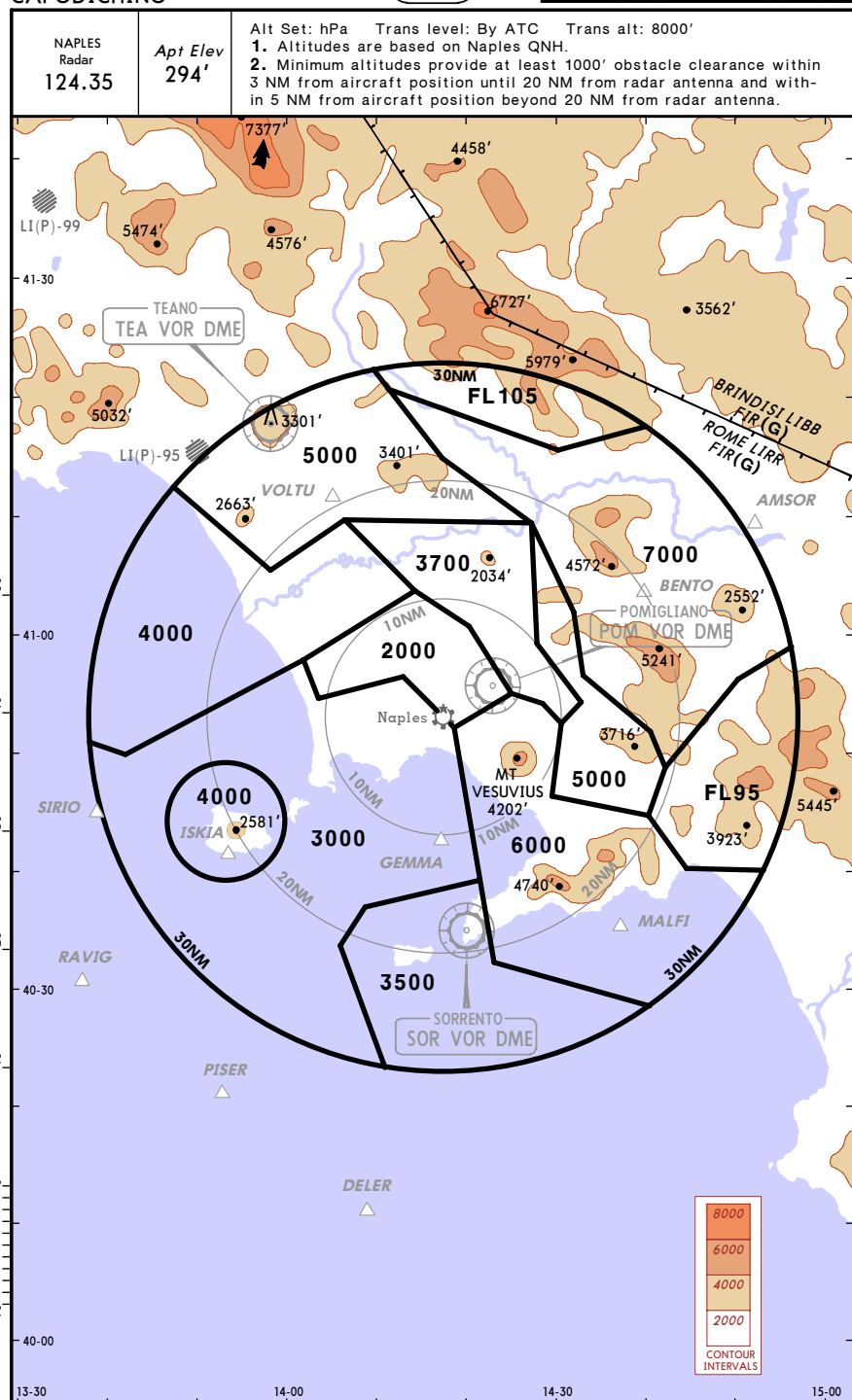


LIRN/NAP
CAPODICHINO

JEPPesen
6 APR 07 10-1R

NAPLES, ITALY

RADAR MINIMUM ALTITUDES



CHANGES: Reissue.

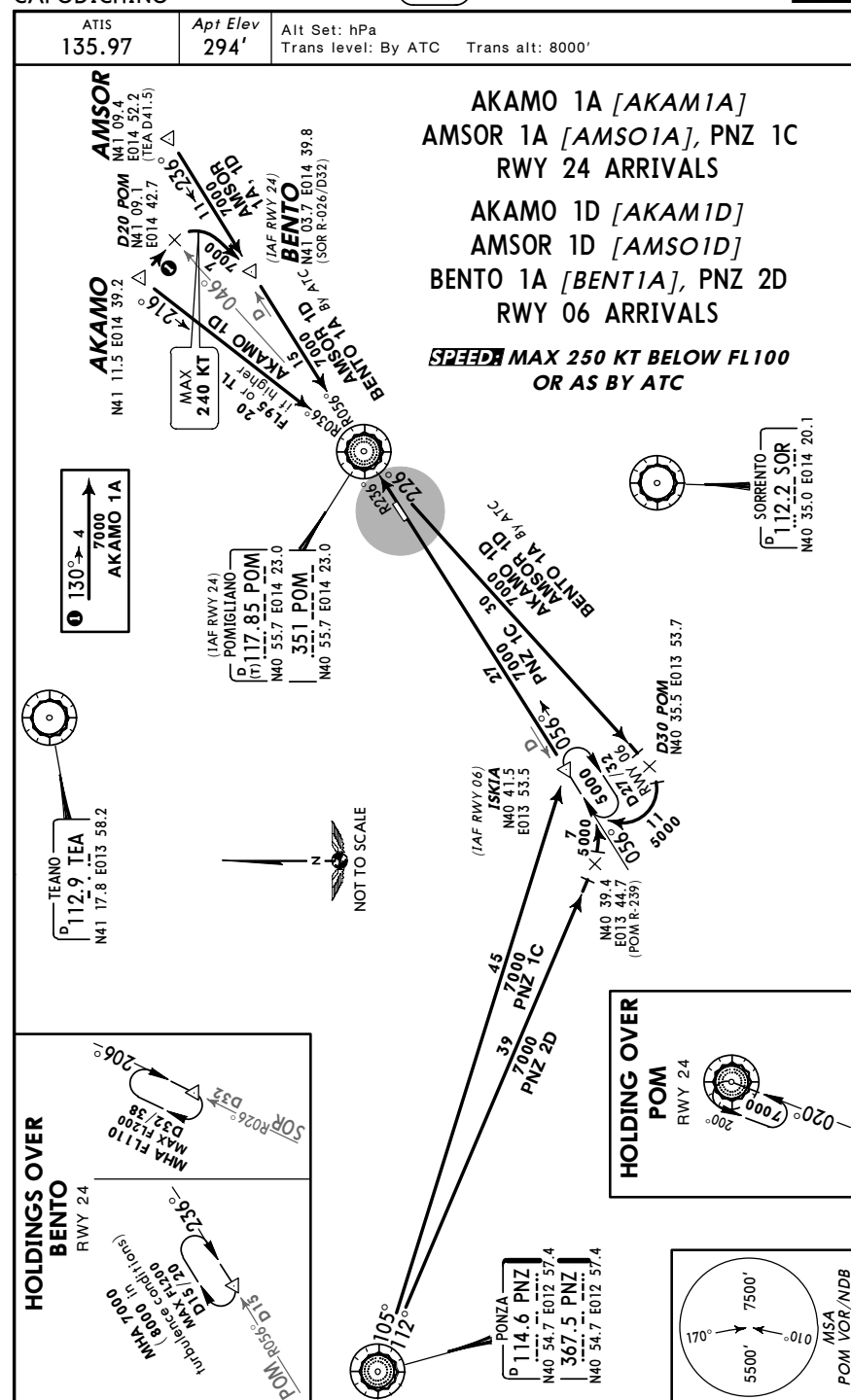
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JEPPesen
17 NOV 06 10-2 Eff 23 Nov

NAPLES, ITALY

STAR



CHANGES: STARS completely revised.

