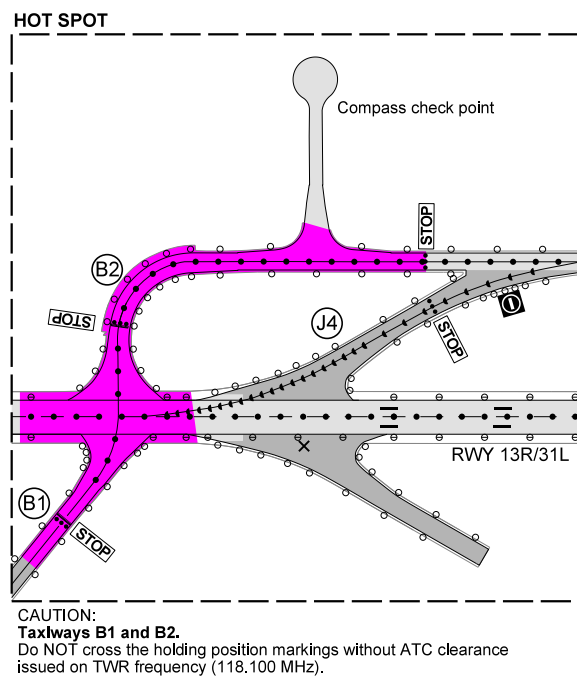
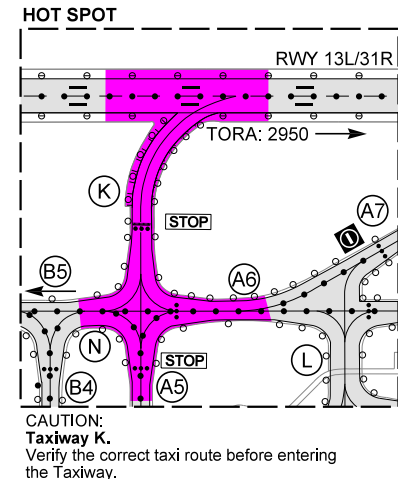
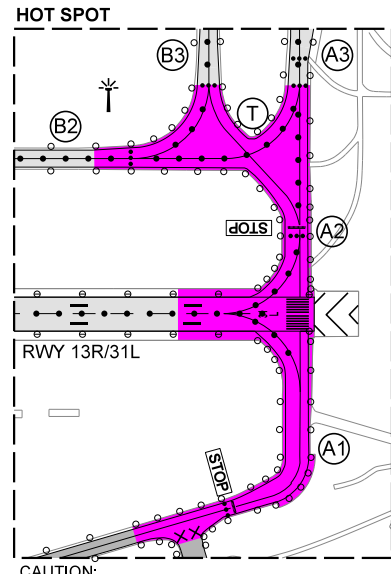


AERODROME CHART - ICAO

RWY	DIRECTION	THR	BEARING STRENGTH	TORA	TODA	ASDA	LDA
13R	127°	N47 26 55, E019 13 15	PCN 75/R/A/X/T	3009	3009	3009	3009
31L	307°	N47 25 50, E019 15 01	PCN 75/R/A/X/T	3009	3009	3009	3009
13L	127°	N47 26 44, E019 15 27	PCN 90/R/A/X/T	3707	3707	3707	3707
31R	307°	N47 25 23, E019 17 38	PCN 90/R/A/X/T	3707	3707	3707	3707

APRON 1, APRON AG	PCN 60/R/A/X/T
APRON 2	PCN 90/R/A/X/T
APRON AA, APRON AL	PCN 75/R/A/X/T
CARGO APRON	PCN 80/R/A/W/T

For taxiways width, surface and strength see: LHBP AD 2.8.



FOR BASIC CHART SYMBOLS SEE: GEN 2.3.
INS COORDINATES FOR AIRCRAFT STANDS SEE: PDC CHARTS.
TAXI PROCEDURES SEE: AD 2-LHBP-TAXI CHARTS.

