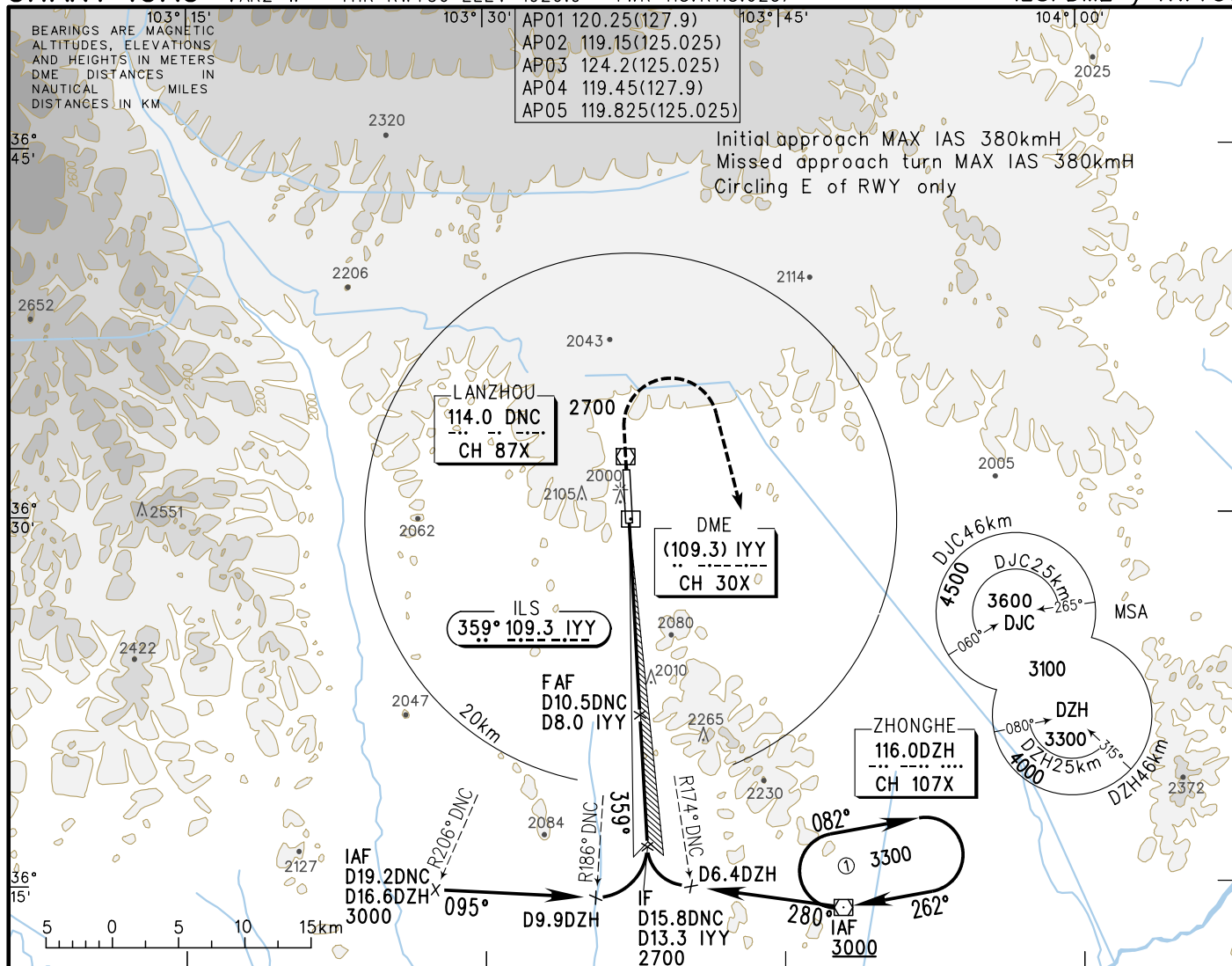


# INSTRUMENT APPROACH CHART-ICAO

ILS/DME v RWY36

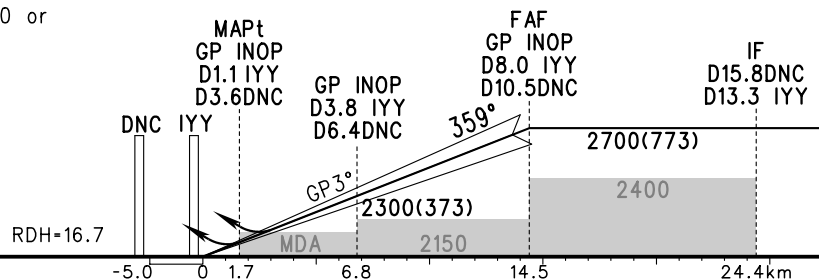


GP INOP	DME (YYY) (NM)	1	2	3	4	5	6	7
	ALT (m)		2123	2220	2317	2414	2511	2608

### MISSED APPROACH

Climb straight ahead to 2700,  
turn RIGHT to DZH at 3000 or  
above, then contact ATC.

TL	4800
TA	4200
	4500(QNH $\geq 1031\text{hPa}$ )
	3900(QNH $\leq 979\text{hPa}$ )



			A	B	C	D	FAF-MAPt(GP INOP) 12.8km							
ILS/DME	DA(H) RVR/VIS <b>HDD</b>	<b>A</b>	1987(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
	DA(H) RVR/VIS	<b>B</b>	2007(80) 650/800	2012(85) 750/800	2017(90) 900/900		Time	min:sec	5:11	4:09	3:27	2:58	2:36	2:18
GP INOP	MDA(H) VIS		2075(148) 2000				Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING	MDA(H) VIS		2210(263) 2300	2240(293) 4000	2240(293) 4400		<b>HDD SA CAT I:</b> A/C type A,B,C (DH)(45),(RA)(52),RVR450; A/C type D (DH)(50),(RA)(58),RVR500. <b>Note:</b> Missed APCH climb gradient <b>A</b> 4.0% <b>B</b> 2.5%. <i>Changes:</i> Landing MINIMA							