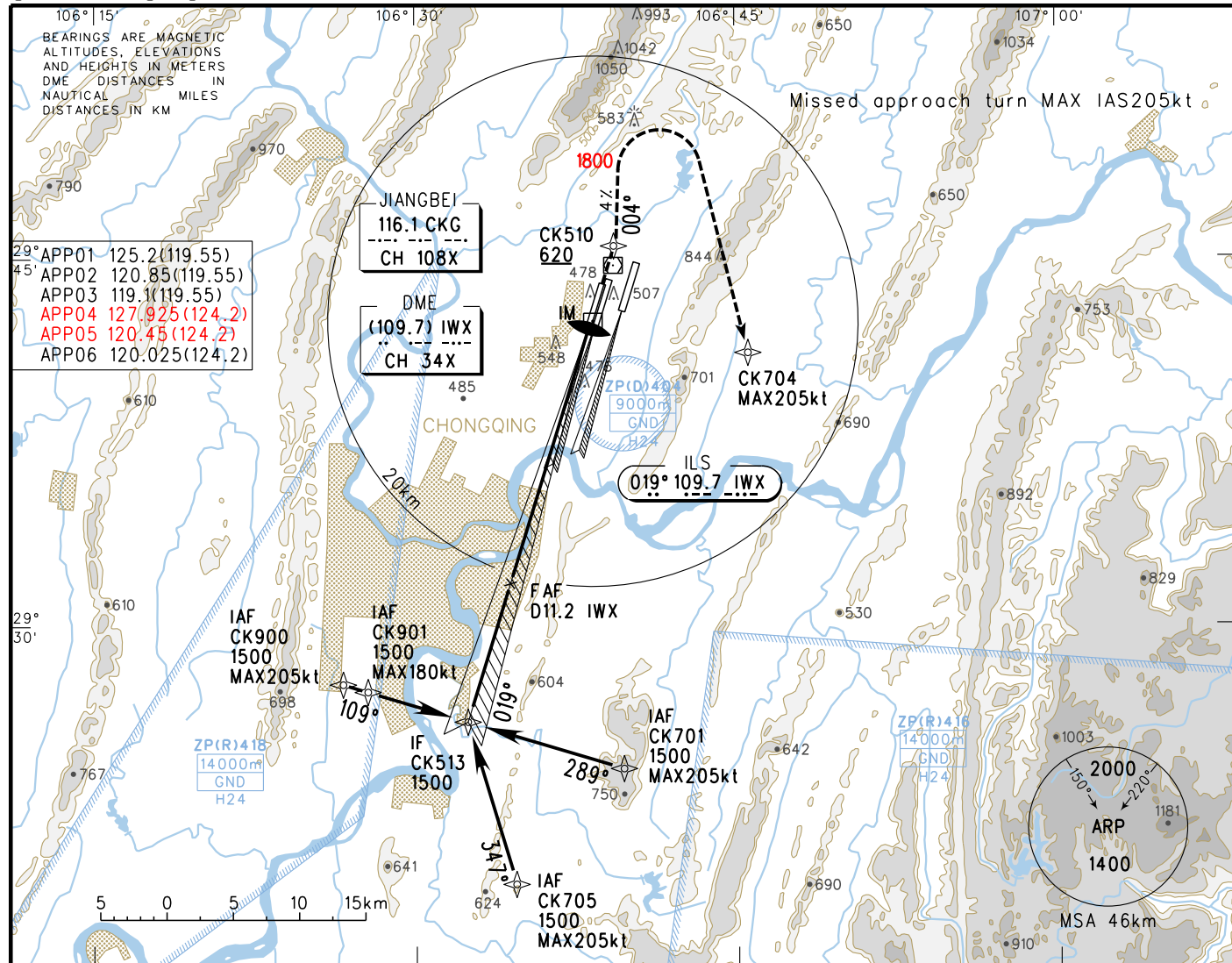


INSTRUMENT APPROACH CHART-ICAO

D-ATIS 126.4(ARR)
TWR01 118.2(118.65)
AERODROME ELEV 415.6 TWR02 124.35(118.65)
VAR2°W THR RWY02L ELEV 411.8 TWR03 118.375(118.65)

ZUCK CHONGQING/Jiangbei

RNAV CAT-I/II
ILS/DME z RWY02L

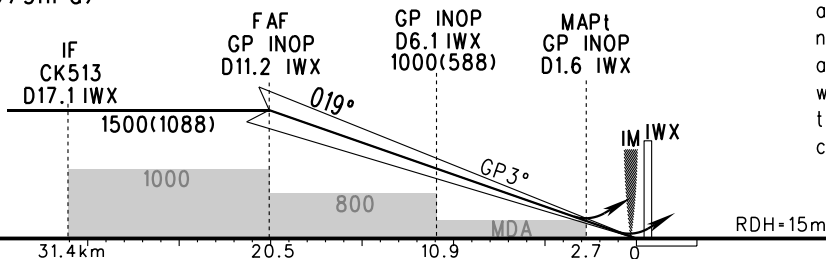


GP INOP	DME (IWX) (NM)	10	8	6	4	2	
	ALT (m)	1381	1187	993	799	605	

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

MISSED APPROACH

Climb straight ahead to CK510 at 620 or above with gradient not less than 4% , turn LEFT and climb along 004° to **1800** with gradient not less than 4% , then turn RIGHT to CK704, contact ATC.



		A	B	C	D	FAF-MAPt(GP INOP) 17.8km						
ILS/DME	DA(H) RVR/VIS		472(60) 550/800			GS in	kt	80	100	120	140	160
							km/h	150	185	220	260	295
GP INOP	MDA(H) VIS		565(153) 2100			Time	min:sec	7:13	5:46	4:49	4:07	3:36
												3:12
CIRCLING	MDA(H) VIS	640(224) 3000	780(364) 3000	980(564) 5000		Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3
												4.9
ILS CAT II												
Aircraft type	Decision height (DH)	Radio altimeter	Autopilot to DH and below		Manual operation below DH							
A,B,C	(30)	(32)	RVR300		RVR300							
D			RVR300		RVR350							

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

Note: ● Missed APCH climb gradient.

Changes: APP FREQ, procedure.