General Info

Chongqing, CHN
N 29?43.0' E106?38.4' Mag Var: 1.6癢
Elevation: 1365'

Public, Control Tower, IFR, No Fee,
Customs availble on a restrcted basis
Fuel: Jet A-1
Repairs: Minor Airframe

Time Zone Info: GMT+8:00 no DST

Runway Info

Runway 02-20 10499' x 148' concrete

Runway 02 (19.0癰) TDZE 1352'
  Lights: Edge, ALS, Centerline, TDZ
Runway 20 (199.0癰) TDZE 1348'
  Lights: Edge, ALS, Centerline, TDZ

Communications Info

ATIS **126.4**
Chongqing Tower **130.0** Secondary
Chongqing Tower **118.2**
Chongqing Ground Control **121.75** MF
Chongqing Approach Control **125.2** At or below 19700'
Chongqing Approach Control **119.55** At or below 19700' Secondary

Notebook Info

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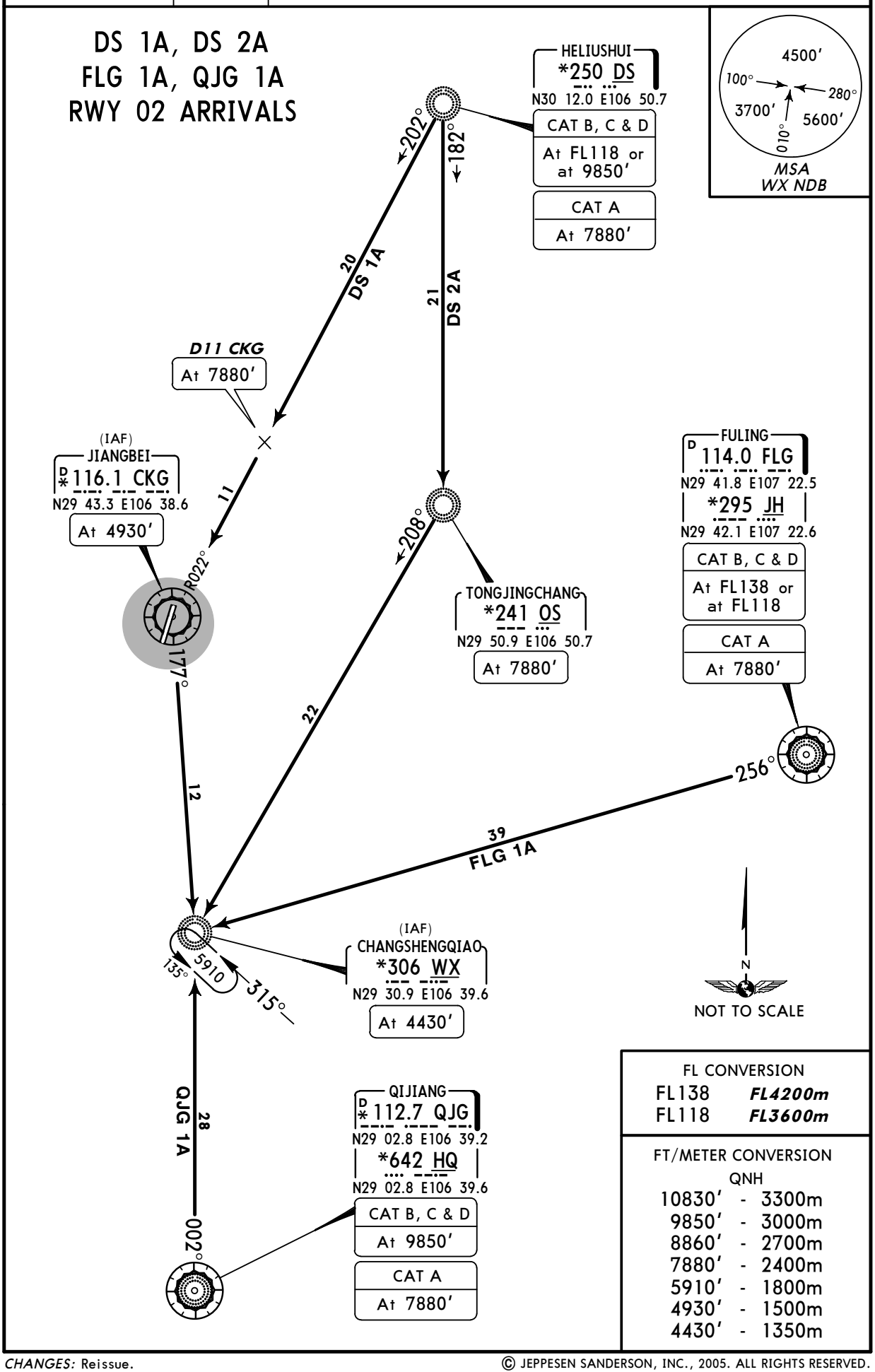
ZUCK/CKG
JIANGBEI

JEPPESEN CHONGQING, PR OF CHINA

18 MAR 05 10-2

STAR

*ATIS	Apt Elev	
126.4	1365′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ - 1031 hPa or above 8860′ - 979 hPa or less



FL CONVERSION	
FL138	*FL4200m*
FL118	*FL3600m*

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m
4430′	1350m

CHANGES: Reissue.

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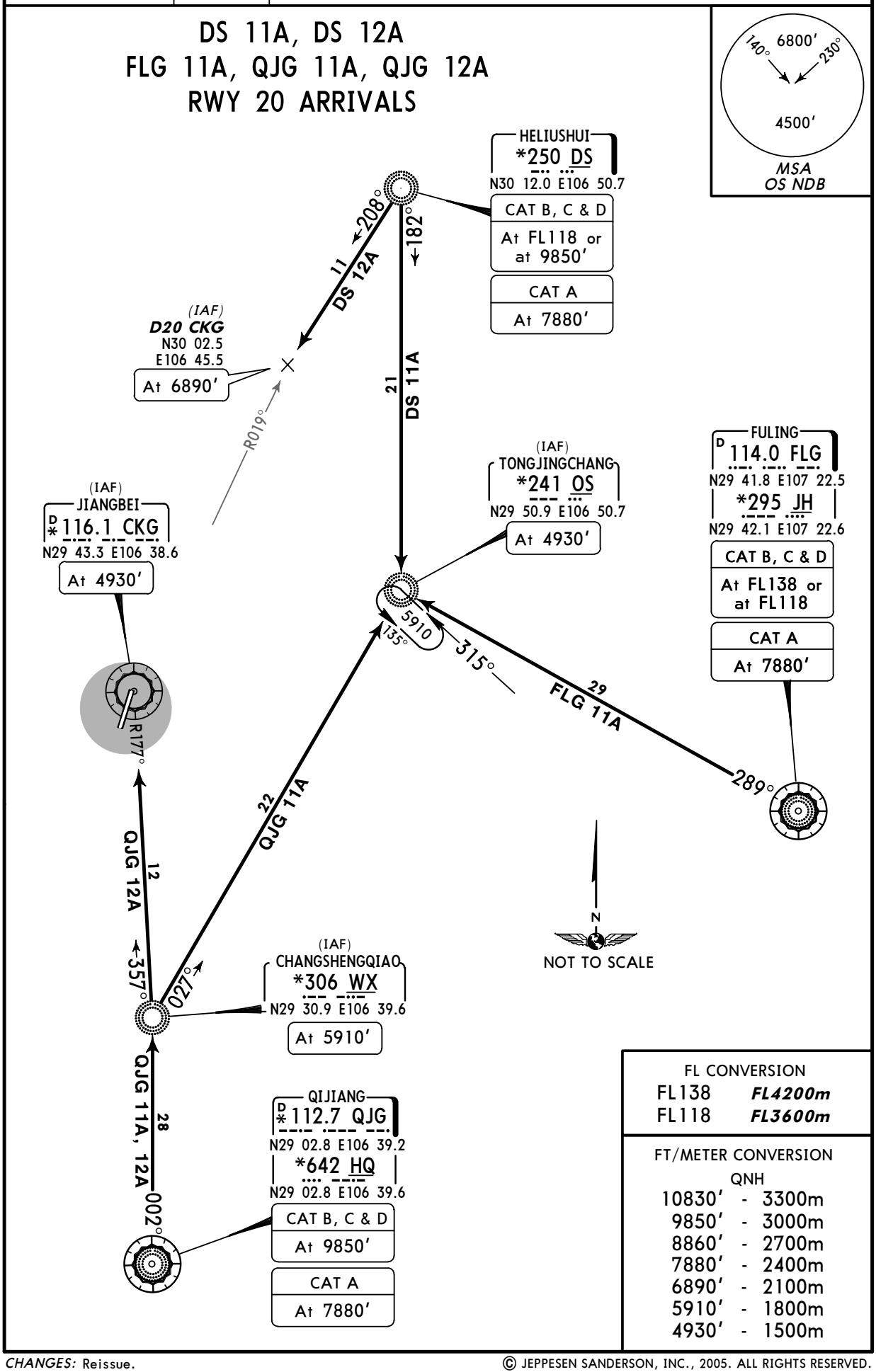
JEPPESEN CHONGQING, PR OF CHINA

18 MAR 05 (10-2A)

STAR

*ATIS	Apt Elev	
126.4	1365′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ - 1031 hPa or above 8860′ - 979 hPa or less

DS 11A, DS 12A
FLG 11A, QJG 11A, QJG 12A
RWY 20 ARRIVALS



FL CONVERSION	
FL138	*FL4200m*
FL118	*FL3600m*

FT/METER CONVERSION
QNH

10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
7880′	-	2400m
6890′	-	2100m
5910′	-	1800m
4930′	-	1500m

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ZUCK/CKG JIANGBEI

JEPPESEN CHONGQING, PR OF CHINA

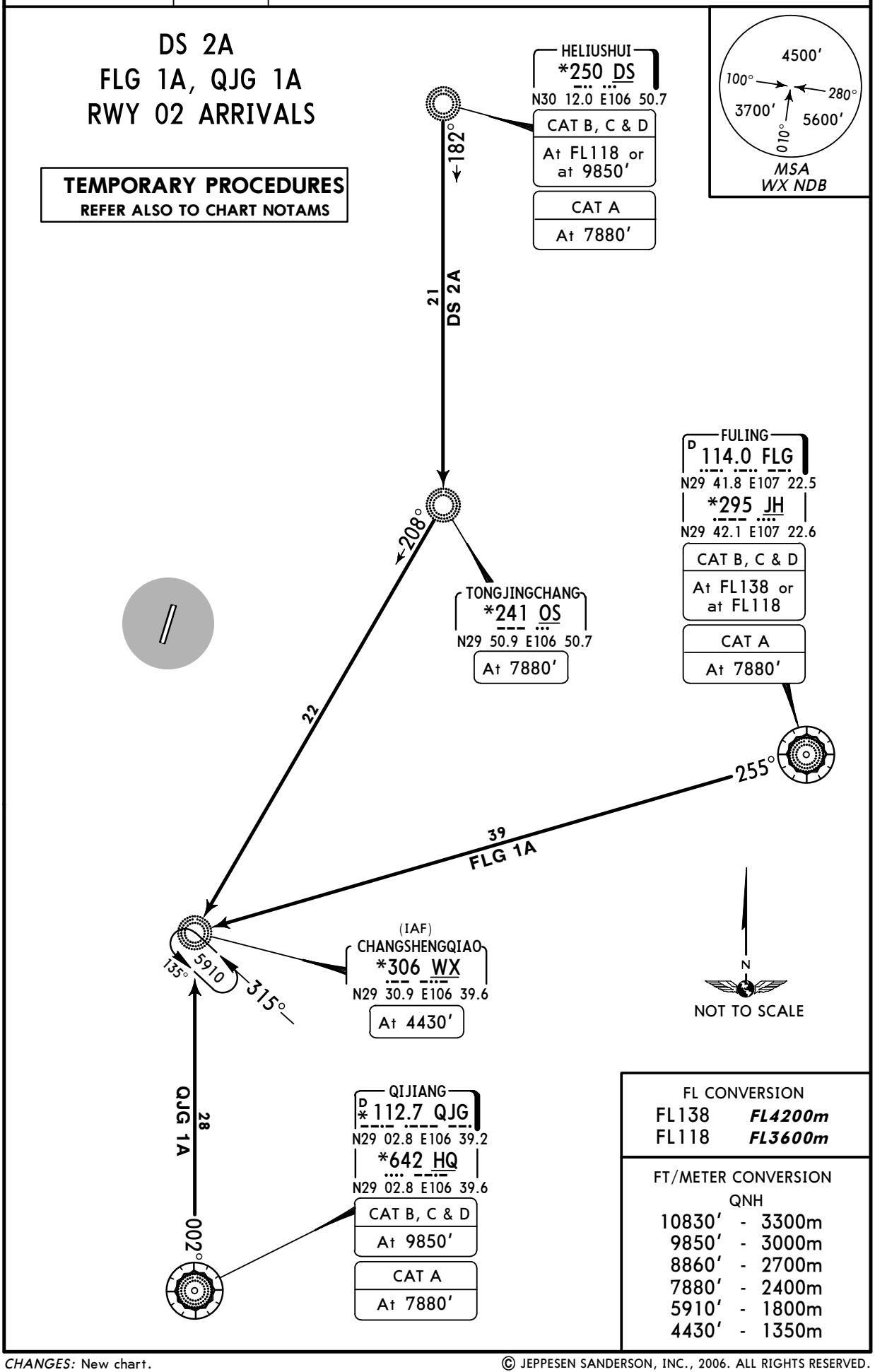
14 APR 06 (10-2B) By NOTAM

STAR

*ATIS	Apt Elev	
126.4	1365′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or less

DS 2A
FLG 1A, QJG 1A
RWY 02 ARRIVALS

TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS



FL CONVERSION	
FL138	*FL4200m*
FL118	*FL3600m*

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4430′	1350m

CHANGES: New chart.

