GENERAL

Operational Hours

ATS Hours: HO

AD Operator Hours: H24

Airport Information

RFF: CAT 8; higher O/R H24 PPR
Fuel: H24
PCN: RWY 09/27: 88/R/B/W/T
Customs: H24

Operation

TWY Restriction

TWY B-south width 20m / 66ft
TWY C-south width 20.10m / 66.30ft
TWY Z:
- from stand 4B to Westend APN width 20m / 66ft
- from Westend APN to TWY C-south width 15.80m / 51.8ft

Operational areas restricted, details to be obtained by AIS.

Taxi/Parking

Visual parking guidance system AVBL.

Follow-me AVBL.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;
ILS or LOC Z RWY 27
For NON-RNAV equipped ACFT disregard ETA and start APCH without delay.

Arrival Procedure

FMS RNAV Transitions: For FMS RNAV transitions leading to all instrument APCHs refer to best AVBL APCH PROC (IAC) leading to the respective RWY.

Non-standard GP intercept position on
RWY 09
GP intercepts RWY 09 at *343m / 1126ft* after landing threshold.
Remaining DIST beyond GP is *2177m / 7142ft.*

RWY 27
GP intercepts RWY 27 at *314m / 1030ft* after landing threshold.
Remaining DIST beyond GP is *2206m / 7238ft.*

DEPARTURE

Take-off Minima

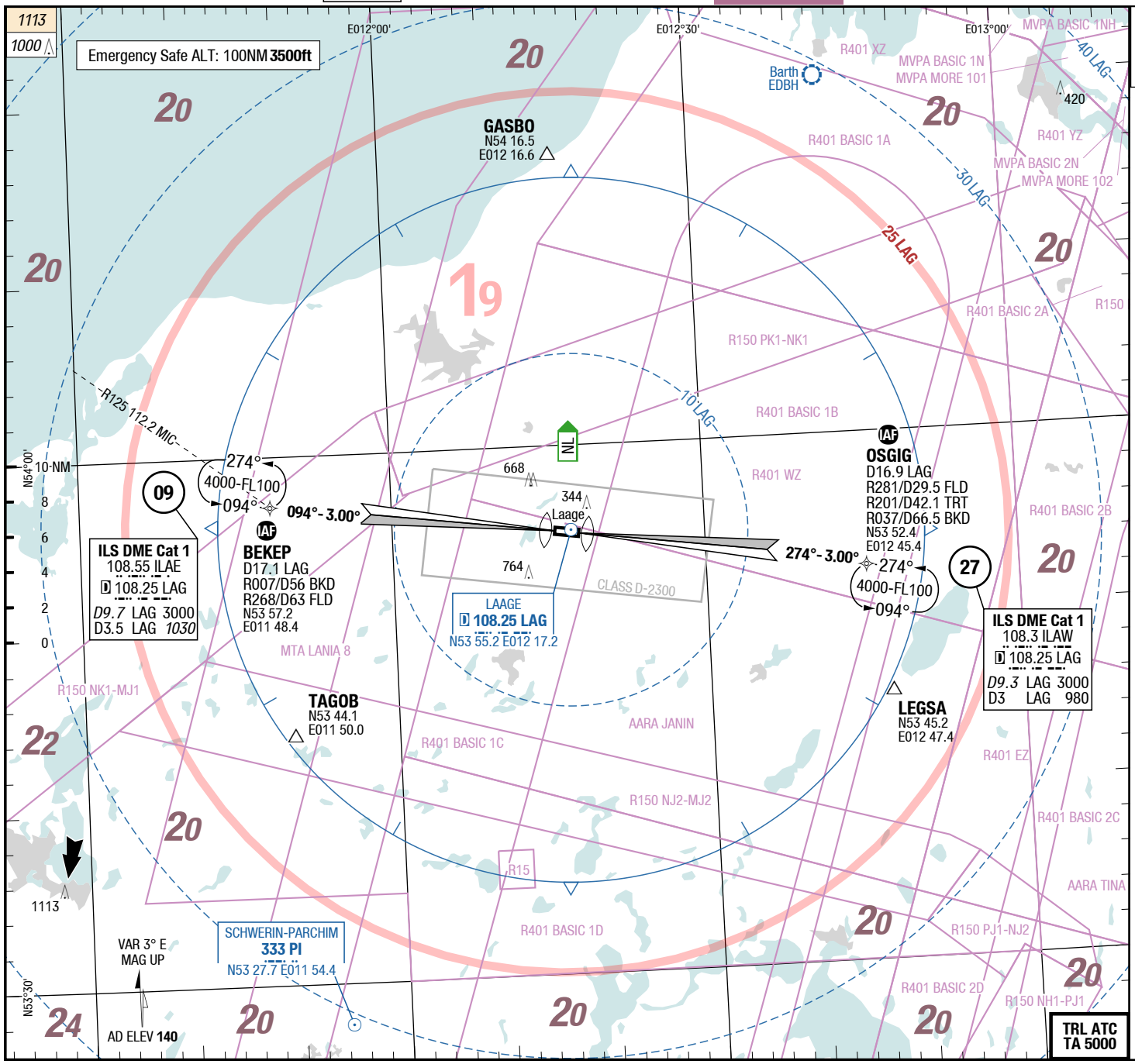
RWY		09/27	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN

Communication

COM Failure: See CRAR.

