

List of pages in this Trip Kit

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- Terminal Charts For ZUCK
- Revision Letter For Cycle 05-2025
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- 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: 3.0° 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: 2200 Z
Sunset: 1139 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: 03L
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1331 ft
Lighting: Edge, ALS, Centerline

Runway: 03R
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1332 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: 21L
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1312 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 656 ft

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

Communication Information

ATIS: 126.650 Departure Service
ATIS: 131.450
ATIS: 126.400 Arrival Service
Chongqing Tower: 124.350
Chongqing Tower: 118.375
Chongqing Tower: 118.200
Chongqing Tower: 123.575
Chongqing Tower: 118.650 Secondary
Chongqing Ground: 121.750
Chongqing Ground: 121.850
Chongqing Ground: 121.650
Jiangbei Apron Ramp/Taxi: 121.700
Jiangbei Apron Ramp/Taxi: 121.600
Chongqing Clearance Delivery: 121.950
Chongqing Approach: 120.025
Chongqing Approach: 127.925
Chongqing Approach: 125.200
Chongqing Approach: 120.450
Chongqing Approach: 119.100
Chongqing Approach: 120.850
Chongqing Approach: 124.200 Secondary
Chongqing Approach: 119.550 Secondary

ZUCK/CKG
JIANGBEI

JEPPESEN
20 DEC 24

10-1P

CHONGQING, PR OF CHINA
Eff 25 Dec 1600Z

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 03L/21R are available for low visibility take-off.

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

RWY 02L and RWY 21R 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.

ACFT not having a mode S transponder or having a mode S failure should report to ATC controller when contacted. In case of TCAS malfunction, report proactively TCAS system failure conditions.

1.6. RWY OPERATIONS

RWY 02L/20R and RWY 02R/20L are closely spaced RWYs. RWY 02R/20L mainly used for departures and RWY 02L/20R for arrivals.

RWY 03L/21R and RWY 03R/21L are closely spaced RWYs. RWY 03L/21R mainly used for departures and RWY 03R/21L for arrivals.

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.

TWY used for crossing RWY 03L/21R is: H3.

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 03L/21R via TWY Z9.

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

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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, 523 thru 534 and 723 thru 735.

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 bar lights on RWY 20R or 20L are deficient, only one ACFT is allowed to operate southwards in West maneuver area.

If stop bar lights on RWY 20L or 20R are deficient, only one ACFT is allowed to operate northwards in West maneuver area.

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

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

Birds.

1.9.2. SIMULTANEOUS OPERATIONS ON PARALLEL RWYs

Dependent parallel approaches, independent parallel departures and segregated parallel operation are applied on the aerodrome. Each of RWY 02L/20R and RWY 02R/20L and RWY 03L/21R and RWY 03R/21L can be couple.

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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10-1P2

CHONGQING, PR OF CHINA
Eff 25 Dec 1600Z

AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 02L and 21R 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.

Landing ACFT shall vacate RWY to the West when using RWY 03L/21R, 03R/21L to land.

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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10-1P3

CHONGQING, PR OF CHINA
Eff 25 Dec 1600Z

AIRPORT BRIEFING

3. DEPARTURE

ACFT pushing back, starting up and taxiing from stand 301 thru 305, 505 thru 514 shall follow the GND02 instructions, from other stands shall follow APN01 or APN02.

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.

Crew shall report to ground control the RWY using for vacating and the TWY holding position in use at the first time, especially in conditions of low visibility.

The nose of ACFT shall get close to the RWY holding position marking without exceeding it when ACFT waiting at the RWY holding position. Pilot should correctly distinguish RWY holding position markings pattern A and pattern B, and wait at the correct RWY holding position.

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.

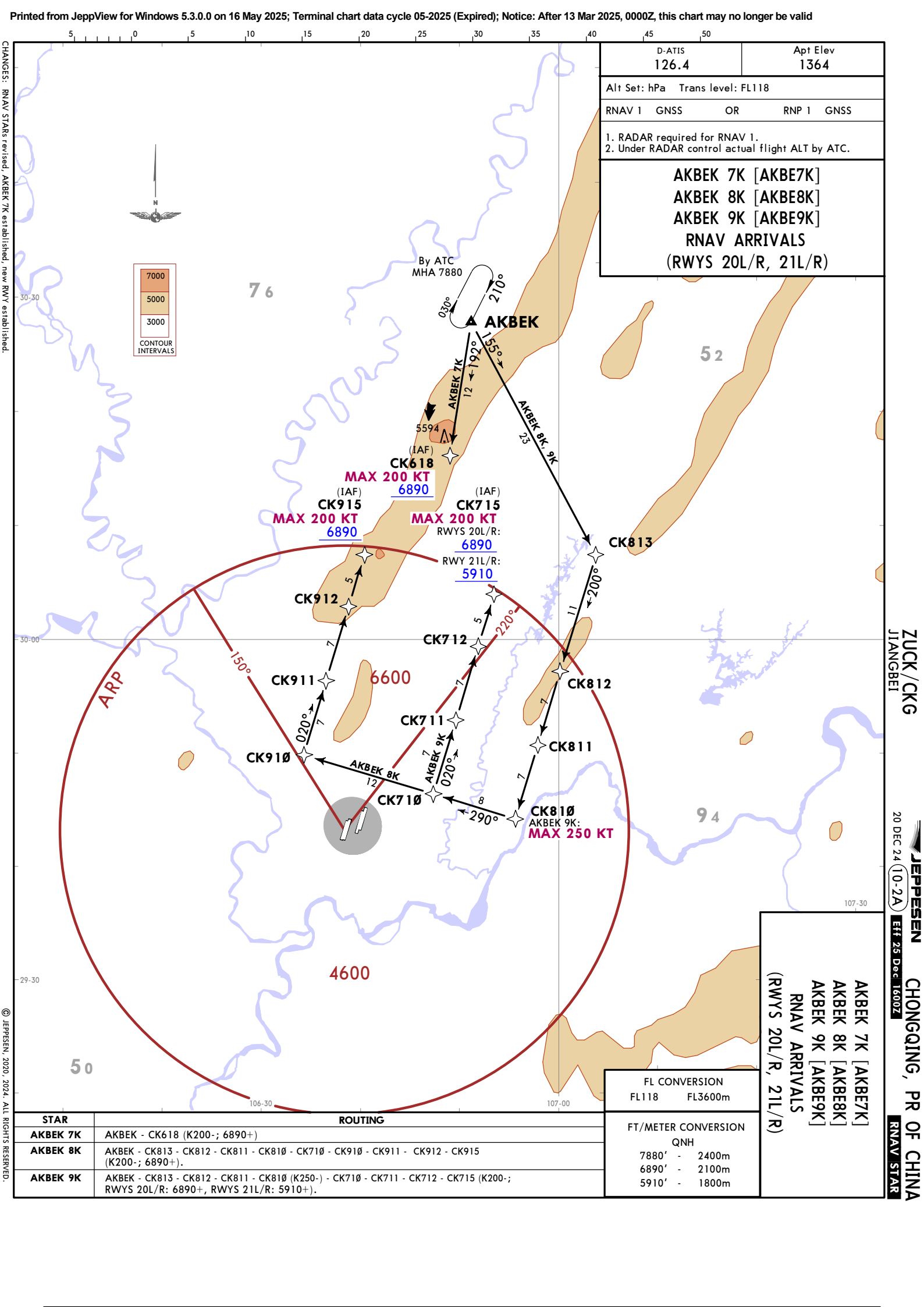
If pilots cannot comply with these requirements, ATC has to be informed in advance.

3.3. OTHER INFORMATION

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

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JIANGBEI

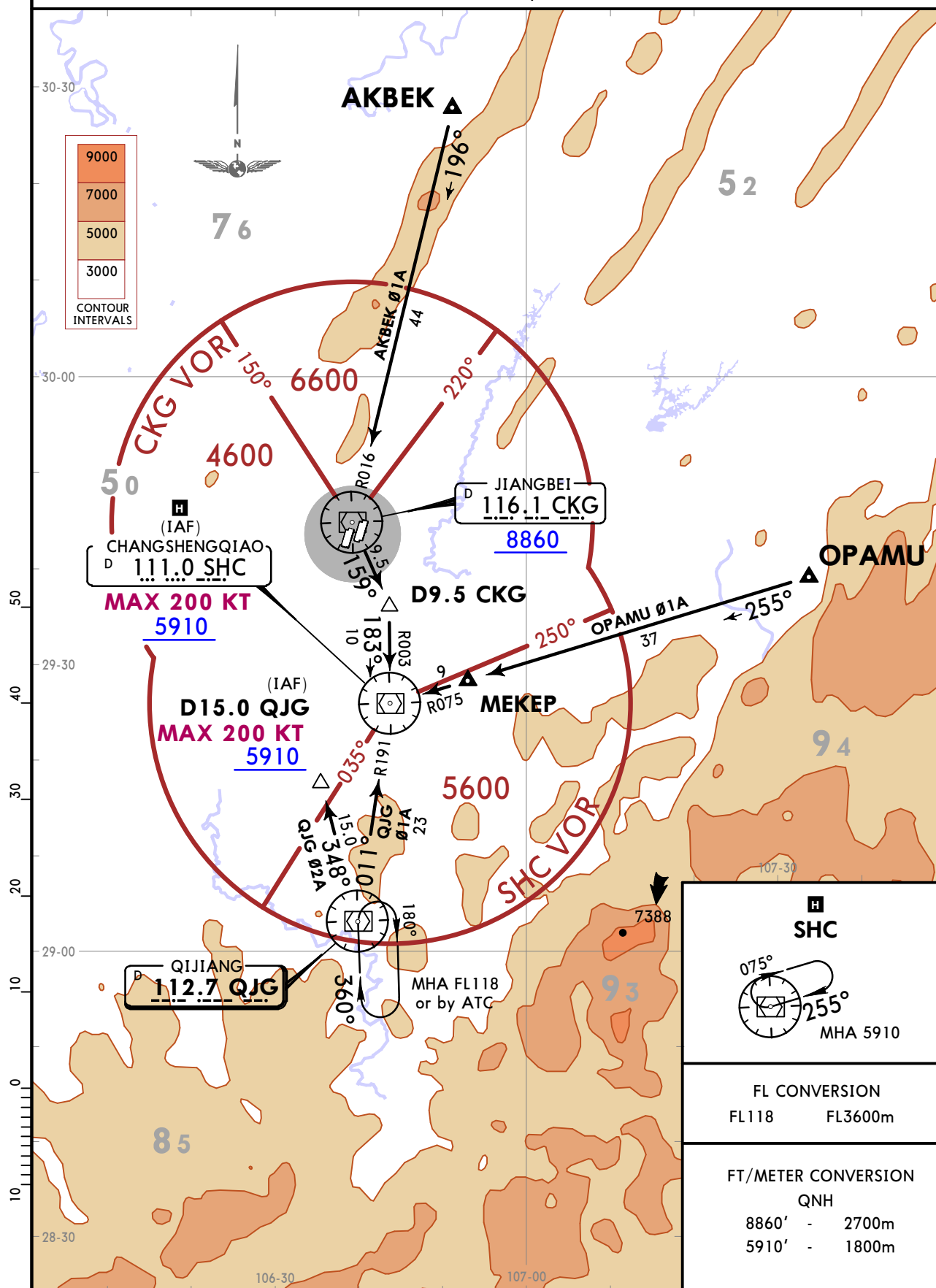
JEPPesen CHONGQING, PR OF CHINA
20 DEC 24 10-2D Eff 25 Dec 1600Z STAR

D-ATIS
126.4

Apt Elev
1364

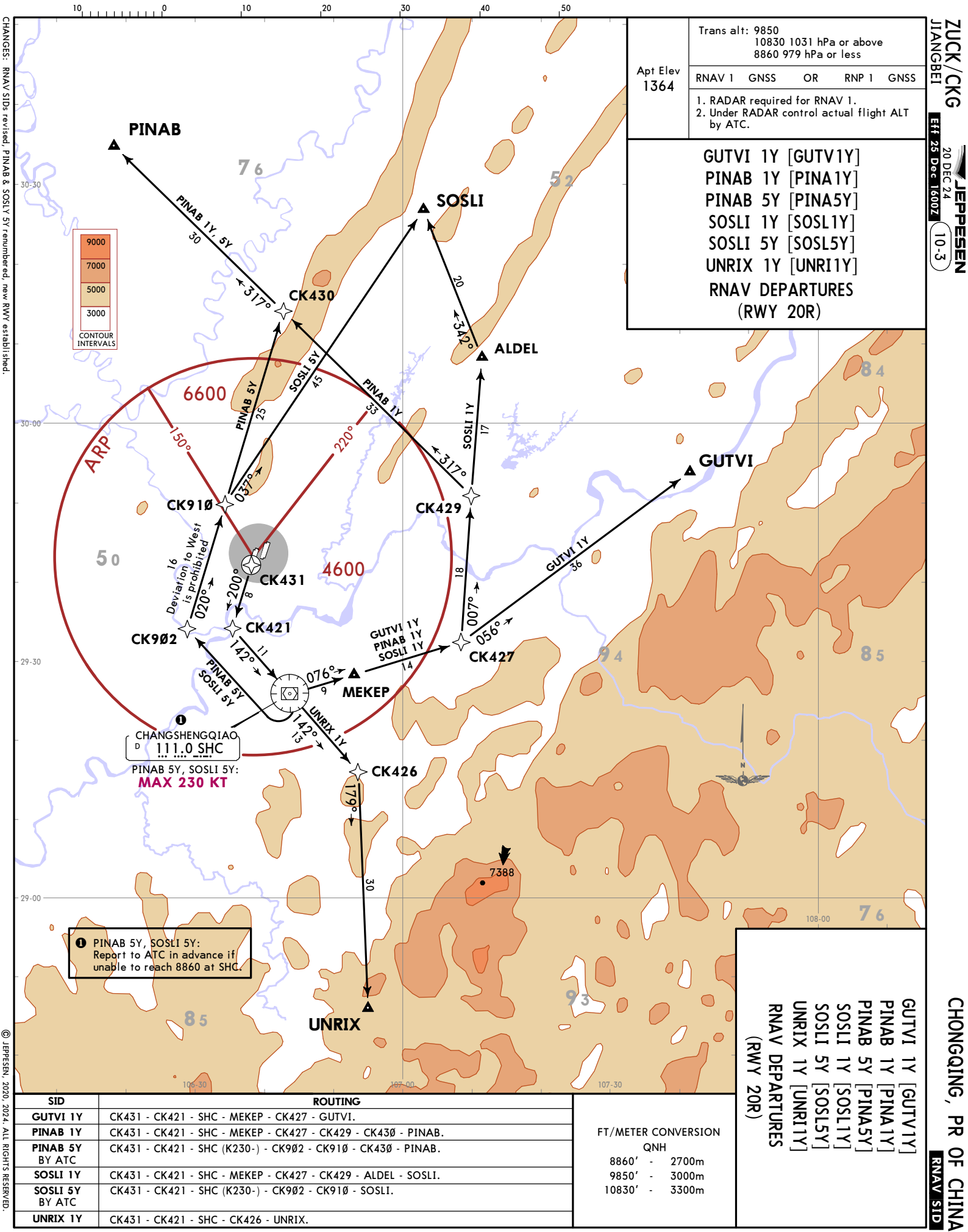
Alt Set: hPa
Trans level: FL118

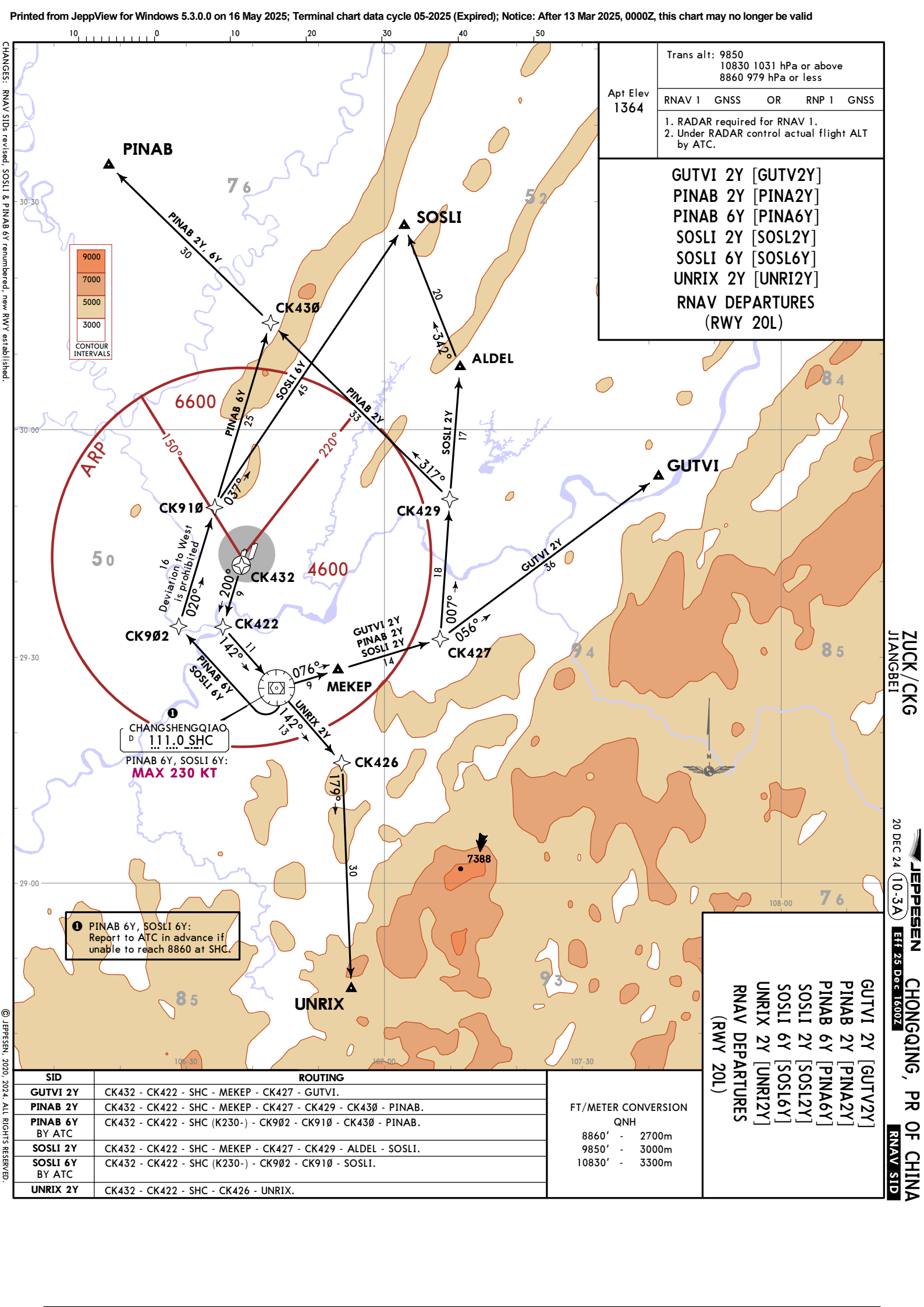
AKBEK 01A [AKB01A], OPAMU 01A [OPA01A]
QJG 01A [QJG01A], QJG 02A [QJG02A]
ARRIVALS
(RWYS 02L/R, 03L/R)

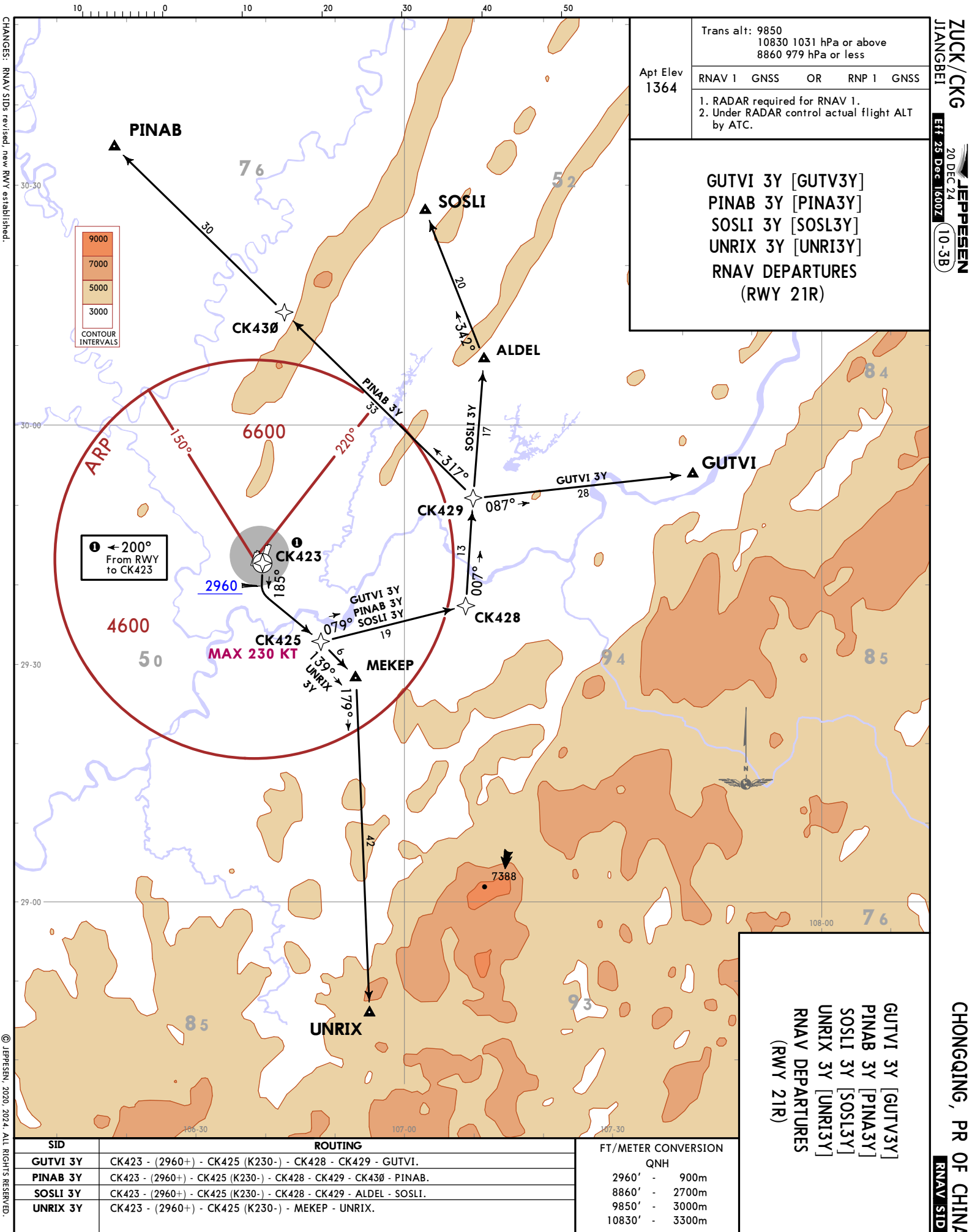


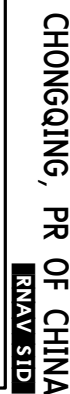
CHANGES: Bearings, MSAs, new RWY established.

