ZHCC ZHENGZHOU/Xinzheng AERODROME ELEV 151.2 D-ATIS 128.45 CHART-ICAO VAR4°W THR RWY30R ELEV 145.0 RNAV ILS/DME z RWY30Ř TWR(12L/30R) 118.075(118.85) 114° 00' APP01 120.275(124.2) APP02 126.35(124.2) BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DME DISTANCES IN Notes: APP03 124.825(124.2) 1.Missed approach turn MAX IAS190kt. 2.Circling N of RWY.
3.Except for restriction of aircraft NAUTICAL MILES. DISTANCES IN KM performance or requirement of ATC, maintain IAS 180kt flying to intercept CC526 900 final until D8.0 IZR, then maintain IAS or by ATC IAF 160kt until D6.0 IZR; If flight crew CC527 could not carry it out, inform APP 1800 at the first contact. or by ATC MAX205kt 350 CC312 ☆248 D14.1 IZR CC528 CC529 D15.4CGO -XINZHENG 1800 1200 or by ATC 114.5 QGO FAF DME D10.9 IZR CH 92X (110.7) JZR D 2100 MAX 205k1 CC530 D12.1CG0 CH 44X NZHENG CC535 ILS. 296° 110.7 IZR CC531 2100 CC534 CC608 20km ⊳1200 (Missed $\frac{8}{2}$ AT205kt approach) CC533 1200 2960 >CC532 MAX205kt WEISHI CC517 117.4 DWS 15 CC518 CH 121X CCŠ19 CC520 1100 800 ARP 0 5 10 15km MSA 46km DME (IZR) (NM) 7 q 3 5 6 8 GP INOP ALT (m) 435 532 629 726 823 1017 920 3600 MISSED APPROACH TA 3000 Climb straight ahead to 350, 3300(QNH≥1031hPa) turn RIGHT to CC526 at 900 2700(QNH≤979hPa) FAF ΙF or by ATC, then climb to MAPt GP INOP CC312 GP INOP CC531 at 2100 to join in the CGO DO.7 IZR D10.9 IZR D14.1 IZR holding pattern or by ATC. D12.1CG0 D15.4CG0 17R 1200(1055) 450 MDA RDH=16 0 1.1 19.8 25.9km В \mathbf{C} D FAF-MAPt(GP INOP) 18.7km 180 335 kţ 80 100 120 140 160 ILS/DME RVR/VIS 205(60) GS in km/h 185 260 295 150 220 © 550/800 Time 7:34 5:03 3:47 3:22 min:sec 6:03 4:20 GP INOP MDA(H) 370(225) 3400 2.7 3.8 4.3 4.9 Rate of descent m/s 3.2 • HUD Special CAT I: (DH)(45),(RA)(48),RVR450. 395(244) 425(274) 425(274) CIRCLING MDA(H) • When AP, FD and HUD are not AVBL, RVR is 800. 3500 4600 4000

Changes: D-ATIS.