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ENTC

Apt Elev **31′**

229.3°/2.1 from TRO 113.8

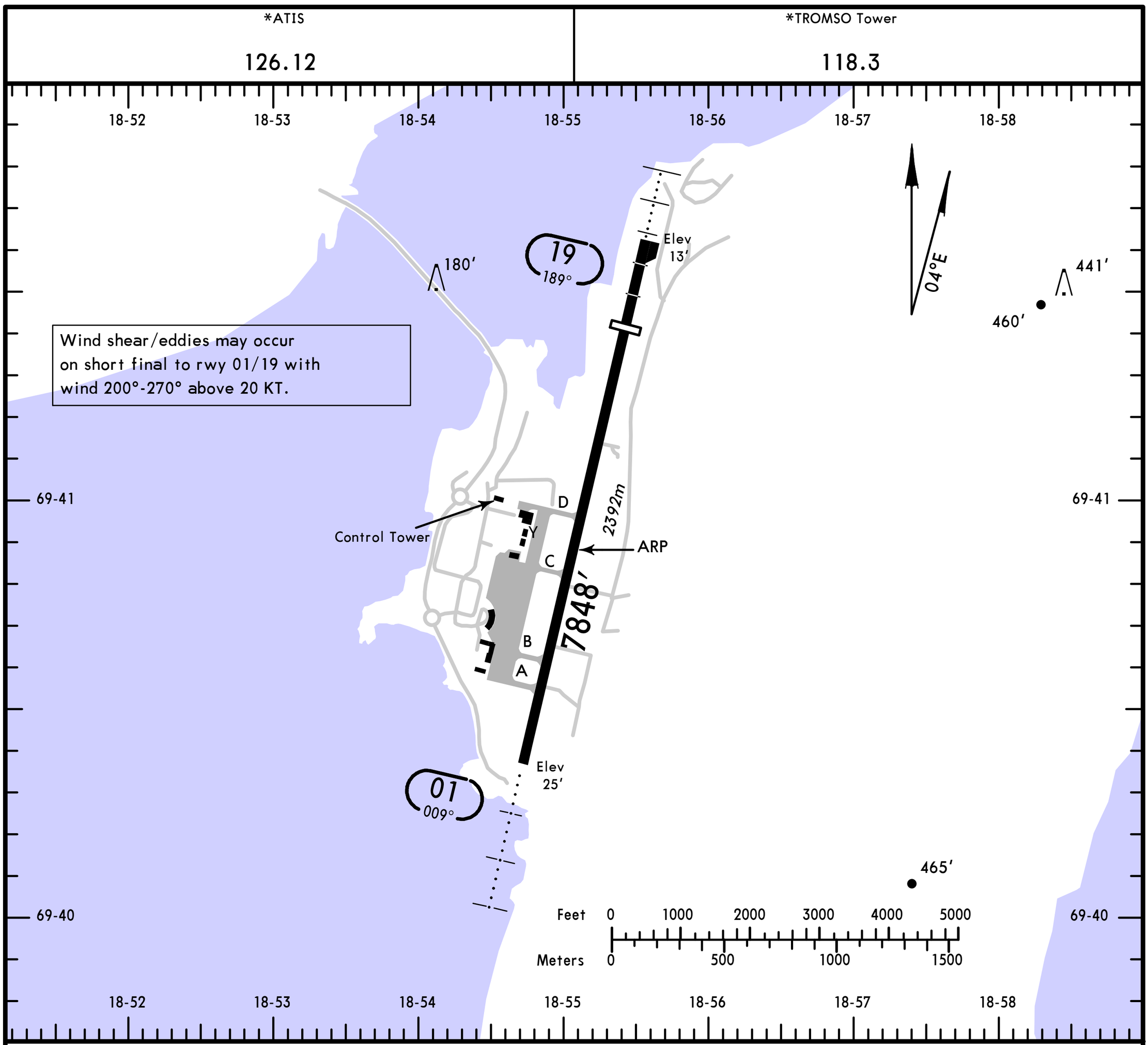
JEPPESEN

11-1

TROMSO, NORWAY

TROMSO

N69 40.9 E018 55.1



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
01 ❶	HIRL (60m)	HIALS SFL	❷CGL PAPI (3.0°)		7180′ 2188m	❺7848′ 2392m	148′ 45m
19	HIRL (60m)	HIALS SFL	❸CGL ❹PAPI (3.0°)	6562′ 2000m	5772′ 1759m	7835′ 2388m	

❶ Surface is split mastic, same wet friction characteristics as for grooved rwy.
❷ Circling lights West and South of thresh 01.
❸ Circling lights North and East of thresh 19.
❹ PAPI not to be used beyond 3.8 NM from thresh 19.
❺ 184′ (56m) in front of thresh rwy 01 not to be used for take-off.

JAR-OPS

TAKE-OFF **1**

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

1 Operators applying U.S. Ops Specs: CL required below 300m.

LOW VISIBILITY PROCEDURES

LVP become effective when visibility is 400m or less and will be activated/deactivated with the following phraseology by ATIS and Tower: **Activation:** LVP in operation. **Deactivation:** LVP cancelled.
When LVP is in progress, only twy C will be available. All acft shall activate transponder before commencing take-off roll. If rwy or twy are covered by snow, the centerlines will be marked.

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JEPPESEN 10-2 Eff 15 Jun

STAR

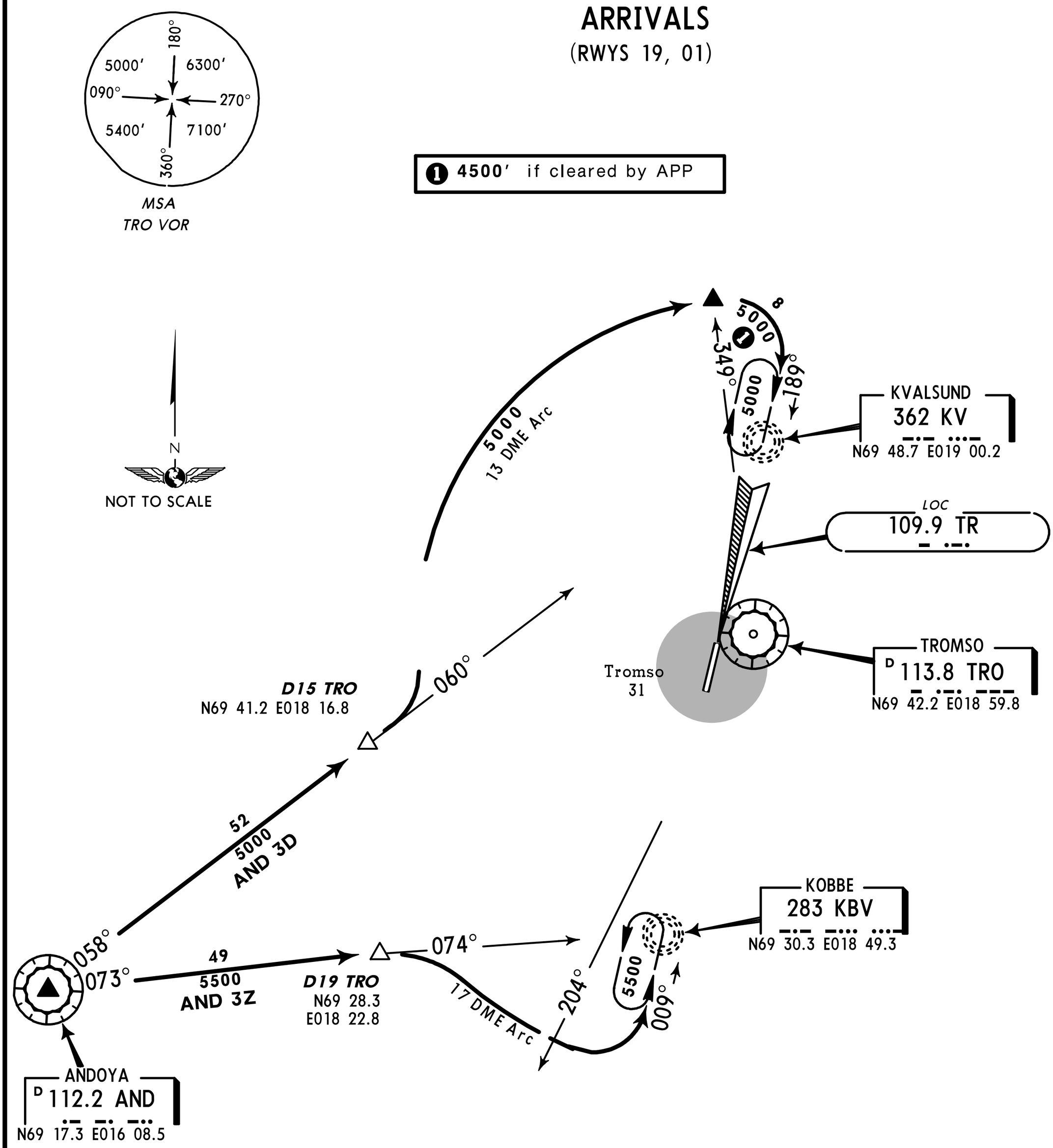
TROMSO, NORWAY

TROMSO

*ATIS 126.12

TRANS LEVEL: BY ATC
TRANS ALT: 6000'

ANDOYA THREE DELTA (AND 3D)
ANDOYA THREE ZULU (AND 3Z)
ARRIVALS
(RWYS 19, 01)



SPEED RESTRICTION
MAX IAS 250 KT below FL100

STAR	RWY	ROUTING
AND 3D	19	Intercept AND R-058 (060° bearing towards KV Lctr), when passing D15 TRO turn LEFT, proceed along TRO 13 DME arc, when passing TRO R-349 turn RIGHT, intercept TR LOC or 189° bearing to KV Lctr.
AND 3Z	01	Intercept AND R-073 (074° bearing towards KBV NDB), when passing D19 TRO turn RIGHT, proceed along TRO 17 DME arc, when passing TRO R-204 turn LEFT, intercept 009° bearing to KBV NDB.

