INSTRUMENT APPROACH CHART-ICAO

ZLLL/LHW

VAR3.0°W

5L-2

AD ELEV 1948.7
THR ELEV 1930.6

LANZHOU/Zhongchuan

ILS/DME y RWY01

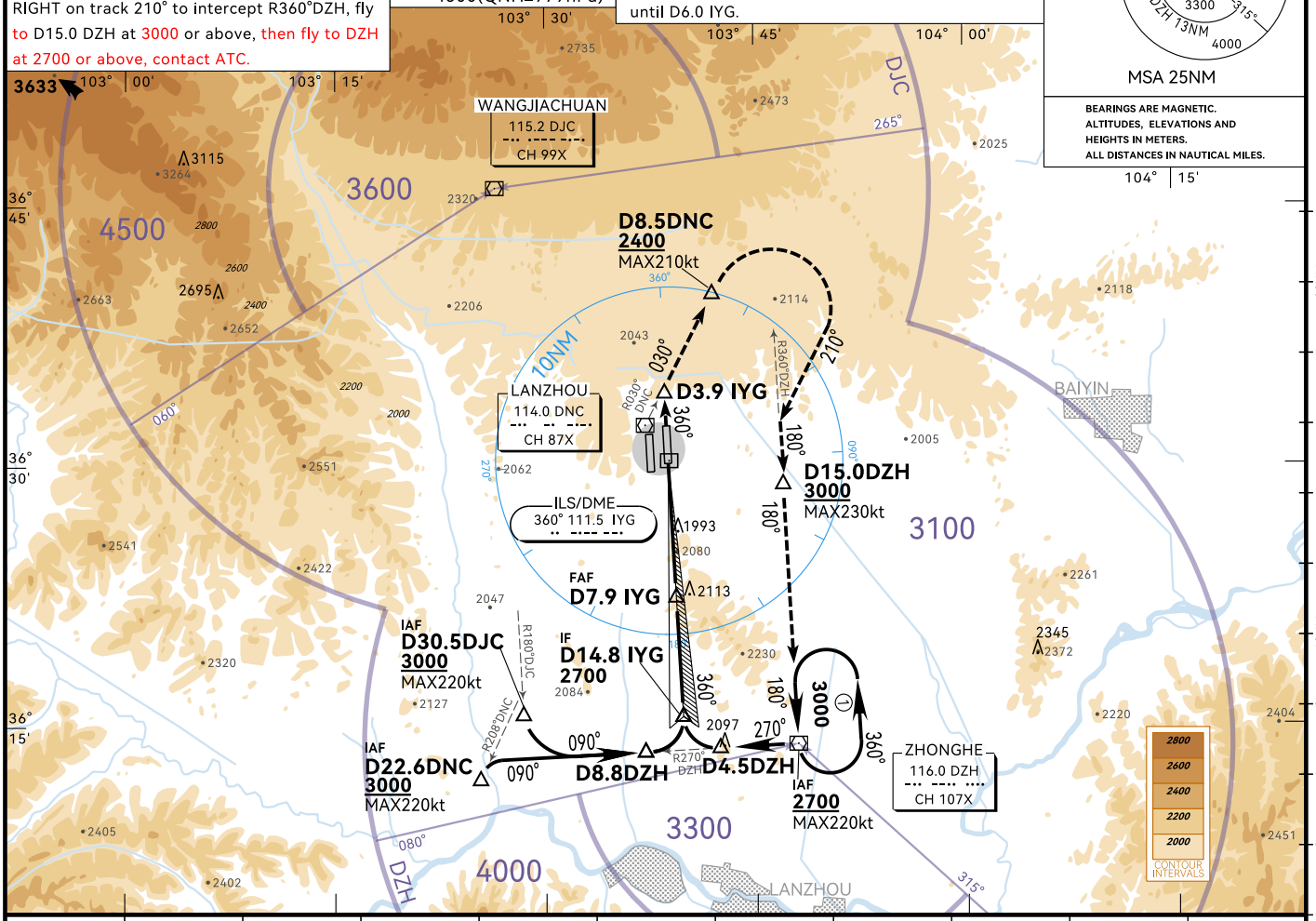
D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach				
128.45	126.8	APP01 120.25 (125.025)	APP02 119.15 (125.025)	APP03 124.2 (127.9)	APP04 119.45 (127.9)	APP05 119.825 (125.025)

