODU - KOXAG	UTPOP MNM FL100 ANKEX MAX FL140 TEKES MAX FL160 CT026 MNM FL180 EDVEB MAX FL240

GEKUD 1B

RWY 15 (154°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
GEKUD 1B 3.7% to UTPOP	DCT BUVBA - GEKUD	
	TRANSITION	
	EDVEB GEKUD - UTPOP [K240-] - ANKEX - TEKES - CT026 - RODEB - EDVEB	RODEB MAX FL110
	ERODU GEKUD - UTPOP [K240-] - ANKEX - TEKES - CT026 - RODEB - EDVEB - ERODU	RODEB MAX FL110
	KOXAG GEKUD - UTPOP [K240-] - ANKEX - TEKES - CT026 - RODEB - EDVEB - ERODU - KOXAG	RODEB MAX FL110

MUKPA 1A

RWY 33 (334°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
MUKPA 1A ①	DCT PULAR - CT037 - CT051 - CT048 - UMPUT - MUKPA	CT051 MAX FL90 CT048 MNM FL110 UMPUT MAX FL170 MUKPA MNM FL190
	TRANSITION	
	EDVEB MUKPA - EDVEB	MUKPA MNM FL190 EDVEB MAX FL240
	ERODU MUKPA - EDVEB - ERODU	MUKPA MNM FL190 EDVEB MAX FL240
	KOXAG MUKPA - EDVEB - ERODU - KOXAG	MUKPA MNM FL190 EDVEB MAX FL240

① Close-in obstacles: Trees 303° / 514m from DER, up to 3039ft.

MUKPA 1B

RWY 33 (334°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
MUKPA 1B ①	DCT PULAR - CT037 - CT051 - MUKPA	CT051 MAX FL70 MUKPA MAX FL70
	TRANSITION	
	EDVEB MUKPA - EDVEB	MUKPA MAX FL70
	ERODU MUKPA - EDVEB - ERODU	MUKPA MAX FL70
	KOXAG MUKPA - EDVEB - ERODU - KOXAG	MUKPA MAX FL70

① Close-in obstacles: Trees 303° / 514m from DER, up to 3039ft.

MULKU 1A / PORKO 1B

RWY 33 (334°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
MULKU 1A ①	PORKO - CT043 - MULKU	PORKO MNM FL80 CT043 between FL90 and FL110
	TRANSITION	
	DAGPI MULKU - DAGPI	
	UTPUN MULKU - UTPUN	
PORKO 1B ①	PORKO	PORKO MNM FL80
	TRANSITION	
	ARPAD PORKO - CT049 - ARPAD	PORKO MNM FL80 CT049 MNM FL120
	GEGOB PORKO - CT049 - ARPAD - GEGOB	PORKO MNM FL80 CT049 MNM FL120
	ILBEK PORKO - ILBEK	PORKO MNM FL80

① Close-in obstacles: Trees 303° / 514m from DER, up to 3039ft.

POPLO 1A / VUPAB 1A

RWY 33 (334°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
POPLO 1A ①	PULAR - VUPAB - SIRAB - POPLO	VUPAB at FL90 SIRAB MNM FL110 POPLO MNM FL140
	TRANSITION	
	KOXAG POPLO - CT033 - UGIBU - KOXAG	POPLO MNM FL140 CT033 MAX FL190
	UGIBU POPLO - CT033 - UGIBU	POPLO MNM FL140 CT033 MAX FL190
	VULUD POPLO - VULUD	POPLO MNM FL140
VUPAB 1A ①	PULAR - VUPAB	VUPAB at FL90
	TRANSITION	
	IROMA VUPAB - IROMA	VUPAB at FL90
	UKARU VUPAB - UKARU	VUPAB at FL90

① Close-in obstacles: Trees 303° / 514m from DER, up to 3039ft.

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CWB-SBCT

5-90

RNAV 33 VULUD 1A**SIDPT****VULUD 1A**

RWY 33 (334°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
VULUD 1A ①	PULAR - VUPAB - POPLO - CT022 - VULUD	POPLO between 7000 and FL80 CT022 MNM 7000

① Close-in obstacles: Trees 303° / 514m from DER, up to 3039ft.

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5-100

BOLIP 1A/PAGIN 1A/UKDOB 1A/1B

SIDPT

BOLIP 1A / PAGIN 1A / UKDOB 1A / UKDOB 1B

RWY 33 (334°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
BOLIP 1A ①	at PORKO RT intercept R340 CTB via KOPRU - ARPOK to BOLIP	PORKO MNM FL80 KOPRU at FL120
PAGIN 1A ①	at PORKO RT intercept R340 CTB - at KOPRU RT follow D27.9 CTB arc via KORPA to PAGIN	PORKO MNM FL80 KOPRU at FL120 KORPA at FL120
	TRANSITION	
	EVNUN PAGIN - intercept R021 CTB to EVNUN	
	SUPDU PAGIN - SUPDU	
UKDOB 1A 4.5% to 5000 ①	at MNM 4500 RT (MAX 230KT) intercept QDR 132 BCH to OPNUR - LT intercept R099 CTB via GESLI to UKDOB	OPNUR at 6500 GESLI MNM FL110 UKDOB MAX FL120
UKDOB 1B 4.5% to 5000 ①	at MNM 4500 LT (MAX 230KT) intercept R279 CTB to CTB - R099 CTB via OPNUR - GESLI to UKDOB	OPNUR at 6500 GESLI MNM FL110 UKDOB MAX FL120

① Close-in obstacles: Trees 303° / 514m from DER, up to 3039ft.

DAKMI 1		
RWYs 11 (111°) / 15 (154°) / 29 (291°) / 33 (334°)		
DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
DAKMI 1	RT intercept R250 CTB to DAKMI	R250/D10 CTB at 6000 DAKMI MNM FL70
	TRANSITION	
	AMERO DAKMI - AMERO - NAFIL	DAKMI MNM FL70
	ILBER DAKMI - ILBER - PUNTO	DAKMI MNM FL70
	Runway 15	
DAKMI 1	RT intercept R250 CTB to DAKMI	R250/D10 CTB at 6000 DAKMI MNM FL70
	TRANSITION	
	AMERO DAKMI - AMERO - NAFIL	DAKMI MNM FL70
	ILBER DAKMI - ILBER - PUNTO	DAKMI MNM FL70
	Runway 29	
DAKMI 1	LT intercept R250 CTB to DAKMI	R250/D10 CTB at 6000 DAKMI MNM FL70
	TRANSITION	
	AMERO DAKMI - AMERO - NAFIL	DAKMI MNM FL70
	ILBER DAKMI - ILBER - PUNTO	DAKMI MNM FL70
	Runway 33	
DAKMI 1	LT intercept R250 CTB to DAKMI	R250/D10 CTB at 6000 DAKMI MNM FL70
	TRANSITION	
	AMERO DAKMI - AMERO - NAFIL	DAKMI MNM FL70
	ILBER DAKMI - ILBER - PUNTO	DAKMI MNM FL70

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5-120

ENROS 1A

SIDPT

ENROS 1A

RWY 33 (334°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
ENROS 1A ①	intercept R334 CTB via PORKO to IVSUM - LT follow D27.9 CTB arc to ENROS	PORKO MNM FL80
	TRANSITION	
	EGDAK ENROS - follow D27.9 CTB arc via UMRAR to IVPUN - RT intercept R224 CTB to EGDAK	UMRAR MAX FL140
	GEMOD ENROS - RT intercept R288 CTB to GEMOD	

① Close-in obstacles: Trees 303° / 514m from DER, up to 3039ft.

