

Page 1

Changed chart(s) since Disc 16-2010

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 16-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UAFM

General Info

Bishkek, KGZ

N 43° 03.7' E 74° 28.7' Mag Var: 5.1°E

Elevation: 2090'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+6:00 uses DST

Runway Info

Runway 08-26 13792' x 180' concrete

Runway 08 (75.0°M) TDZE 2090'

Lights: Edge, ALS, Centerline, TDZ

Runway 26 (255.0°M) TDZE 2055'

Lights: Edge, ALS, Centerline, TDZ

Communications InfoBishkek Tower **124.0** SecondaryBishkek Tower **118.1**Bishkek Taxiing Ground Control **124.0** SecondaryBishkek Taxiing Ground Control **121.7**Bishkek Approach Control **124.6**Bishkek Approach Control **124.0** SecondaryBishkek Krug Radar **124.0** SecondaryBishkek Krug Radar **120.3****Notebook Info**

**UAFM/FRU
MANAS**

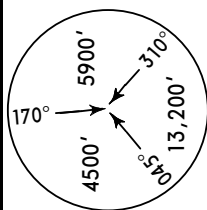
JEPPESSEN
7 DEC 07 (10-2)

BISHKEK, KYRGYZSTAN

STAR

Apt Elev
2090'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL59 Trans alt: 4390' (2300')



HOLDING OVER KALIN

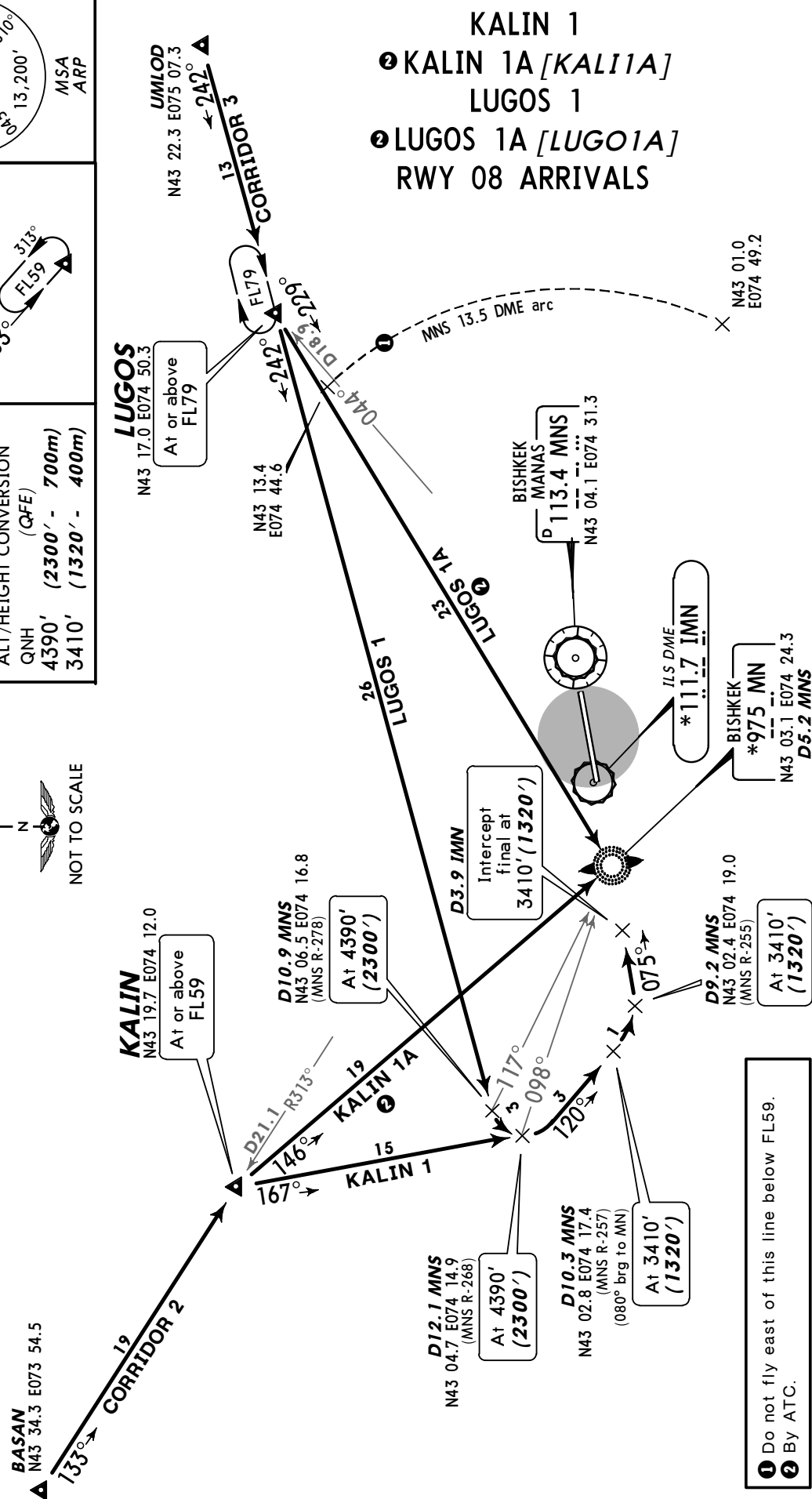
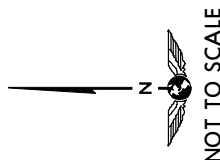


FL CONVERSION

FL79	FL2400m
FL59	FL1800m

ALT/HEIGHT CONVERSION

QNH	(QFE)
4390'	(2300' - 700m)
3410'	(1320' - 400m)



1 Do not fly east of this line below FL59.
2 By ATC.

UAFM/FRU
MANAS

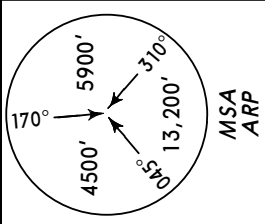
JEPPESSEN
7 DEC 07 **(10-2A)**

BISHKEK, KYRGYZSTAN

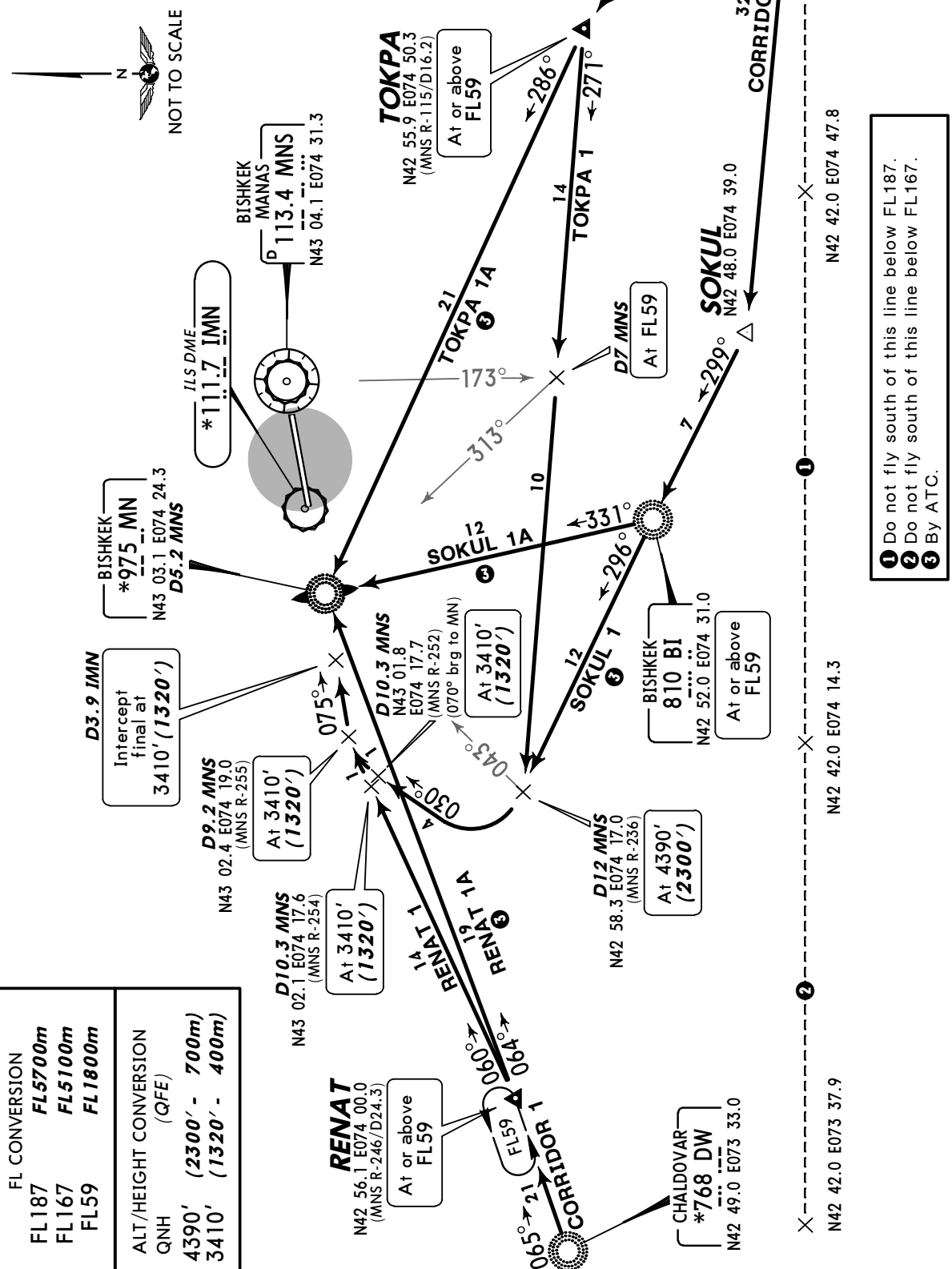
STAR

Apt Elev
2090'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL59 Trans alt: 4390' (**2300'**)



RENAT 1
③ **RENAT 1A [RENA1A]**
③ **SOKUL 1**
③ **SOKUL 1A [SOKU1A]**
TOKPA 1
③ **TOKPA 1A [TOKP1A]**
RWY 08 ARRIVALS



FL CONVERSION	
FL187	FL5700m
FL167	FL5100m
FL59	FL1800m
ALT/HEIGHT CONVERSION (QFE)	
4390'	(2300' - 700m)
3410'	(1320' - 400m)

