

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZUCK

Terminal Charts For ZUCK

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: CHONGQING CHN
ICAO/IATA: ZUCK / CKG
Lat/Long: N29° 43.20', E106° 38.40'
Elevation: 1364 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 2.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2153 Z
Sunset: 1149 Z

Runway Information

Runway: 02L
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1356 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 02R
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1354 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 656 ft

Runway: 03
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1331 ft
Lighting: Edge, ALS, Centerline

Runway: 20L
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1353 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 656 ft

Runway: 20R
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1362 ft
Lighting: Edge, ALS, Centerline

Runway: 21
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1314 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 131.450
ATIS: 126.650 Departure Service
ATIS: 126.400 Arrival Service
Chongqing Tower: 118.200
Chongqing Tower: 124.350
Chongqing Tower: 118.650 Secondary
Chongqing Tower: 118.375
Chongqing Ground: 121.650
Chongqing Ground: 121.850
Chongqing Ground: 121.750
Jiangbei Apron Ramp/Taxi: 121.700
Jiangbei Apron Ramp/Taxi: 121.600
Chongqing Clearance Delivery: 121.950
Chongqing Approach: 120.850
Chongqing Approach: 120.450
Chongqing Approach: 120.025
Chongqing Approach: 124.200 Secondary
Chongqing Approach: 127.925
Chongqing Approach: 125.200
Chongqing Approach: 119.100
Chongqing Approach: 119.550 Secondary

ZUCK/CKG
JIANGBEI

JEPPESEN

19 APR 24

10-1P

CHONGQING, PR OF CHINA

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.4

D-ATIS Departure 126.65

1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)

For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.

1.3. NOISE ABATEMENT PROCEDURES

Engine run-up is subject to AOC clearance, to be conducted on stands 441, 466, 467, 512, 513 or designated locations. Run-ups on other stands are strictly forbidden.

1.4. LOW VISIBILITY PROCEDURES

RWYs 02L/20R and 03/21 are available for low visibility take-off.

RWY 02R/20L are available for HUD special CAT II operation.

RWY 02L and RWY 21 are available for HUD low visibility take-off.

1.5. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.5.1. USE OF TRANSPONDERS ON THE GROUND

ACFT shall set responder on ground mode in the stage of ground operation.

1.6. RWY OPERATIONS

During changing the direction of RWY in use, if downwind speed is more than 3.5m/s (7 KT) and not exceeding 5m/s (10 KT), ATC shall inform ACFT of the ground wind direction and speed, and instruct downwind take-off or downwind landing for short time. If flight crew decides not to take off or land on downwind RWY, inform ATC immediately and wait for further instructions.

1.7. TAXI PROCEDURES

ACFT are forbidden to turnaround 180° on TWY.

ACFT should inform ATC as early as possible, if they cannot turnaround 180° on RWY.

TWYs used for crossing RWY 02L/20R are:

B4, B5, B7, A9.

TWYs used for crossing RWY 02R/20L are:

E3, E6, Z1.

ACFT are forbidden to enter/exit RWY 02L/20R via TWYs A9, B4, B5 and B7.

ACFT are forbidden to enter/exit RWY 02R/20L via TWYs E3, E6 and Z1.

ACFT are forbidden to exit RWY 03/21 via TWYs H3 and Z9.

ACFT are forbidden to enter RWY 03/21 via TWYs H3, H4, H5, Z6 and Z9.

When RWY 02L/20R is used for arrivals, ACFT operation is strictly forbidden on TWYs B1 thru B4, A11 and E7.

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10-1P1

CHONGQING, PR OF CHINA

AIRPORT BRIEFING

1. GENERAL

The following holding positions and TWYs are forbidden to be used simultaneously:

- Hold at TWY E6 (East of RWY 02R/20L) and TWY D4;
- Hold at TWY Z1 (West of RWY 02R/20L) and TWY C9;
- Hold at TWY Z1 (between RWY 02R/20L and TWY D and TWY D3);
- Hold at TWY E3 (West of RWY 02R/20L) and TWY C7;
- Hold at TWY E3 (East of RWY 02R/20L) and TWY D1;
- Hold at TWY B5 (East of RWY 02L/20R) and TWY C2;
- Hold at TWY A6 (East of RWY 02L/20R) and TWY C5;
- Hold at TWY A9 (East of RWY 02L/20R) and TWY C6;
- Hold at TWY E6 (West of RWY 02R/20L) and TWY C10.

ACFT taxiing on apron shall be guided by Follow-me vehicles, except parking on stands 103, 104, 107, 206 thru 209, 216 thru 218, 225 thru 227, 301 thru 313, 321 thru 324, 343 thru 346, 455, 456, 461 thru 466, 501 thru 514, 518 and 523 thru 534.

TWY Z4 (West of TWY G) wingspan restricted to less than 213'/65m.

TWYs A7 and A8 MAX wingspan 119'/36.3m when stand 443 is in use.

TWYs A6 and A7 MAX wingspan 118'/36m when stand 445 is in use.

If stop bars on RWY 20R or 20L are deficient or broken down, only one ACFT is allowed to operate southwards in West area (West of TWY E, South of TWY Z9).

1.8. PARKING INFORMATION

Visual Docking Guidance System available at stands 201 thru 212, 301 thru 354, 354L, 354R, 355, 355L, 355R, 356, 356L, 356R, 357, 357L, 357R, 358 thru 362.

Stands 443 and 445 are temporary stands.

1.9. OTHER INFORMATION

1.9.1. GENERAL

RWY 03, 20L/R right-hand circuit.

Birds.

1.9.2. SIMULTANEOUS OPERATIONS ON PARALLEL RWYs

Dependent parallel approaches, independent parallel departures and segregated parallel approaches/departures are applied on the aerodrome. RWY 02L/20R and RWY 02R/20L are operated as closely spaced RWYs. Flight crew shall listen to ATIS in advance and use RWY allocated by ATC.

Under certain adverse weather conditions, the parallel RWY operations may be impacted, ATC shall downgrade RWY hybrid operation to RWY semi-hybrid operation, segregated operation and single RWY operation.

Pilot shall repeat ATC clearance with RWY designation.

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29 SEP 23

10-1P2

Eff 4 Oct 1600Z

CHONGQING, PR OF CHINA

AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 02L and 21 are approved for CAT II operations, special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

Except informed by controller which rapid exit TWY is to be used, landing ACFT shall vacate RWY using the nearest rapid exit TWY and report the used TWY and position to the Tower controller immediately after vacating RWY. If the ACFT cannot use the rapid exit TWY, pilot shall inform the controller as early as possible.

2.3. TAXI PROCEDURES

Follow-me car is available.

Requirements to increase RWY operation capacity:

- ACFT shall fully vacate RWY within 50 seconds after touchdown.
- ACFT shall fully cross RWY within 42 seconds after getting ATC clearance.

If pilots cannot comply with these requirements, ATC has to be informed in advance.

3. DEPARTURE

3.1. NOISE ABATEMENT

3.1.1 GENERAL

Under condition of insuring flight safety, reduce the impact of noise on ground.

3.1.2. INITIAL CLIMB

Use the reduced thrust to take-off if ACFT performance permits.

At 450m (1500'):

- Climb speed of $V_2 + 20\text{km/h}$ (10 KT);
- Reduce engine power/thrust and angle of fuselage/pitch;
- Maintain a positive rate of climb and flaps/slats in the take-off configuration.
- Maintain reduced engine power/thrust and positive rate of climb.

Above 900m (3000'):

- Accelerate smoothly to en-route climb speed;
- Retract flaps/slats on schedule.

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

Departure clearance (DCL) via data link is preferred, and pilot shall confirm as soon as possible to complete DCL after successful DCL service. If not successful, pilot shall confirm RWY designator in use and initial climb altitude and departure procedure to controller.

Listen to ATIS frequency before applying for verbal Delivery Clearance. Report the ATIS code to the controller when requesting Delivery Clearance. Repeat the information after obtaining Delivery Clearance.

Departing ACFT shall contact Delivery Control for Delivery Clearance 10 minutes prior to the closure of cabin door.

Flight crew shall conduct push-back and start-up clearance within 5 minutes, otherwise request JIANGBEI APN Control for clearance once more.

Follow-me car are available on crew request.

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29 SEP 23

10-1P3

Eff 4 Oct 1600Z

CHONGQING, PR OF CHINA

AIRPORT BRIEFING

3. DEPARTURE

When a departing ACFT obtains delivery clearance, pilot shall change frequency from CHONGQING Delivery to JIANGBEI APN.

ACFT pushed back from stands 301 thru 305 shall get permission from TWR Control.

ACFT out of the area of JIANGBEI Apron Control shall keep listening on the Delivery frequency after obtaining Delivery Clearance. When ready for push-back and start-up, flight crew shall change frequency from CHONGQING Delivery to Ground. Ground Control is responsible for push-back, start-up and taxi of the ACFT.

Requirements to increase RWY operation capacity:

- ACFT shall finish RWY alignment within 60 seconds after leaving the holding position.
- ACFT shall fully cross RWY within 42 seconds after getting ATC clearance.

If pilots cannot comply with these requirements, ATC has to be informed in advance.

3.3. OTHER INFORMATION

Departure ACFT shall report RWY designator at the first contact with ATC.

ZUCK/CKG JIANGBEI

JEPPESEN
1 DEC 23 **10-1R**

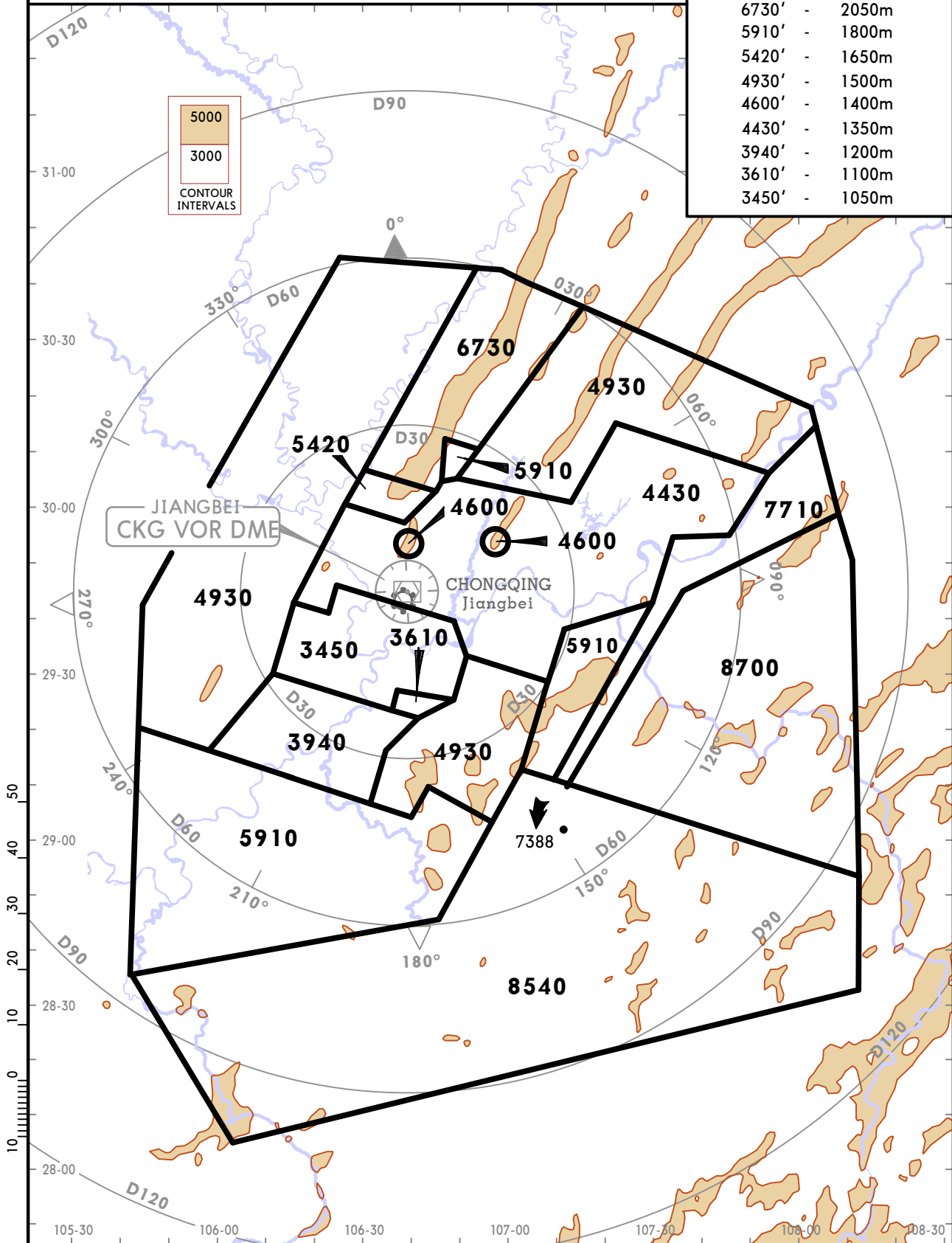
CHONGQING, PR OF CHINA
RADAR MINIMUM ALTITUDES

CHONGQING Approach (R)			Apt Elev 1364	FL CONVERSION	
APP01 125.2	*APP02 120.85	*APP03 119.1		FL197	FL6000m
*APP04 127.925	*APP05 120.45	*APP06 120.025	FL118	FL3600m	

Alt Set: hPa
Trans level: FL118 Trans alt: 9850
10830 - 1031 hPa or above
8860 - 979 hPa or less

- Chart only to be used for cross-checking of altitudes assigned while under RADAR control.
- When entering Chongqing APP below FL197, identified ACFT will be vectored to FAT or the time when RWY is in sight. During rush hour, vectors will differ from SID/STARs.

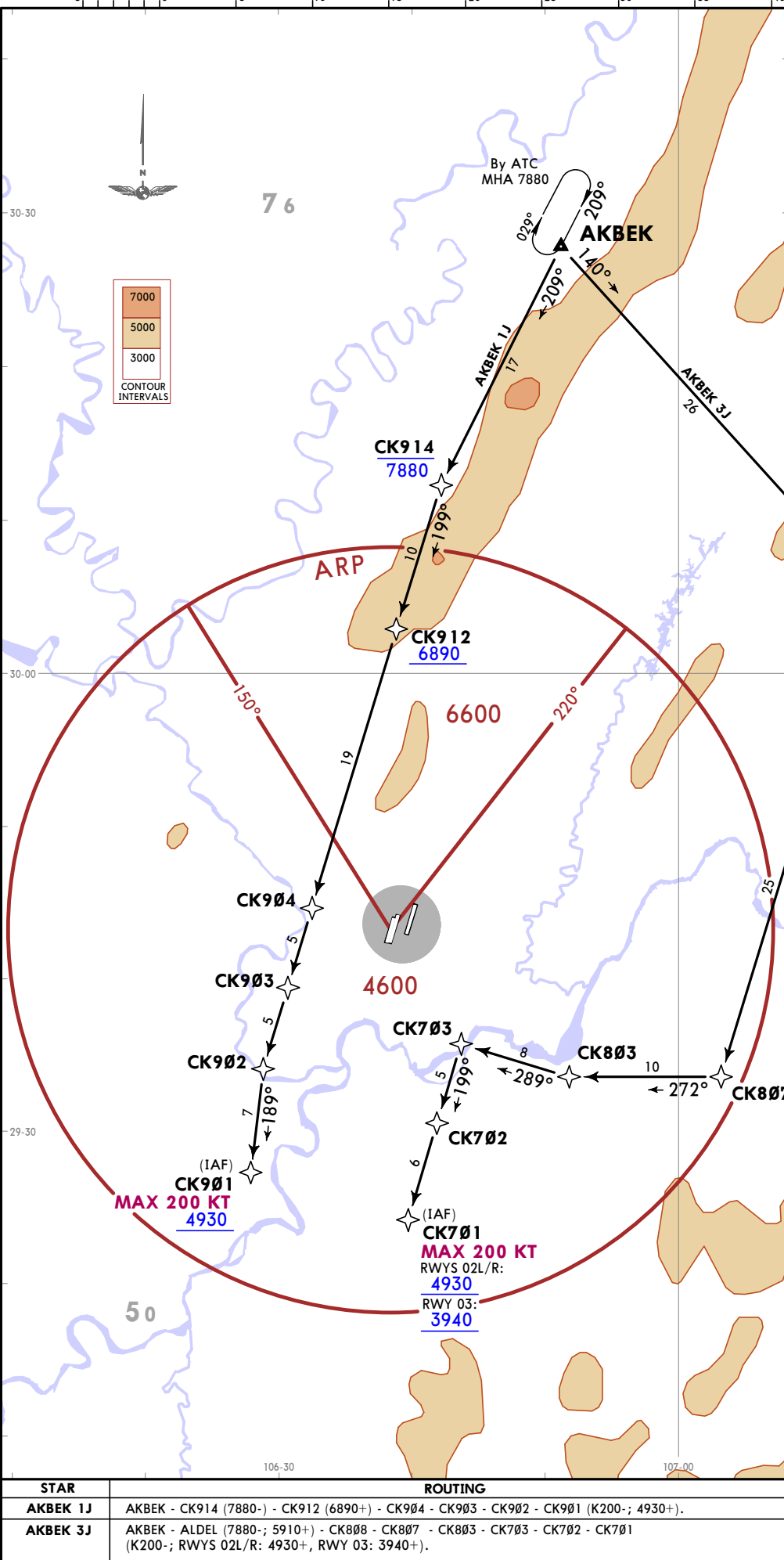
FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
8700'	- 2650m
8540'	- 2600m
7710'	- 2350m
6730'	- 2050m
5910'	- 1800m
5420'	- 1650m
4930'	- 1500m
4600'	- 1400m
4430'	- 1350m
3940'	- 1200m
3610'	- 1100m
3450'	- 1050m



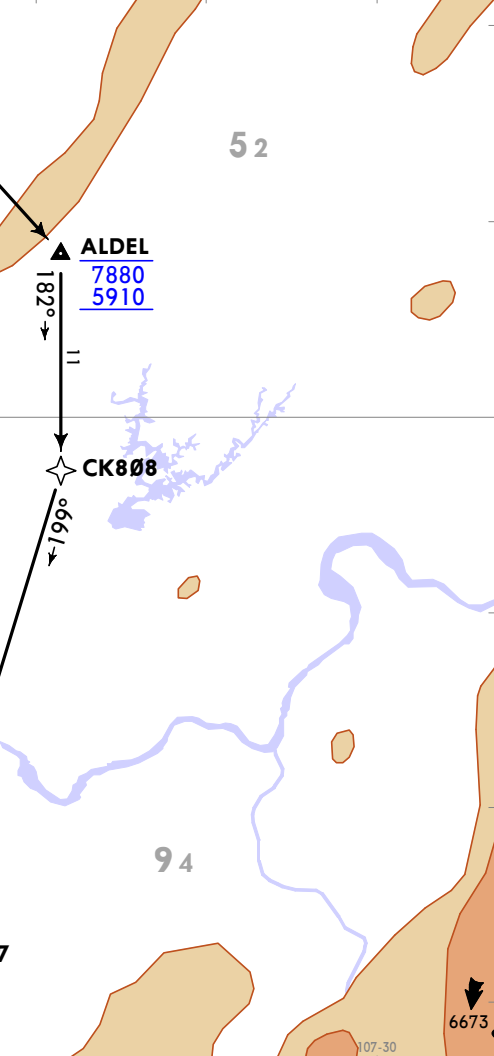
CHANGES: Sectors, chart scale.

CHANGES: AKBEK 2J withdrawn, speed restrictions, CK914 crossing altitude.

ZUCK / CKG
JIANGBEI
EFT 27 Dec 1600Z
JEPPESSEN
22 DEC 23
10-2



D-ATIS 126.4	Apt Elev 1364			
Alt Set: hPa Trans level: FL118				
RNAV 1	GNSS	OR	RNP 1	GNSS
1. RADAR required for RNAV 1. 2. Under RADAR control actual flight ALT by ATC. 3. AKBEK 1J: ATC permission required for CCO. CCO time between 0200-0600LT and is terminated once ATC gives heading instructions.				
AKBEK 1J [AKBE1J] AKBEK 3J [AKBE3J] RNAV ARRIVALS (RWYS 02L/R, 03)				



AKBEK 1J [AKBE1J] AKBEK 3J [AKBE3J] RNAV ARRIVALS (RWYS 02L/R, 03)	
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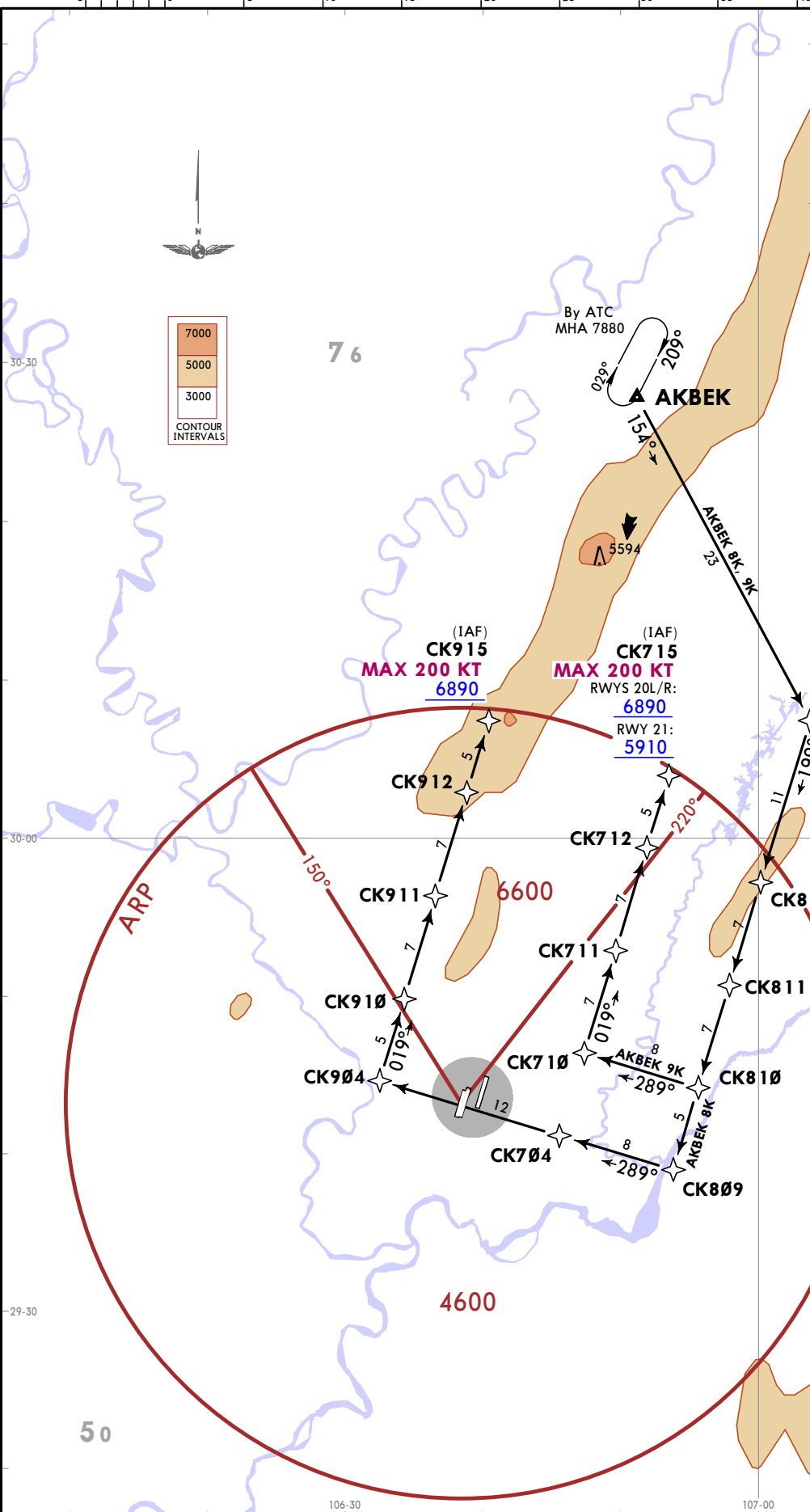
FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
7880'	2400m
6890'	2100m
5910'	1800m
4930'	1500m
3940'	1200m

STAR	ROUTING
AKBEK 1J	AKBEK - CK914 (7880-) - CK912 (6890+) - CK904 - CK903 - CK902 - CK901 (K200-; 4930+).
AKBEK 3J	AKBEK - ALDEL (7880-; 5910+) - CK808 - CK807 - CK803 - CK703 - CK702 - CK701 (K200-; RWYS 02L/R: 4930+, RWY 03: 3940+).

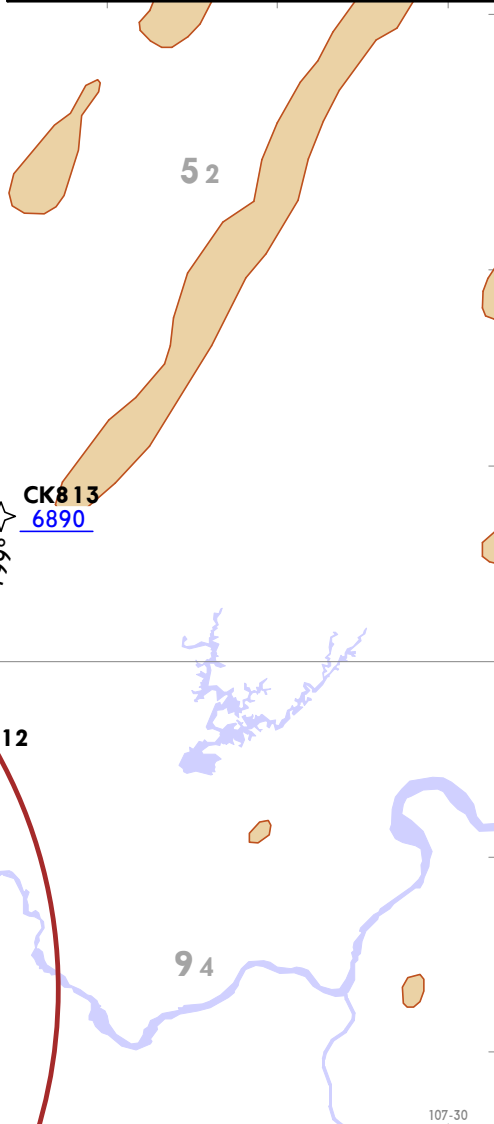
CHONGQING, PR OF CHINA
RNAV STAR

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CHANGES: Routing revised, speed restrictions, crossing altitudes.



D-ATIS 126.4	Apt Elev 1364
Alt Set: hPa Trans level: FL118	
RNAV 1 GNSS	OR RNP 1 GNSS
1. RADAR required for RNAV 1. 2. Under RADAR control actual flight ALT by ATC.	
AKBEK 8K [AKBE8K] AKBEK 9K [AKBE9K] RNAV ARRIVALS (RWYS 20L/R, 21)	



FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
7880'	2400m
6890'	2100m
5910'	1800m

STAR	ROUTING
AKBEK 8K	AKBEK - CK813 (6890+) - CK812 - CK811 - CK810 - CK809 - CK704 - CK904 - CK910 - CK911 - CK912 - CK915 (K200-; 6890+).
AKBEK 9K	AKBEK - CK813 (6890+) - CK812 - CK811 - CK810 - CK710 - CK711 - CK712 - CK715 (K200-; RWYS 20L/R: 6890+, RWY 21: 5910+).

AKBEK 8K [AKBE8K] AKBEK 9K [AKBE9K] RNAV ARRIVALS (RWYS 20L/R, 21)	
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22 DEC 23 (10-2A) E17 Dec 1600Z

CHONGQING, PR OF CHINA
RNAV STAR

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CHONGQING, PR OF CHINA

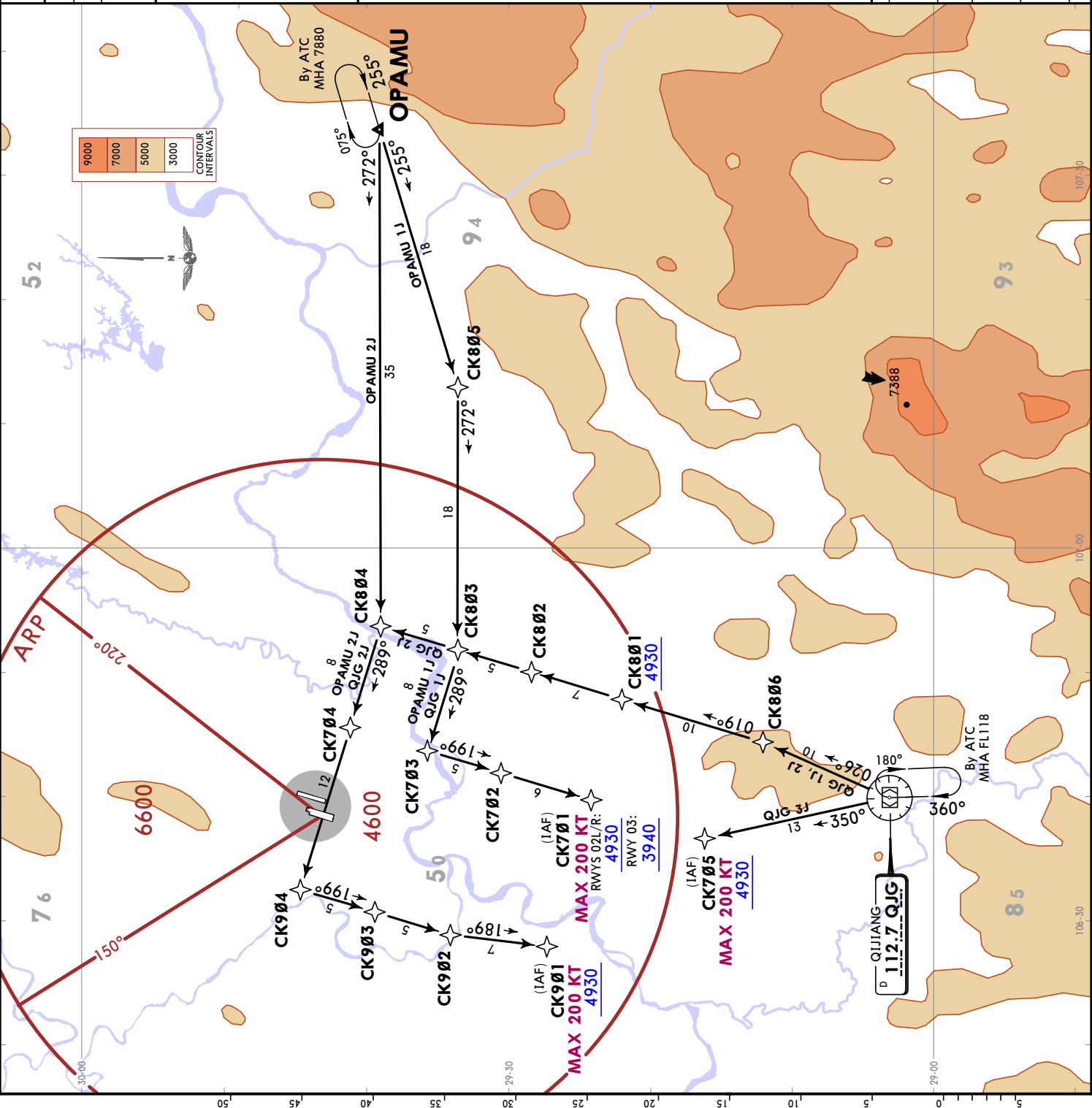
RNAV STAR

D-ATIS	126.4	Apt Elev	1364
Alt Set: hPa	Trans level: FL118		
RNAV 1	GNSS	OR	RNP 1 GNSS
1. RADAR required for RNAV 1. 2. Under RADAR control actual flight ALT by ATC.			

