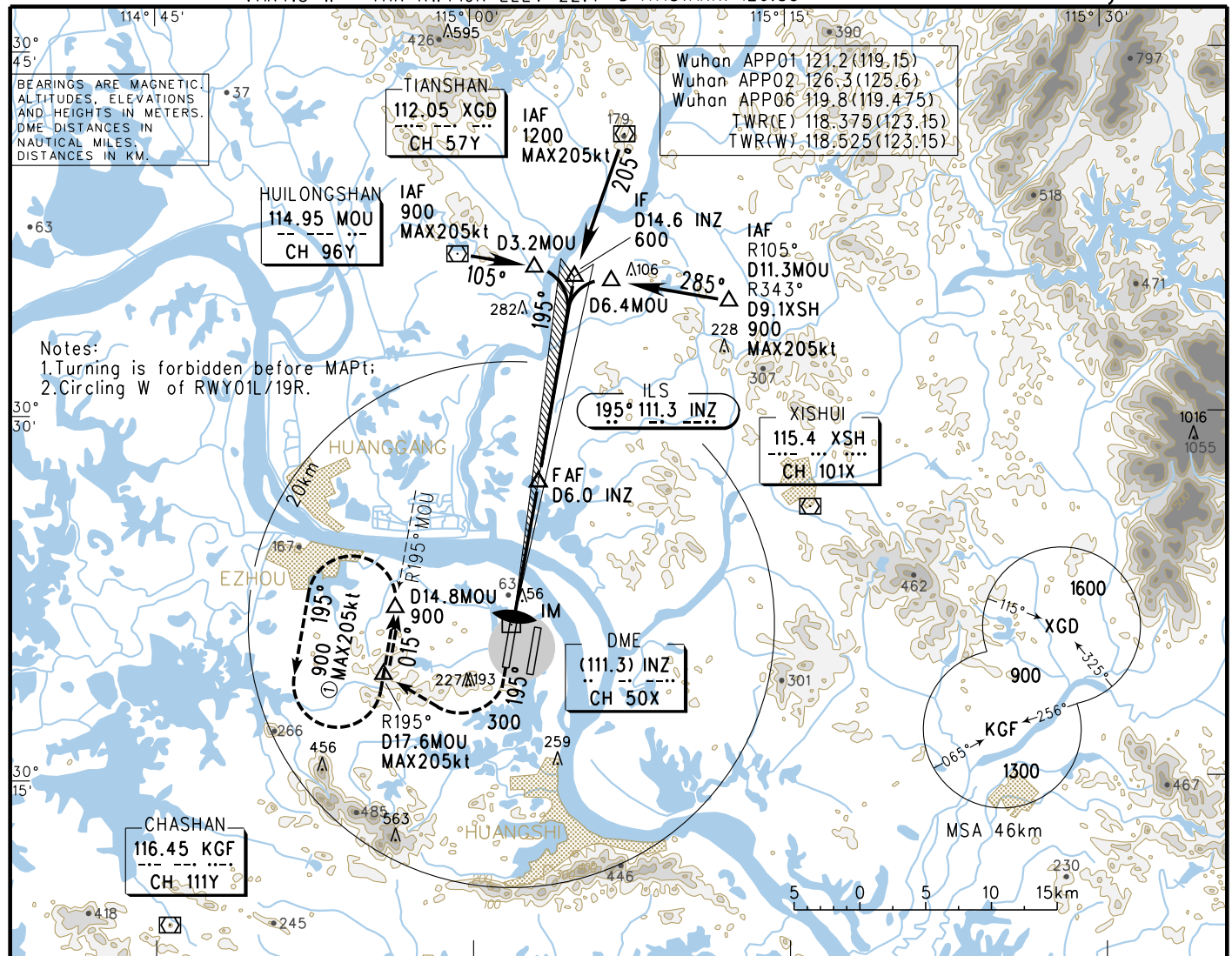


INSTRUMENT APPROACH CHART - ICAO

VAR4.8° W AERODROME ELEV 23.4
THR RWY19R ELEV 22.4 D-ATIS(ARR) 126.85

ZHEC EZHOU/Huahu
CAT-I/II ILS/DME y RWY19R

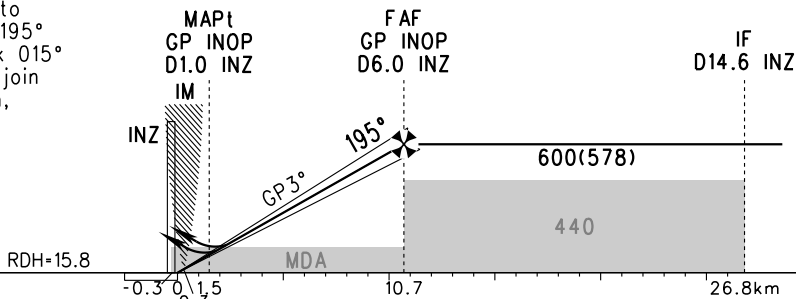


GP INOP	DME (INZ) (NM)	1	2	3	4	5	6	7
	ALT (m)		215	312	409	506		

MISSED APPROACH

Climb straight ahead to 300, turn RIGHT to R195°/D17.6MOU, then track 015° to D14.8MOU at 900, join in the holding pattern, or by ATC.

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



		A		B		C		D	
ILS/DME	DA(H)	03.0%		DA83,(DH)(60),RVR550,VIS800					
	RVR/VIS	02.5%		DA108,(DH)(85),RVR800,VIS800					
GP INOP	MDA(H) VIS	02.5%		MDA135,(MDH)(113),RVR1300,VIS1300					
CIRCLING	MDA(H)	300(277)		320(297)		380(357)		380(357)	
	VIS	3400		3400		4400		5000	
ILS CAT II 03.0%									
Aircraft type	Decision height (DH)	Radio altimeter		Autopilot to DH and below			Manual operation below DH		
A,B,C	(30)	(31)		RVR300			RVR300		
D							RVR350		

FAF-MAPT(GP INOP) 9.2km							
GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time	min:sec	3:44	2:59	2:29	2:08	1:52	1:39
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

01 HUD Special CAT I: (DH)(45),(RA)(46),RVR450.

02 Miss approach climb gradient.

Changes: New chart.