

List of pages in this Trip Kit

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- Revision Letter For Cycle 01-2015
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General Information

Location: Chengdu Chn
IATA Code: CTU
Lat/Long: N30° 34.8' E103° 56.9'
Elevation: 1681 ft

Airport Use: Public
Magnetic Variation: 2.1°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: 0002 Z
Sunset: 1017 Z,

Runway Information

Runway: 02L
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1619 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 02R
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1681 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 20L
Length x Width: 11811 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1642 ft
Lighting: Edge, ALS, Centerline

Runway: 20R
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1625 ft
Lighting: Edge, ALS, Centerline

Communication Information

- ATIS 128.6 Departure Service
- ATIS 126.45 Arrival Service
- Chengdu Tower 130.35
- Chengdu Tower 123.0
- Chengdu Tower 118.85 Secondary
- Chengdu Delivery Ground Control 121.6
- Chengdu Delivery Ground Control 121.7 Secondary
- Chengdu Ground Control 121.85
- Chengdu Ground Control 121.75
- Chengdu Approach Control 119.7
- Chengdu Approach Control 119.25
- Chengdu Approach Control 127.7 Secondary
- Chengdu Approach Control 125.25
- Chengdu Approach Control 124.75
- Chengdu Approach Control 124.85

1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.45

D-ATIS Departure 128.6

1.2. TAXI PROCEDURES

1.2.1. GENERAL

If an ACFT is holding at TWY A2 between A and RWY, ACFT with wingspan exceeding 128'/39m are forbidden to taxi across TWY A2 along TWY A or taxiing from TWY B to TWY A via TWY A2.

TWYs B between B1 and M, B1, C2, E, E1 thru E3, E7 thru E9, M and N MAX wingspan 262'/80m.

TWYs A, A1 thru A8, B between B1 and B10, B2 thru B10, C, C1, C3 thru C8, D, D1 thru D5, E between E9 and F, E4 thru E6, H4, H5, T1, T2, T4, T5 and T10 MAX wingspan 213'/65m.

TWYs H3 and H6 MAX wingspan 200'/61m.

Following TWY pairs MAX wingspan 174'/53m operating simultaneously:

B1 (between B & C) and C3; B3 (between B & C) and C5; C6 and C7; B6 (between B & C) and C8.

TWYs H1, H2, T3 and T6 thru T9 MAX wingspan 171'/52m.

TWYs T8 and T9 MAX wingspan 171'/52m operating simultaneously.

TWY B between B10 and A7 MAX wingspan 128'/39m.

TWY H7 MAX wingspan 118'/36m.

TWY T12 MAX wingspan 98'/30m.

180° turn around on TWY is strictly forbidden.

TWY T4 is used for ACFT taxiing into apron.

TWYs T3 and T5 are used for taxiing out of apron.

When Low visibility Procedure operates, all ACFT shall be guided by Follow-me.

1.2.2. B747-8 REGULATIONS

1.2.2.1. RWY USAGE

RWY 02R/20L used for take-off and landing. Temporarily, RWY 02L/20R available.

1.2.2.2. TWY USAGE

Following TWYs usable for B747-8: A, A1, A3 thru A6, A8, B (btn B3 and M), B1, B3, C (btn B3 and M), C2, D, D1 thru D5, E, E1 thru E9, M, N and T2.

B747-8 taxiing shall be guided by Follow-me.

1.2.2.3. PARKING STANDS

Only stands 162 and 313 available for B747-8.

Stand 162 exit: ACFT is pushed back to TWY C, then start-up nose to North.

Stand 313 exit: ACFT is pushed back to TWY T2, then start-up nose to West.

1. GENERAL

1.3. PARKING INFORMATION

Fast engine run-ups near boarding bridges or on apron are strictly forbidden.

Stands 210 thru 212 available for engine run-ups.

Use stands 326A, 326B and 327 thru 336 with Follow-me car.

ACFT with wingspan exceeding 213'/65m use stands 162 and 313 with Follow-me car.

ACFT parking on stand 162 shall be pushed back to TWY C until nose to South before start-up.

ACFT parking on stand 313 shall be pushed back to TWY T2 until nose to West before start-up.

ACFT parking on stands 101, 102, 213, 214, 229 and 230 shall taxi in and out via TWY H5.

ACFT parking on stands 103 and 104 shall taxi in via TWY H5 and taxi out via H6.

ACFT parking on stand 105 shall taxi in and out via TWY B10.

ACFT parking on stands 106 thru 112 shall taxi in via TWY B8 - H4 and taxi out via H4 - B8.

ACFT parking on stand 113 shall taxi in via TWY B8 and taxi out via B7.

ACFT parking on stands 114 thru 121 shall taxi in via TWY B7-H3 and exit via H3-B7.

ACFT parking on stand 122 shall taxi in via TWY B7 and taxi out via B6.

ACFT parking on stands 123 thru 131 shall taxi in via TWY H1 and taxi out via H2.

ACFT parking on stands 132, 134, 147, 149, 162 and 164 shall taxi in and out via TWY C. (ACFT with wingspan 171'/52m or less may also leave stand 147 via TWY T8.)

ACFT parking on stands 135 thru 146 shall taxi in via TWY T8 and taxi out via T9.

ACFT parking on stands 150 thru 161 shall taxi in via TWY T6 and exit via T7.

ACFT parking on stands 165 thru 177 shall taxi in via TWY T4 and exit via T5.

ACFT parking on stands 201 thru 212 shall taxi in and out via TWY B.

ACFT parking on stands 215 thru 219 and 224 taxi in via TWYs H5 - H6 or H7 - H6 and exit via H6 - H7.

ACFT parking on stands 225 thru 228 taxi in and out via TWY H7.

ACFT parking on stands 301 thru 312 shall taxi in via TWY T4 and taxi out via T3.

ACFT parking on stands 313 thru 319 shall taxi in and out via TWY T2.

ACFT parking on stands 320 thru 325 shall taxi in via TWYs T4-T10 and exit via T12-T3.

ACFT parking on stands 326 thru 339 shall taxi in via TWYs T4-T10 and exit via T10 - T5.

ACFT parking on stands 401 thru 407 shall taxi in and out via TWY T1.

ACFT parking on stands 501 and 502 shall taxi in via TWYs E-F and exit via F-E.

Stands 320 thru 325 self-manoeuvring, all other push-back.

1.4. OTHER INFORMATION

1.4.1. GENERAL

Birds in vicinity of APT.

Two laser bird dispersal units Northeast of THR RWY 02R transmitting green light, use caution during take-off and landing.

1.4.2. RADIO COMMUNICATION FAILURE

When an airborne communication equipment failure is confirmed, keep the last altitude assigned by ATC on the planned route to the boundary of APP area, after entering into APP area, fly directly to BHS VOR, then turn RIGHT and circle down to 7880', stop circling 10 minutes after overflying BHS VOR first time and choose to land on RWY 02L or 20R according to the ATIS information about wind speed and wind direction, strictly follow the relative RWY IAP. Aircraft having passed through IAF happen to communication failure shall follow the relative RWY IAP to land.

2. ARRIVAL

2.1. CAT II OPERATIONS

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

2.2. RWY OPERATIONS

Landing ACFT shall vacate RWY as soon as possible.

Time needed from overflying THR to vacating RWY completely shall be less than 50 sec, otherwise inform Tower before landing.

When heavy ACFT (including B757) contact TWR or APP at first time, pilot shall state "HEAVY" after call sign.

Landing ACFT on RWY 02L shall vacate RWY via TWY A5 or A6.

2.3. TAXI AND PARKING PROCEDURES

ACFT shall taxiing along the Routine Taxiing Route except receiving the specific instruction from controller.

RWY	Route	Taxi Direction	Note
02L	2	A - B1 thru B10 - stands	
	9	A - B7 thru B10/(B7 - B) - stands	Actual taxi direction by ATC
02R	4	E - E9 - N - C - B6 - B - stands	Taxi into relevant fixed stands by nearest TWY
	6	E - E9 - N - C - C1 - B - stands	
	10	E - E9 - N - C - B6 - A - B7 thru B10 - stands	Taxi into relevant fixed stands by nearest TWY
20L	12	E - E8 - N - C - B6 - B - stands	Taxi into relevant fixed stands by nearest TWY
20R	14	A - B1 thru B10/A7 - stands	
	16	A - B1 thru B10/A7 - stands	

On stands 129 thru 177, pilot should power off airborne APU and use 400 Hz ground power and ground air units whenever possible.

2.4. OTHER INFORMATION

Warning: When approaching to RWY 20R, deviation to the West of final APCH course is forbidden.

3. DEPARTURE

3.1. START-UP, PUSHBACK & TAXI PROCEDURES

ACFT shall exit stands 134, 149 and 164 with push-back to TWY C, then engine start-up.

ACFT with wingspan of more than 171'/52m shall exit stands 147 and 162 with push-back to TWY C, then engine start-up.

ACFT shall taxiing along the Routine Taxiing Route except receiving the specific instruction from controller.

RWY	Route	Taxi Directions	Note
02L	1	B - B1 thru B5 - A	
	5	B1 thru B10/A7 - A	
	7	B1 thru B10/A7 - A	
	8	(B - B6)/B1 thru B6 - A	
02R	3	B6 thru B10 - A - B5 - B - M - D - E1	Taxi into relevant fixed taxi route by nearest TWY
20L	11	B6 thru B10 - A - B5 - B - M - D - E9	Taxi into relevant fixed taxi route by nearest TWY
	15	B - M - E9	
20R	13	B - B10 - A	
	17	(C - B6)/B6 thru B10 - A	

Requirements to increase RWY operation capacity:

- ACFT shall finish RWY alignment within 60 seconds from the holding position. If flight crew considers that they cannot fulfill the process within the required time, pilot shall inform ATC in time.
- When heavy ACFT (including B757) contact TWR or APP at first time, pilot shall state "HEAVY" after callsign.

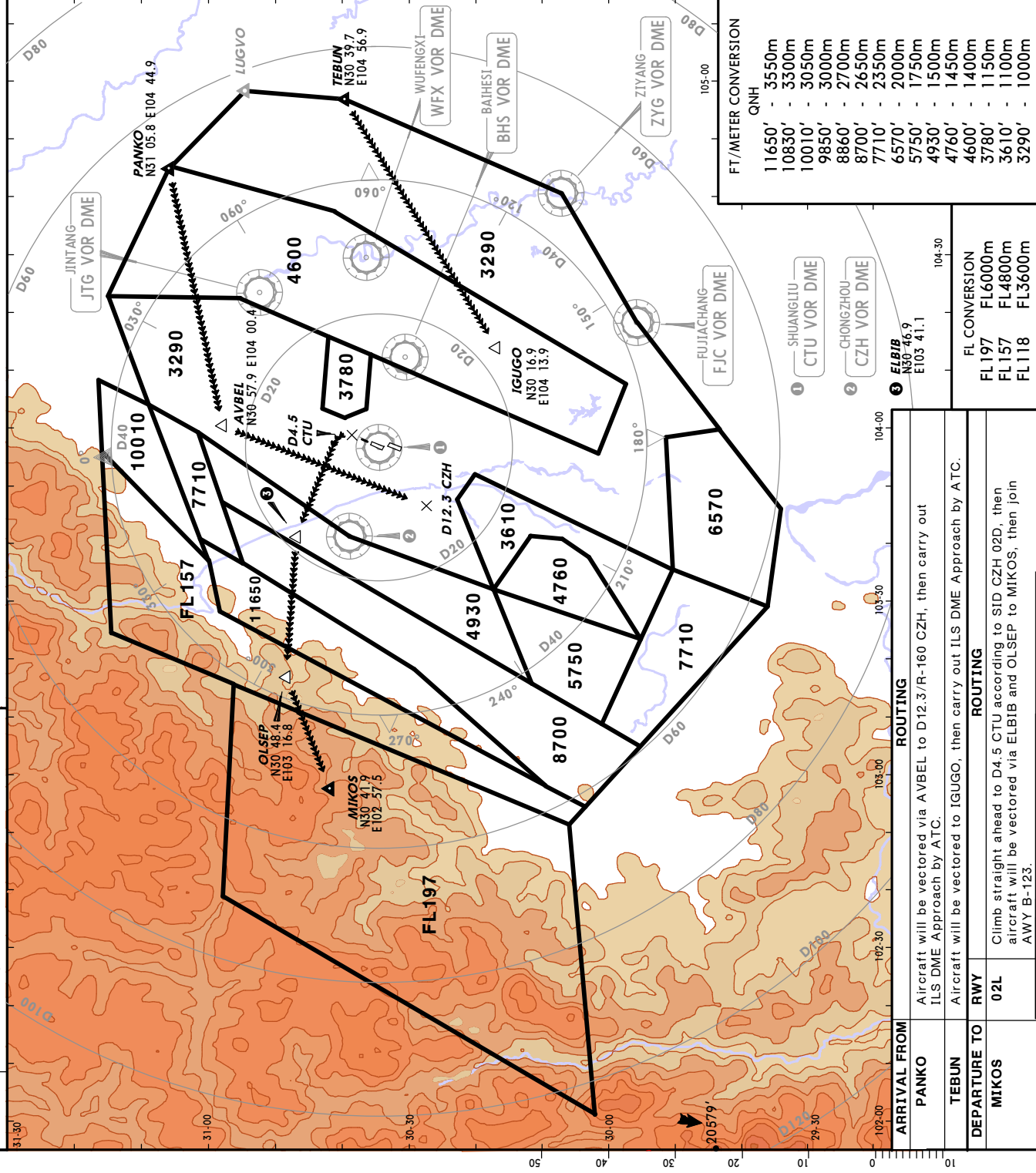
3.2. OTHER INFORMATION

The clearance of push-back and start-up issued by CHENGDU Ground shall be performed within 5 min, otherwise the clearance will be cancelled and a new clearance shall be applied.

When "Contact Approach immediately after take-off" is requested in ATC clearance, pilot shall leave Tower frequency without RTF instruction from controller as soon as airborne and contact the assigned frequency, otherwise contact Approach when climbing to 2140'/650m.

Departing ACFT using RWY 02L/20R shall normally enter RWY via TWY A during CAT II operations. Use of TWY A2 is forbidden.

