

GENERAL

Operational Hours

ATS Hours / AD OPS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 10

Fuel: Nr.3 jet fuel

PCN: RWY 02L/20R: 88/R/B/W/T, RWY 02R/20L: 98/R/B/W/T

Operation

Traffic Notes

Turbine ENG ACFT not equipped with ACAS II, with MTOW above 15t / 33069lbs or PAX seats more than 30, LDG and DEP during 0000-1400 prohibited.

Low Visibility Procedures

Enter RWY 02L/20R from TWY A.

Do not enter RWY via TWY A2 (between A and RWY 02L/20R), E2 or E8.

Follow-me mandatory.

Observe stop bars during LVP.

Minimum Runway Occupancy Time (MROT): Ensure standard MROT procedures.

TWY Restrictions

TWY T1 (between stand 351 and 355), T2 (between stand 319 and 345), T11, H7, K3 width 18m / 59ft.

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

180° turns prohibited on TWYs.

T4 is used to taxi into APN, T3 and T5 to taxi out.

TWY B (between B1 and M), B1,C (between C2 and C5), C2, E, E1-E3, E7-E9, M, N, T2 MAX wingspan 80m / 262ft

TWY A, A1-A9, B (between B1 and B10), B (north of stand 212), B2-B10, C (others), C1, C3-C8, D, D1-D5, E (between E9 and F), E4-E6, F, H4, H5, H6 (south of stand 215), T1, T4, T5, T10 MAX wingspan 65m / 213ft.

TWYs H3, H6 (south of stand 215) MAX wingspan 61m / 200ft.

TWYs H1, H2, T3, T6-T9 MAX wingspan 52m / 171ft.

TWY B (between B10 and stand 212) MAX wingspan 39m / 128ft.

TWY H7, T11, K3 MAX wingspan 36m / 118ft.

TWY T12 MAX wingspan 30m / 98ft.

ACFT with wingspan above 65m / 213ft taxi into or out APN via TWY C.

OPS limitation for TWY V1 and V2

TWY in use	TWY prohibited to use
TWY V1	TWY T1 (between stands 365-364L) TWY T2 (between TWY C and stand 315L) TWY V2
TWY V2	TWY T1 (between stands 365-364L) TWY T2 (between TWY C and stand 315L) TWY V1

GENERAL

Standard Taxi Routes

Operation Type	Used for	Route ID	Taxiing Direction
RWY 02L	DEP RWY 02L	Route 1	BX(X=1-6)/B-B6-A-RWY 02L hold position
	ARR RWY 02L	Route 2	A-BX(X=1-10)-B-stands
RWY 02R	DEP RWY 02R	Route 3	BX(X=1-10)/H7-B-M-D-E1-RWY 02 hold position
	ARR RWY 02R	Route 4	E-E9-N-C-B10-B-stands
RWY 02L/R	DEP RWY 02L	Route 5	BX(X=1-10)/A7-A-RWY 02L hold position
	ARR RWY 02R	Route 6	E-E8-N-B/C-B10-B-stands
RWY 02L/R	DEP RWY 02L	Route 5	BX(X=1-10)/A7-A-RWY 02L hold position
	DEP RWY 02R	Route 3	BX(X=1-10)/H7-B-M-D-E1-RWY 02R hold position
	ARR RWY 02R	Route 4	E-E9-N-C-B10-B-stands
RWY 02L/R	DEP RWY 02L	Route 1	BX(X=1-6)/B-B6-A-RWY 02L hold position
	ARR RWY 02L	Route 2	A-BX(X=1-10)-B-stands
	ARR RWY 02R	Route 4	E-E9-N-C-B10-B-stands
RWY 20L	DEP RWY 20L	Route 7	B-B10-C-N-E9-RWY 20L hold position
	ARR RWY 20L	Route 8	E-E8-M-B-stands
RWY 20R	DEP RWY 20R	Route 9	BX(X=4-10)/A7-A-RWY 20R hold position
	ARR RWY 20R	Route 10	A-BX(X=1-10)/A7-stands
RWY 20L/R	DEP RWY 20L	Route 7	B-B10-C-N-E9-RWY 20L hold position
	ARR RWY 20R	Route 10	A-BX(X=1-10)/A7-stands
RWY 20L/R	DEP RWY 20L	Route 7	B-B10-C-N-E9-RWY 20L hold position
	DEP RWY 20R	Route 9	BX(X=4-10)/A7-A-RWY 20R hold position
	ARR RWY 20R	Route 10	A-BX(X=1-10)/A7-stands

GENERAL

Taxi/Parking

Follow-me and towing AVBL via TWR.

