ATIS APP TWR AERODROME ELEV 553.1 CHART-ICAO VAR1° W THR RWY34 ELEV 552.7 100° 45' BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
20ME DISTANCES IN
15NAUTICAL MILES
DISTANCES IN KM • 1633 **4**1514 Circling East of RWY 1650 MAX205kt •1617 JH812 00 XISHUANGBANNA 116.3 BNN 1107 CH 110X DME • 1656 (110.3) ILK 948 1 FI 34 D7.7 ILK CH 40X 1394 • **08.7BNN** • 2196 1050 341° 110.3 ILK 2100 **1470** 20km IAF JH904 2100 2450 3050 ARP JH903 MAX205kt 45' 1550 1295 € • 2082 10 15km 844 MSA 46km 7 9 DME (ILK) (NM) 3 5 6 GP INOP ALT (m) 940 1037 1134 1231 843 4200 3600 3900(QNH≥1031hPa) 3300(QNH≤979hPa) MISSED APPROACH TL GP INOP Climb straight ahead and intercept **D4.1 ILK** R348°BNN to 1650 with climb D5.1BNN FAF ΙF gradient not less than 4.0%, GP INOP 950(397) JH903 turn RIGHT to JH812, then fly to JH904 on track 169° at 2100, MAPt GP INOP D7.7 ILK D12.1 ILK D8.7BNN **D13.1BNN** D2.8 ILK join in the holding pattern ILK D3.8BNN or contact ATC. 341 /1300(747) BNN 1550(997) 1270 860 MDA RDH=15 4.8 14.0 22.2km В \mathbf{C} FAF-MAPt(GP INOP) 9.2km D 180 335 80 100 120 140 160 GS in 643(90) ILS/DME RVR/VIS km/h 150 220 295 185 260 900/900 3:44 2:59 2:29 2:08 1:52 1:39 Time min:sec GP INOP MDA(H) 820(267) 4300 2.7 3.2 3.8 4.3 4.9 Rate of descent m/s 2.2 1000(447) 1200(647) 1270(717) CIRCLING MDA(H) Changes: Landing Minima. 5000 5000 5000