

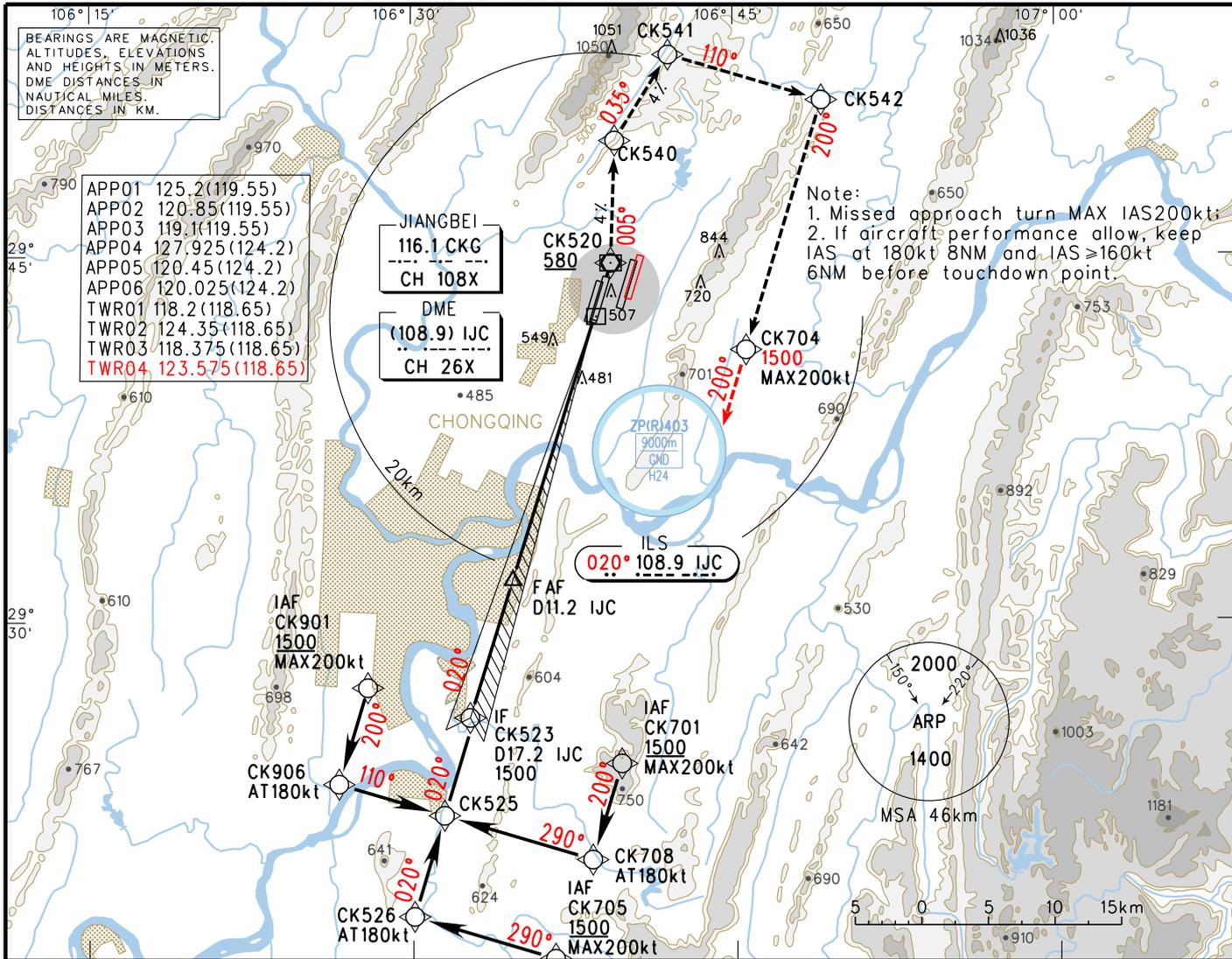
# INSTRUMENT APPROACH CHART-ICAO

VAR 2.9° W

AERODROME ELEV 415.6  
DTHR RWY02R ELEV 411.3  
D-ATIS 126.4 (ARR)

# ZUCK CHONGQING/Jiangbei

RNAV ILS/DME z RWY02R

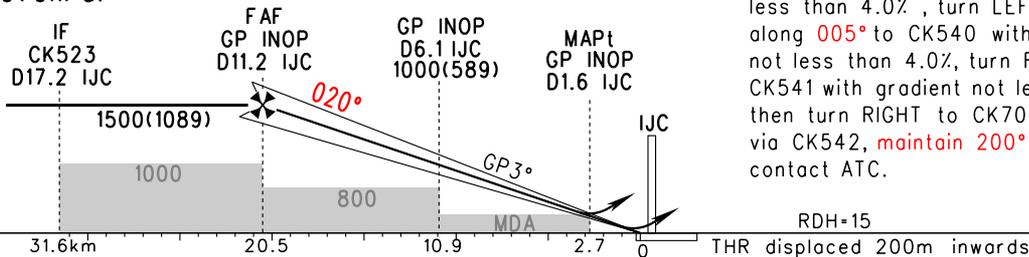


GP INOP	DME (IJC) (NM)	10	8	6	4	2	
	ALT (m)	1381	1186	992	798	604	

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

### MISSED APPROACH

Climb straight ahead to CK520 at 580 or above with gradient not less than 4.0%, turn LEFT and climb along 005° to CK540 with gradient not less than 4.0%, turn RIGHT to CK541 with gradient not less than 4.0%, then turn RIGHT to CK704 at 1500 via CK542, maintain 200° after CK704, contact ATC.



ILS/DME	FAF-MAPt(GP INOP) 17.8km					
	A	B	C	D		
DA(H) RVR/VIS		471(60) 800/800				
GP INOP		565(154) 2300				
CIRCLING	640(224) 3000	810(394) 3000	980(564) 4400	980(564) 5000		
HUD Special CAT II						
CAT A,B,C,D	(DH)(30),(RA)(31), RVR350					
GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	7:13	5:46	4:49	4:07	3:36	3:12
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

HUD Special CAT I: (DH)(45),(RA)(93),RVR450. Missed APCH climb gradient 4%. RVR 550 can be implemented when using approved HUD or AP or FD for approach. Changes: VAR, FREQ, new RWY, procedure, LDG minima.