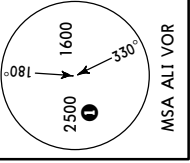


ORNI/NJF
AL-ASHRAF INTL

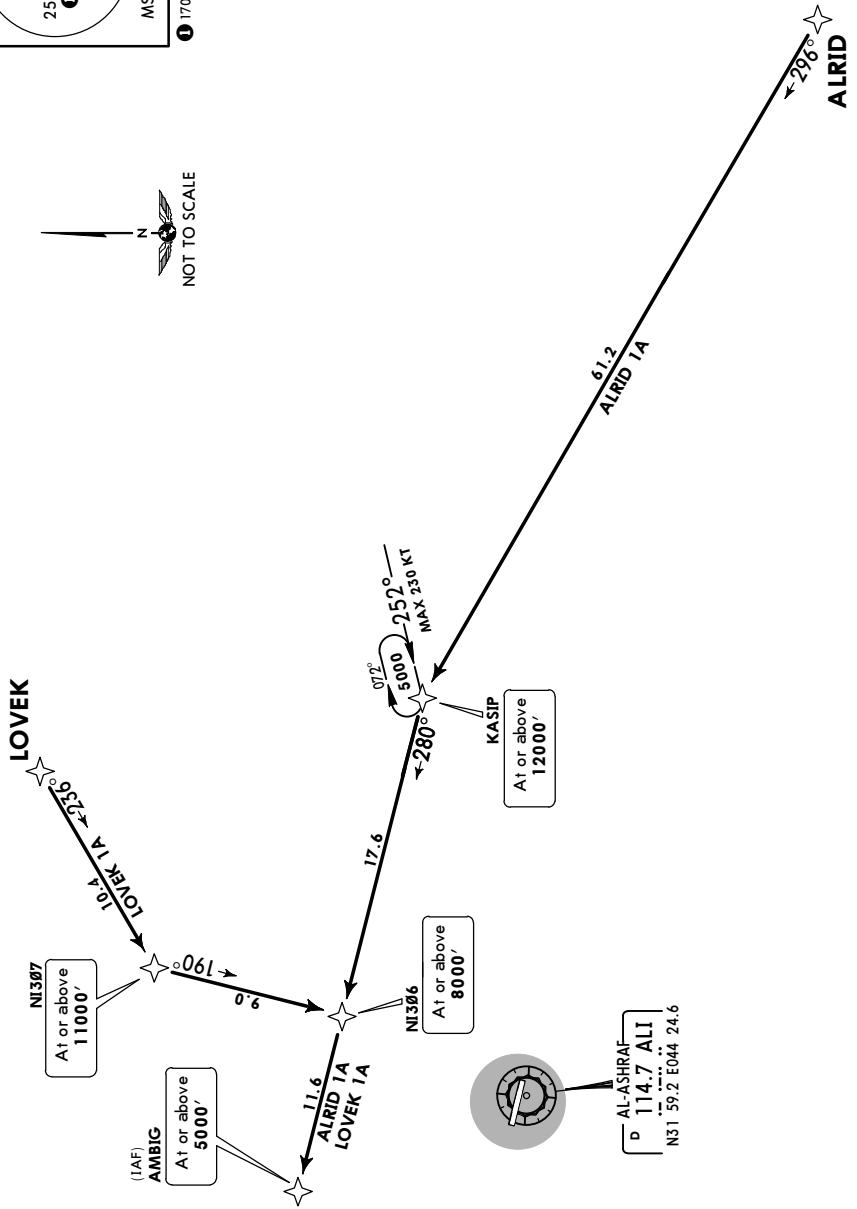
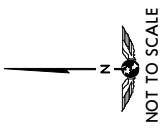
JEPPESSEN
22 SEP 17 (10-2)

AL NAJAF, IRAQ
RNAV STAR

ATIS 123.9	Apt Elev 107'	Alt Set: hPa Trans level: FL160 FL170 when QNH below 980 hPa 1. RNAV 1 (GNSS) required.	Trans alt: 14000'
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ALRID 1A [ALRI1A]
LOVEK 1A [LOVE1A]
RWY 10 RNAV ARRIVALS



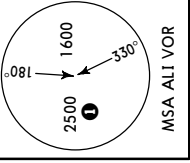
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ORNI/NJF
AL-ASHRAF INTL

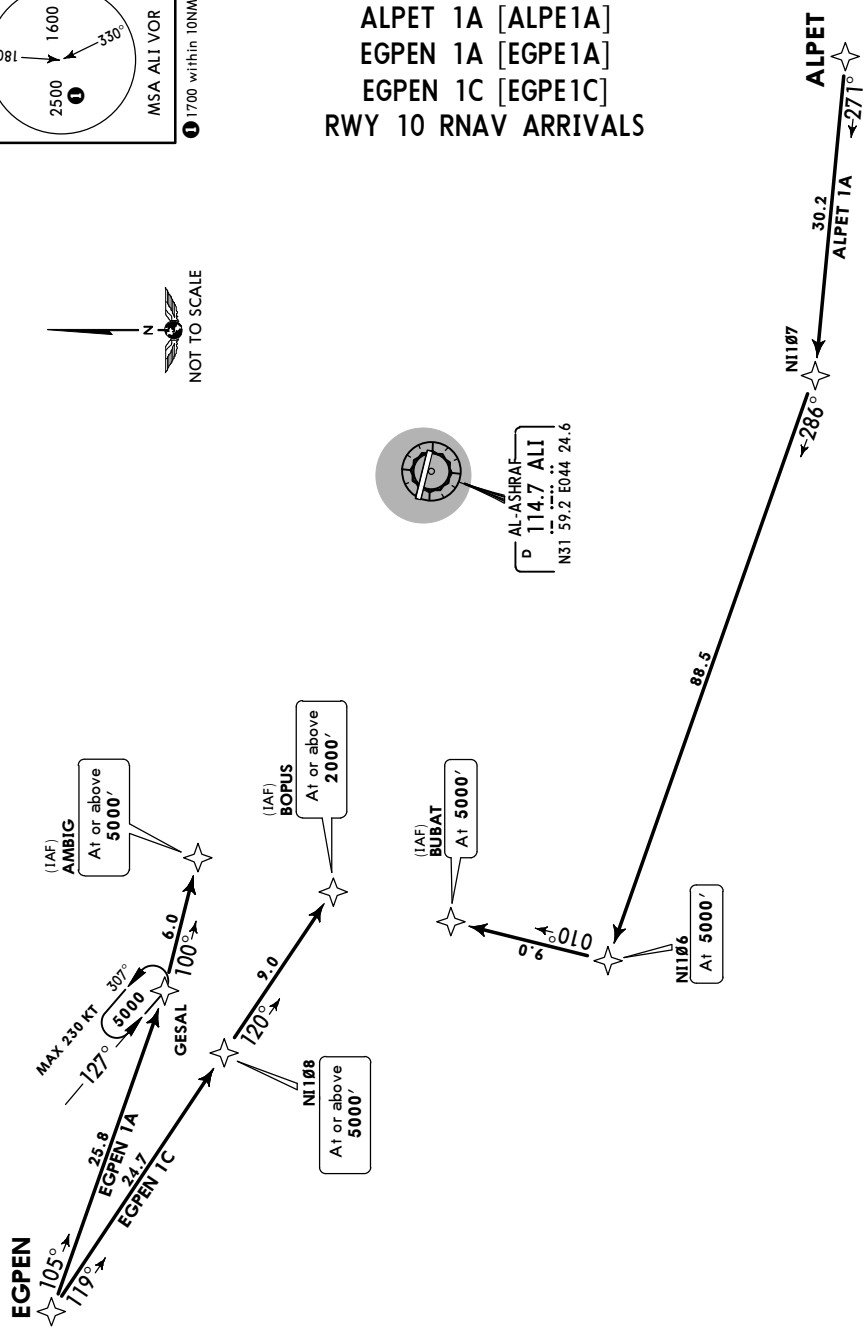
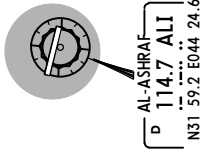
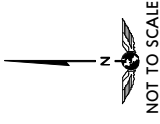
JEPPESSEN
 22 SEP 17 **(10-2A)**

AL NAJAF, IRAQ
RNAV STAR

ATIS 123.9	Apt Elev 107'	Alt Set: hPa Trans level: FL160 FL170 when QNH below 980 hPa 1. RNAV 1 (GNSS) required.	Trans alt: 14000'
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**ALPET 1A [ALPE1A]
 EGPEN 1A [EGPE1A]
 EGPEN 1C [EGPE1C]
 RWY 10 RNAV ARRIVALS**



