



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

February 2, 2015

Attachment 31 – Charts

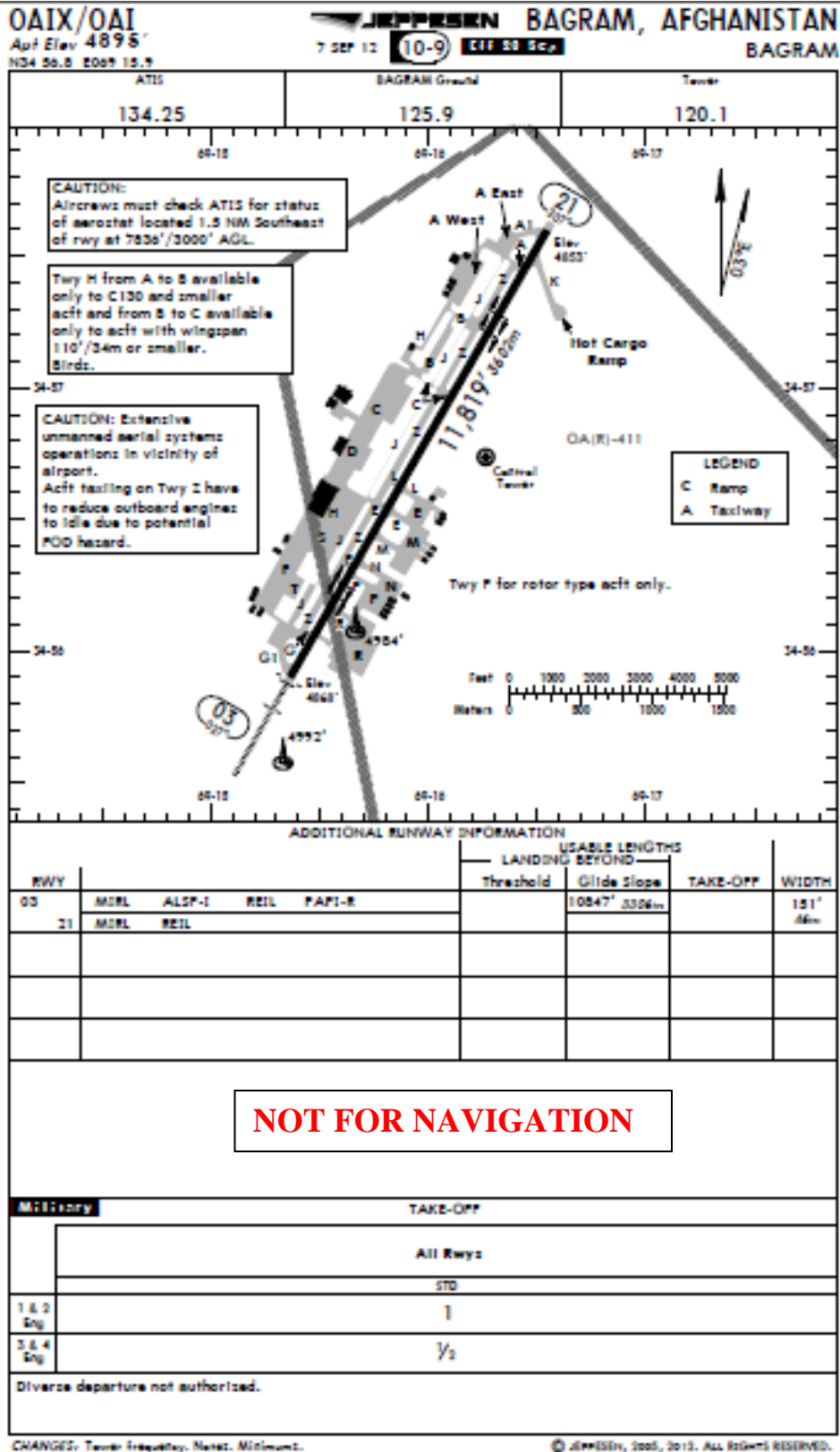
OPERATIONAL FACTORS

DCA13MA081

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A. Charts



STRAIGHT-IN RWY		A	B	C	D
03	ILS ●	5150' (282') 750m	5150' (282') 750m	5150' (282') 750m	5150' (282') 750m
	ALS out	1400m	1400m	1400m	1400m
LOC ●●		5500' (632') 1500m	5500' (632') 1500m	5500' (632') 2200m	5500' (632') 2200m
	ALS out	1600m	1600m	2900m	2900m
PAR ●		5168' (300') 750m	5168' (300') 750m	5168' (300') 750m	5168' (300') 750m
	ALS out	1400m	1400m	1400m	1400m
RNAV ●●		5560' (692') 1500m	5560' (692') 1500m	5560' (692') 2500m	5560' (692') 2500m
	ALS out	1600m	1600m	3200m	3200m
RNAV ●●		6820' (1952') 5000m	6820' (1952') 5000m	6820' (1952') 5000m	6820' (1952') 5000m
VOR ●●		5560' (692') 1500m	5560' (692') 1500m	5560' (692') 2500m	5560' (692') 2500m
	ALS out	1600m	1600m	3200m	3200m

- Missed apch climb gradient MIM 6.0% up to 9900'.
- Continuous Descent Final Approach.
- Missed apch climb gradient MIM 4.7% up to 9900'.
- Missed apch climb gradient MIM 5.6% up to 9300'.
- Missed apch climb gradient MIM 3.3%.
- Missed apch climb gradient MIM 5.8% up to 9900'.

