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JEPPES EN

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LEMH/MAH
MENORCA

MENORCA

MENORCA

MENORCA, SPAIN

MENORCA BRIEFING

1. GENERAL

1.1. ATIS

*ATIS 112.6

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. **GENERAL**

The following procedures are applicable to all ACFT for landing and take-off, except for safety reasins, to avoid excessive noise in areas surrounding the APT.

1.2.2. REVERSE THRUST

Reverse thrust other than idle is not allowed, except for safety reasons.

1.2.3 RUN-UP TESTS

Prior clearance run-up tests will be authorized between 0700-2300LT.

Engine performance testing higher than idle will be allowed on THR following the TWR instructions.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. **GENERAL**

RWY 01R/19L (for contingency use only) will be in use only when RWY 01L/19R is out of service.

LVP will be applied when RVR/visibility value in the movement area is 600m or below.

Pilots will be informed by ATIS or RTF about the application of LVP.

ATC will cancel the procedure when the visibility becomes higher than 1500m and the meteorological forecast indicates a strong improvement tendency of conditions. Maximum switch-over time of secondary power supply is 15 seconds for all lighting systems.

1.3.2. GROUND MOVEMENT

ENTRY TO RWY

Entry to RWY 01L shall only be accomplished by A1 via TWY T.

Entry to RWY 19R shall only be accomplished by G via TWY T.

Entry to RWY 01R shall only be accomplished by gate D.

Entry to RWY 19L shall only be accomplished by gate J.

Usually, while the LVP is applied, the movement of only one ACFT at a time in the movement area will be cleared by ATC.

ARRIVAL

ACFT that have already landed will report "Runway vacated" when leaving rwy. At the apron entry, acft must wait for the arrival of a Follow-me car in order to be guided to the assigned stand and notify Tower "Follow-me in sight".

DEPARTURE

Pilots will be informed about the application of LVP by TWR.

Pilots will request clearance for engines start-up or taxiing instructions, notifying stand position.

In case of being disoriented or in doubt, pilots will stop the ACFT and immediately will notify TWR.

When RVR/visibility is lower than 150m and center line TWY lighting system is not in use, ACFT must be guided by a Follow-me car until the apron exit.

For take-offs in LVP the following holding points in the RWY must be used:

- RWY 01L: A1

- RWY 19R: G

- RWY 01R: D

- RWY 19L: J

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LEMH/MAH MENORCA

29 JUN 07

(10-1P1)

Eff 5 Jul

MENORCA, SPAIN AIRPORT BRIEFING

1. GENERAL

"JEPPESEN

1.3.3. COMMUNICATION FAILURE

Arriving ACFT will maintain the position in the TWY first segment in which the ILS sensitive area is free and will wait for the arrival of a Follow-me car in order to be guided to the assigned stand.

Departing ACFT will continue by the assigned route to its clearance limit, taking extreme caution. Once that point has been reached, it will maintain the position and wait for the arrival of a Follow-me car in order to be guided to the stand position or holding bay designed.

1.4. TAXI PROCEDURES

For wingspan restrictions refer to 10-9 charts.

Pilots will report the stand number when request to start-up.

Collision avoidance with other ACFT or obstacles is responsibility of:

- pilots when taxiing on the apron
- the handling companies when towing.

Unless ATC advises otherwise, ACFT shall enter apron by TWY E and shall exit by TWY D or J.

ACFT must be ready for towed push-back or taxiing within the next 5 minutes to the approved start-up time; pilots will contact ATC if otherwise.

Unless ATC advises otherwise, push-back manoeuvres will be carried out heading to the North with RWY 19R in use and to the South with RWY 01L in use.

ATC clearances and instructions must be read back.

1.5. OTHER INFORMATION

Birds in vicinity of APT. RWYs 19L/R right-hand circuit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100.

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 250 KT until leaving FL100.

3.2. NOISE ABATEMENT PROCEDURES

Modifications to the SIDs will not be cleared before leaving at least 3000' on the climb.