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ZUCK/CKG
JIANGBEI

JEPPESEN CHONGQING, PR OF CHINA

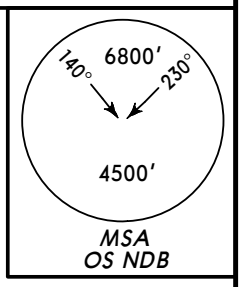
14 APR 06 (10-2C) By NOTAM

STAR

*ATIS	Apt Elev	
126.4	1365′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or less

DS 11A
FLG 11A, QJG 11A
RWY 20 ARRIVALS

TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS



HELIUSHUI
*250 DS
N30 12.0 E106 50.7
CAT B, C & D
At FL118 or at 9850′
CAT A
At 7880′

182°
21
DS 11A

(IAF)
TONGJINGCHANG
*241 OS
N29 50.9 E106 50.7
At 4930′

FULING
D 114.0 FLG
N29 41.8 E107 22.5
*295 JH
N29 42.1 E107 22.6
CAT B, C & D
At FL138 or at FL118
CAT A
At 7880′

5910
135°
315°
29
FLG 11A
289°
22

N
NOT TO SCALE

027°
CHANGSHENGQIAO
*306 WX
N29 30.9 E106 39.6
At 5910′

QJG 11A
28
002°
QIJIANG
D *112.7 QJG
N29 02.8 E106 39.2
*642 HQ
N29 02.8 E106 39.6
CAT B, C & D
At 9850′
CAT A
At 7880′

FL CONVERSION

FL138	*FL4200m*
FL118	*FL3600m*

FT/METER CONVERSION
QNH

10830′	-	3300m
9850′	-	3000m
8860′	-	2700m
7880′	-	2400m
5910′	-	1800m
4930′	-	1500m

CHANGES: New chart.

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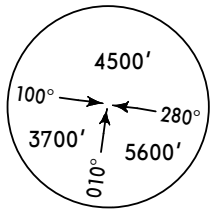
ZUCK/CKG
JIANGBEI

JEPPESEN CHONGQING, PR OF CHINA

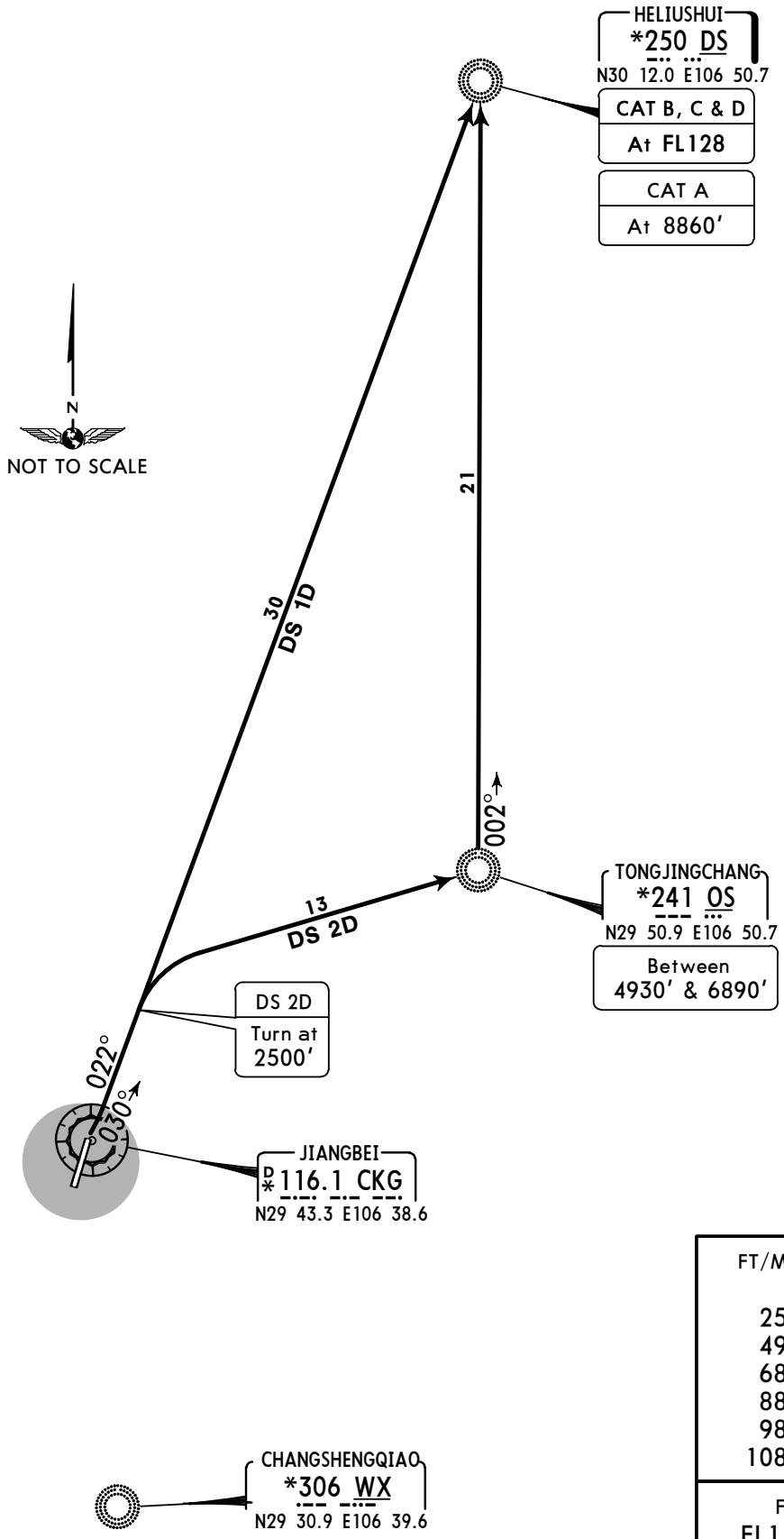
18 MAR 05 (10-3)

SID

Apt Elev	Trans level: FL118	Trans alt: 9850′
1365′		10830′ - 1031 hPa or above 8860′ - 979 hPa or less



DS 1D, DS 2D
RWY 02 DEPARTURES



FT/METER CONVERSION
QNH

2500′	-	760m
4930′	-	1500m
6890′	-	2100m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL118	***FL3600m***
FL128	***FL3900m***

CHANGES: Reissue.

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ZUCK/CKG
JIANGBEI

JEPPESEN CHONGQING, PR OF CHINA

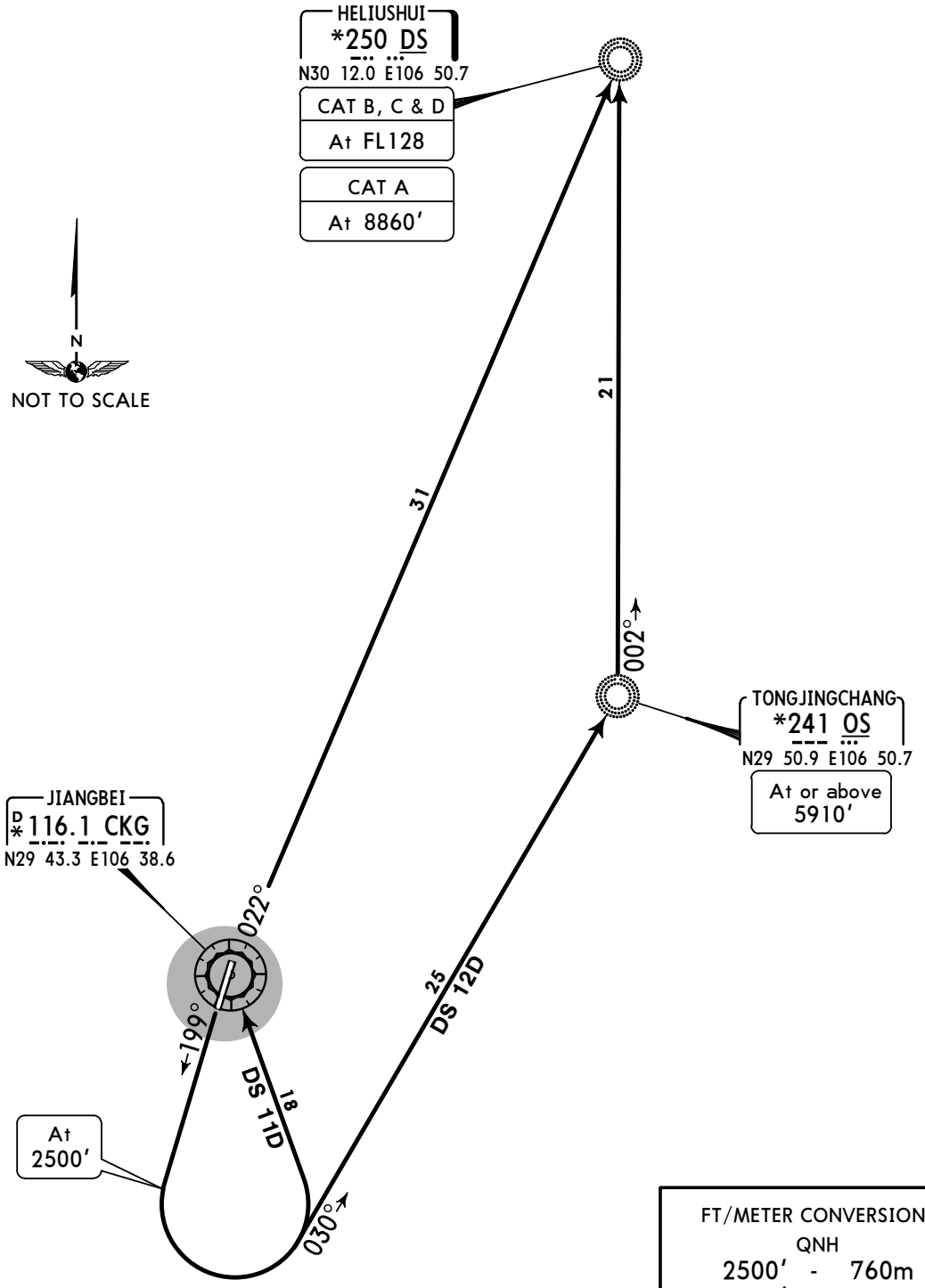
18 MAR 05 (10-3A)

SID

Apt Elev 1365′	Trans level: FL118 Trans alt: 9850′ 10830′ - 1031 hPa or above 8860′ - 979 hPa or less

140° 6800′ 230°
4500′
MSA
OS NDB

DS 11D, DS 12D
RWY 20 DEPARTURES



FT/METER CONVERSION QNH	
2500′	760m
5910′	1800m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	***FL3600m***
FL128	***FL3900m***

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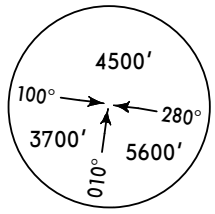
ZUCK/CKG JIANGBEI

JEPPESEN CHONGQING, PR OF CHINA

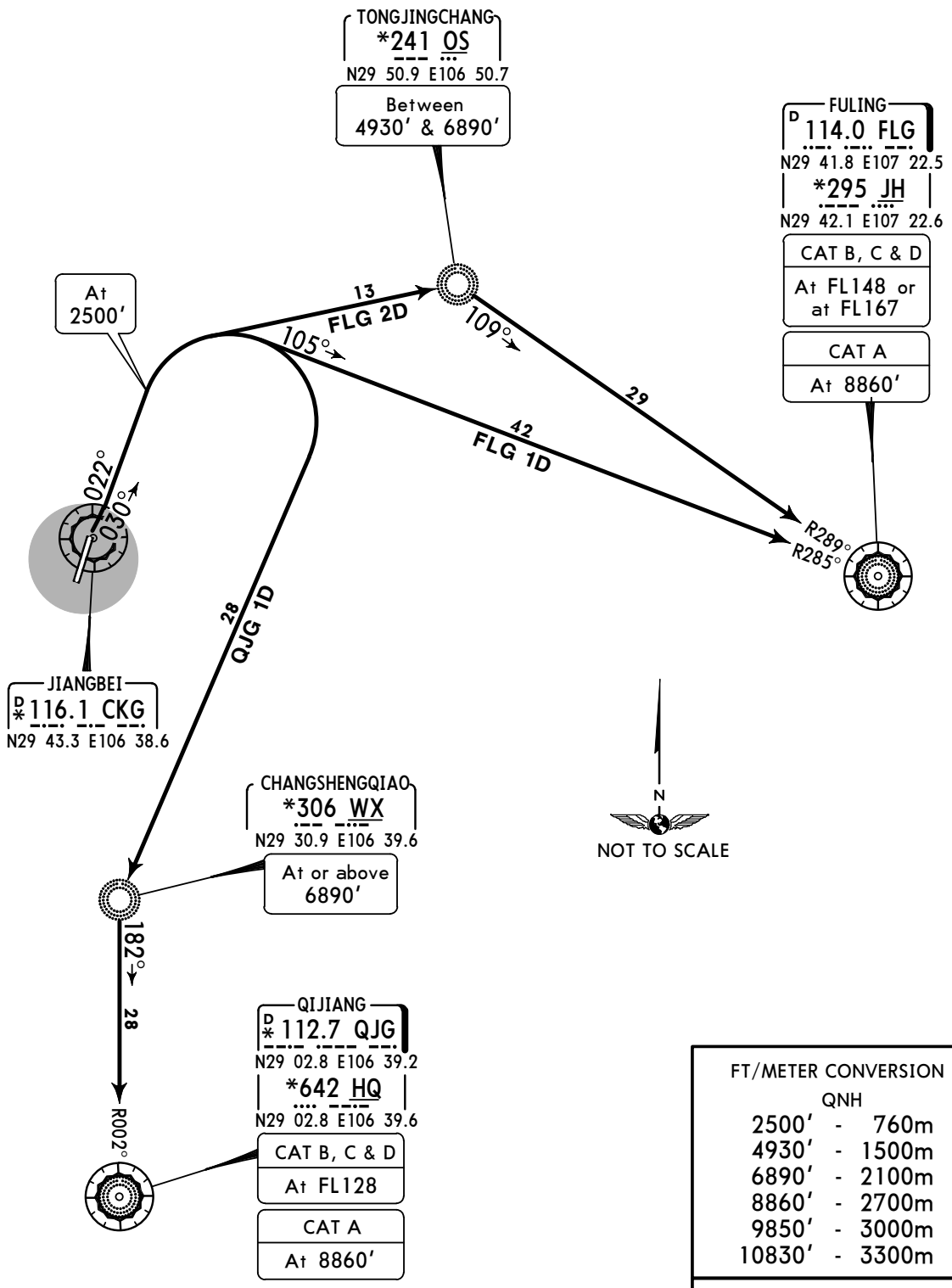
18 MAR 05 (10-3B)

SID

Apt Elev	
1365′	Trans level: FL118 Trans alt: 9850′ 10830′ - 1031 hPa or above 8860′ - 979 hPa or less



FLG 1D, FLG 2D, QJG 1D
RWY 02 DEPARTURES



FT/METER CONVERSION	
QNH	
2500′	760m
4930′	1500m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	***FL3600m***
FL128	***FL3900m***
FL148	***FL4500m***
FL167	***FL5100m***

CHANGES: Reissue.

