

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 08/26: 74/R/B/W/T

Operation**TWY Restrictions**

TWY K width 18m / 59ft.

TWY F MAX wingspan 80m / 262ft.

TWY G, L02, L08, L10, N MAX wingspan 65m / 213ft.

TWY H, L01, L04-L06 MAX wingspan 52m / 171ft.

TWY K, L03, L07, L09 MAX wingspan 36m / 118ft.

TL M01, M02 MAX wingspan 24m / 79ft.

TL between stands 5-8 and stands 9-13 only for ACFT with MAX wingspan 48m / 157ft.

TL N of stands 5-8 and S of stands 9-13 only for ACFT with MAX wingspan 30m / 98ft.

Taxi/Parking

ACFT with wingspan not below 65m / 213ft shall enter stand 33 via TWY F and TWY L10.

Exit stand 33, after push-back, via L10 and TWY F to TWY A.

Code letter E ACFT shall enter stand 46L via TWY N and TWY L09.

Stands 18-20: All ACFT enter/exit via TWY H.

Entering APN 2 guided by follow-me

Towing AVBL via Operation Control Center.

Fuel Dumping Area

Use main fuel dumping area N of AD at 4200m / 13780ft or above.

Only one ACFT is permitted simultaneously.

Warnings

HET DME unusable: R077 between 2NM-3.5NM.

FX NDB unusable:

- within 7NM on 259°.
- within 1.5NM on 079°.

Birds in vicinity of AD.

ARRIVAL**Arrival Procedure****VFR Traffic Pattern**

Traffic circuits shall be made to both sides of RWY during daytime, traffic circuits shall be made to south side of RWY at night, at ALT 1400m-1600m / 4595ft-5250ft.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures and in addition;

Heavy ACFT shall vacate RWY within 70sec after flying over RWY THR. If unable to comply, inform ATC no later than base turn or LOC is established.

ARRIVAL**Non-standard GP intercept position on RWY 08**

GP intercepts RWY 08 at 308m / 1011ft after landing threshold.

Remaining LDG DIST beyond GP is 3292m / 10800ft.

Warnings

ILS/LOC RWY 08 unusable:

beyond 14NM of front course.

beyond 15° leftside of front course.

ILS/LOC RWY 26 unusable: beyond 17° rightside of front course.

DEPARTURE**Take-off Minima**

| RWY | | 08/26 | |
|-------------------------|-----------|---------------|-----------------|
| 2 Turbine or 3+4 ENG | ft - m/km | 0 - 400R/800V | REDL, HJ only |
| | | 0 - 500R/800V | wo LGT, HJ only |
| | | 0 - 800R/800V | REDL, HN |
| Others 1+2 ENG | | 0 - 1.6V | - |

Communication**COM Failure**

ACFT intending to land at AD:

Fly to HET and maintain last ALT, climb to 2700m / 8860ft if not reached, join HLDG procedure and land at AD.

ACFT intending to continue to DEST:

Climb to and maintain 4200m / 13780ft, carry out instrument departure procedure.

Departure Procedure**Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT procedures and in addition;

ACFT shall finish RWY alignment within 50sec after receiving ATC instruction of entering RWY. If unable to comply, inform TWR before reaching RWY HLDG point.

De-icing

HS or O/R, 2HRs PN.

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HET-ZBH

2-10

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AGC

AFC

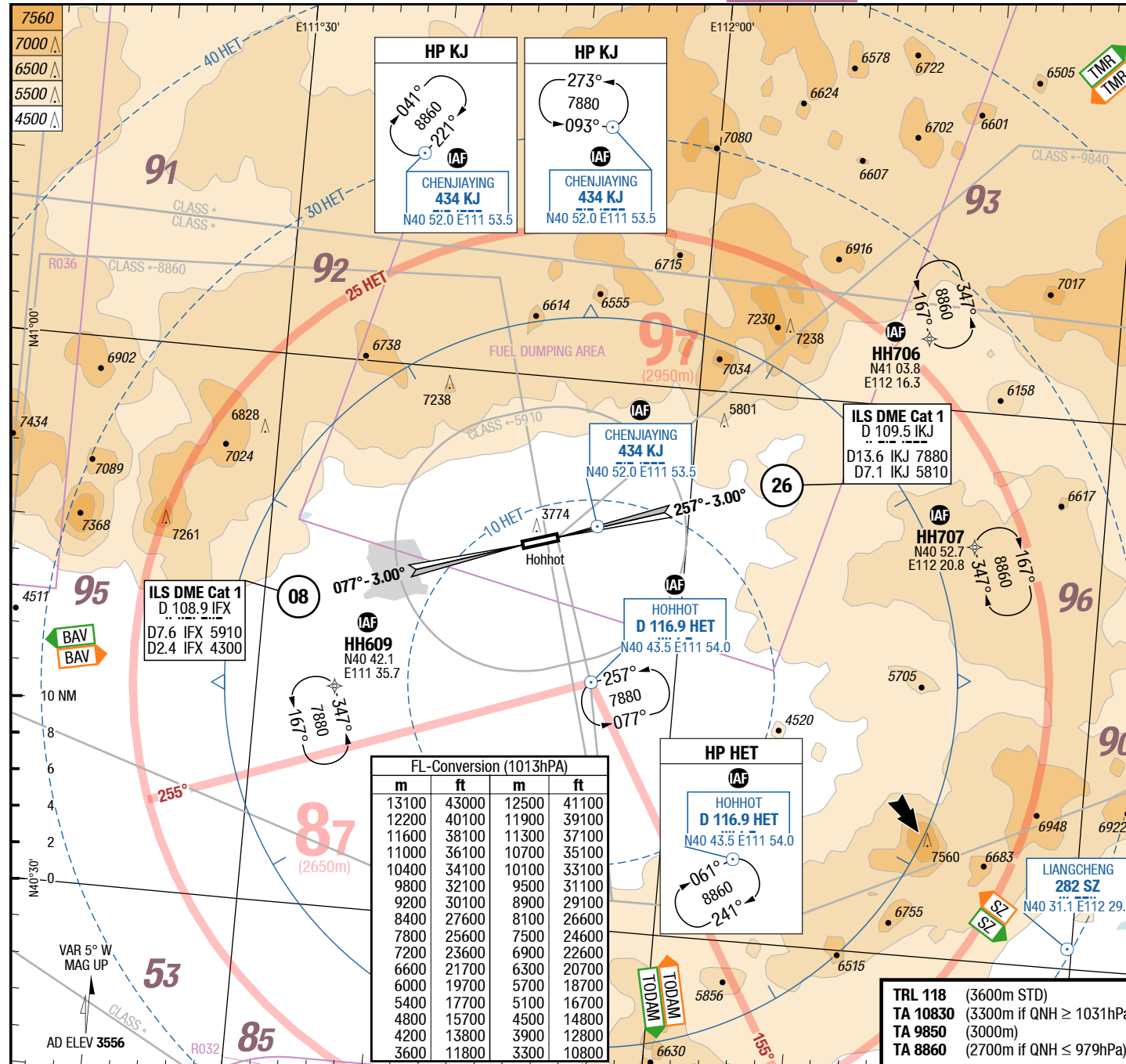
AFC

AFC

Baita Hohhot China

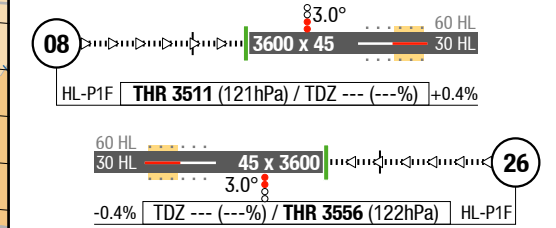
AGC

AFC



ATIS 126.250
APP 124.850 AP01 119.075 AP01
123.850 AP02 (by ATC) 119.075 AP02 (by ATC)
TWR 118.100 124.350
GND 121.900

Landing RWY system:



Changes: ASP, APL, FREQ, OBST

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12-JUL-2018

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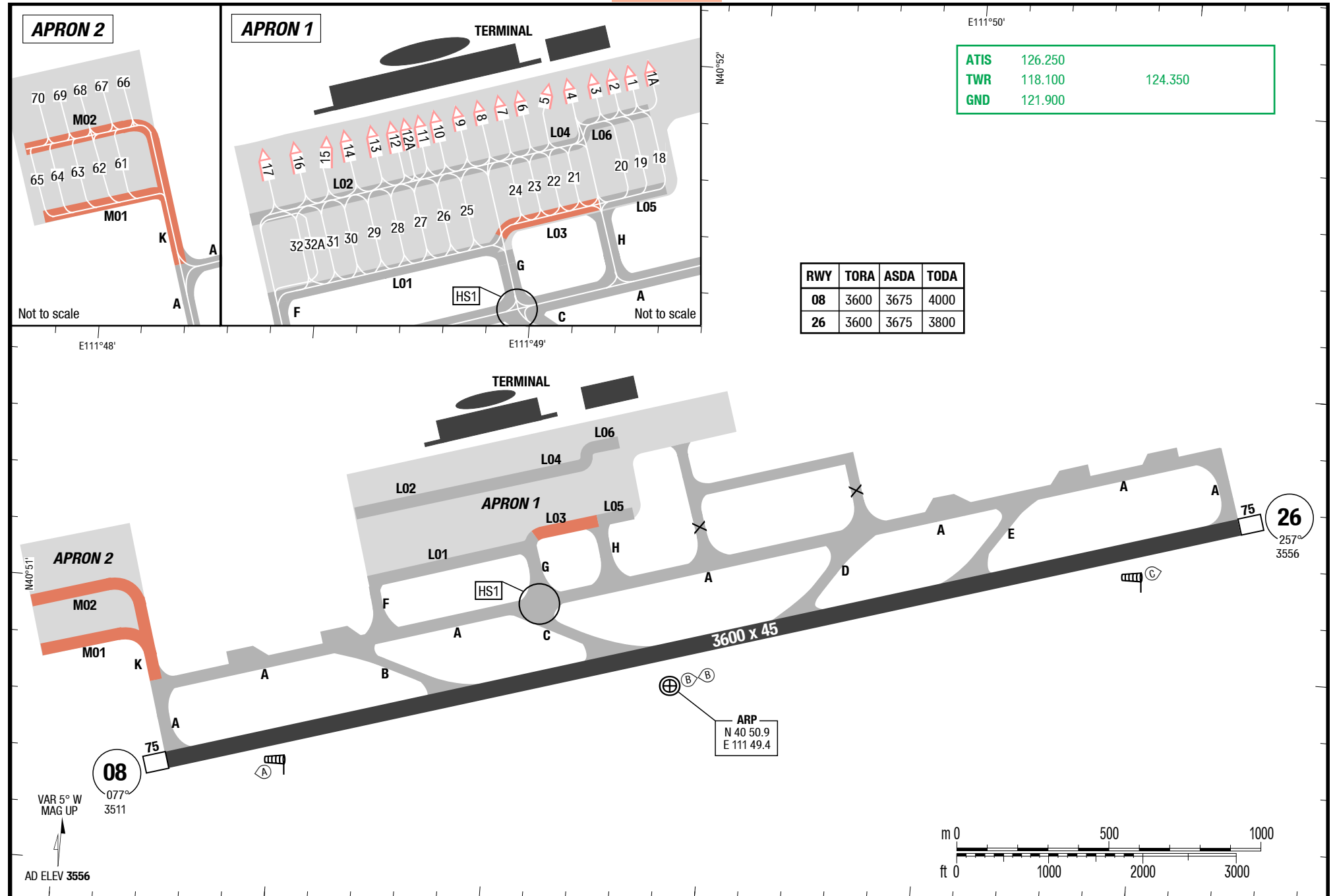
AGC