MENORCA, SPAIN LEMH/MAH (10-2) Eff 5 Jul 29 JUN 07 STAR MENORCA Apt Elev Alt Set: hPa 112.6 302' Trans level: By ATC Trans alt: 6000 MORSS TWO BRAVO (MORSS 2B) [MORS2B] PALMA TWO BRAVO (MJV 2B) RIXOT TWO BRAVO (RIXOT 2B) [RIXO2B] SARGO TWO BRAVO (SARGO 2B) [SARG2B] TONIS TWO BRAVO (TONIS 2B) [TONI2B] RWY 01L ARRIVALS D13/18 HOLDINGS OVER

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MENORCA, SPAIN #JEPPESEN LEMH/MAH MENORCA (10-2A) Eff 5 Jul 29 JUN 07 STAR *ATIS 112.6 Apt Elev Alt Set: hPa 302' Trans level: By ATC Trans alt: 6000' MORSS THREE FOXTROT (MORSS 3F) [MORS3F] PALMA THREE FOXTROT (MJV 3F) 2500 RIXOT THREE FOXTROT (RIXOT 3F) [RIXO3F] SARGO THREE FOXTROT (SARGO 3F) [SARG3F] TONIS THREE FOXTROT (TONIS 3F) [TONI3F] • **RWY 19R ARRIVALS** D For flights from LEPA K010 D13 OVER HOLDINGS MHN –

JEPPESEN

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MENORCA, SPAIN MJEPPESEN. LEMH/MAH (10-2B) Eff 22 Dec 16 DEC 05 STAR MENORCA Apt Elev Alt Set: hPa 112.6 298' Trans level: By ATC Trans alt: 6000 MORSS ONE TANGO (MORSS 1T) [MORS1T] PALMA ONE TANGO (MJV 1T) RIXOT ONE TANGO (RIXOT 1T) [RIXO1T] SARGO ONE TANGO (SARGO 1T) [SARG1T] TONIS ONE TANGO (TONIS 1T) [TONI1T] • **RWY 01R ARRIVALS** At or below FL190 D13/18 OVER ELPEP 2000 HOLDINGS

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CHANGES: New procedures at this airport

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MENORCA, SPAIN M JEPPESEN LEMH/MAH 18 NOV 05 (10-3) Eff 24 Nov MENORCA Trans level: By ATC Trans alt: 6000 2981 2500' CAPDEPERA ONE CHARLIE (CDP 1C) ISTER ONE CHARLIE (ISTER 1C)[ISTE1C] LUNIK ONE CHARLIE (LUNIK 1C)[LUNI1C] MSA MHN VOR **RWY 01L DEPARTURES** SPEED MAX 250 KT UNTIL LEAVING FL100 **LUNIK** N40 26.4 *TIMOR* N40 00.7 **ISTER** N40 03.9 CAPDEPERA TO 112.9 CDP N39 41.9 E003 26.1 112.6 MHN N39 51.8 E004 13.0 NOT TO SCALE ROUTING CDP 1C 0 Climb on MHN R-010 to TIMOR, turn LEFT, intercept CDP R-064 inbound to CDP. ISTER 1C Climb on MHN R-010 to TIMOR, turn RIGHT, intercept MHN R-060 to ISTER. Climb on MHN R-010 to TIMOR, turn LEFT, intercept MHN R-313 to LUNIK For flights to LEPA only For flights to LEBL & LERS only; during winter for flights to Spain.

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MENORCA, SPAIN
18 NOV 05 (10-3A) Eff 24 Nov SID

Apt Elev Trans level: By ATC Trans alt: 6000'

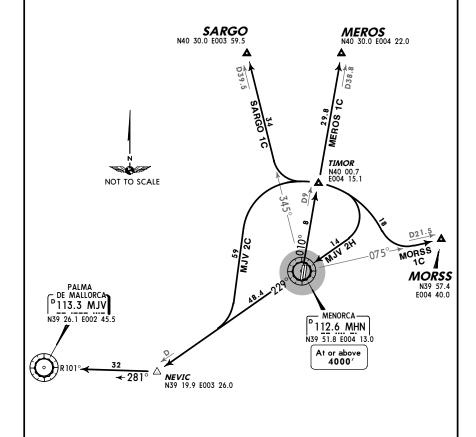
LEMH/MAH

MENOŔCA

MEROS ONE CHARLIE (MEROS 1C) [MERO1C]
MORSS ONE CHARLIE (MORSS 1C) [MORS1C]
PALMA TWO CHARLIE (MJV 2C)
PALMA TWO HOTEL (MJV 2H)
SARGO ONE CHARLIE (SARGO 1C) [SARG1C]



