ZBOW BAOTOU/Donghe

CHART-ICAO RNP ILS/DME z RWY13 VAR5.5° W TWR 118.2(130.0) THR RWY13 1012.2 109° 45 110° | 15 BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN • 1449 •2071 NAUTICAL MILES DISTANCES IN KM. • 1877 Missed approach turn MAX IAS205kt Circling SW of RWY only. The go-around aircraft may turn at the THR or in advance when it is above the turnning altitude. Q° 45' OW605 D9.4 IXX D10.0BAV 134° 110.5 LXX 1600 D5.1 IXX 1298 D5.7BAV 灮 • 1013 IAF OW607 1800 MAX205kt DME (110.5) IXX CH 42X BAOTOU 117.3 BAV 30 1500 CH 120X 2750 3000 ₹ -09**5°→ BAV ←**275° 10 15km • 1120 2100 MSA 46km • 111.3 • 1153 **●**1206 DME (IXX) (NM) 6 5 3 2 GP INOP 1497 1400 1303 1206 ALT (m) TL 3600 TA 3000 MISSED APPROACH $3300(QNH \ge 1031hPa)$ Climb atraight ahead to 1500, MAPE GP INOP GP INOP turn RIGHT to OW607 at 1800, contact ATC. 2700(QNH ≤979hPa) FAF GP INOP D5.1 IXX D2.5 IXX D0.8 IXX D3.1BAV D1.4BAV OW605 D9.4 IXX D10.0BAV D5.7BAV BAV 1250(238) 1600(588) 1500(488) 1415 1240 MD RDH=15 17.1km 9.0 4.3 A В \mathbf{C} D FAF-MAPt(GP INOP) 7.8km kt 80 160 295 180 335 100 120 140 GS in 1073(60) 1078(65) 185 220 260 ILS/DME km/h 150 RVR/VIS **9** 800/800 **a**800/800 Time 3:10 2:32 2:06 1:48 1:35 1:24 min:sec MDA(H) 1180(168) GP INOP 2.2 4.9 Rate of descent m/s 3.8 VIS 2400 RVR 550 can be implemented when using approved HUD or AP or FD for approach. MDA(H) 1310(298) 1420(408) CIRCLING 5000 VIS 4900 Changes: Missed approach.

AERODROME ELEV 1012.2