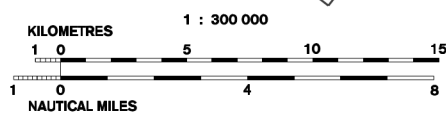
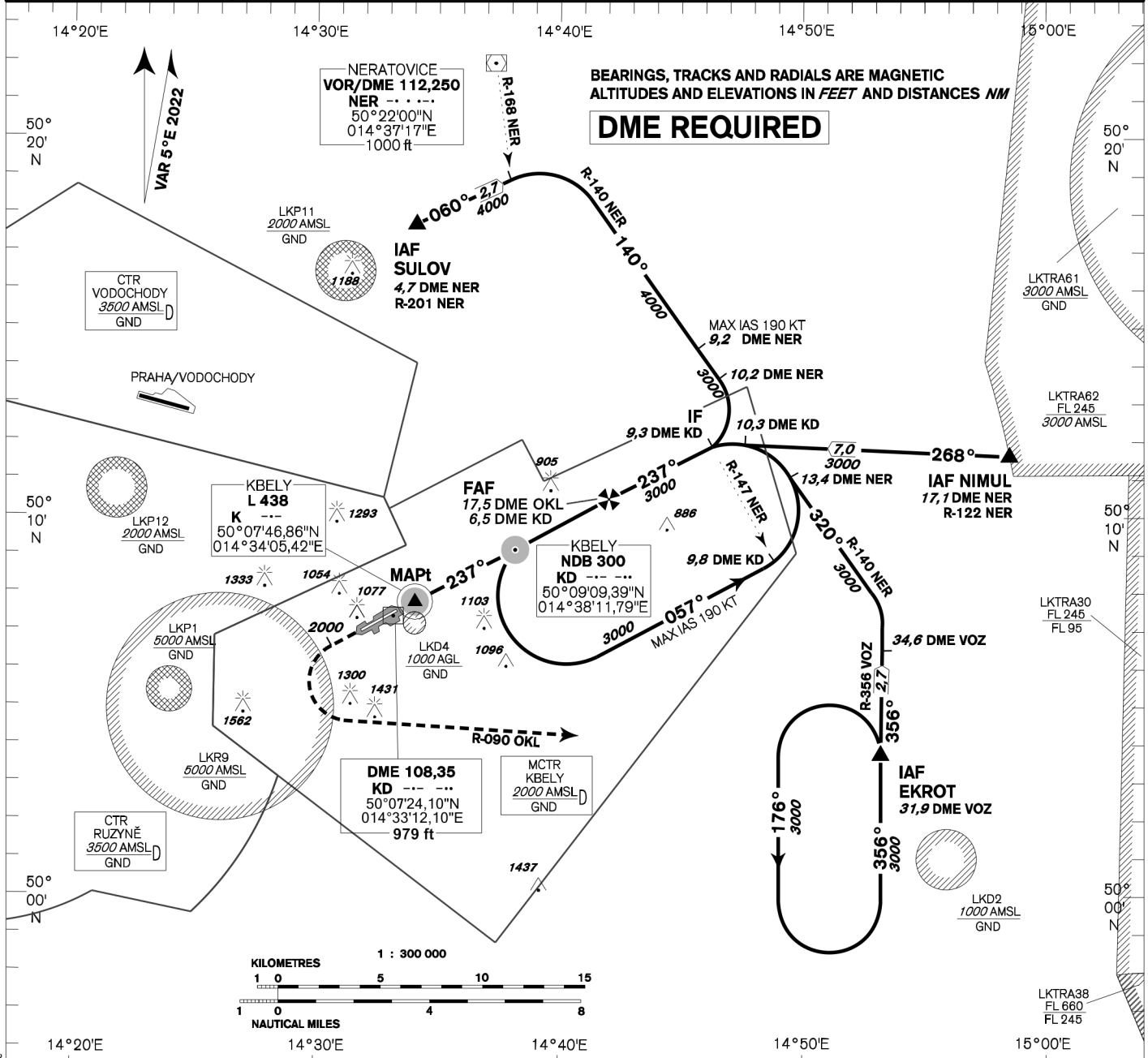


<b>INSTRUMENT APPROACH CHART - ICAO</b>	<b>AERODROME ELEV 939</b> <b>THR RWY 06 ELEV 939</b> <b>THR RWY 24 ELEV 916</b> <b>ARP 919</b> <b>OCH RELATED TO THR RWY 24</b>	<b>KBELY RADAR 124,680 291,050 reserve</b> <b>KBELY PRECISION 126,760 123,300 reserve</b> <b>315,000 reserve</b> <b>KBELY TOWER 120,880 134,730 reserve</b>	<b>MSA</b> <b>ARP LKKB</b>  <b>KBELY</b> <b>NDB</b> <b>RWY 24</b>
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**MISSED APPROACH:**  
Climb to 2000ft MAX 2,7NM  
KD DME/MNM 8,7NM OKL DME,  
turn left intercept radial R 090 OKL  
then climb to 3000ft continue to EKROT

**MISSED APPROACH:**  
to IAS ≤ 185 kt min. bank angle 15°  
to IAS ≤ 230 kt min. bank angle 20°  
IAS MAX = 230 KT

THR 500731.93N, 0143321.70E  
ELEV 916

change: ELEV and position of DME KD; FAF distance

OCA/OCH	A	B	C	D	
Straight - in Approach NDB	ft	1214/296			
Straight - in Approach PAR	ft	1155/239			
Circling (South only)	ft	1345	1656	1971	-

DME KD	NM	6,5	5,0	4,0	3,0	2,0	1,0	0,5
ALTITUDES	ft	3000	2500	2241	1912	1607	1286	1115

kt	60	90	120	150	180	
FAF - MAPt 5,8 NM	min:sec	5:49	3:53	2:55	2:20	1:57
Rate of descent	ft/min	315	470	640	790	960

Timing is not authorized for defining the MAPt.