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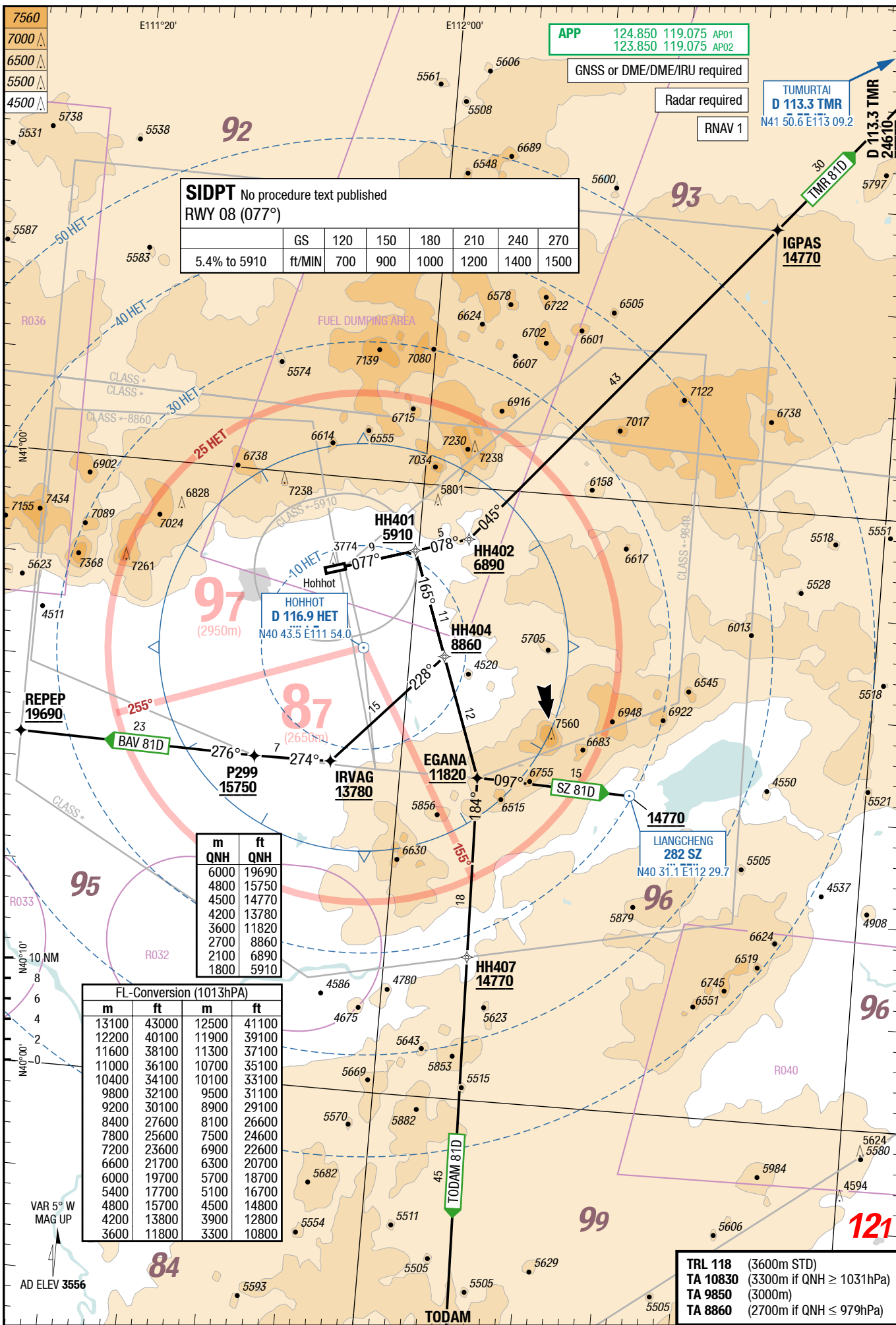
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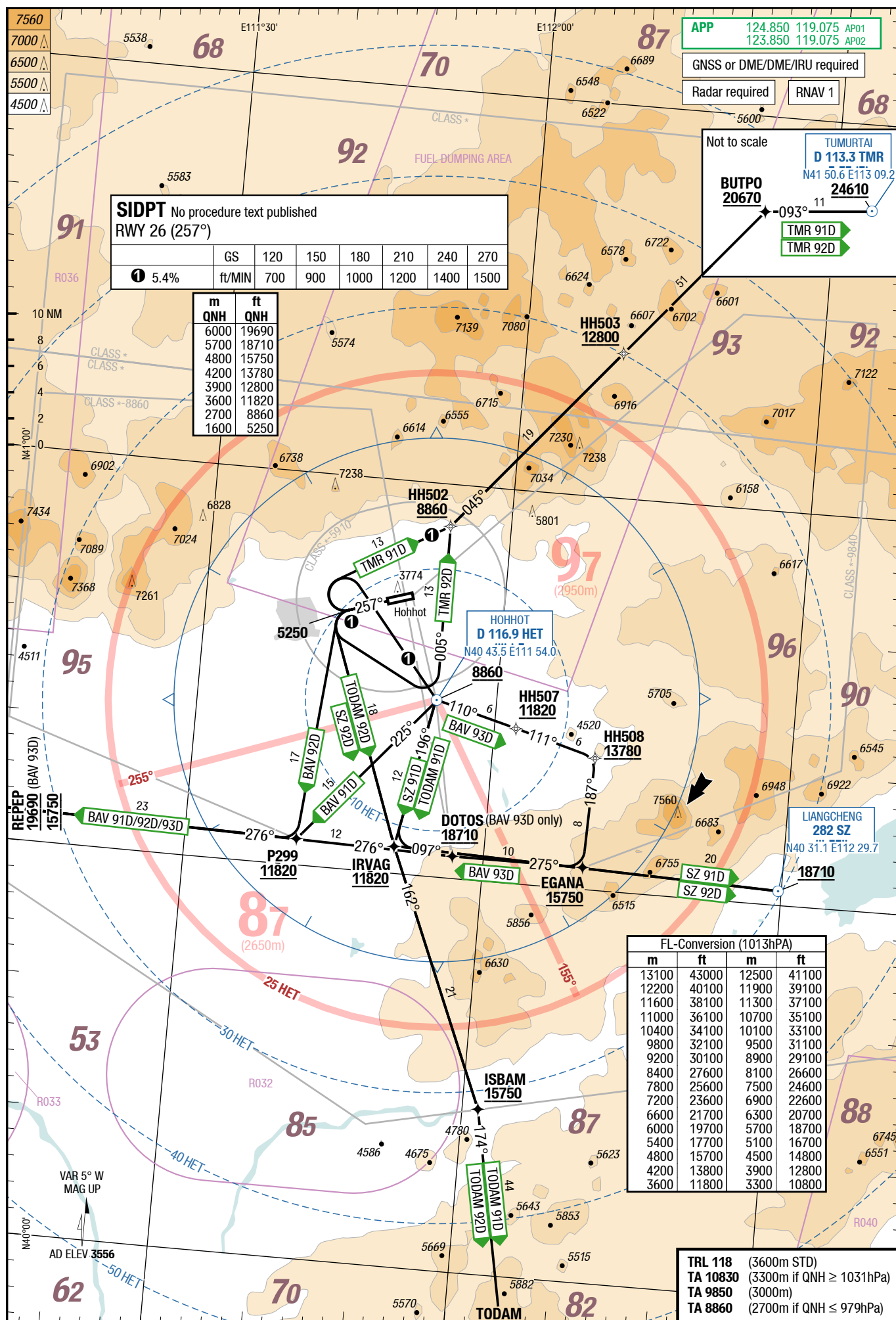
AGC

3-20



Changes: Nil





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SIDs RWY 26 (via VOR DME)

4-30

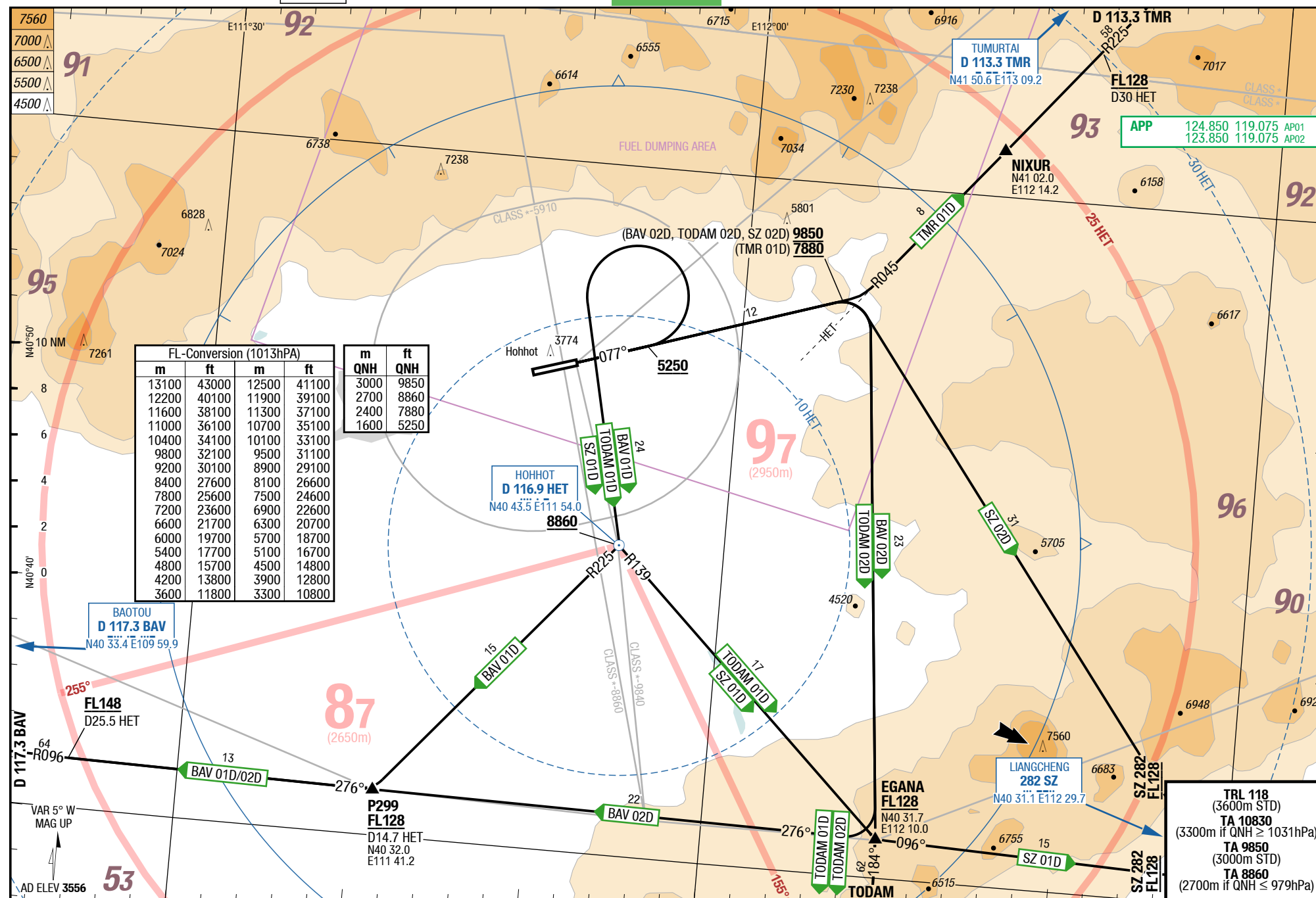
SIDs RWY 08 (via VOR DME)

