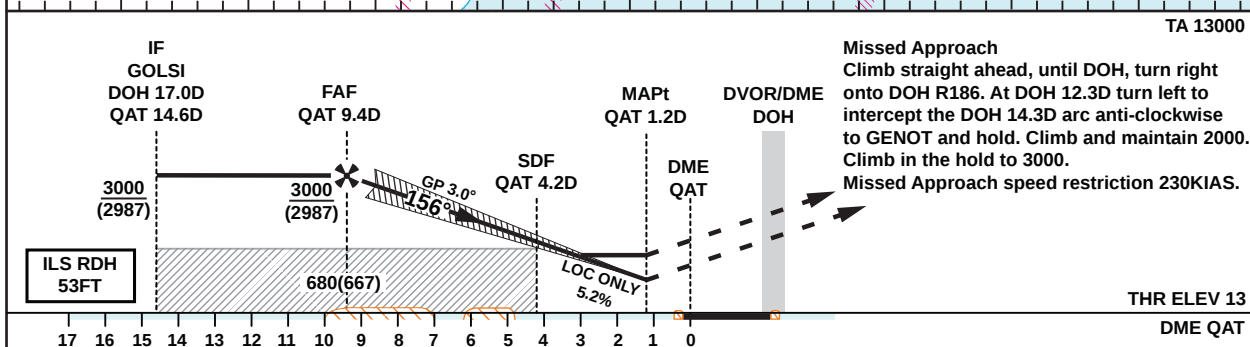
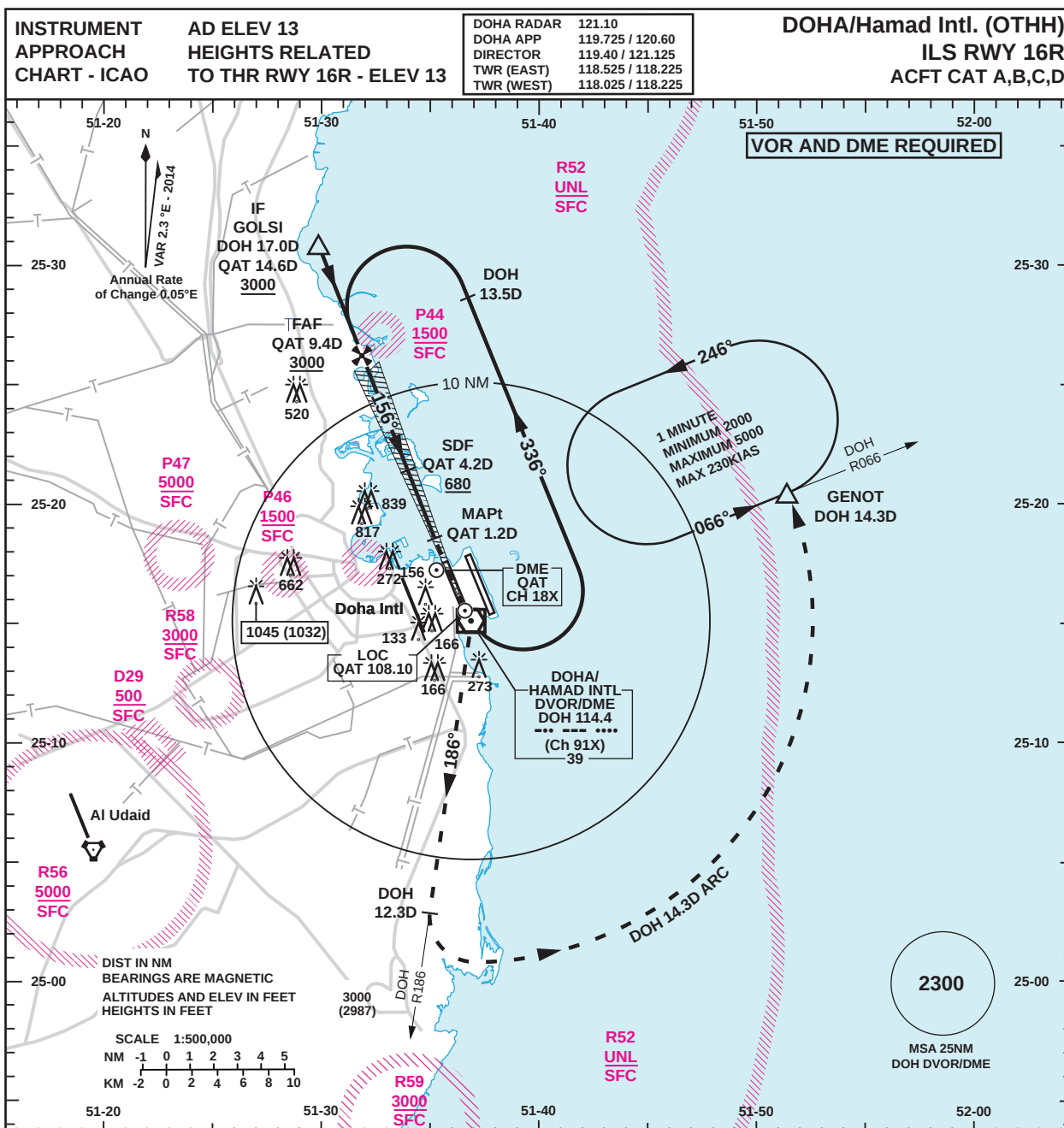




										DME ALT (5.2%) <table><tr><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>2880</td><td>2570</td><td>2250</td><td>1930</td><td>1610</td><td>1290</td><td>980</td><td>660</td><td>340</td></tr></table>									9	8	7	6	5	4	3	2	1	2880	2570	2250	1930	1610	1290	980	660	340
9	8	7	6	5	4	3	2	1																												
2880	2570	2250	1930	1610	1290	980	660	340																												
OCA (OCH)					A		B		C		D		DA (DH)		A B C		D																			
Straight in Approach	ILS CAT I				181 (168)		192 (179)		205 (192)		220 (207)		ILS CAT II ALS OUT		113 (100) RVR 300m		132 (119) RVR 300m* RVR 350m																			
	ILS CAT II				87 (74)		99 (86)		112 (99)		132 (119)		ILS CAT IIIA		63 (50) / RVR 200m																					
	LOC ONLY				370 (357)								ILS CAT IIIB		RVR 50m																					
Circling					620 (607)				1240 (1227)				Note: * 300m may be used for CAT D aeroplane conducting autoland																							

1. QAT DME zero ranged to TDZ.
2. Aircraft to commence initial Racetrack at 3000 (2987).
3. Racetrack to be used only in case of communications failure.
4. HOLD at GENOT protected for sector 3 Entry only.

LOC only Approach: MAPt at QAT 1.2D								
Speed	KT	80	100	120	140	160	180	
Time	MIN:SEC	Timing Not Authorized						
Rate of Descent	FT/MIN	420	530	640	740	850	960	