

AD 2 LHBP INSTRUMENT APPROACH CHART ILS OR LOC RWY 31L

| SEQ | P&T | Name | Latitude | Longitude | FlyOver | Bearing/ (Len Dur) | Turn Direction | Altitude (FT) | IAS (KT) | VPA/RDH (FT) | RNP (NM) |
|-----|-----|-----------------|-------------|--------------|---------|-----------------------|----------------|---------------|----------|--------------|----------|
| 010 | IF | RESDI(IAF) | N47 12 38.0 | E019 23 11.1 | N | ... | ... | +4000 | -250 | ... | ... |
| 020 | TF | BP060(IF) | N47 17 03.4 | E019 29 08.0 | N | 042 T/6.00 NM | ... | +2500 | ... | -2.4° | ... |
| 010 | IF | DIVOX(IAF) | N47 22 06.5 | E019 35 57.5 | N | ... | ... | +4000 | -250 | ... | ... |
| 020 | TF | BP060(IF) | N47 17 03.4 | E019 29 08.0 | N | 222 T/6.86 NM | ... | +2500 | ... | -2.1° | ... |
| 010 | IF | TURMU(IAF) | N47 13 00.0 | E019 35 37.3 | N | ... | ... | +4000 | -250 | ... | ... |
| 020 | TF | BP060(IF) | N47 17 03.4 | E019 29 08.0 | N | 312 T/6.00 NM | ... | +2500 | ... | -2.4° | ... |
| 010 | IF | BP060(IF) | N47 17 03.4 | E019 29 08.0 | N | ... | ... | +2500 | ... | ... | ... |
| 020 | CF | BP059(FAP) | N47 21 35.4 | E019 21 51.1 | N | 312 T/6.72 NM | ... | @2500 | ... | -0.0° | ... |
| 030 | CF | BP058(LTP/FTP) | N47 25 49.7 | E019 15 00.9 | Y | 312 T/6.29 NM | ... | +497 | ... | -3.0°/15 | ... |
| 010 | IF | MAPt (LOC only) | N47 25 30.0 | E019 15 32.7 | Y | ... | ... | +840 | ... | ... | ... |
| 020 | TF | BP057 | N47 28 56.5 | E019 09 58.6 | Y | 312 T/4.62 NM | ... | +2000 | ... | 3.3° | ... |
| 030 | CF | BP056 | N47 22 52.0 | E019 06 41.0 | N | 132 T/11.74 NM | L | @3000 | -220 | 0.8° | ... |
| 040 | TF | RESDI | N47 12 38.0 | E019 23 11.1 | Y | 132 T/15.20 NM | ... | @3000 | ... | 0.0° | ... |

Final approach descent: 3.0°.
LOC only descent: 2.97°.