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17 NOV 06 (10-2A) Eff 23 Nov

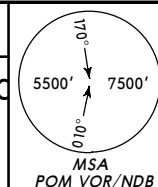
NAPLES, ITALY

STAR

ATIS
135.97

Apt Elev
294'

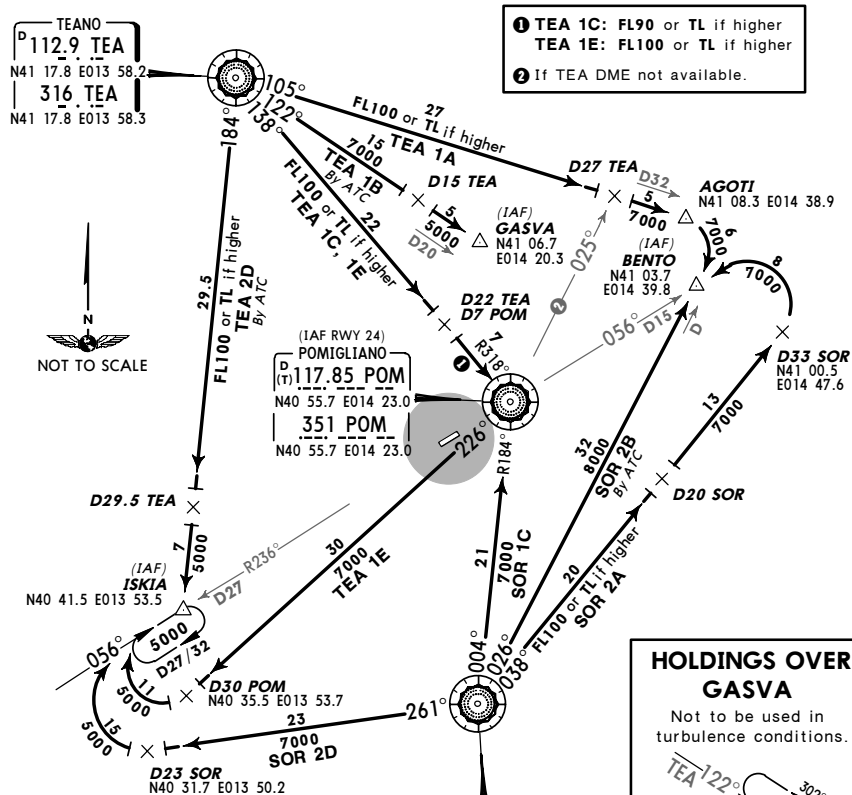
Alt Set: hPa
Trans level: By ATC Trans alt: 8000'



SOR 2A, SOR 2B, SOR 1C, TEA 1A, TEA 1B, TEA 1C
RWY 24 ARRIVALS

SOR 2D, TEA 2D, TEA 1E
RWY 06 ARRIVALS

SPEED MAX 250 KT BELOW FL100 OR AS BY ATC



- 1 TEA 1C: FL90 or TL if higher
TEA 1E: FL100 or TL if higher
- 2 If TEA DME not available.

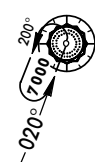
HOLDINGS OVER GASVA

Not to be used in turbulence conditions.

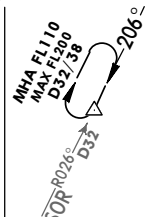
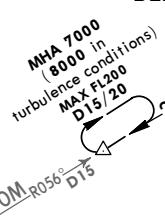


POM

RWY 24



HOLDINGS OVER BENTO



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6 APR 07 (10-3) Eff 12 Apr

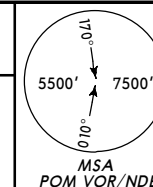
NAPLES, ITALY

SID

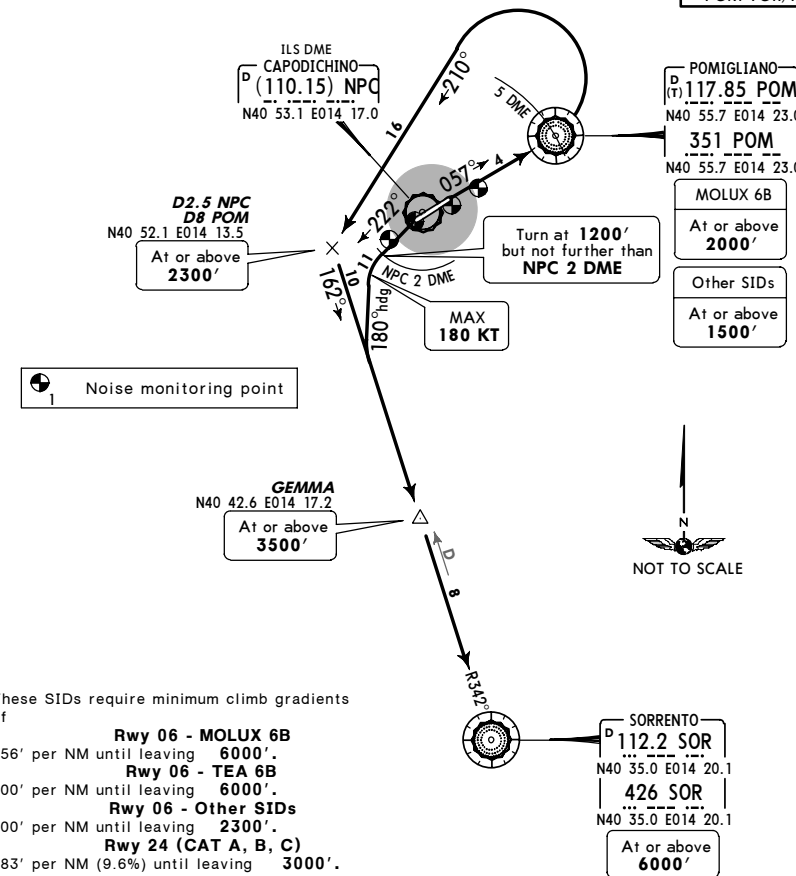
Apt Elev
294'

Trans level: By ATC Trans alt: 8000'

1. Initial climb procedures are also noise abatement routes.
2. EXPECT close-in obstacles.



RWYS 06, 24 INITIAL CLIMB PROCEDURES
FOR SIDS REFER TO CHARTS 10-3A TO 10-3C



These SIDs require minimum climb gradients of

Rwy 06 - MOLUX 6B

456' per NM until leaving 6000'.

Rwy 06 - TEA 6B

300' per NM until leaving 6000'.

Rwy 06 - Other SIDs

300' per NM until leaving 2300'.

Rwy 24 (CAT A, B, C)

583' per NM (9.6%) until leaving 3000'.

If unable to comply request take-off from runway 06.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500
456' per NM	570	760	1139	1519	1899	2279
583' per NM	729	972	1458	1944	2430	2917

Rwy 06: Execute turns after initial climb with MAX 230 KT.

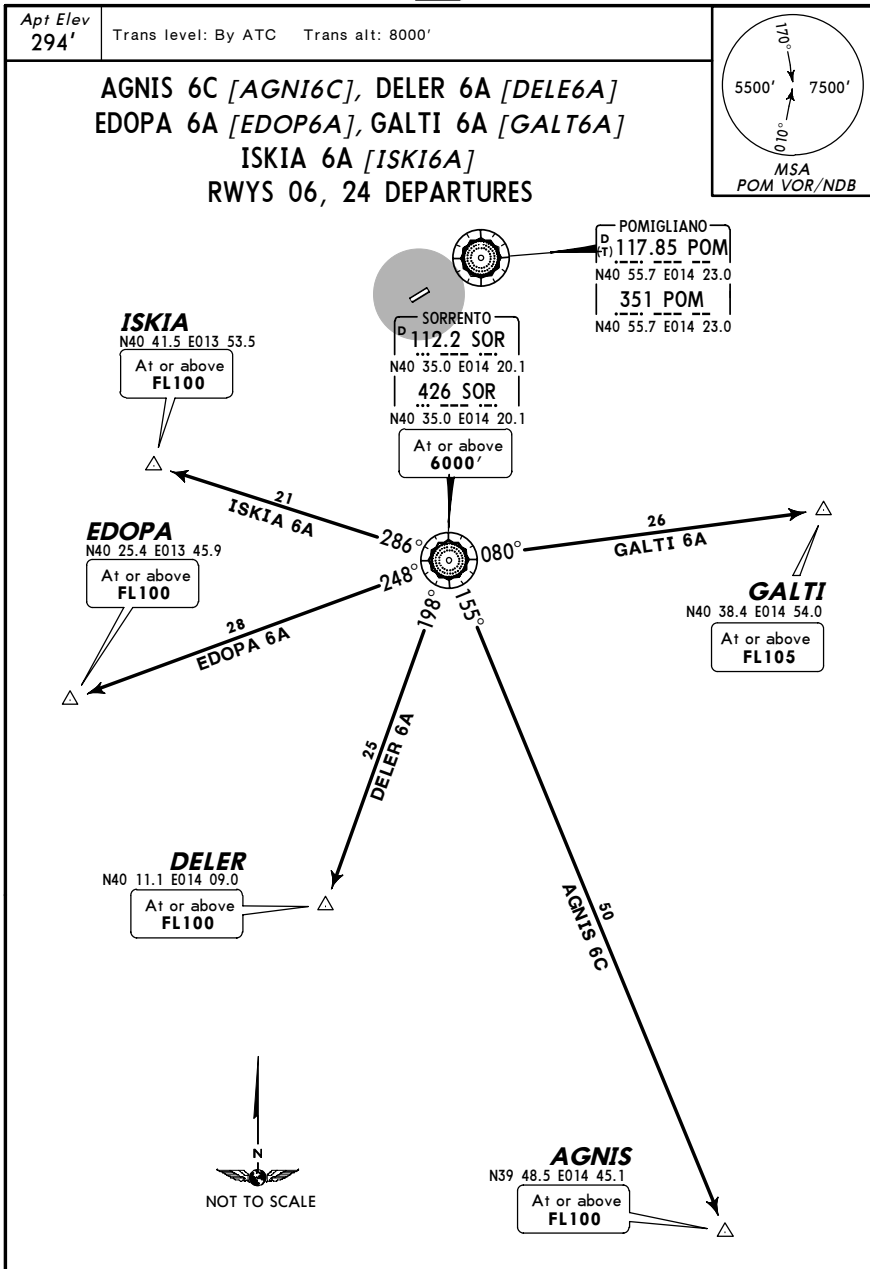
RWY 24: Initial climb clearance 6000'

SID	RWY	INITIAL CLIMB
AGNIS 6C, DELER 6A EDOPA 6A, GALT 6A ISKIA 6A, MALOG 6A MOLUX 6A, PEVIR 6A POLIT 6A, TEA 6A, 6C	06	On 057° track to POM (NPC 5 DME), turn LEFT, 210° track, intercept SOR R-342 inbound via GEMMA to SOR.
MOLUX 6B By ATC TEA 6B By ATC	24 CAT A, B, C	At DER (NPC 0.5 DME) on 222° track, at 1200' but not further than NPC 2 DME turn LEFT (MAX 180 KT), 180° heading, intercept SOR R-342 inbound to SOR.
	06	On 057° track to POM (NPC 5 DME).