RWYS 02L/R



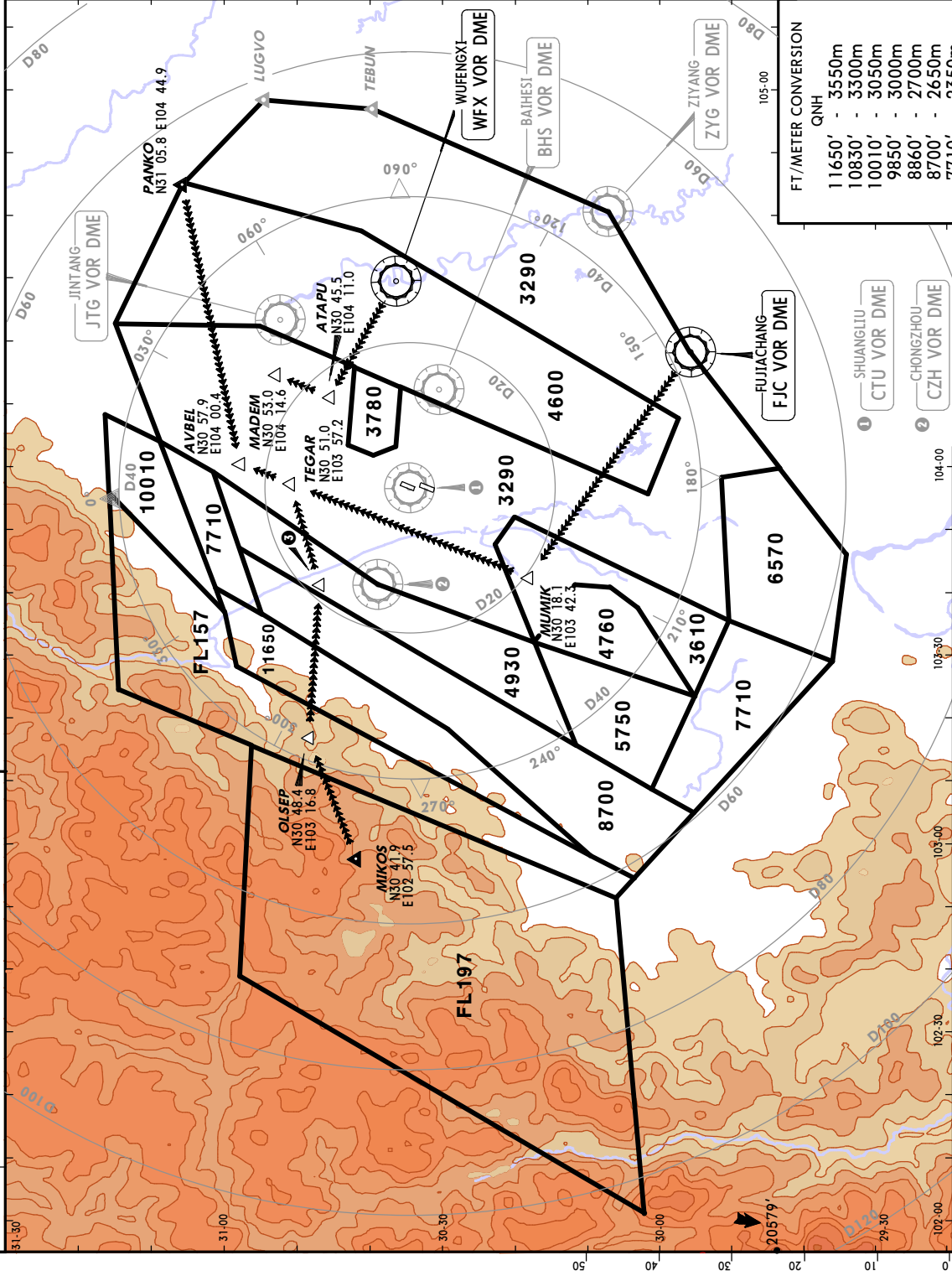
CHANGES: New chart.

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

Chart only to be used for cross-checking of altitudes assigned while under RADAR control.

Apt Elev
1681'

RWYS 20L/R



ARRIVAL FROM	ROUTING
FJC	Aircraft will be vectored via MUMIK and TEGAR to AVBEL, turn RIGHT, carry out ILS DME Approach by ATC.
MIKOS	Aircraft will be vectored via OLSEP, ELBIB and TEGAR to AVBEL, turn RIGHT, carry out ILS DME Approach by ATC.
PANKO	Aircraft will be vectored to AVBEL, turn LEFT, carry out ILS DME Approach by ATC.
WFX	Aircraft will be vectored via ATAPU to MADEM, turn LEFT, carry out ILS DME Approach by ATC.

FT/METER CONVERSION
QNH
11650' - 3550m
10830' - 3300m
10010' - 3050m
9850' - 3000m
8860' - 2700m
8700' - 2650m
7710' - 2350m
6570' - 2000m
5750' - 1750m
4930' - 1500m
4760' - 1450m
4600' - 1400m
3780' - 1150m
3610' - 1100m
3290' - 1000m

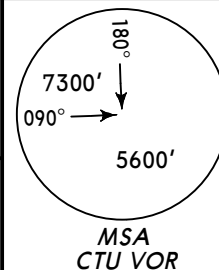
FL CONVERSION
FL197 FL6000m
FL157 FL4800m
FL118 FL3600m

CONTOUR INTERVALS
22000
20000
18000
16000
14000
12000
10000
8000
6000
4000

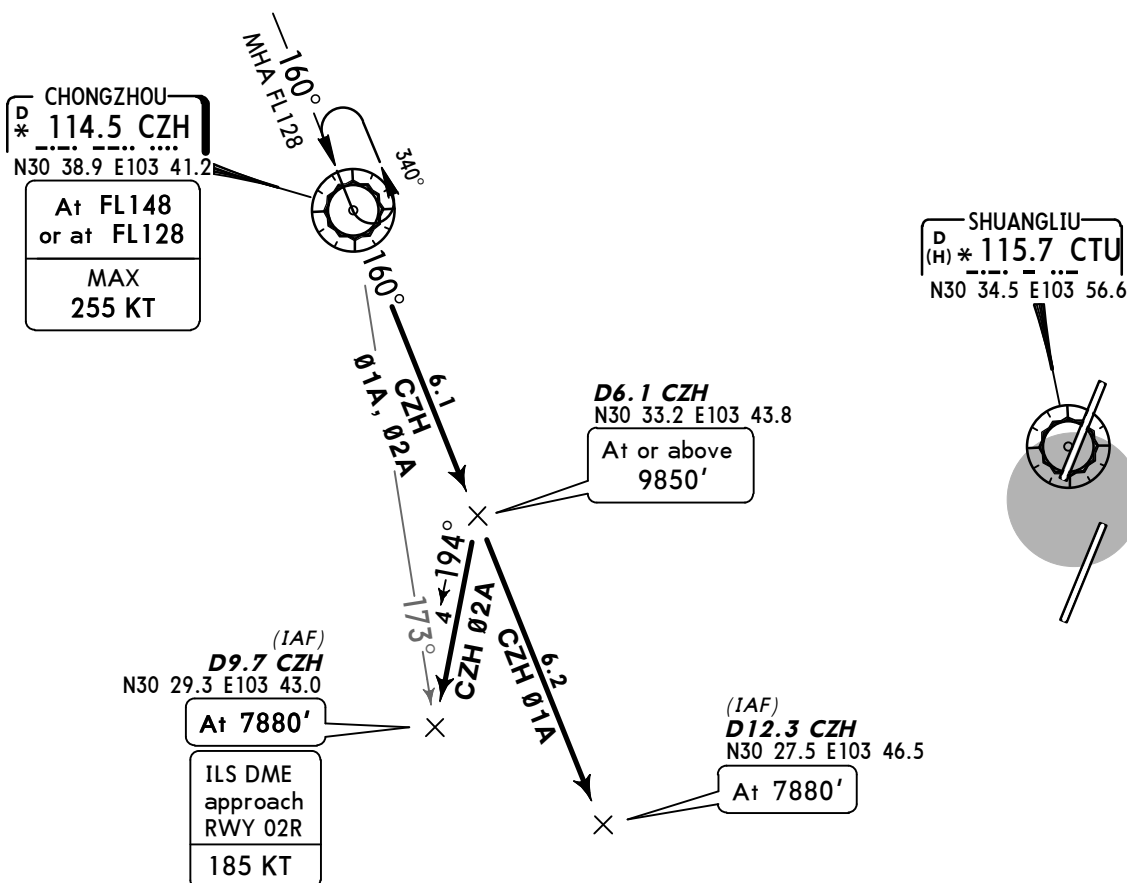
D-ATIS
126.45

Apt Elev
1680'

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



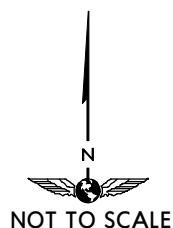
CZH 01A, CZH 02A
RWYS 02L/R ARRIVALS



Direct distance to
Shuangliu Apt from:
D9.7 CZH 13 NM
D12.3 CZH 12 NM

FL CONVERSION
FL148 FL4500m
FL128 FL3900m
FL118 FL3600m

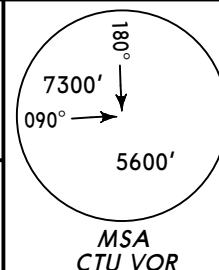
FT/METER CONVERSION
QNH
10830' - 3300m
9850' - 3000m
8860' - 2700m
7880' - 2400m



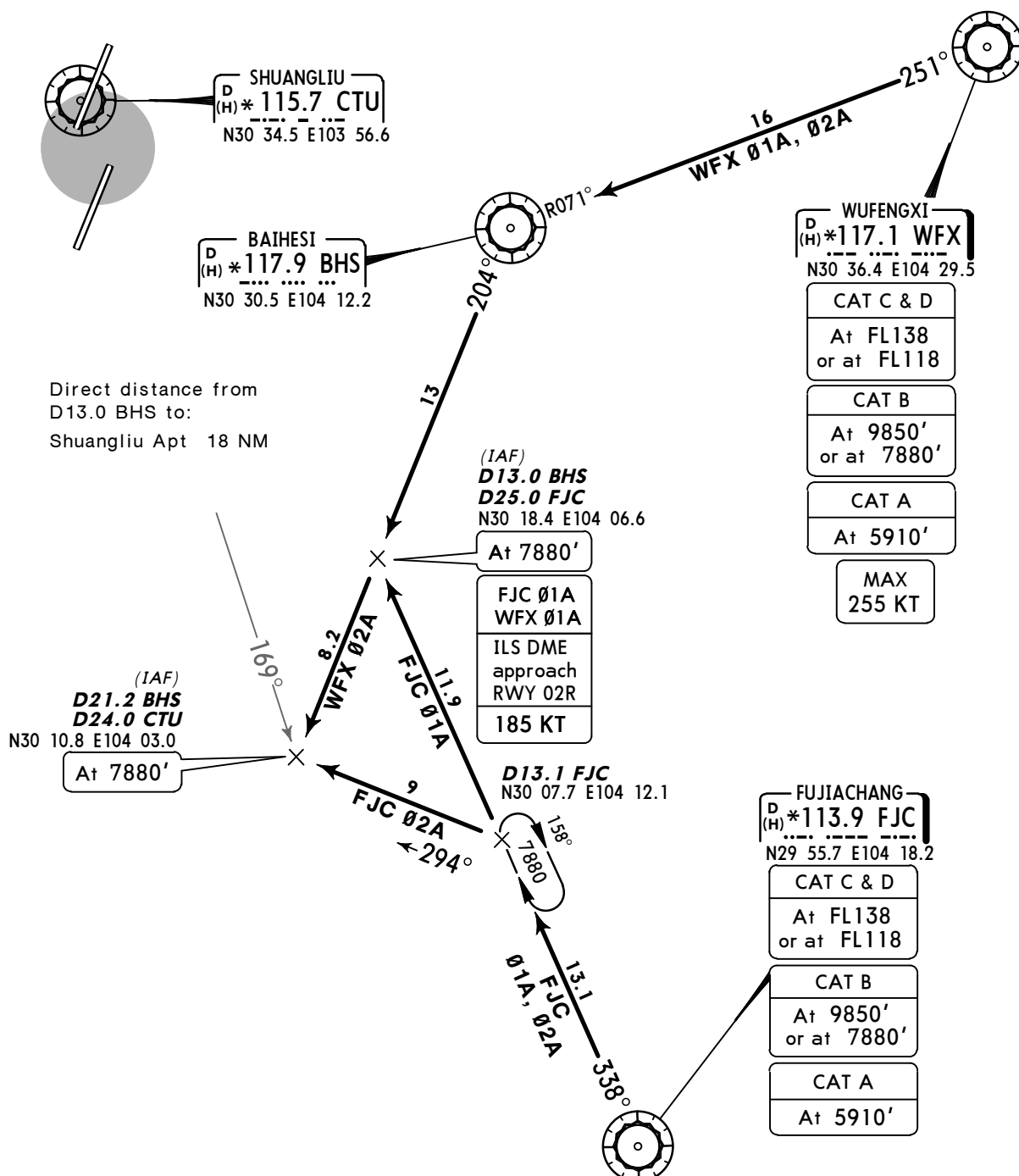
D-ATIS
126.45

Apt Elev
1680'

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

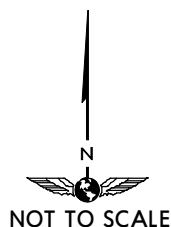


FJC 01A, FJC 02A, WFX 01A, WFX 02A
RWYS 02L/R ARRIVALS

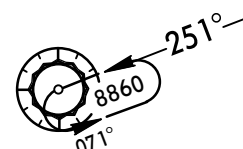


FL CONVERSION
FL138 FL4200m
FL118 FL3600m

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



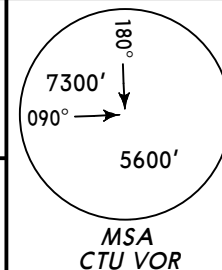
HOLDING OVER
WFX



D-ATIS
126.45

Apt Elev
1680'

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



CZH 11A
DOREX 11A [DOR11A]
RWYS 20L/R ARRIVALS

1 If unable to descend to 5910', follow traffic pattern procedure and descend to 5910' while flyover D10.6 CZH the second time.