UAFM/FRU
MANAS

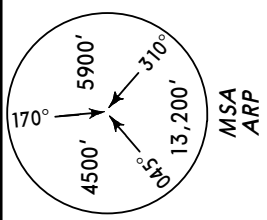
JEPPesen
7 DEC 07 **(10-2B)**

BISHKEK, KYRGYZSTAN

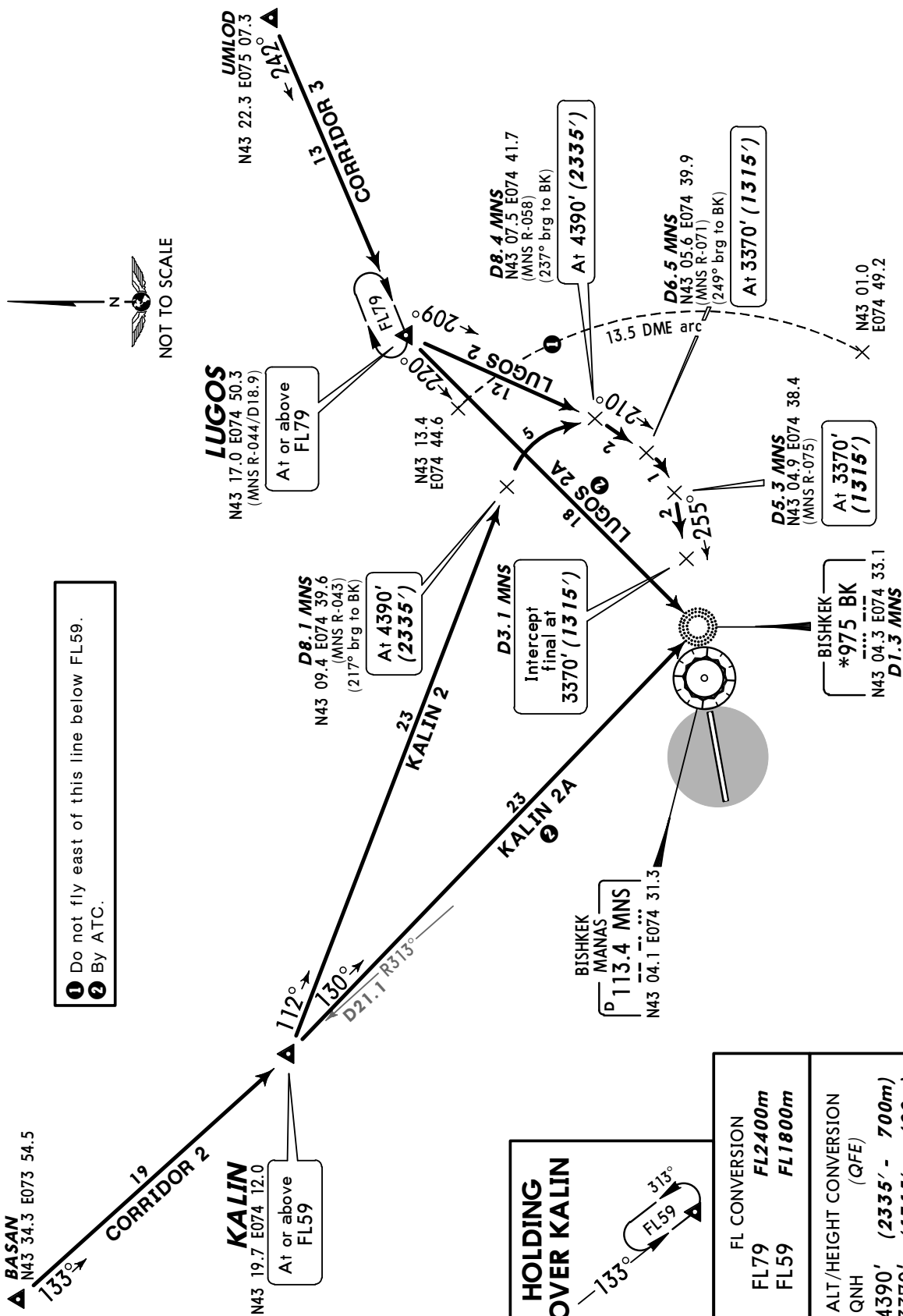
STAR

Apt Elev
2090'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL59 Trans alt: 4390' **(2335')**



**KALIN 2, KALIN 2A [KALI2A]
LUGOS 2, LUGOS 2A [LUGO2A]
RWY 26 ARRIVALS**

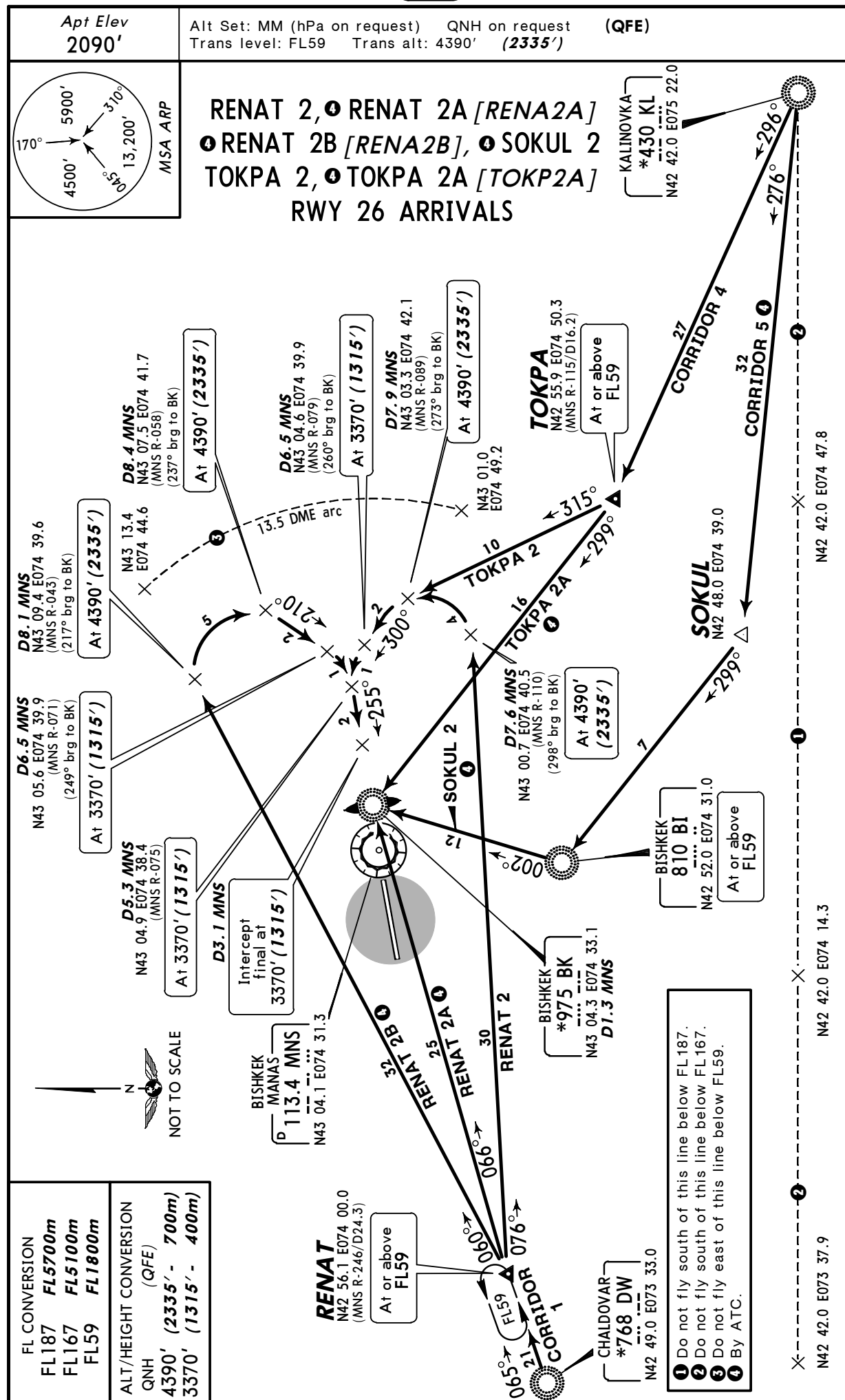


UAFM/FRU
MANAS

JEPPesen
7 DEC 07 **(10-2C)**

BISHKEK, KYRGYZSTAN

STAR



CHANGES: KL frequency.

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**UAFM/FRU
MANAS**

JEPPESEN
7 DEC 07 (10-3)

BISHKEK, KYRGYZSTAN

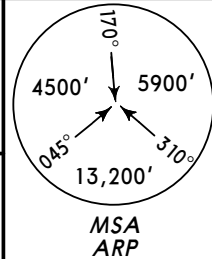
SID

Apt Elev
2090'

QNH on request (QFE)

Trans level: FL59 Trans alt: 4390' **(2300')**

Flights within holding areas shall be carried out in the opposite direction of SID routes for the purpose of identification of aircraft, which are in the holding area and on the airways, by ATC.



**BASAN 1, DW 1, DW 1A
RWY 08 DEPARTURES**

BASAN ▲
N43 34.3 E073 54.5

KALIN
N43 19.7 E074 12.0
At or above
FL59

RENAT
N42 56.1 E074 00.0
(MNS R-246/D24.3)

CHALDOVAR
*768 DW
N42 49.0 E073 33.0
At or above
FL138

At or above
FL59

CAT A
At 2420' (330')

CAT B, C & D
At 2750' (660')

BISHKEK
MANAS
D 113.4 MNS
N43 04.1 E074 31.3

- ① Do not fly south of this line below FL187.
② Do not fly south of this line below FL167.

N42 42.0 E074 14.3

N42 42.0 E074 47.8

X-----
N42 42.0 E073 37.9

DW 1, 1A

These SIDs require a minimum climb gradient of 377' per NM (6.2%).

Gnd speed-KT	75	100	150	200	250	300
377' per NM	471	628	942	1256	1570	1884

If unable to comply, turn RIGHT to join the assigned coridor.