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JEPPESEN
6 APR 07 (10-3A) Eff 12 Apr

NAPLES, ITALY
SID

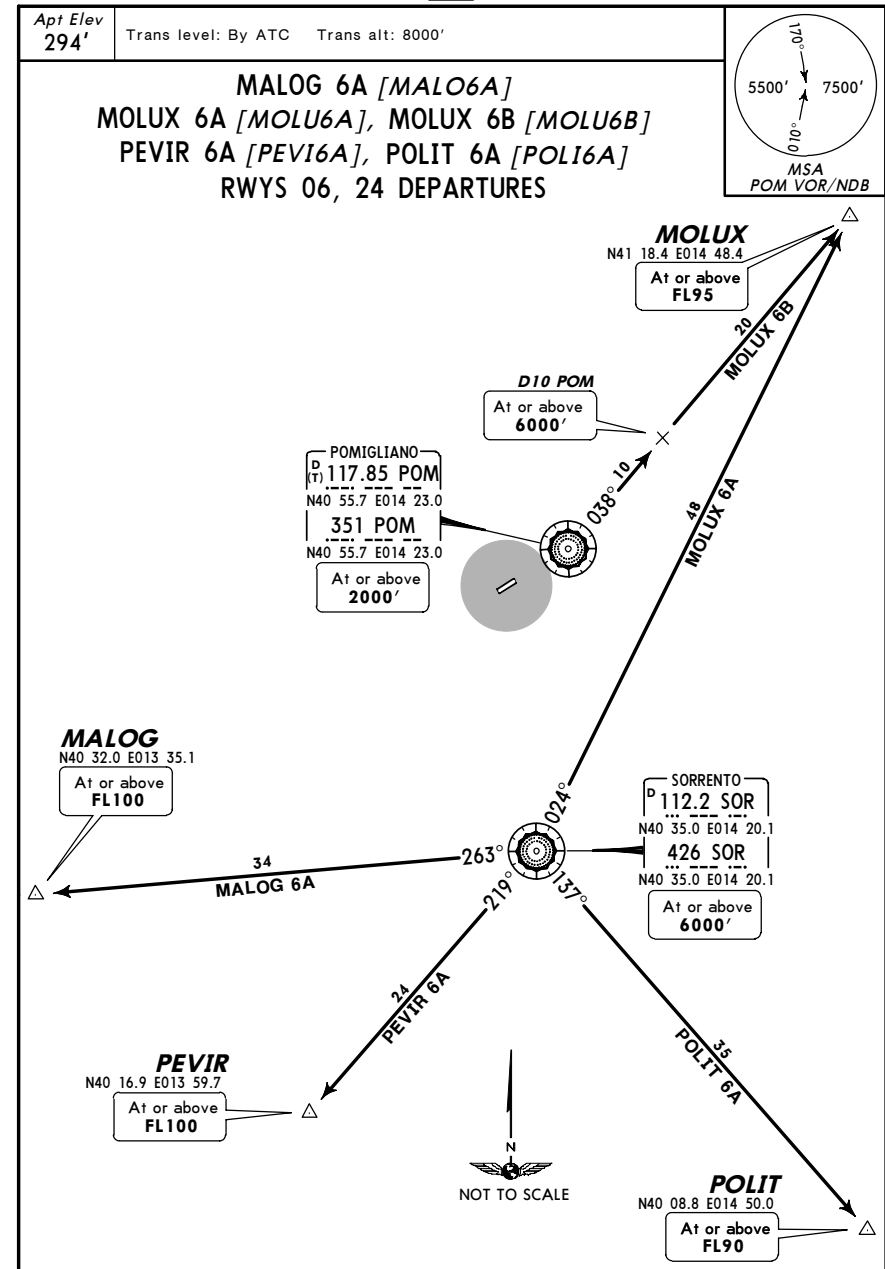


Rwy 06: Execute turns after initial climb with MAX 230 KT.		
SID	ROUTING	
AGNIS 6C	At SOR turn LEFT, SOR R-155 to AGNIS.	
DELER 6A	At SOR turn RIGHT, SOR R-198 to DELER.	
EDOPA 6A	At SOR turn RIGHT, SOR R-248 to EDOPA.	
GALT 6A	At SOR turn LEFT, SOR R-080 to GALT.	
ISKIA 6A	At SOR turn RIGHT, SOR R-286 to ISKIA.	

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CAPODICHINO

JEPPESEN
13 APR 07 (10-3B)

NAPLES, ITALY
SID



Rwy 06: Execute turns after initial climb with MAX 230 KT.		
SID	RWY	ROUTING
MALOG 6A	06, 24	At SOR turn RIGHT, SOR R-263 to MALOG.
MOLUX 6A		At SOR turn LEFT, SOR R-024 to MOLUX.
MOLUX 6B By ATC	06	At POM turn LEFT, POM R-038 to MOLUX.
PEVIR 6A	06, 24	At SOR turn RIGHT, SOR R-219 to PEVIR.
POLIT 6A		At SOR turn LEFT, SOR R-137 to POLIT.

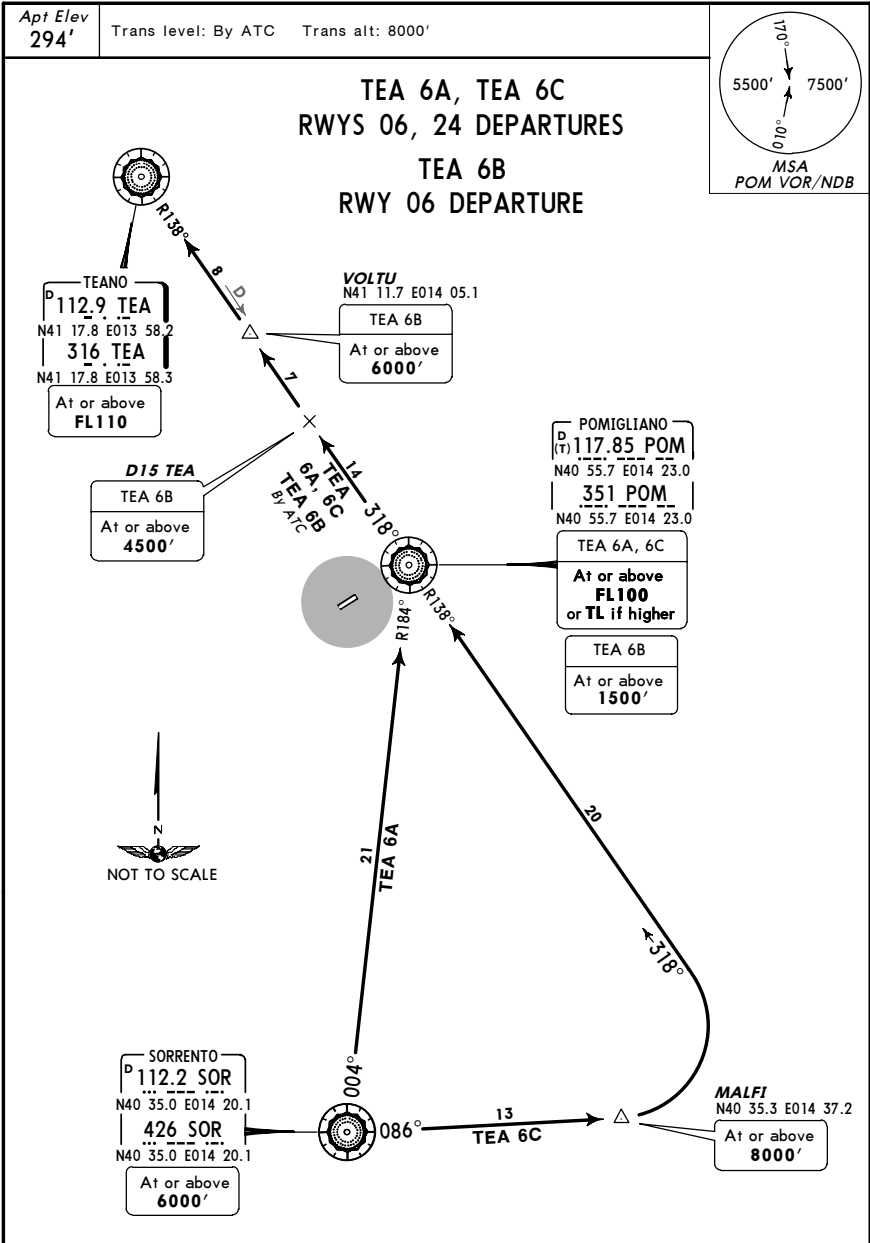
LIRN/NAP
CAPODICHINO

JEPPESEN

13 APR 07 10-3C

NAPLES, ITALY

SID



Rwy 06: Execute turns after initial climb with MAX 230 KT.

