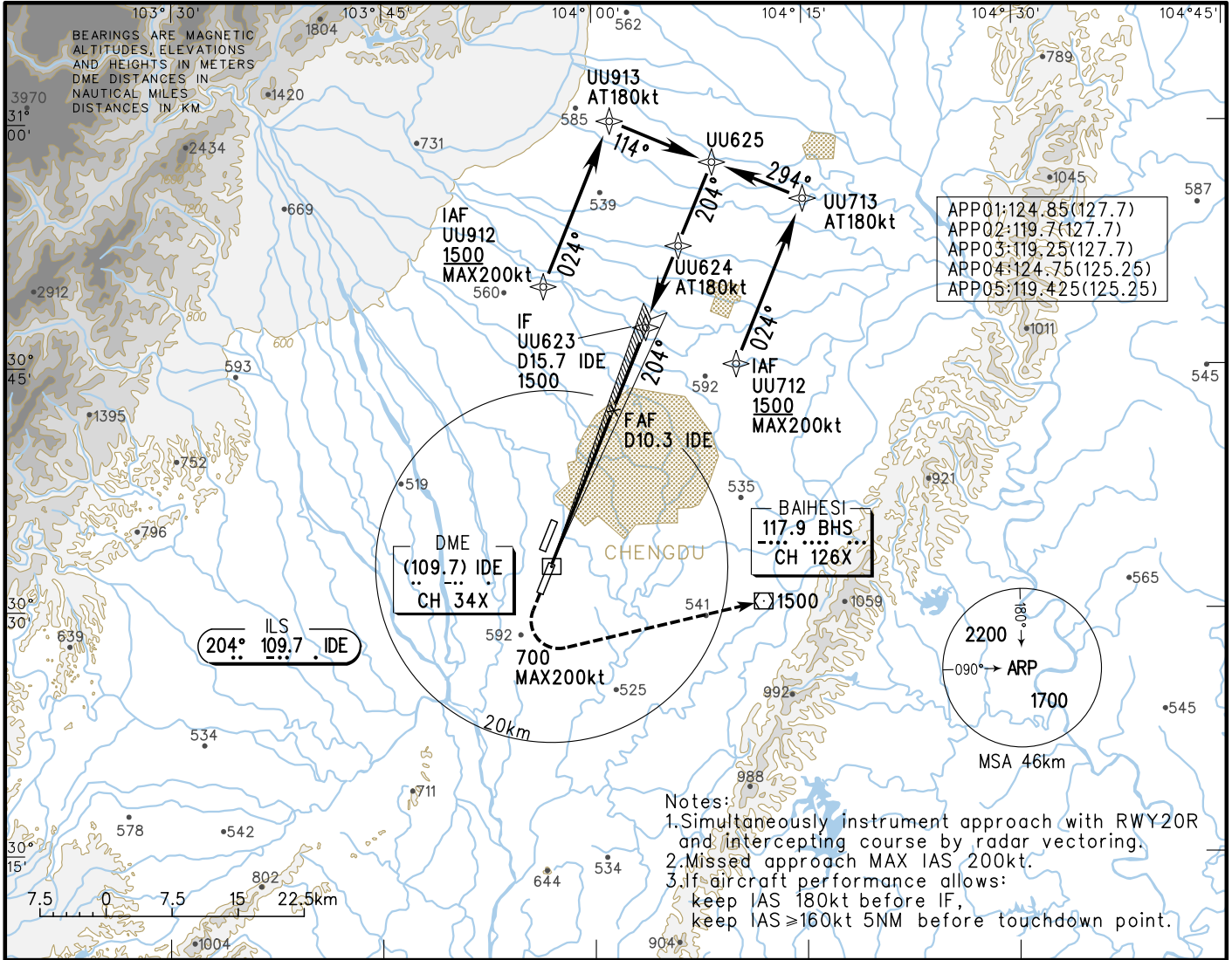


INSTRUMENT
APPROACH
CHART-ICAO

VAR1.7°W AERODROME ELEV 512 D-ATIS 126.45
THR RWY20L ELEV 496.6 TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu
RNAV ILS/DME z RWY20L



- Notes:
1. Simultaneously instrument approach with RWY20R and intercepting course by radar vectoring.
 2. Missed approach MAX IAS 200kt.
 3. If aircraft performance allows:
keep IAS 180kt before IF,
keep IAS ≥160kt 5NM before touchdown point.

GP INOP

DME (IDE) (NM)

2

3

4

5

6

7

8

ALT (m)

691

788

885

981

1078

1175

1272

MISSED APPROACH

Climb straight ahead to 700,
turn LEFT to BHS at 1500,
contact ATC.

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

GP INOP
D4.2 IDE
900(403)

MAPt
GP INOP
D1.7 IDE

FAF
GP INOP
D10.3 IDE

IF
UU623
D15.7 IDE

RDH=15m

MDA

800

1000

1500(1003)

GP3°

204°

02.97.518.928.8km

	A	B	C	D	FAF-MAPt(GP INOP) 16.0km							
ILS/DME	DA(H) RVR/VIS	557(60) 550/800		562(65) 550/800	GS in	kt	80	100	120	140	160	180
GP INOP	MDA(H) VIS	660(163) 2300			min:sec	6:29	5:11	4:19	3:42	3:14	2:52	
CIRCLING	MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600	Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9
HUD SA CAT II (Missed approach climb gradient 4.0%)												
A,B,C,D		(DH)(30),(RA)(33), RVR350										

Changes: New chart.