SID

SID

SIDs RWY 26 (via VOR DME)

SIDs RWY 08 (via VOR DME)



Changes: ASP, FREQ, OBST

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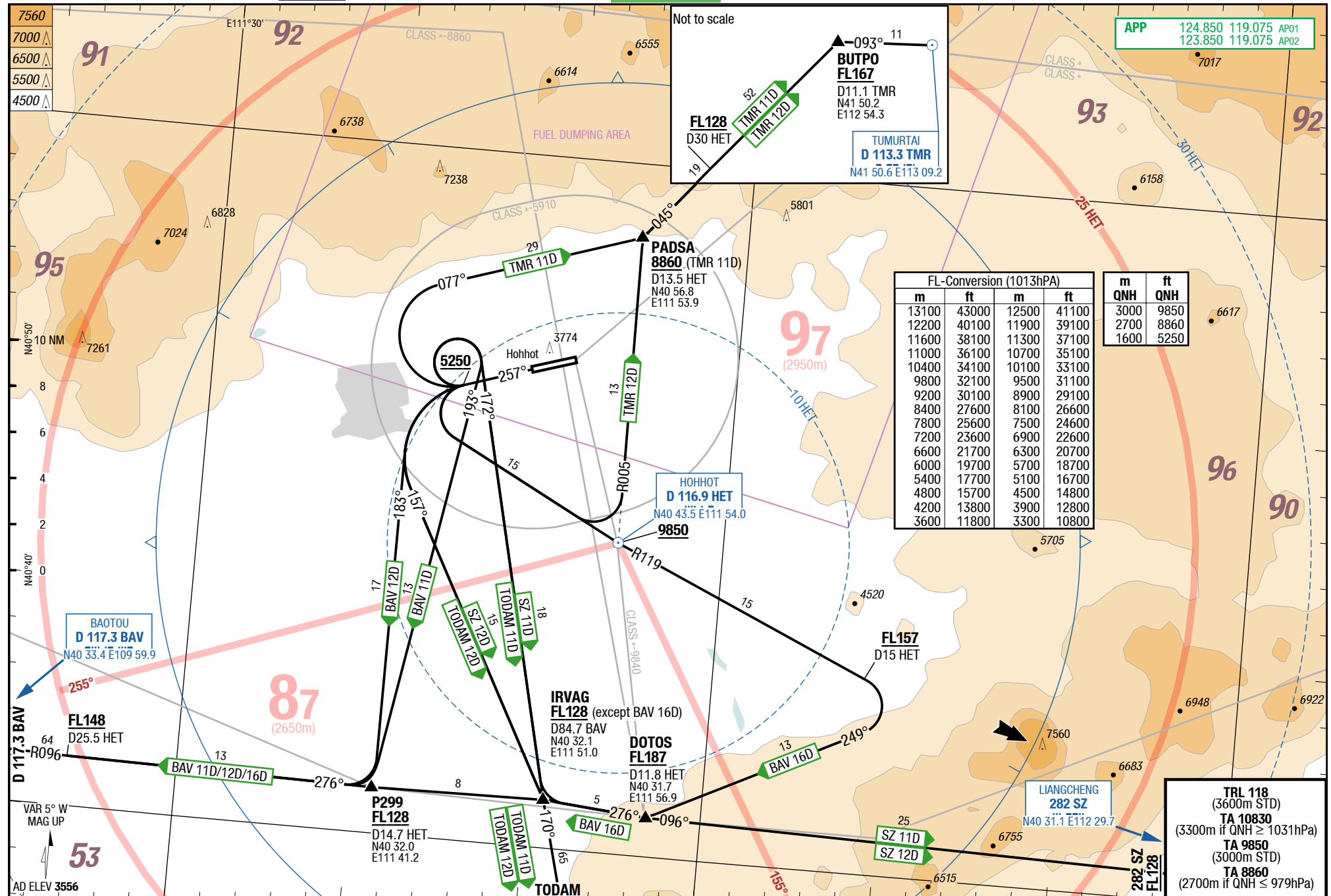
4-40

SIDs RWY 26 (via VOR DME)

SID

SID

SIDs RWY 26 (via VOR DME)



Changes: ASP, FREQ, OBST

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SIDs RWY 26 (via NDB) >

SIDs RWY 08 (via NDB)

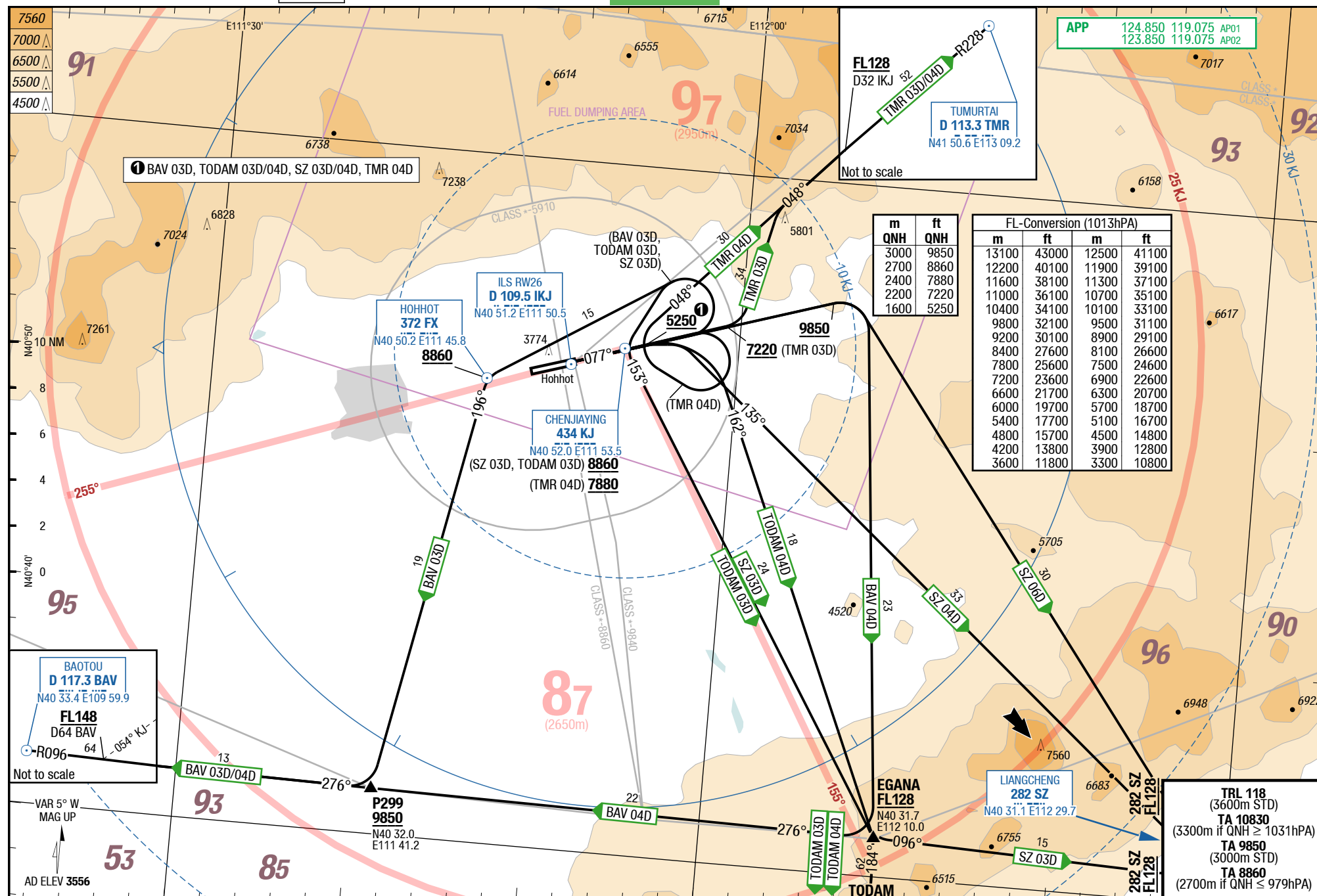
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SIDs RWY 26 (via NDB)

SIDs RWY 08 (via NDB)



Changes: ASP, FREQ, OBST

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4-60

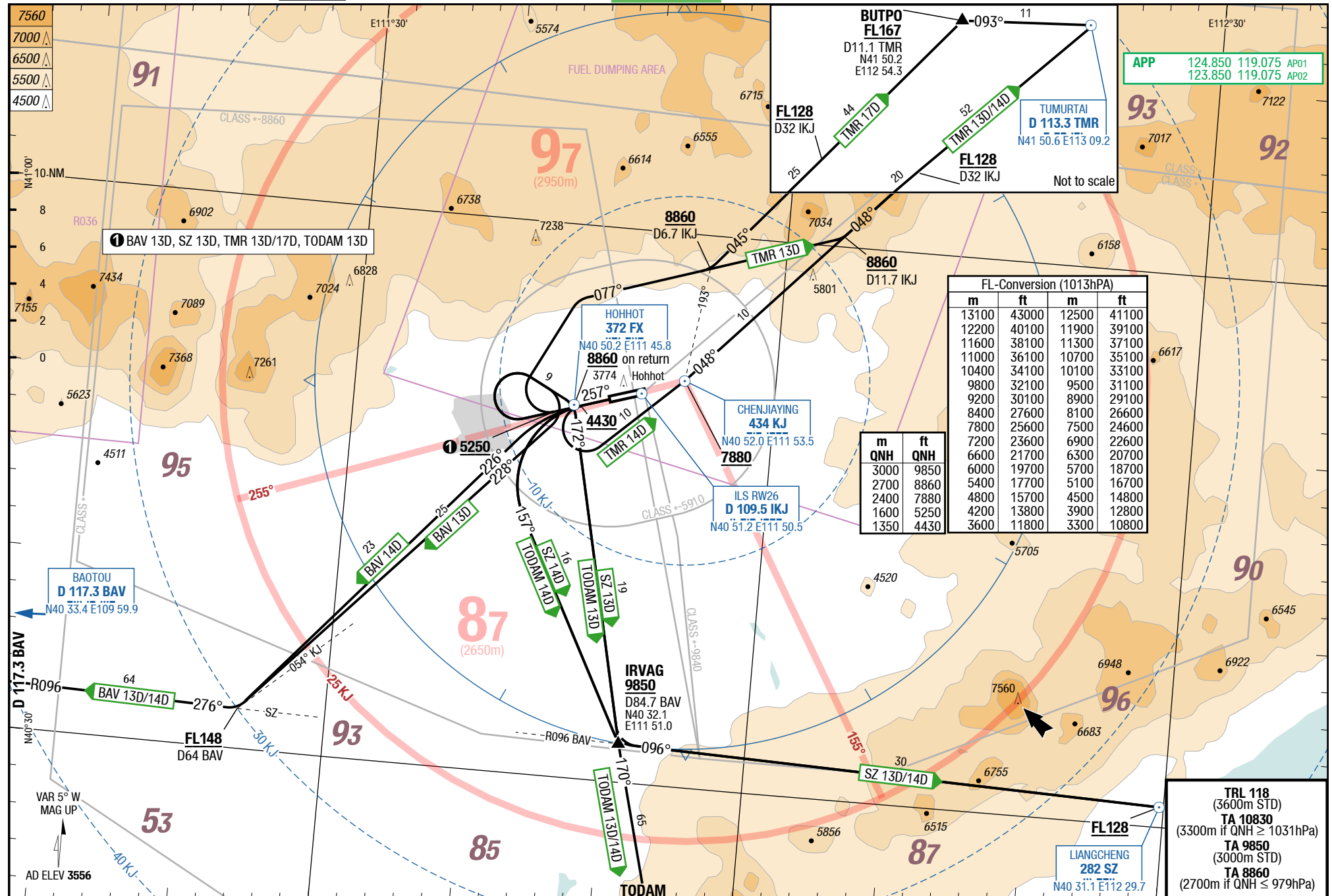
SIDs RWY 26 (via NDB)

