

RPLL/MNL
NINYO AQUINO INTL

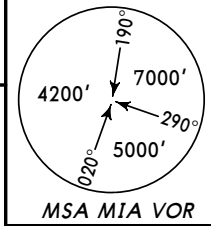
JEPPESSEN

MANILA, PHILIPPINES

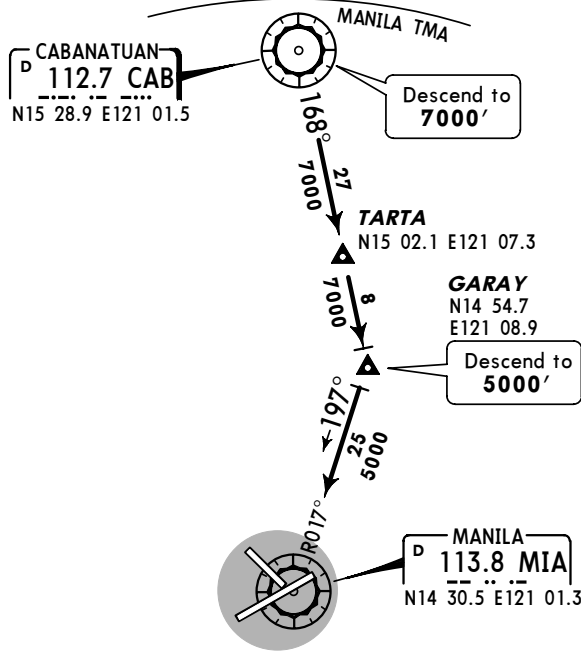
28 JAN 05 10-2

STAR

ATIS 126.4	Apt Elev 75'	Alt Set: hPa Trans level: FL130 Trans alt: 11000'.
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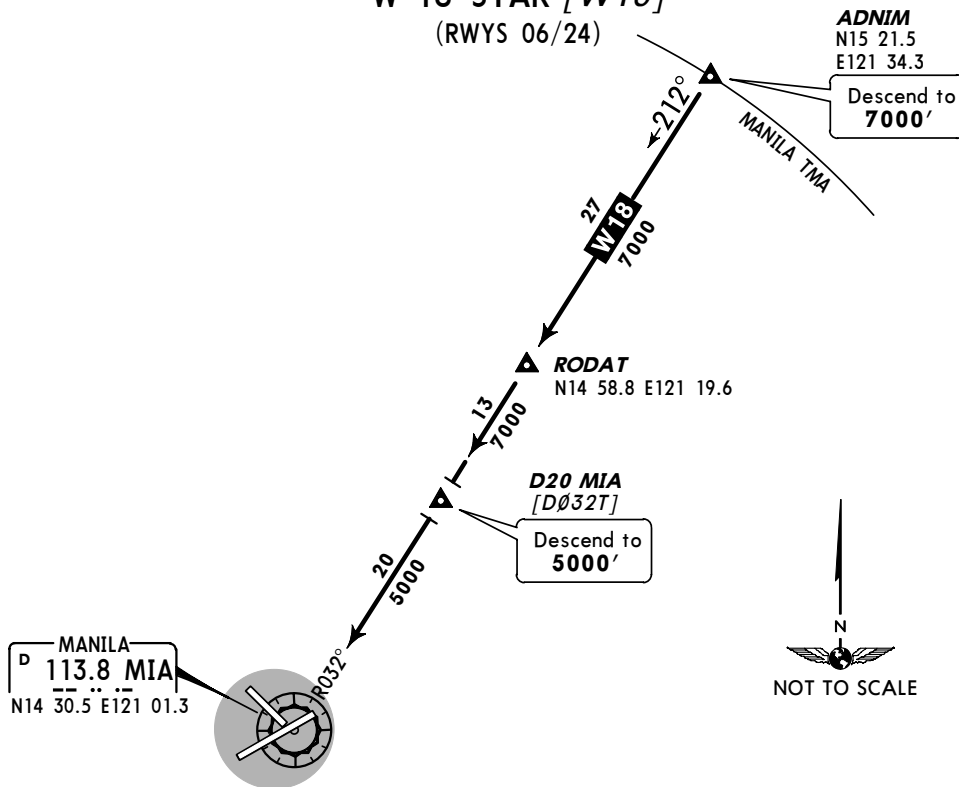
CABANATUAN STAR [CAB]
(RWYS 06/24)



ROUTING

At CAB, track out on the CAB R-168 to GARAY via TARTA. At GARAY, track in on the MIA R-017.

W-18 STAR [W18]
(RWYS 06/24)



ROUTING

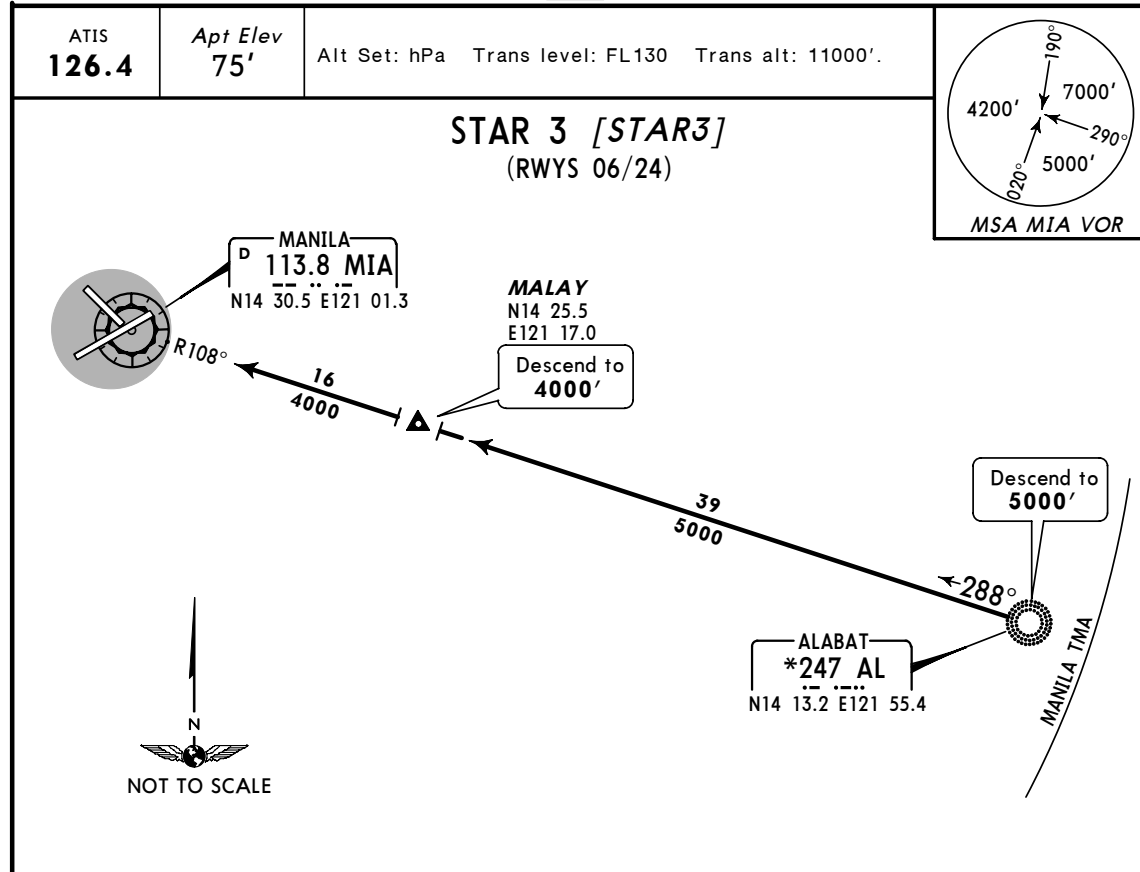
At ADNIM, track in on the MIA R-032 to D20 MIA via RODAT.

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JEPPESSEN
28 JAN 05 (10-2B)

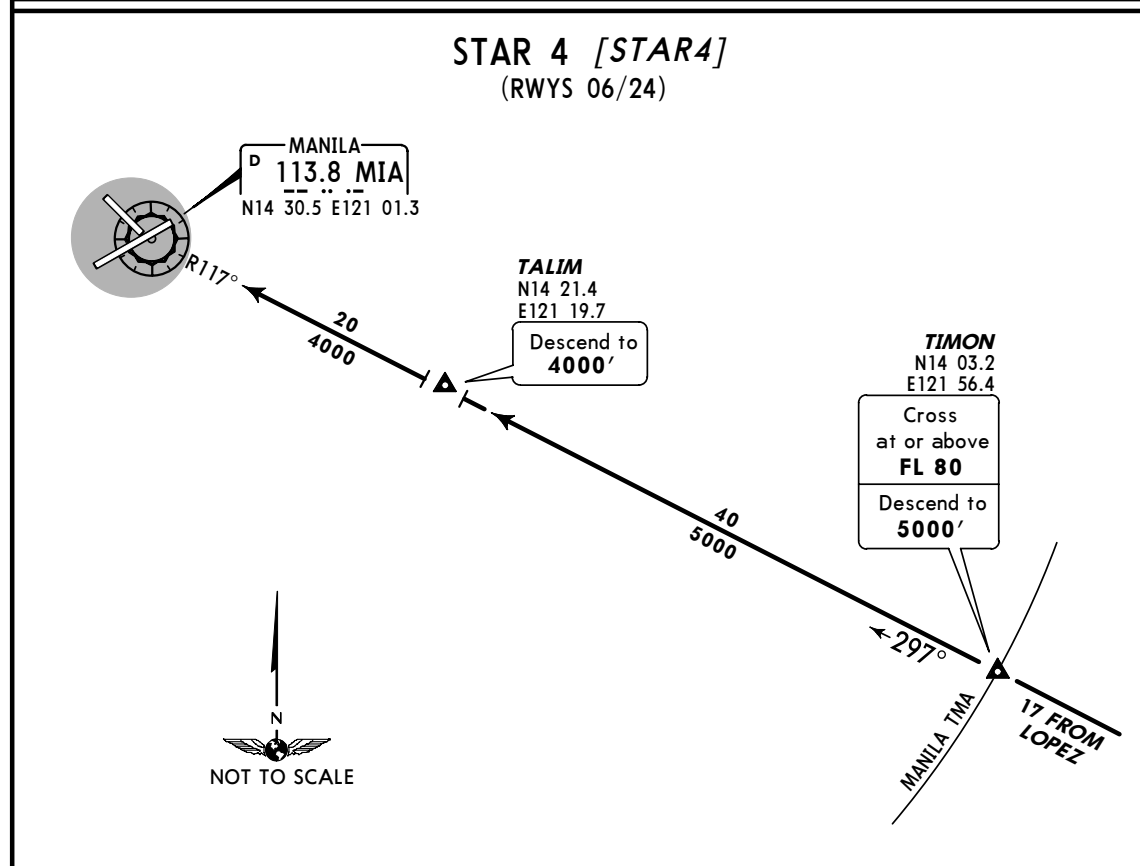
MANILA, PHILIPPINES

STAR



ROUTING

At AL, track in on the MIA R-108.



ROUTING

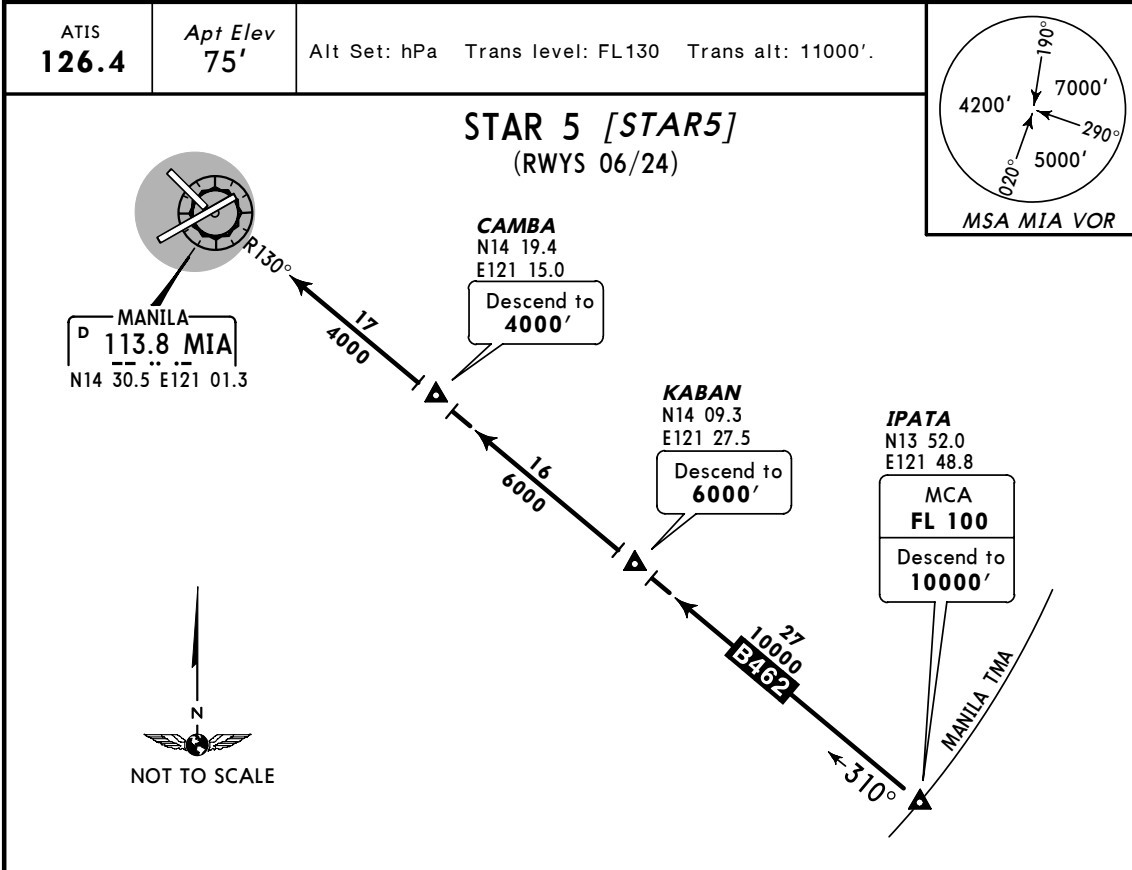
At TIMON, track in on the MIA R-117.

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JEPPESSEN
28 JAN 05 10-2C

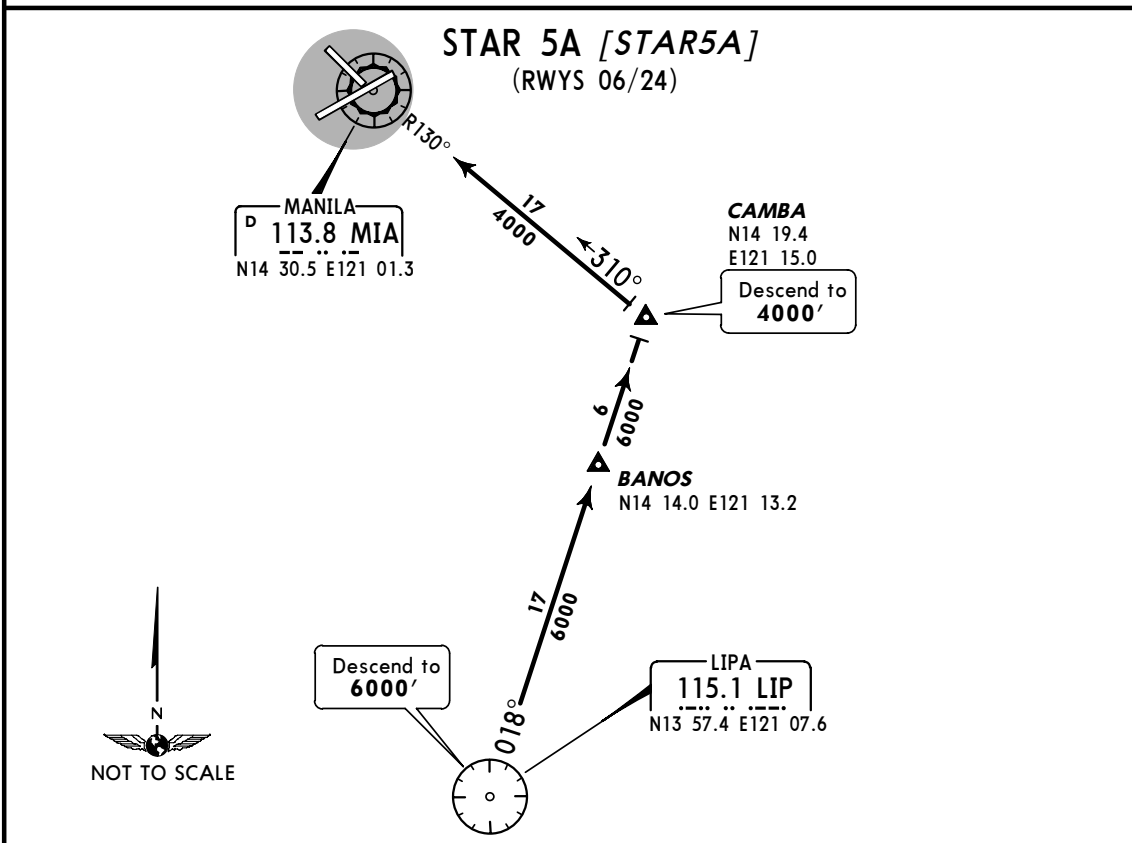
MANILA, PHILIPPINES

STAR



ROUTING

At IPATA, track in on the MIA R-130.



ROUTING

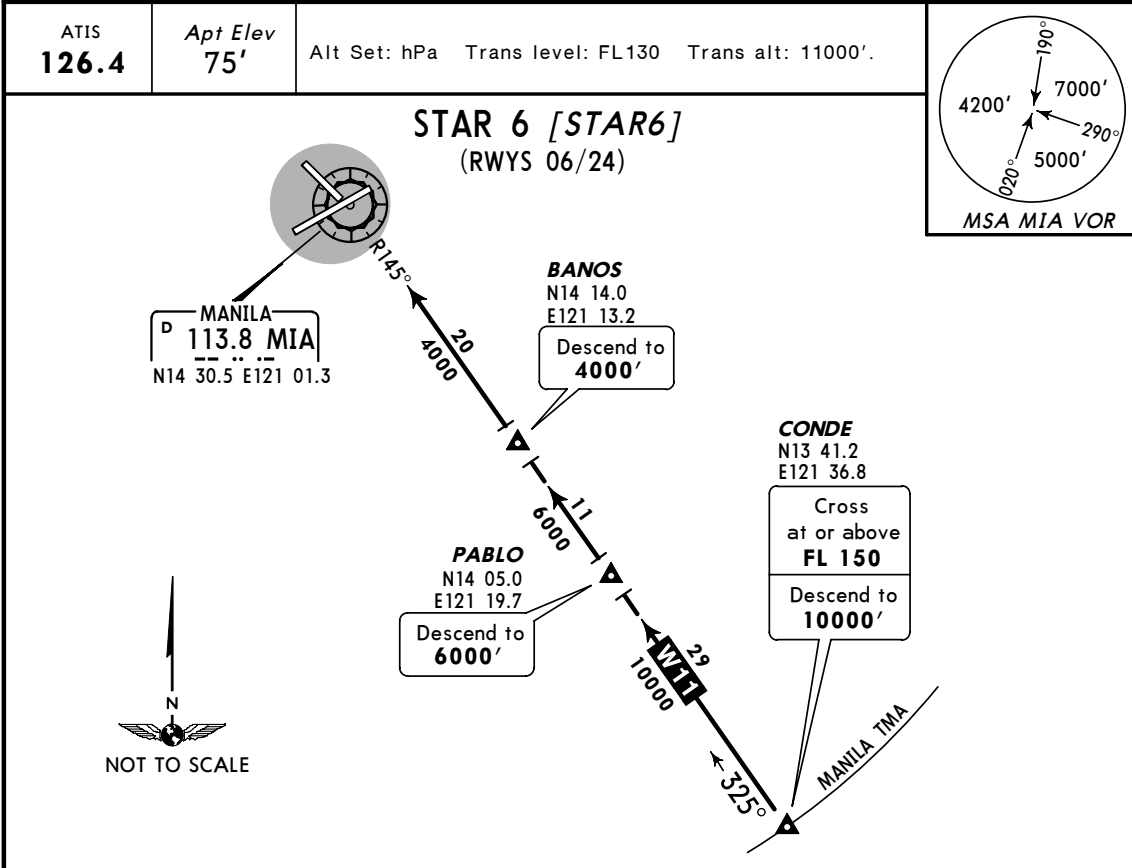
At LIP, track out on the LIP R-018 to CAMBA via BANOS. At CAMBA, track in on the MIA R-130.

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28 JAN 05 (10-2D)

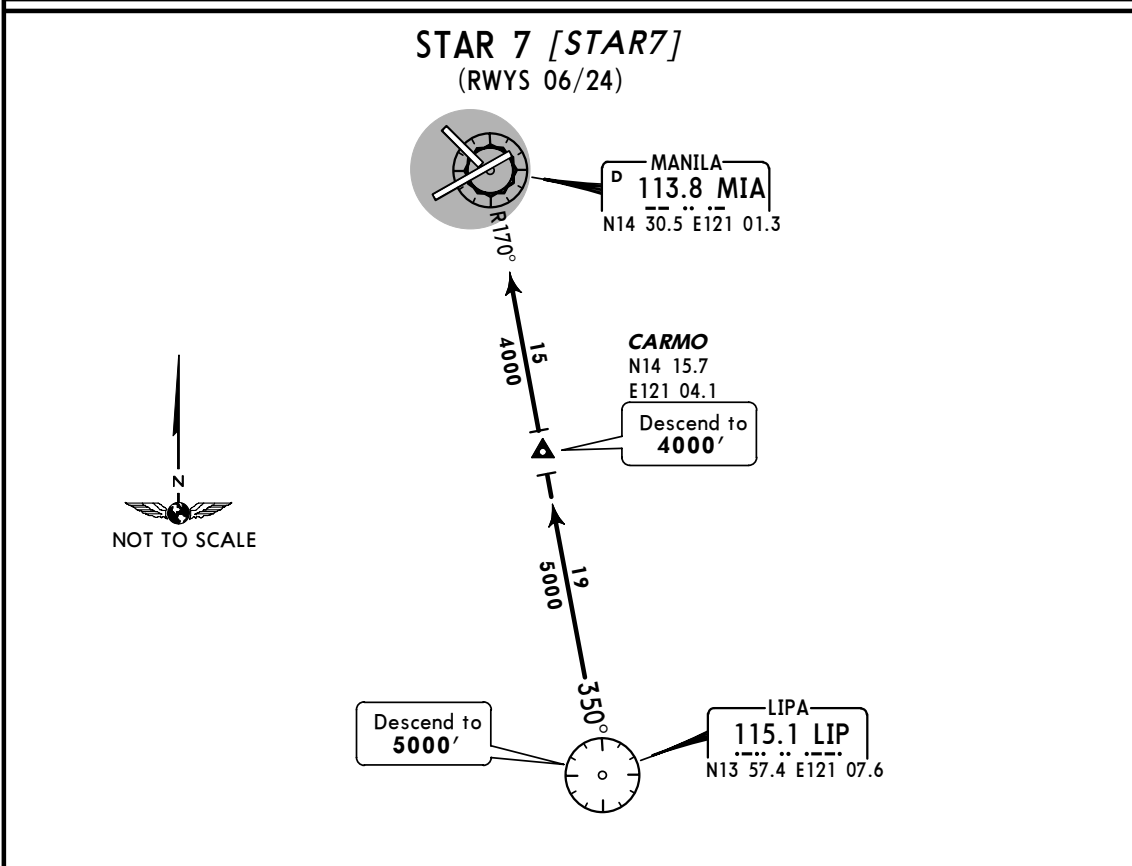
MANILA, PHILIPPINES

STAR



ROUTING

At CONDE, track in on the MIA R-145.



ROUTING

At LIP, track in on the MIA R-170 to CARMO.

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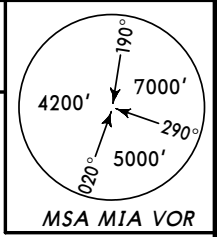
JEPPESEN

MANILA, PHILIPPINES

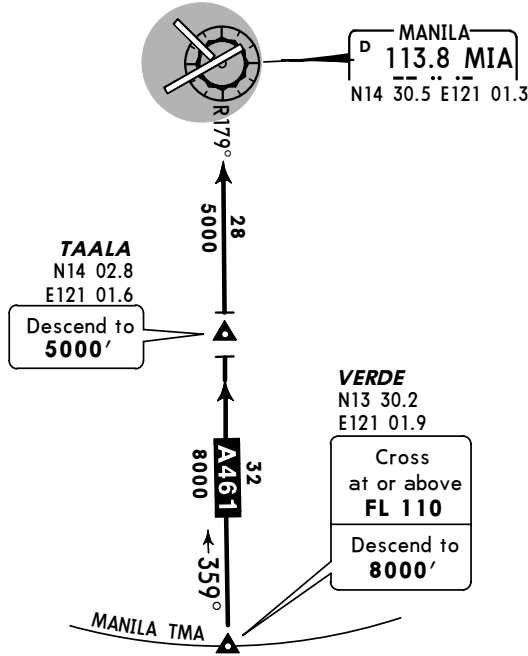
28 JAN 05 (10-2E)

STAR

ATIS 126.4	Apt Elev 75'	Alt Set: hPa Trans level: FL130 Trans alt: 11000'.
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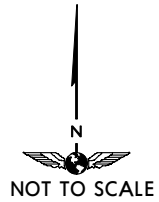
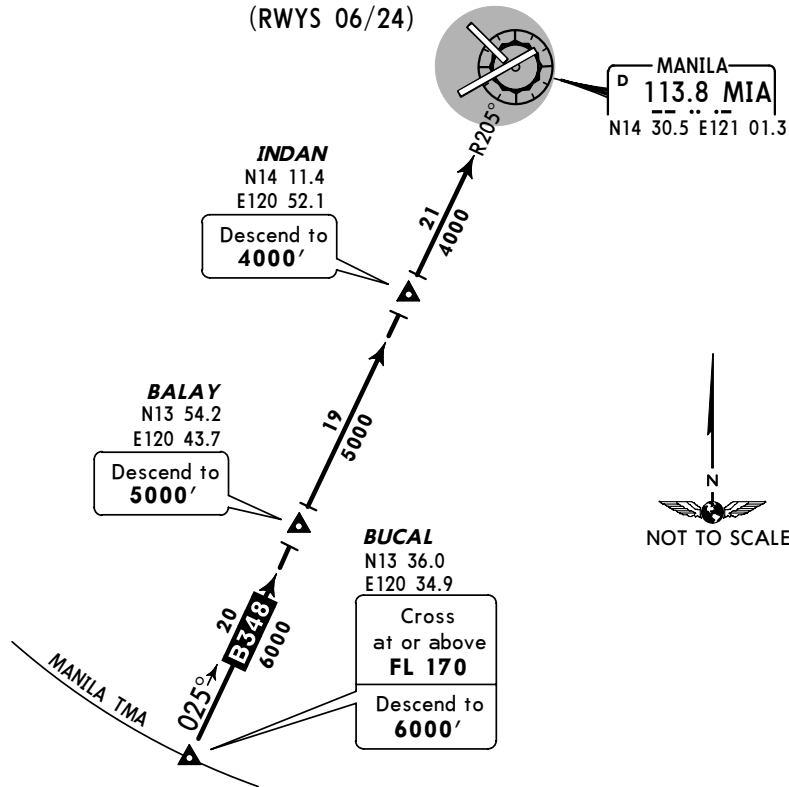
STAR 8 [STAR8]
(RWYS 06/24)



ROUTING

At VERDE, track in on the MIA R-179.

