

General Info

Chengdu, CHN

N 30°34.8' E103°56.9' Mag Var: 1.2°

Elevation: 1624'

Public, Control Tower, IFR, Landing Fee, Jet Starting Unit available,

Customs available on a restricted basis

Pattern Altitude: 1312 feet AGL

Fuel: Jet

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+8:00 no DST

Runway Info

Runway 02-20 11811' x 197' concrete

Runway 02 (24.0°) TDZE 1617'

Lights: Edge, ALS, Centerline, TDZ

Stopway Distance 197'

Runway 20 (204.0°) TDZE 1624'

Lights: Edge, ALS, Centerline

Stopway Distance 197'

Communications InfoATIS **128.6**Chengdu Tower **123.0**Chengdu Tower **118.85** SecondaryChengdu Ground Control **121.85**Chengdu Approach Control **120.2** At or below 19700' SecondaryChengdu Approach Control **125.6** At or below 19700'Chengdu Approach Control **119.7****Notebook Info**

ZUUU/CTU
SHUANGLIU

21 SEP 07

JEPPESEN

10-1P

Eff 27 Sep

CHENGDU, PR OF CHINA**AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

*ATIS 128.6

1.2. TAXI PROCEDURES

ACFT landing on RWY 02 shall break away from RWY by rapid exit TWY H as soon as possible.

If an ACFT is holding at TWY A2, only ACFT with MAX wingspan of 128'/39m available to taxiing across TWY A2 along TWY A.

If LVP in force ACFT are forbidden to enter RWY via TWY A2.

When LVP is not performed ACFT with MAX wingspan 128'/39m and the height of fuselage MAX 49'/15m are permitted to enter into RWY via TWY A2 or holding on TWY A2.

Taxiing via TWY B from South to North, ACFT shall follow the follow-me car after the intersection of TWY B4.

TWY A2 only available for ACFT with MAX wingspan of 213'/65m.

TWYs B2 thru B13 and TWY B between TWY B2 and B12 only available for ACFT with MAX wingspan of 213'/65m.

TWY G and TWY B between TWY B12 and B13 only available for acft with MAX wingspan of 128'/39m.

TWY C between TWY C1 and C2 only available for ACFT with MAX wingspan of 128'/39m, when ACFT with wingspan 200'/61m and above parking on K20.

TWY C1 thru C3, C5 and TWY C between TWY C1 and C3 only available for ACFT with MAX wingspan of 213'/65m.

TWY C4 and TWY C between TWY C4 and C5 only available for ACFT with MAX wingspan of 128'/39m.

TWY C between TWY C3 and C4 only available for ACFT with MAX wingspan of 171'/52m.

1.3. PARKING INFORMATION

ACFT parking on stands K1 thru K31 and K301 thru K340 have to be pushed back before start up.

1.4. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 02 approved for CAT II operations, special Aircrew & ACFT certification required.

Arriving ACFT shall normally break away from RWY by rapid exit TWYs H or J.

3. DEPARTURE

3.1. OTHER INFORMATION

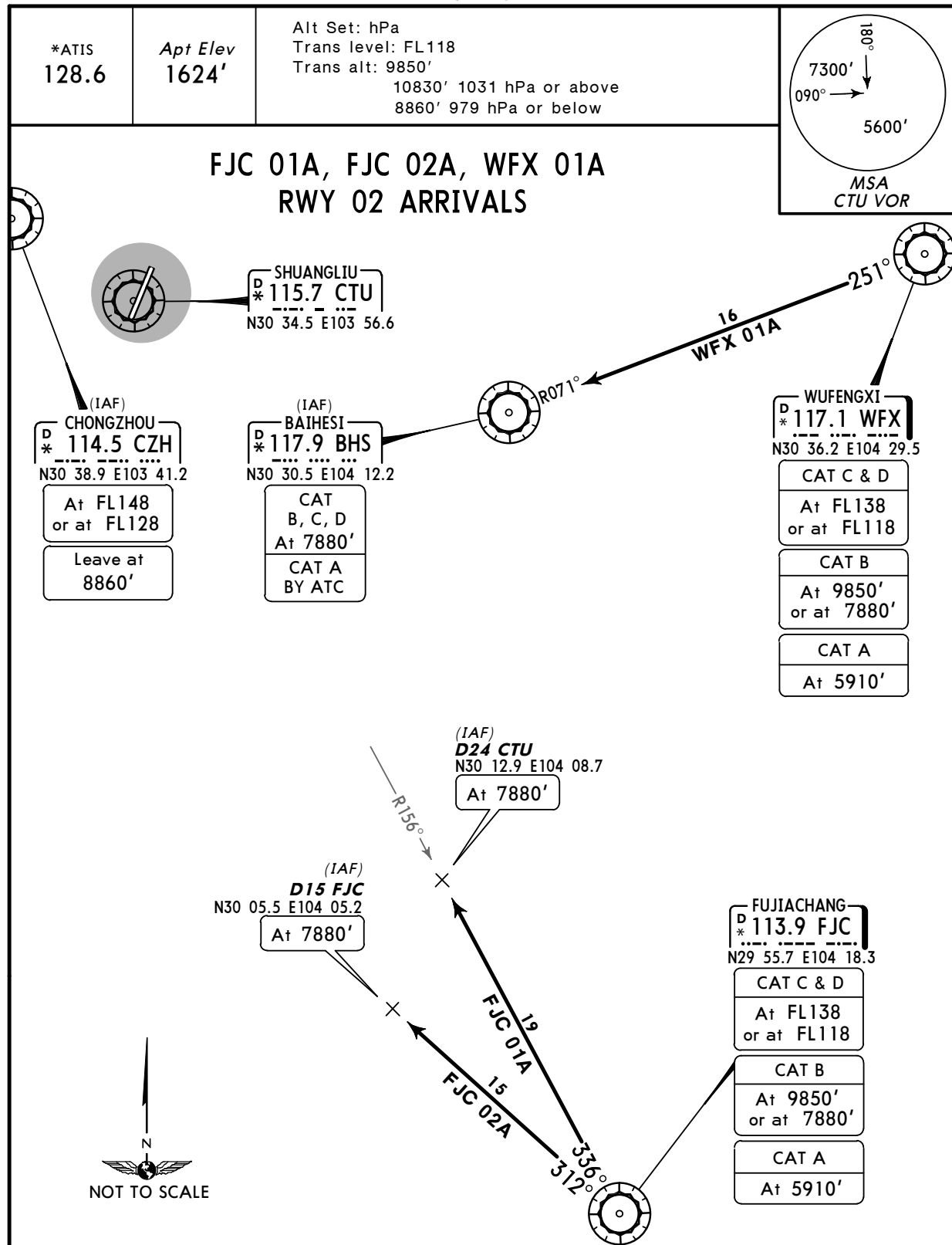
When "Contact APP immediately after take-off" is requested in ATC clearance, Pilot shall leave TWR frequency without radiotelephony instruction from controller as soon as airborne and contact the assigned frequency, otherwise contact APP when climb to 2140'(650m).

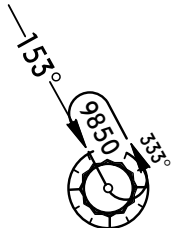
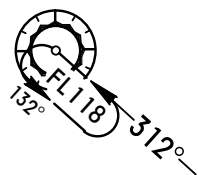
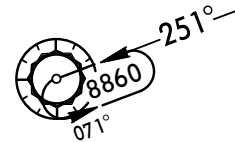
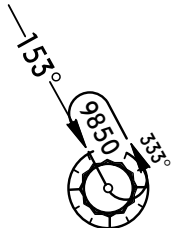
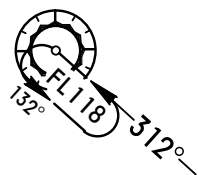
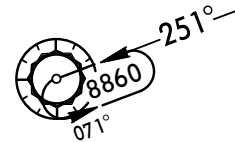
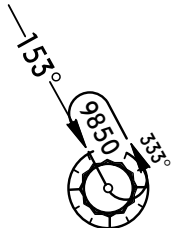
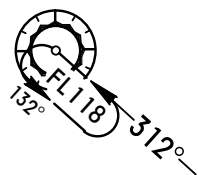
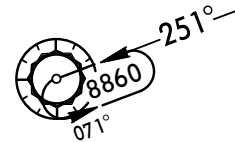
ZUUU/CTU
SHUANGLIU