SID

SID

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SIDs RWY 26 (via NDB)



Changes: ASP, FREQ, OBST

07-SEP-2017

HET-ZBHH

5-10

SIDs RWY 08 (via VOR DME)

BAV 01D / BAV 02D / SZ 01D / SZ 02D / TMR 01D / TODAM 01D / TODAM 02D
RWY 08 (077°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.4% | ft/MIN | 700 | 900 | 1000 | 1200 | 1400 | 1500 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|-----------------------------|---|
| | Runway 08 | |
| BAV 01D 5.4% to 5250 124.850 | No procedure text published | HET MNM 8860 P299 MNM FL128 D25.5 HET MNM FL148 |
| BAV 02D 5.4% to 5250 124.850 | No procedure text published | EGANA MNM FL128 P299 MNM FL128 D25.5 HET MNM FL148 |
| SZ 01D 5.4% to 5250 124.850 | No procedure text published | HET MNM 8860 EGANA MNM FL128 SZ MNM FL128 |
| SZ 02D 5.4% to 5250 124.850 | No procedure text published | SZ MNM FL128 |
| TMR 01D 5.4% to 5250 124.850 | No procedure text published | R045 HET MNM 7880 D30 HET MNM FL128 |
| TODAM 01D 5.4% to 5250 124.850 | No procedure text published | HET MNM 8860 EGANA MNM FL128 |
| TODAM 02D 5.4% to 5250 124.850 | No procedure text published | EGANA MNM FL128 |

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5-20

SIDs RWY 26 (via VOR DME)

BAV 11D / BAV 12D / BAV 16D / SZ 11D / SZ 12D / TMR 11D / TMR 12D / TODAM 11D / TODAM 12D

RWY 26 (257°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.4% | ft/MIN | 700 | 900 | 1000 | 1200 | 1400 | 1500 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|-----------------------------|---|
| | Runway 26 | |
| BAV 11D 5.4% to 5250 124.850 | No procedure text published | P299 MNM FL128 D25.5 HET MNM FL148 |
| BAV 12D 5.4% to 5250 124.850 | No procedure text published | P299 MNM FL128 D25.5 HET MNM FL148 |
| BAV 16D 5.4% to 5250 124.850 | No procedure text published | HET MNM 9850 D15 HET MNM FL157 DOTOS MNM FL187 |
| SZ 11D 5.4% to 5250 124.850 | No procedure text published | IRVAG MNM FL128 SZ MNM FL128 |
| SZ 12D 5.4% to 5250 124.850 | No procedure text published | IRVAG MNM FL128 SZ MNM FL128 |
| TMR 11D 5.4% to PADSA 124.850 | No procedure text published | PADSA MNM 8860 D30 HET MNM FL128 BUTPO MNM FL167 |
| TMR 12D 5.4% to 5250 124.850 | No procedure text published | HET MNM 9850 D30 HET MNM FL128 BUTPO MNM FL167 |
| TODAM 11D 5.4% to 5250 124.850 | No procedure text published | IRVAG MNM FL128 |
| TODAM 12D 5.4% to 5250 124.850 | No procedure text published | IRVAG MNM FL128 |

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5-30

SIDs RWY 08 (via NDB)

BAV 03D / BAV 04D / SZ 03D / SZ 04D / SZ 06D / TMR 03D / TMR 04D / TODAM 03D / TODAM 04D

RWY 08 (077°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.4% | ft/MIN | 700 | 900 | 1000 | 1200 | 1400 | 1500 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|-----------------------------|--|
| | Runway 08 | |
| BAV 03D 5.4% to 5250 124.850 | No procedure text published | FX MNM 8860 P299 MNM 9850 D64 BAV MNM FL148 |
| BAV 04D 124.850 | No procedure text published | EGANA MNM FL128 D64 BAV MNM FL148 |
| SZ 03D 5.4% to 5250 124.850 | No procedure text published | KJ MNM 8860 EGANA MNM FL128 SZ MNM FL128 |
| SZ 04D 5.4% to 5250 124.850 | No procedure text published | SZ MNM FL128 |
| SZ 06D 124.850 | No procedure text published | SZ MNM FL128 |
| TMR 03D 124.850 | No procedure text published | D32 IKJ MNM 12800 |
| TMR 04D 5.4% to 5250 124.850 | No procedure text published | KJ MNM 7880 D32 IKJ MNM 12800 |
| TODAM 03D 5.4% to 5250 124.850 | No procedure text published | KJ MNM 8860 EGANA MNM FL128 |
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5-40

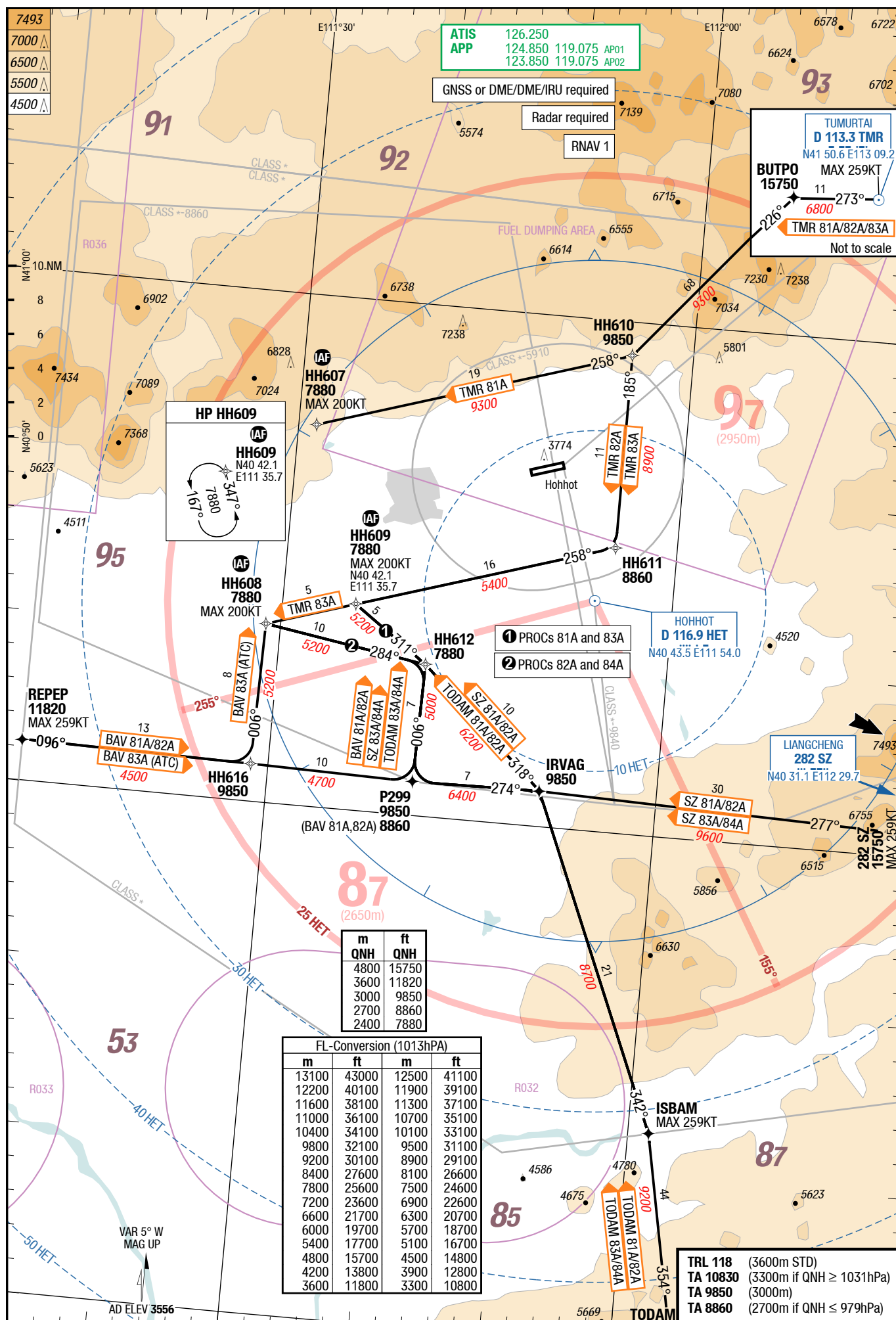
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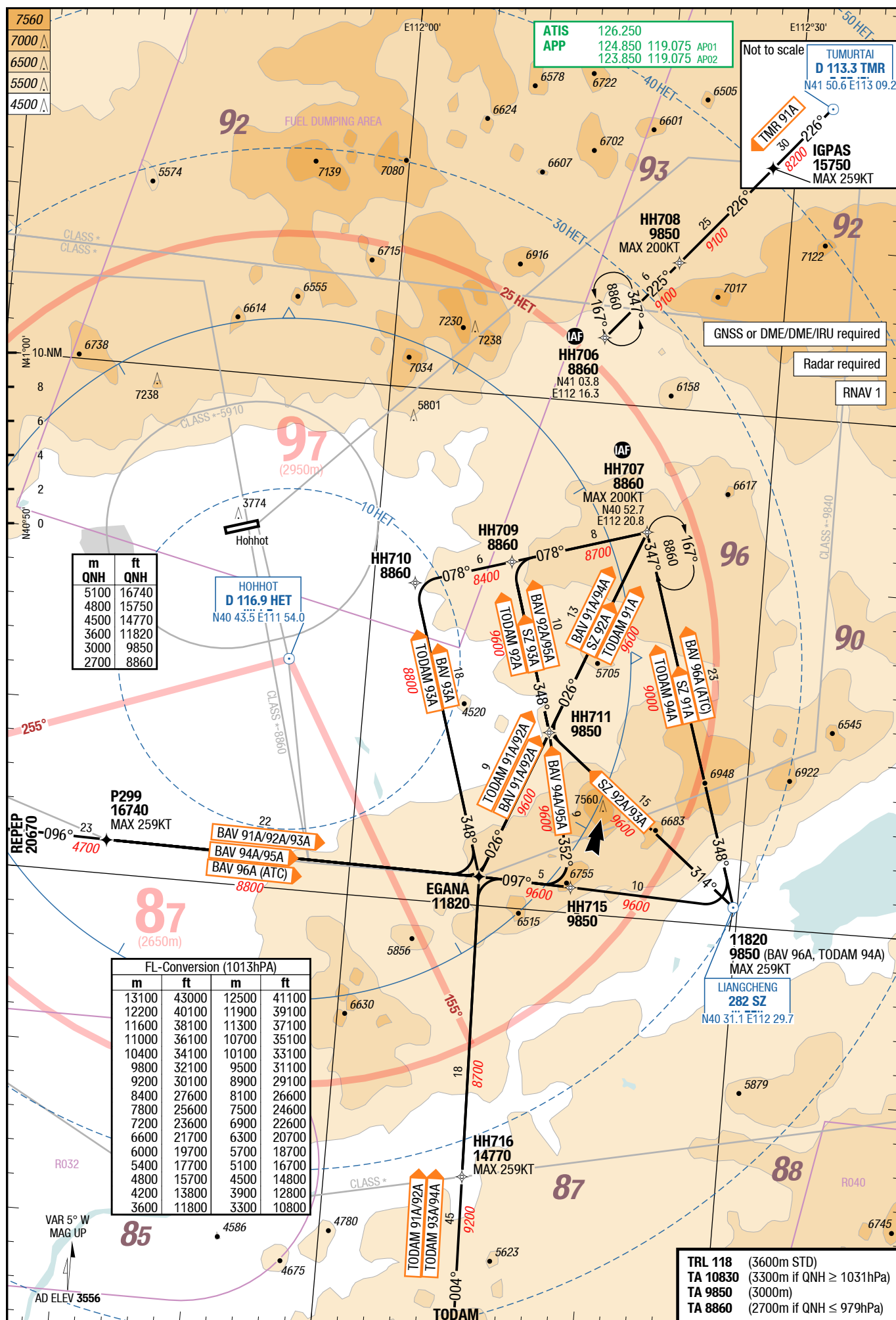
BAV 13D / BAV 14D / SZ 13D / SZ 14D / TMR 13D / TMR 14D / TMR 17D / TODAM 13D / TODAM 14D

