

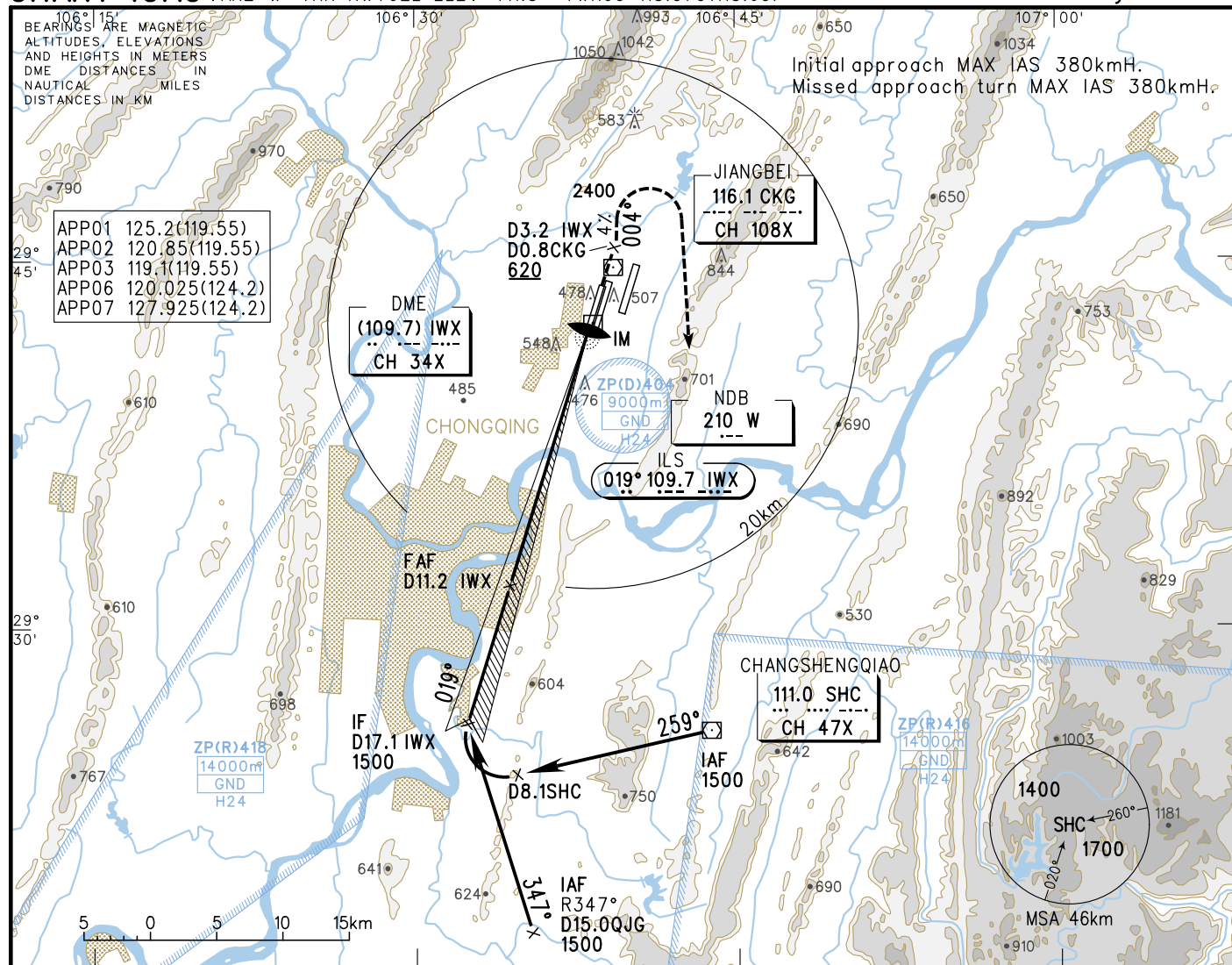
INSTRUMENT APPROACH CHART-ICAO

VAR2° W

AERODROME ELEV 416
THR RWY02L ELEV 411.8

D-ATIS 126.4 (ARR)
TWR01 118.2 (118.65)
TWR02 124.35 (118.65)
TWR03 118.375 (118.65)

ZUCK CHONGQING/Jiangbei
CAT-I/II ILS/DME y RWY02L

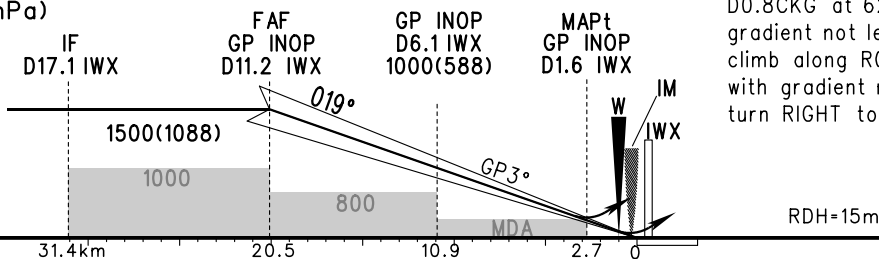


GP INOP	DME (IWX) (NM)	10	8	6	4	2		
	ALT (m)	1381	1187	993	799	605		

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%, then
climb along R004° CKG to 2400
with gradient not less than 4%,
turn RIGHT to SHC, contact ATC.



31.4km					20.9		10.9		2.7		0						
A		B		C		D		FAF-MAPt(GP INOP) 17.8km									
DA(H) RVR/VIS HUD		472(60) 550/800						GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335		
GP INOP		MDA(H) VIS		565(153) 2100				Time	min:sec	7:13	5:47	4:49	4:08	3:37	3:13		
CIRCLING		MDA(H) VIS		640(224) 3000		780(364) 3000		980(564) 5000		Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9
ILS CAT II																	
Aircraft type	Radio altimeter	Decision height (DH)	Autopilot to DH and below		Manual operation below DH												
A,B,C	(32)	(30)	RVR300		RVR300		SA CAT I: (DH)(45),(RA)(53),RVR450										
D					RVR350		Changes: Nil										

SA CAT I: (DH) (45), (RA) (53), RVR450

Changes: Nil