

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 7, CAT 8 O/R**PCN:** RWY 07/25: 114/R/B/W/T**Operation****Low Visibility Procedure**

LVP in force when RVR below 550m (VIS falls below 800m) or CEIL below 200ft.

After landing report "out of RWY CAT II HLDG position" only after ACFT passed the green/yellow coded TWY CLL section of TWYs F and G.

When LVP in force, follow the standard taxi routes. Only one ACFT is permitted to taxi on APN at a time.

Follow-me AVBL O/R.

RWY Restriction

RWY 07: After LDG, vacate RWY via TWY G or back-track on RWY and vacate via TWY F.

RWY 25: After LDG, vacate RWY via TWY F or back-track on RWY and vacate via TWY G.

TWY Restriction

TWY A, D, L width 18m / 59ft.

Taxi/Parking

ACFT movements on APN must be carried out with marshaller instructions, except when taxi to parking with self maneuvering.

Stands 1-6, 11 self maneuvering, stands 10, 14, 16, 18 self parking, marshaller AVBL in one of following cases:

- O/R
- when painted markings and lights are not visible
- LVP
- when stands are obstructed by OBST

Stands 7-9, 12 with marshaller assistance.

APU: Use of APU restricted to 15min after on-block and 30min before off block time.

GENERAL

Standard Taxi Routes Arrival RWY 07

Instruction given by ATC						
	Name of Standard Taxi Route				TWY to be followed	Remarks
Taxi via	ARR 1A	to	APN 1	1-9	TWY G TWY D TWY A	-
	ARR 1B		APN 2	10, 11	TWY G	-
	ARR 1C			14,16,18	TWY G Taxilane C	
	ARR 1D		APN 3	12	TWY G Taxilane E	In EMERG situation APN 3 is assigned as isolated ACFT position

Standard Taxi Routes Arrival RWY 25

Instruction given by ATC						
	Name of Standard Taxi Route				TWY to be followed	Remarks
Taxi via	ARR 2A	to	APN 1	1-9	TWY F TWY D TWY A	-
	ARR 2B		APN 2	10, 11	TWY F TWY D TWY G	-
	ARR 2C			14,16,18	TWY F TWY D Taxilane C	
	ARR 2D		APN 3	12	TWY F TWY D Taxilane E	In EMERG situation APN 3 is assigned as isolated ACFT position

GENERAL

Standard Taxi Routes Departure RWY 07

Instruction given by ATC					
DEP from		Name of Standard Taxi Route	TWY to be followed	Stop bar	Remarks
APN 1	Taxi via	DEP 1A	TWY L TWY A TWY D TWY F	To holding position F	-
APN 2		DEP 1B (stands 10, 11)	TWY G TWY D TWY F		
		DEP 1C (stands 14, 16, 18)	Taxilane C TWY D TWY F		
APN 3		DEP 1D	Taxilane E TWY D TWY F		

Standard Taxi Routes Departure RWY 25

Instruction given by ATC					
DEP from		Name of Standard Taxi Route	TWY to be followed	Stop bar	Remarks
APN 1	Taxi via	DEP 2A	TWY L TWY A TWY D TWY G	To holding position G	-
APN 2		DEP 2B (stands 10, 11)	TWY G		
		DEP 2C (stands 14, 16, 18)	Taxilane C TWY G		
APN 3		DEP 2D	Taxilane E TWY G		

Arrival

Communication

COM Failure: See separate header "COM Failure Arrival" below.

DEPARTURE**Take-off Minima**

RWY		25	
All ACFT	ft - m/km	0 - 125R	-
RWY		07	
All ACFT	ft - m/km	0 - 200V	-

Communication

COM Failure: See separate header "COM Failure Departure" below.

Departure Procedure**Noise Abatement Procedure**

RWY 25: Use ICAO Standard TKOF PROC NADP 1.

RWY 07: Use ICAO Standard TKOF PROC NADP 1 or NADP 2.

De-Icing

AVBL.

COM Failure Arrival

RWY 07**AKUPO 1E, ATSOS 1E, DOKUD 1E, EDETA 1E, IBINU 1E, LARMU 1E, MOBRA 1E**

- If RWY in use received, proceed according assigned or designated STAR, otherwise proceed according FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2min from setting 7600.
- If direct routing was initiated, set 7600 and continue to assigned point and last cleared FL for 2min, then continue on STAR or if no STAR received proceed direct EBILO. At EBILO join AKUPO 1E. Descending shall be carried out in accordance with Minimum Radar Vectoring Altitude (MRVA) until assigned point and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2min from setting 7600.
- If vectoring was initiated, set 7600 and continue on assigned HDG and last cleared FL for 2min, then proceed direct to EBILO. If last cleared FL is lower than MRVA climb immediately to MRVA. At EBILO join AKUPO 1 E. Descending shall be executed in accordance with MRVA until EBILO and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2min from setting 7600.
- In case of MISAP, from APSAM join LARMU 1E. If necessary to change RWY, join LARMU 1F. Descending shall be executed in accordance with vertical restrictions specified on charts.

AKUPO 1U, ATSOS 1U, DOKUD 1U, EDETA 1U, IBINU 1U, LARMU 1U, MOBRA 1U

- If RWY in use received, proceed according assigned or designated STAR, otherwise proceed according FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2min from setting 7600.
- If direct routing was initiated, set 7600 and continue to assigned point and last cleared FL for 2min, then continue on STAR or if no STAR received proceed direct EBILO. At EBILO join AKUPO 1U. Descending shall be carried out in accordance with Minimum Radar Vectoring Altitude (MRVA) until assigned point and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2min from setting 7600.
- If vectoring was initiated, set 7600 and continue on assigned HDG and last cleared FL for 2min, then proceed direct to EBILO. If last cleared FL is lower than MRVA climb immediately to MRVA. At EBILO join AKUPO 1U. Descending shall be executed in accordance with MRVA until EBILO and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2min from setting 7600.
- In case of MISAP, from APSAM join LARMU 1U. If necessary to change RWY, join LARMU 1X. Descending shall be executed in accordance with vertical restrictions specified on charts.

COM Failure Arrival

RWY 25**AKUPO 1F, ATSOS 1F, DOKUD 1F, EDETA 1F, IBINU 1F, LARMU 1F, MOBRA 1F**

- If RWY in use received, proceed according assigned or designated STAR, otherwise proceed according FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2min from setting 7600.
- If direct routing was initiated, set 7600 and continue to assigned point and last cleared FL for 2min, then continue on STAR or if no STAR received proceed direct EBILO. At EBILO join ATSOS 1F. Descending shall be carried out in accordance with minimum radar vectoring altitude (MRVA) until assigned point and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2min from setting 7600.
- If vectoring was initiated, set 7600 and continue on assigned HDG and last cleared FL for 2min, then proceed direct to EBILO. If last cleared FL is lower than MRVA climb immediately to MRVA. At EBILO join ATSOS 1F. Descending shall be executed in accordance with MRVA until EBILO and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2min from setting 7600.
- In case of MISAP, from APSAM join LARMU 1F. If necessary to change RWY, join LARMU 1E. Descending shall be executed in accordance with vertical restrictions specified on charts.

AKUPO 1X, ATSOS 1X, DOKUD 1X, EDETA 1X, IBINU 1X, LARMU 1X, MOBRA 1X

- If RWY in use received, proceed according assigned or designated STAR, otherwise proceed according FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2min from setting 7600.
- If direct routing was initiated, set 7600 and continue to assigned point and last cleared FL for 2min, then continue on STAR or if no STAR received proceed direct EBILO. At EBILO join ATSOS 1X. Descending shall be carried out in accordance with Minimum Radar Vectoring Altitude (MRVA) until assigned point and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2min from setting 7600.
- If vectoring was initiated, set 7600 and continue on assigned HDG and last cleared FL for 2min, then proceed direct to EBILO. If last cleared FL is lower than MRVA climb immediately to MRVA. At EBILO join ATSOS 1F. Descending shall be executed in accordance with MRVA until EBILO and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2min from setting 7600.
- In case of MISAP, from APSAM join LARMU 1X. If necessary to change RWY, join LARMU 1U. Descending shall be executed in accordance with vertical restrictions specified on charts.

COM Failure Departure**RWY 07/25**

- Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2min climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7min from setting 7600 climb to FPL FL.
- If being vectored, continue on assigned HDG for 2min, then proceed direct to last SID point and cleared FL. If cleared FL is lower than Minimum Radar Vectoring Altitude (MRVA), climb immediately to MRVA. If cleared FL is lower than FL110, after 2min climb to FL110. 7min from setting 7600 climb to FPL FL.