RWY 01L DEPARTURES
SEEDE MAX 250 KT UNTIL LEAVING FL100



SID	ROUTING			
MEROS 1C	Climb on MHN R-010 via TIMOR to MEROS.			
MJV 2C	Climb on MHN R-010 to TIMOR, turn LEFT, intercept MHN R-229 to NEVIC, turn RIGHT, intercept MJV R-101 inbound to MJV.			
MJV 2H ⊕	Climb on MHN R-010 to TIMOR, turn RIGHT to MHN, MHN R-229 to NEVIC, turn RIGHT, intercept MJV R-101 inbound to MJV.			
MORSS 1C	MORSS 1C Climb on MHN R-010 to TIMOR, turn RIGHT, intercept MHN R-075 to MORSS.			
SARGO 1C@	SARGO 1CO Climb on MHN R-010 to TIMOR, turn LEFT, intercept MHN R-345 to SARGO.			
Mandatory for flights via LFBB FIR/UIR.				

Mandatory for flights via LFBB FIR/UIR.
 For flights to LEGE & French aerodromes south of N44° parallel.

CHANGES: Runway designation/diagram.

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Trans level: By ATC Trans alt: 6000

298'

JEPPESEN *JeppView 3.5.2.0*

LEMH/MAH
MENORCA

18 NOV 05 10-3B

Eff 24 Nov

MENORCA, SPAIN

SID

CAPDEPERA ONE DELTA (CDP 1D)

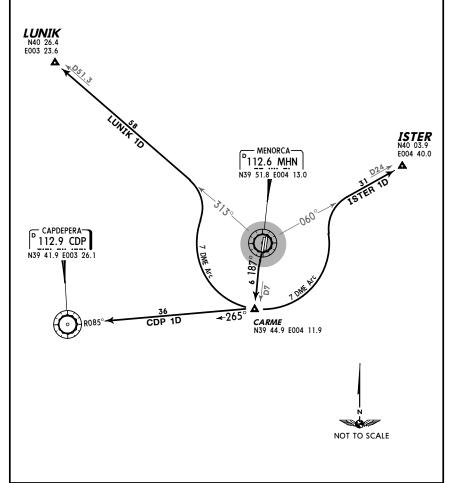
ISTER ONE DELTA (ISTER 1D) [ISTE1D]

LUNIK ONE DELTA (LUNIK 1D) [LUNI1D]

RWY 19R DEPARTURES

EXERCISE MAX 250 KT UNTIL LEAVING FL100





SID	ROUTING		
CDP 1D 1	Climb on MHN R-187 to CARME, turn RIGHT, intercept CDP R-085 inbound to CDP.		
ISTER 1D	Climb on MHN R-187 to CARME, turn LEFT, along MHN 7 DME arc, intercept MHN R-060 to ISTER.		
LUNIK 1D	Climb on MHN R-187 to CARME, turn RIGHT, along MHN 7 DME arc, intercept MHN R-313 to LUNIK.		

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CHANGES: Runway designation/diagram.

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MENORCA, SPAIN M JEPPESEN 18 NOV 05 (10-3C) Eff 24 Nov

Apt Elev | Trans level: By ATC Trans alt: 6000 298'

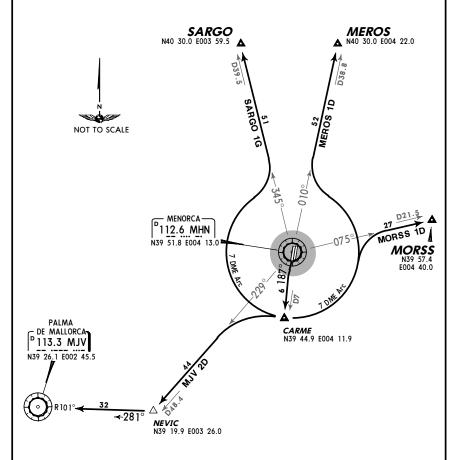
LEMH/MAH

MENOŔCA

MEROS ONE DELTA (MEROS 1D) [MERO1D] MORSS ONE DELTA (MORSS 1D) [MORS1D] PALMA TWO DELTA (MJV 2D) SARGO ONE GOLF (SARGO 1G) [SARG1G]



