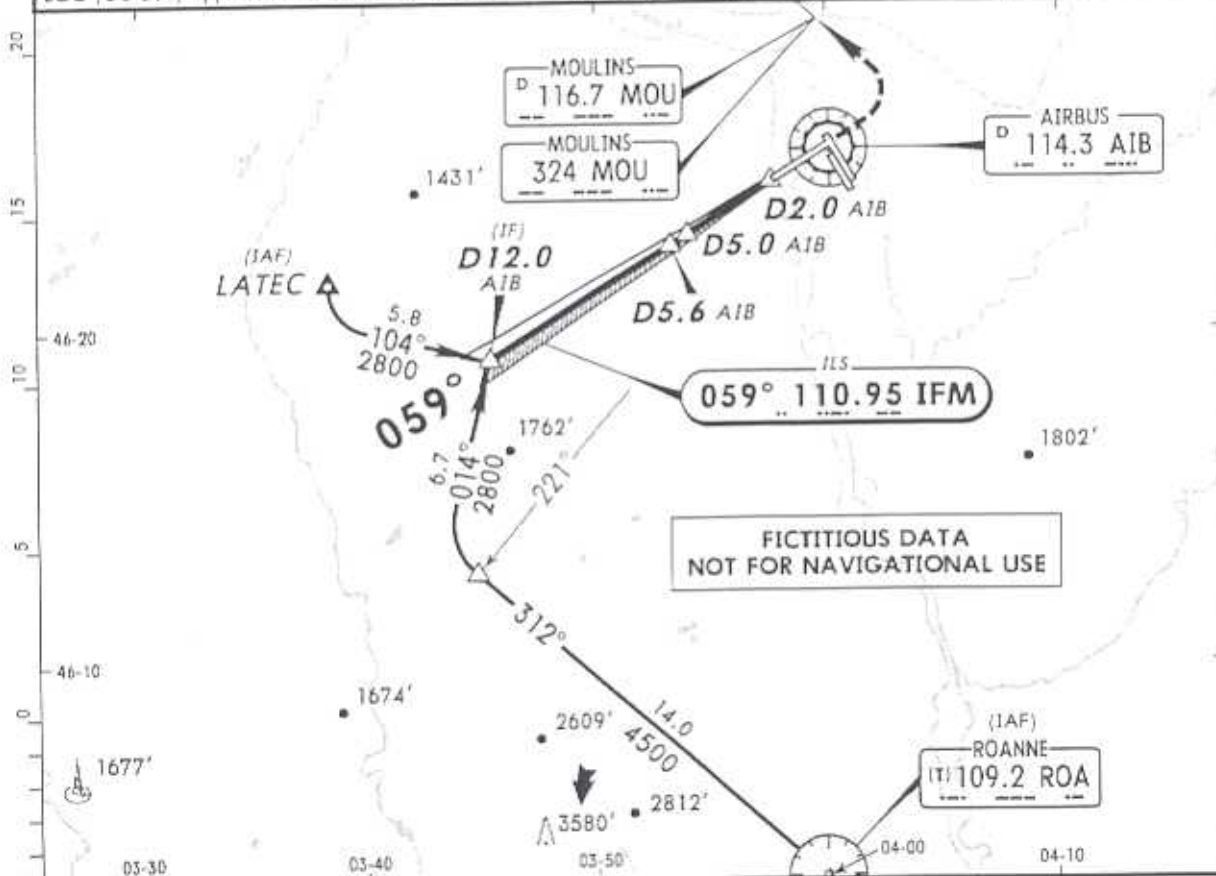
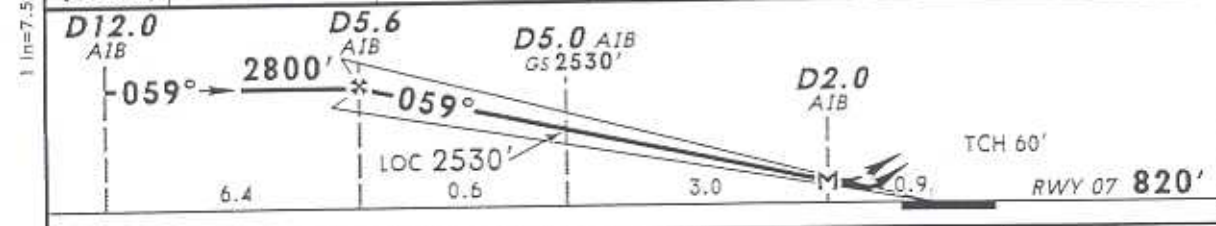