**OPAMU 1J [OPAM1J]
OPAMU 2J [OPAM2J]
QJG 1J [QJG1J]
QJG 2J [QJG2J]
QJG 3J [QJG3J]
RNAV ARRIVALS
(RWYS 02L/R, 03)**

FL CONVERSION	FL3600m
FT/METER CONVERSION	QNH
	7880' - 2400m
	4930' - 1500m
	3940' - 1200m

STAR	ROUTING
OPAMU 1J	OPAMU - CK805 - CK803 - CK703 - CK702 - CK701 (K200+; RWYS 02L/R; 4930+, RWY 03: 3940+).
OPAMU 2J	OPAMU - CK804 - CK704 - CK904 - CK903 - CK902 - CK901 (K200+; 4930+).
QJG 1J	QJG - CK806 - CK801 (4930+) - CK802 - CK803 - CK703 - CK702 - CK701 (K200+; RWYS 02L/R; 4930+, RWY 03: 3940+).
QJG 2J	QJG - CK806 - CK801 (4930+) - CK802 - CK803 - CK804 - CK704 - CK904 - CK903 - CK902 - CK901 (K200+; 4930+).
QJG 3J	QJG - CK705 (K200+; 4930+).



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22 DEC 23
Eff 27 Dec 1600Z (10-2B)

JEPPESEN CHONGQING, PR OF CHINA
RNAV STAR
 22 DEC 23 (10-2C) Eff 27 Dec 1600Z

ZUCK/CKG
 JIANGBEI

D-ATIS
 126.4

Alt Set: hPa Trans level: FL118

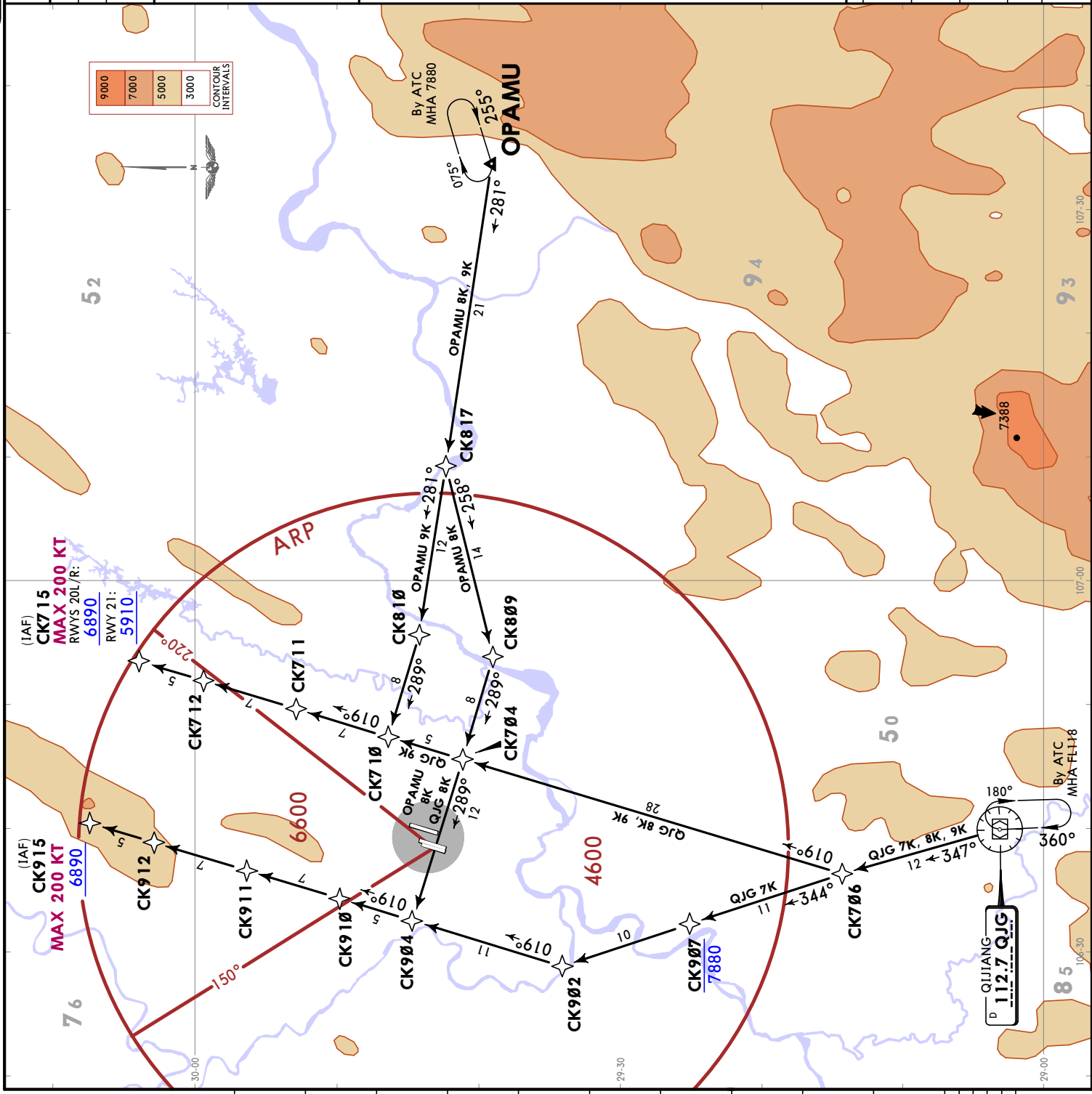
RNAV 1 GNSS OR RNP 1 GNSS

1. RADAR required for RNAV 1.
 2. Under RADAR control actual flight ALT by ATC.

OPAMU 8K [OPAM8K]
OPAMU 9K [OPAM9K]
QJG 7K [QJG7K]
QJG 8K [QJG8K]
QJG 9K [QJG9K]
RNAV ARRIVALS
(RWYS 20L/R, 21)

FL CONVERSION	FL3600m
FL118	
FT/METER CONVERSION	GNH
7880'	2400m
6890'	2100m
5910'	1800m

STAR	ROUTING
OPAMU 8K	OPAMU - CK817 - CK809 - CK704 - CK904 - CK910 - CK911 - CK912 - CK915 (K200+; 6890+).
OPAMU 9K	OPAMU - CK817 - CK810 - CK710 - CK711 - CK712 - CK715 (K200+; RWYS 20L/R; 6890+; RWY 21: 5910+).
QJG 7K By ATC	QJG - CK706 - CK907 (7880-) - CK902 - CK904 - CK910 - CK911 - CK912 - CK915 (K200+; 6890+).
QJG 8K	QJG - CK706 - CK704 - CK904 - CK910 - CK911 - CK912 - CK915 (K200+; 6890+).
QJG 9K	QJG - CK706 - CK704 - CK710 - CK711 - CK712 - CK715 (K200+; RWYS 20L/R; 6890+; RWY 21: 5910+).



CHANGES: Routings revised, speed restrictions, crossing altitudes.
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ZUCK/CKG JIANGBEI

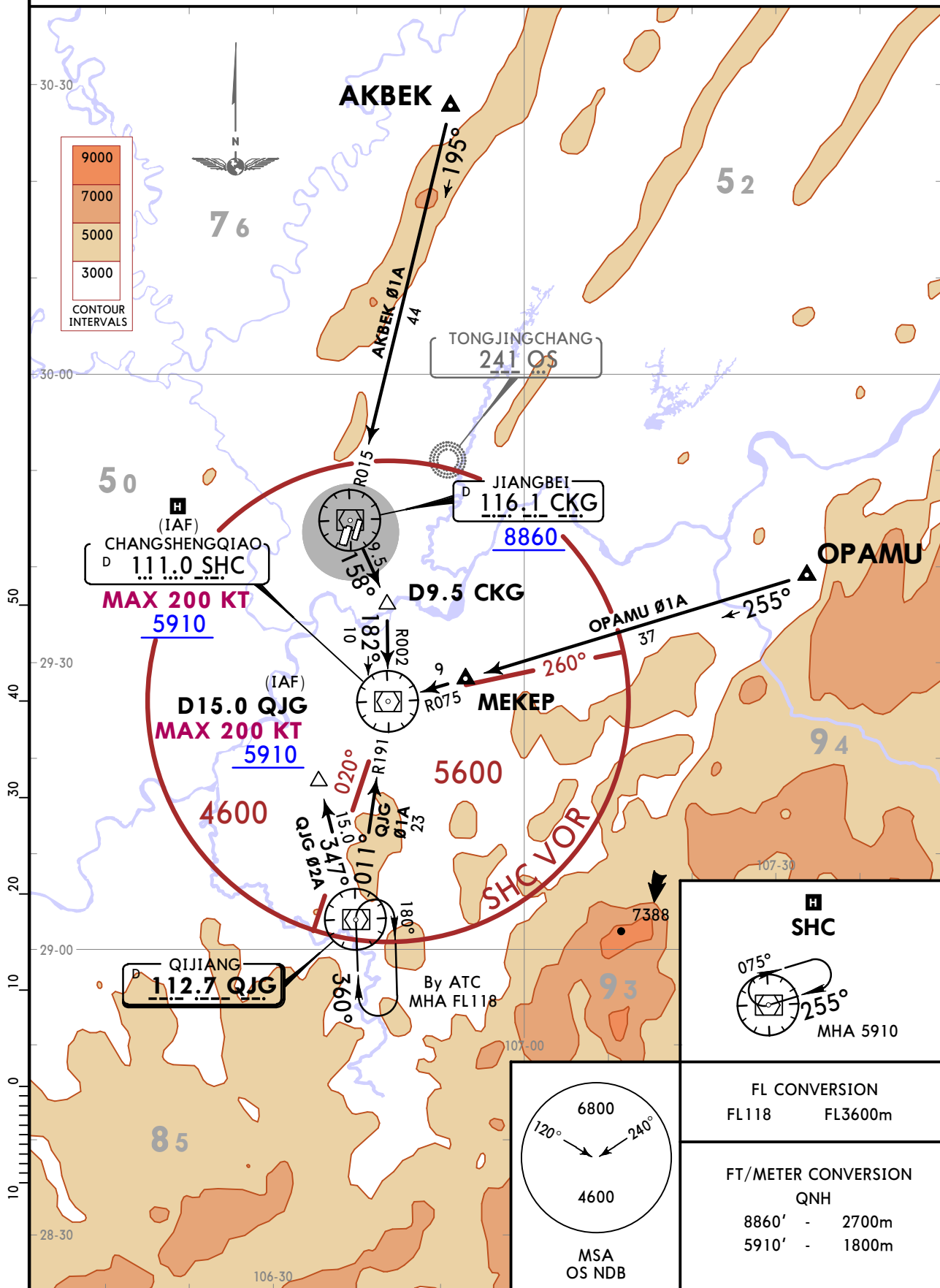
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22 DEC 23 **10-2D** **Eff 27 Dec 1600Z**

STAR

D-ATIS 126.4	Apt Elev 1364	Alt Set: hPa Trans level: FL118
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**AKBEK 01A [AKB01A], OPAMU 01A [OPA01A]
QJG 01A [QJG01A], QJG 02A [QJG02A]
(RWYS 02L/R, 03)
ARRIVALS**



SHC

MHA 5910

6800
120° 240°
4600
MSA
OS NDB

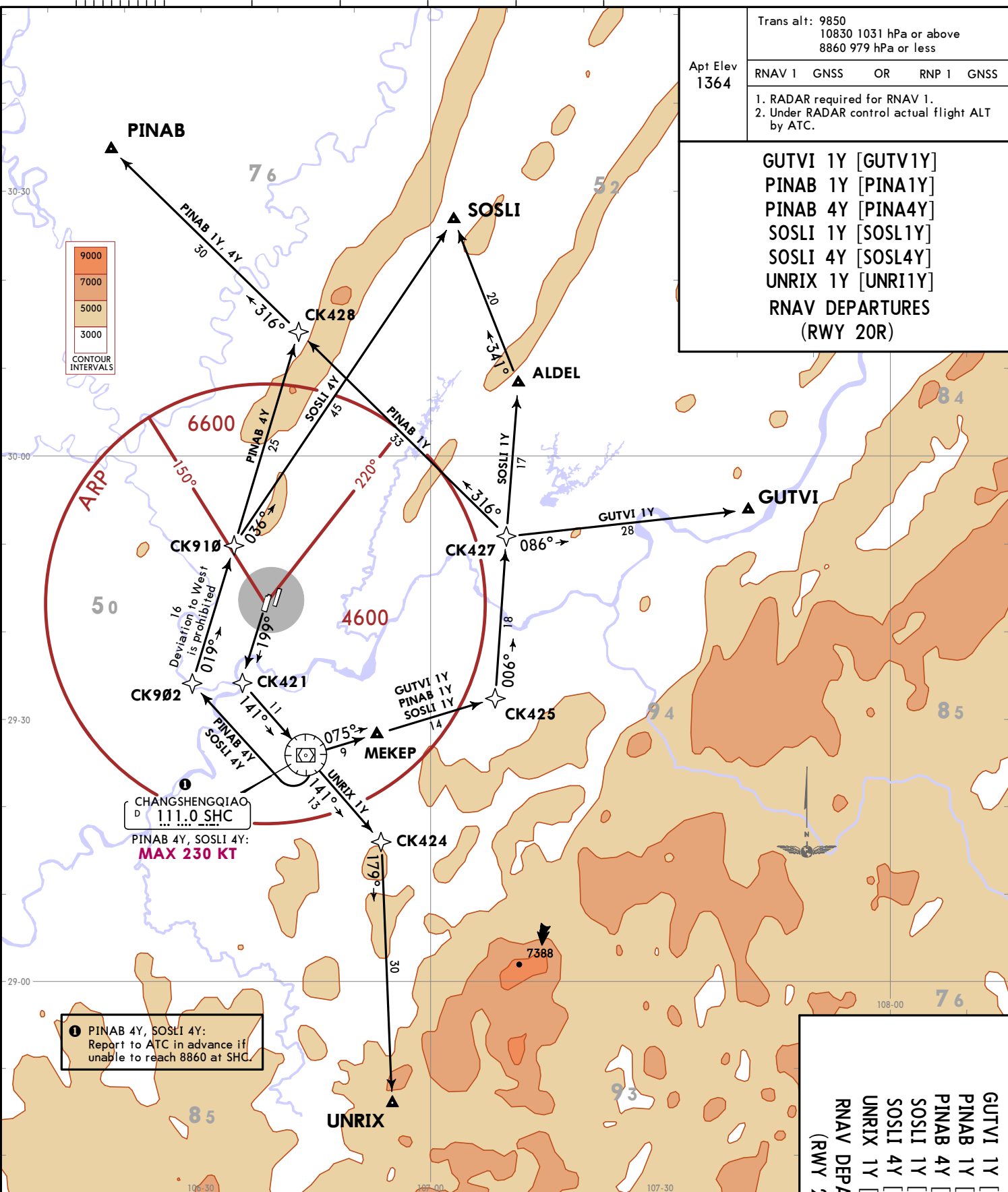
FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION	
QNH	
8860'	2700m
5910'	1800m

CHANGES: Speed restrictions.

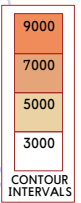
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CHANGES: Routings revised, speed and crossing altitude at SHC.



Trans alt:	9850
	10830 1031 hPa or above
	8860 979 hPa or less
Apt Elev	1364
RNAV 1	GNSS OR RNP 1 GNSS
1. RADAR required for RNAV 1.	
2. Under RADAR control actual flight ALT by ATC.	

GUTVI 1Y [GUTV1Y]
 PINAB 1Y [PINA1Y]
 PINAB 4Y [PINA4Y]
 SOSLI 1Y [SOSL1Y]
 SOSLI 4Y [SOSL4Y]
 UNRIX 1Y [UNRI1Y]
 RNAV DEPARTURES
 (RWY 20R)



CHANGSHENGQIAO
 111.0 SHC
 PINAB 4Y, SOSLI 4Y:
MAX 230 KT

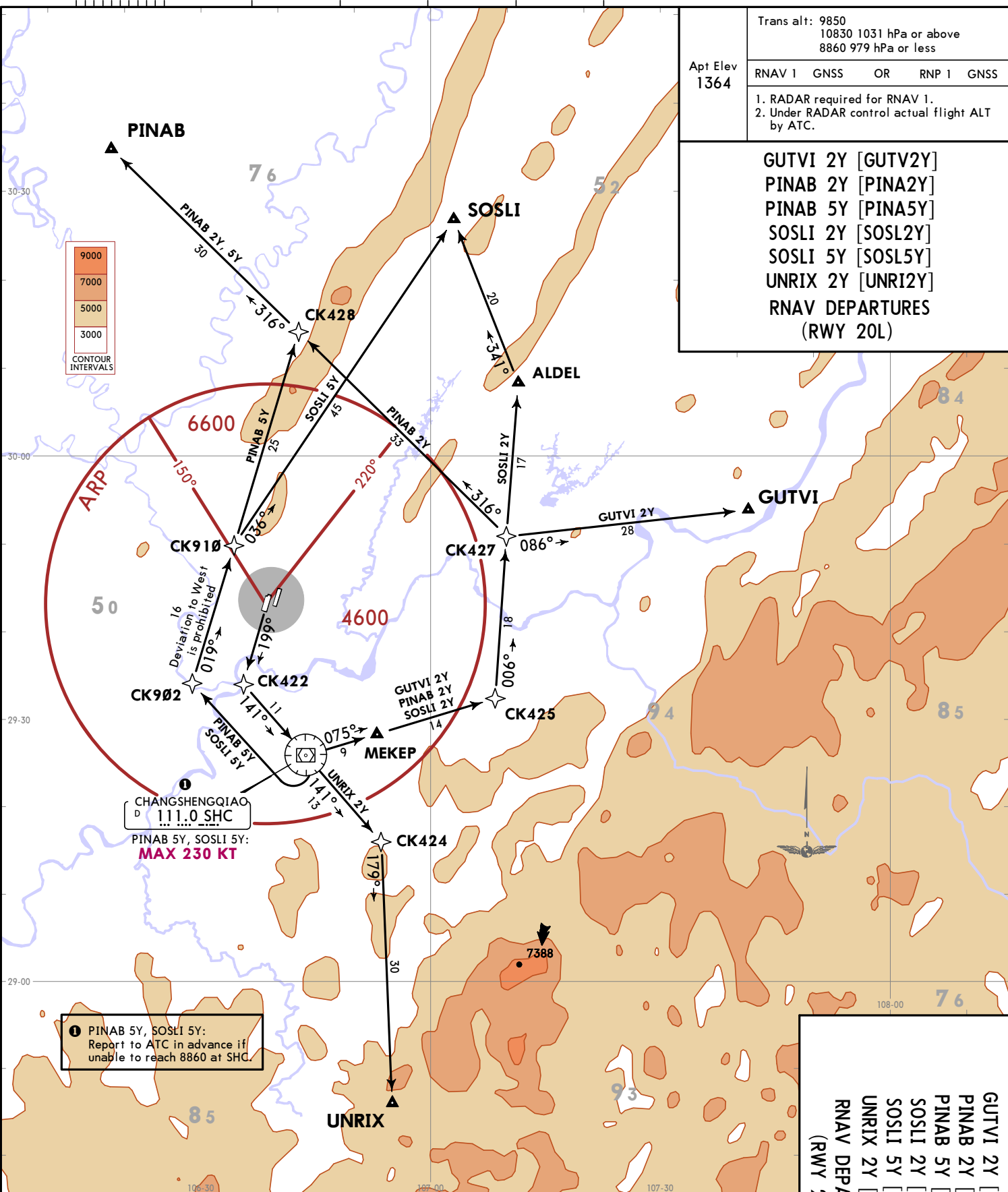
① PINAB 4Y, SOSLI 4Y:
 Report to ATC in advance if
 unable to reach 8860 at SHC.

GUTVI 1Y [GUTV1Y]
 PINAB 1Y [PINA1Y]
 PINAB 4Y [PINA4Y]
 SOSLI 1Y [SOSL1Y]
 SOSLI 4Y [SOSL4Y]
 UNRIX 1Y [UNRI1Y]
 RNAV DEPARTURES
 (RWY 20R)

SID	ROUTING
GUTVI 1Y	CK421 - SHC - MEKEP - CK425 - CK427 - GUTVI.
SOSLI 1Y	CK421 - SHC - MEKEP - CK425 - CK427 - ALDEL - SOSLI.
SOSLI 4Y BY ATC	CK421 - SHC (K230-) - CK902 - CK910 - SOSLI.
PINAB 1Y	CK421 - SHC - MEKEP - CK425 - CK427 - CK428 - PINAB.
PINAB 4Y BY ATC	CK421 - SHC (K230-) - CK902 - CK910 - CK428 - PINAB.
UNRIX 1Y	CK421 - SHC - CK424 - UNRIX.

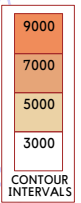
FT/METER CONVERSION	
QNH	
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

CHANGES: Routings revised, speed and crossing altitude at SHC.



Trans alt:	9850
	10830 1031 hPa or above
	8860 979 hPa or less
Apt Elev	1364
RNAV 1	GNSS OR RNP 1 GNSS
1. RADAR required for RNAV 1.	
2. Under RADAR control actual flight ALT by ATC.	

GUTVI 2Y [GUTV2Y]
 PINAB 2Y [PINA2Y]
 PINAB 5Y [PINA5Y]
 SOSLI 2Y [SOSL2Y]
 SOSLI 5Y [SOSL5Y]
 UNRIX 2Y [UNRI2Y]
 RNAV DEPARTURES
 (RWY 20L)



CHANGSHENGQIAO
 D 111.0 SHC
 PINAB 5Y, SOSLI 5Y:
MAX 230 KT

① PINAB 5Y, SOSLI 5Y:
 Report to ATC in advance if
 unable to reach 8860 at SHC.

SID	ROUTING
GUTVI 2Y	CK422 - SHC - MEKEP - CK425 - CK427 - GUTVI.
SOSLI 2Y	CK422 - SHC - MEKEP - CK425 - CK427 - ALDEL - SOSLI.
SOSLI 5Y BY ATC	CK422 - SHC (K230-) - CK902 - CK910 - SOSLI.
PINAB 2Y	CK422 - SHC - MEKEP - CK425 - CK427 - CK428 - PINAB.
PINAB 5Y BY ATC	CK422 - SHC (K230-) - CK902 - CK910 - CK428 - PINAB.
UNRIX 2Y	CK422 - SHC - CK424 - UNRIX.

FT/METER CONVERSION	
QNH	
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

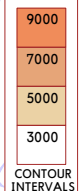
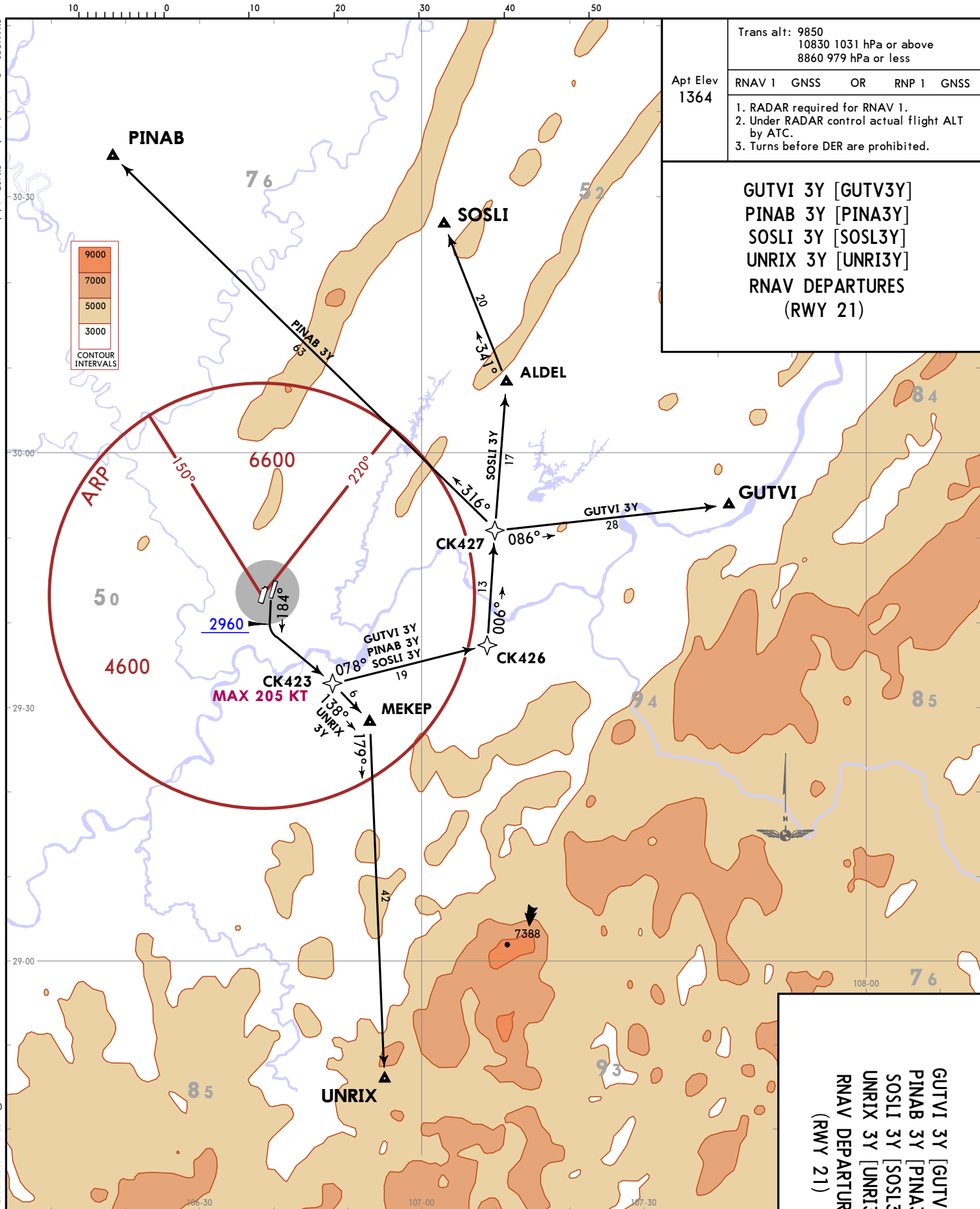
GUTVI 2Y [GUTV2Y]
 PINAB 2Y [PINA2Y]
 PINAB 5Y [PINA5Y]
 SOSLI 2Y [SOSL2Y]
 SOSLI 5Y [SOSL5Y]
 UNRIX 2Y [UNRI2Y]
 RNAV DEPARTURES
 (RWY 20L)

ZUCK/CKG
 JIANGBEI
 22 DEC 23
 JEPPESSEN CHONGQING, PR OF CHINA
 10-3A
 Eff 27 Dec 1600Z
 RNAV SID

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CHANGES: Crossing altitude at CK423 withdrawn.

ZUCK/CKG
JIANGBEI
JEPPESSEN
22 DEC 23
EFT 27 DEC 1600Z
10-3B



Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or less
Apt Elev 1364
RNAV 1 GNSS OR RNP 1 GNSS
1. RADAR required for RNAV 1. 2. Under RADAR control actual flight ALT by ATC. 3. Turns before DER are prohibited.

GUTVI 3Y [GUTV3Y]
PINAB 3Y [PINA3Y]
SOSLI 3Y [SOSL3Y]
UNRIX 3Y [UNRI3Y]
RNAV DEPARTURES
(RWY 21)

GUTVI 3Y [GUTV3Y]
PINAB 3Y [PINA3Y]
SOSLI 3Y [SOSL3Y]
UNRIX 3Y [UNRI3Y]
RNAV DEPARTURES
(RWY 21)

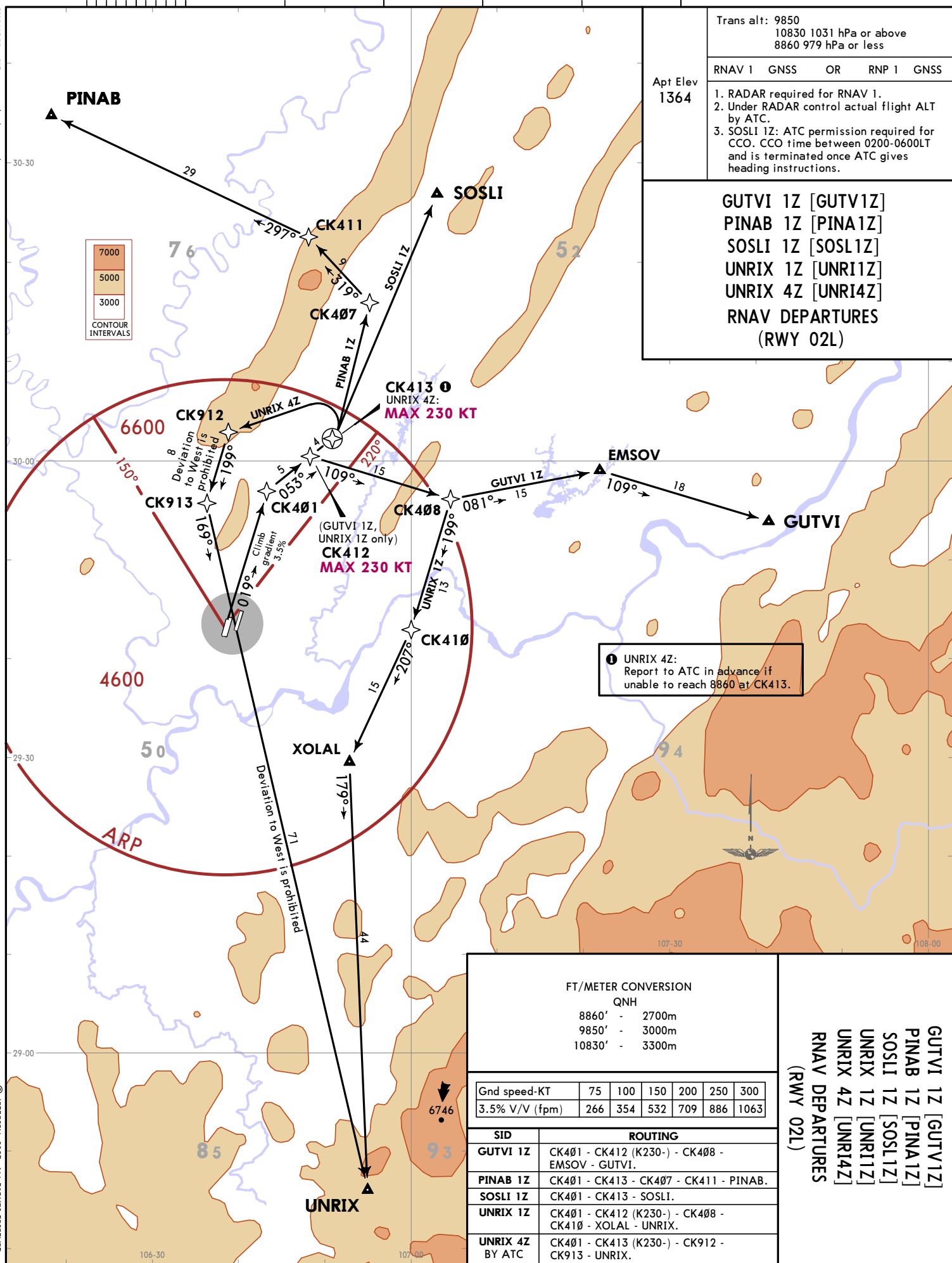
SID	ROUTING
GUTVI 3Y	(2960+) - CK423 (K205-) - CK426 - CK427 - GUTVI.
SOSLI 3Y	(2960+) - CK423 (K205-) - CK426 - CK427 - ALDEL - SOSLI.
PINAB 3Y	(2960+) - CK423 (K205-) - CK426 - CK427 - PINAB.
UNRIX 3Y	(2960+) - CK423 (K205-) - MEKEP - UNRIX.

FT/METER CONVERSION	
QNH	
2960'	900m
8860'	2700m
9850'	3000m
10830'	3300m

CHONGQING, PR OF CHINA
RNAV SID

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CHANGES: SIDs revised, chart scale.



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

Apt Elev
1364

RNAV 1	GNSS	OR	RNP 1	GNSS
--------	------	----	-------	------

1. RADAR required for RNAV 1.
2. Under RADAR control actual flight ALT by ATC.
3. SOSLI 1Z: ATC permission required for CCO. CCO time between 0200-0600LT and is terminated once ATC gives heading instructions.