RWY 19R DEPARTURES MARY 250 KT UNTIL LEAVING FL100



SID	ROUTING			
MEROS 1D	Climb on MHN R-187 to CARME, turn LEFT, along MHN 7 DME arc, intercept MHN R-010 to MEROS.			
MJV 2D	Climb on MHN R-187 to CARME, turn RIGHT, intercept MHN R-229 to NEVIC, turn RIGHT, intercept MJV R-101 inbound to MJV.			
MORSS 1D	Climb on MHN R-187 to CARME, turn LEFT, along MHN 7 DME arc, intercept MHN R-075 to MORSS.			
SARGO 1G	Climb on MHN R-187 to CARME, turn RIGHT, along MHN 7 DME arc, intercept MHN R-345 to SARGO.			

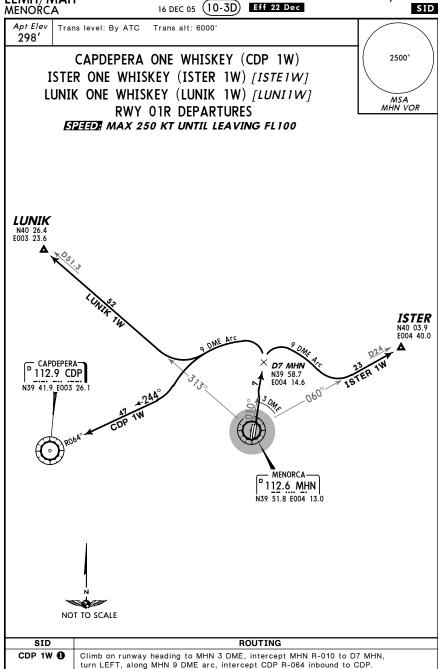
Mandatory for flights via LFBB FIR/UIR. Por flights to LEGE & French aerodromes south of N44° parallel.

CHANGES: Runway designation/diagram.

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MENORCA, SPAIN I JEPPESEN LEMH/MAH 16 DEC 05 (10-3D) Eff 22 Dec MENORCA



SID	ROUTING		
CDP 1W ①	Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN, turn LEFT, along MHN 9 DME arc, intercept CDP R-064 inbound to CDP.		
ISTER 1W	Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN, turn RIGHT, along MHN 9 DME arc, intercept MHN R-060 to ISTER.		
LUNIK 1W 2	NIK 1W 2 Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN, turn LEFT, along MHN 9 DME arc, intercept MHN R-313 to LUNIK.		

1 For flights to LEPA only. For flights to LEBL & LERS only; during winter for flights to Spain.

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CHANGES: New procedures at this airport.

JEPPESEN JeppView 3.5.2.0

LEMH/MAH
MENORCA

16 DEC 05 10-3E Eff 22 Dec

MENORCA, SPAIN

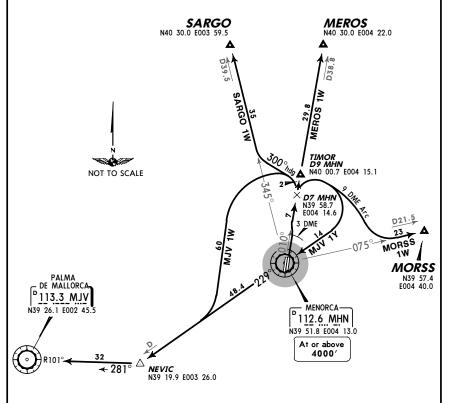
SID

Apt Elev Trans level: By ATC Trans alt: 6000'