JEPPesen
13 MAY 05 **10-2**

CHENGDU, PR OF CHINA

STAR



FL CONVERSION <table><tr><td>FL148</td><td>FL4500m</td></tr><tr><td>FL138</td><td>FL4200m</td></tr><tr><td>FL128</td><td>FL3900m</td></tr><tr><td>FL118</td><td>FL3600m</td></tr></table>	FL148	FL4500m	FL138	FL4200m	FL128	FL3900m	FL118	FL3600m	HOLDINGS OVER <table><tr><th>CZH</th><th>FJC</th><th>WFX</th></tr><tr><td colspan="3">only available for ILS CAT II operation</td></tr><tr><td></td><td></td><td></td></tr></table>			CZH	FJC	WFX	only available for ILS CAT II operation					
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CZH	FJC	WFX																		
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FT/METER CONVERSION QNH <table><tr><td>10830'</td><td>-</td><td>3300m</td></tr><tr><td>9850'</td><td>-</td><td>3000m</td></tr><tr><td>8860'</td><td>-</td><td>2700m</td></tr><tr><td>7880'</td><td>-</td><td>2400m</td></tr><tr><td>5910'</td><td>-</td><td>1800m</td></tr></table>	10830'	-	3300m	9850'	-	3000m	8860'	-	2700m	7880'	-	2400m	5910'	-	1800m					
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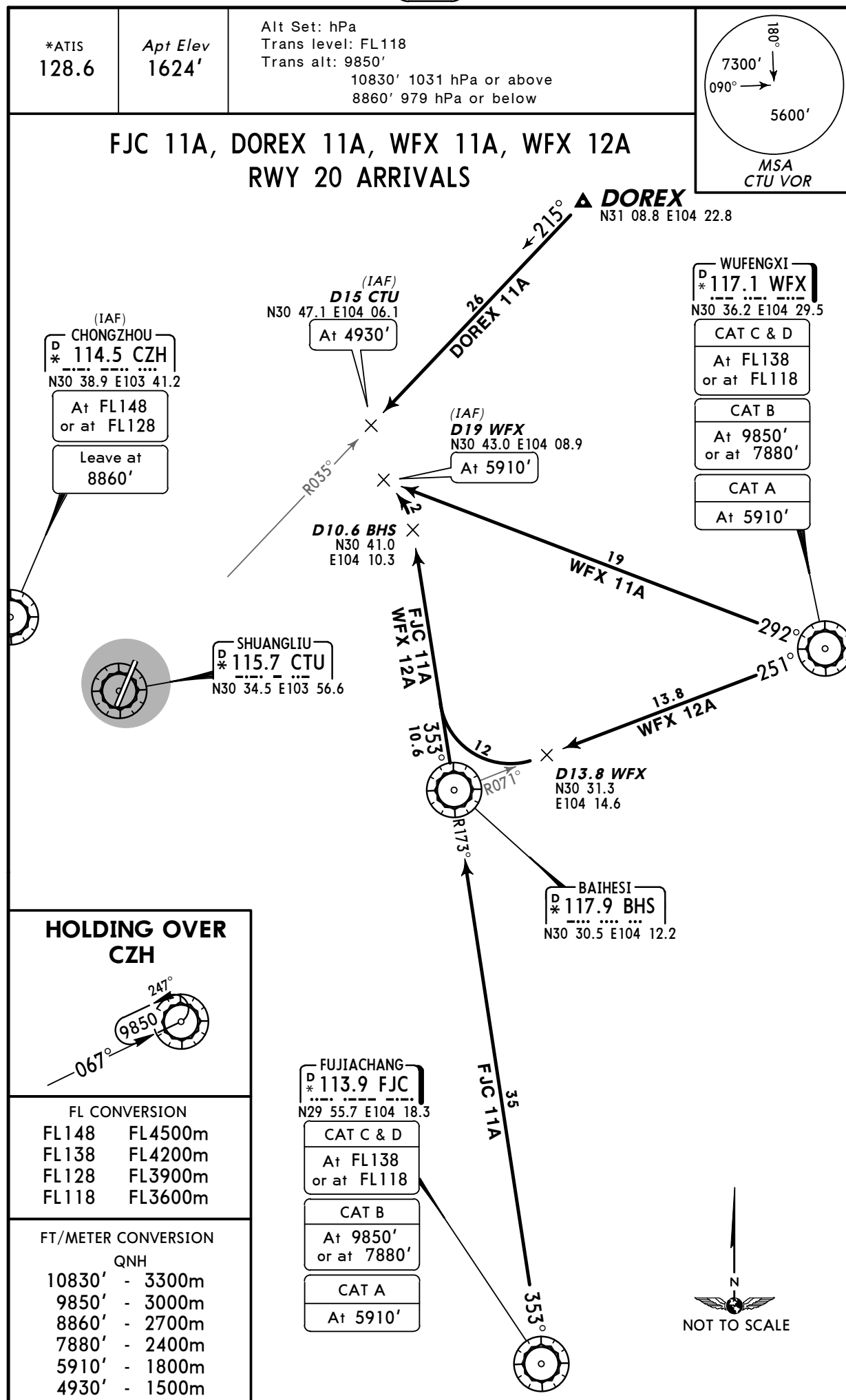
CHANGES: Holding over CZH; STARs transferred.

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JEPPESSEN
13 MAY 05 **(10-2A)**

CHENGDU, PR OF CHINA

STAR



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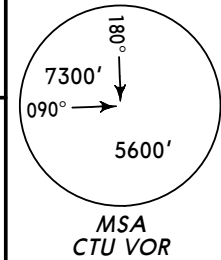
JEPPESEN
30 SEP 05 **10-3**

CHENGDU, PR OF CHINA

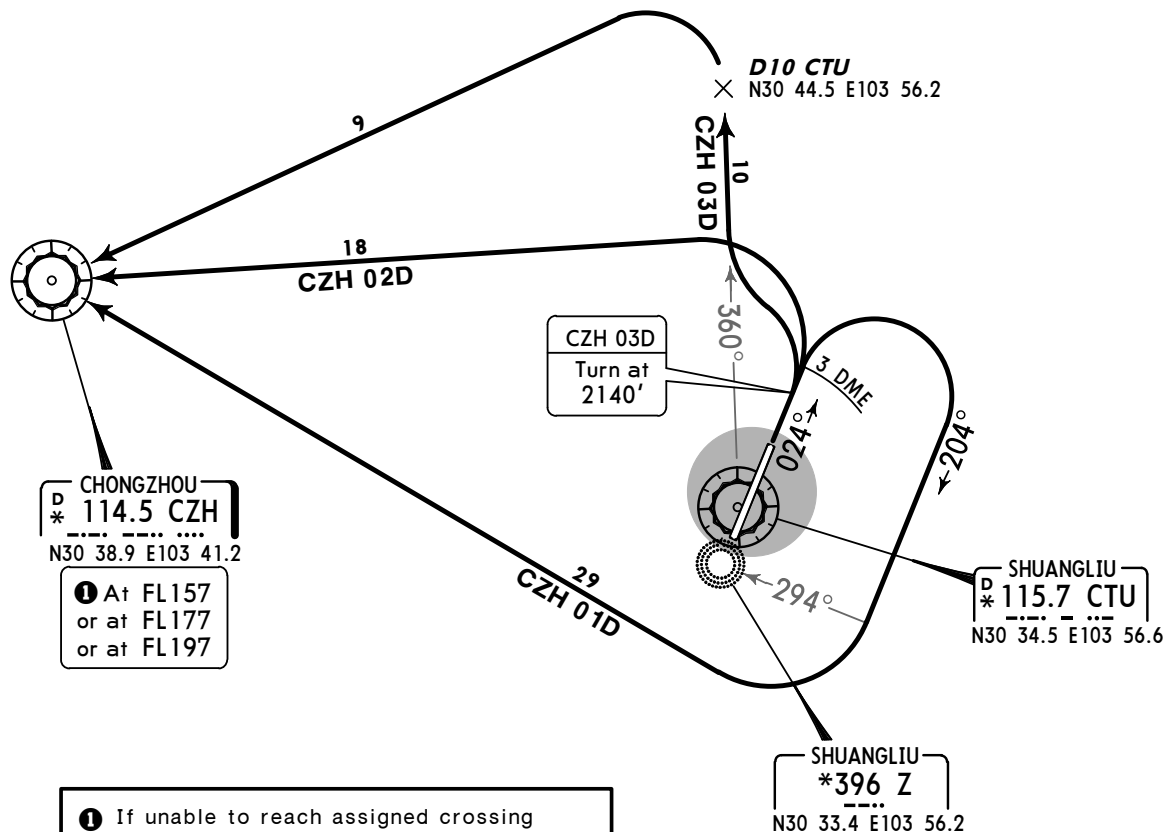
SID

Apt Elev
1624'

Trans level: FL118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



CZH 01D, CZH 02D, CZH 03D
RWY 02 DEPARTURES



FT/METER CONVERSION
QNH

2140' - 650m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL157 FL4800m
FL177 FL5400m
FL197 FL6000m



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SHUANGLIU

JEPPESEN
30 SEP 05 **(10-3A)**

CHENGDU, PR OF CHINA

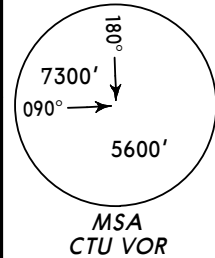
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Apt Elev
1624'

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below

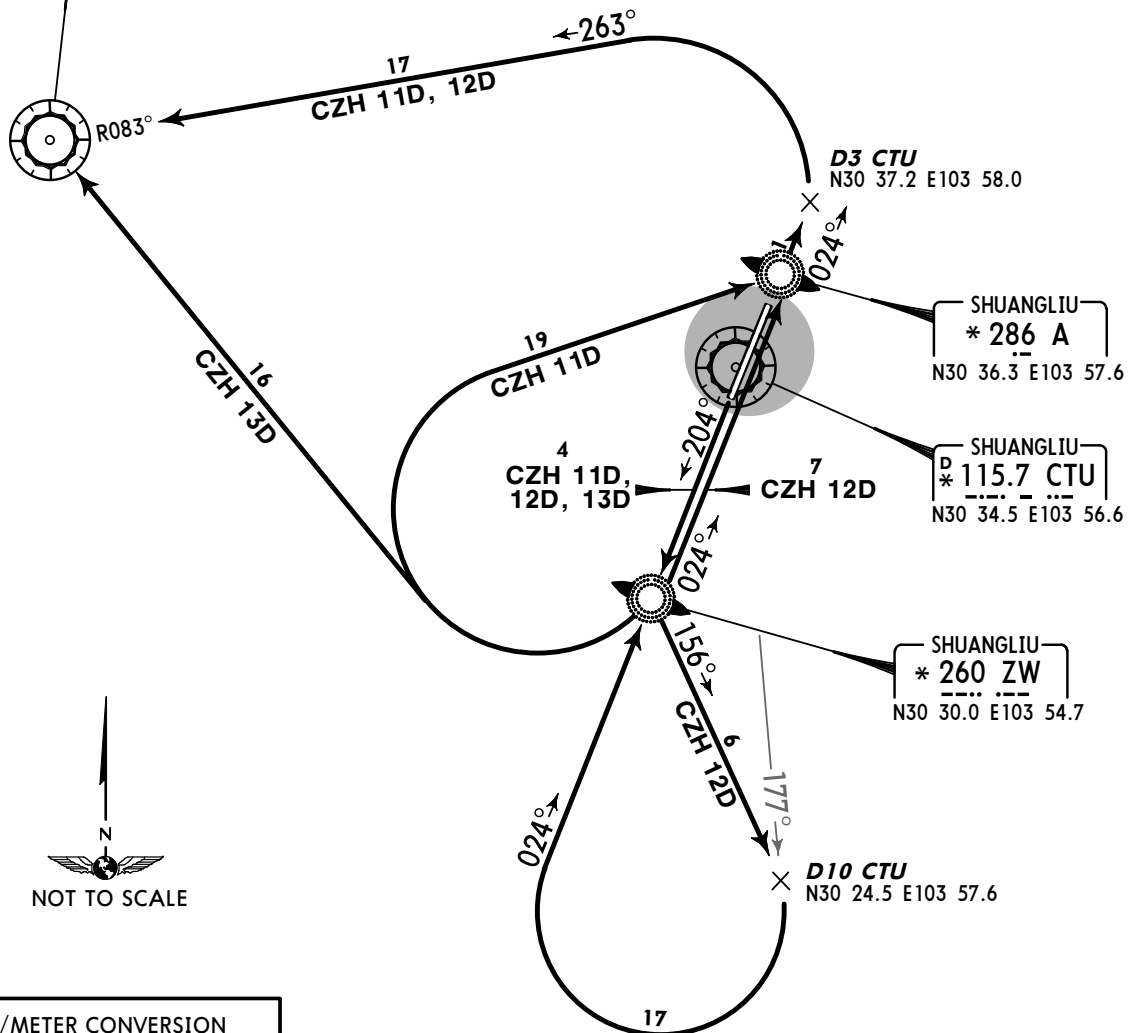


CZH 11D, CZH 12D, CZH 13D
RWY 20 DEPARTURES

CHONGZHOU
D * **114.5 CZH**
N30 38.9 E103 41.2

① At FL157
or at FL177
or at FL197

① If unable to reach assigned crossing altitude at CZH turn LEFT, climb in racetrack pattern to assigned altitude, then join enroute course.



