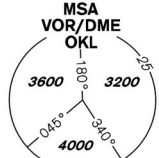
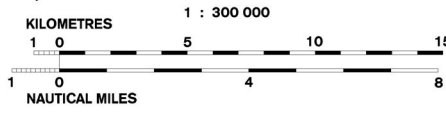
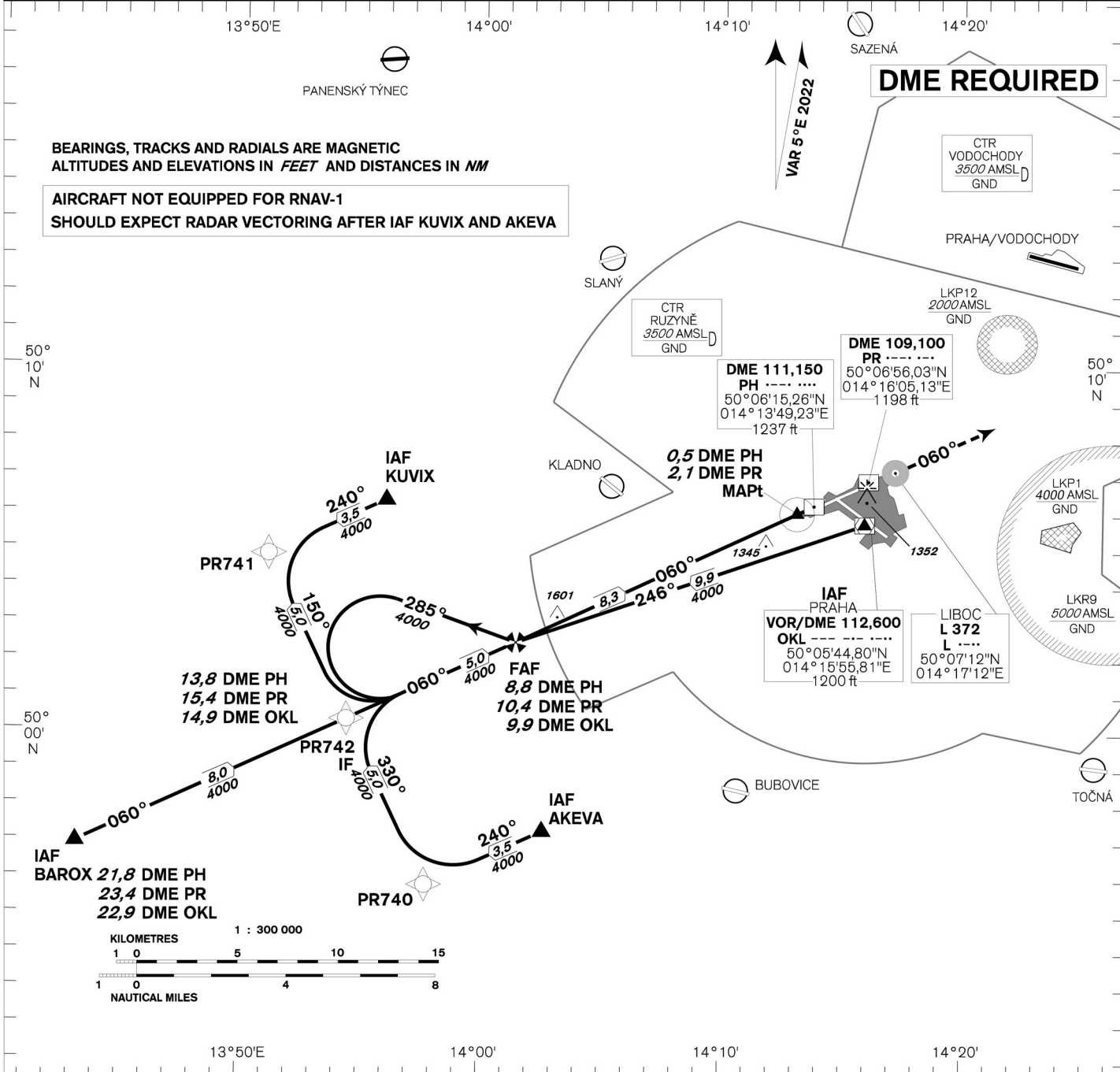