SID	RWY	ROUTING
TEA 6A	06, 24	At SOR turn LEFT, SOR R-004 to POM, POM R-318 to TEA. Before passing SOR the LEFT turn to POM may be executed, when ATC clearance received and aircraft has crossed 6000' climbing.
TEA 6B By ATC	06	At POM turn LEFT, POM R-318 to TEA.
TEA 6C	06, 24	At SOR turn LEFT, SOR R-086 to MALFI, turn LEFT, intercept POM R-138 inbound to POM, then proceed to TEA.

CHANGES: None.

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LIRN/NAP
CAPODICHINO

JEPPESEN

12 AUG 05 10-4

NAPLES, ITALY

NOISE

NOISE ABATEMENT

SUMMER	: LT minus 2 HOURS	= UTC (Z)
WINTER	: LT minus 1 HOUR	= UTC (Z)

PREFERENTIAL RUNWAY

CAT D aircraft and all other aircraft unable to perform published initial climb procedure from runway 24 are requested to take-off from runway 06, according to traffic requirements.

Runway 06 is the preferred take-off runway.

Between 0500-2200LT (summer: 0600-2300LT) all scheduled aircraft licensed according to ICAO Annex 16, Volume I, Chapter 2, without compromising operative safety conditions, have to use runway 06 for departures.

ARRIVALS

Except for aerodrome traffic pattern and final landing phases, jet aircraft executing visual approach shall avoid to overfly Naples below 5000' as follows:

- sector 120°/210° from ARP within 5 NM
- sector 210°/270° from ARP within 8 NM.

Recommended speeds for radar vectored aircraft:

If not otherwise instructed aircraft shall reduce their speed to:

- 250 KT at or below FL100
- 200 KT starting turn to intercept ILS/LLZ or appropriate radial (in case of VOR runway 06/24 final approach) or at a distance of 12 NM from threshold
- 180 KT completing intercepting turn or at a distance of 9 NM from threshold
- 160 KT at a distance of 5 NM from threshold.

Furthermore NAPLES Radar may request pilots:

- to adjust speed in a specific manner during the intermediate approach
- speed adjustment of not more than ± 20 KT if aircraft is established on an intermediate or final approach to a minimum distance of 5 NM from threshold.

DEPARTURES

Jet aircraft shall comply with initial climb and SID procedures until passing 5000'.

NIGHTTIME RESTRICTION

Between 2200-0500LT (summer: 2300-0600LT) charter flights are prohibited, except they are cleared by the Aerodrome's Management.

Between 2200-0500LT (summer: 2300-0600LT) it is compulsory for landing aircraft to use the available runway length to reach the apron.

REVERSE THRUST

The use of reverse above idle is prohibited for landing aircraft, except for safety reasons.

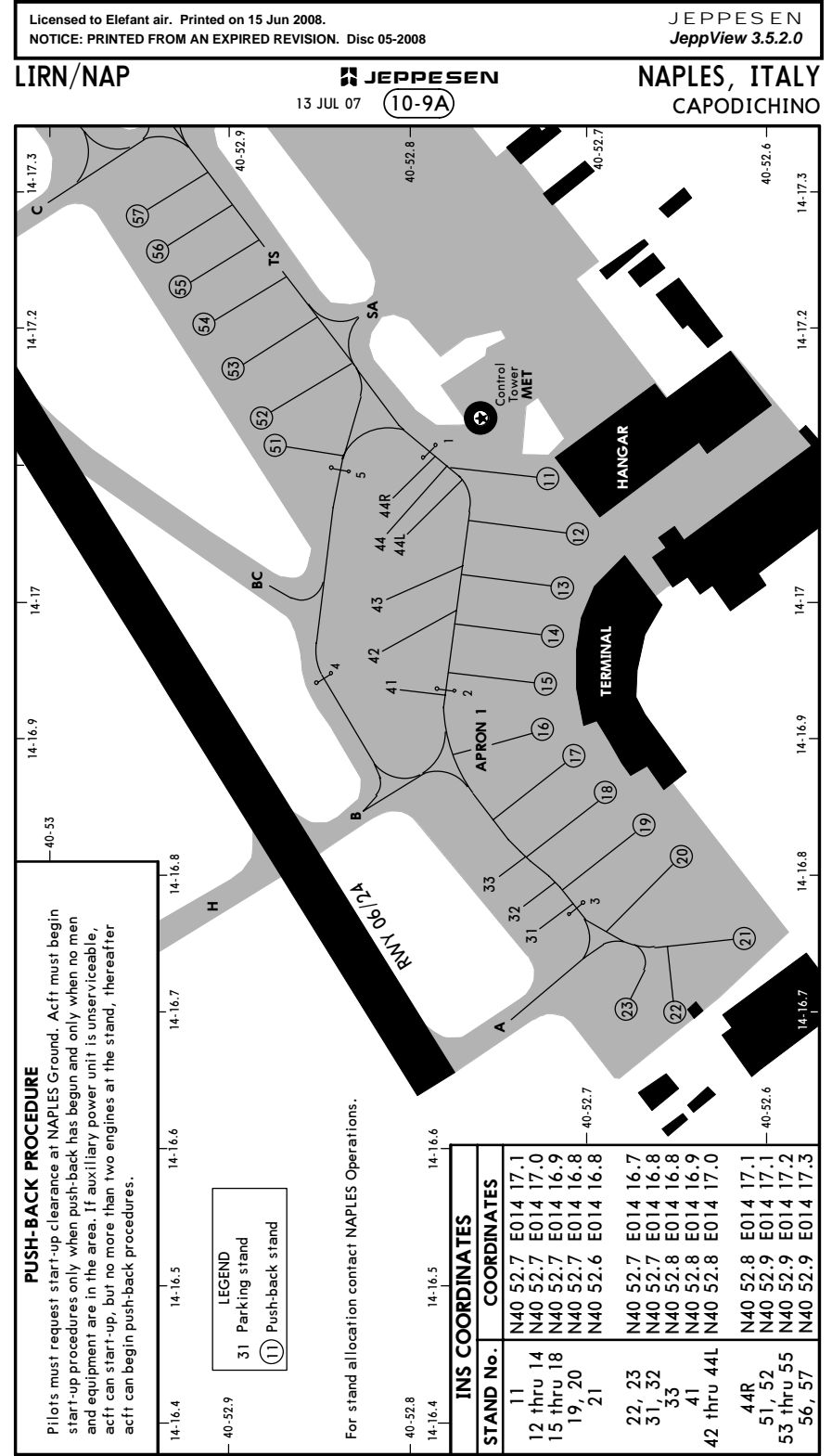
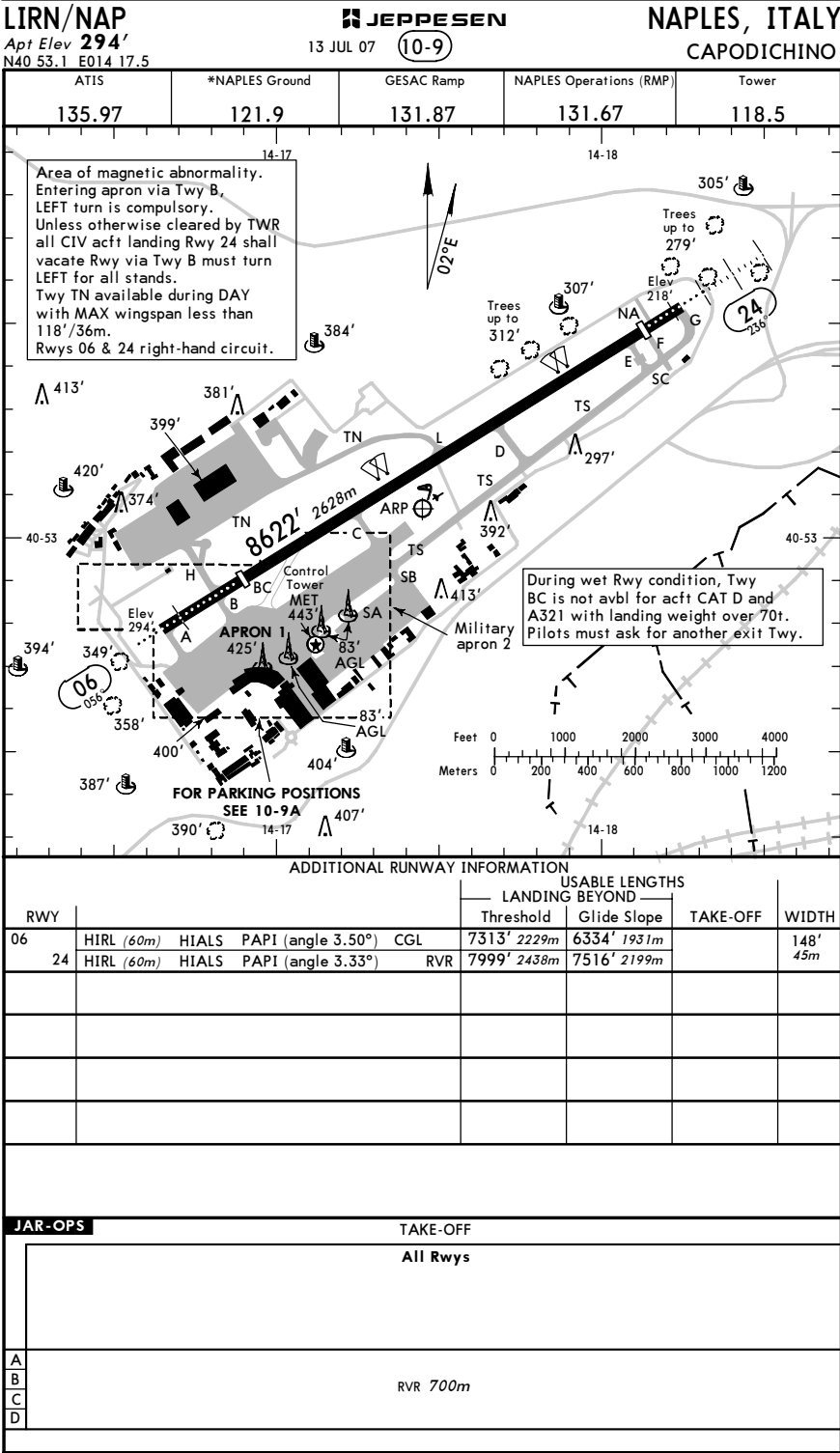
RUN-UP TESTS

