## GENERAL

### Operational Hours

**ATS Hours / AD ADMIN Hours:** H24

### Airport Information

**RFF:** CAT 5; CAT 7 AVBL O/R 5 days PN required.
**Fuel:** PPR
**PCN:** RWY 12/30: 73.9/R/C/Y/T
**Customs:** PPR

### Operation

**TWY Restriction**
TWY G width 11.7m / 39ft.
TWY C1, C2, C3 width 11.8m / 39ft.
TWY B, F4 width 15m / 49ft.
TWY E width 16.5m / 54ft.
TWY F1, F2 width 17.8m / 58ft.
TWY D width 20m / 66ft.
TWY A width 20.7m / 68ft.

**Taxi/Parking**
Follow-me mandatory for not home-based ACFT.
Taxi on APN with marshaller's assistance.

**Noise Abatement Procedure**
Avoid flying at low level over cities and bigger village.

**Engine Run-up Areas**
Engine tests can be carried out BTN 0500-2100‡ on the designated area or on parking positions K or J, with ATC clearance.

### Warnings

Birds in vicinity of AD.

## ARRIVAL

### Communication

**COM Failure**

**OSLEN 1A, BUGAC 1A, BOSKI 1A**
Follow the STAR to 6000ft, fly a standard entry into the holding of a basic IAP and make one more holding pattern, after which a basic IAP shall be initiated according to the known wind direction.

**OSLEN 3A, BUGAC 3A, BOSKI 3A**
Follow the STAR to 4000ft, fly a standard entry into the holding of a basic IAP and make one more holding pattern, after which a basic IAP shall be initiated according to the known wind direction.

### Arrival Procedure

**VFR Traffic pattern:** RWY 30 right hand circuit at MNM 1500ft.

## DEPARTURE

### Take-off Minima

| RWY | | 12/30 | |
|---|---|---|---|
| All ACFT | ft - m/km | 0 - 400R/400V | - |

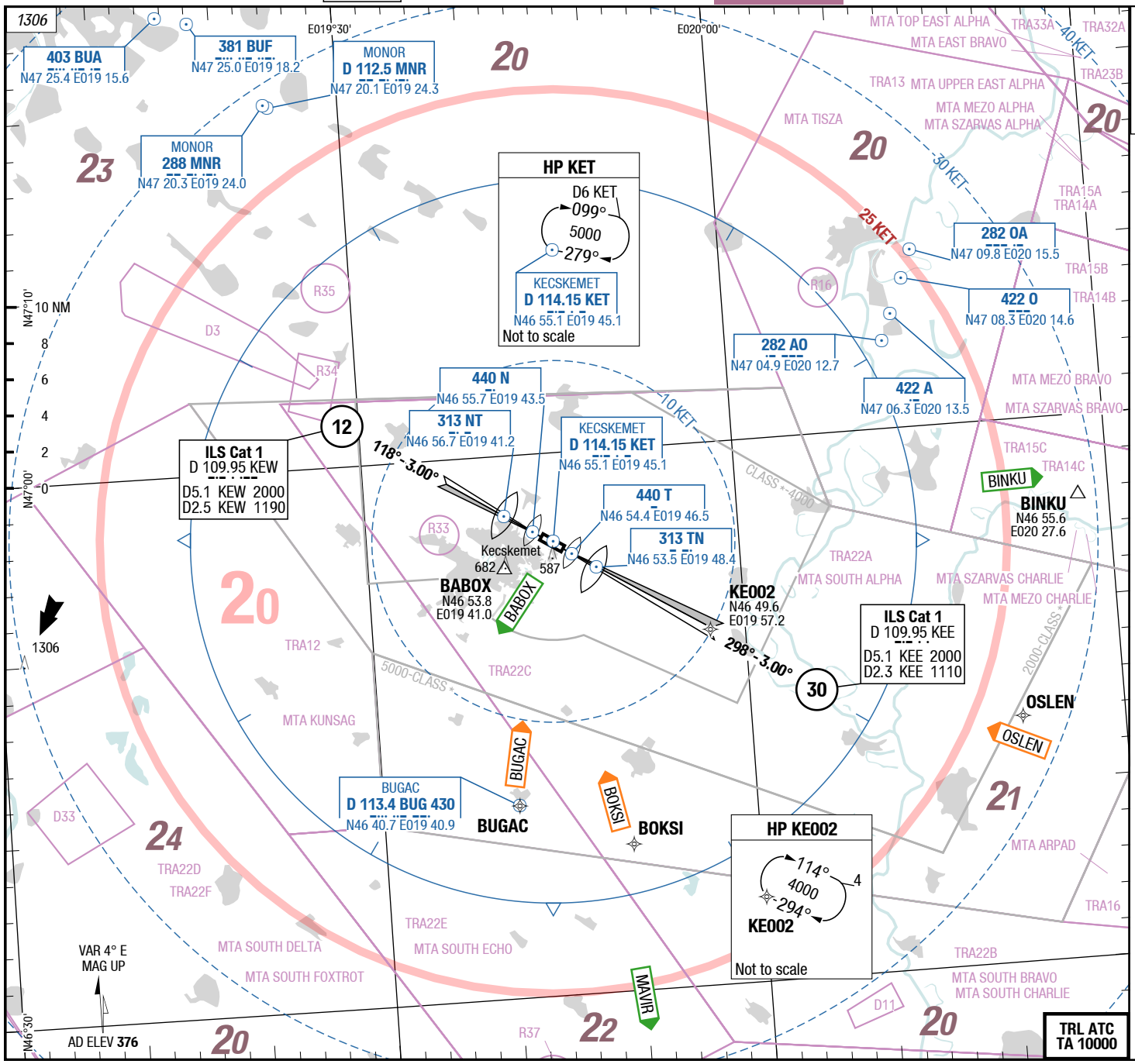
### Communication

**COM Failure**

If the last acknowledged clearance includes lower level than FL110, then the ACFT should climb and maintain FL110 for 7min and then climb to the appropriate cruising level.

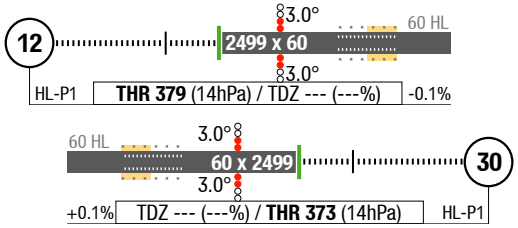
### De-Icing

PPR.

