GENERAL

Operational Hours

ATS Hours: HS or O/R

AD OPS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 8
Fuel: Nr. 3 Jet Fuel
PCN: RWY 18/36: 75/R/B/W/T

Operation

TWY Restriction

TWY A, A1-A9, B4, B6-B8	MAX wingspan <65m / 213ft	TWY A3-A6 only use for vacating RWY
TWY B5	MAX wingspan <52m / 171ft	-
Taxilane B (South of B6-B8)	MAX wingspan <65m / 213ft	-
Taxilane B (North of B6-B4), C	MAX wingspan <48m / 157ft	-

Hot Spots

HOT SPOT No.	DESCRIPTION
HS1	ACFT shall proceed with extreme caution before taxiing into this area via TWY A or TWY B4 (connected with APN) then TWY A and give way to ACFT vacating RWY via TWY A4.
HS2	ACFT shall proceed with extreme caution before taxiing into this area via TWY A or TWY B6 (connected with APN) then TWY A and give way to ACFT vacating RWY via TWY A5.
HS3	ACFT shall proceed with extreme caution before taxiing into this area via TWY A or TWY B7 (connected with APN) then TWY A and give way to ACFT vacating RWY via TWY A6.

Taxi/Parking
Follow-me AVBL via TWR.

MAX speed on TWYs 27KT (50km/h), on APN 8KT (15km/h).

ACFT with wingspan 52m / 171ft or above can only taxi in/out via TWY B6 when using stand 101.

Marshaller guidance at stands 201-226, 228.

Visual docking guidance system AVBL for stands 101-116.

Engine Run-up Areas
ENG run-ups are subject to AD and TWR CLR and shall be carried out at designated areas only. Fast ENG run-up on APN prohibited.

GENERAL

Warnings

DZH VOR/DME
VOR unusable: Outside R001 direction 25NM.
DME unusable: Ouside R001 direction 18NM.

Hight terrain north and low terrain south of AD, large difference in elevation. Pilot should pay more attention to adjust the altimeter.

Do not mistake road lights for RWY lights.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure
During COM failure ACFT shall continue to land with the following procedure or if AD not AVBL for LDG, proceed to ALTN.

LDG North
Proceed to DZH according to the last command ALT (climb to 10800ft if not reached), then join HLDG pattern, descend to 9800ft, start APCH and land on RWY 36.

LDG South
Proceed to DJC according to the last command ALT (climb to 11800ft if not reached), then join HLDG pattern, descend to 10800ft, start APCH and land on RWY 18.

Aerodrome COM Failure
If COM cannot established with AD, contact previous control unit.

Arrival Procedure

Non-standard GP Intercept Position on RWY 18
GP intercepts RWY 18 at *308m / 1011ft* after landing threshold.
Remaining LDG DIST beyond GP is *3692m / 12112ft*.

RWY 36
GP intercepts RWY 36 at *320m / 1049ft* after landing threshold.
Remaining LDG DIST beyond GP is *3680m / 12074ft*.

VFR Traffic Pattern
RWY 18/36 right- and left-hand circuit; ALT 2350m / 7710ft CAT A, B; 2450m / 8038ft CAT C, D.

Warnings

ILS/LOC RWY 18 unusable: Outside of LOC front course 17NM.

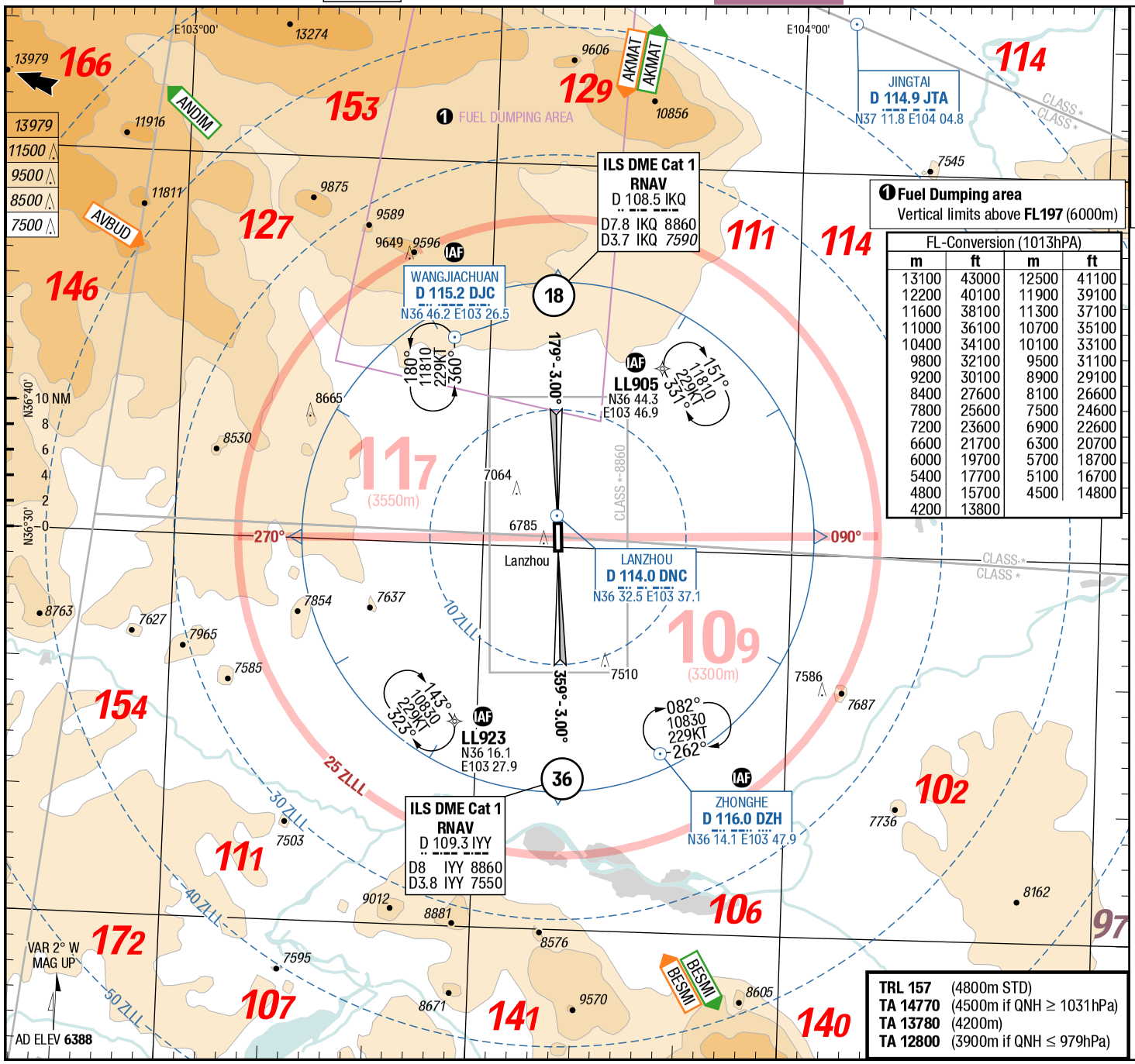
DEPARTURE

Take-off Minima

RWY		18/36	
All ACFT	ft - m/km	0 - 400R/800V	HJ only
		0 - 500R/800V	wo LGTs, HJ only
		0 - 800R/800V	HN

