General Info
Bali, IDN
S 08° 44.8’  E115° 10.1’  Mag Var: 1.2°E
Elevation: 14’
Public, IFR, Control Tower, Rotating Beacon, Customs
Fuel: 73, 100-130, Jet A-1
Repairs: Major Airframe, Major Engine
Time Zone Info: GMT+8:00 no DST

Runway Info
Runway 09-27  9843’ x 148’ asphalt
Runway 09  (87.0°M) TDZE 11’
  Lights: Edge, REIL
  Stopway Distance 197’
Runway 27  (267.0°M) TDZE 12’
  Lights: Edge, ALS, REIL
  Stopway Distance 197’

Communications Info
ATIS 126.2
Ngurah Tower 118.5
Ngurah Tower 118.1
Ngurah Ground Control 118.9
Bali West Radar ARSA 119.3
Bali East Radar ARSA 119.9
Ngurah Rai Intl Director (Approach Control Radar) 119.7

Notebook Info
**RWY 09 ARRIVALS**

**PROCEDURE TEXT**

<table>
<thead>
<tr>
<th>STAR</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANGSA</td>
<td>From W-33 after ANGSA proceed to MONDE on track 265°, descend to 7000', then proceed to KUTA on track 339°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>BADAK</td>
<td>From W-46 after BADAK proceed to BUYAN on track 207°, descend to 10000', then proceed to KUTA on track 165°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>ENTAS</td>
<td>From W-45 after ENTAS proceed to TALOT on track 164°, descend to FL 115 until BLI 58 DME, cross TALOT, then proceed to KUTA on track 085°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>GAGAK</td>
<td>From A-576 after GAGAK proceed to MONDE on track 303°, descend to 7000', then proceed to KUTA on track 339°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>GAJAH</td>
<td>From G-578 after GAJAH proceed to BUYAN on track 218°, descend to 10000', then proceed to KUTA on track 165°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>GALKO</td>
<td>From B-584 after GALKO proceed to BUYAN on track 189°, descend to 10000', then proceed to KUTA on track 165°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>JALAK</td>
<td>From R-592 after JALAK proceed to MONDE on track 357°, descend to 7000', then proceed to KUTA on track 339°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>LOMBO</td>
<td>From MTM after LOMBO proceed to MONDE on track 233°, then proceed to KUTA on track 339°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>MALEO</td>
<td>From B-349 after MALEO proceed to MONDE on track 320°, descend to 7000', then proceed to KUTA on track 339°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>MURAI</td>
<td>From G-578 after MURAI proceed to MONDE on track 336°, descend to 7000', then proceed to KUTA on track 339°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>PANDA</td>
<td>From W-44 after PANDA proceed to BUYAN on track 261°, descend to FL 130, cross BLI R-359, descend to 10000', then proceed to KUTA on track 165°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>PEDET</td>
<td>From W-41 after PEDET proceed to BUYAN on track 244°, descend to FL 130, cross BLI R-359, descend to 10000', then proceed to KUTA on track 165°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>PENYU</td>
<td>From W-42 after PENYU proceed to MONDE on track 249°, descend to 7000', then proceed to KUTA on track 339°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>RABOL</td>
<td>From G-462/W-33 after RABOL proceed to TALOT on track 133°, descend to FL 130 until BLI 58 DME, cross TALOT, then proceed to KUTA on track 085°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>SRITI</td>
<td>From G-326 after SRITI proceed to MONDE on track 285°, descend to 7000', then proceed to KUTA on track 339°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>TIRAS</td>
<td>From G-464 after TIRAS proceed to BUYAN on track 156°, descend to 8000', then proceed to KUTA on track 165°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>UDANG</td>
<td>From A-576/W-13 after UDANG proceed to TALOT on track 150°, descend to FL 130 until BLI 58 DME, cross TALOT, then proceed to KUTA on track 085°, descend to 3000' or as instructed by ATC.</td>
</tr>
<tr>
<td>WALET</td>
<td>From G-462 after WALET proceed to MONDE on track 270°, descend to 7000', then proceed to KUTA on track 339°, descend to 3000' or as instructed by ATC.</td>
</tr>
</tbody>
</table>

