(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For ZUCK
Terminal Charts For ZUCK
Revision Letter For Cycle 19-2016
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

General Information

Location: CHONGQING CHN
ICAO/IATA: ZUCK / CKG
Lat/Long: N29?43.2', E106?38.4'
Elevation: 1365 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
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2340 Z
Sunset: 0956 Z

Runway Information

Runway: 02L
Length x Width: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1351 ft
Lighting: Edge, ALS, Centerline

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: 20L
Length x Width: 11811 ft x 148 ft
Surface Type: concrete

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

TDZ-Elev: 1353 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 656 ft

Runway: 20R
Length x Width: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1349 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 126.400 Arrival Service
ATIS: 126.650 Departure Service
Chongqing Tower: 124.350
Chongqing Tower: 118.200
Chongqing Tower: 118.650 Secondary
Chongqing Delivery Ground: 121.950
Chongqing Ground: 121.750
Chongqing Approach: 119.100
Chongqing Approach: 119.550 Secondary
Chongqing Approach: 120.850
Chongqing Approach: 124.200 Secondary
Chongqing Approach: 125.200

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.4

D-ATIS Departure 126.65

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

Engine run-ups are subject to ATC.

1.3. RWY OPERATIONS

Segregated parallel approaches/departures are implemented; RWY 02L/20R is mainly used for departure, RWY 02R/20L is mainly used for arrival.

During changing the direction of RWY in use, if downwind speed is more than 3m/s (6 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 pilot decides not to take off or land on downwind RWY, inform ATC immediately and wait for further instructions.

1.4. TAXI PROCEDURES

180° turns on TWYs are strictly forbidden.

TWYs used for crossing RWY02L/20R are:
B1, B4, B5, B7, A6, A9, A11.

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

When RWY02L/20R is used for arrivals, ACFT operation is strictly forbidden between TWY B1 and B5 and between A11 and E7 without ATC permission.

ACFT taxiing on TWY B are forbidden to pass behind ACFT on TWYs B2 and A10.

ACFT taxiing on TWY C are forbidden to pass behind ACFT on TWYs E1 and E9.

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, 405, 406, 415, 416, 425, 426, 435, 436, 442, 455 and 456.

TWYs A9, A10 and A11 (West of TWY B) MAX wingspan 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.

1.5. PARKING INFORMATION

Visual Docking Guidance System available at stands 201 thru 212.

1.6. OTHER INFORMATION

RWY 02L/R right-hand circuit.

Birds.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

2. ARRIVAL

2.1. SPEED RESTRICTIONS

IAS limitations for arrival unless otherwise directed by ATC:

- 250 KT before approach to 'DS'/BONBO/'QJG';
- MIM 180 KT before approach to IF;
- 160 KT between IF and FAF.
- Inform ATC on initial contact with APP if ACFT cannot fulfill the IAS limitations above.
- Visual separation and visual approach are not suitable for the IAS limitations above.

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

- **Requirements to increase RWY operation capacity**:
  ACFT shall fully vacate RWY within 50 sec after touchdown.
  ACFT shall fully cross RWY within 42 sec after getting ATC clearance.
  If pilots cannot comply with these requirements, ATC has to be informed in advance.

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

Departure Clearance (DCL) via data link is preferred and pilot shall repeat RWY designator in use and initial climb information to controller after successful DCL service.

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.

Contact Ground Control for Push-back and Start-up Clearance after towing tractor is ready and preparation according to the DCL or Delivery Clearance is completed, and conduct within 5 minutes, otherwise, request for the clearance once more.

- **Requirements to increase RWY operation capacity**:
  ACFT shall finish RWY alignment within 60 sec after leaving the holding position.
  ACFT shall fully cross RWY within 42 sec after getting ATC clearance.
  If pilots cannot comply with these requirements, ATC has to be informed in advance.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

D-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

1. RNAV 1.
2. RADAR required.
3. GNSS or DME/DME/IRU required.

BON 1X, DS 1X, DS 2X
RWYS 02L/R RNAV ARRIVALS

STAR	ROUTING
BON 1X	BONBO - FLG - CK411 (9850′-) - CK412 - CK413 - CK416 (4930′+; K205-).
DS 1X	DS - CK408 (8860′+) - CK422 - CK424 - CK416 (4930′+; K205-).
DS 2X	DS - CK408 - CK409 (8860′+; K215-) - CK421 - CK423 - CK413 - CK416 (4930′+; K205-).

LOST COMMS ▶ Proceed to SHC, according to the last assigned altitude, join standard holding procedure for 10 minutes and land according to RWY 02R instrument approach.

LOST COMMS ▶ In case of communication failure during initial approach, continue landing according to standard approach.

LOST COMMS ▶ IS OF MMOC

BONBO N29 47.2 E107 42.6

FULING D *114.0 FLG N29 42.0 E107 22.7

CAT B, C & D
At FL138 or at FL118

CAT A
At 7880′

MSA SHC VOR: 4600′, 5600′, 062°, 040°

MSA OS NDB: 6800′, 4600′, 120°, 240°

Direct distance to Jiangbei Apt from: CK416 16NM

FL CONVERSION	
FL138	FL4200m
FL118	FL3600m

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

NOT TO SCALE

CHANGSHENGQIAO D *111.0 SHC N29 25.9 E106 43.7

CK411 N29 33.2 E107 01.1 — At or below 9850′

CK412 N29 30.5 E106 54.1

CK413 N29 25.4 E106 45.5

CK421 N29 37.3 E106 49.6

CK423 N29 31.6 E106 47.7

CK424 N29 33.2 E106 41.7

CK422 N29 38.8 E106 43.7

CK409 N29 42.7 E106 51.6 — At or above 8860′; MAX 215 KT

TONGJINGCHANG *241 OS N29 51.1 E106 50.8

CK408 N29 44.3 E106 45.7 — DS 1X; At or above 8860′

(IAF) CK416 N29 27.0 E106 39.5 — At or above 4930′; MAX 205 KT

HELIUSHUI *250 DS N30 12.0 E106 50.9

CAT B, C & D
At FL118 or at 9850′

CAT A
At 7880′

MHA FL118 346°

166° By ATC

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG
JIANGBEI

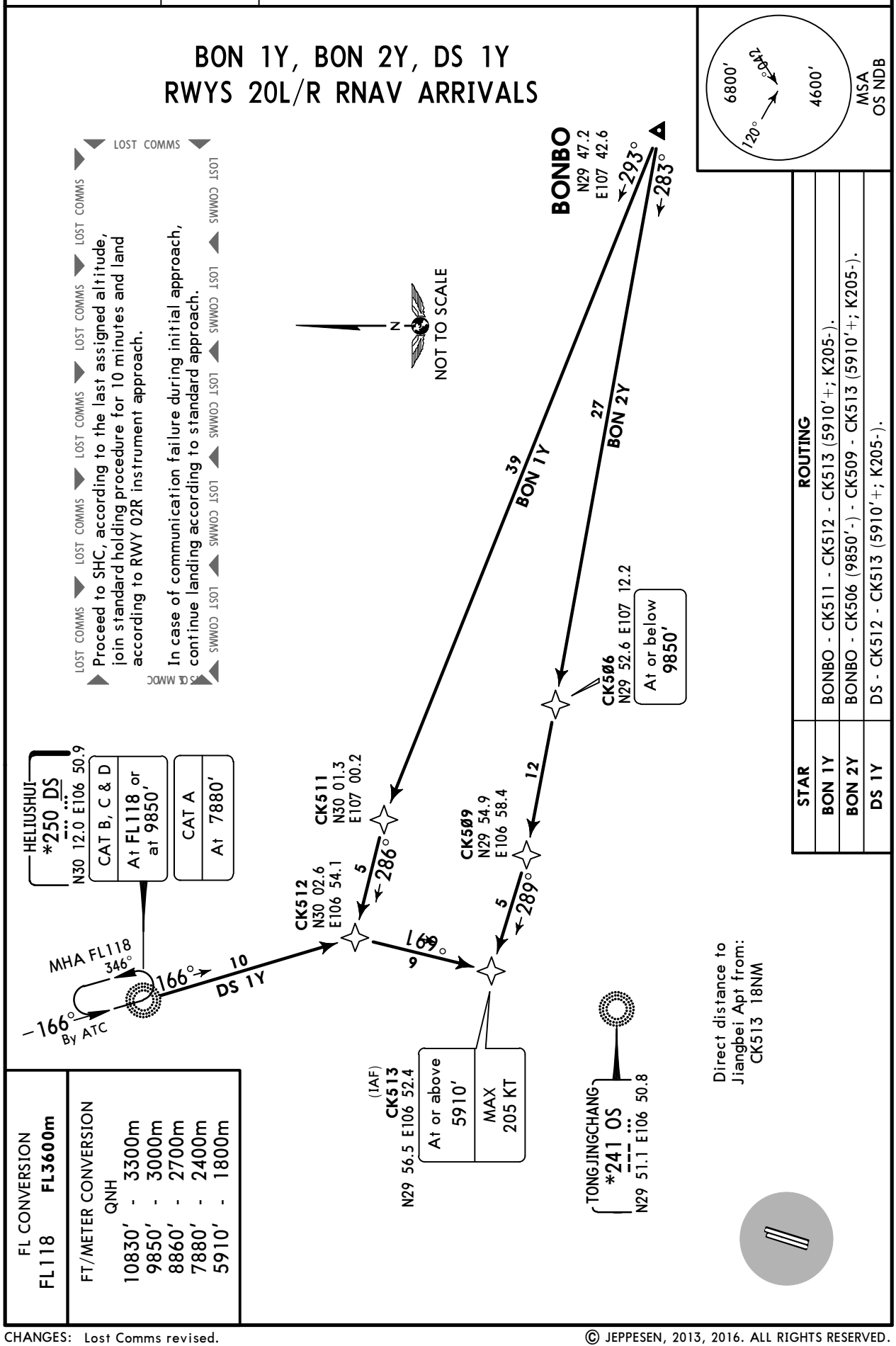
JEPPESEN

18 MAR 16 (10-2A)

CHONGQING, PR OF CHINA
RNAV STAR

D-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 **1. RNAV 1.** **2. RADAR required.** **3. GNSS or DME/DME/IRU required.**

BON 1Y, BON 2Y, DS 1Y
RWYS 20L/R RNAV ARRIVALS



STAR	ROUTING
BON 1Y	BONBO - CK511 - CK512 - CK513 (5910′+; K205-).
BON 2Y	BONBO - CK506 (9850′-) - CK509 - CK513 (5910′+; K205-).
DS 1Y	DS - CK512 - CK513 (5910′+; K205-).

FL CONVERSION	
FL118	**FL3600m**

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

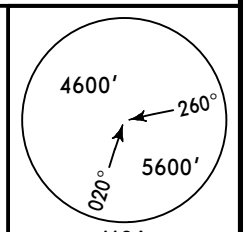
CHANGES: Lost Comms revised.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

D-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 **1. RNAV 1.** **2. RADAR required.** **3. GNSS or DME/DME/IRU required.**

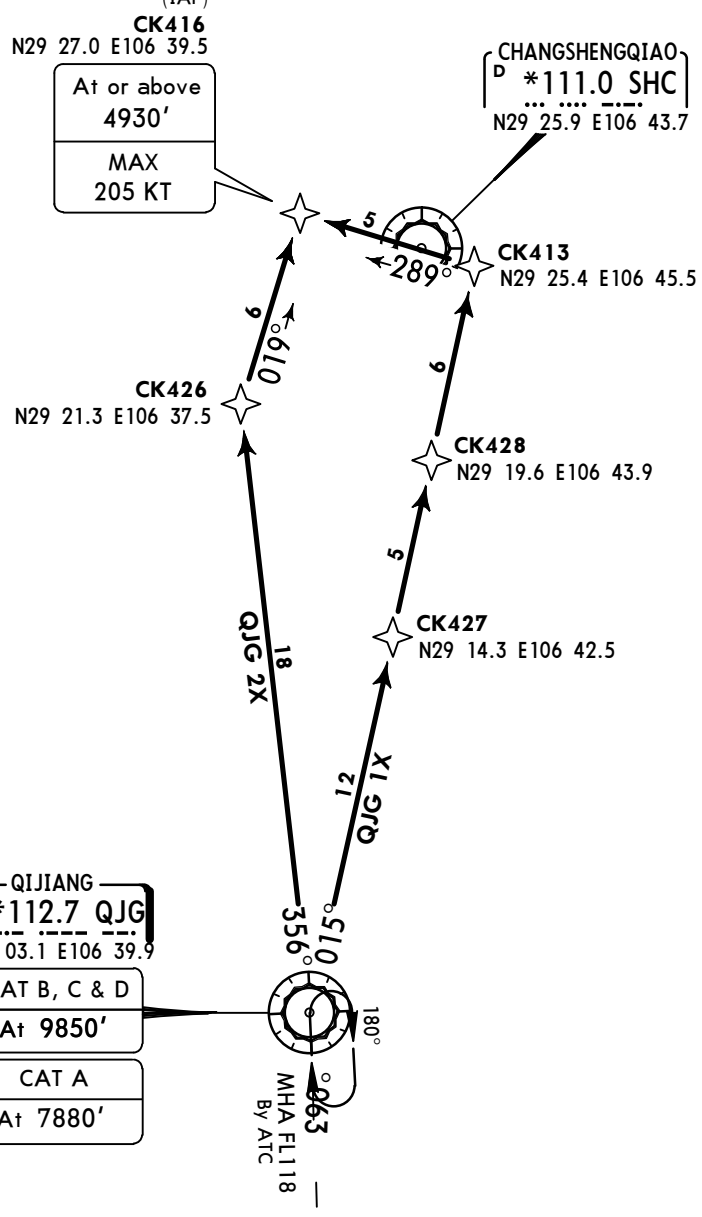
QJG 1X, QJG 2X
RWYS 02L/R RNAV ARRIVALS



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Proceed to SHC, according to the last assigned altitude, join standard holding procedure for 10 minutes and land according to RWY 02R instrument approach.

In case of communication failure during initial approach, continue landing according to standard approach.



NOT TO SCALE

Direct distance to Jiangbei Apt from:
CK416 16NM

FL CONVERSION	
FL118	**FL3600m**

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

STAR	ROUTING
QJG 1X	QJG - CK427 - CK428 - CK413 - CK416 (4930′+; K205-).
QJG 2X	QJG - CK426 - CK416 (4930′+; K205-).

CHANGES: Lost Comms revised.

© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

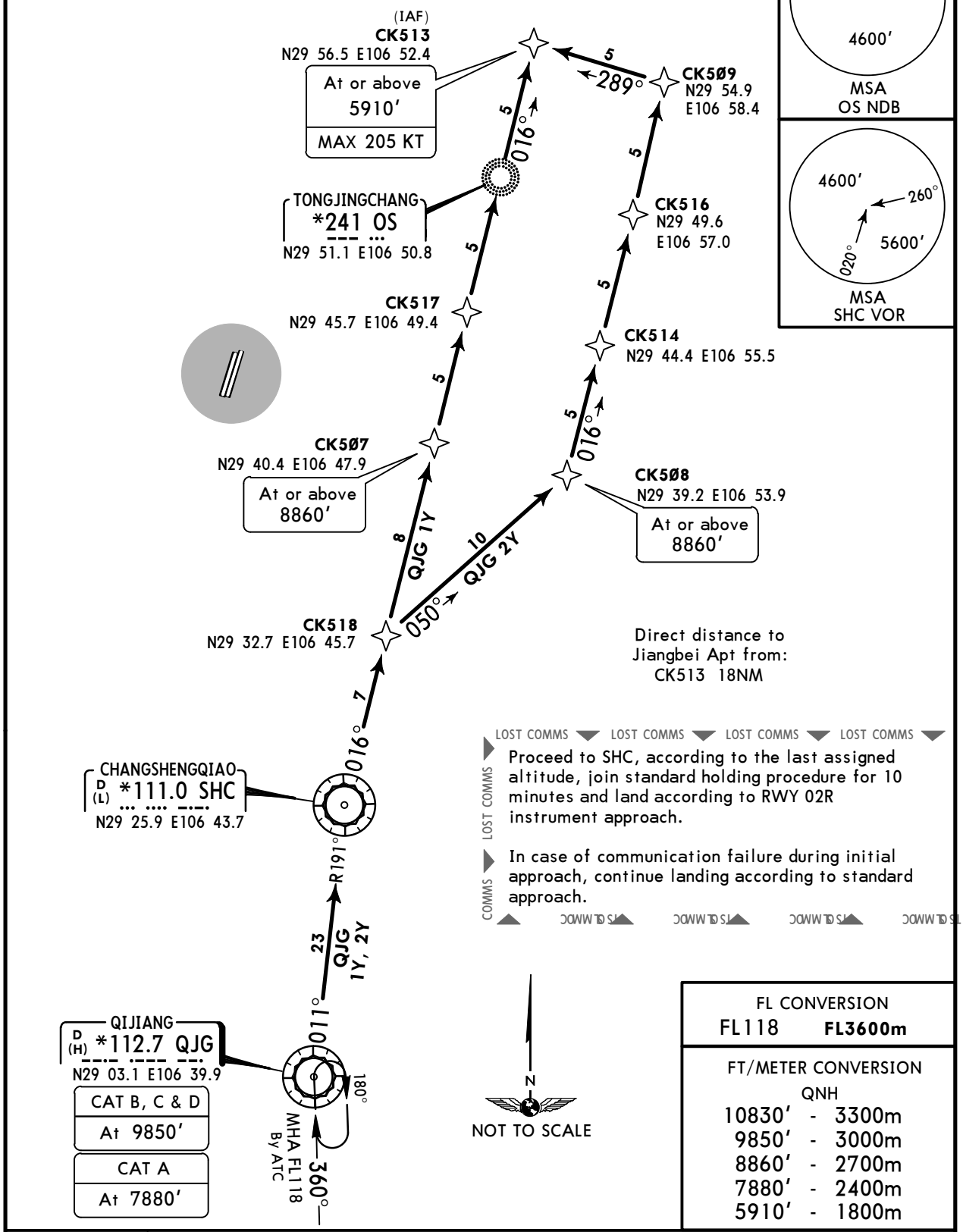
ZUCK/CKG
JIANGBEI

JEPPESEN 18 MAR 16 (10-2C)

CHONGQING, PR OF CHINA
RNAV STAR

D-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 **1. RNAV 1.** **2. RADAR required.** **3. GNSS or DME/DME/IRU required.**

QJG 1Y, QJG 2Y
RWYS 20L/R RNAV ARRIVALS



FL CONVERSION	
FL118	**FL3600m**

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

STAR	ROUTING
QJG 1Y	QJG - SHC - CK518 - CK507 (8860′+) - CK517 - OS - CK513 (5910′+; K205-).
QJG 2Y	QJG - SHC - CK518 - CK508 (8860′+) - CK514 - CK516 - CK509 - CK513 (5910′+; K205-).

CHANGES: Lost Comms revised.

