

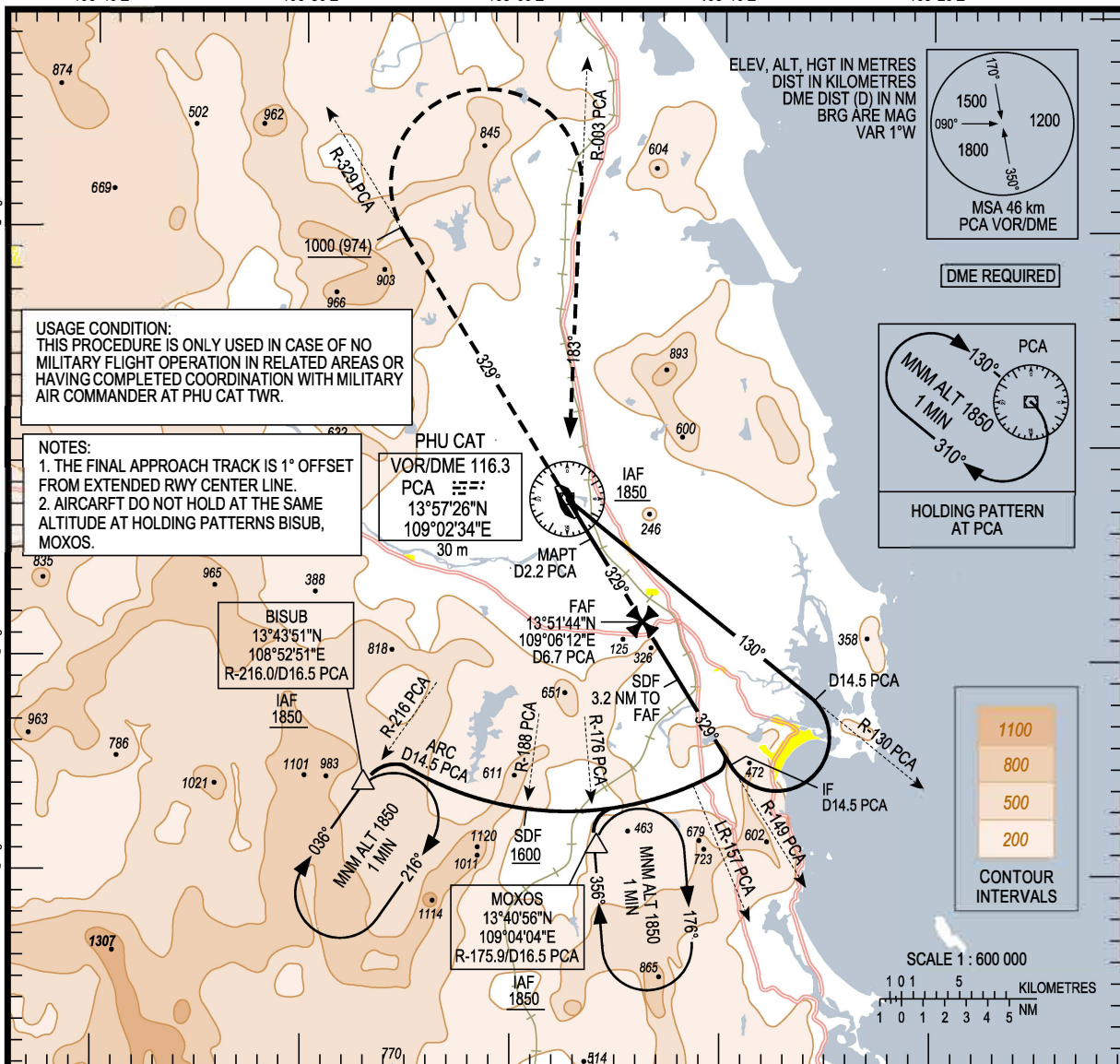
108°40'E 108°50'E 109°00'E 109°10'E 109°20'E

14° 10' N

14° 00' N

13° 50' N

13° 40' N



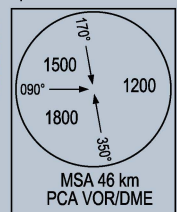
USAGE CONDITION:
THIS PROCEDURE IS ONLY USED IN CASE OF NO MILITARY FLIGHT OPERATION IN RELATED AREAS OR HAVING COMPLETED COORDINATION WITH MILITARY AIR COMMANDER AT PHU CAT TWR.

NOTES:
1. THE FINAL APPROACH TRACK IS 1° OFFSET FROM EXTENDED RWY CENTER LINE.
2. AIRCRAFT DO NOT HOLD AT THE SAME ALTITUDE AT HOLDING PATTERNS BISUB, MOXOS.

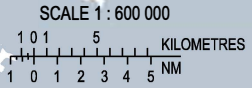
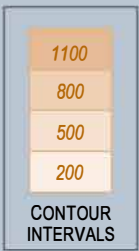
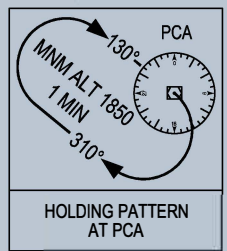
**PHU CAT
VOR/DME 116.3
PCA**
13°57'26"N
109°02'34"E
30 m

BISUB
13°43'51"N
108°52'51"E
R-216.0/D16.5 PCA
IAF 1850

MOXOS
13°40'56"N
109°04'04"E
R-175.9/D16.5 PCA
IAF 1850

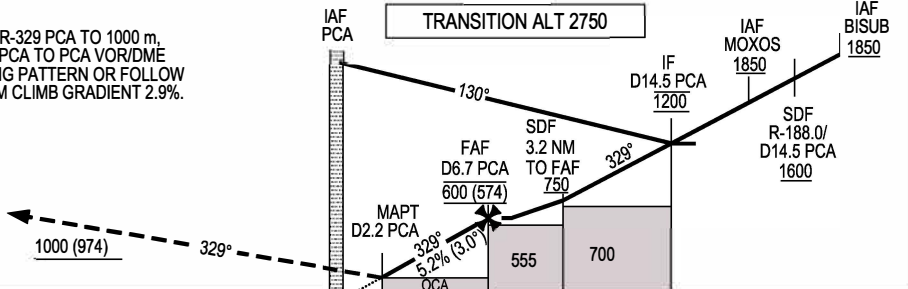


DME REQUIRED



DME DISTANCE	PCA	2.4	3	4	5	6	6.7
ALTITUDE (5.2%)		180	240	340	435	535	600

MISSED APPROACH:
PASSING PCA VOR/DME CLIMB ON R-329 PCA TO 1000 m, TURN RIGHT TO INTERCEPT R-003 PCA TO PCA VOR/DME AT 1850 m OR ABOVE. JOIN HOLDING PATTERN OR FOLLOW PHU CAT TWR INSTRUCTIONS. MNM CLIMB GRADIENT 2.9%.



THR ELEV 26 m
KILOMETRES TO/FM THR RWY 33

OCA (H)	C	D
STRAIGHT-IN APPROACH	180 (154)	
CIRCLING	450 (420)	

GS	km/h	150	200	250	300
FAF-MAPT 8.4 km	min:s	3:21	2:31	2:01	1:40
RATE OF DESCENT 5.2% (3°)	m/s	2.2	2.9	3.6	4.4