Changes: ENTAS 2A and RABOL 2A bearings, TIRAS 2A revised.
Direct distance from BENOA to:
Ngurah Rai Intl 14 NM

For PROCEDURE TEXT see 10-2A-1.
### RWY 27 ARRIVALS

#### PROCEDURE TEXT

<table>
<thead>
<tr>
<th>STAR</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ANGSA</strong>&lt;br&gt;ONE BRAVO</td>
<td>From W-33 after ANGSA proceed to LOMBO on track 286°, descend to 7000’, then proceed to BENOA on track 267°, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>BADAK</strong>&lt;br&gt;ONE BRAVO</td>
<td>From W-46 after BADAK proceed to DUGUL on track 188°, descend to FL 130, then proceed to BENOA on track 179°, at BLI 25 DME leave descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>ENTAS</strong>&lt;br&gt;TWO BRAVO</td>
<td>From W-45 after ENTAS proceed to BUYAN on track 146°, then proceed to BENOA on track 121°, cross BLI 25 DME, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>GAGAK</strong>&lt;br&gt;ONE BRAVO</td>
<td>From A-576 after GAGAK proceed to KEDAT on track 317°, descend to 7000’, then proceed to BENOA on track 336°, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>GAJAH</strong>&lt;br&gt;ONE BRAVO</td>
<td>From G-578 after GAJAH proceed to DUGUL on track 203°, descend to FL 130, then proceed to BENOA on track 179°, at BLI 25 DME leave descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>GALKO</strong>&lt;br&gt;TWO BRAVO</td>
<td>From B-584 after GALKO proceed to DUGUL on track 166°, descend to FL 130, then proceed to BENOA on track 179°, at BLI 25 DME leave descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>JALAK</strong>&lt;br&gt;ONE BRAVO</td>
<td>From R-592 after JALAK proceed to KEDAT on track 014°, descend to 7000’, then proceed to BENOA on track 336°, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>LOMBO</strong>&lt;br&gt;TWO BRAVO</td>
<td>From MTM on W-44 after LOMBO proceed to BENOA on track 267°, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>MALEO</strong>&lt;br&gt;ONE BRAVO</td>
<td>From B-349 after MALEO proceed to KEDAT on track 338°, descend to 7000’, then proceed to BENOA on track 336°, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>MURAI</strong>&lt;br&gt;ONE BRAVO</td>
<td>From G-578 after MURAI proceed to KEDAT on track 355°, descend to 7000’, then proceed to BENOA on track 336°, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>PANDA</strong>&lt;br&gt;ONE BRAVO</td>
<td>From W-44 after PANDA proceed to LOMBO on track 240°, then proceed to BENOA on track 267°, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>PEDET</strong>&lt;br&gt;ONE BRAVO</td>
<td>From W-41 after PEDET proceed to LOMBO on track 214°, then proceed to BENOA on track 267°, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>PENYU</strong>&lt;br&gt;ONE BRAVO</td>
<td>From W-42 after PENYU proceed to LOMBO on track 259°, then proceed to BENOA on track 267°, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>RABOL</strong>&lt;br&gt;TWO BRAVO</td>
<td>From G-482/W-33 after RABOL proceed to BUYAN on track 111°, then proceed to BENOA on track 121°, cross BLI 25 DME, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>SRITI</strong>&lt;br&gt;ONE BRAVO</td>
<td>From G-326 after SRITI proceed to KEDAT on track 294°, descend to 7000’, then proceed to BENOA on track 336°, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>TIRAS</strong>&lt;br&gt;ONE BRAVO</td>
<td>From G-464 after TIRAS proceed to BUYAN on track 155°, descend to 8000’, then proceed to BENOA on track 121°, cross BLI 25 DME, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>UDANG</strong>&lt;br&gt;ONE BRAVO</td>
<td>From A-576/W-13 after UDANG proceed to BUYAN on track 131°, then proceed to BENOA on track 121°, cross BLI 25 DME, descend to 3000’ or as instructed by ATC.</td>
</tr>
<tr>
<td><strong>WALET</strong>&lt;br&gt;ONE BRAVO</td>
<td>From G-462 after WALET proceed to LOMBO on track 293°, descend to 7000’, then proceed to BENOA on track 267°, descend to 3000’ or as instructed by ATC.</td>
</tr>
</tbody>
</table>

