MGGT 2-49-1, 2-49-3

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| **VILAN TO MAPT** | | Min:s | 3:15 | 2:32 | 2:17 | 1:54 | 1:38 | 1:26 |
| **RATE OF DESCEND 3°** | | ft/min | 372 | 478 | 531 | 637 | 743 | 849 |
| **STRAIGHT IN APPROACH** | | | | | | | | |  | **CIRCLING** | |
| **CAT** | **CEILING - VISIBILITY** | | | | | | | | **MAX KT** | **MDA(H)** | **CEI - VIS** |
| ILS DA(H) 5 100’ (221’) | | | | LOC (GS OUT) MDA (H) 5 340’ (461’) | | | |
| **A** | 250’ – 1 200 m | | | | 500’ – 1 600 m | | | | **90** | 5 460’ (508’) | 600’ – 1 600 m |
| **B** | **120** |
| **C** | **140** | 600’ – 2 400 m |
| **D** | 500’ – 2 400 m | | | | **165** | 5 680’ (728’) | 800’ – 3 600 m |

MGGT 2-49-5, 2-49-7°

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| **ULDES TO MAPT** | | Min:s | 3:05 | 2:24 | 2:10 | 1:48 | 1:33 | 1:21 |
|  | |  |  |  |  |  |  |  |
| **STRAIGHT IN APPROACH** | | | | | | | | |  | **CIRCLING** | |
| **CAT** | **CEILING – VISIBILITY** | | | | | | | | **MAX KT** | **MDA(H)** | **CEI - VIS** |
| MDA (H) 5 340’ (461’) | | | | | | | |
| **A** | 500’ – 1 600 m | | | | | | | | **90** | 5 460’ (508’) | 600’ – 1 600 m |
| **B** | **120** |
| **C** | **140** | 600’ – 2 400 m |
| **D** | 500’ – 2 400 m | | | | | | | | **165** | 5 680’ (728’) | 800’ – 3 600 m |

MGGT 2-49-9

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| **ULDES TO MAPT** | | Min:s | 3:05 | 2:24 | 2:10 | 1:48 | 1:32 | 1:21 |
|  | |  |  |  |  |  |  |  |
| **STRAIGHT IN APPROACH** | | | | | | | | |  | **CIRCLING** | |
| **CAT** | **CEILING – VISIBILITY** | | | | | | | | **MAX KT** | **MDA(H)** | **CEI - VIS** |
| MDA (H) 5 400’ (448’) | | | | | | | |
| **A** | 500’ – 1 600 m | | | | | | | | **90** | 5 460’ (508’) | 1 000’ – 2 000 m |
| **B** | **120** |
| **C** | 500’ – 2 000 m | | | | | | | | **140** | 5 860’ (908) | 1 000’ – 4 400 m |
| **D** | 500’ – 2 400 m | | | | | | | | **165** | 5 860’ (908’) | 1 000’ – 4 800 m |

2-49-11

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| **ULDES TO MAPT** | | Min:s | 3:05 | 2:24 | 2:10 | 1:48 | 1:33 | 1:21 |
|  | |  |  |  |  |  |  |  |
| **STRAIGHT IN APPROACH** | | | | | | | | |  | **CIRCLING** | |
| **CAT** | **CEILING – VISIBILITY** | | | | | | | | **MAX KT** | **MDA(H)** | **CEI - VIS** |
| MDA (H) 5 400’ (448’) | | | | | | | |
| **A** | 500’ – 1 600 m | | | | | | | | **90** | 5 520’ (568’) | 600’ – 1 600 m |
| **B** | **120** | 5 620’ (668’) | 700’ – 1 600 m |
| **C** | 500’ – 2 000 m | | | | | | | | **140** | 5 620’ (668) | 700’ – 2 800 m |
| **D** | 500’ – 2 400 m | | | | | | | | **165** | 5 860’ (908’) | 1 000’ – 4 800 m |

MGGT 2-49-5, 2-49-7,

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| **FAF TO MAPT** | | Min:s | N/A | N/A | N/A | N/A | N/A | N/A |
| **RATE OF DESCEND** | | Ft/min | N/A | N/A | N/A | N/A | N/A | N/A |
| **STRAIGHT IN APPROACH** | | | | | | | | |  | **CIRCLING** | |
| **CAT** | **5 340’ (460’)** | | | | | | | | **MAX KT** | **MDA(H)** | **CEI - VIS** |
| **CEILING** | | | | **VISIVILITY** | | | |
| **A** | 500’ | | | | 1 600 m | | | | **90** | 5 460’ (508’) | 600’ – 1 600 m |
| **B** | **120** |
| **C** | **140** | 600’ – 2 400 m |
| **D** | 2 400 m | | | | **165** | 5 680’ (728’) | 800’ – 3 600 m |

