

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZUUU

Terminal Charts For ZUUU

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: CHENGDU CHN
ICAO/IATA: ZUUU / CTU
Lat/Long: N30° 34.80', E103° 56.90'
Elevation: 1681 ft

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

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

Sunrise: 2237 Z
Sunset: 1132 Z

Runway Information

Runway: 02L
Length x Width: 11811 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1617 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: 128.600 Departure Service
ATIS: 126.450 Arrival Service
ATIS: 131.450
Chengdu Tower: 118.850 Secondary
Chengdu Tower: 130.350
Chengdu Tower: 123.000
Chengdu Ground: 121.700 Secondary
Chengdu Ground: 121.750
Chengdu Ground: 121.850
Shuangliu Apron Ramp/Taxi: 121.800
Shuangliu Apron Ramp/Taxi: 121.900
Shuangliu Apron Ramp/Taxi: 121.650
Chengdu Clearance Delivery: 121.600
Chengdu Clearance Delivery: 121.700 Secondary
Chengdu Approach: 123.825 Secondary
Chengdu Approach: 127.700 Secondary
Chengdu Approach: 126.350
Chengdu Approach: 125.250 Secondary
Chengdu Approach: 119.250
Chengdu Approach: 119.425
Chengdu Approach: 124.850

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15 APR 22

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.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.45

D-ATIS Departure 128.6

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

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

1.3. LOW VISIBILITY OPERATIONS (LVO)

1.3.1. GENERAL

When VIS is 1000m or ceiling is 90m and the forecast shows a decreasing trend, ATC will instruct preparation of LVO procedures.

When VIS is 800m or RVR is 550m or ceiling is 60m, ATC will instruct the implementation of LVO procedures.

When RVR is 550m or more and ceiling is 60m or more and the forecast shows a increasing trend, ATC will instruct the termination of LVO procedures.

When weather conditions are satisfied for any RWY to implement LVO procedure, the implementation of low visibility take-off or CAT II or HUD Special CAT II operation shall follow ATC instructions.

Departure ACFT is forbidden to enter RWY to take-off via TWYs A2 (between RWY 02L/20R and TWY A), E2 or E8.

Pay attention to stop bars.

It is forbidden to use TWY V1 and V2, when conducting low visibility operation.

1.3.2. USE OF RWYs

RWYs 02L/R are satisfied with CAT II and HUD Special CAT I operation standard and are available for HUD RVR 150m take-off.

RWY 20L is satisfied with HUD Special CAT II operation standard.

1.3.3. ACFT GUIDANCE

During LVO procedure implementation, arrival ACFT shall be guided by Follow-me and departing ACFT shall be guided if necessary after applying Follow-me by flight crew or ATC.

If partial visibility is less than 100m or it's hard to ensure safety along guiding route, guidance unusable.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

SSR transponder operating procedures on ground.

For departure ACFT:

When flight crew obtain push-back or start-up clearance, select XPNDR or AUTO mode.

For arrival ACFT:

After vacating RWY, select XPNDR or AUTO mode. After parking the stand, select STBY mode.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

TWYs A3 and A4 available for towing ACFT across RWY 02L/20R.

180° turn around on TWY is strictly forbidden.

Follow-me and towing service available via TWR Control or SHUANGLIU Apron.

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.AIRPORT.BRIEFING.

1. GENERAL

1.5.2. TWY LIMITATION

TWY	Wing Span Limits for ACFT
B (between B1 and M), B1, C (between C2 and C5), C2, E, E1 thru E3, E7 thru E9, M, N, T2 (West of T10)	MAX 262' /80m
A, A1 thru A9, B (between B1 and B10), B (North of stand Nr.212), B2 thru B10, C (others), C1, C3 thru C8, D, D1 thru D5, E (between E9 and F), E4 thru E6, F, H4, H5, H6 (South of stand 215), K1, T1(West of T10), T4, T5, T10, V1, V2	MAX 213' /65m
H3, T7 (West of stand 151), T9 (West of stand 136)	MAX 200' /61m
H1, H2, T3	MAX 171' /52m
B (between B10 and stand 212)	MAX 128' /39m
H7, K3, T1(East of T10), T2 (East of T10), T6, T7 (East of stand 151), T8, T9 (East of stand 136), T11	MAX 118' /36m
B1 (between B and C), C3	No restriction while both MAX 174' /53m. When one of the two TWYs occupied by ACFT with more than 174' /53m, the other TWY only available for ACFT with less than 128' /39m.
B3 (between B and C), C5	
C6, C7	
B6 (between B and C), C8	
A2 (between A and RWY 02L/20R)	MAX 213' /65m (allow landing ACFT to vacate RWY 02L/20R). When TWY A2 used for ACFT to enter RWY 02L/20R and ACFT operating on TWY A (between A1 and A2) MAX 128' /39m and MAX height 49' /15m, if no ACFT operating on TWY A (between A1 and A2) MAX 213' /65m.
T5	MAX 200' /61m when ACFT with more than 171' /52m parking on or enter/exit on stand 165.
H1 and H2	MAX 118' /36m when ACFT with more than 171' /52m parking on or enter/exit on stand 123.
H6 (North of stand 215)	MAX 118' /36m. Expect for ACFT to be pushed back, start up and taxi out of stands 213, 214, 229, 230.
T10 (North of T4)	MAX 118' /36m when ACFT with 118' /36m or more parking on stand 326.
TWY Z1	MAX 102' /31m. Not available when ACFT parking on stand 507.
TWY Z2	MAX 95' /29m

If an ACFT is holding at TWY A2 between A and RWY 02L/20R, other ACFT are forbidden to taxi across TWY A2 along TWY A or taxiing from TWY B to TWY A via TWY A2.

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.AIRPORT.BRIEFING.

1. GENERAL

1.5.3. TWY F AND TWY E (NORTH OF TWY 9) OPERATION LIMITATION

When an ACFT operates CAT I landing on RWY 20L or CAT II on RWY 02R, other ACFT are forbidden to taxi on TWY E (North of holding point G1), or TWY F (between holding point G2 and G3). When an ACFT operates HUD SA CAT II landing on RWY 20L, other ACFT are forbidden to taxi on TWY F or TWY E (North of TWY E9).

When LOC flight inspection is carried out on RWY 02R, ACFT is forbidden to taxi on TWY F or TWY E (North of holding point G1).

When an ACFT takes off on RWY 02R, other ACFT are forbidden to taxi on TWY E (North of holding point G1) and TWY F (North of holding point G3). ACFT with height more than 34.3' /10.46m (exclusive) is forbidden to taxi on TWY F (South of G3).

1.5.4. TWY V1 AND TWY V2 OPERATION LIMITATION

TWY	TWYs forbidden to use
V1	TWY T1 (between stands 365 thru 364L), TWY T2 (between TWY C and stand 315L), TWY V2
V2	TWY T1 (between stands 365 thru 364L), TWY T2 (between TWY C and stand 315L), TWY V1

1.5.5. TWY Z1 AND TWY Z2 OPERATION LIMITATION

TWY	Operation Limitation
Z1	Use only by towing. Forbidden to use when stands 507 or 507R occupied or LVP is in force.
Z2	Use only by towing. Forbidden to use when LOC flight inspection is carried out on RWY 02R or LVP is in force. ACFT with height more than 34.3' /10.46m is forbidden to taxi, if an ACFT takes off on RWY 02R.

1.5.6. SIMULTANEOUSLY USE OF TWYs

B747-8 on TWYs	TWYs forbidden to use
TWY A (North of B1)	ACFT with wingspan more than 213' /65m on lateral TWY B (North of B1)
TWY B (North of B1)	ACFT with wingspan more than 213' /65m on lateral TWY A (North of B1) or C (North of B1)
TWY B1 (between B and C)	ACFT with wingspan more than 171' / 52m on lateral TWY C3
TWY B3 (between B and C)	ACFT with wingspan more than 118' /36m on lateral TWY C5
TWY C (between B1 and B3)	ACFT with wingspan more than 213' /65m on lateral TWY B (between B1 and B3)

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1. GENERAL

B747-8 on TWYs	TWYs forbidden to use
TWY C2	ACFT with wingspan more than 213' /65m on lateral TWY A2 (between B and C)
TWY T2 (West of T10)	ACFT with wingspan more than 213' /65m on lateral TWY T1 (West fo T10)

A380 on TWYs	TWYs forbidden to use
TWY B (South of B1)	ACFT with wingspan more than 213' /65m on lateral TWY C (South of B1)
TWY B1 (between B and C)	ACFT with wingspan more than 118' /36m on lateral TWY C3 (between B and C)
TWY C (between C2 and B1)	ACFT with wingspan more than 213' /65m on lateral TWY B (between C2 and B1)
TWY C (between B1 and B3)	ACFT with wingspan more than 171' /52m on lateral TWY B (between B1 and B3)
TWY C2	ACFT with wingspan more than 200' /61m on lateral TWY A2 (between B and C)
TWY T2 (West of T10)	ACFT with wingspan more than 200' /61m on lateral TWY T1 (West of T10)

AN124 on TWYs	TWYs forbidden to use
TWY A (North of B1)	ACFT with wingspan more than 200' /61m on lateral TWY B (North of B1)
TWY B1 (between B and C)	ACFT with wingspan more than 118' /36m on lateral TWY C3
TWY B3 (between B and C)	ACFT with wingspan more than 118' /36m on lateral TWY C5
TWY C (between B1 and B3)	ACFT with wingspan more than 200' /61m on lateral TWY B (between B1 and B3)
TWY C	ACFT with wingspan more than 213' /65m on lateral TWY A2 (between B and C)
TWY T2 (West of T10)	ACFT with wingspan more than 213' /65m on lateral TWY T1 (West of T10)

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.AIRPORT.BRIEFING.

1. GENERAL**1.6. PARKING INFORMATION**

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

TWY B (North of stand 239) available for engine run-ups.

MAX wingspan 213' /65m (B747 series not included).

ACFT type F use stands 162 and 313 with Follow-me car.

ACFT parking on stands	Taxi in	Taxi out
101 thru 104, 213, 214, 229 and 230	H5	H5
105, 113, 122, 132, 134, 147, 149, 162 and 164	C	C
106 thru 112	H4	H4
114 thru 121	H3	H3
123	H2	C
124 thru 131	H1	H2
135	C-T9	C
136 thru 146	T8	T9
150	C-T7	C
151 thru 161	T6	T7
165 thru 177	T4	T5
201 thru 212	B	B
215 thru 218	H5-H6 or H7-H6	H6-H5 or H6-H7
219, 224	H5-H6 or H7-H6	H6-H7
225 and 226	H7 or H6	H7 or H6
227 and 228	H7	H7
231 thru 239	B	B
301 thru 312	T4	T3
313 thru 319 and 336 thru 343	T2	T2
320 thru 322, 324 and 326 thru 335	T10	T10
345 and 346	T2	T11
347	T1 or T2	T11
348 thru 350	T1	T11
351 thru 354	T1	T1
355 and 356	T10	T10
357 thru 359, 361 thru 365	T1	T1
401 thru 403 and 405 thru 410	T11	T11
404	T10/T11	T11
420	T10	K1
421 thru 426	K1	K1
501 and 502	E-F	F-E
503 thru 507	F	F
601 thru 619	K3	K3

ACFT parking on stands 314 and 314R should be pushed back through HP15.

ACFT parking on stands 364 and 364R should be pushed back through HP14.

ACFT entering or exiting stands 501 thru 503 shall pass the TWY between holding positions G1 and G2 within 180 seconds. Otherwise, pilot shall inform ATC in advance.

ACFT entering or exiting stands 504 thru 507 shall pass the TWY between holding positions G1 and G3 within 180 seconds. Otherwise, pilot shall inform ATC in advance.

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.AIRPORT.BRIEFING.

1. GENERAL

1.7. OTHER INFORMATION

Birds in vicinity of APT.

Laser bird dispersal equipment available transmitting green light; exercise caution during take-off and landing.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. GENERAL

In case of communication failure due to equipment failure in ATC, contact the previous control unit.

In case of ACFT communication failure:

If radio receiver is available but transmitter is not, follow ATC instruction.

If radio transmitter is available but receiver is not, notify flight intention to ATC immediately, report ACFT position and flight altitude.

In case of communication failure when using radio frequency or emergency frequency, contact Chengdu terminal control office by satellite phone 86-28-61612810, 86-28-61612811.

2.1.2. IF ARRIVAL INFO WAS RECEIVED

Follow the relevant IAP by own navigation.

2.1.3. IF ARRIVAL INFO WAS NOT RECEIVED

Climb or descend to 8860'/2700m or, if higher, safe altitude to BHS, join right-hand holding, choose unclosed RWY according to NOTAM, decide landing direction based on ATIS or wind information, then fly to the closest IAF after exiting holding and follow the relevant IAP by own navigation.

2.2. CAT II OPERATIONS

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

2.3. RWY OPERATIONS

ACFT shall fully vacate RWY within 50 seconds after touchdown. If pilot considers that they cannot fulfill the time requirement, they shall inform ATC as soon as possible.

2.4. TAXI AND PARKING PROCEDURES

Pilot shall report designation of RWY having been vacated and TWY designation being in use on initial contact with GND.

ACFT shall taxiing along the routine taxiing route except receiving the specific instruction from controller.

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2. ARRIVAL

RWY	Route	Taxi Direction	Note
02L	2	A - B1 thru B10 - B - stands	
	stand 162	A - B3 - C - stand	B747-8 only
	stand 313	A - B1 - C - T2 - stand	AN124 and B747-8 only
		A - B3 - C - T2 - stand	
stands 505 thru 507	A - B1 - B - M - E9 - E - F - stands	B747-8 only	
02R	4	E - E9 - N - C - B10 - B - stands or D - T10 - (K1/K3/T11/T1/T2) - stands	
	6	E - E8 - N - B/C - B10 - B - stands or D - T10 - (K1/K3/T11/T1/T2) - stands	
	stand 162	E - E9 - N - B - C2 - C - stand	A380 only
		E - E9 - N - C - stand	B747-8 only
	stand 313	E - E9 - N - B - C2 - T2 - stand	A380 and AN124 only
		E - E9 - N - C - T2 - stand	
stands 505 thru 507	E - F - stands	B747-8 only	
20L	8	E - E8 - M - B - stands	
	stand 162	E - E8 - M - B - C2 - C - stand	A380 only
		D - M - C - stand	B747-8 only
	stand 313	E - E8 - M - B - C2 - T2 - stand	A380 and AN124 only
D - M - C - T2 - stand			
stands 505 thru 507	E - F - stands	B747-8 only	
20R	10	A - B1 thru B10/A7 - stands	
	stand 162	A - A1 - C - stand	B747-8 only
	stand 313	A - A1 - C - T2 - stand	AN124 and B747-8 only
	stands 505 thru 507	A1 - B - M - E9 - E - F - stands	B747-8 only
B1 - B - M - E9 - E - F - stands			

On boarding bridge stands 101 thru 125 (TML 1), 126 thru 177 (TML 2) and stand 407 400 Hz ground power and air supply units available. All ACFT on boarding bridge stands must power off airborne APU and use ground power and air supply units. Bridge power units on bridge stands TML 1 not available for B787. Stands 301 thru 306, 315L, 316L/R thru 319L/R, 326L/R, 327 thru 343 and 408 are equipped with 400 Hz ground power units.

2.5. OTHER INFORMATION

When approaching to RWY 02L/20R, deviation to the West of final APCH course is forbidden without ATC permission.

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3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

Airlines and GND are responsible for de-icing tasks. GND shall confirm with flight crew to guarantee ACFT is in proper de-icing configuration.

3.1.2. RESPONSE PROGRAM

3.1.2.1. RESPONSE LEVEL 3 (PRE-DE-ICING/DE-FROSTING)

When weather forecast predict it may snow or frost tomorrow and lead ACFT covered by ice/frost, each de-icing agency of airlines will check whether ACFT needs to be pre-de-iced/de-frosted 1.5-2 hours before earliest departure ACFT. After pre-de-icing/de-frosting work, airlines or agencies shall inform related information to aerodrome.

3.1.2.2. RESPONSE LEVEL 2 (DE-ICING/DE-FROSTING AT PARKING STANDS)

After pre-de-icing/de-frosting work, if ACFT of one of the Air China and its agency, Sichuan Airline or aerodrome ground agency waits for de-icing/de-frosting on parking stands and amount of flight waiting for de-icing/de-frosting within 1 hour is not exceeding maximum volume, response level should be upgraded to Level 2.

3.1.2.3. RESPONSE LEVEL 1 (DE-ICING/DE-FROSTING AT DESIGNATED LOCATION)

One of the Air China and its agency, Sichuan Airline or aerodrome ground agency predict amount of flight waiting for de-icing/de-frosting within 1h would exceed maximum volume, the excess airlines or agencies could apply to AOC for designated de-icing/de-frosting. AOC evaluate and decide whether to implement designated de-icing according to the actual operation condition. If designated de-icing is implemented, response Level 1 should be started.

DESIGNATED DE-ICING/DE-FROSTING AREA

Operational Mode	De-icing Area	Enter or Exit by	Nose Direction
Flight to South	Nr. 1 de-icing area: TWY C (behind stand 105)	Taxi in and out by itself	Nose to South
	Nr. 2 de-icing area: Stand 313		
	Nr. 3 de-icing area: TWY C (BTN T2 and T3)		

Airlines or agencies decide to de-ice with engine off or engine idle by themselves during designated de-icing/de-frosting.

NR. 1 DE-ICING AREA

Both of 2 de-icers park at platform lorry parking area North of stand 105.

NR. 2 DE-ICING AREA

One de-icer parks at stand of intensive parking area which is on the front of stand 314; the other one parks at service lane West of stand 313.

NR. 3 DE-ICING AREA

Both of 2 de-icers park at service lane West of stand 312.

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3. DEPARTURE

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

3.2.1. PUSH-BACK DIRECTIONS

STANDS	PUSH-BACK WITH NOSE TO
101	W
102 thru 104	S
105	by ATC
106 thru 112	W
113	by ATC
114 thru 121	W
122, 123	by ATC
124 thru 127	N
128 thru 131	E
132, 134, 135	by ATC
136	W
137 thru 140	N
141 thru 146	E
147, 149, 150	by ATC
151	W
152 thru 155	N
156 thru 161	E
162, 164	by ATC
165 thru 176	W
177	SW
201 thru 214	S
215 thru 218	by ATC
219, 224	N
225, 226	by ATC
227, 228	W
229 thru 239	S
301 thru 319	W
320 thru 322 and 324	by ATC
326	N
327 thru 335	by ATC
336 thru 339	W
340 thru 342	NW
343, 345 thru 350	NE
351	NW
352 thru 354	W
355, 356	N
357 thru 359 and 360 thru 365	W
401 thru 410	SW
420 thru 426	NE
501 thru 503	S
504 thru 507 *	N
601 thru 619	by ATC

* ACFT using stand 507 shall push-back with nose to South when wingspan between 171' /52m and 225' /68.5m.

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3. DEPARTURE

3.2.2. STANDARD TAXI ROUTES

ACFT shall contact the " initial contact frequency" issued by ATIS to obtain delivery clearance, but shall be no earlier than 10 minutes of the estimated push-back time, then change frequency to contact SHUANGLIU APN Control and keep listening the frequency. SHUANGLIU Apron is responsible for push-back and start-up sequence.

The clearance of push-back and start-up issued by SHUANGLIU Apron shall be performed within 3 minutes, otherwise the clearance will be cancelled and a new clearance shall be applied.

ACFT shall normally enter RWY 02L/20R from TWY A.

ACFT shall taxiing along the routine taxiing route except receiving the specific instruction from controller.

RWY	Route	Taxi Directions	Note
02L	1	B1 thru B6/B - B6 - A	
	5	B1 thru B10/A7 - A	
	stand 162	C - B3 - A - A1	B747-8 only
	stand 313	T2 - C - A1	AN124 and B747-8 only
	stands 505 thru 507	F - E - E9 - N - C - A1	B747-8 only
02R	3	B1 thru B10/H7 - B - M - D - E1	
	stand 162	C - C2 - B - N - E9 - E - E1	A380 only
		C - B3 - A - A1 - B - M - D - E1	B747-8 only
	stand 313	T2 - C2 - B - N - E9 - E - E1	A380 and AN124 only
		T2 - C - M - D - E1	
stands 505 thru 507	F - E - E9 - D - E1	B747-8 only	
20L	7	B - B10 - C - N - E9	
	11	T10 - D - E9	
	stand 162	C - C2 - B - N - E9	A380 only
		C - B3 - A - A1 - C - N - E9	B747-8 only
	stand 313	T2 - C2 - B - N - E9	A380 and AN124 only
		T2 - C - N - E9	
stands 505 thru 507	F - E - E9	B747-8 only	
20R	9	B4 thru B10/A7 - A	
	stand 162	C - B3 - A - A8	B747-8 only
	stand 313	T2 - C - B3 - A - A8	AN124 and B747-8 only
	stands 505 thru 507	F - E - E9 - M - B - B3 - A	B747-8 only

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 as soon as possible.

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3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

Noise abatement procedure shall be applied during climb to reduce the impact of noise on ground while ensuring flight safety.

Follow noise abatement procedure with NADP1.

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

At 3181' (1500') with a climb speed of $V_2 + 10$ 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 climb rate. When above 4681' (3000'), accelerate smoothly to enroute climb speed and retract flaps/slats on schedule.

3.4. COMMUNICATION FAILURE PROCEDURES

In case of communication failure due to equipment failure in ATC, contact the previous control unit.

In case of ACFT communication failure:

If radio receiver is available but transmitter is not, follow ATC instruction.

If radio transmitter is available but receiver is not, notify flight intention to ATC immediately, report ACFT position and flight altitude.

In case of communication failure when using radio frequency or emergency frequency, contact Chengdu terminal control office by satellite phone 86-28-61612810, 86-28-61612811.

3.5. OTHER INFORMATION

When departing from RWY 02L, deviation to the West of the upwind course is forbidden without ATC permission.

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.RADAR: MINIMUM ALTITUDES.

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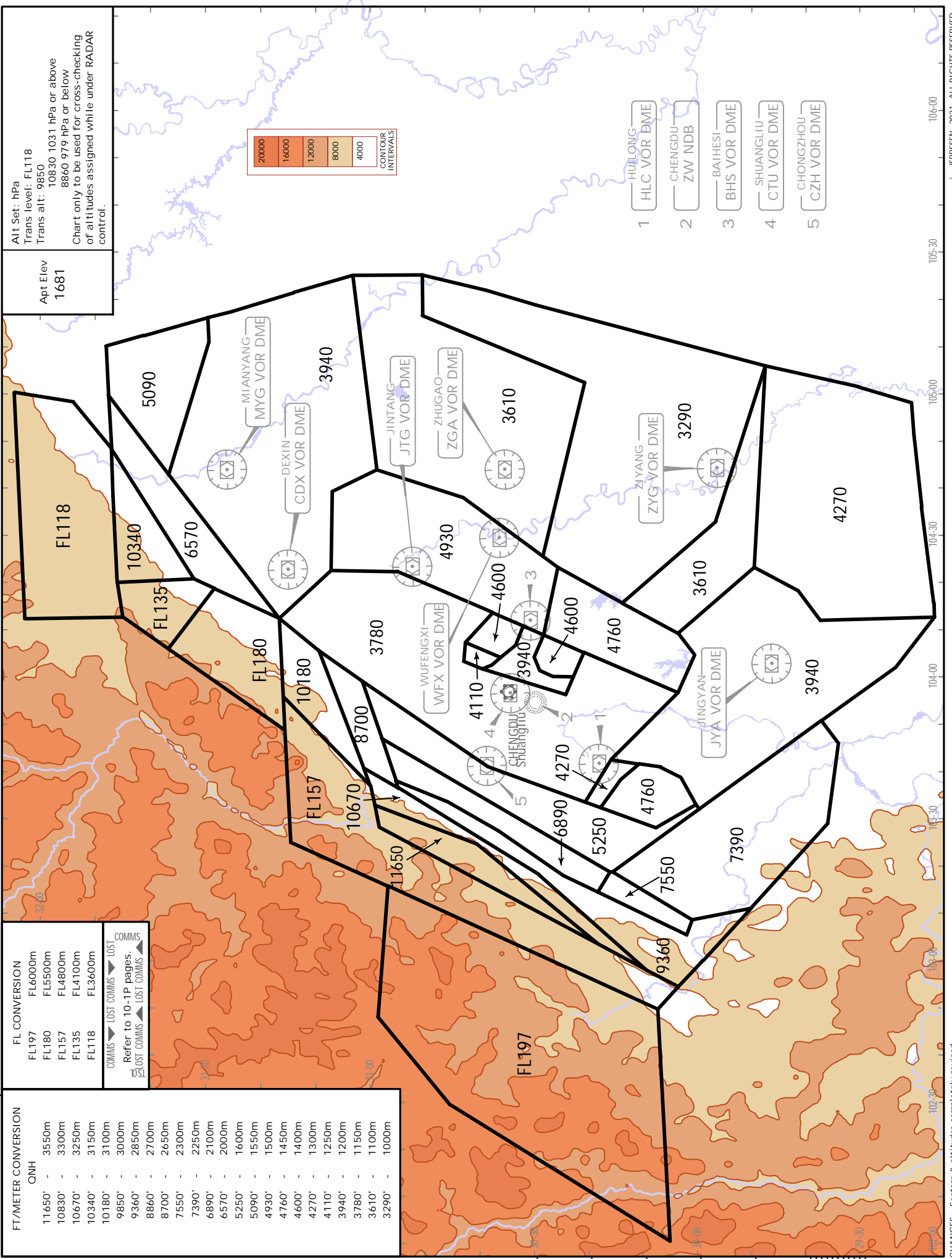
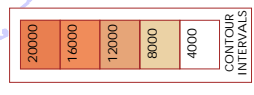
Alt Set: hPa
 Trans level: FL118
 Trans alt: 9850
 10830 1031 hPa or above
 8860 979 hPa or below
 Chart only to be used for cross-checking
 of altitudes assigned while under RADAR
 control.

Apt Elev
 1681

FT/METER CONVERSION	
11650'	- 3550m
10830'	- 3300m
10670'	- 3250m
10340'	- 3150m
10180'	- 3100m
9850'	- 3000m
9360'	- 2850m
8860'	- 2700m
8700'	- 2650m
7550'	- 2300m
7390'	- 2250m
6890'	- 2100m
6570'	- 2000m
5250'	- 1600m
5090'	- 1550m
4930'	- 1500m
4760'	- 1450m
4600'	- 1400m
4270'	- 1300m
3940'	- 1200m
3780'	- 1150m
3610'	- 1100m
3290'	- 1000m

FL CONVERSION	
FL197	FL6000m
FL180	FL5500m
FL157	FL4800m
FL135	FL4100m
FL118	FL3600m

COMMS ▶ LOST COMMS ▶ LOST COMMS
 Refer to 10-1P pages.
 LOST COMMS ▲ LOST COMMS

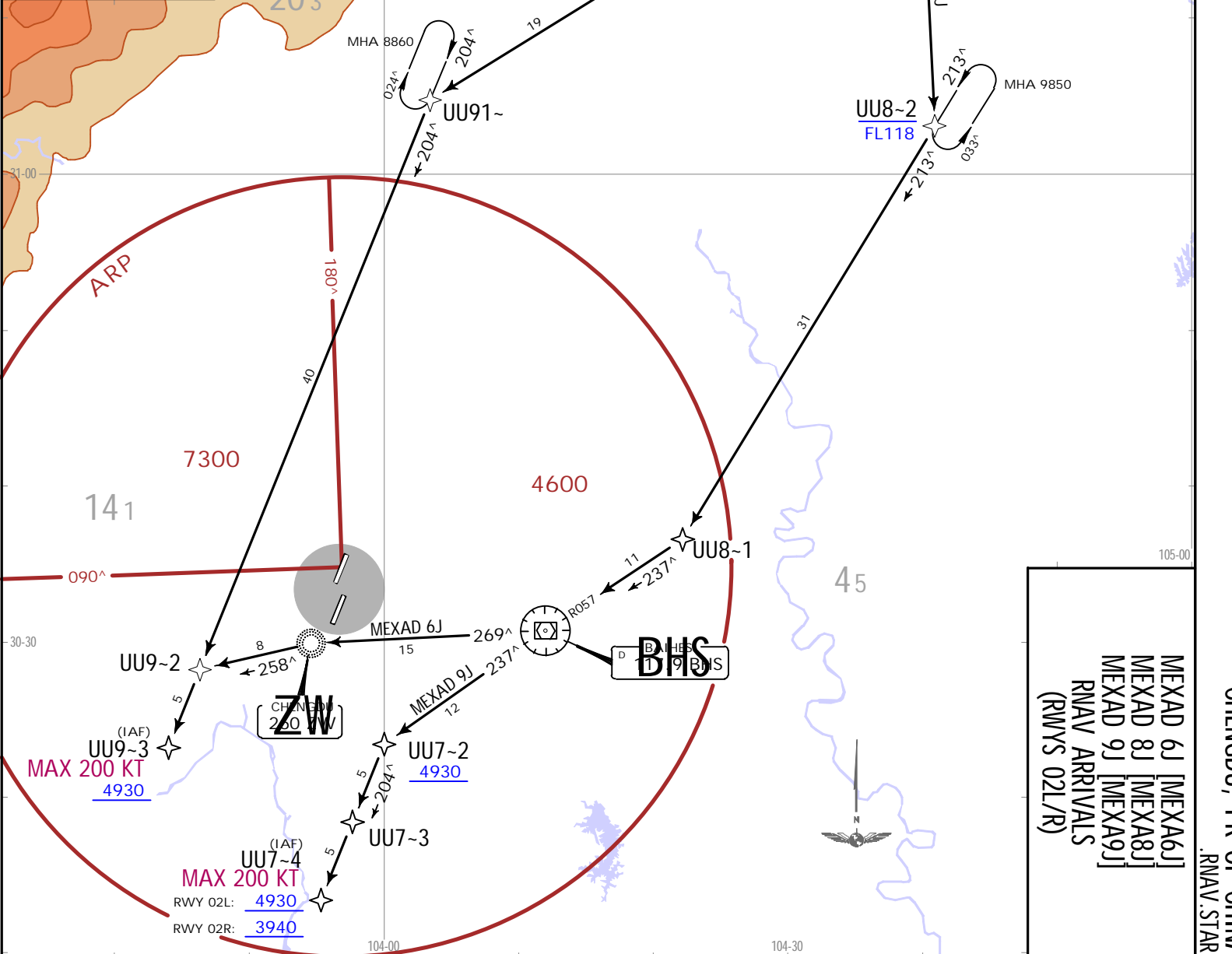


- 1 HUILONG
HLC VOR DME
- 2 CHENGDU
ZW NDB
- 3 BAIHESI
BHS VOR DME
- 4 SHUANGLIU
CTU VOR DME
- 5 CHONGZHOU
CZH VOR DME

CHANGES: Procedures completely revised.

D-ATIS 126.45	Apt Elev 1681	Alt Set: hPa Trans level: FL118 1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control actual flight altitude by ATC.
MEXAD 6J [MEXA6J], MEXAD 8J [MEXA8J] MEXAD 9J [MEXA9J] RNAV ARRIVALS (RWYS 02L/R)		
STAR	ROUTING	
MEXAD 6J	MEXAD - UU8-3 - UU8-2 (FL118-) - UU8-1 - BHS - ZW - UU9-2 - UU9-3 (K200-; 4930+).	
MEXAD 8J By ATC	MEXAD - UU8-3 - CDX (FL118-) - UU91- - UU9-2 - UU9-3 (K200-; 4930+).	
MEXAD 9J	MEXAD - UU8-3 - UU8-2 (FL118-) - UU8-1 - BHS - UU7-2 (4930+) - UU7-3 - UU7-4 (K200-; RWY 02L: 4930+/RWY 02R: 3940+).	

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	3000m
8860'	2700m
4930'	1500m
3940'	1200m
LOST COMMS	LOST COMMS
LOST COMMS	LOST COMMS
LOST COMMS	LOST COMMS
LOST COMMS	LOST COMMS
Refer to 10-1P pages.	



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EFF. 19 MAY 2021
JEPPESSEN
14 MAY 21
10-2

MEXAD 6J [MEXA6J]
 MEXAD 8J [MEXA8J]
 MEXAD 9J [MEXA9J]
 RNAV ARRIVALS
 (RWYS 02L/R)

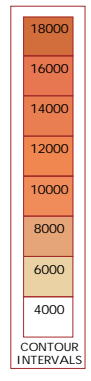
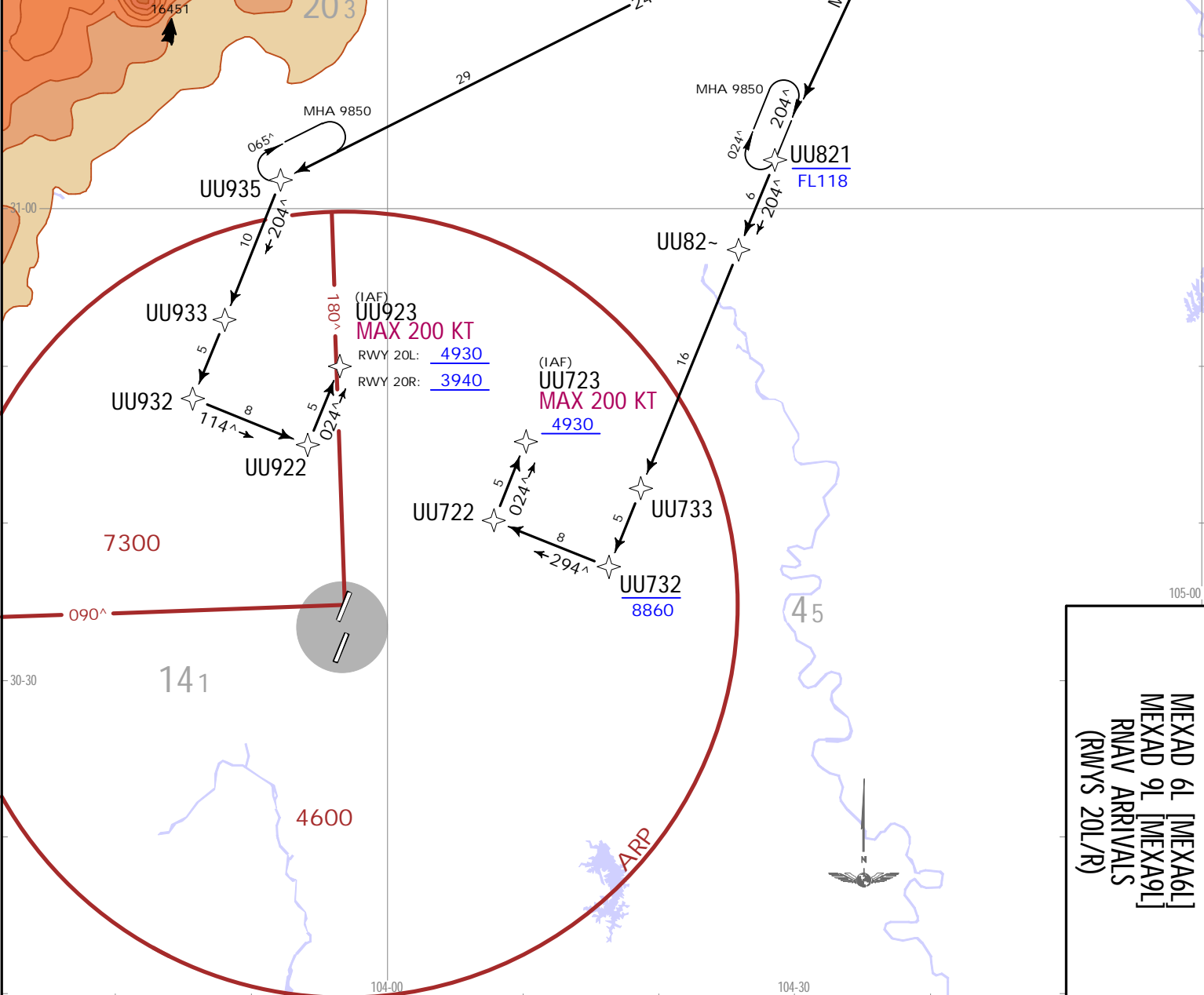
CHENGDU, PR OF CHINA
 RNAV.STAR.

JEPPESSEN, 2021. ALL RIGHTS RESERVED.

CHANGES: Procedures completely revised.

D-ATIS 126.45	Apt Elev 1681	Alt Set: hPa 1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control actual flight altitude by ATC.
MEXAD 6L [MEXA6L] MEXAD 9L [MEXA9L] RNAV ARRIVALS (RWYS 20L/R)		
STAR	ROUTING	
MEXAD 6L	MEXAD - UU8-3 - CDX (FL118-) - UU935 - UU933 - UU932 - UU922 - UU923 (K200-; RWY 20L: 4930+/RWY 20R: 3940+).	
MEXAD 9L	MEXAD - UU8-3 - UU821 (FL118-) - UU82- - UU733 - UU732 (8860-) - UU722 - UU723 (K200-; 4930+).	

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850' -	3000m
8860' -	2700m
4930' -	1500m
3940' -	1200m
LOST COMMS ▼ LOST COMMS ▼ LOST Refer to 10-1P pages. LOST LOST COMMS ▲ LOST COMMS ▲	



MEXAD 6L [MEXA6L]
MEXAD 9L [MEXA9L]
RNAV ARRIVALS
(RWYS 20L/R)

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JEPPESSEN
CHENGDU, PR OF CHINA
RNAV STAR.
14 MAY 21 (10-2A) . EFF. 19 May 1600Z.

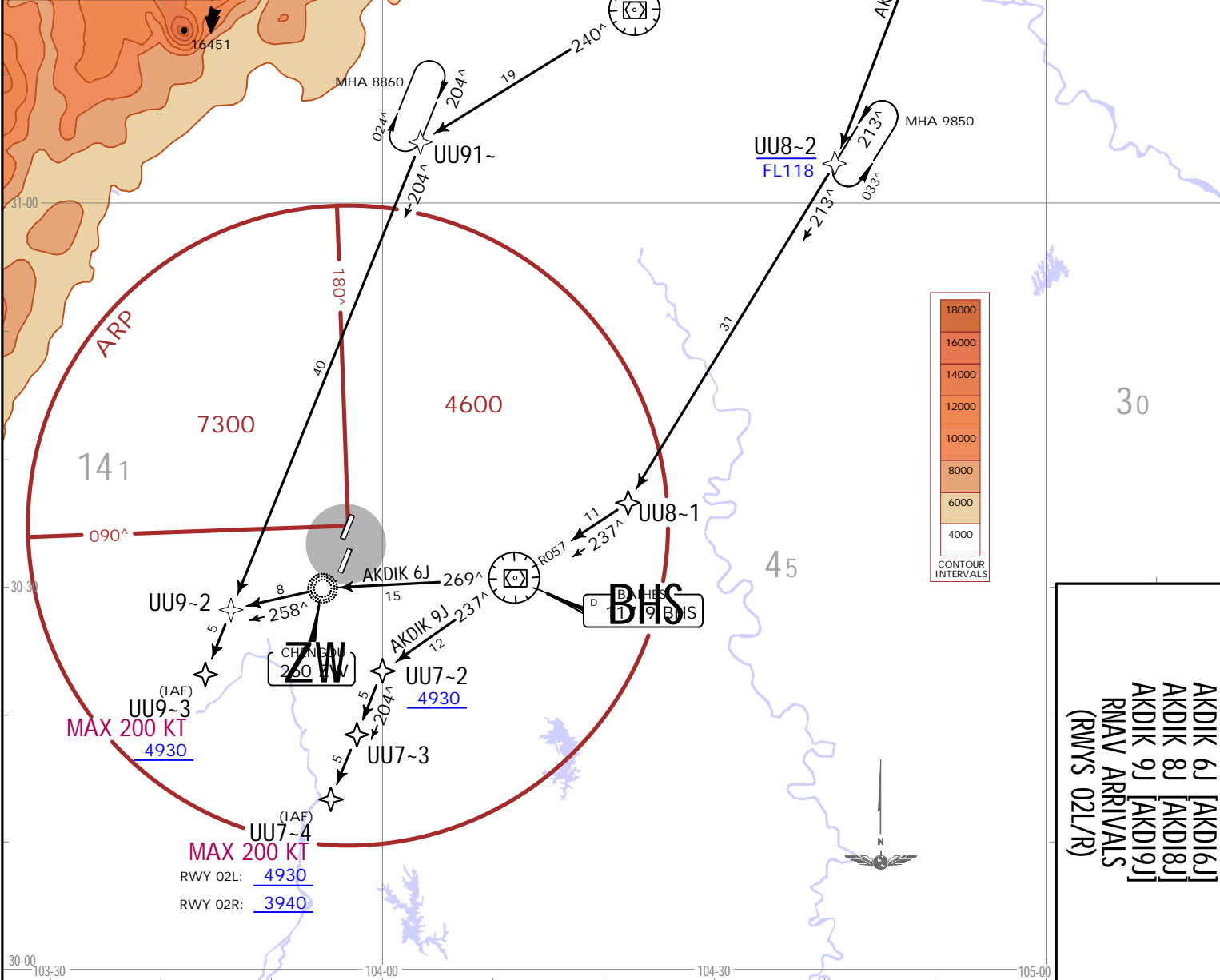
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CHANGES: Procedures completely revised.

ZUWU/CTU
SHUANGLIU
EFF: 19 MAY 2021
14 MAY 21
JEPPESSEN
10-2B

D-ATIS 126.45	Apt Elev 1681	Alt Set: hPa 1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control actual flight altitude by ATC.
AKDIK 6J [AKDI6J], AKDIK 8J [AKDI8J] AKDIK 9J [AKDI9J] RNAV ARRIVALS (RWYS 02L/R)		
STAR	ROUTING	
AKDIK 6J	AKDIK - UU8-4 - UU8-2 (FL118-) - UU8-1 - BHS - ZW - UU9-2 - UU9-3 (K200-; 4930+).	
AKDIK 8J By ATC	AKDIK - UU8-4 - MYG - UU8-3 - CDX (FL118-) - UU91- - UU9-2 - UU9-3 (K200-; 4930+).	
AKDIK 9J	AKDIK - UU8-4 - UU8-2 (FL118-) - UU8-1 - BHS - UU7-2 (4930+) - UU7-3 - UU7-4 (K200-; RWY 02L: 4930+/RWY 02R: 3940+).	

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	- 3000m
8860'	- 2700m
4930'	- 1500m
3940'	- 1200m
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▲ LOST COMMS ▲ Refer to 10-1P pages.	



AKDIK 6J [AKDI6J]
 AKDIK 8J [AKDI8J]
 AKDIK 9J [AKDI9J]
 RNAV ARRIVALS
 (RWYS 02L/R)

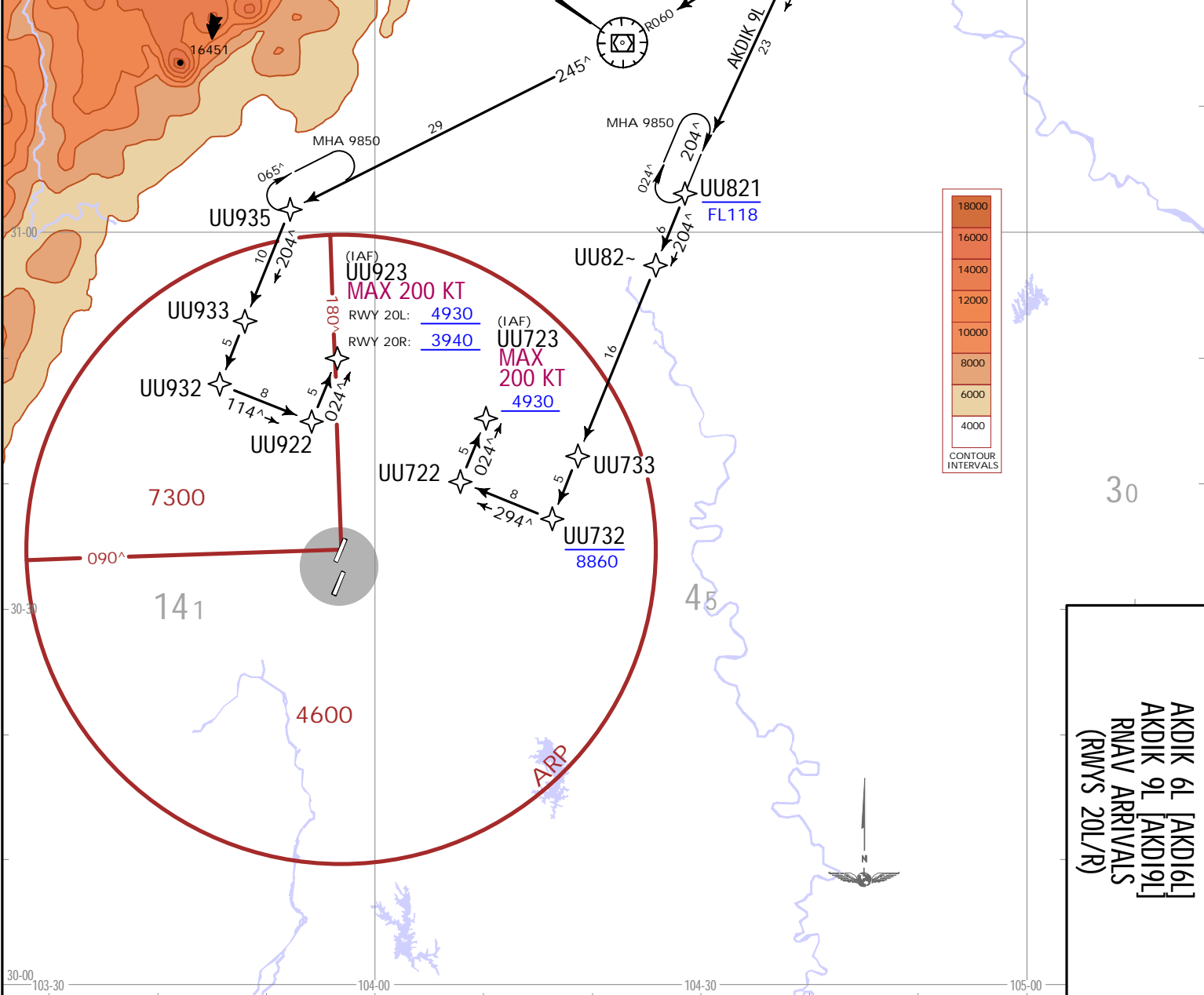
CHENGDU, PR OF CHINA
 RNAV STAR.

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CHANGES: Procedures completely revised.

D-ATIS 126.45	Apt Elev 1681	Alt Set: hPa Trans level: FL118 1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control actual flight altitude by ATC.
AKDIK 6L [AKDI6L] AKDIK 9L [AKDI9L] RNAV ARRIVALS (RWYS 20L/R)		
STAR	ROUTING	
AKDIK 6L	AKDIK - MYG - UU8-3 - CDX (FL118-) - UU935 - UU933 - UU932 - UU922 - UU923 (K200-; RWY 20L: 4930+/RWY 20R: 3940+).	
AKDIK 9L	AKDIK - MYG - UU8-3 - UU821 (FL118-) - UU82- - UU733 - UU732 (8860-) - UU722 - UU723 (K200-; 4930+).	

