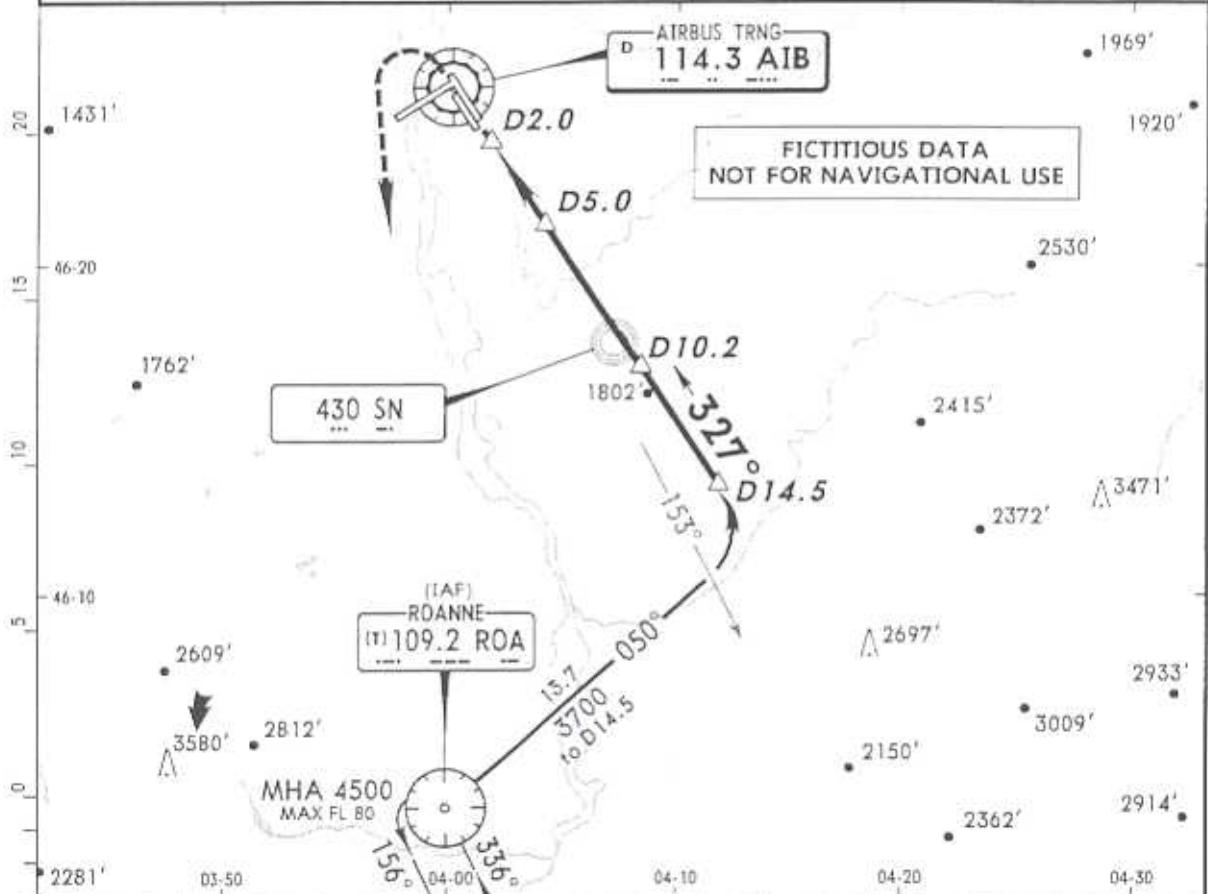
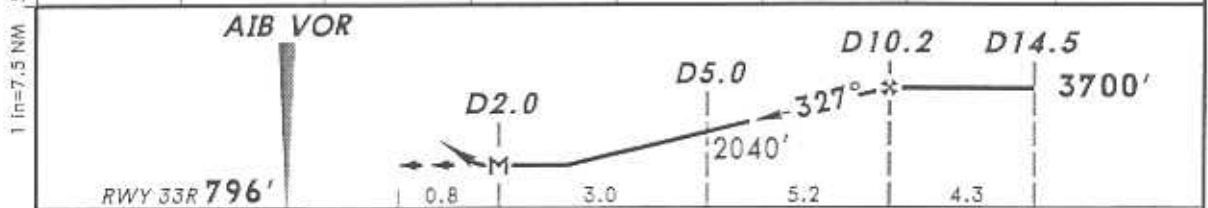