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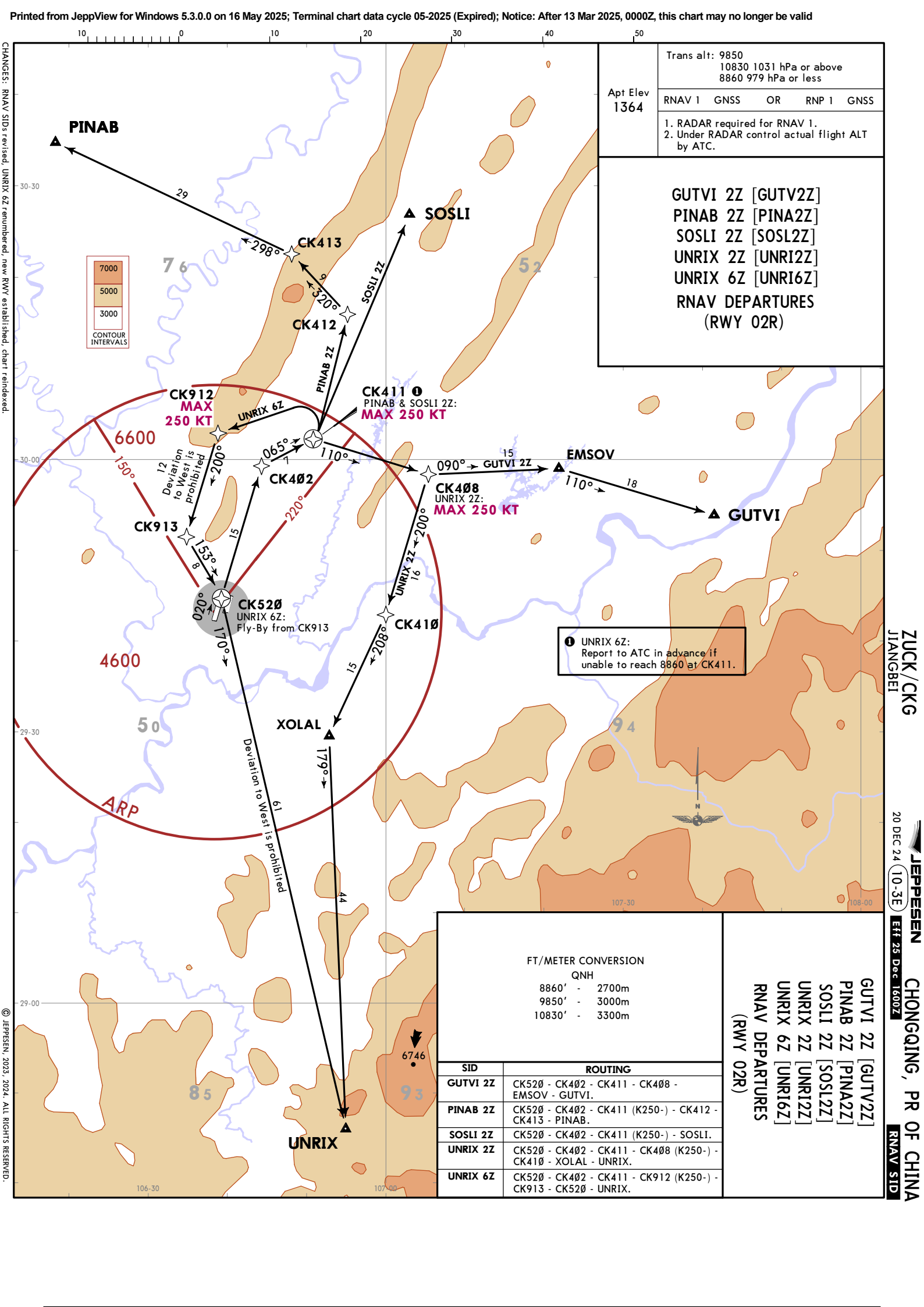


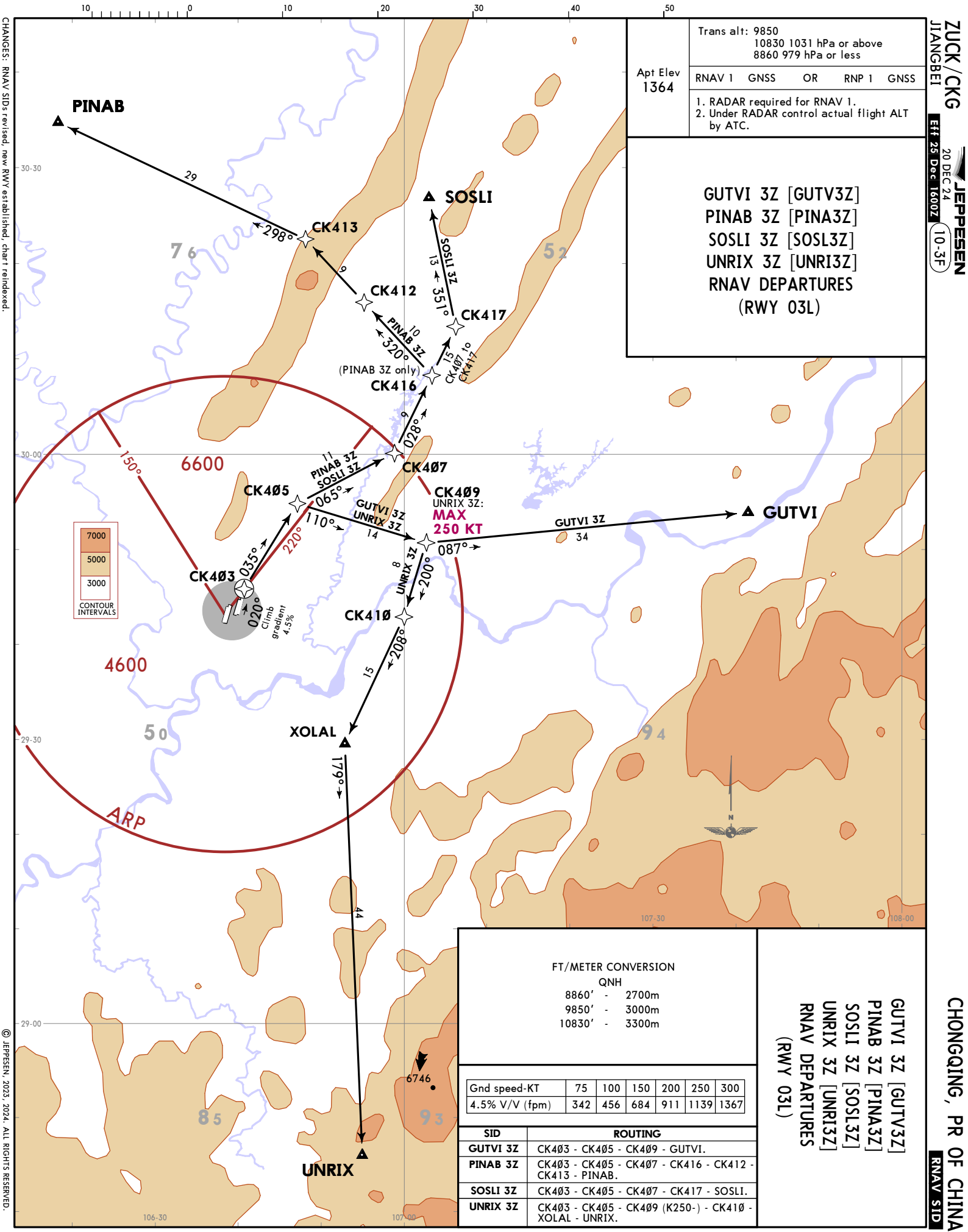






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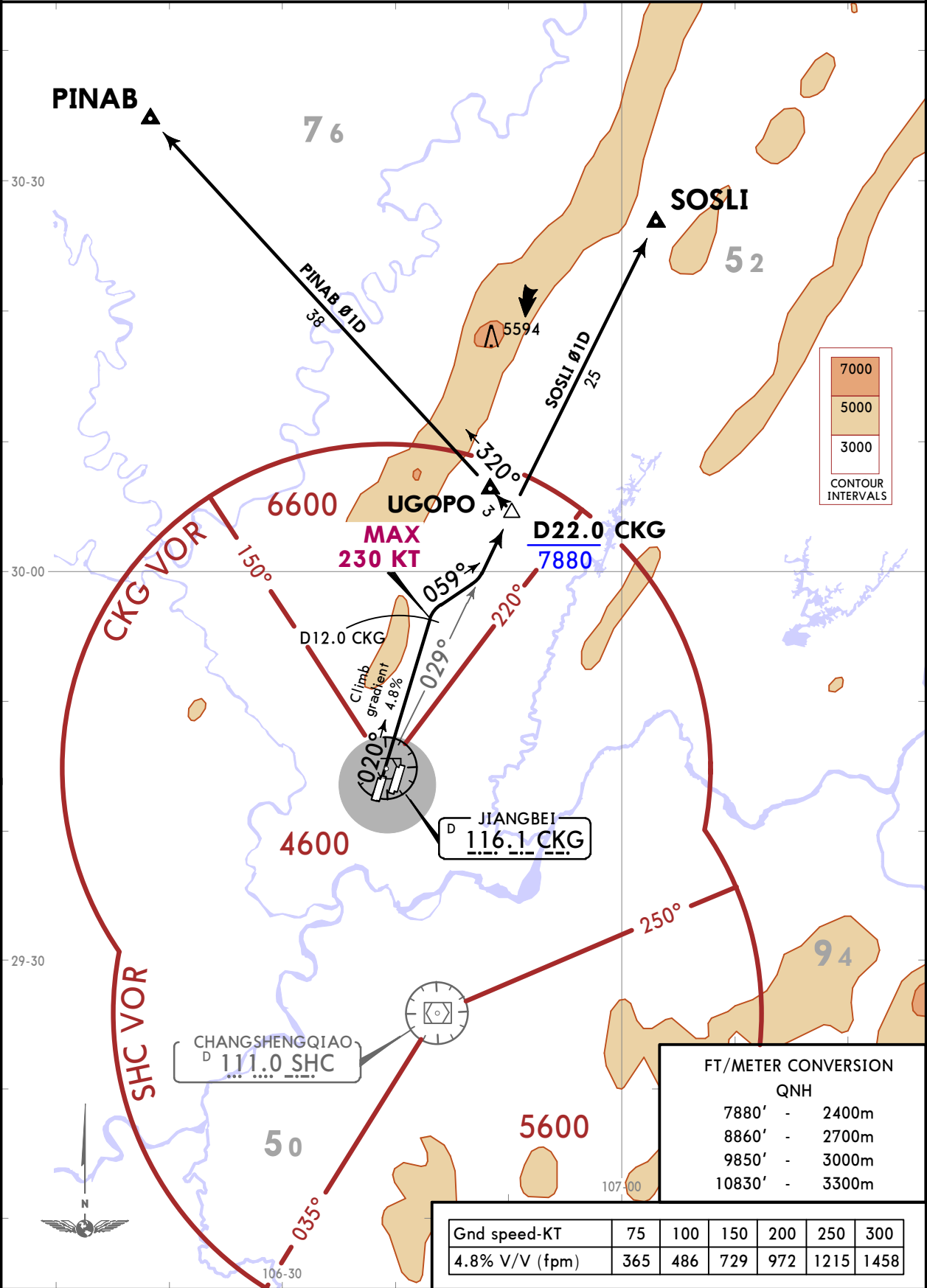


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JEPPESSEN CHONGQING, PR OF CHINA
20 DEC 24 10-3H Eff 25 Dec 1600Z SID

Apt Elev 1364	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or less
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PINAB Ø1D [PINØ1D]
SOSLI Ø1D [SOSØ1D]
DEPARTURES
(RWY 02L)



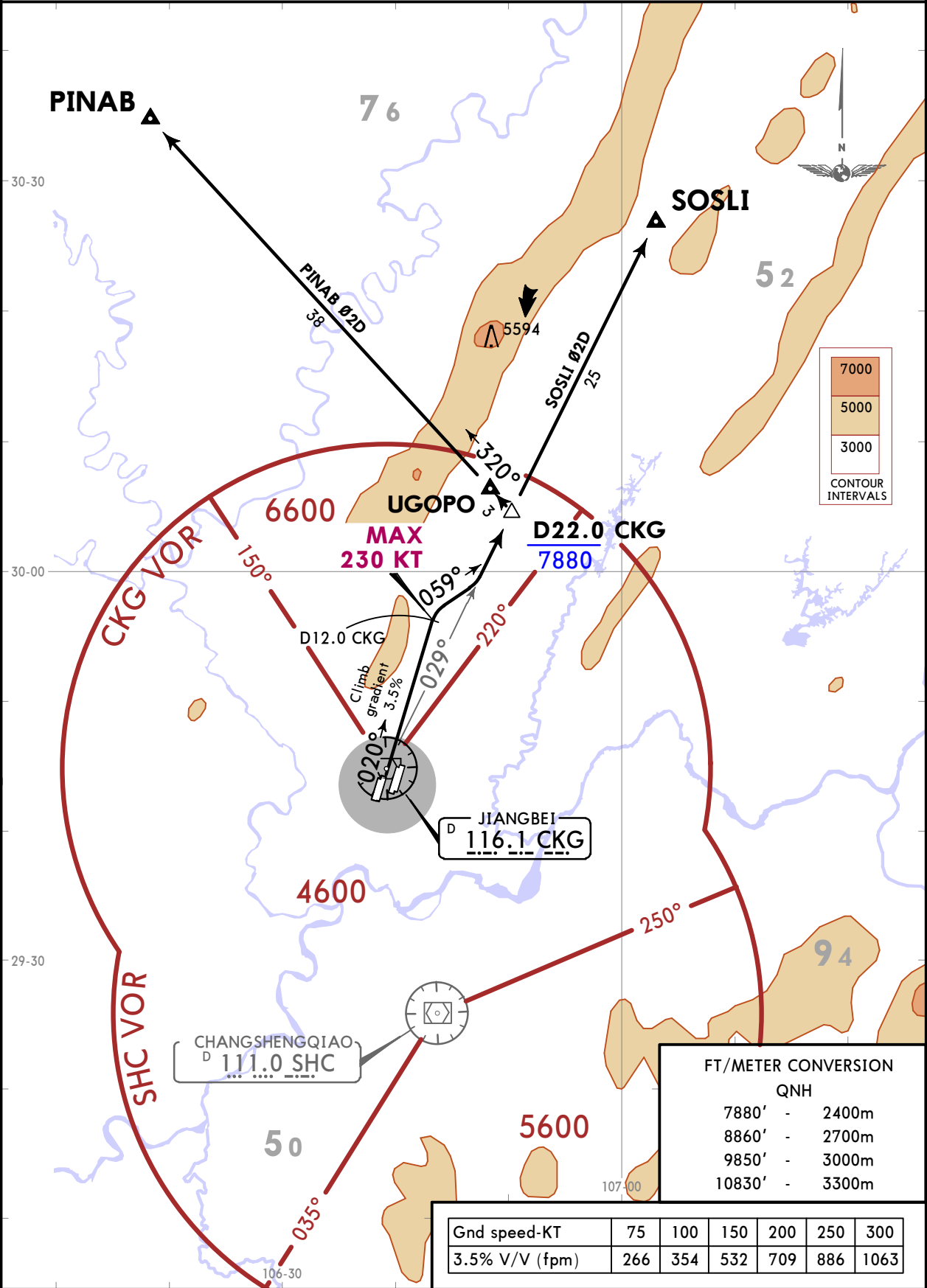
ZUCK/CKG
JIANGBEI

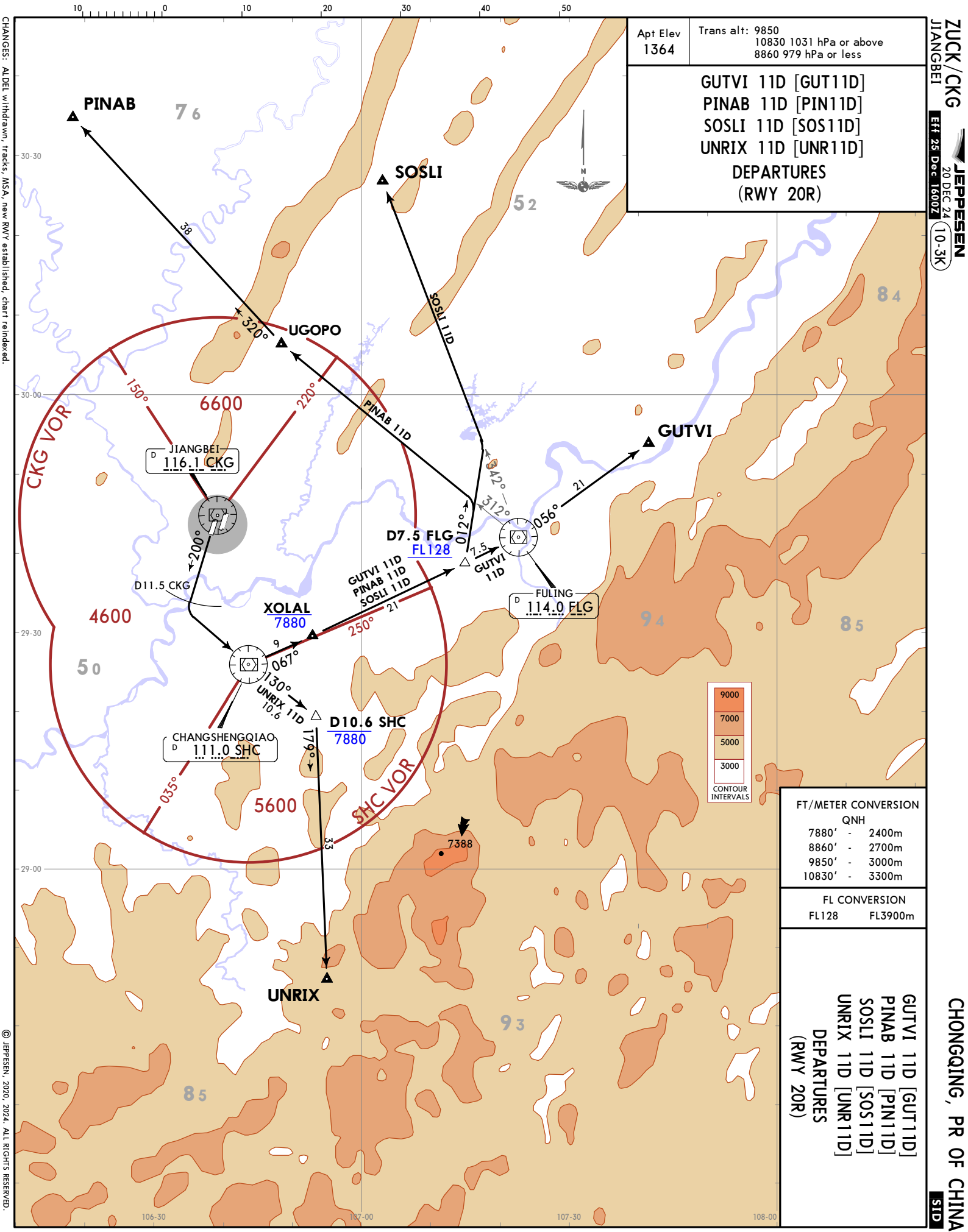
JEPPESON CHONGQING, PR OF CHINA
20 DEC 24 (10-3J) Eff 25 Dec 1600Z

