

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

**RFF:** CAT 7; CAT 8 O/R 2HR PN, CAT 9 for Cargo/Mail flights only.  
**PCN:** RWY 04/22: 56/R/B/X/T  
 RWY 13/31: 54/R/B/X/T

**Operation****Traffic Note**

24HR PPR for ACFT with a MTOW of 290t / 639340lbs and above.

**Night Restriction**

Between 2200-0600± no TKOF on RWY 31 and RWY 22 for JET and for PROP above 45t / 99210lbs except for safety reasons.

**Preferential RWY**

TKOF RWY 13 and 04.  
 LDG RWY 22 and 31.

**Low Visibitliy Procedures**

LVP in use via ATIS.

Taxiing from APN C when RVR is less than 350m, but not less than 200m, for crictical type E135/E135L or smaller is to be conducted via TWY D, TWY A to/from Main APN by follow-me. Caution is advised during taxiing.

**Arrival**

- Vacate via TWY F only, if not otherwise CLR by ATC.
- Report "RWY vacated" when out of ILS protection zone (end of CLL on TWY F).

**Departure**

The segment of TWY F between APN and THR 13 is to be used for taxiing to TKOF position.

The segment of TWY D between APN C and TWY A and the segment of TWY A between TWY D and APN is to be used for taxiing from APN C.

**Taxi/Parking**

Code letter D ACFT must use oversteering technique when taxiing through TWY curves and crossings.

Taxiing on TWY for code letter E ACFT by follow-me only.

Taxi to/from stands only with follow-me or marshaller.

Use MNM PWR when taxiing out of stands.

**APU:** Use of APU restricted to MAX 30min after arrival at stand and 30min before ENG start.

**Engine Run-up Areas**

Run-up tests are allowed only on idle regime between 2200-0600±.

**ARRIVAL****Speed**

MAX IAS 250KT below FL100.

MAX IAS 220KT after overflying IAF, or on base leg / closing HDG to the final APCH track when under vectoring.

**Communication**

On first contact with TWR report:

- ACFT identification and actual CLR LVL.
- Assigned HDG on direct routing in case of FLT outside ATS routes.
- Confirm ATIS and QNH.

**COM-Failure**

The designated NAV aid is JAN VOR.

RWY 31: R176 JAN VOR to IAF VYDRA. MNM ALT 4000ft AMSL.

RWY 22: R355 JAN VOR at D7.1 JAN, turn left to IAF CIFER. MNM ALT 4000ft AMSL.

If JAN VOR unusable:

RWY 31: Designated NAV aid is OB NDB.

RWY 22: Designated NAV aid is OKR NDB.

**Arrival Procedure**

**Noise Abatement Procedure:** When possible, pilots are required to perform CDO.

**Circling:** RWY 04 right-hand circuit. Avoid west area of AD, between the extended CL of RWYs 04/22 and 13/31.

**Visual APCH:** Pilots conducting visual APCH should not enter airspace class G.

**Reverse:** Reverse thrust should be used between 2200-0600± only on idle regime EXC for safety reasons.

## DEPARTURE

## Take-off Minima

RWY		04/22	
All ACFT	ft - m/km	0 - 400R/400V	HIRL
A, B		0 - 400V	LIM or LIL REDL
C		0 - 500V	
D		0 - 600V	
All ACFT		0 - 800V	wo LGT, HJ only
RWY		13/31	
A, B	ft - m/km	0 - 150R/200V	HIRL + RCLL
C, D		0 - 200R/200V	
A, B, C		0 - 300R/300V	HIRL
D		0 - 300R/400V	
A, B		0 - 400V	LIM or LIL REDL
C		0 - 500V	
D		0 - 600V	
All ACFT		0 - 800V	wo LGT, HJ only

## Communication

Remain on TWR FREQ until passing 1500ft AMSL, unless otherwise instructed by ATC, and contact Radar ASAP afterwards.

On first contact with GND report:

- ACFT identification, DEST, stand identification
- Confirm ATIS and QNH
- Intention to go through de-icing or other requirements in connection with execution of DEP if necessary

On first contact with Radar report:

- ACFT identification.
- Actual and CLR LVL.
- SID or present HDG in case of non-standard CLR.

## Departure Procedure

## Start-up/Push-back

REQ start-up CLR when ready for start-up within 1min.

ACFT at nose-in stands ask TWR for start-up CLR together with the push-back CLR.

Power back procedure prohibited.

**DEPARTURE****Noise Abatement Procedure**

From TKOF up to 2000ft AMSL:

- take-off thrust
- speed  $V_2+10$  to 20KT (or as limited by body angle)
- appropriate flap setting.

From 2000ft to 3500ft AMSL:

- climb thrust
- speed  $V_2+10$  to 20KT
- maintain previous flap setting

Over 3500ft AMSL:

- retract flaps on schedule
- en-route climb configuration

From 3500ft AMSL to 10000ft AMSL:

- MAX IAS 250KT or as requested by ATC

**Visual Departure**

Visual departure of IFR flights may be cleared during the time between 0700 $\pm$  and the end of evening civil twilight or 1800 $\pm$ , whichever is earlier.

**De-icing**

REQ de-icing 15min before EOBT and report:

- flight number
- type of ACFT
- stand
- category of requested de-icing (standard or non-standard)

Precise instructions for de-icing must be handed by the FLT captain to de-icing provider only in written form, by filling the de-icing request. Other forms of instructions handover are not permitted.

On first contact with GND (outside OPR HR, contact TWR) inform about intention to go through de-icing.

Taxiing to de-icing stand by follow-me only.

**Warnings**

Due to mountainous terrain north-west of AD, for all DEP from RWY 31 is required a strict adherence to track description, defined ALT and speed restrictions.