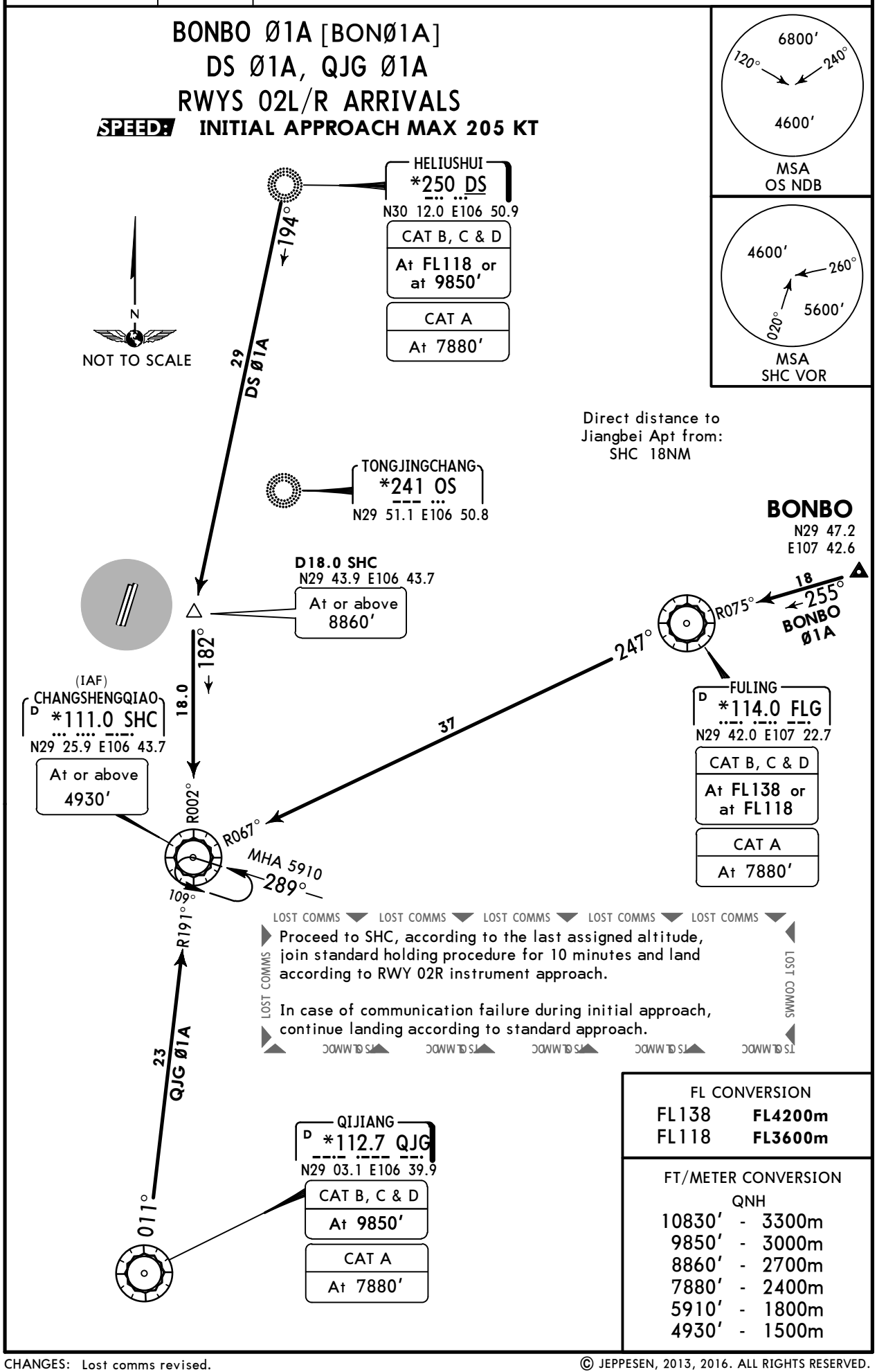
© JEPPESEN, 2013; 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

D-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

BONBO Ø1A [BONØ1A]
DS Ø1A, QJG Ø1A
RWYS 02L/R ARRIVALS

SPEED: INITIAL APPROACH MAX 205 KT



FL CONVERSION	
FL138	**FL4200m**
FL118	**FL3600m**

FT/METER CONVERSION
QNH

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

CHANGES: Lost comms revised.

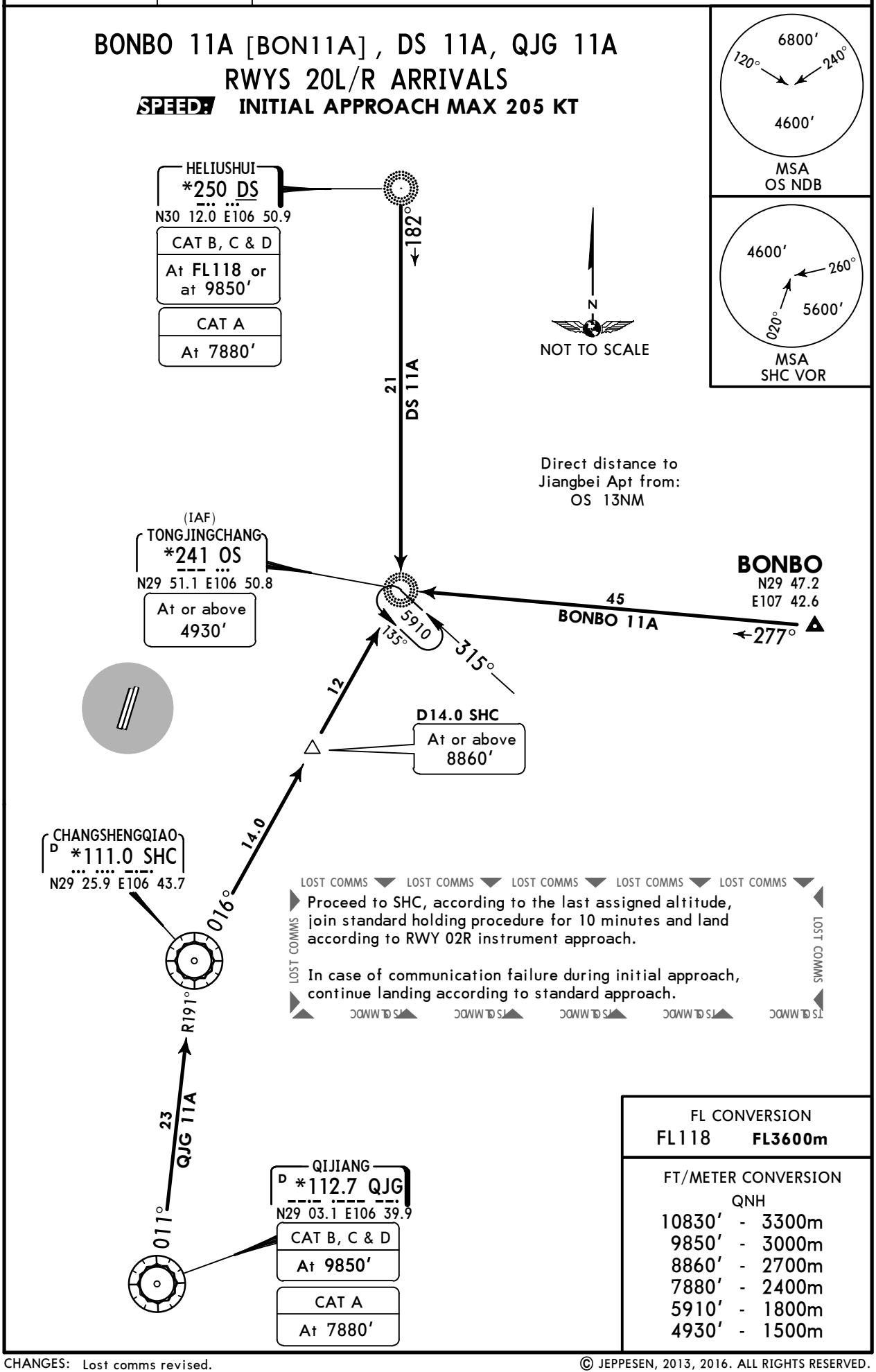
© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

D-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

BONBO 11A [BON11A], DS 11A, QJG 11A
RWYS 20L/R ARRIVALS

SPEED: INITIAL APPROACH MAX 205 KT



FL CONVERSION	
FL118	FL3600m

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

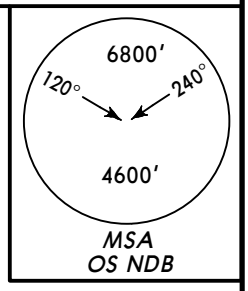
CHANGES: Lost comms revised.

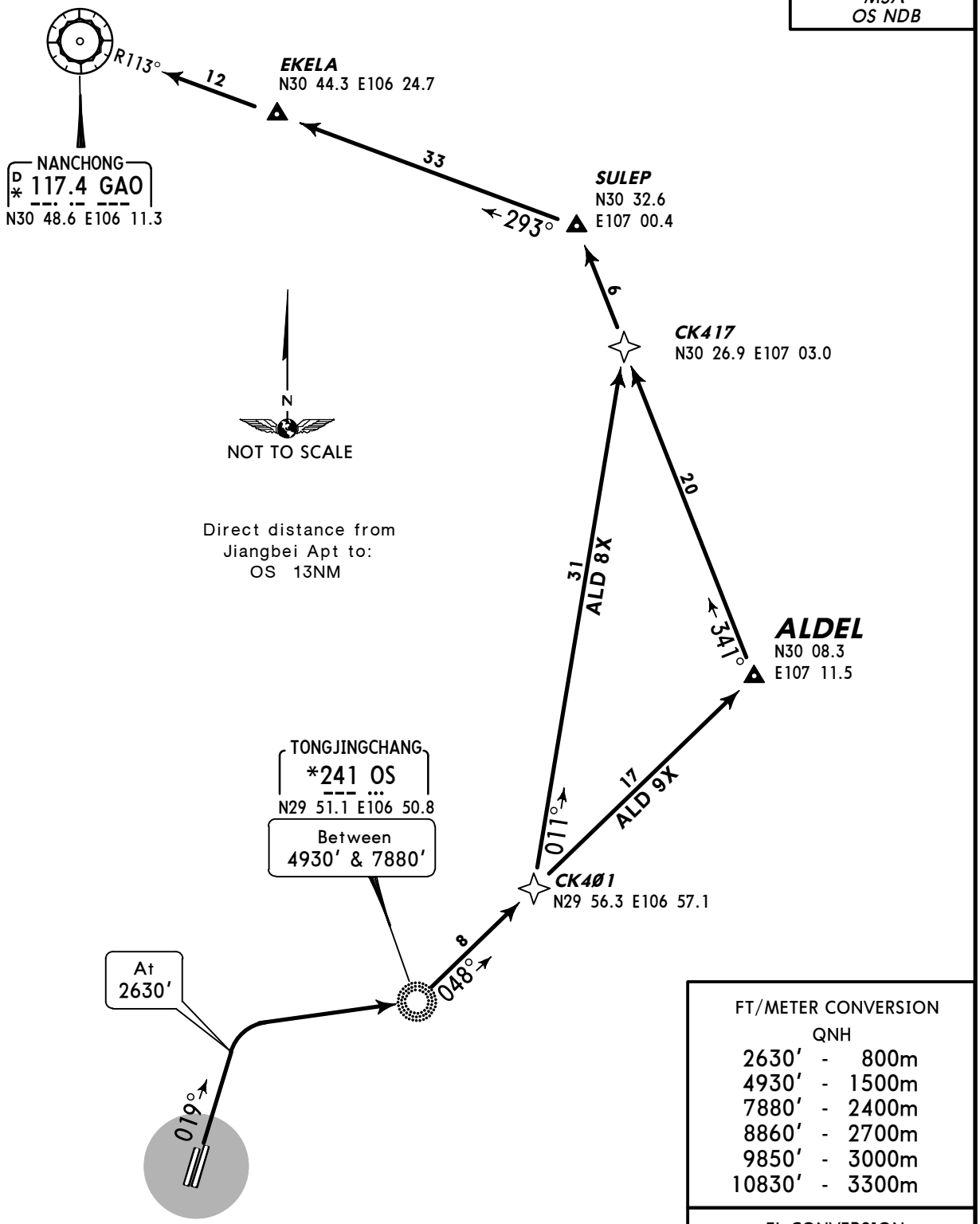
© JEPPESEN, 2013, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

Apt Elev 1365′	Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or less Do not turn before DER.

ALD 8X, ALD 9X
RWYS 02L/R RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED





FT/METER CONVERSION QNH	
2630′	800m
4930′	1500m
7880′	2400m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	*FL3600m*

SID	ROUTING
ALD 8X	(2630′) - OS (4930′+; 7880′-) - CK401 - CK417.
ALD 9X	(2630′) - OS (4930′+; 7880′-) - ALDEL - CK417.

CHANGES: EKELA established.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG
JIANGBEI

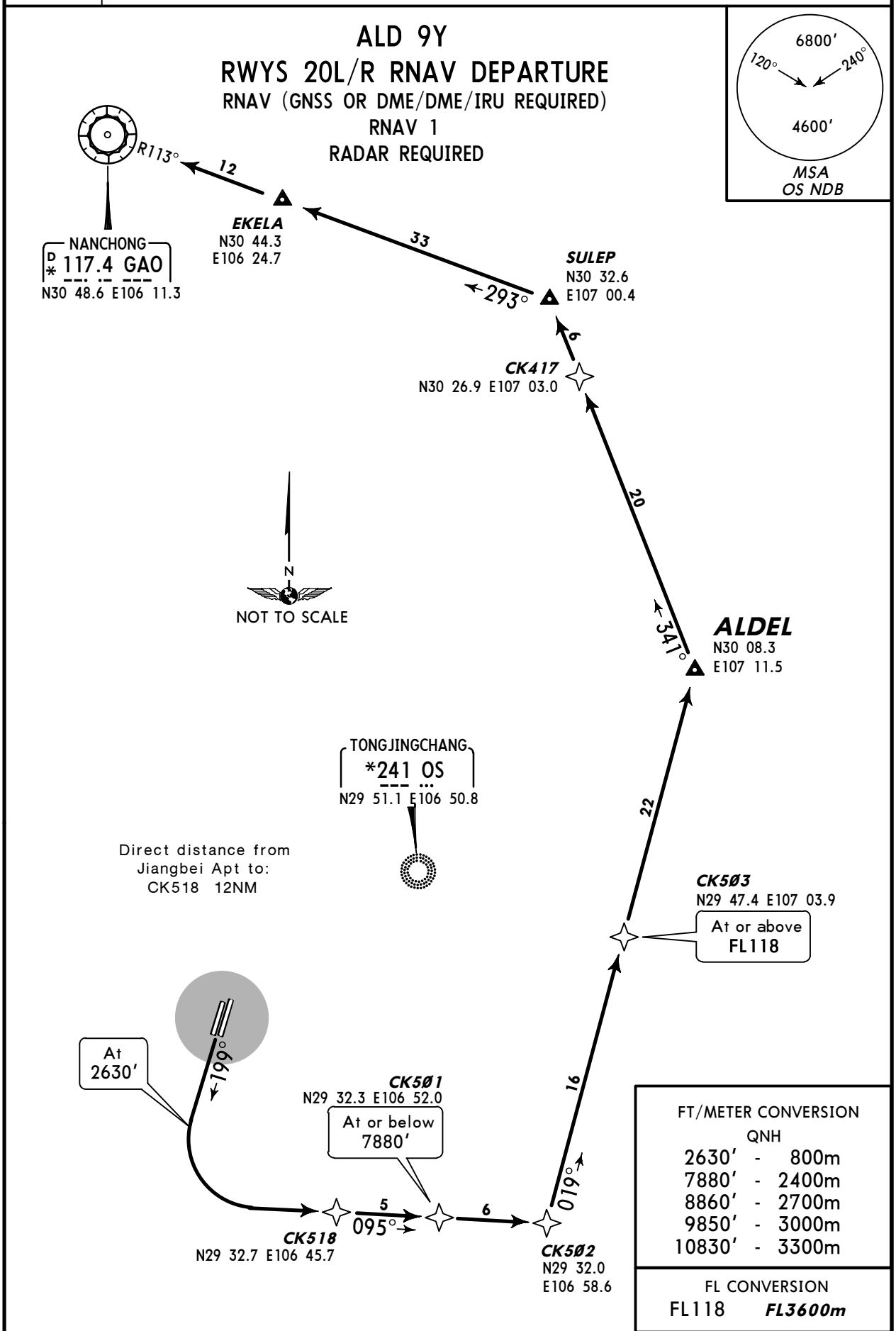
JEPPESEN CHONGQING, PR OF CHINA

16 MAY 14 (10-3A) Eff 29 May

RNAV SID

Apt Elev 1365′	Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or less Do not turn before DER.

ALD 9Y
RWYS 20L/R RNAV DEPARTURE
RNAV (GNSS OR DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION
QNH

2630′	-	800m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION
FL118 *FL3600m*

ROUTING

(2630′) - CK518 - CK501 (7880′-) - CK502 - CK503 (FL118+) - ALDEL - CK417.

CHANGES: RNAV SID revised.

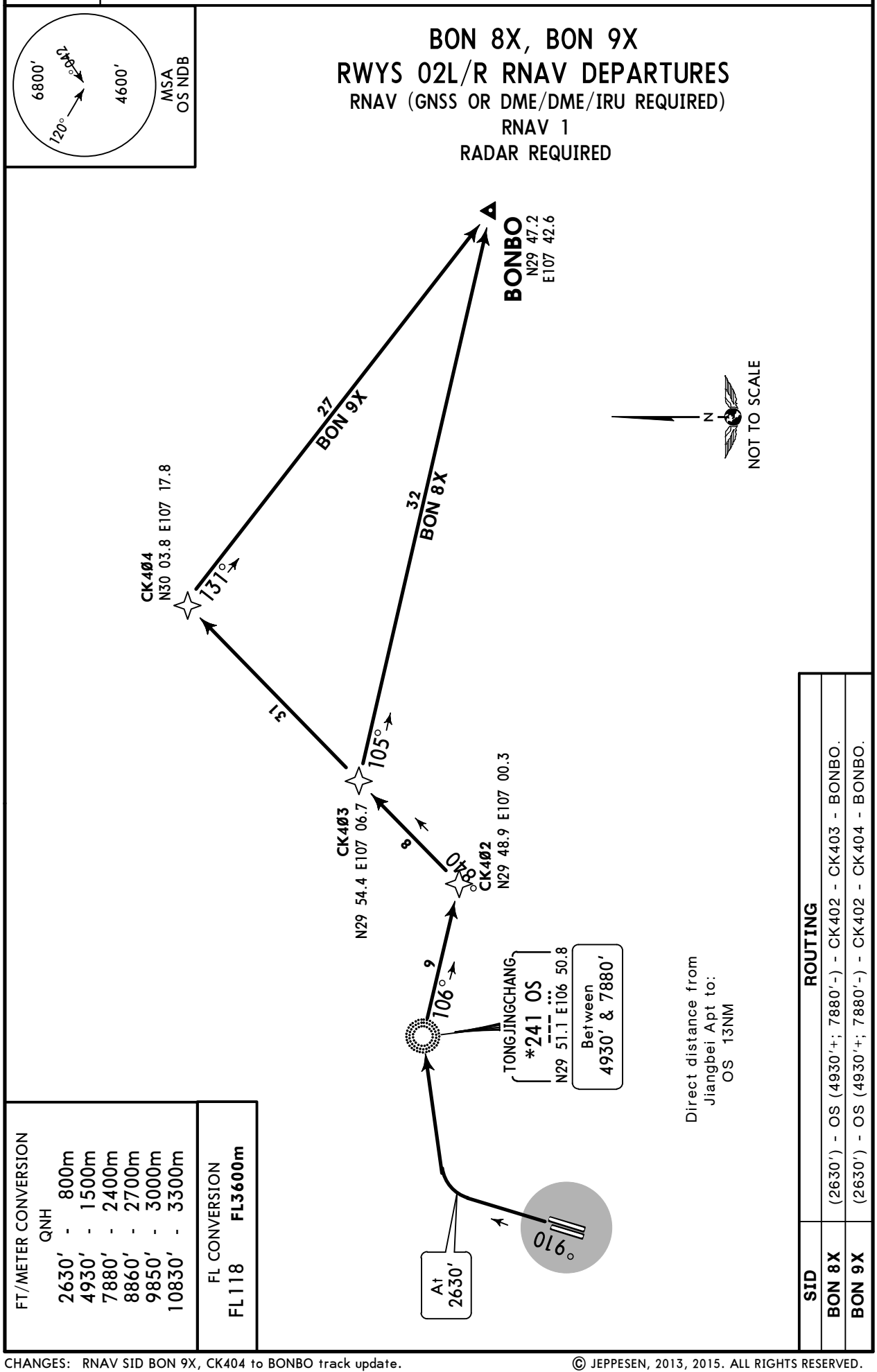
© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

Apt Elev
1365′

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

Do not turn before DER.



