ATIS 126.4 INSTRUMENT APP 119.45(133.05) AP01 119.45(133.05) AP01 2SFZ FUZHOU/Changle AERODROME ELEV 14 **APPROACH** HEIGHTS RELATED TO CHART-ICAO VAR3°W THR RWY03 ELEV TWR 118.45(124.35) 30 119° 45' 120° 00 546 BEARINGS ARE MAGNETIC **•**176 BEARINGS ARE MACHETICAL ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DIME DISTANCES IN MAUTICAL MILES DISTANCES IN KM Initial approach MAX IAS 380kmH LIANJIANG Holding and Missed approach MAX IAS 450kmH 117.6 LJG Circling W of RWY only $\langle \cdot \rangle$ CH 123X 590 275 D9.0 ICL 450 FUZHOU-00' 116.8 FOC 194 CH 115X IAF IAF D16.0LJG 1800 2100 DME 89 (110.7) ICL D0.9 ICI **CH 44X** 1445 D7.2 ICL 0 030°110.7 ICL FUQING 603 D25.5LJG 1000 1200 FAF 117.4 FQG D9.2 ICL D27.7LJG N25 45.6 E119 29.7 1000 1750 CH 121X 20km FOC 1800 098° 1200 0980 45' 884 1 MSA 46km 2100 D7.3FQG D13.5F0C 345 15_{km} D12.3 ICL 900 9 7 DME (ICL) (NM) 8 6 5 3 2 4 GP INOP 879 781 588 491 394 297 200 ALT (m) 685 3600 3000 TL MISSED APPROACH Climb straight ahead to D9.0 ICL 3300(QNH≥1031HPA) 2700(QNH≤979HPA) GP INOP at 450 or above, turn LEFT intercept D7.2 ICL FAF GP INOP D12.3 ICL R128°LJG to 'LJG' at 1500 or by ATC. MAPt GP INOP D9.2 ICL 700(694) DO.9 ICL **IMM** 900(894) ICL 800 670 GP3. RDH=15m 16.77 1.37 1.0 0 -0.3 22.5km 13.0 A В \mathbf{C} D FAF-MAPt(GP INOP) 15.4km 80 100 120 140 160 180 66(60) 550/800 GS in 71(65) 71(65) ILS/DME DA(H) kmH

260(246) 3800

GP INOP MDA(H)

CIRCLING MDA(H)

120(114)

300(286) 3800

Time

min:sec

Rate of descent m/s

Changes: Chart name.

600/800

120(114)

1800

680(666)

5000

550/800

120(114)

1600

370(356)

4400

295

3:07

4.3

150

6:14

2.2

185

4:59

2.7

220

4:09

3.2

260

3:34

3.8

335

2:46

4.9