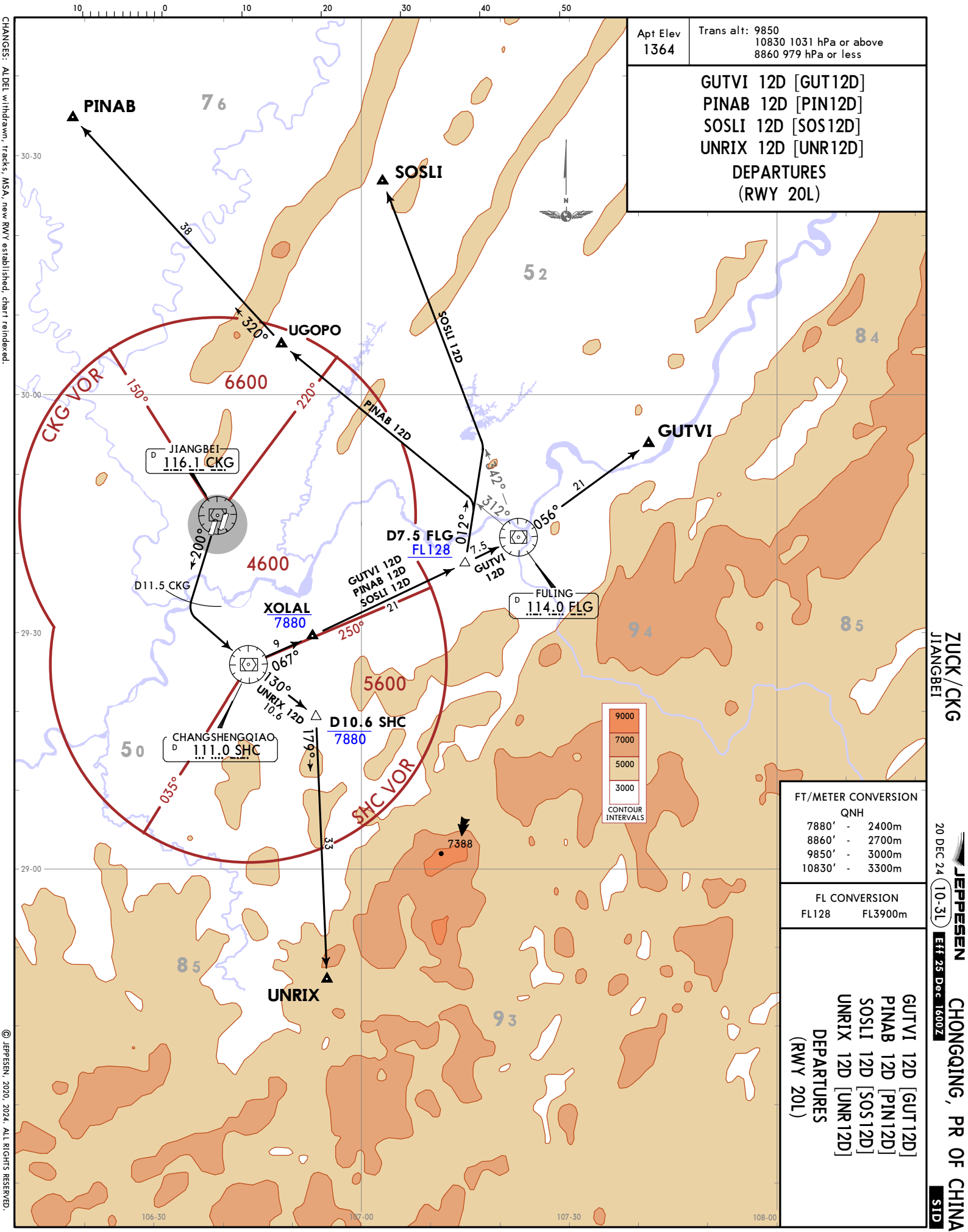
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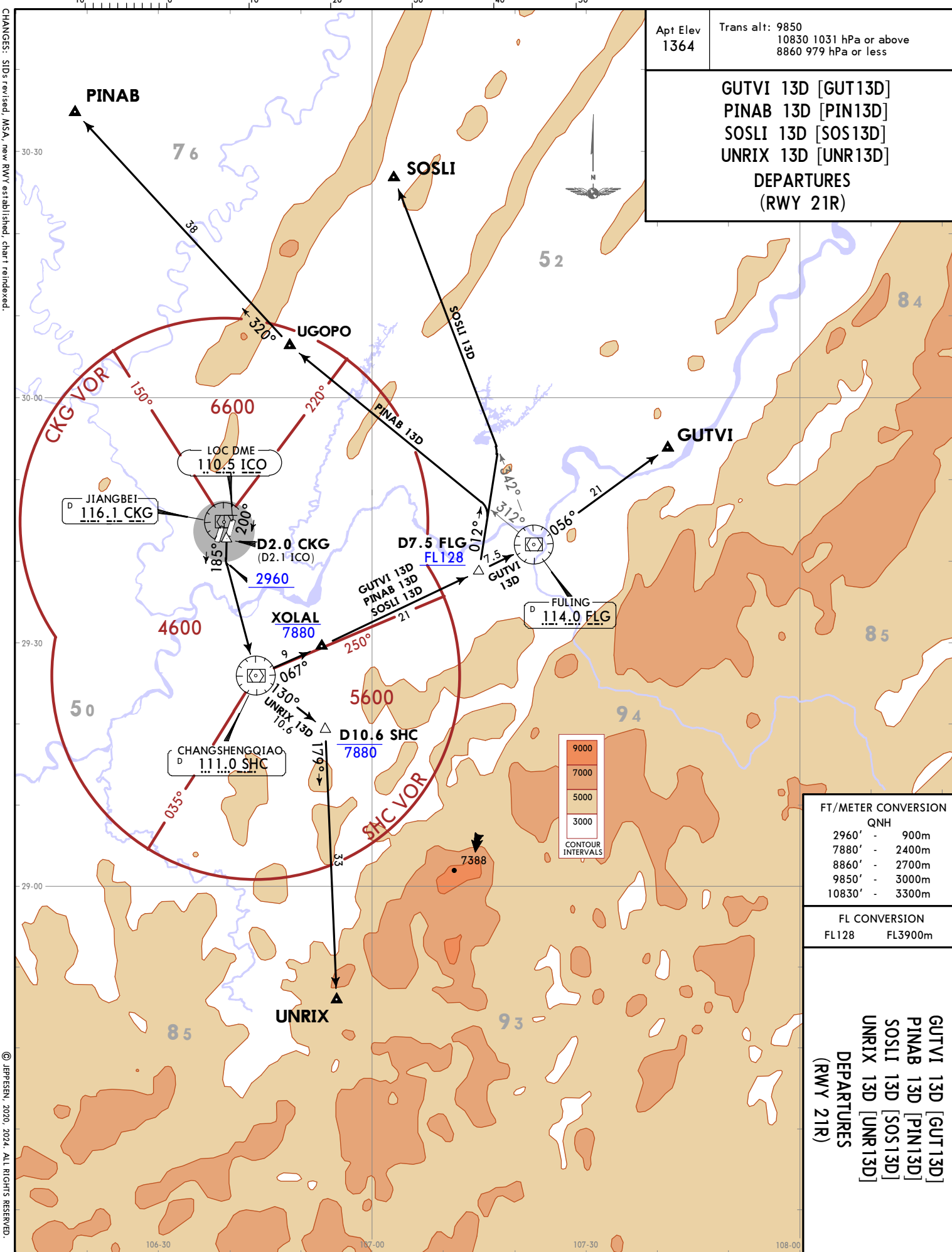
Apt Elev 1364	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or less
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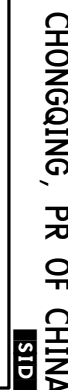
PINAB Ø2D [PINØ2D]
SOSLI Ø2D [SOSØ2D]
DEPARTURES
(RWY 02R)

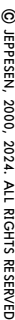


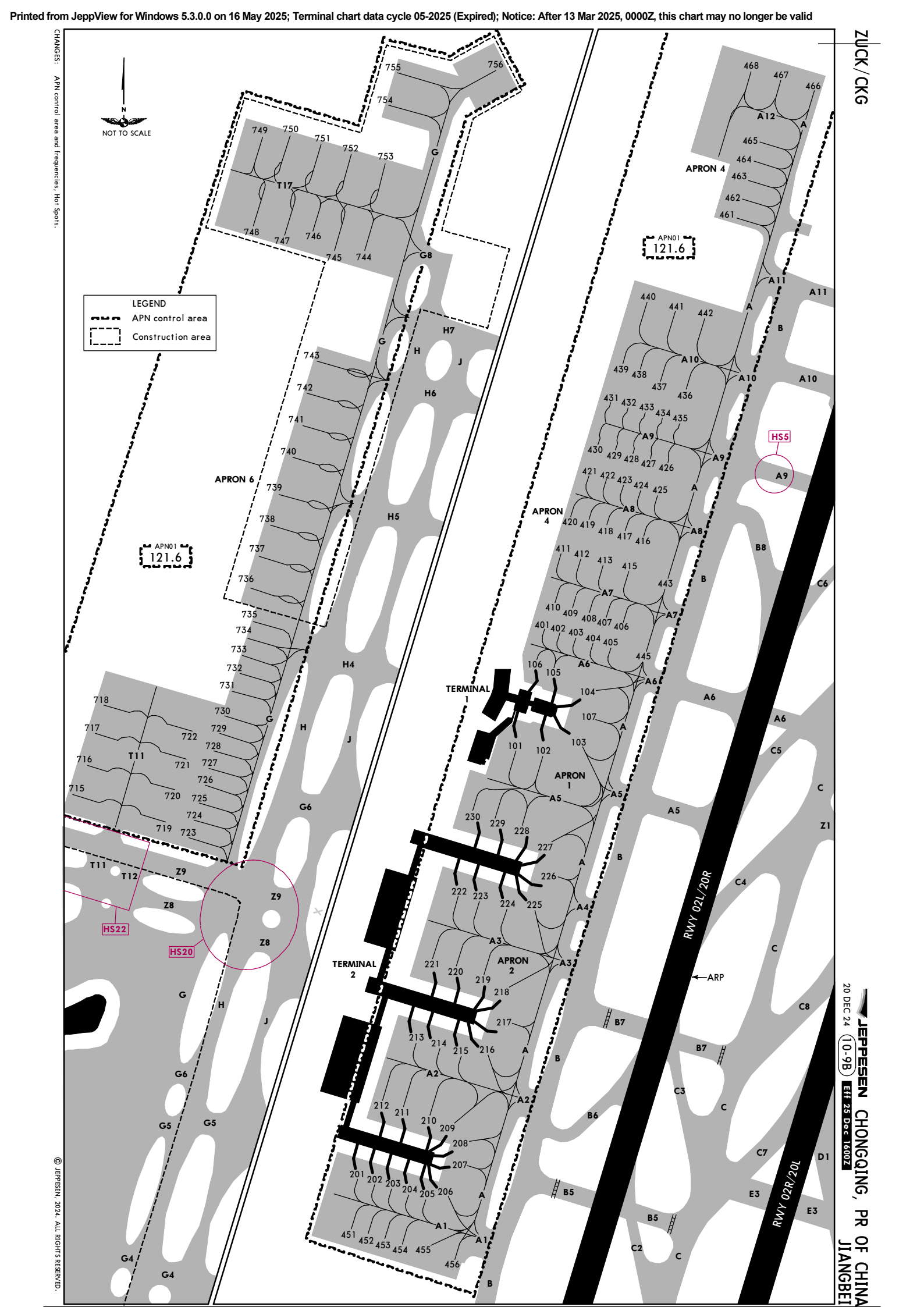












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JEPPesen CHONGQING, PR OF CHINA
JIANGBEI
20 DEC 24 (10-9B) EFF 23 Dec 1600Z

CHANGES: APN control areas and frequencies, Hot Spots.

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LEGEND
--- APN control area
--- Construction area

APN01
121.6

APN01
121.6

HS5
A9

HS22
T11

HS20
Z8

TERMINAL

TERMINAL 2

RWY 02L/20R

RWY 02R/20L

←ARP

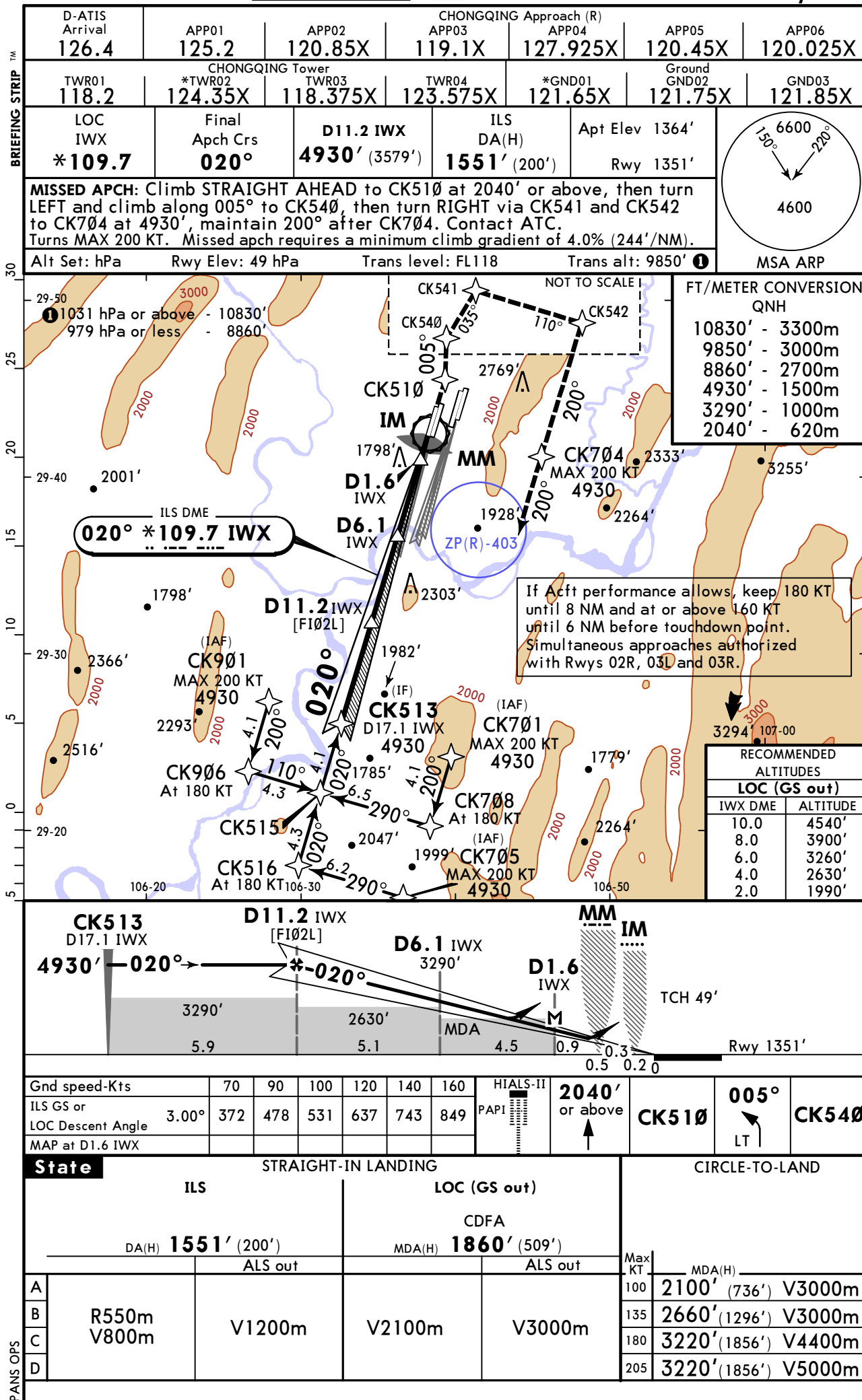


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JIANGBEI

20 DEC 24
Eff 25 Dec 1600Z

(11-1)

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



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ZUCK/CKG

CHONGQING, PR OF CHINA

SA CAT I

JIANGBEI

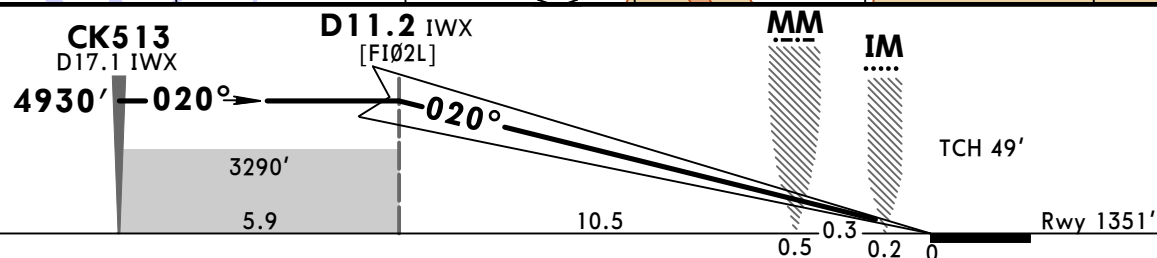
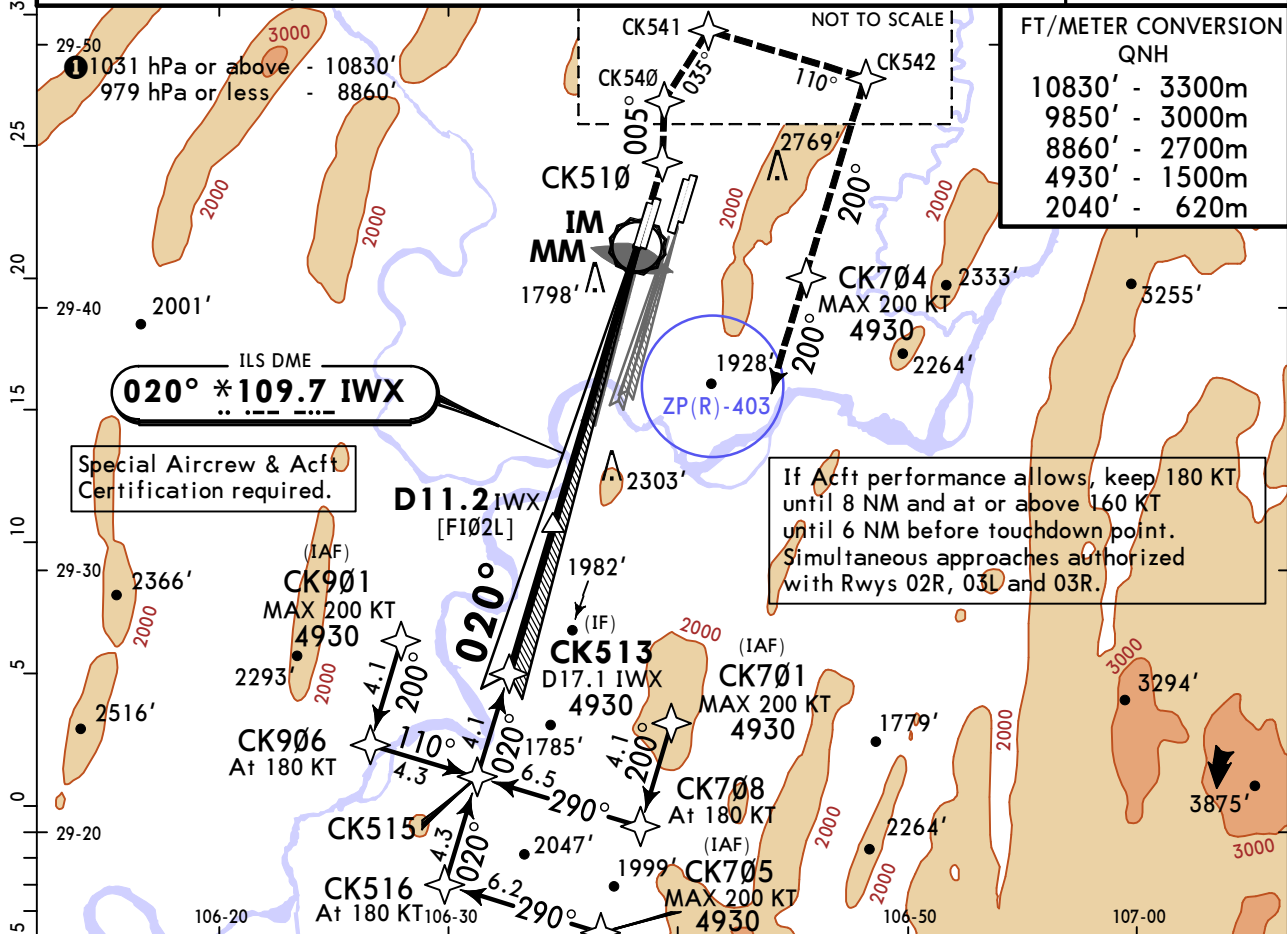
20 DEC 24

Eff 25 Dec 1600Z

11-1B

RNAV ILS DME Z Rwy 02L

D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	CHONGQING Approach (R) APP03 119.1X	APP04 127.925X	APP05 120.45X	APP06 120.025X
TWR01 118.2	CHONGQING Tower *TWR02 124.35X	TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X	GND03 121.85X
LOC IWX *109.7	Final Apch Crs 020°	D11.2 IWX 4930' (3579')	SA CAT I ILS RA 174' DA(H) 1501' (150')	Apt Elev 1364' Rwy 1351'	6600 150° 220° 4600	
MISSED APCH: Climb STRAIGHT AHEAD to CK510 at 2040' or above, then turn LEFT and climb along 005° to CK540, then turn RIGHT via CK541 and CK542 to CK704 at 4930', maintain 200° after CK704. Contact ATC. Turns MAX 200 KT. Missed apch requires a minimum climb gradient of 4.0% (244'/NM).						MSA ARP
Alt Set: hPa	Rwy Elev: 49 hPa	Trans level: FL118	Trans alt: 9850' ①			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI
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State

STRAIGHT-IN LANDING

1 SA CAT I ILS

RA 174'