FT/METER CONVERSION

QNH	
2630′	800m
4930′	1500m
7880′	2400m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION

FL118	**FL3600m**

SID	ROUTING
BON 8X	(2630′) - OS (4930′+; 7880′-) - CK402 - CK403 - BONBO.
BON 9X	(2630′) - OS (4930′+; 7880′-) - CK402 - CK404 - BONBO.

CHANGES: RNAV SID BON 9X, CK404 to BONBO track update.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

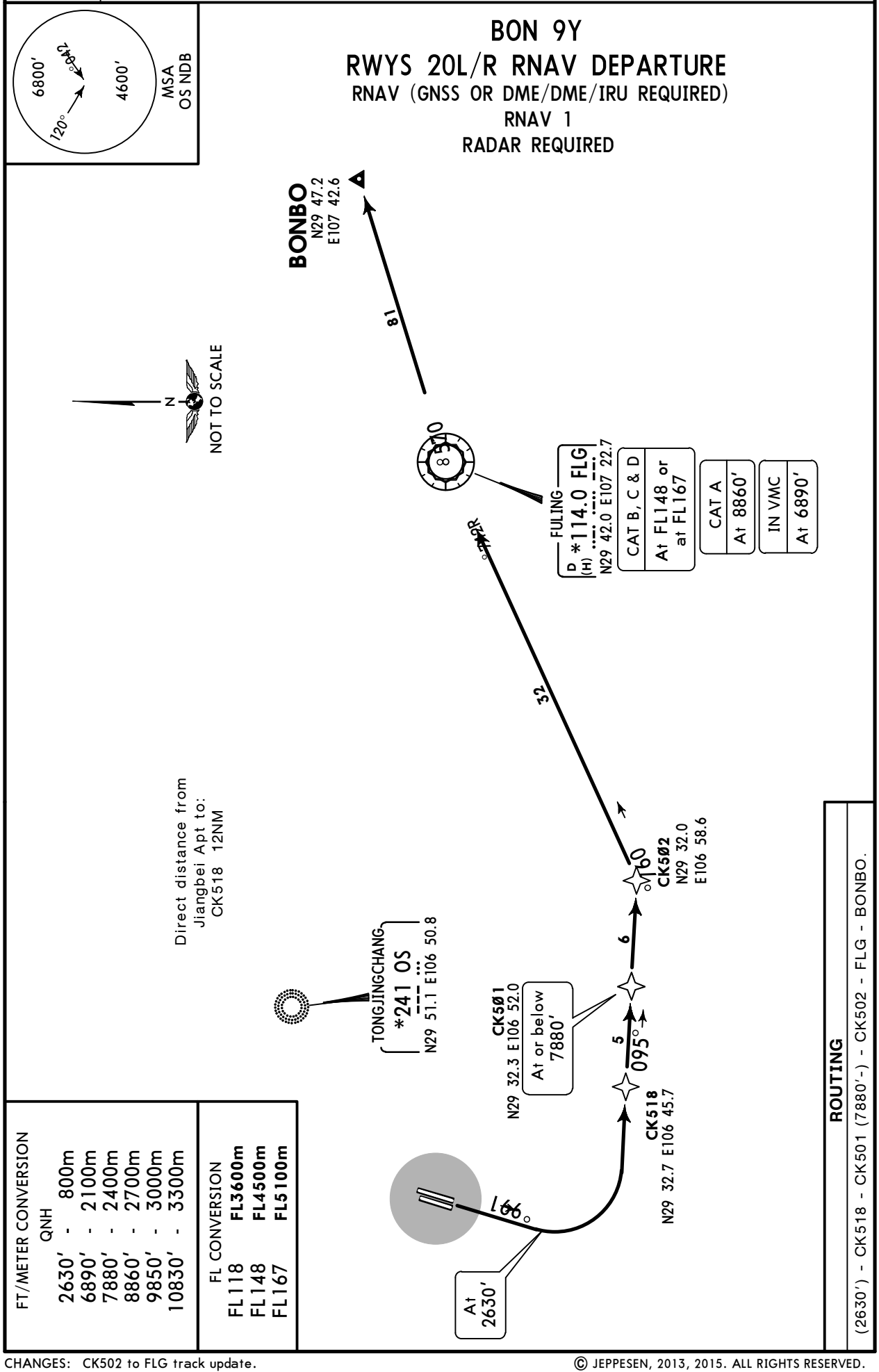
Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

Apt Elev
1365′

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

Do not turn before DER.

BON 9Y
RWYS 20L/R RNAV DEPARTURE
RNAV (GNSS OR DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION
QNH

2630′	-	800m
6890′	-	2100m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL118	FL3600m
FL148	FL4500m
FL167	FL5100m

ROUTING

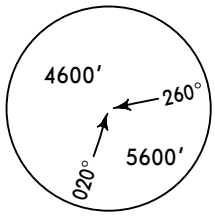
(2630′) - CK518 - CK501 (7880′-) - CK502 - FLG - BONBO.

CHANGES: CK502 to FLG track update.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

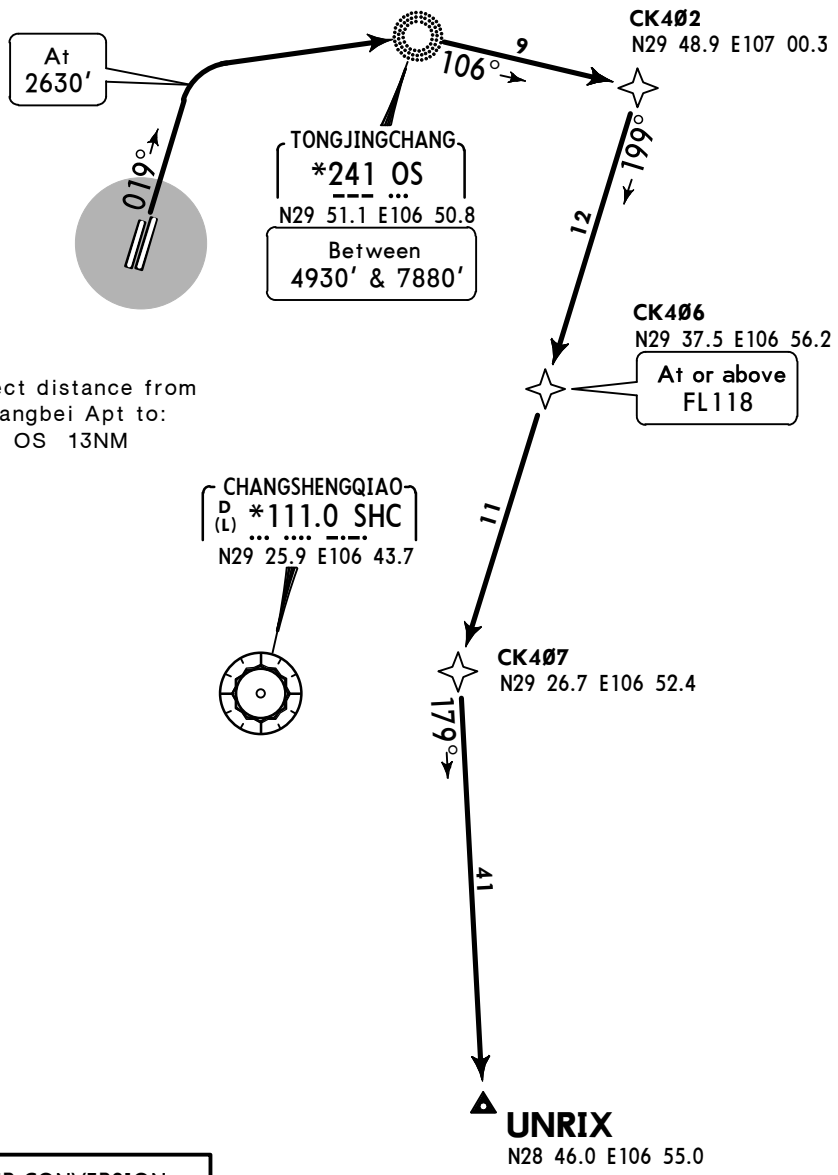
Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

Apt Elev	
1365′	Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or less Do not turn before DER.



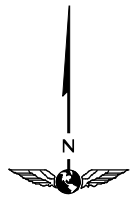
MSA
SHC VOR

RIX 9X
RWYS 02L/R RNAV DEPARTURE
RNAV (GNSS OR DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION		
QNH		
2630′	-	800m
4930′	-	1500m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION	
FL118	**FL3600m**



NOT TO SCALE

ROUTING

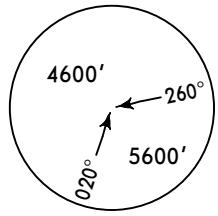
(2630′) - OS (4930′+; 7880′-) - CK402 - CK406 (FL118+) - CK407 - UNRIX.

CHANGES: RNAV SIDs APU 9X & OTL 9X replaced by RIX 9X.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

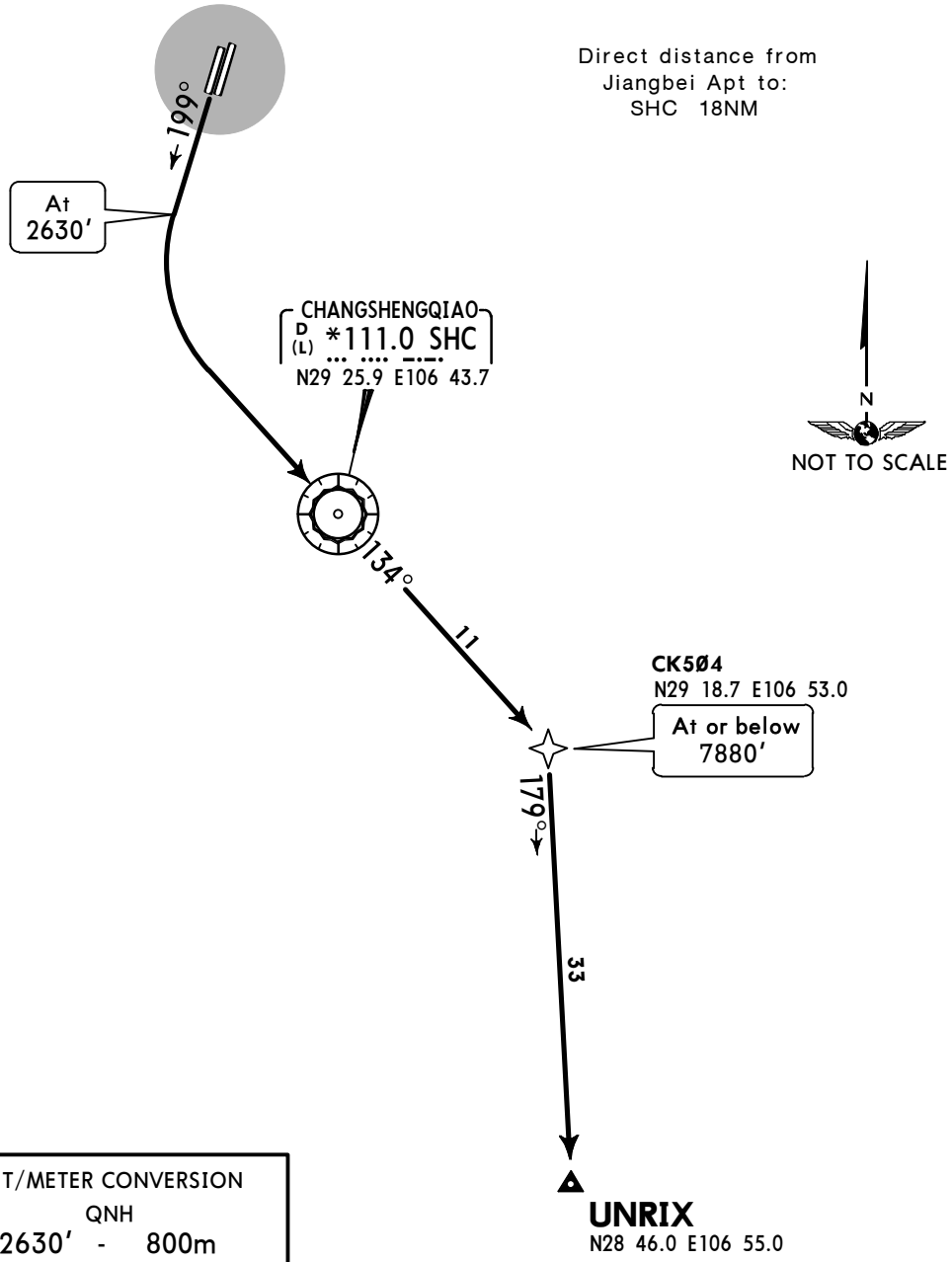
Apt Elev	
1365′	Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or less Do not turn before DER.



MSA
SHC VOR

RIX 9Y
RWYS 20L/R RNAV DEPARTURE
RNAV (GNSS OR DME/DME/IRU REQUIRED)
RNAV 1
RADAR REQUIRED

Direct distance from
Jiangbei Apt to:
SHC 18NM



FT/METER CONVERSION	
QNH	
2630′	800m
7880′	2400m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	**FL3600m**

ROUTING

(2630′) - SHC - CK504 (7880′-) - UNRIX.

CHANGES: RNAV SIDs APU 9Y & OTL 9Y replaced by RIX 9Y.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

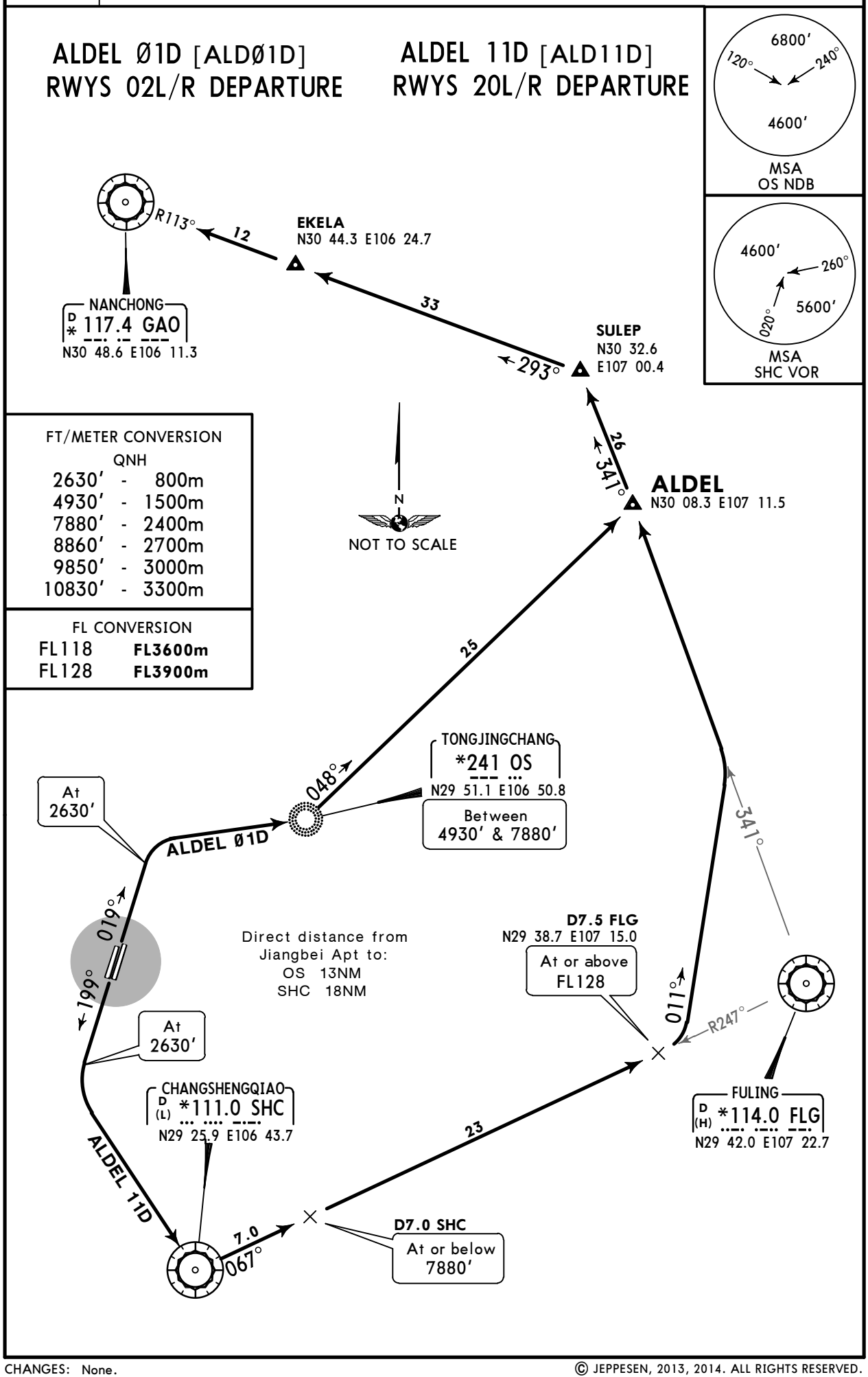
Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

Apt Elev 1365′

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

ALDEL Ø1D [ALDØ1D] RWYS 02L/R DEPARTURE

ALDEL 11D [ALD11D] RWYS 20L/R DEPARTURE



FT/METER CONVERSION
QNH

2630′	-	800m
4930′	-	1500m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

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

CHANGES: None.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

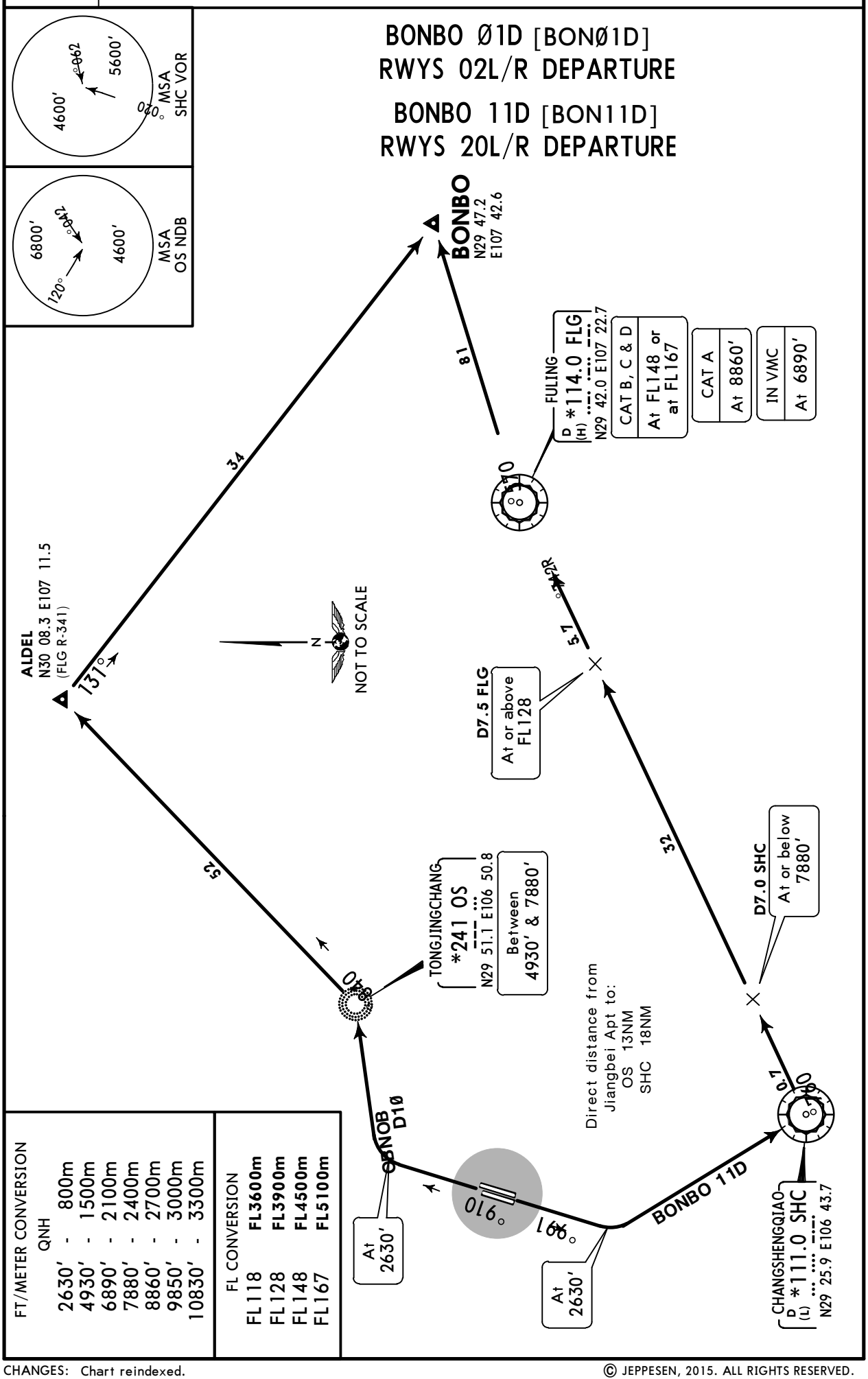
Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

Apt Elev 1365′

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

BONBO Ø1D [BONØ1D]
RWYS 02L/R DEPARTURE

BONBO 11D [BON11D]
RWYS 20L/R DEPARTURE



FT/METER CONVERSION
QNH

2630′	800m
4930′	1500m
6890′	2100m
7880′	2400m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL148	FL4500m
FL167	FL5100m

CHANGES: Chart reindexed.