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5-130

IMBIB 1A/UKDOB 1C

SIDPT

IMBIB 1A / UKDOB 1C

RWY 15 (154°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
IMBIB 1A 5.0% to 6000	at MNM 3900 RT (MAX 230KT) 270° - intercept R219 CTB via SIRAB to IMBIB	SIRAB MAX FL90 IMBIB MNM FL100
	TRANSITION	
	BOLIP IMBIB - RT follow D21.3 CTB arc via ISTUD - DOMDO - at UGVOS LT intercept R340 CTB via ARPOK to BOLIP	IMBIB MNM FL100 ISTUD MNM FL120 UGVOS MNM FL150
	EGDAK IMBIB - DOSVO - intercept R224 CTB to EGDAK	IMBIB MNM FL100
	GEMOD IMBIB - RT follow D21.3 CTB arc via ISTUD -at DOMDO LT intercept R288 CTB to GEMOD	IMBIB MNM FL100 ISTUD MNM FL120
UKDOB 1C 5.0% to 6000	KOLDU IMBIB - RT follow D21.3 CTB arc via ISTUD - DOMDO - UGVOS - at NIDNO LT intercept R021 CTB via EVNUN to KOLDU	IMBIB MNM FL100 ISTUD MNM FL120 UGVOS MNM FL150
	at MNM 3900 LT (MAX 230KT) 030° - intercept R099 CTB via OPNUR - GESLI to UKDOB	OPNUR at 6500 GESLI MNM FL110

KOTOL 1B

RWYs 11 (111°) / 15 (154°) / 29 (291°) / 33 (334°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
KOTOL 1B 3.6% to 5500	intercept R110 CTB to KOTOL - SANBO	KOTOL MAX FL70 SANBO MNM FL80
	Runway 15	
KOTOL 1B 3.6% to 5500	LT intercept R110 CTB to KOTOL - SANBO	KOTOL MAX FL70 SANBO MNM FL80
	Runway 29	
KOTOL 1B	HDG 291° - at MNM 4500 RT direct CTB - R110 CTB to KOTOL - SANBO	CTB between 6000 and FL70 KOTOL MAX FL70 SANBO MNM FL80
	Runway 33	
KOTOL 1B 4.5% to 5000	HDG 334° - at MNM 4700 RT HDG 140° - intercept R110 CTB to KOTOL - SANBO	crossing R050 CTB between 6000 and FL70 KOTOL MAX FL70 SANBO MNM FL80

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[RNAV 15 MATKO 1A/ORANA 1A]

6-10

RNAV 15 ISNIX 1A/MUDAT 1A

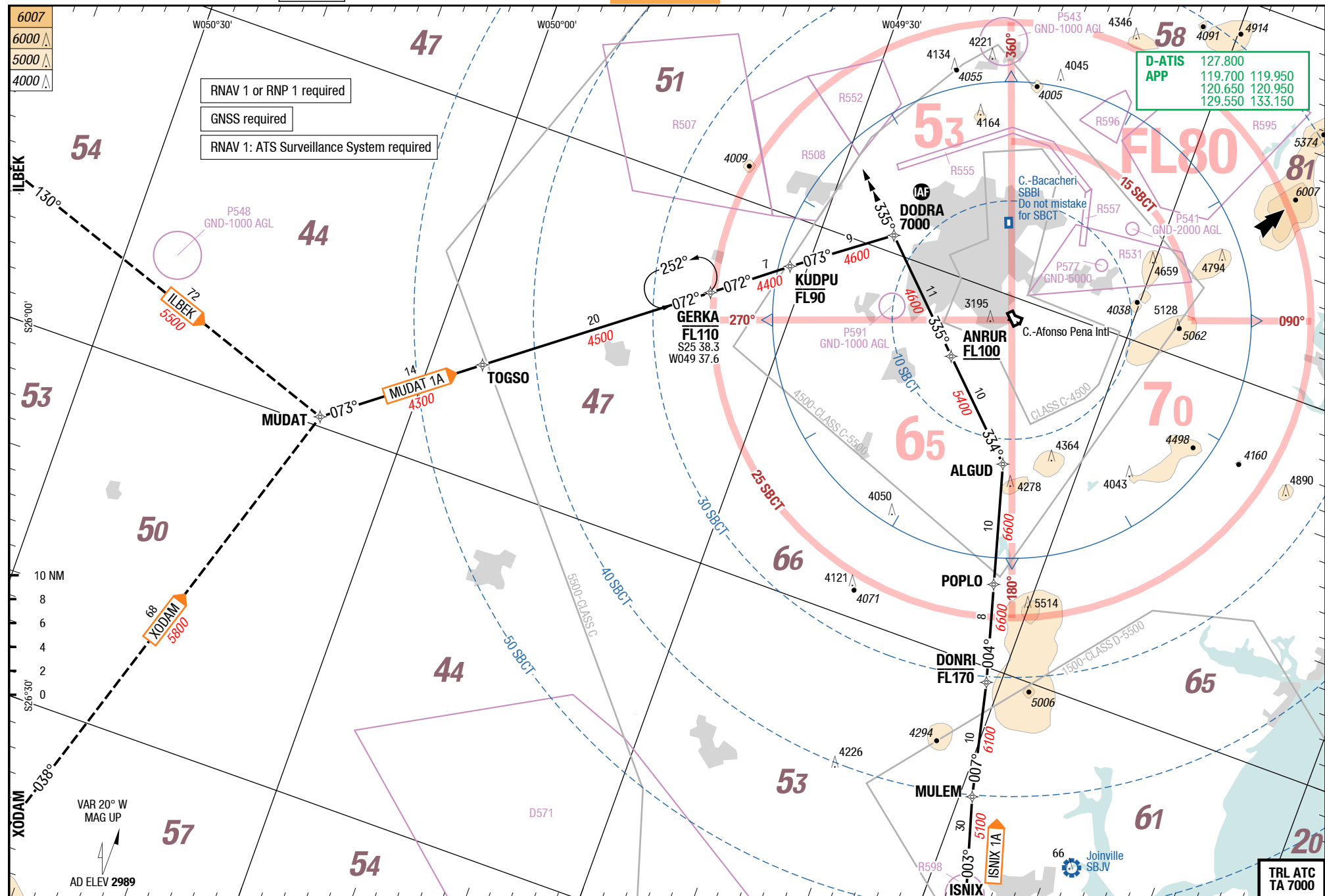
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STAR

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[RNAV 15 MATKO 1A/ORANA 1A]

