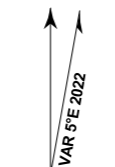
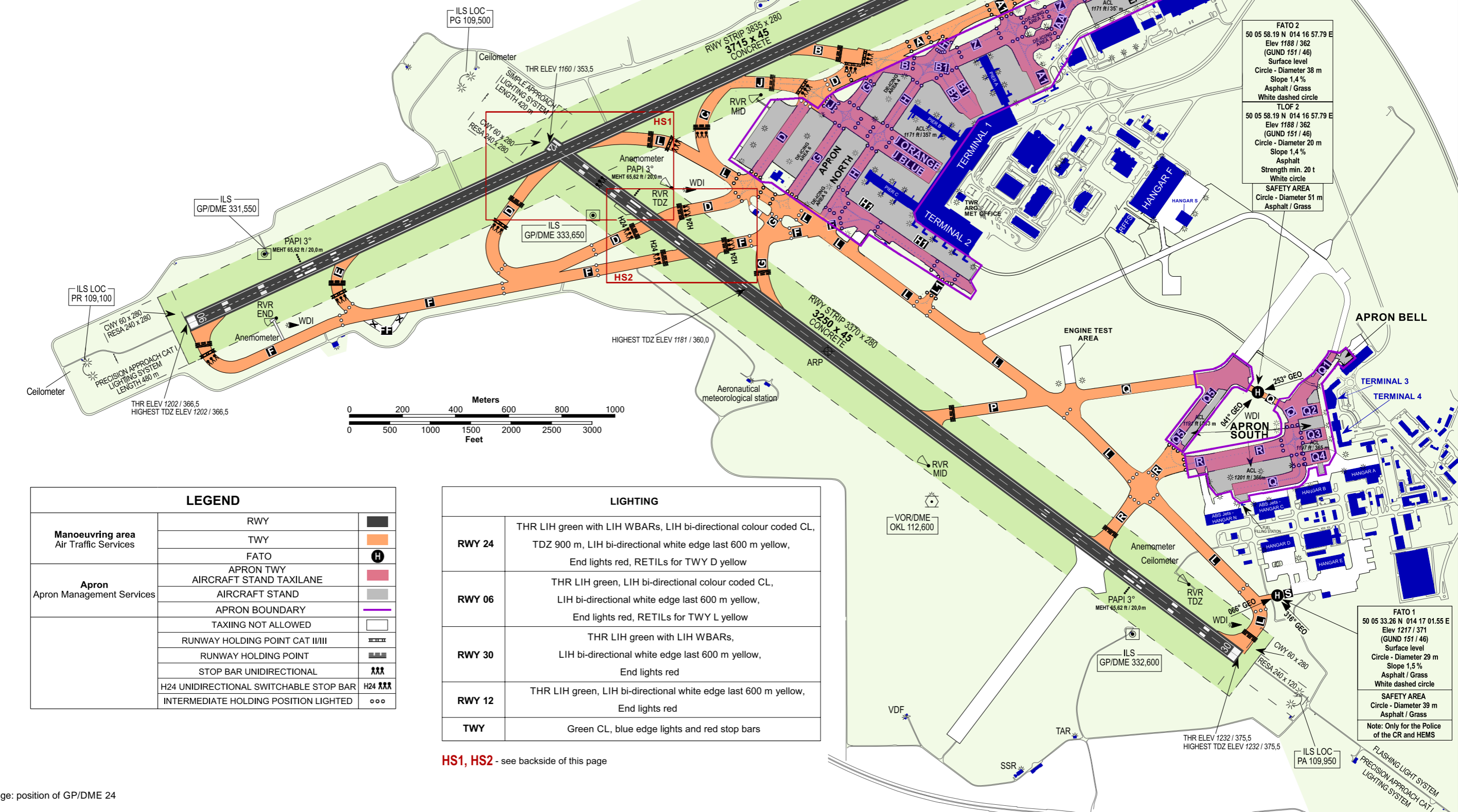


RWY	DIRECTION	THR	BEARING STRENGTH
06	060°	50°06'06,61"N 014°13'34,68"E	PCN 75/R/B/W/T exceeding is allowed by airport operator
24	240°	50°06'57,42"N 014°16'24,12"E	
12	122°	50°06'28,84"N 014°14'43,32"E	PCN 62/R/B/X/T exceeding is allowed by airport operator
30	302°	50°05'25,68"N 014°16'54,02"E	
TAXIWAYS			PCN 50/F/D/X/T PCN 40/F/D/X/T PCN 60/R/B/X/T