- GUTVI 1Z [GUTV1Z]
PINAB 1Z [PINA1Z]
SOSLI 1Z [SOSL1Z]
UNRIX 1Z [UNRI1Z]
UNRIX 4Z [UNRI4Z]
RNAV DEPARTURES
(RWY 02L)

1 UNRIX 4Z:
Report to ATC in advance if unable to reach 8860 at CK413.

FT/METER CONVERSION	
QNH	
8860'	2700m
9850'	3000m
10830'	3300m

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

SID	ROUTING
GUTVI 1Z	CK401 - CK412 (K230-) - CK408 - EMSOV - GUTVI.
PINAB 1Z	CK401 - CK413 - CK407 - CK411 - PINAB.
SOSLI 1Z	CK401 - CK413 - SOSLI.
UNRIX 1Z	CK401 - CK412 (K230-) - CK408 - CK410 - XOLAL - UNRIX.
UNRIX 4Z BY ATC	CK401 - CK413 (K230-) - CK912 - CK913 - UNRIX.

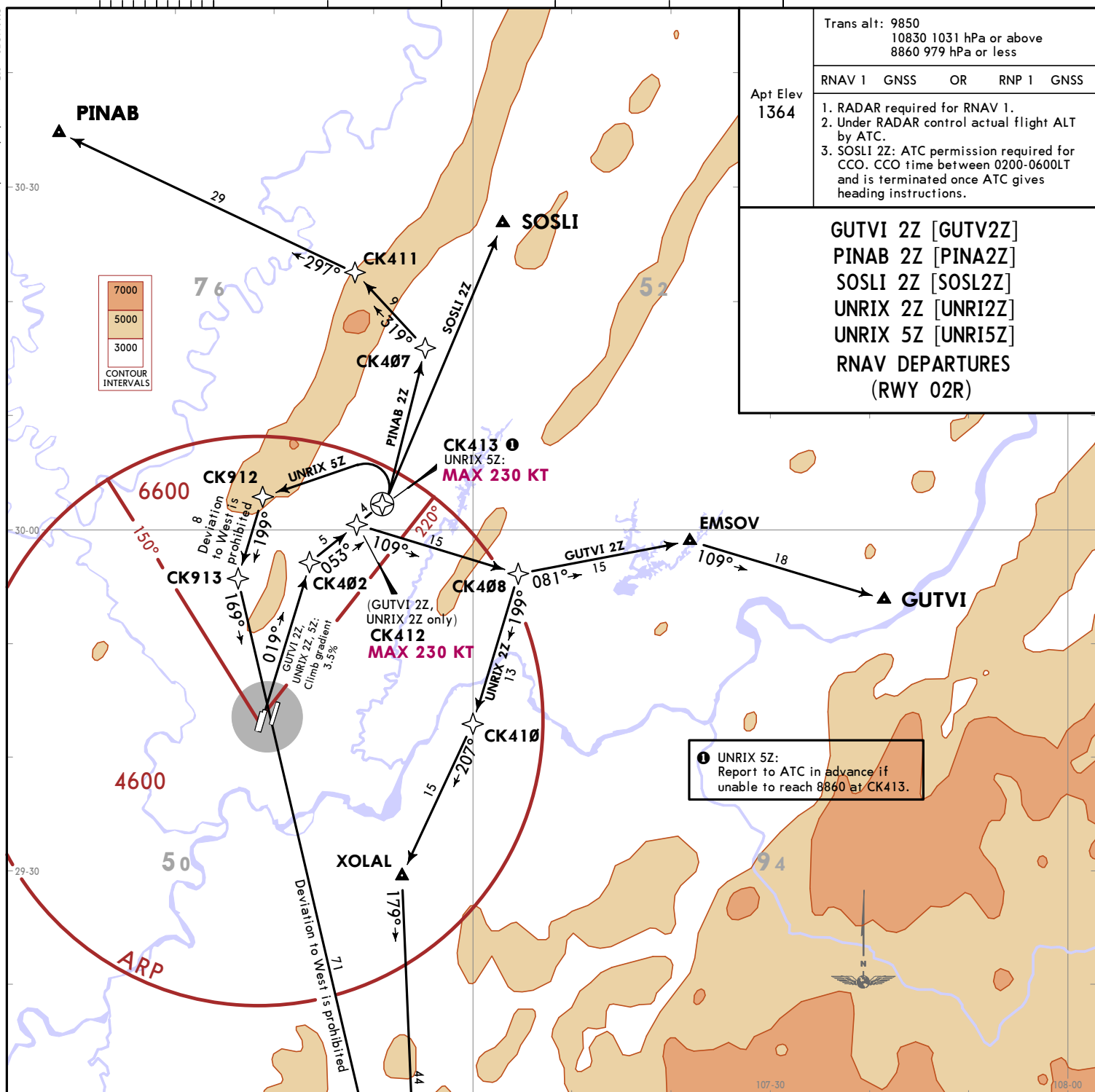
GUTVI 1Z [GUTV1Z]
PINAB 1Z [PINA1Z]
SOSLI 1Z [SOSL1Z]
UNRIX 1Z [UNRI1Z]
UNRIX 4Z [UNRI4Z]
RNAV DEPARTURES
(RWY 02L)

ZUCK/CKG
JIANGBEI
JEPPESSEN
22 DEC 23 10-30
CHONGQING, PR OF CHINA
RNAV SID

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CHANGES: SIDs revised, chart scale.

ZUCK/CKG
JIANGBEI
22 DEC 23
10-3D
JEPPesen



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

Apt Elev
1364

RNAV 1 GNSS OR RNP 1 GNSS

1. RADAR required for RNAV 1.
2. Under RADAR control actual flight ALT by ATC.
3. SOSLI 2Z: ATC permission required for CCO. CCO time between 0200-0600LT and is terminated once ATC gives heading instructions.

- GUTVI 2Z [GUTV2Z]
- PINAB 2Z [PINA2Z]
- SOSLI 2Z [SOSL2Z]
- UNRIX 2Z [UNRI2Z]
- UNRIX 5Z [UNRI5Z]
- RNAV DEPARTURES (RWY 02R)

1 UNRIX 5Z:
Report to ATC in advance if unable to reach 8860 at CK413.

FT/METER CONVERSION	
QNH	
8860'	2700m
9850'	3000m
10830'	3300m

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

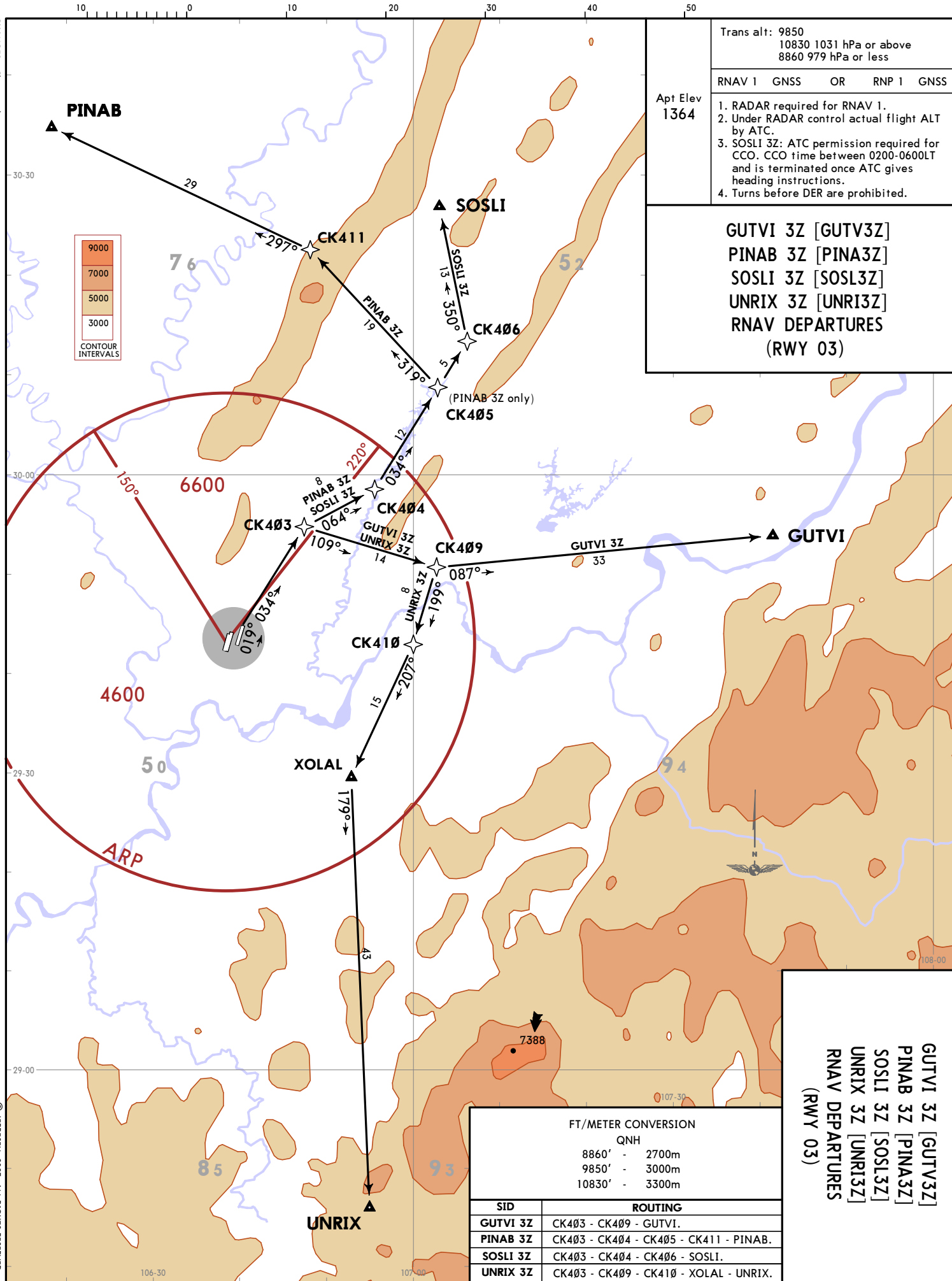
SID	ROUTING
GUTVI 2Z	CK402 - CK412 (K230-) - CK408 - EMSOV - GUTVI.
PINAB 2Z	CK402 - CK413 - CK407 - CK411 - PINAB.
SOSLI 2Z	CK402 - CK413 - SOSLI.
UNRIX 2Z	CK402 - CK412 (K230-) - CK408 - CK410 - XOLAL - UNRIX.
UNRIX 5Z BY ATC	CK402 - CK413 (K230-) - CK912 - CK913 - UNRIX.

GUTVI 2Z [GUTV2Z]
PINAB 2Z [PINA2Z]
SOSLI 2Z [SOSL2Z]
UNRIX 2Z [UNRI2Z]
UNRIX 5Z [UNRI5Z]
RNAV DEPARTURES (RWY 02R)

CHONGQING, PR OF CHINA
RNAV SID

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CHANGES: Chart scale.



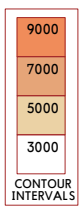
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or less

RNAV 1 GNSS OR RNP 1 GNSS

Apt Elev
1364

1. RADAR required for RNAV 1.
2. Under RADAR control actual flight ALT by ATC.
3. SOSLI 3Z: ATC permission required for CCO. CCO time between 0200-0600LT and is terminated once ATC gives heading instructions.
4. Turns before DER are prohibited.

GUTVI 3Z [GUTV3Z]
PINAB 3Z [PINA3Z]
SOSLI 3Z [SOSL3Z]
UNRIX 3Z [UNRI3Z]
RNAV DEPARTURES
(RWY 03)



FT/METER CONVERSION	
QNH	
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

SID	ROUTING
GUTVI 3Z	CK403 - CK409 - GUTVI.
PINAB 3Z	CK403 - CK404 - CK405 - CK411 - PINAB.
SOSLI 3Z	CK403 - CK404 - CK406 - SOSLI.
UNRIX 3Z	CK403 - CK409 - CK410 - XOLAL - UNRIX.

GUTVI 3Z [GUTV3Z]
PINAB 3Z [PINA3Z]
SOSLI 3Z [SOSL3Z]
UNRIX 3Z [UNRI3Z]
RNAV DEPARTURES
(RWY 03)

ZUCK/CKG
JIANGBEI

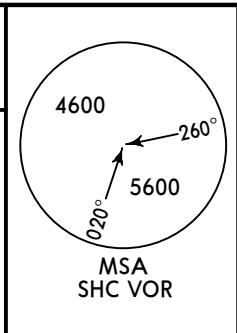
22 DEC 23 10-3E
JEPPESSEN
Eft 27 Dec 1600Z
CHONGQING, PR OF CHINA
RNAV SID

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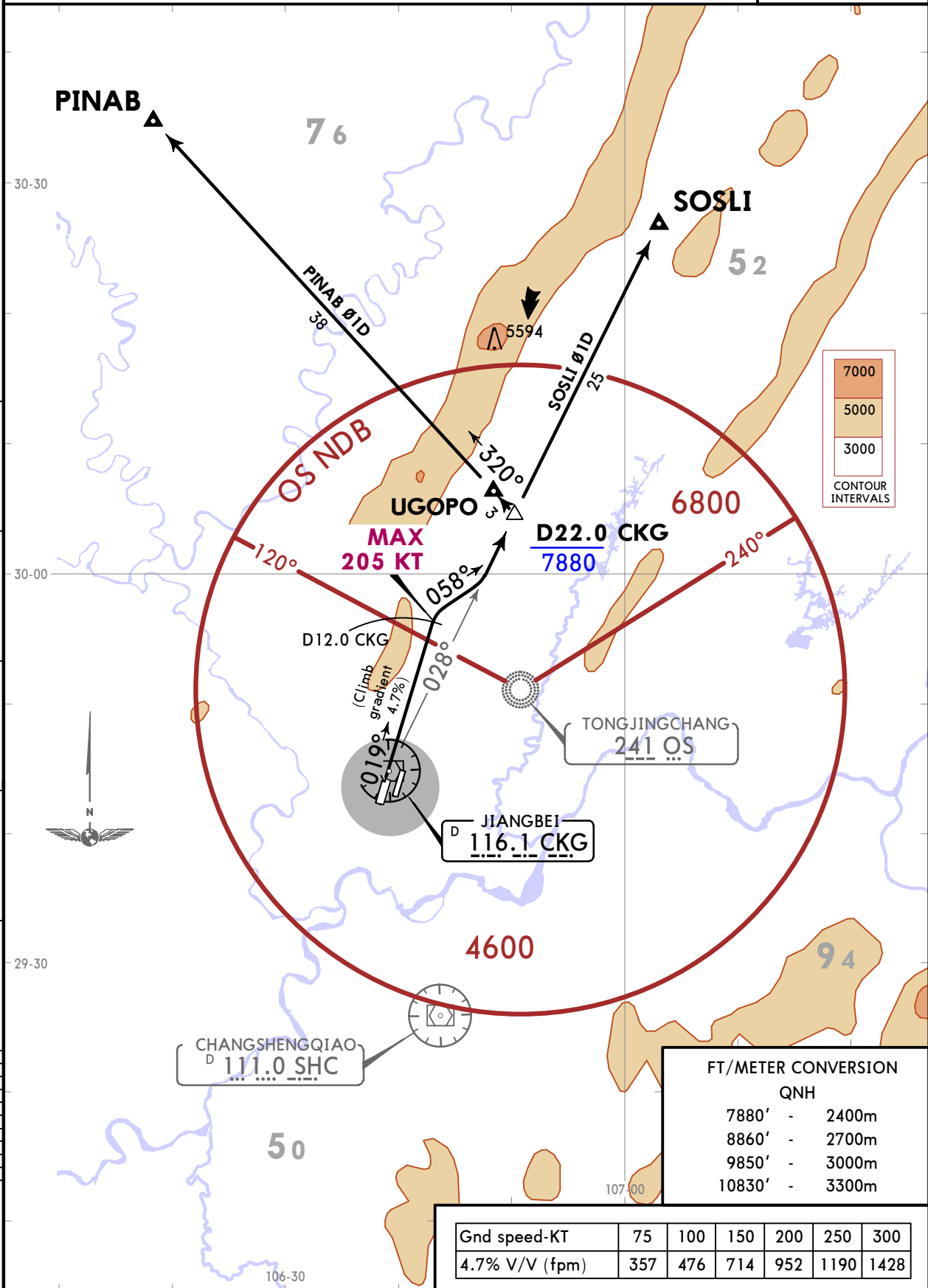
ZUCK/CKG
JIANGBEI

JEPPESEN CHONGQING, PR OF CHINA
14 MAY 21 **(10-3F)** Eff 19 May 1600Z **SID**

Apt Elev **1364** Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or less



PINAB Ø1D [PINØ1D]
SOSLI Ø1D [SOSØ1D]
DEPARTURES
(RWY 02L)



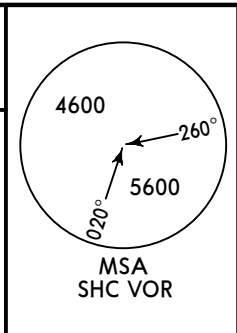
CHANGES: SIDs completely revised.

ZUCK/CKG
JIANGBEI

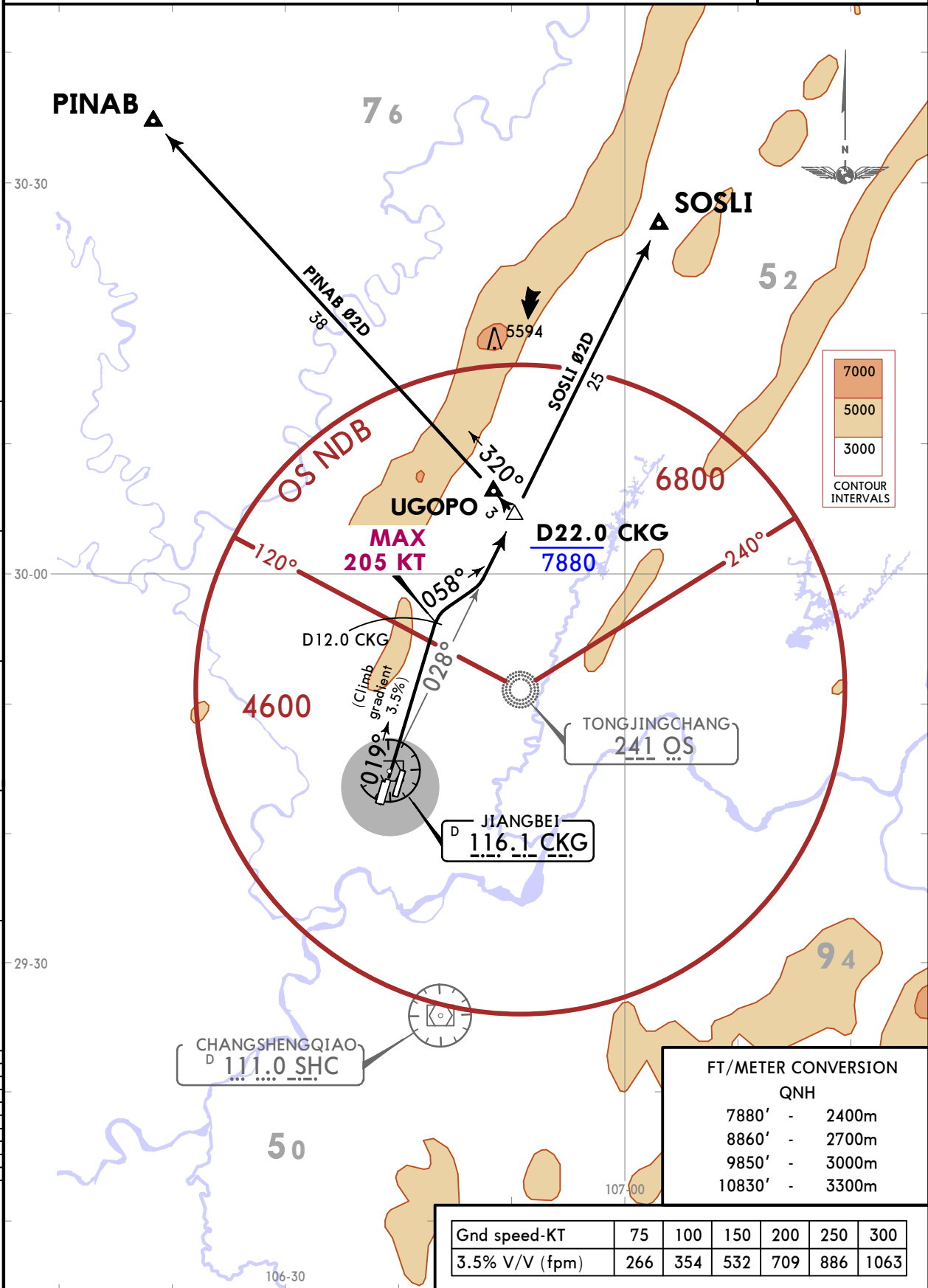
JEPPESEN CHONGQING, PR OF CHINA
14 MAY 21 **(10-3G)** Eff 19 May 1600Z

SID

Apt Elev **1364**
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or less



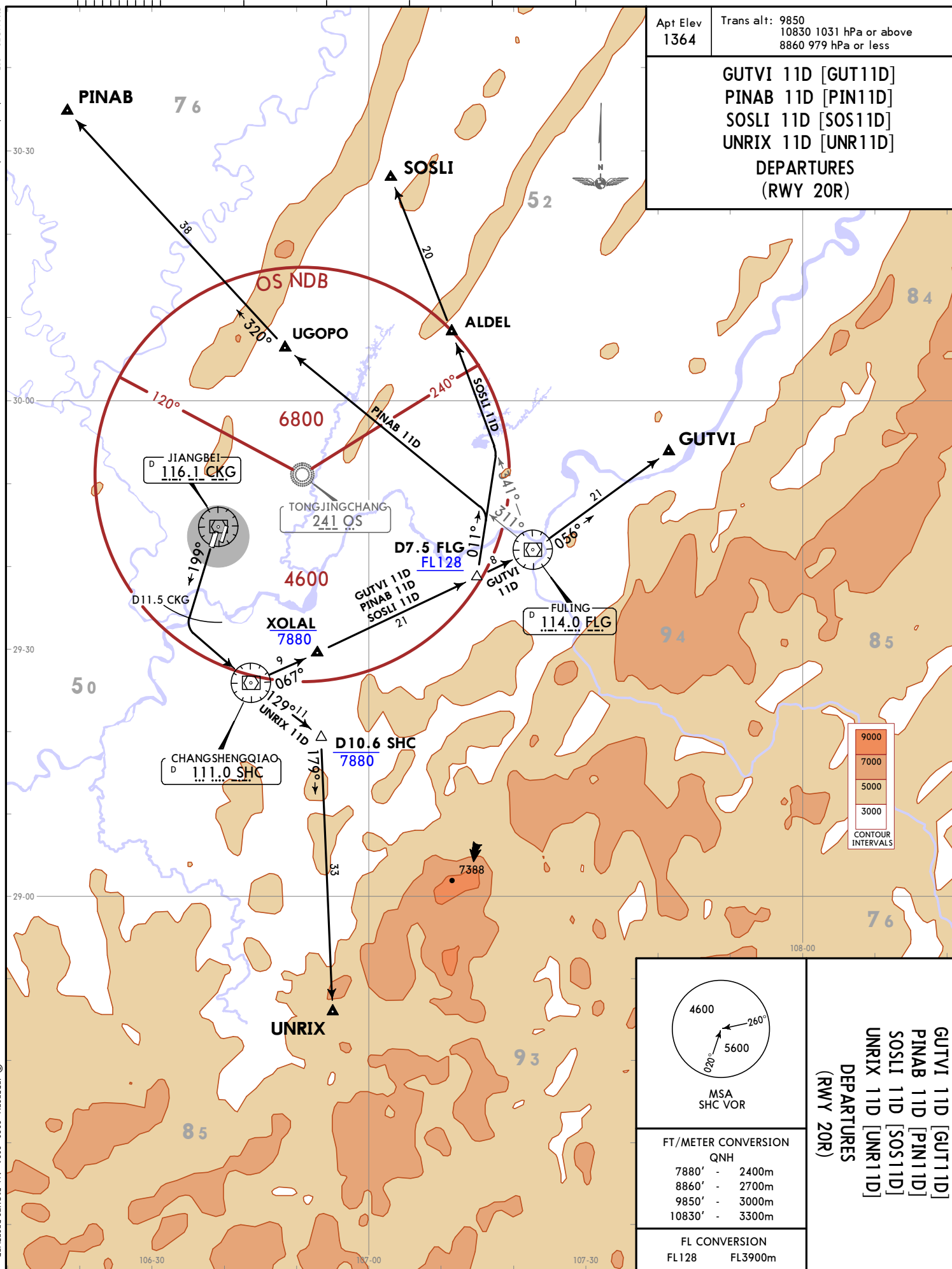
PINAB Ø2D [PINØ2D]
SOSLI Ø2D [SOSØ2D]
DEPARTURES
(RWY 02R)



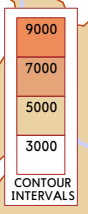
CHANGES: SIDs completely revised.

CHANGES: SIDs completely revised.

ZUCK/CKG
JIANGBEI
14 MAY 21 10-3H
JEPPESSEN



Apt Elev 1364	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or less
GUTVI 11D [GUT11D] PINAB 11D [PIN11D] SOSLI 11D [SOS11D] UNRIX 11D [UNR11D] DEPARTURES (RWY 20R)	



<p>MSA SHC VOR</p>
FT/METER CONVERSION QNH 7880' - 2400m 8860' - 2700m 9850' - 3000m 10830' - 3300m
FL CONVERSION FL128 FL3900m

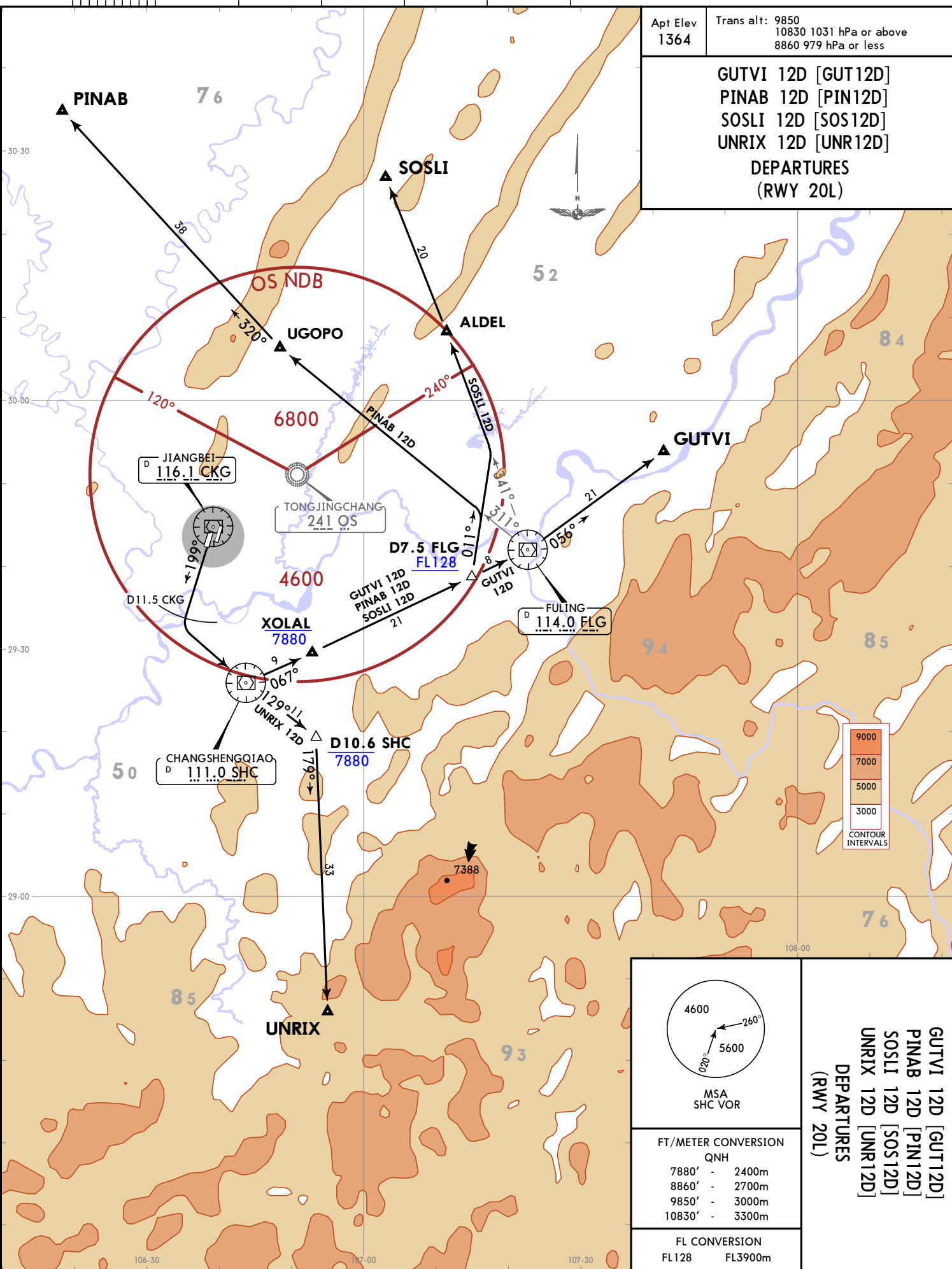
GUTVI 11D [GUT11D] PINAB 11D [PIN11D] SOSLI 11D [SOS11D] UNRIX 11D [UNR11D] DEPARTURES (RWY 20R)

CHONGQING, PR OF CHINA
SID

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CHANGES: SIDs completely revised.

Apt Elev 1364	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or less
GUTVI 12D [GUT12D] PINAB 12D [PIN12D] SOSLI 12D [SOS12D] UNRIX 12D [UNR12D] DEPARTURES (RWY 20L)	



ZUCK/CKG
JIANGBEI

JEPPESSEN
14 MAY 21 (10-31) E19 May 1600Z

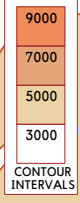
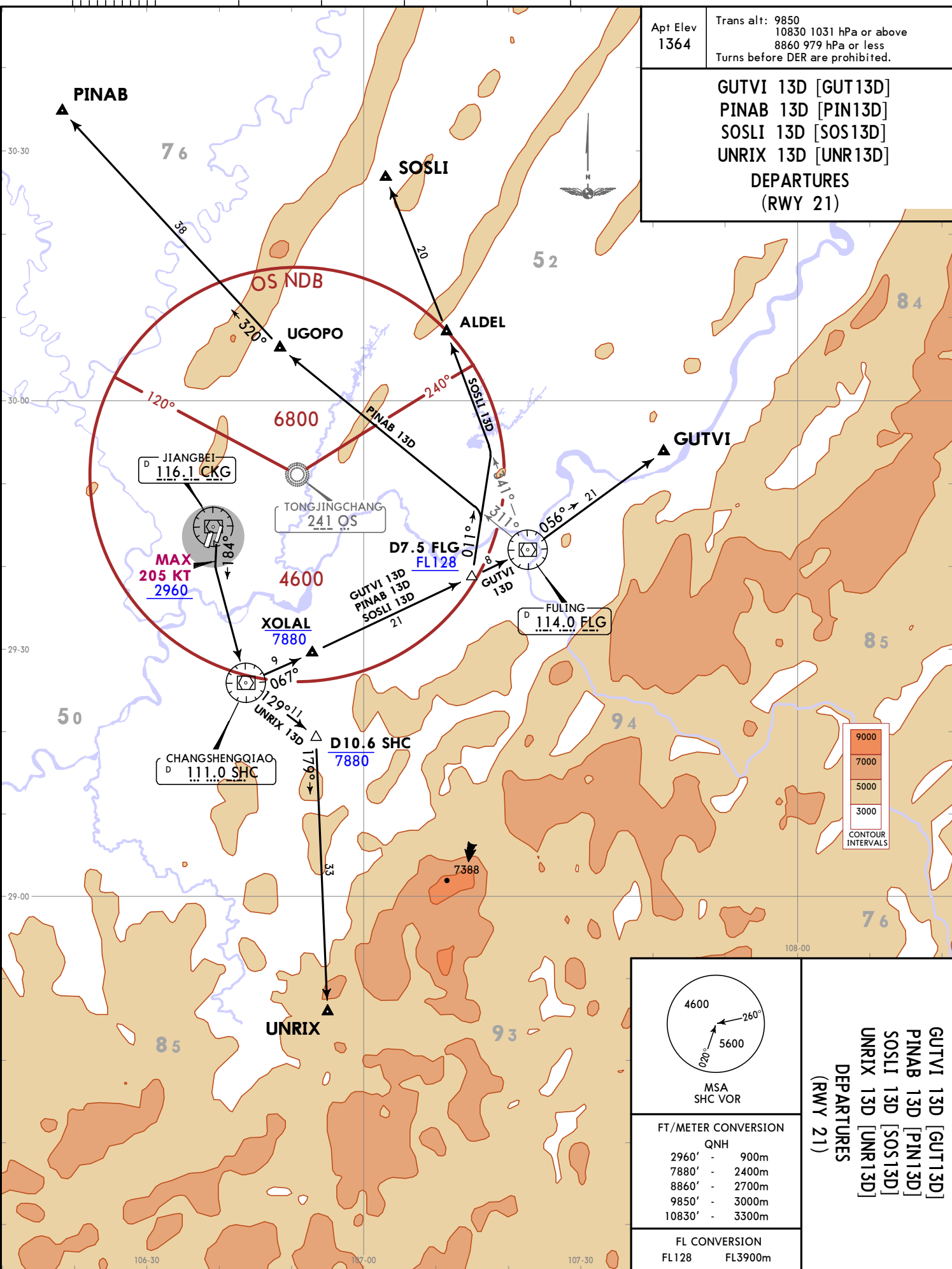
CHONGQING, PR OF CHINA
SID

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CHANGES: SIDs completely revised.