ATIS 132.47		AIRBUS Approach 128.2 134.72		AIRBUS Tower 118.7 121.6		Ground 121.9 121.82	
VOR AIB 114.3	Final Apch Crs 327°	Minimum Alt D10.2 3700' (2904')	MDA(H) 1250' (454')	Apt Elev 820'	RWY 796'		
<p>MISSED APCH: Climb on R-327 AIB to 1800', then turn LEFT (MAX IAS 230 KT) to ROA VOR climbing to 4500'. Do not turn before passing MAP. Climb to 3500' prior to level acceleration.</p>							
<p>All Set: hPa Rwy Elev: 29 hPa Trans level: By ATC Trans alt: 5000' Final approach track offset 2° from runway centerline.</p>							



AIB DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1400'	1720'	2040'	2360'	2680'	3000'	3320'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Gradient 5.2%	369	474	527	632	737	843	
MAP at D2.0							

JAR-OPS		STRAIGHT-IN LANDING RWY 33R		CIRCLE-TO-LAND I	
MDA(H) 1250' (454')				ALS out	
A	RVR 1500m			Max Kts	MDA(H) VIS
B				110	1290' (494') 1500m
C	RVR 2000m			135	1300' (504') 1600m
D				180	1490' (694') 2400m
				205	1500' (704') 3600m

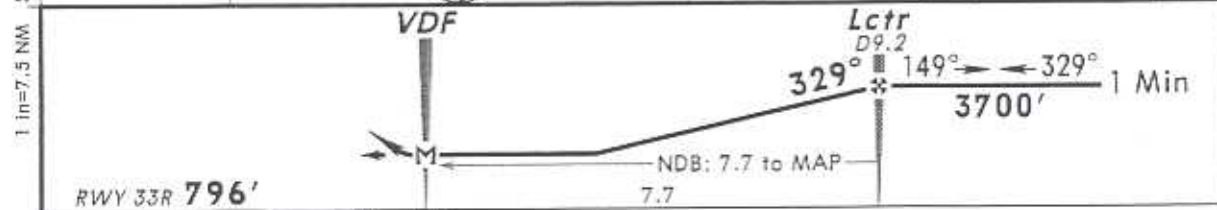
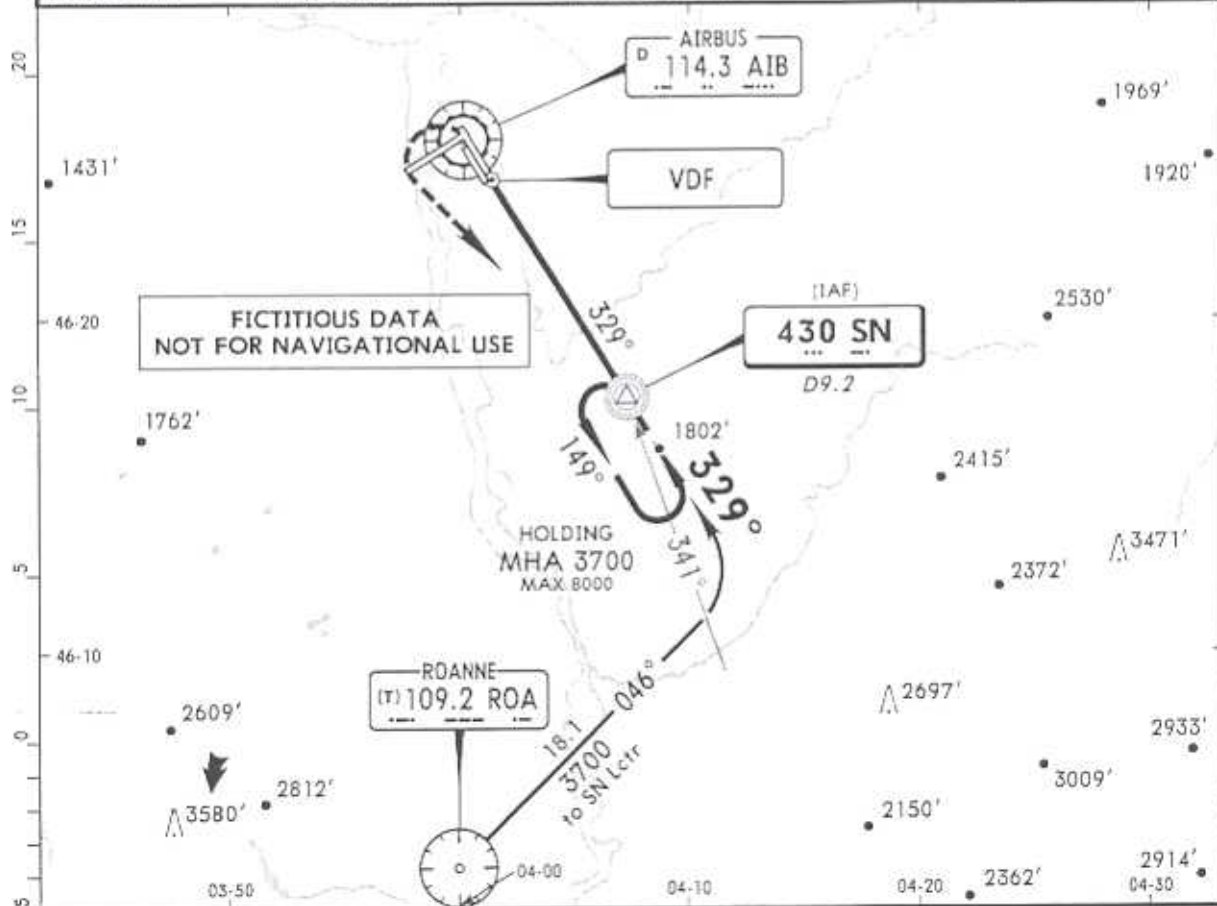
I Circling height based on RWY 33R threshold elevation of 796'.