Circumnavigation of other aircraft within the holding areas is the responsibility of the Pilot-In-Command as wing tip clearance is not assured



GUND (Geoid Undulation) IN ft / m
ELEVATIONS IN ft / m
DIMENSIONS IN m
BEARINGS ARE MAGNETIC



FATO 2
50 05 58.19 N 014 16 57.79 E
Elev 1188 / 362
(GUND 151 / 46)
Surface level
Circle - Diameter 38 m
Slope 1,4 %
Asphalt / Grass
White dashed circle

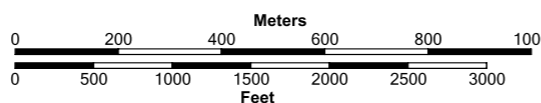
TLOF 2
50 05 58.19 N 014 16 57.79 E
Elev 1188 / 362
(GUND 151 / 46)
Circle - Diameter 20 m
Slope 1,4 %
Asphalt
Strength min. 20 t
White circle

SAFETY AREA
Circle - Diameter 51 m
Asphalt / Grass

FATO 1
50 05 33.26 N 014 17 01.55 E
Elev 1217 / 371
(GUND 151 / 46)
Surface level
Circle - Diameter 29 m
Slope 1,5 %
Asphalt / Grass
White dashed circle

SAFETY AREA
Circle - Diameter 39 m
Asphalt / Grass

Note: Only for the Police of the CR and HEMS



LEGEND	
Manoeuvring area Air Traffic Services	RWY
	TWY
	FATO
Apron Apron Management Services	APRON TWY AIRCRAFT STAND TAXILANE
	AIRCRAFT STAND
	APRON BOUNDARY
	TAXIING NOT ALLOWED
Runway Holding Point	RUNWAY HOLDING POINT CAT II/III
	RUNWAY HOLDING POINT
	STOP BAR UNIDIRECTIONAL
	H24 UNIDIRECTIONAL SWITCHABLE STOP BAR
	INTERMEDIATE HOLDING POSITION LIGHTED

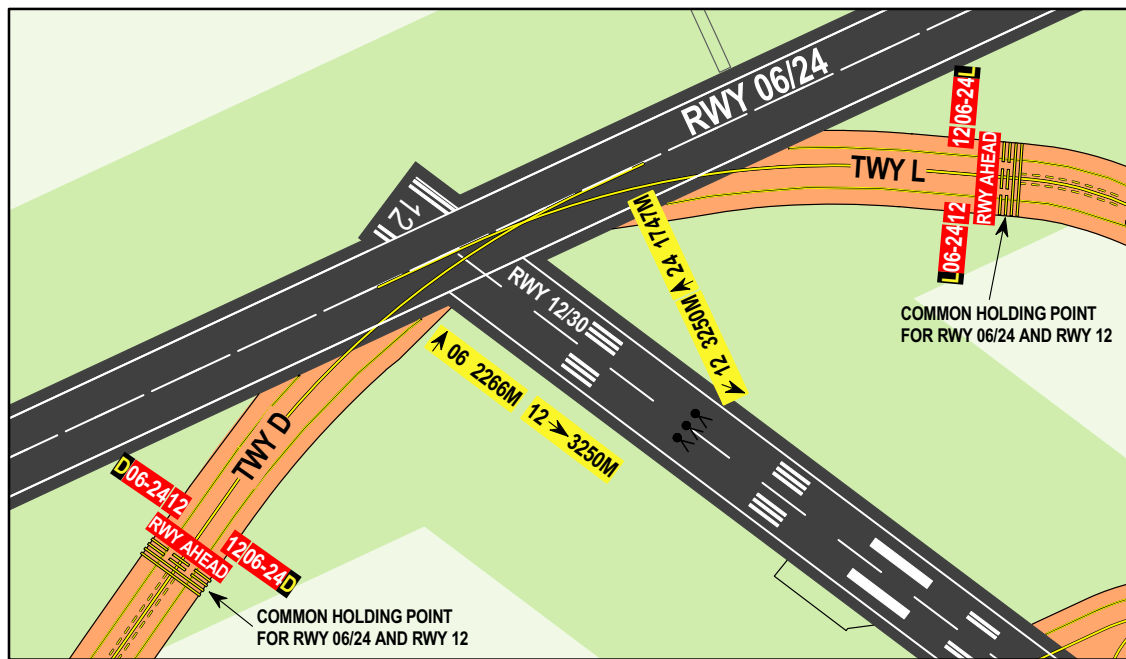
LIGHTING	
RWY 24	THR LIH green with LIH WBARs, LIH bi-directional colour coded CL, TDZ 900 m, LIH bi-directional white edge last 600 m yellow, End lights red, RETILs for TWY D yellow
RWY 06	THR LIH green, LIH bi-directional colour coded CL, LIH bi-directional white edge last 600 m yellow, End lights red, RETILs for TWY L yellow
RWY 30	THR LIH green with LIH WBARs, LIH bi-directional white edge last 600 m yellow, End lights red
RWY 12	THR LIH green, LIH bi-directional white edge last 600 m yellow, End lights red
TWY	Green CL, blue edge lights and red stop bars

