D-ATIS 131.45 ATIS 128.6(DEP) 126.45(ARR) APP 124.85(127.7) APO1

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 512 HEIGHTS RELATED TO 119.7(127.7) AP02 119.25(127.7) AP03 124.75(125.25) AP04

ZUUU CHENGDU/Shuangliu

CHART-ICAO ILS/DME y RWY02L VAR2°W THR RWY02L ELEV 493 TWR 123.0(118.85) for RWY02L/20R BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DME DISTANCES IN 103° 45 104° 15 •560 ZP(R)409 NAUTICAL MILES 20000m DISTANCES IN KM GND Initial approach MAX IAS 380kmH Missed approach MAX IAS 380kmH •593 CHENGOU D4.5CTU SHUANGLIU D4.8 IZW •752 CHONGZHOU \odot 115.7) CTU 114.5 CZH •921 •519 CH 104X •535 CH 92X 533 DME 569 BAIHESI (111.1) IZW 591 592 ₺ 117.9 BHS LMM CH 48X CH 126X 396 Z D2.5CTU D2.1 IZW R278°BHS 583 A \odot 1059 - LOM FAF D7.7CTU D9.7CZH 260 ZW 592 R260° BHS 2400 D7.3 IZW 980 1200 . ·oBHS 525 20km ΊF R203° •992 D9.0CTU R213° D11.0CTU D8.6 IZW ZP(R)420 1200 1200 •534 8000m R193° 633 2200 I D11.OCTU 2200-1900 1200 -090°→ CTU 791 296°/ IAF 988 1700 R204° 024° 111.1 JZW D13.0BHS R338 •542 D25.0FJC MSA 46km > 8 10 15 km 2400 •534 15 644 7332 802 7 DME (CTU) (NM) 5 3 2 6 GP INOP 843 746 ALT (m) 1134 1037 940 649 3600 3000 MISSED APPROACH ŤĀ Climb straight ahead to D4.5CTU 3300(QNH≥1031HPA) /D4.8 IZW, turn RIGHT to BHS at 2700(QNH<979HPA) D7.7CTU 1800 or above, then contact ATC. ΙF MAPt D4.8CTU D9.OCTU D7.3 IZW D4.4 IZW ZW GP INOP GP INOP D2.5CTU D8.6 IZW CTU 024° D2.1 IZW 1200(707)~ 700(207) 800 700 RDH=15m 15.7km 13.2 7.8 3.6 \mathbf{C} D FAF-MAPt(GP INOP) 12.1km A 140 260 180 335 80 100 120 160 kt GS in 553(60) 558(65) kmH 150 185 220 295 ILS/DME RVR/VIS 550/800 550/800 4:50 3:55 3:18 2:48 2:28 2:10 Time min:sec 620(127) MDA(H) GP INOP 2.7 3.8 4.9 1600 Rate of descent m/s 2.2 3.2 4.3 690(178) 720(208) 720(208) MDA(H) VIS CIRCLING Changes: Nil. 3600 2400 2800