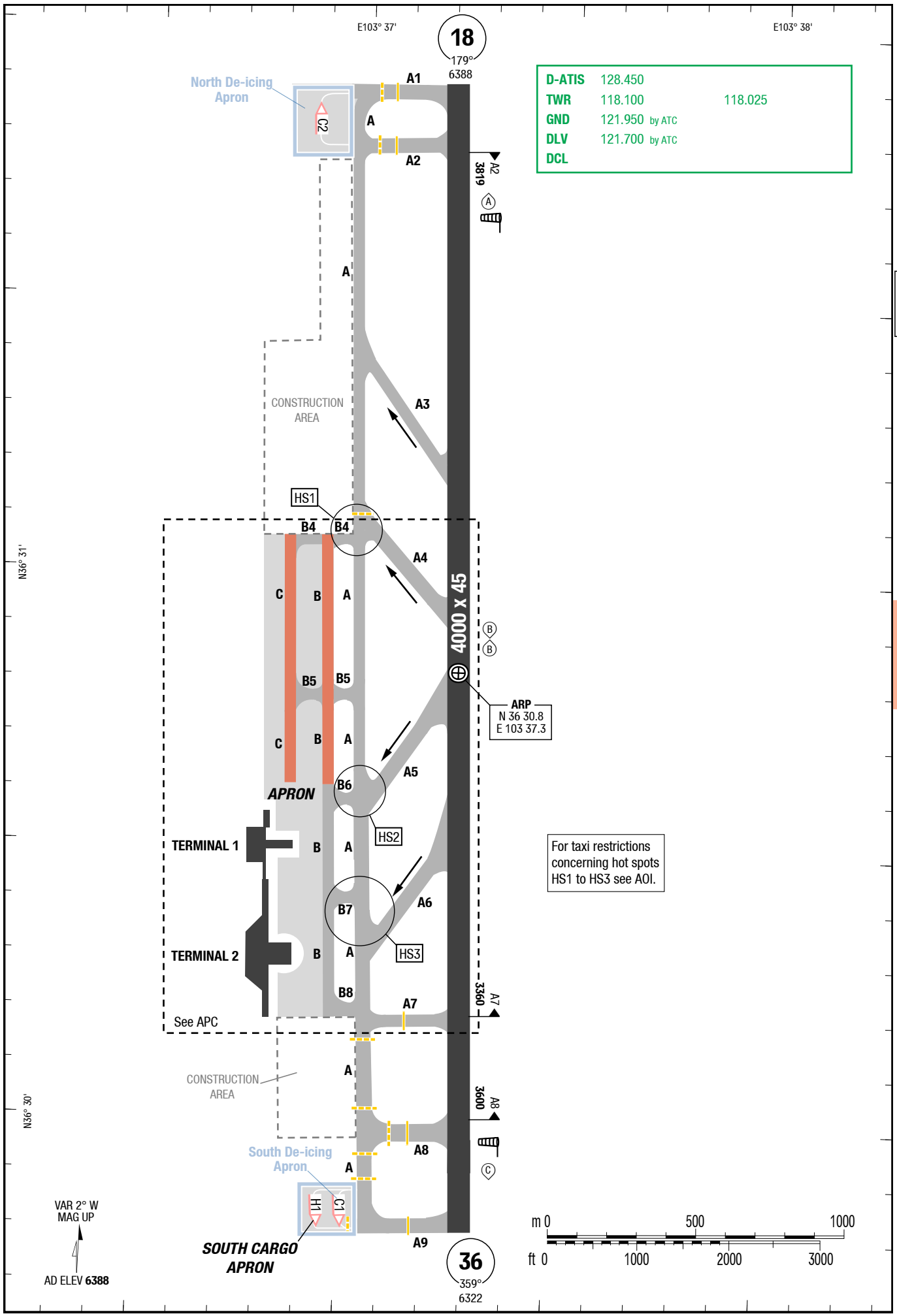
De-Icing

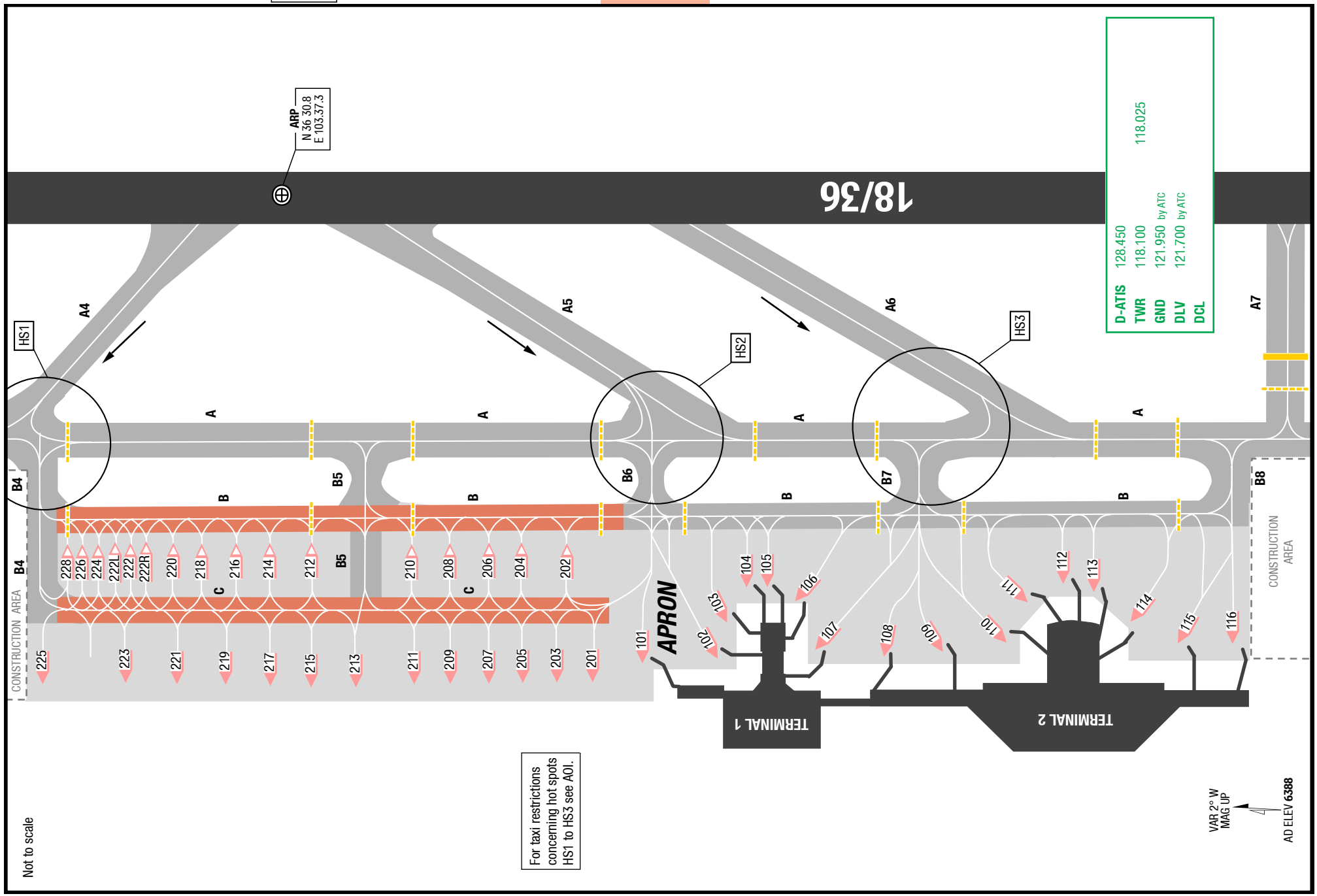
AVBL HS or O/R



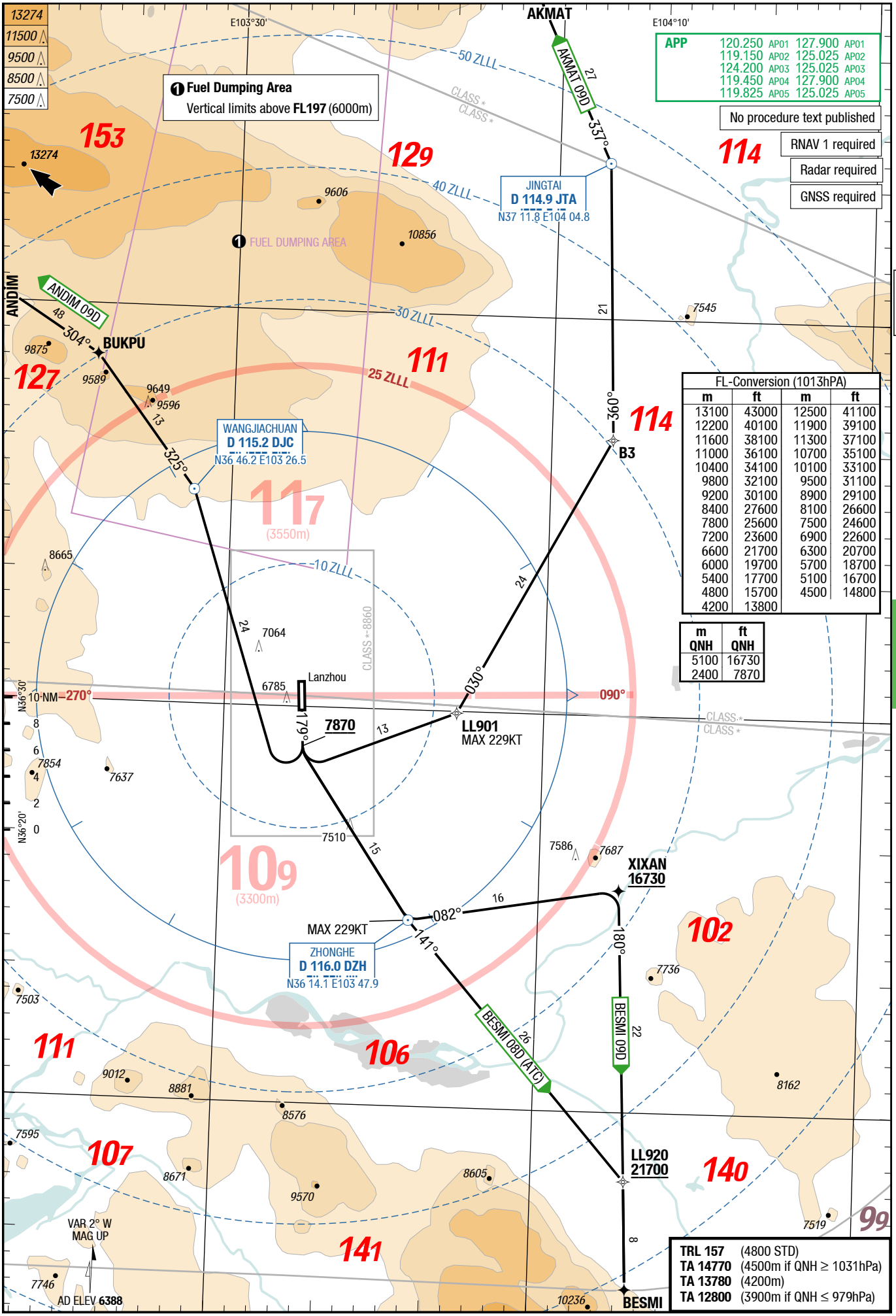
D-ATIS	128.450	
APP	120.250 AP01	127.900 AP01
	119.150 AP02 , by ATC	125.025 AP02 , by ATC
	124.200 AP03 , by ATC	125.025 AP03 , by ATC
	119.450 AP04 , by ATC	127.900 AP04 , by ATC
	119.825 AP05 , by ATC	125.025 AP05 , by ATC
TWR	118.100	118.025
GND	121.700 by ATC	
DLV		
DCL		