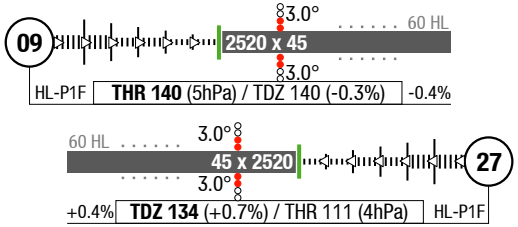
De-Icing

De-Icing of ACFT, details to be obtained from AIS.

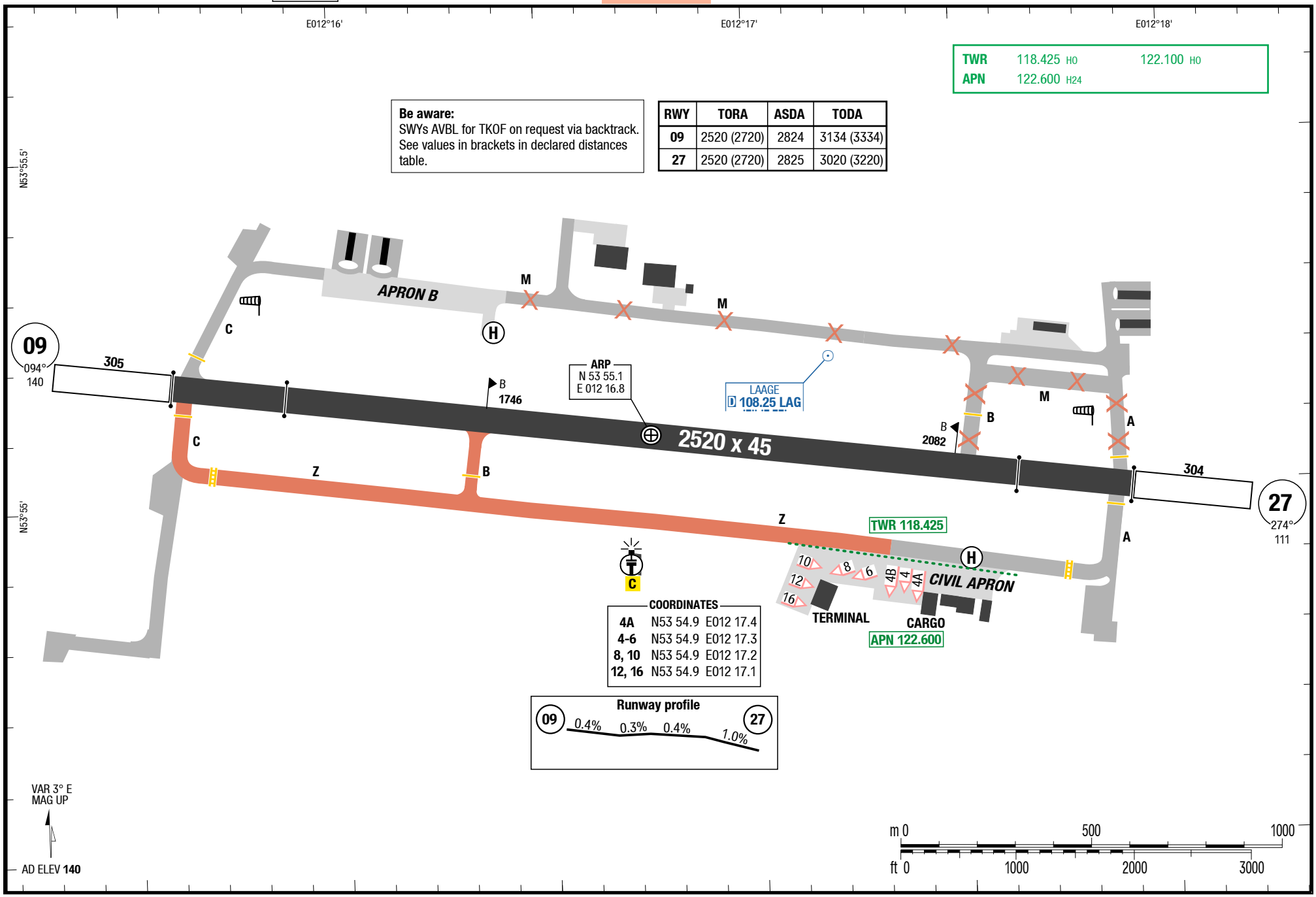