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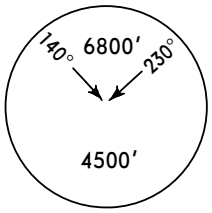
ZUCK/CKG JIANGBEI

JEPPESEN CHONGQING, PR OF CHINA

18 MAR 05 (10-3C)

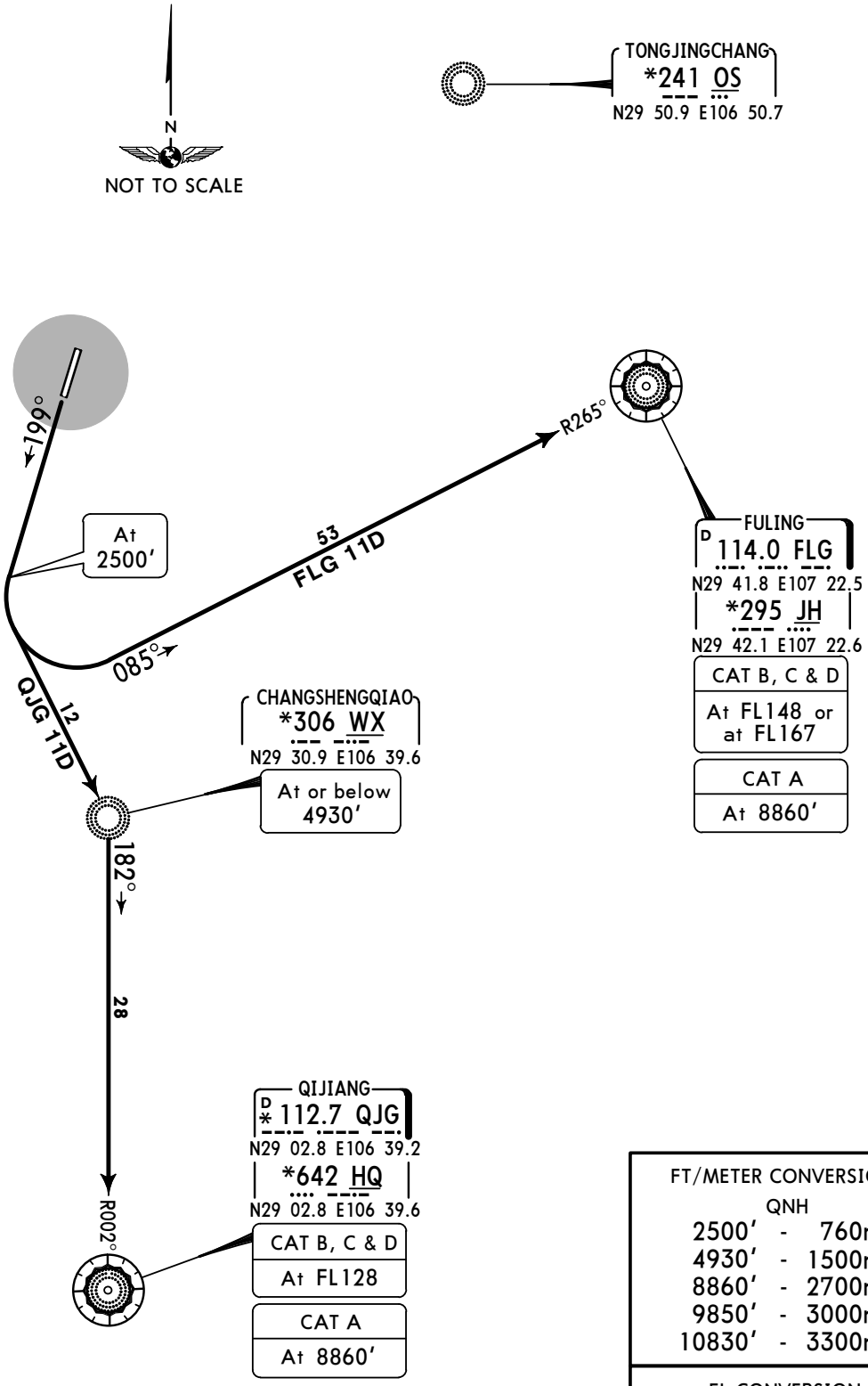
SID

Apt Elev 1365′	Trans level: FL118 Trans alt: 9850′ 10830′ - 1031 hPa or above 8860′ - 979 hPa or less



MSA
OS NDB

FLG 11D, QJG 11D
RWY 20 DEPARTURES



FT/METER CONVERSION	
QNH	
2500′	760m
4930′	1500m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	***FL3600m***
FL128	***FL3900m***
FL148	***FL4500m***
FL167	***FL5100m***

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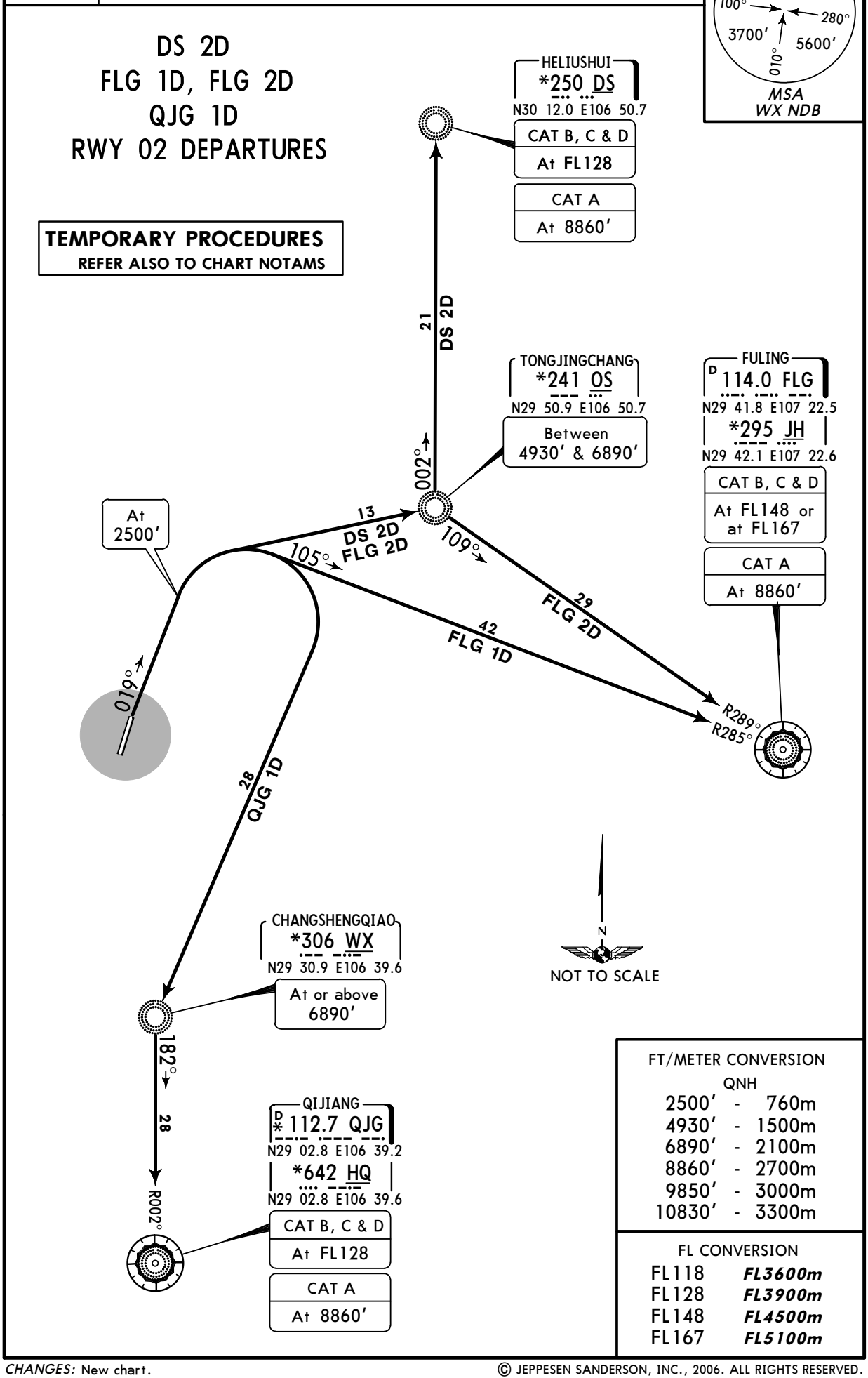
JIANGBEI

JEPPESEN CHONGQING, PR OF CHINA

14 APR 06 (10-3D) By NOTAM

SID

Apt Elev	Trans level: FL118	Trans alt: 9850′
1365′		10830′ 1031 hPa or above 8860′ 979 hPa or less



FT/METER CONVERSION

QNH		
2500′	-	760m
4930′	-	1500m
6890′	-	2100m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL118	***FL3600m***
FL128	***FL3900m***
FL148	***FL4500m***
FL167	***FL5100m***

CHANGES: New chart.

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ZUCK/CKG JIANGBEI

JEPPESEN CHONGQING, PR OF CHINA

14 APR 06 (10-3E) By NOTAM

SID

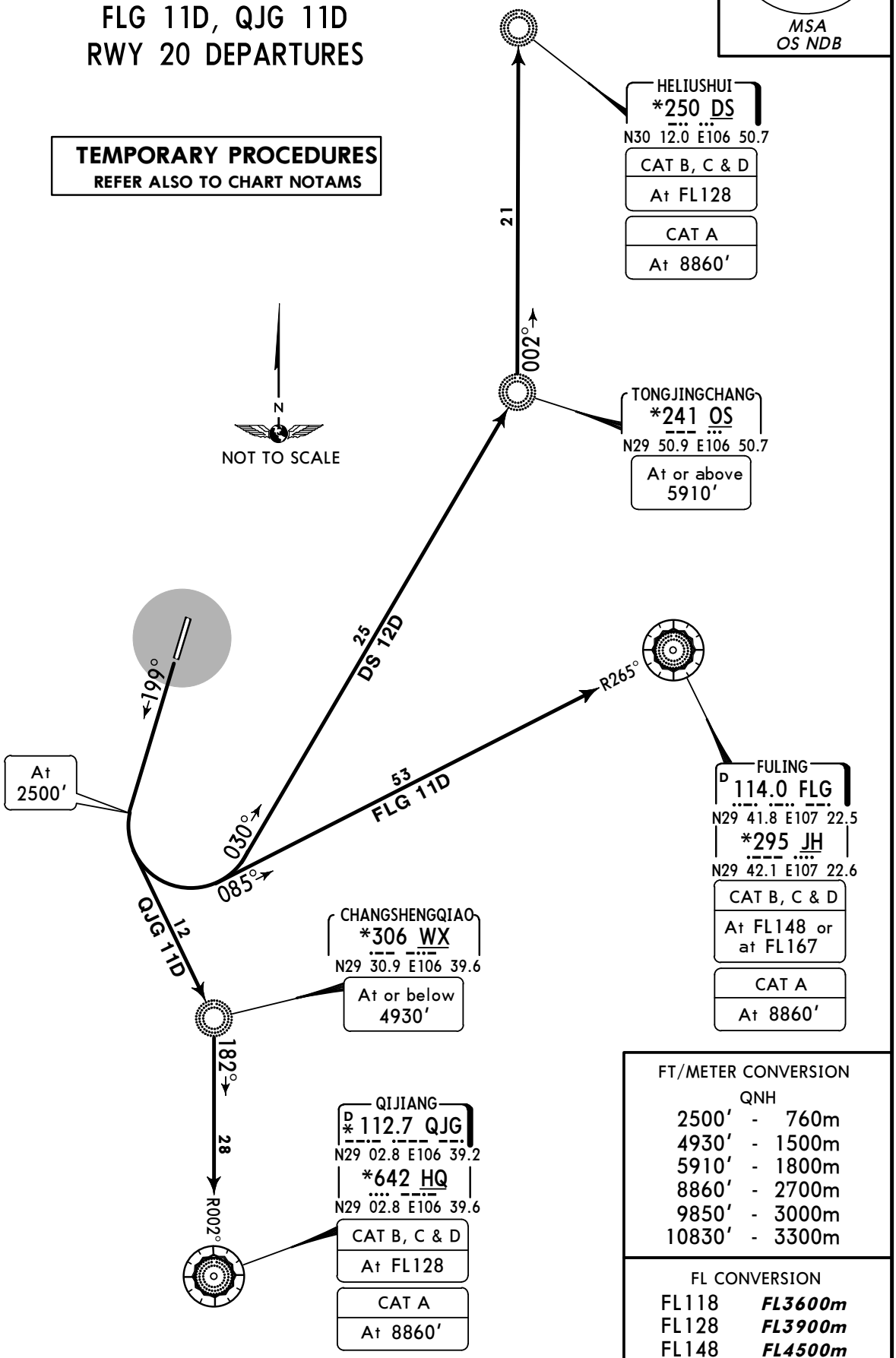
Apt Elev 1365′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or less

MSA OS NDB
140° 6800′ 230°
4500′

DS 12D
FLG 11D, QJG 11D
RWY 20 DEPARTURES

TEMPORARY PROCEDURES
REFER ALSO TO CHART NOTAMS



FT/METER CONVERSION

QNH		
2500′	-	760m
4930′	-	1500m
5910′	-	1800m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL118	***FL3600m***
FL128	***FL3900m***
FL148	***FL4500m***
FL167	***FL5100m***

CHANGES: New chart.

