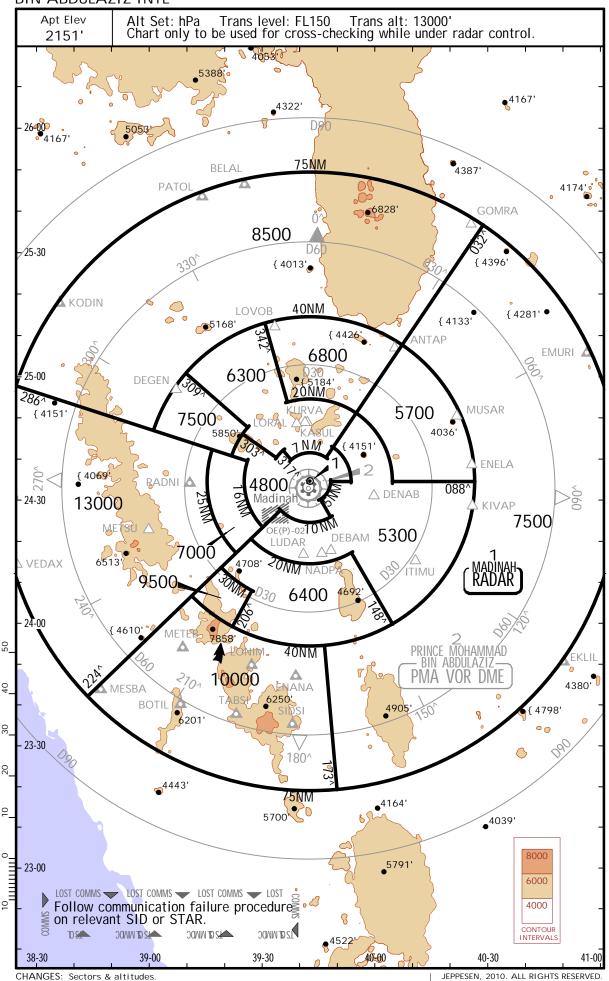
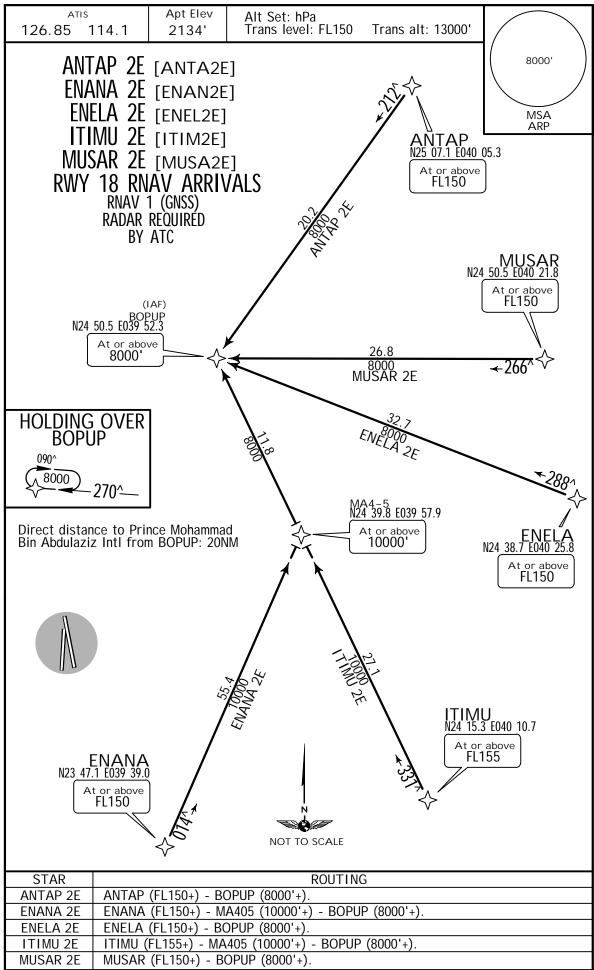
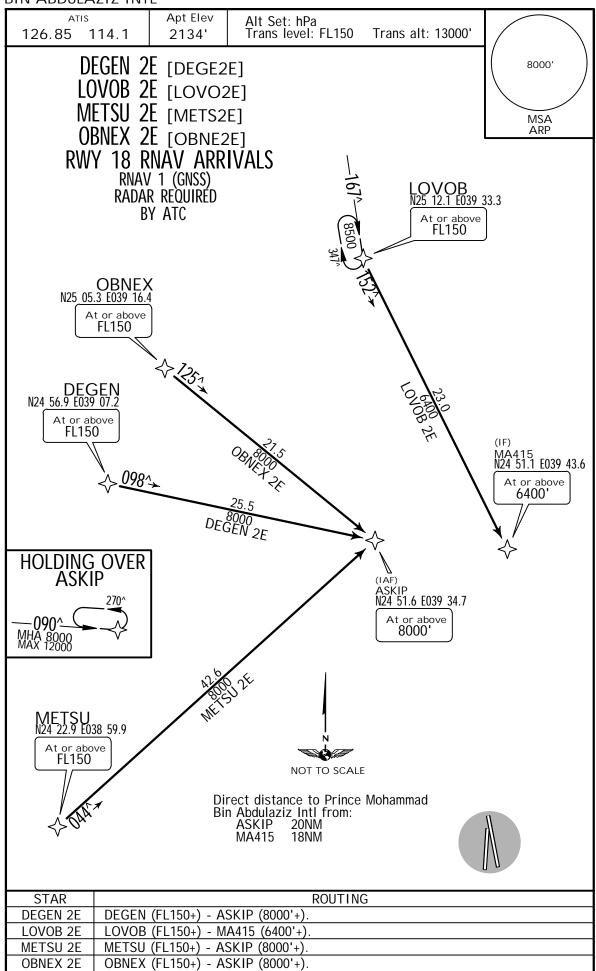
JEPPESEN MADINAH, SAUDI ARABIA
25 JUN 10 10-1R .Eff.1.Jul. .RADAR.MINIMUM.ALTITUDES.



ug 14 (10-2) .Eff.21.Aug.

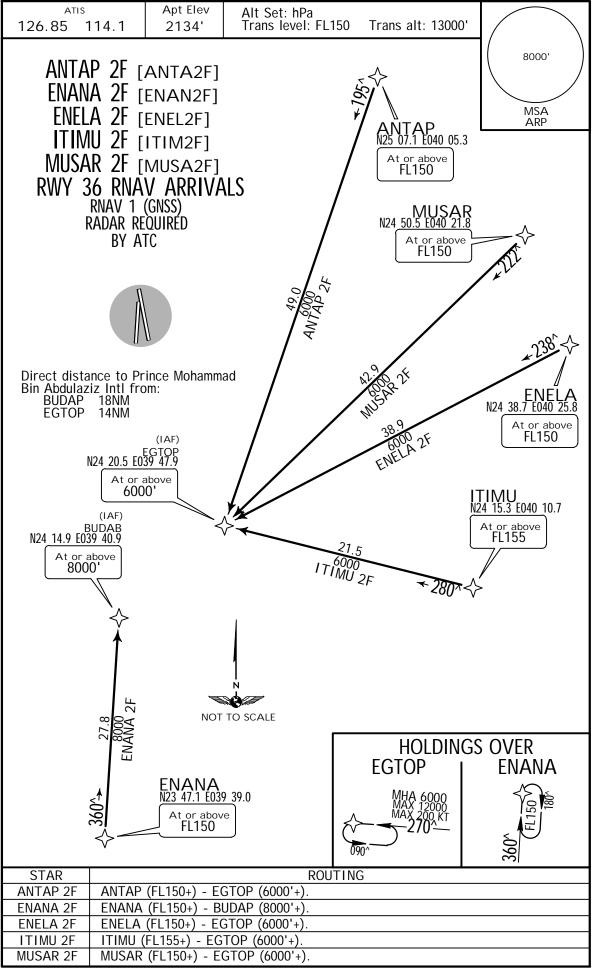


JEPPESEN MADINAH, SAUDI ARABIA (10-2A) .Eff.21.Aug. 8 AUG 14

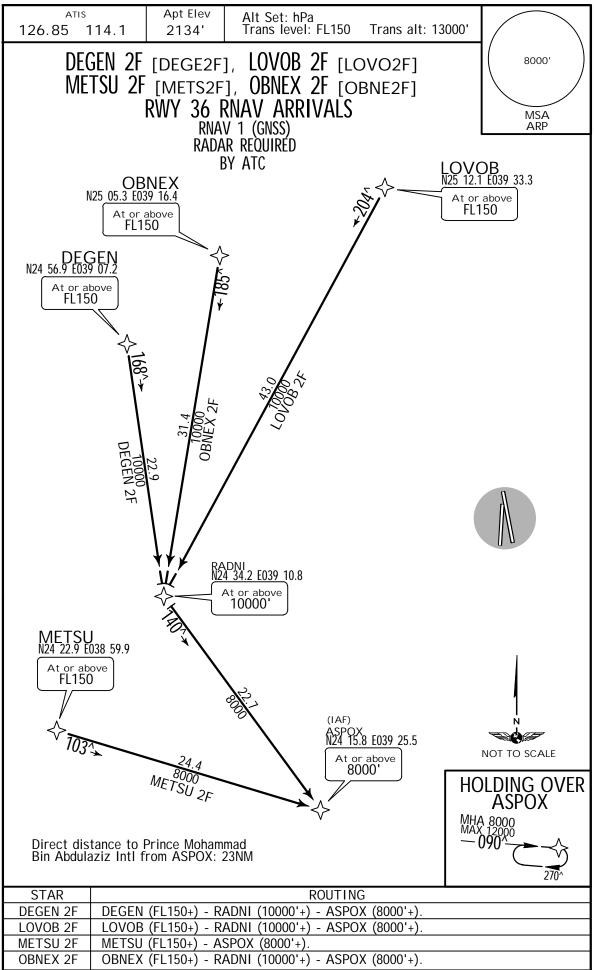


**JEPPESEN MADINAH, SAUDI ARABIA

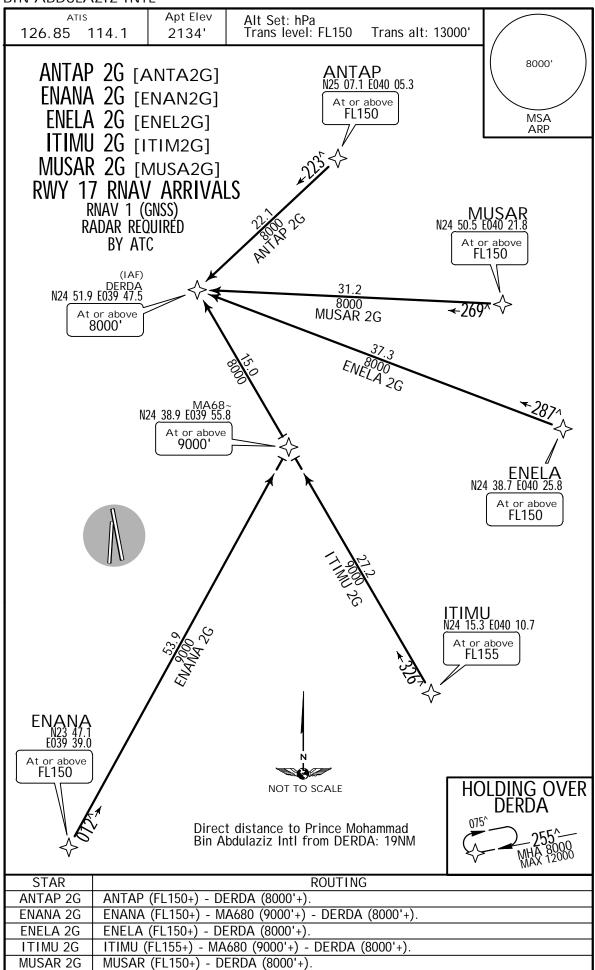
8 AUG 14 10-2B .Eff.21.Aug. .RNAV.STAR.



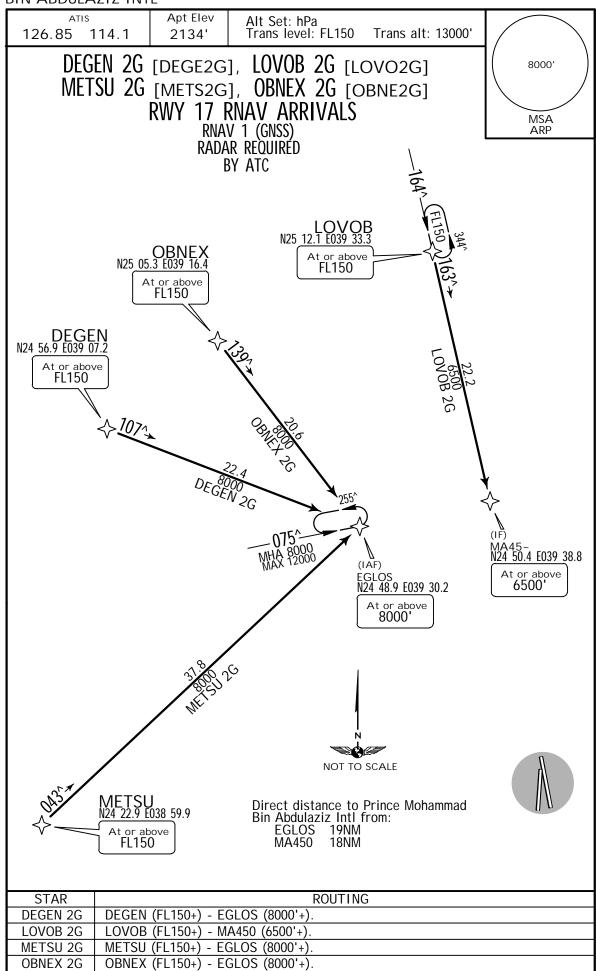
JEPPESEN MADINAH, SAUDI ARABIA
AUG 14 (10-2C) .Eff.21.Aug. .RNAV.STAR.