FT/METER CONVERSION

QNH

8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

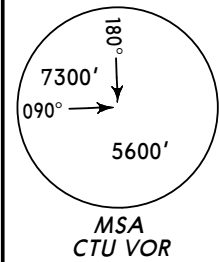
FL118 FL3600m
FL157 FL4800m
FL177 FL5400m
FL197 FL6000m

ZUUU/CTU
SHUANGLIU

30 SEP 05 10-3B
CHENGDU, PR OF CHINA
SID

Apt Elev
1624'

Trans level: FL 118 Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



JTG 01D, JTG 02D
ZYG 01D, ZYG 03D
ZYG 02D
BY ATC

RWY 02 DEPARTURES

JINTANG
D * 115.4 JTG
N30 52.3 E104 23.6

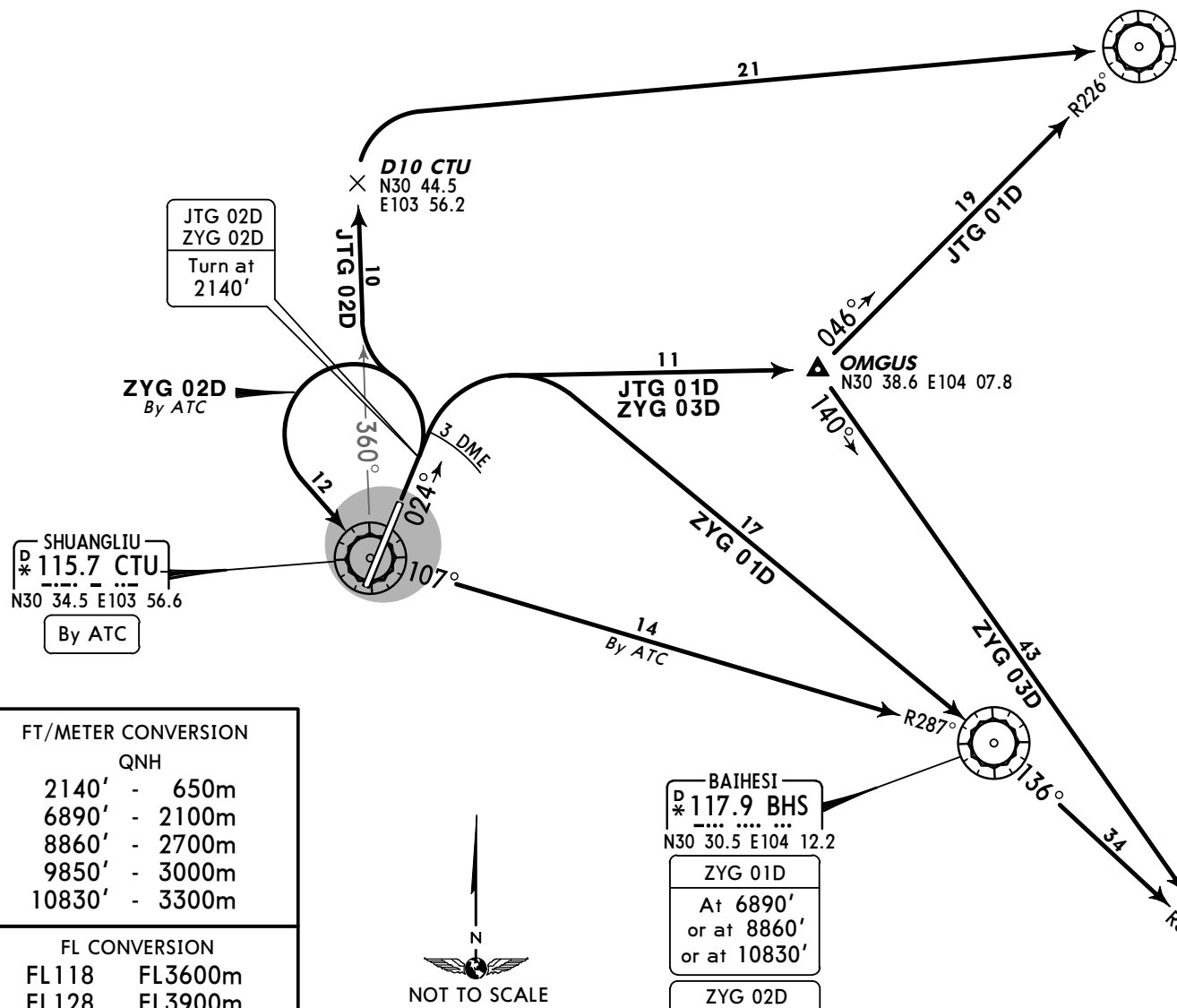
CAT C & D
At 10830'
or at FL128
CAT B
At 8860'
CAT A
At 6890'

ZIYANG
D * 112.1 ZYG
N30 06.9 E104 40.6

CAT C & D
At FL128
or at FL148
or at FL167
CAT B
At 8860'
or at 10830'
CAT A
At 6890'

BATHESI
D * 117.9 BHS
N30 30.5 E104 12.2

ZYG 01D
At 6890'
or at 8860'
or at 10830'
ZYG 02D
By ATC



SHUANGLIU
D * 115.7 CTU
N30 34.5 E103 56.6
By ATC

FT/METER CONVERSION
QNH
2140' - 650m
6890' - 2100m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION
FL118 FL3600m
FL128 FL3900m
FL148 FL4500m
FL167 FL5100m



ZUUU/CTU
SHUANGLIU

30 SEP 05
10-3C

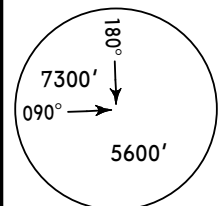
JEPPesen CHENGDU, PR OF CHINA
SID

Apt Elev
1624'

Trans level: FL118

Trans alt: 9850'

10830' 1031 hPa or above
8860' 979 hPa or below



MSA
CTU VOR

JTG 11D, JTG 12D, JTG 13D
JTG 14D, ZYG 11D
RWY 20 DEPARTURES

JINTANG
D *115.4 JTG
N30 52.3 E104 23.6

CAT C & D

At 10830'
or at FL128

CAT B

At 8860'

CAT A

At 6890'

ZIYANG
D *112.1 ZYG
N30 06.9 E104 40.6

CAT C & D

At FL128
or at FL148
or at FL167

CAT B

At 8860'
or at 10830'

CAT A

At 6890'



SHUANGLIU
*286 A
N30 36.3 E103 57.6

D3 CTU
N30 37.2
E103 58.0

OMGUS
N30 38.6
E104 07.8

JTG 11D, 12D

SHUANGLIU
D *115.7 CTU
N30 34.5 E103 56.6

JTG 14D

JTG 11D

JTG 11D
12D, 13D, 14D
ZYG 11D

JTG 12D

JTG 13D

SHUANGLIU
*260 ZW
N30 30.0 E103 54.7

FT/METER CONVERSION

QNH

6890' - 2100m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL128 FL3900m
FL148 FL4500m
FL167 FL5100m

JTG 12D

D10 CTU
N30 24.5 E103 57.6

ZYG 11D

17

ZUUU/CTU

Apt Elev **1624'**
N30 34.8 E103 56.9

JEPPESSEN

31 AUG 07

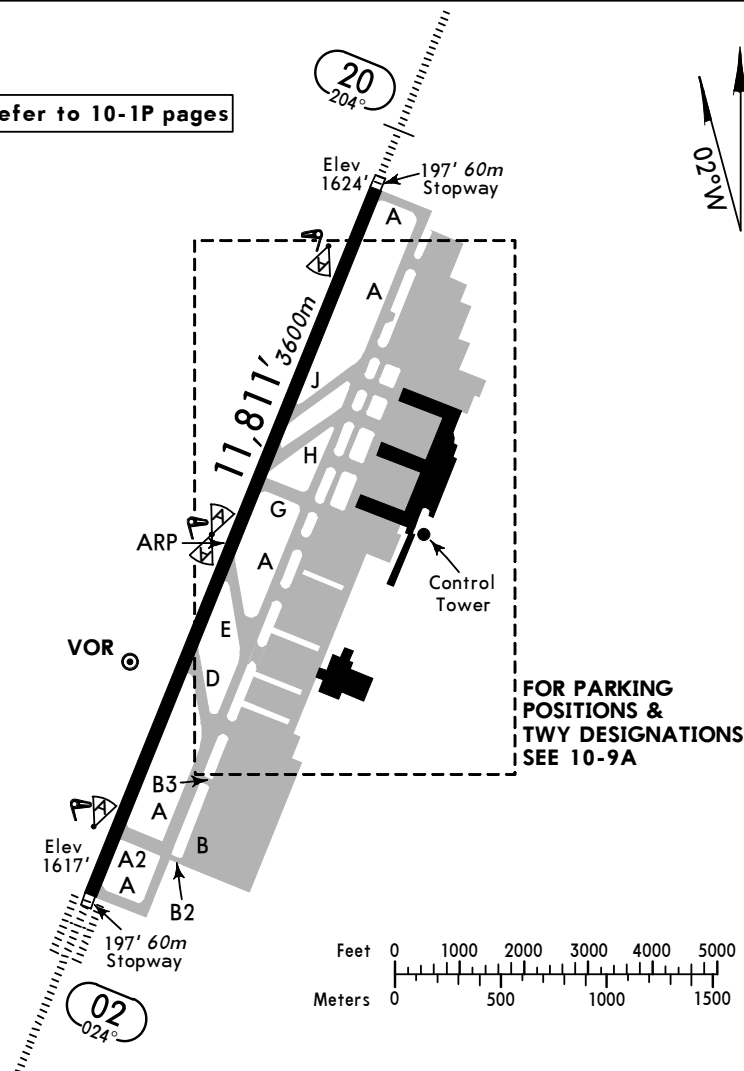
(10-9)

