

HLLT/TIP

Apt Elev **263'**

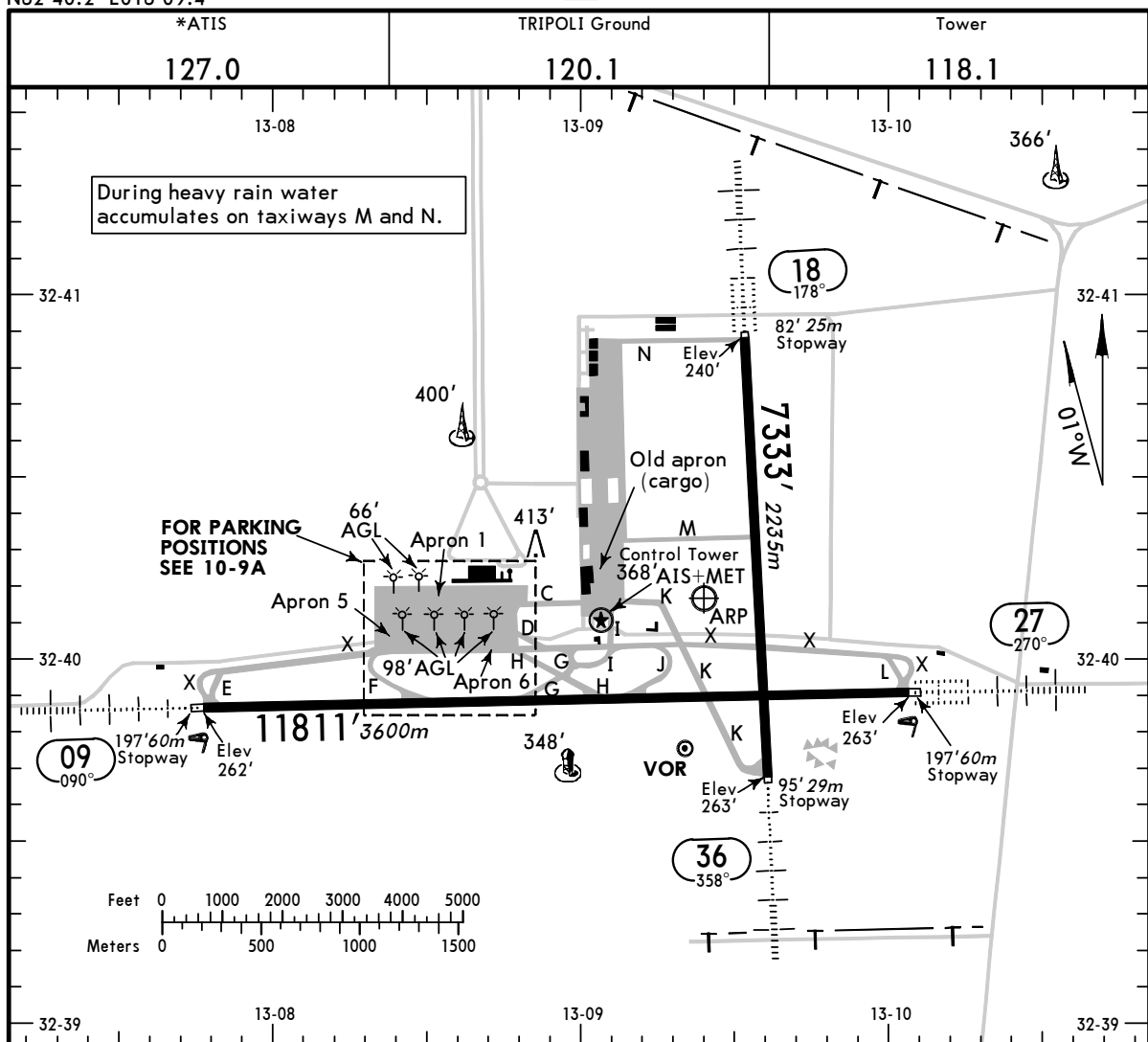
N32 40.2 E013 09.4

JEPPESEN

29 OCT 04 **(10-9)**

TRIPOLI, SPLAJ

TRIPOLI INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
09	HIRL CL HIALS PAPI (2.5°) HST-G & J				148'
27	HIRL CL HIALS-II TDZ PAPI (2.5°) HST-F & H		10,717' 3266m		45m
18	HIRL HIALS-II VASI				148'
36	HIRL HIALS VASI				45m