Between 1300-1500LT (summer: 1400-1600LT) and 2200-0500LT (summer: 2300-0600LT) engine tests are forbidden except for those of immediate use.

AUXILIARY POWER UNITS (APUs)

APU can be started up to 60 minutes before EOBT and must be switched off 20 minutes after arrival. Exceptions must be cleared in advance.

CHANGES: Preferential rwy; Arrivals; Departures; new format. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.



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13 JUL 07 (1-1)

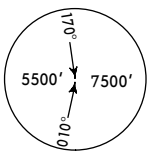
MISSED APCH CLIMB
GRAD MIM 5.2%

NAPLES, ITALY
ILS Z Rwy 06

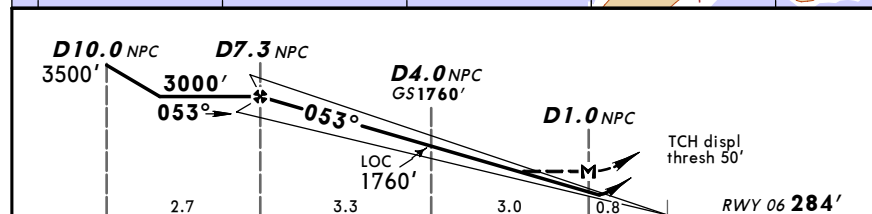
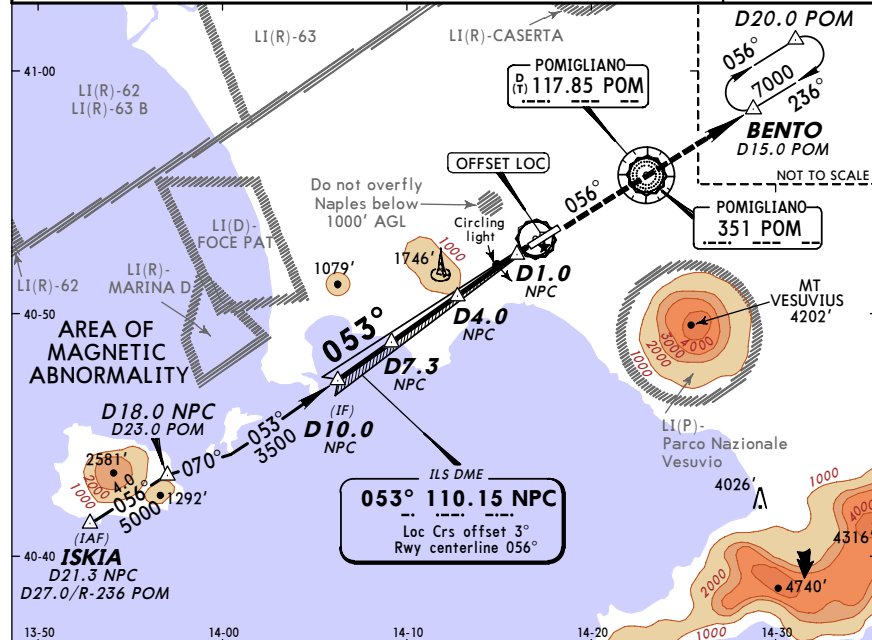
BRIEFING STRIP™	ATIS 135.97		NAPLES Approach (R) 124.35		NAPLES Tower 118.5		*Ground 121.9	
	LOC NPC 110.15		Final Apch Crs 053°		GS D4.0 NPC 1760' (1476')		ILS DA(H) 680' (396')	
							Apt Elev 294'	
							RWY 284'	
	MISSED APCH: Climb on 056° to 7000' to VOR/NDB, then proceed direct to BENTO and hold.							
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 8000'		
NPC DME REQUIRED.								

170°
5500'
7500'
-0.0'

MSA
POM VOR



MSA
POM VOR



Gnd speed-Kts	70	90	100	120	140	160	HALS	7000'	056°
ILS GS 3.50° or LOC Descent Gradient 6.1%	439	564	627	752	877	1003	PAPI	PAPI	
MAP at D1.0 NPC									

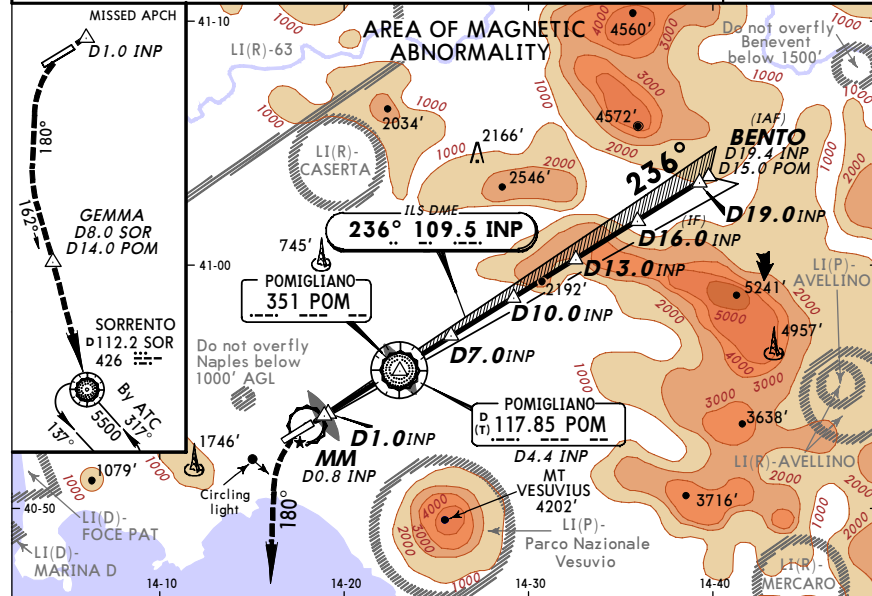
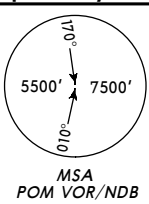
JAR-OPS			STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND		
			Missed apch climb gradient mim 5.2%					
			ILS					
			LOC (GS out)					
			DA(H) 680' (396')					
			FULL					
			ALS out					
			NOT APPLICABLE					

LIRN/NAP
CAPODICHINO

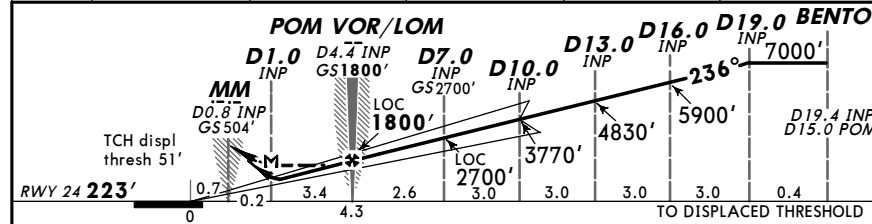
JEPPESEN
15 JUN 07 (11-3)

NAPLES, ITALY
ILS-Papa Rwy 24

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
LOC INP 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums Apt Elev 294' RWY 223'
MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.			
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 8000'



LOC (GS out)	INP DME ALTITUDE	2.0 940'	3.0 1300'	4.0 1650'	5.0 2000'
-----------------	---------------------	-------------	--------------	--------------	--------------



Gnd speed-Kts	70	90	100	120	140	160	HIALS	180°	180 KT
ILS GS 3.33° or LOC Descent Gradient 5.8 %	418	538	598	717	837	956	PAPI	PAPI	LT
MAP at D1.0 INP									

