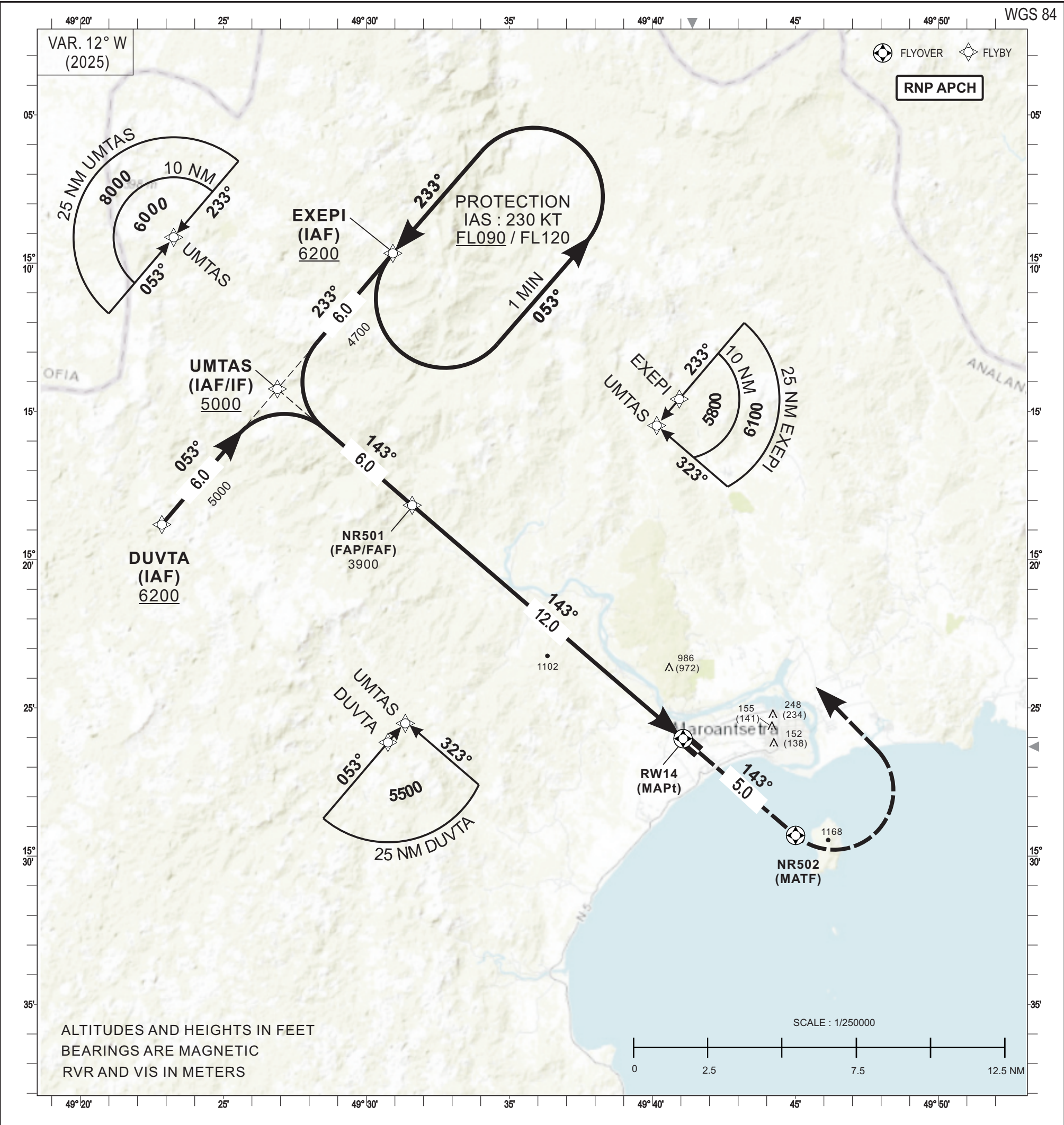




TRANSITION ALTITUDE : 4500				<table><tr><td>DME distance to THR (NM)</td><td></td><td></td><td>FAF</td><td>11</td><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td></tr><tr><td>Altitude (ft)</td><td></td><td></td><td>3900</td><td>3540</td><td>3220</td><td>2910</td><td>2590</td><td>2270</td><td>1960</td><td>1640</td><td>1330</td></tr></table>										DME distance to THR (NM)			FAF	11	10	9	8	7	6	5	4	Altitude (ft)			3900	3540	3220	2910	2590	2270	1960	1640	1330	Missed approach: Climb on track 143°, at NR502 turn left direct to EXEPI at or above 6200 ft . IAS max 230 kt.																																															
DME distance to THR (NM)			FAF	11	10	9	8	7	6	5	4																																																																										
Altitude (ft)			3900	3540	3220	2910	2590	2270	1960	1640	1330																																																																										
ELEV. : 14 THR RWY 14				DISTANCE (NM)																																																																																	
CAT				LNAV			CIRCLING 1																																																																														
OCA (OCH)				MDA	MDH	RVR	OCA (OCH)			MDA	MDH	VIS	RVR for take-off CATA - B - C : 400																																																																								
A						1500	942 (927)			950 (930)	1500																																																																										
B				1249 (1235)	1250 (1240)	1500	1282 (1267)			1290 (1270)	1600																																																																										
C						2000	1651 (1636)			1660 (1640)	2400																																																																										
Notes : - RDH = 50 feet 1 Without approach light - Daytime only - OCH and MDH AAL																																																																																					
<table><tr><td colspan="2">KT</td><td colspan="2">MIN</td><td colspan="2">SEC</td><td colspan="2">KT</td><td colspan="2">MIN</td><td colspan="2">SEC</td></tr><tr><td colspan="2">90</td><td colspan="2">8</td><td colspan="2">Min 00</td><td colspan="2">140</td><td colspan="2">5</td><td colspan="2">Min 09</td></tr><tr><td colspan="2">100</td><td colspan="2">7</td><td colspan="2">Min 12</td><td colspan="2">150</td><td colspan="2">4</td><td colspan="2">Min 48</td></tr><tr><td colspan="2">110</td><td colspan="2">6</td><td colspan="2">Min 33</td><td colspan="2">160</td><td colspan="2">4</td><td colspan="2">Min 30</td></tr><tr><td colspan="2">120</td><td colspan="2">6</td><td colspan="2">Min 00</td><td colspan="2">170</td><td colspan="2"></td><td colspan="2"></td></tr><tr><td colspan="2">130</td><td colspan="2">5</td><td colspan="2">Min 32</td><td colspan="2">180</td><td colspan="2"></td><td colspan="2"></td></tr></table>														KT		MIN		SEC		KT		MIN		SEC		90		8		Min 00		140		5		Min 09		100		7		Min 12		150		4		Min 48		110		6		Min 33		160		4		Min 30		120		6		Min 00		170						130		5		Min 32		180					
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