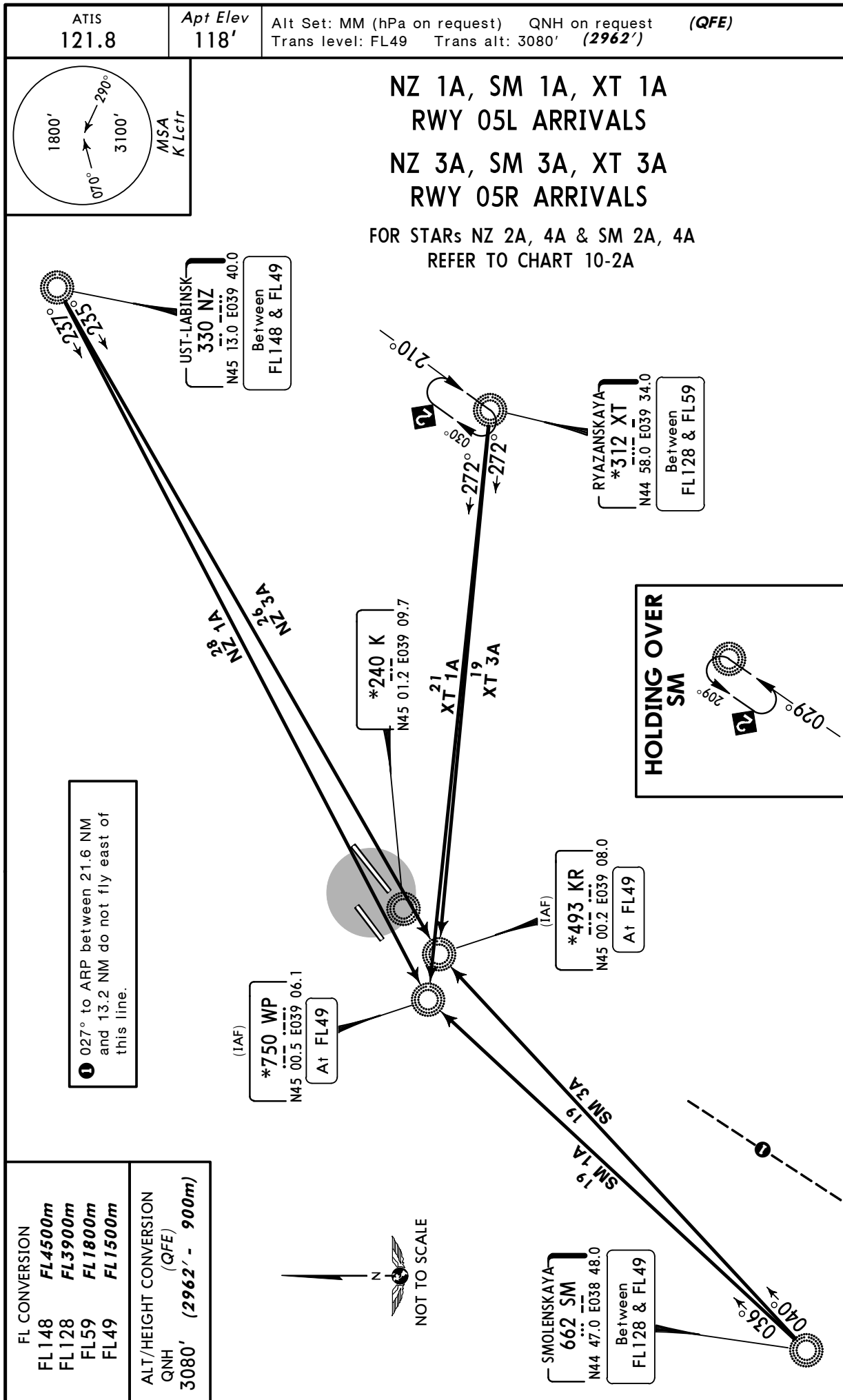


URKK/KRR
PASHKOVSKIY

JEPPESEN
7 NOV 08 10-2 Eff 20 Nov

KRASNODAR, RUSSIA

STAR

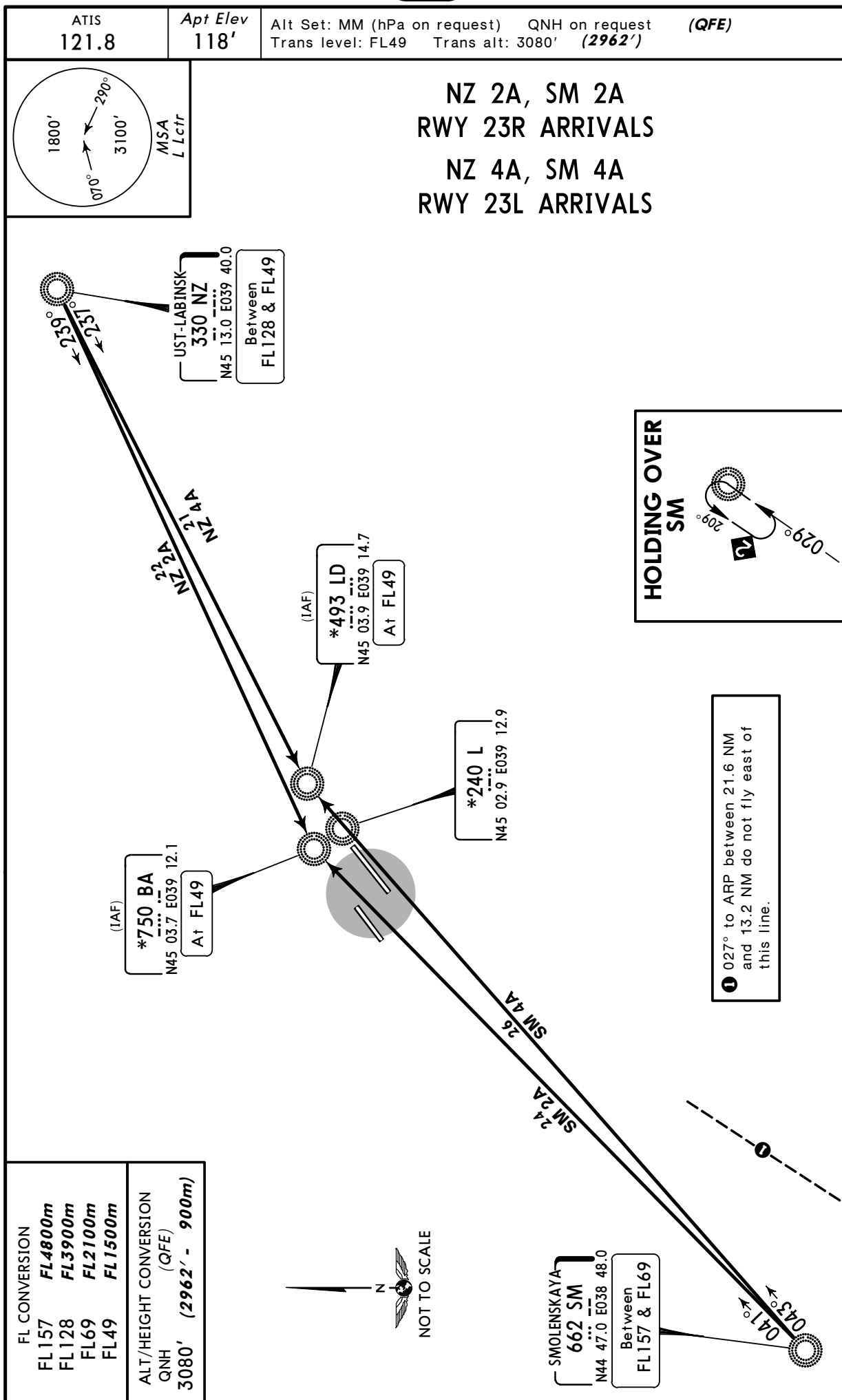


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JEPPESEN
 7 NOV 08 **10-2A** Eff 20 Nov

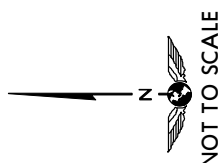
KRASNODAR, RUSSIA

STAR



FL CONVERSION	
FL157	FL4800m
FL128	FL3900m
FL69	FL2100m
FL49	FL1500m

ALT/HEIGHT CONVERSION (QFE)	
QNH	3080' (2962' - 900m)



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7 NOV 08

JEPPESEN

10-2B

Eff 20 Nov

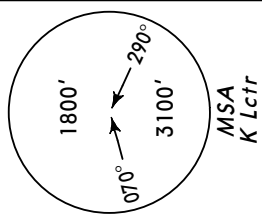
KRASNODAR, RUSSIA

STAR

ATIS
121.8

Apt Elev
118'

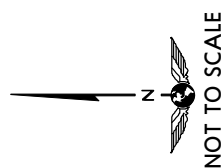
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3080' **(2962')**