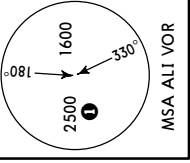
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AL-ASHRAF INTL

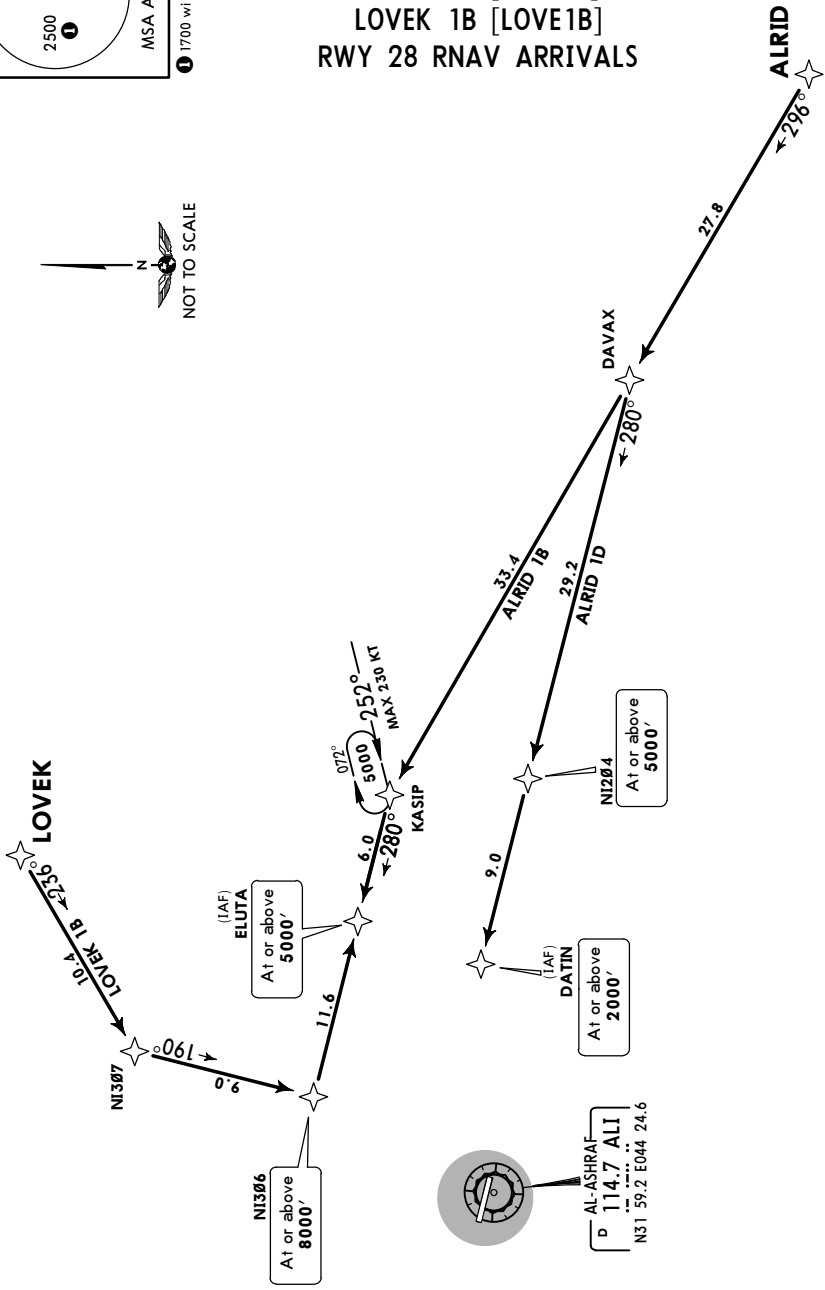
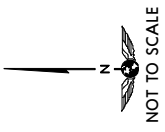
JEPPESEN
22 SEP 17 **(10-2B)**

AL NAJAF, IRAQ
RNAV STAR

ATIS 123.9	Apt Elev 107'	Alt Set: hPa Trans level: FL160 FL170 when QNH below 980 hPa 1. RNAV 1 (GNSS) required.	Trans alt: 14000'
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ALRID 1B [ALRI1B]
ALRID 1D [ALRI1D]
LOVEK 1B [LOVE1B]
RWY 28 RNAV ARRIVALS



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ORNI/NJF
AL-ASHRAF INTL

JEPPESSEN
22 SEP 17 10-2C

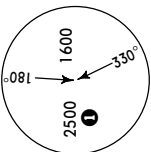
AL NAJAF, IRAQ
RNAV STAR

ATIS
123.9

Apt Elev
107'

Alt Set: hPa
Trans level: FL160
FL170 when QNH below 980 hPa
1. RNAV 1 (GNSS) required.

Trans alt: 14000'

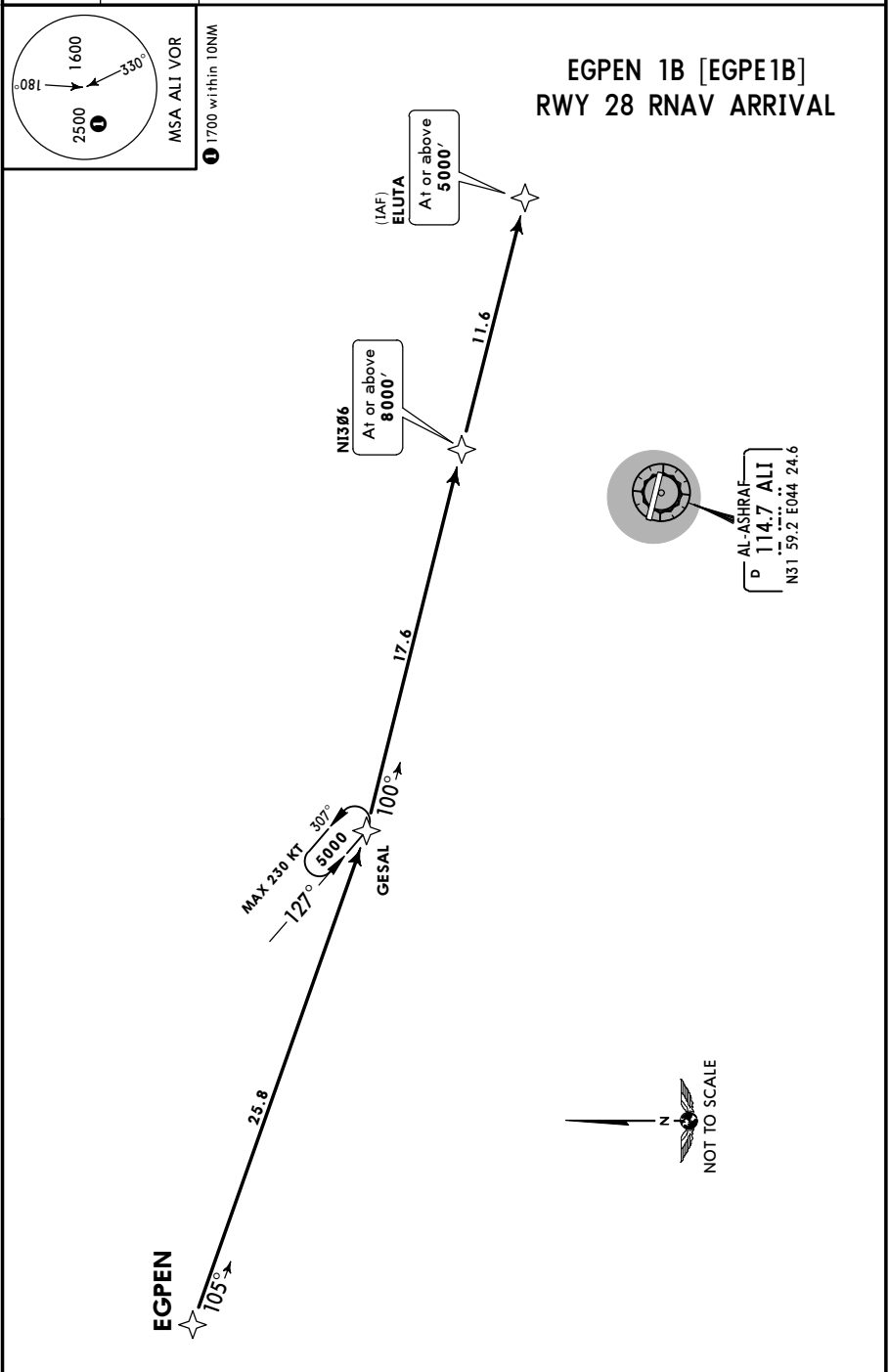


MSA ALI VOR

1 1700 within 10NM

EGPEN 1B [EGPE1B] RWY 28 RNAV ARRIVAL

FOR FLIGHT SIMULATION USE ONLY!