STAR 9 [STAR9]
(RWYS 06/24)



ROUTING

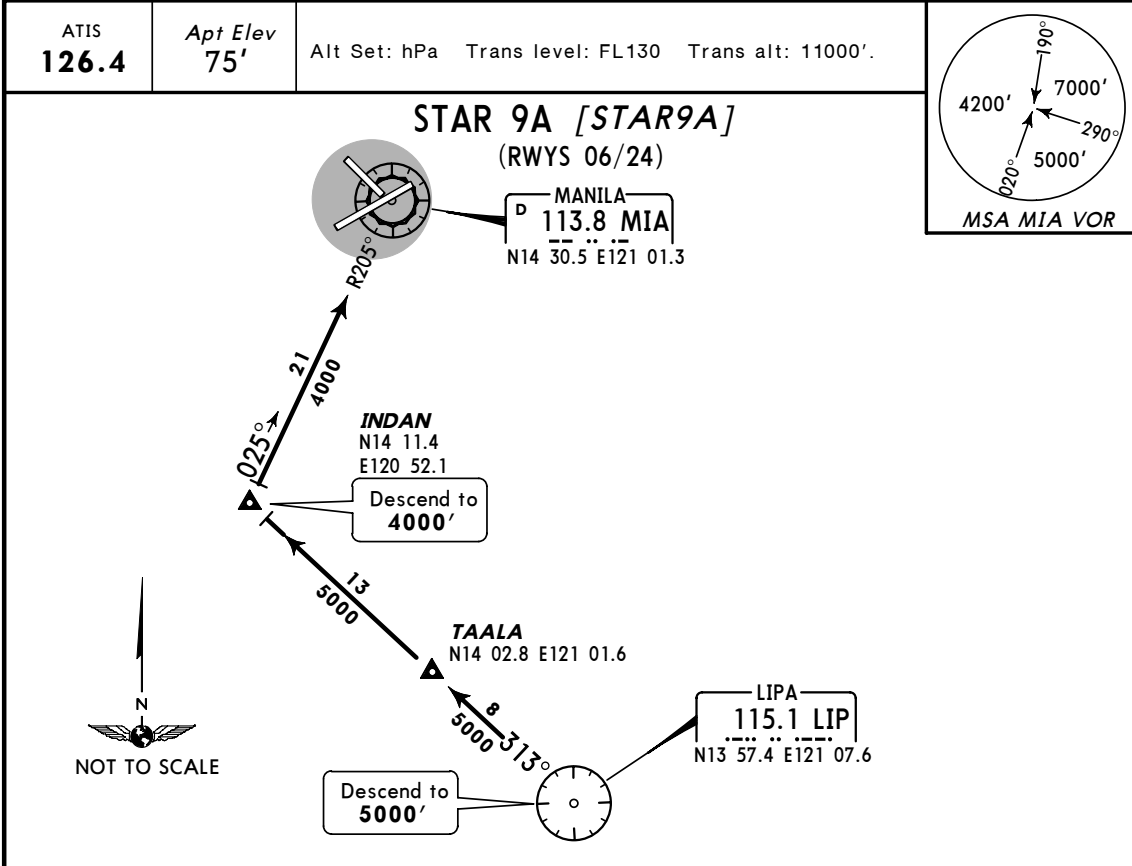
At BUCAL, track in on the MIA R-205.

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JEPPESEN
28 JAN 05 10-2F

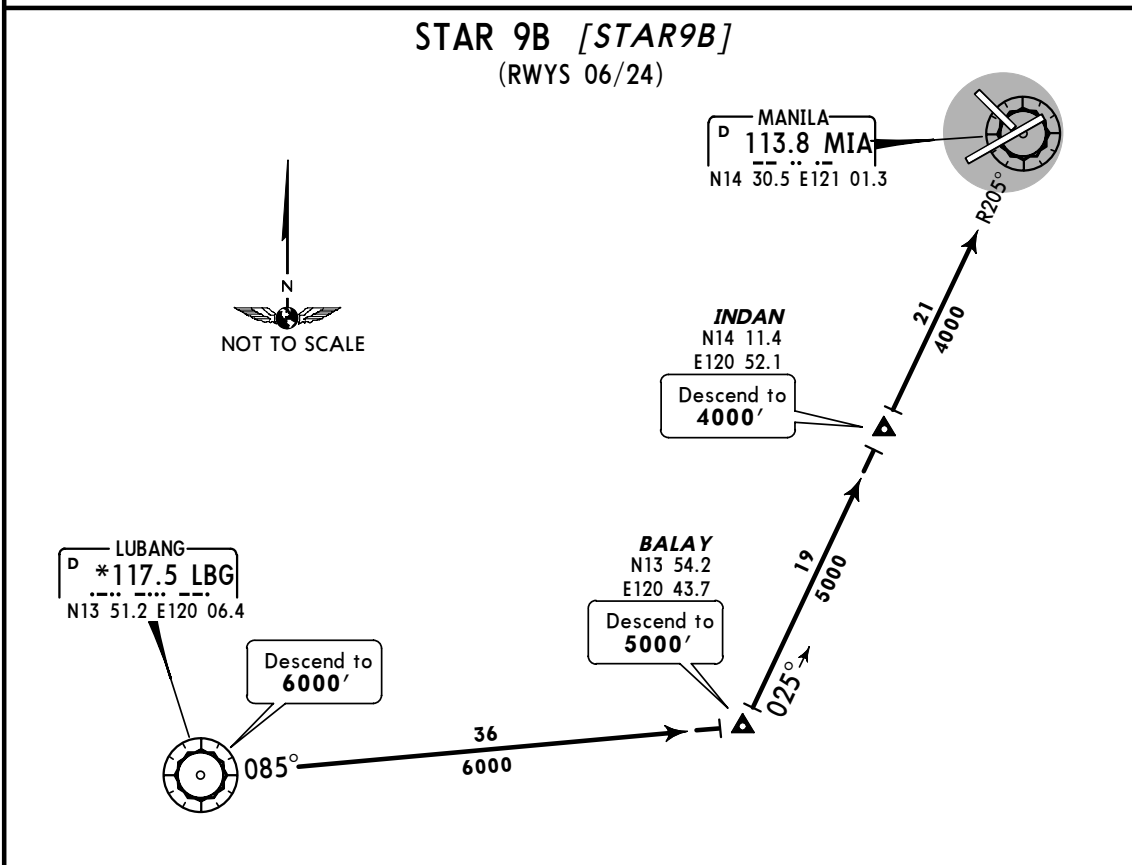
MANILA, PHILIPPINES

STAR



ROUTING

At LIP, track out on the LIP R-313 to INDAN via TAALA. At INDAN, track in on the MIA R-205.



ROUTING

At LBG, track out on the LBG R-085 to BALAY. At BALAY, track in on the MIA R-205.

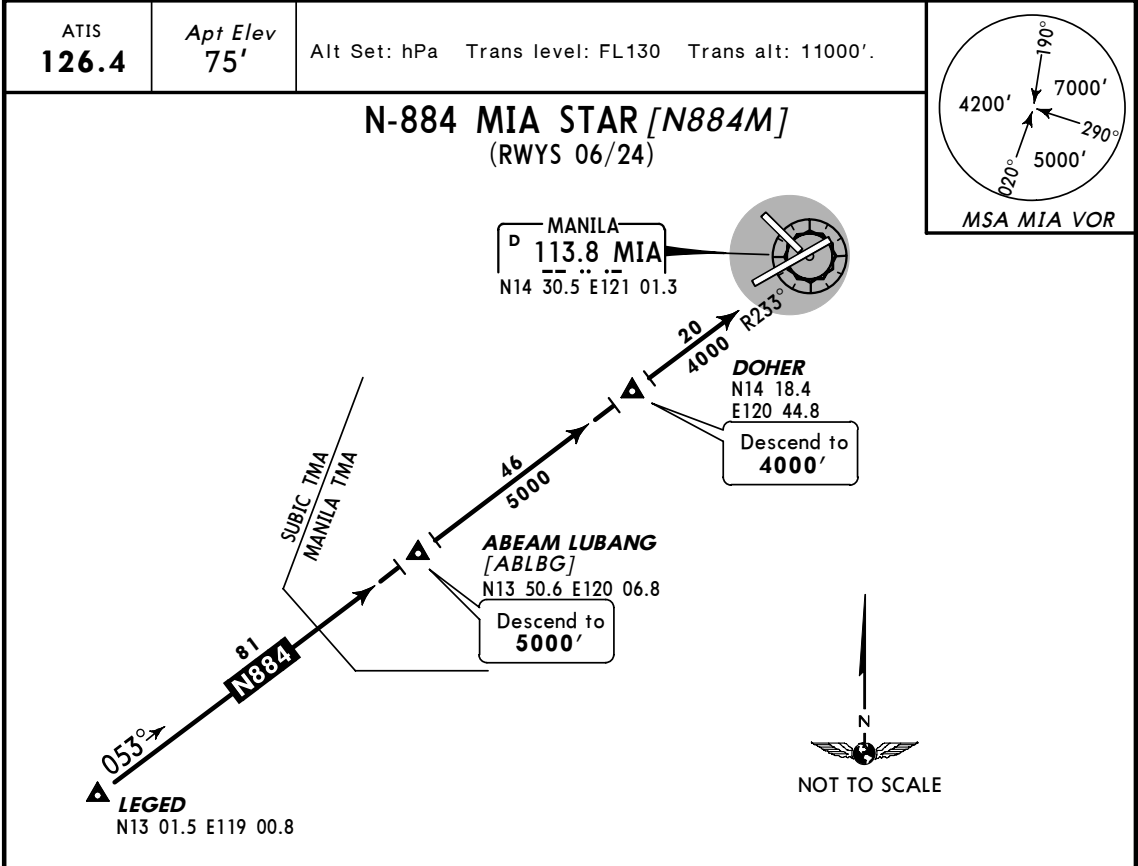
RPLL/MNL
NINYO AQUINO INTL

JEPPESSEN

MANILA, PHILIPPINES

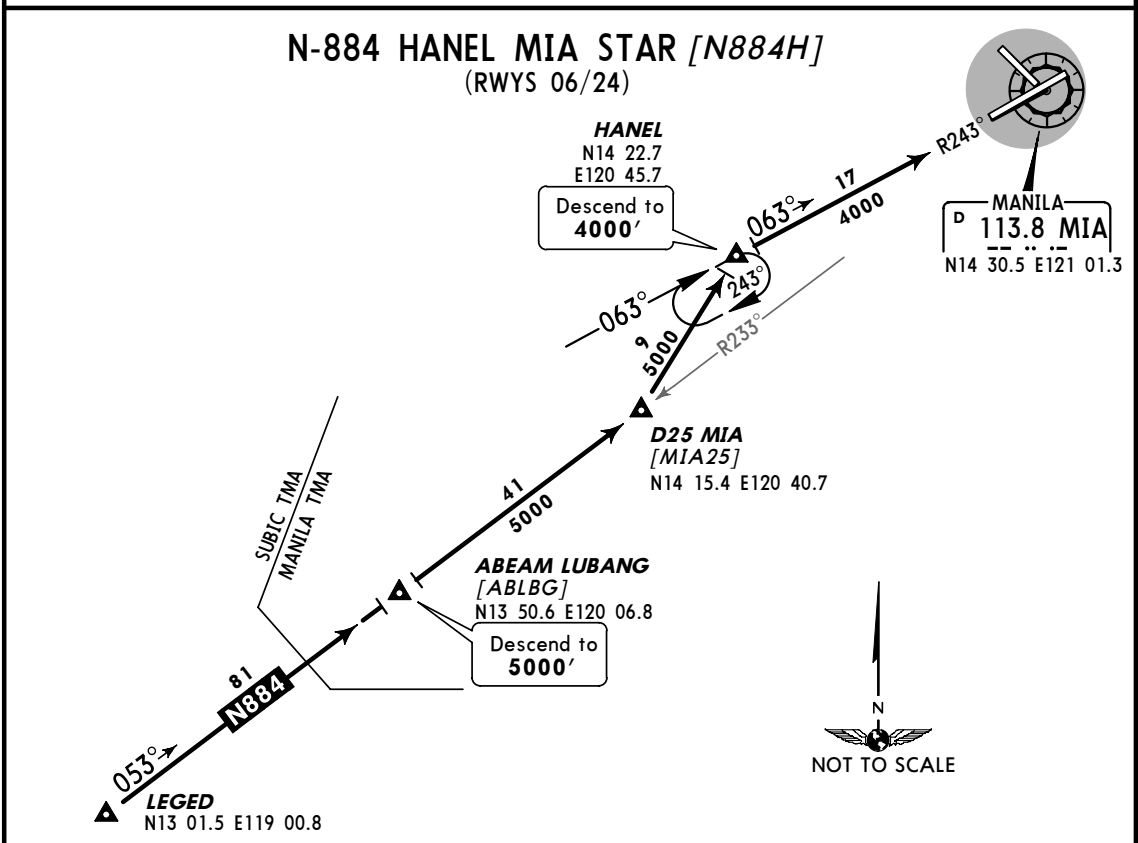
28 JAN 05 **10-2G**

STAR



ROUTING

At ABEAM LUBANG, track in on the MIA R-233.



ROUTING

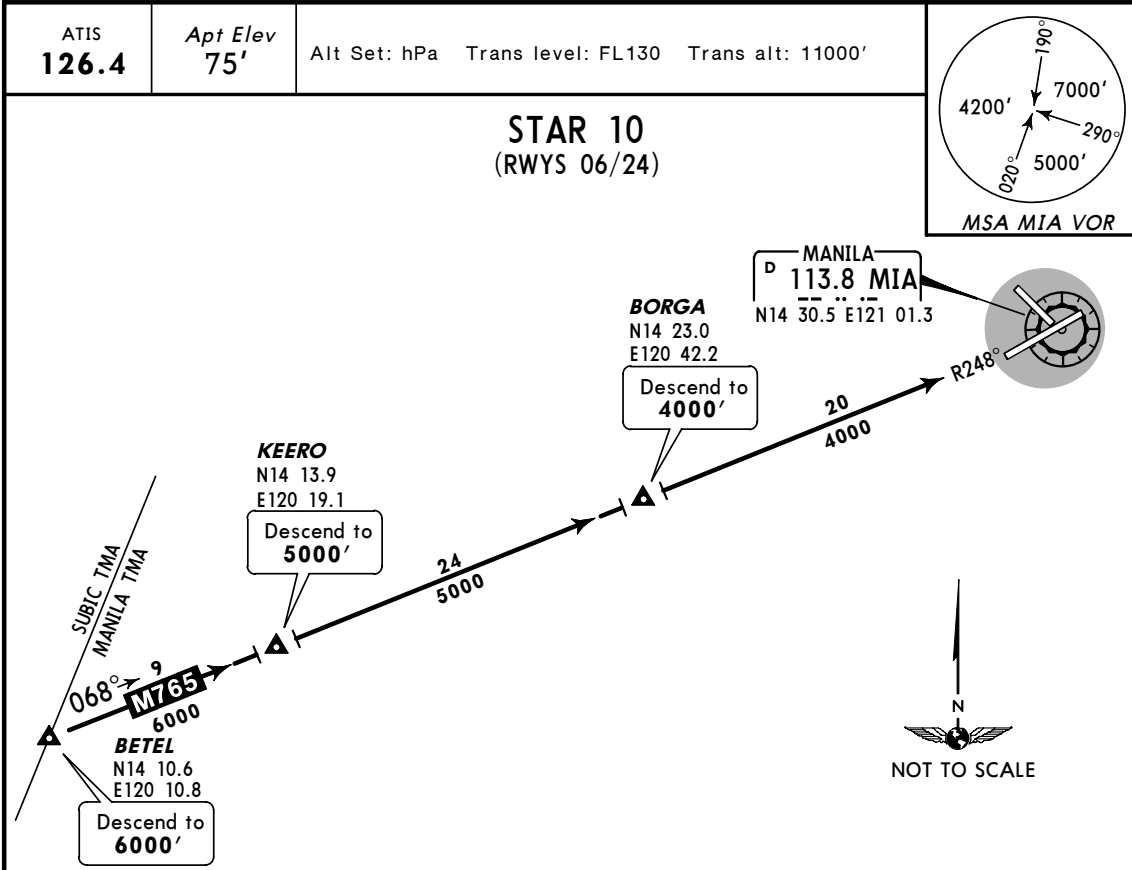
At ABEAM LUBANG track in on the MIA R-233. At D25 MIA, proceed to HANEL and track in on the MIA R-243.

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4 NOV 05 (10-2H)

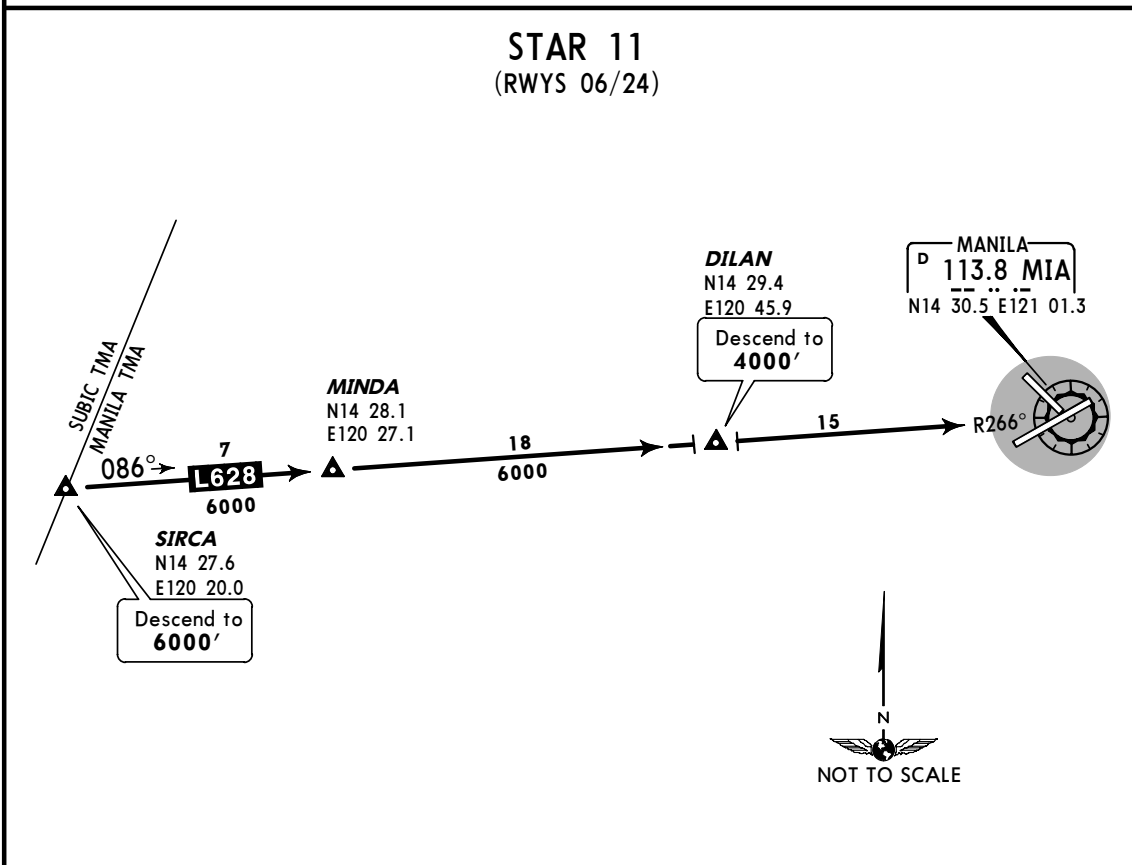
MANILA, PHILIPPINES

STAR



ROUTING

At BETEL, track in on MIA R-248.



ROUTING

At SIRCA, track in on MIA R-266 to DILAN via MINDA.

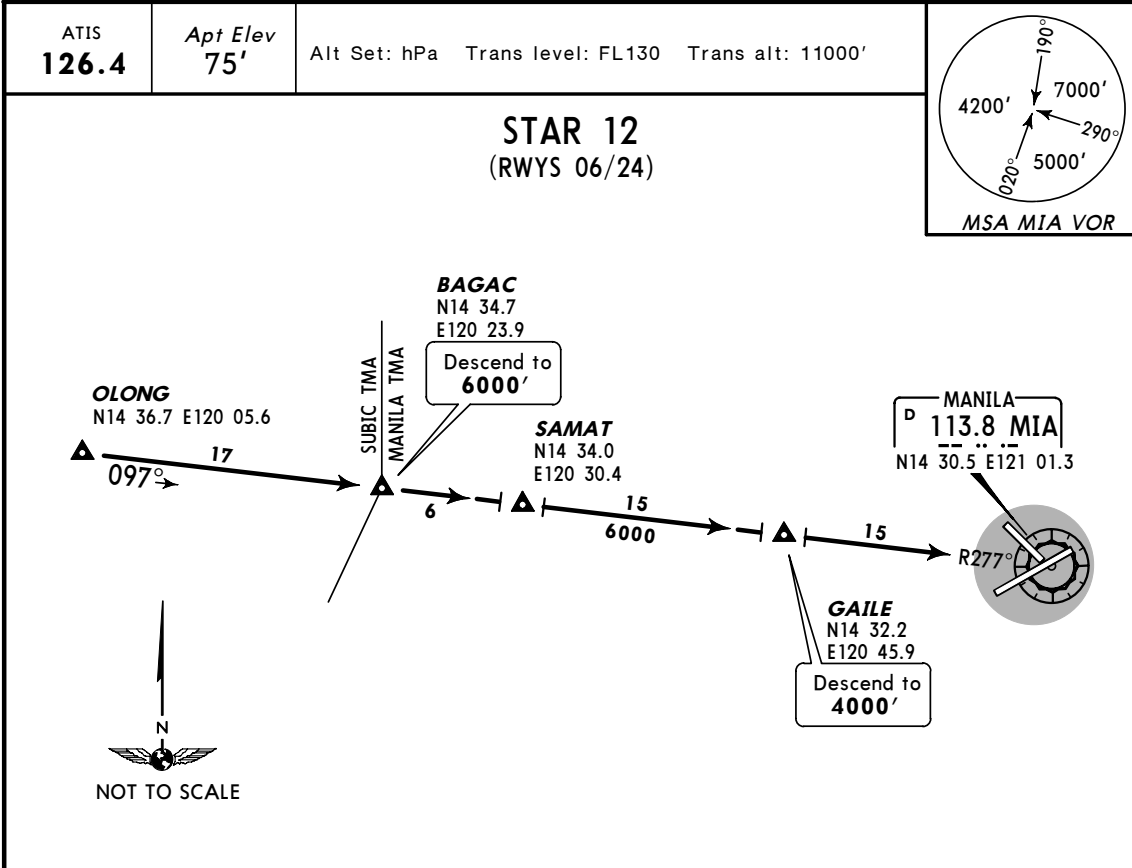
RPLL/MNL
NINYO AQUINO INTL

JEPPESSEN

MANILA, PHILIPPINES

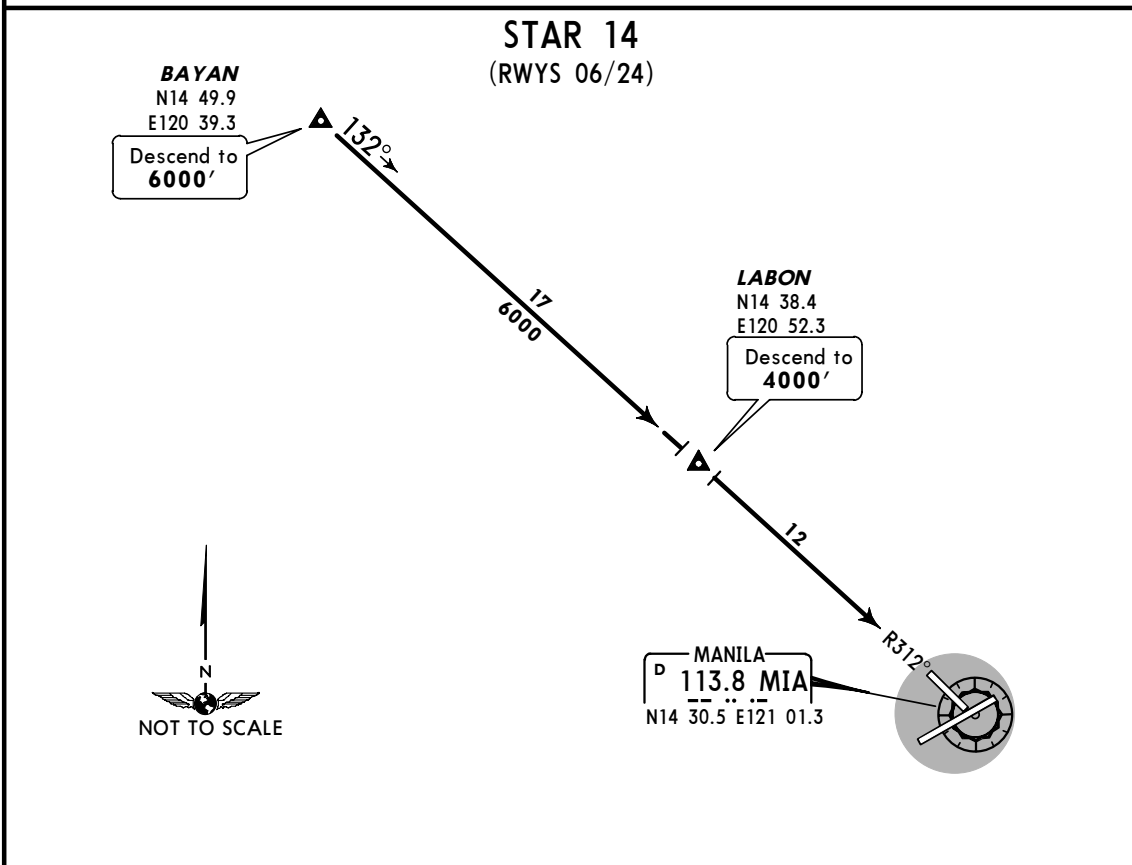
4 NOV 05 (10-2J)

STAR



ROUTING

At BAGAC, track in on MIA R-277 to GAILE via SAMAT.



