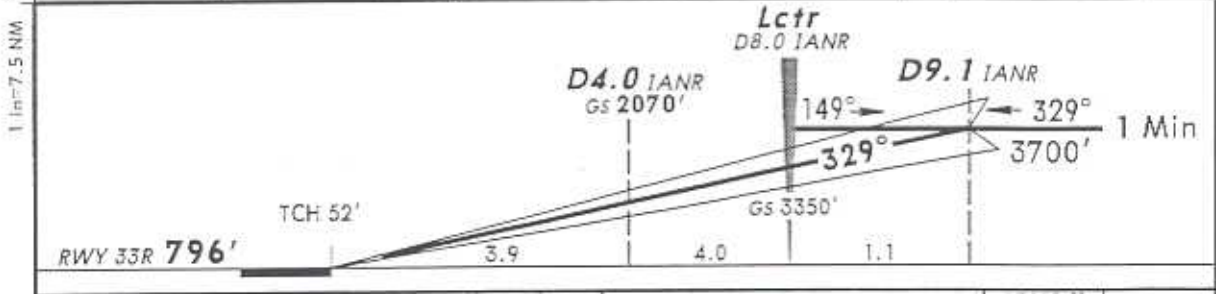
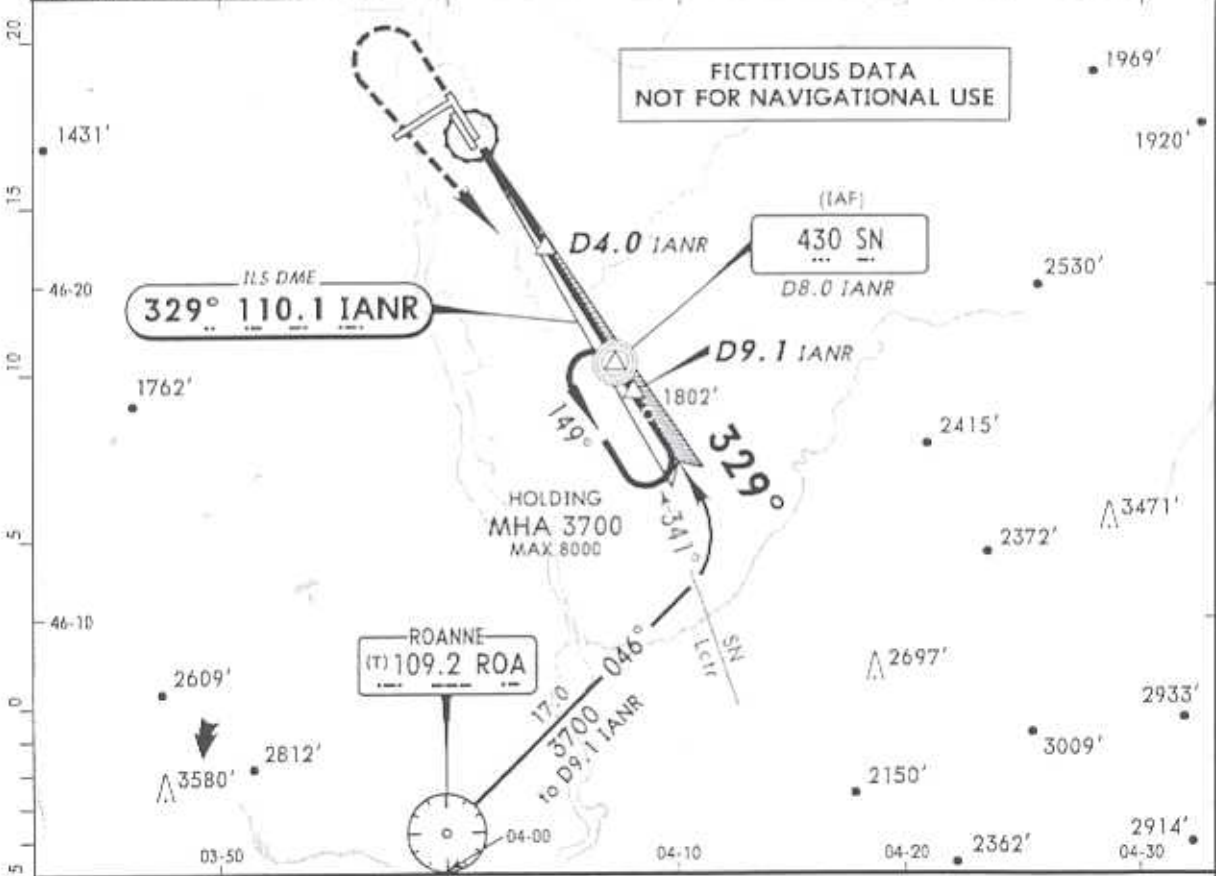
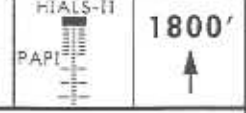


