

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		TWY L, L1 TWY P, Q other TWYs	PCN 50/F/D/X/T PCN 40/F/D/X/T PCN 60/R/B/X/T

VAR 5° E 2022

ANNUAL RATE OF CHANGE +10"

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

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

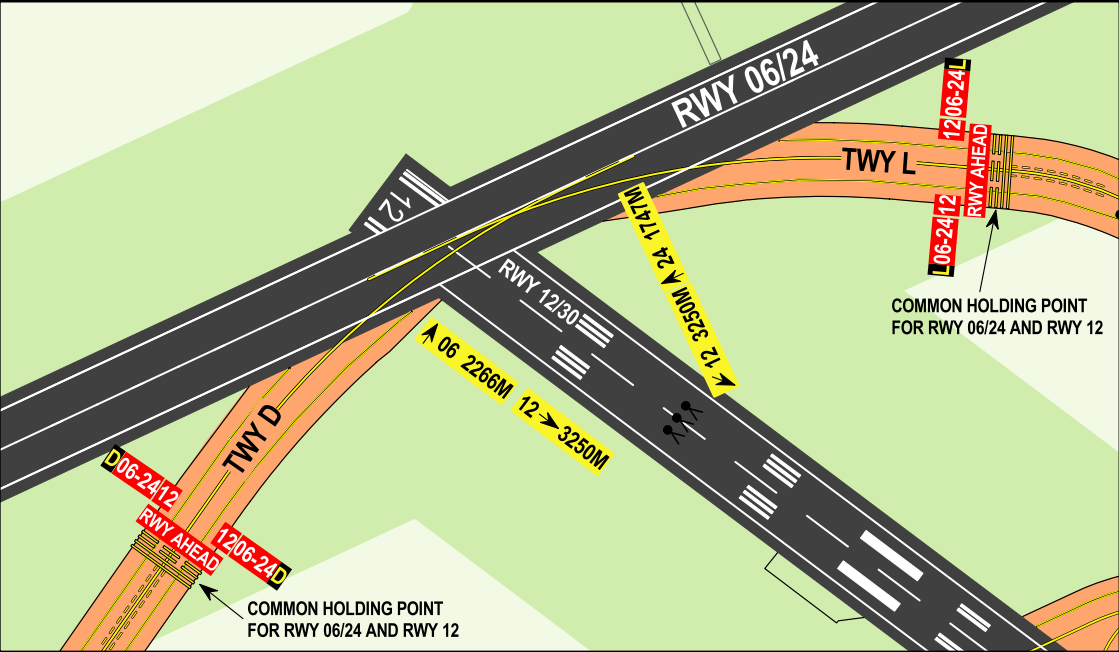
ILS LOC PG 109,500
Ceilometer
THR ELEV 1160 / 353,5
SIMPLE APPROACH LIGHTING SYSTEM LENGTH 420 m
CWY 60 x 280 RESA 240 x 280
PAPI 3° MEHT 65,62 ft / 20,0 m
RVR END WDI
Anemometer
ILS GP/DME 331,550
ILS LOC PR 109,100
FLASHING LIGHT SYSTEM
PRECISION APPROACH CAT I LIGHTING SYSTEM LENGTH 480 m
THR ELEV 1202 / 366,5
HIGHEST TDZ ELEV 1202 / 366,5

HS1
HS2
Anemometer PAPI 3° MEHT 65,62 ft / 20,0 m
RVR TDZ
ILS GP/DME 333,650
HIGHEST TDZ ELEV 1181 / 360,0
ARP
Aeronautical meteorological station

RWY STRIP 3835 x 280 3115 x 45 CONCRETE
RWY MID
WDI
APRON NORTH
TERMINAL 1
TERMINAL 2
TWR ARO MET OFFICE
HANGAR F
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RWY 06/24 IN USE

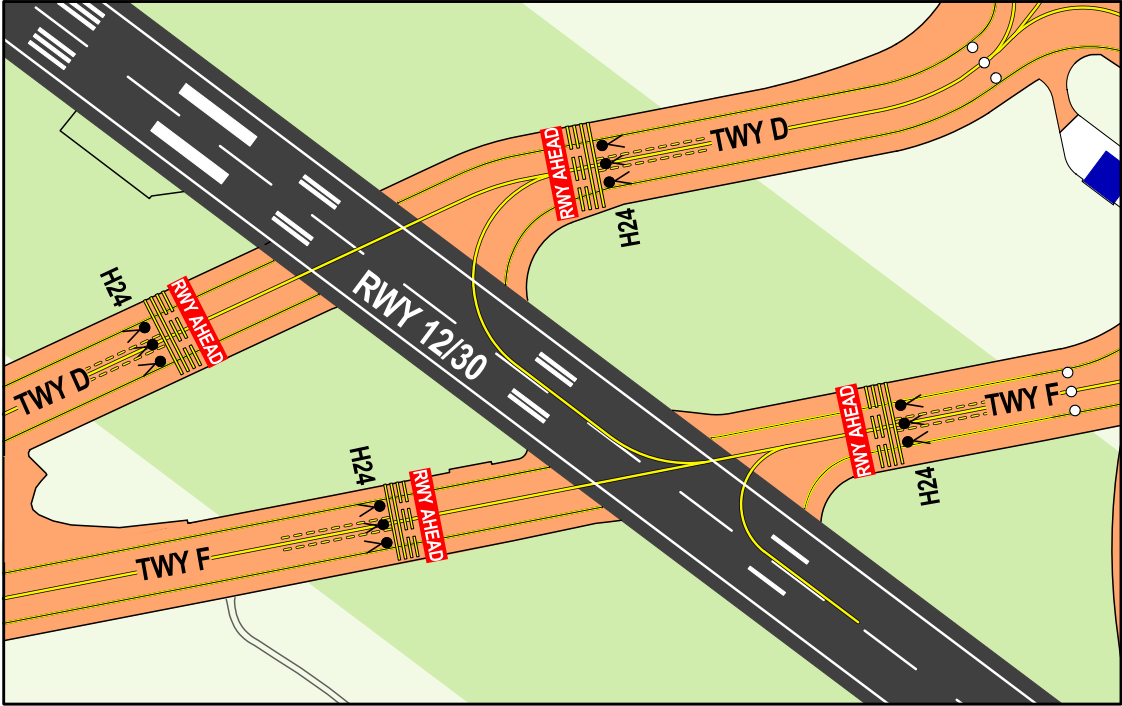
Possible misidentification of TWY D, RWY 12 AND TWY L.
After landing on RWY 06/24 do not vacate via RWY 12 unless explicitly instructed by ATC to do so.



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 - expansion of the intersection area TWY F x D