

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

RFF: CAT 7
Fuel: 0500-2100±
PCN: RWY 02/20: 80/F/A/W/T
Customs: 0700-2300±, O/T PN

Operation

AD AVBL for ACFT with MAX wingspan 52m / 171ft, MAX ACFT length 49m / 161ft and MAX fuselage width 5m / 16ft.

ACFT Procedures in Reduced Visibility Conditions (AWO)

LVP are not AVBL.

When VIS at or below 1500m:

- Only 1 ACFT is allowed in the movement area at a time
- Approach and landing operations are allowed only for RWY 20
- TWY B and C CLSD

ARR:

- Vacate RWY via TWY D
- Report to TWR when ACFT has reached assigned stand

DEP RWY 20:

- Enter RWY via TWY A.
- In case of aborted TKOF, vacate RWY via TWY D.
- Follow-me will be provided if necessary or is AVBL O/R
- Report to TWR when ACFT has reached RWY HLDG point

RWY Restriction

Turn back manoeuvres on RWY 02/20 must be performed on RWY heads only, EXC ACFT with MAX MTOW 5.7t / 12500lbs.

TWY Restrictions

TWY F between TWYL H and B AVBL to ACFT with wingspan up to 47m / 154ft.

Taxi/Parking

Stands 1-12 push-back.

Stand 21, 22, 23 self manoeuvring.

APU

Use of APU is allowed 60min before ETD and 20min after ATA.

Engine Run-up Areas

Allowed on stand 2 previous authorization REQ.

Warnings

AEA VOR/DME MAINT: 1st MON each month 1330-1530±.

ALG VOR/DME MAINT: 1st FRI each month 0700-0800±. 3rd FRI each month 1300-1400±.

AD rarely affected by terrain induced wind shear, mostly originated by winds from NW with 5-15 KT.

ARRIVAL

Communication

COM Failure

The designated radio aid for descent is AEA VOR.

COM Failure on manoeuvring area:

Vacate RWY via appropriate TWY and wait on its first segment for follow-me to be guided to stand.

Arrival Procedure

Arrival Note**CORSI 1Z/ 1Y**

AVBL only for TFC DEP from LFKJ.

VFR Traffic Pattern: RWY 02 right-hand circuit.

Reverse

Do not use thrust reverse over MNM levels as reported in ACFT Flight Manual, EXC safety reasons.

Noise Abatement Procedure: See CRAR.

VFR, circling and visual APCH on RWY 02 are forbidden during HN ± 30 min.

LDG on RWY 02 is only allowed by following VOR and RNAV (GNSS) INSTR APCH PROC during HN ± 30 min.

Non-standard GP intercept position on RWY 20

GP antenna is located 326m / 1069ft after landing threshold.

Remaining LDG DIST beyond GP is 2674m / 8774ft.

DEPARTURE

Take-off Minima

RWY		20	
All ACFT	ft - m/km	0 - 550R/550V	-
RWY		02	
All ACFT	ft - m/km	0 - 1500V	-

Communication

COM Failure

COM Failure on manoeuvring area:

Continue strictly on the assigned taxi route to CLR limit and wait for follow-me to be guided to stand.

DEPARTURE**Departure Procedure****Start-up/Push-back**

Departing ACFT shall receive signal "all clear" before requesting start-up CLR from TWR.
Start-up will be provided only after ATC has received "ACFT ready" status by AD Operator.

REQ Push-back from TWR.

Intersection TKOF

INT TKOF usable only on pilot's request or on TWR's request previous pilot's agreement.

ATC Slot, Clearance

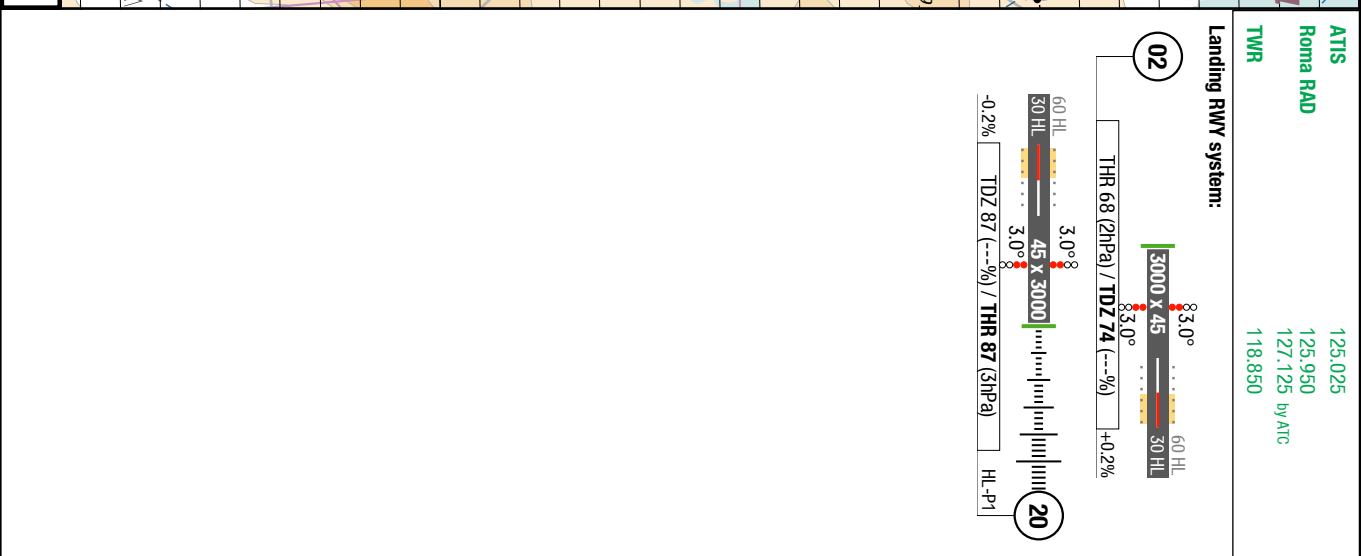
REQ start-up CLR 10min before ready to start ENGS.

De-Icing

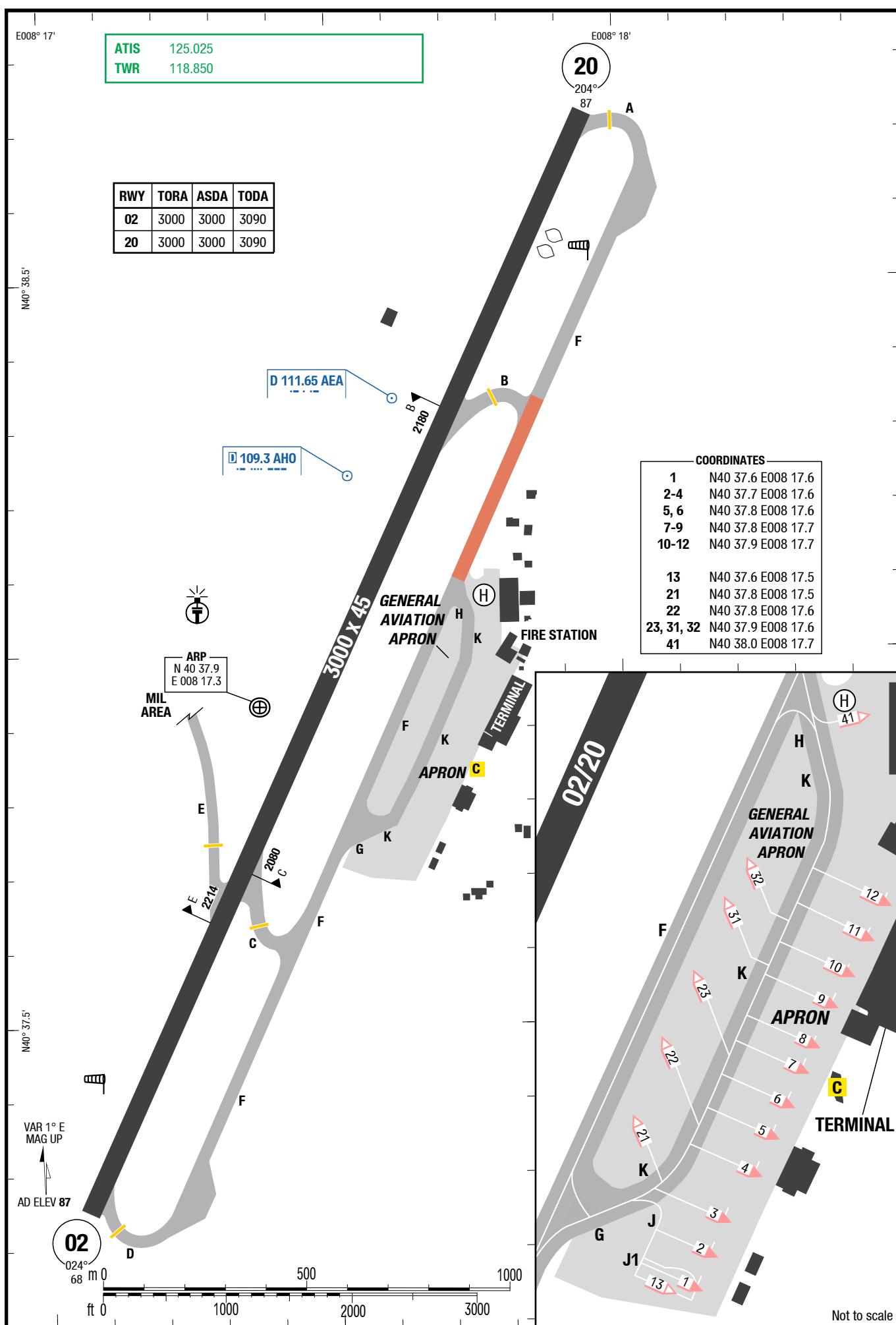
Not AVBL.

