AERODROME ELEV 1012.2 CHART-ICAO ILS/DME y RWY31 VAR5.5° W TWR 118.2(130.0) THR RWY31 ELEV 1004.8 109° 45 110° 15 BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN • 1449 •2071 NAUTICAL MILES DISTANCES IN KM. • 1877 Missed approach MAX IAS345km/h Circling SW of RWY only. 45' 20km BAOTOL BAOTOU 117.3 BAV CH 120X 1500 1298 DME 灮 (108.5) IZZ • 1013 JAF CH 22X 2100 MAX350km/h 314° 108.5 IZZ D7.8BAV D7.2 1ZZ 30 4. IF ₱ D10.1BAV D9.5 IZZ 1700 **D**10.0BAV △ D12.0BAV 1269 \$ 188 |\frac{1}{\text{X}} IAF D14.0BAV 2750 2400 3000 ₹ <u>MAX3</u>50km/h<u></u>△ -095°**→ BAV ←**275 • 1120 2100 10 15km MSA 46km • 111.3 • 1153 **●**1206 DME (BAV) (NM) 2 3 5 6 GP INOP 1238 1335 1432 ALT (m) 1529 1626 TL 3600 TA 3000 MISSED APPROACH Climb straight ahead to 1500, $3300(QNH \ge 1031hPa)$ MAPL GP INOP turn LEFT to BAV at 2100, FAF 2700(QNH≤979hPa) ΙF GP INOP contact ATC. D10.1BAV D7.8BAV D1.3BAV D2.5 IZZ D9.5 IZZ D7.2 IZZ 1250(245) 1700(695) 1310 1235 RDH=15 17.3km 1.1 13.0 A В \mathbf{C} D FAF-MAPt(GP INOP) 11.9km 180 335 k t 80 100 120 140 160 GS in 1070(65) 185 220 260 295 ILS/DME km/h 150 **a** 800/800 RVR/VIS Time 4:50 3:52 3:13 2:46 2:25 2:09 min:sec MDA(H) 1175(170) GP INOP 2.7 4.9 2400 Rate of descent m/s VIS RVR 550 can be implemented when using approved HUD or AP or FD for approach. MDA(H) 1310(298) 1420(408) CIRCLING 4900 5000 VIS Changes: New chart.