ATIS 132.47		AIRBUS Approach 128.2 134.72		AIRBUS Tower 118.7 121.6		Ground 121.9 121.82	
LOC IANR 110.1	Final Apch Crs 329°	GS D4.0 IANR 2070' (1274')	CAT II ILS RA 100' DA(H) 896' (100')		Apt Elev 820'	RWY 796'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to 1800', then turn LEFT (MAX IAS 230 KT) to Lctr climbing to 3700'. Climb to 2500' prior to level acceleration.</p>							<p>MSA SN Lctr</p>
Alt Set: hPa	Rwy Elev: 29 hPa	Trans level: By ATC	Trans alt: 5000'				



Gnd speed-Kts	70	90	100	120	140	160	
Gs	3.00°	377	484	538	646	753	861



JAR-OPS STRAIGHT-IN LANDING RWY 33R
CAT II ILS
ABCD
RA 100'
DA(H) 896' (100')

RVR 300m

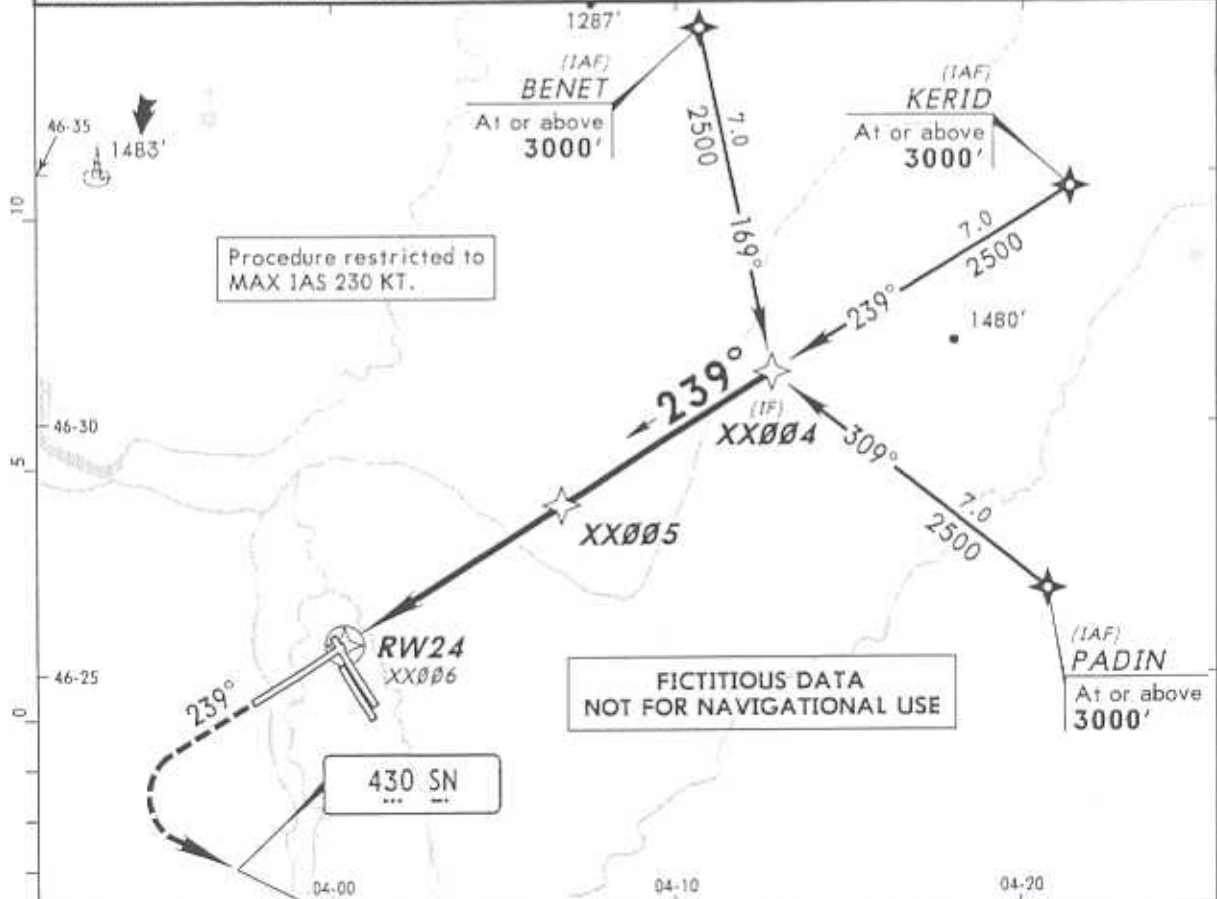
Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.
CHANGES: New procedure. © JEPPESEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

