



OCA (H)	A		B					
	910 (439)		1000 (498)					
STRAIGHT-IN APPROACH	910 (439)							
Visual Manoeuvring (Heights AAL)	960 (458)		1000 (498)					
NOTE: 1. DME Required. 2. Approach track offset 3° North. 3. Arrivals will be vectored to Final Approach. 4. Turns before MAPt are not allowed. 5. Missed approach climb gradient of 2.5% for obstacles and 6.6% for airspace. 6. Missed approach IAS of 220kts. 7. ATC may issue radar vectoring at or before CK031.								
Recommended Profile on Final Approach								
DIST CRK DME (NM)		7	6	5	4	3	2	
ALT / HT (ft)		2740 (2269)	2420 (1949)	2105 (1634)	1785 (1314)	1465 (994)	1150 (679)	
Ground Speed			80	100	110	120	140	160
Descent rate gradient - 5.2% (3.0°) 318 ft/NM			430	530	580	640	740	850

CHANGE: New Format, MAG VAR and Bearings updated, Obstacles edit, Visual Manoeuvring OCA(H).

RWY 07 VOR Approach

Descent Angle:	3.00°				
Fix	FAF UPL0M	SDF CK024	MAPt CK025	MATP CK031	IAF CRK
Fix Coordinates	514708.4 N 0084123.9 W	514907.1 N 0083421.8 W	515001.5 N 0083107.6 W	515342.9 N 0081752.9 W	515026.2 N 0082939.4 W
Fix Formation Bearing °T	245.70 CRK	245.70 CRK	245.70 CRK	065.70 CRK	-
Fix Formation Distances	8.00 CRK	4.79 CRK	1.00 CRK	8.00 CRK	-

Hold Identification – EICK AD 2.24-23.2

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Limiting outbound distance (NM)	Direction of Turn
UPL0M	514708.4 / 0084123.9	065.5	068	220	A3000	FL080	D12 CRK	R