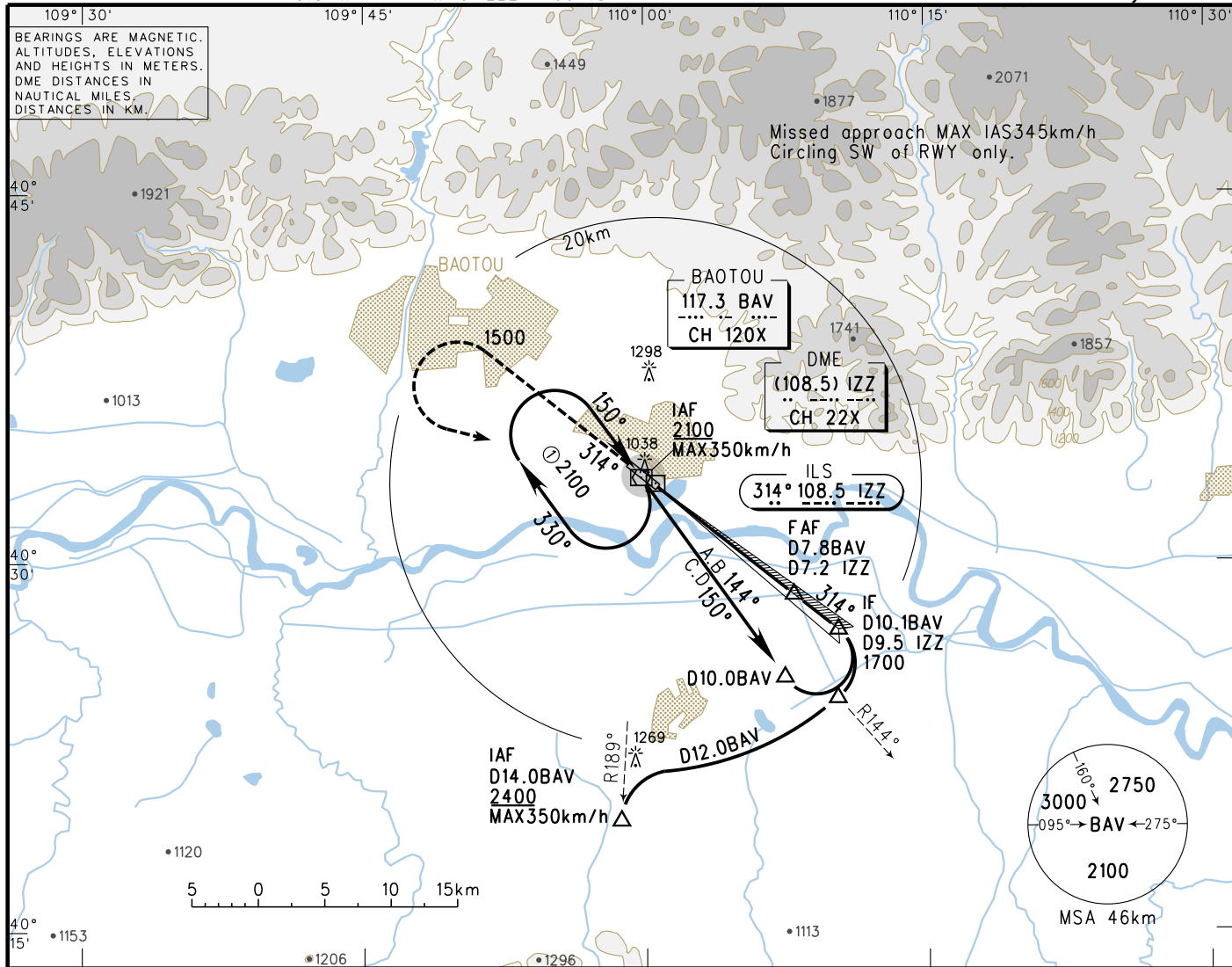


# INSTRUMENT APPROACH CHART-ICAO

VAR5.5° W AERODROME ELEV 1012.2  
THR RWY31 ELEV 1004.8 TWR 118.2(130.0)

ZBOW BAOTOU/Donghe

ILS/DME y RWY31

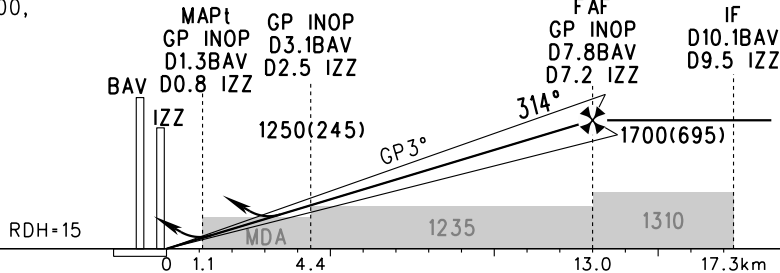


|         |                |   |   |       |       |       |       |       |
|---------|----------------|---|---|-------|-------|-------|-------|-------|
| GP INOP | DME (BAV) (NM) | 1 | 2 | 3     | 4     | 5     | 6     | 7     |
|         | ALT (m)        |   |   | 12 38 | 13 35 | 14 32 | 15 29 | 16 26 |

## MISSED APPROACH

Climb straight ahead to 1500,  
turn LEFT to BAV at 2100,  
contact ATC.

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



|                             |                       |   |                   |   |  |         |      |      |      |      |      |      |
|-----------------------------|-----------------------|---|-------------------|---|--|---------|------|------|------|------|------|------|
|                             | A                     | B | C                 | D | FAF-MAPt(GP INOP) 11.9km   |         |      |      |      |      |      |      |
| ILS/DME<br>DA(H)<br>RVR/VIS | 1070(65)<br>A 800/800 |   |                   |   | GS in  | kt      | 80   | 100  | 120  | 140  | 160  | 180  |
|                             |                       |   |                   |   | km/h   | 150     | 185  | 220  | 260  | 295  | 335  |      |
| GP INOP<br>MDA(H)<br>VIS    | 1175(170)<br>2400     |   |                   |   | Time   | min:sec | 4:50 | 3:52 | 3:13 | 2:46 | 2:25 | 2:09 |
|                             |                       |   |                   |   | Rate of descent  | m/s     | 2.2  | 2.7  | 3.2  | 3.8  | 4.3  | 4.9  |
| CIRCLING<br>MDA(H)<br>VIS   | 1310(298)<br>4900     |   | 1420(408)<br>5000 |   | A RVR 550 can be implemented when using approved<br>HUD or AP or FD for approach.<br>Changes: New chart. |         |      |      |      |      |      |      |
|                             |                       |   |                   |   |  |         |      |      |      |      |      |      |