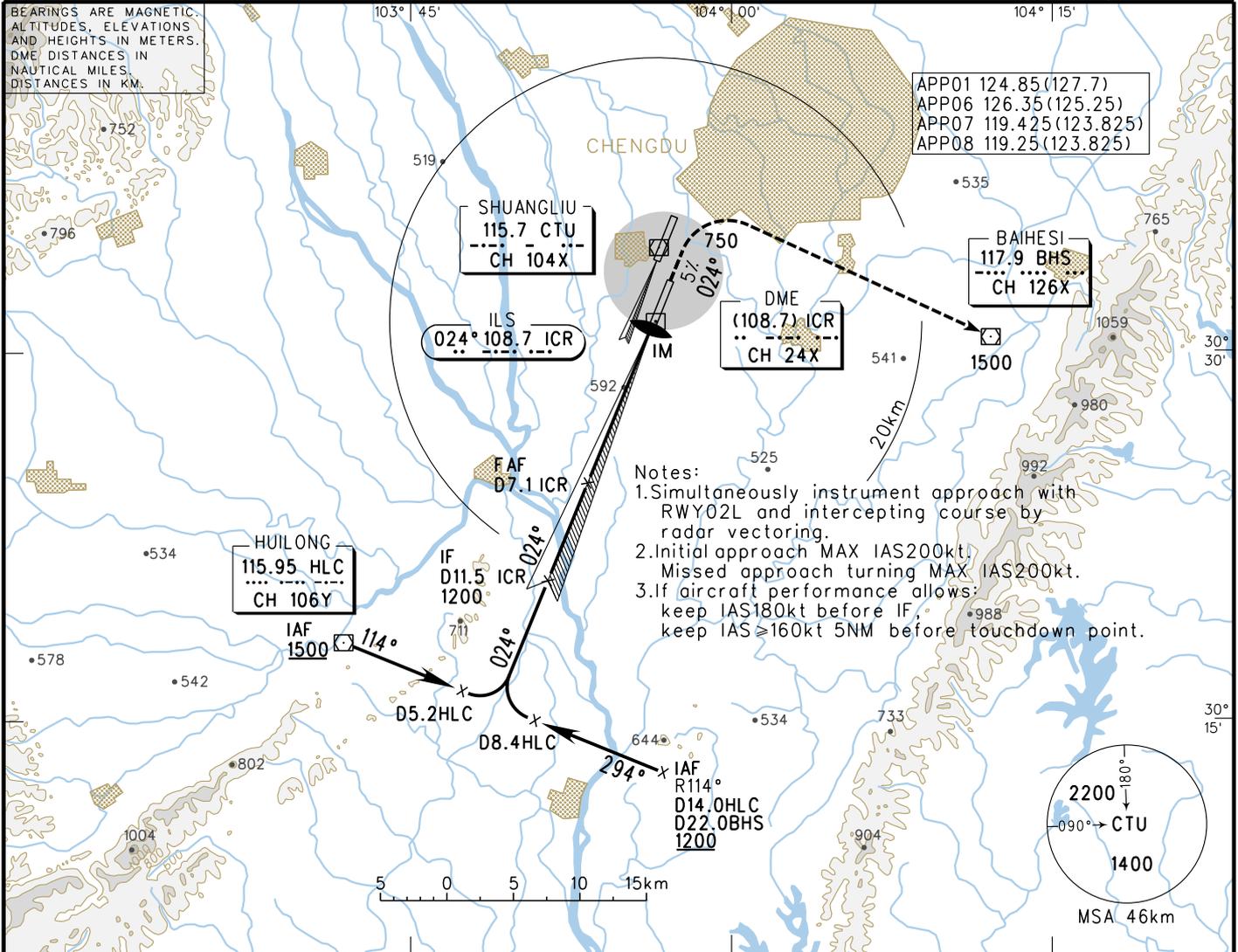


# INSTRUMENT APPROACH CHART-ICAO

## ZUUU CHENGDU/Shuangliu

VAR2.2°W AERODROME ELEV 512.4 D-ATIS 126.45  
 THR RWY02R ELEV 512.4 TWR 130.35(118.85)

CAT-I/II  
 ILS/DME y RWY02R

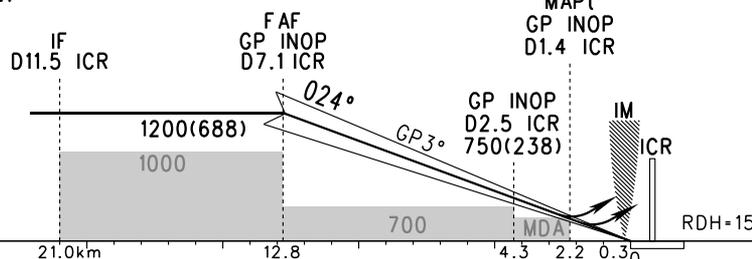


- Notes:
1. Simultaneously instrument approach with RWY02L and intercepting course by radar vectoring.
  2. Initial approach MAX IAS200kt. Missed approach turning MAX IAS200kt.
  3. If aircraft performance allows: keep IAS180kt before IF, keep IAS ≥ 160kt 5NM before touchdown point.

GP INOP	DME (ICR) (NM)	7	6	5	4	3	2	1
	ALT (m)	1188	1091	994	897	800	703	

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

**MISSED APPROACH**  
 Keep climb gradient 5.0% or above to 750, turn RIGHT to BHS at 1500m, contact ATC.



	A	B	C	D
ILS/DME DA(H) RVR/VIS		572(60) 550/800		
GP INOP MDA(H) RVR/VIS	640(128) 1600/1600		740(228) 3200	740(228) 3600
CIRCLING MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600
	<b>ILS CAT II</b>			
Aircraft type	Decision height(DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C,D	(30)	(29)	RVR300	A,B,C:RVR300 D:RVR350

FAF - MAPt (GP INOP) 10.6km							
GS in	kt	80	100	120	140	160	180
	km/h	150	185	220	260	295	335
Time	min:sec	4:18	3:26	2:52	2:27	2:09	1:54
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

HUD special CAT I: (DH)(45),(RA)(42),RVR450.  
 Changes: Delete restricted areas.