SM 1D, XT 1D
RWY 05L ARRIVALS

SM 3D, XT 3D
RWY 05R ARRIVALS

FOR STARS SM 2D, 4D & XT 2D, 4D
REFER TO CHART 10-2C



NOT TO SCALE

*240 K
01.2 E039 09.7

*493 KR
N45 00.2 E039 08.0

*750 WP
N45 00.5 E039 06.1

Intercept
final at
1760'
(1642')

N44 57.0 E038 59.8
A⁺
1760' (1642')

N44 54.8 E038 59.8
A⁺
1760' (1642')

144 56.4 E039 00.8
A[†]
1760' (1642')

N44 51.9 E039 05.0
At
1760' (1642')

XT 3D	At
	1760' (1642')

HOLDINGS OVER

IX

FL89
FL59
FL49

ALT/HEIGHT CONVERSION
(QFE)

QNH	
3080'	(2962' - 900m)
1760'	(1642' - 500m)

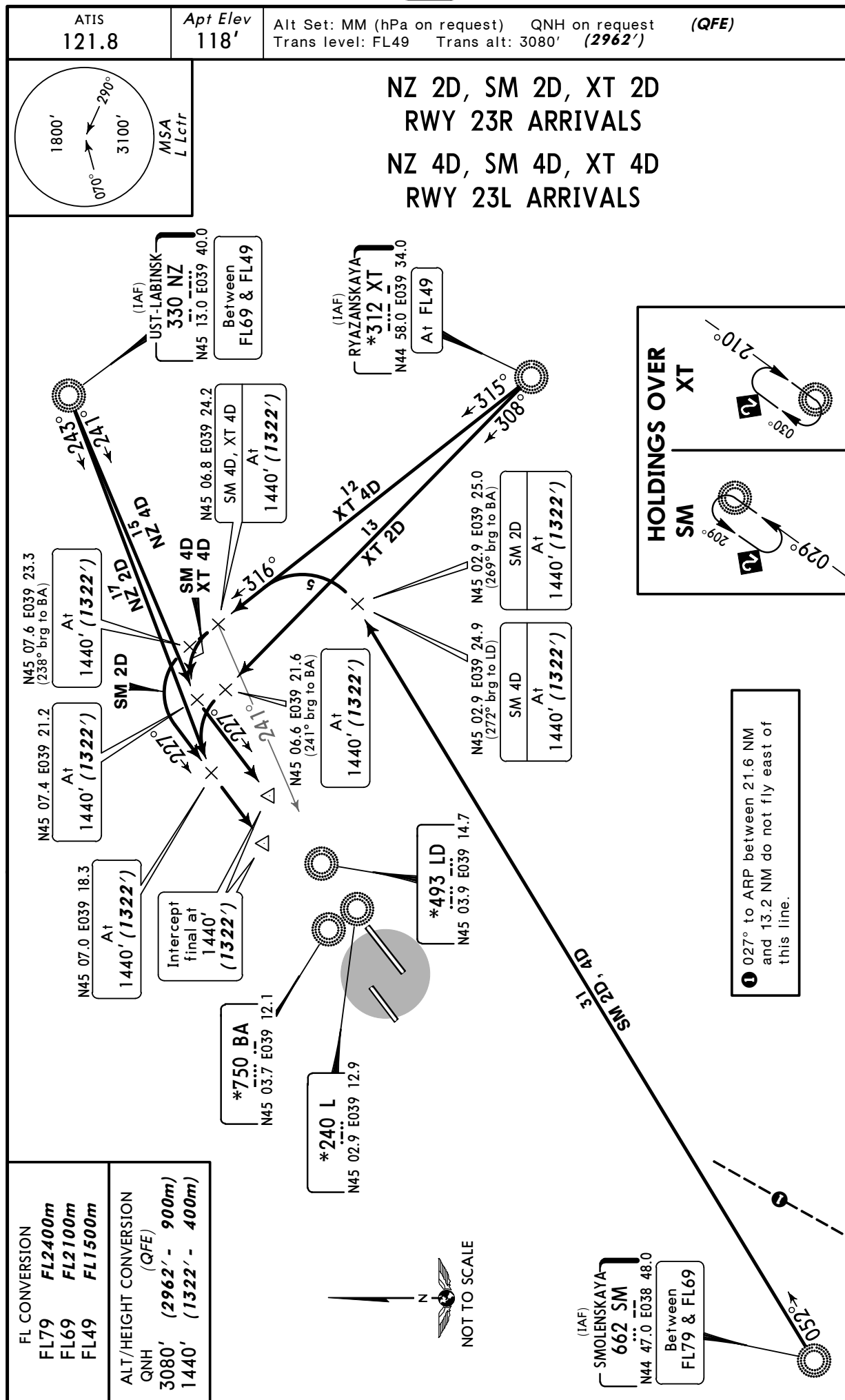
— SMOLENSKAYA
(IAF)
662 SM
N44 47.0 E038 48.0

A+ FL49

URKK/KRR
PASHKOVSKIY

JEPPESSEN
7 NOV 08 10-2C Eff 20 Nov

KRASNODAR, RUSSIA
STAR



URKK/KRR
 PASHKOVSKIY

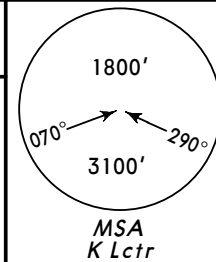
JEPPESEN
 7 NOV 08 10-3 Eff 20 Nov

KRASNODAR, RUSSIA

SID

Apt Elev
 118'

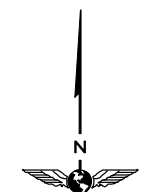
QNH on request (QFE)
 Trans level: FL49 Trans alt: 3080' (2962')



NZ 1C, SM 1C, UH 1C ①, XT 1C
 RWY 05L DEPARTURES

NZ 3C, SM 3C, UH 3C ①, XT 3C
 RWY 05R DEPARTURES

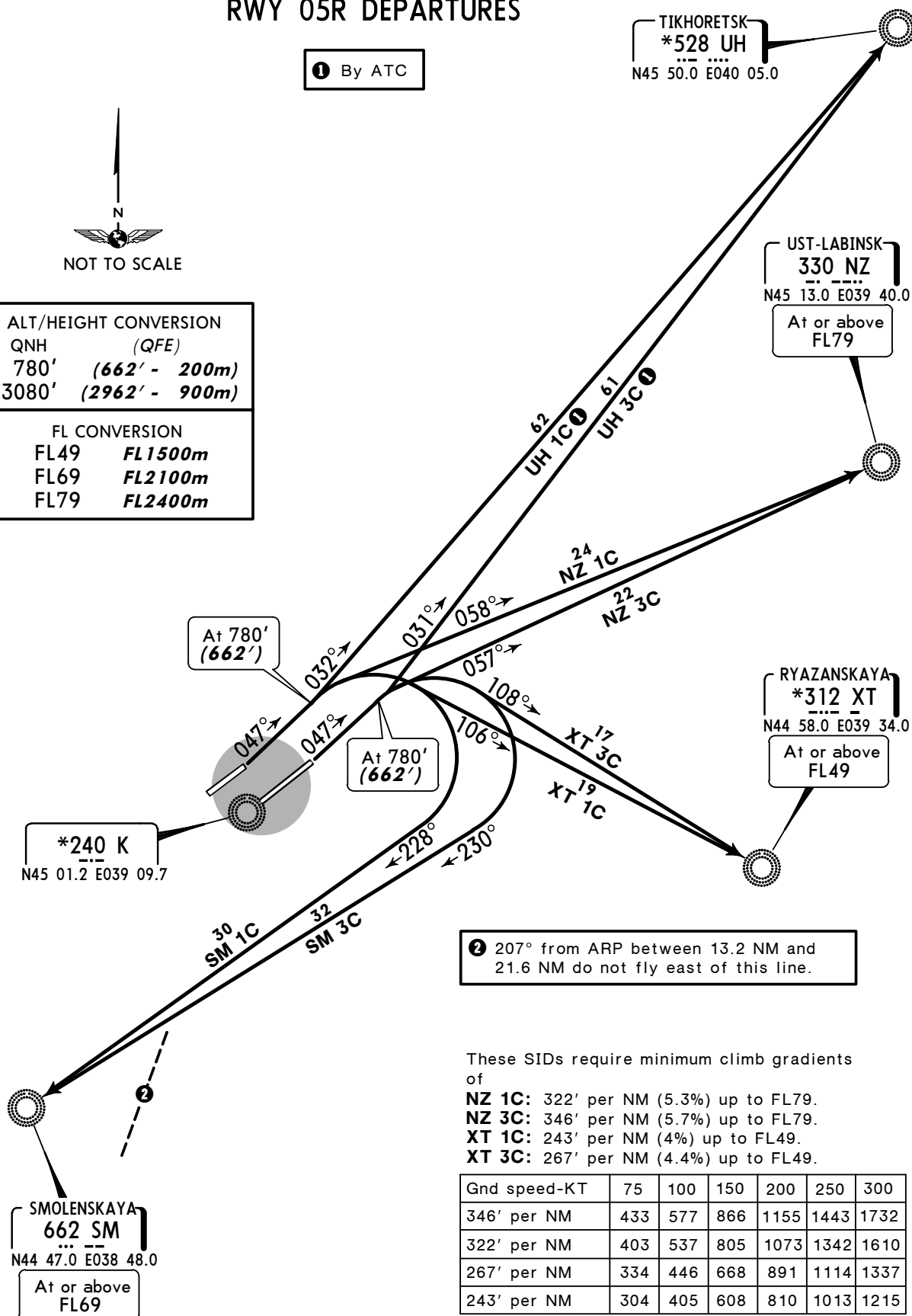
① By ATC



NOT TO SCALE

ALT/HEIGHT CONVERSION
 QNH (QFE)
 780' (662' - 200m)
 3080' (2962' - 900m)

FL CONVERSION
 FL49 FL1500m
 FL69 FL2100m
 FL79 FL2400m



These SIDs require minimum climb gradients of

NZ 1C: 322' per NM (5.3%) up to FL79.
 NZ 3C: 346' per NM (5.7%) up to FL79.
 XT 1C: 243' per NM (4%) up to FL49.
 XT 3C: 267' per NM (4.4%) up to FL49.