TAKE-OFF

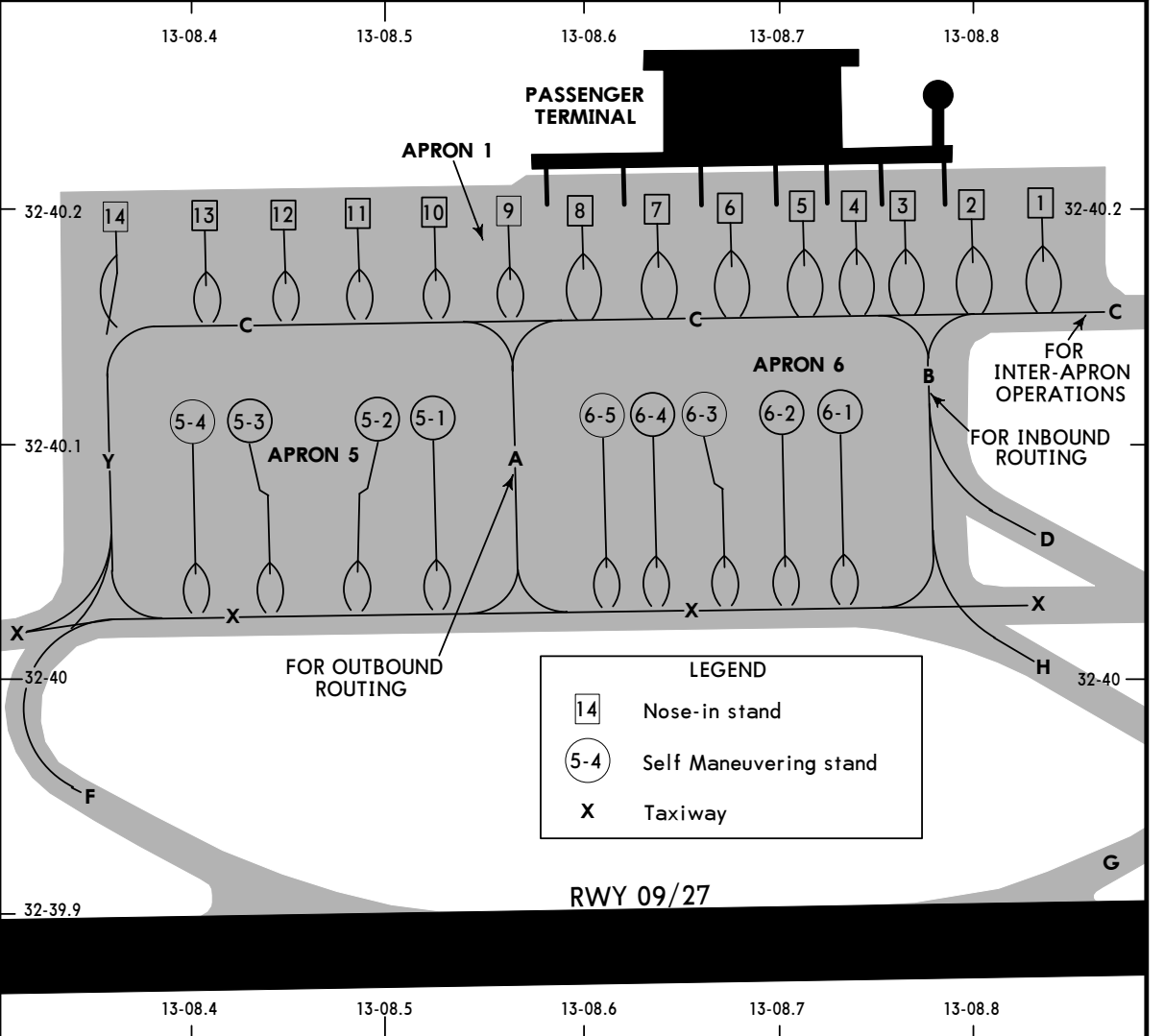
	AIR CARRIER (JAA)	
	Rwy 09/27	All Rwys
	LVP must be in force	LVP must be in force
	RL & CL	RCLM (DAY only) or RL
A	200m	250m
B	200m	250m
C	200m	250m
D	250m	300m

TAXI PROCEDURES FOR ARRIVING ACFT

After landing call TRIPOLI Tower for taxi and parking instructions.