CHENGDU, PR OF CHINA

SHUANGLIU

*ATIS	*CHENGDU Ground	*Tower
128.6	121.85	123.0

For AIRPORT BRIEFING refer to 10-1P pages



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond		
02 20	HIRL (30m) CL (30m) HIALS-II SFL TDZ	RVR		10,794' 3290m		197' 60m
	PAPI-L (3.0°) HST-H&J	RVR		10,764' 3281m		
	HIRL (30m) CL (30m) HIALS PAPI-L (3.0°)	RVR				
	HST-D&E					

TAKE-OFF

		All Rwys			
		LVP must be in force		RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	HIRL and CL	RL and RCLM		
	B	RVR 200m	RVR 250m	RVR 400m	RVR 500m
	C				
	D	RVR 250m	RVR 300m		
Other		VIS 1600m			

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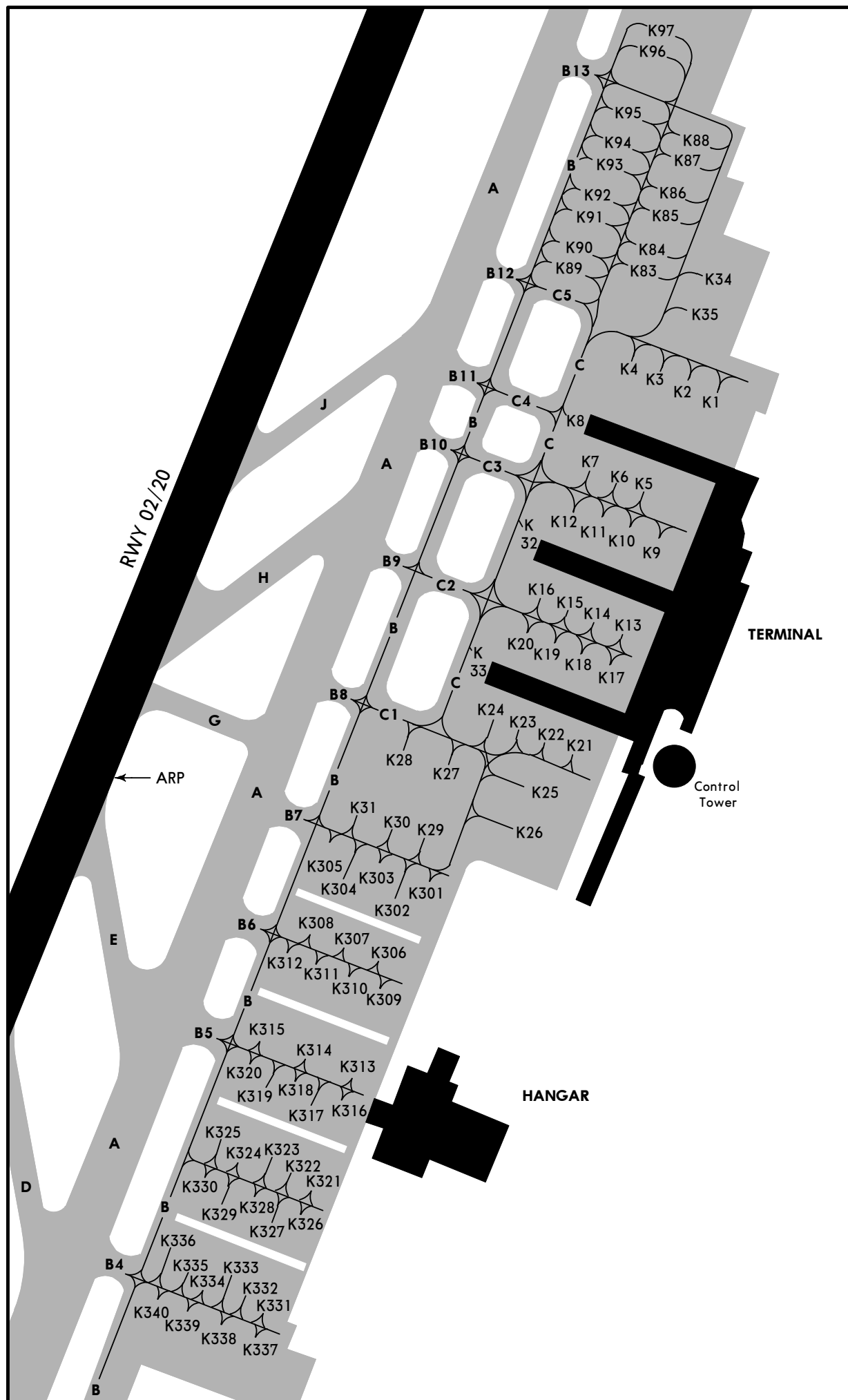
31 AUG 07

JEPPESSEN

10-9A

CHENGDU, PR OF CHINA

SHUANGLIU



ZUUU/CTU**JEPPESSEN**
1 APR 05
Eff 14 Apr **10-9X****JAA MINIMUMS**
CHENGDU, PR OF CHINA
SHUANGLIU

STRAIGHT-IN RWY		A	B	C	D
02	CAT II ILS ❶	1717' (100')	1717' (100')	1717' (100')	1717' (100')
		RA 102' R300m	RA 102' R300m	RA 102' R300m	RA 102' R300m
	CAT II ILS ❷	1717' (100')	1732' (115')	1749' (132')	1765' (148')
		RA 102' R300m	RA 122' R300m	RA 139' R400m	RA 155' R450m
	ILS DME	1817' (200')	1817' (200')	1831' (214')	1831' (214')
		R550m	R550m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❸	2000' (383')	2000' (383')	2000' (383')	2000' (383')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR DME	2000' (383')	2000' (383')	2000' (383')	2000' (383')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	2170' (553')	2170' (553')	2170' (553')	2170' (553')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
20	ILS	1824' (200')	1824' (200')	1837' (213')	1854' (230')
		R550m	R550m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	1990' (366')	1990' (366')	1990' (366')	1990' (366')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR DME	1990' (366')	1990' (366')	1990' (366')	1990' (366')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	2010' (386')	2010' (386')	2010' (386')	2010' (386')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

❶ Missed approach climb gradient mim 3.0%.

❷ Missed approach climb gradient mim 2.5%.

❸ LMM out: NOT AUTHORIZED.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	2190' (566')	2240' (616')	2330' (706')	2330' (706')
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF RWY 02, 20

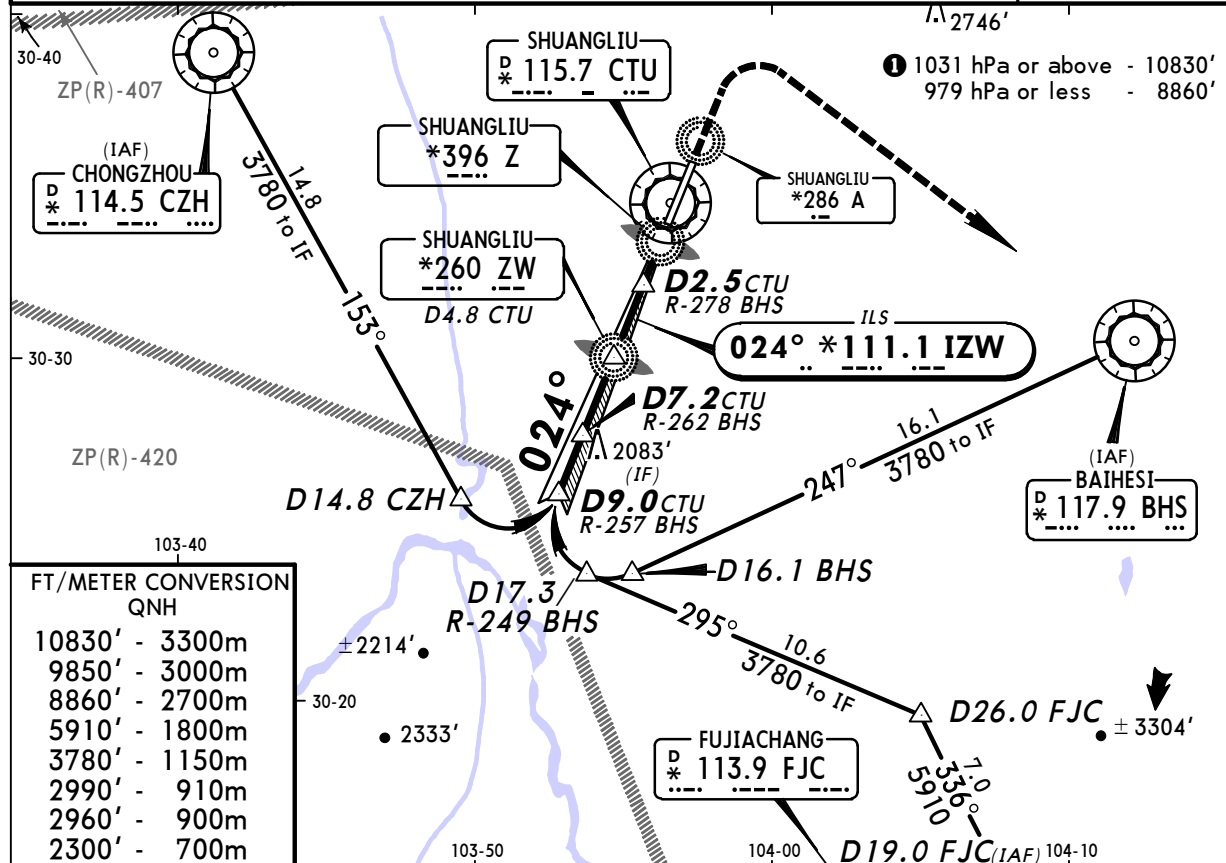
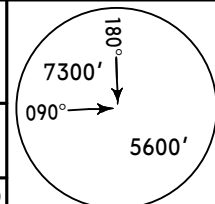
		LVP must be in Force		RL	NIL (DAY only)
		HIRL and CL	RL and RCLM		
2 TURB Eng or 3 & 4 Eng	A	R200m	R250m	R400m	R500m
	B				
	C				
	D	R250m	R300m		
Other		V1600m			