Direct distance from
D10.6 CZH to:
Shuangliu Apt 12 NM

DOREX
N31 08.8 E104 22.7

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

At FL148
or at FL128

MAX
255 KT



054°
10.6
CZH 11A

D15.0 CZH
N30 48.1 E103 54.9

At 7880'

(IAF)
D10.6 CZH
N30 45.4 E103 50.9

At 5910'

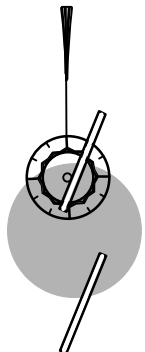
D30.0 CTU
N30 59.6 E104 15.7

At 8860'

(IAF)
D21.0 CTU
N30 52.1 E104 09.9

At 6890'

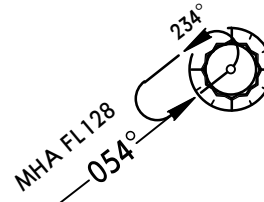
SHUANGLIU
D (H) * **115.7 CTU**
N30 34.5 E103 56.6



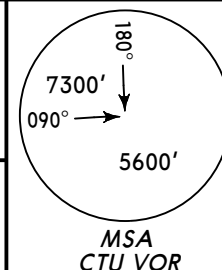
FL CONVERSION	
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m
5910'	- 1800m

**HOLDING OVER
CZH**



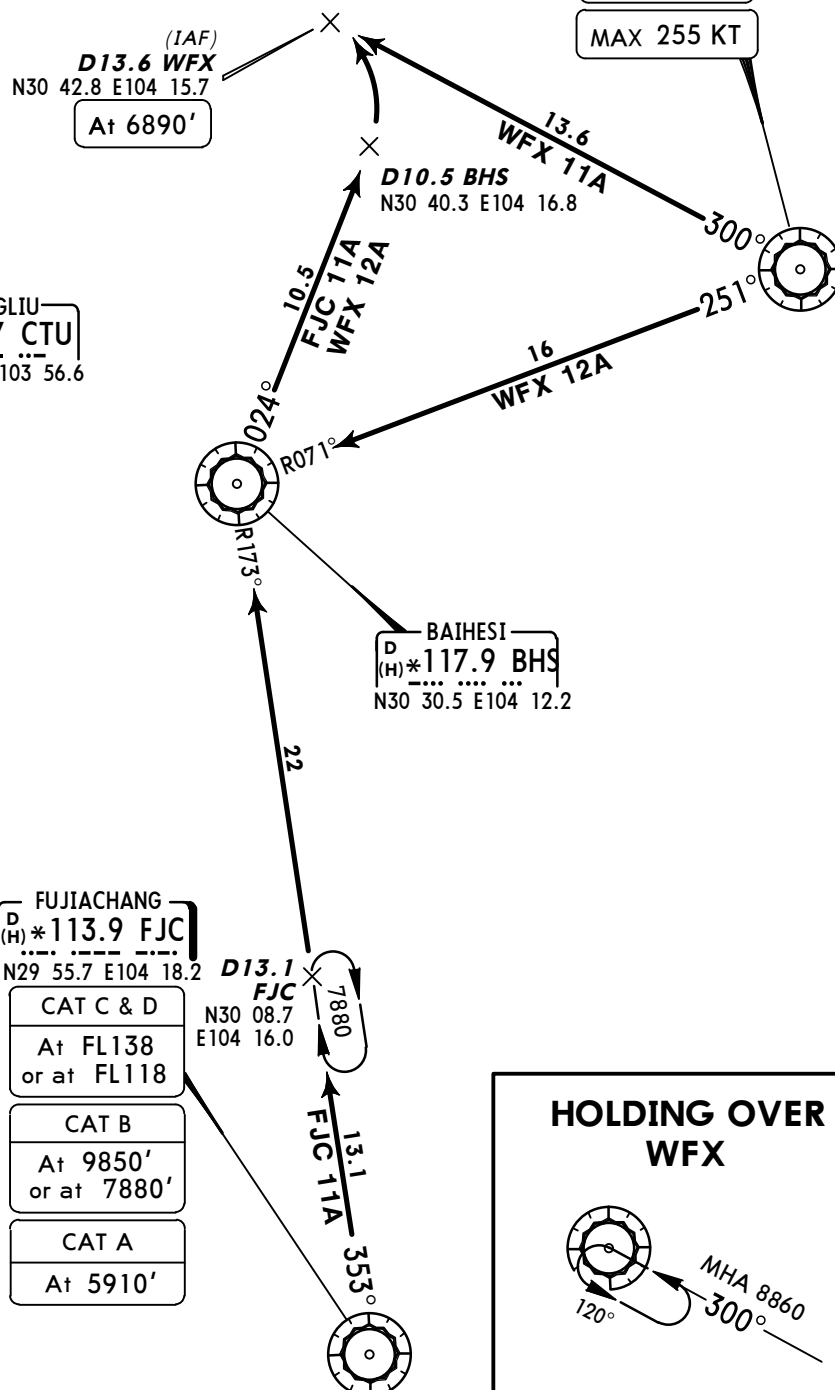
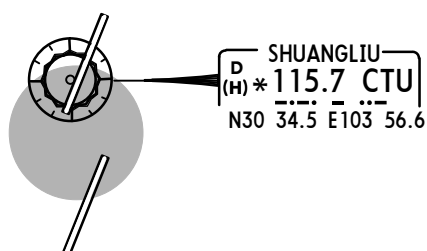
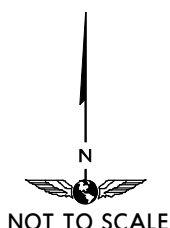
Alt Set: hPa
Trans level: FL118
Trans alt: 9850'
10830' 1031 hPa or above
8860' 979 hPa or below



WUFENGXI
D
(H)*117.1 WFX
N30 36.4 E104 29.5

MAX 255 KT

Direct distance from
D13.6 WFX to:
Shuangliu Apt 18 NM



FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m
6890'	- 2100m
5910'	- 1800m

FUJIACHANG
 $\left[\begin{array}{c} \text{D} \\ \text{(H)} \end{array} \right] * 113.9 \text{ FJC}$

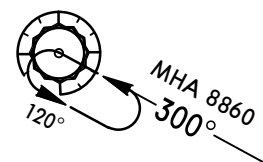
 N29 55.7 E104 18.2

CAT C & D
At FL138 or at FL118

CAT B
At 9850' or at 7880'

CAT A
At 5910'

HOLDING OVER WFX



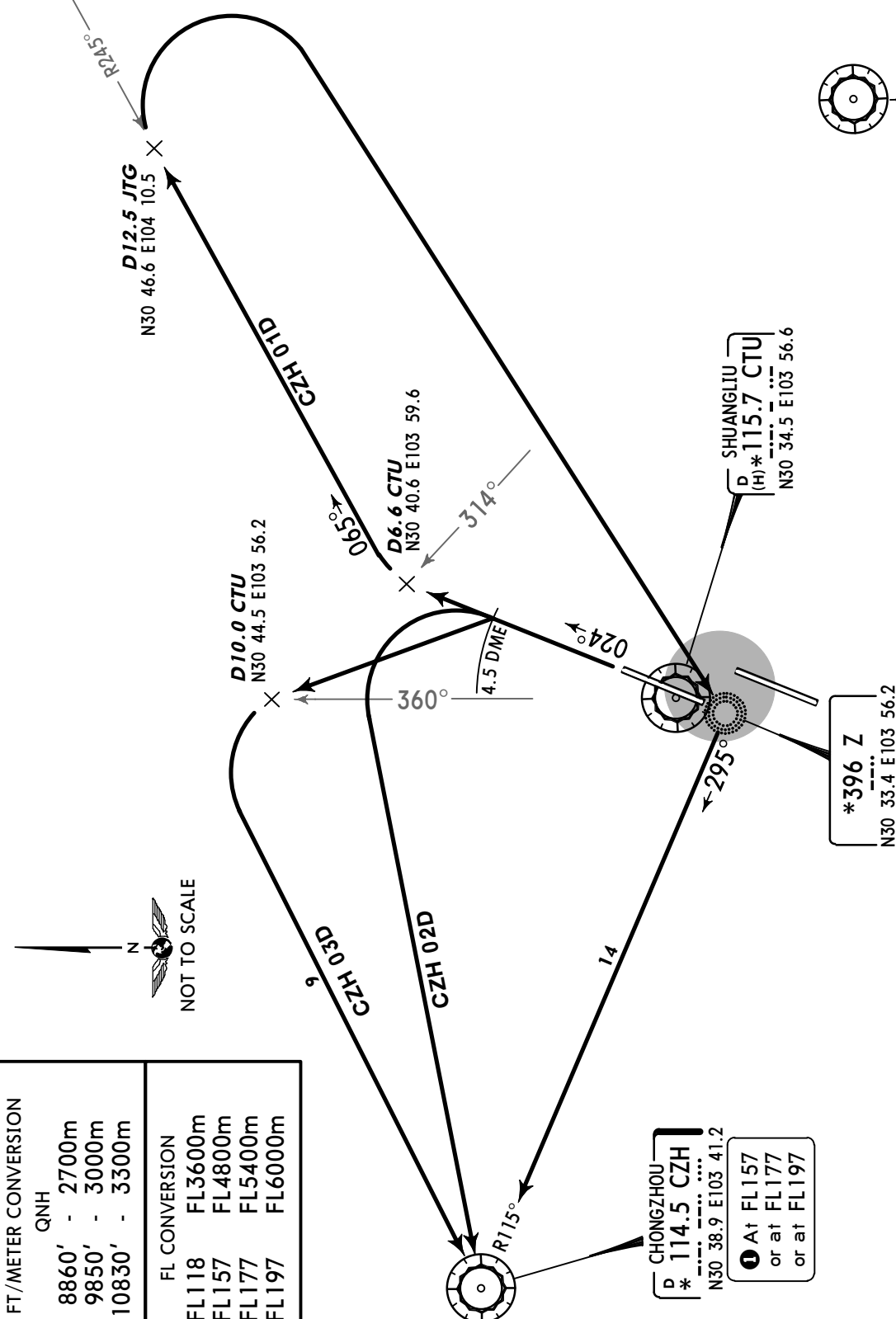
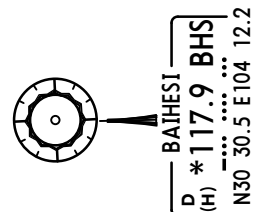
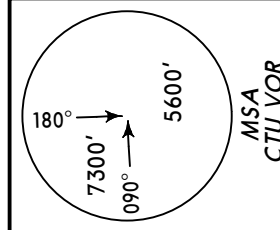
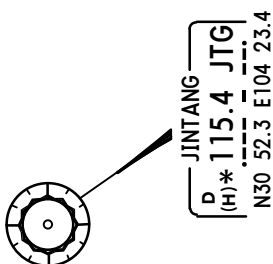
Apt Elev
1680'

Trans level: FL118

Trans alt: 9850'

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

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



FT/METER CONVERSION

QNH

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

FL CONVERSION

FL118 FL3600m
FL157 FL4800m
FL177 FL5400m
FL197 FL6000m

CHONGZHOU
* 114.5 CZH
N30 38.9 E103 41.2

① At FL157
or at FL177
or at FL197

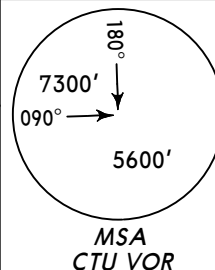
① If unable to reach assigned crossing altitude at CZH turn LEFT, climb in racetrack pattern to assigned altitude, then join enroute course.

Apt Elev
1680'

Trans level: FL118

Trans alt: 9850'

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



CZH 11D, CZH 12D RWY 20R 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.



R110°

14

SHUANGLIU
D (H) * 115.7 CTU
N30 34.5 E103 56.6

290°

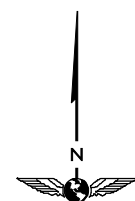
204°

CZH 12D

CZH 11D

* 260 ZW

N30 30.0 E103 54.7



NOT TO SCALE

FT/METER CONVERSION

QNH

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

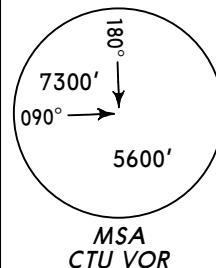
FL CONVERSION

FL118 FL3600m
FL157 FL4800m
FL177 FL5400m
FL197 FL6000m

Direct distance from Shuangliu Apt to:
ZW 5 NM

Apt Elev
1680'

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



CZH 21D RWY 02R DEPARTURE

CHONGZHOU
D (H) * 114.5 CZH
N30 38.7 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.



R129°

SHUANGLIU
D (H) * 115.7 CTU
N30 34.4 E103 56.6

At or above
2220'



039°
Climb
gradient
5.0%

15

309°

* 260 ZW

N30 30.0 E103 54.5

FT/METER CONVERSION

QNH

2220' - 675m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL157 FL4800m
FL177 FL5400m
FL197 FL6000m



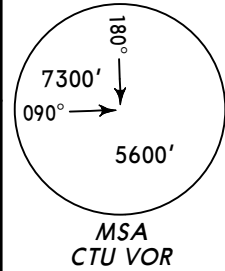
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Apt Elev
1680'

Trans level: FL118

Trans alt: 9850'

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



CZH 31D RWY 20L DEPARTURE

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

CHONGZHOU
D * 114.5 CZH
N30 38.7 E103 41.2

① At FL157
or at FL177
or at FL197



14

290°

SHUANGLIU
D (H) * 115.7 CTU
N30 34.4 E103 56.6

189°

At 2300'

FT/METER CONVERSION

QNH

2300' - 700m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL157 FL4800m
FL177 FL5400m
FL197 FL6000m



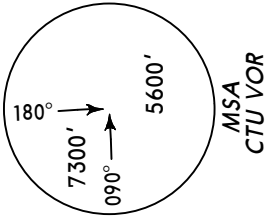
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Apt Elev
1680'

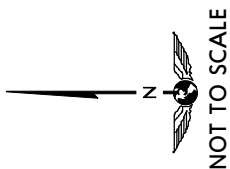
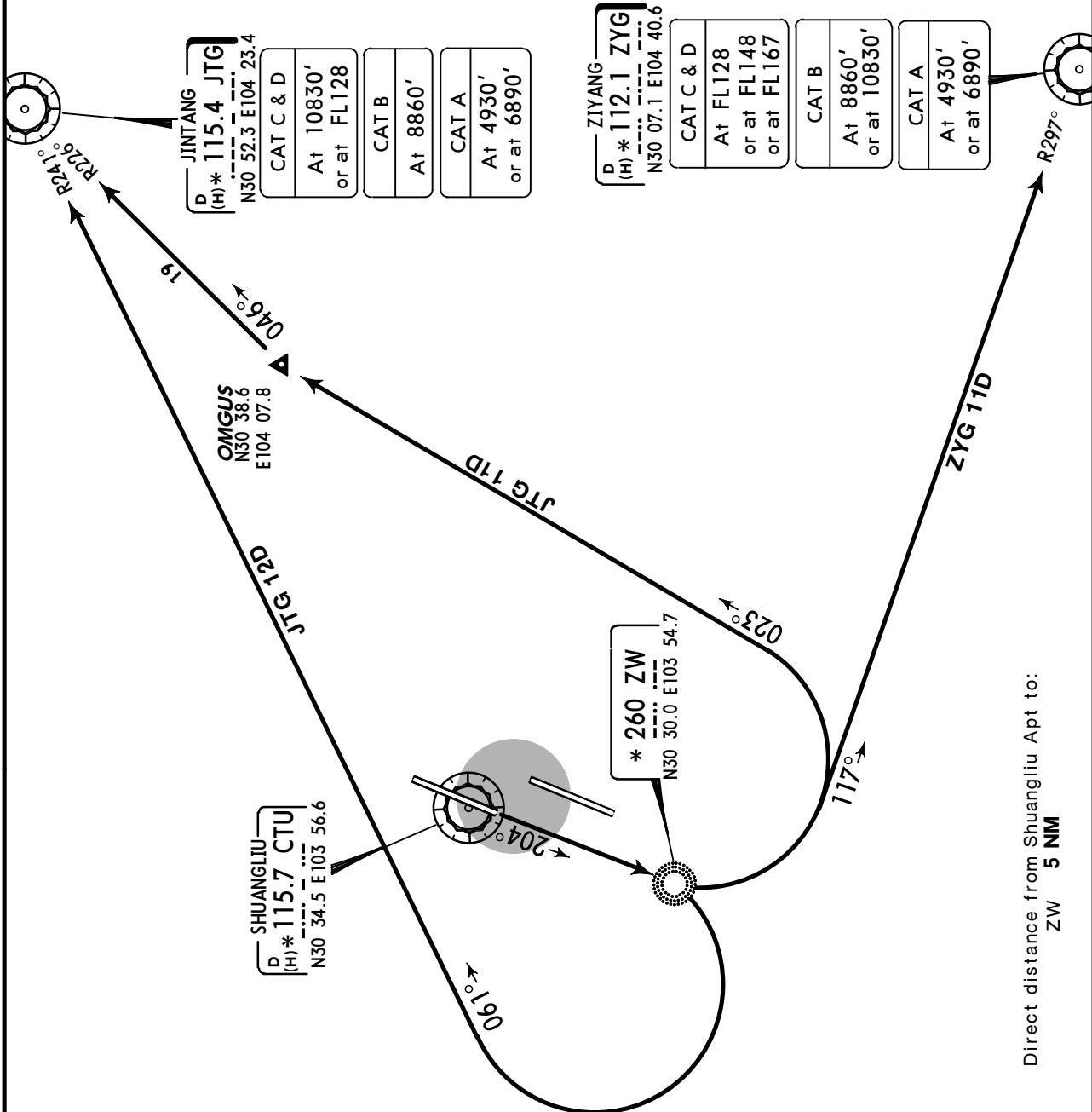
Trans level: FL118