RNAV 15 ISNIX 1A/MUDAT 1A



Changes: New

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6-20

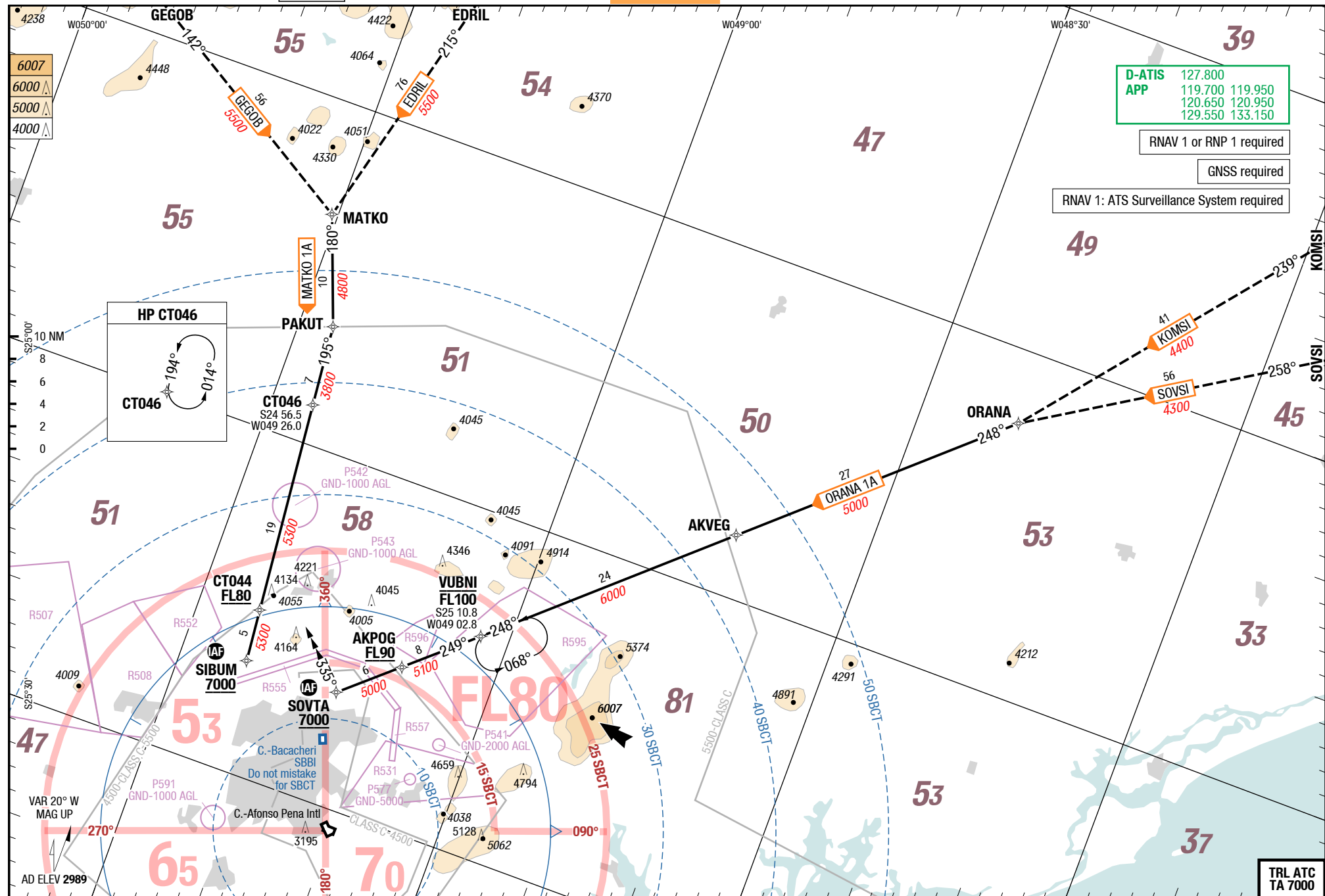
RNAV 15 MATKO 1A/ORANA 1A

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STAR

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RNAV 15 MATKO 1A/ORANA 1A



Changes: New

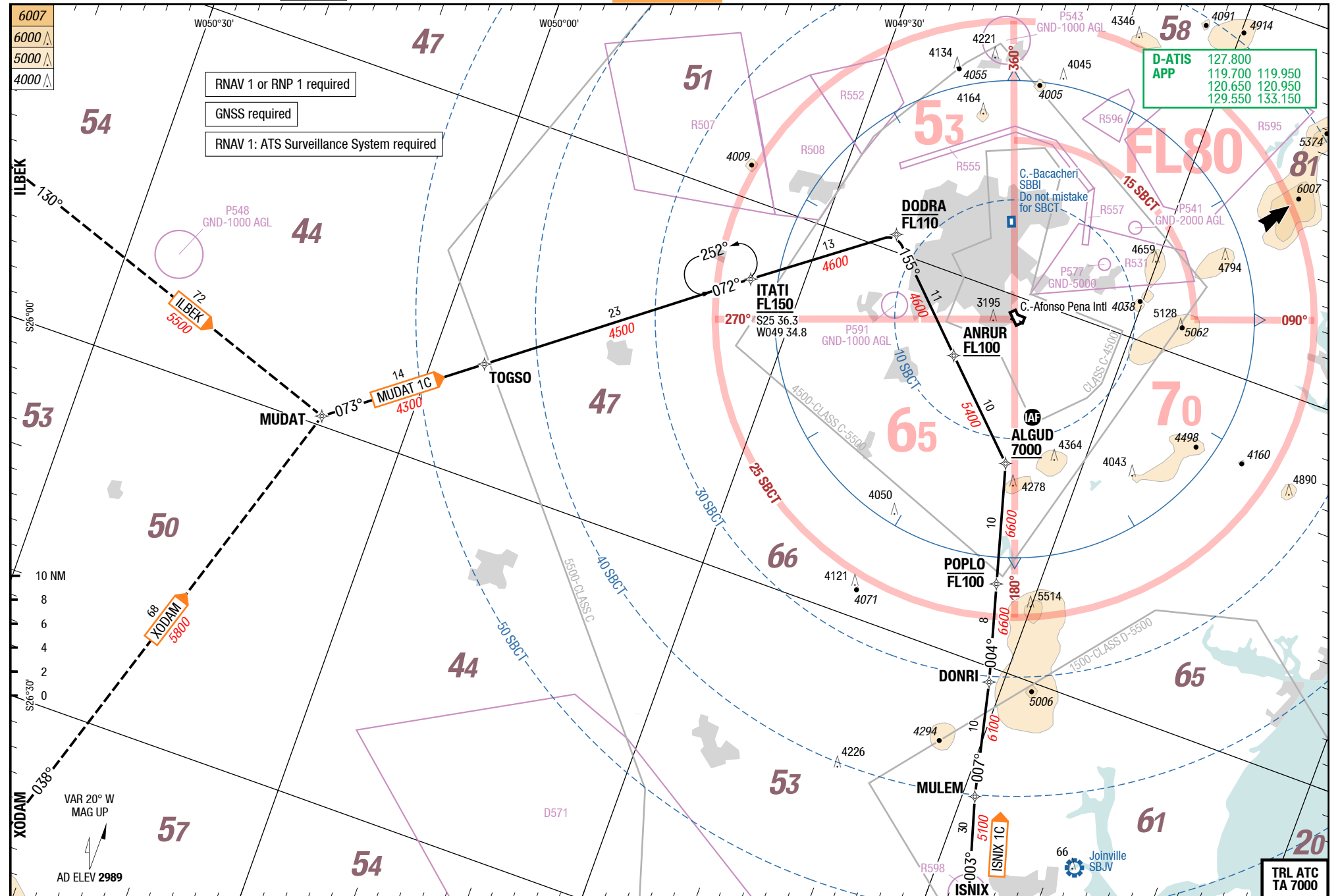
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6-30