AL-ASHRAF
D 114.7 ALI
N31 59.2 E044 24.6

ORNI/NJF
AL-ASHRAF INTL

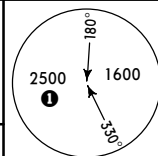
JEPPESEN
24 JAN 20 (10-3) Eff 30 Jan

AL NAJAF, IRAQ
RNAV SID

Apt Elev
107'

Trans level: FL160
FL170 when QNH below 980 hPa
1. RNAV 1 (GNSS) required.

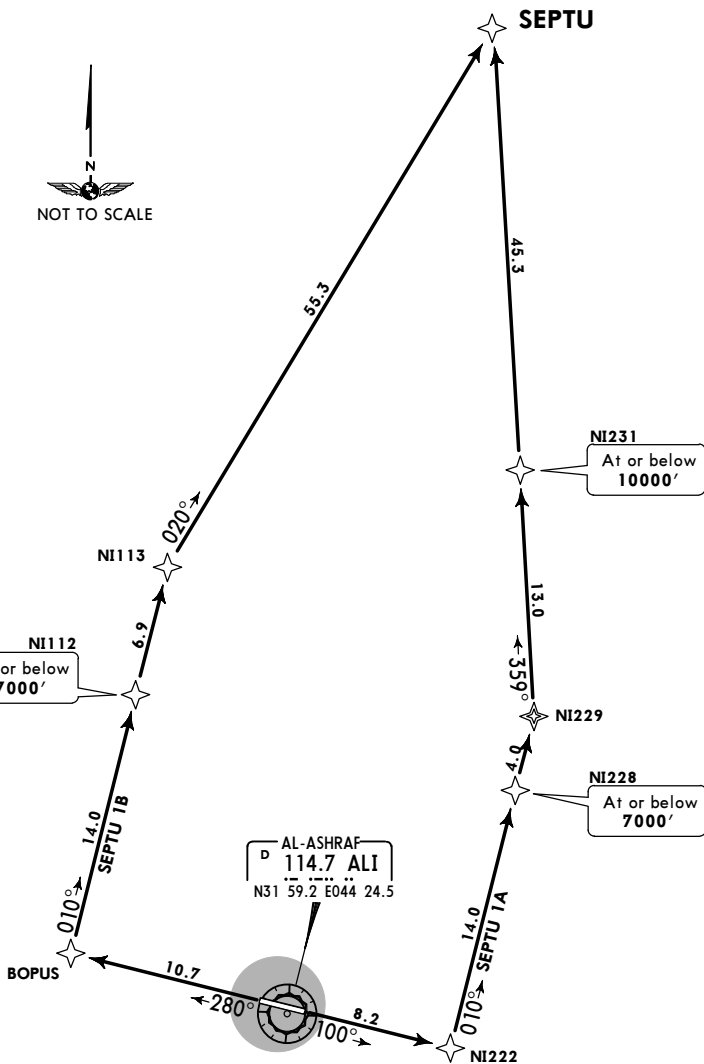
Trans alt: 14000'



MSA ALI VOR

1 1700 within 10NM

SEPTU 1A [SEPT1A]
SEPTU 1B [SEPT1B]
RNAV DEPARTURES



SEPUT 1A: Initial climb clearance 10000'
SEPUT 1B: Initial climb clearance 14000'

SID	RWY	ROUTING
SEPUT 1A	10	NI222 - NI228 (7000'-) - NI229 - NI231 (10000'-) - SEPTU.
SEPUT 1B	28	BOPUS - NI112 (7000'-) - NI113 - SEPTU.

FOR FLIGHT SIMULATION USE ONLY!

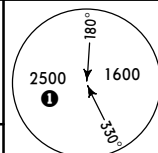
ORNI/NJF
AL-ASHRAF INTL

JEPPESEN
24 JAN 20 **(10-3A)** Eff 30 Jan

AL NAJAF, IRAQ
RNAV SID

Apt Elev
107'

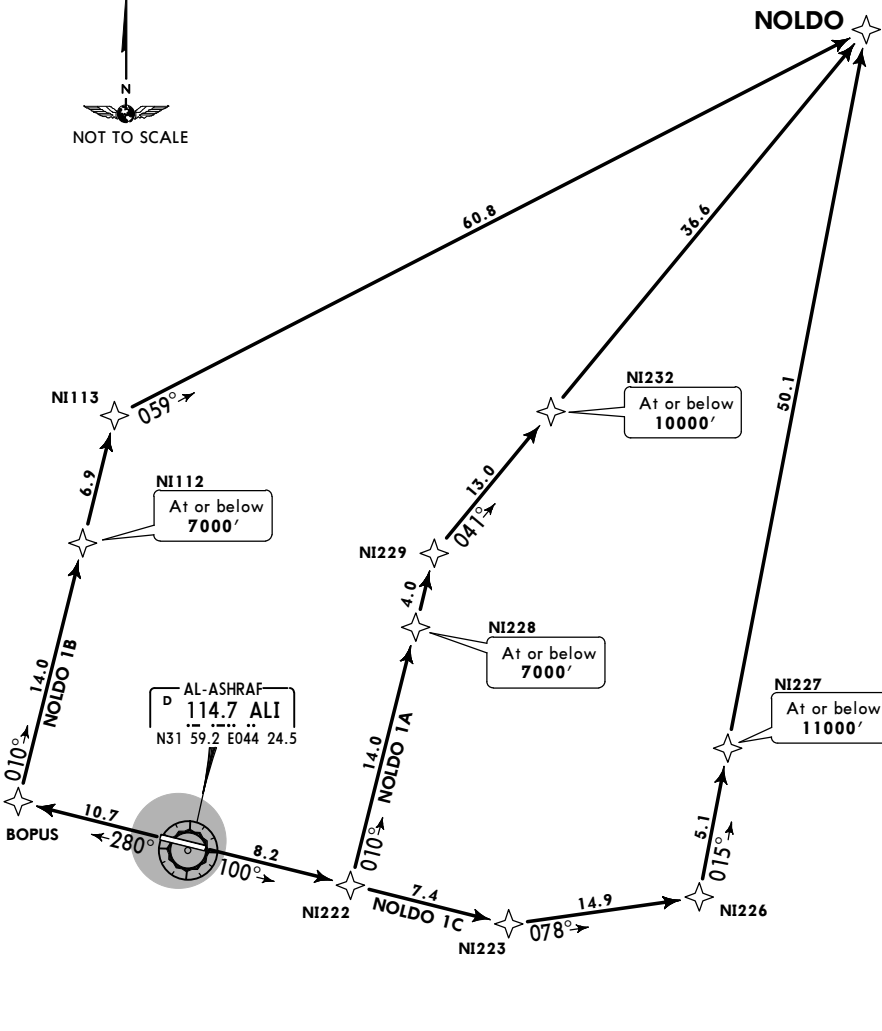
Trans level: FL160
FL170 when QNH below 980 hPa
1. RNAV 1 (GNSS) required.



MSA ALI VOR

1 1700 within 10NM

**NOLDO 1A [NOLD1A], NOLDO 1B [NOLD1B]
NOLDO 1C [NOLD1C]
RNAV DEPARTURES**



NOLDO 1A: Initial climb clearance 10000'
NOLDO 1B: Initial climb clearance 14000'
NOLDO 1C: Initial climb clearance 11000'

SID	RWY	ROUTING
NOLDO 1A	10	NI222 - NI228 (7000'-) - NI229 - NI232 (10000'-) - NOLDO.
NOLDO 1B	28	BOPUS - NI112 (7000'-) - NI113 - NOLDO.
NOLDO 1C	10	NI222 - NI223 - NI226 - NI227 (11000'-) - NOLDO.

FOR FLIGHT SIMULATION USE ONLY!

ORNI/NJF
AL-ASHRAF INTL

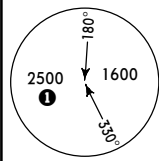
JEPPESSEN
24 JAN 20 (10-3B) EFF 30 Jan

AL NAJAF, IRAQ
RNAV SID

Apt Elev
107'

Trans level: FL160
FL170 when QNH below 980 hPa
1. RNAV 1 (GNSS) required.