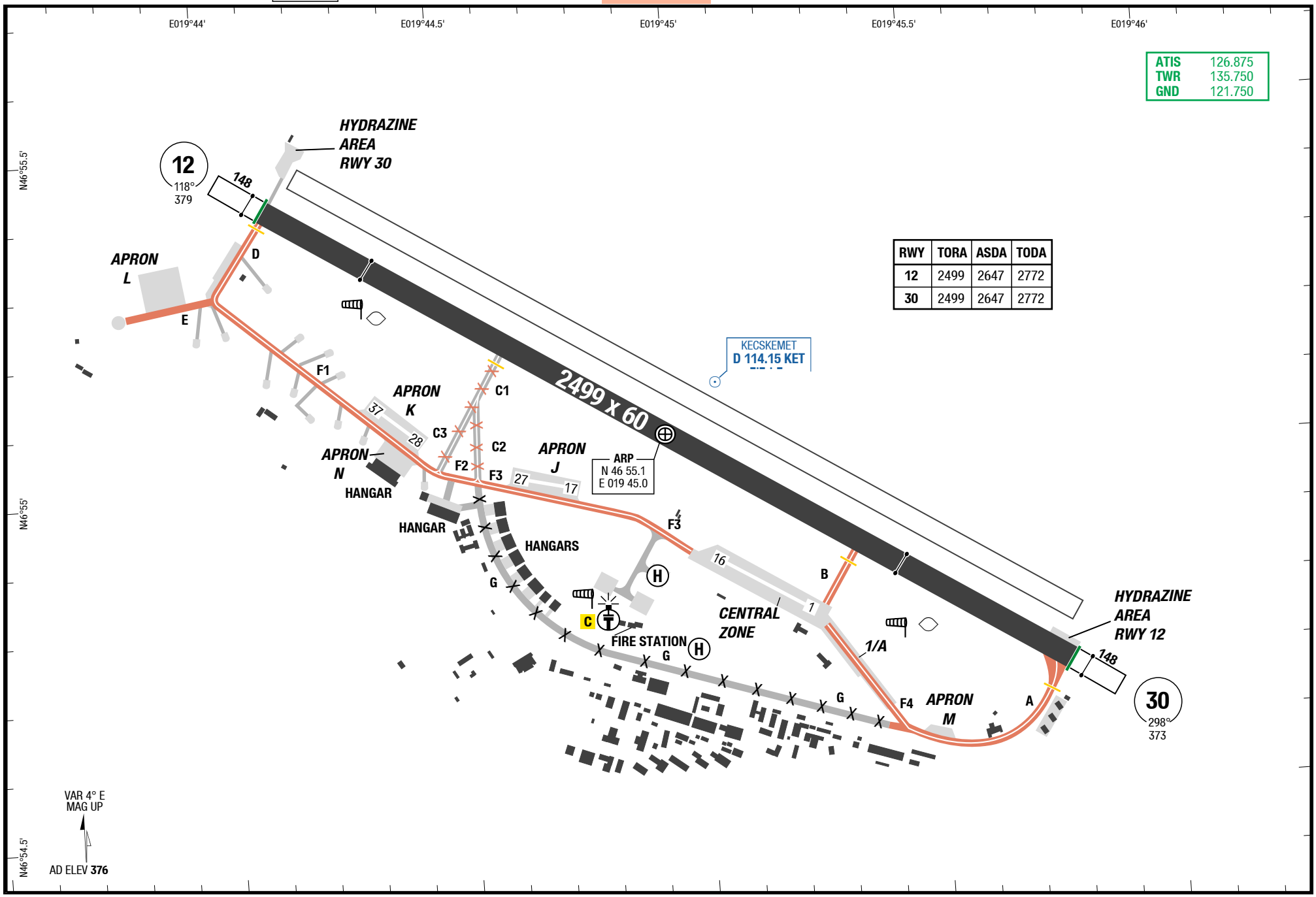



| | |
|---|---|
| ATIS | 126.875 |
| APP | 120.250 |
| PAR | 120.850 |
| TWR | 135.750 |
| GND | 121.750 |

**Landing RWY system:**



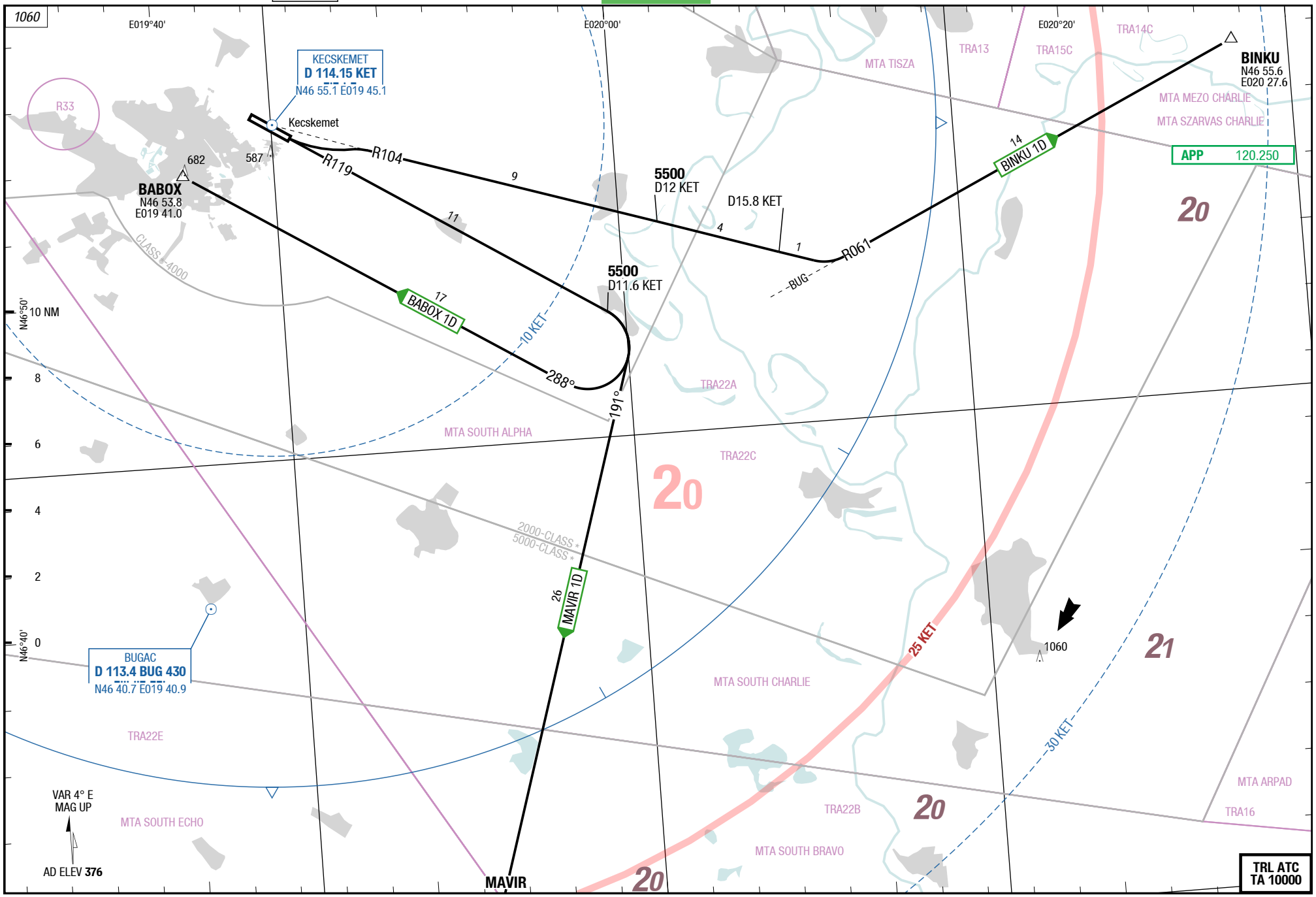

Changes: MSA, FAT, ALT, FREQ




| RWY | TORA | ASDA | TODA |
|---|---|---|---|
| 12 | 2499 | 2647 | 2772 |
| 30 | 2499 | 2647 | 2772 |

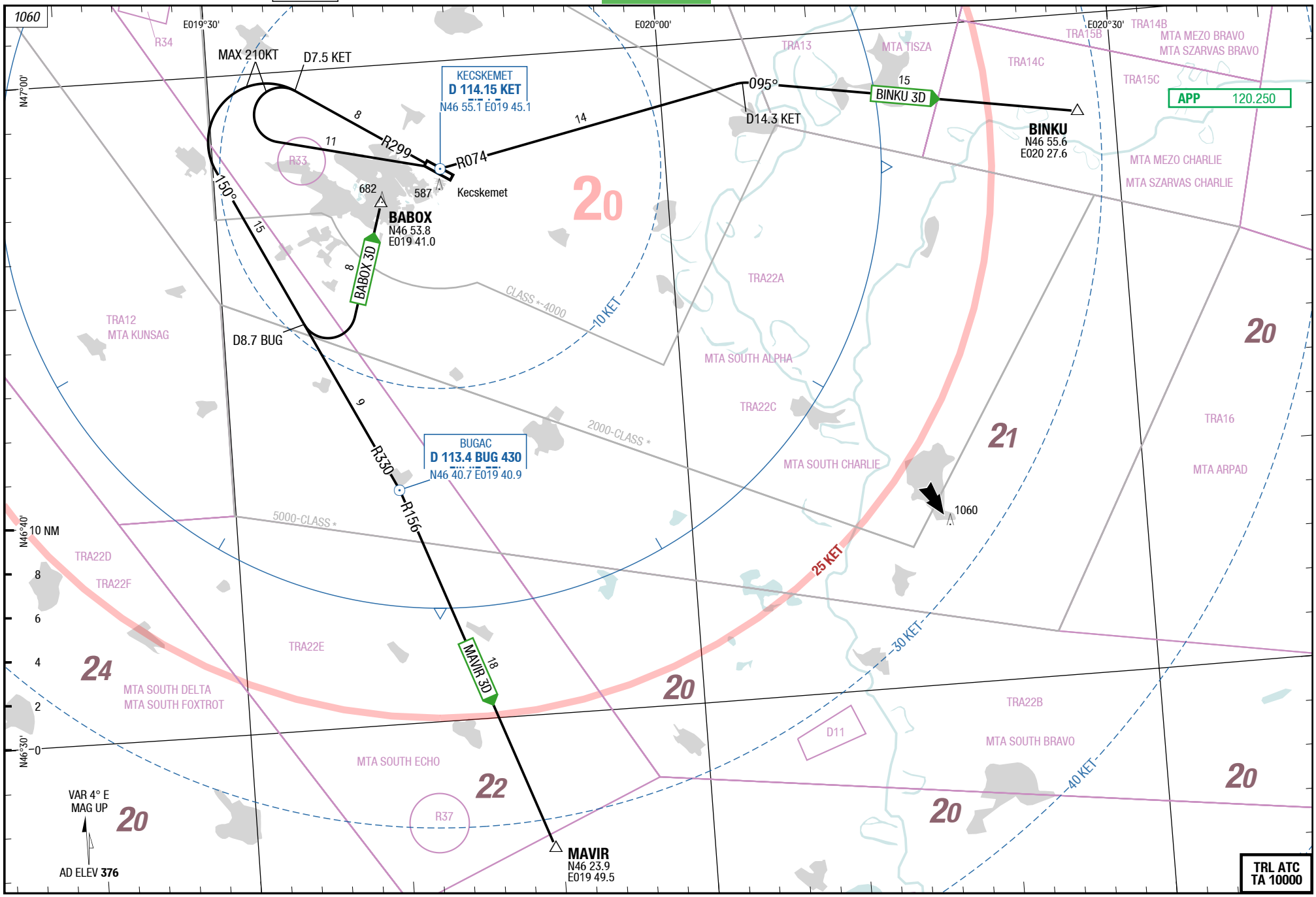


Changes: Helipad, FREQ, THR ELEV, QFU, APN, BLDG






Changes: MSA






Changes: MSA

**BABOX 1D / BINKU 1D / MAVIR 1D**

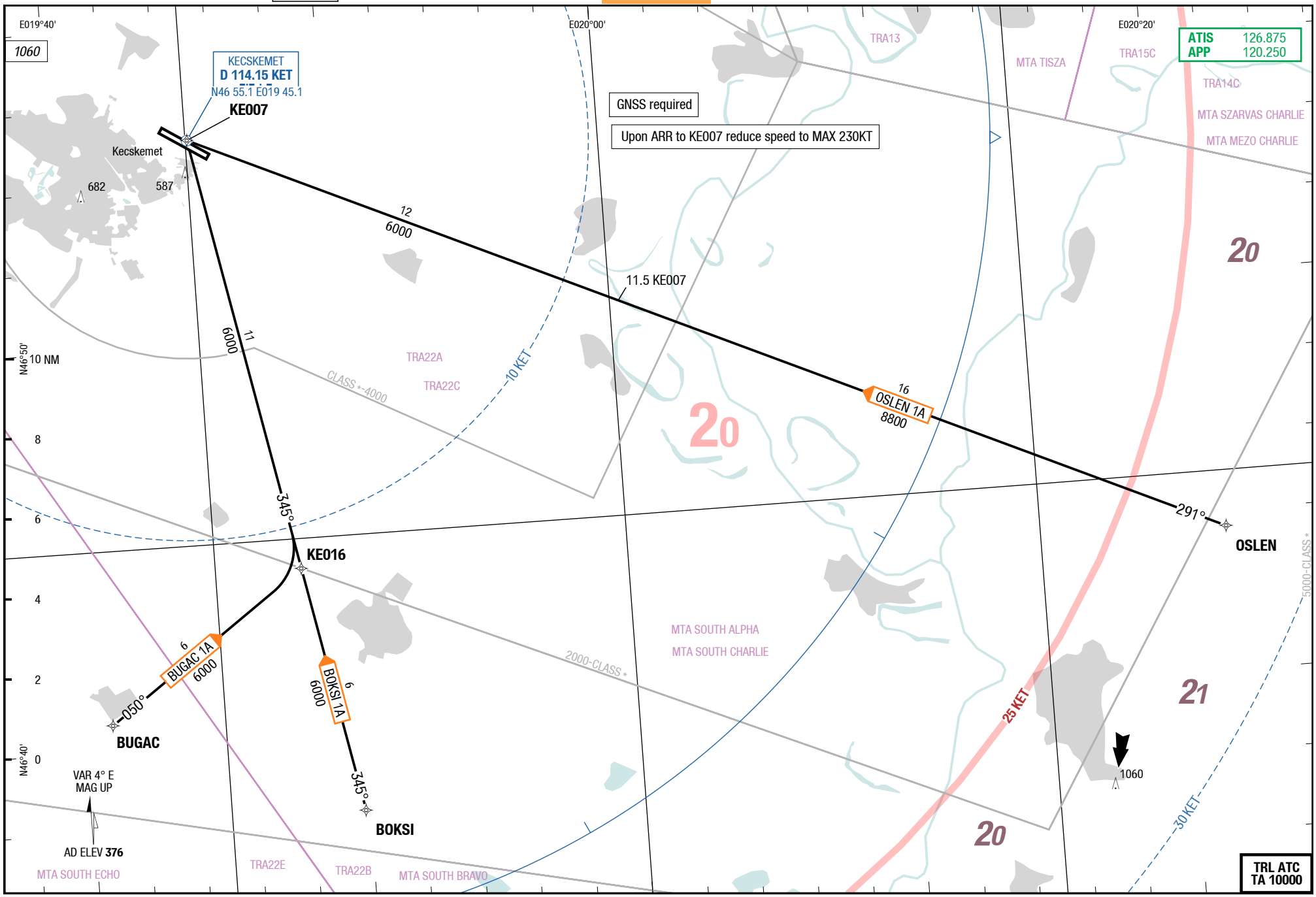
RWY 12 (118°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 12** | |
| **BABOX 1D**<br>**120.250** | R119 **KET** - at D11.6 **KET RT** direct BABOX | R119/D11.6 **KET** at **5500**<br><br>Initial climb **FL110** |
| **BINKU 1D**<br>**120.250** | **LT** intercept R104 **KET** - at D15.8 **KET LT** intercept R061 **BUG** to BINKU | R104/D12 **KET** at **5500**<br><br>Initial climb **FL110** |
| **MAVIR 1D**<br>**120.250** | R119 **KET** - at D11.6 **KET RT** direct MAVIR | R119/D11.6 **KET** at **5500**<br><br>Initial climb **FL110** |

