D-ATIS 126.45 APP 120.85(124.65) ZGKL GUILIN/Liangjiang AERODROME ELEV 173.6 CHART-ICAO RNAV ILS/DME z RWY19 VAR1.8° W THR RWY19 ELEV 172.8 TWR 118.0(118.7) BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES, DISTANCES IN KM. 109° 45' 110 ° 00' 110 9 15 KL507 2100 g MAX205kt •1069 KL503 IAF 904 8 1080 KL505 2200 MAX205kt D16.0 IPA D18.2KWL 0979 1550 0 1100 2100 KL504 2 30 MAX205kt Δ1159 % 957 957 2779 KL508 874 Λ Missed approach MAX IAS205kt <u>1800</u> 11280 MAX205kt Holding MAX JAS205kt FAF KL513 \$920 Normally circling E of RWY D11.6 IPA D13.9KWL •624 ILS 187° 108.5 IPA •909 1299 -DME **●**581 •303 (108.5) IPA 1210 CH 22X GUILIN D GUILING 114.9 KWL 0514 CH 96X •1291 903 £1700 2450 ARP <del>←</del>268 KL 514 1,558 2000 15km MSA 46km •809 DME (IPA) (NM) 2 3 6 8 10 11 GP INOP ALT (m) 559 462 753 947 1238 1141 TL 3600 TA 3000 MISSED APPROACH  $3300(QNH \ge 1031hPa)$ Climb straight ahead to KL514, IF 2700(QNH≤979hPa) turn LEFT to KWL, and fly on FAF GP INOP KL503 track 348° to KL513 at GP INOP D3.4 IPA D16.0 IPA 2400, join in holding pattern D11.6 IPA D5.6KWL D18.2KWL or by ATC. **KWL** D13.9KWL IPA MAPt

			RDH=1!	5   [	J3.5KWL		450	11	)(1127) 150		(1377)	_			
-4.4 0 2.1 6.0								29.3km							
			$\mathbf{A}$	B	C	D	FAF-MAPt(GP INOP) 19.1km								
ILS/DME	DA(H) RVR/VIS (A)		233(60) 800/800				GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335	
GP INOP	MDA(H) VIS		385(212) 3200				Time	min:sec	7:44	6:11	5:09	4:25	3:52	3:26	
CIRCLING •	MDA(H) VIS	East of RWY		(212) 00	440(266) 3700	445(271) 4600		descent m/s		2.7	3.2	3.8 2VR450	4.3	4.9	
		West of RWY	385(212) 3200	460(286) 3200	585(411) 4400	780(606) 5000	<ul> <li>HUD Special CAT I: (DH)(45),(RA)(54),RVR450.</li> <li>RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.</li> <li>Circling approach can be implemented in the daytime online.</li> </ul>								
CKI AD	2 2/					⇒☆巳С⋏⋏					1080.				