DA(H) **1501'** (150')

R450m

1 HUD required.

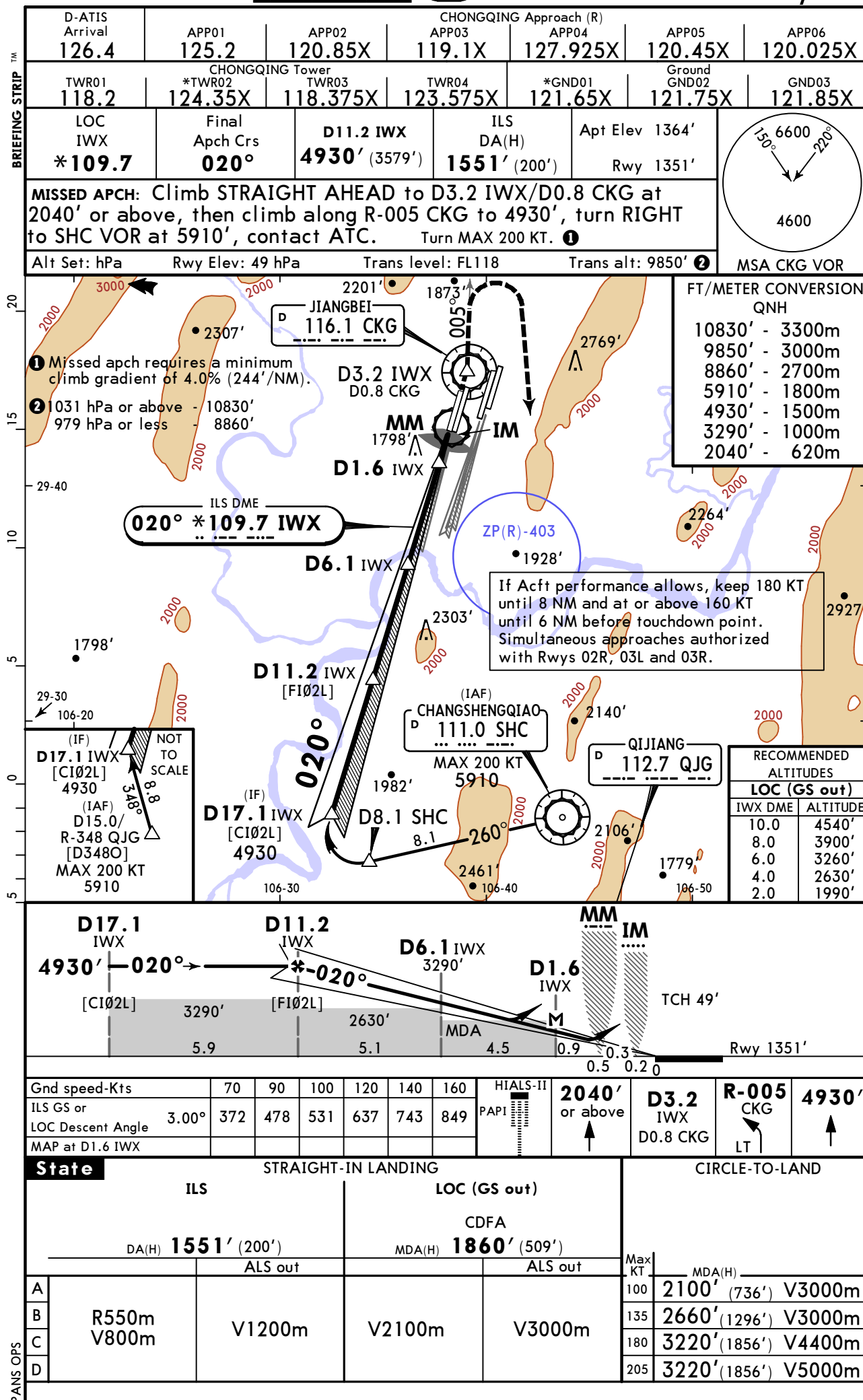
CHANGES: Communications, bearings, missed apch, new AOM format.

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20 DEC 24
Eff 25 Dec 1600Z

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



ZUCK/CKG
JIANGBEI

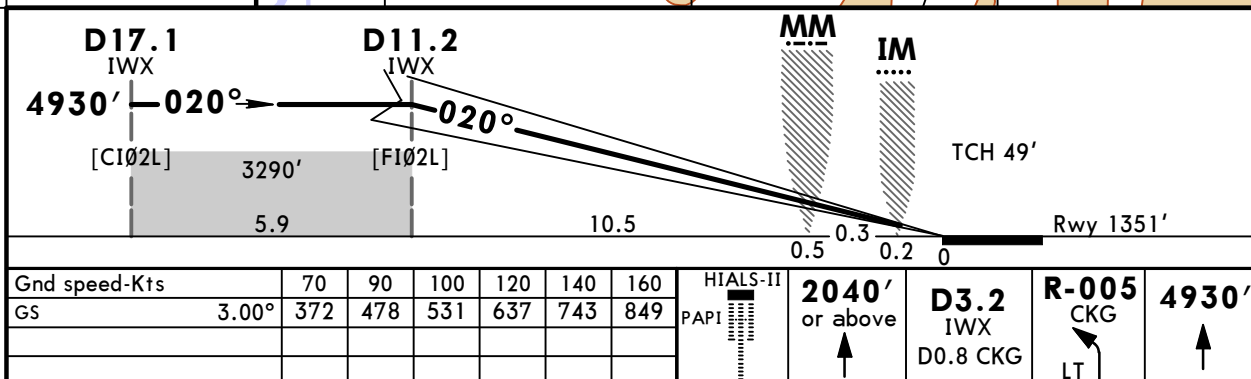
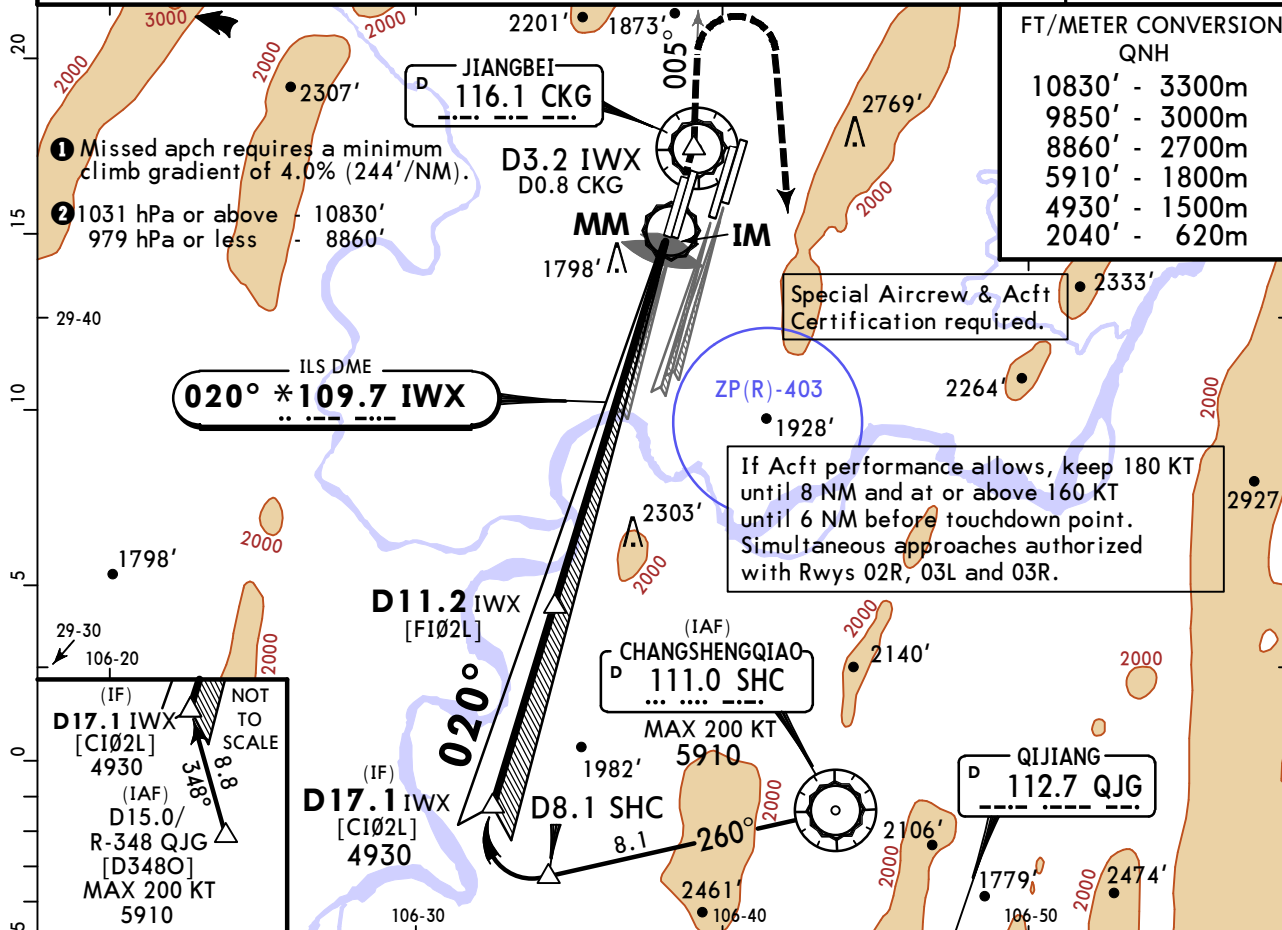
20 DEC 24
Eff 25 Dec 1600Z

11-2A

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

BRIEFING STRIP™

D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	CHONGQING Approach (R) APP03 119.1X	APP04 127.925X	APP05 120.45X	APP06 120.025X	
TWR01 118.2	CHONGQING Tower *TWR02 124.35X		TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X	GND03 121.85X
LOC IWX *109.7	Final Apch Crs 020°		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-005 CKG to 4930', turn RIGHT to SHC VOR at 5910', contact ATC. Turn MAX 200 KT. ①							
Alt Set: hPa		Rwy Elev: 49 hPa		Trans level: FL118		Trans alt: 9850' ②	
MSA CKG VOR							



State

STRAIGHT-IN LANDING

CAT II ILS

RA 105'

DA(H) 1451' (100')

R300m

① CAT D: R350m for manual operation below DH

ZUCK / CKG



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CHONGQING, PR OF CHINA

SA CAT I

JIANGBEI

20 DEC 24

Eff 25 Dec 1600Z

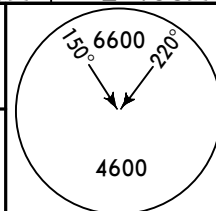
11-2B

ILS DME Y Rwy 02L

STKI	D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	APP03 119.1X	CHONGQING Approach (R) APP04 127.925X	APP05 120.45X	APP06 120.025X
	CHONGQING Tower						
	TWR01 118.2	*TWR02 124.35X	TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X	GND03 121.85X

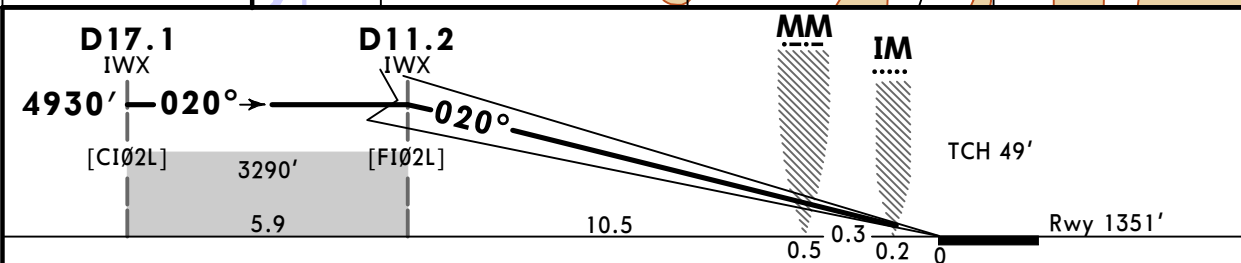
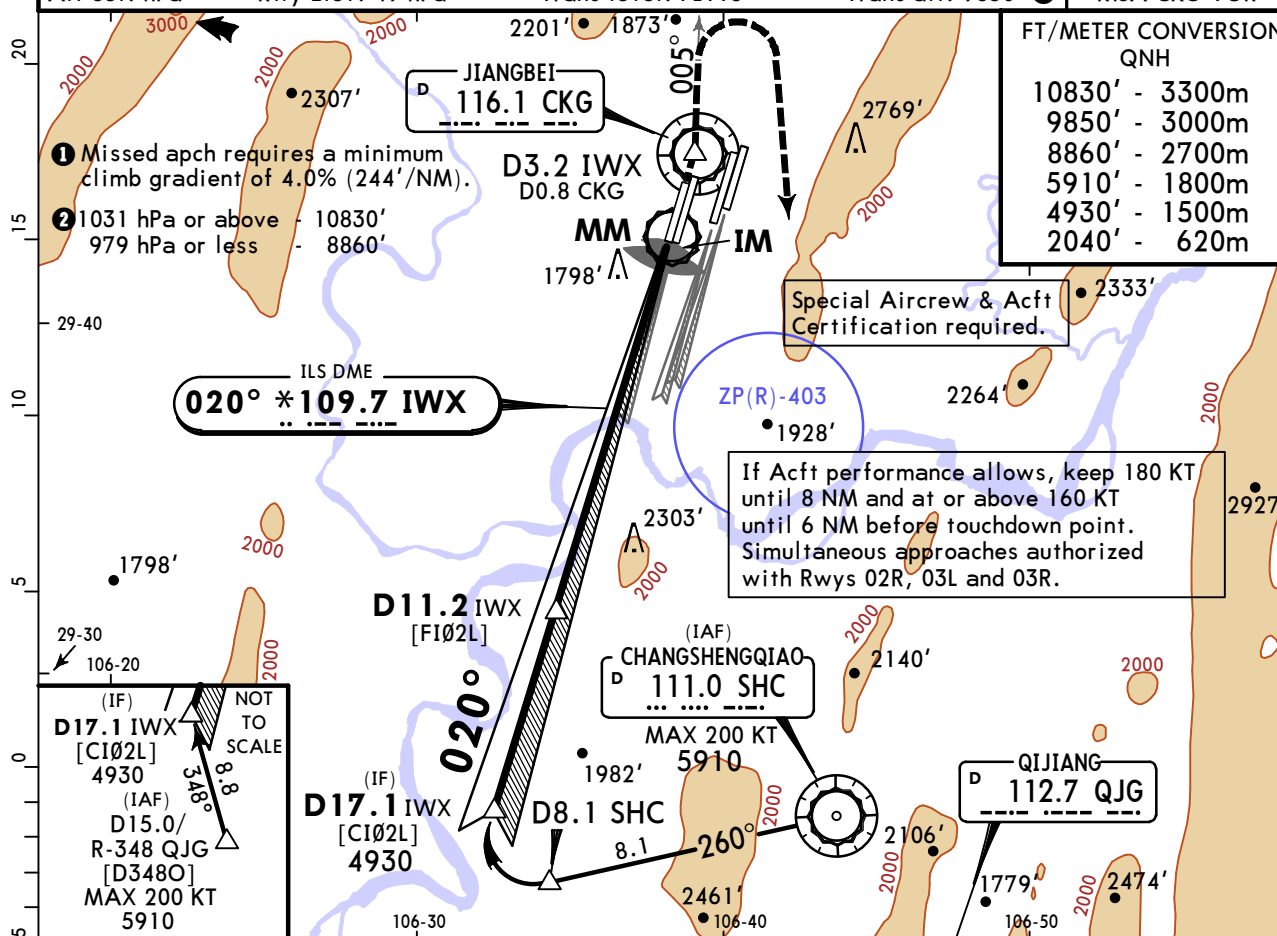
MISSED APCH: Climb STRAIGHT AHEAD to D3.2 IWX/D0.8 CKG at 2040' or above, then climb along R-005 CKG to 4930', turn RIGHT to SHC VOR at 5910', contact ATC. Turn MAX 200 KT. ①

Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL118 Trans alt: 9850' ② MSA CKG 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-005 CKG LT	4930 ↑
GS 3.00°	372	478	531	637	743	849					

State

STRAIGHT-IN LANDING

1 SA CAT I ILS

RA 174'

DA(H) **1501'** (150')

R450m

1 HUD required.

CHANGES: Communications, MSA, bearings, new AOM format.

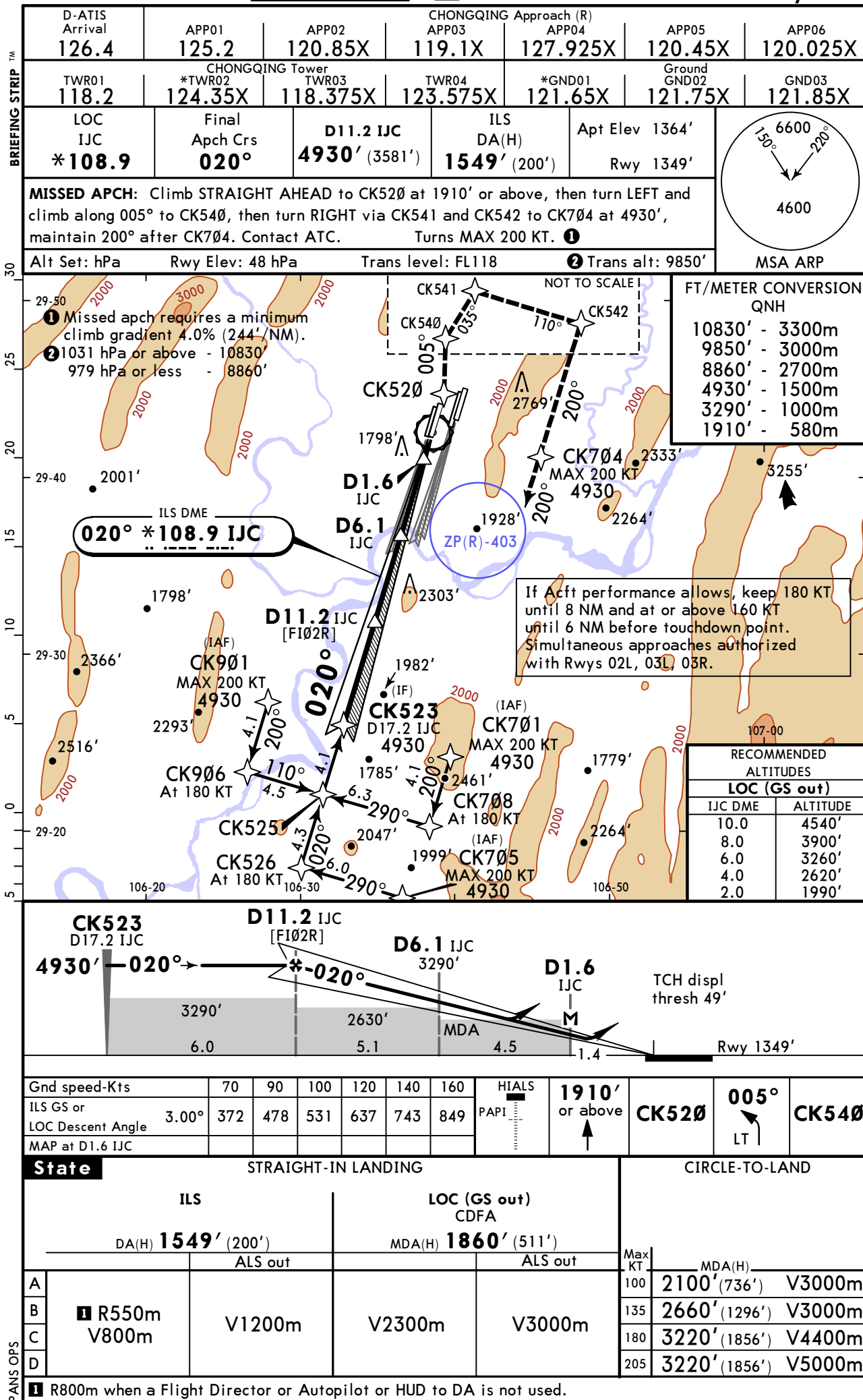
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ZUCK/CKG
JIANGBEI

20 DEC 24
Eff 25 Dec 1600Z

(11-3)

