

RWY No	DIRECTION MAG	THR	AERODROME LIGHTING		BEARING STRENGTH
			ALSF-II: 704M; LIH THR: G; LIH RCLL: 3480M, 15M; FM 0-2580M, W; FM 2580-3180M, W/R; FM 3180-3480M, R; LIH	REDL: 3480M, 60M; FM 0-240M, R; FM 240M-2880M, W; FM 2880M-3480M, Y; LIH RENL: R; LIH RTZL: 900M PAPI: Left 3°00'	
08	081°	DTHR 59°24'47.97"N 024°48'36.55"E			RWY – PCR 667 F/A/W/T TWY A – PCR 696 F/A/W/T TWY B – PCR 926 F/A/W/T TWY C – PCR 1012 F/A/W/T TWY D – PCR 1870 F/A/W/T TWY E – PCR 926 F/B/W/T TWY F – PCR 846 F/A/W/T TWY G – PCR 1080 F/A/W/T TWY H – PCR 694 F/A/W/T TWY HL – PCR 696 F/A/W/T TWY HR – PCR 696 F/A/W/T TWY S – PCR 1138 F/A/W/T TWY T – PCR 1406 F/A/W/T TWY Y2 – PCR 731 F/C/W/T TWY Y3 – PCR 731 F/C/W/T TWY Y4 – PCR 3160 R/C/W/T* TWY Y5 – PCR 3160 R/C/W/T TWY Y6 – PCR 731 F/C/W/T TWY Z – PCR 1084 F/A/W/T APN K – PCR 813 F/A/W/T ASPH PCR 879 R/A/W/T CONC APN M – PCR 731 F/B/W/T ASPH PCR 5251 R/B/W/T CONC APN Y2 – PCR 731 F/C/W/T ASPH PCR 3160 R/C/W/T CONC APN Y3 – PCR 731 F/C/W/T ASPH PCR 3160 R/C/W/T CONC APN Y5 – PCR 731 F/C/W/T ASPH PCR 3160 R/C/W/T CONC * TOWING ONLY
26	261°	59°24'47.42"N 024°52'01.95"E	ALSF-II: 900M; LIH THR: G; LIH RCLL: 3480M, 15M; FM 0-2580M, W; FM 2580-3180M, W/R; FM 3180-3480M, R; LIH	REDL: 3480M, 60M; FM 0-2880M, W; FM 2880-3480M, Y; LIH RENL: R; LIH RTZL: 900M PAPI: Left 3°00'	

VAR 9° E 2020

ANNUAL RATE OF CHANGE +0.2°

1:13 000

100 50 0 100 200 300 400 500 M

600 300 0 600 1200 1800 FT

HOT SPOTS

HS1, HS2 – Holding positions MA, MB, MC not to be confused with holding positions B and C. No signs for holding positions MA, MB, MC for traffic inbound to apron M, holding position „pattern B“ markings used.

HS3, HS4 – Angled taxiway, no sight to RWY 08 final approach.

HS5 – High intensity uncontrolled vehicle road and apron taxiway intersection, FOLLOW ME vehicles used for escorting certain inbound and outbound aircraft.

Taxiways A, B, C, E, F, G, H, HL, HR, S, T, Z - 23 M wide.

Taxiways Y2, Y3, Y5, Y6 - 10 M wide.

Taxiway Y4 - 21 M wide – TOWING ONLY.

Taxiway D - 18 M wide.

