D-ATIS 128.6(DEP) 126.45(ARR) APP 124.85(127.7) AP01

119.7(127.7) AP02



AP03 AERODROME ELEV 512 119.25(127.7) ZUUU CHENGDU/Shuangliu CHART-ICAO VAR2°W THR RWY02R ELEV 512 124.75(125.25) APO4 CAT-IIILS z RWY02R TWR 130.35(118.85) for RWY02R/20L BEARINGS ARE MAGNETIC BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DIE DISTANCES IN NAUTICAL MILES DISTANCES IN KM GND Initial approach MAX IAS 380kmH 200-1900 Missed approach MAX IAS 380kmH •752  $\odot$ CHENGDU CHONGZHOU • 519 114.5 CZH •535 SHUANGLIU CH 92X 115.7 CTU • 796 BAIHESI CH 104X 117.9 BHS CH 126X DME 583 (108.7) ICR 1059 Λ  $\odot$ IM CH 24X 30 980 D12.3CZH ZP(R)420 2400 525 8000m 992 2200-1900 D10.1 ICR •534 R221° D18.6CTU R176 D16.4CZH 988 •578 D14.0 1CR •542 1500 R207° D19.7CTU 2200 T 733 •534 151 R195° D19.9CTU R168° IAF 644 D20.2CZH -090<del>->-</del>CTU R204° 802 1500 D21.2BHS 1700 D23.8BHS 024° 108.7 ICR R169° 1500 2940× D24.0CTU 2400 904 1004 MSA 46km 0 10 15 km DME () (NM) 2 4 6 8 10 12 14 GP INOP ALT (m) 3600 3000 3300(QNH>1031HPA) 2700(QNH≤979HPA) TL TA MISSED APPROACH Keep climb gradient 5.0% or above to 650, turn RIGHT to BHS at 1800 or above, contact ATC. IF FAF D14.0 ICR D10.1 ICR **ICR** 024° IM 1500(988) 900 RDH=15m 0.35 0 25.6km 18.6 FAF-THR 18.6km  $\mathbf{C}$ В D Α 160 295 kt 80 100 120 140 180 GS in 150 220 260 335 kmH 185 (29)Radio altimeter min:sec 7:32 6:02 5:01 4:18 3:46 3:21 Time Decision height (DH) (30)Rate of descent m/s 2.2 2.7 3.2 3.8 4.3 4.9 Autopilot to DH and below

Changes: (DH), D-ATIS.

RVR350

RVR300

RVR300

Manual operation below DH