ATIS 128.85 APP 119.85(124.45) AP01 120.45(124.45) AP02

ZSOF HEFEI/Xinqiao

RWY15 VAR4°W TWR 118.75(118.1) BEARINGS ARE MAGNETIC BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DME DISTANCES IN NAUTICAL DISTANCES IN KM AG 3003° D56.2HFE N32 42.8 E117 15.5 4500 **KAGVO** 3600 3000 3300(QNH≥1031HPA) 2700(QNH≤979HPA) NOT TO SCALE **SEGPI** R003° N32 32.0 E117 16.0 3600 **BIPIM** N32 33.9 E116 11.0 Holding MAX IAS 400kmH Initial Approach MAX IAS 380kmH İAF **AKAMI** R314° D13.9HFC D45.0HFE N32 15.0 E116 57.2 1200 IAF R327° 1200 D20.8HFE CHA'AN **D16.9THA** N32 03.2 E117 03.2 111.8 HFC  $\langle \cdot \rangle$ CH 55X N32 04.8E116 46.1 1800 XINQIAO 109.8 XQH 116.7 HFE ĮAF CH 35X CH 114X R157° **D14.9HFC** N32 00.6E116 57.6 N31 46.5E117 18.1 1000 4500 or by ATC R298° D12.4THA 2400 UXALO R254° (1) MADUK N31 43.1 E118 06.3 280° MADUK-25A,27A(by ATC) **(·)** D15.9HFE R231° 4500 D8.1THA MADUK-21A,23A 260 N31 41.1 E117 00.5 **3600** 268° OREVO-21A,23A OREVO TAOHUA 57 MIDOX LEGIV MIDOX-21A,23A N31 40.0 KIKEG 114.7 THA N31 19.3 E115 52.9 N31 36.5 E118 10.5 E117 34.5 **D16.0HFE** R205° CH 94X 014° N31 46.7E117 07.4 D10.5THA N31 36.9 E117 03.1 3600 Note: Actual flight ALT instructed by ATC. IKUBA N30 51.3 E115 54.1 600 XQH<sub>←280</sub> 900

Changes: VOR/DME 'HFE' renamed.

MSA 46km