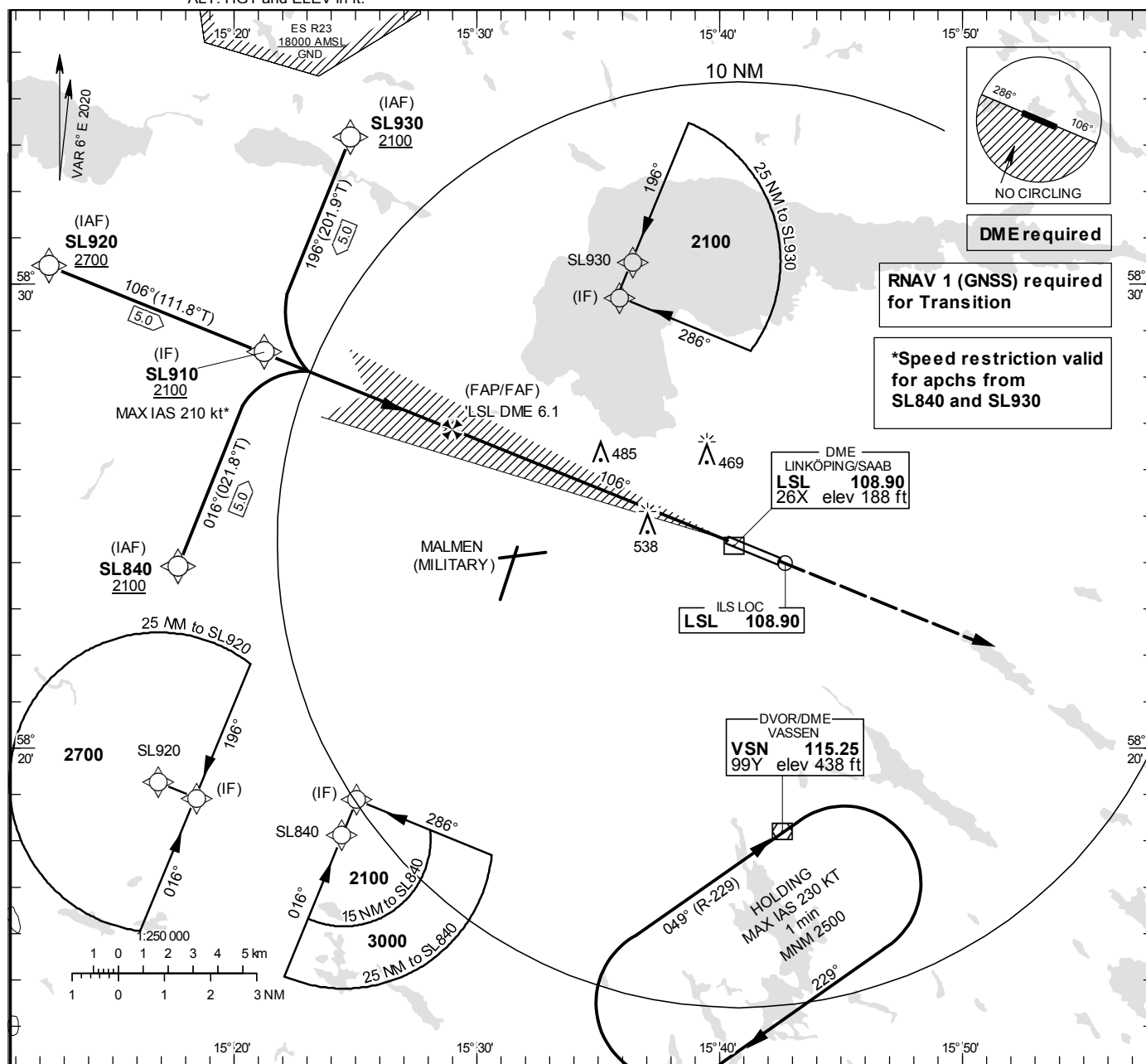


LINKÖPING/Saab
ILS or LOC RWY 11**INSTRUMENT
APPROACH
CHART – ICAO**

THR ELEV 156.9 ft, AD ELEV 178 ft
OCH are related to THR.
Circling OCH are related to AD ELEV.
BRG are MAG
ALT. HGT and ELEV in ft.

SAAB TOWER	118.805
ÖSTGÖTA APPROACH	132.955
	135.850

**TA 5000 ft AMSL****RDH 52.8 ft***** Timing not authorized for defining the MAPt**

OM replaced by LSL DME 4.0
MM replaced by LSL DME 0.8

From RNAV Transition
or radar vectoring

LOC
FAF at LSL DME 6.1 2100
MAPt at LSL DME 0.8
Descent grad 5.2% (3.0°)

(IF)
SL910
2100

(FAP/FAF)

LSL
DME 4.0

1435

GP 3.0°

DME
LSL

415

CLIMB STRAIGHT AHEAD TO 2500,
RADAR VECTORING
FOR A NEW APPROACH

OCA (H)					Final approach	LOC Distance FAF-MAPt 5.3 NM*				
Cat of ACFT	A	B	C	D	DME LSL NM	6	5	4	3	2
Straight-in	293(136)	301(144)	312(155)	325(168)	ALT	2070	1750	1430	1120	800
Approach	CAT I	700(550)	700(550)	700(550)	GS	Kt	80	100	120	140
Circling NE RWY	770(600)	770(600)	880(710)	880(710)	Time	min:s	3:59	3:11	2:39	2:16
Circling Cat D Max IAS 200 kt					Rate of descent	ft/min	425	530	635	745

CHANGE: Editorial