ZSFZ FUZHOU/Changle

AERODROME ELEV 14.3 ATIS 126.4 CHART-ICAO VOR/DME RWY21 VAR3.2°W THR RWY21 ELEV 14.3 TWR 118.45(124.35) APP01 125.175(133.05) APP02 124.85(133.05) APP03 127.925(133.05) 119° 45' 120° 00' BEARINGS ARE MAGNETIC **176** LIANJIANG ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DME DISTANCES IN 117.6 LJG NAUTICAL MILES. DISTANCES IN KM. D6.OLJG 149 <u>[] 107°</u> CH 123X 1200 Λ 590 1800 D11.7LJG 765 MAX380km/h D31.5FQG △ 557 1577 IF •249 Missed approach turn MAX IAS380km/h Δ D15.3F0C Circling W of RWY only <u> 600</u> D24.1EQG 275 1500° 275 MAX380km/h D8.4FOC 00' 646 D5.1F0C \triangle MAPt D3.6FOC **FUZHOU** 116.8 FOC CH 115X A1000 •616 FUQING 15' 884 20km 1800 FOC 1200 117.4 FQG 800 CH 121X 326 10 15km MSA 46km 7 8 9 10 DME (FOC) (NM) 3 5 6 371 565 AIT (m) 273 468 TL 3600 TA 3000 MISSED APPROACH Climb straight ahead to 800, turn RIGHT and intercept R039°FQG to D24.1FQG, $3300(QNH \ge 1031hPa)$ 2700(QNH ≤979hPa) MAPt continue climb to 1500 or FAF D3.6FOC above, approach again or D15.3F0C D8.4FOC D5.1F0C FOC join the holding pattern by ATC. 280(266) 600(586) 600(586) 400 270 MDA 9 -4.6 2.0 4.8 10.9 23.8km В \mathbf{C} D FAF-MAPt 8.9km Α 180 335 k t 80 100 220(206) 120 140 160 MDA(H) 220(206) 220(206) GS in 260 150 VOR/DME 185 220 295 km/h VIS 3400 3600 3200 3:36 2:53 2:24 2:04 1:48 1:36 Time min:sec MDA(H) 680(666) 260(246) 300(286) 370(356) CIRCLING 2.2 2.7 3.2 3.8 4.3 4.9 Rate of descent m/s VIS 3800 3800 4400 5000 Changes: All procedures, MSA, landing minima, OBST.