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	3000m
8860'	2700m
4930'	1500m
3940'	1200m
LOST COMMS ▼	LOST COMMS ▼
LOST Refer to 10-1P pages.	LOST
LOST COMMS ▲	LOST COMMS ▲



AKDIK 6L [AKDI6L]
AKDIK 9L [AKDI9L]
RNAV ARRIVALS
(RWYS 20L/R)

ZUUU/CTU
SHUANGLIU

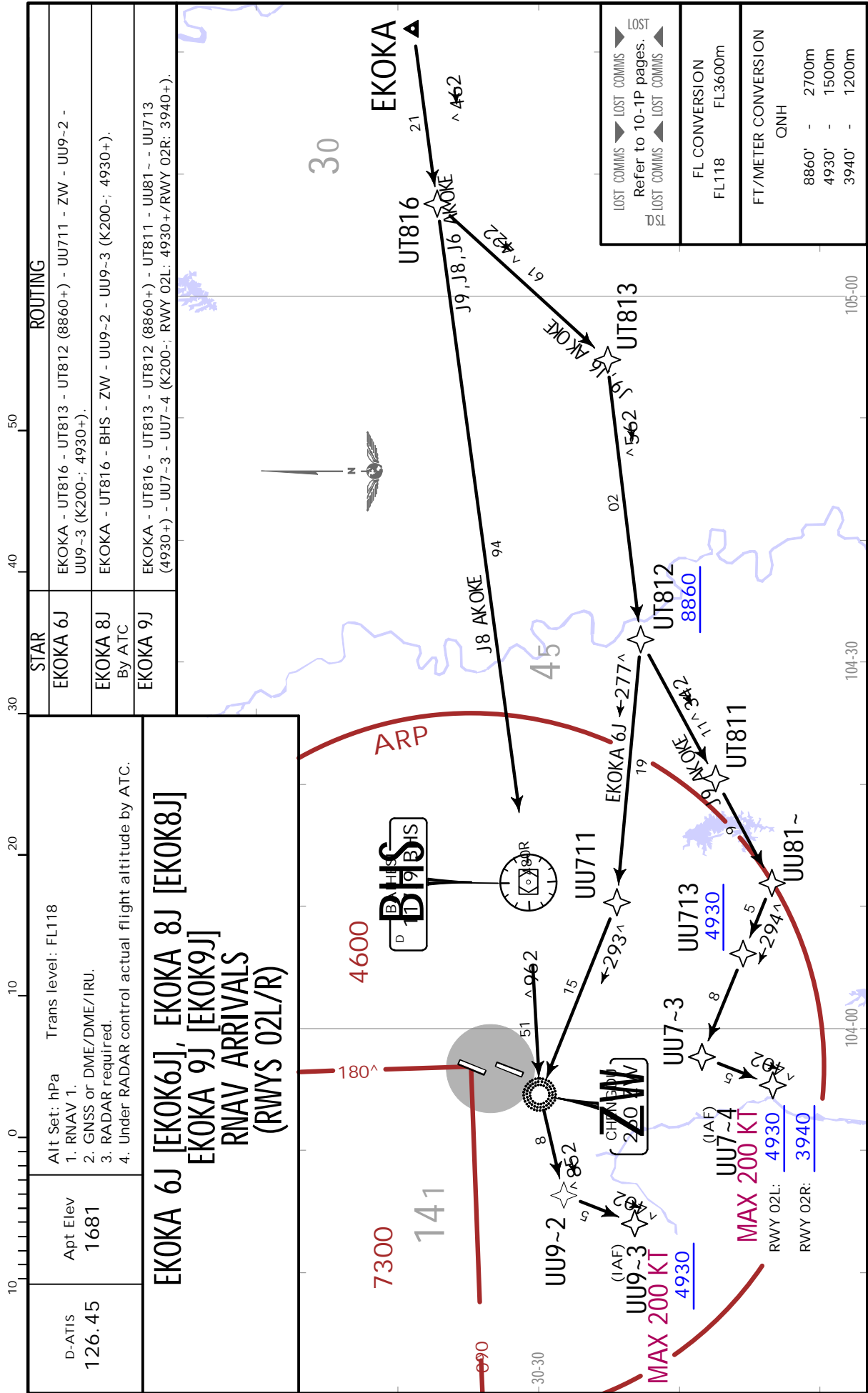
JEPPesen CHENGDU, PR OF CHINA
RNAV STAR.
14 MAY 21 10-20
EFF. 19 May 1600Z.

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JEPPesen CHENGDU, PR OF CHINA
14 MAY 21 (10-2D) .Eff.19.May.1600Z.

.RNAV.STAR.



CHANGES: Procedures completely revised.

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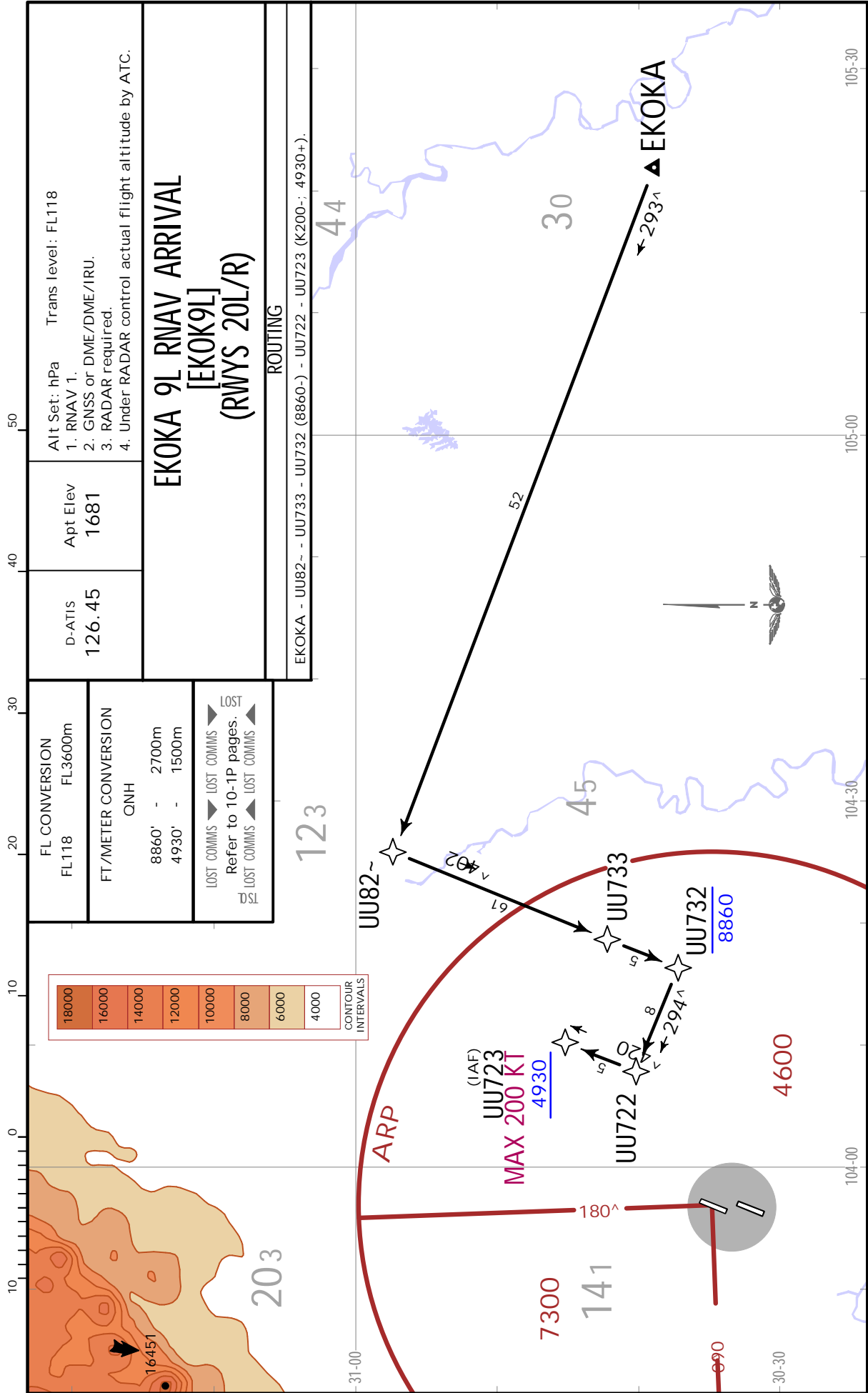


CHENGDU, PR OF CHINA
.RNAV.STAR.

14 MAY 21

10-2E

.Eff.19.May.1600Z.



CHANGES: Procedures completely revised.

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CHANGES: Procedures completely revised.

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EFF: 19 MAY 1600Z
14 MAY 21
JEPPESSEN
10-2F

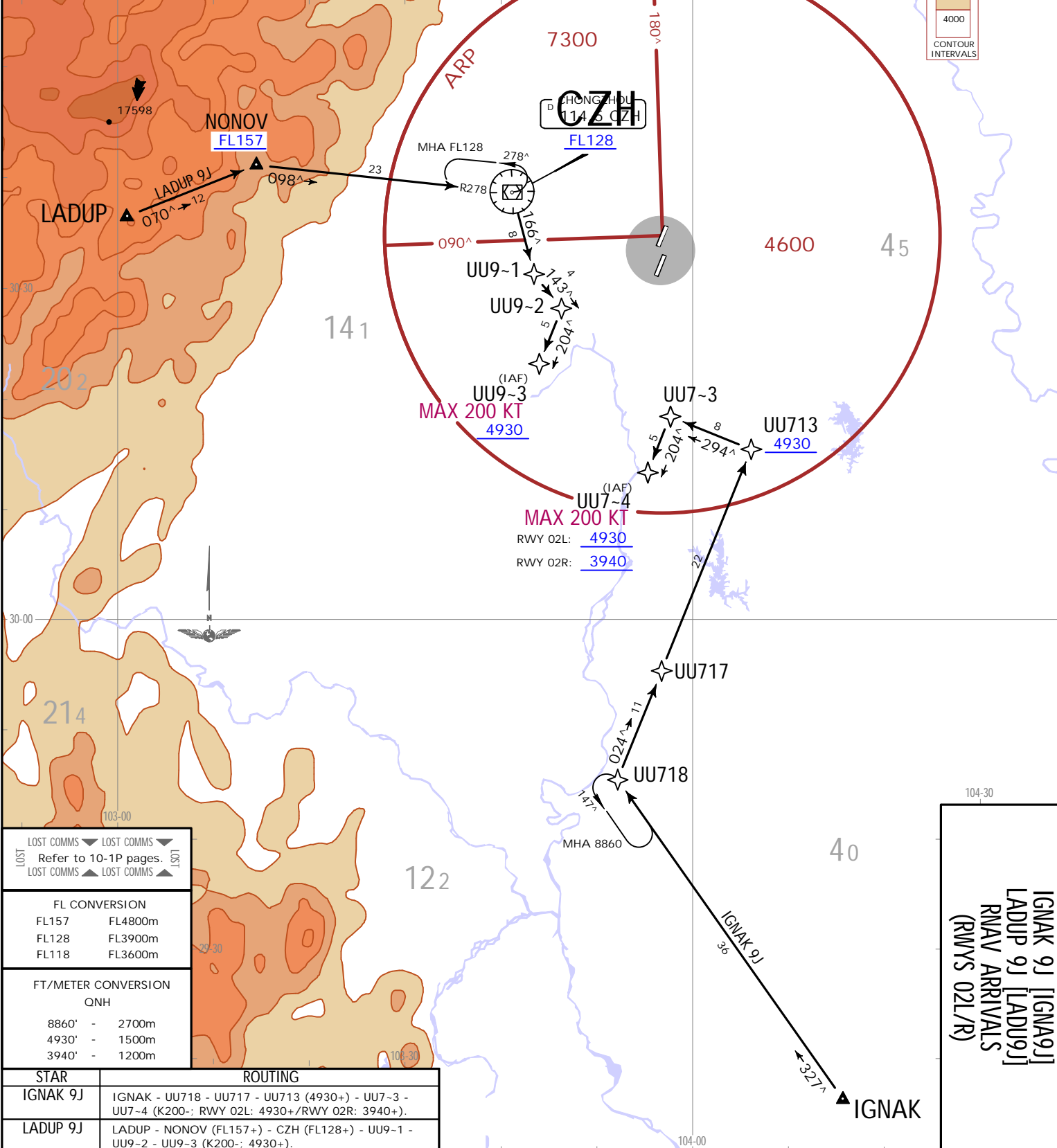
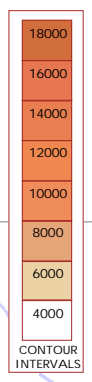
D-ATIS
126.45

Apt Elev
1681

Alt Set: hPa Trans level: FL118

1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. RADAR required.
4. Under RADAR control actual flight altitude by ATC.
5. IGNAK 9J: CDO operated after having obtained ATC clearance. CDO operation time 0200-0600LT. CDO is terminated once ATC gives heading instructions.

**IGNAK 9J [IGNA9J]
LADUP 9J [LADU9J]
RNAV ARRIVALS
(RWYS 02L/R)**



FL CONVERSION

FL157	FL4800m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION

QNH

8860'	-	2700m
4930'	-	1500m
3940'	-	1200m

STAR	ROUTING
IGNAK 9J	IGNAK - UU718 - UU717 - UU713 (4930+) - UU7-3 - UU7-4 (K200-; RWY 02L: 4930+/RWY 02R: 3940+).
LADUP 9J	LADUP - NONOV (FL157+) - CZH (FL128+) - UU9-1 - UU9-2 - UU9-3 (K200-; 4930+).

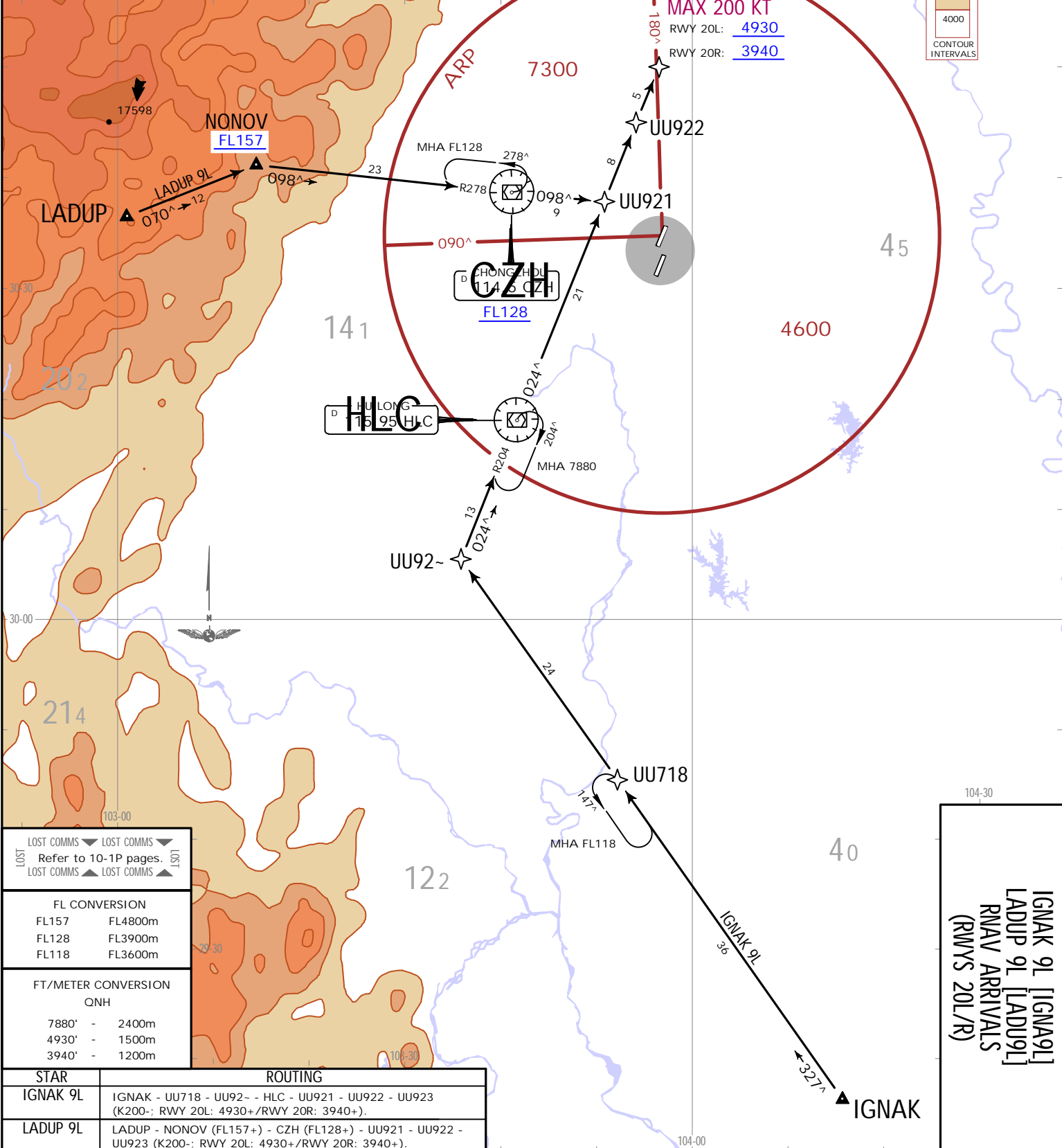
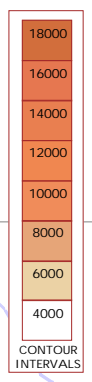
**IGNAK 9J [IGNA9J]
LADUP 9J [LADU9J]
RNAV ARRIVALS
(RWYS 02L/R)**

CHENGDU, PR OF CHINA
RNAV.STAR.

CHANGES: Procedures completely revised.

D-ATIS 126.45	Alt Set: hPa Trans level: FL118 1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control actual flight altitude by ATC. 5. IGNAK 9L: CDO operated after having obtained ATC clearance. CDO operation time 0200-0600LT. CDO is terminated once ATC gives heading instructions.
Apt Elev 1681	

**IGNAK 9L [IGNA9L]
LADUP 9L [LADU9L]
RNAV ARRIVALS
(RWYS 20L/R)**



LOST COMMS ▼ LOST COMMS ▼
Refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲

FL CONVERSION	
FL157	FL4800m
FL128	FL3900m
FL118	FL3600m

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

STAR	ROUTING
IGNAK 9L	IGNAK - UU718 - UU92 - HLC - UU921 - UU922 - UU923 (K200-; RWY 20L: 4930+/RWY 20R: 3940+).
LADUP 9L	LADUP - NONOV (FL157+) - CZH (FL128+) - UU921 - UU922 - UU923 (K200-; RWY 20L: 4930+/RWY 20R: 3940+).

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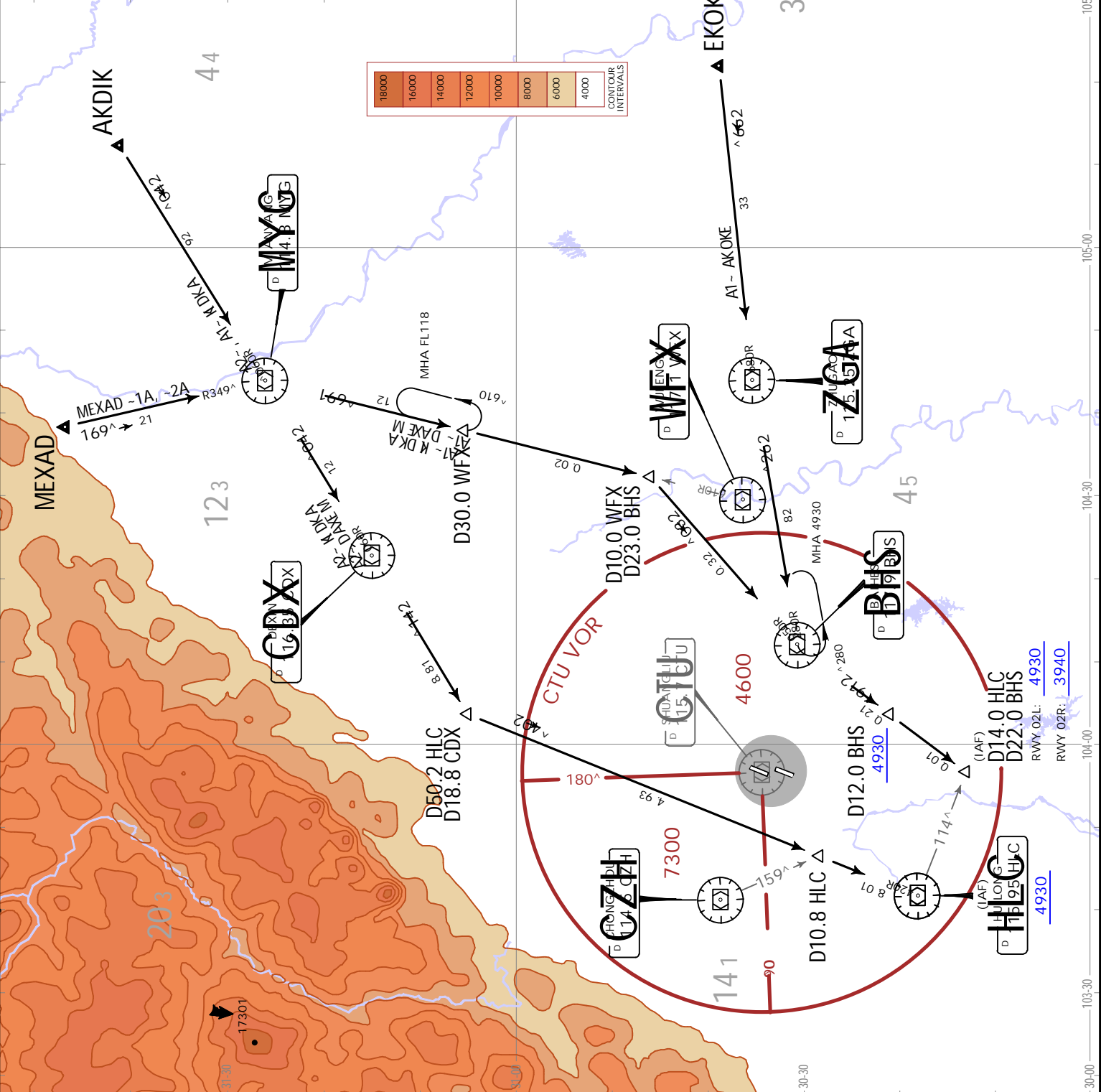
CHENGDU, PR OF CHINA
RNAV.STAR.

ZUUU/CTU
SHUANGLIU Eff. 19. May 1600Z. (10-2H)

CHENGDU, PR OF CHINA
STAR

D-ATIS 126.45	Apt Elev 1681
Alt Set: hPa Trans level: FL118 Under RADAR control actual flight altitude by ATC.	
AKDIK ~1A [AKD~1A] AKDIK ~2A [AKD~2A] EKOKA ~1A [EKO~1A] MEXAD ~1A [MEX~1A] MEXAD ~2A [MEX~2A]	
ARRIVALS (RWYS 02L/R) SPEED: ARRIVAL MAX 260 KT INITIAL APPROACH MAX 200 KT	

LOST COMMS	LOST COMMS
Refer to 10-1P pages.	Refer to 10-1P pages.
LOST COMMS	LOST COMMS
FL CONVERSION	FL3600m
FL118	
FT/METER CONVERSION	ONH
	4930' - 1500m
	3940' - 1200m



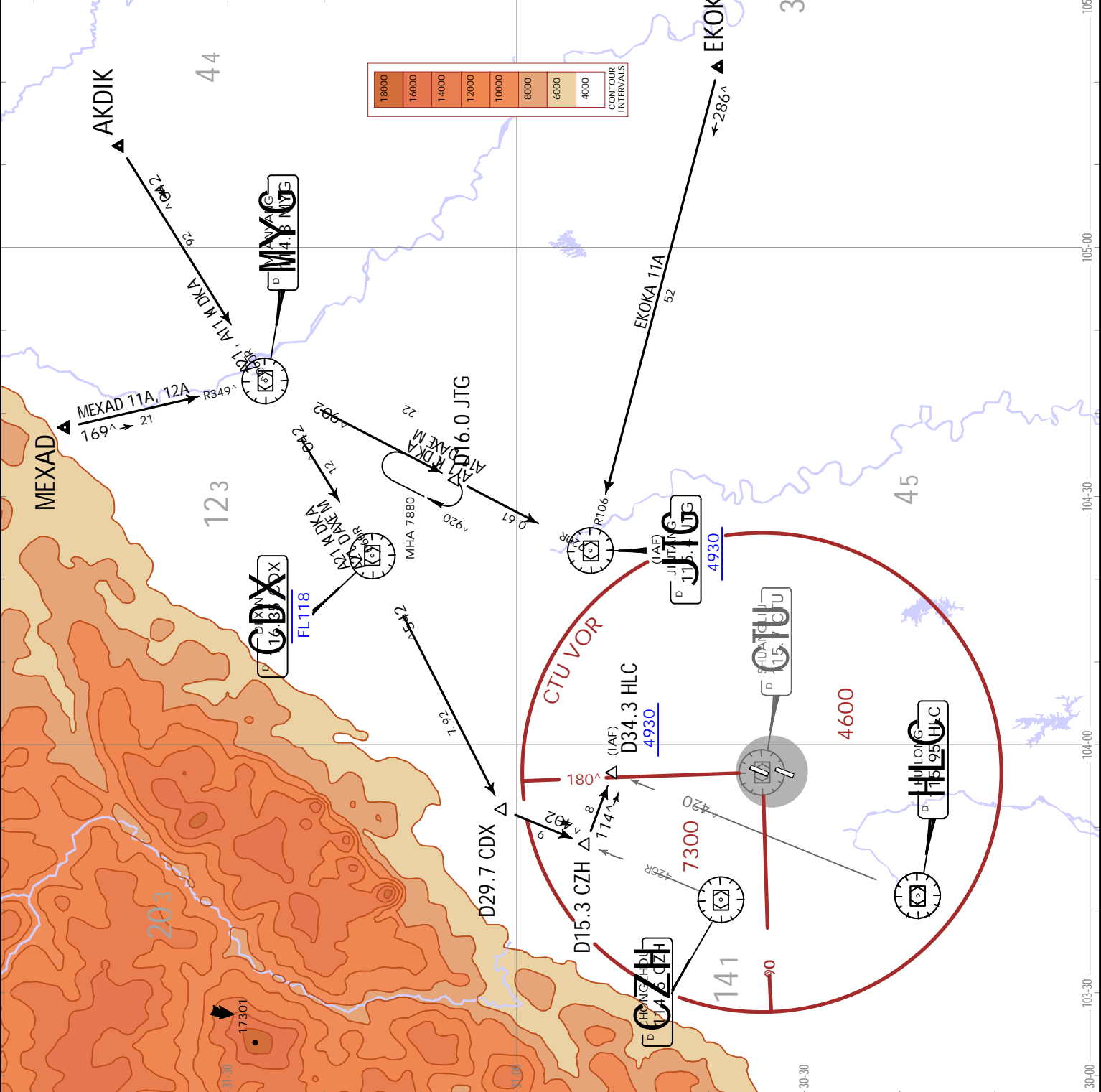
JEPPesen
 14 MAY 21 (10-2) .Eff. 19 May 1600Z.
 STAR

ZUUU/CTU
 SHUANGLIU

CHENGDU, PR OF CHINA

D-ATIS 126.45	Apt Elev 1681
Alt Set: hPa Trans level: FL118 Under RADAR control actual flight altitude by ATC.	
AKDIK 11A [AKD11A] AKDIK 12A [AKD12A] EKOKA 11A [EK011A] MEXAD 11A [MEX11A] MEXAD 12A [MEX12A] ARRIVALS (RWYS 20L/R) SPEED: ARRIVAL MAX 260 KT INITIAL APPROACH MAX 200 KT	

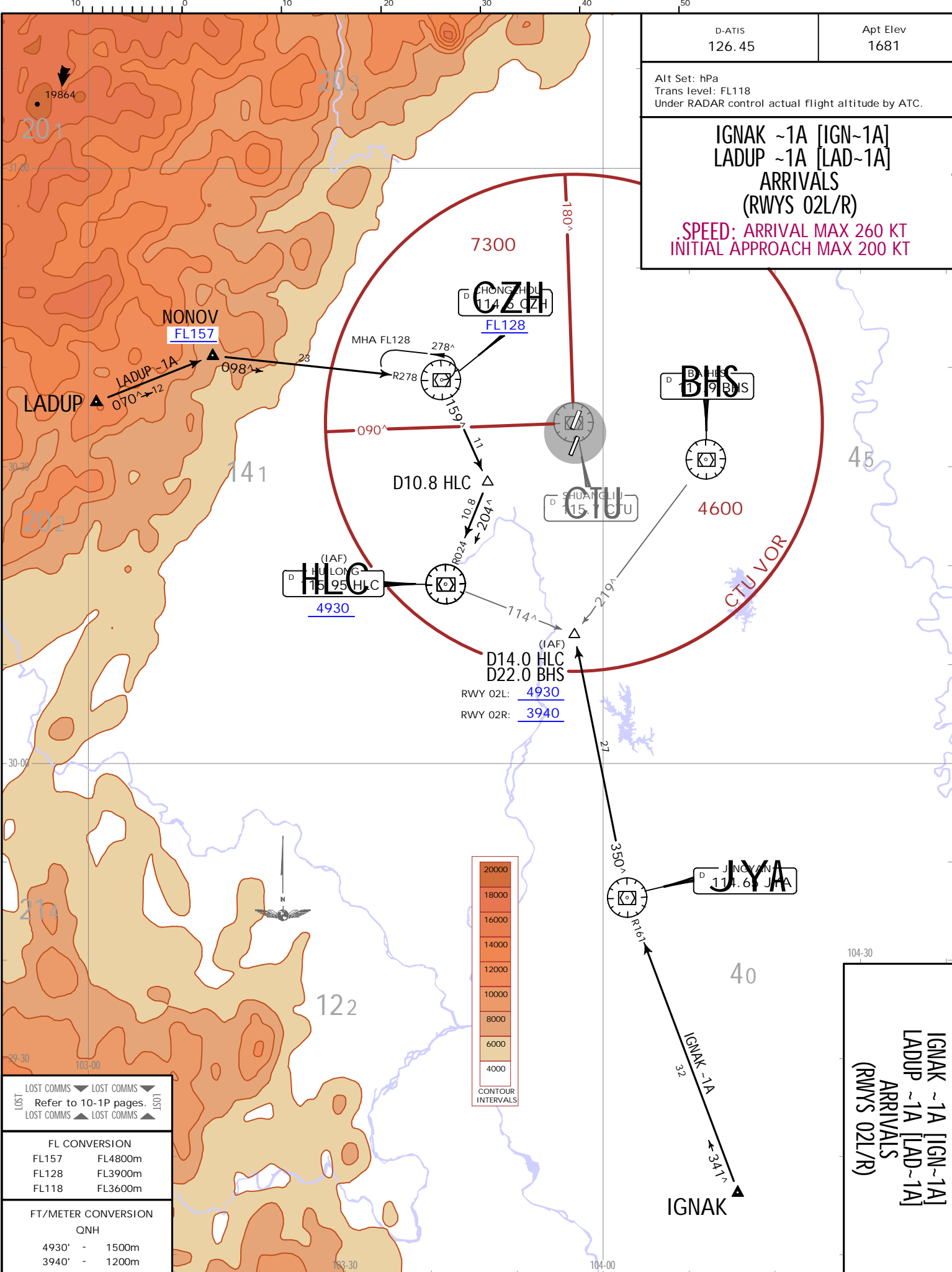
LOST COMMS Refer to 10-1P pages.	LOST COMMS
LOST COMMS	LOST COMMS
FL CONVERSION FL118	FL3600m
FT/METER CONVERSION ONH	7880' - 2400m 4930' - 1500m



CHANGES: Procedures completely revised.

ZUUN/CTU
SHUANGLIU
EFF. 19 MAY 21
JEPPesen
14 MAY 21
10-2K

D-ATIS 126.45	Apt Elev 1681
Alt Set: hPa Trans level: FL118 Under RADAR control actual flight altitude by ATC.	
IGNAK ~1A [IGN~1A] LADUP ~1A [LAD~1A] ARRIVALS (RWYS 02L/R) SPEED: ARRIVAL MAX 260 KT INITIAL APPROACH MAX 200 KT	

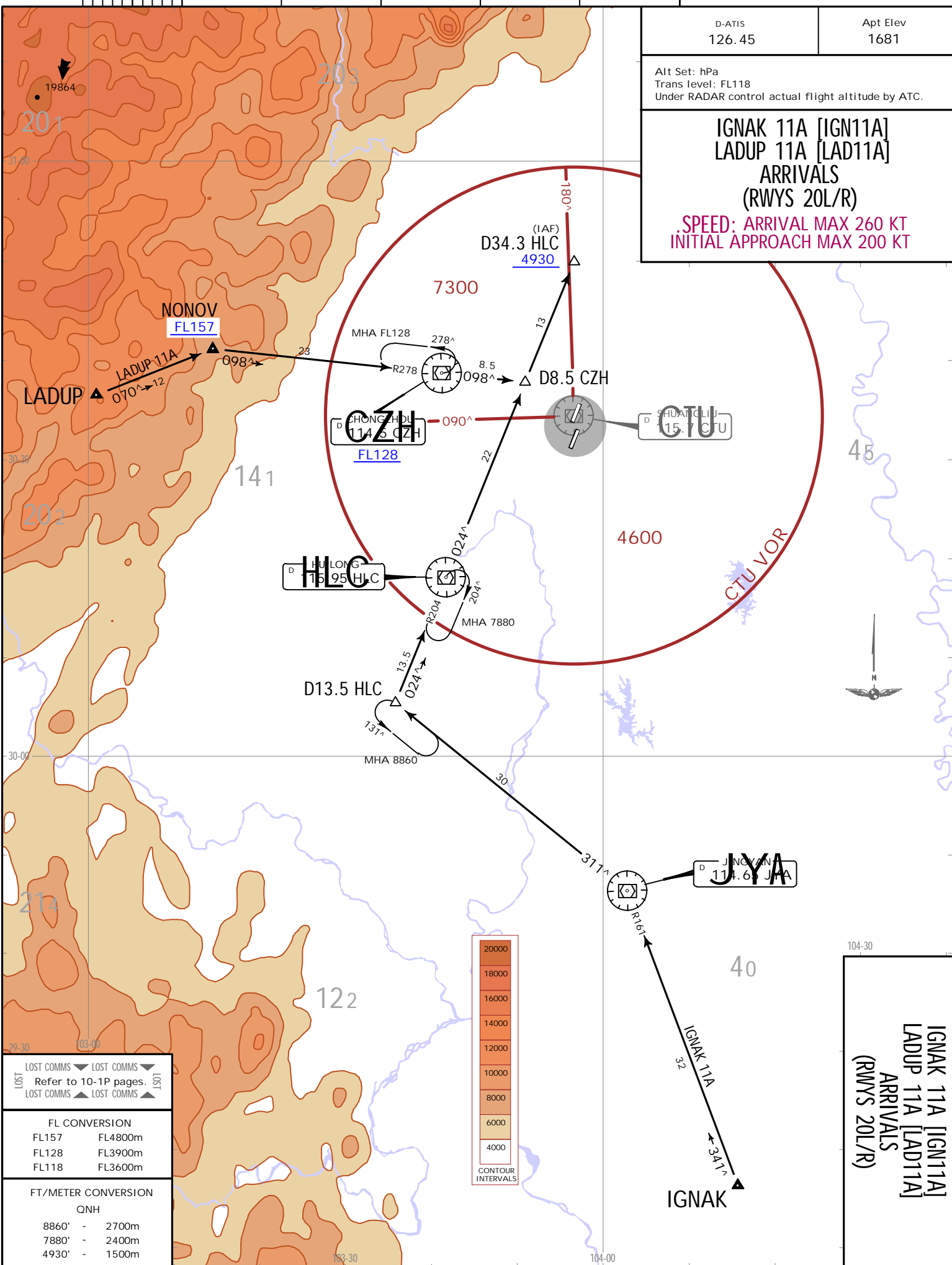


LOST COMMS	LOST COMMS	LOST COMMS	LOST COMMS
LOST	LOST	LOST	LOST
Refer to 10-1P pages.			
FL CONVERSION			
FL157	FL4800m		
FL128	FL3900m		
FL118	FL3600m		
FT/METER CONVERSION			
QNH			
4930'	-	1500m	
3940'	-	1200m	

IGNAK ~1A [IGN~1A] LADUP ~1A [LAD~1A] ARRIVALS (RWYS 02L/R)
--

CHENGDU, PR OF CHINA
STAR

CHANGES: Procedures completely revised.



D-ATIS 126.45	Apt Elev 1681
Alt Set: hPa Trans level: FL118 Under RADAR control actual flight altitude by ATC.	
IGNAK 11A [IGN11A] LADUP 11A [LAD11A] ARRIVALS (RWYS 20L/R) SPEED: ARRIVAL MAX 260 KT INITIAL APPROACH MAX 200 KT	

LOST COMMS ▼ LOST COMMS ▼
Refer to 10-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

FL CONVERSION	
FL157	FL4800m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
8860'	- 2700m
7880'	- 2400m
4930'	- 1500m

20000
18000
16000
14000
12000
10000
8000
6000
4000
CONTOUR INTERVALS

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14 MAY 21 10-2L
JEPPESSEN
EFF: 19 May 1600Z

CHENGDU, PR OF CHINA
STAR

IGNAK 11A [IGN11A]
LADUP 11A [LAD11A]
ARRIVALS
(RWYS 20L/R)

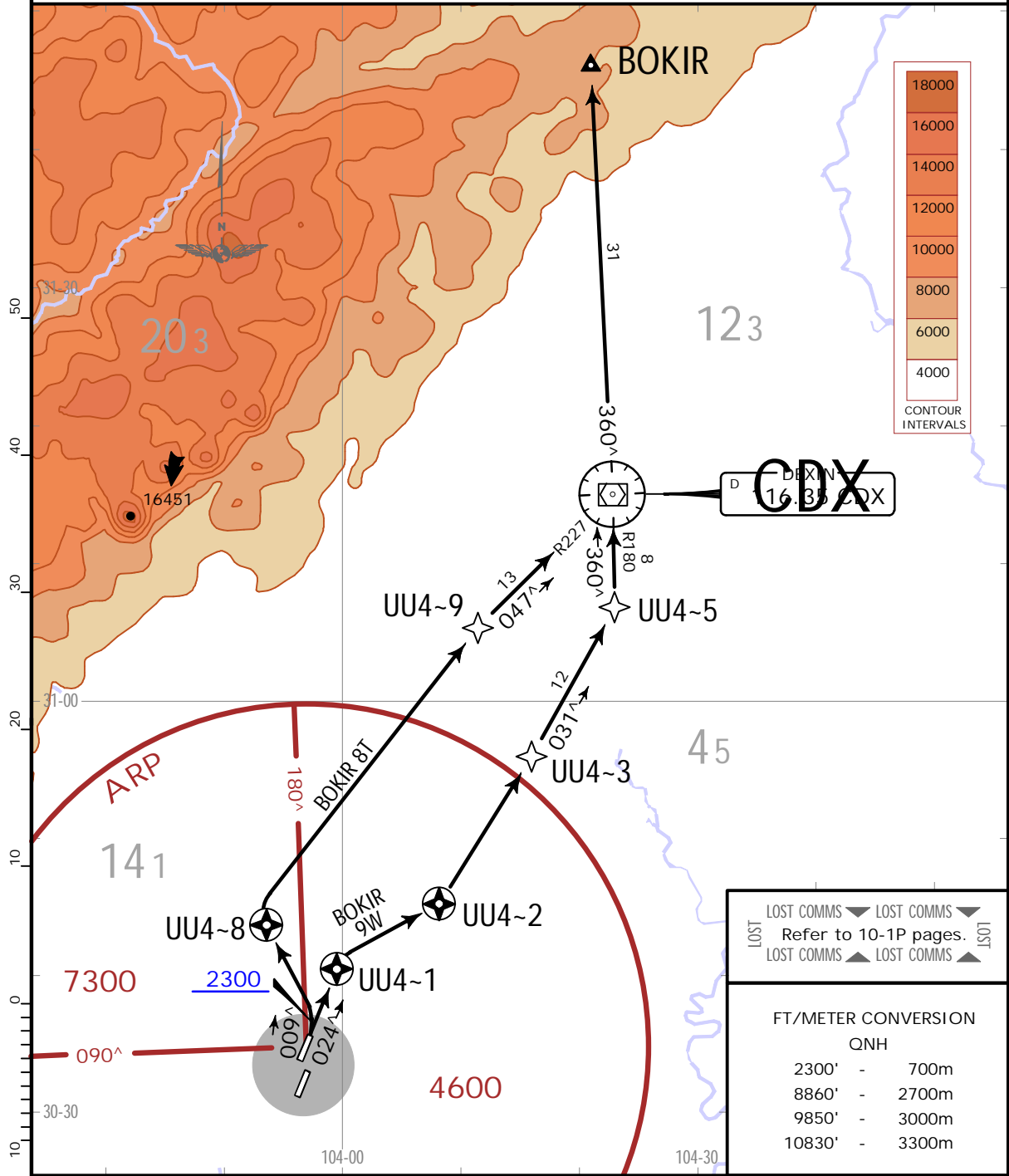
ZUUU/CTU
SHUANGLIU

JEPPESSEN 17 JUN 22 10-3

CHENGDU, PR OF CHINA
.RNAV.SID.

Apt Elev 1681	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	<ol style="list-style-type: none"> 1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control, actual altitudes by ATC. 5. BOKIR 8T: CCO operated after having obtained ATC clearance. CCO operation time 0200-0600LT. CCO is terminated once ATC gives heading instructions. 6. No turns before DER.

BOKIR 8T [BOKI8T], BOKIR 9W [BOKI9W] RNAV DEPARTURES (RWY 02L)



LOST COMMS ▼	LOST COMMS ▼	LOST
Refer to 10-1P pages.		
LOST COMMS ▲	LOST COMMS ▲	LOST

FT/METER CONVERSION	
QNH	
2300'	- 700m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

SID	ROUTING
BOKIR 8T By ATC	(2300+) - UU4-8 - UU4-9 - CDX - BOKIR.
BOKIR 9W	UU4-1 - UU4-2 - UU4-3 - UU4-5 - CDX - BOKIR.

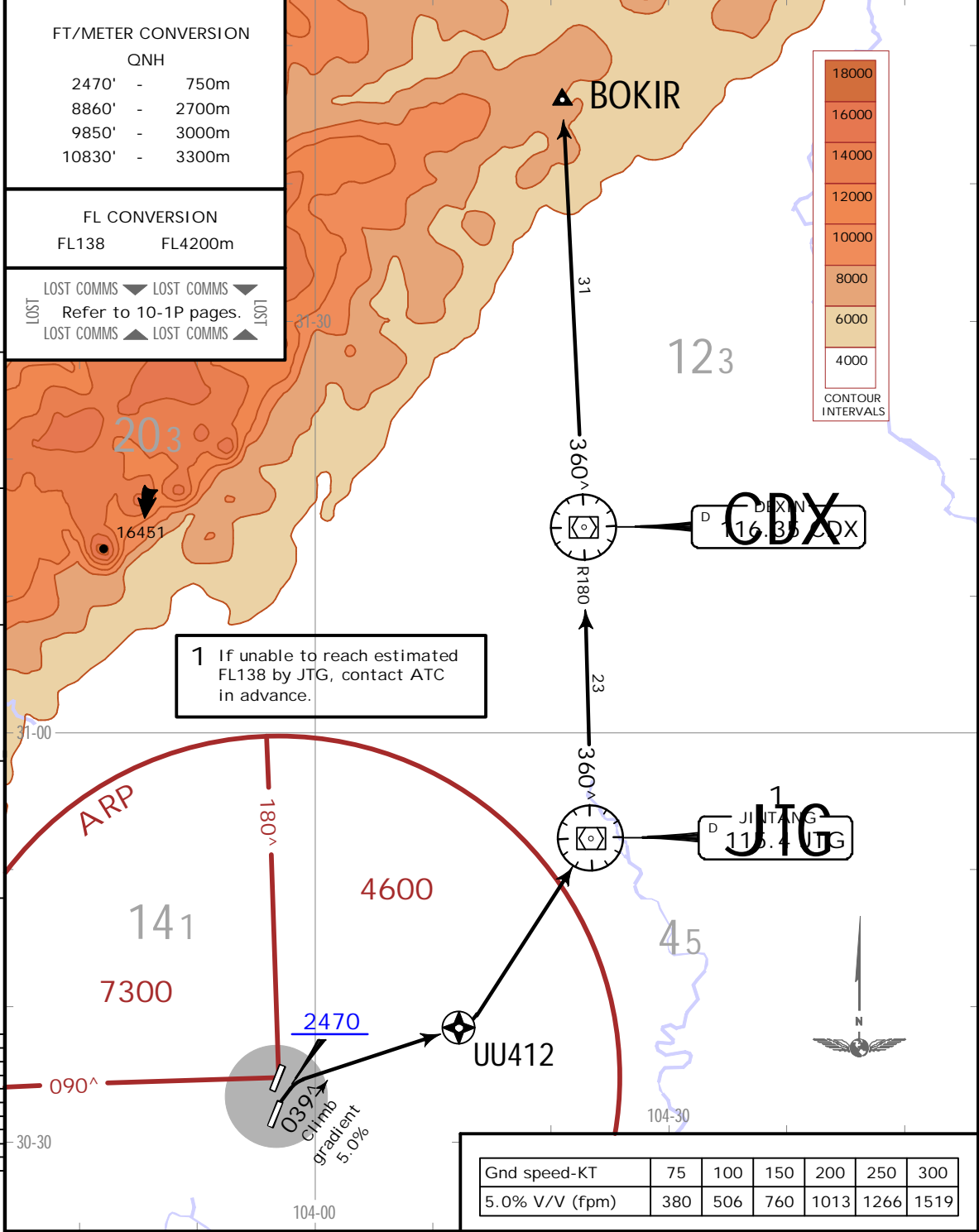
ZUUU/CTU
SHUANGLIU

JEPPESSEN
17 JUN 22 (10-3A)

CHENGDU, PR OF CHINA
.RNAV.SID.

Apt Elev 1681	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
	<ol style="list-style-type: none"> 1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control, actual altitudes by ATC. 5. No turns before DER.

BOKIR 9X [BOKI9X] RNAV DEPARTURE (RWY 02R)



1 If unable to reach estimated FL138 by JTG, contact ATC in advance.

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

ROUTING
(2470+) - UU412 - JTG - CDX - BOKIR.