Effective 12-OCT-2017

05-OCT-2017

CLJ-LRCL

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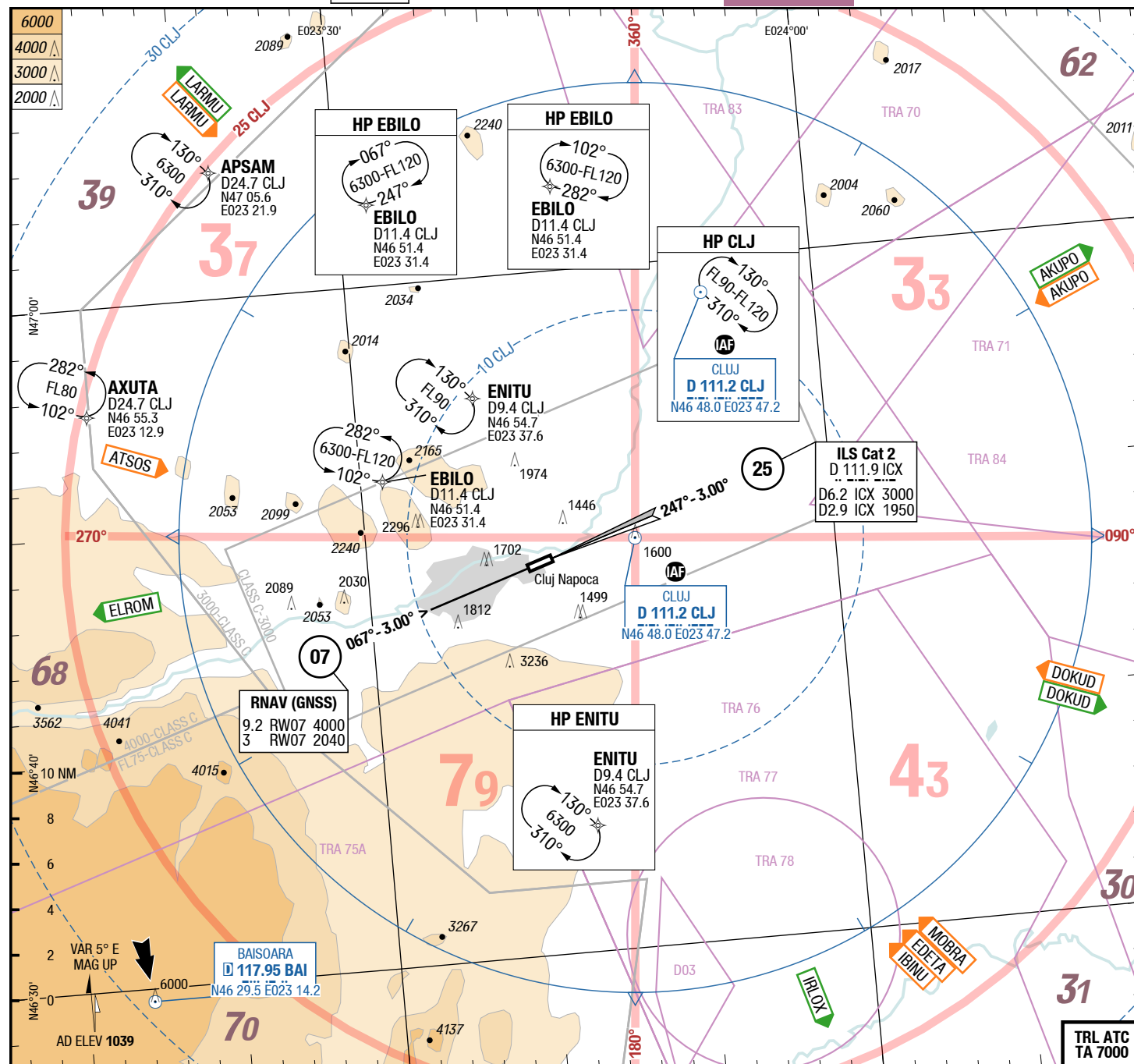
AGC
AFC

AFC

AFC

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ATIS	125.525
NAPOC APP	126.425 RAD
NAPOC North APP	127.275 RAD
NAPOC South APP	126.425 RAD
TWR	119.675 RAD
	134.400

Landing RWY system:	
07	810 HL-P1 THR 1037 (37hPa) / TDZ 1037 (---%) -0.2%
25	60 HL 15 HL 45 x 2040 3.0° +0.2% TDZ 1023 (---%) / THR 1023 (37hPa) HL-P2

Changes: Nil

Effective 12-OCT-2017

05-OCT-2017

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3-20

E023°41'

E023°42'

ATIS 125.525
TWR 134.400

25
247°
1023

ARP
N46 47.4
E023 41.5

G

APRON 2

2040 X 45

APRON 3

APRON 2

APRON 1

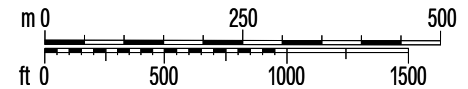
TERMINAL

COORDINATES	
1, 2	N46 47.0 E023 41.1
3	N46 47.0 E023 41.2
4-6	N46 47.0 E023 41.3
7	N46 47.0 E023 41.1
8, 9	N46 47.0 E023 41.2
10, 11	N46 47.2 E023 41.6
12	N46 47.2 E023 41.9
14	N46 47.1 E023 41.5
16, 18	N46 47.1 E023 41.6

