

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL CL (white)	① HIALS-II	TDZ	PAPI-L	USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
03								197'
21		① HIALS		PAPI-L				60m

① Configuration unknown.

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	250m	400m
C			
D	250m	300m	

CHANGES: Rwy width.

STRAIGHT-IN RWY		A	B	C	D
03	VOR ①	1720'(341') R1500m	1720'(341') R1500m	1750'(371') R1700m	1750'(371') R1700m
	NDB	1900'(521') C2600m	1900'(521') C2600m	1900'(521') C2800m	1900'(521') C2800m

① Continuous Descent Final Approach.

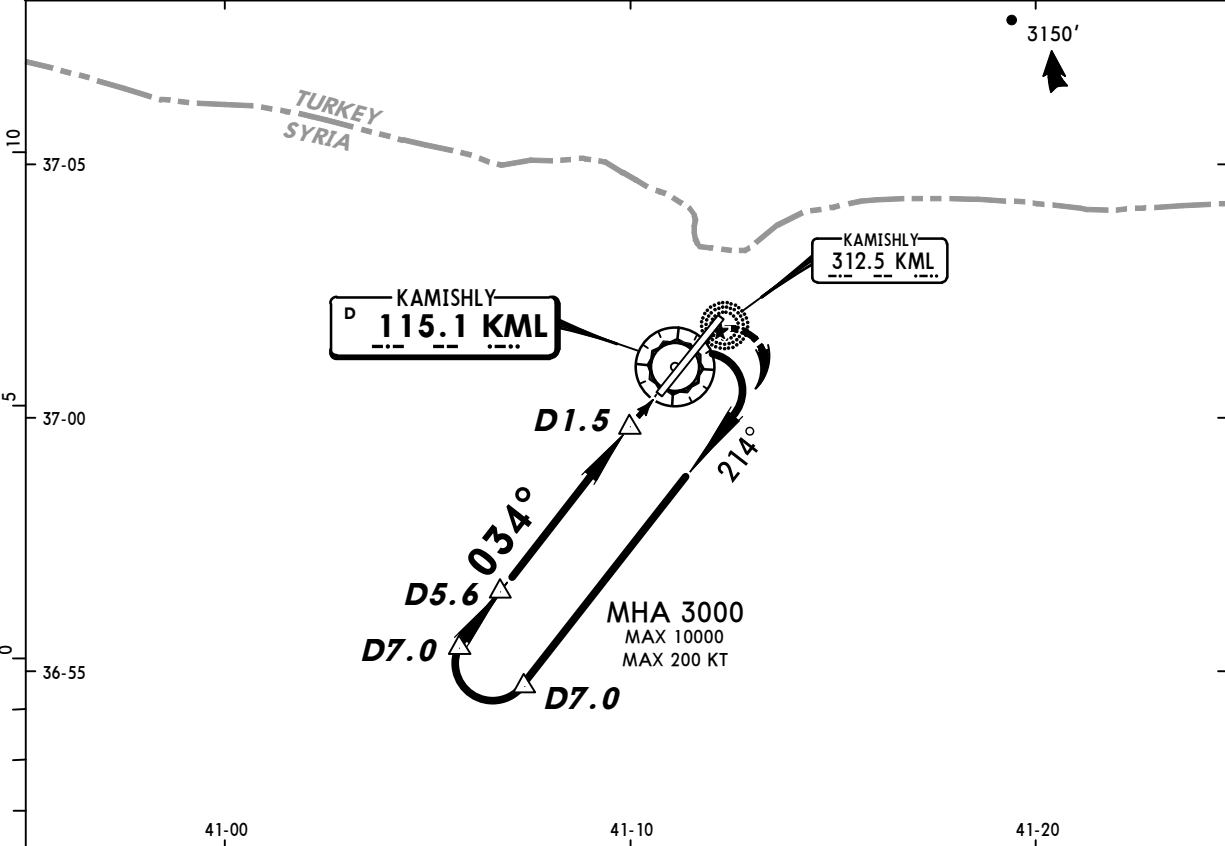
TAKE-OFF RWY 03, 21

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

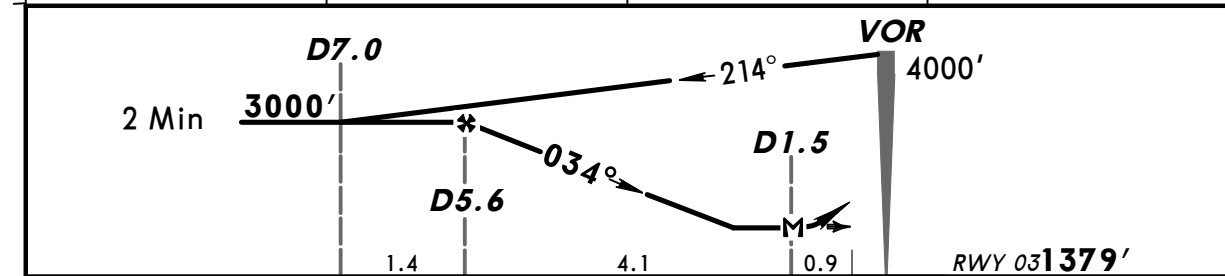
Approach Control through Tower
*KAMISHLY Tower
118.22