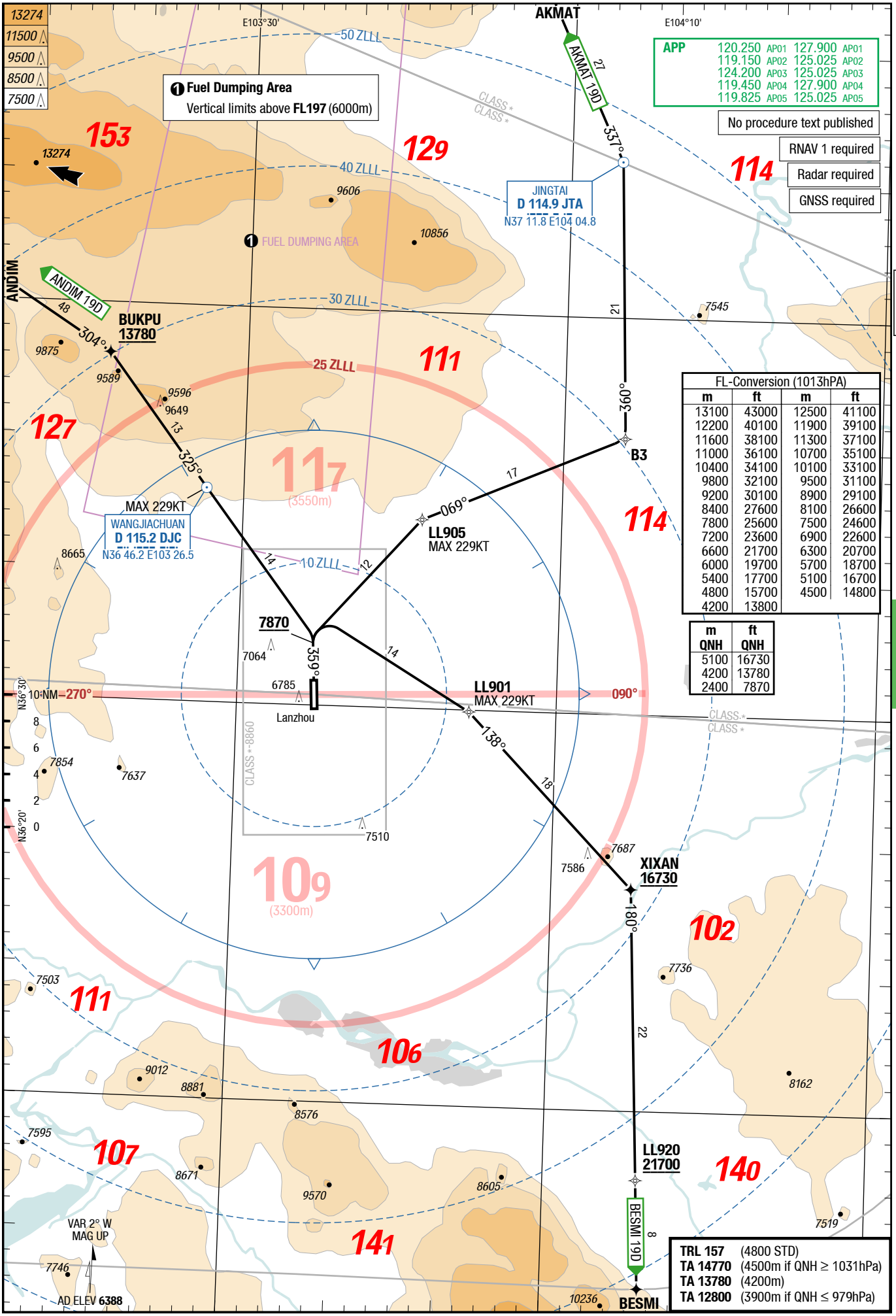
Changes: Nil

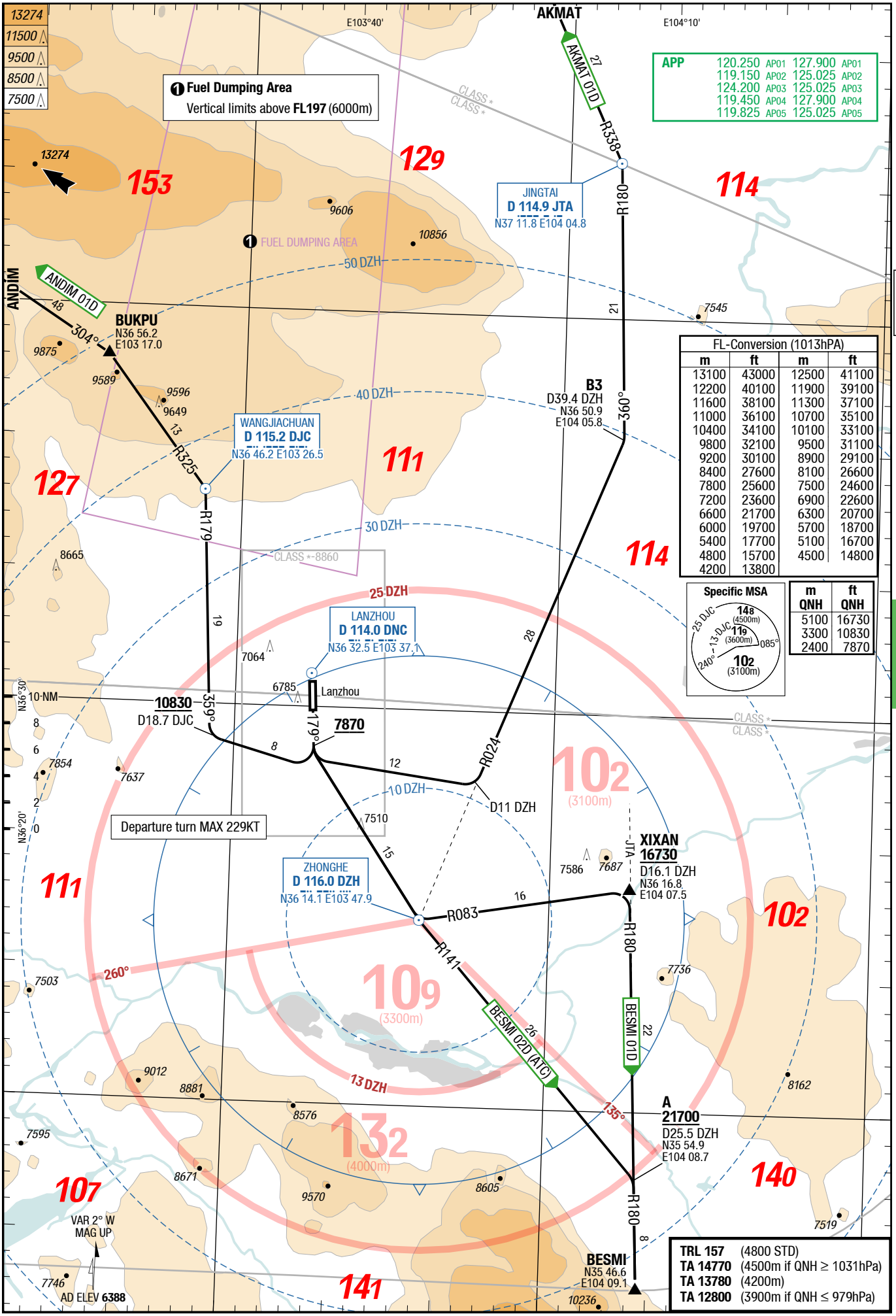

E103° 37'
E103° 38'
N36° 31'
N36° 30'
18
179°
6388
36
359°
6322
North De-icing Apron
C2
South De-icing Apron
C1
H1
SOUTH CARGO APRON
CONSTRUCTION AREA
CONSTRUCTION AREA
A1
A2
A3
A4
A5
A6
A7
A8
A9
A
B
C
B4
B5
B6
B7
B8
HS1
HS2
HS3
4000 x 45
3819
3360
3600
ARP
N 36 30.8
E 103 37.3
APRON
TERMINAL 1
TERMINAL 2
See APC
D-ATIS 128.450
TWR 118.100 118.025
GND 121.950 by ATC
DLV 121.700 by ATC
DCL
For taxi restrictions concerning hot spots HS1 to HS3 see AOI.
VAR 2° W
MAG UP
AD ELEV 6388
m 0 500 1000
ft 0 1000 2000 3000



Changes: WIP


13274
11500
9500
8500
7500
Fuel Dumping Area
Vertical limits above FL197 (6000m)
APP
120.250 AP01 127.900 AP01
119.150 AP02 125.025 AP02
124.200 AP03 125.025 AP03
119.450 AP04 127.900 AP04
119.825 AP05 125.025 AP05
No procedure text published
RNAV 1 required
Radar required
GNSS required
AKMAT
AKMAT 09D
JINGTAI
D 114.9 JTA
N37 11.8 E104 04.8
ANDIM
ANDIM 09D
BUKPU
WANGJIACHUAN
D 115.2 DJC
N36 46.2 E103 26.5
B3
LL901
MAX 229KT
Lanzhou
7870
ZHONGHE
D 116.0 DZH
N36 14.1 E103 47.9
MAX 229KT
XIXAN
16730
LL920
21700
BESMI
BESMI 09D
BESMI 08D (ATC)
FUEL DUMPING AREA
50 ZLLL
40 ZLLL
30 ZLLL
25 ZLLL
10 ZLLL
CLASS *
CLASS *-8860
10 NM
FL-Conversion (1013hPA)
m ft m ft
13100 43000 12500 41100
12200 40100 11900 39100
11600 38100 11300 37100
11000 36100 10700 35100
10400 34100 10100 33100
9800 32100 9500 31100
9200 30100 8900 29100
8400 27600 8100 26600
7800 25600 7500 24600
7200 23600 6900 22600
6600 21700 6300 20700
6000 19700 5700 18700
5400 17700 5100 16700
4800 15700 4500 14800
4200 13800
m QNH ft QNH
5100 16730
2400 7870
TRL 157 (4800 STD)
TA 14770 (4500m if QNH ≥ 1031hPa)
TA 13780 (4200m)
TA 12800 (3900m if QNH ≤ 979hPa)
VAR 2° W
MAG UP
AD ELEV 6388
153
129
114
127
111
117
(3550m)
109
(3300m)
102
107
106
140
141
99


13274
11500
9500
8500
7500
E103°30'
E104°10'
AKMAT
AKMAT 19D
27
337°
50 ZLLL
40 ZLLL
30 ZLLL
25 ZLLL
10 ZLLL
CLASS *
CLASS *
APP
120.250 APO1 127.900 APO1
119.150 APO2 125.025 APO2
124.200 APO3 125.025 APO3
119.450 APO4 127.900 APO4
119.825 APO5 125.025 APO5
No procedure text published
RNAV 1 required
Radar required
GNSS required
1 Fuel Dumping Area
Vertical limits above FL197 (6000m)
1 FUEL DUMPING AREA
JINGTAI
D 114.9 JTA
N37 11.8 E104 04.8
ANDIM
ANDIM 19D
48
304°
BUKPU
13780
21
360°
B3
17
069°
LL905
MAX 229KT
MAX 229KT
WANGJIACHUAN
D 115.2 DJC
N36 46.2 E103 26.5
14
12
7870
7064
359°
14
6785
Lanzhou
LL901
MAX 229KT
090°
138°
18
XIXAN
16730
7687
7586
180°
22
LL920
21700
BESMI 19D
8
BESMI
10236
FL-Conversion (1013hPA)
m ft m ft
13100 43000 12500 41100
12200 40100 11900 39100
11600 38100 11300 37100
11000 36100 10700 35100
10400 34100 10100 33100
9800 32100 9500 31100
9200 30100 8900 29100
8400 27600 8100 26600
7800 25600 7500 24600
7200 23600 6900 22600
6600 21700 6300 20700
6000 19700 5700 18700
5400 17700 5100 16700
4800 15700 4500 14800
4200 13800
m QNH ft QNH
5100 16730
4200 13780
2400 7870
10 NM
270°
090°
N36°30'
N36°20'
CLASS * 8860
VAR 2° W
MAG UP
AD ELEV 6388
TRL 157 (4800 STD)
TA 14770 (4500m if QNH ≥ 1031hPa)
TA 13780 (4200m)
TA 12800 (3900m if QNH ≤ 979hPa)
153
129
114
127
111
117
(3550m)
114
109
(3300m)
102
111
106
107
140
141
9606
10856
7545
9875
9589
9596
9649
7854
7637
7503
9012
8881
8576
7595
8671
9570
8605
7736
8162
7519
7746
8665
7510