AUG 14 (10-2D) .Eff.21.Aug.

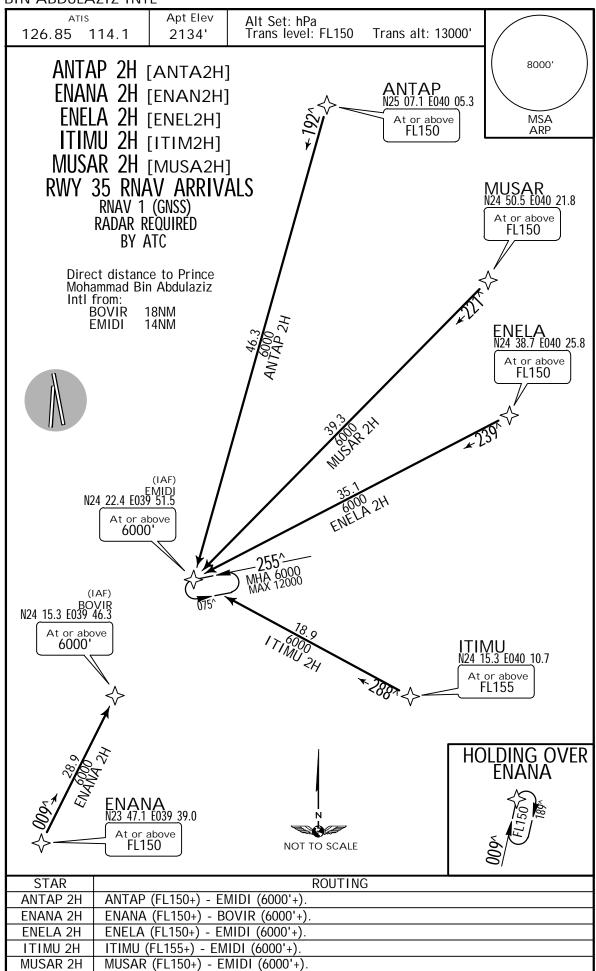


JEPPESEN MADINAH, SAUDI ARABIA .Eff.21.Aug. (10-2E)

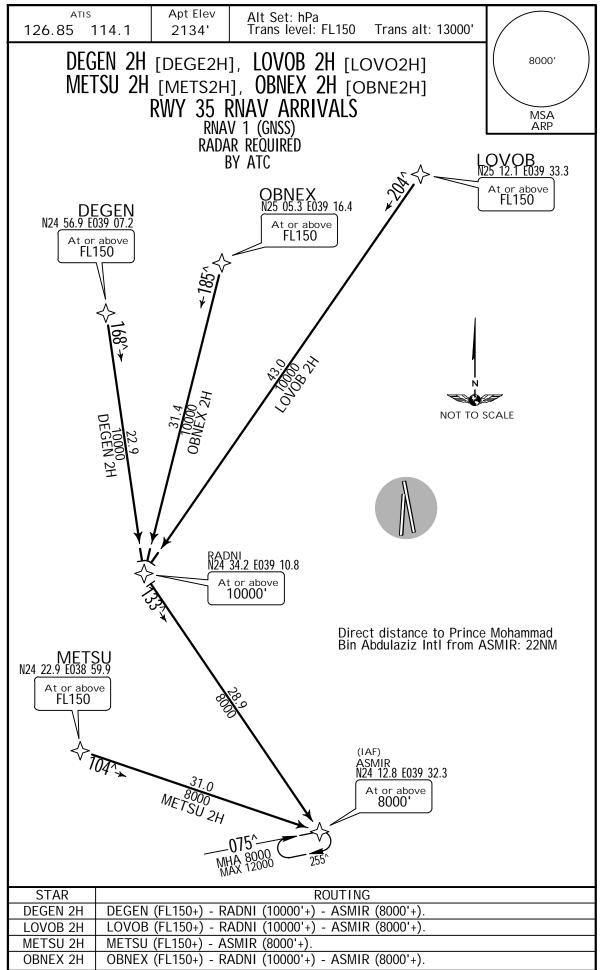


()FMA/MFI) PRINCE MOHAMMAD BIN ABDULAZIZ INTL

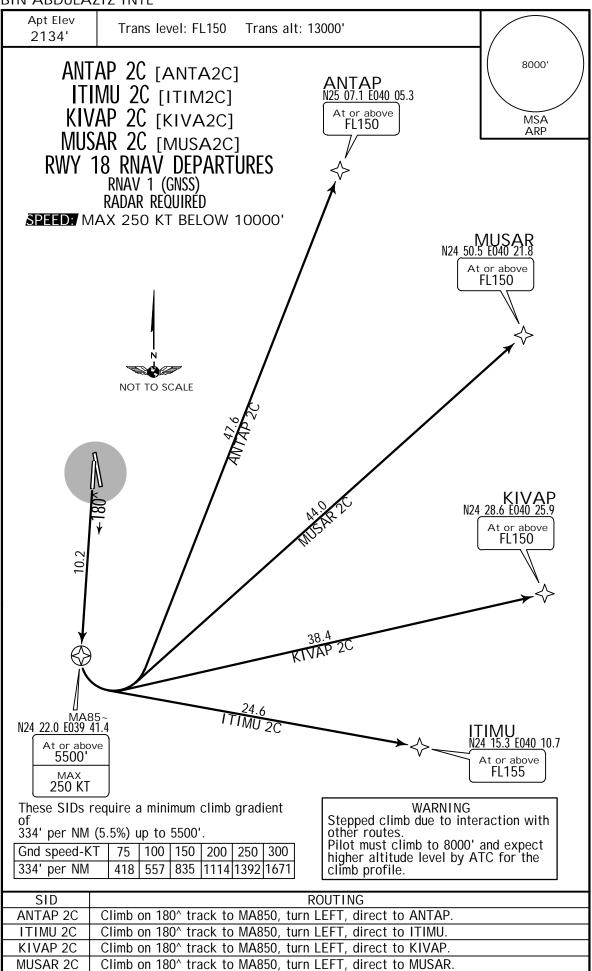
JEPPESEN MADINAH, SAUDI ARABIA (10-2F) .Eff.21.Aug.



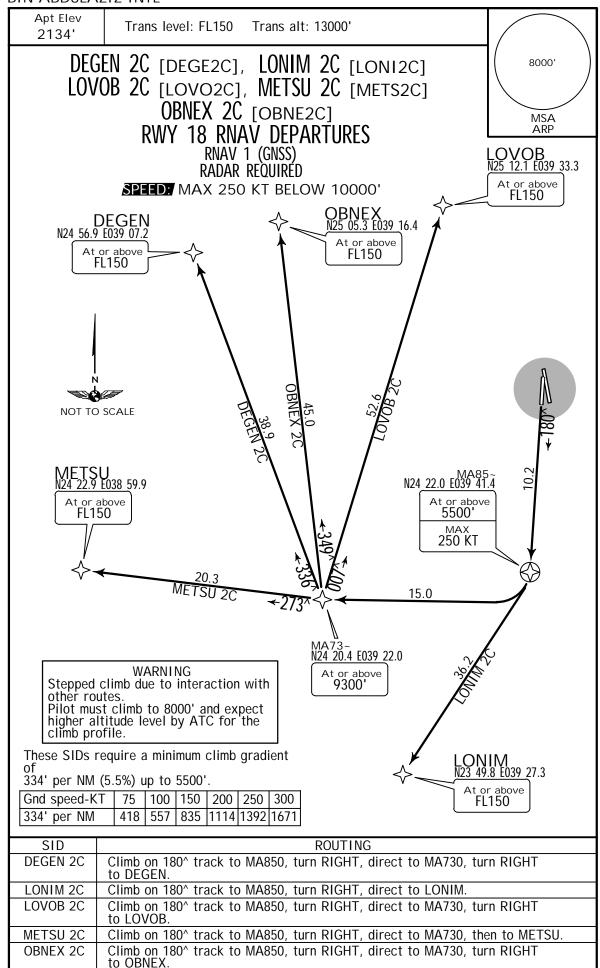
JEPPESEN MADINAH, SAUDI ARABIA (10-2G) .Eff.21.Aug.



♥JE<u>ppe</u>sen MADINAH, SAUDI ARABIA (10-3) .Eff.11.Dec.



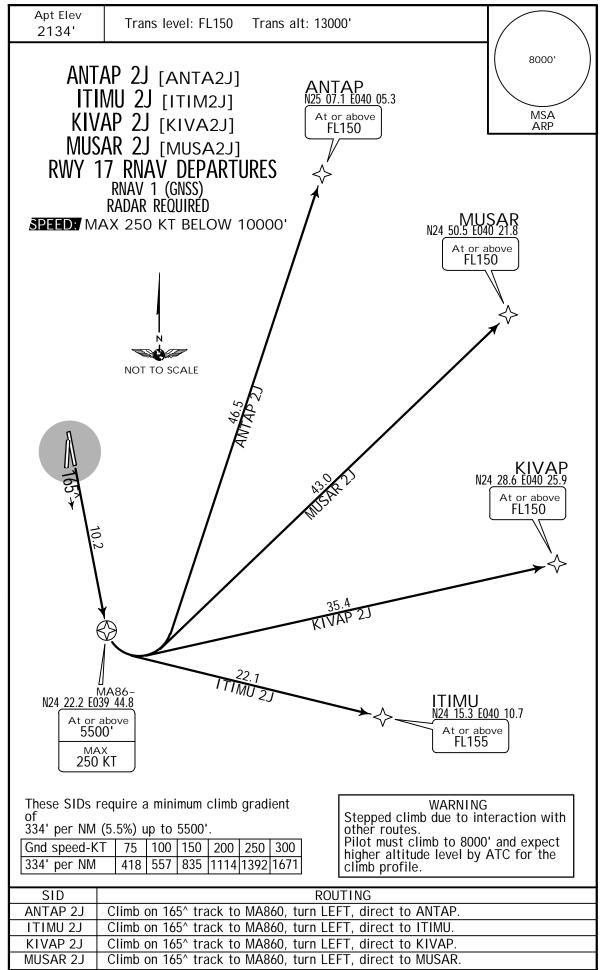
♥JE<u>PPE</u>SEN MADINAH, SAUDI ARABIA (10-3A) .Eff.11.Dec. 28 NOV 14



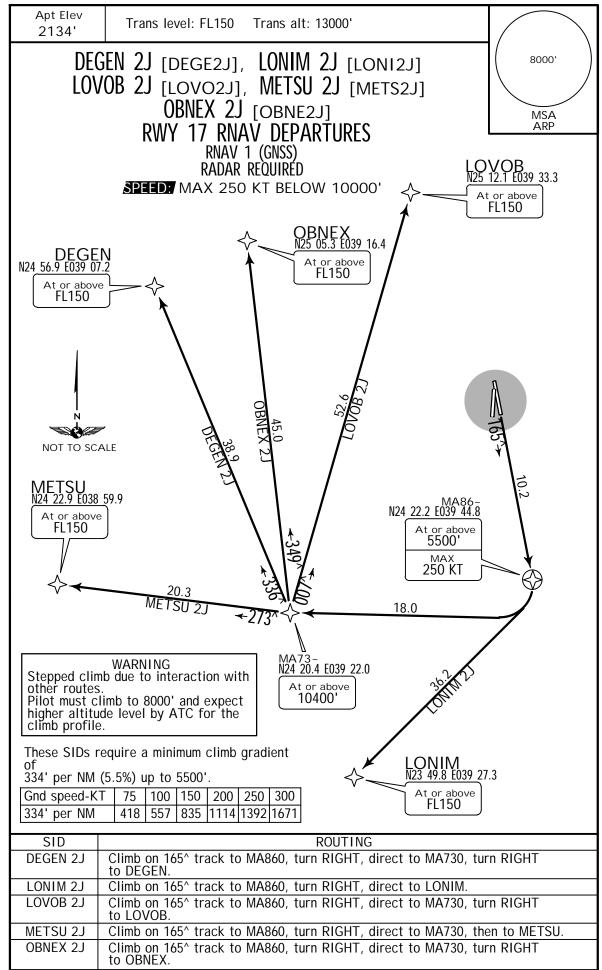
()FMA/MFI) PRINCE MOHAMMAD BIN ABDULAZIZ INTL

28 NOV 14

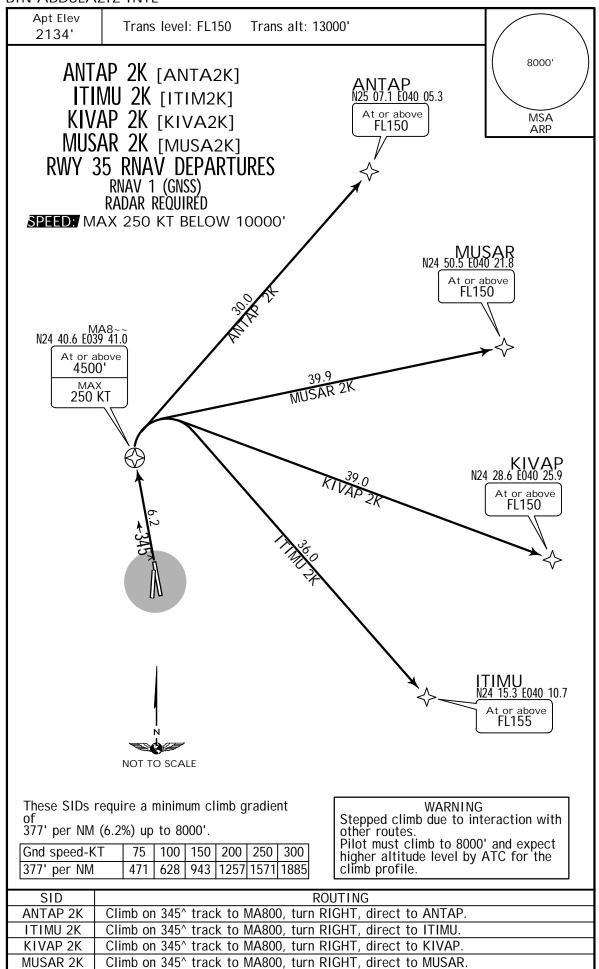
(10-3B) .Eff.11.Dec.