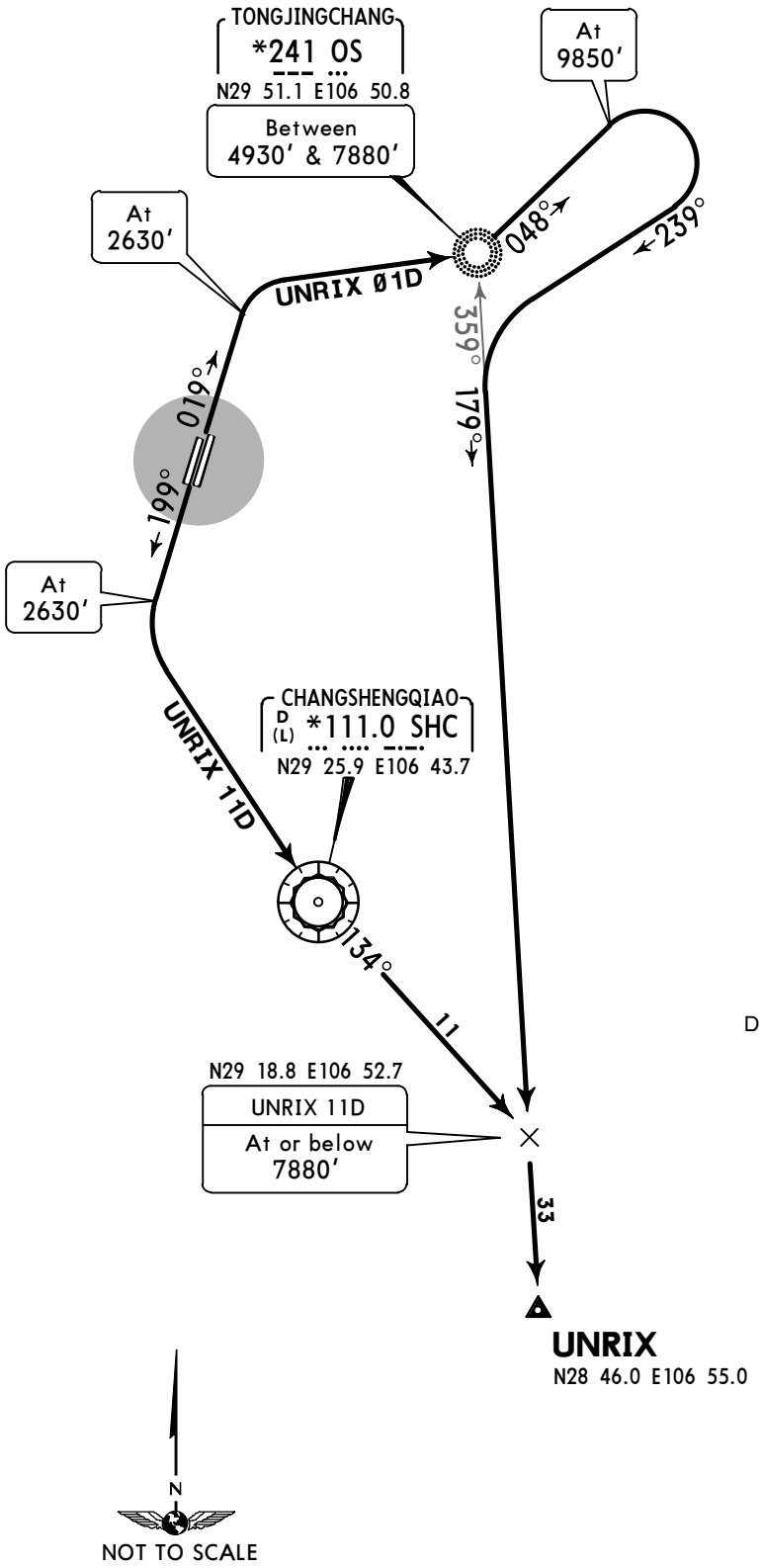
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

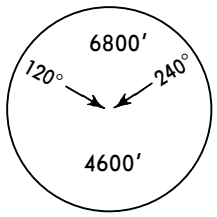
Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

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

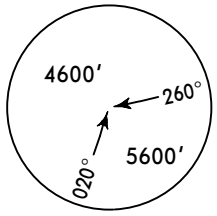
UNRIX Ø1D [UNRØ1D] RWYS 02L/R DEPARTURE

UNRIX 11D [UNR11D] RWYS 20L/R DEPARTURE





MSA
OS NDB



MSA
SHC VOR

FT/METER CONVERSION		
QNH		
2630′	-	800m
4930′	-	1500m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION	
FL118	**FL3600m**

Direct distance from
Jiangbei Apt to:
OS 13NM
SHC 18NM

CHANGES: APUKI SIDs replaced by UNRIX; chart reindexed.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG

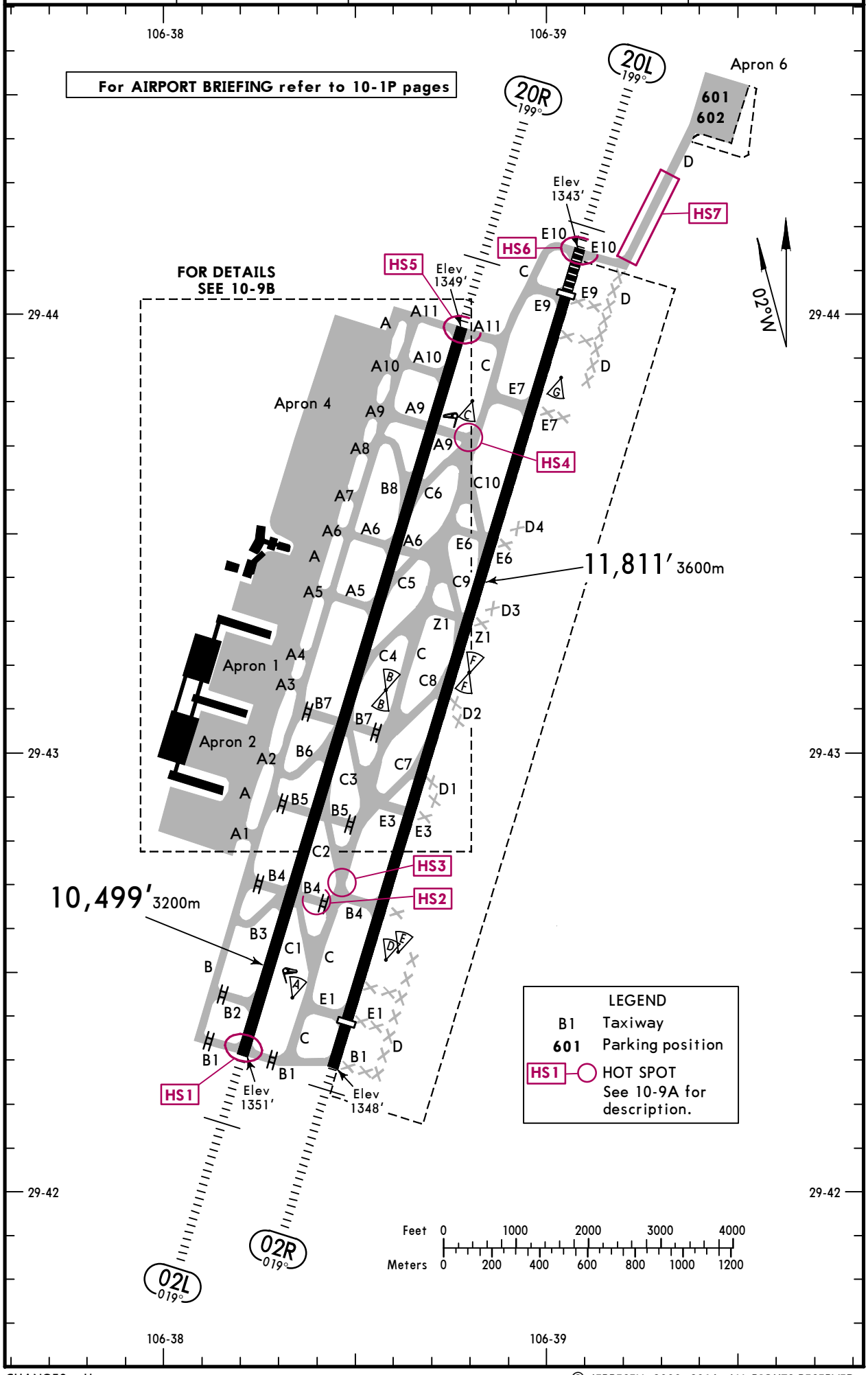
Apt Elev **1365′**
N29 43.2 E106 38.4

JEPPESEN **CHONGQING, PR OF CHINA**

18 MAR 16 (10-9) **Eff 30 Mar 1600Z**

JIANGBEI

D-ATIS Departure	ACARS: *D-ATIS *DCL	*CHONGQING Delivery	*CHONGQING Ground	CHONGQING Tower
126.65		121.95	121.75	118.2 124.35



CHANGES: Hot spots.

© JEPPESEN, 2000, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02L ❶ 20R	HIRL (60m) CL (30m) HIALS SFL PAPI-L(3.0°) RVR		9505' 2897m 9567' 2916m	❷	148' 45m

❶ Runway grooved.

❷ TAKE-OFF RUN AVAILABLE

RWY 02L:
From rwy head 10,499'(3200m)
twy B2 int 9843'(3000m)

RWY 20R:
From rwy head 10,499'(3200m)
twy A10 int 9843'(3000m)

02R ❸ 20L	HIRL (60m) CL (30m) HIALS SFL PAPI-L(3.0°) RVR	11,155' 3400m	10,135' 3089m 10,158' 3096m	❹	148' 45m

❸ Runway grooved.

❹ TAKE-OFF RUN AVAILABLE

RWY 02R:
From rwy head 11,811'(3600m)
twy E1 int 11,155'(3400m)

RWY 20L:
From rwy head 11,811'(3600m)
twy E9 int 11,155'(3400m)

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.

HS7 Twy D & Rwy 20L ILS protected area

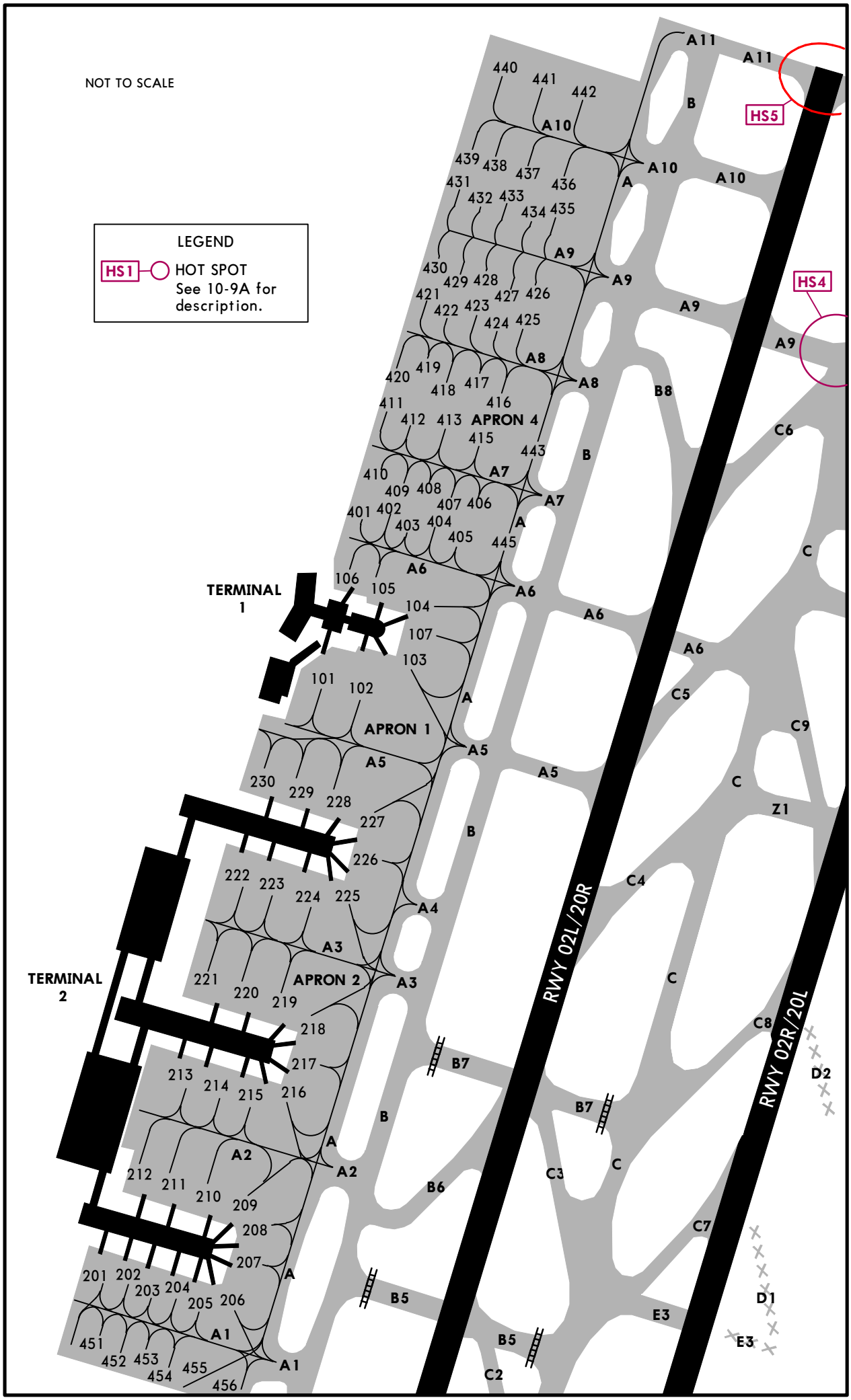
Aircraft shall contact ATC before entering Rwy 20L.

Standard	TAKE-OFF	
	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	RVR 400m	RVR 500m
Other	VIS 1600m	

CHANGES: Apt information and minimums moved from 10-9. Hot spots.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid



CHANGES: Stand 104.

© JEPPESEN, 2005, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG JIANGBEI

15 MAY 15
Eff 27 May 1600Z

JEPPESEN (11-1)

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

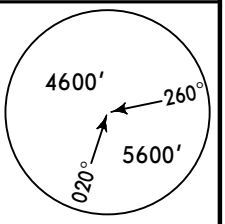
D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

BRIEFING STRIP ™

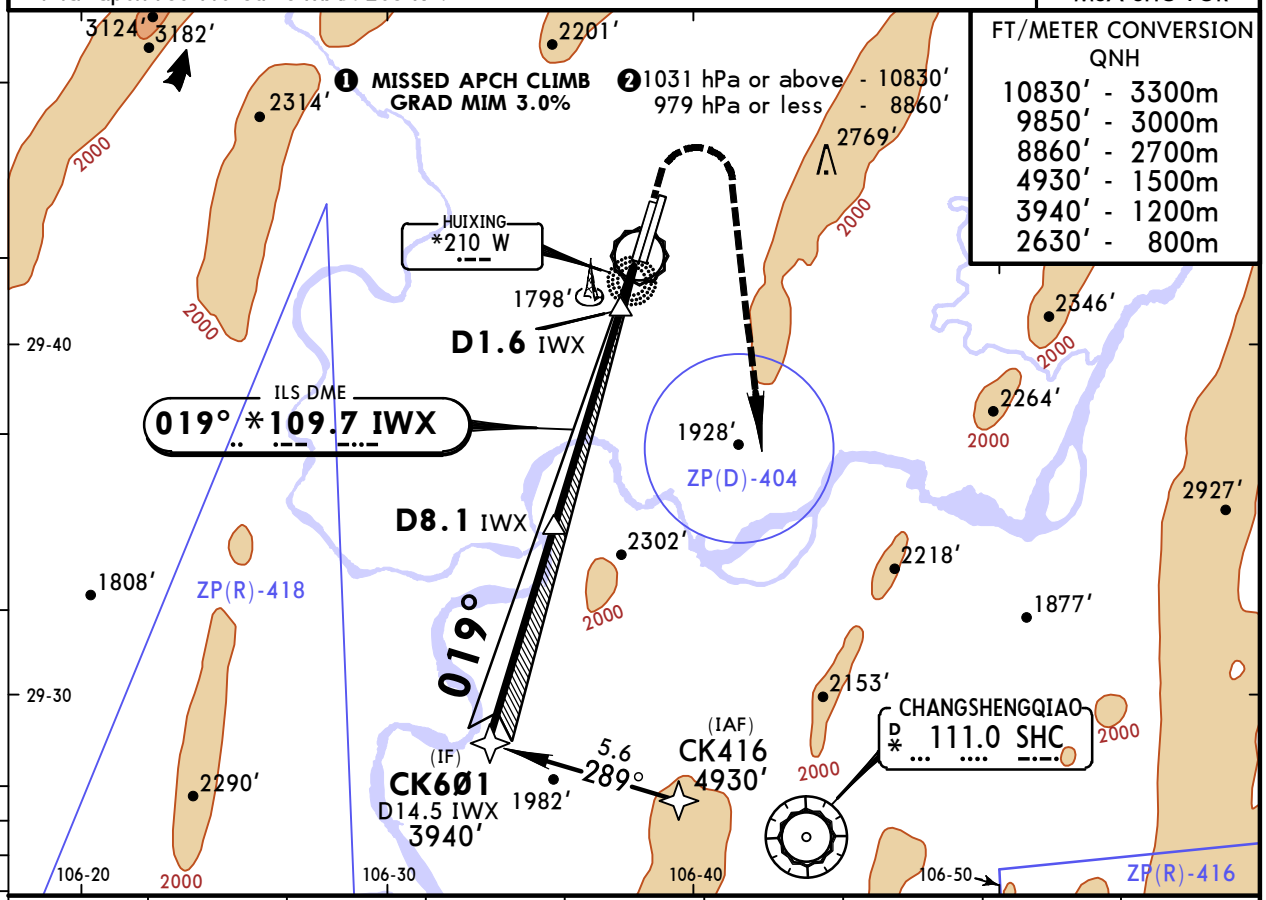
LOC IWX	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1365′
*109.7	019°	No alt published	Refer to Minimums	RWY 1351′

MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn RIGHT (MAX 205 KT) to reach SHC VOR at or above 4930′. Contact ATC.

