ATIS 126.4 INSTRUMENT 127.9(120.9) AP01 APPROACH CHART-ICAO AERODROME ELEV 4 ZBTJ TIANJIN/Binhai 125.25(120.9) AP02 HEIGHTS RELATED TO ILS/DME y RWY16L VAR6° W TWR 118.2(130.0) THR RWY16L ELEV 3.7 BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS 1. Radar required. 2. Simultaneous independent parallel approaches authorized DME DISTANCES II
NAUTICAL MILES
DISTANCES IN KM with RWY16R. D14.8TAJ D13.4 ICU MAX IAS 380kmH 900 / B(R)01 60 14000n 160° 109.7 ICU H24 D10.6TAJ D9.3 ICU D4.2TAJ D2.7 ICU DME (109.7) ICU D2.5TAJ MD1.0 ICU CH 34X 420 TIANJIN TIANJIN 112.1 TAJ <u>∦</u> 203 CH 58X 20km 10 15km MSA 46km 9 7 3 DME (TAJ) (NM) 10 8 6 5 4 GP INOP ALT (m) 836 738 640 542 444 345 246 TL 3600 TA 3000 3300(QNH>1031hPa) 2700(QNH≤979hPa) MISSED APPROACH Turn LEFT and climb to TJK at 900 and join in holding pattern, FAF MAPt GP INOP then contact ATC. GP INOP D2.5TAJ D10.6TAJ D14.8TAJ D9.3 ICU D13.4 ICU D1.0 ICU TAJ *160* • IM ICU 900(896) D4.2TAJ D2.7 ICU GP3. 265(261) 305 RDH=16m 24.5km 16.8 1.5<sup>0.32</sup> 4.7 A В  $\mathbb{C}$ D FAF-MAPt(GP INOP) 15.3km 180 335 kt kmH 80 100 120 140 160 GS in 64(60) ILS/DME DA(H) RVR/VIS 220 150 185 260 295 550/800 4:57 3:06 2:45 Time min:sec 6:12 4:08 3:32 GP INOP MDA(H) 162(158) 2200 4.9 Rate of descent m/s 2.2 2.7 3.2 3.8 4.3 325(321) 5000 325(321) CIRCLING MDA(H) 178(174) Changes: DONGLIHU VOR, missed approach, MSA. 2500 4400