**Changes:** ENTAS TWO BRAVO bearing.
**WADD/DPS**

**NGURAH RAI INTL**

**Apt Elev:** 14'  
**Trans level:** FL 130  
**Trans alt:** 11000'

**CHANGES:**  
- ENTAS and RABOL waypoints moved.

**INITIAL CLimb**

**SID**  
- ANGSA ONE CHARLIE: Turn RIGHT to join W-33.
- BADAK ONE CHARLIE: Turn RIGHT to join W-33.
- ENTAS TWO CHARLIE: Turn LEFT heading 284° to join W-45.
- GAGAK ONE CHARLIE: Turn RIGHT to join A-576.
- GAJAH ONE CHARLIE: Turn RIGHT, proceed to BLI, then join G-578.
- GALKO TWO CHARLIE: Turn RIGHT, proceed to BLI, then join B-584.
- JALAK ONE CHARLIE: Turn RIGHT heading 209° to join R-592.
- MALEO ONE CHARLIE: Turn RIGHT to join B-349.
- MURAI ONE CHARLIE: Turn RIGHT heading 199° to join G-578.
- PANDA ONE CHARLIE: Turn LEFT to intercept BLI R-068, proceed to SELAT, join A-450.
- PEDET ONE CHARLIE: Turn RIGHT, proceed to BLI, then W-41.
- PEDET ONE DELTA: Turn LEFT to intercept BLI R-064 until D46 BLI, then turn LEFT to join W-41.
- RABOL TWO CHARLIE: Turn LEFT heading 284° to join G-462/W-33.
- SELAT TWO CHARLIE: Turn LEFT to join BLI R-068 to SELAT, after SELAT direct to MTM to join W-42.
- SIRTI ONE CHARLIE: Turn RIGHT to join G-326.
- TIRAS ONE CHARLIE: Turn LEFT heading 284° to join G-464.
- WALET ONE CHARLIE: Turn RIGHT to join G-462.

**MAINTAIN**

- **runway heading** until 2000'.

**ROUTING**

- ANGSA ONE CHARLIE: Turn RIGHT to join W-33.
- BADAK ONE CHARLIE: Turn RIGHT, proceed to BLI, then join W-46.
- ENTAS TWO CHARLIE: Turn LEFT heading 284° to join W-45.
- GAGAK ONE CHARLIE: Turn RIGHT to join A-576.
- GAJAH ONE CHARLIE: Turn RIGHT, proceed to BLI, then join G-578.
- GALKO TWO CHARLIE: Turn RIGHT, proceed to BLI, then join B-584.
- JALAK ONE CHARLIE: Turn RIGHT heading 209° to join R-592.
- MALEO ONE CHARLIE: Turn RIGHT to join B-349.
- MURAI ONE CHARLIE: Turn RIGHT heading 199° to join G-578.
- PANDA ONE CHARLIE: Turn LEFT to intercept BLI R-068, proceed to SELAT, join A-450.
- PEDET ONE CHARLIE: Turn RIGHT, proceed to BLI, then W-41.
- PEDET ONE DELTA: Turn LEFT to intercept BLI R-064 until D46 BLI, then turn LEFT to join W-41.
- RABOL TWO CHARLIE: Turn LEFT heading 284° to join G-462/W-33.
- SELAT TWO CHARLIE: Turn LEFT to join BLI R-068 to SELAT, after SELAT direct to MTM to join W-42.
- SIRTI ONE CHARLIE: Turn RIGHT to join G-326.
- TIRAS ONE CHARLIE: Turn LEFT heading 284° to join G-464.
- WALET ONE CHARLIE: Turn RIGHT to join G-462.