SID	ROUTING
BASAN 1	Climb to 2420' (330') (CAT A) or 2750' (660') (CAT B, C & D), turn LEFT, 302° track to KALIN, further climb as directed by ATC.
DW 1	Climb to 2420' (330') (CAT A) or 2750' (660') (CAT B, C & D), turn LEFT, 237° track to RENAT, further climb as directed by ATC.
DW 1A By ATC	Climb to 2420' (330') (CAT A) or 2750' (660') (CAT B, C & D), turn RIGHT, 255° track to RENAT, further climb as directed by ATC.

UAFM/FRU
MANAS

JEPPESEN
7 DEC 07 10-3A

BISHKEK, KYRGYZSTAN

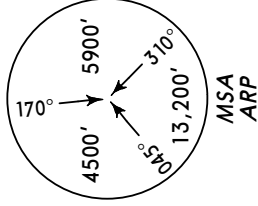
SID

Apt Elev
2090'

QNH on request **(QFE)**

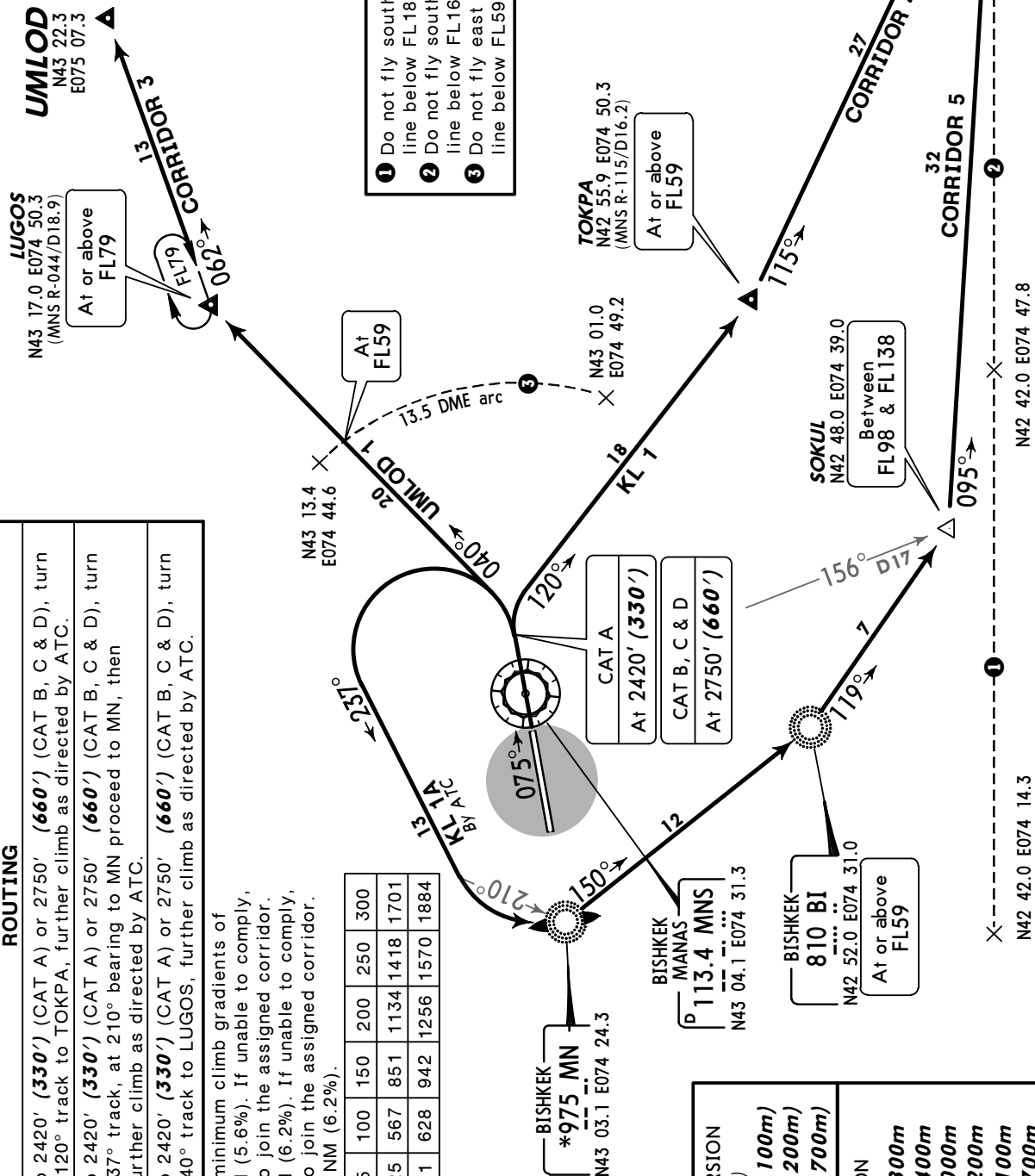
Trans level: FL59 Trans alt: 4390' **(2300')**

Flights within holding areas shall be carried out in the opposite direction of SID routes for the purpose of identification of aircraft, which are in the holding area and on the airways, by ATC.



KL 1, KL 1A, UML0D 1
RWY 08 DEPARTURES

- Do not fly south of this
line below FL187.
Do not fly south of this
line below FL167.
Do not fly east of this
line below FL59.



SID	ROUTING
KL 1	Climb to 2420' (330') (CAT A) or 2750' (660') (CAT B, C & D), turn RIGHT, 120° track to TOKPA, further climb as directed by ATC.
KL 1A By ATC	Climb to 2420' (330') (CAT A) or 2750' (660') (CAT B, C & D), turn LEFT, 237° track, at 210° bearing to MN proceed to MN, then to BI, further climb as directed by ATC.
UML0D 1	Climb to 2420' (330') (CAT A) or 2750' (660') (CAT B, C & D), turn LEFT, 040° track to LUGOS, further climb as directed by ATC.

These SIDs require minimum climb gradients of
KL 1: 340' per NM (5.6%). If unable to comply, turn LEFT to join the assigned corridor.
KL 1A: 377' per NM (6.2%). If unable to comply, turn LEFT to join the assigned corridor.
UNMOD 1: 377' per NM (6.2%).

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
377' per NM	471	628	942	1256	1570	1884

NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
2420' (330' - 100m)
2750' (660' - 200m)
4390' (2300' - 700m)

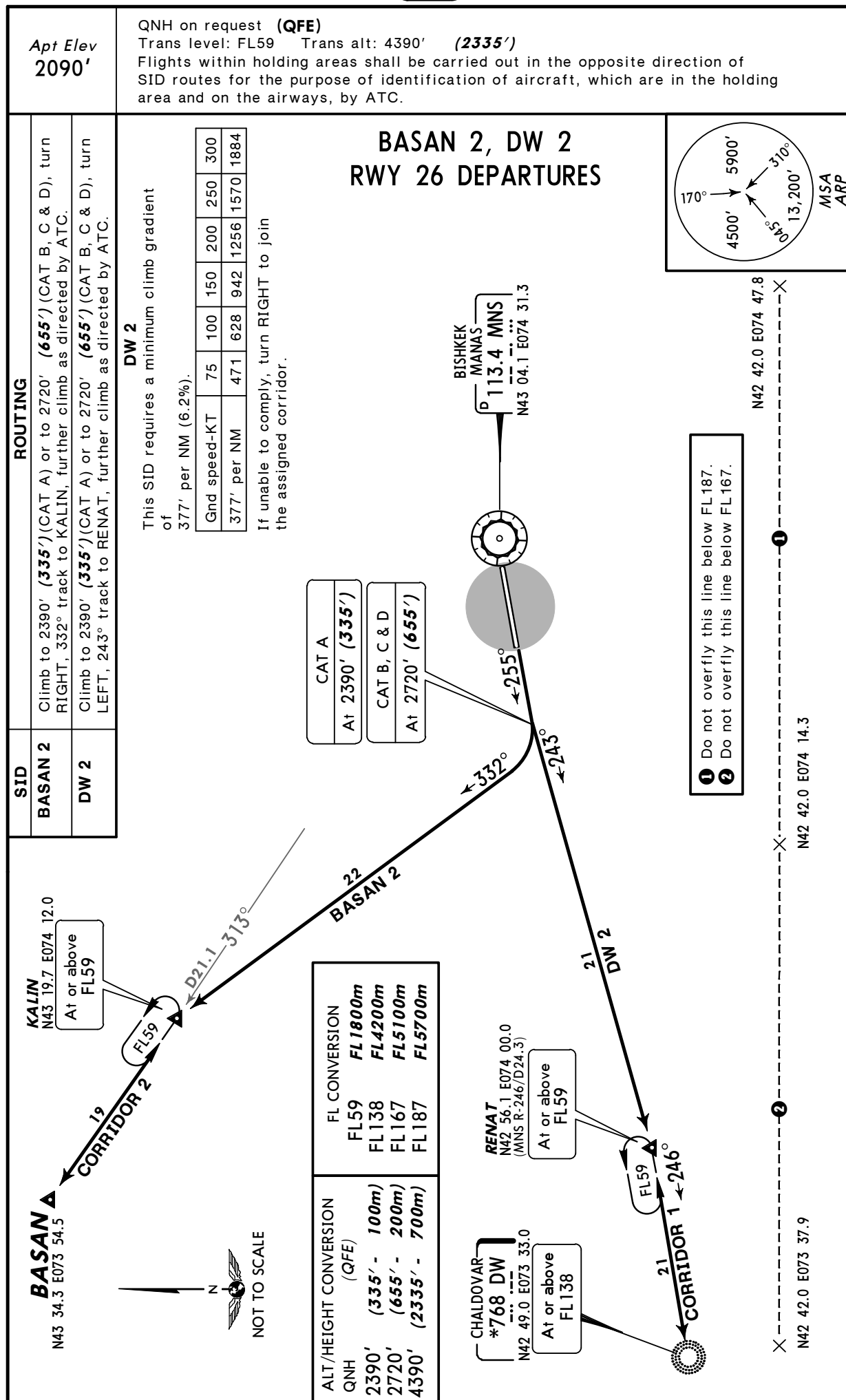
FL CONVERSION	
FL59	FL1800m
FL79	FL2400m
FL98	FL3000m
FL138	FL4200m
FL167	FL5100m
FL187	FL5700m

UAFM/FRU
MANAS

JEPPESSEN
7 DEC 07 **(10-3B)**

BISHKEK, KYRGYZSTAN

SID



UAFM/FRU
MANAS

JEPPESEN
7 DEC 07 **10-3C**

BISHKEK, KYRGYZSTAN

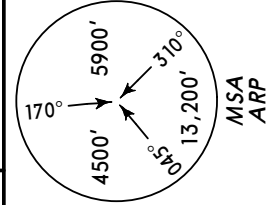
SID

Apt Elev
2090'