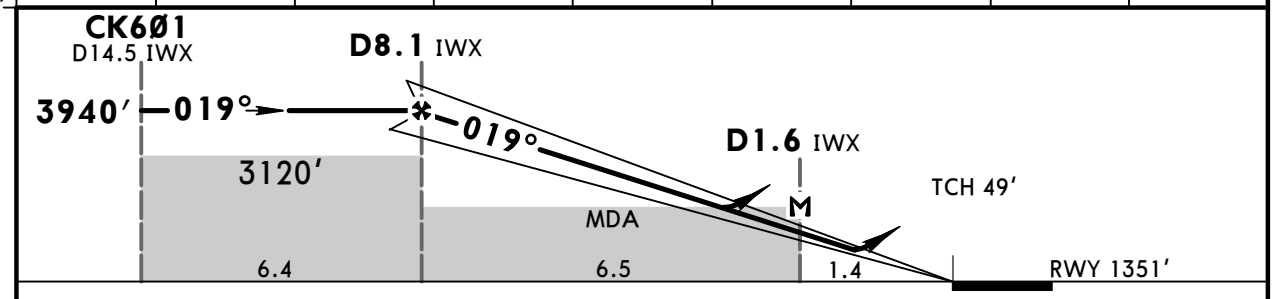
Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❷
Initial apch restricted to MAX 205 KT.



MSA SHC VOR



LOC (GS out)	IWX DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3900′	3580′	3260′	2940′	2630′	2310′	1990′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.6 IWX						

HIALS PAPI | 2630′ | 205 KT MAX RT | 4930′ or above | SHC 111.0

Standard STRAIGHT-IN LANDING RWY **02L**
Missed apch climb gradient mim 3.0%

	ILS DA(H) AB: 1551′(200′) CD: 1564′(213′) FULL	Limited	ALS out	LOC (GS out) CDFA MDA(H) 1860′(509′)	ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	2300m	
B					
C				2300m	2400m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100 / 135	2100′ (735′)	3100m
180	3190′ (1825′)	4400m
205	3190′ (1825′)	5000m

PANS OPS

CHANGES: Communications. Minimums.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG JIANGBEI

15 MAY 15
Eff 27 May 1600Z

JEPPESEN (11-2)

CHONGQING, PR OF CHINA
MISSED APCH CLIMB GRADIENT MIM 3.0%
ILS DME Y Rwy 02L

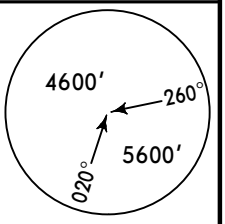
D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

BRIEFING STRIP ™

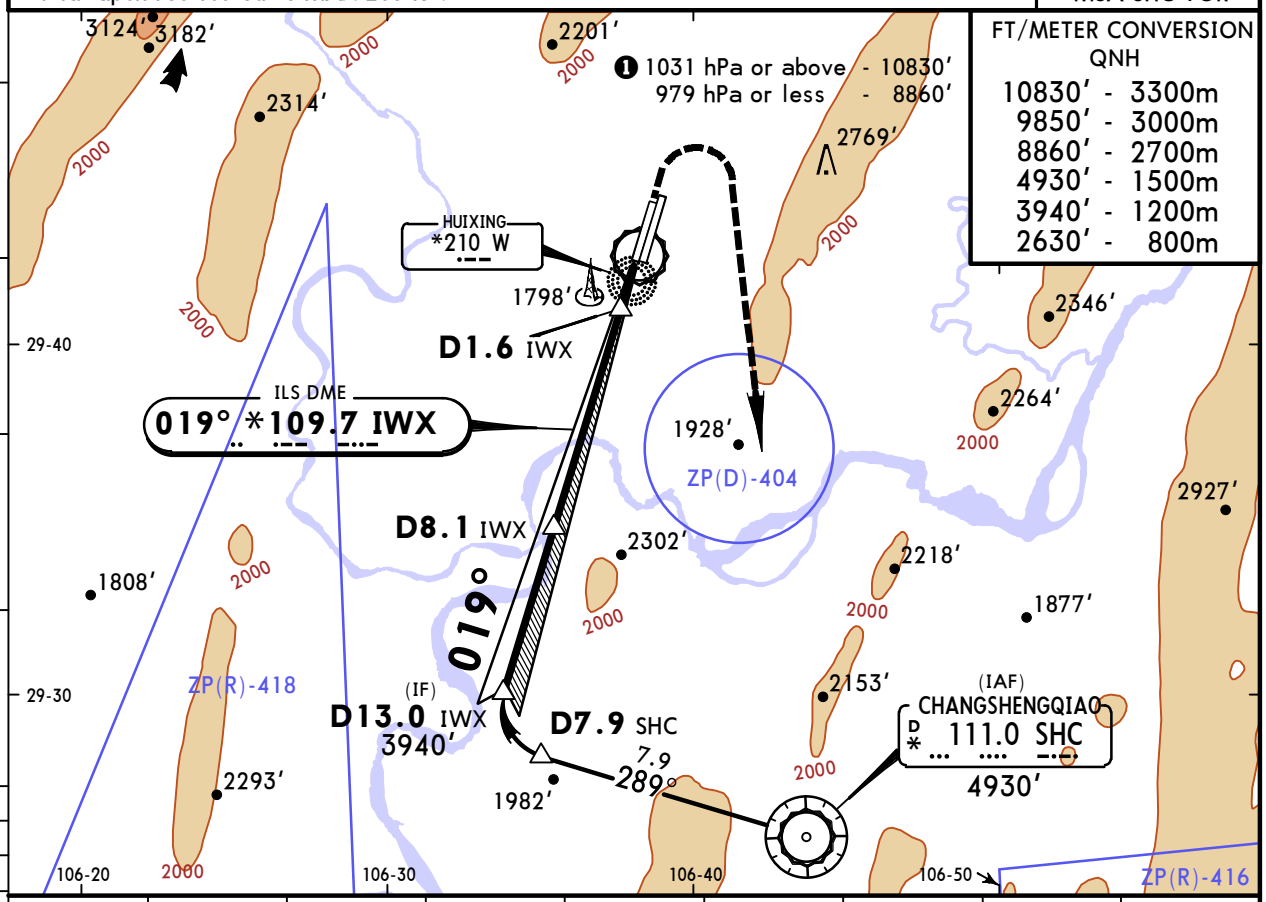
LOC IWX	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1365′
*109.7	019°	No alt published	Refer to Minimums	RWY 1351′

MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn RIGHT (MAX 205 KT) to reach SHC VOR at or above 4930′. Contact ATC.

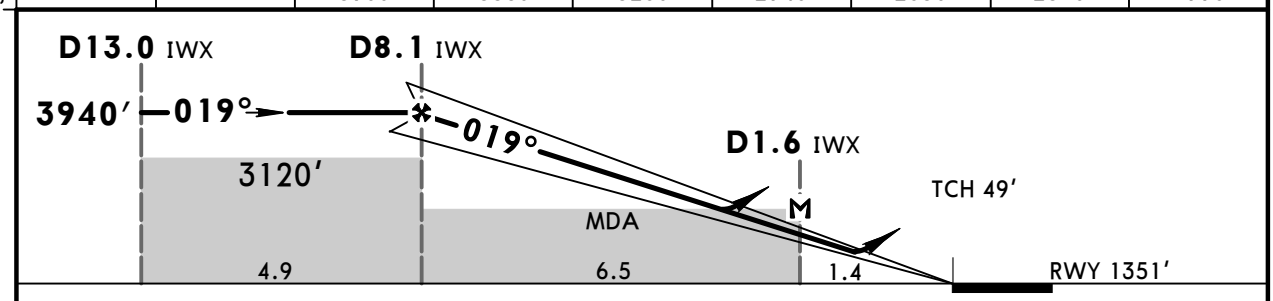
Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX 205 KT.



MSA SHC VOR



LOC (GS out)	IWX DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3900′	3580′	3260′	2940′	2630′	2310′	1990′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.6 IWX						

HIALS
PAPI

2630′ ↑ | **205 KT** MAX RT | **4930′** or above ↑ | SHC **111.0**

Standard

STRAIGHT-IN LANDING RWY **02L**
Missed apch climb gradient mim 3.0%

	ILS			LOC (GS out) CDFA	
DA(H)	AB:**1551′**(200′) CD:**1564′**(213′)			MDA(H) **1860′**(509′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	2300m	
B					
C				2300m	2400m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100 / 135	2100′ (735′)	3100m
180	3190′ (1825′)	4400m
205	3190′ (1825′)	5000m

PANS OPS

CHANGES: Communications. Minimums.

© JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG
JIANGBEI

15 MAY 15
Eff 27 May 1600Z

JEPPESEN (11-3)

CHONGQING, PR OF CHINA
❶ RNAV ILS DME Z Rwy 02R

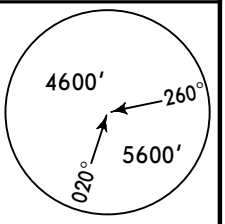
D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

BRIEFING STRIP ™

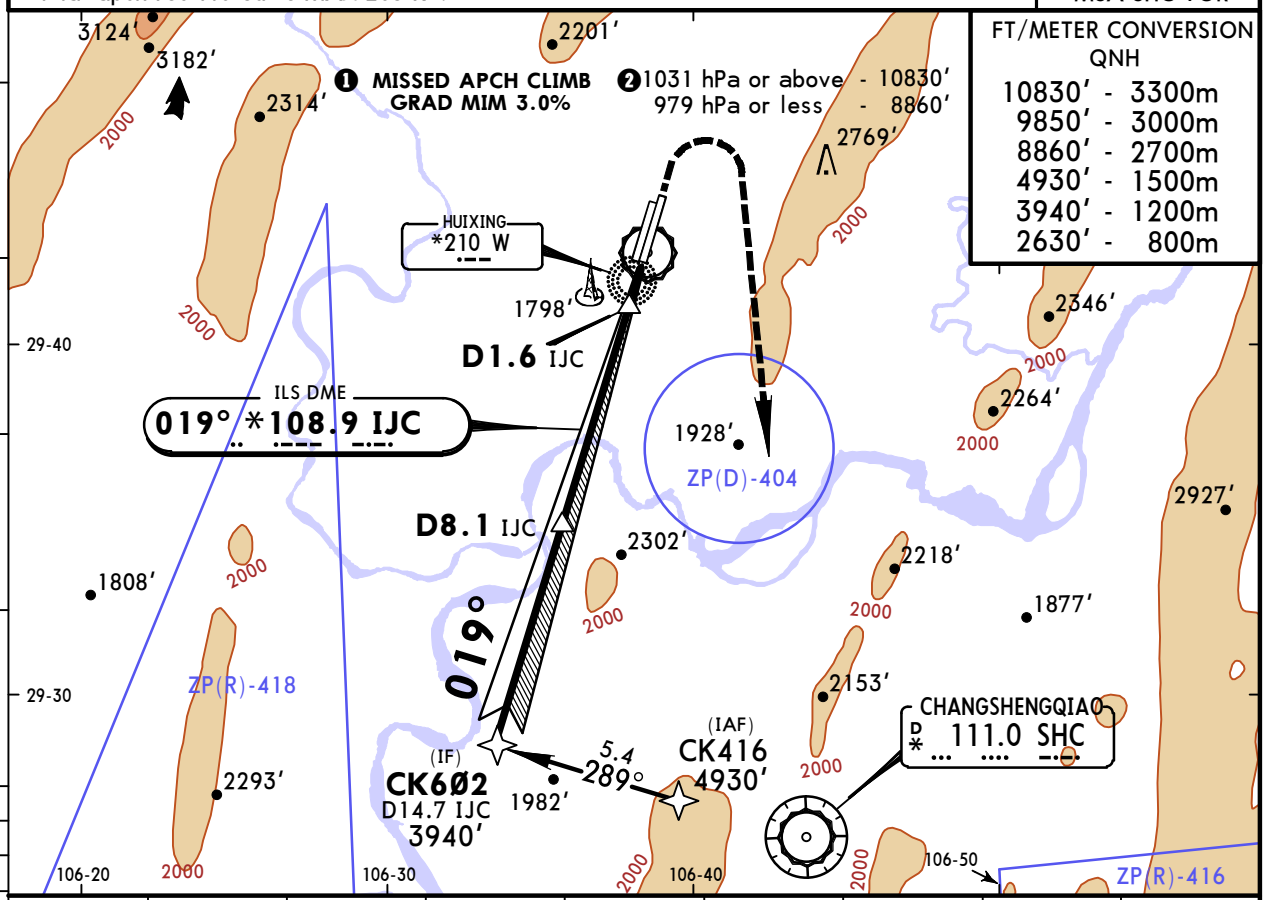
LOC IJC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1365′
*108.9	019°	No alt published	Refer to Minimums	RWY 1349′

MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn RIGHT (MAX 205 KT) to reach SHC VOR at or above 4930′. Contact ATC.

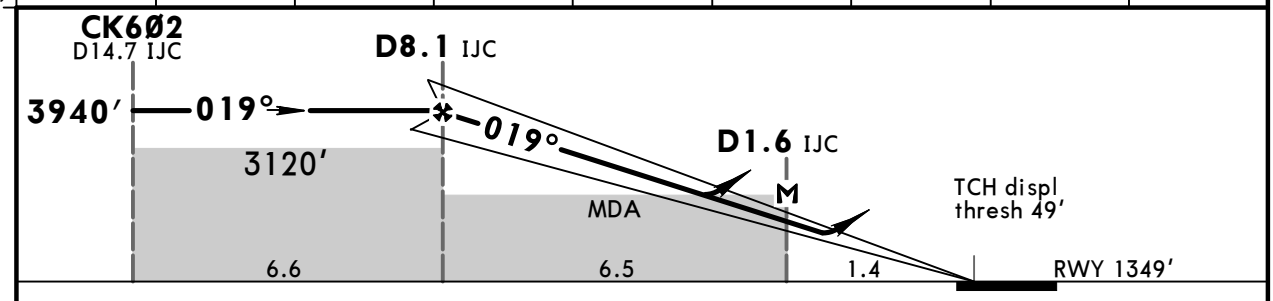
Alt Set: hPa Rwy Elev: 48 hPa Trans level: FL 118 Trans alt: 9850′ ❷
Initial apch restricted to MAX 205 KT.



MSA SHC VOR



LOC (GS out)	IJC DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3890′	3570′	3260′	2940′	2620′	2300′	1980′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.6 IJC						

HIALS
PAPI

2630′ ↑ | 205 KT MAX RT | 4930′ or above ↑ | SHC 111.0

Standard STRAIGHT-IN LANDING RWY **02R**
Missed apch climb gradient mim 3.0%

	ILS DA(H) AB: 1549′ (200′) CD: 1562′ (213′)			LOC (GS out) CDFA MDA(H) 1860′ (511′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	2300m	
B					
C				2300m	2400m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2100′ (735′)	3100m
135		
180	3190′ (1825′)	4400m
205	3190′ (1825′)	5000m

PANS OPS

CHANGES: Communications. Minimums.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG JIANGBEI

15 MAY 15
Eff 27 May 1600Z

JEPPESEN (11-4)

CHONGQING, PR OF CHINA
MISSED APCH CLIMB GRADIENT MIM 3.0%
ILS DME Y Rwy 02R

D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

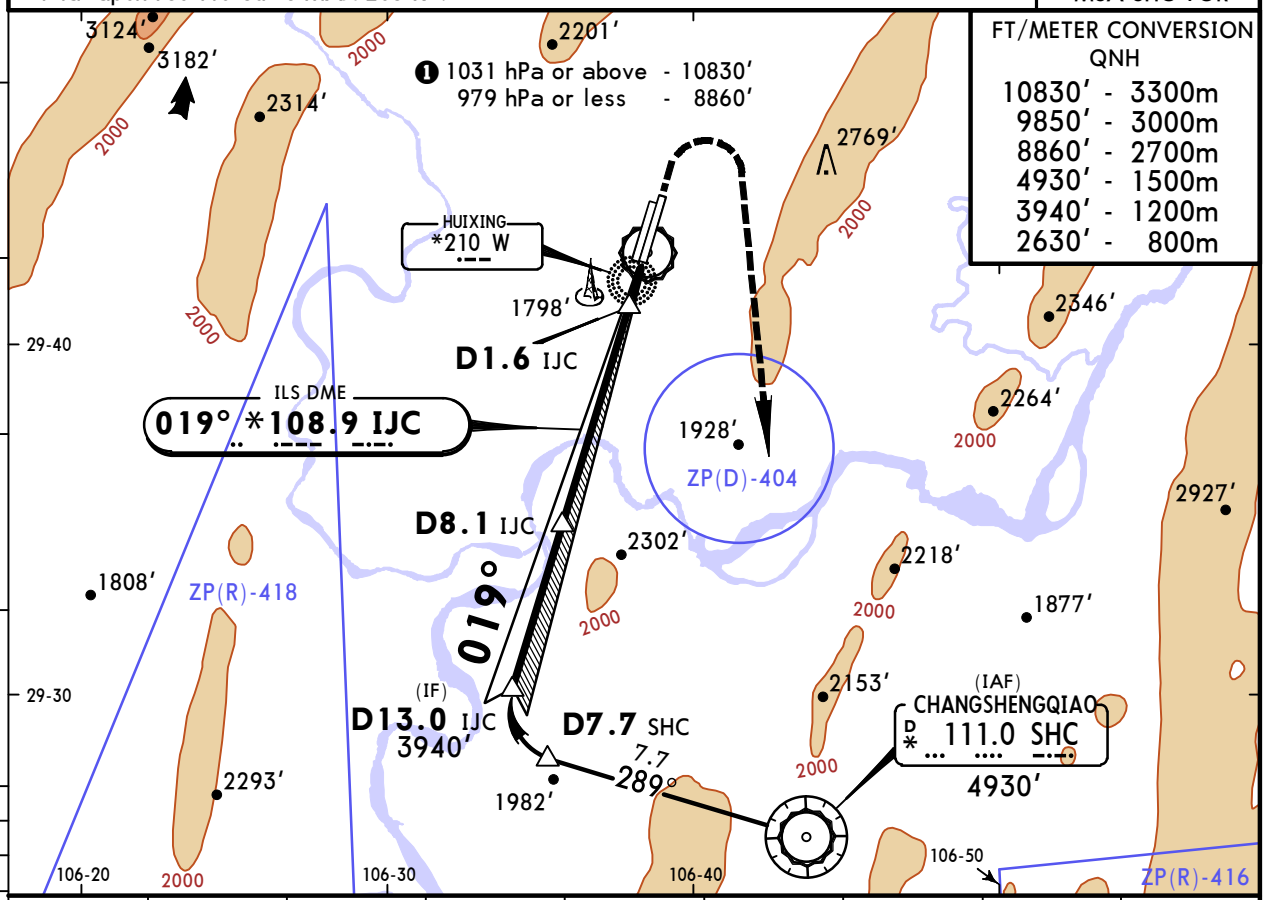
BRIEFING STRIP ™

LOC IJC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1365′
*108.9	019°	No alt published	Refer to Minimums	RWY 1349′

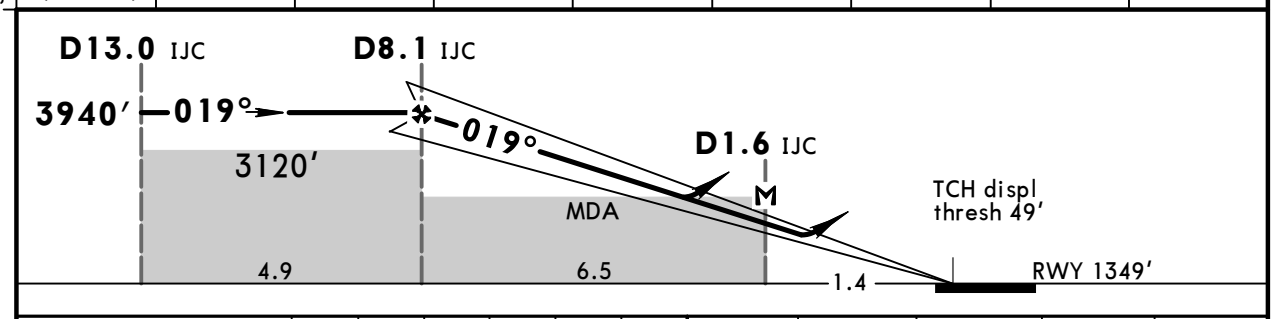
MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn RIGHT (MAX 205 KT) to reach SHC VOR at or above 4930′. Contact ATC.