Effective 13-SEP-2018

06-SEP-2018

BTS-LZIB

2-10

Slovakia Bratislava M.R.Stefanik

AGC

AFC

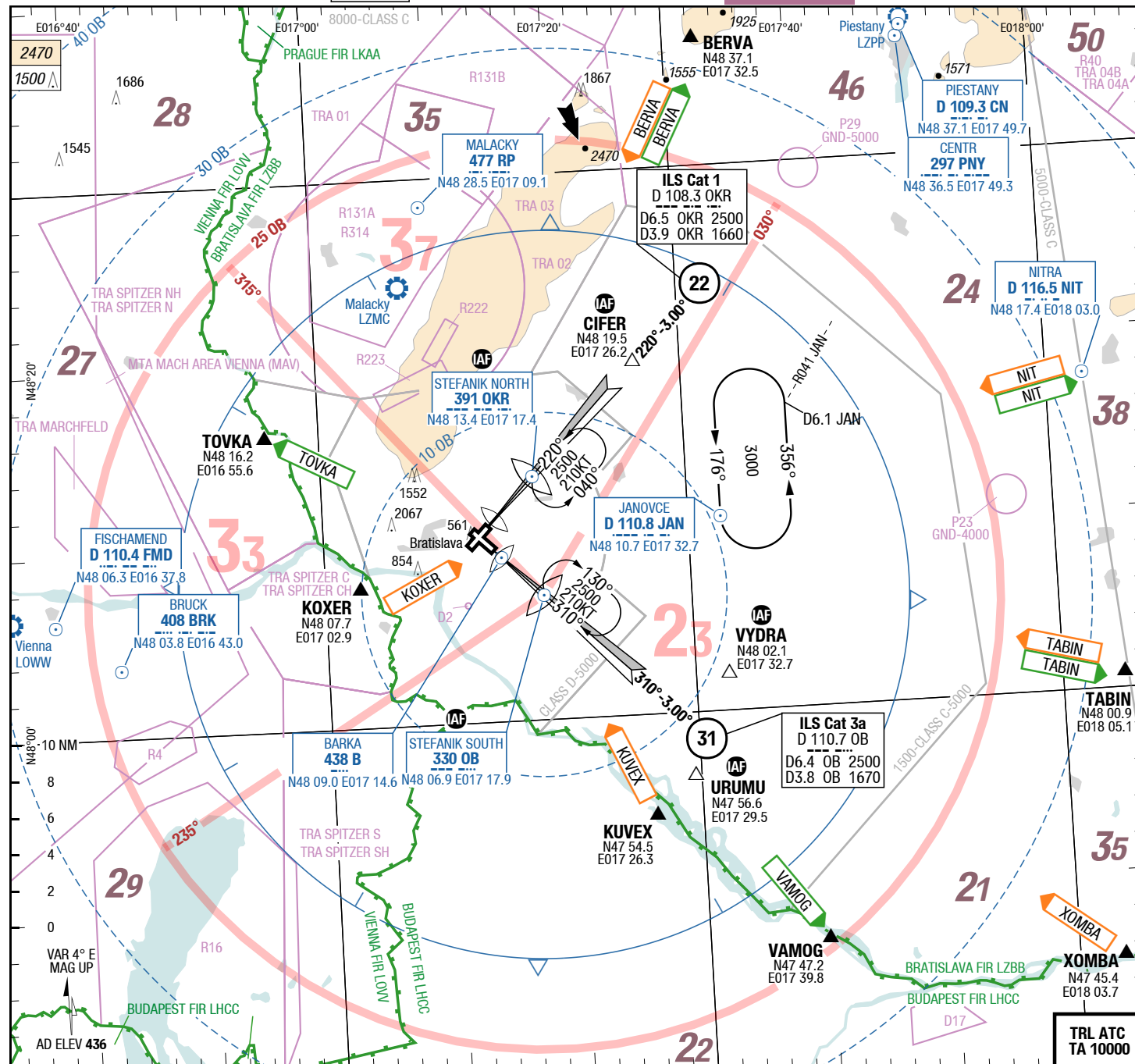
AFC

AFC

M.R.Stefanik Bratislava Slovakia

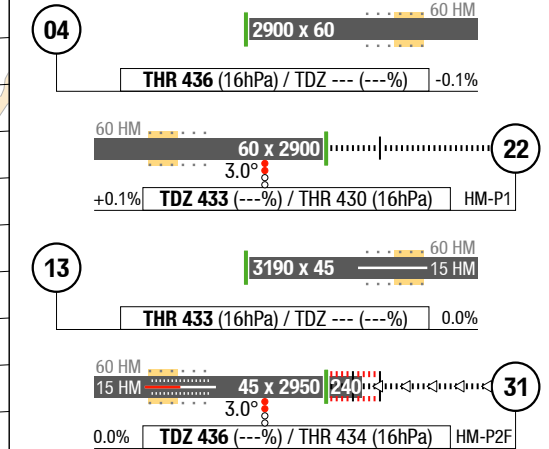
AGC

AFC



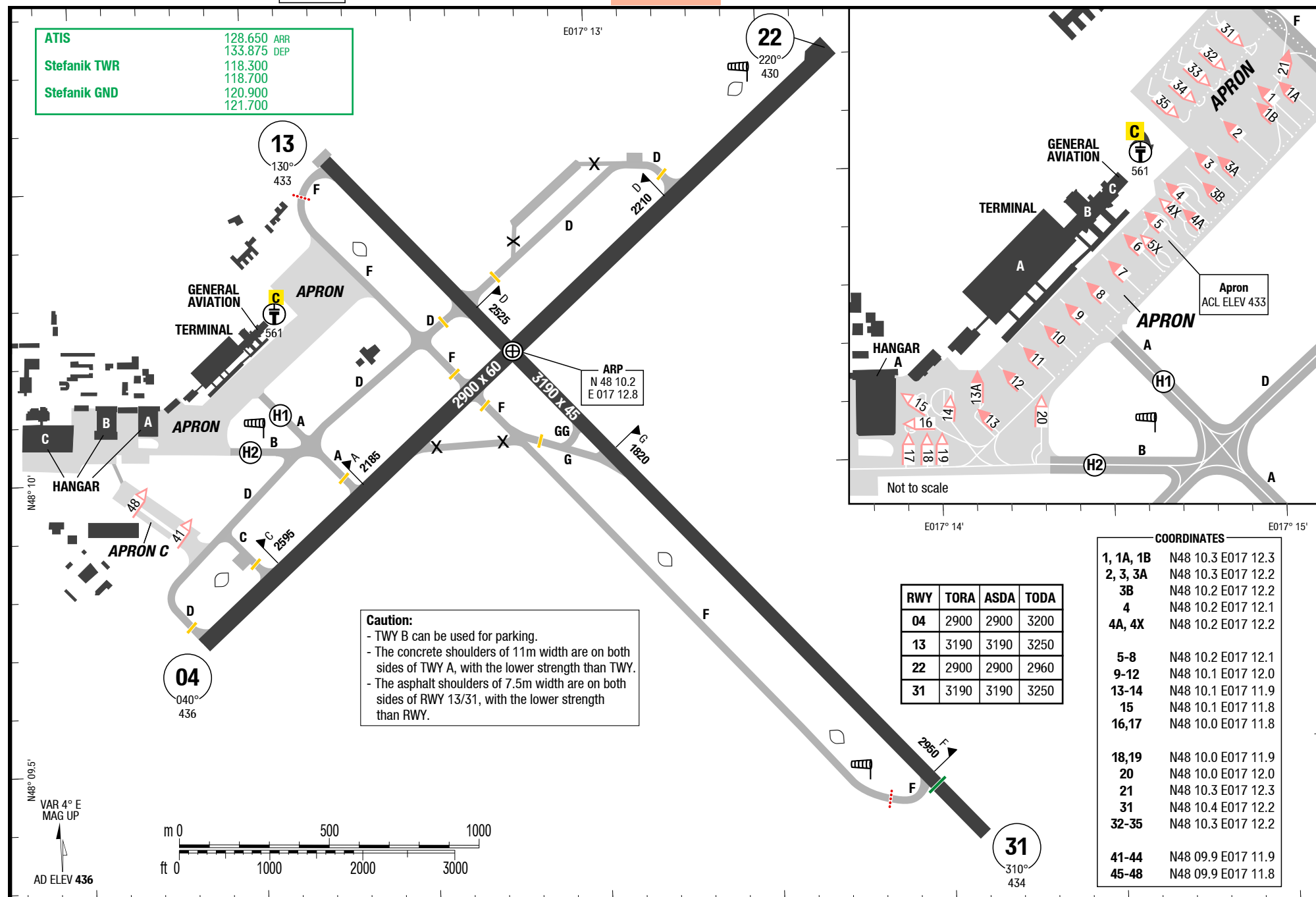
ATIS 128.650 ARR  
133.875 DEP  
Stefanik RAD 134.925  
118.975  
Stefanik TWR 118.300  
118.700  
Stefanik GND 120.900  
121.700

Landing RWY system:



