

RUNWAY

RWY	BRG MAG	DIMENSIONS	STRENGTH PCR	SURFACE	THR COORD	THR ELEV	GUND
01	006°	4005 x 45	1040/F/A/X/T 790/R/B/W/T	ASPHALT CONCRETE ENDS	241437.56N 0553623.69E	865 FT	-104 FT
19	186°				241646.66N 0553642.07E	838 FT	-104 FT

WIDTH, SURFACE AND STRENGTH OF TAXIWAY

Taxiways	Surface	Strength (PCR)	Width (M)
A	Concrete	1390/R/A/W/T	30
B, C, D, J, K, N & Q	Asphalt	1040/F/A/X/T	23
CS	Asphalt	1040/F/B/X/T	8
E	Concrete	1390/R/B/W/T	26
F	Asphalt Concrete	1040/F/A/X/T 1390/R/B/W/T	30
G	Concrete	530/R/B/W/T	23
H	Asphalt Concrete	1040/F/B/X/T 1390/R/C/W/T	23
L	Asphalt Concrete	1040/F/A/X/T 820/R/B/W/T	25
M	Asphalt Concrete	1040/F/A/X/T 1390/R/C/W/T	25
O	Asphalt Concrete	1040/F/A/X/T 550/R/A/W/T	23
P	Asphalt	1040/F/A/X/T	11
R	Concrete	420/R/A/W/T	25
S	Asphalt	860/F/B/X/T	23
T	Asphalt	1040/F/A/X/T	15

APRON DATA

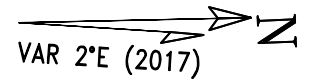
Description	Surface	Strength (PCR)	ELEV (FT)
Apron 1	Concrete	170/R/D/W/T	856
Apron 1A	Concrete	140/R/D/W/T	856
Apron 1B	Concrete	730/R/B/W/T	856
Apron 2	Concrete	1120/R/C/W/T	833
Apron 3	Concrete	660/R/C/W/T	817
Apron 4	Asphalt	1040/F/A/X/T	821
Apron 5	Asphalt	1040/F/A/X/T	821
Remote Apron	Asphalt	1040/F/A/X/T	830
AMMROC Apron	Concrete	1390/R/A/W/T	832

Remarks:

- 1) For Stop bars and ITHPs information refer to OMAL AD 2-26 chart.
- 2) Back track and 180° turns on the runway not allowed.
- 3) CODE F or A380 aircraft shall only use taxiways A, E, F, L, M, & O.
- 4) All CODE F aircrafts shall vacate the runway via taxiways A & E only.

ATS COMMUNICATION FACILITIES

Services	Channel (MHz)
ATIS/ D-ATIS	126.050
APP	133.550 (PRI)
	132.675 (PRI)
	135.350 (SRY)
TWR	119.850
GMC	129.150 (ACFT) 118.950 (VEHICLES)
HEL	125.900



ALTITUDES & ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

LEGEND

SYMBOL	DESCRIPTION
	HELIPAD
	RWY HOLDING POSITION PATTERN-A
	RUNWAY STRIP
	AIRSIDE SECURITY FENCE
	TAXIWAY
	CODE F ROUTING
	AIRSIDE SERVICE ROAD
	RUNWAY VISUAL RANGE (RVR)
	WIND DIRECTION INDICATOR
	TAXIWAY NO ENTRY
	SERVICE VEHICLE STOP MARKING

CHANGES: Updated RWY, TWY and APN Physical Characteristics. Editorial.