LFZZ/AIB
AIRBUS TRNG

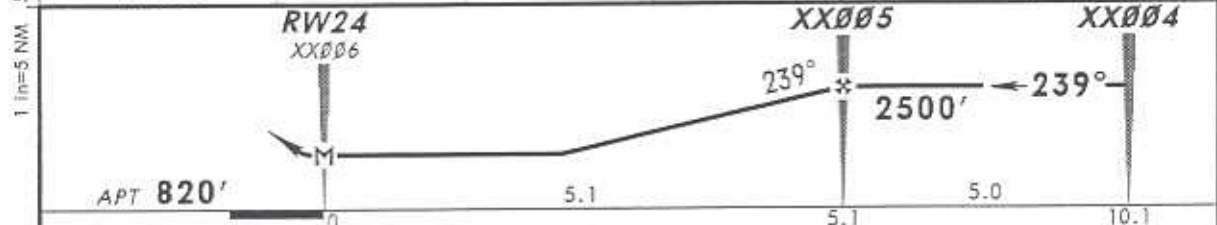
JEPPESSEN
31 JAN 04 (12-1)

AIRBUS TRNG, FRANCE
RNAV GNSR Rwy 24

ATIS	AIRBUS Approach		AIRBUS Tower		Ground	
132.47	128.2	134.72	118.7	121.6	121.9	121.82
GNSS	Final Apch Crs 239°	Minimum Alt XX005 2500' (1680')	MDA(H) 1160 (340')	Apt Elev 820'		
<p>MISSED APCH: Climb on 239° to 2000', then turn LEFT (MAX IAS 230 KT) to Lctr climbing to 3700'. Do not turn before passing MAP. Climb to 2500' prior to level acceleration.</p>						
Alt Set: hPa	Apt Elev: 30 hPa	Trans level: By ATC		Trans alt: 5000'		MSA ARP

