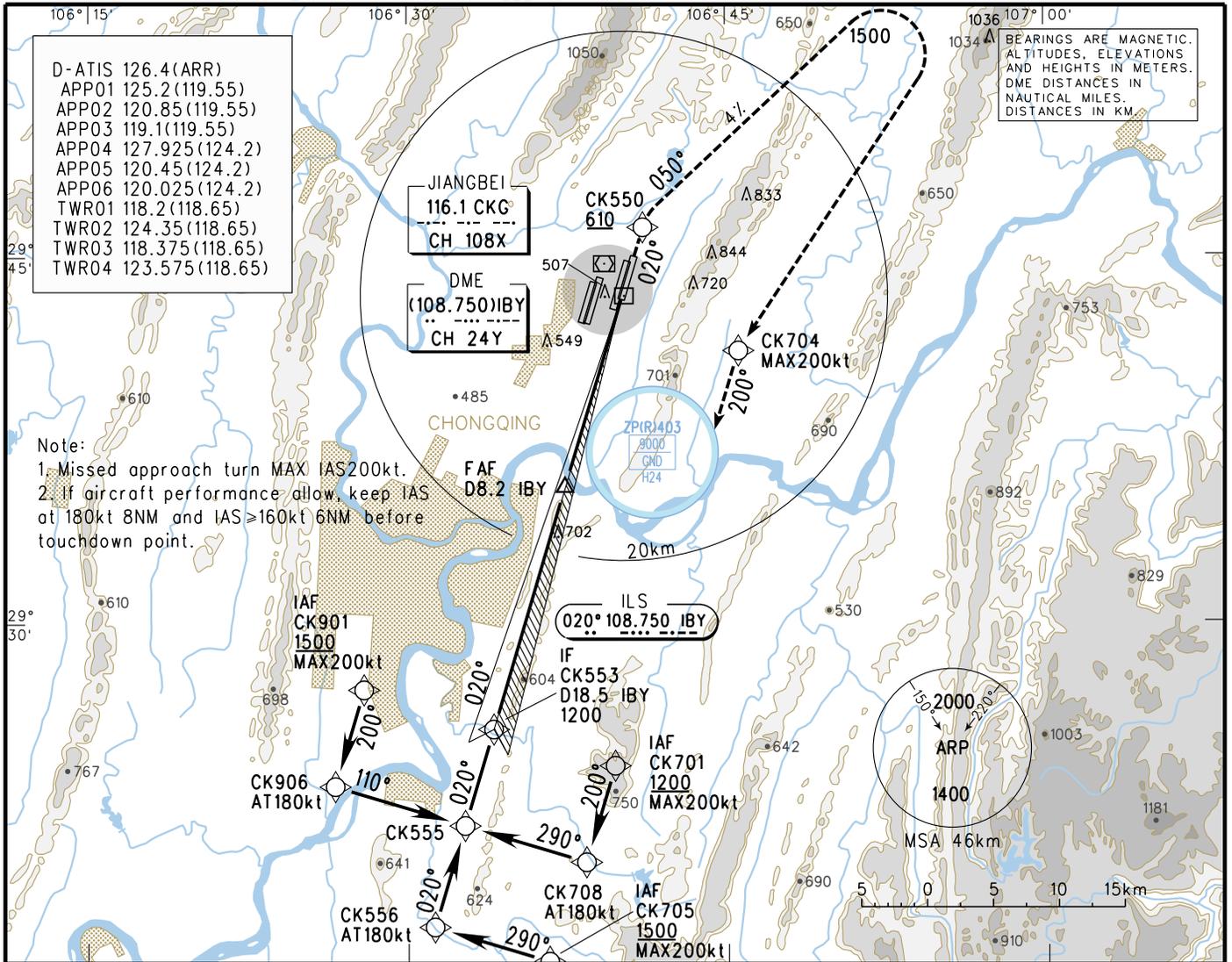


INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 415.6
VAR 2.9° W THR RWY03R ELEV 406.0

ZUCK CHONGQING/Jiangbei RNAV ILS/DME z RWY03R



- 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)

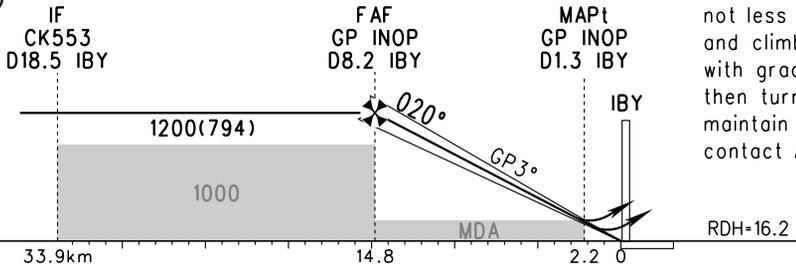
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

Note:
1. Missed approach turn MAX IAS200kt.
2. If aircraft performance allow, keep IAS at 180kt 8NM and IAS ≥ 160kt 6NM before touchdown point.

GP INOP	DME (IBY) (NM)	8	7	6	5	4	3	2
	ALT (m)	1182	1085	988	891	794	697	600

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

MISSED APPROACH
Climb straight ahead to CK550 at 610 or above with gradient not less than 4.0%, turn RIGHT and climb along 050° to 1500 with gradient not less than 4.0%, then turn RIGHT to CK704, maintain 200° after CK704, contact ATC.



					FAF-MAPt(GP INOP) 12.6km							
		A	B	C	D	GS in kt	80	100	120	140	160	180
ILS/DME	DA(H)	Missed APCH climb 466(60)				150	185	220	260	295	335	
	RVR/VIS	gradient 4% 800/800										
GP INOP	MDA(H)	Missed APCH climb 535(129)				5:06	4:05	3:24	2:55	2:33	2:16	
	RVR/VIS	gradient 4% 1600/1600										
CIRCLING	MDA(H)	640(224)	810(394)	980(564)	980(564)	Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9
	VIS	3000	3000	4400	5000	* RVR 550 can be implemented when using approved HUD or AP or FD for approach. Changes: New chart.						