AERODROME ELEV 512.4 D-ATIS 126.45 THR RWY20L ELEV 496.6 TWR 130.35(118.85)

CHART-ICAO VAR1.7° W ILS/DME y RWY20L BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS, IN METERS DME DISTANCES IN NAUTICAL MILES DISTANCES IN KM 789 APP01 124.85(127,7) APP06 126.35(125.25) APP07 119.425(123.825) C1420 585 APP08 119.25(123.825) Note: Note:

1. Simultaneously instrument approach with RWY20R and intercepting course by D12.2JTG 1045 587 539 radar vectoring. •669 2.Initial approach MAX IAS200kt. IAF 1500 Missed approach turning MAX IAS200kt.
3.If aircraft performance allows:
keep IAS180kt before IF, D34.3HLC 1500 JINTANG 560 115.4 JTG <sup>2912</sup>keep IAS≥160kt 5NM before touchdown point. •1011 CH 101X D15.7 IDE 1500 593 545 592 IL\$ (204° 109.7 VDE. 1395 D10.3 IDE CHENGD •921 BAIHESI SHUANGLIU 535 117.9 BHS 115.7 CTU 796 CH 104X DME CH\_126X (109.7) IDE 1500 1059 CH 34X 30 700 992 545 525 HUILONG 20km 115.95 HLC **₹**711 2200 CH 106Y **ZUTF** 090°→ CTU 988  $\odot$ 1400 578 30° 534 644 802 MSA 46km 7.5 22.5km V904 •1004 DME (IDE) (NM) 2 3 5 6 7 8 GP INOP 1272 ALT (m) 691 788 1078 885 981 1175 3600 3000 MISSED APPROACH Climb straight ahead to 700m, 3300(QNH≥1031hpa) 2700(QNH≤979hpa) turn LEFT to BHS at 1500. F AF GP INOP then contact ATC. MAPt D10.3 IDE GP INOP D15.7 IDE D1.7 IDE GP INOP D4.2 IDE IDE 1500(1003) 900(403) 1000 800 RDH=15m MDA 18.9 28.8km Α FAF-MAPt(GP INOP) 16.0km DA(H) RVR/VIS 557(60) 550/800 ILS/DME 80 100 120 140 160 180 k t GS in 260 km/h 150 185 220 295 3.35 660(163) MDA(H) GP INOP 2:52 2300 min:sec 6:29 5:11 4:19 3:42 3:14 Time 700(188) 2400 740(228) 3200 740(228) Rate of descent CIRCLING 2.2 2.7 3.8 4.3 4.9 3.2 m/s HUD Special CAT II (Missed approach climb gradient 4.0%) ⊕Missed approach climb gradient 4.0% Note: Missed approach climb gradient 2.5%, A,B: DA(H) 557(60), RVR/VIS 550/800, C,D: DA(H) 562(65), RVR/VIS 550/800. (DH)(30),(RA)(33), RVR350 A,B,C,D