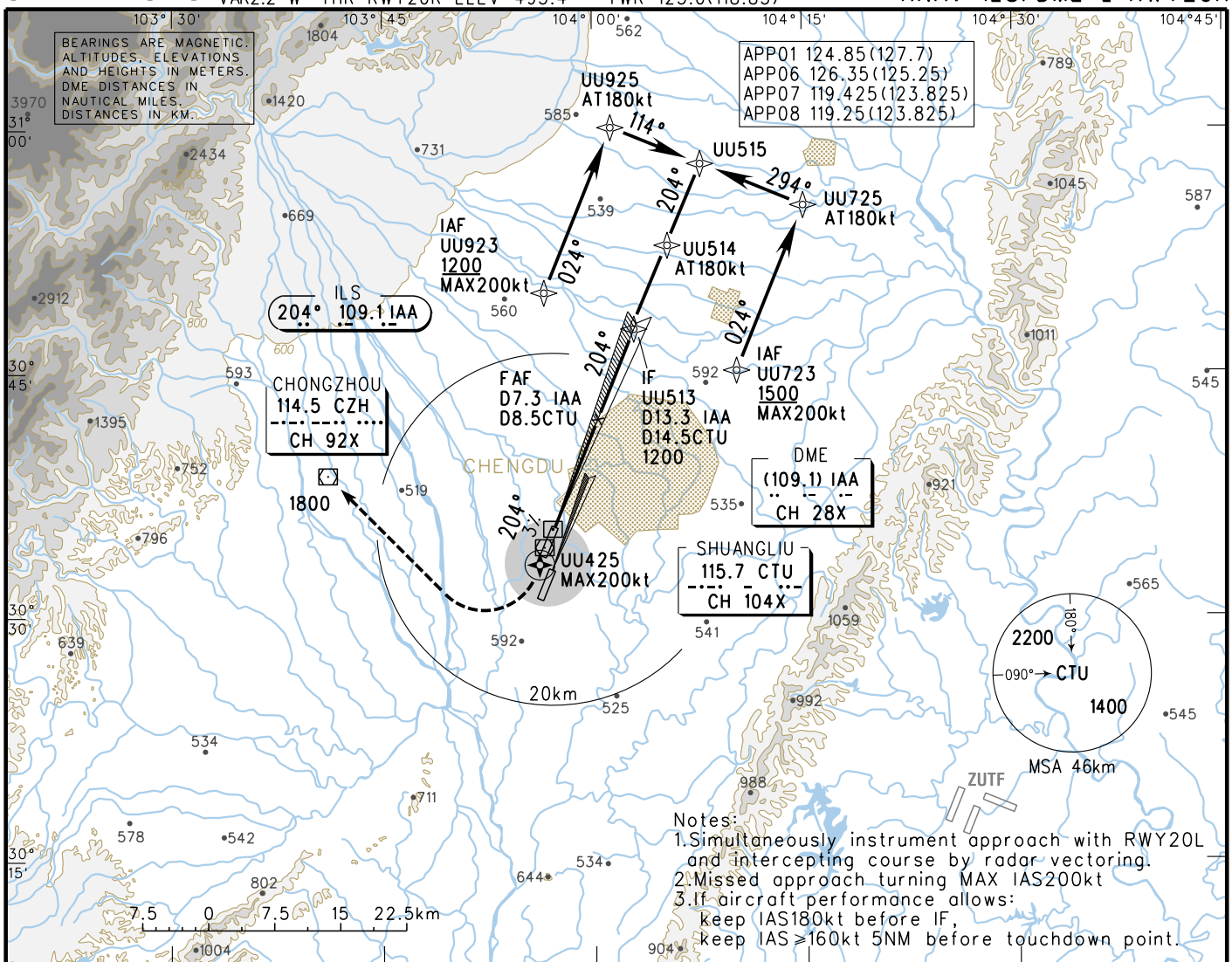
# INSTRUMENT APPROACH CHART-ICAO

VAR2.2°W

AERODROME ELEV 512.4
THR RWY20R ELEV 495.4

D-ATIS 126.45
TWR 123.0(118.85)

## ZUUU CHENGDU/Shuangliu
RNAV ILS/DME z RWY20R



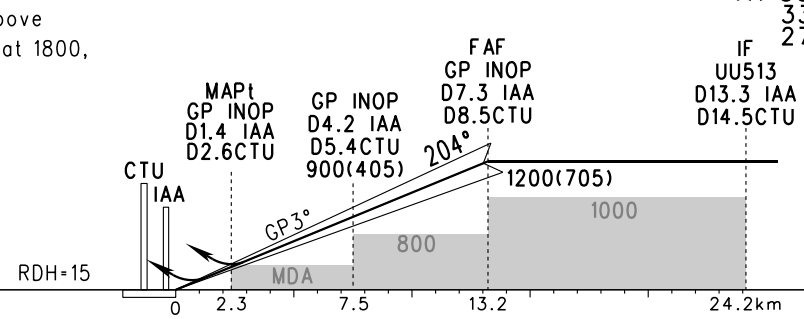

Notes:
1. Simultaneously instrument approach with RWY20L and intercepting course by radar vectoring.
2. Missed approach turning MAX IAS200kt
3. If aircraft performance allows:
   keep IAS180kt before IF,
   keep IAS ≥160kt 5NM before touchdown point.

| GP INOP | DME (IAA) (NM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| | ALT (m) | | 687 | 784 | 881 | 978 | 1075 | 1172 |

### MISSED APPROACH

Keep climb gradient 3.0% or above to UU425, turn RIGHT to CZH at 1800, contact ATC.

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




| | A | B | C | D |
|---|---|---|---|---|
| ILS/DME DA(H) RVR/VIS | 555(60) 550/800 | | 560(65) 550/800 | |
| GP INOP MDA(H) RVR/VIS | 630(135) 1700/1700 | | | |
| CIRCLING MDA(H) VIS | 700(188) 2400 | | 740(228) 3200 | 740(228) 3600 |

FAF-MAPt(GP INOP) 10.9km

| GS in kt / km/h | 80 / 150 | 100 / 185 | 120 / 220 | 140 / 260 | 160 / 295 | 180 / 335 |
|---|---|---|---|---|---|---|
| Time min:sec | 4:25 | 3:32 | 2:57 | 2:31 | 2:12 | 1:58 |
| Rate of descent m/s | 2.2 | 2.7 | 3.2 | 3.8 | 4.3 | 4.9 |

*Changes: Delete restricted areas.*