VOR KML 115.1	Final Apch Crs 034°	Minimum Alt D5.6 3000' (1621')	MDA(H) Refer to Minimums	Apt Elev 1430' RWY1379'	
MISSED APCH: Passing VOR climbing turn RIGHT in holding pattern to 3000' and as directed.					
Alt Set: MB		Rwy Elev: 50 MB	Trans level: FL 150	Trans alt: 13000'	

MSA KML VOR



	41-00	41-10	41-20
KML DME	4.0	3.0	2.0
ALTITUDE	2500'	2190'	1870'



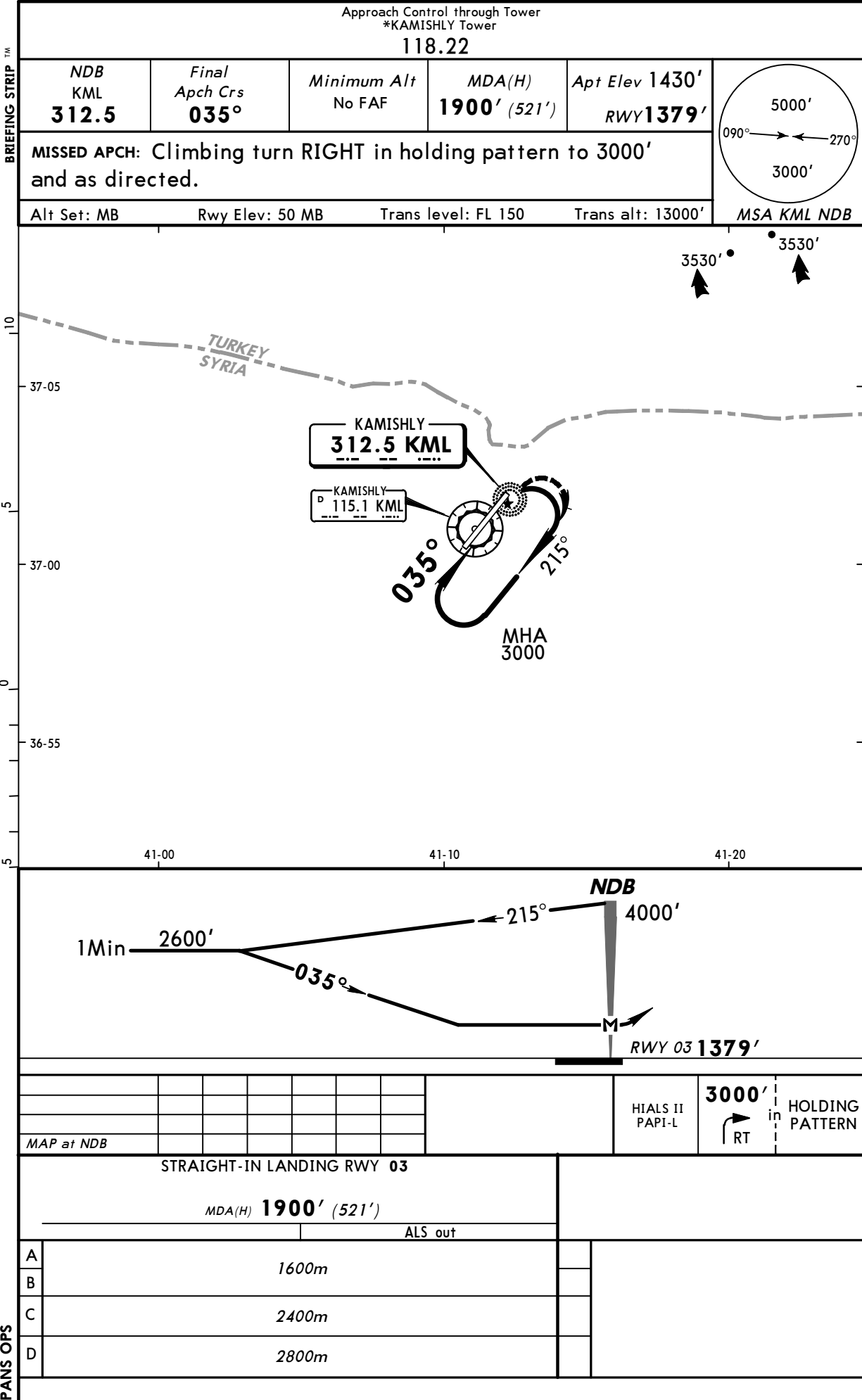
Gnd speed-Kts		70	90	100	120	140	160		HIALS II PAPI-L	KML 115.1	3000'	in HOLDING PATTERN
Descent angle	3.00°	372	478	531	637	743	849		↑	RT		
MAP at D1.5												

STRAIGHT-IN LANDING RWY 03

MDA(H) AB: **1720'** (341') CD: **1750'** (371')

ALS out

A		
B	1600m	
C		
D	2000m	



PANS OPS

CHANGES: Apt elev. Lights.