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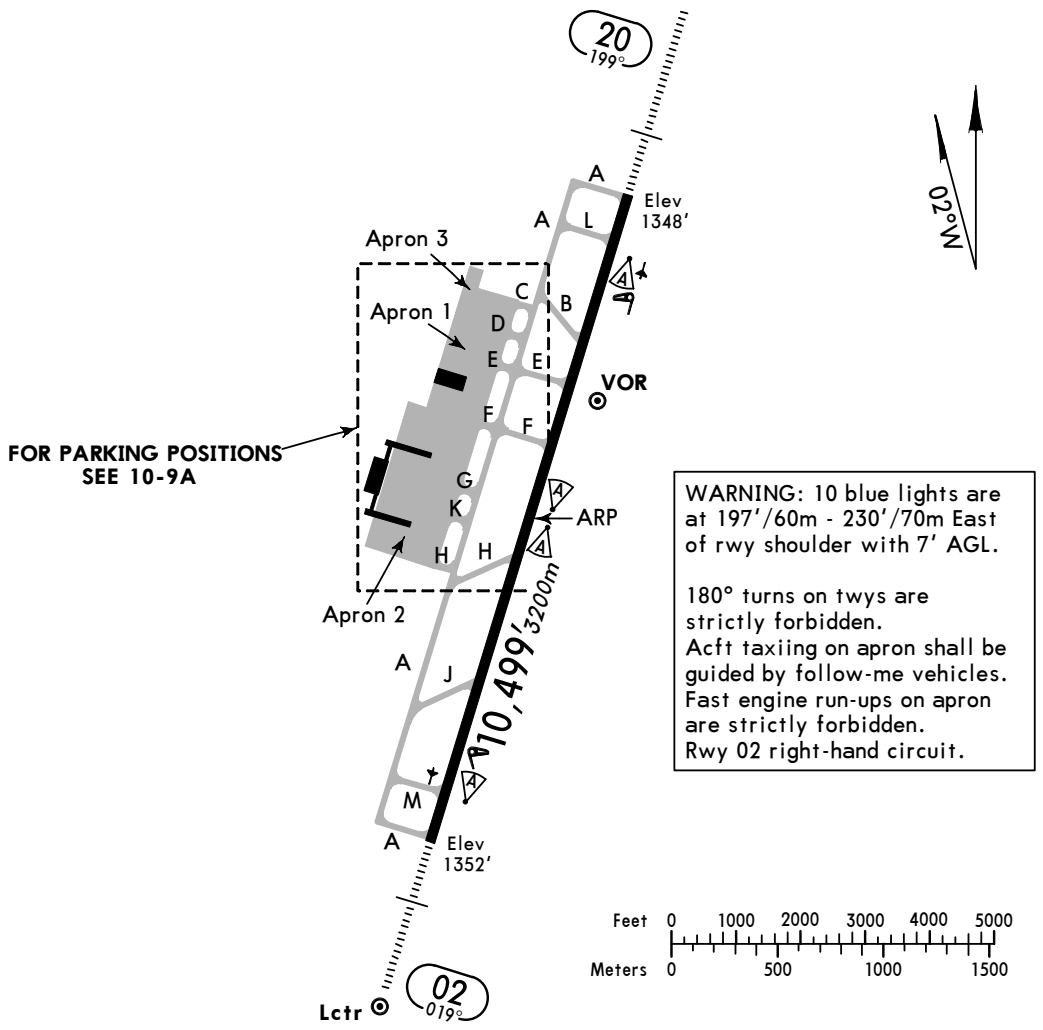
ZUCK/CKG

Apt Elev **1365′**
N29 43.0 E106 38.4

JEPPESEN CHONGQING, PR OF CHINA
28 SEP 07 (10-9)
JIANGBEI

*ATIS	*CHONGQING Ground	*Tower
126.4	121.75	118.2



WARNING: 10 blue lights are at 197′/60m - 230′/70m East of rwy shoulder with 7′ AGL.

180° turns on twys are strictly forbidden.
Acft taxiing on apron shall be guided by follow-me vehicles.
Fast engine run-ups on apron are strictly forbidden.
Rwy 02 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	HIRL *(60m)* CL *(30m)*❶ PAPI-L (angle 3.0°)	HIALS HST-B	TDZ	RVR		9503′ *2896m*		148′ *45m*
20	HIRL *(60m)* CL *(30m)*❶ PAPI-L (angle 3.0°)	HIALS HST-H&J	TDZ	RVR		9511′ *2899m*		

❶ Offset 2′/0.6m to the East of rwy centerline.

ATC REGULATIONS

Acft landing on Rwy 02 shall use HST-B and acft landing on Rwy 20 shall use HST-H or J.

TAKE-OFF

	All Rwys	
	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	RVR *400m*	RVR *500m*
Other	VIS *1600m*	

CHANGES: Stopways withdrawn. TDZ. HST. Note.

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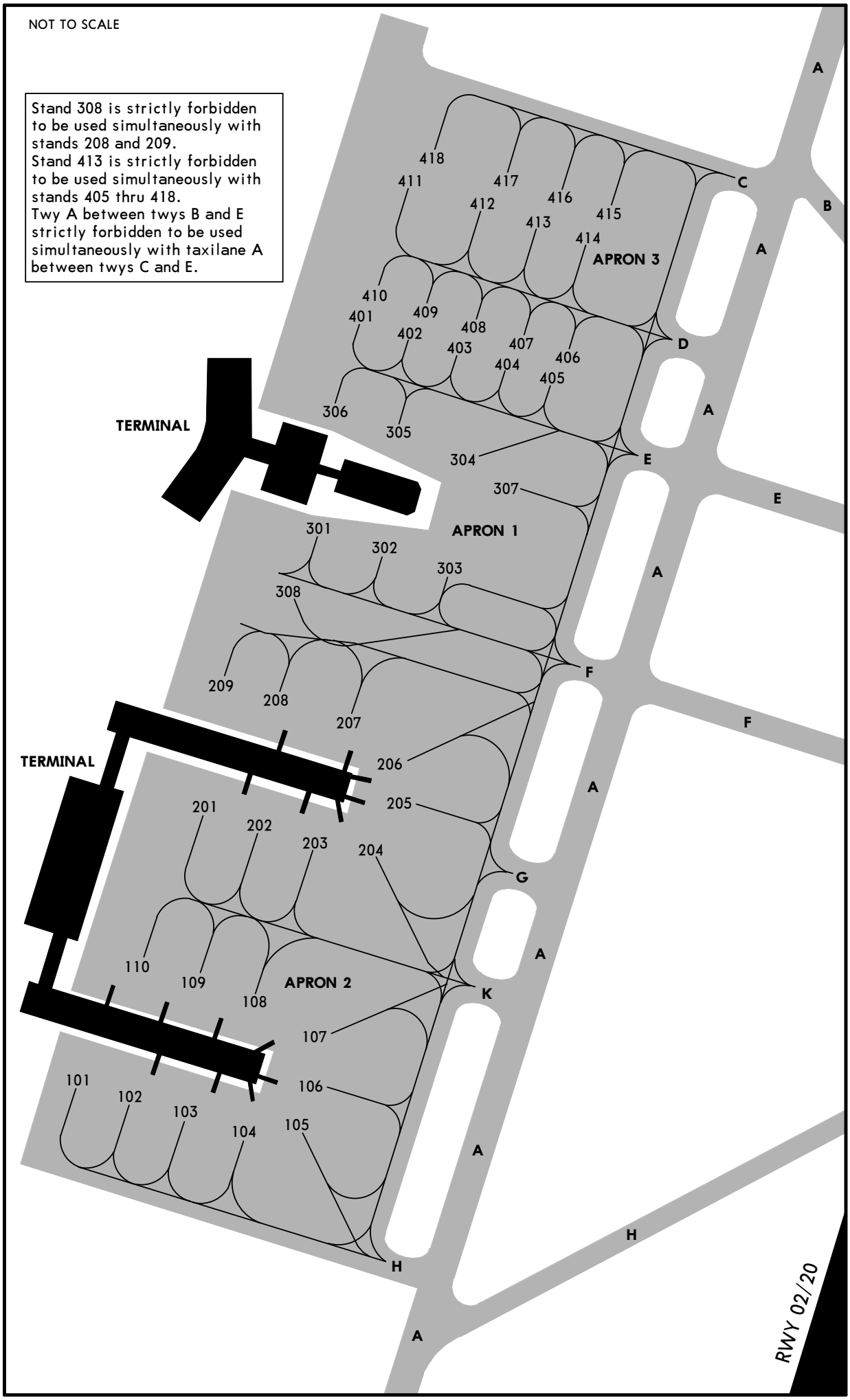
JEPPESEN CHONGQING, PR OF CHINA

28 SEP 07 (10-9A)

JIANGBEI



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JEPPESEN 28 SEP 07 (11-01)

CHONGQING, PR OF CHINA ILS DME Rwy 02

BRIEFING STRIP ™

*ATIS	*CHONGQING Approach	*CHONGQING Tower	*Ground
126.4	125.2	118.2	121.75

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1365′
IWX *109.7	019°	No alt published	Refer to Minimums	RWY 1352′

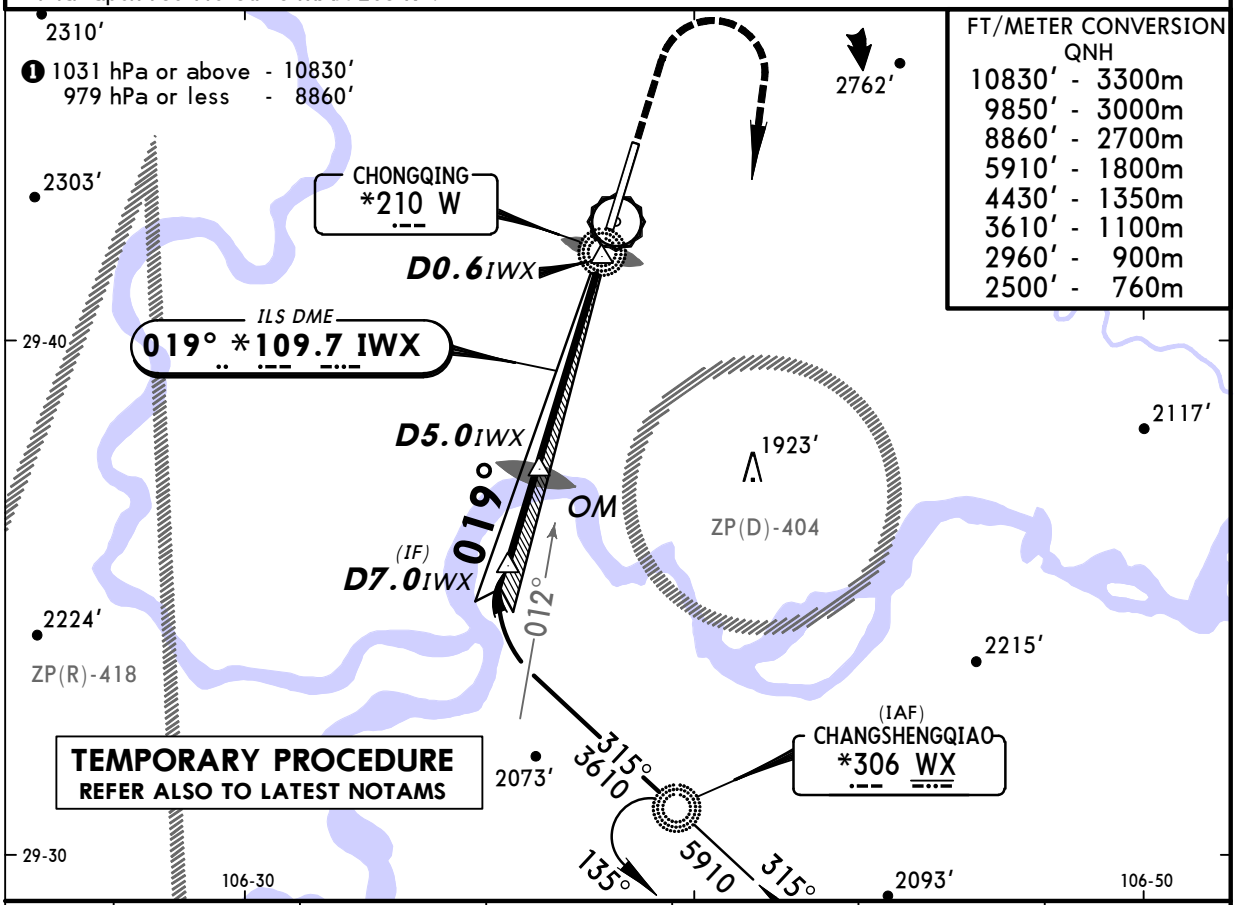
MISSED APCH: Climb STRAIGHT AHEAD to 2500′, then turn RIGHT to reach WX NDB at 4430′. Contact ATC.

4500′ 100° 280° 3700′ 5600′ 010°
MSA WX NDB

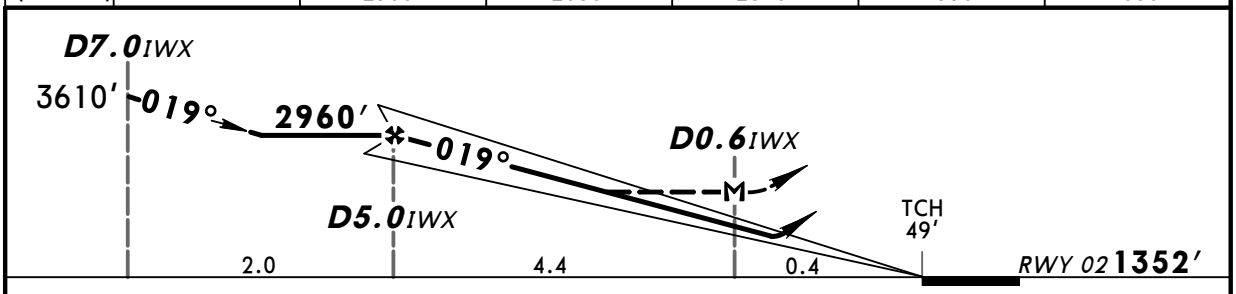
Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX 205 KT.

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

FT/METER CONVERSION
QNH
10830′ - 3300m
9850′ - 3000m
8860′ - 2700m
5910′ - 1800m
4430′ - 1350m
3610′ - 1100m
2960′ - 900m
2500′ - 760m



LOC (GS out)	IWX DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2960′	2630′	2310′	1990′	1680′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.6 IWX						

HIALS PAPI | 2500′ | 4430′ RT | WX 306

PANS OPS 4

	STRAIGHT-IN LANDING RWY 02					CIRCLE-TO-LAND	
	ILS DA(H) AB:1552′(200′) CD:1565′(213′)			LOC (GS out) MDA(H) 1680′(328′)			
	FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	2010′ (645′) 1600m
B						135	
C						180	3190′ (1825′) 4800m
D				1200m		205	

CHANGES: Minimums.

