

PART 3 – AERODROMES (AD)

AD 0.1	PREFACE – Not Applicable
AD 0.2	RECORD OF AIP AMENDMENTS – Not Applicable
AD 0.3	RECORD OF AIP SUPPLEMENTS – Not Applicable
AD 0.4	CHECKLIST OF AIP PAGES – Not Applicable
AD 0.5	LIST OF HAND AMENDMENTS TO THE AIP – Not Applicable

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AD 1 – AERODROME INTRODUCTION

AD 1.1 – AERODROME AVAILABILITY

- 1.** St Helena Airport is available to aircraft operators as specified in Section GEN 1.2.
- 2.** Airport services are based upon the following documents:
 - a) Annexes to the Convention on International Civil Aviation.
 - b) Rules of the Air and Air Traffic Services Doc 4444-RAC/501/12.
 - c) Airport Services Manual Doc 9137-AN/898.
 - d) Airport Planning Manual Doc 9184-AN/902.
 - e) Manual of Surface Movement and Guidance Control Systems Doc 9476-AN/927.
- 3.** The requirements for aerodrome certification and Air Traffic Services (ATS) are laid down in the Air Navigation (Overseas Territories) Order (AN(OT)O) principally within Parts 16-19 (Articles 138-165).

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AD 1.2 – RESCUE AND FIRE FIGHTING SERVICES

1. RESCUE AND FIRE FIGHTING SERVICES

- 1.1. Rescue and fire fighting services are provided in accordance with ICAO Airport Services Manual Doc 9137-AN/898 Part 1 and OTAR 140.
- 1.2. See Paragraph AD 2.6 for information specific to St Helena Airport.

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AD 1.3 – INDEX TO AERODROME

Type of Traffic Permitted to Use the Aerodrome				
Aerodrome Name / Location / Identifier	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non- Scheduled P = Private	Reference to AD Section and Remarks
St Helena Airport St Helena FHSH	INTL, NTL	IFR + VFR	S + NS + P	AD 2.1, AD 2.2(8)

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AD 1.4 – GROUPING OF AERODROMES

1. St Helena Airport is the only aerodrome in St Helena.

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AD 2 – AERODROMES

FHSH AD 2.1 – AERODROME LOCATION INDICATOR AND NAME

FHSH – St Helena Airport

FHSH AD 2.2 – AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	<i>Aerodrome Reference Point (ARP) Coordinates</i>	155729.30S 0053845.45W
2	<i>Direction and distance from city</i>	4NM SE of Jamestown
3	<i>Elevation / Reference Temperature</i>	1017 FT / 23.8°C
4	<i>Geoid Undulation at Aerodrome Elevation Position</i>	Nil Info Available
5	<i>Magnetic Variation /Annual Change</i>	16°W / 0.3° E (2021)
6	<i>Aerodrome Administration and Contact Information</i>	Aerodrome Manager (Accountable Manager) St Helena Airport Prosperous Bay Plain St Helena South Atlantic Ocean STHL 1ZZ Tel: +290 25175 e-mail: tav.chikwenhere@sthelenaairport.aero ATS Tel: +29022112 / +29022182 / +29022195 AFS: FHSHZTZX e-mail: satco@sthelenaairport.aero atco@sthelenaairport.aero
7	<i>Type of Traffic Permitted</i>	IFR and VFR
8	<i>Remarks</i>	48HR PN BFR nominating St Helena AP as ALTN. CAT C PPR.

FHSH AD 2.3 – OPERATIONAL HOURS

1	<i>Aerodrome Administration</i>	MON–FRI: 0800 – 1600
2	<i>Customs and Immigration</i>	On request (Available for Scheduled Operations)
3	<i>Health</i>	Available for International Movements
4	<i>AIS Briefing Office</i>	TUE–THU: 0800 – 1600 FRI: 1200 – 1600 SAT: 0400 – 1600 Check NOTAM as hours of operation are subject to operational changes
5	<i>ATS Reporting Office (ARO)</i>	Nil – Function performed by ATS
6	<i>Meteorological Briefing Office</i>	TUE–THU: 0800 – 1600 FRI: 1200 – 1600 SAT: 0400 – 1600 Check NOTAM as hours of operation are subject to operational changes