Trans alt: 9850'

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



JTG 11D, JTG 12D
ZYG 11D
RWY 20R DEPARTURES



FT/METER CONVERSION

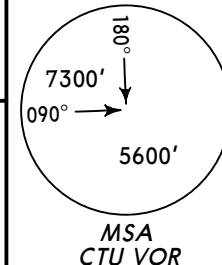
QNH	
4930'	- 1500m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION

FL	
FL118	FL3600m
FL128	FL3900m
FL148	FL4500m
FL167	FL5100m

Apt Elev
1680'

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



JTG 21D, ZYG 21D RWY 02R DEPARTURES



JINTANG
D(H) * 115.4 JTG
N30 52.3 E104 23.4

CAT C & D
At 10830'
or at FL128

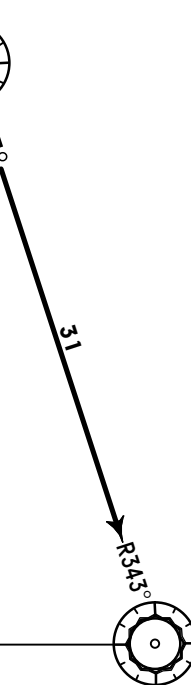
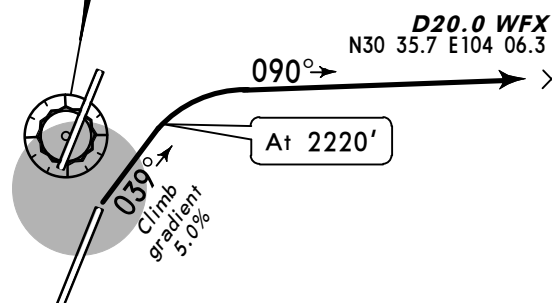
CAT B
At 8860'

CAT A
At 4930'
or at 6890'

WUFENGXI
D(H) * 117.1 WFX
N30 36.4 E104 29.5

At or below
9850'

SHUANGLIU
D(H) * 115.7 CTU
N30 34.5 E103 56.6



Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

FT/METER CONVERSION
QNH

2220'	-	675m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL128	FL3900m
FL148	FL4500m
FL167	FL5100m

ZIYANG
D(H) * 112.1 ZYG
N30 07.1 E104 40.6

CAT C & D
At FL128
or at FL148
or at FL167

CAT B
At 8860'
or at 10830'

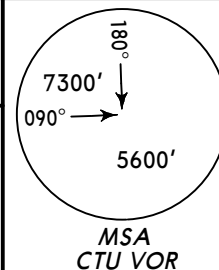
CAT A
At 4930'
or at 6890'

Apt Elev
1680'

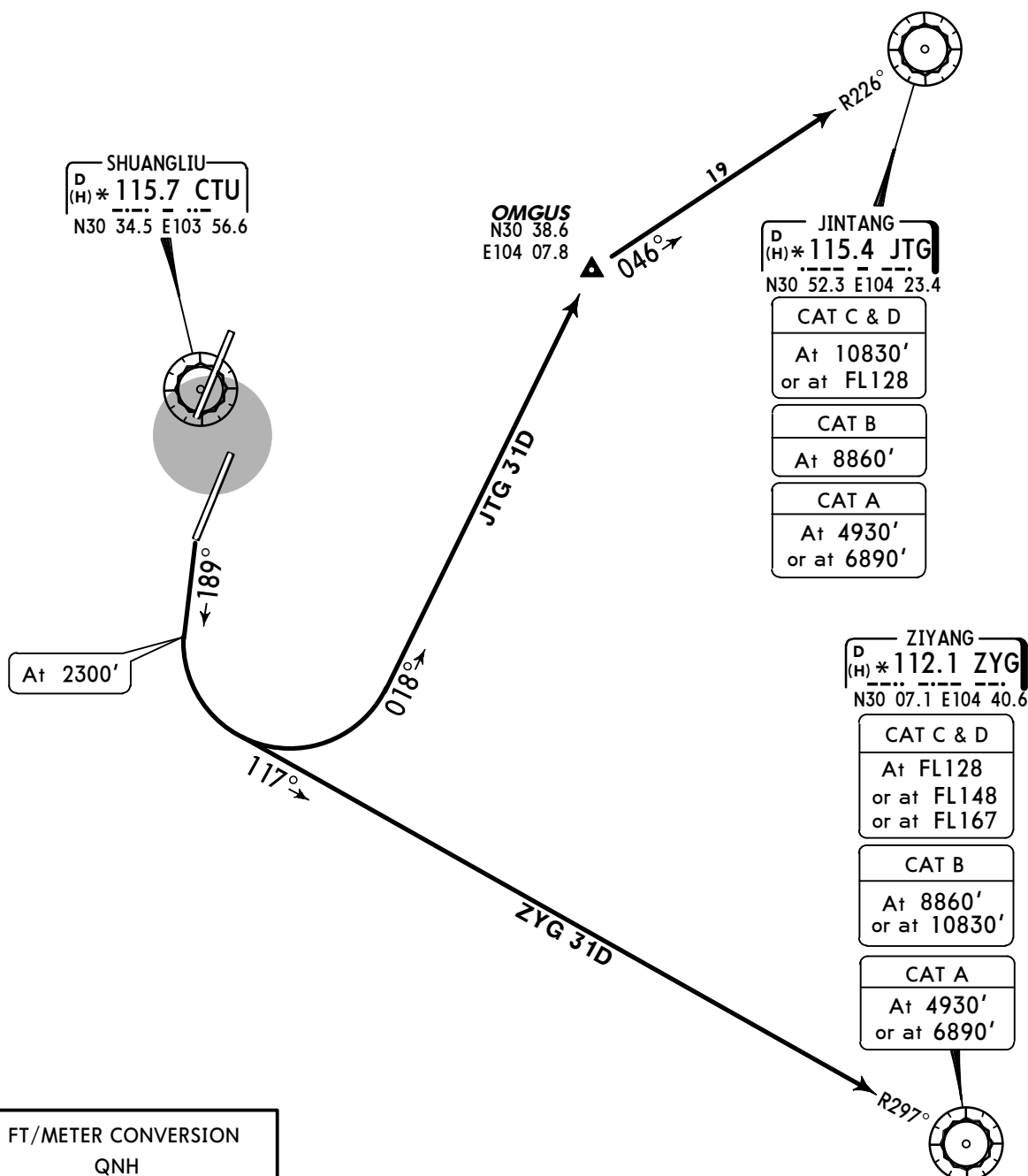
Trans level: FL118

Trans alt: 9850'

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



JTG 31D
ZYG 31D
RWY 20L DEPARTURES



SHUANGLIU
D (H) * 115.7 CTU
N30 34.5 E103 56.6

OMGUS
N30 38.6
E104 07.8

JINTANG
D (H) * 115.4 JTG
N30 52.3 E104 23.4

CAT C & D

At 10830'
or at FL128

CAT B

At 8860'

CAT A

At 4930'
or at 6890'

ZIYANG
D (H) * 112.1 ZYG
N30 07.1 E104 40.6

CAT C & D

At FL128
or at FL148
or at FL167

CAT B

At 8860'
or at 10830'

CAT A

At 4930'
or at 6890'

FT/METER CONVERSION

QNH

2300' - 700m
4930' - 1500m
6890' - 2100m
8860' - 2700m
9850' - 3000m
10830' - 3300m

FL CONVERSION

FL118 FL3600m
FL128 FL3900m
FL148 FL4500m
FL167 FL5100m



NOT TO SCALE

Direct distance from Shuangliu Apt to:

OMGUS 10 NM
ZYG 47 NM

ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		LANDING	BEYOND			
		Threshold	Glide Slope			
02L	HIRL (60m) CL (30m) HIALS-II SFL TDZ PAPI-L (3.0°) HST-A5 & A6		10,794' 3290m	❶	148' 45m	
	20R		HIRL (60m) CL (30m) HIALS SFL PAPI-L (3.0°) RVR			10,764' 3281m
❶ TAKE-OFF RUN AVAILABLE RWY 02L: From rwy head 11,811' (3600m) twy A2 int 10,499' (3200m)						
02R	HIRL (60m) CL (15m) HIALS-II SFL TDZ PAPI-L (3.0°)		10,689' 3258m	❷	197' 60m	
	20L		HIRL (60m) CL (15m) HIALS SFL PAPI-L (3.0°) RVR			10,866' 3312m

① TAKE-OFF RUN AVAILABLE

RWY 02L:
From rwy head 11,811' (3600m)
twy A2 int 10,499' (3200m)

02R	HIRL (60m) CL (15m) HIALS-II SFL TDZ	RVR		10,689' 3258m	②	197' 60m
	PAPI-L (3.0°)					
20L	HIRL (60m) CL (15m) HIALS SFL PAPI-L (3.0°)	RVR		10,866' 3312m		

② TAKE-OFF RUN AVAILABLE

RWY 02R:
From rwy head 11,811' (3600m)
twy E2 int 10,499' (3200m)

RWY 20L:
From rwy head 11,811' (3600m)
twy E8 int 10,499' (3200m)

HOT SPOTS

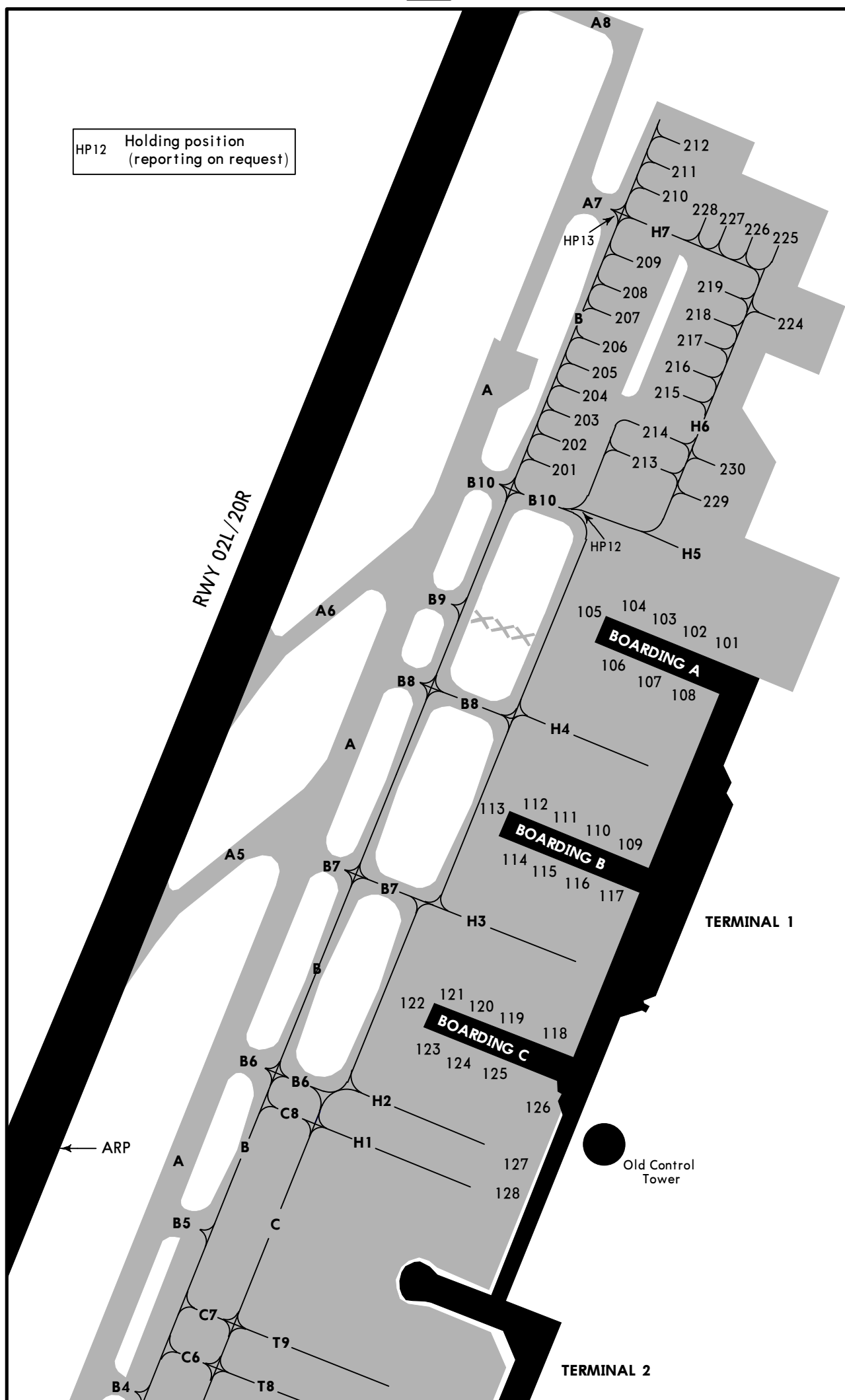
(For information only, not to be construed as ATC instructions.)