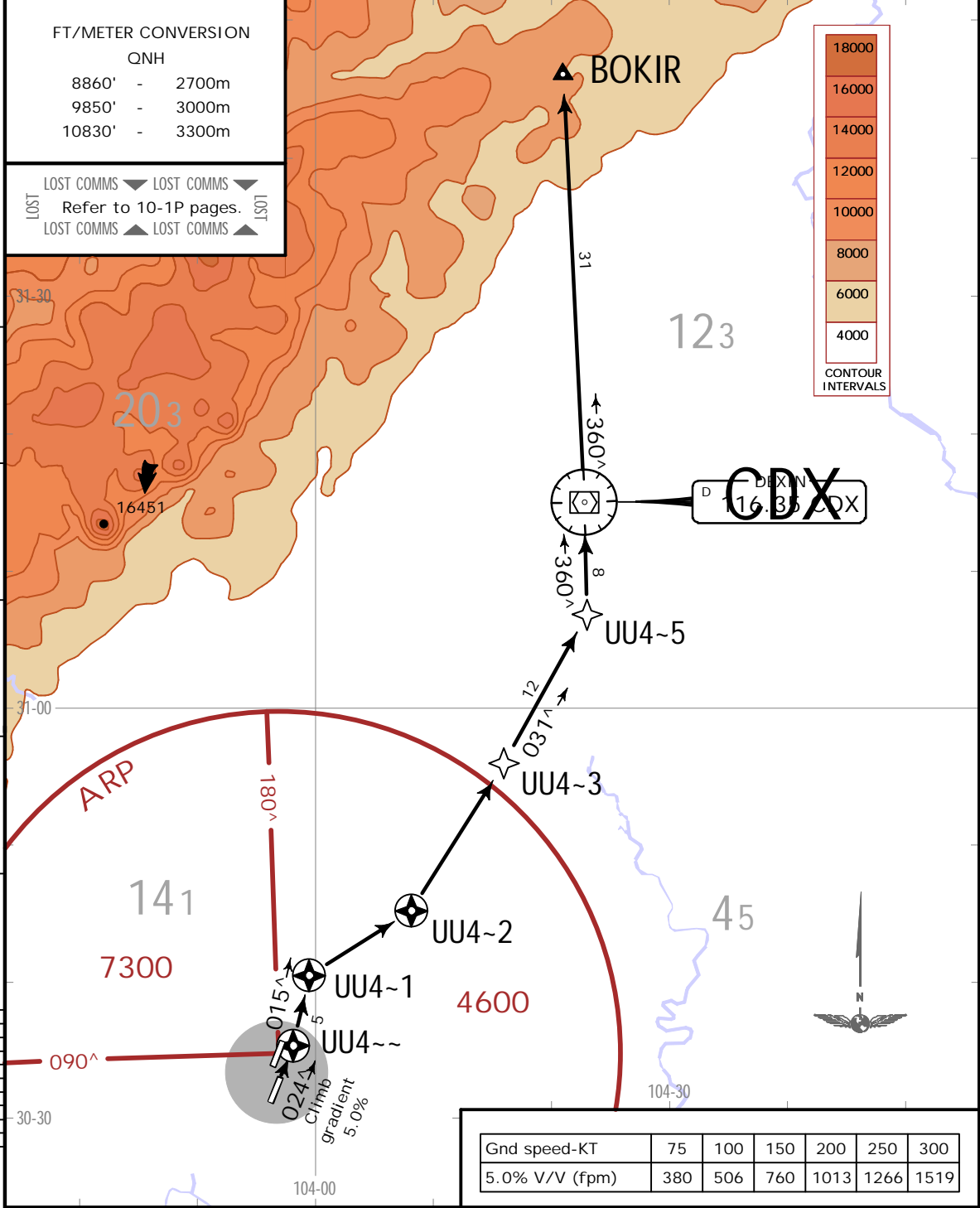
ZUUU/CTU
SHUANGLIU

JEPPESSEN CHENGDU, PR OF CHINA
28 OCT 22 (10-3A1) .Eff.2.Nov.1600Z.

.RNAV.SID.

Apt Elev 1681	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS or DME/DME/IRU
	1. RADAR required. 2. Under RADAR control, actual altitudes by ATC.

BOKIR 8X [BOKI8X]
BY ATC
RNAV DEPARTURE
(RWY 02R)



ROUTING
UU4~~ - UU4-1 - UU4-2 - UU4-3 - UU4-5 - CDX - BOKIR.

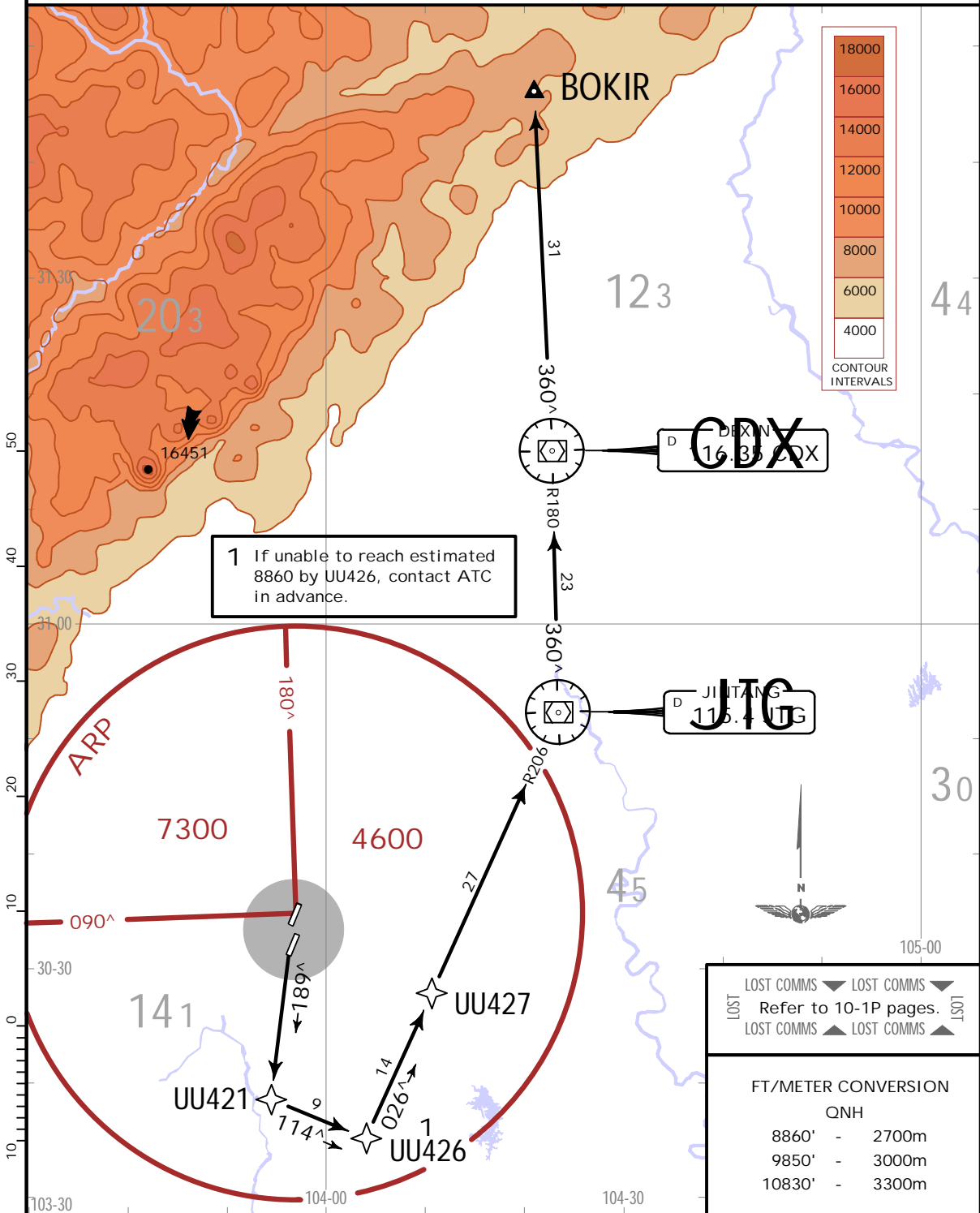
ZUUU/CTU
SHUANGLIU

22 OCT 21 **10-3B** .Eff.3.Nov.1600Z.

JEPPESSEN CHENGDU, PR OF CHINA
.RNAV.SID.

Apt Elev 1681	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
	<ol style="list-style-type: none"> 1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control, actual altitudes by ATC. 5. No turns before DER.

**BOKIR 9Y [BOKI9Y]
RNAV DEPARTURE
(RWY 20L)**



ROUTING
UU421 - UU426 - UU427 - JTG - CDX - BOKIR.

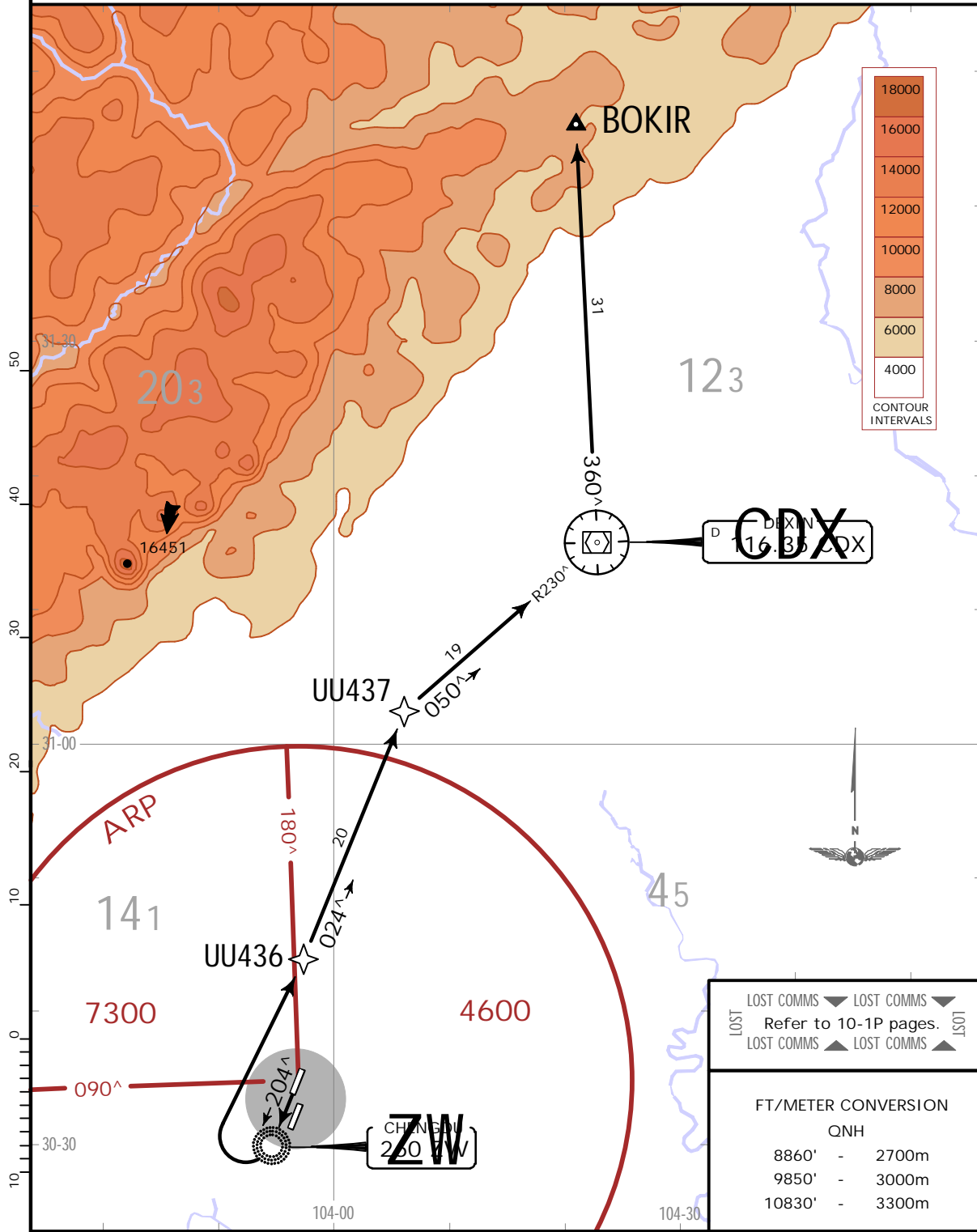
ZUUU/CTU
SHUANGLIU

JEPPESSEN CHENGDU, PR OF CHINA
22 OCT 21 (10-3C). Eff. 3. Nov. 1600Z.

.RNAV.SID.

Apt Elev 1681	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required.	

BOKIR 9Z [BOKI9Z] RNAV DEPARTURE (RWY 20R)

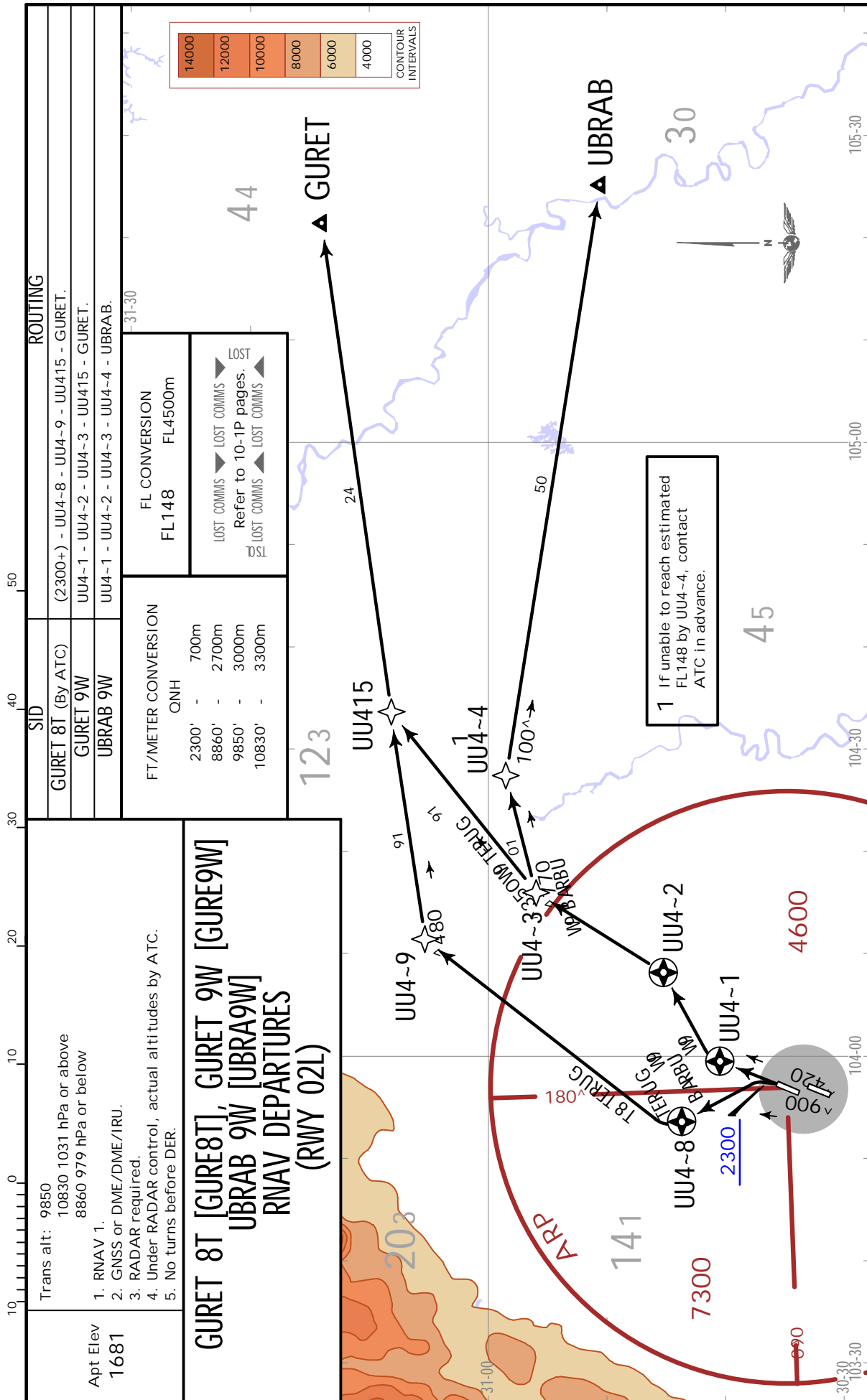


ROUTING
ZW - UU436 - UU437 - CDX - BOKIR.

ZUUU/CTU
SHUANGLIU

JEPPESSEN CHENGDU, PR OF CHINA
13 MAY 22 (10-3D) .Eff.18.May.1600Z.

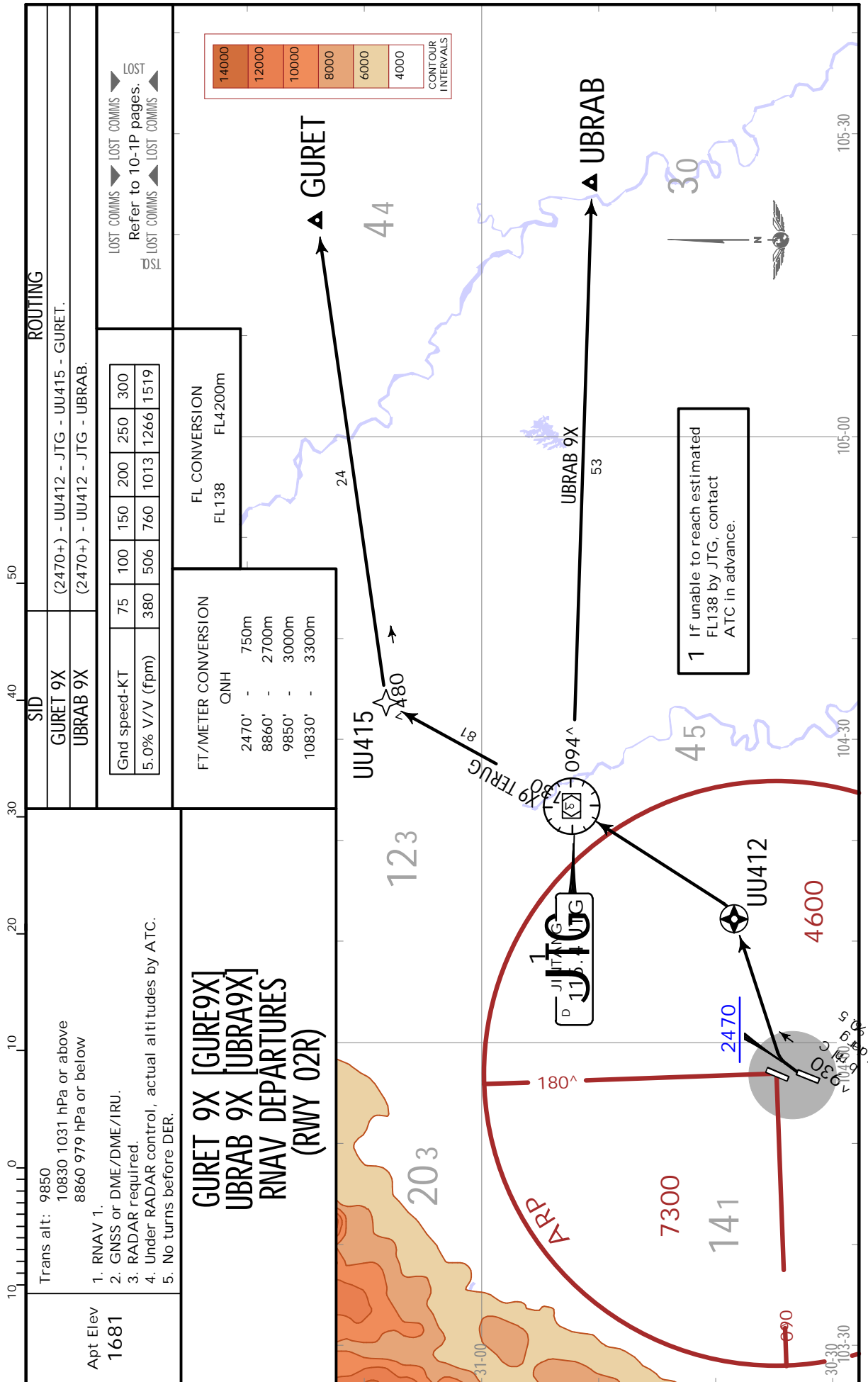
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ZUUU/CTU
SHUANGLIU

13 MAY 22 10-3E .Eff.18.May.1600Z.

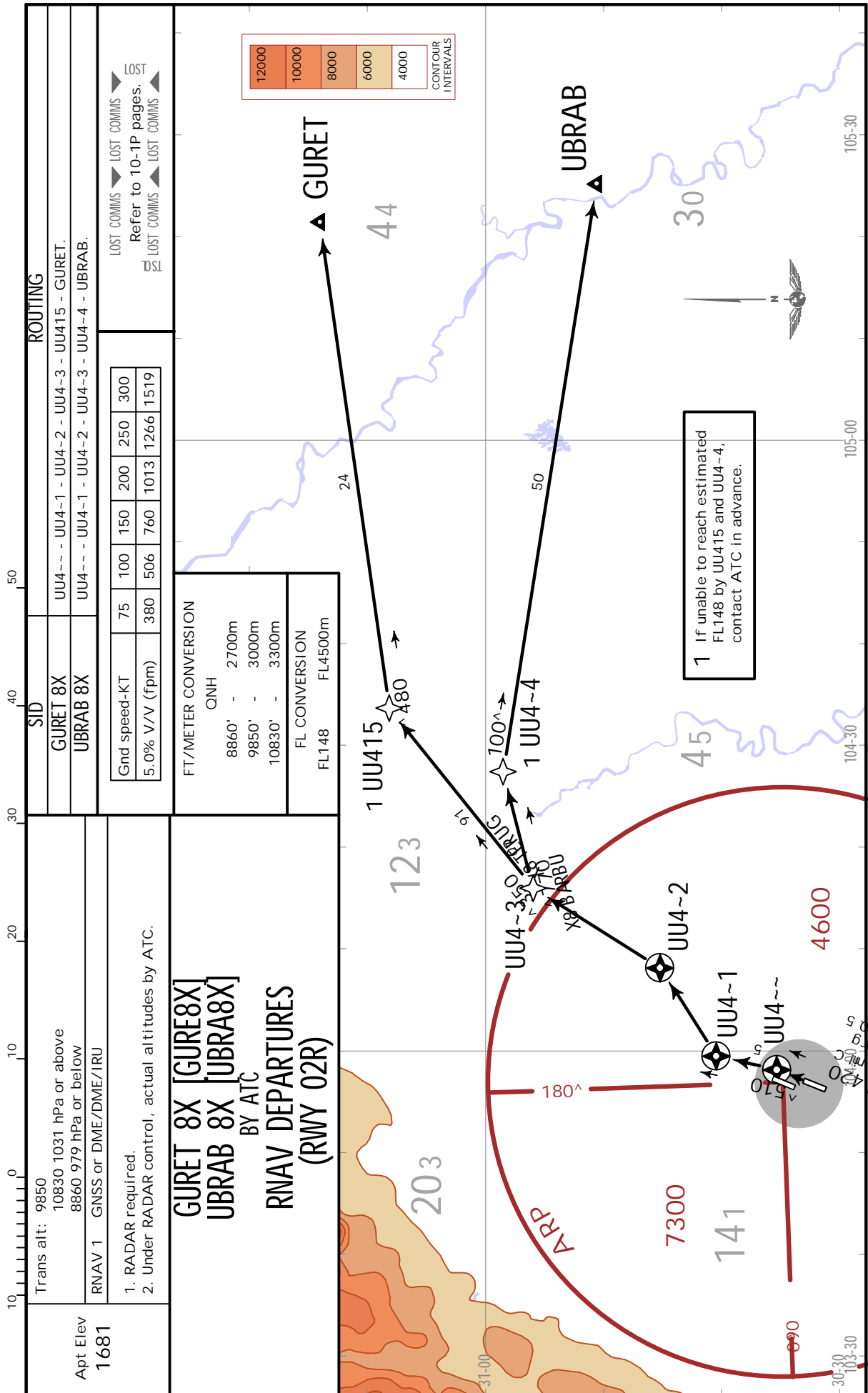
JEPPESEN CHENGDU, PR OF CHINA
.RNAV.SID.



ZUUU/CTU
SHUANGLIU

28 OCT 22 (10-3E1) .Eff.2.Nov.1600Z.

JEPPESEN CHENGDU, PR OF CHINA
.RNAV.SID.



ZUUU/CTU
SHUANGLIU

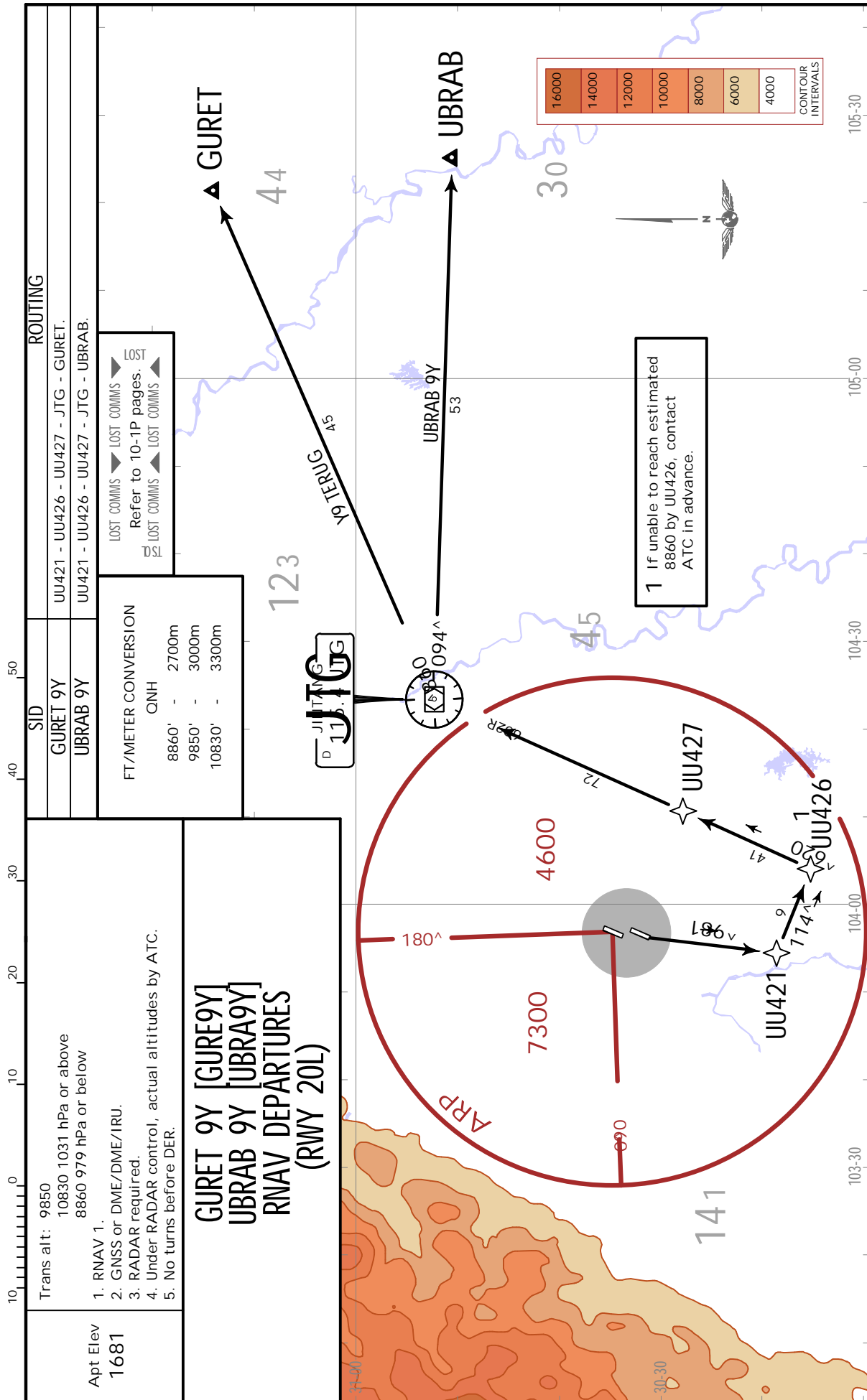


CHENGDU, PR OF CHINA
.RNAV.SID.

22 OCT 21

10-3F

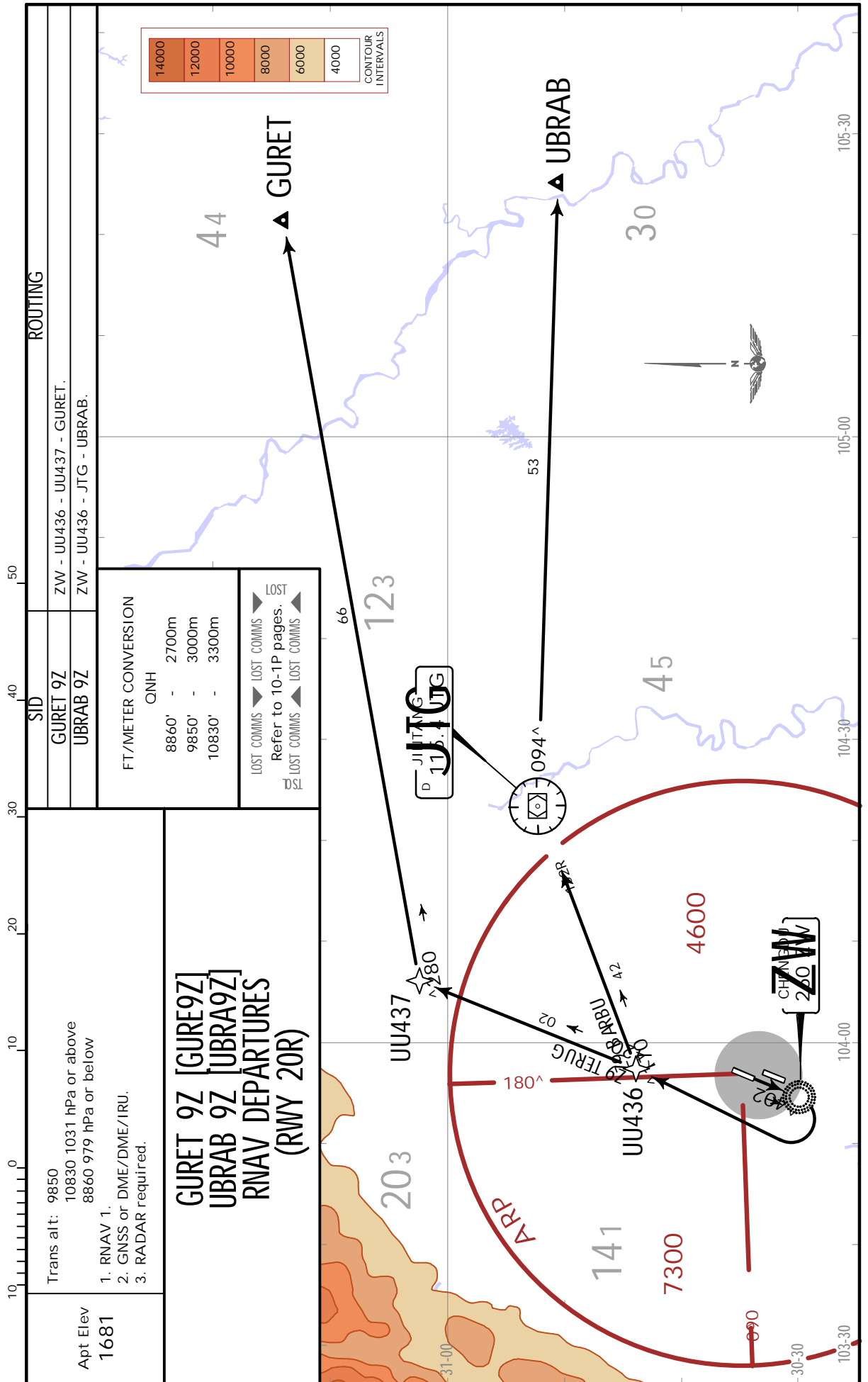
.Eff.3.Nov.1600Z.



ZUUU/CTU
SHUANGLIU

22 OCT 21 (10-3G) .Eff.3.Nov.1600Z.

JEPPESEN CHENGDU, PR OF CHINA
.RNAV.SID.



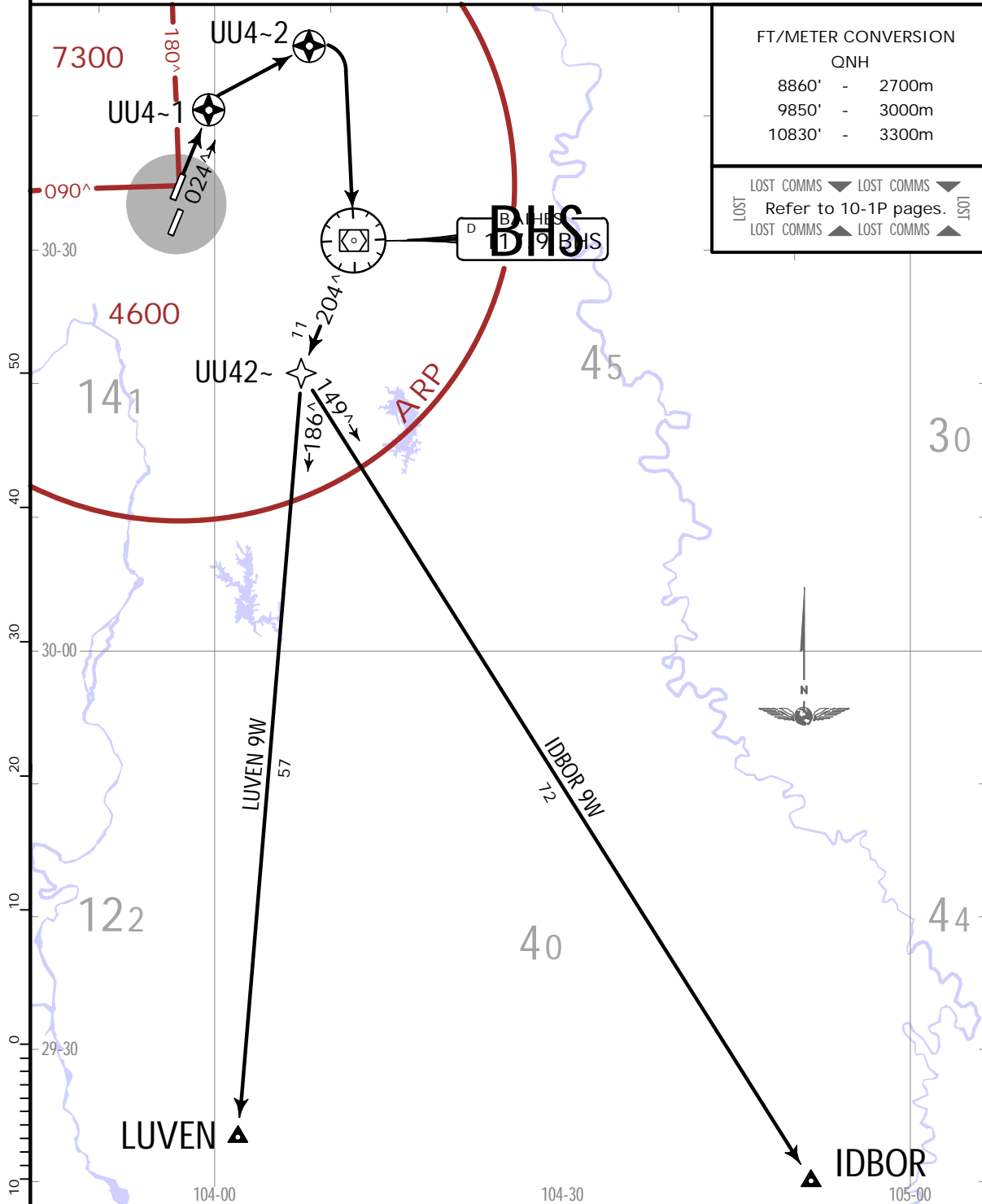
ZUUU/CTU
SHUANGLIU

14 MAY 21 (10-3H). Eff. 19. May. 1600Z.

JEPPESSEN CHENGDU, PR OF CHINA
.RNAV.SID.

Apt Elev 1681	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
	1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control, actual altitudes by ATC.

**IDBOR 9W [IDBO9W], LUVEN 9W [LUVE9W]
RNAV DEPARTURES
(RWY 02L)**



SID	ROUTING
IDBOR 9W	UU4-1 - UU4-2 - BHS - UU42- - IDBOR.
LUVEN 9W	UU4-1 - UU4-2 - BHS - UU42- - LUVEN.

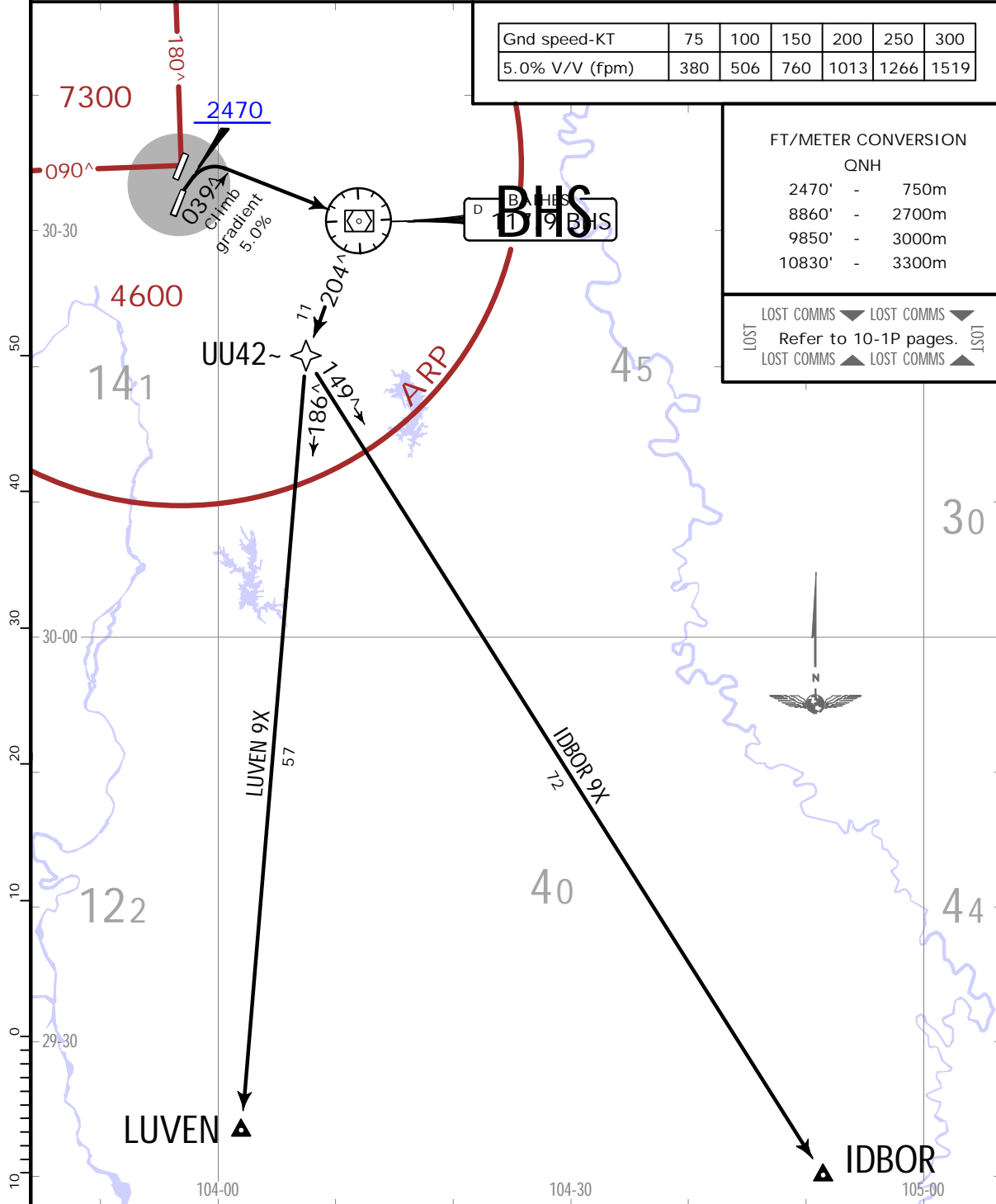
ZUUU/CTU
SHUANGLIU

14 MAY 21 (10-3J). Eff. 19. May. 1600Z.

JEPPESEN CHENGDU, PR OF CHINA
.RNAV.SID.

Apt Elev 1681	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
	<ol style="list-style-type: none"> 1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control, actual altitudes by ATC. 5. No turns before DER.

**IDBOR 9X [IDB09X], LUVEN 9X [LUV9X]
RNAV DEPARTURES
(RWY 02R)**



SID	ROUTING
IDBOR 9X	(2470+) - BHS - UU42- - IDBOR.
LUVEN 9X	(2470+) - BHS - UU42- - LUVEN.

CHANGES: Procedures completely revised.

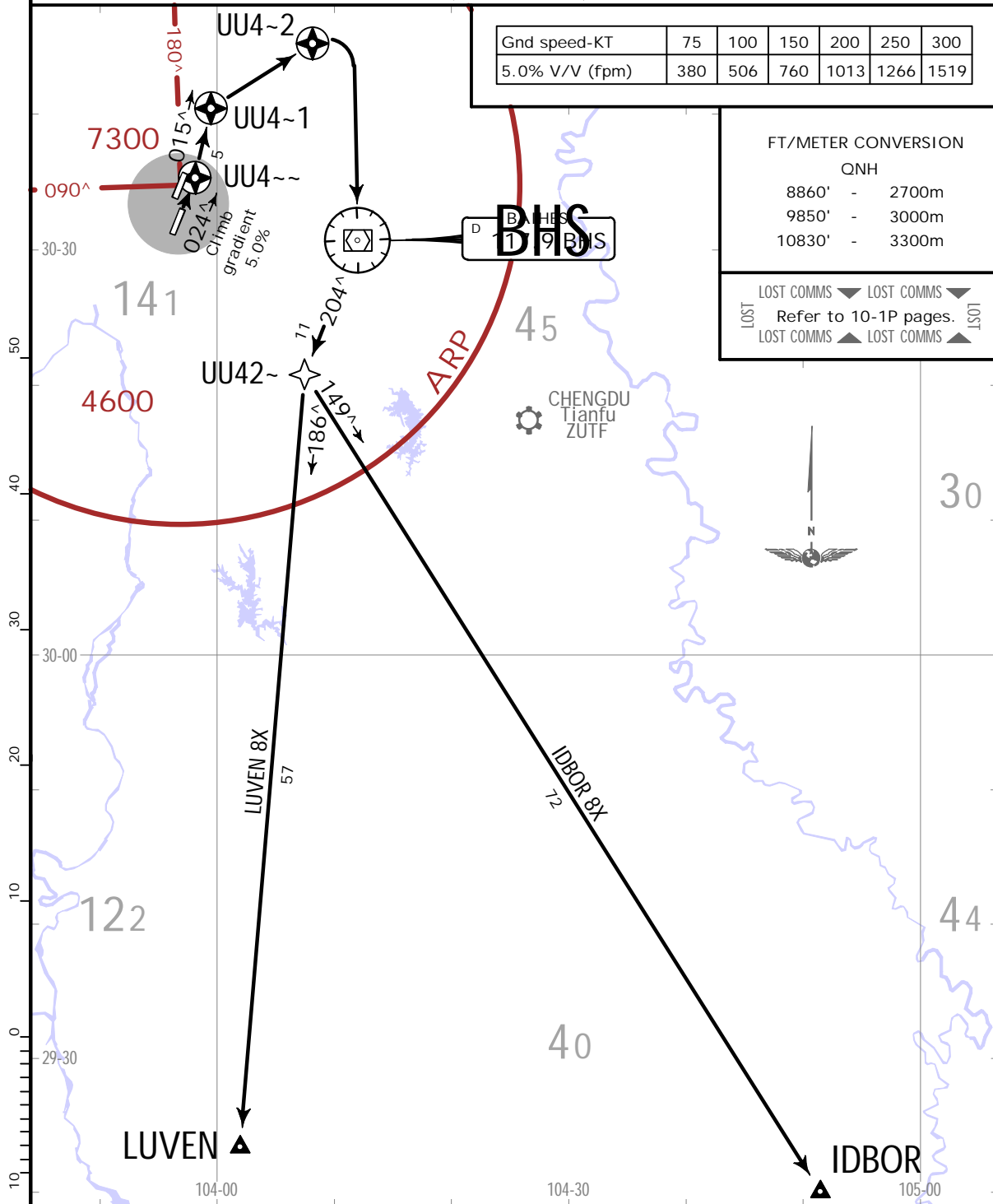
ZUUU/CTU
SHUANGLIU

28 OCT 22 (10-3J1). Eff. 2. Nov. 1600Z.

JEPPESEN CHENGDU, PR OF CHINA
.RNAV.SID.

Apt Elev 1681	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS or DME/DME/IRU
1. RADAR required. 2. Under RADAR control, actual altitudes by ATC.	

IDBOR 8X [IDB08X], LUVEN 8X [LUVE8X]
BY ATC
RNAV DEPARTURES
(RWY 02R)



SID	ROUTING
IDBOR 8X	UU4~~ - UU4-1 - UU4-2 - BHS - UU42~ - IDBOR.
LUVEN 8X	UU4~~ - UU4-1 - UU4-2 - BHS - UU42~ - LUVEN.

CHANGES: New procedure at this airport.

JEPPESEN, 2022. ALL RIGHTS RESERVED.