ROUTING

At BAYAN, track in on MIA R-312.

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JEPPESEN

MANILA, PHILIPPINES

20 OCT 06

10-2K

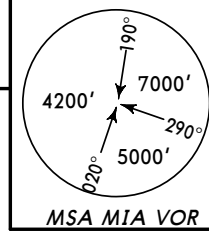
Eff 26 Oct

STAR

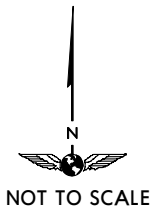
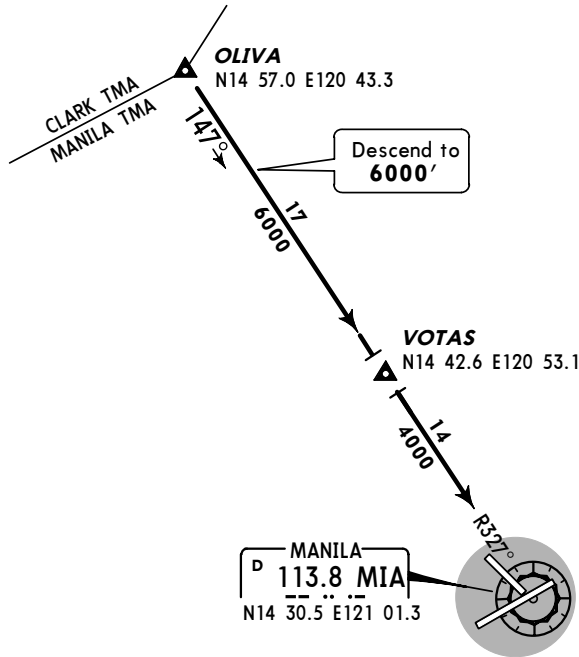
ATIS
126.4

Apt Elev
75'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'.



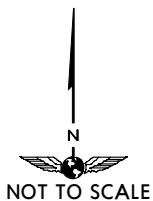
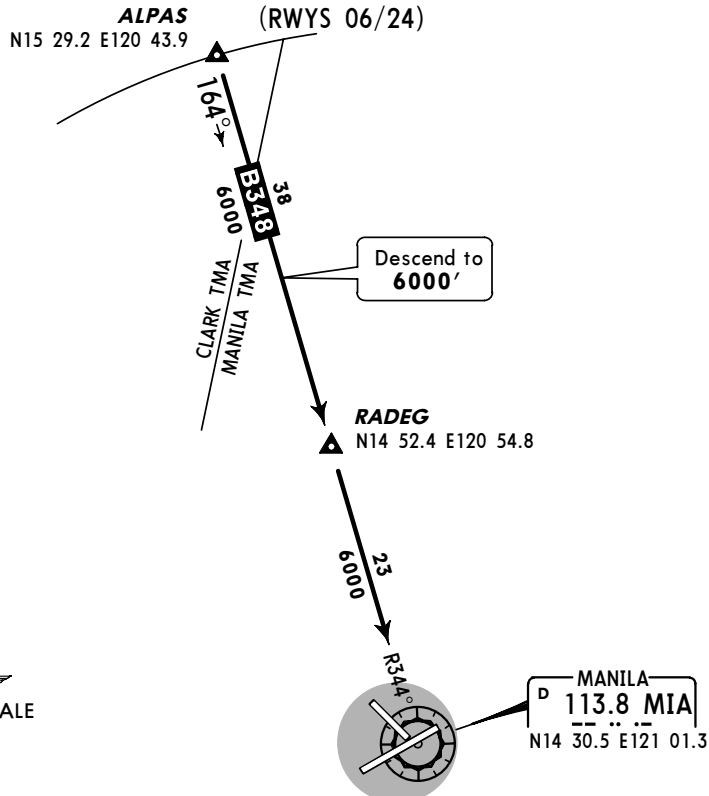
STAR 15 [STAR15]
(RWYS 06/24)



ROUTING

At OLIVA, track in on the MIA R-327 and descend to **6000'** to MIA via VOTAS.

STAR 16 [STAR16]
(RWYS 06/24)



ROUTING

At ALPAS, track in on the MIA R-344 and descend to **6000'** to MIA via RADEG.

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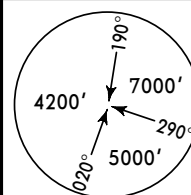
MANILA, PHILIPPINES

2 DEC 05 10-3

SID

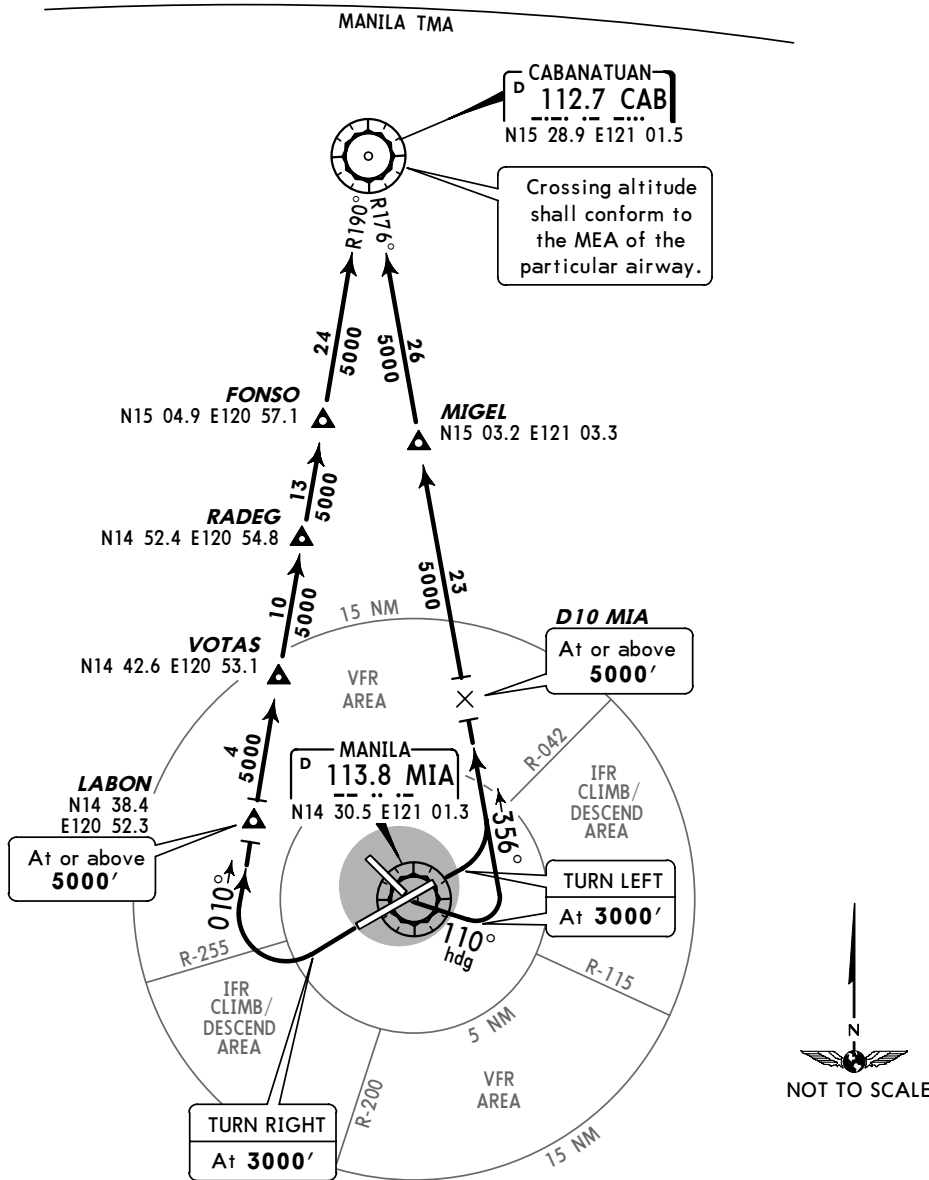
Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 1
CABANATUAN DEPARTURE
(RWYS 06, 13 & 24)



RWY	INITIAL CLIMB
06	Straight-out departure to 3000' then LEFT climbing turn.
13	Turn LEFT heading 110° to 3000' then LEFT climbing turn.
24	Straight-out departure to 3000' then RIGHT climbing turn.
RWY	ROUTING
06 & 13	Intercept and track-in on CAB R-176 to D10 MIA. Continue climb to CAB via MIGEL.
24	Intercept and track-in on CAB R-190 to LABON. Continue climb to CAB via VOTAS, RADEG and FONSO.

CHANGES: Rwy 13 routing.

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NINYO AQUINO INTL

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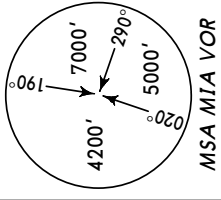
MANILA, PHILIPPINES

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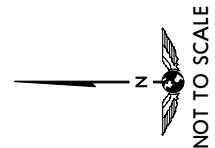
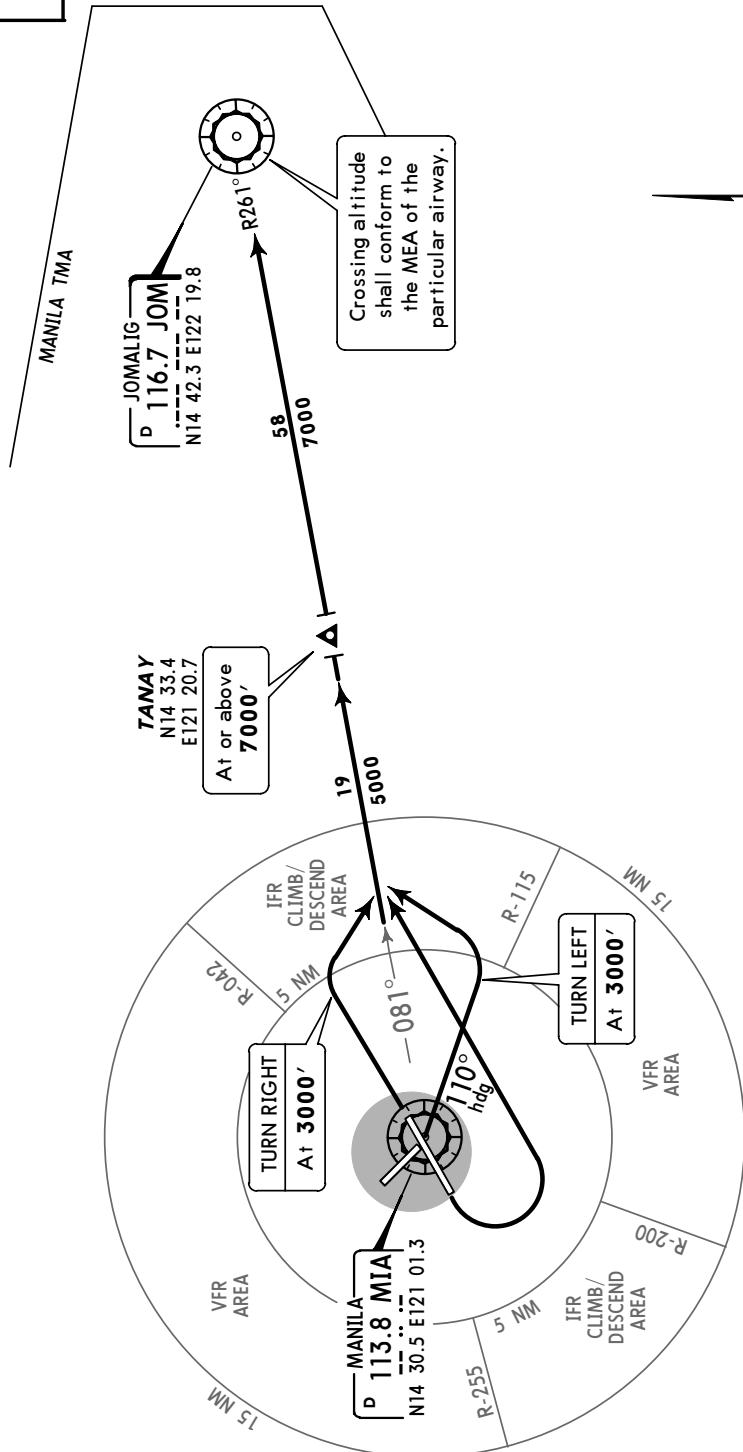
SID

Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



SID 2
JOMALIG DEPARTURE
(RWYS 06, 13 & 24)



INITIAL CLIMB	
RWY 06	Straight-out departure to 3000' then RIGHT climbing turn.
13	Turn LEFT heading 110° to 3000' then LEFT climbing turn.
24	180° turn to the LEFT within 5 NM.
ROUTING	
Intercept and track-out on MIA R-081 to TANAY. Continue climb to JOM.	

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NINYO AQUINO INTL

JEPPESEN

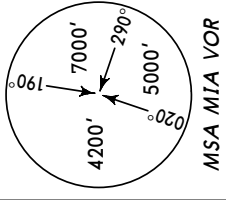
MANILA, PHILIPPINES

4 NOV 05 (10-3B)

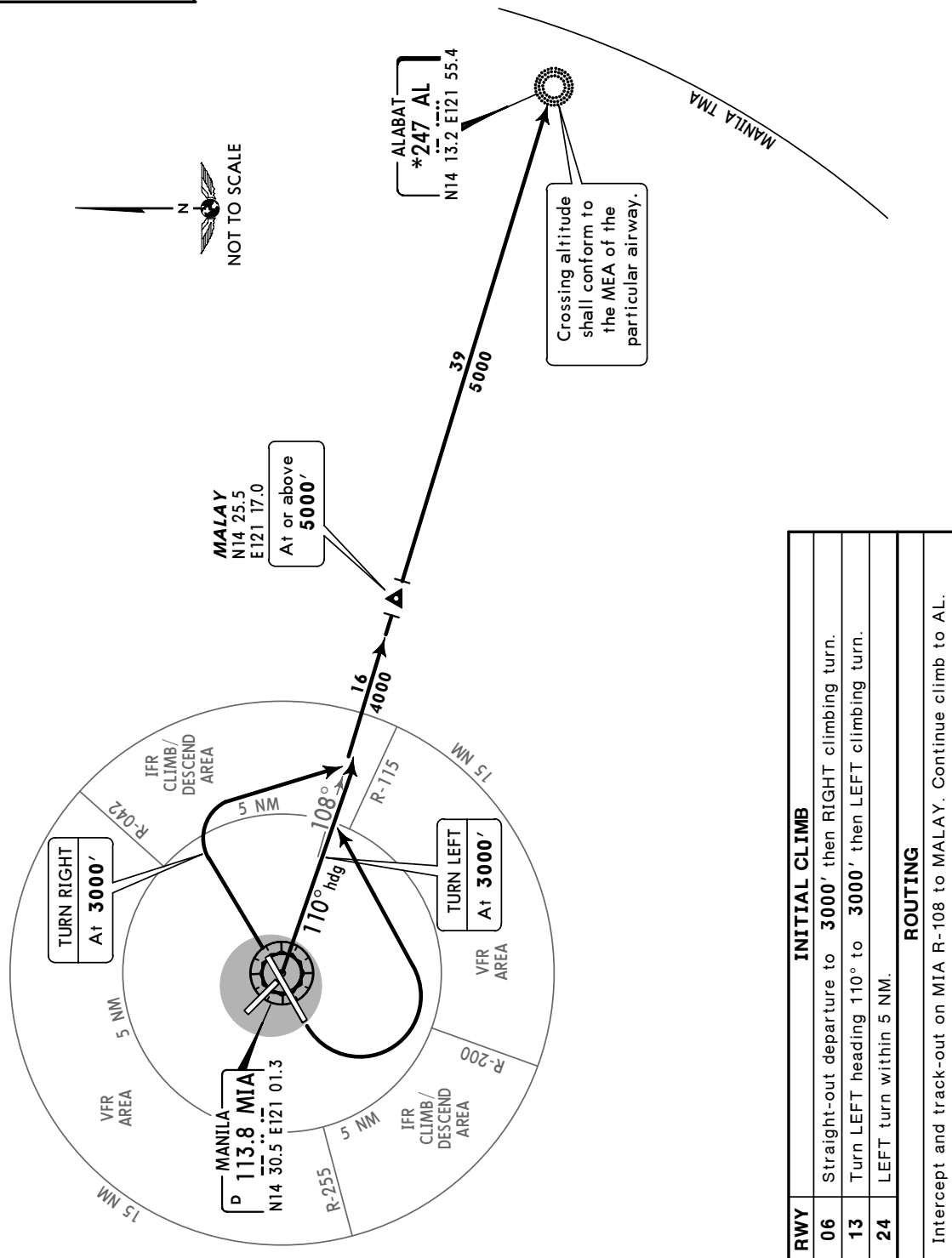
SID

Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



SID 3
ALABAT DEPARTURE
(RWYS 06, 13 & 24)



INITIAL CLIMB	
RWY 06	Straight-out departure to 3000' then RIGHT climbing turn.
13	Turn LEFT heading 110° to 3000' then LEFT climbing turn.
24	LEFT turn within 5 NM.
ROUTING	
Intercept and track-out on MIA R-108 to MALAY. Continue climb to AL.	

CHANGES: Note at AL added, MSA depiction.

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JEPPESEN

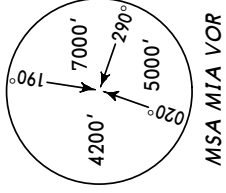
MANILA, PHILIPPINES

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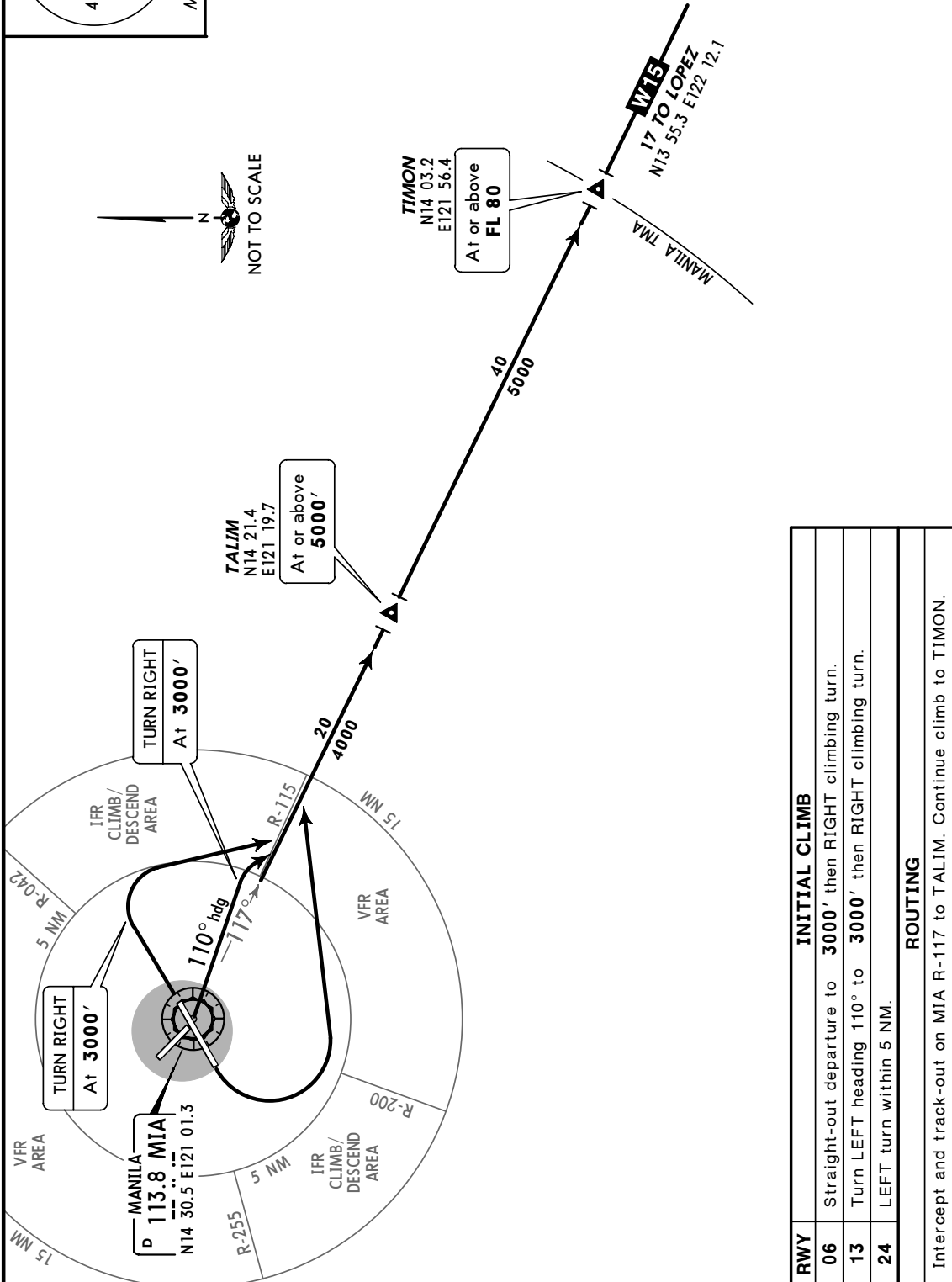
SID

Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



SID 4
W-15 LOPEZ DEPARTURE
(RWYS 06, 13 & 24)



INITIAL CLIMB	
RWY 06	Straight-out departure to 3000' then RIGHT climbing turn.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	LEFT turn within 5 NM.

ROUTING	
Intercept and track-out on MIA R-117 to TALIM. Continue climb to TIMON.	

CHANGES: MSA depiction.

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NINYO AQUINO INTL

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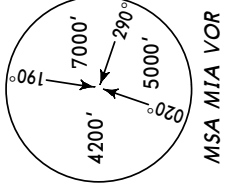
MANILA, PHILIPPINES

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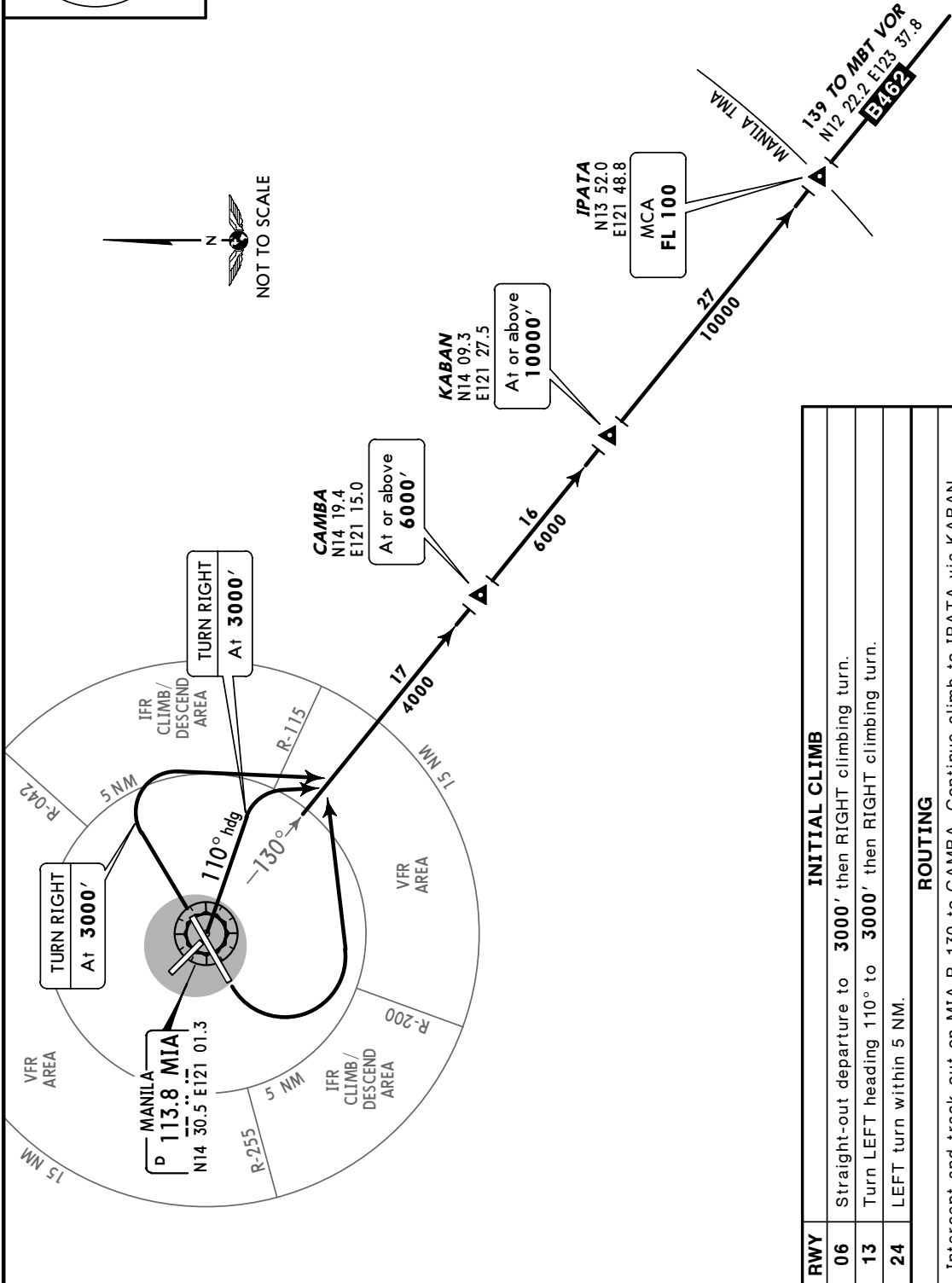
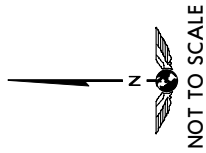
SID

Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



SID 5
B-462 MASBATE DEPARTURE
(RWYS 06, 13 & 24)



RWY	INITIAL CLIMB	ROUTING
06	Straight-out departure to 3000' then RIGHT climbing turn.	Intercept and track-out on MIA R-130 to CAMBA. Continue climb to IPATA via KABAN.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.	
24	LEFT turn within 5 NM.	

