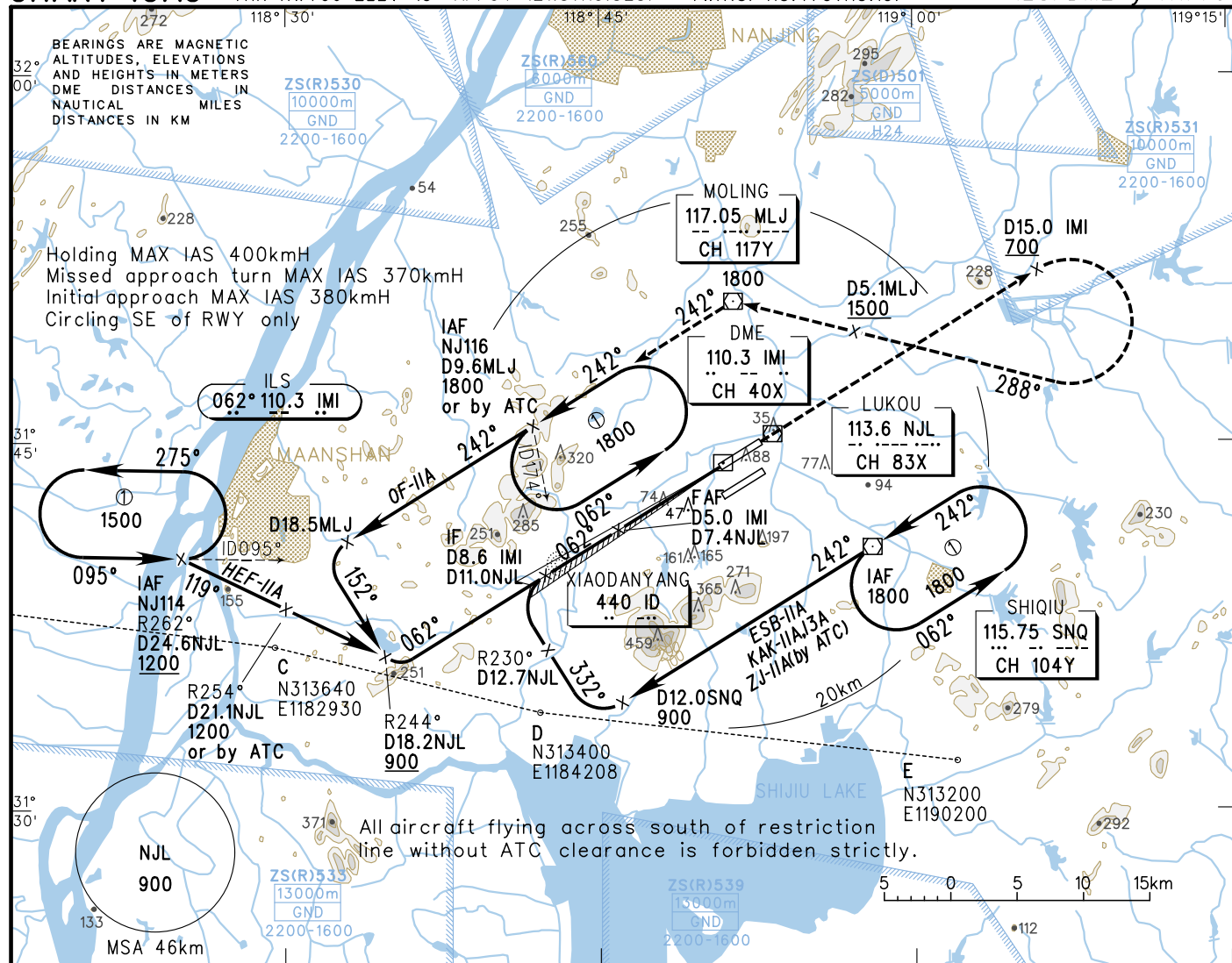


			APP01	119.25(120.35)	VAR4° W		
			APP02	126.55(120.35)	D-ATIS	126.25	
AERODROME	ELEV	15	APP03	119.65(120.35)	TWR(N)	118.85(118.15)	
THR RWY06	ELEV	13	APP04	121.3(119.525)	TWR(S)	118.475(118.15)	

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM

Holding MAX IAS 400kmH
Missed approach turn MAX IAS 370kmH
Initial approach MAX IAS 380kmH
Circling SE of RWY only

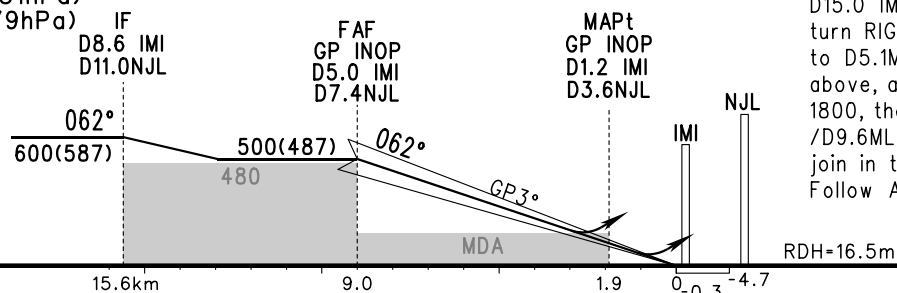


GP INOP	DME (IMI)(NM)	8	7	6	5	4	3	2	1
	ALT (m)				500	400	303	206	

TL	3600
TA	3000
	3300(QNH $\geq 1031\text{hPa}$)
	2700(QNH $\leq 979\text{hPa}$)

MISSED APPROACH

Climb straight ahead to D15.0 IML at 700 or above, turn RIGHT on track 288° to D5.1MLJ at 1500 or above, and fly to 'MLJ' at 1800, then fly to IAF/NJ116 /D9.6MLJ on track 242°, join in the holding pattern. Follow ATC clearance.



		A	B	C	D
ILS/DME ^{DA(H)} RVR/VIS	A	73(60) 550/800			
	B	93(80) 900/900	98(85) 900/900		
GP INOP ^{MDA(H)} VIS		160(147) 2000	160(147) 2200	160(147) 2400	
CIRCLING ^{MDA(H)} VIS		320(305) 3800	450(435) 4400	520(505) 5000	

FAF-MAPt(GP INOP) 7.1km							
GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time	min:sec	2:50	2:18	1:56	1:38	1:27	1:16
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

A Missed approach climb gradient $\geq 4.0\%$
B Missed approach climb gradient $\geq 2.5\%$
 Changes: Nil.