



OCA (H)	A	B	C	D
Straight-in Approach	670 (468)			
Visual Manoeuvring (Heights AAL)	830 (588)		1100 (858)	

**NOTE:**  
 1. DME required  
 2. Timing not authorised for determining MAPt.  
 3. Motorway running almost parallel with RWY 10R/28L, 0.6NM to South of RWY.

Recommended Profile on Final Approach							
DIST DME DAP (NM)	4	5	6	7	8		
ALT / HT (ft)	930 (728)	1250 (1048)	1565 (1363)	1885 (1683)	2205 (2003)		
Ground Speed	kts	80	100	110	120	140	160
Descent rate gradient - 5.2% (3.0°) 318 ft/NM	ft / min	430	530	580	640	740	850

CHANGE: MAG VAR, Frequencies, Chart Title and Chart Numbering

RWY 28L VOR Approach

Descent Angle:	3.00°					
Fix	IF (LAPMO)	FAF (MAXEV)	MAPt	GANET(MATP)	DUB	LAPMO
Fix Coordinates	532411.0N 0055644.1W	532433.5N 0060317.3W	532511.4N 0061411.4W	532606.5N 0063133.8W	532957.8N 0061825.6W	532411.0N 0055644.1W
Fix Formation Bearing °T	095.36 DAP	095.42 DAP	095.42 DAP	275.03 DAP	-	113.91DUB
Fix Formation Distances	12.88 DAP	8.94 DAP	2.39 DAP	8.04 DAP	-	14.20DUB

Holding Identification LAPMO

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Magnetic Track (degrees)	Maximum Indicated Airspeed (kts)	Maximum/ Minimum Holding Level / Altitude (FL/ft)	Time (min)	Direction of Turn
LAPMO	532411.0/ 0055644.1	275.75	278	220	FL100/A3000	1	L