MEROS ONE WHISKEY (MEROS 1W) [MERO1W]
MORSS ONE WHISKEY (MORSS 1W) [MORS1W]
PALMA ONE WHISKEY (MJV 1W)
PALMA ONE YANKEE (MJV 1Y)
SARGO ONE WHISKEY (SARGO 1W) [SARG1W]



RWY 01R DEPARTURES
SEEDE MAX 250 KT UNTIL LEAVING FL100



SID ROUTING			
MEROS 1W	Climb on runway heading to MHN 3 DME, intercept MHN R-010 via TIMOR to MEROS.		
MJV 1W① Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN turn LEFT, along MHN 9 DME arc, intercept MHN R-229 to NEVIC, turn RI intercept MJV R-101 inbound to MJV.			
MJV 1Y ⊕	MJV 1Y Climb on runway heading to MHN 3 DME, intercept MHN R-010 to TIMOR, turn RIGHT to MHN, MHN R-229 to NEVIC, turn RIGHT, intercept MJV R-101 inbound to MJV.		
MORSS 1W Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN turn RIGHT, along MHN 9 DME arc, intercept MHN R-075 to MORSS.			
SARGO 1W2 Climb on runway heading to MHN 3 DME, intercept MHN R-010 to D7 MHN, turn LEFT, 300° heading, intercept MHN R-345 to SARGO.			

Mandatory for flights via LFBB FIR/UIR.
 For flights to LEGE & French aerodromes south of N44° parallel.

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LEMH/MAH

3 JEPPESEN

29 JUN 07 (10-9A)

Eff 5 Jul

MENORCA, SPAIN

MENORCA

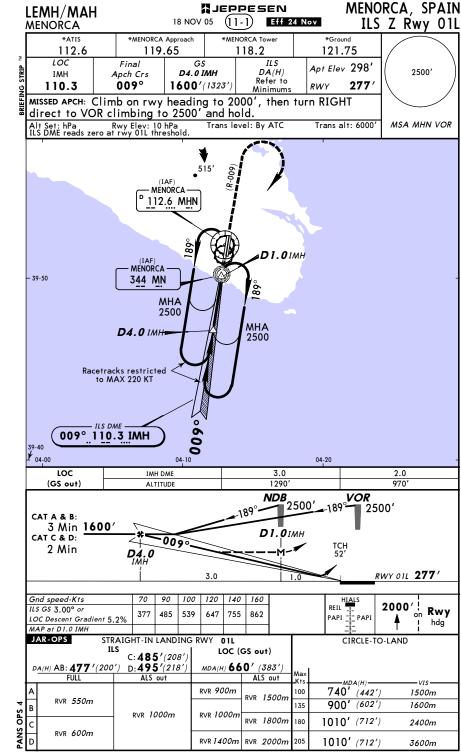
04-13.1 04-13.4 04-13.5 04-13.6	INS COORDINATES		
-39-52.1	STAND No.	COORDINATES	
37-32.1	1	N39 52.0 E004 13.5	
	2	N39 52.0 E004 13.4	
of 2 ← CARGO	2 3	N39 52.0 E004 13.5	
CARGO		N39 52.0 E004 13.4	
4	4 5	N39 52.0 E004 13.5	
-39-52 CARGO 39-52 6 5 6 5 8 7	•	, 02.0 2001 10.0	
0 -	6	N39 52.0 E004 13.4	
\(\)	7	N39 51.9 E004 13.5	
3	8	N39 51.9 E004 13.4	
~	9	N39 51.9 E004 13.5	
39-51.9 E 39-51.9 -	10	N39 51.8 E004 13.4	
	10	N39 31.8 EUU4 13.4	
<u>6</u>	1.1	N70 51 0 5004 17 5	
10	11	N39 51.9 E004 13.5	
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0 15	13	N39 51.8 E004 13.5	
- Twy T 12 17 17 17 17 17 17 17 17 17 17 17 17 17	14	N39 51.8 E004 13.3	
AIS + MEI	15	N39 51.8 E004 13.5	
14 19			
←ARP	16	N39 51.7 E004 13.3	
16 21 Control	17, 19	N39 51.8 E004 13.5	
Tower	21, 23	N39 51.7 E004 13.5	
D 39-51.7 —	·		
D			
Twy T			
aviation			
39-51.6			
04-13.1 04-13.4 04-13.5 04-13.6			