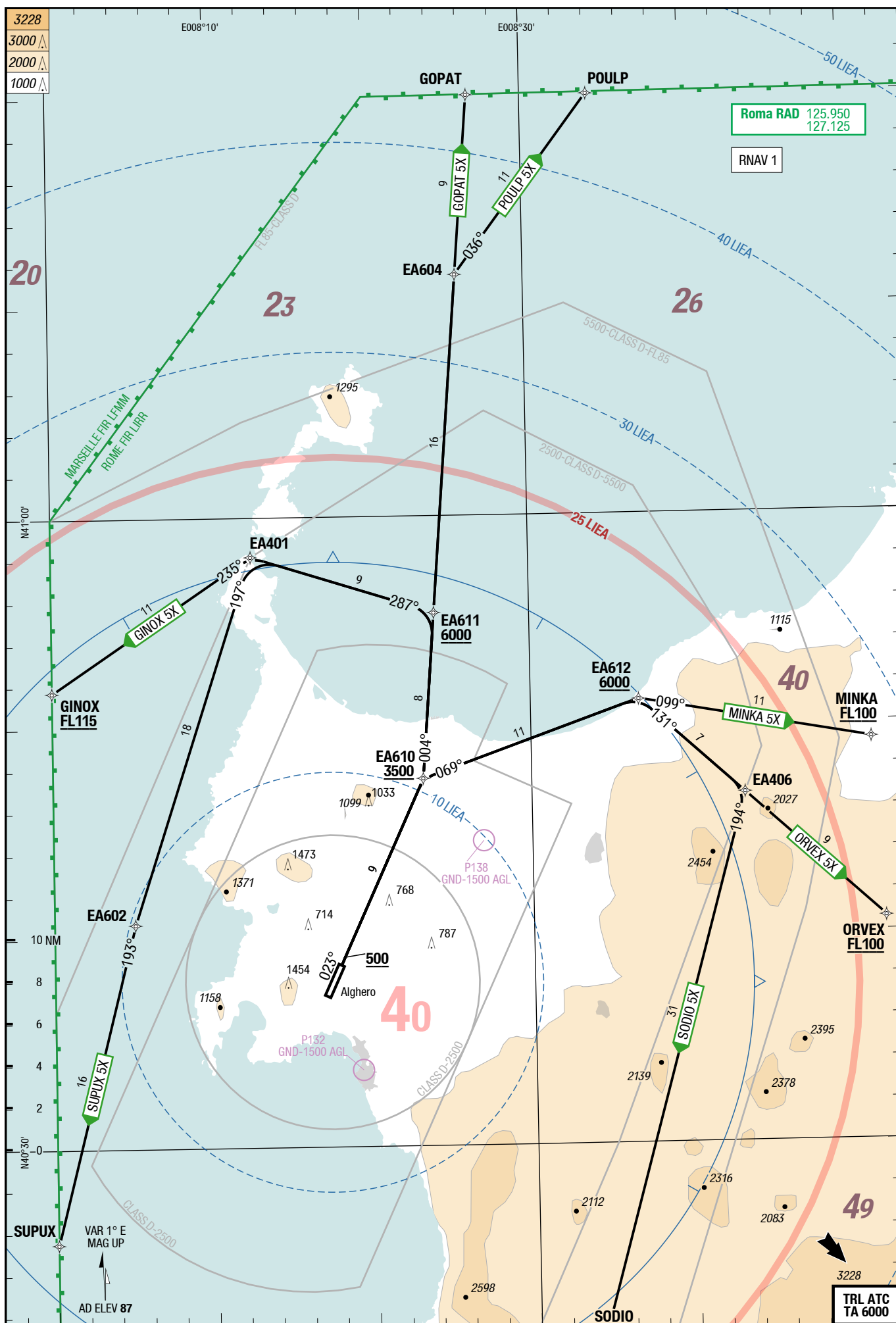
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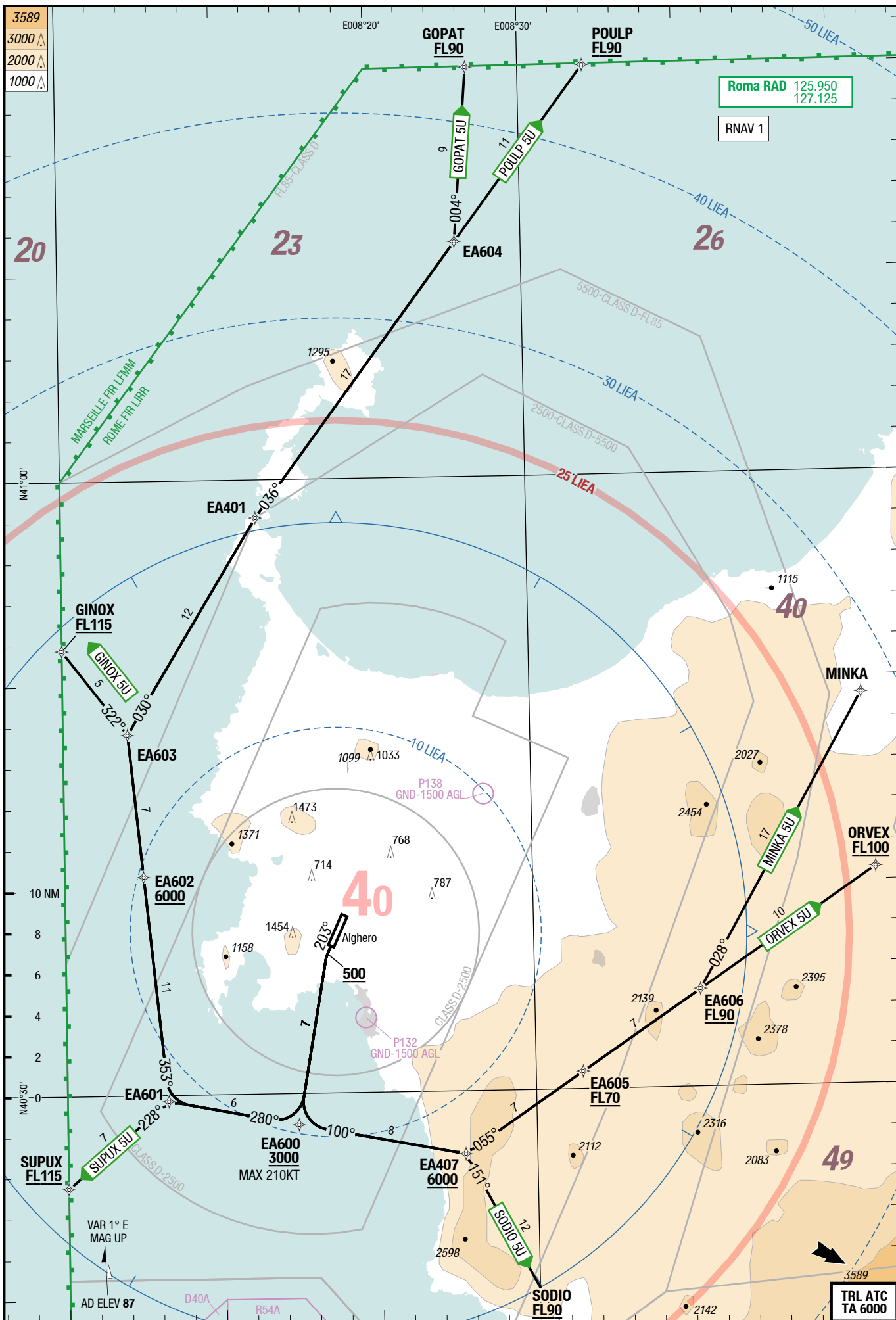
AGC
AFC

