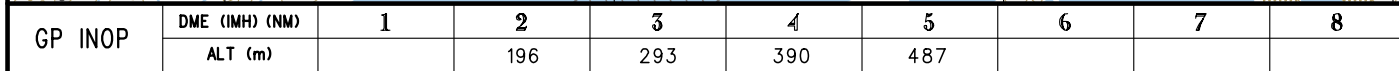


VAR2° W

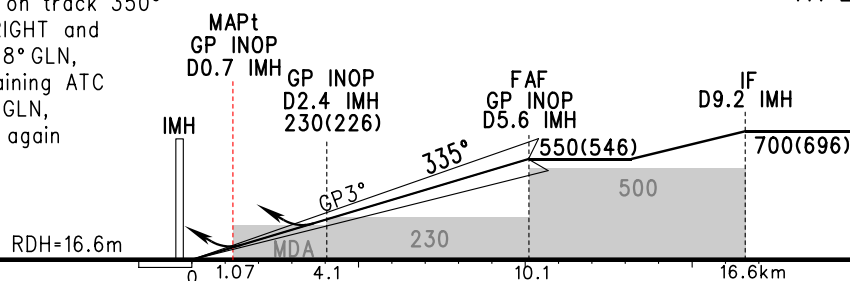
D-ATIS 126.85(ARR)
TWR 130.35(118.05)(E)
118.45(130.35)(W)

SHK U/S ILS/DME x RWY33



Climb straight ahead with gradient 4% to D2.5 IMH, turn RIGHT on track 350° to D4.0 IMH, then turn RIGHT and climb to 1200 along R278° GLN, climb to 1500 after obtaining ATC clearance, then fly over GLN, join holding or approach again after ATC clearance.

TL	3600(QNH < 980hPa)
	3300(QNH ≥ 980hPa)
TA	2700



		A	B	C	D	FAF-MAPt(GP INOP) 9.03km							
ILS/DME ^{DA(H)} RVR/VIS	A ^{MUD} 4.0%	64(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
	A 2.5%	144(140) -/1800	149(145) -/1900		154(150) -/2000	Time	min:sec	3:39	2:56	2:26	2:05	1:50	1:38
GP INOP ^{MDA(H)} VIS		190(186) 2700				Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING ^{MDA(H)} VIS		220(216) 3300	225(221) 3300	275(271) 4000	275(271) 4400	MUD SA CAT I: (DH)(45),(RA)(48),RVR450. Note: A Missed approach climb gradient. Changes: Deleted LMM symbol in the profile view.							