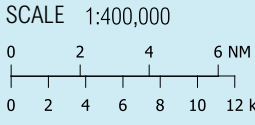
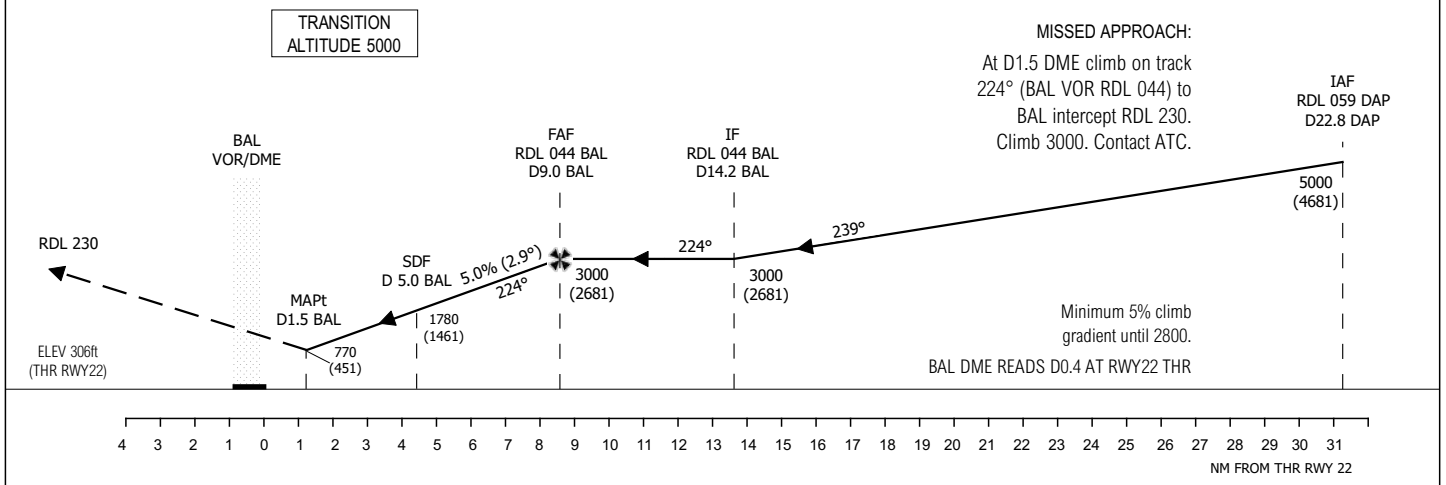


- NOTES:
- ① Timing of Final Approach not permitted
 - ② No circling South of RWY 10/28
 - ③ 5% climb gradient in Missed Approach for airspace
 - ④ For missed approach with communications failure - see EIME AD 2.24-25
 - ⑤ OCA IF SDF not used 890
 - ⑥ Final Approach Track offset 2.1° East of RWY 22.



CHANGE: MAG VAR, TRACKS AND RADIALS, STRAIGHT IN & CIRCLE TO LAND OCA(H) FIGURES, IDEAL ALT (H) ON FINAL APPROACH FIGURES, OBSTACLES



STRAIGHT IN LANDING RWY22	CAT	IDEAL ALTITUDE (HEIGHT) ON FINAL APPROACH				IDEAL ALTITUDE (HEIGHT) ON FINAL APPROACH												
		A	B	C	D	DME (BAL)	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0				
OCA (H) 770 (451)	CEILING	500	500	500	500	ALT (HT)	3000 (2681)	2690 (2371)	2390 (2071)	2090 (1771)	1780 (1461)	1480 (1161)	1170 (851)	870 (551)				
	VIS	2000	2000	2400	2800	ALS OUT	2400	2400	2800	3200	LIGHTING PAPI 3°							
CIRCLE TO LAND (Heights AAL)	OCA (H)	1130 (811)	1420 (1101)	1520 (1201)	1520 (1201)	REIL RWY LTs SALS	GROUND SPEED				Rate of descent gradient 5.0% (2.9°)							
	CEILING	900	1200	1300	1300		kts				ft/min							
	VIS	2000	2000	2800	3600		60	80	100	120	140	160	180	305	406	508	610	711