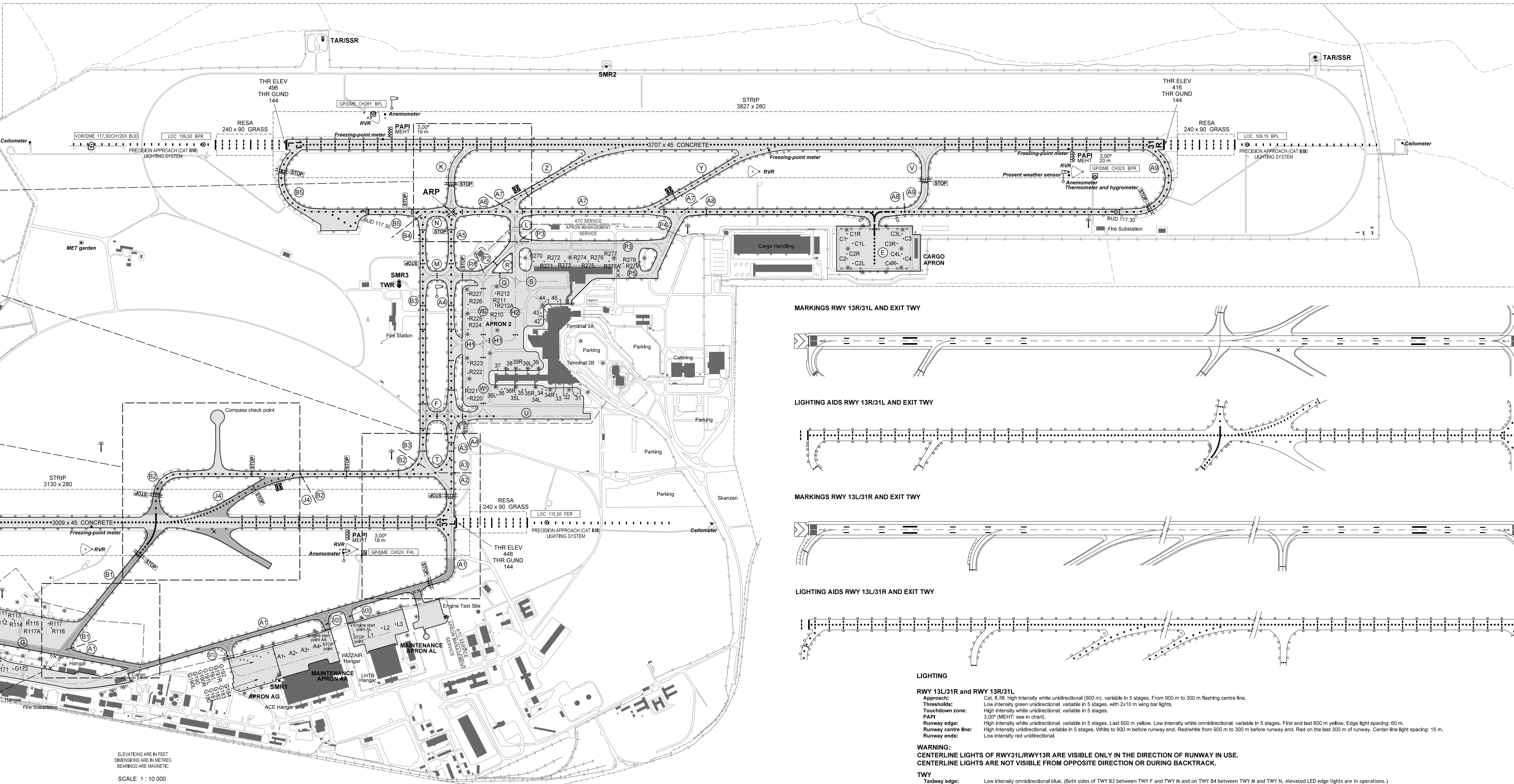
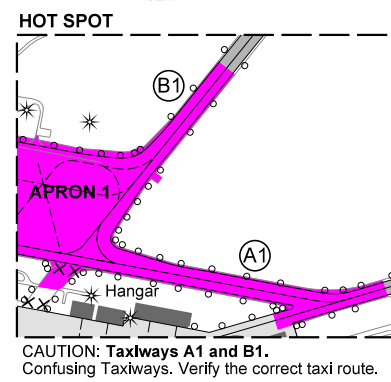
VISUAL DOCKING GUIDANCE SYSTEM:
SAFEDOCK T2 AT PARKING POSITION: 31, 32, 33, 34, 34L/R, 35, 35L/R, 36, 36R, 37, 38, 39R AND 42, 43, 44, 45.

APRON ELEVATIONS: NOT AVAILABLE.
THE HIGHEST ELEVATIONS OF T2Z: NOT AVAILABLE.
GEOGRAPHICAL COORDINATES FOR TWY CENTRE LINES: NOT AVAILABLE.
OBSTACLES TO TAXING: NOT AVAILABLE.

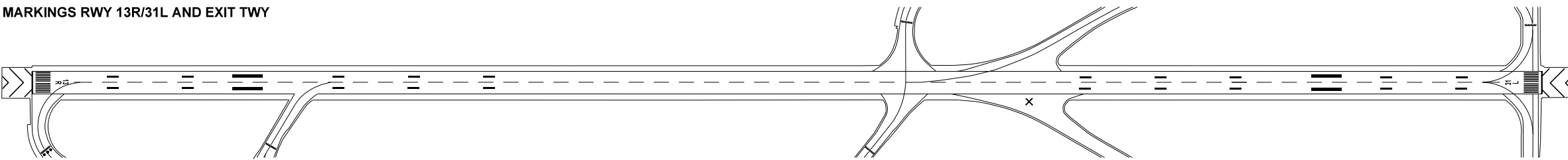
INTERSECTION TAKE-OFF				
RWY	TWY	TORA	TODA	ASDA
13L	K	2950	2950	2950
31R	V	2650	2650	2650
13R	C	2450	2450	2450
	B1	1200	1200	1200
	B2	1200	1200	1200
31L	B1	1800	1800	1800
	B2	1800	1800	1800

