

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ZUTF

Terminal Charts For ZUTF

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

Location: CHENGDU CHN
ICAO/IATA: ZUTF / TFU
Lat/Long: N30° 17.40', E104° 26.60'
Elevation: 1452 ft

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

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

Sunrise: 2201 Z
Sunset: 1159 Z

Runway Information

Runway: 01
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1442 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 02
Length x Width: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1450 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 11
Length x Width: 12467 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1434 ft
Lighting: Edge, Centerline

Runway: 19
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1442 ft
Lighting: Edge, ALS, Centerline

Runway: 20
Length x Width: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1450 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 127.075
ATIS: 126.800 Non-English
Tianfu Tower: 124.375
Tianfu Tower: 118.150 Secondary
Tianfu Tower: 130.500
Tianfu Tower: 118.800
Tianfu Ground: 121.775
Tianfu Ground: 122.600
Tianfu Ground: 121.550 Secondary
Tianfu Ground: 121.925
Tianfu Apron Ramp/Taxi: 122.150 Secondary
Tianfu Apron Ramp/Taxi: 122.675
Tianfu Apron Ramp/Taxi: 122.700
Tianfu Apron Ramp/Taxi: 122.825
Tianfu Clearance Delivery: 121.550 Secondary
Tianfu Clearance Delivery: 121.825
Tianfu Clearance Delivery: 122.200
Chengdu Approach: 127.700 Secondary
Chengdu Approach: 126.350
Chengdu Approach: 125.250 Secondary
Chengdu Approach: 124.750
Chengdu Approach: 123.825 Secondary
Chengdu Approach: 121.350
Chengdu Approach: 121.025
Chengdu Approach: 120.375
Chengdu Approach: 119.700

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CHENGDU, PR OF CHINA

19 JAN 24

20-1P

Eff 24 Jan 1600Z

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 127.075
126.8 (Chinese)

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

When VIS descend to 1000m or RVR descend to 1000m and steady for 10 minutes, or ceiling descend to 90m and forecast shows a decreasing trend, ATC will instruct the preparation of LVP.

When VIS descend to 800m or RVR descend to 550m or ceiling descend to 60m, implementation of LVP will be issued by TWR after confirming aerodrome and ATC have the capabilities of LVP.

When RVR is equal or more than 550m and ceiling is equal or more than 60m and forecast shows an increasing trend, or aerodrome and ATC have no capability of LVP, TWR will terminate LVP.

ACFT operators conducting LVP shall be authorized by relative authorities.

Pilot shall obtain following information:

- weather forecasts;
- LVP is implementing.

1.2.2. USE OF RWYs

RWYs 01 and 02 are available for CAT II/III ILS.

RWYs 01, 02 and 11 are available for low visibility take-off with HUD (RVR equal or more than 150m and less than 400m).

RWYs 01/19, 02/20 and 11 are available for low visibility take-off (RVR equal or more than 200m and less than 400m).

RWYs 01, 02 and 11 - available for operation to North.

RWYs 19, 20 and 11 - available for operation to South.

1.2.3. TAXIING

All TWYs are available during LVP.

During ACFT on RWY01 implement CATII approach, entering vertical TWYs A1 thru A4 is forbidden.

During ACFT on RWY01 implement CATIII approach, entering vertical TWYs A1 thru A13 and TWY A (South of A11) is forbidden.

During conducting LVP, aerodrome can provide Follow-me vehicle guidance according to the agreement with airlines; otherwise, paid guidance shall be provided for ACFTs on demand.

1.3. RWY OPERATIONS

RWYs 01/19 and 02/20 can be used for take-off and landing.

RWY 11 can only be used for take-off from West to East.

The operation modes of simultaneous operations on multiple RWYs can be implemented as follows: Hybrid and semi-hybrid operations of independent parallel departures, dependent parallel ILS approaches and segregated parallel approaches/departures for RWY 01/19 and RWY 02/20.

Follow ATC instructions for the specific operation mode, operation time and the RWY in use.

When changing direction of RWY in use, if downwind speed is more than 3.5m/s (7 KT) and not exceeding 5m/s (10 KT) for short time, ATC shall inform flight crew. Pilot shall decide whether to take off or land on downwind RWY, then inform ATC.

Under certain adverse weather conditions (e.g. wind shear, turbulence, down drafts or strong crosswind) which might increase ILS LOC course deviations to the extent that safety may be impaired or departure of ACFT would be influenced, pilot shall report situation to ATC immediately.

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AIRPORT BRIEFING

1. GENERAL

Pilot shall get permission from ATC before changing RWY in use.

All RWYs not provided with TWY for crossing RWY. Chessboard-shaped references in red and white at 650m from RWY02 end, 118m West of RWY02 extended center line.

ACFT take-off or landing on RWY02, pilot shall strengthen observation and avoid visual errors caused by ACFT on TWYs D24,K,M,V1,V2,V3 or on stand 608 thru 617.

1.4. TAXI PROCEDURES

Listen carefully and repeat the taxiing instructions of ATC, verify any questions in time.

If fail to change to assigned frequency, flight crew shall wait at handover point and report by previous frequency.

Flight crew shall keep watching ATC-related activities and report unclear activities to ATC in time.

Taxi lights are forbidden to turn on unless ground personnel have evacuated from the front of the taxi lights.

Taxi lights are forbidden to turn on before taxiing into stands.

1.5. PARKING INFORMATION

Advanced Visual Docking Guidance System available at stands nearby the terminal.

All ACFT at stands connect ground unit and keep APU off. ACFT parking at boarding bridge stands and stands 161 thru 188,166L/R,167L/R,175L/R,176L/R,177L/R, 261 thru 293, 266L/R, 268L/R and 280L/R use ground air conditioning system.

ACFT parking on stands	Taxi-in	Taxi-out
101 and 102	C9-C10-C6	C7-C6-C10-C8
103	C9-C10-C6	C6-C10-C8
104	C9-C10	C10-C8
105	C5	C9-C5
106L and 182 thru 185	C5	C5
106	C5	C1-C5
106R and 108L/R	C5-C1	C1-C4
110, 111, 111L, 114, 115 and 119	C2	C1
111R and 113	C2-C22	C1
116 thru 118	C2-C21	C1
120	C	C1
121 and 122	C	C
123	C	L6
124	L7-L8	L6
125, 130, 132, 132R and 134	L7	L6
126 thru 129	L7-L57	L6
131 and 132L	L7-L56	L6
135, 135L/R, 137L/R and 161 thru 165	T3	T3
139 thru 145	L4	L5
166, 166L/R, 167 and 167L/R	L7-T3	T4
168 thru 174	L7	L8
175, 175L/R, 176, 176L/R, 177,177L/R, 178 and 179	L8	L8
180 and 181	C2	C2
186 thru 188	C9-C7	C7-C8

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CHENGDU, PR OF CHINA

3 MAY 24

20-1P2

Eff 15 May 1600Z

AIRPORT BRIEFING

1. GENERAL

ACFT parking on stands	Taxi-in	Taxi-out
201 and 202	G9-G10-G6	G7-G6-G10-G8
203	G9-G10-G6	G6-G10-G8
204 and 205	G9-G10	G10-G8
206R, 289, 290, 292 and 293	G4-G1-G5	G5
206 and 291	G4-G1	G5
206L	G4-G1	G1-G5
208	G4	G4-G1-G5
209, 210, 214, 215, 219 and 219L/R	G-G2	G1
211, 212 and 212L/R	G-G2-G22	G1
216 thru 218	G-G2-G21	G1
221	G	G1
222, 223 and 224R	Y6	Y6
224	G-Y3	Y3
224L, 228, 229, 233L, 235, 236, 237L, 239, 239L/R and 241R	Y4	Y3
226 and 227	Y4-Y5	Y3
230, 230L/R, 232, 233 and 233R	Y4-Y22	Y3
237 and 237R	Y4-Y21	Y3
241, 241L, 243, 243L/R and 261 thru 265	T3	T3
245 thru 252	L4	Y2
266, 266L/R, 267, 268 and 268L/R	T3	T3
269 thru 275	Y4	Y5
276 thru 279, 280 and 280L/R	Y5	Y5
281 thru 285	G-G2	G2-G3
286	G-G2-G3	G3
287 and 288	G-G4	G5
294 thru 296	G9-G7	G7-G8
500 (ACFT with MAX wingspan 226'/69m)	B-B25	B25-J-B23
500 (ACFT with wingspan more than 226'/69m)	B-B25	B25-B
501, 501L/R, 502, 503, 504 (ACFT with MAX wingspan 226'/69m) and 504L/R	B	B-B25-J-B23
504 (ACFT with wingspan more than 226'/69m)	B	B25-B
505, 505L/R, 506, 506L/R and 507 thru 511 and 512 (ACFT with wingspan of MAX 226'/69m)	B-B25	B25-J-B23
512 (ACFT with wingspan more than 226'/69m)	B-B25	J-B25-B
513	B-B25	B25-J-B23
514, 515 and 515L/R	B-B25-J	J-B23
601 thru 604	D	V4-K
605, 606, 607 and 607L/R	D	V4-V1
608 thru 612	V3-V4	V4-V1
613-616 and 618 thru 622	V3-V5	V5-V1
623 thru 626	V3-V6	V6-V1
628, 629, 629L/R, 630, 630L/R and 631 thru 634	G	G-V2
635 and 636	G-V2-V4-V1	V1-D
637	G-V2-V4	V1-D
638 thru 640	G-V2-V5-V1	V1-D
641	G-V2-V5	V1-D
642 thru 644	G-V2-V6-V1	V1-D

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3 MAY 24

20-1P3

Eff 15 May 1600Z

AIRPORT BRIEFING

1. GENERAL

1.6. OTHER

1.6.1. GENERAL

When flying into CHENGDU APP or TIANFU TWR control area, flight crew shall monitor the operating status of other ACFT in the vicinity by airborne equipment and establish visual separation as soon as possible, and report to ATC as required.

RWYs 02 and 19 right-hand circuit.

Birds.

1.6.2. RADAR PROCEDURES/SPEED

ACFT shall strictly follow the assigned speed by ATC.

ACFT shall adjust speed to 250-280 KT or IAS limitation of procedure chart at control transfer point.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 01 and 02 are approved for CAT II/III operations. Special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

After vacating RWY, report the RWY designation and TWY designation on initial contact with GND.

2.3. TAXI PROCEDURES

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

RWY 01: Route 02 (A-B14-T4-G) or Route 04 (A-B20-C2-C-T1).

RWY 02: Route 12 (E-D19-G-T2-B) or Route 14 (E-D17-T5).

RWY 19: Route 02 (A-B14-T4-G) or Route 22 (B17-L7-C-T1).

RWY 20: Route 14 (E-D17-T5) or Route 32 (D17-G-T2-B).

For APN control areas refer to 20-9 charts. TIANFU APN is responsible for taxiing, towing and other control issues related to ACFT operation within these areas. ACFT shall contact APN for further taxiing instructions and stand information when entering into apron.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

A319, A320, A321, B737 and C919 series ACFT available for engine idle de-icing, other ACFT shall de-icing with engine-off.

Aircrew shall control throttle carefully, avoiding exhausted gas causing damage to support personnel and equipment when ACFT enter/exit the de-icing stands.

During engine-off de-icing, engine and collision avoidance lights shall be turned off, nose wheel chocks are positioned. De-icing controller shall monitor de-icing process.

Ground service staff shall confirm with flight crew to guarantee ACFT is in proper de-icing/anti-icing configuration, and notify the type of de-icing fluid, the concentration ratio. Staff responsible for Delivery shall monitor the de-icing process to ensure the safety of ACFT.

The de-icing unit is responsible for the use and store of de-icing and anti-icing fluid, to prevent pollution.

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25 AUG 23

20-1P4

Eff 6 Sep 1600Z

AIRPORT BRIEFING

3. DEPARTURE

3.1.2. DE-ICING STANDS

De-icing stands are 167, 167L, 167R, 601, 602, 603 and 604.

3.1.3. DE-ICING PROCEDURES

Aircrew shall apply for instruction to push-back and taxi to de-icing stand from TIANFU APN and follow controller's requirement.

After engine idle de-icing ACFT enter de-icing stand, de-icing controller contact air crew with VHF or service earphone, confirm de-icing requirements and preparation. After engine-off de-icing ACFT enter de-icing stand, maintenance crew contact air crew with VHF or service earphone, confirm engine and collision avoidance lights has been turned off, inform air crew after nose wheel chocks are positioned, confirm de-icing requirements and preparation.

Aircrew shall apply to TIANFU APN for start-up and taxiing after confirming with maintenance that de-icing is finished.

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

For APN control areas refer to 20-9 charts. TIANFU APN is responsible for push-back, taxiing and other control issues related to ACFT operation within these areas.

Taxiing within APN control areas:

- Flight crew shall report parking stand number on initial contact with APN.
- ACFT shall be pushed back and start up engine within 3 minutes after getting APN clearance, or re-apply clearance if not fulfilled in time.
- ACFT shall apply for taxiing clearance from TIANFU APN after push-back and start-up.

All stands are push-back except 166, 166L/R, 167, 167L/R, 168 thru 174, 269 thru 275, 287, 288, 601 thru 607 and 607L/R.

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

RWY 01: Route 01 (T2-B-B1-A1) or Route 03 (T5-B-B1-A1).

RWY 02: Route 11 (B-T4-D18-D-D1-E1) or Route 13 (D-D1-E1).

RWY 11: Route 41 (C-T1-D-M) or Route 43 (G-G5-D-M).

RWY 19: Route 21 (G-T2-B-B18-A-A13).

RWY 20: Route 31 (C-T1-D-D20-E12).

3.3. RWY OPERATIONS

ACFT shall begin to take-off run within 10 seconds after aligning with RWY centerline and receiving take-off clearance from ATC. If flight crew considers they can not fulfil the process within the required time, they shall inform ATC before reaching RWY holding position.

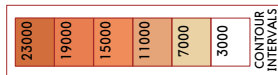
ACFT taking off from RWY 02 shall follow ATC instruction strictly and pay attention to TWYs V1 thru V3, K, M and D24. There is no TWY crossing RWY 02.

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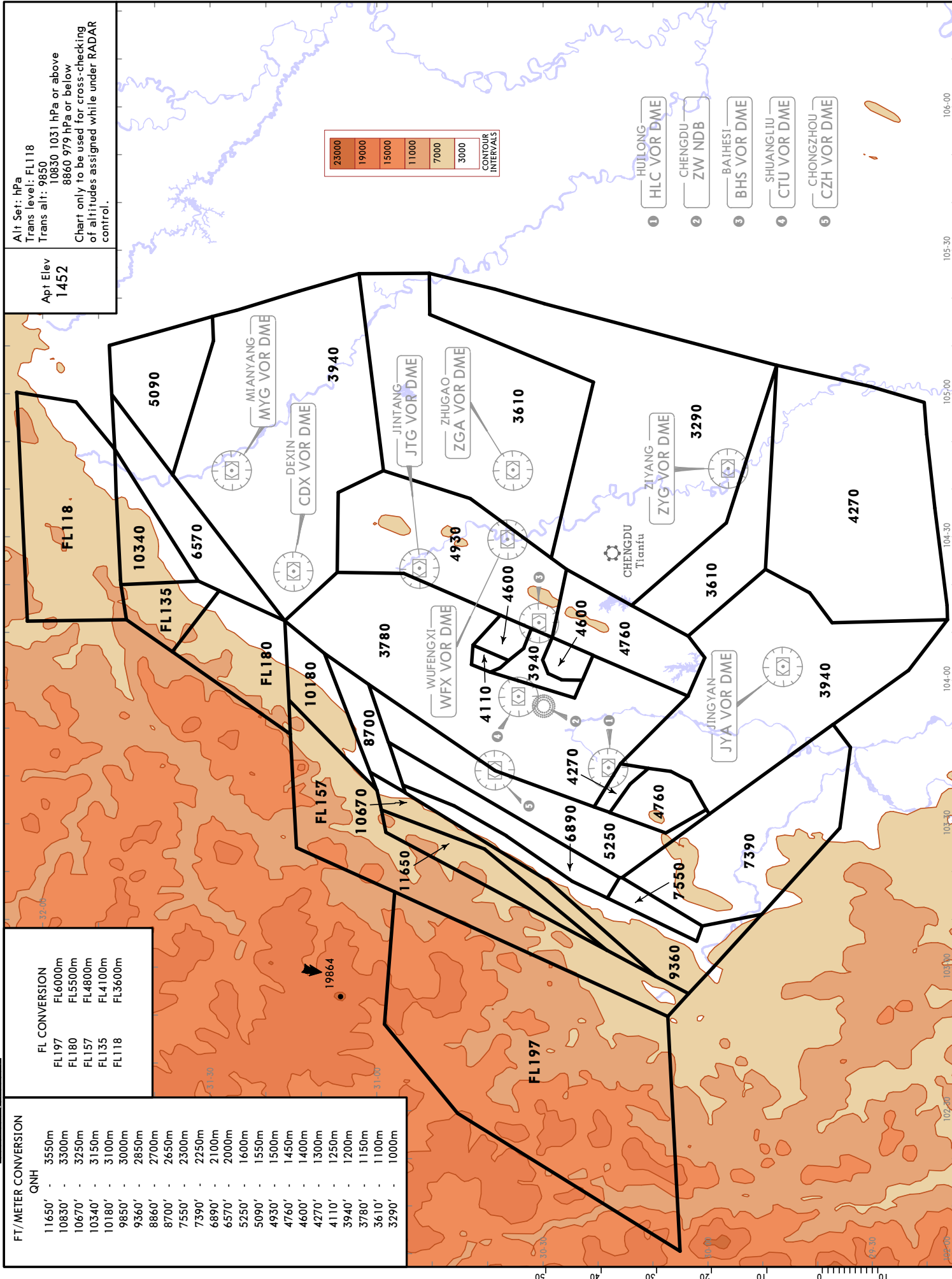
RADAR MINIMUM ALTITUDES

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
 1452



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



ZUTF/TFU TIANFU

25 AUG 23
 Eff 6 Sep 1600Z

20-1R

FL CONVERSION

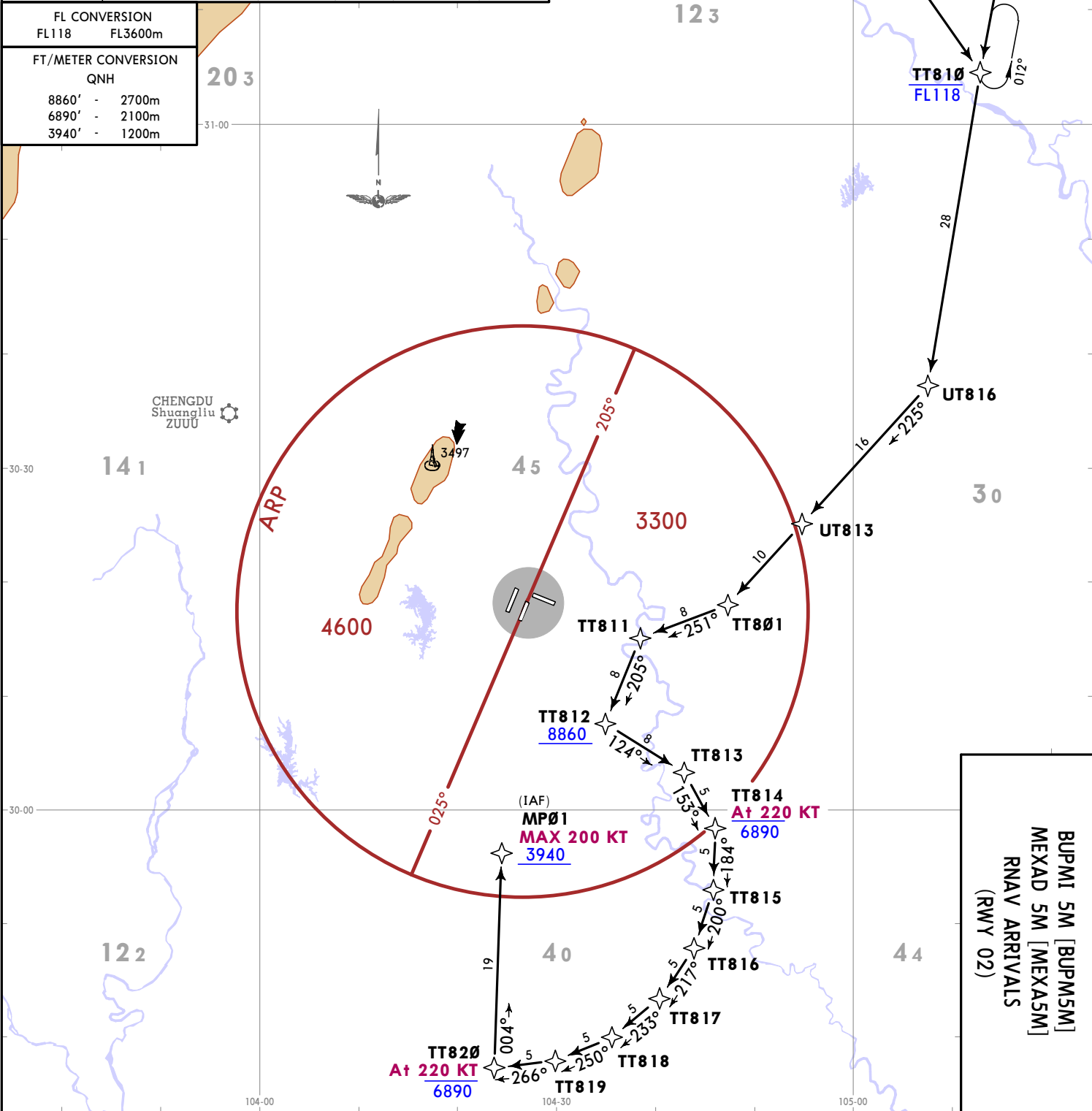
FL197	FL6000m
FL180	FL5500m
FL157	FL4800m
FL135	FL4100m
FL118	FL3600m

FT./METER CONVERSION

QNH	
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
4110'	1250m
3940'	1200m
3780'	1150m
3610'	1100m
3290'	1000m

D-ATIS 127.075 (Chinese 126.8)		Apt Elev 1452	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS	
1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.			
BUPMI 5M [BUPM5M] MEXAD 5M [MEXA5M] RNAV ARRIVALS (RWY 02)			
STAR	ROUTING		
BUPMI 5M	BUPMI - TT810 (FL118-) - UT816 - UT813 - TT801 - TT811 - TT812 (8860+) - TT813 - TT814 (K220; 6890-) - TT815 - TT816 - TT817 - TT818 - TT819 - TT820 (K220; 6890-) - MP01 (K200-; 3940+).		
MEXAD 5M	MEXAD - TT810 (FL118-) - UT816 - UT813 - TT801 - TT811 - TT812 (8860+) - TT813 - TT814 (K220; 6890-) - TT815 - TT816 - TT817 - TT818 - TT819 - TT820 (K220; 6890-) - MP01 (K200-; 3940+).		

FL CONVERSION FL118 FL3600m	
FT/METER CONVERSION QNH	
8860' - 2700m	
6890' - 2100m	
3940' - 1200m	

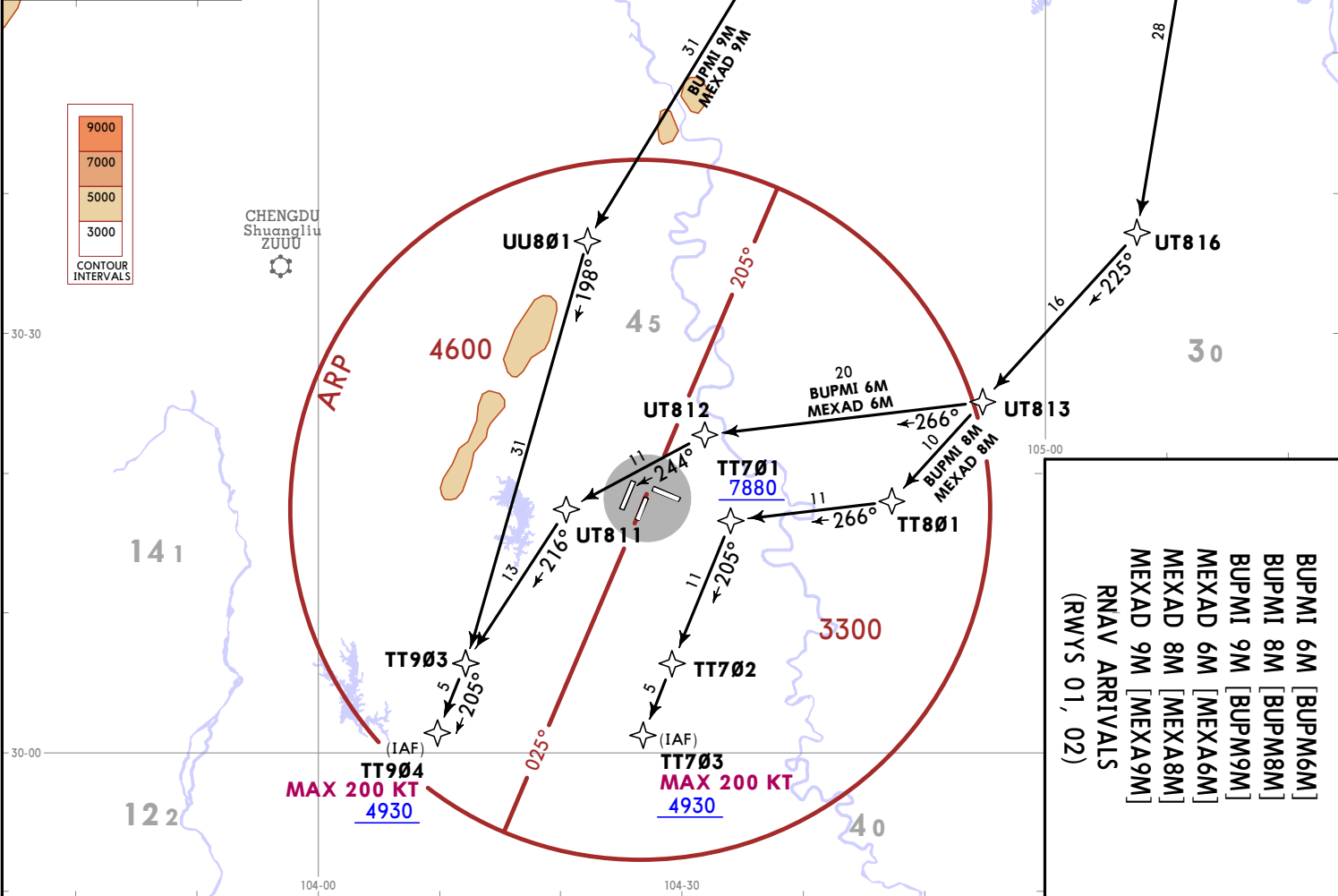


**BUPMI 5M [BUPM5M]
MEXAD 5M [MEXA5M]
RNAV ARRIVALS
(RWY 02)**

CHANGES: Chart reindexed.

D-ATIS 127.075 (Chinese 126.8)		Apt Elev 1452	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS	
1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.			
BUPMI 6M [BUPM6M], BUPMI 8M [BUPM8M] BUPMI 9M [BUPM9M] MEXAD 6M [MEXA6M], MEXAD 8M [MEXA8M] MEXAD 9M [MEXA9M] RNAV ARRIVALS (RWYS 01, 02)			
STAR	ROUTING		
BUPMI 6M	BUPMI - TT810 (FL118-) - UT816 - UT813 - UT812 - UT811 - TT903 - TT904 (K200-; 4930+).		
BUPMI 8M	BUPMI - TT810 (FL118-) - UT816 - UT813 - TT801 - TT701 (7880+) - TT702 - TT703 (K200-; 4930+).		
BUPMI 9M	BUPMI - UU802 (FL118-) - UU801 - TT903 - TT904 (K200-; 4930+).		
MEXAD 6M	MEXAD - TT810 (FL118-) - UT816 - UT813 - UT812 - UT811 - TT903 - TT904 (K200-; 4930+).		
MEXAD 8M	MEXAD - TT810 (FL118-) - UT816 - UT813 - TT801 - TT701 (7880+) - TT702 - TT703 (K200-; 4930+).		
MEXAD 9M	MEXAD - UU803 - UU802 (FL118-) - UU801 - TT903 - TT904 (K200-; 4930+).		

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	3000m
7880'	2400m
4930'	1500m



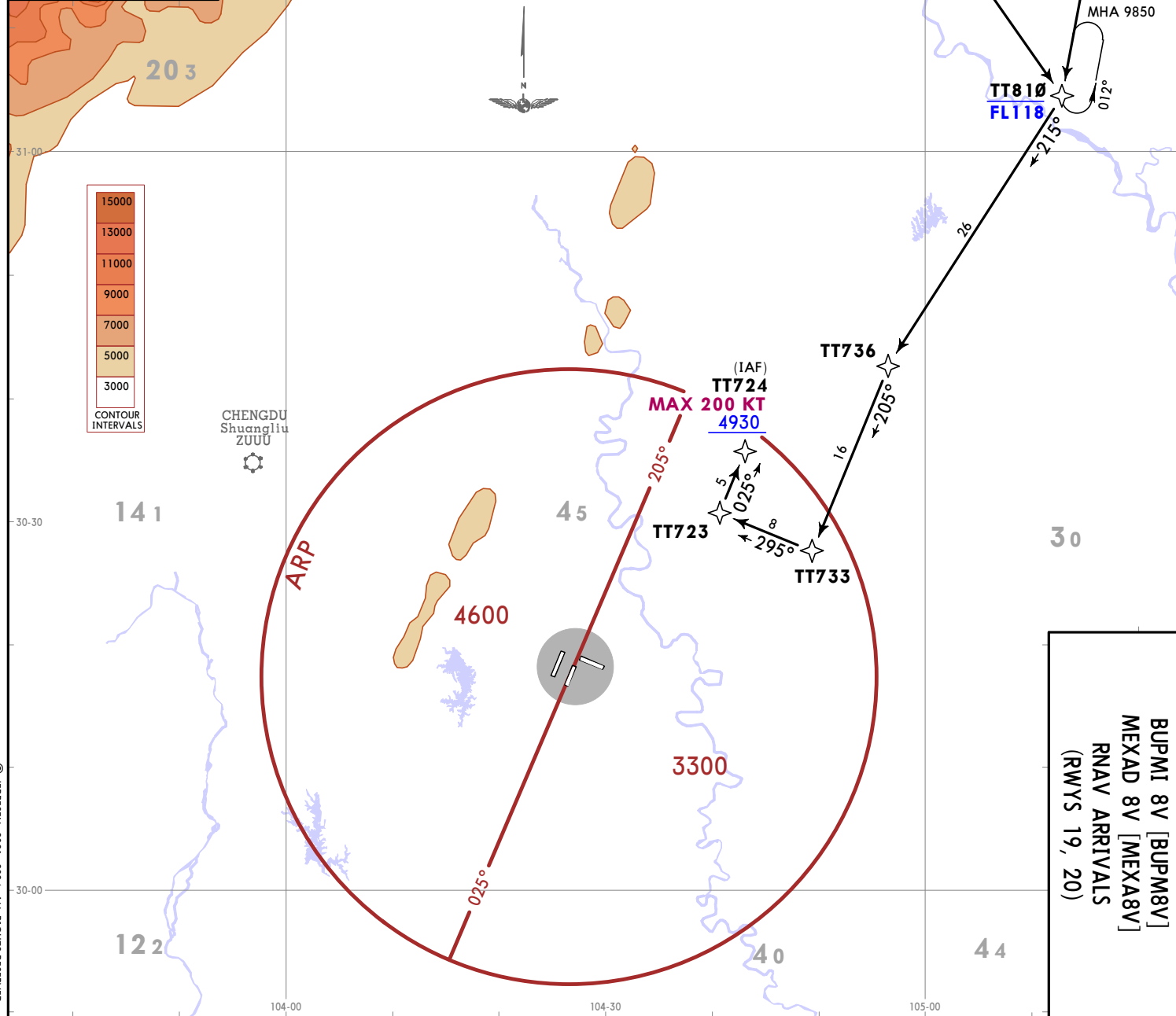
- BUPMI 6M [BUPM6M]
 - BUPMI 8M [BUPM8M]
 - BUPMI 9M [BUPM9M]
 - MEXAD 6M [MEXA6M]
 - MEXAD 8M [MEXA8M]
 - MEXAD 9M [MEXA9M]
- RNAV ARRIVALS
(RWYS 01, 02)

ZUTE/TFU
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19 JAN 24
JEPPESSEN CHENGDU, PR OF CHINA
Eft 24 Jan 1600Z
RNAV STAR

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D-ATIS 127.075 (Chinese 126.8)	Apt Elev 1452	Alt Set: hPa Trans level: FL118 RNAV 1 GNSS 1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.
BUPMI 8V [BUPM8V] MEXAD 8V [MEXA8V] RNAV ARRIVALS (RWYS 19, 20)		
STAR		ROUTING
BUPMI 8V	BUPMI - TT810 (FL118-) - TT736 - TT733 - TT723 - TT724 (K200-; 4930+).	
MEXAD 8V	MEXAD - TT810 (FL118-) - TT736 - TT733 - TT723 - TT724 (K200-; 4930+).	

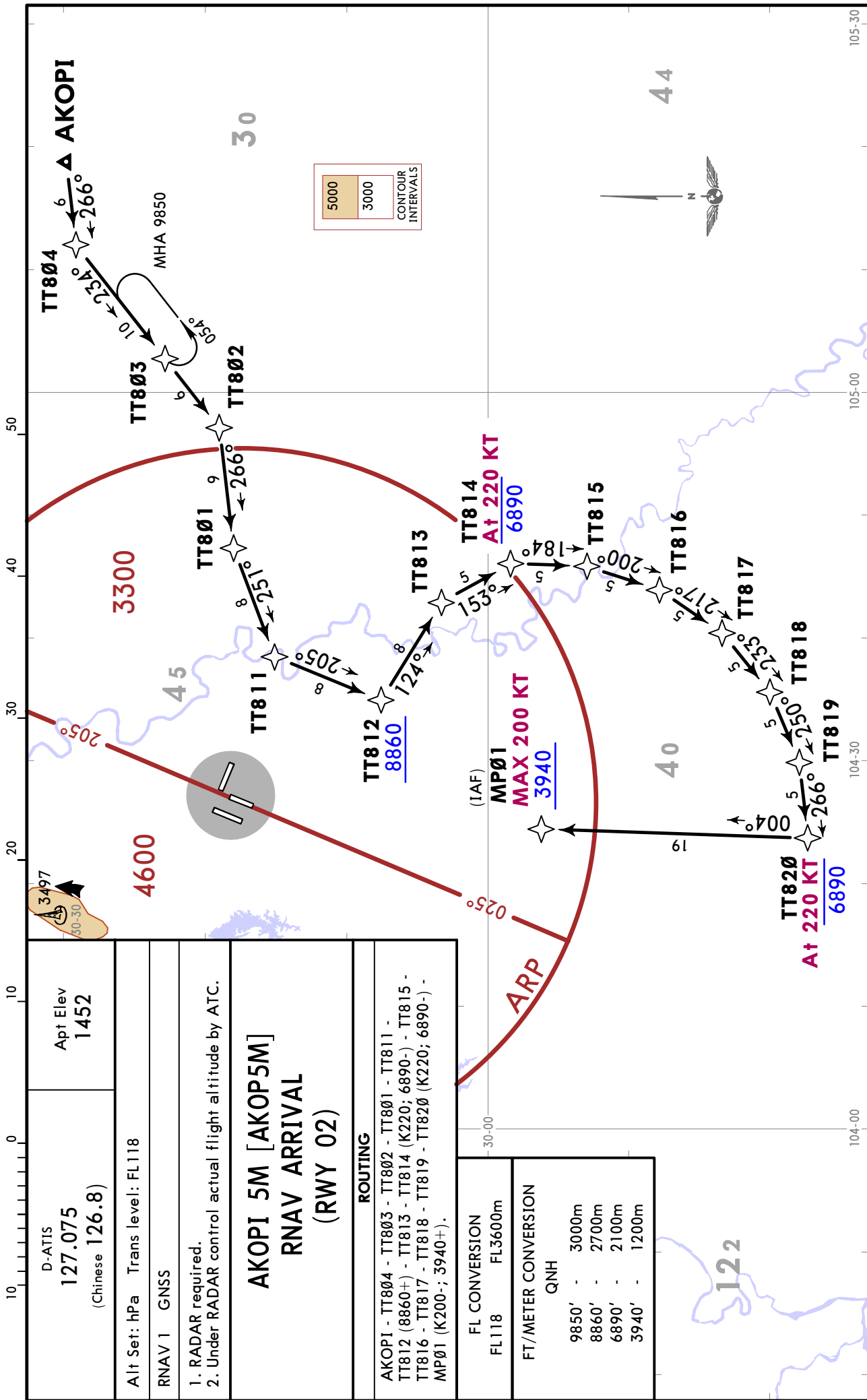
FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850' -	3000m
4930' -	1500m



**BUPMI 8V [BUPM8V]
MEXAD 8V [MEXA8V]
RNAV ARRIVALS
(RWYS 19, 20)**

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19 JAN 24 (20-2B) Eff 24 Jan 1600Z RNAV STAR



D-ATIS 127.075 (Chinese 126.8)	Apt Elev 1452
Alt Set: hPa Trans level: FL118	
RNAV 1 GNSS	
1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.	