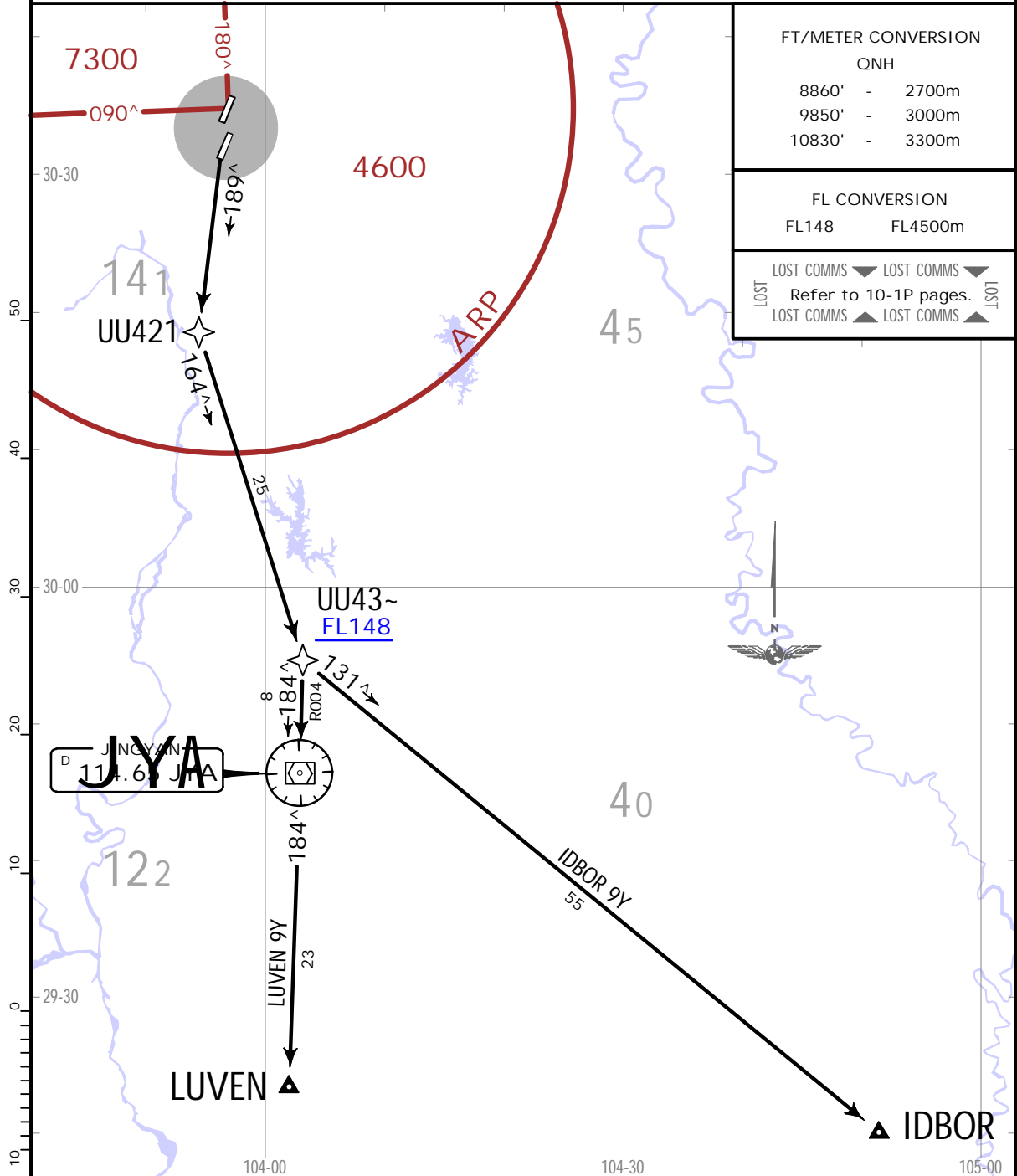
ZUUU/CTU
SHUANGLIU

JEPPESSEN CHENGDU, PR OF CHINA
22 OCT 21 (10-3K). Eff. 3. Nov. 1600Z.

.RNAV.SID.

Apt Elev 1681	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
	<ol style="list-style-type: none"> 1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control, actual altitudes by ATC. 5. IDBOR 9Y: CCO operated after having obtained ATC clearance. CCO operation time 0200-0600LT. CCO is terminated once ATC gives heading instructions. 6. No turns before DER.

IDBOR 9Y [IDB09Y], LUVEN 9Y [LUV9Y]
RNAV DEPARTURES
(RWY 20L)



SID	ROUTING
IDBOR 9Y	UU421 - UU43- (FL148+) - IDBOR.
LUVEN 9Y	UU421 - UU43- (FL148+) - JYA - LUVEN.

CHANGES: None.

JEPPESSEN, 2021. ALL RIGHTS RESERVED.

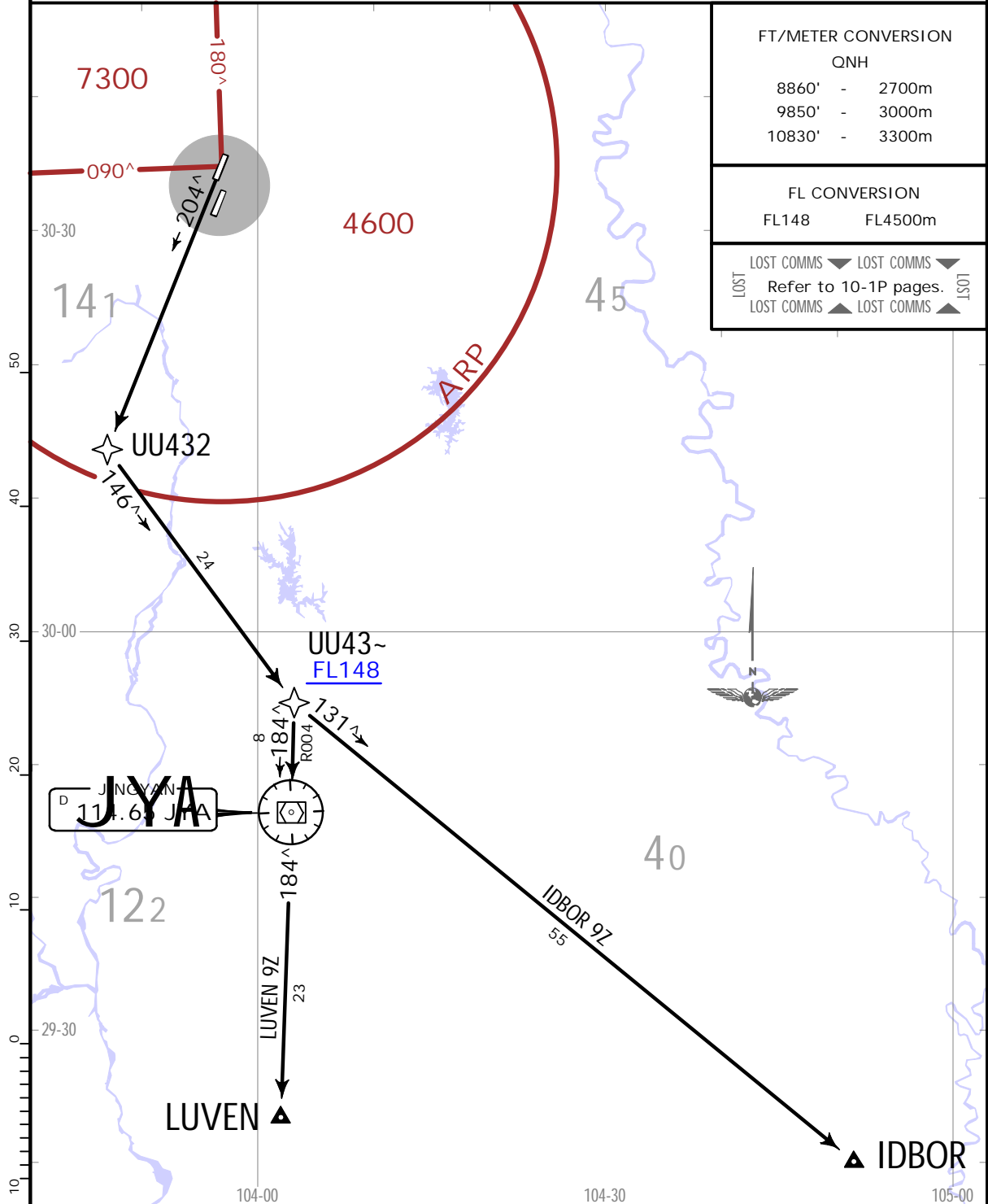
ZUUU/CTU
SHUANGLIU

JEPPESSEN CHENGDU, PR OF CHINA
22 OCT 21 (10-3L).Eff.3.Nov.1600Z.

.RNAV.SID.

Apt Elev 1681	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
	1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required.

**IDBOR 9Z [IDB09Z], LUVEN 9Z [LUV9Z]
RNAV DEPARTURES
(RWY 20R)**



FT/METER CONVERSION	
QNH	
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m
FL CONVERSION	
FL148	FL4500m
LOST COMMS ▼	LOST COMMS ▼
Refer to 10-1P pages.	
LOST COMMS ▲	LOST COMMS ▲

SID	ROUTING
IDBOR 9Z	UU432 - UU43- (FL148+) - IDBOR.
LUVEN 9Z	UU432 - UU43- (FL148+) - JYA - LUVEN.

CHANGES: General notes.

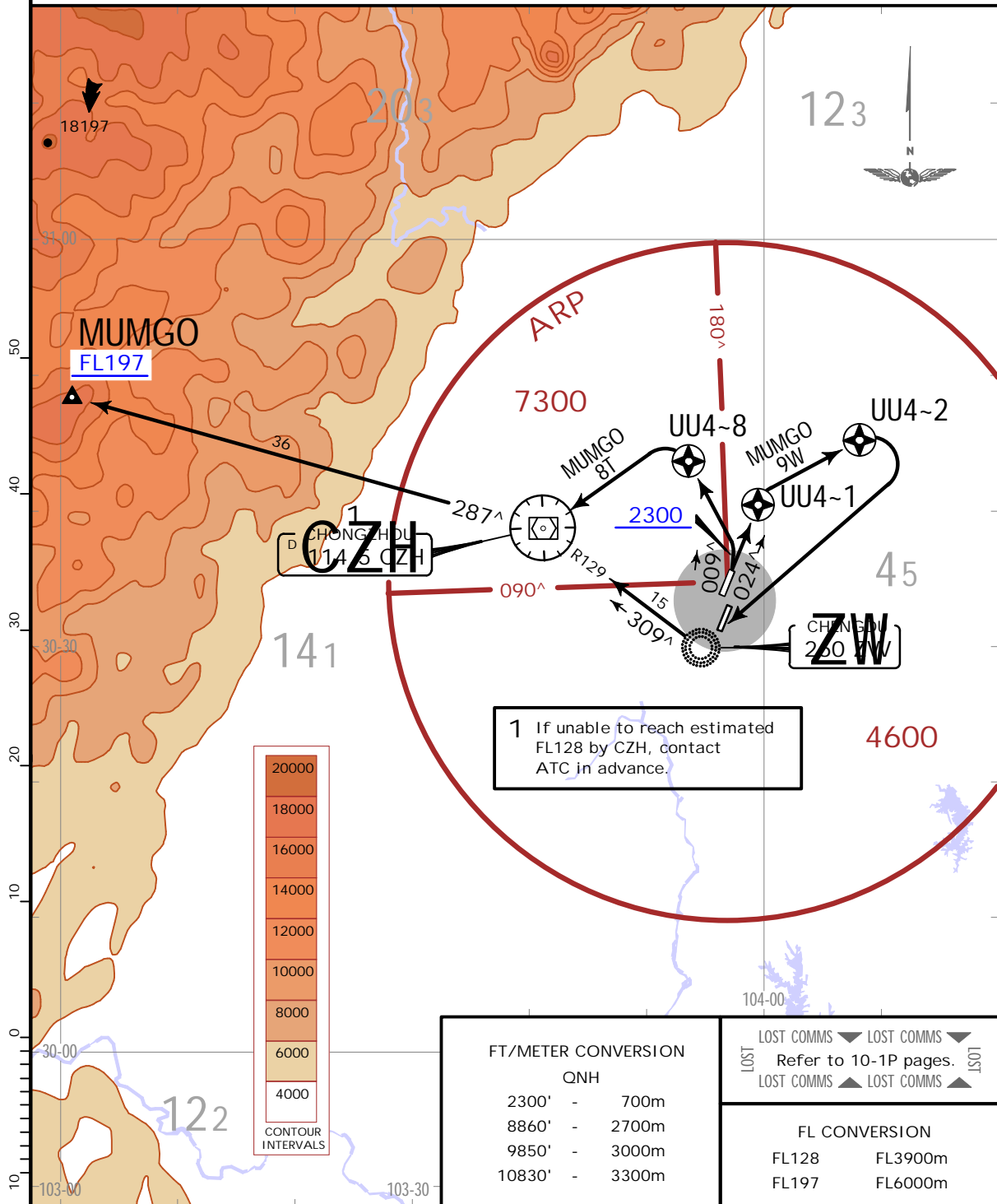
ZUUU/CTU
SHUANGLIU

14 MAY 21 (10-3M). Eff. 19. May. 1600Z.

JEPPESEN CHENGDU, PR OF CHINA
.RNAV.SID.

Apt Elev 1681	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
	1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control, actual altitudes by ATC. 5. No turns before DER.

MUMGO 8T [MUMG8T], MUMGO 9W [MUMG9W] RNAV DEPARTURES (RWY 02L)



FT/METER CONVERSION	
QNH	
2300'	- 700m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

LOST COMMS ▼	LOST COMMS ▼	Refer to 10-1P pages.
LOST COMMS ▲	LOST COMMS ▲	
FL CONVERSION		
FL128	FL3900m	
FL197	FL6000m	

SID	ROUTING
MUMGO 8T (By ATC)	(2300+) - UU4-8 - CZH - MUMGO (FL197+).
MUMGO 9W	UU4-1 - UU4-2 - ZW - CZH - MUMGO (FL197+).

CHANGES: Procedures completely revised.

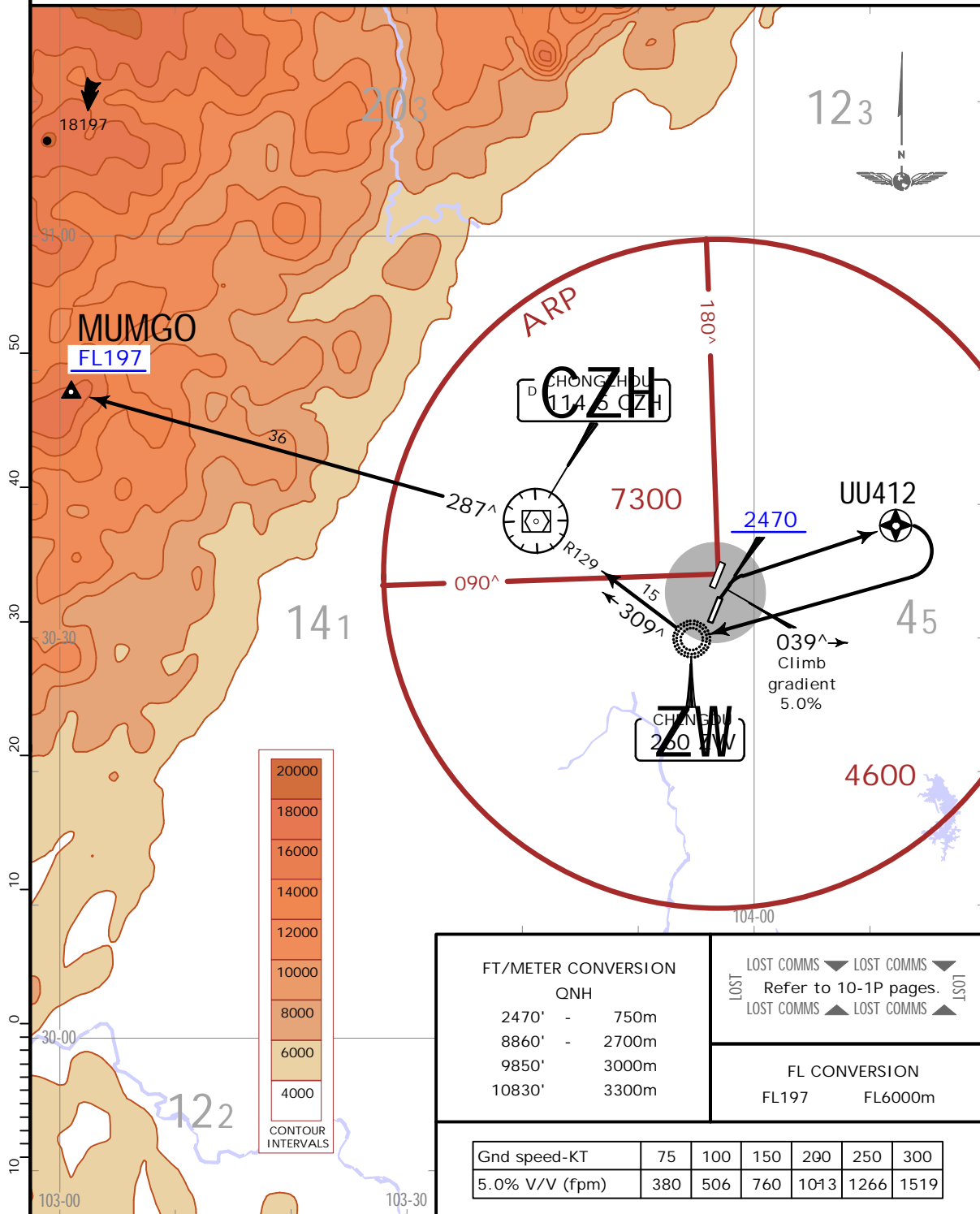
ZUUU/CTU
SHUANGLIU

JEPPESSEN CHENGDU, PR OF CHINA
14 MAY 21 (10-3N). Eff. 19.May.1600Z.

.RNAV.SID.

Apt Elev 1681	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
	1. RNAV 1. 2. GNSS or DME/DME/IRU. 3. RADAR required. 4. Under RADAR control, actual altitudes by ATC. 5. No turns before DER.

MUMGO 9X [MUMG9X] RNAV DEPARTURE (RWY 02R)



FT/METER CONVERSION	
QNH	
2470'	750m
8860'	2700m
9850'	3000m
10830'	3300m

LOST COMMS ▼ LOST COMMS ▼
Refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲

FL CONVERSION	
FL197	FL6000m

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

ROUTING
(2470+) - UU412 - ZW - CZH - MUMGO (FL197+).

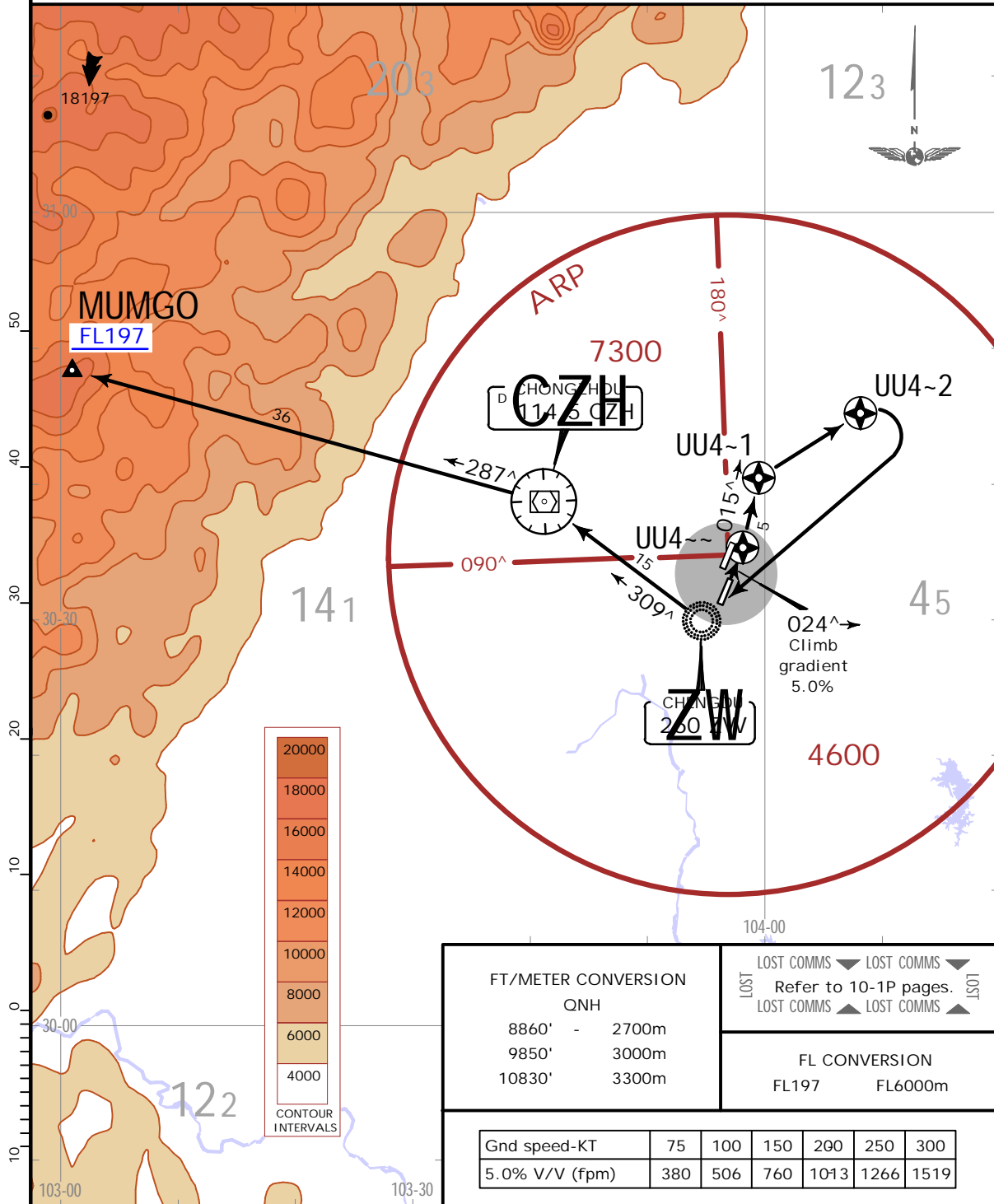
ZUUU/CTU
SHUANGLIU

JEPPESSEN CHENGDU, PR OF CHINA
28 OCT 22 (10-3N1).Eff.2.Nov.1600Z.

.RNAV.SID.

Apt Elev 1681	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS or DME/DME/IRU
1. RADAR required. 2. Under RADAR control, actual altitudes by ATC.	

MUMGO 8X [MUMG8X]
BY ATC
RNAV DEPARTURE
(RWY 02R)



ROUTING

UU4-- - UU4-1 - UU4-2 - ZW - CZH - MUMGO (FL197+).

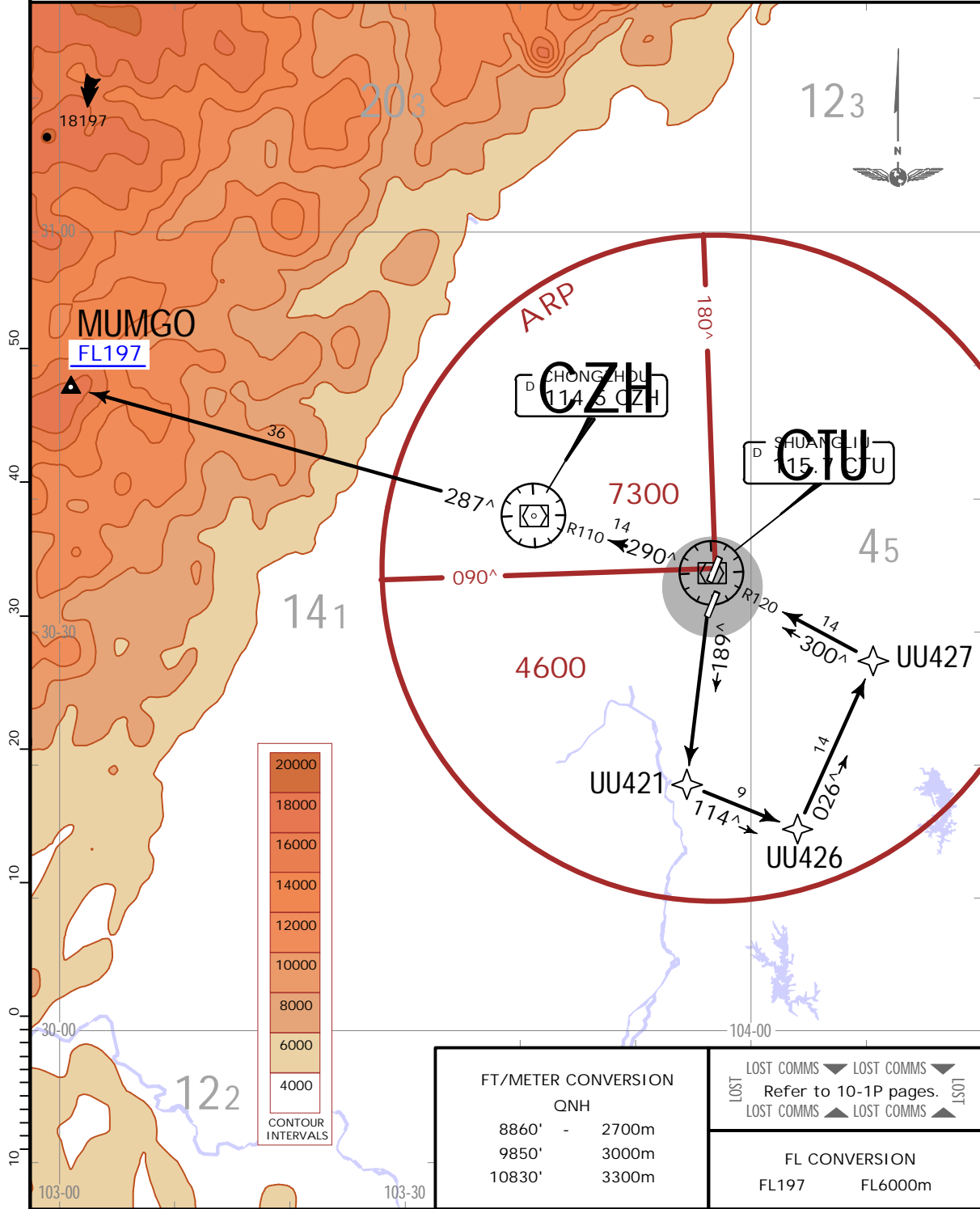
ZUUU/CTU
SHUANGLIU

JEPPESSEN CHENGDU, PR OF CHINA
14 MAY 21 (10-3P) .Eff.19.May.1600Z.

.RNAV.SID.

Apt Elev 1681	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
	1. RNAV 1.
	2. GNSS or DME/DME/IRU.
	3. RADAR required.
	4. Under RADAR control, actual altitudes by ATC.
	5. No turns before DER.

MUMGO 9Y [MUMG9Y] RNAV DEPARTURE (RWY 20L)



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

LOST COMMS ▼	LOST COMMS ▼
Refer to 10-1P pages.	
LOST COMMS ▲	LOST COMMS ▲
FL CONVERSION	
FL197	FL6000m

ROUTING
UU421 - UU426 - UU427 - CTU - CZH - MUMGO (FL197+).

ZUUU/CTU
SHUANGLIU

14 MAY 21 (10-3Q). Eff. 19. May. 1600Z.

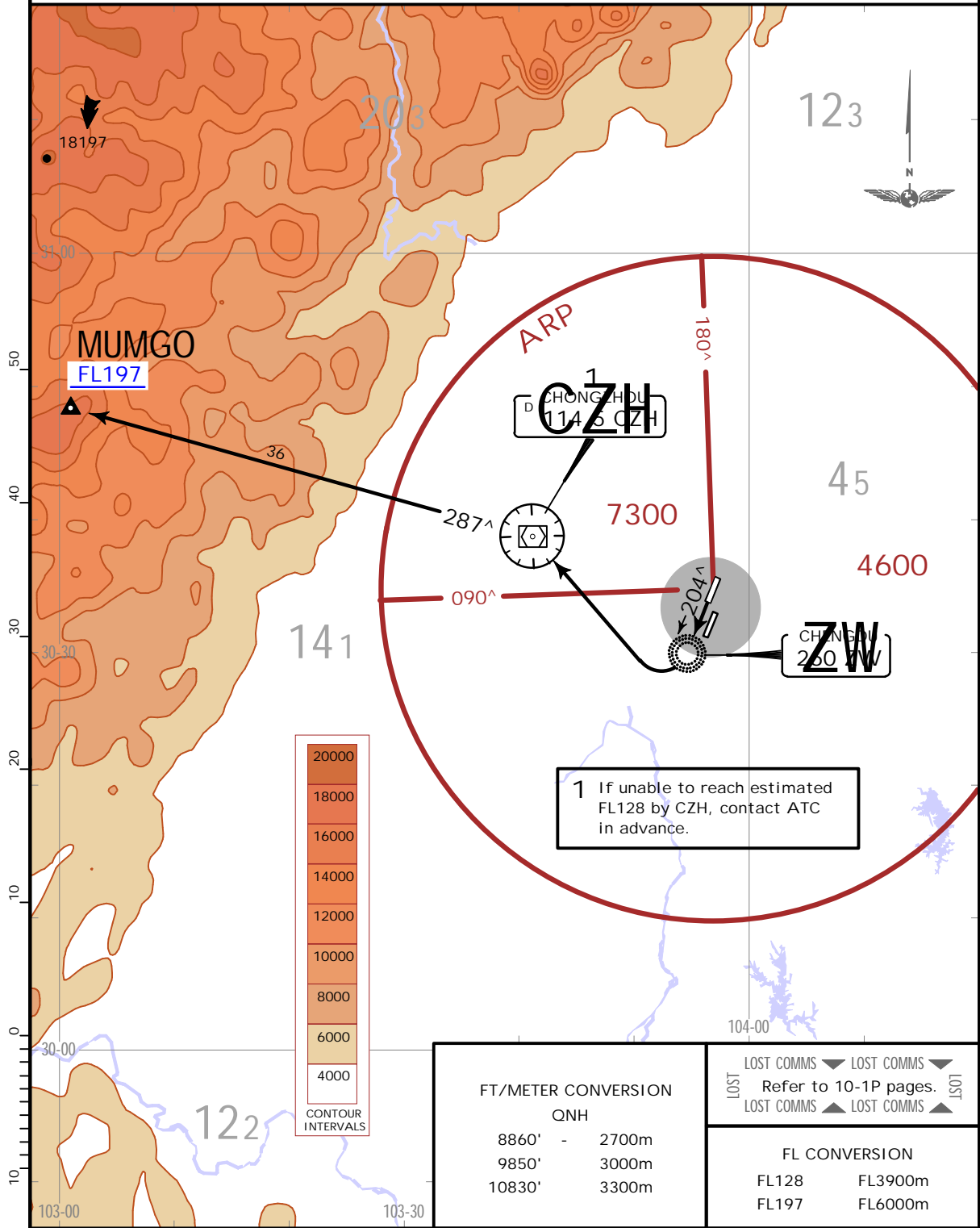
JEPPESSEN CHENGDU, PR OF CHINA
.RNAV.SID.

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

Apt Elev
1681

1. RNAV 1.
2. GNSS or DME/DME/IRU.
3. RADAR required.
4. Under RADAR control, actual altitudes by ATC.

MUMGO 9Z [MUMG9Z]
RNAV DEPARTURE
(RWY 20R)



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

LOST COMMS ▼	LOST COMMS ▼	LOST
Refer to 10-1P pages.		
LOST COMMS ▲	LOST COMMS ▲	LOST
FL CONVERSION		
FL128	FL3900m	
FL197	FL6000m	

ROUTING
ZW - CZH - MUMGO (FL197+).

CHENGDU, PR OF CHINA
SID

ZUUU/CTU
SHUANGLIU . Eff. 19. May. 1600Z.
JEPESEN 14 MAY 21 10-3S

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Under RADAR control, actual altitudes by ATC.

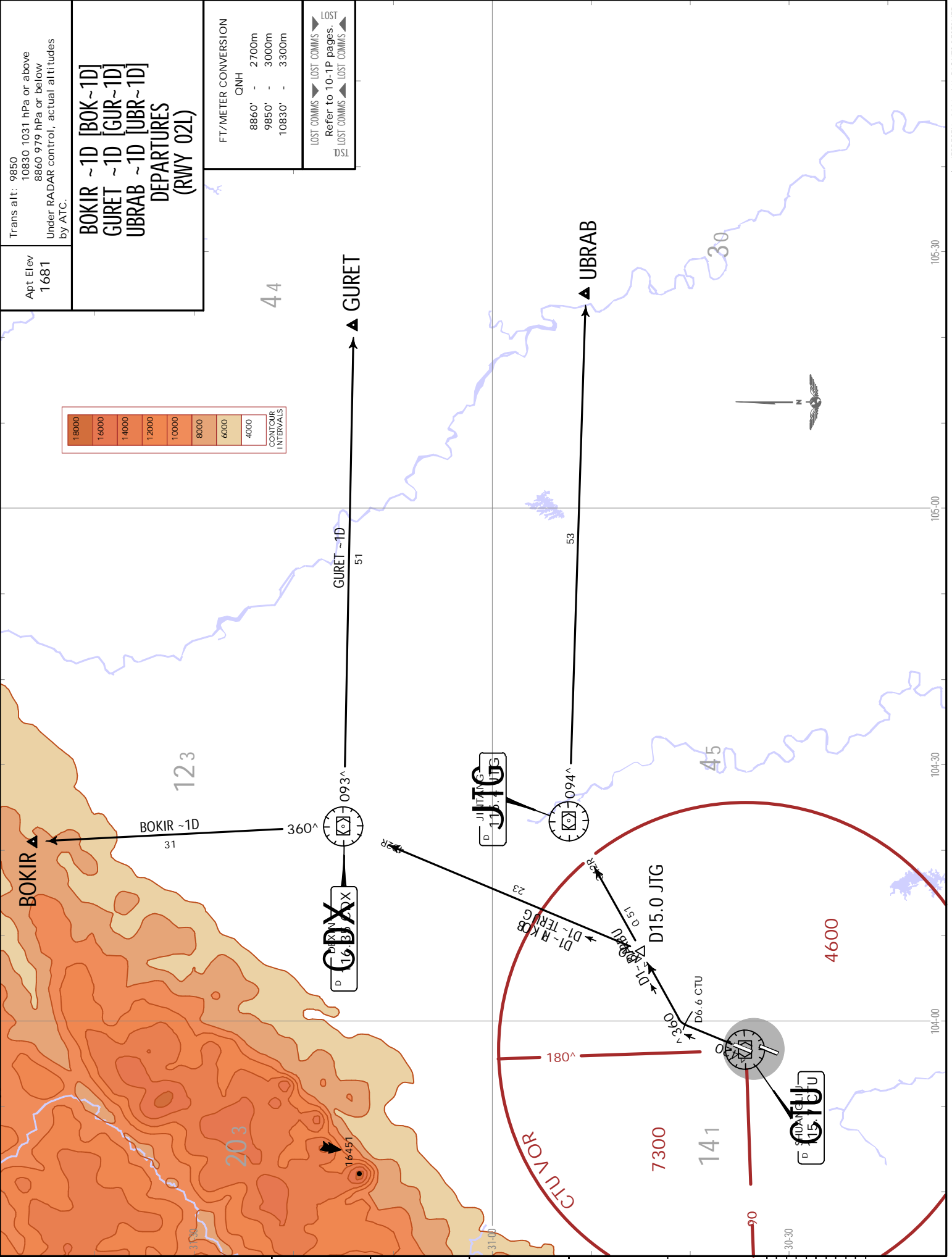
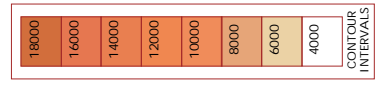
Apt Elev
1681

**BOKIR ~1D [BOK~1D]
GURET ~1D [GUR~1D]
UBRAB ~1D [UBR~1D]**
DEPARTURES
(RWY 02L)

FT./METER CONVERSION

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

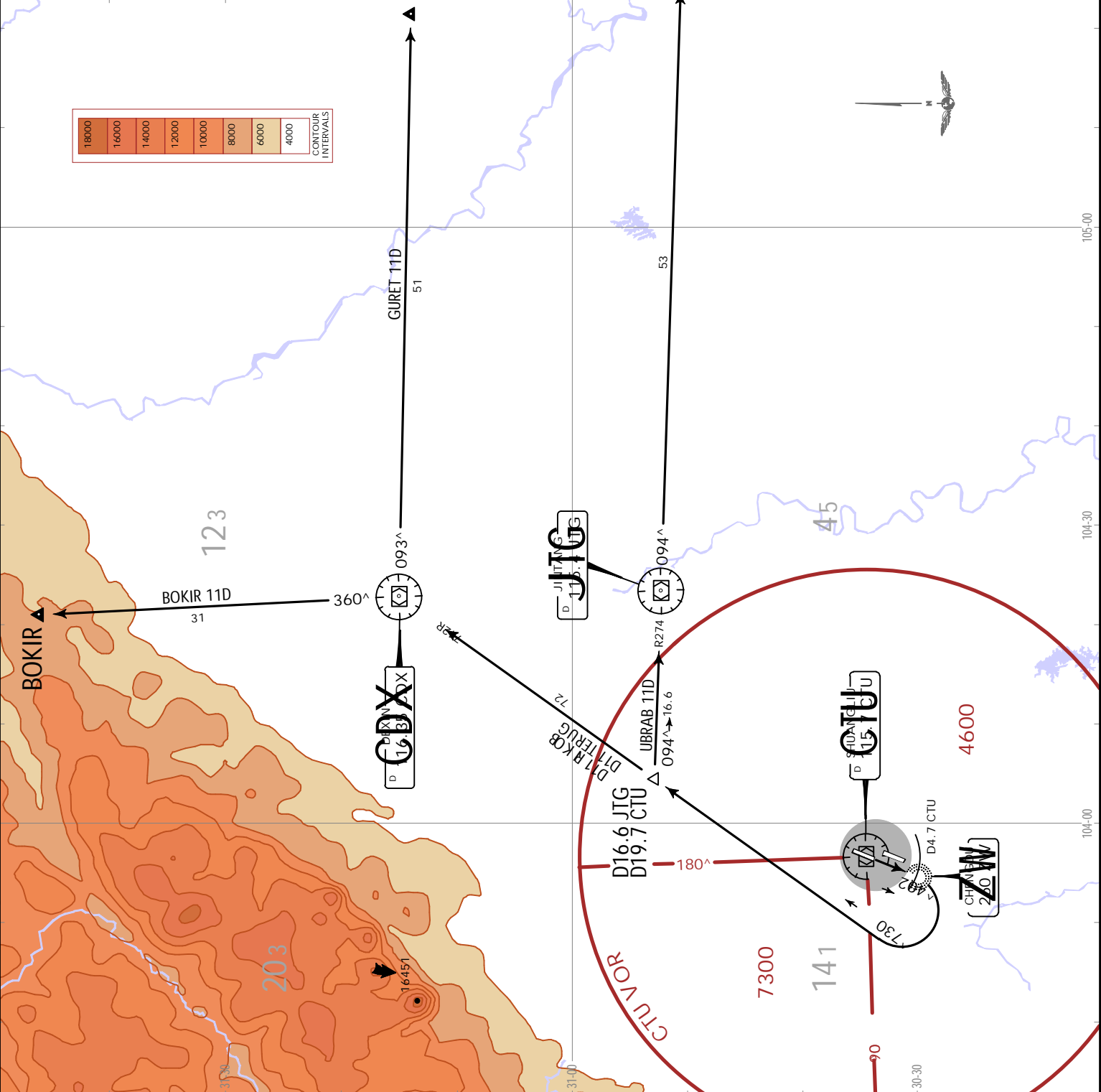
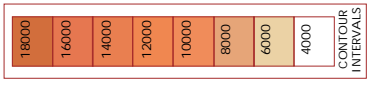
LOST COMMS
Refer to 10-1P pages.
LOST COMMS



JEPPESEN
 14 MAY 21 (10-3T) . Eff. 19. May. 1600Z.
CHENGDU, PR OF CHINA
 .SID.

ZUUU/CTU
 SHUANGLIU

Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below Under RADAR control, actual altitudes by ATC.	Apt Elev 1681
BOKIR 11D [BOK11D] GURET 11D [GUR11D] UBRAB 11D [UBR11D] DEPARTURES (RWY 20R)	
FT./METER CONVERSION QNH 8860' - 2700m 9850' - 3000m 10830' - 3300m	
LOST COMMS LOST COMMS LOST Refer to 10-1P pages. LOST COMMS LOST COMMS	



CHENGDU, PR OF CHINA
SID.

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Under RADAR control, actual altitudes
by ATC.
2. No turns before DER.

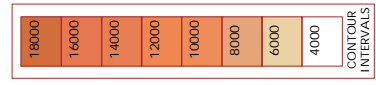
**BOKIR 21D [BOK21D]
GURET 21D [GUR21D]
UBRAB 21D [UBR21D]
DEPARTURES
(RWY 02R)**

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

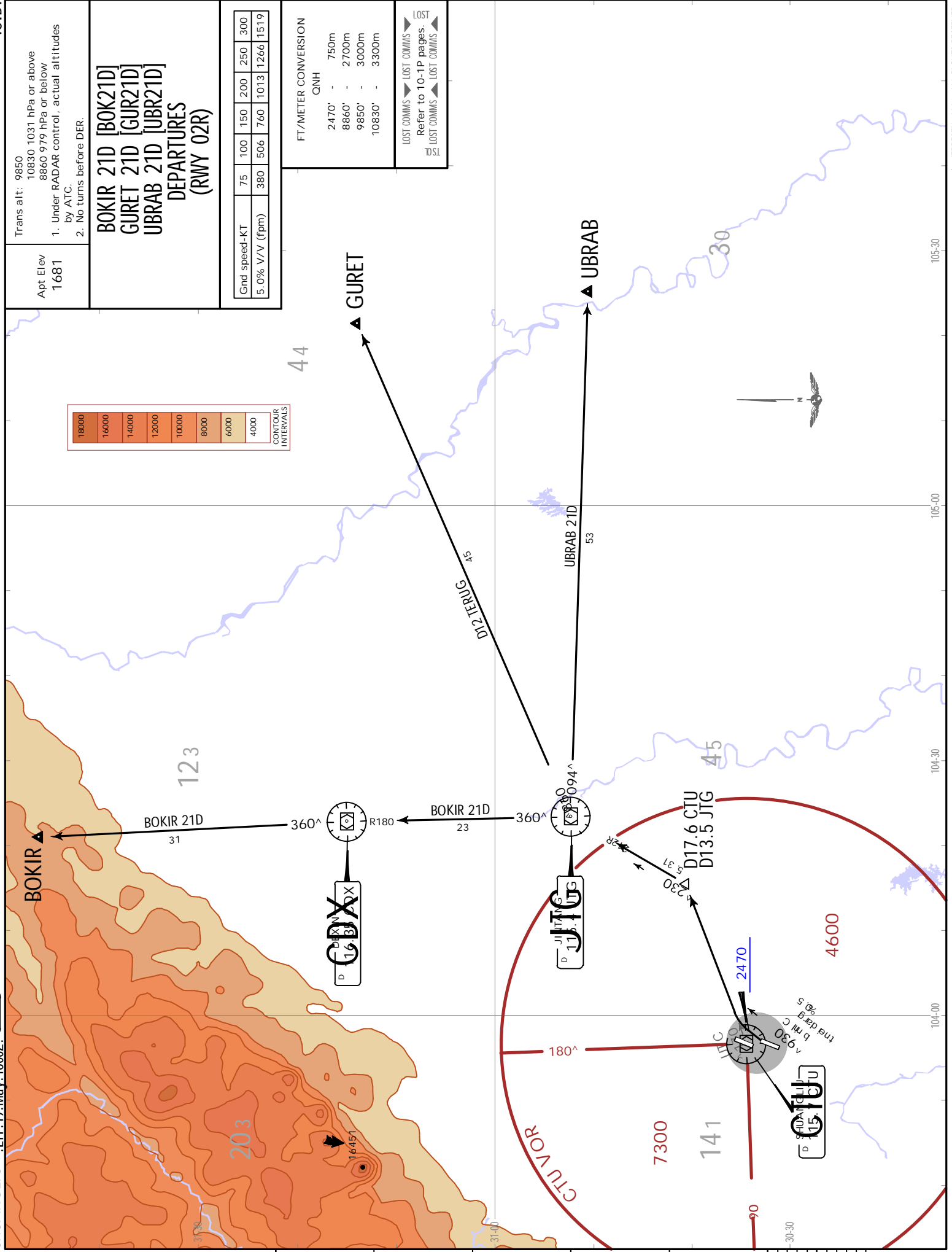
FT/AMETER CONVERSION
QNH

2470'	-	750m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

LOST COMMS ▶ LOST COMMS ▶ LOST
Refer to 10-1P pages. LOST
LOST COMMS ◀ LOST COMMS ◀



ZUUU/CTU
SHUANGLIU . Eff. 19. May. 1600Z. (10-3U)
JEYPESEN
14 MAY 21
10-3U

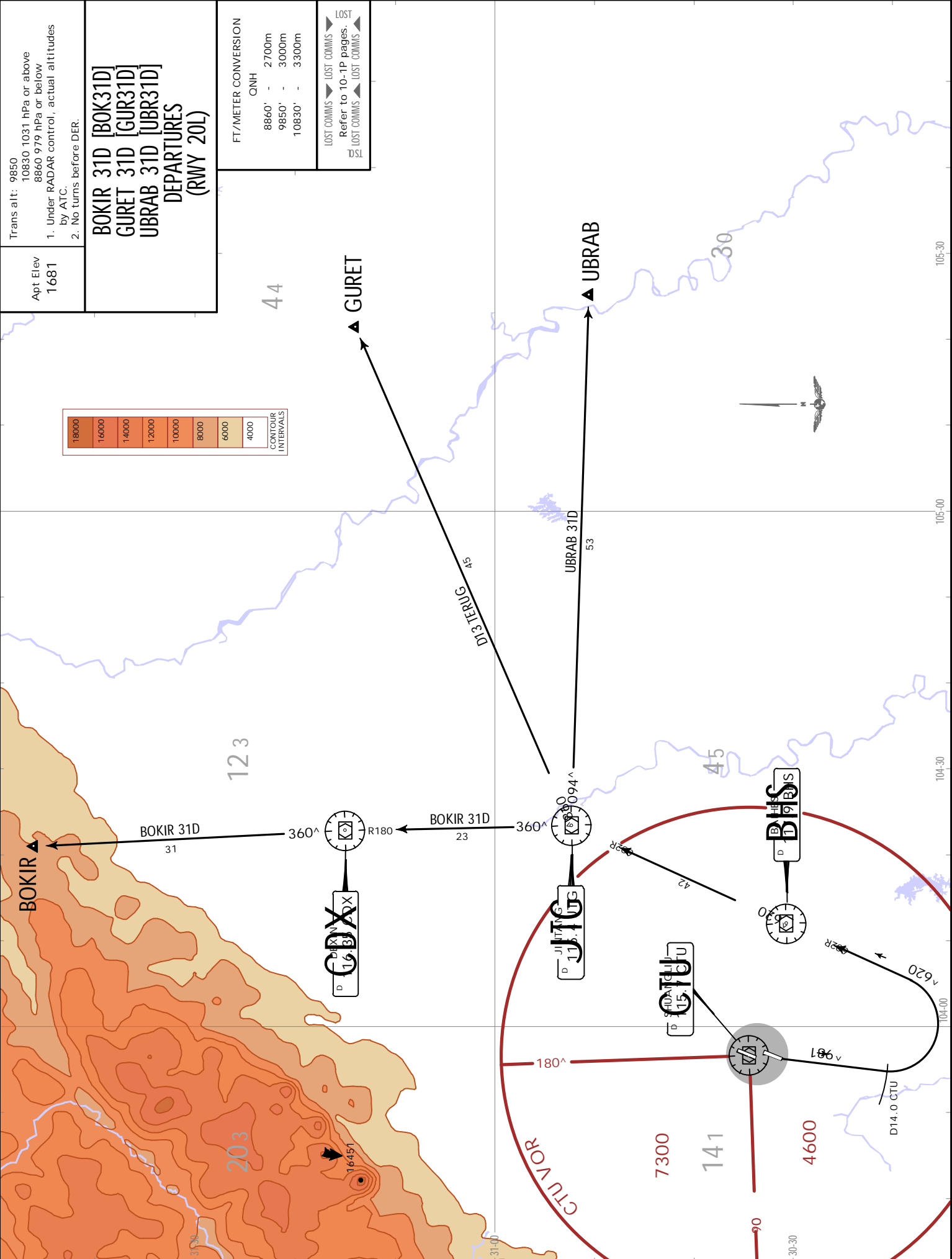
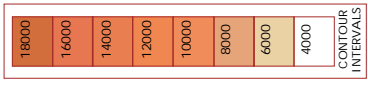


JEPPESEN
 14 MAY 21 (10-3V) . Eff. 19. May. 1600Z.
CHENGDU, PR OF CHINA
 .SID.

