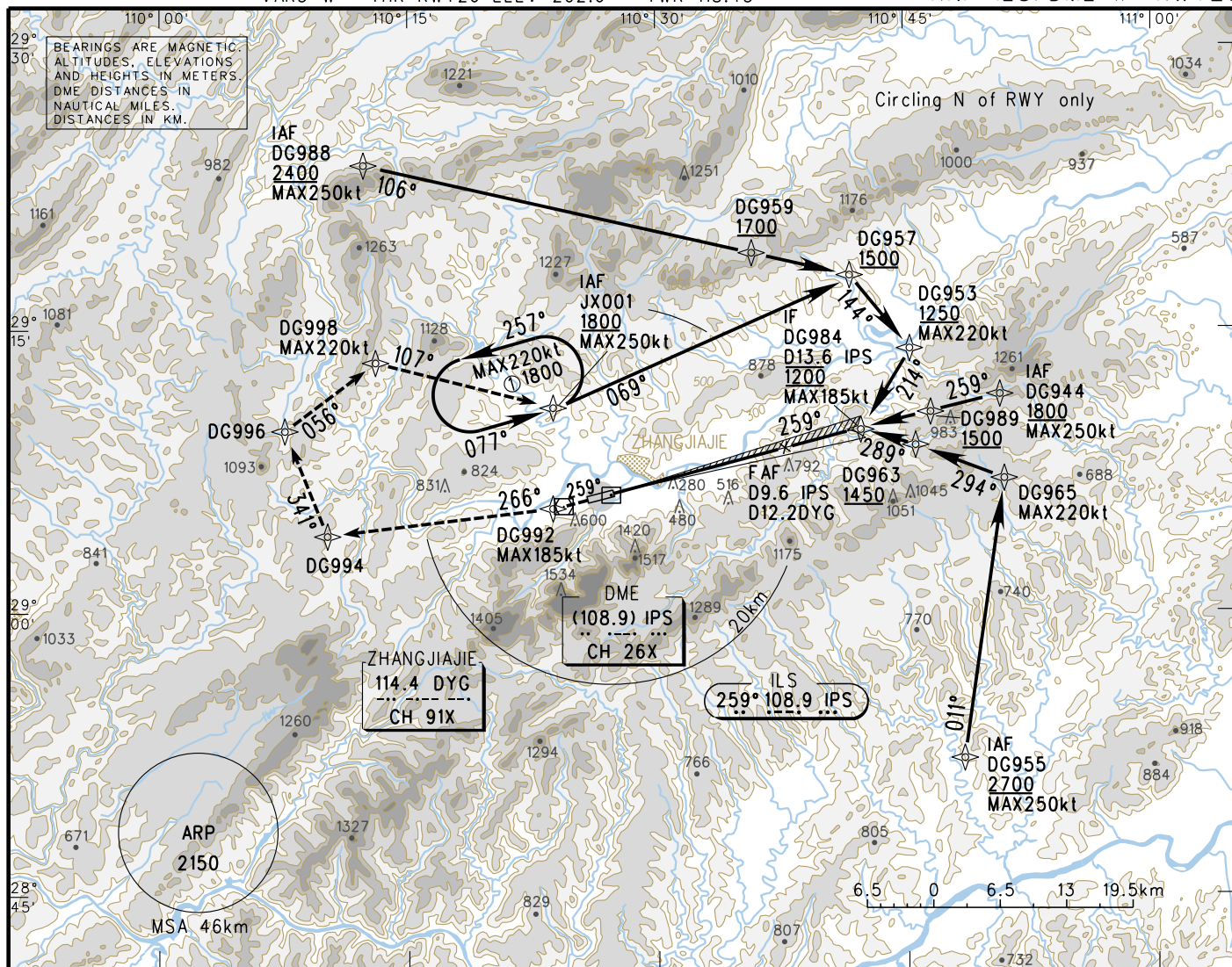


# INSTRUMENT APPROACH CHART - ICAO

RNP ILS/DME x RWY26

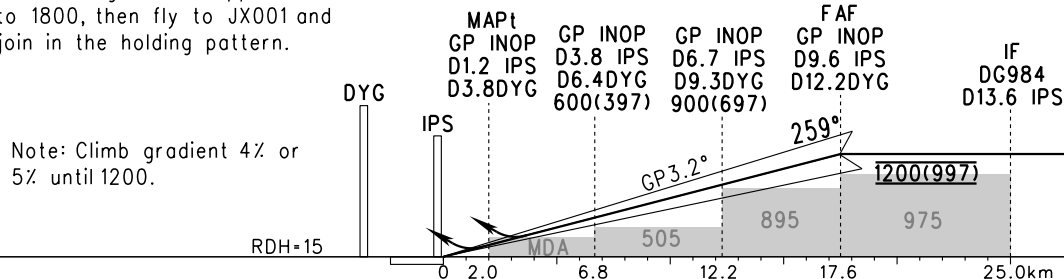


GP INOP	DME (IPS) (NM)	2	3	4	5	6	7	8
	ALT(m)	410	513	617	720	824	928	1031






## MISSED APPROACH

Climb along missed approach track to 1800, then fly to JX001 and join in the holding pattern.

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



Note: Climb gradient 4% or 5% until 1200.

		A	B	C	D	FAF-MAPt(GP INOP) 15.6km							
ILS/DME 5% 	DA(H) RVR/VIS	293(90) 800/800				GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
ILS/DME 4% 	DA(H) RVR/VIS	323(120) 1300/1300		328(125) 1400/1400	333(130) 1500/1500	Time	min:sec	6:19	5:03	4:13	3:37	3:10	2:48
GP INOP 5% 	MDA(H) VIS	395(193) 2600				Rate of descent m/s		2.3	2.9	3.4	4.0	4.6	5.2
GP INOP 4% 	MDA(H) VIS	395(193) 2600		400(198) 2700	410(208) 2900								
CIRCLING	MDA(H) VIS	955(738) 5000				Note:  Missed approach gradient Missed approach gradient 2.5% DA(H)/VIS A.B.C.D 473(270)/4000m.							