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732
322' per NM	403	537	805	1073	1342	1610
267' per NM	334	446	668	891	1114	1337
243' per NM	304	405	608	810	1013	1215

URKK/KRR
PASHKOVSKIY

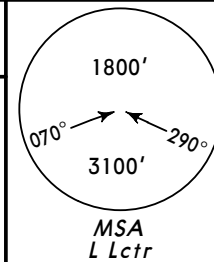
JEPPESSEN
7 NOV 08 (10-3A) Eff 20 Nov

KRASNODAR, RUSSIA

SID

Apt Elev
118'

QNH on request (QFE)
Trans level: FL49 Trans alt: 3080' (2962')



SM 2C, UH 2C ①, XT 2C
RWY 23R DEPARTURES
SM 4C, UH 4C ①, XT 4C
RWY 23L DEPARTURES

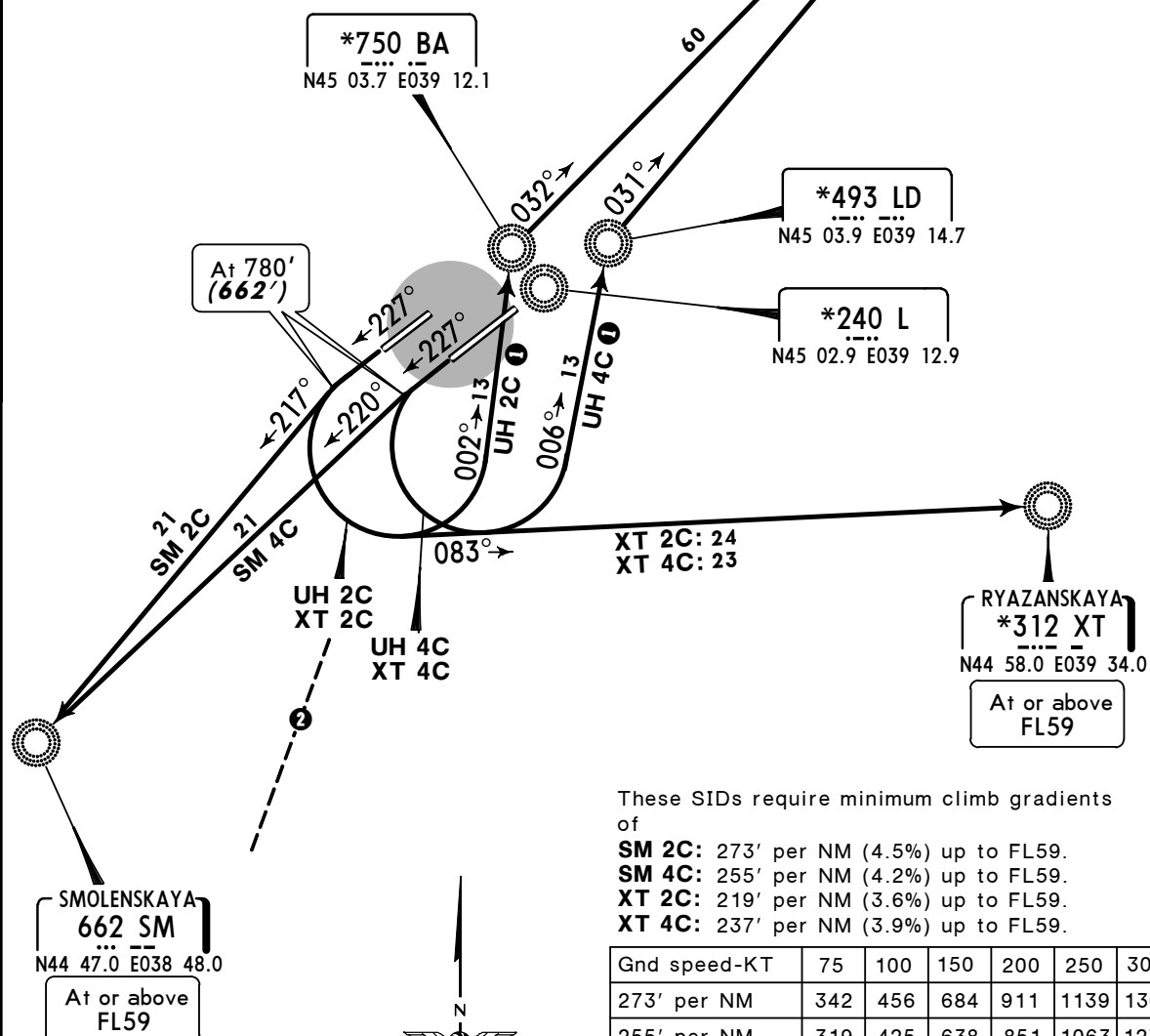
① By ATC

TIKHORETSK
*528 UH
N45 50.0 E040 05.0

ALT/HEIGHT CONVERSION
QNH (QFE)
780' (662' - 200m)
3080' (2962' - 900m)

FL CONVERSION
FL49 FL1500m
FL59 FL1800m

② 207° from ARP between
13.2 NM and 21.6 NM do
not fly east of this line.



These SIDs require minimum climb gradients of

SM 2C: 273' per NM (4.5%) up to FL59.
 SM 4C: 255' per NM (4.2%) up to FL59.
 XT 2C: 219' per NM (3.6%) up to FL59.
 XT 4C: 237' per NM (3.9%) up to FL59.

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367
255' per NM	319	425	638	851	1063	1276
237' per NM	296	395	592	790	987	1185
219' per NM	273	365	547	729	911	1094

URKK/KRR
PASHKOVSKIY

JEPPESEN

28 APR 06

10-4

Eff 11 May

KRASNODAR, RUSSIA
NOISE**NOISE ABATEMENT****GENERAL**

Noise abatement procedures during take-off and approach phases shall be carried out by crews of all aircraft. Deviation from these procedures may be permitted for flight safety reasons or if these procedures do not comply with the Airplane Flight Manual for specified aircraft.

ARRIVALS

During approach phase, all aircraft shall be operated with engines at the same power setting and with flaps set at minimum safe position.

It is recommended to use runway 05L/R when runway-in-use is runway 23 if a maximum allowable tail wind component does not exceed the restrictions established by the Airplane Flight Manual for the specific aircraft and the aircraft proceeding to land at Krasnodar/Pashkovsky AD are at a distance of not less than 54 NM. The decision on carrying out the indicated take-off variant shall be taken by a flight dispatcher. TMA exit in this case shall be executed according to charts established for the runway-in-use.

DEPARTURES

TU-154, TU-134, IL-76, IL-62 aircraft shall take-off from beginning of runway 23R.

When taking-off from runway 05R/23L all Russian-made aircraft shall apply the piloting technique as in accordance with 'Noise Abatement Take-Off' section of the Airplane Flight Manual. Noise abatement shall be achieved owing to climbing after lift-off along the steepest path with subsequent chop throttling of engines to power below the nominal condition and climbing under this power at constant speed ($V_2 = 20$) and with minimum permissible gradient.

At a distance of 2.7 - 3 NM from the beginning of take-off run the crew shall throttle the engines to power providing the vertical rate of climb is 10-13'/sec and after climb of 3080'-3290' the crew shall add engines power to nominal condition and change to a normal flight profile. Other parameters of take-off technique shall be chosen according to the performance diagrams of the Airplane Flight Manual.

All Russian-made aircraft for which there is no section on noise abatement take-off in the Airplane Flight Manual relating to them, and aircraft of foreign types shall carry out take-off from runway 05R/23L using NADP 1 (ICAO Doc 8168, Vol I, Part V, Chap 3).

After take-off of aircraft from runway 05R/23L with further passing NZ, SM or XT NDB, the change to flight profile using the climb gradients recommended on SID charts shall be carried out at 4.9 NM after lift-off.