♥JE<u>ppe</u>sen MADINAH, SAUDI ARABIA (10-3C) .Eff.11.Dec. 28 NOV 14



*Jeppesen MADINAH, SAUDI ARABIA (10-3D) .Eff.11.Dec.



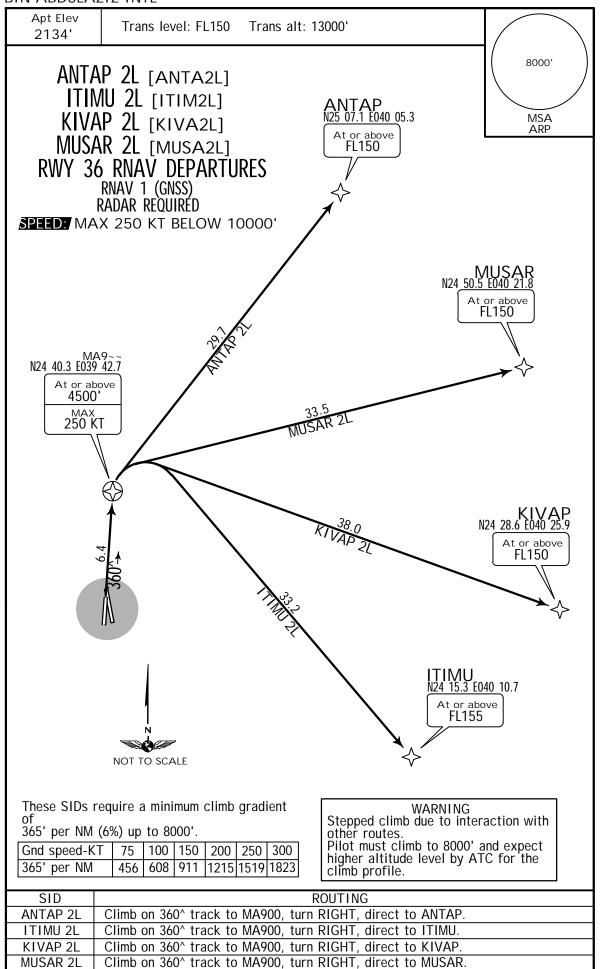
(10-3E) .Eff.11.Dec.

JEPPESEN MADINAH, SAUDI ARABIA .RNAV.SID.

Apt Elev Trans level: FL150 Trans alt: 13000' 2134' DEGEN 2K [DEGE2K], LONIM 2K [LONI2K] 8000' LOVOB 2K [LOVO2K], METSU 2K [METS2K] OBNEX 2K [OBNE2K] **MSA** ARP RWY 35 RNAV DEPARTURES RNAV 1 (GNSS) RADAR REQUIRÉD LOVOB N25 12.1 E039 33.3 SPEED: MAX 250 KT BELOW 10000' At or above FL150 OBNEX N25_05.3_E039_16.4 At or above FL150 **DEGEN** N24 56.9 E039 07.2 At or above FL150 NOT TO SCALE RADNI N24<u>34.2 E</u>039 10.8 At or above 8000' N24 40.6 E039 41.0 At or above 4500' METSU N24 22.9 E038 59.9 MAX 250 KT At or above FL150 ONIM 23 49.8 E039 27.3 At or above FL150 These SIDs require a minimum climb gradient WARNING Stepped climb due to interaction with 377' per NM (6.2%) up to 8000'. other routes. Pilot must climb to 8000' and expect higher altitude level by ATC for the Gnd speed-KT 75 100 | 150 | 200 | 250 | 300 377' per NM 471 628 943 | 1257 | 1571 | 1885 | climb profile. SID ROUTING Climb on 345[^] track to MA800, turn LEFT, direct to DEGEN. DEGEN 2K Climb on 345[^] track to MA800, turn LEFT, direct to RADNI, then to LONIM. LONIM 2K Climb on 345[^] track to MA800, turn LEFT, direct to LOVOB. LOVOB 2K Climb on 345[^] track to MA800, turn LEFT, direct to RADNI, then to METSU. METSU 2K Climb on 345[^] track to MA800, turn LEFT, direct to OBNEX. **OBNEX 2K**

()FMA/MFI) PRINCE MOHAMMAD BIN ABDULAZIZ INTL

(10-3F) .Eff.11.Dec.

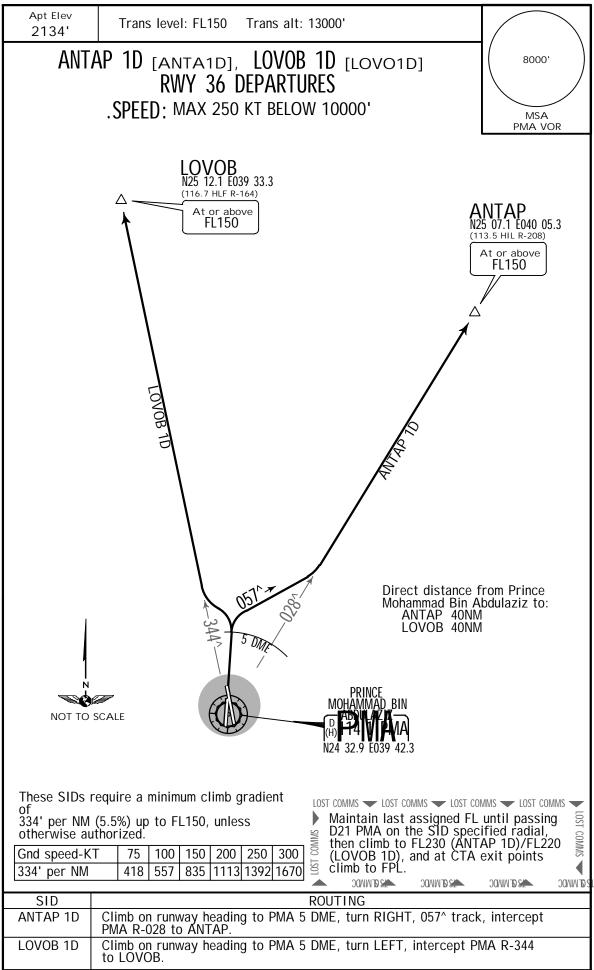


(10-3G) .Eff.11.Dec.

.RNAV.SID.

Apt Elev Trans level: FL150 Trans alt: 13000' 2134' DEGEN 2L [DEGE2L], LONIM 2L [LONI2L] 8000 LOVOB 2L [LOVO2L], METSU 2L [METS2L] OBNEX 2L [OBNE2L] **MSA** ARP RWY 36 RNAV DEPARTURES RNAV 1 (GNSS) RADAR REQUIRÉD **SPEED:** MAX 250 KT BELOW 10000' LOVOB N25 12.1 E039 33.3 OBNEX N25_05.3_E039_16.4 At or above FL150 At or above FL150 **DEGEN** N24 56.9 E039 07.2 At or above FL150 NOT TO SCALE N24<u>34.2</u>E039 10.8 At or above 9000' N24 40.3 E039 42.7 At or above 4500' 250 KT METSU N24 22.9 E038 59.9 At or above FL150 ONIM 23 49.8 E039 27.3 At or above FL150 WARNING These SIDs require a minimum climb gradient Stepped climb due to interaction with 365' per NM (6%) up to 8000'. other routes. Pilot must climb to 8000' and expect higher altitude level by ATC for the Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 365' per NM 456 608 911 1215 1519 1823 climb profile. SID ROUTING Climb on 360[^] track to MA900, turn LEFT, direct to DEGEN. DEGEN 2L Climb on 360[^] track to MA900, turn LEFT, direct to RADNI, then to LONIM. LONIM 2L Climb on 360° track to MA900, turn LEFT, direct to LOVOB. LOVOB 2L Climb on 360[^] track to MA900, turn LEFT, direct to RADNI, then to METSU. METSU 2L Climb on 360° track to MA900, turn LEFT, direct to OBNEX. **OBNEX 2L**

JEPPESEN MADINAH, SAUDI ARABIA
AR 15 (10-3H) .Eff.2.Apr. .SID.

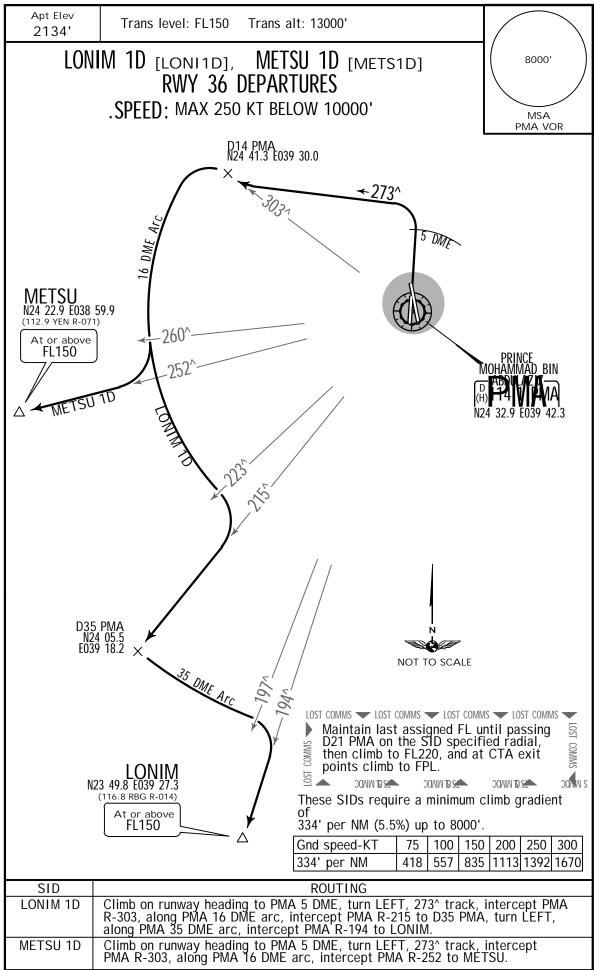


10-3J .Eff.2.Apr.

.SID.

Apt Elev Trans level: FL150 Trans alt: 13000' 2134' KIVAP 1D [KIVA1D], MUSAR 1D [MUSA1D] 8000 **RWY 36 DEPARTURES** .SPEED: MAX 250 KT BELOW 10000' MSA PMA VOR At or above FL150 090^→ 5 DIVE N24 28.6 E040 25.9 (115.1 BDB R-272) 084 At or above FL150 092^ KIVAP 1D NOT TO SCALE These SIDs require a minimum climb gradient LOST COMMS LOST COMMS LOST COMMS LOST COMMS Maintain last assigned FL until passing D21 PMA on the SID specified radial, then climb to FL230, and at CTA exit 334' per NM (5.5%) up to 8000'. COMMS Gnd speed-KT 150 | 200 | 250 | 300 75 100 points climb to FPL. 334' per NM 557 835 | 1113 | 1392 | 1670 | 418 OST MV0C SID ROUTING Climb on runway heading to PMA 5 DME, turn RIGHT, 090^ track, intercept PMA R-060, along PMA 16 DME arc, intercept PMA R-092 to KIVAP. KIVAP 1D Climb on runway heading to PMA 5 DME, turn RIGHT, 090[^] track, intercept MUSAR 1D PMA R-060 to MUSAR.

JEPPESEN MADINAH, SAUDI ARABIA
MAR 15 (10-3K) .Eff.2.Apr. .SID.



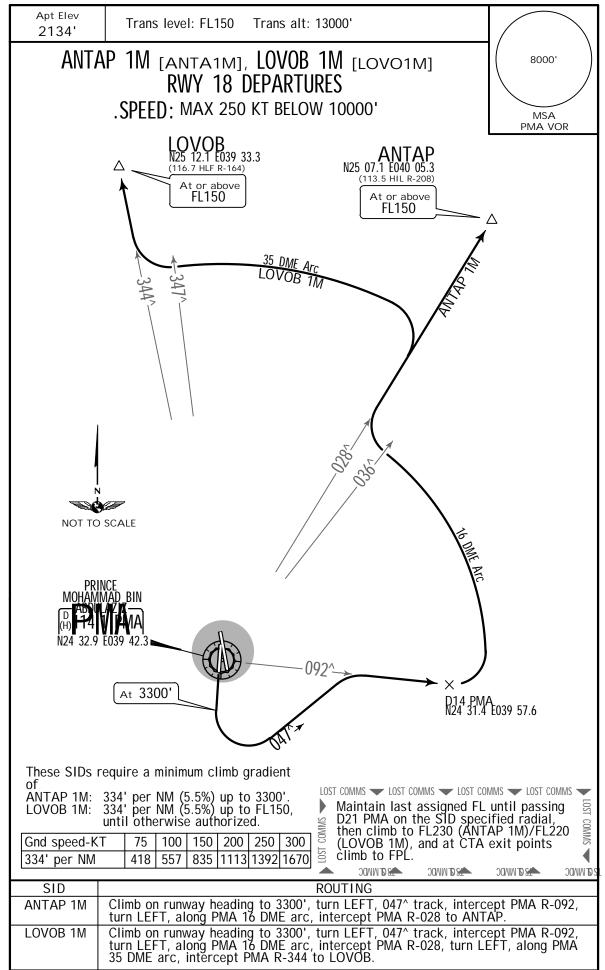
R 15 (10-3L) .Eff.2.Apr.