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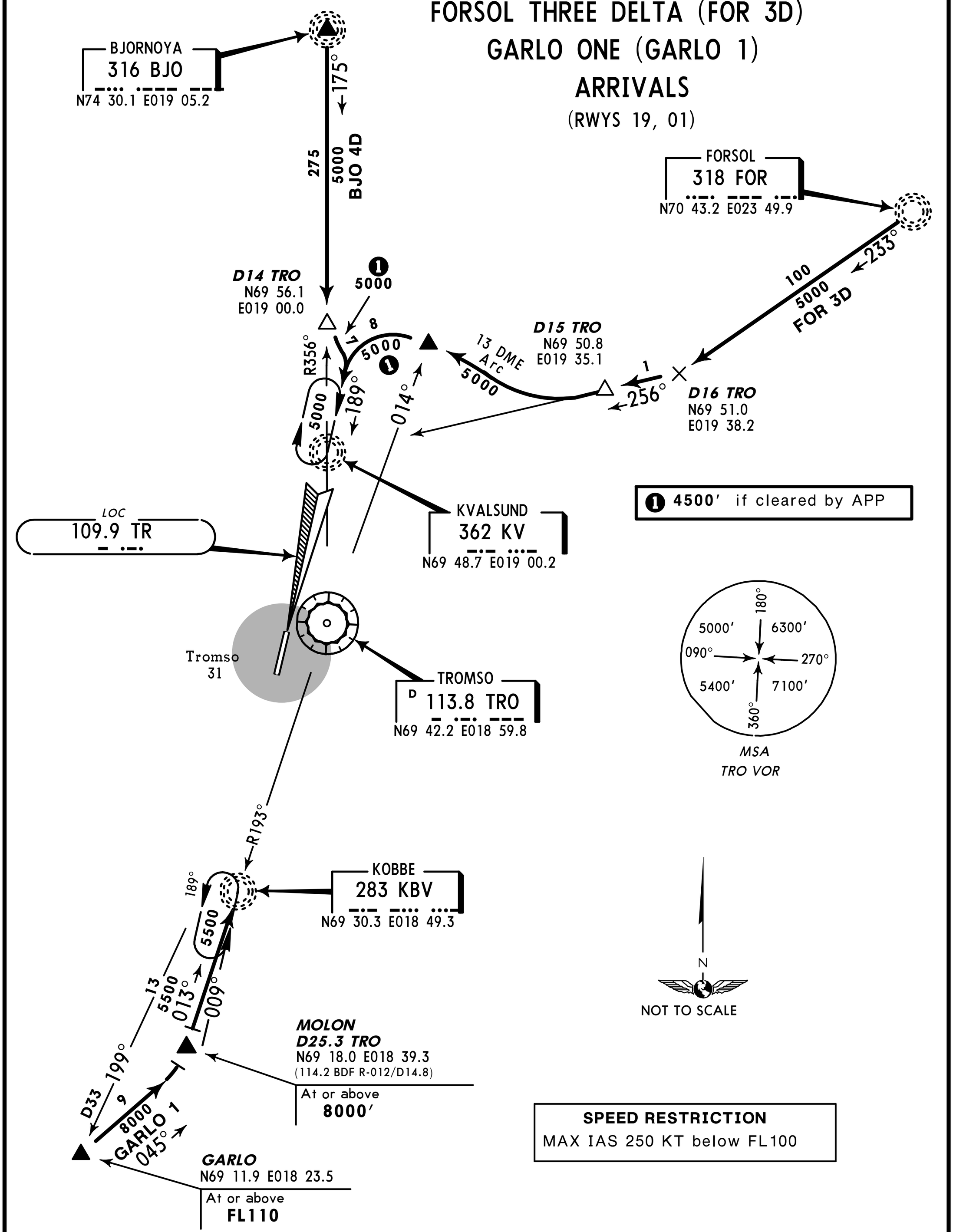
TROMSO, NORWAY

TROMSO

*ATIS 126.12

TRANS LEVEL: BY ATC
TRANS ALT: 6000'

BJORNOYA FOUR DELTA (BJO 4D)
FORSOL THREE DELTA (FOR 3D)
GARLO ONE (GARLO 1)
ARRIVALS
(RWYS 19, 01)



SPEED RESTRICTION
MAX IAS 250 KT below FL100

STAR	RWY	ROUTING	ALTITUDE
BJO 4D	**19**	Intercept TRO R-356 inbound, when passing D14 TRO turn LEFT, intercept TR LOC or 189° bearing to KV Lctr.	
FOR 3D		On 233° bearing from FOR NDB to D16 TRO, turn RIGHT, proceed along TRO 13 DME arc, when passing TRO R-014 turn LEFT, intercept TR LOC or 189° bearing to KV Lctr.	
GARLO 1	**01**	When passing Garlo Int 045° track, intercept TRO R-193 inbound to KBV NDB. **RNAV:** GARLO - MOLON - KBV NDB.	Cross Garlo Int at or above **FL110,** D25.3 TRO at or above **8000'.**

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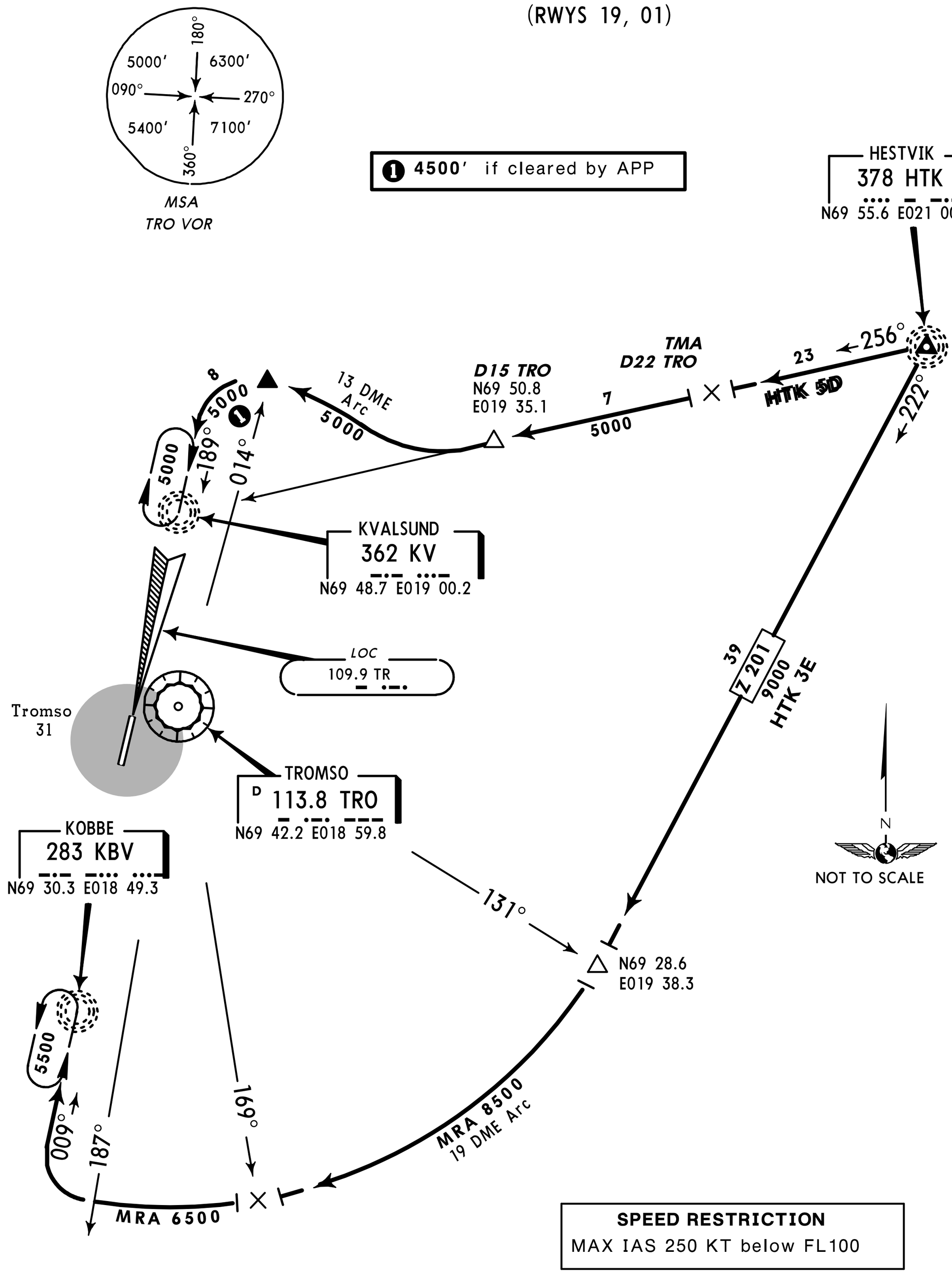
TROMSO, NORWAY

TROMSO

*ATIS 126.12

TRANS LEVEL: BY ATC
TRANS ALT: 6000'

HESTVIK FIVE DELTA (HTK 5D)
HESTVIK THREE ECHO (HTK 3E)
ARRIVALS
(RWYS 19, 01)



STAR	RWY	ROUTING
HTK 5D	19	On 256° bearing towards KV Lctr, when passing D15 TRO turn RIGHT, proceed along TRO 13 DME arc, when passing TRO R-014 turn LEFT, intercept TR LOC or 189° bearing to KV Lctr.
HTK 3E	01	Proceed on airway **Z 201,** when passing TRO R-131 proceed along TRO 19 DME arc, when passing TRO R-187 turn RIGHT, intercept 009° bearing to KBV NDB.

