ZUUU CHENGDU/Shuangliu

APPROACH AERODROME ELEV 512 D-ATIS 126.45 CHART-ICAO VAR1.7°W THR RWY20L ELEV 496.6 TWR 130.35(118.85) ILS/DME y RWY20L 103° 30'
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM 1804 789 APP01:124.85(127.7) C1420 APP02:119.7(127.7) 585• APP03:119.25(127,7) APP04:124.75(125,25) 2434 APP05:119.425(125.25) D12.2JTG 1045 587 539 •669 IAF D34.3HLC 1<u>800</u> 1500 JINTANG D15.7 IDE 560• 115.4 JTG 1500 294 D14.7BHS CH 101X 593 545 **1395** D10.3 IDE •921 •519 BAIHESI 117.9 BHS •796 SHUANGLIU DME CH_126X (109.7) IDE 115.7 CTU •565 2200 CH 34X 1500 1059 CH 104X 090°→ CTU 592 639 700 1700 ILS 204°109.7 IDE 992 545 525 MSA 46km HUILONG Notes: 20km 534 115.95 HLC 1.Simultaneously instrument approach with RWY20R and intercepting course by 988 2 Initial approach MAX IAS 200kt. CH 106Y 711 (·) Missed approach turning MAX IAS 200kt. 3.lf aircraft performance allows: keep IAS 180kt before IF, 578 •542 keep IAS ≥160kt 5NM before touchdown point. 534 802 22.5km 15 904 •1004 DME (IDE) (NM) 7 3 6 8 GP INOP ALT (m) 691 788 885 981 1078 1175 1272 3600 3000 MISSED APPROACH TL TA Climb straight ahead to 700m, 3300(QNH≥1031hpa) 2700(QNH≤979hpa) turn LEFT to BHS at 1500, FAF GP INOP then contact ATC. MAPt GP INOP D10.3 IDE D15.7 IDE D1.7 IDE GP INOP D4.2 IDE 900(403) IDF 1500(1003) 1000 800 RDH=15m MDA FAF-MAPt(GP INOP) 16.0km ILS/DME RVR/VIS 557(60) 550/800 562(65) 550/800 120 140 160 80 100 180 kt GS in 295 335 150 185 220 260 kmH GP INOP MDA(H) 660(163) 2300 2:52 Time min:sec 6:29 5:11 4:19 3:42 3:14 740(228) 3200 740(228) 3600 700(188) CIRCLING MDA(H) Rate of descent 2.2 2.7 3.2 3.8 4.3 4.9 2400 m/s SA CAT II (Missed approach climb gradient 4.0%)

A,B,C,D

Changes: New chart.

(DH)(30),(RA)(33), RVR350