CHANGES: Standard taxiing routes withdrawn. © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

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MENORCA, SPAIN MJEPPESEN LEMH/MAH (11-2) Eff 24 Nov ILS Y Rwy 01L 18 NOV 05 MENORCA *ATIS *MENORCA Approach *MENORCA Tower *Ground 112.6 119.65 118.2 121.75 ILS DA(H) LOC Final Apt Elev 298' IMH Apch Crs D4.0 IMH Refer to Minimums RWY 277 009° 110.3 1600' (1323' 2500' MISSED APCH: Climb on rwy heading to 2000', then turn RIGHT direct to VOR climbing to 2500' and hold. Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC ILS DME reads zero at rwy 01L threshold. MSA MHN VOR MENORCA-112.6 MHN **D1.0** імн 39-50 344 MN **D4.0** IMH ILS DME _ 009° 110.3 IMH D10.0MHN D9.3 IMH 600 - 39-40 **ABALIO** D13.0 MHN 04-00 04-20 LOC IMH DME 3.0 2.0 (GS out) ALTITUDE 1290 970' **BALIO** D13.0 MHN **D10.0**MHN D4.0 D1.0 3000' -009° 2500' 1600' *×009° RWY 01L 277 3.0 70 90 100 120 140 160 Gnd speed-Kts 2000': ILS GS 3.00° or Rwv 485 539 647 755 862 377 PAPI _ PAPI LOC Descent Gradient 5.2% hdg MAP at D1.0 IMH STRAIGHT-IN LANDING RWY 01L LOC (GS out) JAR-OPS CIRCLE-TO-LAND ILS () C: 485'(208') DA(H) AB: **477** ′(200′) D: 495'(218' MDA(H) 660'(383') ALS out ALS out RVR 900m 740' (442') 1500m RVR 1500m RVR 550m 135 900' (602') 1600m RVR 1000m RVR 1000m RVR 1800m 1010' (712') 2400m RVR 600m RVR 1400m RVR 2000m 1010' (712')

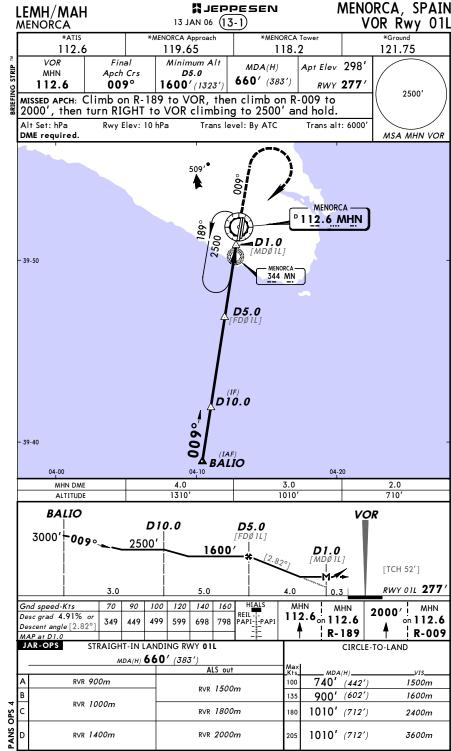
CHANGES: Procedure title & bearings. Chart reindexed.

