**APPROACH** ZSFZ FUZHOU/Changle AERODROME ELEV 14.3 ATIS 126.4 THR RWY03 ELEV 6.3 TWR 118.45 CHART-ICAO ILS/DME y RWY03 VAR3.2°W TWR 118.45(124.35) APP01 125.175(133.05) BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM. APP02 424.85(133.05) APP03 127.925(133.05) 149 Missed approach turn MAX IAS380km/h® Circling W of RWY only 590 275 600 646 20 DME **1**109 (110.7) ICL **CH 44X** <u>1800</u> MAX380km/h FUZHOU 116.8 FOC 1000 11000 CH 115X D9.2 ICL D8.5F OC 8 ILS FUQING 030° 110.7 ICL 117.4 FQG D7.5FQG CH 121X IAF  $\Delta$  D11.5F0C 1800 FOC 1200 MAX380km/h D12.2 345 D11.5F0C 10 15km 1000 MSA 46km 238 DME (ICL) (NM) 7 5 3 2 8 6 GP INOP 781 685 588 491 300 200 ALT (m) 394 TL 3600 TA 3000 MISSED APPROACH Climb straight ahead to 600, turn LEFT to FOC, continue MAPt  $3300(QNH \ge 1031hPa)$ GP INOP climb to 1500 or above, 2700(QNH≤979hPa) GP INOP D1.2 ICL FAF GP INOP D7.2 ICL D12.2 ICL GP INOP approach again or join the D11.5F0C DO.5FOC D9.2 ICL D3.0 ICL holding pattern by ATC. D6.5FOC D8.5F0C D2.3FOC FOC *030°* 700(694) ICL 900(894) 300(294) 1000(994) 800 670

240 MDA RDH-15												
22.4km 16.8 13.0 5.3 2.0 1.0 0-0.3												
	A	В	FAF-MAPt(GP INOP) 14.8km									
ILS/DME RVR/VIS	////5					kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
•	<b>9</b> 8007800				Time	min:sec	6:00	4:48	4:00	3:26	3:00	2:40
GP INOP MDA(H)	1700	164)	170(164)	170(164)								
GF INOF VIS	2400		2600	2800	Rate of	descent m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING MDA(H)	260(246)	300(286)	370(356)	680(666)	⊕HUD Special CAT I: (DH)(45),(RA)(47),RVR450. ⊕RVR 550m can be implemented when using approved HUD or AP							
VIS	3800	3800	4400	5000	or FD for ILS/DME approach.   Changes: All procedures, MSA, landing minima, OBST.							