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



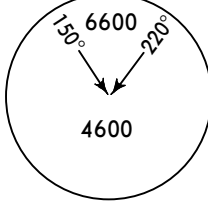
ZUCK/CKG

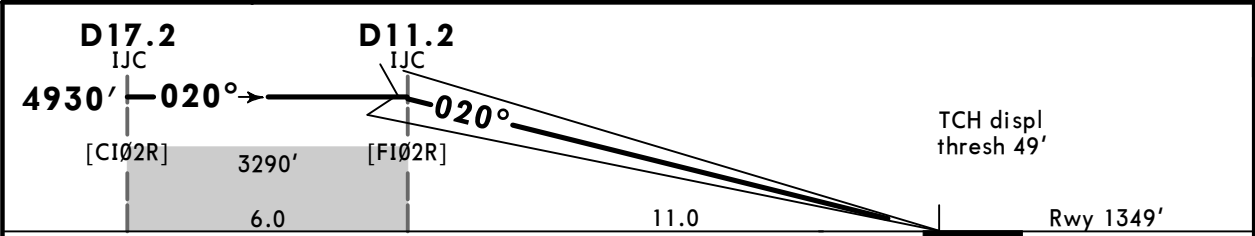
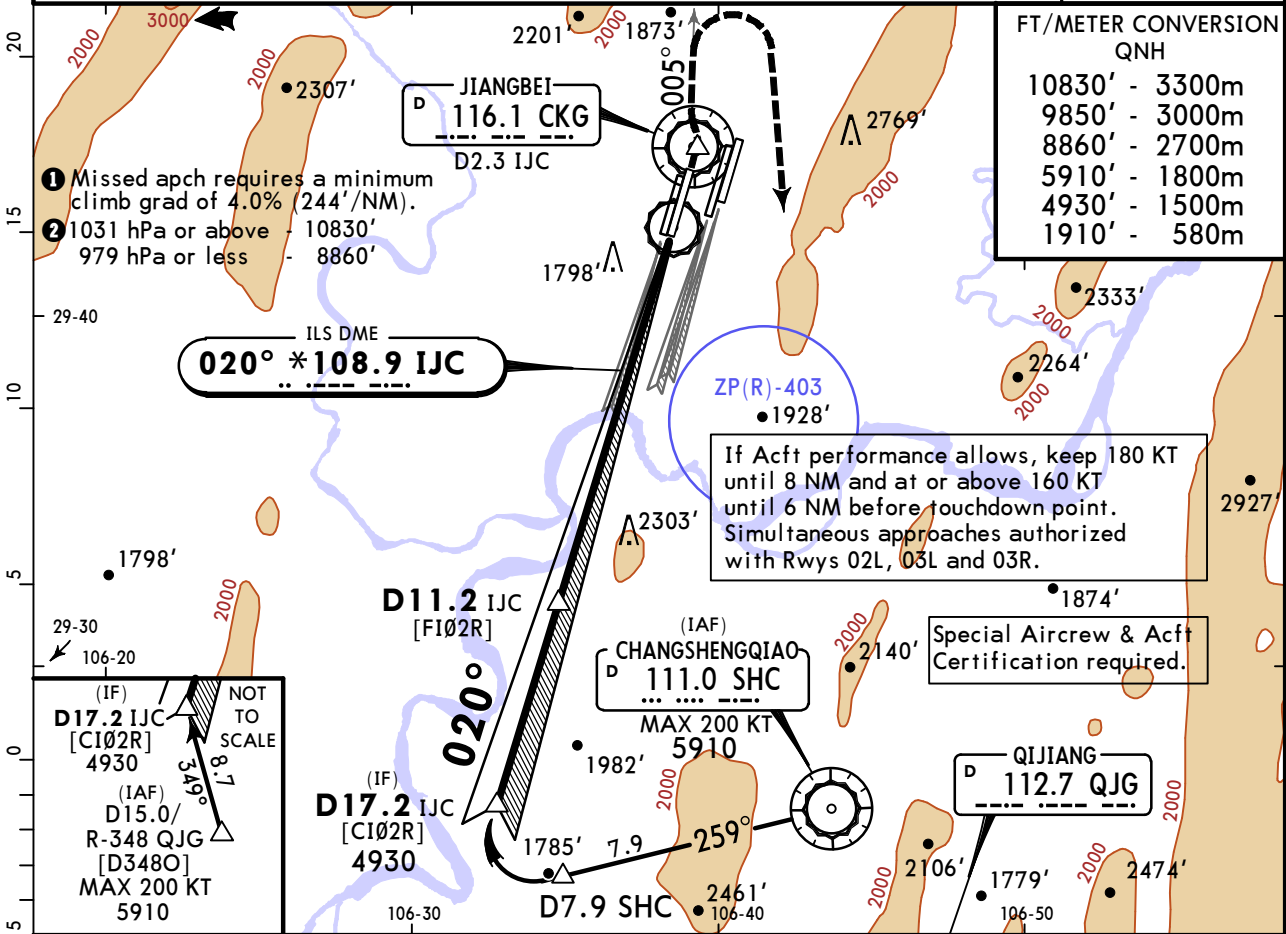
JEPPESSEN

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

JIANGBEI

20 DEC 24
Eff 25 Dec 1600Z (11-4B)

D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	CHONGQING Approach (R) APP03 119.1X	APP04 127.925X	APP05 120.45X	APP06 120.025X
TWR01 118.2	CHONGQING Tower *TWR02 124.35X	TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X	GND03 121.85X
LOC IJC *108.9	Final Apch Crs 020°	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 CKG VOR/D2.3 IJC at 1910' or above, then climb along R-005 CKG to 4930', turn RIGHT to SHC VOR at 5910', contact ATC. Turn MAX 200 KT. ①						
Alt Set: hPa	Rwy Elev: 48 hPa	Trans level: FL118	② Trans alt: 9850'	MSA CKG VOR		



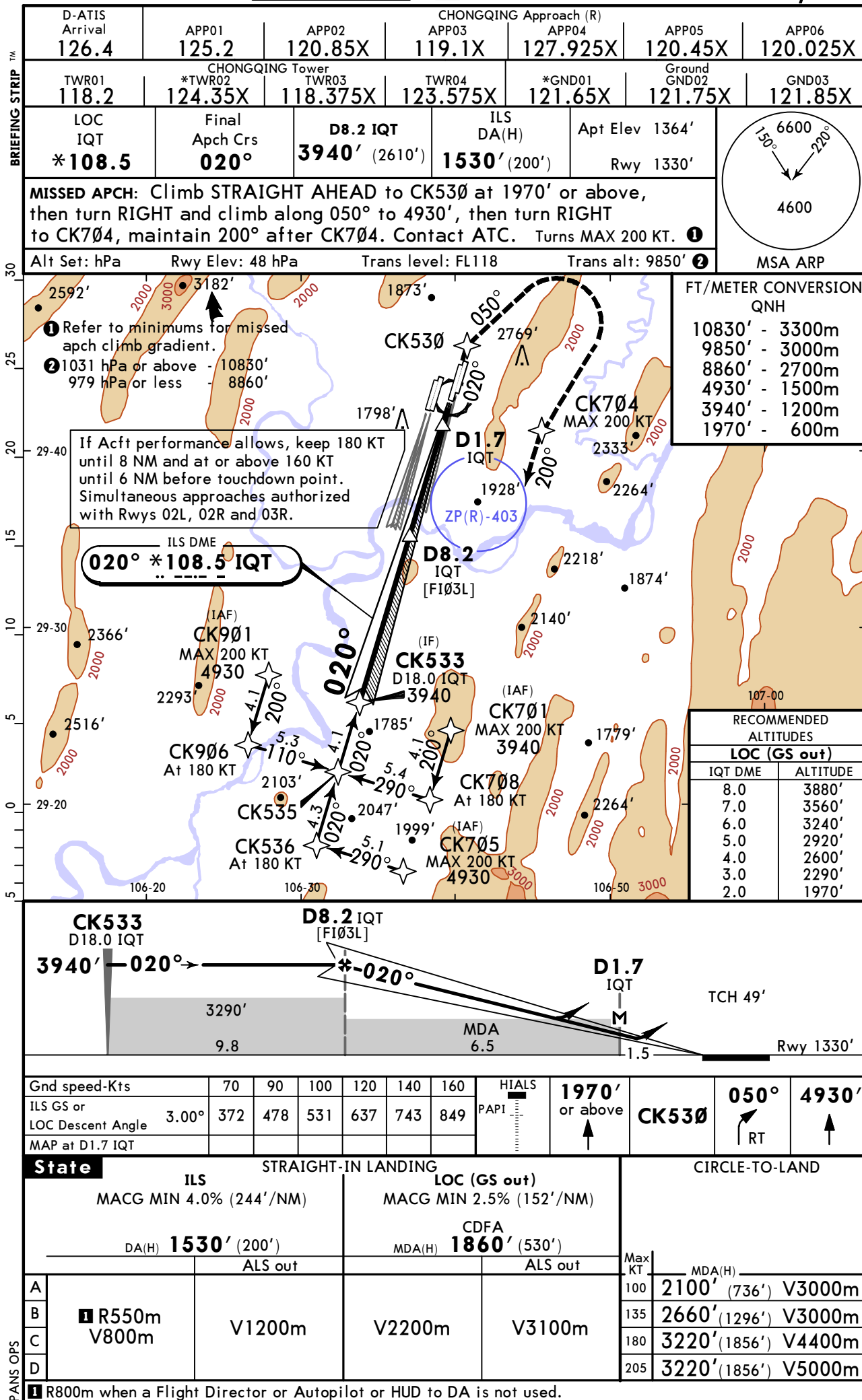
Gnd speed-Kts	70	90	100	120	140	160	HIALS	1910' or above	CKG 116.1 D2.3 IJC	R-005 CKG LT	4930'
GS	3.00°	372	478	531	637	743	PAPI	↑			↑

State	① SA CAT II ILS	STRAIGHT-IN LANDING	① SA CAT I ILS
	RA 102' DA(H) 1449' (100')		RA 305' DA(H) 1499' (150')
	R350m		R450m
PANS OPS	① HUD required.		

ZUCK/CKG
JIANGBEI

20 DEC 24
Eff 25 Dec 1600Z

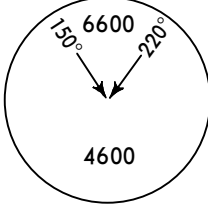
JEPPESSEN CHONGQING, PR OF CHINA
RNAV ILS DME Z Rwy 03L

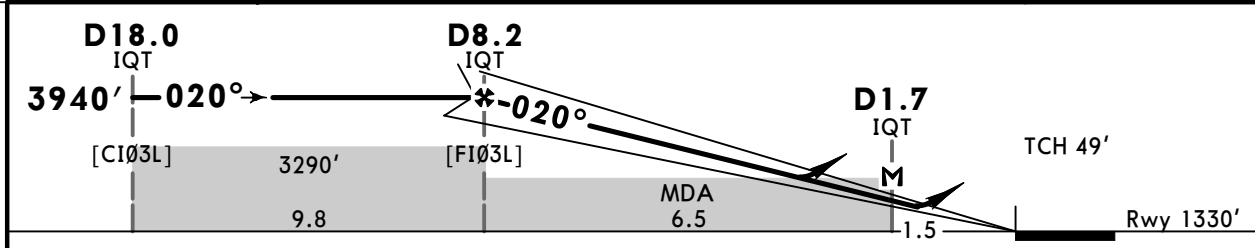
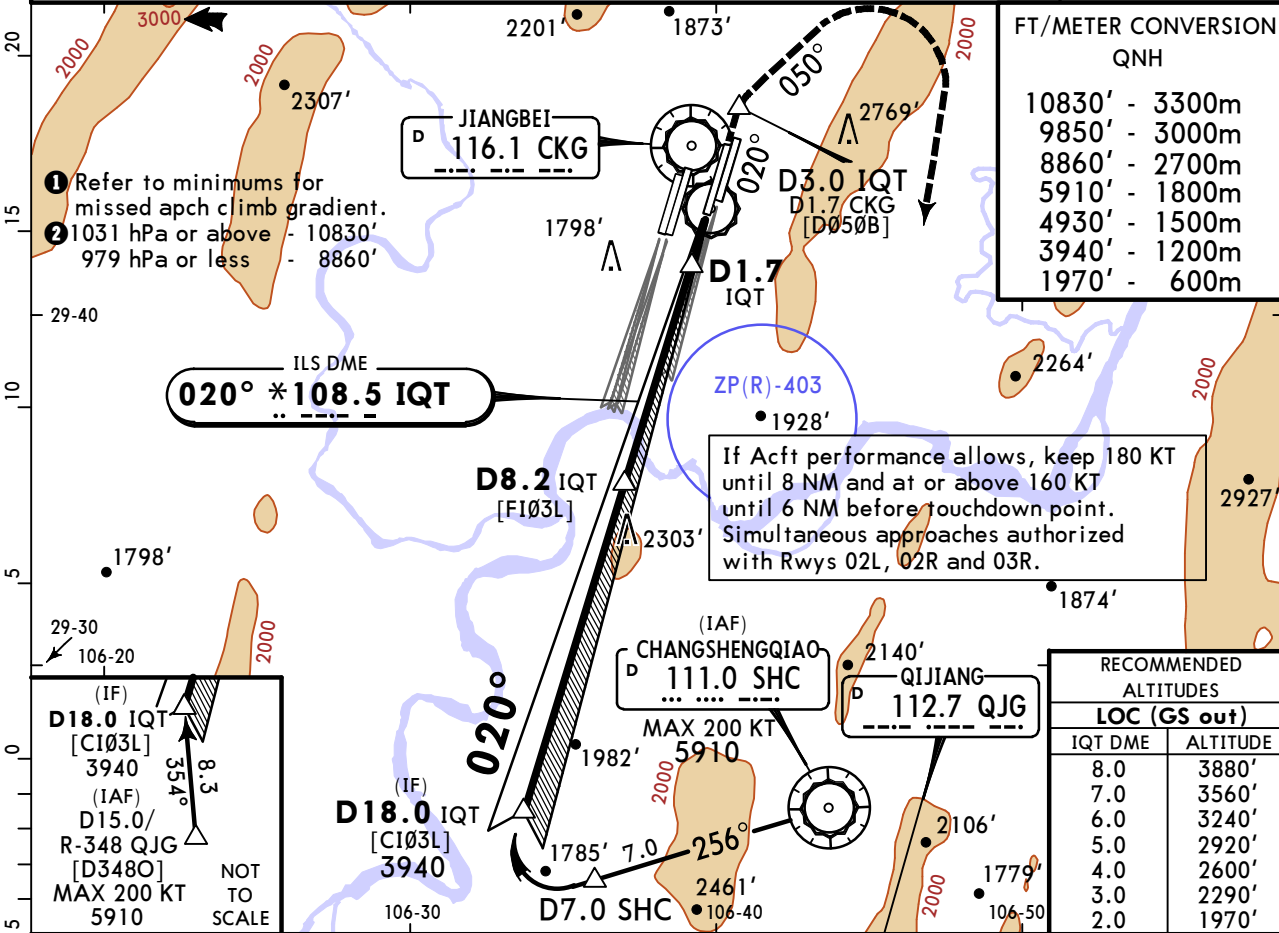


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JIANGBEI

20 DEC 24
Eff 25 Dec 1600Z

JEPPESSEN CHONGQING, PR OF CHINA
11-6
ILS DME Y Rwy 03L

D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	APP03 119.1X	CHONGQING Approach (R) APP04 127.925X	APP05 120.45X	APP06 120.025X
TWR01 118.2	CHONGQING Tower *TWR02 124.35X	TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X	GND03 121.85X
LOC IQT *108.5	Final Apch Crs 020°	D8.2 IQT 3940' (2610')	ILS DA(H) Refer to Minimums	Apt Elev 1364' Rwy 1330'		
Alt Set: hPa		Rwy Elev: 48 hPa	Trans level: FL118	Trans alt: 9850' ②	MSA CKG VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1970' or above	D3.0 IQT	R-050 CKG	4930'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	↑	D1.7 CKG	RT	↑
MAP at D1.7 IQT											

State						CIRCLE-TO-LAND					
STRAIGHT-IN LANDING			LOC (GS out)			CIRCLE-TO-LAND			CIRCLE-TO-LAND		
MACG MIN 4.0% (244'/NM)			MACG MIN 2.5% (152'/NM)			CDFA			CDFA		
DA(H) 1530' (200')			DA(H) 1740' (410')			MDA(H) 1860' (530')			MDA(H) 1860' (530')		
ALS out			ALS out			ALS out			ALS out		
A	R550m		V1200m		R/V 1500m	V2400m	V2200m	V3100m	Max KT	MDA(H)	
B	V800m		V1200m		R/V 1500m	V2400m	V2200m	V3100m	100	2100' (736')	V3000m
C	V800m		V1200m		R/V 1500m	V2400m	V2200m	V3100m	135	2660' (1296')	V3000m
D	V800m		V1200m		R/V 1500m	V2400m	V2200m	V3100m	180	3220' (1856')	V4400m
	V800m		V1200m		R/V 1500m	V2400m	V2200m	V3100m	205	3220' (1856')	V5000m

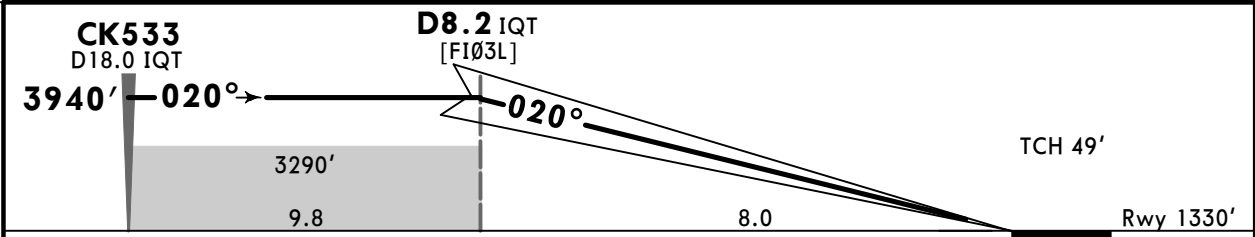
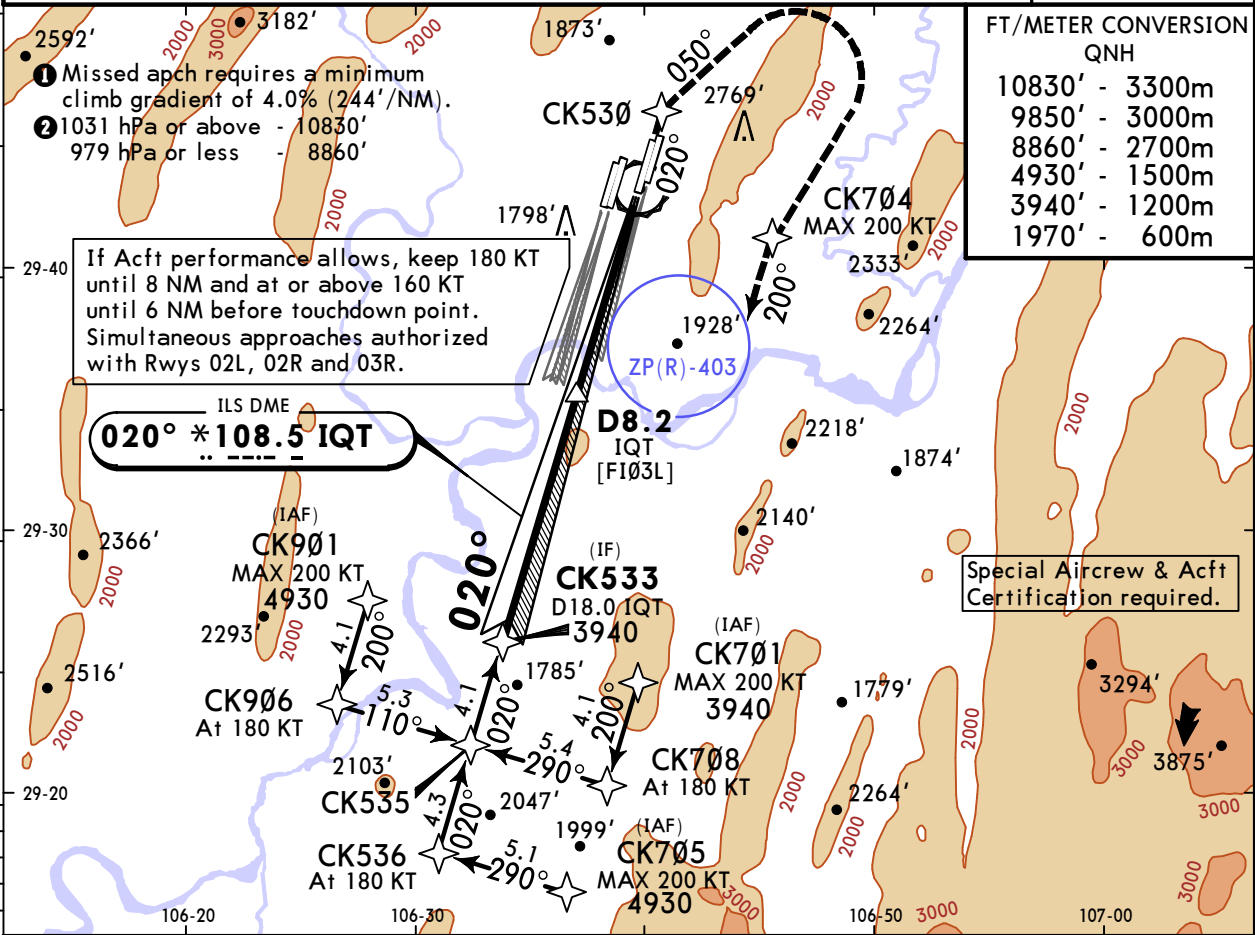
ZUCK/CKG
JIANGBEI

20 DEC 24
Eff 25 Dec 1600Z

11-6A

SA CAT I RNAV ILS DME Z Rwy 03L

D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	APP03 119.1X	CHONGQING Approach (R) APP04 127.925X	APP05 120.45X	APP06 120.025X
TWR01 118.2	CHONGQING Tower *TWR02 124.35X	TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X	GND03 121.85X
LOC IQT *108.5	Final Apch Crs 020°	D8.2 IQT 3940' (2610')	SA CAT I ILS RA 164' DA(H) 1480' (150')	Apt Elev 1364' Rwy 1330'		
MISSED APCH: Climb STRAIGHT AHEAD to CK530 at 1970' or above, then turn RIGHT and climb along 050° to 4930', then turn RIGHT to CK704, maintain 200° after CK704. 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	HIALS	1970' or above	CK530	050°	4930'
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	↑	

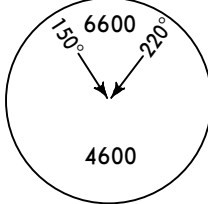
State	STRAIGHT-IN LANDING
	SA CAT I ILS
	RA 164' DA(H) 1480' (150')
	R450m
PANS OPS	HUD required.