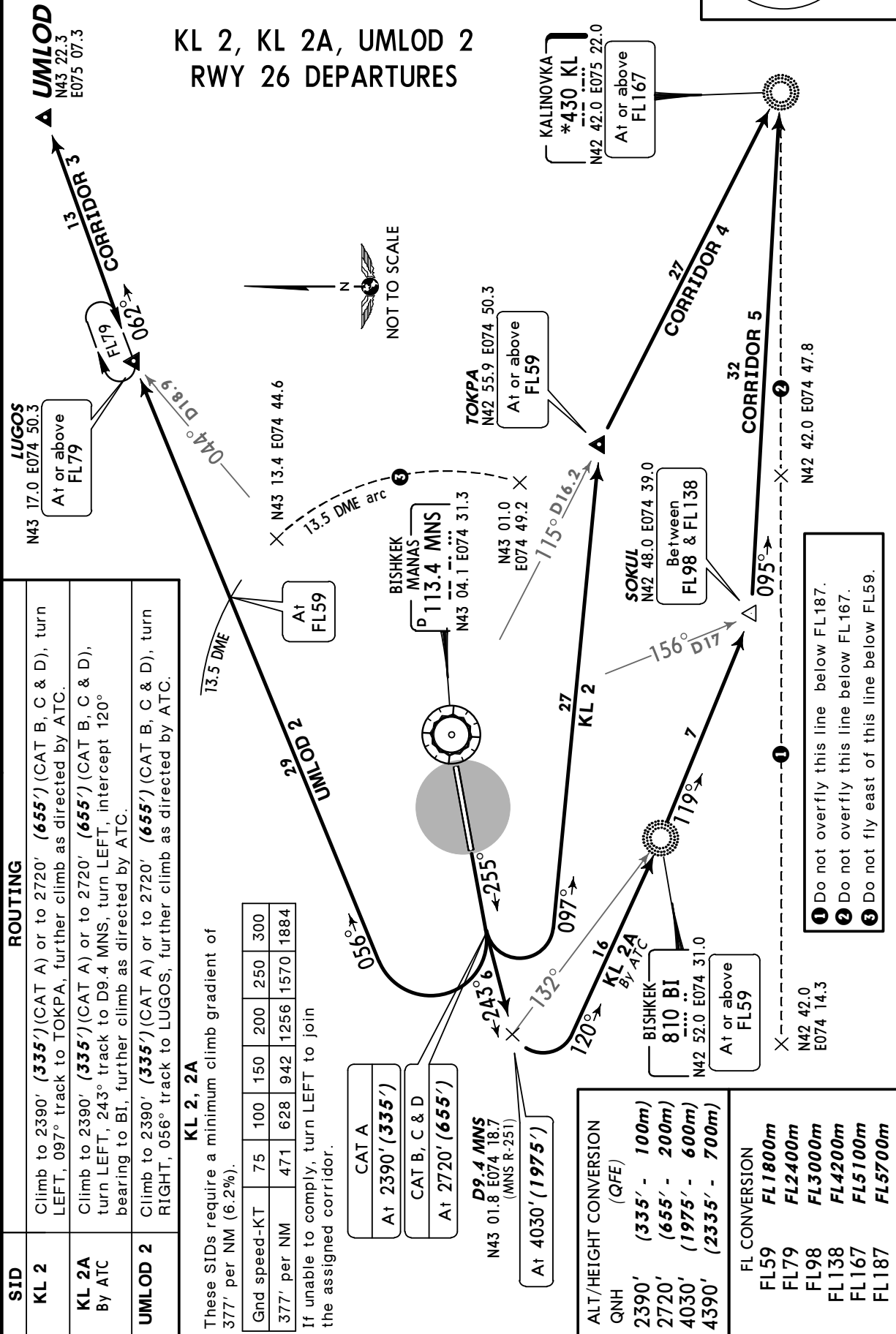
QNH on request **(QFE)**

Trans level: FL59 Trans alt: 4390' **(2335')**

Flights within holding areas shall be carried out in the opposite direction of SID routes for the purpose of identification of aircraft, which are in the holding area and on the airways, by ATC.



KL 2, KL 2A, UML0D 2 RWY 26 DEPARTURES



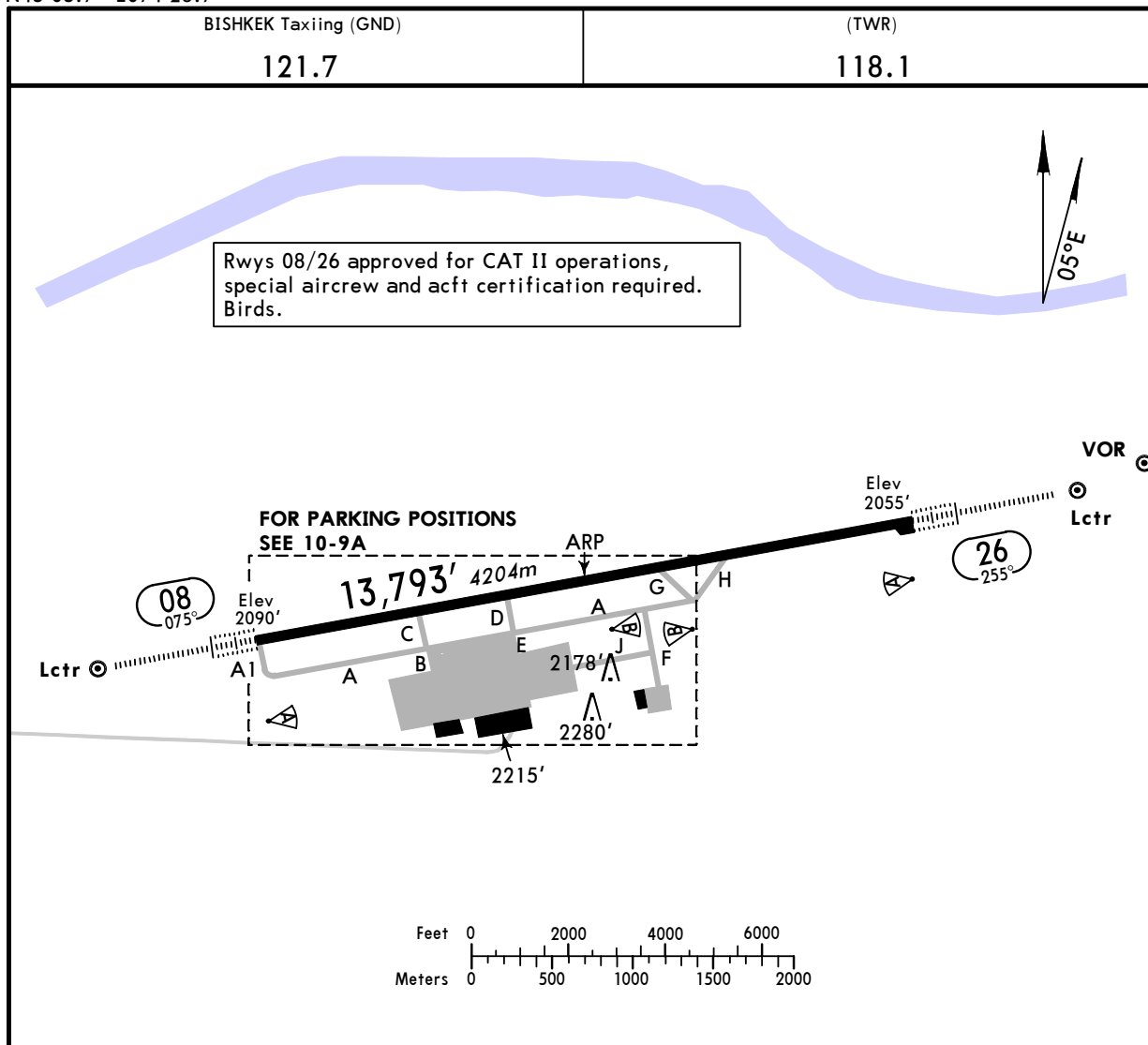
CHANGES: KL frequency.

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UAFM/FRU
Apt Elev **2090'**
N43 03.7 E074 28.7

JEPPesen
14 AUG 09 **(10-9)** Eff 27 Aug

BISHKEK, KYRGYZSTAN
MANAS



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
08			12,698' 3870m	13,465' 4104m ①	180' 55m
26	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		12,577' 3834m		

① First 328'/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

LVP must be in force

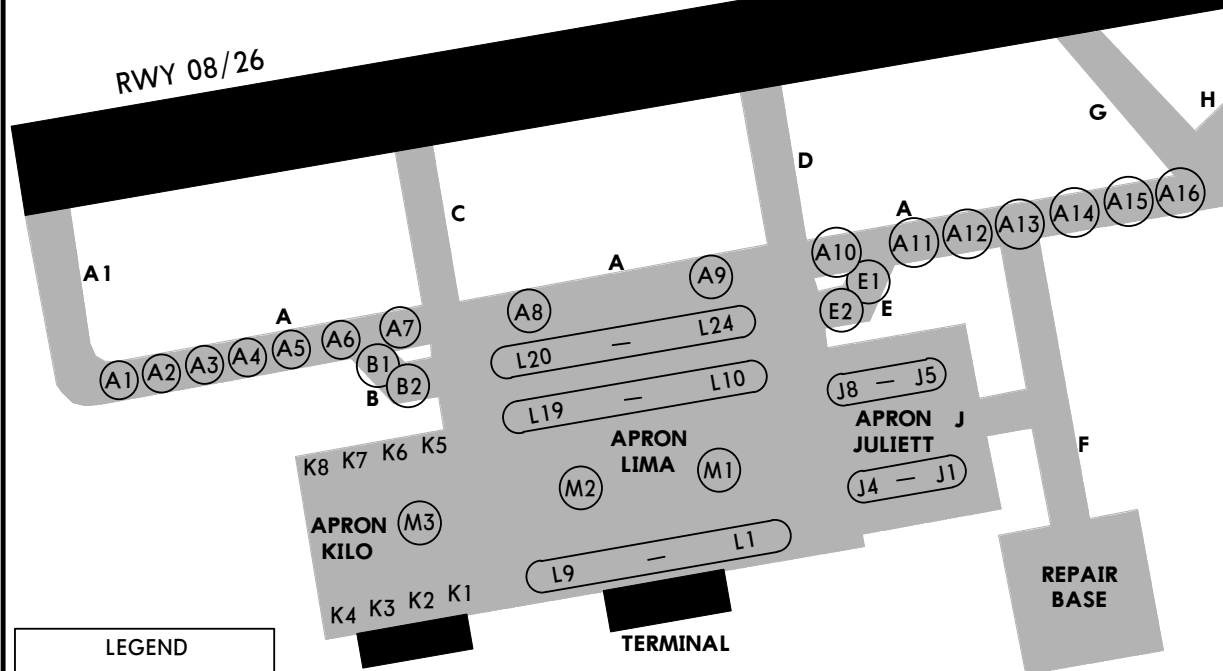
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