**AKOPI 5M [AKOP5M]
RNAV ARRIVAL
(RWY 02)**

ROUTING
AKOPI - TT804 - TT803 - TT802 - TT801 - TT811 - TT812 (8860+) - TT813 - TT814 (K220; 6890-) - TT815 - TT816 - TT817 - TT818 - TT819 - TT820 (K220; 6890-) - MP01 (K200-; 3940+).

FL CONVERSION	FL3600m
FL118	3940

FT/METER CONVERSION	QNH
9850'	3000m
8860'	2700m
6890'	2100m
3940'	1200m

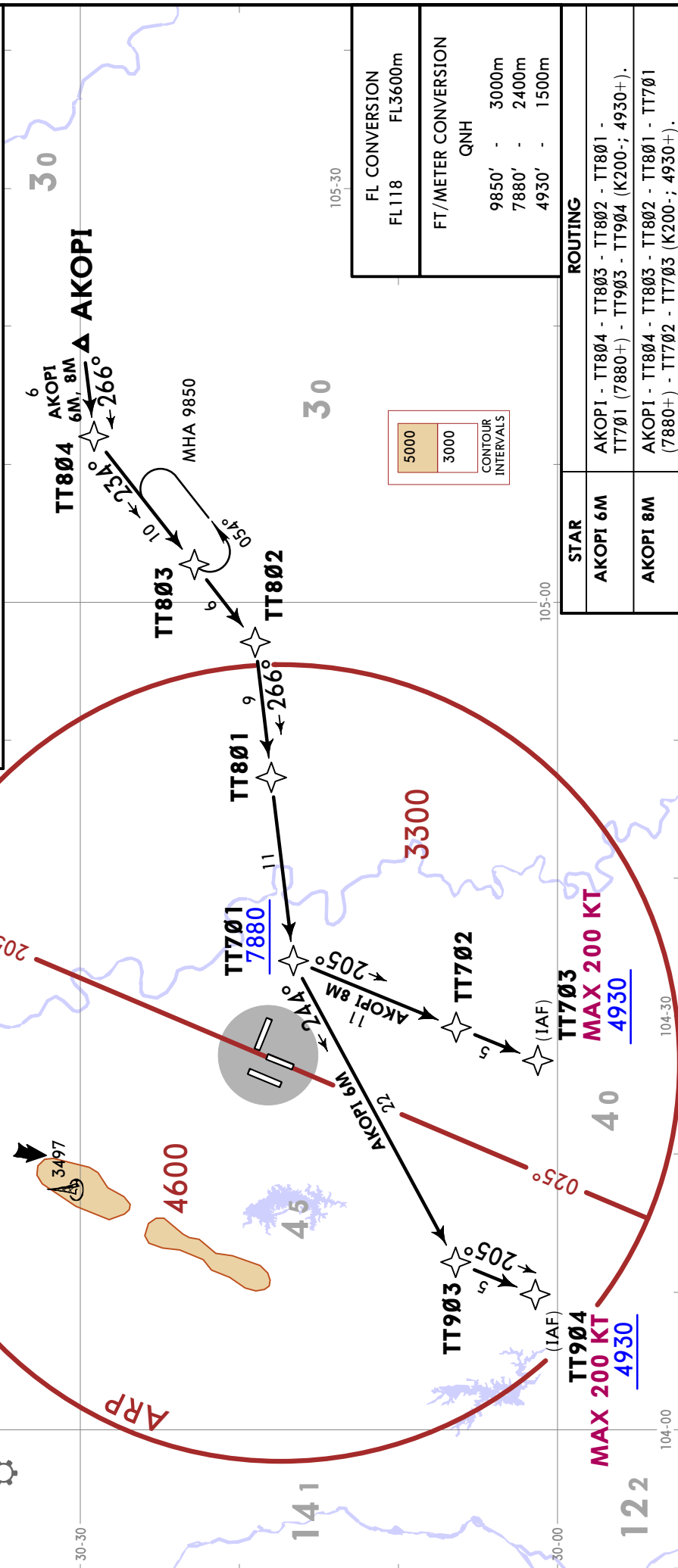
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19 JAN 24 (20-2C) Eff 24 Jan 1600Z

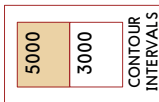
RNAV STAR

D-ATIS 127.075 (Chinese 126.8)	Apt Elev 1452	Alt Set: hPa Trans level: FL118
RNAV 1 GNSS		
1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.		

**AKOPI 6M [AKOP6M], AKOPI 8M [AKOP8M]
RNAV ARRIVALS
(RWYS 01, 02)**



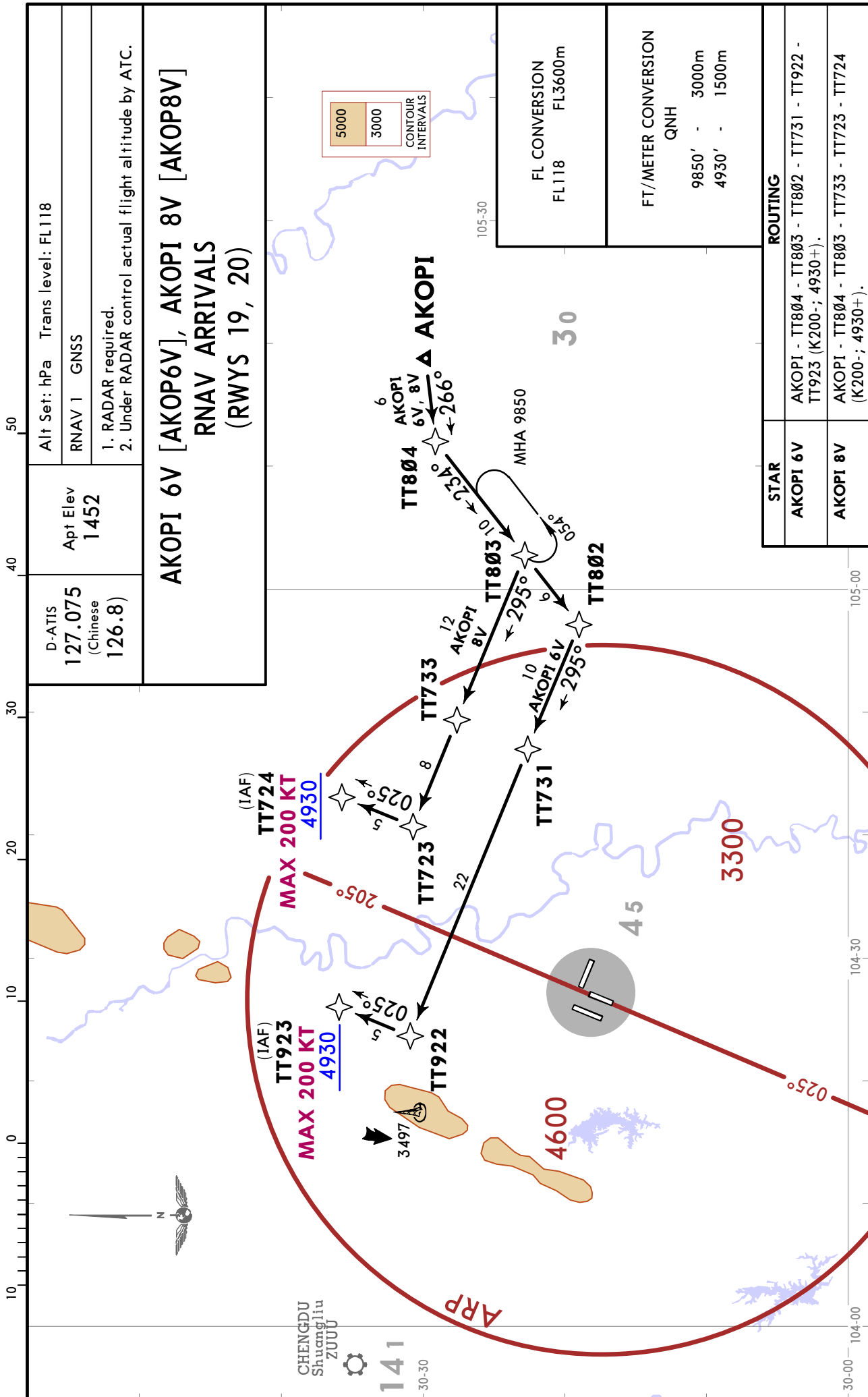
FL CONVERSION FL118 FL3600m
FT/METER CONVERSION QNH
9850' - 3000m
7880' - 2400m
4930' - 1500m



STAR	ROUTING
AKOPI 6M	AKOPI - TT804 - TT803 - TT802 - TT801 - TT701 (7880+) - TT903 - TT904 (K200+; 4930+).
AKOPI 8M	AKOPI - TT804 - TT803 - TT802 - TT801 - TT701 (7880+) - TT702 - TT703 (K200+; 4930+).

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JEPPESSEN CHENGDU, PR OF CHINA
19 JAN 24 (20-2C1) Eff 24 Jan 1600Z RNAV STAR



CHENGDU, PR OF CHINA

RNAV STAR

D-ATIS 127.075 (Chinese 126.8)	Alt Set: hPa Trans level: FL118
Apt Elev 1452	RNAV 1 GNSS
1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.	

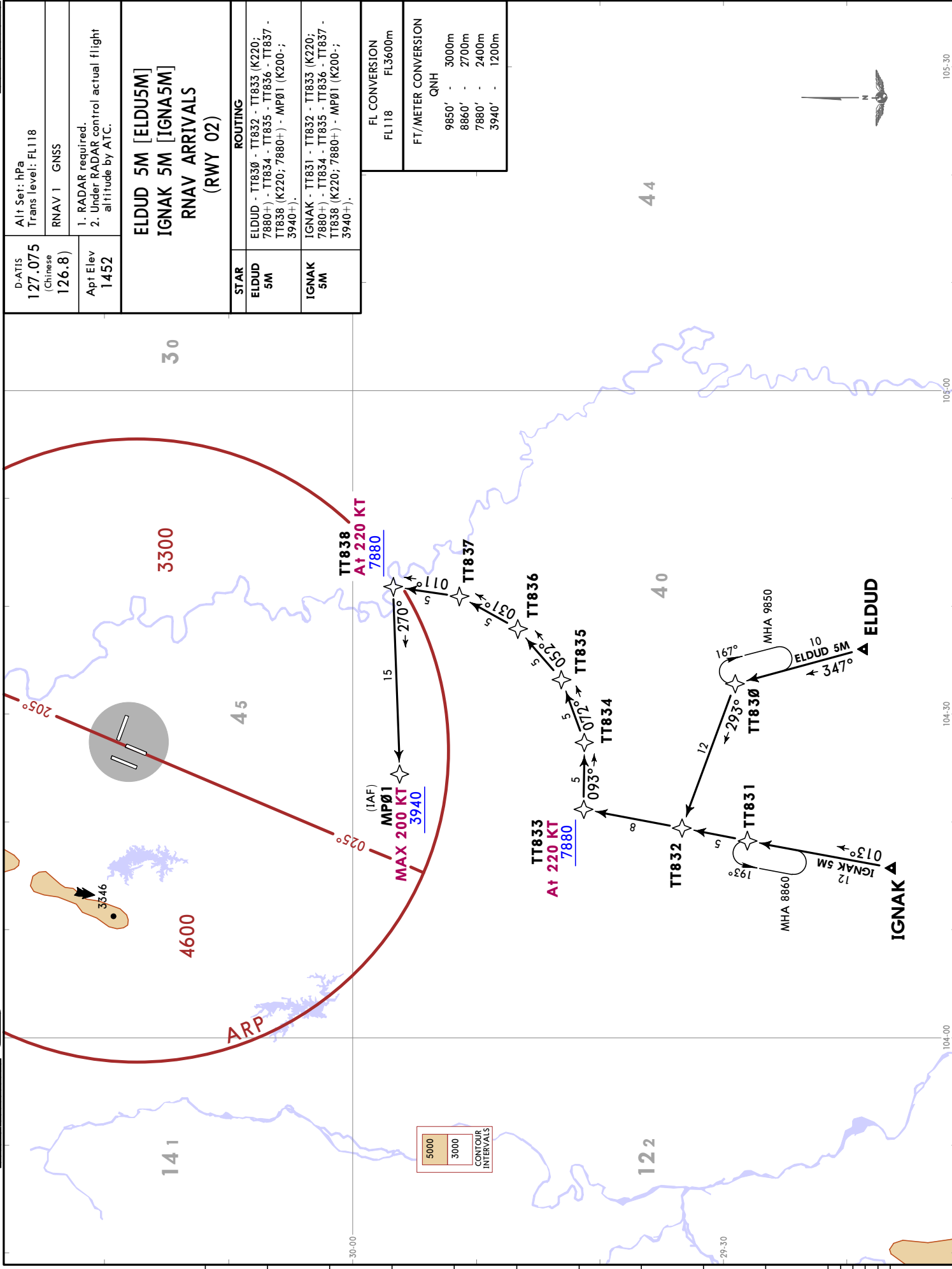
**ELDUD 5M [ELDU5M]
IGNAK 5M [IGNA5M]
RNAV ARRIVALS
(RWY 02)**

STAR	ROUTING
ELDUD 5M	ELDUD - TT830 - TT832 - TT833 (K220; 7880+) - TT834 - TT835 - TT836 - TT837 - TT838 (K220; 7880+) - MP01 (K200-; 3940+).
IGNAK 5M	IGNAK - TT831 - TT832 - TT833 (K220; 7880+) - TT834 - TT835 - TT836 - TT837 - TT838 (K220; 7880+) - MP01 (K200-; 3940+).

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	3000m
8860'	2700m
7880'	2400m
3940'	1200m

ZUTF/TFU
TIANFU

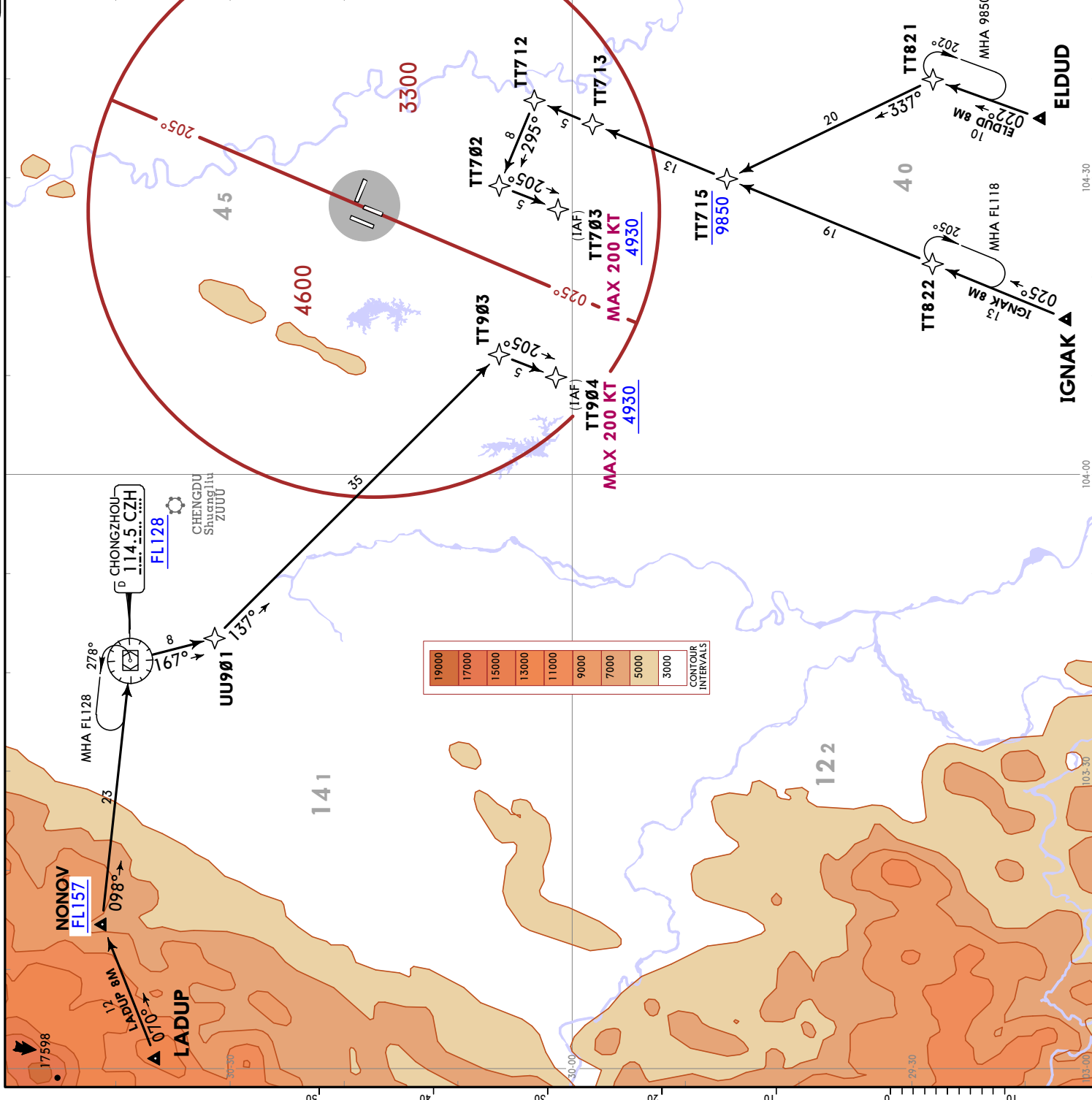
JEPPESEN
19 JAN 24
Eff 24 Jan 1600Z (20-2D)



JEPPESEN
 19 JAN 24 (20-2E) Eff 24 Jan 1600Z
CHENGDU, PR OF CHINA
RNAV STAR

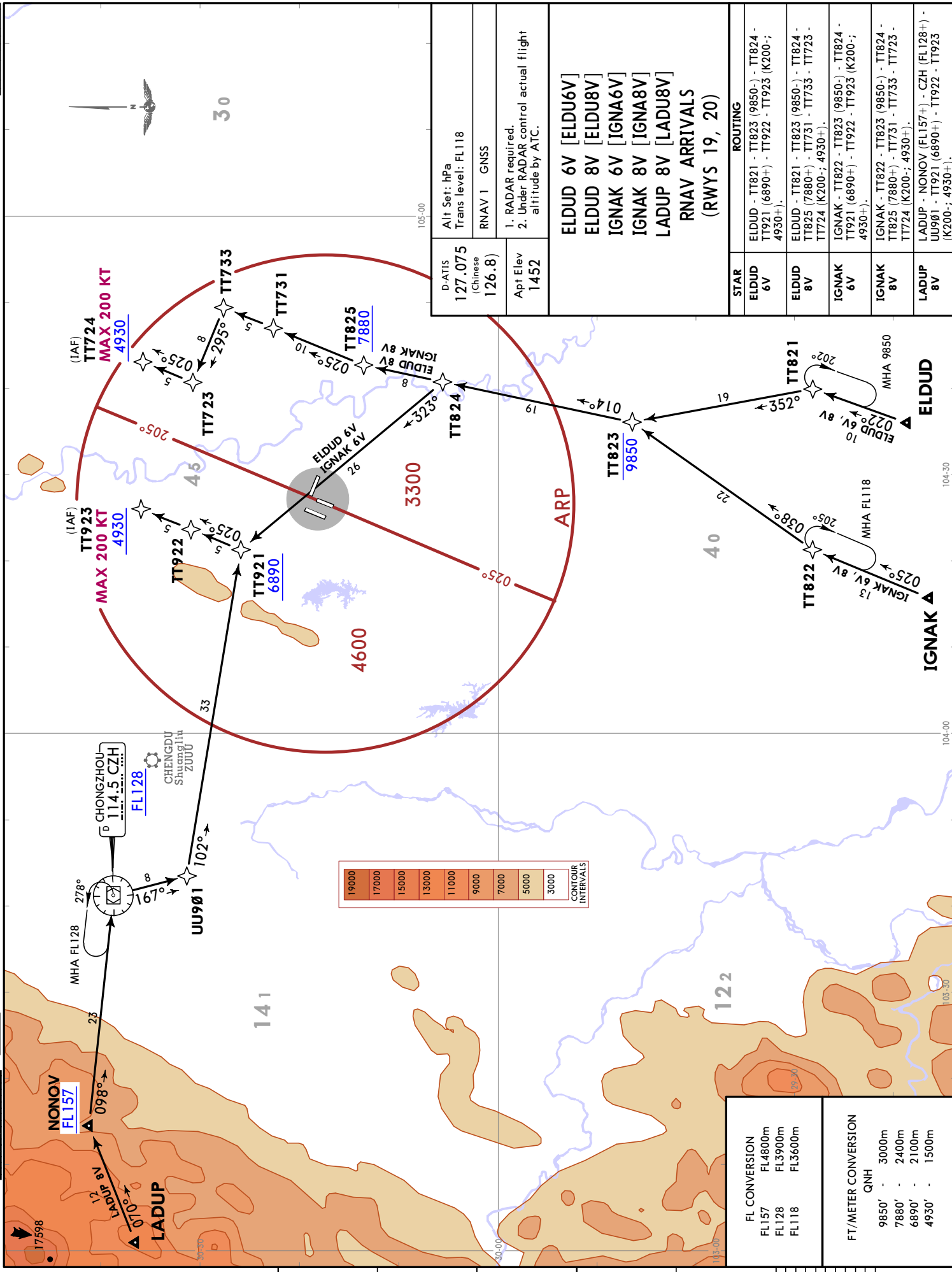
ZUTF/TFU
 TIANFU

D-ATIS 127.075 (Chinese 126.8)	Alt Set: hPa Trans level: FL118
RNAV 1 GNSS	RNAV 1 GNSS
Apt Elev 1452	1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.
ELDUD 8M [ELDU8M] IGNAK 8M [IGNA8M] LADUP 8M [LADU8M] RNAV ARRIVALS (RWYS 01, 02)	
STAR	ROUTING
ELDUD 8M	ELDUD - TT821 - TT15 (9850-) - TT13 - TT12 - TT702 - TT703 (K200-; 4930+).
IGNAK 8M	IGNAK - TT822 - TT15 (9850-) - TT13 - TT12 - TT702 - TT703 (K200-; 4930+).
LADUP 8M	LADUP - NONOV (FL157+) - CZH (FL128+) - UU901 - TT903 - TT904 (K200-; 4930+).
FL CONVERSION FL157 FL4800m FL128 FL3900m FL118 FL3600m	
FT/METER CONVERSION QNH 9850' - 3000m 4930' - 1500m	



CHENGDU, PR OF CHINA
RNAV STAR

ZUTF/TFU
TIANFU
19 JAN 24
Eff 24 Jan 1600Z
20-2E1
JEPPesen



D-ATIS	127.075
(Chinese)	
Trans level:	FL118
RNAV 1	GNSS
Apt Elev	1452
1. RADAR required.	
2. Under RADAR control actual flight altitude by ATC.	

ELDUD 6V [ELDU6V]
ELDUD 8V [ELDU8V]
IGNAK 6V [IGNA6V]
IGNAK 8V [IGNA8V]
LADUP 8V [LADU8V]
RNAV ARRIVALS (RWYS 19, 20)

STAR	ROUTING
ELDUD 6V	ELDUD - TT821 - TT823 (9850-) - TT824 - TT921 (6890+) - TT922 - TT923 (K200-; 4930+)
ELDUD 8V	ELDUD - TT821 - TT823 (9850-) - TT824 - TT825 (7880+) - TT731 - TT733 - TT723 - TT724 (K200-; 4930+)
IGNAK 6V	IGNAK - TT822 - TT823 (9850-) - TT824 - TT921 (6890+) - TT922 - TT923 (K200-; 4930+)
IGNAK 8V	IGNAK - TT822 - TT823 (9850-) - TT824 - TT825 (7880+) - TT731 - TT733 - TT723 - TT724 (K200-; 4930+)
LADUP 8V	LADUP - NONOV (FL157+) - CZH (FL128+) - UU901 - TT921 (6890+) - TT922 - TT923 (K200-; 4930+)

19000
17000
15000
13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS

FL CONVERSION	
FL157	FL4800m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION	
QNH	QNH
9850'	3000m
7880'	2400m
6890'	2100m
4930'	1500m

CHANGES: Last comms withdrawn.

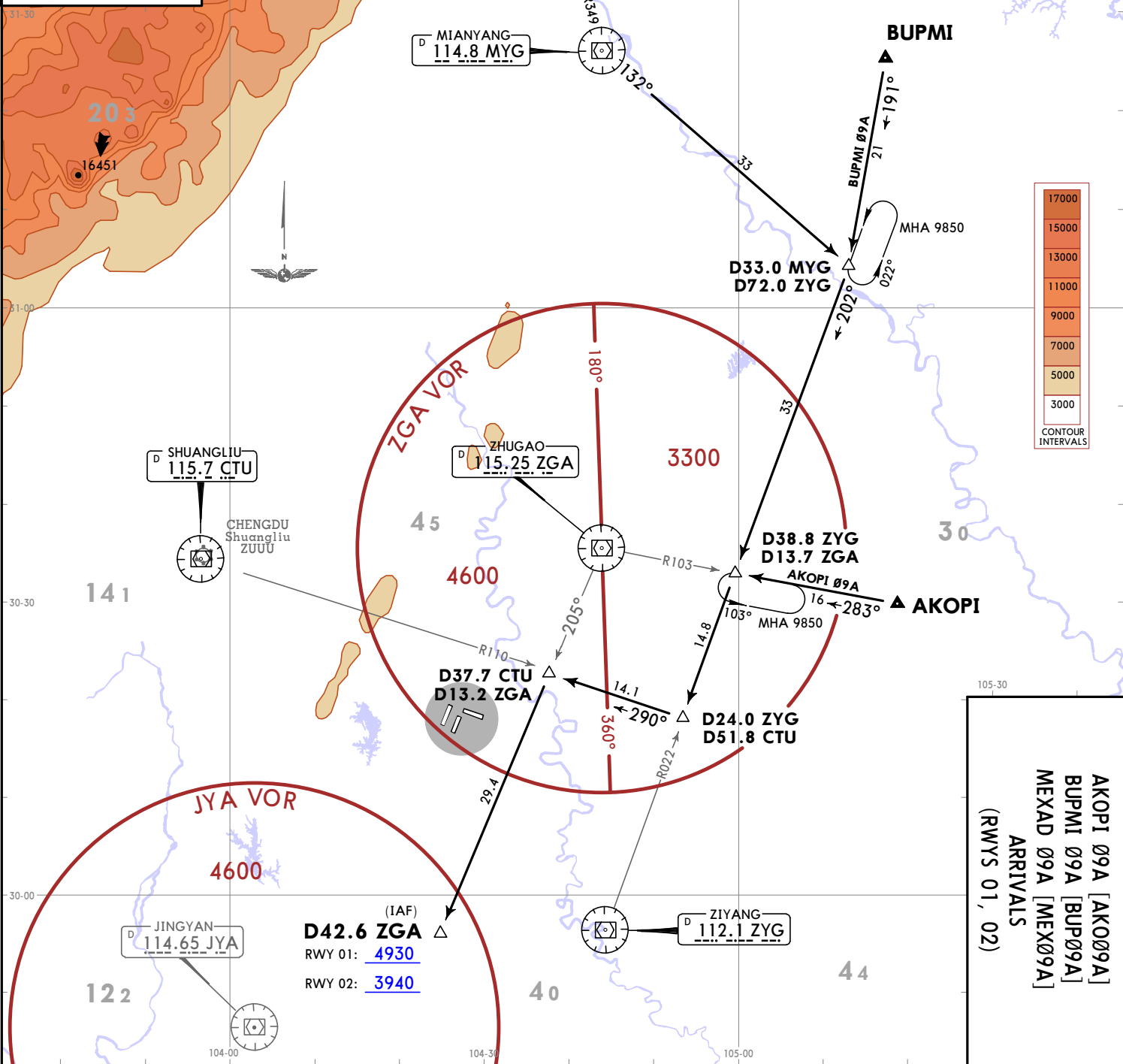
D-ATIS 127.075 (Chinese 126.8) Apt Elev 1452 Alt Set: hPa Trans level: FL118 Under RADAR control actual flight altitude by ATC.

**AKOPI 09A [AKO09A], BUPMI 09A [BUP09A]
MEXAD 09A [MEX09A]
ARRIVALS
(RWYS 01, 02)**
SPEED: INITIAL APPROACH MAX 200 KT

FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH
9850' - 3000m
4930' - 1500m
3940' - 1200m

ZUTE/TFU
TIANFU
25 AUG 23
JEPPESSEN
Eff 6 Sep 1600Z (30-2F)



**AKOPI 09A [AKO09A]
BUPMI 09A [BUP09A]
MEXAD 09A [MEX09A]
ARRIVALS
(RWYS 01, 02)**

(IAF)
D42.6 ZGA
RWY 01: 4930
RWY 02: 3940

CHENGDU, PR OF CHINA
STAR

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CHANGES: Last comms withdrawn.

D-ATIS
127.075
(Chinese 126.8)

Apt Elev
1452

Alt Set: hPa Trans level: FL118
Under RADAR control actual flight altitude by ATC.

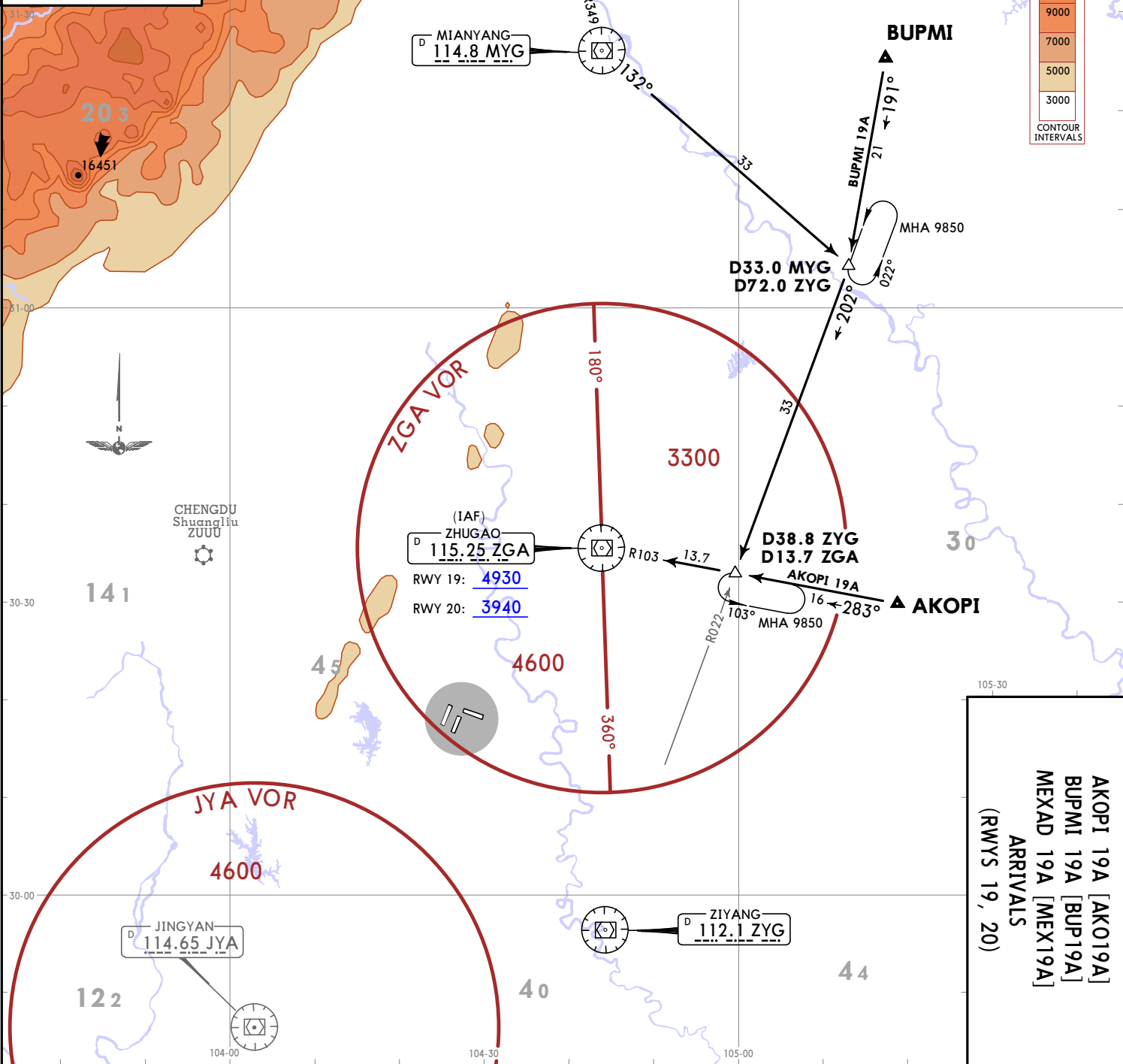
**AKOPI 19A [AKO19A], BUPMI 19A [BUP19A]
MEXAD 19A [MEX19A]
ARRIVALS
(RWYS 19, 20)**

SPEED: INITIAL APPROACH MAX 200 KT

FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH

9850'	-	3000m
4930'	-	1500m
3940'	-	1200m



**AKOPI 19A [AKO19A]
BUPMI 19A [BUP19A]
MEXAD 19A [MEX19A]
ARRIVALS
(RWYS 19, 20)**

ZUTE/TFU
TIANFU

25 AUG 23 20-20
JEPPESSEN
EFF 6 Sep 1600Z

CHENGDU, PR OF CHINA
STAR

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CHENGDU, PR OF CHINA

STAR

D-ATIS
127.075
(Chinese
126.8)

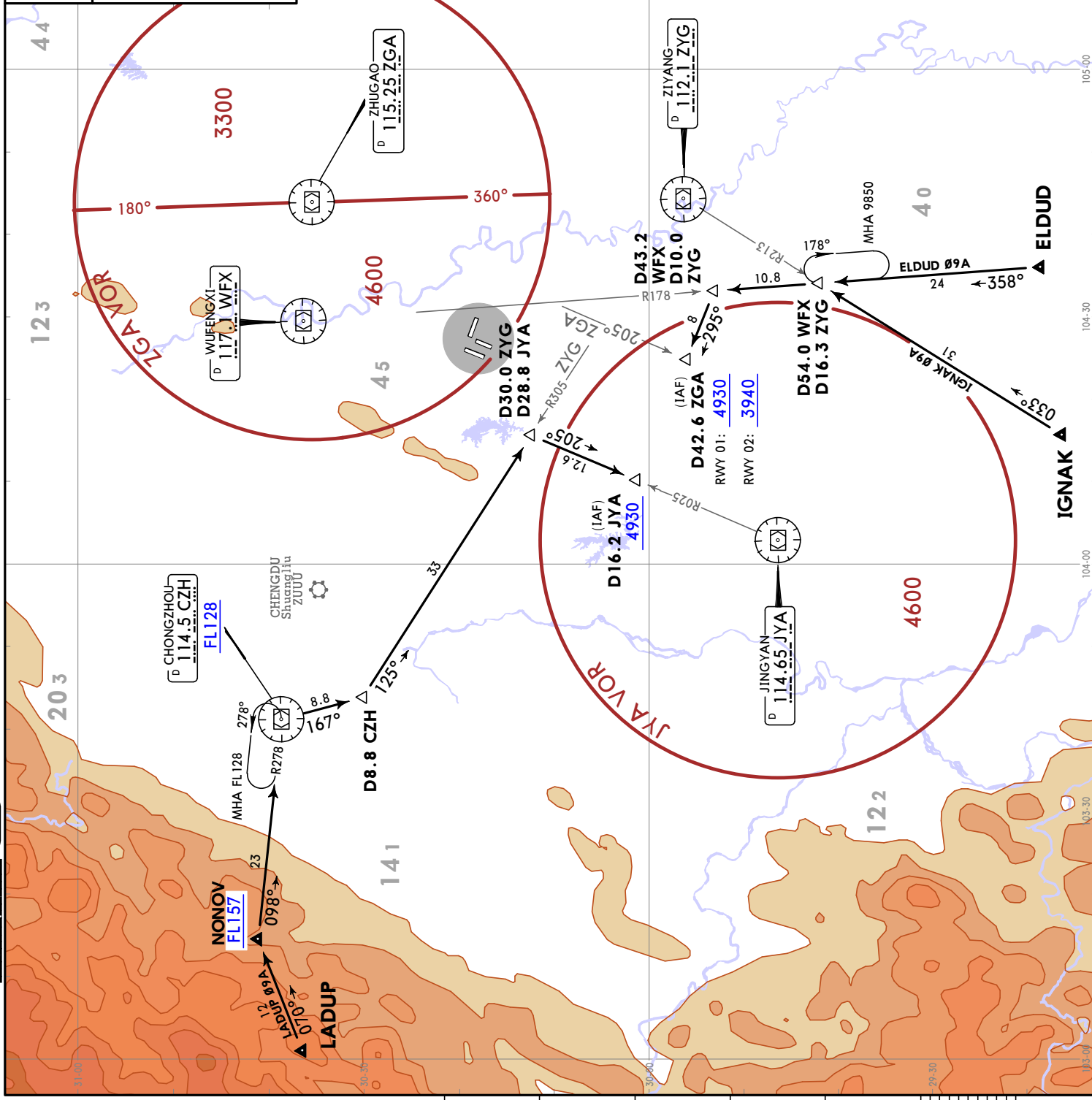
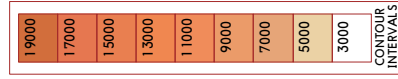
Apt Elev
1452

Alt Set: hPa
Trans level: FL118
Under RADAR control
actual flight altitude
by ATC.