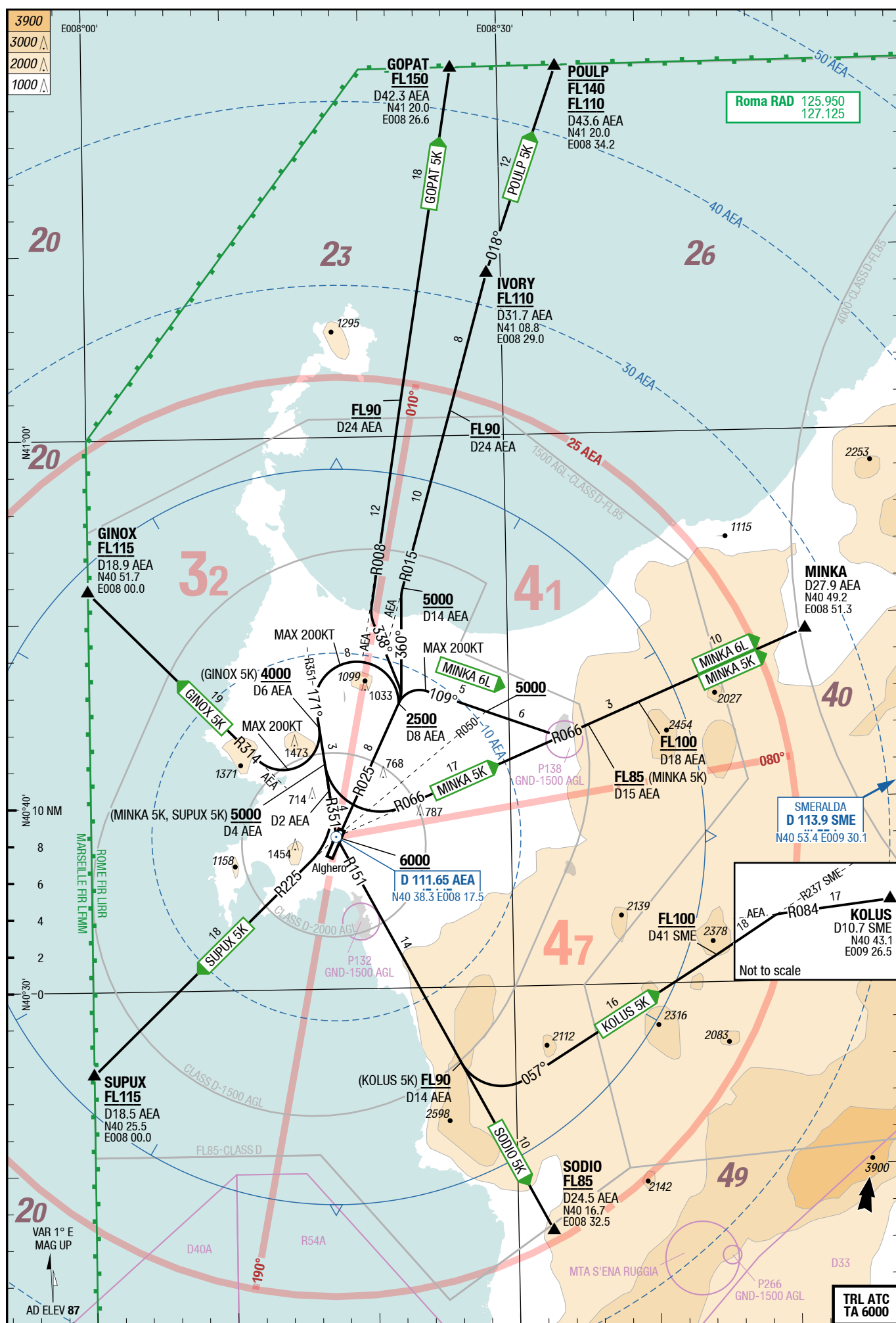


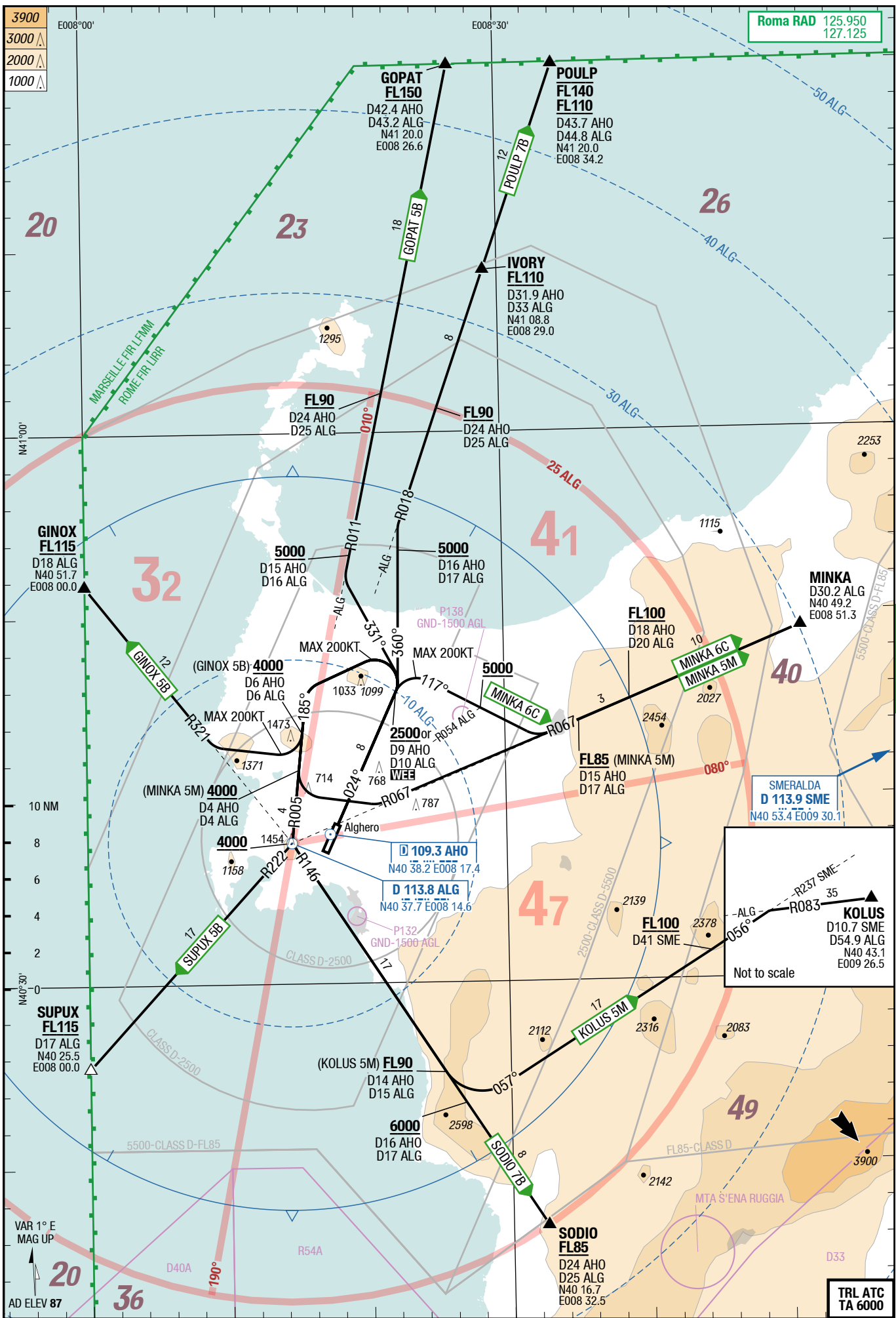
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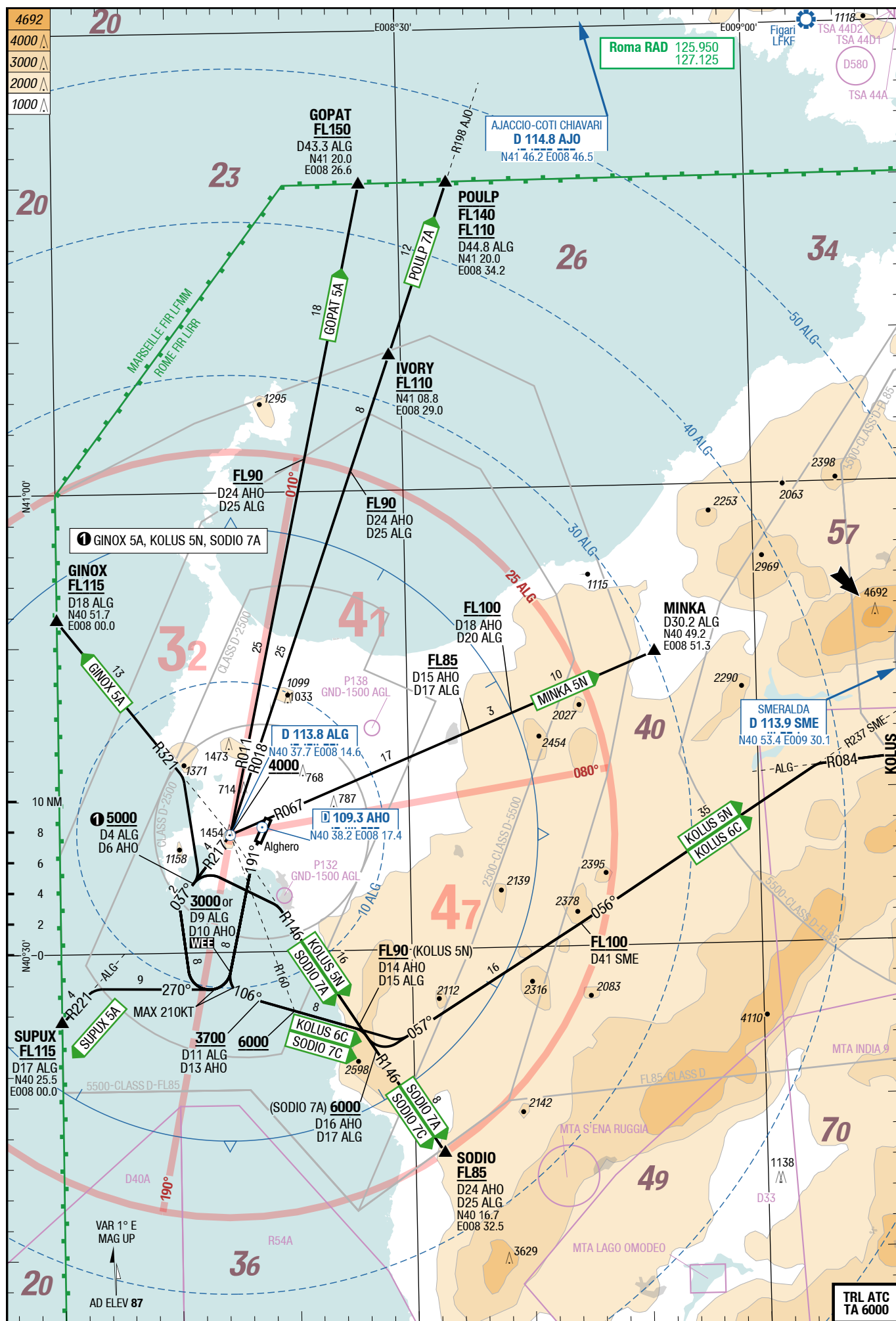












GINOX 5X / GOPAT 5X / MINKA 5X / ORVEX 5X / POULP 5X / SODIO 5X / SUPUX 5X
RWY 02 (024°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
GINOX 5X 9.0% to 9000 125.950	023° [A500+] - DCT EA610 - EA611 - EA401 - GINOX	EA610 MNM 3500 EA611 MNM 6000 GINOX MNM FL115
GOPAT 5X 6.0% to 6000 125.950	023° [A500+] - DCT EA610 - EA611 - EA604 - GOPAT	EA610 MNM 3500 EA611 MNM 6000
MINKA 5X 6.0% to 6000 125.950	023° [A500+] - DCT EA610 - EA612 - MINKA	EA610 MNM 3500 EA612 MNM 6000 MINKA MNM FL100
ORVEX 5X 6.0% to 6000 125.950	023° [A500+] - DCT EA610 - EA612 - EA406 - ORVEX	EA610 MNM 3500 EA612 MNM 6000 ORVEX MNM FL100
POULP 5X 6.0% to 6000 125.950	023° [A500+] - DCT EA610 - EA611 - EA604 - POULP	EA610 MNM 3500 EA611 MNM 6000
SODIO 5X 6.0% to 6000 125.950	023° [A500+] - DCT EA610 - EA612 - EA406 - SODIO	EA610 MNM 3500 EA612 MNM 6000
SUPUX 5X 6.0% to 6000 125.950	023° [A500+] - DCT EA610 - EA611 - EA401 - EA602 - SUPUX	EA610 MNM 3500 EA611 MNM 6000