13274
11500
9500
8500
7500
E103°40'
E104°10'
AKMAT
AKMAT 01D
R338
R180
APP
120.250 APO1 127.900 APO1
119.150 APO2 125.025 APO2
124.200 APO3 125.025 APO3
119.450 APO4 127.900 APO4
119.825 APO5 125.025 APO5
1 Fuel Dumping Area
Vertical limits above FL197 (6000m)
1 FUEL DUMPING AREA
JINGTAI
D 114.9 JTA
N37 11.8 E104 04.8
ANDIM
ANDIM 01D
BUKPU
N36 56.2
E103 17.0
304°
WANGJIACHUAN
D 115.2 DJC
N36 46.2 E103 26.5
R325
R179
B3
D39.4 DZH
N36 50.9
E104 05.8
R360
50 DZH
40 DZH
30 DZH
25 DZH
10 DZH
13 DZH
CLASS *-8860
CLASS *
LANZHOU
D 114.0 DNC
N36 32.5 E103 37.1
Lanzhou
10830
D18.7 DJC
359°
179°
7870
R024
D11 DZH
Departure turn MAX 229KT
ZHONGHE
D 116.0 DZH
N36 14.1 E103 47.9
R083
R141
XIXAN
16730
D16.1 DZH
N36 16.8
E104 07.5
JTA
R180
BESMI 01D
BESMI 02D (ATC)
260°
135°
A
21700
D25.5 DZH
N35 54.9
E104 08.7
BESMI
N35 46.6
E104 09.1
R180
VAR 2° W
MAG UP
AD ELEV 6388
10-NM
N36°30'
N36°20'
FL-Conversion (1013hPA)
m ft m ft
13100 43000 12500 41100
12200 40100 11900 39100
11600 38100 11300 37100
11000 36100 10700 35100
10400 34100 10100 33100
9800 32100 9500 31100
9200 30100 8900 29100
8400 27600 8100 26600
7800 25600 7500 24600
7200 23600 6900 22600
6600 21700 6300 20700
6000 19700 5700 18700
5400 17700 5100 16700
4800 15700 4500 14800
4200 13800
Specific MSA
25 DJC 148 (4500m)
13 DJC 119 (3600m)
085°
240° 102 (3100m)
m QNH ft QNH
5100 16730
3300 10830
2400 7870
TRL 157 (4800 STD)
TA 14770 (4500m if QNH ≥ 1031hPa)
TA 13780 (4200m)
TA 12800 (3900m if QNH ≤ 979hPa)
153
129
114
127
111
114
111
102
(3100m)
102
109
(3300m)
132
(4000m)
107
140
141
9606
10856
7545
9875
9589
9596
9649
8665
7064
6785
7854
7637
7510
7586
7687
7503
7736
9012
8881
8576
8162
7595
8671
9570
8605
7519
7746
10236

13274
11500
9500
8500
7500

❶ Fuel Dumping Area
Vertical limits above FL197 (6000m)

APP			
	120.250	AP01	127.900 AP01
	119.150	AP02	125.025 AP02
	124.200	AP03	125.025 AP03
	119.450	AP04	127.900 AP04
	119.825	AP05	125.025 AP05

No procedure text published

AKMAT
AKMAT 11D
JINGTAI
D 114.9 JTA
N37 11.8 E104 04.8
ANDIM
ANDIM 11D
BUKPU
13780
N36 56.2
E103 17.0
B3
D29.5 DNC
N36 50.9
E104 05.8
WANGJIACHUAN
D 115.2 DJC
N36 46.2 E103 26.5
10830
D21 DJC
D11 DJC
7870
D32.8 DJC
N36 39.6
E104 06.4
Departure turn MAX 229KT
LANZHOU
D 114.0 DNC
N36 32.5 E103 37.1
Lanzhou
D24 DJC
ZHONGHE
D 116.0 DZH
N36 14.1 E103 47.9
XIXAN
16730
N36 16.8
E104 07.5
BESMI 11D
BESMI 12D (ATC)
D17 DZH
A
21700
N35 54.9
E104 08.7
BESMI
N35 46.6
E104 09.1
VAR 2° W
MAG UP
AD ELEV 6388

FUEL DUMPING AREA
50 DZH
40 DZH
30 DZH
25 DZH
13 DZH
10 DZH
CLASS * 8860
CLASS *
CLASS *

FL-Conversion (1013hPA)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800		

Specific MSA
25 DJC
13 DJC
240°
085°
14s (4500m)
11s (3600m)
10z (3100m)

m QNH	ft QNH
5100	16730
4200	13780
3300	10830
2400	7870

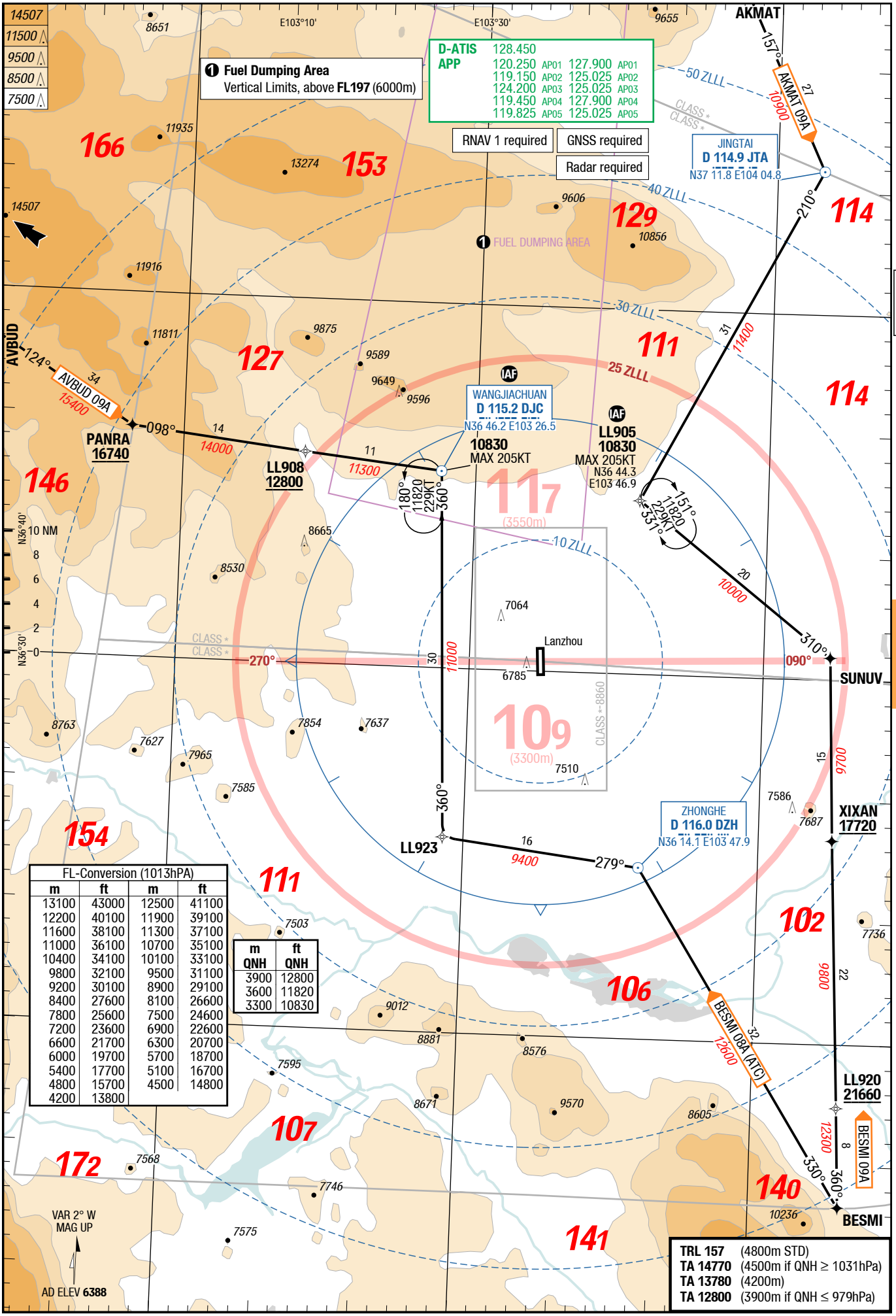
TRL 157 (4800 STD)
TA 14770 (4500m if QNH ≥ 1031hPa)
TA 13780 (4200m)
TA 12800 (3900m if QNH ≤ 979hPa)

AKMAT 01D / ANDIM 01D / BESMI 01D / BESMI 02D

RWY 18 (179°)

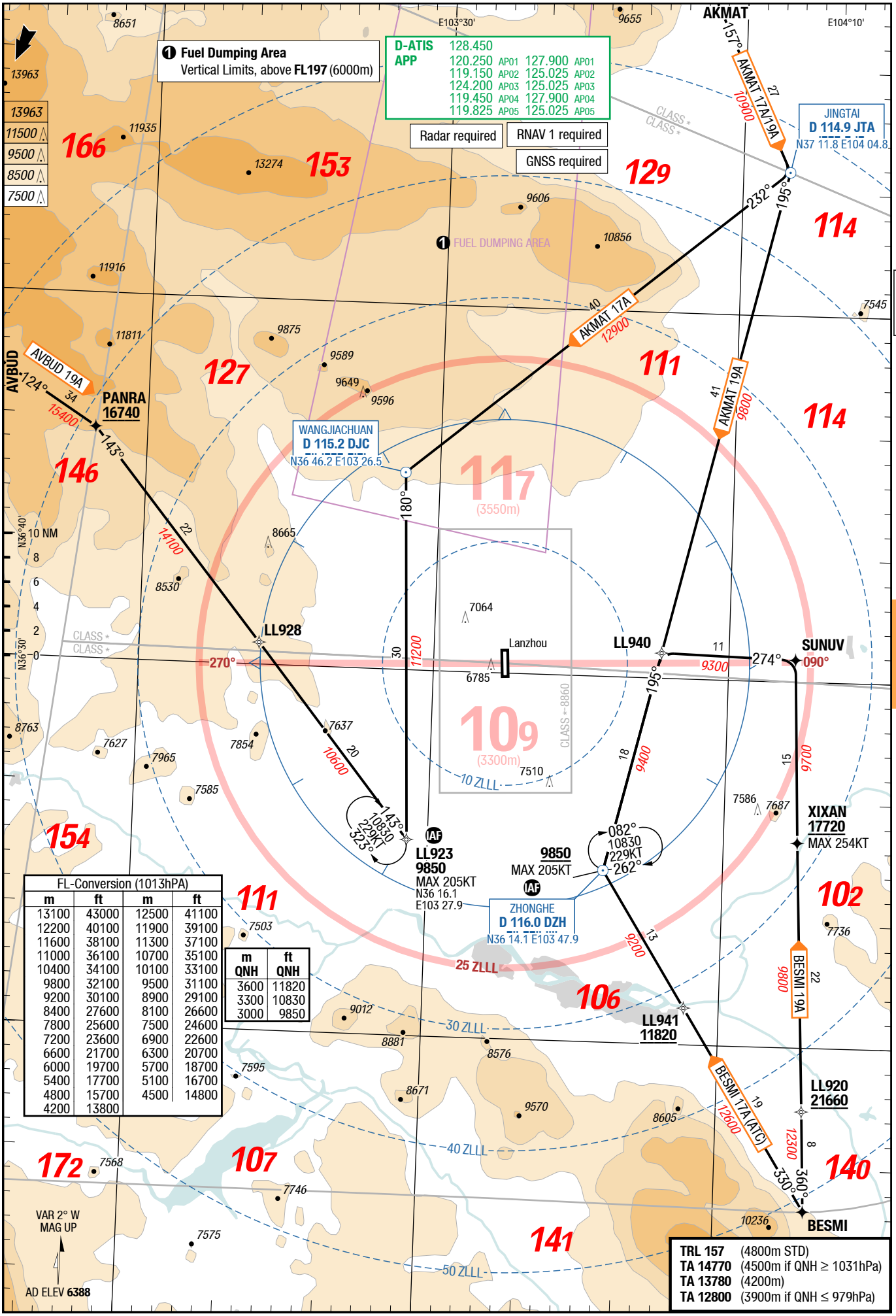
	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