ELDUD 09A [ELD09A]
IGNAK 09A [IGN09A]
LADUP 09A [LAD09A]
ARRIVALS
(RWYS 01, 02)
**SPEED: INITIAL APPROACH
MAX 200 KT**

FL CONVERSION
FL157 FL4800m
FL128 FL3900m
FL118 FL3600m

FT/METER CONVERSION
QNH
9850' - 3000m
4930' - 1500m
3940' - 1200m



ZUTP/TFU
TIANFU

JEPPESEN
25 AUG 23
Eff 6 Sep 1600Z (20-2H)

STAR

CHENGDU, PR OF CHINA

25 AUG 23 (20-2)

JEPPESSEN

Eff 6 Sep 1600Z

ZUTP/TFU

TIANFU

123

44

122

45

40

30

203

141

122

44

40

30

203

141

122

D-ATIS
127.075
(Chinese
126.8)

Apt Elev
1452

Alt Set: hPa
Trans level: FL118
Under RADAR control
actual flight altitude
by ATC.

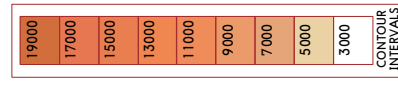
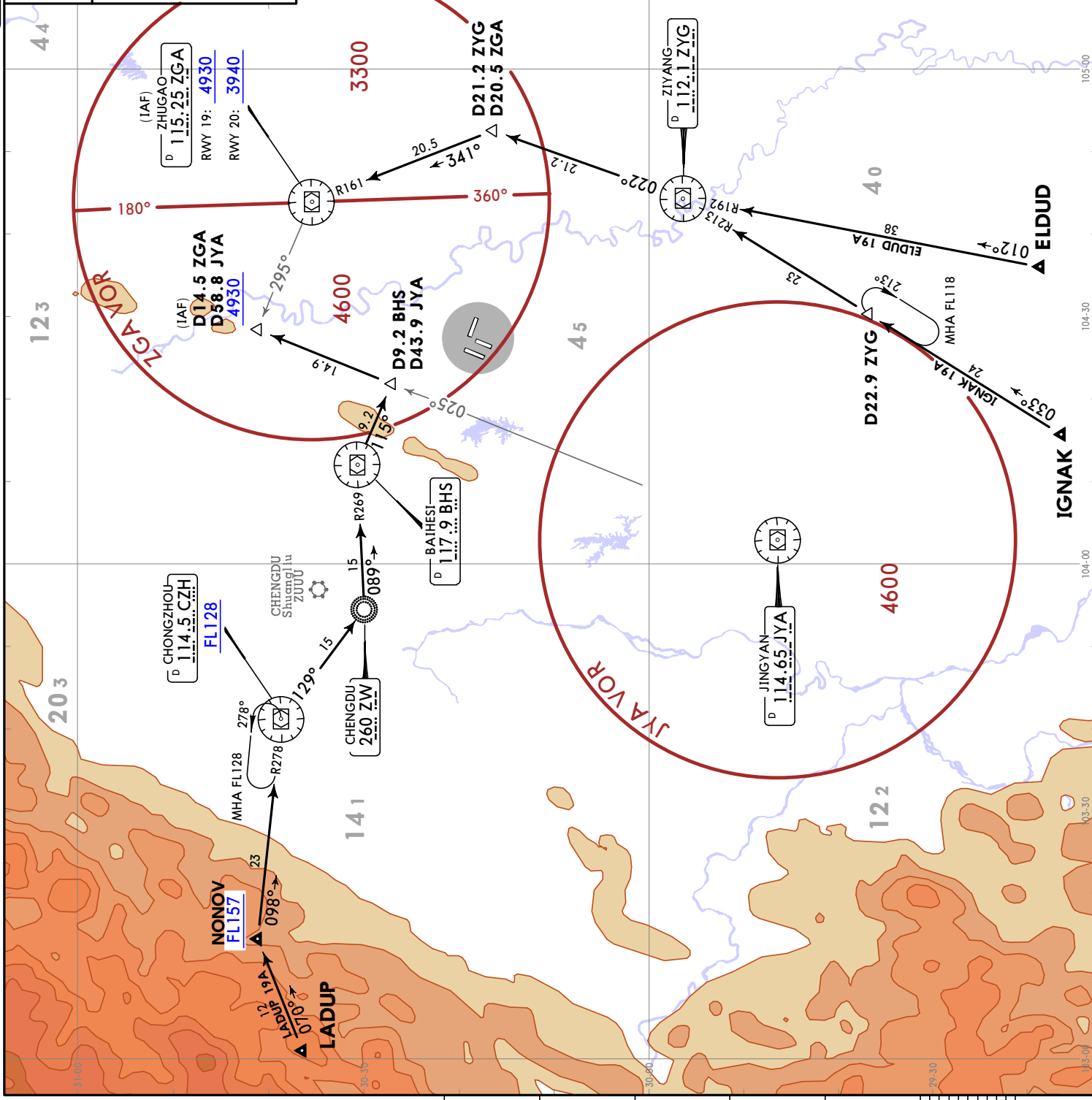
ELDUD 19A [ELD19A]
IGNAK 19A [IGN19A]
LADUP 19A [LAD19A]

ARRIVALS
(RWYS 19, 20)

**SPEED: INITIAL APPROACH
MAX 200 KT**

FL CONVERSION
FL157 FL4800m
FL128 FL3900m
FL118 FL3600m

FT/METER CONVERSION
QNH
4930' - 1500m
3940' - 1200m



CHANGES: Lost comms withdrawn.

ZUTE/TFU
TIANFU
25 AUG 23
JEPPESSEN
Eff 6 Sep 1600Z
20-3

Apt Elev
1452

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

RNAV 1 GNSS

1. RADAR required.
2. Under RADAR control actual flight altitude by ATC.
3. No turns before DER.

BOKIR 9C [BOKI9C]
SAGPI 9C [SAGP9C]
UBRAB 9C [UBRA9C]
RNAV DEPARTURES (RWY 01)

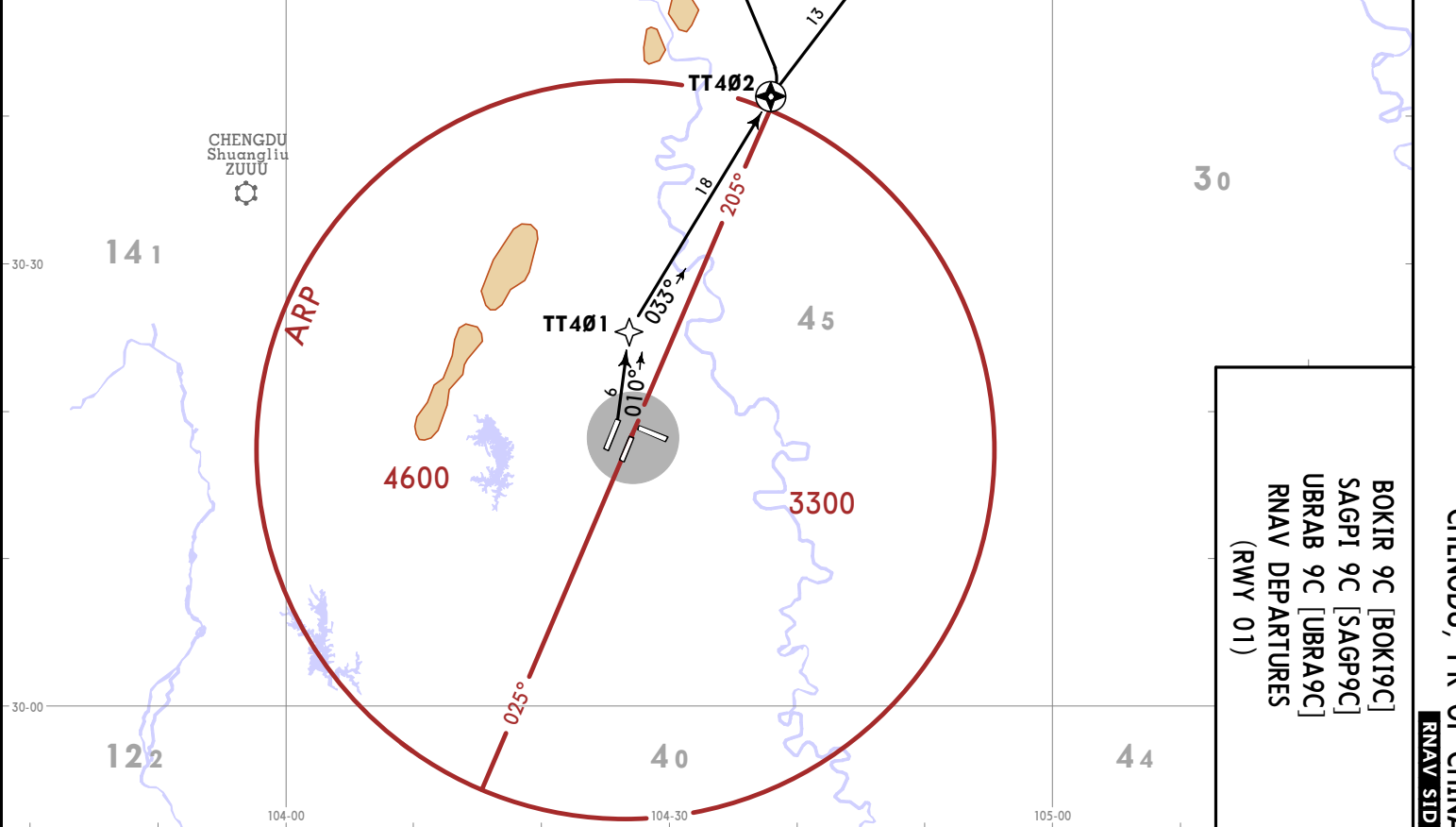
SID	ROUTING
BOKIR 9C	TT401 - TT402 - CDX - BOKIR.
SAGPI 9C	TT401 - TT402 - TT403 - TT404 - SAGPI.
UBRAB 9C	TT401 - TT402 - TT403 - UBRAB.

FT/METER CONVERSION
QNH

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

FL CONVERSION
FL128 FL3900m

1 If unable to reach FL128 by TT403, inform ATC in advance.



BOKIR 9C [BOKI9C]
SAGPI 9C [SAGP9C]
UBRAB 9C [UBRA9C]
RNAV DEPARTURES (RWY 01)

CHENGDU, PR OF CHINA
RNAV SID

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CHANGES: Lost comms withdrawn.

Apt Elev
1452

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

RNAV 1 GNSS

1. RADAR required.
2. Under RADAR control actual flight altitude by ATC.

**BOKIR 9E [BOKI9E]
SAGPI 9E [SAGP9E]
UBRAB 9E [UBRA9E]
RNAV DEPARTURES
(RWY 02)**

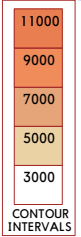
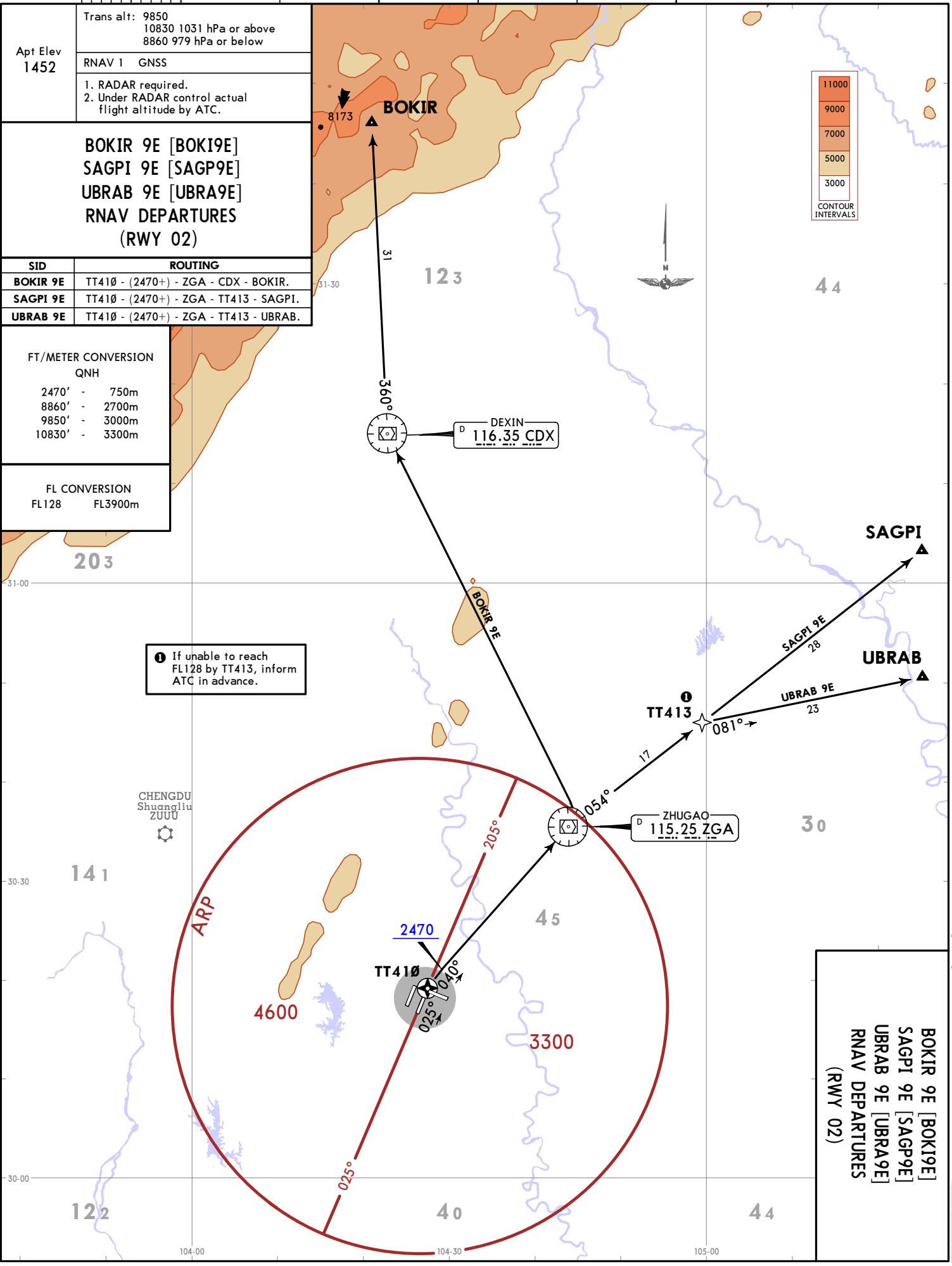
SID	ROUTING
BOKIR 9E	TT410 - (2470+) - ZGA - CDX - BOKIR.
SAGPI 9E	TT410 - (2470+) - ZGA - TT413 - SAGPI.
UBRAB 9E	TT410 - (2470+) - ZGA - TT413 - UBRAB.

FT/METER CONVERSION
QNH

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

FL CONVERSION
FL128 FL3900m

1 If unable to reach FL128 by TT413, inform ATC in advance.



**BOKIR 9E [BOKI9E]
SAGPI 9E [SAGP9E]
UBRAB 9E [UBRA9E]
RNAV DEPARTURES
(RWY 02)**

CHANGES: Lost comms withdrawn.

ZUFU/TFU
TIANFU
JEPPESSEN
25 AUG 23
Eff 6 Sep 1600Z
90-3D

Apt Elev
1452

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

1. RNAV 1.
2. GNSS required.
3. RADAR required.
4. Under RADAR control actual flight altitude by ATC.
5. No turns before DER.

BOKIR 6K [BOKI6K]
SAGPI 6K [SAGP6K]
UBRAB 6K [UBRA6K]
RNAV DEPARTURES
(RWY 11)

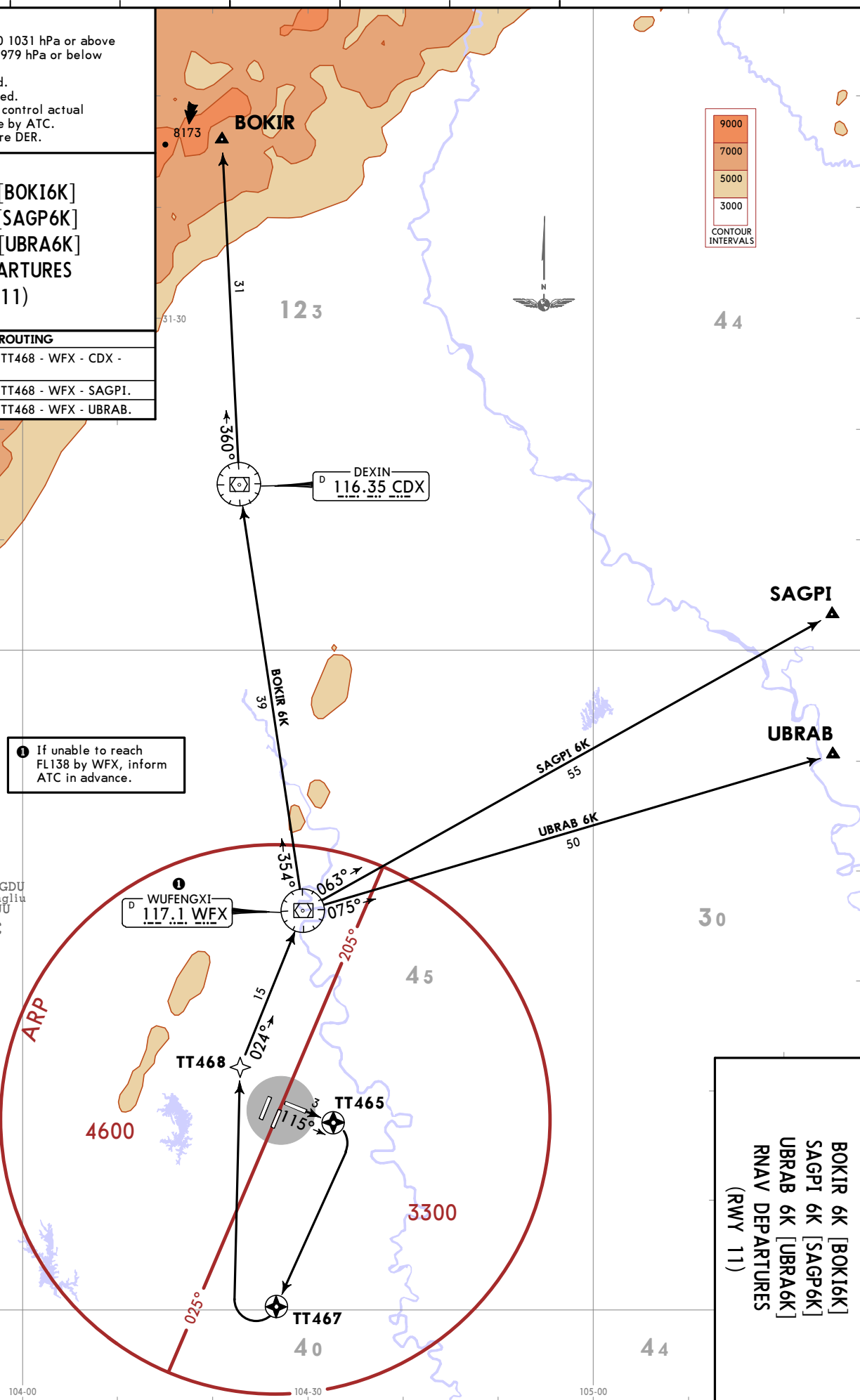
SID	ROUTING
BOKIR 6K	TT465 - TT467 - TT468 - WFX - CDX - BOKIR.
SAGPI 6K	TT465 - TT467 - TT468 - WFX - SAGPI.
UBRAB 6K	TT465 - TT467 - TT468 - WFX - UBRAB.

FT/METER CONVERSION
QNH

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

FL CONVERSION
FL138 FL4200m

31-00



① If unable to reach FL138 by WFX, inform ATC in advance.

CHENGDU
Shuangliu
ZUUU

141

30-30

4600

ARP

TT468

TT465

TT467

40

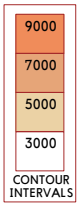
122

30-00

104-00

BOKIR 6K [BOKI6K]
SAGPI 6K [SAGP6K]
UBRAB 6K [UBRA6K]
RNAV DEPARTURES
(RWY 11)

CHENGDU, PR OF CHINA
RNAV SID



44

30

45

30

44

105-00

CHENGDU, PR OF CHINA

RNAV SID

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

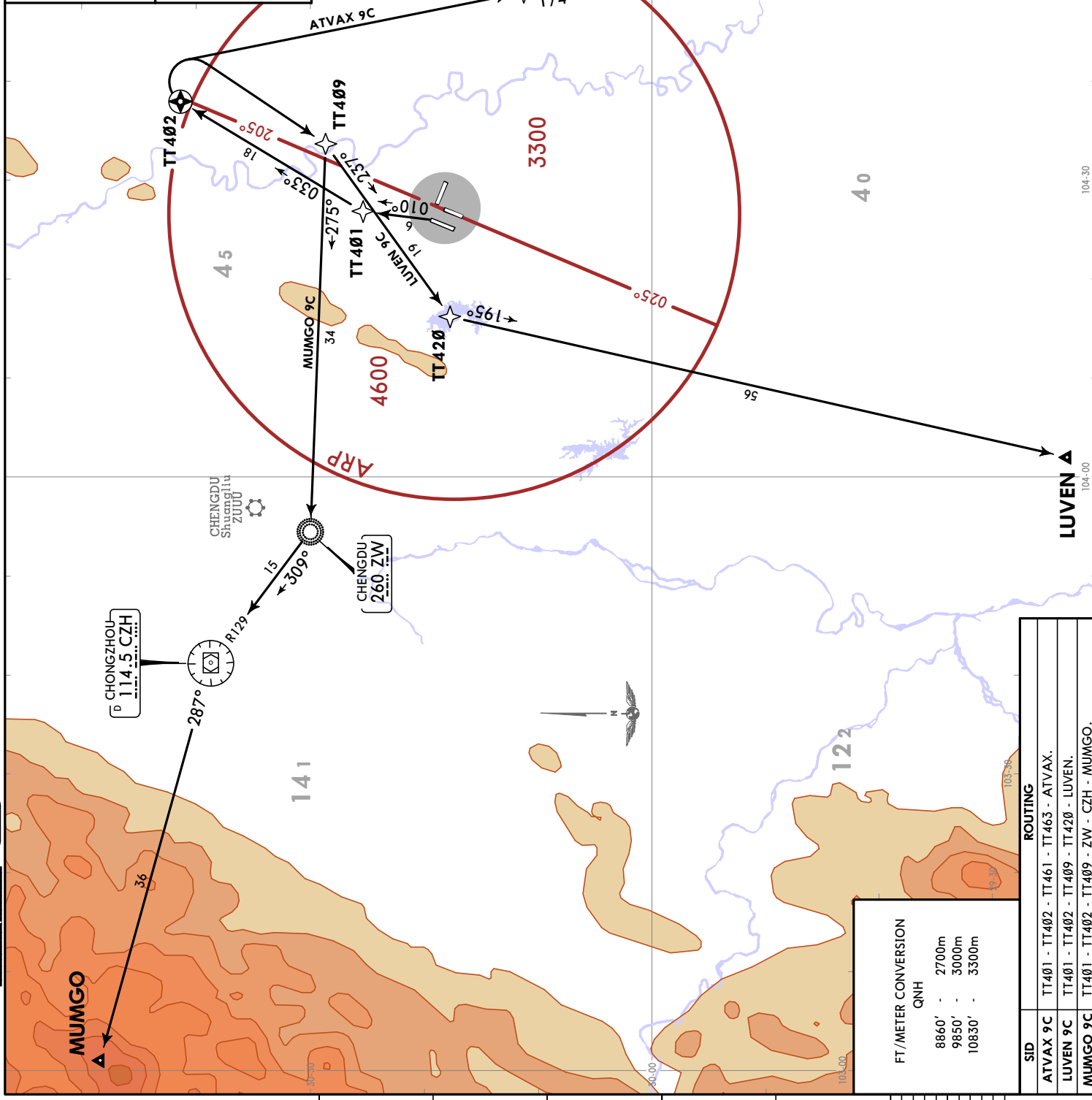
Apt Elev
1452

RNAV 1 GNSS

1. RADAR required.
2. Under RADAR control actual flight altitude by ATC.
3. No turns before DER.

**ATVAX 9C [ATVA9C]
LUVEN 9C [LUV9C]
MUMGO 9C [MUMG9C]
RNAV DEPARTURES
(RWY 01)**

19000
17000
15000
13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS



ZUTF/TFU
TIANFU

JEPPESEN
25 AUG 23
Eff 6 Sep 1600Z
20-3F

CHONGZHOU
114.5 CZH

CHENGDU
Shuangliu
ZUUU

CHENGDU
260 ZW

FT/METER CONVERSION

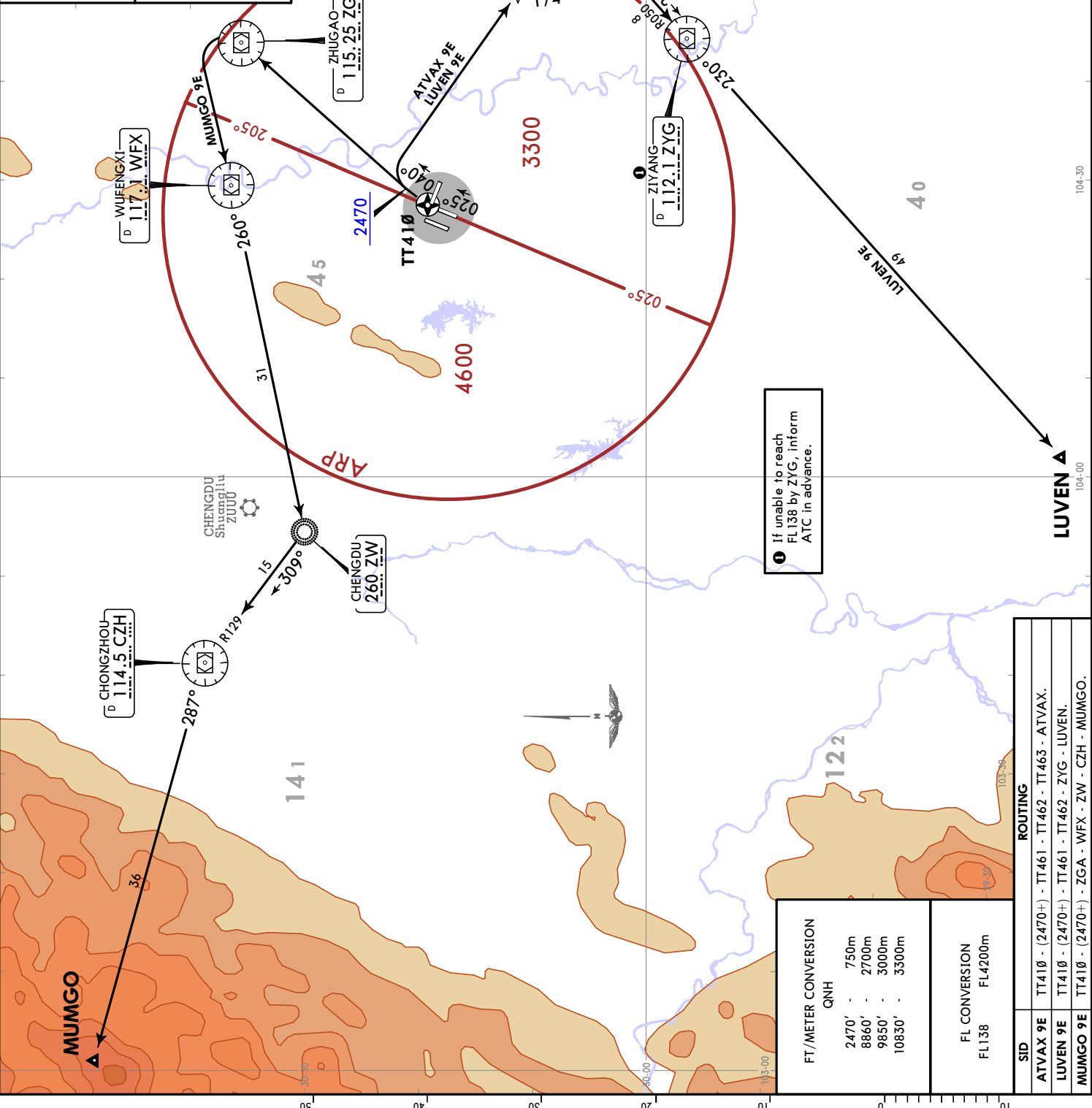
QNH

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

SID	ROUTING
ATVAX 9C	TT401 - TT402 - TT461 - TT463 - ATVAX.
LUVEN 9C	TT401 - TT402 - TT409 - TT420 - LUVEN.
MUMGO 9C	TT401 - TT402 - TT409 - ZW - CZH - MUMGO.

JEPPESEN
 25 AUG 23 (20-3G) Eff 6 Sep 1600Z
CHENGDU, PR OF CHINA
ZUTF/TFU
TIANFU

Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below	RNAV SID
Apt Elev 1452	
RNAV 1 GNSS	
1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.	
ATVAX 9E [ATVA9E] LUVEN 9E [LUV9E] MUMGO 9E [MUMG9E] RNAV DEPARTURES (RWY 02)	



19000	17000	15000	13000	11000	9000	7000	5000	3000
CONTOUR INTERVALS								

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

FL CONVERSION	
FL138	FL4200m

SID	ROUTING
ATVAX 9E	TT410 - (2470+) - TT461 - TT462 - TT463 - ATVAX.
LUVEN 9E	TT410 - (2470+) - TT461 - TT462 - ZYG - LUVEN.
MUMGO 9E	TT410 - (2470+) - ZGA - WFX - ZW - CZH - MUMGO.

CHANGES: Lost comms withdrawn.

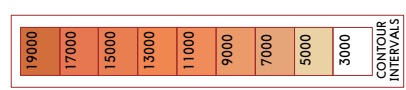
CHENGDU, PR OF CHINA
RNAV SID

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

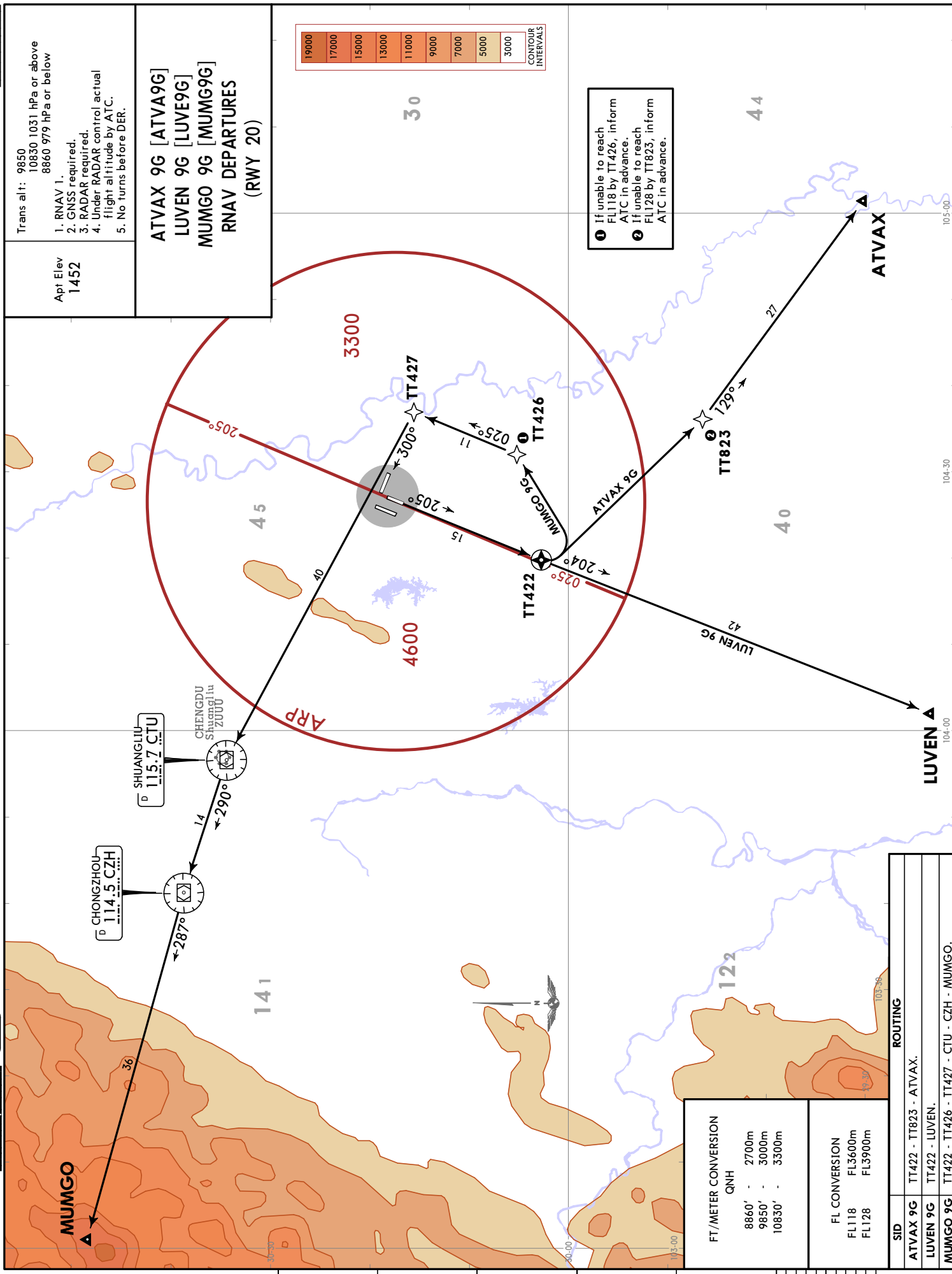
Apt Elev
1452

1. RNAV 1.
2. GNSS required.
3. RADAR required.
4. Under RADAR control actual flight altitude by ATC.
5. No turns before DER.

ATVAX 9G [ATVA9G]
LUVEN 9G [LUVEN9G]
MUMGO 9G [MUMGO9G]
RNAV DEPARTURES
(RWY 20)



① If unable to reach FL118 by TT426, inform ATC in advance.
② If unable to reach FL128 by TT823, inform ATC in advance.



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

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

ROUTING	
ATVAX 9G	TT422 - TT823 - ATVAX.
LUVEN 9G	TT422 - LUVEN.
MUMGO 9G	TT422 - TT426 - TT427 - CTU - CZH - MUMGO.