RNAV 33 ISNIX 1C/MUDAT 1C

STAR

STAR

RNAV 33 ISNIX 1C/MUDAT 1C

Changes: New

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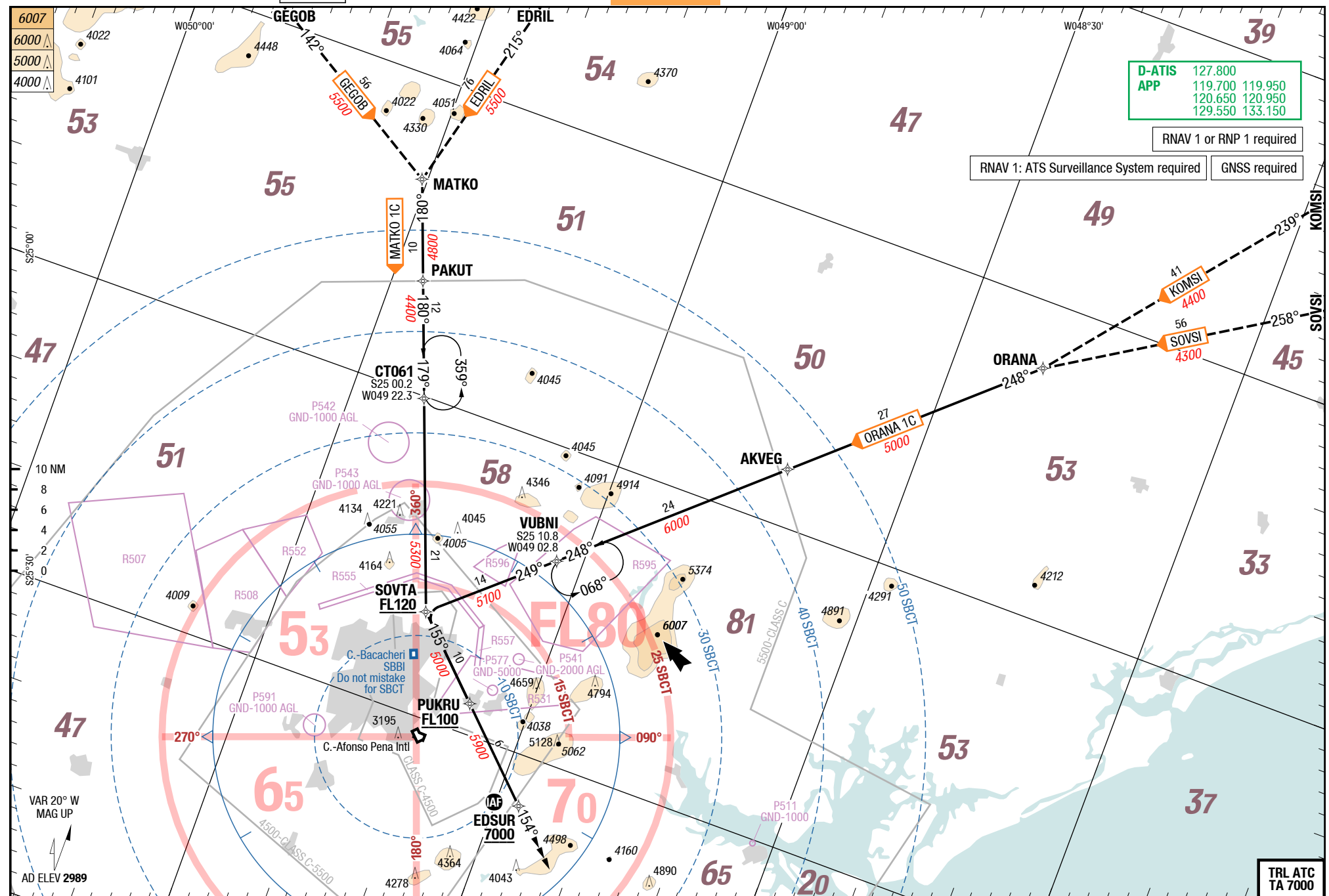
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6-40

RNAV 33 MATKO 1C/ORANA 1C

STAR

STAR

RNAV 33 MATKO 1C/ORANA 1C

Changes: New

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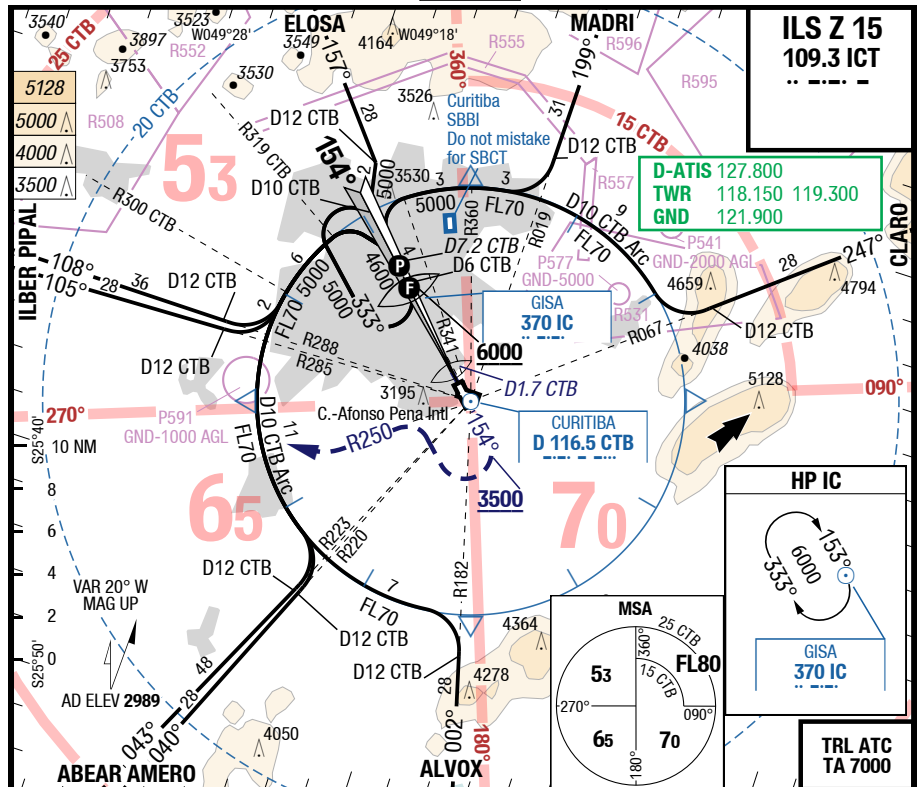
28-DEC-2017