ZUCK/CKG
JIANGBEI
14 MAY 21
JEPPESSEN
10-3K
EFF 19 MAY 1600Z

Apt Elev 1364	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or less Turns before DER are prohibited.
GUTVI 13D [GUT13D] PINAB 13D [PIN13D] SOSLI 13D [SOS13D] UNRIX 13D [UNR13D] DEPARTURES (RWY 21)	



<p>MSA SHC VOR</p>
FT/METER CONVERSION QNH 2960' - 900m 7880' - 2400m 8860' - 2700m 9850' - 3000m 10830' - 3300m
FL CONVERSION FL128 FL3900m

GUTVI 13D [GUT13D] PINAB 13D [PIN13D] SOSLI 13D [SOS13D] UNRIX 13D [UNR13D] DEPARTURES (RWY 21)

CHONGQING, PR OF CHINA
SID

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RWY	ADDITIONAL RUNWAY INFORMATION			USABLE LENGTHS	
	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	Threshold	GLIDE SLOPE
02L	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	10,499' (3200m)	148' 45m
02R	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	10,499' (3200m)	148' 45m
03	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	11,437' 3486m	197' 60m

RWY	ADDITIONAL RUNWAY INFORMATION			USABLE LENGTHS	
	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	Threshold	GLIDE SLOPE
02L	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	10,499' (3200m)	148' 45m
02R	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	10,499' (3200m)	148' 45m
03	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	HIRL (60m) CL (15m)	11,437' 3486m	197' 60m

Standard		TAKE-OFF	
RWYS 02L/20R, 03/21 LVP must be in force		All Rwys	
A	HIRL and CL	RL	NIL (DAY only)
B	RVR 200m	RVR 400m	RVR 500m
C	RVR 250m		
D			
Other 1 & 2 Eng		VIS 1600m	
1 Rwy 02L and 21: With HUD: RVR 150m			

HOT SPOT PROCEDURES

(For information only, not to be construed as ATC instructions.)
 For the purpose of reducing errors that lead to ground conflicts and runway incursions, aircraft operating within the maneuvering area must follow the requirements below:

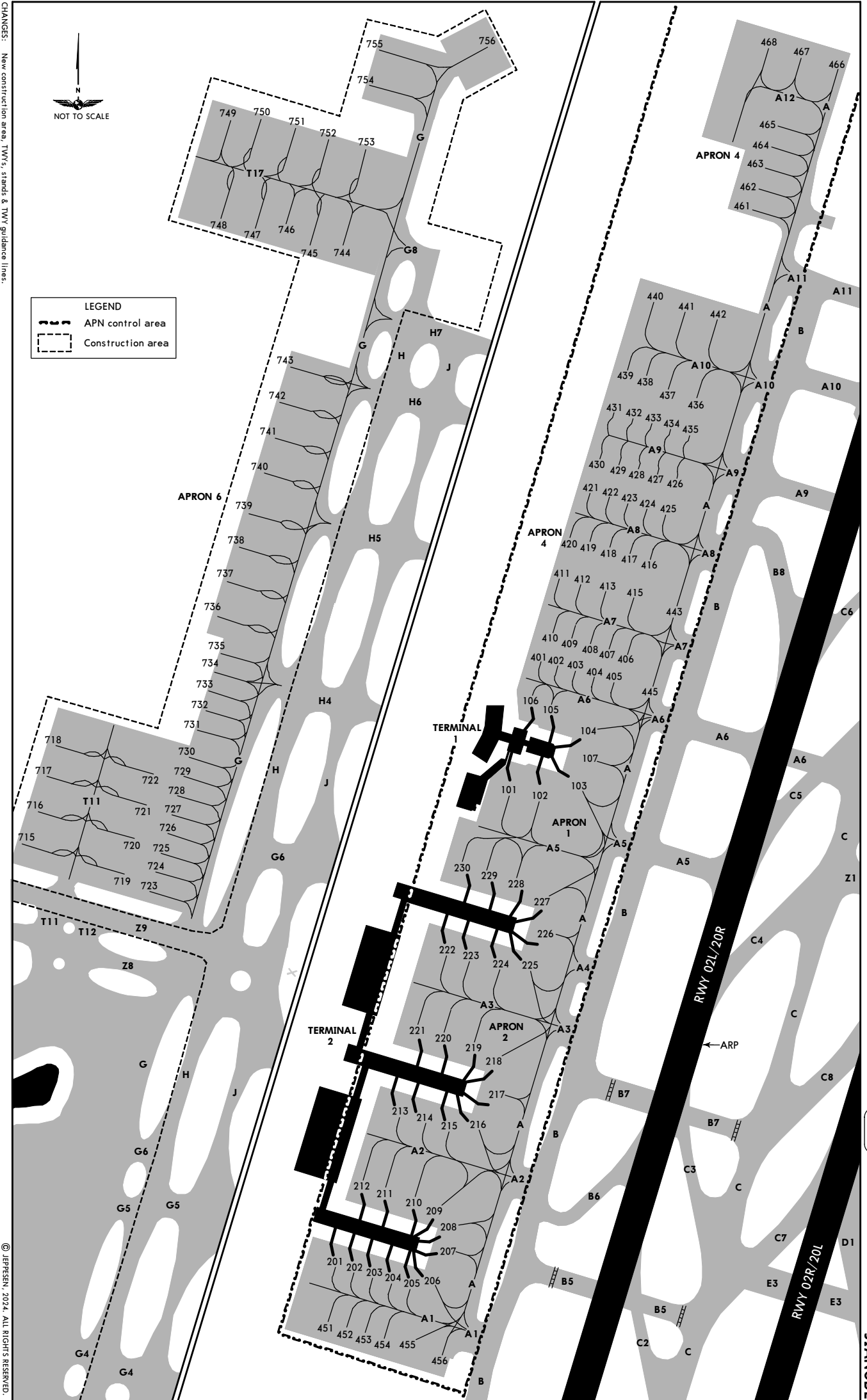
- HS1** Intersection area of Twy B1 and Rwy 02L/20R
 Aircraft shall receive ATC clearance before entering the area for taking-off or crossing Rwy 02L/20R.
- HS2** Holding position on Twy B4 before crossing Rwy 20R
 Aircraft holding at B4 shall contact ATC before crossing Rwy 20R.
- HS3** Intersection of Twys B4 and C
- HS4** Holding position on Twy A9 before crossing Rwy 02L
 Aircraft holding at A9 shall contact ATC before crossing Rwy 02L.
- HS5** Intersection of Twy A11 and Rwy 02L/20R
 Aircraft shall receive ATC clearance before entering the area for taking-off or crossing Rwy 02L/20R.
- HS6** Intersection of Twy E10 and Rwy 02R/20L
 Aircraft shall receive ATC clearance before entering the area for taking-off or crossing Rwy 02R/20L. Pilot shall notice Rwy markings when aircraft entering Rwy 20L via Twy E10 and avoid crossing Rwy 20L.
- HS7** **HS8** Twy D & Rwy 20L ILS protected area
 Aircraft shall contact ATC before entering Rwy 20L.
- HS9** Intersection of Twy B1 and Rwy 02R/20L
 Aircraft shall receive ATC clearance before entering the area for taking-off or crossing Rwy 02R/20L. Pilot shall notice Rwy markings when aircraft entering Rwy 02R via Twy B1 and avoid crossing Rwy 02R.
- HS10** Twy D & Rwy 02R ILS protected area
 Aircraft shall receive ATC clearance before entering the area for taking-off or crossing Rwy 02R/20L.
- HS11** **HS12** Intersection of Twy B4/E7 and Rwy 02R/20L
 Aircraft shall receive ATC clearance before entering the area for taking-off or crossing Rwy 02R/20L.
- HS13** Twy E between B4 & E3
 Aircraft shall notice aircraft pushed back from stands 301 thru 304.
- HS14** Twy E3 & E4
- Departure aircraft shall avoid a conflict with aircraft vacating Rwy. Entry into stands 501 thru 504 via TWY E is forbidden.
- HS15** Intersection of Twy Z1, Z2, Z3 and D, E, F
 Aircraft shall avoid a conflict with others.
- HS16** Intersection of Twy Z1, Z2, Z3 and T1, T2, T3, T4
 Aircraft shall avoid a conflict with others.
- HS17** Intersection of Twy Z1, Z2, Z3 and G, H, J
 Aircraft shall avoid a conflict with others.
- HS18** Intersection of Twy Z1 and D3
 Arriving aircraft shall be careful not to enter Twy Z1 when vacating Rwy 02R via Twy D3.
- HS19** Twy Z1 between Twys T1 and F
 Pilot shall notice aircraft pushed back from aprons in the South and keep separation in visual. Stop taxiing and report to ATC if potential conflict exists.
- HS20** Twy Z1 between Twys T4 and G
 Pilot shall notice aircraft pushed back from aprons in the South and keep separation in visual. Stop taxiing and report to ATC if potential conflict exists.

ZUCK/CKG



LEGEND

- APN control area
- Construction area



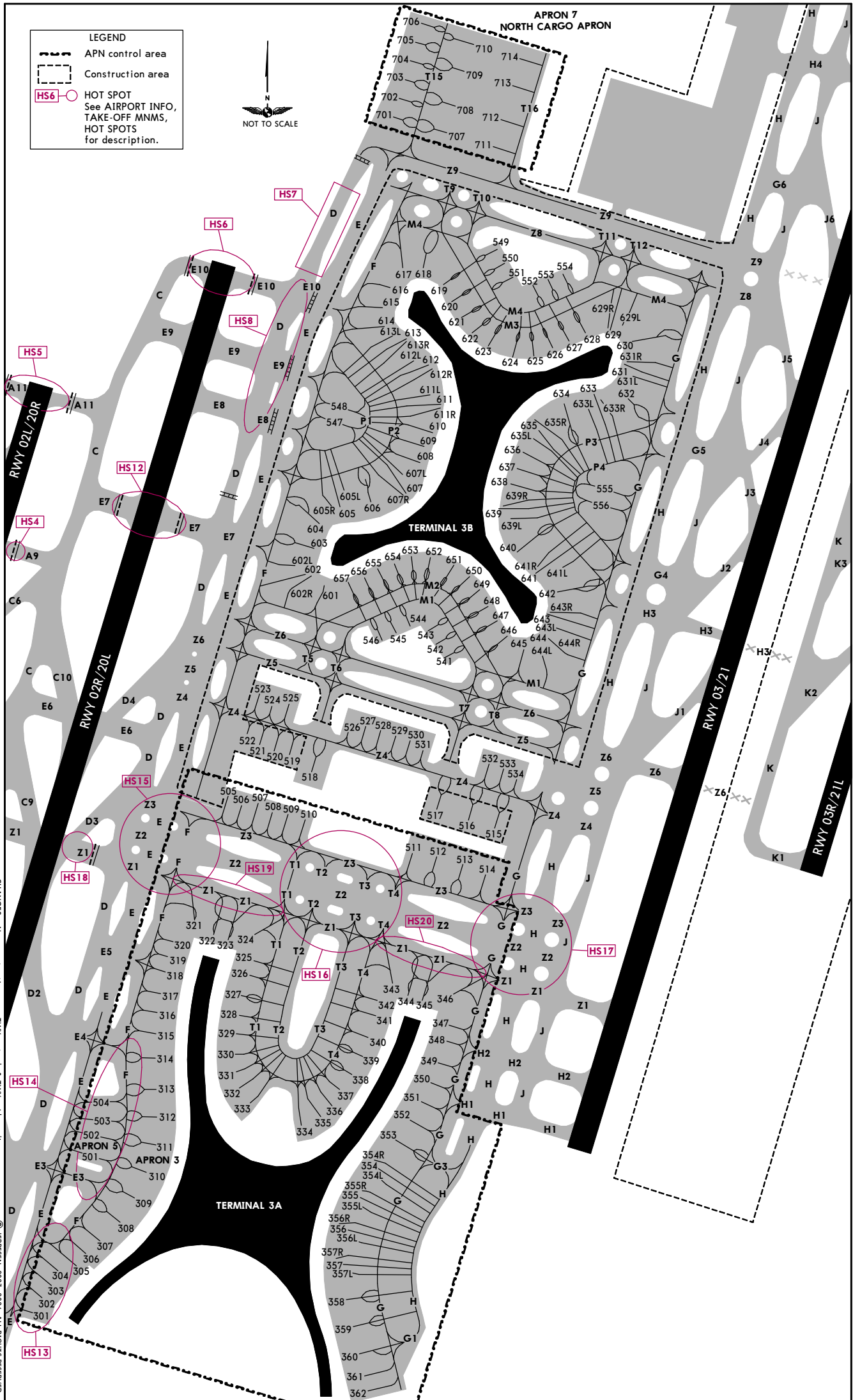
CHANGES: New construction area, TWY's, stands & TWY guidance lines.

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JEPPESEN CHONGQING, PR OF CHINA
JIANGBEI
 19 JAN 24 (10-9B) EFF 24 Jan 1500Z

LEGEND

- APN control area
- - - Construction area
- HS6 ○ HOT SPOT
See AIRPORT INFO, TAKE-OFF MNMS, HOT SPOTS for description.



CHANGES: New construction area, TWY's, stands & TWY guidance lines.

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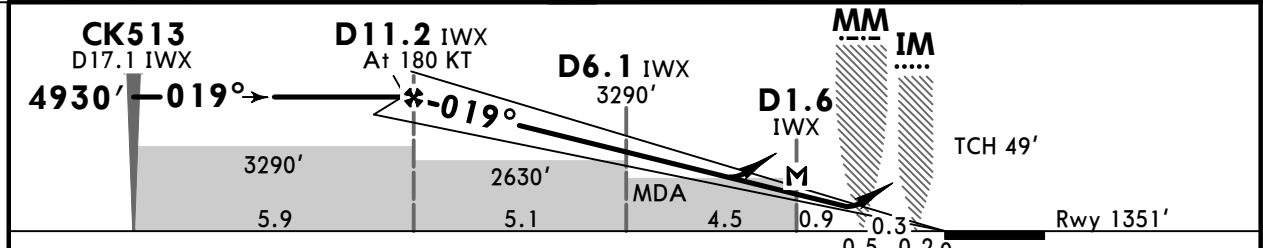
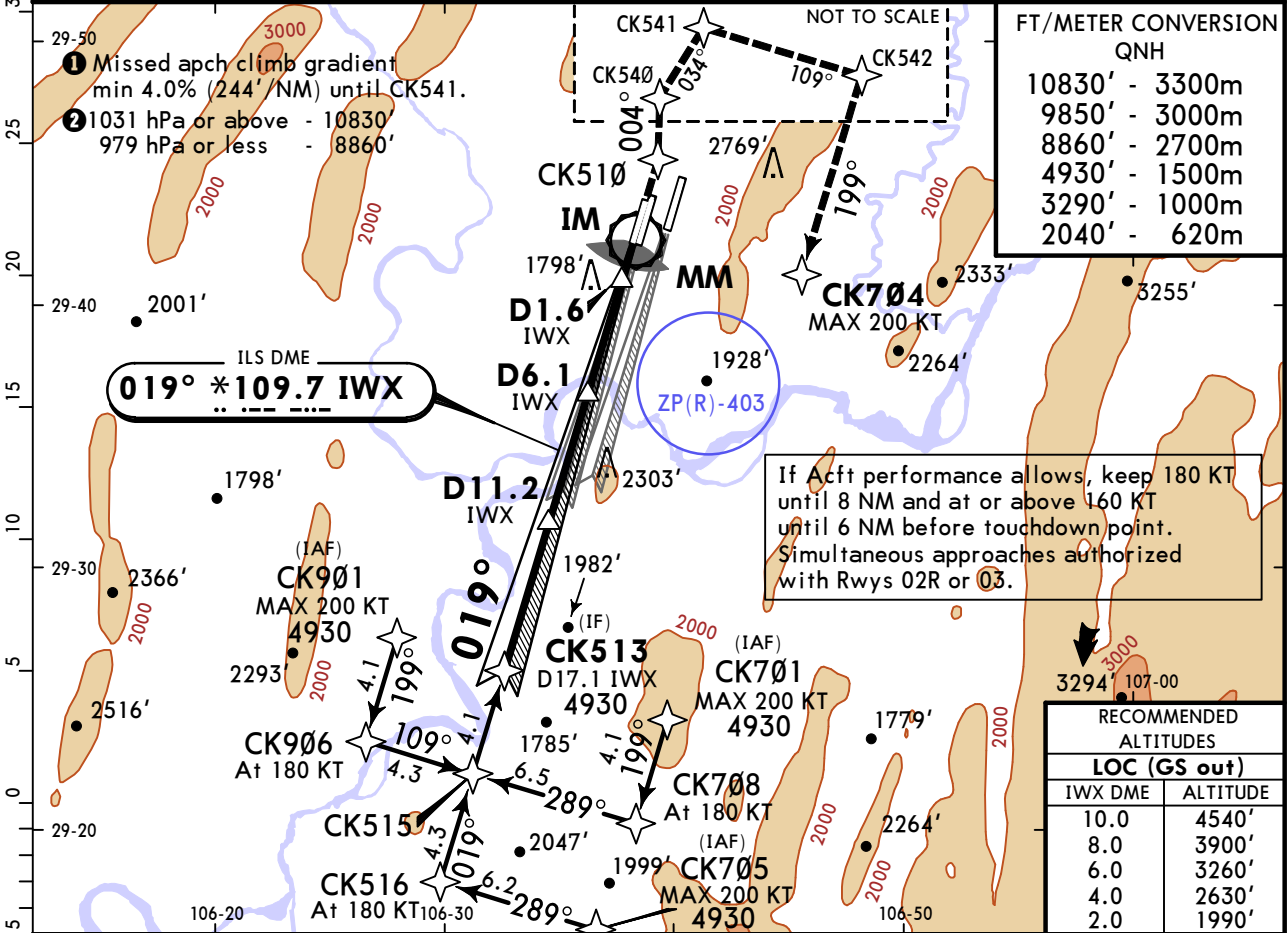
ZUCK/CKG

19 JAN 24 10-9C
JEPPESEN CHONGQING, PR OF CHINA
 EFF 24 Jan 1600Z
JIANGBEI

ZUCK/CKG JIANGBEI

22 DEC 23 Eff 27 Dec 1600Z (11-1) **JEPPESEN CHONGQING, PR OF CHINA**
RNAV ILS DME Z Rwy 02L

BRIEFING STRIP™	D-ATIS Arrival	APP01	*APP02	CHONGQING Approach (R)			*APP06
	126.4	125.2	120.85	*APP03	*APP04	*APP05	120.025
	TWR01	CHONGQING Tower		GND01	*Ground GND02		GND03
	118.2	*TWR02	*TWR03	121.75	121.65		121.85
LOC IWX	Final Apch Crs	D11.2 IWX		ILS DA(H)	Apt Elev 1364'		
*109.7	019°	4930' (3579')		1551' (200')	Rwy 1351'		
MISSED APCH: Climb STRAIGHT AHEAD to CK510 at 2040' or above, then turn LEFT and climb along 004° to CK540, then turn RIGHT via CK541 and CK542 to CK704 at 4930' or above. Contact ATC. Turns MAX 200 KT. ①							
Alt Set: hPa	Rwy Elev: 49 hPa	Trans level: FL118		Trans alt: 9850' ②		MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160		2040' or above		004°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					
MAP at D1.6 IWX											

PANS OPS	Standard						STRAIGHT-IN LANDING RWY 02L			CIRCLE-TO-LAND		
							MISSED APCH climb gradient min 4.0% until CK541					
							ILS			LOC (GS out) CDFA		
							DA(H) 1551' (200')			MDA(H) 1860' (509')		
	FULL		TDZ or CL out		ALS out		ALS out		Max Kts		MDA(H) VIS	
A						2100m		100	2100' (736')	3000m		
B	RVR 550m	RVR 550m ①	1200m					135	2560' (1196')	3000m		
C	VIS 800m	VIS 800m						180	3220' (1856')	5000m		
D								205				

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Procedure, speed restrictions, note. © JEPPESEN, 2013, 2023. ALL RIGHTS RESERVED.

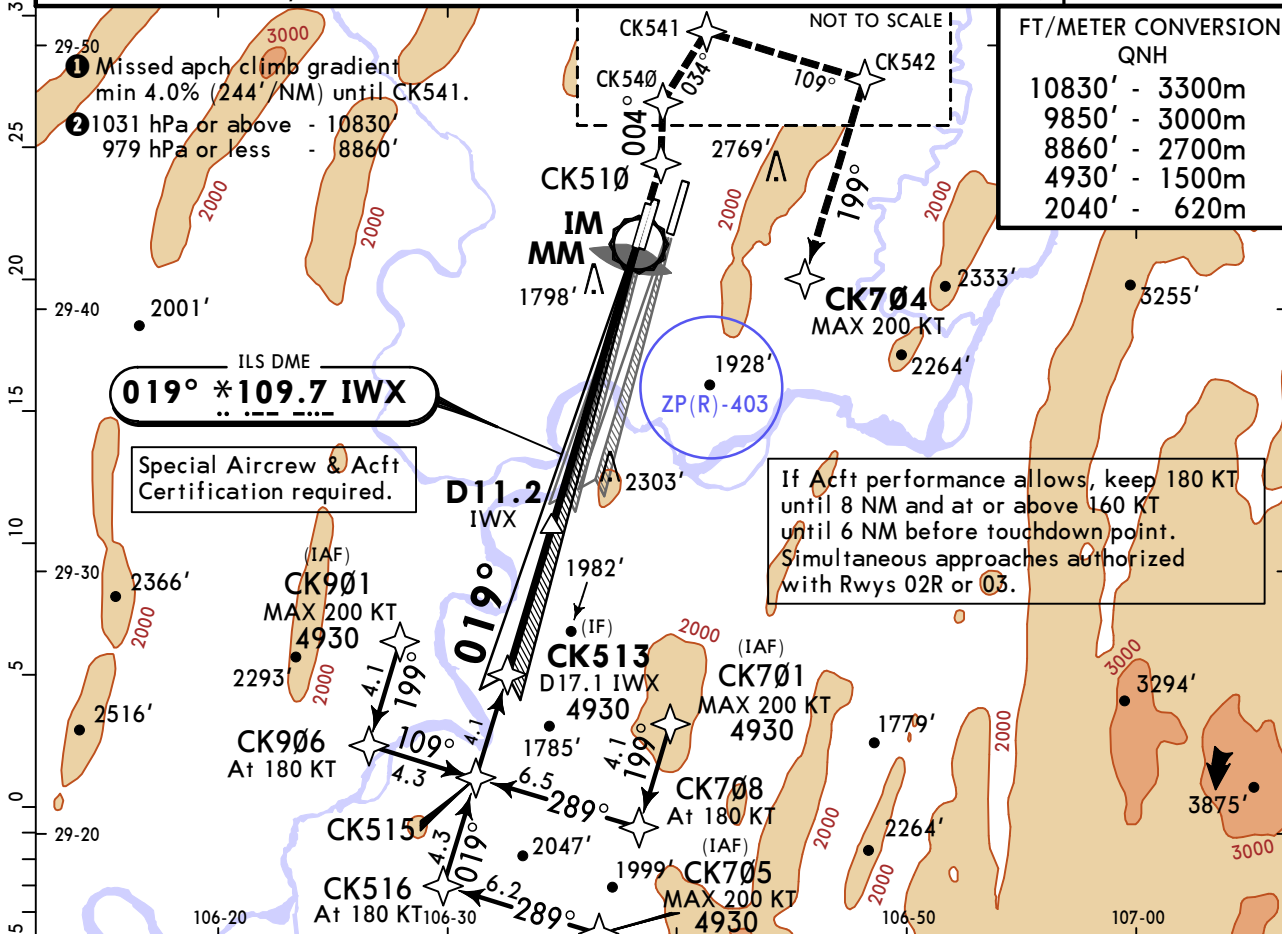
ZUCK/CKG
JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z

JEPPESSEN
11-1A

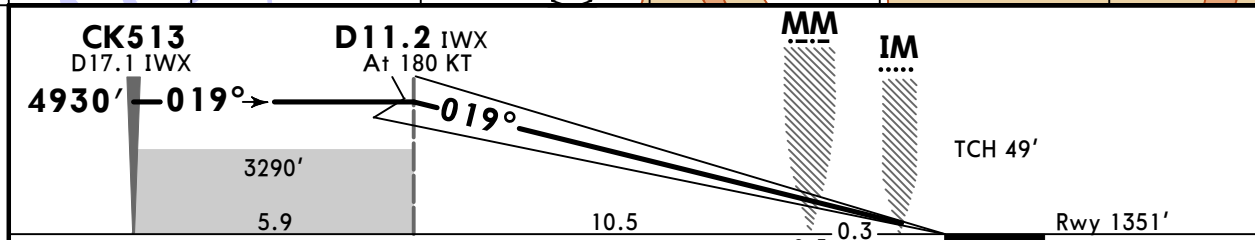
CHONGQING, PR OF CHINA
CAT II RNAV ILS DME Z Rwy 02L

D-ATIS Arrival 126.4		APP01 125.2	*APP02 120.85	*APP03 119.1	*APP04 127.925	*APP05 120.45	*APP06 120.025
TWR01 118.2		CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85
LOC IWX *109.7	Final Apch Crs 019°	D11.2 IWX 4930' (3579')		CAT II ILS RA 105' DA(H) 1451' (100')		Apt Elev 1364' Rwy 1351'	
Alt Set: hPa		Rwy Elev: 49 hPa	Trans level: FL118		Trans alt: 9850' 2		



FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
2040'	620m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2040' or above CK510 004° LT CK540
GS	3.00°	372	478	531	637	743	

Standard STRAIGHT-IN LANDING RWY 02L CAT II ILS Missed apch climb gradient mim 4.0% until CK541		
ABC RA 105' DA(H) 1451' (100')	D RA 105' DA(H) 1451' (100')	
RVR 300m	RVR 300m	RVR 350m 1

ZUCK/CKG

JEPPESSEN

CHONGQING, PR OF CHINA
SA CAT I

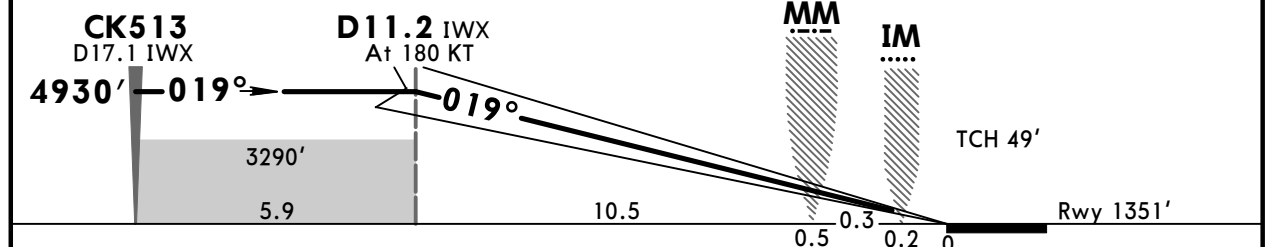
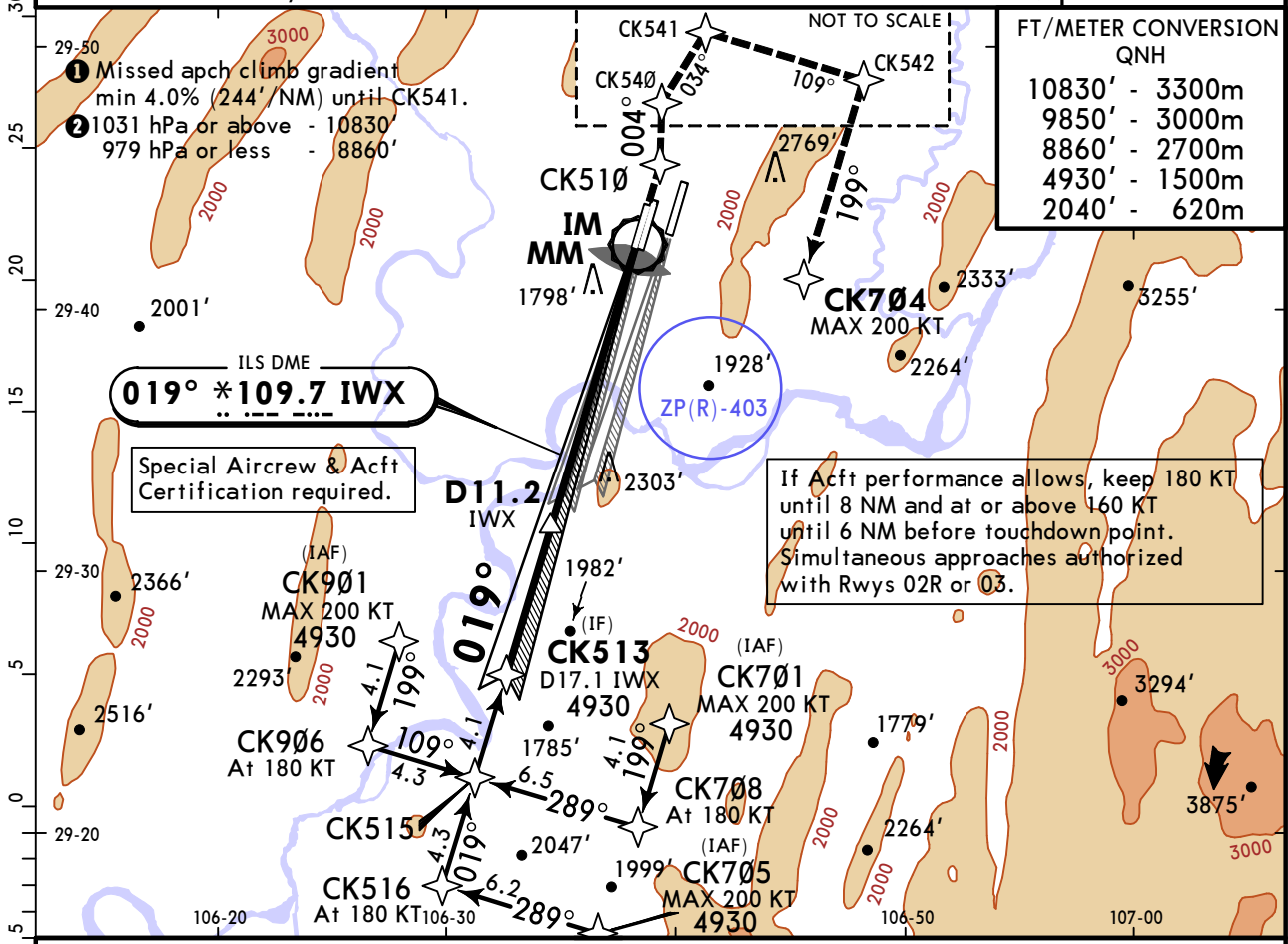
JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z

11-1B

RNAV ILS DME Z Rwy 02L

D-ATIS Arrival 126.4	APP01 125.2	*APP02 120.85	CHONGQING Approach (R) *APP03 119.1	*APP04 127.925	*APP05 120.45	*APP06 120.025
TWR01 118.2	CHONGQING Tower *TWR02 124.35	*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85	
LOC IWX *109.7	Final Apch Crs 019°	D11.2 IWX 4930' (3579')	SA CAT I ILS RA 174' DA(H) 1499' (148')	Apt Elev 1364' Rwy 1351'		
Alt Set: hPa		Rwy Elev: 49 hPa	Trans level: FL118	Trans alt: 9850' ②	MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2040' or above	CK510	004° LT	CK540
GS	3.00°	372	478	531	637	743					

Standard

STRAIGHT-IN LANDING RWY 02L
SA CAT I ILS

Missed apch climb gradient mim 4.0% until CK541

RA 174'
DA(H) 1499' (148')

RVR 450m

HUD required.