ZUUU/CTU
 SHUANGLIU

Apt Elev 1681	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Under RADAR control, actual altitudes by ATC. 2. No turns before DER.
BOKIR 31D [BOK31D] GURET 31D [GUR31D] UBRAB 31D [UBR31D] DEPARTURES (RWY 20L)	

FT./METER CONVERSION	
8860' -	2700m
9850' -	3000m
10830' -	3300m
LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ Refer to 10-1P pages. LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶	



ZUUU/CTU
SHUANGLIU
Eff. 2. Nov. 1600Z (10-3V1)
28 OCT 22

CHENGDU, PR OF CHINA
SID.

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

Apt Elev
1681

Under RADAR control, actual altitudes by ATC.

BOKIR 22D [BOK22D]
GURET 22D [GUR22D]
UBRAB 22D [UBR22D]
BY ATC

DEPARTURES (RWY 02R)

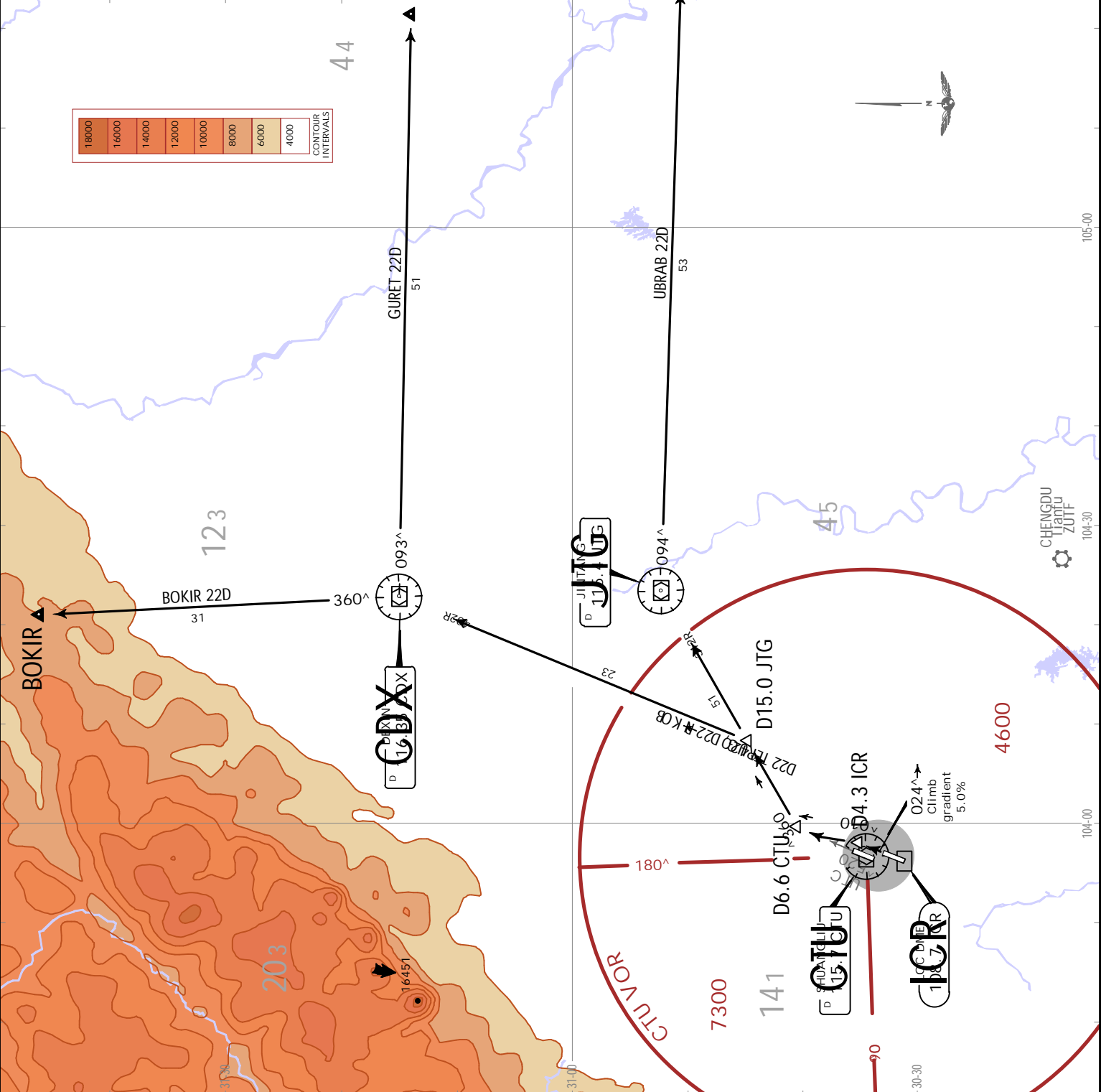
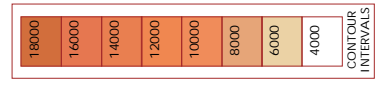
Grnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

FT./METER CONVERSION

ONH

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

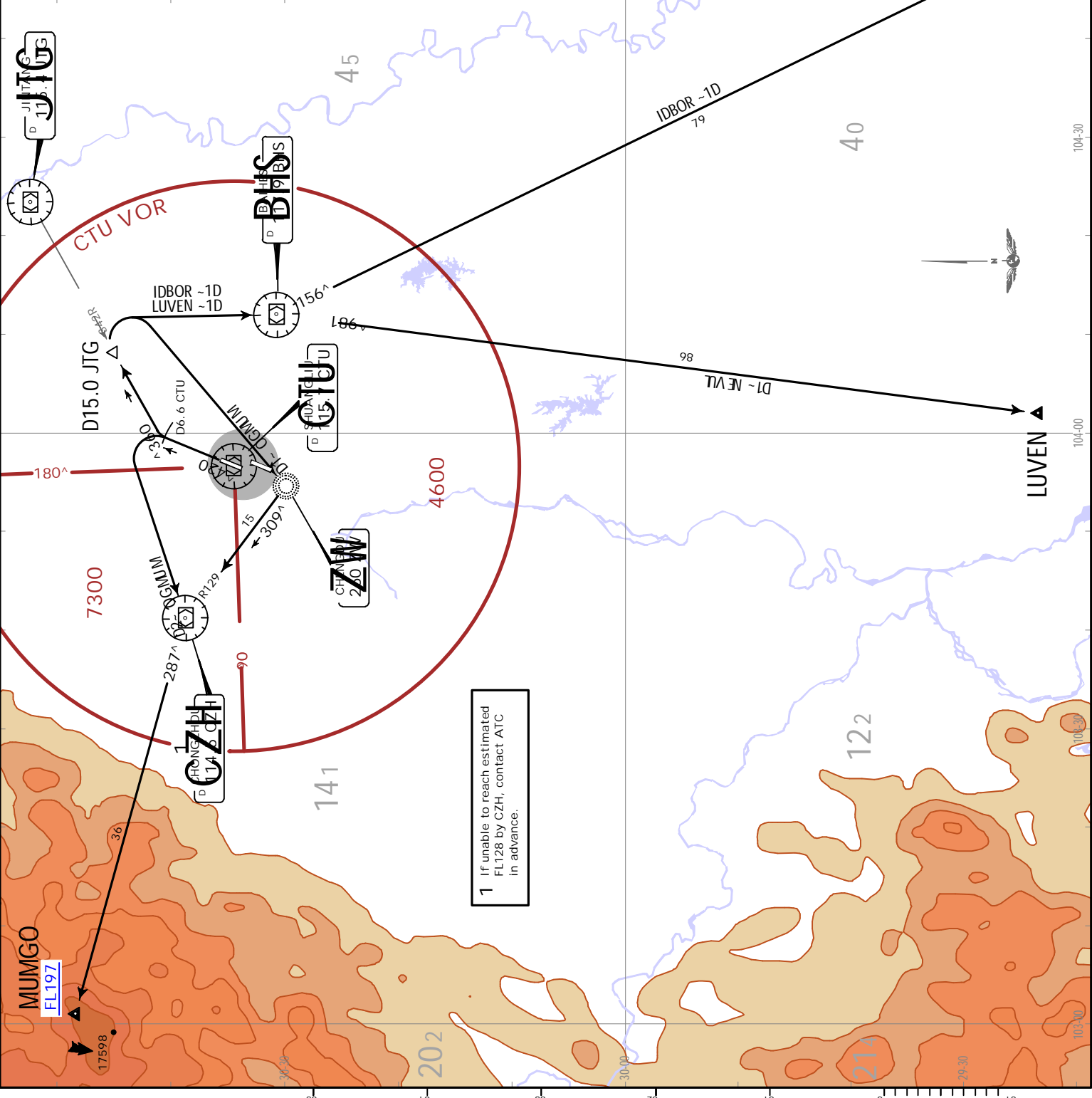
LOST COMMS
Refer to 10-1P pages.
LOST COMMS
LOST COMMS



CHENGDU, PR OF CHINA
SID.

Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below Under RADAR control, actual altitudes by ATC.	Apt Elev 1681
IDBOR ~1D [IDB~1D] LUVEN ~1D [LUV~1D] MUMGO ~1D [MUM~1D] MUMGO ~2D [MUM~2D] BY ATC DEPARTURES (RWY 02L)	

FT/METER CONVERSION ONH	8860' - 2700m 9850' - 3000m 10830' - 3300m
FL CONVERSION	FL128 FL3900m FL197 FL6000m
LOST COMMS	LOST COMMS Refer to 10-1P pages. LOST COMMS



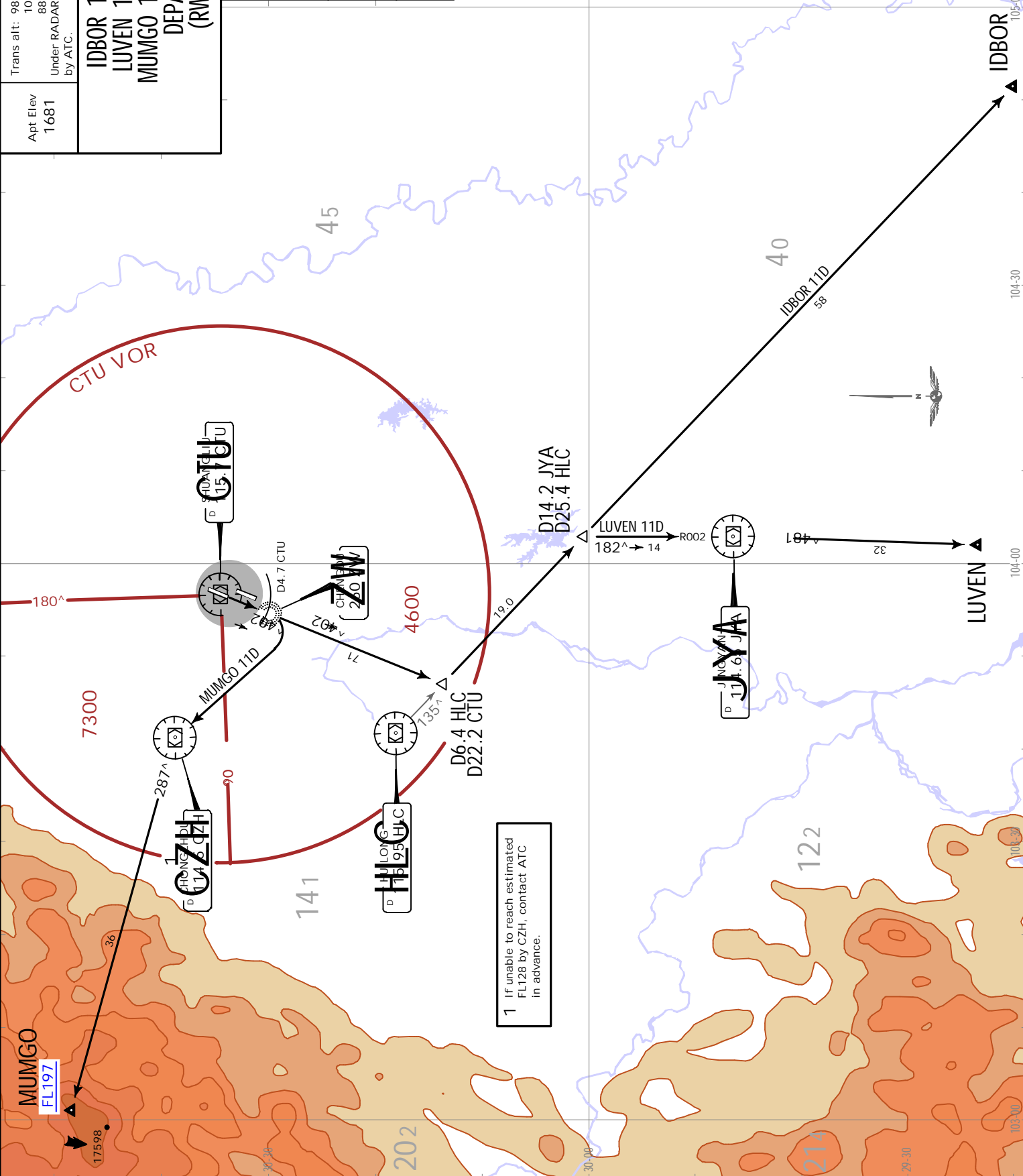
ZUUU/CTU
SHUANGLIU
JEPPESSEN
14 MAY 21
Eff. 19 May 1600Z (10-3W)

ZUUU/CTU
 SHUANGLIU

Apt Elev 1681	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below Under RADAR control, actual altitudes by ATC.
IDBOR 11D [IDB11D] LUVEN 11D [LUV11D] MUMGO 11D [MUM11D] DEPARTURES (RWY 20R)	

FT./METER CONVERSION QNH	
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m
FL CONVERSION	
FL128	FL3900m
FL197	FL6000m
LOST COMMS → LOST COMMS → LOST COMMS Refer to 10-1P pages. LOST COMMS → LOST COMMS → LOST COMMS	

18000
16000
14000
12000
10000
8000
6000
4000
CONTOUR INTERVALS



1 If unable to reach estimated FL128 by CZH, contact ATC in advance.

CHENGDU, PR OF CHINA
.SID.

ZUUU/CTU
SHUANGLIU .Eff.19.May.1600Z. (10-3X1)
14 MAY 21
JEPPESSEN

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Under RADAR control, actual altitudes by ATC.
2. No turns before DER.

Apt Elev 1681

**IDBOR 21D [IDB21D]
LUVEN 21D [LUV21D]
MUMGO 21D [MUM21D]
DEPARTURES
(RWY 02R)**

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

FT/AMETER CONVERSION

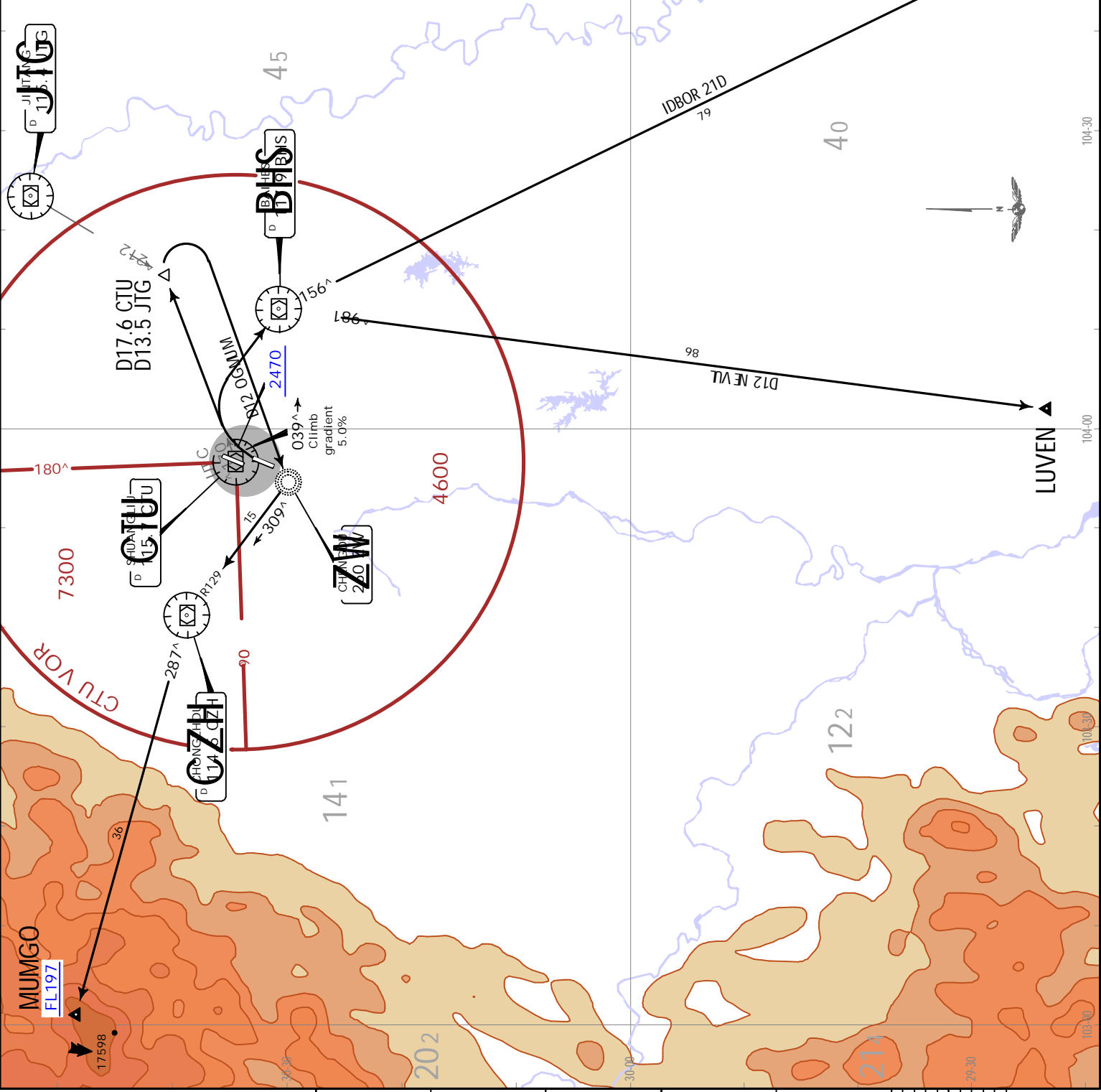
QNH

2470'	-	750m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL197 FL6000m

LOST COMMS
Refer to 10-1P pages.

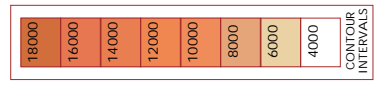
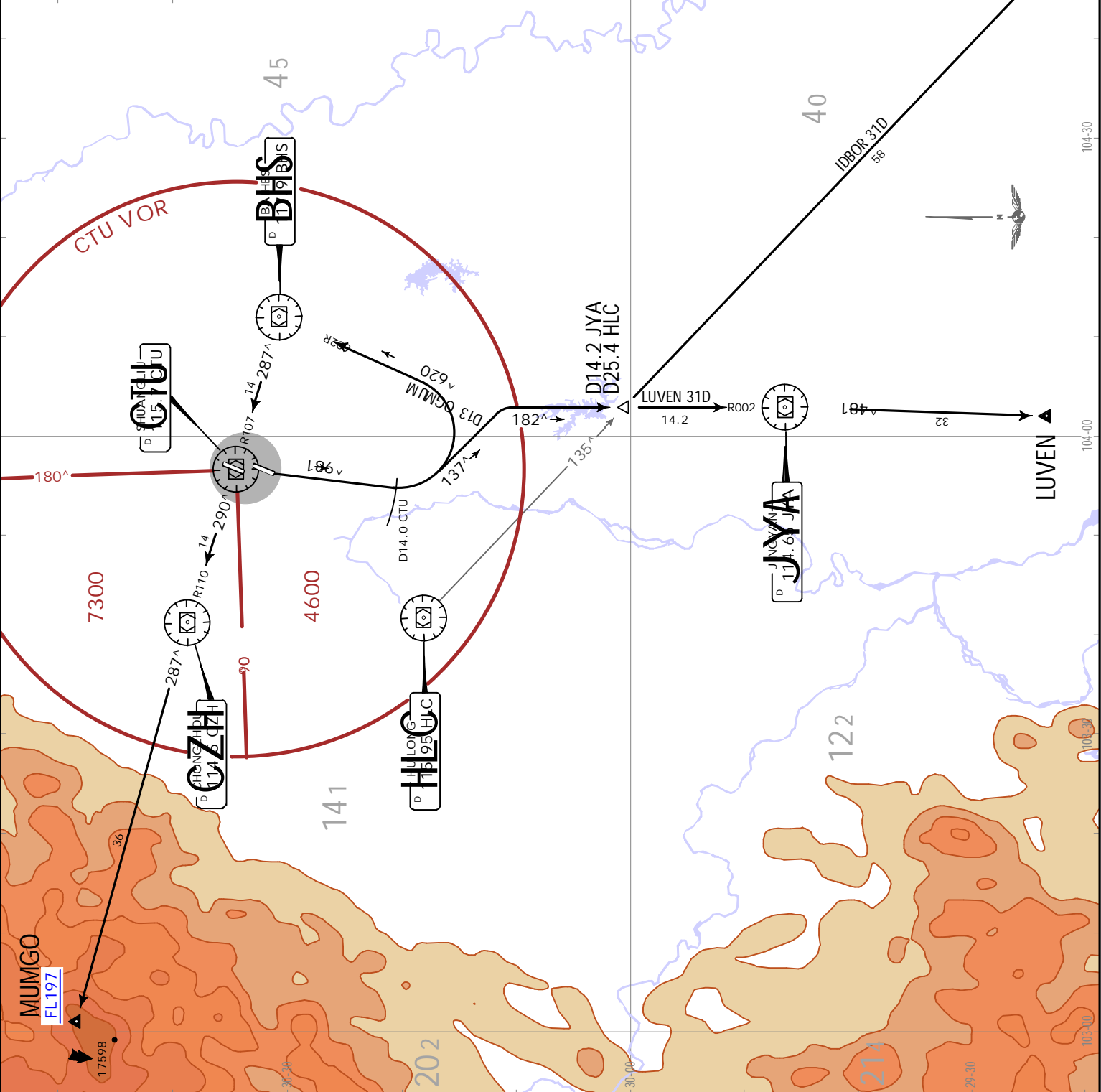


JEPPESEN
 CHENGDU, PR OF CHINA
 .SID.
 14 MAY 21 (10-3X2) .Eff.19.May.1600Z.

ZUUU/CTU
 SHUANGLIU

Apt Elev 1681	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Under RADAR control, actual altitudes by ATC. 2. No turns before DER.
IDBOR 31D [IDB31D] LUVEN 31D [LUV31D] MUMGO 31D [MUM31D] DEPARTURES (RWY 20L)	

FT/METER CONVERSION ONH	8860' - 2700m 9850' - 3000m 10830' - 3300m
FL CONVERSION FL197	FL6000m
LOST COMMS	LOST COMMS
Refer to 10-1P pages.	LOST COMMS



CHENGDU, PR OF CHINA
SID.

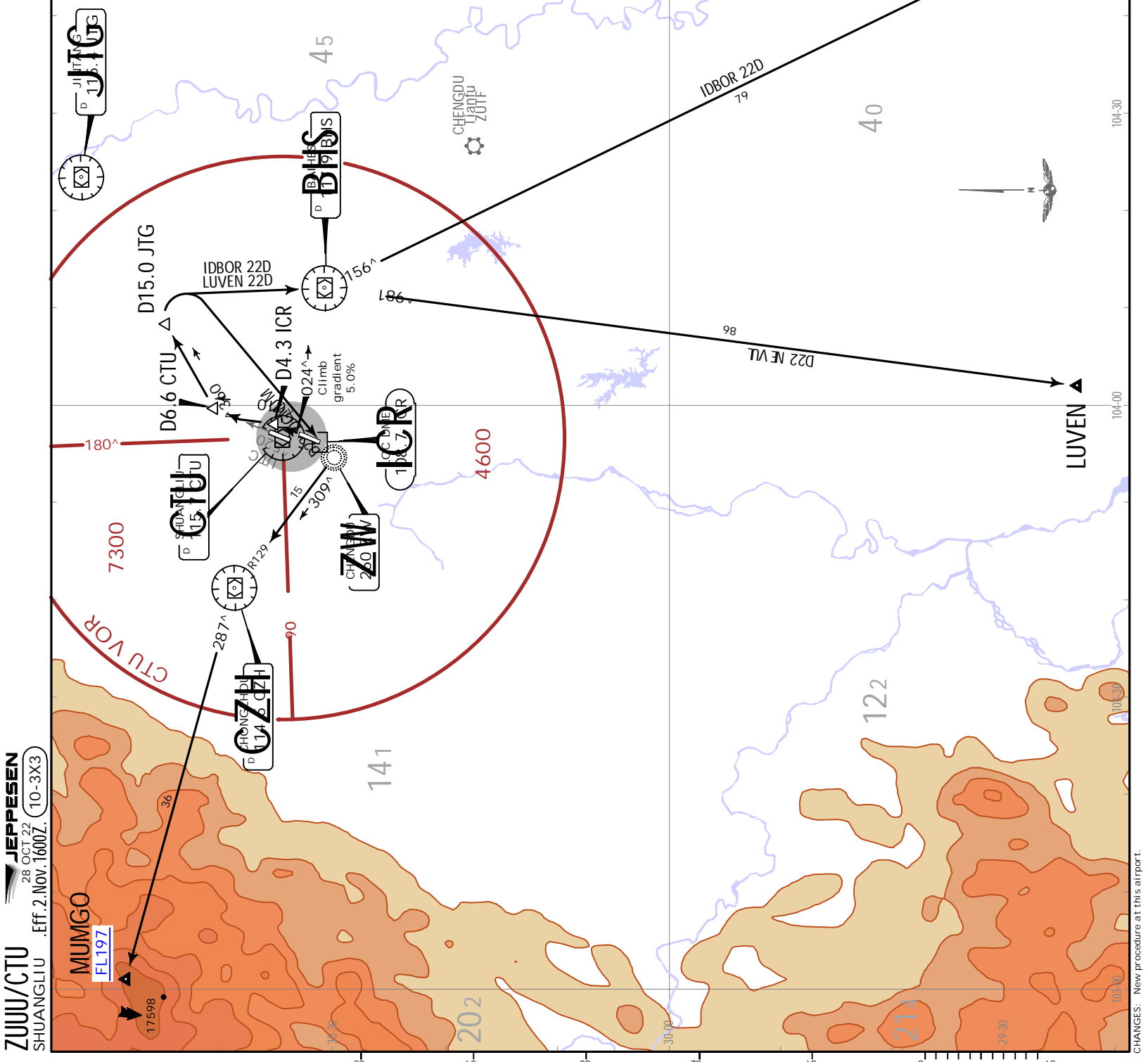
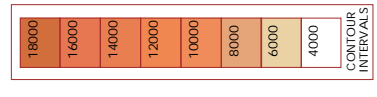
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Under RADAR control, actual altitudes by ATC.

**IDBOR 22D [IDB22D]
LUVEN 22D [LUV22D]
MUMGO 22D [MUM22D]**
BY ATC
**DEPARTURES
(RWY 02R)**

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

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

FL CONVERSION
FL197 FL6000m
LOST COMMS → LOST COMMS
Refer to 10-1P pages.
LOST COMMS → LOST COMMS



ZUUU/CTU
SHUANGLIU .Eff. 2.Nov.1600Z. (10-3X3)
28 OCT 22
JEPPESSEN

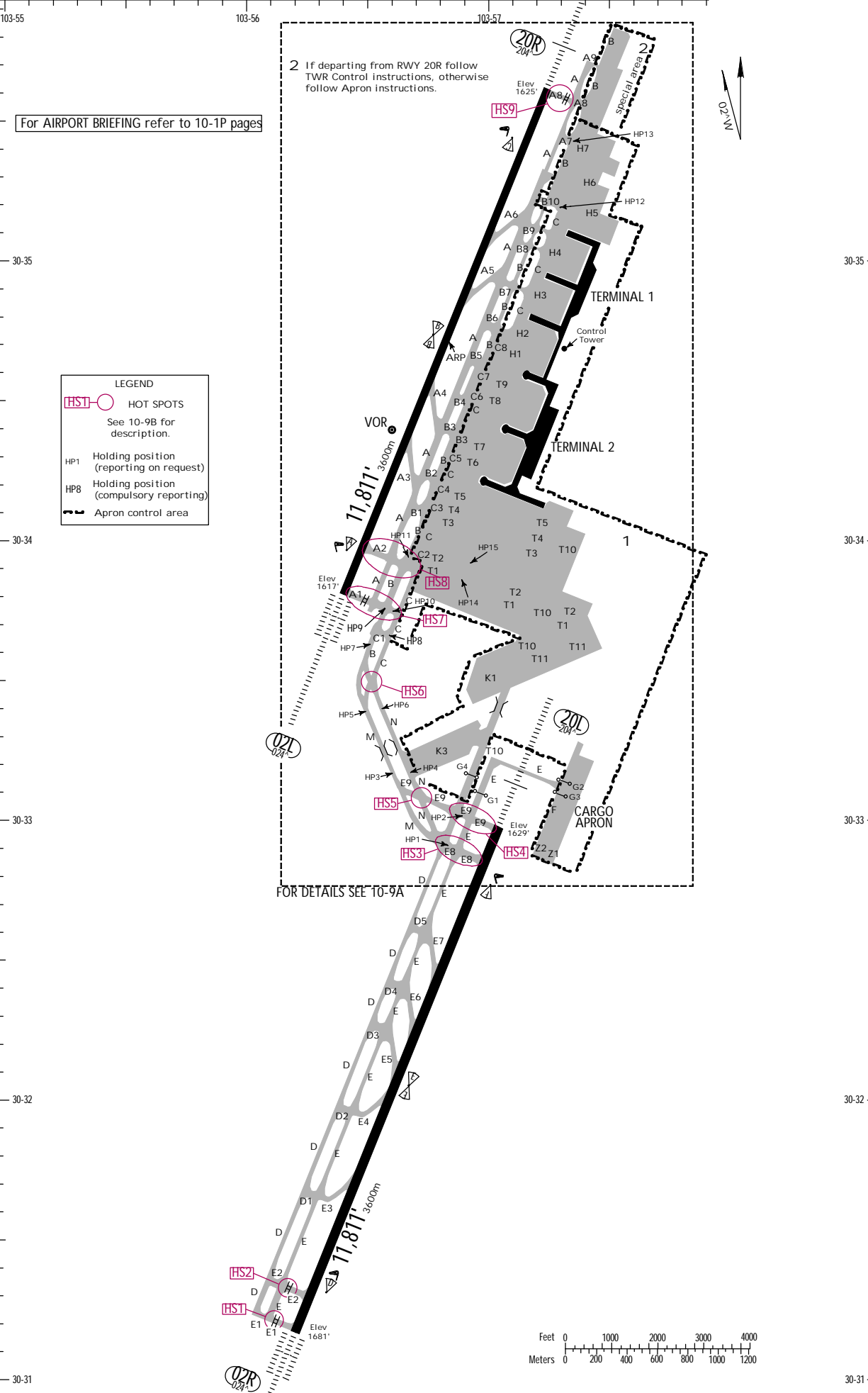
CHANGES: New procedure at this airport.

JEPPESSEN, 2022. ALL RIGHTS RESERVED.

CHANGES: TWYS: T1 & T2

D-ATIS Departure 128.6	ACARS: D-ATIS DCL	*CHENGDU Delivery 121.6	*CHENGDU Ground RWY 02L/20R 121.85	RWY 02R/20L 121.75	*APN01 121.9	SHUJIANGLIU Apron 1 APN02 121.8	*APN03 121.65	*CHENGDU Tower RWY 02L/20R 123.0	RWY 02R/20L 130.35
---------------------------	-------------------------	----------------------------	--	-----------------------	-----------------	---------------------------------------	------------------	--	-----------------------

ZUUN/CTU
Apt Elev 1681'
N30 34.8 E103 56.9



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28 OCT 22
JEPPesen
10-9
Eff. 2 Nov. 1600Z.

CHENGDU, PR OF CHINA
SHUJIANGLIU

SHUANGLIU Apron 1			CHENGDU Tower
*APN01	APN02	*APN03	RWY 02L/20R
121.9	121.8	121.65	123.0

LEGEND

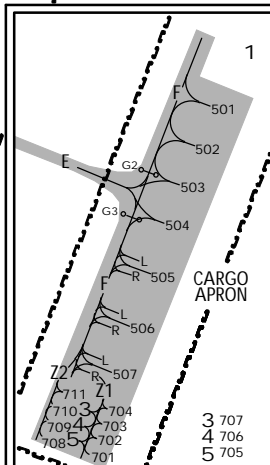
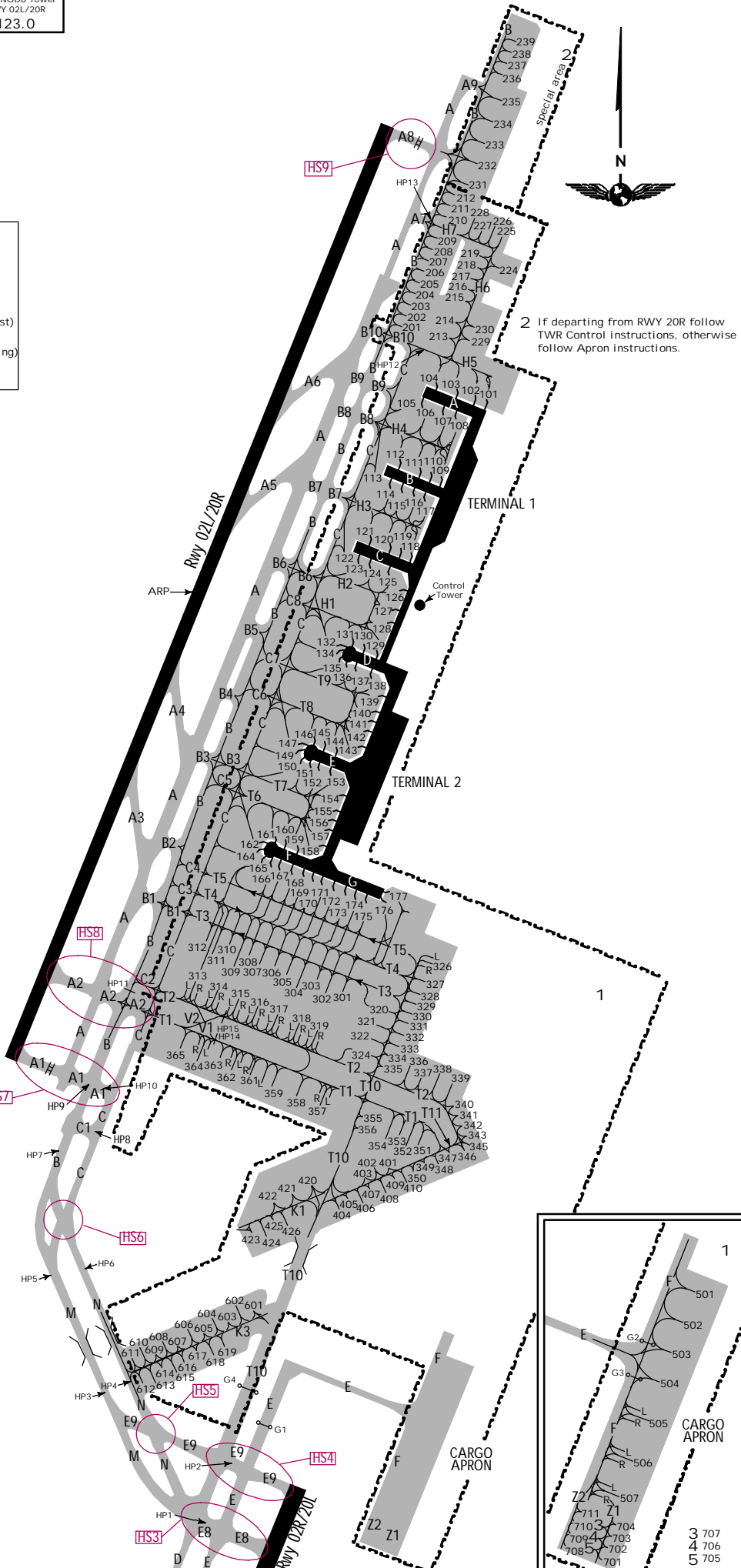
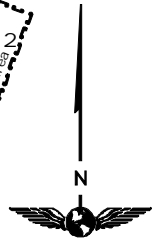
[HS#] HOT SPOTS
See 10-9B for description.

HP1 Holding position (reporting on request)

HP8 Holding position (compulsory reporting)

--- Apron control area

2 If departing from RWY 20R follow TWR Control instructions, otherwise follow Apron instructions.



CHANGES: TWYS, TI & TZ.

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ZUO/CTU

28 OCT 22
JEPPESSEN
10-9A
EFF. 2 NOV. 1600Z.

CHENGDU, PR OF CHINA
SHUANGLIU

- 3 707
- 4 706
- 5 705

ZUUU/CTU

JEPPesen CHENGDU, PR OF CHINA
15 APR 22 (10-9B) .Eff.20.Apr.1600Z.

SHUANGLIU

ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		LANDING	BEYOND			
		Threshold	Glide Slope			
02L	HIRL (60m) CL(15m) HIALS-II SFL TDZ RVR		10,794' 3290m	1	148' 45m	
	PAPI-L (3.0^°) HST-A5 & A6					
20R	HIRL (60m) CL(15m) HIALS SFL PAPI-L (3.0^°) RVR		10,764' 3281m			
1 TAKE-OFF RUN AVAILABLE <u>RWY 02L:</u> 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 <u>RWY 02R:</u> From rwy head 11,811' (3600m) twy E2 int 10,499' (3200m)						
<u>RWY 20L:</u> 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

HS4

Holding positions for ILS CAT I, wait for ATC clearance to cross.

HS5

Four holding positions (HP1-HP4) established before this area. Hold according to ATC instruction.

HS6

Four holding positions including one compulsory reporting position HP8 established before this area. Hold according to ATC instruction.

HS7

Two holding positions including one compulsory holding position HP9, hold according to ATC instruction. Holding positions for ILS CAT I & II, wait for ATC clearance to cross.

HS8

Holding positions for ILS CAT I, wait for ATC clearance to cross.

HS9

Holding positions for ILS CAT I & II, wait for ATC clearance to cross.

.Standard.

TAKE-OFF

		LVP must be in force		RL	NIL (DAY only)
		Rwys 02L/02R HIRL, CL and HUD	All Rwys HIRL and CL		
2 TURB Eng or 3 & 4 Eng	A	RVR 150m	RVR 200m	RVR 400m	RVR 500m
	B				
	C				
	D				
Other		Minimums not established by CAAC		1600m	

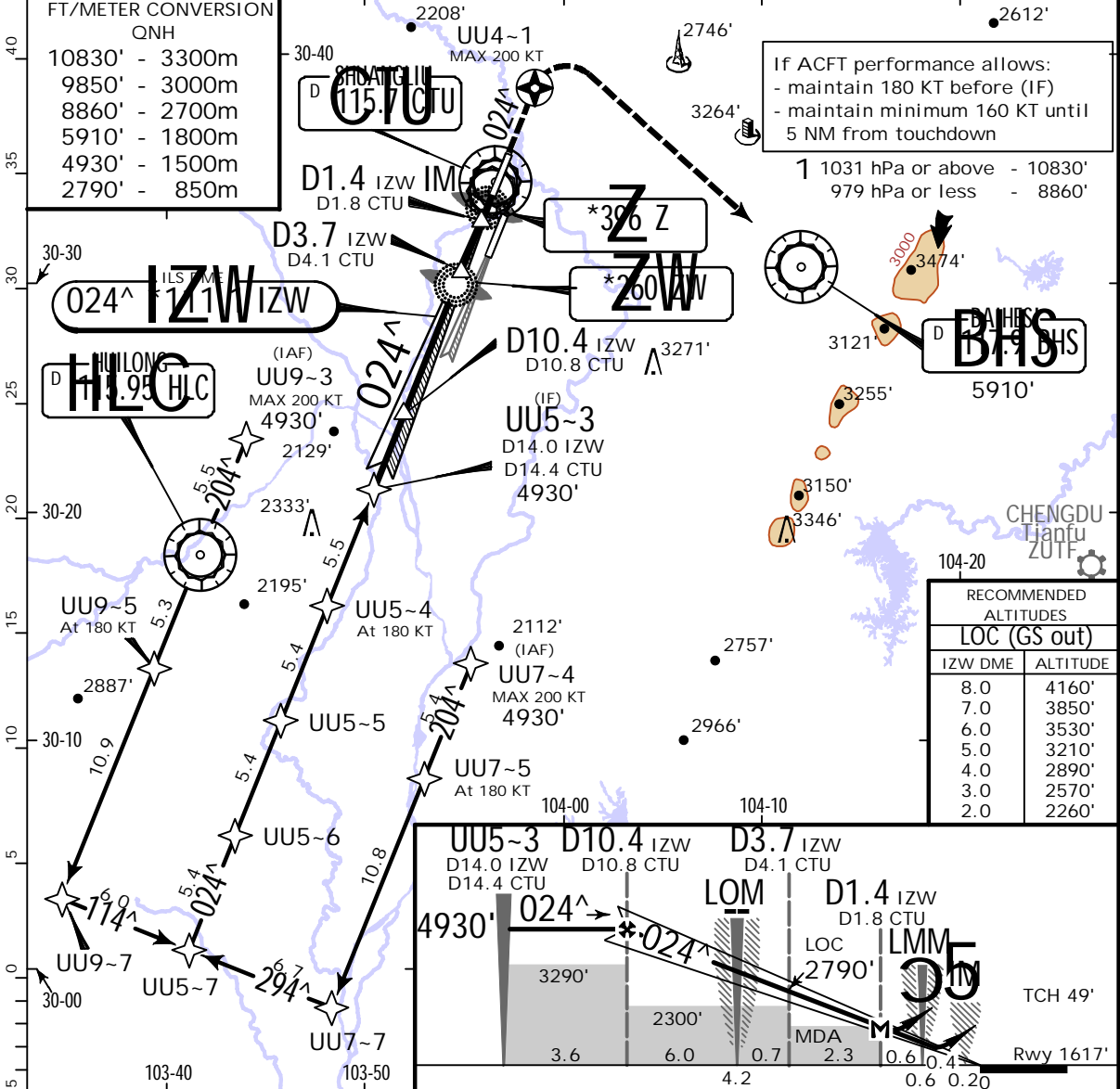
ZUUU/CTU
SHUANGLIU

14 MAY 21
Eff. 19. May. 1600Z.

JEPPESEN
(11-1)

CHENGDU, PR. OF CHINA
RNAV ILS DME Z Rwy 02L

D-ATIS Arrival	APP01	CHENGDU Approach			CHENGDU Tower	*Ground
126.45	124.85	*APP06	*APP07	*APP08	123.0	121.85
LOC IZW *111.1	Final Apch Crs 024 [^]	D10.4 IZW 4930' (3313')	ILS DA(H) Refer to Minimums	Apt Elev 1681' Rwy 1617'		
MISSED APCH: Climb STRAIGHT AHEAD to UU4-1, then turn RIGHT to BHS VOR at 5910', then contact ATC. MAX 200KT. Refer to minimums for missed apch climb gradients.						MSA CTU VOR
Alt Set: hPa Rwy Elev: 58 hPa Trans level: FL 118 Trans alt: 9850' 1						
Simultaneous approaches authorized with rwy 02R.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	200 KT	UU4-1
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743	PAPI	MAX	↑
MAP at D1.4 IZW/D1.8 CTU									

.Standard.						STRAIGHT-IN LANDING RWY 02L			CIRCLE-TO-LAND		
MACG MIN 4.0%			MACG MIN 2.5%			LOC (GS out)			CDFA		
DA(H) 1817' (200')			DA(H) 1817' (200')			MDA(H) 2070' (453')					
FULL			FULL			ALS out			ALS out		
IDZ or CL out			IDZ or CL out						Max Kts		
1			1			1800m			2300' (619') 2400m		
RVR 550m			RVR 550m			1800m			180 2430' (749') 3200m		
VIS 800m			VIS 800m			2100m			205 2430' (749') 3600m		

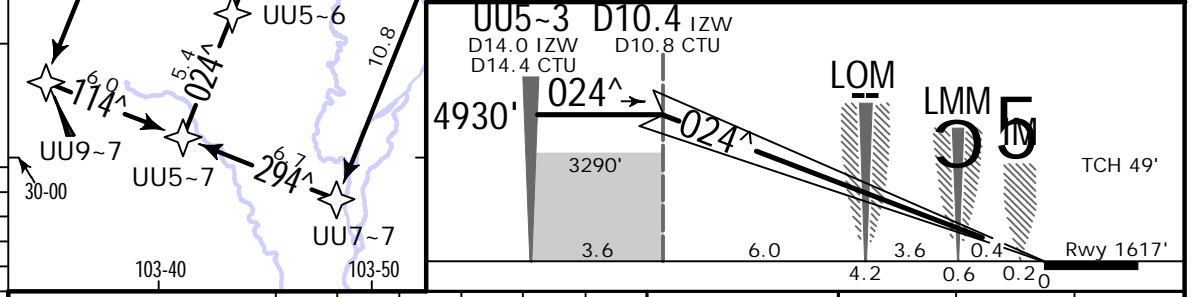
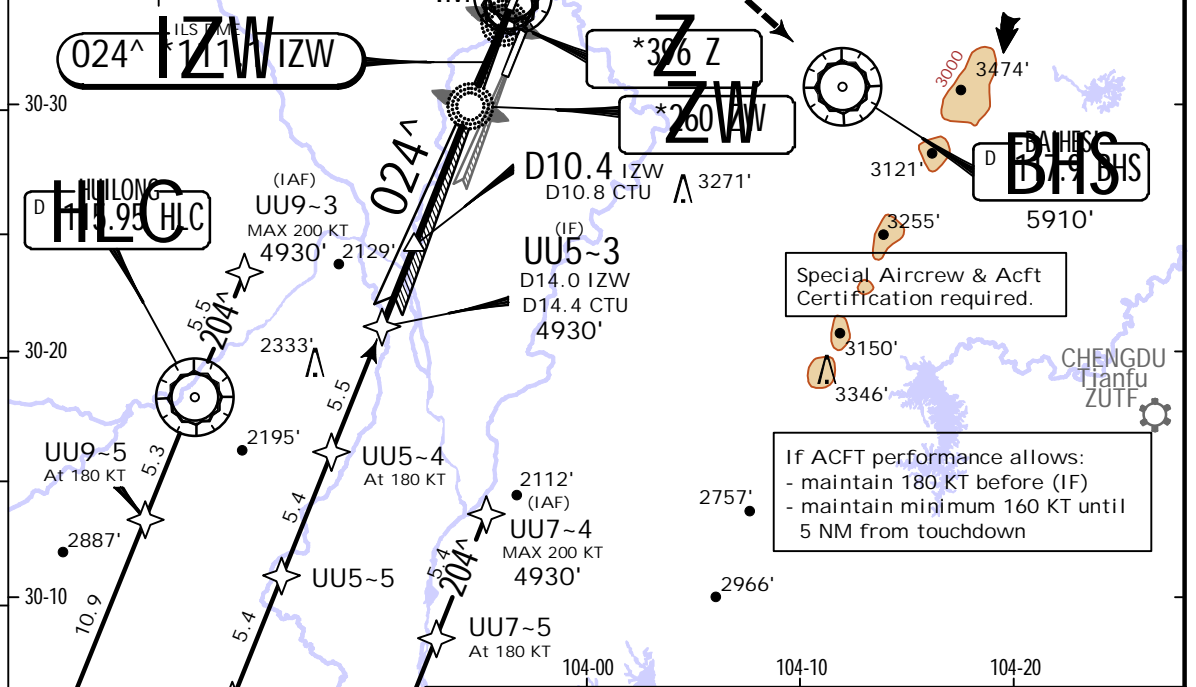
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Communications. MSA. Procedure. Minimums. | JEPPESEN, 2015, 2021. ALL RIGHTS RESERVED.