RAD	133.100 HO	123.300 HO
TWR	118.425 HO	122.100 HO
APN	122.600 H24	

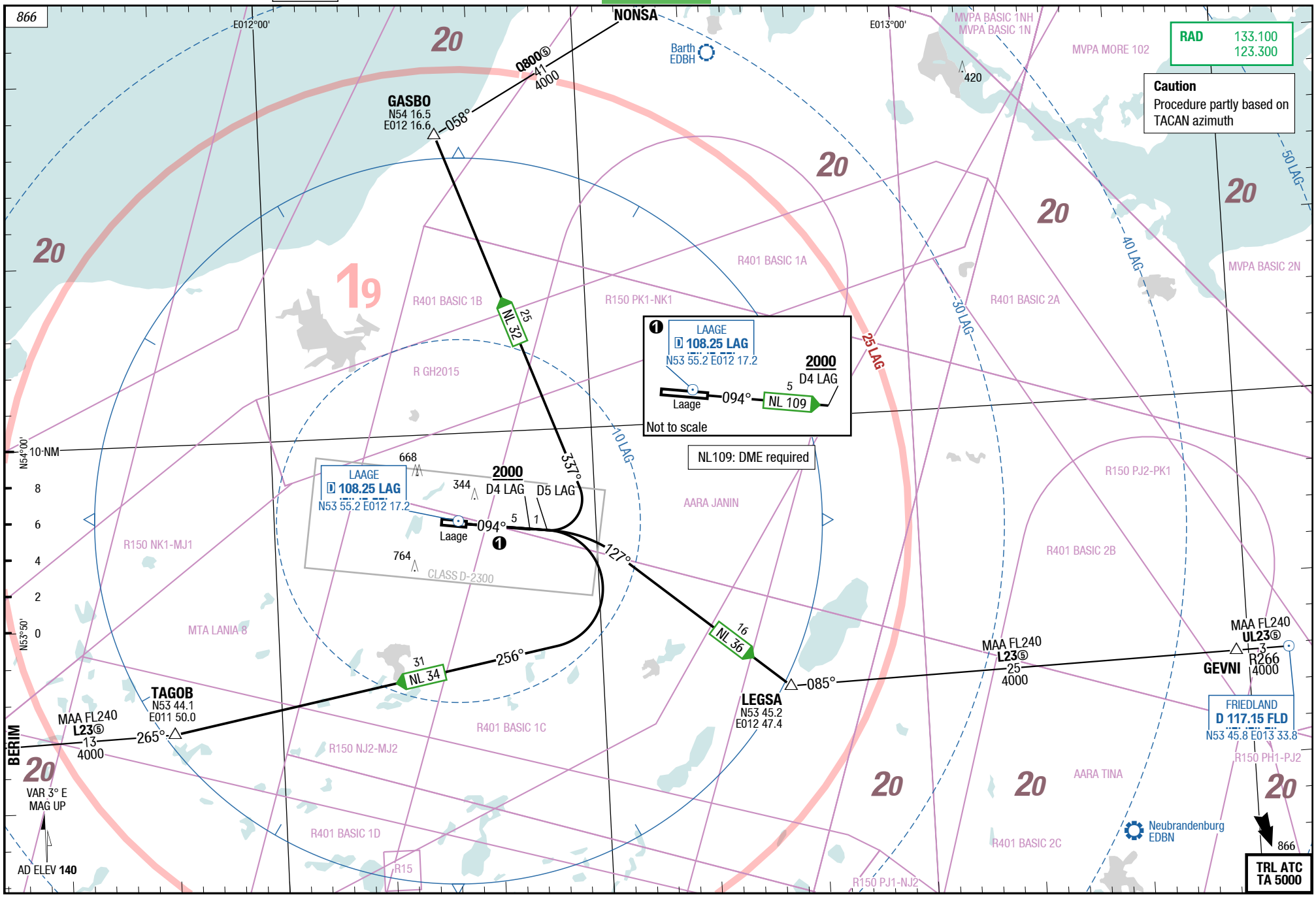
Landing RWY system:



