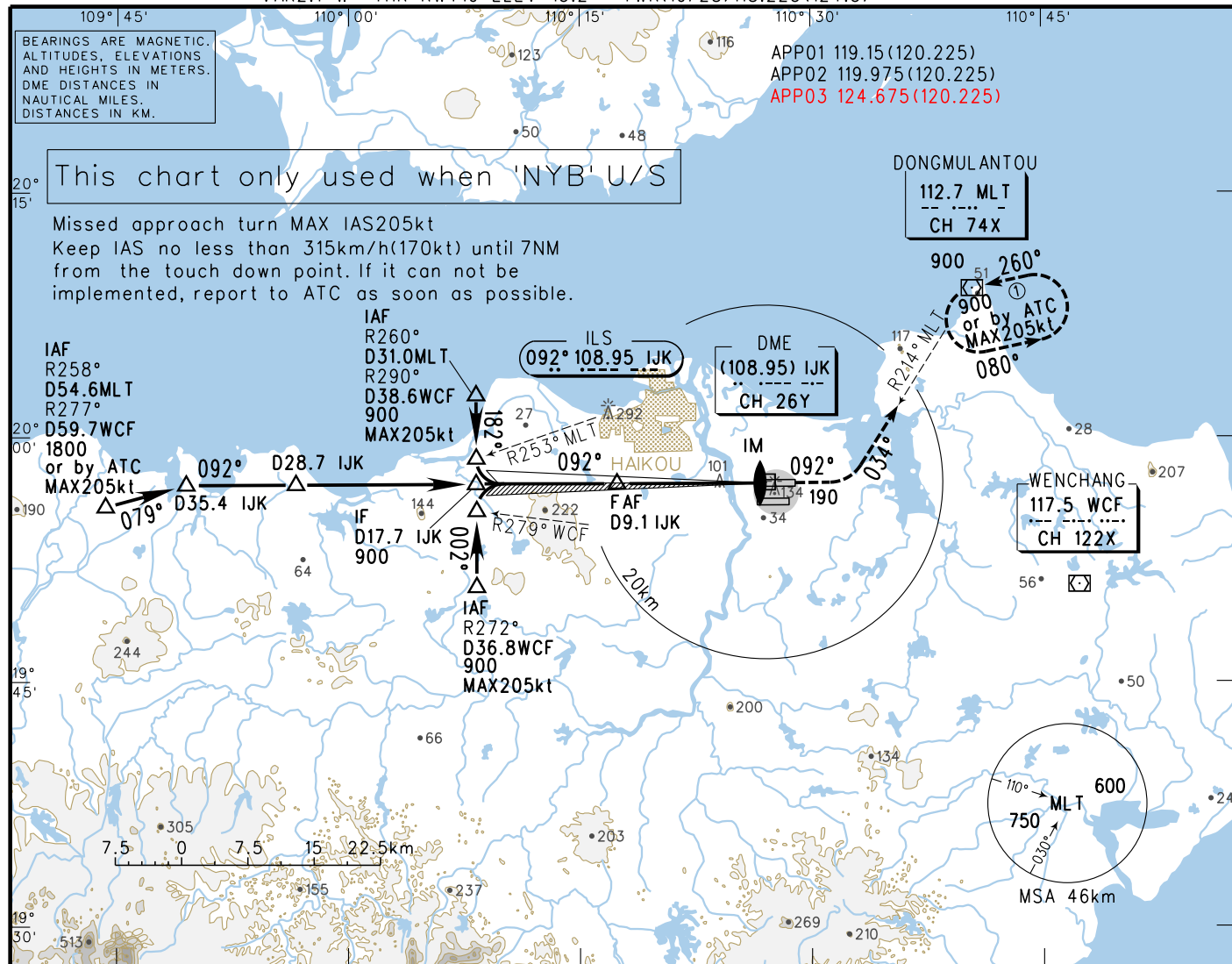


INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 22.6 D-ATIS(ARR) 127.65
VAR2.1° W THR RWY10 ELEV 13.2 TWR(10/28)118.225(124.3)

ZJHK HAIKOU/Meilan

CAT-I/II ILS/DME x RWY10

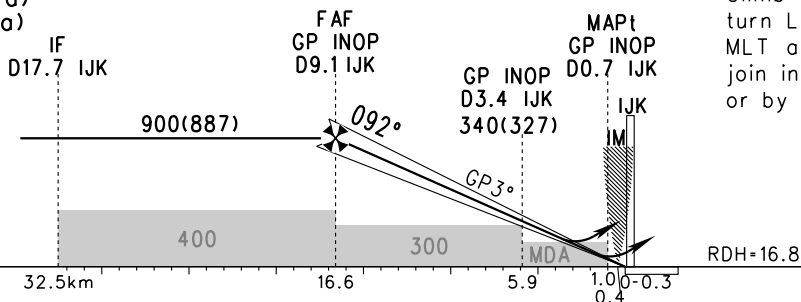


GP INOP	DME (IJK) (NM)	8	7	6	5	4	3	2
	ALT (m)	789	692	595	498	401	304	207

TL 3600
TA 3000
3300 (QNH $\geq 1031\text{hPa}$)
2700 (QNH $\leq 979\text{hPa}$)

MISSED APPROACH

Climb straight ahead to 190,
turn LEFT to intercept R214°
MLT and fly to MLT at 900,
join in holding pattern
or by ATC.



	A	B	C	D
ILS/DME DA(H) RVR/VIS ④	74(60) 550/800			
GP INOP MDA(H) VIS	180(167) 2300			
ILS CAT-II (DH) (RA) RVR	(30) (31) 300			(30) (31) 350 ⑤
CIRCLING ⑥ MDA(H) VIS	235(213) 2600	235(213) 2800	290(268) 3700	290(268) 4600

FAF-MAPT(GP INOP) 15.6km						
GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	6:19	5:03	4:13	3:37	3:10	2:48
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

④ HUD special CAT I: (DH)(45),(RA)(46),RVR450

② Autopilot to DH and below: RVR300

- Circling approach can be implemented in the daytime only.

Changes: New APP03 added.