After day or nighttime take-off of TU-154, TU-134, IL-76, IL-62 and also after take-off of other aircraft in the night-time from runway 05R the turn towards XT or SM NDBs shall be carried out at 4.9 NM from runway; turn radius to SM NDB shall be no less than 2.4 NM.

NIGHTTIME RESTRICTIONS

Between 2200-0700 LT it is prohibited to take-off from runway 23R and to land on runway 05L.

REVERSE THRUST

On both runways during landing the crews, as far as possible, shall not apply reverse thrust especially in the nighttime.

URKK/KRR

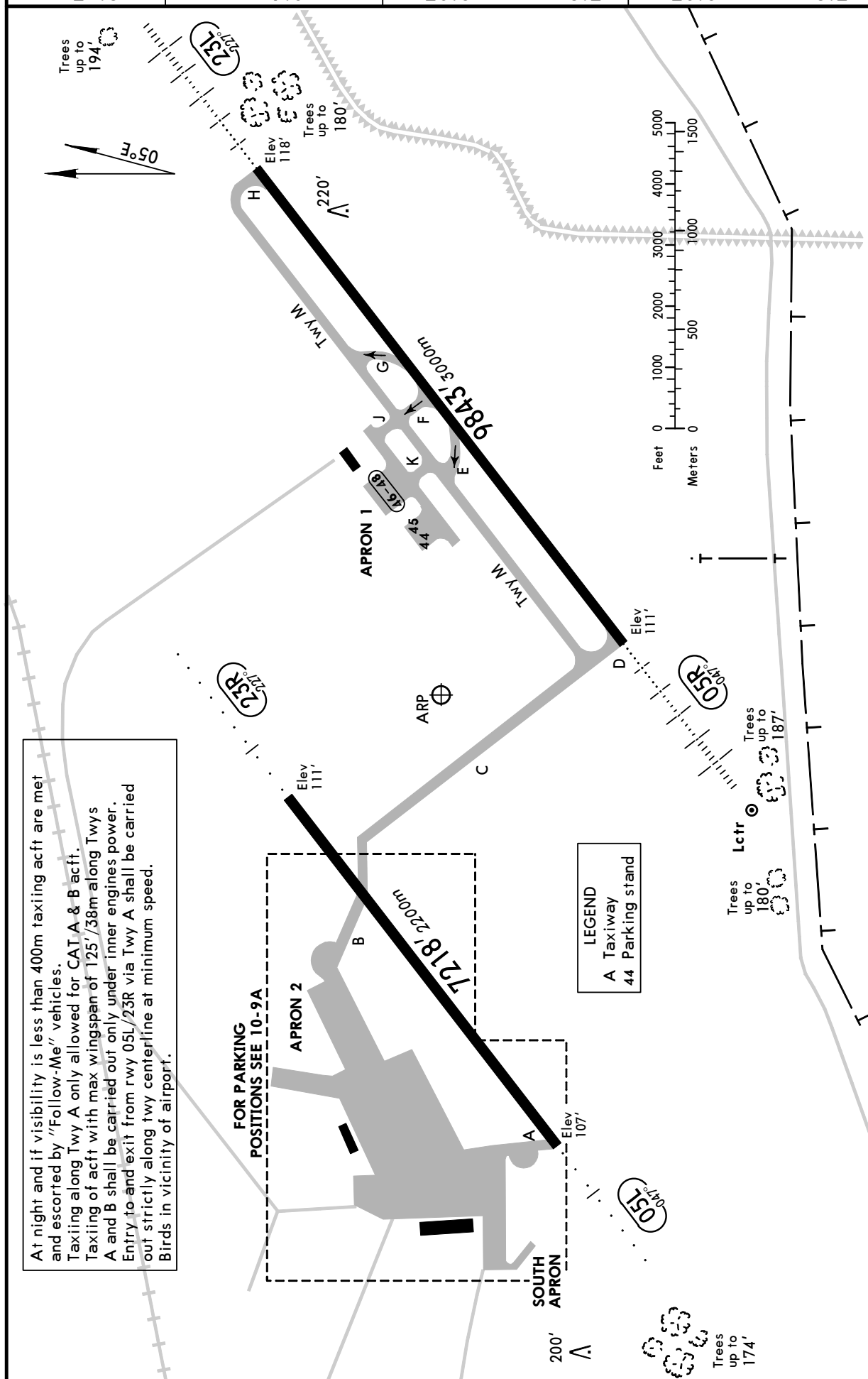
Apt Elev 118'
N45 02.1 E039 10.2

14 MAR 08 (10-9)

KRASNODAR, RUSSIA

PASHKOVSKIY

ATIS	KRASNODAR Taxiing (GND)	KRASNODAR Start (TWR)		Tower	
		Rwy 05L/23R	Rwy 05R/23L	Rwy 05L/23R	Rwy 05R/23L
121.8	119.0	120.6	118.2	120.6	118.2



CHANGES: Twy designations.

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URKK/KRR

JEPPESEN
14 MAR 08 (10-9A)

KRASNODAR, RUSSIA
PASHKOVSKIY

Stands 1, 2, 6 thru 11, 22 thru 27
and Grass stands 1 thru 5 available
for helicopters.

LEGEND

⑤ Grass parking stand

NOT TO SCALE

AIS + MET

TERMINALS

VIP1

VIP2

SOUTH
APRON

APRON 2

RWY 05L/23R

INS COORDINATES

STAND No.

COORDINATES

22, 23	N45 02.2	E039 08.9
24 thru 26	N45 02.2	E039 09.0
27	N45 02.3	E039 09.1

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING	BEYOND		
			Threshold	Glide Slope		
05L			①		①	161'
23R	RL (60m) ALS TDZ	RVR				49m
05R				8824' 2690m		148'
23L	HIRL (60m) HIALS TDZ	RVR		8754' 2668m		45m

① Prohibited to all acft between 2200 - 0700.

TAKE-OFF

AIR CARRIER (JAA)

All Rwy's

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A

B

C

D

250m

300m

400m

URKK/KRR

JEPPESEN

7 NOV 08

10-9X

Eff 20 Nov

JAA MINIMUMS

KRASNODAR, RUSSIA

PASHKOVSKIY

STRAIGHT-IN RWY		A	B	C	D
05L	NDB	550' (443')	550' (443')	NOT APPLICABLE	NOT APPLICABLE
	(with FAF)	R1300m	R1400m		
	ALS out	R1500m	R1500m		
	NDB	820' (713')	820' (713')	NOT APPLICABLE	NOT APPLICABLE
	(w/o FAF)	R1500m	R1500m		
05R	ILS	311' (200')	311' (200')	311' (200')	311' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	460' (349')	460' (349')	460' (349')	460' (349')
	(Radar required)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	460' (349')	460' (349')	460' (349')	460' (349')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	KR LOM	480' (369')	480' (369')	480' (369')	480' (369')
	(with FAF)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	KR LOM	810' (699')	810' (699')	810' (699')	810' (699')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	K LMM	560' (449')	560' (449')	560' (449')	560' (449')
	(with FAF)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	K LMM	810' (699')	810' (699')	810' (699')	810' (699')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
23L	ILS	318' (200')	318' (200')	318' (200')	318' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	470' (352')	470' (352')	470' (352')	470' (352')
	(Radar required)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	470' (352')	470' (352')	470' (352')	470' (352')
	(with FAF)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	810' (692')	810' (692')	810' (692')	810' (692')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	LD LOM	630' (512')	630' (512')	630' (512')	630' (512')
	(with FAF)	R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	LD LOM	810' (692')	810' (692')	810' (692')	810' (692')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	L LMM	630' (512')	630' (512')	630' (512')	630' (512')
	(with FAF)	R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	L LMM	880' (762')	880' (762')	880' (762')	880' (762')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

① LMM out: NOT AUTHORIZED.

CHANGES: Minimums.