Entry/exit to all stands: Follow-me mandatory.

Hot Spots

HOT SPOT No.	DESCRIPTION
HS1, HS2	Hold position for ILS CAT I and II established in the area, wait for clearance from ATC to cross.
HS3, HS4, HS8, HS9	Hold position for ILS CAT I established in the area, wait for clearance from ATC to cross.
HS5	Four hold positions (HP1-HP4) established before the area, hold according to ATC instruction.
HS6	Four hold positions including one compulsory reporting position 'HP8' established before the area, hold according to ATC instruction.
HS7	1.Two hold positions including one compulsory reporting position 'HP9' established in the area, hold according to ATC instruction; 2.Hold positions for ILS CAT I and II established, wait for clearance from ATC to cross.

APU

Stands 129-177 equipped with GPU and AVBL for all ACFT type except stands 135, 150 and 165. Switch off APU and use GPU whenever possible.

Engine Run-up Areas

AVBL between 0200-0900.

TWY B between stands 235 and 239 are used for ENG run-up and only AVBL for ACFT with MAX wingspan below 36m / 118ft. ACFT shall nose to the south.

Warnings

BHS DME unusable: R173 beyond 21NM.

IAA DME RWY 20R unusable: beyond 15NM.

JTG DME unusable: R170-R205

WFX VOR/DME

VOR unusable: R300 beyond 21NM

DME unusable: R300 beyond 17NM

ZYG VOR/DME

VOR unusable:

- R050-R060.
- R125-R170.
- R280-R330.
- R297 beyond 20NM for DEP.

DME unusable:

- R300-R330

Laser birds dispersal equipments transmitting green light, flight crew should exercise caution while TKOF/LDG.

Birds in vicinity of AD.

ARRIVAL**Speed**

IAF to IF: Maintain IAS 180KT.

IAF to 4NM (from THR): Maintain IAS 160KT.

If unable to comply, inform ATC immediately.

Communication

Heavy ACFT (including B757) on first contact with TWR or APP, state "heavy" after call sign.

On GND:

- Repeat the whole taxiing instructions issued by GND and make it clear when there is a doubt.
- Report the designation of RWY having been vacated and TWY designation being in use on initial contact with GND, especially under LVP.

COM failure

Keep the last ALT assigned by ATC on the planned route to the boundary of APP area, after entering into APP area, fly directly to BHS VOR/DME, then turn right and circle down to 2400m / 7874ft, stop circling 10min after overflying BHS VOR/DME first time, choose RWY for landing according NOTAM and choose landing direction according ATIS, wind speed and wind direction and follow strictly the relative RWY IAP. RWY 02L/20R is preferential.

Arrival Procedure

VFR Traffic Pattern: Circuits to be made on both sides of the RWY at ALT 1200m / 3937ft.

Warnings

APCH RWY 20R: deviation to the west of the final APCH course is prohibited.

DEPARTURE**Take-off Minima**

RWY		02L, 02R		
All ACFT	2 Turbine or 3+4 ENG	ft-m/km	0 - 150R	REDL, RCLL, LVP, HUD
A, B, C			0 - 200R	REDL, RCLL, LVP
D			0 - 250R	
All ACFT			0 - 400R	REDL
			0 - 500R	wo LGT, HJ only
Others 1+2 ENG			0 - 1.6V	-
RWY		20L, 20R		
A, B, C	2 Turbine or 3+4 ENG	ft-m/km	0 - 200R	REDL, RCLL, LVP
D			0 - 250R	
All ACFT			0 - 400R	REDL
			0 - 500R	wo LGT, HJ only
Others 1+2 ENG				0 - 1.6V

DEPARTURE**Communication**

When "Contact APP immediately after TKOF" is requested in ATC CLR, leave TWR FREQ wo instruction from controller as soon as airborne and contact the assigned FREQ, otherwise contact APP when climb to 650m / 2132ft.

Departure Procedure**Start-up/Push-back**

REQ DLV CLR not earlier than 10min of the estimated push-back time.

Issued CLR must be performed within 5min, otherwise new CLR necessary.

