



GP INOP	DME (IDA) (NM)	7	6	5	4	3	2	1
	ALT (m)		591	494	397	300	203	

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

MISSED APPROACH

Climb straight ahead and fly over D2.7 IDA at 150 or above, turn LEFT and track 140° to 600, then turn LEFT to intercept R350° JDE to R350°/D21.3JDE at 600 or above, approach again or join the holding pattern by ATC.

IF

D13.8 IDA

FAF

GP INOP

D6.1 IDA

GP INOP

D3.0 IDA

MAPt

GP INOP

D1.1 IDA

IM IDA

170°

300(292)

GP3°

600(592)

450

250

MDA

RDH=16.5

25.2km

11.0

5.3

1.8

0.3

-0.3

	A	B	C	D
ILS/DME	68(60) 550/800			
GP INOP	140(132) 1800		140(132) 2000	140(132) 2200
CIRCLING	210(201) 2800	210(201) 3200	240(231) 4400	280(271) 4800
ILS CAT II				
Aircraft type	Decision height(DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C,D	(30)	(30)	RVR300	A,B,C:RVR300 D:RVR350

FAF-MAPt(GP INOP) 9.2km							
GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time	min:sec	3:44	2:59	2:29	2:08	1:52	1:39
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

• HUD Special CAT I: (DH)(45), (RA)(46), RVR450

Changes: Procedure.