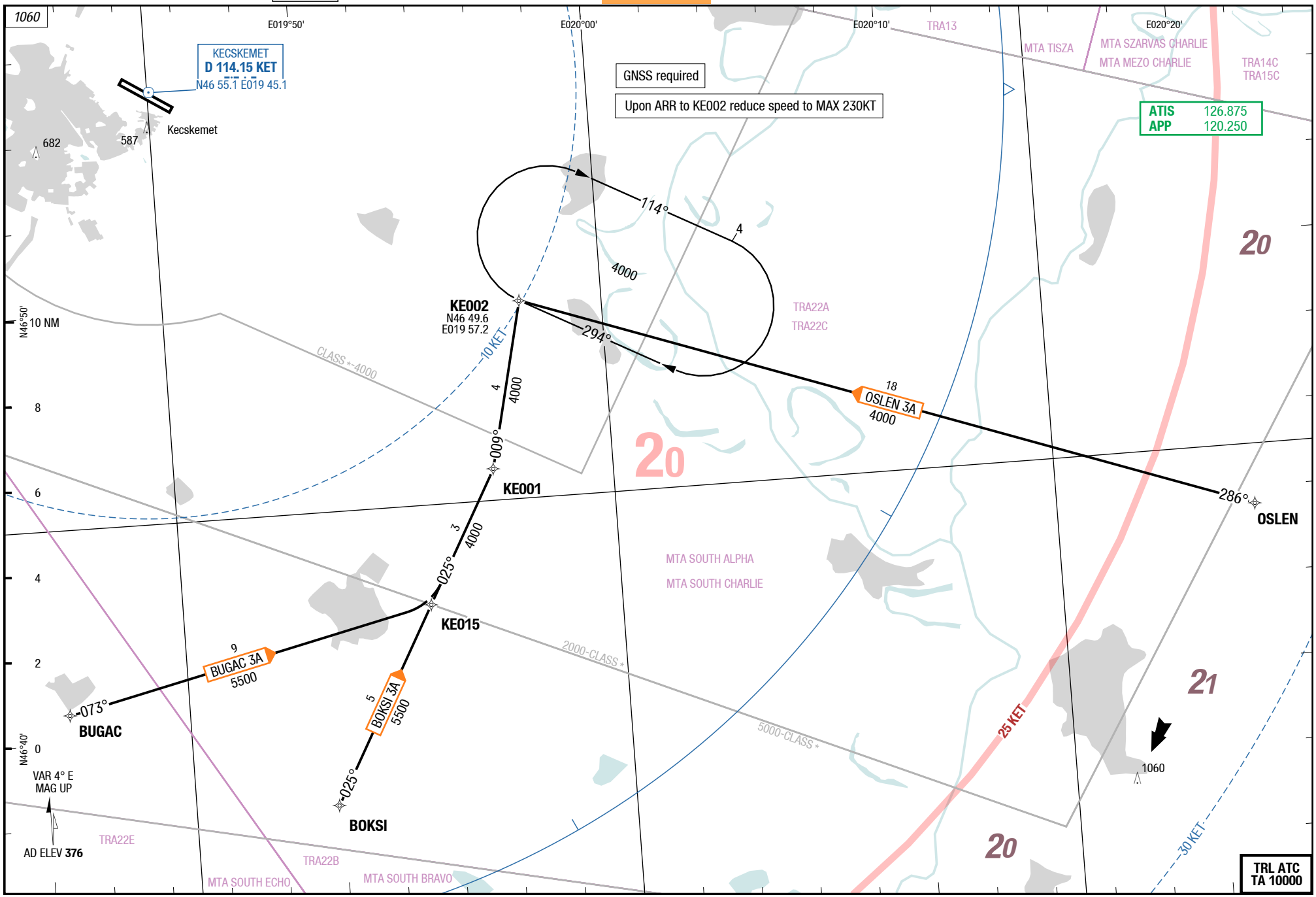
**BABOX 3D / BINKU 3D / MAVIR 3D**

RWY 30 (298°)

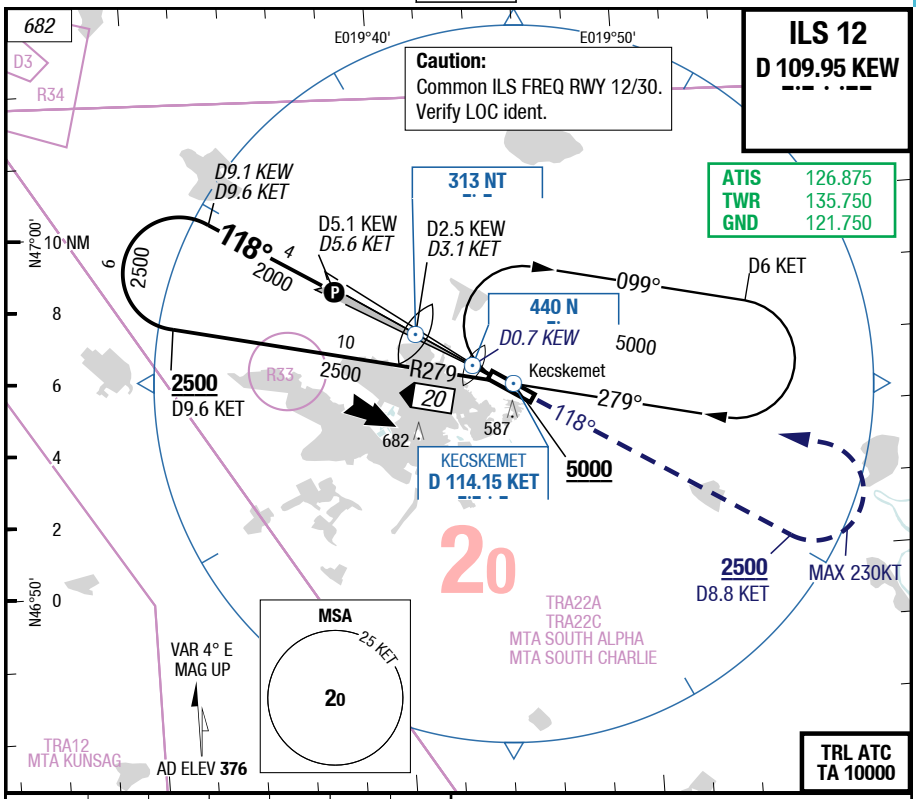
| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 30** | |
| **BABOX 3D**<br>**120.250** | R299 **KET** - at D7.5 **KET LT** (MAX 210KT) intercept R330 **BUG** inbound - at D8.7 **BUG LT** direct BABOX | Initial climb **FL110** |
| **BINKU 3D**<br>**120.250** | R299 **KET** - at D7.5 **KET LT** (MAX 210KT) direct **KET** - R074 **KET** - at D14.3 **KET RT** 095° to BINKU | Initial climb **FL110** |
| **MAVIR 3D**<br>**120.250** | R299 **KET**- at D7.5 **KET LT** (MAX 210KT) intercept R330 **BUG** inbound to **BUG** - R156° **BUG** to MAVIR | Initial climb **FL110** |



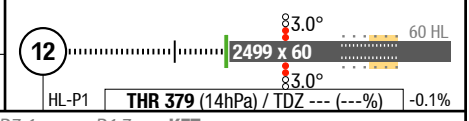

Changes: WPT KE007, KE016, MSA, FREQ, Editorial

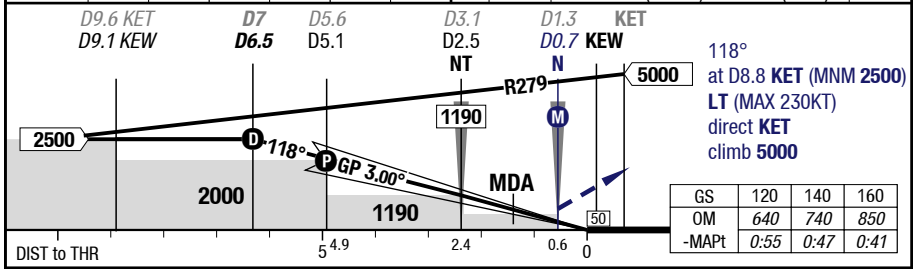



Changes: MSA, WPT KE015, FREQ, Editorial




| LOC 3.00° D KEW | 6.5 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|
| | 2500 | 2340 | 2010 | 1690 | 1360 | 1030 |



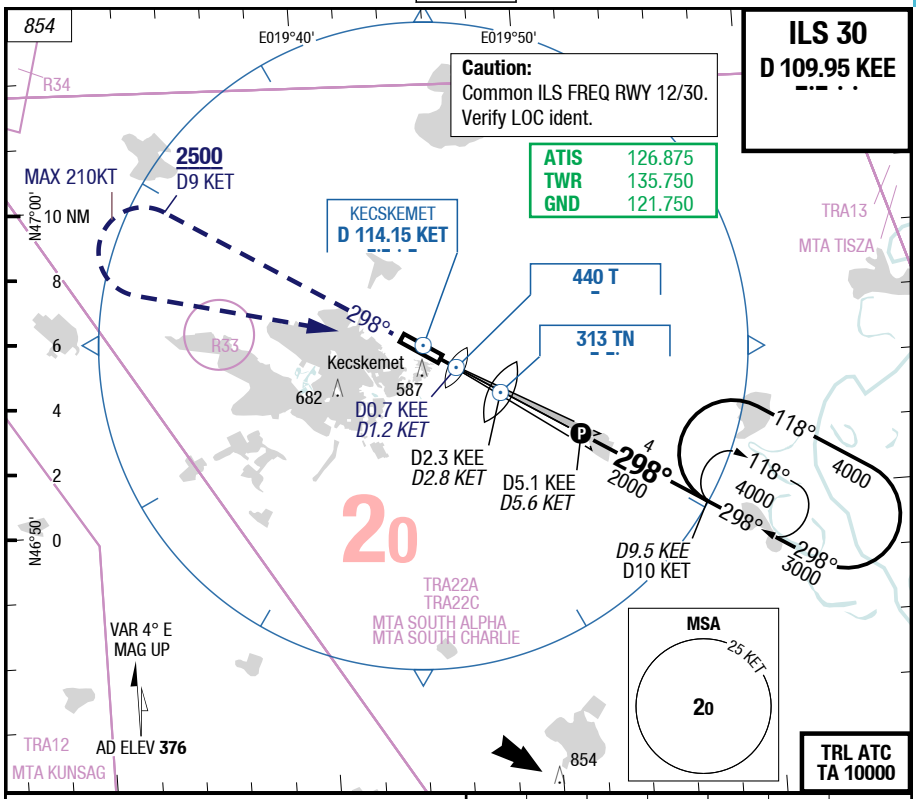



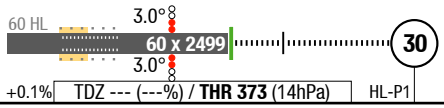

| GS | 120 | 140 | 160 |
|---|---|---|---|
| OM | *640* | *740* | *850* |
| -MAPt | *0:55* | *0:47* | *0:41* |

| 12 | | Cat 1 1) | LOC DME | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 260 - 600 **630** | 360 - 900 **730** | | | | 710 - 3.7V **1080** |
| D | ft - m/km ft | 270 - 600 **640** | 360 - 900 **730** | | | | 710 - 4.6V **1080** |