ZUUU/CTU 14 MAY 21 **JEPPESEN** **CHENGDU, PR OF CHINA**
 SHUANGLIU .Eff.19.May.1600Z. **(11-1A)** 1 CAT II RNAV ILS DME Z Rwy 02L

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35	*APP07 119.425	*APP08 119.25	CHENGDU Tower 123.0	*Ground 121.85
LOC IZW *111.1	Final Apch Crs 024 [^]	D10.4 IZW 4930' (3313')	CAT II ILS RA 105' DA(H) 1717' (100')		Apt Elev 1681' Rwy 1617'	
MISSED APCH: Climb STRAIGHT AHEAD to UU4-1, then turn RIGHT to BHS VOR at 5910', then contact ATC. MAX 200KT. Missed approach requires a minimum climb gradient of 3.0%.						MSA CTU VOR
Alt Set: hPa Rwy Elev: 58 hPa Trans level: FL 118 Trans alt: 9850' 2						
Simultaneous approaches authorized with rwy 02R.						

FT/METER CONVERSION
QNH

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	200 KT MAX	UU4-1 ↑
GS	3.00 [^]	372	478	531	637	743			

.Standard.	STRAIGHT-IN LANDING RWY 02L CAT II ILS	
ABC RA 105' DA(H) 1717' (100')	D RA 105' DA(H) 1717' (100')	

RVR 300m	RVR 300m	RVR 350m 1
1 Manual operation below DH.		

ZUUU/CTU
SHUANGLIU

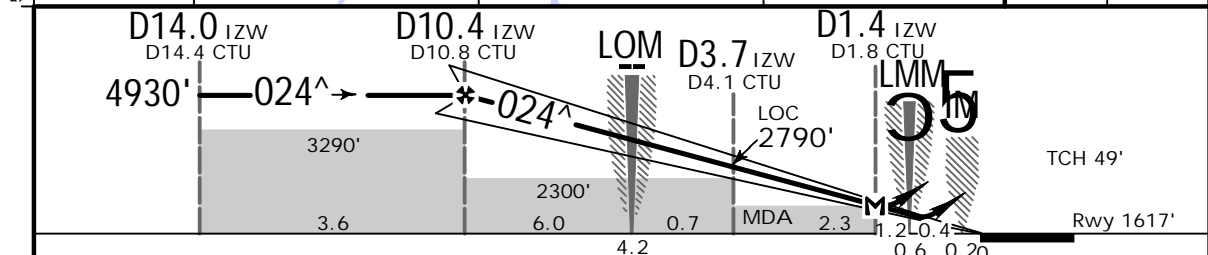
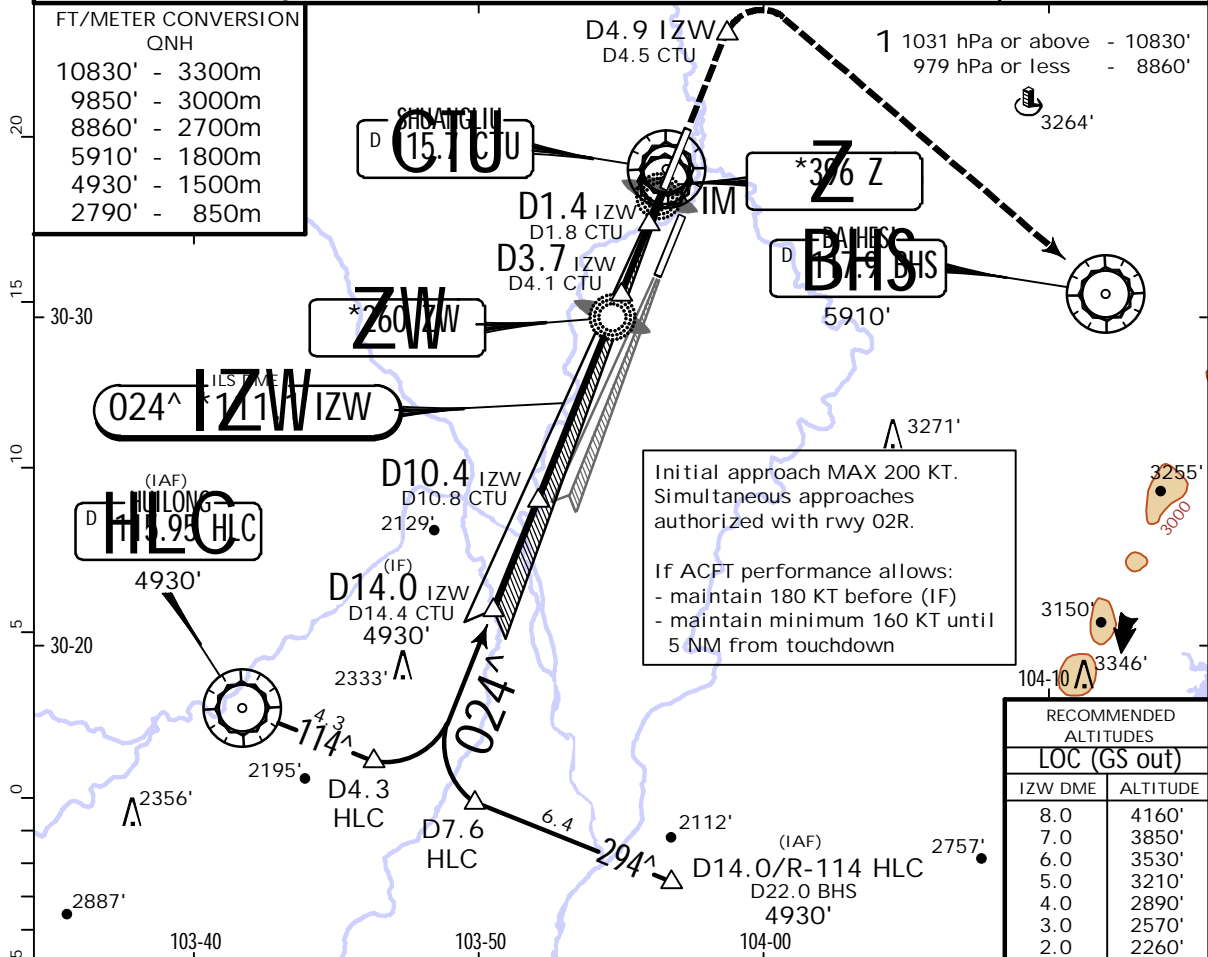
14 MAY 21
Eff. 19 May 1600Z

JEPPESEN

(11-2)

CHENGDU, PR OF CHINA
ILS DME Y Rwy 02L

BRIEFING STRIP	D-ATIS Arrival	APP01	*APP06	CHENGDU Approach *APP07	*APP08	CHENGDU Tower	*Ground	
	126.45	124.85	126.35	119.425	119.25	123.0	121.85	
	LOC IZW *111.1	Final Apch Crs 024 [^]	D10.4 IZW 4930' (3313')	ILS DA(H) Refer to Minimums	Apt Elev 1681' Rwy 1617'			
MISSED APCH: Climb STRAIGHT AHEAD to D4.9 IZW/D4.5 CTU, then turn RIGHT (MAX 200 KT) to BHS VOR at 5910', then contact ATC. Refer to minimums for missed apch climb gradients.							MSA CTU VOR	
Alt Set: hPa		Rwy Elev: 58 hPa	Trans level: FL 118		Trans alt: 9850' 1			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D4.9 IZW D4.5 CTU	
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743		849
MAP at D1.4 IZW/D1.8 CTU								

PANS OPS	Standard						CIRCLE-TO-LAND	
	MACG MIN 4.0%			ILS MACG MIN 2.5%			LOC (GS out)	
	DA(H) 1817' (200')			DA(H) AB: 1817' (200') CD: 1830' (213')			MDA(H) 2070' (453')	
	FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	ALS out	
A						1800m	Max Kts	
B	RVR 550m	1	1200m	RVR 550m	1	1200m	100	2300'(619') 2400m
C	VIS 800m			VIS 800m			135	
D						1800m 2100m	180	2430'(749') 3200m
							205	2430'(749') 3600m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Communications. MSA. Procedure. Minimums. | JEPPESEN, 2011, 2021. ALL RIGHTS RESERVED.

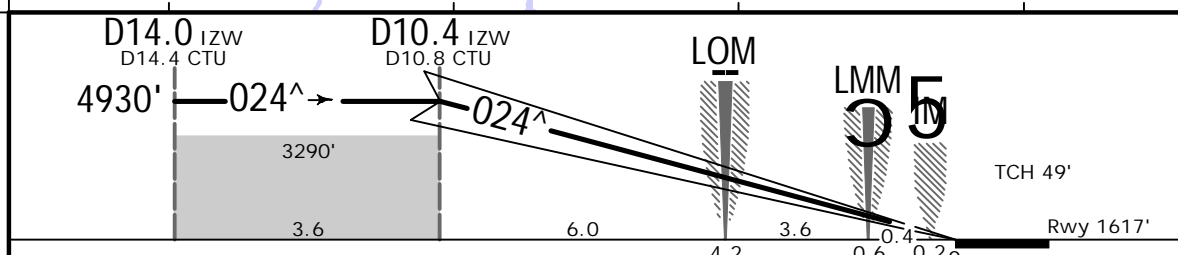
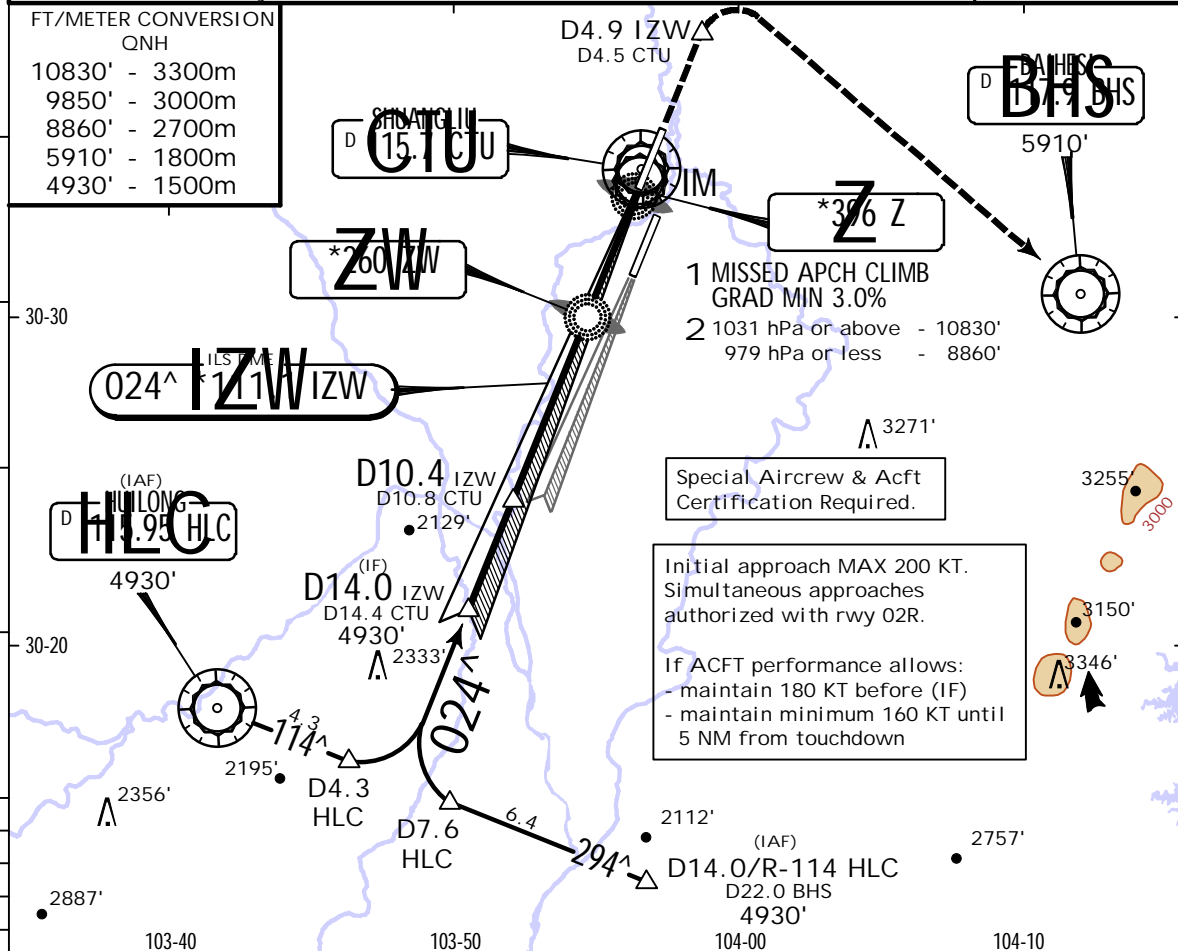
ZUUU/CTU
SHUANGLIU

14 MAY 21
Eff. 19 May 1600Z

JEPPESSEN

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

D-ATIS Arrival 126.45	APP01 124.85	*APP06 126.35	*APP07 119.425	*APP08 119.25	CHENGDU Tower 123.0	*Ground 121.85
LOC IZW *111.1	Final Apch Crs 024 [^]	D10.4 IZW 4930' (3313')	CAT II ILS RA 105' DA(H) 1717' (100')		Apt Elev 1681'	Rwy 1617'
MISSED APCH: Climb STRAIGHT AHEAD to D4.9 IZW/D4.5 CTU, then turn RIGHT (MAX 200 KT) to BHS VOR at 5910', then contact ATC. Missed approach requires a minimum climb gradient of 3.0%.						<p>MSA CTU VOR</p>
Alt Set: hPa		Rwy Elev: 58 hPa	Trans level: FL 118		Trans alt: 9850' 2	



Gnd speed-Kts	70	90	100	120	140	160	<p>D4.9 IZW D4.5 CTU</p>
GS	3.00 [^]	372	478	531	637	743	

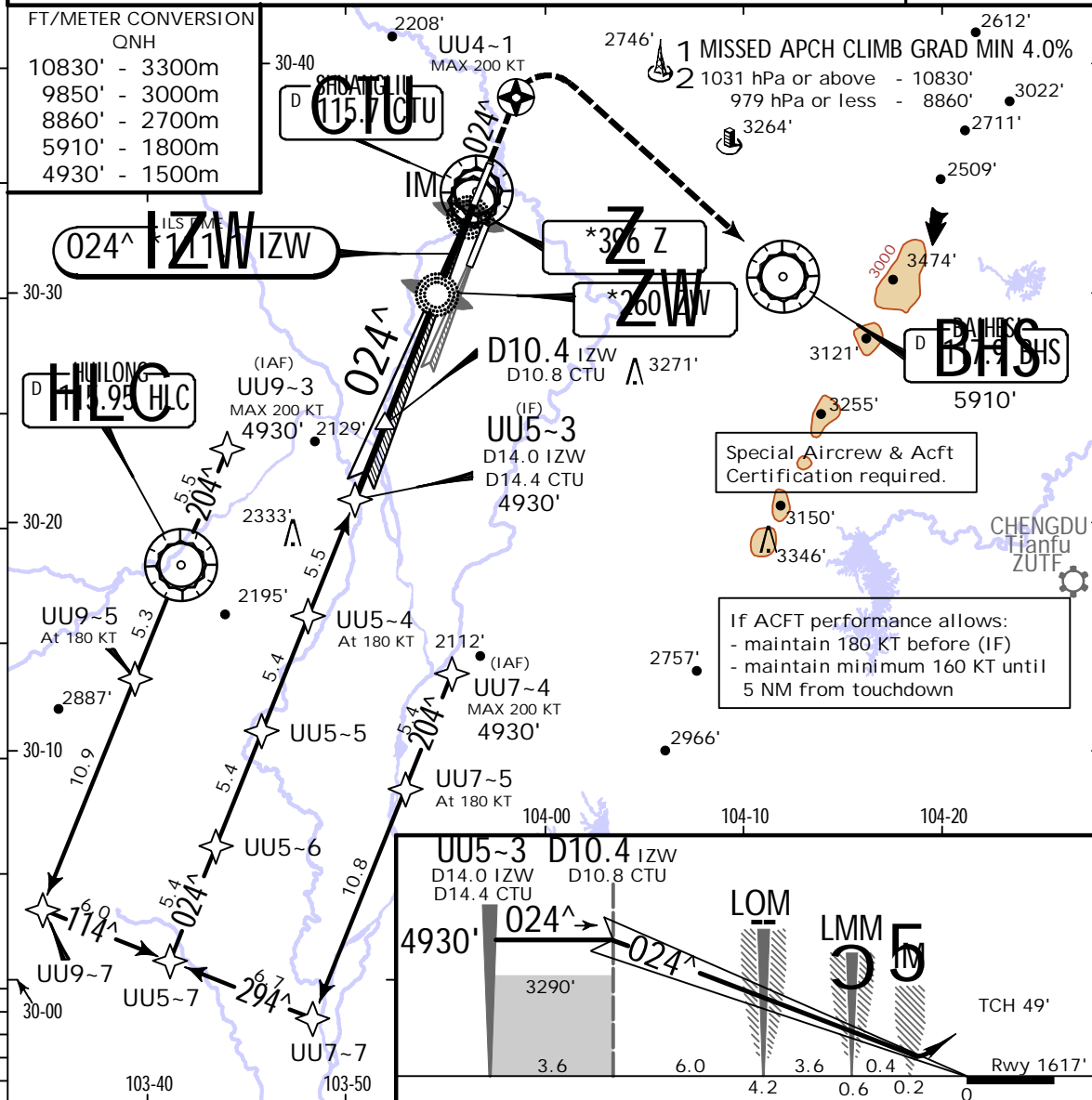
.Standard. STRAIGHT-IN LANDING RWY 02L CAT II ILS		
ABC RA 105' DA(H) 1717' (100')	D RA 105' DA(H) 1717' (100')	

RVR 300m	RVR 300m	RVR 350m 1
----------	----------	------------

1 Manual operation below DH.

ZUUU/CTU 14 MAY 21 **JEPPESEN** **CHENGDU, PR OF CHINA**
 SHUANGLIU, Eff. 19. May. 1600Z. **(11-2B)** 1 SA CAT I RNAV ILS DME Z Rwy 02L

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35	*APP07 119.425	*APP08 119.25	CHENGDU Tower 123.0	*Ground 121.85	
LOC IZW *111.1	Final Apch Crs 024 [^]	D10.4 IZW 4930' (3313')	SA CAT I ILS RA 154' DA(H) 1767' (150')	Apt Elev 1681' Rwy 1617'			
MISSED APCH: Climb STRAIGHT AHEAD to UU4-1, then turn RIGHT to BHS VOR at 5910', then contact ATC. MAX 200KT. Missed approach requires a minimum climb gradient of 4.0%.						MSA CTU VOR	
Alt Set: hPa				Rwy Elev: 58 hPa	Trans level: FL 118		Trans alt: 9850' 2
Simultaneous approaches authorized with rwy 02R.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 200 KT MAX UU4-1 ↑
GS	3.00 [^]	372	478	531	637	743	

.Standard. STRAIGHT-IN LANDING RWY 02L
 SA CAT I ILS 1
 RA 154'
 DA(H) 1767' (150')

RVR 450m
 1 HUD required.

ZUUU/CTU
SHUANGLIU

14 MAY 21
Eff. 19 May 1600Z

JEPPesen

(11-2C)

1 SA CAT I ILS DME Y Rwy 02L

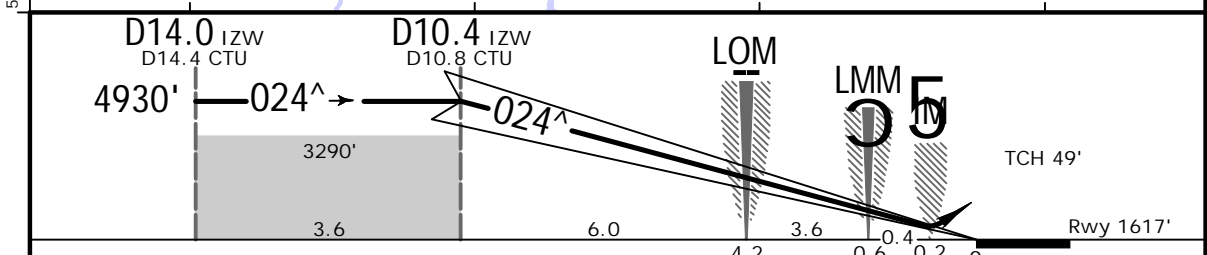
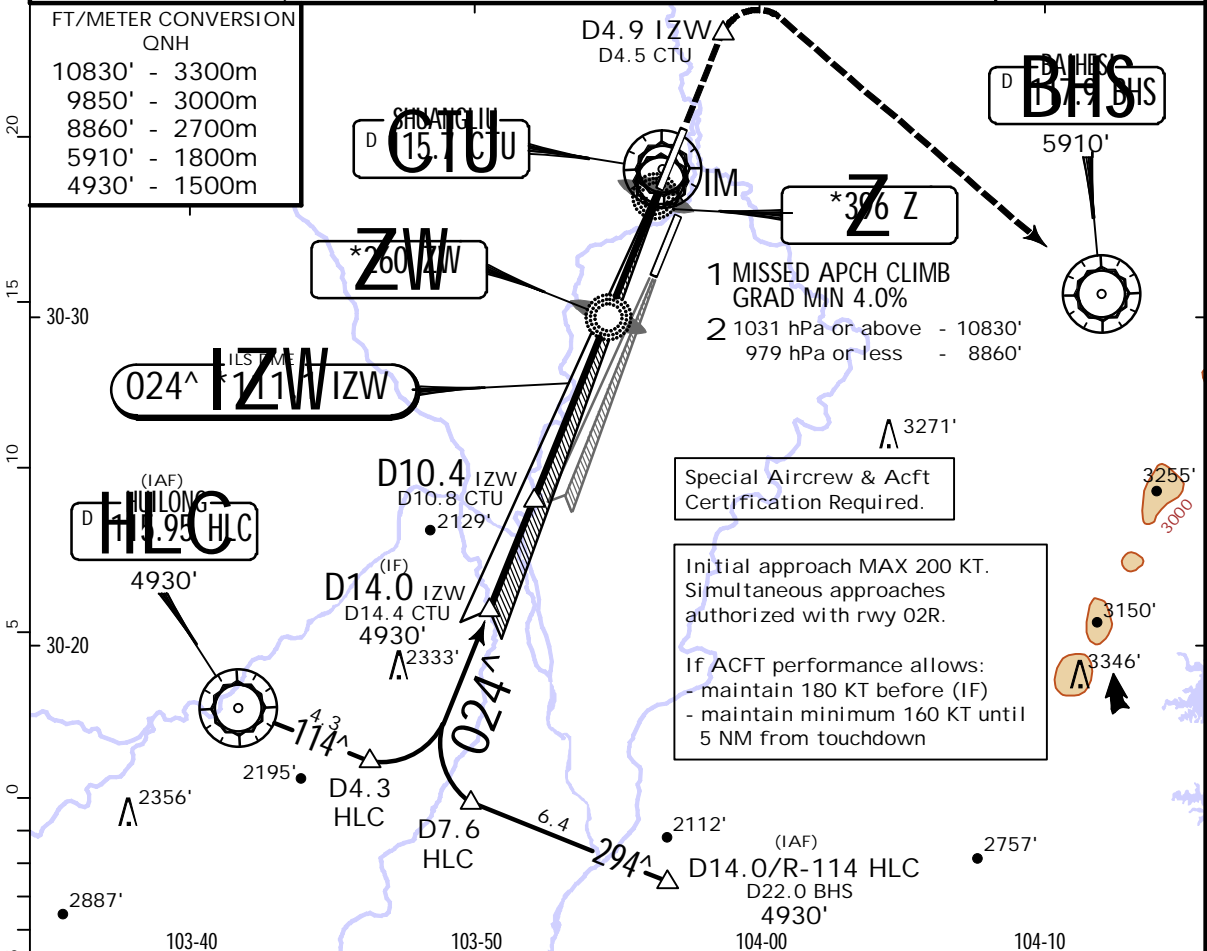
CHENGDU, PR OF CHINA

D-ATIS Arrival 126.45	APP01 124.85	*APP06 126.35	CHENGDU Approach *APP07 119.425	*APP08 119.25	CHENGDU Tower 123.0	*Ground 121.85
LOC IZW *111.1	Final Apch Crs 024 [^]	D10.4 IZW 4930' (3313')	SA CAT I ILS RA 154' DA(H) 1767' (150')	Apt Elev 1681' Rwy 1617'		

MISSED APCH: Climb STRAIGHT AHEAD to D4.9 IZW/D4.5 CTU, then turn RIGHT (MAX 200 KT) to BHS VOR at 5910', then contact ATC.
Missed approach requires a minimum climb gradient of 4.0%.

Alt Set: hPa Rwy Elev: 58 hPa Trans level: FL 118 Trans alt: 9850' 2

MSA CTU VOR



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00 [^]	372	478	531	637	849

HIALS-II PAPI

.Standard. STRAIGHT-IN LANDING RWY 02L
SA CAT I ILS 1

RA 154'
DA(H) 1767' (150')

RVR 450m

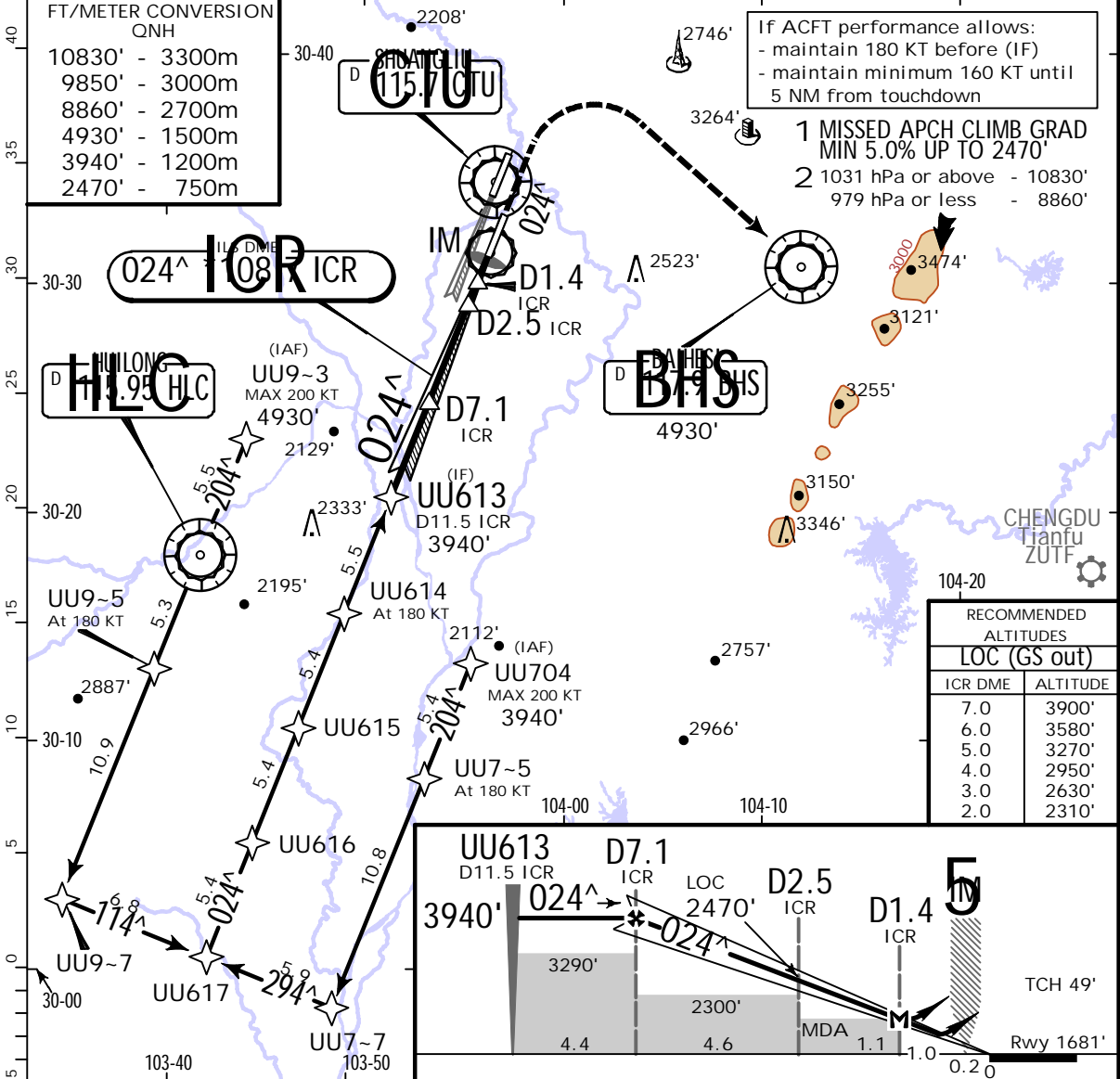
1 HUD required.

PANS OPS

ZUUU/CTU
SHUANGLIU

JEPPESEN CHENGDU, PR OF CHINA
14 MAY 21
Eff. 19 May 1600Z. (11-3) 1 RNAV ILS DME Z Rwy 02R

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35	*APP07 119.425	*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75
LOC ICR *108.7	Final Apch Crs 024[^]	D7.1 ICR 3940' (2259')	ILS DA(H) 1881' (200')	Apt Elev 1681' Rwy 1681'		
MISSED APCH: Climb to 2470', then turn RIGHT to BHS VOR at 4930', then contact ATC. MAX 200KT. Missed approach requires a minimum climb gradient of 5.0% up to 2470'.						
Alt Set: hPa Rwy Elev: 60 hPa Trans level: FL 118 Trans alt: 9850' 2						
Simultaneous approaches authorized with rwy 02L.						MSA CTU VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	200 KT MAX	2470'	4930'	BHS 117.9
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743	PAPI				
MAP at D1.4 ICR											

.Standard.				STRAIGHT-IN LANDING RWY 02R				CIRCLE-TO-LAND			
ILS				LOC (GS out)				CDEFA			
DA(H) 1881' (200')				MDA(H) 2100' (419')				MDA(H) VIS			
FULL		TDZ or CL out		ALS out		ALS out		Max Kts		MDA(H) VIS	
A								100	2300'(719') 2400m		
B								135			
C	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m		1600m	1900m		180	2430'(749') 3200m		
D								205	2430'(749') 3600m		

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

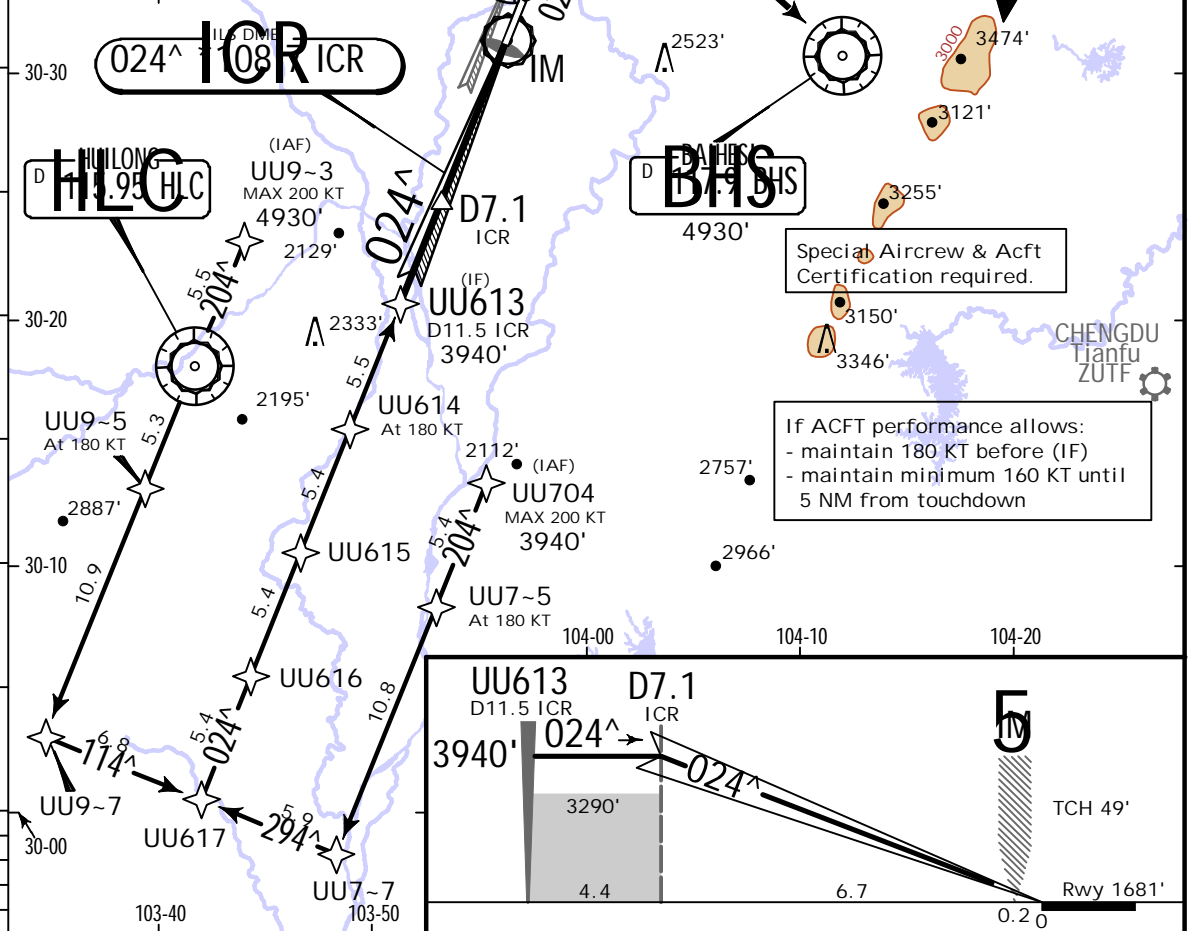
CHANGES: Communications. MSA. Procedure. | JEPPESEN, 2015, 2021. ALL RIGHTS RESERVED.

ZUUU/CTU 14 MAY 21 **JEPPESEN** **CHENGDU, PR OF CHINA**
 SHUANGLIU, Eff. 19. May. 1600Z. **(11-3A) 1 CAT II RNAV ILS DME Z Rwy 02R**

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35	*APP07 119.425	*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75
LOC ICR *108.7	Final Apch Crs 024^	D7.1 ICR 3940' (2259')	CAT II ILS RA 95' DA(H) 1781' (100')	Apt Elev 1681' Rwy 1681'		
MISSED APCH: Climb to 2470', then turn RIGHT to BHS VOR at 4930', then contact ATC. MAX 200KT. Missed approach requires a minimum climb gradient of 5.0% up to 2470'.						MSA CTU VOR
Alt Set: hPa Rwy Elev: 60 hPa Trans level: FL 118 Trans alt: 9850' 2 Simultaneous approaches authorized with rwy 02L.						

FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
3940'	1200m
2470'	750m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	200 KT MAX	2470'	4930'	BHS 117.9
GS	3.00^	372	478	531	637	743	PAPI		↑	RT	

.Standard.		STRAIGHT-IN LANDING RWY02R CAT II ILS	
ABC RA 95' DA(H) 1781' (100')		D RA 95' DA(H) 1781' (100')	

RVR 300m	RVR 300m	RVR 350m 1
1 Manual operation below DH.		

ZUUU/CTU
SHUANGLIU

14 MAY 21
.Eff.19.May.1600Z. (11-4)

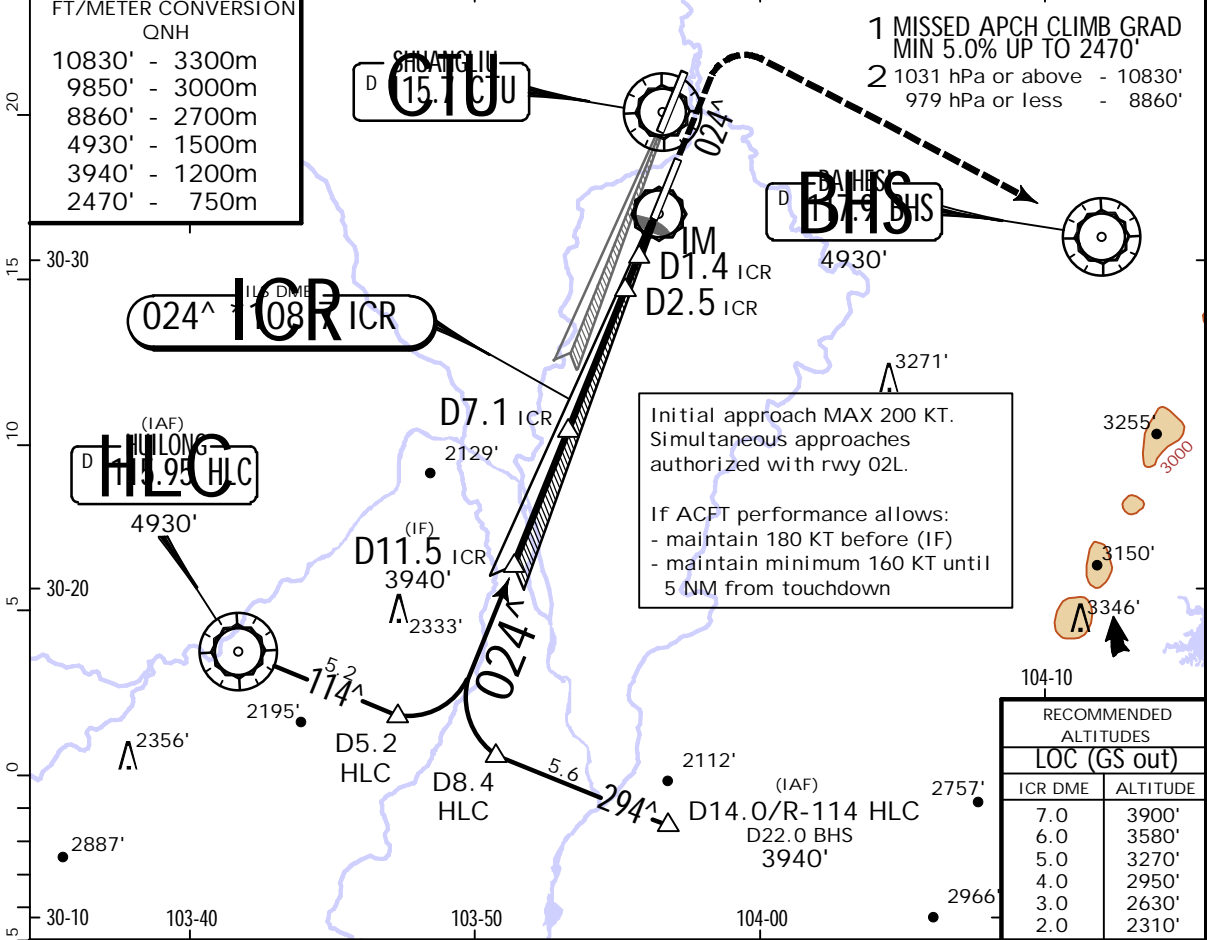
JEPESEN

CHENGDU, PR OF CHINA
1 ILS DME Y Rwy 02R

BRIEFING STRIP	D-ATIS Arrival	APP01	*APP06	*APP07	*APP08	*CHENGDU Tower	*Ground
	126.45	124.85	126.35	119.425	119.25	130.35	121.75
	LOC ICR *108.7	Final Apch Crs 024 [^]	D7.1 ICR 3940' (2259')	ILS DA(H) 1881' (200')	Apt Elev 1681' Rwy 1681'		
MISSED APCH: Climb to 2470', then turn RIGHT (MAX 200 KT) to BHS VOR at 4930', then contact ATC. Missed apch requires a minimum climb gradient of 5.0% up to 2470'.							
Alt Set: hPa		Rwy Elev: 60 hPa	Trans level: FL 118		Trans alt: 9850' 2		MSA CTU VOR

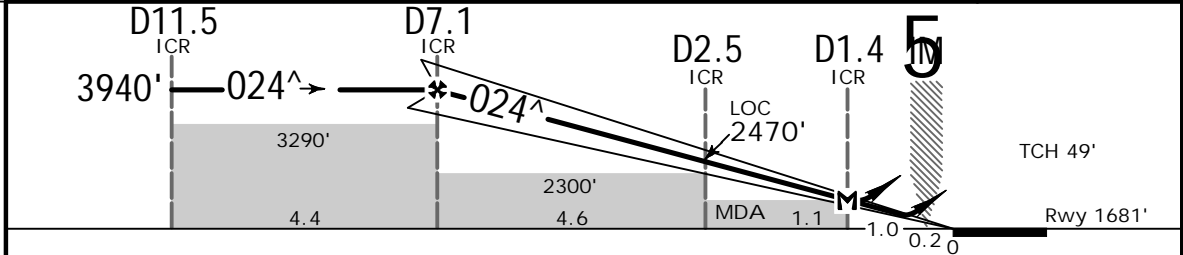
FT/METER CONVERSION QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
4930' - 1500m
3940' - 1200m
2470' - 750m



RECOMMENDED ALTITUDES

LOC (GS out)	
ICR DME	ALTITUDE
7.0	3900'
6.0	3580'
5.0	3270'
4.0	2950'
3.0	2630'
2.0	2310'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2470'	200 KT MAX	4930'
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743	PAPI	↑	RT	BHS 117.9
MAP at D1.4 ICR										

PANS OPS	STRAIGHT-IN LANDING RWY 02R				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts	MDA(H) VIS
	FULL	DA(H) 1881' (200')	MDA(H) 2100' (419')	ALS out		
A					100	2300'(619') 2400m
B					135	
C	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m	1600m	180	2430'(749') 3200m
D				1900m	205	2430'(749') 3600m

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

ZUUU/CTU
SHUANGLIU

14 MAY 21
Eff. 19 May 1600Z

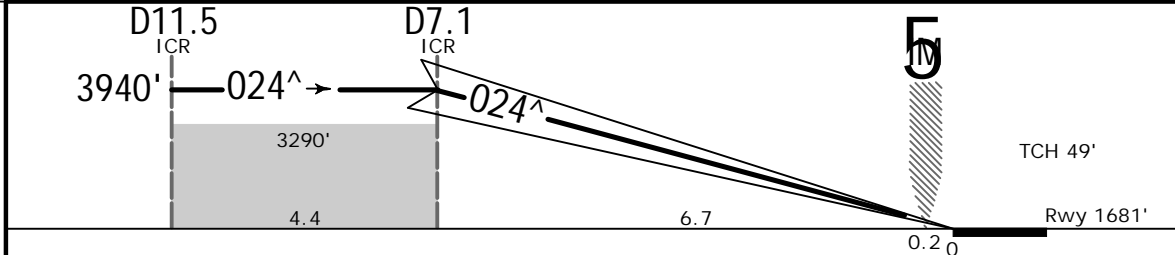
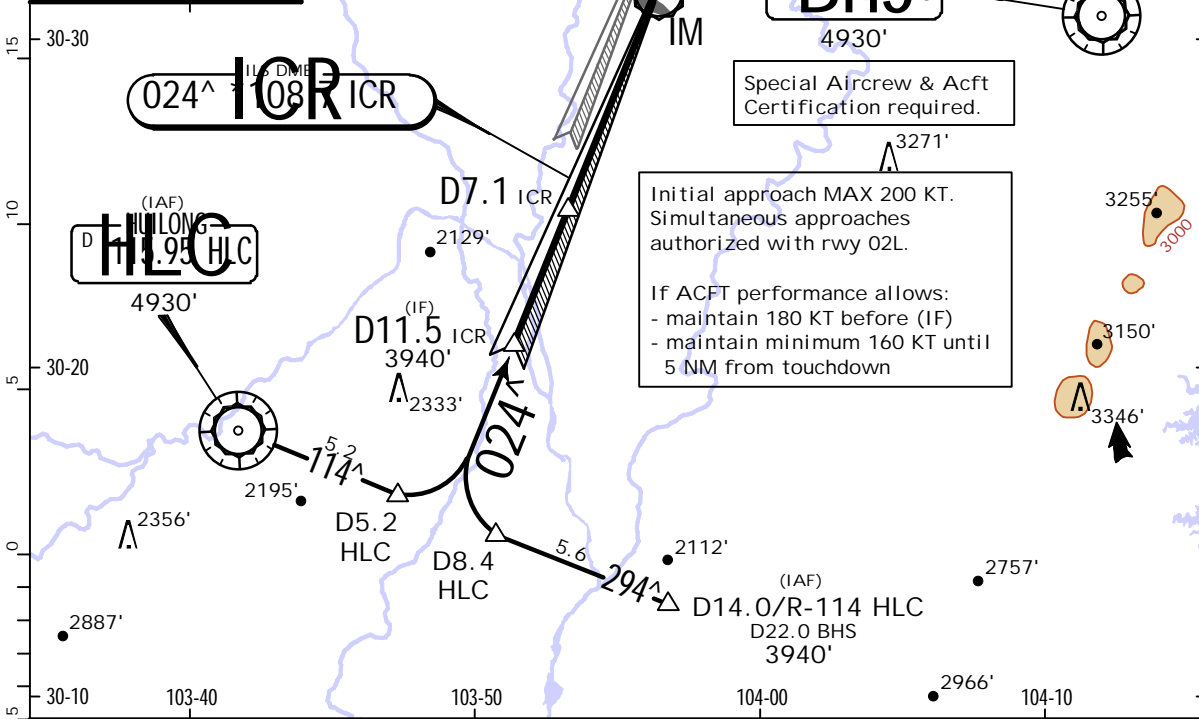
JEPPESSEN

CHENGDU, PR OF CHINA
11-4A 1 CAT II ILS DME Y Rwy 02R

BRIEFING STRIP	D-ATIS Arrival	APP01	*APP06	CHENGDU Approach		*CHENGDU Tower	*Ground
	126.45	124.85	126.35	*APP07	*APP08	130.35	121.75
	LOC ICR *108.7	Final Apch Crs 024 [^]	D7.1 ICR 3940' (2259')	CAT II ILS RA 95' DA(H) 1781' (100')		Apt Elev 1681' Rwy 1681'	
MISSED APCH: Climb to 2470', then turn RIGHT (MAX 200 KT) to BHS VOR at 4930', then contact ATC. Missed apch requires a min climb grad of 5.0% up to 2470'.							MSA CTU VOR
Alt Set: hPa		Rwy Elev: 60 hPa	Trans level: FL 118		Trans alt: 9850' 2		

FT/METER CONVERSION QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
4930' - 1500m
3940' - 1200m
2470' - 750m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2470'	200 KT MAX	4930'
GS	3.00 [^]	372	478	531	637	743		849	↑	RT

.Standard.			STRAIGHT-IN LANDING RWY 02R CAT II ILS		
ABC RA 95' DA(H) 1781' (100')		D RA 95' DA(H) 1781' (100')			
RVR 300m		RVR 300m		RVR 350m 1	
1 Manual operation below DH.					

