AERODROME ELEV 512 D-ATIS 126.45
THR RWY20R FLEV 495 4 TWR 123 0(118 8

ZUUU CHENGDU/Shuangliu

VAR1.7° W THR RWY20R ELEV 495.4 <u>ILS/DME</u> y RWYŽOR TWR 123.0(118.85) 104° 00' 562 103° 30' 1804 BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DME DISTANCES IN 3970 NAUTICAL MILES 118 DISTANCES IN KM APP01:124.85(127.7) 789 APP02:119.7(127.7) APP03:119.25(127.7) 420 585 APP04:124.75(125.25) APP05:119.425(125.25) D13.0JTG •2434 •1045 587 •669 2940 JINTANG IAF 🖸 D34.3HLC 115.4 JTG 1200 1140 D13.3 IAA 1800 D14.5CTU 1200 CH 101X 560• •1011 2940 IAF R02 D14.7BHS 593 545 45 CHONGZHOU EEE SHE <u>1500</u> 114.5 CZH CHENGE 1395 R355° DME CH 92X (109.1) IAA D7.3 IAA 1800 D8.5CTU •921 CH 28X 535• BAIHESI D2.4 IAA SHUANGLIU •796 D1.2QTU ↓ 117.9 BHS 115.7 CTU •565 CH 126X CH 104X \odot LMM 1059 2200 30 592 396 Z 639 -090**⊶ CTU** 20km 1700 992 545 525 HUILONG 534 204° 109.1 IAA 115.95 HLC MSA 46km CH 106Y Notes: 988 711 1.Simultaneously instrument approach with RWY20L and intercepting course by 578 •542 radar vectoring. 30° 2.Initial approach MAX IAS 200kt. 534 802 Missed approach turning MAX IAS 200kt. 3/1f gircraft performance allows: keep IAS 180kt before IF, 904 keep IAS ≥ 160kt 5NM before touchdown point. 22.5km •1004 DME (IAA) (NM) 1 3 5 2 6 GP INOP ATL (m) 687 784 881 978 1075 1172 3600 3000 MISSED APPROACH ŤĀ Keep climb gradient 3.0% or above 3300(QNH≥1031hpa) to Z(D1.2CTU/D2.4 IAA), turn RIGHT 2700(QNH≤979hpa) FAF CZH at 1800, contact ATC. GP INOP D7.3 IAA IF GP INOP MAPt GP INOP D4.2 IAA D13.3 IAA D8.5CTU D14.5CTU D5.4CTU 204 900(405) CTU 1200(705) IAA 800 RDH=15m MDA 13.2 \mathbb{B} \mathbf{C} D FAF-MAPt(GP INOP) 10.9km 80 100 120 140 160 180 555(60) 560(65) GS in ILS/DME DA(DH) RVR/VIS kmH 150 295 335 185 220 260 550/800 550/800 2:12 1:58 Time min:sec 4:25 3:32 2:57 2:31 GP INOP MDA(H) 630(135) 1700 4.3 Rate of descent m/s 2.2 2.7 3.2 3.8 4.9 CIRCLING MDA(H) 740(228) 740(228) 700(188) Changes: New chart. 2400 3200 3600