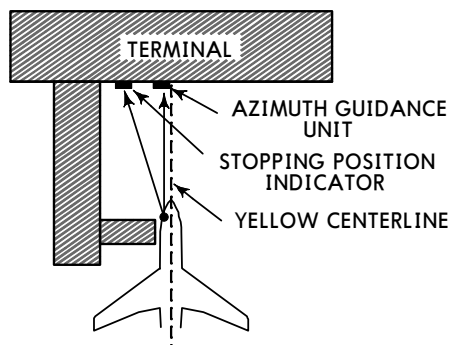
START UP/TAXI PROCEDURES

1. Contact TRIPOLI Tower on 118.1 for start-up clearance when ready to start engine.
Inform Tower of your stand number.
2. When engines on, request Tower for push-back clearance and guard Tower frequency.
3. Call Tower for taxi clearance when ready to taxi.



INS COORDINATES

NOSE-IN PARKING GUIDANCE SYSTEM



GENERAL

Nose-in parking acft have to use towing truck when leaving parking position.

The visual docking guidance system for nose-in parking positions 2-8 consists of the following elements:

1. AZIMUTH GUIDANCE UNIT
2. YELLOW CENTERLINE
3. STOPPING POSITION INDICATOR

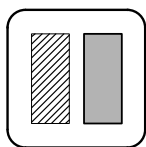
CAUTION

The system is aligned with the LEFT hand pilot's seat only. In case of system failure, nose-in positioning will be guided by marshaller.

AZIMUTH GUIDANCE UNIT

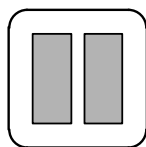
Approach the parking position along the yellow centerline so that both vertical slots of the Azimuth Guidance Unit show GREEN. Adjustments to the left or right are always to be made towards the GREEN.

RED GREEN



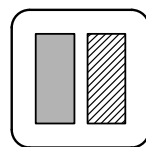
LEFT of centerline.
Turn towards GREEN.
(RIGHT)

GREEN GREEN



Aircraft on centerline.

GREEN RED



RIGHT of centerline.
Turn towards GREEN.
(LEFT)

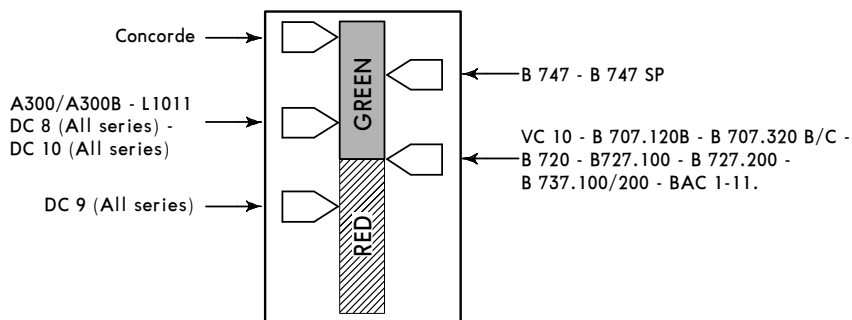
STOPPING POSITION INDICATOR

The aircraft is stopped at the correct position by means of the light unit. As the aircraft moves along the centerline towards the Terminal Building, the pilot will perceive a vertically illuminated bar on the stop fitting which comprises of a red and a green section. The intersection of the red and green section will appear to move along the vertically illuminated bar. When this intersection corresponds to illuminated reference mark associated with the aircraft, the aircraft has reached the correct stopping position.

CAUTION

Be sure to select the correct vertical reference mark corresponding to your type of aircraft. Marker Unit layouts are different for the various nose-in parking positions.

TYPICAL EXAMPLE OF STOP LIGHT UNIT



STRAIGHT-IN RWY		A	B	C	D
09	Lctr	620' (358')	620' (358')	620' (358')	620' (358')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
27	ILS	463' (200')	463' (200')	463' (200')	463' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	520' (257')	520' (257')	520' (257')	520' (257')
		R800m	R800m	R800m	R1200m
	ALS out	R1500m	R1500m	R1600m	R1800m
	Lctr	620' (357')	620' (357')	620' (357')	620' (357')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

① LMM out: NOT AUTHORIZED.