LFZZ/AIB
AIRBUS TRNG

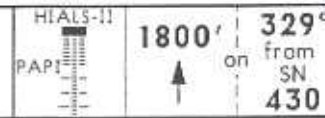
JEPPESEN
31 JAN 04 (16-1)

AIRBUS TRNG, FRANCE
VDF NDB or NDB Rwy 33R

ATIS 132.47		AIRBUS Approach 128.2 134.72		AIRBUS Tower 118.7 121.6		Ground 121.9 121.82	
Lctr SN 430	Final Apch Crs 329°	Minimum Alt Lctr 3700' (2904')	VDF NDB MDA(H) 1490 (694')		Apt Elev 820' RWY 796'		
			NDB MDA(H) 1530 (734')				
MISSED APCH: Climb on 329° from Lctr 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'	



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.9%	419	538	598	717	837	957
VDF NDB: MAP at VDF						
NDB: Lctr to MAP	7.7	6:36	5:08	4:37	3:51	3:18



JAR-OPS STRAIGHT-IN LANDING RWY 33R				CIRCLE-TO-LAND			
VDF NDB		NDB		after VDF NDB apch		after NDB apch	
MDA(H) 1490' (694')		MDA(H) 1530' (734')					
ALS out		ALS out					
A	RVR 1200m	RVR 1200m	RVR 1500m	Max Kts 110	MDA(H) 1490' (694')	VIS 1500m	MDA(H) 1530' (734')
B	RVR 1500m	RVR 1400m	RVR 2000m	135	1490' (694')	1600m	1530' (734')
C	RVR 1400m	RVR 1800m	RVR 2000m	180	1490' (694')	2400m	1530' (734')
D	RVR 1800m	RVR 2000m	RVR 2000m	205	1520' (724')	3600m	1530' (734')

☐ Circling height based on RWY 33R threshold elevation of 796'.