ATIS 132.47		AIRBUS Approach 128.2 134.72		AIRBUS Tower 118.7 121.6		Ground 121.9 121.82	
LOC IFM <b>110.95</b>	Final Apch Crs <b>059°</b>	GS D5.0 AIB <b>2530' (1710')</b>	ILS DA(H) <b>1020' (200')</b>	Apt Elev <b>820'</b>	RWY <b>820'</b>		
<b>MISSED APCH: Climb STRAIGHT AHEAD to 1800', then turn LEFT to MOU VOR/NDB climbing to 3700'.</b> Do not turn before passing MAP. Climb to 2500' prior to level acceleration.							MSA AIB VOR
Alt Set: hPa		Rwy Elev: 30 hPa		Trans level: By ATC		Trans alt: 5000'	
LOC (GS out) approach: Final descent after D5.0 AIB 420 ft/NM.							



LOC (GS out)	AIB DME	5.0	4.0	3.0	2.0
	ALTITUDE	2530'	2100'	1670'	1240'



Gnd speed-Kts	70	90	100	120	140	160	HEALS PAPT 	1800'	3700'	MOU
ILS GS 4.00% or	501	644	716	859	1002	1145		↑	←	116.7
LOC Descent Gradient 7.0%									LT	324

JAR-OPS				STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND			
ILS		LOC (GS out) with DME								
DA(H) 1020' (200')		MDA(H) 1180' (360')								
FULL		ALS out			ALS out			Max Kts		
A			RVR 900m		RVR 1500m	110	1310' (490')	1500m		
B			RVR 1000m		RVR 1800m	135	1320' (500')	1600m		
C	RVR 550m	RVR 1000m	RVR 1000m		RVR 1800m	180	1510' (690')	2400m		
D			RVR 1400m		RVR 2000m	205	1520' (700')	3600m		

PANS OPS 4

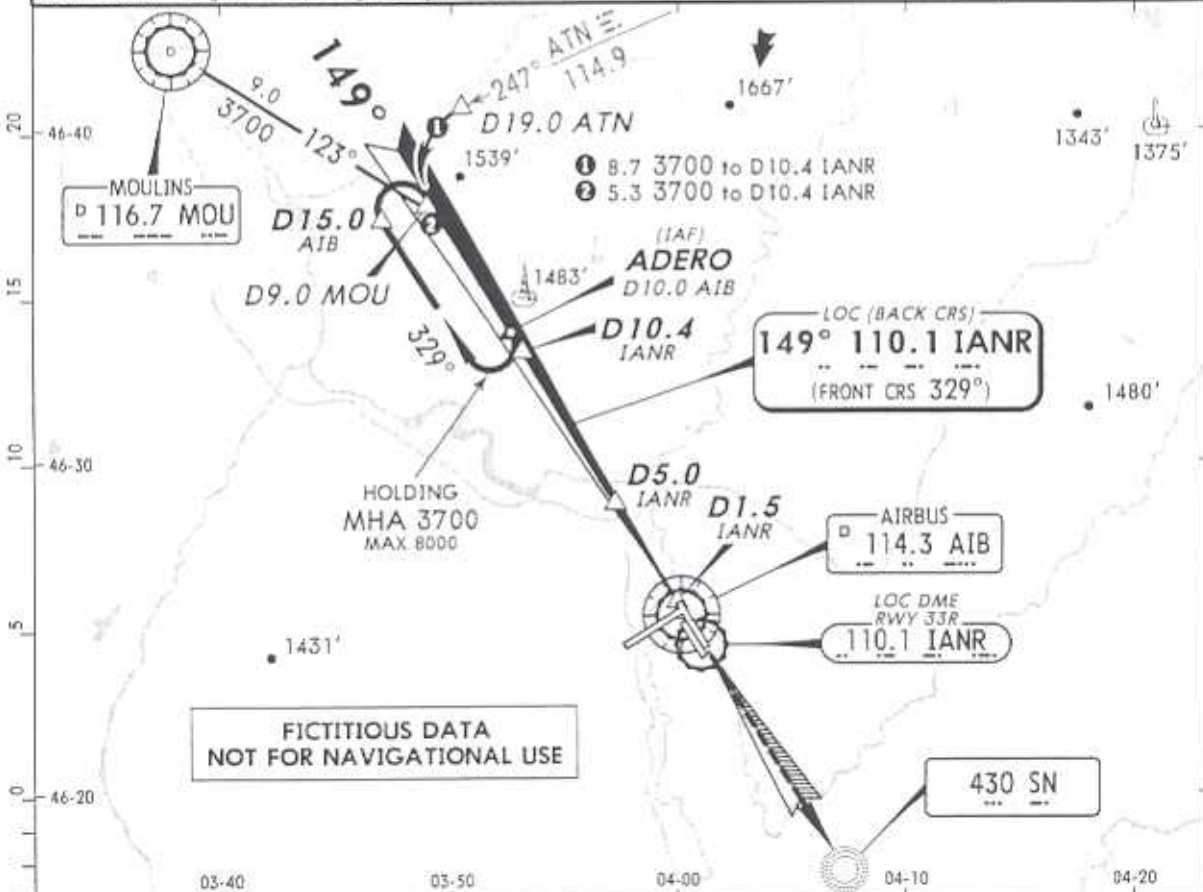
CHANGES: New procedure.