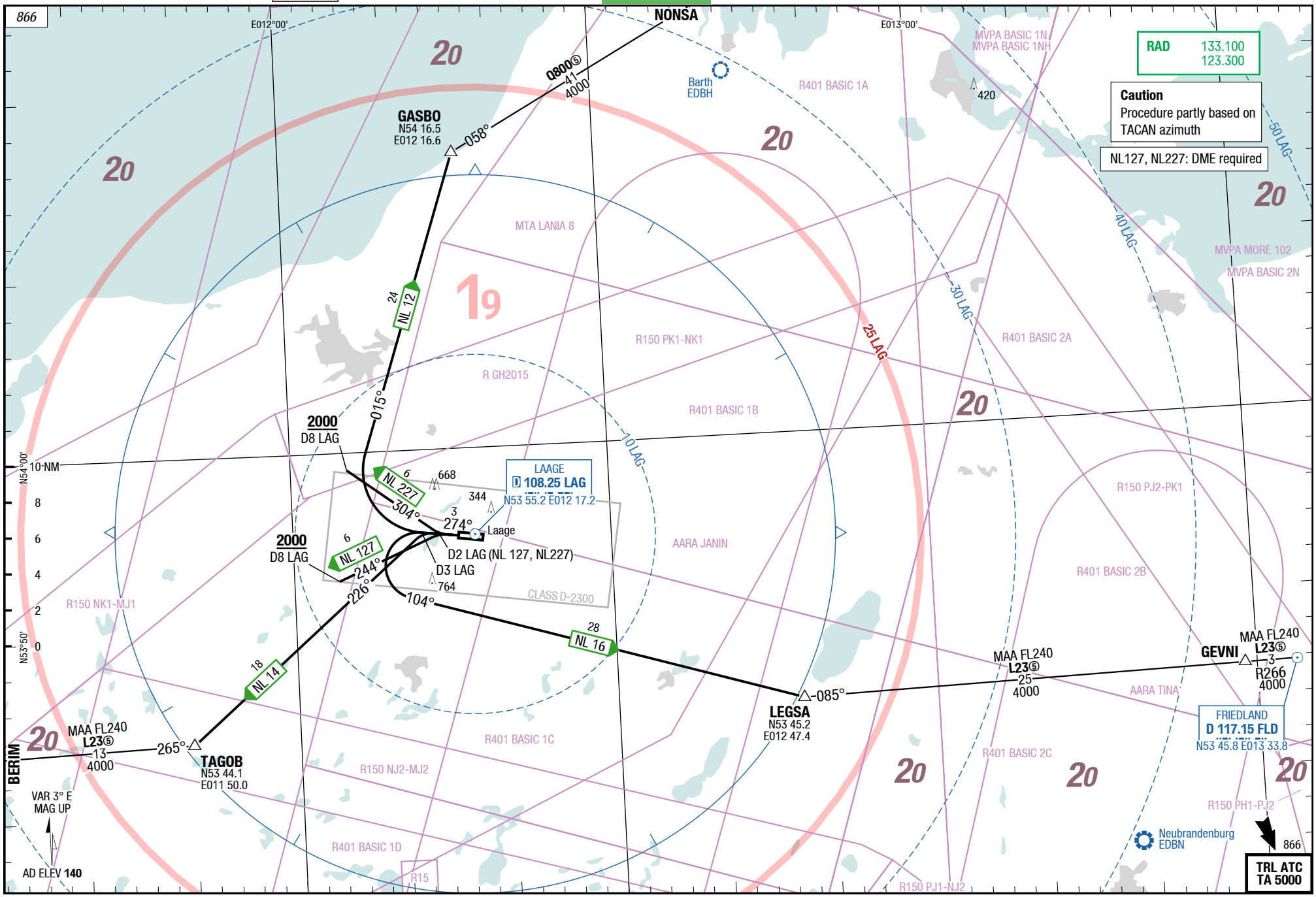
Changes: Reprint



Changes: TWY



Changes: FREQ



Changes: FREQ

NL 109 / NL 32 / NL 34 / NL 36

RWY 09 (094°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
9.5%	ft/MIN	1200	1500	1800	2100	2400	2600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
NL 109 9.5% to 2000 **133.100** ①	at D4 **LAG** continue as cleared by ATC	D4 **LAG** MNM **2000** Initial climb **4000**
NL 32 3.8% to 1800 **133.100**	at D5 **LAG LT** 337° to GASBO	Initial climb **4000**
NL 34 3.8% to 1800 **133.100**	at D5 **LAG RT** 256° to TAGOB	Initial climb **4000**
NL 36 3.8% to 1800 **133.100**	at D5 **LAG RT** 127° to LEGSA	Initial climb **4000**

① Climb gradient due to ATC.

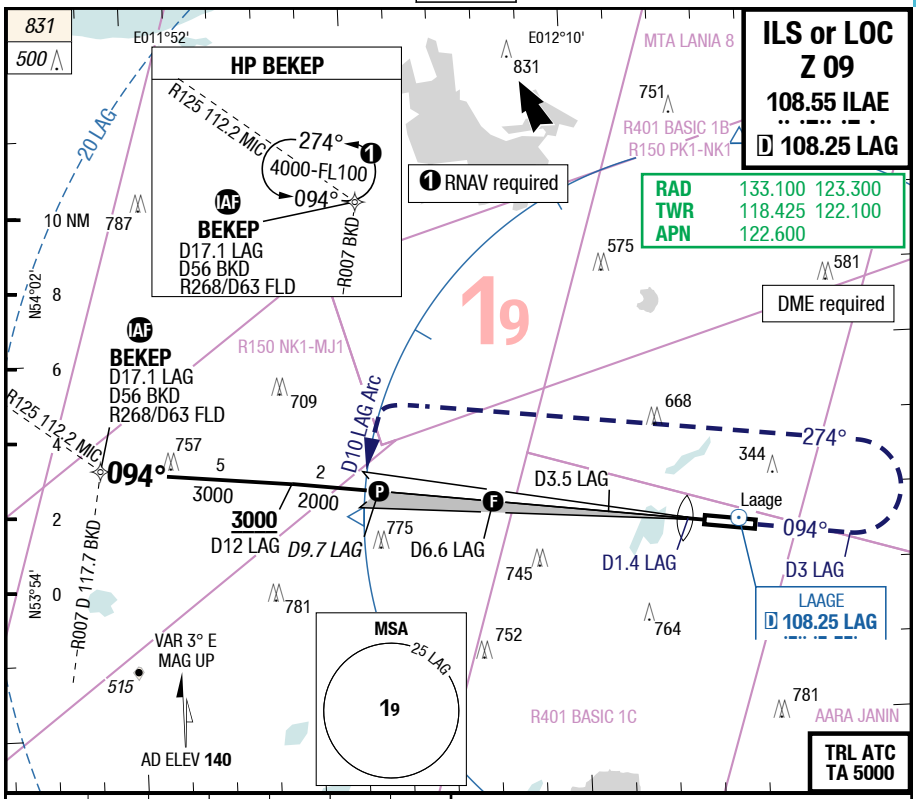
NL 12 / NL 127 / NL 14 / NL 16 / NL 227
RWY 27 (274°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200

