APP01 119.25(120.35) VAR4°W APPROACH
CHART-ICAO AERODROME ELEV 14.9 APPO3 126.55(120.35) D-ATIS 126.25
CHART-ICAO THR RWY06 ELEV 12.5 APPO4 121.3(119.525) TWR(N) 118.475(118.225) CAT-II ILS/DME w RWY07 APPROACH 118° 30' 118° 45' 119 00 BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS chart only 295 This MANJING IGHTS IN W.L.
DISTANCES IN
MILES used by ATC ZS(R)530 20. DME GND 282-5000m NAUTICAL DISTANCES IN KM GND ZS(R)531 wH24 2200-1600 GND 2200-1600 •54 MOLING 255 **6**228 117.05 MLJ Holding MAX IAS 400km/h Initial approach MAX IAS 380km/h Missed approach turn MAX IAS 380km/h Circling SE of RWY only CH 117Y 228 [ ] IAF 1800 LUKOU 113.6 NJL CH 83X (108.7) IZZ 0 D3.0 IZZ CH 24X 45' 092° 062° 108.7 IZZ R262° NJL D28.0SNQ 1800 🛴 D18.5MLJ 024.5NJL 7273° SNQ D10.4 1ZZ 962 D5.5 IZZ N R254° 600/ Ř 458 D21.0NJL SHIQIU 1200 115.75 SNQ or by ATC N313640 D15.1NJL 251 R241° R244. D17.5NJC CH 104Y E1182930 D18.2NJL D14.3SNQ 20km\_\_\_ 900 <u>900</u> (0) N313400 N313200 E1190200 E1184208 O292 <del>30</del>' Aircraft flying across south of restriction NJL Nine is forbidden without ATC clearance. ZS(R)53. 900 10 0 15km GND 200-1600 •112 MSA 46km DME (IZZ)(NM) 3 8 6 5 4 2 1 GP INOP ALT (m) 498 399 300 205 3600 MISSED APPROACH TA 3000 3300(QNH ≥1031hPa) Climb straight ahead to D3.0 IZZ, 2700(QNH ≤979hPa) then climb to 600 on track 092°, turn RIGHT to SNQ at 900 approach FAF again, or join in holding pattern D10.4 IZZ D5.5 IZZ follow ATC clearance. IM 0620 ΙZΖ 550(537) 600(587) 450 RDH=16.5m 0.35 0-0.3 19.0km 9.9 В  $\mathbf{C}$ D FAF-THR 9.9km 180 335 80 100 120 140 160 ILS-II (30)GS in (DH) km/h 150 185 220 260 295 2:40 4:01 3:12 2:17 2:00 1:47 (RA) Time min:sec (31)2.7 3.2 4.3 4.9 Autopilot to Rate of descent m/s 2.2 3.8 **RVR300** DH and below Manual operation RVR300 **RVR350** Changes: ALT. below DH

INSTRUMENT