LFZZ/AIB  
AIRBUS TRNG

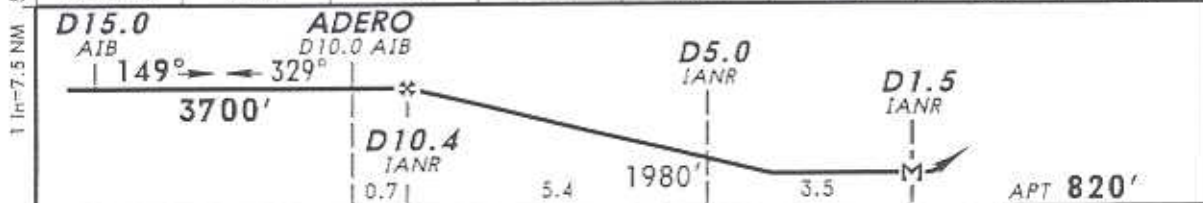
JEPPESEN  
4 JUN 04 (11-3)

AIRBUS TRNG, FRANCE  
LOC (BACK CRS) DME Rwy 15L

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 149° (Front Crs 329°)	Minimum Alt D10.4 IANR 3700' (2880')	MDA(H) 1260' (440')	Apt Elev 820'			
MISSED APCH: Climb STRAIGHT AHEAD to 3700' and then to Lctr. Climb to 2500' prior to level acceleration.							
Alt Set: hPa		Apt Elev: 30 hPa		Trans level: By ATC		Trans alt: 5000'	
Back course no glide slope. Ignore glide path indications.							MSA AIB VOR