SEE ALSO LHBP AD 2.13 DECLARED DISTANCES

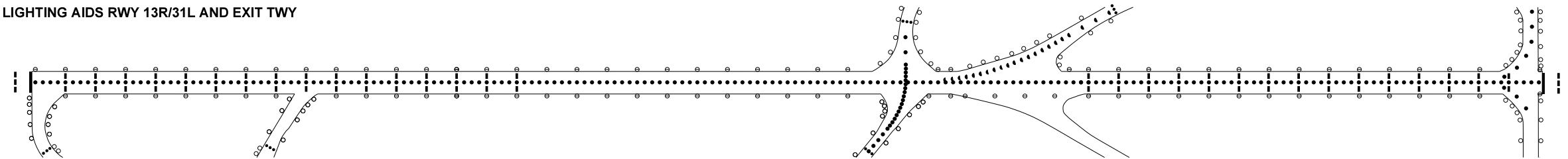
- LEGEND**
- VISUAL AIDS**
- Approach lighting bar
 - Approach lighting barrette
 - PAPI
 - RWY edge light (combined omnidirectional and bi-directional)
 - RWY and TWY centre line light (bi-directional)
 - TWY centre line light (unidirectional)
 - Omnidirectional TWY edge light
 - Flood lighting
 - Camera pole



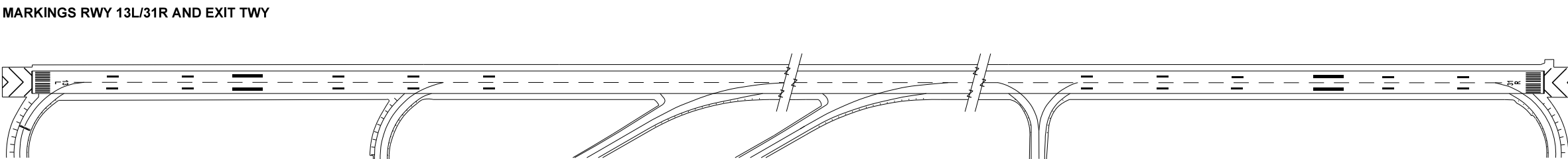
MARKINGS RWY 13R/31L AND EXIT TWY



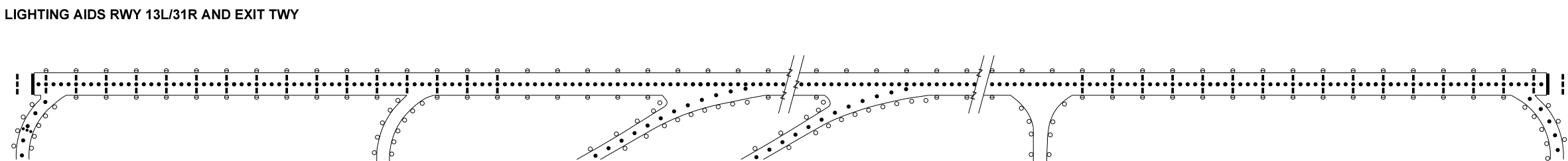
LIGHTING AIDS RWY 13R/31L AND EXIT TWY



MARKINGS RWY 13L/31R AND EXIT TWY



LIGHTING AIDS RWY 13L/31R AND EXIT TWY



LIGHTING

RWY 13L/31R and RWY 13R/31L

Approach: Cat. II/III, high intensity white unidirectional (900 m), variable in 5 stages. From 900 m to 300 m flashing centre line.
Thresholds: Low intensity green unidirectional, variable in 5 stages, with 2x10 m wing bar lights.
Touchdown zone: High intensity white unidirectional, variable in 5 stages.
PAPI: 3.00° (MEHT; see in chart).
Runway edge: High intensity white unidirectional, variable in 5 stages. Last 600 m yellow. Low intensity white omnidirectional, variable in 5 stages. First and last 600 m yellow. Edge light spacing: 60 m.
Runway centre line: High intensity unidirectional, variable in 5 stages. White to 900 m before runway end. Red/white from 900 m to 300 m before runway end. Red on the last 300 m of runway. Center line light spacing: 15 m.
Runway ends: Low intensity red unidirectional.

WARNING:
CENTERLINE LIGHTS OF RWY31L/RWY13R ARE VISIBLE ONLY IN THE DIRECTION OF RUNWAY IN USE.
CENTERLINE LIGHTS ARE NOT VISIBLE FROM OPPOSITE DIRECTION OR DURING BACKTRACK.

TWY

Taxiway edge: Low intensity omnidirectional blue. (Both sides of TWY B3 between TWY F and TWY M and on TWY B4 between TWY M and TWY N, elevated LED edge lights are in operations.)
Taxiway centre line: Low intensity unidirectional green on taxiways Z, Y and J4. Low intensity bi-directional green on taxiways A2-A9, F, B2-B5, N, T, and U.
STOP bars: Unidirectional red.
Apron: Low intensity red edge lights and floodlights.
Obstacle light: Low intensity red.

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