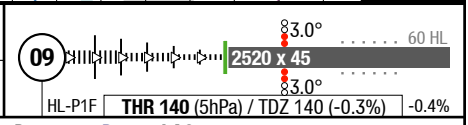
DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
NL 12 4.5% to 1420 **133.100**	at D3 **LAG RT** 015° to GASBO	 Initial climb **4000**
NL 127 7.9% to 1000 **133.100** ①	at D2 **LAG LT** 244° to D8 **LAG** continue as cleared by ATC.	D8 **LAG** MNM **2000** Initial climb **4000**
NL 14 4.2% to 3500 **133.100**	at D3 **LAG LT** 226° to TAGOB	 Initial climb **4000**
NL 16 4.2% to 3500 **133.100**	at D3 **LAG LT** 104° to LEGSA	 Initial climb **4000**
NL 227 7.9% to 1000 **133.100** ①	at D2 **LAG RT** 304° to D8 **LAG** continue as cleared by ATC.	D8 **LAG** MNM **2000** Initial climb **4000**

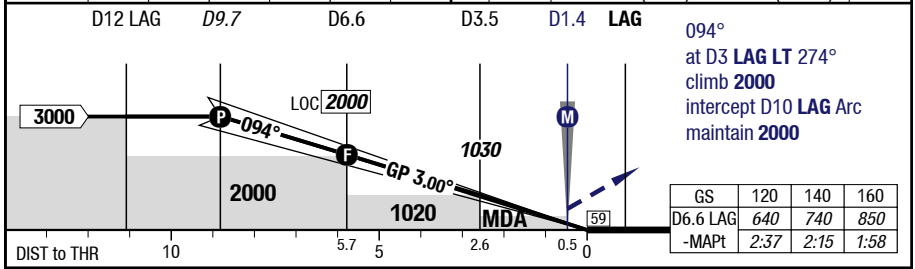
① Climb gradient due to ATC.

Changes: FREQ



LOC 3.00° D LAG	9.7	8	6	5	4	2
	3000	2450	1810	1490	1170	540





GS	120	140	160
D6.6 LAG	640	740	850
-MAPt	2:37	2:15	1:58

09		Cat 1 DME LAG	Cat 1 DME LAG APL U/S 1)	LOC DME LAG	LOC DME LAG APL U/S	Circling S of RWY only	Circling RADAR
C	ft - m/km ft	C 200 - 800V **340**	C 200 - 1.6V **340**	C 400 - 1.2V **490**		C 1100 - 4.8V **1170**	Not published
D	ft - m/km ft	C 200 - 800V **340**	C 200 - 1.6V **340**	C 400 - 1.2V **490**	C 400 - 2.0V **490**	C 1100 - 4.8V **1170**	Not published