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JEPPESEN 28 SEP 07 (11-1)

CHONGQING, PR OF CHINA ILS DME Rwy 02

BRIEFING STRIP ™

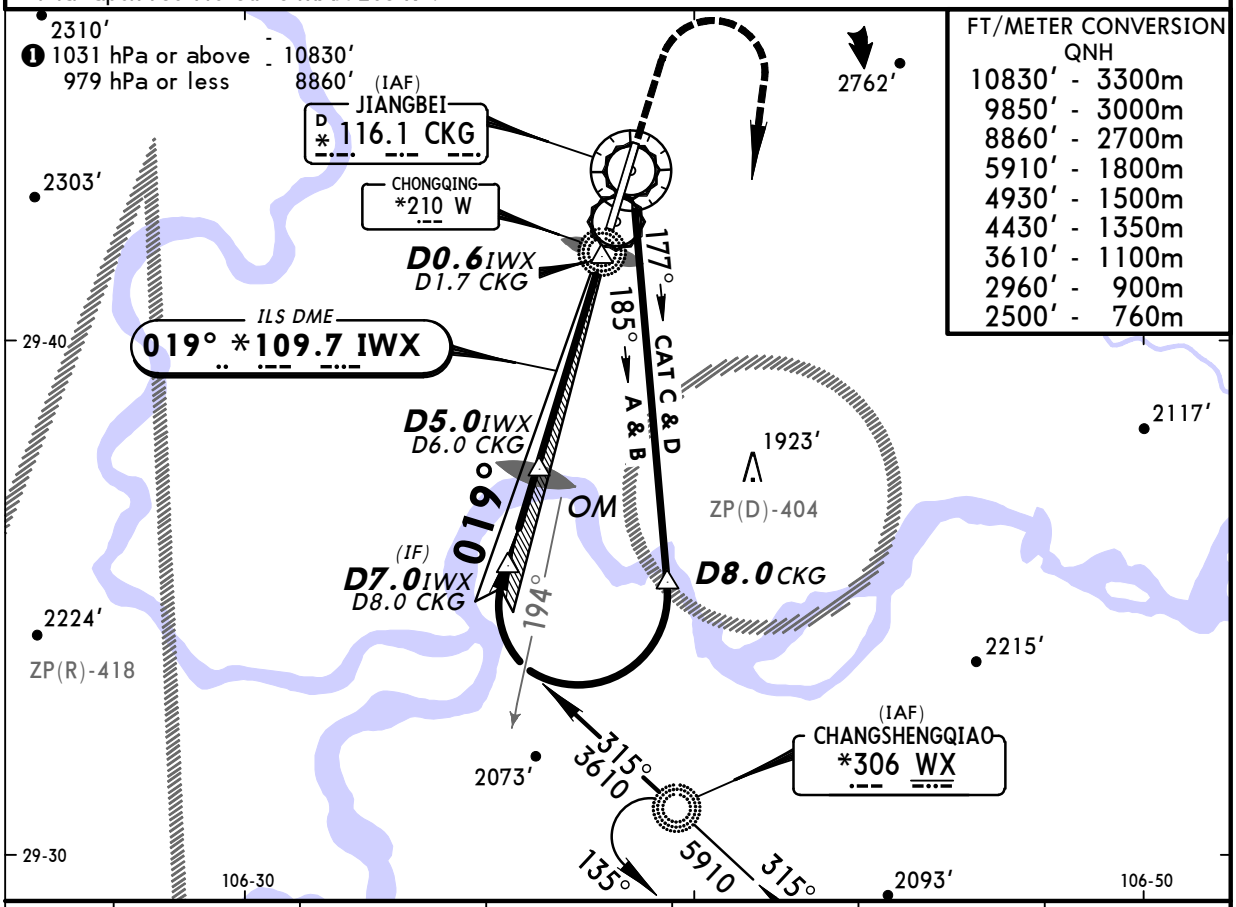
*ATIS	*CHONGQING Approach	*CHONGQING Tower	*Ground
126.4	125.2	118.2	121.75

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1365′
IWX *109.7	019°	D5.0 IWX 2960′(1608′)	Refer to Minimums	RWY 1352′

MISSED APCH: Climb STRAIGHT AHEAD to 2500′, then turn RIGHT to reach WX NDB at 4430′.

4500′ 100° 280° 3700′ 5600′ 010°
MSA WX NDB

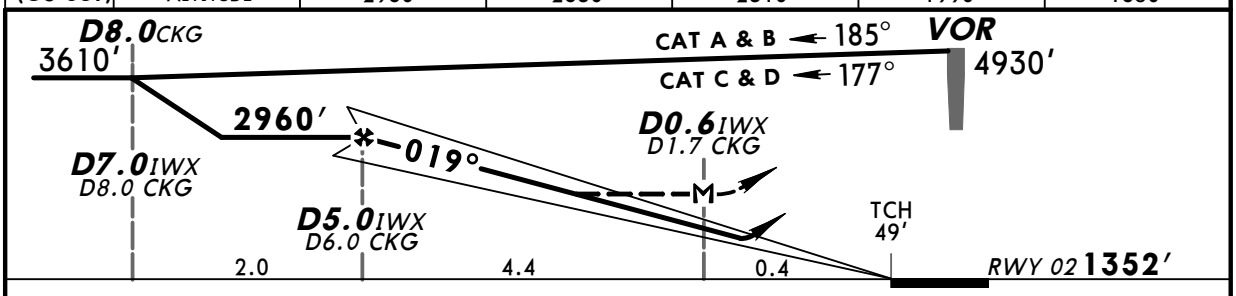
Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX 205 KT.



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
4430′	1350m
3610′	1100m
2960′	900m
2500′	760m

LOC (GS out)	IWX DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2960′	2630′	2310′	1990′	1680′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.6 IWX/D1.7 CKG						

HIALS PAPI | 2500′ | 4430′ RT | WX 306

PANS OPS 4

STRAIGHT-IN LANDING RWY 02

	ILS DA(H) AB:1552′(200′) CD:1565′(213′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1680′(328′)	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B					
C					
D				1200m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2010′ (645′)	1600m
135		
180	3190′ (1825′)	4800m
205		

CHANGES: Minimums.

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JEPPESEN
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ZUCK/CKG JIANGBEI

JEPPESEN CHONGQING, PR OF CHINA
28 SEP 07 (11-02)
ILS Rwy 20

BRIEFING STRIP ™

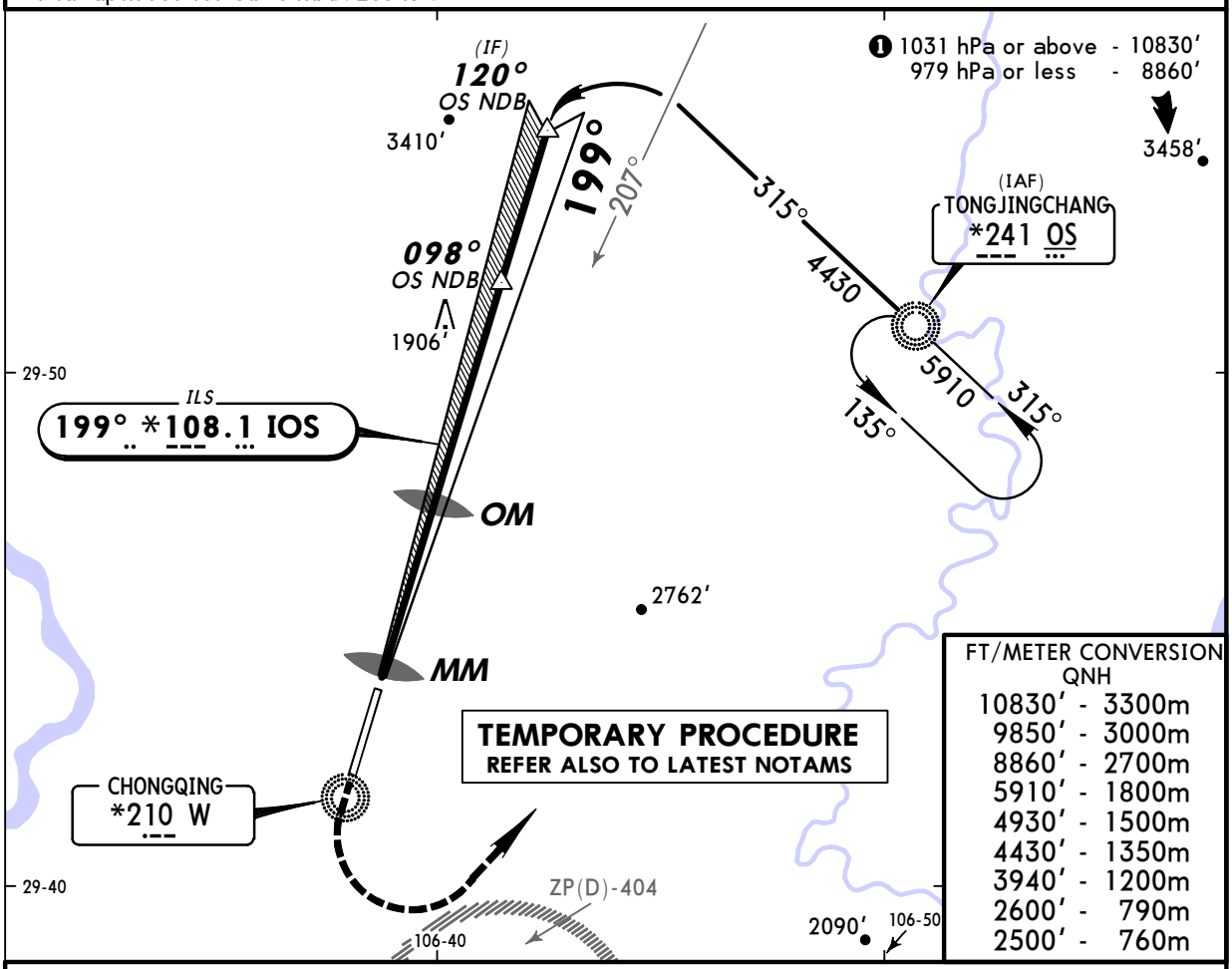
*ATIS	*CHONGQING Approach	*CHONGQING Tower	*Ground
126.4	125.2	118.2	121.75

LOC	Final	GS	ILS DA(H)	
IOS	Apch Crs	No altitude published	Refer to Minimums	Apt Elev 1365′
*108.1	199°			RWY 1348′

MISSED APCH: Climb STRAIGHT AHEAD to 2500′, then turn LEFT to reach OS NDB at 4930′. Contact ATC.

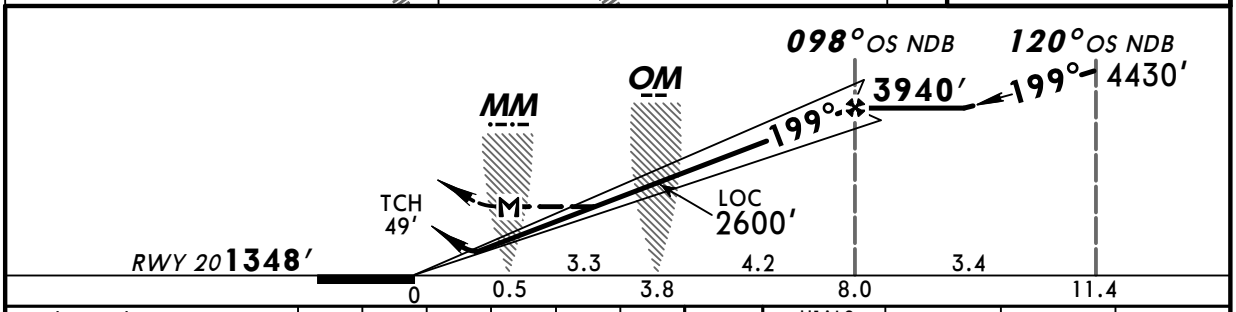
140° 6800′ 230°
4500′
MSA OS NDB

Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX 205 KT.



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
4430′	1350m
3940′	1200m
2600′	790m
2500′	760m



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at MM						

HIALS
PAPI

2500′ ↑ | 4930′ LT | OS 241

PANS OPS 4

STRAIGHT-IN LANDING RWY 20

	ILS DA(H) AB:1548′(200′) CD:1562′(214′)			LOC (GS out) MDA(H) 1640′(292′)		
	FULL	TDZ or CL out	ALS out		MM out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
B						
C						
D				1200m		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	2010′ (645′) 1600m
135	
180	3190′ (1825′) 4800m
205	

CHANGES: Minimums.