RWY	TORA	ASDA	TODA
07	2040	2040	2100
25	2040	2040	2100

VAR 5° E
MAG UP

AD ELEV 1039



Changes: TWY C, E, L, APN, Parkingstand, WDI

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RNAV SIDs RWY 25

4-10

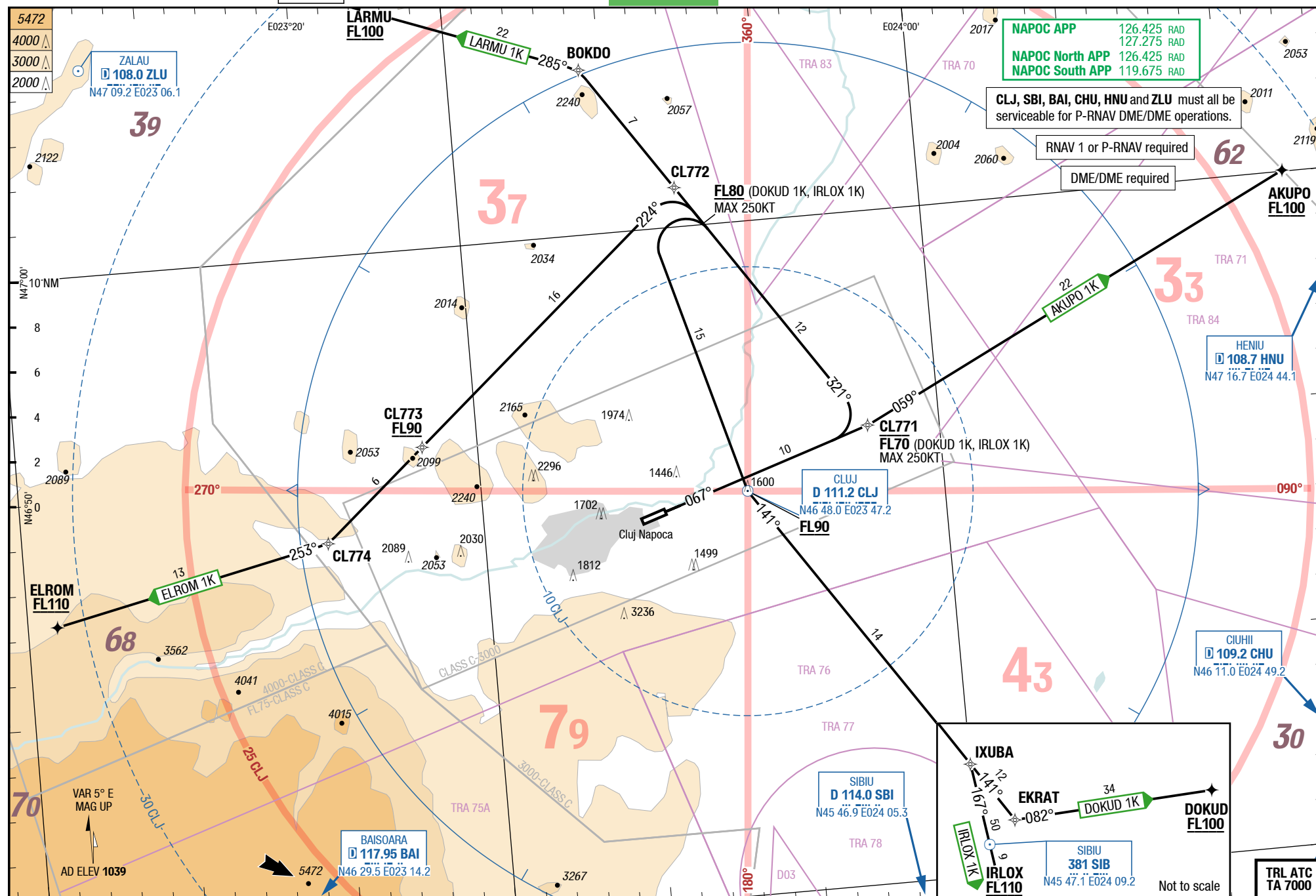
RNAV SIDs RWY 07

SID

SID

RNAV SIDs RWY 25

RNAV SIDs RWY 07



Changes: Completely revised

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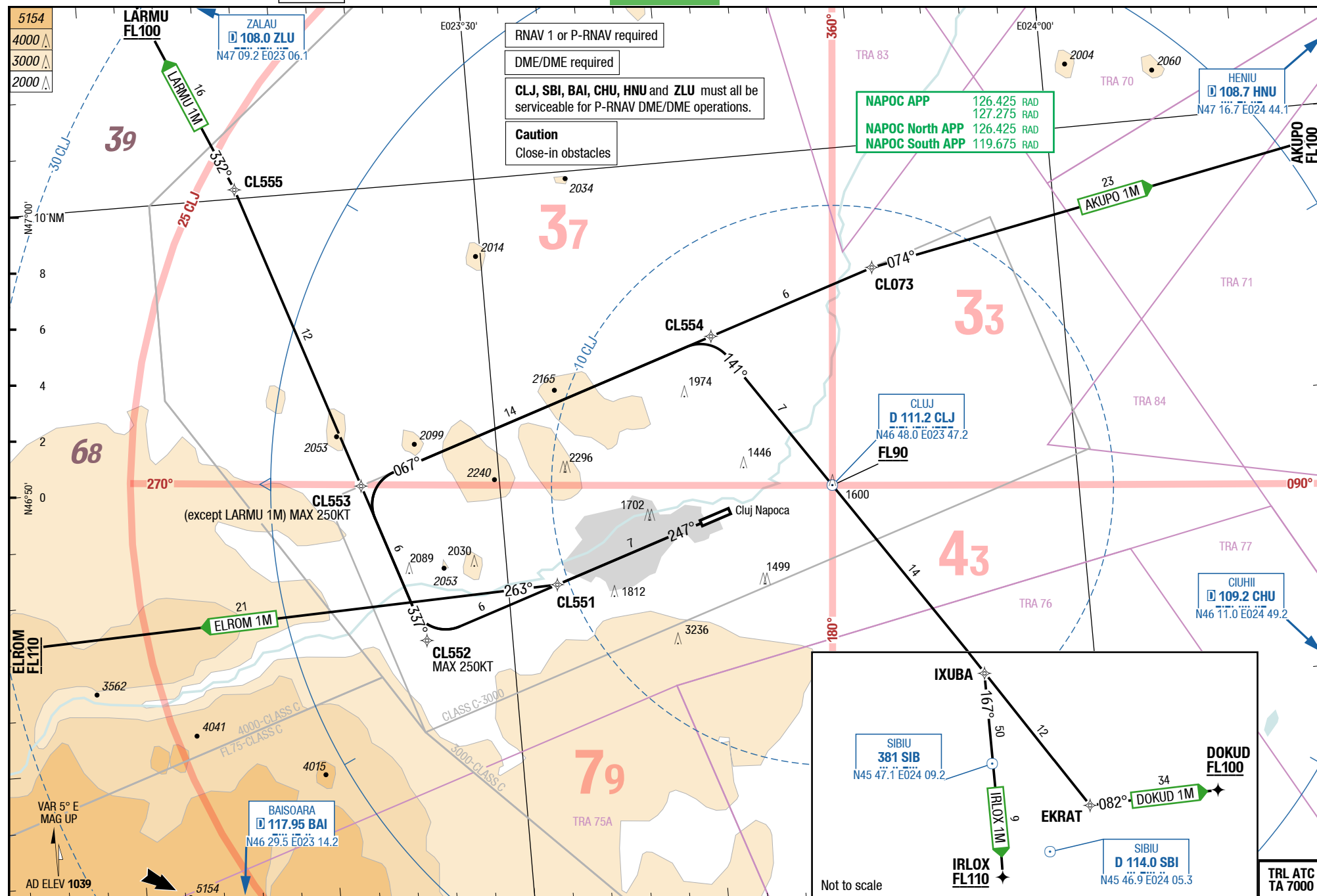
4-20

RNAV SIDs RWY 25

SID

SID

RNAV SIDs RWY 25



Changes: Completely revised

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SIDs RWY 25

SIDs RWY 07

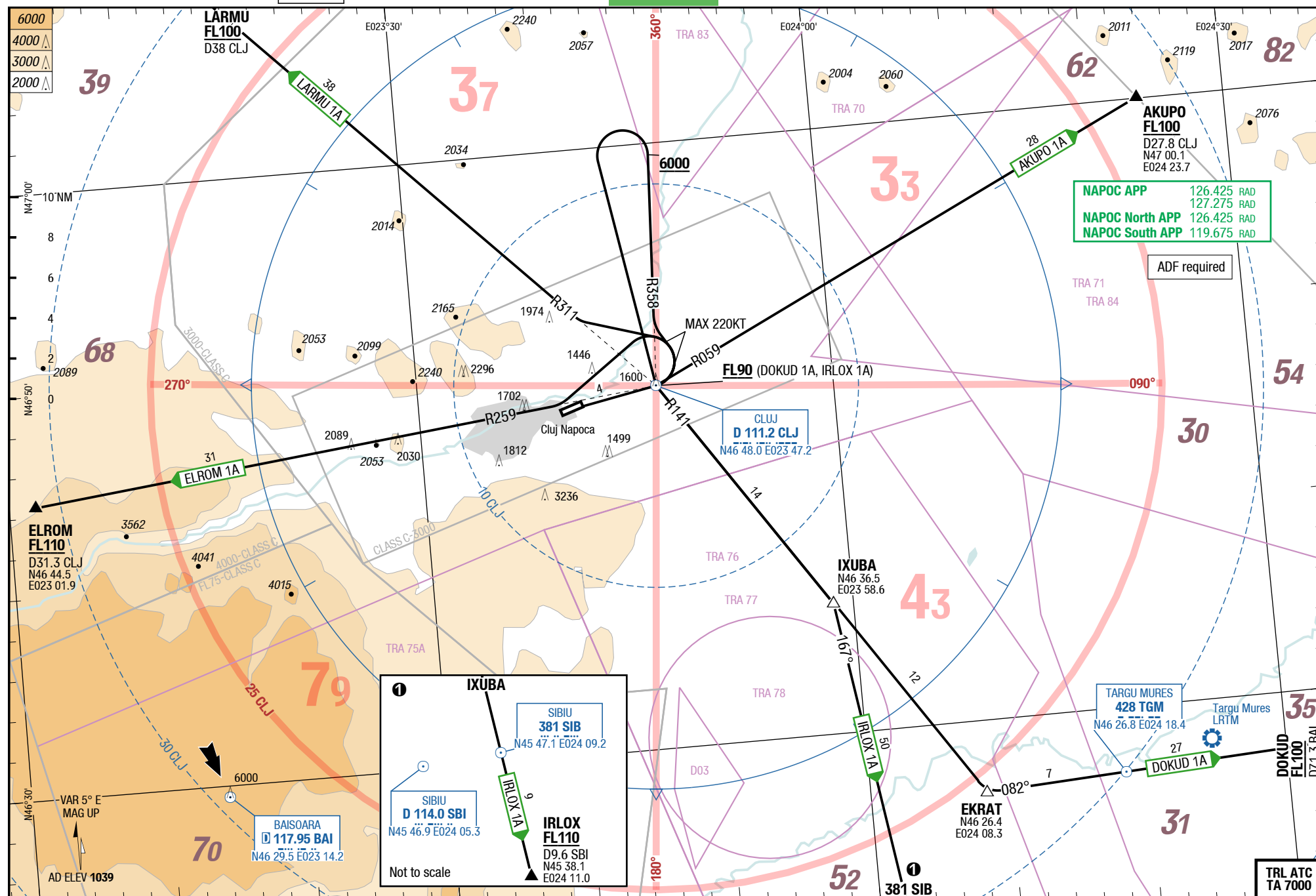
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SIDs RWY 25