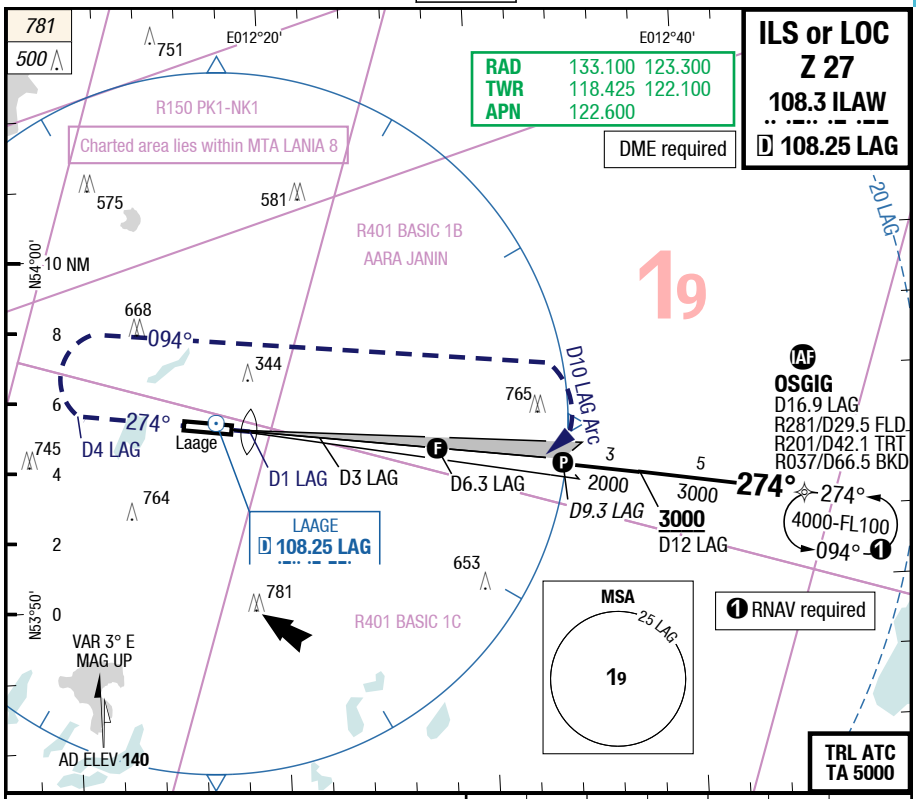
1) With EVS VIS 1.1km

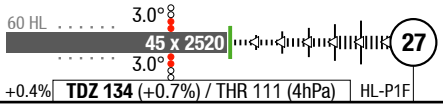
Changes: FREQ

RLG-ETNL

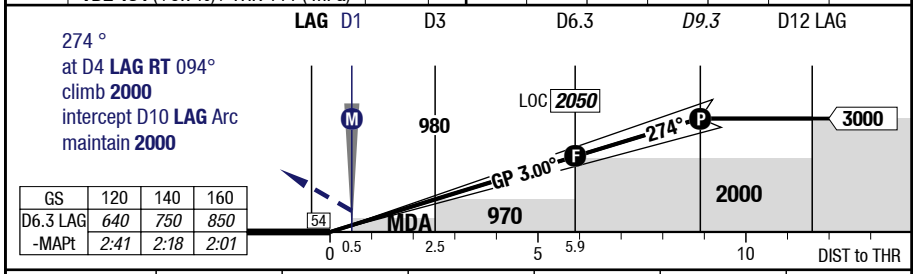
7-20

ILS or LOC Z 27





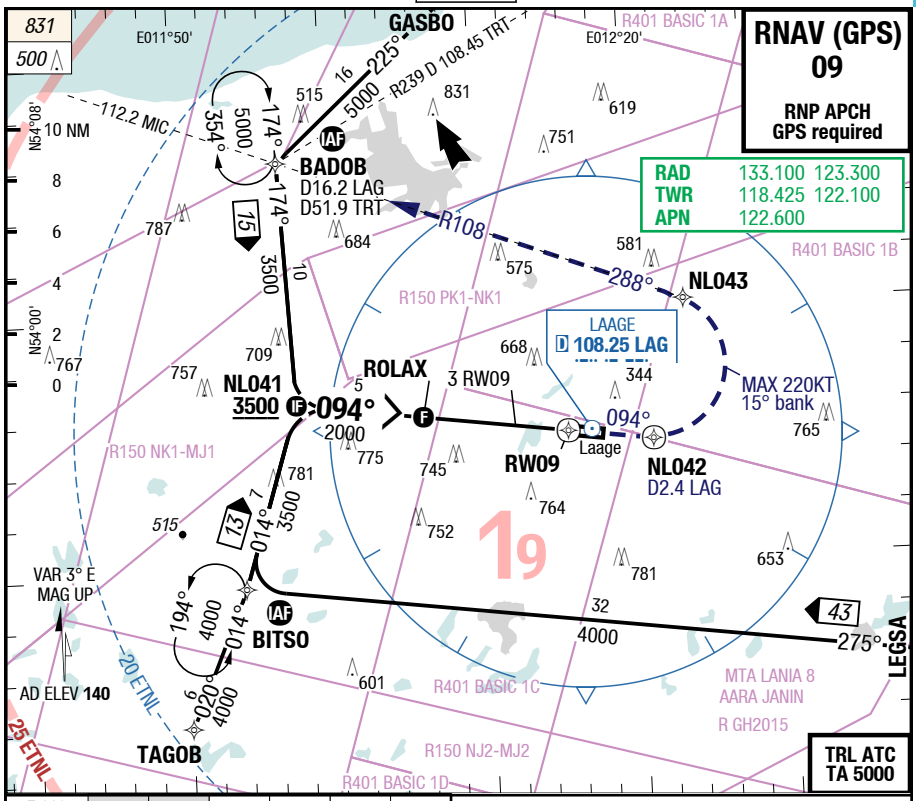
2	4	5	7	8	9.3	LOC 3.00° D LAG
660	1300	1620	2260	2580	3000	



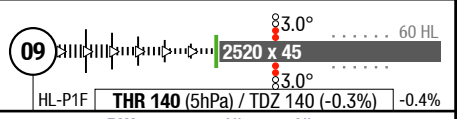
27		Cat 1 DME LAG	Cat 1 DME LAG APL U/S 1)	LOC DME LAG	LOC DME LAG APL U/S	Circling S of RWY only	Circling RADAR
C	ft - m/km ft	C 200 - 800V **340**	C 200 - 1.6V **340**	C 400 - 1.2V **480**		C 1100 - 4.8V **1170**	Not published
D	ft - m/km ft	C 200 - 800V **340**	C 200 - 1.6V **340**	C 400 - 1.2V **480**	C 400 - 2.0V **480**	C 1100 - 4.8V **1170**	Not published