ACFT with MAX wingspan above 52m / 171ft exit stands 147 and 162 shall be pushed-back to TWY C, then ENG start-up.

ACFT exit stands 134, 149 and 164 shall be pushed-back to TWY C, then ENG start-up.

Departure Notes

Departing ACFT to JTG shall overfly JTG at ALT 4500m / 14760ft or above according to the SKED departure procedure. If unable to comply, inform ATC immediately after TKOF.

Departing ACFT flying via route ZYG 9W shall be at MNM ALT 4500m / 14760ft abeam WFX. If unable to comply, inform ATC immediately after TKOF.

ATC Slot, Clearance

Datalink Departure Clearance (DCL): See CRAR.

De-Icing

AVBL.

Code F ACFT Operations

B747-8 OPS

Mainly used RWY: 20R/20L

TWYs: A, A1, A3-A6, A8, B (between B3 and M), B1, B3, C (between B3 and M), C2, D, D1-D5, E, E1-E9, M, N, T2.

Stands: Follow-me mandatory for stands 162 and 313.

Code Letter F ACFT OPS

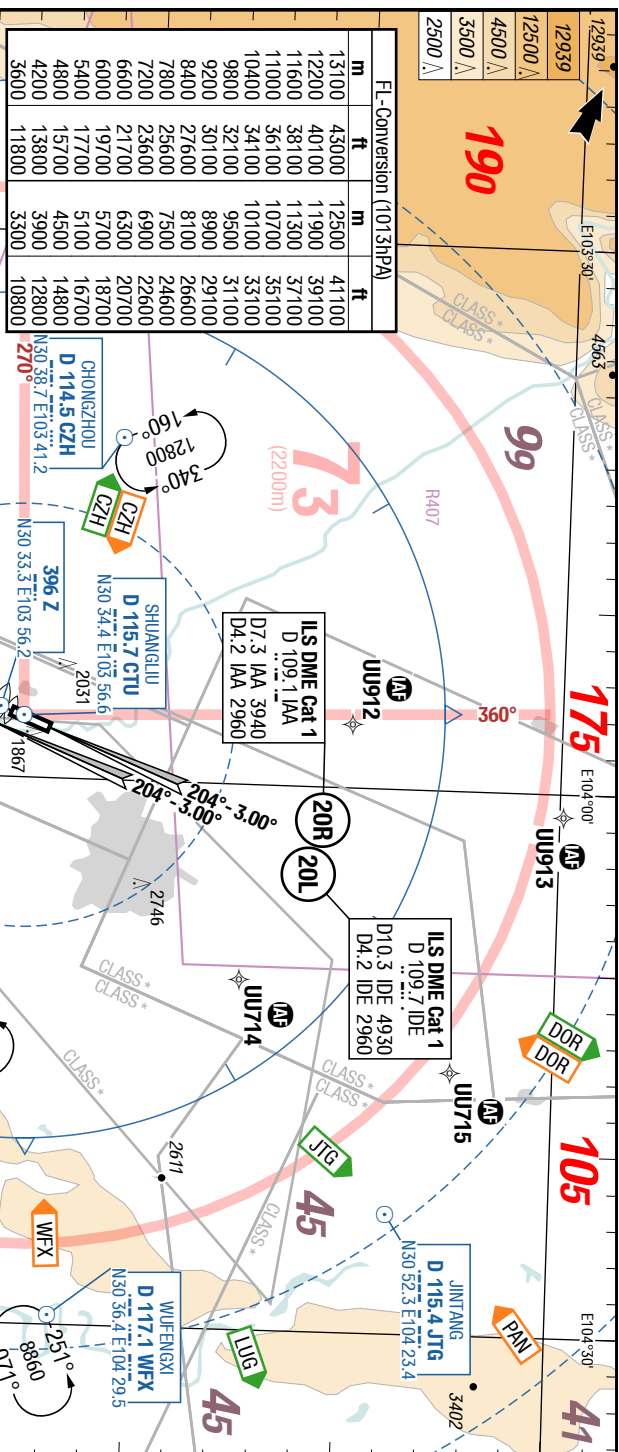
Mainly used RWY: 20R/20L.

Stands: Follow-me mandatory for stands 162 and 313.

Standard Taxi Routes for A380

Actual taxiing route by ATC.