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JEPPesen **CHENGDU, PR OF CHINA**
1 APR 05 **(11-1)** **Eff 14 Apr** **ILS DME Rwy 02**

BRIEFING STRIP

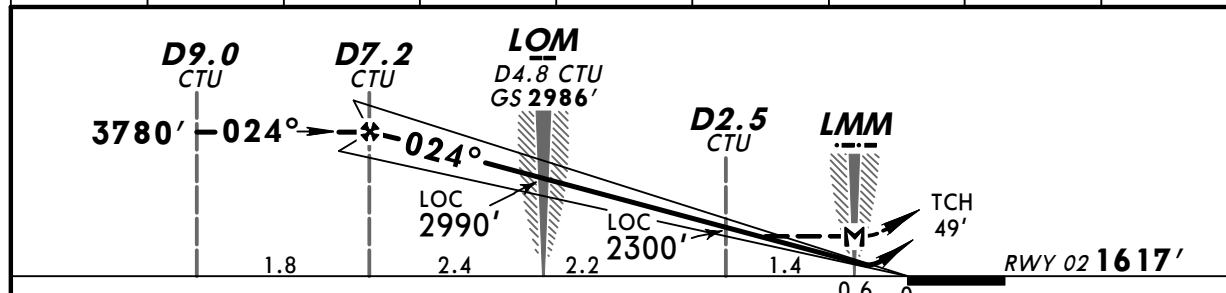
*ATIS	CHENGDU Approach (R)		*CHENGDU Tower	*Ground
128.6	125.6		123.0	121.85
LOC IZW *111.1	Final Apch Crs 024°	GS LOM 2986' (1369')	ILS DA(H) Refer to Minimums	Apt Elev 1624' RWY 1617'
MISSED APCH: Climb STRAIGHT AHEAD to 2960', then turn RIGHT to BHS VOR, then as directed.				
Alt Set: hPa	Rwy Elev: 58 hPa	Trans level: FL 118	Trans alt: 9850' ①	MSA CTU VOR
Initial apch restricted to MAX IAS 205 KT.				



FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
3780'	-	1150m
2990'	-	910m
2960'	-	900m
2300'	-	700m

LOC	CTU DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	3740'	3420'	3100'	2780'	2470'	2150'	1830'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2960'	BHS 117.9
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	PAPI	↑	RT
MAP at LMM									

STRAIGHT-IN LANDING RWY 02						CIRCLE-TO-LAND	
ILS			LOC (GS out)				
DA(H) AB: 1817' (200') CD: 1831' (214')			MDA(H) 2000' (383')				
FULL	TDZ or CL out	ALS out		LMM out	ALS out	Max Kts	MDA(H)
A						100	2190' (566') 1600m
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	135	2240' (616') 1600m
C						180	2330' (706') 3200m
D						205	2330' (706') 3600m

PANS OPS 4

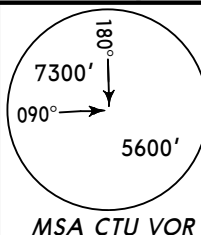
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JEPPESSEN **CHENGDU, PR OF CHINA**
1 APR 05 **11-1A** Eff 14 Apr **CAT II ILS Rwy 02**

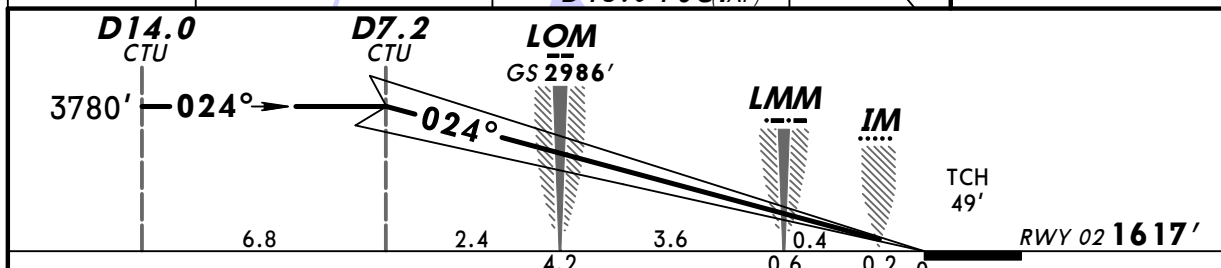
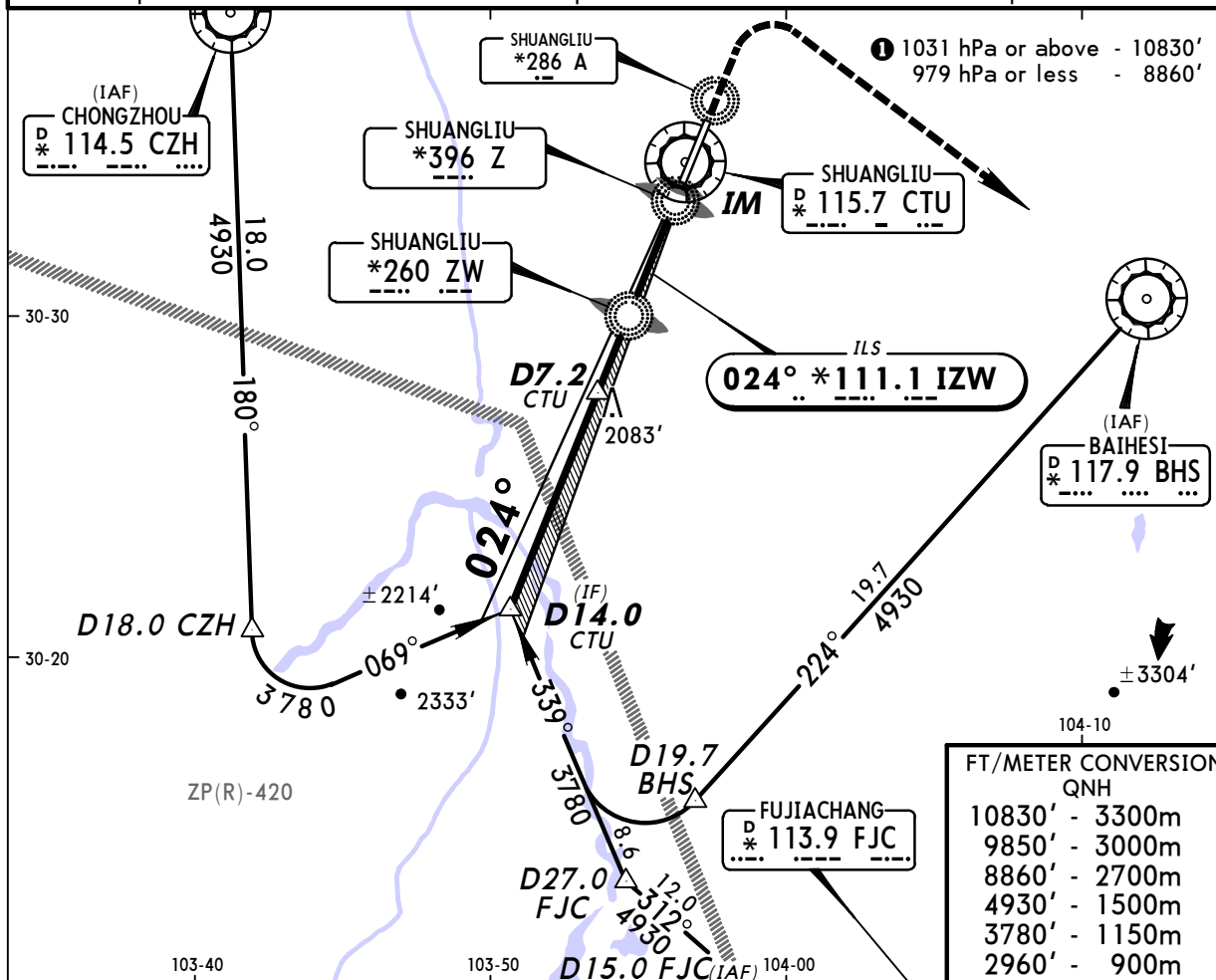
BRIEFING STRIP

*ATIS 128.6	CHENGDU Approach (R) 125.6	*CHENGDU Tower 123.0	*Ground 121.85
LOC IZW * 111.1	Final Apch Crs 024°	GS LOM 2986' (1369')	CAT II ILS RA/DA(H) Refer to Minimums
Apt Elev 1624' RWY 1617'			

MISSED APCH: Climb STRAIGHT AHEAD to 2960', then turn RIGHT to BHS VOR, then as directed.