1) With EVS 550m

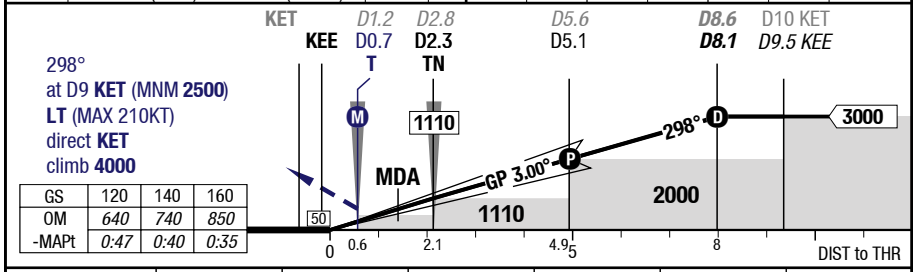
Changes: Completely revised



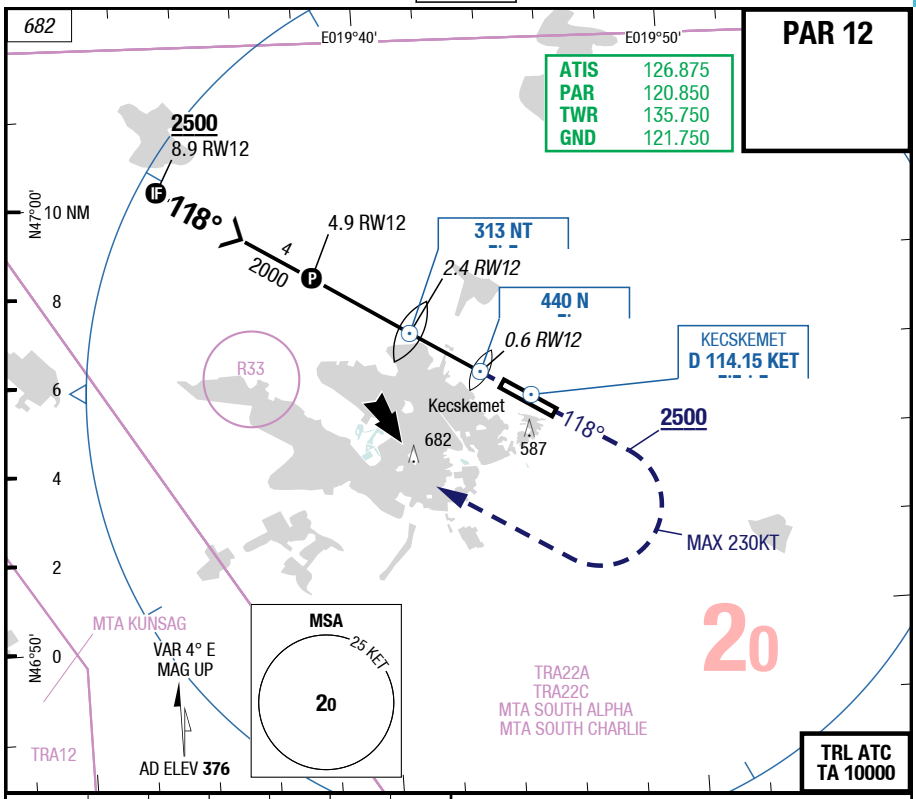

| 2 | 3 | 4 | 5 | 6 | 8.1 |
|---|---|---|---|---|---|
| *1020* | *1340* | *1660* | *1990* | *2310* | 3000 |

**LOC** *3.00°*
**D KEE**

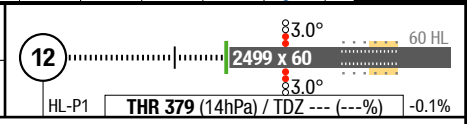


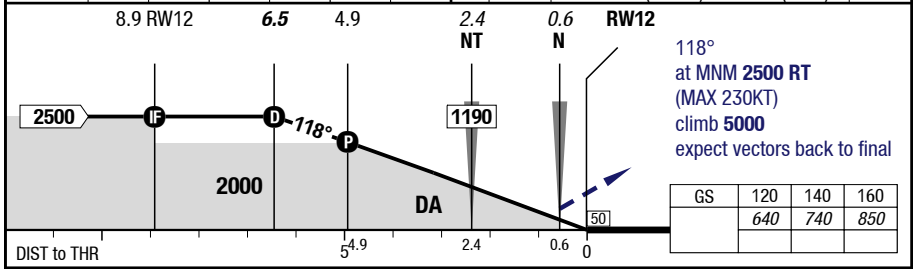

| 30 | | Cat 1 | LOC DME | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 200 - 550<br>**580** | 350 - 900<br>**720** | | | | 710 - 3.7V<br>**1080** |
| D | ft - m/km<br>ft | 200 - 550<br>**580** | 350 - 900<br>**720** | | | | 710 - 4.6V<br>**1080** |

Changes: Completely revised




| 3.00° RW12 | 6.5 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | 2500 | 2050 | 1730 | 1400 | 1080 | 760 |



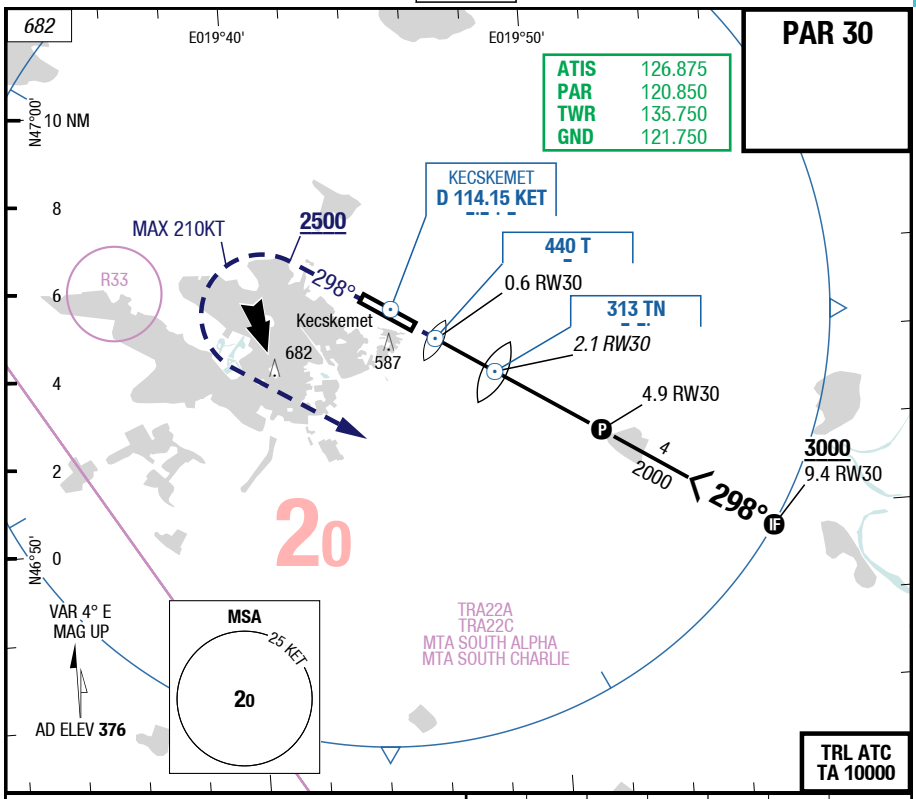

118°
at MNM **2500 RT**
(MAX 230KT)
climb **5000**
expect vectors back to final

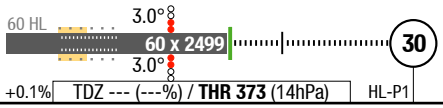
| GS | 120 | 140 | 160 |
|---|---|---|---|
| | *640* | *740* | *850* |

| 12 | | PAR 1) | PAR wo GS | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 260 - 600 **630** | 360 - 900 **730** | | | | 710 - 3.7V **1080** |
| D | ft - m/km ft | 270 - 600 **640** | 360 - 900 **730** | | | | 710 - 4.6V **1080** |

