

INSTRUMENT APPROACH CHART-ICAO

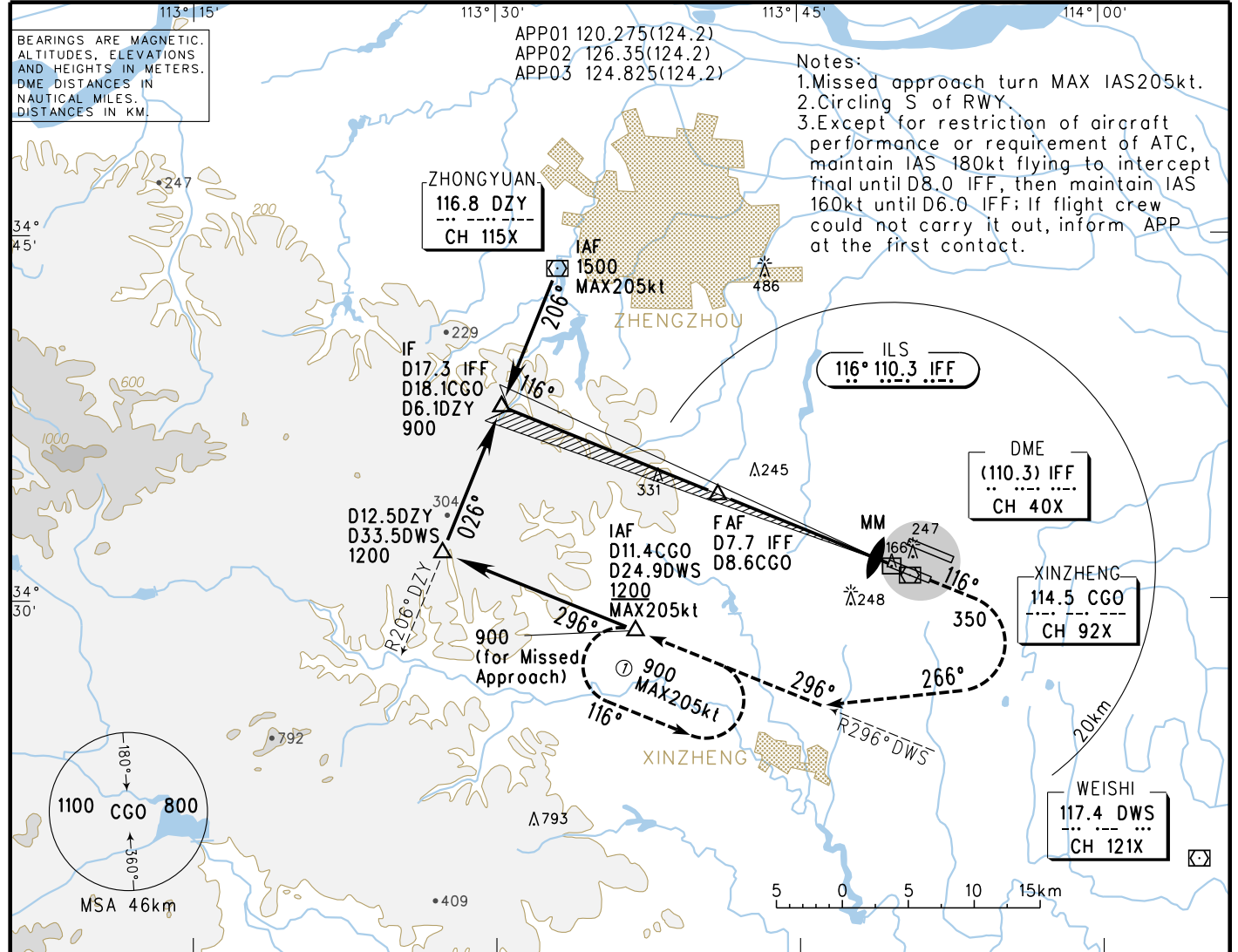
VAR4°W

AERODROME ELEV 151.2
THR RWY12R ELEV 150.7

D-ATIS 128.45
TWR(12R/30L) 118.3(118.85)

ZHCC ZHENGZHOU/Xinzheng

ILS/DME y RWY12R



Notes:
1. Missed approach turn MAX IAS 205kt.
2. Circling S of RWY.
3. Except for restriction of aircraft performance or requirement of ATC, maintain IAS 180kt flying to intercept final until D8.0 IFF, then maintain IAS 160kt until D6.0 IFF; If flight crew could not carry it out, inform APP at the first contact.

GP INOP	DME (IFF) (NM)	7	6	5	4	3	2	1
	ALT (m)	829	732	635	538	441		

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

IF D17.3 IFF D18.1CGO D6.1DZY 900
FAF GP INOP D7.7 IFF D8.6CGO 900
MAPt GP INOP D0.7 IFF MM CGO

MISSED APPROACH
Climb straight ahead to 350, turn RIGHT on heading 266° to intercept R296° DWS, climb to D24.9DWS at 900, join the holding pattern or by ATC.

	A	B	C	D
ILS/DME ^{DA(H)} _{RVR/VIS}	211(60) ⊙550/800			
GP INOP ^{MDA(H)} _{VIS}	380(230) 3500			
CIRCLING ^{MDA(H)} _{VIS}	395(244) 3500	425(274) 4000	425(274) 4600	

FAF-MAPt(GP INOP) 12.9km							
GS in	kt	80	100	120	140	160	180
	km/h	150	185	220	260	295	335
Time	min:sec	5:16	4:13	3:31	3:00	2:38	2:20
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

⊙ HUD Special CAT I: (DH)(45), (RA)(43), RVR450.
⊙ When AP, FD and HUD are not AVBL, RVR is 800.
Changes: D-ATIS.