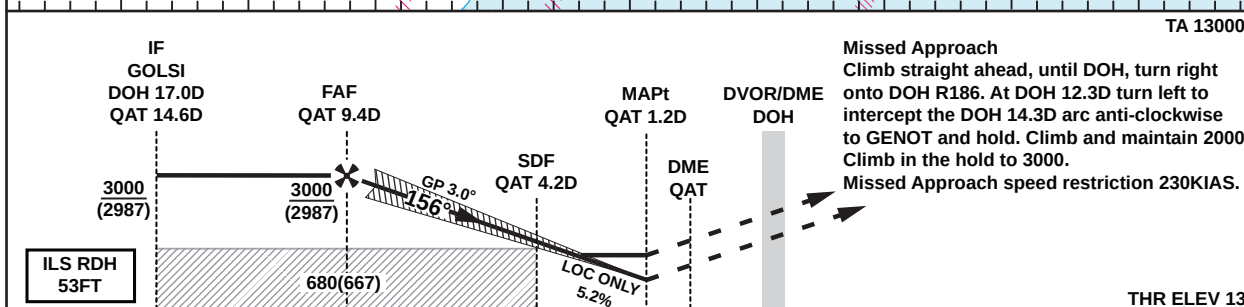




17161514131211109876543210 DME <table><tr><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1</td></tr><tr><td>2880</td><td>2570</td><td>2250</td><td>1930</td><td>1610</td><td>1290</td><td>980</td><td>660</td><td>340</td></tr></table>																	9	8	7	6	5	4	3	2	1	2880	2570	2250	1930	1610	1290	980	660	340	DME QAT	
9	8	7	6	5	4	3	2	1																												
2880	2570	2250	1930	1610	1290	980	660	340																												
OCA (OCH)			A			B			C			D																								
Straight in Approach	ILS CAT I		181 (168)			192 (179)			205 (192)			220 (207)																								
	ILS CAT II		87 (74)			99 (86)			112 (99)			132 (119)																								
	LOC ONLY		370 (357)																																	
Circling			620 (607)						1240 (1227)																											
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. CAT IIIA and CAT IIIB APPROVED. 5. 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																											