PANS OPS

ZUUU/CTU 14 MAY 21 SHUANGLIU, Eff. 19. May. 1600Z. (11-4B) 1 SA CAT I RNAV ILS DME Z Rwy 02R

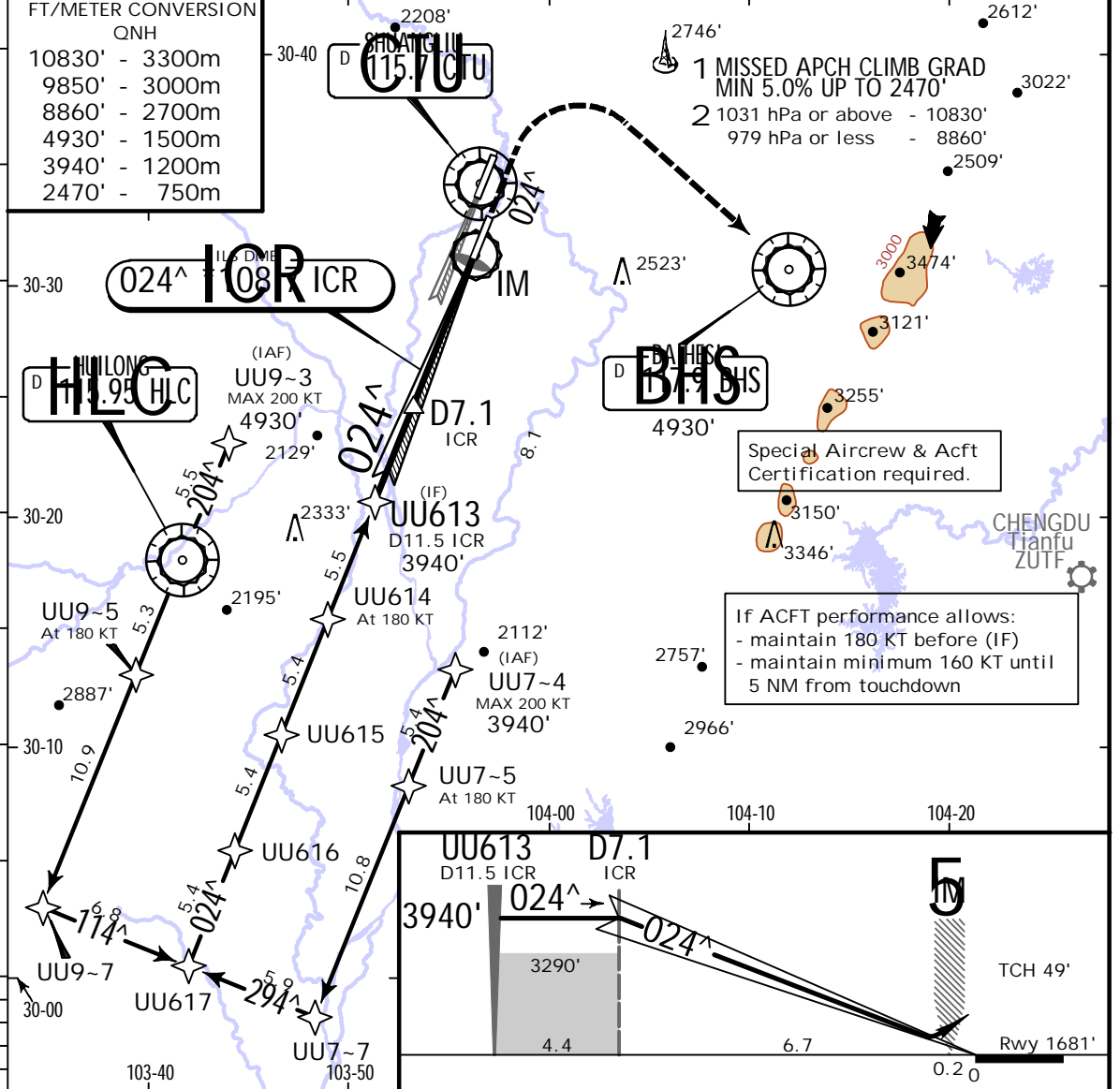


CHENGDU, PR OF CHINA

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35 *APP07 119.425		*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75
LOC ICR *108.7	Final Apch Crs 024^	D7.1 ICR 3940' (2259')	SA CAT I ILS RA 138' DA(H) 1831' (150')	Apt Elev 1681' Rwy 1681'		
MISSED APCH: Climb to 2470', then turn RIGHT to BHS VOR at 4930', then contact ATC. MAX 200KT. Missed approach requires a minimum climb gradient of 5.0% up to 2470'.						
Alt Set: hPa Rwy Elev: 60 hPa Trans level: FL 118 Trans alt: 9850' 2						
Simultaneous approaches authorized with rwy 02L.						MSA CTU VOR

FT/METER CONVERSION QNH

10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
3940'	1200m
2470'	750m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	200 KT MAX	2470'	4930'	BHS 117.9
GS	3.00^	372	478	531	637	743	PAPI		↑	RT	

.Standard. STRAIGHT-IN LANDING RWY 02R SA CAT I ILS 1

RA 138'
DA(H) 1831' (150')

RVR 450m

1 HUD required.

PANS OPS

ZUUU/CTU
SHUANGLIU

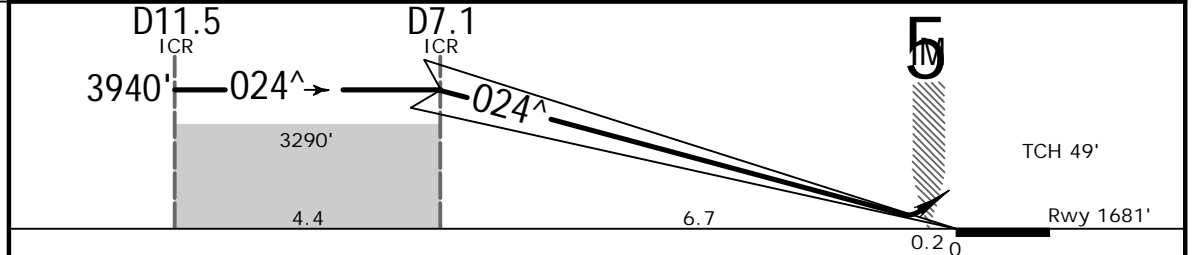
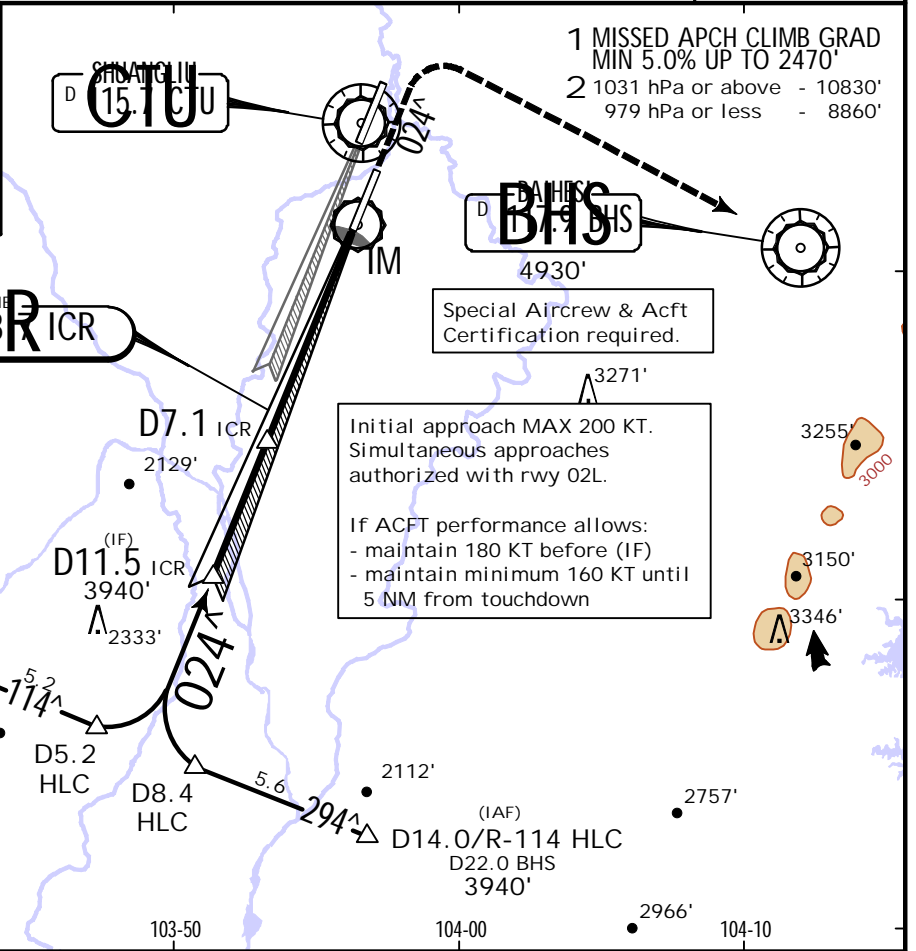
14 MAY 21
Eff. 19 May 1600Z. (11-4C)

CHENGDU, PR OF CHINA
1 SA CAT I ILS DME Y Rwy 02R

D-ATIS Arrival 126.45	APP01 124.85	*APP06 126.35	CHENGDU Approach *APP07 119.425	*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75	<p>MSA CTU VOR</p>
LOC ICR *108.7	Final Apch Crs 024^	D7.1 ICR 3940' (2259')	SA CAT I ILS RA 138' DA(H) 1831' (150')	Apt Elev 1681' Rwy 1681'			
<p>MISSED APCH: Climb to 2470', then turn RIGHT (MAX 200 KT) to BHS VOR at 4930', then contact ATC. Missed apch requires a min climb grad of 5.0% up to 2470'.</p>							
Alt Set: hPa		Rwy Elev: 60 hPa	Trans level: FL 118		Trans alt: 9850' 2		

FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
2470'	-	750m



Gnd speed-Kts	70	90	100	120	140	160		2470'	200 KT MAX	4930'
GS	3.00^	372	478	531	637	743		849	↑	RT

.Standard. STRAIGHT-IN LANDING RWY 02R
SA CAT I ILS 1
RA 138'
DA(H) 1831' (150')

RVR 450m
1 HUD required.

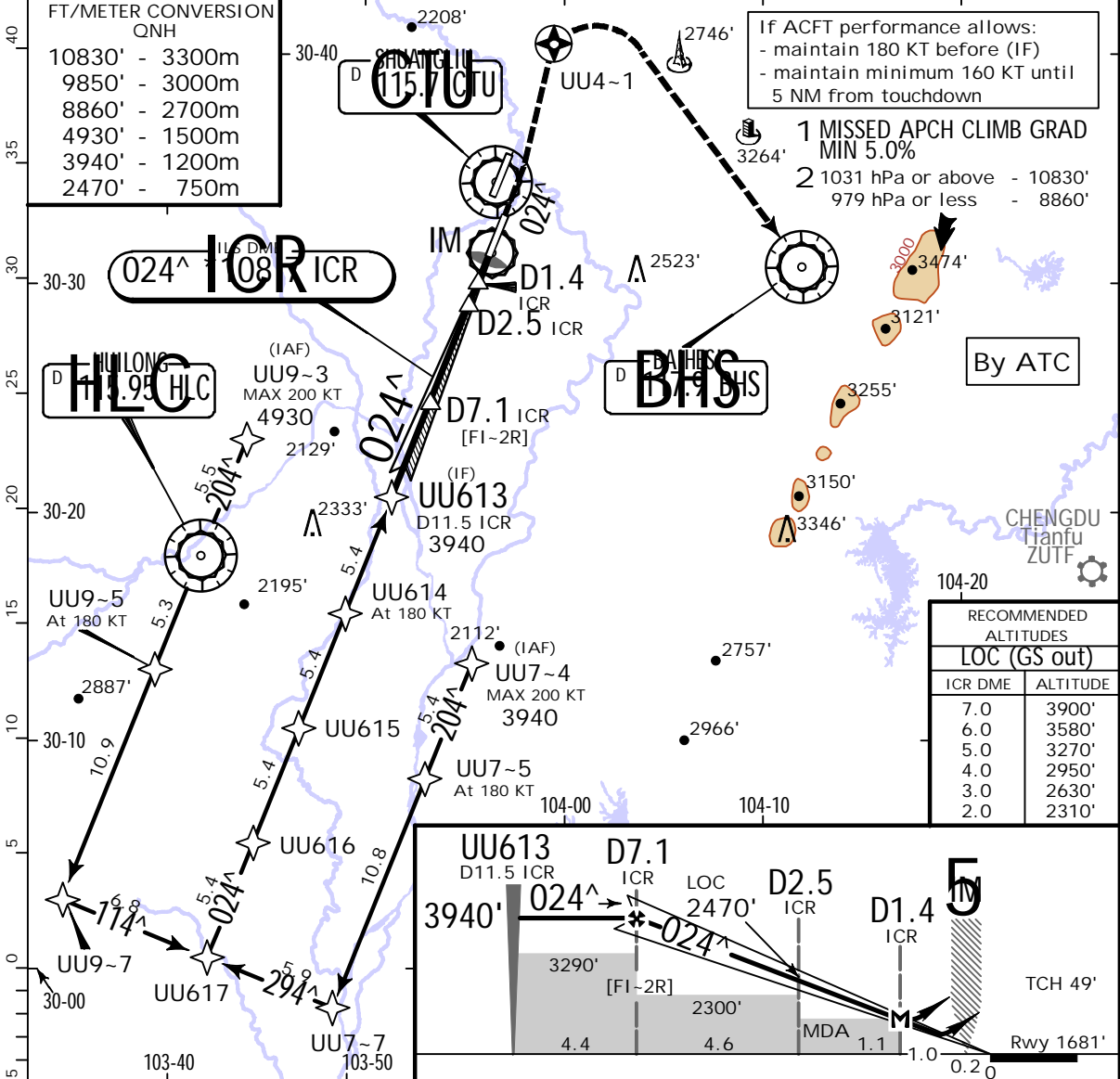
PANS OPS

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SHUANGLIU

28 OCT 22
Eff. 2 Nov 1600Z (11-5) 1 RNAV ILS DME X Rwy 02R

JEPPESEN CHENGDU, PR OF CHINA

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35	*APP07 119.425	*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75
LOC ICR *108.7	Final Apch Crs 024 [^]	D7.1 ICR 3940' (2259')	ILS DA(H) 1881' (200')	Apt Elev 1681' Rwy 1681'		
MISSED APCH: Climb STRAIGHT AHEAD to 2470', then turn LEFT to UU4-1 (MAX 200 KT), then turn RIGHT to BHS VOR at 4930', then contact ATC. Missed approach requires a minimum climb gradient of 5.0% (304'/NM).						
Alt Set: hPa		Rwy Elev: 60 hPa		Trans level: FL118		Trans alt: 9850' 2
						MSA CTU VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2470'	UU4-1	200 KT MAX	BHS
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743	PAPI	↑	LT	↑	RT
MAP at D1.4 ICR											

.Standard.				STRAIGHT-IN LANDING RWY 02R				CIRCLE-TO-LAND			
ILS		LOC (GS out)		CIRCLING		CIRCLING		CIRCLING		CIRCLING	
DA(H) 1881' (200')		MDA(H) 2100' (419')		MDA(H) 2100' (419')		MDA(H) 2100' (419')		MDA(H) 2100' (419')		MDA(H) 2100' (419')	
FULL		ALS out		ALS out		ALS out		ALS out		ALS out	
A											
B											
C	RVR 550m VIS 800m	RVR 550m VIS 800m	1200m	1600m	1900m	1600m	1900m	180	2430'(749')	3200m	
D								205	2430'(749')	3600m	

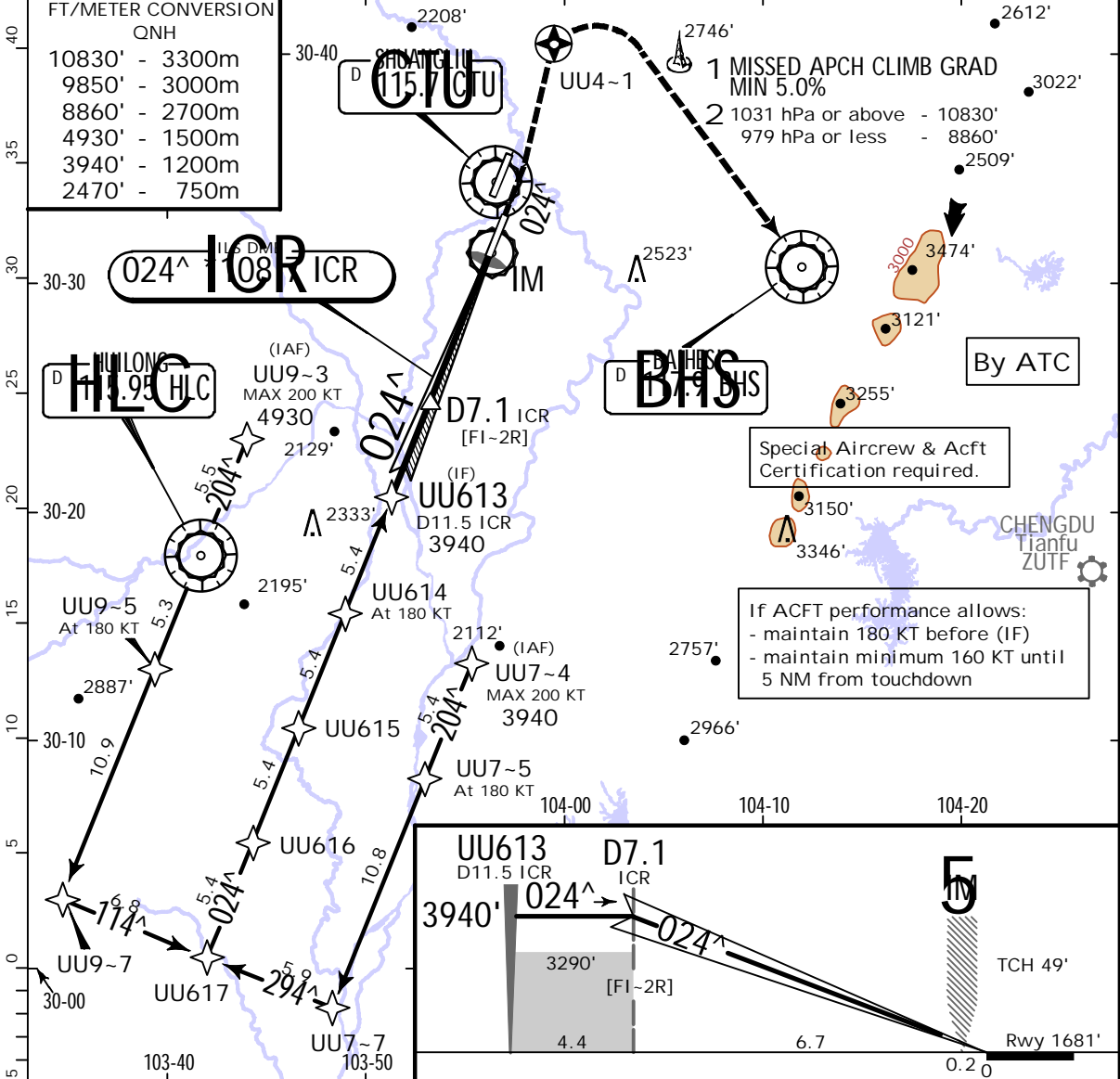
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: New procedure. | JEPPESEN, 2022. ALL RIGHTS RESERVED.

ZUUU/CTU 28 OCT 22 **JEPPESEN** **CHENGDU, PR OF CHINA**
 SHUANGLIU .Eff.2.Nov.1600Z. (11-5A) 1 CAT II RNAV ILS DME X Rwy 02R

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35	*APP07 119.425	*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75
LOC ICR *108.7	Final Apch Crs 024^	D7.1 ICR 3940' (2259')	CAT II ILS RA 95' DA(H) 1781' (100')	Apt Elev 1681' Rwy 1681'		
MISSED APCH: Climb STRAIGHT AHEAD to 2470', then turn LEFT to UU4-1 (MAX 200 KT), then turn RIGHT to BHS VOR at 4930', then contact ATC. Missed approach requires a minimum climb gradient of 5.0% (304'/NM).						
Alt Set: hPa		Rwy Elev: 60 hPa		Trans level: FL118		Trans alt: 9850' 2
						MSA CTU VOR

FT/METER CONVERSION
QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
4930' - 1500m
3940' - 1200m
2470' - 750m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2470'	UU4-1	200 KT MAX	BHS 117.9
GS	3.00^	372	478	531	637	743	PAPI	↑	LT		RT

.Standard.			STRAIGHT-IN LANDING RWY02R CAT II ILS		
ABC RA 95' DA(H) 1781' (100')		D RA 95' DA(H) 1781' (100')			
RVR 300m		RVR 300m		RVR 350m 1	
1 Manual operation below DH.					

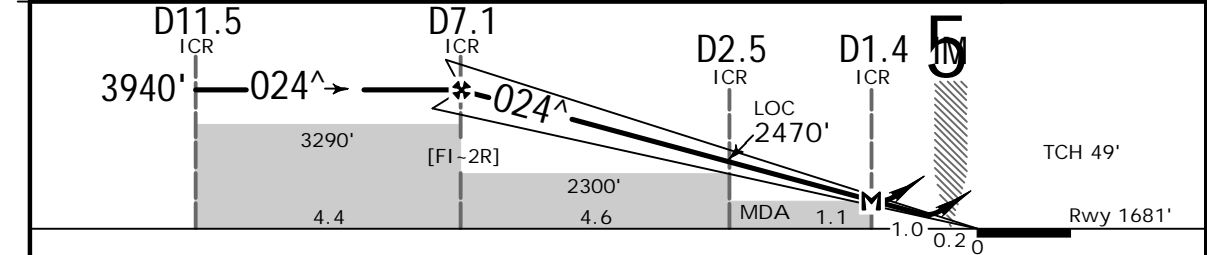
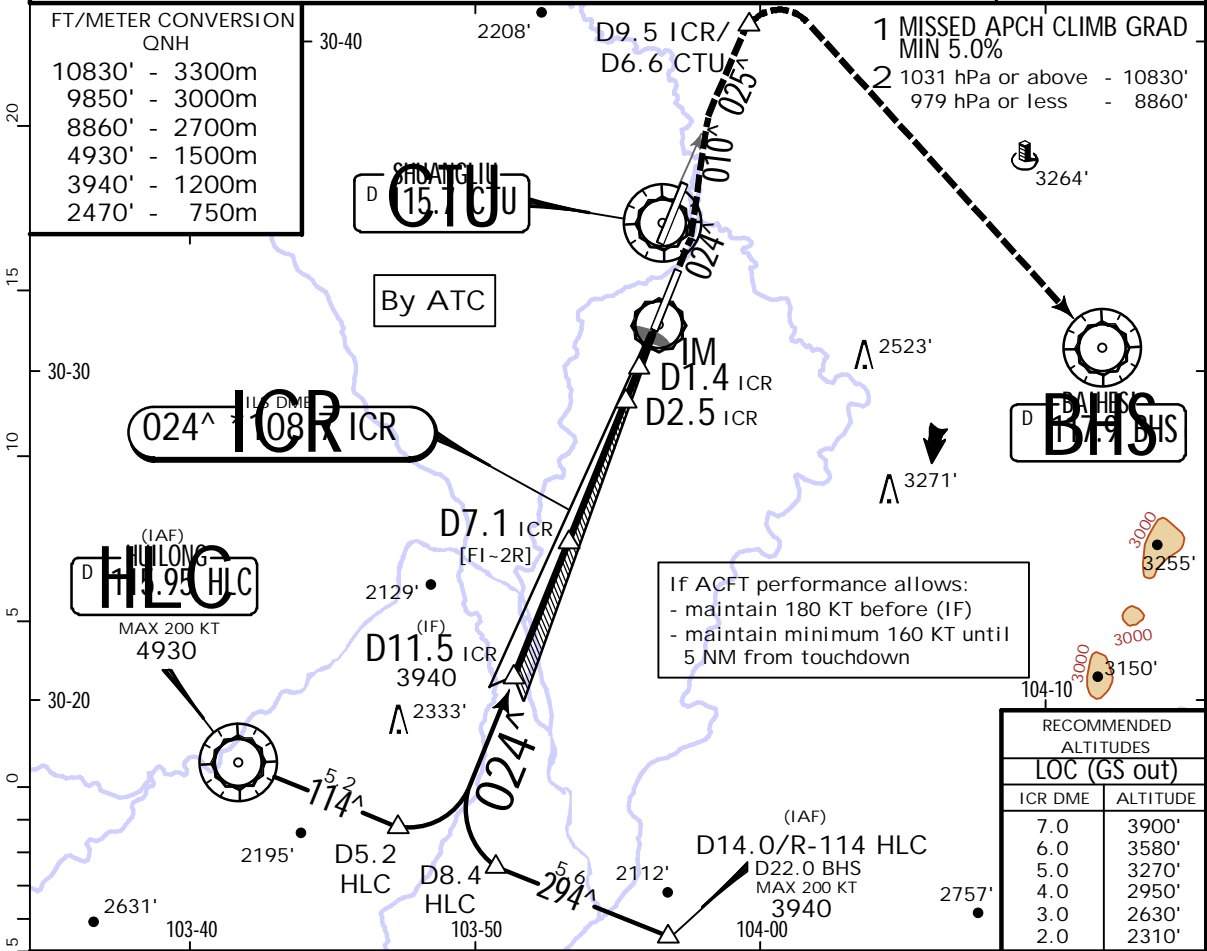
ZUUU/CTU
SHUANGLIU

28 OCT 22
Eff. 2 Nov. 1600Z. (11-6)

JEPPESEN

CHENGDU, PR OF CHINA
1 ILS DME W Rwy 02R

D-ATIS Arrival 126.45	APP01 124.85	*APP06 126.35	*APP07 119.425	*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75	<p>MSA CTU VOR</p>
LOC ICR *108.7	Final Apch Crs 024 [^]	D7.1 ICR 3940' (2259')	ILS DA(H) 1881' (200')	Apt Elev 1681' Rwy 1681'			
<p>MISSED APCH: Climb STRAIGHT AHEAD to 2470', then turn LEFT on 010[^] to intercept R-025 CTU. Keep 025[^] to D9.5 ICR/D6.6 CTU, then turn RIGHT to BHS VOR at 4930', then contact ATC. Turns MAX 200 KT. Missed apch requires a minimum climb gradient of 5.0% (304'/NM).</p>							
Alt Set: hPa		Rwy Elev: 60 hPa		Trans level: FL118		Trans alt: 9850' 2	



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743			849
MAP at D1.4 ICR									

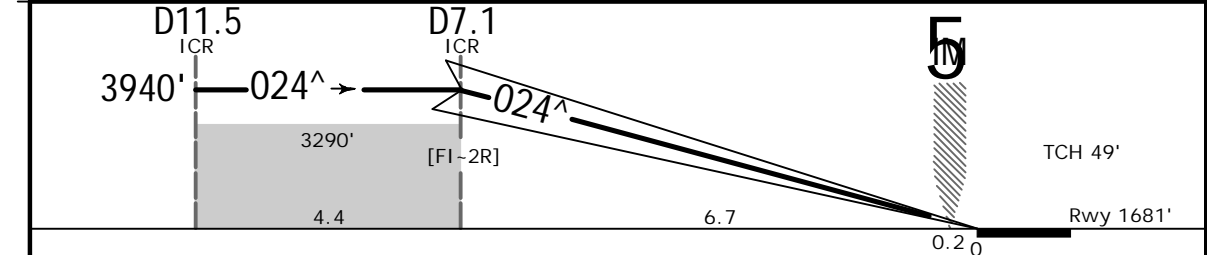
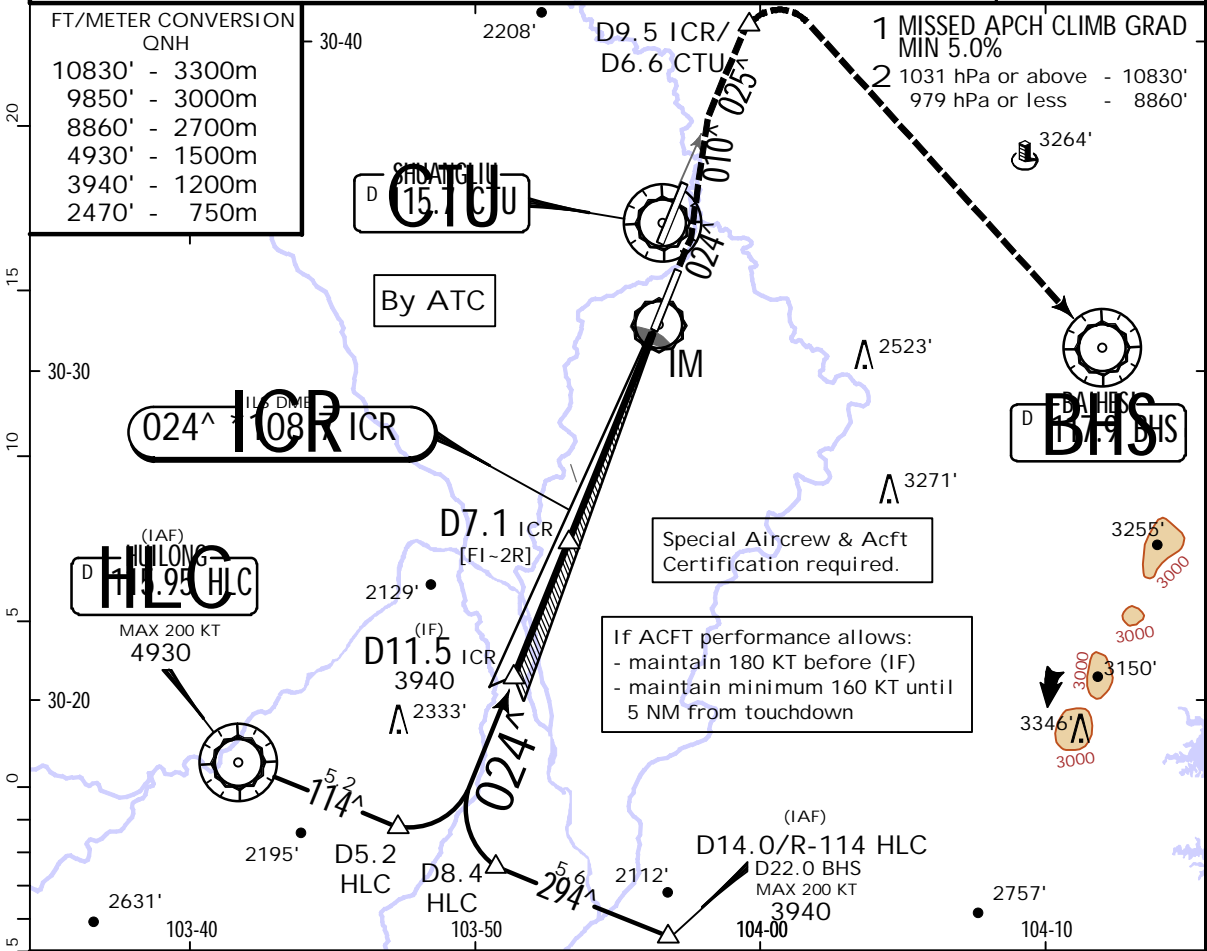
Standard.				STRAIGHT-IN LANDING RWY 02R				CIRCLE-TO-LAND			
ILS				LOC (GS out)				CIRCLING			
DA(H) 1881' (200')				MDA(H) 2100' (419')				Max Kts			
FULL		IDZ or CL out		ALS out		ALS out		MDA(H)		VIS	
A								100	2300' (619')	2400m	
B								135			
C	RVR 550m VIS 800m	RVR 550m VIS 800m	1	1200m				180	2430' (749')	3200m	
D					1600m	1900m		205	2430' (749')	3600m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: New procedure. | JEPPESEN, 2022. ALL RIGHTS RESERVED.

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SHUANGLIU

JEPPESEN CHENGDU, PR OF CHINA
28 OCT 22
Eff. 2. Nov. 1600Z. (11-6A) 1 CAT II ILS DME W Rwy 02R

D-ATIS Arrival 126.45	APP01 124.85	*APP06 126.35	CHENGDU Approach *APP07 119.425		*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75
LOC ICR *108.7	Final Apch Crs 024 [^]	D7.1 ICR 3940' (2259')		CAT II ILS RA 95' DA(H) 1781' (100')		Apt Elev 1681' Rwy 1681'	
MISSED APCH: Climb STRAIGHT AHEAD to 2470', then turn LEFT on 010 [^] to intercept R-025 CTU. Keep 025 [^] to D9.5 ICR/D6.6 CTU, then turn RIGHT to BHS VOR at 4930', then contact ATC. Turns MAX 200 KT. Missed apch requires a minimum climb gradient of 5.0% (304'/NM).							MSA CTU VOR
Alt Set: hPa		Rwy Elev: 60 hPa		Trans level: FL118		Trans alt: 9850' 2	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2470'	010 [^]	R-025 CTU
GS	3.00 [^]	372	478	531	637	743	849	↑	LT	RT

.Standard.			STRAIGHT-IN LANDING RWY 02R CAT II ILS		
ABC RA 95' DA(H) 1781' (100')		D RA 95' DA(H) 1781' (100')			
RVR 300m		RVR 300m		RVR 350m 1	
1 Manual operation below DH.					

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SHUANGLIU .Eff.2.Nov.1600Z.

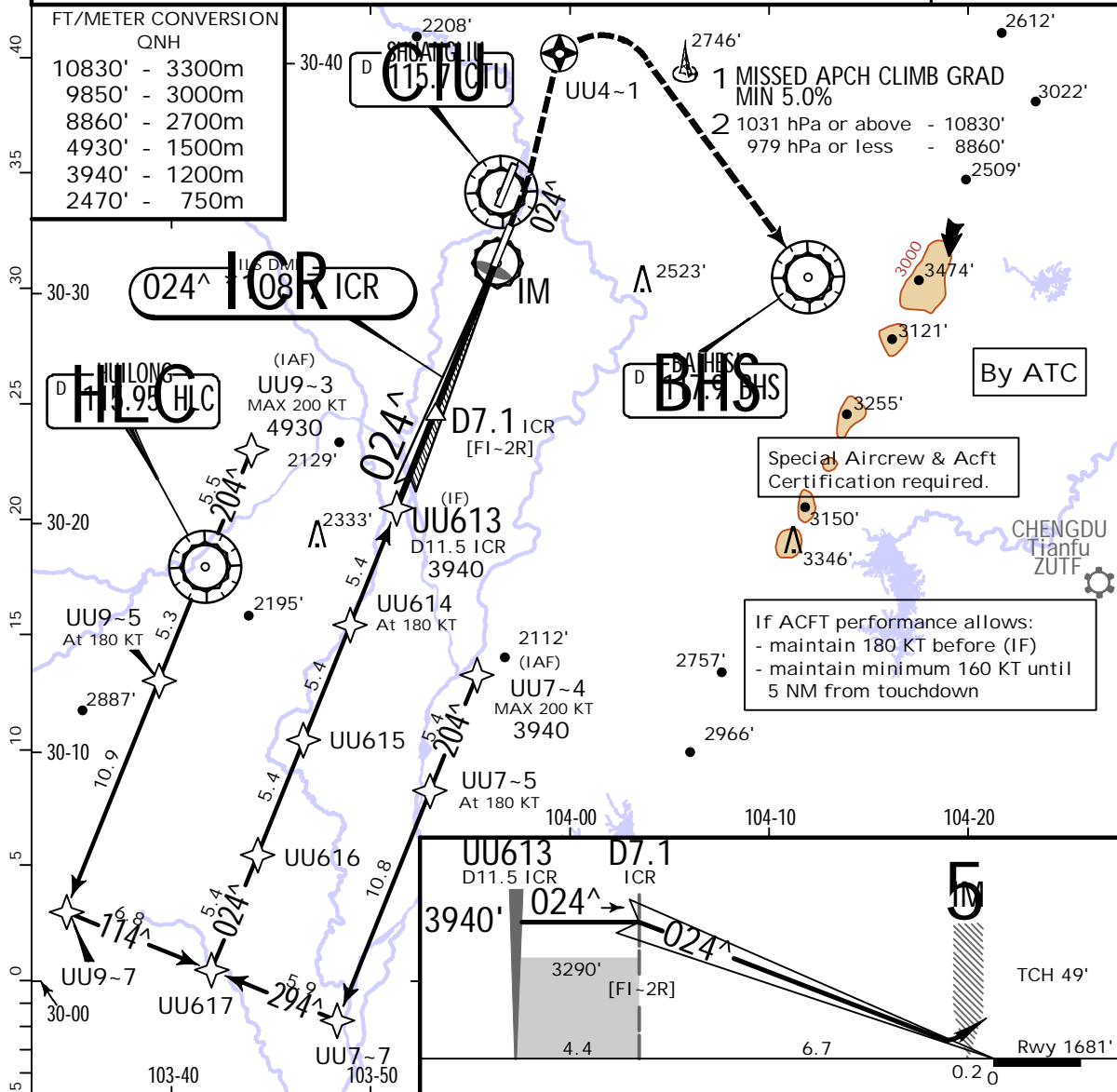
JEPPESEN

CHENGDU, PR OF CHINA
1 SA CAT I RNAV ILS DME X Rwy 02R

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35		*APP07 119.425	*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75
LOC ICR *108.7	Final Apch Crs 024^	D7.1 ICR 3940' (2259')		SA CAT I ILS RA 138' DA(H) 1831' (150')		Apt Elev 1681' Rwy 1681'	
MISSED APCH: Climb STRAIGHT AHEAD to 2470', then turn LEFT to UU4-1 (MAX 200 KT), then turn RIGHT to BHS VOR at 4930', then contact ATC. Missed approach requires a minimum climb gradient of 5.0% (304'/NM).							
Alt Set: hPa		Rwy Elev: 60 hPa		Trans level: FL118		Trans alt: 9850' 2	
MSA CTU VOR							

FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
2470'	-	750m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2470'	UU4-1	200 KT	BHS
GS	3.00^	372	478	531	637	743	PAPI	↑	LT	MAX	117.9

.Standard. STRAIGHT-IN LANDING RWY 02R
SA CAT I ILS 1

RA 138'
DA(H) 1831' (150')

RVR 450m

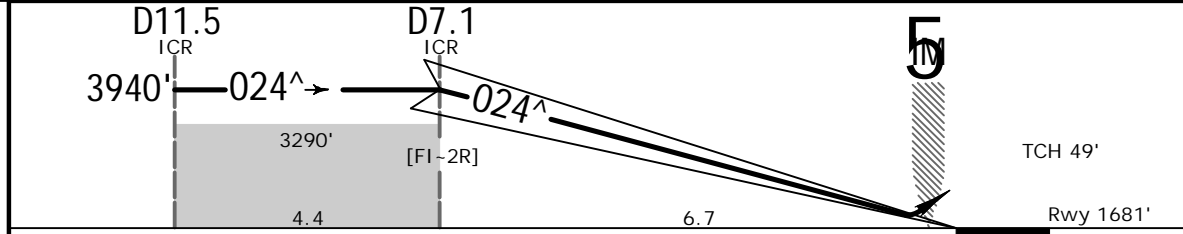
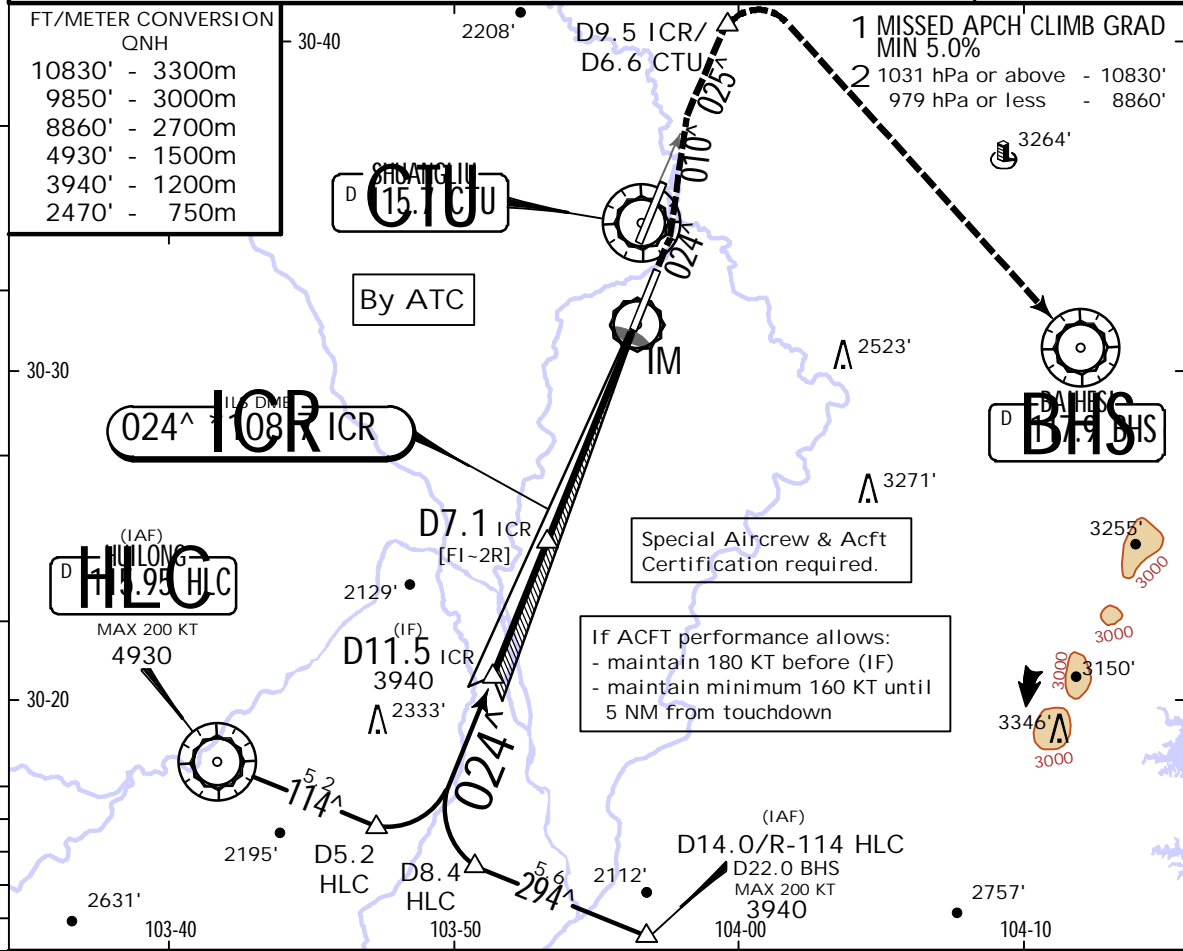
1 HUD required.

