

INSTRUMENT APPROACH CHART-ICAO

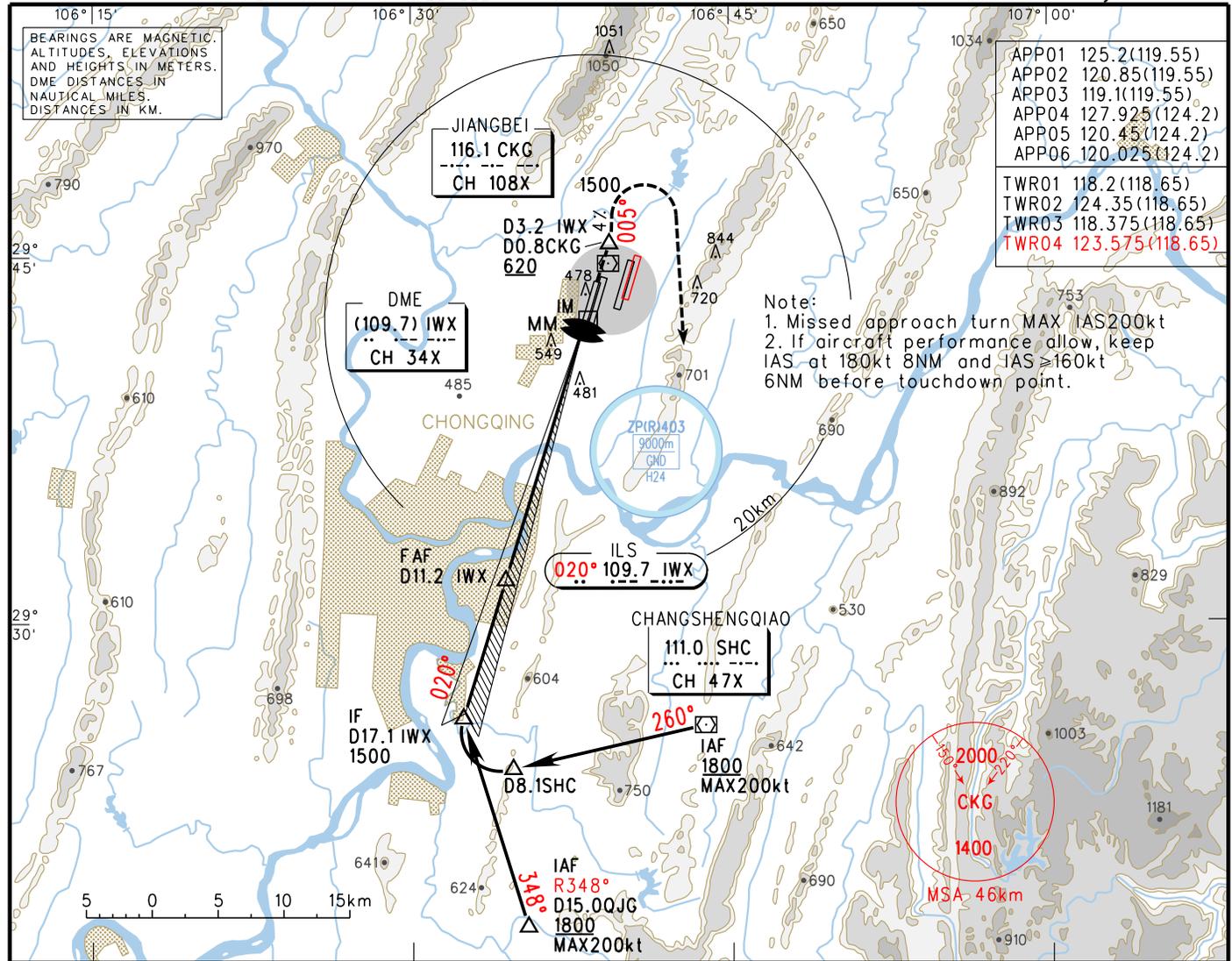
AERODROME ELEV 415.6
THR RWY02L ELEV 411.8

ZUCK CHONGQING/Jiangbei

D-ATIS 126.4 (ARR)

CAT-I/II ILS/DME y RWY02L

VAR 2.9° W

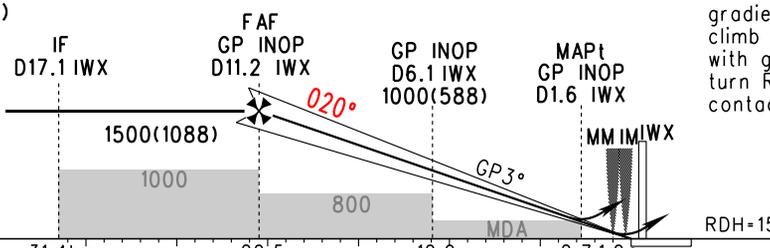


APP01	125.2 (119.55)
APP02	120.85 (119.55)
APP03	119.1 (119.55)
APP04	127.925 (124.2)
APP05	120.45 (124.2)
APP06	120.025 (124.2)
TWR01	118.2 (118.65)
TWR02	124.35 (118.65)
TWR03	118.375 (118.65)
TWR04	123.575 (118.65)

GP INOP	DME (IWX) (NM)	10	8	6	4	2		
	ALT (m)	1381	1187	993	799	605		

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

MISSED APPROACH
Climb straight ahead to D3.2 IWX / D0.8CKG at 620 or above with gradient not less than 4.0%, then climb along R005° CKG to 1500 with gradient not less than 4.0%, turn RIGHT to SHC at 1800, contact ATC.



		A	B	C	D	FAF-MAPt (GP INOP) 17.8km						
ILS/DME	DA(H) RVR/VIS		472 (60) 550/800									
	GP INOP		565 (153) 2100									
CIRCLING	MDA(H) VIS	640 (224) 3000	810 (394) 3000	980 (564) 4400	980 (564) 5000							
	ILS CAT II											
Aircraft type	Decision height (DH)	Radio altimeter	Autopilot to DH and below		Manual operation below DH							
A, B, C	(30)	(32)	RVR300		RVR300							
D					RVR350							
GS in kt		80	100	120	140	160	180					
km/h		150	185	220	260	295	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) (53), RVR 450
• Missed APCH climb gradient 4%
Changes: VAR, FREQ, new RWY, procedure, LDG minima, MSA