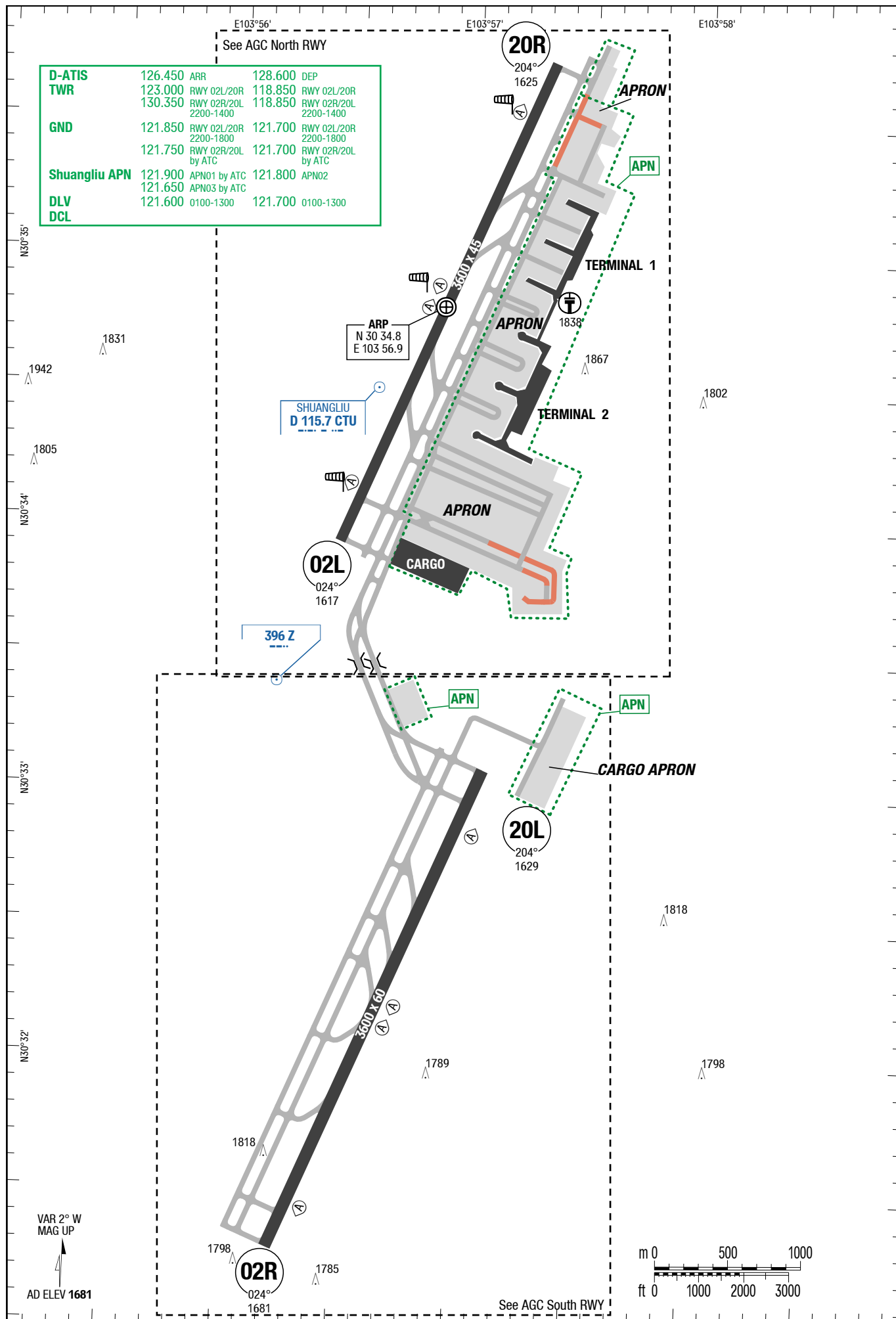
PRKG stand	OPS Type	Taxiing Directions
162	RWY 02R DEP	C-C2-B-N-E9-E-E1-02R
	RWY 02R ARR	E-E9-N-B-C2-C
	RWY 20L DEP	C-C2-B-N-E9-20L
	RWY 20L ARR	E-E8-M-B-C2-C
313	RWY 02R DEP	T2-C2-B-N-E9-E-E1-02R
	RWY 02R ARR	E-E9-N-B-C2-T2
	RWY 20L DEP	T2-C2-B-N-E9-20L
	RWY 20L ARR	E-E8-M-B-C2-T2