Trans alt: 14000'



MSA ALI VOR

1700 within 10NM

ILMAP 1A [ILMA1A]
ILMAP 1B [ILMA1B]
RNAV DEPARTURES

ILMAP

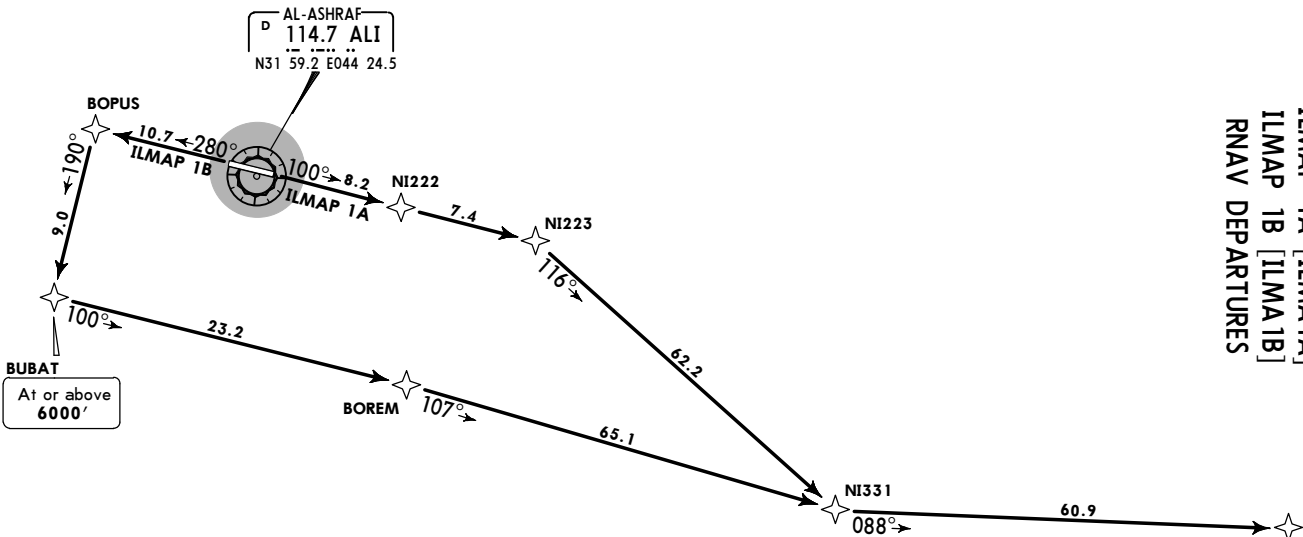


ILMAP 1B

This SID requires a minimum climb gradient of 4.9% until passing 6000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

If unable to comply advise ATC prior start up.



ILMAP 1A: Initial climb clearance 14000'
ILMAP 1B: Initial climb clearance 6000'

SID	RWY	ROUTING
ILMAP 1A	10	NI222 - NI223 - NI331 - ILMAP.
ILMAP 1B	28	BOPUS - BUBAT (6000'+) - BOREM - NI331 - ILMAP.

FOR FLIGHT SIMULATORS

CHANGES: Communications withdrawn, airport elevation.

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ORNI/NJF
AL-ASHRAF INTL

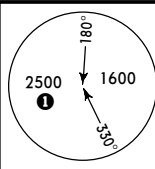
24 JAN 20 **10-3C** **EFF 30 Jan**

AL NAJAF, IRAQ
RNAV SID

Apt Elev
107'

Trans level: FL160
FL170 when QNH below 980 hPa
1. RNAV 1 (GNSS) required.

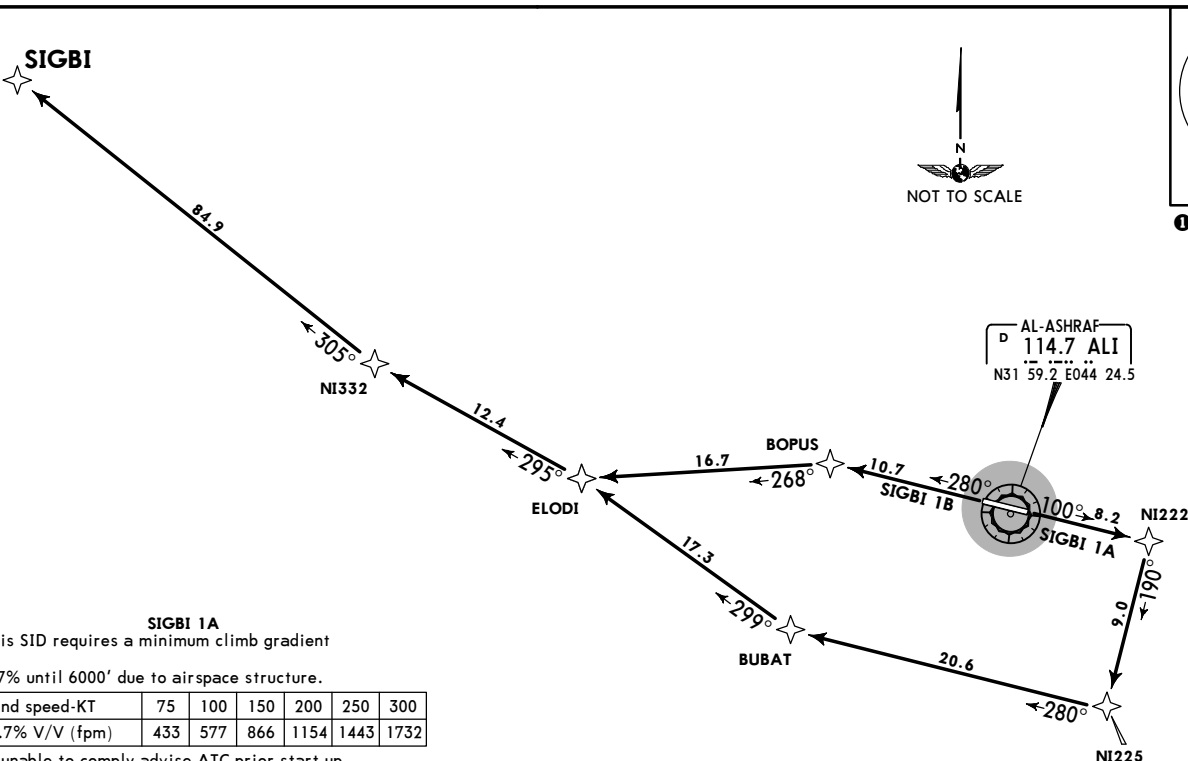
Trans alt: 14000'



MSA ALI VOR

1700 within 10NM

SIGBI 1A [SIGBI A]
SIGBI 1B [SIGBI B]
RNAV DEPARTURES



AL-ASHRAF
D 114.7 ALI
N31 59.2 E044 24.5

At or above
6000'

SIGBI 1A
This SID requires a minimum climb gradient of 5.7% until 6000' due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

If unable to comply advise ATC prior start up.

SIGBI 1A: Initial climb clearance **6000'**
SIGBI 1B: Initial climb clearance **14000'**

SID	RWY	ROUTING
SIGBI 1A	10	NI222 - NI225 (6000'+) - BUBAT - ELODI - NI332 - SIGBI.
SIGBI 1B	28	BOPUS - ELODI - NI332 - SIGBI.

FOR FLIGHT SIMULATORS

ORNI/NJF
AL-ASHRAF INTL

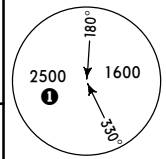
JEPPESSEN
24 JAN 20 **(10-3D)** Eff 30 Jan

AL NAJAF, IRAQ
RNAV SID

Apt Elev
107'

Trans level: FL160
FL170 when QNH below 980 hPa
1. RNAV 1 (GNSS) required.

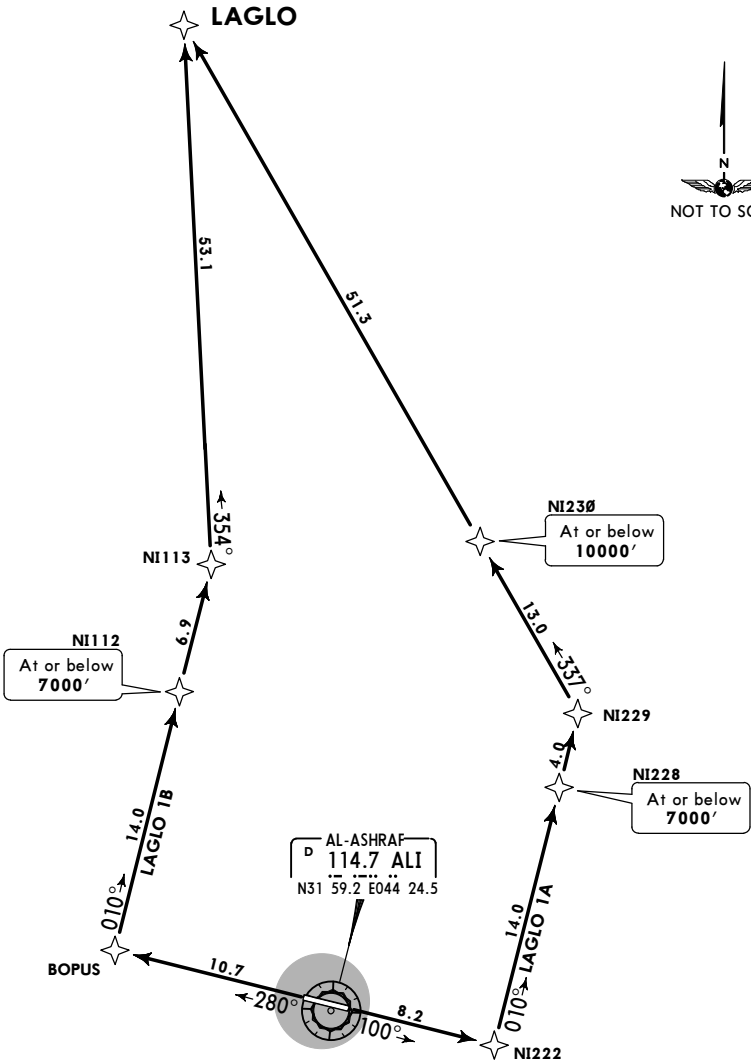
Trans alt: 14000'



