

VAR2° W

APP	126.55(127.75)/AP01
	119.70(127.75)/AP02
	126.35(119.60)/AP03
	121.05(124.20)/AP04
	120.40(124.20)/AP05
	121.175(127.75)/AP06

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM

1. Circling E of RWY only.
2. Simultaneous approaches authorized with RWY19, radar vectoring is used to intercept the ILS localizer course.
3. Speed limits:
Under the condition that aircraft performance allows, maintain IAS 330kmH(180kt) flying to intercept final until D8.0 IAA, then maintain IAS 300kmH(160kt) until D6.0 IAA.
Missed approach turning MAX IAS 370kmH(200kt).
Holding MAX IAS 380kmH(205kt).
4. Turning is forbidden until MAPt.

YUANTAN
112.5 TAN
CH 72X

CONGHUA
113.0 CON
CH 77X

DME
(110.75) IAA
CH 44Y

1550 1850
097° CON ← 277°
950 1500
007°
MSA 46km
494

1550 1850
059° TAN ← 310°
950
MSA 46km

2G(R)148
12000m
GND
2200-1600

20km

5 0 5 10 15km

153.5°

1500

335°

187°

106°

196°

286°

IF GG521 1500

GG506 D21.8 IAA 900

IAF GG508 900

IAF GG509 900

IF GG567 D16.4 IAA 900

FAF D8.1 IAA

ILS 196° 110.75 IAA

921

524

970

666

324

307

538

775

519

531

350

281

603

453

793

942

1047

929

210

279

216

163

408

23° 45'

23° 30'

113° 00'

113° 15'

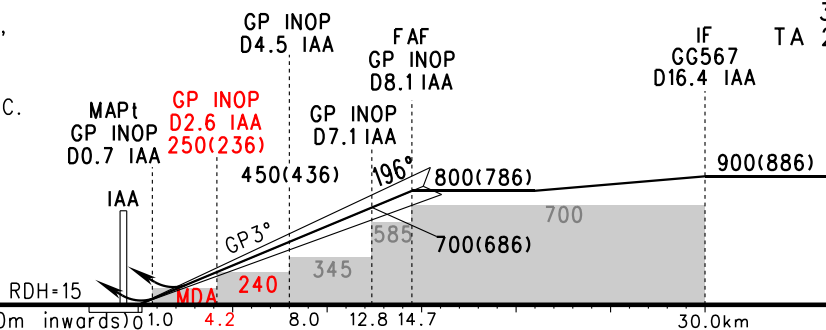
113° 30'

113° 45'

GP INOP	DME (IAA) (NM)	2	3	4	5	6	7	8
	ALT (m)	206	303	400	498	595	692	789

Climb straight ahead to 210,
turn LEFT to CON at 1500
or above, then join holding
pattern or instructed by ATC.

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



	A	B	C	D	FAF-MAPT(GP INOP) 13.7km							
ILS/DME ^{DA(H) RVR/VIS ①}	75(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP ^{MDA(H) VIS}	145(131) 1600				Time	min:sec	5:33	4:26	3:42	3:10	2:46	2:28
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING ^{MDA(H) VIS}	220(205) 2300	255(240) 2300	355(340) 4400	355(340) 5000	① HUD Special CAT I: (DH)(45),(RA)(46),RVR450 Changes: MOCA, Landing minima, Missed approach procedure.							