Changes: APL

3-20



10-AUG-2017

## BTS-LZIB

Slovakia **Bratislava** M.R.Stefanik

## SIDs RWY 13

4-10

## SIDs RWY 04

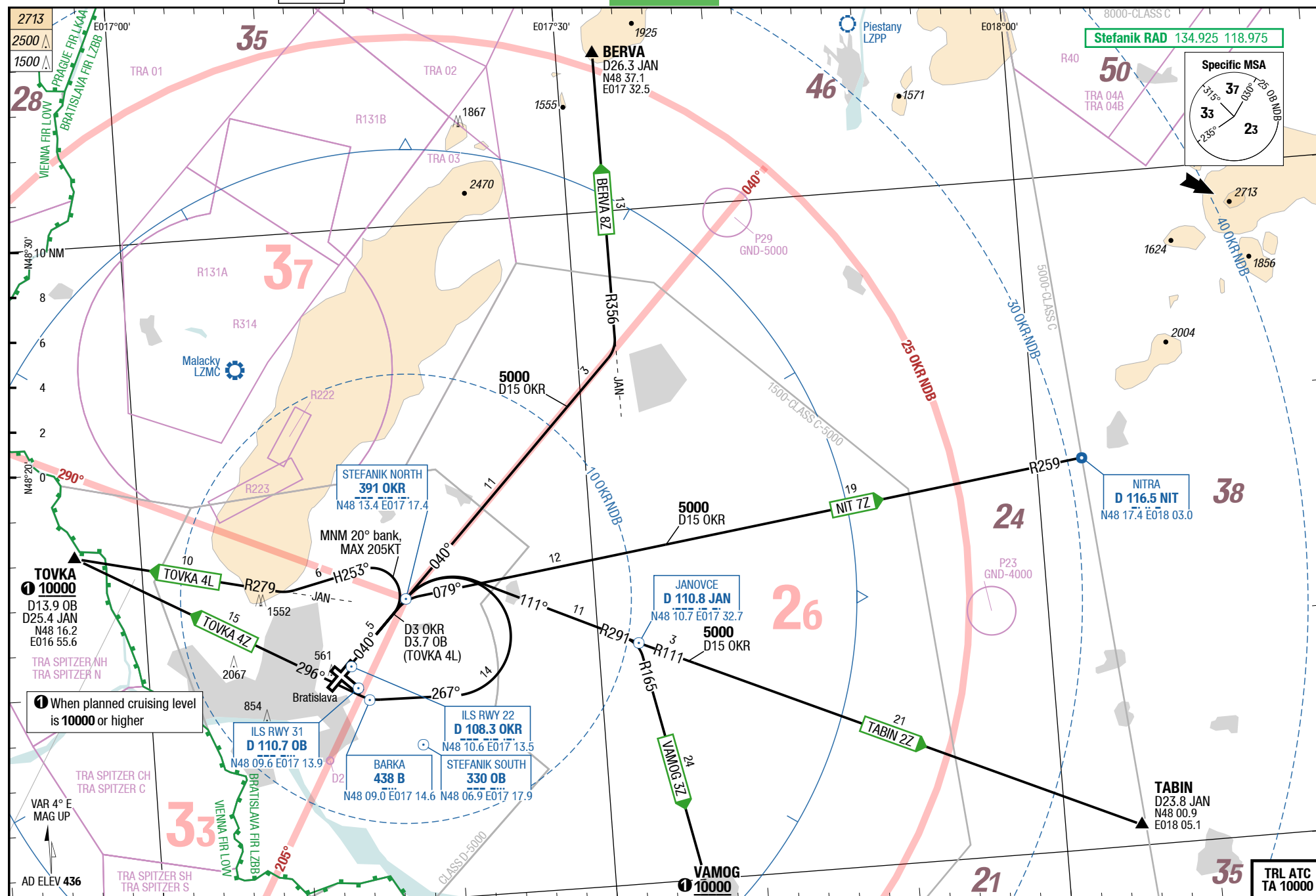
SID

SID

M.R.Stefanik **Bratislava** Slovakia

## SIDs RWY 13

## SIDs RWY 04



Changes: OBST, SUAs

Effective 17-AUG-2017

10-AUG-2017

BTS-LZIB

4-20

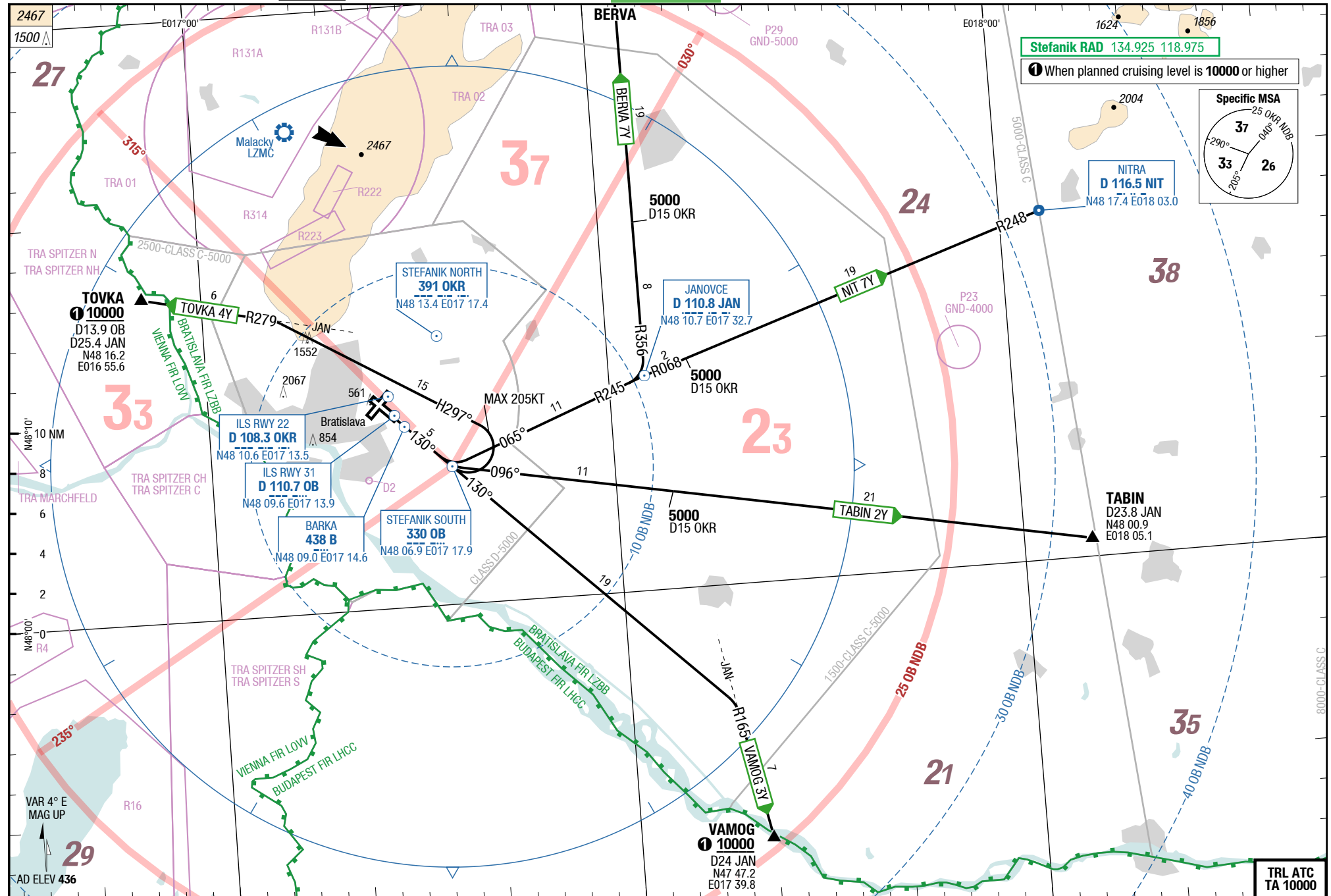
SIDs RWY 13

SID

SID

M.R.Stefanik Bratislava Slovakia

SIDs RWY 13



Changes: OBST, SUAs

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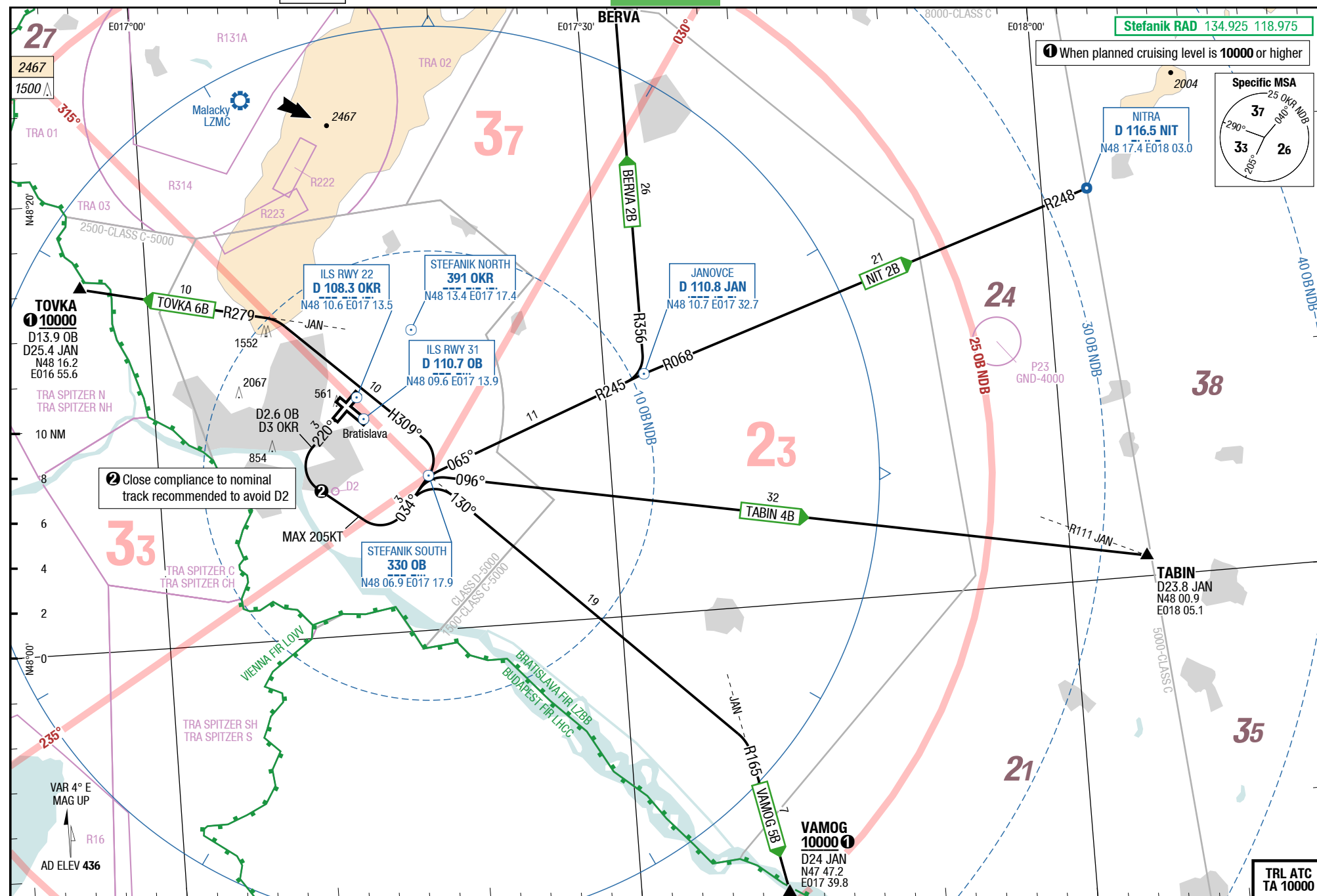
**BTS-LZIB**

## SIDs RWY 22

SID

SID

## SIDs RWY 22



Changes: SUAs, OBST

TRL ATC  
TA 10000

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## BTS-LZIB

SID

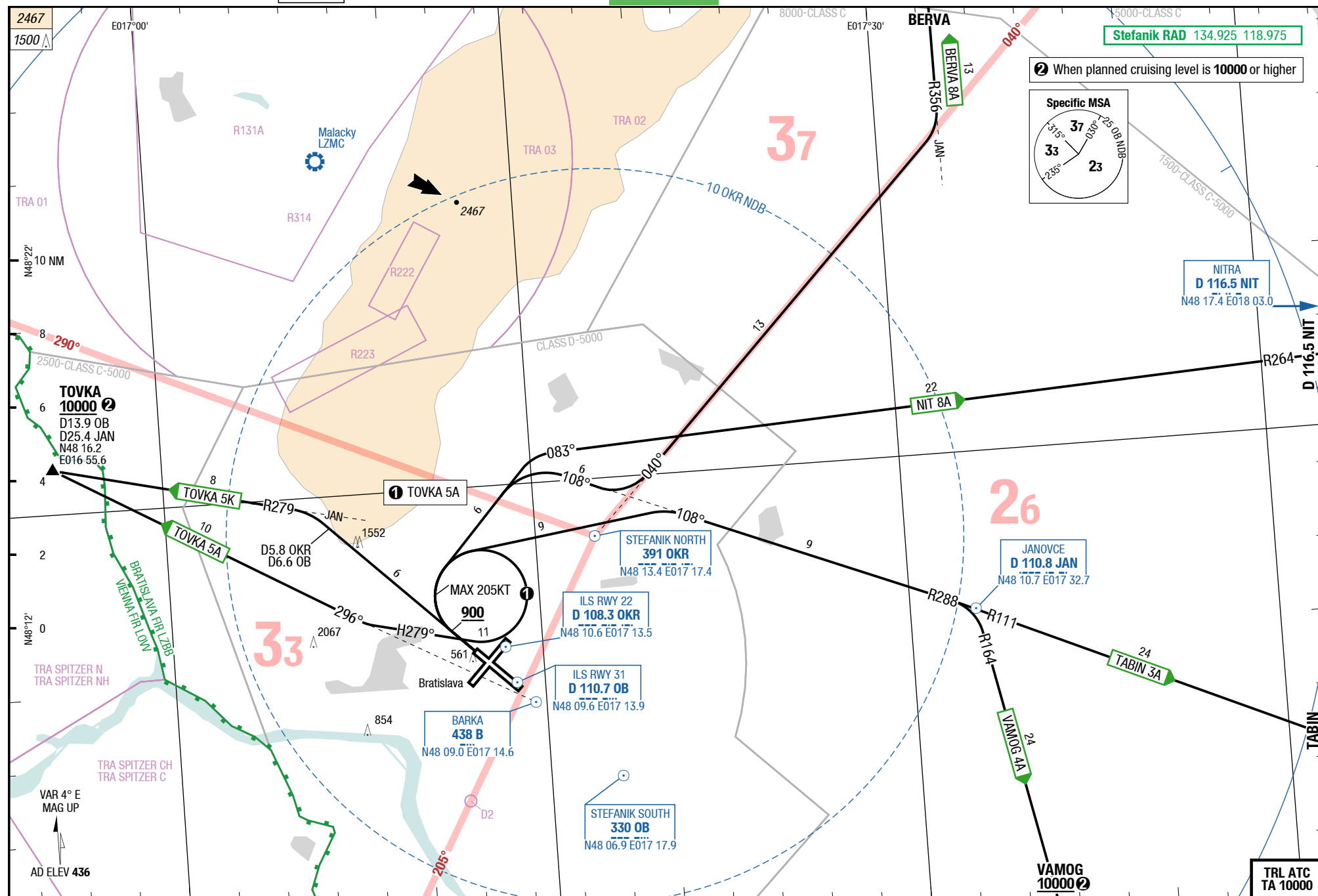
SID

M.R.Stefanik **Bratislava** Slovakia

## SIDs RWY 31

4-40

## SIDs RWY 31



Changes: ALT, SUAs, OBST

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24-MAR-2016

BTS-LZIB

5-10

SIDs RWY 04

SIDPT

**BERVA 8Z / NITRA 7Z / TABIN 2Z / TOVKA 4L / TOVKA 4Z / VAMOG 3Z**  
**RWY 04 (040°)**

**Remain on TWR frequency until crossing 1500ft then contact Stefanik RAD.**

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 04</b>	
<b>BERVA 8Z</b> 4.5% to 3500 <b>134.925</b> ①	QDM 040 <b>OKR</b> to <b>OKR</b> NDB - QDR 040 <b>OKR</b> intercept R356 <b>JAN</b> to BERVA	D15 <b>OKR</b> at <b>5000</b>  <b>initial climb 5000</b>
<b>NITRA 7Z</b> <b>NIT 7Z</b> <b>134.925</b>	QDM 040 <b>OKR</b> to <b>OKR</b> NDB - intercept R259 <b>NIT</b> (QDR 079 <b>OKR</b> ) to <b>NIT</b>	D15 <b>OKR</b> at <b>5000</b>  <b>initial climb 5000</b>
<b>TABIN 2Z</b> <b>134.925</b>	QDM 040 <b>OKR</b> to <b>OKR</b> NDB - <b>RT</b> intercept R291 <b>JAN</b> to <b>JAN</b> - R111 <b>JAN</b> to TABIN	D15 <b>OKR</b> at <b>5000</b>  <b>initial climb 5000</b>
<b>TOVKA 4L</b> 5.0% to 2500 <b>134.925</b> ②	at D3 <b>OKR</b> (D3.7 <b>OB</b> ) <b>LT</b> (MNM 20° bank, MAX 205KT) HDG 253° - intercept R279 <b>JAN</b> to TOVKA	TOVKA MNM <b>10000</b>  <b>initial climb 5000</b>
<b>TOVKA 4Z</b> <b>134.925</b> ②	QDM 040 <b>OKR</b> to <b>OKR</b> NDB - <b>RT</b> intercept QDM 267 <b>B</b> to <b>B</b> - QDR 296 <b>B</b> to TOVKA	TOVKA MNM <b>10000</b>  <b>initial climb 5000</b>
<b>VAMOG 3Z</b> <b>134.925</b> ③	QDM 040 <b>OKR</b> to <b>OKR</b> NDB - <b>RT</b> intercept R291 <b>JAN</b> to <b>JAN</b> - R165 <b>JAN</b> to VAMOG	VAMOG MNM <b>10000</b>  <b>initial climb 5000</b>

- ① Climb gradient 4.5% required, to remain within controlled airspace. If unable to comply inform ATC.  
 ② Cross TOVKA MNM 10000 when planned cruising level is 10000 or higher.  
 ③ Cross VAMOG MNM 10000 when planned cruising level is 10000 or higher.