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NINOY AQUINO INTL

JEPPESEN

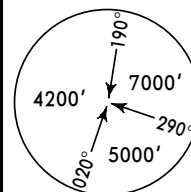
MANILA, PHILIPPINES

4 NOV 05 10-3E

SID

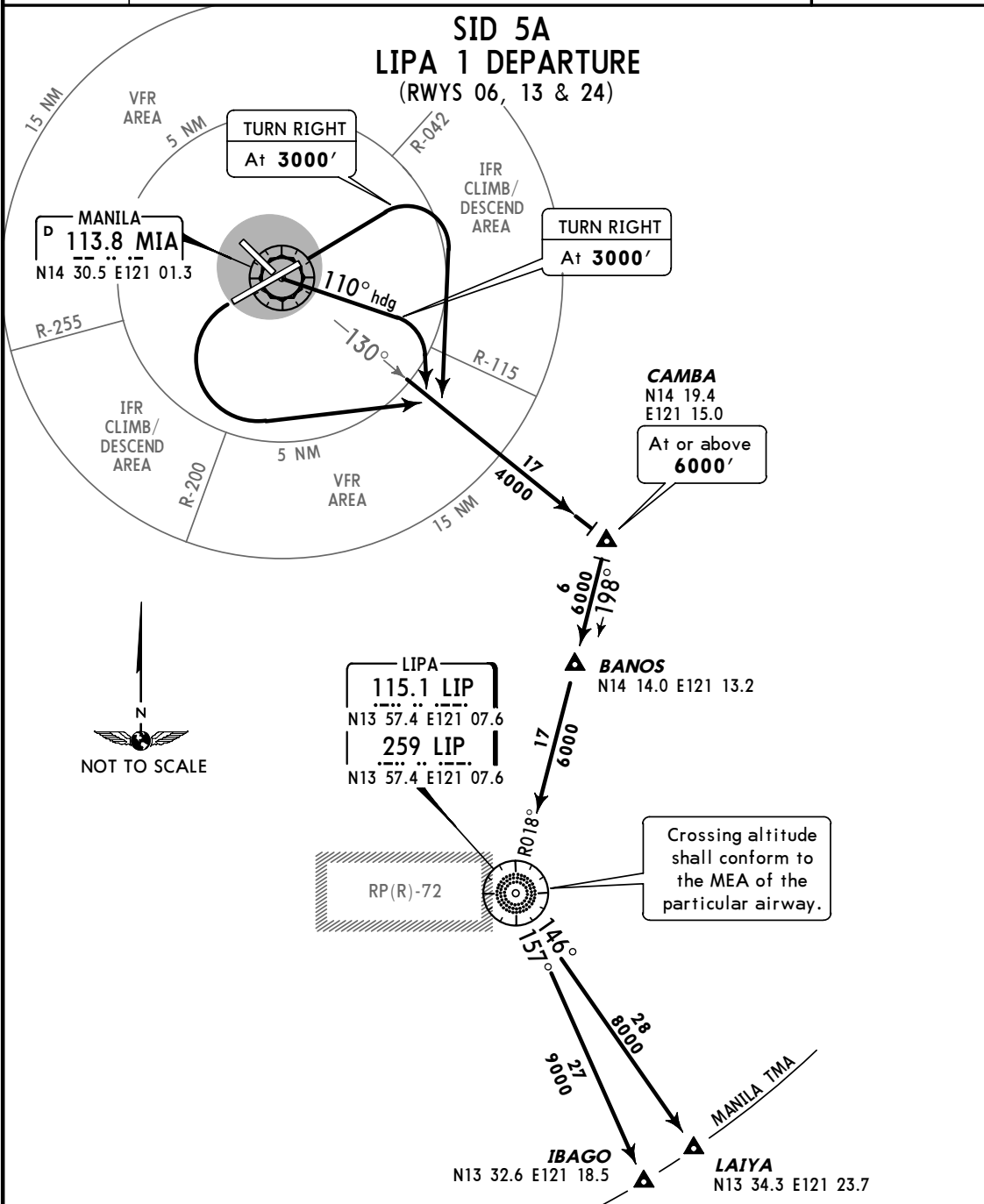
Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 5A
LIPA 1 DEPARTURE
(RWYS 06, 13 & 24)



RWY	INITIAL CLIMB
06	Straight-out departure to 3000' then RIGHT climbing turn.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	LEFT turn within 5 NM.

ROUTING

Intercept and track-out on MIA R-130 to CAMBA, turn RIGHT to intercept and track-in on LIP R-018. Continue climb to LIP via BANOS. Crossing restriction at LIP may be increased by ATC subject to RP(R)-72 activities.

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JEPPESSEN

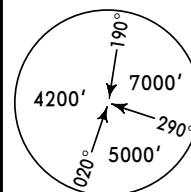
MANILA, PHILIPPINES

4 NOV 05 **10-3F**

SID

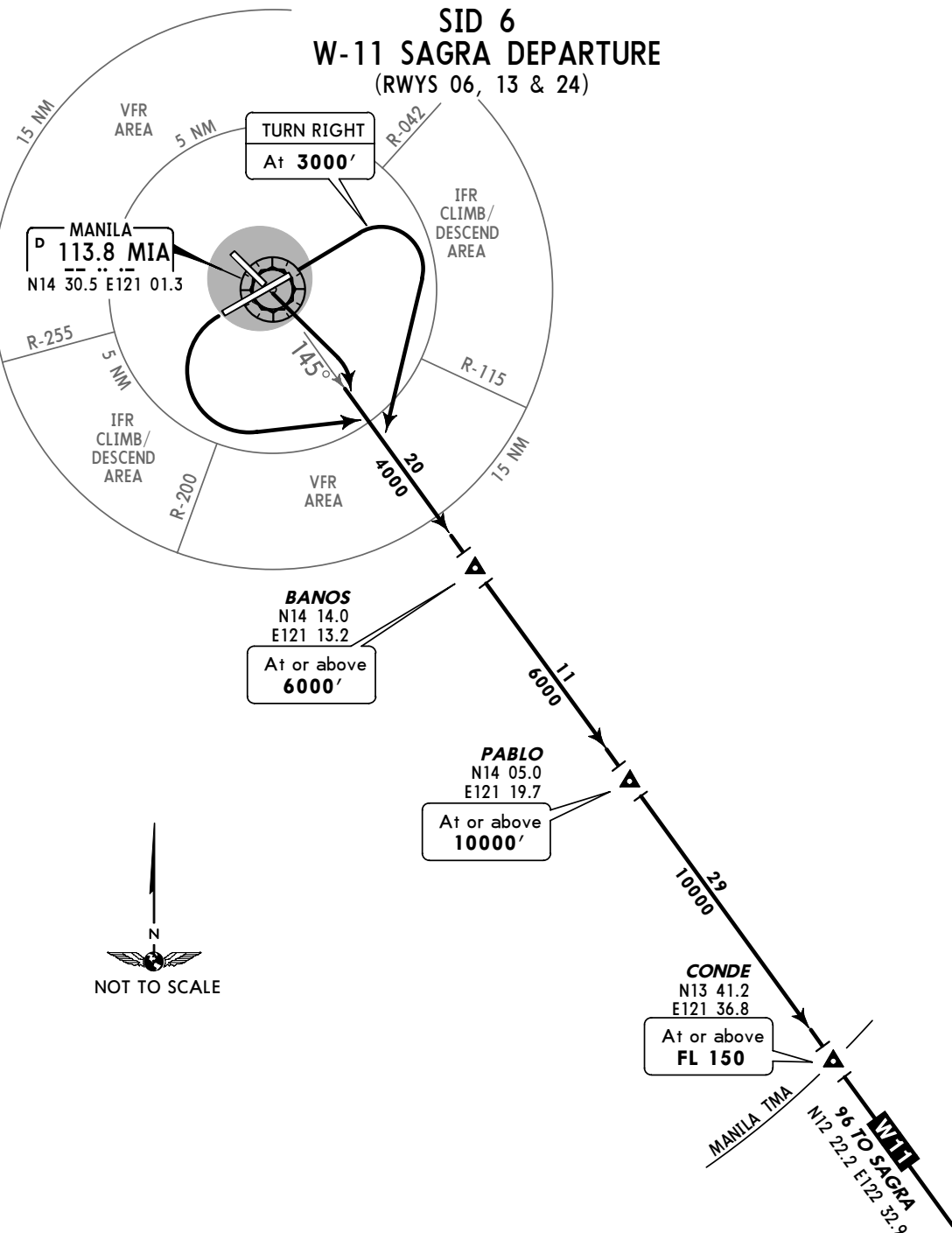
Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 6
W-11 SAGRA DEPARTURE
(RWYS 06, 13 & 24)



RWY	INITIAL CLIMB
06	Straight-out departure to 3000' then RIGHT climbing turn.
13	RIGHT turn within 5 NM.
24	LEFT turn within 5 NM.

ROUTING

Intercept and track-out on MIA R-145 to BANOS. Continue climb to CONDE via PABLO.

CHANGES: None.

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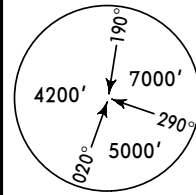
MANILA, PHILIPPINES

4 NOV 05 (10-3G)

SID

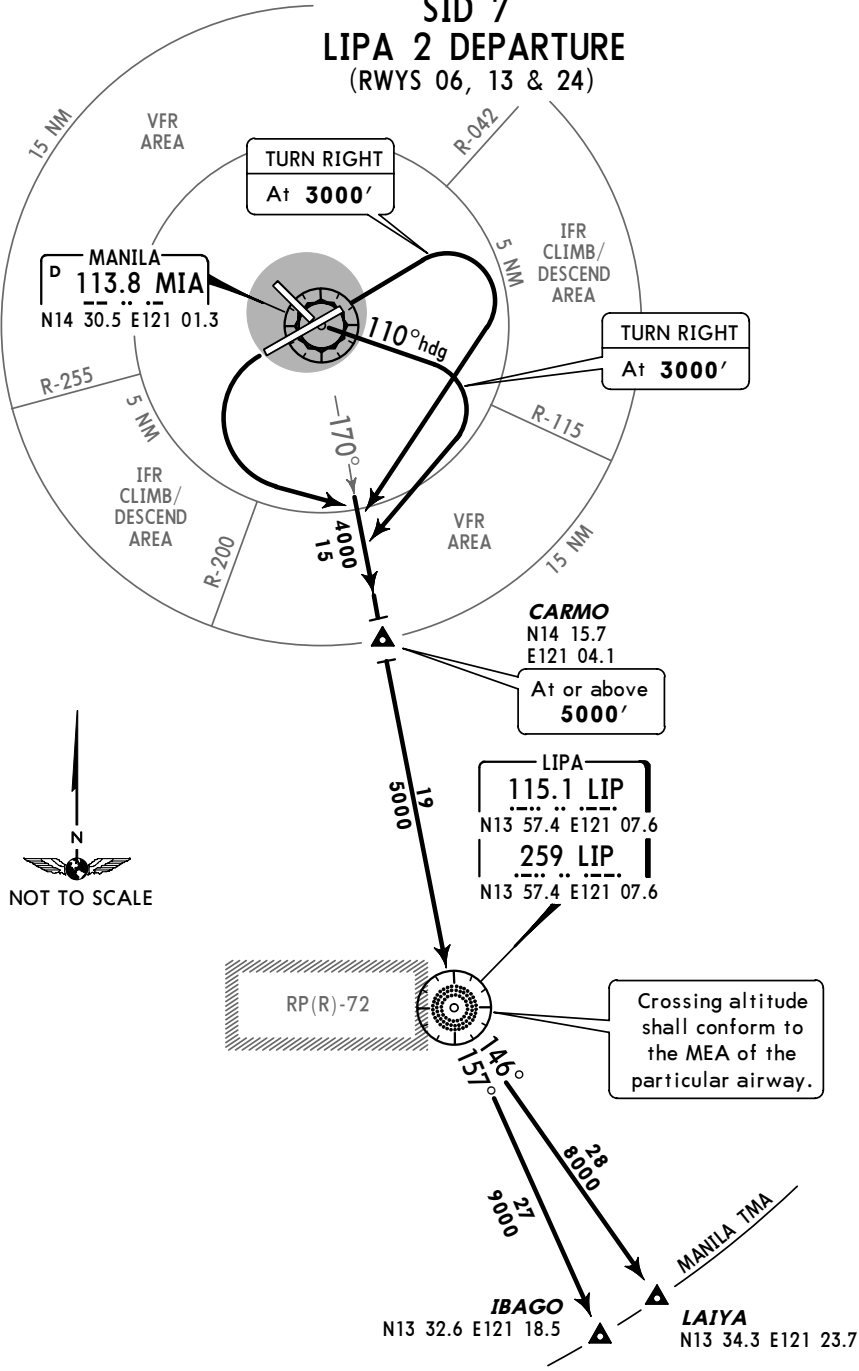
Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 7
LIPA 2 DEPARTURE
(RWYS 06, 13 & 24)



RWY	INITIAL CLIMB
06	Straight-out departure to 3000' then RIGHT climbing turn.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	LEFT turn within 5 NM.

ROUTING	
Intercept and track-out on MIA R-170 to CARMO. Continue climb to LIP. Crossing restriction at LIP may be increased by ATC subject to RP(R)-72 activities.	

CHANGES: Note at LIP.

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NINOY AQUINO INTL

JEPPESEN

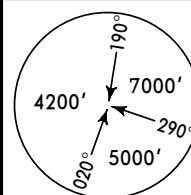
MANILA, PHILIPPINES

8 SEP 06 (10-3H)

SID

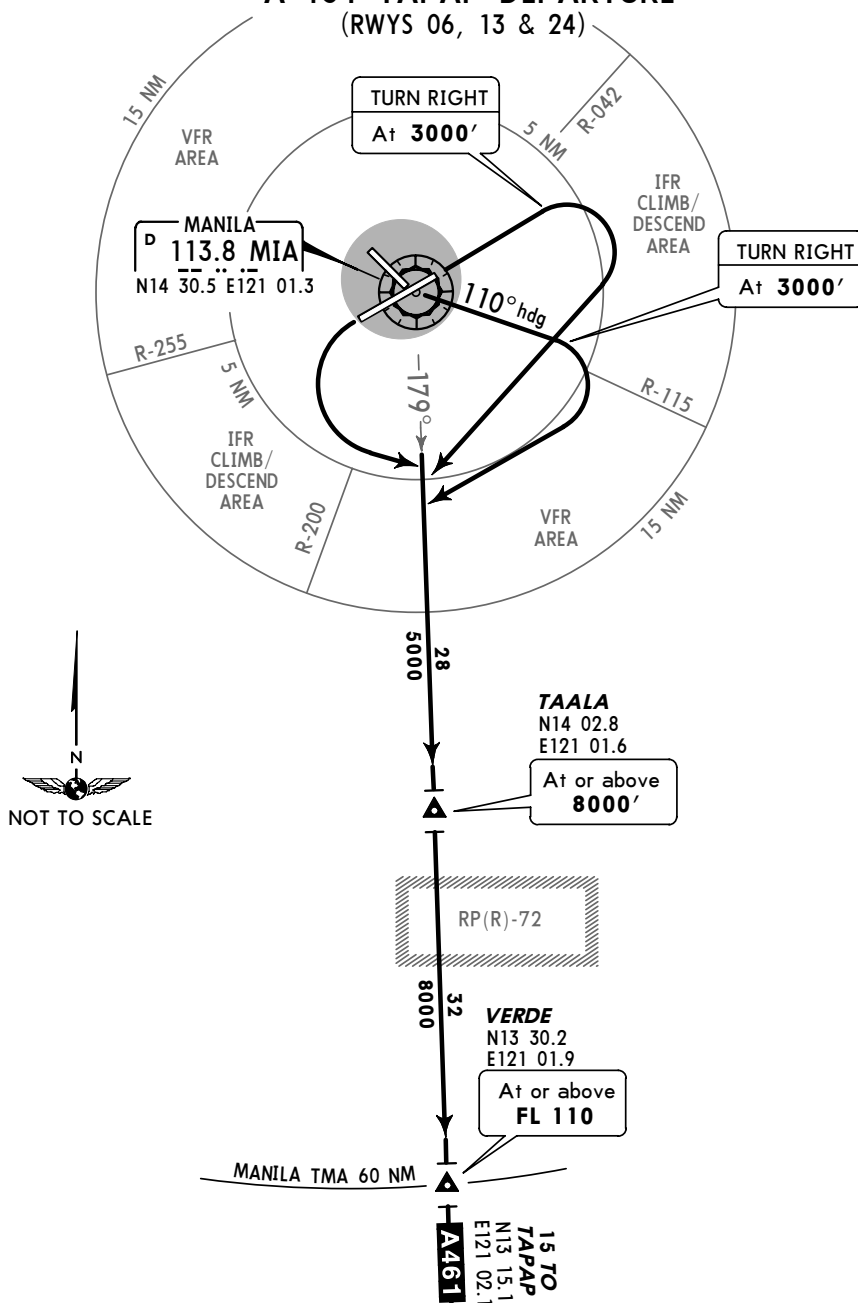
Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 8
A-461 TAPAP DEPARTURE
(RWYS 06, 13 & 24)



RWY	INITIAL CLIMB
06	Straight-out departure to 3000' then RIGHT climbing turn.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	LEFT turn within 5 NM.

ROUTING	
Intercept and track-out on MIA R-179 to TAALA. Continue climb to VERDE. Crossing restriction at TAALA may be increased by ATC subject to RP(R)-72 activities.	

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NINOY AQUINO INTL

JEPPESSEN

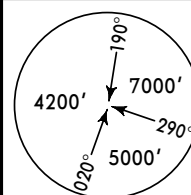
MANILA, PHILIPPINES

8 SEP 06 (10-3J)

SID

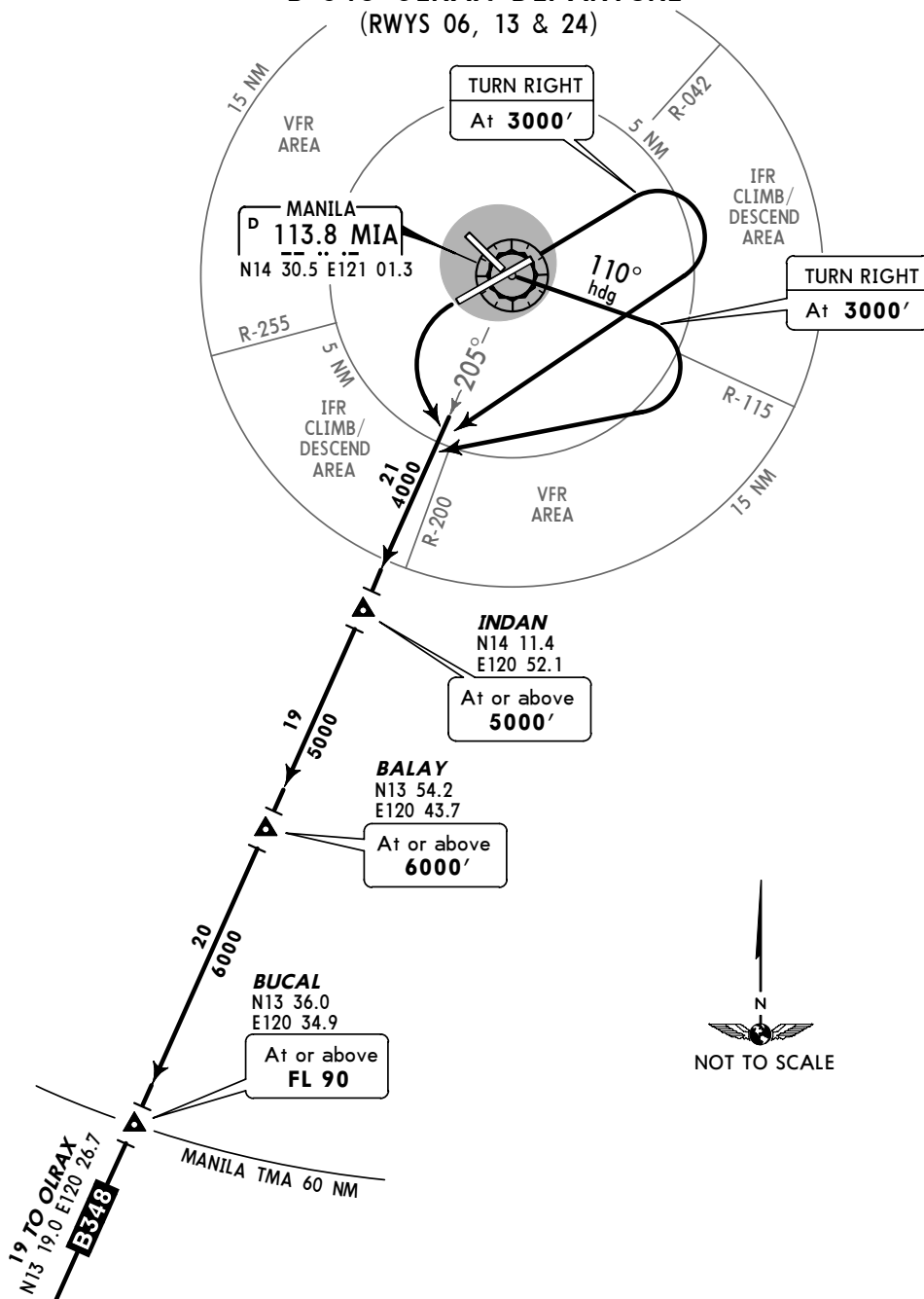
Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 9
B-348 OLRAX DEPARTURE
(RWYS 06, 13 & 24)



RWY	INITIAL CLIMB
06	Straight-out departure to 3000' then RIGHT climbing turn.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	LEFT turn within 5 NM.

ROUTING

Intercept and track-out on MIA R-205 to INDAN. Continue climb to BUCAL via BALAY.

CHANGES: BUCAL crossing restriction note.

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RPLL/MNL
NINYO AQUINO INTL

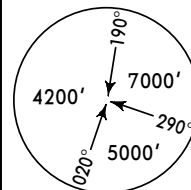
JEPPESSEN
20 OCT 06 **10-3K** Eff 26 Oct

MANILA, PHILIPPINES

SID

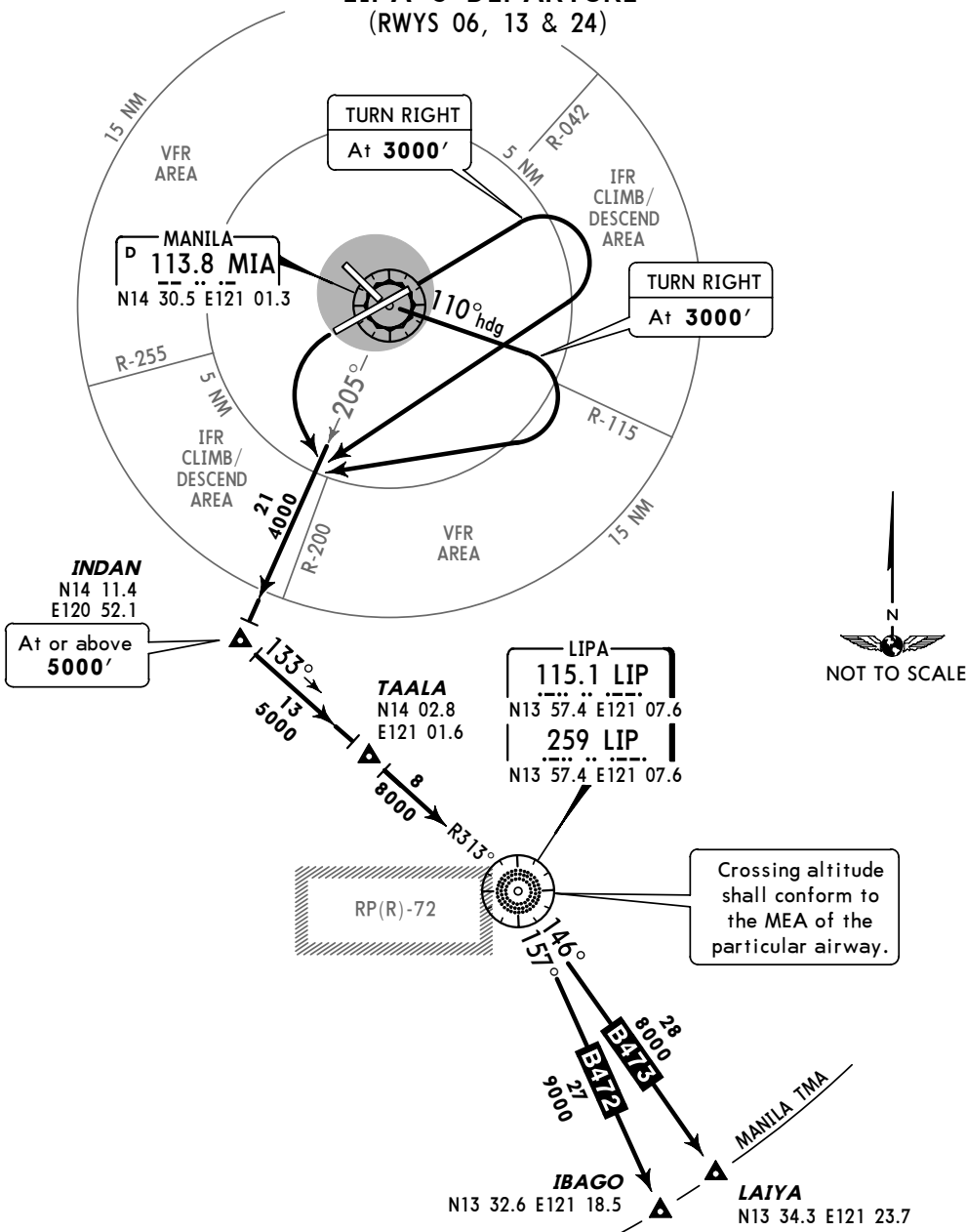
Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 9A
LIPA 3 DEPARTURE
(RWYS 06, 13 & 24)



RWY	INITIAL CLIMB
06	Straight-out departure to 3000' then RIGHT climbing turn.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	LEFT turn within 5 NM.

ROUTING

Intercept and track-out on MIA R-205 to INDAN. Turn LEFT to intercept and track to LIP. Continue climb to LIP. Crossing restriction at LIP may be increased by ATC subject to RP(R)-72 activities.