CIRCLE-TO-LAND ●	90 KT	120 KT	140 KT	165 KT
	5500' (605') V1600m ●	5500' (605') V1600m ●	5500' (605') V2900m ●	5600' (705') V3600m
After RNAV ●	5560' (665') V1600m ●	5560' (665') V1600m ●	5560' (665') V3200m ●	5600' (705') V3600m
After RNAV ●	6820' (1925') V2000m ●	6820' (1925') V2400m ●	6820' (1925') V5000m ●	6820' (1925') V5000m ●
After VOR	5560' (665') V1600m ●	5560' (665') V1600m ●	5560' (665') V3200m ●	5600' (705') V3600m

- Not authorized West of rwy.
- After PAR: NOT APPLICABLE.
- or higher minimums of preceding straight-in approach.
- with missed apch climb gradient MIM 5.6% up to 9300'.
- with missed apch climb gradient MIM 3.3%.

NOT FOR NAVIGATION

TAKE-OFF RWY 03, 21

1 & 2 Eng	1600m
3 & 4 Eng	800m

OAIX/OAI
BAGRAM

7 SEP 12
FDI 23 Sec (11-1)

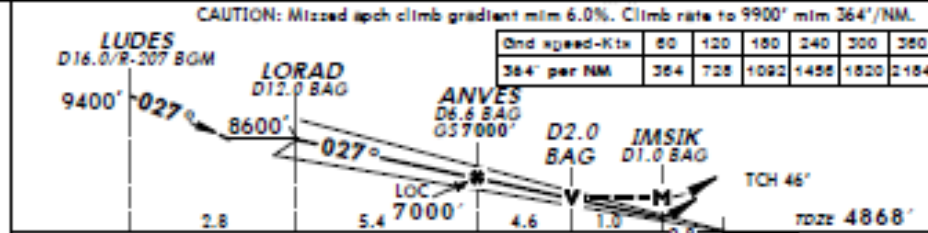
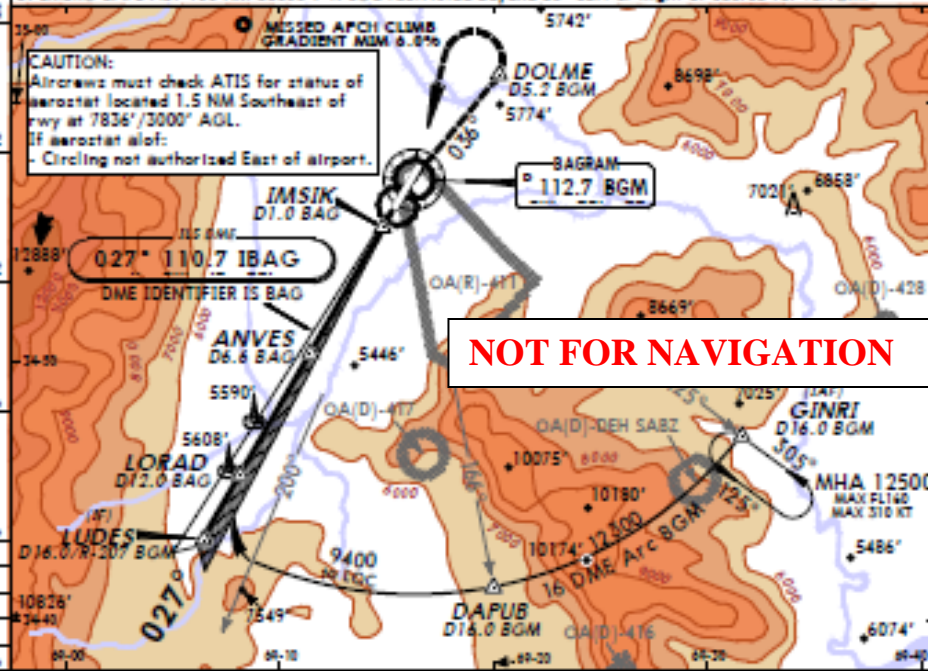
BAGRAM, AFGHANISTAN
ILS or LOC DME Rwy 03

ATIS 134.25	BAGRAM Approach 124.8	BAGRAM Tower 120.1	Ground 125.9	<p>MSA BGM VOR</p>
LOC IBAG 110.7	Final Appch Crs 027°	GS ANVZS 7000' (2132')	ILS DA(H) 5150' (282')	

MISSED APCH: Climb via BGM R-036 to 12500' to DOLME/D5.2 BGM, then turn LEFT climbing direct to VOR. Then proceed outbound on BGM R-125 to GINRI/D16.0 BGM and hold. RNAV or ATC radar monitoring required.

Alt Set: hPa TDZ Elev: 166 hPa Trans level: FL 160 Trans alt: 14000'

1. RADAR required for civil use. 2. CAUTION: Due to high terrain, do not delay turn at DOLME/D5.2 BGM. 3. EMERG SAFE ALT 100 NM 22600'. 4. LOC restricted beyond 20° Left or Right of course for terrain.



End speed-Kts	80	120	180	240	300	360
364' per NM	364	728	1092	1456	1820	2184

Ground speed-Kts	70	90	100	120	140	160	
ILS GS w/	372	478	531	637	743	849	
LOC Descent angle	3.00°						
MAP at IMSIK/D1.0 BAG							
Military				STRAIGHT-IN LANDING RWY 03		CIRCLE-TO-LAND	
MISSED APCH CLIMB GRADIENT MIN 6.0% up to 9900'				LOC (GS out)		Not authorized West of Rwy	
DA(H) 5150' (282')		MDA(H) 5500' (632')					
FULL		ALS out					
A		750m	1600m	90	5500' (605')	1600m	
B		800m		120			
C	750m	1400m	2200m	140	5500' (605')	2900m	
D			2900m	145	5500' (605')	3200m	

CHANGES: Comm/Aviation Note. © JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.