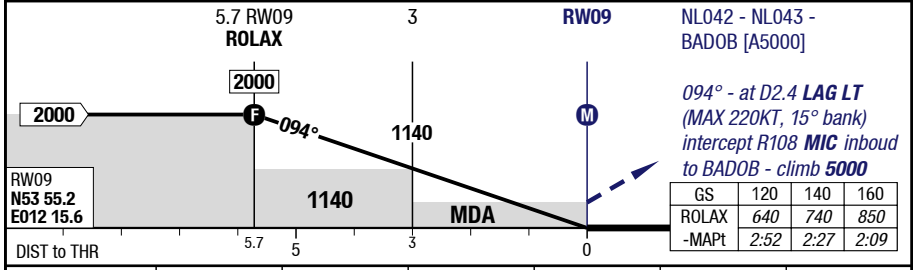
1) With EVS VIS 1.1km

Changes: MIN, FREQ



3.00° RW09			5.7	5	4	2
			2000	1770	1460	820





GS	120	140	160
ROLAX	*640*	*740*	*850*
-MAPt	*2:52*	*2:27*	*2:09*

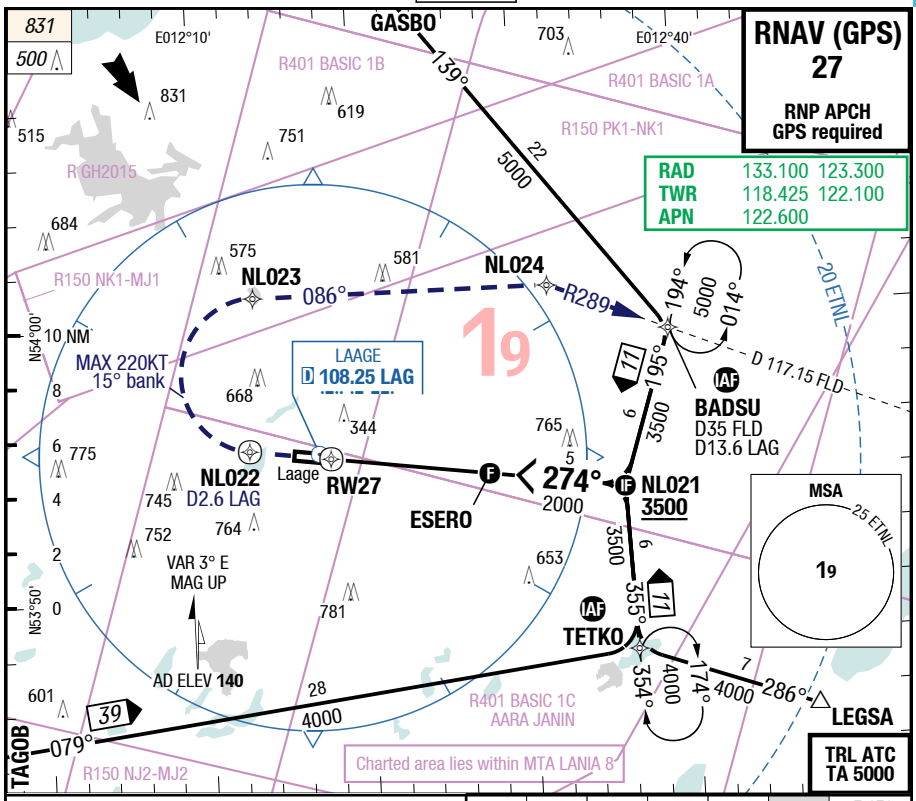
09		RNAV GPS LNAV	RNAV GPS LNAV APL U/S				Circling S of RWY only
C	ft - m/km ft	C 500 - 1.2V **560**	C 500 - 2.0V **560**				C 1100 - 4.8V **1170**
D	ft - m/km ft	C 500 - 1.2V **560**	C 500 - 2.0V **560**				C 1100 - 4.8V **1170**

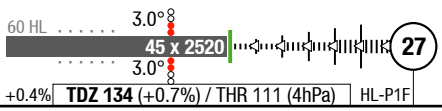
Changes: FREQ

RLG-ETNL

7-40

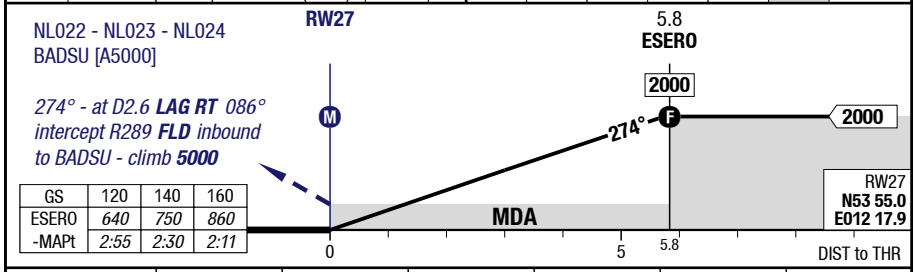
RNAV (GPS) 27





2	3	4	5	5.8	
800	1120	1440	1760	2000	

3.03°
RW27



27		RNAV GPS LNAV	RNAV GPS LNAV APL U/S				Circling S of RWY only
C	ft - m/km ft	C 500 - 1.2V **560**					C 1100 - 4.8V **1170**
D	ft - m/km ft	C 500 - 1.6V **560**	C 500 - 2.4V **560**				C 1100 - 4.8V **1170**