Alt Set: hPa Rwy Elev: 58 hPa Trans level: FL 118 Trans alt: 9850' ①
1. Initial apch restricted to MAX IAS 205 KT. 2. Special Aircrew & Acft Certification required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		2960'	BHS 117.9
GS	3.00°	377	484	538	646	753	PAPI		↑	RT

STRAIGHT-IN LANDING RWY 02
CAT II ILS

Missed apch climb gradient mim 3.0%

ABCD
RA 102'

DA(H) **1717'** (100')

Missed apch climb gradient mim 2.5%

A
RA 102'

DA(H) **1717'** (100')

B
RA 122'

DA(H) **1732'** (115')

C
RA 139'

DA(H) **1749'** (132')

D
RA 155'

DA(H) **1765'** (148')

RVR **350m**

RVR **500m**

PANS OPS 4

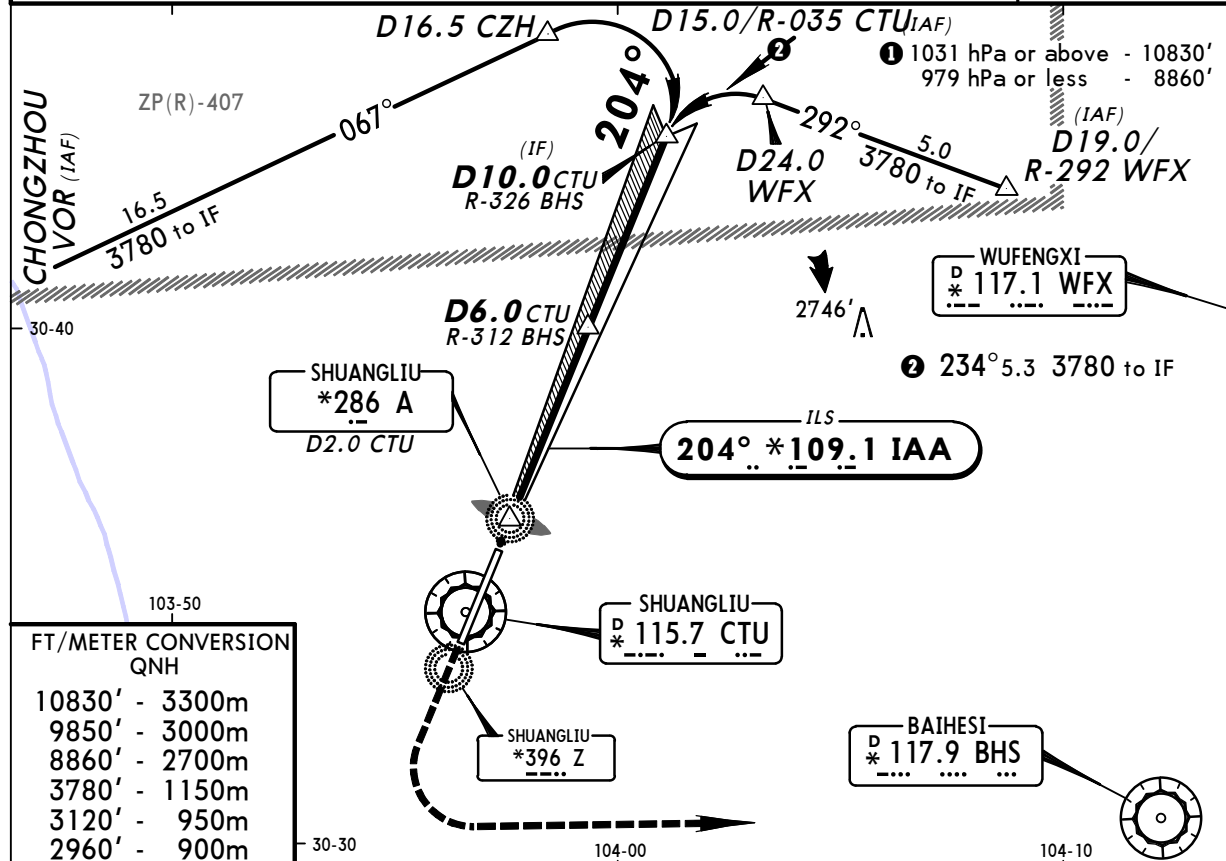
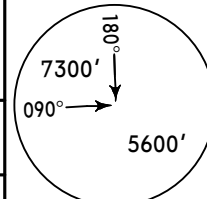
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SHUANGLIU

JEPPESSEN
13 MAY 05 (11-2)

CHENGDU, PR OF CHINA
ILS DME Rwy 20

BRIEFING STRIP

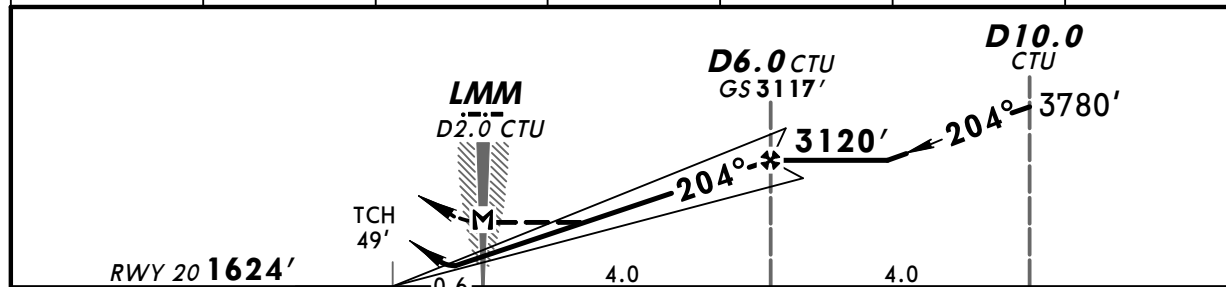
*ATIS	CHENGDU Approach (R)		*CHENGDU Tower	*Ground
128.6	125.6		123.0	121.85
LOC IAA *109.1	Final Apch Crs 204°	GS D6.0 CTU 3117' (1493')	ILS DA(H) Refer to Minimums	Apt Elev 1624' RWY 1624'
MISSED APCH: Climb STRAIGHT AHEAD to 2960', then turn LEFT to BHS VOR, then as directed.				
Alt Set: hPa	Rwy Elev: 58 hPa	Trans level: FL 118	Trans alt: 9850' ①	MSA CTU VOR
Initial apch restricted to MAX IAS 205 KT.				



FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
3780'	-	1150m
3120'	-	950m
2960'	-	900m

LOC (GS out)	CTU DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	1870'	2180'	2500'	2820'	3120'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2960'	BHS 117.9
ILS GS 3.00° or	377	484	538	646	753	861	PAPI	↑	LT
LOC Descent Gradient 5.2%									
MAP at LMM/D2.0 CTU									

STRAIGHT-IN LANDING Rwy 20				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H)	C: 1837' (213')	MDA(H) 1990' (366')			
AB: 1824' (200')	D: 1854' (230')				
FULL	ALS out	ALS out		Max Kts	MDA(H)
A				100	2190' (566') 1600m
B				135	2240' (616') 1600m
C	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	180	2330' (706') 3200m
D		1200m	2000m	205	2330' (706') 3600m

PANS OPS 4

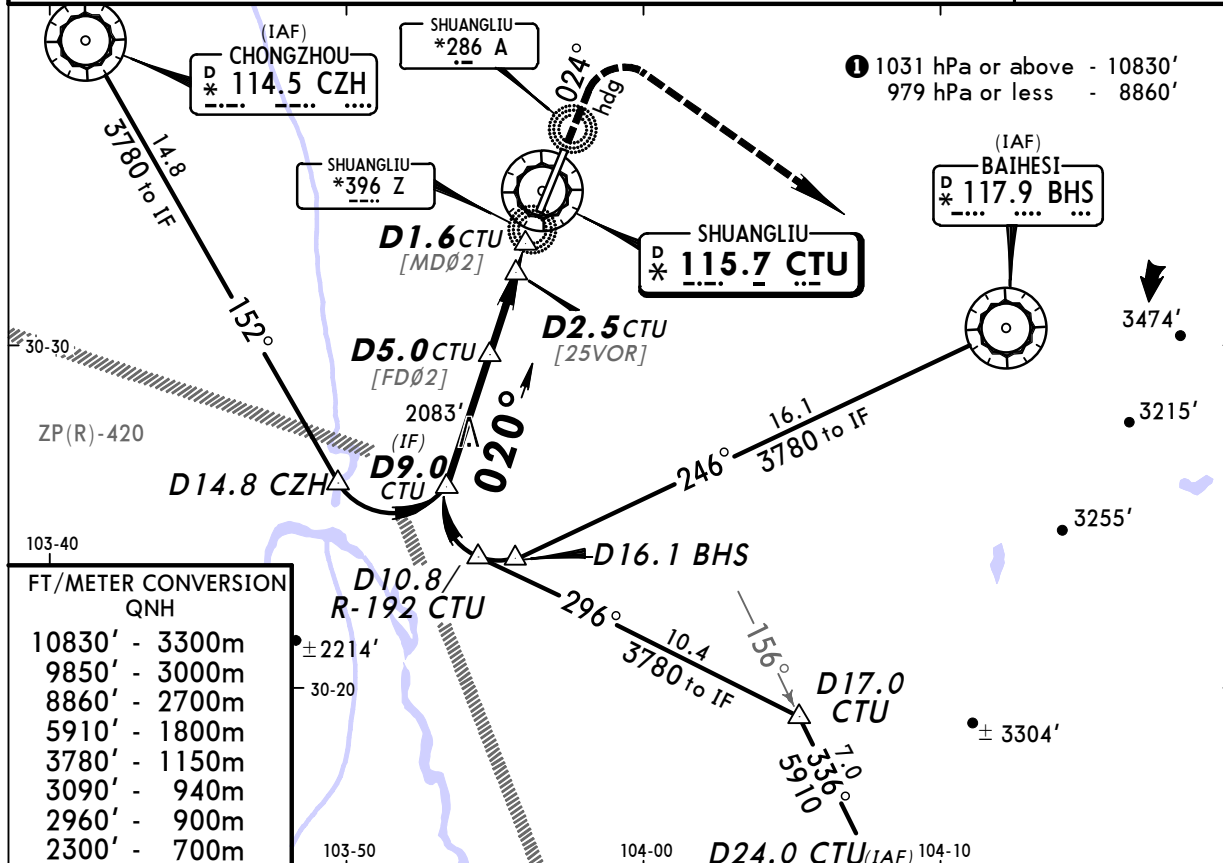
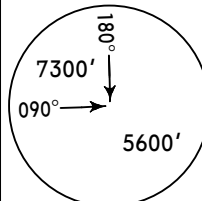
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JEPPESSEN
13 MAY 05 **(13-1)**