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5-20

RNAV SIDs RWY 20

GINOX 5U / GOPAT 5U / MINKA 5U / ORVEX 5U / POULP 5U / SODIO 5U / SUPUX 5U
RWY 20 (204°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
GINOX 5U 6.0% to 3000 125.950 ①	203° [A500+] - DCT EA600 [K210-] - EA601 - EA602 - EA603 - GINOX	EA600 MNM 3000 EA602 MNM 6000 GINOX MNM FL115
GOPAT 5U 6.0% to 3000 125.950 ①	203° [A500+] - DCT EA600 [K210-] - EA601 - EA602 - EA603 - EA401 - EA604 - GOPAT	EA600 MNM 3000 EA602 MNM 6000 GOPAT MNM FL90
MINKA 5U 6.0% to 6000 125.950 ①	203° [A500+] - DCT EA600 [K210-] - EA407 - EA605 - EA606 - MINKA	EA600 MNM 3000 EA407 MNM 6000 EA605 MNM FL70 EA606 MNM FL90
ORVEX 5U 6.0% to 6000 125.950 ①	203° [A500+] - DCT EA600 [K210-] - EA407 - EA605 - EA606 - ORVEX	EA600 MNM 3000 EA407 MNM 6000 EA605 MNM FL70 EA606 MNM FL90 ORVEX MNM FL100
POULP 5U 6.0% to 3000 125.950 ①	203° [A500+] - DCT EA600 [K210-] - EA601 - EA602 - EA603 - EA401 - EA604 - POULP	EA600 MNM 3000 EA602 MNM 6000 POULP MNM FL90
SODIO 5U 6.0% to 6000 125.950 ①	203° [A500+] - DCT EA600 [K210-] - EA407 - SODIO	EA600 MNM 3000 EA407 MNM 6000 SODIO MNM FL90
SUPUX 5U 9.0% to FL115 125.950 ①	203° [A500+] - DCT EA600 [K210-] - EA601 - SUPUX	EA600 MNM 3000 SUPUX MNM FL115

① Caution: Close in obstacles.

17-MAY-2018

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5-30

SIDs RWY 02 VOR AEA

SIDPT

GINOX 5K / GOPAT 5K / KOLUS 5K / MINKA 5K / MINKA 6L / POULP 5K / SODIO 5K / SUPUX 5K

RWY 02 (024°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
GINOX 5K 5.3% to 2500 125.950	R025 AEA - at D8 AEA LT (MAX 200KT) intercept R351 AEA inbound - at D6 AEA RT (MAX 200KT) intercept R314 AEA to GINOX	D8 AEA MNM 2500 D6 AEA MNM 4000 GINOX MNM FL115
GOPAT 5K 5.3% to 2500 125.950	R025 AEA - at D8 AEA LT 338° - intercept R008 AEA to GOPAT	D8 AEA MNM 2500 D24 AEA MNM FL90 GOPAT MNM FL150
KOLUS 5K 5.3% to 2500 125.950	R025 AEA - at D8 AEA LT (MAX 200KT) intercept R351 AEA to AEA - R151 AEA - at D14 AEA LT intercept R237 SME inbound - intercept R084 AEA to KOLUS	D8 AEA MNM 2500 AEA MNM 6000 D14 AEA MNM FL90 D41 SME MNM FL100
MINKA 5K 5.3% to 2500 125.950	R025 AEA - at D8 AEA LT (MAX 200KT) intercept R351 AEA inbound - at D4 AEA LT intercept R066 AEA to MINKA	D8 AEA MNM 2500 D4 AEA MNM 5000 D15 AEA MNM FL85 D18 AEA MNM FL100
MINKA 6L 5.3% to 2500 125.950	R025 AEA - at D8 AEA RT (MAX 200KT) 109° - intercept R066 AEA to MINKA	D8 AEA MNM 2500 crossing R050 AEA MNM 5000 D18 AEA MNM FL100
POULP 5K 5.3% to 2500 6.1% to FL110 125.950	R025 AEA - at D8 AEA LT 360° - intercept R015 AEA to IVORY - POULP	D8 AEA MNM 2500 D14 AEA MNM 5000 D24 AEA MNM FL90 IVORY MNM FL110 POULP between FL110 and FL140
SODIO 5K 5.3% to 2500 125.950	R025 AEA - at D8 AEA LT (MAX 200KT) intercept R351 AEA to AEA - R151 AEA to SODIO	D8 AEA MNM 2500 AEA MNM 6000 SODIO MNM FL85
SUPUX 5K 5.3% to 2500 125.950	R025 AEA - at D8 AEA LT (MAX 200KT) intercept R351 AEA inbound - at D2 AEA RT intercept R225 AEA to SUPUX	D8 AEA MNM 2500 D4 AEA MNM 5000 SUPUX MNM FL115

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SIDs RWY 02 VOR ALG (ATC)

SIDPT

GINOX 5B / GOPAT 5B / KOLUS 5M / MINKA 5M / MINKA 6C / POULP 7B / SODIO 7B
RWY 02 (024°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
GINOX 5B 5.0% to 2500 125.950	at MNM 2500 or D10 ALG / D9 AHO , whichever is earlier, LT (MAX 200KT) intercept R005 ALG inbound - at D6 ALG / AHO RT (MAX 200KT) intercept R321 ALG to GINOX	D6 ALG / AHO MNM 4000 GINOX MNM FL115
GOPAT 5B 6.0% to FL150 125.950	at MNM 2500 or D10 ALG / D9 AHO , whichever is earlier, LT 331° - intercept R011 ALG to GOPAT	D16 ALG / D15 AHO MNM 5000 D25 ALG / D24 AHO MNM FL90 GOPAT MNM FL150
KOLUS 5M 5.0% to 2500 125.950	at MNM 2500 or D10 ALG / D9 AHO , whichever is earlier, LT (MAX 200KT) intercept R005 ALG to ALG - R146 ALG - at D15 ALG / D14 AHO LT intercept R237 SME inbound - intercept R083 ALG to KOLUS	ALG MNM 4000 D15 ALG / D14 AHO MNM FL90 D41 SME MNM FL100
MINKA 5M 5.0% to 2500 125.950	at MNM 2500 or D10 ALG / D9 AHO , whichever is earlier, LT (MAX 200KT) intercept R005 ALG inbound - at D4 ALG / AHO LT intercept R067 ALG to MINKA	D4 ALG / AHO MNM 4000 D17 ALG / D15 AHO MNM FL85 D20 ALG / D18 AHO MNM FL100
MINKA 6C 5.0% to 2500 125.950 ①	at MNM 2500 or D10 ALG / D9 AHO , whichever is earlier, RT (MAX 200KT) 117° - intercept R067 ALG to MINKA	R054 ALG MNM 5000 D20 ALG / D18 AHO MNM FL100
POULP 7B 6.0% to FL110 125.950	at MNM 2500 or D10 ALG / D9 AHO , whichever is earlier, LT 360° - intercept R018 ALG to IVORY - POULP	D17 ALG / D16 AHO MNM 5000 D25 ALG / D24 AHO MNM FL90 IVORY MNM FL110 POULP between FL110 and FL140
SODIO 7B 5.0% to 2500 125.950	at MNM 2500 or D10 ALG / D9 AHO , whichever is earlier, LT (MAX 200KT) intercept R005 ALG to ALG - R146 ALG to SODIO	ALG MNM 4000 D17 ALG / D16 AHO MNM 6000 SODIO MNM FL85

① On pilot's request.

17-MAY-2018

AHO-LIEA**5-50****SIDs RWY 02 VOR ALG (ATC)****SIDPT****SUPUX 5B**

RWY 02 (024°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
SUPUX 5B 5.0% to 2500 125.950	at MNM 2500 or D10 ALG / D9 AHO , whichever is earlier, LT (MAX 200KT) intercept R005 ALG to ALG - R222 ALG to SUPUX	SUPUX MNM FL115

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5-60

SIDs RWY 20 VOR AEA

SIDPT

GINOX 5G / GOPAT 5G / KOLUS 5G / KOLUS 5H / MINKA 5G / POULP 5G / SODIO 5G
RWY 20 (204°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
GINOX 5G 5.8% to 3000 125.950	R191 AEA - at D10 AEA RT (MAX 210KT) intercept R222 AEA inbound - at D4 AEA LT intercept R315 AEA to GINOX	D10 AEA MNM 3000 D6 AEA MNM 5000 GINOX MNM FL115
GOPAT 5G 5.8% to 3000 125.950	R191 AEA - at D10 AEA RT (MAX 210KT) intercept R222 AEA to AEA - R008 AEA to GOPAT	D10 AEA MNM 3000 AEA MNM 5000 D24 AEA MNM FL90 GOPAT MNM FL150
KOLUS 5G 5.8% to 3000 125.950	R191 AEA - at D10 AEA RT (MAX 210KT) intercept R222 AEA inbound - at D6 AEA RT intercept R151 AEA - at D14 AEA LT intercept R237 SME inbound - intercept R084 AEA to KOLUS	D10 AEA MNM 3000 D6 AEA MNM 5000 D14 AEA MNM FL90 D41 SME MNMFL100
KOLUS 5H (ATC) 5.8% 125.950 ①	R191 AEA - at D10 AEA LT (MAX 210KT) 097° - intercept R237 SME inbound - intercept R084 AEA to KOLUS	D10 AEA MNM 3000 R175 / D13 AEA MNM 3700 D41 SME MNM FL100
MINKA 5G 5.8% to 3000 125.950	R191 AEA - at D10 AEA RT (MAX 210KT) intercept R222 AEA to AEA - R066 AEA to MINKA	D10 AEA MNM 3000 AEA MNM 5000 D15 AEA MNM FL85 D18 AEA MNM FL100
POULP 5G 5.8% to 3000 125.950	R191 AEA - at D10 AEA RT (MAX 210KT) intercept R222 AEA to AEA - R016 AEA to IVORY - POULP	D10 AEA MNM 3000 AEA MNM 5000 D24 AEA MNM FL90 IVORY MNM FL110 POULP between FL110 and FL140
SODIO 5G 5.8% to 3000 125.950	R191 AEA - at D10 AEA RT (MAX 210KT) intercept R222 AEA inbound - at D6 AEA RT intercept R151 AEA to SODIO	D10 AEA MNM 3000 D6 AEA MNM 5000 D16 AEA MNM 6000 SODIO MNM FL85

① On pilot's request.

