



GP INOP	DME (IBH) (NM)	2	4	6	8	10	12	14	16
	ALT (m)	2292	2487	2681	2875	3068	3262		

MISSED APPROACH

Climb straight ahead(with gradient≥3%) to D2.7 IBH at 2240 or above, turn RIGHT and track 249° to 2700, turn RIGHT and track 006° to intercept R216° XFA, then track 036° to XFA at 3600, contact ATC.

TL 6000
TA 5400
5700(QNH≥1031hPa)
5100(QNH≤979hPa)

FAF GP INOP D12.4 IBH

IF CI 21 D16.0 IBH

GP INOP D5.2 IBH 2600(502)

MAPt GP INOP D1.5 IBH

RDH=16m

MDA 2300

2600

3300(1202)

219°

GP 3°

0

2.4

9.4

22.7

29.3km

	A	B	C	D	FAF-MAPt(GP INOP) 20.3km						
ILS/DME DA(H) RVR/VIS	2158(60) 550/800				GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP MDA(H) VIS	2235(137) 1800				Time min:sec	8:13	6:35	5:29	4:42	4:07	3:39
CIRCLING MDA(H) VIS	2350(247) 2800	2470(367) 3000	2500(397) 4400	2500(397) 5000	Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

SA CAT I: (DH)(45),(RA)(64),RVR450.

Changes: RA, ALT.

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中国民用航空局CAAC

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