| | | | |
|-----------------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| INSTRUMENT APPROACH CHART - ICAO | AERODROME ELEV 1234 THR RWY 06 ELEV 1202 OCH RELATED TO THR RWY 06 | PRAHA RADAR 127,580 RUZYŇĚ RADAR 119,010 SUPPLEMENTARY FREQ 136,080 121,500 134,560 RUZYŇĚ TOWER 118,110 SUPPLEMENTARY FREQ 121,500 | PRAHA/Ruzyňě NDB RWY 06  |
|-----------------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|



| | 8,8 DME PH 10,4 DME PR 9,9 DME OKL FAF | 0,5 DME PH 2,1 DME PR MAPt | VOR/DME OKL L DME PH DME PR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------|--------------------|--------------------|----------------------|--------------------|------|------|--|----------|---------------------------------|--|--|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--------|----|---|---|---|---|---|---|---|---|--------|----|------|-----|-----|-----|-----|-----|-----|-----|----------|----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|----|------|------|------|------|------|------|------|------|--|
| TRANSITION ALTITUDE 5000ft | MISSED APPROACH: Climb on track 060° to 4000ft, radar vectoring will be provided. In case of RCF climb on track 060° to 4000ft, at 10NM DME OKL turn left to OKL and climb to 5000ft. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| THR 500606,61N 0141334,68E ELEV 1202 | SDF 2,5 DME PH 4,7 DME PR 3,6 DME OKL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 8 6 4 2 0 2 4 6 8 | NM FM THRO6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>OCA/OCH</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> <tr> <td>Straight-in Approach</td> <td colspan="4" style="text-align: center;">1610/410</td> </tr> <tr> <td>Circling</td> <td colspan="4" style="text-align: center;">see the circling approach chart</td> </tr> </table> | OCA/OCH | A | B | C | D | Straight-in Approach | 1610/410 | | | | Circling | see the circling approach chart | | | | <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>DME PH</th> <th>NM</th> <th>9</th> <th>8</th> <th>7</th> <th>6</th> <th>5</th> <th>4</th> <th>3</th> <th>2</th> </tr> <tr> <td>DME PR</td> <td>NM</td> <td>10,6</td> <td>9,6</td> <td>8,6</td> <td>7,6</td> <td>6,6</td> <td>5,6</td> <td>4,6</td> <td>3,6</td> </tr> <tr> <td>DIST THR</td> <td>NM</td> <td>8,8</td> <td>7,8</td> <td>6,8</td> <td>5,8</td> <td>4,8</td> <td>3,8</td> <td>2,8</td> <td>1,8</td> </tr> <tr> <td>ALTITUDES</td> <td>ft</td> <td>4060</td> <td>3740</td> <td>3420</td> <td>3100</td> <td>2780</td> <td>2470</td> <td>2150</td> <td>1830</td> </tr> </table> | | | DME PH | NM | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | DME PR | NM | 10,6 | 9,6 | 8,6 | 7,6 | 6,6 | 5,6 | 4,6 | 3,6 | DIST THR | NM | 8,8 | 7,8 | 6,8 | 5,8 | 4,8 | 3,8 | 2,8 | 1,8 | ALTITUDES | ft | 4060 | 3740 | 3420 | 3100 | 2780 | 2470 | 2150 | 1830 | |
| OCA/OCH | A | B | C | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Straight-in Approach | 1610/410 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Circling | see the circling approach chart | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DME PH | NM | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DME PR | NM | 10,6 | 9,6 | 8,6 | 7,6 | 6,6 | 5,6 | 4,6 | 3,6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DIST THR | NM | 8,8 | 7,8 | 6,8 | 5,8 | 4,8 | 3,8 | 2,8 | 1,8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ALTITUDES | ft | 4060 | 3740 | 3420 | 3100 | 2780 | 2470 | 2150 | 1830 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | kt min:sec Rate of descent (5,24%) ft/min | 80 6:15 430 | 100 5:00 530 | 120 4:10 640 | 140 3:34 740 | 160 3:07 850 | 180 2:46 960 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Timing is not authorized for defining the MAPt. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

change: horizontal and vertical limits of LKP1