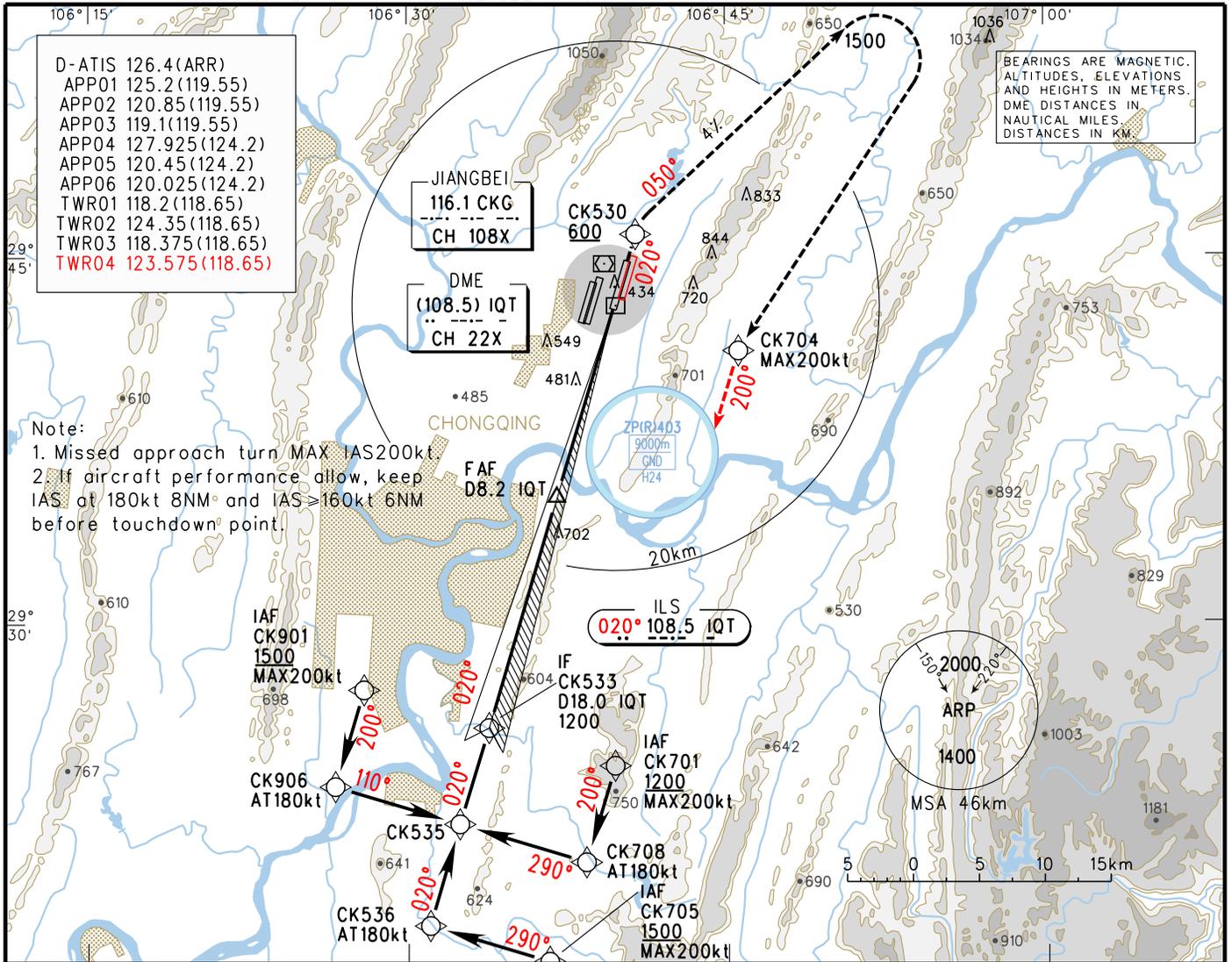


INSTRUMENT APPROACH CHART-ICAO

VAR 2.9° W AERODROME ELEV 415.6
THR RWY03L ELEV 405.3

ZUCK CHONGQING/Jiangbei
RNAV ILS/DME z RWY03L



D-ATIS 126.4 (ARR)
APP01 125.2 (119.55)
APP02 120.85 (119.55)
APP03 119.1 (119.55)
APP04 127.925 (124.2)
APP05 120.45 (124.2)
APP06 120.025 (124.2)
TWR01 118.2 (118.65)
TWR02 124.35 (118.65)
TWR03 118.375 (118.65)
TWR04 123.575 (118.65)

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

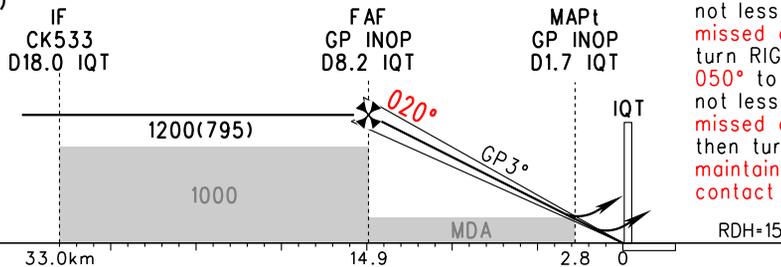
Note:
1. Missed approach turn MAX IAS 200kt.
2. If aircraft performance allow, keep IAS at 180kt 8NM and IAS > 160kt 6NM before touchdown point.

GP INOP	DME (IQT) (NM)	8	7	6	5	4	3	2
	ALT (m)	1180	1083	986	889	792	695	598

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

MISSED APPROACH

Climb straight ahead to CK530 at 600 or above with gradient not less than 4.0% (GP INOP missed approach gradient 2.5%). turn RIGHT and climb along 050° to 1500 with gradient not less than 4.0% (GP INOP missed approach gradient 2.5%), then turn RIGHT to CK704, maintain 200° after CK704, contact ATC.



	A	B	C	D	FAF-MAPt (GP INOP) 12.1km						
					GS in kt	80	100	120	140	160	180
ILS/DME	DA(H) RVR/VIS	Missed APCH climb gradient 4% 465(60) 800/800			80	100	120	140	160	180	
GP INOP	MDA(H)	Missed APCH climb gradient 2.5% 565(160)			150	185	220	260	295	335	
	VIS	2200			4:55	3:56	3:16	2:48	2:27	2:11	
CIRCLING	MDA(H)	640(224)	810(394)	980(564)	980(564)	2.2	2.7	3.2	3.8	4.3	4.9
	VIS	3000	3000	4400	5000						

• HUD Special CAT I: (DH)(45), (RA)(50), RVR450.
• RVR 550 can be implemented when using approved HUD or AP or FD for approach.