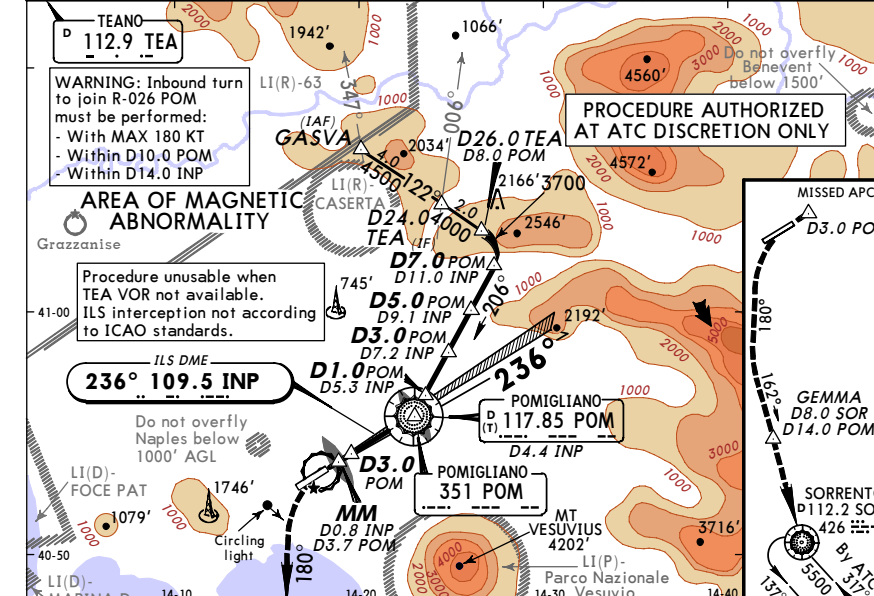
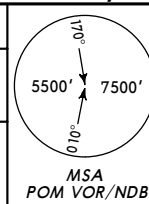
JAR-OPS				STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
DA(H) A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')				LOC (GS out) MDA(H) 700' (477')				Max Kts MDA(H) VIS			
FULL				ALS out				100			
RVR 900m				RVR 1200m				1200' (906') 1500m			
RVR 1000m				RVR 1200m				1200' (906') 1600m			
RVR 1200m				RVR 1200m				2160' (1866') 2400m			
RVR 1800m				RVR 1800m				2160' (1866') 3600m			

LIRN/NAP
CAPODICHINO

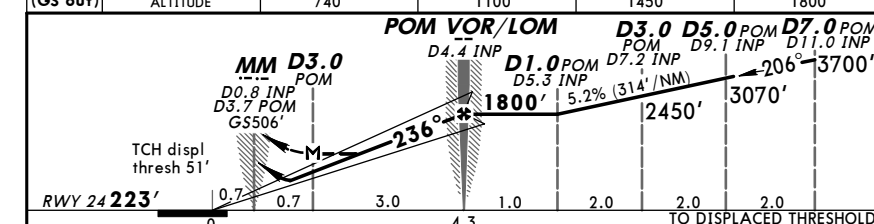
JEPPESEN
15 JUN 07 (11-4)

NAPLES, ITALY
ILS-Quebec Rwy 24

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
LOC INP 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums Apt Elev 294' RWY 223'
MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.			
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 8000'



LOC (GS out)	POM DME ALTITUDE	3.0 after POM 740'	2.0 after POM 1100'	1.0 after POM 1450'	0.0 1800'
-----------------	---------------------	-----------------------	------------------------	------------------------	--------------



Gnd speed-Kts	70	90	100	120	140	160	HIALS	180°	180 KT
ILS GS 3.33° or LOC Descent Gradient 5.8 %	418	538	598	717	837	956	PAPI	PAPI	LT
MAP at D3.0 after POM									

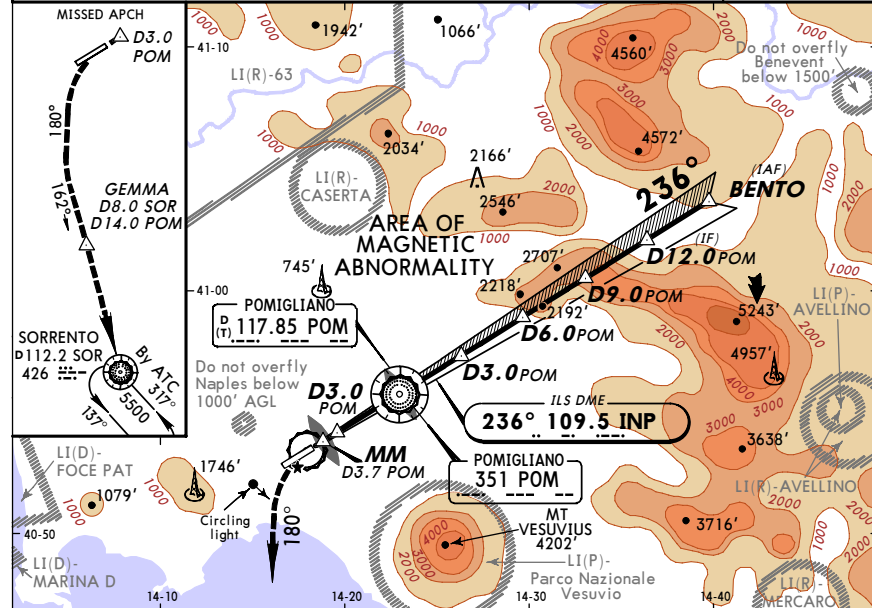
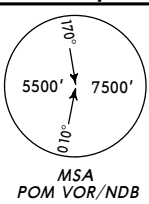
JAR-OPS				STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
DA(H) A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')				LOC (GS out) MDA(H) 700' (477')				Max Kts MDA(H) VIS			
FULL				ALS out				100			
RVR 900m				RVR 1200m				1200' (906') 1500m			
RVR 1000m				RVR 1200m				1200' (906') 1600m			
RVR 1200m				RVR 1200m				2160' (1866') 2400m			
RVR 1800m				RVR 1800m				2160' (1866') 3600m			

LIRN/NAP
CAPODICHINO

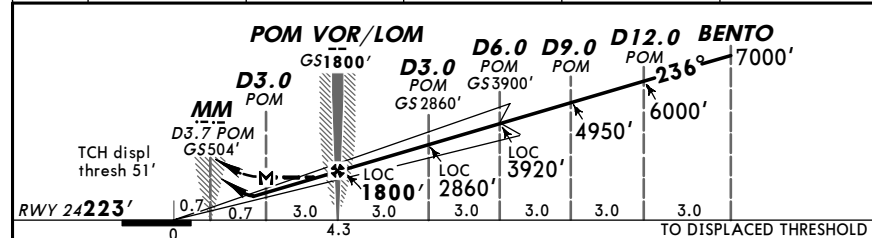
JEPPESEN
15 JUN 07 (11-5)

NAPLES, ITALY
ILS-Sierra Rwy 24

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
LOC INP 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums Apt Elev 294' RWY 223'
MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.			
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 8000'



LOC (GS out)	POM DME ALTITUDE	3.0 after POM 740'	2.0 after POM 1100'	1.0 after POM 1450'	0.0 1800'
-----------------	---------------------	-----------------------	------------------------	------------------------	--------------



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.33° or LOC Descent Gradient	418	538	598	717	837	956
MAP at D3.0 after POM						

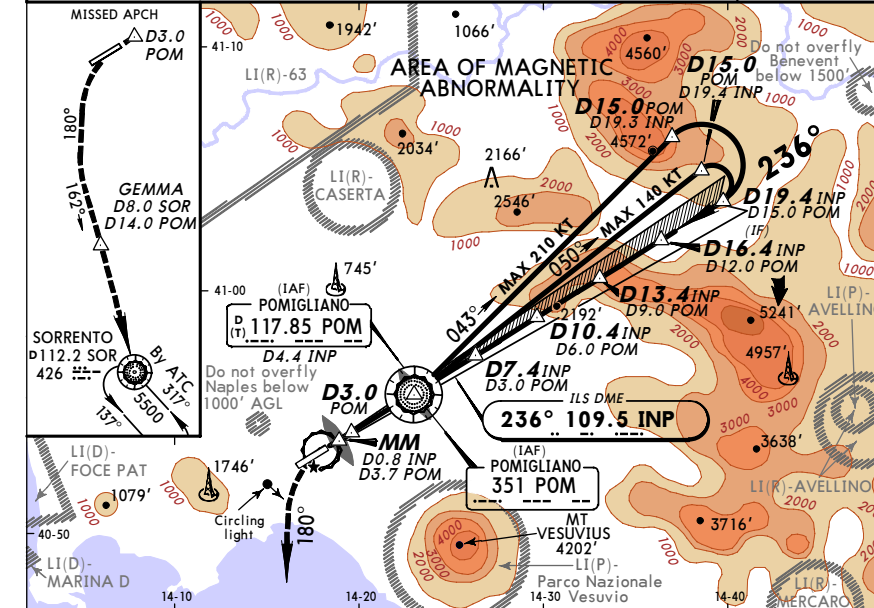
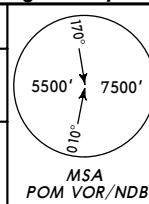
JAR-OPS STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
ILS		LOC (GS out)		ALS out		VIS	
DA(H) A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')		MDA(H) 700' (477')					
FULL		ALS out		Max Kts			
A		RVR 1400m		100		1200' (906') 1500m	
B		RVR 1500m		135		1200' (906') 1600m	
C		RVR 1600m		180		2160' (1866') 2400m	
D		RVR 1800m		205		2160' (1866') 3600m	