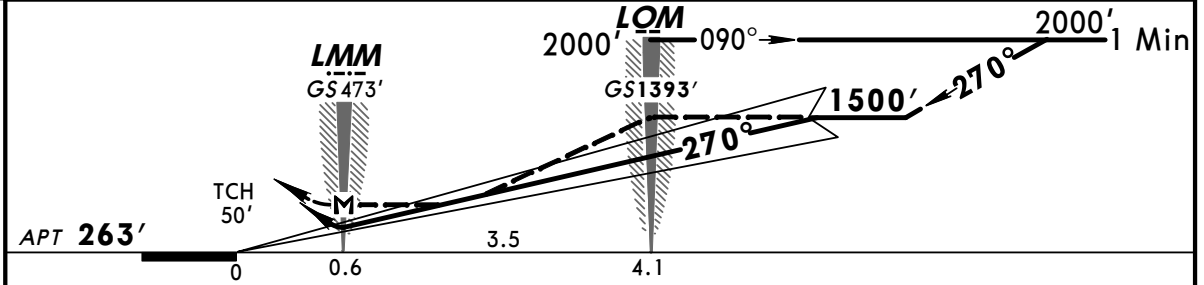
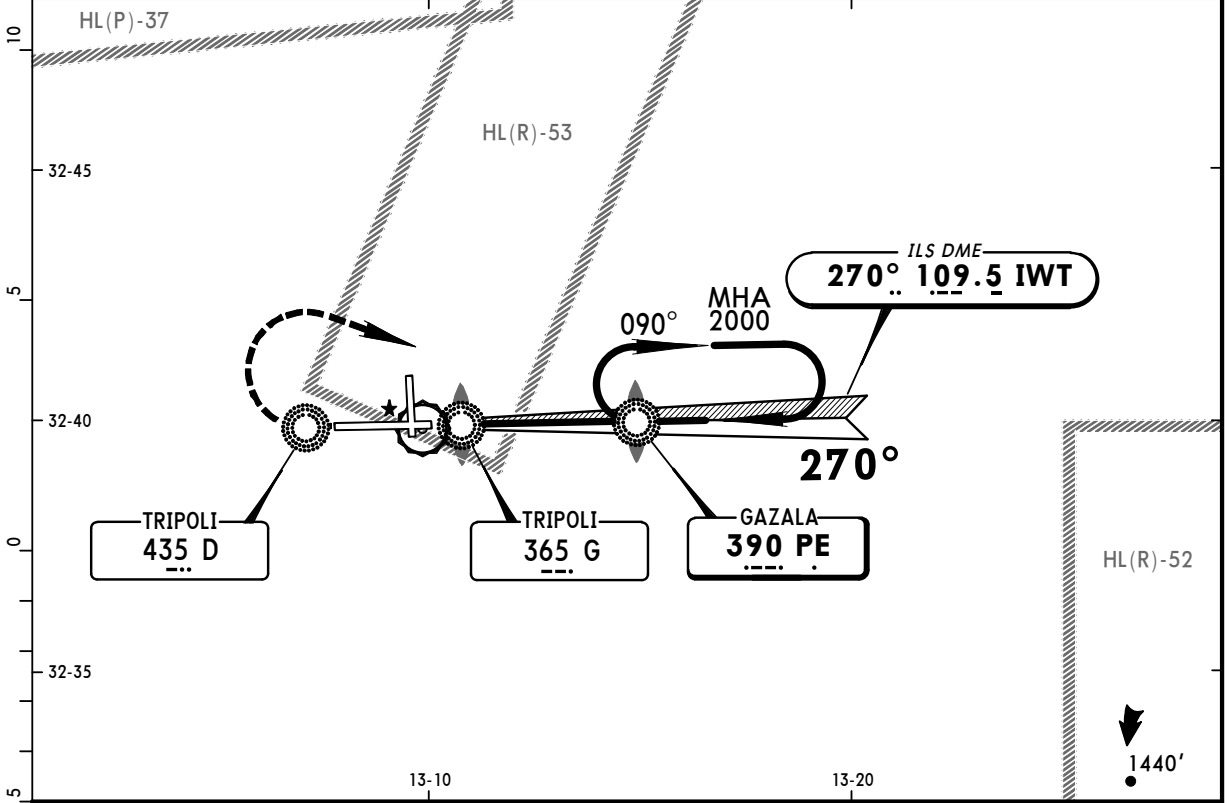
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1120' (857') V1500m	1120' (857') V1600m	1120' (857') V2400m	1120' (857') V3600m