Changes: ALT, PROC renumbered, Note

BERVA 7Y / NITRA 7Y / TABIN 2Y / TOVKA 4Y / VAMOG 3Y

RWY 13 (130°)

Remain on TWR frequency until crossing 1500ft then contact Stefanik RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
<b>BERVA 7Y</b> 134.925	QDM 130 <b>OB</b> to <b>OB</b> NDB - intercept R245 <b>JAN</b> (QDR 065 <b>OB</b> ) to <b>JAN</b> - R356 <b>JAN</b> to BERVA	D15 <b>OKR</b> at <b>5000</b> <b>initial climb 5000</b>
<b>NITRA 7Y</b> <b>NIT 7Y</b> 134.925	QDM 130 <b>OB</b> to <b>OB</b> NDB - intercept R245 <b>JAN</b> (QDR 065 <b>OB</b> ) to <b>JAN</b> - R068 <b>JAN</b> (R248 <b>NIT</b> ) to <b>NIT</b>	D15 <b>OKR</b> at <b>5000</b> <b>initial climb 5000</b>
<b>TABIN 2Y</b> 134.925	QDM 130 <b>OB</b> to <b>OB</b> NDB - QDR 096 <b>OB</b> to TABIN	D15 <b>OKR</b> at <b>5000</b> <b>initial climb 5000</b>
<b>TOVKA 4Y</b> 134.925 ①	QDM 130 <b>OB</b> to <b>OB</b> NDB - <b>LT</b> (MAX 205KT) HDG 297° intercept R279 <b>JAN</b> to TOVKA	TOVKA MNM <b>10000</b> <b>initial climb 5000</b>
<b>VAMOG 3Y</b> 134.925 ②	QDM 130 <b>OB</b> to <b>OB</b> NDB - QDR 130 <b>OB</b> intercept R165 <b>JAN</b> to VAMOG	VAMOG MNM <b>10000</b> <b>initial climb 5000</b>

① Cross TOVKA MNM 10000 when planned cruising level is 10000 or higher.

② Cross VAMOG MNM 10000 when planned cruising level is 10000 or higher.

**BERVA 2B / NITRA 2B / TABIN 4B / TOVKA 6B / VAMOG 5B**

RWY 22 (220°)

**Remain on TWR frequency until crossing 1500ft then contact Stefanik RAD.**

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 22</b>	
<b>BERVA 2B</b> 5.0% to 1800 <b>134.925</b>	at D3 <b>OKR</b> / D2.6 <b>OB LT</b> (MAX 205KT) intercept QDM 034 <b>OB</b> to <b>OB NDB</b> - intercept R245 <b>JAN</b> (QDR 065 <b>OB</b> ) to <b>JAN</b> - R356 <b>JAN</b> to BERVA	<b>initial climb 5000</b>
<b>NITRA 2B</b> <b>NIT 2B</b> 5.0% to 1800 <b>134.925</b>	at D3 <b>OKR</b> / D2.6 <b>OB LT</b> (MAX 205KT) intercept QDM 034 <b>OB</b> to <b>OB NDB</b> - intercept R245 <b>JAN</b> (QDR 065 <b>OB</b> ) to <b>JAN</b> - R068 <b>JAN</b> (R248 <b>NIT</b> ) to <b>NIT</b>	<b>initial climb 5000</b>
<b>TABIN 4B</b> 5.0% to 1800 <b>134.925</b>	at D3 <b>OKR</b> / D2.6 <b>OB LT</b> (MAX 205KT) intercept QDM 034 <b>OB</b> to <b>OB NDB</b> - QDR 096 <b>OB</b> to TABIN	<b>initial climb 5000</b>
<b>TOVKA 6B</b> 5.0% to 1800 <b>134.925</b> ①	at D3 <b>OKR</b> / D2.6 <b>OB LT</b> (MAX 205KT) intercept QDM 034 <b>OB</b> to <b>OB NDB</b> - <b>LT</b> (MAX 205KT) HDG 309° intercept R279 <b>JAN</b> to TOVKA	<b>TOVKA MNM 10000</b> <b>initial climb 5000</b>
<b>VAMOG 5B</b> 5.0% to 1800 <b>134.925</b> ②	at D3 <b>OKR</b> / D2.6 <b>OB LT</b> (MAX 205KT) intercept QDM 034 <b>OB</b> to <b>OB NDB</b> - QDR 130 <b>OB</b> intercept R165 <b>JAN</b> to VAMOG	<b>VAMOG MNM 10000</b> <b>initial climb 5000</b>

① Cross TOVKA MNM 10000 when planned cruising level is 10000 or higher.

② Cross VAMOG MNM 10000 when planned cruising level is 10000 or higher.

**BERVA 8A / NITRA 8A / TABIN 3A / TOVKA 5A / TOVKA 5K / VAMOG 4A**  
**RWY 31 (310°)**

**Remain on TWR frequency until crossing 1500ft then contact Stefanik RAD.**

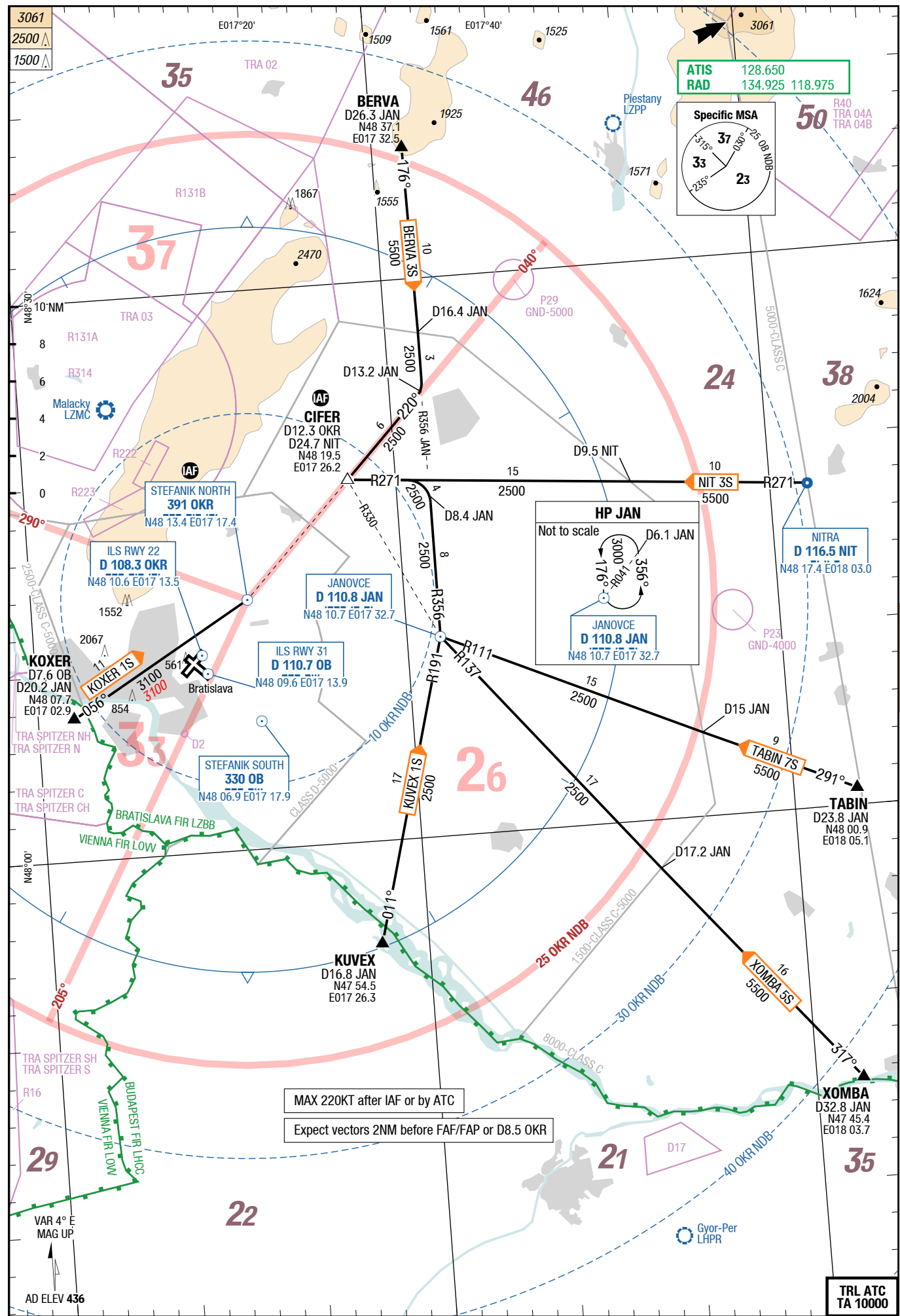
	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 31</b>	
<b>BERVA 8A</b> 6.0% to 2400 <b>134.925</b>	at MNM <b>900 RT</b> (MAX 205KT) intercept R288 <b>JAN</b> inbound - intercept QDR 040 <b>OKR</b> - intercept R356 <b>JAN</b> to BERVA	<b>initial climb 5000</b>
<b>NITRA 8A</b> <b>NIT 8A</b> 6.0% to 2400 <b>134.925</b>	at MNM <b>900 RT</b> (MAX 205KT) intercept R264 <b>NIT</b> to <b>NIT</b>	<b>initial climb 5000</b>
<b>TABIN 3A</b> 6.0% to 2400 <b>134.925</b>	at MNM <b>900 RT</b> (MAX 205KT) intercept R288 <b>JAN</b> to <b>JAN</b> - R111 <b>JAN</b> to TABIN	<b>initial climb 5000</b>
<b>TOVKA 5A</b> 6.0% to 2400 <b>134.925</b> ①	at MNM <b>900 RT</b> (MAX 205KT) HDG 279° - intercept QDR 296 <b>B</b> to TOVKA	<b>TOVKA MNM 10000</b>  <b>initial climb 5000</b>
<b>TOVKA 5K</b> 6.0% to 2400 <b>134.925</b> ①②	at D6.6 <b>OB</b> (D5.8 <b>OKR</b> ) <b>LT</b> - intercept R279 <b>JAN</b> to TOVKA	<b>TOVKA MNM 10000</b>  <b>initial climb 5000</b>
<b>VAMOG 4A</b> 6.0% to 2400 <b>134.925</b> ③	at MNM <b>900 RT</b> (MAX 205KT) intercept R288 <b>JAN</b> to <b>JAN</b> - R164 <b>JAN</b> to VAMOG	<b>VAMOG MNM 10000</b>  <b>initial climb 5000</b>

