D-ATIS 126.4 (ARR) 125.2(119.55) AP01 **INSTRUMENT** 120.85(119.55) AP02 AERODROME ELEV 416 HEIGHTS RELATED TO THR RWY20L ELEV 410 APPROACH CHART-ICAO ZUCK CHONGQING/Jiangbei 119.1(124.2) AP03 TWR 118.2(118.65) ILS/DME y RWY20L VAR2°W 124.35(118.65) • 447 BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DME DISTANCES IN ME DISTANCES
NAUTICAL
OBSTANCES IN KM MILES 870 199° 110.1 IMW D11.0/ IMW 650 1350 1050 A 1042 FAF D8.2 IMW TONGUINGCHANG Initial approach MAX IAS 380kmH Missed approach turn MAX IAS 380kmH 241 05 1AF 1500 JIANGBEI 970 116.1 CKG • 790 D4.0° IMW CH /108X DME (110.1) IMW CH 38X 701 •485 800 892 A 682 2050 829 **610** 08 **©**530 30' 1400 604 698 0 10 15km MSA 46km 1003 DME (IMW) (NM) 2 3 4 5 6 7 8 GP INOP 602 990 1183 ALT (m) 699 893 108 3600 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa) TL TA MISSED APPROACH Climb straight ahead to 800, then turn LEFT to OS at 1500 MAPt or above, contact ATC. GP INOP GP INOP D11.0, IMW D4.0 IMW IMW 199° CKG /120<u>0(790)</u> 1350(940) 790(380) 1150 RDH=15m THR displaced 200m inwards 700 1.3 7.0 14'.9 19.9km В \mathbb{C} D FAF-MAPt(GP INOP) 12.4km Α

470(60) 550/800

640(224)

3100

ILS/DME DA(DH)

GP INOP MDA(H)

CIRCLING MDA(H)

160

295

2:31

4.3

180 335

2:14

4.9

970(554) 5000

475(65) 550/800

555(145) 1900

> 970(554) 4400

kt kmH

min:sec

Rate of descent m/s

GS in

Time

80

150

5:02

2.2

Changes: MAPt, landing minima, conversion table.

100

185

4:02

2.7

120 220

3:21

3.2

140 260

2:53

3.8