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JEPPESEN
14 AUG 09 **(10-9A)** **Eff 27 Aug**

BISHKEK, KYRGYZSTAN
MANAS

NOT TO SCALE



LEGEND

- A** Taxiway
- K9** Parking position
- (M1)** Start-up point

INS COORDINATES

STAND No.	COORDINATES		STAND No.	COORDINATES	
J1 thru J4 J5, J6 J7, J8	Apron Juliett		L1 thru L3 L4, L5 L6 thru L8 L9 L10, L11 L12, L13 L14 thru L16 L17 thru L19 L20 thru L22 L23, L24	Apron Lima	
	N43 03.3	E074 28.4		N43 03.3	E074 28.3
	N43 03.4	E074 28.5		N43 03.3	E074 28.2
	N43 03.4	E074 28.4		N43 03.3	E074 28.0
				N43 03.3	E074 27.1
				N43 03.4	E074 28.3
				N43 03.4	E074 28.2
				N43 03.4	E074 28.0
				N43 03.3	E074 28.0
		N43 03.4	E074 28.0		
		N43 03.4	E074 28.2		

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JEPPESEN
5 MAR 10 **10-9S**
Standard
BISHKEK, KYRGYZSTAN
MANAS

STRAIGHT-IN RWY		A	B	C	D
08	CAT 2 ILS	2190' (100') RA98' R350m	2190' (100') RA98' R350m	2190' (100') RA98' R350m	2190' (100') RA98' R350m
	ILS	2290' (200') R550m	2290' (200') R550m	2290' (200') R550m	2290' (200') R550m
	<i>FULL</i>	R750m	R750m	R750m	R750m
	<i>Limited</i>	R1200m	R1200m	R1200m	R1200m
	<i>ALS out</i>				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
26	CAT 2 ILS	2155' (100') RA98' R350m	2155' (100') RA98' R350m	2155' (100') RA98' R350m	2155' (100') RA98' R350m
	ILS	2255' (200') R550m	2255' (200') R550m	2255' (200') R550m	2255' (200') R550m
	<i>FULL</i>	R750m	R750m	R750m	R750m
	<i>Limited</i>	R1200m	R1200m	R1200m	R1200m
	<i>ALS out</i>				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	2420' (330') R800m	2420' (330') R800m	2420' (330') R800m	2420' (330') R800m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
	NDB ❶	2420' (330') R800m	2420' (330') R800m	2420' (330') R800m	2420' (330') R800m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
	CAT 2 ILS	2155' (100') RA98' R350m	2155' (100') RA98' R350m	2155' (100') RA98' R350m	2155' (100') RA98' R350m
	ILS	2255' (200') R550m	2255' (200') R550m	2255' (200') R550m	2255' (200') R550m
	<i>FULL</i>	R750m	R750m	R750m	R750m
	<i>Limited</i>	R1200m	R1200m	R1200m	R1200m
	<i>ALS out</i>				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	2400' (345') R900m	2400' (345') R900m	2400' (345') R900m	2400' (345') R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	NDB ❶	2400' (345') R900m	2400' (345') R900m	2400' (345') R900m	2400' (345') R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m

❶ Continuous Descent Final Approach

TAKE-OFF RWY 08, 26

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			

UAFM/FRU**JEPPesen**

8 JUN 07

10-9X**JAA MINIMUMS**
BISHKEK, KYRGYZSTAN
MANAS

STRAIGHT-IN RWY		A	B	C	D
08	CAT 2 ILS DME	2190' (100')	2190' (100')	2190' (100')	2190' (100')
		RA 98' R350m	RA 98' R350m	RA 98' R350m	RA 98' R350m
	ILS DME	2290' (200')	2290' (200')	2290' (200')	2290' (200')
	<i>ALS out</i>	R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	LOC	NOT APPLICABLE			
	VOR DME	2420' (330')	2420' (330')	2420' (330')	2420' (330')
	<i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	2 NDB	2420' (330')	2420' (330')	2420' (330')	2420' (330')
	<i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
26	CAT 2 ILS DME	2155' (100')	2155' (100')	2155' (100')	2155' (100')
		RA 98' R350m	RA 98' R350m	RA 98' R350m	RA 98' R350m
	ILS DME	2255' (200')	2255' (200')	2255' (200')	2255' (200')
	<i>ALS out</i>	R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	LOC	NOT APPLICABLE			
	VOR DME	2400' (345')	2400' (345')	2400' (345')	2400' (345')
	<i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	2 NDB	2400' (345')	2400' (345')	2400' (345')	2400' (345')
	<i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m

TAKE-OFF RWY 08, 26

	Approved Operators	LVP must be in force				NIL (DAY only)
		HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A						
B						
C						
D						

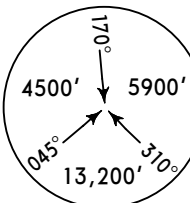
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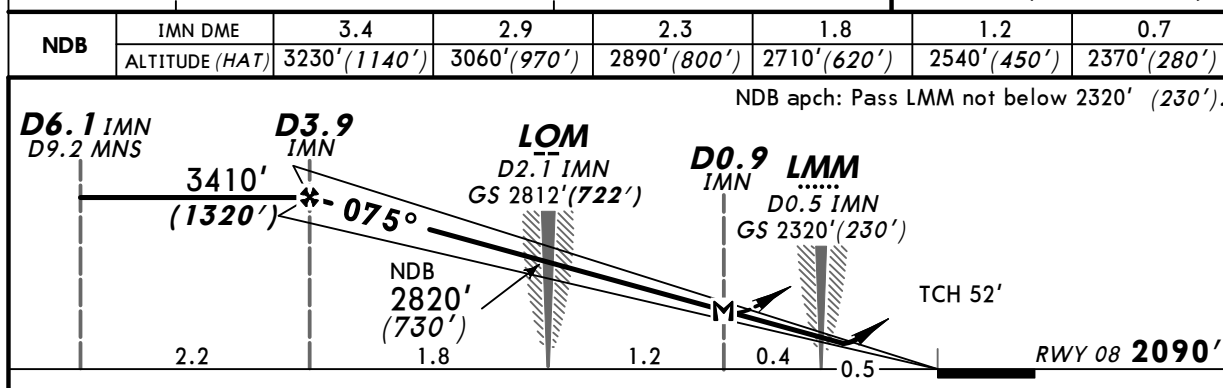
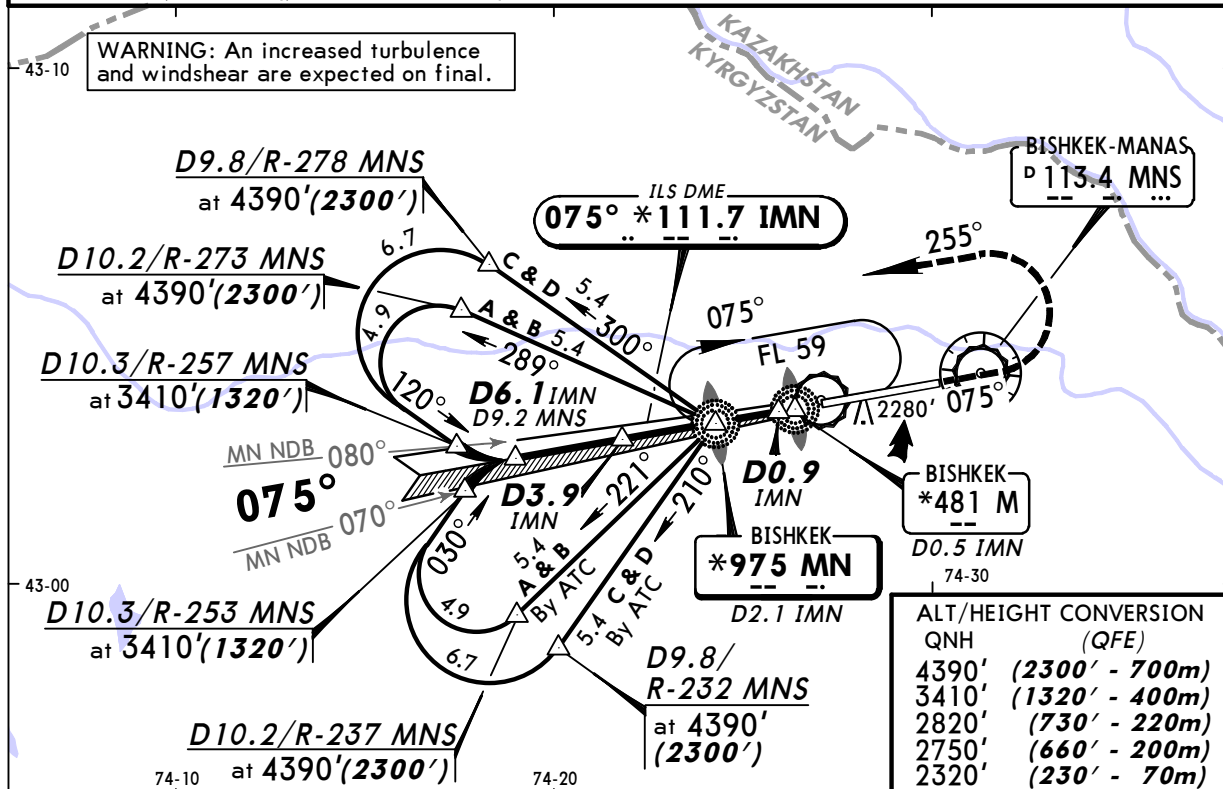
8 JUN 07

(11-1)

JEPPesen
BISHKEK, KYRGYZSTAN
ILS DME or 2 NDB Rwy 08

BRIEFING STRIP

BISHKEK Approach (R) 124.6		BISHKEK Krug (SRE) 120.3		BISHKEK Start (TWR) 118.1		Ground 121.7			
LOC IMN *111.7	Final Apch Crs 075°	GS LOM 2812' (722')	ILS DA(H) 2290' (200')	Apt Elev 2090' RWY 2090'					
NDB MN *975		Minimum Alt D3.9 IMN 3410' (1320')	NDB MDA(H) 2420' (330')						
MISSED APCH: Climb on 075° to 2750' (660'), then turn LEFT onto 255° climbing to 4390' (2300'), then as directed.								MSA ARP	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 59					
						Trans alt: 4390' (2300')			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		2750' (660')	4390' (2300')
ILS GS 3.00° or	377	484	538	646	753	861	PAPI		on 075°	onto 255°
NDB Desc Grad 5.2%										LT
MAP at D0.9 IMN										

PANS OPS

STRAIGHT-IN LANDING RWY 08						
ILS DA(H) 2290' (200')			LOC (GS out)		NDB MDA(H) 2420' (330')	
FULL	TDZ or CL out	ALS out			ALS out	
A						
B						
C	RVR 550m VIS 800m	RVR 720m VIS 800m	NOT AUTH		1200m	RVR 1500m VIS 1600m
D					RVR 1500m VIS 1600m	

CHANGES: None.