ZUUU/CTU
SHUANGLIU

28 OCT 22
Eff. 2 Nov. 1600Z. (11-6C) 1 SA CAT I ILS DME W Rwy 02R

CHENGDU, PR OF CHINA

D-ATIS Arrival 126.45	APP01 124.85	*APP06 126.35	CHENGDU Approach *APP07 119.425	*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75	<p>MSA CTU VOR</p>
LOC ICR *108.7	Final Apch Crs 024 [^]	D7.1 ICR 3940' (2259')	SA CAT I ILS RA 138' DA(H) 1831' (150')	Apt Elev 1681' Rwy 1681'			
<p>MISSED APCH: Climb STRAIGHT AHEAD to 2470', then turn LEFT on 010[^] to intercept R-025 CTU. Keep 025[^] to D9.5 ICR/D6.6 CTU, then turn RIGHT to BHS VOR at 4930', then contact ATC. Turns MAX 200 KT. Missed apch requires a minimum climb gradient of 5.0% (304' /NM).</p>							
Alt Set: hPa		Rwy Elev: 60 hPa	Trans level: FL118	Trans alt: 9850' 2			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2470' 010 [^] R-025 CTU LT RT
GS	3.00 [^]	372	478	531	637	743	

.Standard. STRAIGHT-IN LANDING RWY 02R
SA CAT I ILS 1

RA 138'
DA(H) 1831' (150')

RVR 450m

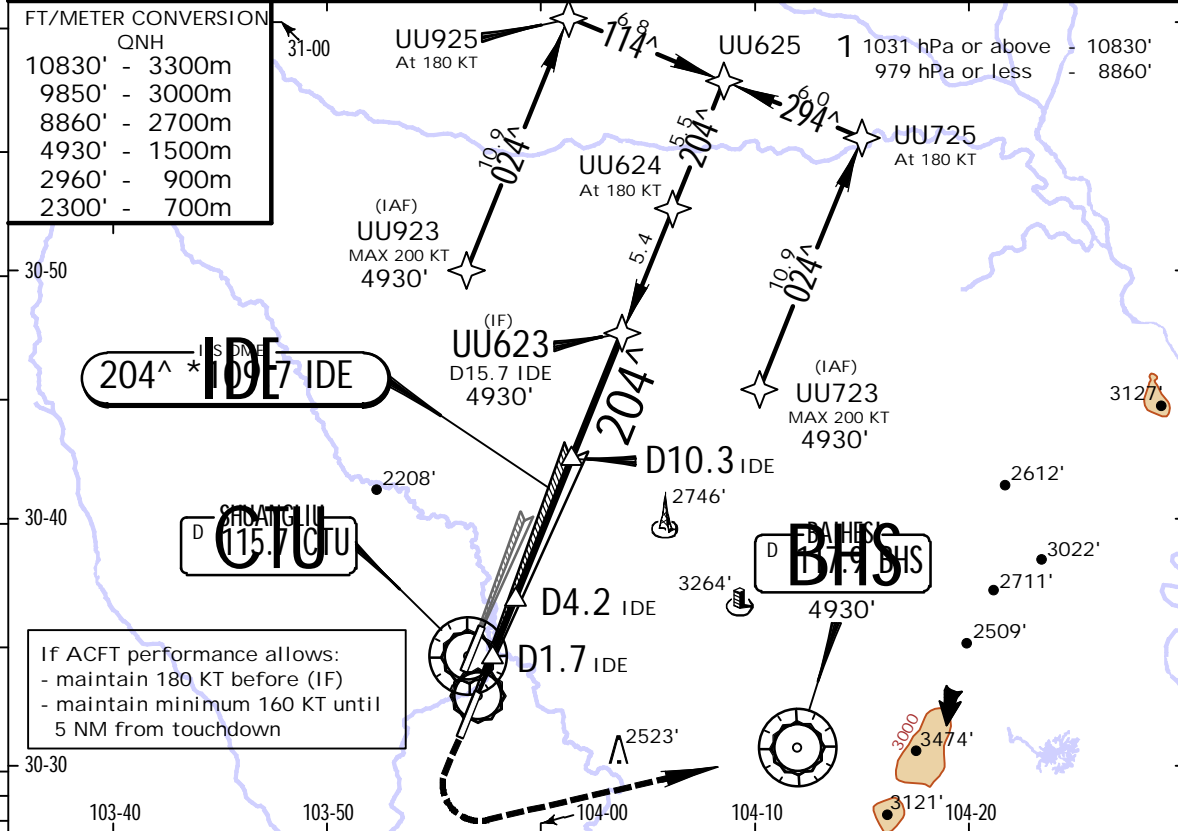
1 HUD required.

ZUUU/CTU
SHUANGLIU

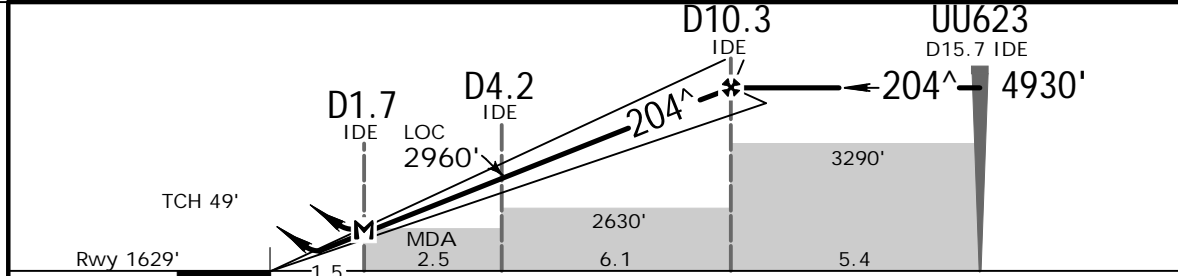
28 OCT 22
Eff. 2 Nov. 1600Z. (11-7)

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

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35	*APP07 119.425	*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75
LOC IDE *109.7	Final Apch Crs 204^	D10.3 IDE 4930' (3301')	ILS DA(H) Refer to Minimums	Apt Elev 1681' Rwy 1629'		
MISSED APCH: Climb STRAIGHT AHEAD to 2300', then turn LEFT to BHS VOR at 4930', then contact ATC. MAX 200 KT. Refer to minimums for missed apch climb gradients.						MSA CTU VOR
Alt Set: hPa Rwy Elev: 58 hPa Trans level: FL 118 Trans alt: 9850' 1 Simultaneous approaches authorized with rwy 20R.						



LOC (GS out)	IDE DME ALTITUDE	2.0	3.0	4.0	5.0	6.0	7.0	8.0
		2270'	2590'	2910'	3220'	3540'	3860'	4180'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	200 KT	2300'	4930'	BHS	
ILS GS or	3.00^						PAPI	MAX	↑	LT	117.9	
LOC Descent Angle												
MAP at D1.7 IDE												

.Standard.						STRAIGHT-IN LANDING RWY 20L						CIRCLE-TO-LAND											
MACG MIN 4.0%						MACG MIN 2.5%						LOC (GS out)											
DA(H) 1829' (200')						DA(H) AB: 1829' (200') CD: 1842' (213')						CDFA, MDA(H) 2170' (541')											
FULL			ALS out			FULL			ALS out			FULL			ALS out								
A																							
B	RVR 550m 1		1200m		RVR 550m 1		1200m		2300m		2400m		2300m		2400m								
C	VIS 800m				RVR 550m 1		VIS 800m						2300m		2400m								
D													2300m		2400m								
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.												Max Kts						MDA(H) VIS					
												100						2300'(619') 2400m					
												135						2430'(749') 3200m					
												180						2430'(749') 3600m					
												205											

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SHUANGLIU

28 OCT 22
Eff. 2 Nov. 1600Z. (11-8)

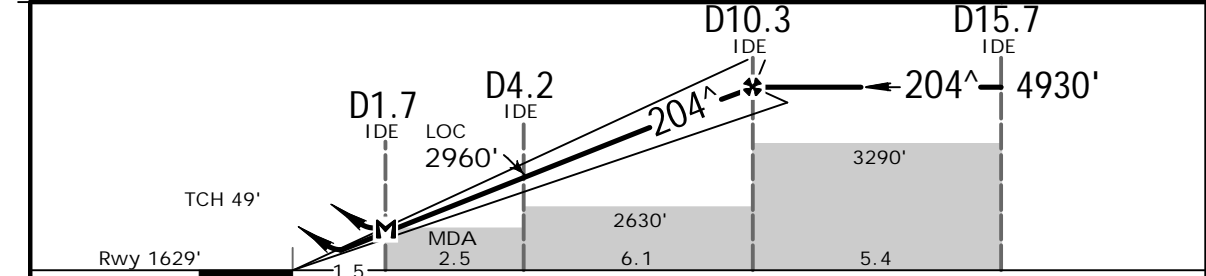
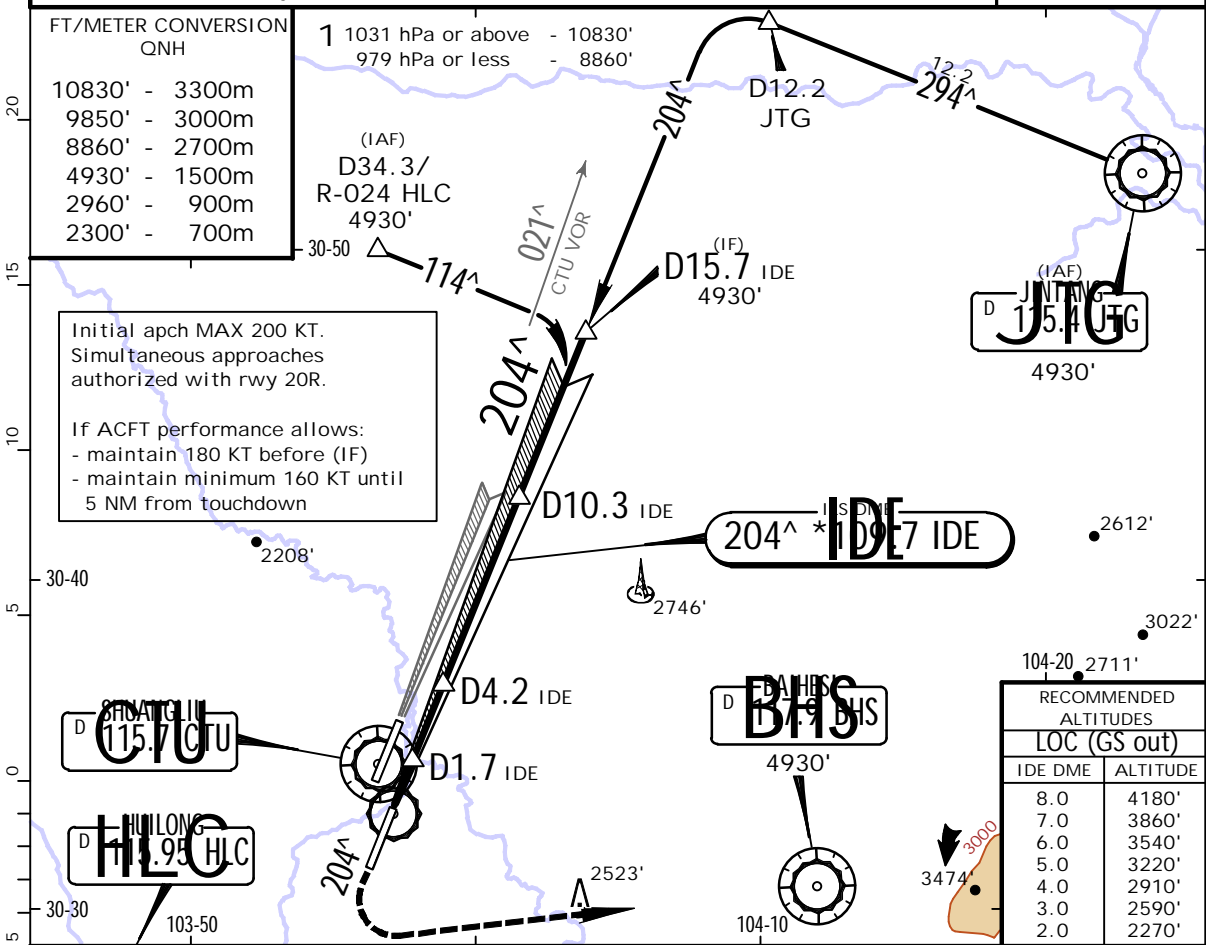
CHENGDU, PR OF CHINA
ILS DME Y Rwy 20L

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35		*APP07 119.425	*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75
LOC IDE *109.7	Final Apch Crs 204^	D10.3 IDE 4930' (3301')		ILS DA(H) Refer to Minimums		Apt Elev 1681' Rwy 1629'	

MISSED APCH: Climb STRAIGHT AHEAD to 2300', then turn LEFT (MAX 200KT) to BHS VOR at 4930', then contact ATC. Refer to minimums for missed apch climb gradients.

Alt Set: hPa Rwy Elev: 58 hPa Trans level: FL 118 Trans alt: 9850' 1

MSA CTU VOR



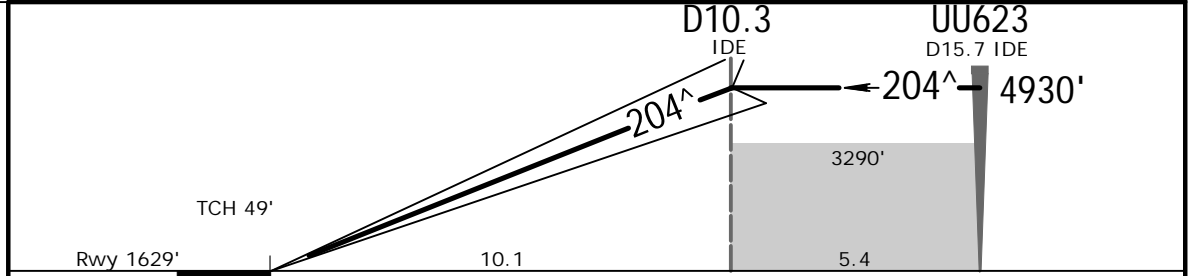
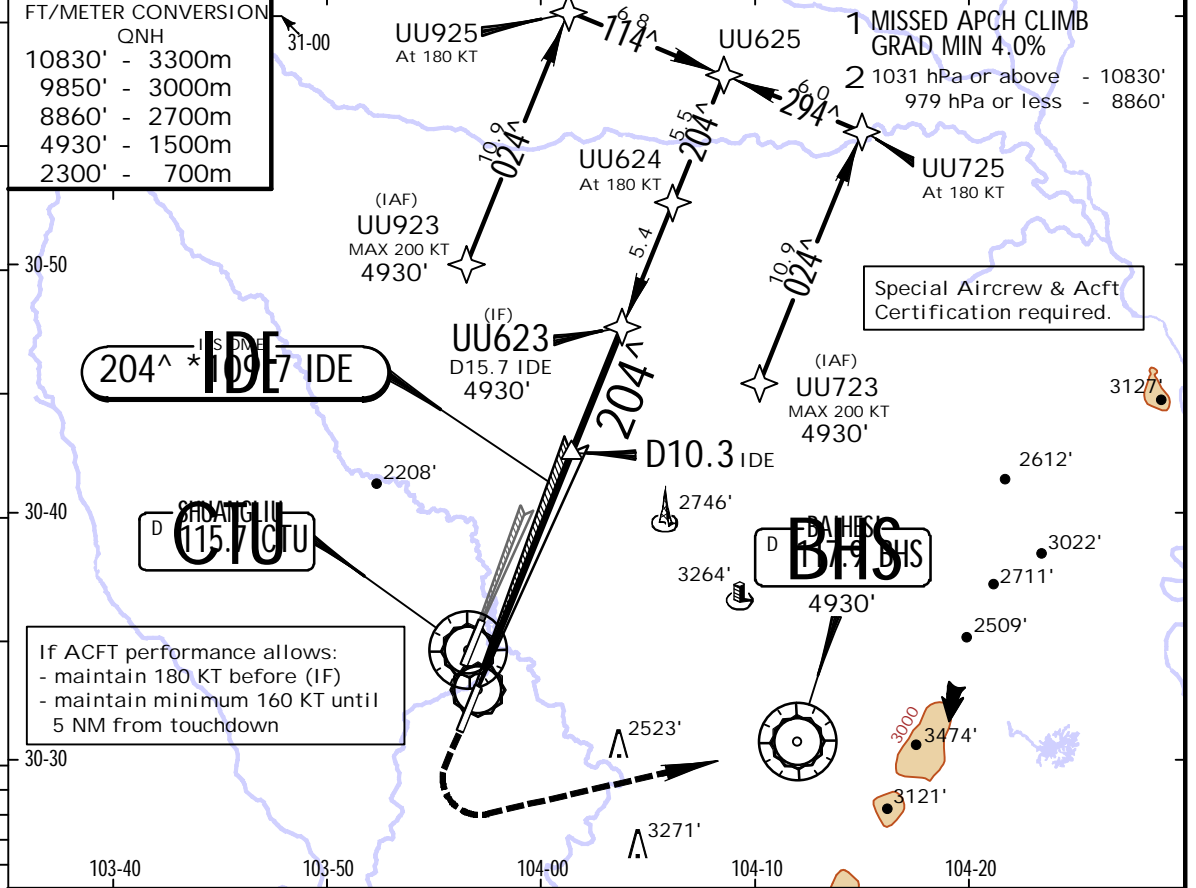
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2300' ↑ 200 KT MAX 4930' BHS 117.9 LT
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	
MAP at D1.7 IDE							

Standard.				STRAIGHT-IN LANDING RWY 20L				CIRCLE-TO-LAND				
MACG MIN 4.0%		MACG MIN 2.5%		LOC (GS out)		CDFA		Max Kts		MDA(H) VIS		
DA(H) 1829' (200')		DA(H) AB: 1829' (200') CD: 1842' (213')		MDA(H) 2170' (541')								
FULL		ALS out		FULL		ALS out						
A				2300m				100	2300' (619')		2400m	
B	RVR 550m 1	1200m		2300m				135				
C	VIS 800m		RVR 550m 1	1200m					180	2430' (749')		3200m
D									205	2430' (749')		3600m

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

ZUUU/CTU 28 OCT 22 **JEPPESEN** **CHENGDU, PR OF CHINA**
 SHUANGLIU .Eff.2.Nov.1600Z. **(11-8A)** 1 SA CAT II RNAV ILS DME Z Rwy 20L

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35 *APP07 119.425		*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75
LOC IDE *109.7	Final Apch Crs 204^	D10.3 IDE 4930' (3301')	SA CAT II ILS RA 108' DA(H) 1729' (100')	Apt Elev 1681' Rwy 1629'		
MISSED APCH: Climb STRAIGHT AHEAD to 2300', then turn LEFT to BHS VOR at 4930', then contact ATC. MAX 200 KT. Missed approach requires a minimum climb gradient of 4.0%.						MSA CTU VOR
Alt Set: hPa Rwy Elev: 58 hPa Trans level: FL 118 Trans alt: 9850' 2 Simultaneous approaches authorized with rwy 20R.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	200 KT MAX	2300'	4930'	BHS 117.9
GS	3.00^	372	478	531	637	743		849	↑	LT	

.Standard. STRAIGHT-IN LANDING RWY 20L
 SA CAT II ILS 1
 RA 108'
 DA(H) 1729' (100')

RVR 350m
 1 HUD required.

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CHENGDU, PR OF CHINA
SA CAT II ILS DME Y Rwy 20L

28 OCT 22
Eff. 2 Nov. 1600Z

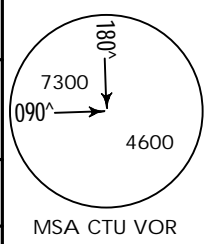
(11-8B)

1

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35	*APP07 119.425	*APP08 119.25	*CHENGDU Tower 130.35	*Ground 121.75
LOC IDE *109.7	Final Apch Crs 204^	D10.3 IDE 4930' (3301')	SA CAT II ILS RA 108^ DA(H) 1729' (100')	Apt Elev 1681' Rwy 1629'		

MISSED APCH: Climb STRAIGHT AHEAD to 2300', then turn LEFT (MAX 200KT) to BHS VOR at 4930', then contact ATC.
Missed approach requires a minimum climb gradient of 4.0%.

Alt Set: hPa Rwy Elev: 58 hPa Trans level: FL 118 Trans alt: 9850' 2

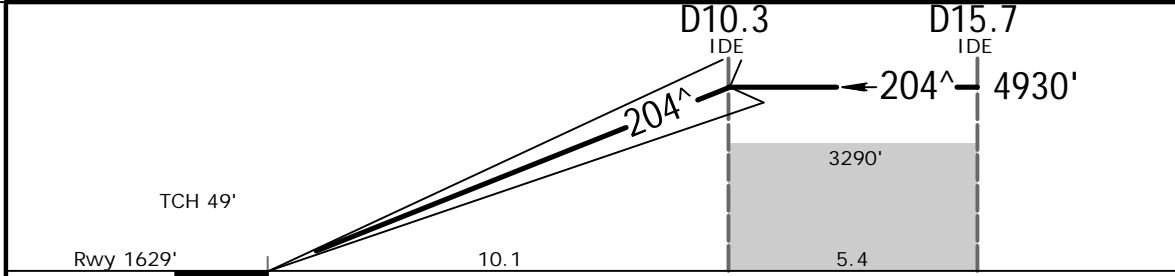
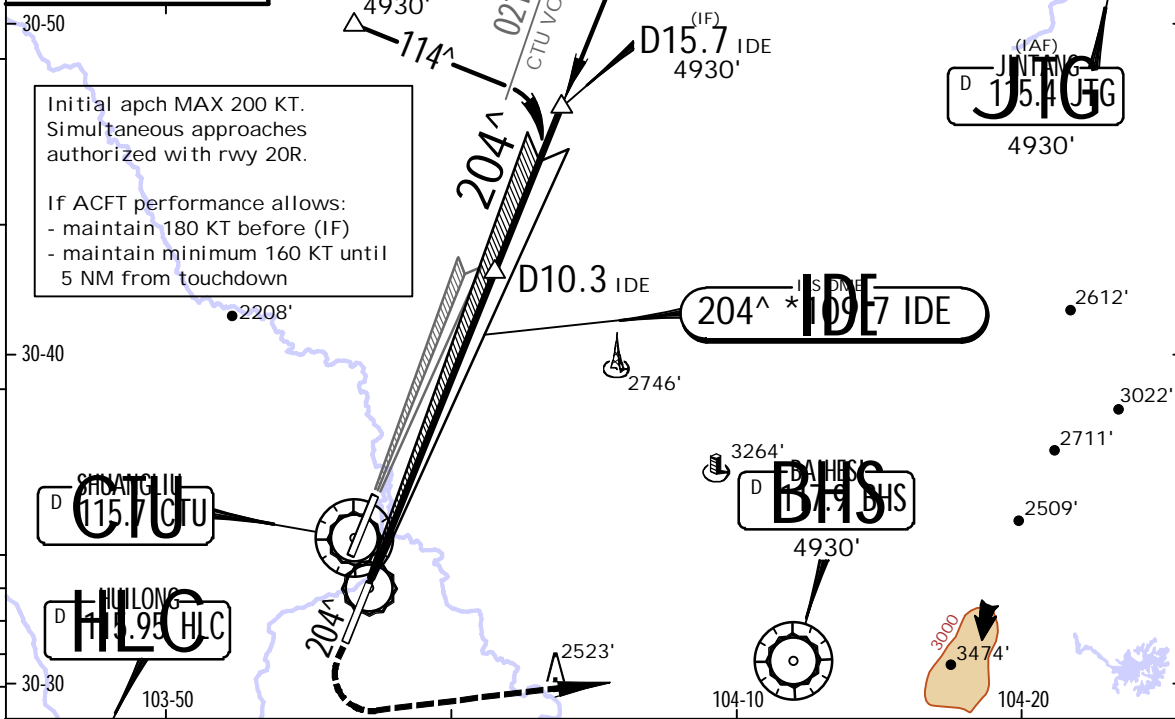


FT/METER CONVERSION QNH

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

1 MISSED APCH CLIMB GRAD MIN 4.0%

2 1031 hPa or above - 10830'
979 hPa or less - 8860'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2300'	200 KT MAX LT	4930' BHS 117.9
GS	3.00^	372	478	531	637	743				

.Standard. STRAIGHT-IN LANDING RWY 20L
SA CAT II ILS 1

RA 108'
DA(H) 1729' (100')

RVR 350m

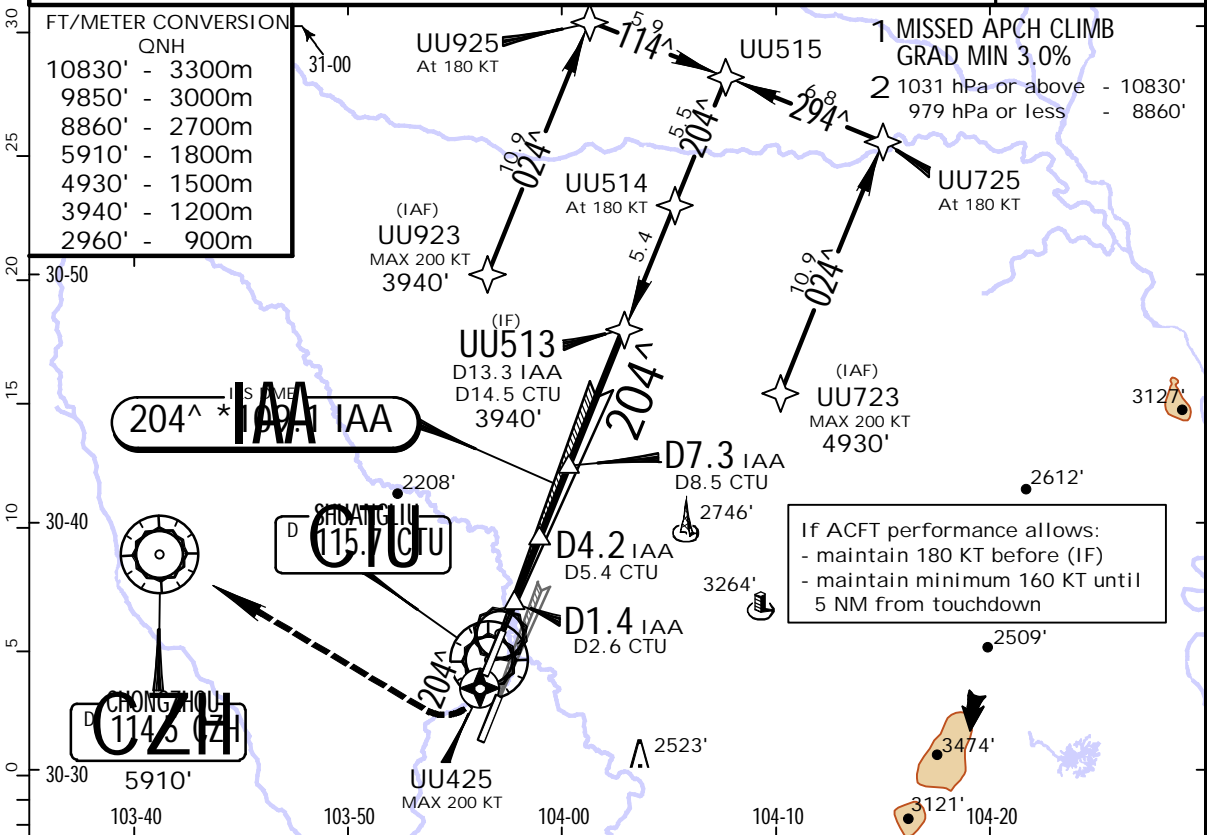
1 HUD required.

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SHUANGLIU

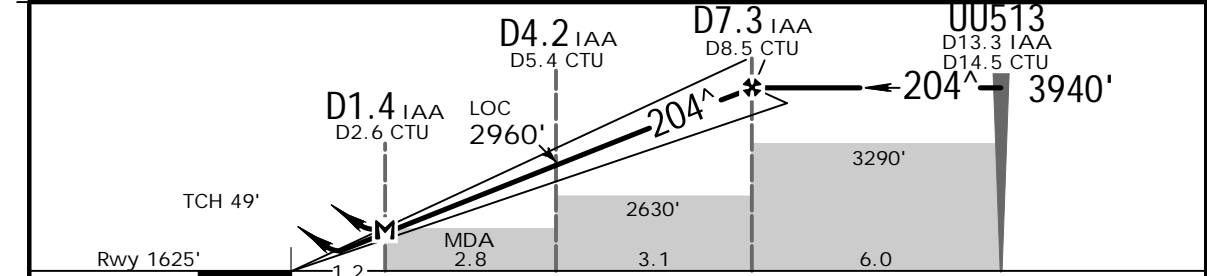
28 OCT 22
Eff. 2. Nov. 1600Z. (11-9) 1 RNAV ILS DME Z Rwy 20R

JEPPESEN CHENGDU, PR OF CHINA

D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35	*APP07 119.425	*APP08 119.25	CHENGDU Tower 123.0	*Ground 121.85
LOC IAA *109.1	Final Apch Crs 204^	D7.3 IAA 3940' (2315')	ILS DA(H) Refer to Minimums	Apt Elev 1681' Rwy 1625'		
MISSED APCH: Climb STRAIGHT AHEAD to UU425, then turn RIGHT (MAX 200KT) to CZH VOR at 5910', then contact ATC. Missed approach requires a minimum climb gradient of 3.0%.						MSA CTU VOR
Alt Set: hPa Rwy Elev: 58 hPa Trans level: FL 118 Trans alt: 9850' 2 Simultaneous approaches authorized with rwy 20L.						



LOC (GS out)	IAA DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	2260'	2580'	2890'	3210'	3530'	3850'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	UU425 200 KT MAX RT	5910' CZH 114.5
ILS GS or	372	478	531	637	743	849			
LOC Descent Angle	3.00^								

.Standard. STRAIGHT-IN LANDING RWY 20R				CIRCLE-TO-LAND			
ILS DA(H) AB: 1825' (200') CD: 1838' (213')		LOC (GS out) CDFA MDA(H) 2070' (445')		MDA(H) 2070' (445')		Max Kts MDA(H) VIS	
FULL		ALS out		ALS out			
A			1700m		100	2300'(619') 2400m	
B	RVR 550m 1 VIS 800m		1200m		135		
C			1700m		180	2430'(749') 3200m	
D			2100m		205	2430'(749') 3600m	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Chart reindexed. | JEPPESEN, 2015, 2022. ALL RIGHTS RESERVED.

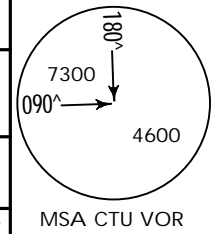
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28 OCT 22
Eff. 2. Nov. 1600Z. (11-10)

JEPPESEN

CHENGDU, PR OF CHINA
1 ILS DME Y Rwy 20R

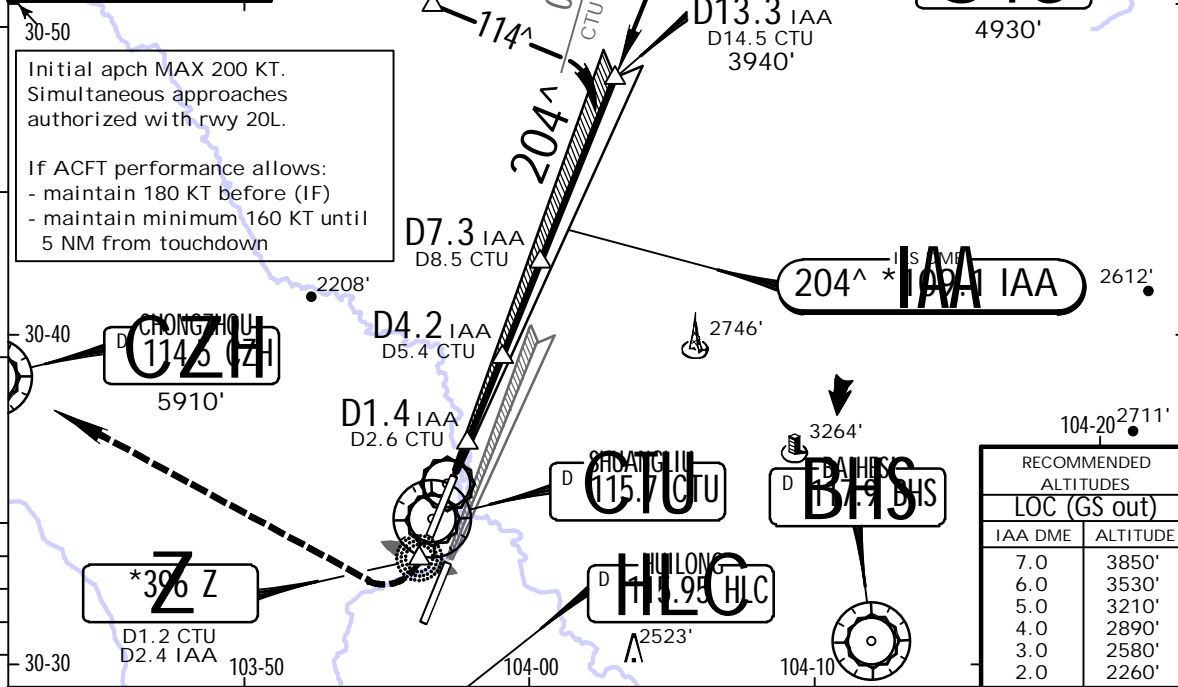
D-ATIS Arrival 126.45	APP01 124.85	CHENGDU Approach *APP06 126.35	*APP07 119.425	*APP08 119.25	CHENGDU Tower 123.0	*Ground 121.85
LOC IAA *109.1	Final Apch Crs 204 [^]	D7.3 IAA 3940' (2315')	ILS DA(H) Refer to Minimums		Apt Elev 1681' Rwy 1625'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to Z LMM (D1.2 CTU/D2.4 IAA), then turn RIGHT (MAX 200 KT) to CZH VOR at 5910', then contact ATC. Missed approach requires a minimum climb gradient of 3.0%.</p>						
Alt Set: hPa		Rwy Elev: 58 hPa	Trans level: FL 118		Trans alt: 9850' 2	



FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m

- MISSED APCH CLIMB GRAD MIN 3.0%
- 1031 hPa or above - 10830'
979 hPa or less - 8860'

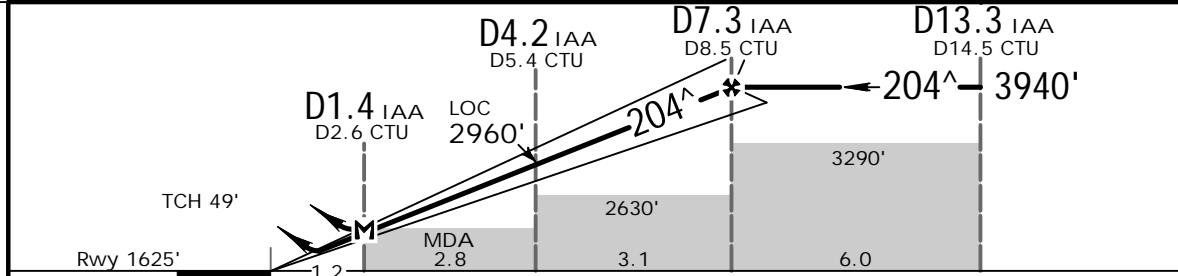


Initial apch MAX 200 KT. Simultaneous approaches authorized with rwy 20L.

If ACFT performance allows:
- maintain 180 KT before (IF)
- maintain minimum 160 KT until 5 NM from touchdown

RECOMMENDED ALTITUDES

LOC (GS out)	
IAA DME	ALTITUDE
7.0	3850'
6.0	3530'
5.0	3210'
4.0	2890'
3.0	2580'
2.0	2260'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI *396
ILS GS or	3.00 [^]						
LOC Descent Angle	3.00 [^]						
MAP at D1.4 IAA/D2.6 CTU							

	STRAIGHT-IN LANDING RWY 20R				CIRCLE-TO-LAND	
	FULL	ALS out	LOC (GS out)	CDFA	MDA(H)	ALS out
A			1825' (200')	1838' (213')	2070' (445')	
B	RVR 550m 1 VIS 800m	1200m	1700m		2300'(749')	2400m
C			1700m	2100m	180	2430'(749') 3200m
D					205	2430'(749') 3600m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Chart reindexed. | JEPPESEN, 1999, 2022. ALL RIGHTS RESERVED.

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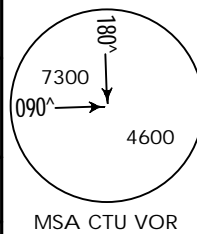
14 MAY 21
Eff. 19 May 1600Z

JEPPESEN

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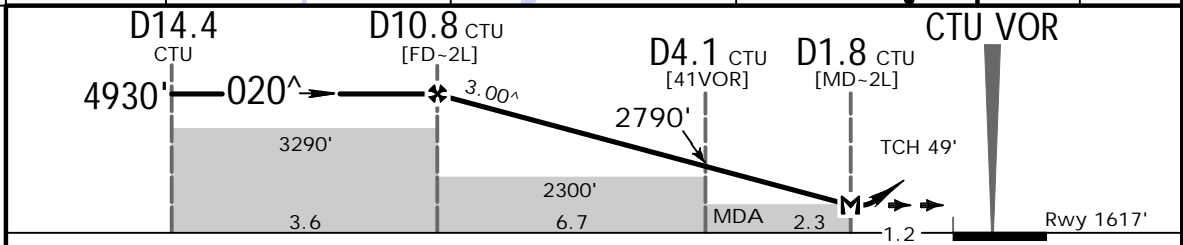
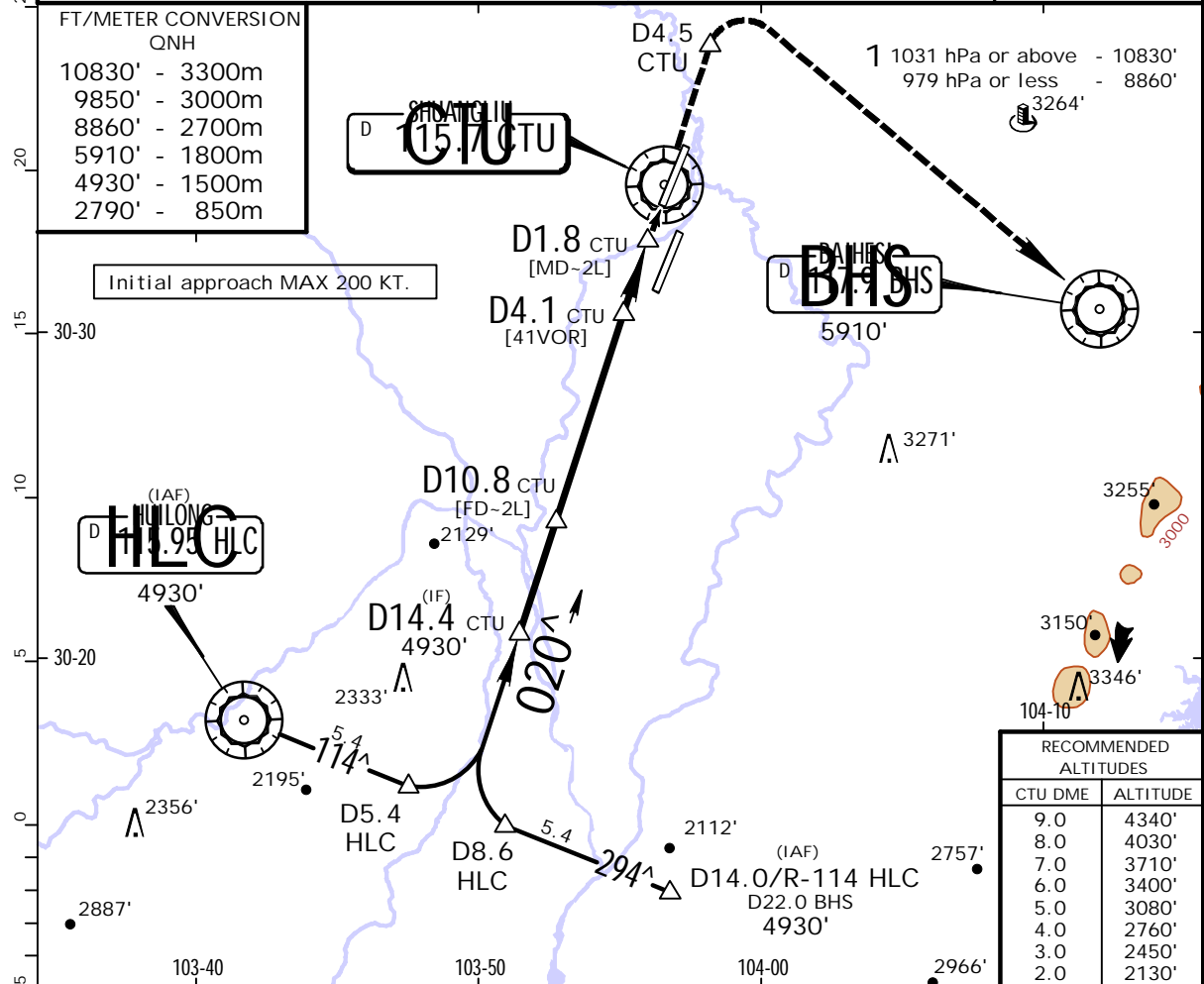
CHENGDU, PR OF CHINA
VOR DME Rwy 02L

BRIEFING STRIP	D-ATIS Arrival	APP01	*APP06	*APP07	*APP08	CHENGDU Tower	*Ground
	126.45	124.85	126.35	119.425	119.25	123.0	121.85
	VOR CTU 115.7	Final Apch Crs 020 [^]	D10.8 CTU 4930' (3313')	MDA(H) 2070' (453')	Apt Elev 1681' Rwy 1617'		
MISSED APCH: Climb STRAIGHT AHEAD to D4.5 CTU, then turn RIGHT (MAX 200 KT) to BHS VOR at 5910', then contact ATC.							
Alt Set: hPa		Rwy Elev: 58 hPa	Trans level: FL 118		Trans alt: 9850' 1		

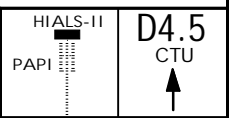


FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
5910'	-	1800m
4930'	-	1500m
2790'	-	850m



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00 [^]	372	478	531	637	849
MAP at D1.8 CTU						



PANS OPS	Standard STRAIGHT-IN LANDING RWY 02L		CIRCLE-TO-LAND	
	CDFA MDA(H) 2070' (453')		ALS out	
			Max Kts	MDA(H) VIS
	A	1800m	100	2300'(619') 2400m
	B		135	
C	1800m	180	2430'(749') 3200m	
D		205	2430'(749') 3600m	

ZUUU/CTU
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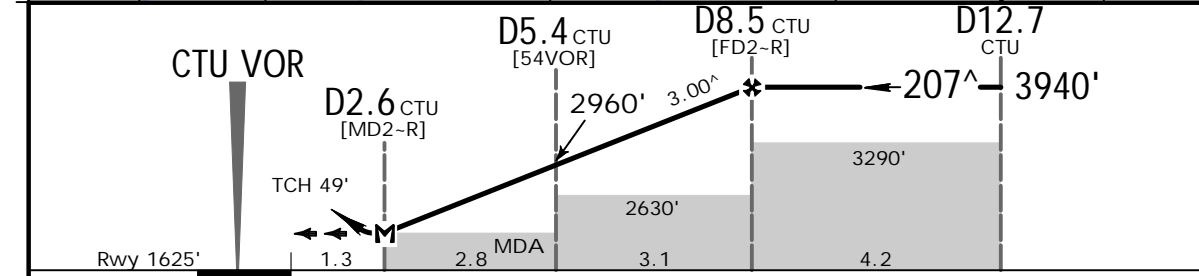
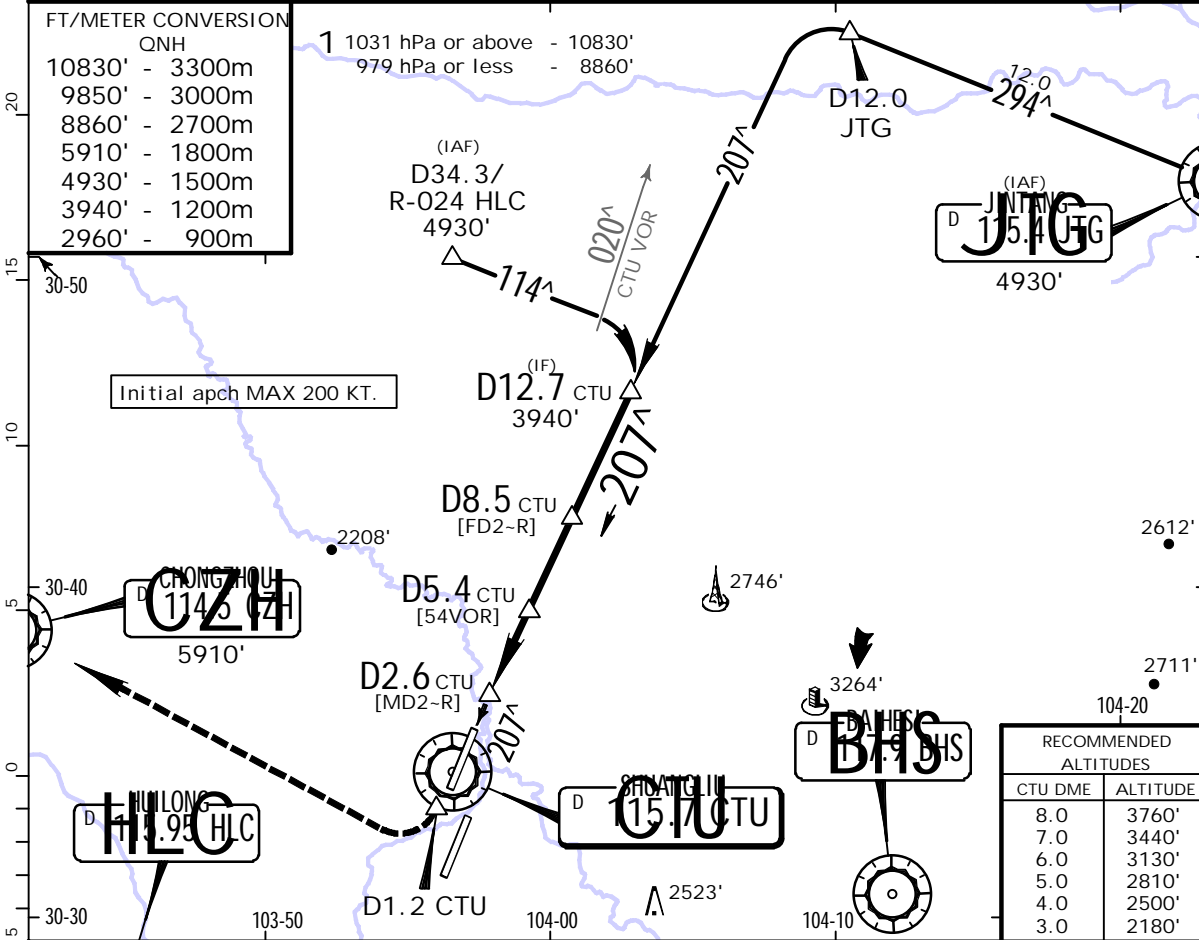
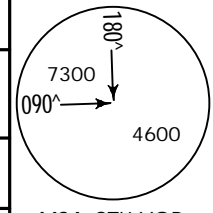
14 MAY 21
Eff. 19 May 1600Z

JEPPESEN

(13-2)

CHENGDU, PR OF CHINA
VOR DME Rwy 20R

BRIEFING STRIP™	D-ATIS Arrival	APP01	CHENGDU Approach		CHENGDU Tower	*Ground	
	126.45	124.85	*APP06	*APP07	*APP08	123.0 121.85	
VOR CTU	Final Apch Crs		D8.5 CTU	MDA(H)	Apt Elev 1681'		
115.7	207 [^]		3940' (2315')	2070' (445')	Rwy 1625'		
MISSED APCH: Climb STRAIGHT AHEAD to D1.2 CTU, then turn RIGHT (MAX 200 KT) to CZH VOR at 5910', then contact ATC.							MSA CTU VOR
Alt Set: hPa		Rwy Elev: 58 hPa	Trans level: FL 118		Trans alt: 9850' 1		



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D1.2 CTU
Descent Angle	3.00 [^]	372	478	531	637	849		
MAP at D2.6 CTU								

PANS OPS	Standard. STRAIGHT-IN LANDING RWY 20R				CIRCLE-TO-LAND				
	CDFA								
	MDA(H) 2070' (445')								
	ALS out				Max Kts				
	A	1700m			100	MDA(H)		VIS	
B				135	2300' (619')		2400m		
C				180	2430' (749')		3200m		
D	1700m		2100m		205	2430' (749')		3600m	

Chart changes since cycle 06-2023

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: 20221102

End Date: 20230906

Following SIDs not available: BOKIR 8X & 22D, GURET 8X & 22D, IDBOR 8X & 22D, LUVEN 8X & 22D, MUMGO 8X, 22D, UBRAB 8X & 22D.

Chart Change Notices for Country CHN

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: 20210716

End Date: Until Further Notice

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