ZUTF/TFU
TIANFU

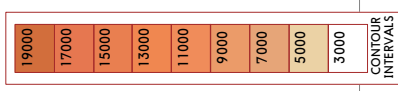
JEPPESEN
25 AUG 23
Eff 6 Sep 1600Z (20-3H)

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

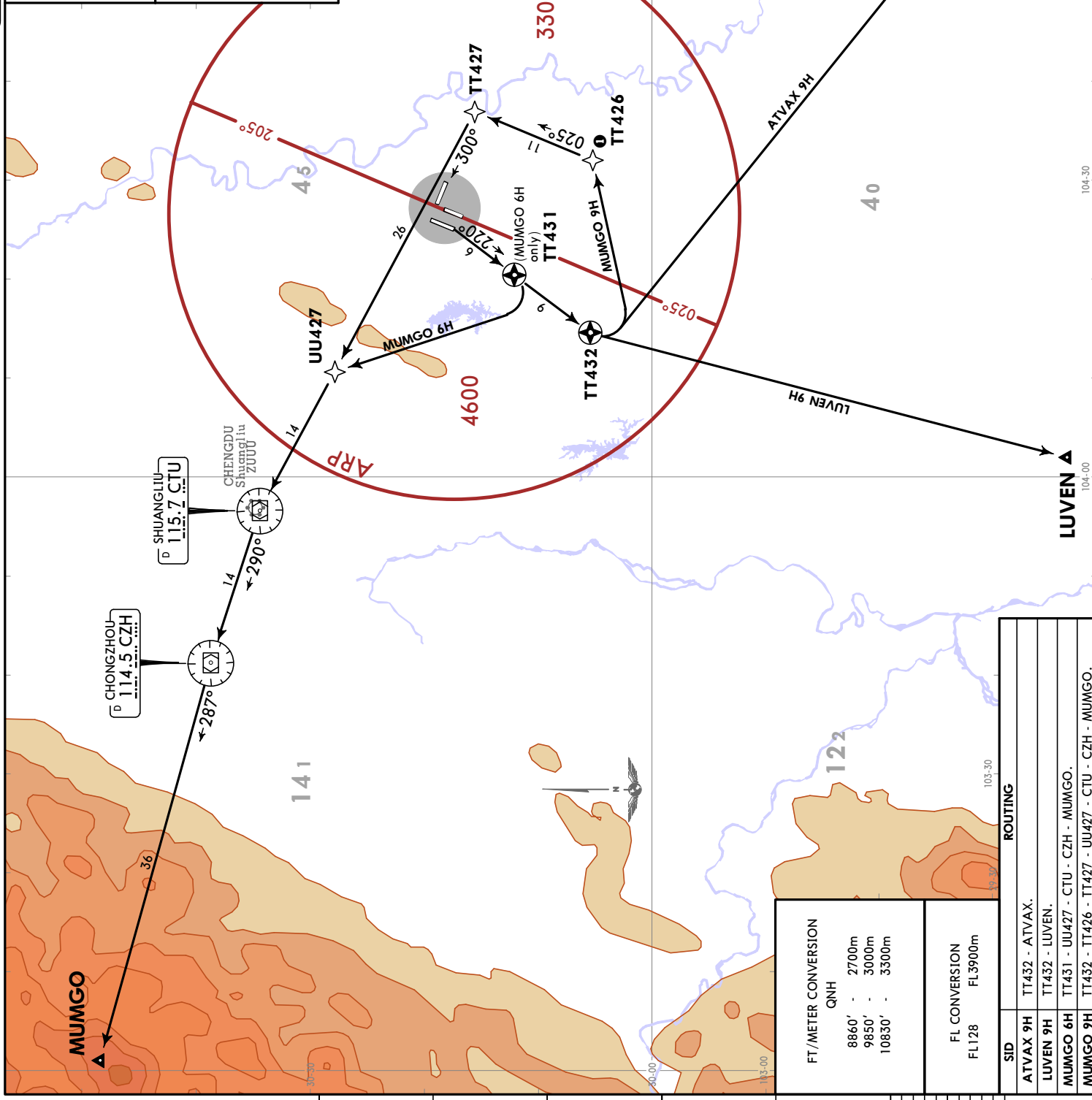
Apt Elev
 1452

1. RNAV 1.
 2. GNSS required.
 3. RADAR required.
 4. Under RADAR control actual flight altitude by ATC.
 5. No turns before DER.

ATVAX 9H [ATVA9H]
 LUVEN 9H [LUV9H]
 MUMGO 6H [MUMG6H]
 MUMGO 9H [MUMG9H]
 RNAV DEPARTURES
 (RWY 19)



① If unable to reach FL128 by TT426, inform ATC in advance.



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

FL CONVERSION	
FL128	FL3900m

ROUTING	
SID	TT432 - ATVAX.
ATVAX 9H	TT432 - LUVEN.
LUVEN 9H	TT431 - UJU427 - CTU - CZH - MUMGO.
MUMGO 6H	TT432 - TT426 - TT427 - UJU427 - CTU - CZH - MUMGO.

CHENGDU, PR OF CHINA

RNAV SID

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

Apt Elev
1452

RNAV 1 GNSS

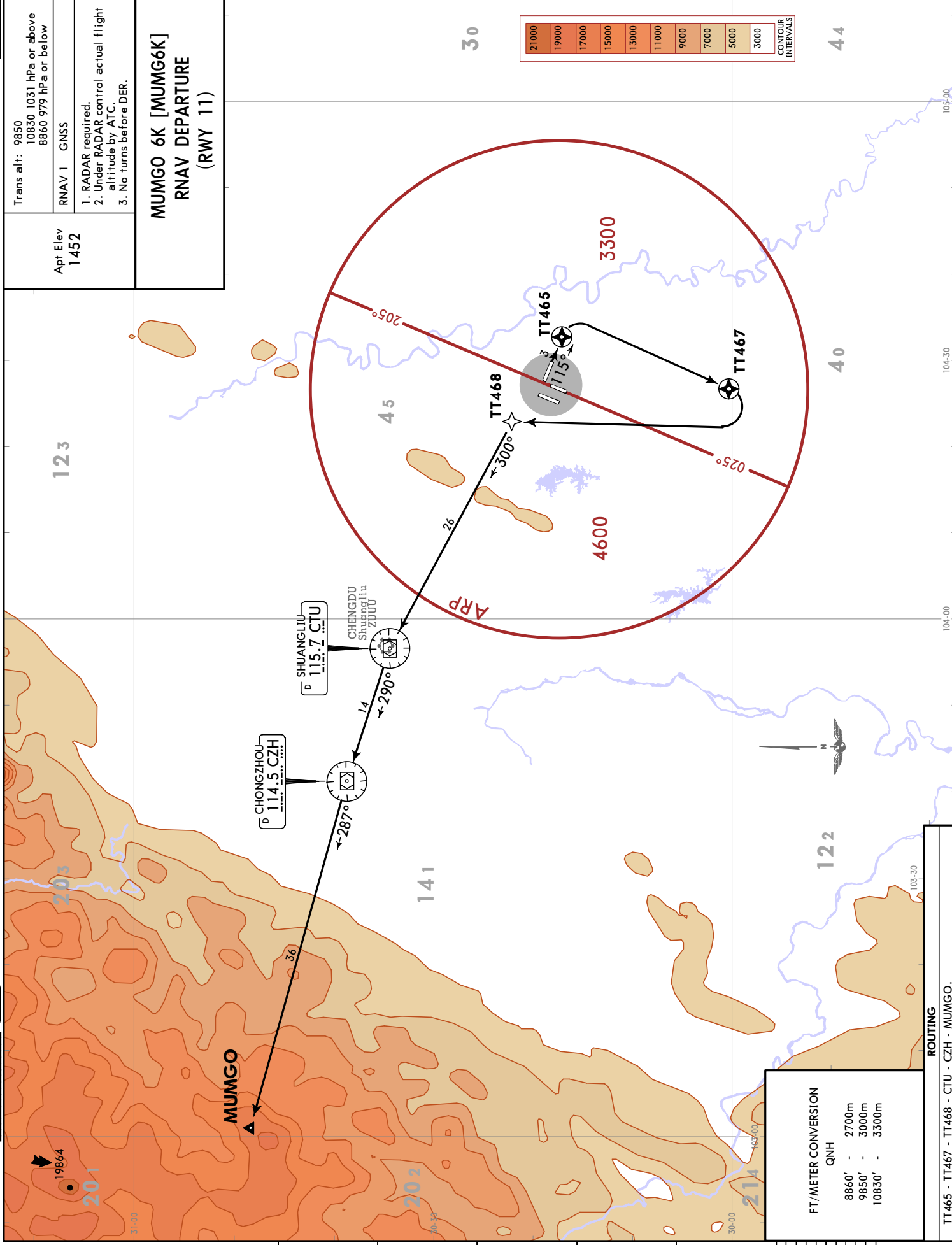
1. RADAR required.
2. Under RADAR control actual flight altitude by ATC.
3. No turns before DER.

MUMGO 6K [MUMG6K]
RNAV DEPARTURE
(RWY 11)

ZUTF/TFU
TIANFU

19 JAN 24
Eff 24 Jan 1600Z (20-3K)

JEPPESSEN



FT/METER CONVERSION

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

ROUTING

TT465 - TT467 - TT468 - CTU - CZH - MUMGO.

CHANGES: None.

JEPPESEN
19 JAN 24 (20-31) Eff 24 Jan 1600Z

ZUTF/TFU
TIANFU

CHENGDU, PR OF CHINA
RNAV SID

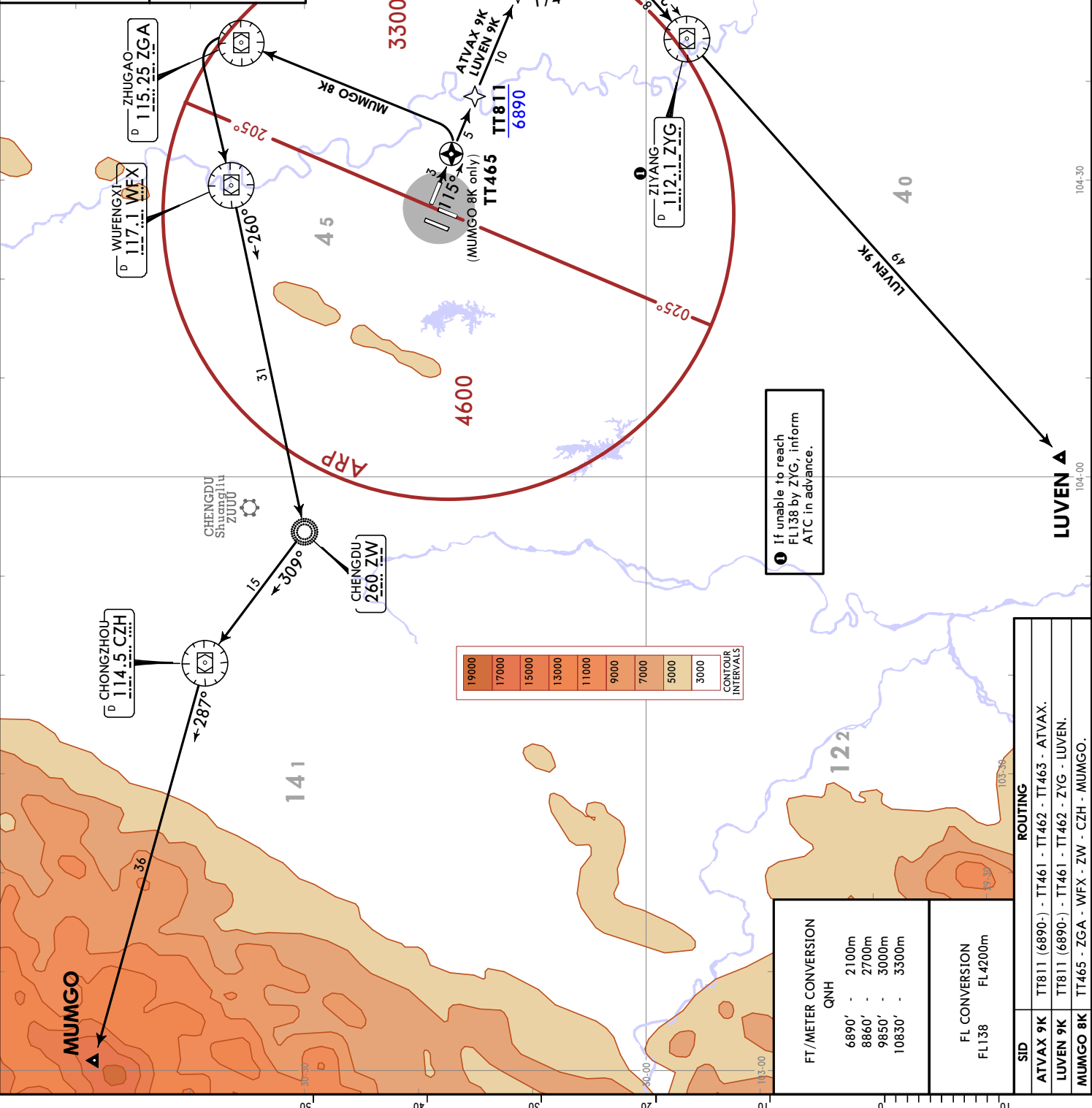
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

Apt Elev
1452

RNAV 1 GNSS

1. RADAR required.
2. Under RADAR control actual flight altitude by ATC.
3. No turns before DER.

ATVAX 9K [ATVA9K]
LUVEN 9K [LUV9K]
MUMGO 8K [MUMG8K]
RNAV DEPARTURES
(RWY 11)



1 If unable to reach FL138 by ZYG, inform ATC in advance.

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

FL CONVERSION	
FL138	FL4200m

ROUTING	
ATVAX 9K	TT811 (6890-) - TT461 - TT462 - TT463 - ATVAX.
LUVEN 9K	TT811 (6890-) - TT461 - TT462 - ZYG - LUVEN.
MUMGO 8K	TT465 - ZGA - WFX - ZW - CZH - MUMGO.

CHANGES: Lost comms withdrawn.

Apt Elev
1452

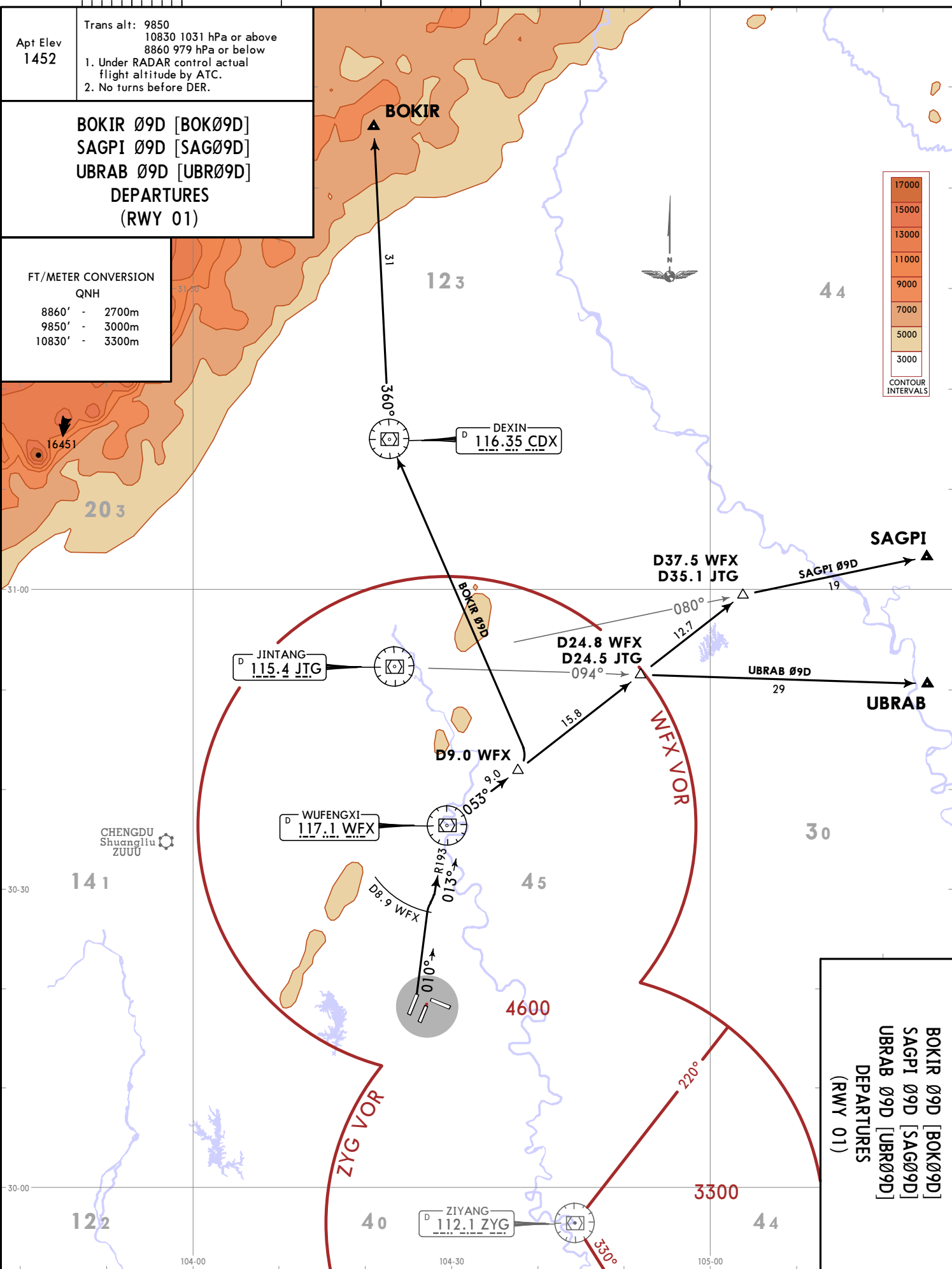
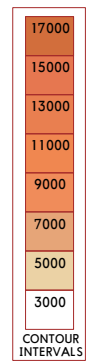
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

- Under RADAR control actual flight altitude by ATC.
- No turns before DER.

BOKIR Ø9D [BOKØ9D]
SAGPI Ø9D [SAGØ9D]
UBRAB Ø9D [UBRØ9D]
DEPARTURES
(RWY 01)

FT/METER CONVERSION
QNH

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



BOKIR Ø9D [BOKØ9D]
SAGPI Ø9D [SAGØ9D]
UBRAB Ø9D [UBRØ9D]
DEPARTURES
(RWY 01)

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CHANGES: Lost comms withdrawn.

Apt Elev
1452

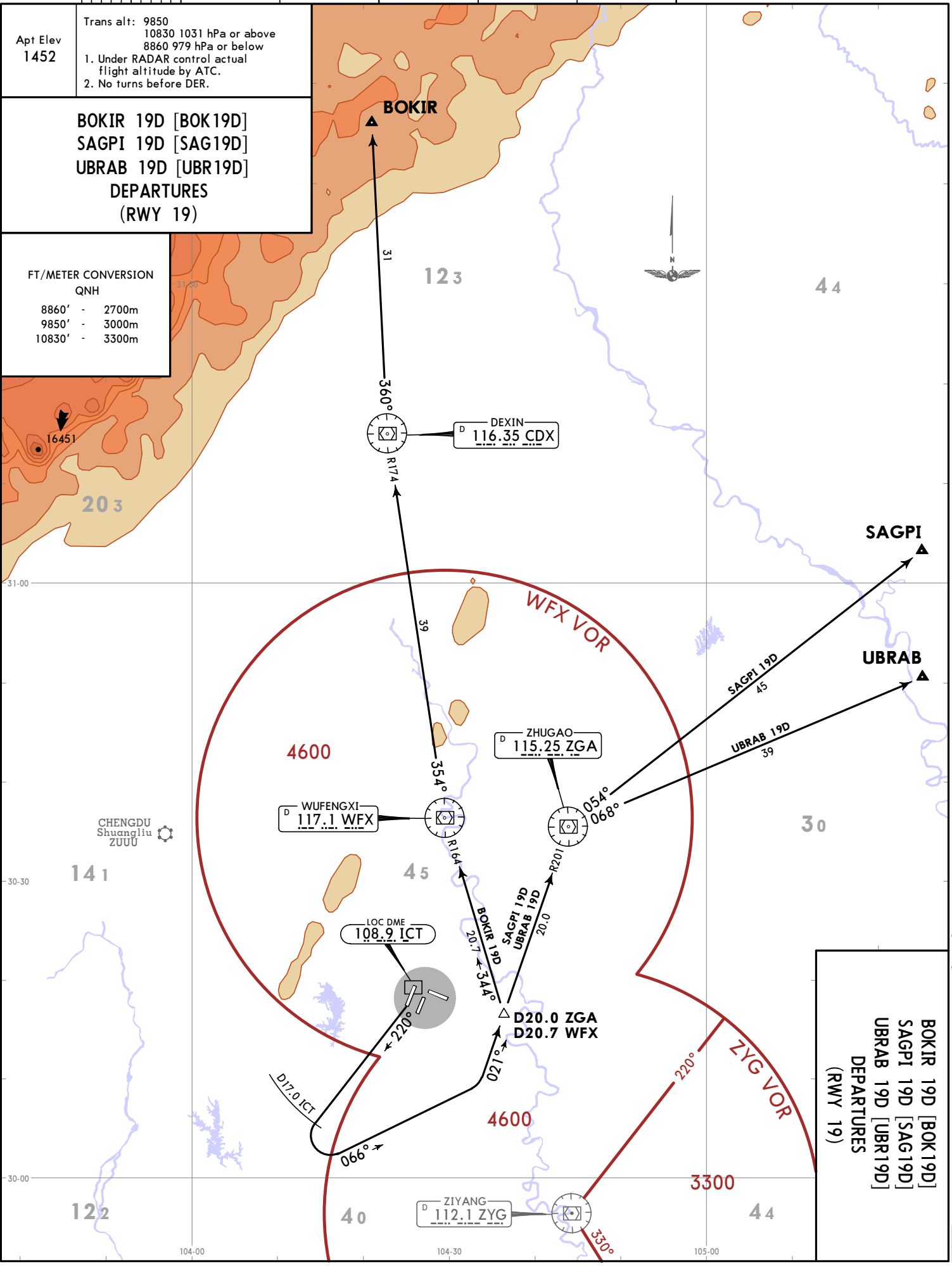
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

1. Under RADAR control actual flight altitude by ATC.
2. No turns before DER.

**BOKIR 19D [BOK19D]
SAGPI 19D [SAG19D]
UBRAB 19D [UBR19D]
DEPARTURES
(RWY 19)**

FT/METER CONVERSION
QNH

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



**BOKIR 19D [BOK19D]
SAGPI 19D [SAG19D]
UBRAB 19D [UBR19D]
DEPARTURES
(RWY 19)**

ZUTE/TFU
TIANFU

JEPPESSEN CHENGDU, PR OF CHINA
25 AUG 23 20-3N Eff 6 Sep 1600Z
SID

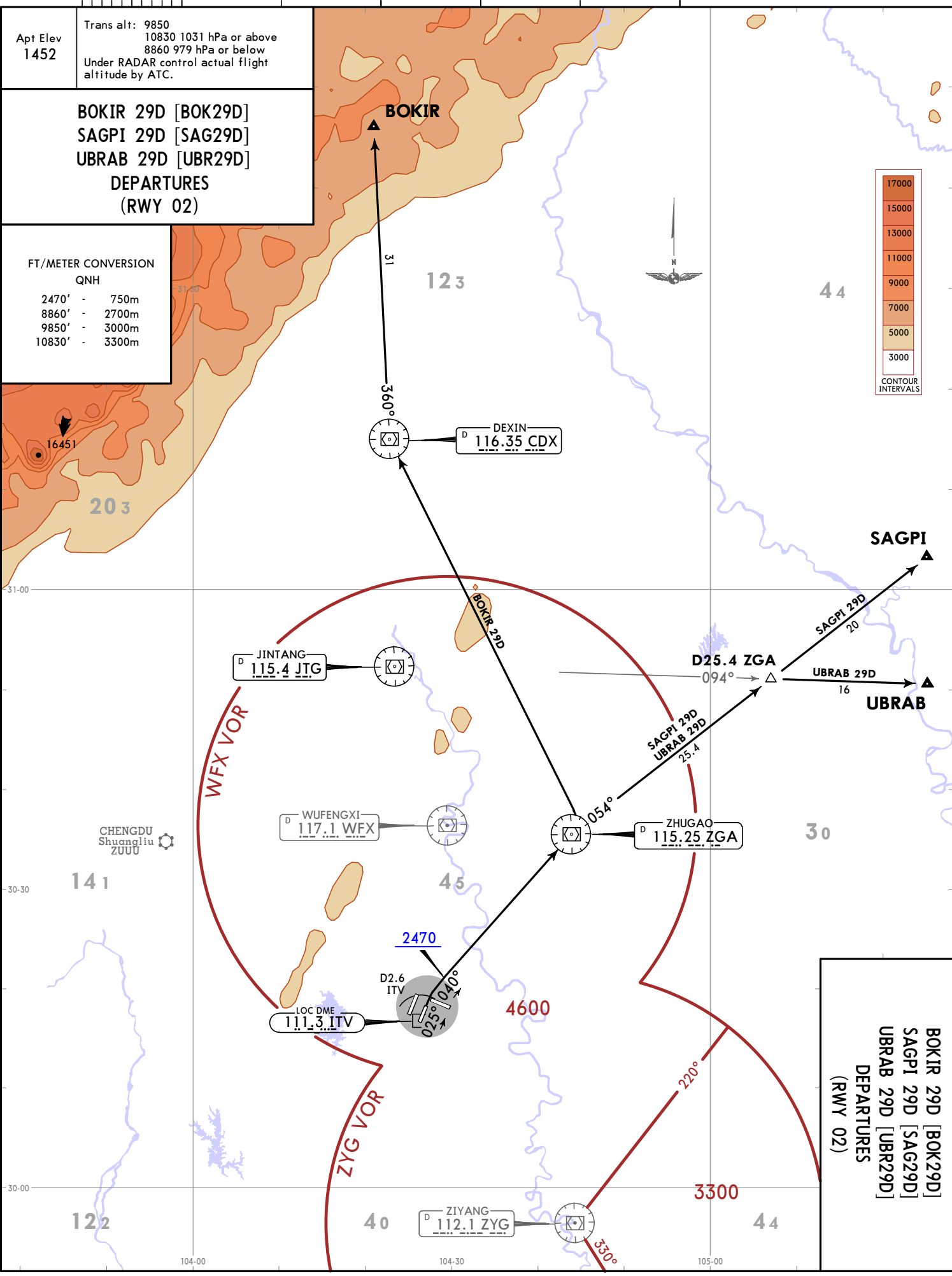
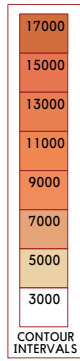
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CHANGES: Lost comms withdrawn.

Apt Elev 1452
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Under RADAR control actual flight altitude by ATC.

BOKIR 29D [BOK29D]
SAGPI 29D [SAG29D]
UBRAB 29D [UBR29D]
DEPARTURES (RWY 02)

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



BOKIR 29D [BOK29D]
SAGPI 29D [SAG29D]
UBRAB 29D [UBR29D]
DEPARTURES (RWY 02)

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CHANGES: Lost comms withdrawn.

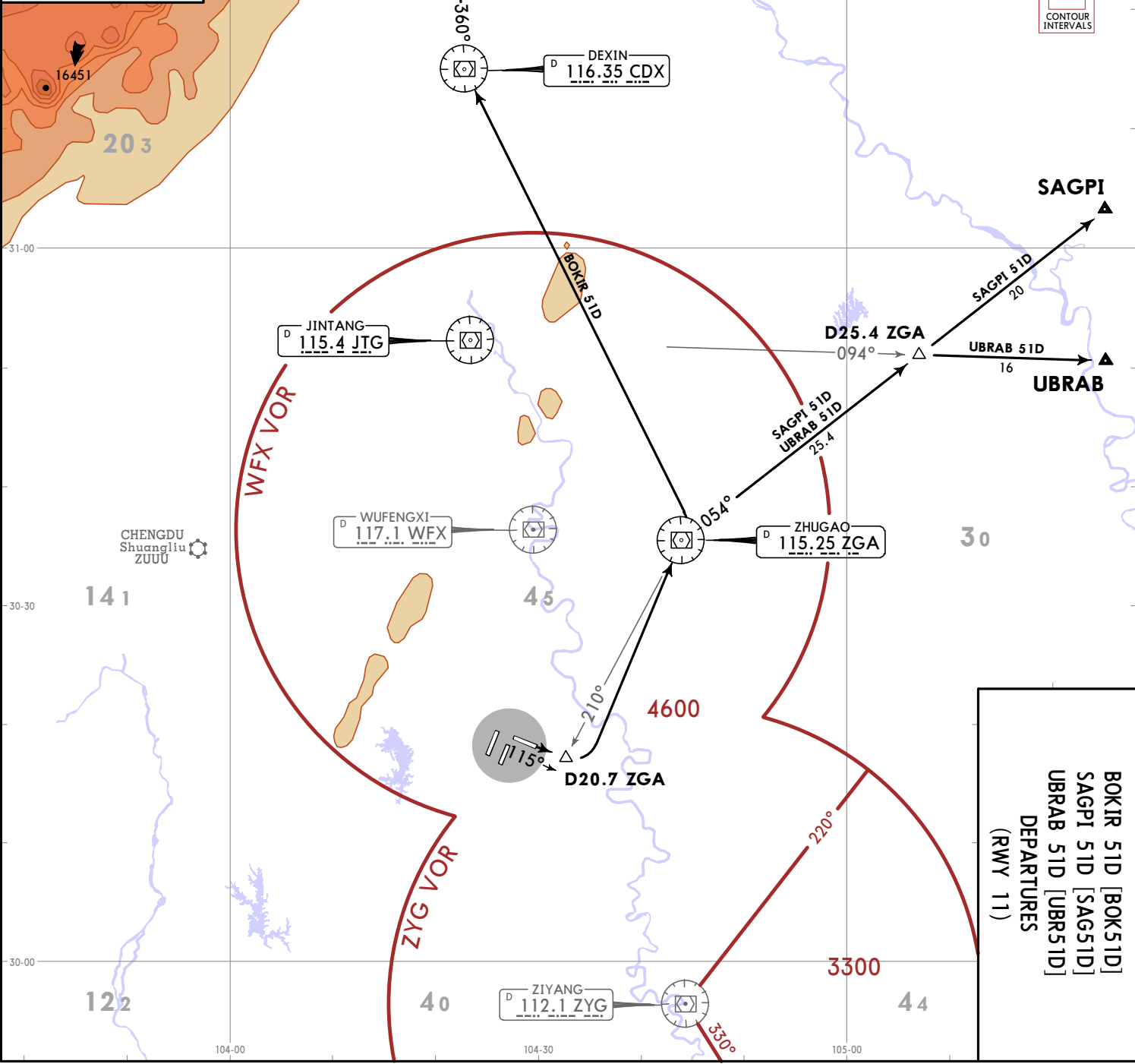
Apt Elev
1452

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

**BOKIR 51D [BOK51D]
SAGPI 51D [SAG51D]
UBRAB 51D [UBR51D]
DEPARTURES
(RWY 11)**

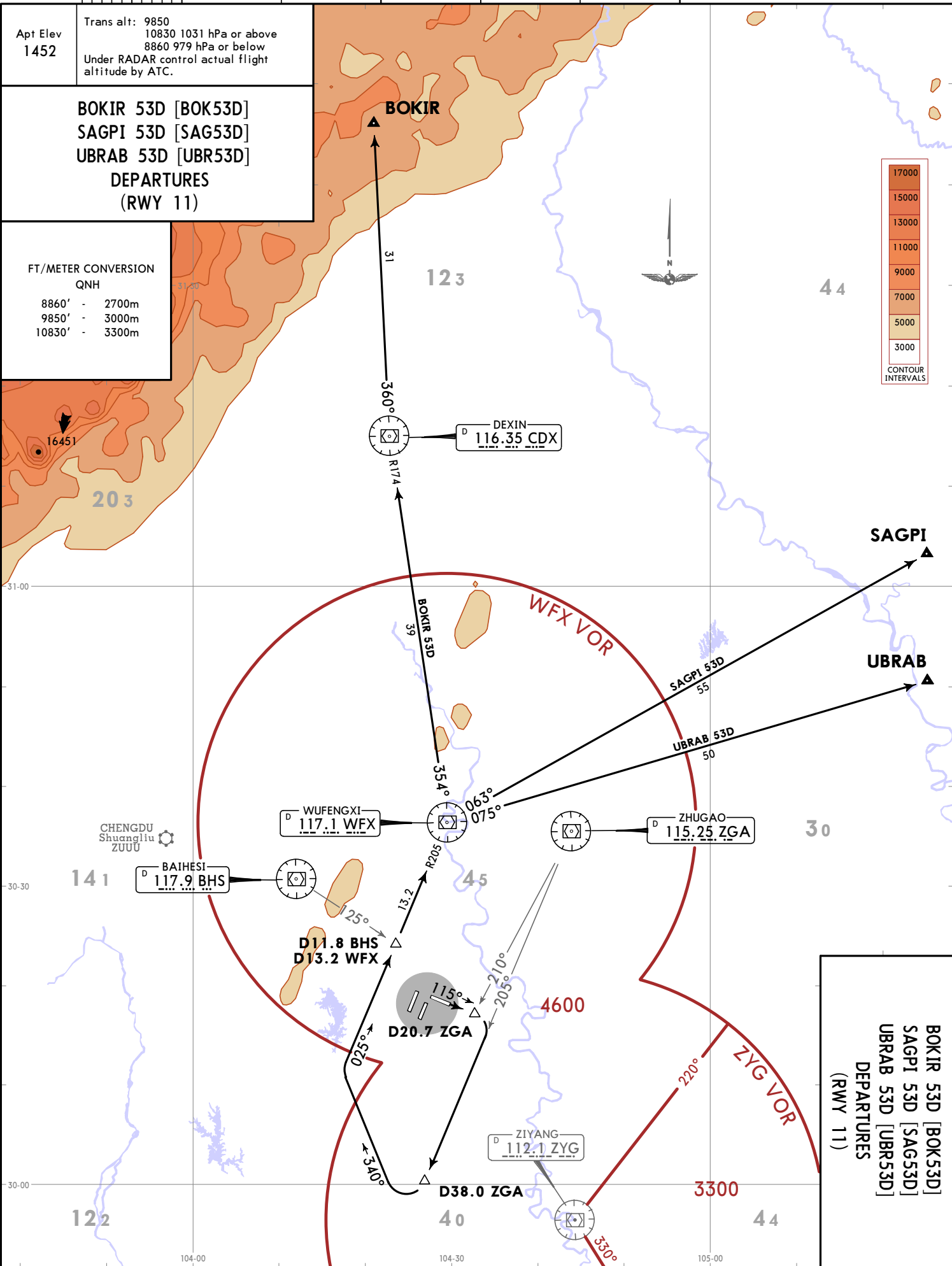
FT/METER CONVERSION
QNH

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



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CHANGES: Lost comms withdrawn.



