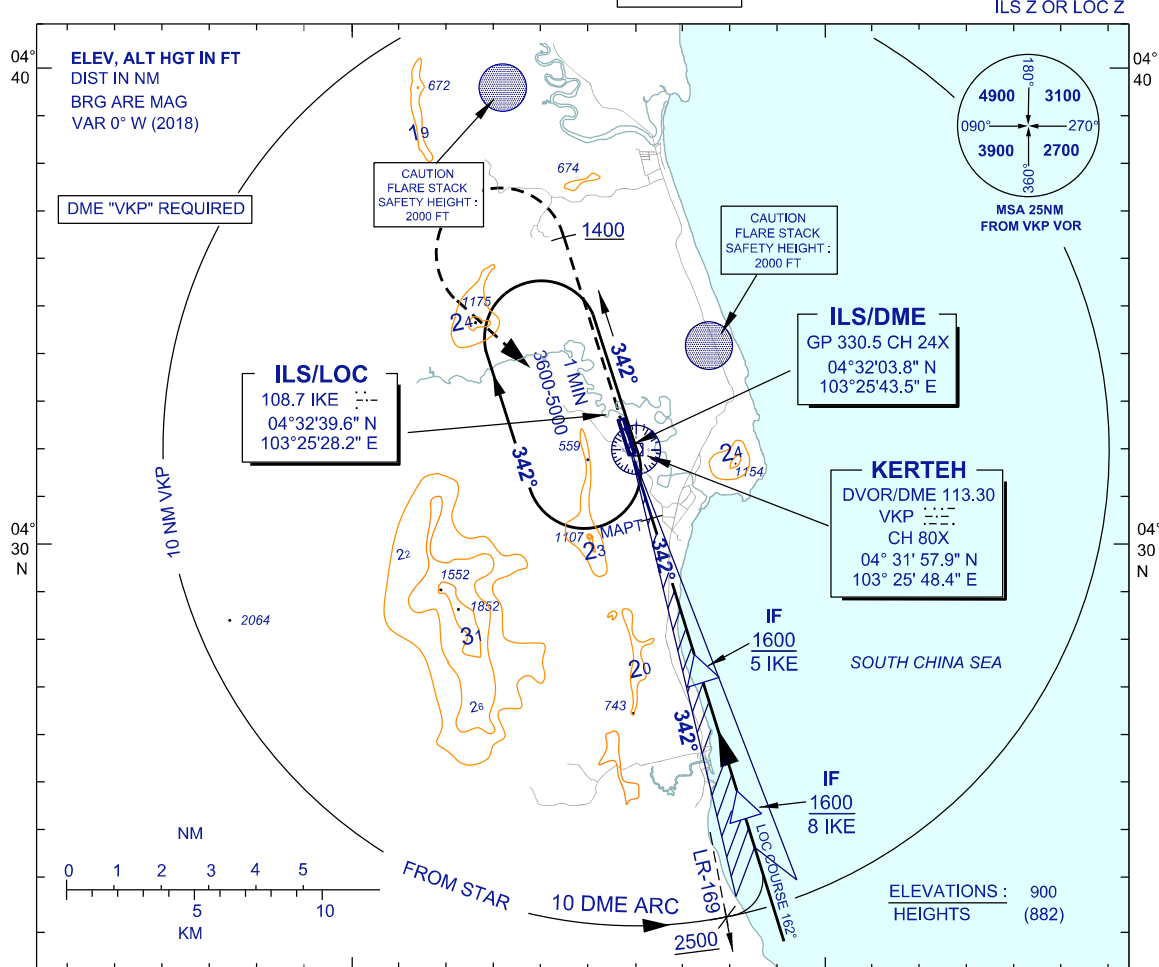


INSTRUMENT  
APPROACH  
CHART - ICAO

AERODROME ELEV 18 FT  
HEIGHTS RELATED TO  
THR RWY 34 - ELEV 18 FT

TWR 123.3  
258.5  
SMC 121.8  
ATIS 128.25

KERTEH/KERTEH (WMKE)  
RWY 34



TRANSITION ALT 11000

|                       |             |             |           |           |
|-----------------------|-------------|-------------|-----------|-----------|
| DIST BY DME (IKE)     | 5           | 4           | 3         | 1.9       |
| ALT 3° APCH PATH (FT) | 1600 (1582) | 1282 (1264) | 964 (946) | 620 (602) |

**MISSED APPROACH**  
CLIMB ON TRACK 342° TO 1400 FT  
TURN LEFT TRACK TO VKP HOLD  
CLIMB TO 4000 FT OR AS  
DIRECTED BY ATC

**DVOR/DME VKP**

ILS RDH 52 FT

GP INOP

MAPT

5.2% (3°)

342°

OC (H) 500

FAP 1600 (1582)

8 IKE

5 IKE

1600 (1582)

LR-169 2500

GS 3°-330.5MHz

FROM

10 DME ARC

THR ELEV 18 (THR RWY 34)

|                 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |                 |
|-----------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----|-----------------|
| NM FROM DME IKE | 5 | 4 | 3 | 2 | 1 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | NM FROM DME VKP |
|-----------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----|-----------------|

|                       |                        |          |
|-----------------------|------------------------|----------|
| OCA (H) FT            | A                      | B        |
| STRAIGHT-IN APPROACH  | CAT 1 300(282)         | 310(292) |
| LOC                   | 620(602)/1.9 DME       |          |
| CIRCLING/MNM VIS (NM) | CIRCLING NOT PERMITTED |          |

|                      |           |      |      |      |      |
|----------------------|-----------|------|------|------|------|
| GROUND SPEED(KT)     | 70        | 90   | 110  | 140  |      |
| FAP - MAPT = 3.1 NM  | MIN : SEC | 2:35 | 2:04 | 1:50 | 1:20 |
| RATE OF DESCENT (3°) | FT/ MIN   | 379  | 474  | 535  | 738  |

CHANGES : IN PROFILE VIEW LEAD RADIAL LR171 TO READ AS LR169.