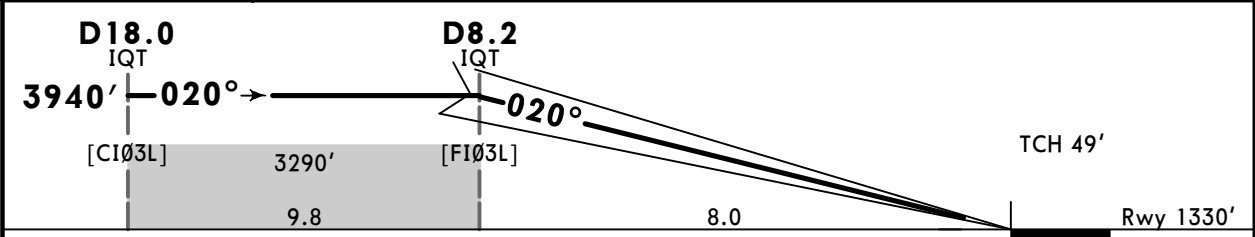
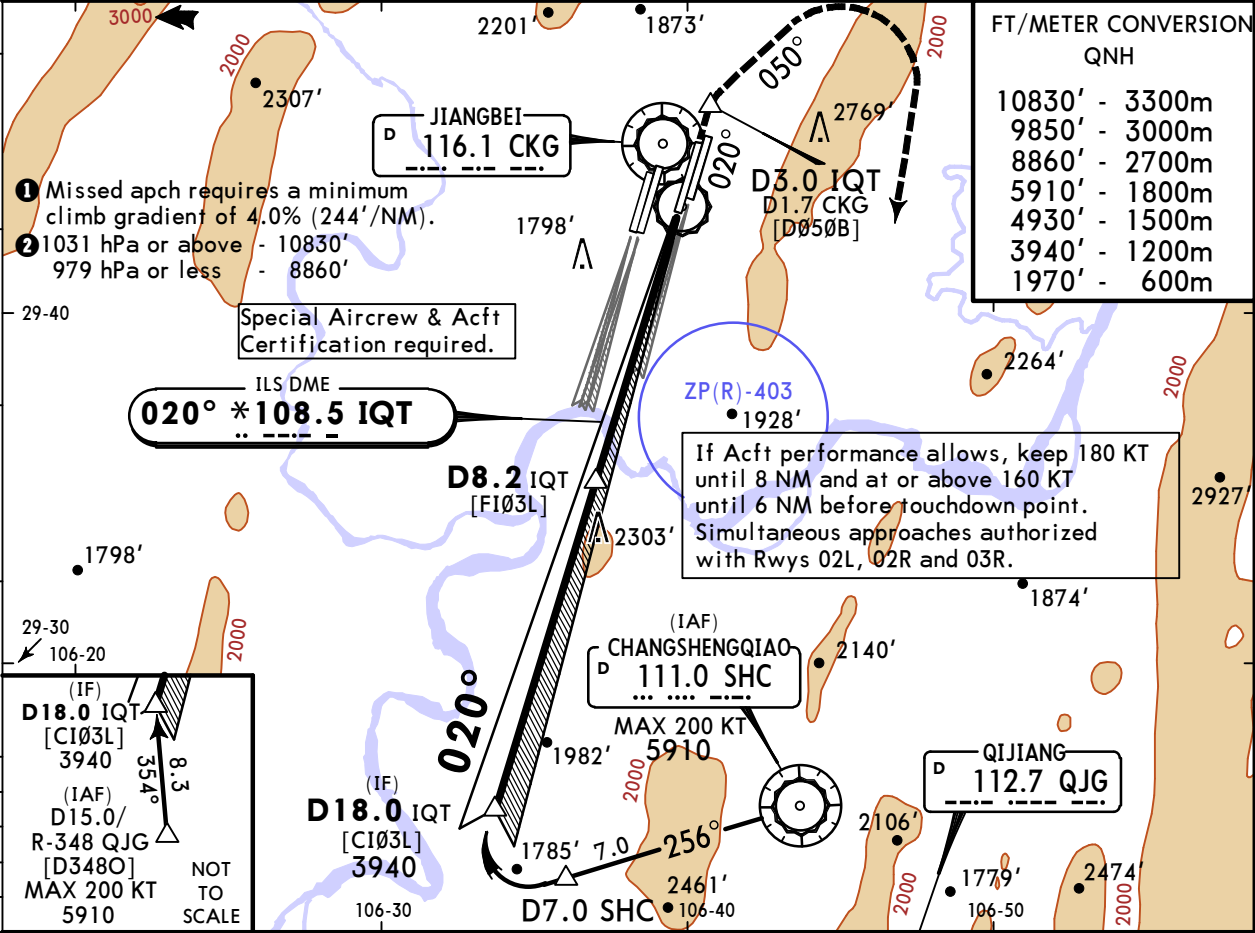
ZUCK/CKG
JIANGBEI

20 DEC 24
Eff 25 Dec 1600Z

11-6B

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

D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	APP03 119.1X	CHONGQING Approach (R) APP04 127.925X	APP05 120.45X	APP06 120.025X
TWR01 118.2	CHONGQING Tower *TWR02 124.35X	TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X	GND03 121.85X
LOC IQT *108.5	Final Apch Crs 020°	D8.2 IQT 3940' (2610')	SA CAT I ILS RA 164' DA(H) 1480' (150')	Apt Elev 1364' Rwy 1330'		
Alt Set: hPa		Rwy Elev: 48 hPa	Trans level: FL118	Trans alt: 9850' ②	MSA CKG VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1970' or above	D3.0 IQT D1.7 CKG	R-050 CKG RT	4930'
GS	3.00°	372	478	531	637	743	849	PAPI	↑	↑	↑

State STRAIGHT-IN LANDING

SA CAT I ILS

RA 164'

DA(H) 1480' (150')

R450m

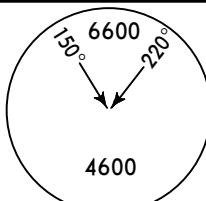
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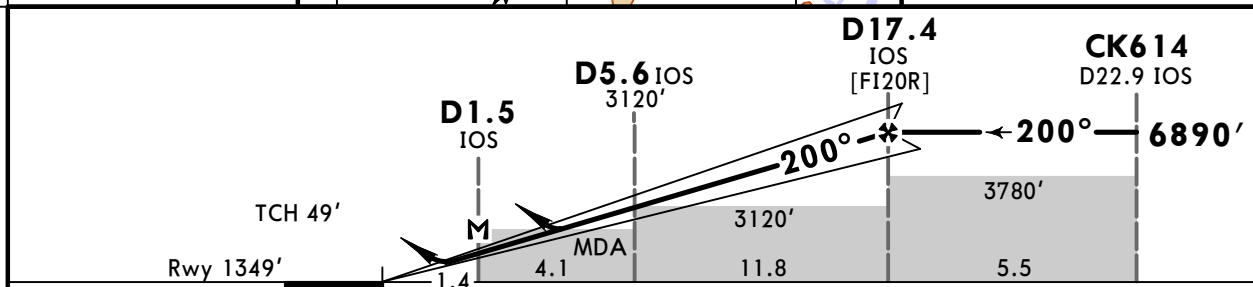
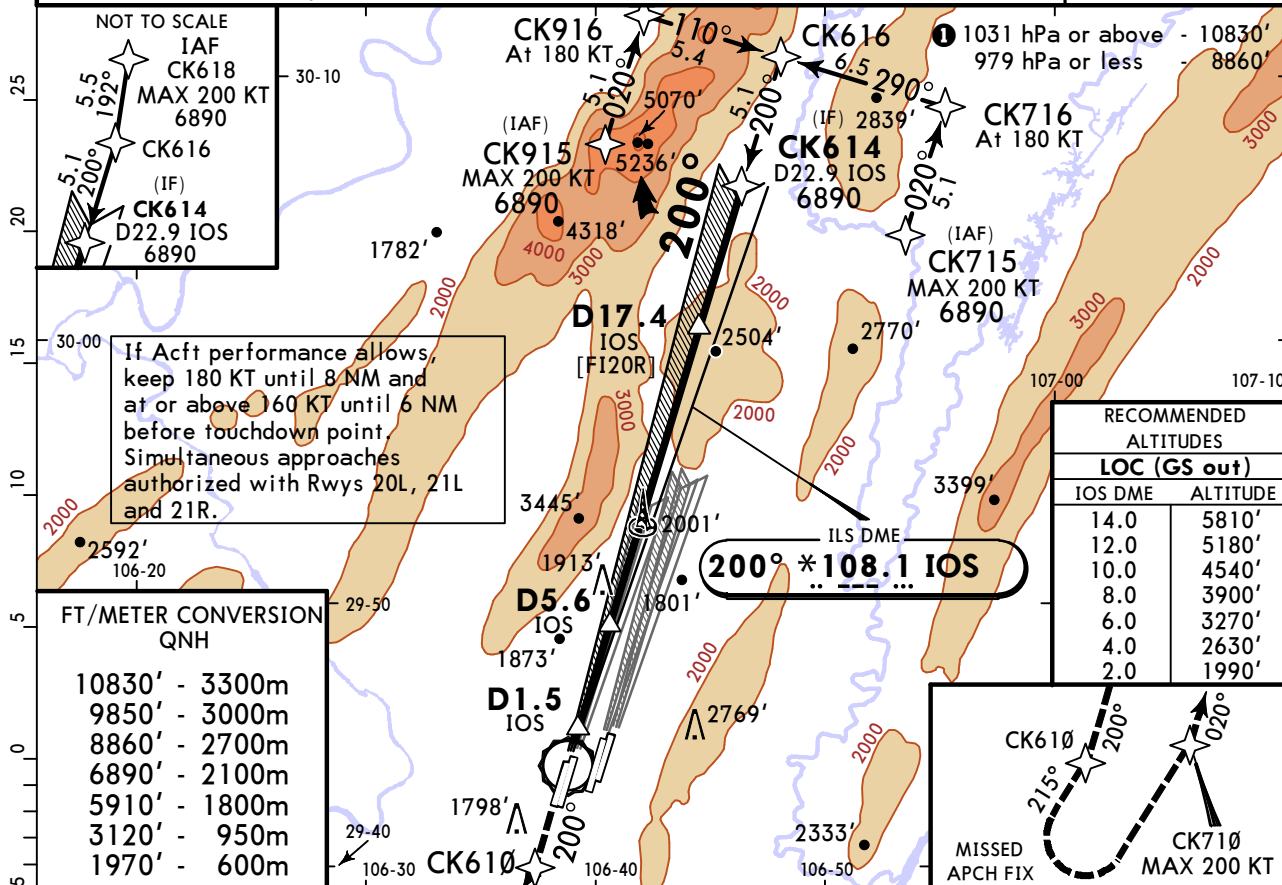
ZUCK/CKG
JIANGBEI

20 DEC 24
Eff 25 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 120.85X	CHONGQING Approach (R) APP03 119.1X	APP04 127.925X	APP05 120.45X	APP06 120.025X
	TWR01 118.2	CHONGQING Tower *TWR02 124.35X		TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X
			GND03 121.85X				
	LOC IOS *108.1	Final Apch Crs 200°	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 215° to 5910', then turn LEFT to CK710, maintain 020° after CK710, contact ATC. Turns MAX 200 KT.						
Alt Set: hPa	Rwy Elev: 48 hPa	Trans level: FL118	① Trans alt: 9850'		MSA ARP		



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

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	ILS		LOC (GS out) CDFA		ALS out		ALS out	
	DA(H) 1549' (200')		MDA(H) 1830' (481')					
A								
B	R550m		R1200m		R/V1900m		V2800m	
C	V800m							
D								

① R800m 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

20 DEC 24

Eff 25 Dec 1600Z

11-8A

BRIEFING STRIP

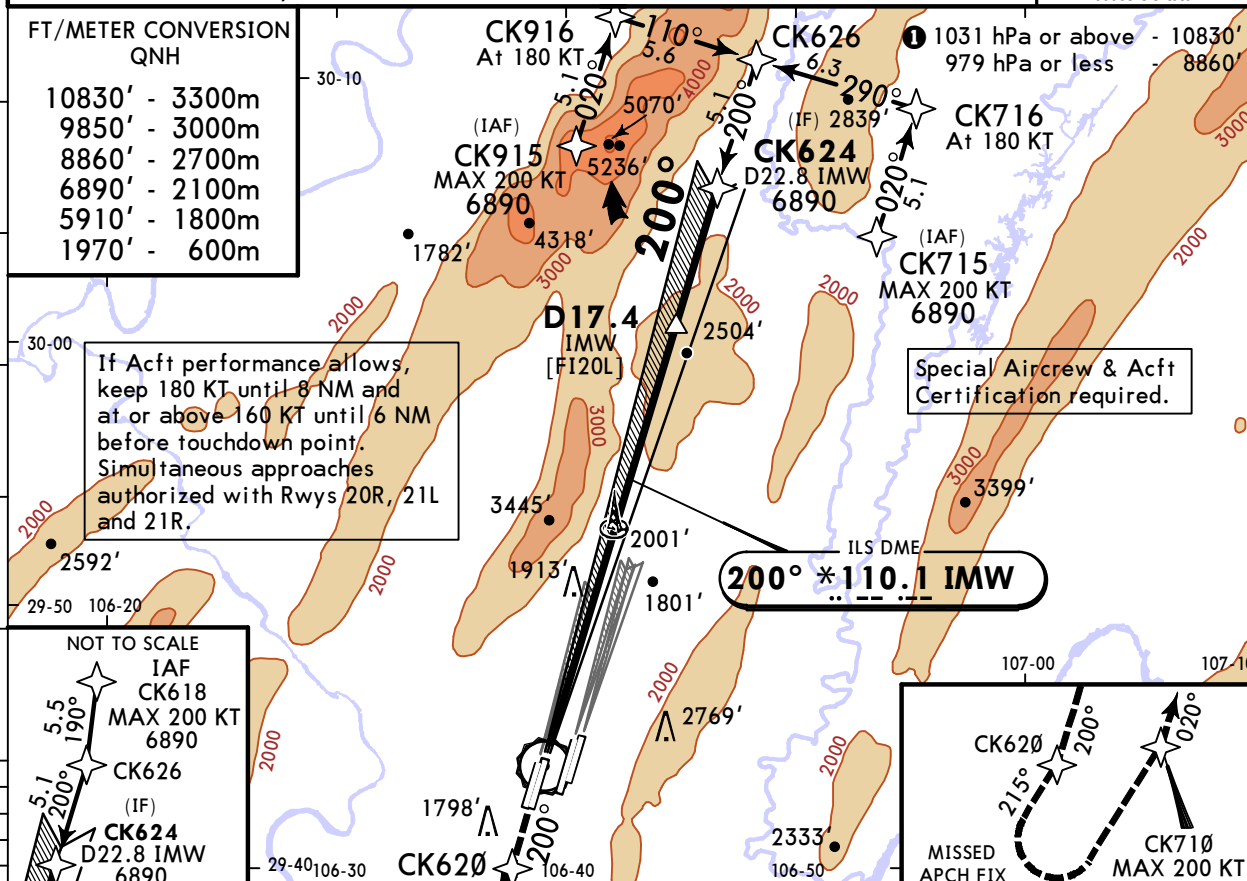
D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	CHONGQING Approach (R) APP03 119.1X		APP04 127.925X	APP05 120.45X	APP06 120.025X
TWR01 118.2	CHONGQING Tower *TWR02 124.35X		TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X	GND03 121.85X
LOC IMW *110.1	Final Apch Crs 200°		D17.4 IMW 6890' (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 215° to 5910', then turn LEFT to CK710, maintain 020° after CK710, contact ATC. Turns MAX 200 KT.							
Alt Set: hPa	Rwy Elev: 48 hPa		Trans level: FL118		① Trans alt: 9850'		
MSA ARP							

FT/METER CONVERSION
QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
6890' - 2100m
5910' - 1800m
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 20R, 21L and 21R.

NOT TO SCALE
IAF CK618
MAX 200 KT 6890
CK626
(IF)
CK624
D22.8 IMW 6890



D17.4
IMW
[F120L]

CK624
D22.8 IMW

TCH displ
thresh 49'

Rwy 1344'

17.2

200°

200°

6890'

3290'

5.4

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI

1970'
or above

CK620

State

STRAIGHT-IN LANDING

SA CAT II ILS

SA CAT I ILS

RA 102'

DA(H) 1444' (100')

RA 279'

DA(H) 1494' (150')

R350m

R450m

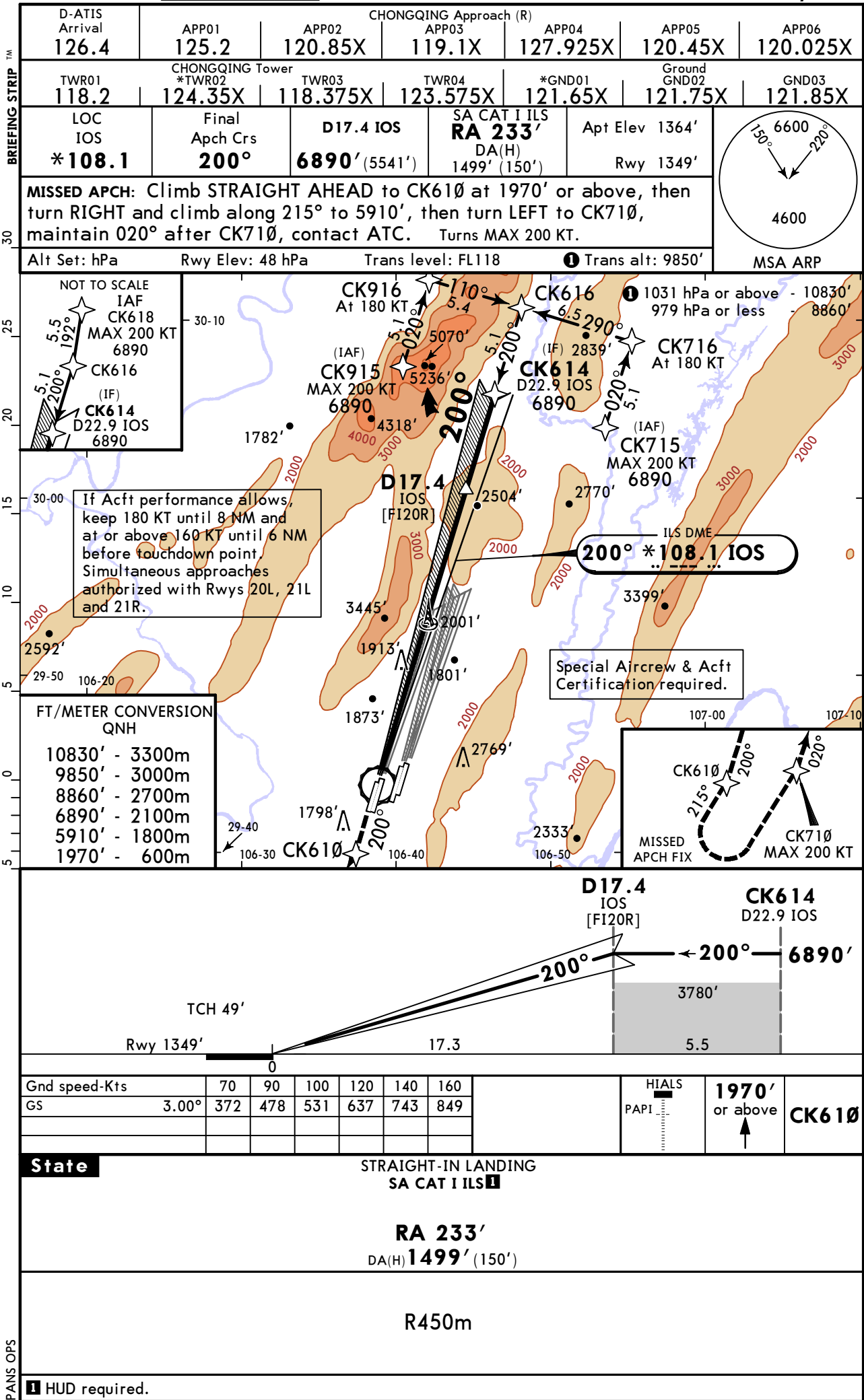
HUD required.

