D-ATIS 126.45(ARR) APP 124.85(127.7) AP01 119.7(127.7) AP02 INSTRUMENT APPROACH 119.25(127.7) AP03 ZUUU CHENGDU/Shuangliu AP03 AERODROME ELEV 512 119.25(127.7) CHART-ICAO VAR2° W THR RWY20R ELEV 495.3 TWR 123.0(118.85) for RWY20R RNAV ILS/DME RWY20R 104° 00'562 1049 30' 103° 30' 103° 45 1804 BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS, IN METERS DME DISTANCES IN NAUTICAL MILES DISTANCES IN KM 789 1420 IAF •585 114 • UU515 •731 2434 1500 2940 MAX 370kmH JAF •1045 587 UU715 539 •669 1500 UU912 MAX 370kmH UU514 1200 ILS MAX,370kmH 204° 109 1 IAA •2912 •1011 IAF **UU714** UU513 5 D13.3 IAA D14.5CTU 545 45 CHONGZHOU 1500 D7.3 IAA D8.5CTU MAX 370kmH 114.5 CZH •1395 CH 92X 1200 DME CHENGO D4.2 IAA $\overline{(}$ (109,1) IAA •921 D5.4CTU 535 CH 28X D1.4 IAA D2.6CTU 796 D2.4 IAA D1.2CTU SHUANGLIU 115.7 CTU •565 CH 104X LMM 1059 396 Z 30 2200 639 592 .090°**→ ARP** 525 992 20km 1700 •545 534 MSA 46km 711 Missed approach MAX TAS 370kmH 578 •542 30° UU515-IF: IAS 330kmH 534 15 6444 Simultaneously instrument appraoch with RWY20L 802 and intercepting course by radar vectoring. 22.5m 904 •1004 DME (IAA) 2 3 5 6 GP INOP ALT (m) 784 881 1075 687 978 1172 3600 3000 3300(QNH≥1031hPa) TL TA MISSED APPROACH Keep climb gradient 3.0% or above

2700(QNH ≤979hPa) to D2.4 IAA/D1.2CTU at 630 or above, FAF GP INOP turn RIGHT to CZH at 1800 or above, MAPt GP IF GP INOP GP INOP D1.4 11 D2 D7.3 IAA D8.5CTU D13.3 IAA D14.5CTU contact ATC. **D4.2 IAA** D5.4CTU D1.4 IAA D2.6CTU 204° CTU 900 1200(1003) (405)IAA 1000 800 RDH=15m 13.2 24.2km

	A	В	С	D	FAF-MAPt(GP INOP) 10.9km							
ILS/DME DA(H)	555(60) 550/800		560(65) 550/800		GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
	630(135) 1700				Time	min:sec	4:22	3:32	2:58	2:31	2:13	1:57
GP INOP MDA(H)				Rate of	descent m/s	2.2	2.7	3.2	3.8	4.3	4.9	
CIRCLING MDA(H)		(188) 00	740(228) 3200	740(228) 3600	Changes: New chart.							