1) With EVS 550m

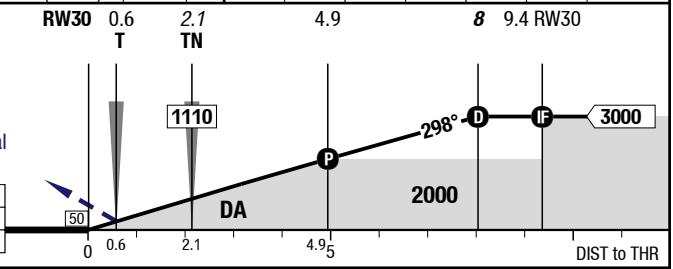
Changes: Completely revised




| 1 | 2 | 3 | 4 | 5 | 8 | 3.00° RW30 |
|---|---|---|---|---|---|---|
| 750 | 1070 | 1390 | 1720 | 2040 | 3000 | |

298°
at MNM **2500 LT**
(MAX 210KT)
climb **4000**
expect vectors back to final




| GS | 120 | 140 | 160 |
|---|---|---|---|
| | 640 | 740 | 850 |

| 30 | | PAR 1) | PAR wo GS | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 260 - 600 **630** | 350 - 900 **720** | | | | 710 - 3.7V **1080** |
| D | ft - m/km ft | 270 - 600 **640** | 350 - 900 **720** | | | | 710 - 4.6V **1080** |

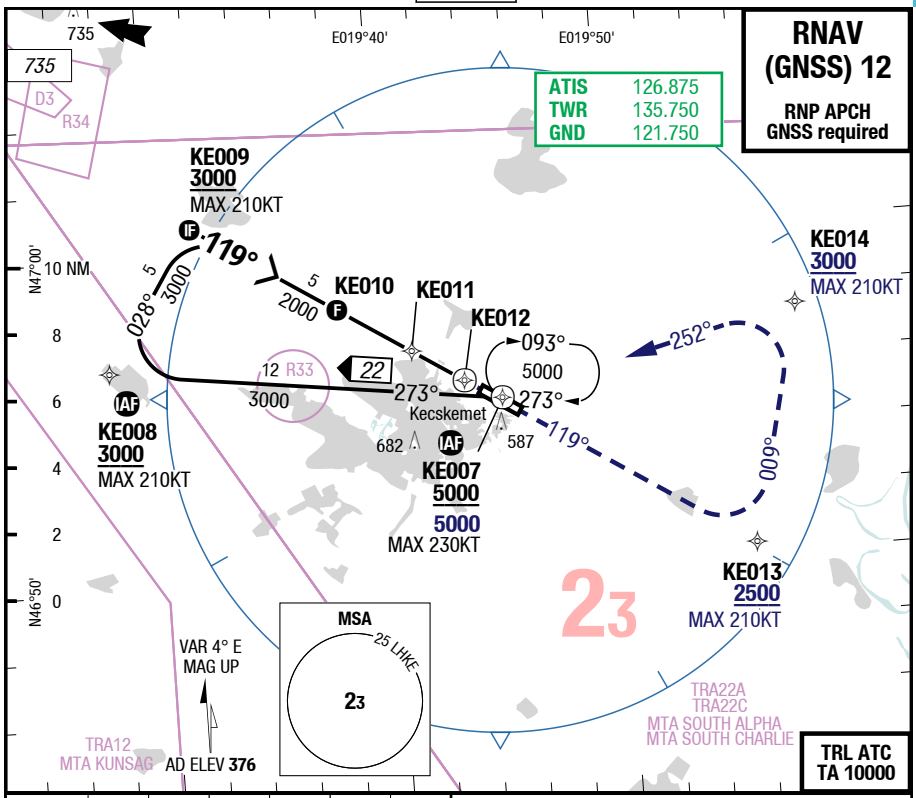
1) With EVS 550m

Changes: Completely revised

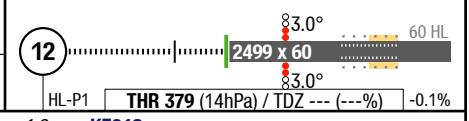
# N/A-LHKE

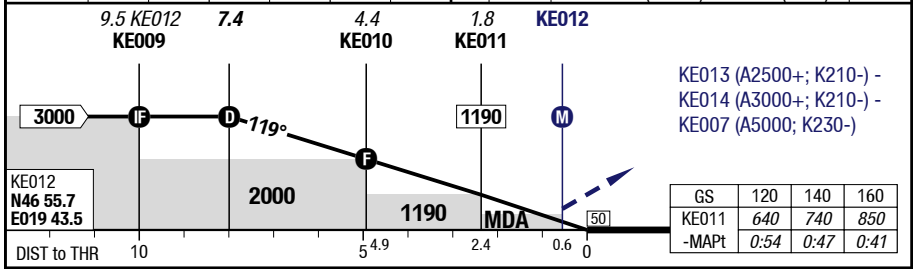
7-50

# RNAV (GNSS) 12




| 3.00° KE012 119° RWY 118° | 7.4 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | 3000 | 2220 | 1900 | 1580 | 1250 | 930 |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| KE011 -MAPt | *640* *0:54* | *740* *0:47* | *850* *0:41* |

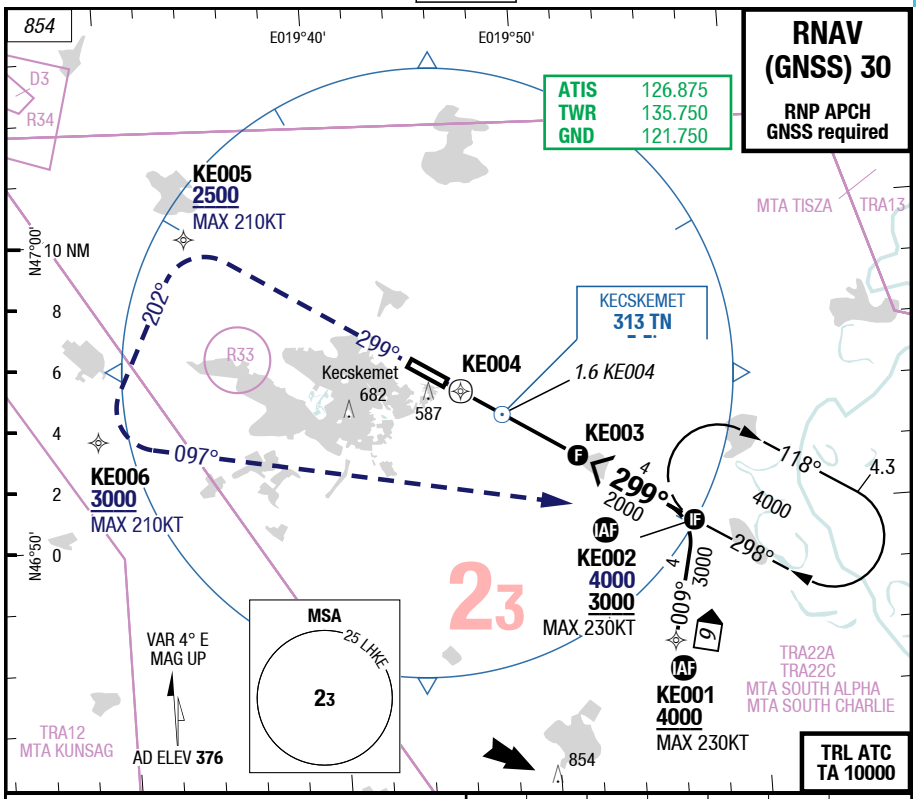
| 12 | | RNAV GNSS LNAV | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 360 - 900 **730** | | | | | 710 - 3.7V **1080** |
| D | ft - m/km ft | 360 - 900 **730** | | | | | 710 - 4.6V **1080** |