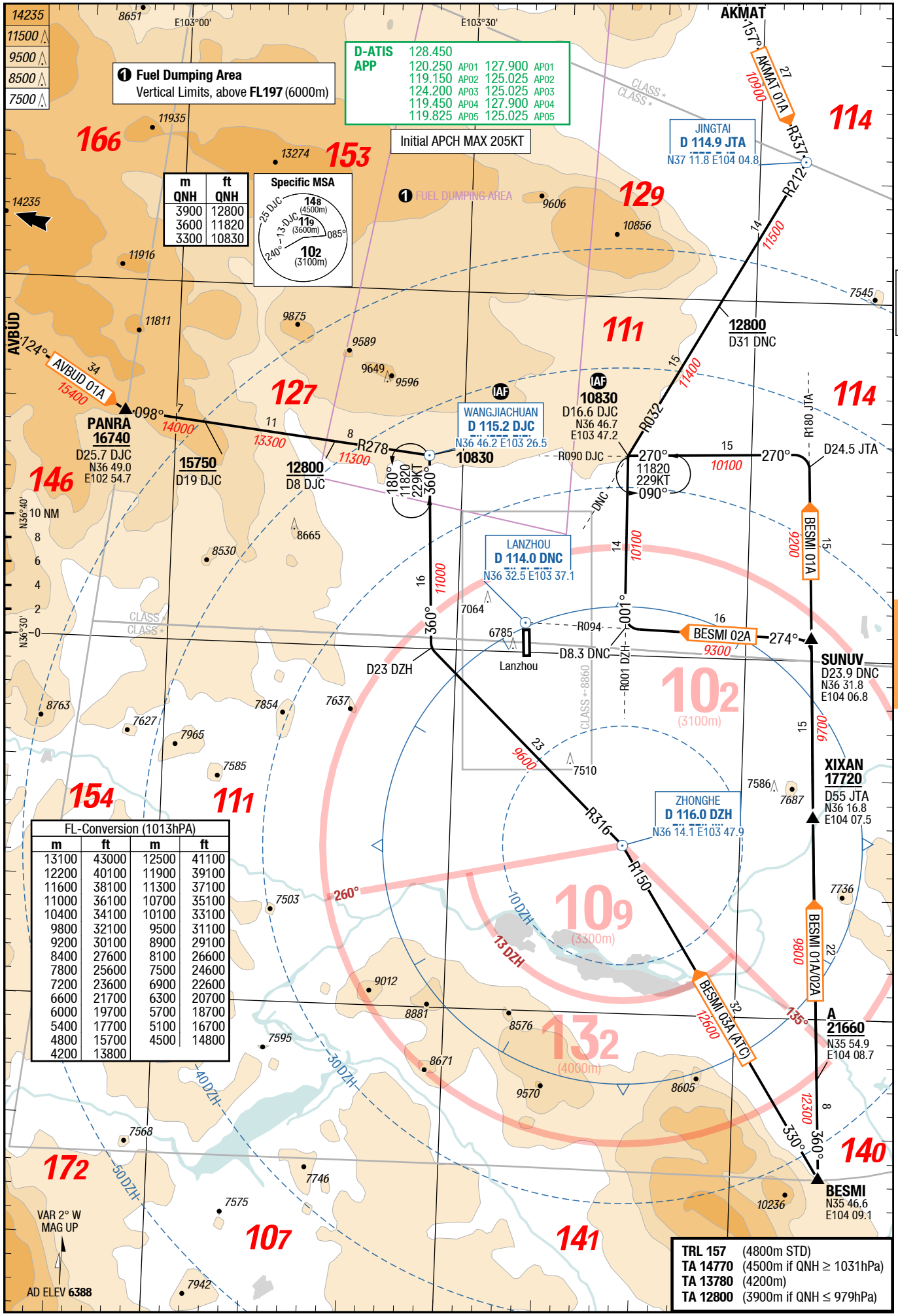
DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
AKMAT 01D	No procedure text published	
ANDIM 01D	No procedure text published	R179/D18.7 **DJC** MNM **10830**
BESMI 01D 5.0%	No procedure text published	XIXAN MNM **16730** A MNM **21700**
BESMI 02D (ATC)	No procedure text published	A MNM **21700**

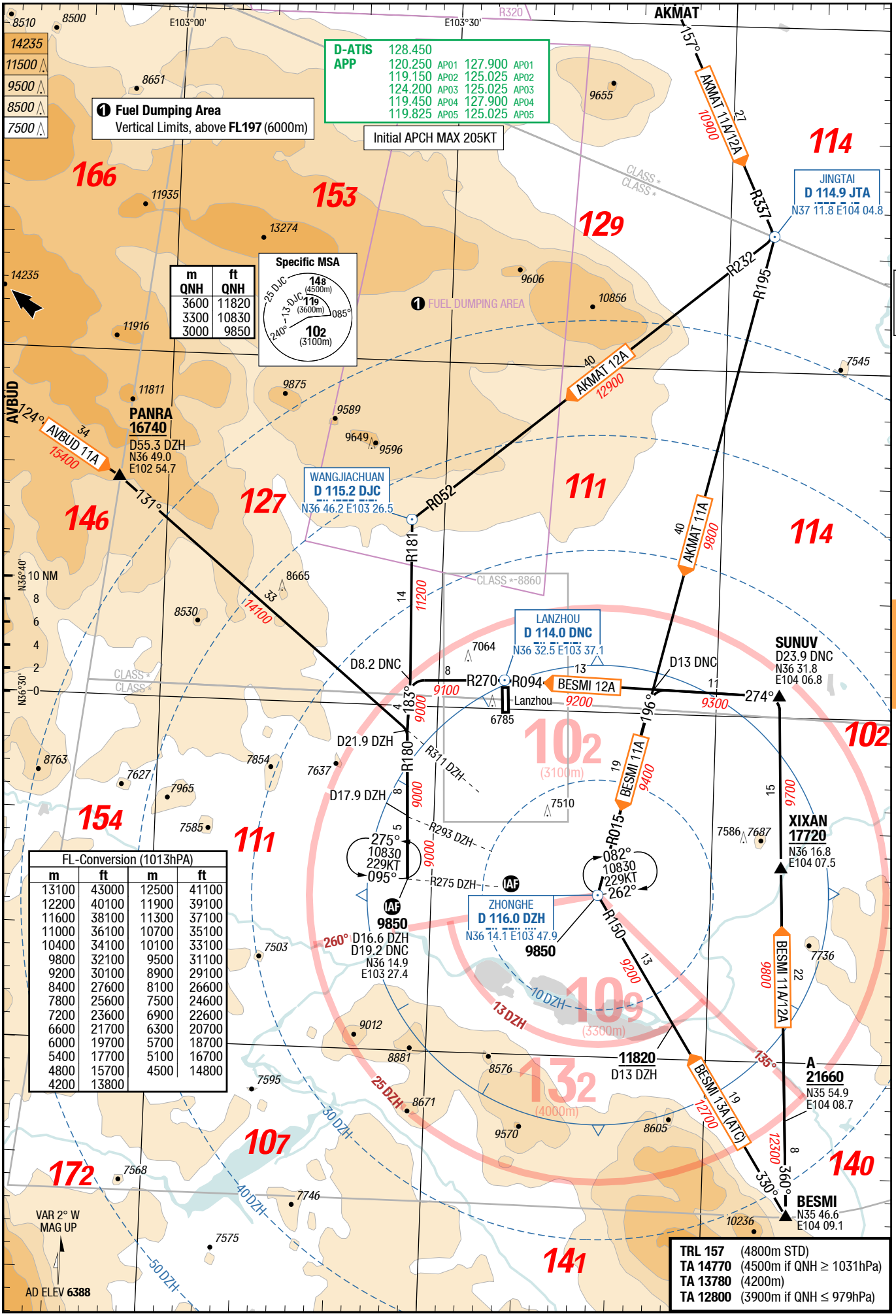


China Lanzhou Zhongchuan
RNAV STARs RWY 36
RNAV STARs RWY 18
STAR

STAR
Zhongchuan Lanzhou China
RNAV STARs RWY 36
RNAV STARs RWY 18


❶ Fuel Dumping Area
Vertical Limits, above FL197 (6000m)
D-ATIS 128.450
APP 120.250 AP01 127.900 AP01
119.150 AP02 125.025 AP02
124.200 AP03 125.025 AP03
119.450 AP04 127.900 AP04
119.825 AP05 125.025 AP05
Radar required
RNAV 1 required
GNSS required
13963
11500
9500
8500
7500
E103°30'
E104°10'
N36°40'
N36°30'
AKMAT
JINGTAI
D 114.9 JTA
N37 11.8 E104 04.8
AKMAT 17A/19A
AKMAT 17A
AKMAT 19A
AVBUD
AVBUD 19A
PANRA
16740
WANGJIACHUAN
D 115.2 DJC
N36 46.2 E103 26.5
❶ FUEL DUMPING AREA
LL928
LL923
9850
MAX 205KT
N36 16.1
E103 27.9
LL940
LL941
11820
LL920
21660
SUNUV
XIXAN
17720
MAX 254KT
ZHONGHE
D 116.0 DZH
N36 14.1 E103 47.9
BESMI 19A
BESMI 17A (ATC)
BESMI
Lanzhou
CLASS *
CLASS +8860
(3550m)
(3300m)
10 ZLLL
25 ZLLL
30 ZLLL
40 ZLLL
50 ZLLL
VAR 2° W
MAG UP
AD ELEV 6388
FL-Conversion (1013hPA)
m ft m ft
13100 43000 12500 41100
12200 40100 11900 39100
11600 38100 11300 37100
11000 36100 10700 35100
10400 34100 10100 33100
9800 32100 9500 31100
9200 30100 8900 29100
8400 27600 8100 26600
7800 25600 7500 24600
7200 23600 6900 22600
6600 21700 6300 20700
6000 19700 5700 18700
5400 17700 5100 16700
4800 15700 4500 14800
4200 13800
m QNH ft QNH
3600 11820
3300 10830
3000 9850
TRL 157 (4800m STD)
TA 14770 (4500m if QNH ≥ 1031hPa)
TA 13780 (4200m)
TA 12800 (3900m if QNH ≤ 979hPa)


