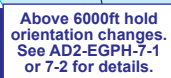


(ACFT CAT A,B,C,D)



7	6	5	
---	---	---	--

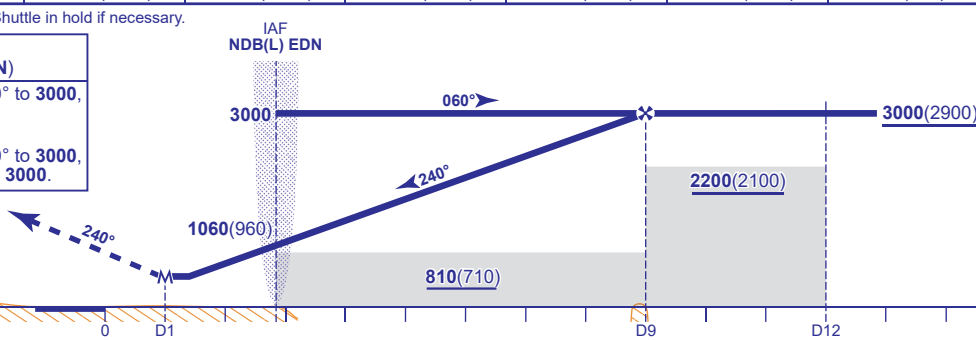
DME I-TH	8	7	6	5	4	3	2
ALT(HGT)	2680(2580)	2370(2270)	2050(1950)	1730(1630)	1420(1320)	1100(1000)	780(680)

Arrival **not below 3000** or higher **MSA**. Shuttle in hold if necessary.

**MAPt I-TH DME 1**  
(1.9NM after **NDB(L) EDN**)

Climb on **NDB(L) EDN** QDM 240° to **3000**, then continue as directed.

RCF:  
Climb on **NDB(L) EDN** QDM 240° to **3000**,  
then turn right to **NDB(L) EDN** at **3000**.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80	
OCA (OCH)	WITH DME	600(500)	600(500)	600(500)	600(500)		NDB(L) EDN to MAPt	FT/MIN	840	740	630	530	420
	NO DME	650(550)	650(550)	650(550)	650(550)			MIN:SEC	0:43	0:49	0:57	1:08	1:25
VM(C)OCA (OCH AAL)	Total Area	780(668)	980(868)	1470(1358)	2020(1908)								
	North of RWY 06/24	780(668)	830(718)	1150(1038)	1210(1098)								

AIRCRAFT UNABLE TO RECEIVE DME I-TH

Advise ATC. Radar ranges will be provided equivalent to D12 outbound and at D9 inbound. Turn left to intercept the extended FAT. When established, descend at equivalent of D9 inbound to **not below 740(640)** until overhead NDB(L) EDN, then continue descent to MDH.

**NOTE** FAT does not intercept the extended RWY CL and passes 140m south of RWY THR.

**CHANGE (4/26): D9 TO FAF MOCA INCREASED.**