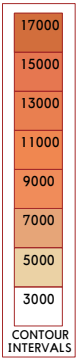
Apt Elev
1452

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

BOKIR 53D [BOK53D]
SAGPI 53D [SAG53D]
UBRAB 53D [UBR53D]
DEPARTURES
(RWY 11)

FT/METER CONVERSION
QNH

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



SAGPI
UBRAB

BOKIR 53D [BOK53D]
SAGPI 53D [SAG53D]
UBRAB 53D [UBR53D]
DEPARTURES
(RWY 11)

ZUTE/TFU
TIANFU

25 AUG 23 20-3T
JEPPESSEN CHENGDU, PR OF CHINA
SID

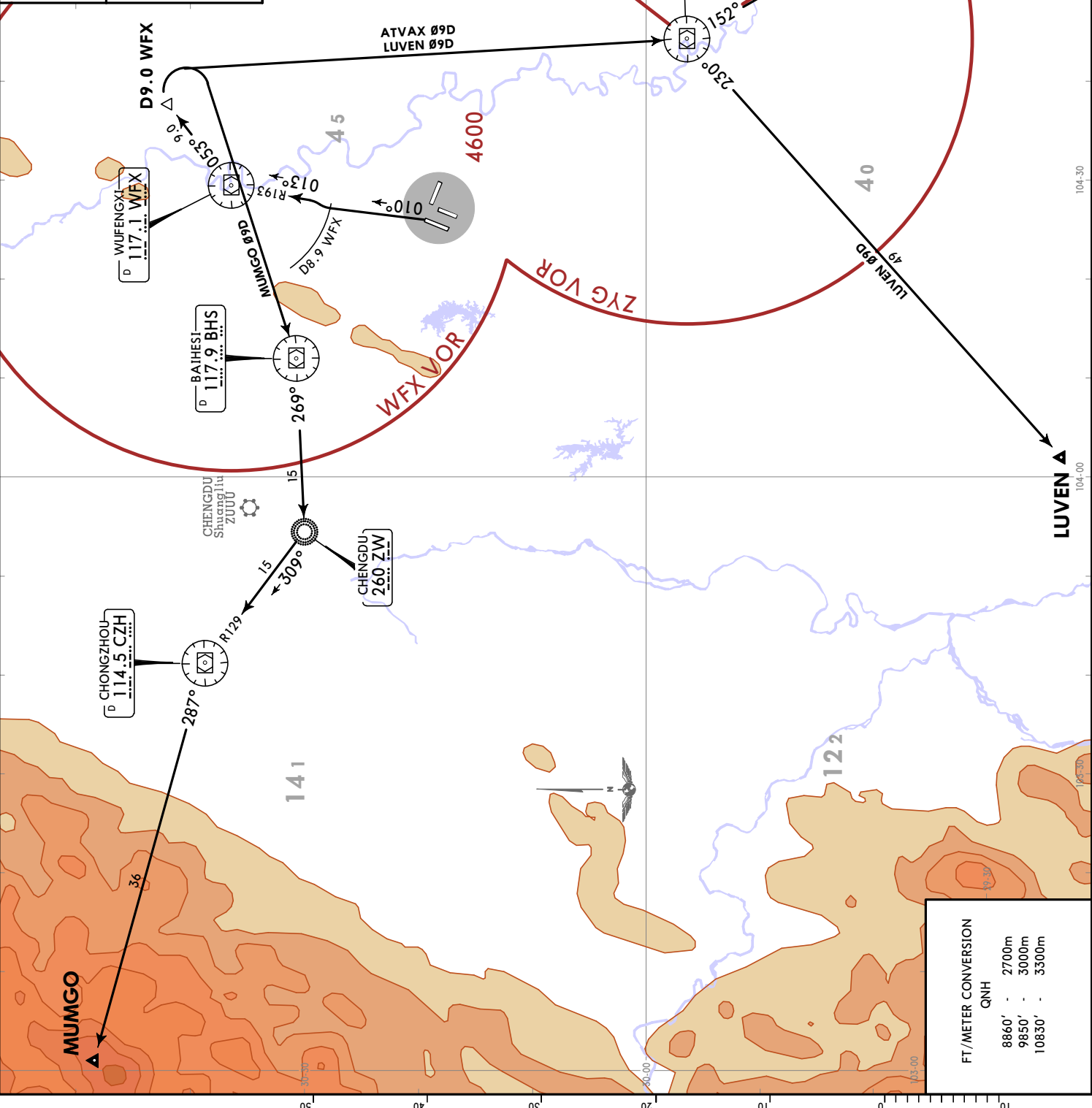
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CHENGDU, PR OF CHINA

SID

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

**ATVAX Ø9D [ATVØ9D]
 LUVEN Ø9D [LUVØ9D]
 MUMGO Ø9D [MUMØ9D]
 DEPARTURES
 (RWY 01)**



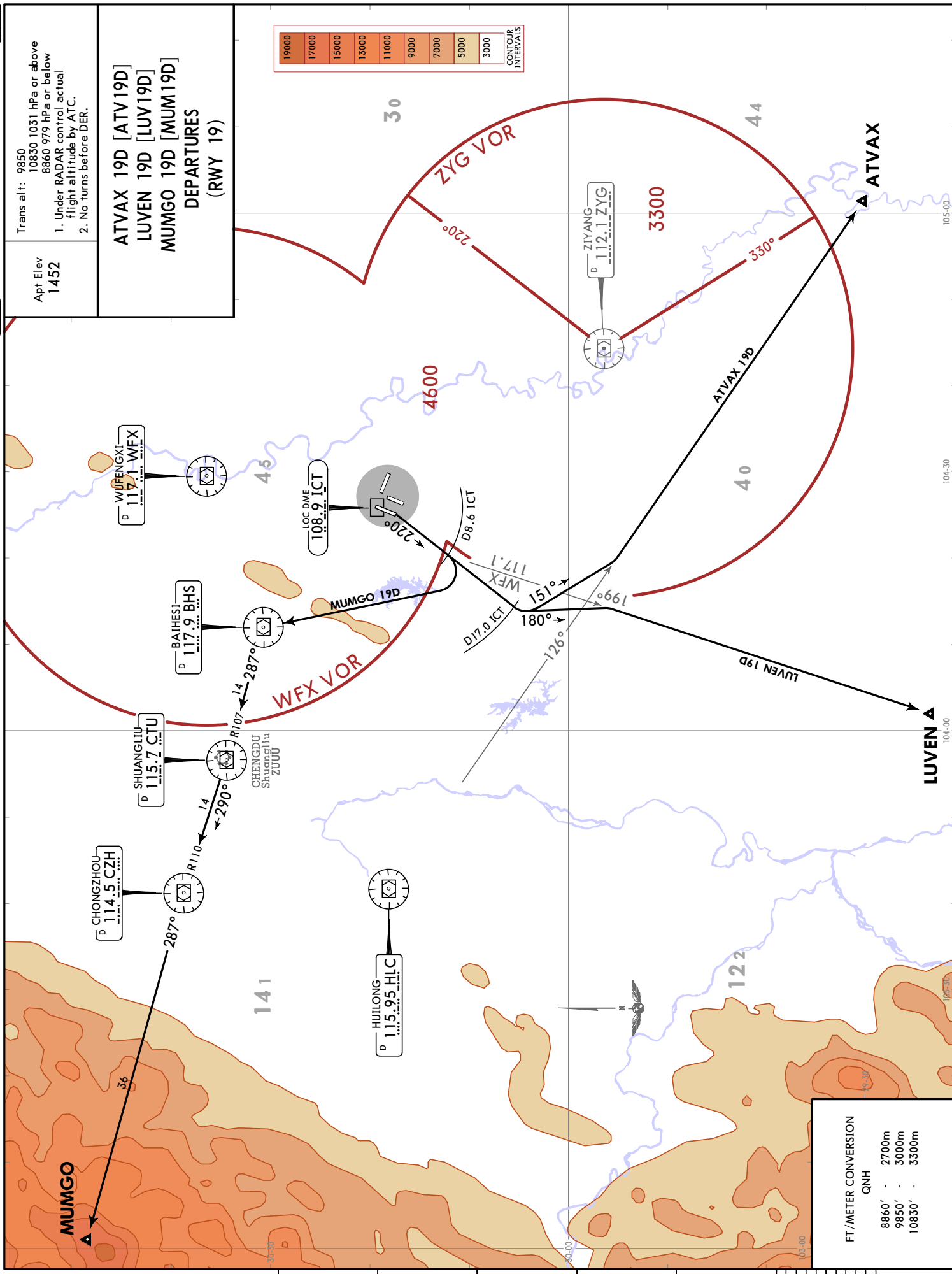
ZUTF / TFU
TIANFU
JEYPESEN
 25 AUG 23
 Eff 6 Sep 1600Z (20-3U)

JEPPESEN

25 AUG 23 (20-3V) **EIF 6 Sep 1600Z** **SID**

ZUTF/TFU
TIANFU

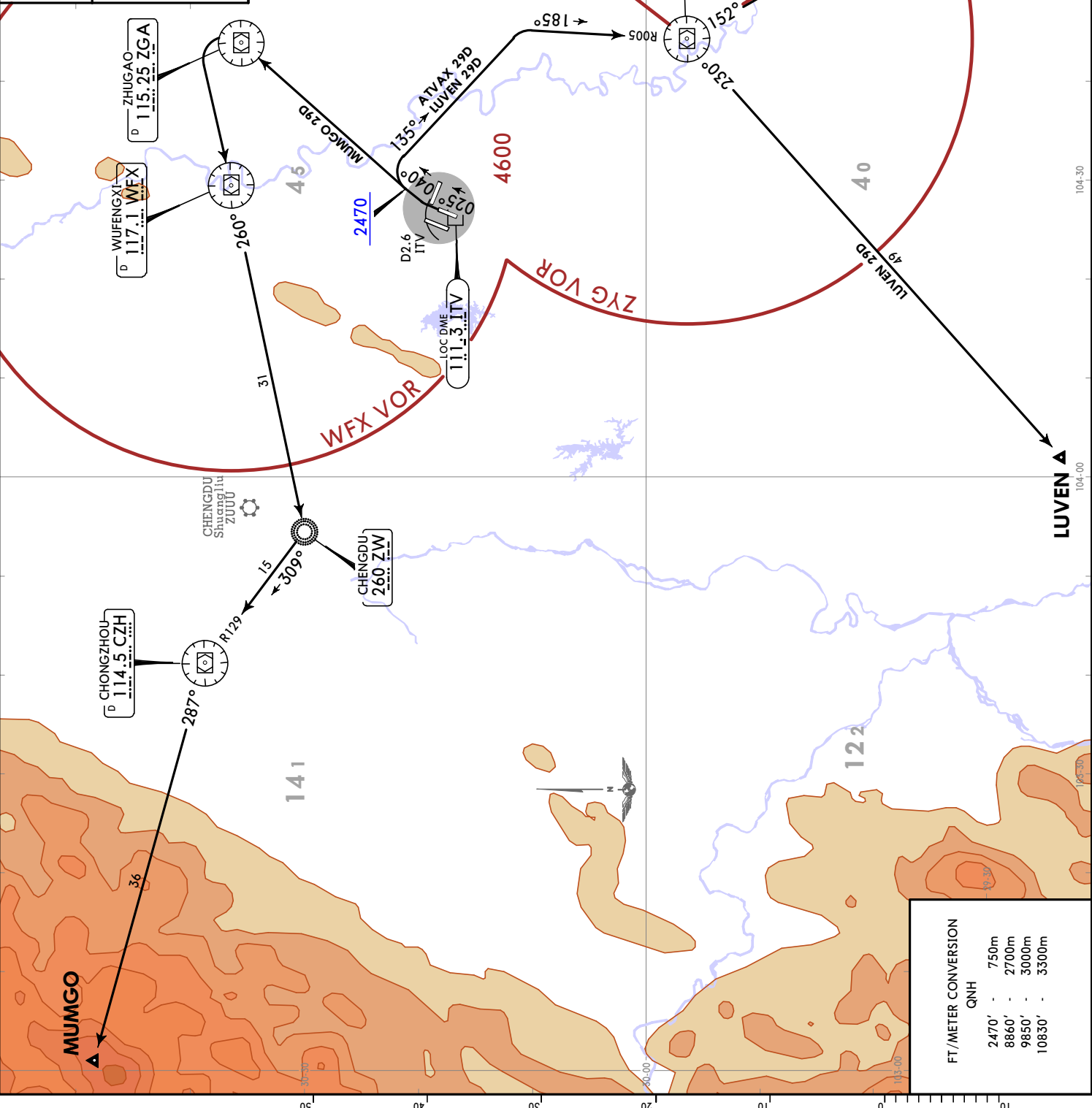
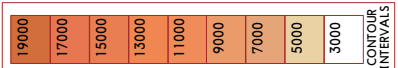
CHENGDU, PR OF CHINA



CHENGDU, PR OF CHINA

SID

Apt Elev 1452	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below Under RADAR control actual flight altitude by ATC.
ATVAX 29D [ATV29D] LUVEN 29D [LUV29D] MUMGO 29D [MUM29D] DEPARTURES (RWY 02)	



ZUTP/TFU
TIANFU

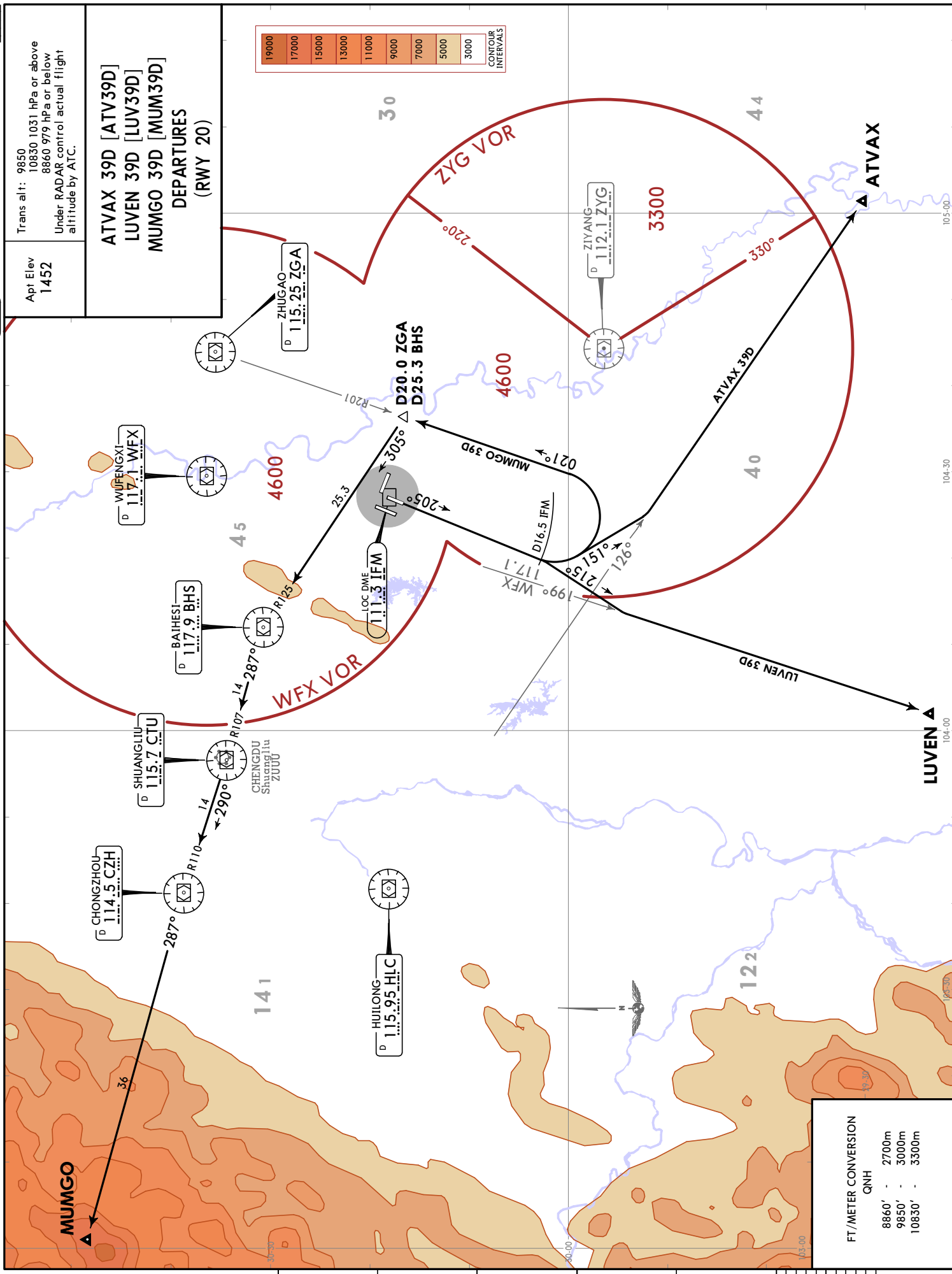
JEPPESSEN
25 AUG 23
Eff 6 Sep 1600Z (20-3W)

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

JEPPESEN
 25 AUG 23 (20-3X) **EIF 6 Sep 1600Z** **SID**

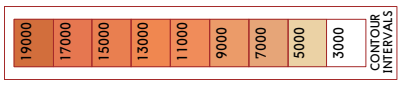
ZUTF/TFU
 TIANFU

CHENGDU, PR OF CHINA



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

ATVAX 39D [ATV39D]
LUUVEN 39D [LUV39D]
MUMGO 39D [MUM39D]
DEPARTURES
(RWY 20)



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

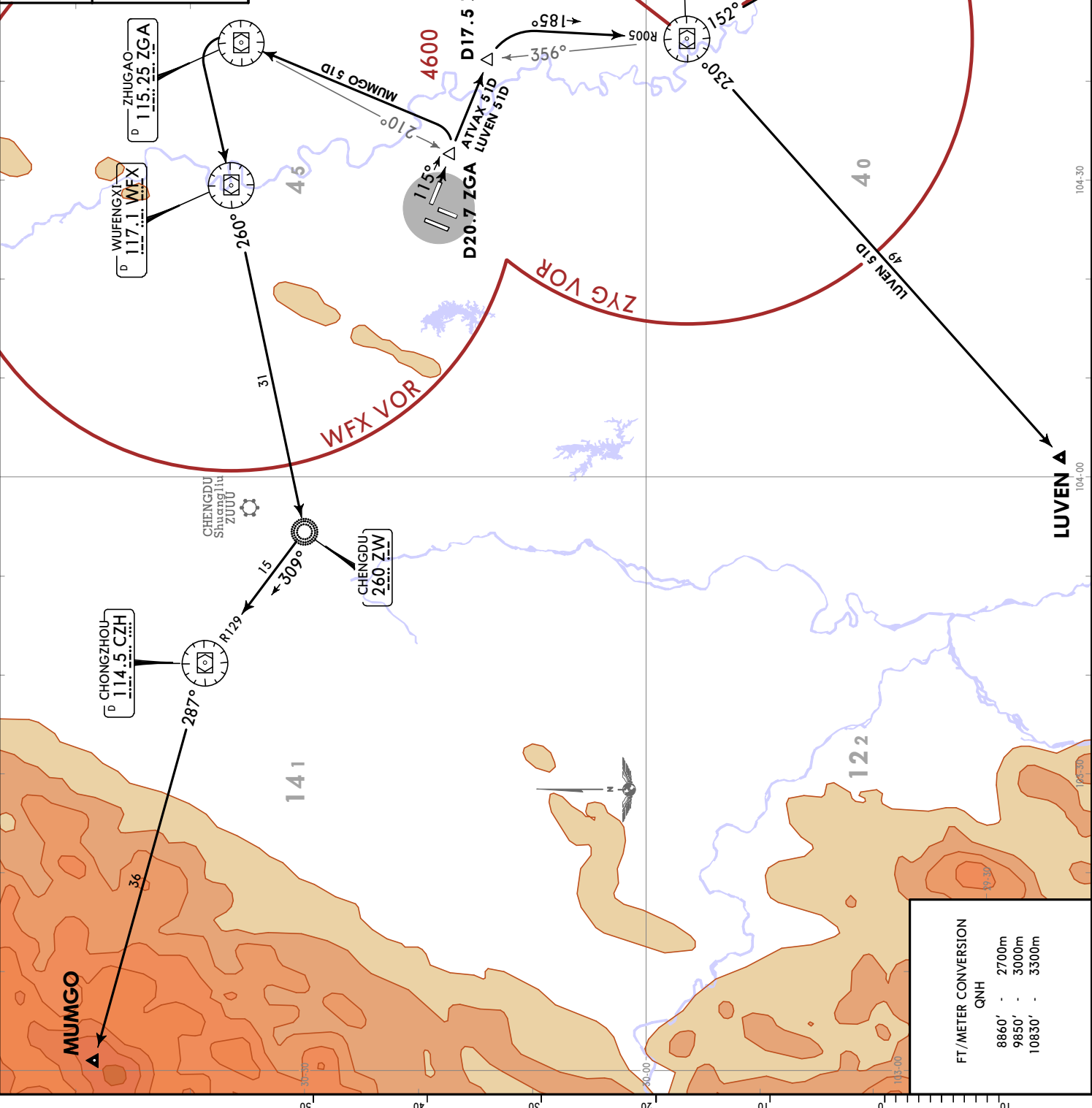
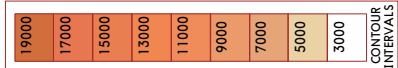
CHENGDU, PR OF CHINA

SID

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

Apt Elev
1452

**ATVAX 51D [ATV51D]
 LUVEN 51D [LUV51D]
 MUMGO 51D [MUM51D]
 DEPARTURES
 (RWY 02)**



FT/METER CONVERSION

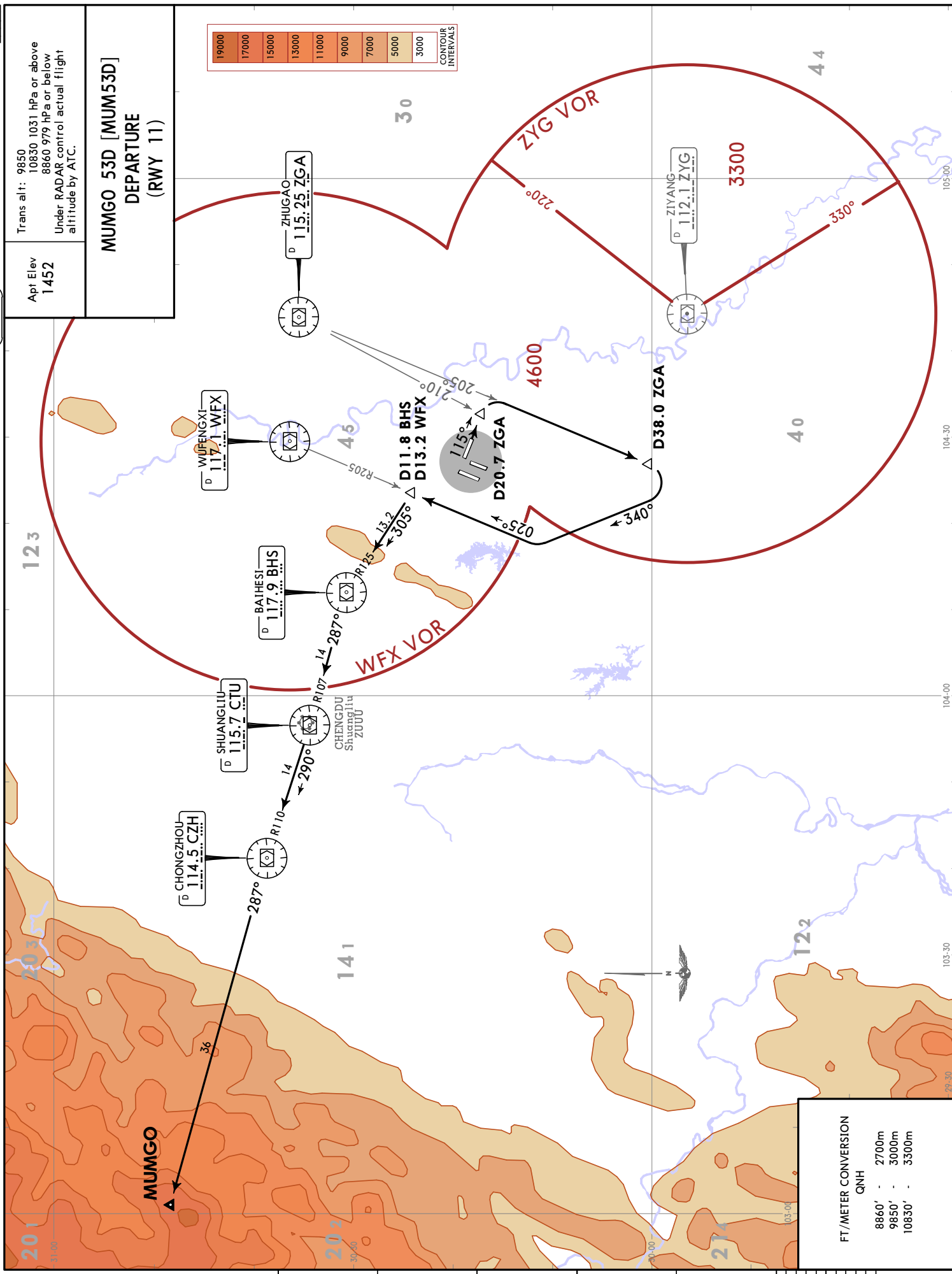
QNH	FT	METER
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

ZUTF/TFU
 TIANFU

JEPPesen
 25 AUG 23
 Eff 6 Sep 1600Z (20-3X1)

JEPPESSEN
CHENGDU, PR OF CHINA
 25 AUG 23 (20-3X2) Eff 6 sep 1600Z **SID**

ZUTF/TFU
 TIANFU



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

MUMGO 53D [MUM53D]
DEPARTURE
(RWY 11)

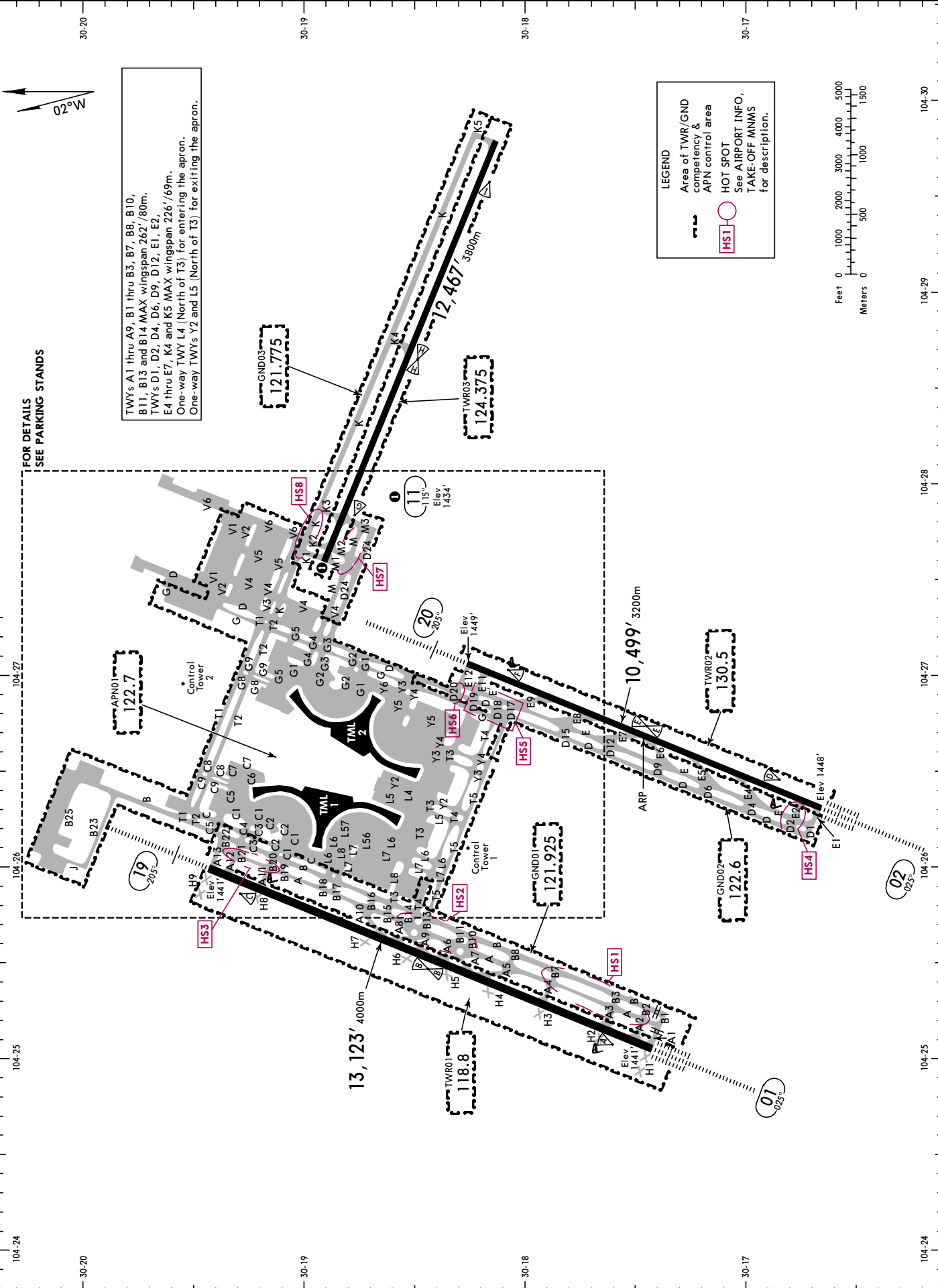
19000
17000
15000
13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS

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

ZUTF/TFU
 Apt Elev **1452'**
 NS0 17.4 E104.26.6

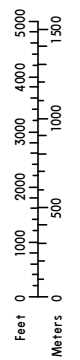
JEPPESEN CHENGDU, PR OF CHINA
 3 MAY 24 **20-9** Eff: 15 May 1600Z
 TIANFU

D-ATIS	D-ATIS Delivery	*TIANFU	Ground	*GND03	Apron	TWR01:	Tower	*TWR03:
DCL	DCL	Rwys 01/19	GND02	APN01	Rwys 02/20	Rwys 11	Rwys 11	Rwy 11
127.075	121.825	121.825	121.925	121.775	122.7	118.8	130.5	124.375
(Chinese 126.8)								



TWY's A1 thru A9, B1 thru B3, B7, B8, B10, B11, B13 and B14 MAX wingspan 262'/80m.
 TWY's D1, D2, D4, D6, D9, D12, E1, E2, E4 thru E7, K4 and K5 MAX wingspan 226'/69m.
 One-way TWY L4 (North of T3) for entering the apron.
 One-way TWY's Y2 and L5 (North of T3) for exiting the apron.

LEGEND
 Area of TWR/GND competency & APN control area
 HOT SPOT See AIRPORT INFO, TAKE-OFF MNMS for description.



FOR DETAILS SEE PARKING STANDS

ZUTF/TFU

JEPPESSEN CHENGDU, PR OF CHINA

3 MAY 24 (20-9A) Eff 15 May 1600Z

TIANFU

RWY		ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH	
		LANDING BEYOND		Threshold	Glide Slope					
01 19	1	HIRL (60m)	CL (15m)			2	HIALS-II SFL TDZ	3	RVR	12,090' 3685m
	19	HIRL (60m)	CL (15m)	2	HIALS SFL	3	RVR			
1 Rwy grooved. 2 length 900m 3 PAPI-L(3.0°) 4 TAKE-OFF RUN AVAILABLE <u>RWY 01:</u> From rwy head 13,123'(4000m) twy A2 int 12,631'(3850m) twy A3 int 11,739'(3578m) twy A4 int 9948'(3032m)										
02 20	5	HIRL (60m)	CL (15m)	6	HIALS-II SFL TDZ	7	RVR	9482' 2890m 9466' 2885m	8	148' 45m
	20	HIRL (60m)	CL (15m)	6	HIALS SFL	7	RVR			
5 Rwy grooved. 6 length 900m 7 PAPI-L(3.0°) 8 TAKE-OFF RUN AVAILABLE <u>RWY 02:</u> From rwy head 10,499'(3200m) twy E2 int 10,007'(3050m)										
11	9	HIRL (60m)	CL (15m)				RVR	NA	10	148' 45m
9 Rwy grooved. 10 TAKE-OFF RUN AVAILABLE <u>RWY 11:</u> From rwy head 12,467'(3800m) twy K2/M2 int 12,149'(3703m) twy K3/M3 int 11,220'(3420m)										

HOT SPOTS

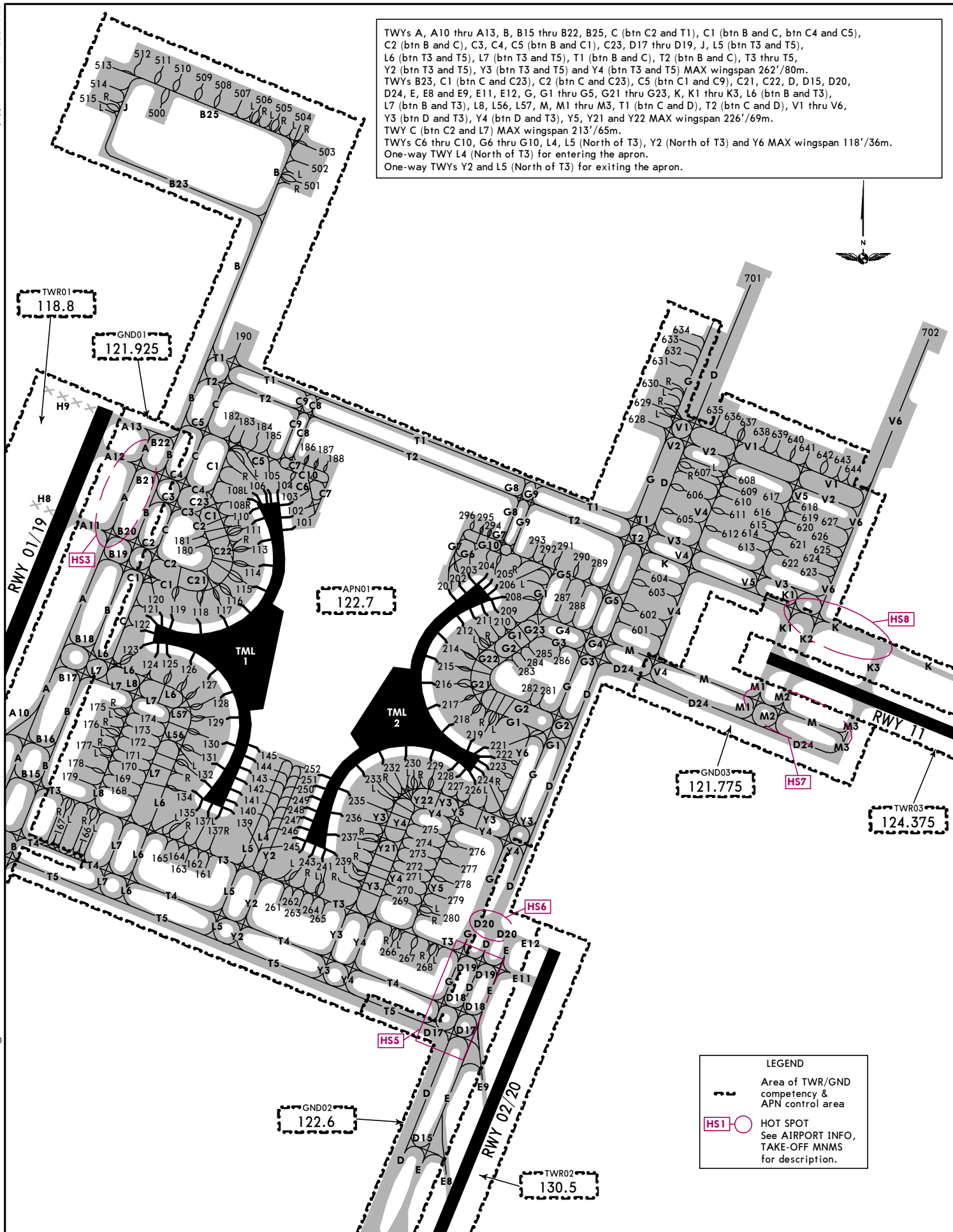
(For information only, not to be construed as ATC instructions.)

- HS1** Intersection of TWYs A2, A3, A4, B2, B3, B7 and A:
ACFT shall follow ATC instruction strictly, avoid entering A2, A3 or A4 by mistake.
- HS2** Area intersected of TWYs A6 and A7, A8 and A9, intersection of TWYs B10 thru B14 and A:
ACFT vacating from RWY shall not enter adjacent TWY, shall follow ATC instruction to leave this area as quickly as possible, otherwise may conflict with the following ACFT vacating from RWY.
- HS3** Intersection of TWYs A11, A12, B20, B21 and A:
When taxiing from B20 or B21 to A, ACFT shall follow ATC instruction strictly, avoid entering A11 or A12 by mistake.
- HS4** Intersection of TWYs E2 and E:
ACFT shall follow ATC instruction strictly, avoid entering E2 by mistake.
- HS5** Rectangular area intersected by TWYs D17, D18, D19, G and E:
While operating to North, vacating ACFT shall follow ATC instruction to leave this area as quickly as possible, otherwise may occur conflict with the following ACFT vacating from RWY; when operating to South, vacating ACFT shall follow ATC instruction strictly, avoid entering E11 by mistake.
- HS6** Intersection of TWYs D20 and D:
While operating to North, arrival ACFT taxiing along D20 may have conflict with departure ACFT taxiing to South along D; arrival ACFT shall follow ATC instruction strictly, avoid entering D by mistake, otherwise a conflict with ACFT along D from North to South taxiing out may occur.
- HS7** Intersection of TWYs M1, M2, M3 and M:
ACFT shall follow ATC instruction strictly, avoid entering M1, M2, M3 between M and RWY 11 by mistake.
- HS8** Intersection of TWYs K1, K2, K3 and K:
ACFT shall follow ATC instruction strictly, avoid entering K1, K2, K3 between K and RWY 11 by mistake.

Standard		TAKE-OFF			
		LVP must be in force		All Rwys	
		Rwys 01, 02, 11 RL and CL	Rwys 19, 20 RL and CL	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	RVR 200m L	RVR 200m	RVR 400m	RVR 500m
	B				
	C				
	D	RVR 250m L	RVR 250m		
Other 1 & 2 Eng		Minimums not established by CAAC			1600m

L With HUD: RVR 150m.

TWYs A, A10 thru A13, B, B15 thru B22, B25, C (btn C2 and T1), C1 (btn B and C, btn C4 and C5), C2 (btn B and C), C3, C4, C5 (btn B and C1), C23, D17 thru D19, J, L5 (btn T3 and T5), L6 (btn T3 and T5), L7 (btn T3 and T5), T1 (btn B and C), T2 (btn B and C), T3 thru T5, Y2 (btn T3 and T5), Y3 (btn T3 and T5) and Y4 (btn T3 and T5) MAX wingspan 262'/80m.
 TWYs B23, C1 (btn C and C23), C2 (btn C and C23), C5 (btn C1 and C9), C21, C22, D, D15, D20, D24, E, E8 and E9, E11, E12, G, G1 thru G5, G21 thru G23, K, K1 thru K3, L6 (btn B and T3), L7 (btn B and T3), L8, L56, L57, M, M1 thru M3, T1 (btn C and D), T2 (btn C and D), V1 thru V6, Y3 (btn D and T3), Y4 (btn D and T3), Y5, Y21 and Y22 MAX wingspan 226'/69m.
 TWY C (btn C2 and L7) MAX wingspan 213'/65m.
 TWYs C6 thru C10, G6 thru G10, L4, L5 (North of T3), Y2 (North of T3) and Y6 MAX wingspan 118'/36m.
 One-way TWY L4 (North of T3) for entering the apron.
 One-way TWYs Y2 and L5 (North of T3) for exiting the apron.



