Construction work in progress South of rwy 07L/25R beyond 246'/75m from the rwy centerline. Pilots are advised to exercise extreme caution during LNDG & T/O and adhere to ATC instructions.

**Rwy 07L/25R also used as twy F and emergency runway.**
<table>
<thead>
<tr>
<th>STRAIGHT-IN RWY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>07L</td>
<td>RNAV (GPS) 8250' (632') 3000m</td>
<td>RNAV (GPS) 8250' (632') 3000m</td>
<td>RNAV (GPS) 8250' (632') 3000m</td>
<td>RNAV (GPS) 8250' (632') 3000m</td>
</tr>
<tr>
<td>07R</td>
<td>RNAV (GPS) 8250' (632') 3000m</td>
<td>RNAV (GPS) 8250' (632') 3000m</td>
<td>RNAV (GPS) 8250' (632') 3000m</td>
<td>RNAV (GPS) 8250' (632') 3000m</td>
</tr>
<tr>
<td>25L</td>
<td>ILS 7794' (200) 1000m</td>
<td>ILS 7794' (200) 1000m</td>
<td>ILS 7794' (200) 1000m</td>
<td>ILS 7794' (200) 1000m</td>
</tr>
<tr>
<td></td>
<td>ALS out 1000m</td>
<td>ALS out 1000m</td>
<td>ALS out 1000m</td>
<td>ALS out 1000m</td>
</tr>
<tr>
<td></td>
<td>LOC 7970' (376)</td>
<td>LOC 7970' (376)</td>
<td>LOC 7970' (376)</td>
<td>LOC 7970' (376)</td>
</tr>
<tr>
<td></td>
<td>ALS out 1500m</td>
<td>ALS out 1500m</td>
<td>ALS out 1500m</td>
<td>ALS out 1500m</td>
</tr>
<tr>
<td>25R</td>
<td>ILS 7804' (200') 1000m</td>
<td>ILS 7804' (200') 1000m</td>
<td>ILS 7804' (200') 1000m</td>
<td>ILS 7804' (200') 1000m</td>
</tr>
<tr>
<td></td>
<td>LOC 7860' (256')</td>
<td>LOC 7860' (256')</td>
<td>LOC 7860' (256')</td>
<td>LOC 7860' (256')</td>
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<tr>
<td></td>
<td>ALS out 1500m</td>
<td>ALS out 1500m</td>
<td>ALS out 1500m</td>
<td>ALS out 1500m</td>
</tr>
<tr>
<td></td>
<td>VOR DME 8010' (416') 1600m</td>
<td>VOR DME 8010' (416') 1600m</td>
<td>VOR DME 8010' (416') 1600m</td>
<td>VOR DME 8010' (416') 1600m</td>
</tr>
<tr>
<td></td>
<td>ALS out 1500m</td>
<td>ALS out 1500m</td>
<td>ALS out 1500m</td>
<td>ALS out 1500m</td>
</tr>
<tr>
<td></td>
<td>RNAV (VOR DME) NOT APPLICABLE</td>
<td>RNAV (VOR DME) NOT APPLICABLE</td>
<td>RNAV (VOR DME) NOT APPLICABLE</td>
<td>RNAV (VOR DME) NOT APPLICABLE</td>
</tr>
<tr>
<td></td>
<td>ALS out 1500m</td>
<td>ALS out 1500m</td>
<td>ALS out 1500m</td>
<td>ALS out 1500m</td>
</tr>
<tr>
<td>CIRCLE-TO-LAND</td>
<td>100 KT 1610' (485)</td>
<td>135 KT 1850' (565)</td>
<td>180 KT 6650' (1025')</td>
<td>205 KT 6650' (1025')</td>
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<tr>
<td></td>
<td>V1500m</td>
<td>V1800m</td>
<td>V2400m</td>
<td>V3600m</td>
</tr>
</tbody>
</table>

- **LMM out: NOT AUTH.**
- **Not authorized North of runway between R-315 and R-068.**
- **Not applicable for RNAV (GPS) RWY 07L/R.**
- **After RNAV (VOR DME) epoch RWY 25L: CAT A & B NOT APPLICABLE.**

### Take-off RWY 07L/R, 25L/R

**LVP must be in force**

<table>
<thead>
<tr>
<th></th>
<th>RCLM (DAY only) of HL</th>
<th>RCLM (DAY only) of HL</th>
<th>NIL (DAY only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>250m</td>
<td>400m</td>
<td>500m</td>
</tr>
<tr>
<td>B</td>
<td></td>
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<tr>
<td>C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CHANGES:** LOC Rwy 25L MDA(H).
When holding at ADS R-033/D20 is active RANSO 1A, 1B, 2A, 2B shall not be permitted.
When holding at ADS R-033/D20 is active EPSOT 2A, 2B and GISHE 2A, 2B shall not be permitted.
When holding at ADS R-033/D20 is active ASOLE 2A, 2B shall not be permitted.
As soon as practicable turn LEFT, intercept ADS R-193 at D10 ADS to D19 ADS.

At D19 ADS intercept ADS R-194 to SHALA.

Climb on ADS R-073 to at or above 10500', turn RIGHT to ADS R-111/D6, intercept ADS R-193 at D10 ADS to D19 ADS.

At D19 ADS intercept ADS R-194 to SHALA.

As soon as practicable turn LEFT, intercept ADS R-193 at D10 ADS to D19 ADS.

At D19 ADS intercept ADS R-194 to D23 ADS, intercept ADS R-207 to BENDO.

At D19 ADS intercept ADS R-194 to SHALA.
When holding at ADS R-249/D23.5 is active departures KOFTA 1A, 1B will not be permitted.
When holding at ADS R-249/D23.5 is active departures GUDER 1A, 1B will not be permitted.
When holding at ADS R-249/D23.5 is active departures EGNAK 2A, 2B will not be permitted.
SSID | RWY | INITIAL CLIMB |
---|---|---|
[LABLA 1A] | 07L/R | Climb on ADS R-077 to at or above 10500', turn RIGHT to ADS R-111/D6, turn RIGHT to ADS. |
LABLA 1A | 25L/R | As soon as practicable turn LEFT, intercept ADS R-077 to at or above 10500', turn RIGHT to ADS R-111/D6, turn RIGHT to ADS. |
MARCOS 1A | 25L/R | At ADS intercept R-25L/R, turn LEFT, intercept R-340°, intercept R-318°, turn RIGHT to ADS R-111/D6, turn RIGHT to ADS. |
MARCOS 1B | 25L/R | At ADS intercept R-318° to D23 ADS, 340° track, intercept R-330° at D50 ADS to LABLA. |
MARCOS 1A, 1B | At ADS intercept R-318° to DM. |

NOT TO SCALE
NEW CHART.

ASOLE 1B [ASOL1B], ASOLE 2B [ASOL2B]
MIWAS 1B [MIWA1B]
RWYS 07R, 25L ARRIVALS
FROM EAST

FROM EAST RWYS 07R, 25L ARRIVALS

CHANGES: New chart.
This aeronautical chart is intended for flight simulation use ONLY and will vary from actual navigational charts.
MISSAPCH: Turn LEFT as soon as practicable (MAX IAS 185 KT)


ILS DME reads zero at rwy 25L displaced threshold.

CHANGES: GS angle.
BOLE Approach

BOLE Tower

Ground

NDB AB 333

Final Apch Crs 253°

Minimum Alt D9.0 10100' (2496')

MDA(H) 8000' (396')

Apt Elev 7626'

BOLE INTL

BRIEFING STRIP

MISSED APCH: Turn LEFT as soon as practicable (MAX IAS 185 KT) onto track 193° from BL Lctr climbing to 13500', then turn RIGHT and rejoin VOR holding.

Alt Set: MB

Rwy Elev: 249 MB

Trans level: By ATC

Trans alt: 14000'

MSA ADS VOR

Initial apch alt 13500', descend in holding.

STRAIGHT-IN LANDING RWY 25R

CIRCLE-TO-LAND

Not authorized North of rwy between R-315 and R-068.

MDA/H 8000' (396')

Max Kts

A

100 8110' (484') 1600m

B

135 8150' (524') 1600m

C

NOT APPLICABLE

D

NOT APPLICABLE

CHANGES: Trans alt.
Missed Apch: Turn LEFT as soon as practicable (MAX IAS 185 KT) onto track 193° from BL Lctr climbing to 13500', then turn RIGHT and rejoin holding.

Alt Set: MB Rwy Elev: 249 MB Trans level: By ATC Trans alt: 14000'
MISSED APCH: Turn LEFT as soon as practicable (MAX IAS 185 KT) onto track 193° from BL Lctr climbing to 13500', then turn RIGHT and rejoin holding.

Initial apch alt 13500', descend in holding.

Start turn at 3 Min.
MISSED APCH: Turn LEFT as soon as practicable (MAX IAS 185 KT) to intercept R-193 GWZ climbing to 14000’, then turn RIGHT to join GWZ VOR holding.

Alt Set: MB
Rwy Elev: 249 MB
Trans level: By ATC
Trans alt: 14000’

ILS DME reads zero at rwy 25L displaced threshold.

CHANGES: New procedure.
MISSED APCH: Turn LEFT as soon as practicable (MAX IAS 185 KT) to intercept R-193 ADS climbing to 13500', then turn RIGHT to join VOR holding.

Alt Set: MB Rwy Elev: 249 MB Trans level: By ATC Trans alt: 14000' MSA ADS VOR

PANS OPS 3

CHANGES: Printing sequence.

Missed approach climb gradient mim 4.5%
MISSED APCH CLIMB GRADIENT MIM 4.0%

Turn LEFT as soon as practicable onto 046° (MAX IAS 185 KT). Intercept 072° at AB104 climbing to 14000' and proceed to AB101, or as directed.

STRAIGHT-IN LANDING RWY 25L

Missed approach climb gradient mim 4.0%

Not authorized North of airport

CIRCLE-TO-LAND

NOT APPLICABLE

PANS OPS 3

CHANGES: New procedure.
MISSED APCH: Turn LEFT as soon as practicable (MAX IAS 185 KT) onto R-193 climbing to 13500', then turn RIGHT and return to VOR holding, or as directed.

Alt Set: MB Rwy Elev: 249 MB Trans level: By ATC Trans alt: 14000' MSA ADS VOR

Descent Gradient after D13.0

<table>
<thead>
<tr>
<th>MAP at D2.5</th>
<th>078°</th>
<th>CAT A &amp; B</th>
<th>D5.0</th>
<th>092°</th>
<th>CAT C &amp; D</th>
<th>D7.0</th>
</tr>
</thead>
<tbody>
<tr>
<td>13500'</td>
<td>092°</td>
<td>CAT A &amp; B</td>
<td>D5.0</td>
<td>092°</td>
<td>CAT C &amp; D</td>
<td>D7.0</td>
</tr>
<tr>
<td>11200'</td>
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</table>

Gnd speed-Kts

<table>
<thead>
<tr>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
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<tbody>
<tr>
<td>1.6</td>
<td>2.5</td>
<td>2.0</td>
<td>2.0</td>
<td>2.0</td>
<td>2.0</td>
</tr>
</tbody>
</table>

CIRCLE-TO-LAND

Not authorized North of rwy between R-315 and R-068.

MDA/H 8010'(416')

<table>
<thead>
<tr>
<th>ALS out</th>
<th>Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>100</td>
</tr>
<tr>
<td>B</td>
<td>135</td>
</tr>
<tr>
<td>C</td>
<td>180</td>
</tr>
<tr>
<td>D</td>
<td>205</td>
</tr>
</tbody>
</table>

Jeppesen SIMCharts

This aeronautical chart is intended for flight simulation use ONLY and will vary from actual navigational charts.
MISSED APCH: Turn LEFT as soon as practicable (MAX IAS 185 KT) to intercept R-193 and join VOR holding.

Alt Set: MB Rwy Elev: 249 MB Trans level: By ATC Trans alt: 14000'

Final apch track offset 3° from rwy centerline.

NOT TO SCALE

NOT APPLICABLE