Changes: FREQ

RLG-ETNL

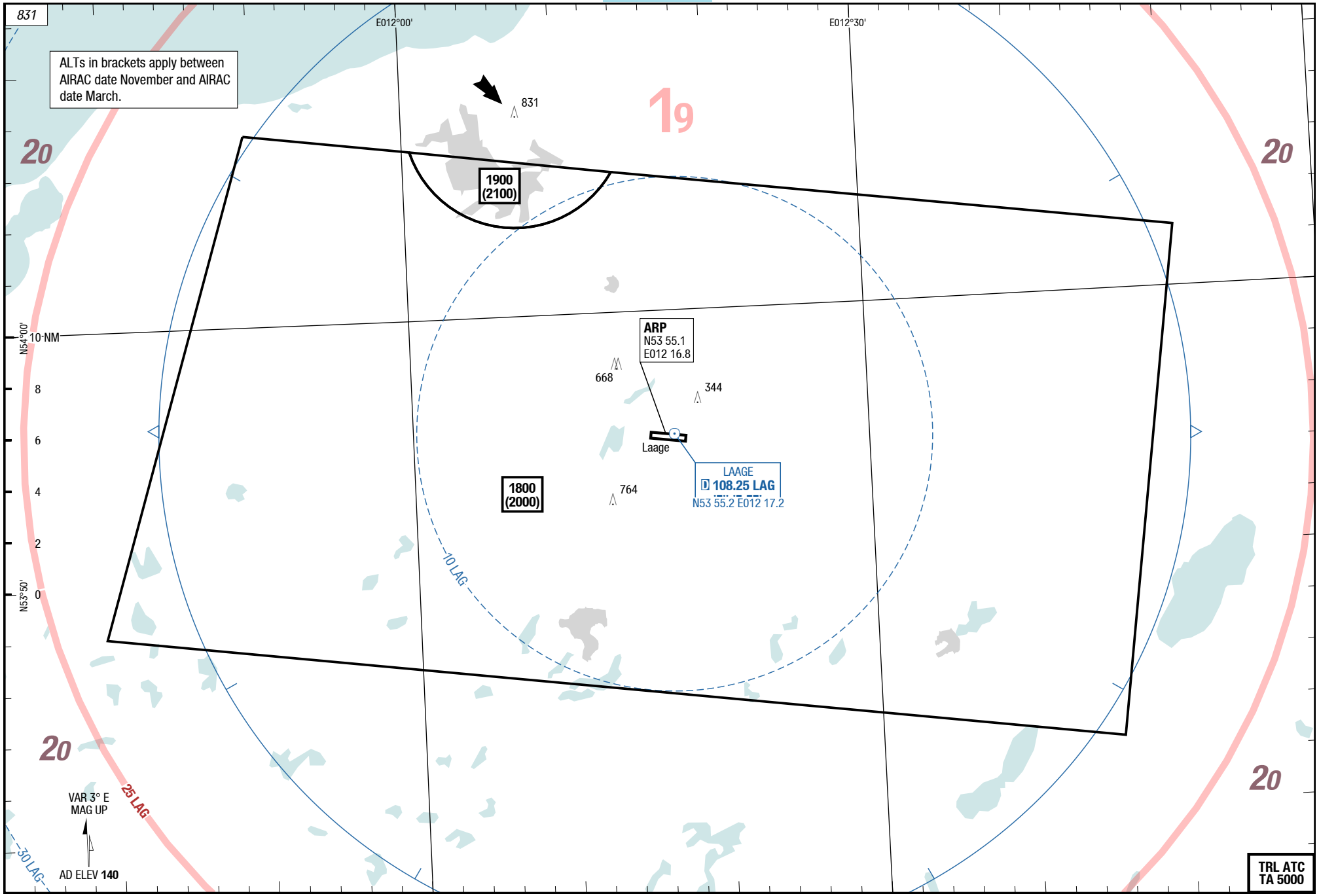
7-50

WxMinima Overflow

09		PAR	SRA	SRA APL U/S			
C	ft - m/km ft	C 200 - 800V **340**	C 500 - 1.2V **560**	C 500 - 2.0V **560**			
D	ft - m/km ft	C 200 - 800V **340**	C 500 - 1.2V **560**	C 500 - 2.0V **560**			

27		SRA	PAR				
C	ft - m/km ft	C 500 - 1.2V **560**	C 200 - 800V **340**				
D	ft - m/km ft	C 500 - 1.2V **560**	C 200 - 800V **340**				

Changes: MIN



Changes: RADAR SECT