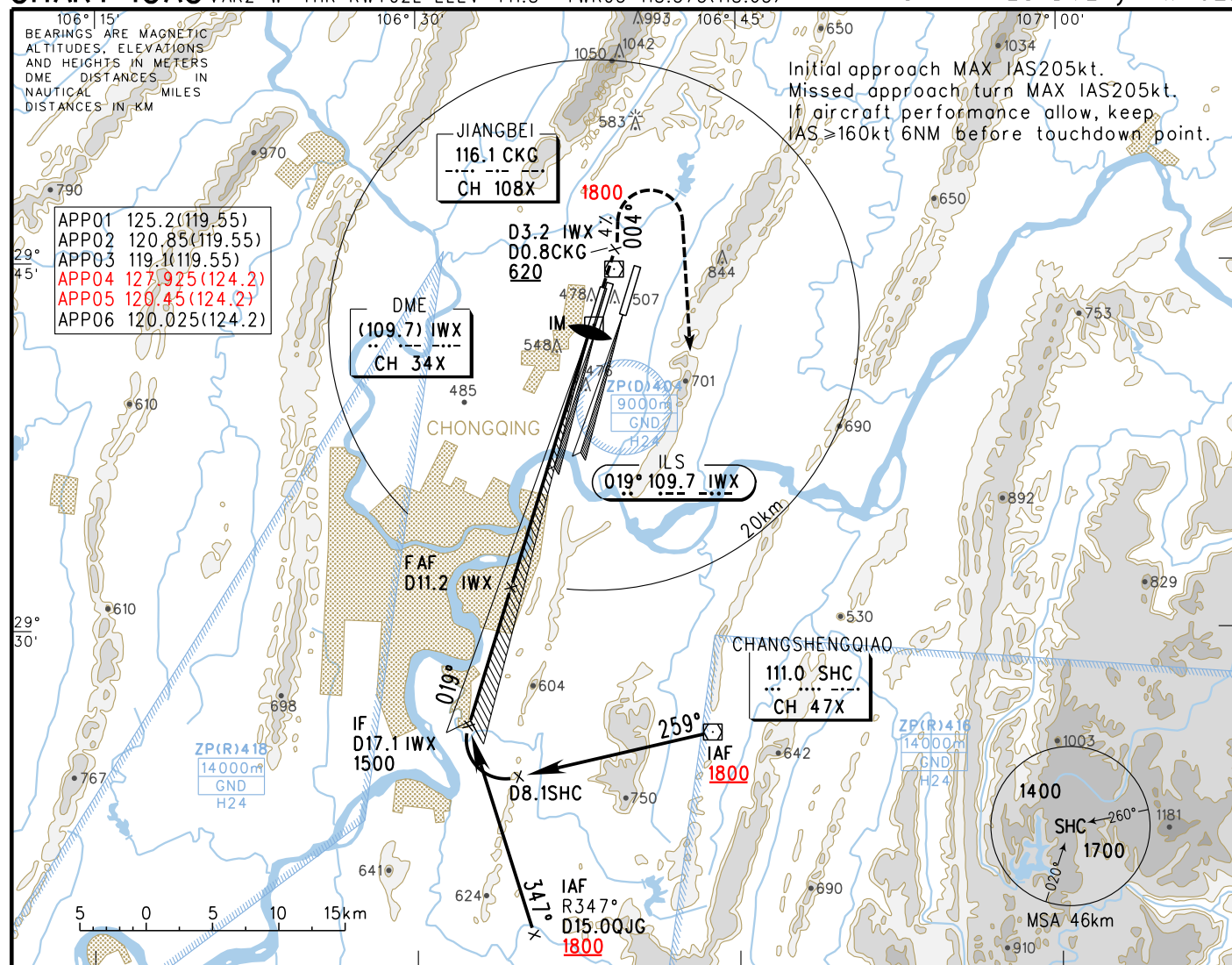


D-ATIS	126.4(ARR)
TWR01	118.2(118.65)
TWR02	124.35(118.65)
TWR03	118.375(118.65)

ZUCK CHONGQING/Jiangbei
CAT-I/II ILS/DME y RWY02L

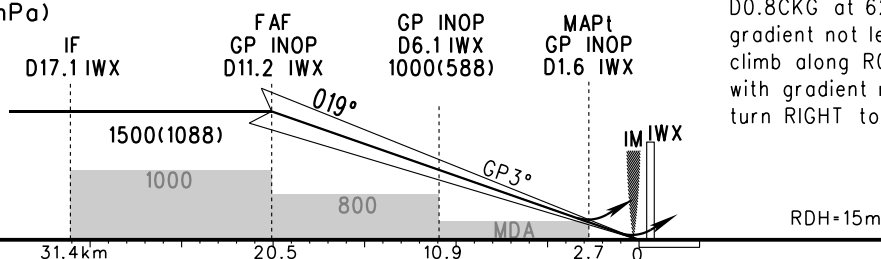


GP INOP	DME (IWX) (NM)	10	8	6	4	2		
	ALT (m)	1381	1187	993	799	605		

TL 3600
TA 3000
3300(QNH \geq 1031hPa)
2700(QNH \leq 979hPa)

MISSED APPROACH

Climb straight ahead to D3.2 IWX/
D0.8CKG at 620 or above with
gradient not less than 4%, then
climb along R004°CKG to 1800
with gradient not less than 4%,
turn RIGHT to SHC, contact ATC.



ILS/DME		A		B		C		D	
DA(H) RVR(VIS)		472(60) 550/800							
GP INOP		MDA(H) VIS		565(153) 2100					
CIRCLING		MDA(H) VIS		640(224) 3000		780(364) 3000		980(564) 5000	
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								RVR350	

FAF-MAPt(GP INOP) 17.8km							
GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time	min:sec	7:13	5:46	4:49	4:07	3:36	3:12
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

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

Note: Ⓑ Missed APCH climb gradient.

Changes: APP FREQ, procedure.