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JEPPESEN
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ZUCK/CKG JIANGBEI

JEPPESEN CHONGQING, PR OF CHINA
28 SEP 07 (11-2)
ILS DME Rwy 20

BRIEFING STRIP ™

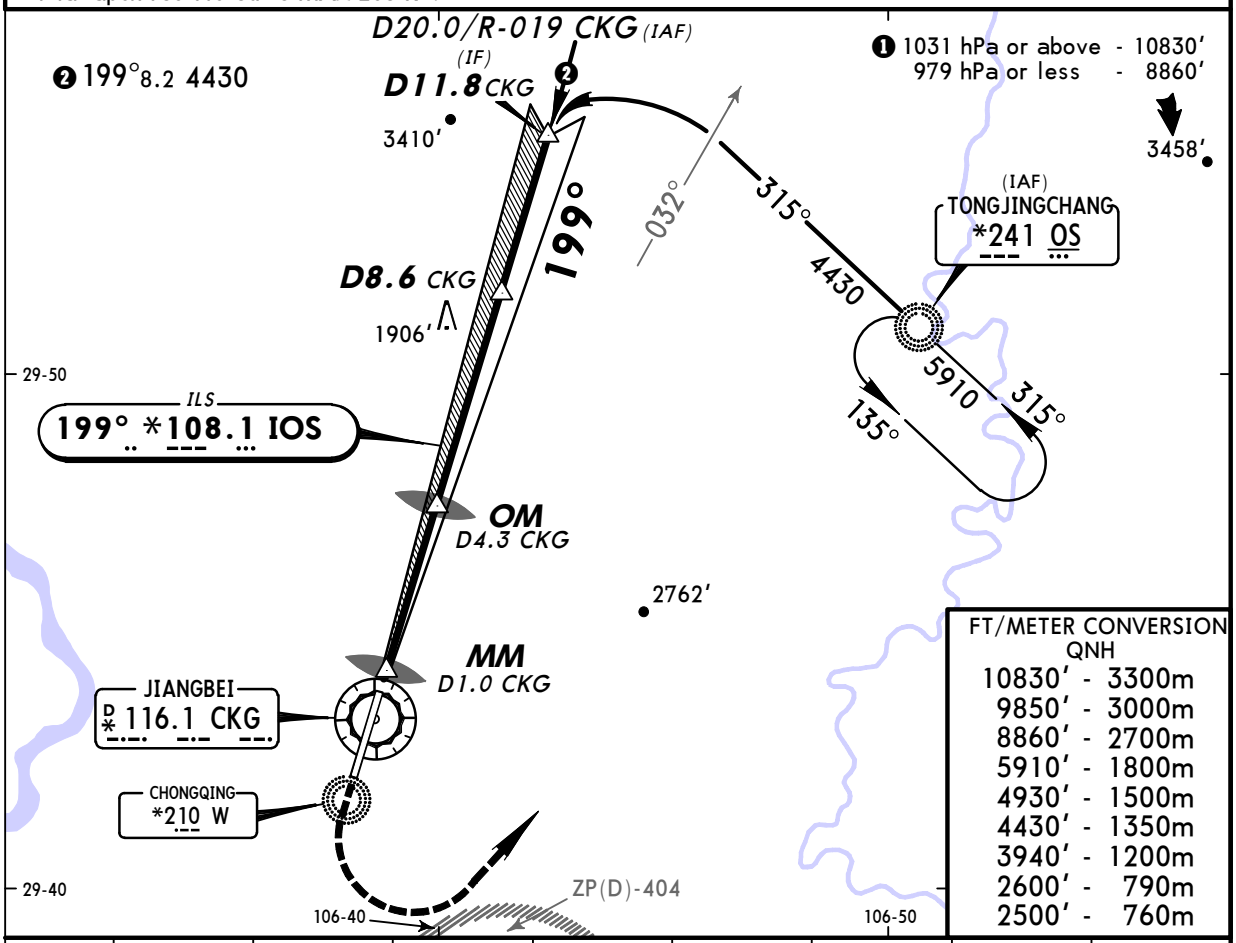
*ATIS	*CHONGQING Approach	*CHONGQING Tower	*Ground
126.4	125.2	118.2	121.75

LOC IOS	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 1365′
*108.1	199°	2592′ (1244′)	Refer to Minimums	RWY 1348′

MISSED APCH: Climb STRAIGHT AHEAD to 2500′, then turn LEFT to reach OS NDB at 4930′.

140° 6800′ 230°
4500′
MSA OS NDB

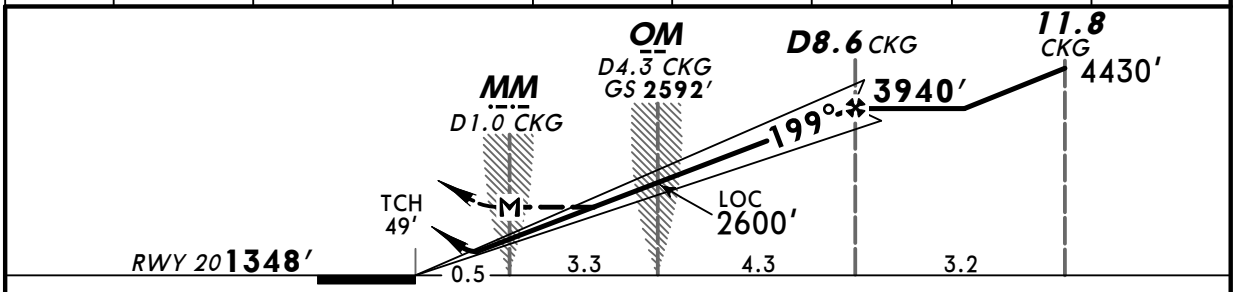
Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX 205 KT.



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
4430′	1350m
3940′	1200m
2600′	790m
2500′	760m

LOC (GS out)	CKG DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1540′	1860′	2180′	2490′	2810′	3130′	3450′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at MM/D1.0 CKG						

HIALS
PAPI

2500′ ↑
4930′ ↰ LT
OS 241

PANS OPS 4

STRAIGHT-IN LANDING RWY 20

	ILS			LOC (GS out)	
	DA(H) AB:1548′(200′) CD:1562′(214′)			MDA(H) 1640′(292′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B					
C					
D				1200m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2010′ (645′)	1600m
135		
180	3190′ (1825′)	4800m
205		

CHANGES: Minimums.

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ZUCK/CKG
JIANGBEI

JEPPESEN 21 JAN 05 (13-1)

CHONGQING, PR OF CHINA
VOR DME Rwy 02

BRIEFING STRIP ™

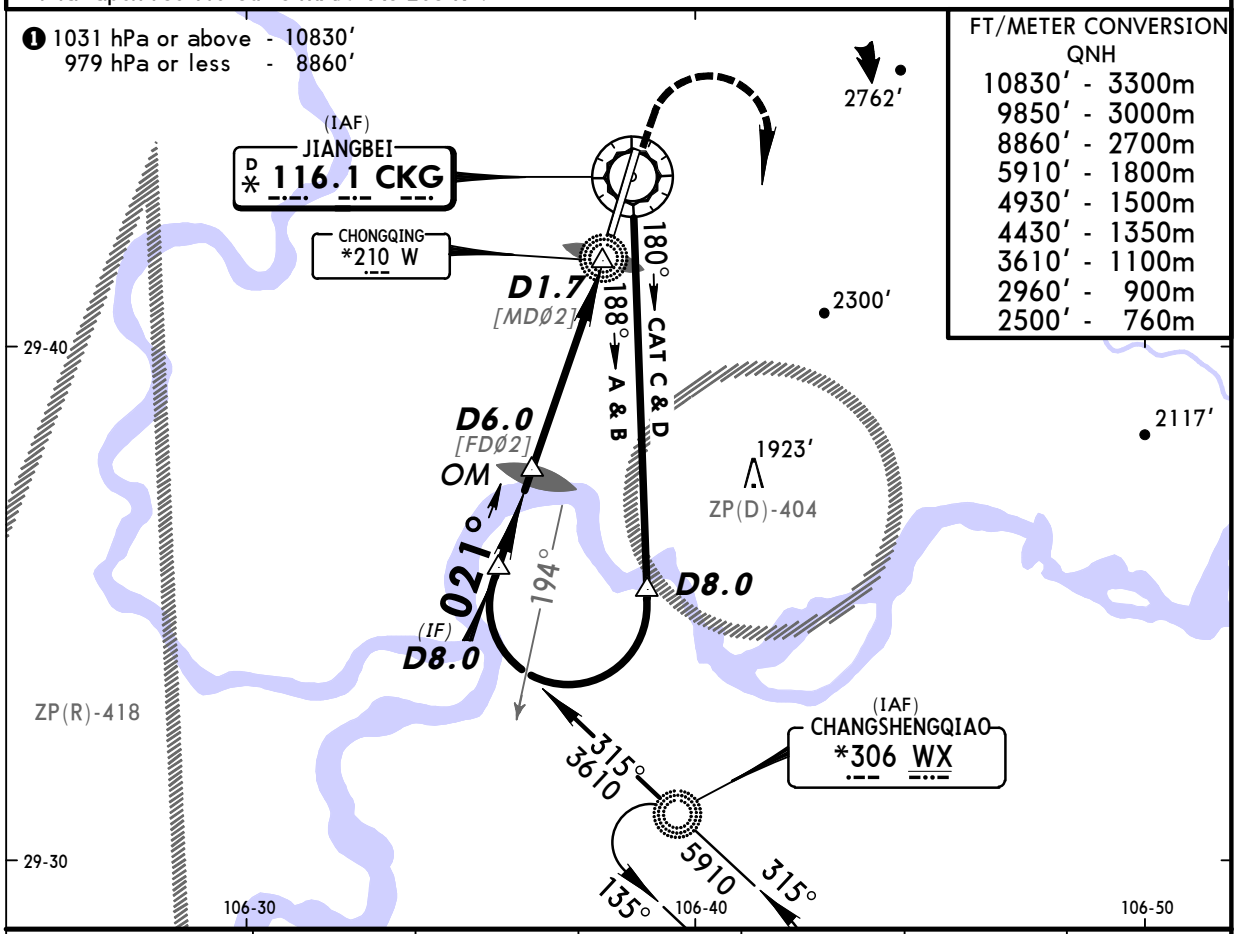
*ATIS	*CHONGQING Approach	*CHONGQING Tower	*Ground
126.4	125.2	118.2	121.75

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1365′
CKG *116.1	021°	D6.0 2960′ (1608′)	1910′(558′)	RWY 1352′

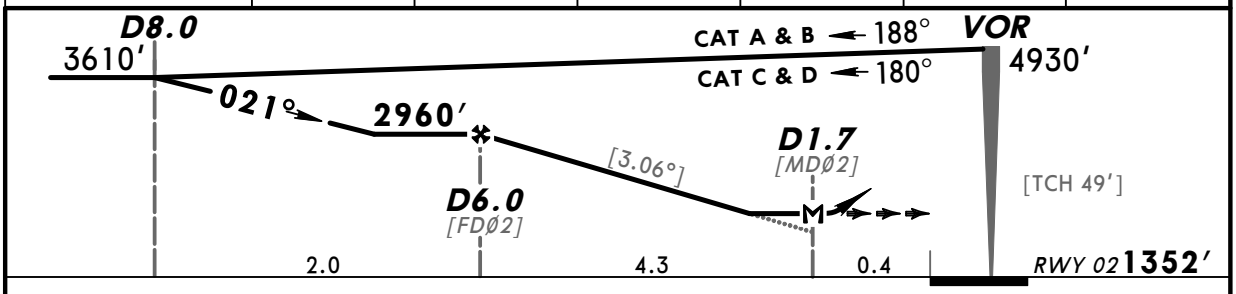
MISSED APCH: Climb STRAIGHT AHEAD to 2500′, then turn RIGHT to reach WX NDB at 4430′.

4500′ 100° 280° 3700′ 5600′ 010°
MSA WX NDB

Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX IAS 205 KT.



CKG DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3280′	2960′	2640′	2310′	1990′	1670′



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.33% or Descent angle [3.06°]	379	487	541	650	758	866
MAP at D1.7						

HIALS PAPI | 2500′ | 4430′ RT | WX 306

PANS OPS 4

	STRAIGHT-IN LANDING RWY 02 MDA(H) 1910′(558′)		Max Kts	CIRCLE-TO-LAND MDA(H)	
		ALS out			
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	2010′ (645′)	1600m
B			135		
C	RVR 1500m VIS 1600m	2400m	180	3190′ (1825′)	4800m
D	RVR 1800m VIS 2000m	2800m	205		

CHANGES: O Lctr withdrawn.

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ZUCK/CKG JIANGBEI

JEPPESEN 21 JAN 05 (13-2)

CHONGQING, PR OF CHINA VOR DME Rwy 20

BRIEFING STRIP ™

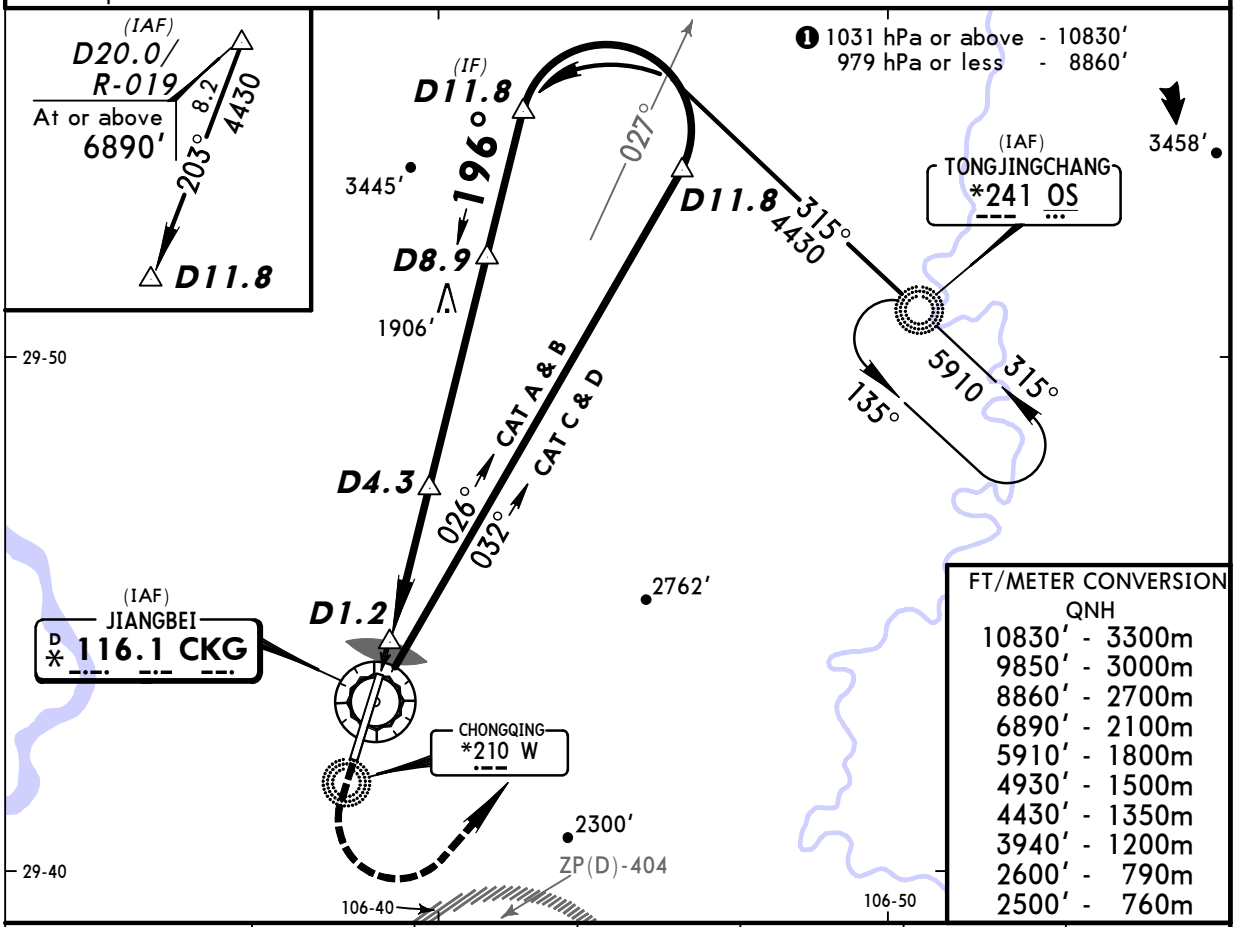
*ATIS	*CHONGQING Approach	*CHONGQING Tower	*Ground
126.4	125.2	118.2	121.75

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1365′
CKG *116.1	196°	D4.3 2600′(1252′)	1810′(462′)	RWY 1348′

MISSED APCH: Climb STRAIGHT AHEAD to 2500′, then turn LEFT to reach OS NDB at 4930′.