Alt Set: hPa Rwy Elev: 48 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX 205 KT.

MSA SHC VOR: 4600′ 260° 5600′ 020°



LOC (GS out)	IJC DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3890′	3570′	3260′	2940′	2620′	2300′	1980′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.6 IJC						

HIALS PAPI | 2630′ | 205 KT MAX RT | 4930′ or above | SHC 111.0

Standard STRAIGHT-IN LANDING RWY **02R**
Missed apch climb gradient mim 3.0%

	ILS			LOC (GS out) CDFA	
DA(H)	AB:1549′(200′) CD:1562′(213′)			MDA(H) 1860′(511′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	2300m	
B					
C				2300m	2400m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100 / 135	2100′ (735′)	3100m
180	3190′ (1825′)	4400m
205	3190′ (1825′)	5000m

PANS OPS

CHANGES: Communications. Minimums.

© JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG
JIANGBEI

JEPPESEN

9 OCT 15
Eff 14 Oct 1600Z
(11-5)

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

BRIEFING STRIP

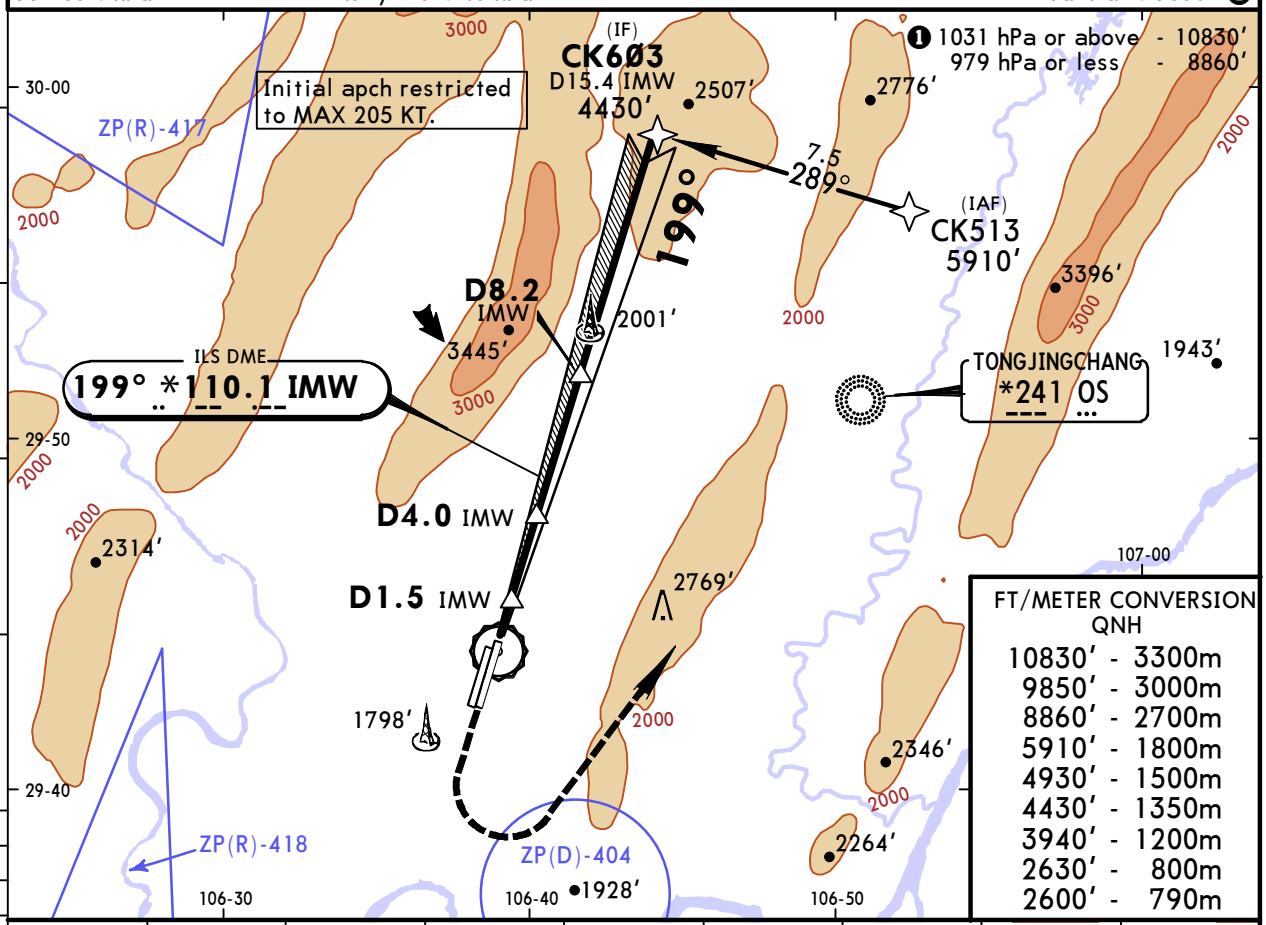
D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

LOC IMW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1365′
*110.1	199°	No altitude published	Refer to Minimums	Rwy 1344′

MSA OS NDB: 120° 6800′, 240° 4600′

MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn LEFT (MAX 205 KT) to reach OS NDB at or above 4930′. Contact ATC.

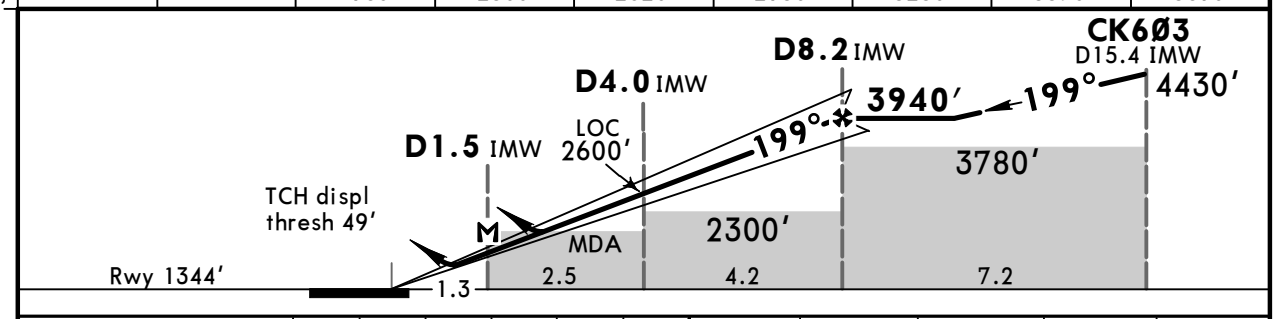
Alt Set: hPa | Rwy Elev: 48 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶



FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
4430′	1350m
3940′	1200m
2630′	800m
2600′	790m

LOC (GS out)	IMW DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1980′	2300′	2620′	2930′	3250′	3570′	3890′



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

HIALS
PAPI

2630′

205 KT MAX
LT

4930′ or above

OS 241

Standard STRAIGHT-IN LANDING RWY **20L**

	ILS			LOC (GS out) CDFA		CIRCLE-TO-LAND		
DA(H)	AB:1544′(200′) CD:1557′(213′)			MDA(H) 1830′(486′)				
	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1900m		100	2100′ (735′)	3100m
B						135		
C				1900m	2300m	180	3190′ (1825′)	4400m
D						205	3190′ (1825′)	5000m

PANS OPS

CHANGES: MAP. Recommended altitudes. Minimums.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG JIANGBEI

JEPPESEN

9 OCT 15
Eff 14 Oct 1600Z

(11-6)

CHONGQING, PR OF CHINA
ILS DME Y Rwy 20L

BRIEFING STRIP ™

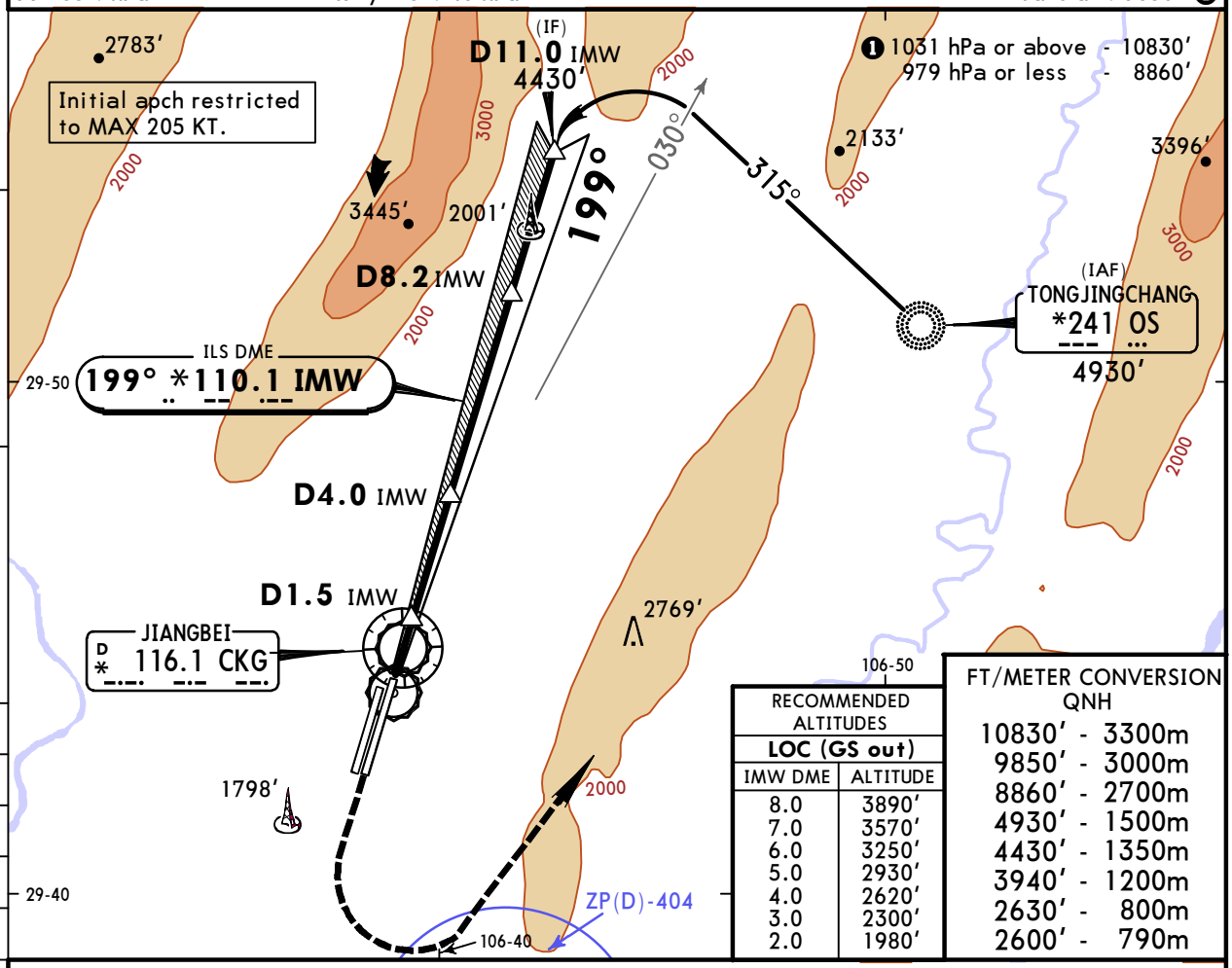
D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

LOC IMW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1365′
*110.1	199°	No altitude published	Refer to Minimums	Rwy 1344′

MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn LEFT (MAX 205 KT) to reach OS NDB at or above 4930′. Contact ATC.

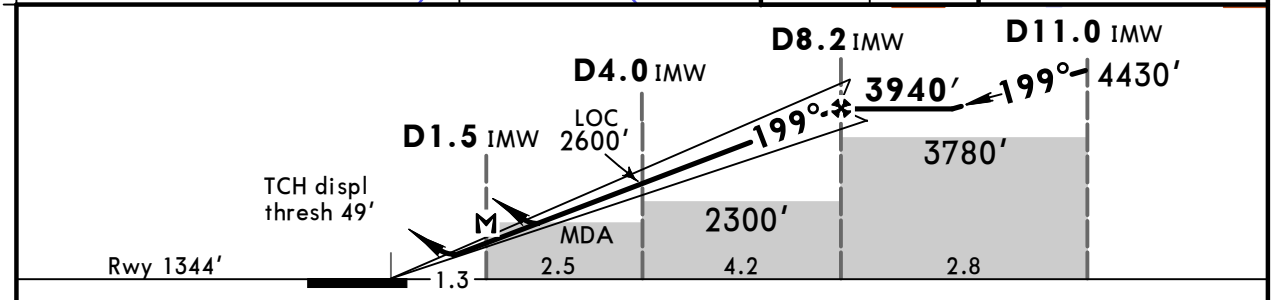
MSA OS NDB: 6800′ (120°–240°), 4600′

Alt Set: hPa | Rwy Elev: 48 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶



RECOMMENDED ALTITUDES LOC (GS out)	
IMW DME	ALTITUDE
8.0	3890′
7.0	3570′
6.0	3250′
5.0	2930′
4.0	2620′
3.0	2300′
2.0	1980′

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
4430′	1350m
3940′	1200m
2630′	800m
2600′	790m



Gnd speed-Kts		70	90	100	120	140	160	HIALS / PAPI	2630′	205 KT MAX LT	4930′ or above	OS 241
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849					
MAP at D1.5 IMW												

Standard STRAIGHT-IN LANDING RWY **20L**

	ILS			LOC (GS out) CDFA		CIRCLE-TO-LAND		
DA(H)	AB:1544′(200′) CD:1557′(213′)			MDA(H) 1830′(486′)				
	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1900m		100	2100′ (735′)	3100m
B						135		
C				1900m	2300m	180	3190′ (1825′)	4400m
D						205	3190′ (1825′)	5000m

PANS OPS

CHANGES: MAP. Recommended altitudes. Minimums.

© JEPPESEN, 2010, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG JIANGBEI

JEPPESEN

9 OCT 15
Eff 14 Oct 1600Z
(11-7)

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

BRIEFING STRIP

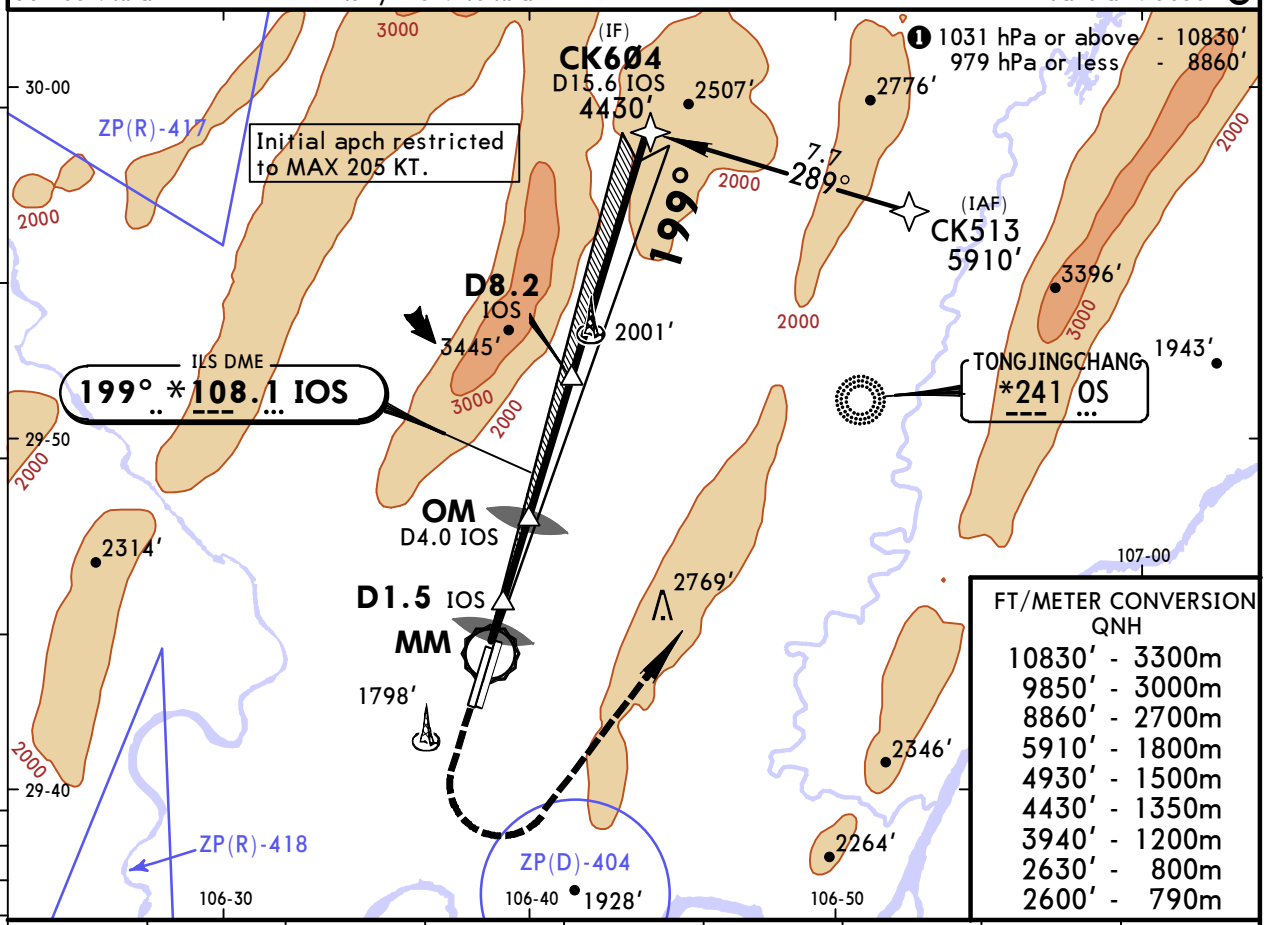
D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

LOC IOS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1365′
*108.1	199°	No altitude published	Refer to Minimums	Rwy 1349′

MSA OS NDB: 120° 6800′, 240° 6800′, 4600′

MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn LEFT (MAX 205 KT) to reach OS NDB at or above 4930′. Contact ATC.

