D-ATIS 125.1(126.55) AP01 INSTRUMENT APPROACH CHART-ICAO VAR3° W AP02 119.05(123.85) 119.6(126.55) AERODROME ELEV 479 AP03 ZLXY XI'AN/Xianyang 119.9(121.4) RELATED TO AP04 TWR(N) 124.3(118.15) 108° 30' 108° 45' 579 L(R)307 BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS Initial Approach MAX IAS 380kmH Missed Approach turn MAX IAS 380kmH 063° DME DISTANCES IN NAUTICAL MILES DISTANCES IN KM Holding MAX IAS 380kmH FENGHUO 113.2 FNH 2400 CH 79X 506 650 900 DME 34° 30' ONGZAOCUN (109.9) IGG 109.0 LCZ CH 36X I**AF** R345° CH 27X LMM 539 327 G D20.3ZNX 2100 DO.8 IGG R260° LCZ ∆508 D**4.4** IGG D18.5LCZ 1500 D6.8LCZ FAF D9.5 IGG D11.91 530 ZL(R)309 20km D16.4LCZ 1400 D12.4 IGG H24 2250 D14.7LCZ 1400 (052° 109.9 IGG *FNH* 803 1800 618 **→ZNX**←270° ZU'AN 110.8 ZNX 15.km 104 $\langle \cdot \rangle$ 3650 CH 45X MSA 46km DME (IGG) (NM) 9 8 7 6 5 4 3 2 GP INOP ALT (m) 1344 1248 1154 1057 960 863 767 670 3600 3000 3300(QNH≥1031HPA) 2700(QNH≤979HPA) TL TA MISSED APPROACH Climb along on track 037° to 900m, turn LEFT to FNH FAF GP INOP D9.5 IGG D11.9LCZ MAPt GP INOP at 1500m, then contact ATC. GP INOP IF D12.4 IGG D14.7LCZ DO.8 IGG G IGG LCZ 1400(924) 900(424) 900 RDH=15m MDA 22.7km 7.9 17.3 1.2 \mathbb{B} \mathbf{C} \mathbb{D} FAF-MAPt(GP INOP) 16.1km A kt kmH 80 100 120 140 180 160 GS in ILS/DME DA(H) RVR/VIS 536(60) 335 150 220 260 295 185 550/800 Time min:sec 6:31 5:13 4:21 3:44 3:16 2:54 585(109) GP INOP MDA(H) 1200 Rate of descent m/s 2.2 2.7 3.2 3.8 4.3 4.9 CIRCLING MDA(H) 700(221) Changes: D-ATIS, chart title, THR ELEV. 4000