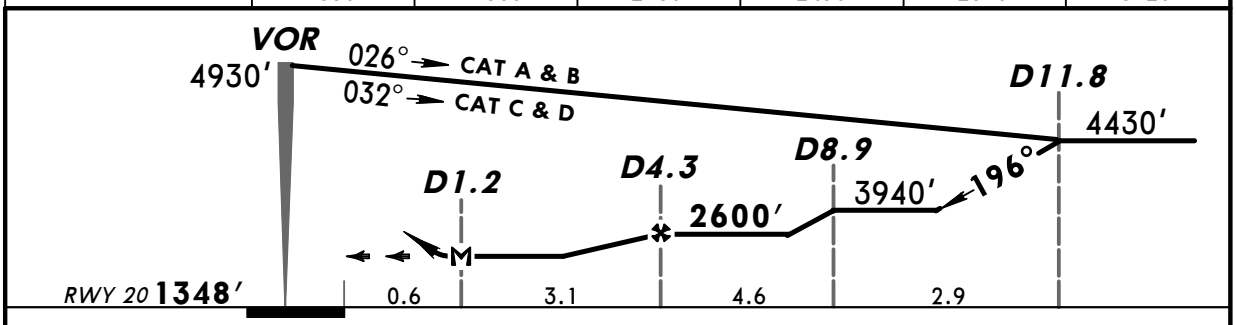
140° 6800′ 230°
4500′
MSA OS NDB

Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX IAS 205 KT.



FT/METER CONVERSION QNH
10830′ - 3300m
9850′ - 3000m
8860′ - 2700m
6890′ - 2100m
5910′ - 1800m
4930′ - 1500m
4430′ - 1350m
3940′ - 1200m
2600′ - 790m
2500′ - 760m

CKG DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1550′	1860′	2180′	2490′	2810′	3120′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D1.2						

HIALS
PAPI

2500′ ↑

4930′ LT

OS 241

PANS OPS 4

	STRAIGHT-IN LANDING RWY 20 MDA(H) 1810′(462′)		CIRCLE-TO-LAND Max Kts	MDA(H)	
		ALS out			
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	2010′ (645′)	1600m
B			135		
C	1200m	2000m	180	3190′ (1825′)	4800m
D	RVR 1500m VIS 1600m	2400m	205		

CHANGES: O Lctr withdrawn.

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ZUCK/CKG JIANGBEI

JEPPESEN 26 NOV 04 (16-1)

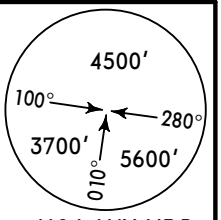
CHONGQING, PR OF CHINA NDB DME Rwy 02

BRIEFING STRIP ™

*ATIS	*CHONGQING Approach	*CHONGQING Tower	*Ground
126.4	125.2	118.2	121.75

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1365′
W *210	019°	D6.1 2960′(1608′)	1910′(558′)	RWY 1352′

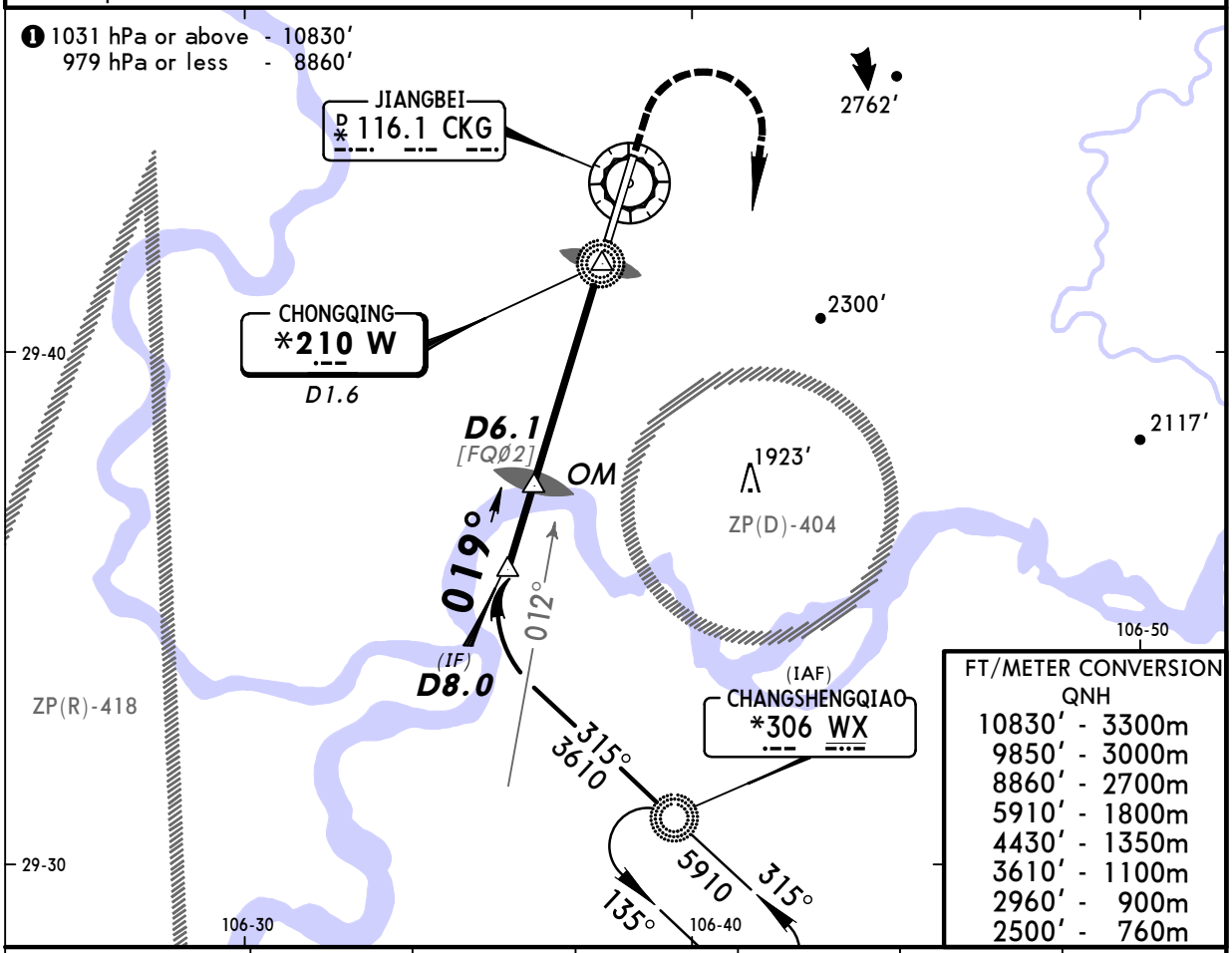
MISSED APCH: Climb STRAIGHT AHEAD to 2500′, then turn RIGHT to reach WX NDB at 4430′.



MSA WX NDB

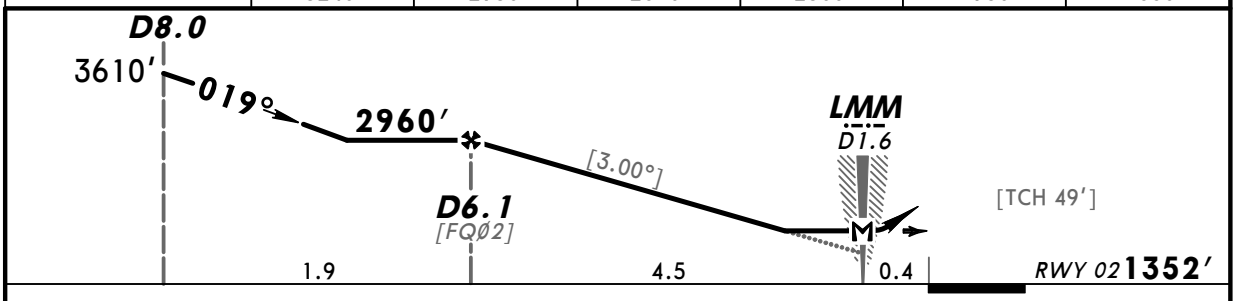
Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX IAS 205 KT.

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′



FT/METER CONVERSION
QNH
10830′ - 3300m
9850′ - 3000m
8860′ - 2700m
5910′ - 1800m
4430′ - 1350m
3610′ - 1100m
2960′ - 900m
2500′ - 760m

CKG DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3240′	2930′	2610′	2300′	1980′	1660′



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at LMM/D1.6						

HIALS
PAPI

2500′ ↑

4430′ ↱ RT

WX 306

PANS OPS 4

	STRAIGHT-IN LANDING RWY 02 MDA(H) 1910′(558′)		Max Kts	CIRCLE-TO-LAND MDA(H)	
		ALS out			
A	1200m	RVR 1500m VIS 1600m	100	2010′ (645′)	1600m
B			135		
C	RVR 1500m VIS 1600m	2400m	180	3190′ (1825′)	4800m
D	2400m	2800m	205		

CHANGES: Procedure. Descent angle. Minimums.

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ZUCK/CKG JIANGBEI

JEPPESEN 26 NOV 04 (16-2)

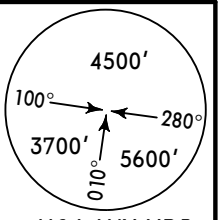
CHONGQING, PR OF CHINA NDB Rwy 02

BRIEFING STRIP ™

*ATIS	*CHONGQING Approach	*CHONGQING Tower	*Ground
126.4	125.2	118.2	121.75

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1365′
W *210	019°	No FAF	1970′(618′)	RWY 1352′

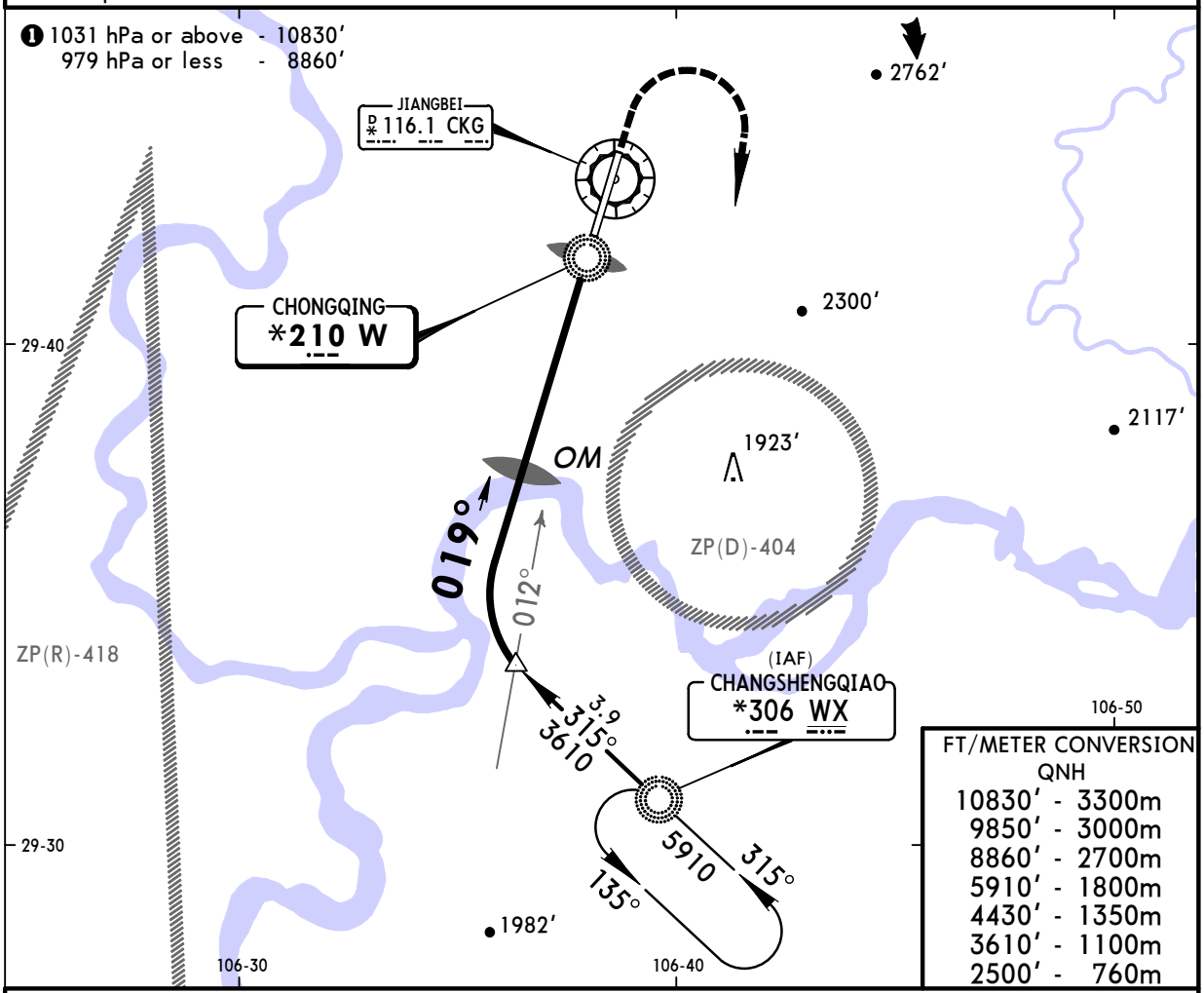
MISSED APCH: Climb STRAIGHT AHEAD to 2500′, then turn RIGHT to reach WX NDB at 4430′.



