INSTRUMENT APPROACH CHART-ICAO

ZLLL/LHW VAR3.0°W

5L-4

AD ELEV 1948.7
THR ELEV 1948.7

LANZHOU/Zhongchuan

CAT-I/II ILS/DME y RWY19

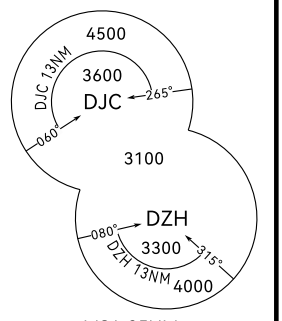
D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach				
		APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

Lanzhou Approach			Lanzhou Tower	LOC	Final Apch Crs	FAF
APP06	APP07	APP08	TWR01	IJF		D14.0 IJF
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	118.4 (118.025)	110.3	180°	3300(1351)

MISSED APPROACH
Climb straight ahead to D3.5 IJF, turn LEFT to intercept R150°DNC, climb to D11.0DNC at 2400 or above, turn LEFT to intercept R360° DZH on MAG330°, fly over D21.0DZH at 3000 or above to D33.0DZH at 3300 or above, contact ATC.

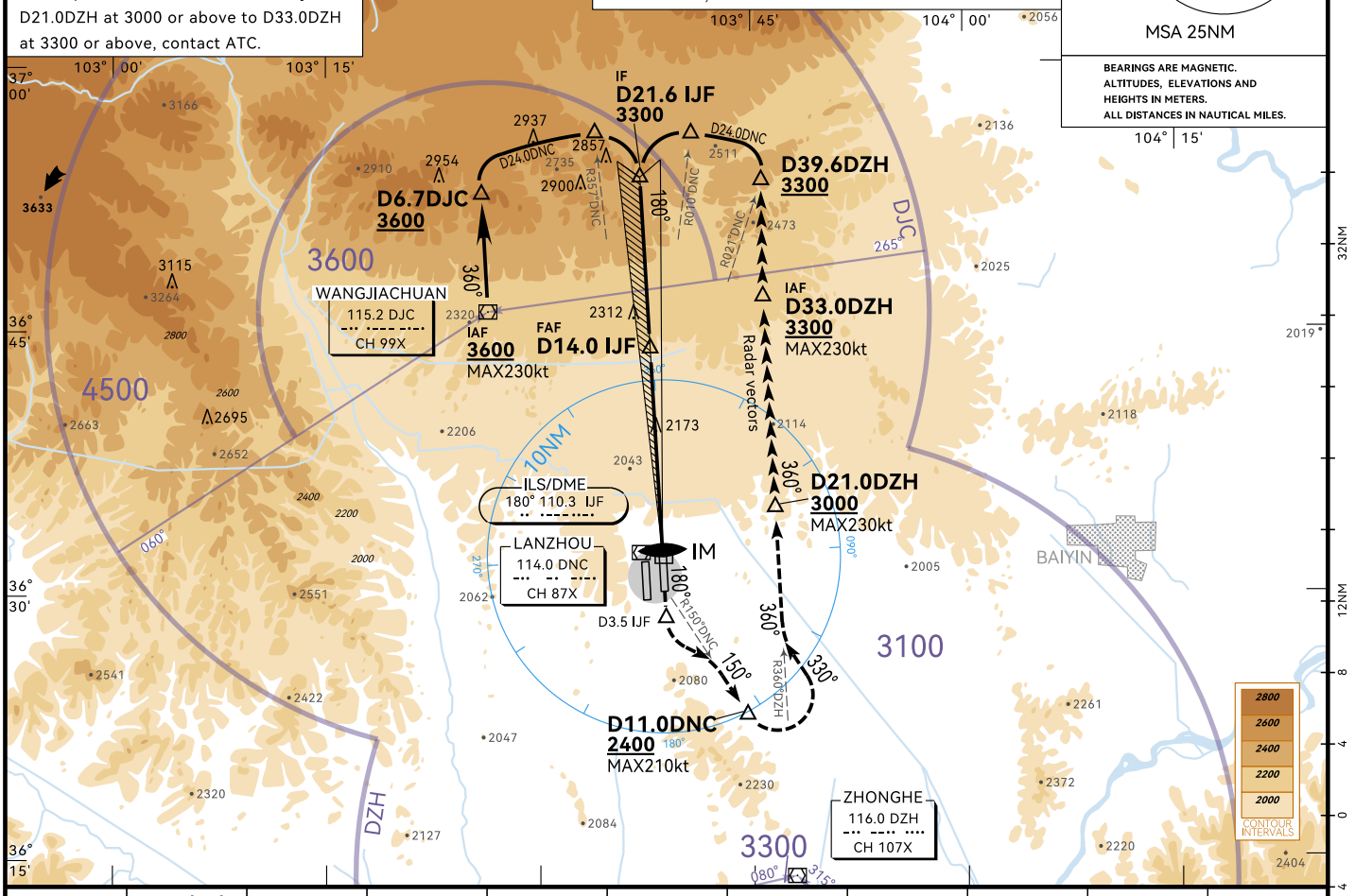
TL 5400
TA 4800
5100(QNH≥1031hPa)
4500(QNH≤979hPa)

1.The aircraft beyond 18nm on R360°DZH should be provided with radar vector.
2.Speed limits: Under the condition that aircraf performance allows, maintain IAS180kt to intercept final until D8.0IJF; then maintain IAS160kt until D6.0IJF.

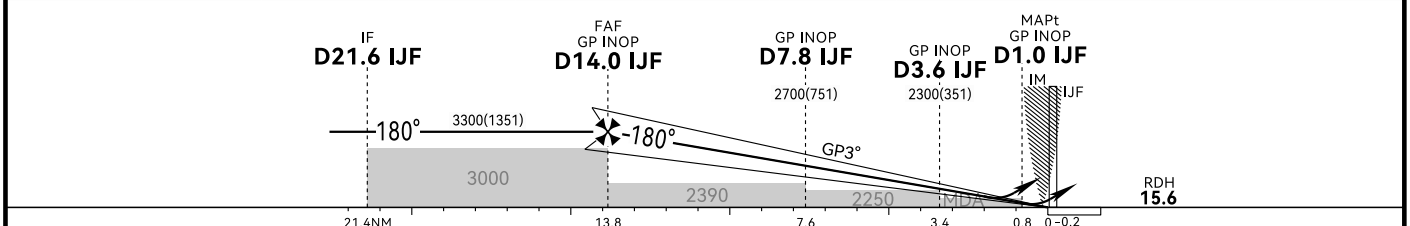


MSA 25NM

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



GP INOP	DME (IJF)	13	11	9	7	6	5	4	3	2
	HGT (m)	3208	3014	2820	2626	2529	2432	2335	2238	2141



FAF-MAPt 13.0NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	9:45	7:48	6:30	5:34	4:53	4:20
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

PALS CAT III
PAPI
D3.5 IJF
LT
R 150° DNC

	ILS/DME				GP INOP			CIRCLING		
	DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS
A	2009(60)	2009(60)	550	800	2120(171)	2120(171)	2400	2225(276)	2225(276)	2700
B								2260(311)	2260(311)	3000
C								2305(356)	2305(356)	4400
D								2305(356)	2305(356)	5000

ILS CAT II		ILS HUD Special CAT I	
	A,B,C,D		A,B,C,D
(DH)	(35)	(DH)	(45)
(RA)	(34)	(RA)	(42)
Autopilot to DH and below RVR	300	RVR	450
Manual operation below DH RVR	A,B,C 300 D 350		

Changes: New chart.