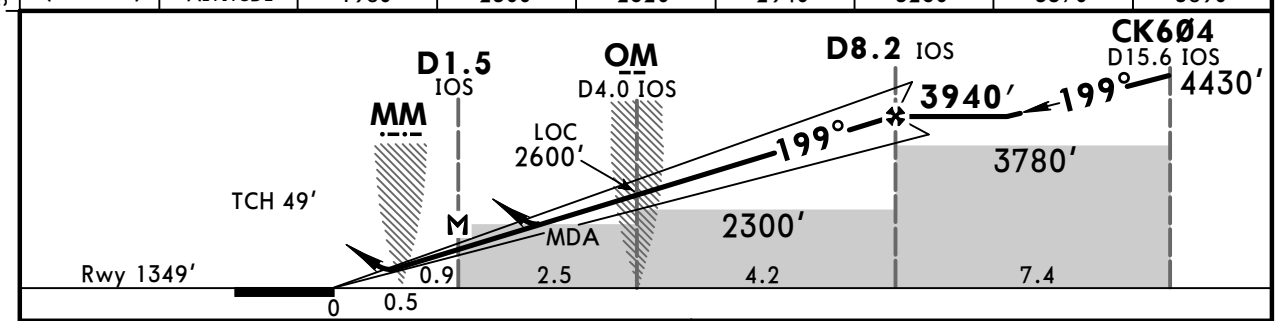
Alt Set: hPa | Rwy Elev: 48 hPa | Trans level: FL 118 | Trans alt: 9850′



FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
5910′	1800m
4930′	1500m
4430′	1350m
3940′	1200m
2630′	800m
2600′	790m

LOC (GS out)	IOS DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1980′	2300′	2620′	2940′	3260′	3570′	3890′



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

HIALS | PAPI | 2630′ | 205 KT MAX LT | 4930′ or above | OS 241

Standard STRAIGHT-IN LANDING RWY **20R**

	ILS			LOC (GS out) CDFA		CIRCLE-TO-LAND		
DA(H)	AB:1549′(200′) CD:1562′(213′)			MDA(H) 1830′(481′)				
	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1900m		100	2100′ (735′)	3100m
B						135		
C				1900m	2300m	180	3190′(1825′)	4400m
D						205	3190′(1825′)	5000m

PANS OPS

CHANGES: MAP. Recommended altitudes. Minimums.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG JIANGBEI

JEPPESEN

9 OCT 15
Eff 14 Oct 1600Z
11-8

CHONGQING, PR OF CHINA
ILS DME Y Rwy 20R

BRIEFING STRIP ™

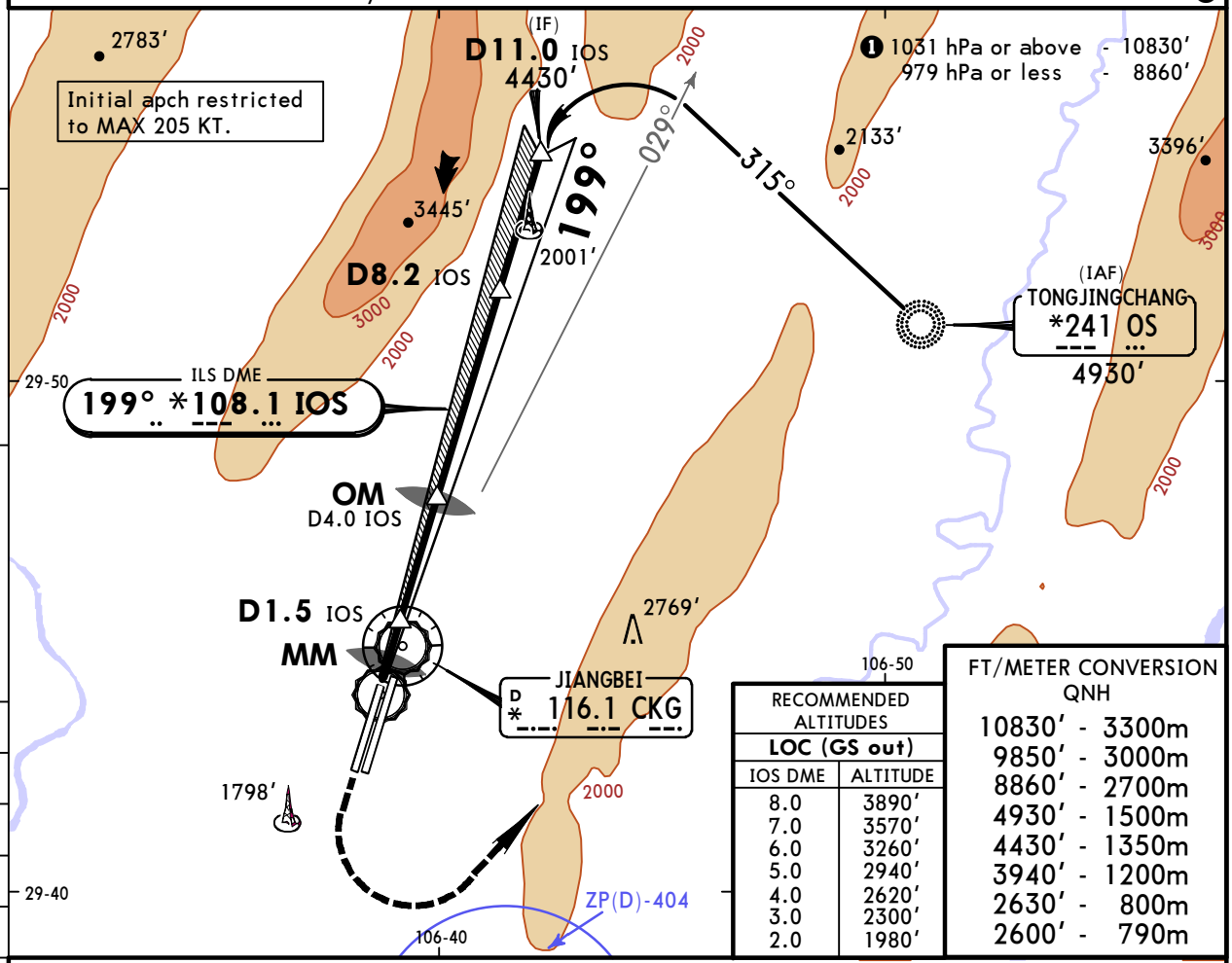
D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

LOC IOS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1365′
*108.1	199°	No altitude published	Refer to Minimums	Rwy 1349′

MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn LEFT (MAX 205 KT) to reach OS NDB at or above 4930′. Contact ATC.

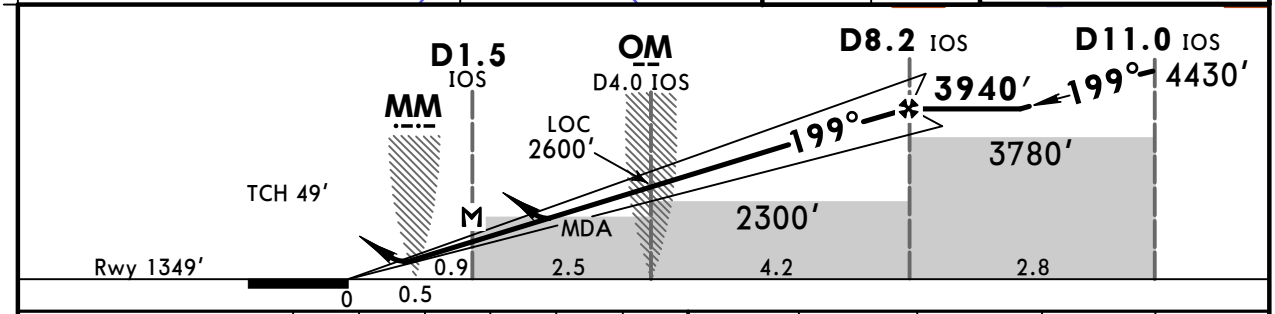
MSA OS NDB: 120° 6800′, 240° 6800′, 4600′

Alt Set: hPa | Rwy Elev: 48 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶



RECOMMENDED ALTITUDES LOC (GS out)	
IOS DME	ALTITUDE
8.0	3890′
7.0	3570′
6.0	3260′
5.0	2940′
4.0	2620′
3.0	2300′
2.0	1980′

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
4430′	1350m
3940′	1200m
2630′	800m
2600′	790m



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

HIALS | PAPI | 2630′ | 205 KT MAX LT | 4930′ or above | OS 241

Standard STRAIGHT-IN LANDING RWY **20R**

	ILS			LOC (GS out) CDFA		CIRCLE-TO-LAND		
DA(H)	AB:1549′(200′) CD:1562′(213′)			MDA(H) 1830′(481′)		Max Kts	MDA(H)	VIS
	FULL	Limited	ALS out		ALS out			
A	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	1900m		100	2100′ (735′)	3100m
B						135		
C				1900m	2300m	180	3190′(1825′)	4400m
D						205	3190′(1825′)	5000m

PANS OPS

CHANGES: MAP. Recommended altitudes. Minimums.

© JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG
JIANGBEI

JEPPESEN 15 MAY 15 (13-1) Eff 27 May 1600Z

CHONGQING, PR OF CHINA
VOR DME Rwy 02L

D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

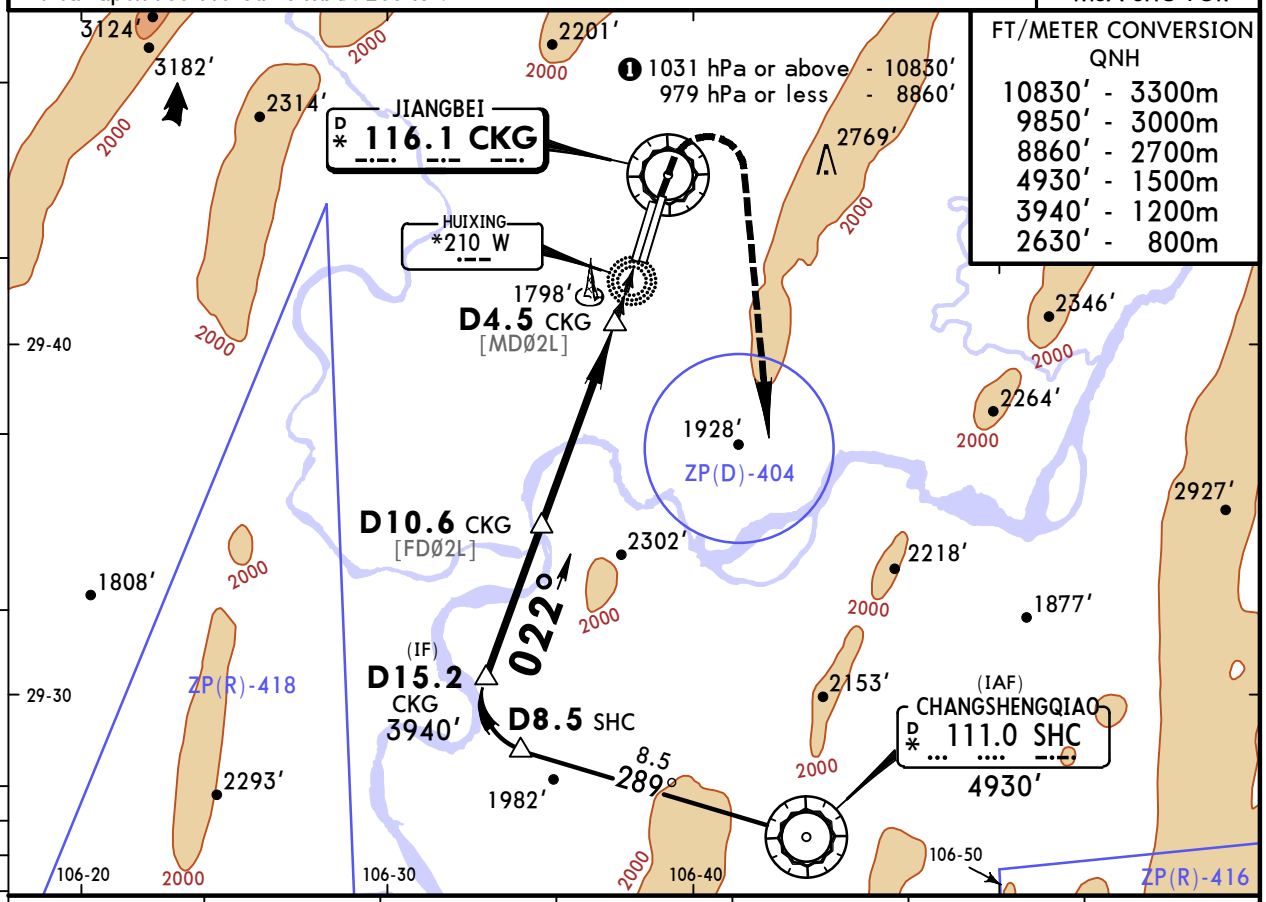
VOR CKG	Final Apch Crs	Procedure Alt D10.6 CKG	MDA(H)	Apt Elev 1365′
*116.1	022°	3940′(2589′)	2010′(659′)	RWY 1351′

MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn RIGHT (MAX 205 KT) to reach SHC VOR at or above 4930′. Contact ATC.

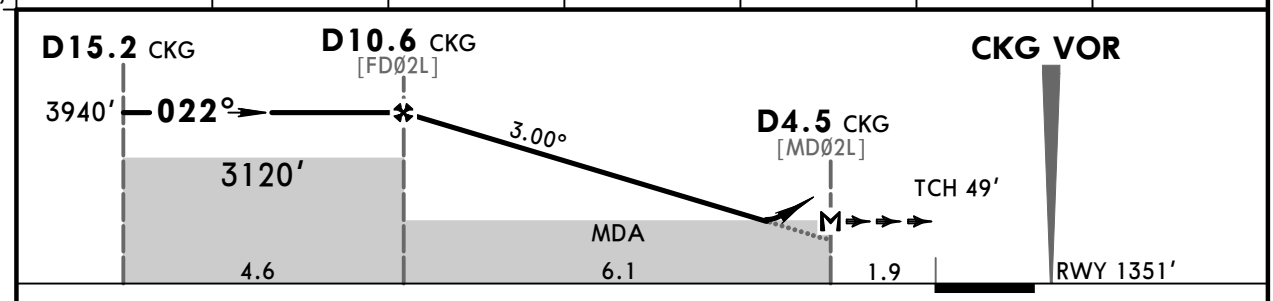
Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX 205 KT.

MSA SHC VOR: 4600′ 260° 5600′ 020°

BRIEFING STRIP ™



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D4.5 CKG						

HIALS PAPI | 2630′ | 205 KT MAX RT | 4930′ or above | SHC 111.0

Standard STRAIGHT-IN LANDING RWY **02L**

CDFA

MDA(H) **2010′** (659′)

ALS out

A	3100m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2100′ (735′)	3100m
135		
180	3190′ (1825′)	4400m
205	3190′ (1825′)	5000m

PANS OPS

CHANGES: Communications. MAP. Minimums.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG
JIANGBEI

JEPPESEN 15 MAY 15 (13-2) Eff 27 May 1600Z

CHONGQING, PR OF CHINA
VOR DME Rwy 02R

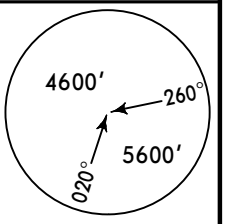
BRIEFING STRIP TM

D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

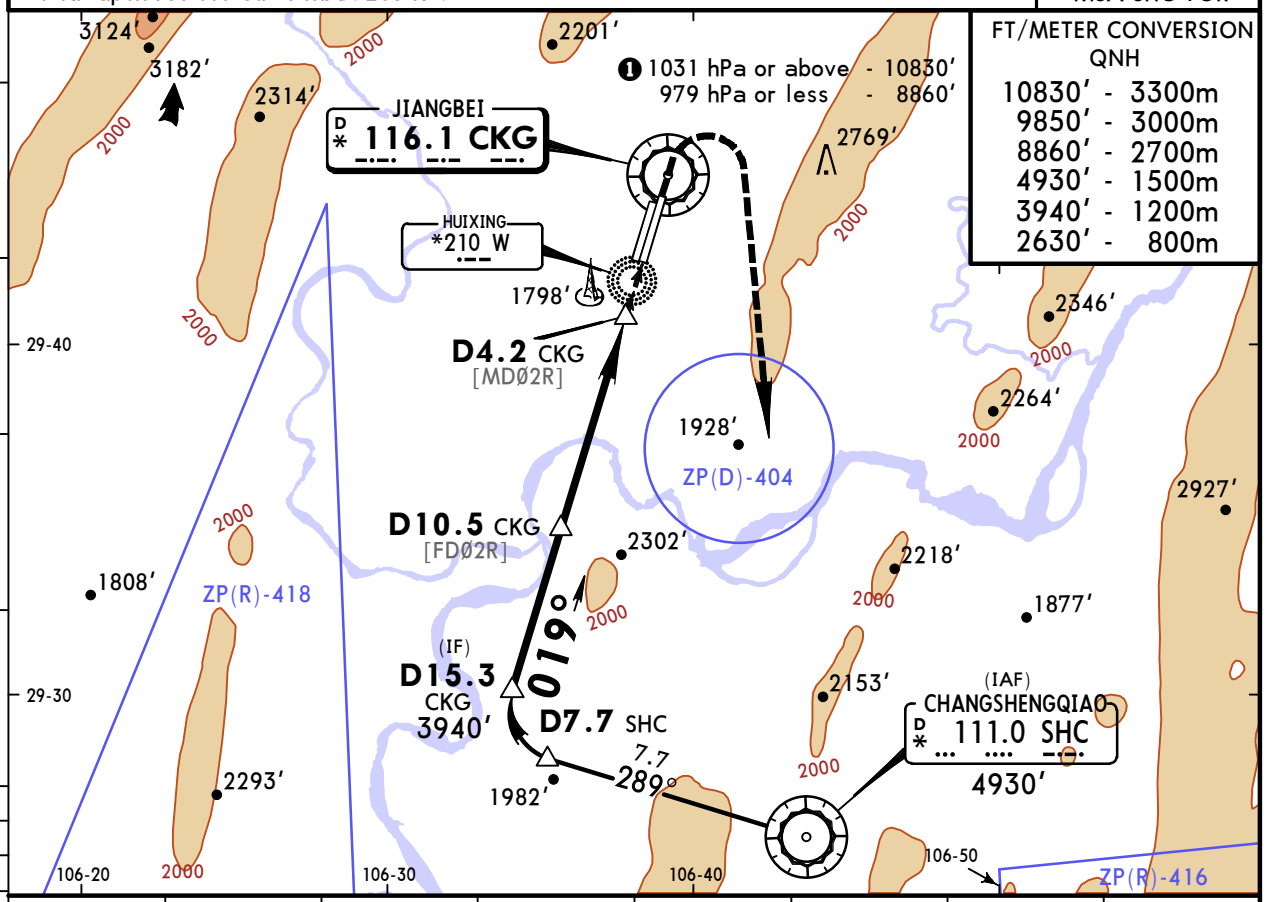
VOR CKG	Final Apch Crs	Procedure Alt D10.5 CKG	MDA(H)	Apt Elev 1365′
*116.1	019°	3940′(2591′)	1970′(621′)	RWY 1349′

MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn RIGHT (MAX 205 KT) to reach SHC VOR at or above 4930′. Contact ATC.

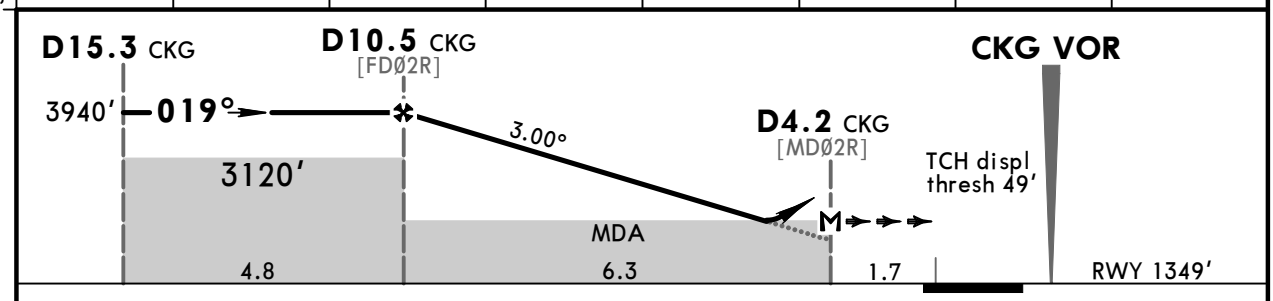
Alt Set: hPa Rwy Elev: 48 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch restricted to MAX 205 KT.



