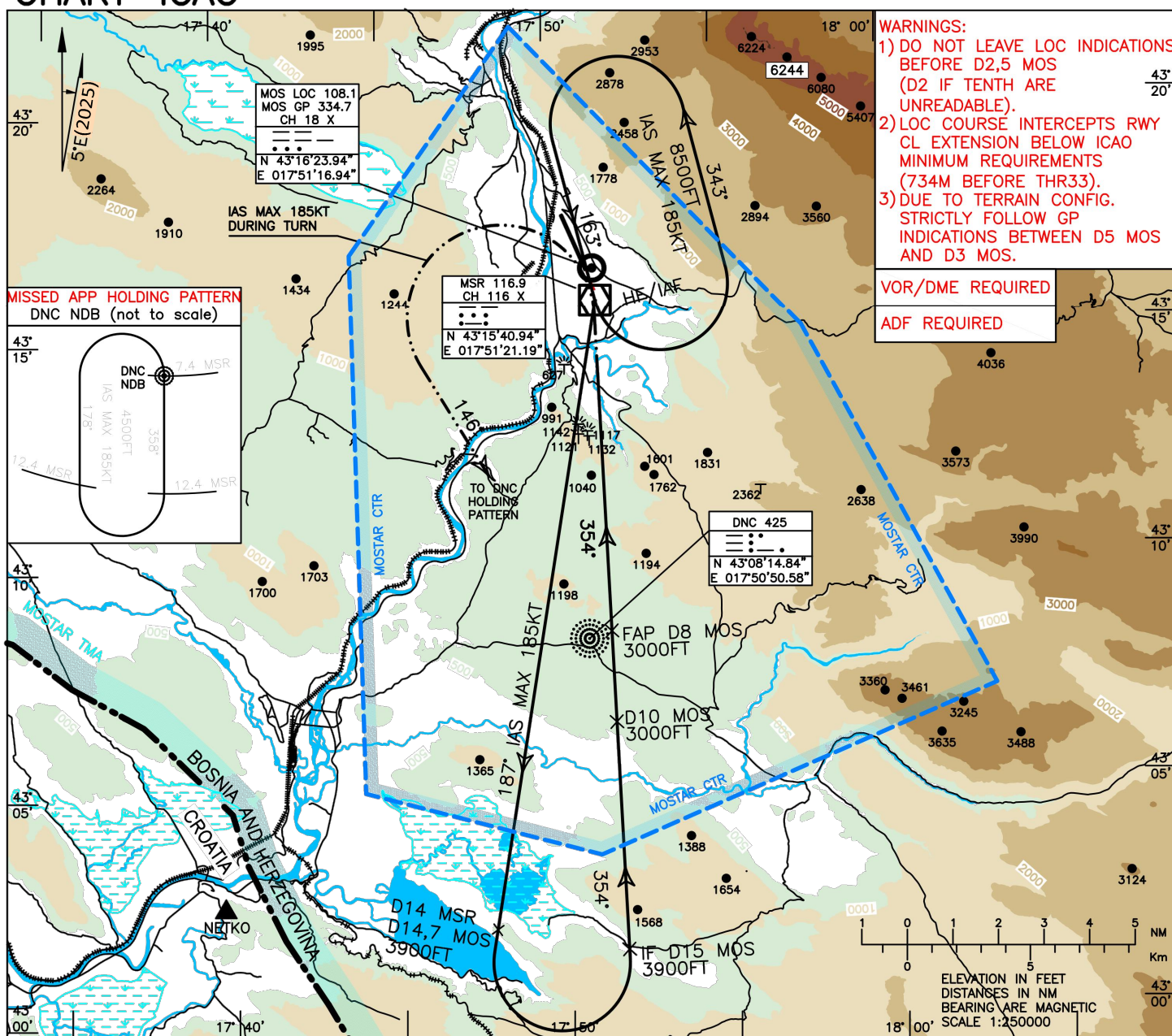


TRANSITION
ALTITUDE
10 000FT
VAR 5°E (2025)

APP	120.225
	129.875
TWR	125.550
ATIS	126.225

MOSTAR (LQMO)
IGS-Y RWY33
SPECIAL PROCEDURE



GP: 3,4°

MISSED APPROACH:
 MAINTAIN TRACK 354° CLIMBING TO 4500FT.
 AT D1 MOS DME TURN LEFT TO QDR 326°
 (TRACK 146°) DNC NDB TO ENTER
 DNC HOLDING PATTERN AT 4500FT.
 IAS MAX 185KT DURING TURN.

FOR A NEW APPROACH SEE REMARKS (**)

ELEVATIONS REFERRED TO FICT THR

MOS ILS (DME) ← (NM)

MSR VOR/DME ← (NM)

FICT THR FLEV 154

8500FT —
*TO DNC
HOLDING PATTERN
AT 4500FT

TP D1 MOS TO
QDR 326° (TRACK
146°) DNC NDB

QDR 326 (TRACK
146°) DNC NDB

MOS
ILS/DME
TP

5KT

DNC
NDB

3000F

D14 MSR
D14,7 MOS

354°

3900FT
IF (3900FT)
D15 MOS

MOS ILS (DME) ← (NM) FICT THR ELEV 154 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 MOS ILS (DME)

MSR VOR/DME ← (NM) 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 MSR VOR/DME

CAT.	IGS RWY 33 OCA (H)		GS	FT PER MIN	M O S	D M E	ALT (HGT)	REMARKS: 1) MOS LOC/GP/DME EQUIPMENTS ARE CO-LOCATED ABOUT 270M EAST FROM THR 33. 2) LOC COURSE OFFSET 21° (OUTSIDE ICAO REQUIREMENTS). 3) RWY 33 QFU/GEO: 333°/338°. ** ENTERING ON INBOUND LEG OF DNC NDB HOLDING PATTERN RE-CAPTURE LOC COURSE AS SOON AS POSSIBLE AND DESCEND TO 3000FT BEFORE DB MOS THEN FOLLOW NOMINAL FINAL APPROACH TRACK FOR LANDING. ATC CLEARANCE NEEDED.	MSA 25NM MSR VOR/DME
	OCA (OCH)		80	481	8	3000(2846)			
			90	542	7	2681(2527)			
			100	602	6	2320(2166)			
	MACG 2,5%	MACG 4%	110	662	5	1959(1805)			
A	1961 (1807)	1279 (1125)	120	722	4	1598(1444)			
B	1971 (1817)	1289 (1135)	130	782	3	1237(1083)			
C	1984 (1830)	1302 (1148)	140	842	2	876(722)			
			150	903	1	515(361)			
			160	963	0	154(0)			

BHANSA

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