ENBO RNP RWY 25 - RECOMMENDED CODING

SN	PD	WI	Fly-over	°M (°T)	MAG VAR	DIST (NM)	REC NAVAID	TD	ALT (FT)	Speed (KT)	VPA (°)/ TCH (FT)	ARC CENTRE RADIUS (NM)	RNP (NM)
10	IF	ADREL	-	-	-6.0	-	-	-	A5300+	K230-	-	-	1.0
20	TF	BO630	-	-	-6.0	2.9	-	-	A4000+	K230-	-	-	1.0
30	TF	TAKUP	-	-	-6.0	3.0	-	-	A3500+	K220-	-	-	1.0
10	IF	ULCIN	-	-	-6.0	-	-	-	A5600+	K230-	-	-	1.0
20	TF	TAKUP	-	-	-6.0	5.3	-	-	A3500+	K220-	-	-	1.0
10	IF	BEKDI	-	-	-6.0	-	-	-	A5600+	K230-	-	-	1.0
20	TF	BO631	-	-	-6.0	3.6	-	-	A4600+	K230-	-	-	1.0
30	TF	TAKUP	-	-	-6.0	2.5	-	-	A3500+	K220-	-	-	1.0
40	TF	BO632	-	-	-6.0	4.8	-	-	A3000+	-	-	-	1.0
50	TF	BO633	Y	-	-6.0	7.8	-	-	-	-	-3.5/50	-	0.3
60	TF	BO634	Y	-	-6.0	15.0	-	-	-	-	-	-	1.0
70	DF	BEKDI	-	-	-6.0	-	-	R	-	-	-	-	1.0
80	HM	BEKDI	-	179 (185.0)	-6.0	1 MIN	-	L	A5600	-	-	-	1.0

Note: Recommended coding is based on ARINC 424 and is provided solely to indicate which procedure design protection areas were used in the Instrument Flight Procedure Design process.

Note: The use of SBAS/GNSS geometric altitude as a source of altitude for approaches to LNAV/VNAV minima is permitted only for aircraft specifically certified for this type of operation. See “EASA CS ACNS.C.PBN.560” for additional information.