LIRN/NAP
CAPODICHINO

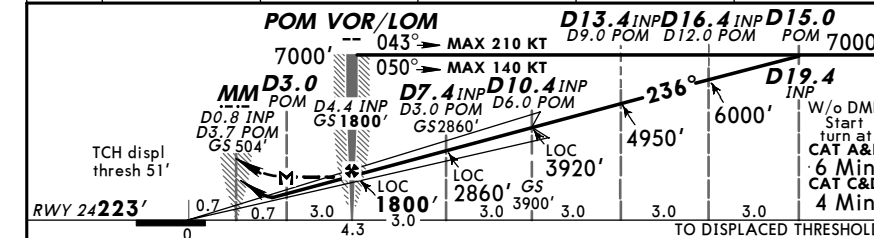
JEPPESEN
15 JUN 07 (11-6)

NAPLES, ITALY
ILS-Tango Rwy 24

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
LOC INP 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums Apt Elev 294' RWY 223'
MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.			
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 8000'



LOC (GS out)	POM DME ALTITUDE	3.0 after POM 740'	2.0 after POM 1100'	1.0 after POM 1450'	0.0 1800'
-----------------	---------------------	-----------------------	------------------------	------------------------	--------------



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.33° or LOC Descent Gradient	418	538	598	717	837	956
MAP at D3.0 after POM						

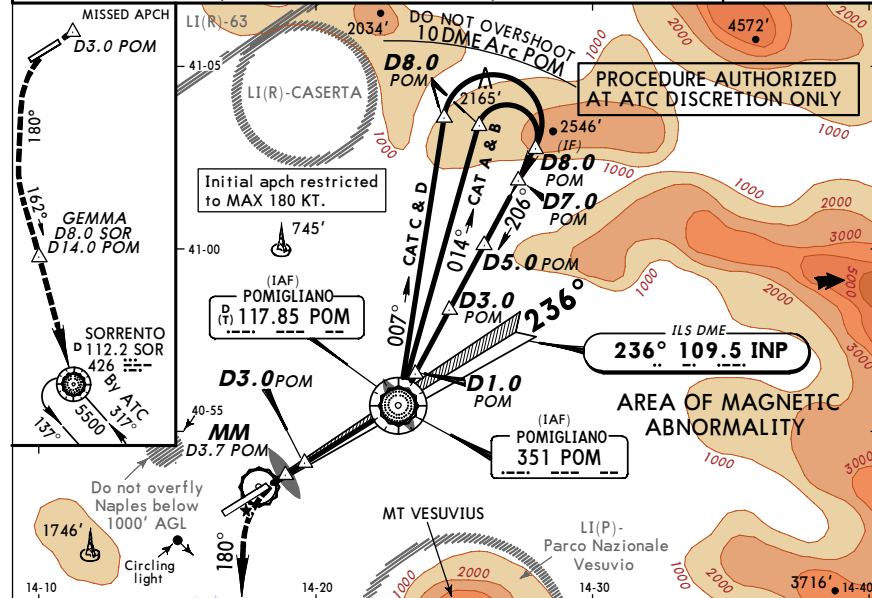
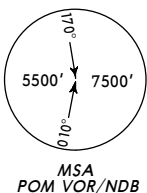
JAR-OPS STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
ILS		LOC (GS out)		ALS out		VIS	
DA(H) A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')		MDA(H) 700' (477')					
FULL		ALS out		Max Kts			
A		RVR 1400m		100		1200' (906') 1500m	
B		RVR 1500m		135		1200' (906') 1600m	
C		RVR 1600m		180		2160' (1866') 2400m	
D		RVR 1800m		205		2160' (1866') 3600m	

LIRN/NAP
CAPODICHINO

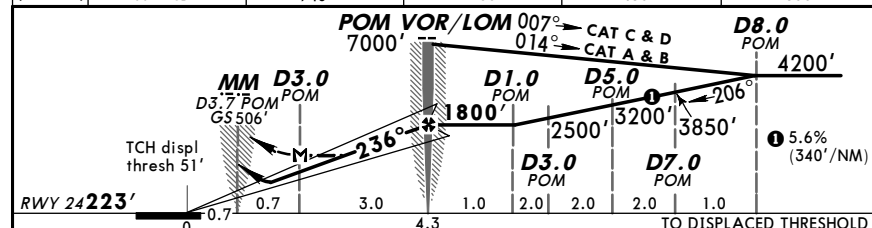
JEPPESEN
15 JUN 07 (11-7)

NAPLES, ITALY
ILS-Victor Rwy 24

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
LOC INP 109.5	Final Apch Crs 236°	GS POM VOR/LOM 1800' (1577')	ILS DA(H) Refer to Minimums Apt Elev 294' RWY 223'
MISSED APCH: As soon as practicable climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.			
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 8000'



LOC	POM DME	3.0 after POM	2.0 after POM	1.0 after POM	0.0
(GS out)	ALTITUDE	740'	1100'	1450'	1800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	180°	180 KT
ILS GS 3.33° or LOC Descent Gradient	418	538	598	717	837	956	PAPI	LT	MAX
MAP at D3.0 after POM									

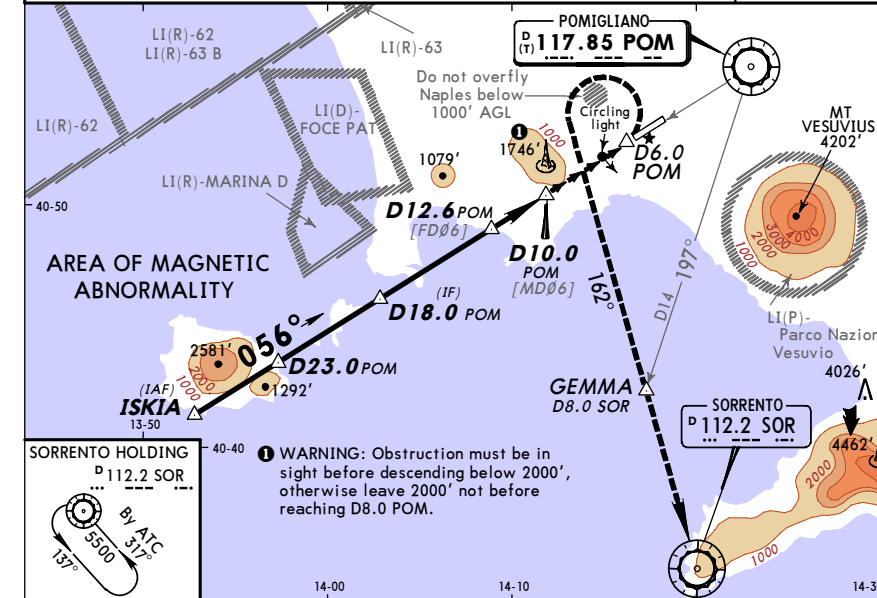
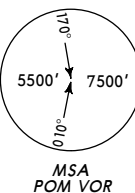
JAR-OPS STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
DA(H) A: 670' (447') C: 690' (467') B: 680' (457') D: 700' (477')		LOC (GS out) MVA(H) 700' (477')		Max Kts		VIS	
FULL		ALS out		100		1200' (906') 1500m	
RVR 900m		RVR 1200m		135		1200' (906') 1600m	
RVR 1400m		RVR 1500m		180		2160' (1866') 2400m	
RVR 1600m		RVR 1800m		205		2160' (1866') 3600m	

LIRN/NAP
CAPODICHINO

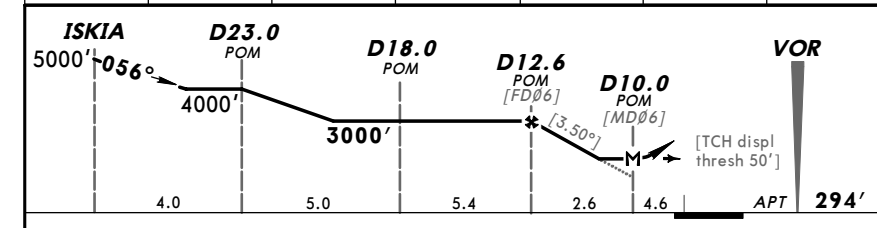
JEPPESEN
15 JUN 07 (13-1)

NAPLES, ITALY
VOR Rwy 06

ATIS 135.97	NAPLES Approach (R) 124.35	NAPLES Tower 118.5	*Ground 121.9
VOR POM 117.85	Final Apch Crs 056°	Minimum Alt D12.6 POM 3000' (2706')	MDA(H) 2160' (1866') Apt Elev 294'
MISSED APCH: Proceed on R-236 inbound POM VOR and climb to 6000'. At D6.0 POM turn LEFT (MAX 200 KT) to join R-342 inbound SOR VOR, then cross GEMMA at or above 3500', then to SOR VOR.			
Alt Set: hPa	Apt Elev: 11 hPa	Trans level: By ATC	Trans alt: 8000'