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URKK/KRR

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7 NOV 08

10-9X1

Eff 20 Nov

JAA MINIMUMS

KRASNODAR, RUSSIA

PASHKOVSKIY

STRAIGHT-IN RWY		A	B	C	D
23R	NDB	480' (369')	480' (369')	NOT APPLICABLE	NOT APPLICABLE
	(with FAF)	R1300m	R1400m		
	ALS out	R1500m	R1500m		
	NDB	810' (699')	810' (699')	NOT APPLICABLE	NOT APPLICABLE
	(w/o FAF)	R1500m	R1500m		

TAKE-OFF RWY 05L/23R

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			
NOT APPLICABLE			

TAKE-OFF RWY 05R/23L

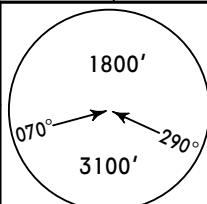
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D			
300m			

URKK/KRR
PASHKOVSKIY

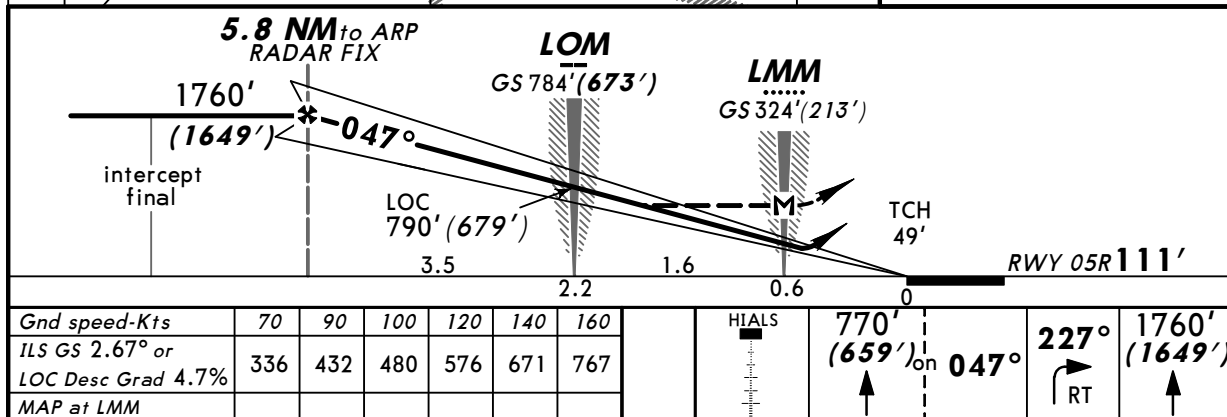
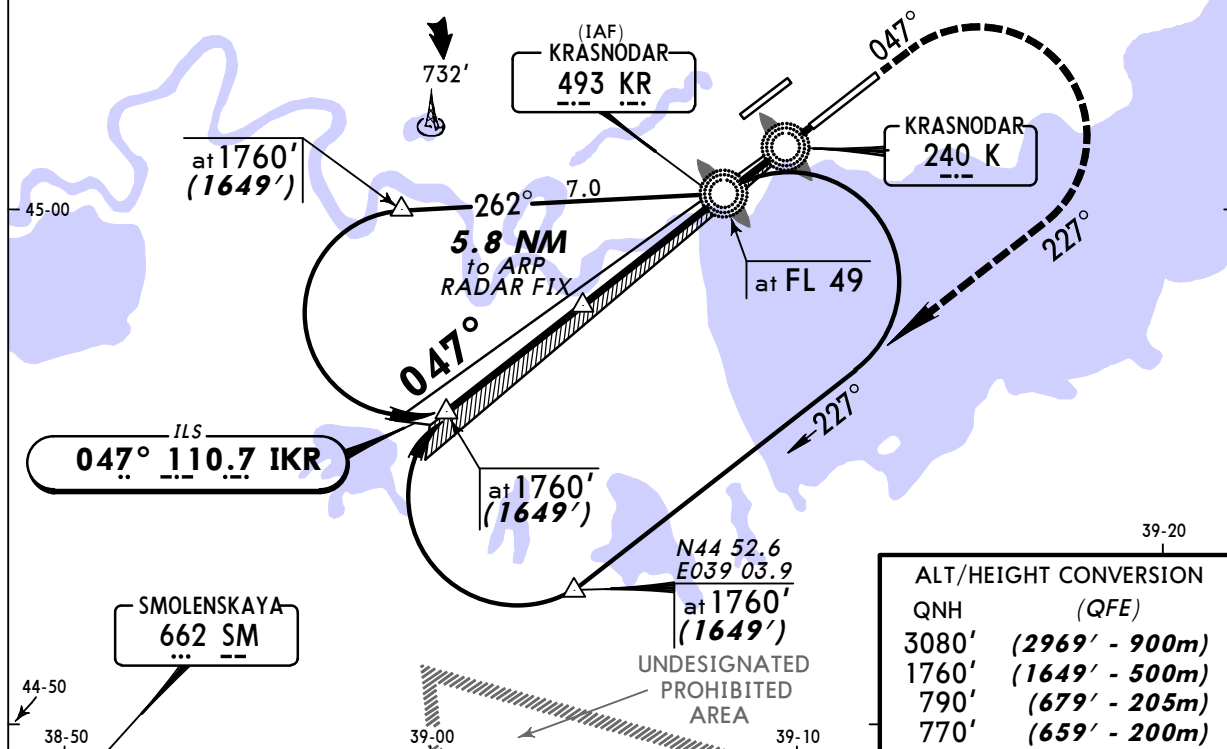
JEPPESEN
7 NOV 08 **11-1** Eff 20 Nov

KRASNODAR, RUSSIA
ILS or LOC Rwy 05R

BRIEFING STRIP

ATIS	KRASNODAR (0500-1900) 010°-155°①	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) 155°-010°①	KRASNODAR Radar	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	118.2	118.2	119.0
LOC IKR 110.7	Final Apch Crs 047°	GS LOM 784'(673')	ILS DA(H) 311'(200')	Apt Elev 118' RWY 111'	 MSA K Lctr		
MISSED APCH: Climb on 047° to 770'(659'), then turn RIGHT onto 227° climbing to 1760'(1649'), then according to chart.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49		Trans alt: 3080'(2969')	
Radar control required for LOC (GS out).							

① from SM NDB



STRAIGHT-IN LANDING RWY 05R					
ILS DA(H) 311'(200')			LOC (GS out) MDA(H) 460'(349')		
FULL		ALS out	LMM out		ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
B					
C					
D					
					RVR 1800m VIS 2000m

PANS OPS

URKK/KRR
PASHKOVSKIY

JEPPESEN

7 NOV 08 (11-2) Eff 20 Nov

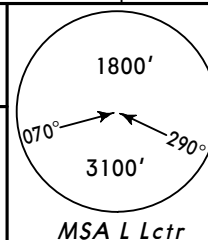
KRASNODAR, RUSSIA
ILS or LOC Rwy 23L

BRIEFING STRIP

ATIS	KRASNODAR (0500-1900) 010°-155°①	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) 155°-010°①	KRASNODAR Radar	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	118.2	118.2	119.0

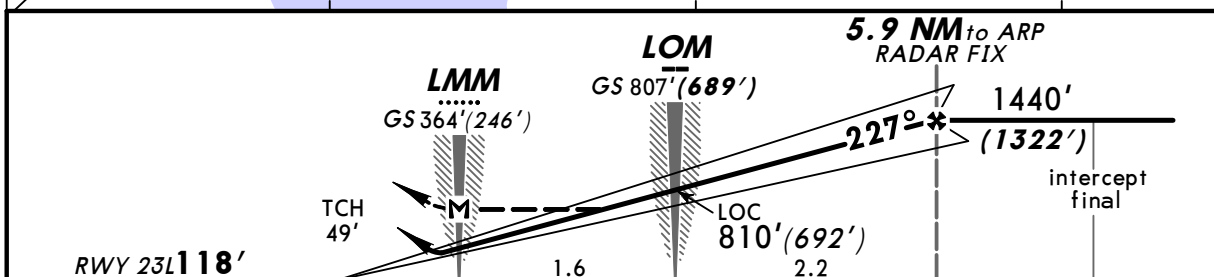
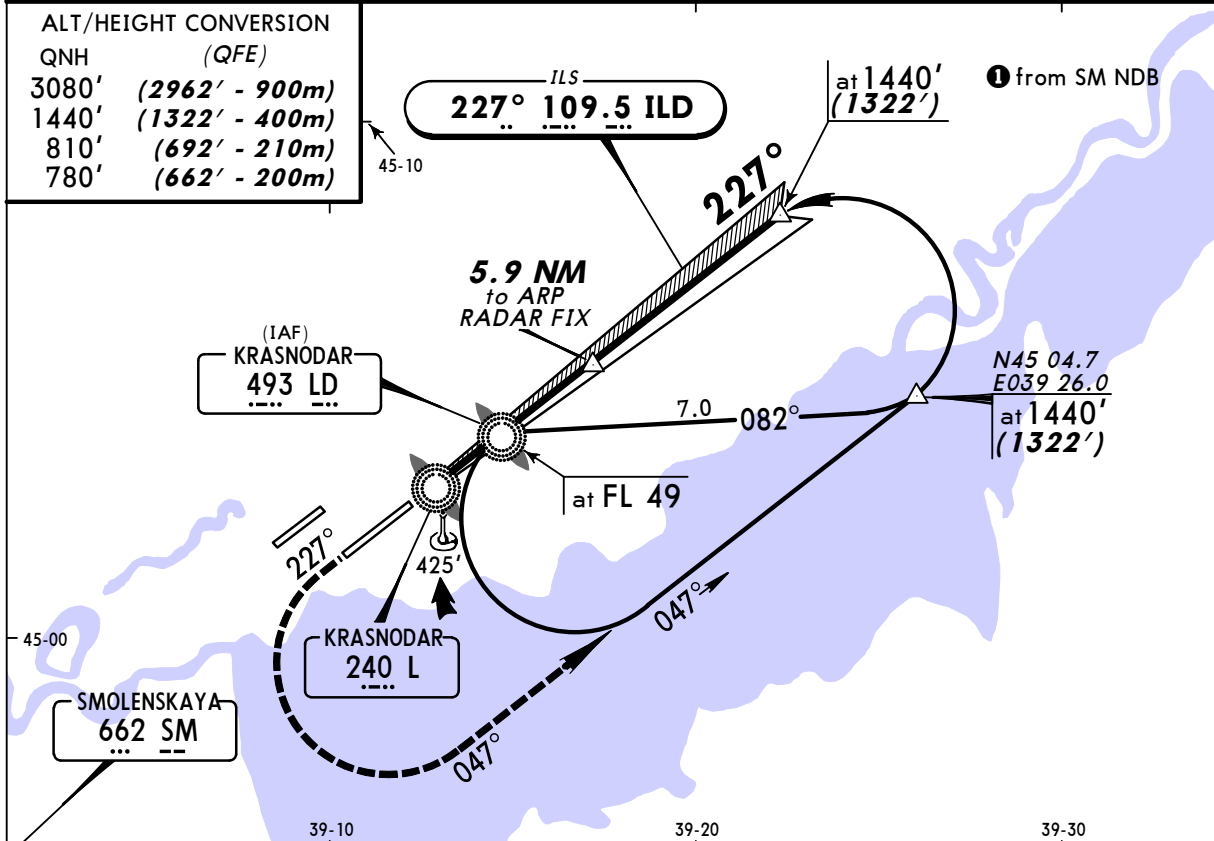
LOC ILD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	118'
109.5	227°	807' (689')	318' (200')	RWY	118'