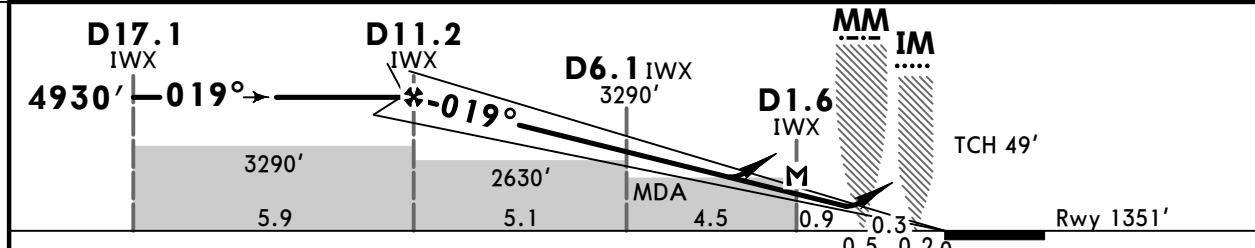
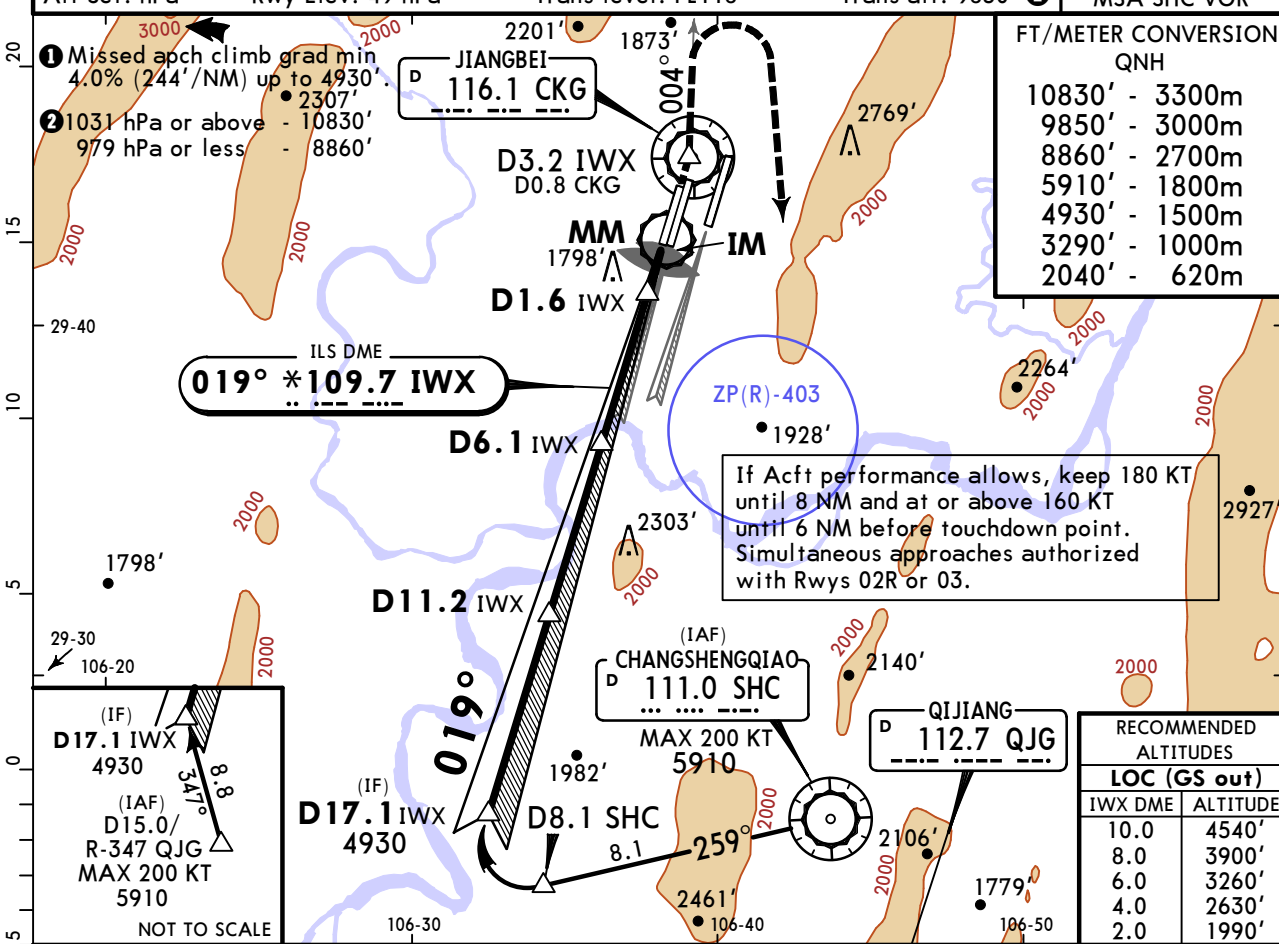
ZUCK/CKG JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z

11-2

JEPPESEN CHONGQING, PR OF CHINA ILS DME Y Rwy 02L

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	*APP02 120.85	CHONGQING Approach (R) *APP03 119.1	*APP04 127.925	*APP05 120.45	*APP06 120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85
	LOC IWX *109.7	Final Apch Crs 019°	D11.2 IWX 4930' (3579')	ILS DA(H) 1551' (200')	Apt Elev 1364' Rwy 1351'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.2 IWX/D0.8 CKG at 2040' or above, then climb along R-004 CKG to 4930', turn RIGHT (MAX 200 KT) to SHC VOR at 5910' or above. Contact ATC. ①							
Alt Set: hPa		Rwy Elev: 49 hPa	Trans level: FL118		Trans alt: 9850' ②		MSA SHC VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2040' or above	D3.2 IWX	R-004 CKG	4930'	
ILS GS or LOC Descent Angle	3.00°						PAPI		↑	↑	↑	↑
MAP at D1.6 IWX												

PANS OPS	Standard STRAIGHT-IN LANDING RWY 02L						CIRCLE-TO-LAND					
	Missed apch climb gradient mim 4.0% up to 4930'											
	ILS						LOC (GS out) CDFA					
	DA(H) 1551' (200')						MDA(H) 1860' (509')					
	FULL		TDZ or CL out		ALS out		ALS out		Max Kts		MDA(H) VIS	
A						2100m		100	2100' (736')	3000m		
B	RVR 550m	RVR 550m ①				2100m		135	2560' (1196')	3000m		
C	VIS 800m	VIS 800m	1200m			2100m		180	3220' (1856')			
D						2400m		205	5000m			

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Speed restrictions, notes. © JEPPESEN, 2013, 2023. ALL RIGHTS RESERVED.

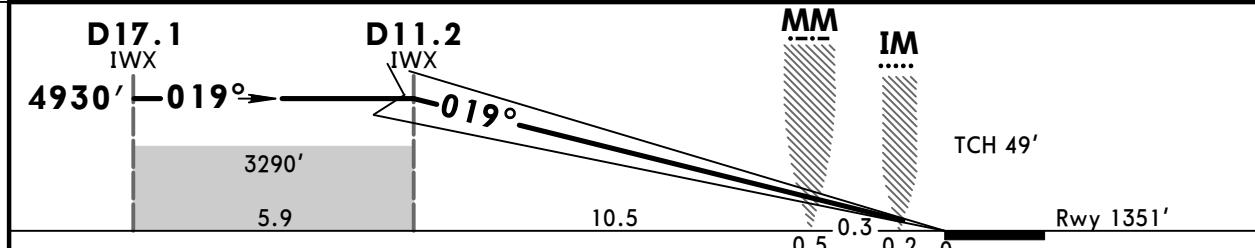
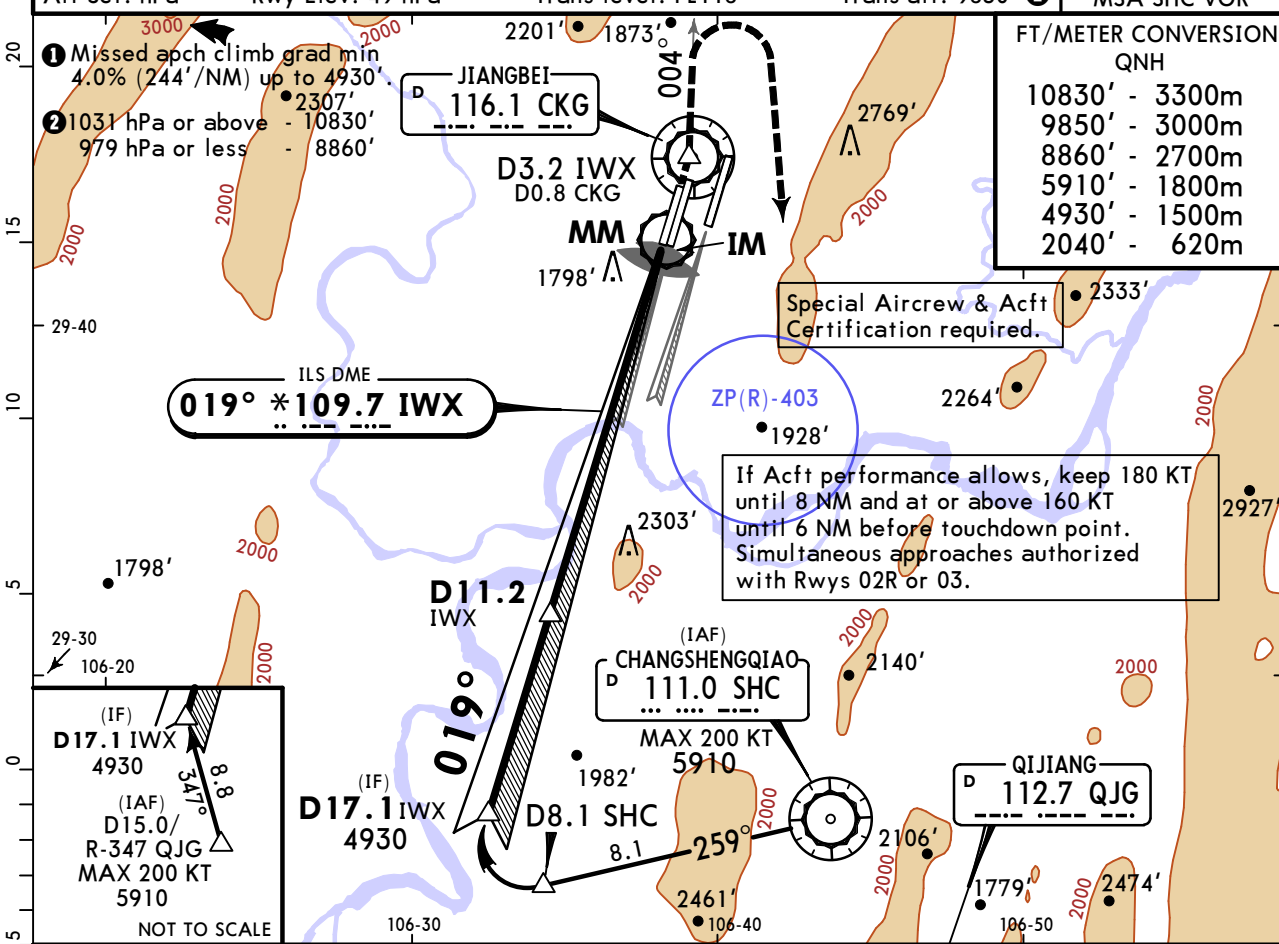
ZUCK/CKG JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z

11-2A

JEPPESEN CHONGQING, PR OF CHINA CAT II ILS DME Y Rwy 02L

D-ATIS Arrival 126.4	APP01 125.2	*APP02 120.85	CHONGQING Approach (R) *APP03 119.1	*APP04 127.925	*APP05 120.45	*APP06 120.025
TWR01 118.2	CHONGQING Tower *TWR02 124.35	*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85	
LOC IWX *109.7	Final Apch Crs 019°	D11.2 IWX 4930' (3579')	CAT II ILS RA 105' DA(H) 1451' (100')	Apt Elev 1364' Rwy 1351'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.2 IWX/D0.8 CKG at 2040' or above, then climb along R-004 CKG to 4930', turn RIGHT (MAX 200 KT) to SHC VOR at 5910' or above. Contact ATC.						
Alt Set: hPa	Rwy Elev: 49 hPa	Trans level: FL118	Trans alt: 9850' ②	MSA SHC VOR		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2040'	D3.2	R-004	4930'
GS	3.00°	372	478	531	637	743	849	or above	IWX	CKG	
								↑	D0.8 CKG	LT	↑

Standard STRAIGHT-IN LANDING RWY 02L CAT II ILS Missed apch climb gradient mim 4.0% up to 4930'		
ABC RA 105' DA(H) 1451' (100')	D RA 105' DA(H) 1451' (100')	
RVR 300m	RVR 300m	RVR 350m ■

Manual operation below DH.

CHANGES: Speed restrictions, notes.

ZUCK/CKG



JEPPESSEN

CHONGQING, PR OF CHINA

SA CAT I

ILS DME Y Rwy 02L

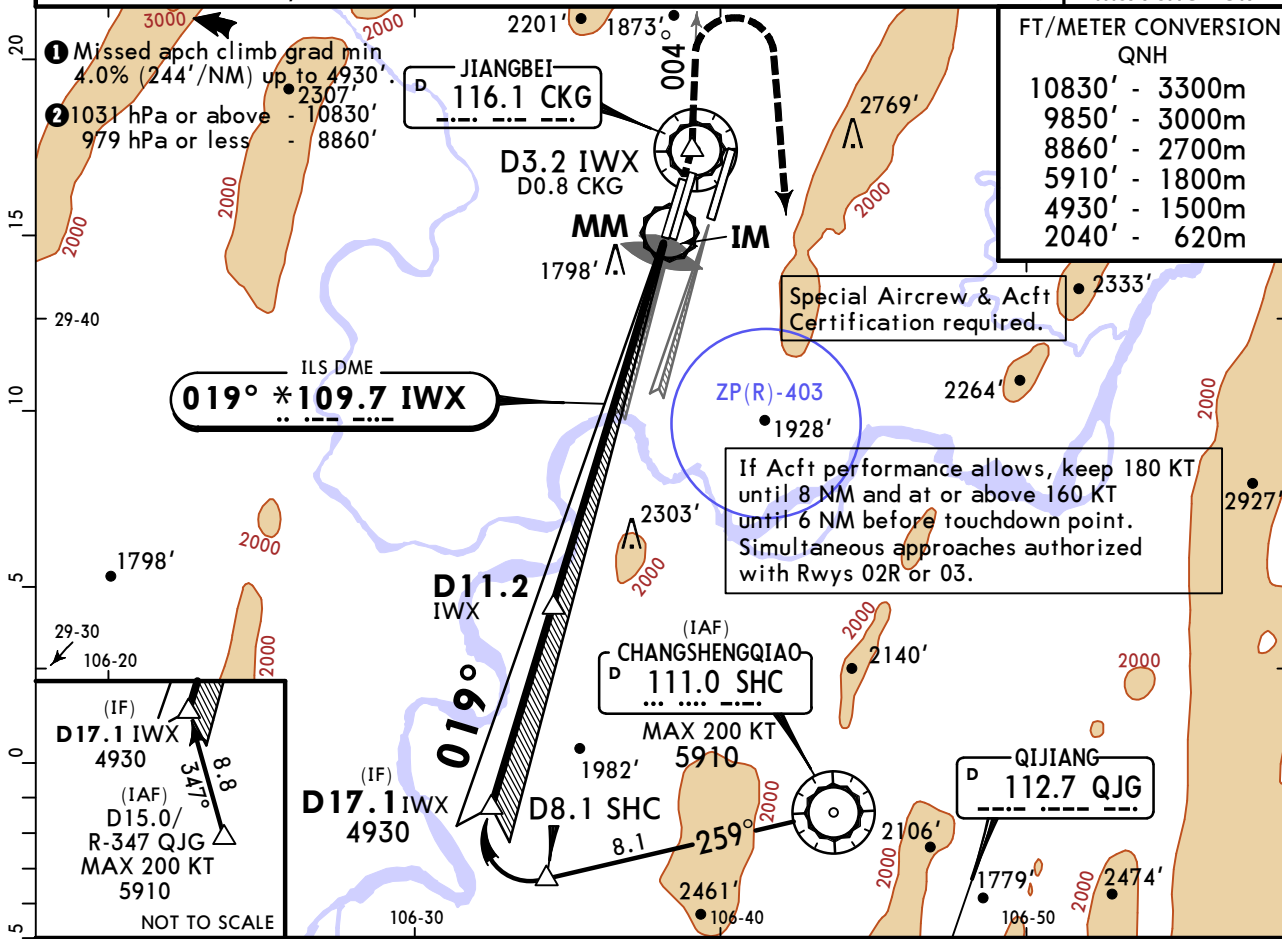
JIANGBEI

22 DEC 23

Eff 27 Dec 1600Z

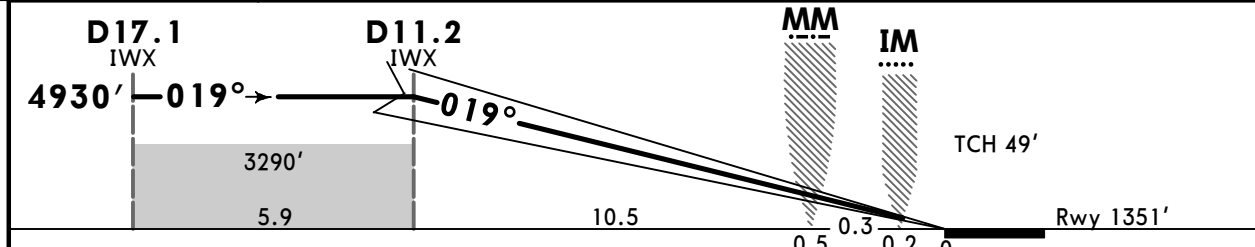
11-2B

BRIEFING STRIP™	D-ATIS Arrival	APP01	*APP02	CHONGQING Approach (R)			*APP06
	126.4	125.2	120.85	*APP03	*APP04	*APP05	120.025
				119.1	127.925	120.45	
	TWR01	CHONGQING Tower		GND01	*Ground GND02	GND03	
	118.2	*TWR02	*TWR03	121.75	121.65	121.85	
	LOC	Final	D11.2 IWX	SA CAT I ILS		Apt Elev 1364'	
	IWX	Apch Crs	4930' (3579')	RA 174'		Rwy 1351'	
	*109.7	019°		DA(H) 1499' (148')			
<p>MISSED APCH: Climb STRAIGHT AHEAD to D3.2 IWX/D0.8 CKG at 2040' or above, then climb along R-004 CKG to 4930', turn RIGHT (MAX 200 KT) to SHC VOR at 5910' or above. Contact ATC. ①</p>							
Alt Set: hPa		Rwy Elev: 49 hPa	Trans level: FL118		Trans alt: 9850' ②		MSA SHC VOR



FT/METER CONVERSION QNH

10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
2040'	620m



Gnd speed-Kts	70	90	100	120	140	160		2040' or above	D3.2 IWX D0.8 CKG	R-004 CKG	4930'
GS	3.00°	372	478	531	637	743		849	↑	LT	↑

Standard STRAIGHT-IN LANDING RWY 02L
 SA CAT I ILS ①
 Missed apch climb gradient mim 4.0% up to 4930'

RA 174'
 DA(H) 1499' (148')

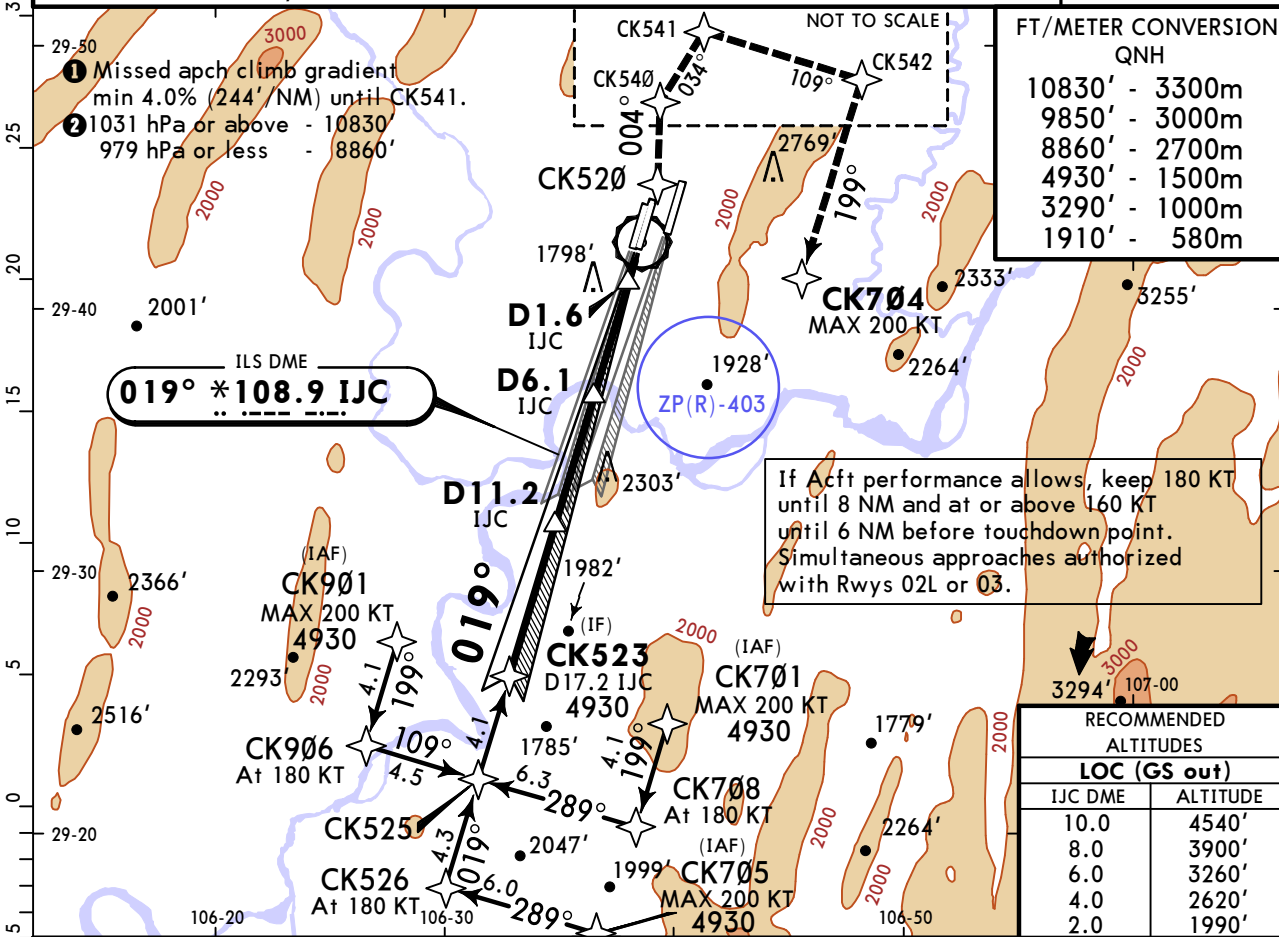
RVR 450m

① HUD required.

ZUCK/CKG JIANGBEI

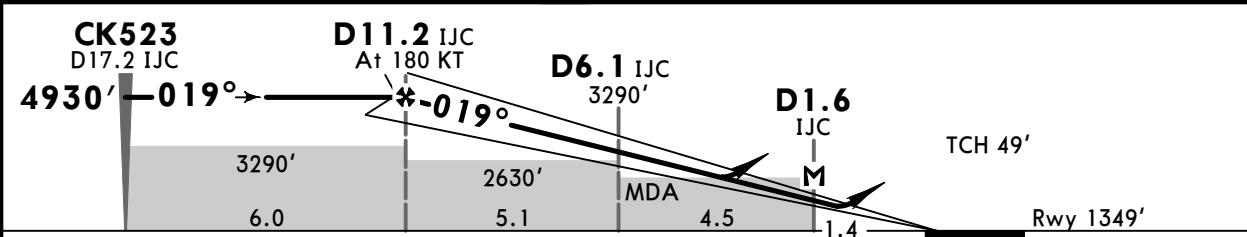
22 DEC 23
Eff 27 Dec 1600Z **(11-3)** CHONGQING, PR OF CHINA
RNAV ILS DME Z Rwy 02R

BRIEFING STRIP™	D-ATIS Arrival	APP01	*APP02	CHONGQING Approach (R) *APP03	*APP04	*APP05	*APP06
	126.4	125.2	120.85	119.1	127.925	120.45	120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85
LOC IJC *108.9	Final Apch Crs 019°		D11.2 IJC 4930' (3581')	ILS DA(H) 1549' (200')	Apt Elev 1364' Rwy 1349'		
MISSED APCH: Climb STRAIGHT AHEAD to CK520 at 1910' or above, then turn LEFT and climb along 004° to CK540, then turn RIGHT via CK541 and CK542 to CK704 at 4930' or above. Contact ATC. Turns MAX 200 KT. ①							
Alt Set: hPa		Rwy Elev: 48 hPa	Trans level: FL118		Trans alt: 9850' ②		MSA ARP



FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
3290'	1000m
1910'	580m

RECOMMENDED ALTITUDES		
LOC (GS out)		
IJC DME	ALTITUDE	
10.0	4540'	
8.0	3900'	
6.0	3260'	
4.0	2620'	
2.0	1990'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1910'	004°	CK520	CK540
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	LT	
MAP at D1.6 IJC											

Standard STRAIGHT-IN LANDING RWY 02R				CIRCLE-TO-LAND			
MISSED APCH climb gradient min 4.0% until CK541							
ILS		LOC (GS out) CDFA					
DA(H) 1549' (200')		MDA(H) 1860' (511')					
FULL		ALS out		ALS out		Max Kts.	
A			2300m		100	2100' (736') 3000m	
B	RVR 550m ①	1200m				135	2560' (1196') 3000m
C	VIS 800m		2300m		180	3220' (1856') 5000m	
D			2400m		205		

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

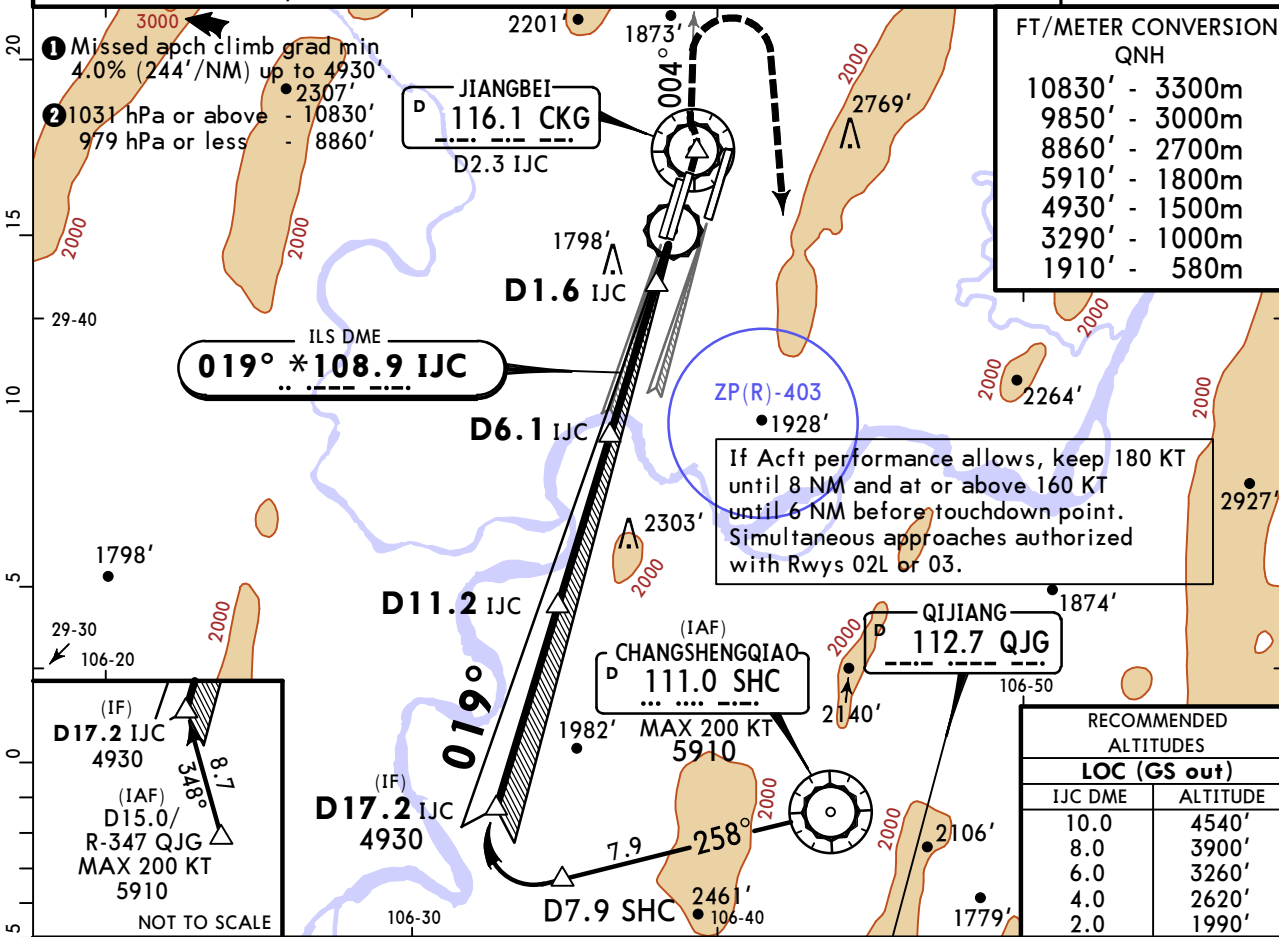
ZUCK/CKG JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z

11-4

JEPPESEN CHONGQING, PR OF CHINA ILS DME Y Rwy 02R

BRIEFING STRIP™	D-ATIS Arrival	APP01	*APP02	CHONGQING Approach (R) *APP03	*APP04	*APP05	*APP06
	126.4	125.2	120.85	119.1	127.925	120.45	120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35	*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85	
LOC IJC *108.9	Final Apch Crs 019°	D11.2 IJC 4930' (3581')	ILS DA(H) 1549' (200')	Apt Elev 1364'	Rwy 1349'		
MISSED APCH: Climb STRAIGHT AHEAD to CKG VOR/D2.3 IJC at 1910' or above, then climb along R-004 CKG to 4930', turn RIGHT (MAX 200 KT) to SHC VOR at 5910' or above. Contact ATC. ①							
Alt Set: hPa		Rwy Elev: 48 hPa	Trans level: FL118		Trans alt: 9850' ②		MSA SHC VOR

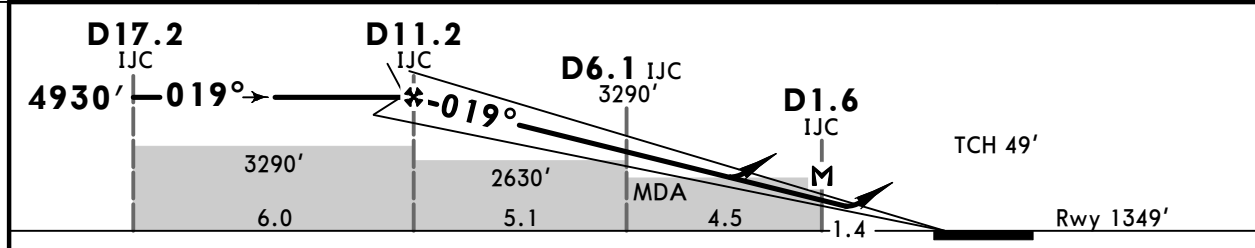


FT/METER CONVERSION QNH

10830'	3300m
9850'	3000m
8860'	2700m
5910'	1800m
4930'	1500m
3290'	1000m
1910'	580m

RECOMMENDED ALTITUDES

LOC (GS out)	
IJC DME	ALTITUDE
10.0	4540'
8.0	3900'
6.0	3260'
4.0	2620'
2.0	1990'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1910'	CKG	R-004	4930'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	↑	116.1	CKG	↑
MAP at D1.6 IJC									D2.3 IJC	LT	

PANS OPS	Standard				STRAIGHT-IN LANDING RWY 02R				CIRCLE-TO-LAND			
	MISSED APCH climb gradient min 4.0% up to 4930'				ILS				LOC (GS out) CDFA			
	DA(H) 1549' (200')				FULL				ALS out			
	FULL				ALS out				ALS out			
A	RVR 550m ①				1200m				2300m			
B	VIS 800m				2300m				2400m			
C												
D												
				Max Kts.				MDA(H) VIS				
				100				2100' (736') 3000m				
				135				2560' (1196') 3000m				
				180				3220' (1856') 5000m				
				205								

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Speed restrictions, note. © JEPPESEN, 2013, 2023. ALL RIGHTS RESERVED.