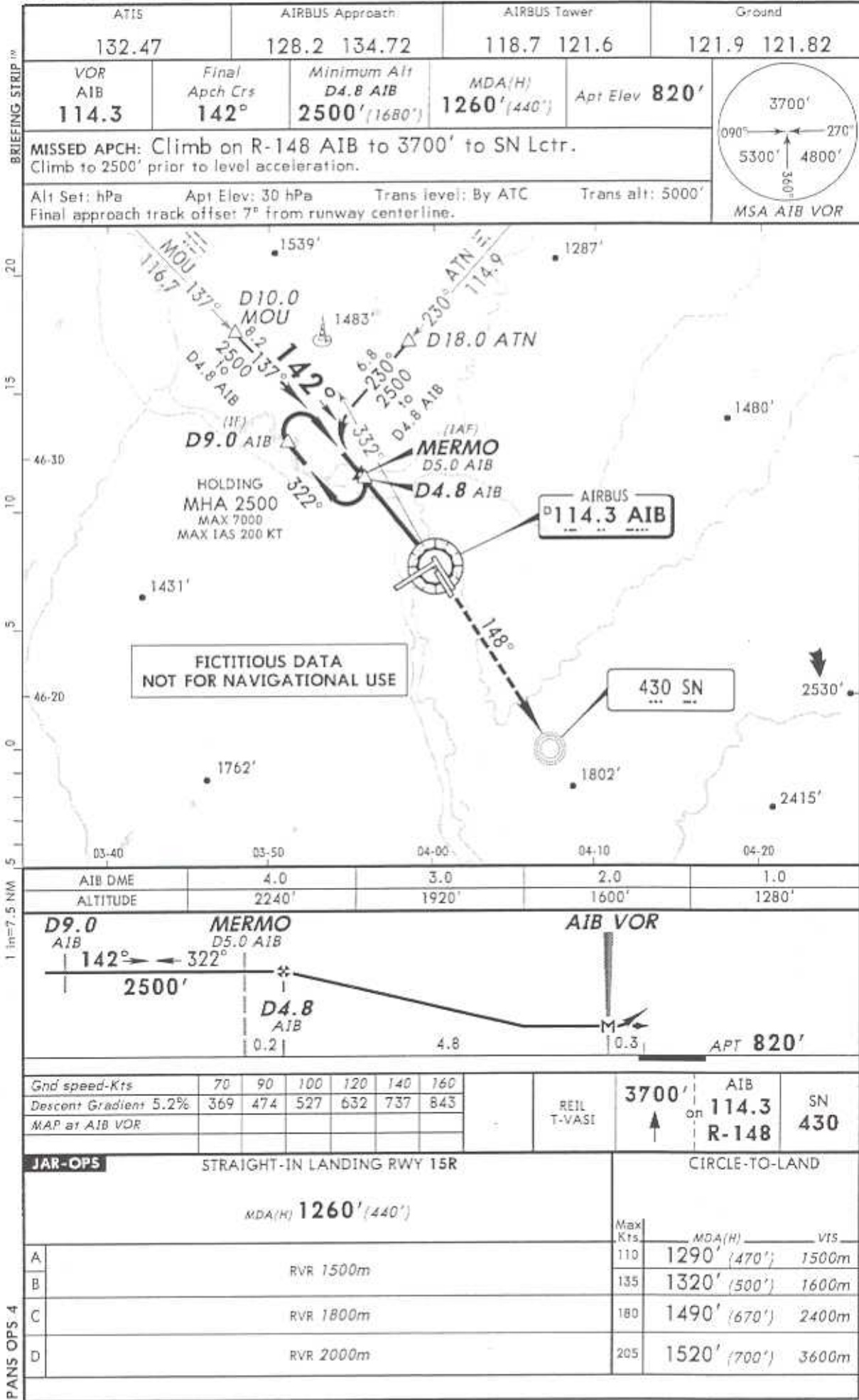


DIST to RW24	1.0	2.0	3.0	4.0	5.0
ALTITUDE	1190'	1510'	1830'	2150'	2470'



Gnd speed-Kts	70	90	100	120	140	160	LDIN REIL APAPI	2000' ↑ on 239°
Descent Gradient 5.2%	369	474	527	632	737	843		
MAP at RW24								

PANS OPS 4	JAR-OPS			STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND		
	MDA(H) 1160' (340')								
	ALS out						Max Kts	MDA(H)	VIS
	A	RVR 1500m					110	1310' (490')	1500m
	B	RVR 1800m					135	1320' (500')	1600m
C	RVR 1800m					180	1510' (690')	2400m	
D	RVR 2000m					205	1520' (700')	3600m	



LFZZ/AIB
AIRBUS TRNG

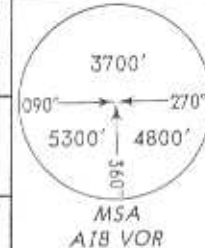
JEPPESEN
31 JAN 04 (13-2)

AIRBUS TRNG, FRANCE
VOR DME Rwy 33L

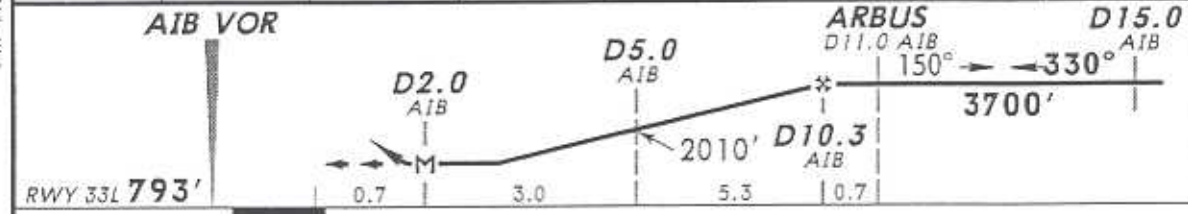
ATIS 132.47	AIRBUS Approach 128.2 134.72	AIRBUS Tower 118.7 121.6	Ground 121.9 121.82
VOR AIB 114.3	Final Apch Crs 330°	Minimum Alt D10.3 3700' (2907')	MDA(H) 1250' (457')
Apt Elev 820'		RWY 793'	

MISSED APCH: Climb on R-330 AIB to 1800', then turn LEFT (MAX IAS 230 KT) to Lctr climbing to 3700'.
Do not turn before passing MAP. Climb to 2500' prior to level acceleration.

Alt Set: hPa Rwy Elev: 29 hPa Trans level: By ATC Trans alt: 5000'
Final approach track offset 1° from runway centerline.



AIB DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1370'	1690'	2010'	2330'	2650'	2970'	3290'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 1800' AIB on 114.3 R-330
Descent Gradient 5.2%	369	474	527	632	737	843	
MAP at D2.0 AIB							

JAR-OPS		STRAIGHT-IN LANDING RWY 33L		CIRCLE-TO-LAND	
MDA(H) 1250' (457')				Max Kts	MDA(H) VTS
A	RVR 1500m			110	1290' (497') 1500m
B	RVR 1500m			135	1320' (527') 1600m
C	RVR 2000m			180	1490' (697') 2400m
D	RVR 2000m			205	1520' (727') 3600m

1 Circling height based on RWY 33L displaced threshold elevation of 793'.
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