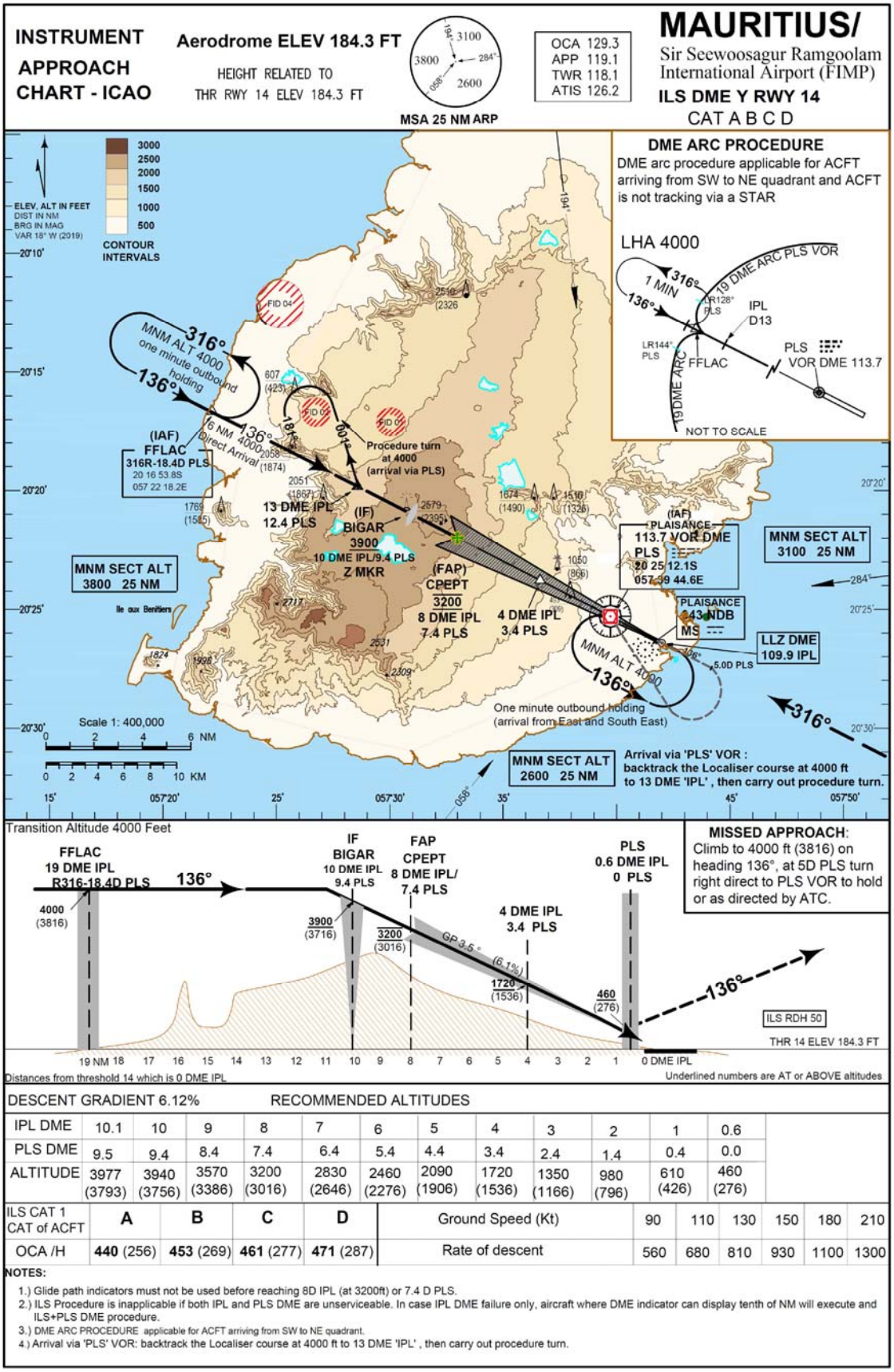

DESCENT GRADIENT 6.12% RECOMMENDED ALTITUDES

IPL DME	10.1	10	9	8	7	6	5	4	3	2	1	0.6
PLS DME	9.5	9.4	8.4	7.4	6.4	5.4	4.4	3.4	2.4	1.4	0.4	0.0
ALTITUDE	3977 (3793)	3940 (3756)	3570 (3386)	3200 (3016)	2830 (2646)	2460 (2276)	2090 (1906)	1720 (1536)	1350 (1166)	980 (796)	610 (426)	460 (276)

ILS CAT 1 CAT of ACFT	A	B	C	D	Ground Speed (Kt)	90	110	130	150	180	210
OCA /H	**440** (256)	**453** (269)	**461** (277)	**471** (287)	Rate of descent	560	680	810	930	1100	1300

NOTES:

1.) Glide path indicators must not be used before reaching 8D IPL (at 3200ft) or 7.4 D PLS.
2.) ILS Procedure is inapplicable if both IPL and PLS DME are unserviceable. In case IPL DME failure only, aircraft where DME indicator can display tenth of NM will execute and ILS+PLS DME procedure.
3.) DME ARC PROCEDURE applicable for ACFT arriving from SW to NE quadrant.
4.) Arrival via 'PLS' VOR: backtrack the Localiser course at 4000 ft to 13 DME 'IPL', then carry out procedure turn.

Changes: BIGAR is above 3900, CPEPT is @3200, obstacle elevations 2058 and 1674 added, underlined numbers are AT or ABOVE altitudes concern Profile, FFLAC is at 19nm from threshold in profile, Inclusion of Z MKR at BIGAR.