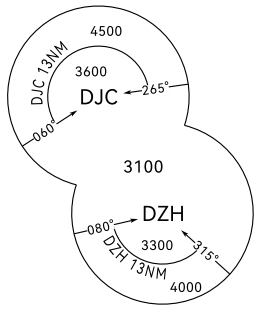
Lanzhou Approach			Lanzhou Tower	LOC IYG	Final Apch Crs	FAF D7.9 IYG
APP06 121.15 (121.05)	APP07 124.725 (121.05)	APP08 125.475 (121.05)	TWR01 118.4 (118.025)	111.5	360°	2700(769)

MISSED APPROACH
Climb straight ahead to D3.9 IYG, turn RIGHT on R030°DNC to D8.5DNC at 2400 or above, turn RIGHT on track 210° to intercept R360°DZH, fly to D15.0 DZH at 3000 or above, then fly to DZH at 2700 or above, contact ATC.

TL 5400
TA 4800
5100(QNH≥1031hPa)
4500(QNH≤979hPa)

Speed limits: Under the condition that aircraft performance allows, maintain IAS180kt flying to intercept final until D8.0 IYG, then maintain IAS160kt until D6.0 IYG.

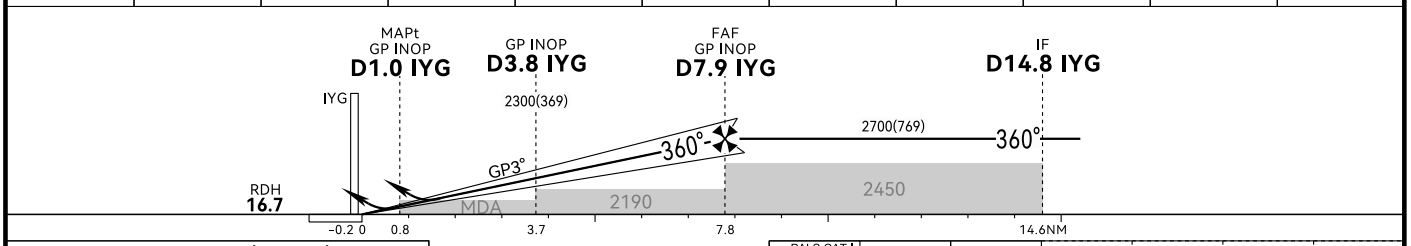




MSA 25NM

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
ALL DISTANCES IN NAUTICAL MILES.

GP INOP	DME (IYG)	2	3	4	5	6	7			
	HGT (m)	2127	2224	2321	2418	2515	2612			



FAF-MAPt 6.9NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	5:11	4:08	3:27	2:57	2:35	2:18
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR550 can be implemented when using approved HUD or AP or FD for approach.

PALS CAT I	D3.9 IYG	RT	030° &	D8.5 DNC &	2400 &	210kt MAX
PAPI						

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	RVR	VIS	CIRCLING MDA(H)	OCA(H)	VIS
A									2225(276)	2225(276)	2700
B	1991(60)	1991(60)	Ⓐ 800	800	2080(149)	2080(149)	2000	2000	2260(311)	2260(311)	3000
C									2305(356)	2305(356)	4400
D									2305(356)	2305(356)	5000

ILS HUD Special CAT I		
MACG 3%		A,B,C,D
	(DH)	(45)
	(RA)	(50)
	RVR	450

Changes: Missed approach.