

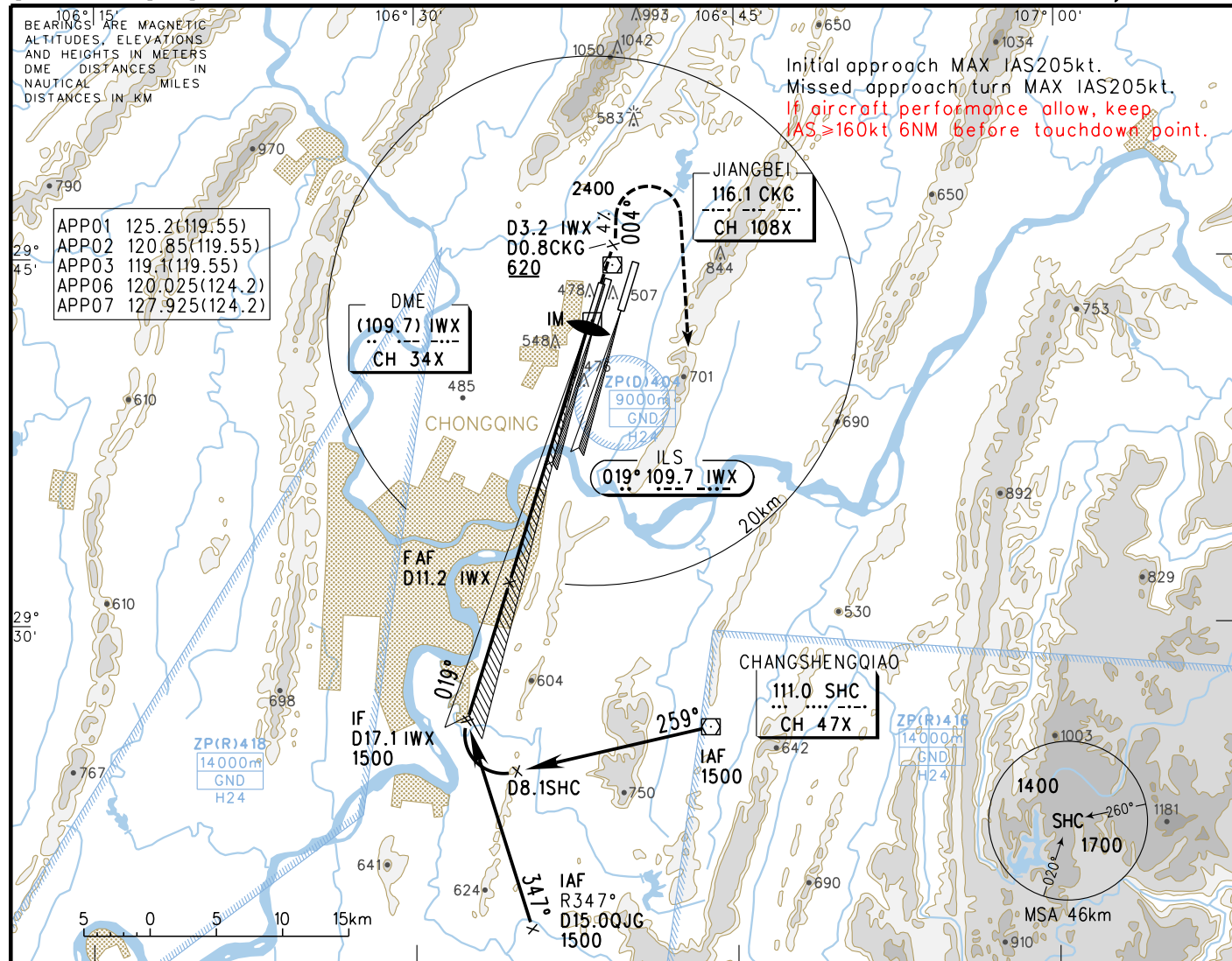
INSTRUMENT APPROACH CHART-ICAO

VAR2° W

AERODROME ELEV 415.6
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

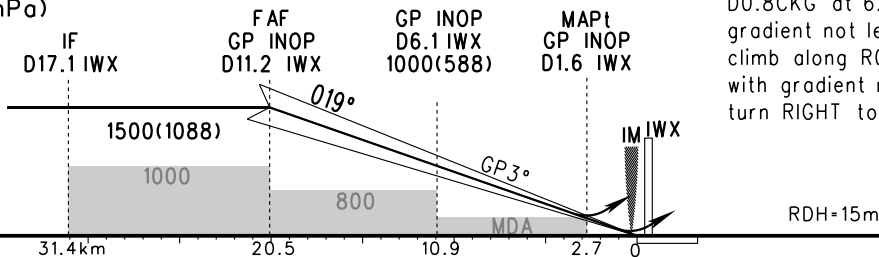


GP INOP	DME (IWX) (NM)	10	8	6	4	2		
	ALT (m)	1381	1187	993	799	605		

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.



ILS/DME		DA(H)	472(60)					
A	4.0%	RVR/VIS	550/800					
		HVD						
GP INOP		MDA(H)	565(153)					
		VIS	2100					
CIRCLING		MDA(H)	640(224)	780(364)	980(564)			
		VIS	3000	3000	5000			
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			
D					RVR350			

FAF-MAPT(GP INOP) 17.8km							
GS in	kt	80	100	120	140	160	180
	kmH	150	185	220	260	295	335
Time	min:sec	7:13	5:47	4:49	4:08	3:37	3:13
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

HVD Special CAT I: (DH)(45),(RA)(53),RVR450

Note: A Missed APCH climb gradient.

Changes: speed limit, delete NDB 'W'.