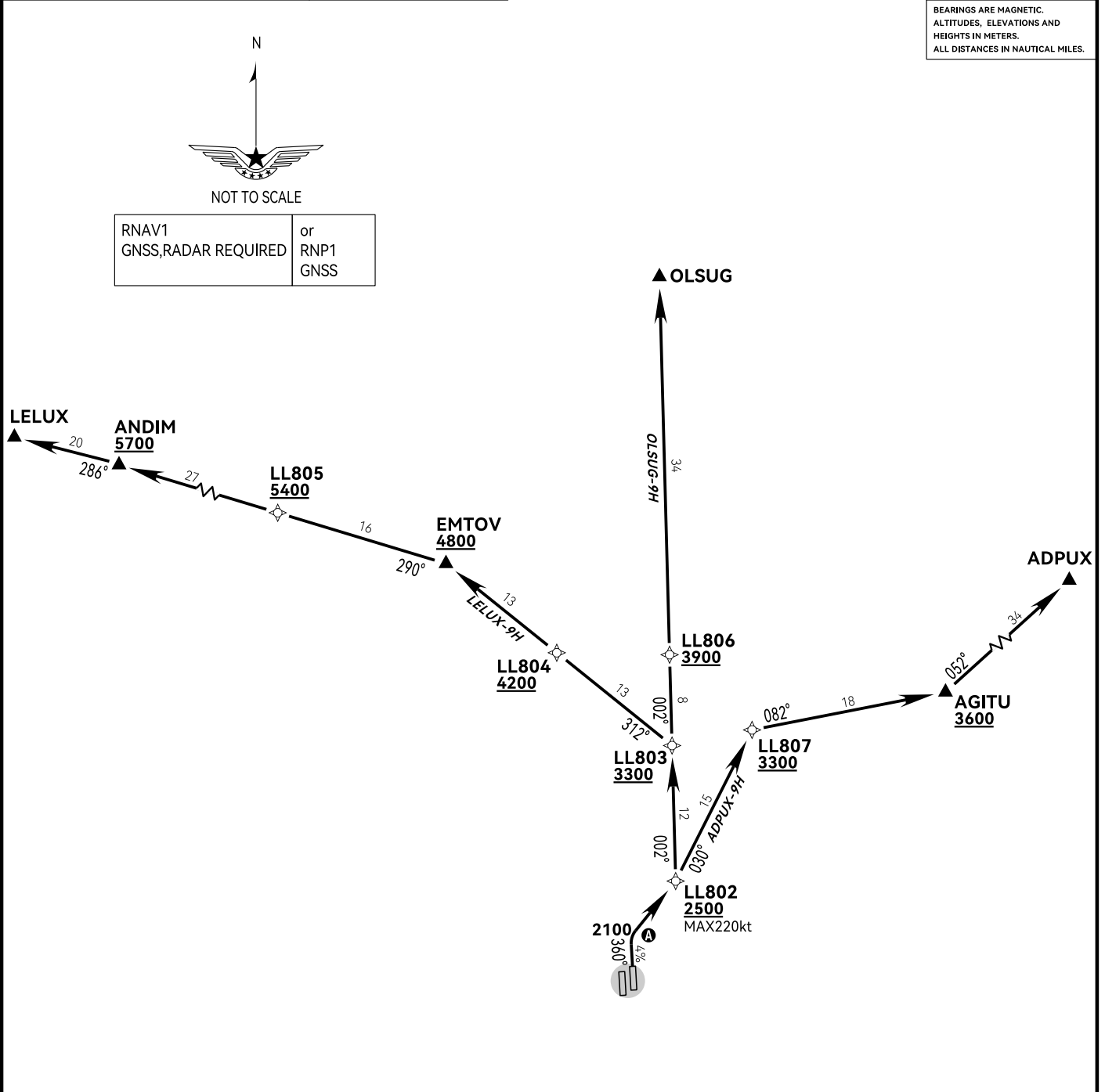


D-ATIS(Chinese) <b>128.45</b>	D-ATIS(English) <b>126.8</b>	Lanzhou Approach					<div><div><div>3600</div><div>3300</div><div>MSA 25NM</div></div><div><div>090°→</div>ARP<div>←270°</div></div></div>
		APP01 <b>120.25</b> (125.025)	APP02 <b>119.15</b> (125.025)	APP03 <b>124.2</b> (127.9)	APP04 <b>119.45</b> (127.9)	APP05 <b>119.825</b> (125.025)	
Lanzhou Approach			Lanzhou Tower		TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)		
APP06 <b>121.15</b> (121.05)	APP07 <b>124.725</b> (121.05)	APP08 <b>125.475</b> (121.05)	TWR01 <b>118.4</b> (118.025)				
1.The actual flight altitude follow ATC instructions under radar control.		ADPUX-9H LELUX-9H OLSUG-9H					
2.ⓘDeparture turn before DER is prohibited.							



RWY	SID	Database ID	ROUTING
01	OLSUG-9H	OLSU9H	2100-LL802-LL803-LL806-OLSUG
	ADPUX-9H	ADPU9H	2100-LL802-LL807-AGITU-ADPUX
	LELUX-9H	LELU9H	2100-LL802-LL803-LL804-EMTOV-LL805-ANDIM-LELUX

Changes: New chart