MISSED APCH: Climb on 227° to 780' (662'), then turn LEFT onto 047° climbing to 1440' (1322'), then according to chart.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080' (2962')

ALT/HEIGHT CONVERSION	QNH	(QFE)
3080'	(2962' - 900m)	
1440'	(1322' - 400m)	
810'	(692' - 210m)	
780'	(662' - 200m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	780' (662') on 227°	047° LT	1440' (1322')
ILS GS 2.67° or LOC Desc Grad 4.7%	336	432	480	576	671	767				
MAP at LMM										

STRAIGHT-IN LANDING RWY 23L					
ILS			LOC (GS out)		
DA(H) 318' (200')			MDA(H) 470' (352')		
FULL	ALS out		LMM out	ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
D			1200m		RVR 1800m VIS 2000m

PANS OPS

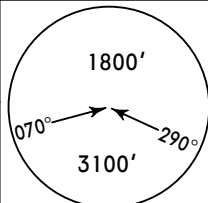
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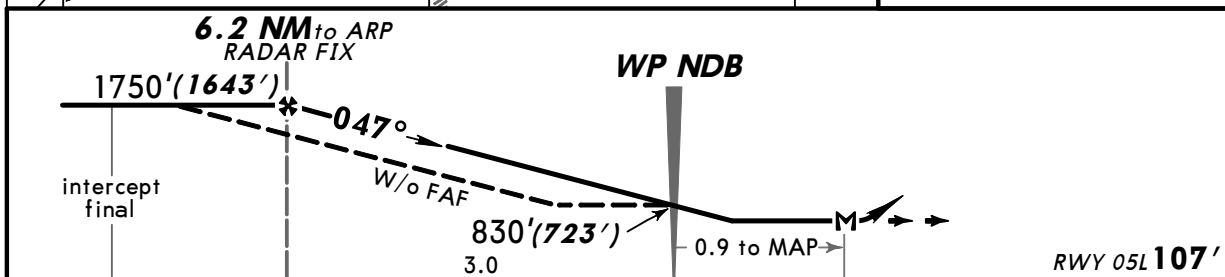
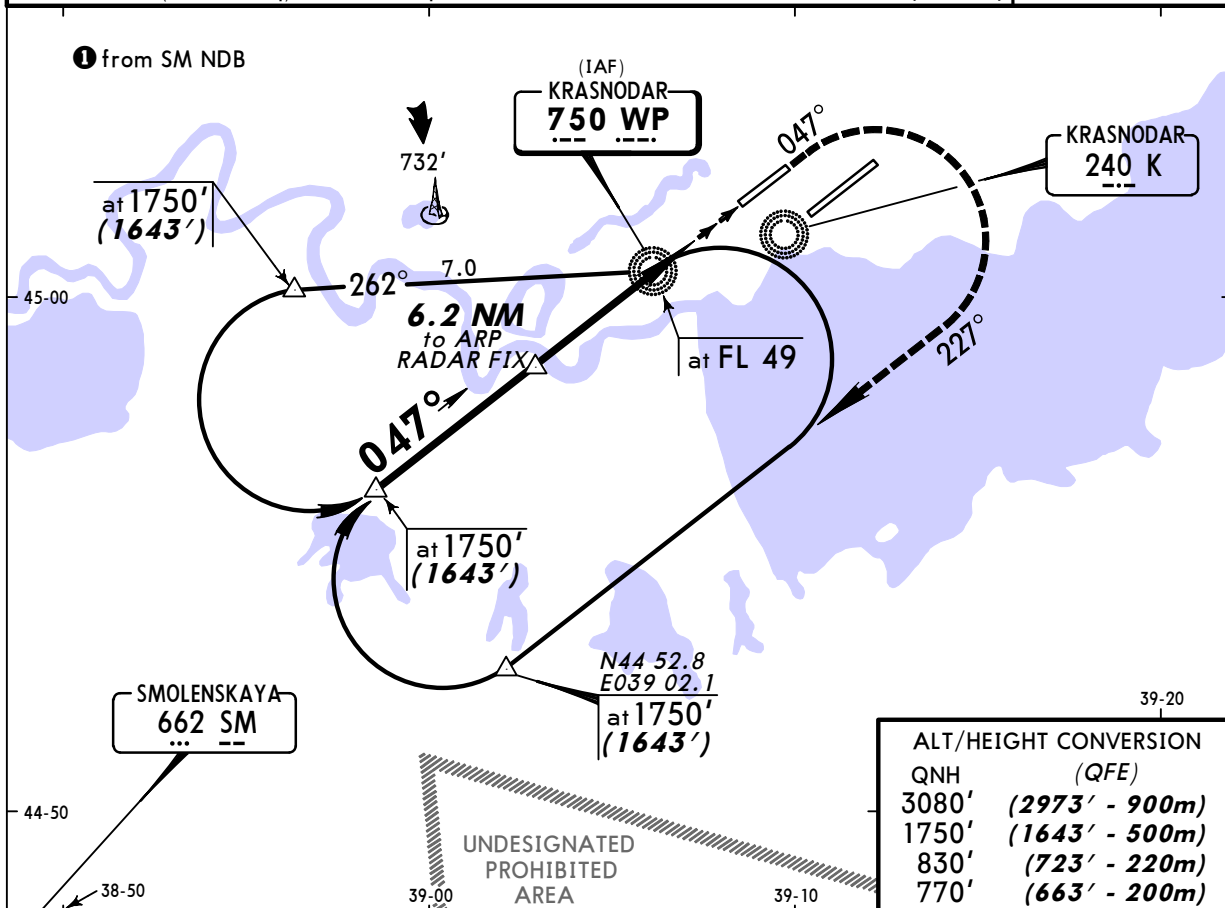
JEPPESEN

KRASNODAR, RUSSIA
NDB Rwy 05L

7 NOV 08
Eff 20 Nov 16-1 CAT A & B

BRIEFING STRIP

ATIS	KRASNODAR (0500-1900) 010°-155°	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) 155°-010°	KRASNODAR Radar	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	120.6	120.6	119.0
NDB WP 750	Final Apch Crs 047°	Minimum Alt 6.2 NM to ARP 1750' (1643')	MDA(H) (CONDITIONAL) 550' (443')	Apt Elev 118' RWY 107'			
MISSED APCH: Climb on 047° to 770' (663'), then turn RIGHT onto 227° climbing to 1750' (1643'), then according to chart.							Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080' (2973') MSA K Lctr



Gnd speed-Kts	70	90	100	120	140	160	ALS	770' (663') on 047°	227° RT	1750' (1643')
Descent Gradient 5.2%	369	474	527	632	737	843	...			
NDB to MAP	0.9	0:46	0:36	0:32	0:27	0:23	0:20			

STRAIGHT-IN LANDING RWY 05L			
With FAF		W/o FAF	
MDA(H) 550' (443')		MDA(H) 820' (713')	
ALS out		ALS out	
A	2200m	2200m	
B			
C	NOT APPLICABLE		
D			