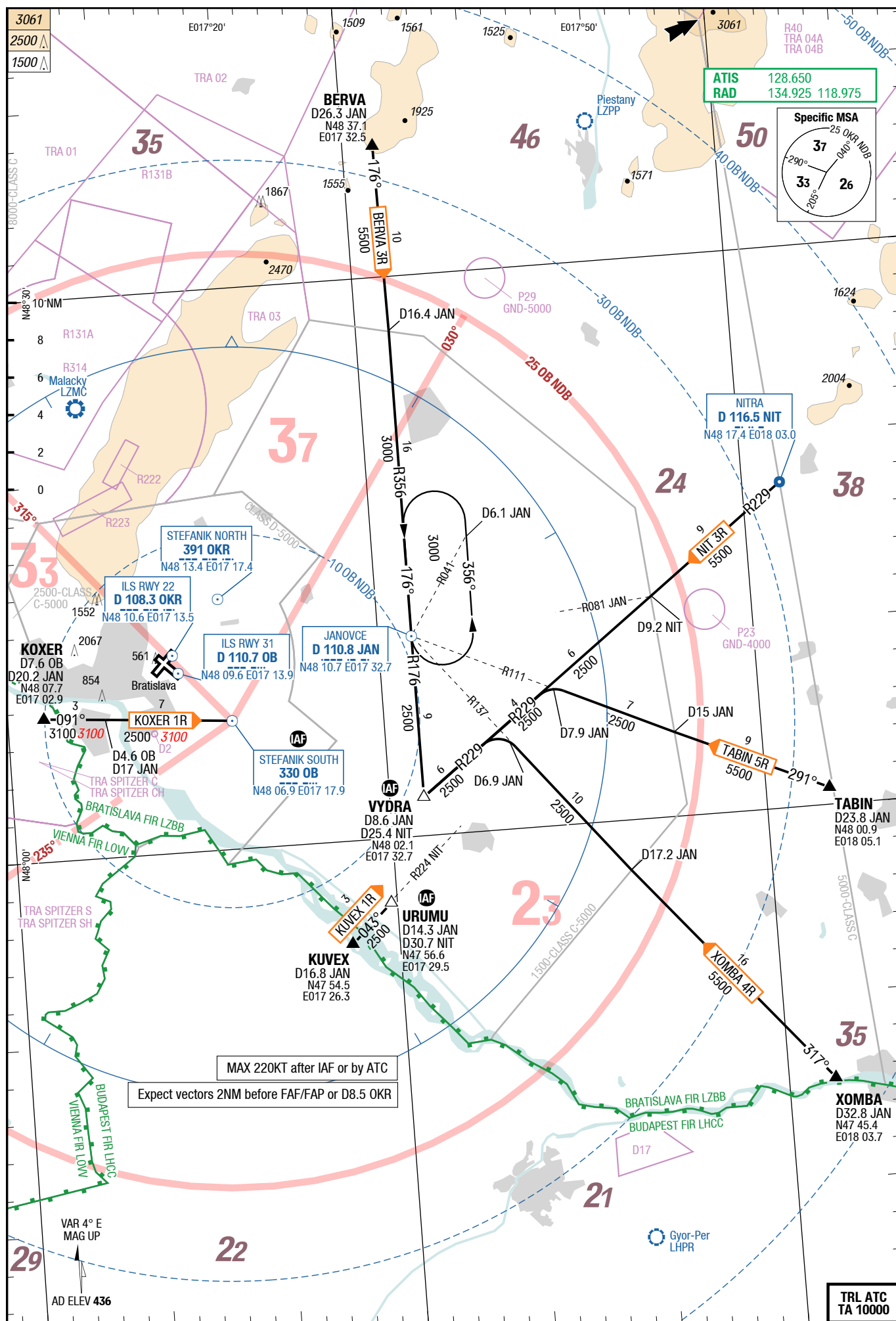
① Cross TOVKA MNM 10000 when planned cruising level is 10000 or higher.

② This route is available only on pilot's request.

③ Cross VAMOG MNM 10000 when planned cruising level is 10000 or higher.



Changes: MGA, OBST, SLAS

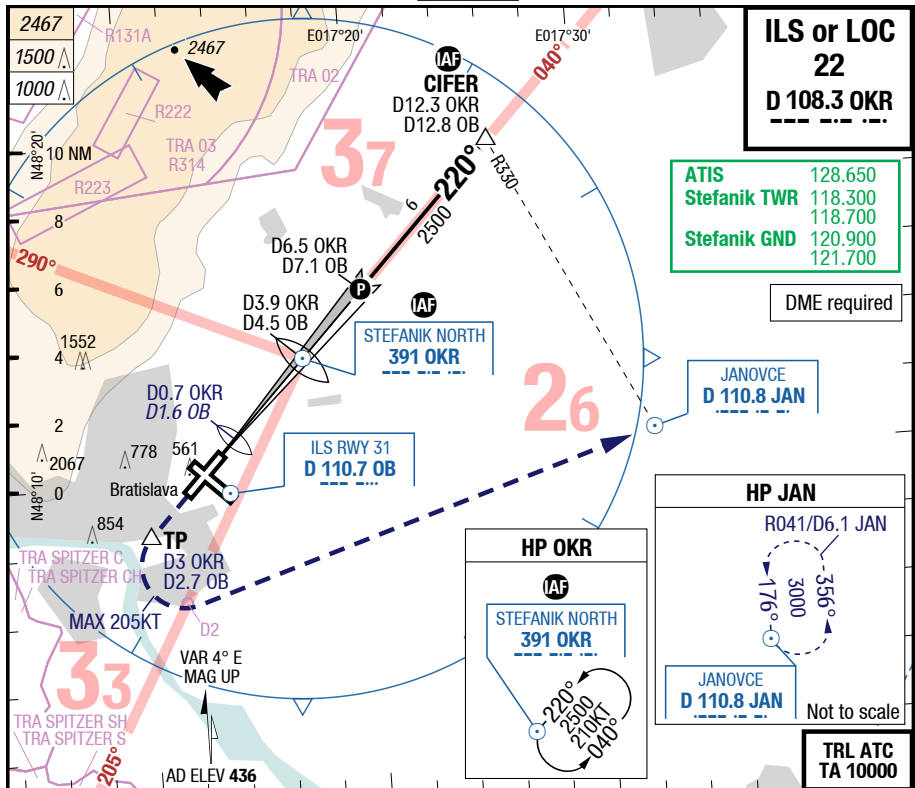




## BTS-LZIB

7-10

## ILS or LOC 22



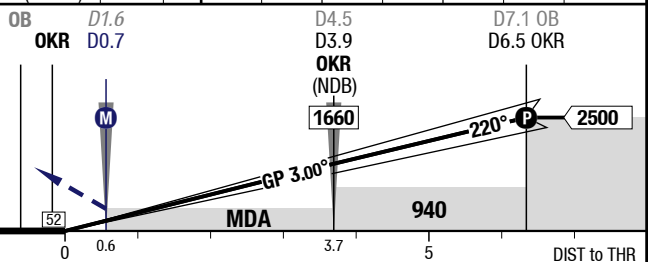
60 HM

60 x 2900  
3.0°  
+0.1% **TDZ 433** (---%) / **THR 430** (16hPa) HM-P1

2	3	4	5	6	6.5	LOC 3.01° D OKR
1070	1390	1710	2030	2340	2500	

220°  
at TP (D3 OKR/D2.7 OB)  
LT (MAX 205KT) direct JAN  
climb 3000

GS	120	140	160
OM	640	750	850
-MAPt	NA	NA	NA



22	Cat 1 1) 2)	LOC DME	LOC DME wo D3.9 OKR		Circling 3)
C	ft - m/km ft 210 - 650R/800V <b>640</b>	410 - 1.2R/1.3V <b>840</b>	510 - 1.6R/1.6V <b>940</b>		See Circling IAC
D	ft - m/km ft 220 - 700R/800V <b>650</b>	410 - 1.3R/1.4V <b>840</b>	510 - 1.6R/1.6V <b>940</b>		See Circling IAC

1) FD, AP or HGS required, else RVR 750m

2) With EVS RVR 550m/ VIS 800m

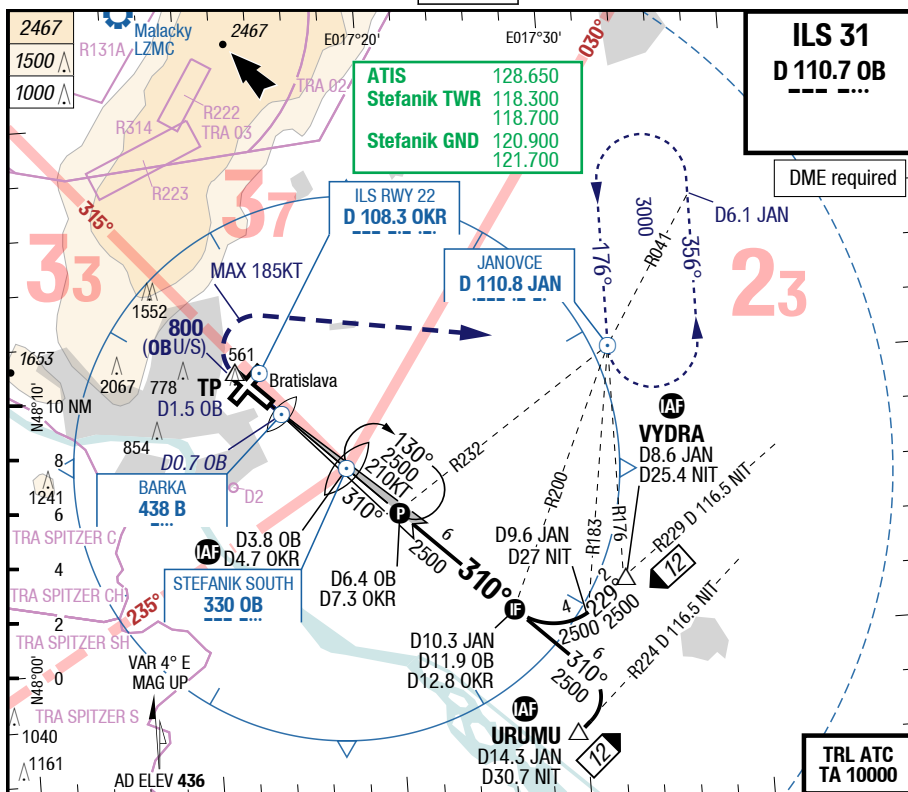
3) NA W of AD BTN EXTD RCL 13/31 and 04/22

Changes: APL

BTS-LZIB

7-20

ILS 31



60 HM

15 HM

0.0%

TDZ 436 (---%) / THR 434 (16hPa)

