

APP	126.425 - 127.825 - 132.950	AD ELEV	312 FT
TWR	118.8 - 120.925 - 122.625	TRANSITION ALTITUDE 12000 FT	
ATIS	128.550		

BRGS are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 6.1°E (2025)

GNSS REQUIRED

REMARKS
 1. RNP APCH approval required,
 2. For RNAV phraseology refer to AIP ENR 1.5,
 3. Procedure description and waypoint list on the verso of the chart.

NOTE: For vertical limits of all P, D, R areas refer to ENR 5.1

SPEED CONTROL
 IAS 160 KNOTS on Final Approach course at 5 NM to touchdown

CAUTION:
 1. ATC will clear the aircraft to the RNP A Approach before IAF (OKIPI),
 2. The aircraft are required to comply with the level and speed restrictions depicted on the procedure
 3. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT),
 4. Aircraft unable to conform to these speeds shall Inform ATC and state what speeds to be used,
 5. Seagull flocks in the vicinity of aerodrome,
 6. Circling approach is not authorized North of the aerodrome.

SCALE : 1 / 500,000

MISSED APPROACH
 - Do not turn to FJ244 before MAPt,
 - Climb on track 238°M, max IAS 200 KTS, at or above 1300 FT turn left direct to FJ244,
 turn left to FJ245. turn left to PAMZA and hold at 4000 FT.

RW24L[A1300+:K200:-L]-**FJ244**[K230:-L]-**FJ245**[K230:-L]-**PAMZA**[A4000:K230:-L]

