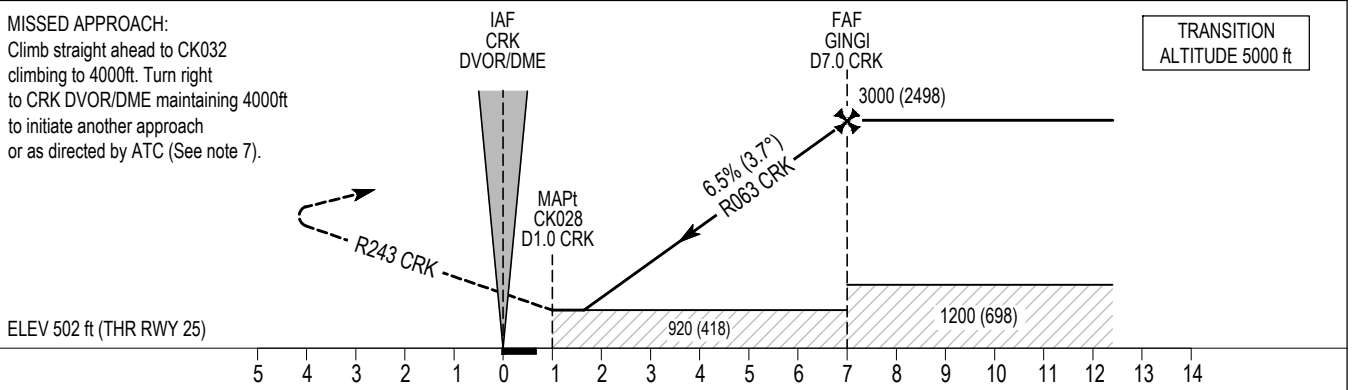


MISSED APPROACH:
 Climb straight ahead to CK032 climbing to 4000ft. Turn right to CRK DVOR/DME maintaining 4000ft to initiate another approach or as directed by ATC (See note 7).

TRANSITION ALTITUDE 5000 ft



OCA (H)	A		B		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 CK032.																															
	Dist	Alt	Dist	Alt																																
STRAIGHT-IN APPROACH	920 (418)				Recommended Profile on Final Approach <table border="1"> <thead> <tr> <th>DIST CRK DME (NM)</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> </tr> </thead> <tbody> <tr> <td>ALT / HT (ft)</td> <td>1070 (568)</td> <td>1465 (963)</td> <td>1855 (1353)</td> <td>2250 (1748)</td> <td>2645 (2143)</td> </tr> <tr> <td>Ground Speed</td> <td colspan="2">kts</td> <td>80</td> <td>100</td> <td>110</td> <td>120</td> <td>140</td> <td>160</td> </tr> <tr> <td>Descent rate gradient - 6.5% (3.7°)</td> <td colspan="2">393 ft/NM</td> <td>ft / min</td> <td>530</td> <td>660</td> <td>720</td> <td>790</td> <td>920</td> <td>1050</td> </tr> </tbody> </table>	DIST CRK DME (NM)	2	3	4	5	6	ALT / HT (ft)	1070 (568)	1465 (963)	1855 (1353)	2250 (1748)	2645 (2143)	Ground Speed	kts		80	100	110	120	140	160	Descent rate gradient - 6.5% (3.7°)	393 ft/NM		ft / min	530	660	720	790	920	1050
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Visual Manoeuvring (Heights AAL)	960 (458)		1000 (498)																																	

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

RWY 25 VOR Approach

Descent Angle:	3.70°			
Fix	FAF GINGI	MAPt CK028	MATP CK032	IAF CRK
Fix Coordinates	515356.9 N 0081953.5 W	515056.4 N 0082815.7 W	514624.3 N 0084047.3 W	515026.2 N 0082939.4 W
Fix Formation Bearing °T	059.78 CRK	059.78 CRK	239.78 CRK	-
Fix Formation Distances	7.00 CRK	1.00 CRK	8.00 CRK	-

Hold Identification – EICK AD 2.24-27.2

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
GINGI	515356.9 / 0081953.5	240.0	243	220	A3000	FL080	D11 CRK	L