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20 DEC 24
Eff 25 Dec 1600Z

JEPPESSEN
11-8B

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

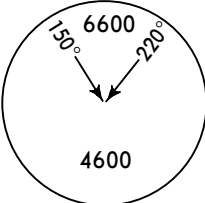


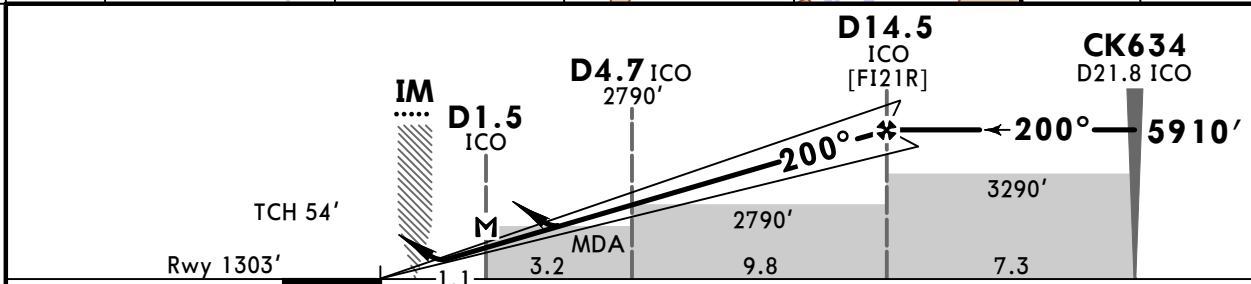
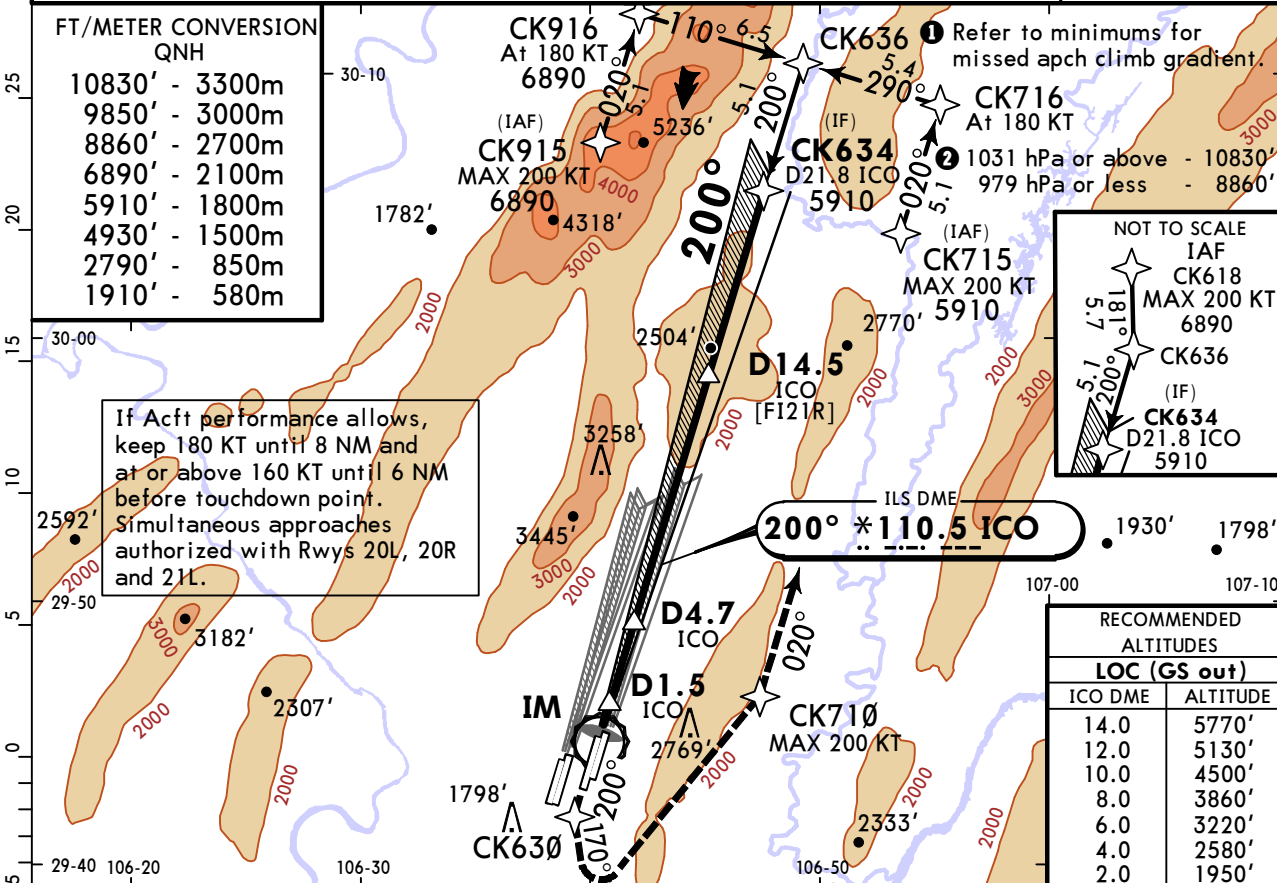
ZUCK/CKG
JIANGBEI

20 DEC 24
Eff 25 Dec 1600Z

11-9

CHONGQING, PR OF CHINA
RNAV ILS DME Z Rwy 21R

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	APP03 119.1X	CHONGQING Approach (R) APP04 127.925X	APP05 120.45X	APP06 120.025X		
	TWR01 118.2	CHONGQING Tower *TWR02 124.35X			TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X	GND03 121.85X
	LOC ICO *110.5	Final Apch Crs 200°	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 170° to 4930', then turn LEFT to CK710, maintain 020° after CK710, contact ATC. Turns MAX 200 KT. ❶								
	Alt Set: hPa	Rwy Elev: 47 hPa	Trans level: FL118		Trans alt: 9850' ❷				
							MSA ARP		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1910' or above	CK630	200 KT MAX	170°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI		LT	
MAP at D1.5 ICO											

State						CIRCLE-TO-LAND					
STRAIGHT-IN LANDING			LOC (GS out)			CIRCLE-TO-LAND			CIRCLE-TO-LAND		
MACG MIN 4.0% (244'/NM)			MACG MIN 2.5% (152'/NM)			CDFA			CDFA		
DA(H) 1503' (200')			DA(H) 1599' (296')			MDA(H) 1780' (477')			MDA(H)		
ALS out			ALS out			ALS out			ALS out		
A									Max KT		
B	R550m	V1200m	R/V 900m	V1800m	R/V 1900m	V2800m			2100' (736')	V3000m	
C	V800m								135	2660' (1296')	V3000m
D									180	3220' (1856')	V4400m
									205	3220' (1856')	V5000m

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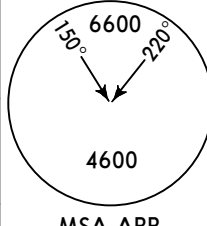
ZUCK/CKG
JIANGBEI

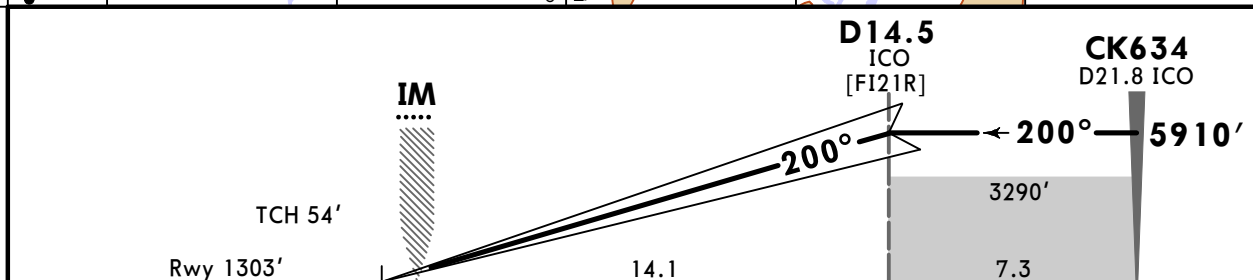
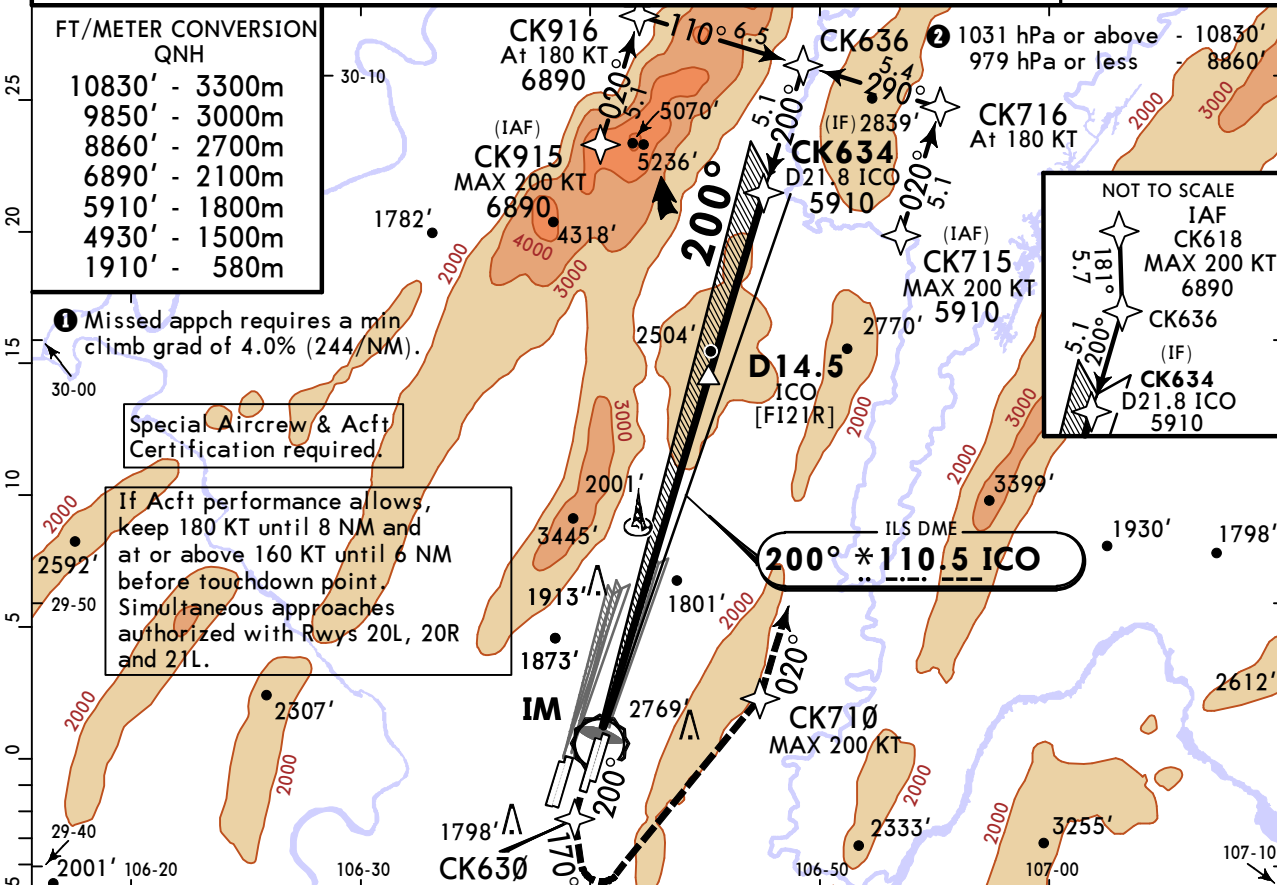
20 DEC 24
Eff 25 Dec 1600Z

JEPPESSEN

CHONGQING, PR OF CHINA

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

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	CHONGQING Approach (R) APP03 119.1X	APP04 127.925X	APP05 120.45X	APP06 120.025X
	TWR01 118.2	CHONGQING Tower *TWR02 124.35X		TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X
	LOC ICO *110.5	Final Apch Crs 200°	D14.5 ICO 5910' (4607')		SA CAT I ILS RA 158' DA(H) 1453' (150')	Apt Elev 1364' Rwy 1303'	
	MISSED APCH: Climb STRAIGHT AHEAD to CK630 at 1910' or above, then turn LEFT and climb along 170° to 4930', then turn LEFT to CK710, maintain 020° after CK710, contact ATC. Turns MAX 200 KT. ①						
	Alt Set: hPa	Rwy Elev: 47 hPa	Trans level: FL118		② Trans alt: 9850'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1910' or above	CK630	200 KT MAX	170°
GS	3.00°	372	478	531	637	743		↑		LT	

State

STRAIGHT-IN LANDING

SA CAT I ILS

RA 158'

DA(H) 1453' (150')

R450m

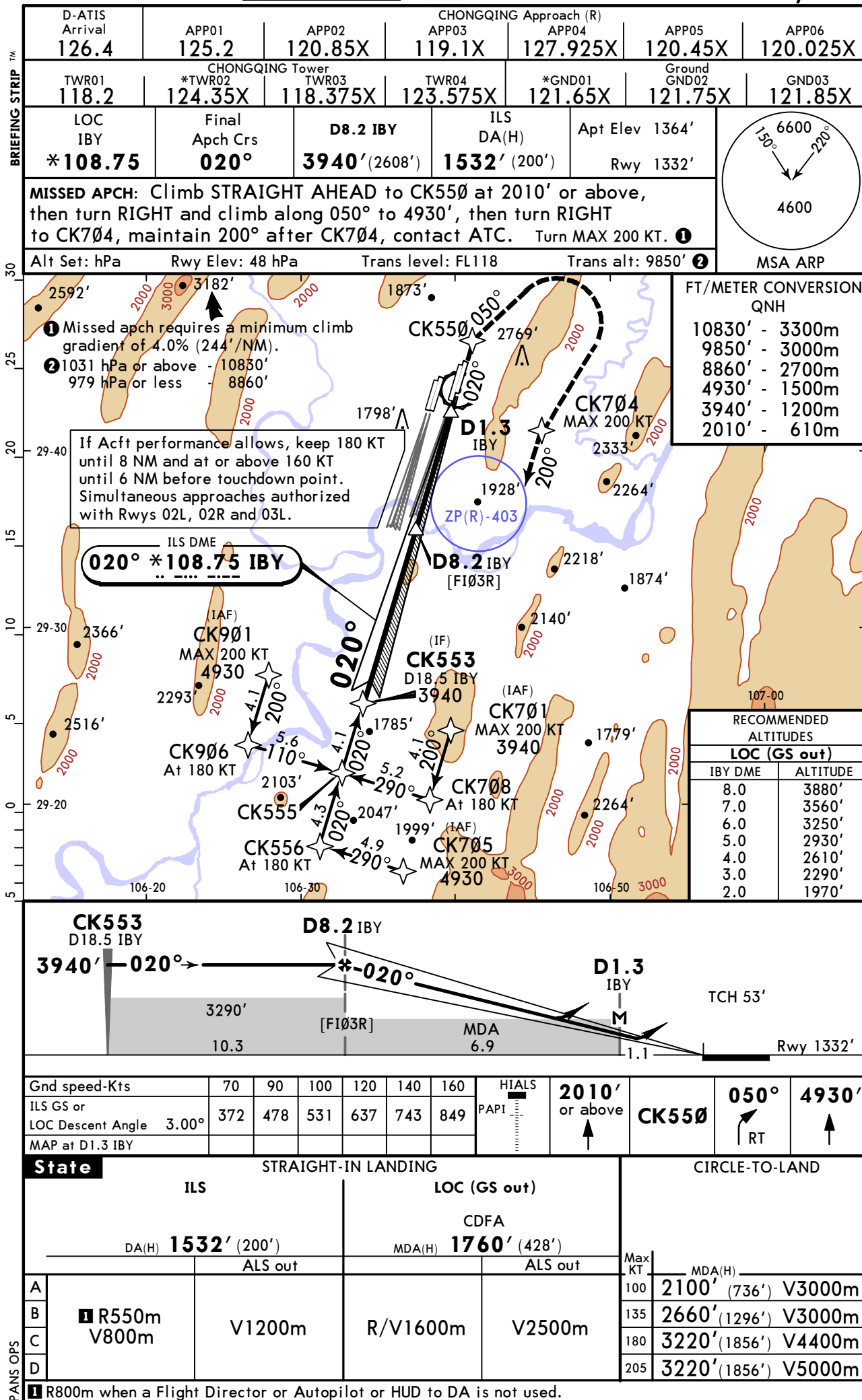
① HUD required.

ZUCK/CKG
JIANGBEI

20 DEC 24
Eff 25 Dec 1600Z

(11-10)

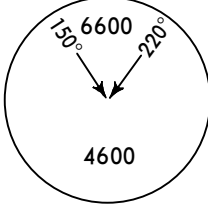
JEPPESEN CHONGQING, PR OF CHINA
RNAV ILS DME Z Rwy 03R

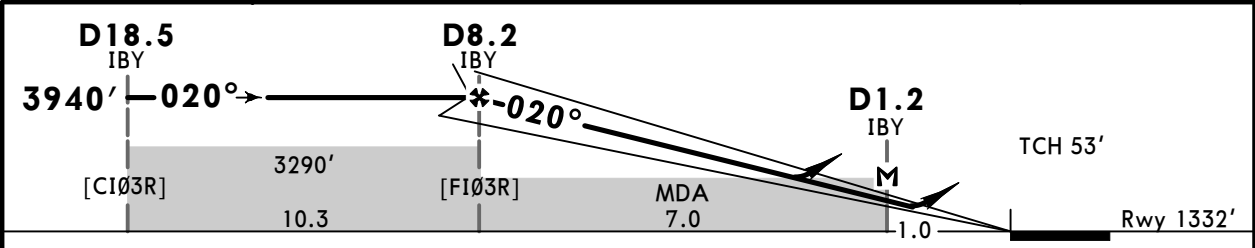
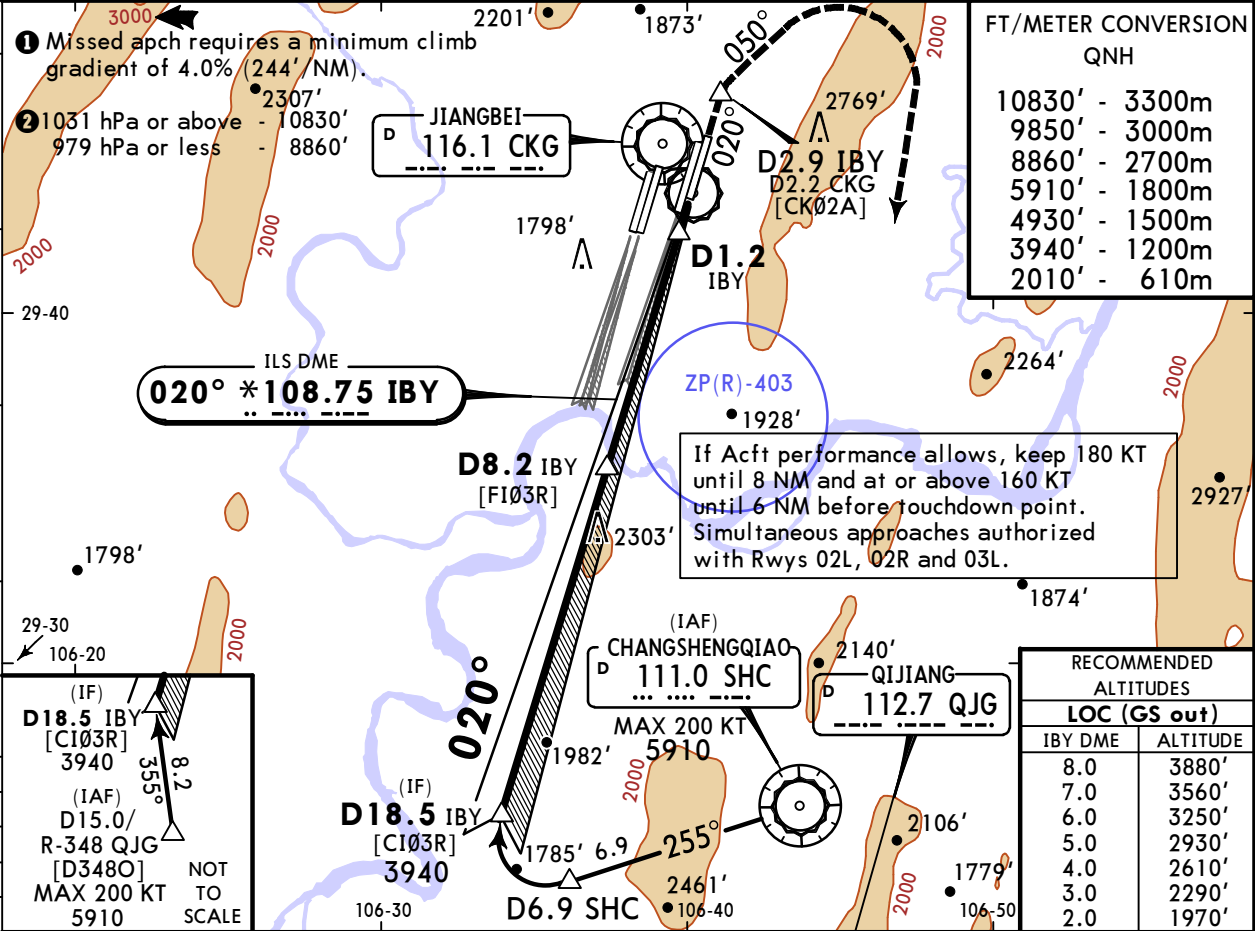


ZUCK/CKG
JIANGBEI

20 DEC 24
Eff 25 Dec 1600Z (11-11)

JEPPESSEN CHONGQING, PR OF CHINA
ILS DME Y Rwy 03R

D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	APP03 119.1X	CHONGQING Approach (R) APP04 127.925X	APP05 120.45X	APP06 120.025X
TWR01 118.2	CHONGQING Tower *TWR02 124.35X	TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X	GND03 121.85X
LOC IBY *108.75	Final Apch Crs 020°	D8.2 IBY 3940' (2608')	ILS DA(H) 1532' (200')	Apt Elev 1364' Rwy 1332'		
Alt Set: hPa		Rwy Elev: 48 hPa	Trans level: FL118	Trans alt: 9850' ②	MSA CKG VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2010' or above	D2.9 IBY	R-050 CKG	4930'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑	D2.2 CKG	RT	↑
MAP at D1.2 IBY											

State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) 1532' (200')		CDFA MDA(H) 1730' (398')					
ALS out		ALS out				Max KT	MDA(H)
A						100	2100' (736') V3000m
B	■ R550m	V1200m	R/V1400m	V2300m		135	2660' (1296') V3000m
C	V800m					180	3220' (1856') V4400m
D						205	3220' (1856') V5000m
■ R800m when a Flight Director or Autopilot or HUD to DA is not used.							