SIDs RWY 07



Changes: Completely revised

Effective 10-NOV-2016

03-NOV-2016

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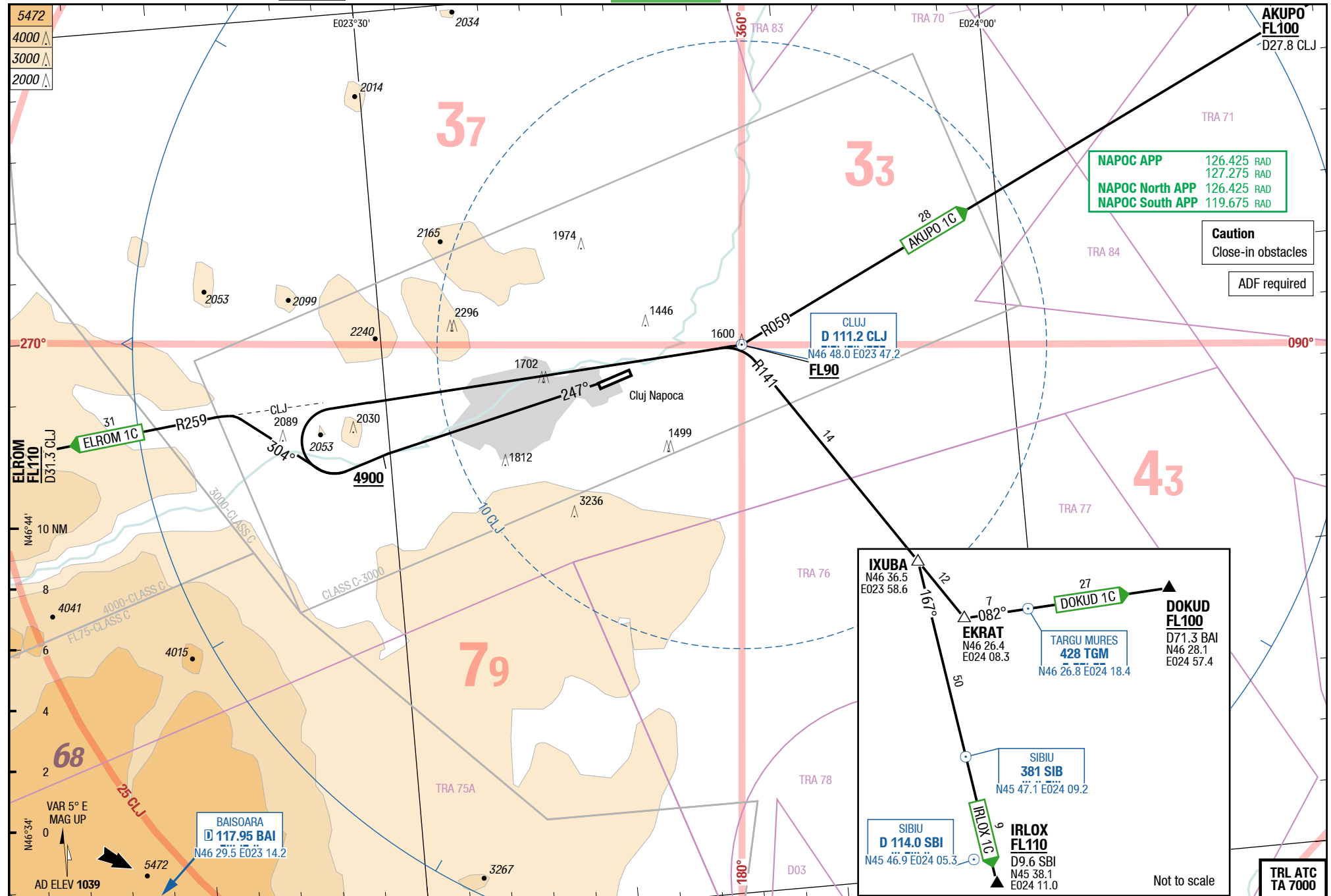
4-40

SIDs RWY 25

SID

SID

SIDs RWY 25



Changes: Completely revised

CLJ-LRCL

5-10

RNAV SIDs RWY 07**AKUPO 1K / DOKUD 1K / ELROM 1K / IRLOX 1K / LARMU 1K**

RWY 07 (067°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
AKUPO 1K 4.4% to 1400 4.7% to AKUPO 126.425 ①③	CL771 [K250-] - AKUPO	AKUPO MNM FL100
DOKUD 1K 4.4% to 1800 126.425 ②③	CL771 [K250-] - [F080+ K250-; L] - CLJ - IXUBA - EKRA - DOKUD	CL771 MAX FL70 CLJ MNM FL90 DOKUD MNM FL100
ELROM 1K 4.4% to 1800 126.425 ②③	CL771 [K250-] - CL772 [L] - CL773 - CL774 [R] - ELROM	CL773 MNM FL90 ELROM MNM FL110
IRLOX 1K 4.4% to 1800 126.425 ②③	CL771 [K250-] - [F080+; K250-; L] - CLJ - IXUBA - SIB - IRLOX	CL771 MAX FL70 CLJ MNM FL90 IRLOX MNM FL110
LARMU 1K 4.4% to 1800 126.425 ②③	CL771 [K250-] - CL772 - BOKDO [L] - LARMU	LARMU MNM FL100

- ① Climb gradient 4.7% due to ASP. 4.4% due to obstacles.
 ② Climb gradient 4.4% due to obstacles.
 ③ If unable to comply with climb gradient, advise ATC before departure.

CLJ-LRCL

5-20

RNAV SIDs RWY 25

AKUPO 1M / DOKUD 1M / ELROM 1M / IRLOX 1M / LARMU 1M

RWY 25 (247°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
AKUPO 1M 4.5% to 2500 4.1% to CL553 126.425 ①③	CL552 [K250-; R] - CL553 [K250-; R] - CL554 - CL073 - AKUPO	AKUPO MNM FL100
DOKUD 1M 4.5% to 2500 4.1% to CL553 126.425 ①③	CL552 [K250-; R] - CL553 [K250-; R] - CL554 [R] - CLJ - IXUBA - EKRAT [L] - DOKUD	CLJ MNM FL90 DOKUD MNM FL100
ELROM 1M 6.3% to ELROM 5.3% to 2300 4.1% to ELROM 126.425 ②③	CL551 - ELROM	ELROM MNM FL110
IRLOX 1M 4.5% to 2500 4.1% to CL553 126.425 ①③	CL552 [K250-; R] - CL553 [K250-; R] - CL554 [R] - CLJ - IXUBA [R] - SIB - IRLOX	CLJ MNM FL90 IRLOX MNM FL110
LARMU 1M 4.5% to 2500 4.1% to CL553 126.425 ①③	CL552 [K250-] - CL553 - CL555 - LARMU	LARMU MNM FL100

① Climb gradient 4.5% and 4.1% due to terrain.

② Climb gradient 6.3% due to ASP. Climb gradient 5.3% and 4.1% due to terrain.

③ If unable to comply with climb gradient, advise ATC before departure.

CLJ-LRCL

5-30

SIDs RWY 07**AKUPO 1A / DOKUD 1A / ELROM 1A / IRLOX 1A / LARMU 1A**

RWY 07 (067°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.4%	ft/MIN	600	700	900	1000	1100	1300
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
AKUPO 1A 4.7% to CLJ 5.4% to AKUPO 126.425 ①②③	direct CLJ - LT (MAX 220KT) R059 CLJ to AKUPO	AKUPO MNM FL100
DOKUD 1A 4.7% to CLJ 126.425 ①②③	direct CLJ - LT (MAX 220KT) intercept R358 CLJ - at MNM 6000 LT direct CLJ - R141 CLJ to EK RAT - LT 082° via TGM to DOKUD	CLJ MNM FL90 DOKUD MNM FL100
ELROM 1A 4.7% to CLJ 4.4% to ELROM 126.425 ①②③	direct CLJ - LT (MAX 220KT) intercept R259 CLJ to ELROM	ELROM MNM FL110
IRLOX 1A 4.7% to CLJ 126.425 ①②③	direct CLJ - LT (MAX 220KT) intercept R358 CLJ - at MNM 6000 LT direct CLJ - R141 CLJ to IXUBA - RT 167° via SIB to IRLOX	CLJ MNM FL90 IRLOX MNM FL110
LARMU 1A 4.7% to CLJ 3.6% to LARMU 126.425 ①②③	direct CLJ - LT (MAX 220KT) intercept R311 CLJ to LARMU	LARMU MNM FL100

① Climb gradient 4.7% due to obstacles.

② Climb gradient 5.4%, 4.4% and 3.6% due to ASP.

③ If unable to comply with climb gradient, advise ATC before departure.

CLJ-LRCL

5-40

SIDs RWY 25**AKUPO 1C / DOKUD 1C / ELROM 1C / IRLOX 1C**

RWY 25 (247°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
AKUPO 1C 5.3% to 4900 4.1% to CLJ 126.425 ①③	at MNM 4900 RT direct CLJ - LT R059 CLJ to AKUPO	CLJ MNM FL90 AKUPO MNM FL100
DOKUD 1C 5.3% to 4900 4.1% to CLJ 126.425 ①③	at MNM 4900 RT direct CLJ - RT R141 CLJ to EKRAT - LT 082° via TGM to DOKUD	CLJ MNM FL90 DOKUD MNM FL100
ELROM 1C 6.2% to ELROM 5.3% to 4900 4.1% to ELROM 126.425 ②③	at MNM 4900 RT 304° - intercept R259 CLJ to ELROM	ELROM MNM FL110
IRLOX 1C 5.3% to 4900 4.1% to CLJ 126.425 ①③	at MNM 4900 RT direct CLJ - RT R141 CLJ to IXUBA - RT 167° via SIB to IRLOX	CLJ MNM FL90 IRLOX MNM FL110

- ① Climb gradient 5.3% due to obstacles. Climb gradient 4.1% due to terrain and ASP.
 ② Climb gradients: 6.2% due to ASP, 5.3% due to obstacles and 4.1% due to terrain.
 ③ If unable to comply with climb gradient, advise ATC before departure.