ZUCK/CKG



CHONGQING, PR OF CHINA

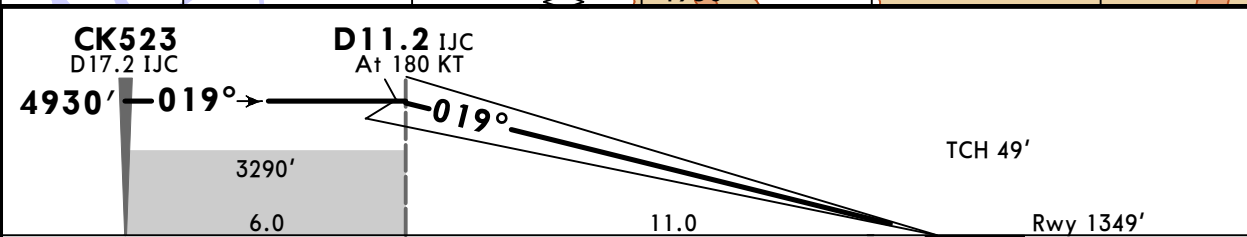
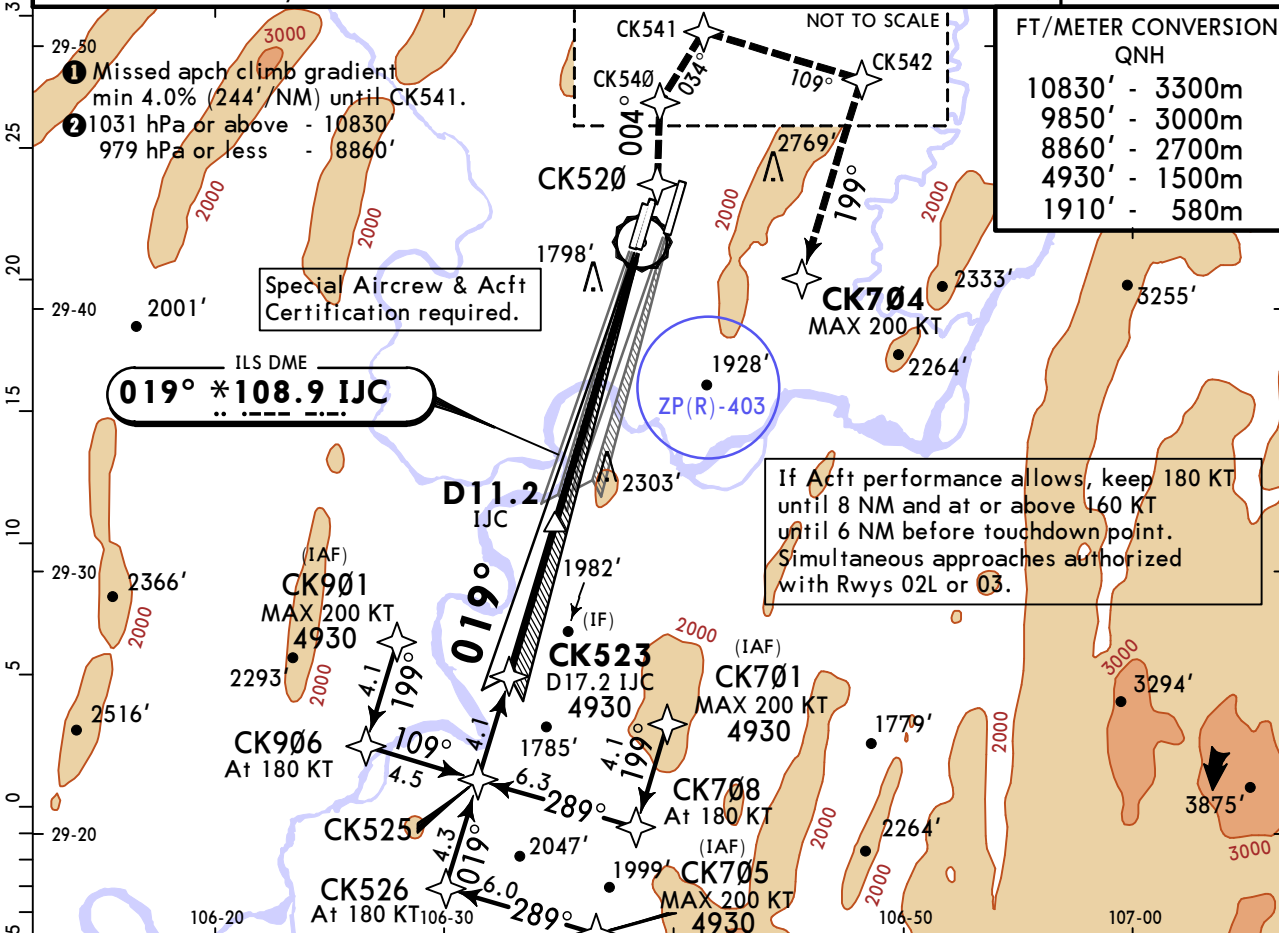
SA CAT I & SA CAT II

RNAV ILS DME Z Rwy 02R

JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z (11-4A)

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	*APP02 120.85	CHONGQING Approach (R) *APP03 119.1	*APP04 127.925	*APP05 120.45	*APP06 120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85
	LOC IJC *108.9	Final Apch Crs 019°	D11.2 IJC 4930' (3581')	SA CAT I & SA CAT II ILS Refer to Minimums	Apt Elev 1364' Rwy 1349'		
MISSED APCH: Climb STRAIGHT AHEAD to CK520 at 1910' or above, turn LEFT and climb along 004° to CK540, then turn RIGHT via CK541 and CK542 to CK704 at 4930' or above. Contact ATC. Turns MAX 200 KT. ①							
Alt Set: hPa		Rwy Elev: 48 hPa		Trans level: FL118		Trans alt: 9850' ②	
							MSA ARP



Gnd speed-Kts	70	90	100	120	140	160		1910' or above ↑	CK520	004° LT ↓	CK540
GS	3.00°	372	478	531	637	743					

Standard		STRAIGHT-IN LANDING RWY 02R	
SA CAT II ILS	SA CAT I ILS	Missed apch climb gradient mim 4.0% until CK541	
RA 102' DA(H) 1449' (100')	RA 305' DA(H) 1497' (148')		
RVR 350m	RVR 450m		
HUD required.			

ZUCK/CKG

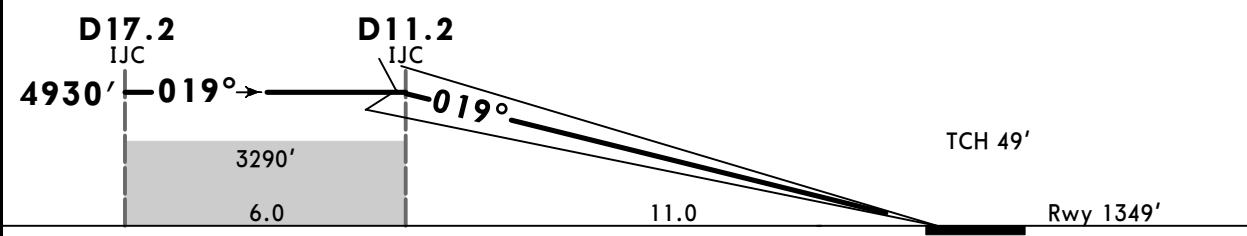
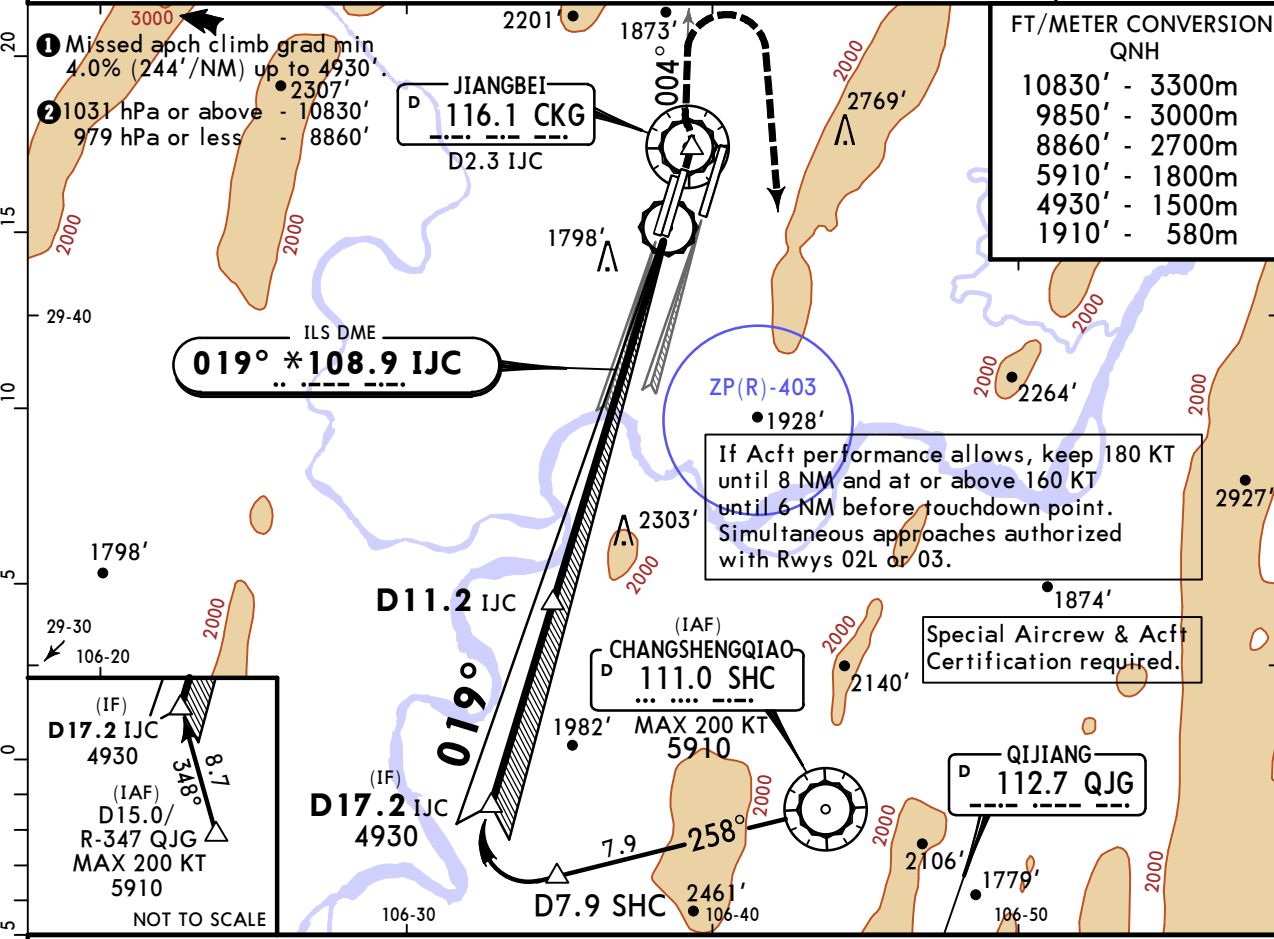
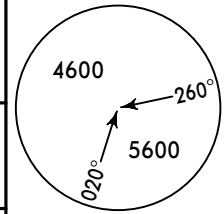


CHONGQING, PR OF CHINA SA CAT I & SA CAT II ILS DME Y Rwy 02R

JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z (11-4B)

BRIEFING STRIP™	D-ATIS Arrival	APP01	*APP02	CHONGQING Approach (R)			
	126.4	125.2	120.85	*APP03	*APP04	*APP05	*APP06
		CHONGQING Tower			GND01	*Ground GND02	GND03
	TWR01	*TWR02	*TWR03	121.75	121.65	121.85	
	118.2	124.35	118.375				
	LOC IJC	Final Apch Crs	D11.2 IJC	SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 1364'	Rwy 1349'
*108.9	019°	4930' (3581')					
<p>MISSED APCH: Climb STRAIGHT AHEAD to CKG VOR/D2.3 IJC at 1910' or above, then climb along R-004 CKG to 4930', turn RIGHT (MAX 200 KT) to SHC VOR at 5910' or above. Contact ATC. ①</p>							
Alt Set: hPa		Rwy Elev: 48 hPa		Trans level: FL118		Trans alt: 9850' ②	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1910'	CKG	R-004	4930'
GS	3.00°	372	478	531	637	743	PAPI	or above	116.1	CKG	
								↑	D2.3 IJC	LT	↑

Standard		STRAIGHT-IN LANDING RWY 02R	
SA CAT II ILS ①		SA CAT I ILS ①	
Missed apch climb gradient mim 4.0% up to 4930'			
RA 102'		RA 305'	
DA(H) 1449' (100')		DA(H) 1497' (148')	
RVR 350m		RVR 450m	

① HUD required.

ZUCK/CKG JIANGBEI

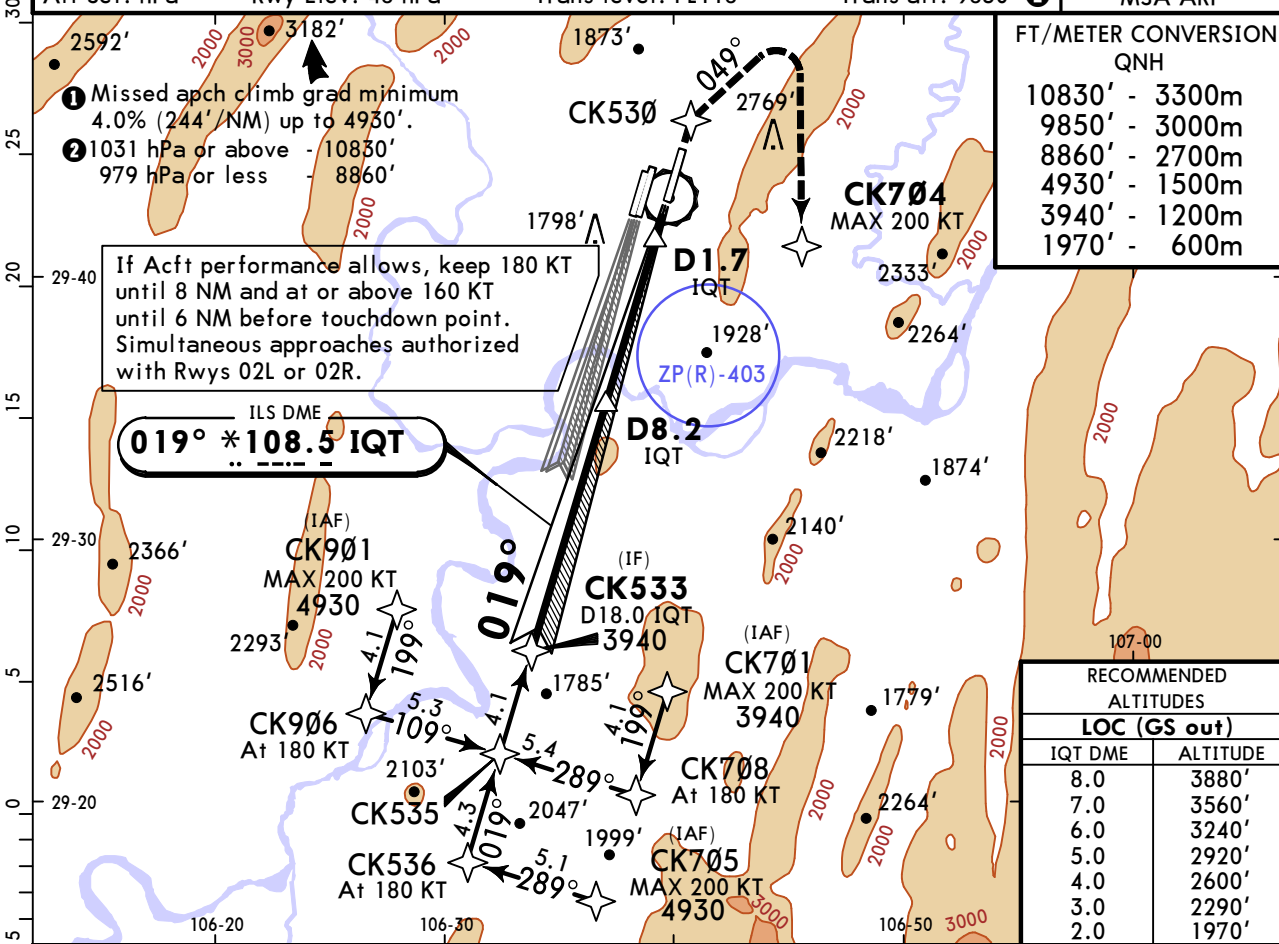
JEPPESEN CHONGQING, PR OF CHINA RNAV ILS DME Z Rwy 03

22 DEC 23

Eff 27 Dec 1600Z

(11-5)

BRIEFING STRIP™	D-ATIS Arrival	APP01	*APP02	*APP03	*APP04	*APP05	*APP06
	126.4	125.2	120.85	119.1	127.925	120.45	120.025
	CHONGQING Tower						
TWR01	*TWR02	*TWR03	GND01	*Ground GND02	GND03		
118.2	124.35	118.375	121.75	121.65	121.85		
LOC IQT	Final Apch Crs	D8.2 IQT	ILS DA(H)	Apt Elev	Rwy		
*108.5	019°	3940' (2610')	Refer to Minimums	1364'	1330'		
MISSED APCH: Climb STRAIGHT AHEAD to CK530 at 1970' or above, then turn RIGHT and climb along 049° to 4930', then turn RIGHT to CK704. Contact ATC. Turns MAX 200 KT.							
Alt Set: hPa		Rwy Elev: 48 hPa	Trans level: FL118		Trans alt: 9850'		MSA ARP

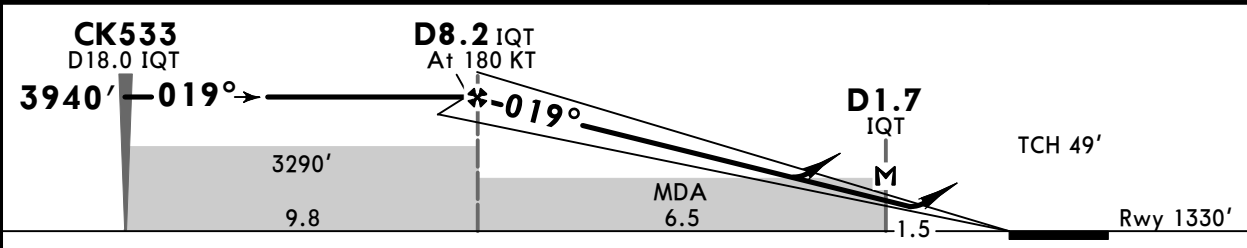


FT/METER CONVERSION QNH

10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
3940'	1200m
1970'	600m

RECOMMENDED ALTITUDES

LOC (GS out)	
IQT DME	ALTITUDE
8.0	3880'
7.0	3560'
6.0	3240'
5.0	2920'
4.0	2600'
3.0	2290'
2.0	1970'



Gnd speed-Kts	70	90	100	120	140	160		CK530	049°	4930'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					849
MAP at D1.7 IQT											

PANS OPS	Standard				STRAIGHT-IN LANDING RWY 03		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	ILS				DA(H) 1530' (200')		MDA(H) 1860' (530')		Missed apch climb gradient mim 4.0% up to 4930'	
	FULL		ALS out		FULL		ALS out		Max Kts	
	RVR 550m		1200m		2200m		2400m		100	2100' (736') 3000m
	VIS 800m								135	2560' (1196') 3000m
								180	3220' (1856') 5000m	
								205		

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ZUCK/CKG JIANGBEI

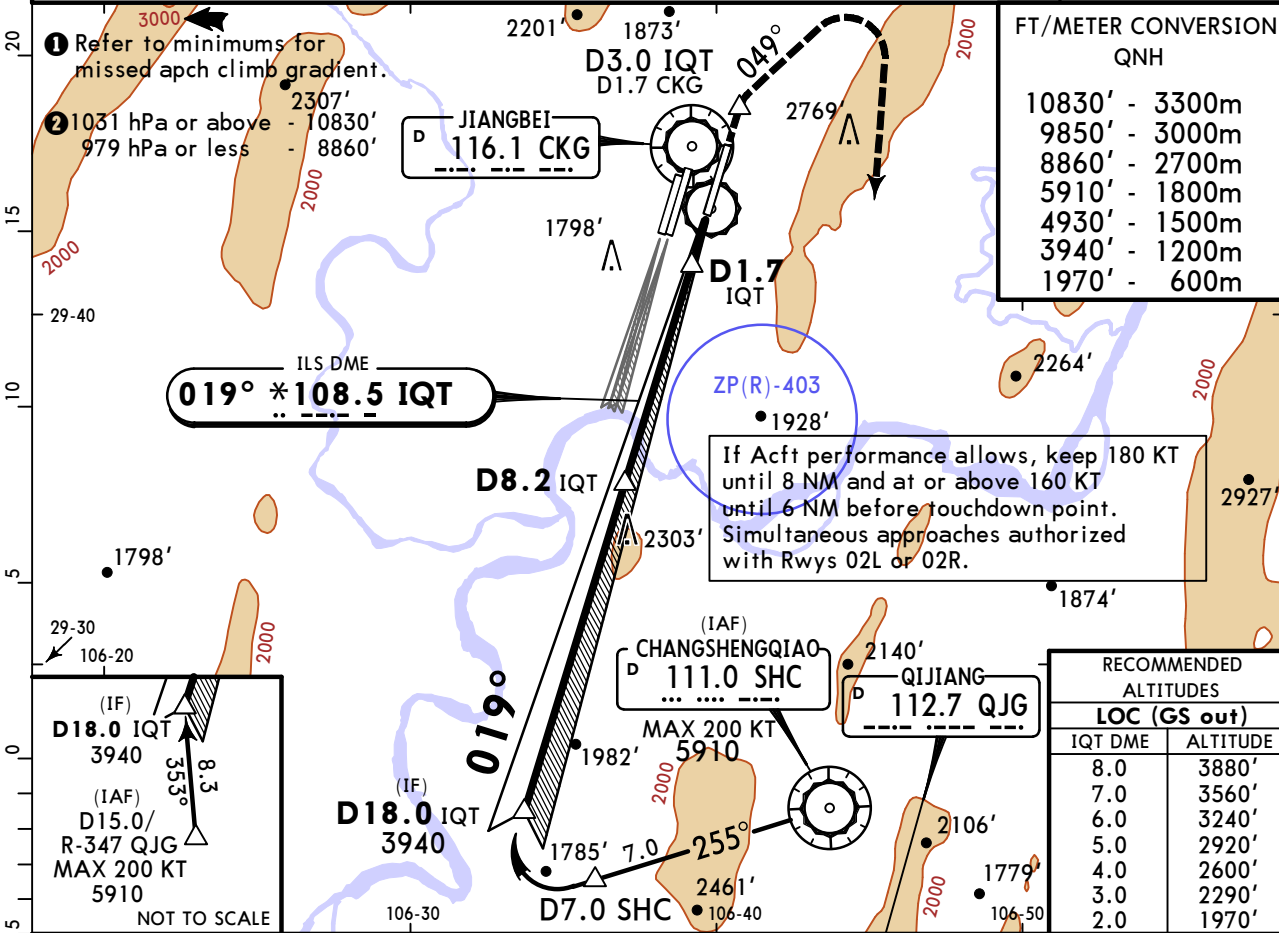
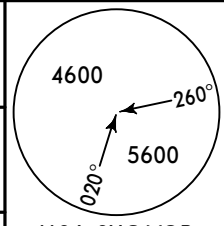
22 DEC 23
Eff 27 Dec 1600Z (11-6)

JEPPESEN CHONGQING, PR OF CHINA ILS DME Y Rwy 03

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	*APP02 120.85	*APP03 119.1	*APP04 127.925	*APP05 120.45	*APP06 120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85
	LOC IQT *108.5	Final Apch Crs 019°	D8.2 IQT 3940' (2610')		ILS DA(H) Refer to Minimums	Apt Elev 1364' Rwy 1330'	

MISSED APCH: Climb STRAIGHT AHEAD to D3.0 IQT/D1.7 CKG at or above 1970'. Climbing along R-049 CKG to 4930', then turn RIGHT (MAX 200 KT) to SHC VOR at 5910' or above, contact ATC. ①

Alt Set: hPa Rwy Elev: 48 hPa Trans level: FL118 Trans alt: 9850' ② MSA SHC VOR

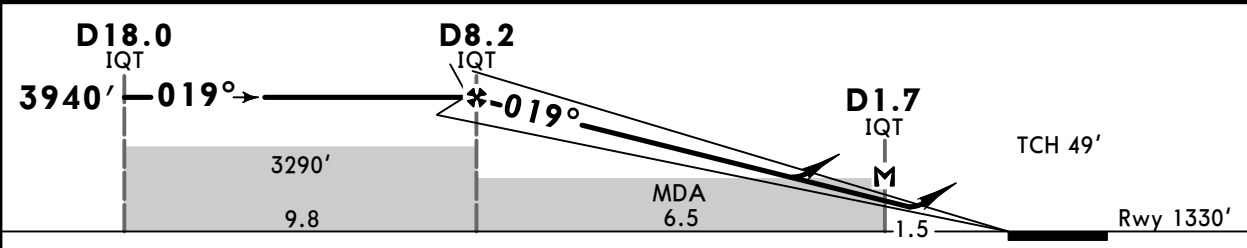


FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
1970'	-	600m

RECOMMENDED ALTITUDES

LOC (GS out)	
IQT DME	ALTITUDE
8.0	3880'
7.0	3560'
6.0	3240'
5.0	2920'
4.0	2600'
3.0	2290'
2.0	1970'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1970'	D3.0 IQT	R-049 CKG	4930'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	↑	↑
MAP at D1.7 IQT	MAP at D1.7 IQT										

PANS OPS	STRAIGHT-IN LANDING RWY 03						CIRCLE-TO-LAND	
	ILS		ILS		LOC (GS out) CDFA		Max Kts	MDA(H) VIS
	Misssed apch climb gradient mim 4.0%	Misssed apch climb gradient mim 2.5%	Misssed apch climb gradient mim 4.0%	Misssed apch climb gradient mim 2.5%	DA(H) 1530' (200')	DA(H) 1740' (410')		
A	FULL	ALS out	FULL	ALS out	FULL	ALS out	100	2100' (736') 3000m
B	RVR 550m	1200m	1500m		2200m		135	2560' (1196') 3000m
C	VIS 800m		1500m	1900m	2200m	2400m	180	3220' (1856') 5000m
D							205	

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

ZUCK/CKG JIANGBEI

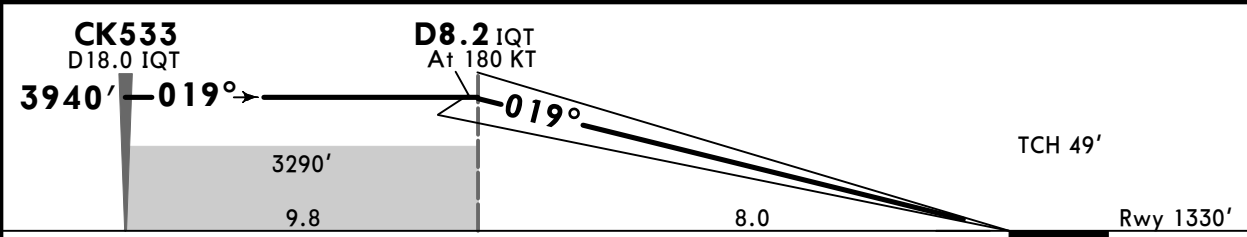
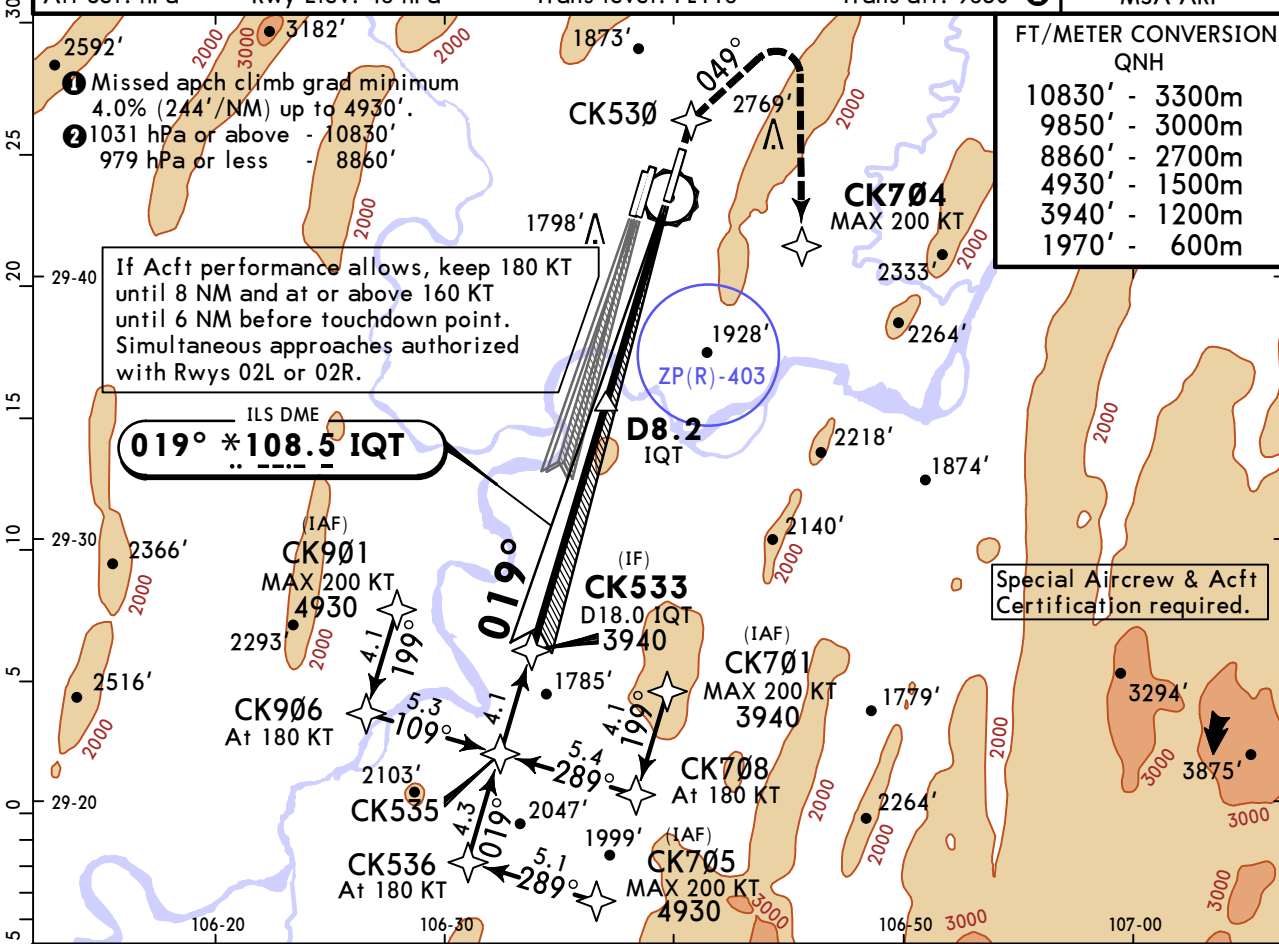
22 DEC 23
Eff 27 Dec 1600Z

JEPPesen

CHONGQING, PR OF CHINA

(11-6A) SA CAT I RNAV ILS DME Z Rwy 03

BRIEFING STRIP™	D-ATIS Arrival	APP01	*APP02	CHONGQING Approach (R) *APP03	*APP04	*APP05	*APP06
	126.4	125.2	120.85	119.1	127.925	120.45	120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85
LOC IQT *108.5	Final Apch Crs 019°		D8.2 IQT 3940' (2610')	SA CAT I ILS RA 164' DA(H) 1478' (148')	Apt Elev 1364' Rwy 1330'		
MISSED APCH: Climb STRAIGHT AHEAD to CK530 at 1970' or above, then turn RIGHT and climb along 049° to 4930', then turn RIGHT to CK704. Contact ATC. Turns MAX 200 KT.							
Alt Set: hPa		Rwy Elev: 48 hPa		Trans level: FL118		Trans alt: 9850' ②	



Gnd speed-Kts	70	90	100	120	140	160		CK530		049°	4930'
GS	3.00°	372	478	531	637	743					

Standard STRAIGHT-IN LANDING RWY 03
SA CAT I ILS
Missed apch climb gradient mim 4.0% up to 4930'

RA 164'
DA(H) **1478'** (148')

RVR 450m

HUD required.