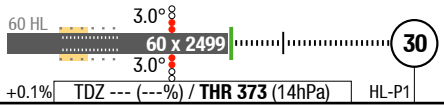
Changes: Completely revised

# N/A-LHKE

7-60

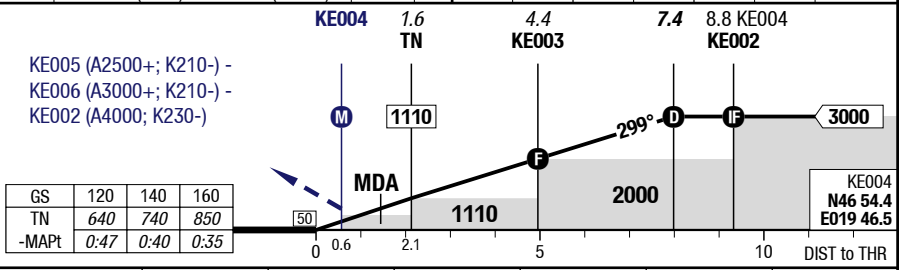
# RNAV (GNSS) 30




| 1 | 2 | 3 | 4 | 5 | 7.4 |
|---|---|---|---|---|---|
| 930 | 1260 | 1580 | 1900 | 2220 | 3000 |

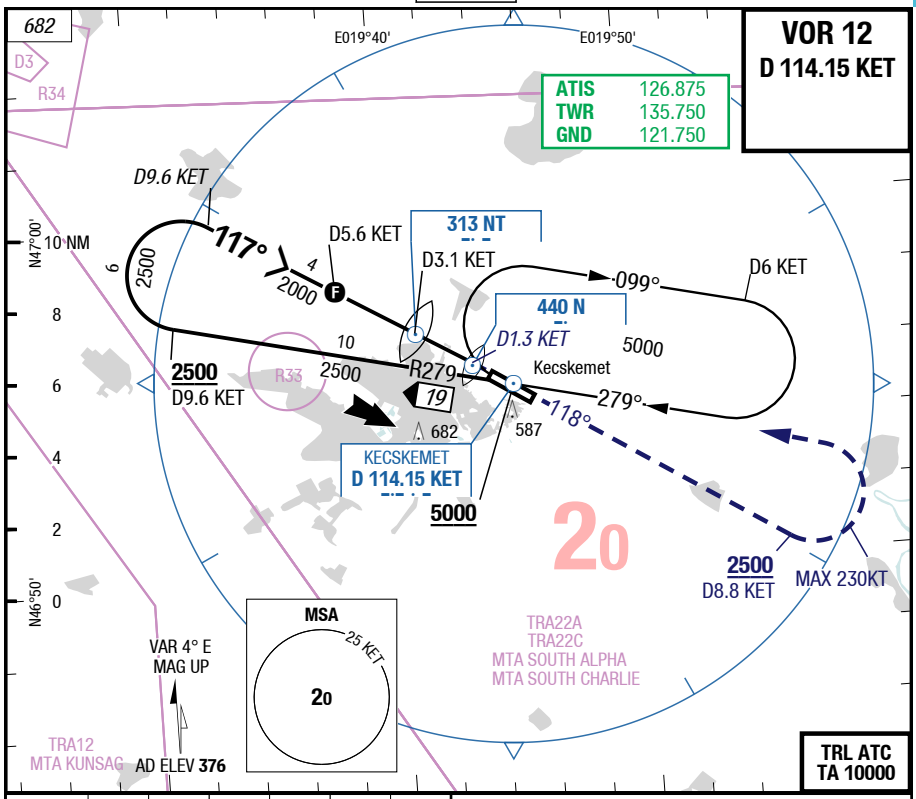
3.00°
KE004
299°
RWY 298°



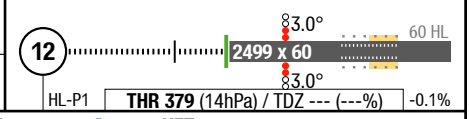

| GS | 120 | 140 | 160 |
|---|---|---|---|
| TN | *640* | *740* | *850* |
| -MAPt | *0:47* | *0:40* | *0:35* |

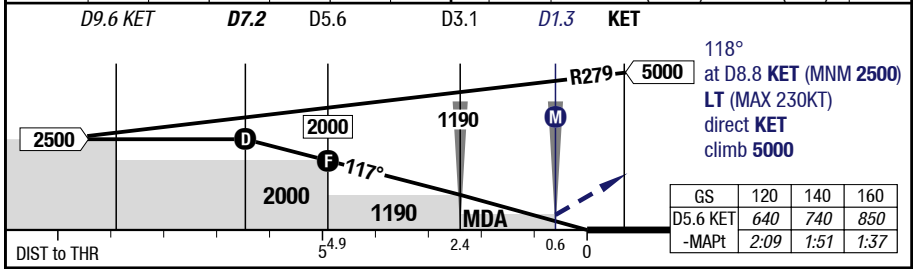
| **30** | | **RNAV GNSS** LNAV | | | | | **Circling** |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 350 - 900 **720** | | | | | 710 - 3.7V **1080** |
| D | ft - m/km ft | 350 - 900 **720** | | | | | 710 - 4.6V **1080** |

Changes: Completely revised




| 3.00° D KET 117° RWY 118° | 7.2 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|
| | 2500 | 2130 | 1810 | 1490 | 1170 | 850 |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5.6 KET | *640* | *740* | *850* |
| -MAPt | *2:09* | *1:51* | *1:37* |

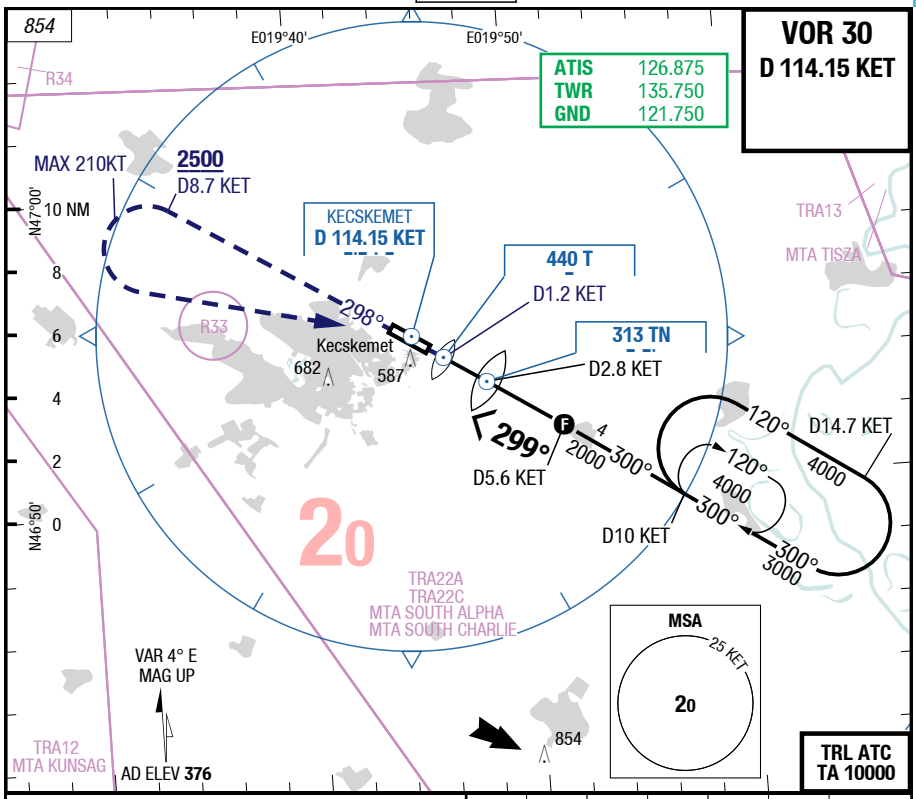
| 12 | | VOR DME | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 360 - 900 **730** | | | | | 710 - 3.7V **1080** |
| D | ft - m/km ft | 360 - 900 **730** | | | | | 710 - 4.6V **1080** |

