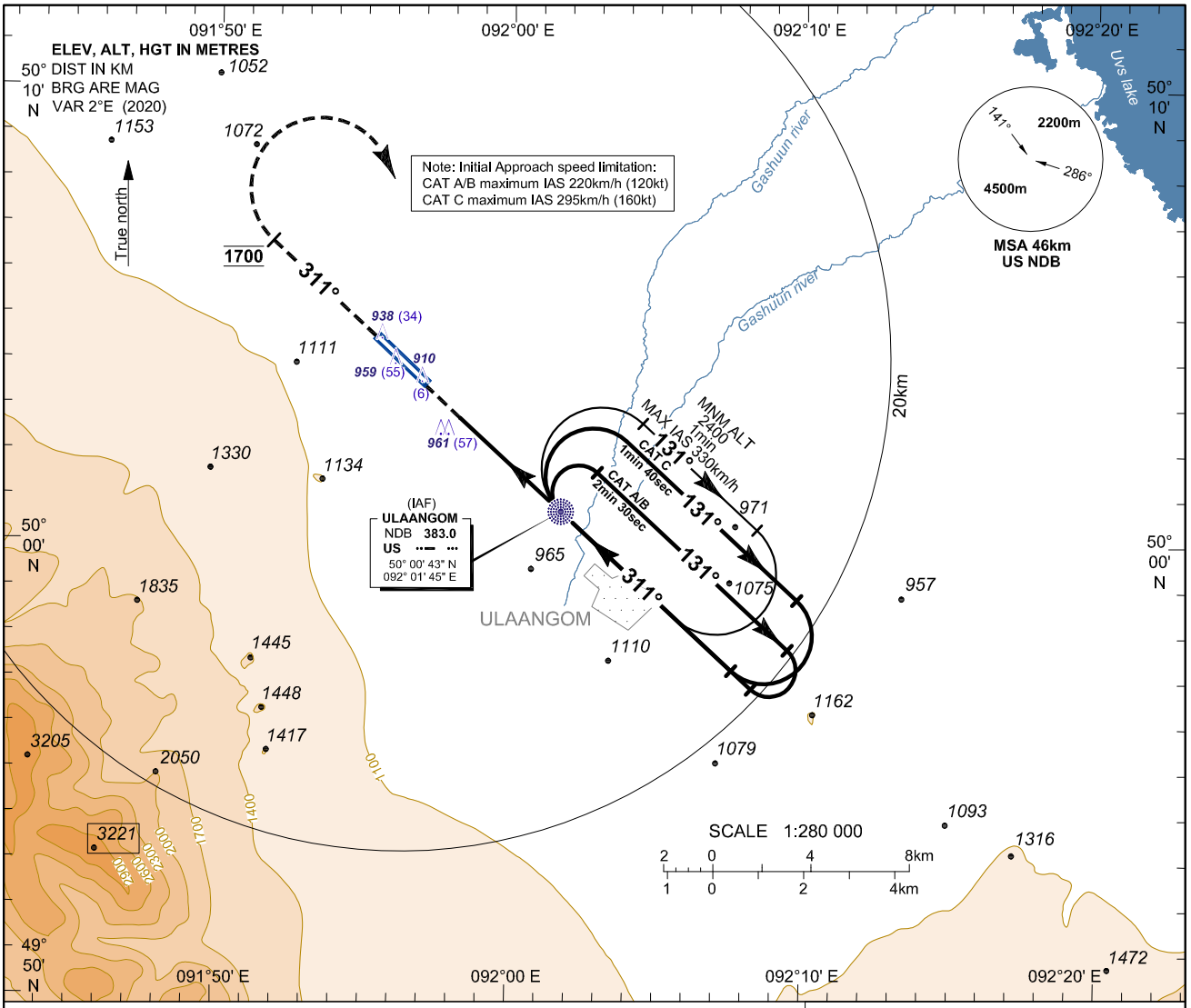
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV **935**
HEIGHTS RELATED TO
THR RWY 31 - ELEV **904**

APP 130

UVS/DEGLII TSAGAAN (ZMUG)
NDB RWY 31
ACFT CAT A/B, C

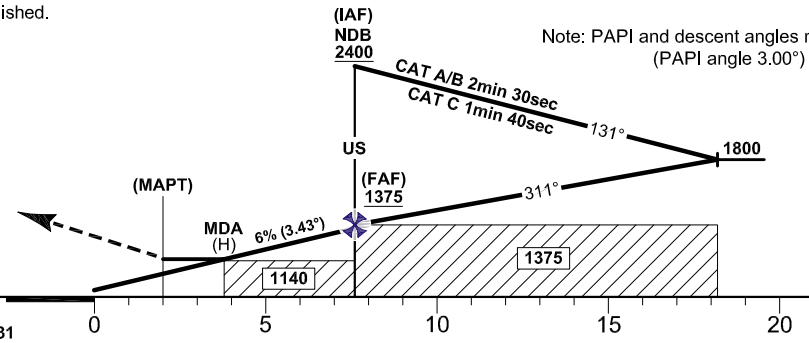


MISSED APPROACH:

No turn before MAPT
climb straight ahead, at ALT **1700**
turn right climbing to ALT **2400** then
direct to **"US" NDB** and Hold as published.

TRANSITION LEVEL	4500
TRANSITION ALTITUDE	3900
TRANSITION ALTITUDE	4200 (QNH≥1031hPa)

Note: PAPI and descent angles not coincident
(PAPI angle 3.00°)



THR ELEV 904
km to/from RWY THR 31
NDB "US" reads 7.6km at RWY THR 31

CAT of ACFT	A	B	C
Straight-in approach	**MDA** (H)	**1150** (246)	
	OCA (H)	**1140** (236)	

VIS		
CAT of ACFT	**FULL**	**ALS Out**
A/B	2200m	2600m
C	2800m	3200m

Ground Speed	km/h	**130**	**150**	**170**	**185**	**205**	**225**	**240**	**260**	**280**	**295**
FAF-MAPT 5.6km	min:s	**2:35**	**2:14**	**1:59**	**1:49**	**1:38**	**1:30**	**1:24**	**1:18**	**1:12**	**1:08**
Rate of Descent	m/s	**2.17**	**2.50**	**2.83**	**3.08**	**3.42**	**3.75**	**4.00**	**4.33**	**4.67**	**4.92**
Ground Speed	kt	**70**	**80**	**90**	**100**	**110**	**120**	**130**	**140**	**150**	**160**
FAF-MAPT 5.6km (3nm)	min:s	**2:36**	**2:16**	**2:01**	**1:49**	**1:39**	**1:31**	**1:24**	**1:18**	**1:13**	**1:08**
Rate of Descent	ft/min	**425**	**486**	**547**	**608**	**668**	**729**	**790**	**851**	**911**	**972**

CHANGE: VAR updated; BRG changed; contour line ELEV added in the conversion table; Editorial.