Take-off RWY 09, 27				
LVP must be in Force				
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (Day only)
A	200m	250m	400m	500m
B				
C				
D	250m	300m		

Take-off RWY 18, 36			
LVP must be in Force			
	RCLM (Day only) or RL	RCLM (Day only) or RL	NIL (Day only)
A	250m	400m	500m
B			
C			
D	300m		

*ATIS 127.0		TRIPOLI Approach 124.0		TRIPOLI Tower 118.1		Ground 120.1	
LOC IWT 109.5	Final Apch Crs 270°	GS LOM 1393' (1130')	ILS DA(H) 463' (200')	Apt Elev 263'		<div><div>2000'</div><div>090° → ← 270°</div><div>4000'</div></div>	
Lctr PE 390		Minimum Alt LOM 1500' (1237')	Lctr MDA(H) 620' (357')				
MISSED APCH: Climb STRAIGHT AHEAD to D Lctr, then turn RIGHT and proceed to PE Lctr climbing to 2000' and hold.							MSA PE Lctr

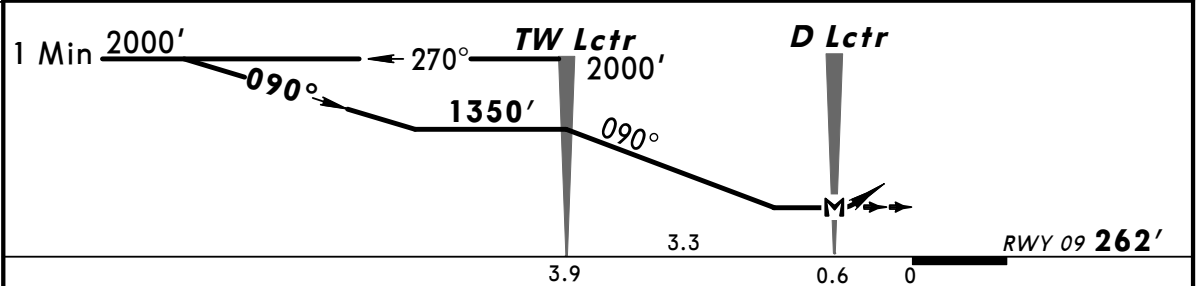
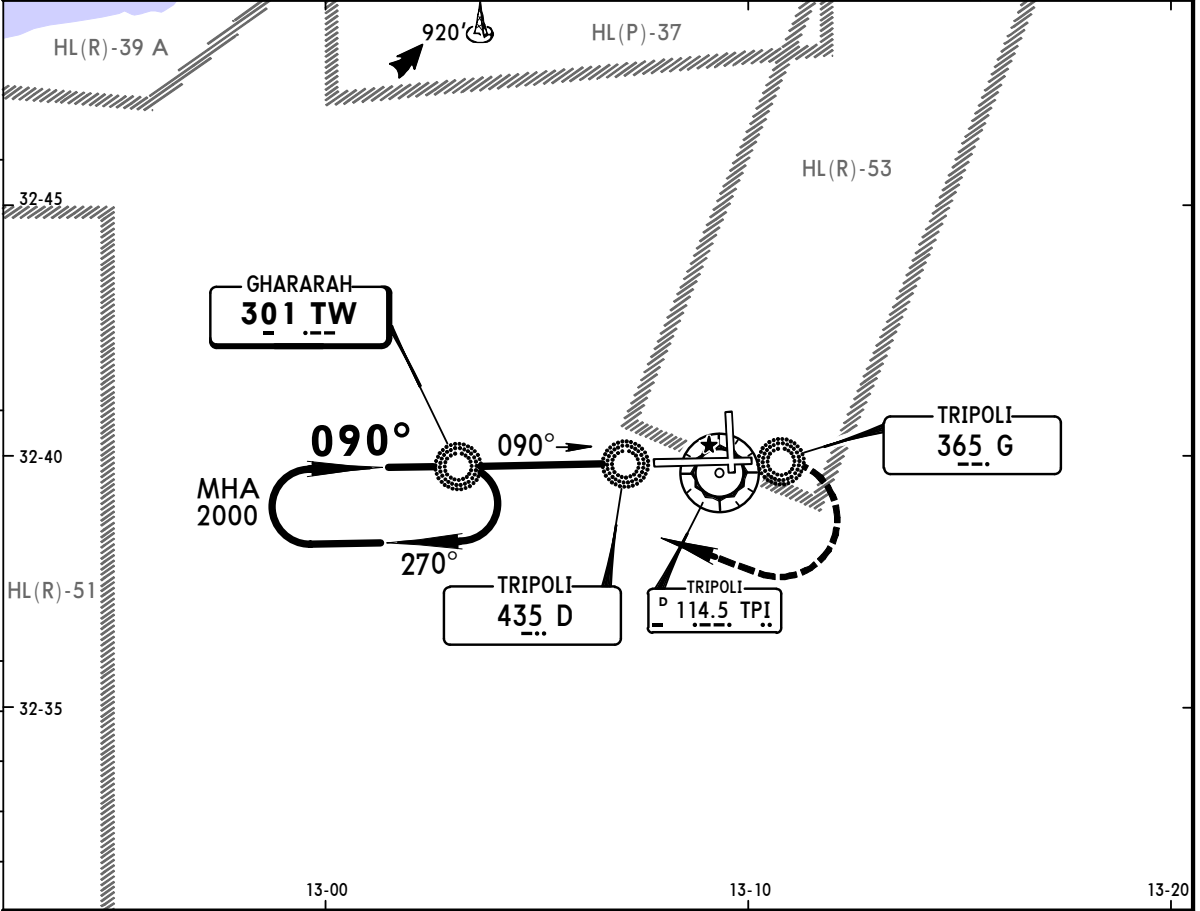
Alt Set: MB	Apt Elev: 10 MB	Trans level: FL 70	Trans alt: 5000'
-------------	-----------------	--------------------	------------------