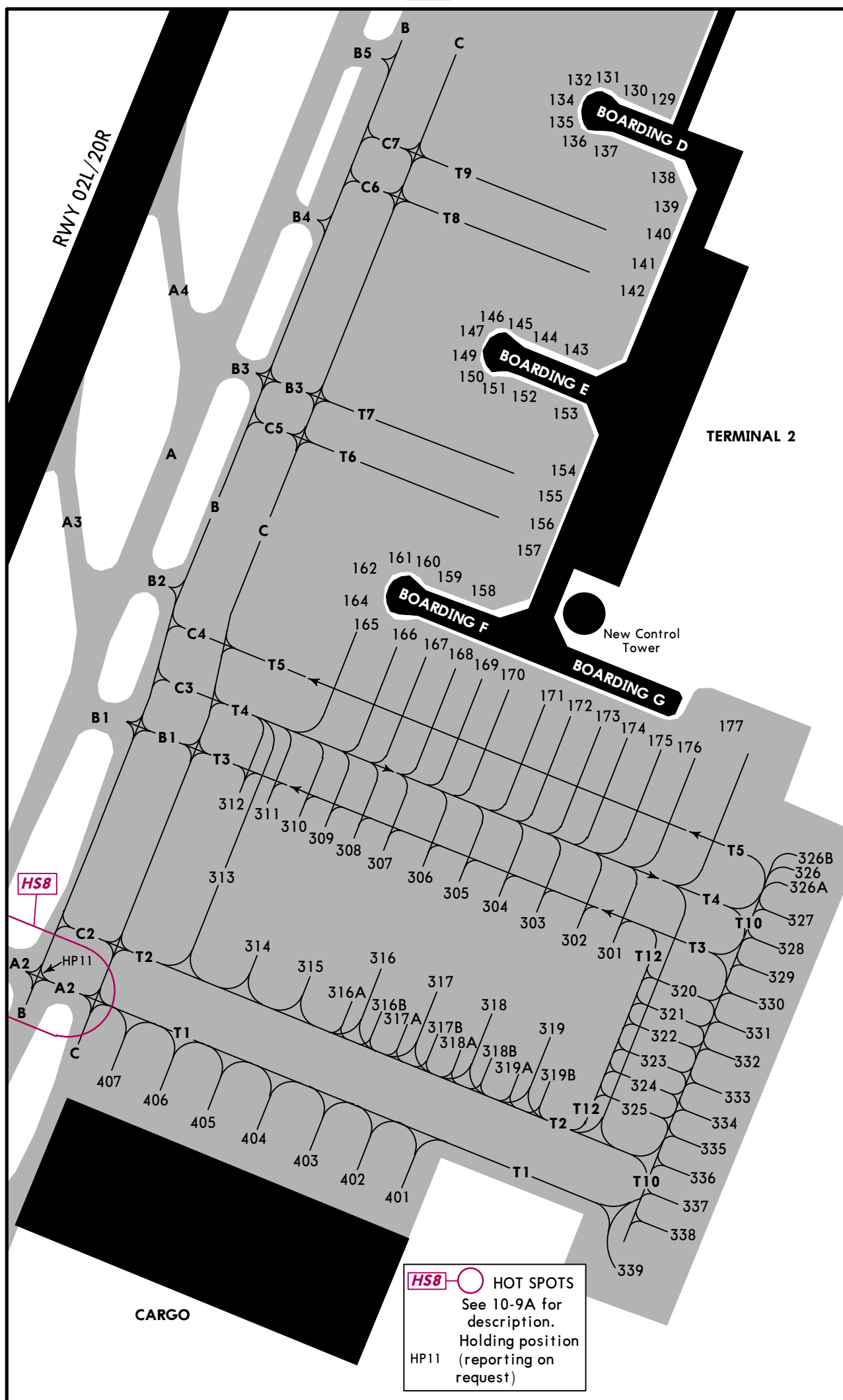
- HS1

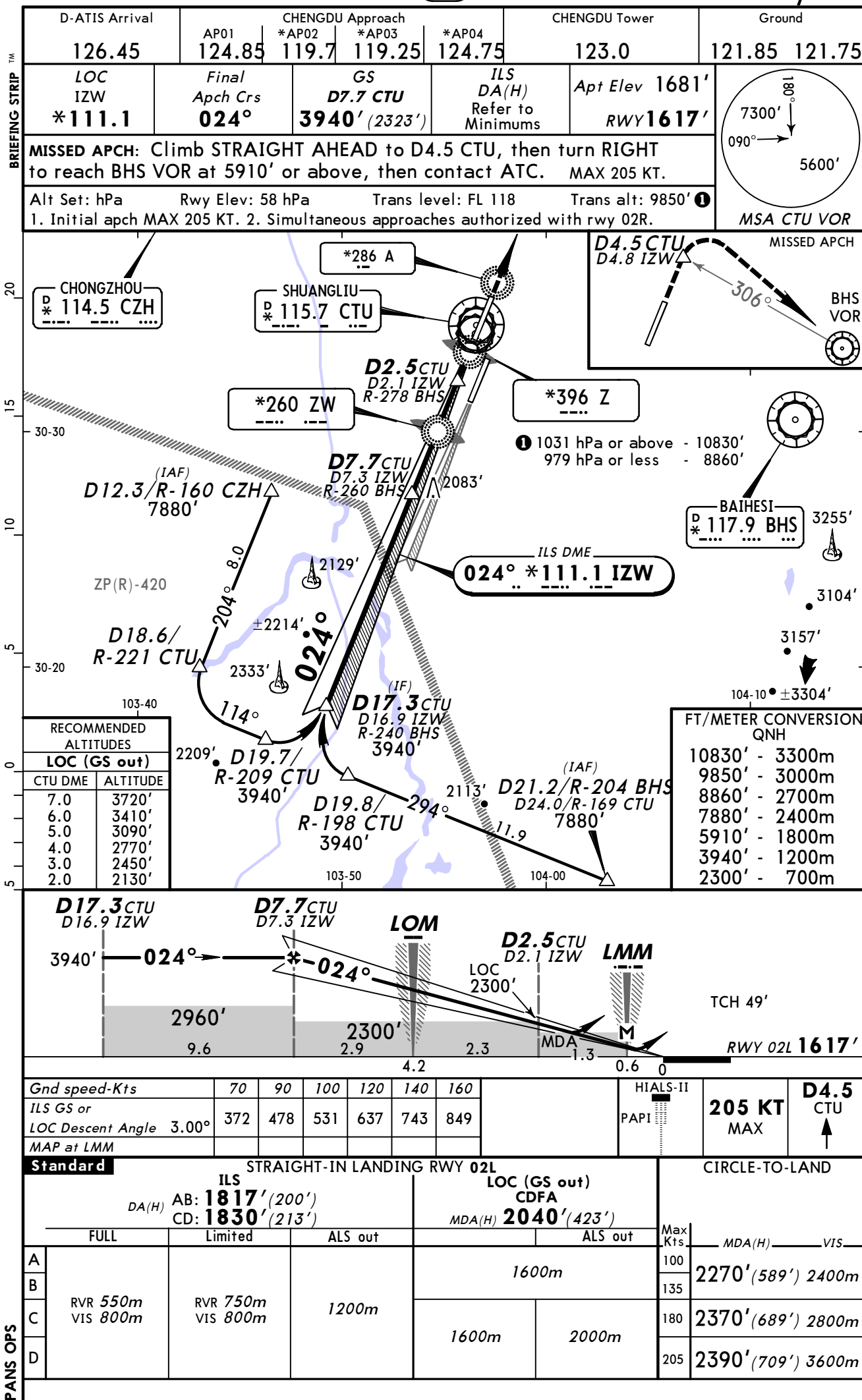
HS2
- Holding positions for ILS CAT I & II, wait for ATC clearance to cross.
- HS3
- Holding positions for ILS CAT I, wait for ATC clearance to cross. Pilots shall identify current location and follow ATC instructions to avoid entering wrong twy.
- HS4
- Holding positions for ILS CAT I, wait for ATC clearance to cross.
- HS5

HS6
- Pilots shall identify current location and follow ATC instructions to avoid entering wrong twy. Hold according to ATC instruction.
- HS7
- Pilots shall identify current location and follow ATC instructions to avoid entering wrong twy. Hold according to ATC instruction. Holding positions for ILS CAT I & II, wait for ATC clearance to cross. Observe stopbars during CAT II operations.
- HS8
- Pilots shall identify current location and follow ATC instructions to avoid entering wrong twy. Hold according to ATC instruction. Holding positions for ILS CAT I, wait for ATC clearance to cross.
- HS9
- Hold according to ATC instruction. Holding positions for ILS CAT I, wait for ATC clearance to cross. Observe stopbars during CAT II operations while entering rwy via TWY A8.

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





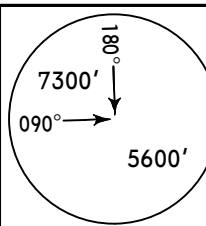


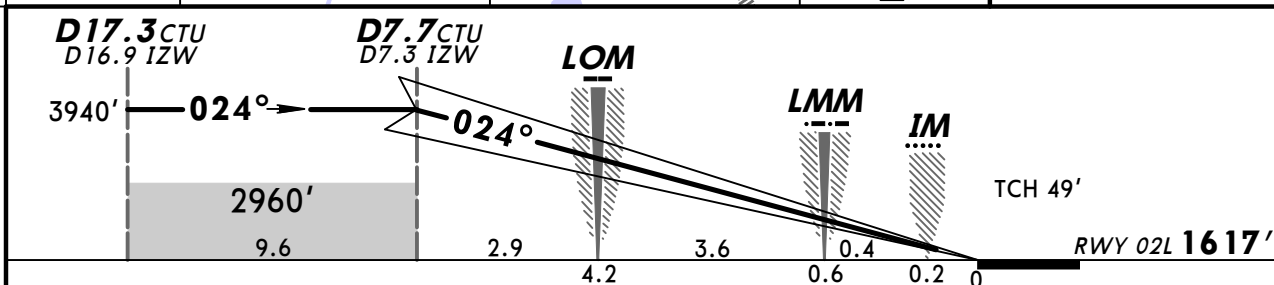
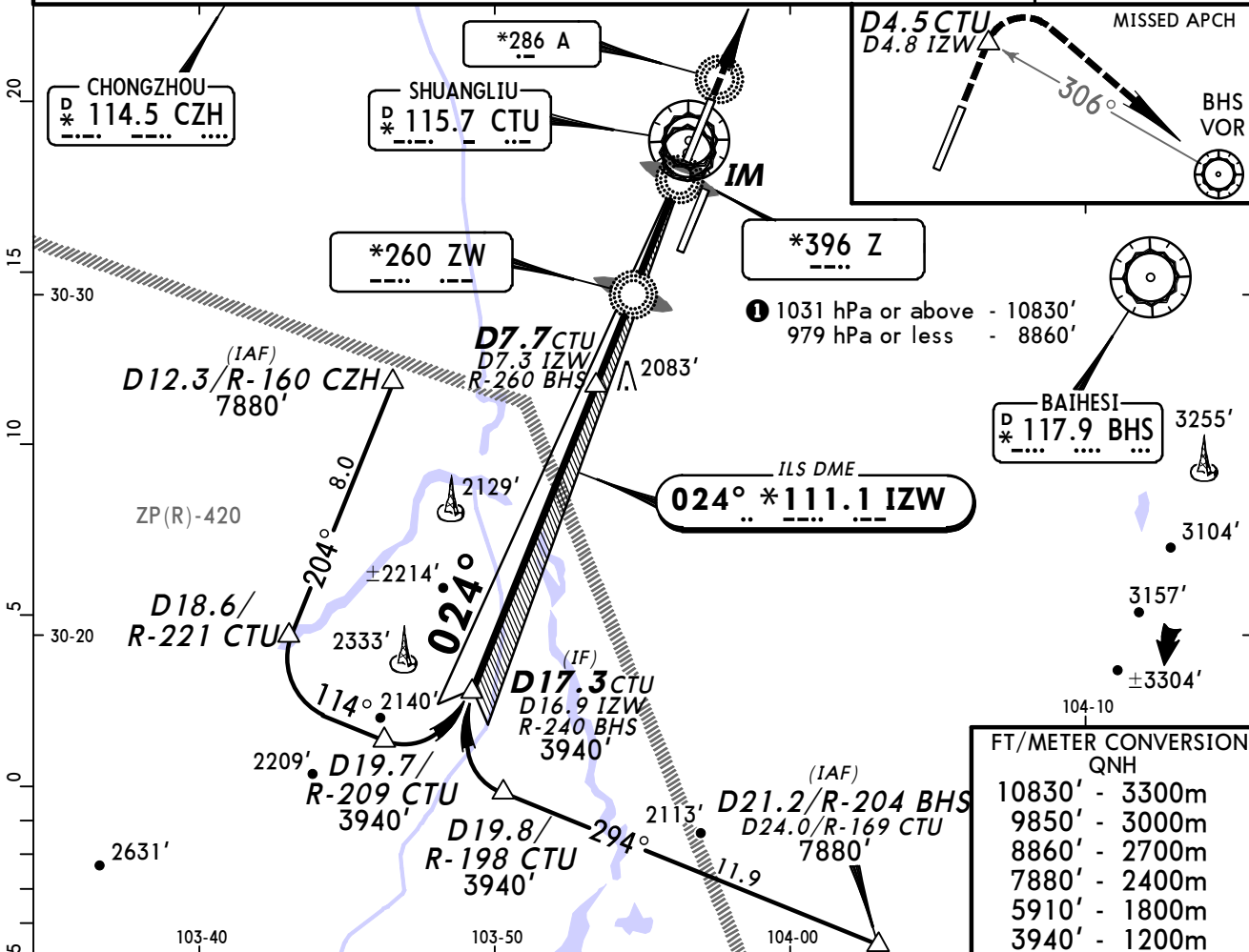
ZUUU/CTU
SHUANGLIU

JEPPESEN
1 AUG 14 **(11-1A)**

CHENGDU, PR OF CHINA
CAT II ILS Z Rwy 02L

BRIEFING STRIP

D-ATIS Arrival		CHENGDU Approach				CHENGDU Tower	Ground	
126.45		AP01 124.85	*AP02 119.7	*AP03 119.25	*AP04 124.75	123.0	121.85	121.75
LOC IZW *111.1	Final Apch Crs 024°	GS D7.7 CTU 3940' (2323')		CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 1681' RWY1617'		
MISSED APCH: Climb STRAIGHT AHEAD to D4.5 CTU, then turn RIGHT to reach BHS VOR at 5910' or above, then contact ATC. MAX 205 KT.								
Alt Set: hPa		Rwy Elev: 58 hPa		Trans level: FL 118		Trans alt: 9850' ①		
1. Initial apch MAX 205 KT. 2. Special Aircrew & Acft Certification required.								
MSA CTU VOR								



Gnd speed-Kts	70	90	100	120	140	160			HIALS-II	205 KT MAX	D4.5 CTU ↑
GS	3.00°	372	478	531	637	743	849	PAPI			

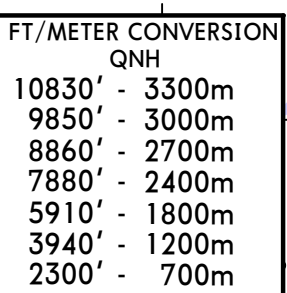
STRAIGHT-IN LANDING RWY 02L						
Missed apch climb gradient mim 3.0%			CAT II ILS		Missed apch climb gradient mim 2.5%	
AB RA 105'	CD RA 105'		A RA 105'	B RA 121'	C RA 138'	D RA 154'
DA(H) 1717' (100')	DA(H) 1717' (100')		DA(H) 1717' (100')	DA(H) 1732' (115')	DA(H) 1749' (132')	DA(H) 1765' (148')
RVR 300m	RVR 300m	RVR 350m ■	RVR 300m	RVR 400m	RVR 400m	RVR 450m

■ Manual operation below DH.

CHANGES: Minimums.