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JEPPESEN

10-2C

Eff 15 Jun

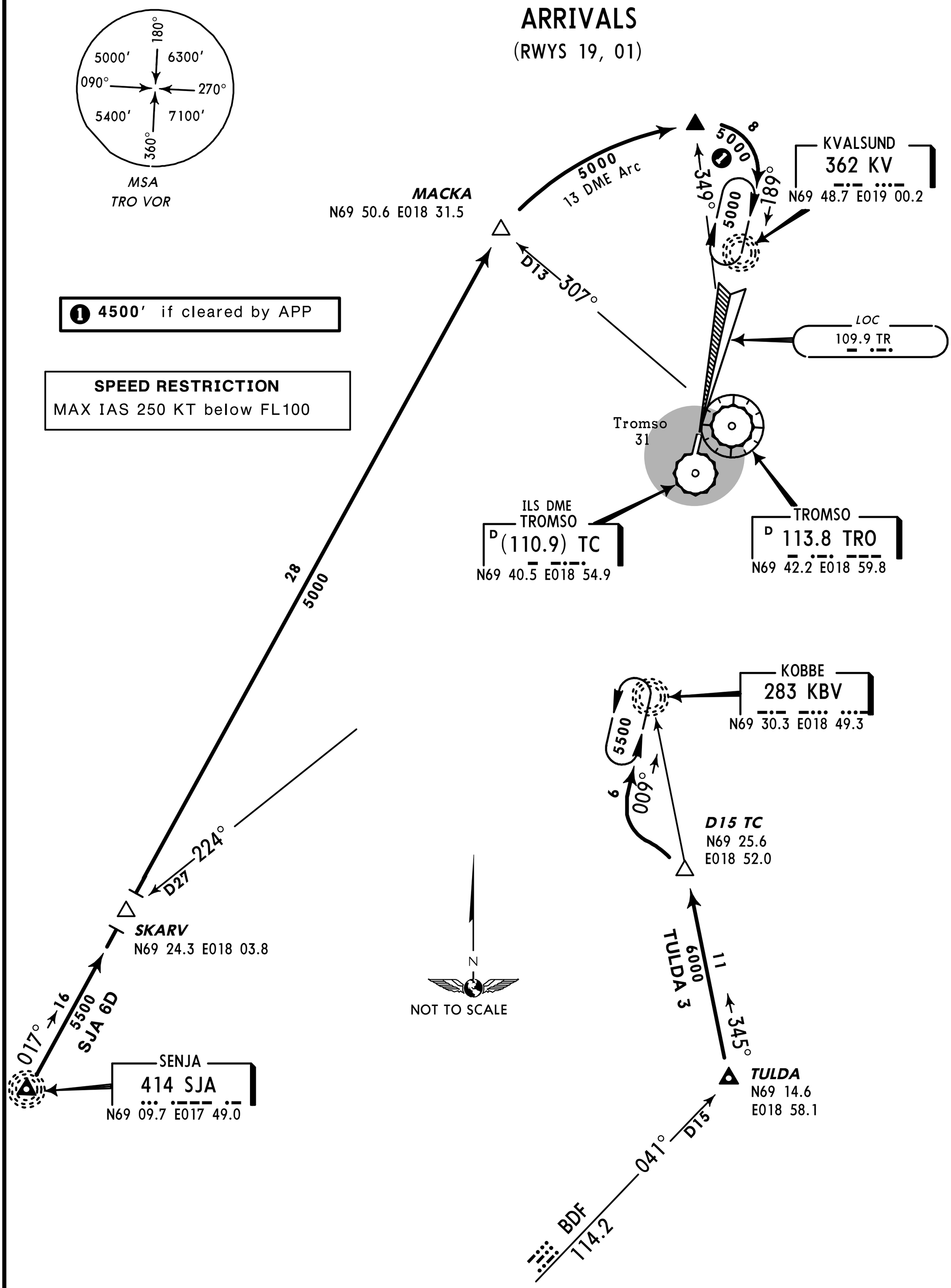
TROMSO, NORWAY

TROMSO

*ATIS 126.12

TRANS LEVEL: BY ATC
TRANS ALT: 6000'

SENJA SIX DELTA (SJA 6D)
TULDA THREE (TULDA 3)
ARRIVALS
(RWYS 19, 01)



STAR	RWY	ROUTING
SJA 6D	19	On 017° bearing from SJA NDB via Skarv Int to Macka Int, turn RIGHT, proceed along TRO 13 DME arc, when passing TRO R-349 turn RIGHT, intercept TR LOC or 189° bearing to KV Lctr.
TULDA 3	01	On 345° bearing towards KBV NDB, when passing D15 TC turn LEFT, intercept 009° bearing to KBV NDB.

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TROMSO, NORWAY

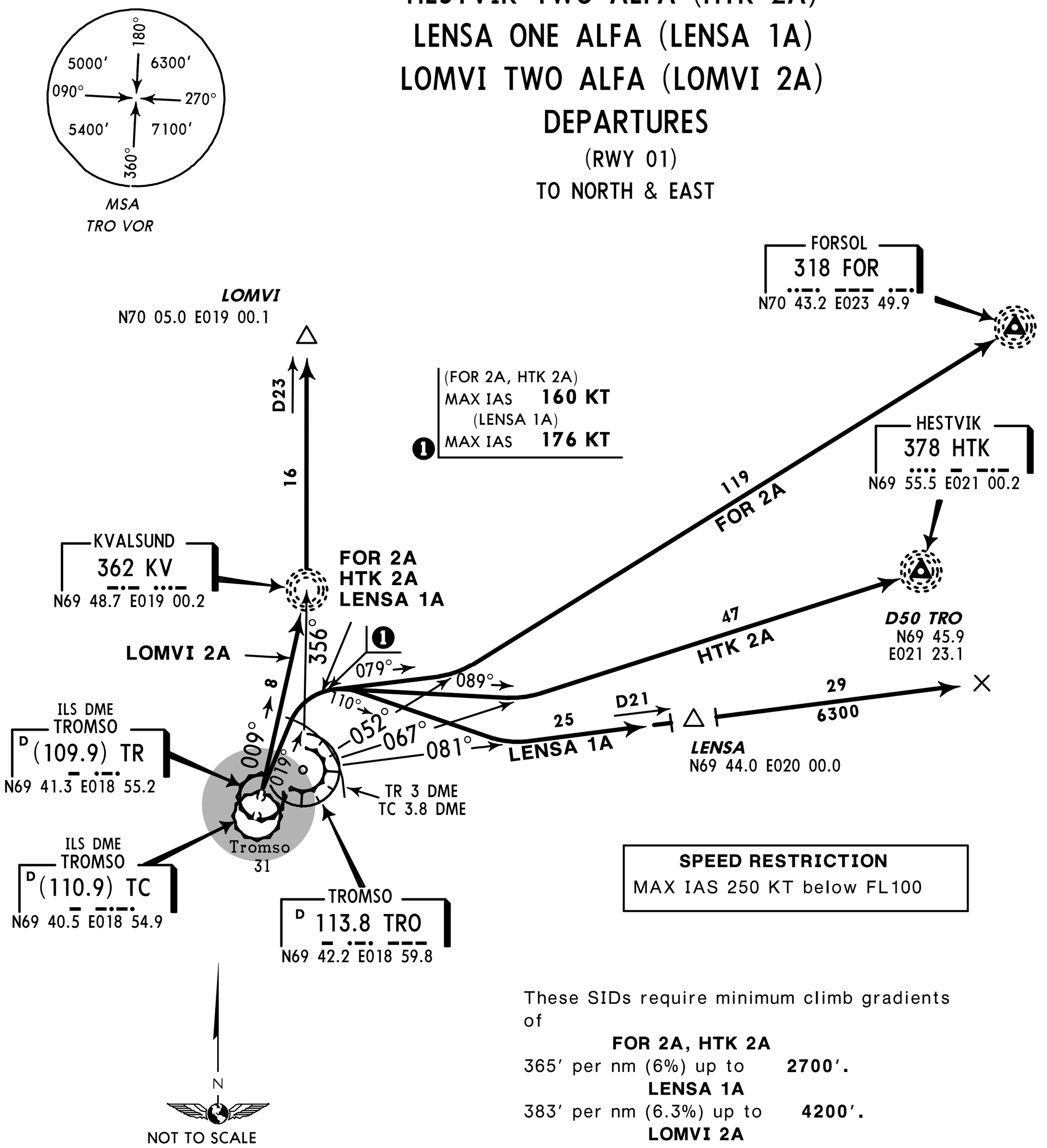
TROMSO

*TROMSO Approach 123.75

TRANS LEVEL: BY ATC
TRANS ALT: 6000′

FORSOL TWO ALFA (FOR 2A)
HESTVIK TWO ALFA (HTK 2A)
LENSA ONE ALFA (LENSA 1A)
LOMVI TWO ALFA (LOMVI 2A)
DEPARTURES

(RWY 01)
TO NORTH & EAST



SPEED RESTRICTION
MAX IAS 250 KT below FL100

These SIDs require minimum climb gradients of

FOR 2A, HTK 2A
365′ per nm (6%) up to **2700′.**

LENSA 1A
383′ per nm (6.3%) up to **4200′.**

LOMVI 2A
377′ per nm (6.2%) up to **1600′.**

Gnd speed-Kts	75	100	150	200	250	300
383′ per nm	479	638	957	1276	1595	1914
377′ per nm	471	628	942	1256	1570	1884
365′ per nm	456	608	911	1215	1519	1823

If unable to comply advise ATC.

Enroute cruising level will be issued after take-off by Tromso Approach.
Radar vectoring deviating from SID may be used by Tromso Approach to expedite outbound traffic. At MEA clearance for direct routing will be given as soon as traffic permits.

After take-off contact Tromso Approach.

MAX IAS 185 KT during turns unless otherwise specified in SID.

SID	ROUTING	CLIMB INSTRUCTION
FOR 2A (CAT A, B & C)	On 019° track to TR 3 DME (TC 3.8 DME), turn RIGHT (MAX IAS 160 KT), 079° track, intercept TRO R-052 to FOR NDB.	Climb to **FL90.**
HTK 2A (CAT A, B & C)	On 019° track to TR 3 DME (TC 3.8 DME), turn RIGHT (MAX IAS 160 KT), 089° track, intercept TRO R-067 to HTK NDB.	
LENSA 1A	On 019° track to TR 3 DME (TC 3.8 DME), turn RIGHT (MAX IAS 176 KT), 110° track, intercept TRO R-081 to Lensa Int.	
LOMVI 2A	On 009° bearing to KV Lctr, intercept TRO R-356 to Lomvi Int.	