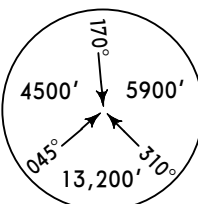
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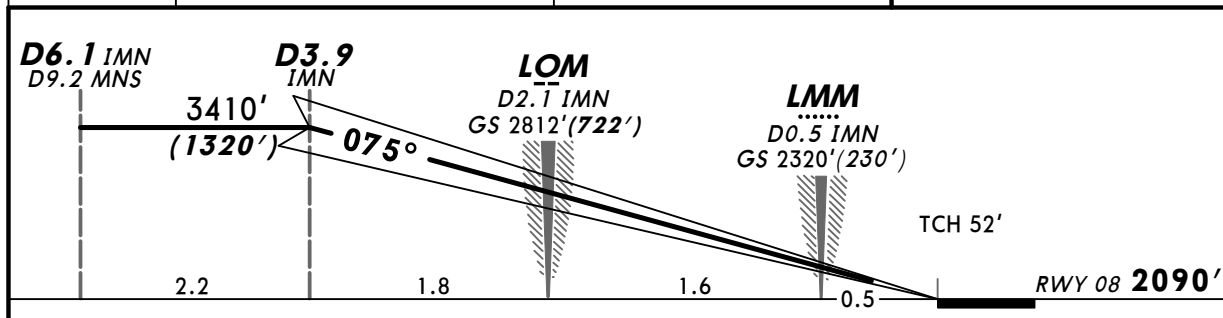
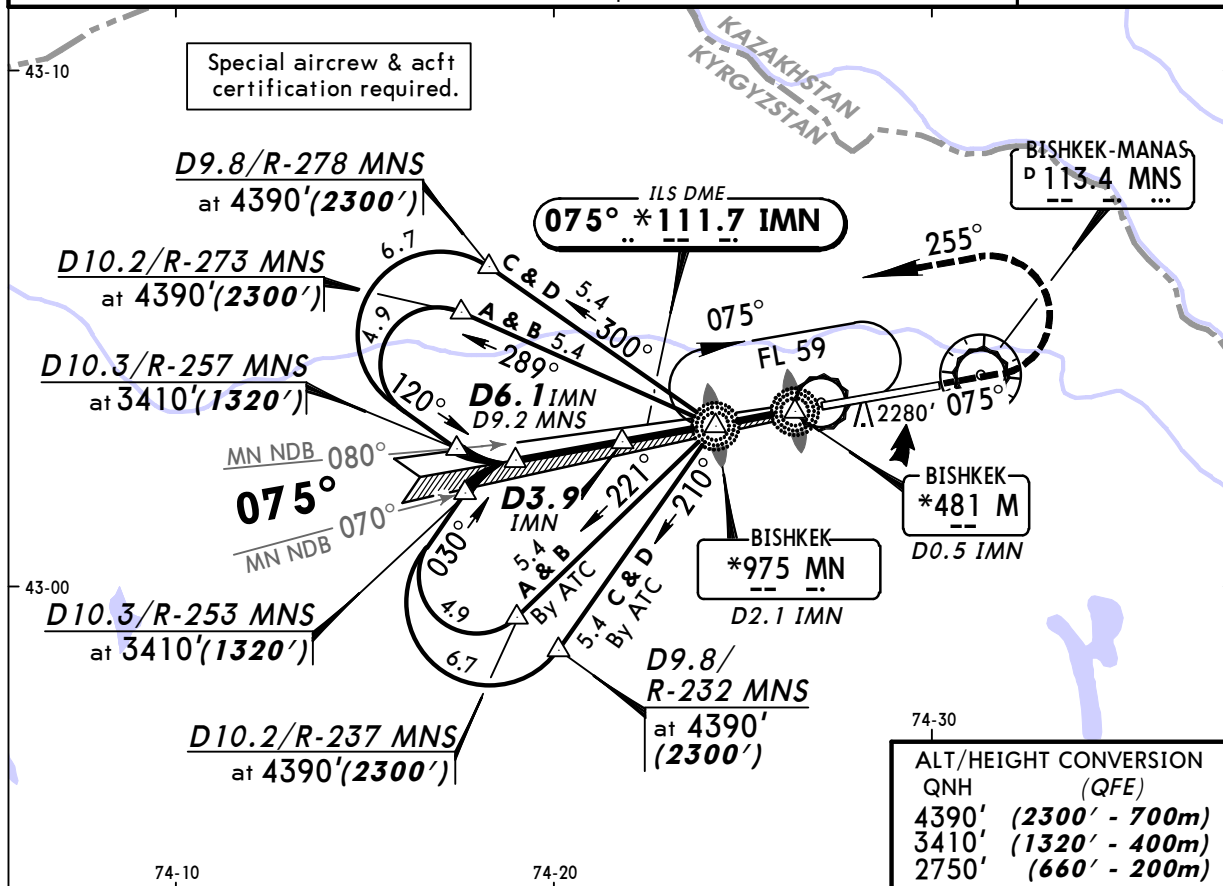
UAFM/FRU
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JEPPESSEN
8 JUN 07 **(11-1A)**

BISHKEK, KYRGYZSTAN
CAT II ILS DME Rwy 08

BRIEFING STRIP

BISHKEK Approach (R)		BISHKEK Krug (SRE)		BISHKEK Start (TWR)		Ground
124.6		120.3		118.1		121.7
LOC IMN *111.7	Final Apch Crs 075°	GS LOM 2812' (722')	CAT II ILS RA 98' DA(H) 2190' (100')		Apt Elev 2090' RWY 2090'	 MSA ARP
MISSED APCH: Climb on 075° to 2750' (660'), then turn LEFT onto 255° climbing to 4390' (2300'), then as directed.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4390' (2300')						
WARNING: An increased turbulence and windshear are expected on final.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		2750' (660')	on 075°	4390' (2300')	onto 255°
GS	3.00°	377	484	538	646	753	861	PAPI				

STRAIGHT-IN LANDING RWY 08
CAT II ILS
ABCD
RA 98'
DA(H) 2190' (100')

RVR 350m

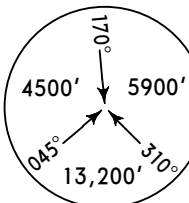
PANS OPS

UAFM/FRU
MANAS

JEPPesen
8 JUN 07 **(11-2)**

BISHKEK, KYRGYZSTAN
ILS DME or 2 NDB Rwy 26

BRIEFING STRIP

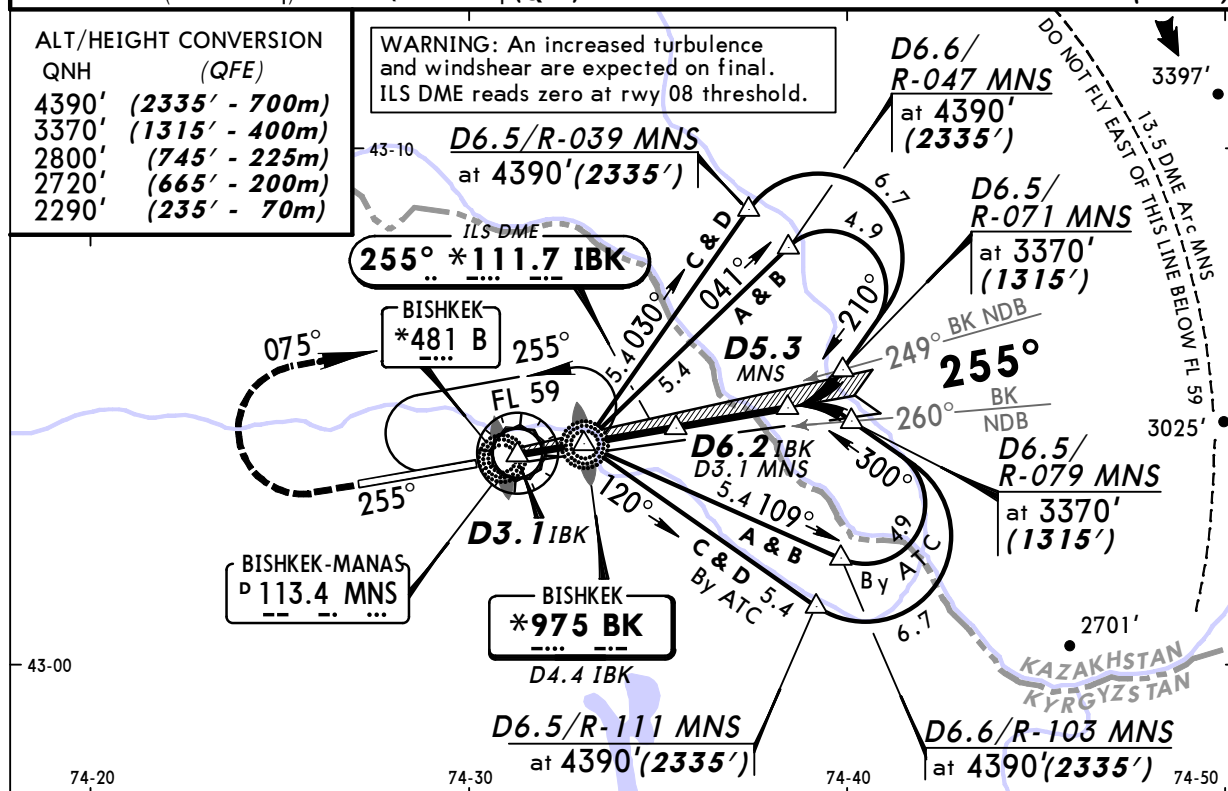
BISHKEK Approach (R) 124.6		BISHKEK Krug (SRE) 120.3		BISHKEK Start (TWR) 118.1		Ground 121.7
LOC IBK *111.7	Final Apch Crs 255°	GS LOM 2793' (738')	ILS DA(H) 2255' (200')	Apt Elev 2090' RWY 2055'		
NDB BK *975		Minimum Alt D6.2 IBK 3370' (1315')	NDB MDA(H) 2400' (345')			
MISSED APCH: Climb on 255° to 2720' (665'), then turn RIGHT onto 075° climbing to 4390' (2335'), then as directed.						MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4390' (2335')