Gnd speed-Kts	70	90	100	120	140	160		D 435 ↑	2000' RT	PE 390
ILS GS 2.50°	315	405	450	541	631	721				
MAP at LMM										

STRAIGHT-IN LANDING RWY 27										CIRCLE-TO-LAND	
ILS DA(H) 463' (200')				LOC (GS out) MDA(H) 520' (257')			Lctr MDA(H) 620' (357')			MDA(H)	
FULL	TDZ or CL out	ALS out		LMM out	ALSout		ALS out				
A	800m		1200m	800m	NOT AUTH	1600m	1200m	1600m	A	1120' (857') 1600m	
B								B	1120' (857') 2000m		
C								C	1120' (857') 4000m		
D				1200m			1600m	2000m	D	1120' (857') 4400m	

*ATIS 127.0		TRIPOLI Approach 124.0		TRIPOLI Tower 118.1		Ground 120.1
Lctr TW 301	Final Apch Crs 090°	Minimum Alt TW Lctr 1350' (1088')	MDA(H) 620' (358')	Apt Elev 263'	RWY 262'	
MISSED APCH: Climb STRAIGHT AHEAD to G Lctr, then turn RIGHT and proceed to TW Lctr climbing to 2000' and hold.						<div><div>2000'</div><div>090° → ← 270°</div><div>4000'</div></div> <div>MSA TW Lctr</div>
Alt Set: MB		Rwy Elev: 10 MB		Trans level: FL 70		Trans alt: 5000'



MAP at D Lctr						HIALS PAPI PAPI	G 365	2000'	TW 301
STRAIGHT-IN LANDING RWY 09						CIRCLE-TO-LAND			
MDA 620' (358')						MDA(H)			
ALS out			ALS out			ALS out			
A	1200m			1600m			A	1120' (857')	1600m
B	1200m			1600m			B	1120' (857')	2000m
C	1200m			1600m			C	1120' (857')	4000m
D	1600m			2000m			D	1120' (857')	4400m