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MENORCA, SPAIN **MJEPPESEN** LEMH/MAH 13 JAN 06 (13-2) VOR Rwy 01R MENORCA *ATIS *MENORCA Approach *MENORCA Tower *Ground 121.75 112.6 119.65 118.2 VOR Final Minimum Alt Apt Elev 298 MDA(H)2500' MHN Apch Crs D5.0 960' (688') 004° 112.6 1800' (1528') RWY 272 MISSED APCH: Climb on R-184 to VOR, then climb on R-004 to 2000', then turn RIGHT to VOR climbing to 2500' and hold. MSA MHN VOR Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000 1. DME required. 2. Racetrack restricted to MAX 210 KT. 3. Final apch track offset 5° from RCL. MENORCA D112.6 MHN 84 344 MN - 39-50 MHA **△ D2.5** 2500 D5.0 9 D7.0 D10.0 - 39-40 **▲**ELPÉP 04-10 04-00 04-20 4.0 3.0 2.0 MHN DME ALTITUDE 1470' 1130 800' **VOR** 2500 D7.0 **D2.5** [MDØ1R] 1800 -#-0₀₄° [TCH 50'] D5.0 RWY 01R 272' Gnd speed-Kts 70 90 100 120 140 160 MHN MHN Desc grad 5.53% or $112.6_{\text{on}} 112.6$ on 112.6 393 505 561 673 785 897 Descent angle [3.17°] R-184 R-004 JAR-OPS STRAIGHT-IN LANDING RWY 01R CIRCLE-TO-LAND MDA(H) 960' (688' ALS out 960' (662') 1500m RVR 1500m 135 960' (662') 1600m 180 1010′ (712′) 2400m RVR 2000m 1010′ (712′) 3600m

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MENORCA, SPAIN JEPPESEN LEMH/MAH 3 AUG 07 (13-3) VOR Rwy 19R MENORCA *MENORCA Tower *ATIS *MENORCA Approach 112.6 119.65 121.75 118.2 VOR Final Minimum Alt MDA(H)Apt Elev 302 MHN Apch Crs D5.0 2500' 190° 740'(443') 112.6 1700' (1403') RWY 297 MISSED APCH: Climb on R-190 to 2000', then turn LEFT direct to VOR climbing to 2500' and hold. MSA MHN VOR Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans al 1. DME required. 2. Racetrack restricted to MAX 220 KT. 3. Final apch track offset 1° from RCL. Trans alt: 6000' DONAV △ D`1Ó.O 40-00 90 **₽** D5.0 MHA 2500 MENORCA -112.6 MHN - 39-50 04-00 04-20 04-10 2.0 3.0 4.0 MHN DME 1400' ALTITUDE 1100' **VOR** CAT A & B: 2500' 2300' 3 Min D5.0 CAT C & D: 2 Min [TCH displ 1700' [RW19R] thresh 50'1 RWY 19R 297 Gnd speed-Kts 90 100 120 2000' MHN 70 140 REIL Descent gradient 4.99% or on 112.6 354 455 506 607 708 809 [2.86° Descent angle R-190 MAP at VOR JAR-OPS STRAIGHT-IN LANDING RWY 19R CIRCLE-TO-LAND MDA(H) 740' (443' RVR 900m 740' (438') 1500m RVR 1500m 900' (598') 1600m RVR 1000m RVR 1800m 1010' (708') 2400m 1010' (708') RVR 1400m RVR 2000m 3600m

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CHANGES: FEDRA renamed DONAV

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MENORCA, SPAIN **MALEPPESEN** LEMH/MAH 2 JUN 06 (16-1) Eff 8 Jun NDB Rwy 01L MENORCA *MENORCA Tower *ATIS *MENORCA Approach *Ground 112.6 119.65 118.2 121.75 NDB Final Minimum Alt Apt Elev 298' MDA(H) Apch Crs MN No FAF 660'(383') 344 009° RWY 277 2500' MISSED APCH: Climb on 009° to 2000', then turn RIGHT to NDB climbing to 2500' and hold. Rwy Elev: 10 hPa Alt Set: hPa Trans level: By ATC Trans alt: 6000' MSA MN NDB 902' 1339′ Λ 112.6 MHN (IAF) - MENORCA-344 MN 39-50 MHA 2500 °600 04-00 04-10 04-20 NDB 2500 CAT A & B: 1600' 3 Min CAT C & D: .009€ 2 Min RWY 01L 277 0.9 HIALS 2000 i on 009° PAPI -- PAPI MAP at NDB JAR-OPS STRAIGHT-IN LANDING RWY 01L CIRCLE-TO-LAND MDA(H) 660' (383') ALS out VIS 740' (442') RVR 900m 1500m RVR 1500m 900' (602') 1600m RVR 1000m 180 1010′(712′) RVR 1800m 2400m RVR 1400m RVR 2000m 1010′(712′) 3600m

CHANGES: New procedure

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