RWY 26 (257°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.4% | ft/MIN | 700 | 900 | 1000 | 1200 | 1400 | 1500 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|-----------------------------|--|
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| BAV 14D 124.850 | No procedure text published | D64 BAV MNM FL148 |
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| TMR 13D 5.4% to 5250 124.850 | No procedure text published | D12 IKJ MNM 8860 D32 IKJ MNM FL128 |
| TMR 14D 124.850 | No procedure text published | KJ MNM 7880 D11.7 IKJ MNM 8860 D32 IKJ MNM FL128 |
| TMR 17D 5.4% to 5250 124.850 | No procedure text published | D6.7 IKJ MNM 8860 D32 IKJ MNM FL128 BUTPO MNM FL167 |
| TODAM 13D 5.4% to 5250 124.850 | No procedure text published | FX MNM 8860 IRVAG MNM 9850 |
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STARs RWY 08 (via NDB)

6-30

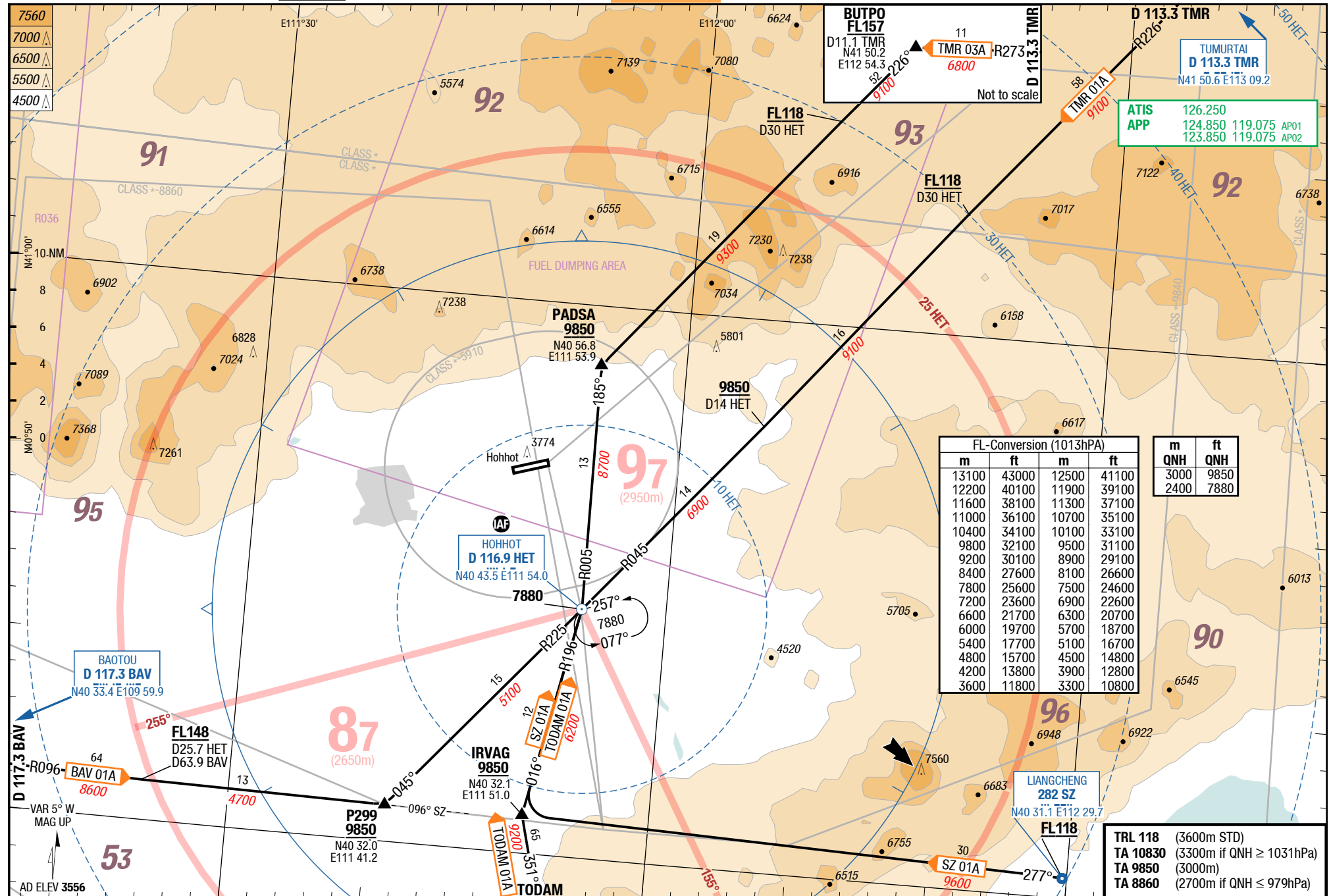
STARs RWY 08 (via VOR DME)

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STARs RWY 08 (via NDB)

STARs RWY 08 (via VOR DME)



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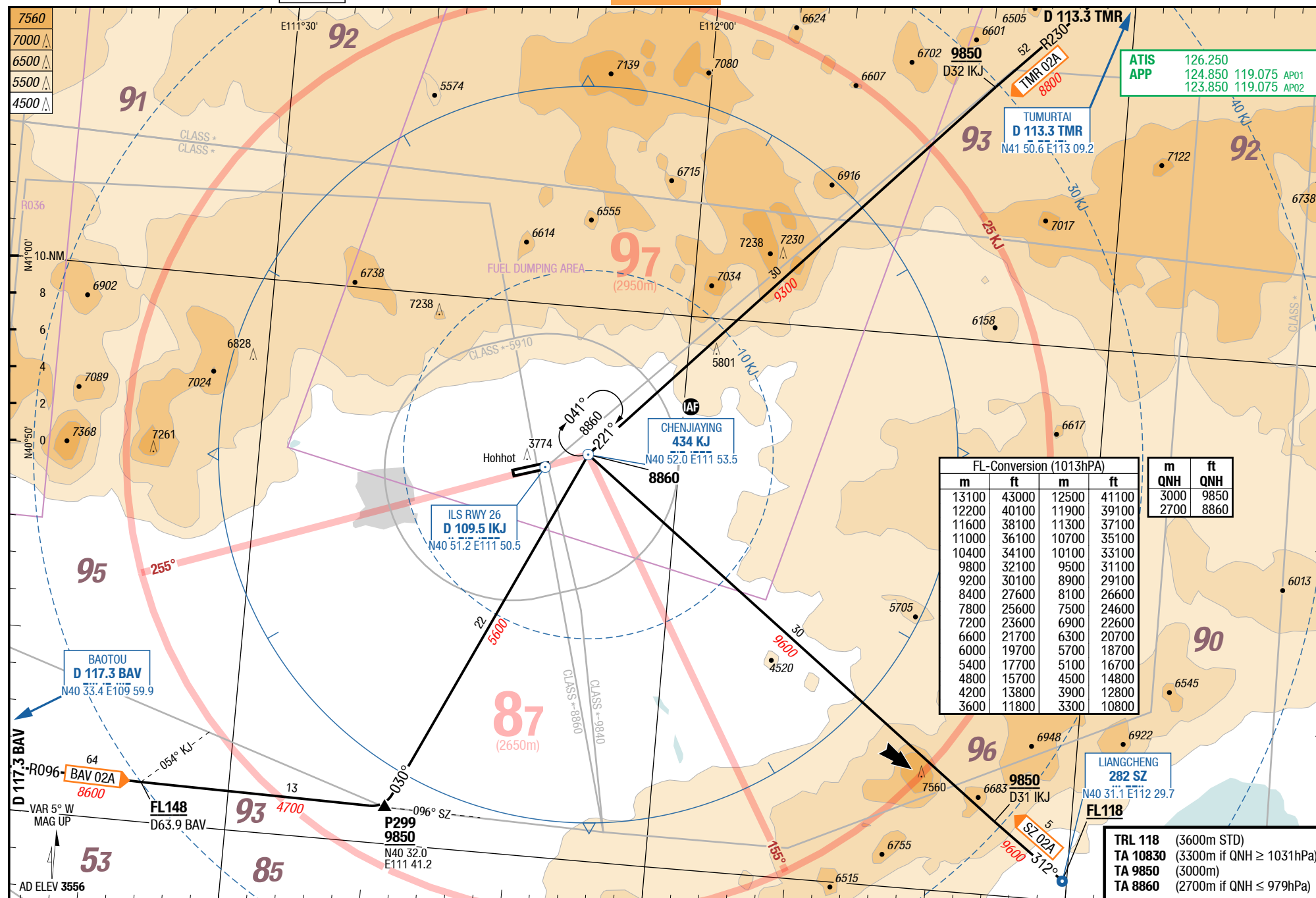
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STARs RWY 08 (via NDB)

6-40

STARs RWY 08 (via NDB)



Changes: ASP, FREQ, OBST

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STARs RWY 26 (via NDB)