ZUCK/CKG
JIANGBEI

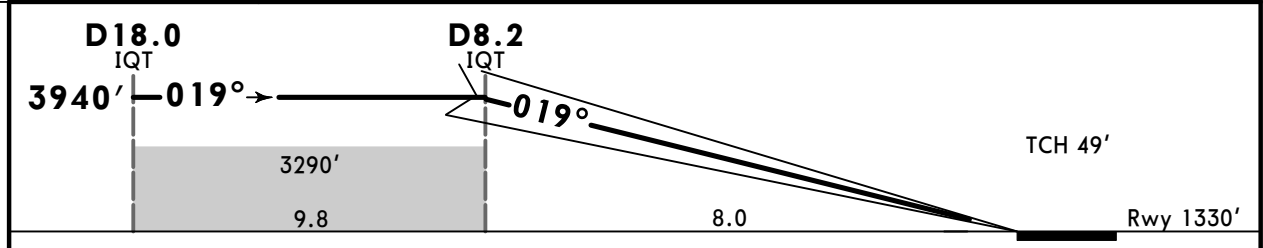
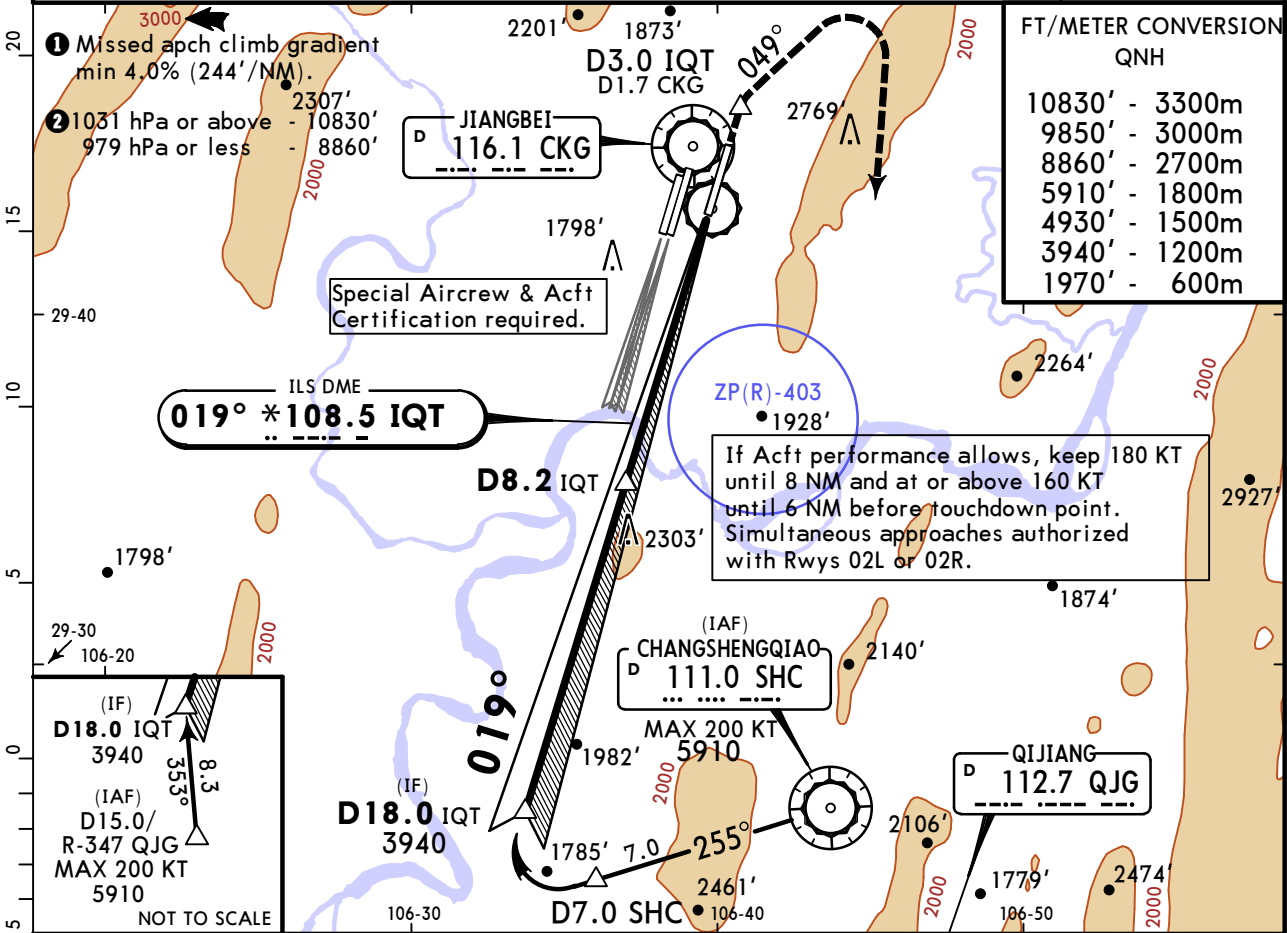
22 DEC 23
Eff 27 Dec 1600Z

JEPPESEN

(11-6B)

CHONGQING, PR OF CHINA
SA CAT I ILS DME Y Rwy 03

BRIEFING STRIP™	D-ATIS Arrival	APP01	*APP02	CHONGQING Approach (R) *APP03	*APP04	*APP05	*APP06
	126.4	125.2	120.85	119.1	127.925	120.45	120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85
LOC IQT *108.5	Final Apch Crs 019°		D8.2 IQT 3940' (2610')	SA CAT I ILS RA 164' DA(H) 1478' (148')	Apt Elev 1364' Rwy 1330'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.0 IQT/D1.7 CKG at or above 1970'. Climbing along R-049 CKG to 4930', then turn RIGHT MAX 200 KT) to SHC VOR at 5910' or above, contact ATC.							
Alt Set: hPa		Rwy Elev: 48 hPa	Trans level: FL118		Trans alt: 9850' ②		MSA SHC VOR



Standard STRAIGHT-IN LANDING RWY 03 SA CAT I ILS Missed apch climb gradient mim 4.0% RA 164' DA(H) 1478' (148') RVR 450m											
HUD required.											

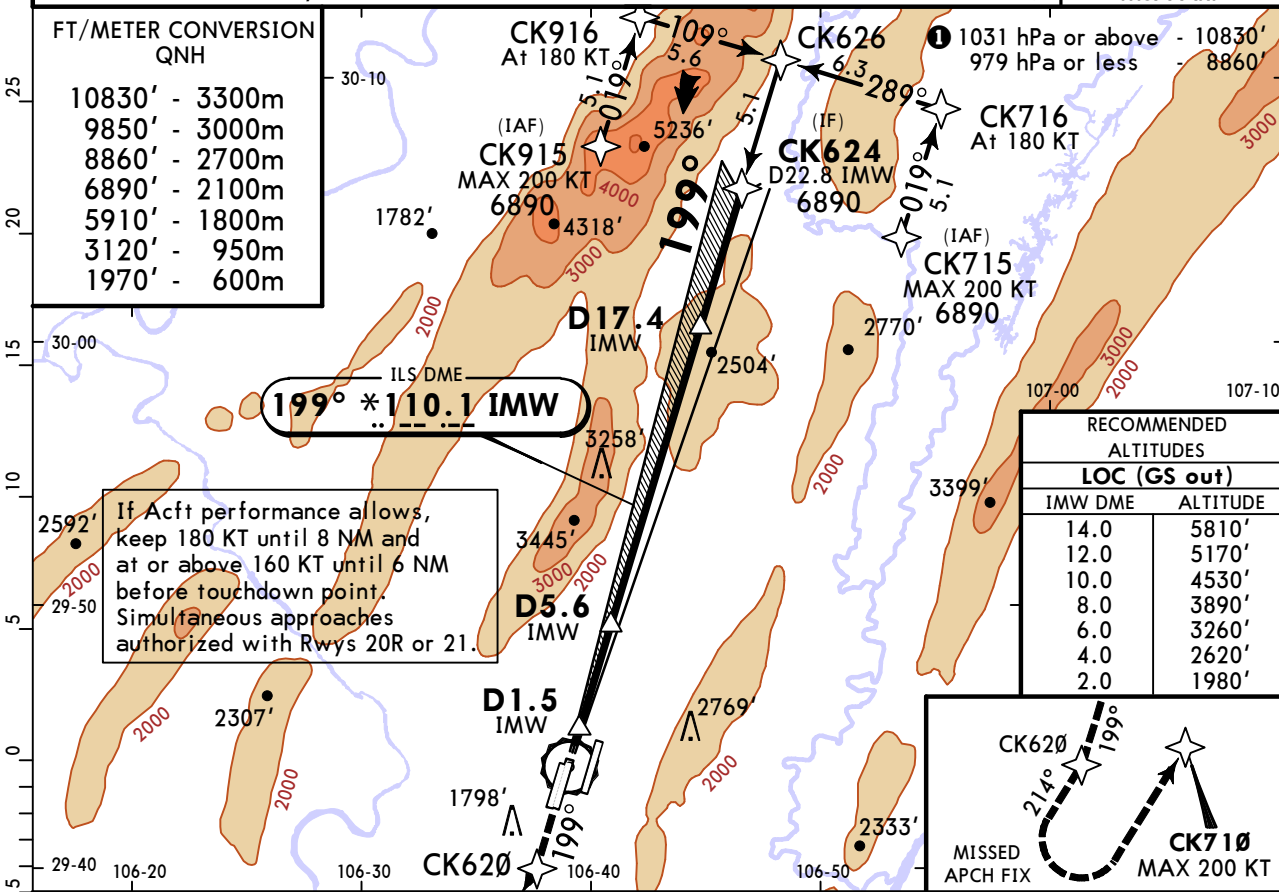
ZUCK/CKG JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z

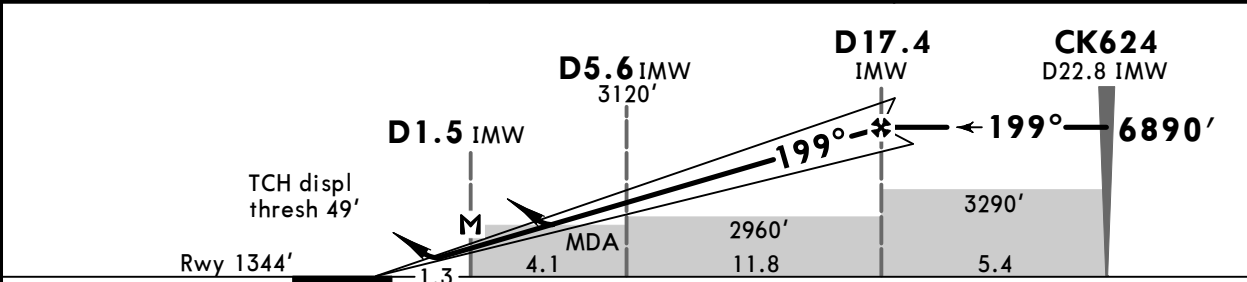
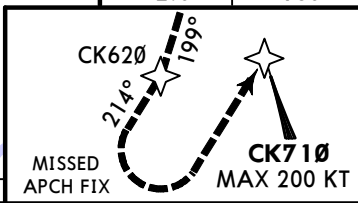
11-7

CHONGQING, PR OF CHINA RNAV ILS DME Z Rwy 20L

BRIEFING STRIP™	D-ATIS Arrival	APP01	*APP02	*APP03	*APP04	*APP05	*APP06
	126.4	125.2	120.85	119.1	127.925	120.45	120.025
	CHONGQING Tower						
TWR01	*TWR02	*TWR03	GND01	*Ground GND02	GND03		
118.2	124.35	118.375	121.75	121.65	121.85		
LOC IMW	Final Apch Crs	D17.4 IMW	ILS DA(H)	Apt Elev 1364'			
*110.1	199°	6890' (5546')	1544' (200')	Rwy 1344'			
MISSED APCH: Climb STRAIGHT AHEAD to CK620 at 1970' or above, then turn RIGHT and climb along 214° to 5910', then turn LEFT to CK710. Contact ATC. Turns MAX 200 KT.							
Alt Set: hPa		Rwy Elev: 48 hPa	Trans level: FL118		Trans alt: 9850' ①		MSA ARP



If Acft performance allows, keep 180 KT until 8 NM and at or above 160 KT until 6 NM before touchdown point. Simultaneous approaches authorized with Rwy 20R or 21.



Gnd speed-Kts	70	90	100	120	140	160		1970' or above ↑ CK620	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D1.5 IMW									

	STRAIGHT-IN LANDING RWY 20L				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Max Kts	MDA(H) VIS
	FULL	ALS out	FULL	ALS out		
A	DA(H) 1544' (200')		MDA(H) 1830' (486')		100	2100' (736') 3000m
B	RVR 550m ①		1900m		135	2560' (1196') 3000m
C	VIS 800m		1900m 2300m		180	3220' (1856') 5000m
D					205	

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

ZUCK/CKG JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z

11-8

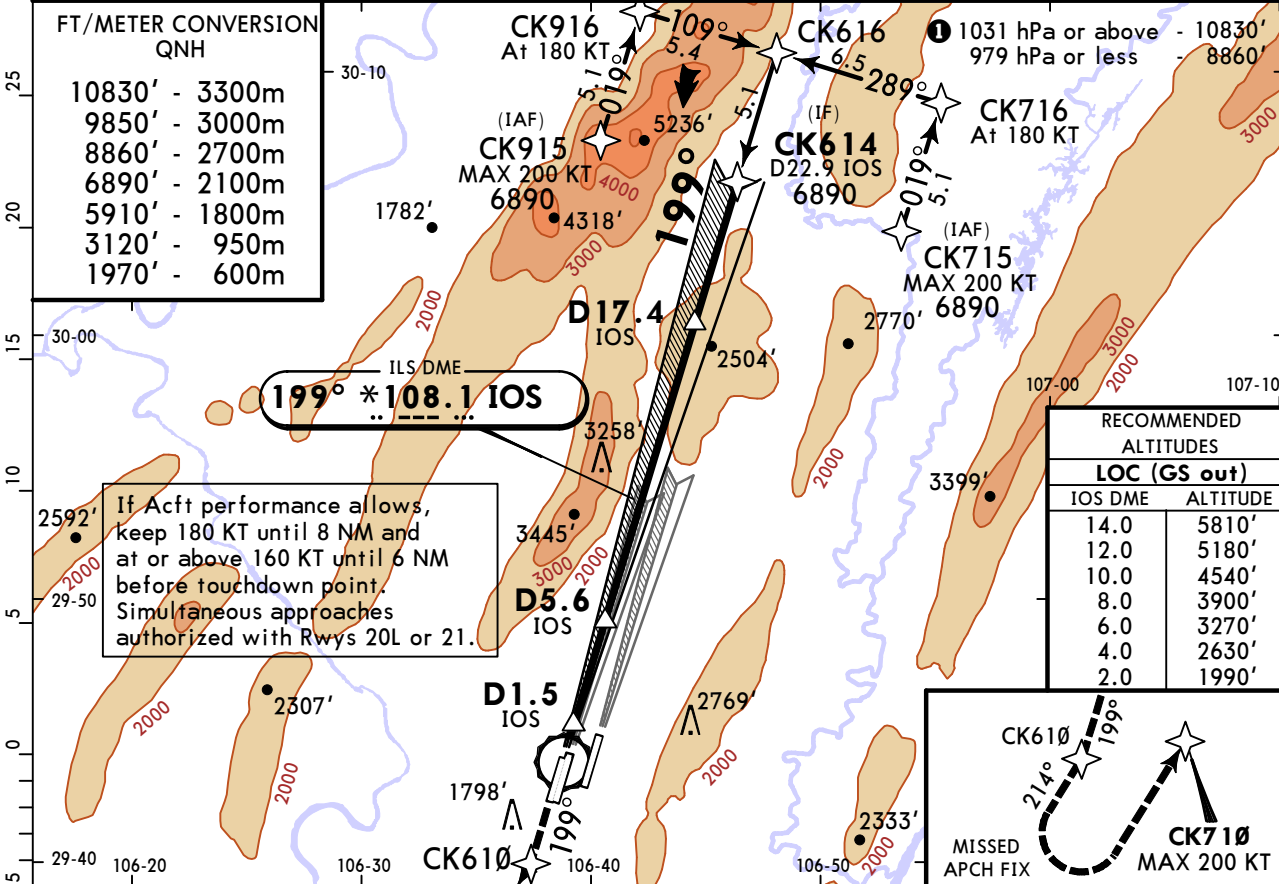
CHONGQING, PR OF CHINA RNAV ILS DME Z Rwy 20R

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	*APP02 120.85	*APP03 119.1	CHONGQING Approach (R) *APP04 127.925	*APP05 120.45	*APP06 120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85
	LOC IOS *108.1	Final Apch Crs 199°	D17.4 IOS 6890' (5541')	ILS DA(H) 1549' (200')	Apt Elev 1364' Rwy 1349'		

MISSED APCH: Climb STRAIGHT AHEAD to CK610 at 1970' or above, then turn RIGHT and climb along 214° to 5910', then turn LEFT to CK710. Contact ATC. Turns MAX 200 KT.

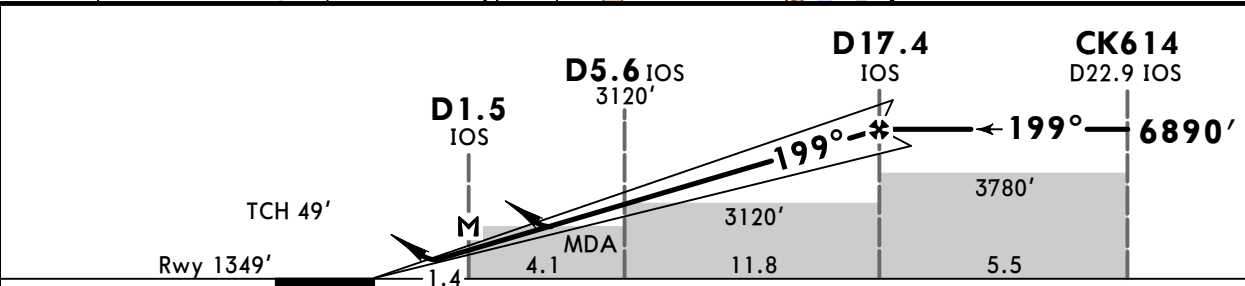
Alt Set: hPa Rwy Elev: 48 hPa Trans level: FL118 Trans alt: 9850' **1** MSA ARP

FT/METER CONVERSION QNH	
10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
5910'	1800m
3120'	950m
1970'	600m



If Acft performance allows, keep 180 KT until 8 NM and at or above 160 KT until 6 NM before touchdown point. Simultaneous approaches authorized with Rwy 20L or 21.

RECOMMENDED ALTITUDES	
LOC (GS out)	
IOS DME	ALTITUDE
14.0	5810'
12.0	5180'
10.0	4540'
8.0	3900'
6.0	3270'
4.0	2630'
2.0	1990'



Gnd speed-Kts	70	90	100	120	140	160		1970' or above ↑ CK610	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D1.5 IOS									

Standard STRAIGHT-IN LANDING RWY 20R				CIRCLE-TO-LAND			
ILS		LOC (GS out)		CDFA			
DA(H) 1549' (200')		MDA(H) 1830' (481')					
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)	VIS	
A				100	2100' (736')	3000m	
B	RVR 550m 1		1900m	135	2560' (1196')	3000m	
C	VIS 800m	1200m		180	3220' (1856')	5000m	
D			1900m	205			

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

ZUCK/CKG



JEPPESSEN CHONGQING, PR OF CHINA

SA CAT I & SA CAT II

RNAV ILS DME Z Rwy 20L

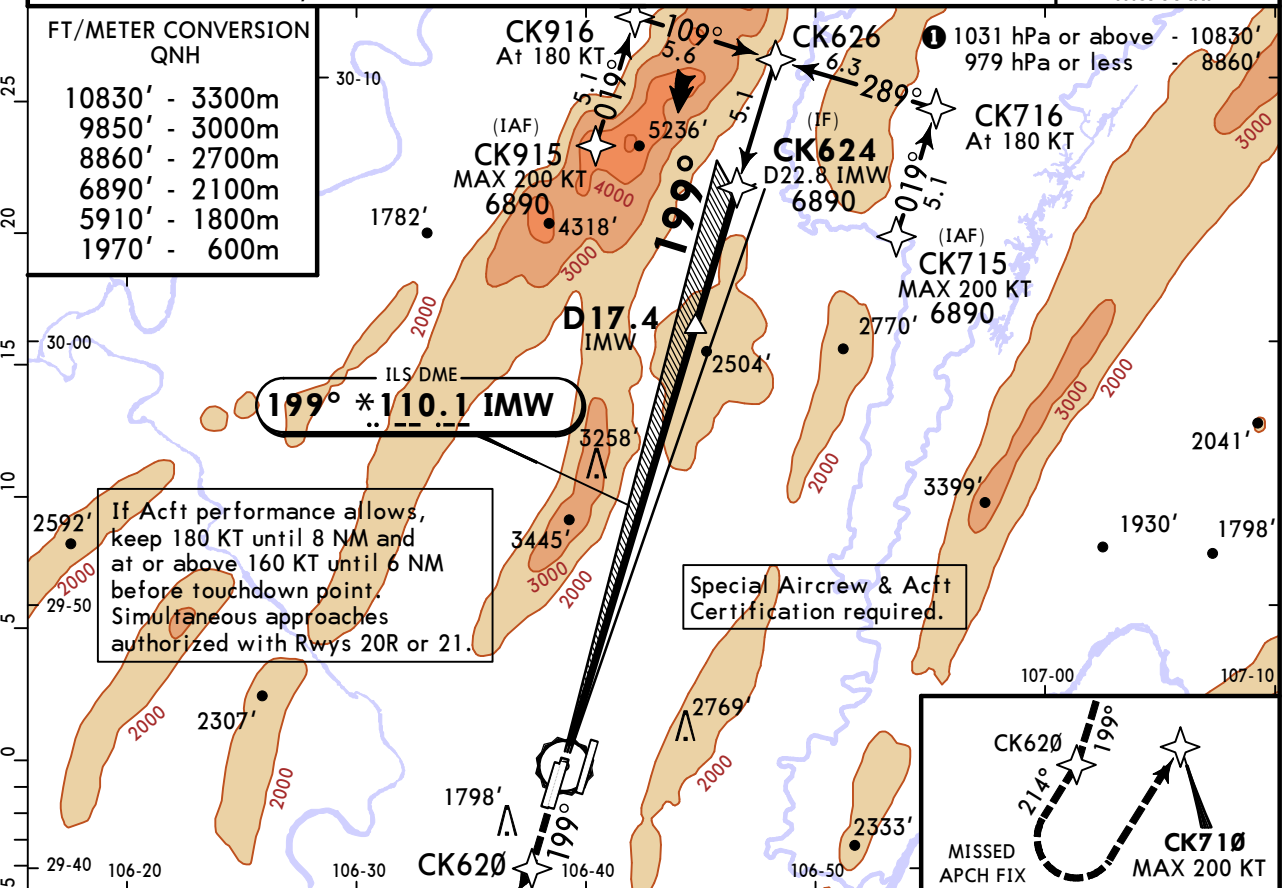
JIANGBEI

22 DEC 23

Eff 27 Dec 1600Z

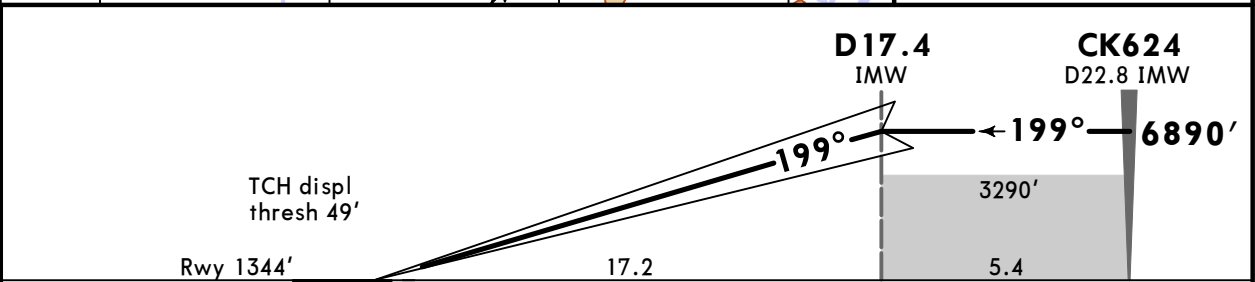
11-8A

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	*APP02 120.85	CHONGQING Approach (R) *APP03 119.1	*APP04 127.925	*APP05 120.45	*APP06 120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35	*TWR03 118.375	GND01 121.75	*Ground GND02 121.65		GND03 121.85
	LOC IMW *110.1	Final Apch Crs 199°	D17.4 IMW 6890' (5546')	SA CAT I & SA CAT II ILS Refer to Minimums	Apt Elev 1364' Rwy 1344'		
MISSED APCH: Climb STRAIGHT AHEAD to CK620 at 1970' or above, then turn RIGHT and climb along 214° to 5910', then turn LEFT to CK710. Contact ATC. Turns MAX 200 KT.							
Alt Set: hPa		Rwy Elev: 48 hPa	Trans level: FL118		Trans alt: 9850' ①		MSA ARP



FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
1970'	-	600m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1970' or above ↑ CK620
GS	3.00°	372	478	531	637	743		

Standard	STRAIGHT-IN LANDING RWY 20L	
	SA CAT II ILS	SA CAT I ILS
	RA 102' DA(H) 1444' (100')	RA 279' DA(H) 1492' (148')
	RVR 350m	RVR 450m
PANS OPS	① HUD required.	

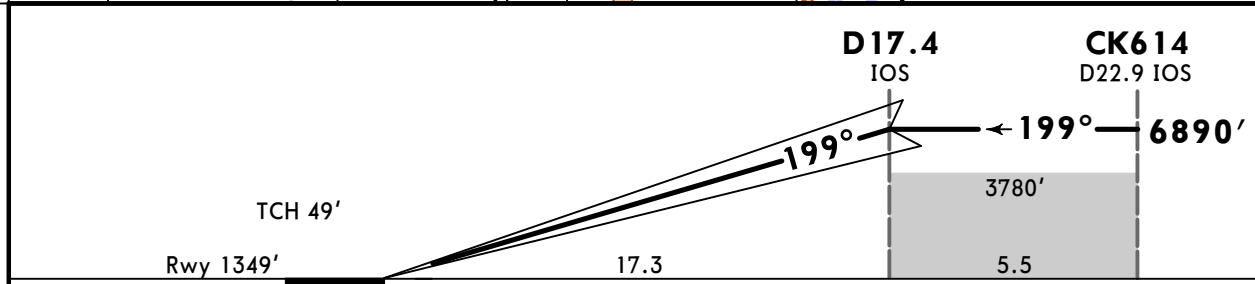
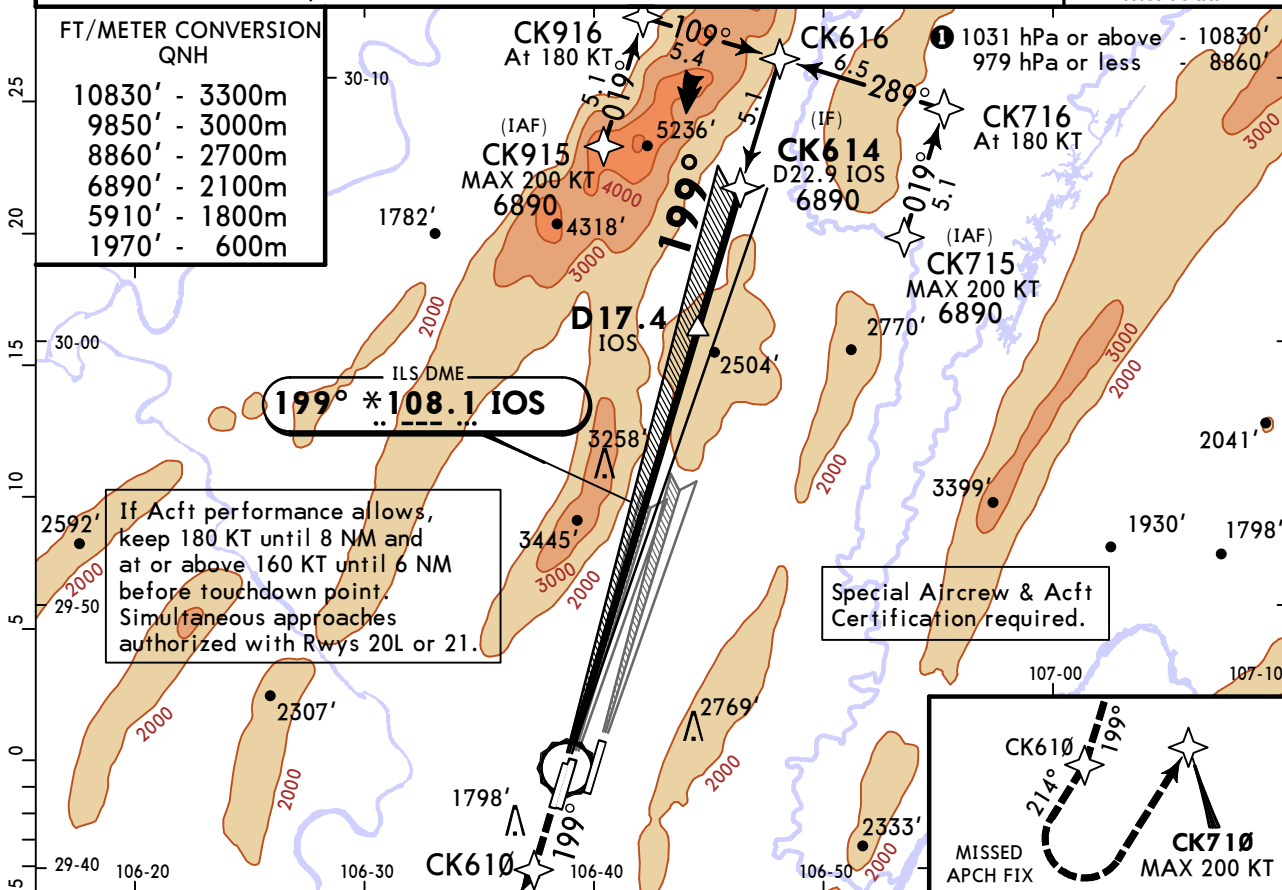
ZUCK/CKG
JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z **(11-8B)**

CHONGQING, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 20R



BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	*APP02 120.85	CHONGQING Approach (R) *APP03 119.1	*APP04 127.925	*APP05 120.45	*APP06 120.025	
	TWR01 118.2	CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85	
	LOC IOS *108.1	Final Apch Crs 199°	D17.4 IOS 6890' (5541')	SA CAT I ILS RA 233' DA(H) 1497' (148')	Apt Elev 1364'	Rwy 1349'		
MISSED APCH: Climb STRAIGHT AHEAD to CK610 at 1970' or above, then turn RIGHT and climb along 214° to 5910', then turn LEFT to CK710. Contact ATC. Turns MAX 200 KT.							Alt Set: hPa Rwy Elev: 48 hPa Trans level: FL118 Trans alt: 9850' 1 MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	1970' or above ↑ CK610
GS	3.00°	372	478	531	637	743		