7	<i>Air Traffic Services</i>	TUE–THU: 0800 – 1600 FRI: 1200 – 1600 SAT: 0400 – 1600 Check NOTAM as hours of operation are subject to operational changes
8	<i>Fuelling</i>	MON–SAT: 0800 – 1600
9	<i>Handling</i>	TUE–SAT: 0800 – 1600
10	<i>Security</i>	TUE–SAT: 0800 – 1600
11	<i>De-icing</i>	Nil
12	<i>Remarks</i>	Airport will be closed at times during the week. Prior permission required from Aerodrome administration. Contact: operations@sthelenaairport.aero

FHSH AD 2.4 – HANDLING SERVICES AND FACILITIES

1	<i>Cargo-Handling Facilities</i>	TUE–SAT: 0800 – 1600
2	<i>Fuel/Oil Types</i>	Jet A-1; AVGAS not available; Oil nil
3	<i>Fuelling Facilities / Capacity</i>	Fuel truck used for all aircraft operations, capacity 18 000 litres
4	<i>De-icing Facilities</i>	Nil
5	<i>Hangar Space for Visiting Aircraft</i>	Nil
6	<i>Repair Facilities for Visiting Aircraft</i>	Limited – On Apron
7	<i>Remarks</i>	Handling services are provided by the airport. Contact details are as per Airport Operations in GEN 1.1

FHSH AD 2.5 – PASSENGER FACILITIES

1	<i>Accommodation</i>	Contact details may be obtained from: operations@sthelenaairport.aero
2	<i>Restaurants</i>	Contact details may be obtained from: operations@sthelenaairport.aero
3	<i>Transportation</i>	Taxis, hire cars, mini buses
4	<i>Medical facilities</i>	First aid room at airport (not staffed) Hospital facilities in Jamestown
5	<i>Bank and Post Office</i>	There are currently no ATM facilities on St Helena Banking facilities in Jamestown and at the airport Post Office in Jamestown
6	<i>Tourist Office</i>	In Jamestown.
7	<i>Remarks</i>	Duty free shops and catering facilities open during scheduled carrier operations. Upon request for non-scheduled flights.

FHSH AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES

1	<i>Aerodrome Fire Fighting Category</i>	CAT 7 on days when there is traffic and CAT 3 on days when there is no traffic.
2	<i>Rescue Equipment</i>	2 units: 8,000 litres water; 750 litres foam 1 unit: 4,500 litres water; 300 litres foam 1 Command vehicle 1 Ambulance
3	<i>Capacity for Removal of Disabled aircraft</i>	Lifting bags and dolly available from St Helena RFFS.
4	<i>Remarks</i>	TUE–SAT: 0800 – 1600

FHSH AD 2.7 – SEASONAL AVAILABILITY – (CLEARING)

1	<i>Types of clearing equipment</i>	NIL
2	<i>Clearance priorities</i>	NIL
3	<i>Remarks</i>	NIL

FHSH AD 2.8 – APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	<i>Apron Surface and Strength</i>	Concrete; PCR 427/R/B/W/T
2	<i>Taxiway Surface, Strength and Width</i>	Concrete; PCR 427/R/B/W/T Width: 18 M Taxiway shoulders 10 M compacted
3	<i>Altimeter Checkpoint Location / Elevation</i>	Holding point TWY A / 1004.7 FT
4	<i>VOR Check Point</i>	Holding point TWY A / 1004.7 FT
5	<i>INS Check Point</i>	Nose Wheel positions in parking bay – Refer AD Chart.
6	<i>Remarks</i>	3 parking positions on the apron 1 x 737 1 x 757 1 x GLEX/GLF4 Contact operations@sthelenaairport.aero for Parking Stand details. All stands are power-in; power-out. No Tow tug available Ground Power Unit (GPU) and air conditioning unit (ACU) available.

FHSH AD 2.9 – SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

MARKINGS

1	Visual Docking / Parking Guidance System	Nil
2	Runway and Taxiway markings and LGT	Runway and taxiway markings conform to all ICAO Standards. RWY: Edge, End and THR light. Threshold lights complete with wingbar lights and strobe identification lights TWY: Edge LGT, Internally illuminated taxiway and guidance information signs and Warning lights for the taxiway runway intersection.
3	Stop Bars	Nil
4	Remarks	Marshalling available. Wing-walking on request.

FHSH AD 2.10 – AERODROME OBSTACLES

In Circling Area and AD					
In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/ HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
The Great Stone	Hill (terrain)	155849.4205S 0053912.1783W	1619FT		
The Barn Point 2	Hill (terrain)	155510.0188S 0053933.6951W	2013FT		
Flagstaff Hill	Hill (terrain)	155512.2044S 0054047.5054W	2275FT		
Diana's Peak	Hill (terrain)	155821.4273S 0054200.8725W	2690FT		
Obstacle Test Light P116	Hill (terrain)	155620.9954S 0053925.4973W	1345FT		
King and Queen	Hill (terrain)	155702.8754S 0053824.0083W	1217FT		

Note: A complete list of Aerodrome Obstacles for area 2 and 3 are available upon request

AD 2.11 – METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Available at Combined Building
2	Hours of service	TUE–THU: 0800 – 1600 FRI: 1200 – 1600 SAT: 0400 – 1600 Check NOTAM as hours of operation are subject to operational changes
3	Office responsible for TAF preparation Periods of validity	MET Forecaster Office – St Helena Office 9hrs on flight days
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	MET OFFICE +290 22253, Head of Operations +290 25180 EXT 173
6	Flight documentation Language(s) used	Charts, abbreviated plain language text English
7	Charts and other information available for briefing or consultation	On Call – As requested
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	FHSH TWR/APP
10	Additional information (limitation of service, etc.)	-

FHSH AD 2.12 – RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength of the (PCR) and Surface of RWY and SWY	THR Coordinates	THR Elevation	Slope of RWY- SWY
1	2	3	4	5	6	7
19	179°	1950 x 45	427/R/B/W/T Concrete and grooved	155707.35S 0053845.97W	1013FT	-
01	359°	1950 x 45	427/R/B/W/T Concrete and grooved	155757.76S 0053844.78W	997FT	-
SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	RESA Dimensions (M)	Location (which RWY end) and description of arresting system (if any)	OFZ	Remarks
8	9	10	11	12	13	14
NIL	925 x 150	1670 x 300	See below	-	-	See below
NIL	790 x 150	1670 x 300	See below	-	-	See below
Remarks						
RWY 19 RESA: Undershoot: 225M x 90M; Overshoot: 240M x 90M, DTHR. RWY 01 RESA: Undershoot: 240M x 90M; Overshoot: 240M x 90M. Increased bird activity in the vicinity of the aerodrome. Runway Shoulder 7.5M compacted.						

FHSH AD 2.13 – DECLARED DISTANCES

<i>RWY designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
19	1850	2775	1850	1550	DTHR
01	1635	2425	1635	1535	NIL

FHSH AD 2.14 – APPROACH AND RUNWAY LIGHTING

<i>RWY designator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ, LGT LEN</i>	<i>RWY Centre Line LGT Length, spacing, colour, INTST</i>
1	2	3	4	5	6
19	SALS 300M Crossbars 300M, 150M LIH SFL 10 White, 30M	Green Green RTIL White	PAPI Left/Right - 3° (49 ft)	NIL	NIL
01	SALS 210M Crossbar 150M LIH SFL 10 White, 30M	Green Green RTIL White	PAPI Left - 3° (49 ft)	NIL	NIL
<i>Runway designator</i>	<i>RWY edge LGT LEN, spacing, Colour, INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN (M) colour</i>	<i>Remarks</i>	
1	7	8	9	10	
19	1 550M 60M White, LIH White/amber last 500M	Red NIL	NIL	RESA (paved) used for taxiway and start of take-off run Runway edge lights in RESA paved area are red in both directions	
01	1 550M 60M White, LIH White/amber last 500M	Red NIL	NIL	RESA (paved) used for taxiway and start of take-off run Runway edge lights in RESA paved area are red in both directions	

Remarks:

A Pilot Controlled Lighting system is available on 118.2 MHz or 119.5 MHz. After 15 minutes airfield lights will automatically switch off. If required, the procedure may be repeated for a further 15 minutes period. The selected landing direction would normally be available for RWY 19 as the predominant landing direction. The activation of this system is based purely on improving safety at the aerodrome and comes with a condition for use, which is:

1) Can be used for emergency.

CLICK SYSTEM BRILLIANCE SETTINGS:

Pilot-controlled lighting available for aircraft in case of emergency. The click system operates as follows:

RWY LGT: 3 clicks on 10%, 5 clicks on 100%, 7 clicks off.

APCH LGT: 3 clicks on 10%, 5 clicks on 100%, 7 clicks off.

PAPI LGT: 3 clicks on 10%, 5 clicks on 100%, 7 clicks off.

All TWY LGT: 3 clicks on 10%, 5 clicks on 100%, 7 clicks off.

All Apron LGT: 3 clicks on 100%, 5 clicks on 100%, 7 clicks off.

Obstruction LGT: 3 clicks on 100%, 5 clicks on 100%, 7 clicks off.

Windsock LGT: 3 clicks on 100%, 5 clicks on 100%, 7 clicks off.

FHSH AD 2.15 – OTHER LIGHTING, SECONDARY POWER SUPPLY

1. REMOTE OBSTACLE LIGHTING

Remote obstacles are lit with the following characteristics:

Remote obstacle lighting (ROL) sites are stand-alone self-powered installations with a 2000 candela, red, steady burning Light Emitting Diode array with stand-by and are powered by lead acid (GEL) batteries charged by a combination of solar and wind energy generators. ROL's are activated via photo sensor and are therefore only illuminated during night operations unless switched on manually from the Tower.

2. SECONDARY POWER SUPPLY

Secondary power supply is by generator with a cut over from mains to power within 15 seconds.

FHSH AD 2.16 – HELICOPTER LANDING AREA

1. Helicopter landing to air taxi to A3.

FHSH AD 2.17 – ATS AIRSPACE

1	<i>Designation and lateral limits</i>	CTR (a) From a point at 154123.61S 0054508.83W clockwise along the arc of a circle, radius 8.855NM, centered at 154111.48S 0053558.26W to a point at 154058.96S 005 26 47.65W. (b) Thence along a straight line to a point at 161333.05S 0052559.94W. (c) Thence clockwise along the arc of a circle, radius 8.855 NM, centered at 161345.38S 0053512.05W to a point at 161357.30S 0054424.11W.
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		(d) Thence along a straight line back to the starting point at 154123.61S 0054508.83W.
2	<i>Vertical Limits</i>	GND / 3800FT ALT
3	<i>Classification</i>	Class D
4	<i>ATS Unit Call Sign and Languages</i>	St Helena Tower / St Helena Approach English only
5	<i>Transition Altitude / Transition Level</i>	6000FT ALT
6	<i>Remarks</i>	NIL

FHSH AD 2.18 – ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Frequency	Hours of Operation	Remarks
APP	St Helena Approach	119.50MHz	TUE–THU: 0800 – 1600 FRI: 1200 – 1600 SAT: 0400 – 1600 Check NOTAM as hours of operation are subject to operational changes	
TWR/GND	St Helena Tower	118.2 MHz	TUE–THU: 0800 – 1600 FRI: 1200 – 1600 SAT: 0400 – 1600 Check NOTAM as hours of operation are subject to operational changes	
HF (Ground to Air)		8888 KHZ	Refer to FNLU AIP.	This is FNLU HF and NOT based at FHSH.
Emergency VHF	-	121.5 MHz	TUE–THU: 0800 – 1600 FRI: 1200 – 1600 SAT: 0400 – 1600 Check NOTAM as hours of operation are subject to operational changes	

FHSH AD 2.19 – RADIO NAVIGATION AND LANDING AIDS

Type	ID	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
LOC	HE	109.3 MHz	H24	155705.51S 0053850.07W	-	Coverage 25NM NOTE: Offset localiser – non-categorized – no Glideslope equipment.
DME (LOC)	HE	Ch 30X	H24	155705.72S 0053851.30W	1025 FT	
DVOR	SH	112.9 MHz	H24	155733.21S 0053851.92W	-	165NM The coverage of the DVOR is severely

						restricted from 210° - 010°
DME (DVOR)	SH	Ch 76X	H24	155733.36S 0053852.38W	1047 FT	

FHSH AD 2.20 – LOCAL TRAFFIC REGULATIONS

1. St Helena is strictly PPR. Contact the Aerodrome Administration.
2. Compliance with local aerodrome requirements is mandatory.
3. St Helena is a remote location and classified as a Category C aerodrome. Prior to flight operations, all required members of the flight crew must have received specific training with respect to operations into Category C airports, including the effect of adverse weather conditions, severe turbulence and recovery from windshear conditions.
4. Aircraft operators wishing to use St Helena must take all reasonable measures to ensure crew and aircraft are adequately prepared before planning to fly to the aerodrome, especially the potential for the need to divert.
5. Specific approval from the aircraft operator's regulator for flights to Category C airports must be in force.
6. A Category C airport briefing for St Helena must be given prior to every flight.
7. In addition to routine MET information/reporting operators' attention is drawn to the following:
 - i. Wind generally from the south-easterly direction throughout the year. However, in the locality of the RWY 19 threshold the wind strength and direction can vary rapidly and by great magnitude;
 - ii. Strong wind warnings will be issued when wind on Runway 19 is forecast to have a two minute mean speed of 20 KT or greater, and/or wind gusts equal or greater than 28 KT;
 - iii. Wind Shear warnings will be issued for approaches onto RWY 01 and/or RWY 19 when the two minute mean speed indicated by the touchdown anemometer is forecast to reach a two minute mean speed of 20 KT or greater, and/or the vector difference between the two minute mean surface wind and wind 2000' above the aerodrome exceeds 40 KT, and/or a THUNDERSTORM or HEAVY SHOWER is within 10 KM of the aerodrome;
 - iv. For landing on RWY 19 a windshear warning will be issued when wind velocities in excess of a two-minute mean wind speed value 20kt gusting 35kt are observed;
 - v. On downwind and final approach to RWY 19 the control tower will provide two minute mean wind values from the northern anemometer tower.
 - vi. Attention should be paid to the WIND DIRECTION indicators located on the West side of the runway at both thresholds and near to the touch-down area for RWY19. These will reflect unexpected and rapid wind changes. Occasionally, they may indicate wind from opposite directions to the velocity provided;
 - vii. When landing on Runway 19 "SEVERE" wind shear and/or turbulence may be experienced below 400 feet above the Runway threshold. Onset is quick with maximum intensity immediate;
 - viii. Strong down- or up- draughts are to be expected near the threshold of Runway 19;
 - ix. When landing on Runway 01 "MODERATE" and "SEVERE" wind shear / turbulence may be experienced on final approach.
 - x. Wind Information on downwind and final approach, based on two minutes mean wind values on final approach and touch down. Instantaneous wind read out, crosswind and tailwind components will be provided at pilot's request;

