AP01 125.1(126.55) INSTRUMENT AP02 119.05(123.85) ZLXY XI'AN/Xianyang AERODROME ELEV 479 APPROACH AP03 119.6(126.55) RELATED TO AP04 119.9(121.4) CHART-ICAO VAR3° W TWR(N) 124.3(118.15) BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL
DISTANCES IN KM LES
Initial Approach MAX IAS 380kmH
Missed approach turning MAX IAS 380kmH
F5' 1335 Holding MAX IAS 380kmH IAF 00 MIZI 1800 783 109.6 MIZ CH 33X 1AF XY043 \$ 1800 XY042 ↓1300 547 ZL(R)307 579 15000m FENGHUO-113.2 FNH XY041 CI23R 1300 CH 79X D8.5 IMM 231 1300 A 232 1500 IAF YY 2400 650 XY032 052 1800 495 DO.8 IMM <u>34</u>' 30' DME -LMM 429/M (110.3) IMM 580 48 CH 40X 539 7262 650 507 482 LONGZAOCUN 109.0 LCZ 900 CH 27X 508 2500 MIZ 255° 232° 110.3 IMM 530 1800 KOULING 20km 110.6 KLX ZL(R)309 KLX CH 43X 3450 H24 0 15,km MSA 46km 618 DME (IMM) (NM) 7 2 3 4 5 6 8 GP INOP ALT (m) 671 768 865 962 1059 1156 1254 3600 3000 3300(QNH≥1031HPA) 2700(QNH≤979HPA) MISSED APPROACH Climb straight ahead to 650m, turn RIGHT along track 262° turn RIGHT to FNH at 1500, to 900m, FAF GP INOP D8.5 IMM D7.6LCZ MAPt GP INOP D0.8 IMM then contact ATC. IF D14.9 IMM D14.0LCZ IMM 1300(822) 900 RDH=15m 0 1.2 15.4 27.3km В C  $\mathbb{D}$ FAF-MAPt(GP INOP) 14.2km kt kmH 80 100 120 140 160 160 538(60) GS in ILS/DME DA(H) RVR/VIS 150 185 220 260 295 335 550/800 Time min:sec 5:45 4:36 3:50 3:17 2:53 2:33 600(122) GP INOP MDA(H) 1500 4.9 Rate of descent m/s 2.2 2.7 3.2 3.8 4.3 CIRCLING MDA(H) 700(221) Changes: D-ATIS, chart title, THR ELEV, chart renamed. 4000

D-ATIS