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5-70

SIDs RWY 20 VOR AEA

SIDPT

SODIO 5H / SUPUX 5G

RWY 20 (204°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
SODIO 5H (ATC) 5.8% 125.950 ①	R191 AEA - at D10 AEA LT (MAX 210KT) 097° - at R159 AEA RT intercept R151 AEA to SODIO	D10 AEA MNM 3000 R175 / D13 AEA MNM 3700 D18 AEA MNM 6800 SODIO MNM FL85
SUPUX 5G 5.8% to 3000 125.950	R191 AEA - at D10 AEA RT (MAX 210KT) 270° - LT intercept R225 AEA to SUPUX	D10 AEA MNM 3000 SUPUX MNM FL115

① On pilot's request.

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5-80

SIDs RWY 20 VOR ALG (ATC)

SIDPT

GINOX 5A / GOPAT 5A / KOLUS 5N / KOLUS 6C / MINKA 5N / POULP 7A / SODIO 7A
RWY 20 (204°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
GINOX 5A 5.8% to 3000 125.950	191° - MNM 3000 or D9 ALG / D10 AHO , whichever is earlier, RT (MAX 210KT) intercept R217 ALG inbound - at D4 ALG / D6 AHO LT intercept R321 ALG to GINOX	D4 ALG / D6 AHO MNM 5000 GINOX MNM FL115
GOPAT 5A 5.8% to 3000 125.950	191° - MNM 3000 or D9 ALG / D10 AHO , whichever is earlier, RT (MAX 210KT) intercept R217 ALG to ALG - R011 ALG to GOPAT	ALG MNM 4000 D25 ALG / D24 AHO MNM FL90 GOPAT MNM FL150
KOLUS 5N 5.8% to 3000 125.950	191° - MNM 3000 or D9 ALG / D10 AHO , whichever is earlier, RT (MAX 210KT) intercept R217 ALG inbound - at D4 ALG / D6 AHO RT intercept R146 ALG - at D15 ALG LT intercept R237 SME inbound - intercept R083 ALG to KOLUS	D4 ALG / D6 AHO MNM 5000 D15 ALG / D14 AHO MNM FL90 D41 SME MNM FL100
KOLUS 6C 5.8% to 3000 125.950 ①	191° - MNM 3000 or D9 ALG / D10 AHO , whichever is earlier, LT (MAX 210KT) 106° - intercept R237 SME inbound - intercept R083 ALG to KOLUS	D11 ALG / D13 AHO MNM 3700 R160 ALG MNM 6000 D41 SME MNM FL100
MINKA 5N 5.8% to 3000 125.950	191° - MNM 3000 or D9 ALG / D10 AHO , whichever is earlier, RT (MAX 210KT) intercept R217 ALG to ALG - R067 ALG to MINKA	ALG MNM 4000 D17 ALG / D15 AHO MNM FL85 D20 ALG / D18 AHO MNM FL100
POULP 7A 5.8% to 3000 125.950	191° - MNM 3000 or D9 ALG / D10 AHO , whichever is earlier, RT (MAX 210KT) intercept R217 ALG to ALG - R018 ALG to IVORY - POULP	ALG MNM 4000 D25 ALG / D24 AHO MNM FL90 IVORY MNM FL110 POULP between FL110 and FL140
SODIO 7A 5.8% to 3000 125.950	191° - MNM 3000 or D9 ALG / D10 AHO , whichever is earlier, RT (MAX 210KT) intercept R217 ALG inbound - at D4 ALG / D6 AHO RT intercept R146 ALG to SODIO	D4 ALG / D6 AHO MNM 5000 D17 ALG / D16 AHO MNM 6000 SODIO MNM FL85

① On pilot's request.

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SIDs RWY 20 VOR ALG (ATC)

SIDPT

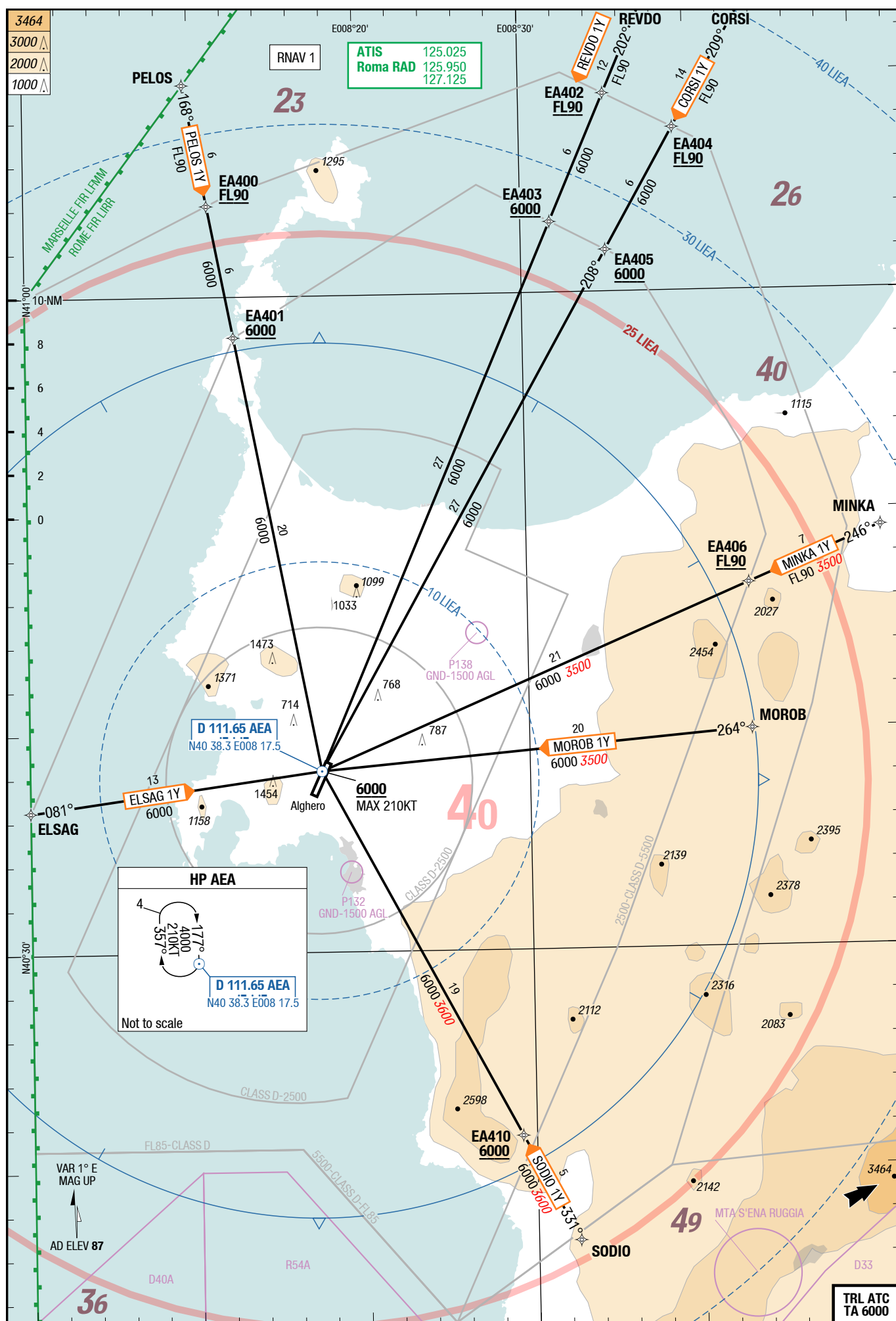
SODIO 7C / SUPUX 5A

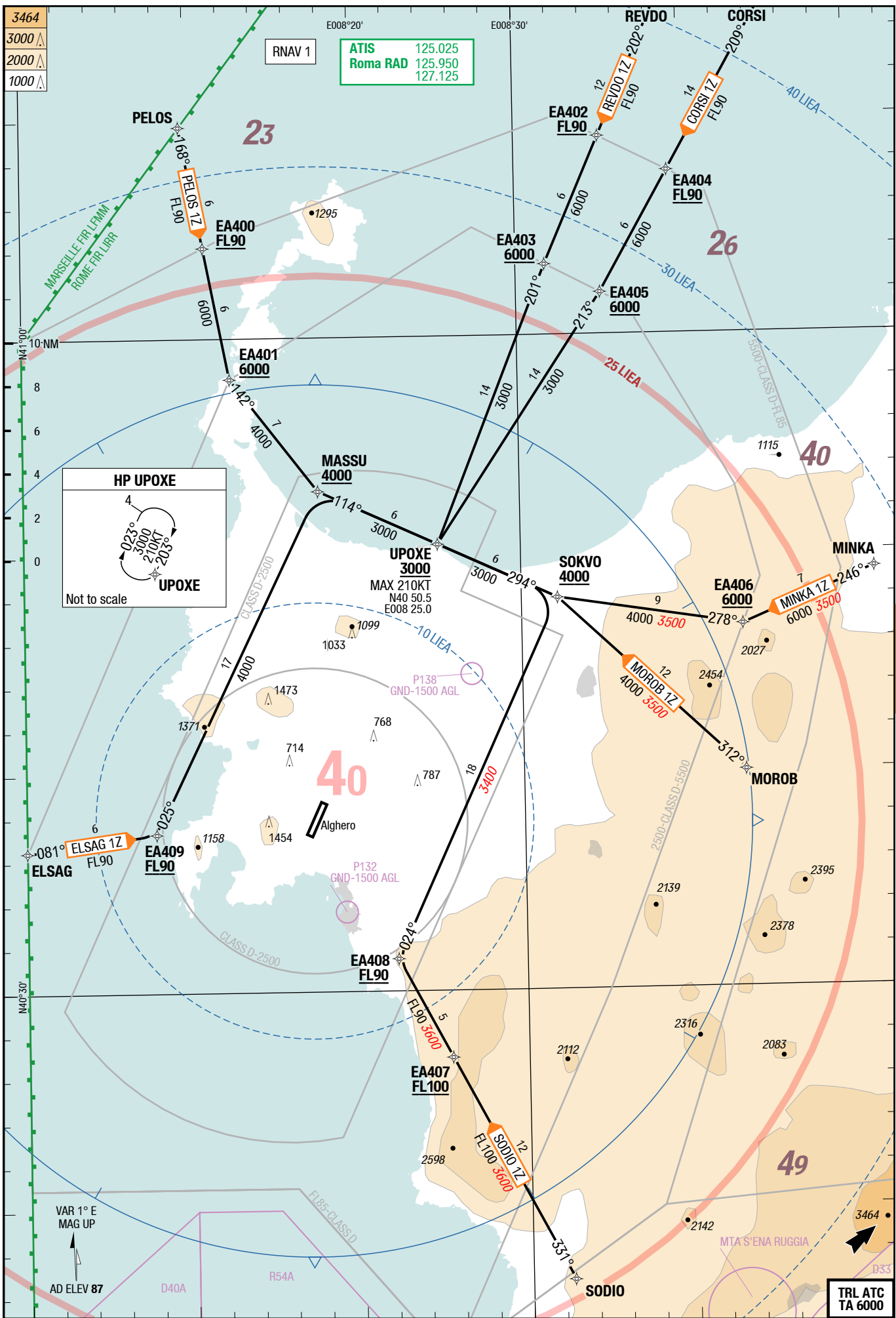
RWY 20 (204°)