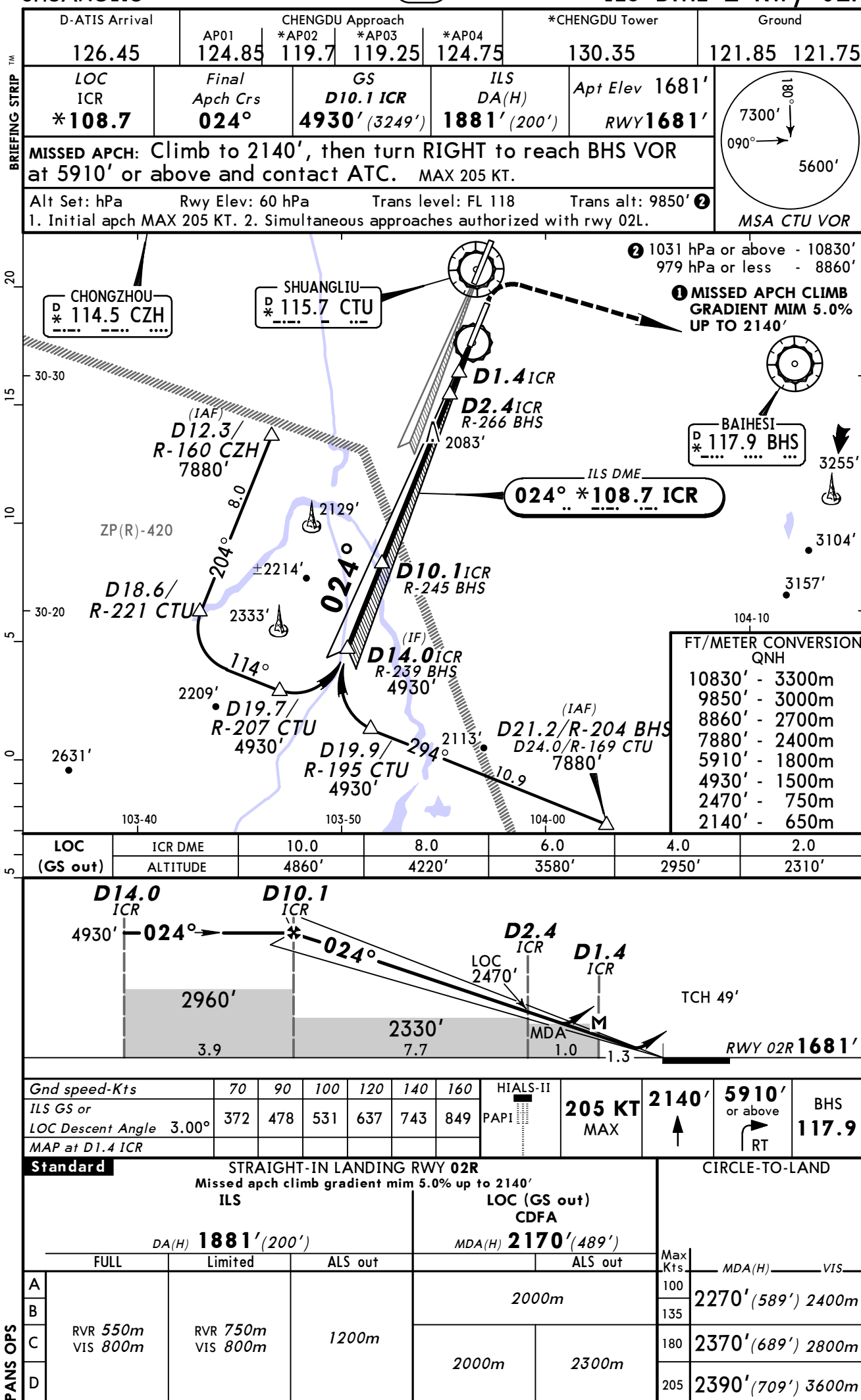
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A diagram of a circular area. A radius is drawn from the center to the circumference, labeled 7300'. A chord is drawn across the circle, labeled 5600'. The central angle between the two radii is labeled 180°. The angle between the radius and the chord is labeled 90°.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS-II PAPI 205 KT MAX D4.5 CTU ↑
<i>ILS GS or</i>	372	478	531	637	743	849	
<i>LOC Descent Angle 3.00°</i>							
<i>MAP at LMM</i>							

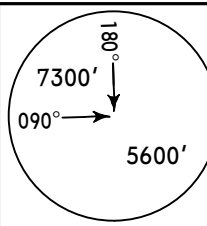
PANS OPS

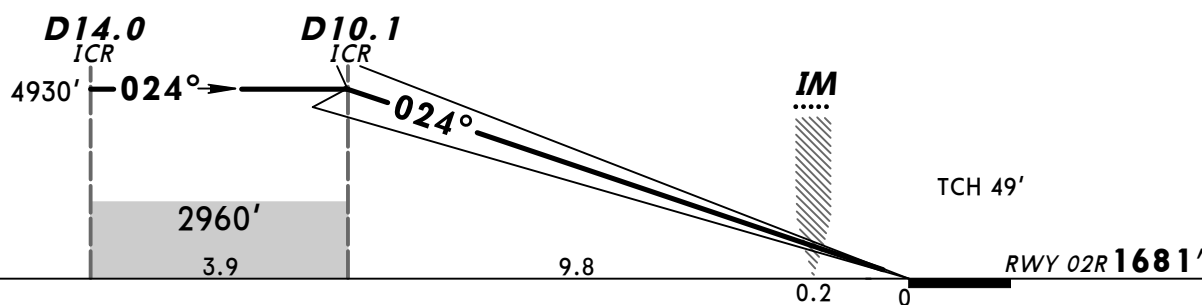
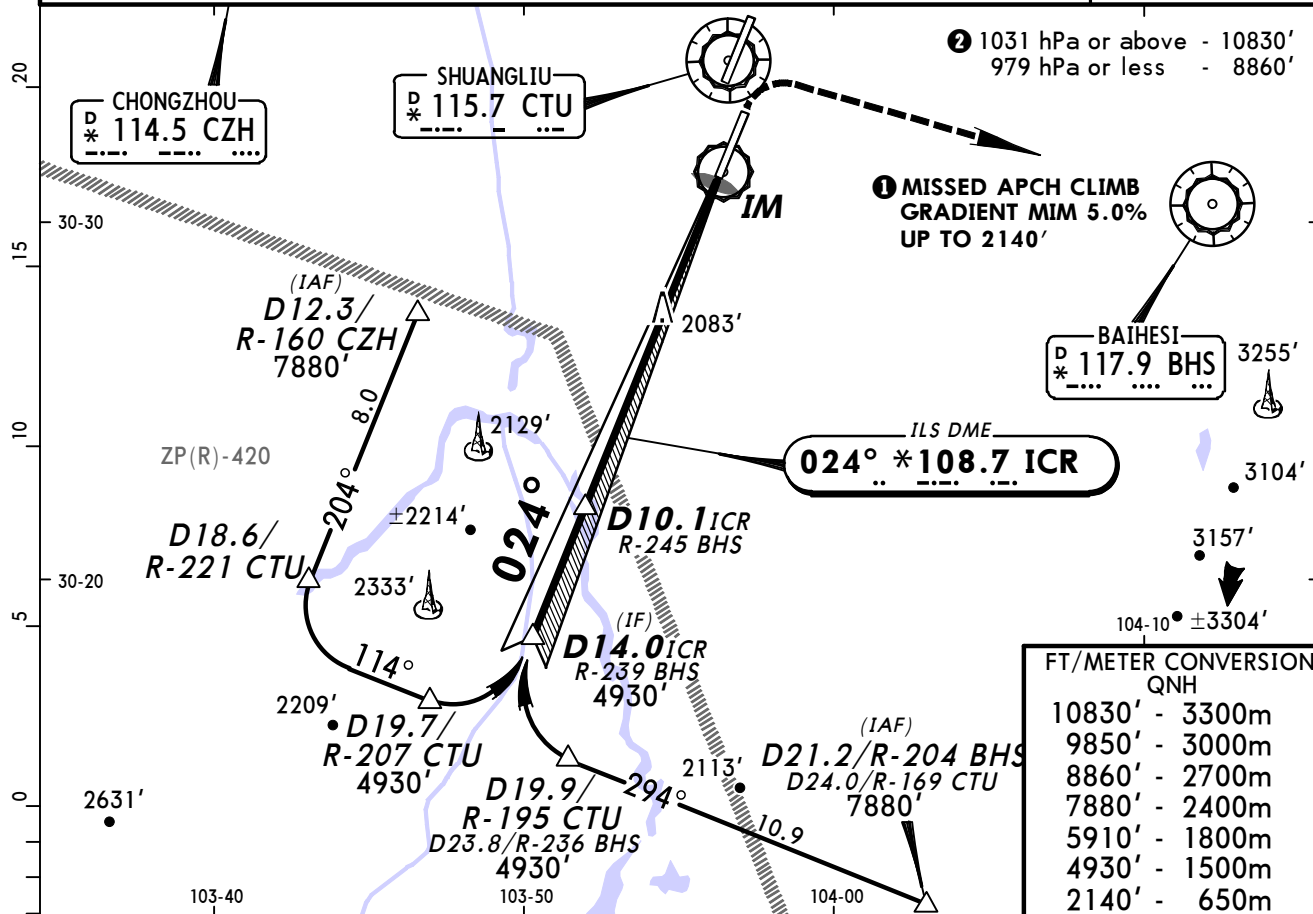


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SHUANGLIU

JEPPESSEN
1 AUG 14 **(11-3A)**

CHENGDU, PR OF CHINA
CAT II ILS Z Rwy 02R

D-ATIS Arrival 126.45	AP01 124.85	CHENGDU Approach *AP02 119.7	*AP03 119.25	*AP04 124.75	*CHENGDU Tower 130.35	Ground 121.85 121.75
LOC ICR *108.7	Final Aptch Crs 024°	GS D10.1 ICR 4930' (3249')	CAT II ILS RA 98' DA(H) 1781' (100')	Apt Elev 1681' RWY1681'		
MISSED APCH: Climb to 2140', then turn RIGHT to reach BHS VOR at 5910' or above and contact ATC. MAX 205 KT.						
Alt Set: hPa Rwy Elev: 60 hPa Trans level: FL 118 Trans alt: 9850' ② 1. Initial apch MAX 205 KT. 2. Special Aircrew & Acft Certification required.						MSA CTU VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	205 KT MAX	2140' ↑	5910' or above → RT	BHS 117.9
GS	3.00°	372	478	531	637	743					

Standard

STRAIGHT-IN LANDING RWY 02R

CAT II ILS

Missed apch climb gradient mim 5.0% up to 2140'

ABC RA 98' DA(H) 1781' (100')	D RA 98' DA(H) 1781' (100')
RVR 300m	RVR 300m
	RVR 350m ①

① Manual operation below DH.

CHANGES: Minimums.

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SHUANGLIU

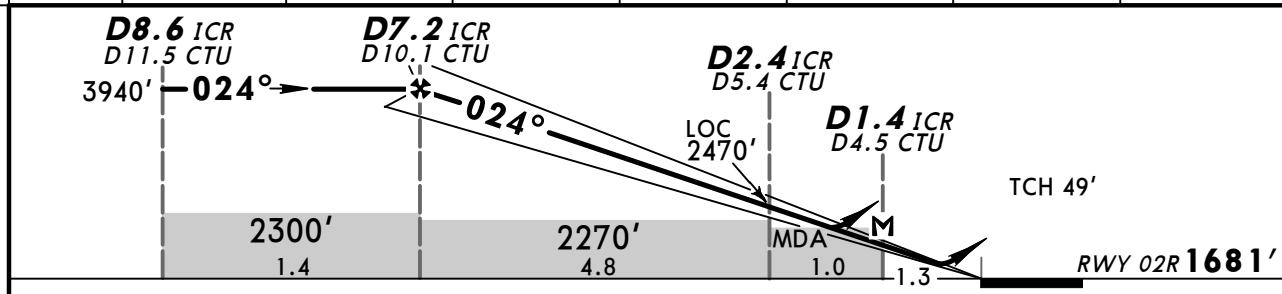
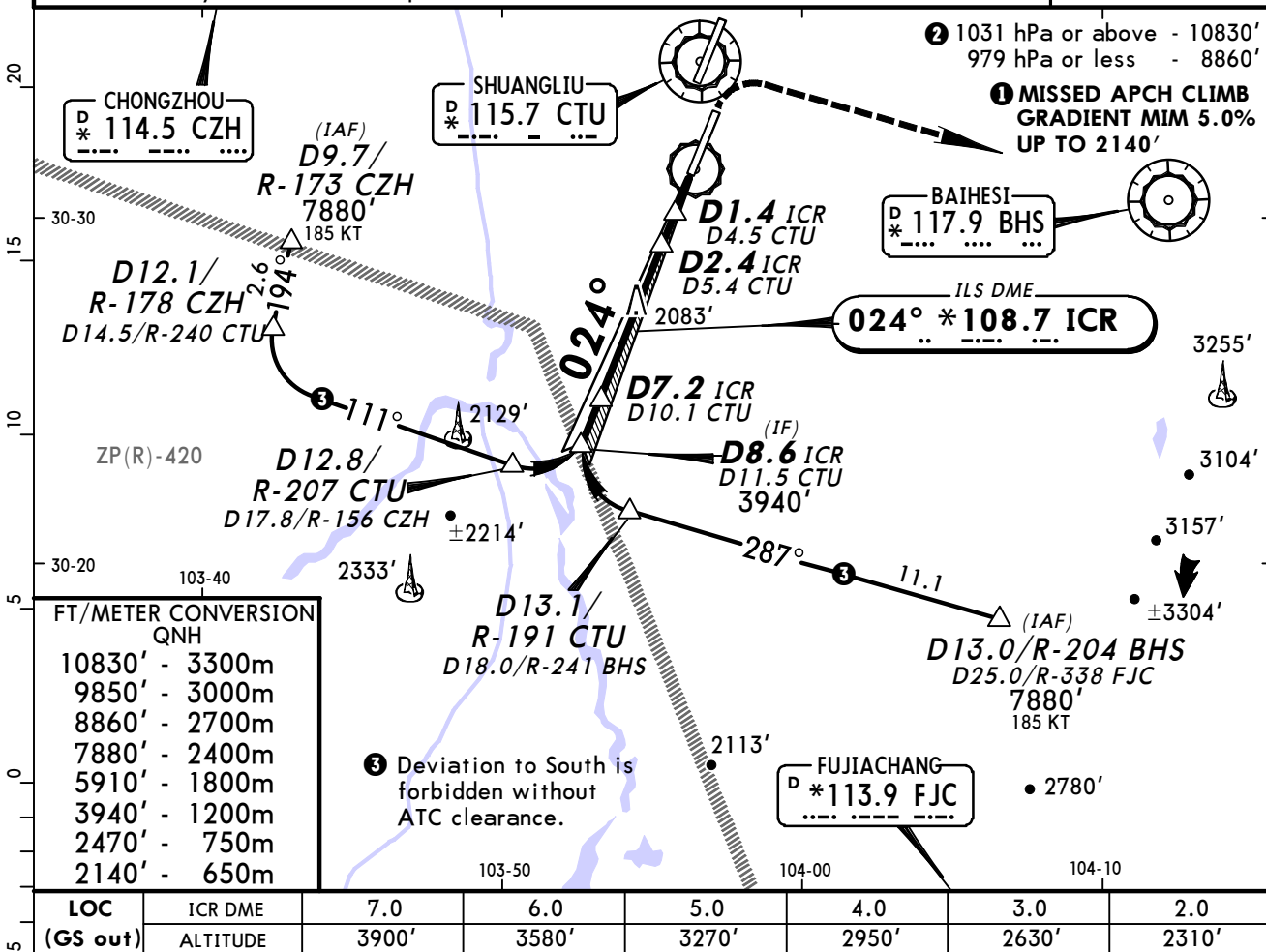
JEPPESEN
1 AUG 14 **(11-4)**

CHENGDU, PR OF CHINA
ILS DME Y Rwy 02R

BRIEFING STRIP

D-ATIS Arrival		CHENGDU Approach				*CHENGDU Tower	Ground	
126.45		AP01 124.85	*AP02 119.7	*AP03 119.25	*AP04 124.75	130.35	121.85	121.75
LOC ICR *108.7	Final Apch Crs 024°	GS D7.2 ICR 3940' (2259')		ILS DA(H) 1881' (200')		Apt Elev 1681' RWY1681'	180° 7300' 090° 5600'	
MISSED APCH: Climb to 2140', then turn RIGHT to reach BHS VOR at 5910' or above and contact ATC. MAX 205 KT.								
Alt Set: hPa		Rwy Elev: 60 hPa		Trans level: FL 118		Trans alt: 9850' ②		
1. Procedure by ATC. 2. Initial apch MAX 185 KT.								