03-NOV-2016

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RNAV STARs RWY 25

6-10

RNAV STARs RWY 07

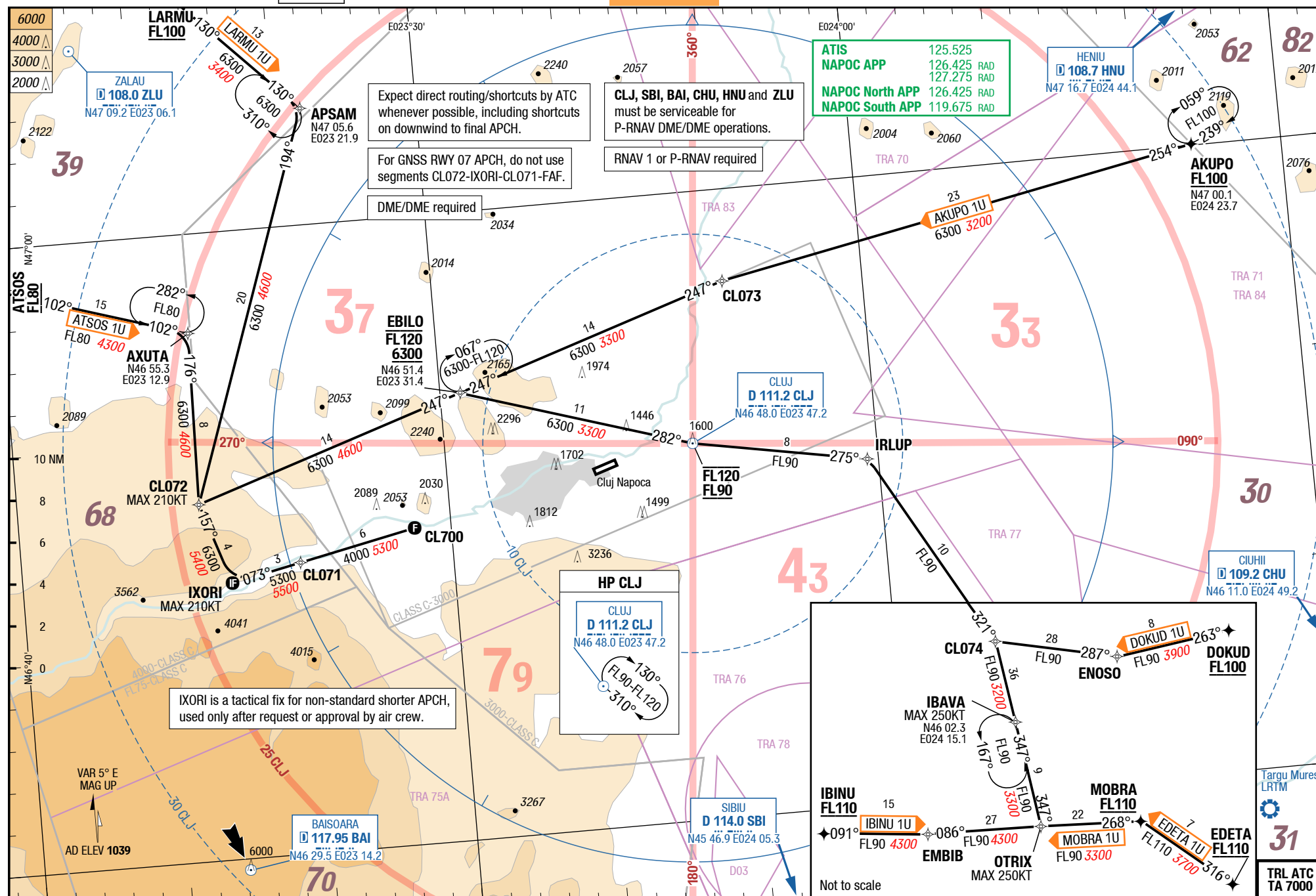
STAR

STAR

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RNAV STARs RWY 25

RNAV STARs RWY 07



Changes: New

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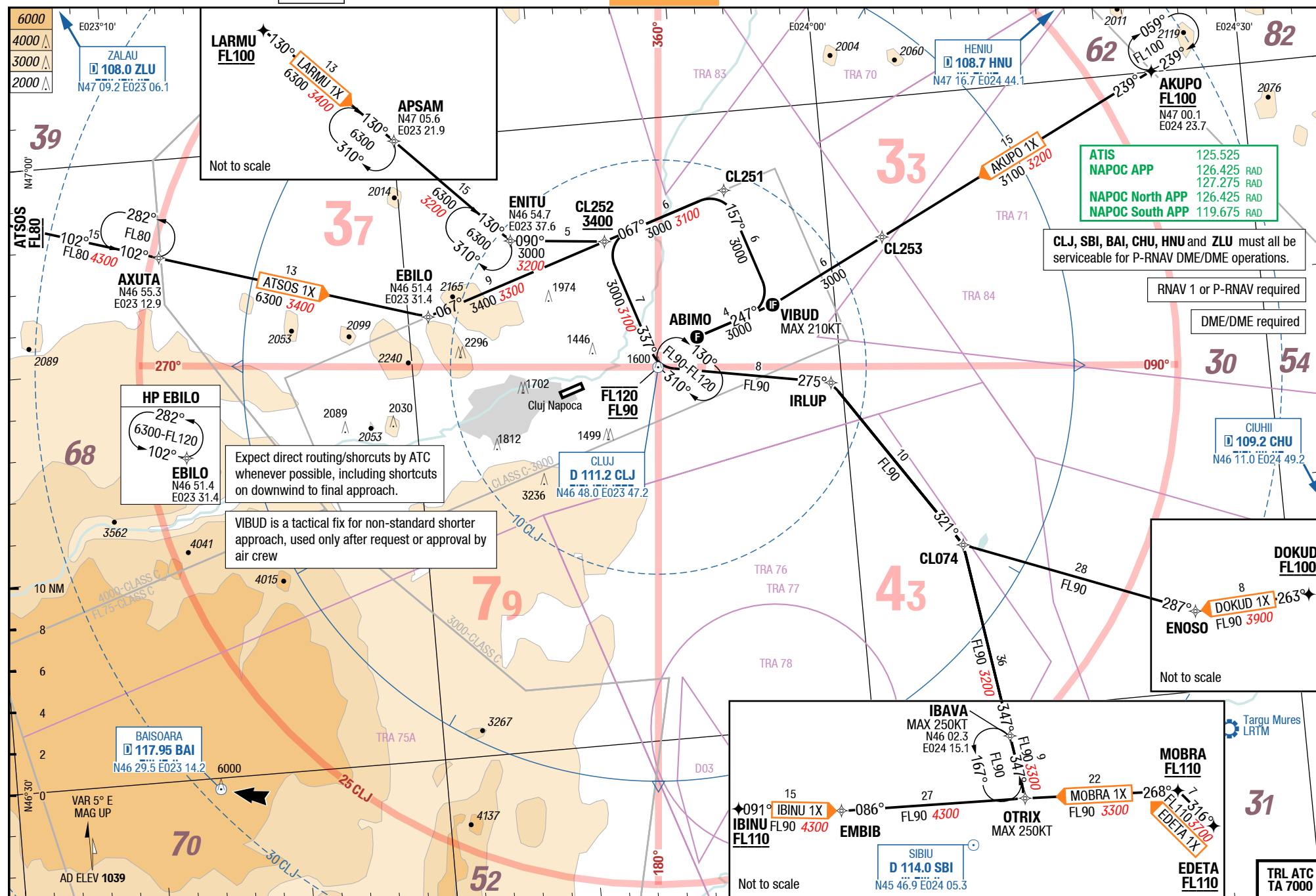
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CLJ-LRCL