MSA ALI VOR

1 1700 within 10NM

LAGLO 1A [LAGL1A]
LAGLO 1B [LAGL1B]
RNAV DEPARTURES



LAGLO 1A: Initial climb clearance 10000'
LAGLO 1B: Initial climb clearance 14000'

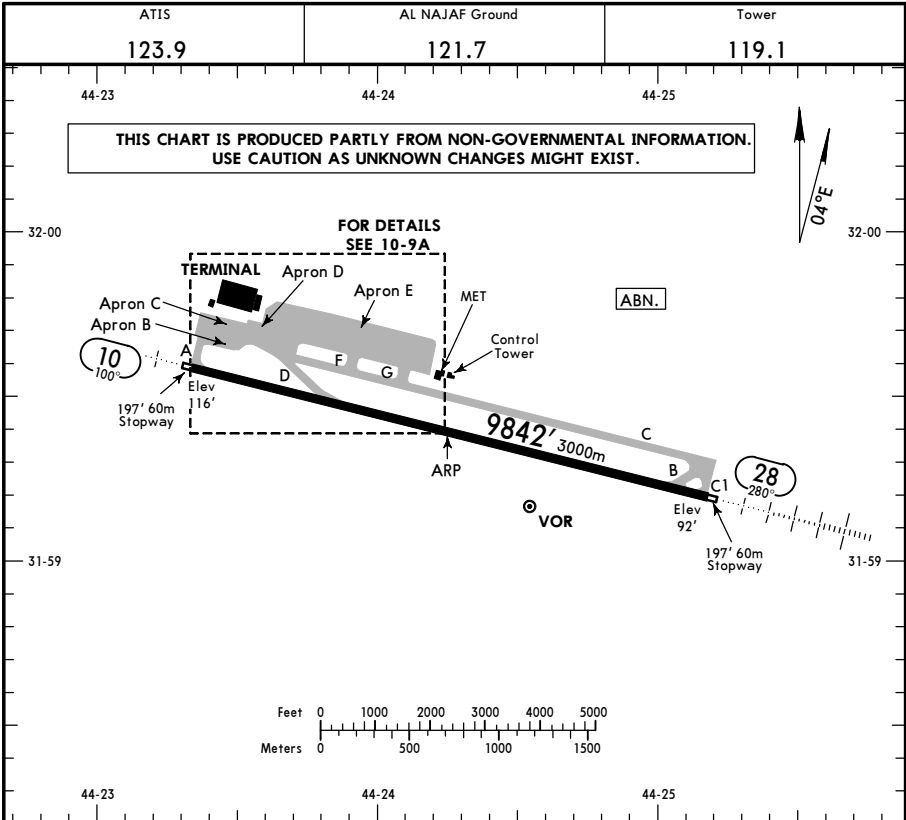
SID	RWY	ROUTING
LAGLO 1A	10	NI222 - NI228 (7000'-) - NI229 - NI230 (10000'-) - LAGLO.
LAGLO 1B	28	BOPUS - NI112 (7000'-) - NI113 - LAGLO.

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ORNI/NJF
 Apt Elev **107'**
 NS1 59.3 E044 24.3

JEPPESEN
 3 APR 20 **(10-9)**

AL NAJAF, IRAQ
AL-ASHRAF INTL



ADDITIONAL RUNWAY INFORMATION

RWY	RL (100m)	ALS	PAPI-L (angle 3.0°)	USABLE LENGTHS			WIDTH
				Threshold	Glide Slope	TAKE-OFF	
10	RL (100m)	ALS	PAPI-L (angle 3.0°)		8688' 2648m		148'
28	RL (100m)	HIALS	PAPI-L (angle 3.0°)		8870' 2704m		45m

Preferential runway for landing is RWY 28 unless tail wind conditions exist during the landing phase.
 Preferential runway for take-off is RWY 10 unless tail wind conditions exist during the departure phase.

TAKE-OFF

AIR CARRIER (JAA)	
All Rwys	
LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	
B	250m
C	
D	300m

NOISE ABATEMENT PROCEDURE

Acft departing RWY 28 shall execute an immediate left turn out, above 500' AGL and not later than 1000' AGL to avoid the prohibited area.

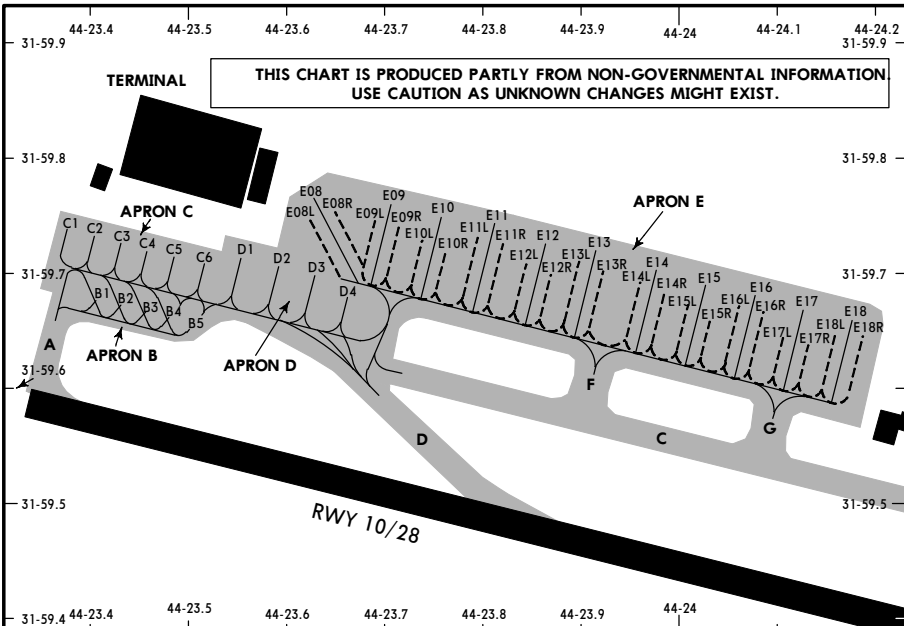
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ORNI/NJF

JEPPESEN
3 APR 20 (10-9A)

AL NAJAF, IRAQ
AL-ASHRAF INTL

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STAND No.	COORDINATES
B1, B2	N31 59.7 E044 23.4
B3 thru B5	N31 59.7 E044 23.5
C1 thru C3	N31 59.7 E044 23.4
C4 thru C6	N31 59.7 E044 23.5
D1 thru D3	N31 59.7 E044 23.6
D4	N31 59.7 E044 23.7
E08L thru E08R	N31 59.8 E044 23.6
E09R thru E10L	N31 59.8 E044 23.7
E10 thru E12L	N31 59.7 E044 23.8
E12 thru E14L	N31 59.7 E044 23.9
E14 thru E15R	N31 59.7 E044 24.0
E16L thru E17R	N31 59.7 E044 24.1
E18L thru E18R	N31 59.7 E044 24.2

