INSTRUMENT APP 124.85(123.85) AERODROME ELEV 1084 ZBHH HOHHOT/Baita APPROACH HEIGHTS RELATED TO THR RWY26 ELEV 108 ATIS 126.25 CHART-ICAO VAR5°W ILS/DME y RWY26 TWR 118.1(124.35) 1120 001 111° 30' BEARINGS ARE MAGNETIC BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DME DISTANCES IN NAUTICAL DISTANCES IN KM 2068 1833 ILS 109.5 IKJ 257° 2206 20km 00' 2049 1819 D21.0 IKJ 2400 1603 IF D15.0 IKJ 2123 KJ263° 273° D13.6 JK D18.9 IKJ 2400 D7.14KJ 1 085° A.B 2400 НОННОТ 093°C.D D15.0 IKJ 1920 1146 0930 2400 D0.8 IKJ <u>2400</u> 1219 CHENJIAYING 434 KJ ____ DME ___ (109.5) IKJ 1393• •1766 CH 32X 45 Initial approach MAX IAS 370kmH. Holding MAX IAS 425kmH. 1119 2950 015 - KJ • 2304 2650 Ò 15km MSA 46km 1922 1514 DME (IKJ) (NM) 1 3 5 7 9 11 13 GP INOP ATL (m) 1372 1567 1761 1955 2149 2343 3600 3000 3300(QNH≥1031HPA) 2700(QNH≤979HPA) MISSED APPROACH Climb straight ahead to 2100 with climb gradient 3%, turn

LEFT to KJ at contact ATC. O	2400 or 0		GP 3°	FAF (P INOP D13.6 IKJ D15.0 IKJ D15.1 IKJ 251° 2400(1316) 1770(686) 1850								
1.05 A B C D					12.8 24.8 27.4km							
	\mathbf{A}	В	C	FAF-MAPt(GP INOP) 23.7km								
ILS/DME DA(DH)	1144(60) 550/800					kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
					Time	min:sec	9:36	7:40	6:24	5:29	4:48	4:16
GP INOP MDA(H)	1309(225) 3400					descent m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING MDA(H)	1309(225) 3500		1450(366) 4400	1514(430) 5000	Changes: Procedute, MOCA, CDFA, ELEV, landing minima.							
ZBHH AD2.24-	-10D		ī	中国民用航空	≥局CAAC	·	El	FF140	6251	600	2014	l-5-15