MSA CTU VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	205 KT	2140'	5910'	BHS
ILS GS or	372	478	531	637	743	849	PAPI	MAX	↑	or above	117.9
LOC Descent Angle 3.00°										RT	
MAP at D1.4 ICR/D4.5 CTU											

Standard STRAIGHT-IN LANDING RWY 02R				CIRCLE-TO-LAND			
Missed apch climb gradient mim 5.0% up to 2140'							
ILS				LOC (GS out) CDFA			
DA(H) 1881' (200')				MDA(H) 2170' (489')			
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A				2000m		100	2270' (589') 2400m
B						135	
C		RVR 550m VIS 800m	RVR 750m VIS 800m	1200m		180	2370' (689') 2800m
D				2000m	2300m	205	2390' (709') 3600m

CHANGES: Minimums.

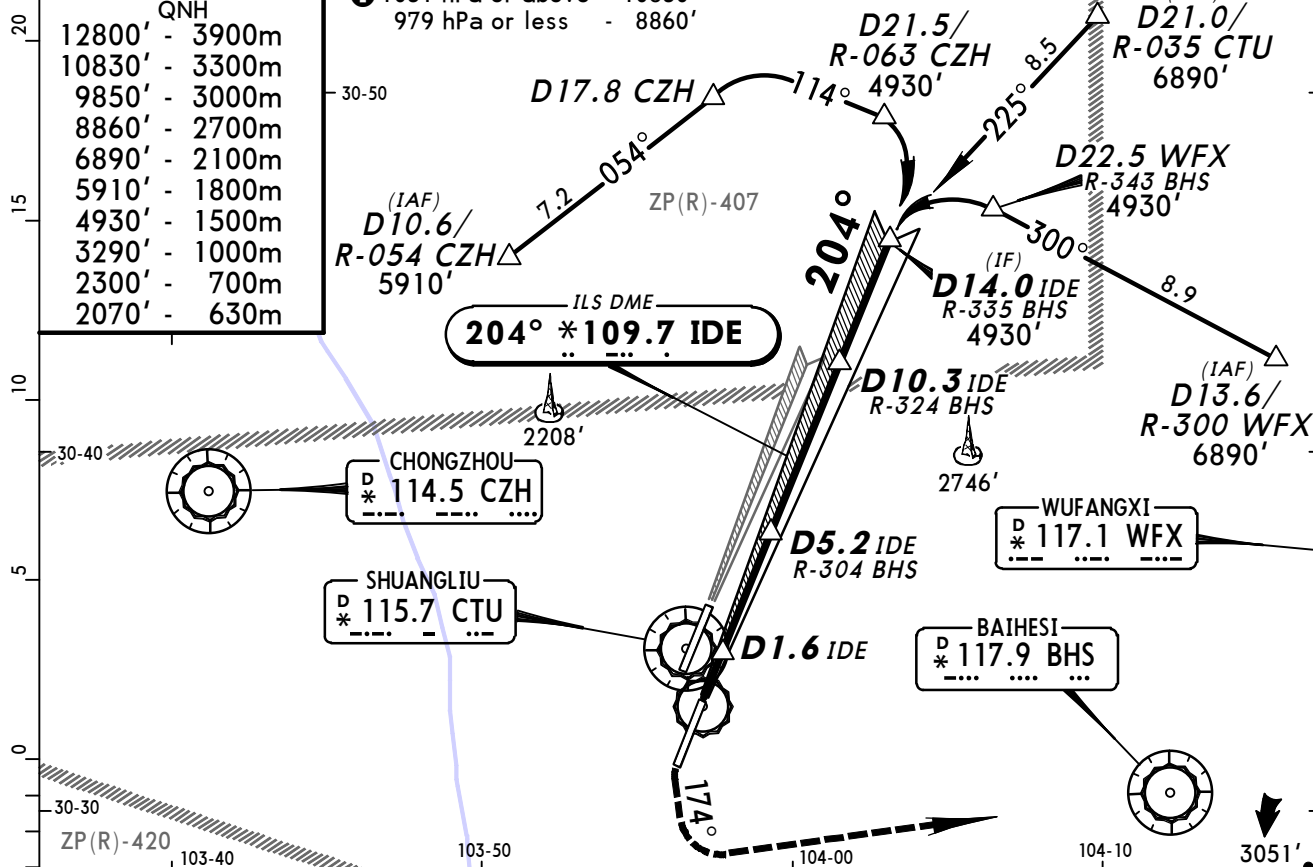
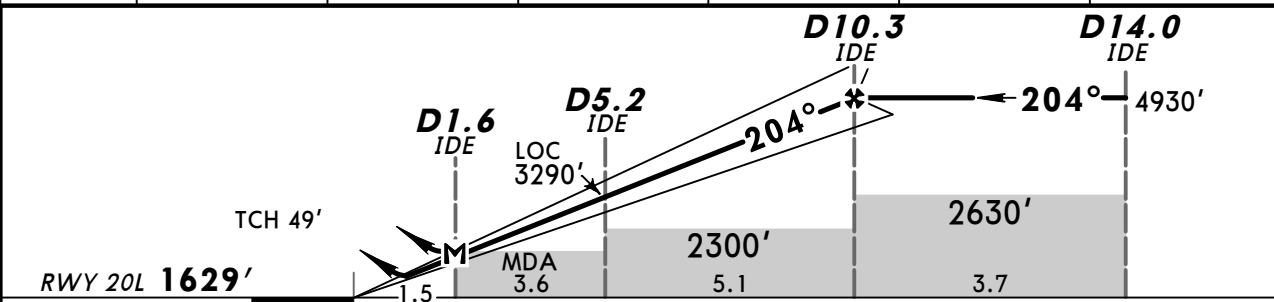
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A diagram of a circular structure, possibly a well or a tank, with a diameter of 7300'. The structure is divided into two main sections by a horizontal line. The upper section is a semi-circle with a radius of 5600'. The lower section is a rectangular area with a width of 5600' and a height of 180'. The angle between the horizontal line and the vertical line is 90°.

Alt Set: hPa Rwy Elev: 58 hPa Trans level: FL 118 Trans alt: 9850' **(1)**
1. Initial apch MAX 205 KT. 2. Simultaneous approaches authorized with rwy 20R.

① 1031 hPa or above - 10830'
979 hPa or less - 8860'