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JEPPESEN (10-3A) Eff 15 Jun

TROMSO, NORWAY

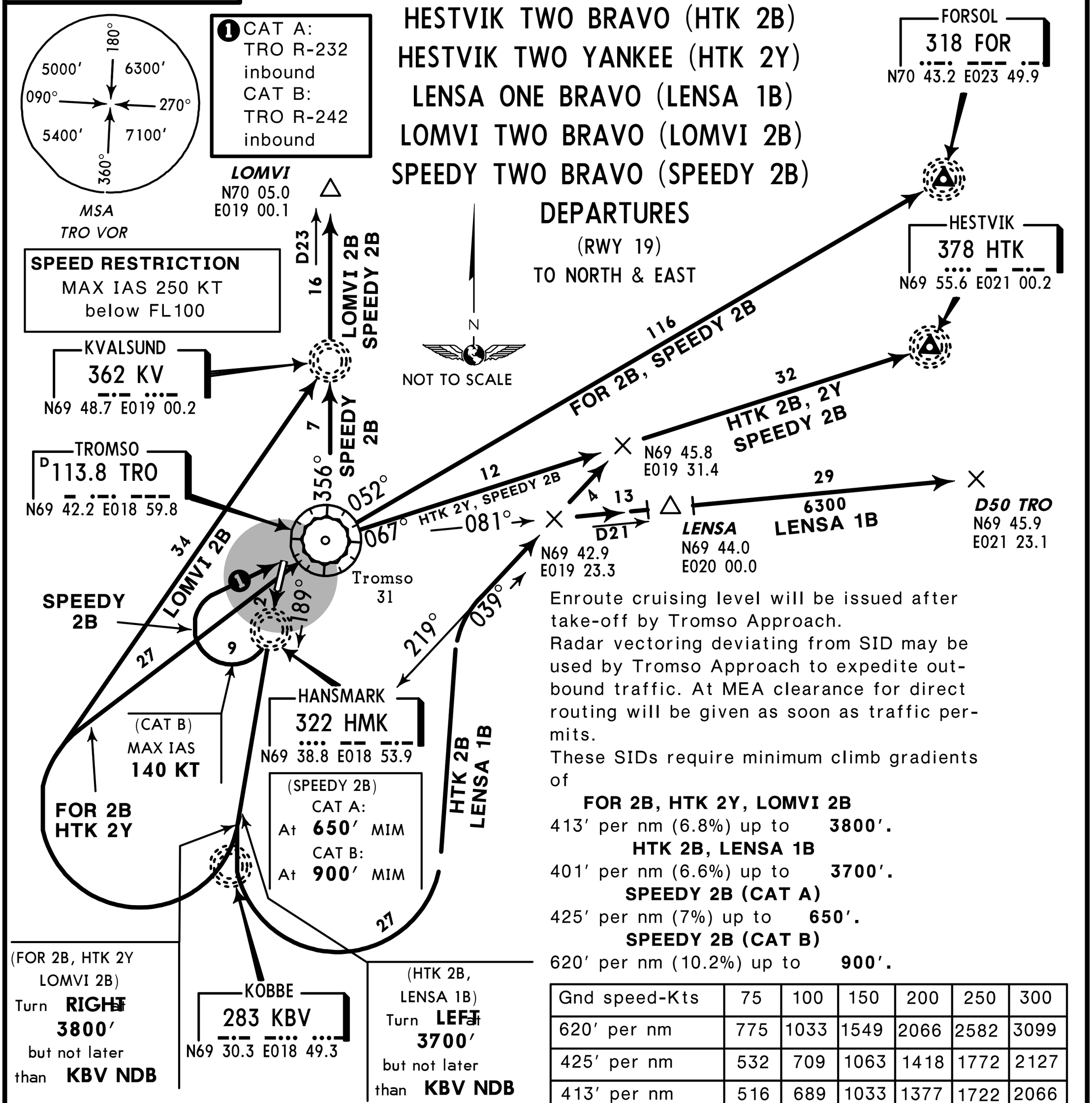
SID

TROMSO

*TROMSO Approach 123.75

TRANS LEVEL: BY ATC
TRANS ALT: 6000′

FORSOL TWO BRAVO (FOR 2B)
HESTVIK TWO BRAVO (HTK 2B)
HESTVIK TWO YANKEE (HTK 2Y)
LENSA ONE BRAVO (LENSA 1B)
LOMVI TWO BRAVO (LOMVI 2B)
SPEEDY TWO BRAVO (SPEEDY 2B)
DEPARTURES
(RWY 19)
TO NORTH & EAST



Enroute cruising level will be issued after take-off by Tromso Approach.
Radar vectoring deviating from SID may be used by Tromso Approach to expedite outbound traffic. At MEA clearance for direct routing will be given as soon as traffic permits.
These SIDs require minimum climb gradients of

FOR 2B, HTK 2Y, LOMVI 2B
413′ per nm (6.8%) up to **3800′.**

HTK 2B, LENSA 1B
401′ per nm (6.6%) up to **3700′.**

SPEEDY 2B (CAT A)
425′ per nm (7%) up to **650′.**

SPEEDY 2B (CAT B)
620′ per nm (10.2%) up to **900′.**

Gnd speed-Kts	75	100	150	200	250	300
620′ per nm	775	1033	1549	2066	2582	3099
425′ per nm	532	709	1063	1418	1772	2127
413′ per nm	516	689	1033	1377	1722	2066
401′ per nm	501	668	1003	1337	1671	2005

If unable to comply advise ATC.

After take-off contact Tromso Approach.

MAX IAS 185 KT during turns unless otherwise specified in SID.

SID	ROUTING	CLIMB INSTRUCTION/ALTITUDE
FOR 2B	Towards KBV NDB, at **3800′,** but not later than KBV NDB turn RIGHT to TRO VORDME, intercept TRO R-052 to FOR NDB.	Climb to **FL90.**
HTK 2B	Towards KBV NDB, at **3700′,** but not later than KBV NDB turn LEFT, intercept 039° bearing from KBV NDB, intercept TRO R-067 to HTK NDB.	
HTK 2Y	Towards KBV NDB, at **3800′,** but not later than KBV NDB turn RIGHT to TRO VORDME, intercept TRO R-067 to HTK NDB.	
LENSA 1B	Towards KBV NDB, at **3700′,** but not later than KBV NDB turn LEFT, intercept 039° bearing from KBV NDB, intercept TRO R-081 to Lensa Int.	
LOMVI 2B	Towards KBV NDB, at **3800′,** but not later than KBV NDB turn RIGHT to KV Lctr, intercept TRO R-356 to Lomvi Int.	
SPEEDY 2B (CAT A & B)	On 189° bearing to HMK NDB, turn RIGHT (CAT B: MAX IAS 140 KT), intercept TRO R-232 inbound (CAT A) or TRO R-242 inbound (CAT B) to TRO VORDME, intercept TRO R-356 to Lomvi Int or TRO R-052 to FOR NDB or TRO R-067 to HTK NDB.	Climb to **FL90.** Cross HMK NDB at **650′** MIM (CAT A) or at **900′** MIM (CAT B).

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SID

JEPPESEN 10-3B Eff 15 Jun

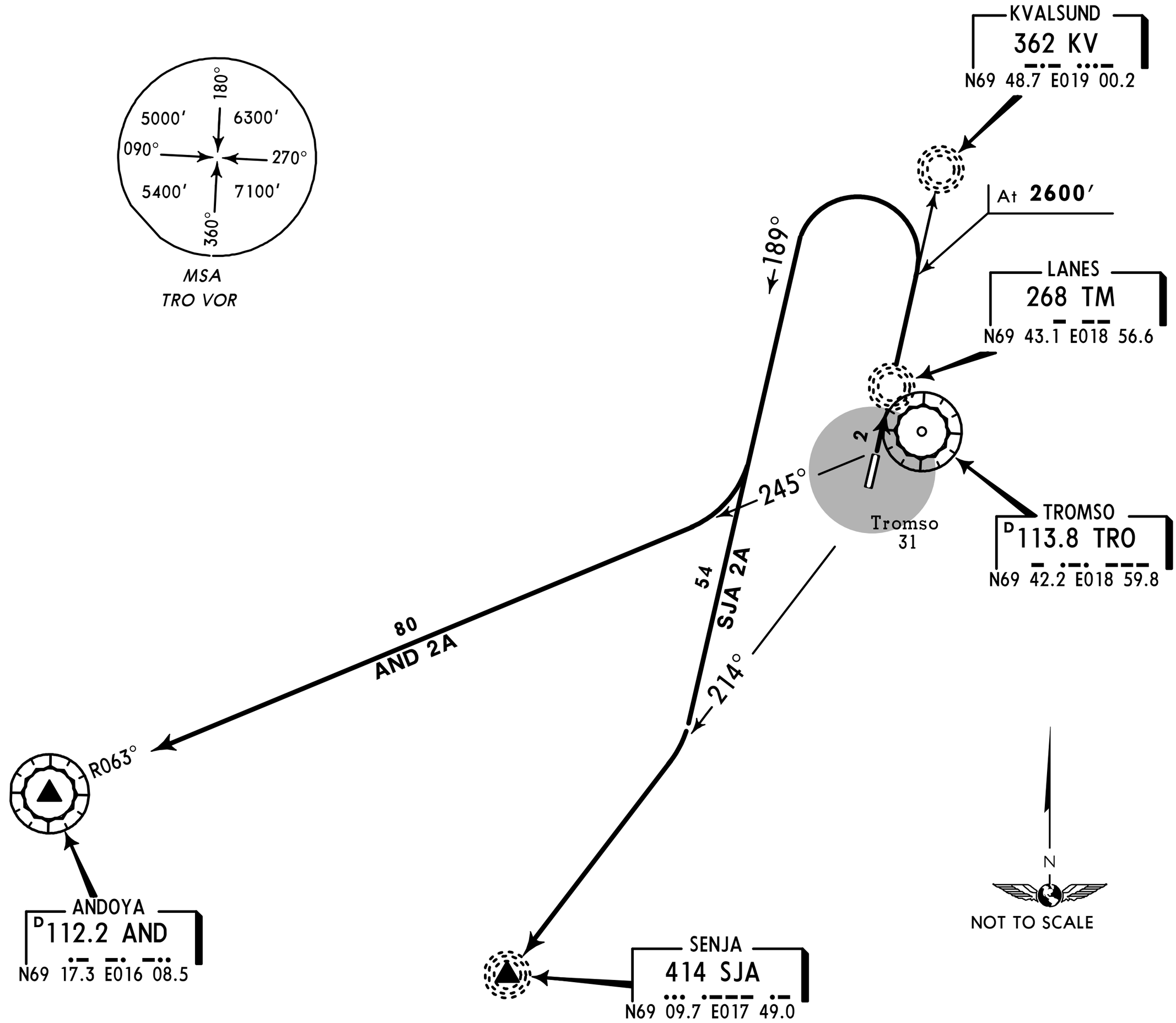
TROMSO, NORWAY

TROMSO

*TROMSO Approach 123.75

TRANS LEVEL: BY ATC
TRANS ALT: 6000′

ANDOYA TWO ALFA (AND 2A)
SENJA TWO ALFA (SJA 2A)
DEPARTURES
(RWY 01)
TO SOUTH & WEST



SPEED RESTRICTION
MAX IAS 250 KT below FL100

These SIDs require a minimum climb gradient of
377′ per nm (6.2%) up to **2600′.**

Gnd speed-Kts	75	100	150	200	250	300
377′ per nm	471	628	942	1256	1570	1884

If unable to comply advise ATC.

Enroute cruising level will be issued after take-off by Tromso Approach.
Radar vectoring deviating from SID may be used by Tromso Approach to expedite outbound traffic. At MEA clearance for direct routing will be given as soon as traffic permits.

After take-off contact Tromso Approach and climb to FL90.

MAX IAS 185 KT during turns unless otherwise specified in SID.

SID	ROUTING
AND 2A	Via TM Lctr towards KV Lctr, at **2600′** turn LEFT, 189° track, intercept TRO R-245 to AND VORDME.
SJA 2A	Via TM Lctr towards KV Lctr, at **2600′** turn LEFT, 189° track, intercept TRO R-214 to SJA NDB.