ALT/HEIGHT CONVERSION
QNH (QFE)

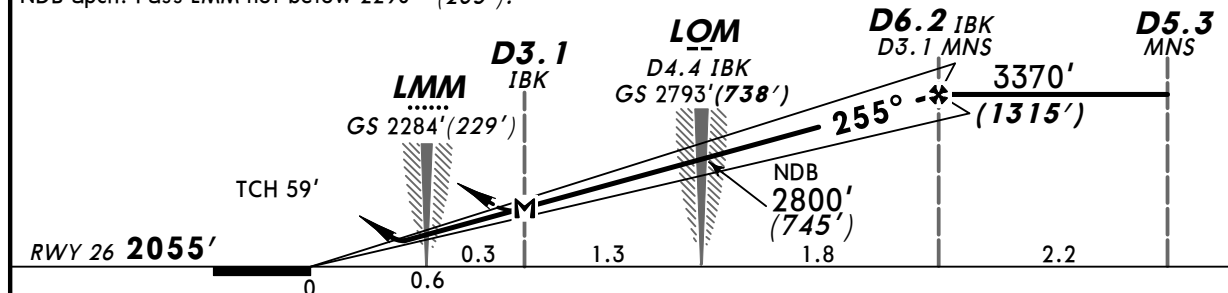
4390'	(2335' - 700m)
3370'	(1315' - 400m)
2800'	(745' - 225m)
2720'	(665' - 200m)
2290'	(235' - 70m)

WARNING: An increased turbulence and windshear are expected on final. ILS DME reads zero at rwy 08 threshold.



NDB	IBK DME	3.1	3.6	4.2	4.7	5.2	5.8
	ALTITUDE (HAT)	2370'(7315')	2550'(7495')	2720'(7665')	2890'(7835')	3060'(71005')	3240'(71185')

NDB apch: Pass LMM not below 2290' (235').



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2720' (665')	4390' (2335')	255°	075°
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861	PAPI	on	onto		
MAP at D3.1 IBK											

STRAIGHT-IN LANDING RWY 26						
ILS DA(H) 2255'(200')			LOC (GS out)		NDB MDA(H) 2400'(345')	
FULL	TDZ or CL out	ALS out			ALS out	
A						
B						
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		1200m	RVR 1500m VIS 1600m
D			NOT AUTH		RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

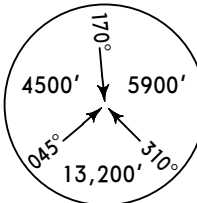
PANS OPS

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8 JUN 07 **(11-2A)**

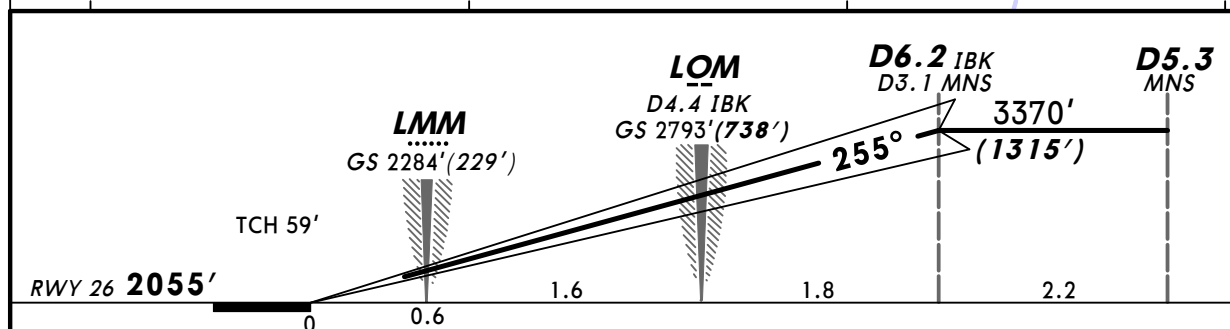
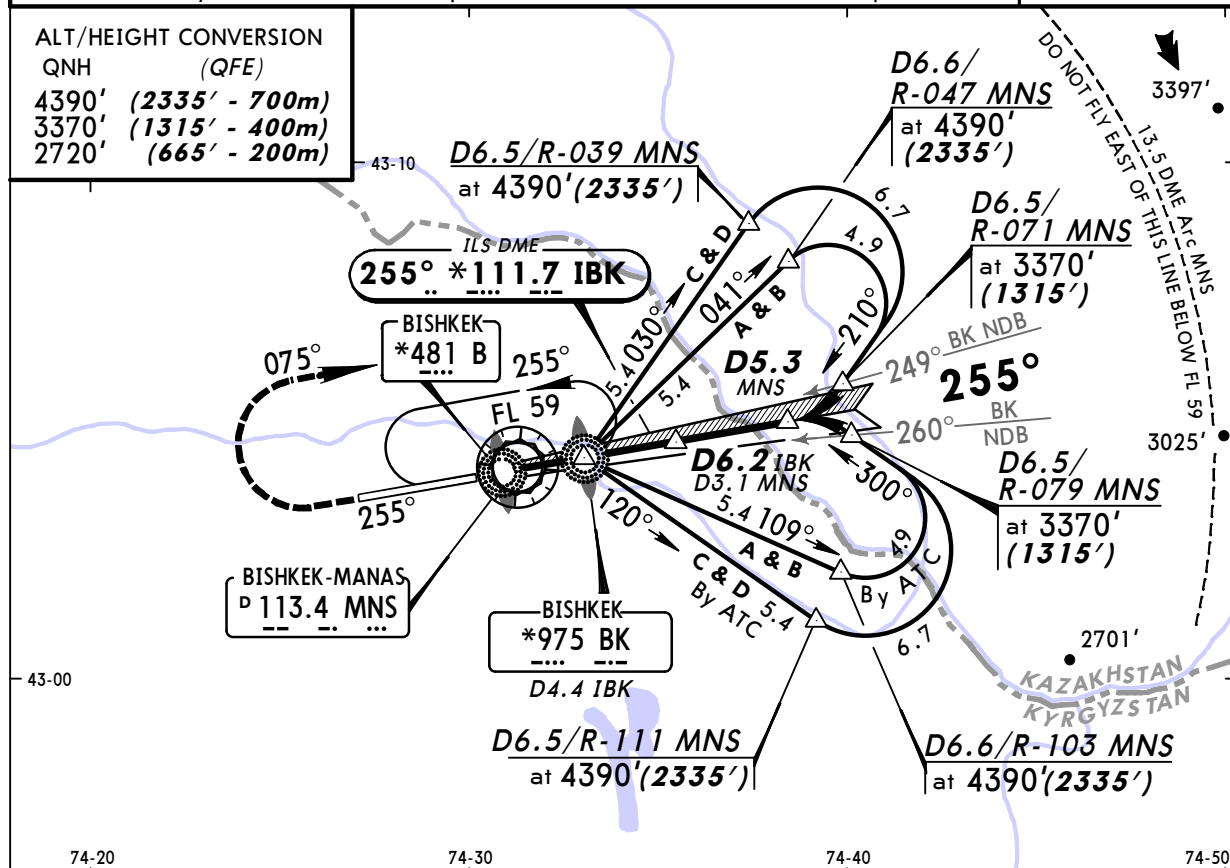
BISHKEK, KYRGYZSTAN
CAT II ILS DME Rwy 26

BRIEFING STRIP

BISHKEK Approach (R)		BISHKEK Krug (SRE)		BISHKEK Start (TWR)		Ground
124.6		120.3		118.1		121.7
LOC IBK *111.7	Final Apch Crs 255°	GS LOM 2793' (738')	CAT II ILS RA 98' DA(H) 2155' (100')	Apt Elev 2090' RWY 2055'		
MISSED APCH: Climb on 255° to 2720' (665'), then turn RIGHT onto 075° climbing to 4390' (2335'), then as directed.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4390' (2335')						
1. WARNING: An increased turbulence and windshear are expected on final. 2. ILS DME reads zero at rwy 08 threshold. 3. Special aircrew & acft certification required.						