RPLL/MNL
NINOY AQUINO INTL

JEPPESSEN

MANILA, PHILIPPINES

20 OCT 06

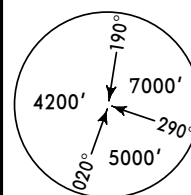
10-3L

Eff 26 Oct

SID

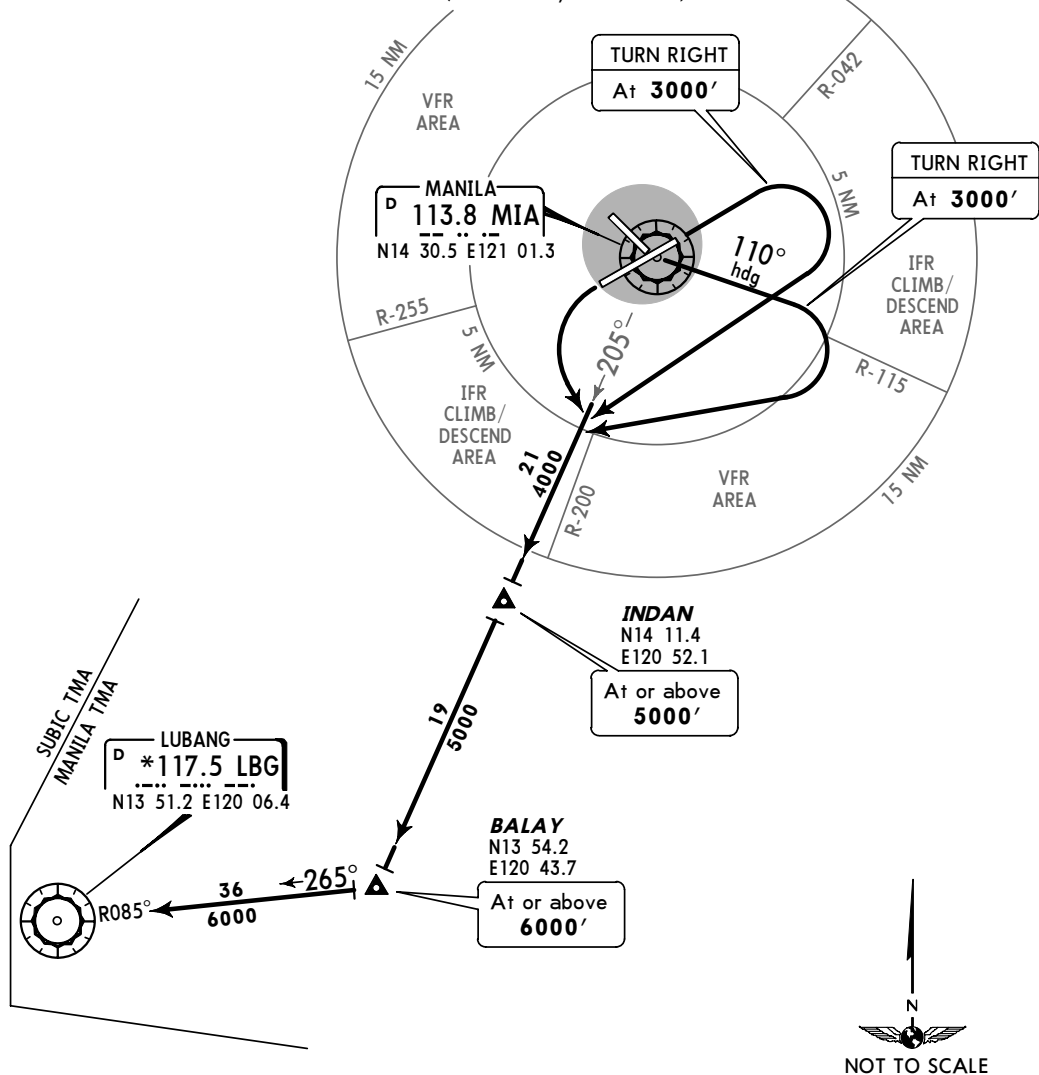
Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 9B
LUBANG DEPARTURE
(RWYS 06, 13 & 24)



RWY	INITIAL CLIMB
06	Straight-out departure to 3000' then RIGHT climbing turn.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	LEFT turn within 5 NM.
ROUTING	
Intercept and track-out on MIA R-205 to INDAN. Continue climb to BALAY. At BALAY turn RIGHT to intercept and track-in on LBG R-085.	

CHANGES: None.

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RPLL/MNL
NINYO AQUINO INTL

JEPPESEN

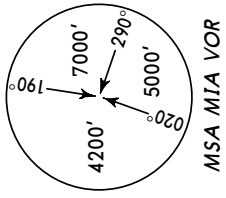
MANILA, PHILIPPINES

4 NOV 05 (10-3M)

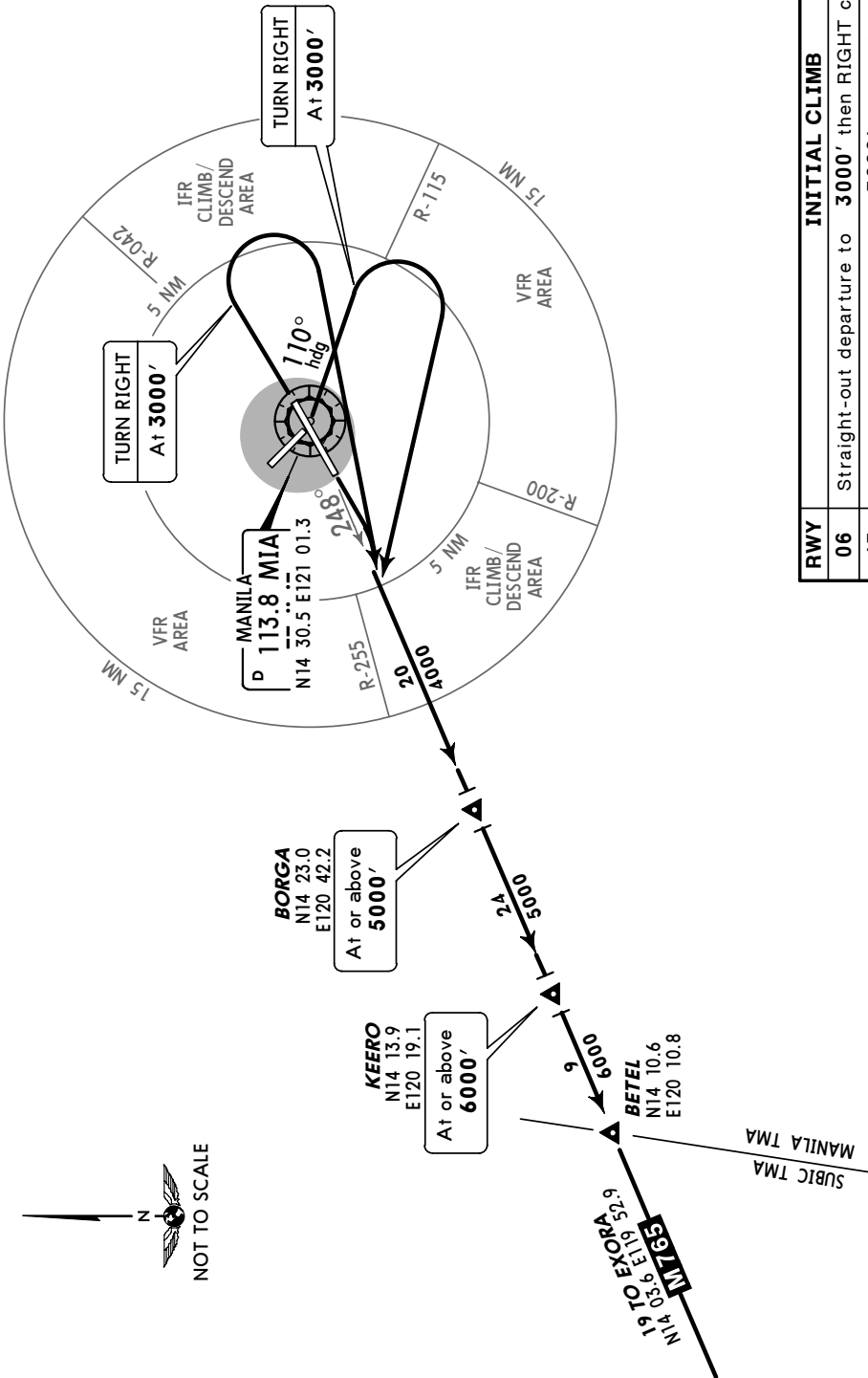
SID

Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



SID 10
M-765 EXORA DEPARTURE
(RWYS 06, 13 & 24)

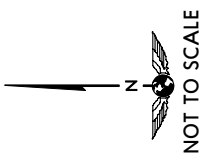


INITIAL CLIMB

RWY	INITIAL CLIMB
06	Straight-out departure to 3000' then RIGHT climbing turn.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	RIGHT turn within 5 NM.

ROUTING

Intercept and track-out on MIA R-248 to BORGA. Continue climb to BETEL via KEERO.



RPLL/MNL
NINYO AQUINO INTL

JEPPESEN

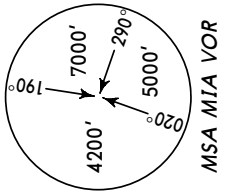
MANILA, PHILIPPINES

4 NOV 05 (10-3N)

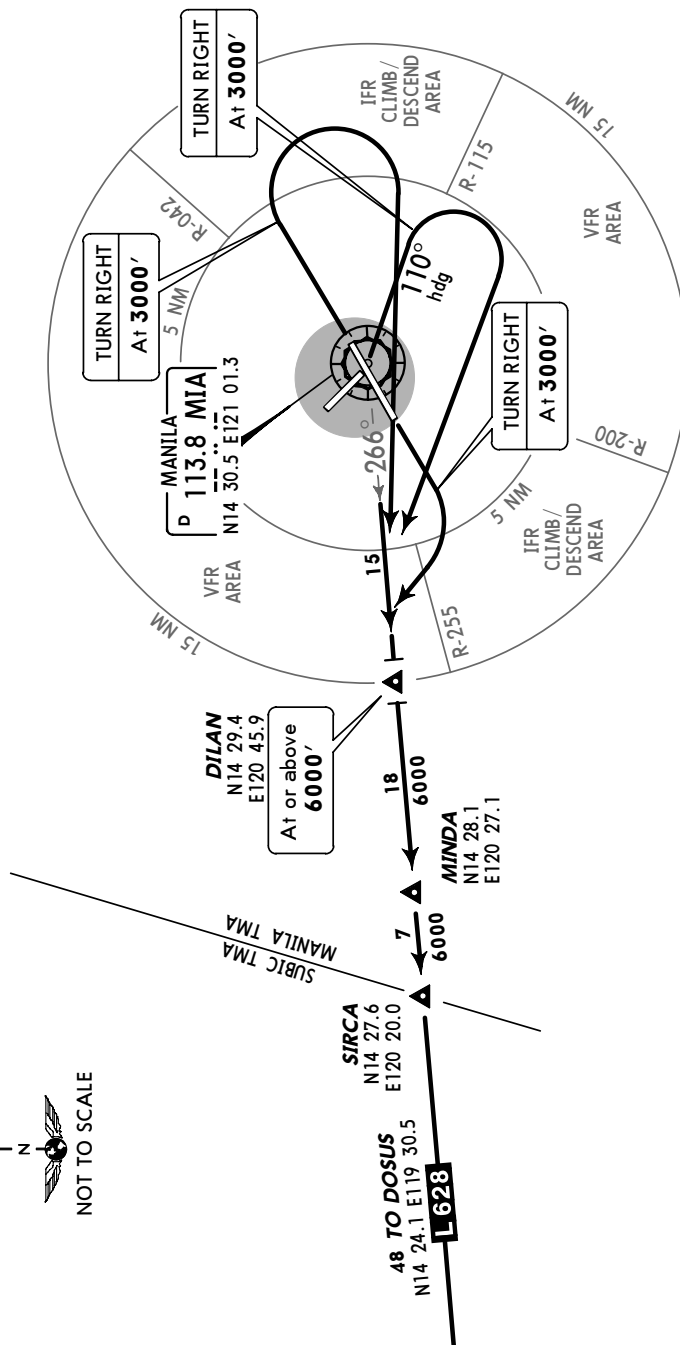
SID

Apt Elev
75'

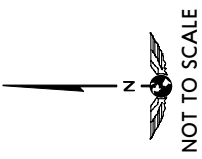
- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



SID 11
L-628 DOSUS DEPARTURE
(RWYS 06, 13 & 24)



INITIAL CLIMB	
RWY 06	Straight-out departure to 3000' then RIGHT climbing turn.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	Straight-out departure to 3000' then RIGHT climbing turn.
ROUTING	
Intercept and track-out on MIA R-266 to DILAN. Continue climb to SIRCA via MINDA.	



RPLL/MNL
NINYO AQUINO INTL

JEPPESSEN

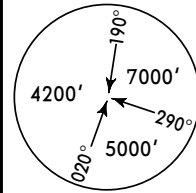
MANILA, PHILIPPINES

18 JUN 04 10-3P

SID

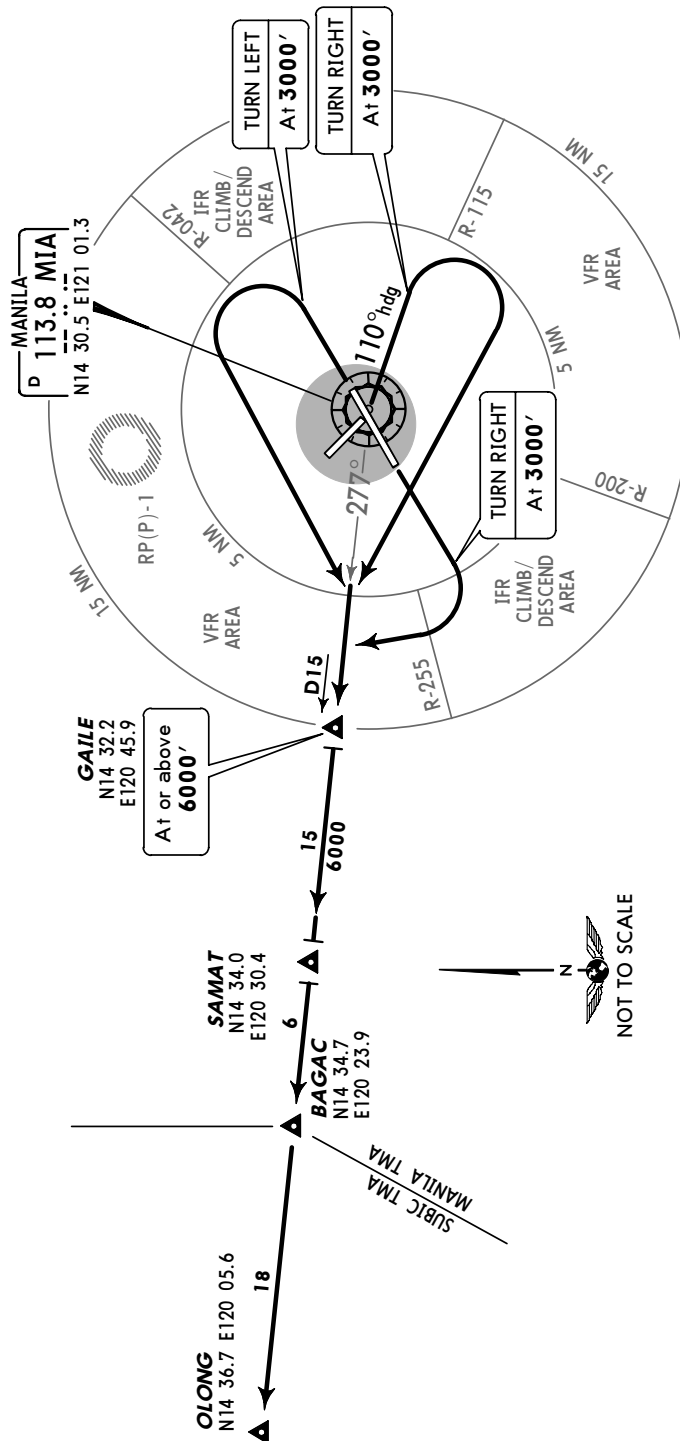
Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 12
SUBIC 1 DEPARTURE [SID 12]
(RWYS 06, 13 & 24)



RWY	INITIAL CLIMB
06	Straight-out departure to 3000' then LEFT climbing turn avoiding RP(P)-1.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	Straight-out departure to 3000' then RIGHT climbing turn.
ROUTING	
Intercept and track-outbound on MIA R-277 to GAILE. Continue climb to OLONG via SAMAT and BAGAC.	

RPLL/MNL
NINYO AQUINO INTL

JEPPESEN

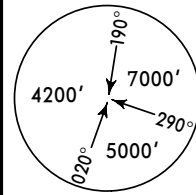
MANILA, PHILIPPINES

18 JUN 04 (10-3Q)

SID

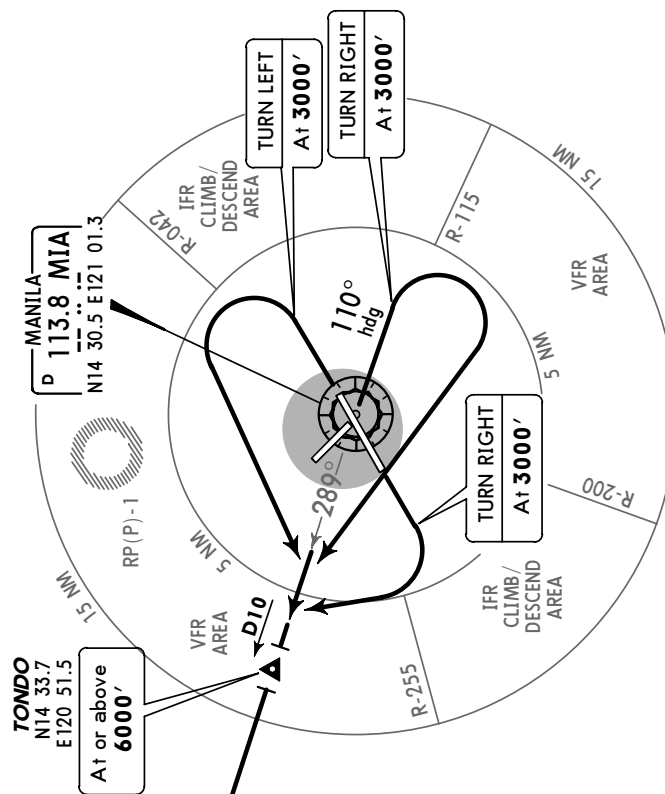
Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 13
SUBIC 2 DEPARTURE [SID 13]
(RWYS 06, 13 & 24)

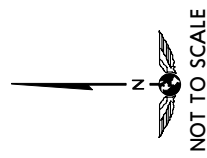


MANILA TMA
SUBIC TMA

NATIB
N14 42.8 E120 23.9

BATAN
N14 39.6 E120 33.6

TONDO
N14 33.7 E120 51.5
At or above
6000'



INITIAL CLIMB	
RWY 06	Straight-out departure to 3000' then LEFT climbing turn avoiding RP(P)-1.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	Straight-out departure to 3000' then RIGHT climbing turn.
ROUTING	
Intercept and track-out on MIA R-289 to TONDO. Continue climb to NATIB via BATAN.	

RPLL/MNL
NINYO AQUINO INTL

JEPPESEN

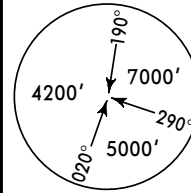
MANILA, PHILIPPINES

18 JUN 04 (10-3R)

SID

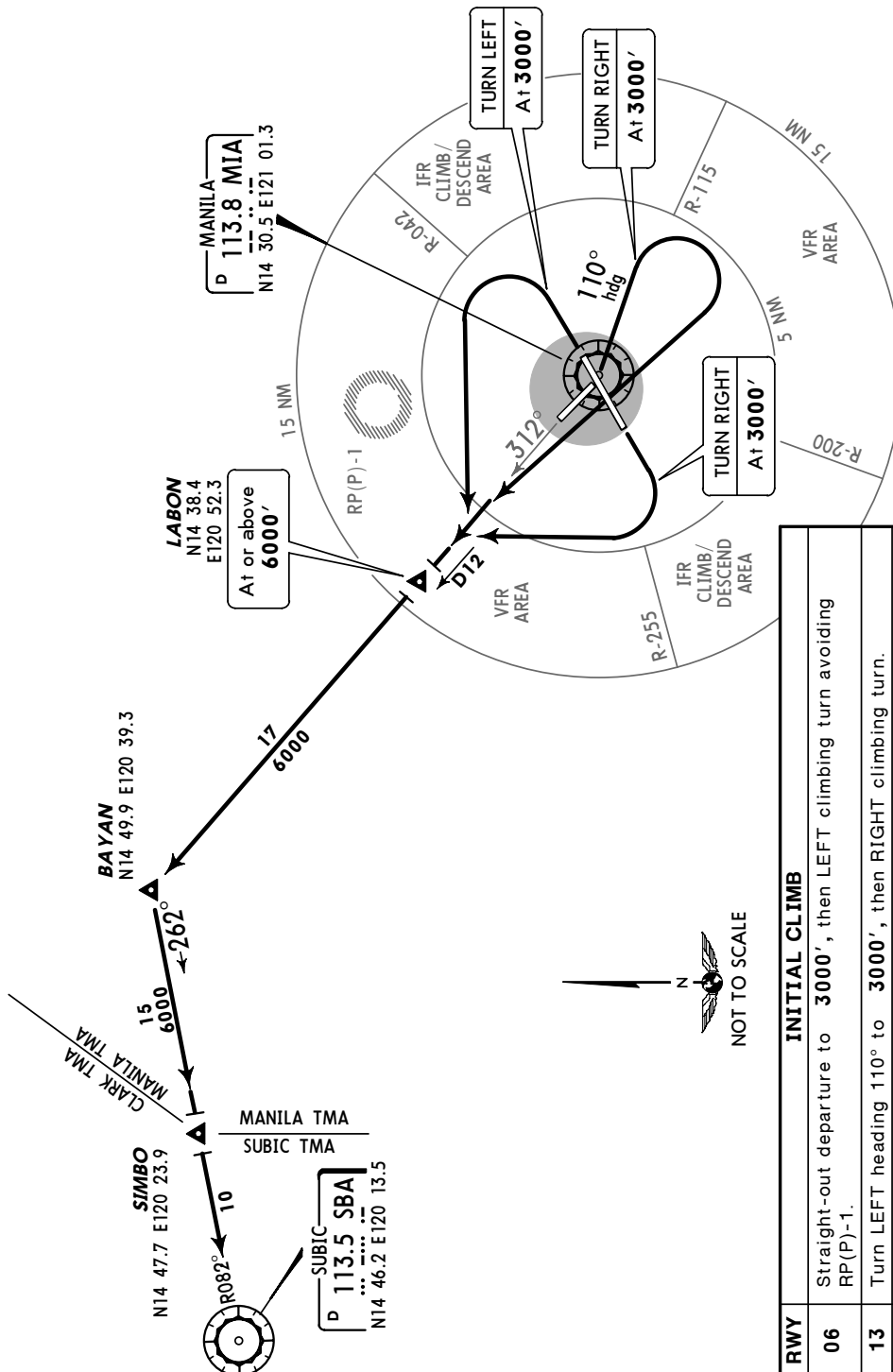
Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'
1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 14
SUBIC 3 DEPARTURE [SID 14]
(RWYS 06, 13 & 24)



INITIAL CLIMB	
RWY 06	Straight-out departure to 3000' , then LEFT climbing turn avoiding RP(P)-1.
13	Turn LEFT heading 110° to 3000' , then RIGHT climbing turn.
24	Straight-out departure to 3000' , then RIGHT climbing turn.
ROUTING	
Intercept and track-out on MIA R-312 to LABON. Continue climb to BAYAN. At BAYAN, turn LEFT to intercept and track-in on SBA R-082 to SIMBO.	

RPLL/MNL
NINYO AQUINO INTL

JEPPESEN

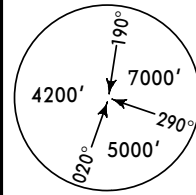
MANILA, PHILIPPINES

18 JUN 04 (10-3S)

SID

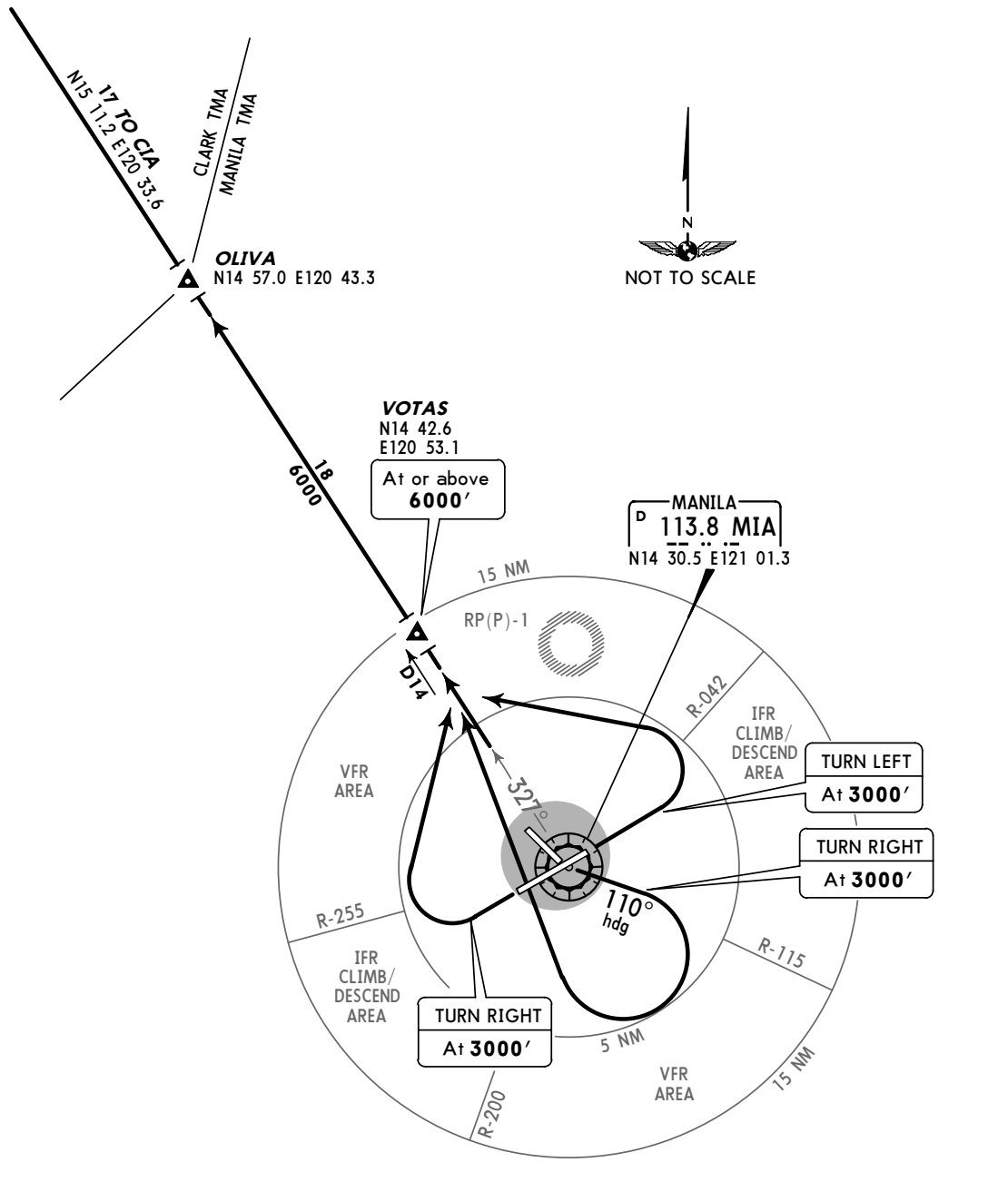
Apt Elev
75'

Trans level: FL130 Trans alt: 11000'
 1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at 3000' or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 15
CLARK DEPARTURE [SID15]
(RWYS 06, 13 & 24)



RWY	INITIAL CLIMB
06	Straight-out departure to 3000' then LEFT climbing turn avoiding RP(P)-1.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	Straight-out departure to 3000' then RIGHT climbing turn.