ZUCK/CKG
JIANGBEI

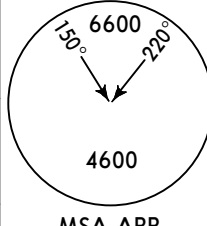
20 DEC 24

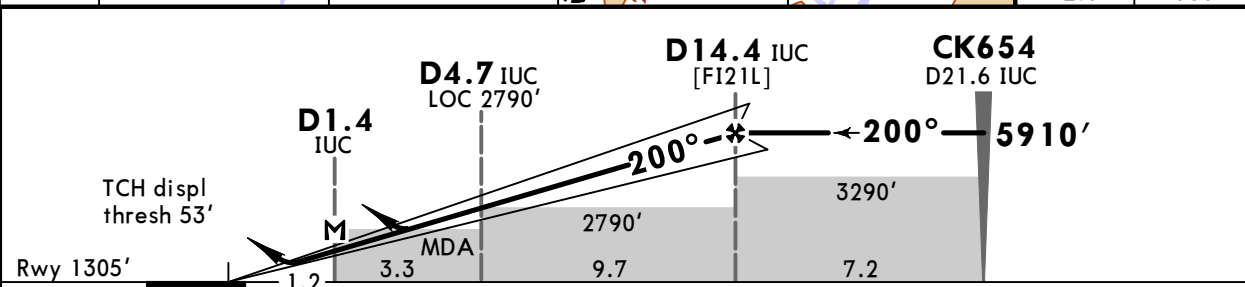
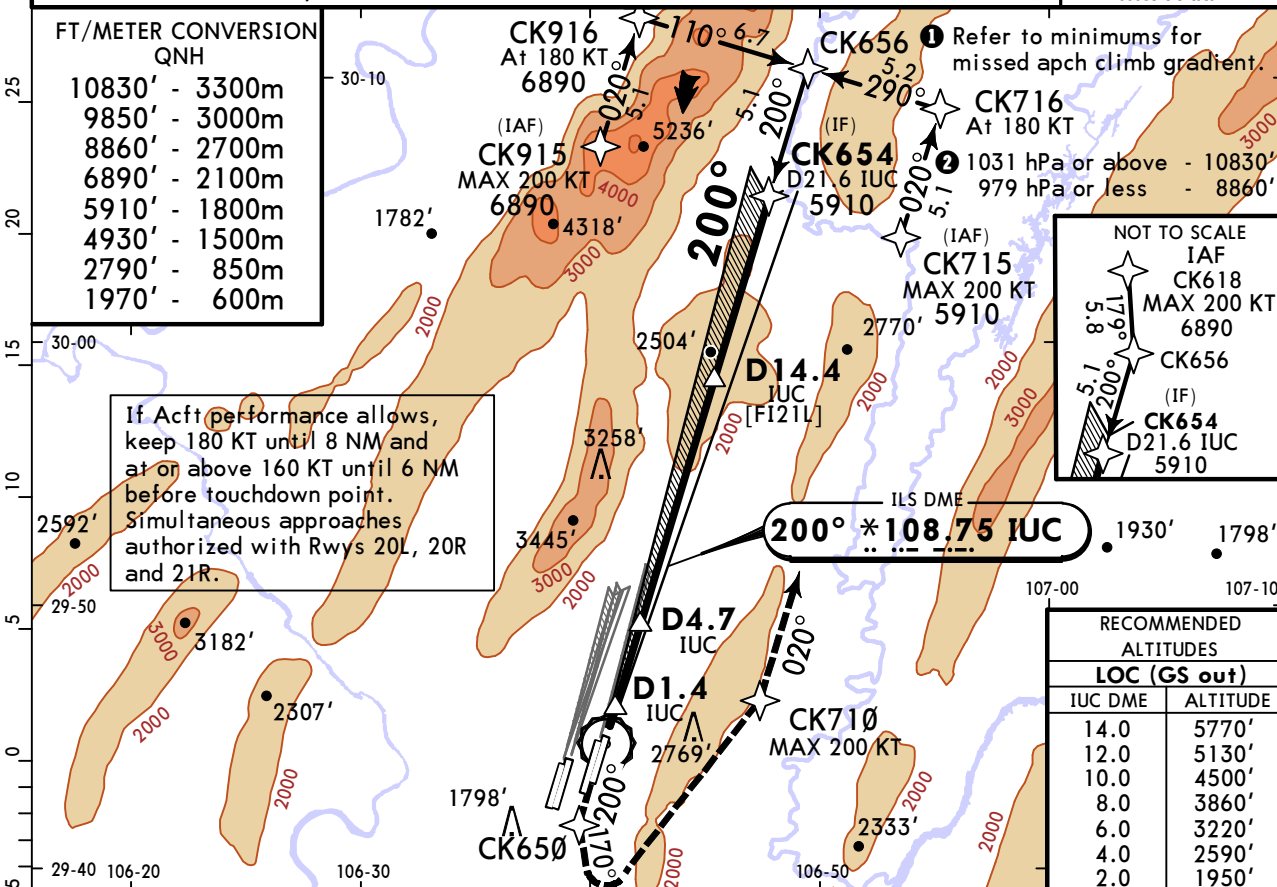
Eff 25 Dec 1600Z

(11-12)

JEPPESSEN

CHONGQING, PR OF CHINA
RNAV ILS DME Z Rwy 21L

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	CHONGQING Approach (R) APP03 119.1X	APP04 127.925X	APP05 120.45X	APP06 120.025X		
	TWR01 118.2	CHONGQING Tower *TWR02 124.35X			TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X	GND03 121.85X
	LOC IUC *108.75	Final Apch Crs 200°	D14.4 IUC 5910' (4605')		ILS DA(H) Refer to Minimums	Apt Elev 1364' Rwy 1305'			
	MISSED APCH: Climb STRAIGHT AHEAD to CK650 at 1970' or above, then turn LEFT and climb along 170° to 4930', then turn LEFT to CK710, maintain 020° after CK710, contact ATC. Turn 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	1970' or above	CK650	200 KT MAX	170°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI			LT	
MAP at D1.4 IUC											

State						CIRCLE-TO-LAND					
STRAIGHT-IN LANDING			LOC (GS out)			CIRCLE-TO-LAND			CIRCLE-TO-LAND		
MACG MIN 4.0% (244'/NM)			MACG MIN 2.5% (152'/NM)			CDFA			CDFA		
DA(H) 1505' (200')			DA(H) 1584' (279')			MDA(H) 1760' (455')			MDA(H)		
ALS out			ALS out			ALS out			ALS out		
A	R550m		V1200m		R/V 800m	V1700m		R/V 1800m	V2700m		Max KT
B	R550m		V1200m		R/V 800m	V1700m		R/V 1800m	V2700m		100
C	V800m		V1200m		R/V 800m	V1700m		R/V 1800m	V2700m		135
D	V800m		V1200m		R/V 800m	V1700m		R/V 1800m	V2700m		180
											205

① R800m when a Flight Director or Autopilot or HUD to DA is not used.

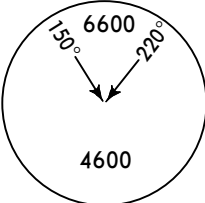
ZUCK/CKG
JIANGBEI

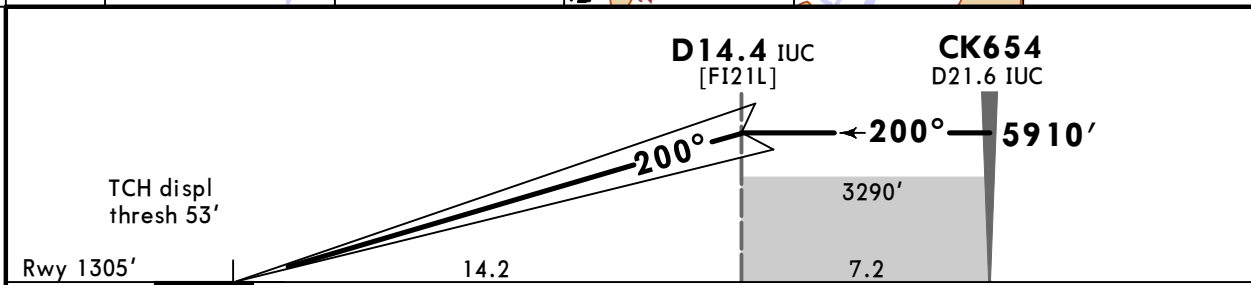
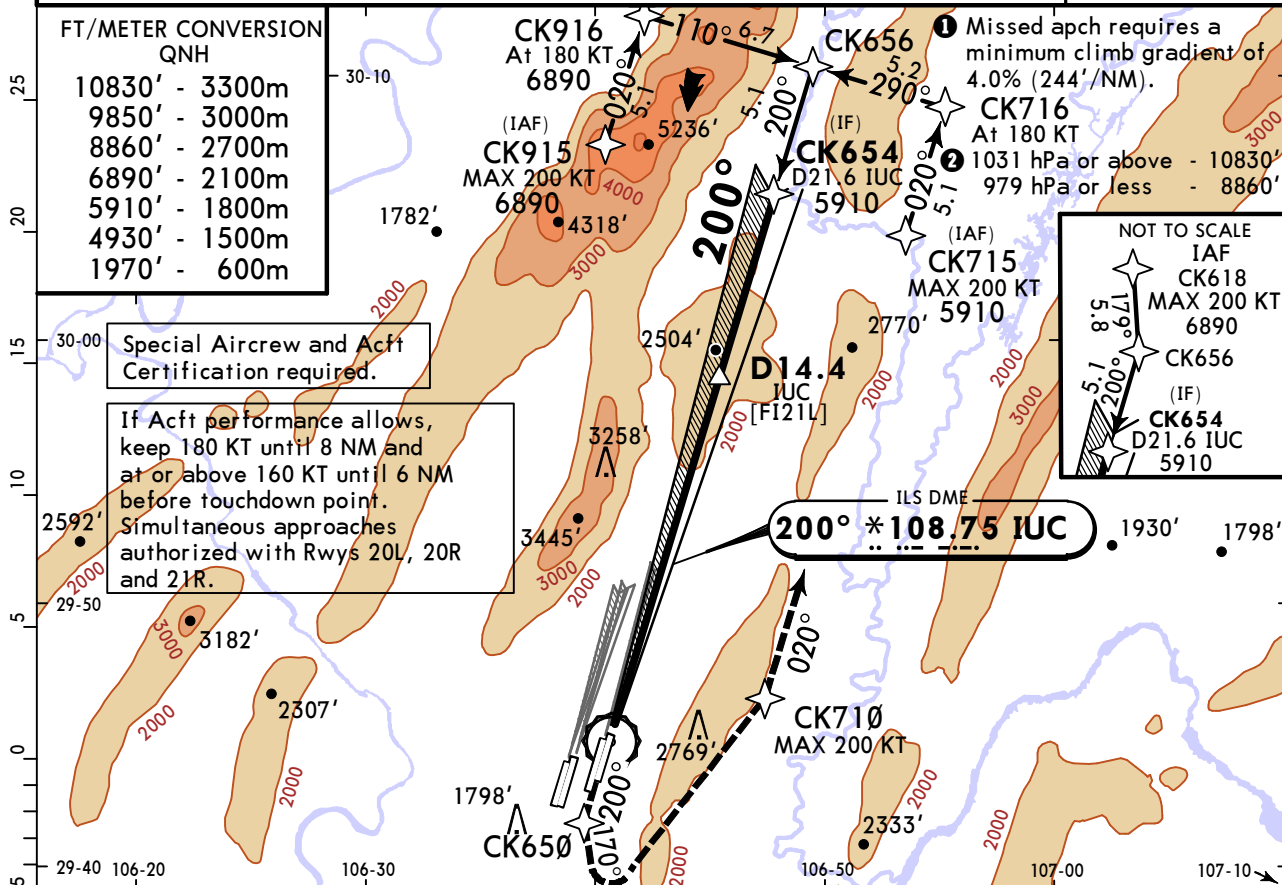
20 DEC 24
Eff 25 Dec 1600Z

JEPPesen

CHONGQING, PR OF CHINA

(11-12) SA CAT I RNAV ILS DME Z Rwy 21L

BRIEFING STRIP™	D-ATIS Arrival 126.4	APP01 125.2	APP02 120.85X	CHONGQING Approach (R) APP03 119.1X	APP04 127.925X	APP05 120.45X	APP06 120.025X		
	TWR01 118.2	CHONGQING Tower *TWR02 124.35X			TWR03 118.375X	TWR04 123.575X	*GND01 121.65X	Ground GND02 121.75X	GND03 121.85X
	LOC IUC *108.75	Final Apch Crs 200°	D14.4 IUC 5910' (4605')		SA CAT I ILS RA 151' DA(H) 1455' (150')		Apt Elev 1364'		
	MISSED APCH: Climb STRAIGHT AHEAD to CK650 at 1970' or above, then turn LEFT and climb along 170° to 4930', then turn LEFT to CK710, maintain 020° after CK710, contact ATC. Turn MAX 200 KT. ①								
	Alt Set: hPa		Rwy Elev: 47 hPa		Trans level: FL118		Trans alt: 9850' ②		MSA ARP

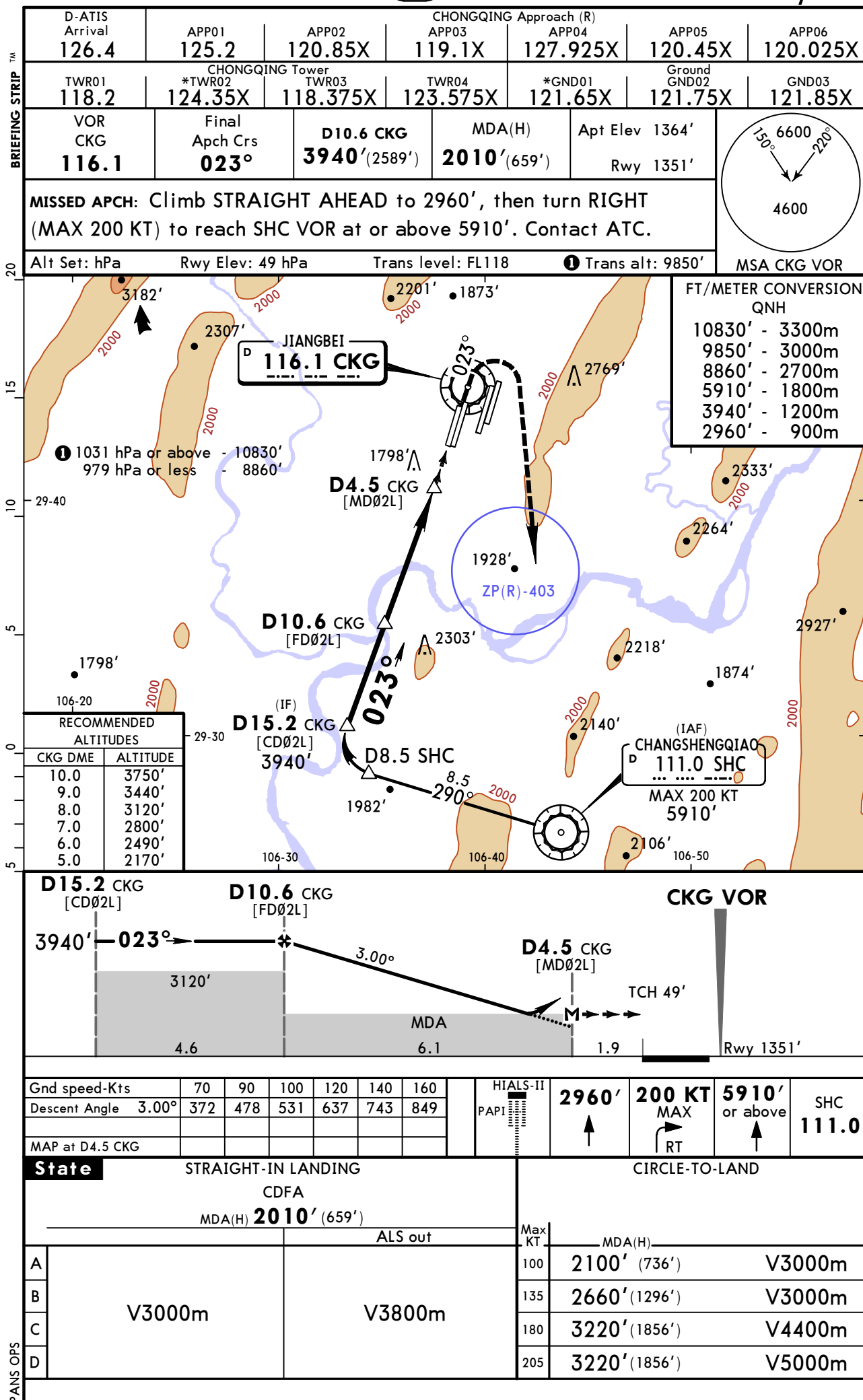


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1970' or above	CK650	200 KT MAX	170°
GS	3.00°	372	478	531	637	743					

State	STRAIGHT-IN LANDING									
	1 SA CAT I ILS									
	RA 151'									
	DA(H) 1455' (150')									
	R450m									
1 HUD required.										

ZUCK/CKG
JIANGBEI

JEPPESSEN CHONGQING, PR OF CHINA
14 FEB 25 13-1 Eff 19 Feb 1600Z VOR DME Rwy 02L



ZUCK/CKG
JIANGBEI

JEPPESSEN CHONGQING, PR OF CHINA
14 FEB 25 13-2 Eff 19 Feb 1600Z VOR DME Rwy 02R

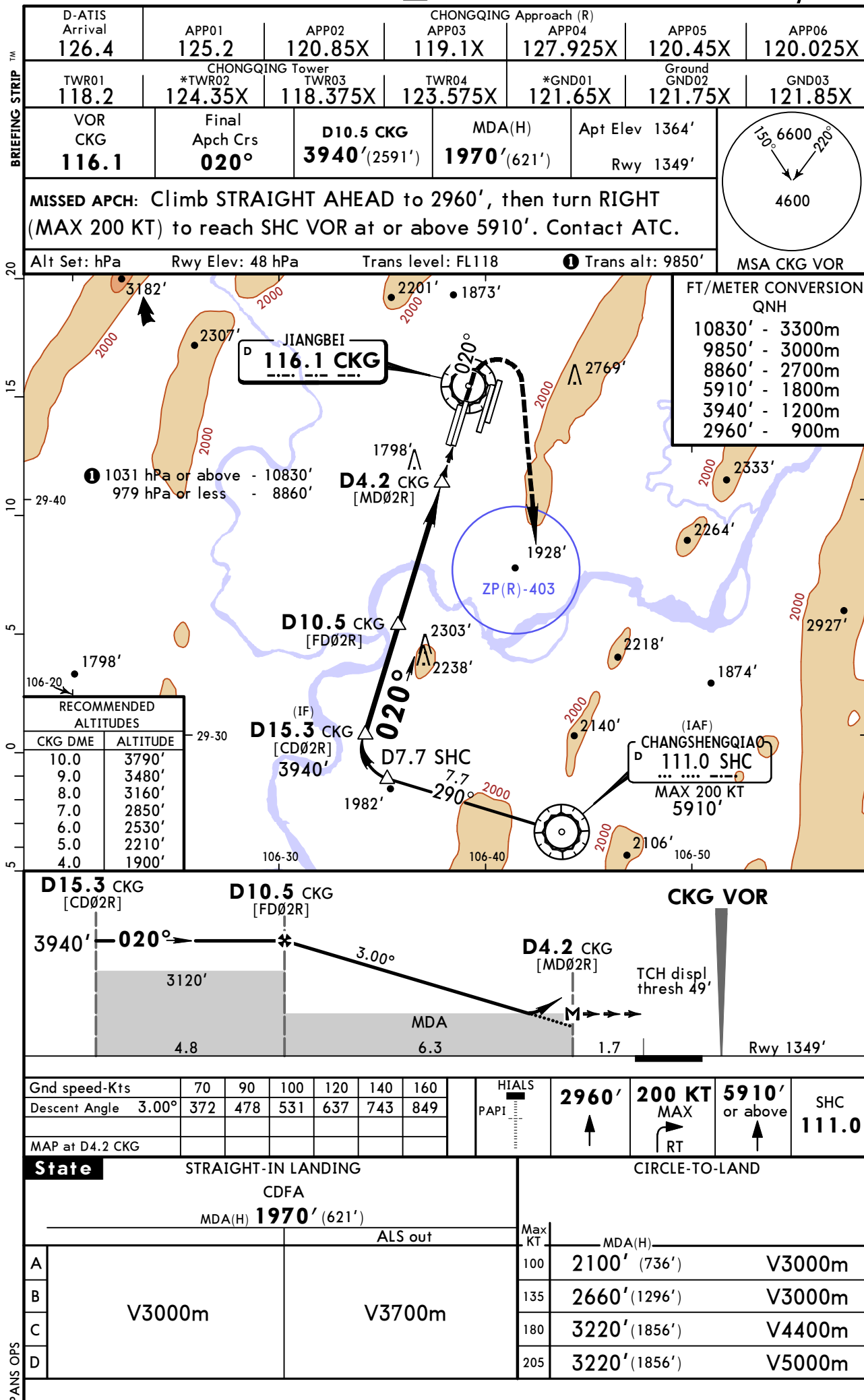


Chart changes since cycle 04-2025

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