.SID.

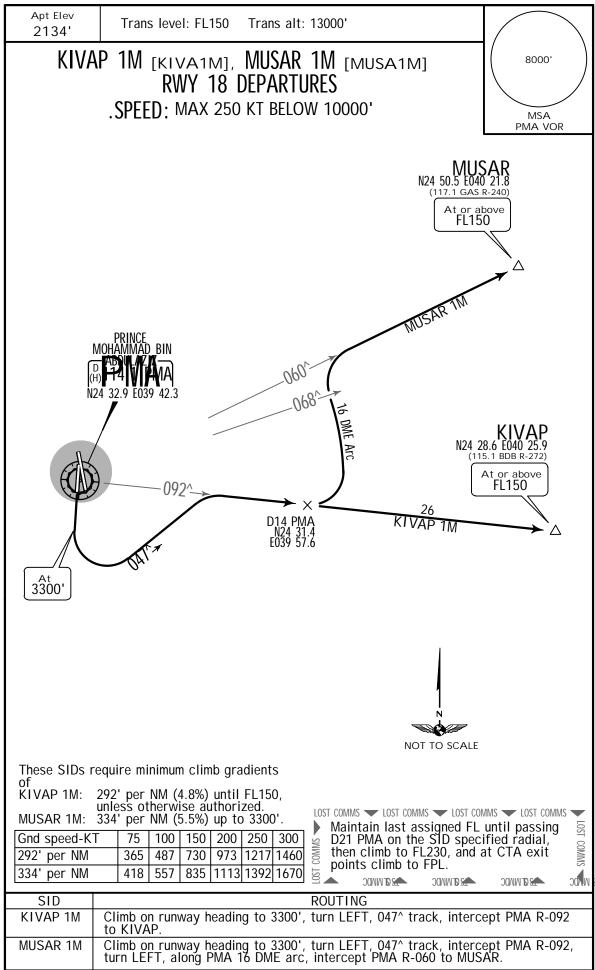
Apt Elev Trans level: FL150 Trans alt: 13000' 2134' DEGEN 1D [DEGE1D], OBNEX 1D [OBNE1D] 8000 **RWY 36 DEPARTURES** .SPEED: MAX 250 KT BELOW 10000' MSA PMA VOR OBNEX N25 05.3 E039 16.4 (114.9 AUA R-140) At or above FL150 Direct distance from Prince Mohammad Bin Abdulaziz to: DEGEN 40NM OBNEX 40NM **DEGEN** N24 56.9 E039 07.2 (113.9 WEJ R-114) At or above FL150 NOT TO SCALE These SIDs require a minimum climb gradient LOST COMMS LOST COMMS LOST COMMS LOST COMMS 334' per NM (5.5%) up to FL150, unless otherwise authorized. Maintain last assigned FL until passing D21 PMA on the SID specified radial, then climb to FL220, and at CTA exit Gnd speed-KT 75 100 | 150 | 200 | 250 | 300 points climb to FPL. 557 | 835 | 1113 | 1392 | 1670 334' per NM 418 OO/W CT WWDC SID ROUTING Climb on runway heading to PMA 5 DME, turn LEFT, 273^{track}, intercept DEGEN 1D PMA R-303 to DEGEN. Climb on runway heading to PMA 5 DME, turn LEFT, 290° track, intercept **OBNEX 1D** PMA R-320 to OBNEX.

AR 15 (10-3M) .Eff.2.Apr.

SID.

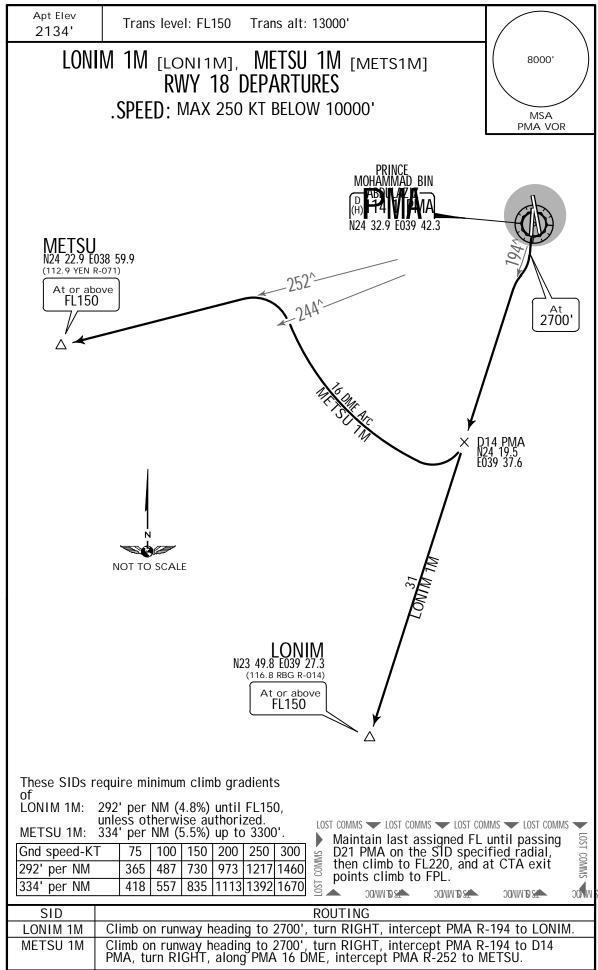


MADINAH, SAUDI ARABIA
MAR 15 (10-3N) .Eff.2.Apr. .SID.

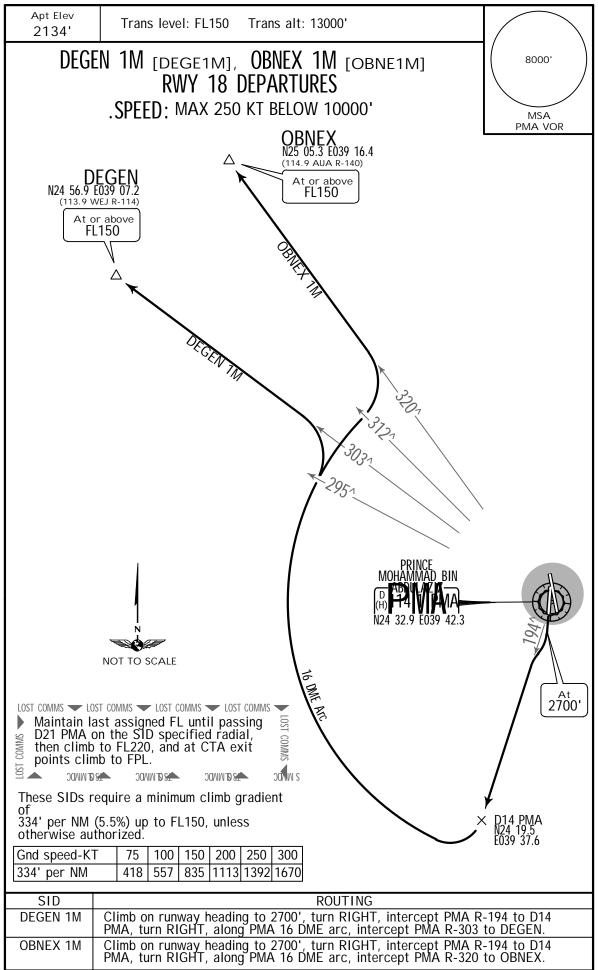


(10-3P) .Eff.2.Apr.

JEPPESEN MADINAH, SAUDI ARABIA .SID.



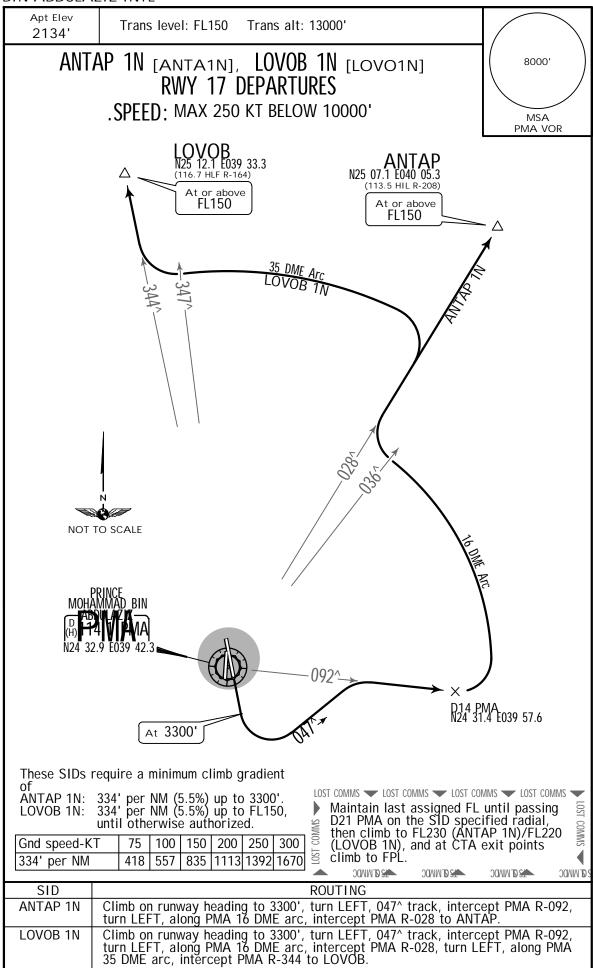
MAR 15 (10-30) .Eff.2.Apr. .SID.



()FMA/MFI) PRINCE MOHAMMAD BIN ABDULAZIZ INTL

JEPPESEN MADINAH, SAUDI ARABIA (10-3S) .Eff.2.Apr.

.SID.



AR 15 (10-3T) .Eff.2.Apr.

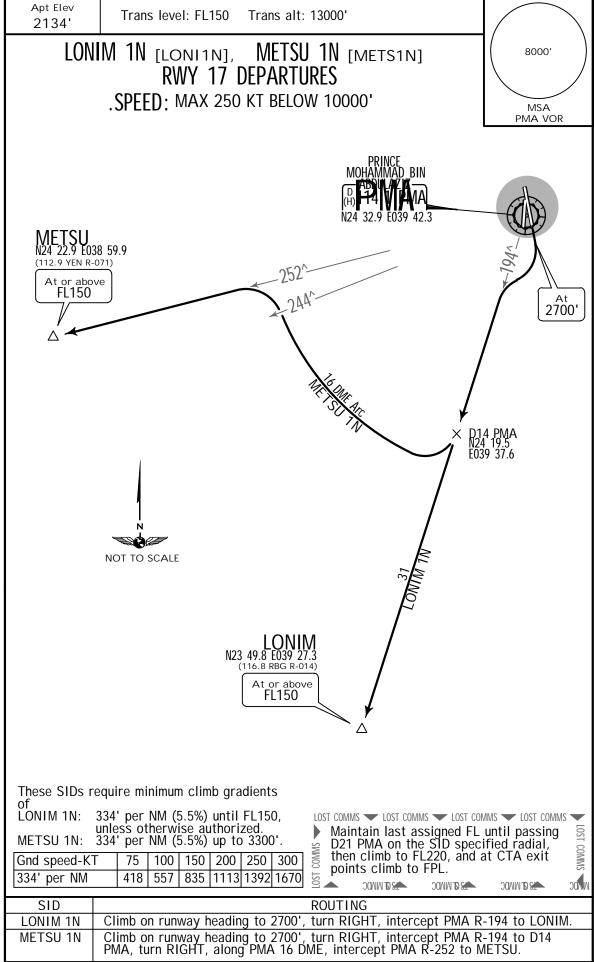
.SID.