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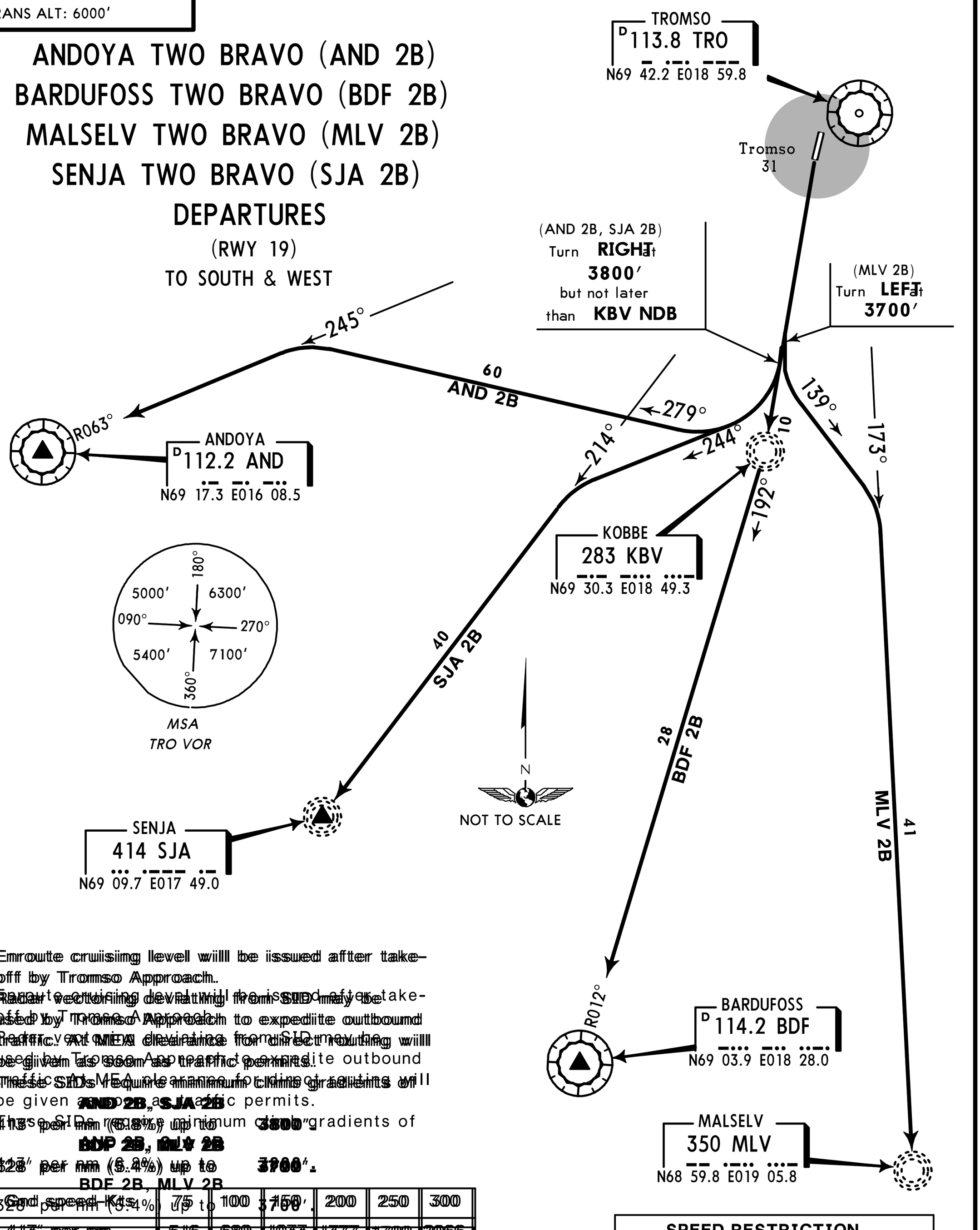
TROMSO, NORWAY

TROMSO

*TROMSO Approach 123.75

TRANS LEVEL: BY ATC
TRANS ALT: 6000′

ANDOYA TWO BRAVO (AND 2B)
BARDUFOSS TWO BRAVO (BDF 2B)
MALSELV TWO BRAVO (MLV 2B)
SENJA TWO BRAVO (SJA 2B)
DEPARTURES
(RWY 19)
TO SOUTH & WEST



Enroute cruising level will be issued after take-off by Tromso Approach.

Radar vectoring deviating from SID may be used by Tromso Approach to expedite outbound traffic. At MEA clearance for direct routing will be given as soon as traffic permits.

These SIDs require minimum climb gradients of

AND 2B, SJA 2B
413′ per nm (6.8%) up to 3800′.

BDF 2B, MLV 2B
328′ per nm (5.4%) up to 3700′.

Gnd speed-Kts	75	100	150	200	250	300
413′ per nm	516	689	1033	1377	1722	2066
328′ per nm	410	547	820	1094	1367	1641

If unable to comply advise ATC.

After take-off contact Tromso Approach.

MAX IAS 185 KT during turns unless otherwise specified in SID.

SPEED RESTRICTION
MAX IAS 250 KT below FL100

After take-off contact Tromso Approach and climb to FL90.

SID	ROUTING	CLIMB INSTRUCTION
AND 2B	Towards KBV NDB, at 3800′, but not later than KBV NDB turn RIGHT, 279° track, intercept TRO R-245 to AND VORDME.	Climb to FL90.
BDF 2B	To KBV NDB, intercept BDF R-012 inbound to BDF VORDME.	
MLV 2B	Towards KBV NDB, at 3700′ turn LEFT, 139° track, intercept TRO R-173 to MLV NDB.	
SJA 2B	Towards KBV NDB, at 3800′, but not later than KBV NDB turn RIGHT, 244° track, intercept TRO R-214 to SJA NDB.	

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ENTC
TROMSO

JEPPESEN
11-1

TROMSO, NORWAY
ILS DME Rwy 01

BRIEFING STRIP TM

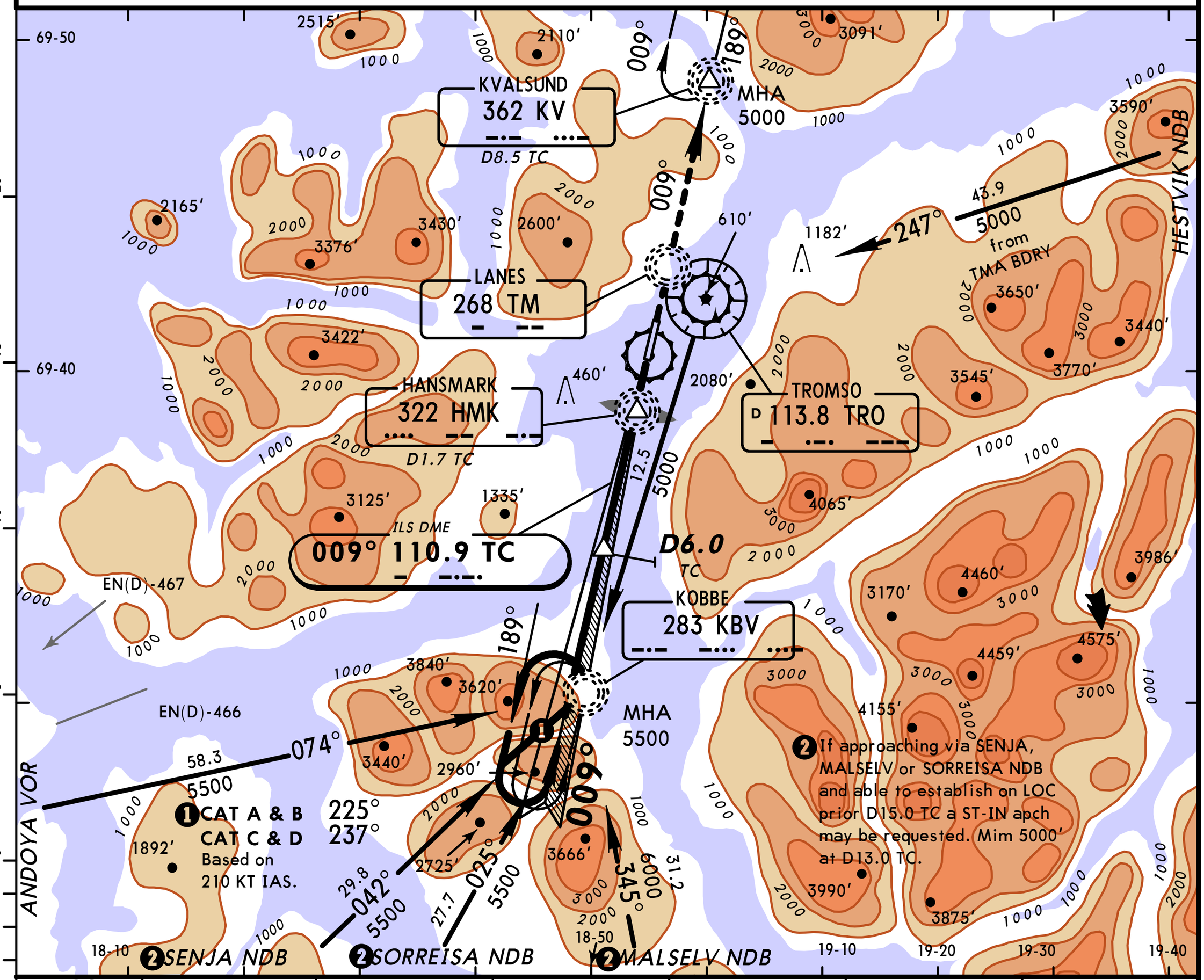
*ATIS	*TROMSO Approach	*TROMSO Tower
126.12	123.75	118.3

LOC	Final	GS	ILS	
TC	Apch Crs	KBV NDB	DA(H)	Apt Elev 31′
110.9	009°	4400′ (4375′)	Refer to Minimums	RWY 25′

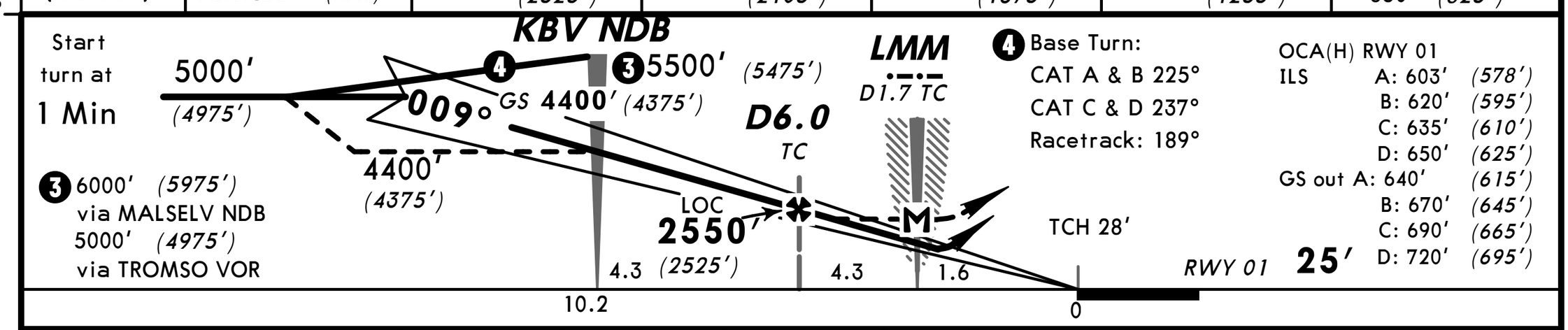
MISSED APCH: Climb on 009° via TM Lctr to KV Lctr (D8.5 TC), then turn LEFT climbing on 349°. At minimum 3500′ climbing proceed to KV Lctr at 5000′ and hold.

