

INSTRUMENT APPROACH CHART-ICAO

ZLLL/LHW

VAR 3.0°W

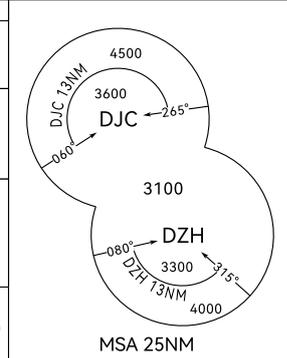
5L-2

AD ELEV 1948.7
THR ELEV 1930.6

LANZHOU/Zhongchuan

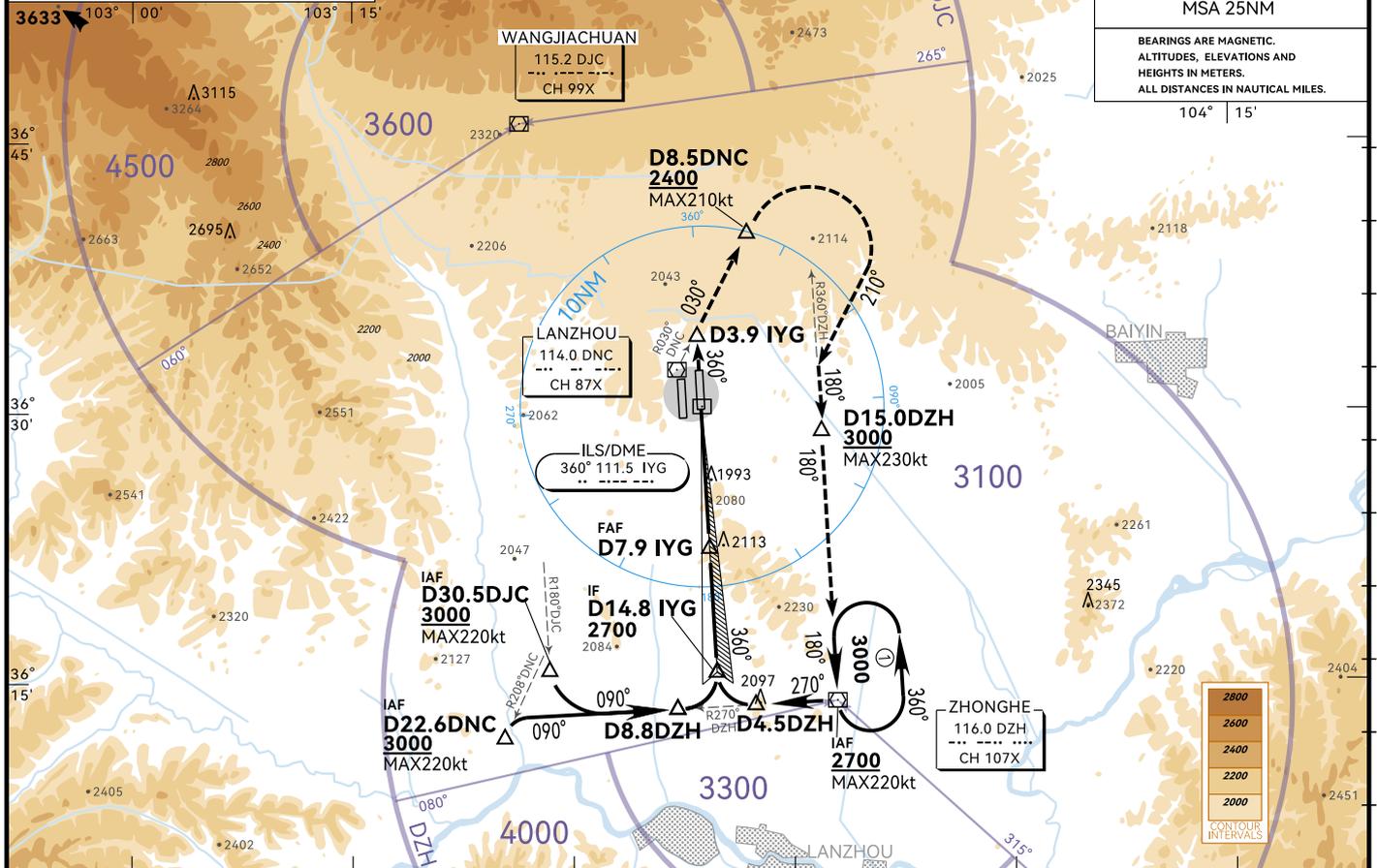
ILS/DME y RWY01

D-ATIS(Chinese) 128.45	D-ATIS(English) 126.8	Lanzhou Approach				
		APP01 120.25 (125.025)	APP02 119.15 (125.025)	APP03 124.2 (127.9)	APP04 119.45 (127.9)	APP05 119.825 (125.025)
Lanzhou Approach		Lanzhou Tower		LOC IYG	Final Apch Crs	FAF D7.9 IYG 2700(769)
APP06 121.15 (121.05)	APP07 124.725 (121.05)	APP08 125.475 (121.05)	TWR01 118.4 (118.025)	111.5	360°	

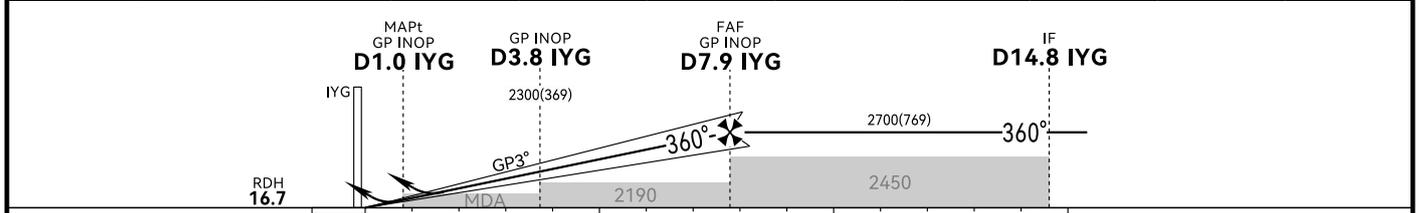


MISSED APPROACH
Climb straight ahead to D3.9 IYG, turn RIGHT on R030°DNC to D8.5DNC at 2400 or above, turn RIGHT on track 210° to intercept R360°DZH, fly over D15.0 DZH at 2700 or above, contact ATC.

Speed limits: Under the condition that aircraft performance allows, maintain IAS180kt flying to intercept final until D8.0 IYG, then maintain IAS160kt until D6.0 IYG.



GP INOP	DME (IYG)	2	3	4	5	6	7		
	HGT (m)	2127	2224	2321	2418	2515	2612		



FAF-MAPt 6.9NM (GP INOP)					RVR550 can be implemented when using approved HUD or AP or FD for approach.	PALS CAT I PAPI	D3.9 IYG ↑	RT	030°	& D8.5 DNC	& 2400	& 210kt MAX		
GS kt	80	100	120	140									160	180
min:sec	5:11	4:08	3:27	2:57									2:35	2:18
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9								
ILS/DME				GP INOP				CIRCLING			ILS HUD Special CAT I			
DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	VIS	MAGI 3%	A, B, C, D		
A				2225(276)	2225(276)	2700		2225(276)	2225(276)	2700	(DH)	(45)		
B	1991(60)	1991(60)	800	2080(149)	2080(149)	2000	2000	2260(311)	2260(311)	3000	(RA)	(50)		
C								2305(356)	2305(356)	4400				
D								2305(356)	2305(356)	5000	RVR	450		

Changes: New chart.