CWB-SBCT

7-10

ILS Z 15

IAC



15		Cat 1 ₁₎	LOC	LOC APL U/S	Circling	
C	ft - m/km ft	C 200 - 550R/800V 3180	C 500 - 1.2V 3450		C 700 - 2.8V 3630	
D	ft - m/km ft	C 200 - 550R/800V 3180	C 500 - 1.6V 3450	C 500 - 2.4V 3450	C 800 - 4.0V 3750	

1) With EVS RVR 350m/ VIS 550m, wo EVS use STD

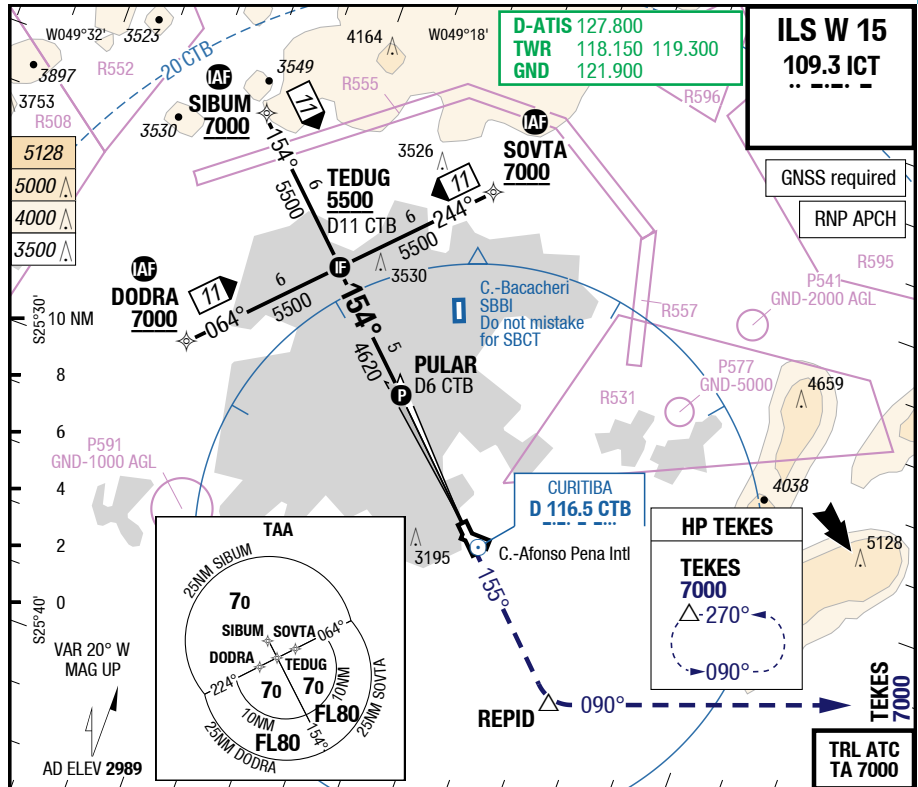
Changes: Reprint

28-DEC-2017

CWB-SBCT

7-20

ILS W 15



D CTB	8.8	7	5	4	3	2	15	83.0° 60 HL 15 ML 2218 G 45 810 HL-P2F THR 2972 (103hPa) / TDZ 2976 (-) +0.2%
	5500	4940	4300	3980	3660	3340		
<div> <div> D11 CTB TEDUG </div> <div> D8.8 </div> <div> D6 PULAR </div> <div> D1 CTB RW15 </div> </div> <div> <div> 5500 </div> <div> 4620 </div> <div> 4600 </div> <div> 50 </div> </div> <div> 155° at REPID LT 090° to TEKES climb 7000 </div> <div> GP 3.00° DA </div> <div> GS </div> <div> 120 640 </div> <div> 140 740 </div> <div> 160 850 </div>								

DIST to THR10

5

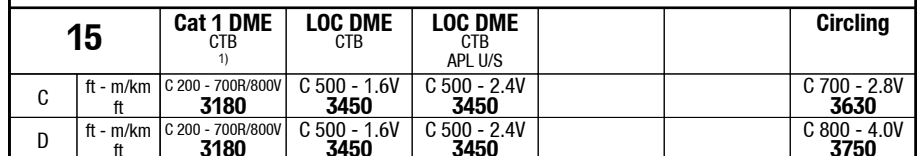
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Changes: Reprint