6-20

RNAV STARs RWY 25

RNAV STARs RWY 25



Changes: Completely revised

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STARs RWY 25

STAR

STAR

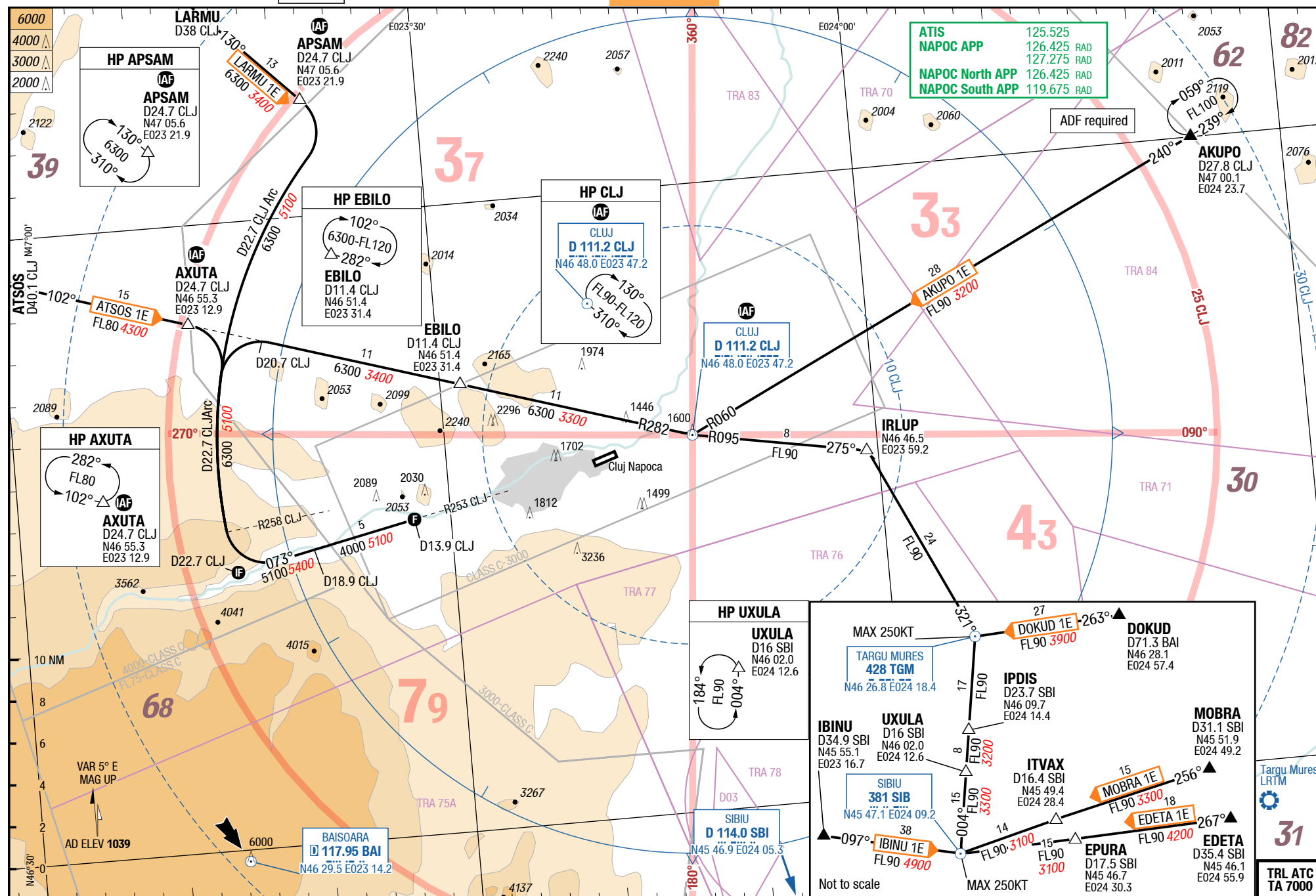
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STARs RWY 25

STARs RWY 07

6-30

STARs RWY 07



Changes: New

03-NOV-2016

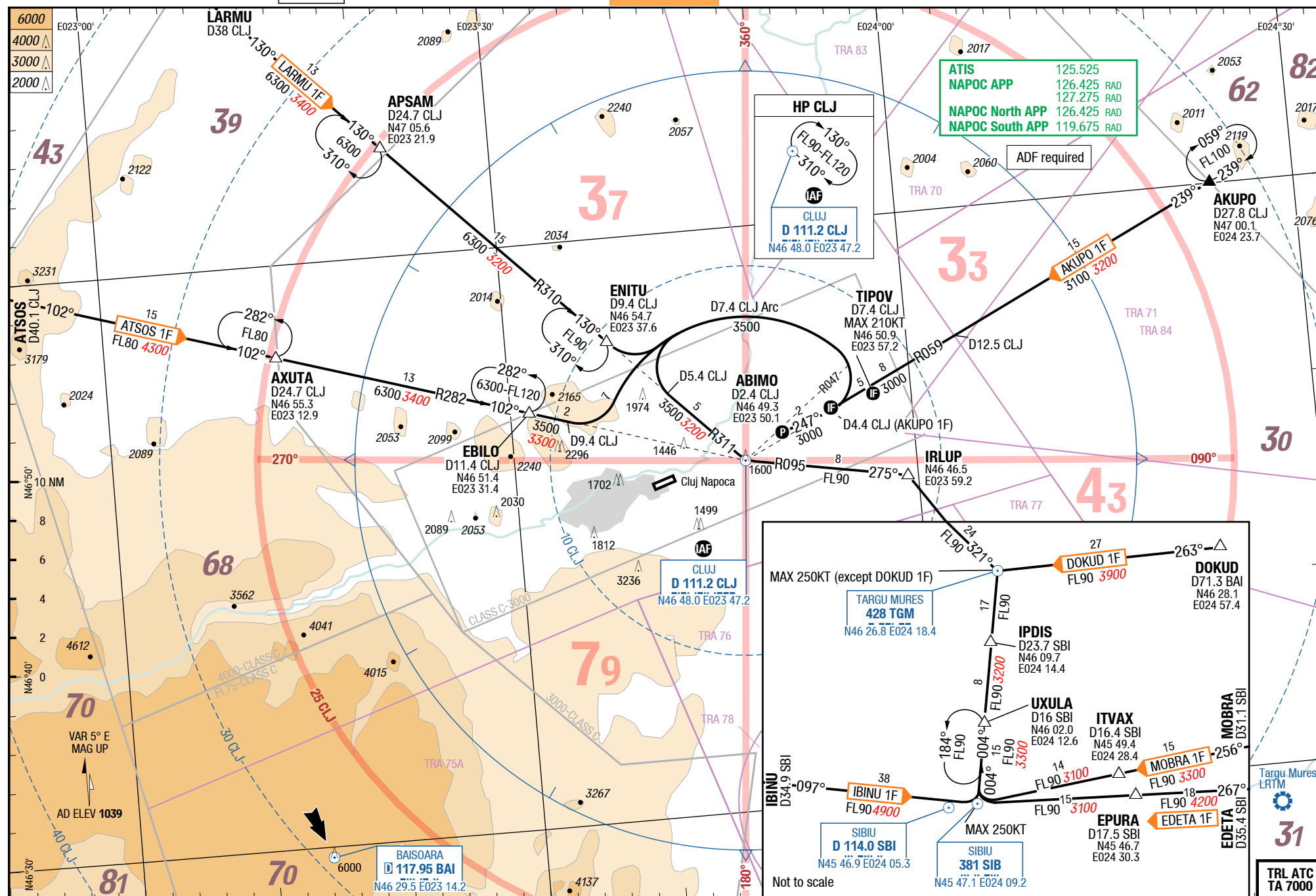
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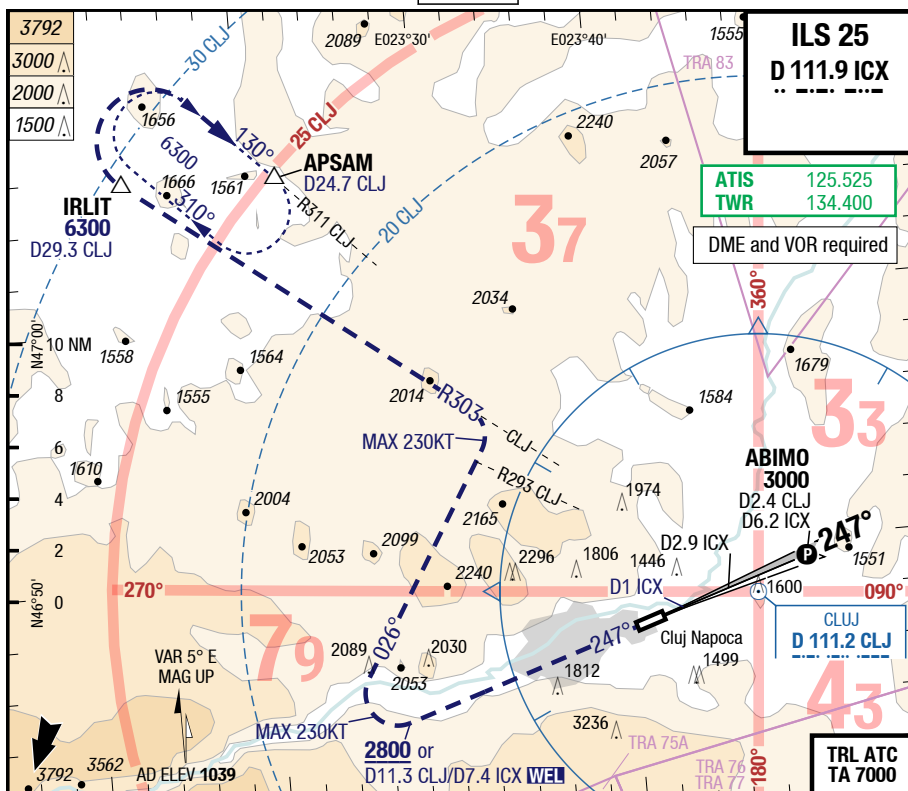
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STARs RWY 25