ALT/HEIGHT CONVERSION
QNH (QFE)

4390' (2335' - 700m)
3370' (1315' - 400m)
2720' (665' - 200m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2720'	4390'	
GS	3.00°	377	484	538	646	753	861	PAPI	2720' (665')	4390' (2335')
									on 255°	onto 075°
									RT	

STRAIGHT-IN LANDING RWY 26
CAT II ILS
ABCD
RA 98'
DA(H) 2155' (100')

RVR 350m

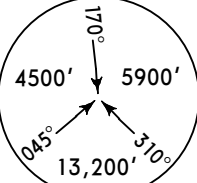
PANS OPS

UAFM/FRU
MANAS

JEPPesen
11 APR 03 **(13-1)** Eff 17 Apr

BISHKEK, KYRGYZSTAN
VOR DME Rwy 08

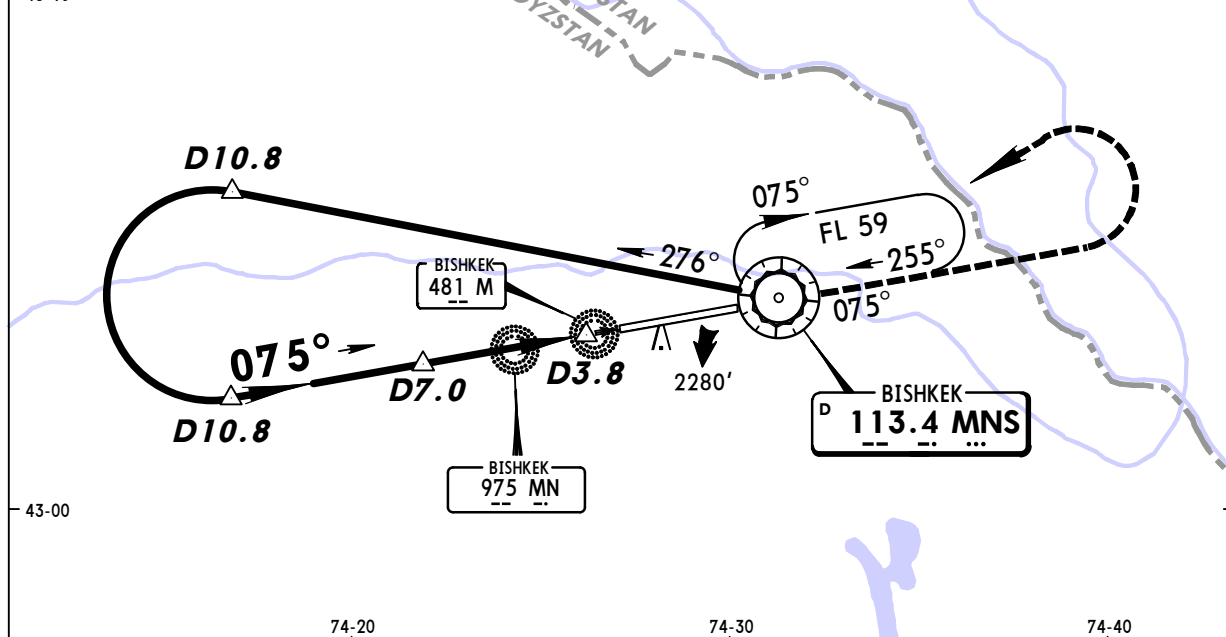
BRIEFING STRIP

BISHKEK Approach (R)		BISHKEK Krug (SRE)		BISHKEK Start (TWR)		Ground	
124.6		120.3		118.1		121.7	
VOR MNS 113.4	Final Apch Crs 075°	Minimum Alt D7.0 3410' (1320')	MDA(H) 2420' (330')	Apt Elev 2090' RWY 2090'		 MSA Airport	
MISSED APCH: Climb on 075° to 4390' (2300'), then turn LEFT to VOR, then according to chart or as directed.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 59		Trans alt: 4390' (2300')	

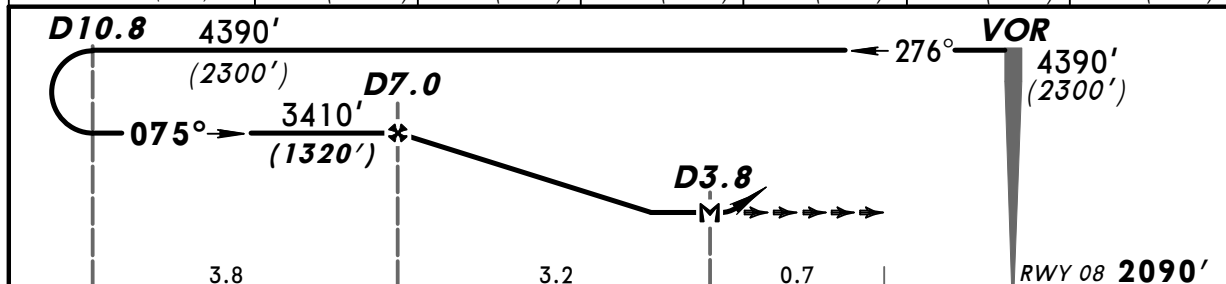
ALT/HEIGHT CONVERSION
QNH (QFE)
4390' (2300' - 700m)
3410' (1320' - 400m)

WARNING: An increased turbulence and windshear are expected on final.

43-10



MNS DME	6.5	5.9	5.4	4.9	4.3	3.8
ALTITUDE (HAT)	3230' (1140')	3060' (970')	2890' (800')	2710' (620')	2540' (450')	2370' (280')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	MNS 113.4 LT
Descent Gradient 5.2%	369	474	527	632	737	843		
MAP at D3.8								

STRAIGHT-IN LANDING RWY 08			
MDA(H) 2420' (330')			
ALS out			
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
B			
C			
D	RVR 1500m VIS 1600m		

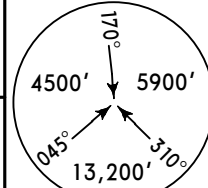
PANS OPS

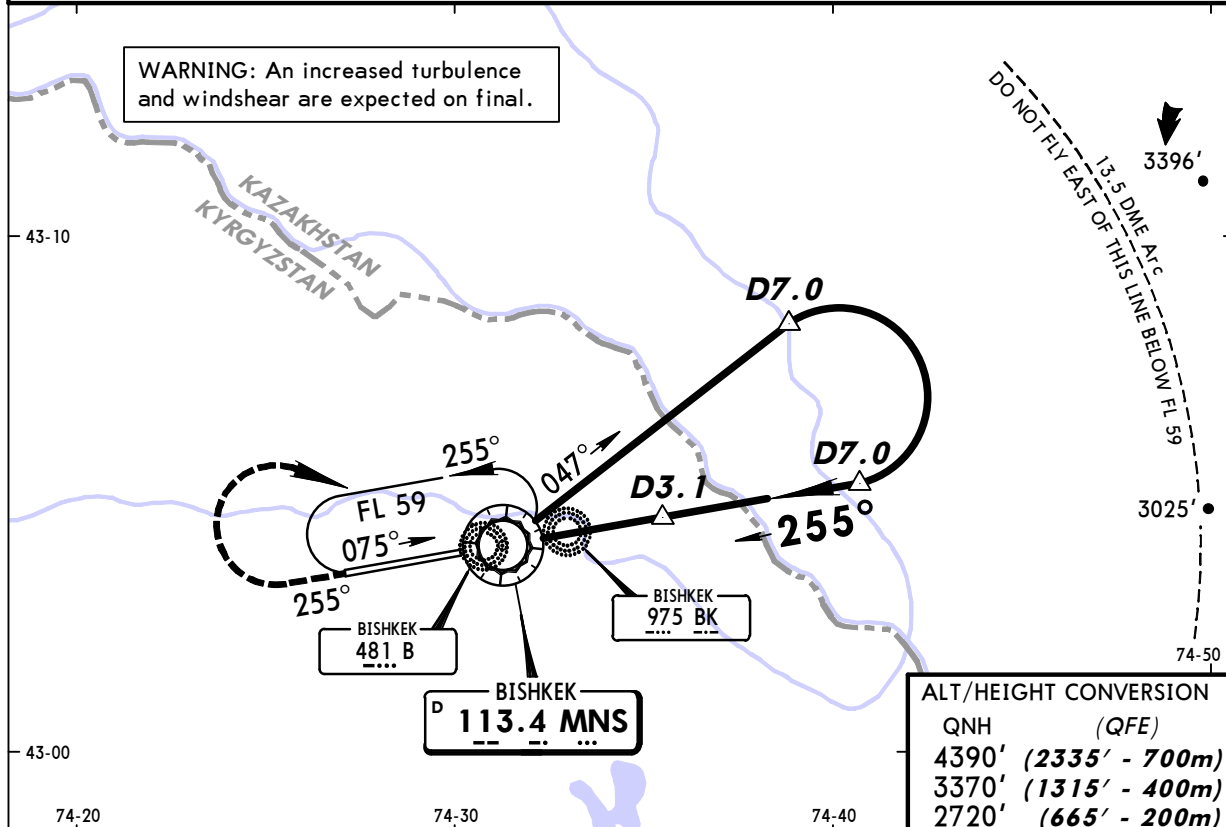
UAFM/FRU
MANAS

JEPPesen
11 APR 03 **(13-2)** Eff 17 Apr

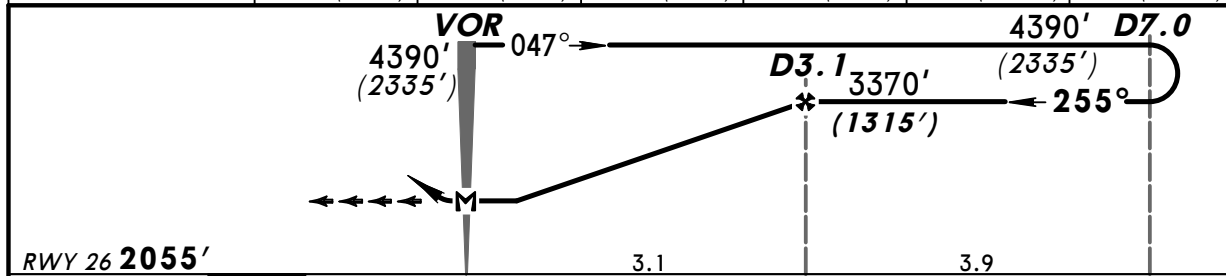
BISHKEK, KYRGYZSTAN
VOR DME Rwy 26

BRIEFING STRIP

BISHKEK Approach (R)		BISHKEK Krug (SRE)		BISHKEK Start (TWR)		Ground	
124.6		120.3		118.1		121.7	
VOR MNS 113.4	Final Apch Crs 255°	Minimum Alt D3.1 3370'(1315')	MDA(H) 2400'(345')	Apt Elev 2090' RWY 2055'			
MISSED APCH: Climb on 255° to 2720'(665'), then turn RIGHT climbing to 4390'(2335') to VOR, then according to chart or as directed.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 59		Trans alt: 4390'(2335')	



MNS DME	0.0	0.5	1.1	1.6	2.2	2.7
ALTITUDE (HAT)	2370' (315')	2550' (495')	2720' (665')	2890' (835')	3060' (1005')	3240' (1185')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at VOR						

STRAIGHT-IN LANDING RWY 26				MDA(H) 2400' (345')			
				ALS out			
A							
B	RVR 720m VIS 800m			RVR 1500m VIS 1600m			
C							
D	RVR 1500m VIS 1600m			RVR 1800m VIS 2000m			

PANS OPS

CHANGES: Rwy elevation.

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