

INSTRUMENT APPROACH CHART - ICAO **VAR11.3° W** **AERODROME ELEV 152.9** **THR RWY05R ELEV 152.9** **D-ATIS 127.4** **TWR01 118.7(118.1)** **TWR02 118.325(118.1)** **RNAV CAT 1/II ILS/DME z RWY05R** **ZYHB HARBIN/Taiping**

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

APP01 119.65(127.75)
APP02 119.05(127.75)
APP03 120.65(127.75)

125°45' 126°00' 126°15' 126°30'

45°178
45°

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HARBIN

HB706

HB507
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MAX230kt

DME
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HB750

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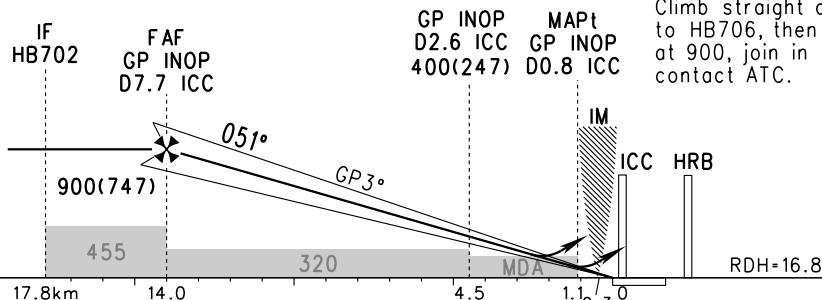
169

| | | | | | | | | |
|---------|----------------|-----|-----|-----|-----|-----|-----|--|
| GP INOP | DME (ICC) (NM) | 7 | 6 | 5 | 4 | 3 | 2 | |
| | ALT (m) | 830 | 733 | 636 | 539 | 442 | 345 | |

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

MISSED APPROACH

Climb straight ahead cross HB750
to HB706, then turn LEFT to HB507
at 900, join in the holding pattern,
contact ATC.



| | | | | | | | | | | | | | | |
|---------------|----------------------|-----------------------|---------------------------|------------------|---------------------------|--------------------------|------------|---------------------|------------|------------|------------|------------|------------|-----|
| | | A | B | C | D | FAF-MAPt(GP INOP) 12.9km | | | | | | | | |
| ILS/DME | DA(H) RVR/VIS | 213(60) 550/800 | | | | GS in | kt km/h | 80 150 | 100 185 | 120 220 | 140 260 | 160 295 | 180 335 | |
| GP INOP | MDA(H) RVR/VIS | 275(123) 1500/1500 | | | | Time | min:sec | 5:13 | 4:11 | 3:29 | 2:59 | 2:37 | 2:19 | |
| CIRCLING | MDA(H) VIS | 340(188) 2500 | | 370(218) 2800 | | | | Rate of descent m/s | 2.2 | 2.7 | 3.2 | 3.8 | 4.3 | 4.9 |
| ILS CAT II | | | | | | | | | | | | | | |
| 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 | | | | | | | | | |

① HUD Special CAT I: (DH)(45),(RA)(45),RVR450.

Changes: Longitude and latitude grid.