HS1, HS2 - see backside of this page

change: position of GP/DME 24

RWY 06/24 IN USE

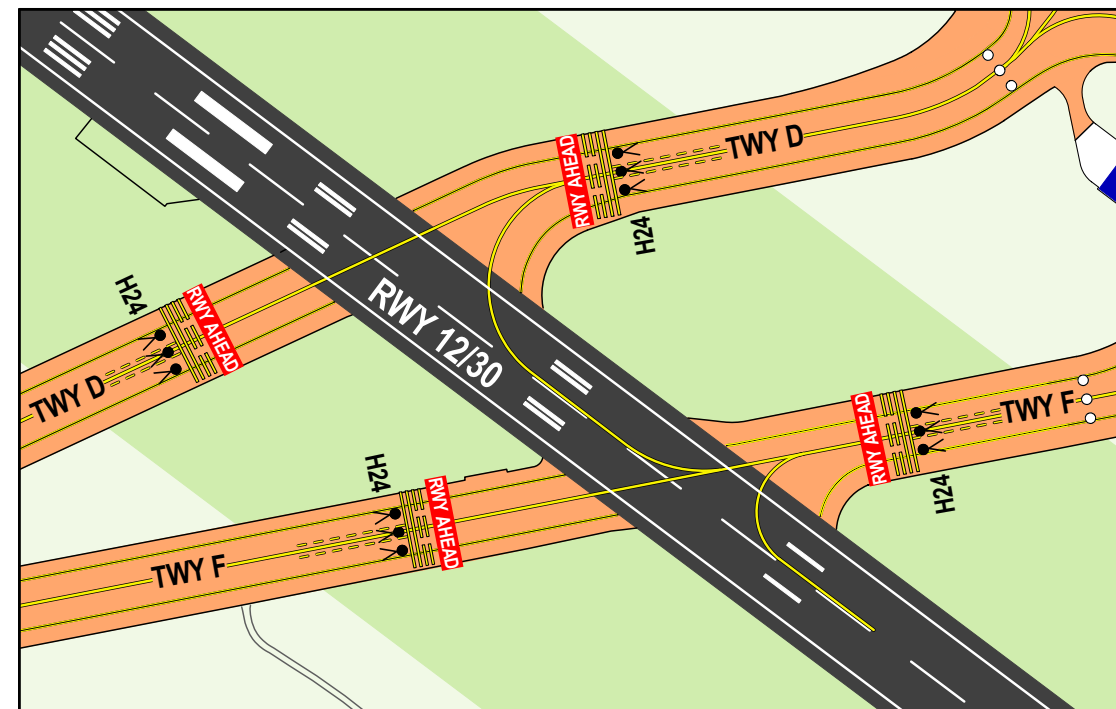
Possible misidentification of TWY D, RWY 12 AND TWY L.
After landing on RWY 06/24 do not vacate via RWY 12 unless explicitly instructed by ATC to do so.



HS1

TWYs D and F cross the active RWY 12/30

The Stop Bars on TWYs D and F are controlled automatically. Pilots must expect a short delay between the clearance to cross the active RWY and the consequent Stop Bar switch-off.



HS2

change: HS2 - widening of the TWY are (TWY L x TWY D)