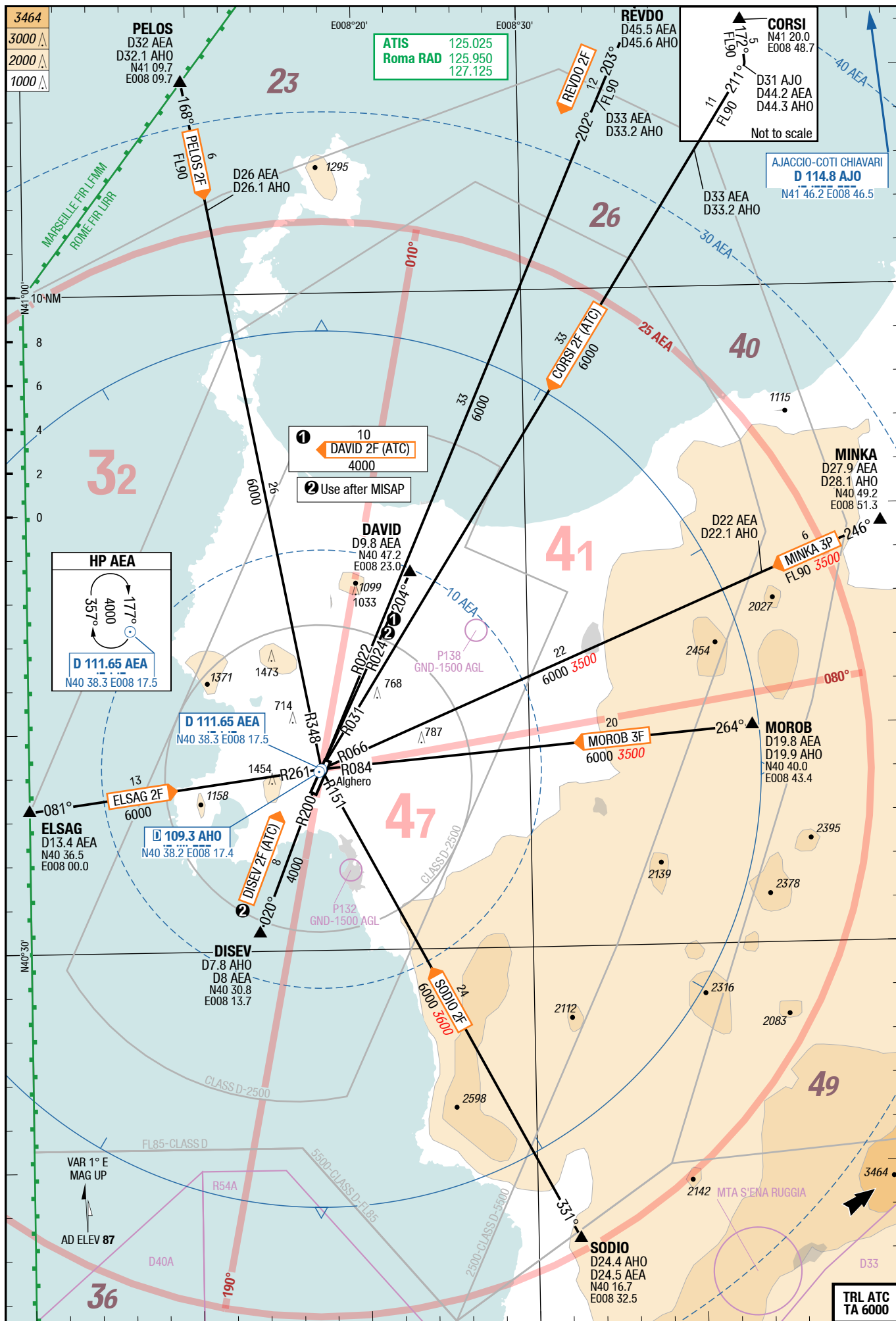
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5.8%	ft/MIN	800	900	1100	1300	1500	1600

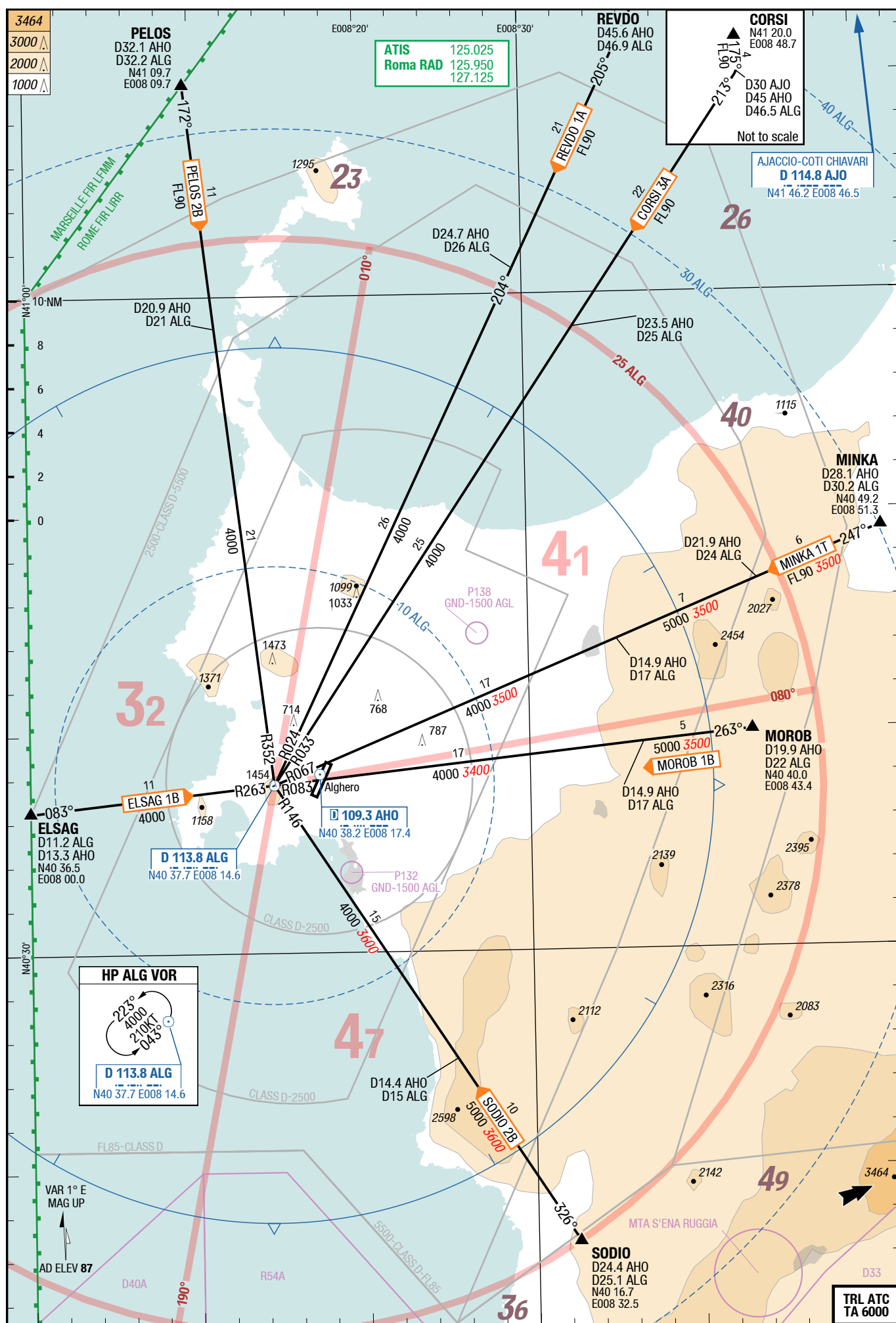
DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
SODIO 7C 5.8% to 3000 125.950 ①	191° - MNM 3000 or D9 ALG / D10 AHO , whichever is earlier, LT (MAX 210KT) 106° - intercept R146 ALG to SODIO	D11 ALG / D13 AHO MNM 3700 R160 ALG MNM 6000 SODIO MNM FL85
SUPUX 5A 5.8% to 3000 125.950	191° - MNM 3000 or D9 ALG / D10 AHO , whichever is earlier, RT (MAX 210KT) 270° - LT intercept R222 ALG to SUPUX	SUPUX MNM FL115

① On pilot's request.