ORNI/NJF

JEPPESEN

Standard

30 DEC 16 **10-9S**

AL NAJAF, IRAQ
AL-ASHRAF INTL

STRAIGHT-IN RWY		A	B	C	D
10	ILS	316' (200') R1200m	316' (200') R1200m	316' (200') R1200m	316' (200') R1200m
	LOC ①	620' (504') R1500m	620' (504') R1500m	620' (504') C2400m	620' (504') C2400m
	RNP (LNAV/VNAV)	383' (267') R1300m	396' (280') R1300m	404' (288') R1400m	414' (298') R1400m
	RNP (LNAV) ①	610' (494') R1500m	610' (494') R1500m	610' (494') C2300m	610' (494') C2300m
	VOR ①	680' (564') R1500m	680' (564') R1500m	680' (564') C2400m	680' (564') C2400m
28	ILS	292' (200') R550m	292' (200') R550m	292' (200') R550m	295' (203') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out				
	LOC ①	500' (408') R1200m	500' (408') R1200m	500' (408') R1200m	500' (408') R1200m
	Als out	R1500m	R1500m	R1900m	R1900m
	RNP (LNAV/VNAV)	342' (250') R750m	342' (250') R750m	343' (251') R750m	352' (260') R750m
	Als out	R1300m	R1300m	R1300m	R1300m
	RNP (LNAV) ①	500' (408') R1200m	500' (408') R1200m	500' (408') R1200m	500' (408') R1200m
	Als out	R1500m	R1500m	R1900m	R1900m
VOR ①	530' (438') R1300m	530' (438') R1300m	530' (438') R1300m	530' (438') R1300m	
Als out	R1500m	R1500m	R2000m	R2000m	

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	650' (543') V1500m ③	730' (623') V1600m	830' (723') V2400m	830' (723') V3600m

② Not authorized West of rwy beyond D3.8 ALI (OR(P)-102).

③ Or higher minimums of preceding Straight-in approach.

TAKE-OFF RWY 10, 28

LVP must be in force		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m	
B				
C				
D				
	300m			

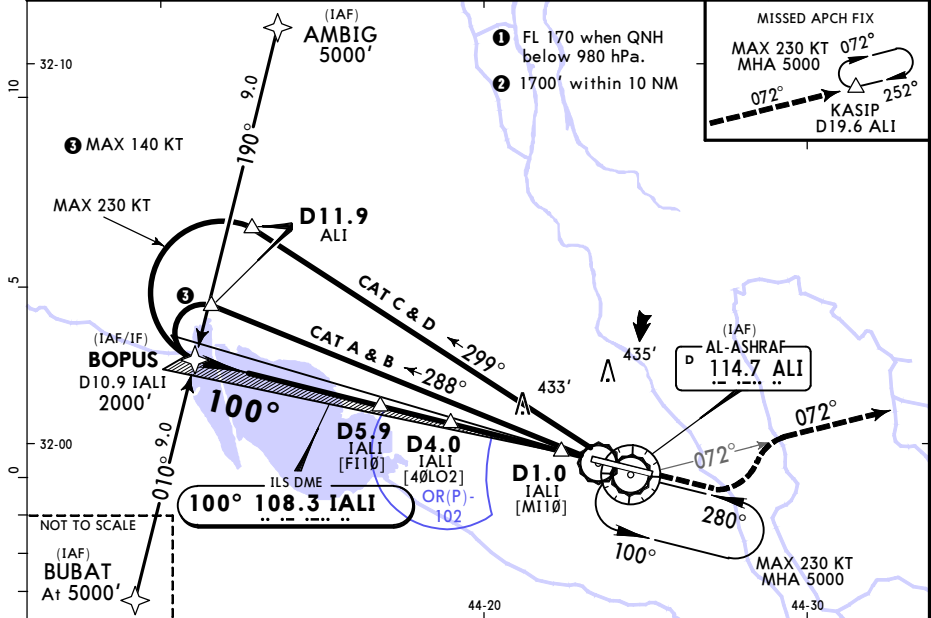
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AL-ASHRAF INTL

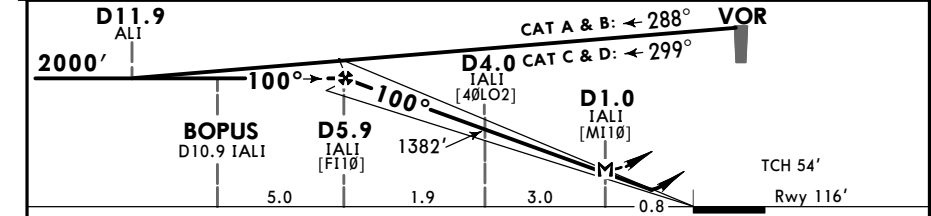
JEPPESSEN
24 JAN 20 (1-1) Eff 30 Jan

AL NAJAF, IRAQ
ILS or LOC Rwy 10

ATIS 123.9		BAGHDAD Approach 120.2 124.0		AL NAJAF Tower 119.1		Ground 121.7
LOC IALI 108.3	Final Appch Crs 100°	D5.9 IALI 2000' (1884')	ILS DA(H) 316' (200')	Apt Elev 107'	Rwy 116'	<p>MSA ALI VOR</p>
MISSED APCH: Climb on RWY track to 1000', then turn LEFT to intercept R-072 ALI to KASIP. Enter holding climbing to 5000'.						
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 160 ①		Trans alt: 14000'
1. DME required. 2. RNAV-1: Initial approach via AMBIG and BUBAT GNSS required.						



LOC	IALI DME	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	1700'	1382'	1063'	745'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	1000'	RWY track	ALI 114.7 R-072
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743				
MAP at D1.0 IALI										

STRAIGHT-IN LANDING RWY 10						CIRCLE-TO-LAND Not authorized West of runway beyond D3.8 ALI (OR(P)-102)						
ILS DA(H) 316' (200')			LOC (GS out) MDA(H) 620' (504')			Max Kts			MDA(H)			
FULL			ALS out									
A	1200m					1600m			100	650' (543')		1600m
B									135	730' (623')		1600m
C									180	830' (723')		3200m
D									205	830' (723')		3600m

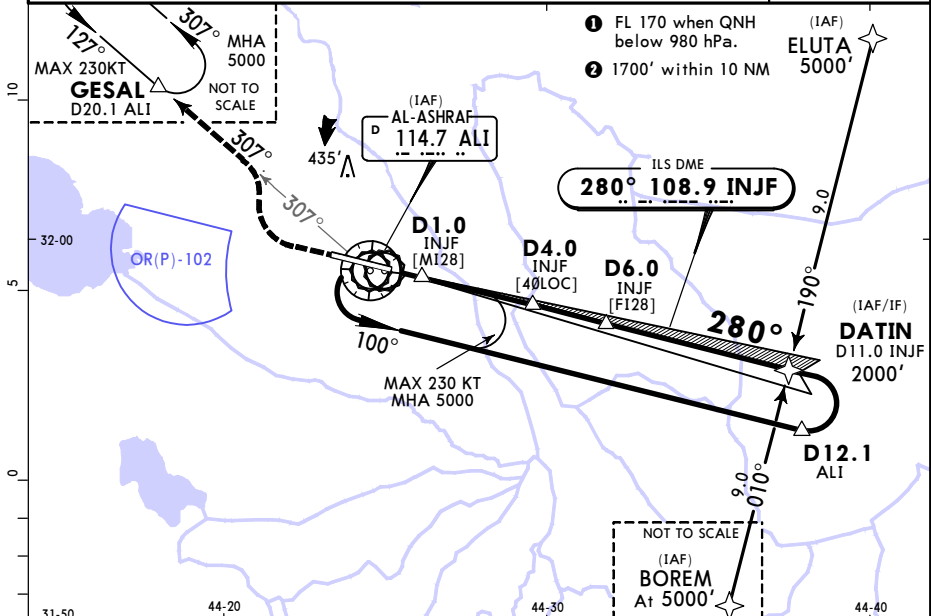
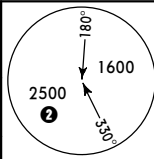
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AL-ASHRAF INTL

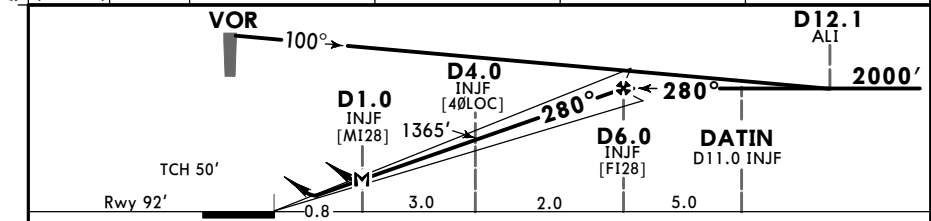
JEPPESSEN
24 JAN 20 **(11-2)** Eff 30 Jan

AL NAJAF, IRAQ
ILS or LOC Rwy 28

ATIS 123.9		BAGHDAD Approach 120.2 124.0		AL NAJAF Tower 119.1		Ground 121.7	
LOC INJF 108.9	Final Aph Crs 280°	D6.0 INJF 2000' (1908')		ILS DA(H) Refer to Minimums	Apt Elev 107'	Rwy 92'	
MISSED APCH: Climb on RWY track to 700', then turn RIGHT to intercept R-307 ALI to GESAL. Enter holding climbing to 5000'.							
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 160 ① Trans alt: 14000'							
1. DME required. 2. RNAV-1: Initial approach via ELUTA and BOREM GNSS required. 3. Racetrack restricted to MAX 230 KT.							