POM DME	12.0	11.0	10.0	9.0	8.0	7.0
ALTITUDE	2780'	2410'	2040'	1670'	1300'	930'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	POM 117.85 R-236	D6.0 POM
Descent Gradient 6.10% or Descent angle [3.50°]	437	562	625	750	875	1000	PAPI		
MAP at D10.0 POM									

JAR-OPS STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND			
MDA(H) 2160' (1866')		DAY		NIGHT		Max Kts	
2000' - 5000m		2000' - 8000m		2160' (1866') 2000' - 5000m		100	
2000' - 5000m		2000' - 8000m		2160' (1866') 2000' - 8000m		135	
2000' - 5000m		2000' - 8000m		2160' (1866') 2000' - 8000m		180	
2000' - 5000m		2000' - 8000m		2160' (1866') 2000' - 8000m		205	

LIRN/NAP
CAPODICHINO

JEPPESEN
15 JUN 07 (13-2)

NAPLES, ITALY
VOR DME-Papa Rwy 24

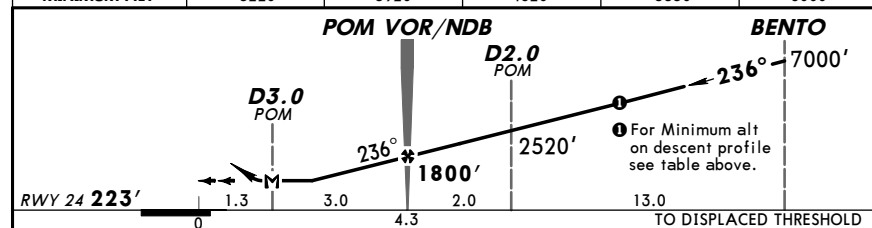
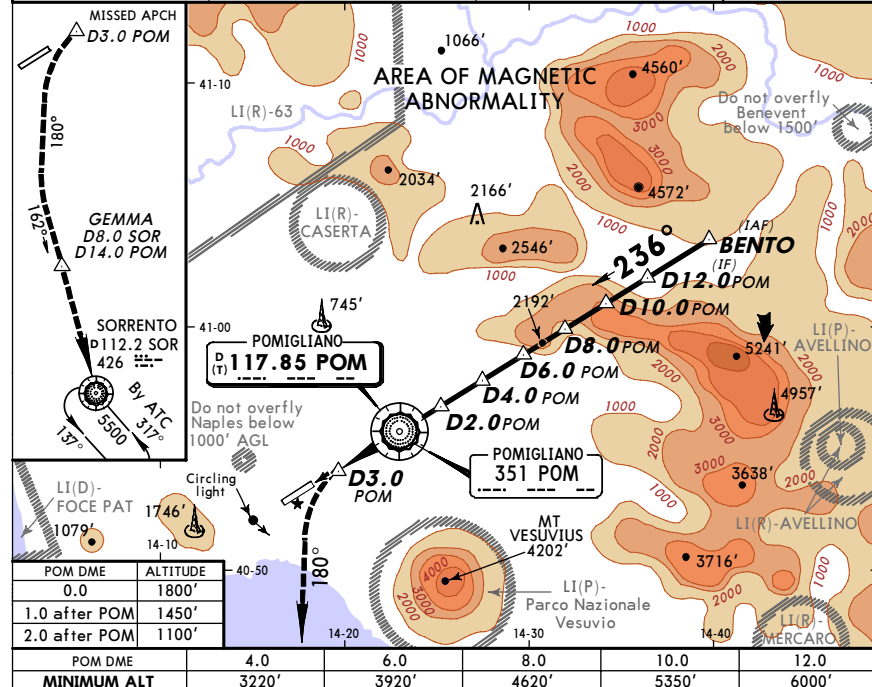
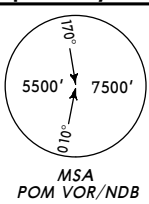
BRIEFING STRIP™	ATIS 135.97		NAPLES Approach (R) 124.35		NAPLES Tower 118.5		*Ground 121.9	
	VOR POM 117.85		Final Apch Crs 236°		Minimum Alt POM VOR/NDB 1800' (1577')		MDA(H) 800' (577')	
							Apt Elev 294'	
							RWY 223'	
	MISSED APCH: Climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.							
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: By ATC		Trans alt: 8000'		

170°

5500' 7500'

-010

MSA
POM VOR/NDB



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient	5.8%	411	529	587	705	822
MAP at D3.0 after POM						

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND		
MDA(H) 800' (577')			MDA(H) 800' (577')		
A	RVR 1400m	ALS out	100	1200' (906')	1500m
B	RVR 1500m	RVR 1500m	135	1200' (906')	1600m
C	RVR 1600m	RVR 2000m	180	2160' (1866')	2400m
D	RVR 1800m		205	2160' (1866')	3600m

CHANGES: Communications.

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LIRN/NAP
CAPODICHINO

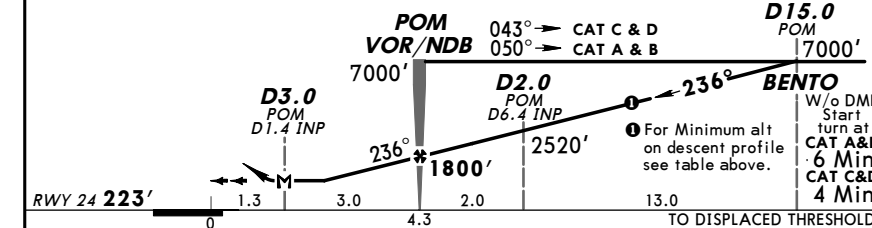
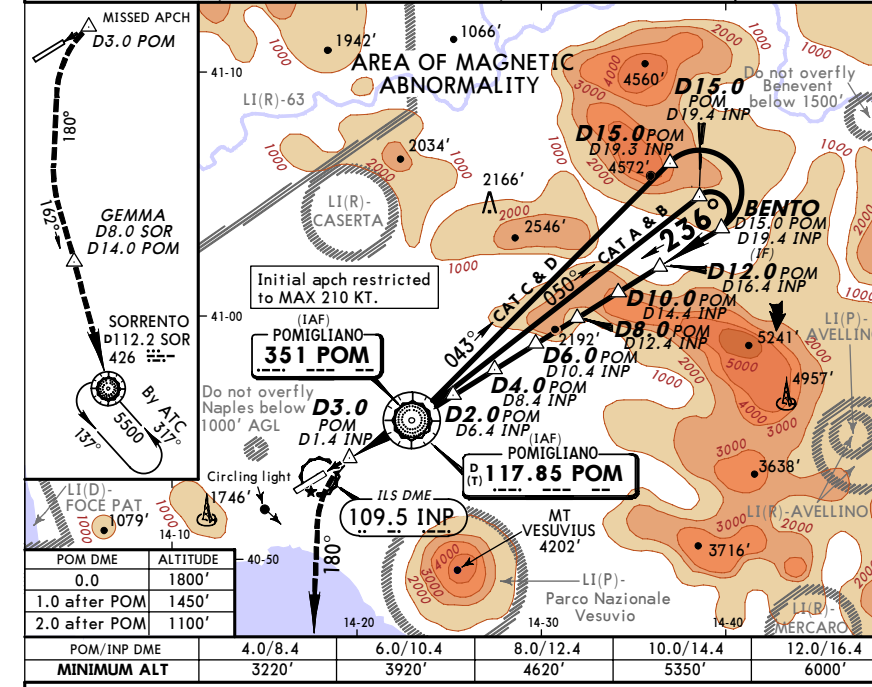
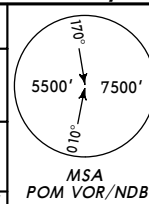
JEPPESEN
15 JUN 07 (13-3)

NAPLES, ITALY
VOR DME-Sierra or NDB DME Rwy 24

ATIS 135.97		NAPLES Approach (R) 124.35		NAPLES Tower 118.5		*Ground 121.9	
VOR POM 117.85	NDB POM 351	Final Apch Crs 236°	Minimum Alt POM VOR/NDB 1800' (1577')	MDA(H) 800' (577')		Apt Elev 294' RWY 223'	
MISSED APCH: Climb to 6000'. Turn LEFT (MAX 180 KT) onto 180° to join R-342 inbound SOR/162° to SOR NDB, then cross GEMMA at or above 3500', then to SOR VOR/NDB climbing to 6000'.							
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: By ATC		Trans alt: 8000'	

170°
5500' 7500'

MSA
POM VOR/NDB



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient	5.8%	411	529	587	705	822
MAP at D3.0 after POM						

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND		
MDA(H) 800' (577')			MDA(H) 800' (577')		
A	RVR 1400m	ALS out	100	1200' (906')	1500m
B	RVR 1500m	RVR 1500m	135	1200' (906')	1600m
C	RVR 1600m	RVR 2000m	180	2160' (1866')	2400m
D	RVR 1800m		205	2160' (1866')	3600m

CHANGES: Communications. Fix designations.

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