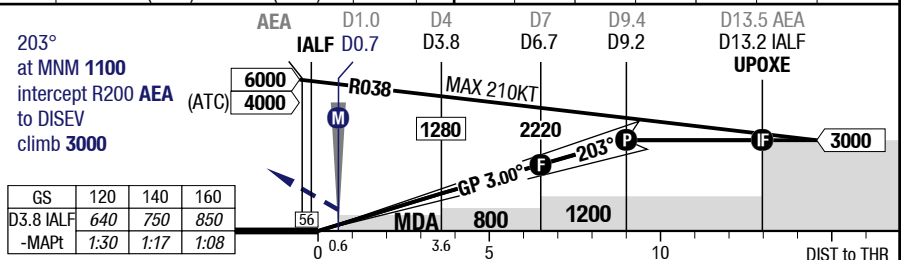
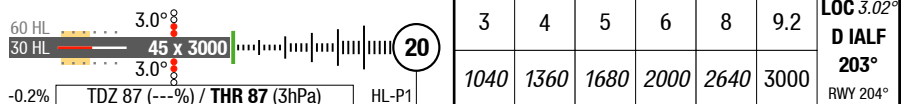
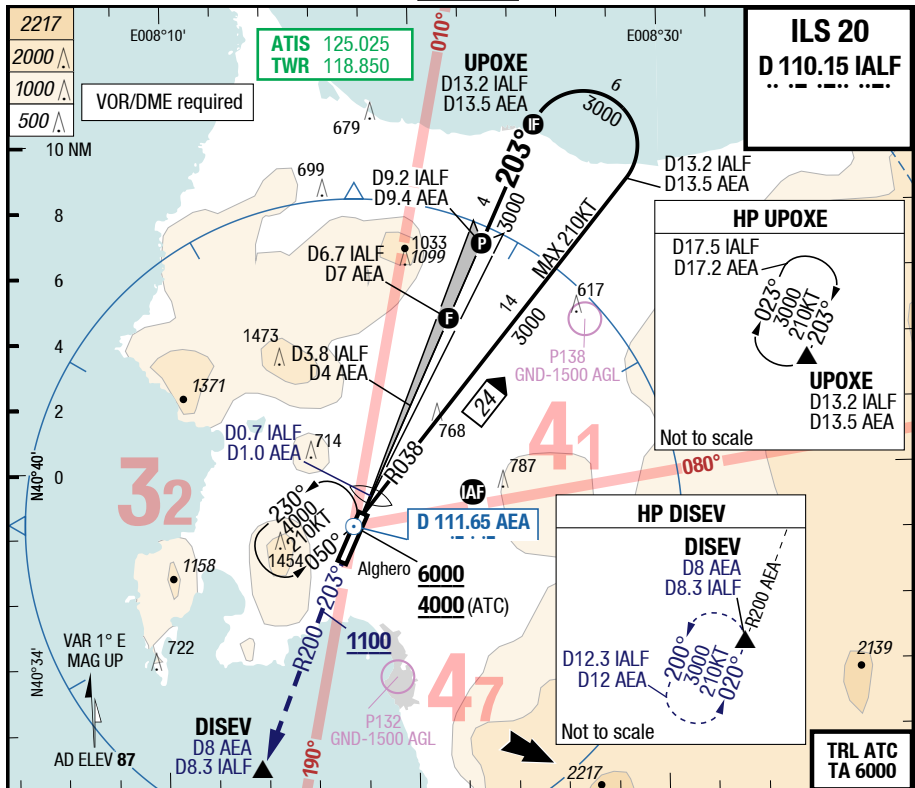




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7-10

ILS 20



20		Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5%	LOC DME	Circling E of RWY only HJ only	
C	ft - m/km ft	210 - 550R/800V 300	410 - 1.2R/1.2V 500	520 - 1.6 600	C 1500 - 5.0V 1220	
D	ft - m/km ft	220 - 550R/800V 310	420 - 1.2R/1.2V 510	520 - 1.6 600	C 1500 - 5.0V 1360	

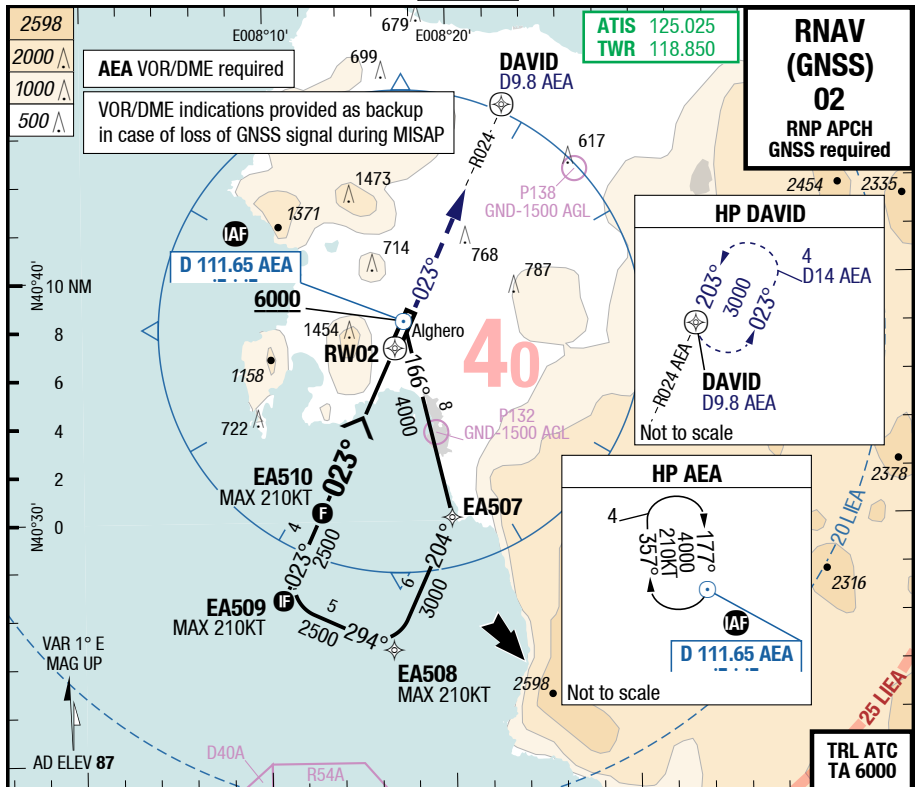
1) With EVS RVR 800m/ VIS 800m

Changes: new

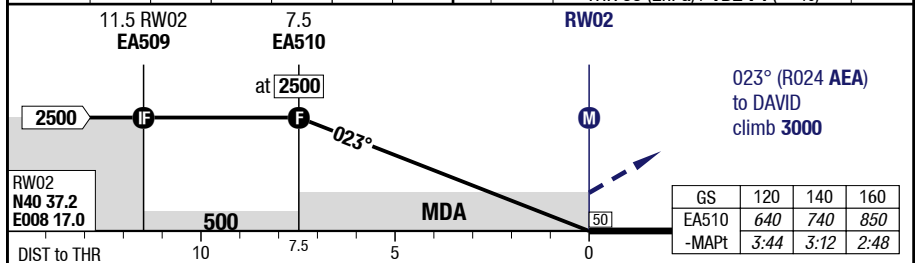
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7-30

RNAV (GNSS) 02



3.00° RW02	7.5	7	6	5	4	3	02	83.0° 3000 x 45 60 HL 30 HL 83.0°	THR 68 (2hPa) / TDZ 74 (---%) +0.2%
	2500	2350	2030	1710	1400	1080			



02		RNAV GNSS VNAV HJ 1) 2) 3)	RNAV GNSS VNAV HN 1) 3) 4)	RNAV GNSS LNAV HJ 3)	RNAV GNSS LNAV HN 3) 4)	Circling E of RWY only HJ	Circling E of RWY only HN
C	ft - m/km ft	C 1500 - 5.0V 880	C 1500 - 8.0V 880	C 1500 - 5.0V 900	C 1500 - 8.0V 900	C 1500 - 5.0V 1280	C 1500 - 8.0V 1280
D	ft - m/km ft	C 1500 - 5.0V 880	C 1500 - 8.0V 880	C 1500 - 5.0V 900	C 1500 - 8.0V 900	C 1500 - 5.0V 1360	C 1500 - 8.0V 1360