**RWY 09 DEPARTURES**

- ANGSA ONE CHARLIE, BADAK ONE CHARLIE, ENTAS TWO CHARLIE, GAGAK ONE CHARLIE, GAJAH ONE CHARLIE, GALKO TWO CHARLIE, JALAK ONE CHARLIE, MALEO ONE CHARLIE, MURAI ONE CHARLIE, PANDA ONE CHARLIE, PEDET ONE CHARLIE, PEDET ONE DELTA, RABOL TWO CHARLIE, SELAT TWO CHARLIE, SIRTI ONE CHARLIE, TIRAS ONE CHARLIE, UDANG ONE CHARLIE, WALET ONE CHARLIE
**RWY 27 DEPARTURES**

- ANGSA ONE DELTA, BADAK ONE DELTA, ENTAS TWO DELTA, GAGAK ONE DELTA, GAJAH ONE DELTA, GALKO ONE DELTA, JALAK ONE DELTA, MALEO ONE DELTA, MURAI ONE DELTA, PANDA ONE DELTA, PEDET ONE ECHO, PEDET ONE FOXTROT, RABOL TWO DELTA, SELAT TWO BRAVO, SRITI ONE DELTA, TIRAS ONE DELTA, UDANG ONE DELTA, WALET ONE DELTA

**INITIAL CLIMB**

- ANGSA ONE DELTA: Turn LEFT heading 089° to join W-33.
- BADAK ONE DELTA: Turn LEFT, proceed to BLI, then join W-46.
- ENTAS TWO DELTA: Turn RIGHT to join W-45.
- GAGAK ONE DELTA: Turn LEFT heading 089° to join A-576.
- GAJAH ONE DELTA: Turn LEFT, proceed to BLI, then join G-576.
- GALKO ONE DELTA: Turn LEFT, proceed to BLI, then join B-584.
- JALAK ONE DELTA: Turn LEFT heading 129° to join R-592.
- MALEO ONE DELTA: Turn LEFT heading 129° to join B-349.
- MURAI ONE DELTA: Turn LEFT heading 129° to join G-578.
- PANDA ONE DELTA: Turn RIGHT heading 084° to join W-44.
- PEDET ONE ECHO: Turn LEFT, proceed to BLI, then join A-450/W-41.
- PEDET ONE FOXTROT: Turn RIGHT heading 084° to intercept BLI R-068 to D46 BLI, then turn LEFT to join W-41.
- RABOL TWO DELTA: Turn RIGHT to join G-462/W-33.
- SELAT TWO BRAVO: Turn RIGHT heading 084° to join BLI R-068 to SELAT, after SELAT direct to MTM to join W-42.
- SRITI ONE DELTA: Turn LEFT heading 089° to join G-326.
- TIRAS ONE DELTA: Turn RIGHT to join G-464.
- WALET ONE DELTA: Turn LEFT heading 089° to join G-462.

**MAINTAIN runway heading until passing 2000'**:

- At or above 2000':
  - Turn LEFT heading 129° to join R-592.
  - At or above 8000':
  - Turn LEFT heading 089° to join W-44.
  - At or above 10000':
  - Turn LEFT heading 089° to join G-326.
  - At or above 6000':
  - Turn LEFT heading 089° to join A-450/W-41.

**TRANS LEVEL: FL 130  TRANS ALT: 11000'**

- **WADD/DPS**
  - NGURAH RAI INTL
  
- **APTS:**
  - **Bali, Indonesia**
  - **RWY 27 DEPARTURES**
  - **TRANS LEVEL:**
    - **FL 130**
    - **TRANS ALT:**
      - **11000'**

- **NOT TO SCALE**

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VISUAL DOCKING GUIDANCE SYSTEM

VISUAL DOCKING PARKING GUIDANCE SYSTEM AT AIRCRAFT STANDS

a. The RLG visual docking guidance system is installed at parking stand Nr. 3, 4, 5, and 6 at Bali International Airport.

b. The system is aligned for interpretation by the pilot in the left hand seat.

DOCKING PROCEDURES

a. Pilot while taxiing Aircraft into a parking stand Nr. 3, 4, 5, and 6 shall stop the aircraft immediately, if he sees that the docking system is not switched on or is unserviceable or when it shows a different Aircraft type.

b. Aircraft type indication

1. Confirm Aircraft type displayed prior to turning into stand.
2. Discontinue docking when wrong Aircraft type is illuminated.