LOC (GS out)	INJF DME ALTITUDE	2.0 728'	3.0 1046'	4.0 1365'	5.0 1683'
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Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 700' on RWY track RT on ALI 114.7 R-307
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	849	
MAP at D1.0 INJF							

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND Not authorized West of runway beyond D3.8 ALI (OR(P)-102)			
ILS		LOC (GS out)		Max Kts		MDA(H)	
DA(H) ABC:	292' (200')	D:	295' (203')	MDA(H)	500' (408')	ALS out	
	FULL		ALS out				
A				800m	1600m	100	650' (543') 1600m
B						135	730' (623') 1600m
C	800m	1200m		1200m	2000m	180	830' (723') 3200m
D				1600m		205	830' (723') 3600m

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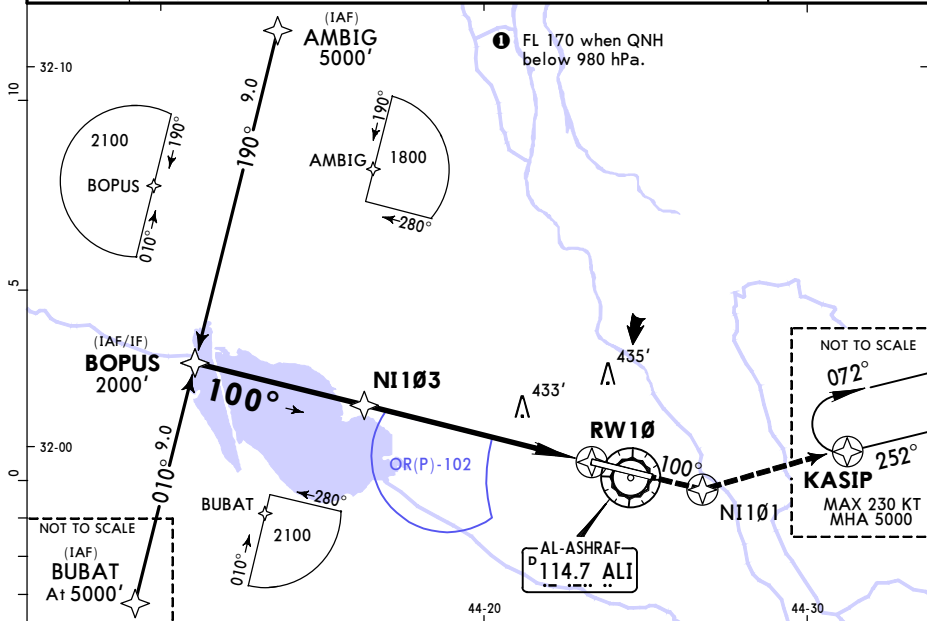
PANS OPS

ORNI/NJF
AL-ASHRAF INTL

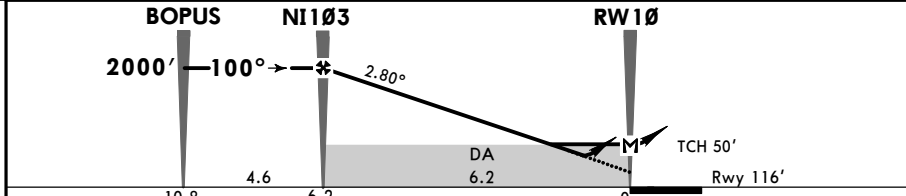
JEPPESEN
24 JAN 20 **(12-1)** Eff 30 Jan

AL NAJAF, IRAQ
RNP Rwy 10

ATIS 123.9		BAGHDAD Approach 120.2 124.0		AL NAJAF Tower 119.1		Ground 121.7	
RNAV	Final Aptch Crs 100°	NI103 2000' (1884')		LNAV/VNAV DA(H) Refer to Minimums	Apt Elev Rwy 116'	TAA 25 NM IAF	
MISSED APCH: Climb on track 100° to NI101, then turn LEFT direct to KASIP. Enter holding climbing to 5000'.							
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 160		Trans alt: 14000'	
RNP APCH		1. Baro-VNAV not authorized below 0°C. 2. VPA (2.8°) and PAPI angle (3.0°) not coincident.					



DIST to RW10	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1949'	1652'	1355'	1058'	760'	463'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	NI101: 100° ↑ on track
Descent Angle	2.80°	347	446	495	594	792		
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW10								

STRAIGHT-IN LANDING RWY 10						CIRCLE-TO-LAND	
LNAV/VNAV			LNAV			Not authorized West of runway beyond D3.8 ALI (OR(P)-102)	
DA(H) A: 383' (267') C: 404' (288') B: 396' (280') D: 414' (298')			MDA(H) 610' (494')				
ALS out			ALS out			Max Kts	MDA(H)
A				1600m			100 650' (543') 1600m
B				1600m			135 730' (623') 1600m
C	1600m			2000m			180 830' (723') 3200m
D				2400m			205 830' (723') 3600m

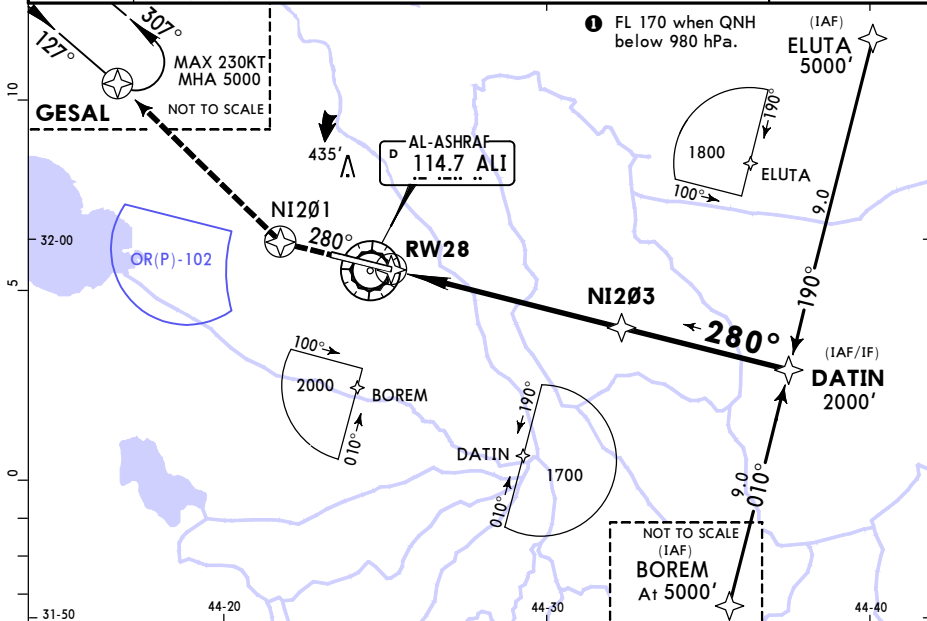
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ORNI/NJF
AL-ASHRAF INTL

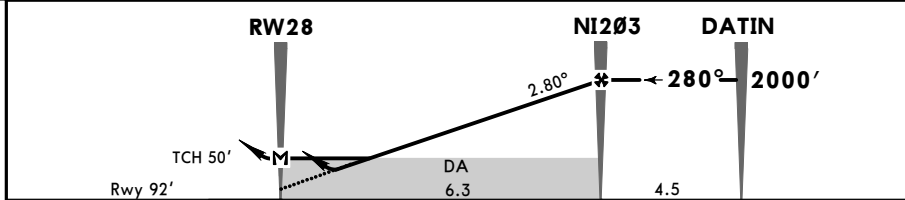
JEPPESSEN
24 JAN 20 **(12-2)** Eff 30 Jan

AL NAJAF, IRAQ
RNP Rwy 28

ATIS 123.9		BAGHDAD Approach 120.2 124.0		AL NAJAF Tower 119.1		Ground 121.7	
RNAV	Final Apch Crs 280°	NI203 2000' (1908')		LNNAV/VNAV DA(H) Refer to Minimums	Apt Elev 107'		TAA 25 NM IAF
MISSED APCH: Climb on track 280° to NI201, then turn RIGHT direct to GESAL. Enter holding climbing to 5000'.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 160 ①		Trans alt: 14000'	
RNP APCH 1. Baro-VNAV not authorized below 0°C. 2. VPA (2.8°) and PAPI angle (3.0°) not coincident.							



