INSTRUMENT D-ATIS 126.4(ARR) **APPROACH** TWR01 118.2(118.65) ZUCK CHONGQING/Jiangbei TWR02 124.35(118.65) TWR03 118.375(118.65) AERODROME ELEV 415.6 CHART-ICAOVAR2° W THR RWY20R ELEV 411.2 RNAV ILS/DME z RWÝ20R 1090 BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DME DISTANCES IN NAUTICAL MILES DISTANCES IN KM SAF 14000m CK912 289 813 1800 1008 00, MAX205kt CK613 CK712 D18.2 10S 1800 MAX205kt 1650 If aircraft performance allow, keep IAS≥160kt 6NM before touchdown point. Missed approach turn MAX IAS205kt. D13.010S, 650 20km 1050 199° 108.1 105 970 JIANGBET CK710 116.1 CKG MAX205k CH 108X APP01 125.2(119.55) APR02 120,85(119.55) DME APP03 119.1(119.55) (108.1) 105 APP04 127,925(124.2) APP05 120.45(124.2) CH 18X APP06 120.025(124.2) CK610 7019 <u>600</u> • 485 690 CHONGQING 1800 2000 829 610 **9530** ARP <u>30</u>' 1400 0 10 15km 604 MSA 46km DME (IOS) (NM) 2 10 12 6 8 GP INOP ALT (m) 605 994 1188 1382 1576 799 TL 3600 TA 3000 MISSED APPROACH Climb straight ahead to CK610 at 600 or above , turn RIGHT MAPt and climb along 214° to 1800, GP INOP FAF GP INOP D5.6 IOS then turn LEFT to CK710, GP INOP D1.5 IOS CK613 D13.0 10S 950(539) contact ATC. D18.2 IOS 199, IOS >1650(1239)

3300(QNH≥1031hPa) 2700(QNH≤979hPa) 1100 950 RDH=15m 2.5 10.0 23.9 32.4km В \mathbf{C} FAF-MAPt(GP INOP) 21.4km 80 100 120 140 160 180 ILS/DME RVR/VIS GS in 471(60) km/h 220 295 335 150 185 260 550/800 Time 8:40 6:56 5:47 4:57 4:20 3:51 min:sec GP INOP MDA(H) 555(144) 1900/1900 2.2 2.7 3.2 3.8 4.9 Rate of descent m/s • HUD Special CAT I: (DH)(45),(RA)(71),RVR450 640(224) 780(364) 980(564) CIRCLING MDA(H) 3000 3000 5000 Changes: RVR.