Apt Elev Trans level: FL150 Trans alt: 13000' 2134' KIVAP 1N [KIVA1N], MUSAR 1N [MUSA1N] 8000 **RWY 17 DEPARTURES** .SPEED: MAX 250 KT BELOW 10000' MSA PMA VOR MUSAR N24 50.5 E040 21.8 At or above FL150 Δ (115.1 BDB R-272 At or above FL150 092 KIVAP 1N 3300' NOT TO SCALE These SIDs require minimum climb gradients KIVAP 1N: 334' per NM (5.5%) until FL150, LOST COMMS LOST COMMS LOST COMMS LOST COMMS Maintain last assigned FL until passing D21 PMA on the SID specified radial, then climb to FL230, and at CTA exit points climb to FPL. unless otherwise authorized. MUSAR 1N: 334' per NM (5.5%) up to 3300'. **Gnd speed-KT** 75 100 | 150 200 250 300 334' per NM 418 557 835 1113 1392 1670 OST W/OC CTWINDC SID ROUTING Climb on runway heading to 3300', turn LEFT, 047' track, intercept PMA R-092 KIVAP 1N Climb on runway heading to 3300', turn LEFT, 047' track, intercept PMA R-092, turn LEFT, along PMA 16 DME arc, intercept PMA R-060 to MUSAR. MUSAR 1N

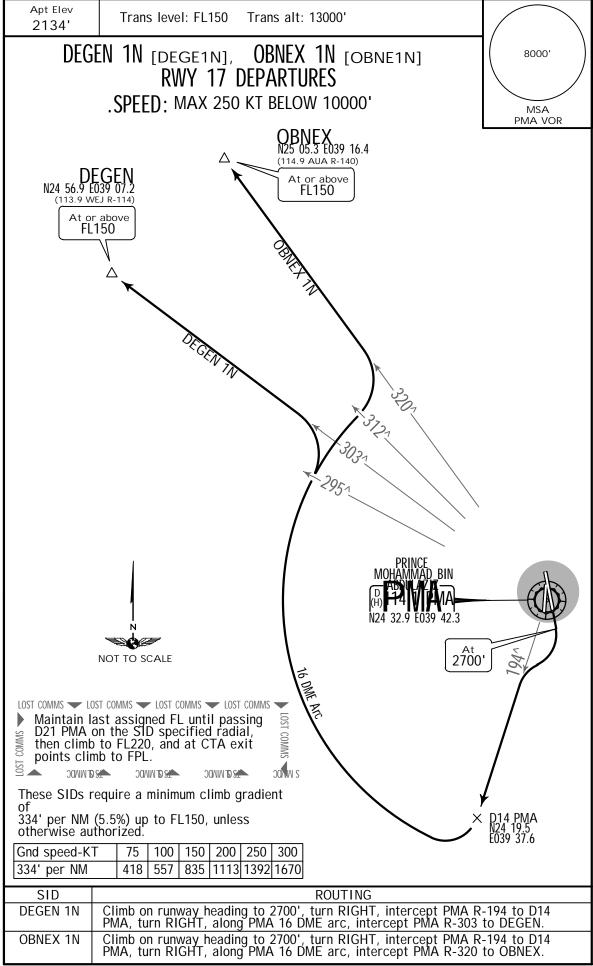
PRINCE MOHAMMAD

JEPPESEN MADINAH, SAUDI ARABIA (10-3U) .Eff.2.Apr.

.SID. BIN ABDULAZIZ INTL

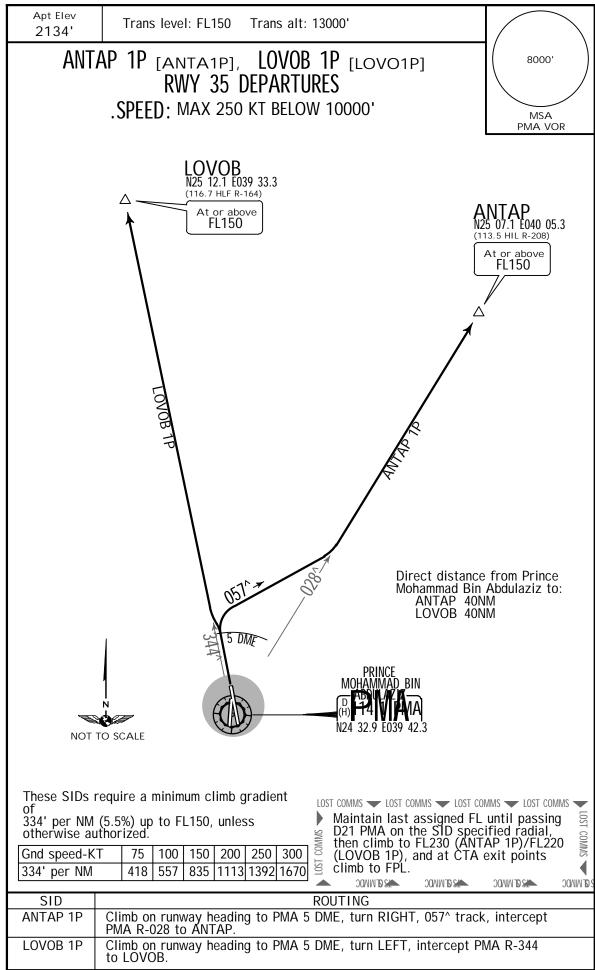


JEPPESEN MADINAH, SAUDI ARABIA D MAR 15 (10-3V) .Eff.2.Apr. .SID.



IAR 15 (10-3W) .Eff.2.Apr.

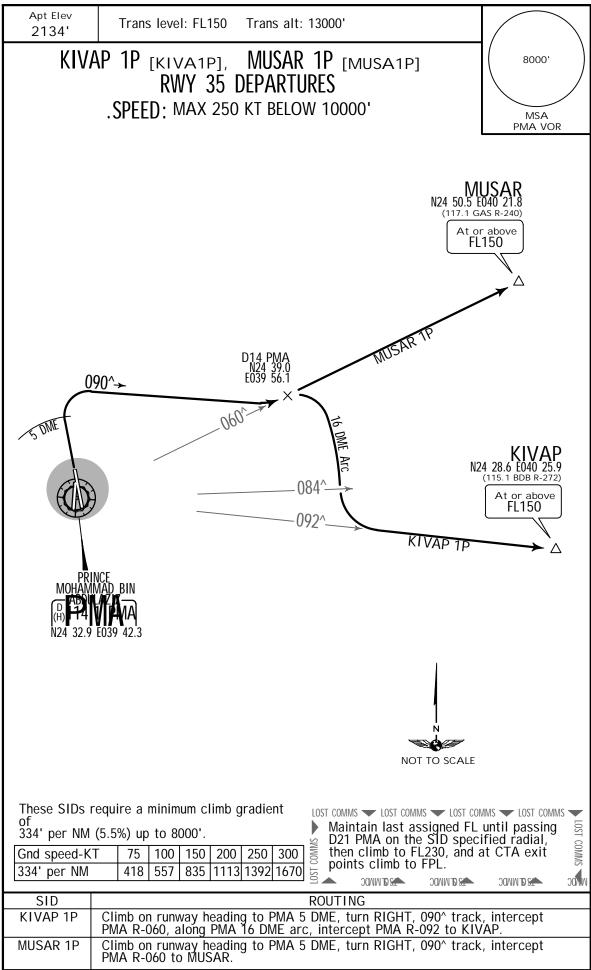
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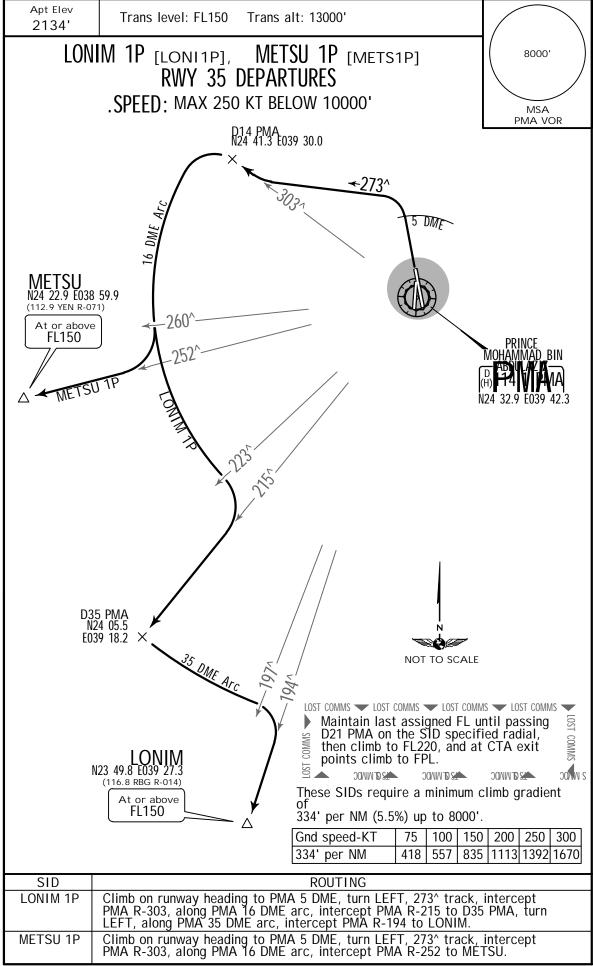
()FMA/MFI) PRINCE MOHAMMAD BIN ABDULAZIZ INTL

JEPPESEN MADINAH, SAUDI ARABIA (10-3X) .Eff.2.Apr.

.SID.



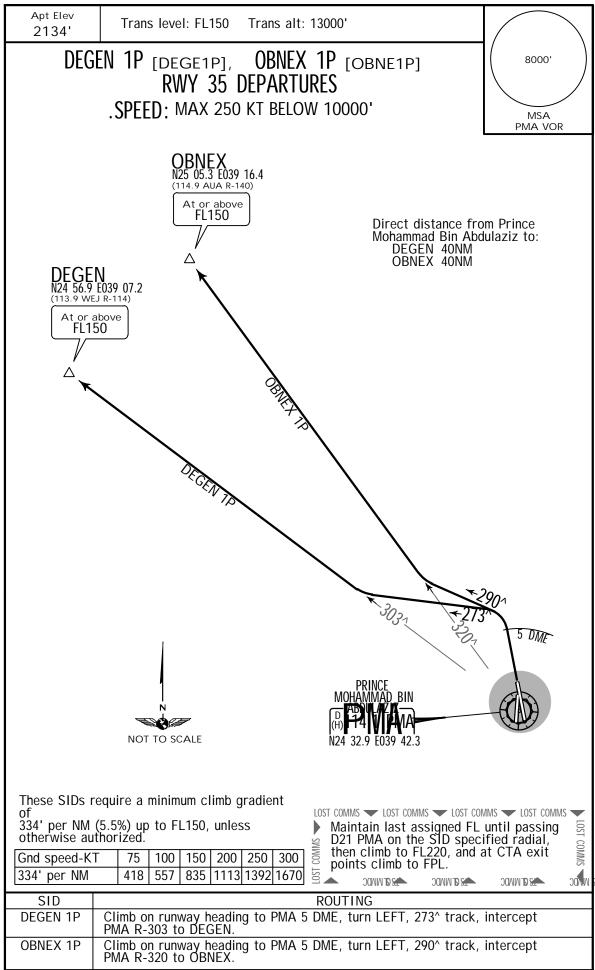
JEPPESEN MADINAH, SAUDI ARABIA
20 MAR 15 (10-3X1) .Eff.2.Apr. .SID.



()FMA/MFI) PRINCE MOHAMMAD BIN ABDULAZIZ INTL

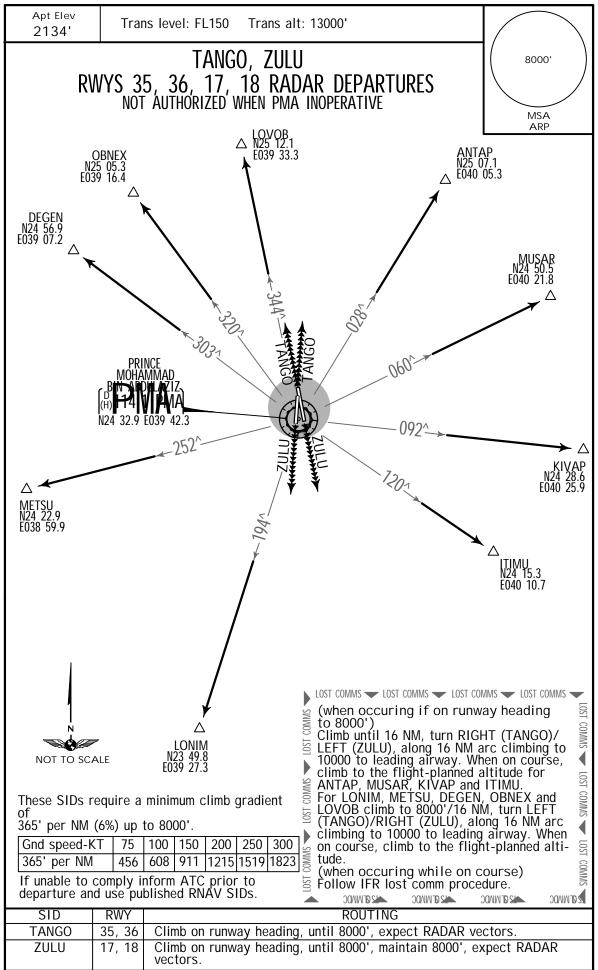
20 MAR 15 (10-3X2) .Eff.2.Apr.

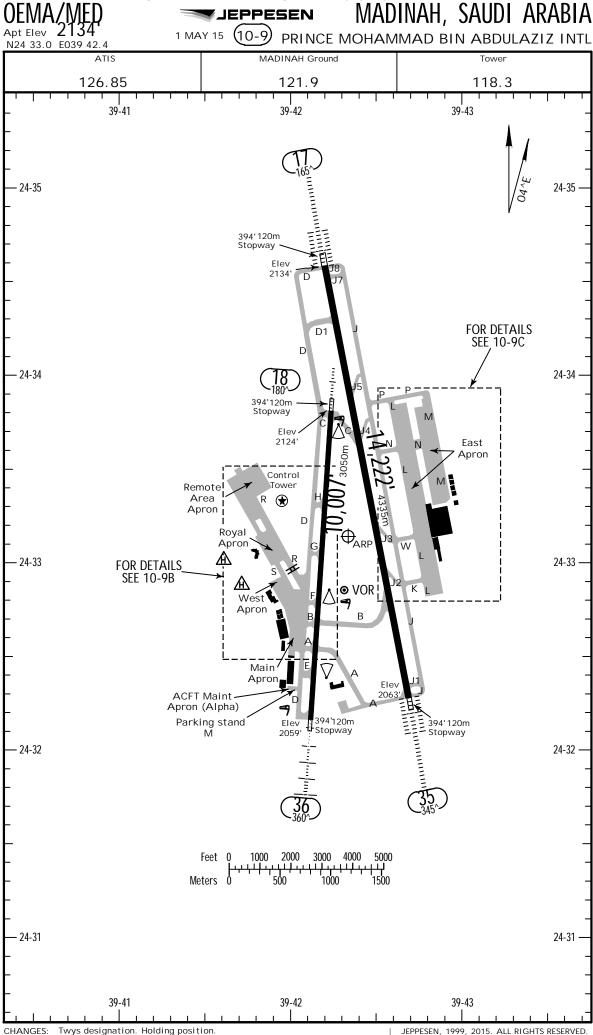
JEPPESEN MADINAH, SAUDI ARABIA .SID.



