INSTRUMENT APPROACH CHART-ICAO

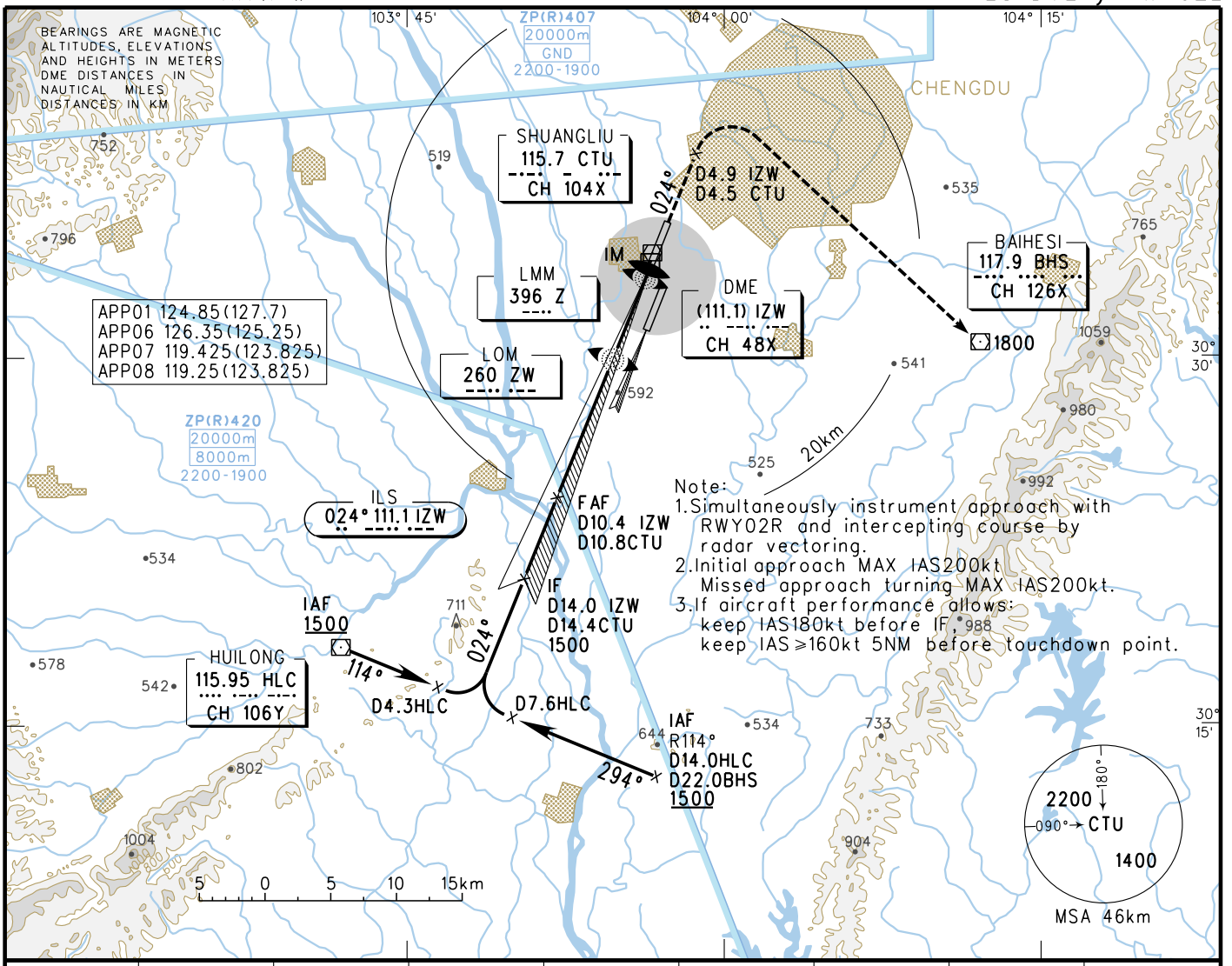
VAR1.7° W

AERODROME ELEV 512.4
THR RWY02L ELEV 492.9

D-ATIS 126.45
TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu

CAT-I/II
ILS/DME y RWY02L

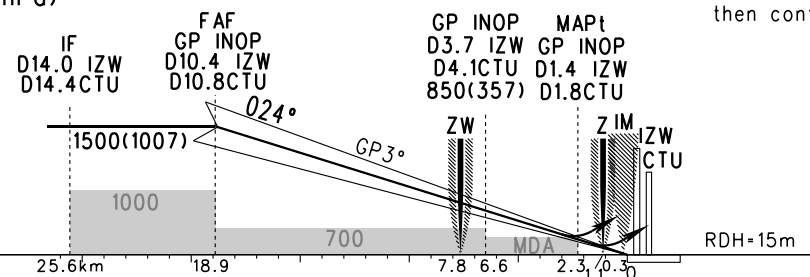


GP INOP	DME (IZW) (NM)	8	7	6	5	4	3	2
	ALT (m)	1268	1171	1074	977	880	783	686

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

MISSED APPROACH

Climb straight ahead to D4.9 IZW/ D4.5CTU, turn RIGHT to BHS at 1800, then contact ATC.



	A	B	C	D
ILS/DME DA(H) Ⓑ RVR/VIS Ⓐ	553(60) 550/800			
GP INOP MDA(H) RVR/VIS	630(137) 1800/1800			
CIRCLING MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600

ILS CAT II(Missed approach climb gradient 3.0%)

Aircraft type	Decision height(DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C,D	(30)	(32)	RVR300	A.B.C:RVR300 D:RVR350

FAF-MAPt(GP INOP) 16.6km

GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	6:46	5:25	4:31	3:52	3:23	3:00
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD special CAT I: (DH)(45),(RA)(47),RVR450.
Ⓑ Missed approach climb gradient 4.0%.
Note: Missed approach climb gradient 2.5%, A,B: DA(H) 553(60), RVR/VIS 550/800,C,D: DA(H) 558(65), RVR/VIS 550/800.