MSA TRO VOR: 180° 6300′; 270° 7100′; 360° 5400′; 090° 5000′

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000′ (5975′)
Steep GS angle, appropriate aircraft and crew qualification required.



LOC (GS out)	TC DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE (HAT)	(2525′)	(2105′)	(1675′)	(1255′)	850′ (825′)



Base Turn:
CAT A & B 225°
CAT C & D 237°
Racetrack: 189°

OCA(H) RWY 01

ILS	A: 603′	(578′)
	B: 620′	(595′)
	C: 635′	(610′)
	D: 650′	(625′)
GS out	A: 640′	(615′)
	B: 670′	(645′)
	C: 690′	(665′)
	D: 720′	(695′)

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 4.00° or LOC Descent Gradient 7.0%	502	645	716	860	1003	1146
MAP at LMM/D1.7 TC						

HIALS; PAPI PAPI

009° via TM 268

KV 362 / D8.5 TC

JAR-OPS STRAIGHT-IN LANDING RWY 01

ILS DA(H): A: 603′ (578′) B: 620′ (595′) C: 635′ (610′) D: 650′ (625′)

LOC (GS out) MDA(H): A: 640′ (615′) B: 670′ (645′) C: 690′ (665′) D: 720′ (695′)

	FULL	ALS out		ALS out
A	RVR 900m	RVR 1200m	RVR 1400m	RVR 1500m
B			RVR 1500m	
C			RVR 1800m	RVR 2000m
D			RVR 2000m	

CIRCLE-TO-LAND
Not authorized
West of airport

Max Kts	MDA(H)	VIS
100	840′ (809′)	1500m
135	1160′ (1129′)	1600m
180	2770′ (2739′)	2400m
205	2960′ (2929′)	3600m

PANS OPS 4

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ENTC
TROMSO

JEPPESEN
11-2

TROMSO, NORWAY
ILS DME Rwy 19

BRIEFING STRIP TM

*ATIS	*TROMSO Approach	*TROMSO Tower
126.12	123.75	118.3

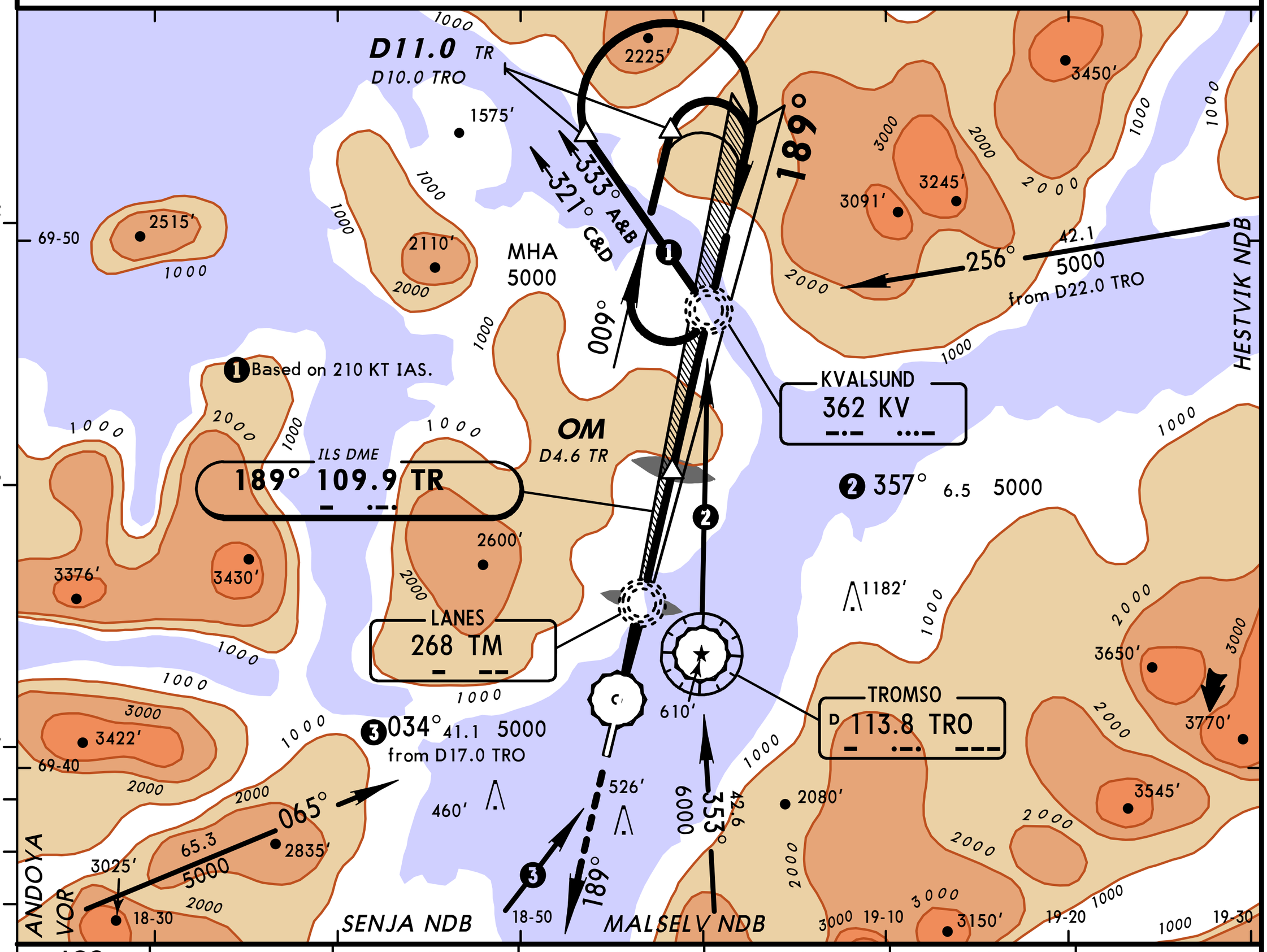
LOC	Final	GS	ILS	Apt Elev 31′
TR	Apch Crs	OM	DA(H)	RWY 13′
109.9	189°	1920′ (1907′)	Refer to Minimums	

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ or MAX D9.0 TRO/ D7.7 TR, then climbing turn RIGHT (MAX IAS CAT C 160 KT, CAT D 185KT) via TRO VOR to KV Lctr at 5000′ and hold.

MSA TRO VOR: 180° 5000′; 090° 6300′; 270° 5400′; 360° 7100′

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′ (5987′)

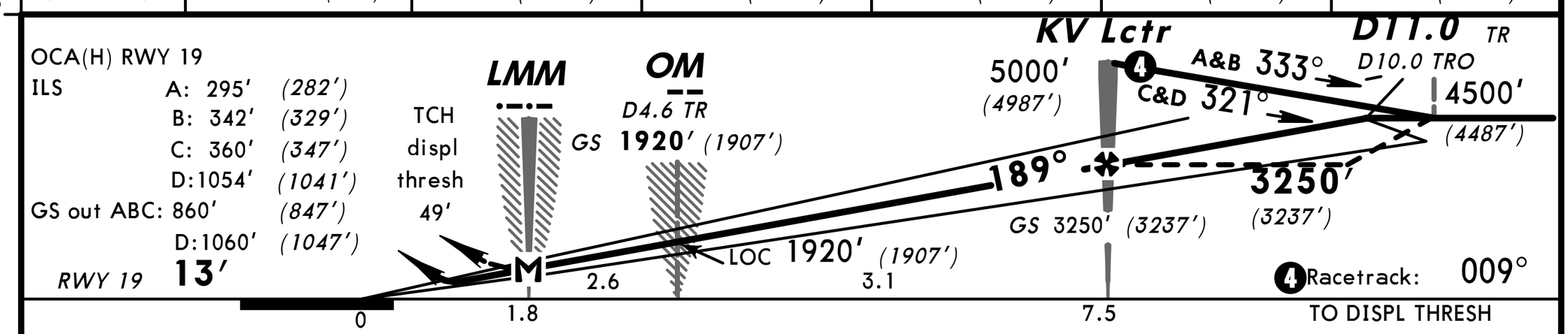
1. Steep GS angle, appropriate aircraft and crew qualification required.
2. Terrain penetrates OAS between KV Lctr and OM.



LOC (GS out)	TR DME	3.0	4.0	5.0	6.0	7.0
	ALTITUDE (HAT)	(1257′)	(1687′)	(2117′)	(2547′)	(2987′)

OCA(H) RWY 19

ILS			
A:	295′	(282′)	TCH
B:	342′	(329′)	displ
C:	360′	(347′)	thresh
D:	1054′	(1041′)	49′
GS out ABC:	860′	(847′)	
D:	1060′	(1047′)	
RWY 19	13′		



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 4.00° or LOC Descent Gradient 7.0%	502	645	716	860	1003	1146
MAP at LMM						

HIALS PAPI PAPI

3000′ MAX D9.0 TRO/ or D7.7 TR

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 19

ILS DA(H): A: 295′ (282′) B: 342′ (329′) C: 360′ (347′) D: 1054′ (1041′)

LOC (GS out) MDA(H): ABC: 860′ (847′) D: 1060′ (1047′)

	ILS FULL	ILS ALS out	LOC (GS out)	LMM out	ALS out
A	RVR 650m	RVR 1200m	RVR 1200m	NOT AUTH	RVR 1500m
B	RVR 800m		RVR 1400m		
C					RVR 2000m
D			RVR 1800m		

CIRCLE-TO-LAND: Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1 840′ (809′)	1500m
135	1160′ (1129′)	1600m
180	2770′ (2739′)	2400m
205	2960′ (2929′)	3600m

1 After LOC (GS out): MDA(H) 860′(829′).

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ENTC
TROMSO

JEPPESEN
13-1

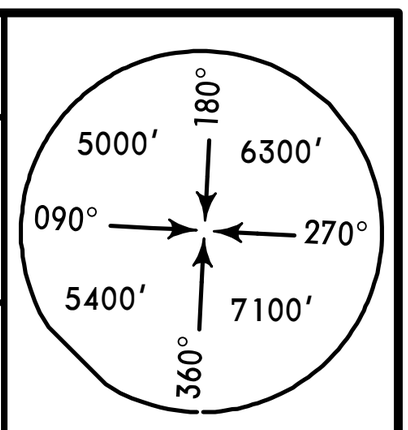
TROMSO, NORWAY
CIRCLING **VOR DME 219°**