MSA SHC VOR



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D4.2 CKG						

HIALS PAPI | 2630′ | 205 KT MAX RT | 4930′ or above | SHC 111.0

Standard STRAIGHT-IN LANDING RWY **02R**

CDFA

MDA(H) **1970′** (621′)

ALS out

A	3000m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2100′ (735′)	3100m
135		
180	3190′ (1825′)	4400m
205	3190′ (1825′)	5000m

PANS OPS

CHANGES: Communications. MAP. Minimums.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG
JIANGBEI

9 OCT 15
Eff 14 Oct 1600Z
13-3

JEPPESEN

CHONGQING, PR OF CHINA
VOR DME Rwy 20L

BRIEFING STRIP ™

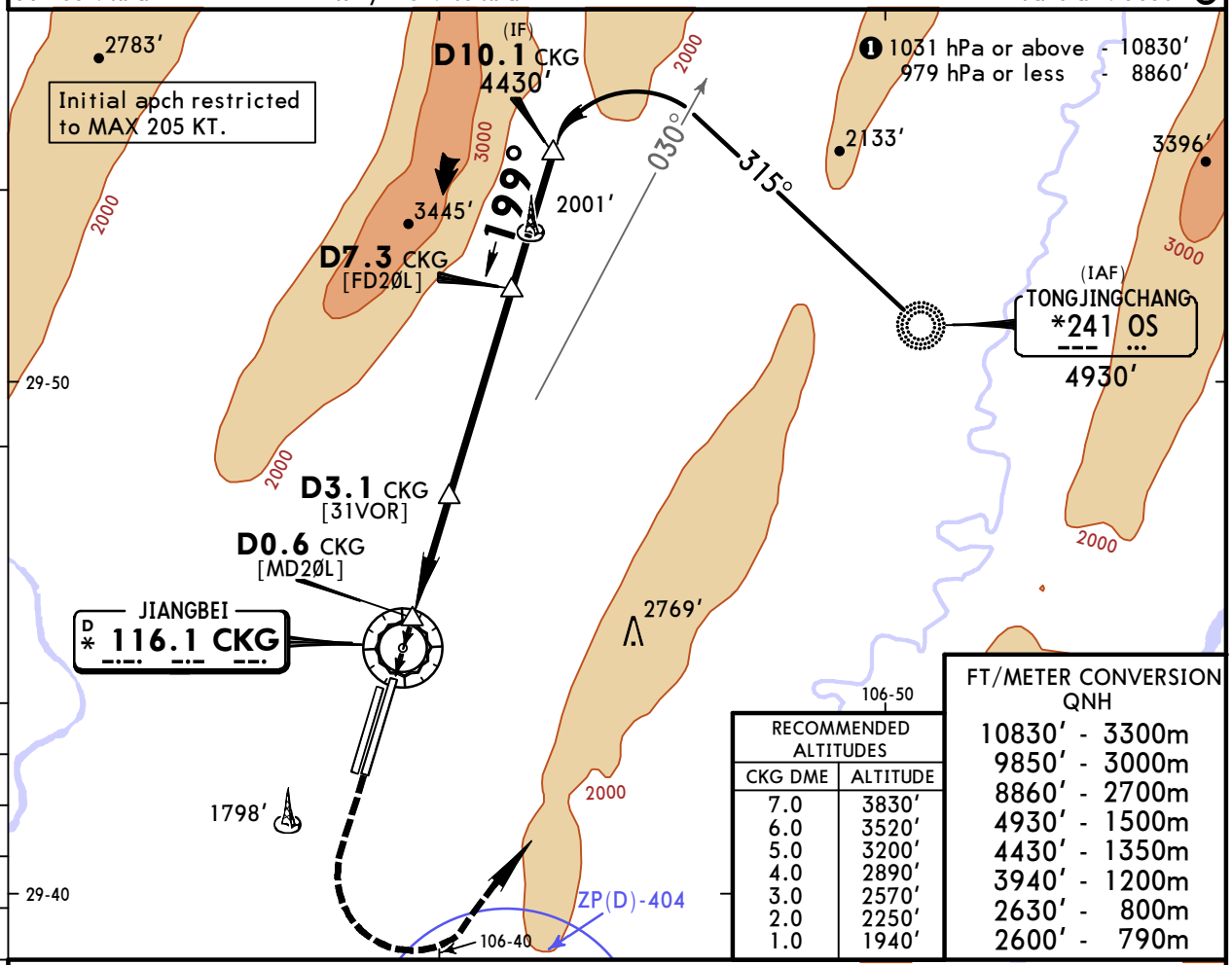
D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

VOR CKG	Final Apch Crs	Procedure Alt D7.3 CKG	MDA(H)	Apt Elev 1365′
*116.1	199°	3940′(2596′)	1830′(486′)	Rwy 1344′

MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn LEFT (MAX 205 KT) to reach OS NDB at or above 4930′. Contact ATC.

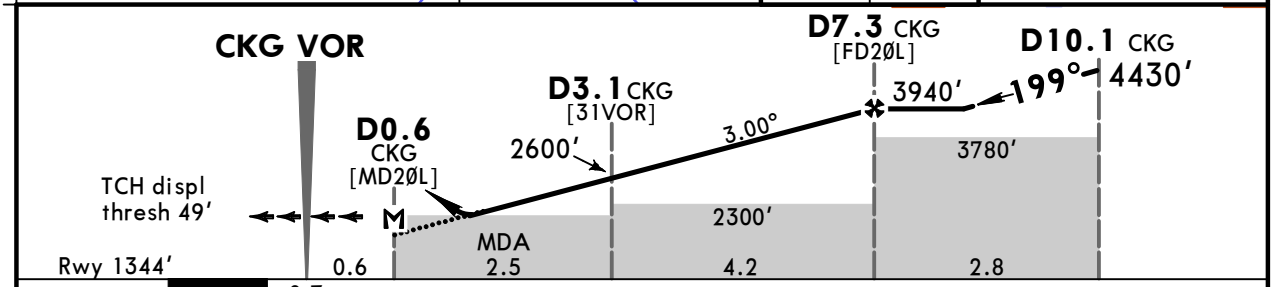
MSA OS NDB: 120° 6800′, 240° 4600′

Alt Set: hPa | Rwy Elev: 48 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶



RECOMMENDED ALTITUDES	
CKG DME	ALTITUDE
7.0	3830′
6.0	3520′
5.0	3200′
4.0	2890′
3.0	2570′
2.0	2250′
1.0	1940′

FT/METER CONVERSION QNH
10830′ - 3300m
9850′ - 3000m
8860′ - 2700m
4930′ - 1500m
4430′ - 1350m
3940′ - 1200m
2630′ - 800m
2600′ - 790m



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6 CKG						

HIALS
PAPI

2630′	205 KT MAX LT	4930′ or above	OS 241

PANS OPS

Standard STRAIGHT-IN LANDING RWY **20L**

CDFA
MDA(H) **1830′** (486′)

		ALS out
A	1900m	
B		
C	1900m	2300m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2100′ (735′)	3100m
135		
180	3190′ (1825′)	4400m
205	3190′ (1825′)	5000m

CHANGES: MAP. Recommended altitudes. Minimums.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG
JIANGBEI

JEPPESEN 15 MAY 15 (16-1) Eff 27 May 1600Z

CHONGQING, PR OF CHINA
NDB Rwy 02L

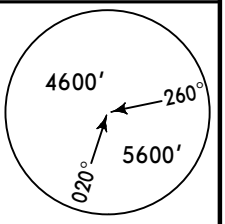
BRIEFING STRIP ™

D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

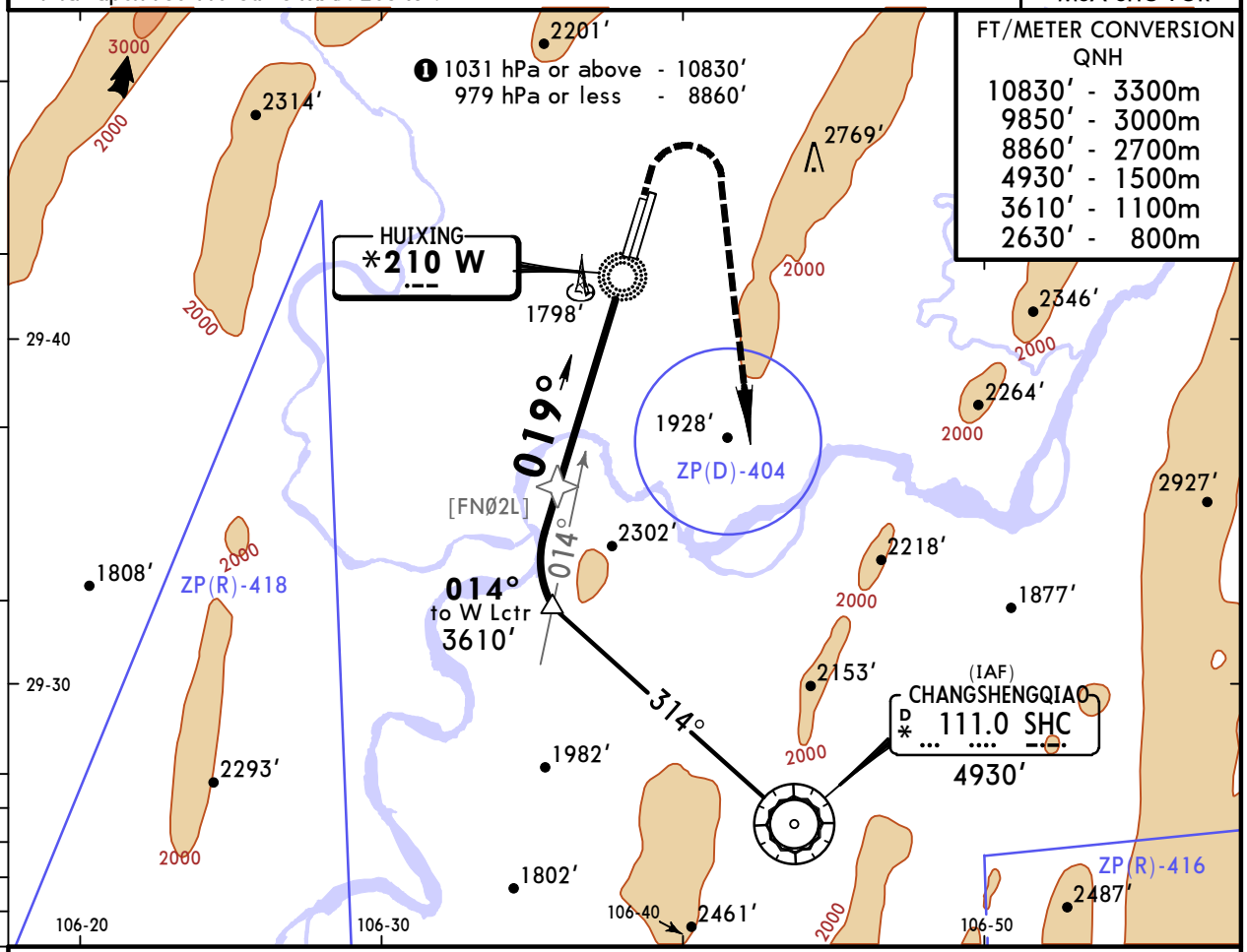
Lctr	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 1365′
W *210	019°	No FAF	1970′(619′)	RWY 1351′

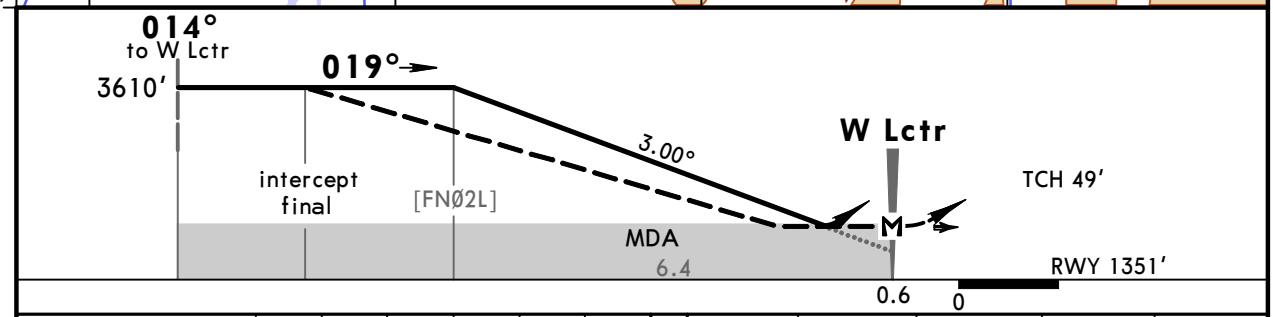
MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn RIGHT (MAX 205 KT) to reach SHC VOR at or above 4930′. Contact ATC.

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



MSA SHC VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at W Lctr							

HIALS PAPI | 2630′ | 205 KT MAX RT | 4930′ or above | SHC 111.0

Standard STRAIGHT-IN LANDING RWY 02L

	CDFA MDA(H) 1970′(619′)	ALS out	non-CDFA MDA(H) 1970′(619′)	ALS out
A	2900m		2900m	3000m
B				
C				3200m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2100′ (735′)	3100m
135		
180	3190′ (1825′)	4400m
205	3190′ (1825′)	5000m

PANS OPS

CHANGES: Communications. Minimums.

© JEPPESEN, 2004, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 13 Dec 2016; Terminal chart data cycle 19-2016 (Expired); Notice: After 22 Sep 2016, 0000Z, this chart may no longer be valid

ZUCK/CKG
JIANGBEI

JEPPESEN 15 MAY 15 (16-2) Eff 27 May 1600Z

CHONGQING, PR OF CHINA
NDB Rwy 20R

BRIEFING STRIP

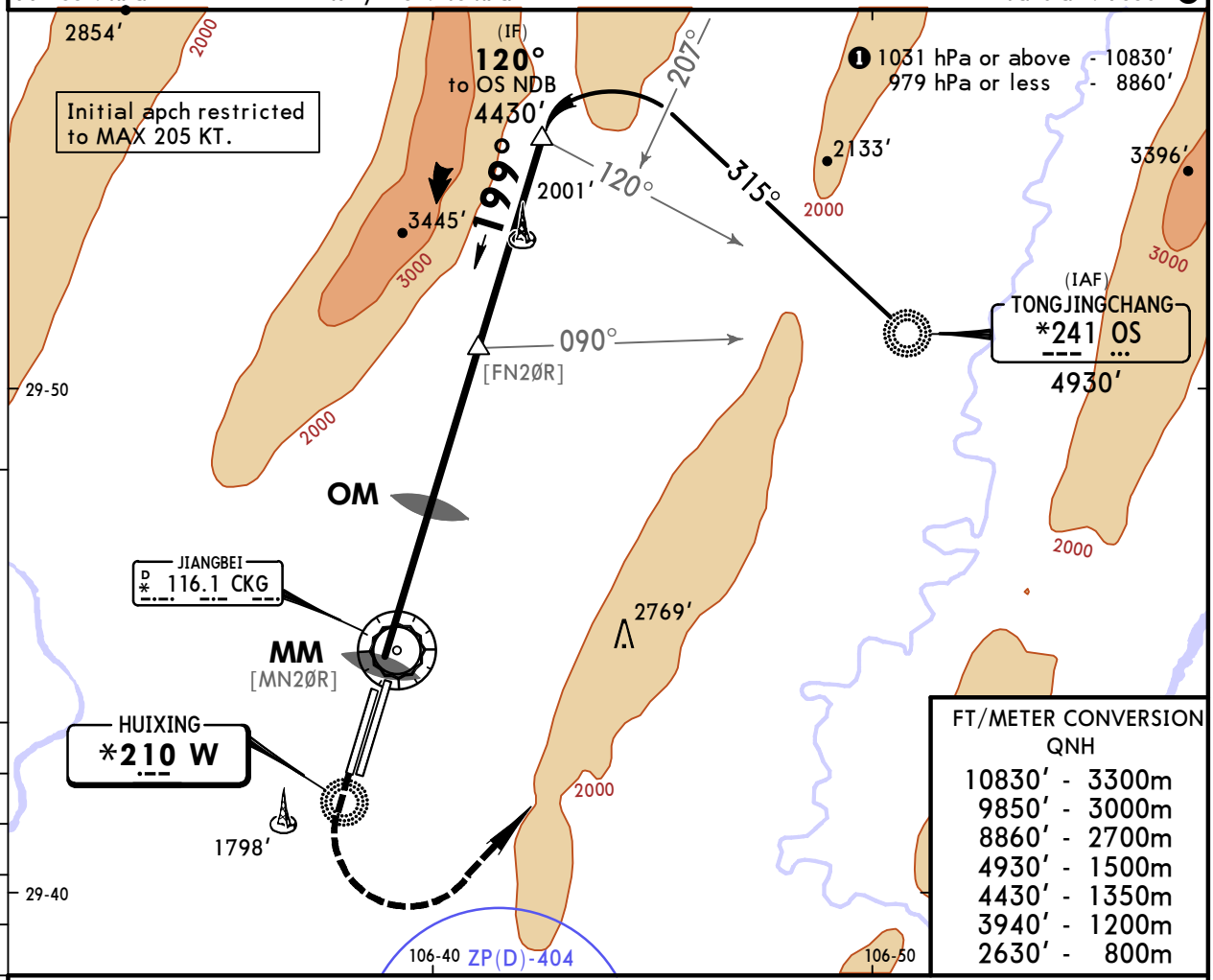
D-ATIS Arrival	CHONGQING Approach (R) AP01	AP02	AP03	CHONGQING Tower		*Ground
126.4	125.2	120.85	119.1	118.2	124.35	121.75

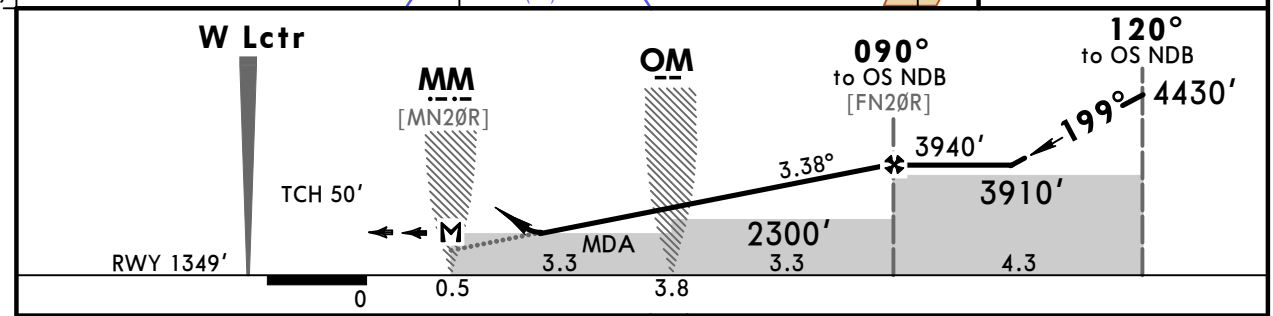
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1365′
W *210	199°	090° to OS NDB 3940′(2591′)	2010′(661′)	RWY 1349′

MISSED APCH: Climb STRAIGHT AHEAD to 2630′, then turn LEFT (MAX 205 KT) to reach OS NDB at or above 4930′. Contact ATC.

MSA OS NDB: 6800′ (120°–240°), 4600′

Alt Set: hPa | Rwy Elev: 48 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.38°	419	538	598	718	837	957
MAP at MM						

HIALS / PAPI | 2630′ | 205 KT MAX LT | 4930′ or above | OS 241

Standard STRAIGHT-IN LANDING RWY **20R**

CDFA MDA(H) **2010′** (661′)

ALS out

A	2500m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2100′ (735′)	3100m
135		
180	3190′ (1825′)	4400m
205	3190′ (1825′)	5000m

PANS OPS

CHANGES: Communications. Minimums.

© JEPPESEN, 2004, 2015. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

Chart changes since cycle 18-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CHONGQING, (JIANGBEI - ZUCK)

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ZUCK

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(10-2A, 10-2C, 10-2E) RWY 02R for LOST COM under clarification, CAUTION advised.

Chart Change Notices for Country CHN

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20150429
End Date: No end date

At the following airports disregard the note "QNH on req" as QFE is avbl only: ZGNN, ZSQZ, ZSWX, ZYJM, ZYMD, ZYQQ and ZYYJ.