14235
11500
9500
8500
7500
Fuel Dumping Area
Vertical Limits, above FL197 (6000m)
D-ATIS 128.450
APP 120.250 AP01 127.900 AP01
119.150 AP02 125.025 AP02
124.200 AP03 125.025 AP03
119.450 AP04 127.900 AP04
119.825 AP05 125.025 AP05
Initial APCH MAX 205KT
m QNH ft QNH
3900 12800
3600 11820
3300 10830
Specific MSA
14s (4500m)
11s (3600m)
10z (3100m)
FUEL DUMPING AREA
AKMAT
AKMAT 01A
JINGTAI
D 114.9 JTA
N37 11.8 E104 04.8
AVBUD
AVBUD 01A
PANRA
16740
D25.7 DJC
N36 49.0
E102 54.7
15750
D19 DJC
12800
D8 DJC
12800
D31 DNC
WANGJIACHUAN
D 115.2 DJC
N36 46.2 E103 26.5
10830
D16.6 DJC
N36 46.7
E103 47.2
LANZHOU
D 114.0 DNC
N36 32.5 E103 37.1
Lanzhou
D23 DZH
D8.3 DNC
D24.5 JTA
BESMI 01A
BESMI 02A
SUNUV
D23.9 DNC
N36 31.8
E104 06.8
XIXAN
17720
D55 JTA
N36 16.8
E104 07.5
ZHONGHE
D 116.0 DZH
N36 14.1 E103 47.9
BESMI 01A/02A
BESMI 03A (ATC)
A
21660
N35 54.9
E104 08.7
BESMI
N35 46.6
E104 09.1
FL-Conversion (1013hPA)
m ft m ft
13100 43000 12500 41100
12200 40100 11900 39100
11600 38100 11300 37100
11000 36100 10700 35100
10400 34100 10100 33100
9800 32100 9500 31100
9200 30100 8900 29100
8400 27600 8100 26600
7800 25600 7500 24600
7200 23600 6900 22600
6600 21700 6300 20700
6000 19700 5700 18700
5400 17700 5100 16700
4800 15700 4500 14800
4200 13800
VAR 2° W
MAG UP
AD ELEV 6388
TRL 157 (4800m STD)
TA 14770 (4500m if QNH ≥ 1031hPa)
TA 13780 (4200m)
TA 12800 (3900m if QNH ≤ 979hPa)


AKMAT
D-ATIS 128.450
APP 120.250 AP01 127.900 AP01
119.150 AP02 125.025 AP02
124.200 AP03 125.025 AP03
119.450 AP04 127.900 AP04
119.825 AP05 125.025 AP05
Initial APCH MAX 205KT
Fuel Dumping Area
Vertical Limits, above FL197 (6000m)
14235
11500
9500
8500
7500
JINGTAI
D 114.9 JTA
N37 11.8 E104 04.8
AKMAT 11A/12A
AKMAT 12A
AKMAT 11A
Specific MSA
m QNH / ft QNH
3600 11820
3300 10830
3000 9850
FUEL DUMPING AREA
AVBUD
PANRA
16740
D55.3 DZH
N36 49.0
E102 54.7
AVBUD 11A
WANGJIACHUAN
D 115.2 DJC
N36 46.2 E103 26.5
LANZHOU
D 114.0 DNC
N36 32.5 E103 37.1
SUNUV
D23.9 DNC
N36 31.8
E104 06.8
BESMI 12A
BESMI 11A
BESMI 11A/12A
BESMI 13A (ATC)
XIXAN
17720
N36 16.8
E104 07.5
ZHONGHE
D 116.0 DZH
N36 14.1 E103 47.9
9850
D16.6 DZH
D19.2 DNC
N36 14.9
E103 27.4
11820
D13 DZH
A
21660
N35 54.9
E104 08.7
BESMI
N35 46.6
E104 09.1
D8.2 DNC
D13 DNC
D21.9 DZH
D17.9 DZH
Lanzhou
10 DZH
13 DZH
25 DZH
30 DZH
40 DZH
50 DZH
FL-Conversion (1013hPA)
m ft m ft
13100 43000 12500 41100
12200 40100 11900 39100
11600 38100 11300 37100
11000 36100 10700 35100
10400 34100 10100 33100
9800 32100 9500 31100
9200 30100 8900 29100
8400 27600 8100 26600
7800 25600 7500 24600
7200 23600 6900 22600
6600 21700 6300 20700
6000 19700 5700 18700
5400 17700 5100 16700
4800 15700 4500 14800
4200 13800
VAR 2° W
MAG UP
AD ELEV 6388
TRL 157 (4800m STD)
TA 14770 (4500m if QNH ≥ 1031hPa)
TA 13780 (4200m)
TA 12800 (3900m if QNH ≤ 979hPa)

ILS DME Z 18 RNAV

D 108.5 IKQ

D-ATIS	128.450
TWR	118.100 118.025
GND	121.950

9596
9649
E103°30'
E103°40'
N36°40'
N36°30'
10 NM

9649
9500
8500
7500
7000

11⁹ (3600m)
14⁸ (4500m)
10² (3100m)

13 DJC
20 DJC
25 DJC

085°
240°
108°
269°
179°

IAF WANGJIACHUAN
D 115.2 DJC
10830
12
8
9520

LL910
9520
D11.5 DNC
D12.2 IKQ

IF

IAF LL905
10830

8860
4

D7.8 IKQ
D7.1 DNC
D3.7 IKQ
D2.9 DNC
D0.7 IKQ

7130
7064
7028
6595

LANZHOU
D 114.0 DNC

Lanzhou

VAR 2° W
MAG UP

AD ELEV **6388**

8860
MAX 205KT

Initial APCH MAX 205KT

m QNH	ft QNH
3300	10830
2900	9520
2700	8860

Specific MSA
D 116.0 DZH

10² (3100m)
260°
10⁹ (3300m)
13 DZH
135°
25 DZH
13² (4000m)

TRL 157	(4800m STD)
TA 14770	(4500m if QNH ≥ 1031hPa)
TA 13780	(4200m)
TA 12800	(3900m if QNH ≤ 979hPa)

LOC 3.00° D IKQ	7.8	6	5	4	3	2
	8860	8320	8000	7680	7370	7050

18 — 3.0° — 4000 x 45 — 60 HL — 30 HL

HL-P1 — **THR 6388** (209hPa) / TDZ 6388 (---%) -0.5%

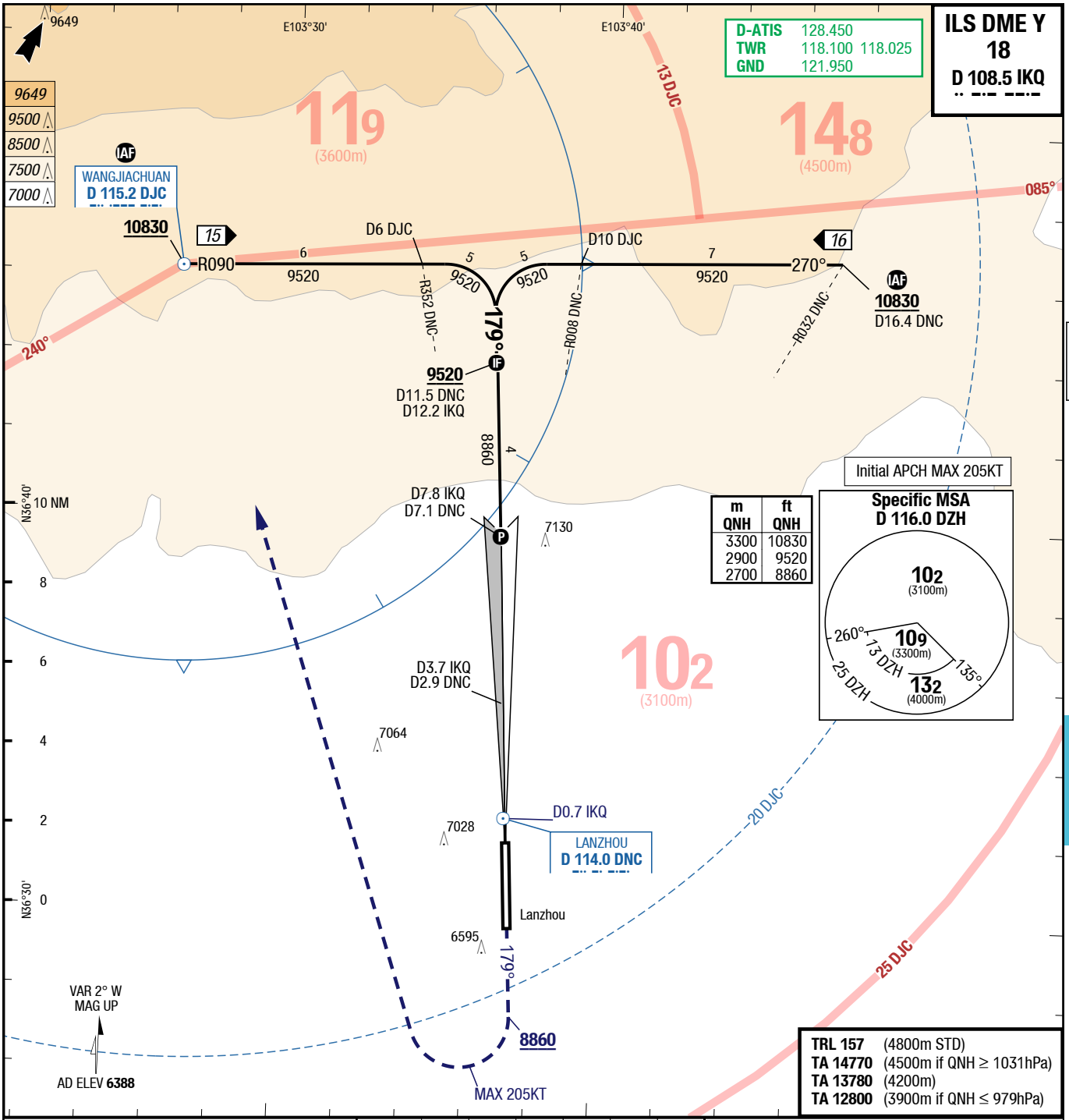
D7.1 DNC
D7.8 IKQ
8860
8860
179°
GP 3.00°
7590
8210
7380
MDA
53
DIST to THR 10 7.7 5 3.6 0.6 0