MSA WX NDB

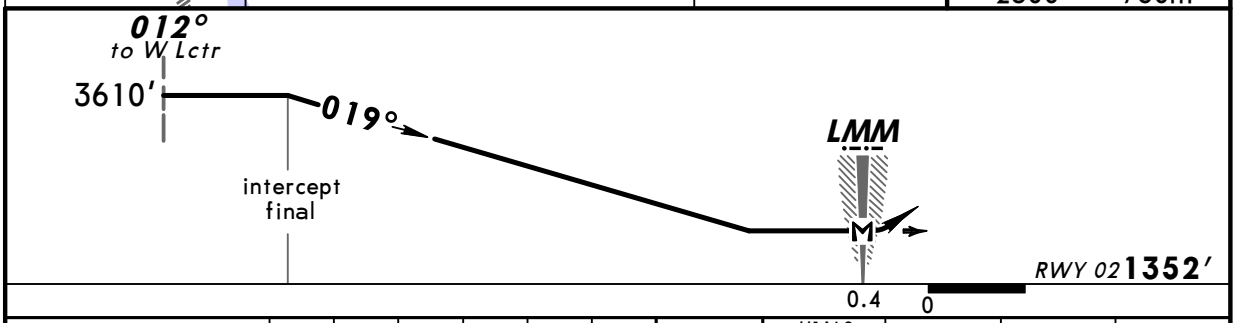
Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX IAS 205 KT.

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4430′	1350m
3610′	1100m
2500′	760m



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at LMM						

HIALS
PAPI

2500′	4430′	WX
↑	↱ RT	306

PANS OPS 4

STRAIGHT-IN LANDING RWY 02			CIRCLE-TO-LAND		
MDA(H) 1970′(618′)					
		ALS out	Max Kts	MDA(H)	
A	1200m	RVR 1500m VIS 1600m	100	2010′ (645′)	1600m
B			135		
C	RVR 1800m VIS 2000m	2800m	180	3190′ (1825′)	4800m
D	2800m	3200m	205		

CHANGES: New procedure.

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ZUCK/CKG JIANGBEI

JEPPESEN 21 JAN 05 (16-3)

CHONGQING, PR OF CHINA NDB DME Rwy 20

BRIEFING STRIP ™

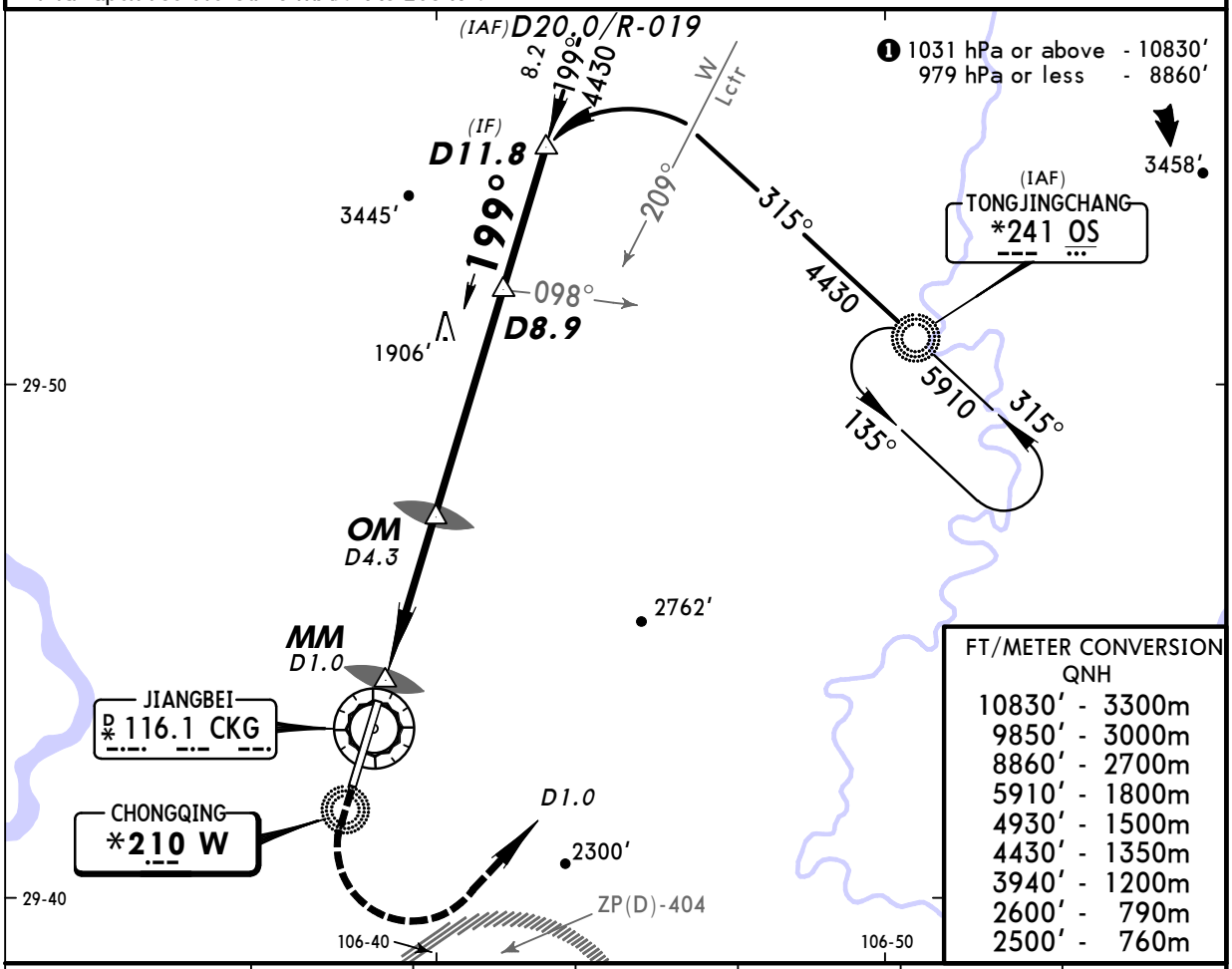
*ATIS	*CHONGQING Approach	*CHONGQING Tower	*Ground
126.4	125.2	118.2	121.75

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1365′
W *210	199°	OM 2600′ (1252′)	1810′(462′)	RWY 1348′

MISSED APCH: Climb STRAIGHT AHEAD to 2500′, then turn LEFT to reach OS NDB at 4930′.

MSA OS NDB: 140° 6800′, 230° 6800′, 4500′

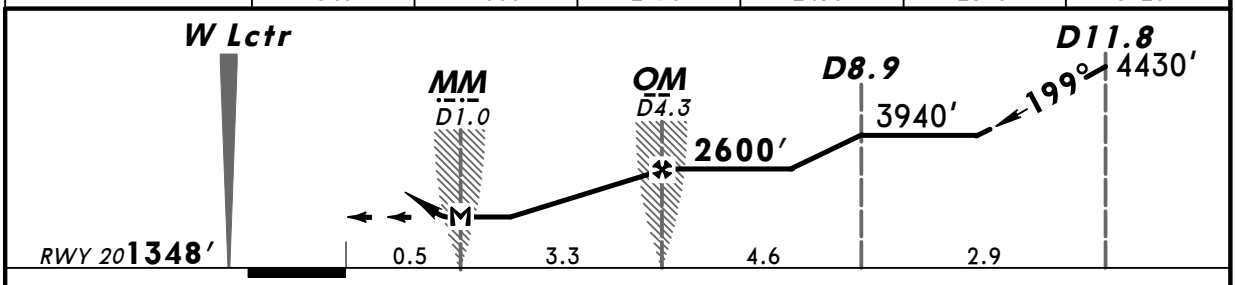
Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX IAS 205 KT.



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
4430′	1350m
3940′	1200m
2600′	790m
2500′	760m

CKG DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1540′	1860′	2170′	2490′	2810′	3120′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at MM/D1.0						

HIALS PAPI | 2500′ | 4930′ LT | OS 241

PANS OPS 4

STRAIGHT-IN LANDING RWY 20 MDA(H) 1810′(462′)			CIRCLE-TO-LAND		
		ALS out	Max Kts	MDA(H)	
A	1200m	RVR 1500m VIS 1600m	100	2010′ (645′)	1600m
B			135		
C		2000m	180	3190′ (1825′)	4800m
D	RVR 1800m VIS 2000m	2400m	205		

CHANGES: O Lctr withdrawn. Procedure.

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ZUCK/CKG JIANGBEI

JEPPESEN 21 JAN 05 (16-4)

CHONGQING, PR OF CHINA NDB Rwy 20

BRIEFING STRIP ™

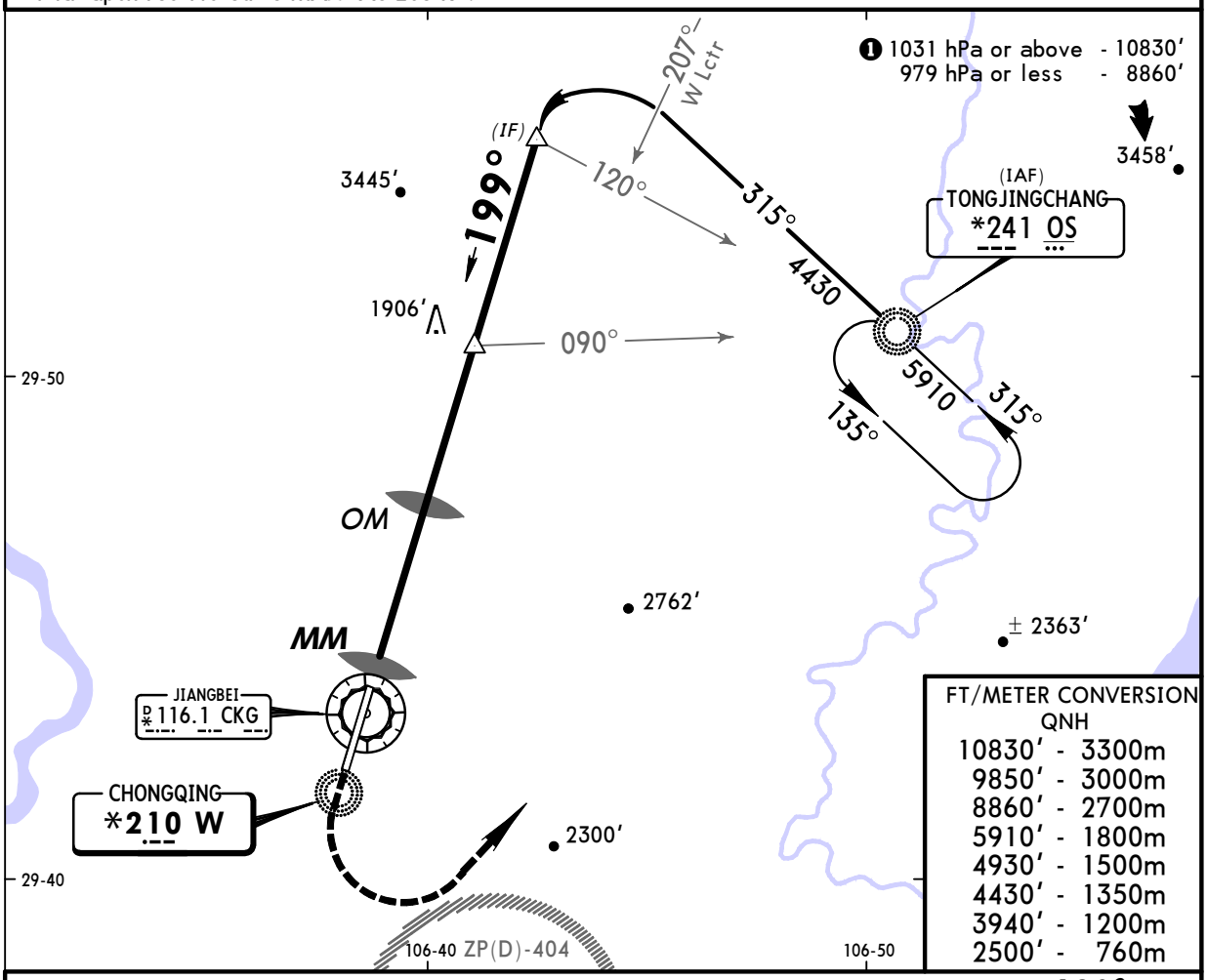
*ATIS	*CHONGQING Approach	*CHONGQING Tower	*Ground
126.4	125.2	118.2	121.75

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1365′
W *210	199°	090° to OS NDB 3940′(2592′)	2010′(662′)	RWY 1348′

140° 6800′ 230°
4500′
MSA OS NDB

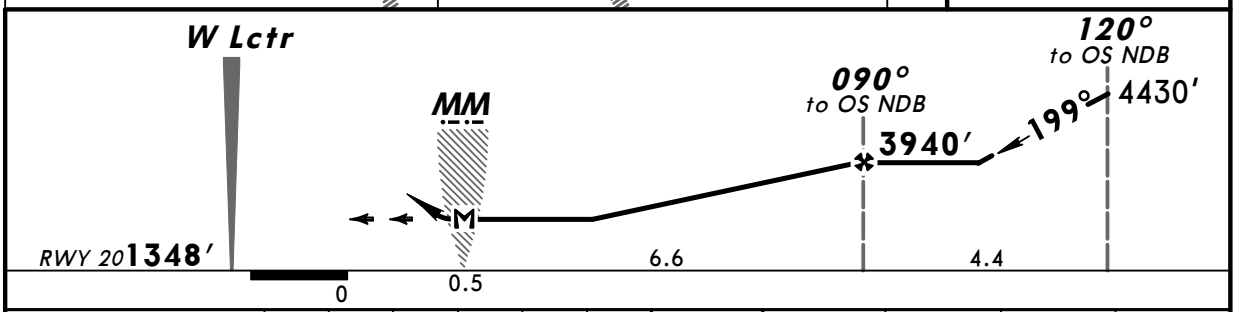
MISSED APCH: Climb STRAIGHT AHEAD to 2500′, then turn LEFT to reach OS NDB at 4930′.

Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX IAS 205 KT.



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
4430′	1350m
3940′	1200m
2500′	760m



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.9%	418	538	597	717	836	956
MAP at MM						

HIALS PAPI | 2500′ | 4930′ LT | OS 241

PANS OPS 4

	STRAIGHT-IN LANDING RWY 20 MDA(H) 2010′(662′)		Max Kts	CIRCLE-TO-LAND MDA(H)	
		ALS out			
A	1200m	RVR 1500m VIS 1600m	100	2010′ (645′)	1600m
B			135		
C	RVR 1800m VIS 2000m	2800m	180	3190′ (1825′)	4800m
D	2800m	3200m	205		

CHANGES: O Lctr withdrawn. Procedure.

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