20 MAR 15 (10-3X3) .Eff.2.Apr.

.RADAR.DEPARTURE.





OEMA/MED

MADINAH, SAUDI ARABIA

MAY 15 (10-9A)

PRINCE MOHAMMED BIN ABDULAZIZ INTL

GENERAL

Risk of stray animals on movement area.

Birds in vicinity of airport.

Overflying City of Madinah prohibited.

180[^] turns on asphalt rwy prohibited.

No ATC visual contact at \overline{ACFT} Maint \overline{ACFT} Apron (Alpha) and south west end of twy D, exercise with extreme caution.

Twys J2, J3, J4 and J5 are not available for use as rapid exit. Landing on RWY 17 must vacate via Twy J1 or Twy J unless otherwise instructed by ATC Tower.

ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS							
	1	LANDING BEYOND					
RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH		
17	HIRL (60m) CL (15m) HIALS-II TDZ		13,189' 4020m		197'		
35	PAPI (angle 2.94 [^])		13,311' 4057m		60m		
¹⁸ 1 ₃₆	HIRL (60m) HIALS VASI (3 bar) RVR		9096' 2772m		148' 45m		

Rwy edge lights are 7'/2m inside paved rwy edge.

1 Rwy 17/35 is the main rwy for LANDING and TAKE-OFF. Any Pilot request to use rwy 18/36 for TAKE-OFF or LANDING will be approved but subject to delay.

TAKE-OFF				
	All Rwys			
	Adequate Vis Ref	STD		
1 Eng	NOT AUTHORIZED	1600m		
2 Eng				
3 & 4 Eng	400m	800m		

MADINAH, SAUDI ARABIA OFMA/MFD JEPPESEN .Eff.13.0ct. (10-9B)PRINCE MOHAMMAD BIN ABDULAZIZ INTL PARKING POSITIONS 39-41.9 39-41.7 39-41.8 25 24-33.5 COORDINATES **STAND ELEV** 24-33.5 N24 32.6 E039 42.0 2074 2 N24 32.6 E039 42.0 2076 24 3 N24 32.6 E039 42.0 2077 4 N24 32.6 E039 42.0 2078 5 N24 32.7 E039 42.0 2079 23 24-33.4 24-33.4 6, 7 N24 32.7 E039 42.0 2080 22 8 N24 32.8 E039 42.0 2081 9 N24 32.8 E039 42.0 2082 10 N24 32.8 E039 42.0 2083 21 11 N24 32.9 E039 41.9 2084 REMOTE 12N, 12S N24 32.9 E039 41.9 2088 **APRON** 20 24-33.3 13N, 13S N24 32.9 E039 41.9 - 24-33.3 2089 14 N24 33.0 E039 41.9 2093 15 N24 33.0 E039 41.9 2095 N24 33.1 E039 41.9 16 2096 17 N24 33.1 E039 41.8 2097 18 18 N24 33.2 E039 41.8 2101 19 N24 33.2 E039 41.8 2102 - 24-33.2 24-33.2 20 N24 33.3 E039 41.8 2102 S 21 N24 33.3 E039 41.7 2101 22, 23 N24 33.4 E039 41.7 2101 24 N24 33.4 E039 41.7 2100 25, 26 N24 33.5 E039 41.8 2101 27 thru 29 17 N24 33.4 E039 41.9 2102 **ROYAL** Μ N24 32.3 E039 42.0 2069 **APRON** - 24-33.1 24-33.1 39-42 16 G **ROYAL TERMINAL** 39-42.1 14 -24-33 24-33 ga Apron Crossing vehicles at TWYs R and S - 24-32.9 24-32.9 WEST APRON ◬ **TERMINAL** RWY 18/36 -24-32.8 24-32.8 VIP BUILDING – 24-32.7 | Nose in ACFT at main parking 24-32.7 may start one engine at IDLE power if APU is non operative All ACFT parking at stand 1 thru 8 shall be pushed-back to TWY D. **TERMINAL** ACFT parking at stands 9 thru 11 shall be pushed-back to TWY S. Stands 25 thru 29 push-back 24-32.6 - 24-32.6 required. No ACFT allowed to leave stand 25 when ACFT CARGO entering stand 26 and vice versa

24-32.5

CHANGES:

39-41.7

None

39-41.8

39-41.9

39-42.2

24-32.5

39-42.1

39-42

Printed from JeppView for Windows 5.3.0.0 on 07 May 2017; Terminal chart data cycle 02-2017 (Expired); Notice: After 09 Feb 2017, 0000Z, this chart may no longer be valid DEMA/MED

JEPPESEN

MADINAH, SAUDI ARABIA

Sept. 16

Eff. 13.0ct. 10-9C

PRINCE MOHAMMAD BIN ABDULAZIZ INTL

39-4	42.6 39-42.7	39-42.8	39-42.9	PARKING POSITIONS		
- 24-33.9	P		24-33.9 –	STAND	COORDINATES	ELEV
_P	131	M M	24-33.8 —	103 104, 104L 104R 105 105L	N24 32.8 E039 42. N24 32.9 E039 42. N24 32.9 E039 42. N24 32.9 E039 42. N24 32.9 E039 42.	9 2102 9 2101 9 2104
- 24-33.0	130	134 — EA	AST RON	105R 106 106L 106R 107	N24 32.9 E039 42. N24 33.0 E039 42. N24 33.0 E039 42. N24 33.0 E039 42. N24 33.0 E039 42.	8 2106 8 2105 9 2105
– 24-33.7	128	132 M	24-33.7 —	107L 107R 108 108L 108R, 109	N24 33.0 E039 42. N24 33.0 E039 42. N24 33.1 E039 42. N24 33.1 E039 42. N24 33.1 E039 42.	8 2107 8 2106 8 2105
N	N 120	121R 121L 121	24-33.6 -	110 thru 112 113, 114 115, 116 117 118, 119	N24 33.2 E039 42. N24 33.3 E039 42. N24 33.4 E039 42. N24 33.4 E039 42. N24 33.5 E039 42.	8 2107 8 2107 7 2107
\ J 24-33.5	119	122	24-33.5 —	120 121 121L 121R 122 thru 124	N24 33.6 E039 42. N24 33.6 E039 42. N24 33.6 E039 42. N24 33.6 E039 42. N24 33.5 E039 42.	8 2108 8 2107 8 2109
- 24-33.4	1	124 —	24-33.4 -	125, 126 127 128 129 130	N24 33.4 E039 42. N24 33.7 E039 42. N24 33.7 E039 42. N24 33.8 E039 42. N24 33.8 E039 42.	7 2113 7 2114 7 2116
- 24-33.3		115	M	131 132 133 134 135	N24 33.8 E039 42. N24 33.7 E039 42. N24 33.7 E039 42. N24 33.8 E039 42. N24 33.8 E039 42.	8 2113 8 2114 7 2116
		113		39-43	39-43.1 3	9-43.2
- 24-33.2 J3	EAST APRON	112 TE	RMINAL	Nose in ACFT engine at IDL non operative All parking so push-back onl	tands are for	M. 24-33.2 -
	W	L 109 108L 108		126 and 132 to pushed-back to No entry to To except for AC No entry to To except for AC No except for AC No except for AC No except for AC No entry to To Except for AC No entry to Excep	thru 135 shall be to TWY M. WY J2 from TWY J CFT crossing to TWY B WY J4 from TWY J CFT crossing to TWY C	
RWY 17/35		107L 107R 106L 106E	2	and 123 thru pushed-back N All stands an Docking Guid Use of fixed 0	North. e equiped with Visual	24-33 —
- 24-32.9	2 K-K-			inbound ACFT GND PWR widocking. All of to start auxil before engine auxiliary PWI Shut down let fixed GND PV	must connect to fixed thin 5 MIN after outbound ACFT allowed liary PWR unit 15 MIN e start. ACFT with NEC R unit must docking. It engine connect to VR, shut down right	24-32.9 –
-24-32.8 39-4	42.6 39-42.7	39-42.8	39-42.9	engine turn of	ff anti collision lights	24-32.8 39-43.2
CHANGES: Not		J/ 12.0	J/ 72.7	 JEI	97-43.1 	

OEMA/MED

15 APR 16 10-9S) .Eff.28.Apr. MADINAH, SAUDI ARABIA
PRINCE MOHAMMAD BIN ABDULAZIZ INTL

	PRINCE MOHAMMAD BIN ABDULAZIZ INT					
STRAIGHT-IN RWY		А	В	С	D	
17	ILS FULL	2340'(206') 550m	2340'(206') 550m	2340'(206') 550m	2340'(206') 550m	
	Limited ALS out	R750m R1200m	R750m R1200m	R750m R1200m	R750m R1200m	
	LOC 1	2790'(656') 2300m	2790' (656') 2300m	2790'(656') 2300m	2790'(656') 2300m	
	ALS out	2300m	2300m	C2400m	C2400m	
	RNAV (GNSS) 1	2990' _(856') 3300m	2990' _(856') 3300m	2990' _(856') 3300m	2990' _(856') 3300m	
	VOR DME 1	2770'(636') 2200m	2770'(636') 2200m	2770'(636') 2200m	2770'(636') 2200m	
	ALS out	2200m	2200m	C2400m	C2400m	
	VOR 1	3240'(1106') R1500m	3240'(1106') R1500m	3240'(1106') C2400m	3240'(1106') C2400m	
18	RNAV (GNSS) 1	3000'(876') 3600m	3000'(876') 3600m	3000'(876') 3600m	3000'(876') 3600m	
	VOR DME 1	2750'(626') 2500m	2750'(626') 2500m	2750'(626') 2500m	2750'(626') 2500m	
	VOR 1	3070' (946') R1500m	3070'(946') R1500m	3070' (946') C2400m	3070' (946') C2400m	
35	ILS	2273 '(210')	2283' (220')	2293' (230')	2303'(240')	
	FULL	550m	550m	550m	550m	
	Limited	R750m	R750m	R750m	R750m	
	ALS out	R1200m 2710'(647')	R1200m 2710'(647')	R1200m 2710'(647')	R1200m 2710'(647')	
	LOC I	2300m	2300m	2300m	2300m	
	ALS out	2300m	2300m	C2400m	C2400m	
	RNAV (GNSS) 1	2930'(867') 3300m	2930'(867') 3300m	2930'(867') 3300m	2930'(867') 3300m	
	VOR Z 1	2710'(647') 2300m	2710'(647') 2300m	2710'(647') 2300m	2710'(647') 2300m	
	ALS out	2300m	2300m	C2400m	C2400m	
	VOR Y	NOT AUTHORIZED	NOT AUTHORIZED	3930' _(1867') C5000m	3930'(1867') C5000m	
36	ILS	2370' _(311') R750m	2380'(321') 800m	2390'(331') 800m	2400'(341') 900m	
	ALS out	R1400m	R1500m	R1500m	R1600m	
	LOC 1	2540'(481') 1500m	2540' (481') 1500m	2540'(481') 1500m	2540' _(481') 1500m	
	ALS out	1500m	1500m	C2300m	C2300m	
	RNAV (GNSS) 1	2930' _(871') 3300m	2930' _(871') 3300m	2930' _(871') 3300m	2930' _(871') 3300m	
	VOR Z 1	2780'(721') 2700m	2780'(721') 2700m	2780'(721') 2700m	2780'(721') 2700m	
	VOR Y	3290'(1231') C5000m	3290'(1231') C5000m	3290'(1231') C5000m	3290'(1231') C5000m	

¹ Continuous Descent Final Approach.

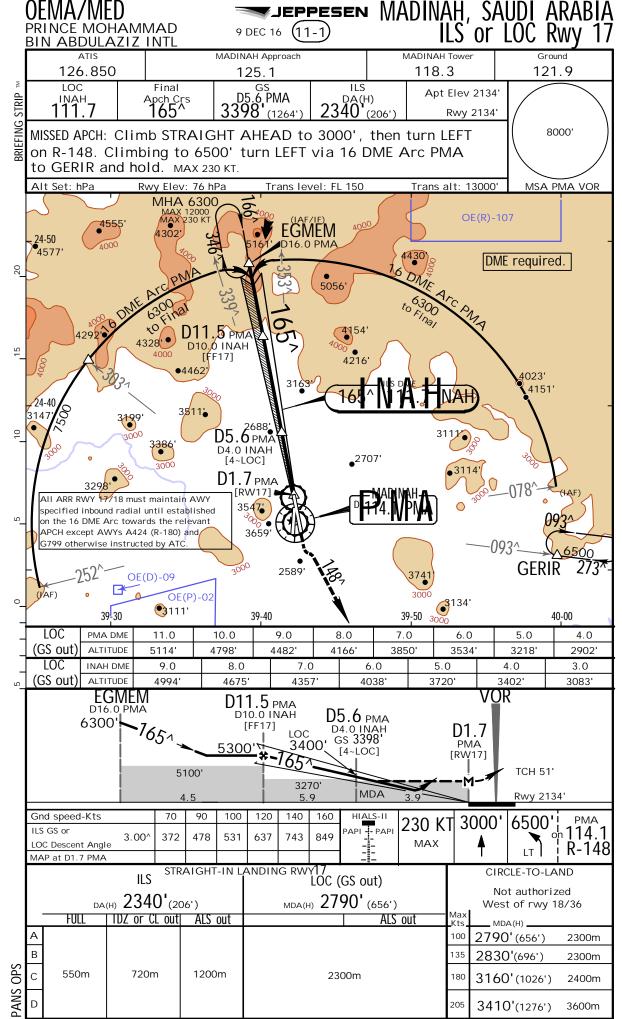
CHANGES: Minimums.

