ZGKL GUILIN/Liangjiang APP 120.85(124.65) AERODROME ELEV 173.6 CHART-ICAO ILS/DME y RWY19 V AR 1.8° 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 0 00 110 9 15 HAF •1069 R024° D22.3KWL 2400 904 1080 D20.0KWL D20.0KWL D20.5KWL MAX380km/h 267 1 2400 267° A VQ087° DARONGJIANG 2200 087° 398 VQ VQ087 IAF 1220 • 1524 R344°/ D20.4KWL D18.3 IPA 30 957A D18.2KWL 1FA1159 D16.0 IPA 1280AD18.2KWL  $\infty$ 2400 87 MAX380km/h 187° 108.5 IPA 1550 920<sup>A</sup>F AF D11.6 IPA D13.9KWL A Base turn used by ATC. •909 1299 **●**581 DME (108.5) IPA GUILIN CH 114.9 KWL **GUILIN** IAF CH 96X 800 1800 MAX380km/h 2450 1700 (P) KWL - 268° •1291 2000 Missed approach MAX IAS380km/h Holding MAX TAS380km/h MSA 46km Normally circling E of RWY 558 • 1114 D8.OKWL <u>650</u> 0 010 15km • 809 DME (IPA) (NM) 2 3 6 8 10 11 4 GP INOP ALT (m) 559 753 947 1141 1238 462 TL 3600 MISSED APPROACH TA 3000 Climb straight ahead to D8.0KWL  $3300(QNH \ge 1031hPa)$ at 650 or above, turn LEFT to  $2700(QNH \leq 979hPa)$ FAF GP INOP GP INOP 'KWL', fly on R344°KWL to ΙF D3.4 IPA D20.4KWL at 2400, join in D11.6 IPA D16.0 IPA D5.6KWL D13.9KWL D18.2KWL holding pattern or by ATC. **KWL** IPA MAPt 187° 1550(1377) CP INOP 500(327) >1300(1127) D1.3 IPA D3.5KWL 1280 RDH=15 450 21.2 29.3km 4.4 ō 2.1 A В  $\mathbf{C}$ D FAF-MAPt(GP INOP) 19.1km 180 335 k t DA(H) 233(60) 80 100 120 140 160 GS in ILS/DME RVR/VIS 260 295 **@** 800/800 km/h 150 185 220 385(212) 7:44 6:11 5:09 4:25 3:52 3:26 Time min:sec MDA(H) VIS GP INOP East 4.9 Rate of descent m/s 2.2 2.7 3.2 3.8 385(212) 440(266) 445(271) of RWY 3200 3700 4600 CIRCLING MDA(H) • HUD Special CAT 1: (DH)(45),(RA)(54),RVR450. West of RWY RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.
Circling approach can be implemented in the daytime only

D-ATIS 126.45

385(212)

460(286) 3200

780(606)

5000

585(411)

4400