ILS U 15



ILS K or LOC K 15



© Lido 2017

Changes: Reprint

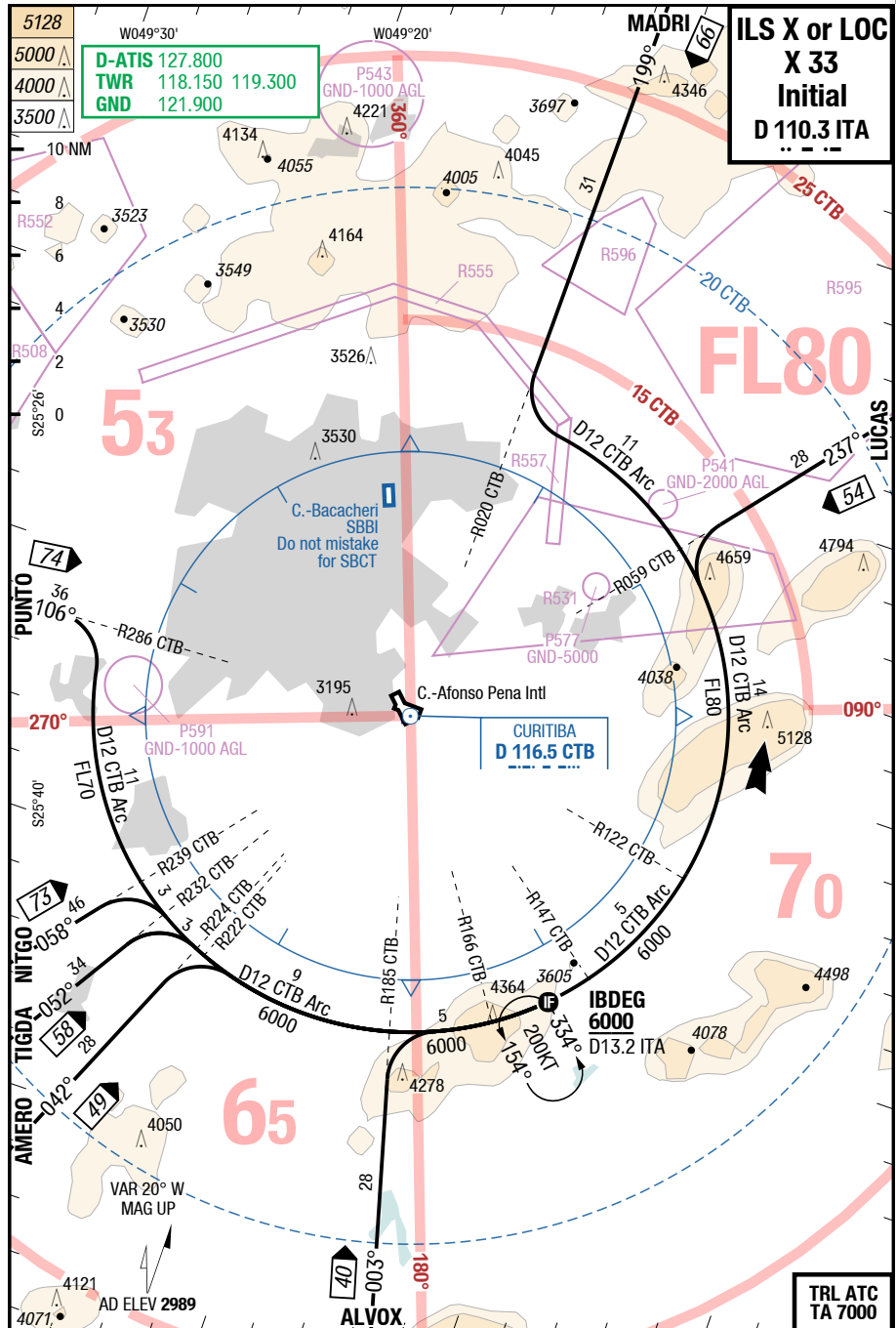
28-DEC-2017

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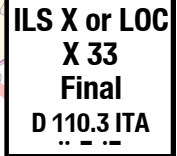
7-50

ILS X or LOC X 33 Initial

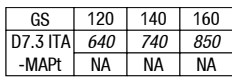
IAC



ILS X or LOC X 33 Final



LOC 3.00°
D ITA



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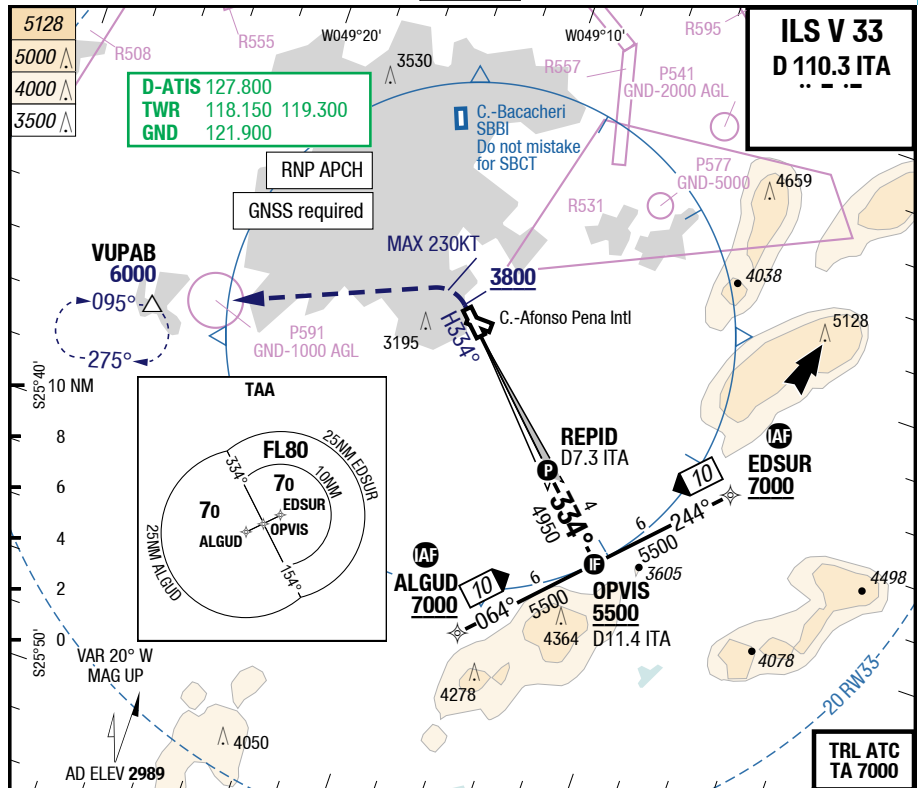
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7-70

ILS V 33

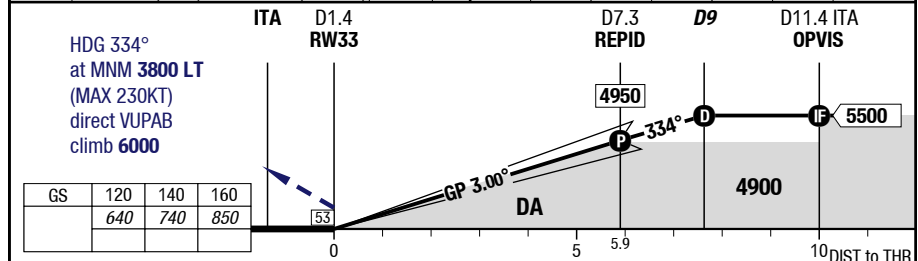
IAC



60 HL 3.0° 3.0°
15 ML 45 G 2218 3.0°
-0.2% TDZ 2988 (---%) / THR 2987 (104hPa)

33

2	3	4	5	6	9	D ITA
3240	3570	3890	4210	4540	5500	

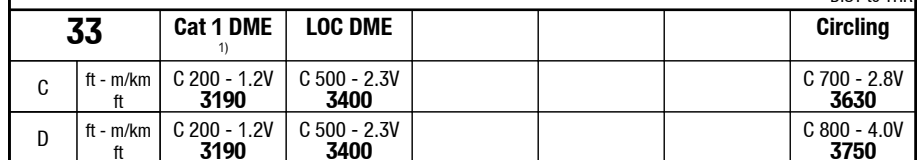


33	Cat 1 DME 1)	LOC				Circling
C	ft - m/km ft	C 200 - 1.2V 3190	Not authorized			Not authorized
D	ft - m/km ft	C 200 - 1.2V 3190	Not authorized			Not authorized