Standard STRAIGHT-IN LANDING RWY 20R
SA CAT I ILS **1**

RA 233'
DA(H) 1497' (148')

RVR 450m

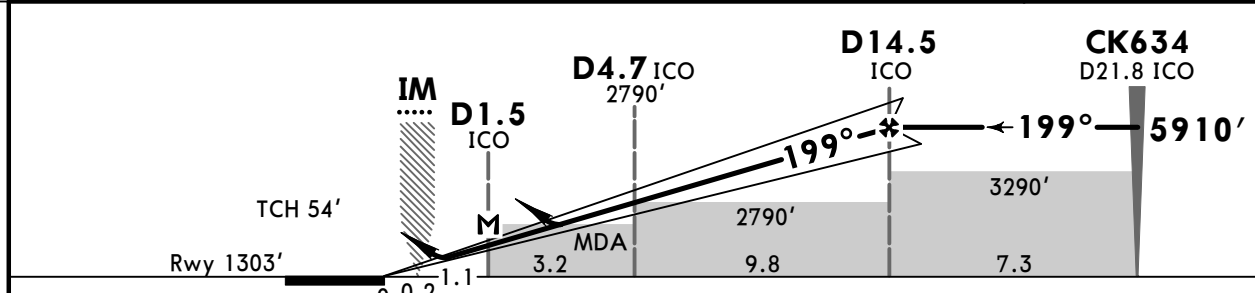
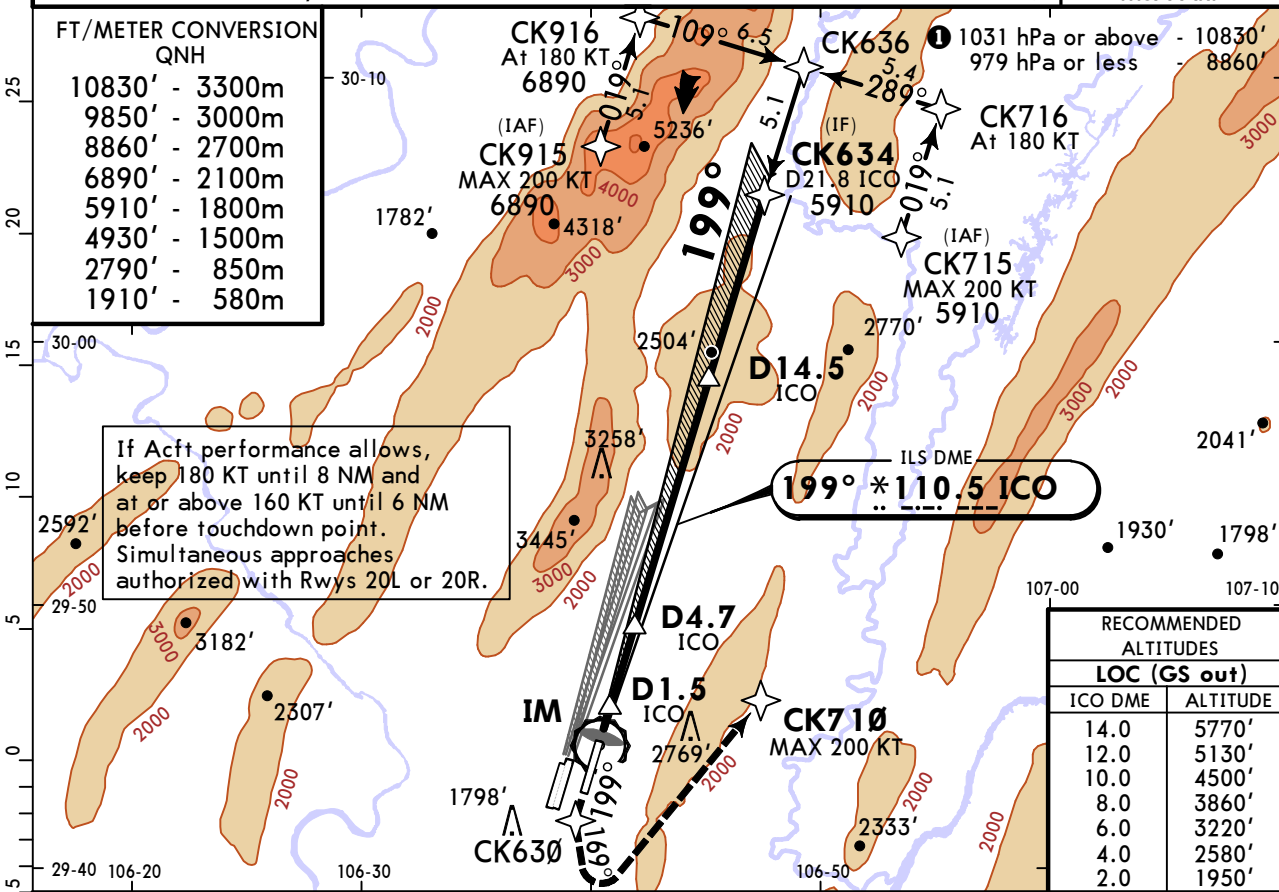
ZUCK/CKG JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z

11-9

CHONGQING, PR OF CHINA RNAV ILS DME Z Rwy 21

BRIEFING STRIP™	D-ATIS Arrival	APP01	*APP02	CHONGQING Approach (R) *APP03	*APP04	*APP05	*APP06
	126.4	125.2	120.85	119.1	127.925	120.45	120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85
LOC ICO *110.5	Final Apch Crs 199°	D14.5 ICO 5910' (4607')		ILS DA(H) Refer to Minimums	Apt Elev 1364' Rwy 1303'		
MISSED APCH: Climb STRAIGHT AHEAD to CK630 at 1910' or above, then turn LEFT and climb along 169° to 4930', then turn LEFT to CK710, contact ATC. Turns MAX 200 KT. Refer to minimums for MACG.							
Alt Set: hPa		Rwy Elev: 47 hPa	Trans level: FL118		Trans alt: 9850' ①		MSA ARP



Gnd speed-Kts	70	90	100	120	140	160		1910' or above		200 KT MAX		169°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849				
MAP at D1.5 ICO												

PANS OPS	STRAIGHT-IN LANDING RWY 21										CIRCLE-TO-LAND						
	Standard Missed apch climb gradient mim 4.0% DA(H) 1503' (200')					Missed apch climb gradient mim 2.5% DA(H) 1599' (296')					LOC (GS out) CDFA MDA(H) 1780' (477')						
	FULL			TDZ or CL out		ALS out		FULL			TDZ or CL out		ALS out	Max Kts	MDA(H)	VIS	
	A	RVR 550m		RVR 550m ①		1200m		900m		900m		1400m	1900m				100
	B	RVR 550m		RVR 550m		1200m		900m		900m		1400m	1900m		135	2560' (1196')	3000m
C	RVR 800m		RVR 800m		1200m		900m		900m		1400m	1900m 2200m		180	3220' (1856')	5000m	
D	① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.																

ZUCK/CKG
JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z

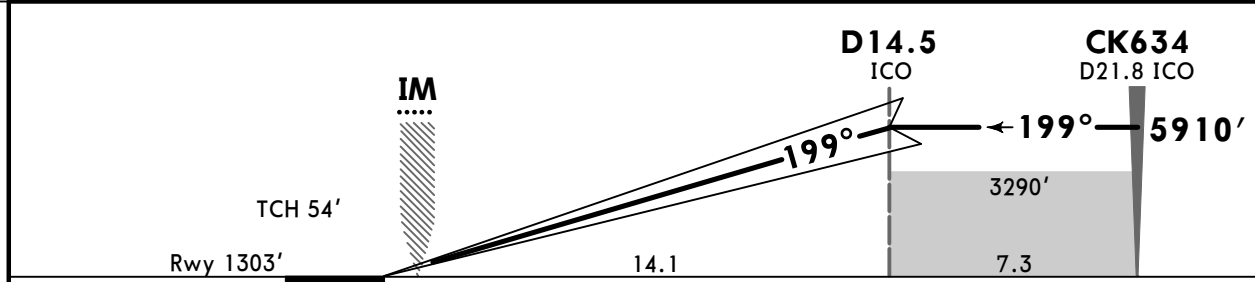
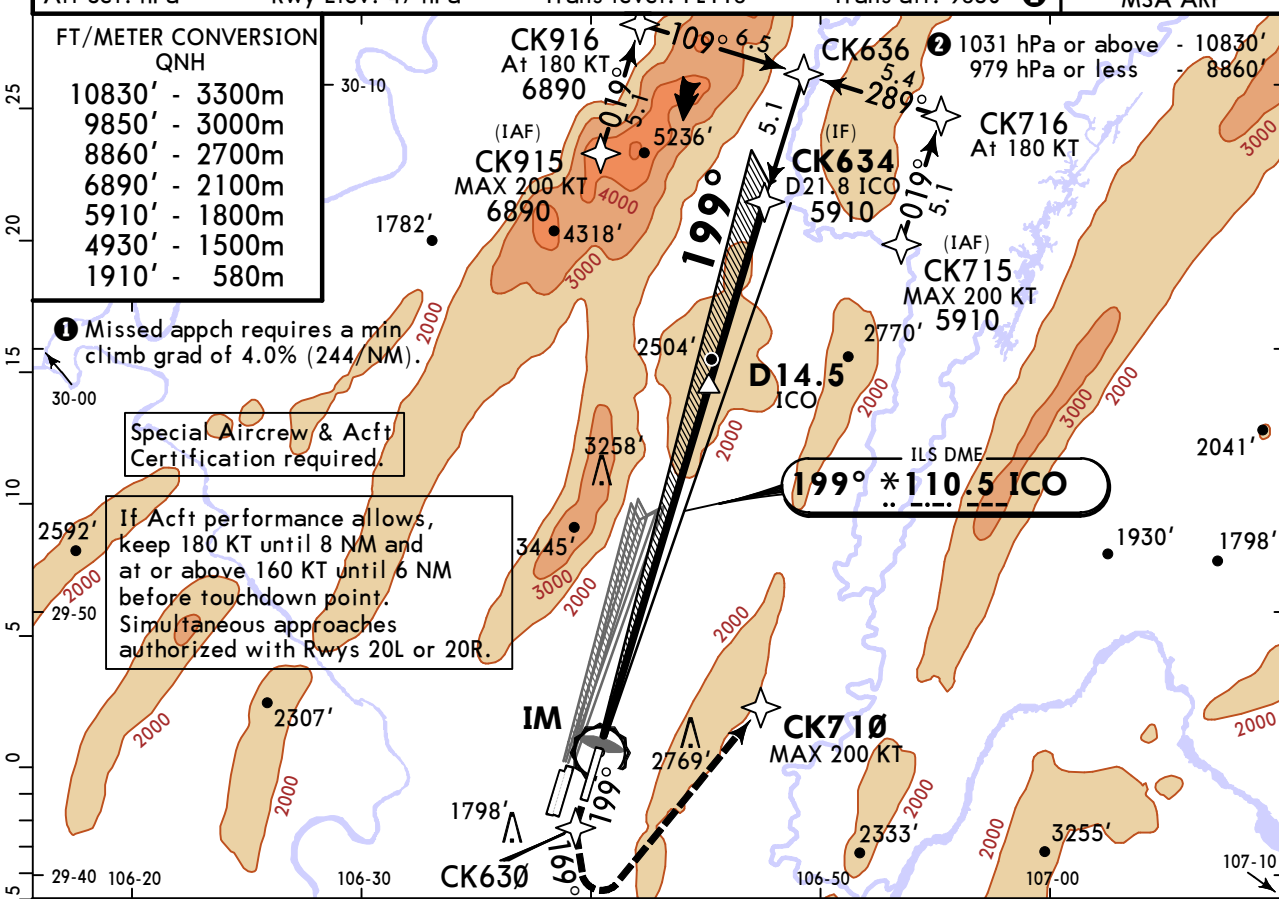
JEPPESEN

CHONGQING, PR OF CHINA
CAT II RNAV ILS DME Z Rwy 21

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	*APP02 120.85	CHONGQING Approach (R) *APP03 119.1	*APP04 127.925	*APP05 120.45	*APP06 120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85
	LOC ICO *110.5	Final Apch Crs 199°	D14.5 ICO 5910' (4607')	CAT II ILS RA 105' DA(H) 1403' (100')	Apt Elev 1364'	Rwy 1303'	

MISSED APCH: Climb STRAIGHT AHEAD to CK630 at 1910' or above, then turn LEFT and climb along 169° to 4930', then turn LEFT to CK710, contact ATC. Turns MAX 200 KT. ①

Alt Set: hPa Rwy Elev: 47 hPa Trans level: FL118 Trans alt: 9850' ② MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1910' or above	CK630	200 KT MAX	169°
GS	3.00°	372	478	531	637	743	PAPI			LT	

Standard			STRAIGHT-IN LANDING RWY 21 CAT II ILS Missed apch climb gradient mim 4.0%		
ABC RA 105' DA(H) 1403' (100')		D RA 105' DA(H) 1403' (100')			
RVR 300m		RVR 300m		RVR 350m ①	

ZUCK/CKG JIANGBEI

22 DEC 23
Eff 27 Dec 1600Z

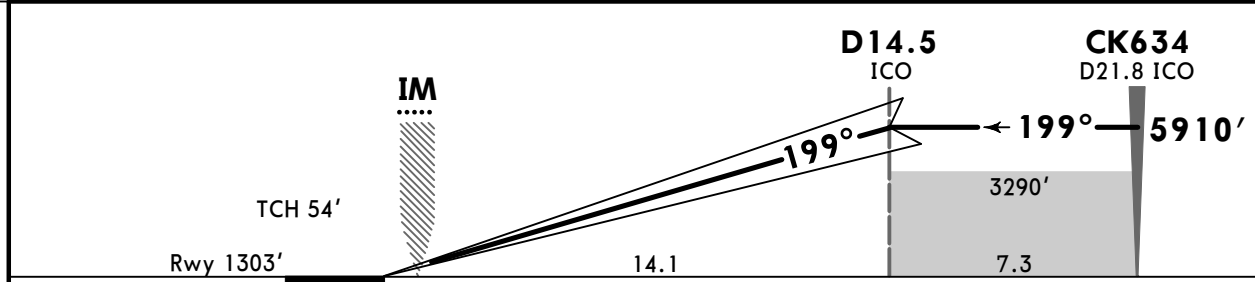
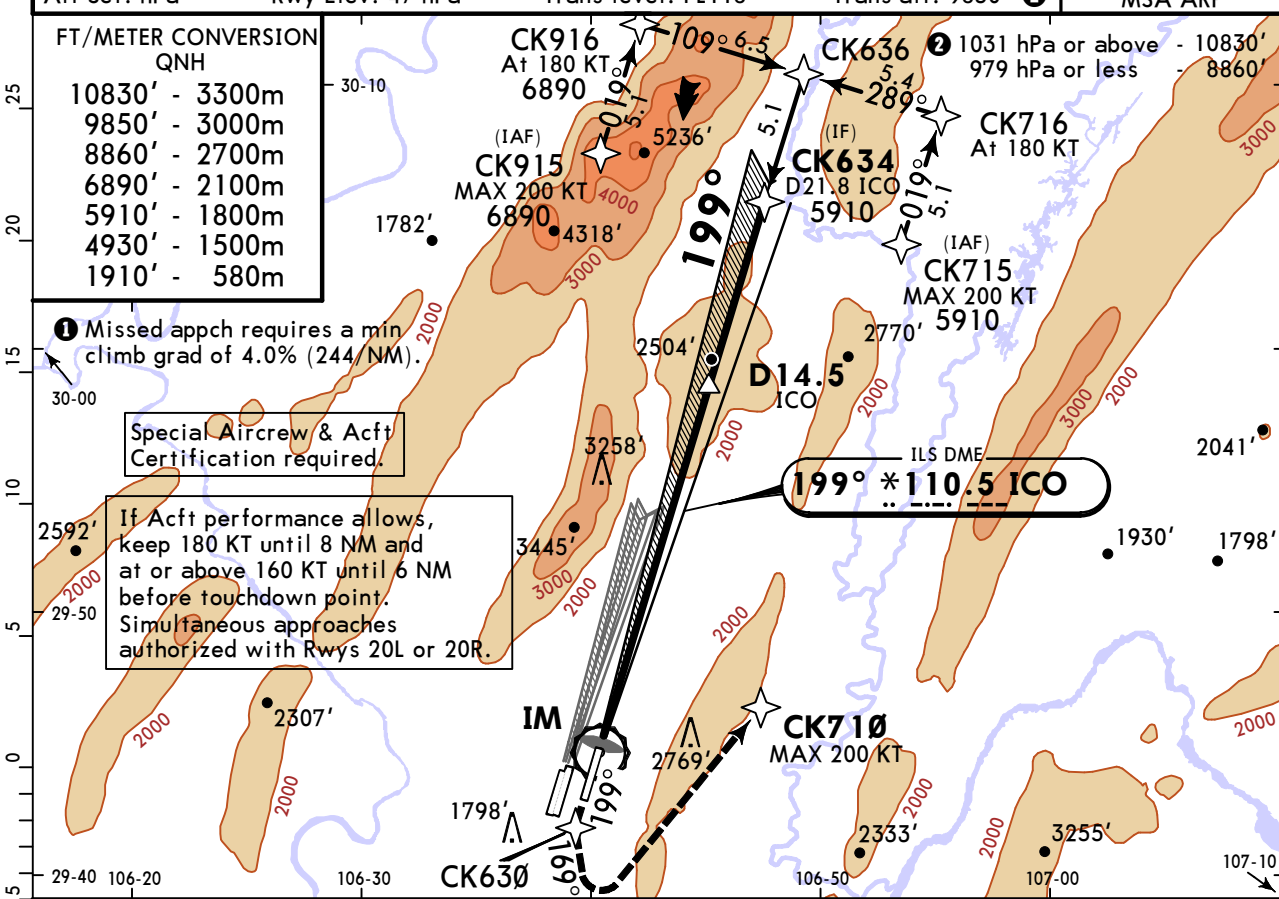
JEPPESEN CHONGQING, PR OF CHINA

(11-9B) SA CAT I RNAV ILS DME Z Rwy 21

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	*APP02 120.85	CHONGQING Approach (R) *APP03 119.1	*APP04 127.925	*APP05 120.45	*APP06 120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35	*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85	
	LOC ICO *110.5	Final Apch Crs 199°	D14.5 ICO 5910' (4607')	SA CAT I ILS RA 157' DA(H) 1451' (148')	Apt Elev 1364'	Rwy 1303'	

MISSED APCH: Climb STRAIGHT AHEAD to CK630 at 1910' or above, then turn LEFT and climb along 169° to 4930', then turn LEFT to CK710, contact ATC. Turns MAX 200 KT. ①

Alt Set: hPa Rwy Elev: 47 hPa Trans level: FL118 Trans alt: 9850' ② MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1910'	200 KT	169°
GS	3.00°	372	478	531	637	743	PAPI	or above	MAX	
								↑	LT	

Standard STRAIGHT-IN LANDING RWY 21

SA CAT I ILS ①

Missed apch climb gradient min 4.0%

RA 157'
DA(H) **1451'** (148')

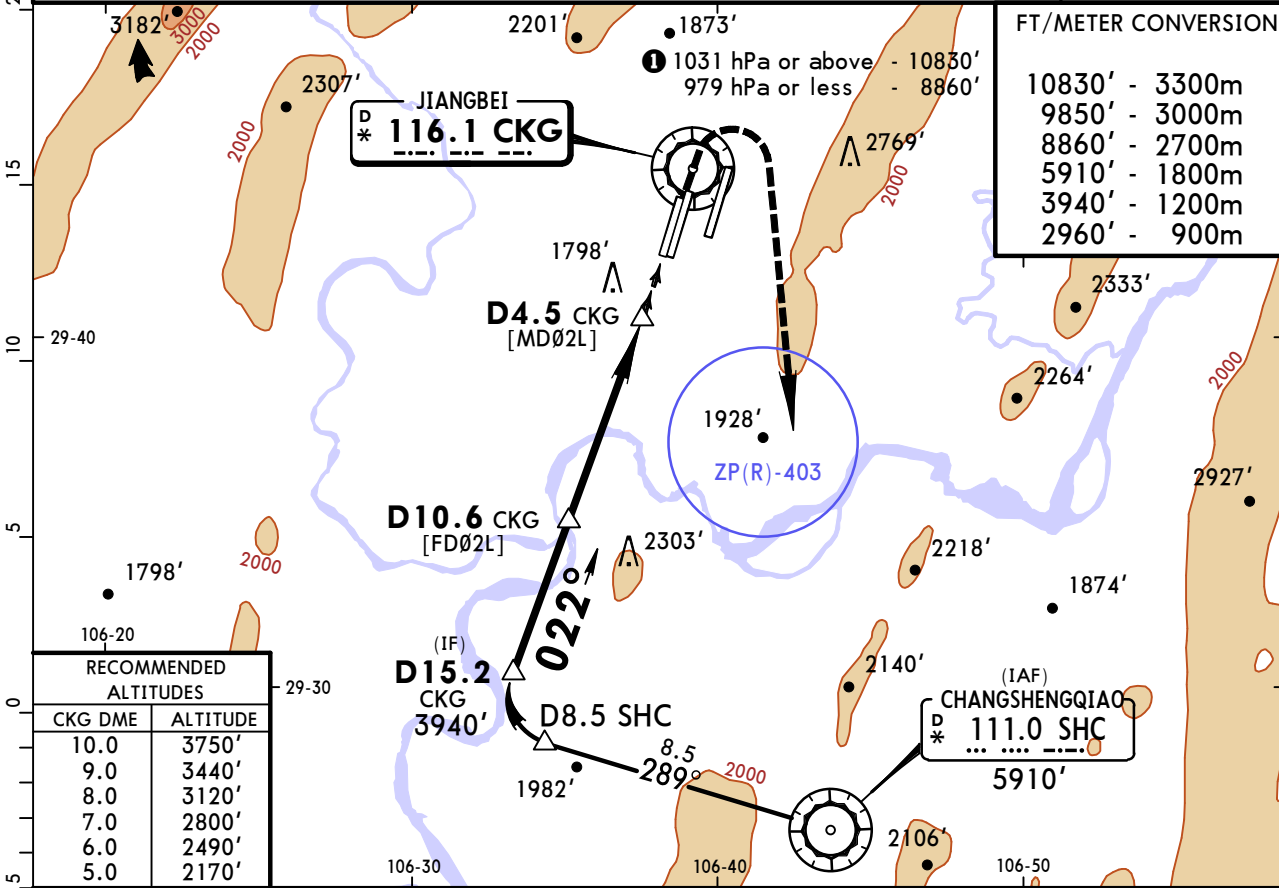
RVR 450m

① HUD required.

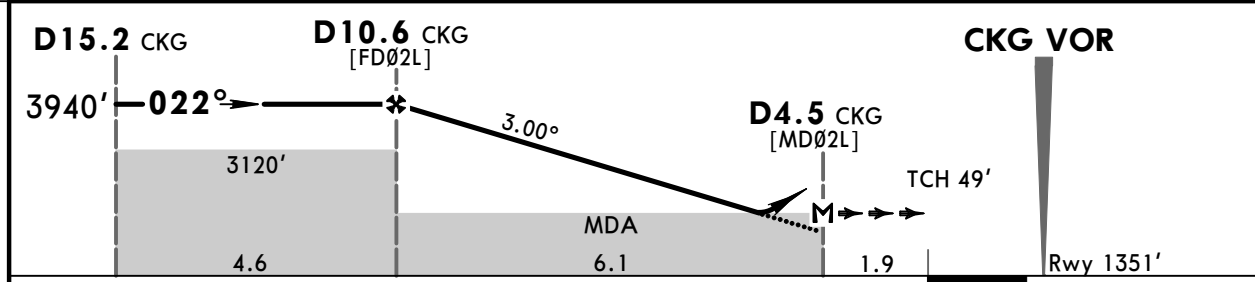
ZUCK/CKG JIANGBEI

JEPPesen CHONGQING, PR OF CHINA
10 JUN 22 (13-1) Eff 15 Jun 1600Z VOR DME Rwy 02L

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	*APP02 120.85	CHONGQING Approach (R)			*APP06 120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85
	VOR CKG *116.1	Final Apch Crs 022°	Procedure Alt D10.6 CKG 3940'(2589')	MDA(H) 2010'(659')	Apt Elev 1364' Rwy 1351'		
MISSED APCH: Climb STRAIGHT AHEAD to 2960', then turn RIGHT (MAX 205 KT) to reach SHC VOR at or above 5910'. Contact ATC.							
Alt Set: hPa		Rwy Elev: 49 hPa	Trans level: FL 118		Trans alt: 9850' ①		MSA SHC VOR



CKG DME	ALTITUDE
10.0	3750'
9.0	3440'
8.0	3120'
7.0	2800'
6.0	2490'
5.0	2170'



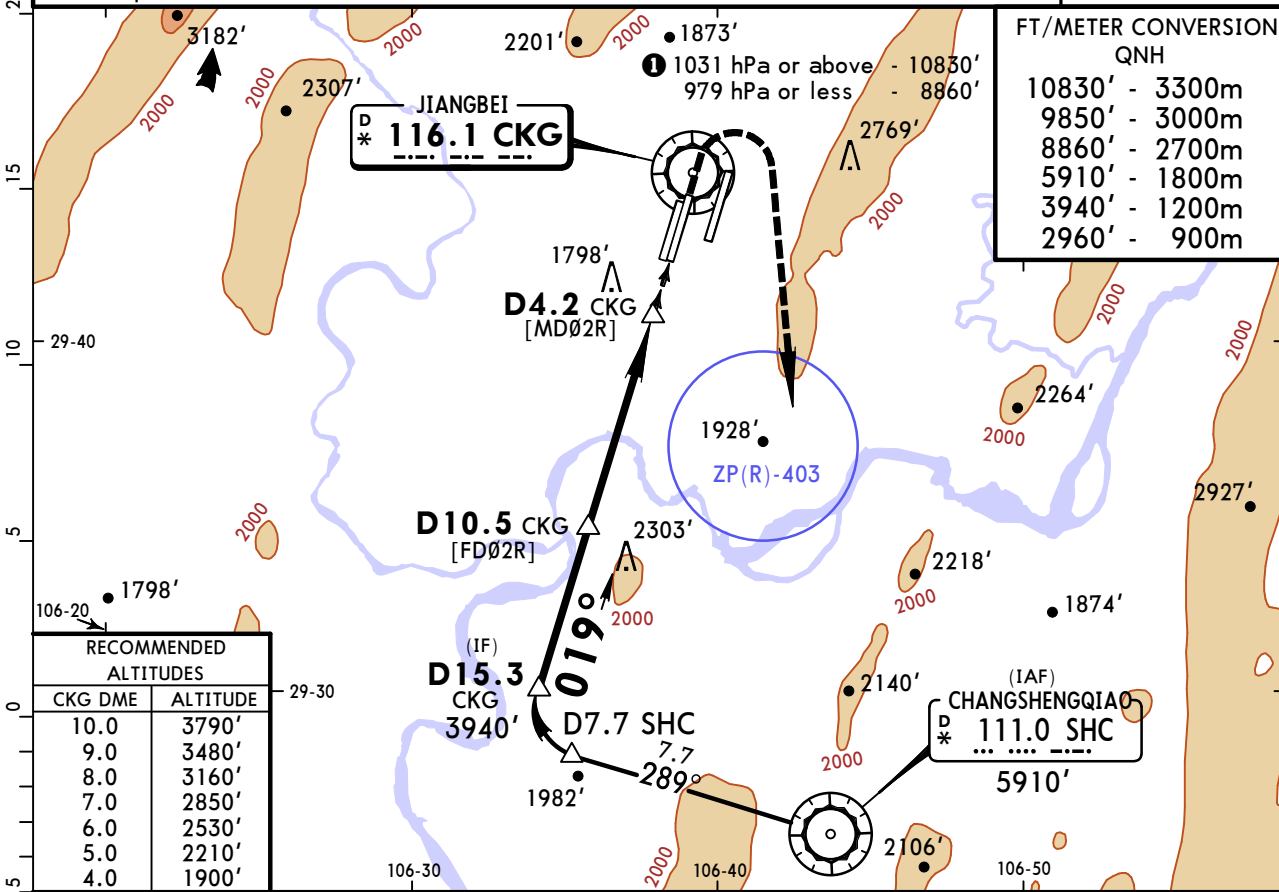
Gnd speed-Kts	70	90	100	120	140	160		2960'	205 KT MAX	5910' or above	SHC 111.0
Descent Angle	3.00°	372	478	531	637	743		849	↑	RT	↑
MAP at D4.5 CKG											

PANS OPS	Standard STRAIGHT-IN LANDING RWY 02L				CIRCLE-TO-LAND				
	CDFA								
	MDA(H) 2010'(659')				ALS out				
	A	3000m				Max Kts	MDA(H)		VIS
	B					100	2100'(736')		3000m
C	135					2560'(1196')		3000m	
D	180					3220'(1856')		5000m	
		205							

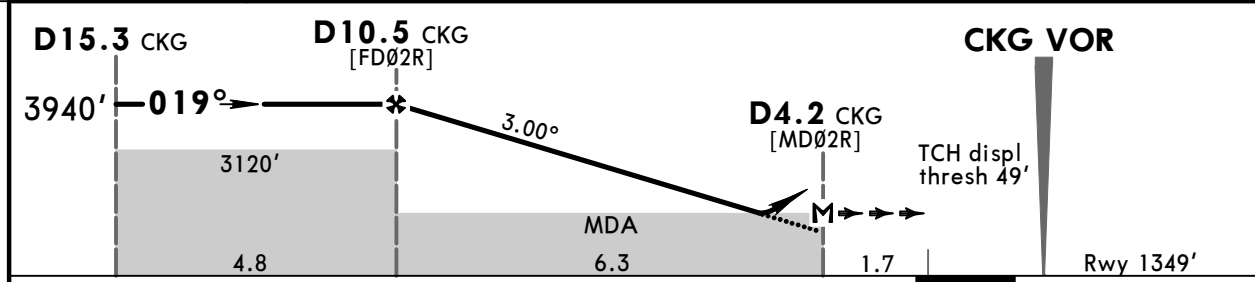
ZUCK/CKG JIANGBEI

JEPPesen CHONGQING, PR OF CHINA
10 JUN 22 (13-2) Eff 15 Jun 1600Z VOR DME Rwy 02R

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	*APP02 120.85	CHONGQING Approach (R)			*APP06 120.025
	TWR01 118.2	CHONGQING Tower *TWR02 124.35		*TWR03 118.375	GND01 121.75	*Ground GND02 121.65	GND03 121.85
	VOR CKG *116.1	Final Apch Crs 019°	Procedure Alt D10.5 CKG 3940' (2591')	MDA(H) 1970' (621')	Apt Elev 1364' Rwy 1349'		
MISSED APCH: Climb STRAIGHT AHEAD to 2960', then turn RIGHT (MAX 205 KT) to reach SHC VOR at or above 5910'. Contact ATC.							
Alt Set: hPa Rwy Elev: 48 hPa Trans level: FL 118 Trans alt: 9850' ① Initial apch restricted to MAX 205 KT.							MSA SHC VOR



CKG DME	ALTITUDE
10.0	3790'
9.0	3480'
8.0	3160'
7.0	2850'
6.0	2530'
5.0	2210'
4.0	1900'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2960'	205 KT MAX	5910' or above	SHC 111.0
Descent Angle	3.00°	372	478	531	637	849		MAP at D4.2 CKG	↑	RT	↑

PANS OPS	Standard STRAIGHT-IN LANDING RWY 02R		CIRCLE-TO-LAND		
	CDFA				
	MDA(H) 1970' (621')		ALS out		
	A	3000m	Max Kts	MDA(H)	VIS
	B		100	2100' (736')	3000m
C	135		3560' (1196')	3000m	
D	180		3220' (1856')	5000m	
		205			

Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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CHONGQING, (JIANGBEI - ZUCK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZUCK