BNEPL [BNEPL], GOTE [GOTE], LENAL [LENAL]
LIDOG [LIDOG], RESAS [RESAS]
RNAV (GNSS) DEPARTURES
(RWY 22)

 INITIAL CLIMB

Climb, direct to, LERIT.

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>BNEPL</td>
<td>At, LERIT, direct to, ALSAD, to, BOTAB, to, UMENU, to, BNEPL.</td>
</tr>
<tr>
<td>GOTE</td>
<td>At, LERIT, direct to, URMAM, to, GOTE.</td>
</tr>
<tr>
<td>LENAL</td>
<td>At, LERIT, direct to, ALSAD, to, LENAL.</td>
</tr>
<tr>
<td>LIDOG</td>
<td>At, LERIT, direct to, ALSAD, to, BOTAB, to, UMENU, to, LIDOG.</td>
</tr>
<tr>
<td>RESAS</td>
<td>At, LERIT, direct to, GUDAS, to, RESAS.</td>
</tr>
</tbody>
</table>
BNEPL 1A [BNEP1A], GOTER 1A [GOTE1A]
LENAL 1A [LENA1A], LIDOG 1A [LIDO1A]
RESAS 1A [RESA1A] RNAV (GNSS) DEPARTURES
(RWY 04)

Climbing, RIGHT, turn, direct, to OLEDA.

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>BNEPL 1A</td>
<td>At OLEDA, direct, to OMSOS., to BNEPL.</td>
</tr>
<tr>
<td>GOTER 1A</td>
<td>At OLEDA, direct, to VIXAM., to GOTER.</td>
</tr>
<tr>
<td>LENAL 1A</td>
<td>At OLEDA, direct, to VIXAM., to ITGEM., to OMVOG., to LENAL.</td>
</tr>
<tr>
<td>LIDOG 1A</td>
<td>At OLEDA, direct, to OMSOS., to LIDOG.</td>
</tr>
<tr>
<td>RESAS 1A</td>
<td>At OLEDA, direct, to VIXAM., to ITGEM., to OMVOG., to RESAS.</td>
</tr>
</tbody>
</table>

NOT TO SCALE

CHANGES: New airport.
### Additional Runway Information

<table>
<thead>
<tr>
<th>RWY</th>
<th>USABLE LENGTHS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LANDING BEYOND</td>
</tr>
<tr>
<td></td>
<td>Threshold</td>
</tr>
<tr>
<td>04</td>
<td>RL, SALS PAPI-L (angle 3.0°)</td>
</tr>
<tr>
<td>22</td>
<td>RL REIL, PAPI-L (angle 3.5°)</td>
</tr>
</tbody>
</table>

### Take-Off

#### LVP must be in force

<table>
<thead>
<tr>
<th>Type</th>
<th>Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Rwys</td>
<td>250m</td>
</tr>
<tr>
<td>RCLM (Day, only) or RL</td>
<td>300m</td>
</tr>
</tbody>
</table>

#### All Rwys

<table>
<thead>
<tr>
<th>Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>400m</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Rwys</td>
<td>400m</td>
</tr>
</tbody>
</table>

#### All Rwys Adequate, Vis, Ref

- 2 Eng
- 3 & 4 Eng

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**NOTICE**

Circling to land not authorized, west of rwy 04-22.
Due to high terrain west of aerodrome, right-hand traffic pattern rwy 04, and left-hand traffic pattern rwy 22.
For arriving and departing aircraft:
All engines must be shut down prior to deplaning and must not be started until all passengers have been boarded.
Birds in vicinity of airport.

The aerodrome is situated on the south-east coast of the island, with hilly terrain to the west. The terrain rises rapidly to the west, through north and south-west. The highest point within 10NM is Richmond Peak towards the north, north-east of the airport, and rises to 3523', AMSL.
MISSED APCH: Climb to 2500', direct RIGIT, then ITGEM, DEDIK, ANATA, and hold at GUDAS or as directed by ATC.

1. GNSS required. DME/DME not authorized. 2. CAUTION: High terrain, west of runway.
3. Unless ATC clearance is obtained, for an RNAV/GNSS procedure, the navigation and
   position-reporting of all aircraft shall be conducted in accordance with conventional
   ground-based navigation aids.

DIST to UKREK 5.0 4.0 3.0
ALTITUDE 1700' 1380' 1060'
Gnd speed Kts 70 90 100 120 140 160
Descent angle [3°] 372 478 531 637 743 849

STRAIGHT-IN LANDING, RWY 04
CIRCLE-TO-LAND
Not Authorized
WEST of RWY 04/22

<table>
<thead>
<tr>
<th>A</th>
<th>1900m</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>1350m</td>
</tr>
<tr>
<td>C</td>
<td>4400m</td>
</tr>
<tr>
<td>D</td>
<td>4800m</td>
</tr>
</tbody>
</table>

Max Kts 850' (714')-1900m

CHANGES: New procedure.
**Missed Approach:** Must be at MDA(H) at the MAP. (014° bearing to SV. NDB) for optimum descent profile. If runway is not in sight, maintain heading of 115° and climb to 4200'. Then, turn left within the 4200' MSA area segment to the SV. NDB and hold or as directed by ATC.

**Revised Procedure:**
- Start turn at 2½ minutes 2200' to 2000'
- Final Approach Climb
- Turn on 115°
- MDA/H: 2000' (1864')

**Lighting**
- Refer to Airport Chart
- 4200' on 115°

**CIRCLE-TO-LAND**
- Not Authorized
- WEST, of, Rwy, 04/22

**PANS OPS**
- Max Kts
- MDA(H)
  - A 100 2000' (1864') - 2000m
  - B 135 2000' (1864') - 2400m
  - C 180 2000' (1864') - 4800m
  - D 205

**Changes:** New procedure.