1) With EVS VIS 800m

Changes: Reprint

ILS S or LOC S 33



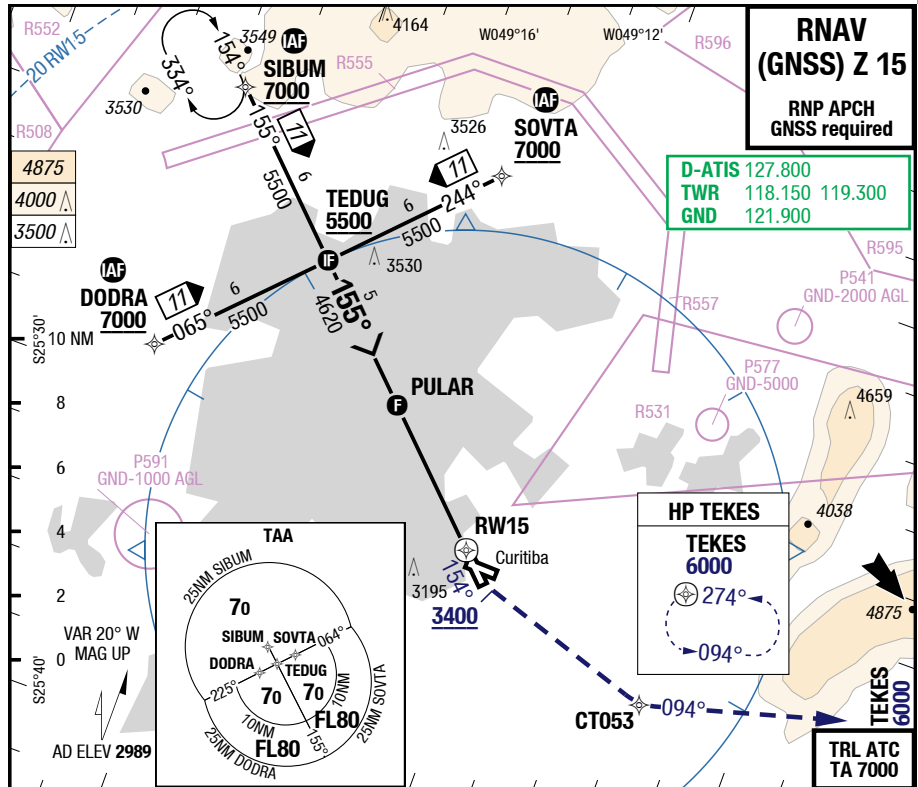
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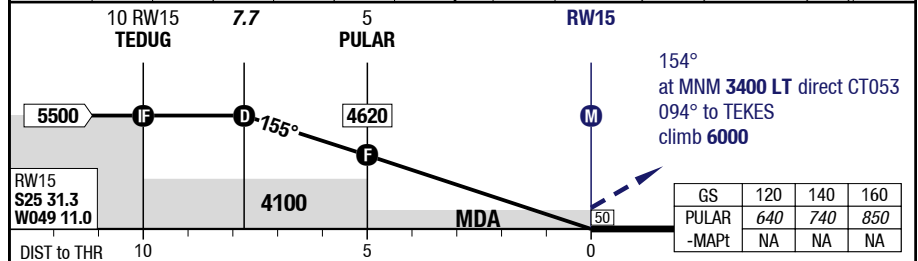
CWB-SBCT

7-90

RNAV (GNSS) Z 15



3.00°	7.7	7	6	4	3	2	83.0°	60 HL
RW15							2218 G 45	15 ML
155°	5500	5260	4940	4310	3990	3670	810	
RWY 154°							HL-P2F	
							THR 2972 (103hPa) / TDZ 2976 (---%) +0.2%	



15	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft 3310	C 400 - 800V 3310	C 500 - 1.2V 3390			Not authorized
D	ft - m/km ft 3310	C 400 - 800V 3310	C 500 - 1.2V 3390			Not authorized

1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 55°C (131°F)

2) With EVS VIS 550m

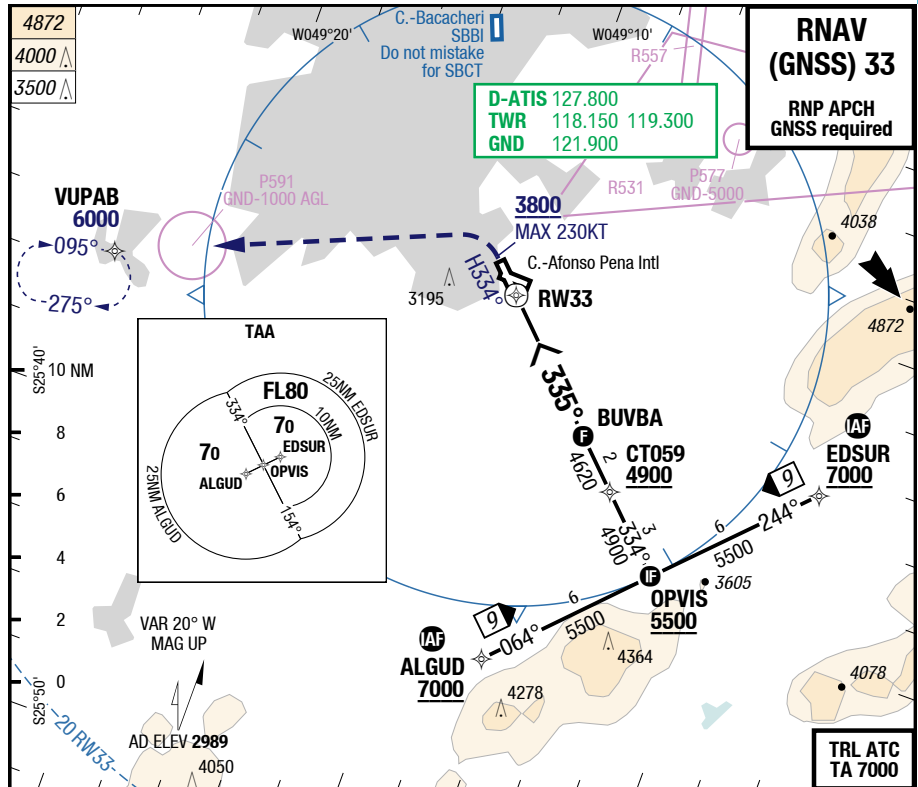
Changes: Reprint

28-DEC-2017

CWB-SBCT

7-100

RNAV (GNSS) 33



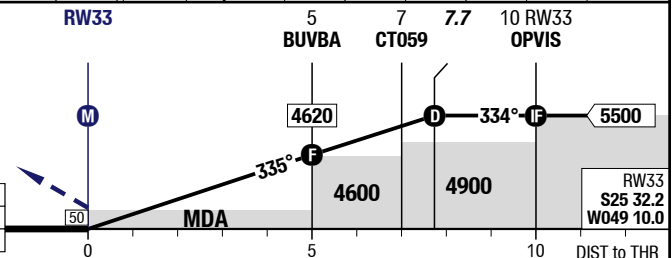
60 HL 3.0° 3.0°
15 ML 45 G 2218
-0.2% TDZ 2988 (---%) / THR 2987 (104hPa)

33

2	3	4	6	7	7.7	3.0°
3680	4000	4310	4950	5270	5500	RW33 335° RWY 334°

RW33
HDG 334°
at MNM 3800 LT
(MAX 230KT)
direct VUPAB
climb 6000

GS	120	140	160
BUVBA	640	740	850
-MAPt	NA	NA	NA



33	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling
C	ft - m/km ft C 300 - 1.4V 3280	C 500 - 1.9V 3390	Not authorized
D	ft - m/km ft C 300 - 1.4V 3280	C 500 - 1.9V 3390	Not authorized

1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 55°C (131°F)
2) With EVS VIS 900m