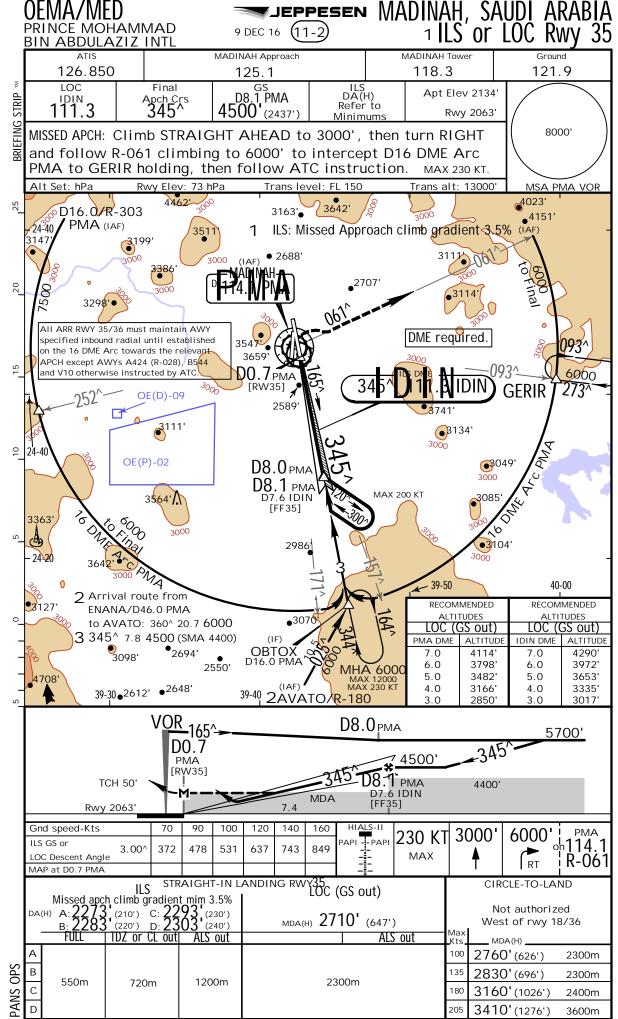
OFMA/MFD JEPPESEN 10-951 .Eff.28.Apr. MADINAH, SAUDI ARABIA PRINCE MOHAMMAD BIN ABDULAZIZ INTL CIRCLE-TO-LAND D В **2760'** (626') 2830**'**(696') 3160′(1026′) **3410'**(1276') V1600m2 V1600m 2 V2400m 2 V3600m 2 **2790'**(656') 2830'(696') 3160'(1026') **3410'**(1276') After ILS rwy 17 V2300m V2300m V2400m V3600m

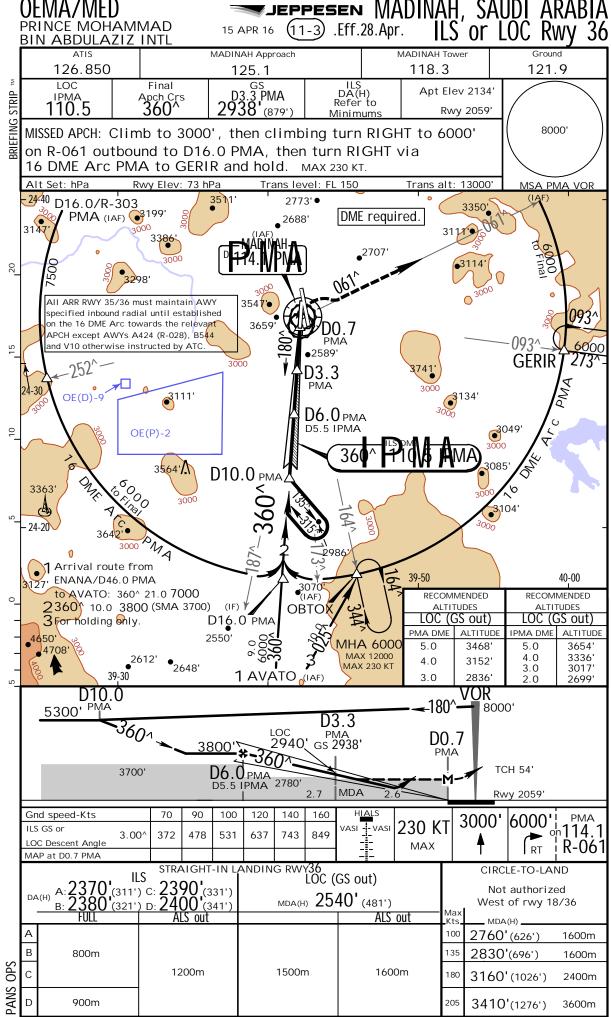
TAKE-OFF RWY 17, 18, 35, 36							
		1	1				
	RCLM (Day only) or RL	Adequate Vis Ref (DAY only)	STD				
1 Eng	NOT AUTHORIZED	NOT AUTHORIZED	1600m				
2 Eng			1000111				
1 Eng 2 Eng 3 or more	400m	500m	800m				

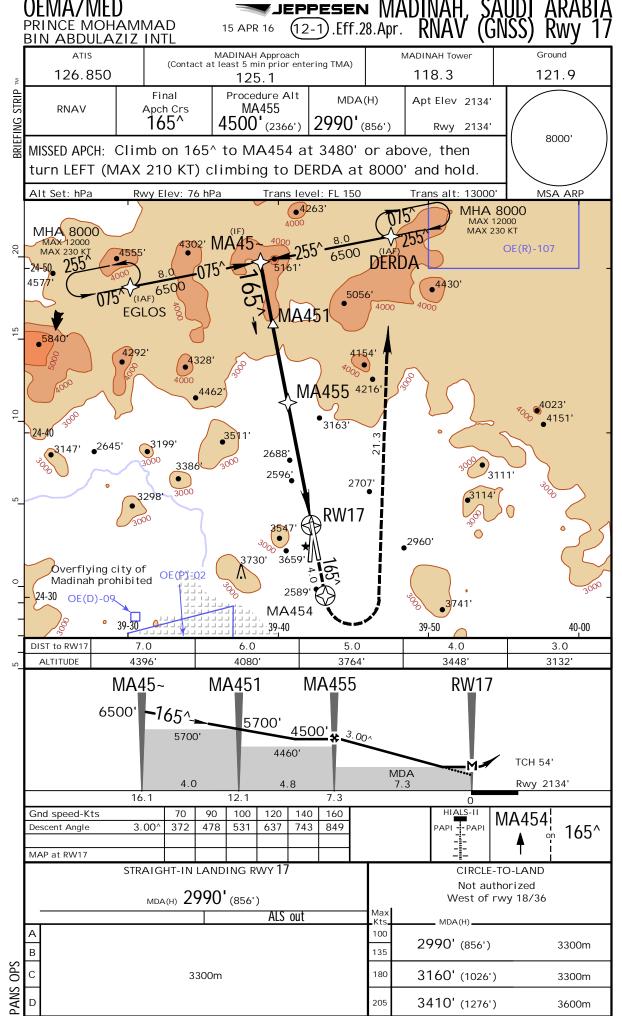
¹ Not authorized West of rwy 18/36 and 17/35.

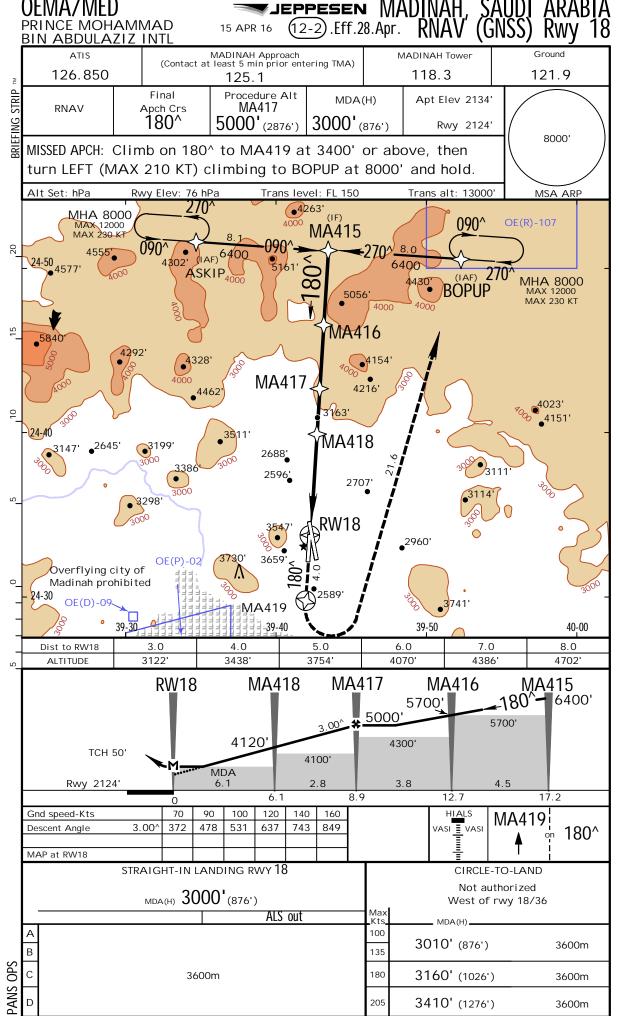
² or higher minimums of preceding straight-in approach.

