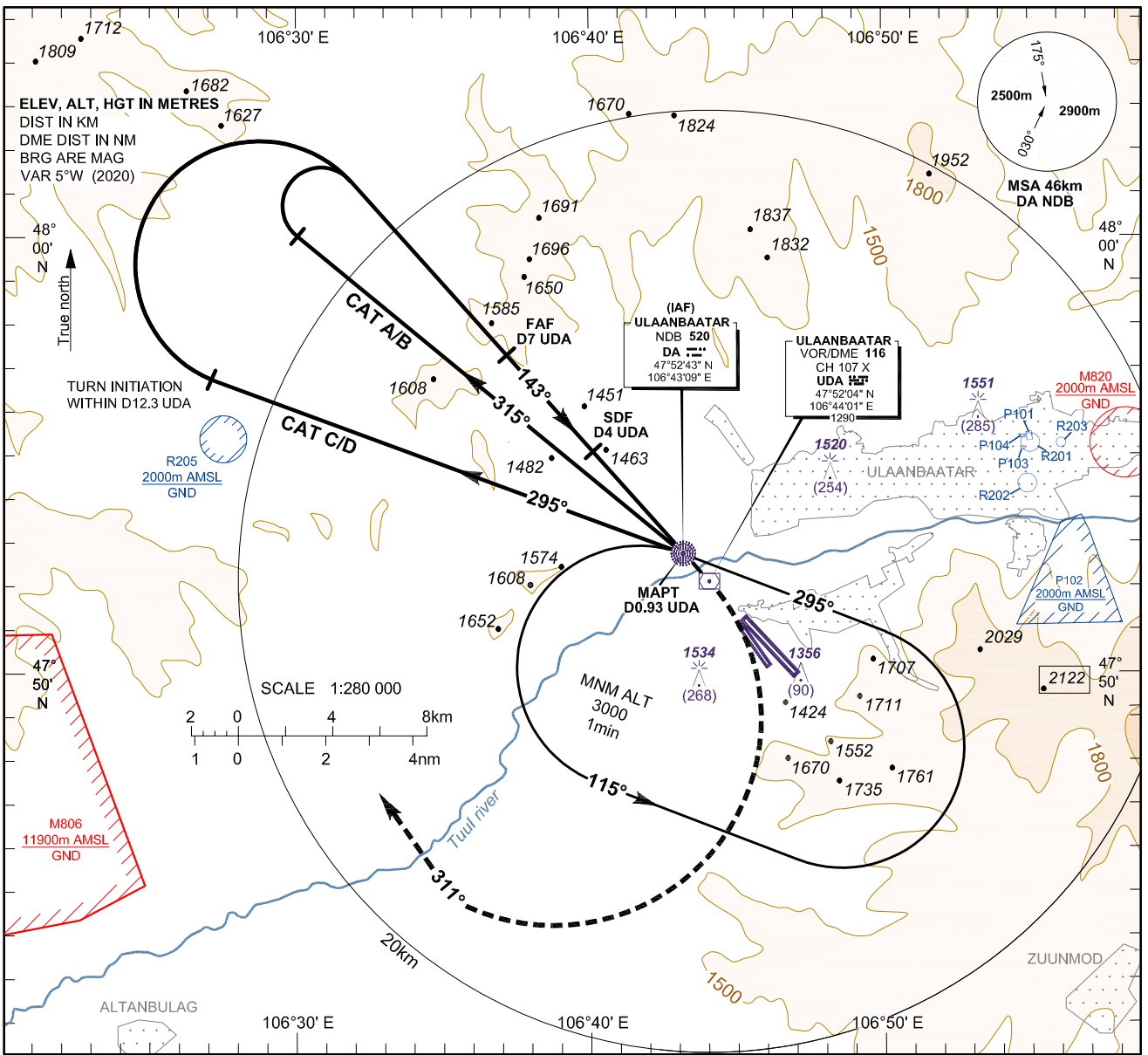
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV **1331**
HEIGHTS RELATED TO
THR RWY 14 - ELEV **1266**

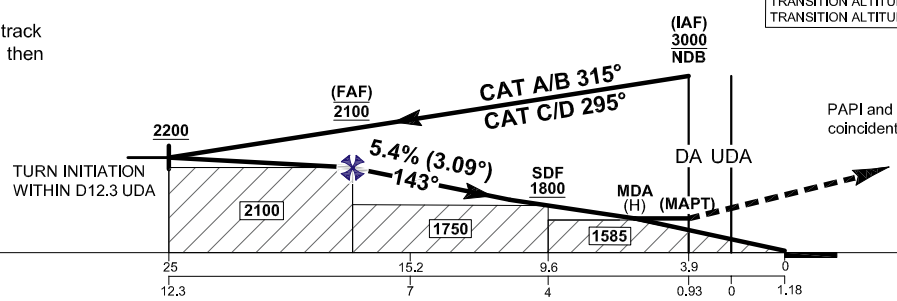
APP	120
TWR	132.7
ATIS	125

ULAANBAATAR/Buyant-Ukhaa (ZMUB)
NDB/DME RWY 14
ACFT CAT A/B, C/D



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

MISSED APPROACH:
At **DA NDB,** turn right track **311°**, climb to **ALT 2200**, then as directed by **ATC**.



PAPI and descent angles not coincident (PAPI angle 2.67)

KM to/from THR RWY 14
NM to/from "UDA" VOR/DME
"UDA" VOR/DME reads 2.2km at THR RWY 14

CAT of ACFT		A	B	C	D
Straight-in Approach	**MDA** (H)	**1600** (334)			
	OCA (H)	**1585** (319)			
Circling		NOT AUTHORISED			

VIS		
CAT of ACFT	**FULL**	**ALS Out**
A/B	3600m	4400m
C	4200m	5000m
D	4600m	5000m

Distance from "UDA" (NM)	**FAF**	**6**	**5**	**4**	**3**	**MAPT**
Altitude (Height) 3.09° APCH	**2100** (834)	**2000** (734)	**1900** (634)	**1800** (534)	**1700** (434)	**1600** (334)

Ground Speed	km/h	**130**	**150**	**170**	**185**	**205**	**225**	**240**	**260**	**280**	**295**	**315**	**335**	**350**
	kt	**70**	**80**	**90**	**100**	**110**	**120**	**130**	**140**	**150**	**160**	**170**	**180**	**190**
Rate of Descent	m/s	**1.89**	**2.18**	**2.47**	**2.69**	**2.98**	**3.28**	**3.49**	**3.79**	**4.08**	**4.29**	**4.59**	**4.88**	**5.10**
	ft/min	**372**	**425**	**478**	**531**	**584**	**637**	**690**	**743**	**796**	**849**	**902**	**955**	**1008**

CHANGE: Descent table, MSA, profile descent slope and ALT, conversion table changed; Editorial.