ROUTING

Intercept and track-out on MIA R-327 to VOTAS. Continue climb to OLIVA.

RPLL/MNL
NINOY AQUINO INTL

JEPPESEN

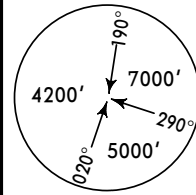
MANILA, PHILIPPINES

7 OCT 05 (10-3T)

SID

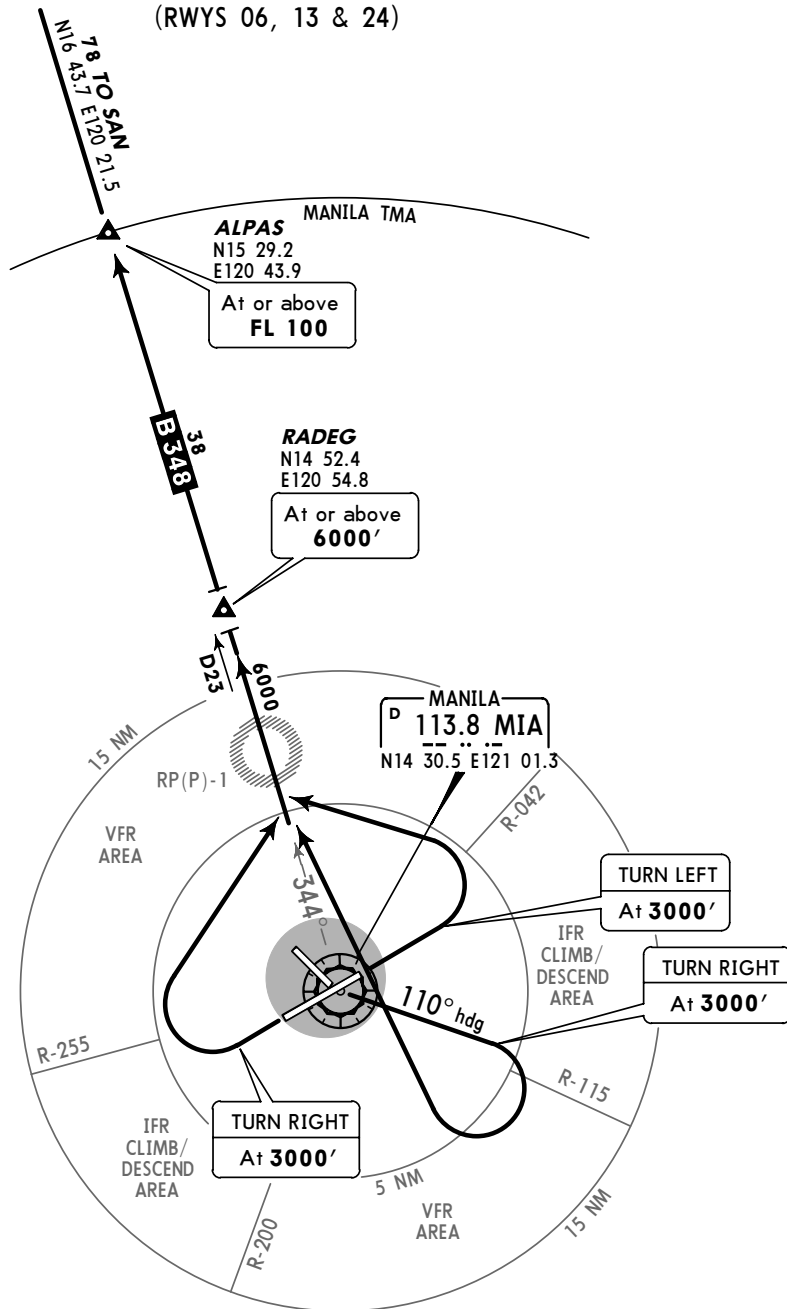
Apt Elev
75'

- Trans level: FL130 Trans alt: 11000'.
 1. From sunrise to sunset, IFR departures on Rwy 06/24 shall climb in the IFR Climb/Descent Area so as to cross the VFR area at **3000'** or above.
 2. IFR jet departures with STAGE III engines on Rwy 13 may be allowed from sunrise to sunset.
 3. IFR propeller-type departures on Rwy 13 may be allowed from sunrise to sunset.
 4. IFR departures on Rwy 31 may be allowed during VMC from sunrise to sunset.



MSA MIA VOR

SID 16
B-348 SAN FERNANDO DEPARTURE [SID 16]
 (RWYS 06, 13 & 24)



RWY	INITIAL CLIMB
06	Straight-out departure to 3000' then LEFT climbing turn avoiding RP-(P)1.
13	Turn LEFT heading 110° to 3000' then RIGHT climbing turn.
24	Straight-out departure to 3000' then RIGHT climbing turn.

ROUTING

Intercept and track-out on MIA R-344 to RADEG. Continue climb to ALPAS.

CHANGES: ALPAS coordinates.

Notice: After 07/12/2006 0901Z this chart should not be used without first checking JeppView or NOTAMS.

RPLL/MNL
Apt Elev 75'
N14 30.6 E121 00.8

JEPPESEN MANILA, PHILIPPINES
10-9 8 SEP 06 NINYO AQUINO INTL

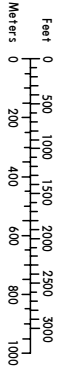
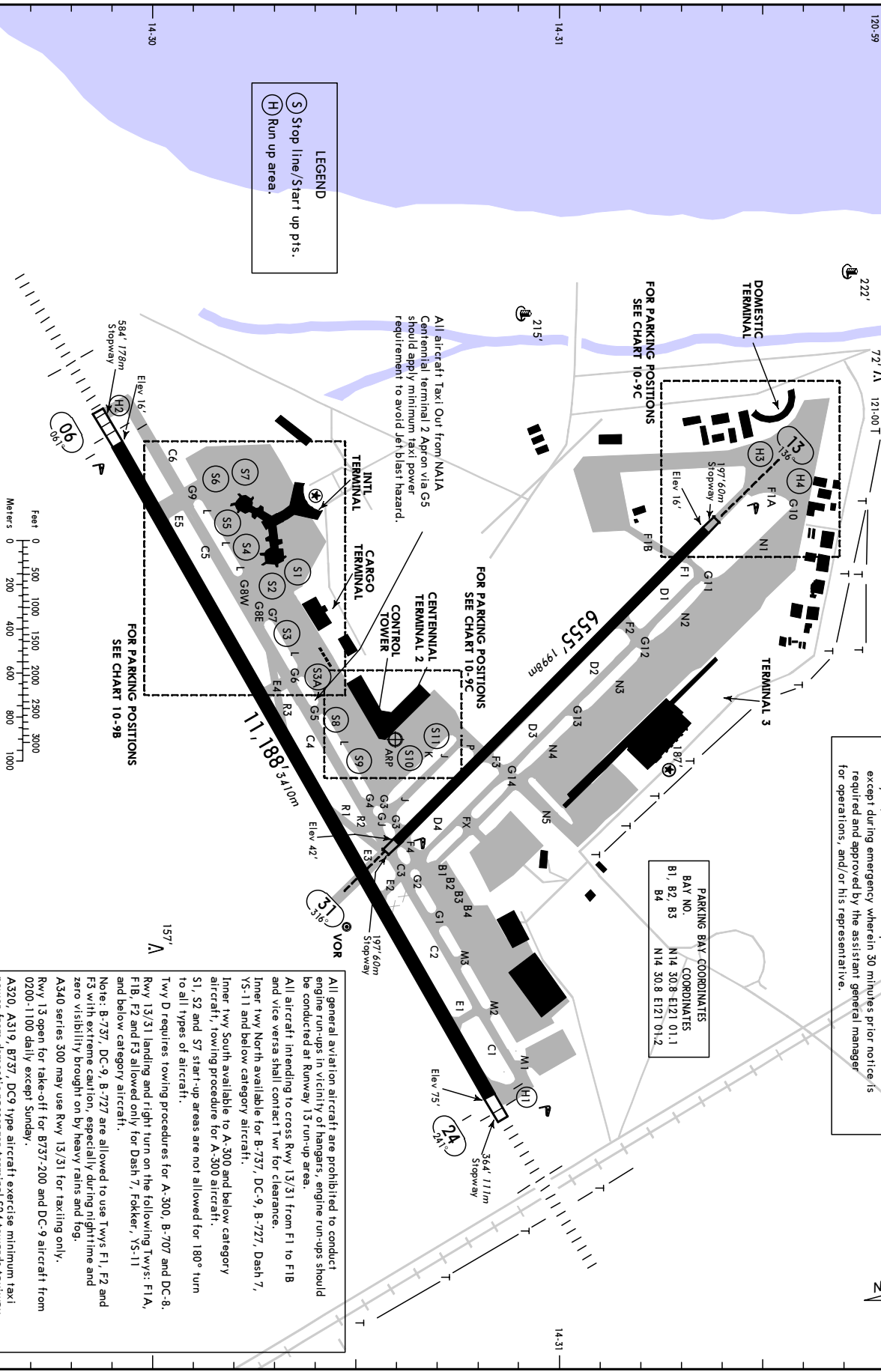
ATIS	126.4	INTL Ramp	121.7	CENTENNIAL Ramp	128.8	DOMESTIC Ramp	123.25
VOI 117.7	125.1	Ground	121.9	Tower	118.1		
Clearance	125.1						

Between 1730-2000 every Monday, Tuesday, and Wednesday and between 1700-2000 every Friday, Saturday, and Sunday:
Rwy 06/24 closed to aircraft operations due to maintenance except during emergency wherein 30 minutes prior notice is required and approved by the assistant general manager for operations, and/or his representative.

PARKING BAY COORDINATES

BAY NO.	COORDINATES
B1, B2, B3	N14 30.8 E121 01.1
B4	N14 30.8 E121 01.2

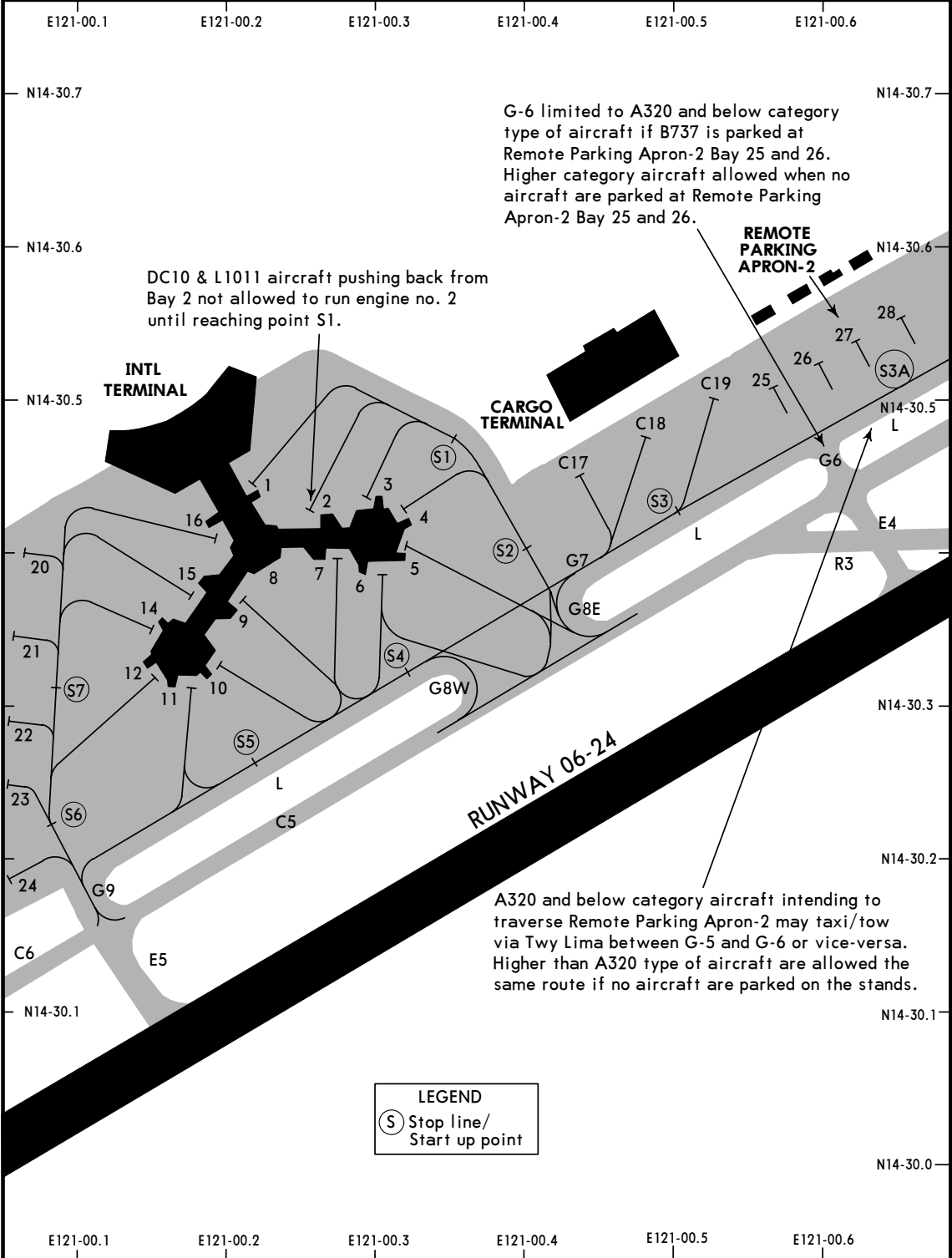
LEGEND
 (S) Stop line/Start up pts.
 (H) Run up area.



All general aviation aircraft are prohibited to conduct engine run-ups in vicinity of hangars, engine run-ups should be conducted at Runway 13 run-up area.
 All aircraft intending to cross Rwy 13/31 from F1 to F1B and vice versa shall contact Twr for clearance.
 Inner twy North available for B-737, DC-9, B-727, Dash 7, YS-11 and below category aircraft.
 Inner twy South available to A-300 and below category aircraft, towing procedure for A-300 aircraft.
 S1, S2 and S7 start-up areas are not allowed for 180° turn to all types of aircraft.
 Twy D requires towing procedures for A-300, B-707 and DC-8.
 Rwy 13/31 landing and right turn on the following Twys: F1A, F1B, F2 and F3 allowed only for Dash 7, Fokker, YS-11 and below category aircraft.
 Note: B-737, DC-9, B-727 are allowed to use Twys F1, F2 and F3 with extreme caution, especially during flight time and zero visibility brought on by heavy rains and fog.
 A340 series 300 may use Rwy 13/31 for taxiing only.
 Rwy 13 open for take-off for B737-200 and DC-9 aircraft from 0200-1100 daily except Sunday.
 A320, A319, B737, DC9 type aircraft exercise minimum taxi power from domestic passenger terminal 524 towards taxiway N due to jet blast hazard along parking bays NR 7, 8 and 9.

CHANGES: Note added. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

RPLL/MNL **JEPPESEN** **MANILA, PHILIPPINES**
 25 AUG 06 **(10-9B)** **Eff 31 Aug** **NINYO AQUINO INTL**



PARKING BAY COORDINATES			
BAY No.	COORDINATES		
INTERNATIONAL TERMINAL			
1	N14 30.4	E121 00.2	
2 thru 7	N14 30.4	E121 00.3	
8, 9	N14 30.4	E121 00.2	
10, 11, 12, 14	N14 30.3	E121 00.2	
15, 16	N14 30.4	E121 00.2	
20	N14 30.4	E121 00.0	
21, 22, 23	N14 30.3	E121 00.0	
24	N14 30.2	E121 00.0	
CARGO TERMINAL			
C17	N14 30.5	E121 00.4	
C18, C19	N14 30.5	E121 00.5	
REMOTE PARKING APRON-2			
25 thru 28	N14 30.5	E121 00.6	

RPLL/MNL

JEPPESEN

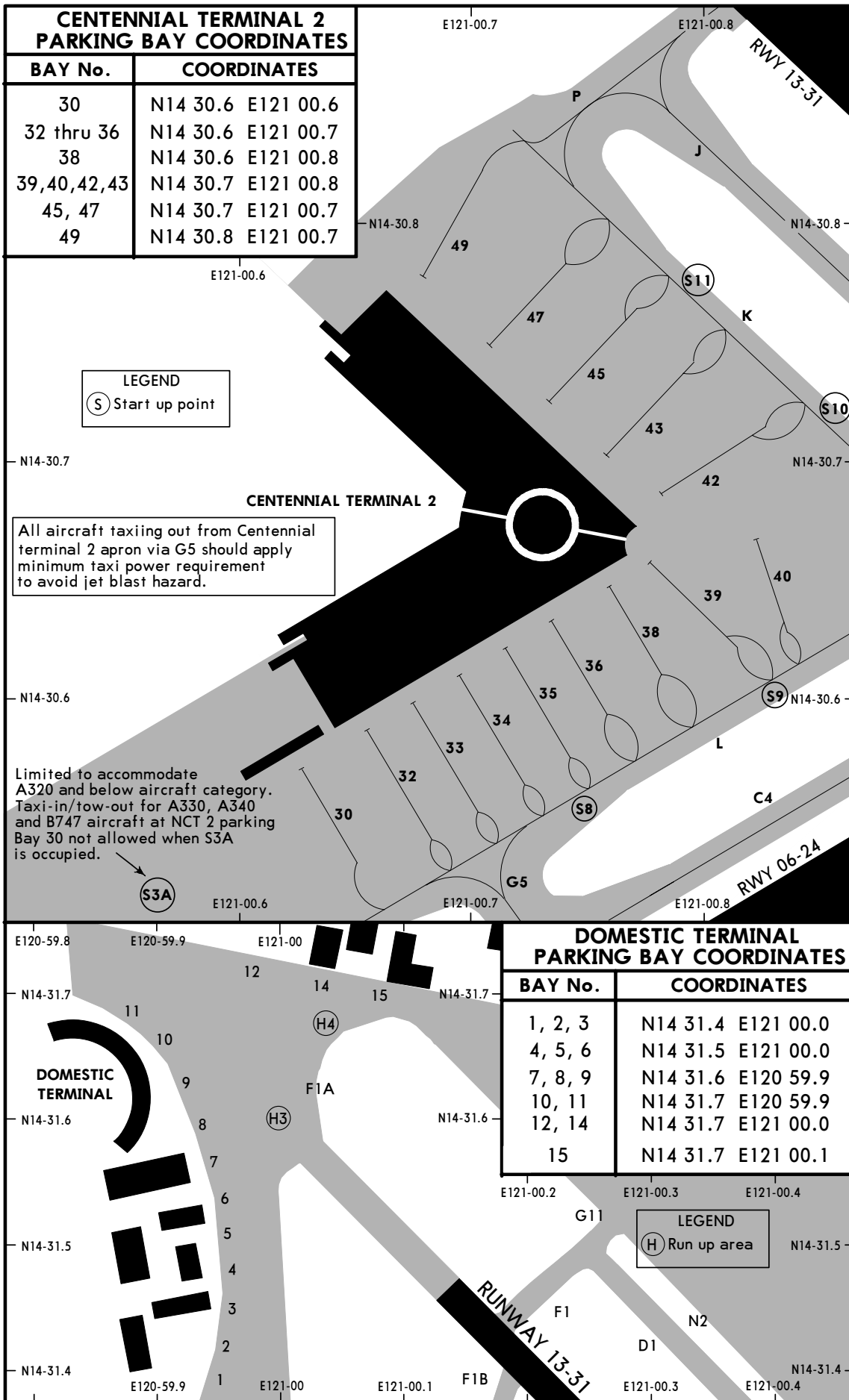
MANILA, PHILIPPINES

25 AUG 06

10-9C

Eff 31 Aug

NINYO AQUINO INTL



**CENTENNIAL TERMINAL 2
PARKING BAY COORDINATES**

BAY No.	COORDINATES
30	N14 30.6 E121 00.6
32 thru 36	N14 30.6 E121 00.7
38	N14 30.6 E121 00.8
39,40,42,43	N14 30.7 E121 00.8
45, 47	N14 30.7 E121 00.7
49	N14 30.8 E121 00.7

LEGEND
(S) Start up point

CENTENNIAL TERMINAL 2
All aircraft taxiing out from Centennial terminal 2 apron via G5 should apply minimum taxi power requirement to avoid jet blast hazard.

Limited to accommodate A320 and below aircraft category. Taxi-in/tow-out for A330, A340 and B747 aircraft at NCT 2 parking Bay 30 not allowed when S3A is occupied.

**DOMESTIC TERMINAL
PARKING BAY COORDINATES**

BAY No.	COORDINATES
1, 2, 3	N14 31.4 E121 00.0
4, 5, 6	N14 31.5 E121 00.0
7, 8, 9	N14 31.6 E120 59.9
10, 11	N14 31.7 E120 59.9
12, 14	N14 31.7 E121 00.0
15	N14 31.7 E121 00.1

LEGEND
(H) Run up area

RPLL/MNL

 JEPPESEN

24 FEB 06

10-9D

 MANILA, PHILIPPINES
 NINYO AQUINO INTL
CLEARANCE AND START-UP / PUSHBACK PROCEDURES

Pilots intending to utilize RNAV route L-628 and other international flights shall call Clearance Delivery for ATC clearance 5 minutes prior to block off / pushback time. Clearance shall be cancelled if the aircraft has not blocked off / pushed back 5 minutes after receipt of ATC clearance.

Domestic flights shall call Clearance Delivery specifying preferred runway and request ATC clearance five minutes prior to estimated start-up time.

Any anticipated delay in start-up shall be relayed to Clearance Delivery. Failure to start engine(s) within the specified start-up time shall render the ATC clearance void.

Advise Clearance Delivery when ready for start-up/pushback.

Aircraft should not commence start-up, push back or any other maneuvers on the apron unless clearance from Ramp Control has been obtained. Request for clearance to start-up or push back shall be made only when the aircraft doors are closed and the aircraft is ready for departure.

Ramp Control will give taxi clearance after pushback / start-up for movement within the apron area. Change to Ground Control will be made prior to entering the main taxiway or as instructed by ATC. Do not proceed on to the main taxiway without clearance from Ground Control.

If communication cannot be established by a departing or arriving aircraft with Ramp Control, all aircraft movement within the apron shall be controlled by the ground marshal or by a follow-me vehicle.

ARRIVAL PROCEDURES

After the aircraft has landed, the pilot shall change to Ground Control immediately after clearing the runway or as instructed by ATC. Ground Control will instruct the aircraft to proceed to specified entrance gateways.

Contact Ramp Control or as instructed by ATC for approval to continue taxiing into the apron towards assigned parking bay.

Aircraft entering the apron are to follow closely the apron taxi guidelines so as to maintain safe distance between taxiing and parked aircraft.

SIMULTANEOUS OPERATIONS ON RWY 06/24 AND RWY 13/31**GENERAL**

During periods of traffic congestion, simultaneous operations on Rwy 06/24 and Rwy 13/31 may be authorized by the controller in accordance with the procedures and separation minima described below.