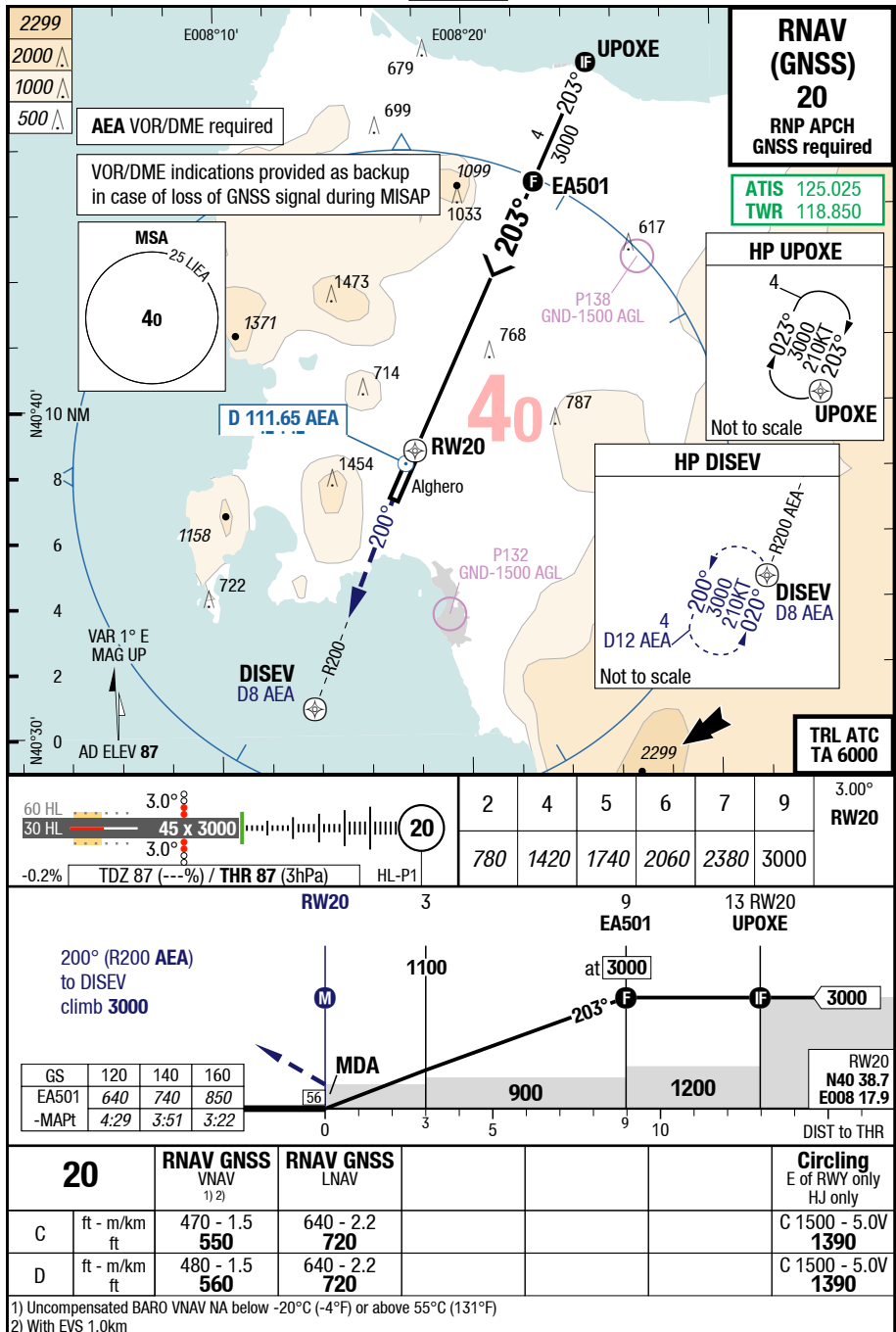
1) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 55°C (131°F) 2) With EVS VIS 3.3km 3) PAPI compulsory 4) Below MDA(H) flashing light and obstacle lights compulsory

Changes: new

AHO-LIEA

7-40

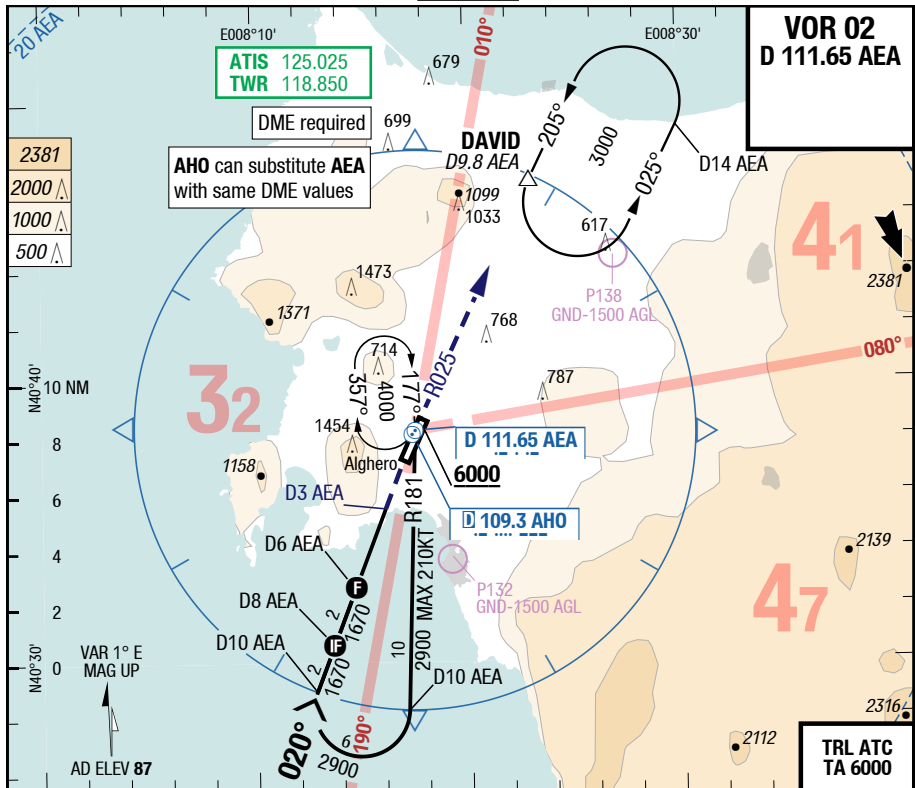
RNAV (GNSS) 20



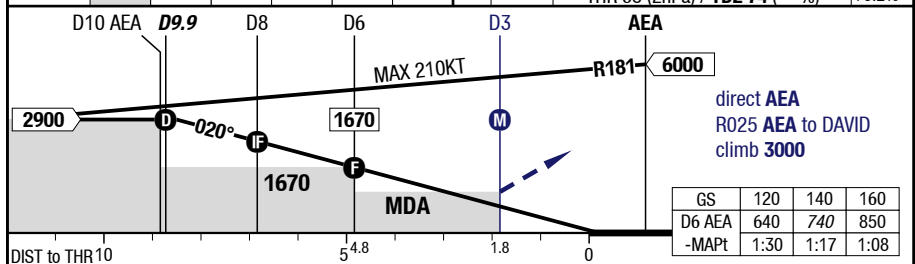
AHO-LIEA

7-50

VOR 02



3.00°		9.9	9	8	7	5	02		60 HL
D AEA 020°		2900	2620	2300	2000	1350			30 HL
RWY 024°									30 HL



02		VOR DME HJ only ¹⁾	VOR DME HN only ^{1) 2)}			Circling HJ only ³⁾	Circling HN only ³⁾
C	ft - m/km ft	C 1500 - 5.0V 1100	C 1500 - 8.0V 1100			C 1500 - 5.0V 1170	C 1500 - 8.0V 1170
D	ft - m/km ft	C 1500 - 5.0V 1100	C 1500 - 8.0V 1100			C 1500 - 5.0V 1360	C 1500 - 8.0V 1360

1) PAPI compulsory

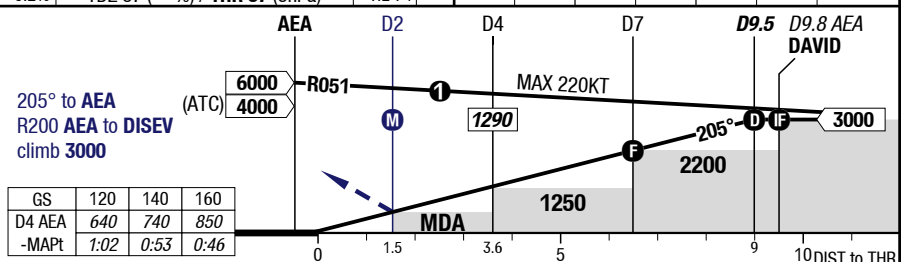
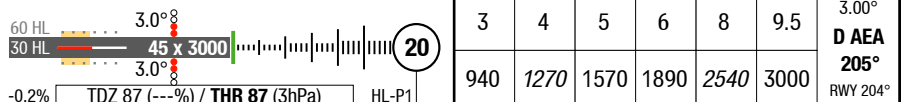
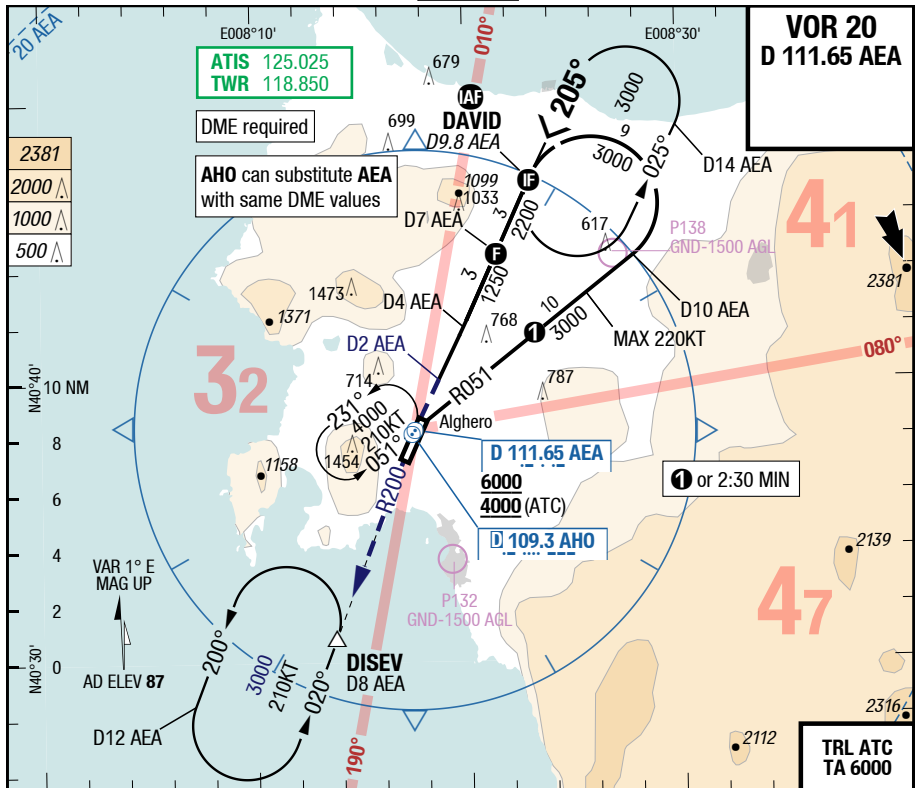
2) Below MDA(H) flashing light and obstacle lights compulsory

3) E of RWY only

AHO-LIEA

7-60

VOR 20



20	VOR DME					Circling HJ only ¹⁾
C	ft - m/km ft	540 - 1.7 620				C 1500 - 5.0V 1170
D	ft - m/km ft	540 - 1.7 620				C 1500 - 5.0V 1360

1) E of RWY only