PANS OPS

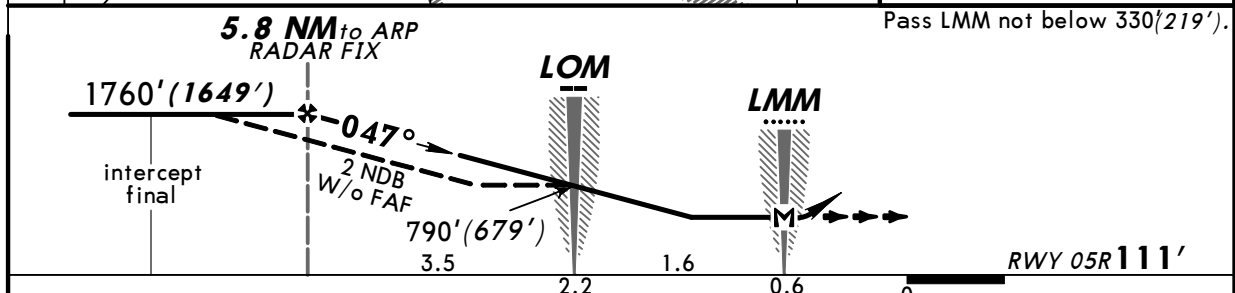
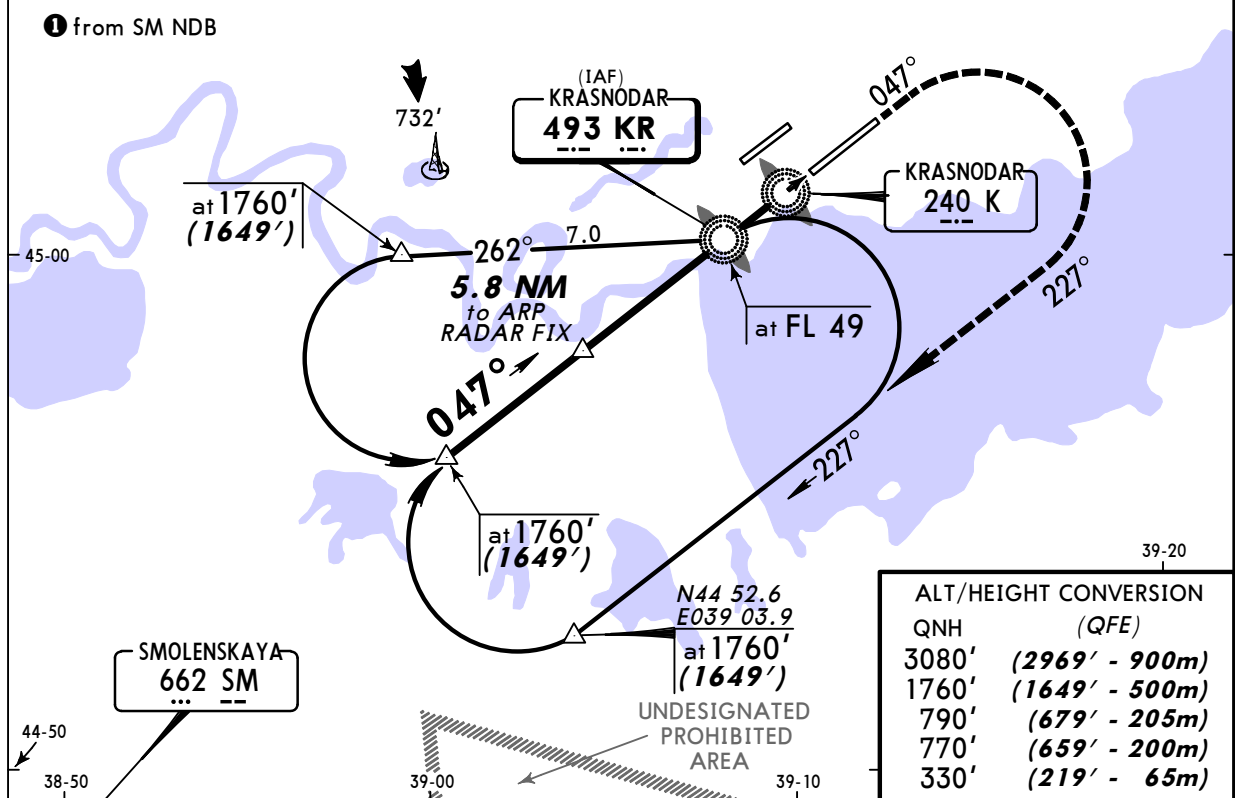
URKK/KRR
PASHKOVSKIY

JEPPesen
7 NOV 08 (16-2) Eff 20 Nov

KRASNODAR, RUSSIA
2 NDB Rwy 05R

BRIEFING STRIP

ATIS	KRASNODAR (0500-1900) 010°-155°①	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) 155°-010°①	KRASNODAR Radar	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	118.2	118.2	119.0
NDB KR 493	Final Apch Crs 047°	Minimum Alt 5.8 NM to ARP 1760' (1649')	MDA(H) Refer to Minimums	Apt Elev 118' RWY 111'	 MSA K Lctr		
MISSED APCH: Climb on 047° to 770' (659'), then turn RIGHT onto 227° climbing to 1760' (1649'), then according to chart.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49		Trans alt: 3080' (2969')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS		770' (659') on 047°	227° RT	1760' (1649')
Descent Gradient 4.7%	333	428	476	571	666	762					
2 NDB: MAP at LMM											

2 NDB		KR LOM		K LMM	
MDA(H)	460' (349')	With FAF MDA(H)	480' (369')	With FAF MDA(H)	560' (449')
ALS out		ALS out		ALS out	
A					
B	1200m RVR 1500m VIS 1600m	1300m	2100m	1900m	3200m
C				2700m	
D	RVR 1500m RVR 1800m VIS 1600m VIS 2000m	1700m	3200m 3600m	2300m	3200m 3600m

PANS OPS

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7 NOV 08

16-3

Eff 20 Nov

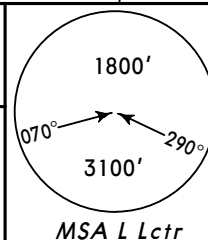
KRASNODAR, RUSSIA
2 NDB Rwy 23L

BRIEFING STRIP

ATIS	KRASNODAR (0500-1900) 010°-155°①	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) 155°-010°①	KRASNODAR Radar	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	118.2	118.2	119.0

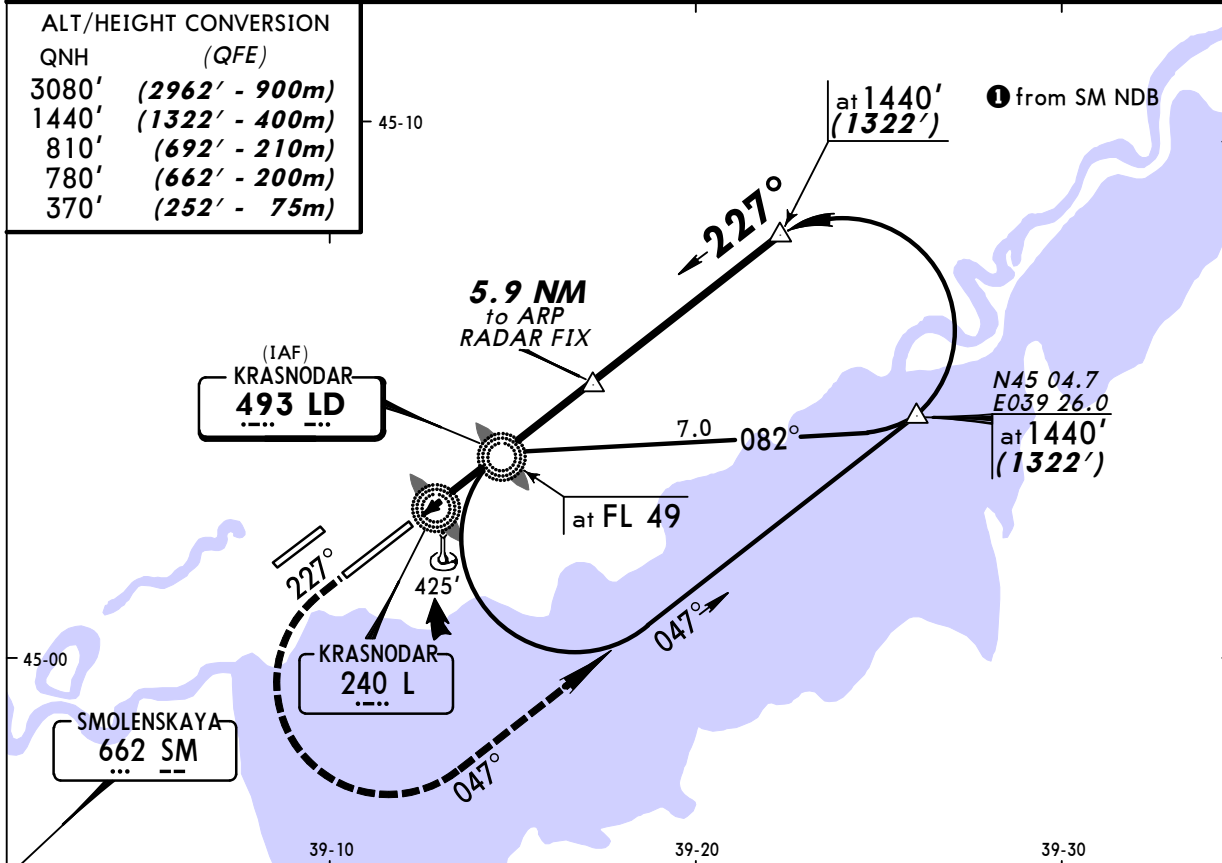
NDB LD	Final Apch Crs	Minimum Alt 5.9 NM to ARP 1440' (1322')	MDA(H) Refer to Minimums	Apt Elev 118' RWY 118'
493	227°			

MISSED APCH: Climb on 227° to 780' (662'), then turn LEFT onto 047° climbing to 1440' (1322'), then according to chart.