LEGEND

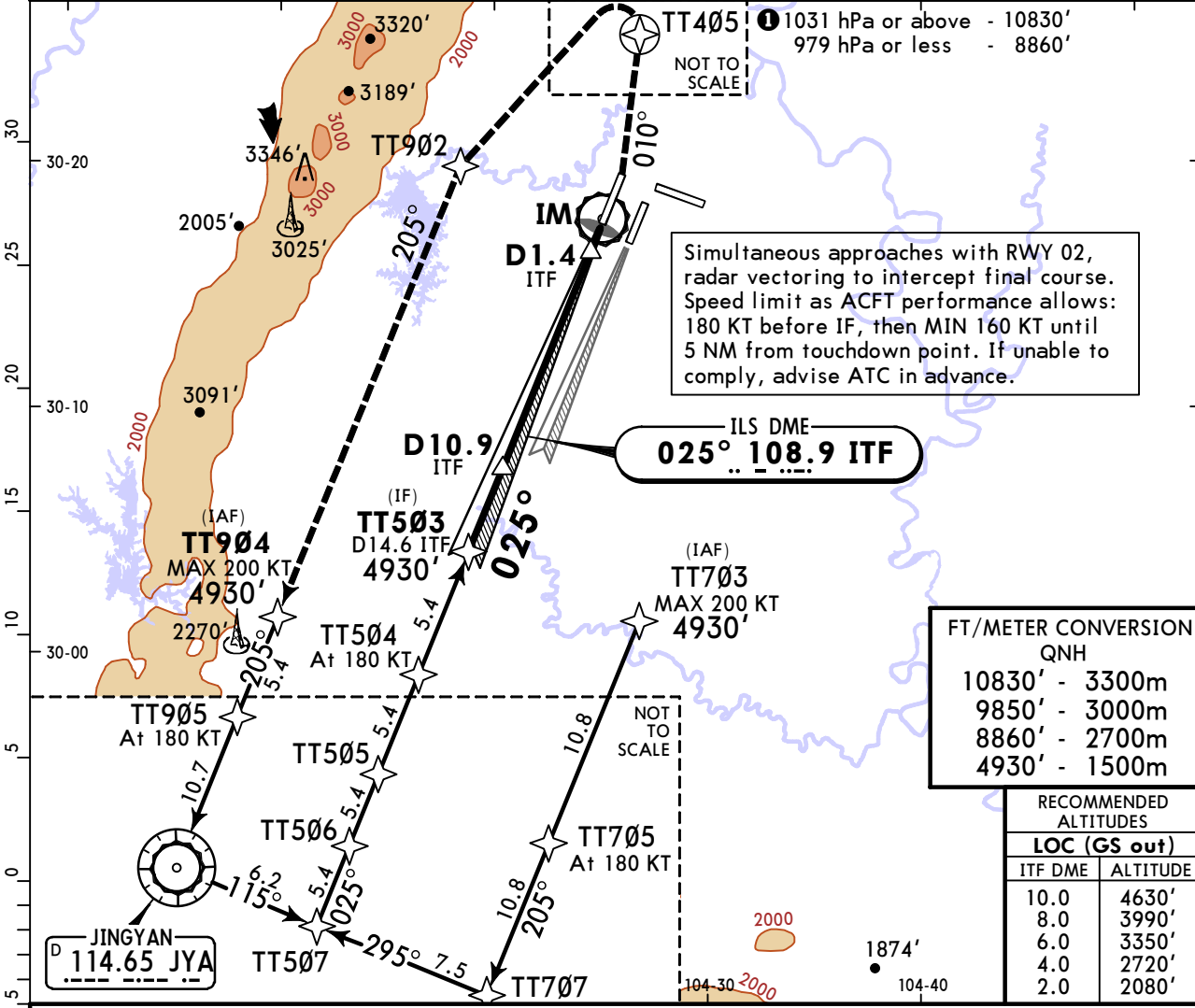
- Area of TWR/GND competency & APN control area
- HS1** HOT SPOT
See AIRPORT INFO, TAKE-OFF MNMS for description.

ZUTF/TFU TIANFU

30 JUN 23
Eff 12 Jul 1600Z

CHENGDU, PR OF CHINA RNAV ILS DME Z Rwy 01

D-ATIS 127.075 (Chinese 126.8)		APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR01 118.8	Ground GND01 121.925
LOC ITF 108.9	Final Apch Crs 025°	D10.9 ITF 4930' (3489')		ILS DA(H) 1641' (200')		Apt Elev 1452' Rwy 1441'			
MISSED APCH: After DER on 010° to TT405 (MAX 200 KT), turn LEFT to TT902, then on 205° to TT904 at 4930', contact ATC. Do not turn before DER.									
Alt Set: hPa		Rwy Elev: 52 hPa		Trans level: FL 118		Trans alt: 9850' 1		MSA ARP	

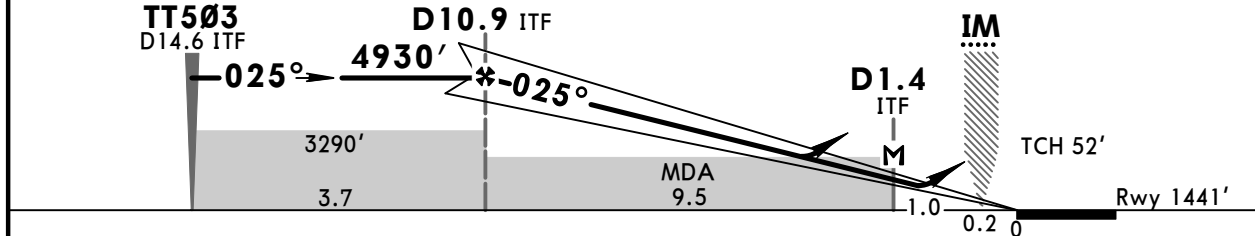


FT/METER CONVERSION
QNH

10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m

RECOMMENDED ALTITUDES

LOC (GS out)	
ITF DME	ALTITUDE
10.0	4630'
8.0	3990'
6.0	3350'
4.0	2720'
2.0	2080'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	DER or later	010° LT	TT405 200 KT MAX
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				
MAP at D1.4 ITF										

PANS OPS	STRAIGHT-IN LANDING RWY 01 ILS			LOC (GS out) CDFA		CIRCLE-TO-LAND	
	FULL	TDZ or CL out	ALS out	DA(H) 1641' (200')	MDA(H) 1890' (449')	Max Kts	MDA(H) VIS
A						100	2090' (638') 2000m
B	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m			135	
C						180	2470' (1018') 4400m
D						205	2470' (1018') 5000m

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

CHANGES: Missed apch waypoint TT401 changed to TT405.

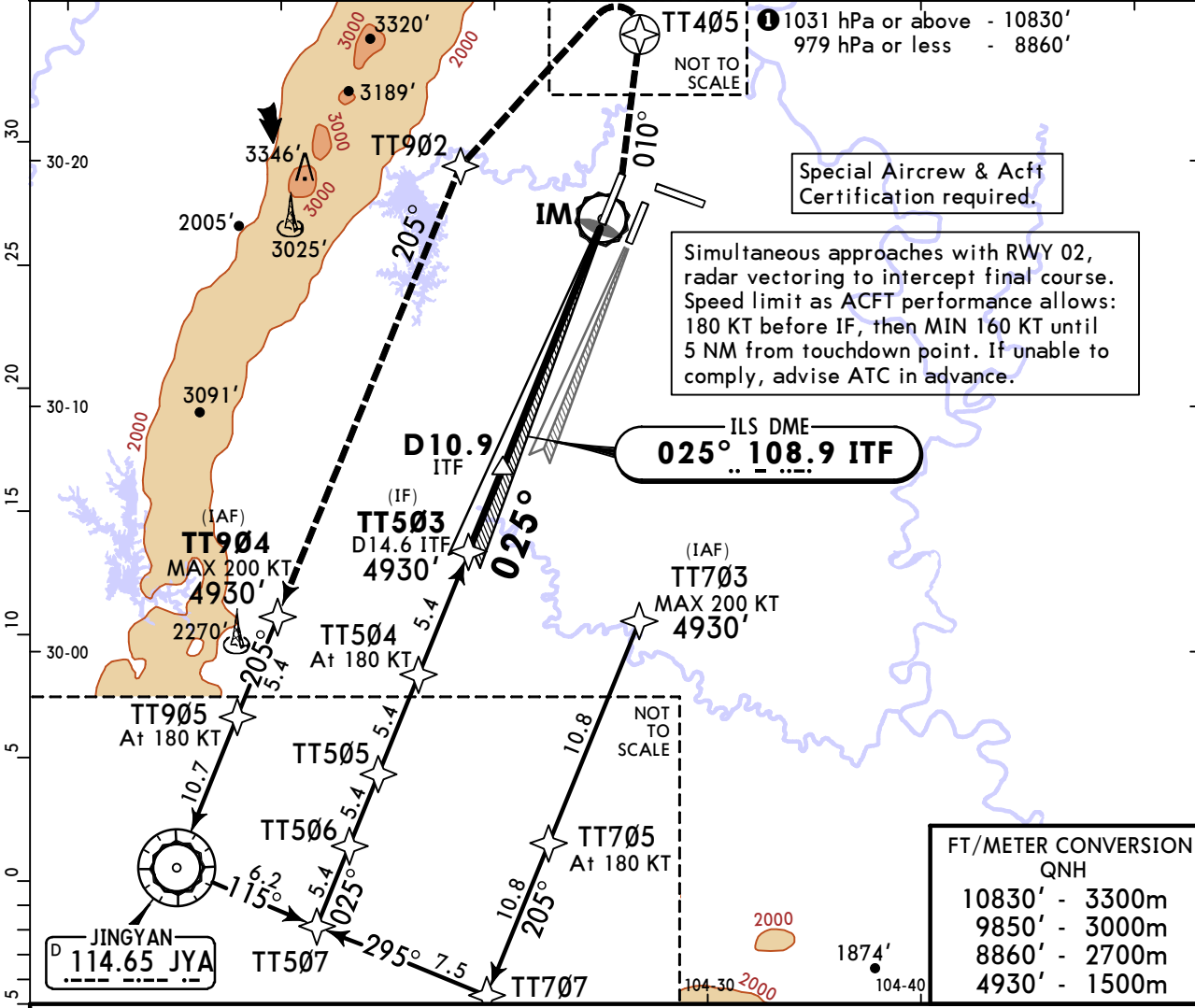
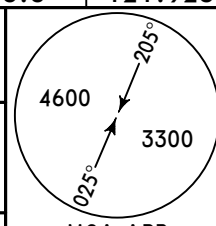
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ZUTF/TFU
TIANFU

30 JUN 23
Eff 12 Jul 1600Z

JEPPESEN CHENGDU, PR OF CHINA
21-1A CAT II/III RNAV ILS DME Z Rwy 01

D-ATIS 127.075 (Chinese 126.8)		APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR01 118.8	Ground GND01 121.925
LOC ITF 108.9	Final Apch Crs 025°	D10.9 ITF 4930' (3489')		CAT IIIA ILS Refer to Minimums		CAT II ILS RA 102' DA(H) 1541' (100')		Apt Elev 1452' Rwy 1441'	
MISSED APCH: After DER on 010° to TT405 (MAX 200 KT), turn LEFT to TT902, then on 205° to TT904 at 4930', contact ATC. Do not turn before DER.									
Alt Set: hPa		Rwy Elev: 52 hPa		Trans level: FL 118		Trans alt: 9850' 1		MSA ARP	

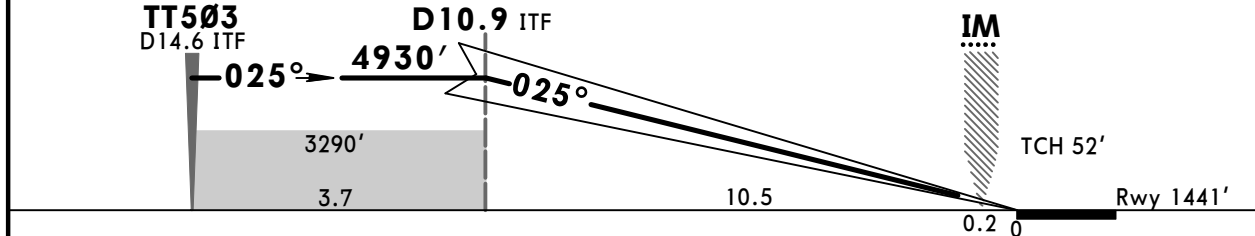


Special Aircrew & Acft Certification required.

Simultaneous approaches with RWY 02, radar vectoring to intercept final course. Speed limit as ACFT performance allows: 180 KT before IF, then MIN 160 KT until 5 NM from touchdown point. If unable to comply, advise ATC in advance.

FT/METER CONVERSION
QNH

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI DER or later 010° ↑ LT	TT405 200 KT MAX
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 01	
CAT IIIA ILS		CAT II ILS	
DH RA 50'		RA 102'	
DA(H) RA 50'		DA(H) 1541' (100')	
RVR 200m		RVR 300m 1	
1 CAT D: RVR 350m for manual operation below DH.			

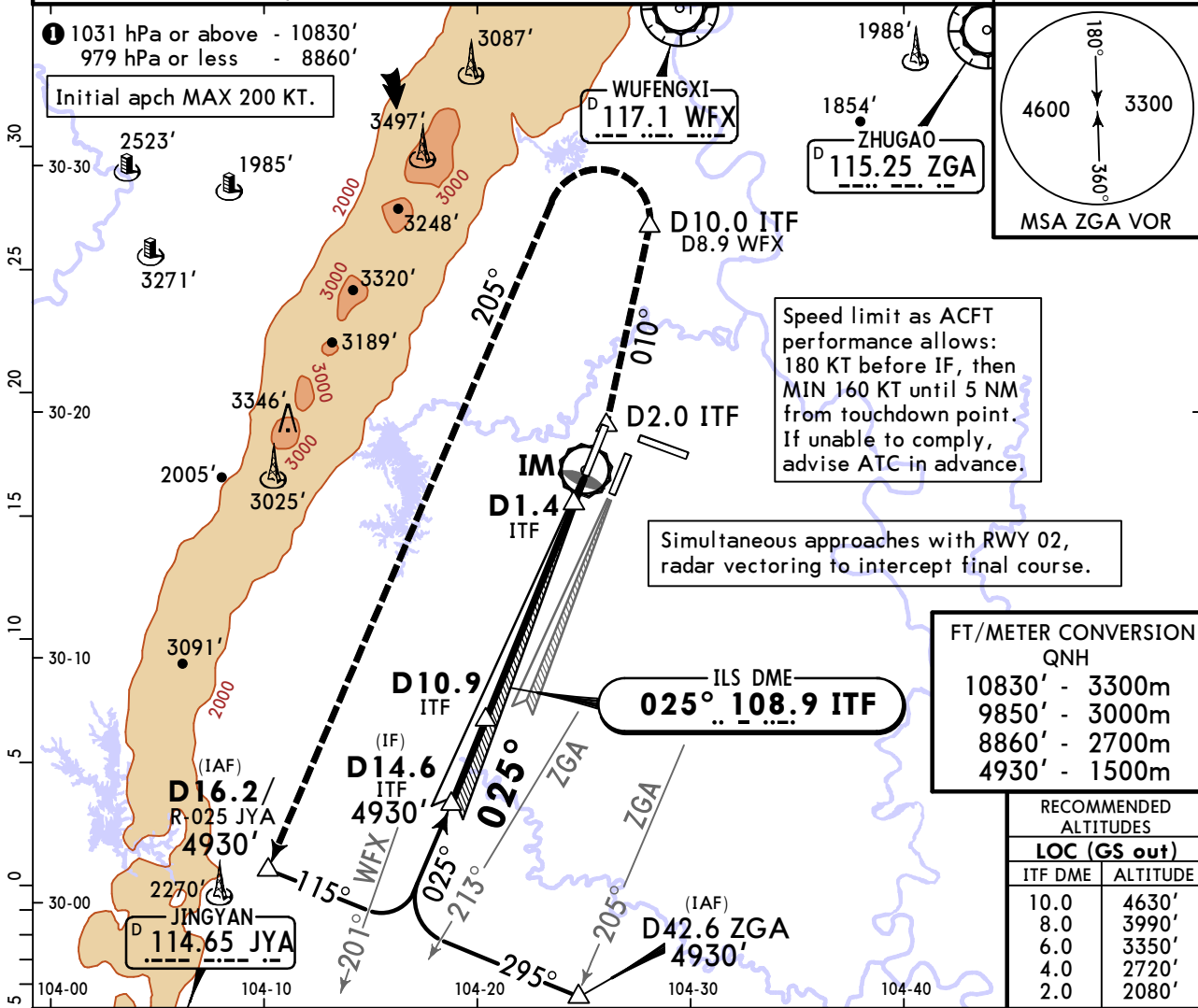
ZUTF/TFU TIANFU

14 APR 23
Eff 19 Apr 1600Z

(21-2)

CHENGDU, PR OF CHINA ILS DME Y Rwy 01

D-ATIS 127.075 (Chinese 126.8)	APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR01 118.8	Ground GND01 121.925
LOC ITF 108.9	Final Apch Crs 025°	D10.9 ITF 4930' (3489')		ILS DA(H) 1641' (200')		Apt Elev 1452' Rwy 1441'	4600	
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 ITF, turn LEFT on 010° to D10.0 ITF/D8.9 WFX, turn LEFT on 205° to D16.2/R-025 JYA at 4930', contact ATC. Turns MAX 200 KT.								
Alt Set: hPa		Rwy Elev: 52 hPa		Trans level: FL 118		Trans alt: 9850'		MSA JYA VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 200 KT MAX	D2.0 ITF ↑	010° LT ↙	D10.0 ITF D8.9 WFX	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743						849
MAP at D1.4 ITF												

Standard STRAIGHT-IN LANDING RWY 01 ILS				LOC (GS out) CDFA		CIRCLE-TO-LAND	
DA(H) 1641' (200')		MDA(H) 1890' (449')					
FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)	VIS	
A				100	2090' (638')	2000m	
B	RVR 550m	RVR 550m I	1200m	135			
C	VIS 800m	VIS 800m		180	2470' (1018')	4400m	
D				205	2470' (1018')	5000m	

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

CHANGES: D-ATIS frequency added.

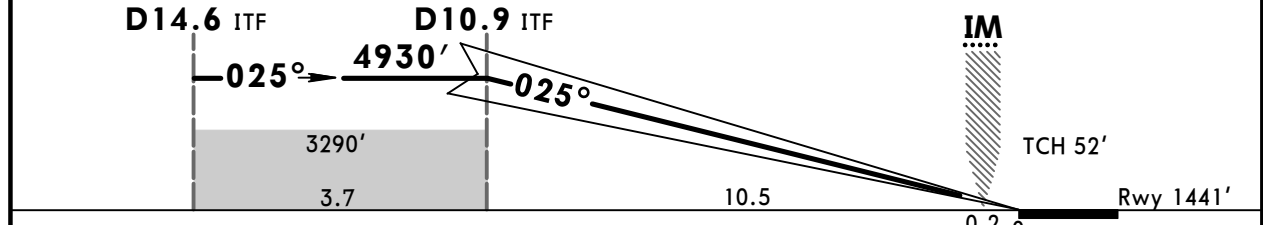
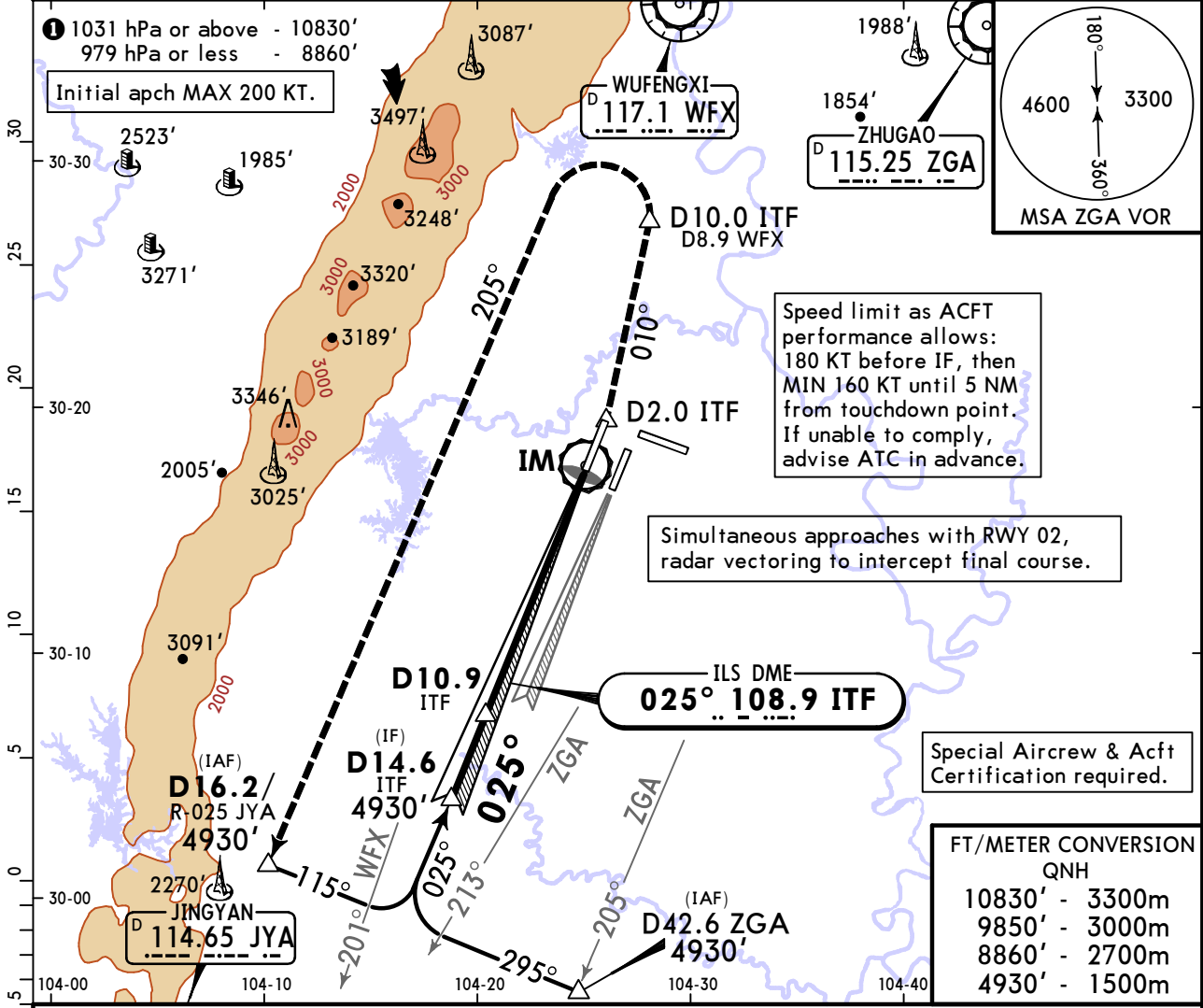
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ZUTF/TFU TIANFU

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN CHENGDU, PR OF CHINA (21-2A) CAT II/III ILS DME Y Rwy 01

D-ATIS 127.075 (Chinese 126.8)	APP02 120.375	*APP03 119.7	CHENGDU Approach (R) *APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR01 118.8	Ground GND01 121.925
LOC ITF 108.9	Final Apch Crs 025°	D10.9 ITF 4930' (3489')	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 102' DA(H) 1541' (100')	Apt Elev 1452' Rwy 1441'		4600	
MISSED APCH: Climb STRAIGHT AHEAD to D2.0 ITF, turn LEFT on 010° to D10.0 ITF/D8.9 WFX, turn LEFT on 205° to D16.2/R-025 JYA at 4930', contact ATC. Turns MAX 200 KT.								MSA JYA VOR
Alt Set: hPa		Rwy Elev: 52 hPa	Trans level: FL 118		Trans alt: 9850'		MSA ZGA VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Turns 200 KT MAX	D2.0 ITF ↑	010° LT	D10.0 ITF D8.9 WFX
GS	3.00°	372	478	531	637	743					

Standard		STRAIGHT-IN LANDING RWY 01	
CAT IIIA ILS	CAT II ILS	RA 50'	RA 102'
DH RA 50'	DA(H) 1541' (100')	RVR 200m	RVR 300m
CAT D: RVR 350m for manual operation below DH.			

CHANGES: D-ATIS frequency added.

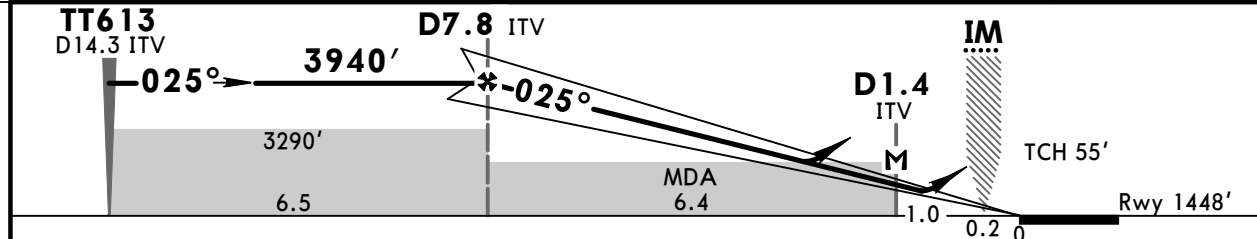
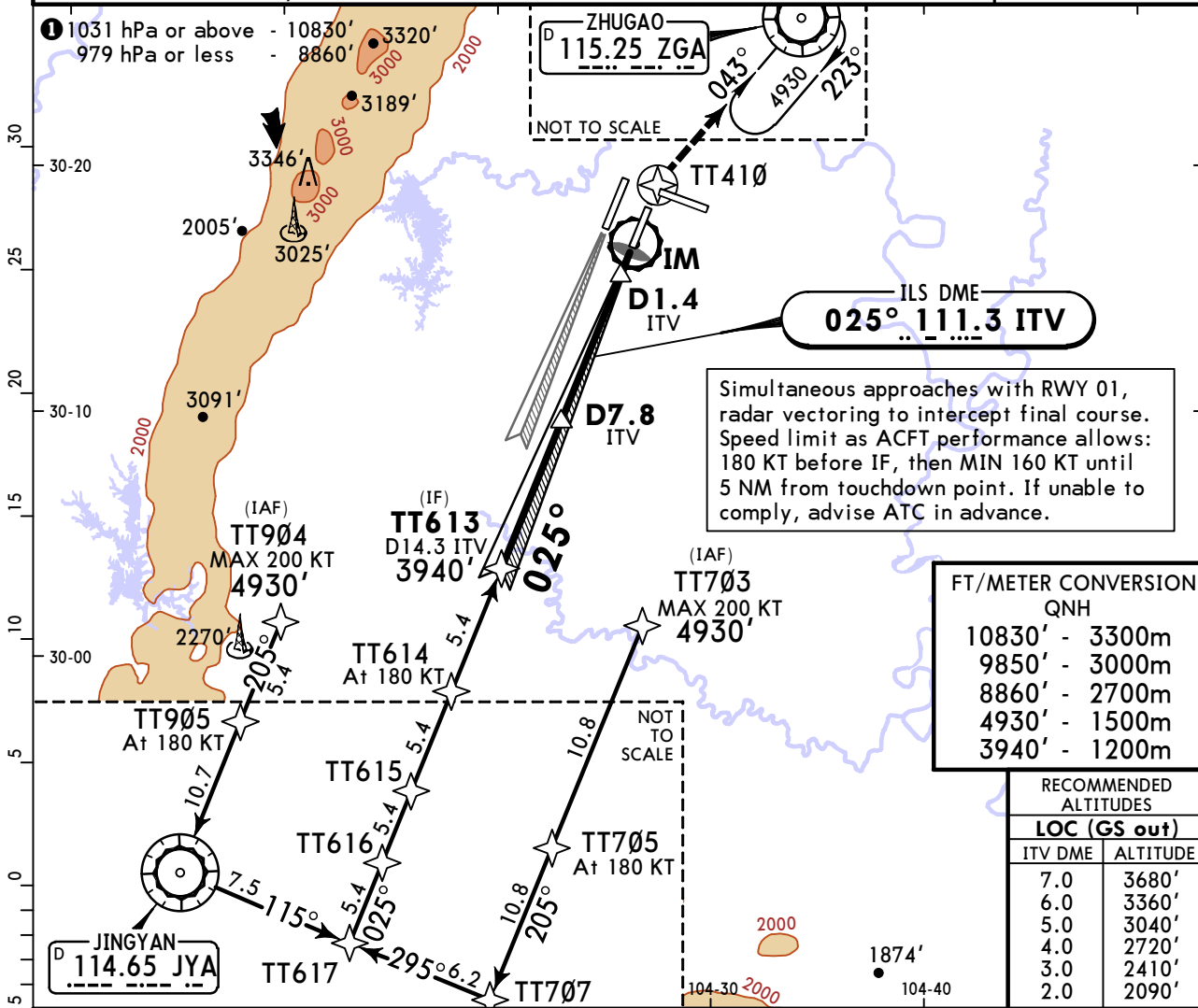
ZUTF/TFU TIANFU

14 APR 23
Eff 19 Apr 1600Z

(21-3)

CHENGDU, PR OF CHINA RNAV ILS DME Z Rwy 02

D-ATIS 127.075 (Chinese 126.8)	APP02 120.375	*APP03 119.7	*APP04 121.35	CHENGDU Approach (R) *APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR02 130.5	Ground GND02 122.6
LOC ITV 111.3	Final Apch Crs 025°	D7.8 ITV 3940' (2492')		ILS DA(H) 1648' (200')	Apt Elev 1452' Rwy 1448'			
MISSED APCH: Climb STRAIGHT AHEAD to TT410 (MAX 200 KT), turn RIGHT to ZGA VOR at 4930', join holding or contact ATC.								
Alt Set: hPa		Rwy Elev: 52 hPa		Trans level: FL 118		Trans alt: 9850' 1		MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	TT410	200 KT MAX	4930'	ZGA	115.25
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849						
MAP at D1.4 ITV								PAPI	↑	↑	RT	

PANS OPS	STRAIGHT-IN LANDING RWY 02 ILS			LOC (GS out) CDFA		CIRCLE-TO-LAND	
	FULL	TDZ or CL out	ALS out	MDA(H)	ALS out	Max Kts	MDA(H) VIS
A				1648' (200')	1890' (442')	100	2090' (638') 2000m
B	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m		1700m	135	
C					1700m	180	2470' (1018') 4400m
D					2100m	205	2470' (1018') 5000m

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

CHANGES: D-ATIS frequency added.

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TIANFU

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN
(21-3A)

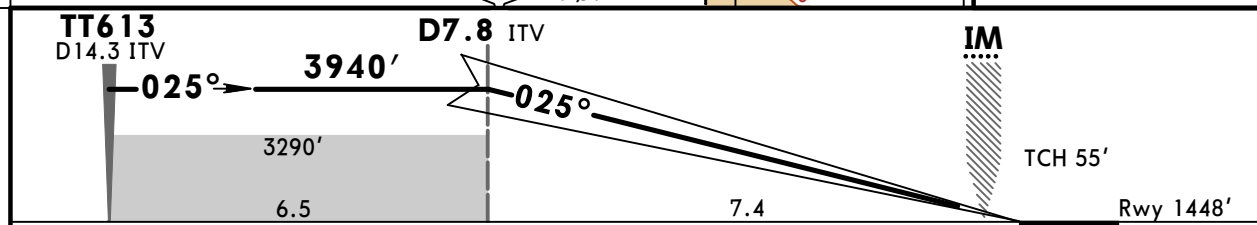
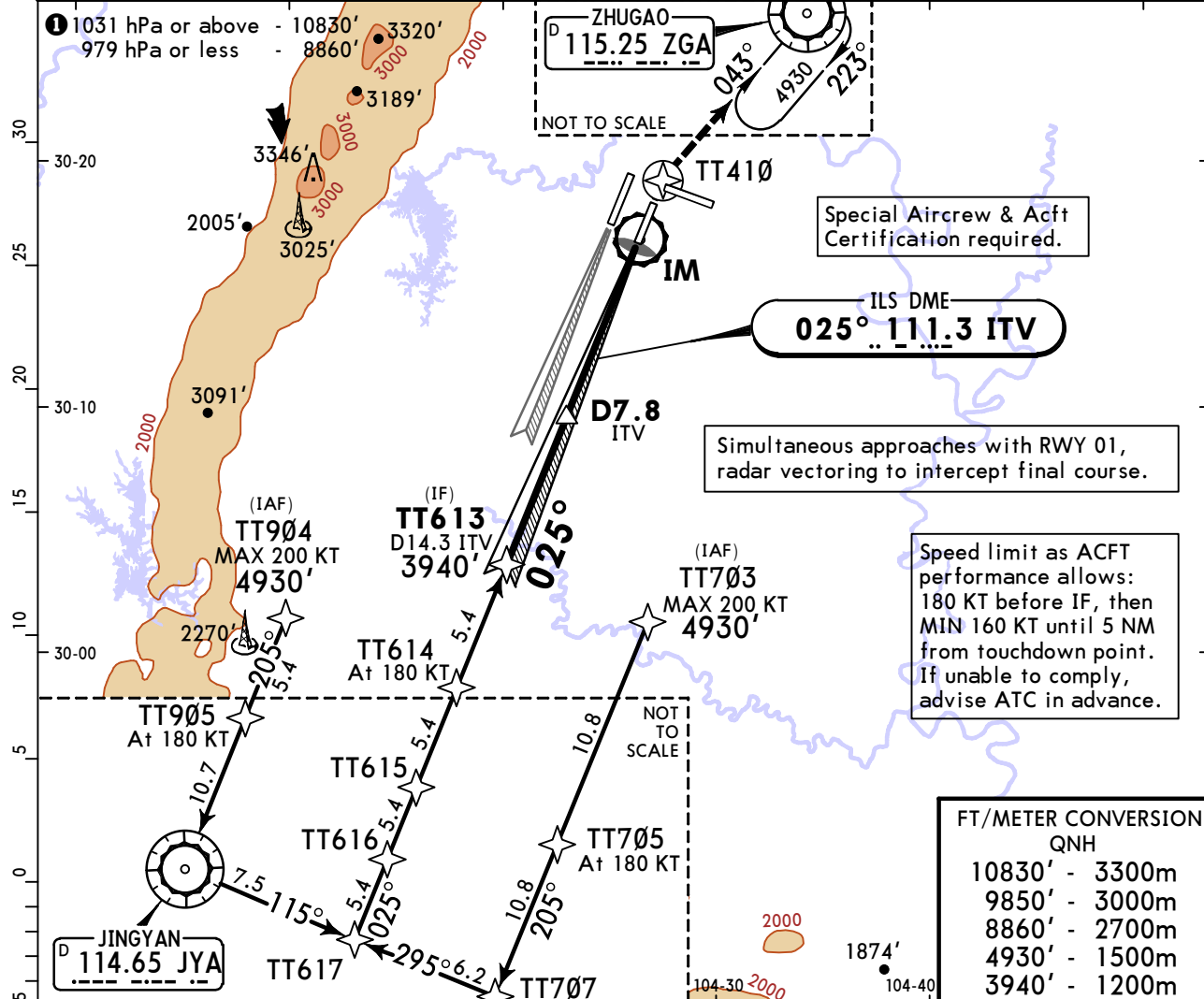
CHENGDU, PR OF CHINA
CAT II/III RNAV ILS DME Z Rwy 02

D-ATIS 127.075 (Chinese 126.8)	APP02 120.375	*APP03 119.7	CHENGDU Approach (R) *APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR02 130.5	Ground GND02 122.6
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LOC ITV 111.3	Final Apch Crs 025°	D7.8 ITV 3940' (2492')	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 98' DA(H) 1548' (100')	Apt Elev 1452' Rwy 1448'	
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MISSED APCH: Climb STRAIGHT AHEAD to TT410 (MAX 200 KT), turn RIGHT to ZGA VOR at 4930', join holding or contact ATC.

Alt Set: hPa Rwy Elev: 52 hPa Trans level: FL 118 Trans alt: 9850' **1** MSA ARP



Gnd speed-Kts	70	90	100	120	140	160		TT410 200 KT 4930' MAX 	ZGA 115.25
GS	3.00°	372	478	531	637	743			

Standard		STRAIGHT-IN LANDING RWY 02	
CAT IIIA ILS	DH RA 50'	CAT II ILS	RA 98'
	RVR 200m		DA(H) 1548' (100')
			RVR 300m 1

1 CAT D: RVR 350m for manual operation below DH.
CHANGES: D-ATIS frequency added. © JEPPESEN, 2021, 2023. ALL RIGHTS RESERVED.

