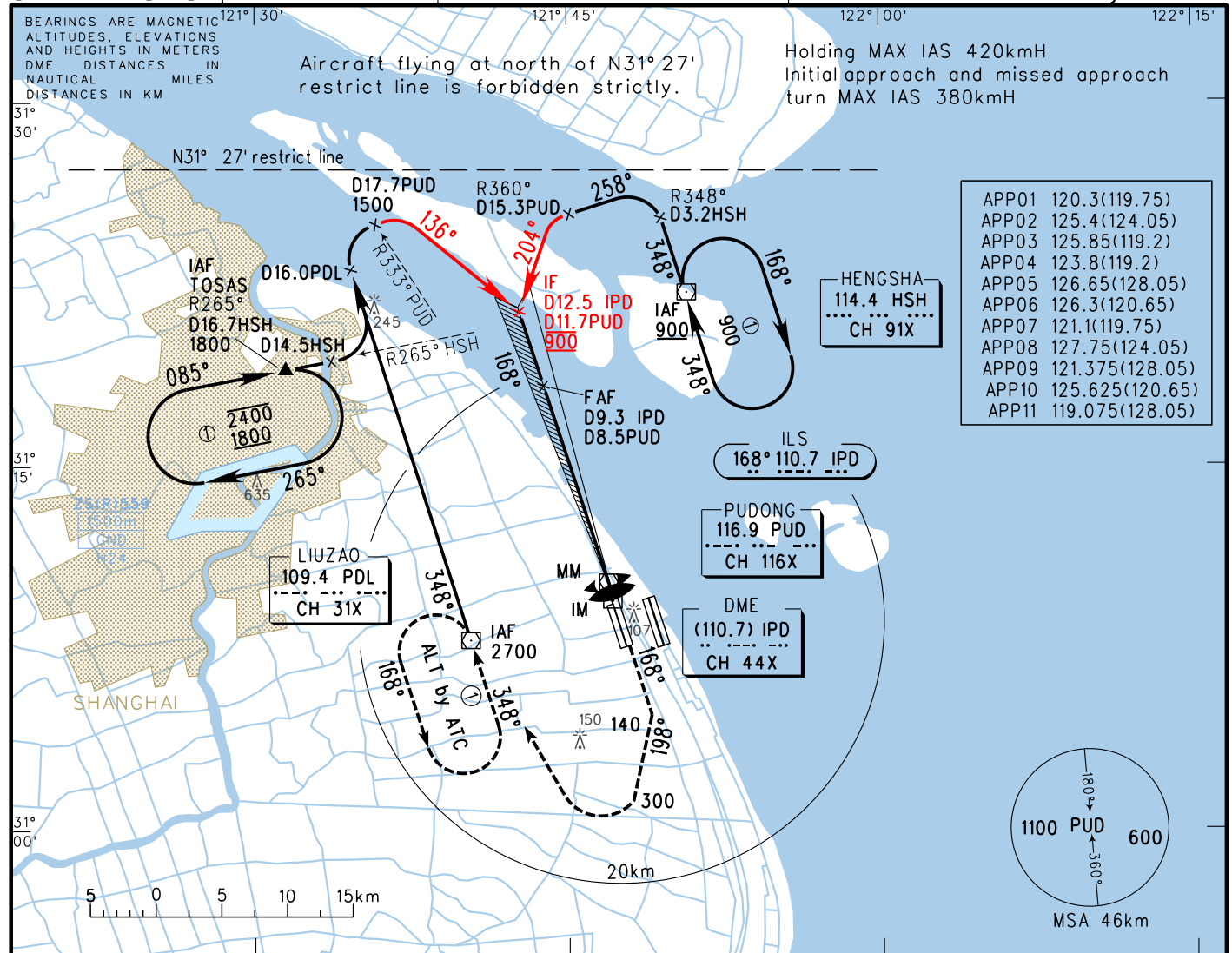


BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM

D-ATIS	127.85	
TWR01	118.8(118.325)	17L/35R, 17R/35L
TWR02	118.4(118.725)	16L/34R, 16R/34L
TWR03	124.35(118.325)	17L/35R
TWR04	118.575(118.725)	16R/34L

122° 00'	122° 15'
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GP INOP	DME (IPD) (NM)	9	8	7	6	5	4	3	2
	ALT (m)	875	778	680	583	486	389	292	195

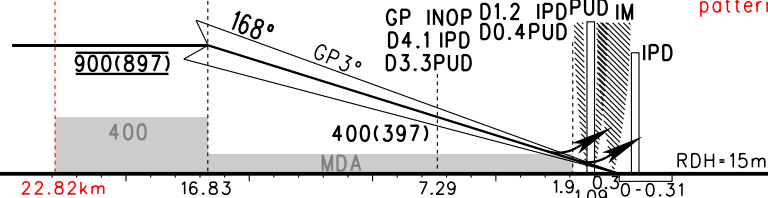
TL	3600
TA	3000
	3300(QNH $\geq 1031\text{hPa}$)
	2700(QNH $\leq 979\text{hPa}$)

IF
D12.5 IPD
D11.7PUD

FAF
GP INOP
D9.3 IPD
D8.5PUD

GP INOP D1.2 IPD MM
D4.1 IPD D0.4 PUD IM
D3.3 PUD IPD

MISSED APPROACH
Climb straight ahead to 140, turn
RIGHT on track 198° to 300,
then turn RIGHT to PDL at 900,
approach again or join the holding
pattern, follow the ATC instructions.



		A		B		C		D	
ILS/DME		DA(H) RVR(VIS) ①		63(60) 550/800					
GP INOP		MDA(H) VIS		140(137) 1800		140(137) 2000		140(137) 2200	
CIRCLING		MDA(H) VIS		210(206) 2800		210(206) 3200		240(236) 4400	
ILS CAT II									
Aircraft type		Decision height (DH)		Radio altimeter		Autopilot to DH and below		Manual operation below DH	
A,B,C		(30)		(31)		RVR300		RVR300	
D						RVR300		RVR350	

FAF-MAPT(GP INOP) 14.93km							
GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time	min:sec	6:03	4:50	4:02	3:27	3:01	2:41
Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9

① HUD Special CAT I: (DH)(45),(RA)(46),RVR450

Changes: Procedure.