HM-P2F

45 x 2950

3.0°

31

OKR

OB D0.7

B

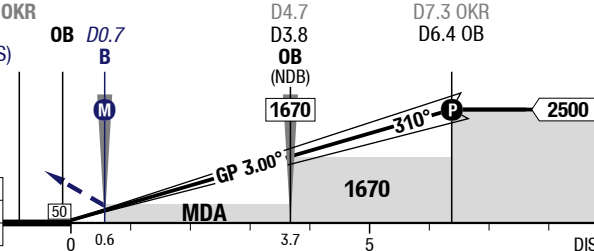
RT (MAX 185KT)

direct JAN

climb 3000

No turn before MM B

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



31		Cat 3a GA 2.5%	Cat 2 GA 4.0%	Cat 2 GA 2.5%	Cat 1 GA 4.0%	Cat 1 GA 4.0% wo RCLL <sup>1)</sup>	Circling <sup>2)</sup>
C	ft - m/km ft	0 - 200R <b>Company</b> <b>103 RA</b>	110 - 300R <b>103 RA</b>	190 - 450R <b>184 RA</b>	200 - 550R/700V <b>640 <sup>3)</sup></b>	200 - 650R/800V <b>640</b>	See Circling IAC
D	ft - m/km ft	0 - 200R <b>Company</b> <b>118 RA</b>	120 - 350R <b>118 RA</b>	200 - 450R <b>200 RA</b>	200 - 600R/700V <b>640 <sup>4)</sup></b>	200 - 700R/800V <b>640</b>	See Circling IAC

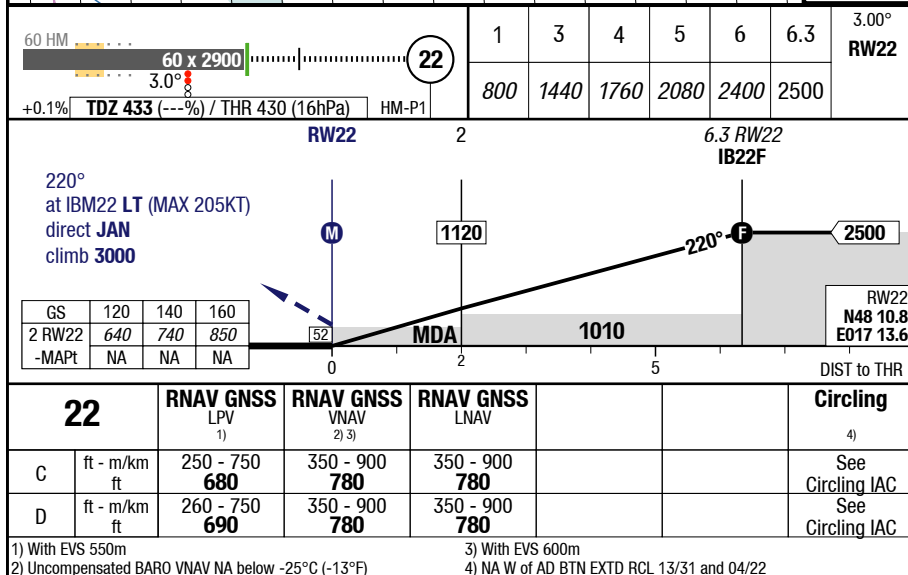
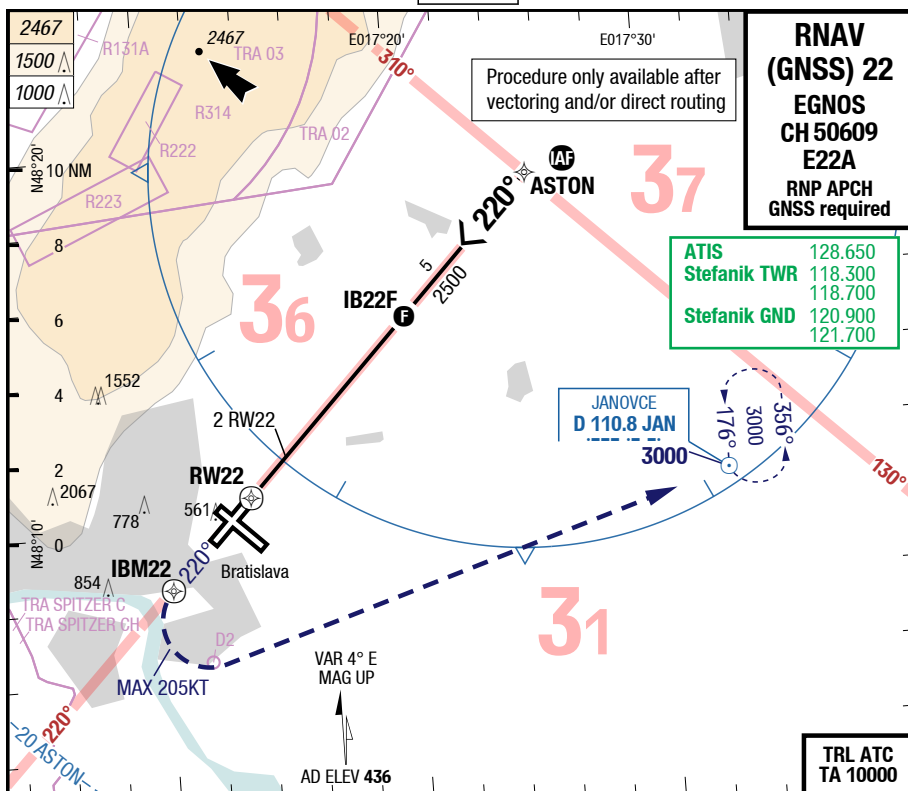
<sup>1)</sup> With EVS RVR 450m/ VIS 550m<sup>2)</sup> NA W of AD BTN EXTD RCL 13/31 and 04/22<sup>3)</sup> With EVS RVR 350m/ VIS 450m<sup>4)</sup> With EVS RVR 400m/ VIS 450m

Changes: Nil

## BTS-LZIB

7-30

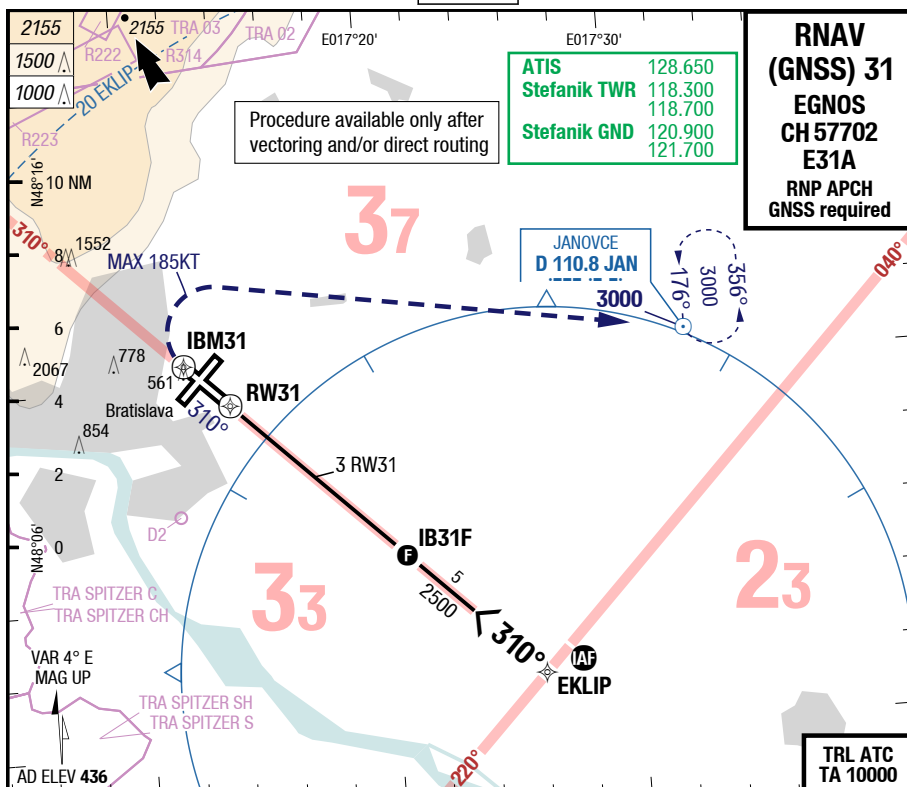
## RNAV (GNSS) 22



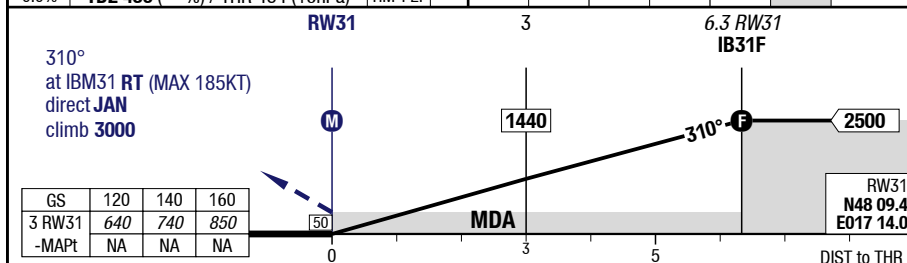
## BTS-LZIB

7-40

## RNAV (GNSS) 31



60 HM	15 HM	45 x 2950	240	31	2	4	5	6	6.3	3.00°
0.0%	TDZ 436 (---%) / THR 434 (16hPa)	HM-P2F			1120	1760	2080	2400	2500	RW31



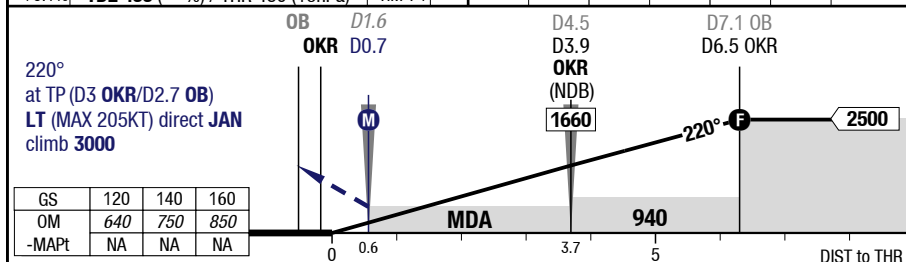
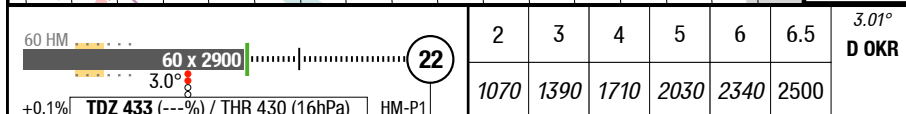
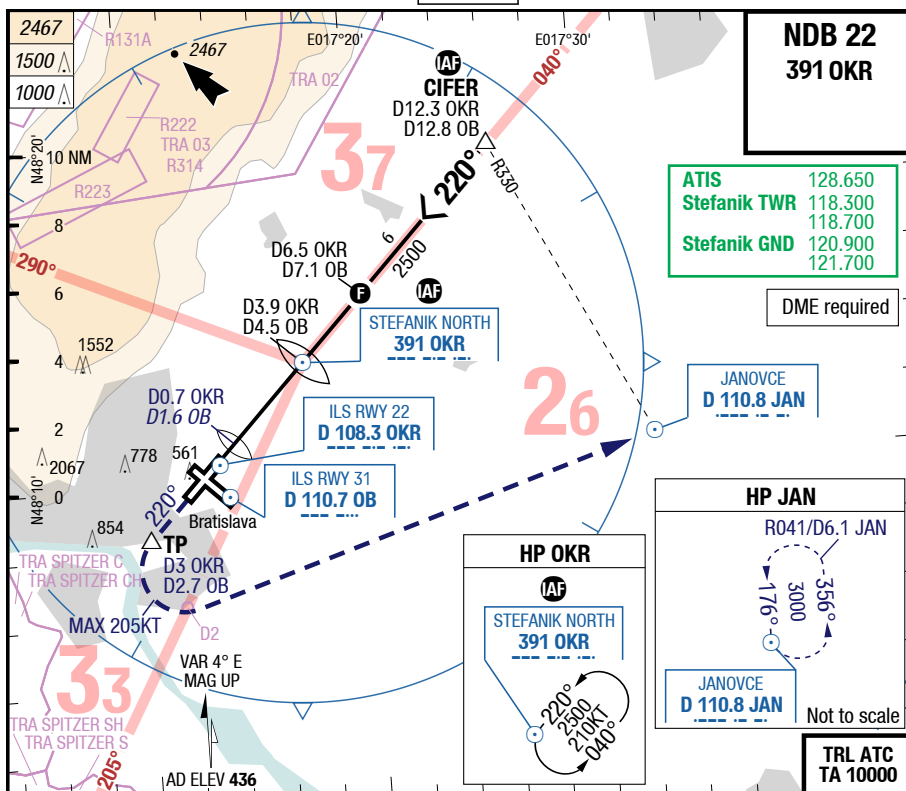
31		RNAV GNSS LPV GA 4.0% 1) 2)	RNAV GNSS LPV GA 2.5% 3)	RNAV GNSS VNAV GA 4.0% 4) 5)	RNAV GNSS VNAV GA 2.5% 4) 6)	RNAV GNSS LNAV GA 4.0%	Circling 7)
C	ft - m/km ft	240 - 600 <b>680</b>	330 - 800 <b>770</b>	350 - 900 <b>780</b>	600 - 2.0 <b>1030</b>	400 - 1.1 <b>830</b>	See Circling IAC
D	ft - m/km ft	250 - 600 <b>690</b>	340 - 800 <b>780</b>	350 - 900 <b>780</b>	600 - 2.0 <b>1030</b>	400 - 1.1 <b>830</b>	See Circling IAC