D2.9
D3.7
DNC
D0.7 IKQ

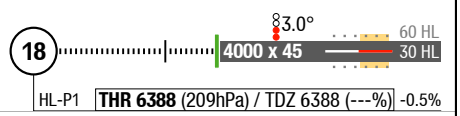
179°
at MNM **8860**
RT (MAX 205KT) direct **DJC**
climb MNM **10830**

GS	140	160	180
D7.8 IKQ	*740*	*850*	*960*
-MAPt	*3:03*	*2:40*	*2:22*

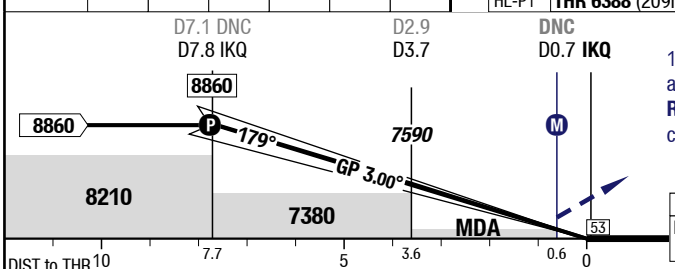
18		Cat 1 DME	LOC DME				Circling E of RWY only
C	ft - m/km ft	220 - 550R/800V **6610**	490 - 2.0V **6880**				970 - 4.0V **7350**
D	ft - m/km ft	220 - 550R/800V **6610**	490 - 2.0V **6880**				970 - 4.4V **7350**



LOC 3.00° D IKQ	7.8	6	5	4	3	2
	8860	8320	8000	7680	7370	7050



HL-P1 **THR 6388** (209hPa) / TDZ 6388 (---%) -0.5%



179°
at MNM **8860**
RT (MAX 205KT) direct **DJC**
climb MNM **10830**

GS	140	160	180
D7.8 IKQ	*740*	*850*	*960*
-MAPt	*3:03*	*2:40*	*2:22*

18		Cat 1 DME	LOC DME				Circling E of RWY only
C	ft - m/km ft	220 - 550R/800V **6610**	490 - 2.0V **6880**				970 - 4.0V **7350**
D	ft - m/km ft	220 - 550R/800V **6610**	490 - 2.0V **6880**				970 - 4.4V **7350**

China **Lanzhou** Zhongchuan

ILS DME Y 36

ILS DME Z 36 RNAV

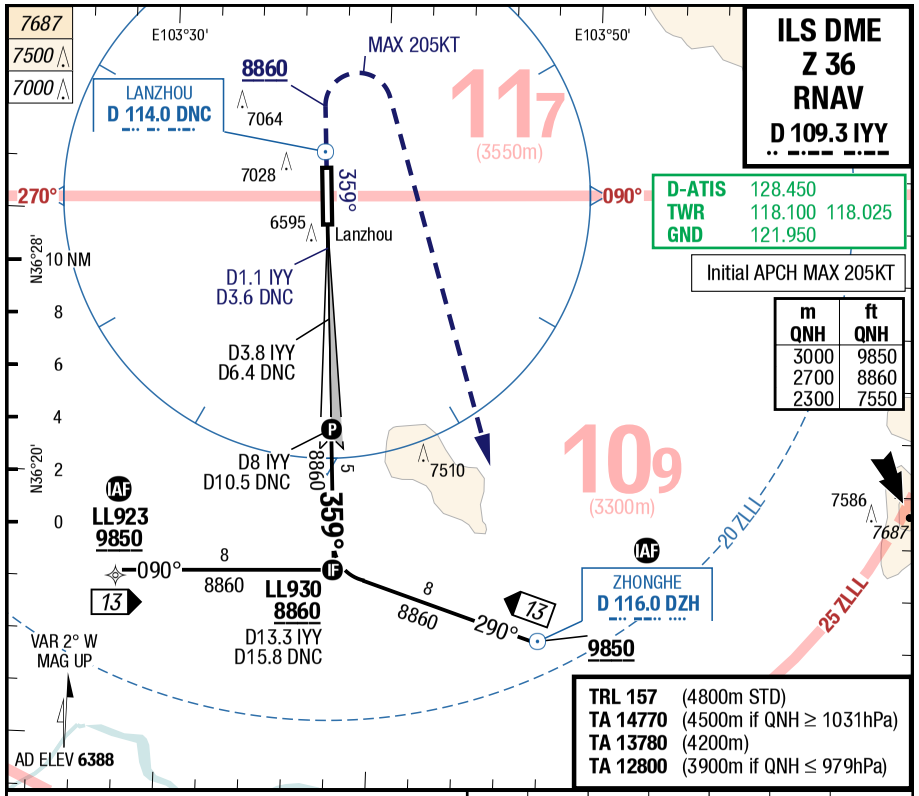
Zhongchuan **Lanzhou** China

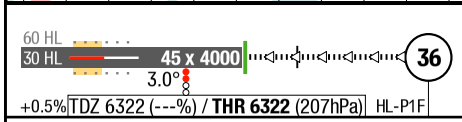
ILS DME Y 36

ILS DME Z 36 RNAV

LHW-ZLLL

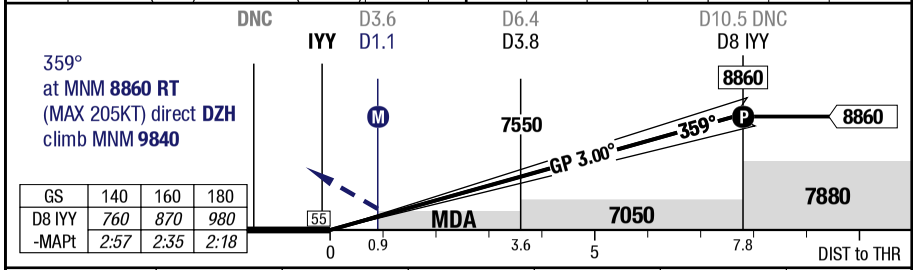
7-30





2	3	4	5	6	8
6970	7300	7630	7950	8280	8860

LOC 3.07°
D IYY



GS	140	160	180
D8 IYY	760	870	980
-MAPt	2:57	2:35	2:18

36		Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5% 1)	LOC DME			Circling E of RWY only
C	ft - m/km ft	200 - 550R/800V **6530**	300 - 900R/900V **6620**	490 - 2.0V **6810**			970 - 4.0V **7350**
D	ft - m/km ft	200 - 550R/800V **6530**	300 - 900R/900V **6620**	490 - 2.0V **6810**			970 - 4.4V **7350**

1) With EVS RVR 600m/ VIS 800m

Changes: FREQ

ILS DME Y 36

D 109.3 IYY

D-ATIS	128.450
TWR	118.100 118.025
GND	121.950

Initial APCH MAX 205KT

MAX 205KT

7510
7500
7000

E103°30' E103°50' N36°30' N36°20'

10 NM

25 DZH 20 DZH 13 DZH

LANZHOU
D 114.0 DNC

7064 7028 6595 7510 7185

8860

359°

Lanzhou

D1.1 IYY
D3.6 DNC

D3.8 IYY
D6.4 DNC

D8 IYY
D10.5 DNC

8860
D13.3 IYY
D15.8 DNC

IF

R206 DNC R186 DNC R174 DNC

095° 15 IAF
9850
D16.6 DZH
D19.2 DNC

7 8860

3 8860

2 8860

D9.9 DZH

6 8860

D6.4 DZH

13 R280

082° 10830 262°

9850 IAF

ZHONGHE
D 116.0 DZH

260° 135°

10₂ (3100m)

10₉ (3300m)

13₂ (4000m)

VAR 2° W
MAG UP

AD ELEV 6388

Specific MSA
D 115.2 DJC

25 DJC: 14₈ (4500m)
13 DJC: 11₉ (3600m)
085° 240°
10₂ (3100m)

m QNH	ft QNH
3300	10830
3000	9850
2700	8860
2300	7550

TRL 157 (4800m STD)
TA 14770 (4500m if QNH ≥ 1031hPa)
TA 13780 (4200m)
TA 12800 (3900m if QNH ≤ 979hPa)

60 HL
30 HL
45 x 4000
3.0°
36

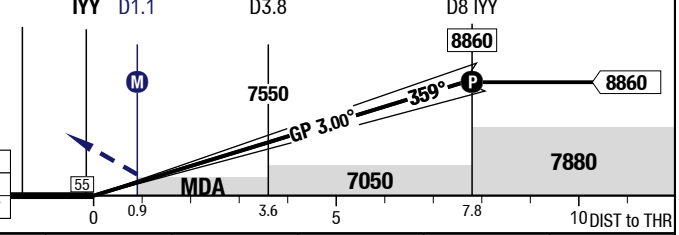
+0.5% TDZ 6322 (---%) / **THR 6322** (207hPa) HL-P1F