MGGT 2-49-11,

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| **FAF TO MAPT** | | Min:s | N/A | N/A | N/A | N/A | N/A | N/A |
| **RATE OF DESCEND** | | Ft/min | N/A | N/A | N/A | N/A | N/A | N/A |
| **STRAIGHT IN APPROACH** | | | | | | | | |  | **CIRCLING** | |
| **CAT** | **MDA (H) 5 860’ (908’)** | | | | | | | | **MAX KT** | **CEILING** | **VISIBILITY** |
| **CEILING** | | | | **VISIVILITY** | | | |
| **A** | 1 000’ | | | | 2 000 m | | | | **90** | 5 860’ (908’) | 2 000 m |
| **B** | **120** |
| **C** | 4 400 m | | | | **140** | 4 400 m |
| **D** | 4 800 m | | | | **165** | 4 800 m |

MGGT 2-49-13

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| **RATE OF DESCEND** | | Ft/min | 372 | 478 | 531 | 637 | 743 | 849 |
|  | |  |  |  |  |  |  |  |
| **STRAIGHT IN APPROACH** | | | | | | | | |  | **CIRCLING** | |
| **CAT** | **MDA (H) 5 440’ (488’) ALS OUT** | | | | | | | | **MAX KT** | **MDA** | **CEI - VIS** |
| **CEILING** | | | | **VISIVILITY** | | | |
| **A** | 500’ | | | | 1 600 m | | | | **90** | 5 520’ (568’) | 600’ - 1 600 m |
| **B** | **120** | 5 620’ (668’) | 700’ – 1 600 m |
| **C** | 2 000 m | | | | **140** | 5 620’ (668’) | 700’ - 2 800 m |
| **D** | 2 400 m | | | | **165** | 5 860’ (908’) | 1 000’ - 4 800 m |

MGGT 2-49-15

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| **FAF TO MAPT**  **4.0 NM** | | Min:s | 3:26 | 2:40 | 2:24 | 2:00 | 1:43 | 1:30 |
|  | |  |  |  |  |  |  |  |
| **STRAIGHT IN APPROACH** | | | | | | | | |  | **CIRCLING** | |
| **CAT** | **5 340’ (460’)** | | | | | | | | **MAX KT** | **MDA(H)** | **CEI - VIS** |
| **CEILING** | | | | **VISIVILITY** | | | |
| **A** | 500’ | | | | 1 600 m | | | | **90** | 5 460’ (508’) | 600’ – 1 600 m |
| **B** | **120** |
| **C** | **140** | 600’ – 2 400 m |
| **D** | 2 400 m | | | | **165** | 5 680’ (728’) | 800’ – 3 600 m |

MGGT 2-49-17

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| **FAF TO MAPT** | | Min:s | N/A | N/A | N/A | N/A | N/A | N/A |
| **RATE OF DESCEND** | | Ft/min | N/A | N/A | N/A | N/A | N/A | N/A |
| **STRAIGHT IN APPROACH** | | | | | | | | |  | **CIRCLING** | |
| **CAT** | **MDA (H) 5 440’ (488’)** | | | | | | | | **MAX KT** | **CEILING** | **VISIBILITY** |
| **CEILING** | | | | **VISIVILITY** | | | |
| **A** | 500’ | | | | 1 600 m | | | | **90** | 5 860’ (908’) | 2 000 m |
| **B** | **120** |
| **C** | 2 000 m | | | | **140** | 4 400 m |
| **D** | 2 400 m | | | | **165** | 4 800 m |

PLANO DE OBSTACULOS

|  |  |  |
| --- | --- | --- |
| DECLARED DISTANCES | | |
| RWY 02  2987  2987  2987  2987 | TAKE-OFF RUN AVAILABLE  TAKE-OFF DISTANCE AVAILABLE  ACCELERATE STOP DISTANCE AVAILABLE  LANDING DISTANCE AVAILABLE | RWY 20  2987  2987  2987  2767 |