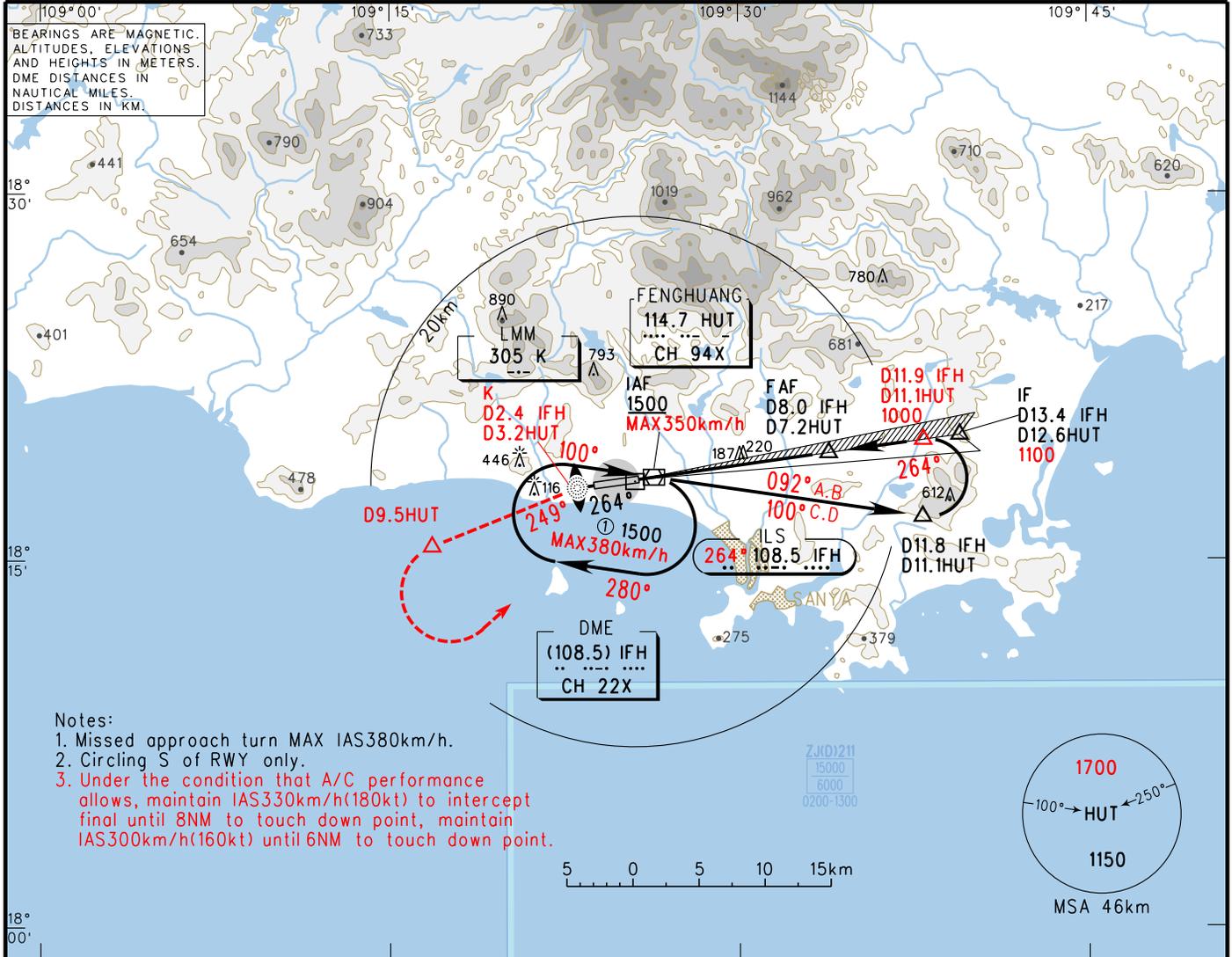


# INSTRUMENT APPROACH CHART-ICAO

D-ATIS 126.45  
 APP01 127.925 (119.25)  
 APP02 125.55 (119.25)  
 TWR 118.15 (118.85)  
 VAR 2.0° W  
 AERODROME ELEV 28.7  
 THR RWY26 ELEV 27.0

**ZJSY SANYA/Phoenix**  
 ILS/DME y RWY26



**Notes:**

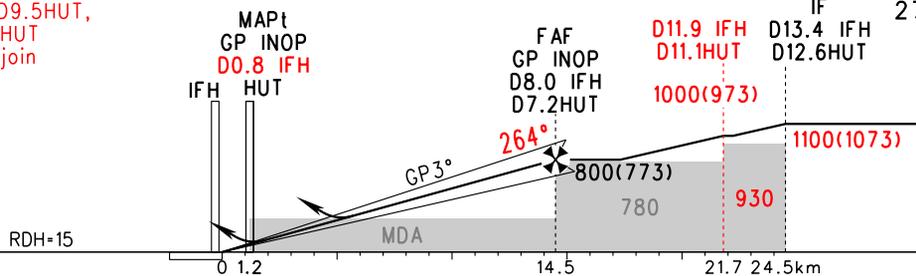
1. Missed approach turn MAX IAS380km/h.
2. Circling S of RWY only.
3. Under the condition that A/C performance allows, maintain IAS330km/h(180kt) to intercept final until 8NM to touch down point, maintain IAS300km/h(160kt) until 6NM to touch down point.

GP INOP	DME (IFH) (NM)	1	2	3	4	5	6	7
	ALT (m)			318	415	512	609	706

**MISSED APPROACH**

Climb straight ahead to K, track on 249° to D9.5HUT, then turn LEFT to HUT at 1500 or above, join in holding pattern or by ATC.

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



		A	B	C	D	FAF-MAPt(GP INOP) 13.3km					
ILS/DME	DA(H) 5.0%	87(60) ① 800/800				80	100	120	140	160	180
	RVR/VIS	217(190) -/2800	222(195) -/2900	227(200) -/3000		150	185	220	260	295	335
GP INOP	MDA(H) VIS	310(283) 4600				Time min:sec					
① CIRCLING	MDA(H) VIS	495(467) 5000				5:23 4:19 3:35 3:05 2:42 2:24					
						Rate of descent m/s					
						2.2 2.7 3.2 3.8 4.3 4.9					

① HUD Special CAT I: (DH)(45), (RA)(57), RVR450  
 ② Missed approach climb gradient  
 ③ RVR550 can be implemented when using approved HUD or AP or FD for approach.  
 ④ Circling approach can be implemented in the daytime only.