   (Aircraft Marshaller shall recheck system or Marshal Aircraft into stand)

c. Centerline Guidance

1. Look at bottom half of housing and interpret vertical neon light as shown:

   ![Diagram of vertical neon lights]

   - RED → GREEN: LEFT OF CENTERLINE - STEER TOWARDS GREEN
   - GREEN: AIRCRAFT ON CENTERLINE
   - GREEN → RED: RIGHT OF CENTERLINE - STEER TOWARDS GREEN

2. Discontinue docking when lights go off.

d. Stopping Guidance

1. Look at round incandescent lamp on top half of housing and interpret as shown:

   ![Diagram of round incandescent lamp]

   - STEADY GREEN - RAMP CLEAR
   - STEADY AMBER - SLOW DOWN
   - STEADY RED - STOP

   15' (4.5 m) TO STOP

2. Discontinue docking immediately should lights go off.

   (Aircraft Marshaller shall Marshal Aircraft into stand)
TO AVOID OVER SHOOTING

a. When Using the RLG system, pilots taxi into stand at minimum speed.
b. On seeing the round incandescent amber lights, slowdown and prepare to stop.
c. The round incandescent amber and red lights are activated by the Aircraft as its nose-wheel passes over the indication loops at the parking stand centerline. The lights may not come on if Aircraft is not properly lined up on the centerline. Pilot should stop aircraft immediately when the red lights come on suddenly or when given the stop sign by the Aircraft Marhsaller.
**NOTICE:** After 31 Jul 2009 0901Z, this chart may no longer be valid. Disc 14-2009

**JEPPESEN**

**JeppView 3.6.3.0**

**BRIEFING STRIP**

1. **Listen to ATIS BALI Director (R)**
2. **126.2 119.7 118.9 110.3**
3. **Final Apch Crs 266°**
4. **GS D6.2 IDPS 2000' (1988')**
5. **ILS DA(H) Refer to Minimums Apt Elev 14' Rwy 27 12'**

**MISSED APCH:** Maintain 266° heading until 1500', then turn LEFT, climb to 6000'. Proceed to BENOA holding point via overhead BLI VOR, cross BLI VOR at or above 5000' or as instructed by ATC.

**Alt Set:** hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'

**Gnd speed-Kts**

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>GS</td>
<td>3.00°</td>
<td>377</td>
<td>484</td>
<td>538</td>
<td>646</td>
<td>753</td>
</tr>
<tr>
<td>Rate of descent on final (feet/min)</td>
<td>362</td>
<td>465</td>
<td>517</td>
<td>621</td>
<td>724</td>
<td>827</td>
</tr>
<tr>
<td>D6.2 IDPS to MAP</td>
<td>5.5</td>
<td>4.43</td>
<td>3.40</td>
<td>3.18</td>
<td>2.45</td>
<td>2.21</td>
</tr>
</tbody>
</table>

**STRAIGHT-IN LANDING RWY 27**

**CAT A & B**

- **DA(H):** 245' (233')
- **LOC:** 265' (253')
- **MDA(H):** 360' (348')

**CAT C & D**

- **MDA(H):** 360' (348')

**FULL ALS out**

- **RVR:** 550m
- **VIS:** 800m
- **MDA(H) out:** 360' (348')
- **RVR:** 1200m

**CIRCLE-TO-LAND**

- **RVR:** 550m
- **VIS:** 800m
- **MDA(H) out:** 360' (348')
- **RVR:** 1200m

**PANS OPS**

- **A**
  - **RVR:** 550m
  - **VIS:** 800m
  - **MDA(H) out:** 360' (348')
- **B**
  - **RVR:** 1200m
  - **VIS:** 1600m
  - **MDA(H) out:** 360' (348')
- **C**
  - **RVR:** 1600m
  - **VIS:** 2000m
  - **MDA(H) out:** 360' (348')
- **D**
  - **RVR:** 2000m
  - **VIS:** 2400m
  - **MDA(H) out:** 360' (348')

**CHANGES:** Procedure.
Missed Approach: Maintain heading 091° climb to 3000’, then turn right and proceed to KUTA D15.0 or contact ATC for further instructions.

