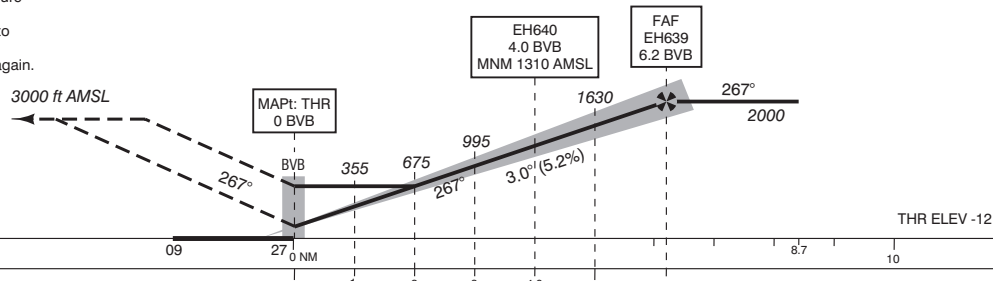


- NOTES:**
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
 2. Execution of the complete procedure overhead depicted by at ATC discretion or in case of COM-failure.
 3. DME required.
 4. DME BVB reads ZERO at THR 27.
 5. Approaches on RWY 06, 18C, 18R or 36R may be executed simultaneously.
 6. Given EH waypoints beyond the FAF must be considered to be supplementary information.

1. Missed approach
 - Inform ATC immediately.
 - Track 267° MAG and climb to 3000 ft AMSL.
2. Missed approach in case of communication failure
 - Track 267° MAG and climb to 3000 ft AMSL;
 - When passing 2000 ft AMSL start a right turn to SPL and cross SPL at 3000 ft AMSL;
 - Execute the instrument approach procedure again.

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 ft AMSL

DO NOT DESCEND BELOW THE DESCENT PROFILE



DIST RELATED TO BVB DME

GS IN KT	100	120	140	160	180	200	220
VERTICAL SPEED	530 ft/min	635 ft/min	745 ft/min	850 ft/min	955 ft/min	1060 ft/min	1165 ft/min

OCA (OCH) ELEV THR 27: -12.1 ft

ACFT CAT	CAT IIIa and IIIb supported		LOC MAP: THR	CIRCLING*/**	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency. ** Circling RWY 22: do not mistake RWY 24 for RWY 22.	MSA BASED ON SPL VOR/DME	
	CAT I	CAT II					
A	126 (138)	(50)	440 (450)	620 (630)	THR 27 52°19'06"N 004°47'49"E EH615 52°19'36"N 005°02'43"E EH639 52°19'26"N 004°57'50"E EH640 52°19'19"N 004°54'19"E EH804 52°15'03"N 005°01'13"E		
B	133 (145)	(59)		780 (790)			
C	146 (158)	(73)		880 (890)			
D	159 (171)	(86)		890 (900)			
DL	162 (174)	(86)					
CEILING AND VISIBILITY MINIMA				BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET			
TAKE-OFF	DAY:	NA	NIGHT:	NA			
LANDING	DAY:		NIGHT:				