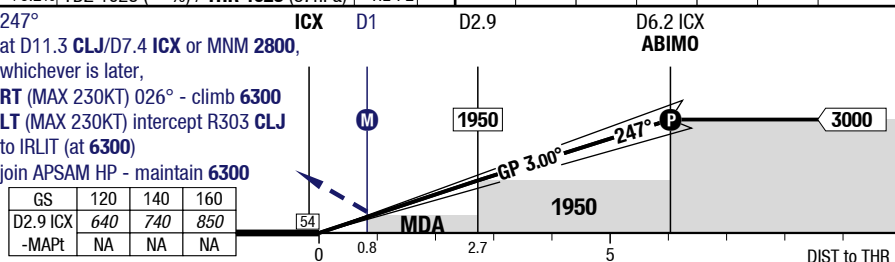
Changes: Completely revised

7-10



60 HL 15 HL 45 x 2040 3.0° +0.2% TDZ 1023 (---%) / THR 1023 (37hPa) HI-P2	2 1660	3 1980	4 2300	5 2620	6 2940	6.2 3000	LOC 3.00° D ICX
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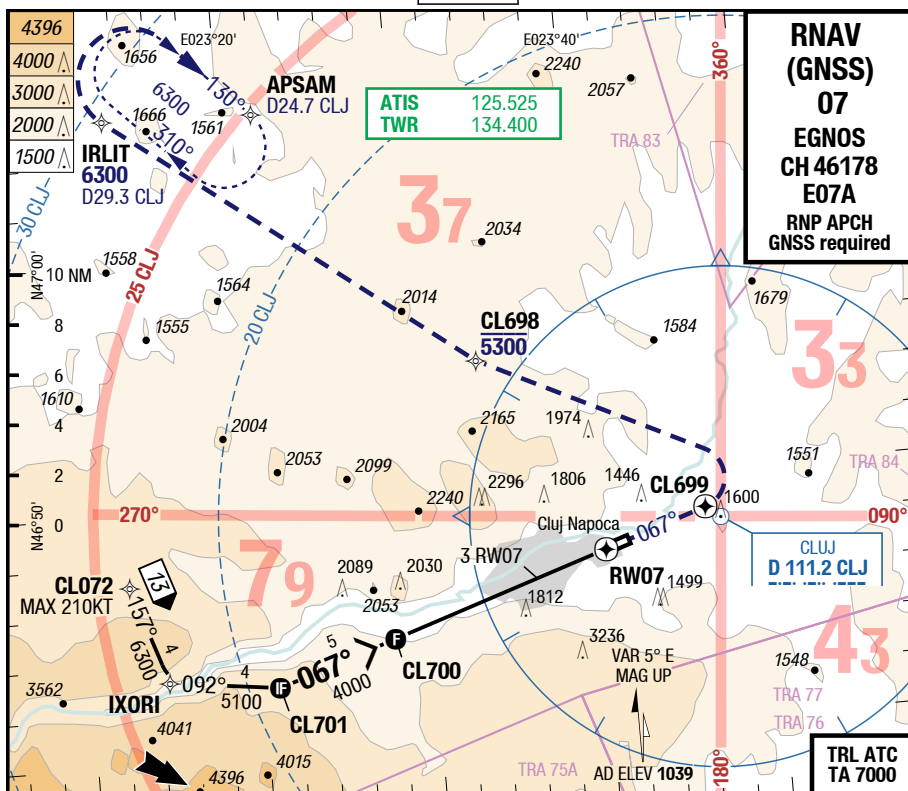
247°
at D11.3 **CLJ**/D7.4 **ICX** or **MNM 2800**,
whichever is later,
RT (MAX 230KT) 026° - climb **6300**
LT (MAX 230KT) intercept R303 **CLJ**
to IRLIT (at **6300**)
join APSAM HP - maintain **6300**



25		Cat 2 DME GA 3.0%	Cat 2 DME GA 2.5%	Cat 1 DME GA 3.0% ¹⁾	Cat 1 DME GA 2.5% ¹⁾	LOC DME	Circling N of AD only
C	ft - m/km ft	120 - 300R 119 RA	150 - 450R 152 RA	200 - 550 1230	230 - 550 1250	330 - 800 1350	1510 - 2.4V 2540
D	ft - m/km ft	130 - 400R 134 RA	160 - 450R 166 RA	210 - 550 1230	240 - 550 1260	330 - 800 1350	1670 - 3.6V 2700

1) With EVS 350m

Changes: MIN



RW07

3.00°	9.2	7	6	5	4	2
	4000	3320	3000	2680	2360	1730

HL-P1 810 240 1800 x 45 60 HL
15 HL

83.0°

THR 1037 (37hPa) / TDZ 1037 (---%) -0.2%

9.2 RW07
CL700

at 4000

4000 067°

3500

RW07
N46 47.1
E023 40.4

1960 MDA 50

DIST to displaced THR

	GS	120	140	160
CL700	640	740	850	
-MAPt	NA	NA	NA	

Circling
N of AD only

	07	RNAV GNSS LPV ₁₎	RNAV GNSS VNAV _{2) 3)}	RNAV GNSS LNAV			
C	ft - m/km ft	270 - 750 1300	400 - 1.1 1430	530 - 1.7 1560			1510 - 2.4V 2540
D	ft - m/km ft	280 - 750 1320	400 - 1.1 1430	530 - 1.7 1560			1670 - 3.6V 2700

1) With EVS 550m
2) Uncompensated BARO VNAV NA below -25°C (-13°F)
3) With EVS 750m

01-DEC-2016

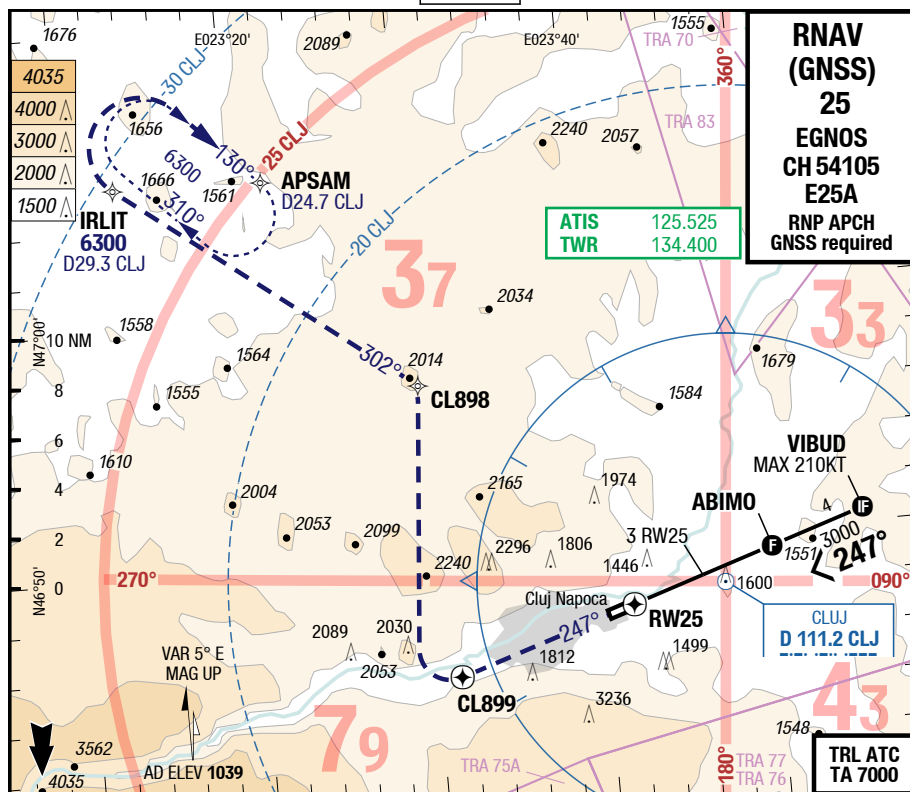
CLJ-LRCL

Romania Cluj Napoca Avram Iancu

IAC

7-40

RNAV (GNSS) 25

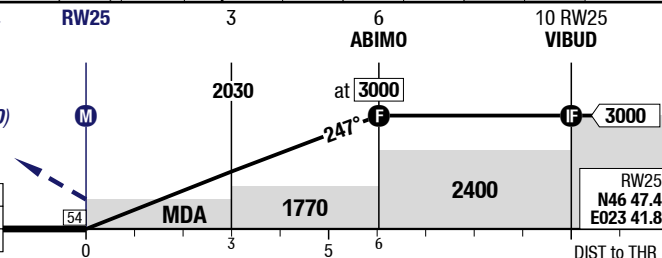


2	4	5	6			3.00° RW25
1720	2350	2670	3000			

RW25 - CL899 [R] - CL898 -
IRLIT [A6300]