BRIEFING STRIP TM

*ATIS	*TROMSO Approach	*TROMSO Tower
126.12	123.75	118.3

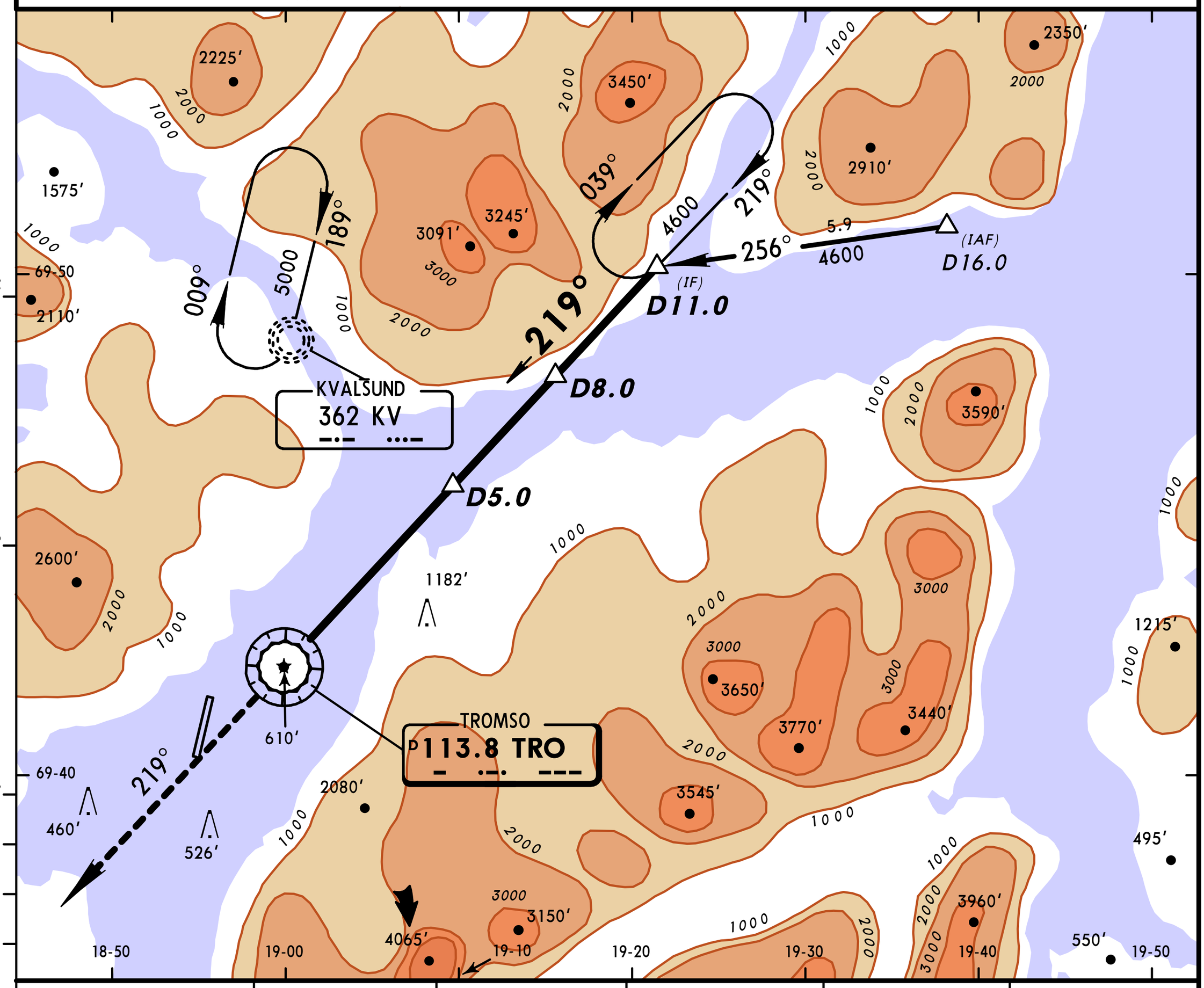
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
TRO **113.8**	**219°**	**D5.0** **3000′** (2969′)	Refer to Minimums	**31′**

MISSED APCH: Climb on R-219 to D8.0, then climbing turn LEFT (MAX IAS 185 KT) to VOR, then on R-357 to KV Lctr to 5000′ and hold.



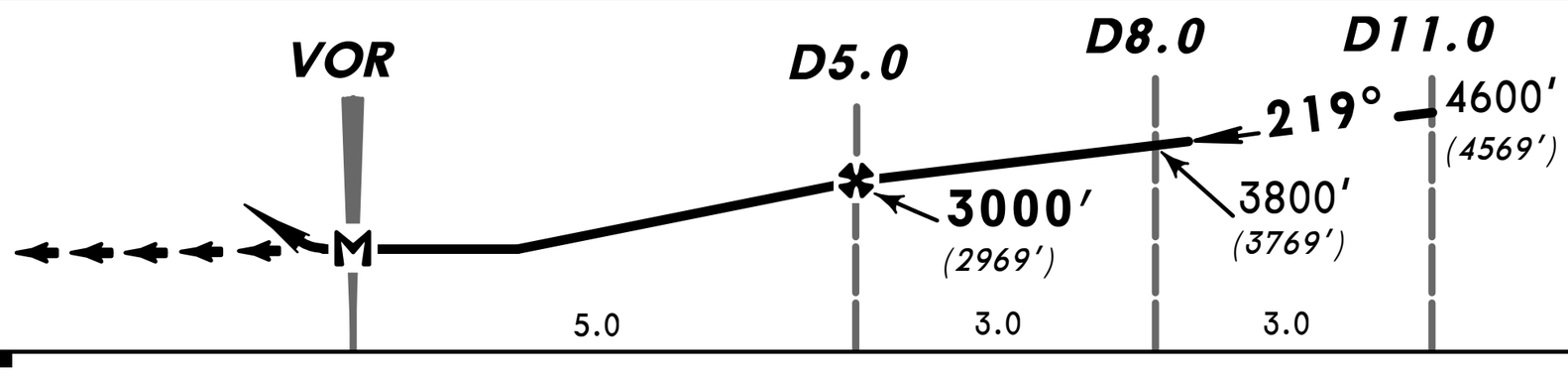
MSA TRO VOR

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′ (5969′)



TRO DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE (HAA)	(1919′)	(2269′)	(2619′)	(2969′)	(3239′)

CIRCLING OCA(H)
AB: 1250′ (1219′)
C: 2770′ (2739′)
D: 2960′ (2929′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.8%	411	529	587	705	822	940
MAP at VOR							

Lighting-Refer to Airport chart

D8.0 ↑ on TRO 113.8 R-219

JAR-OPS

PANS OPS 4

CIRCLE-TO-LAND

Not authorized West of airport

	Max Kts	MDA(H)	VIS
A	100	**1250′** (1219′)	1500m
B	135	**1250′** (1219′)	1600m
C	180	**2770′** (2739′)	2400m
D	205	**2960′** (2929′)	3600m

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Jeppesen SIMCharts
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ENTC
TROMSO

JEPPESEN
16-1

TROMSO, NORWAY
NDB Rwy 01

BRIEFING STRIP TM

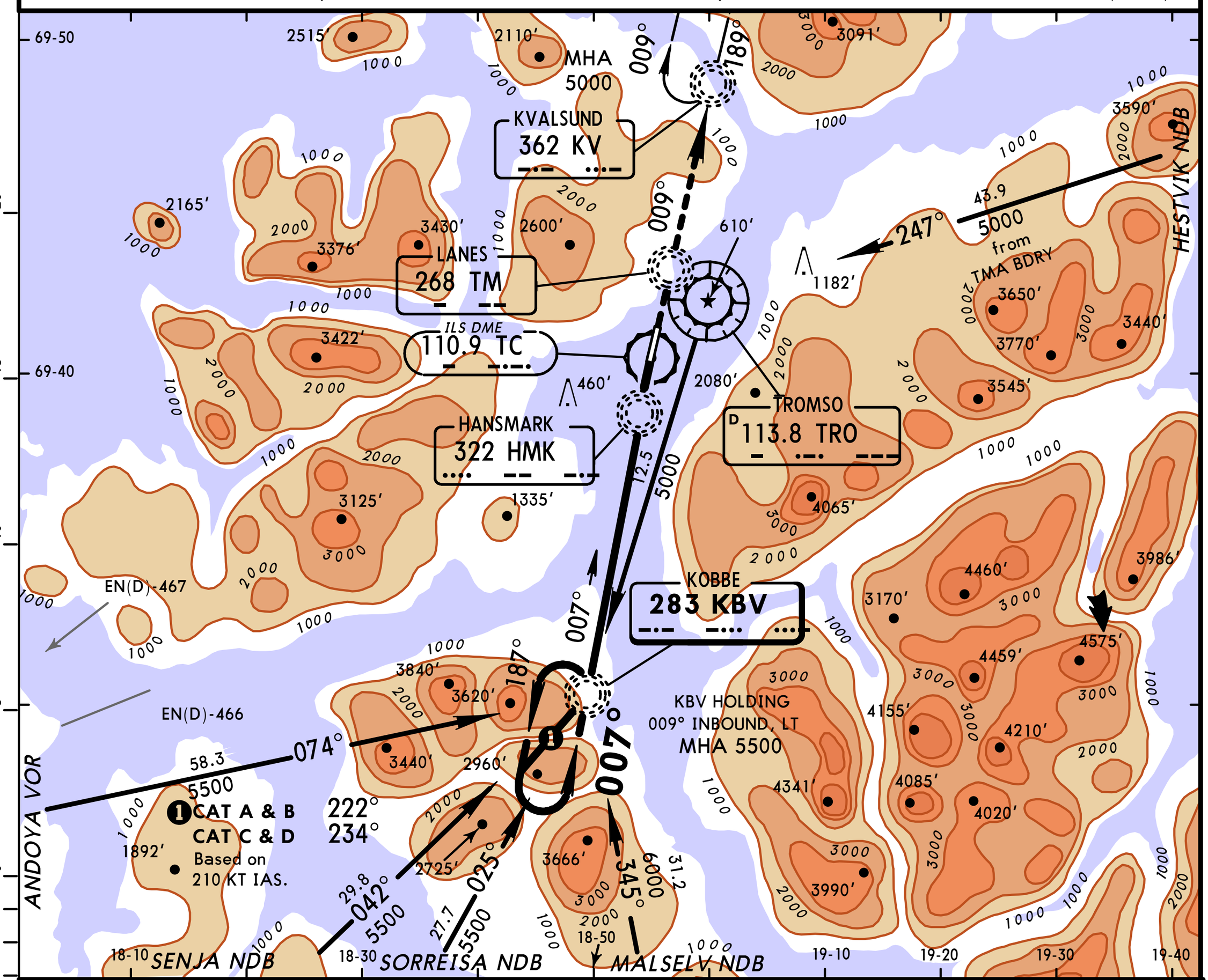
*ATIS	*TROMSO Approach	*TROMSO Tower
126.12	123.75	118.3