PANS OPS 4

LFZZ/AIB

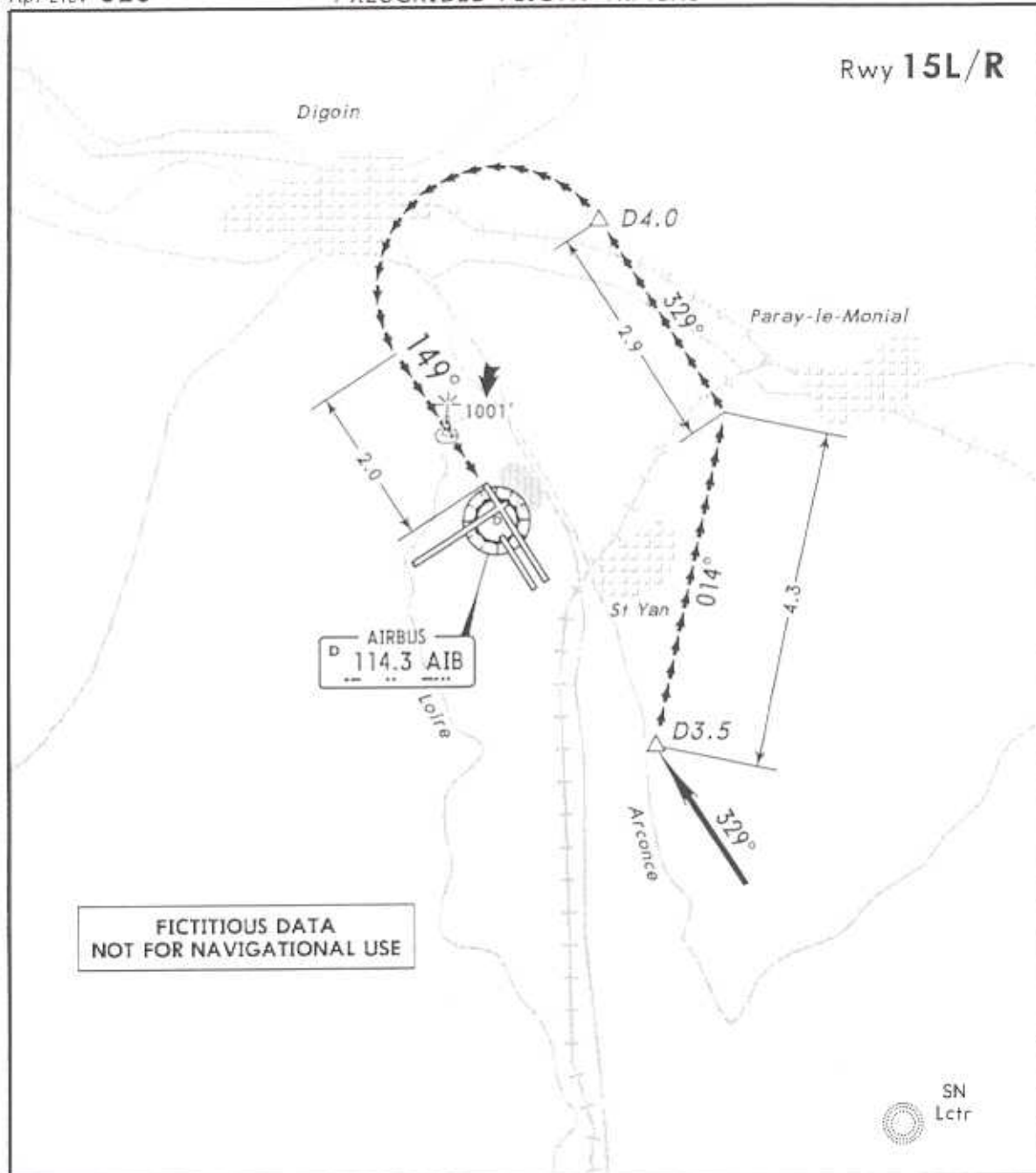
JEPPESEN

31 JAN 04 (19-1)

AIRBUS TRNG, FRANCE
AIRBUS TRNG

Apt Elev 820'

CIRCLE-TO-LAND WITH
PRESCRIBED FLIGHT TRACKS



JAR-OPS

CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

Max Kts	After ILS, LOC (GS out) apch		After VDF NDB apch		After NDB apch	
	MDA(H)	VIS	MDA(H)	VIS	MDA(H)	VIS
A 110	1220' (400') 1	1500m	1490' (670')	1500m	1530' (710')	1500m
B 135	1320' (500')	1600m	1490' (670')	1600m	1530' (710')	1600m
C 180	1420' (600')	2400m	1490' (670')	2400m	1530' (710')	2400m
D 205	1520' (700')	3600m	1520' (700')	3600m	1530' (710')	3600m

1 After LOC (GS out) apch 1230' (410').