CHENGDU, PR OF CHINA
VOR DME Rwy 02

BRIEFING STRIP

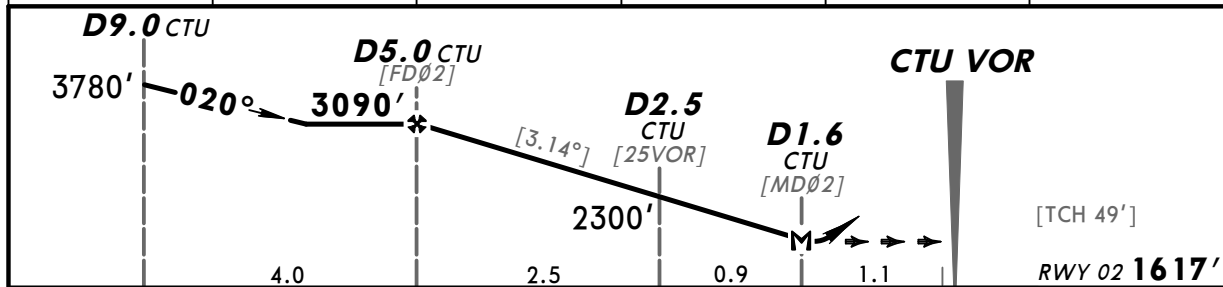
*ATIS	CHENGDU Approach (R)		*CHENGDU Tower	*Ground
128.6	125.6		123.0	121.85
VOR CTU * 115.7	Final Apch Crs 020°	Minimum Alt D5.0 CTU 3090' (1473')	MDA(H) 2000' (383')	Apt Elev 1624' RWY 1617'
MISSED APCH: Climb on heading 024° to 2960', then turn RIGHT to BHS VOR, then as directed.				
Alt Set: hPa		Rwy Elev: 58 hPa	Trans level: FL 118	Trans alt: 9850' ①
Initial apch restricted to MAX IAS 205 KT.				MSA CTU VOR



FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
3780'	-	1150m
3090'	-	940m
2960'	-	900m
2300'	-	700m

CTU DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3090'	2780'	2460'	2140'	1830'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2960' on 024° hdg
Descent gradient 5.47% or	389	500	556	667	778	889	
Descent angle [3.14°]							
MAP at D1.6 CTU							

STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND			
MDA(H) 2000' (383')				Max Kts	MDA(H)		
ALS out				100	2190' (566')	2000m	
1200m				135	2240' (616')	2000m	
2000m				180	2330' (706')	3200m	
RVR 1500m VIS 1600m				205	2330' (706')	3600m	

PANS OPS 4

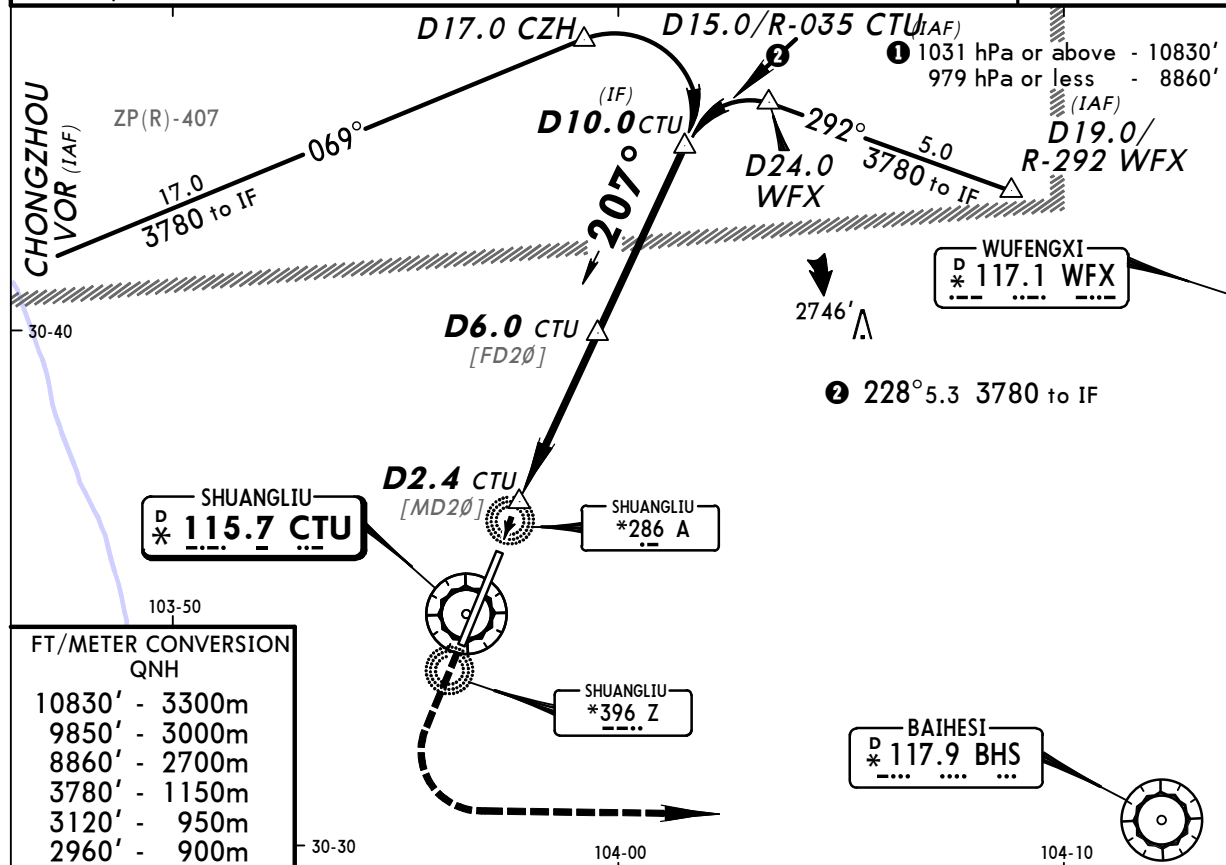
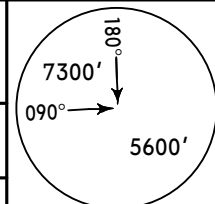
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JEPPESSEN
13 MAY 05 **(13-2)**

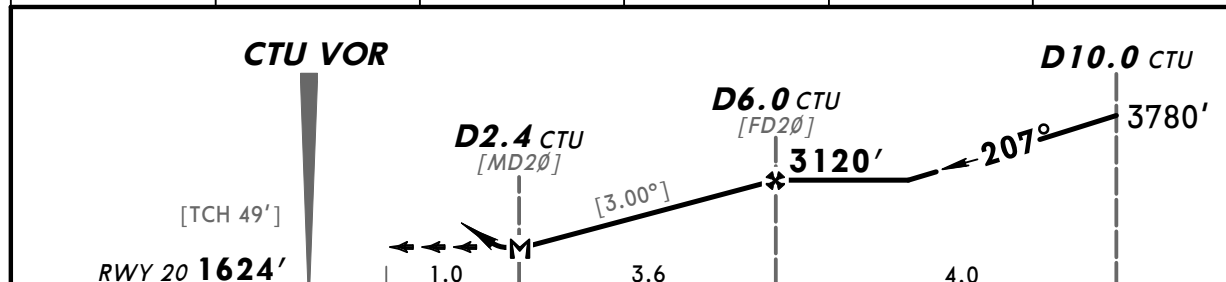
CHENGDU, PR OF CHINA
VOR DME Rwy 20

BRIEFING STRIP

*ATIS	CHENGDU Approach (R)		*CHENGDU Tower	*Ground
128.6	125.6		123.0	121.85
VOR CTU *115.7	Final Apch Crs 207°	Minimum Alt D6.0 CTU 3120' (1496')	MDA(H) 1990' (366')	Apt Elev 1624' RWY1624'
MISSED APCH: Climb STRAIGHT AHEAD to 2960', then turn LEFT to BHS VOR, then as directed.				
Alt Set: hPa	Rwy Elev: 58 hPa	Trans level: FL 118	Trans alt: 9850' ①	MSA CTU VOR
Initial apch restricted to MAX IAS 205 KT.				



CTU DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1870'	2180'	2500'	2820'	3120'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2960' ↑	BHS 117.9 LT
Descent gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849			
MAP at D2.4 CTU									

STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND			
MDA(H) 1990' (366')				MDA(H)			
ALS out				Max Kts			
A				100	2190' (566')	1600m	
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m		135	2240' (616')	1600m	
C				180	2330' (706')	3200m	
D	RVR 1500m VIS 1600m	2000m		205	2330' (706')	3600m	