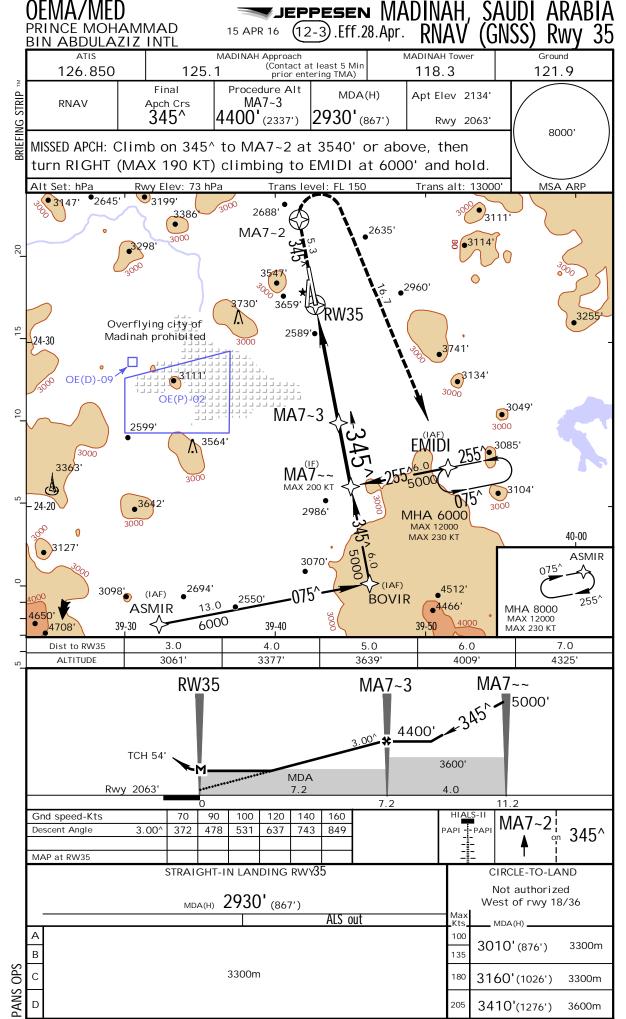


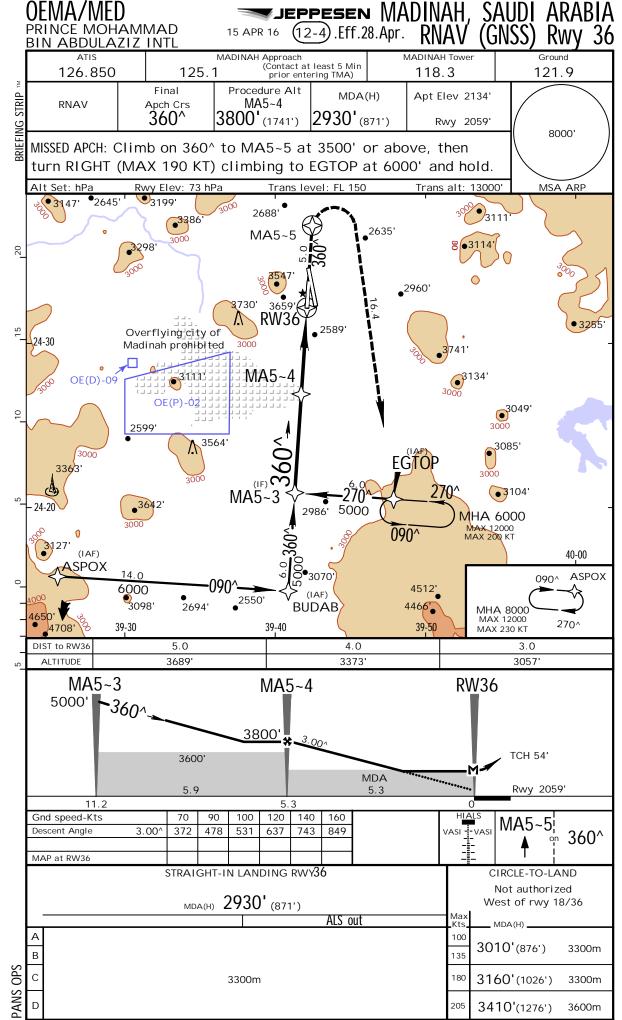


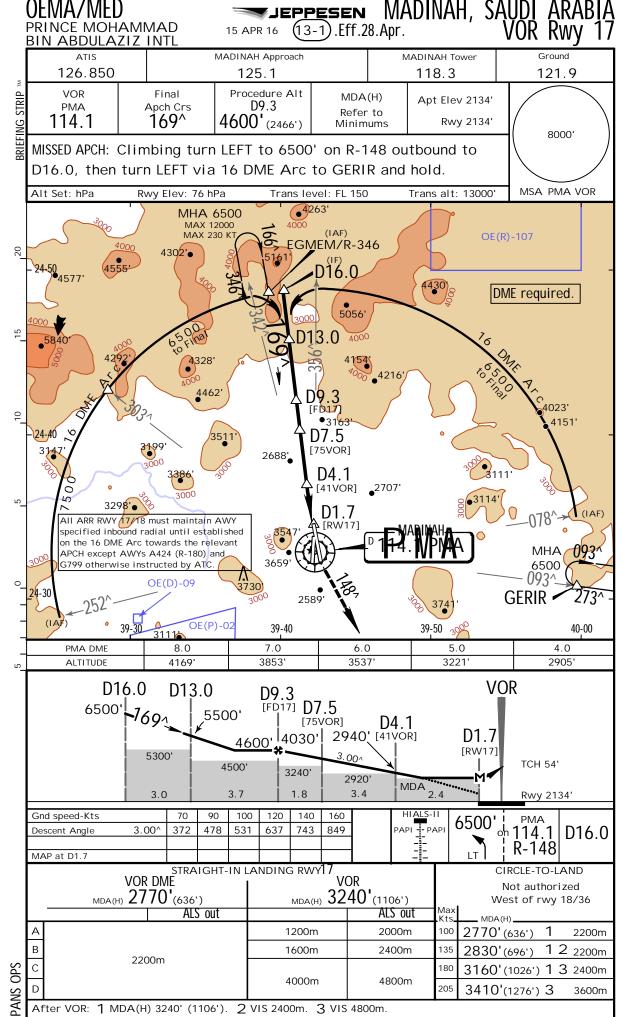


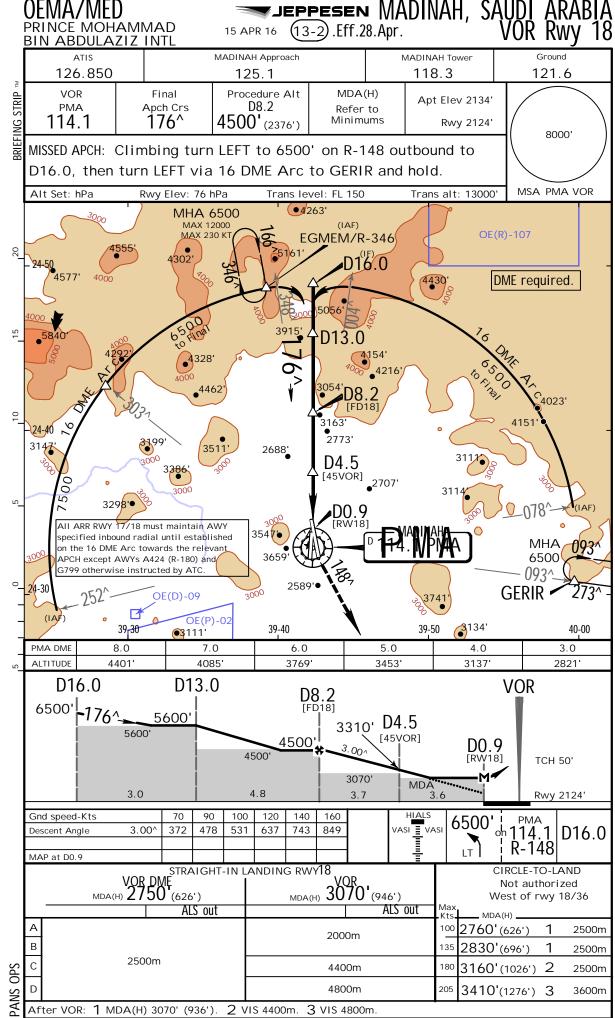


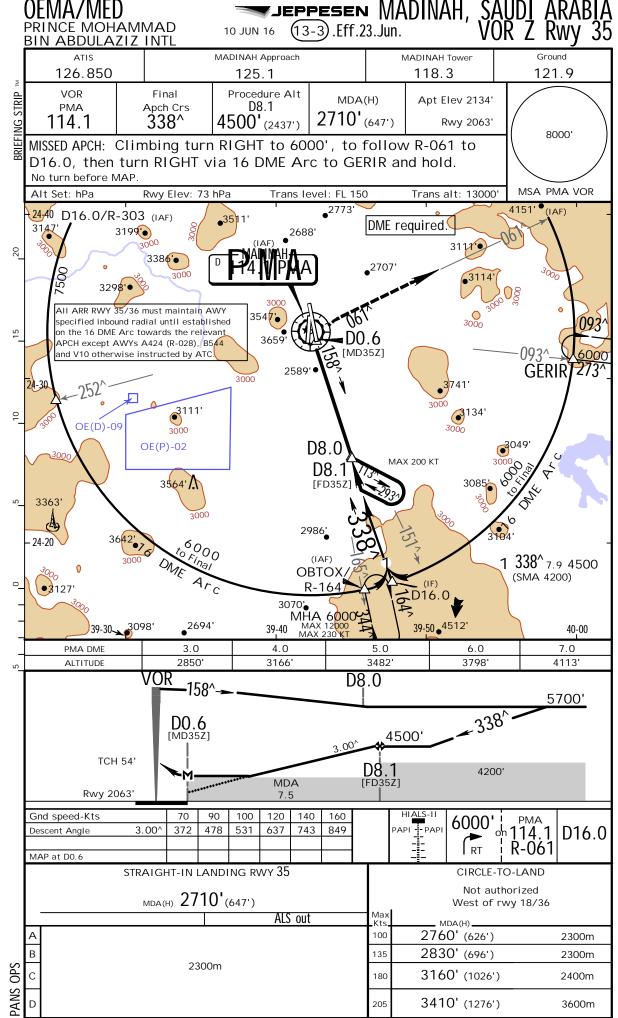


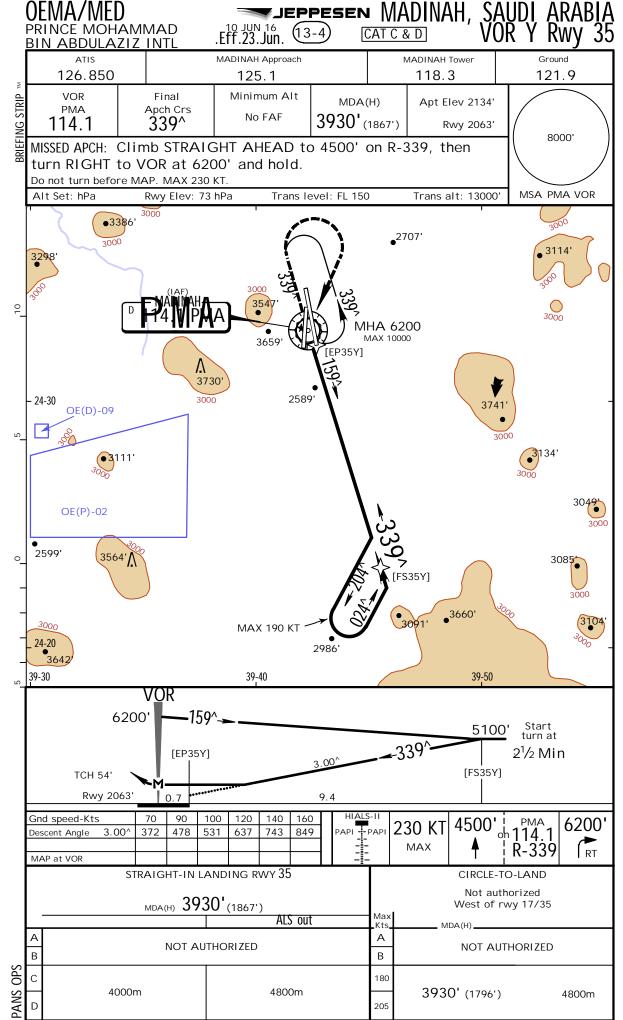


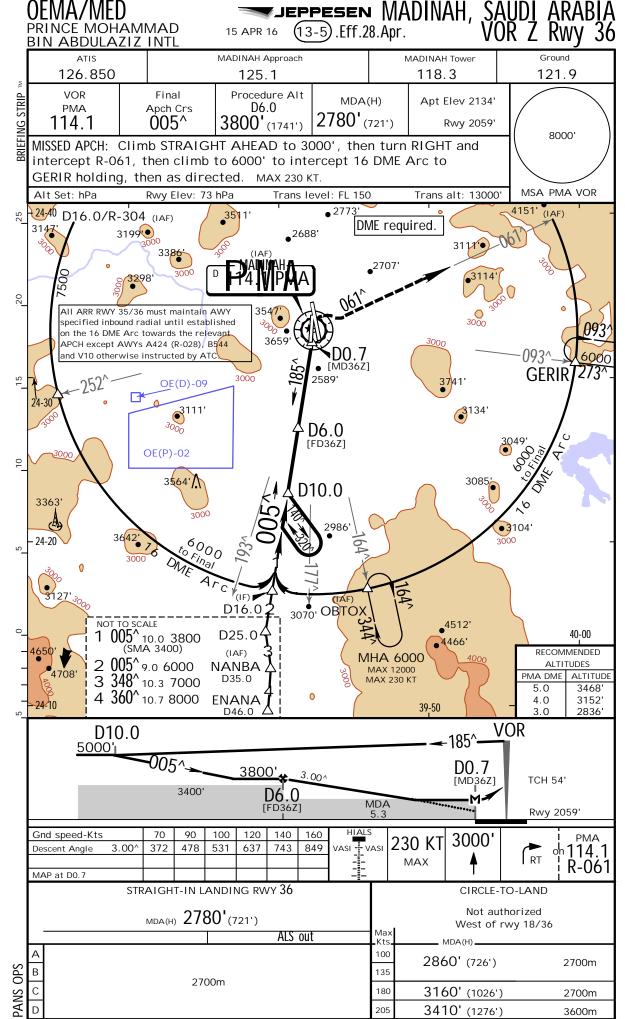




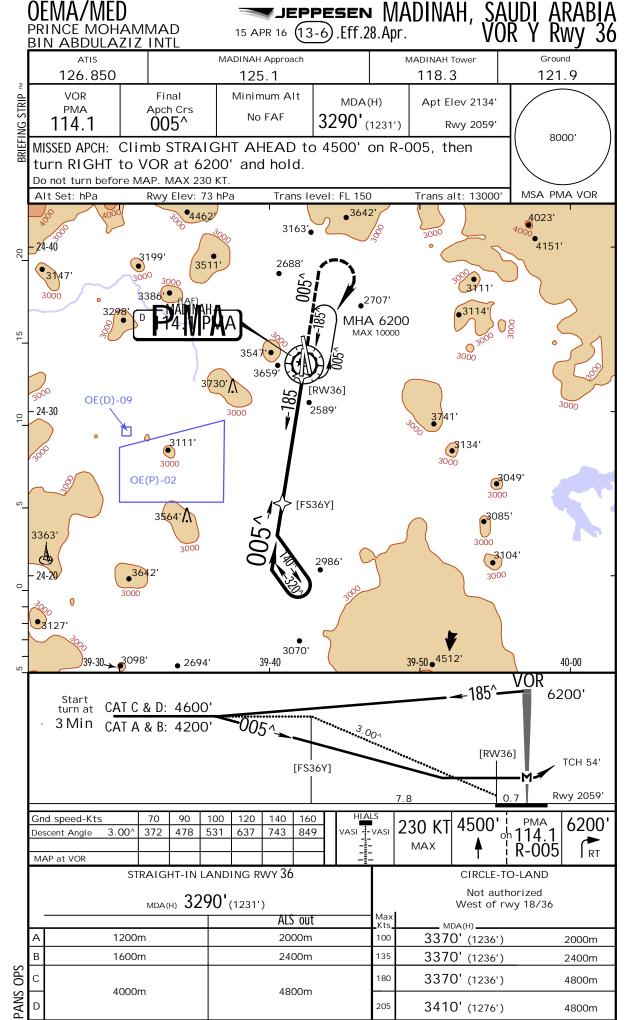








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