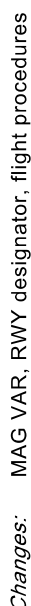


APP	124.425
TWR	118.600

BATUMI (UGSB)
ILSy
RWY 12

TRANSITION ALT 7000'



Climb straight ahead. At **800'** turn left heading **330°** climbing to **3000'** and follow ATC instructions.
IAS MAX 190 KT until turn is completed (for cat CD).

The diagram illustrates a proposed runway layout with the following features:

- IF 2000' (1983')**: Instrument Flight Terminal (IFTN) at the left end.
- FAP 2000' (1983')**: Final Approach Point (FAP) at the left end.
- QDR 025° LU**: Quadrant Distance Reference (QDR) at 025° LU.
- IAF NDB LU 7000' (6983')**: Initial Approach Fix (IAF) Non-Directional Beacon (NDB) at 7000' (6983').
- DME ILU**: Distance Measuring Equipment (DME) at the left end.
- DME BTM**: Distance Measuring Equipment (DME) at the right end.
- GP 3.0°**: Glide Path (GP) at 3.0°.
- 124°**: Angle of 124° between the glide path and the runway axis.
- 2.5%**: Slope of 2.5% for the glide path.
- 5.0%**: Slope of 5.0% for the glide path.
- ELEV 17'**: Elevation of 17 feet.
- 11.0**, **11.9**, **6.0**, **6.9**, **0**, **0.9**: Dimensions along the horizontal axis.
- 1000' (983')**: Dimension of 1000' (983') for the shaded area.
- DME ILU**, **DME BTM**: Labels for the DME equipment at the left and right ends.

Straight-in Approach				
Missed APCH climb gradient	OCA (H)			
	A	B	C	D
2.5%	687 (670)		787 (770)	
5.0%	377 (360)	487 (470)		
DME ILU NM		6	5	
DME BTM NM		6.9	5.9	
ALT (HGT) ft		2010 (1993)	1682 (1665)	

DME ILU NM	6	5	4	3	2	1
DME BTM NM	6.9	5.9	4.9	3.9	2.9	1.9
ALT (HGT) ft	2010 (1993)	1682 (1665)	1355 (1338)	1031 (1014)	708 (691)	387 (370)