6-50

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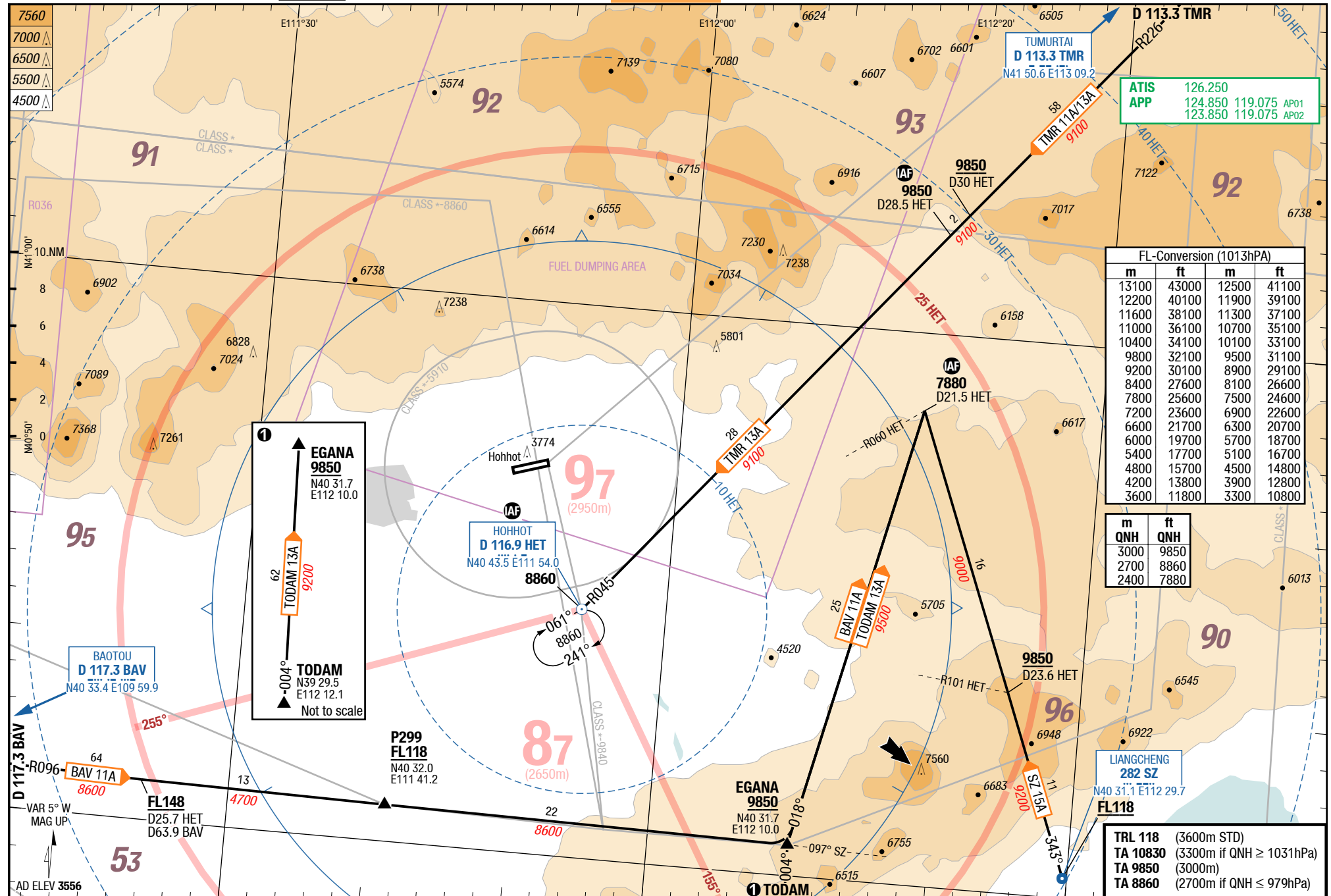
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Baita Hohhot China

STARs RWY 26 (via NDB)

STARs RWY 26 (via VOR DME)



Changes: ASP, FREQ, OBST

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STAR

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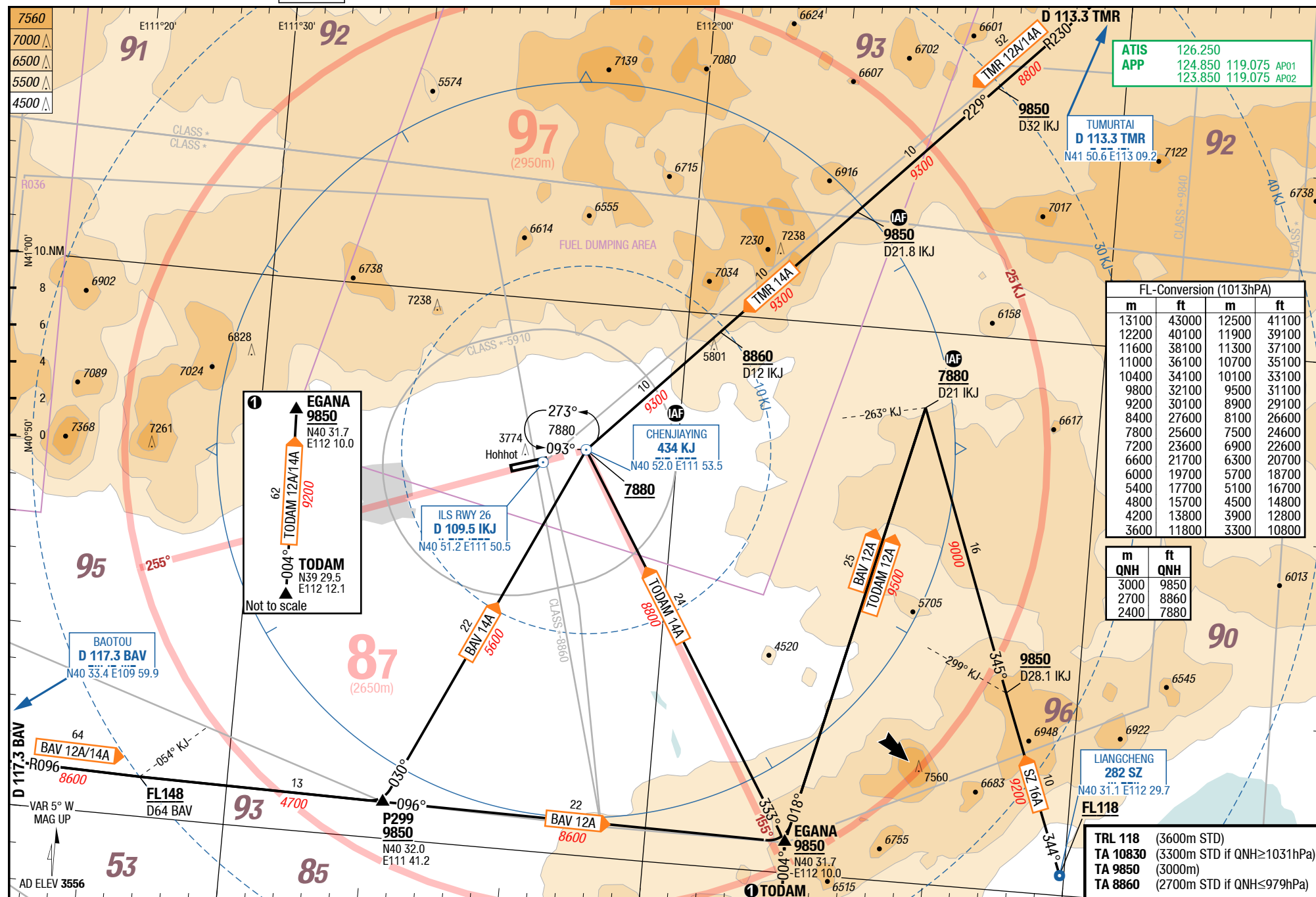
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6-60

STARs RWY 26 (via NDB)

STARs RWY 26 (via NDB)



Changes: FREQ, ASP, OBST

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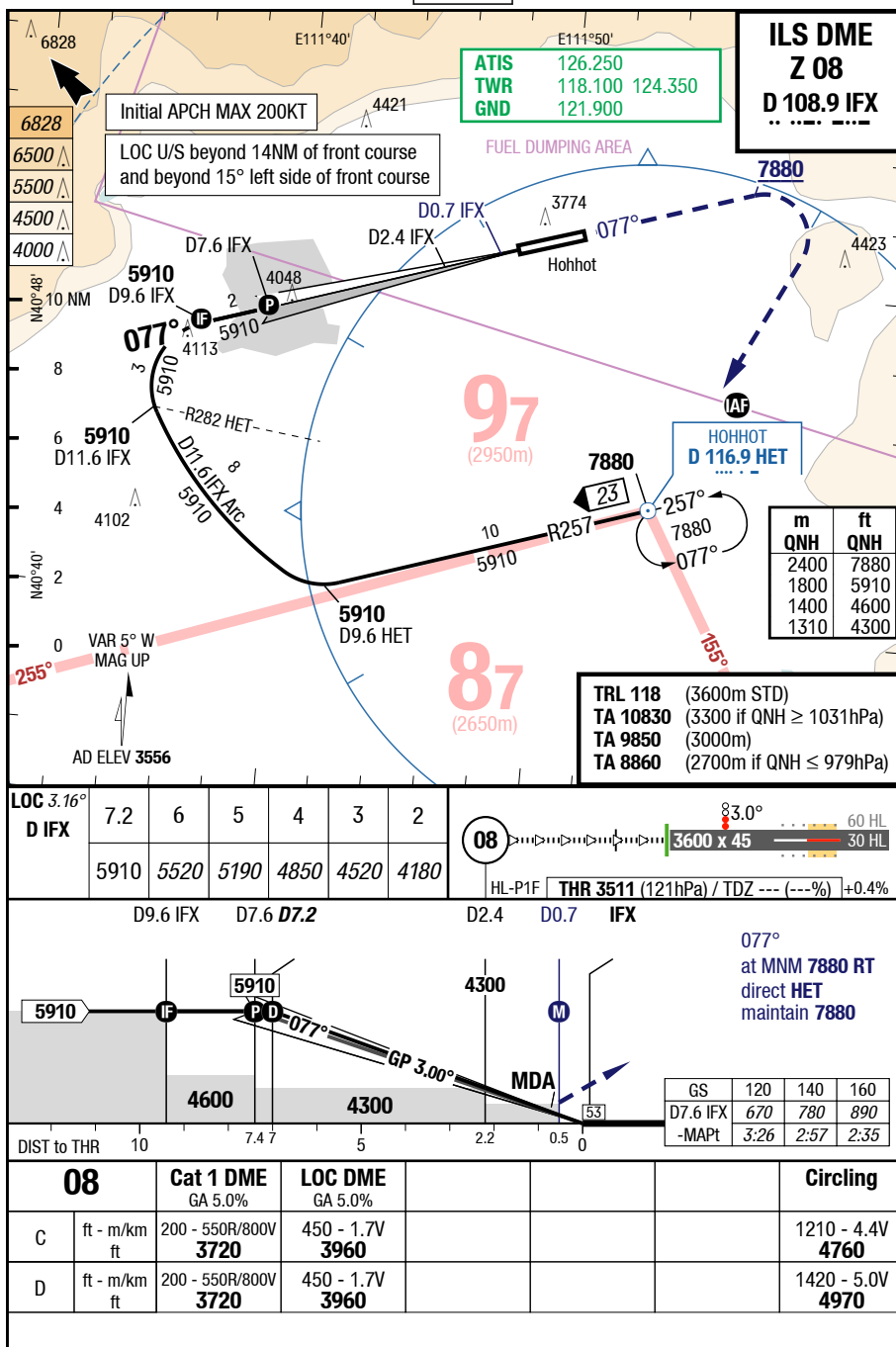
12-JUL-2018