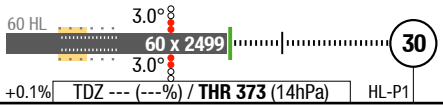
Changes: Completely revised

# N/A-LHKE

7-80

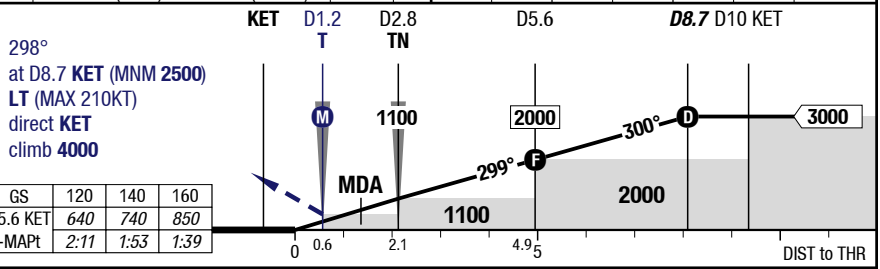
# VOR 30



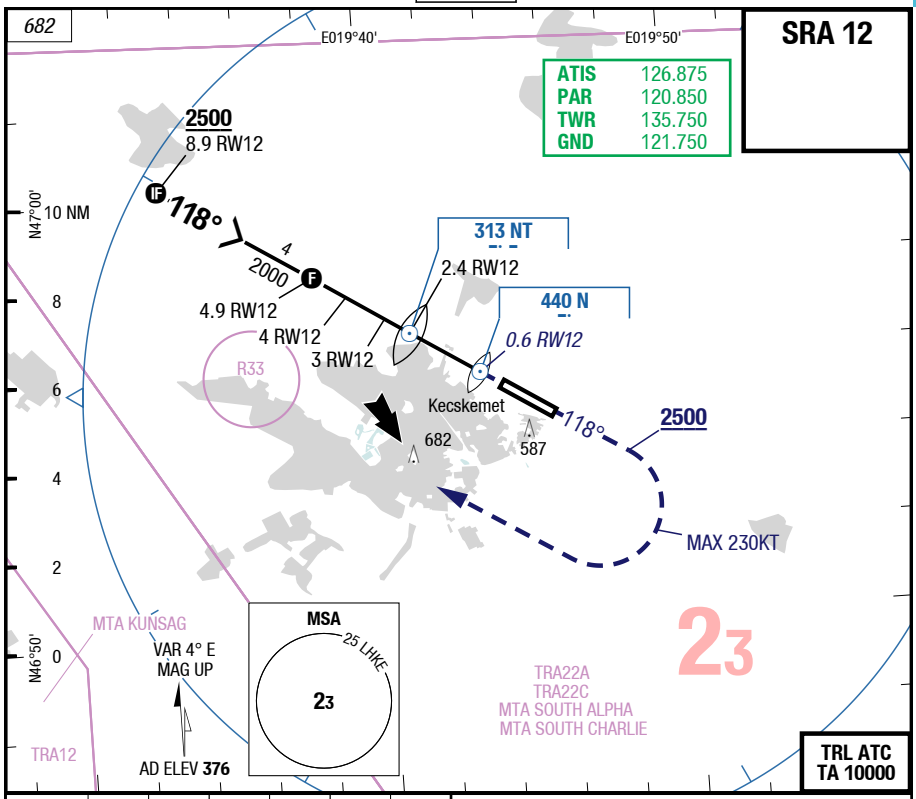

| 2 | 3 | 4 | 5 | 6 | 8.7 |
|---|---|---|---|---|---|
| 860 | 1170 | 1490 | 1810 | 2130 | 3000 |

3.00°
D KET
299°
RWY 298°

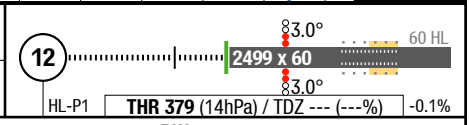


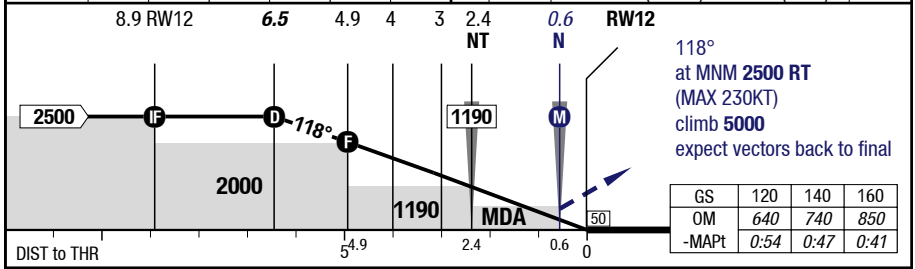

| 30 | | VOR DME | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 370 - 1.0<br>**740** | | | | | 710 - 3.7V<br>**1080** |
| D | ft - m/km<br>ft | 370 - 1.0<br>**740** | | | | | 710 - 4.6V<br>**1080** |

Changes: Completely revised




| 3.00° RW12 | 6.5 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | 2500 | 2050 | 1720 | 1390 | 1080 | 760 |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| OM | *640* | *740* | *850* |
| -MAPt | *0:54* | *0:47* | *0:41* |

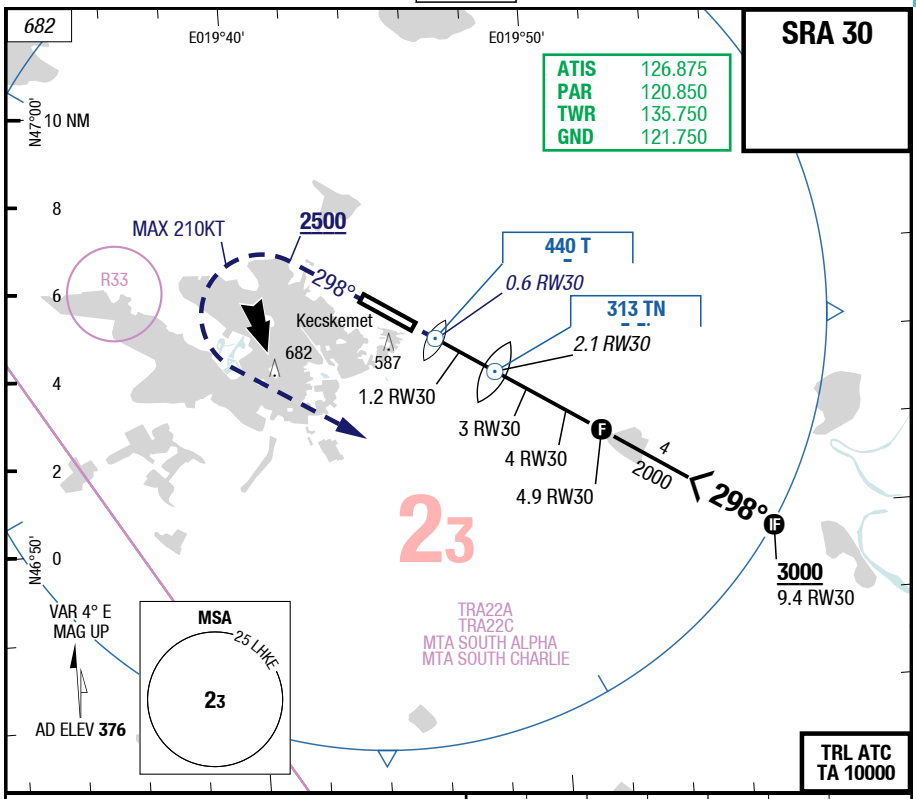
| 12 | | SRA | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 360 - 900 **730** | | | | | 710 - 3.7V **1080** |
| D | ft - m/km ft | 360 - 900 **730** | | | | | 710 - 4.6V **1080** |

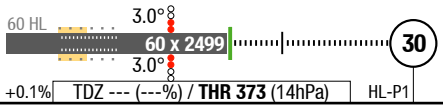
Changes: new

# N/A-LHKE

7-100

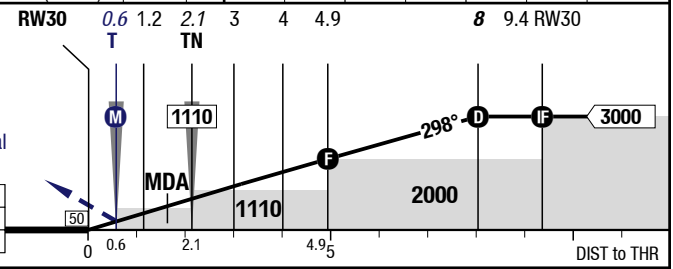
## SRA 30




| 1 | 2 | 3 | 4 | 5 | 8 | 3.00° RW30 |
|---|---|---|---|---|---|---|
| *750* | *1070* | *1380* | *1700* | *2040* | 3000 | |

298°
at MNM **2500 LT**
(MAX 210KT)
climb **4000**
expect vectors back to final




| GS | 120 | 140 | 160 |
|---|---|---|---|
| OM | *640* | *740* | *850* |
| -MAPt | *0:47* | *0:40* | *0:35* |

| 30 | | SRA | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 470 - 1.5<br>**840** | | | | | 710 - 3.7V<br>**1080** |
| D | ft - m/km<br>ft | 470 - 1.5<br>**840** | | | | | 710 - 4.6V<br>**1080** |

Changes: new