1) wo HGS RVR 750m required 2) With EVS 400m 3) With EVS 550m 4) Uncompensated BARO VNAV NA below -25°C (-13°F) 5) With EVS 600m 6) With EVS 1.3km 7) NA W of AD BTN EXTD RCL 13/31 and 04/22

## BTS-LZIB

7-50

NDB 22



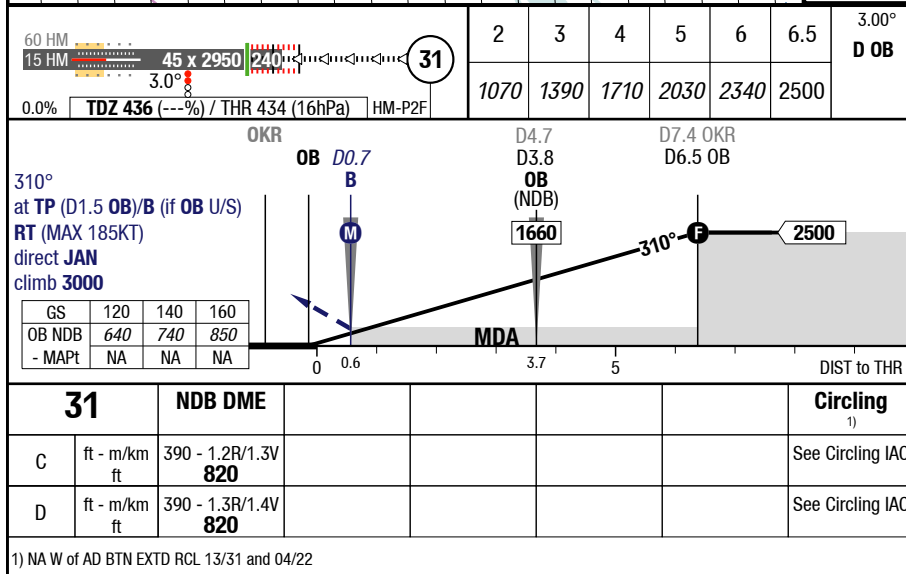
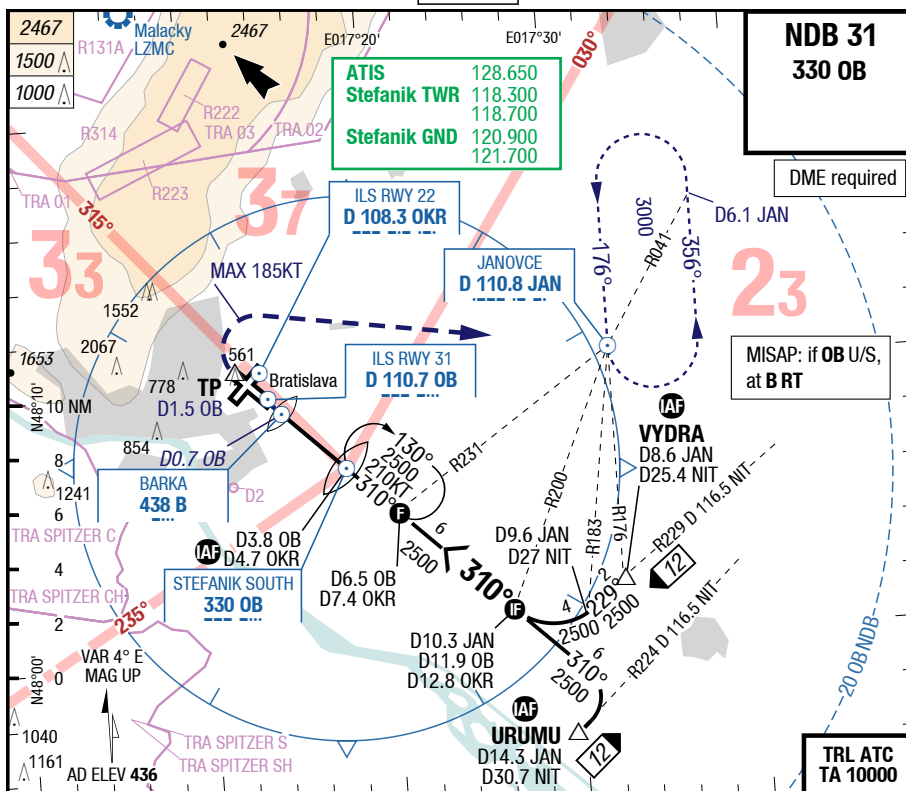
22	NDB DME	NDB DME wo D3.9 OKR				Circling <sup>1)</sup>
C	ft - m/km ft	410 - 1.2R/1.3V 840	510 - 1.6R/1.6V 940			See Circling IAC
D	ft - m/km ft	410 - 1.3R/1.4V 840	510 - 1.6R/1.6V 940			See Circling IAC

1) NA W of AD BTN EXTD RCL 13/31 and 04/22

## BTS-LZIB

**7-60**

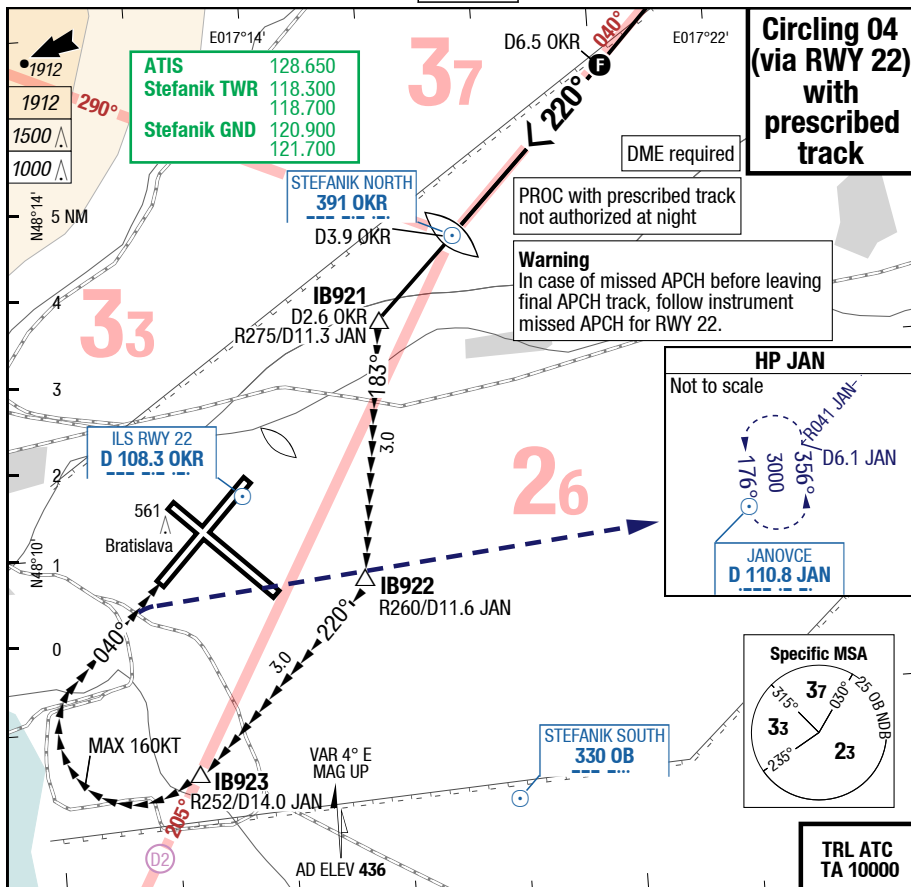
## NDB 31



## BTS-LZIB

7-70

## Circling 04 (via RWY 22)



VISUAL

04

2900 x 60 60 HM

THR 436 (16hPa) / TDZ --- (---%) -0.1%

## Missed approach

RT direct JAN

climb 3000

MAX speed as prescribed for relevant ACFT CAT until established on track to JAN.