DEPARTURES

Between aircraft taking off on either Rwy 06/24 and:

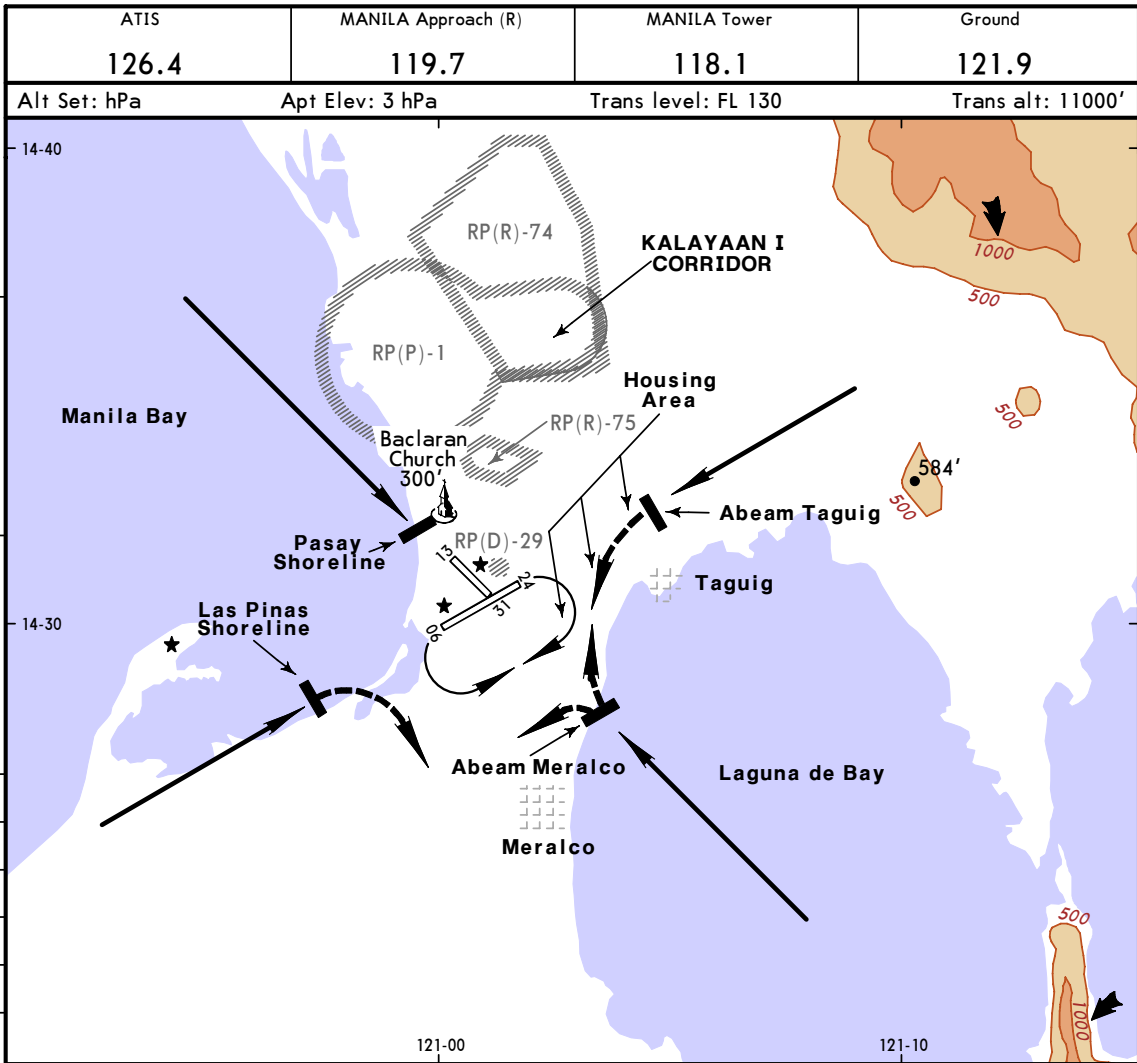
- a. *Aircraft taking off on Rwy 31* - No separation is necessary between the two departures regardless of type, provided that the departure on Rwy 31 shall commence its take-off not farther than the intersection of Rwy 31 and Rwy 06/24.
- b. *Aircraft taking-off on Rwy 13* - Sufficient separation shall be maintained between the two departures to ensure that the first departing aircraft shall have passed the intersection of the two runways before the second departing aircraft shall commence its take-off.

Between aircraft departing on Rwy 13 ahead of another aircraft landing on either Rwy 06 or Rwy 24:

- a. Sufficient separation shall be effected between the two aircraft to ensure that the landing aircraft on either Rwy 06 or Rwy 24 shall not cross the Las Pinas shoreline or abeam the town of Taguig, as the case may be, on its final glide until the departing aircraft on Rwy 13 shall have passed the intersection of the two runways.
- b. Sufficient separation shall be effected between the two aircraft to ensure that a departing aircraft on Rwy 13 shall not converge with a landing aircraft on the downwind leg of either Rwy 06 or Rwy 24.

**SIMULTANEOUS USE OF
Rwy 06/24 and Rwy 13/31**
Apt Elev **75'**

JEPPesen MANILA, PHILIPPINES
6 JUN 03 (10-9E1)
NINYO AQUINO INTL



RPLL/MNL

JEPPESEN

24 FEB 06

10-9E

MANILA, PHILIPPINES
NINOY AQUINO INTL**ARRIVALS**

Between aircraft landing on either Rwy 06 or Rwy 24 ahead of an aircraft landing on Rwy 13, sufficient separation shall be effected between the two arrivals to ensure that the aircraft landing on Rwy 13 shall not cross the Pasay shoreline on its final glide until the landing aircraft on Rwy 06 or Rwy 24 shall have passed and is clear of the intersection of the two runways.

Between aircraft landing on Rwy 13 ahead of another aircraft landing on Rwy 06 or Rwy 24:

- a. The landing aircraft on Rwy 06 shall not cross the Las Pinas shoreline on its final glide until the landing aircraft on Rwy 13 shall have turned into the taxiway, or have made a 180° turn, or come to a full stop before reaching the intersection of Rwy 13 and Rwy 06/24.
- b. The landing aircraft on Rwy 24 shall not cross the line abeam Taguig town on its final glide until the landing aircraft on Rwy 13 shall have turned into the taxiway, or have made a 180° turn, or made a full stop before reaching the intersection of Rwy 13 and Rwy 06/24.

Between aircraft landing on either Rwy 06 or Rwy 24 ahead of another aircraft:

- a. *Landing on Rwy 31* - The landing aircraft on Rwy 31 shall not cross Laguna de Bay shoreline (abeam Meralco) on its final glide until the landing aircraft on either Rwy 06 or Rwy 24 shall have passed and is clear of the intersection of the two runways.
- b. *Taking-off on Rwy 13* - Sufficient separation shall be effected between the two aircraft to ensure that the aircraft departing on Rwy 13 shall not commence its take-off until the landing aircraft on either Rwy 06 or Rwy 24, shall have passed, or have stopped short and will remain clear of, the intersection of the two runways.

Between aircraft landing on Rwy 13 ahead of another aircraft taking-off on either Rwy 06 or Rwy 24: Sufficient separation shall be effected between the two aircraft to ensure that the departing aircraft on Rwy 06 or Rwy 24 shall not commence its take-off until the landing aircraft on Rwy 13 shall have turned into a taxiway, or have made a 180-degree turn, or made a full-stop, before reaching the intersection of the two runways.

Between aircraft landing on Rwy 31 ahead of another aircraft taking-off on either Rwy 06 or Rwy 24: Sufficient separation shall be effected between the two aircraft to ensure that the departing aircraft on either Rwy 06 or Rwy 24 shall not commence its take-off until the landing aircraft on Rwy 31 shall have passed the intersection of the two runways.

GO-AROUND PROCEDURES

Rwy 24 - A LEFT TURN commencing from a line abeam Taguig town within an arc short of the runway threshold. However, for Jet aircraft they shall be made to pull-up and go around to re-enter downwind for Rwy 24 with pilots discretion when to make the turn to join downwind.

Rwy 06 - A RIGHT TURN commencing Las Pinas shoreline within an arc short of the runway threshold. However, for Jet aircraft they shall be made to pull-up and go around to re-enter downwind for Rwy 06 with pilots discretion when to make turn to join downwind.

Rwy 13 - For light aircraft (12,500 lbs and below), a RIGHT TURN from the Baclaran church within an arc short of the threshold; for DC-3, HS-748, YS-11 and similar types from the Pasay shoreline.

Rwy 31 - When Rwy 06 is in use, a RIGHT TURN commencing from Laguna de Bay shoreline abeam Meralco with an arc short of the housing area.

Simultaneous use of Rwy 06/24 and Rwy 13/31 for Jet aircraft shall be prohibited.

The controller on duty may deviate from the above procedures if in his best judgement such deviations are in the interest of safety and efficiency.

RPLL/MNL

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8 SEP 06

10-9F

MANILA, PHILIPPINES
NINYO AQUINO INTL**ASSIGNMENT OF PARKING BAYS**

Assignment of parking bays at the International Passenger Terminal (IPT) and Cargo Terminal (ICT) Aprons, Balagbag Aprons and Remote Parking Aprons (RPA) shall be as follows:

INTERNATIONAL PASSENGER TERMINAL**a. East Wing Apron (IPT)**

Bay 1 (Single Tunnel) - B757, B737, B727, A320, A310, DC9.

Bay 2 (Single Tunnel) - B767, B757, B737, B727, A320, A310, A300, MD11, DC10, DC8, L1011.

Bay 3 (Double Tunnel) - B744, B743, B742, B741, B747SP, B772, B767, B757, A340, A330, A320, A319, A310, A300, MD11, DC10, L1011.

NOTE: Tow-in procedure with wingwalker for B744, B743, B742, B741, B747SP, B772.

Bay 4 (Single Tunnel) - B744, B743, B742, B741, B747SP, B773, B772, B767, B757, B737, A340, A330, A320, A310, A300, MD11, DC10, DC9, L1011.

NOTE: Tow-in procedure with wingwalker for B744, B743, B742, B741, B747SP, B773, B772.

Bay 5 (Double Tunnel) - B744, B743, B742, B741, B747SP, B773, B772, B767, B757, B727, B707, A346, A345, A340, A330, A320, A310, MD11, DC10, L1011.

NOTE: A346, & A345 utilizing first class tube on L1 door only due to bridge limitation.

Bay 6 (Double Tunnel) - B744, B743, B742, B741, B747SP, B773, B772, B767, B727, B707, A340, A330, A300, AB6, MD11, DC10, DC8, L1011.

Bay 7 (Single Tunnel) - B744, B743, B742, B741, B747SP, B773, B772, B767, B757, B727, B707, A340, A330, A320, A319, A310, A300, AB6, MD11, DC10, DC8, L1011.

b. Center (IPT)

Bay 8 has no aerobridge. Reserved for VIP aircraft parking only.

c. West Wing Apron (IPT)

Bay 9 (Double Tunnel) - B743, B742, B741, B747SP, B772, B767, B757, B727, B707, A340, A330, A320, A319, A310, A300, MD11, DC10, DC8, L1011.

Bay 10 (Single Tunnel) - B744, B743, B742, B741, B747SP, B773, B772, B767, B757, B737, B727, B707, A340, A330, A320, A319, A310, A300, AB6, MD11, DC10, DC8, L1011.

Bay 11 (Double Tunnel) - B744, B743, B742, B741, B747SP, B773, B772, B767, B757, B737, B727, A346, A345, A340, A330, A320, A319, A310, A300, MD11, DC10, L1011.

NOTE: A346 & A345 utilizing first class tube on L1 door only due to bridge limitation.

Bay 12 (Single Tunnel) - B744, B743, B742, B741, B747SP, B773, B772, B767, B757, B737, B707, A340, A330, A320, A319, A310, A300, MD11, DC10, L1011.

Bay 14 (Double Tunnel) - B744, B743, B742, B741, B747SP, B773, B772, B767, B757, B727, B707, A346, A345, A340, A330, A320, A319, A310, A300, MD11, DC10, DC8, L1011.

Bay 15 (Single Tunnel) - B744, B743, B742, B741, B747SP, B773, B772, B767, B757, B737, B727, B707, A340, A330, A320, A319, A310, A300, MD11, DC10, DC8, L1011.

Bay 16 (Single Tunnel) - B767, B757, B737, B727, B707, A320, A319, A310, A300, MD11, DC10, L1011.

All inbound aircraft for IPT bay NR 12, 14, 15, and 16 should apply minimum power during taxi when either RPA 20 to 24 are occupied to avoid jet blast.

CARGO APRON (ICT)

ICT PT 17 - A300 and lower category aircraft.

ICT PT 18 and ICT PT 19 - B747-400 and lower category aircraft.

REMOTE PARKING APRON (RPA)

RPA 20 to RPA 24 - B747-400 and lower category aircraft.

All inbound aircraft for RPA 20 to 24 should apply minimum power during taxi when either IPT Bay NR 12, 14, 15, and 16 are occupied to avoid jet blast.

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8 SEP 06

10-9G

MANILA, PHILIPPINES

NINOY AQUINO INTL

BALAGBAG APRON

B-1 to B-4 - A300 and lower category aircraft.

*NOTE: Three B747-400 are allowed to park at the Balagbag apron in case of emergency.***MANILA DOMESTIC TERMINAL APRON**

Bays 1 to 4 - A300, B737, YS-11, DHC-7, DC-9, Fokker and lower category aircraft.

NOTE: Towing procedure for A300 park D3 and D4 nose out.

Bay 5 to 11 - B737, YS-11, DHC-7, DC-9, Fokker and lower category aircraft.

Bay 12, 14 and 15 - YS-11, DHC-7, DC-9, Fokker and lower category aircraft.

*NOTE: Nose out towing procedure for aircraft parking D12, D14, and D15.***NAIA CENTENNIAL TERMINAL 2 APRON**

BAY NO.	AIRCRAFT TYPE	RESTRICTION
Remote 30	A340, A330, A320, B737 & lower category	A340 & A330 can occupy bay 30 if bay 32 is occupied by A320 & lower category.
32	A320 & lower category	A340 & A330 aircraft can occupy bay 32 if bays 30 & 33 are vacant.
33	A320 & lower category	A320 can occupy bay 33 if bay 32 is occupied by A320 & lower category.
34, 35, 36	A320 & lower category	Nil
38	B747-400 & lower category	Only B747-400 shall be towed-in to bay 38 if bay 39 is occupied by B747-400.
39	B747-400 & lower category	1. Only B747-400 shall be towed in to bay 39 if bay 38 is occupied by B747-400 or remote bay 40 is occupied by A320 & lower category. 2. A300 & above category shall be towed-in if bay 40 is occupied by A320 & lower category.
Remote 40	A320 & lower category	Nil
42	B747-400 & lower category	Nil
43	B747-400 & lower category	Only B747-400 shall be towed-in if bay 45 is occupied by B747-400.
45	B747-400 & lower category	Only B747-400 shall be towed-in if bay 43 or 47 is occupied by B747-400.
47	B747-400 & lower category	Only B747-400 shall be towed-in if bay 45 is occupied by B747-400.
45	B747-400 & lower category	Nil

Note:

1. Available aircraft stop bar markings according to category: B747, A340, A330, MD11, A300, MD82, A320, B737 & DC9.
2. Bays 47 & 49 limited to L1 door aerobridge utilization for B747-400, A340, A330 & MD11.
3. Designated aircraft safety envelope markings have been established.
4. Lighted Aircraft parking Bay coordinates have been provided with the exception of remote bay 40 due to existing location.
5. B737 Engine Inlet Hazard Zone Markings have been established at bays 30, 32, 33, 34, 35, 36, 38, 39, 40 & 42.
6. Wingtip walkers are mandatory for aircraft with parking bay restrictions.

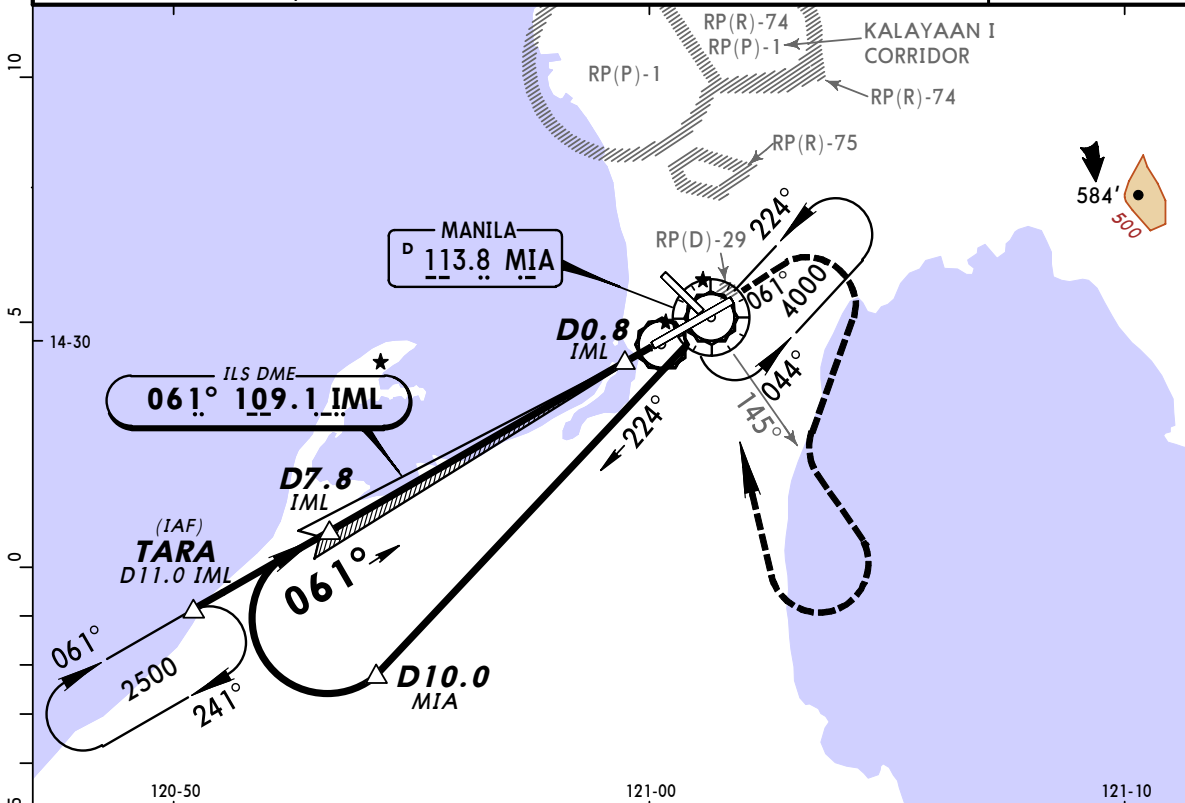
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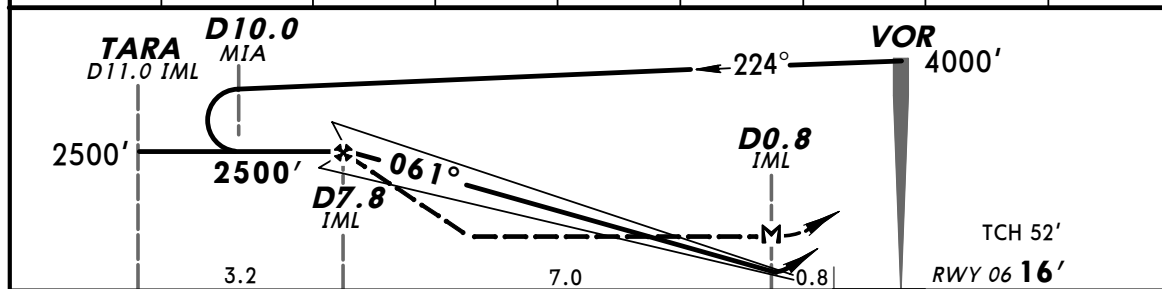
MANILA, PHILIPPINES
VOR ILS Rwy 06

12 MAR 04 (11-1) Eff 18 Mar

ATIS 126.4		MANILA Approach (R) 119.7		MANILA Tower 118.1		Ground 121.9	
LOC IML 109.1	Final Apch Crs 061°	Minimum Alt D7.8 IML 2500' (2484')	ILS DA(H) 280' (264')	Apt Elev 75' RWY 06 16'			
MISSED APCH: Track 061°. At 1000' turn RIGHT to intercept MIA VOR R-145. At 4000' turn RIGHT for holding at MIA VOR, or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 130		Trans alt: 11000'	
							MSA MIA VOR



LOC (GS out)	IML DME	7.8	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2500'	2255'	1935'	1615'	1295'	975'	655'



Gnd speed-Kts	70	90	100	120	140	160			
GS	3.01°	378	486	540	648	756	864		
MAP at D0.8 IML									

STRAIGHT-IN LANDING RWY06				CIRCLE-TO-LAND Not Authorized North of the Field between Rwy 13 & 24			
ILS DME DA(H) 280' (264')		LOC (GS out) DME MDA(H) 380' (364')		South between Rwy 06 & 24. MDA(H)		Northwest between Rwy 06 & 13. MDA(H)	
FULL	ALS out			Max Kts			
A		1.6 km		100	470'(395')-1.9 km	630'(555')-1.9 km	
B	0.8 km	1.2 km		135	570'(495')-2.8 km	630'(555')-2.8 km	
C				180	670'(595')-3.7 km	670'(595')-3.7 km	
D		2.0 km		205	770'(695')-4.6 km	770'(695')-4.6 km	

CHANGES: Procedure.

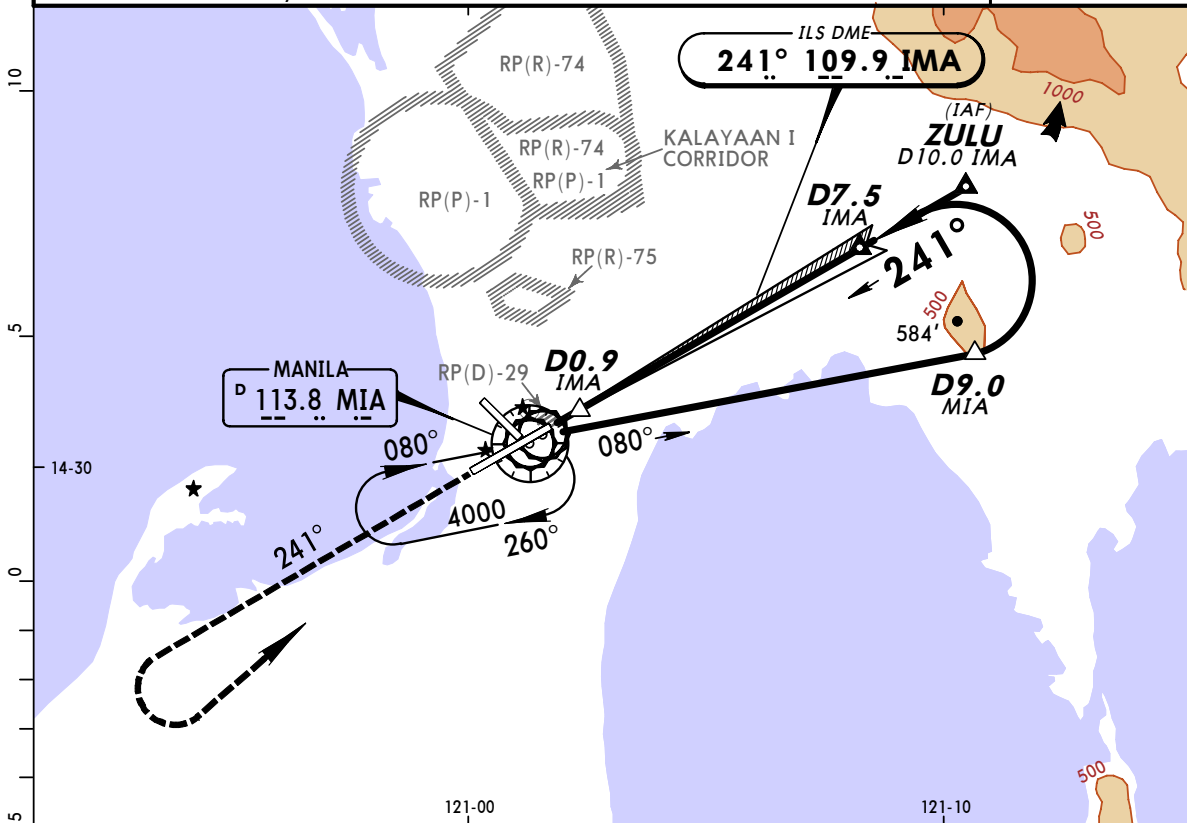
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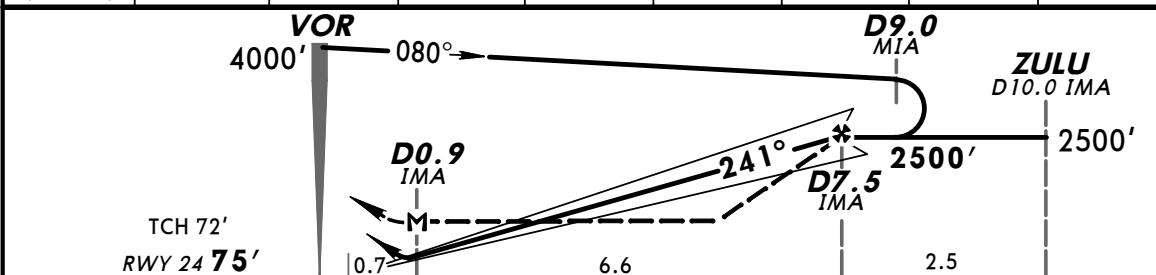
MANILA, PHILIPPINES
VOR ILS Rwy 24

12 MAR 04 (11-2) Eff 18 Mar

ATIS 126.4		MANILA Approach (R) 119.7		MANILA Tower 118.1		Ground 121.9	
LOC IMA 109.9	Final Apch Crs 241°	Minimum Alt D7.5 IMA 2500' (2425')	ILS DA(H) 375' (300')	Apt Elev 75' RWY 24 75'			
MISSED APCH: Track 241° on climb to 4000'. At 4000' turn LEFT for holding at MIA VOR, or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 130		Trans alt: 11000'	
							MSA MIA VOR



LOC (GS out)	IMA DME	2.0	3.0	4.0	5.0	6.0	7.0	7.5
	ALTITUDE	725'	1050'	1375'	1700'	2025'	2350'	2500'



Gnd speed-Kts	70	90	100	120	140	160	SSALF PAPI PAPI	4000' ↑ on 241°	MIA 113.8
GS	3.06°	388	498	554	665	775			
MAP at D0.9 IMA									

STRAIGHT-IN LANDING RWY24				CIRCLE-TO-LAND			
ILS DME		LOC (GS out) DME		Not Authorized North of the Field between Rwy 13 & 24			
DA(H) 375' (300')		MDA(H) 500' (425')		South between Rwy 06 & 24.		Northwest between Rwy 06 & 13.	
FULL		ALS out		MDA(H)		MDA(H)	
A			1.8 km	100	470' (395') - 1.9 km	630' (555') - 1.9 km	
B	0.8 km	1.2 km		135	570' (495') - 2.8 km	630' (555') - 2.8 km	
C			2.0 km	180	670' (595') - 3.7 km	670' (595') - 3.7 km	
D			2.4 km	205	770' (695') - 4.6 km	770' (695') - 4.6 km	

