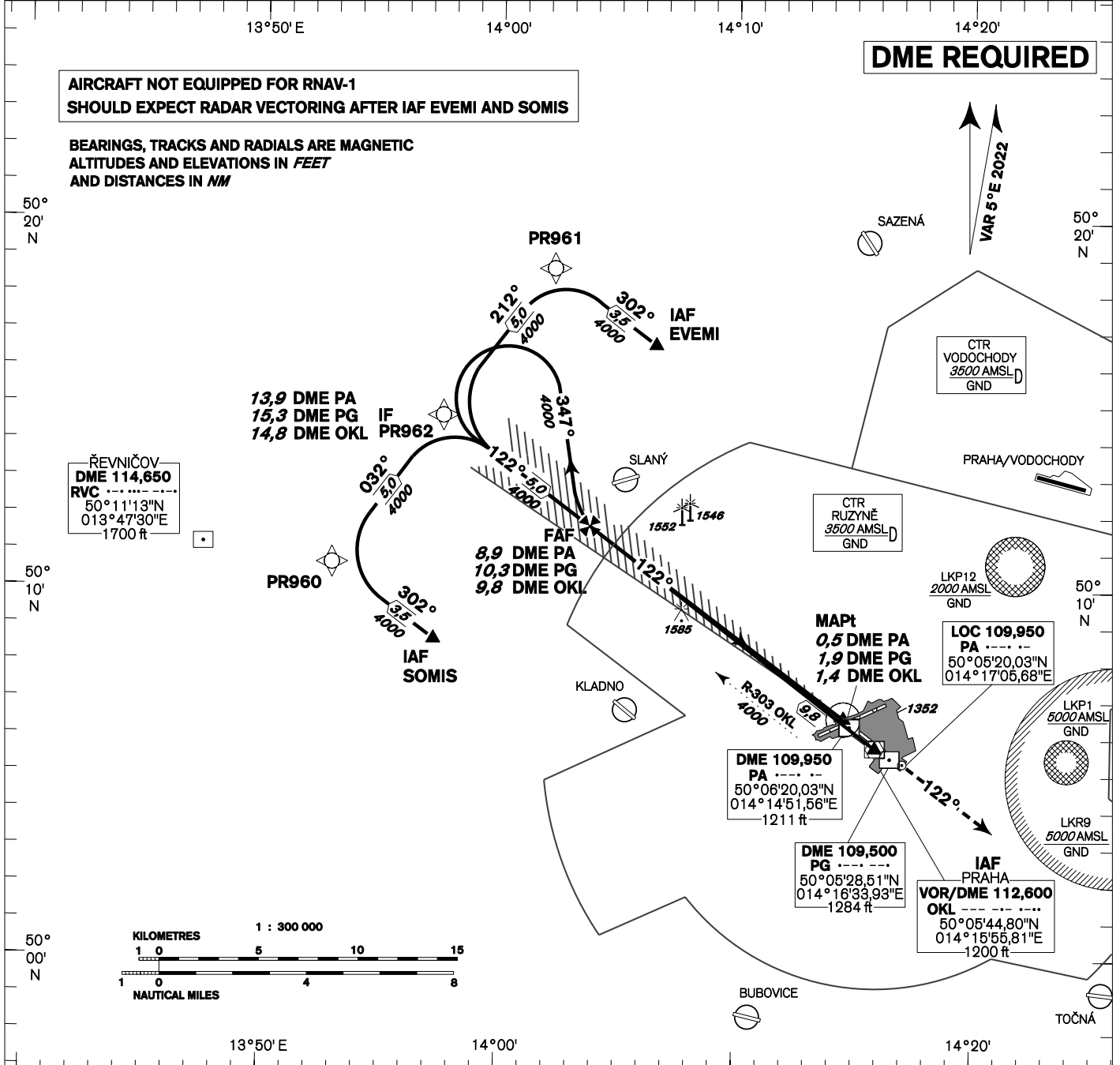


<b>INSTRUMENT APPROACH CHART - ICAO</b>	<b>AERODROME ELEV 1234</b> <b>THR RWY 12 ELEV 1160</b>  <b>OCH RELATED TO THR RWY 12</b>	<b>PRAHA RADAR 127,580</b> <b>RUZYŇ RADAR 119,010</b> <b>SUPPLEMENTARY FREQ 136,080</b> <b>121,500</b> <b>RUZYŇ TOWER 134,560</b> <b>SUPPLEMENTARY FREQ 118,110</b> <b>121,500</b>	<b>MSA</b> <b>VOR/DME OKL</b> 
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**PRAHA/Ruzyně**  
**ILS**  
**RWY 12**



THR 500628,84N 0141443,32E ELEV 1160  change: VAR, MSA, MAG Tracks, OCA, OCH		<p><b>MISSED APPROACH:</b> Climb on track 122° to 4000ft, radar vectoring will be provided. In case of RCF climb on track 122° to 4000ft, at 10NM/DME OKL turn right to OKL and climb to 5000ft.</p> <p>ILS RDH 54,1</p>																																																																											
	<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 rowspan="2">Straight-in Approach</td> <td>Cat I ft</td> <td>1313 / 153</td> <td>1327 / 167</td> <td>1343 / 183</td> <td>1359 / 199</td> </tr> <tr> <td>LOC ft</td> <td colspan="4" style="text-align: center;">1500 / 340</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	Cat I ft	1313 / 153	1327 / 167	1343 / 183	1359 / 199	LOC ft	1500 / 340				Circling	see the circling approach chart				<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>8</th> <th>7</th> <th>6</th> <th>5</th> <th>4</th> <th>3</th> <th>2</th> <th>1</th> </tr> <tr> <td>DME PA NM</td> <td>8,4</td> <td>8,4</td> <td>7,4</td> <td>6,4</td> <td>5,4</td> <td>4,4</td> <td>3,4</td> <td>2,4</td> </tr> <tr> <td>DME PG NM</td> <td>8,9</td> <td>7,9</td> <td>6,9</td> <td>5,9</td> <td>4,9</td> <td>3,9</td> <td>2,9</td> <td>1,9</td> </tr> <tr> <td>DME OKL NM</td> <td>8,9</td> <td>7,9</td> <td>6,9</td> <td>5,9</td> <td>4,9</td> <td>3,9</td> <td>2,9</td> <td>1,9</td> </tr> <tr> <td>THR DIST NM</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> <td>0,8</td> </tr> <tr> <td>ALTITUDES ft</td> <td>3700</td> <td>3390</td> <td>3070</td> <td>2750</td> <td>2430</td> <td>2110</td> <td>1790</td> <td>1480</td> </tr> </table>		8	7	6	5	4	3	2	1	DME PA NM	8,4	8,4	7,4	6,4	5,4	4,4	3,4	2,4	DME PG NM	8,9	7,9	6,9	5,9	4,9	3,9	2,9	1,9	DME OKL NM	8,9	7,9	6,9	5,9	4,9	3,9	2,9	1,9	THR DIST NM	7,8	6,8	5,8	4,8	3,8	2,8	1,8	0,8	ALTITUDES ft	3700	3390	3070	2750	2430	2110	1790	1480
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