04					Circling P-TRK HJ only	Circling <sup>1)</sup>
C	ft - m/km ft				810 - 3.7V 1240	1540 - 3.7V 1970
D	ft - m/km ft				Not published	2020 - 4.6V 2450

1) NA W of AD BTN EXTD RCL 13/31 and 04/22

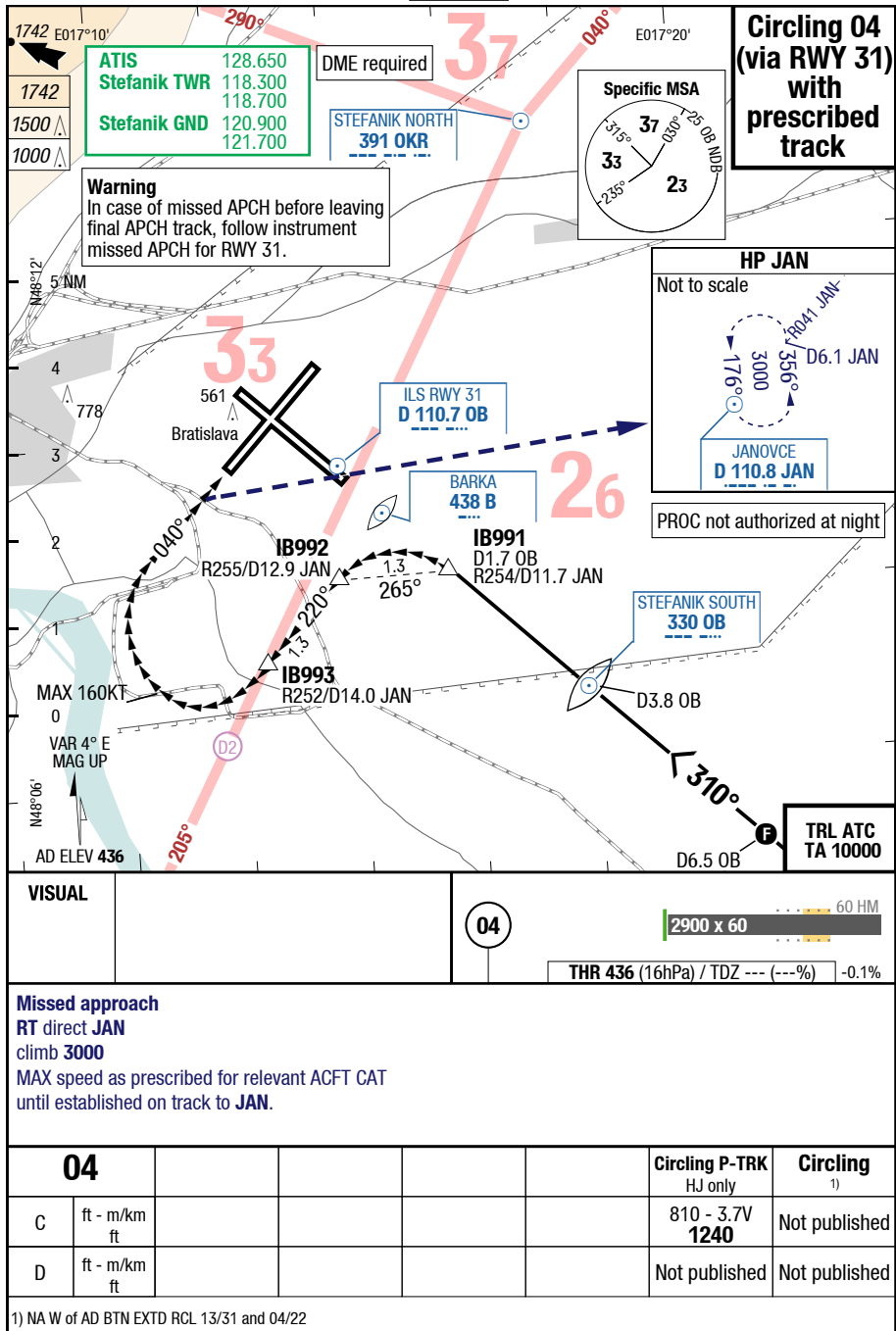
10-AUG-2017

BTS-LZIB

7-80

Circling 04 (via RWY 31)

IAC

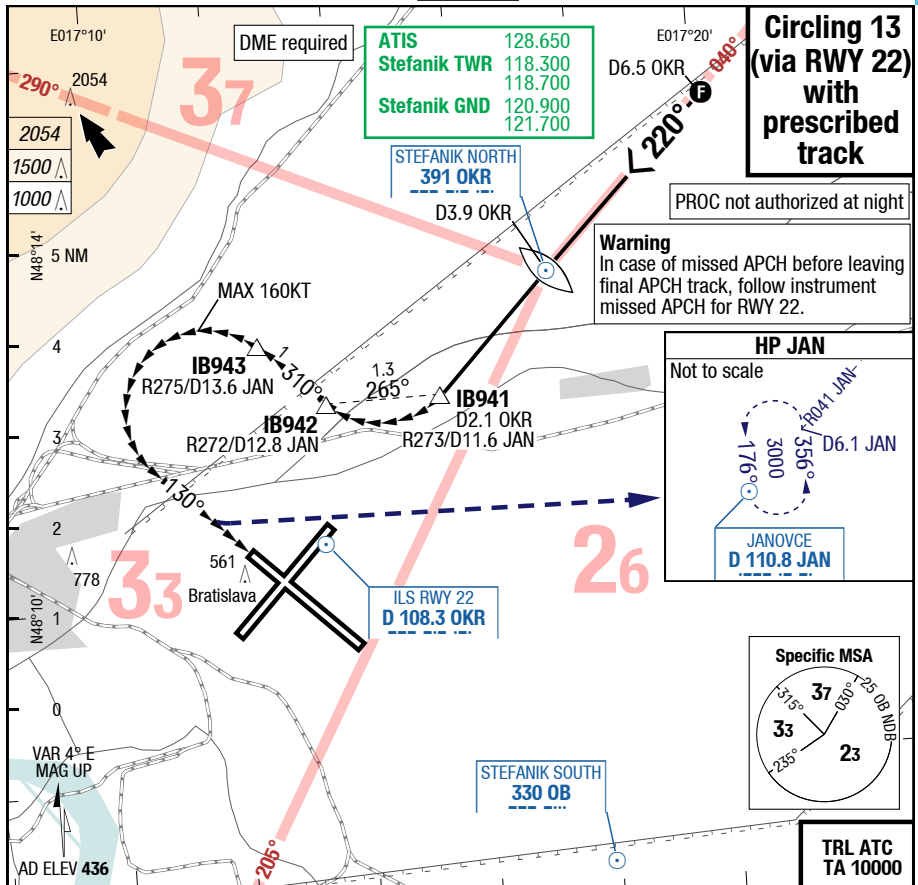




## BTS-LZIB

7-90

## Circling 13 (via RWY 22)



VISUAL

13

3190 x 45 60 HM  
15 HM

THR 433 (16hPa) / TDZ --- (---%) 0.0%

## Missed approach

LT direct JAN

climb 3000

MAX speed as prescribed for relevant ACFT CAT  
until established on track to JAN.

13

Circling P-TRK  
HJ onlyCircling  
1)

C

ft - m/km  
ft920 - 3.7V  
1350

Not published

D

ft - m/km  
ft

Not published

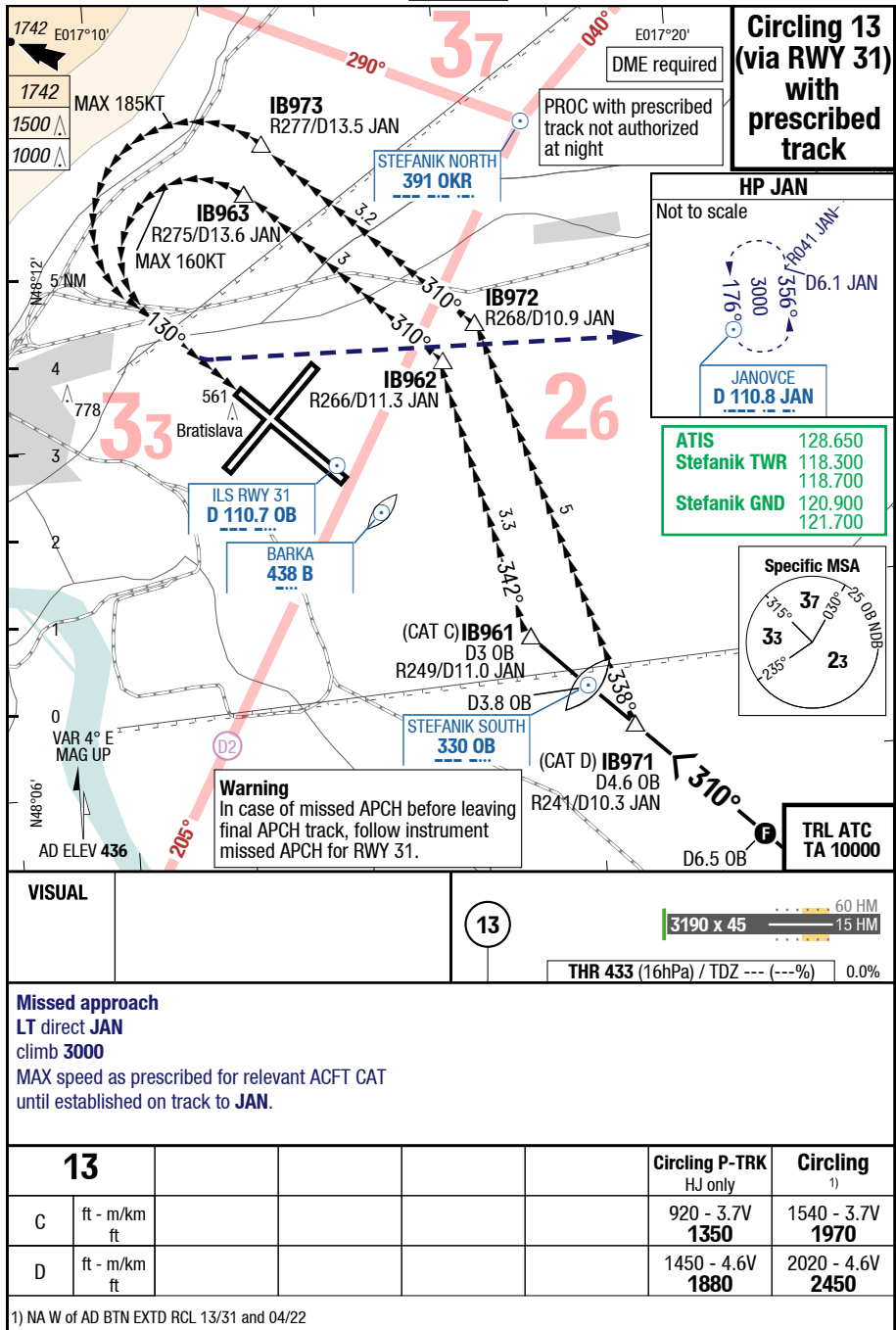
Not published

1) NA W of AD BTN EXTD RCL 13/31 and 04/22

## BTS-LZIB

7-100

## Circling 13 (via RWY 31)



## BTS-LZIB

7-110

## WxMinima Overflow

31		Cat 1 GA 2.5%	Cat 1 GA 2.5% wo RCLL <sup>1)</sup>	LOC DME			
C	ft - m/km ft	280 - 600R/700V <b>720</b> <sup>2)</sup>	280 - 650R/800V <b>720</b>	390 - 1.2R/1.3V <b>820</b>			
D	ft - m/km ft	290 - 650R/700V <b>730</b> <sup>3)</sup>	290 - 700R/800V <b>730</b>	390 - 1.3R/1.4V <b>820</b>			
1) With EVS RVR 450m/ VIS 550m				3) With EVS RVR 450m/ VIS 450m			
2) With EVS RVR 400m/ VIS 450m							
31		RNAV GNSS LNAV GA 2.5%					
C	ft - m/km ft	860 - 2.4 <b>1290</b>					
D	ft - m/km ft	860 - 2.4 <b>1290</b>					