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14 APR 23
Eff 19 Apr 1600Z

(21-4)

CHENGDU, PR OF CHINA ILS DME Y Rwy 02

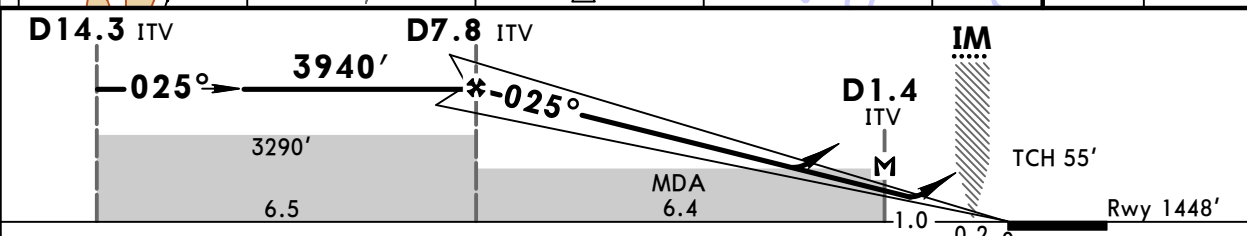
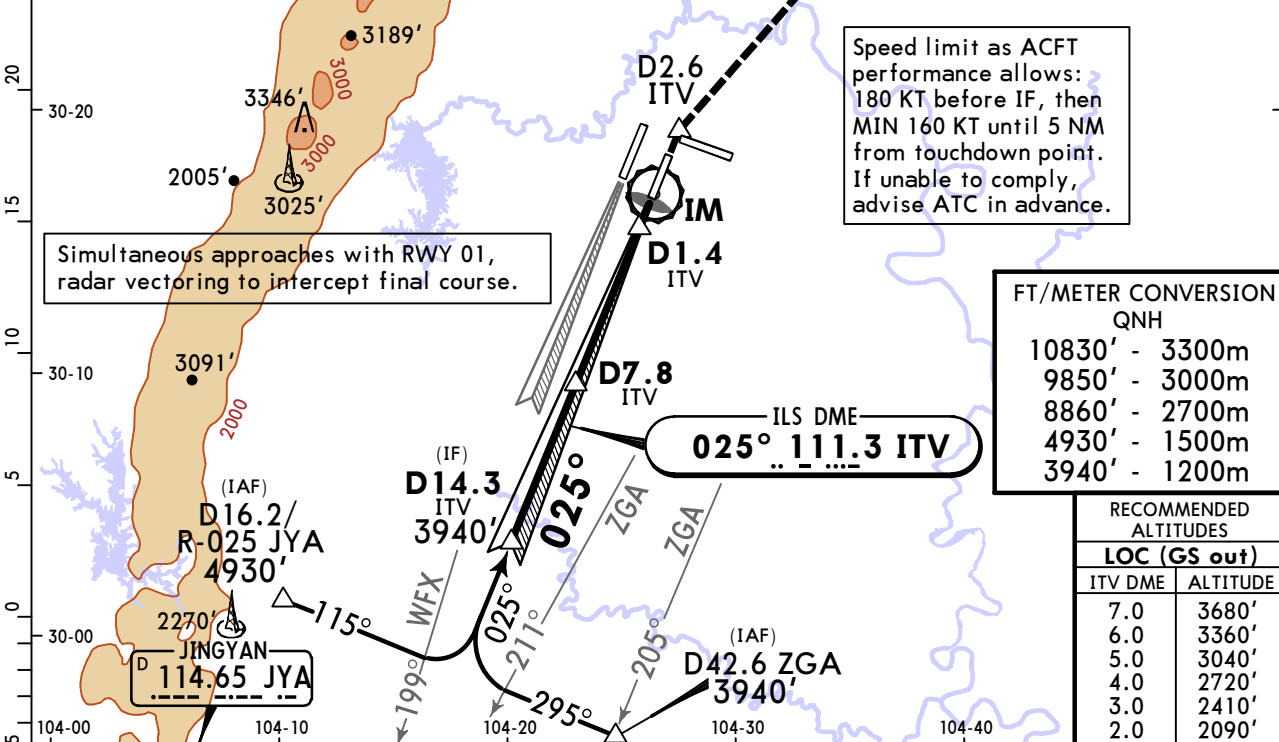
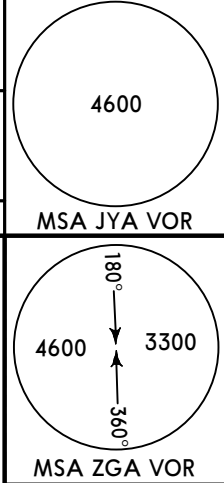
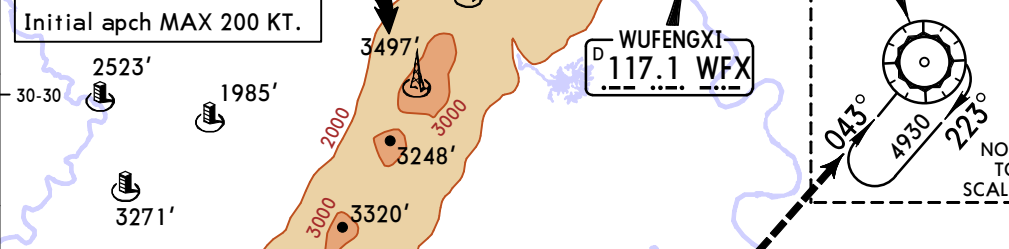
D-ATIS 127.075 (Chinese 126.8)	APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR02 130.5	Ground GND02 122.6
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LOC ITV 111.3	Final Apch Crs 025°	D7.8 ITV 3940' (2492')	ILS DA(H) 1648' (200')	Apt Elev 1452' Rwy 1448'
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MISSED APCH: Climb STRAIGHT AHEAD to D2.6 ITV, turn RIGHT (MAX 200 KT) to ZGA VOR at 4930', join holding or contact ATC.

Alt Set: hPa Rwy Elev: 52 hPa Trans level: FL 118 Trans alt: 9850' **1**

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	D2.6 ITV	200 KT MAX	ZGA 115.25	4930'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	RT	
MAP at D1.4 ITV											

Standard STRAIGHT-IN LANDING RWY 02 ILS			LOC (GS out) CDFA		CIRCLE-TO-LAND	
DA(H) 1648' (200')			MDA(H) 1890' (442')		Max Kts	
FULL	TDZ or CL out	ALS out	ALS out		MDA(H)	VIS
A			1700m		100	
B	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m		135	2090' (638') 2000m
C			1700m	2100m	180	2470' (1018') 4400m
D					205	2470' (1018') 5000m

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

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JEPPESEN CHENGDU, PR OF CHINA
14 APR 23
Eff 19 Apr 1600Z **(21-4A) CAT II/III ILS DME Y Rwy 02**

D-ATIS 127.075 (Chinese 126.8)	APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR02 130.5	Ground GND02 122.6
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LOC ITV 111.3	Final Apch Crs 025°	D7.8 ITV (2492')	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 98' DA(H) 1548'(100')	Apt Elev 1452' Rwy 1448'
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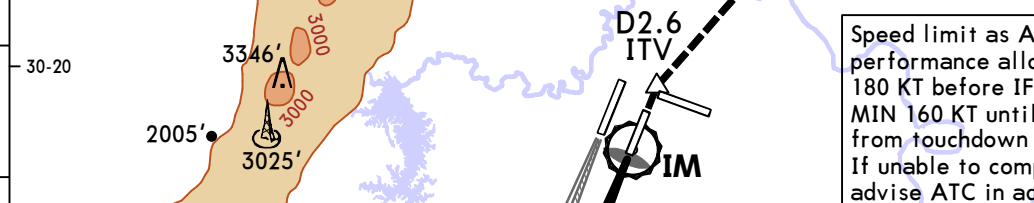
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 ITV, turn RIGHT (MAX 200 KT) to ZGA VOR at 4930', join holding or contact ATC.

Alt Set: hPa Rwy Elev: 52 hPa Trans level: FL 118 Trans alt: 9850' **1**

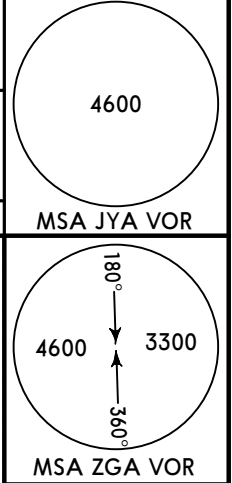
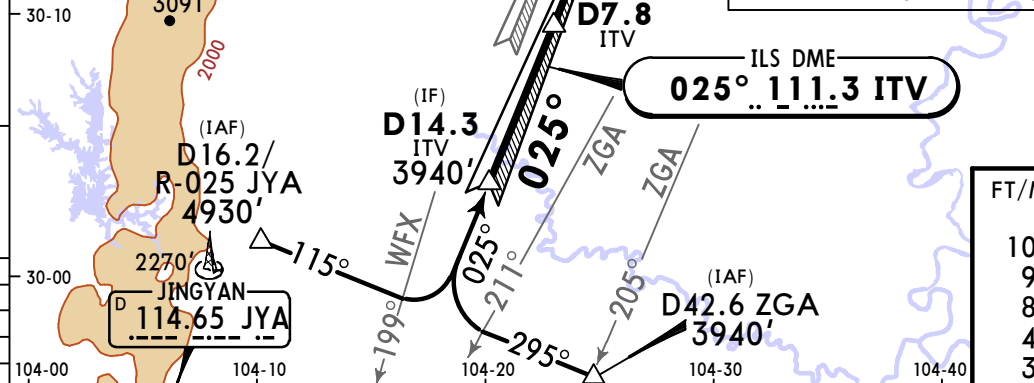
1 1031 hPa or above - 10830'
979 hPa or less - 8860'



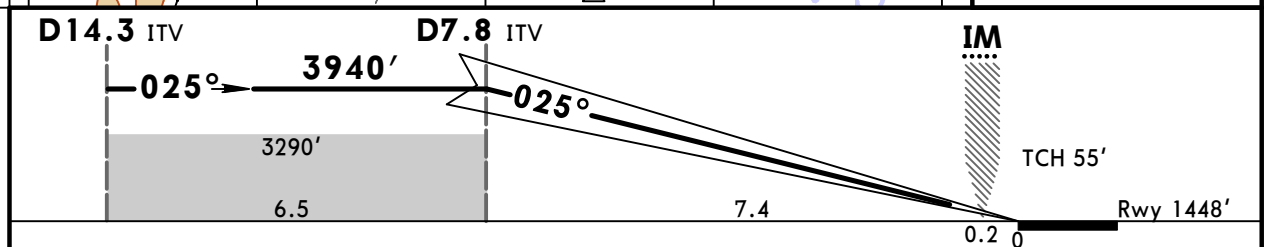
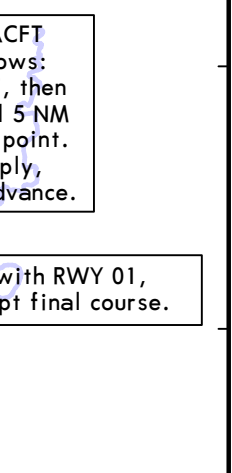
Initial apch MAX 200 KT.



Simultaneous approaches with RWY 01, radar vectoring to intercept final course.



Speed limit as ACFT performance allows:
180 KT before IF, then
MIN 160 KT until 5 NM
from touchdown point.
If unable to comply,
advise ATC in advance.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D2.6 ITV	200 KT MAX	ZGA 115.25	4930'
GS	3.00°	372	478	531	637	743					

Standard	STRAIGHT-IN LANDING RWY 02	
CAT IIIA ILS	CAT II ILS	
DH RA 50'	RA 98'	
	DA(H) 1548' (100')	
RVR 200m	RVR 300m 1	

1 CAT D: RVR 350m for manual operation below DH.
CHANGES: D-ATIS frequency added. © JEPPESEN, 2021, 2023. ALL RIGHTS RESERVED.

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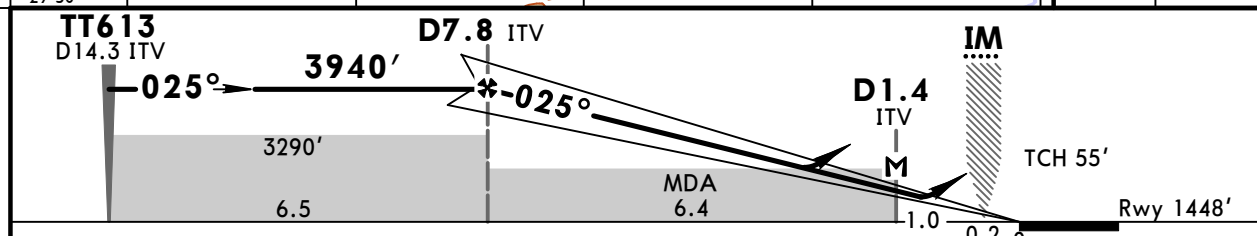
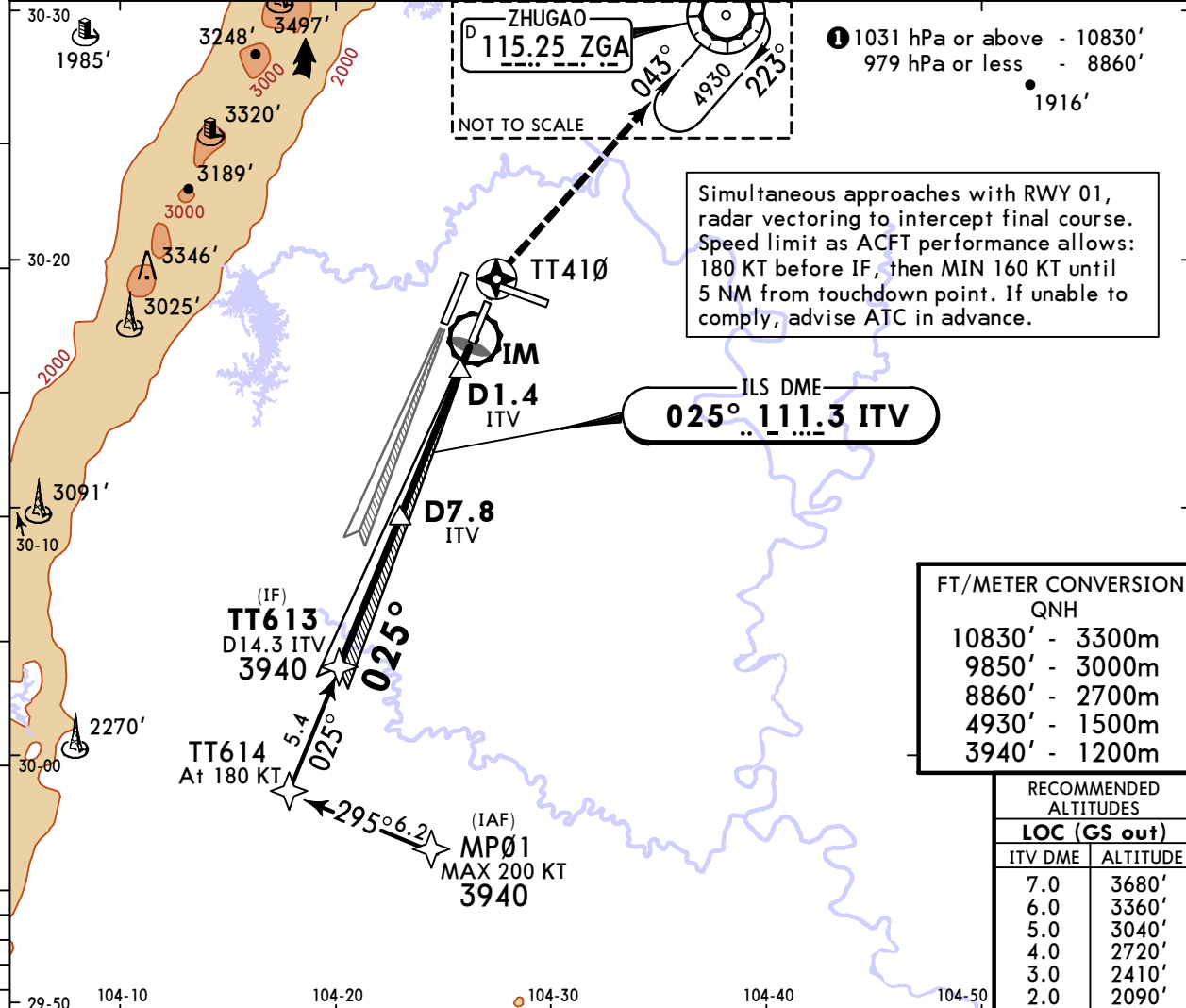
19 JAN 24
Eff 24 Jan 1600Z

CHENGDU, PR OF CHINA RNAV ILS DME X Rwy 02

D-ATIS 127.075 (Chinese 126.8)	APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR02 130.5	Ground GND02 122.6
LOC ITV 111.3	Final Apch Crs 025°	D7.8 ITV 3940' (2492')		ILS DA(H) 1648' (200')		Apt Elev 1452' Rwy 1448'		

MISSED APCH: Climb STRAIGHT AHEAD to TT410 (MAX 200 KT), turn RIGHT to ZGA VOR at 4930', join holding or contact ATC.

Alt Set: hPa Rwy Elev: 52 hPa Trans level: FL118 Trans alt: 9850' **1** MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	TT410 ↑	200 KT MAX	4930'	ZGA 115.25	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743						849
MAP at D1.4 ITV												

PANS OPS	STRAIGHT-IN LANDING RWY 02 ILS			LOC (GS out) CDFA		CIRCLE-TO-LAND	
	FULL	TDZ or CL out	ALS out	DA(H) 1648' (200')	MDA(H) 1890' (442')	Max Kts	MDA(H) VIS
A						100	2090' (638') 2000m
B	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m		1700m	135	
C						180	2470' (1018') 4400m
D						205	2470' (1018') 5000m

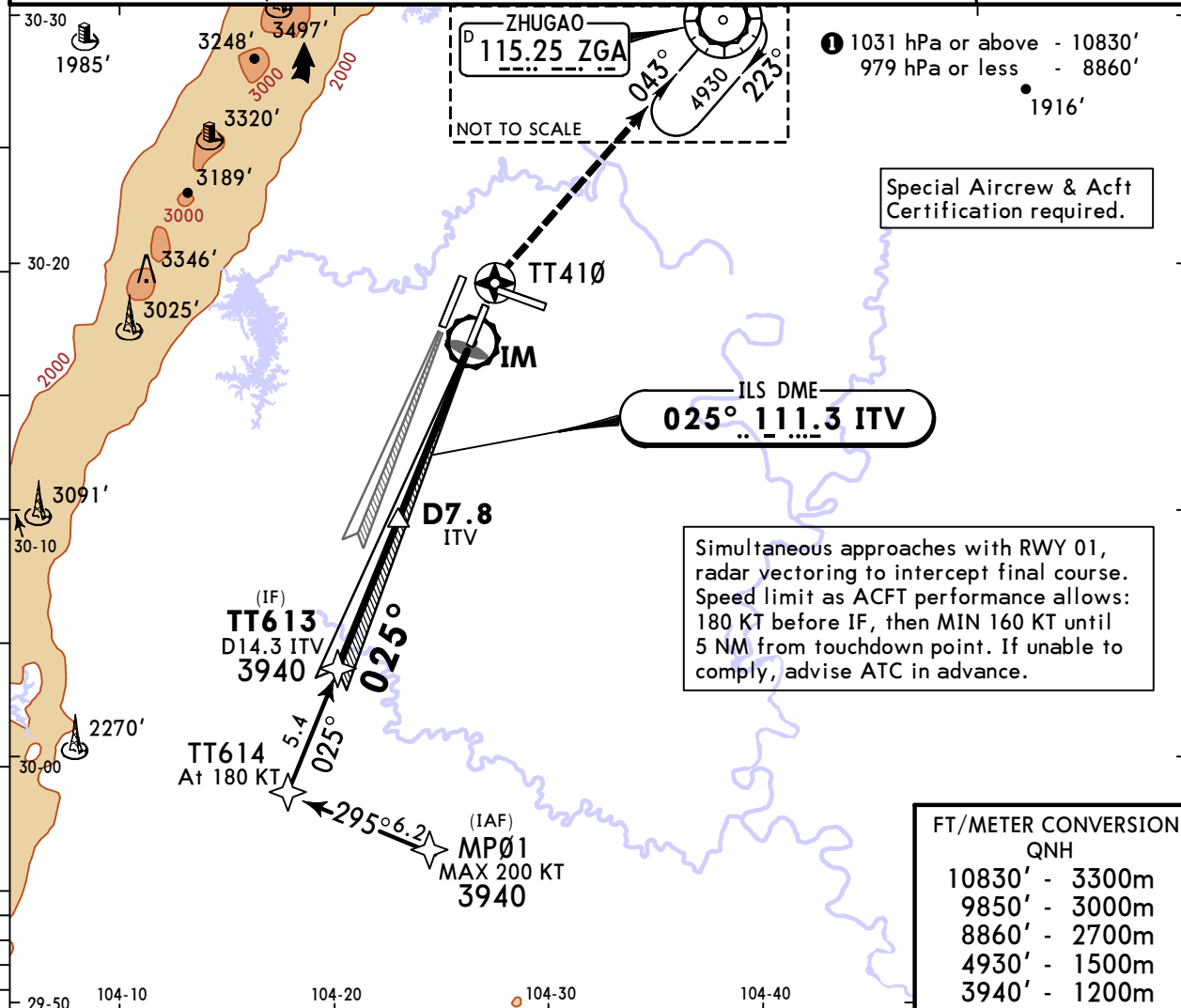
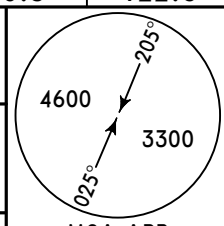
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: New procedure. © JEPPESEN, 2024. ALL RIGHTS RESERVED.

ZUTF/TFU TIANFU

19 JAN 24
Eff 24 Jan 1600Z

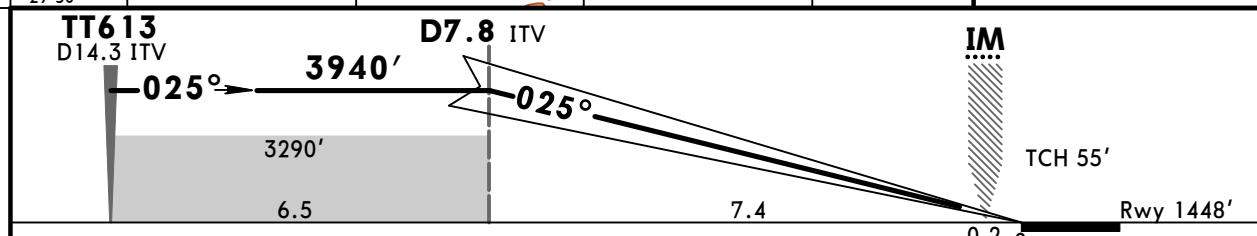
JEPPESEN CHENGDU, PR OF CHINA (21-5A) CAT II/III RNAV ILS DME X Rwy 02

D-ATIS 127.075 (Chinese 126.8)		APP02 120.375	*APP03 119.7	CHENGDU Approach (R) *APP04 121.35 *APP05 121.025		*APP06 126.35	*APP09 124.75	TIANFU Tower TWR02 130.5	Ground GND02 122.6
LOC ITV 111.3	Final Apch Crs 025°	D7.8 ITV 3940' (2492')		CAT IIIA ILS Refer to Minimums		CAT II ILS RA 98' DA(H) 1548' (100')	Apt Elev 1452' Rwy 1448'		
MISSED APCH: Climb STRAIGHT AHEAD to TT410 (MAX 200 KT), turn RIGHT to ZGA VOR at 4930', join holding or contact ATC.									
Alt Set: hPa		Rwy Elev: 52 hPa		Trans level: FL118		Trans alt: 9850' 1		MSA ARP	



FT/METER CONVERSION
QNH

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	TT410 ↑	200 KT MAX	4930' ↖	ZGA 115.25
GS	3.00°	372	478	531	637	849					

Standard		STRAIGHT-IN LANDING RWY 02	
CAT IIIA ILS		CAT II ILS	
DH RA 50'		RA 98'	
RVR 200m		DA(H) 1548' (100')	
RVR 200m		RVR 300m 1	

1 CAT D: RVR 350m for manual operation below DH.
CHANGES: New procedure. © JEPPESEN, 2024. ALL RIGHTS RESERVED.

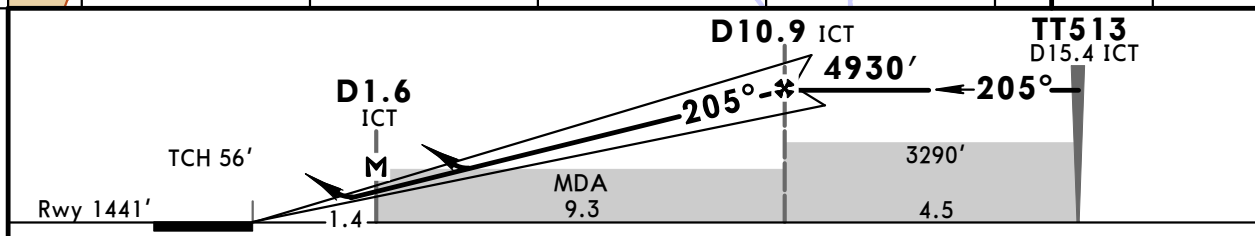
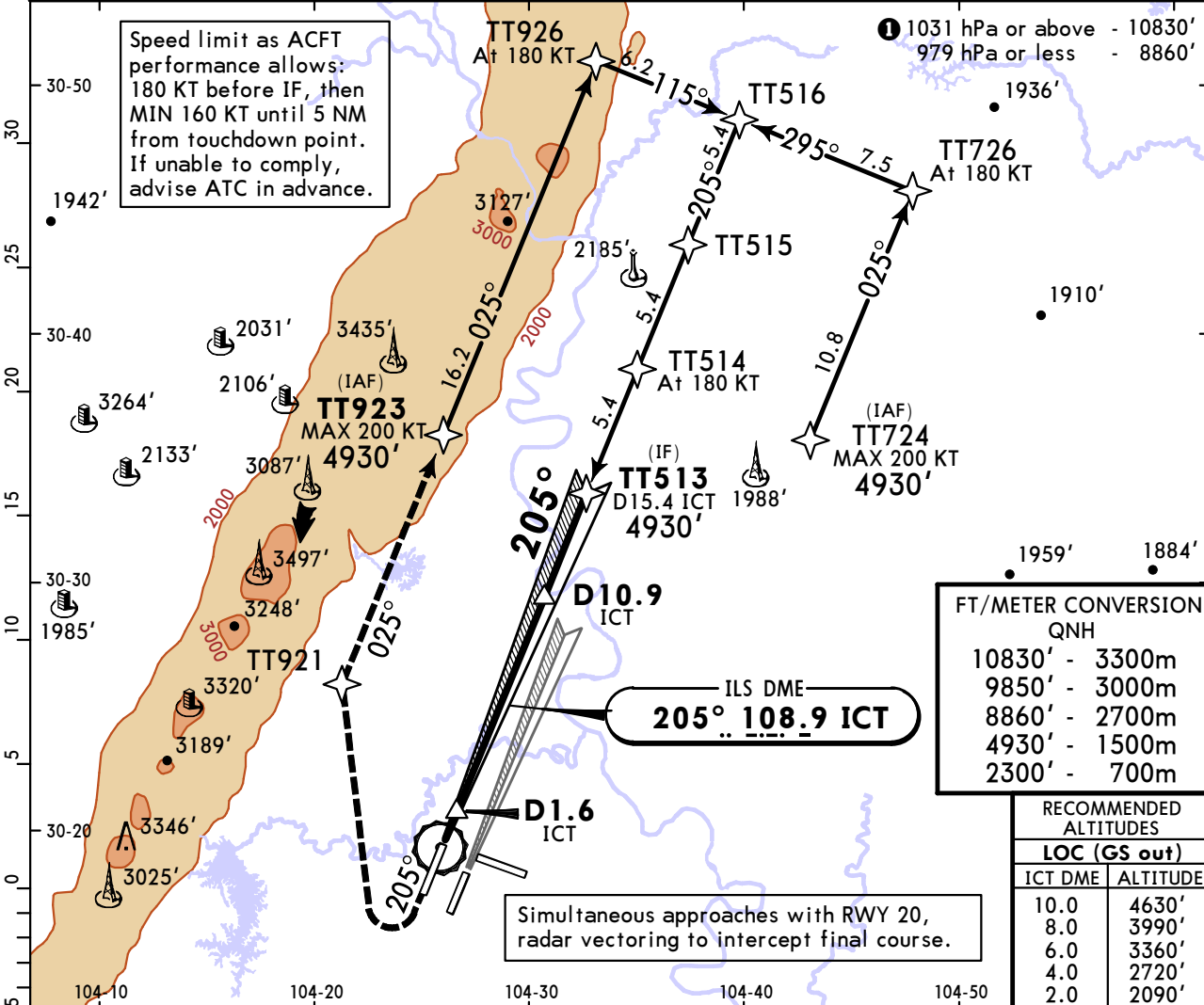
ZUTF/TFU TIANFU

19 JAN 24
Eff 24 Jan 1600Z

(21-6)

CHENGDU, PR OF CHINA RNAV ILS DME Z Rwy 19

D-ATIS 127.075 (Chinese 126.8)		APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR01 118.8	Ground GND01 121.925
LOC ICT 108.9	Final Apch Crs 205°	D10.9 ICT 4930' (3489')		ILS DA(H) 1641' (200')		Apt Elev 1452' Rwy 1441'			
MISSED APCH: Climb STRAIGHT AHEAD to 2300' (MAX 200 KT), turn RIGHT to TT921, then on 025° to TT923 at 4930', contact ATC.									
Alt Set: hPa		Rwy Elev: 52 hPa		Trans level: FL 118		Trans alt: 9850' 1		MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	2300' ↑ 200 KT MAX	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D1.6 ICT									

Standard				STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND	
ILS		LOC (GS out)		CDFA			
DA(H) 1641' (200')		MDA(H) 1940' (499')					
FULL		ALS out		ALS out		Max Kts	
						MDA(H) VIS	
A		2000m				100	
B	RVR 550m 1	1200m				135	
C	VIS 800m					180	
D		2000m		2300m		205	
						2470' (1018')	
						2470' (1018')	

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Chart re-indexed. © JEPPESEN, 2021, 2024. ALL RIGHTS RESERVED.

ZUTF/TFU TIANFU

19 JAN 24
Eff 24 Jan 1600Z (21-7)

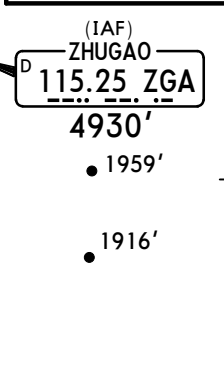
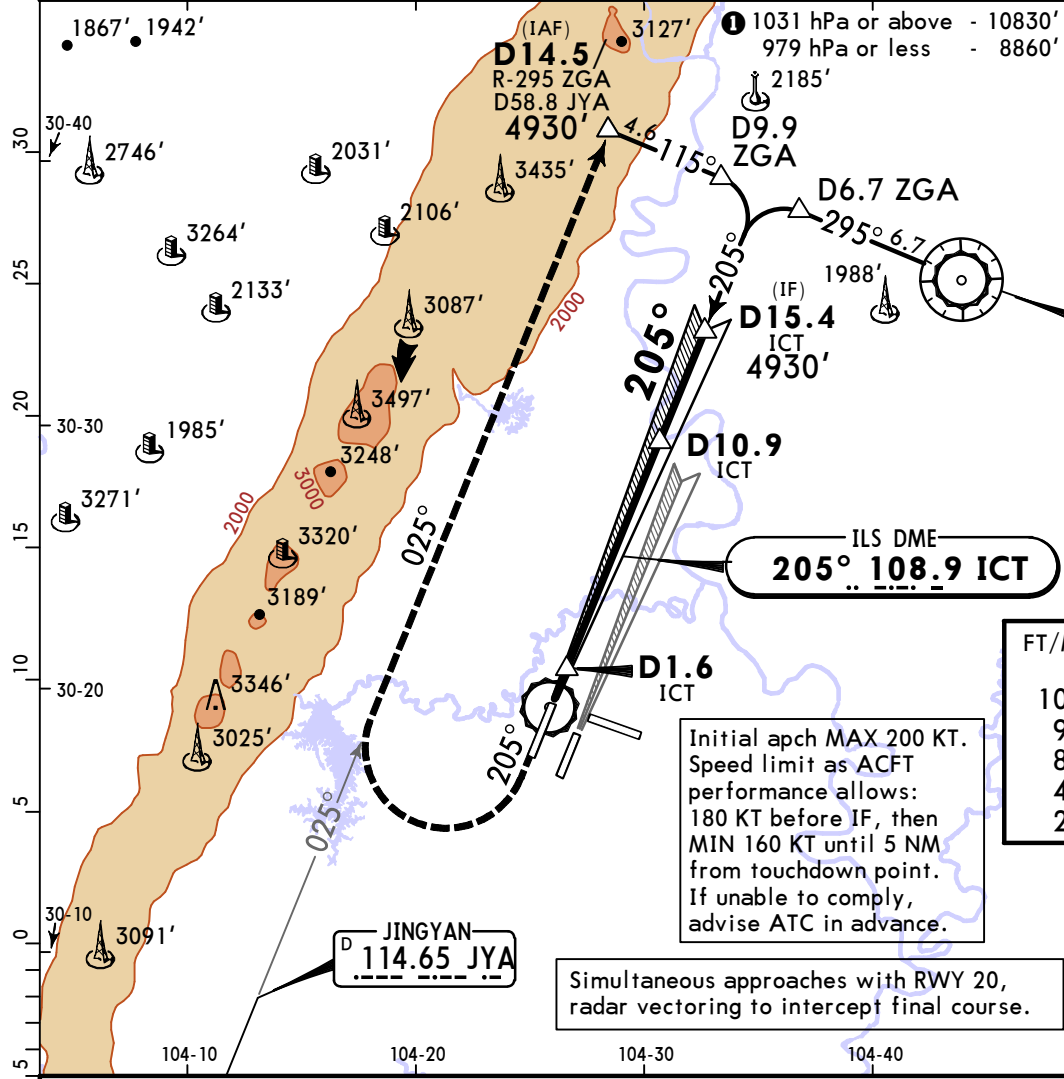
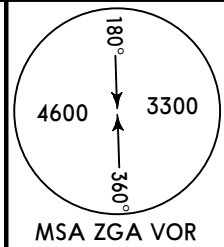
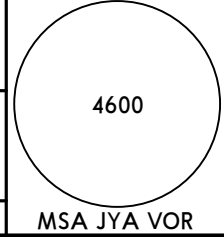
CHENGDU, PR OF CHINA ILS DME Y Rwy 19

D-ATIS 127.075 (Chinese 126.8)	APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR01 118.8	Ground GND01 121.925
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LOC ICT 108.9	Final Apch Crs 205°	D10.9 ICT 4930' (3489')	ILS DA(H) 1641' (200')	Apt Elev 1452' Rwy 1441'
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MISSED APCH: Climb STRAIGHT AHEAD to 2300', turn RIGHT (MAX 200 KT) to intercept R-025 JYA to D14.5 ZGA/D58.8 JYA at 4930', contact ATC.

Alt Set: hPa Rwy Elev: 52 hPa Trans level: FL 118 Trans alt: 9850' **1**



FT/METER CONVERSION
QNH

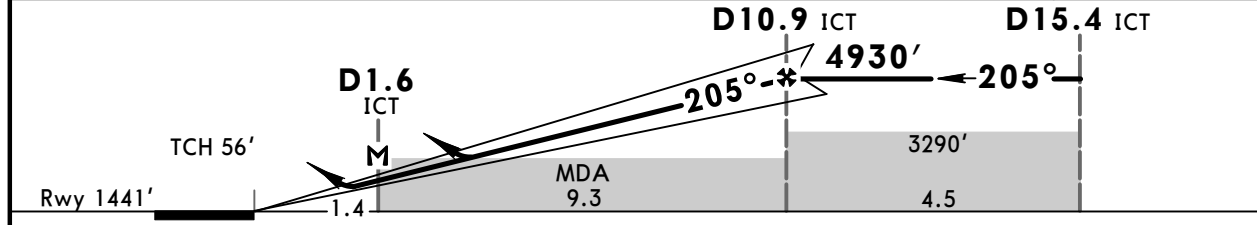
10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
2300'	700m

Initial apch MAX 200 KT.
Speed limit as ACFT performance allows:
180 KT before IF, then MIN 160 KT until 5 NM from touchdown point.
If unable to comply, advise ATC in advance.

Simultaneous approaches with RWY 20, radar vectoring to intercept final course.

