ZGHA CHANGSHA/Huanghua AERODROME ELEV 66.9 D-ATIS 127.6 CHART-ICAO ILS/DME y RWY36R VAR4°W THR RWY36R ELEV 57.2 TWR 118.55,124 .325 (118.175) BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM. 113000 113° 15' APP01 119.65 (120.6) 0 APP02 125.65(125.05) 486 •522 APP03 124.6(125.05) APP04 124.025(120.6) • 423 % • 319 PP. LIUYANĞ B000 113.55 LYH 1360 $\langle \cdot \rangle$ CH 82Y Keep IAS no less than 295km/h(160kt until 5NM from the touch down point. no less than 295km/h(160kt) Mitial approach MAX JAS380km/h If it can not be implemented, report Holding MAX JAS380km/h to ATC. Missed Approach turn MAX TAS380km/h • 296 102 D8.5LYH 00 133 400 • 831 \$ D3.0 ICR, **GUTÁNG** _ 211 278 ₺ <u>250</u> 388 W DMF 127 . 29 (111.1) ICR . 146 Λ 170 CH 48X HARICS HA •751 126 D16.9LYH 001° 111.1 ICR 900 FAF D6.6 ICR • 279 TIAOMA 0910 114.05 DTM <u>~</u>214 234° 237 1 CH 873 357 1200 D7.3D™M D4.3DTM 2**7**1° IAF 🖾 1AF 091 **143** 900 R091° D11.2 ICR D12.7DTM D5.8DTM A259 1200 **WAF** 700 1150 R108° 311 **∆817** 1800 D10.5DTM **22,2** 10 15km -355 **∆** 319 MSA 46km DME (ICR) (NM) 3 2 5 6 GP INOP 348 ALT (m) 445 251 542 639 3600 MISSED APPROACH 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa) Climb straight ahead to D3.0 ICR at 250 or above, turn RIGHT on IF FAF track 037° to R217°/D8.5LYH MAPt D11.2 ICR GP INOP at 400 or above, turn RIGHT to GP INOP D5.8DTM D6.6 ICR intercept R181° LYH and fly to DO.8 ICR 0010 D16.9LYH at 900, then on track IM R181°LYH to D12.7DTM at 1200 700(643) ICR or above, join in holding pattern or by ATC. 405 RDH=15 MDA 20.5km 1.2 12.0 n В \mathbf{C} A D FAF-MAPt(GP INOP) 10.8km 180 335 100 k t 80 120 140 160 GS in 118(60) 123(65) 128(70) ILS/DME DA(H) RVR/VIS km/h 150 185 220 260 295 550/800 550/800 550/800 4:22 3:30 2:55 2:30 2:11 1:57 Time min:sec GP INOP MDA(H) 205(148) 2.7 3.2 3.8 4.3 4.9 2000/2000 Rate of descent m/s 2.2 CIRCLING MDA(H) 240(174) 235(169) 335(269) 400(334) 2100 2800 3700 5000

Changes: OBST.