Alt Set: hPa  Rwy Elev: 0 hPa  Trans level: FL 130  Trans alt: 11000’

Gnd speed-Kts  70  90  100  120  140  160

Descent angle [2.80°]  347  446  495  594  693  792

Descent angle

Reil PAPI-L  091°  3000’  RT  KUTA

PAP Set: hPa  Rwy Elev: 0 hPa  Trans level: FL 130  Trans alt: 11000’

Main heading 091° climb to 3000’, then turn right and proceed to KUTA D15.0 or contact ATC for further instructions.
**ATIS**

- VOR BLI 116.2
- Final Apch Crs 266°
- Minimum Alt D6.0 1650' (1638')
- MDA(H) 370' (358')
- Apt Elev 14'
- ADF 118.1
- Ground 118.9

**NGURAH Tower**

- VOR BLI 119.7
- Final Apch Crs 266°
- Minimum Alt D6.0 1650' (1638')
- MDA(H) 370' (358')
- Apt Elev 14'
- ADF 118.1
- Ground 118.9

**BALI Director (R)**

- VOR BLI 126.2
- Final Apch Crs 266°
- Minimum Alt D6.0 1650' (1638')
- MDA(H) 370' (358')
- Apt Elev 14'
- ADF 118.1
- Ground 118.9

**WADD/DPS**

- NGURAH RAI INTL
- BALI, INDONESIA
- VOR DME Rwy 27

**NOTICE:** After 31 Jul 2009 0901Z, this chart may no longer be valid. Disc 14-2009

**JEPPESEN**

- JeppView 3.6.3.0

**CHANGES:** Procedure.

**MISSED APCH:** Maintain 266° heading until 2000', then turn LEFT climb to 6000' proceed to D14.0 holding point via overhead BLI VOR, cross BLI VOR at or above 5000' or as instructed by ATC.

**Alt Set:** hPa
**Rwy Elev:** 0 hPa
**Trans level:** FL 130
**Trans alt:** 11000'

**DIAGRAM:**
- VOR at D2.1
- Final Apch Crs 266°
- Minimum Alt D6.0 1650' (1638')
- MDA(H) 370' (358')
- Apt Elev 14'
- ADF

**MAP at D2.1 or D6.0 to MAP**
3.31 2.44 2.28 2.03 1.45 1.32

**STRaight-in Landing RWY 27**

<table>
<thead>
<tr>
<th>Distance from VOR</th>
<th>D3.0</th>
<th>D4.0</th>
<th>D5.0</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALTITUDE</td>
<td>699'</td>
<td>1016'</td>
<td>1335'</td>
</tr>
</tbody>
</table>

**Gnd speed-Kts**
70 90 100 120 140 160

**MAP at D2.1 or D6.0 to MAP**
4.1

**MISSED APCH:** Maintain 266° heading until 2000', then turn LEFT climb to 6000' proceed to D14.0 holding point via overhead BLI VOR, cross BLI VOR at or above 5000' or as instructed by ATC.

**1200m**

**CIRCLE-TO-LAND**

<table>
<thead>
<tr>
<th>MDA(H)</th>
<th>370' (358')</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALS out</td>
<td>Max Kts</td>
</tr>
<tr>
<td>A</td>
<td>100</td>
</tr>
<tr>
<td>B</td>
<td>135</td>
</tr>
<tr>
<td>C</td>
<td>180</td>
</tr>
<tr>
<td>D</td>
<td>205</td>
</tr>
</tbody>
</table>

**PANS OPS**

**TRANS ALT:** 11000'
**TRANS LEVEL:** FL 130

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MISSED APCH: Climb STRAIGHT AHEAD to 2500' and return to OR NDB or as instructed by ATC.
**MISSED APCH:** Climb STRAIGHT AHEAD to 2500' and return to OR NDB or as instructed by ATC.

- **Alt Set:** hPa
- **Rwy Elev:** 0 hPa
- **Trans level:** FL 130
- **Trans alt:** 11000'

---

**PANS-OPS**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Max Kts</strong></td>
<td>ALS out</td>
<td>Max Kts</td>
<td>MDA(H)</td>
</tr>
<tr>
<td>1200m</td>
<td>1600m</td>
<td>135</td>
<td>1170'(1156')-2400m</td>
</tr>
<tr>
<td>2000m</td>
<td>2400m</td>
<td>180</td>
<td>1170'(1156')-4800m</td>
</tr>
</tbody>
</table>

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**CHANGES:** Trans alt/level, apt & location name, descent added. © JEPPESEN SANDERSON, INC., 2001, 2006. ALL RIGHTS RESERVED.