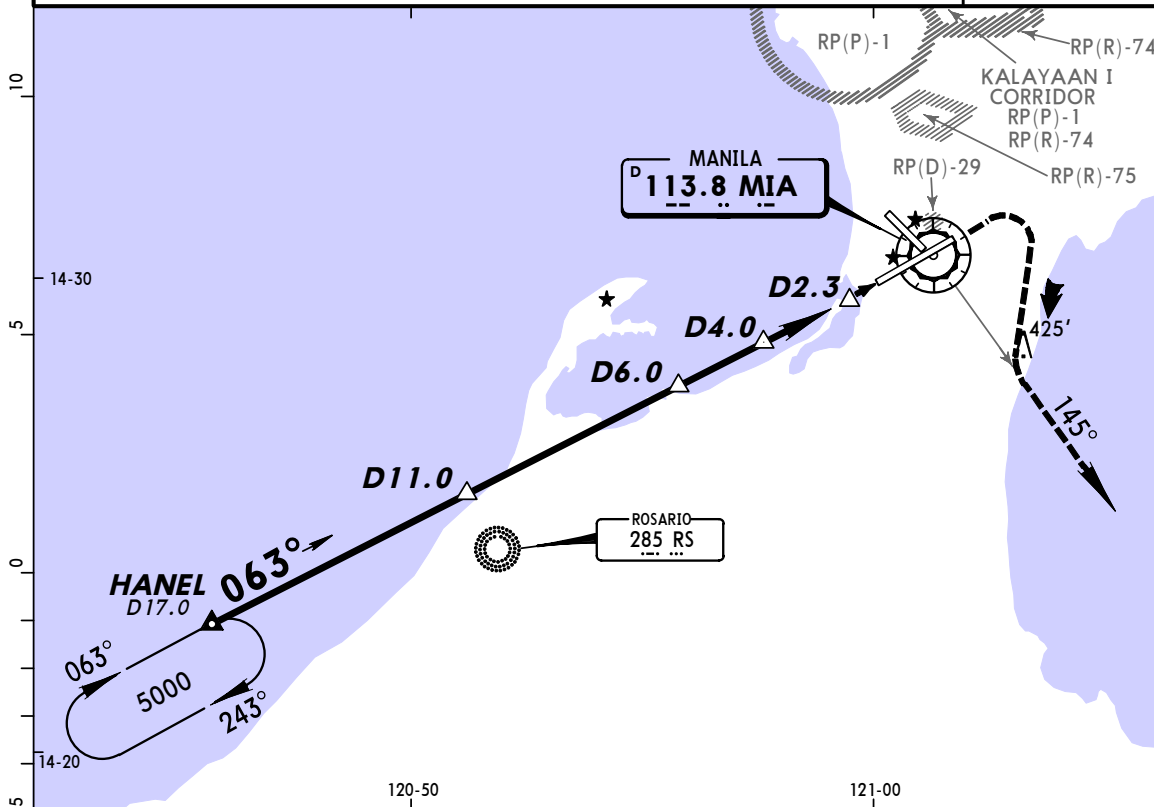
RPLL/MNL
NINOY AQUINO INTL

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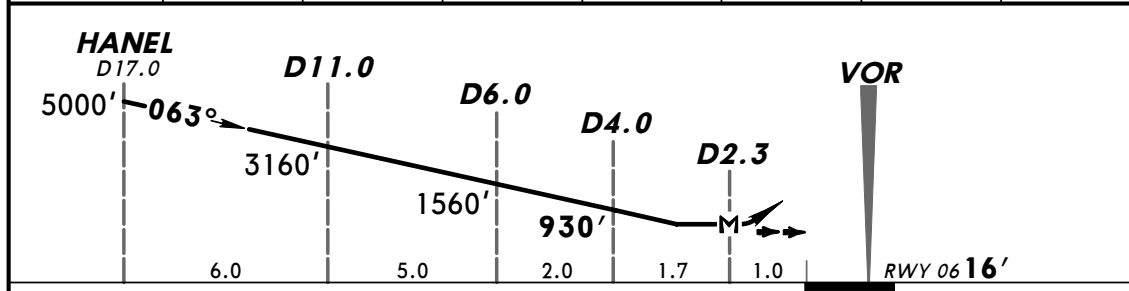
MANILA, PHILIPPINES
VOR DME Rwy 06

27 AUG 04 (13-1) Eff 2 Sep

ATIS 126.4		MANILA Approach (R) 119.7		MANILA Tower 118.1		Ground 121.9	
VOR MIA 113.8	Final Apch Crs 063°	Minimum Alt D4.0 930' (914')	MDA(H) 380' (364')	Apt Elev 75' RWY 06 16'			
MISSED APCH: Cimb to 1000'. Then RIGHT climbing turn to MIA VOR R-145. Return to MIA VOR at 4000' or as instructed by ATC.						MSA MIA VOR	
Alt Set: hPa		Rwy Elev: 1 hPa		Trans Level: FL 130		Trans alt: 11000	



MIA DME	8.0	7.0	6.0	5.0	4.0	3.0	2.3
ALTITUDE	2200'	1880'	1560'	1250'	930'	610'	380'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI PAPI	1000'	RT	MIA 113.8 R-145
Descent Gradient 5.2%	369	474	527	632	737	843				
MAP at D2.3										

STRAIGHT-IN LANDING RWY06		CIRCLE-TO-LAND	
MDA(H) 380' (364')		Not Authorized North of the Field Between Rwy 13 & 24	
ALS out		Max Kts	MDA(H)
A	1.6 km	100	500' (425')-1.9 km
B		135	580' (505')-2.8 km
C		180	680' (605')-3.7 km
D		205	780' (705')-4.6 km

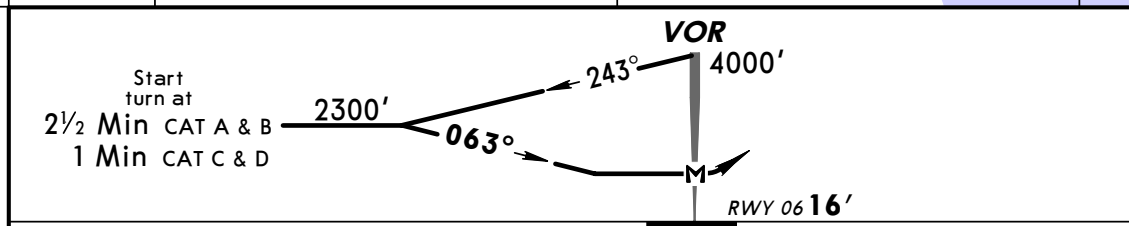
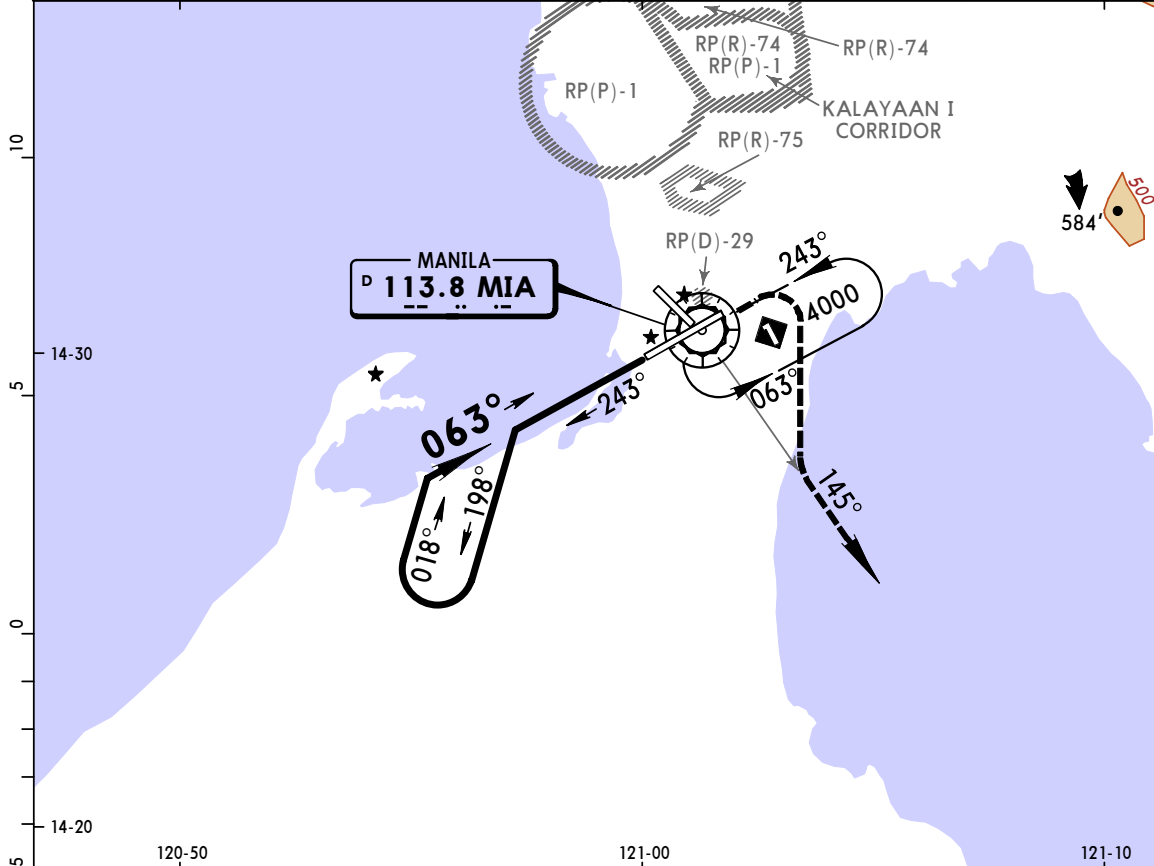
CHANGES: Procedure.

RPLL/MNL
NINOY AQUINO INTL

JEPPESEN
27 AUG 04 **13-2** **Eff 2 Sep**

MANILA, PHILIPPINES
VOR Rwy 06

ATIS 126.4		MANILA Approach (R) 119.7		MANILA Tower 118.1		Ground 121.9	
VOR MIA 113.8	Final Apch Crs 063°	No FAF		MDA(H) 660' (644')	Apt Elev 75' RWY 06 16'		<p>MSA MIA VOR</p>
MISSED APCH: Climb to 1000', then RIGHT climbing turn to MIA VOR R-145. Return to MIA VOR at 4000' or as instructed by ATC.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000' 1. Based on TAS 140 kts (still air) for Cat A & B aircraft only and based on TAS of 225 kts (still air) for Cat C & D aircraft only.							



MAP at VOR	ALS-I	1000'	RT	MIA 113.8 R-145
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PANS OPS	STRAIGHT-IN LANDING RWY06		CIRCLE-TO-LAND	
	ALS out	Max Kts	Not Authorized North of the Field Between Rwy 13 & 24	
A	1.6 km	100	660' (585') - 1.8 km	
B		135	660' (585') - 2.8 km	
C	2.8 km	180	680' (605') - 3.7 km	
D	3.7 km	205	780' (705') - 4.6 km	

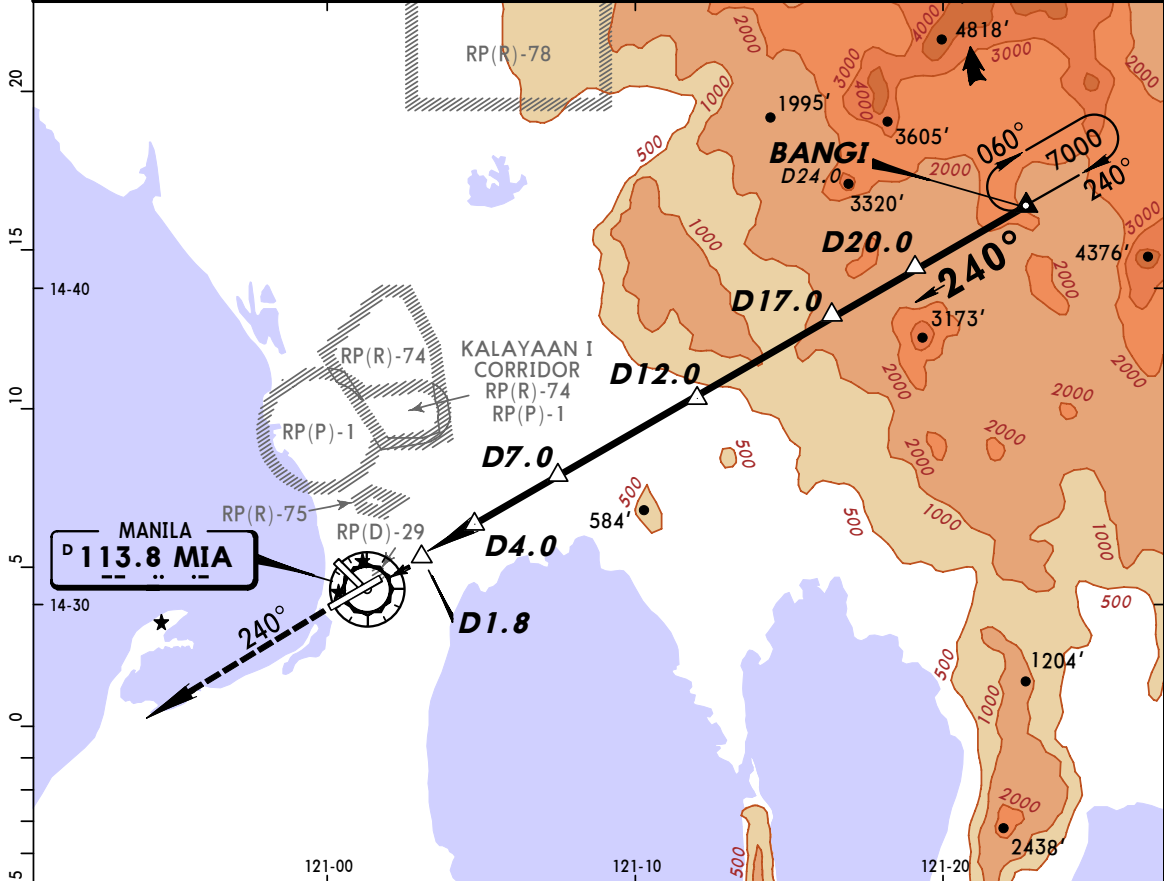
CHANGES: None.

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NINOY AQUINO INTL

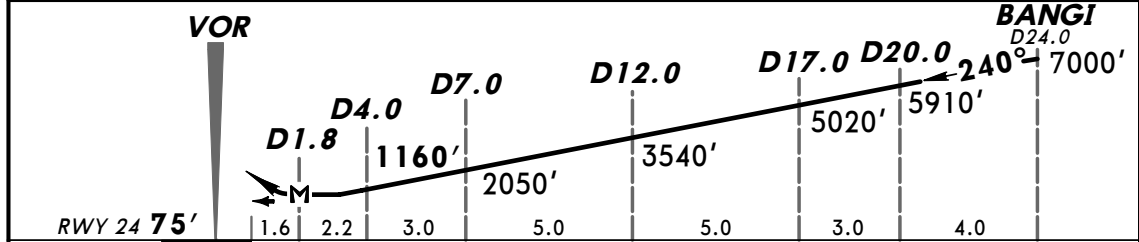
JEPPESEN
27 AUG 04 (13-3) Eff 2 Sep

MANILA, PHILIPPINES
VOR DME Rwy 24

ATIS 126.4		MANILA Approach (R) 119.7		MANILA Tower 118.1		Ground 121.9	
VOR MIA 113.8	Final Apch Crs 240°	Minimum Alt D4.0 1160' (1085')	MDA(H) 500' (425')	Apt Elev 75' RWY 24 75'			
MISSED APCH: Climb on MIA VOR R-240 to 4000'. Return to MIA VOR or as instructed by ATC.							MSA MIA VOR
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 130		Trans alt: 11000'	



MIA DME	1.8	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	500'	860'	1160'	1450'	1750'	2050'	2350'



Gnd speed-Kts	70	90	100	120	140	160	SSALF PAPI PAPI	4000'	MIA on R-240
Descent Gradient 4.9%	347	447	496	595	695	794			
MAP at D1.8									

STRAIGHT-IN LANDING RWY24		CIRCLE-TO-LAND	
MDA(H) 500' (425')		Not Authorized North of the Field Between Rws 13 & 24	
ALS out		Max Kts	MDA(H)
A	1.6 km	100	500' (425') - 1.9 km
B		135	580' (505') - 2.8 km
C	2.0 km	180	680' (605') - 3.7 km
D	2.4 km	205	780' (705') - 4.6 km

CHANGES: DME distances and altitudes.

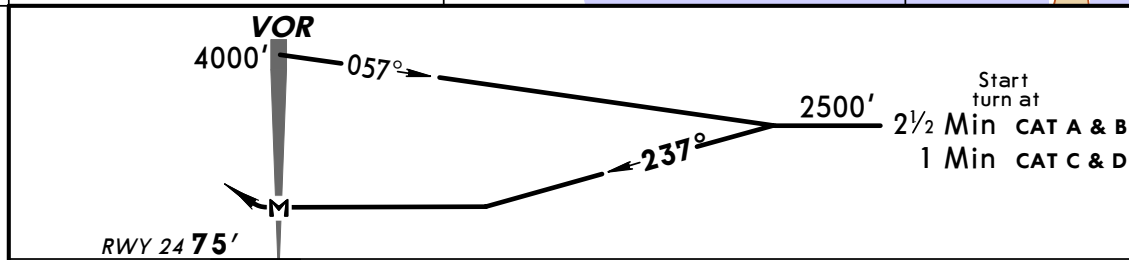
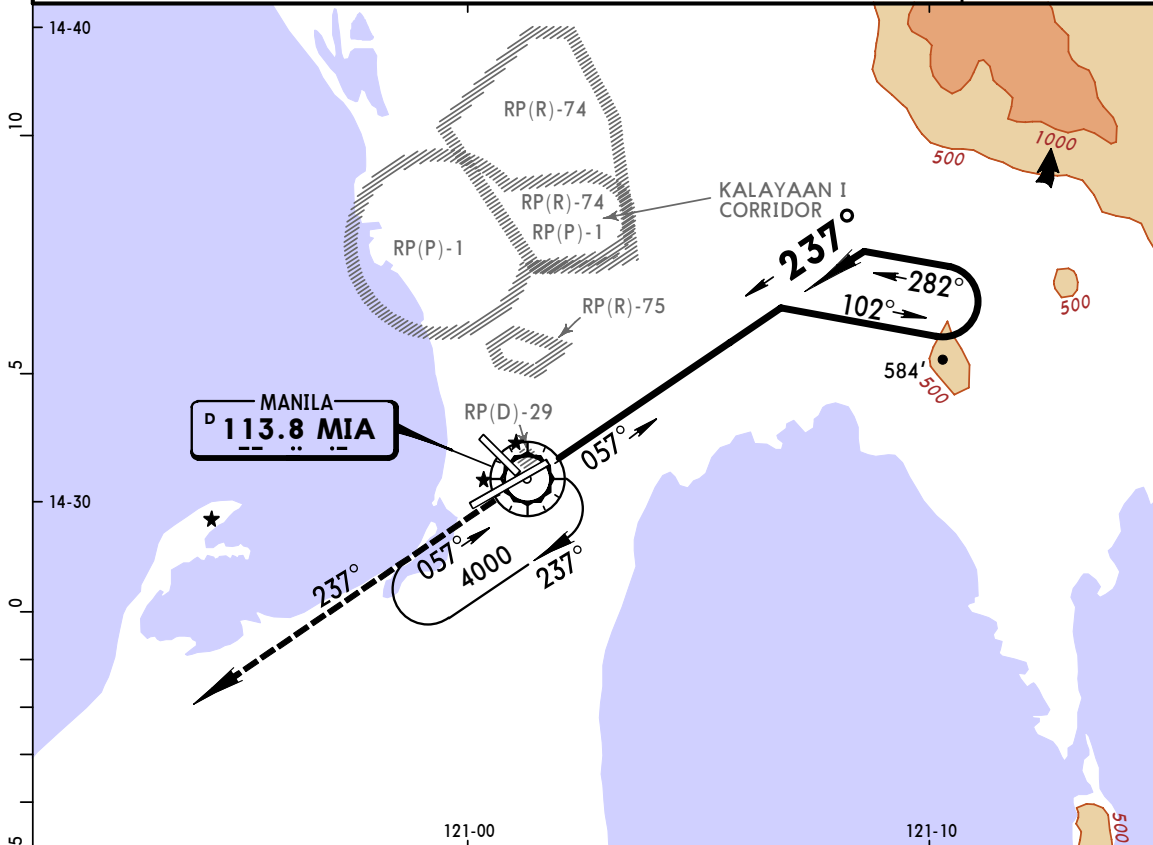
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NINYO AQUINO INTL

JEPPESEN

MANILA, PHILIPPINES
VOR Rwy 24

27 AUG 04 **13-4** Eff 2 Sep

ATIS 126.4		MANILA Approach (R) 119.7		MANILA Tower 118.1		Ground 121.9	
VOR MIA 113.8	Final Apch Crs 237°	No FAF		MDA(H) 560' (485')	Apt Elev 75' RWY 24 75'		<p>MSA MIA VOR</p>
MISSED APCH: Climb to MIA VOR R-237 or heading 237° to 4000'. Return to MIA VOR or as instructed by ATC.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 130		Trans alt: 11000'	
1. Based on TAS 140 kts (still air) for Cat A & B aircraft only and based on TAS of 225 kts (still air) for Cat C & D aircraft only.							



MAP at VOR	SSALF	4000'	MIA
	PAPI PAPI	↑	on 113.8
			R-237

STRAIGHT-IN LANDING RWY24		CIRCLE-TO-LAND	
MDA(H) 560' (485')		Not Authorized North of the Field Between Rwy 13 & 24	
	ALS out	Max Kts	MDA(H)
A	1.6 km	100	560' (485') - 1.9 km
B	2.0 km	135	580' (505') - 2.8 km
C	2.4 km	180	680' (605') - 3.7 km
D	2.4 km	205	780' (705') - 4.6 km

PANS OPS

CHANGES: None.

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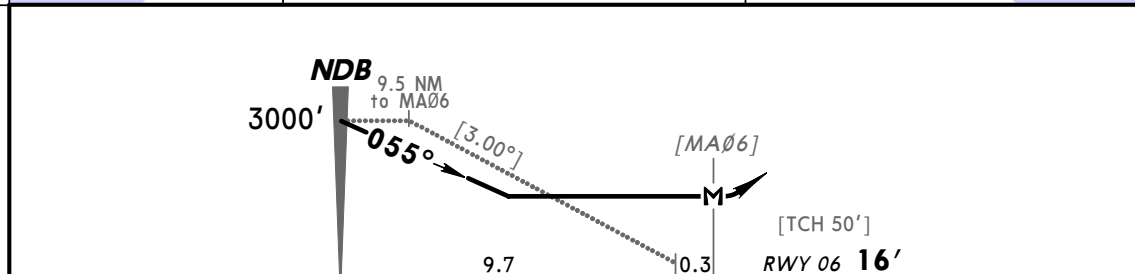
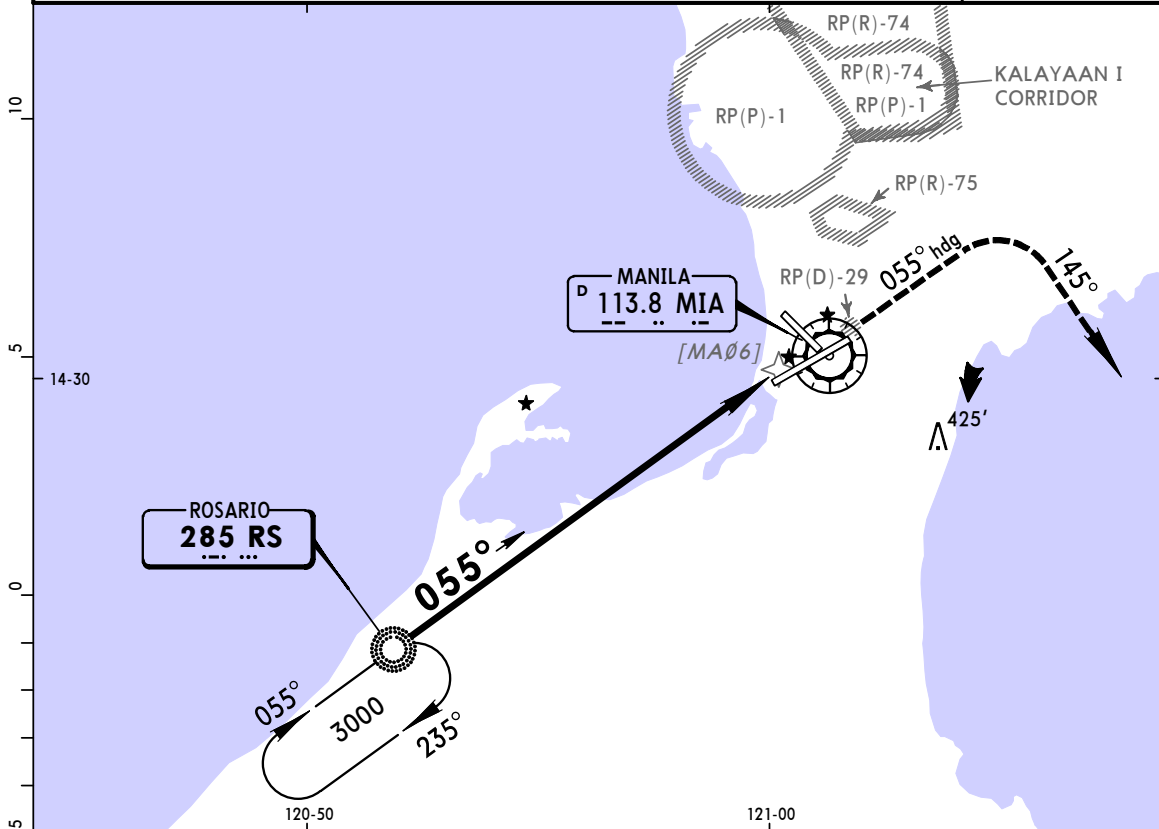
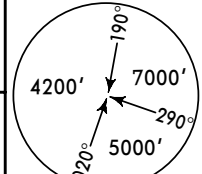
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MANILA, PHILIPPINES
NDB (ADF-2) Rwy 06

12 MAR 04 (16-1) Eff 18 Mar

BRIEFING STRIP™	ATIS 126.4		MANILA Approach (R) 119.7		MANILA Tower 118.1		Ground 121.9	
	NDB RS 285	Final Apch Crs 055°	No FAF		MDA(H) 860' (844')	Apt Elev 75' RWY 06 16'		
	<p>MISSED APCH: Climb on 055° heading to 1000' within 5.0 NM, RIGHT climbing turn to 145° to 3000' within 10 NM. Return to RS NDB, or as instructed by ATC.</p>							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 130		Trans alt: 11000'		MSA MIA VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI PAPI	1000' on 055° hdg
Descent angle [3.00°]	372	478	531	637	743	849		
NDB to MAP	10.0	8:34	6:40	6:00	5:00	4:17	3:45	

STRAIGHT-IN LANDING RWY06		CIRCLE-TO-LAND	
MDA(H) 860' (844')		Not Authorized North of the Field Between Rwy 13 & 24	
ALS out		MDA(H)	
A	3.7 km	Max Kts	860' (785') - 3.7 km
B		100	
C		135	
D		180	

PANS OPS