RECOMMENDED ALTITUDES

LOC (GS out)	
ICT DME	ALTITUDE
10.0	4630'
8.0	3990'
6.0	3360'
4.0	2720'
2.0	2090'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2300'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		

MAP at D1.6 ICT

PANS OPS	STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND	
	ILS	LOC (GS out) CDFA	MDA(H)	VIS
A	FULL	ALS out	1940' (499')	2000m
B	RVR 550m 1	1200m	2090' (638')	2000m
C	VIS 800m		2470' (1018')	4400m
D			2470' (1018')	5000m

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

ZUTF/TFU TIANFU

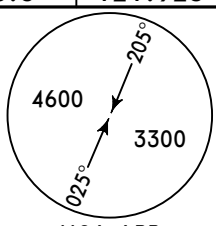
19 JAN 24

Eff 24 Jan 1600Z

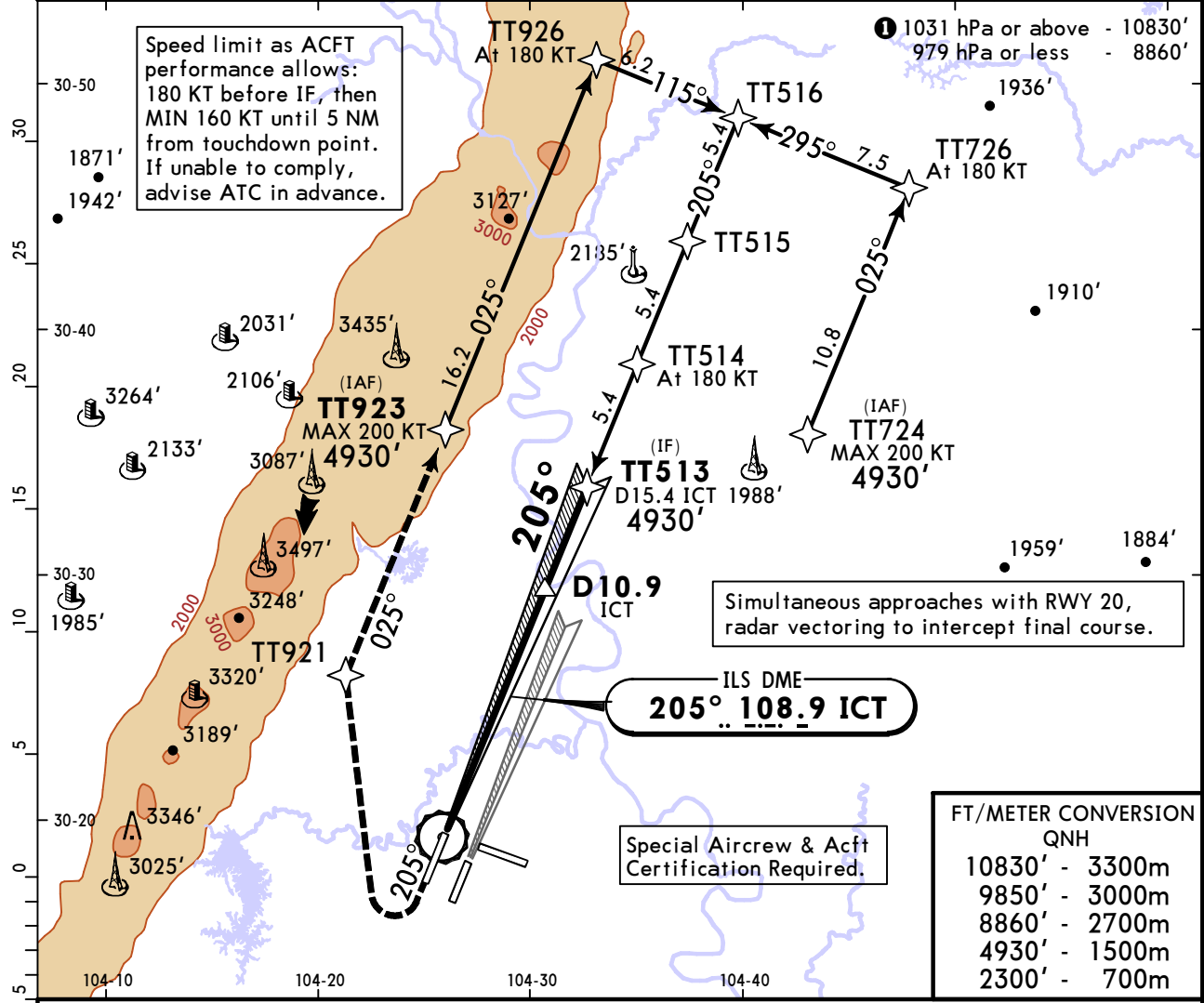
JEPPESEN CHENGDU, PR OF CHINA

(21-7A) SA CAT I RNAV ILS DME Z Rwy 19

D-ATIS 127.075 (Chinese 126.8)		CHENGDU Approach (R)						TIANFU Tower TWR01 118.8	Ground GND01 121.925
APP02 120.375		*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75			
LOC ICT 108.9	Final Apch Crs 205°	D10.9 ICT 4930' (3489')		SA CAT I ILS RA 161' DA(H) 1591' (150')		Apt Elev 1452' Rwy 1441'			
MISSED APCH: Climb STRAIGHT AHEAD to 2300' (MAX 200 KT), turn RIGHT to TT921, then on 025° to TT923 at 4930', contact ATC.									
Alt Set: hPa		Rwy Elev: 52 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA ARP	



Speed limit as ACFT performance allows:
180 KT before IF, then
MIN 160 KT until 5 NM
from touchdown point.
If unable to comply,
advise ATC in advance.



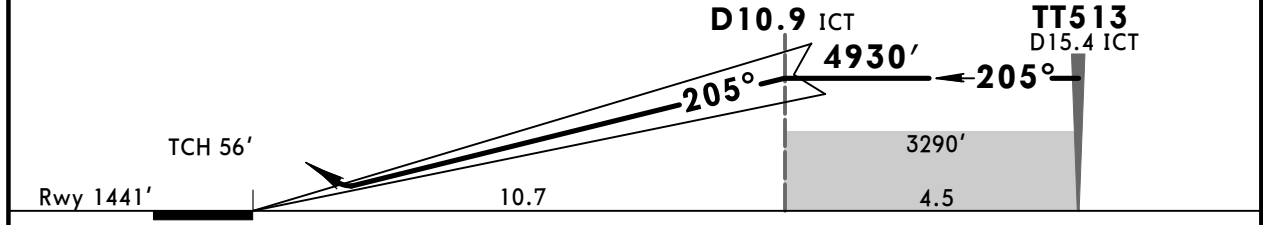
Simultaneous approaches with RWY 20,
radar vectoring to intercept final course.

ILS DME
205° .. 108.9 ICT

Special Aircrew & Actt
Certification Required.

FT/METER CONVERSION
QNH

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS 	2300' 	200 KT MAX
GS	3.00°	372	478	531	637	743			

Standard STRAIGHT-IN LANDING RWY 19
SA CAT I ILS
RA 161'
DA(H) 1591' (150')

RVR 450m
HUD required.

ZUTF/TFU TIANFU

19 JAN 24

Eff 24 Jan 1600Z

(21-7B)

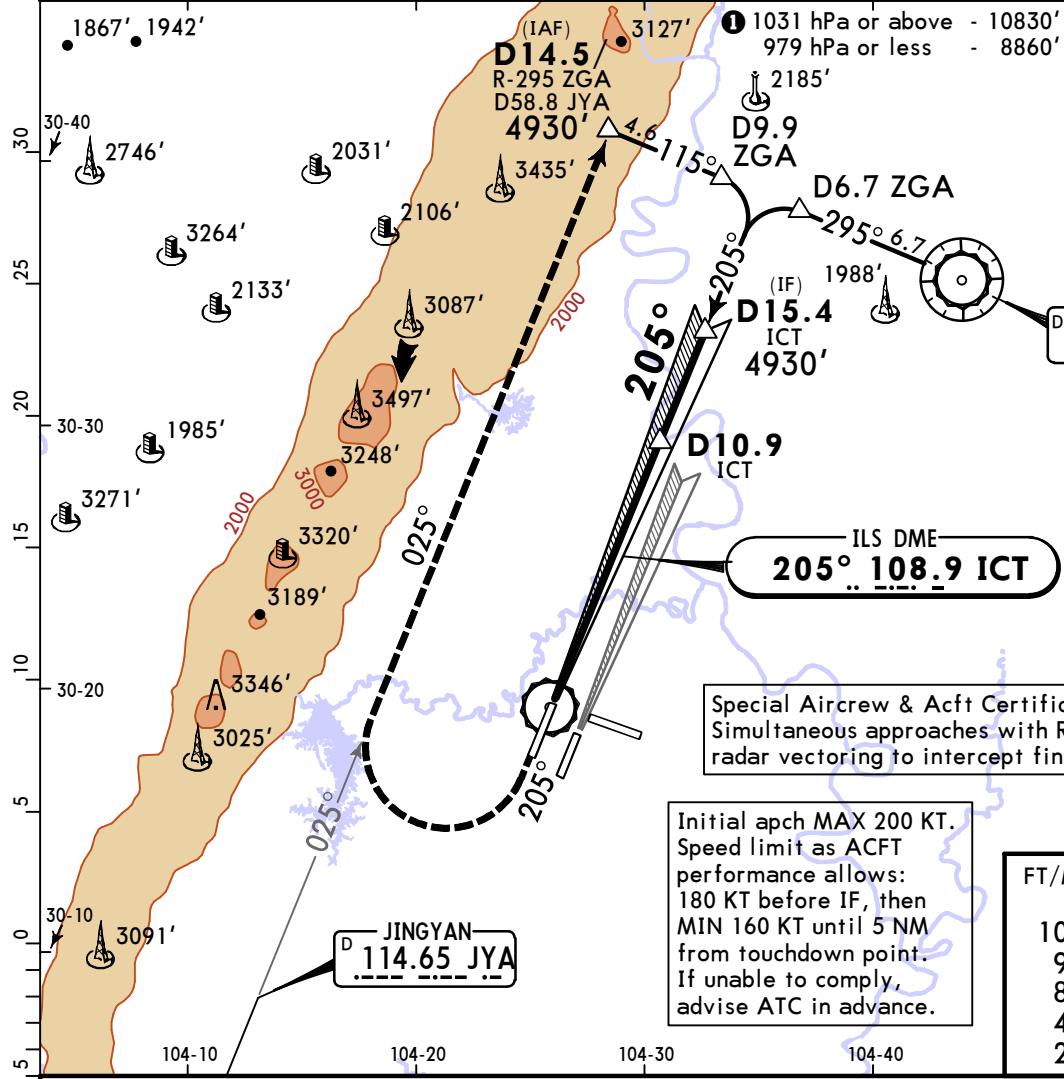
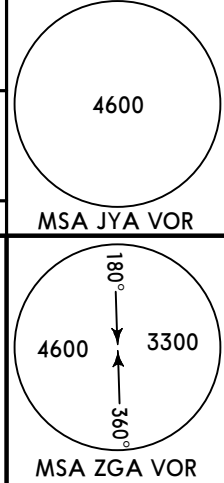
CHENGDU, PR OF CHINA SA CAT I ILS DME Y Rwy 19

D-ATIS 127.075 (Chinese 126.8)	APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR01 118.8	Ground GND01 121.925
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LOC ICT 108.9	Final Apch Crs 205°	D10.9 ICT 4930' (3489')	SA CAT I ILS RA 161' DA(H) 1591' (150')	Apt Elev 1452' Rwy 1441'
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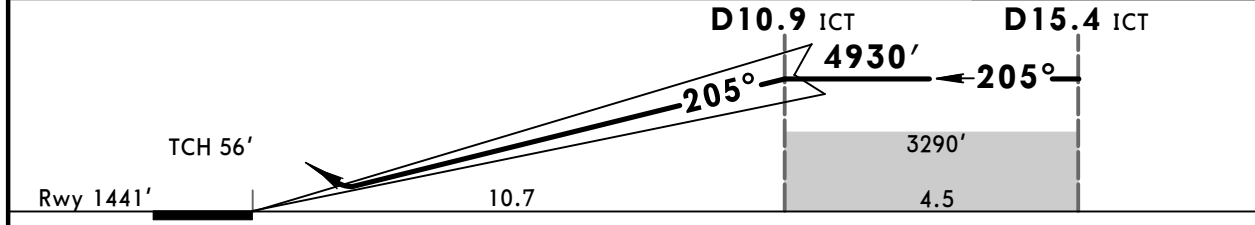
MISSED APCH: Climb STRAIGHT AHEAD to 2300', turn RIGHT (MAX 200 KT) to intercept R-025 JYA to D14.5 ZGA/D58.8 JYA at 4930', contact ATC.

Alt Set: hPa Rwy Elev: 52 hPa Trans level: FL 118 Trans alt: 9850' ①



FT/METER CONVERSION QNH

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2300'
GS	3.00°	372	478	531	637	743	

Standard STRAIGHT-IN LANDING RWY 19
SA CAT I ILS **RA 161'**
DA(H) 1591' (150')

RVR 450m
① HUD required.

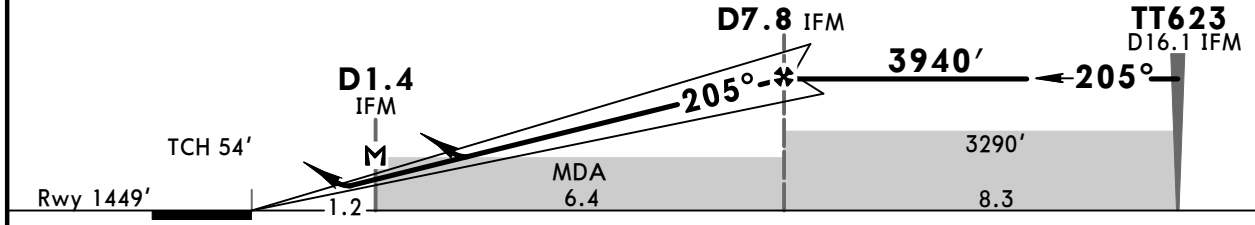
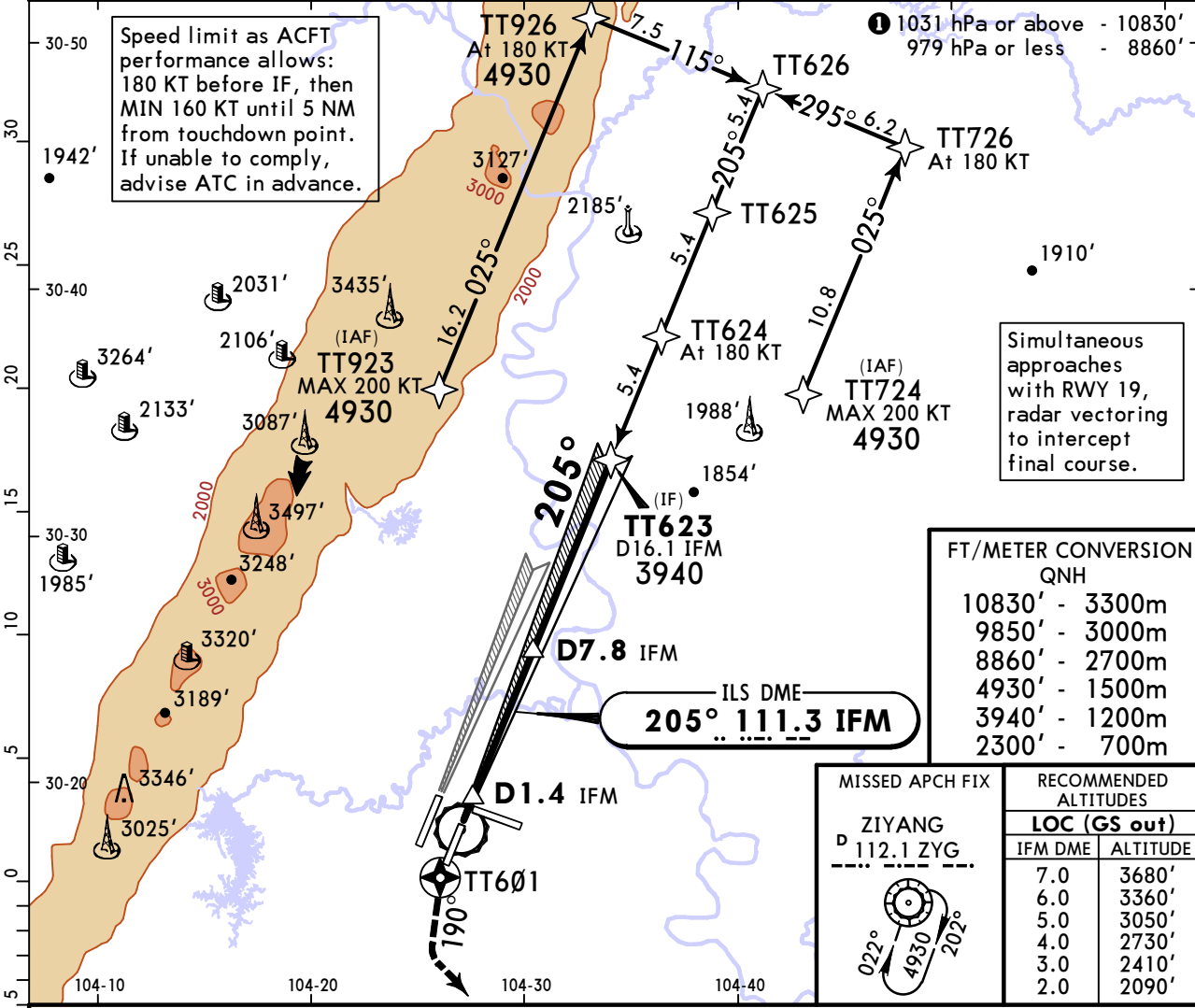
ZUTF/TFU TIANFU

19 JAN 24
Eff 24 Jan 1600Z

(21-8)

CHENGDU, PR OF CHINA RNAV ILS DME Z Rwy 20

D-ATIS 127.075 (Chinese 126.8)		APP02 120.375	*APP03 119.7	CHENGDU Approach (R)			TIANFU Tower TWR02 130.5	Ground GND02 122.6
*APP04 121.35		*APP05 121.025		*APP06 126.35		*APP09 124.75		
LOC IFM 111.3	Final Apch Crs 205°	D7.8 IFM 3940' (2491')		ILS DA(H) 1649' (200')		Apt Elev 1452' Rwy 1449'		
MISSED APCH: Climb STRAIGHT AHEAD to TT601, on track 190° climb to 2300' (MAX 200 KT), turn LEFT to ZYG VOR at 4930', join holding or contact ATC.								
Alt Set: hPa		Rwy Elev: 52 hPa		Trans level: FL118		Trans alt: 9850' 1		MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS	TT601	2300'	190°	200 KT MAX
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					
MAP at D1.4 IFM								PAPI			

PANS OPS	STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND		
	ILS		LOC (GS out) CDFA		Max Kts	MDA(H) VIS	
	FULL	ALS out	MDA(H) 1910' (461')				
A					100	2090' (638')	2000m
B	RVR 550m 1	1200m			135		
C	VIS 800m		1800m	2200m	180	2470' (1018')	4400m
D					205	2470' (1018')	5000m

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

ZUTF/TFU TIANFU

19 JAN 24
Eff 24 Jan 1600Z

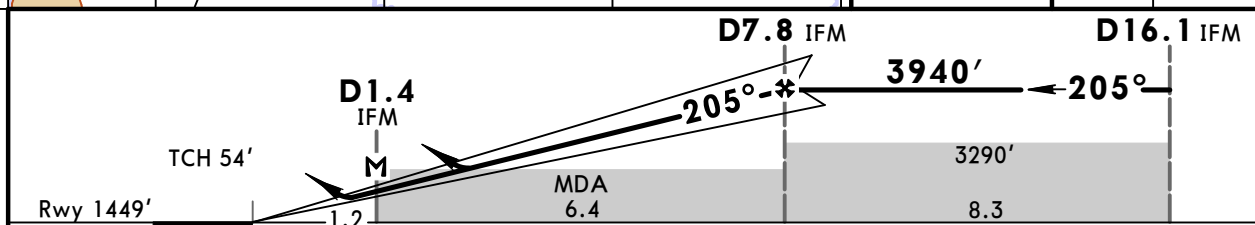
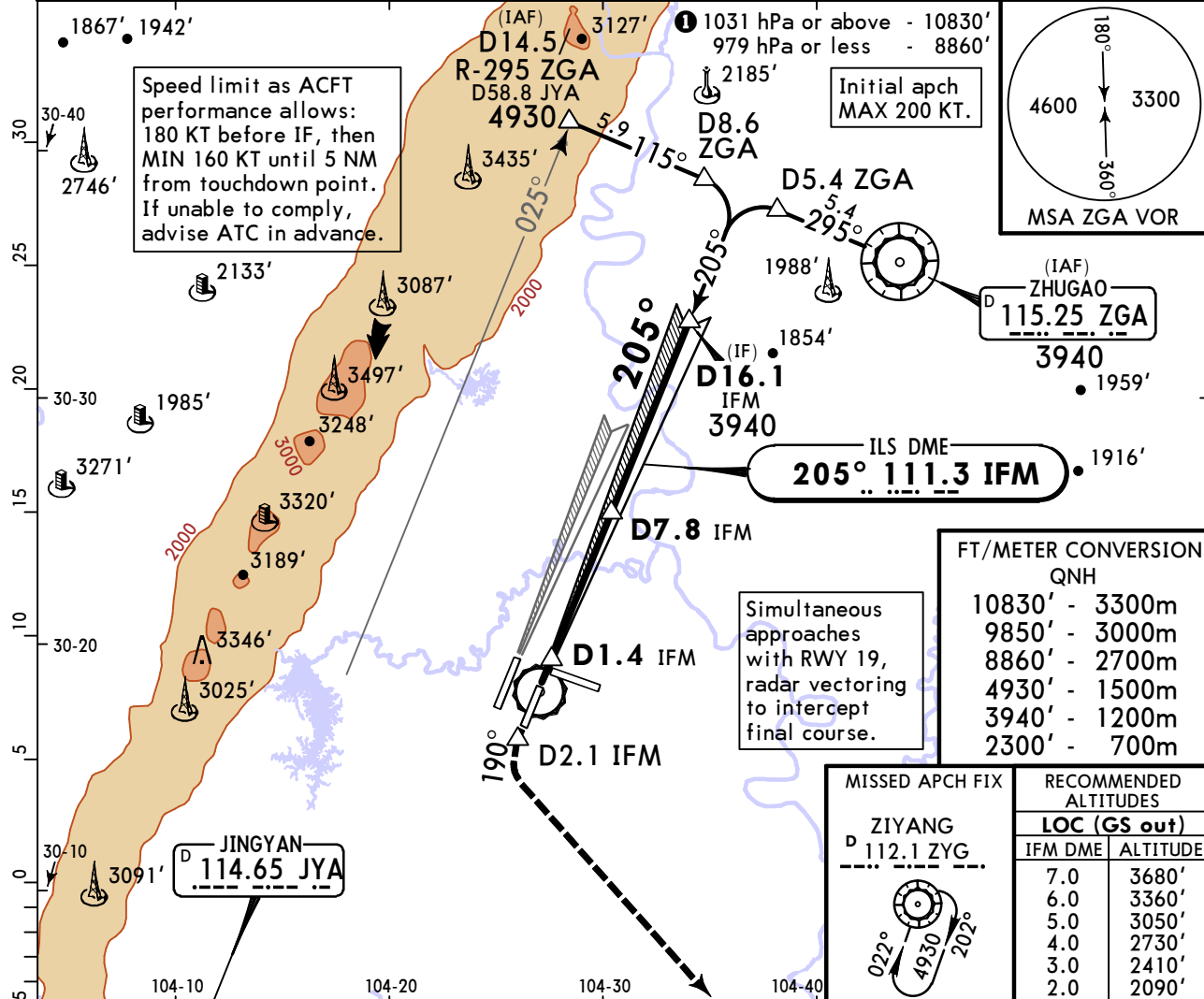
CHENGDU, PR OF CHINA ILS DME Y Rwy 20

D-ATIS 127.075 (Chinese) 126.8	APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR02 130.5	Ground GND02 122.6
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LOC IFM 111.3	Final Apch Crs 205°	D7.8 IFM 3940' (2491')	ILS DA(H) 1649' (200')	Apt Elev 1452' Rwy 1449'
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MISSED APCH: Climb STRAIGHT AHEAD to D2.1 IFM, on track 190° climb to 2300' (MAX 200 KT), turn LEFT to ZYG VOR at 4930', join holding or contact ATC.

Alt Set: hPa Rwy Elev: 52 hPa Trans level: FL118 Trans alt: 9850' **1**



Gnd speed-Kts	70	90	100	120	140	160	HIALS	D2.1 IFM	2300'	on 190°	200 KT MAX
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI			
MAP at D1.4 IFM											

Standard STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND	
ILS		LOC (GS out)		CDFA	
DA(H) 1649' (200')		MDA(H) 1910' (461')			
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	2090' (638') 2000m
B	RVR 550m 1	1200m		135	
C	VIS 800m		1800m	180	2470' (1018') 4400m
D			2200m	205	2470' (1018') 5000m

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

ZUTF/TFU TIANFU

19 JAN 24

Eff 24 Jan 1600Z

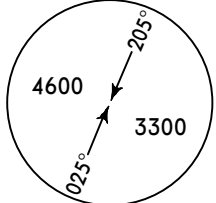
JEPPESEN CHENGDU, PR OF CHINA

(21-9A) SA CAT I RNAV ILS DME Z Rwy 20

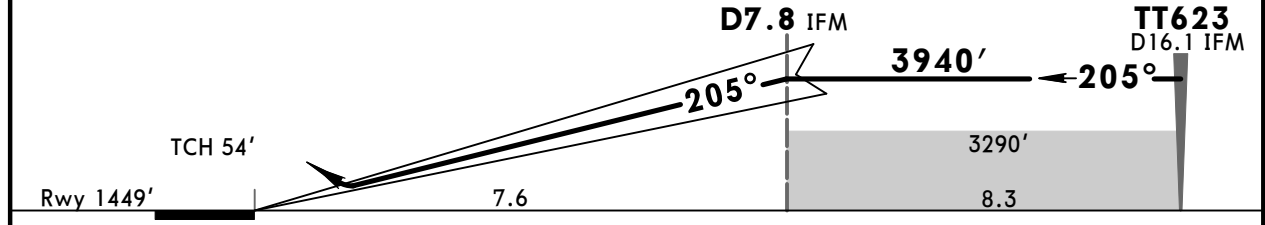
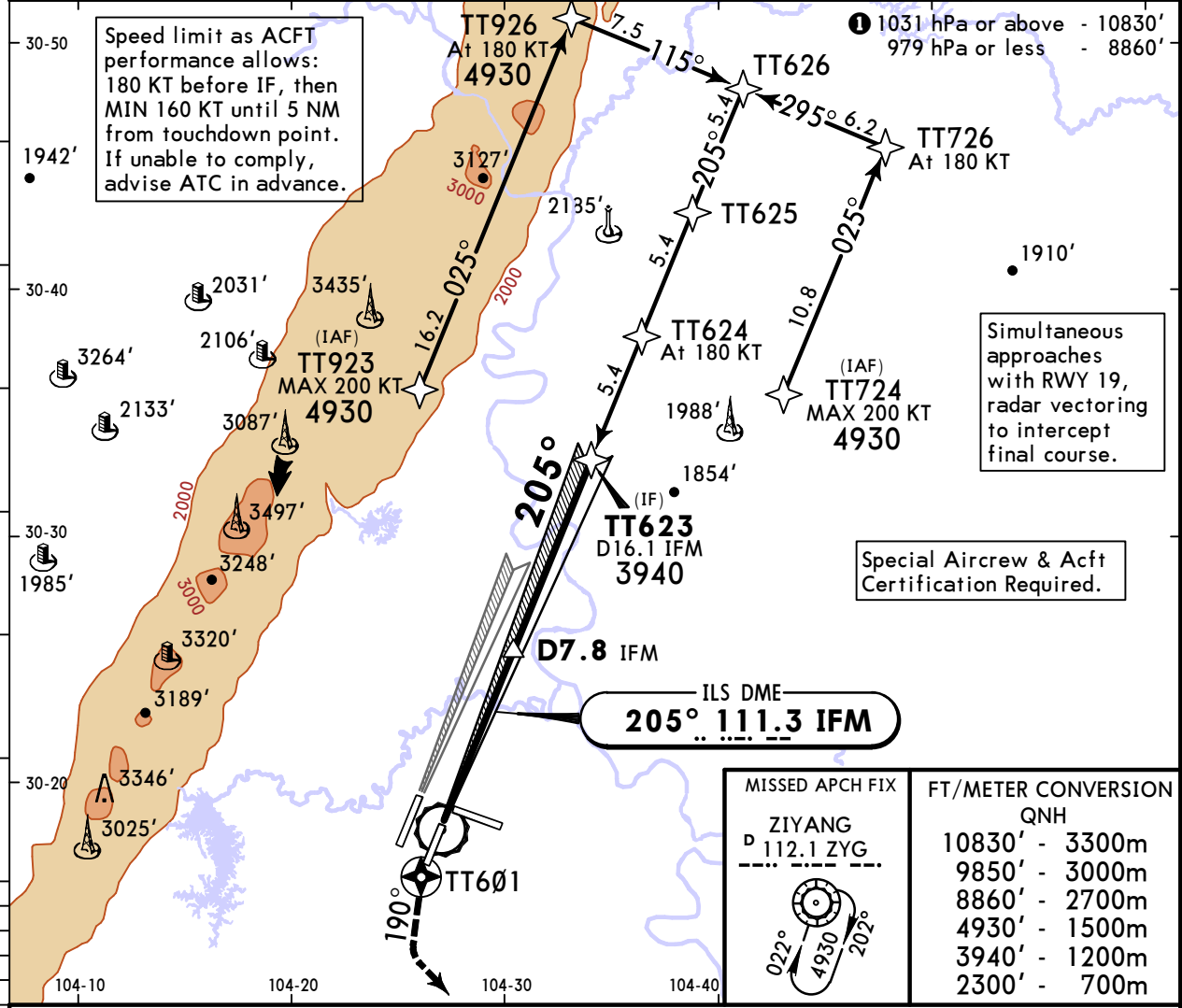
D-ATIS 127.075 (Chinese) 126.8	APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR02 130.5	Ground GND02 122.6
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LOC IFM 111.3	Final Apch Crs 205°	D7.8 IFM 3940' (2491')	SA CAT I ILS RA 154' DA(H) 1599' (150')	Apt Elev 1452' Rwy 1449'
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MISSED APCH: Climb STRAIGHT AHEAD to TT601, on track 190° climb to 2300' (MAX 200 KT), turn LEFT to ZYG VOR at 4930', join holding or contact ATC.



Alt Set: hPa Rwy Elev: 52 hPa Trans level: FL118 Trans alt: 9850' MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	TT601	2300'	on 190°	200 KT MAX
GS	3.00°	372	478	531	637	743					

Standard STRAIGHT-IN LANDING RWY 20
SA CAT I ILS
RA 154'
DA(H) 1599' (150')

RVR 450m
HUD required.

ZUTF/TFU TIANFU

19 JAN 24
Eff 24 Jan 1600Z **(21-9B)** SA CAT I ILS DME Y Rwy 20

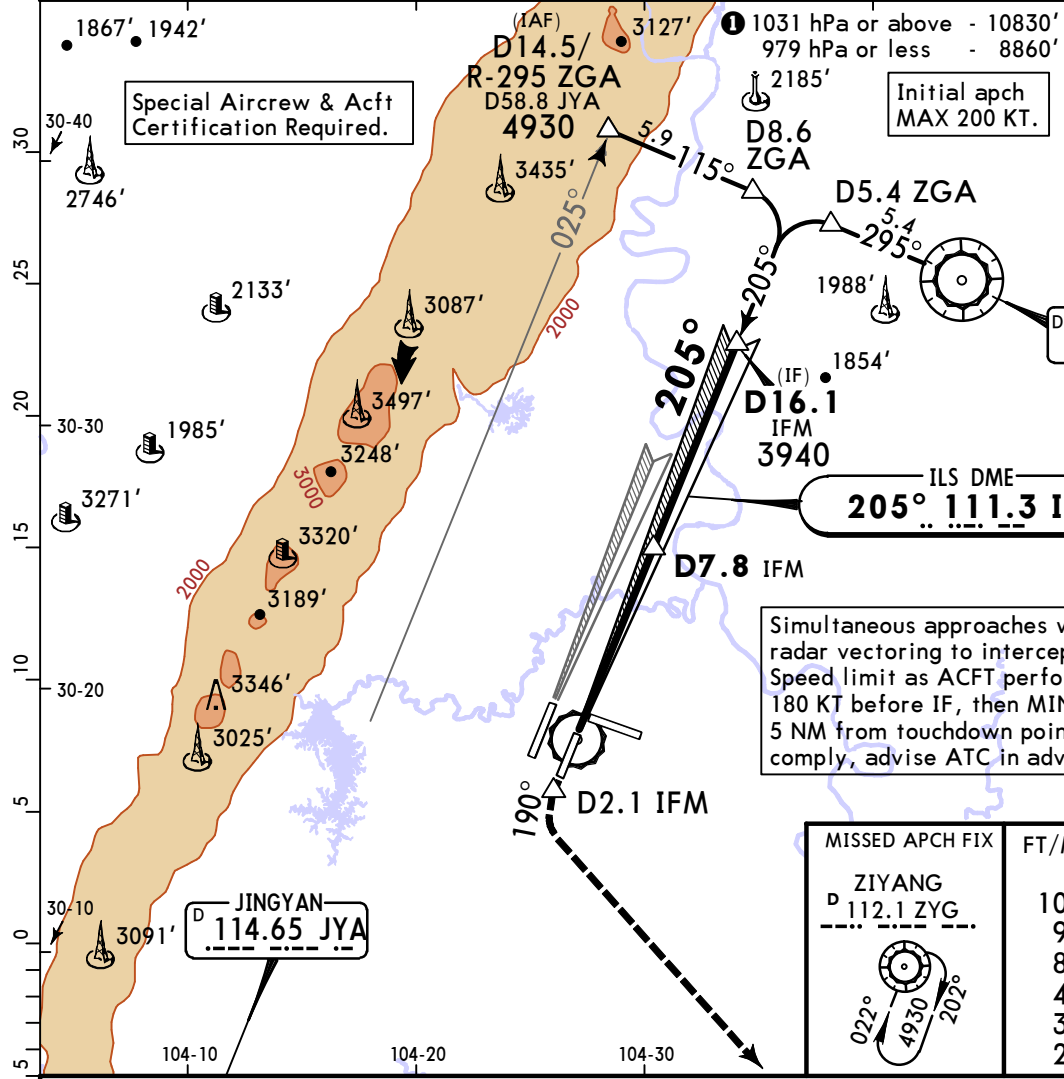
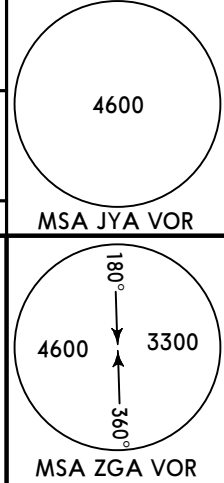
JEPPESEN CHENGDU, PR OF CHINA

D-ATIS 127.075 (Chinese 126.8)	APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TIANFU Tower TWR02 130.5	Ground GND02 122.6
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LOC IFM 111.3	Final Apch Crs 205°	D7.8 IFM 3940' (2491')	SA CAT I ILS RA 154' DA(H) 1599' (150')	Apt Elev 1452' Rwy 1449'
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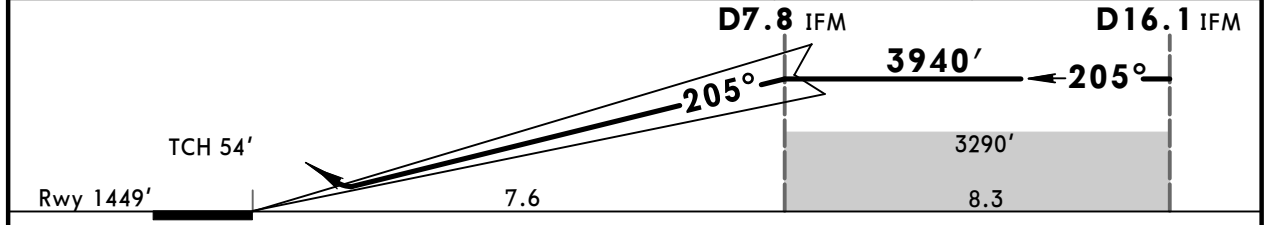
MISSED APCH: Climb STRAIGHT AHEAD to D2.1 IFM, on track 190° climb to 2300' (MAX 200 KT), turn LEFT to ZYG VOR at 4930', join holding or contact ATC.

Alt Set: hPa Rwy Elev: 52 hPa Trans level: FL118 Trans alt: 9850' **①**



Simultaneous approaches with RWY 19, radar vectoring to intercept final course. Speed limit as ACFT performance allows: 180 KT before IF, then MIN 160 KT until 5 NM from touchdown point. If unable to comply, advise ATC in advance.

MISSED APCH FIX ZIYANG D 112.1 ZYG	FT/METER CONVERSION QNH
	10830' - 3300m
	9850' - 3000m
	8860' - 2700m
	4930' - 1500m
	3940' - 1200m
	2300' - 700m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D2.1 IFM	2300'	on 190°	200 KT MAX
GS	3.00°	372	478	531	637	743					

Standard STRAIGHT-IN LANDING RWY 20
SA CAT I ILS **RA 154'**
DA(H) 1599' (150')

RVR 450m
① HUD required.

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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CHENGDU, (TIANFU - ZUTF)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZUTF