

ATIS
127.7

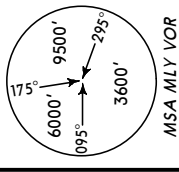
Apt Elev
10'

Alt Set: hPa (IN on req)

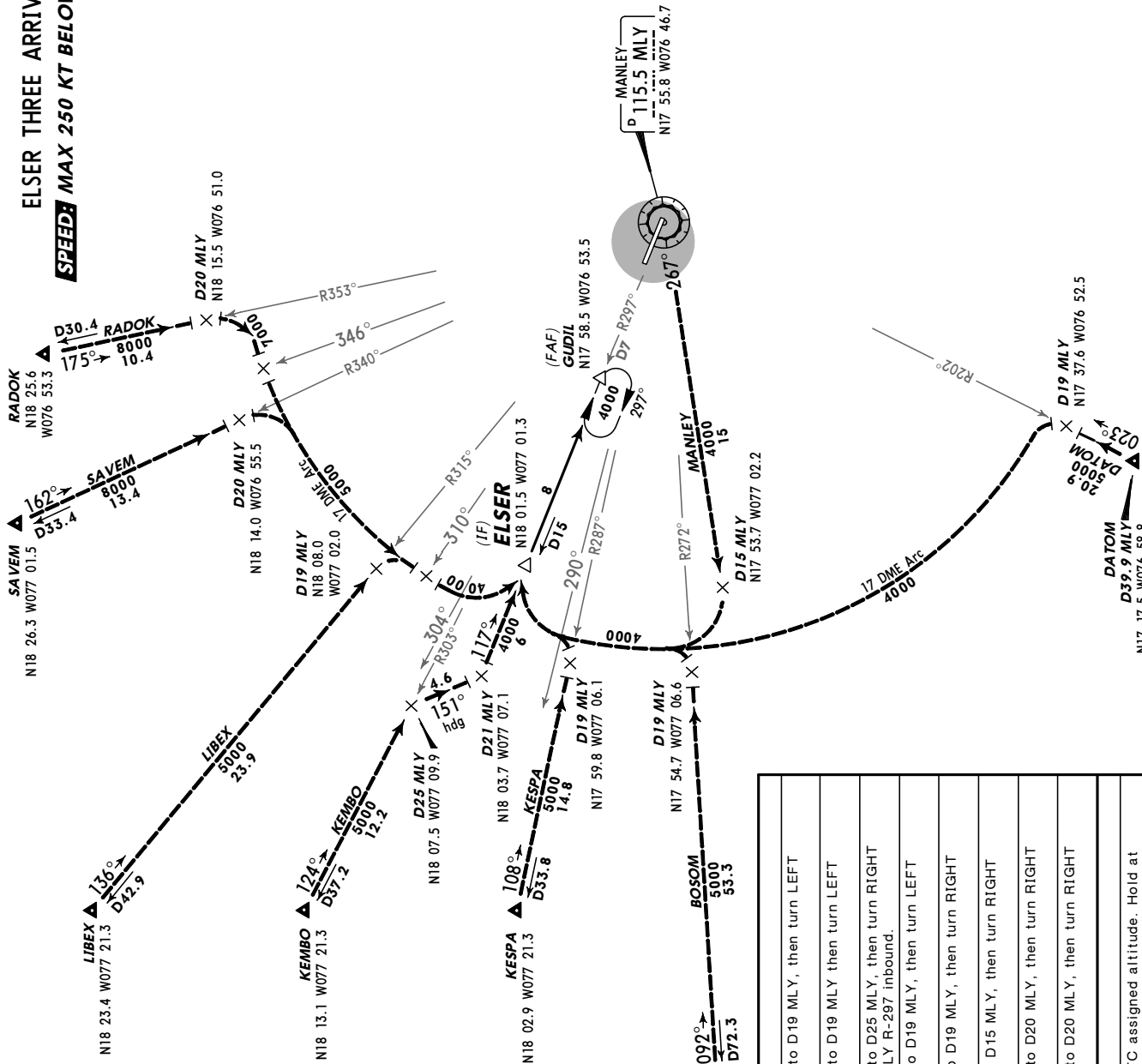
Trans level: FL 180

Trans alt: 17000'

VOR/DME required.



ELSER THREE ARRIVAL
SPEED: MAX 250 KT BELOW 10000'



TRANSITIONS

BOSOM	From BOSOM to ELSER: Via MLY R-272 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc and MLY R-297 inbound.
DATOM	From DATOM to ELSER: Via MLY R-202 inbound to D19 MLY then turn LEFT via MLY 17 DME Arc and MLY R-297 inbound.
KEMBO	From KEMBO to ELSER: Via MLY R-303 inbound to D25 MLY, then turn RIGHT via a 151° heading to MLY R-297/D21 then via MLY R-297 inbound.
KESPA	From KESPA to ELSER: Via MLY R-287 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc and MLY R-297 inbound.
LIBEX	From LIBEX to ELSER: Via MLY R-315 inbound to D19 MLY, then turn RIGHT via MLY 17 DME Arc and MLY R-297 inbound.
MANLEY	From MLY to ELSER: Via MLY R-267 inbound to D15 MLY, then turn RIGHT via MLY 17 DME Arc and MLY R-297 inbound.
RADOK	From RADOK to ELSER: Via MLY R-353 inbound to D20 MLY, then turn RIGHT via MLY 17 DME Arc and MLY R-297 inbound.
SAVEM	From SAVEM to ELSER: Via MLY R-340 inbound to D20 MLY, then turn RIGHT via MLY 17 DME Arc and MLY R-297 inbound.

ROUTING

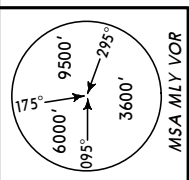
From ELSER to GUDIL via MLY R-297 inbound descending to ATC assigned altitude. Hold at GUDIL unless/until cleared for the VOR DME Rwy 12 approach procedure.

Alt Set: hPa (IN on req) Trans level: FL 180 Trans alt: 17000'

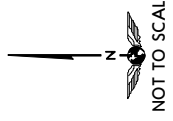
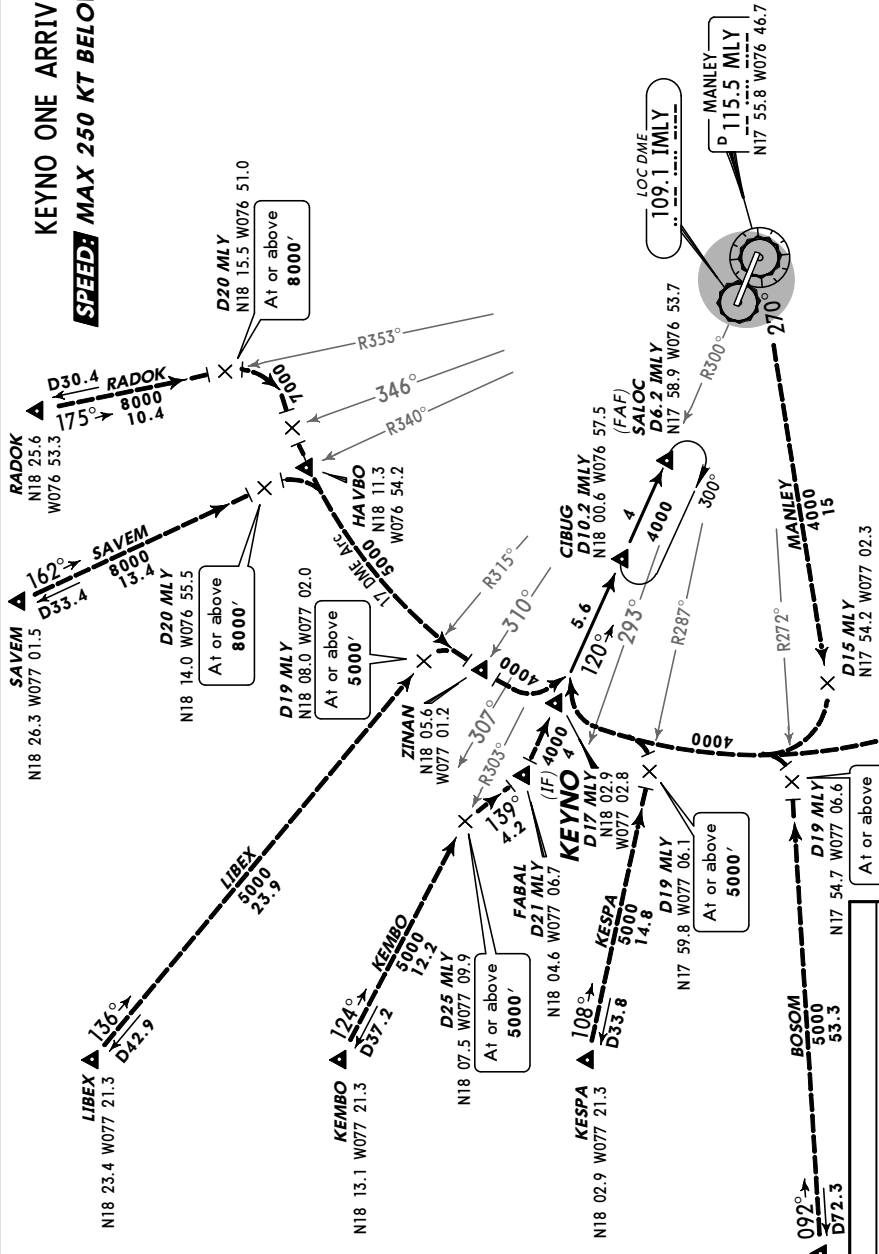
- VOR/DME required.
- DME Arcs are based on MLY.

Apt Elev
10'

ATIS
127.7



KEYNO ONE ARRIVAL
SPEED: MAX 250 KT BELOW 10000'



TRANSITIONS

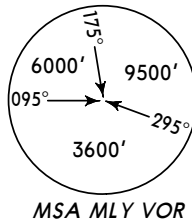
ALPEN	From ALPEN to KEYNO: Via MLY R-170 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc.
BOSOM	From BOSOM to KEYNO: Via MLY R-272 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc.
DATOM	From DATOM to KEYNO: Via MLY R-202 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc.
KEMBO	From KEMBO to KEYNO: Via MLY R-303 inbound to D25 MLY, then turn RIGHT via a 139° heading to FABAL, then via MLY R-300 inbound.
KESPA	From KESPA to KEYNO: Via MLY R-287 inbound to D19 MLY, then turn LEFT via MLY 17 DME Arc.
LIBEX	From LIBEX to KEYNO: Via MLY R-315 inbound to D19 MLY, then turn RIGHT via MLY 17 DME Arc.
MANLEY	From MLY to KEYNO: Via MLY R-270 outbound to D15 MLY, then turn RIGHT via MLY 17 DME Arc.
RADOK	From RADOK to KEYNO: Via MLY R-353 inbound to D20 MLY, then turn RIGHT via MLY 17 DME Arc.
SAVEM	From SAVEM to KEYNO: Via MLY R-340 inbound to D20 MLY, then turn RIGHT via MLY 17 DME Arc.

ROUTING

From KEYNO to SALOC via MLY R-300 inbound descending to ATC assigned altitude. Hold at SALOC unless/until cleared for the ILS Rwy 12 approach procedure.

Apt Elev
10'

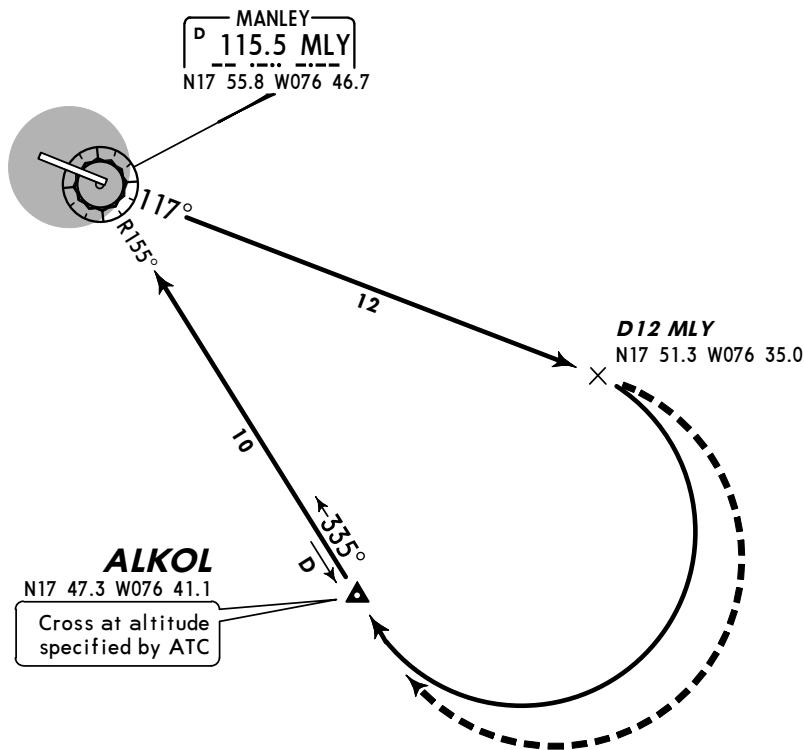
Trans level: FL 180 Trans alt: 17000'
1. VOR/DME required.
2. WESTBOUND departure.



ALKOL THREE DEPARTURE

(RWY 12)

SPEED: MAX 250 KT BELOW 10000'

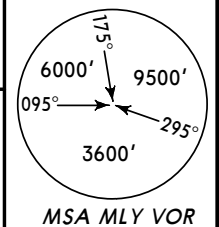


INITIAL CLIMB

Climb on MLY R-117 to or beyond D12 MLY. Then turn RIGHT to intercept and proceed via MLY R-155 inbound climbing to cross ALKOL at an altitude specified by ATC.

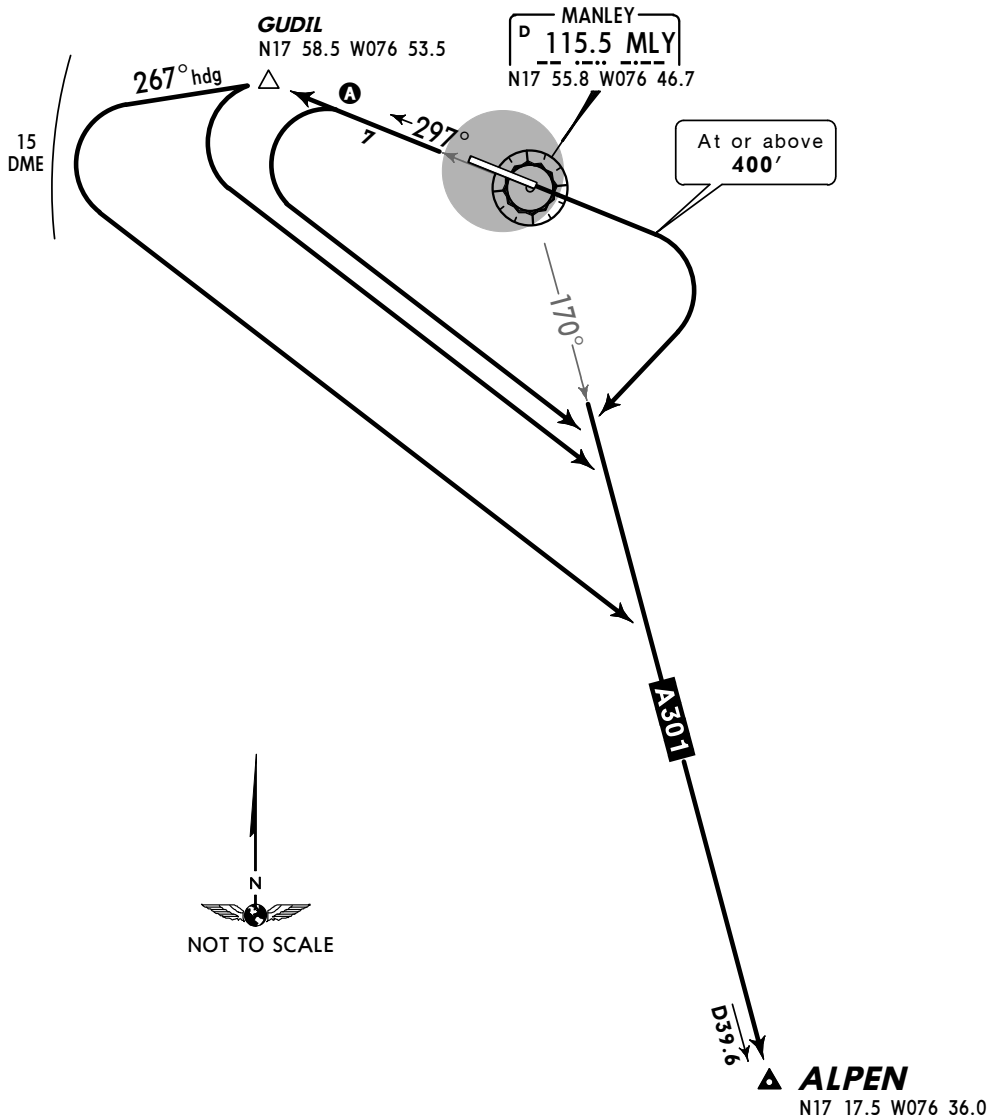
Apt Elev
10'

Trans level: FL 180 Trans alt: 17000'
1. SOUTHBOUND departure via ATS route A-301.
2. VOR/DME required.



ALPEN ONE DEPARTURE

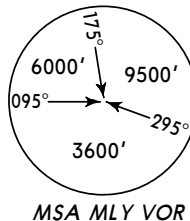
SPEED: MAX 250 KT BELOW 10000'



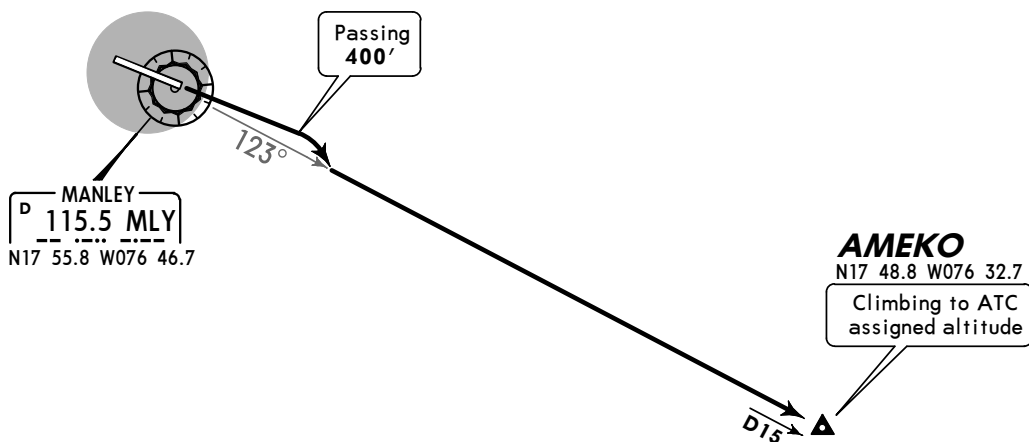
RWY	INITIAL CLIMB
12	Climb on runway heading to at or above 400' , then turn RIGHT.
30	A Climb on MLY R-297 to cross 2000' at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000' , use maximum rate of climb direct to GUDIL then turn LEFT via 267° heading climbing to 2000' within MLY 15 DME).
ROUTING	
Intercept and proceed via MLY R-170 to ALPEN.	

Apt Elev
10'

Trans level: FL180 Trans alt: 17000'
All routes from MLY.



AMEKO ONE DEPARTURE (VECTOR)
(RWY 12)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

- On recognition of communication failure 7 minutes or less after take-off and in instrument meteorological conditions, proceed as follows:
1. Squawk 7600; and
 2. **MAINTAIN** last assigned altitude and heading for 7 minutes after recognition of communication failure; then
 3. Climb to **10000'** maintaining last assigned heading; then
 4. Proceed direct to nearest Fix associated with filed flight plan route continuing climb to flight plan cruising level.

If in visual meteorological conditions, continue to fly in VMC and land at the nearest suitable aerodrome.

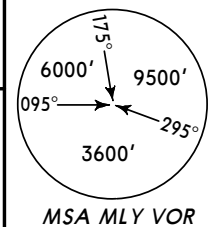
If communication failure occurs more than 7 minutes after take-off, comply with the appropriate procedures for communication failure and proceed according to the current flight plan route to destination airport, unless it is considered inadvisable.

INITIAL CLIMB

MAINTAIN runway heading until passing **400'**, then turn **RIGHT** and proceed on track **123°** to **AMEKO** (MLY R-123/D15) climbing to altitude assigned by ATC. ATC will provide RADAR vectors to intercept filed/assigned ATS routes, before reaching **AMEKO**.

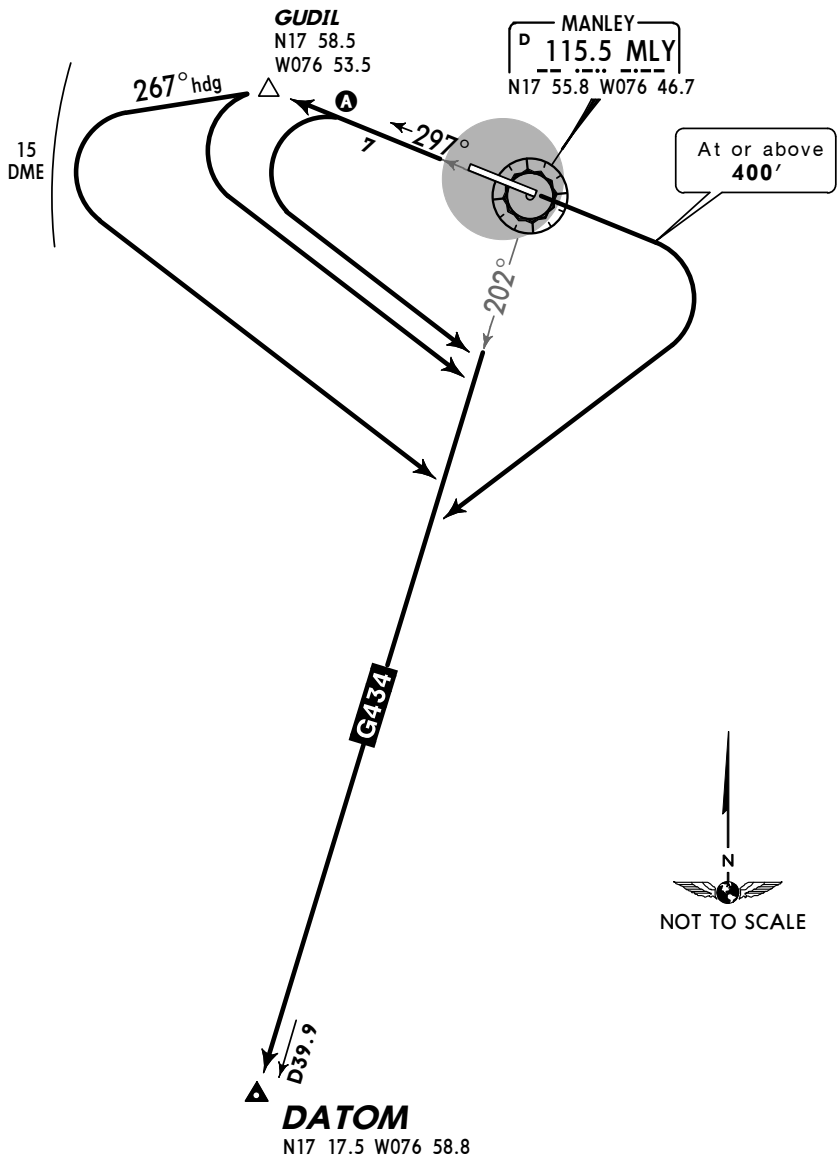
Apt Elev
10'

Trans level: FL180 Trans alt: 17000'
1. EASTBOUND departure via ATS route G-434.
2. VOR/DME required.



DATOM ONE DEPARTURE

SPEED: MAX 250 KT BELOW 10000'



RWY	INITIAL CLIMB
12	Climb on runway heading to at or above 400', then turn RIGHT.
30	A Climb on MLY R-297 to cross 2000' at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000', use maximum rate of climb direct to GUDIL then turn LEFT via 267° heading climbing to 2000' within MLY 15 DME).

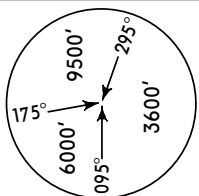
ROUTING

Intercept and proceed via MLY R-202 to DATOM.

Apt Elev
10'

Trans level: FL180 Trans alt: 17000'

- EASTBOUND departures via ATS routes B-520, G-633, direct NORTHEAST KINGSTON FIR boundary.
- VOR/DME required.

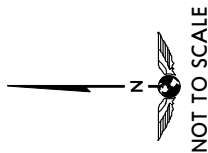
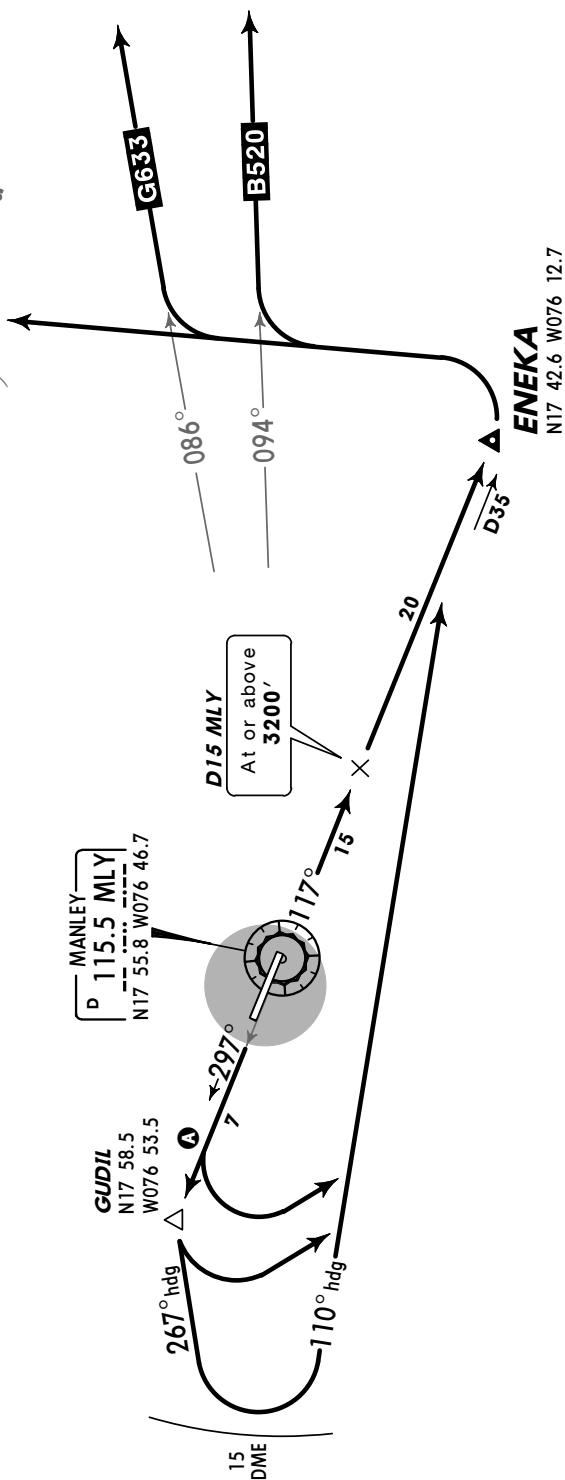


MSA MLY VOR

ENEKA FIVE DEPARTURE

SPEED: MAX 250 KT BELOW 10000'

CUBA QNE
HAVANA CTA/MUFI FIR
KINGSTON CTA/MKJK FIR
QNE (FL180 OR ABOVE)
QNH (17000' OR BELOW)

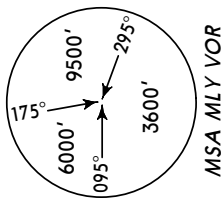


RWY	INITIAL CLIMB	ROUTING
12	Climb on MLY R-117 to at or above 9000' or ENEKA, whichever is earlier.	
30	<p>A Climb on MLY R-297 to cross 2000' at or before GUDIL. Turn LEFT via 110° heading to intercept and proceed via MLY R-117 climbing to at or above 9000' or ENEKA, whichever is first. (If unable to cross 2000' at or before GUDIL, use maximum rate of climb direct to GUDIL then turn LEFT and proceed via 267° heading climbing to at or above 2000' within MLY 15 DME).</p>	<p>Turn LEFT to intercept assigned route.</p>

Apt Elev
10'

Trans level: FL180 Trans alt: 17000'

1. WESTBOUND departures from runway 30 via ATS route A-511, B-520, G-442, G-633, R-640, W-1, W-2, W-8.
2. VOR/DME required.

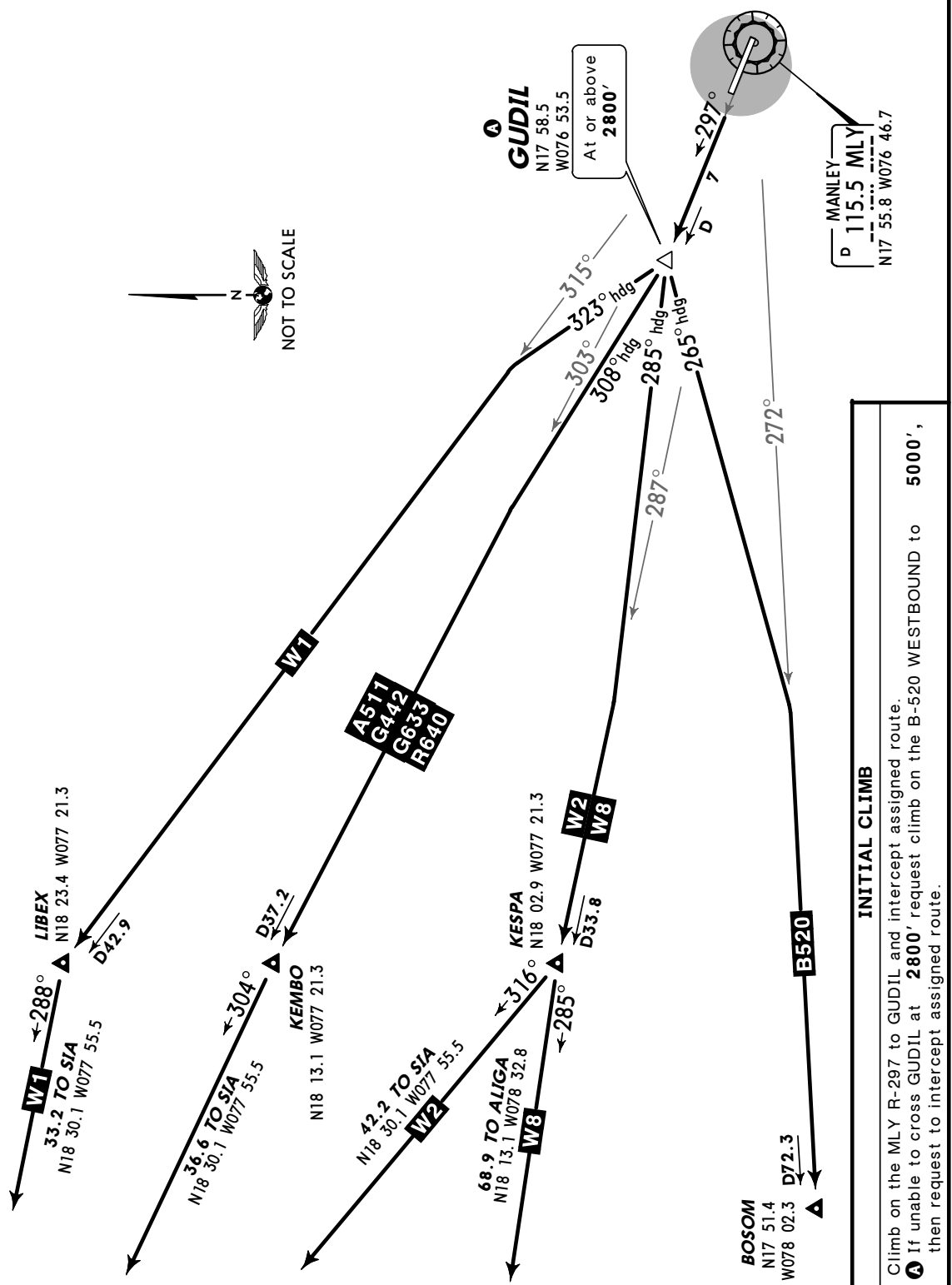
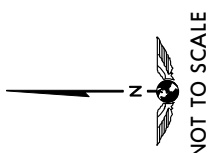


MSA MLY VOR

GUDIL THREE DEPARTURE

(RWY 30)

SPEED: MAX 250 KT BELOW 10000'

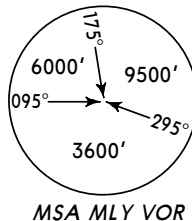


INITIAL CLIMB

Climb on the MLY R-297 to GUDIL and intercept assigned route.
 ⓐ If unable to cross GUDIL at 2800', request climb on the B-520 WESTBOUND to 5000', then request to intercept assigned route.

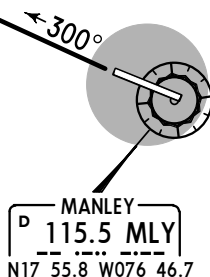
Apt Elev
10'

Trans level: FL180 Trans alt: 17000'
All routes from MLY.



KEYNO ONE DEPARTURE (VECTOR)
(RWY 30)

KEYNO
N18 02.9 W077 02.8
Climbing to ATC
assigned altitude



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

- On recognition of communication failure 7 minutes or less after take-off and in instrument meteorological conditions, proceed as follows:
1. Squawk 7600; and
 2. **MAINTAIN** last assigned altitude and heading for 7 minutes after recognition of communication failure; then
 3. Climb to **10000'** maintaining last assigned heading; then
 4. Proceed direct to nearest Fix associated with filed flight plan route continuing climb to flight plan cruising level.

If in visual meteorological conditions, continue to fly in VMC and land at the nearest suitable aerodrome.

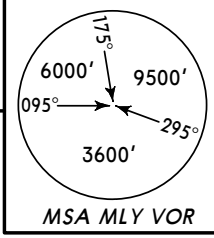
If communication failure occurs more than 7 minutes after take-off, comply with the appropriate procedures for communication failure and proceed according to the current flight plan route to destination airport, unless it is considered inadvisable.

INITIAL CLIMB

Proceed on track 300° to KEYNO (MLY R-300/D17), climbing to altitude assigned by ATC. ATC will provide RADAR vectors to intercept filed/assigned ATS routes, before reaching KEYNO.

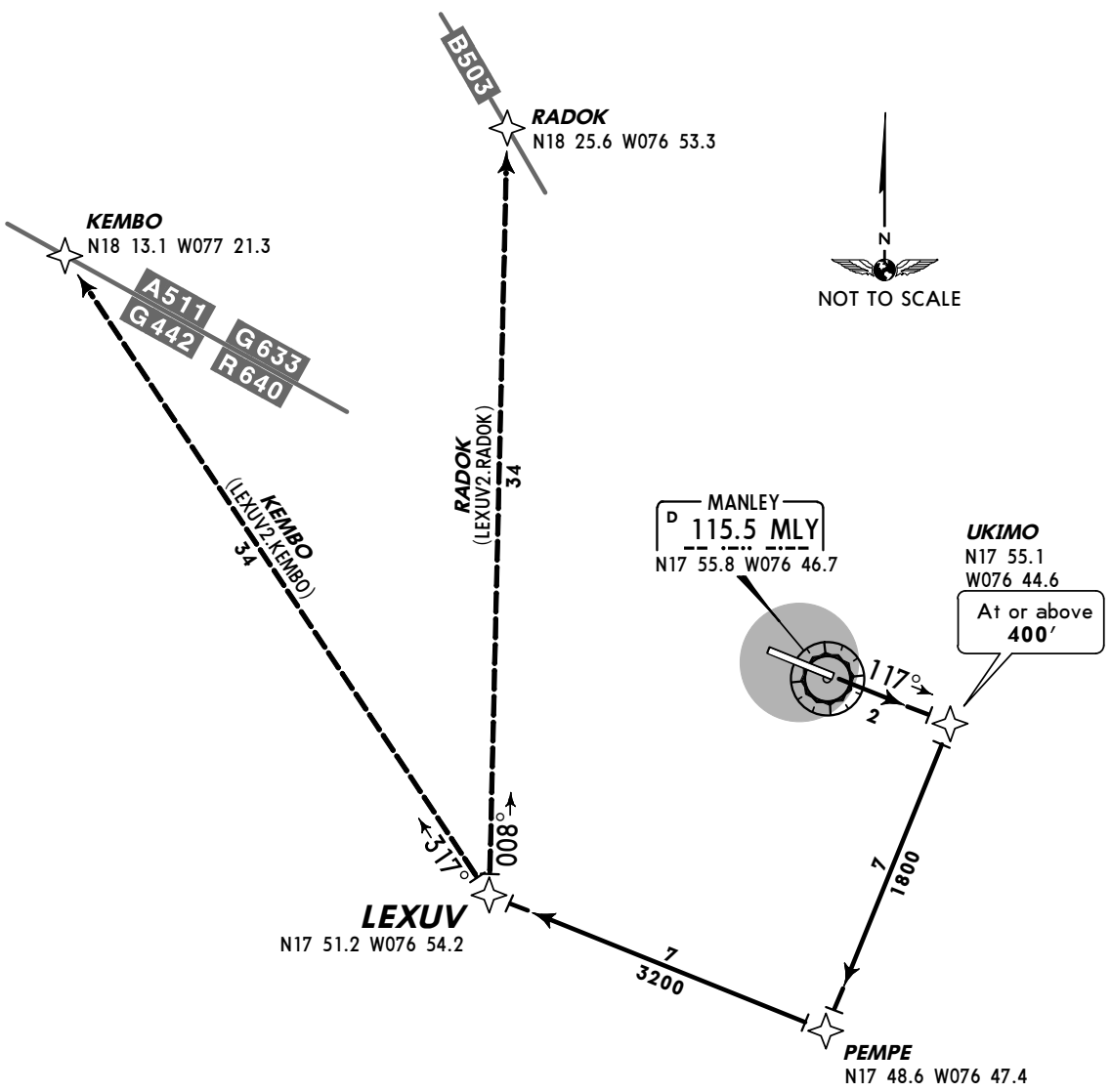
Apt Elev
10'

Trans level: FL180 Trans alt: 17000'
1. GPS required.
2. For use by /E, /F, /R (RNP 2.0), and /G equipped aircraft.
Use 1 NM Course Deviation Indicator (CDI) sensitivity.



LEXUV TWO RNAV DEPARTURE (LEXUV2.LEXUV)
(RWY 12)

SPEED: MAX 220 KT UNTIL PEMPE



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Standard.

INITIAL CLIMB

Proceed via 117° course to UKIMO, then turn RIGHT direct PEMPE,
then turn RIGHT direct LEXUV.

ALTITUDE

Climb to assigned altitude.

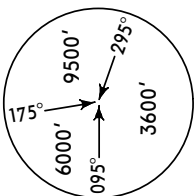
TRANSITIONS

KEMBO	Turn RIGHT direct KEMBO, then as filed.
RADOK	Turn RIGHT direct RADOK, then as filed.

Apt Elev
10'

Trans level: FL180 Trans alt: 17000'

1. WESTBOUND departures from runway 12 via ATS route A-511, B-520, G-442, G-633, R-640, W-1, W-2, W-8.
2. VOR/DME required.

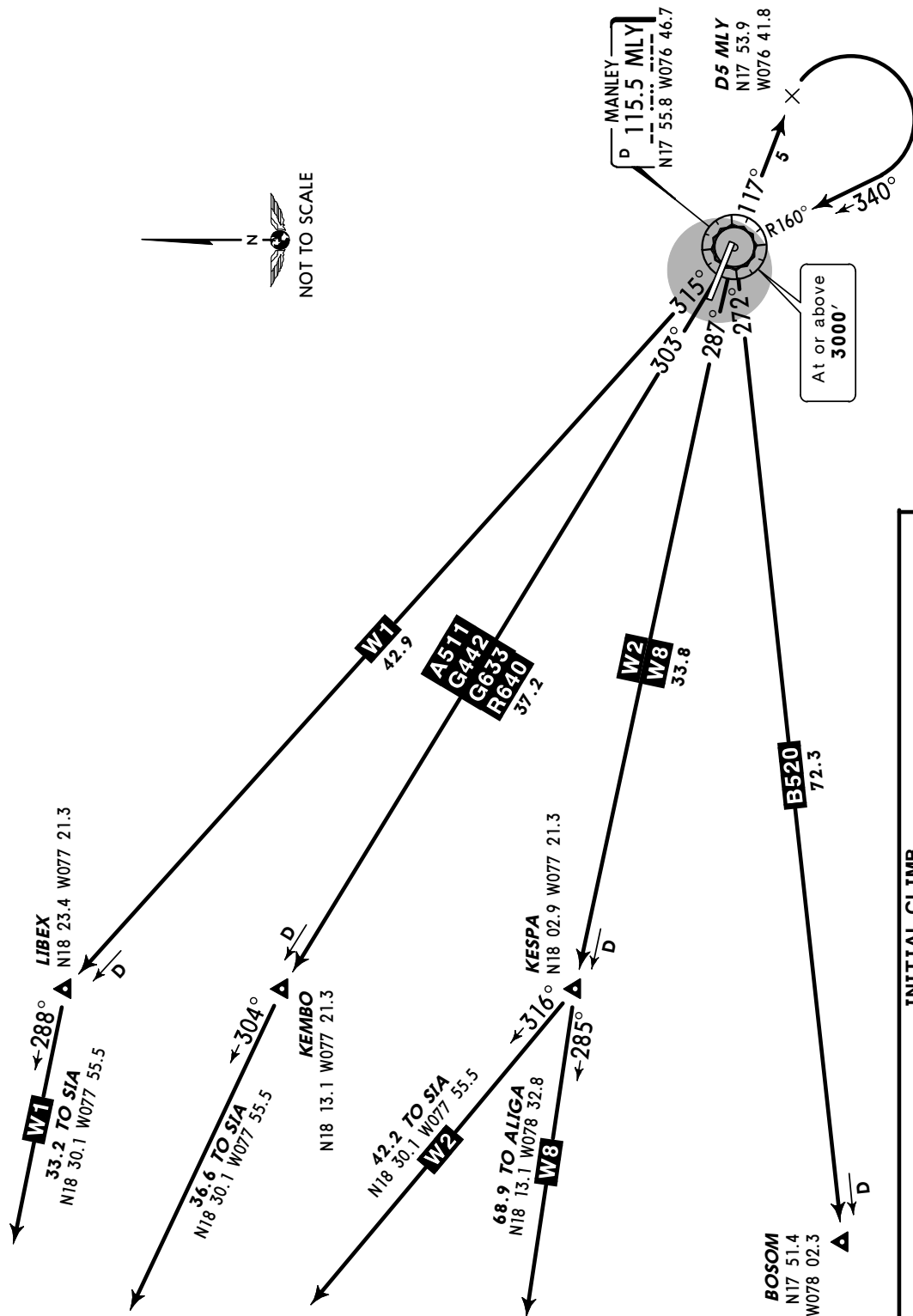
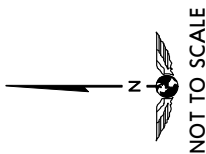


MSA MLY VOR

MANLEY FIVE DEPARTURE

(RWY 12)

SPEED: MAX 250 KT BELOW 10000'

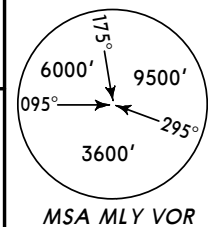


INITIAL CLIMB

Climb on the MLY R-117 to D5 MLY. Turn RIGHT and proceed via MLY R-160 inbound to MLY, then intercept assigned route.

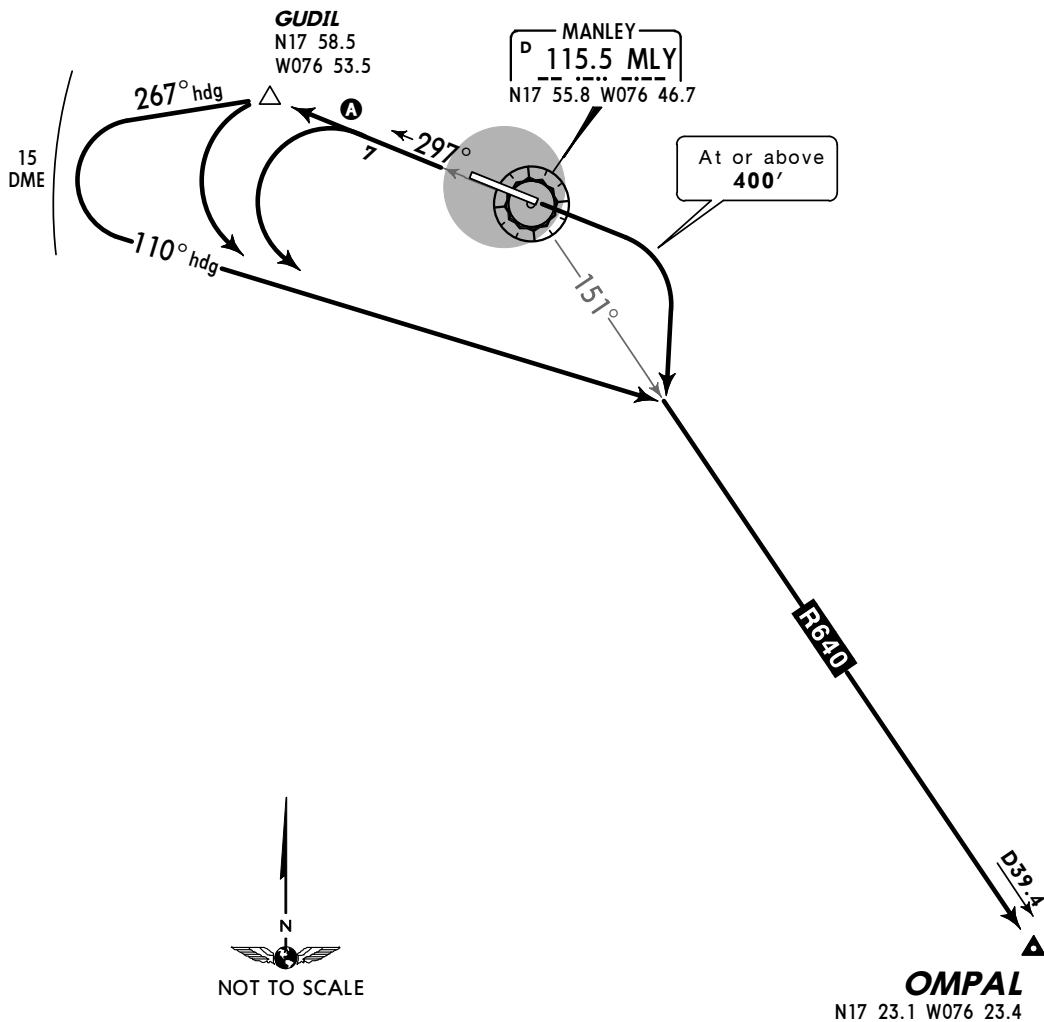
Apt Elev
10'

Trans level: FL180 Trans alt: 17000'
1. SOUTHEASTBOUND departure via ATS route R-640.
2. VOR/DME required.



OMPAL ONE DEPARTURE

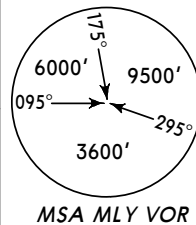
SPEED: MAX 250 KT BELOW 10000'



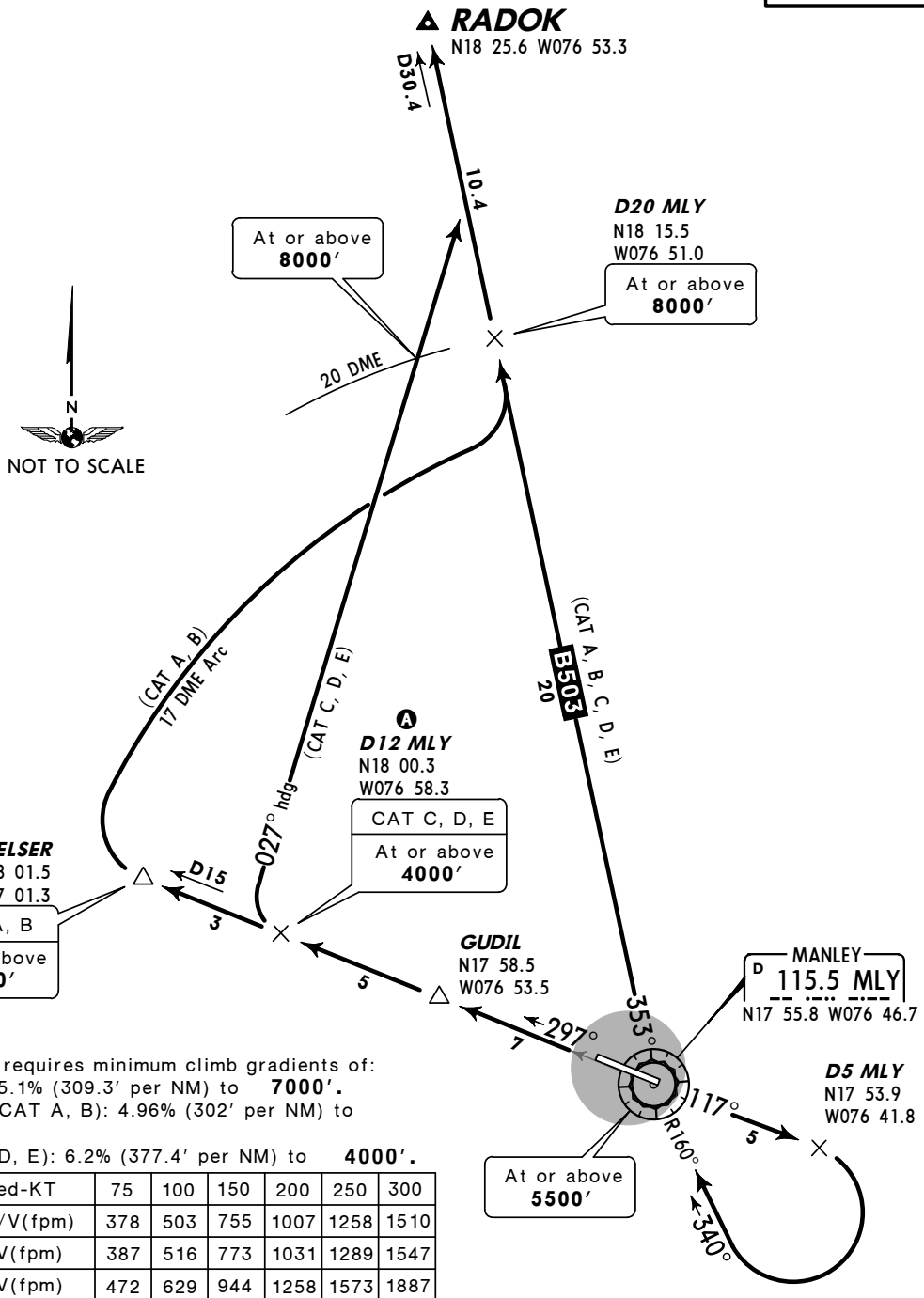
RWY	INITIAL CLIMB
12	Climb on runway heading to at or above 400' , then turn RIGHT.
30	A Climb on MLY R-297 to cross 2000' at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000' , use maximum rate of climb direct to GUDIL then turn LEFT via 267° heading climbing to 2000' within MLY 15 DME).
ROUTING	
Intercept and proceed via MLY R-151 to OMPAL.	

Apt Elev
10'

Trans level: FL180 Trans alt: 17000'
1. NORTHBOUND departure via ATS route B-503.
2. VOR/DME required.
3. Subdivided according to aircraft categories.



RADOK FIVE DEPARTURE
SPEED MAX 250 KT BELOW 10000'



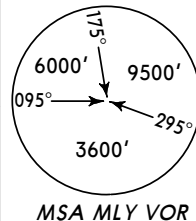
This SID requires minimum climb gradients of:
Rwy 12: 5.1% (309.3' per NM) to 7000'.
Rwy 30 (CAT A, B): 4.96% (302' per NM) to 4100'.
(CAT C, D, E): 6.2% (377.4' per NM) to 4000'.

Gnd speed-KT	75	100	150	200	250	300
4.96% V/V(fpm)	378	503	755	1007	1258	1510
5.1% V/V(fpm)	387	516	773	1031	1289	1547
6.2% V/V(fpm)	472	629	944	1258	1573	1887

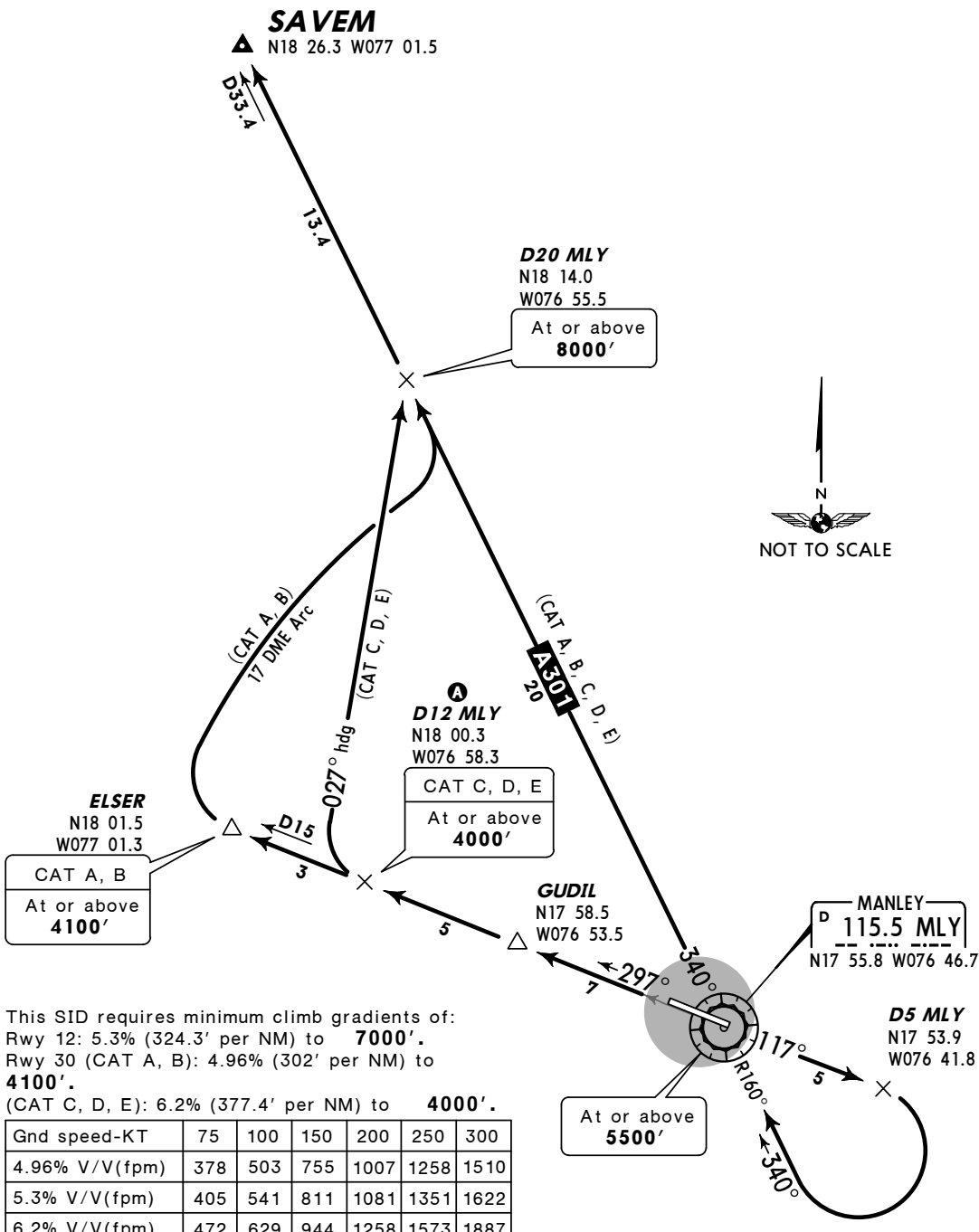
RWY	INITIAL CLIMB
12	CAT A, B, C, D, E: Climb on MLY R-117 to D5 MLY, turn RIGHT to intercept and proceed via MLY R-160 inbound to MLY. Turn RIGHT and proceed via MLY R-353 to RADOK.
30	CAT A, B: Climb on MLY R-297 to ELSEY, then turn RIGHT to intercept and proceed via MLY 17 DME Arc to intercept MLY R-353 to RADOK. CAT C, D, E: Climb on MLY R-297 to D12 MLY then turn RIGHT and proceed via 027° heading to intercept MLY R-353 to RADOK. Ⓐ Provision: CAT A or B aircraft able to cross D12 MLY on MLY R-297 at or above 4000' may turn RIGHT and proceed according to CAT C and D departure.

Apt Elev
10'

Trans level: FL180 Trans alt: 17000'
1. NORTHBOUND departure via ATS route A-301.
2. VOR/DME required.
3. Subdivided according to aircraft categories.



SAVEM FIVE DEPARTURE
SPEED MAX 250 KT BELOW 10000'



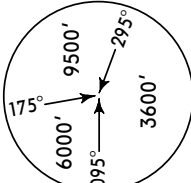
This SID requires minimum climb gradients of:
Rwy 12: 5.3% (324.3' per NM) to 7000'.
Rwy 30 (CAT A, B): 4.96% (302' per NM) to 4100'.
(CAT C, D, E): 6.2% (377.4' per NM) to 4000'.

Gnd speed-KT	75	100	150	200	250	300
4.96% V/V (fpm)	378	503	755	1007	1258	1510
5.3% V/V (fpm)	405	541	811	1081	1351	1622
6.2% V/V (fpm)	472	629	944	1258	1573	1887

RWY	INITIAL CLIMB
12	CAT A, B, C, D, E: Climb on MLY R-117 to D5 MLY, turn RIGHT to intercept and proceed via MLY R-160 inbound to MLY. Turn RIGHT and proceed via MLY R-340 to SAVEM.
30	CAT A, B: Climb on MLY R-297 to ELSER, then turn RIGHT to intercept and proceed via MLY 17 DME Arc to intercept MLY R-340 to SAVEM. CAT C, D, E: Climb on MLY R-297 to D12 MLY then turn RIGHT and proceed via 027° heading to intercept MLY R-340 to SAVEM. Provision: CAT A or B aircraft able to cross D12 MLY on MLY R-297 at or above 4000' may turn RIGHT and proceed according to CAT C and D departure.

Apt Elev
10'

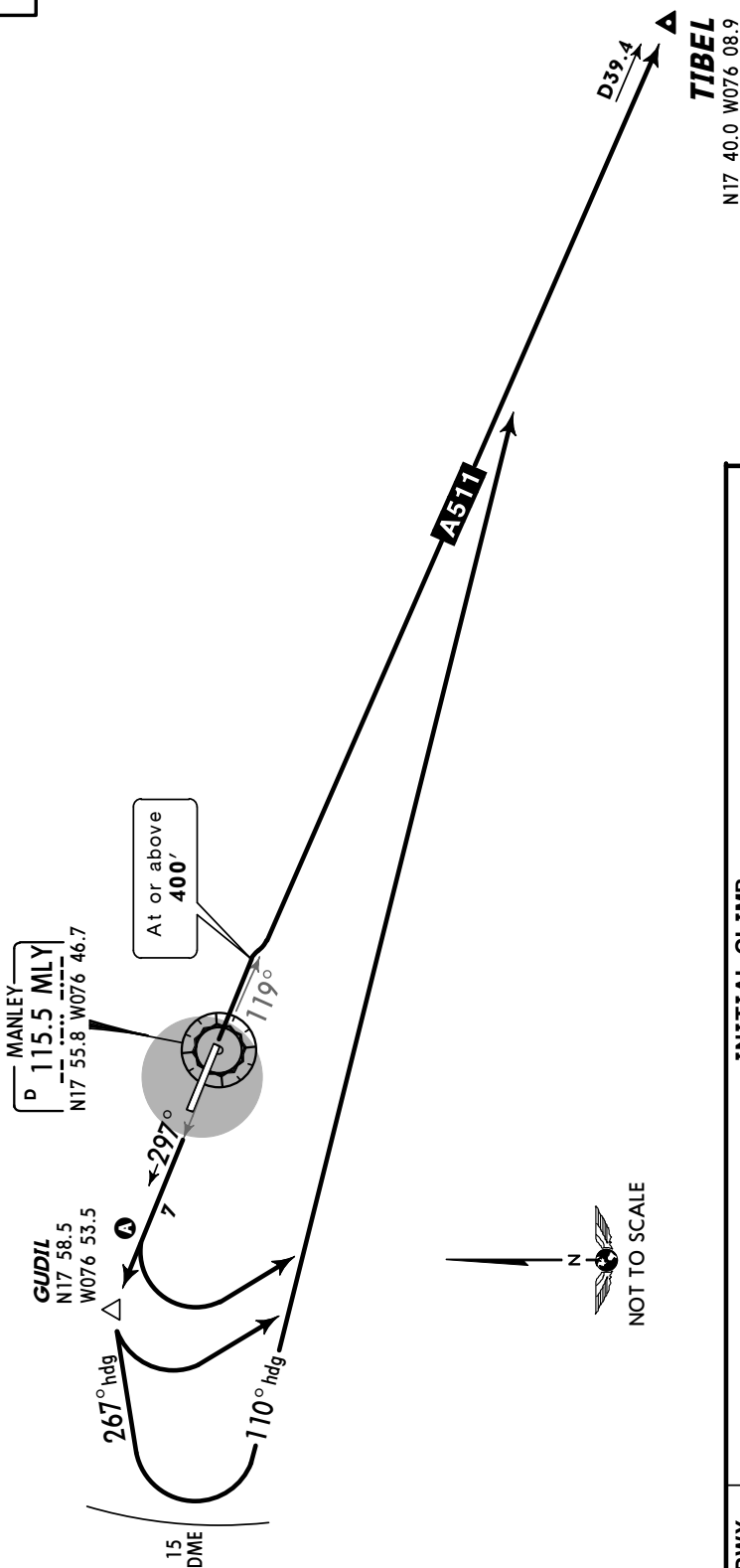
Trans level: FL180 Trans alt: 17000'
1. SOUTHBOUND departure via ATS route A-511.
2. VOR/DME required.



MSA MLY VOR

TIBEL ONE DEPARTURE

SPEED: MAX 250 KT BELOW 10000'

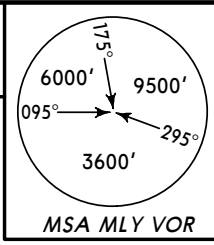


N17 40.0 W076 08.9

INITIAL CLIMB	
RWY 12	Climb on runway heading to at or above 400', then turn RIGHT.
30	<p>A Climb on MLY R-297 to cross 2000' at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000', use maximum rate of climb direct to GUDIL, then turn LEFT via 267° heading climbing to 2000' within MLY 15 DME).</p>
ROUTING	
Intercept and proceed via MLY R-119 to TIBEL.	

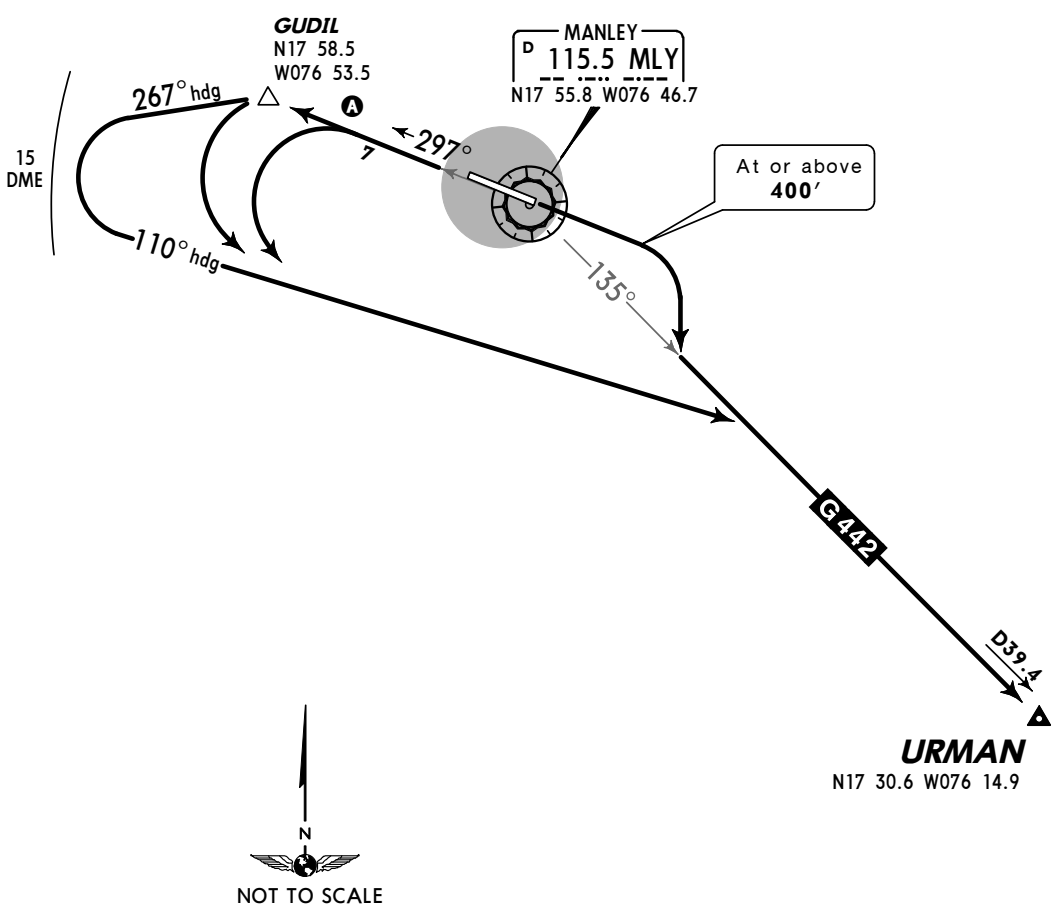
Apt Elev
10'

Trans level: FL180 Trans alt: 17000'
1. SOUTHEASTBOUND departure via ATS route G-442.
2. VOR/DME required.

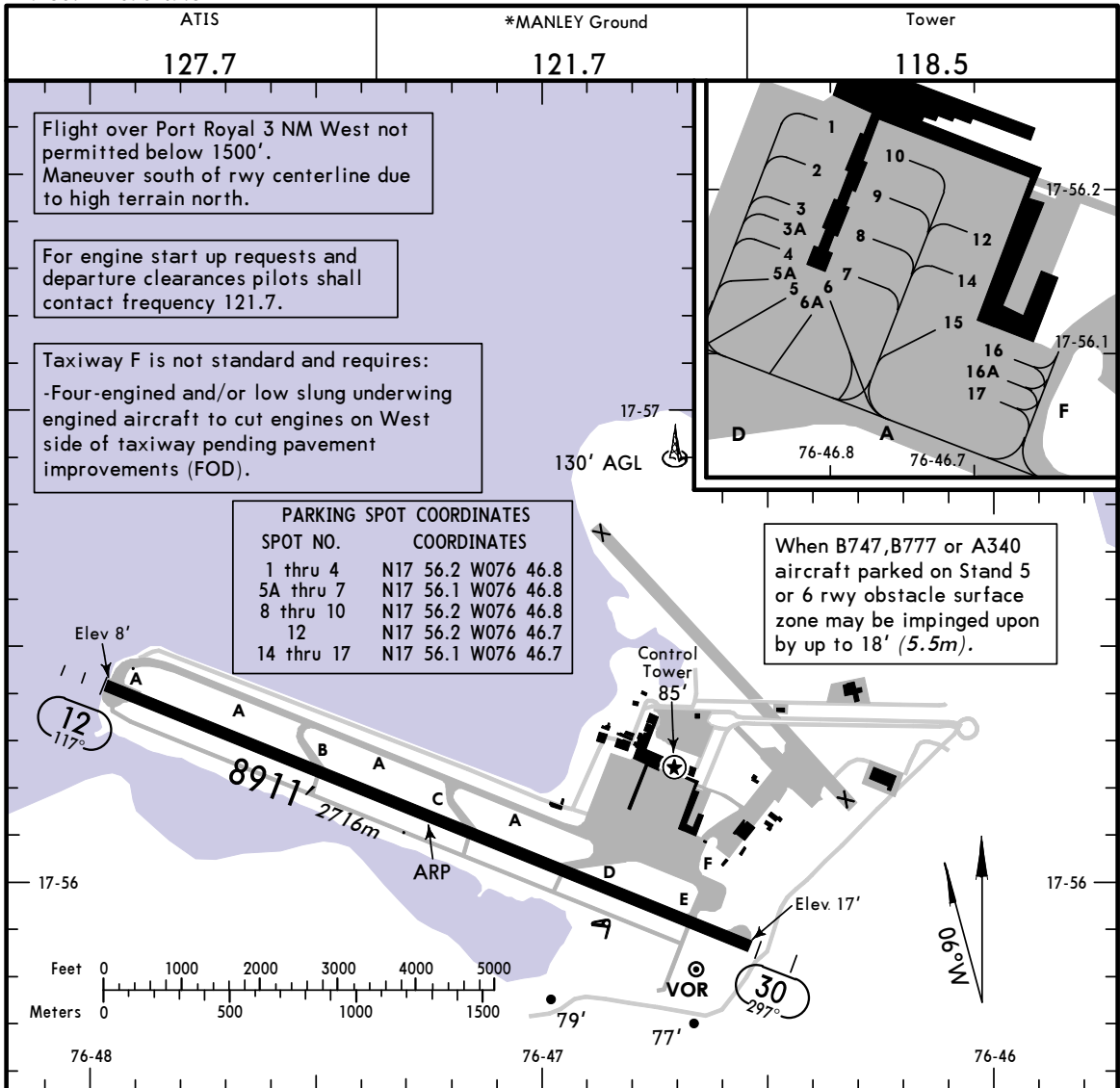


URMAN ONE DEPARTURE

SPEED: MAX 250 KT BELOW 10000'



RWY	INITIAL CLIMB
12	Climb on runway heading to at or above 400', then turn RIGHT.
30	Ⓐ Climb on MLY R-297 to cross 2000' at or prior to GUDIL. Then turn LEFT. (If unable to cross GUDIL at 2000', use maximum rate of climb direct to GUDIL then turn LEFT via 267° heading climbing to 2000' within MLY 15 DME).
ROUTING	
Intercept and proceed via MLY R-135 to URMAN.	



Flight over Port Royal 3 NM West not permitted below 1500'.
Maneuver south of rwy centerline due to high terrain north.

For engine start up requests and departure clearances pilots shall contact frequency 121.7.

Taxiway F is not standard and requires:
-Four-engined and/or low slung underwing engined aircraft to cut engines on West side of taxiway pending pavement improvements (FOD).

PARKING SPOT COORDINATES	
SPOT NO.	COORDINATES
1 thru 4	N17 56.2 W076 46.8
5A thru 7	N17 56.1 W076 46.8
8 thru 10	N17 56.2 W076 46.8
12	N17 56.2 W076 46.7
14 thru 17	N17 56.1 W076 46.7

When B747, B777 or A340 aircraft parked on Stand 5 or 6 rwy obstacle surface zone may be impinged upon by up to 18' (5.5m).

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
12 30	HIRL SALS REIL PAPI (angle 3.0°)		7884' 2403m		150' 46m

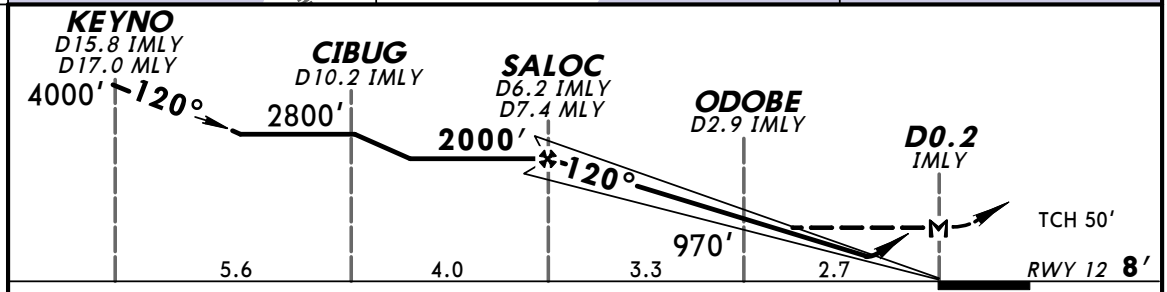
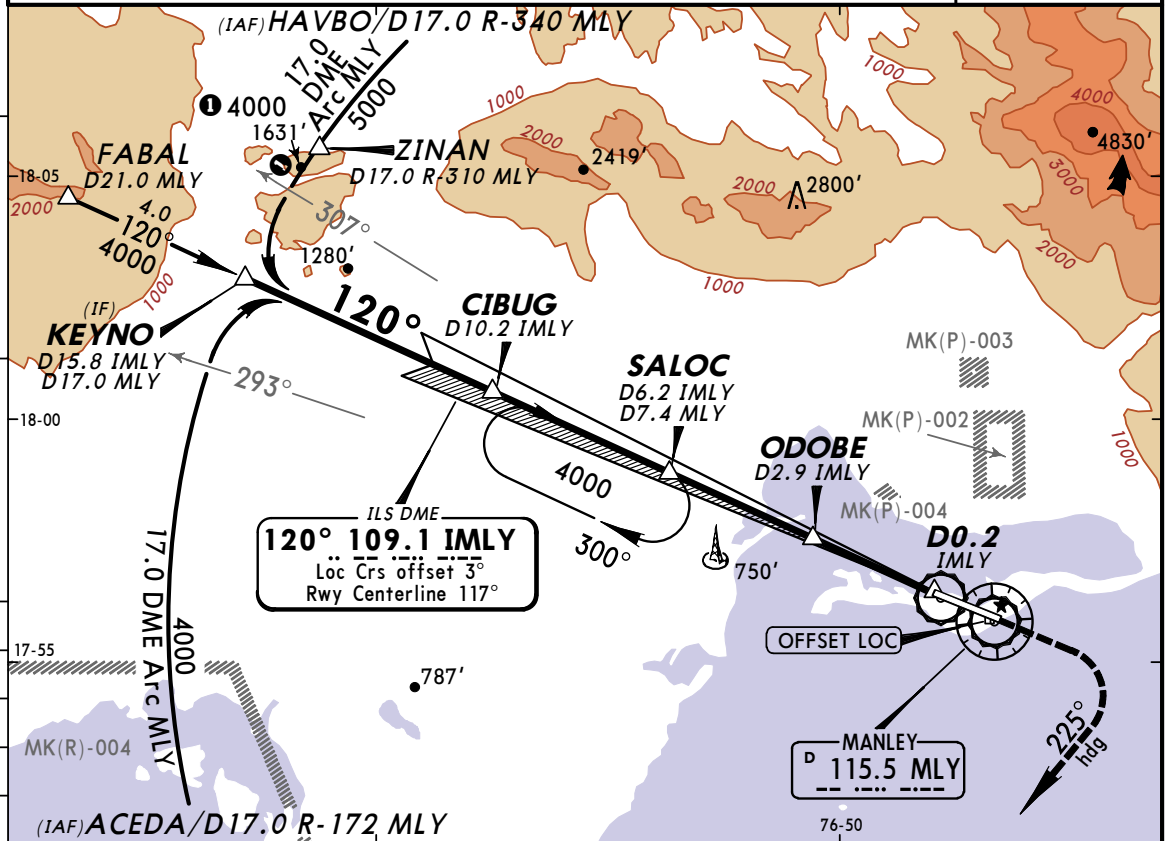
TAKE-OFF & DEPARTURE PROCEDURE

FOR FILING AS ALTERNATE

All Rwy's			
1 & 2 Eng	1.9 km	A	1100 -3.2 km
3 & 4 Eng	930m	B	
		C	1100 -5.6 km
		D	

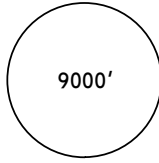
DEPARTURE PROCEDURE: Rwy 12, climb on runway heading to minimum 200' then make a climbing RIGHT turn and proceed in accordance with ATC instructions.
Rwy 30, proceed in accordance with ATC instructions.

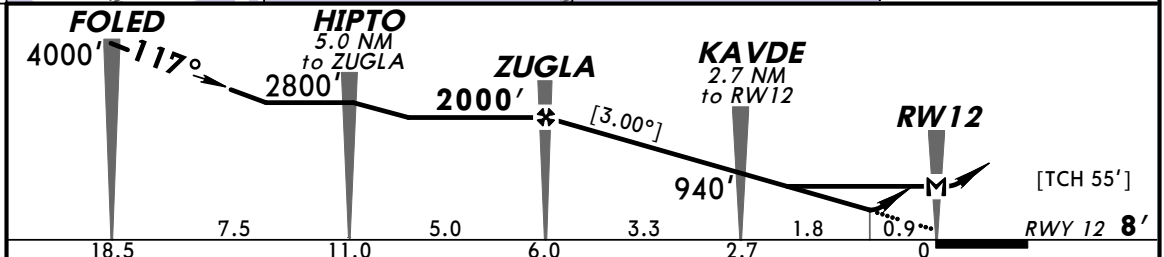
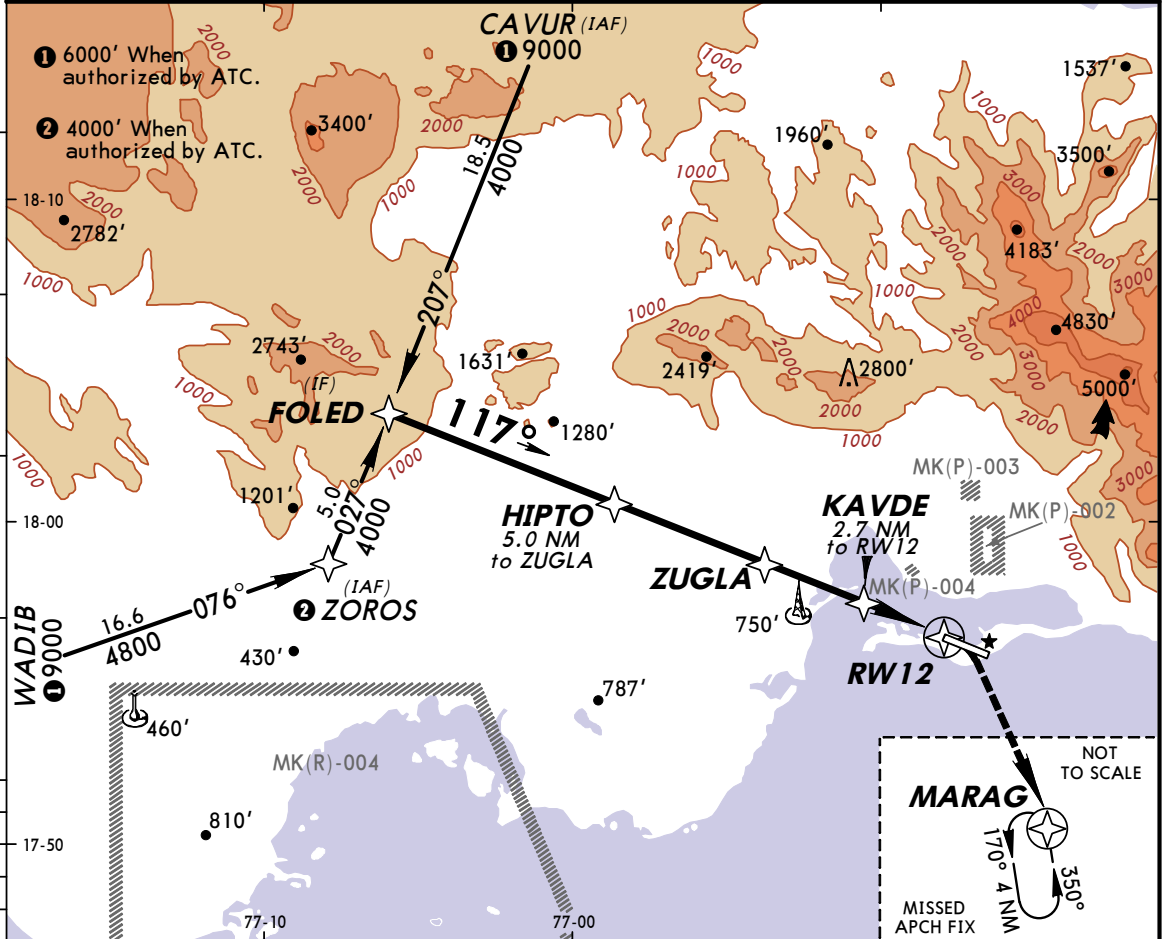
ATIS 127.7		MANLEY Approach 120.6		MANLEY Tower 118.5		*Ground 121.7	
LOC IMLY 109.1	Final Apch Crs 120°	GS SALOC 2000' (1992')	ILS DA(H) 278' (270')	Apt Elev 10' RWY 12 8'			
<p>MISSED APCH: Climb to 1000'. Then turn RIGHT to 225° hdg to intercept 17.0 DME MLY VOR Arc at 4000' to KEYNO D17.0 MLY. Thence to SALOC D7.4 MLY and hold.</p>							<p>MSA MLY VOR</p>
<p>Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: FL 180 Trans alt: 17000'</p>							




Gnd speed-Kts	70	90	100	120	140	160	<p>SALS REIL PAPI</p>	<p>1000' ↑</p>	
Gs	3.00°	377	484	538	646	753			861
MAP at D0.2 IMLY or SALOC to MAP	6.0	5:09	4:00	3:36	3:00	2:34			2:15

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
ILS DA(H) 278' (270')		LOC (GS out) MDA(H) 328' (320')		Not Authorized North of Extended Rwy Centerline	
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)
A	1.9 Km	1.9 Km		100	1050' (1040') - 1.9 Km
B		2.3 Km		135	1050' (1040') - 2.8 Km
C		2.8 Km		180	1150' (1140') - 3.7 Km
D		3.2 Km		205	1150' (1140') - 4.6 Km

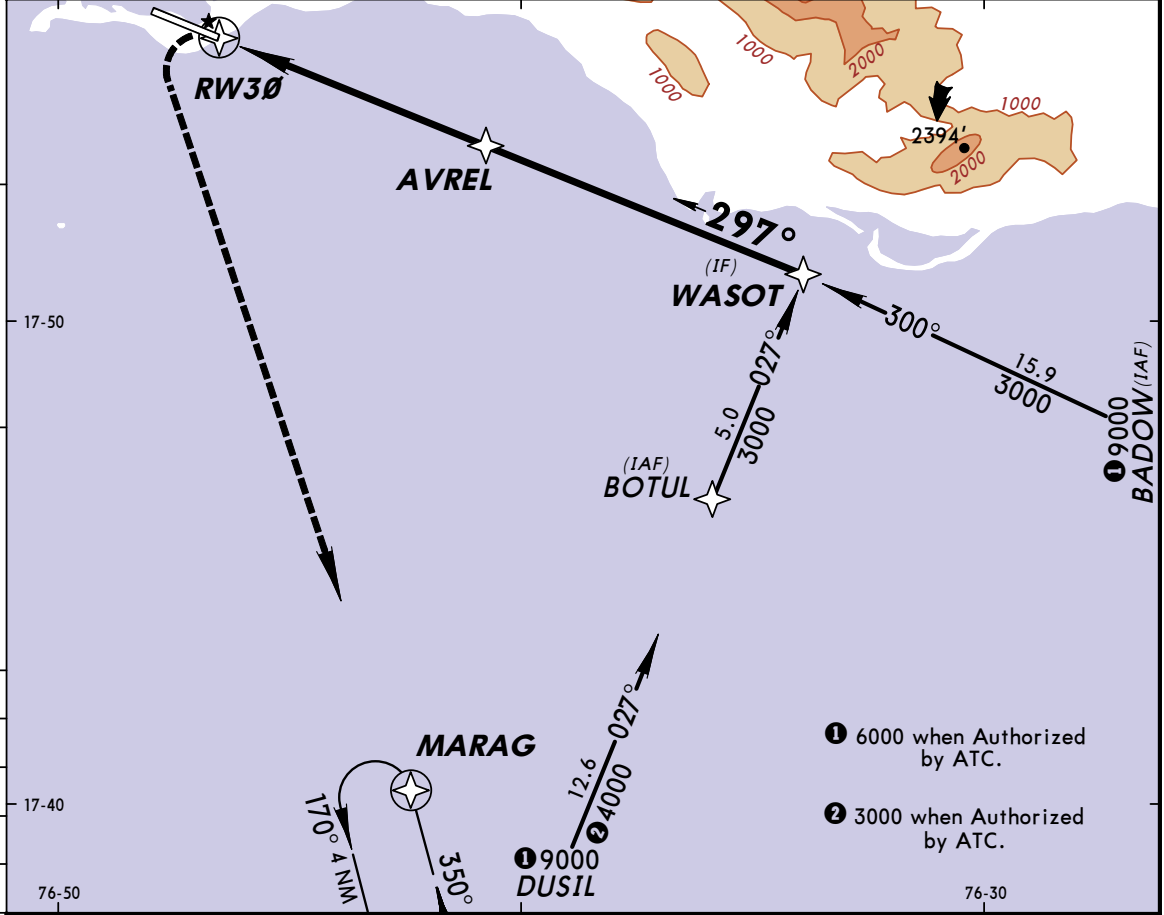
ATIS 127.7		MANLEY Approach 120.6		MANLEY Tower 118.5		*Ground 121.7	
RNAV <i>Final Apch Crs</i> 117°		<i>Minimum Alt ZUGLA</i> 2000' (1992')		<i>LNAV/VNAV DA(H)</i> 300' (292')		<i>Apt Elev 10'</i> <i>RWY 12 8'</i>	
MISSED APCH: Climbing RIGHT turn to 4000' direct MARAG and hold.							
Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: FL 180 Trans alt: 17000' 1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.							



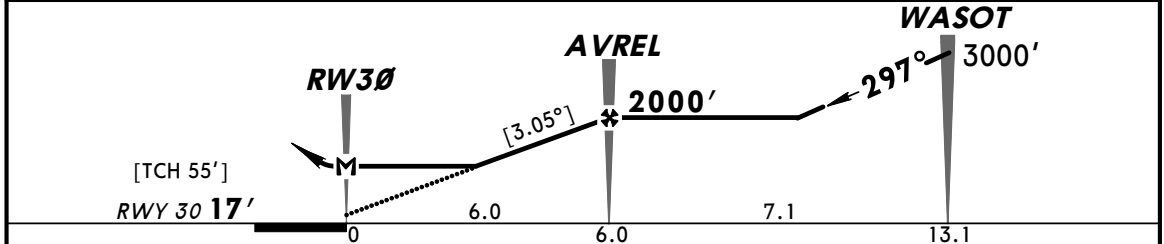
Gnd speed-Kts	70	90	100	120	140	160	SALS REIL --- PAPI --- PAPI	4000' RT		MARAG
Descent angle [3.00°]	372	478	531	637	743	849				

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND		
LNAV/VNAV DA(H) 300' (292')		LNAV MDA(H) 390' (382')		Not Authorized North of Extended Rwy Centerline		
ALS out		ALS out		Max Kts	MDA(H)	
A	1.9 Km		1.9 Km		100	1050' (1040') -2.3 Km
B					135	1050' (1040') -2.8 Km
C	1.9 Km		2.3 Km		180	1150' (1140') -5.6 Km
D					205	

ATIS 127.7		MANLEY Approach 120.6		MANLEY Tower 118.5		*Ground 121.7	
RNAV	Final Apch Crs 297°	Minimum Alt AVREL 2000' (1983')	LNAV MDA(H) 390' (373')	Apt Elev 10' RWY 30 17'		9000'	
MISSED APCH: Climbing LEFT turn to 3000' direct MARAG and hold.							
Alt Set: hPa (IN on req)		Rwy Elev: 1 hPa		Trans level: FL 180		Trans alt 17000'	
1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.						MSA MKJP ARP	



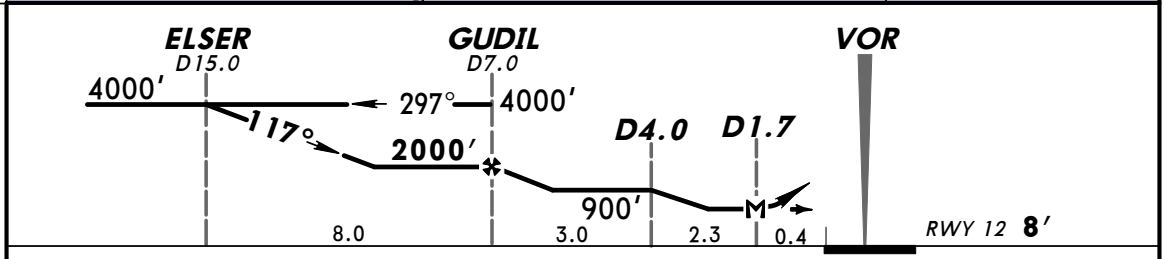
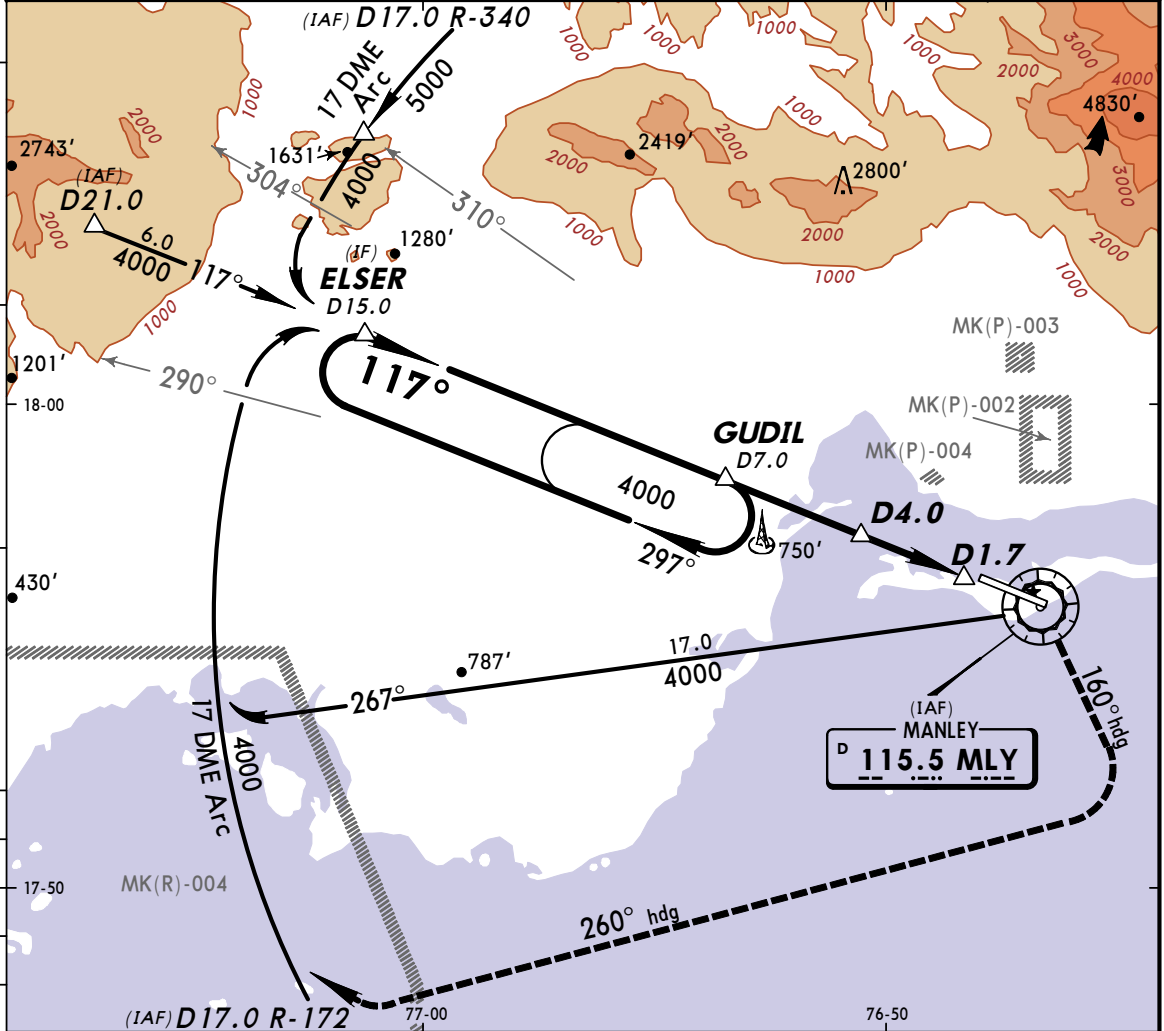
- ① 6000 when Authorized by ATC.
- ② 3000 when Authorized by ATC.



Gnd speed-Kts	70	90	100	120	140	160	SALS REIL PAPI PAPI	3000' LT	D	MARAG
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW30										

STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
LNAV MDA(H) 390' (373')		Not Authorized North of Extended Rwy Centerline	
	ALS out	Max Kts	MDA(H)
A		100	1050' (1040') - 2.3 Km
B	1.9 Km	135	1050' (1040') - 2.8 Km
C		180	1150' (1140') - 5.6 Km
D	2.3 Km	205	

ATIS 127.7		MANLEY Approach 120.6		MANLEY Tower 118.5		*Ground 121.7	
VOR MLY 115.5	Final Apch Crs 117°	Minimum Alt GUDIL 2000' (1992')	MDA(H) 400' (392')	Apt Elev 10' RWY 12 8'			
MISSED APCH: Pull up to MLY VOR then climbing RIGHT turn via 160° heading to 2000', thence climbing RIGHT turn via 260° heading to intercept MLY VOR 17 DME Arc at 4000' to ELSER D15.0 thence to hold at GUDIL D7.0.							MSA MLY VOR
Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: FL 180 Trans alt: 17000' 1. Arrivals from East sector enter the holding pattern at or above 9500'.							



MAP at D1.7				SALS REIL — PAPI PAPI — PAPI	MLY 115.5
-------------	--	--	--	------------------------------------	---------------------

PANS OPS	STRAIGHT-IN LANDING RWY12		Max Kts.	CIRCLE-TO-LAND	
	MDA(H)	ALS out		MDA(H)	Not Authorized North of Extended Rwy Centerline
A	400' (392')		100	1040' (1030')	-1.9 Km
B			135	1040' (1030')	-2.8 Km
C			180	1040' (1030')	-3.7 Km
D			205	1040' (1030')	-4.6 Km