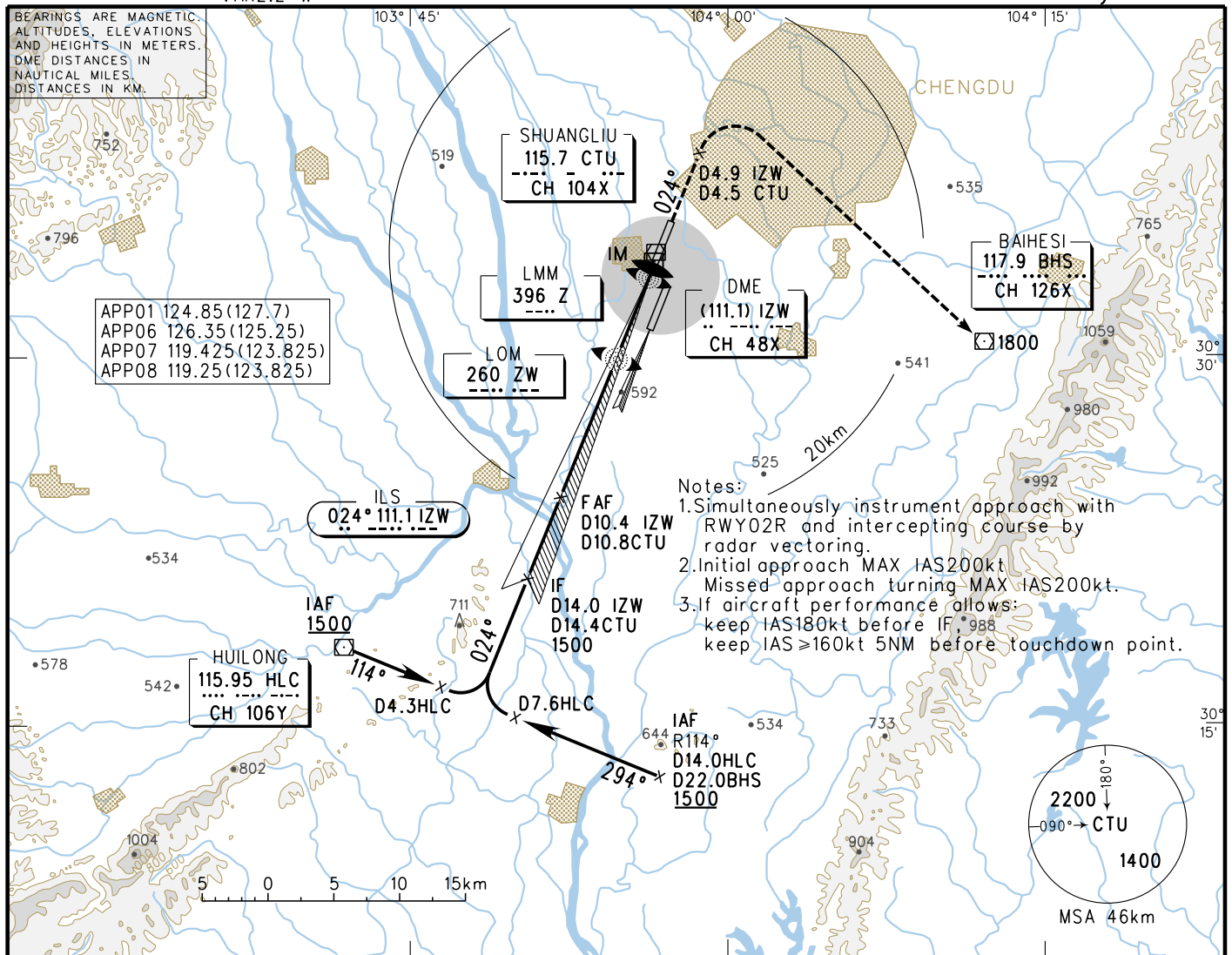


INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 512.4
THR RWY02L ELEV 492.9

ZUUU CHENGDU/Shuangliu

ILS/DME y CAT-I/II
RWY02L

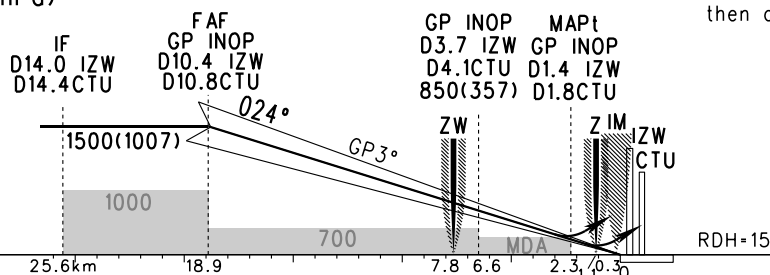


GP INOP	DME (IZW) (NM)	8	7	6	5	4	3	2
	ALT (m)	1268	1171	1074	977	880	783	686

TL	3600
TA	3000
	3300(QNH $\geq 1031\text{hPa}$)
	2700(QNH $\leq 979\text{hPa}$)

MISSED APPROACH

Climb straight ahead to D4.9 IZW/
D4.5CTU, turn RIGHT to BHS at 1800,
then contact ATC.



	A	B	C	D
ILS/DME ^{DA(H)} _⑥ RVR/VIS _④	553(60) 550/800			
GP INOP ^{MDA(H)} RVR/VIS	630(137) 1800/1800			
CIRCLING ^{MDA(H)} VIS	700(188) 2400		740(228) 3200	740(228) 3600
ILS CAT II(Missed approach climb gradient 3.0%)				
Aircraft type	Decision height(DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C,D	(30)	(32)	RVR300	A.B.C:RVR300 D:RVR350

FAF - MAPt(GP INOP) 16.6km							
GS in kt	80 150	100 185	120 220	140 260	160 295	180 335	
Time min:sec	6:46	5:25	4:31	3:52	3:23	3:00	
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9	

● HUD special CAT I: (DH)(45), (RA)(47), RVR450.
 ● Missed approach climb gradient 4.0%.
 Note: Missed approach climb gradient 2.5%, A,B: DA(H) 553(60),
 RVR/VIS 550/800. C,D: DA(H) 558(65). RVR/VIS 550/800.