



GP INOP	DME (IKK) (NM)	2	3	4	5	6	7						
	ALT (m)	204	300	399	496	593	690						
<div>MISSED APPROACH</div> <div>Climb straight ahead to D9.7 IKK at 600 or above, turn RIGHT to XLN at 1200 or above, fly to D9.5XLN at 1500 or above, approach again, or join the holding pattern and follow ATC instruction.</div>								<div>TL 3600 TA 3000 3300(QNH ≥1031hPa) 2700(QNH ≤979hPa)</div>					
<div><div><div>MAPt GP INOP D1.2 IKK D2.0XMN</div><div>GP INOP D3.0 IKK D3.8XMN 300(289)</div><div>FAF GP INOP D7.1 IKK D7.9XMN 700(689)</div><div>IF D11.7 IKK D12.5XMN</div></div><div><div>THR23 DISPLACED 200m</div><div>RDH=15</div><div>MDA 250</div><div>500</div></div></div>													
		A	B	C	D	FAF-MAPt(GP INOP) 10.9km							
ILS/DME	DA(H) RVR/VIS	71(60) 800/800				GS in	kt	80	100	120	140	160	180
		131(120) -/1600				km/h	150	185	220	260	295	335	
						Time	min:sec	4:25	3:32	2:57	2:31	2:12	1:58
GP INOP	MDA(H) VIS	170(159) 2400		170(159) 2600	170(159) 2800	Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING	MDA(H) VIS	310(292) 4400		390(372) 5000	530(512) 5000	<div>Ⓐ HUD CAT I: (DH)(45), (RA)(50), RVR450 Ⓑ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach. Note: Missed approach climb gradient ⓐ4.0% ⓑ2.5%</div>							