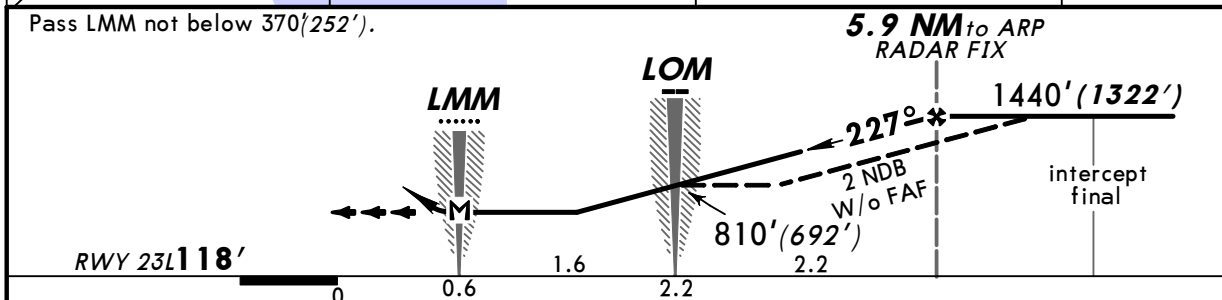


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080' (2962')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3080'	(2962' - 900m)
1440'	(1322' - 400m)
810'	(692' - 210m)
780'	(662' - 200m)
370'	(252' - 75m)



Pass LMM not below 370' (252').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	780' (662') on 227°	047° LT	1440' (1322')
Descent Gradient 4.7%	333	428	476	571	666	762				
2 NDB: MAP at LMM										

STRAIGHT-IN LANDING RWY 23L

2 NDB		LD LOM		L LMM	
With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)
470' (352')	810' (692')	630' (512')	810' (692')	630' (512')	880' (762')
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
A					
B	1200m	R1500m V1600m	3200m	2300m	3200m
C			3100m		3100m
D	R1500m V1600m	R1800m V2000m	3200m 3600m	2700m	3600m 4000m

PANS OPS

URKK/KRR
PASHKOVSKIY

JEPPESEN

7 NOV 08

Eff 20 Nov

16-4

CAT A & B

KRASNODAR, RUSSIA
NDB Rwy 23R

BRIEFING STRIP

ATIS	KRASNODAR (0500-1900) 010°-155°	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) 155°-010°	KRASNODAR Radar	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	120.6	120.6	119.0

NDB BA 750	Final Apch Crs 227°	Minimum Alt 4.0 NM to ARP 1430' (1319')	MDA(H) (CONDITIONAL) 480' (369')	Apt Elev 118' RWY 111'
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MISSED APCH: Climb on 227° to 770' (659'), then turn LEFT onto 047° climbing to 1430' (1319'), then according to chart.

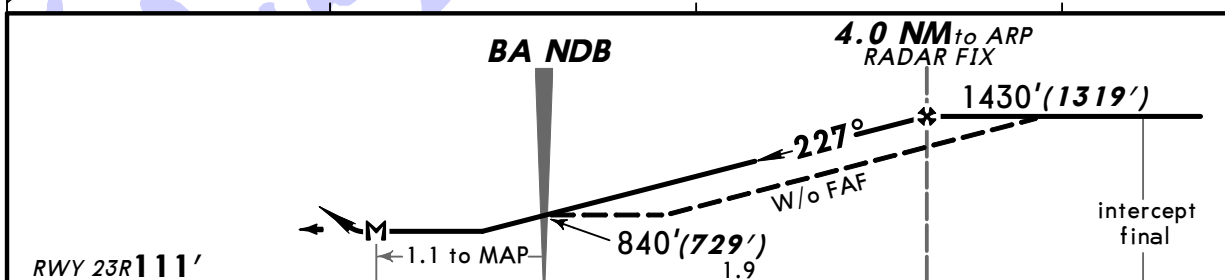
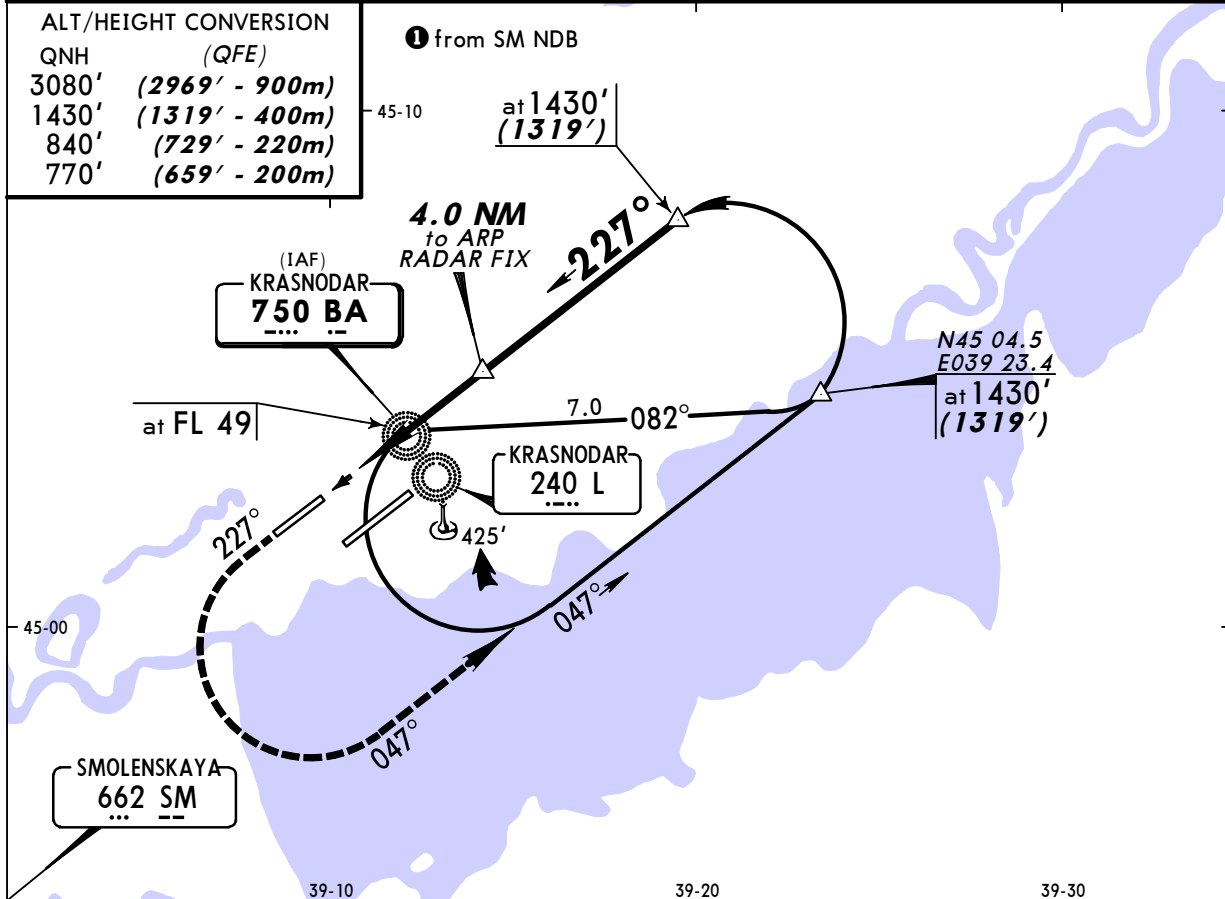
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080' (2969')

MSA L Ctr

ALT/HEIGHT CONVERSION

QNH	(QFE)
3080'	(2969' - 900m)
1430'	(1319' - 400m)
840'	(729' - 220m)
770'	(659' - 200m)

① from SM NDB



Gnd speed-Kts	70	90	100	120	140	160	ALS	770' (659') on 227°	047° LT	1430' (1319')
Descent Gradient 5.2%	369	474	527	632	737	843	...	...	...	...
BA NDB to MAP	1.1	0:57	0:44	0:40	0:33	0:28	0:25	...	...	...

STRAIGHT-IN LANDING RWY 23R

With FAF	W/o FAF
MDA(H) 480' (369')	MDA(H) 810' (699')
ALS out	ALS out
A RVR 1500m VIS 1600m	RVR 1500m VIS 1600m

C	NOT APPLICABLE
D	NOT APPLICABLE

PANS OPS