2	3	4	5	6	8	LOC 3.07° D IYY
6970	7300	7630	7950	8280	8860	

DNC IYY D3.6 D1.1 D6.4 D3.8 D10.5 DNC D8 IYY

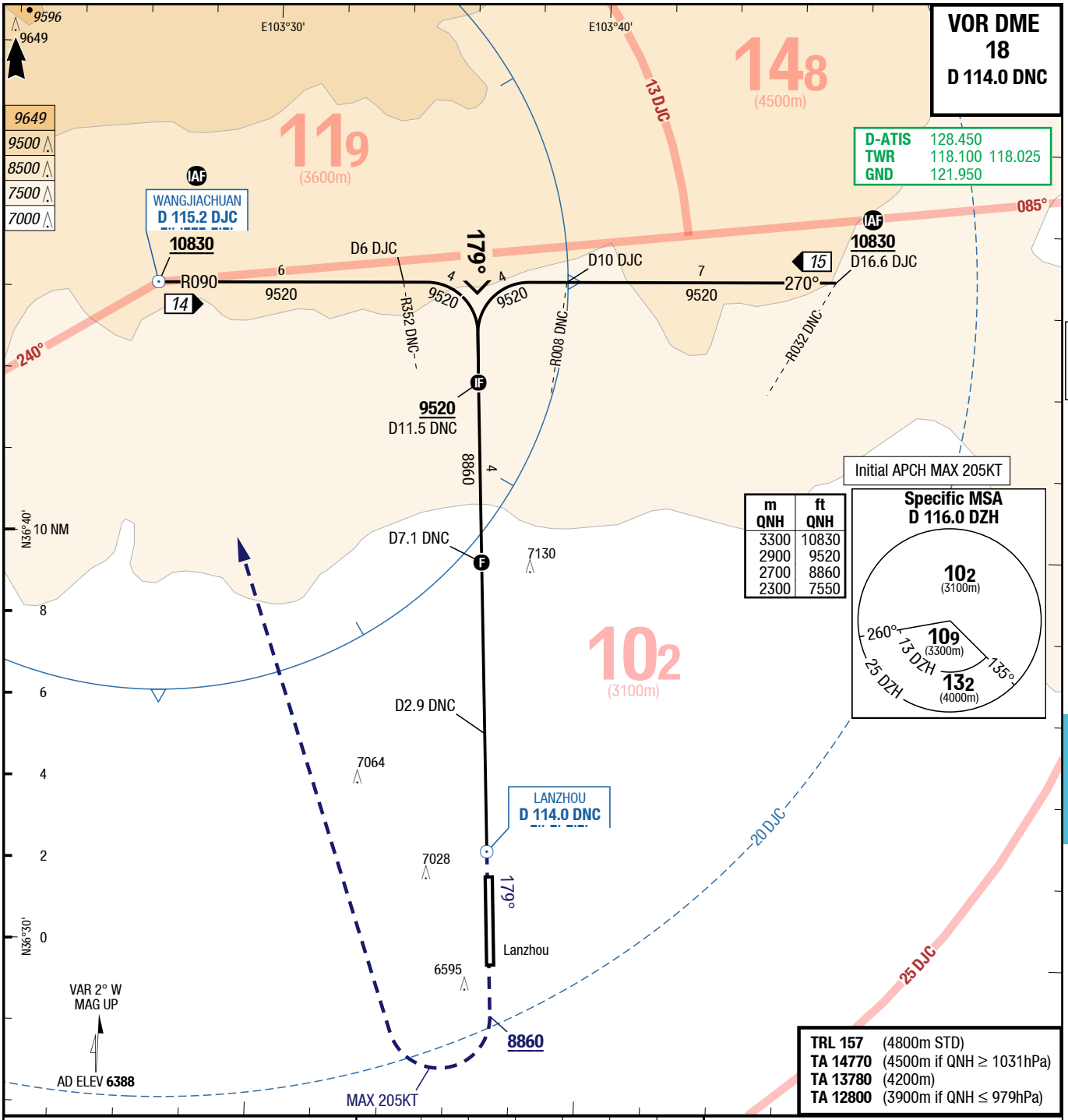
359°
at MNM **8860 RT**
(MAX 205KT) direct **DZH**
climb MNM **9850**

GS	140	160	180
D8 IYY	760	870	980
-MAPt	2:57	2:35	2:18

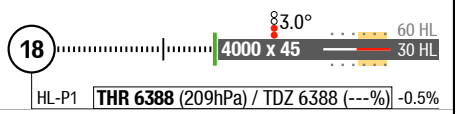


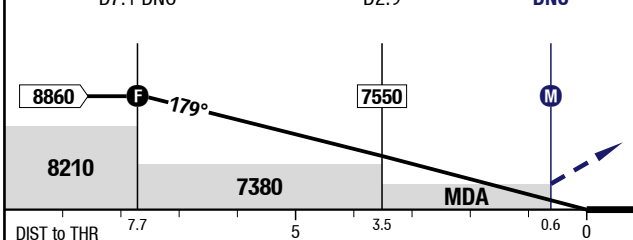
36		Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5% 1)	LOC DME			Circling E of RWY only
C	ft - m/km ft	200 - 550R/800V **6530**	300 - 900R/900V **6620**	490 - 2.0V **6810**			970 - 4.0V **7350**
D	ft - m/km ft	200 - 550R/800V **6530**	300 - 900R/900V **6620**	490 - 2.0V **6810**			970 - 4.4V **7350**

1) With EVS RVR 600m/ VIS 800m



3.00° D DNC	7.1	6	5	4	2	1
	8860	8550	8230	7910	7270	6960

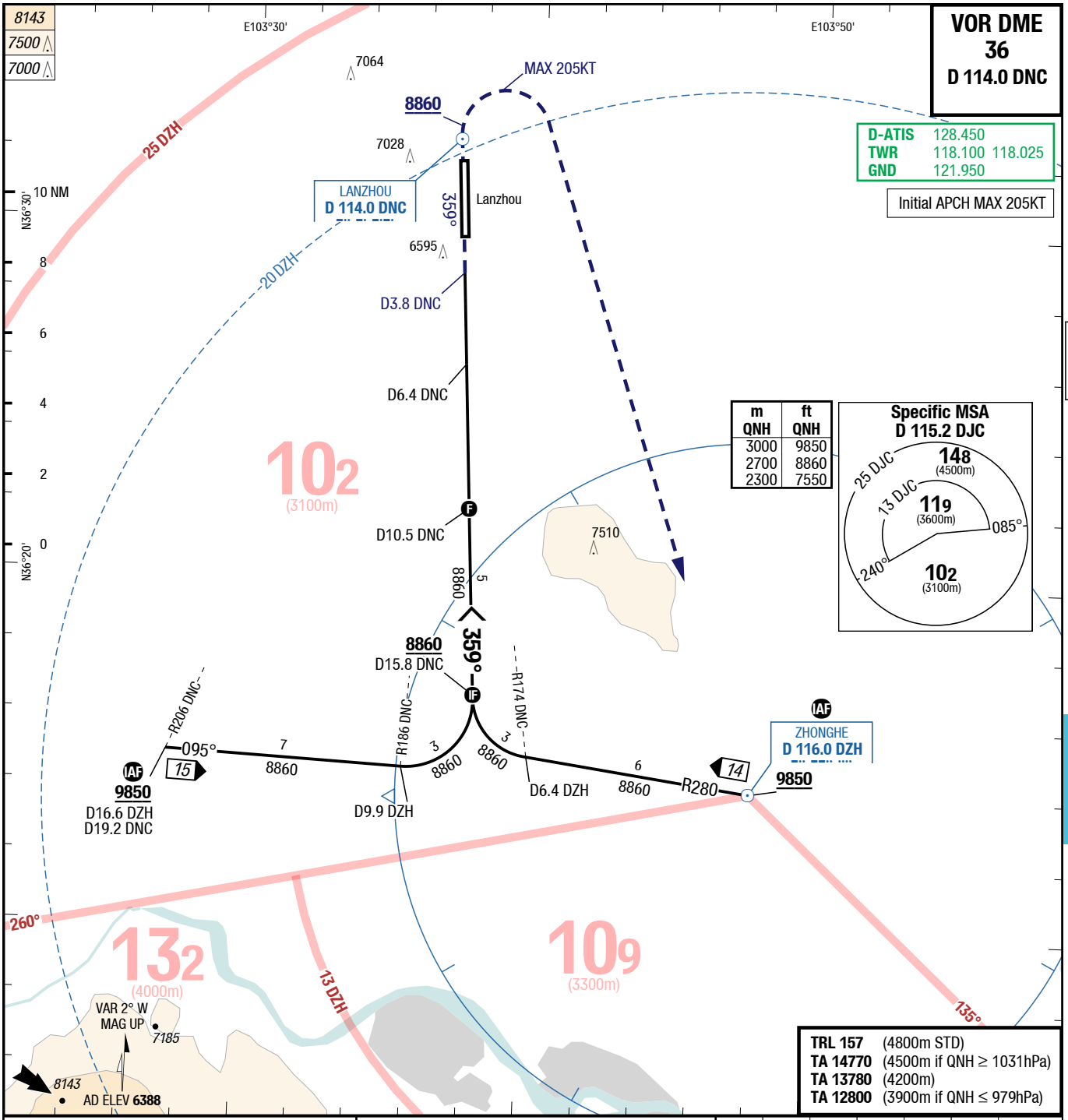


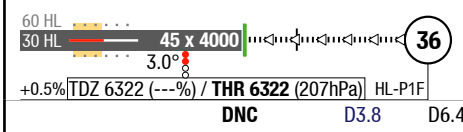


179°
at MNM **8860**
RT (MAX 205KT) direct **DJC**
climb MNM **10830**

GS	140	160	180
D2.9 DNC	*740*	*850*	*960*
-MAPt	*1:15*	*1:05*	*0:58*

18		VOR DME					Circling E of RWY only
C	ft - m/km ft	540 - 2.3V **6930**					970 - 4.0V **7350**
D	ft - m/km ft	540 - 2.3V **6930**					970 - 4.4V **7350**



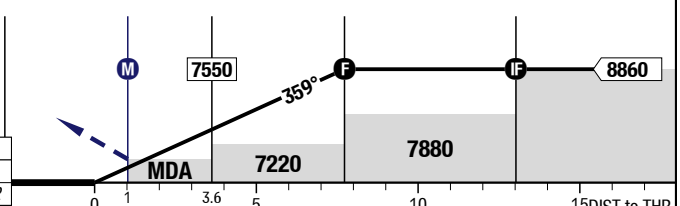


+0.5% TDZ 6322 (---%) / **THR 6322** (207hPa) HL-P1F

5	6	7	8	9	10.5	3.05° D DNC
7100	7420	7740	8070	8390	8860	

DNC D3.8 D6.4 D10.5 D15.8 DNC

359°
at MNM **8860**
RT (MAX 205KT) direct **DZH**
climb MNM **9850**



GS	140	160	180
D6.4 DNC	760	860	970
-MAPt	1:07	0:58	0:52

36		VOR DME					Circling E of RWY only
C	ft - m/km ft	540 - 2.3V **6860**					970 - 4.0V **7350**
D	ft - m/km ft	540 - 2.3V **6860**					970 - 4.4V **7350**