DIST to RW28	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	439'	736'	1034'	1331'	1628'	1925'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	NI201 280° track
Descent Angle 2.80°	347	446	495	594	693	792		
LNNAV/VNAV: MAP at DA								
LNNAV: MAP at RW28								

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND Not authorized West of runway beyond D3.8 ALI (OR(P)-102)			
LNNAV/VNAV C: 343' (251')		LNNAV MDA(H) 500' (408')		Max Kts		MDA(H)	
DA(H) AB: 342' (250') D: 352' (260')		ALS out					
A				100	650' (543')	1600m	
B	800m		800m	135	730' (623')	1600m	
C		1600m	1200m	180	830' (723')	3200m	
D	1600m		1600m	205	830' (723')	3600m	

PANS OPS

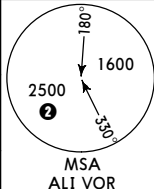
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ORNI/NJF
AL-ASHRAF INTL

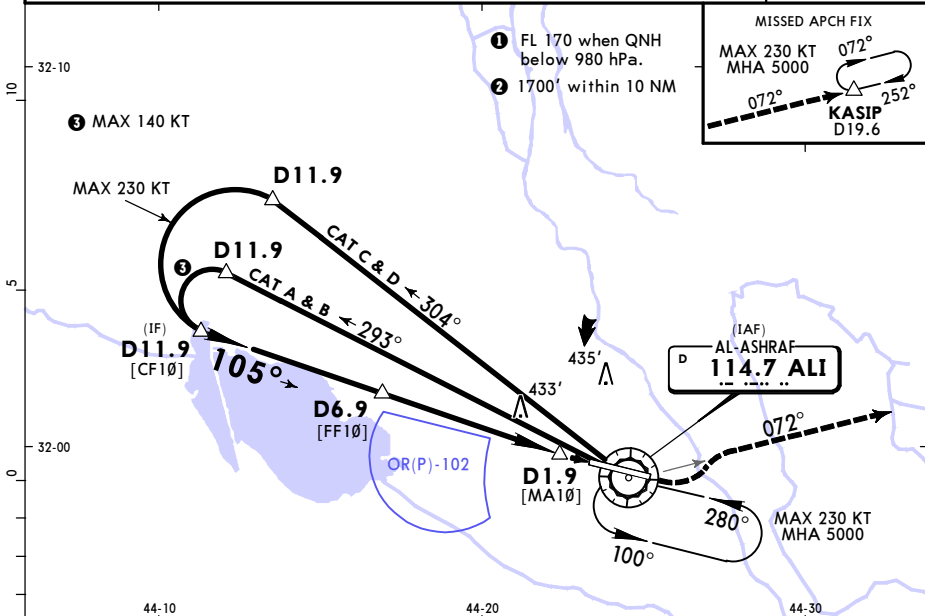
JEPPESEN
24 JAN 20 **(13-1)** Eff 30 Jan

AL NAJAF, IRAQ
VOR Rwy 10

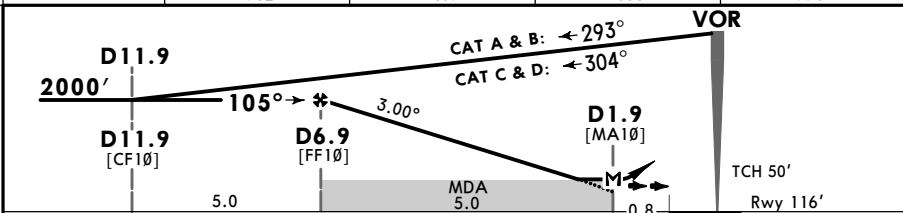
ATIS 123.9		BAGHDAD Approach 120.2 124.0		AL NAJAF Tower 119.1		Ground 121.7	
VOR ALI 114.7	Final Apch Crs 105°	D6.9 2000' (1884')		MDA(H) 680' (564')	Apt Elev 107'	Rwy 116'	
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then turn LEFT to intercept and follow R-072 to KASIP. Enter holding climbing to 5000'.							
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 160 1		Trans alt: 14000'	
1. DME required. 2. Final approach offset 5° from rwy centerline.							



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ALI DME	6.0	5.0	4.0	3.0
ALTITUDE	1752'	1407'	1088'	770'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	ALI 114.7	KASIP LT	ALI 114.7	R-072
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at D1.9											

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND Not authorized West of runway beyond D3.8 ALI (OR(P)-102)			
MDA(H) 680' (564')				ALS out			
A	1600m			Max Kts	MDA(H)		
B	1600m			100	680' (573')	1600m	
C	2400m			135	730' (623')	1600m	
D	2800m			180	830' (723')	3200m	
				205	830' (723')	3600m	

ORNI/NJF
AL-ASHRAF INTL

JEPPESEN
24 JAN 20 **13-2** Eff 30 Jan

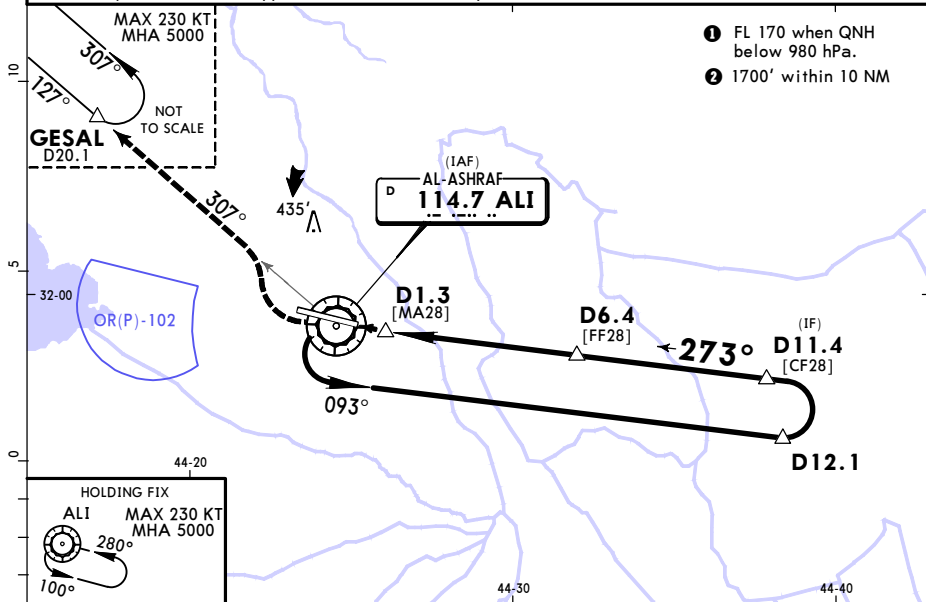
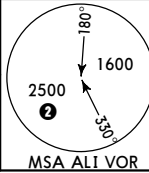
AL NAJAF, IRAQ
VOR Rwy 28

ATIS 123.9	BAGHDAD Approach 120.2 124.0		AL NAJAF Tower 119.1		Ground 121.7
VOR ALI 114.7	Final Apch Crs 273°	D6.4 2000' (1908')	MDA(H) 530' (438')	Apt Elev 107'	107' Rwy 92'

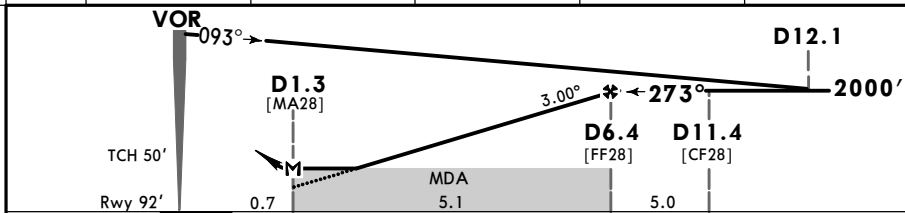
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then turn RIGHT to intercept and follow R-307 to GESAL. Enter holding climbing to 5000'.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 160 ① Trans alt: 14000'

1. DME required. 2. Final approach offset 7° from rwy centerline. 3. Racetrack restricted to MAX 230 KT.



ALI DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	622'	930'	1248'	1566'	1885'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	ALI 114.7	GESAL on RT	ALI 114.7 R-307
Descent angle	3.00°	372	478	531	637	743				
MAP at D1.3										

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND Not authorized West of runway beyond D3.8 ALI (OR(P)-102)			
MDA(H) 530' (438')							
		ALS out	Max Kts	MDA(H)			
A	800m	1600m	100	650' (543')	1600m		
B			135	730' (623')	1600m		
C	1200m	2000m	180	830' (723')	3200m		
D	1600m	2400m	205	830' (723')	3600m		

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