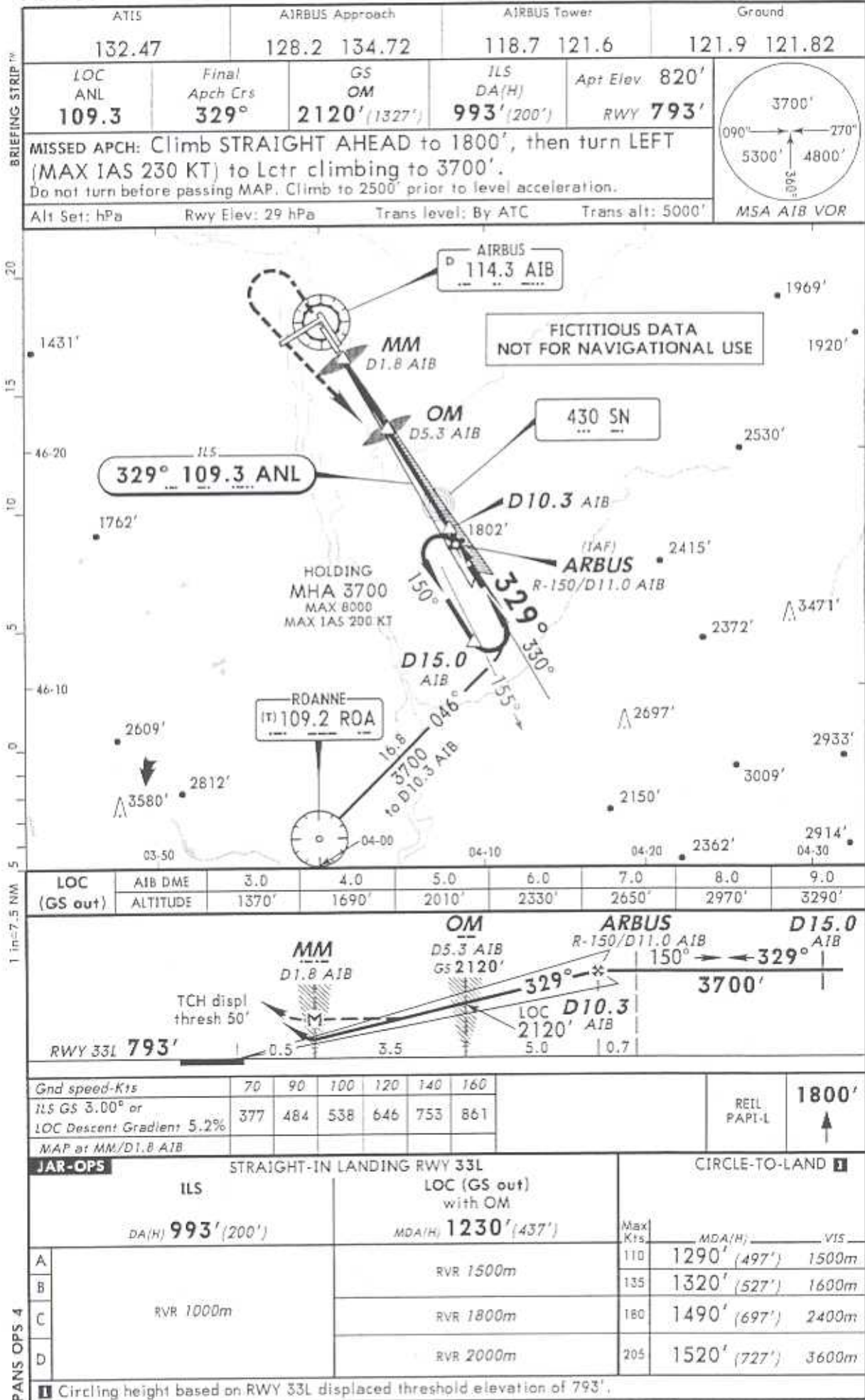


IANR DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3260'	2940'	2620'	2300'	1980'	1660'	1340'



Gnd speed-Kts	70	90	100	120	140	160		3700' SN 430
Descent Gradient 5.2%	369	474	527	632	737	843		
MAP at D1.5 IANR								

<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 15L				CIRCLE-TO-LAND			
MDA(H) 1260' (440')							
			ALS out	Max Kts	MDA(H)	VIS	
A	RVR 900m		RVR 1500m	110	1290' (470')	1500m	
B				135	1320' (500')	1600m	
C	RVR 1000m		RVR 1800m	180	1490' (670')	2400m	
D	RVR 1400m		RVR 2000m	205	1520' (700')	3600m	





LFZZ/AIB  
AIRBUS TRNG

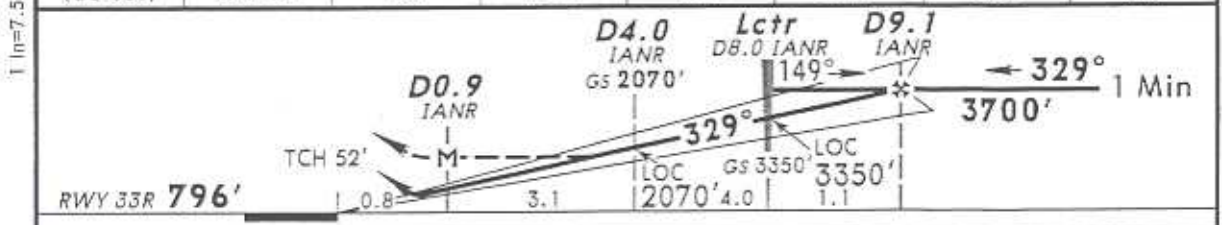
JEPPESEN  
31 JAN 04 (11-5)

AIRBUS TRNG, FRANCE  
ILS Rwy 33R

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')	ILS DA(H) 996' (200')	Apt Elev 820' RWY 796'			
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD 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'	
							MSA SN Lctr



LOC (GS out)	IANR DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1750'	2070'	2390'	2710'	3030'	3350'



Grnd speed-Kts	70	90	100	120	140	160	HIALS-11 PAPI 1800'
ILS GS 3.00° or	377	484	538	646	753	861	
LOC Descent Gradient 5.2%							
MAP at D0.9 IANR							

JAR-OPS				STRAIGHT-IN LANDING RWY 33R		CIRCLE-TO-LAND	
ILS		LOC (GS out) with DME					
DA(H) 996' (200')		MDA(H) 1230' (434')					
FULL		ALS out		Max Kts		MDA(H) VIS	
A				110	1290' (494')	1500m	
B				135	1320' (524')	1600m	
C	RVR 550m	RVR 1000m		180	1490' (694')	2400m	
D				205	1520' (724')	3600m	

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