- xi. Winds are predominantly greater than 15 knots and vary considerably at different points on the airfield;
 - xii. It is recommended that first time operators carry out an approach in a low drag configuration to assess the weather and windshear conditions on Final Approach to Runway 19 prior to a landing approach.
 - xiii. Where feasible, operators should assess the implications of landing with a tailwind component on runway 01 in the event that conditions on approach to runway 19 are too severe for landing;
 - xiv. The preferred take-off runway is 19.
 - xv. Operators must obtain a meteorological forecast for the flight prior to take off and, where possible, a briefing from the MET forecaster based at the airport.
8. A Long-term or overnight aircraft may require relocation on the apron if scheduled movements are due on the following day.
9. Isolated parking for aircraft with Unlawful Interference is on the taxiway.
10. Pilots are advised to manoeuvre with extreme care when taxiing to the take-off point for Runway 01/19 due to the use of the extended starter strip for the runway, and proximity to the cliff edge.
11. Pilots should be aware of a daily Radiosonde launch from the MET Station at Bottom Woods (approximately 2nm north-west of the aerodrome). The launch is carried out at 11:15 UTC.
12. Caution - cliff dwelling bird activity in the vicinity of the aerodrome.
13. The wearing of high visibility clothing by all employed on the apron including flight crew and attendants is mandatory and is to be fastened up. It is the responsibility of the aircraft captain to ensure passengers are escorted by aircrew or ground staff at all times when on foot in external areas of the aerodrome.
14. Diversion Procedure – Operators are required to have made arrangements for ground handling prior to arrival. Nothing in this procedure shall however, prevent an aircraft that has declared an emergency from landing.
15. It is a requirement that every airline using St Helena must have local orders compatible with St Helena Airport Emergency Plan. Aviation operators should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage. They must have appropriate arrangements in place, and confirmed in writing to St Helena Airport, before commencing flying operations into the aerodrome. St Helena Airport will act as coordinating body throughout the recovery operation and has only limited equipment which may be used to assist in the recovery of aircraft.
16. Care should be exercised due to the proximity of other aircraft when manoeuvring.

FHSH AD 2.21 – NOISE ABATEMENT PROCEDURES

1. Standard ICAO Noise Abatement Profiles applied

FHSH AD 2.22 – FLIGHT PROCEDURES

1. TURBULENCE/WIND SHEAR

Severe turbulence and/or wind shear could be encountered by aircraft conducting Approach on RWY 19, when the wind direction originates from the south-east quadrant, and in excess of 19-20 knots at 2000FT AGL. This turbulence and/or wind shear is generally associated with nearby topography to the east of the runway threshold.

Moderate turbulence and/or wind shear may be encountered by aircraft conducting Approach on RWY01, when the wind direction originates from the east quadrant, and in less than 14 knots at 2000FT AGL.

2. ST HELENA AIRPORT ARRIVALS

No SID/STARS, ATC clearance subject Traffic

3. ST HELENA AIRPORT DEPARTURES

No SID/STARS, ATC clearance subject Traffic

4. ST HELENA AIRPORT VISUAL CIRCUITS

Visual Circuits should be conducted to the east of RWY 01/19, circuit altitude 2000FT AMSL.

FHSH AD 2.23 – ADDITIONAL INFORMATION

1. UNMANNED HOURS EMERGENCY ARRIVALS

There is no ATC or Rescue & Fire Fighting Service available during unmanned hours. Calls should be directed to Aerodrome Manager (Accountable Manager) Cellphone +290 51727; Home +290 22582 or Deputy Aerodrome Manager Cellphone +290 63722; Home +290 23598. Airfield lighting is available on click system during unmanned hours for emergency aircraft only.

2. WILDLIFE CONTROL SERVICE

Wildlife control services, including bird deterrent activities, are not provided during control tower non-operational hours.

3. AIRPORT CLOSURE

Any weather, infrastructure, operational or other condition that may not be conducive to safe flight operations may result in an airport closure to be made at the discretion of the Accountable Manager.

4. ATIS BROADCAST

No ATIS available.

5. NIGHT OPERATIONS

FHSH is NOT certified for night operations.

FHSH AD 2.24 – CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	FHSH 2-13
Aircraft Parking / Docking Chart - ICAO	FHSH 2-14
Aerodrome Obstacle Chart - ICAO Type A	FHSH 2-15
- Intentionally Left Blank -	FHSH 2-16
RNAV LOC/DME RWY19	FHSH 2-17
RNP LOC/DME RWY19 Tabulation	FHSH 2-18
VOR/DME RWY01	FHSH 2-19
VOR/DME RWY01 Tabulation	FHSH 2-20
VOR/DME RWY19	FHSH 2-21
VOR/DME RWY19 Tabulation	FHSH 2-22
RNP RWY01	FHSH 2-23
RNP RWY01 Tabulation	FHSH 2-24
RNP RWY19	FHSH 2-25
RNP RWY19 Tabulation	FHSH 2-26