IAC

HET-ZBHH

7-10

ILS DME Z 08



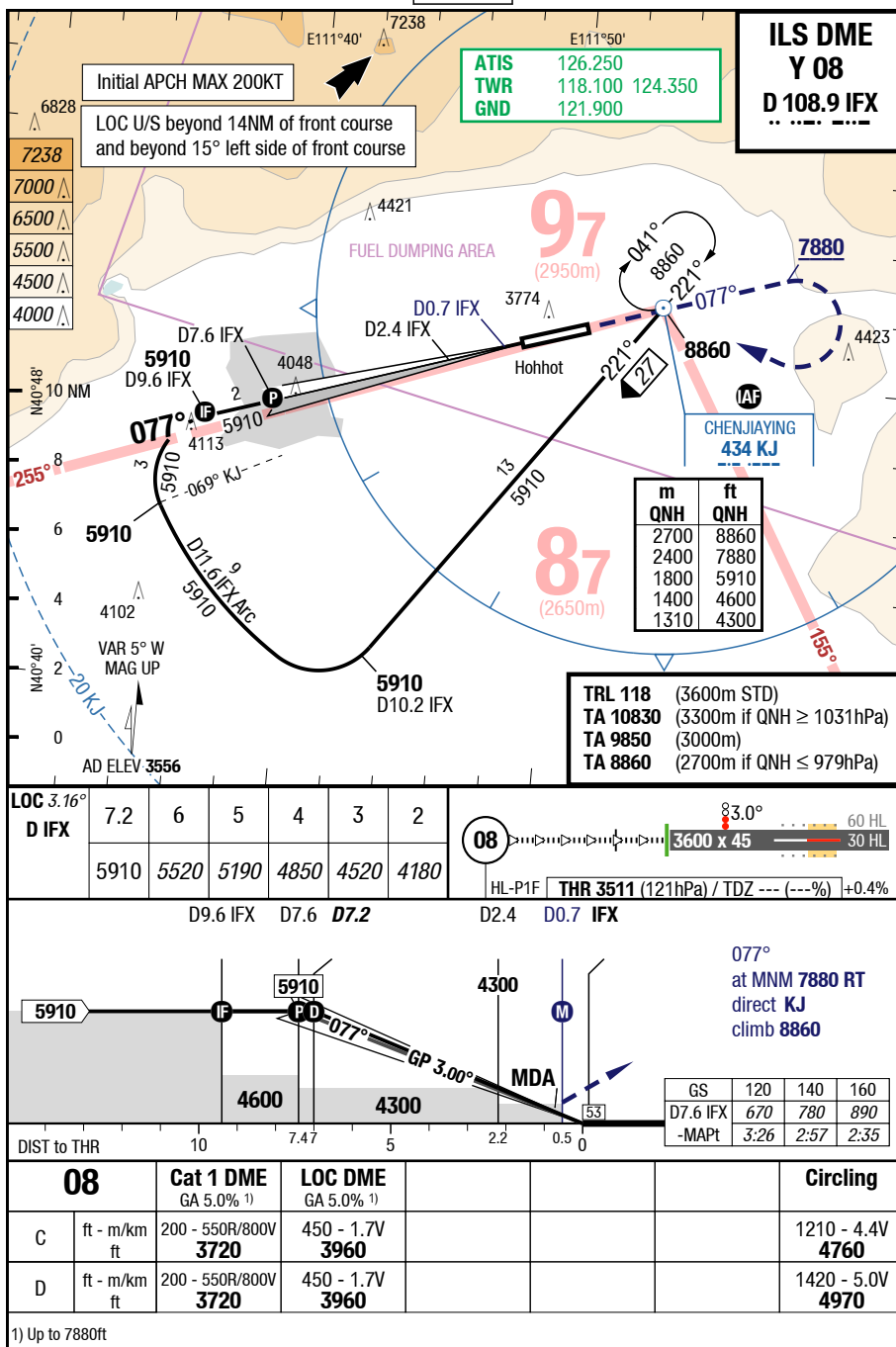
Changes: APL, OBST

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7-20

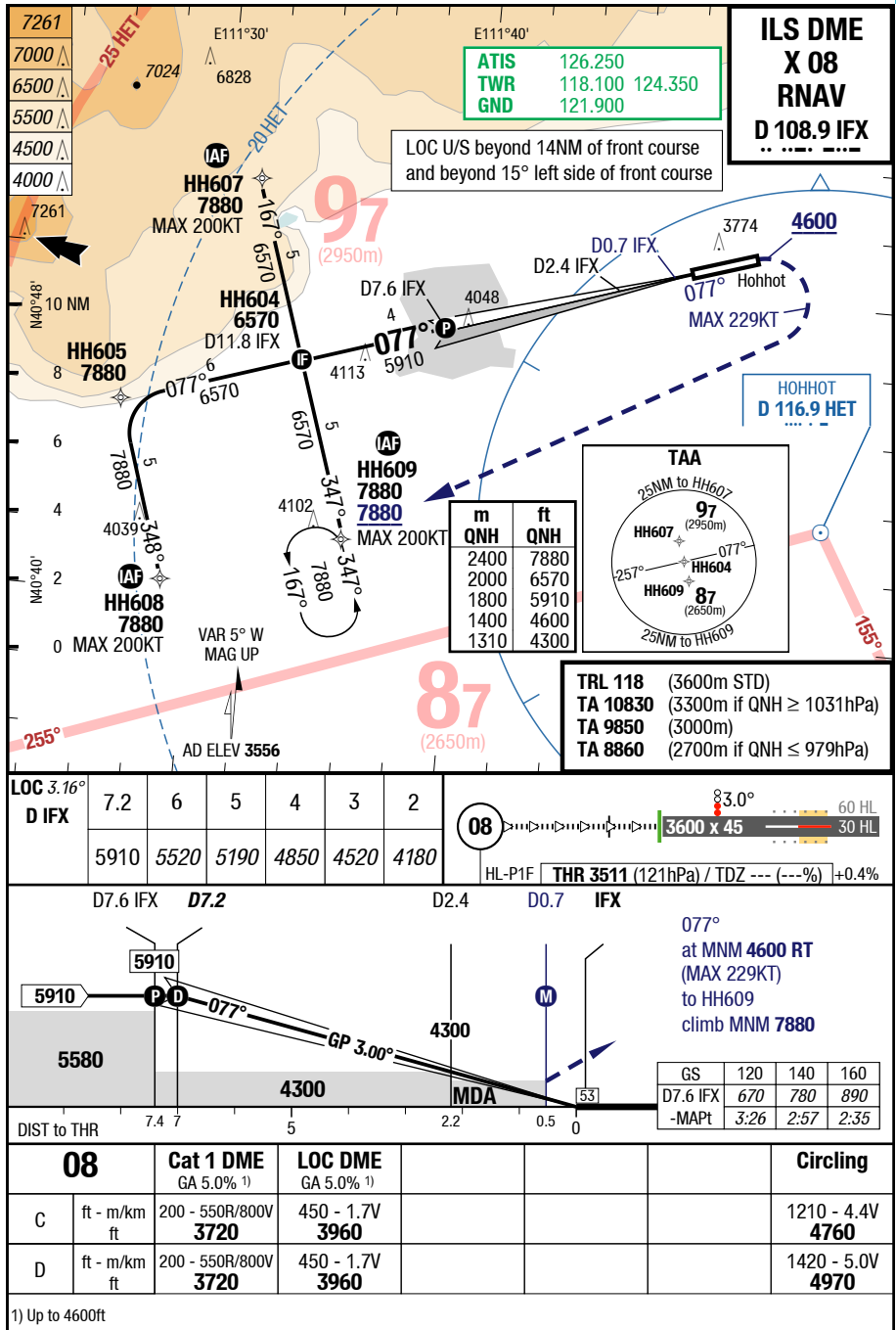
ILS DME Y 08



HET-ZBHH

7-30

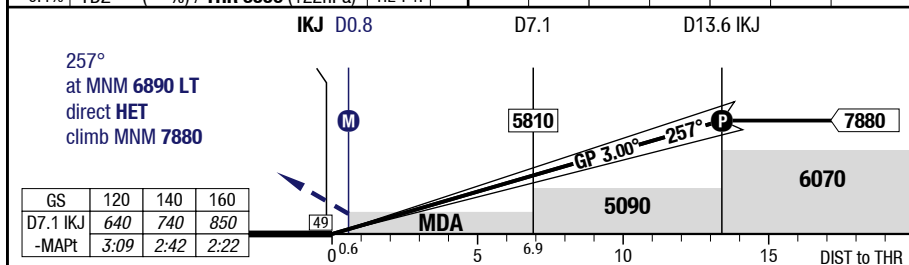
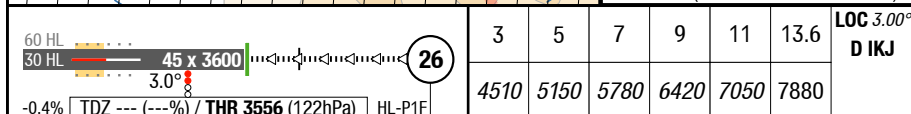
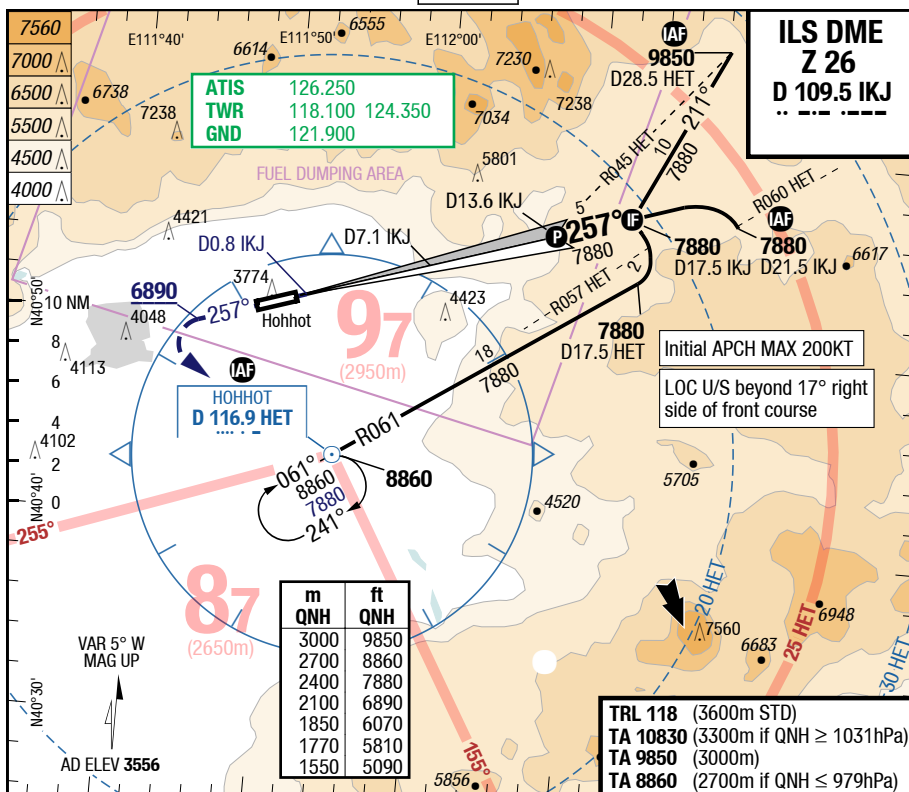
ILS DME X 08 RNAV



