INSTRUMENT APPROACH CHART-ICAO

VAR2.1° W

AERODROME ELEV 22.6
THR RWY28 ELEV 16.8

D-ATIS(ARR) 127.65
TWR(10/28)118.225(124.3)

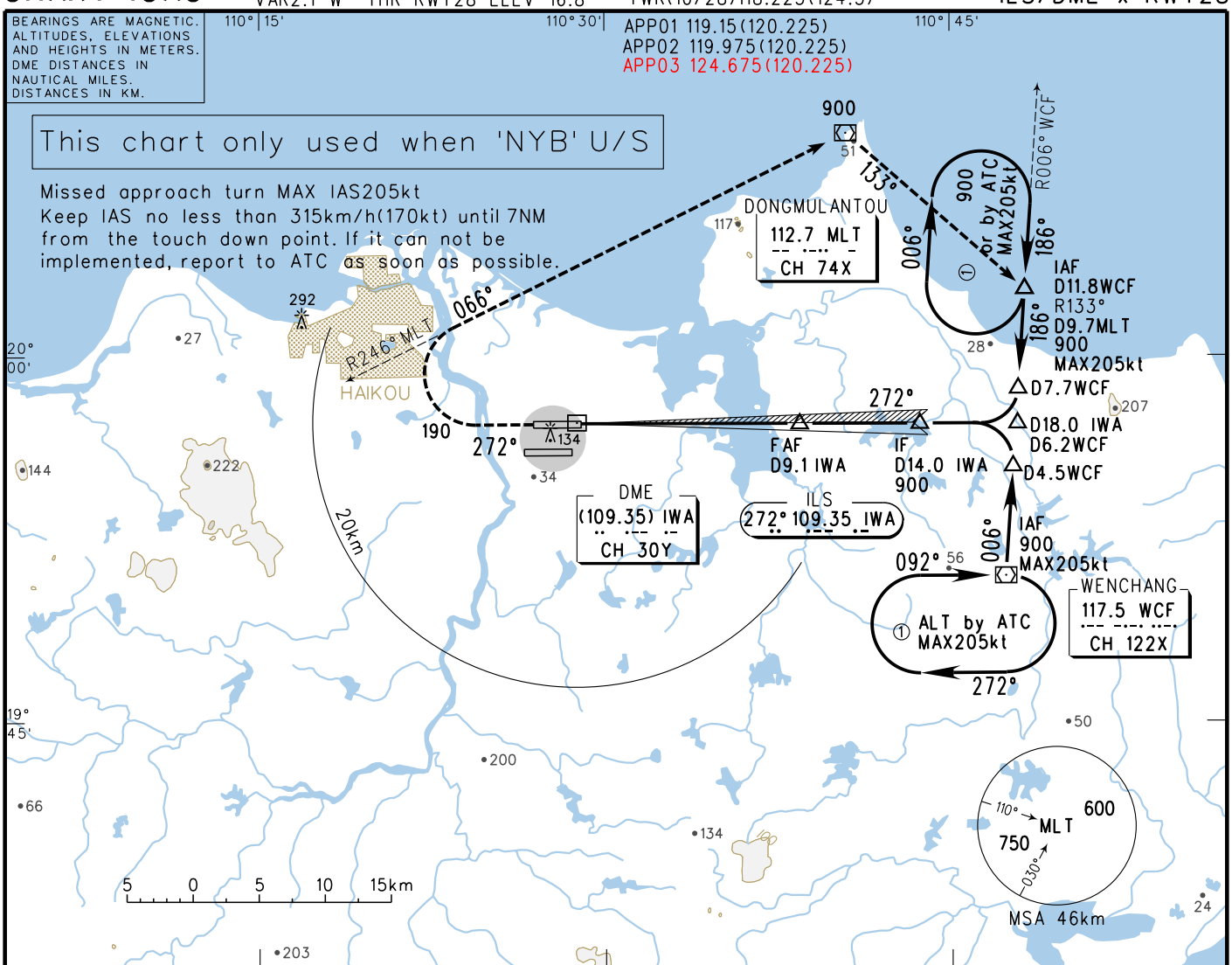
ZJHK HAIKOU/Meilan
ILS/DME x RWY28

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

APP01 119.15(120.225)
APP02 119.975(120.225)
APP03 124.675(120.225)

This chart only used when 'NYB' U/S

Missed approach turn MAX IAS205kt
Keep IAS no less than 315km/h(170kt) until 7NM from the touch down point. If it can not be implemented, report to ATC as soon as possible.

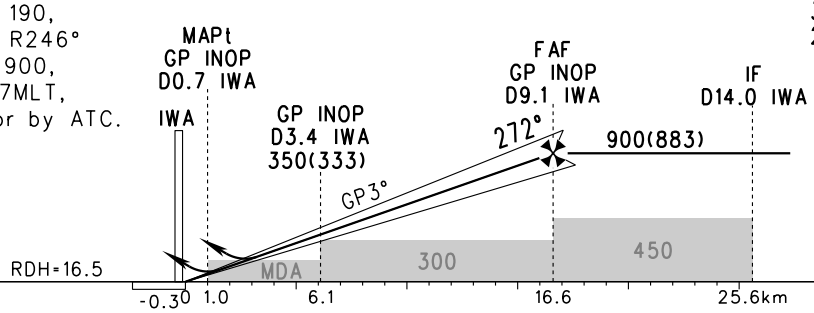


GP INOP	DME (IWA) (NM)	2	3	4	5	6	7	8
	ALT (m)	210	307	404	501	598	695	792

MISSED APPROACH

Climb straight ahead to 190, turn RIGHT to intercept R246° MLT and fly to MLT at 900, then track 133° to D9.7MLT, join in holding pattern or by ATC.

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



	A	B	C	D
ILS/DME ≥4.0%Ⓑ DA(H) RVR/VIS Ⓐ	77(60) Ⓒ 800/800			
ILS/DME 2.5% Ⓑ DA(H) RVR/VIS	142(125) 1500/1500			
GP INOP MDA(H) RVR/VIS	165(149) 2000/2000			
CIRCLING Ⓓ 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

Ⓐ HUD special CAT I: (DH)(45),(RA)(45),RVR450
Ⓑ Missed approach climb gradient
Ⓒ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.
Ⓓ Circling approach can be implemented in the daytime only.