MHTG RWY 02

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| FINAL APCH  CRS 19.0° | MINIMUM ALT  6 776’ (3 479’)  TG014 | LNAV/VNAV  DA(H)  4 429’ (1 132’) | AD ELEV 3 307’  TDZE 3 281’ |
| ALT SET Hpa  ELEV TDZE  115 Hpa | COORD AD  14°03’38” N  087°13’02” W | TRANS LEVEL  FL 200 | TRANS ALT  19’500 FT |

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| **GND SPEED *(Misses Approach)*** | | | | | | | | *Gnd Speed*  *Kts*  FAF to DA  6.2 NM  GS 3.5° | **70** | **90** | **100** | **120** | **140** | **160** |
| Speed (Kt) | | | 75 | 100 | 150 | | 175 | 5:19 | 4:08 | 3:43 | 3:06 | 2:39 | 2:20 |
| Climb gradient 260Ft/NM  RNP 0.3 | | | 325 | 433 | 650 | | 759 |
|  |  |  |  |  |  | |  | 434 | 557 | 619 | 743 | 867 | 991 |
| CAT | **Straight in Landing RWY 02 *– LNAV/VNAV*** *DA/H 4 429’ (1 132’)* | | | | | | | **-CAUTION**: High Terrain all quadrants. Do not exceed distance limits in the holding patterns and procedure turns. | | | | | | |
| A | NA | | 100 | NA | | NA | |
| B | 135 | NA | | NA | |
| C | 2.6 Km | | 180 | NA | | NA | | REIL  PAPI-R | And continue on  Radius leg TG010 | | | | | - |
| D | 205 | NA | | NA | |

MHTG RWY 20

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| FINAL APCH  CRS 199.0° | MINIMUM ALT  5 800’ (2 568’)  TG023 | LNAV/VNAV  DA(H)  3 932’ (700’) | AD ELEV 3 307’  TDZE 3 241’ |
| ALT SET Hpa  ELEV TDZE  113 Hpa | COORD AD  14°03’38” N  087°13’02” W | TRANS LEVEL  FL 200 | TRANS ALT  19’500 FT |

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| **GND SPEED *(Misses Approach)*** | | | | | | | | *Gnd Speed*  *Kts*  FAF to DA  5.0 NM  GS 3.5° | **70** | **90** | **100** | | **120** | **140** | **160** |
| Speed (Kt) | | | 75 | 100 | 150 | | 175 | 4:17 | 3:20 | 3:00 | | 2:30 | 2:09 | 1:52 |
| Climb gradient 260Ft/NM  RNP 0.3 | | | 325 | 433 | 650 | | 759 |
|  |  |  |  |  |  | |  | 434 | 557 | 619 | | 743 | 867 | 991 |
| CAT | **Straight in Landing RWY 20 *– LNAV/VNAV*** *DA/H 3 932’ (700’)* | | | | | | | **-CAUTION**: High Terrain all quadrants. Do not exceed distance limits in the holding patterns and procedure turns. | | | | | | | |
| A | NA | | 100 | NA | | NA | |
| B | 135 | NA | | NA | |
| C | 2.6 Km | | 180 | NA | | NA | | REIL  PAPI-R | 8 000’ | | | RWY  hdg | | | TG025  WP |
| D | 205 | NA | | NA | |

MHLM 2-37.11

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| **GND SPEED *(Misses Approach)*** | | | | | | | | *Gnd Speed*  *Kts*  FAF to DA  5.2 NM  GS 3.5° | **70** | **90** | **100** | | **120** | **140** | **160** |
| Speed (Kt) | 75 | 100 | 150 | 200 | 250 | | 300 | 4:27 | 3:28 | 3:07 | | 2:36 | 2:13 | 1:57 |
| Climb gradient 260Ft/NM | 325 | 433 | 650 | 867 | 1083 | | 1300 |
|  |  |  |  |  |  | |  | 434 | 557 | 619 | | 743 | 857 | 991 |
| CAT | **Straight in Landing RWY 22 *– LNAV/VNAV*** *DA/H 333’ (250’)* | | | | | | | - | | | | | | | |
| A | NA | | 100 | NA | | NA | |
| B | 135 | NA | | NA | |
| C | 2.6 Km | | 180 | NA | | NA | | REIL  PAPI-ALSF-I | 5 600’ | | | RNAV  TRACK | | | LM011  WP |
| D | 205 | NA | | NA | |