NDB	Final	Minimum Alt	MDA(H)	Apt Elev 31′
KBV	Apch Crs	KBV NDB		RWY 25′
283	007°	4400′ (4375′)	1190′ (1165′)	

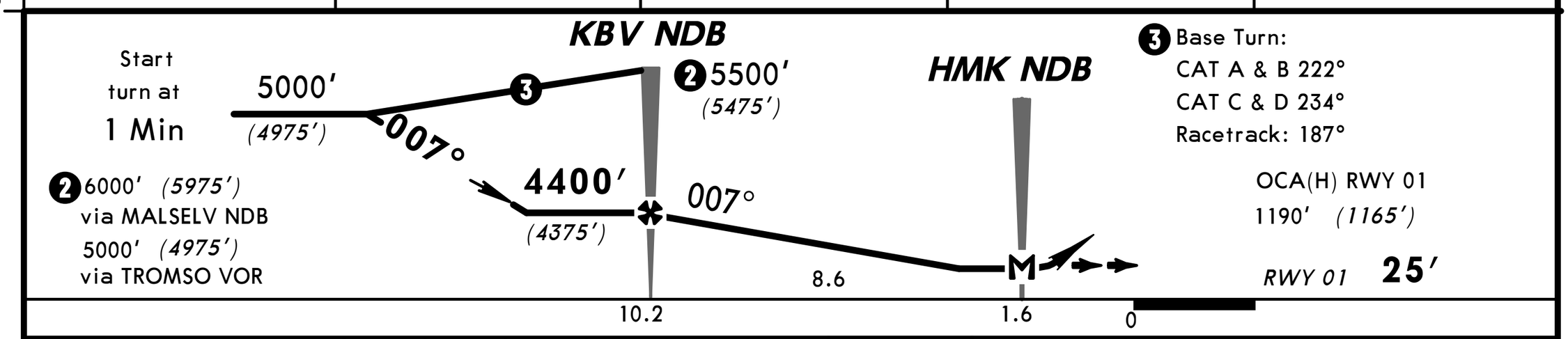
MISSED APCH: Climb on 009° via TM Lctr to KV Lctr, then turn LEFT and proceed on 349° from KV Lctr. At 3500′ climbing proceed to KV Lctr at 5000′ and hold.

MSA TRO VOR: 180° 6300′; 090° 270°; 5400′; 360° 7100′; 5000′

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′ (5975′)



TC DME					
ALTITUDE (HAT)		(2525′)	(2105′)	(1675′)	(1255′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	7.0%	496	638	709	851	992	1134
MAP at HMK NDB							

HIALS; PAPI PAPI

009° via TM 268 | KV 362

JAR-OPS STRAIGHT-IN LANDING RWY 01

MDA(H) 1190′ (1165′)

ALS out

A	RVR 1500m	
B	RVR 1500m	
C	RVR 1800m	RVR 2000m
D	RVR 2000m	RVR 2000m

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1190′ (1159′)	1500m
135	1190′ (1159′)	1600m
180	2770′ (2739′)	2400m
205	2960′ (2929′)	3600m

PANS OPS 4

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ENTC
TROMSO

JEPPESEN
16-2

TROMSO, NORWAY
NDB DME Rwy 19

BRIEFING STRIP TM

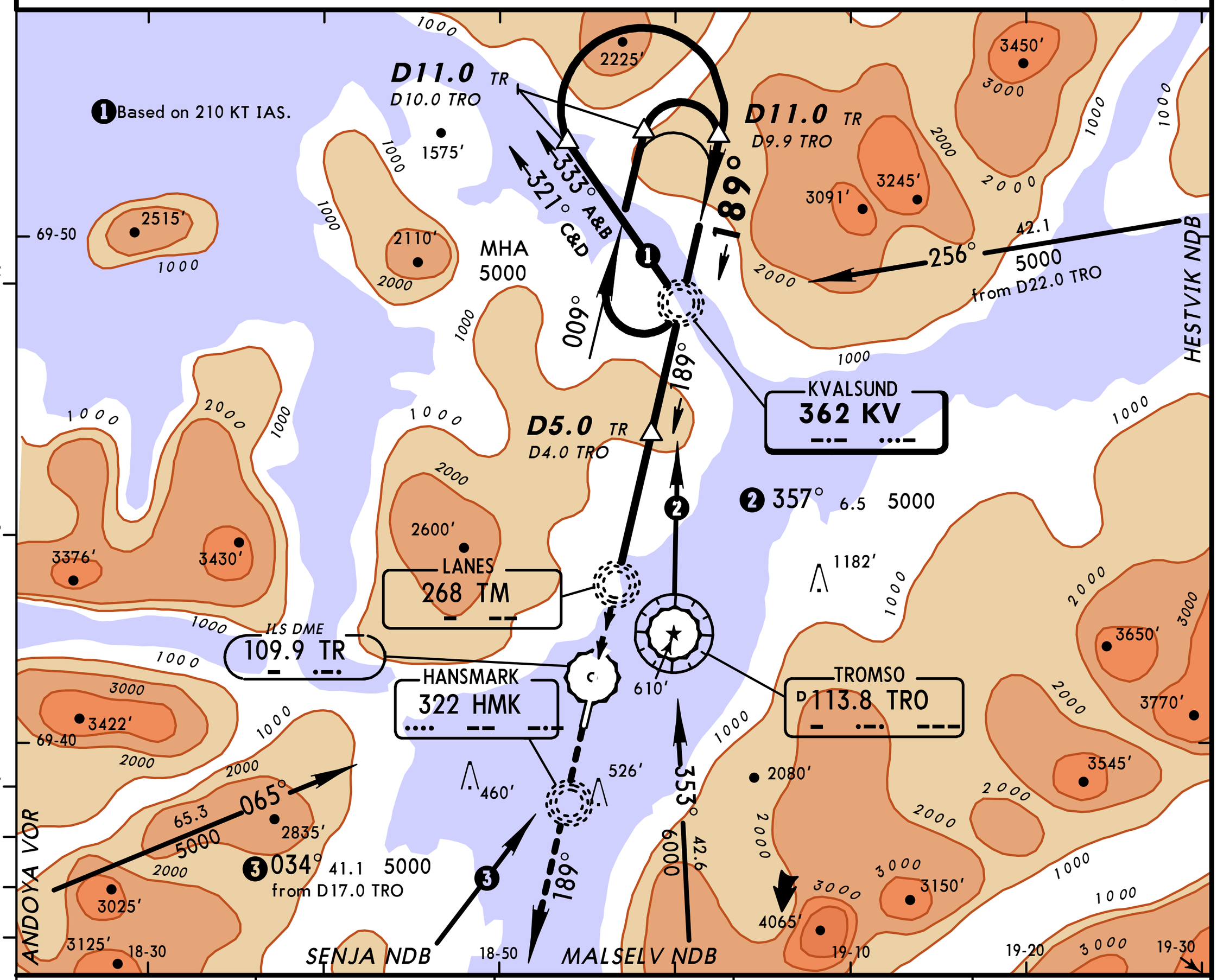
*ATIS	*TROMSO Approach	*TROMSO Tower
126.12	123.75	118.3

Lctr	Final Apch Crs	Minimum ALt	MDA(H)	Apt Elev / RWY
KV 362	189°	KV Lctr 3250′ (3237′)	1350′ (1337′)	Apt Elev 31′ / RWY 13′

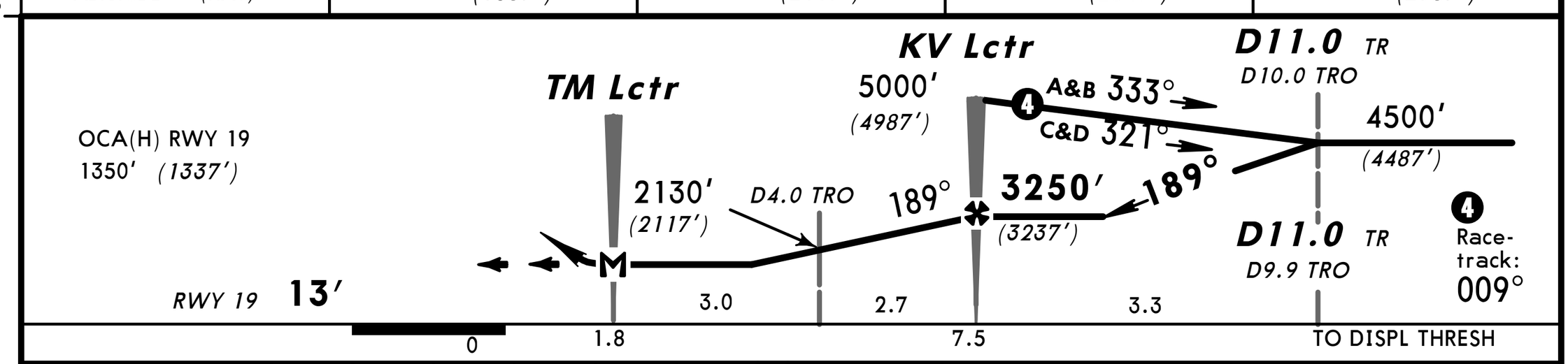
MISSED APCH: Climb on 189° via HMK NDB to 3000′ or MAX D9.0 TRO/D7.7 TR, then climbing turn RIGHT (MAX IAS CAT C 160 KT, CAT D 185KT) via TRO VOR to KV Lctr at 5000′ and hold.

MSA TRO VOR: 180° 6300′; 090° 5000′; 270° 7100′; 360° 5400′

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′ (5987′)



TR DME				
ALTITUDE (HAT)	(1687′)	(2117′)	(2547′)	(2987′)



Gnd speed-Kts	70	90	100	120	140	160
Desc Grad 7.0%	496	638	709	851	992	1134
MAP at TM Lctr						

HIALS; PAPI PAPI

189° via HMK 322

3000′ or MAX D9.0 TRO/ D7.7 TR

JAR-OPS STRAIGHT-IN LANDING RWY 19

MDA(H) 1350′ (1337′)

		ALS out
A	RVR 1200m	RVR 1500m
B	RVR 1400m	
C		RVR 2000m
D	RVR 1800m	

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1350′ (1319′)	1500m
135	1350′ (1319′)	1600m
180	2770′ (2739′)	2400m
205	2960′ (2929′)	3600m

PANS OPS 4

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