PANS OPS 4

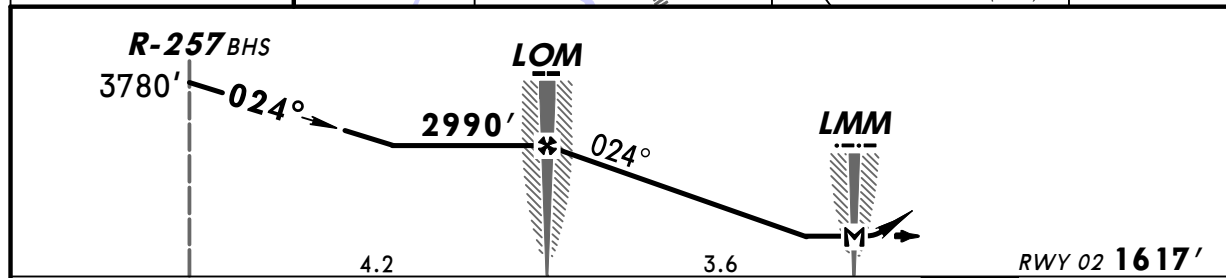
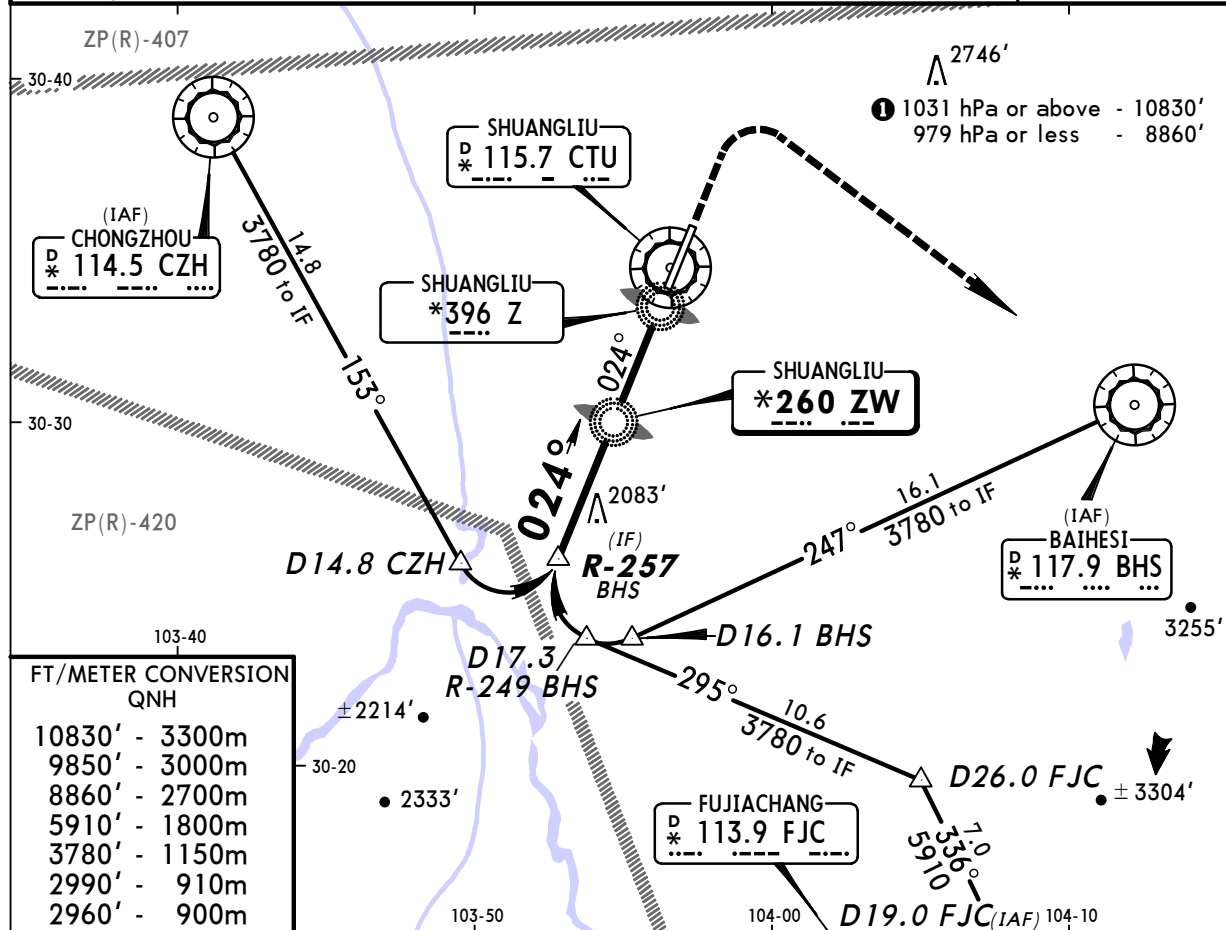
ZUUU/CTU
SHUANGLIU

JEPPesen
13 MAY 05 **(16-1)**

CHENGDU, PR OF CHINA
NDB Rwy 02

BRIEFING STRIP

*ATIS	CHENGDU Approach (R)		*CHENGDU Tower	*Ground
128.6	125.6		123.0	121.85
NDB ZW * 260	Final Apch Crs 024°	Minimum Alt LOM 2990' (1373')	MDA(H) 2170' (553')	Apt Elev 1624' RWY 1617'
MISSED APCH: Climb STRAIGHT AHEAD to 2960', then turn RIGHT to BHS VOR, then as directed.				
Alt Set: hPa	Rwy Elev: 58 hPa	Trans level: FL 118	Trans alt: 9850' 1	MSA CTU VOR
Initial apch restricted to MAX IAS 205 KT.				



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

STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND	
MDA(H) 2170' (553')				Max Kts	MDA(H)
ALS out				100	2190' (566')
RVR 1500m VIS 1600m				135	2240' (616')
2400m				180	2330' (706')
2800m				205	2330' (706')

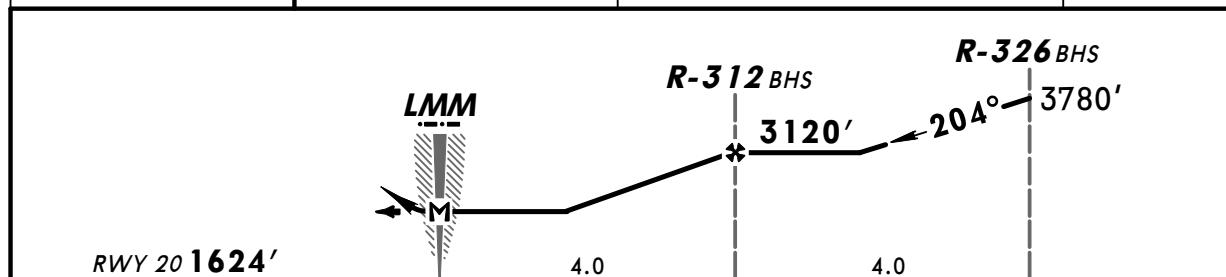
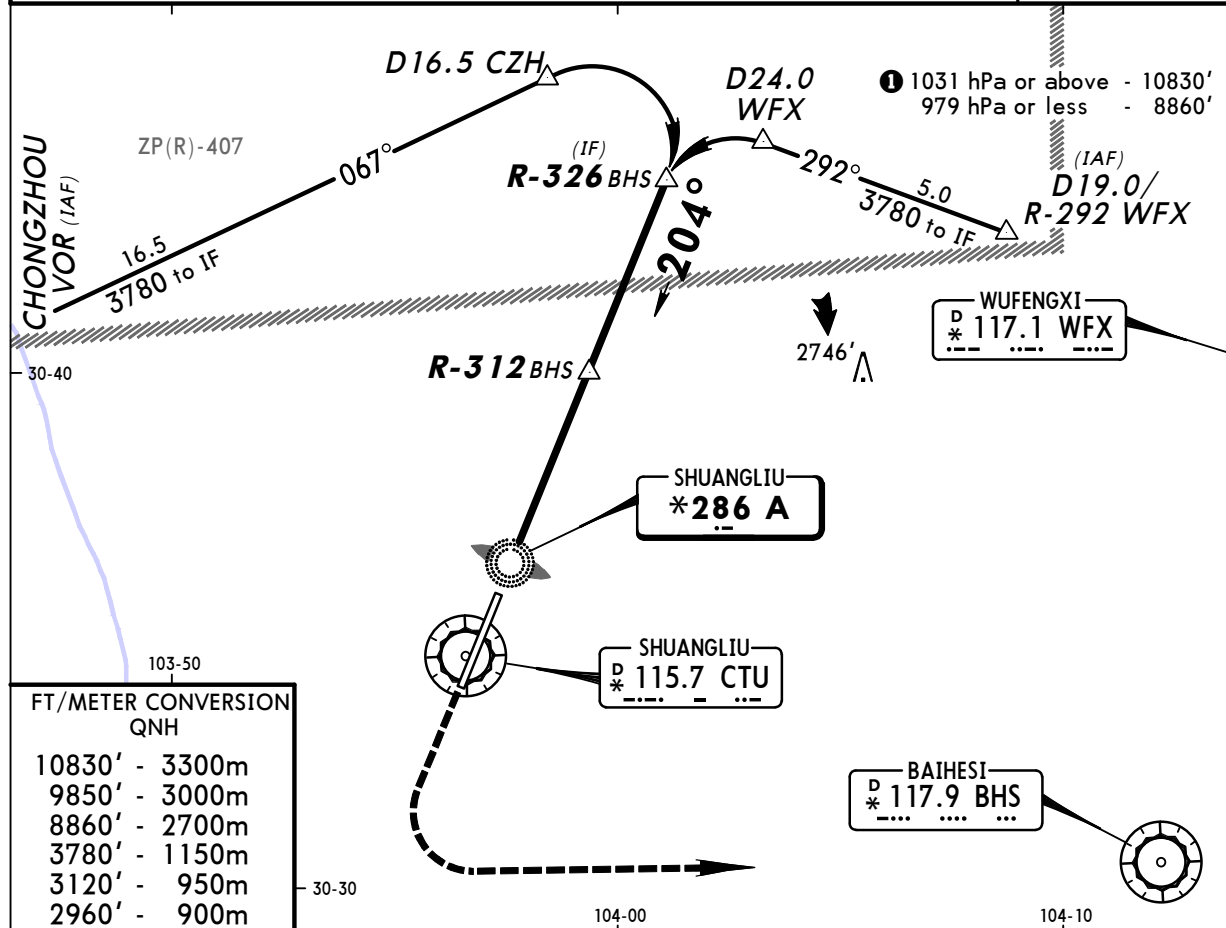
PANS OPS 4

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JEPPESSEN **CHENGDU, PR OF CHINA**
1 APR 05 **(16-2)** **Eff 14 Apr** **NDB Rwy 20**

BRIEFING STRIP

*ATIS 128.6		CHENGDU Approach (R) 125.6		*CHENGDU Tower 123.0		*Ground 121.85	
NDB A *286	Final Apch Crs 204°	Minimum Alt R-312 BHS 3120' (1496')	MDA(H) 2010' (386')	Apt Elev 1624' RWY1624'		180° 7300' 090° 5600' MSA CTU VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 2960', then turn LEFT to BHS VOR, then as directed.							
Alt Set: hPa		Rwy Elev: 58 hPa	Trans level: FL 118		Trans alt: 9850' ①		
Initial apch restricted to MAX IAS 205 KT.							



Gnd speed-Kts	70	90	100	120	140	160		2960' ↑	BHS 117.9 LT
Descent Gradient 5.2%	369	474	527	632	737	843			
MAP at LMM									

STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND			
MDA(H) 2010' (386')				MDA(H)			
		ALS out		Max Kts			
A	1200m	RVR 1500m VIS 1600m		100	2190' (566')	1600m	
B				135	2240' (616')	1600m	
C				180	2330' (706')	3200m	
D	RVR 1500m VIS 1600m	2000m		205	2330' (706')	3600m	

PANS OPS 4