HET-ZBHH

7-40

ILS DME Z 26



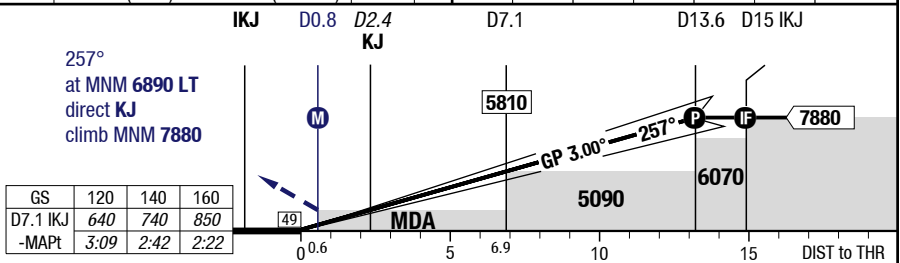
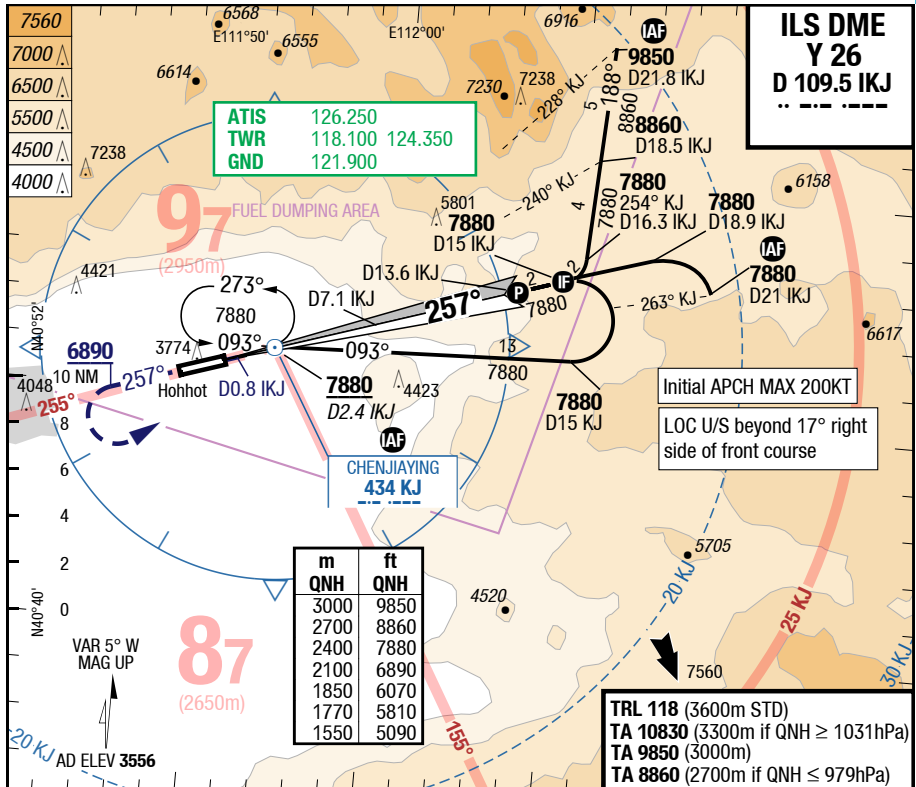
| 26 | | Cat 1 DME GA 3.0% ¹⁾ | LOC DME GA 3.0% ¹⁾ | | | | Circling |
|----|-----------------|------------------------------------|----------------------------------|--|--|--|----------------------------|
| C | ft - m/km ft | 200 - 550R/800V 3760 | 740 - 3.4V 4300 | | | | 1210 - 4.4V 4760 |
| D | ft - m/km ft | 200 - 550R/800V 3760 | 740 - 3.4V 4300 | | | | 1420 - 5.0V 4970 |

1) Up to 6890ft

HET-ZBHH

7-50

ILS DME Y 26



| 26 | Cat 1 DME GA 3.0% 1) | LOC DME GA 3.0% 1) | | | Circling |
|----|--|-----------------------|--|--|---------------------|
| C | ft - m/km ft 200 - 550R/800V 3760 | 740 - 3.4V 4300 | | | 1210 - 4.4V 4760 |
| D | ft - m/km ft 200 - 550R/800V 3760 | 740 - 3.4V 4300 | | | 1420 - 5.0V 4970 |

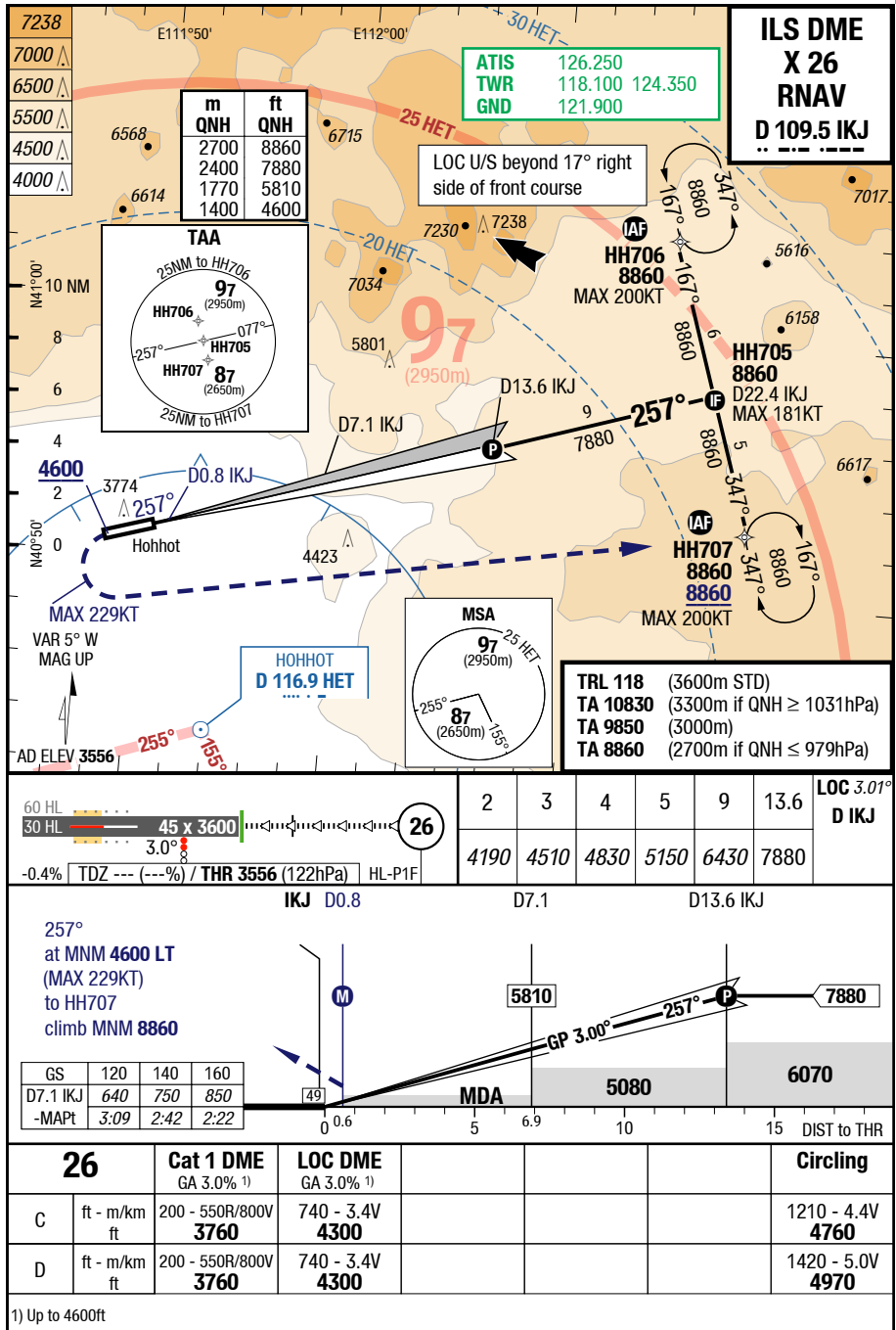
1) Up to 6890ft

Changes: APL, OBST

HET-ZBHH

7-60

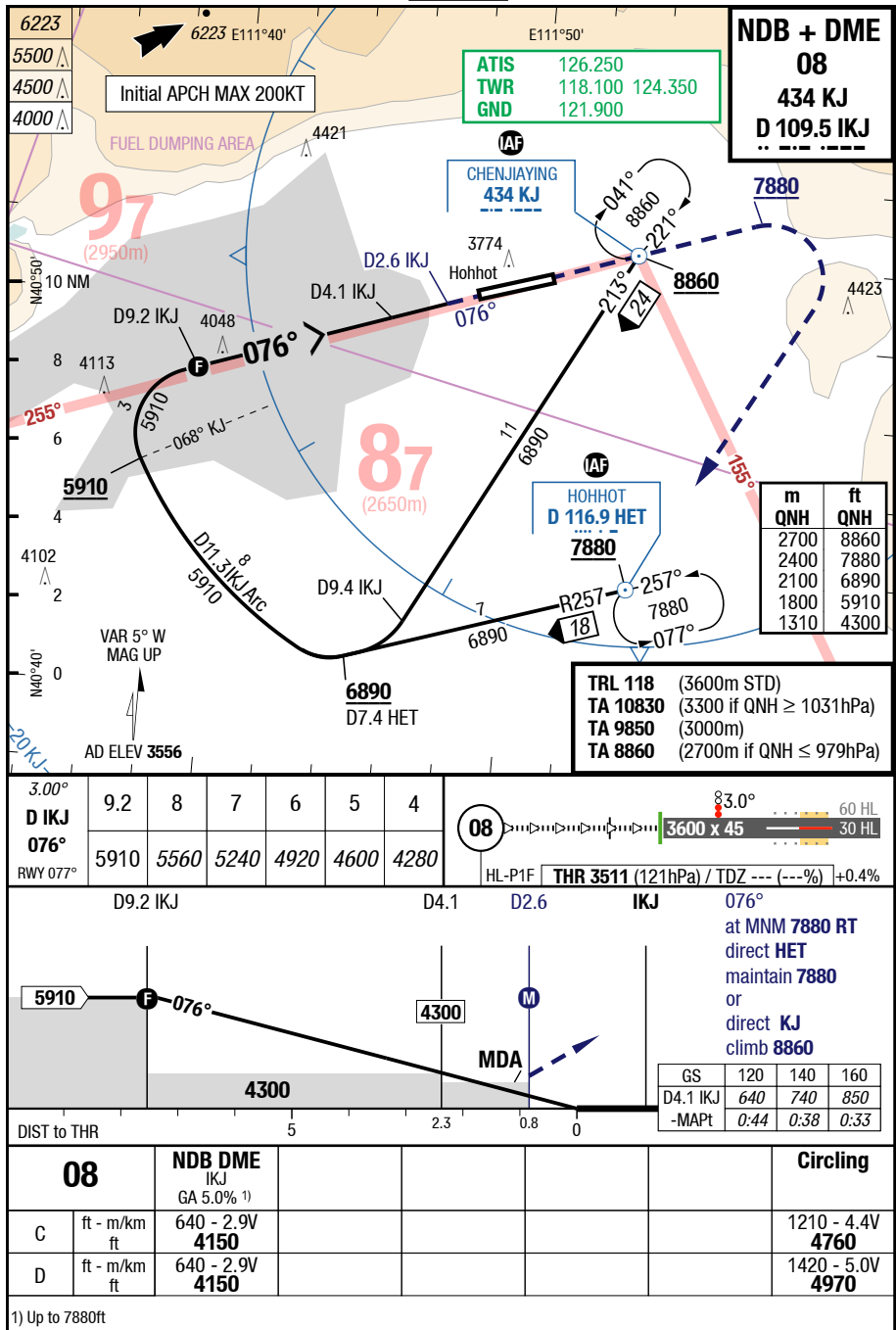
ILS DME X 26 RNAV



HET-ZBHH

7-70

NDB + DME 08



HET-ZBHH

7-80

NDB + DME 26