247° - at CL899 RT
direct CL898 - IRLIT (at 6300)
join APSAM HP
maintain 6300

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



25	RNAV GNSS LPV 1) 2)	RNAV GNSS VNAV 3) 4)	RNAV GNSS LNAV		Circling N of AD only
C	ft - m/km ft 260 - 600 1280	530 - 1.7 1550	530 - 1.7 1550		1510 - 2.4V 2540
D	ft - m/km ft 260 - 600 1280	530 - 1.7 1550	530 - 1.7 1550		1670 - 3.6V 2700

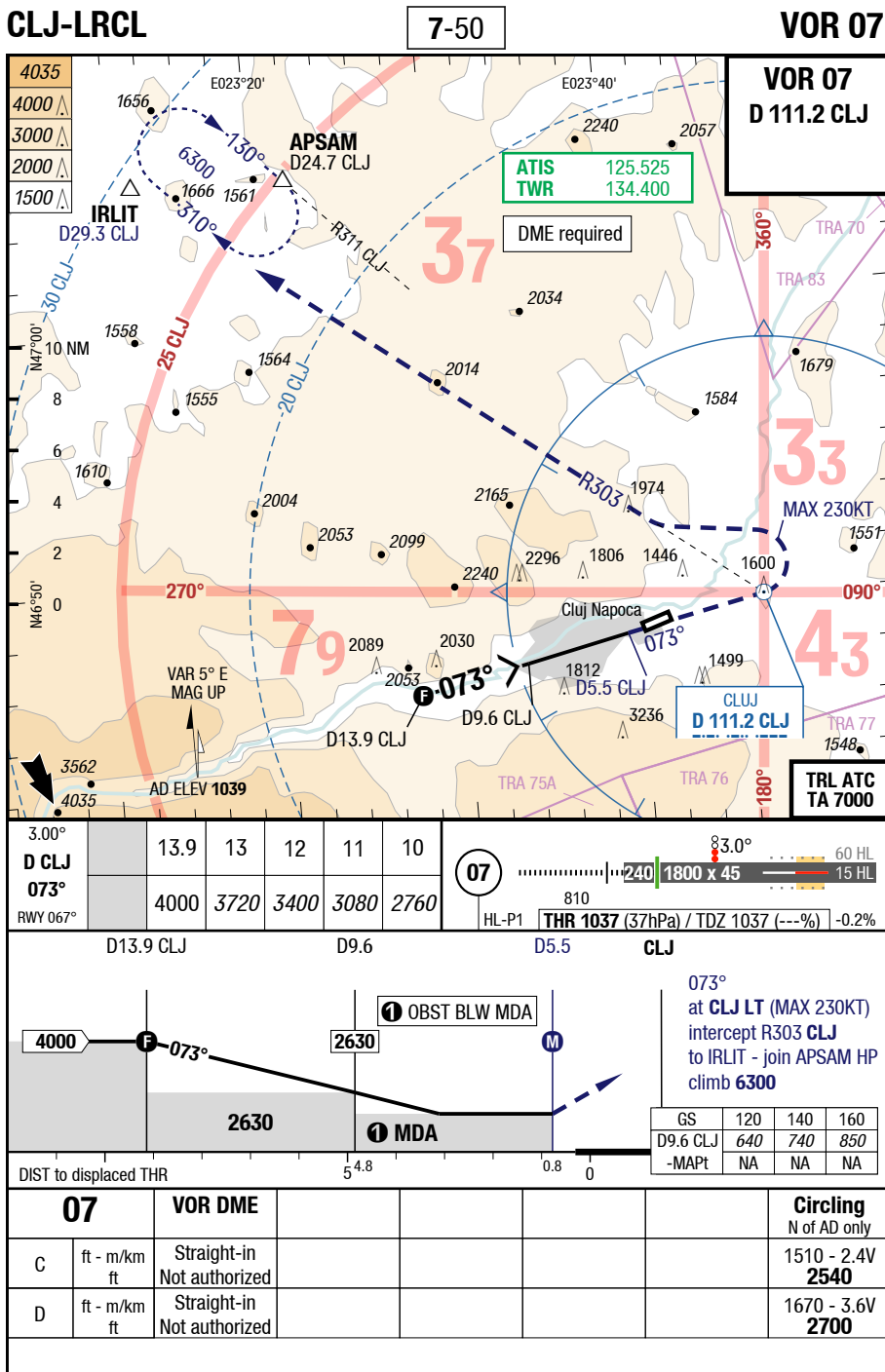
1) wo HGSR RVR 750m required

2) With EVS 400m

3) Uncompensated BARO VNAV NA below -25°C (-13°F)

4) With EVS 1.1km

Changes: ALT, MISAP text, Editorial



25		LOC DME wo D2.9 ICX					
C	ft - m/km ft	900 - 2.4 1920					
D	ft - m/km ft	900 - 2.4 1920					

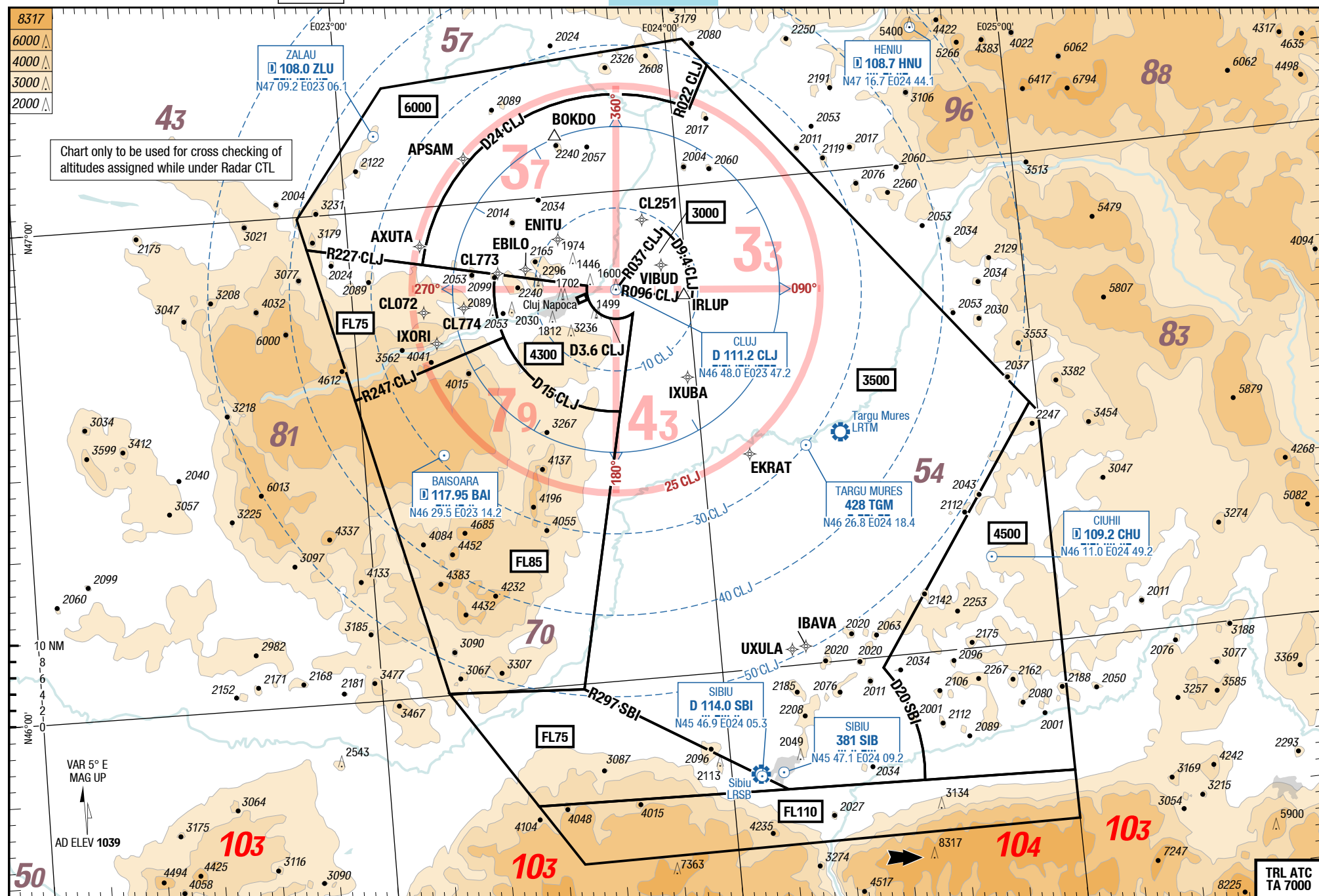
CLJ-LRCL

NIL
MRC

MRC

MRC

NIL
MRC



Changes: New

TRL ATC
TA 7000

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