— 30-50

5

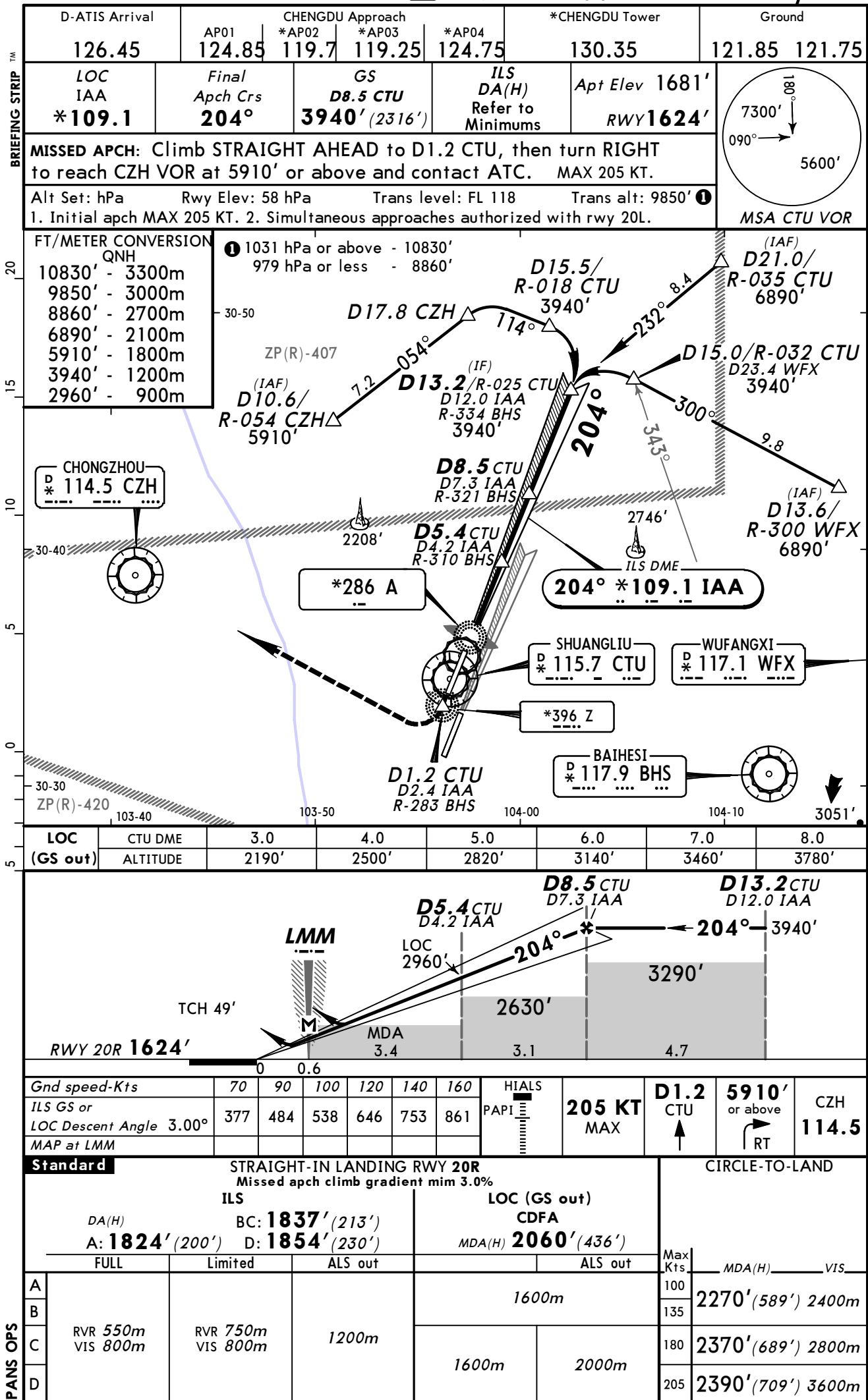
CIRCLE-TO-LAND

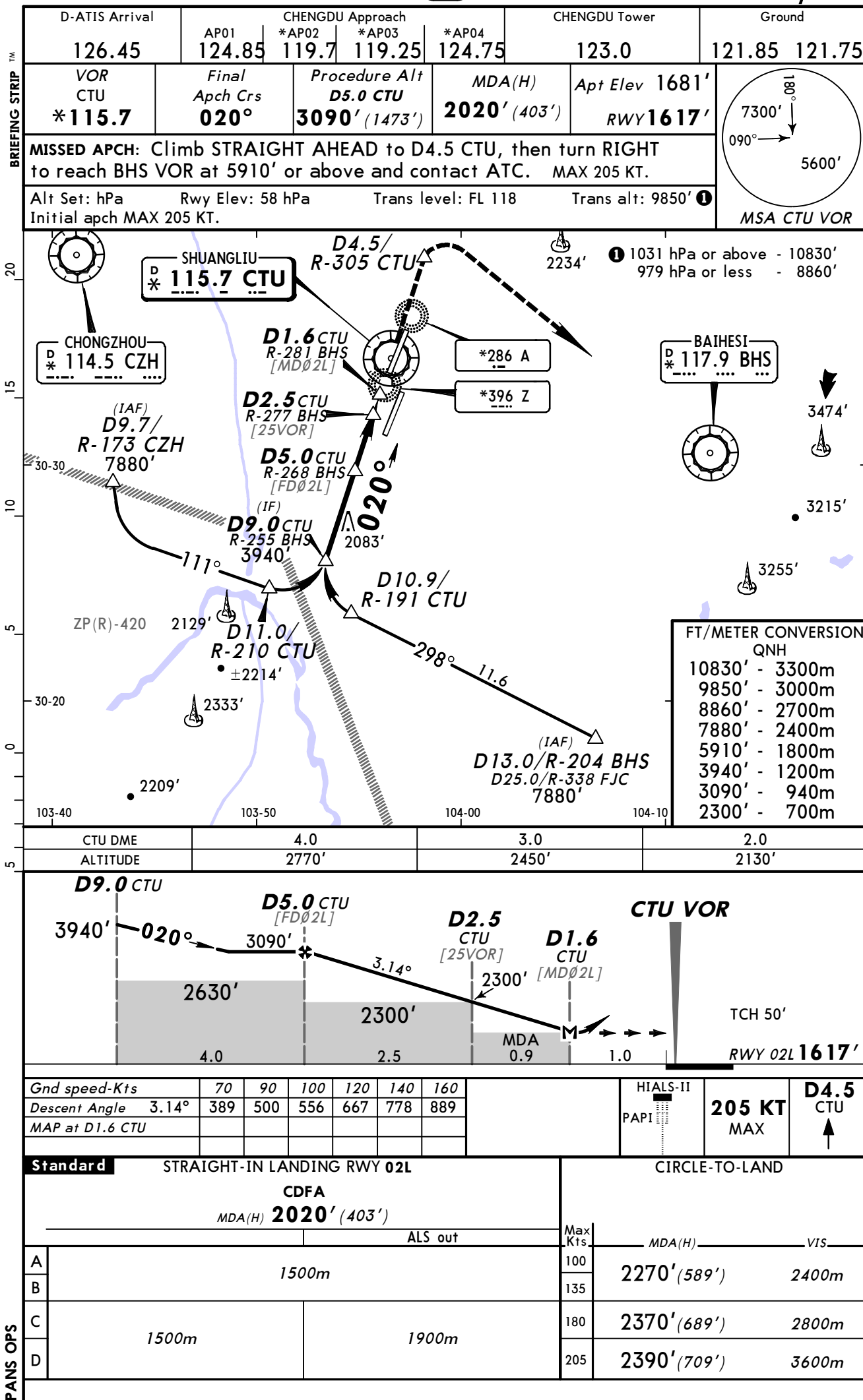
PANS OPS

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JEPPESSEN
1 AUG 14 **(11-6)** MISSED APCH CLIMB
GRADIENT MIN 3.0%

CHENGDU, PR OF CHINA
ILS DME Rwy 20R

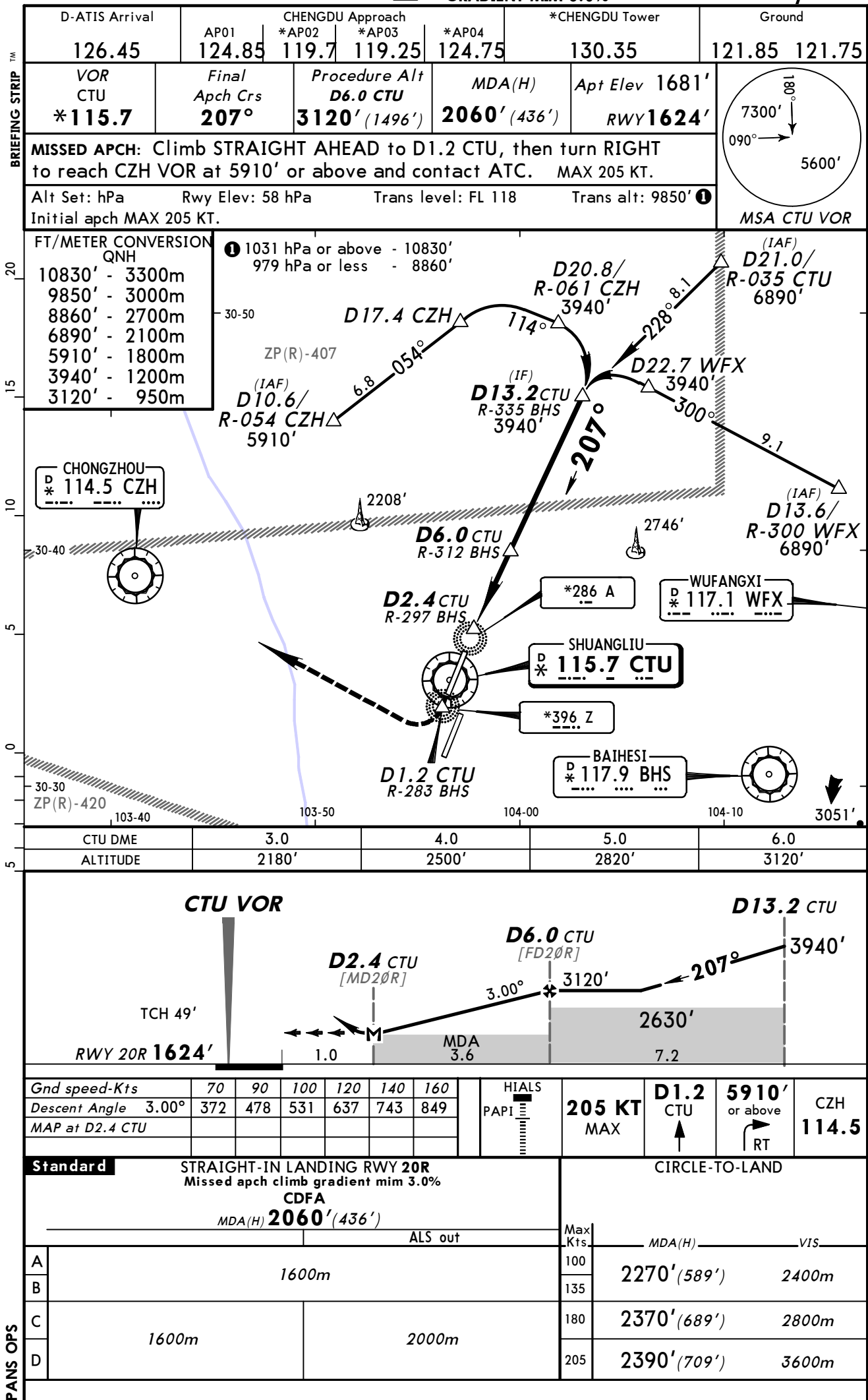




ZUUU/CTU
SHUANGLIU

JEPPESEN
1 AUG 14 **(13-2)**

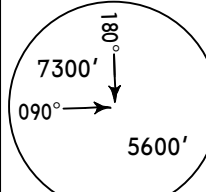
CHENGDU, PR OF CHINA
MISSED APCH CLIMB GRADIENT MIM 3.0%
VOR DME Rwy 20R

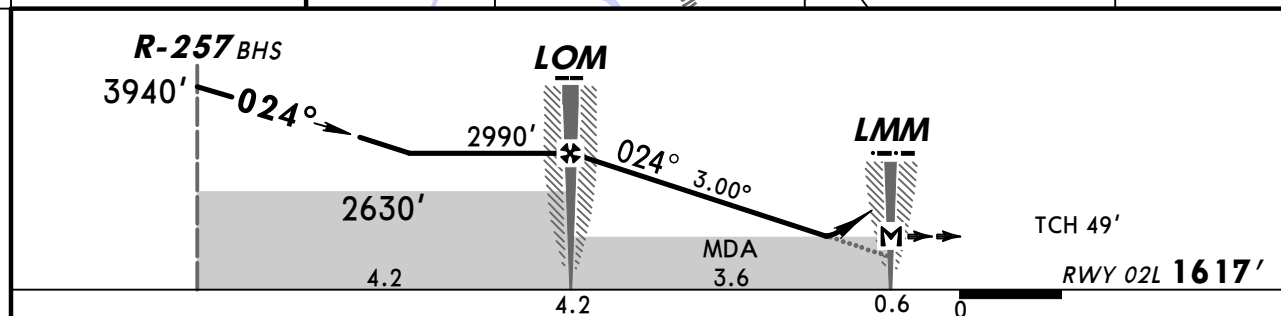
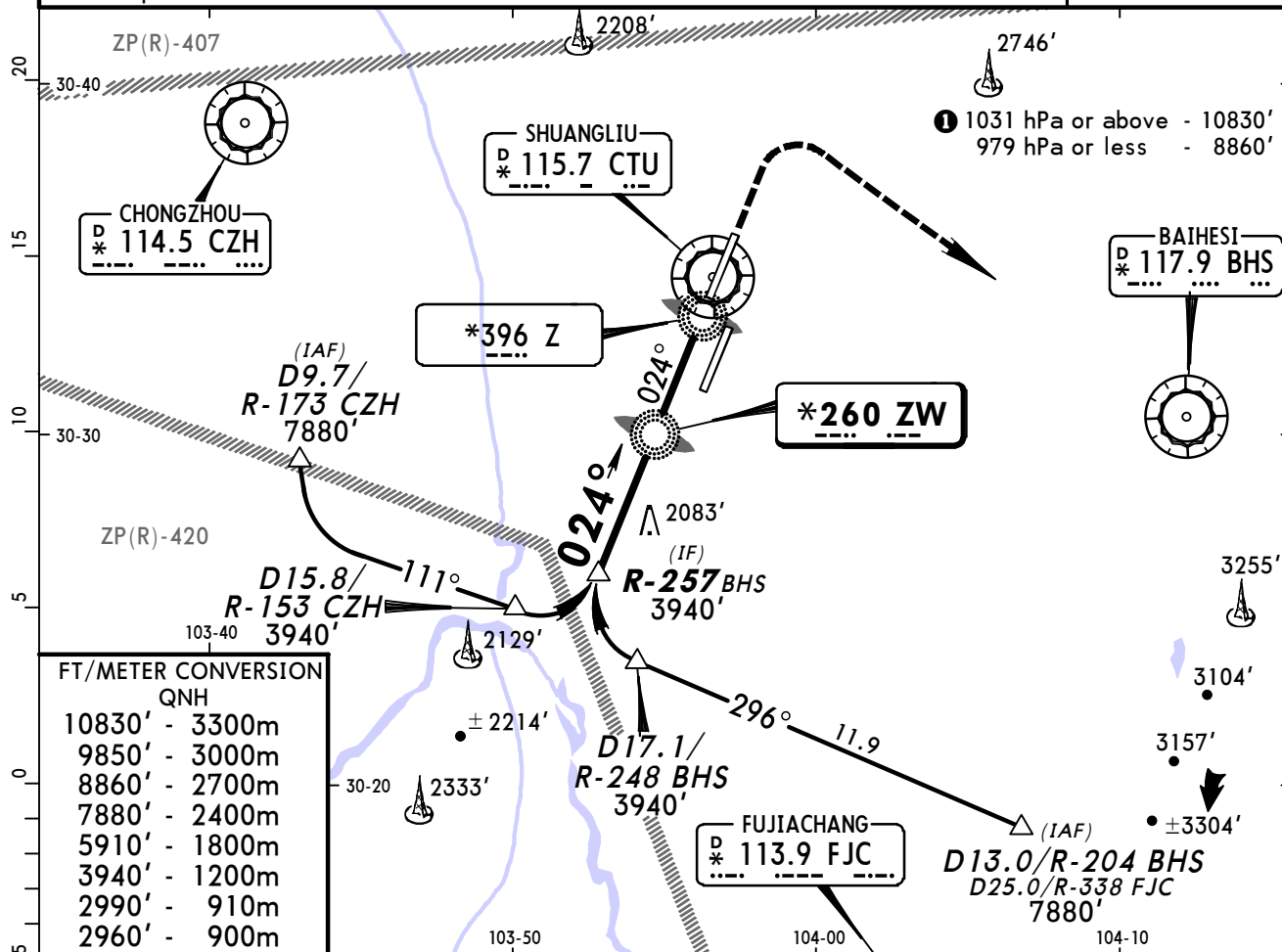


CHANGES: APP freq. Minimums.

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BRIEFING STRIP

D-ATIS Arrival		CHENGDU Approach				*CHENGDU Tower	Ground	
126.45		AP01 124.85	*AP02 119.7	*AP03 119.25	*AP04 124.75	130.35	121.85	121.75
NDB ZW *260	Final Apch Crs 024°	Procedure Alt LOM 2990' (1373')		MDA(H) 2170' (553')		Apt Elev 1681' RWY1617'		
MISSED APCH: Climb STRAIGHT AHEAD to 2960', then turn RIGHT to reach BHS VOR at 5910' or above and contact ATC. MAX 205 KT.								
Alt Set: hPa		Rwy Elev: 58 hPa		Trans level: FL 118		Trans alt: 9850' ①		
Initial apch MAX 205 KT.								
MSA CTU VOR								

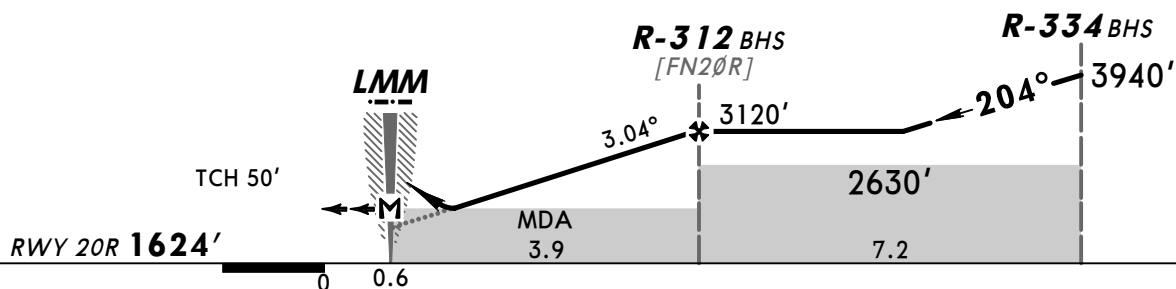
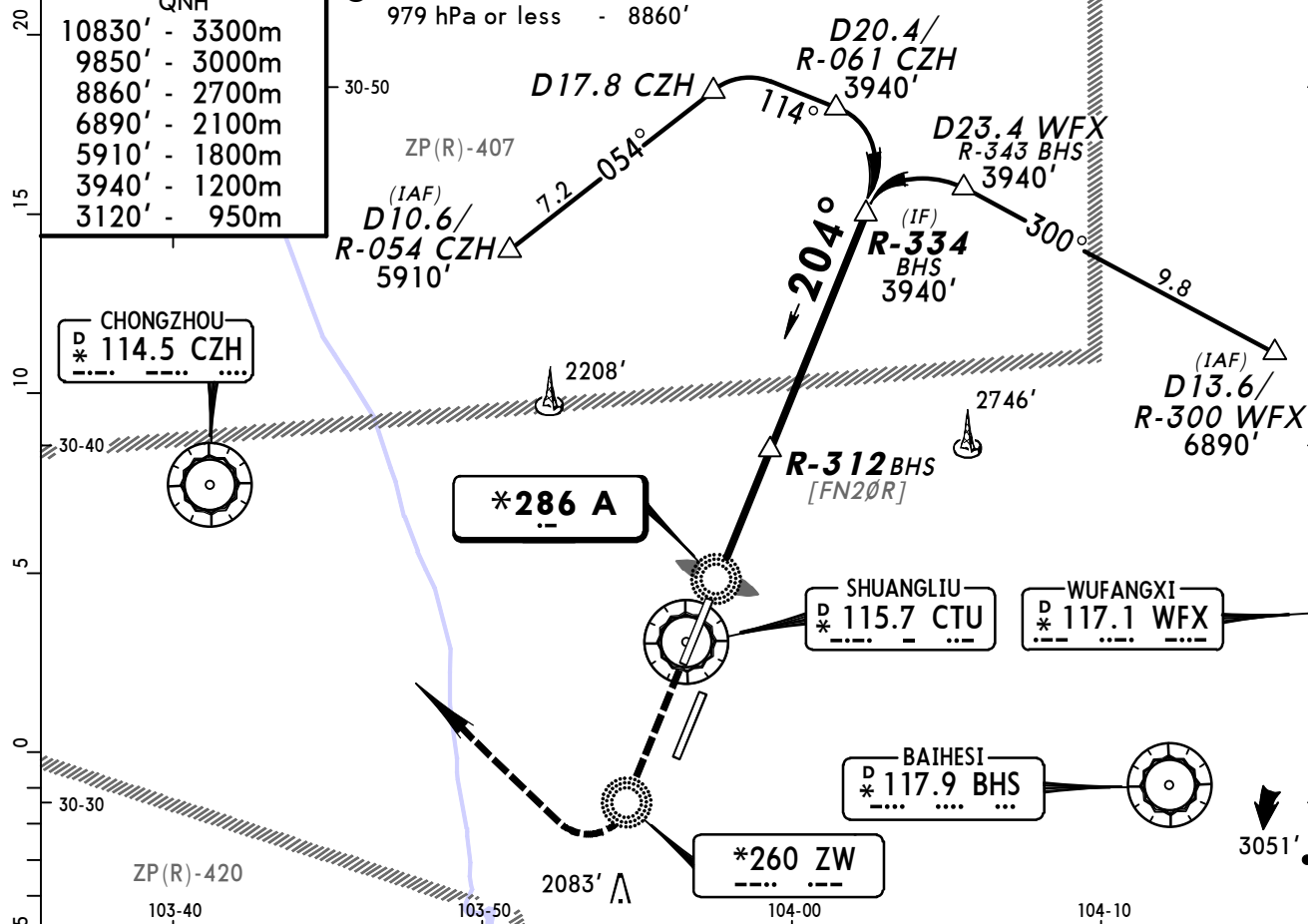


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 205 KT MAX	2960' ↑	5910' or above RT	BHS 117.9
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at LMM										

Standard STRAIGHT-IN LANDING RWY 02L				CIRCLE-TO-LAND			
CDFA							
MDA(H) 2170' (553')							
ALS out				Max Kts	MDA(H)	VIS	
A	2400m			100	2270' (589')	2400m	
B				135			
C				180	2370' (689')	2800m	
D				205	2390' (709')	3600m	

Alt Set: hPa Rwy Elev: 58 hPa Trans level: FL 118 Trans alt: 9850' **1**
Initial apch MAX 205 KT.

① 1031 hPa or above - 10830'
979 hPa or less - 8860'



HIALS  PAPI 	205 KT MAX	ZW 260 
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PANS OPS

Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CHENGDU, (SHUANGLIU - ZUUU)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ZUUU

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

When routing LXA VOR - KAMAX on B213 report ADS-B (Automatic Dependent Surveillance-Broadcast) capability to TWR for engine start-up clearance.