Changes: Reprint

VOR 11



VOR Z 15



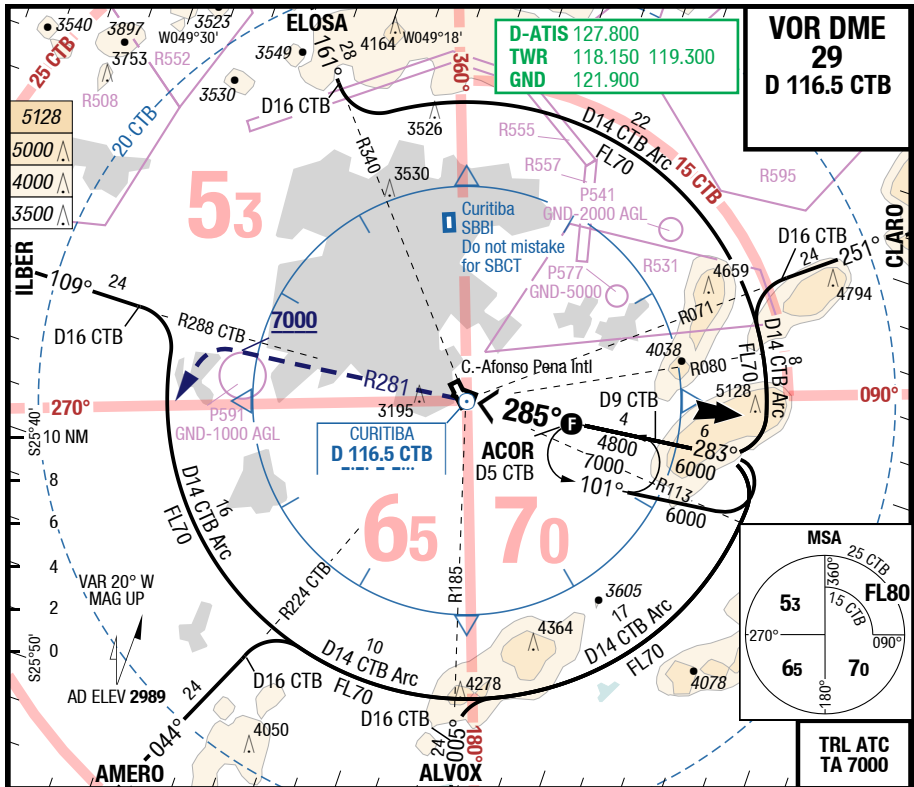
3.00° D CTB 152°	8.8	8	7	5	4	3	<div><div>15</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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28-DEC-2017

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7-130

VOR DME 29



60 ML

45 x 1798

+0.2% TDZ --- (---hPa) / THR 2964 (103hPa)

29

2

3

4

6

8

10.8

3.59°
D CTB
285°
RWY 291°

3660

4040

4420

5190

5950

7000

R281 CTB

at MNM 7000 LT follow
D14 CTB Arc
maintain 7000

GS	120	140	160
D5 CTB	760	890	1020
-MAPt	2:31	2:10	1:53

CTB

D5

D8.1

D9

D10.8 CTB

ACOR

M

4800

MDA

4800

6000

283°

D

7000

6000

0

4.75

10

DIST TO THR

29

VOR DME

Circling

C

ft - m/km
ftC 500 - 2.4V
3480

C

C 700 - 2.8V
3630

D

ft - m/km
ftC 500 - 2.4V
3480

C

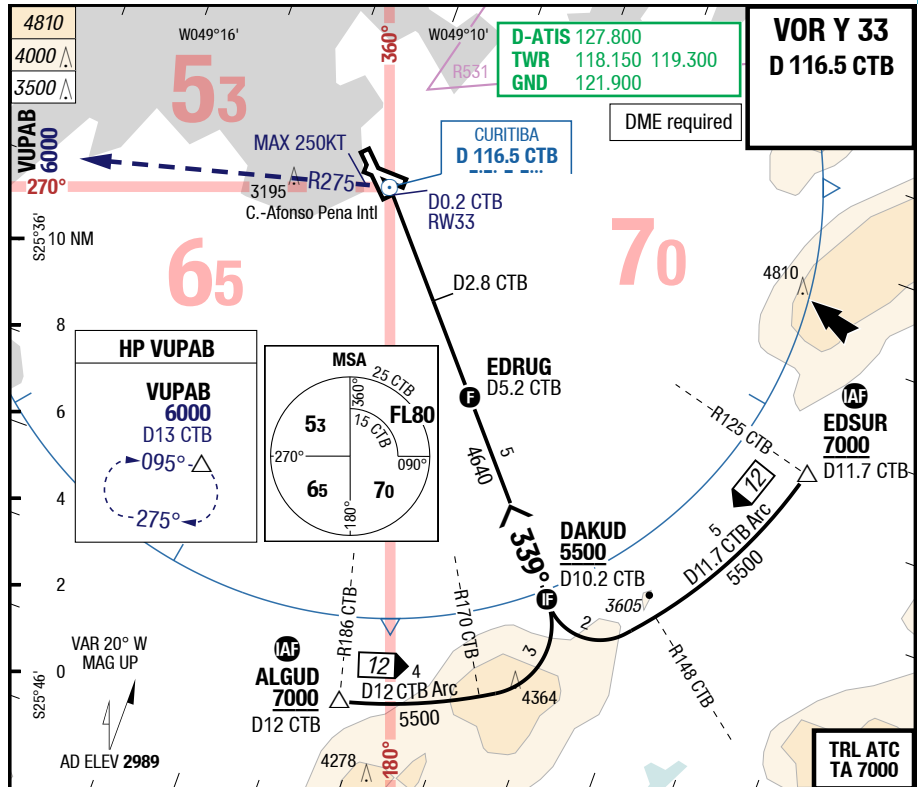
C 800 - 4.0V
3750

28-DEC-2017

CWB-SBCT

7-140

VOR Y 33



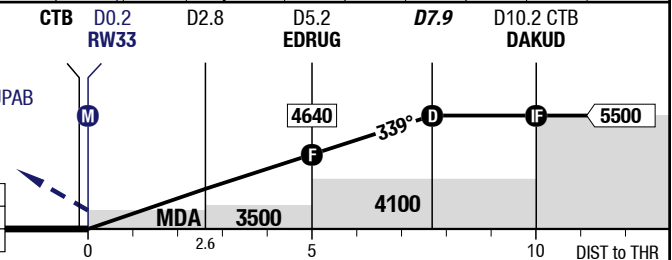
60 HL 3.0° 3.0°
15 ML 45 G 2218
-0.2% TDZ 2988 (---%) / THR 2987 (104hPa)

33

2	3	4	5	6	7.9	3.00° D CTB 339° RWY 334°
3620	3930	4250	4570	4890	5500	

LT (MAX 250KT)
incept R275 CTB to VUPAB
climb 6000

GS	120	140	160
D5.2 CTB	640	740	850
-MAPt	NA	NA	NA



33	VOR DME					Circling
C	ft - m/km ft	C 500 - 1.9V 3400				C 700 - 2.8V 3630
D	ft - m/km ft	C 500 - 1.9V 3400				C 800 - 4.0V 3750

Changes: Reprint

