7.5	JAF LJ309 5100 MAX38	30km/h	4150 4150 FF LJ306 D25.3 JYL D31.9LJA 4300	JA 108	4800 288°	2850		333	ARP 350 †	• 3418 4300 km 325		
GP INOP	DME (IYL) (NM)	17		10		8	6		4			2
TL 6600	ALT (m)		3391	3197		3003	2808	3	26	14	24	120
5700(QN LJ D25 D31 4300(20	IH ≥1031hPa IH ≤979hPa IF CI (1306 D20.5 5.3 IYL D27. .9LJA 41500 75) 4130	GP D1.9 D8. GP INOP D5.5 IYL D12.1LJA 2760(535)	APt INOP 9 IYL 5LJA IYI	-12.4	than track than fly to fly to join i	2750 or above with gradient not less than 4.0%, then climb to 3600 on track 014° with gradient no less than 4.0%, turn RIGHT to LG313, fly to LJ308 on track 187°, then fly to LJ307 on track 198° at 4800 join in the holding pattern, or by ATC.						
	A	В	C	D	FAF-MAPt(GP INOP) 25.6km							
ILS/DME DA(H)		2405(260			GS	in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
					Time	e min:sec	10:22	8:18	6:55	5:55	5:11	4:36
GP INOP MDA(H)	2410(185) 2700				Rate	of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING MDA(H.						es: Nil.						
019-1-1 EFF	-190130160	00	Γ	中国民用航空	≥局CA	AC			Z	PLJ A	AD2.2	4-20/