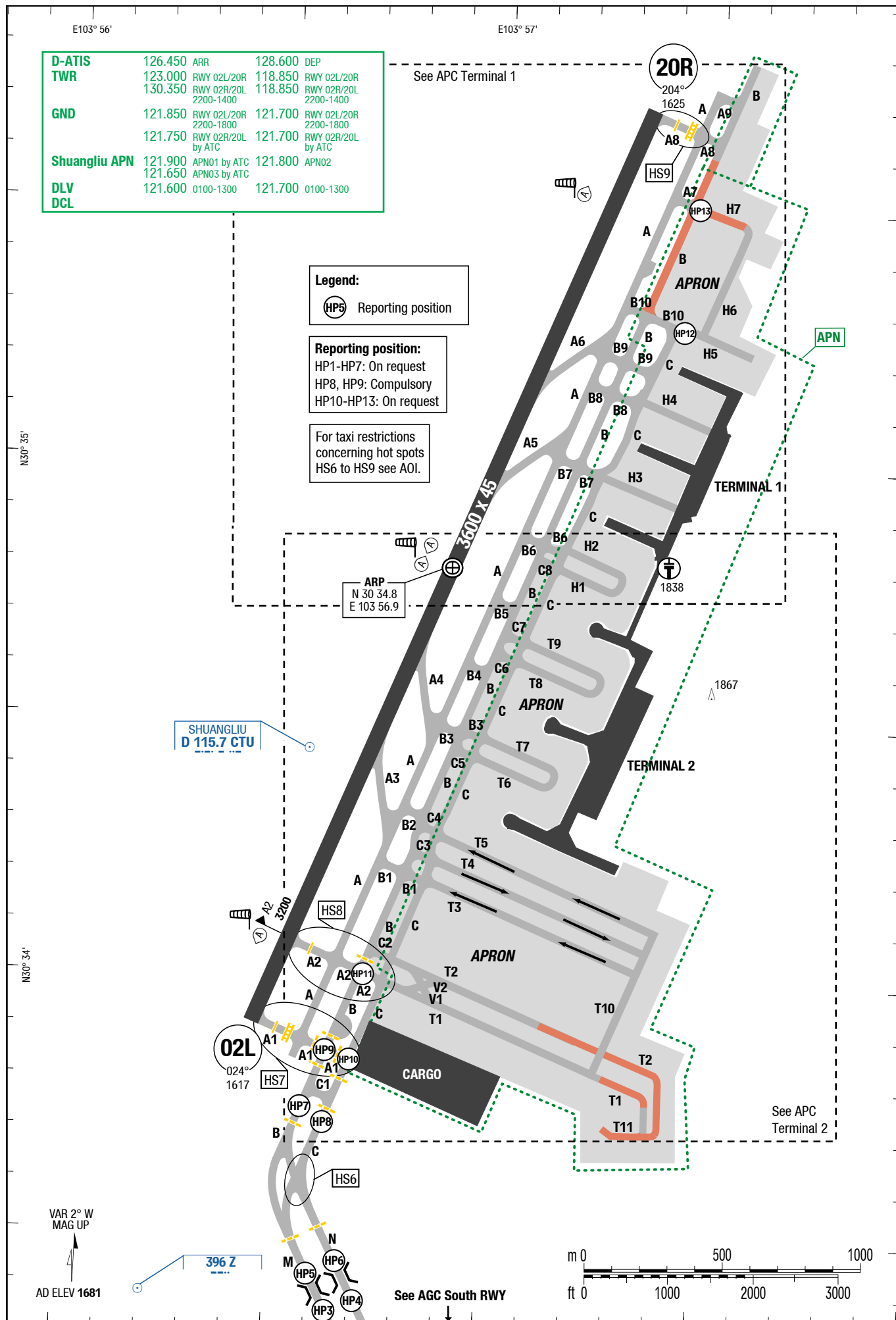


D-ATIS	126.450	ARR	128.600	DEP
APP	124.850	AP01	127.700	AP01
	119.700	AP02 by ATC	127.700	AP02 by ATC
	119.250	AP03 by ATC	127.700	AP03 by ATC
	124.750	AP04 by ATC	125.250	AP04 by ATC
TWR	119.425	AP05 by ATC	125.250	AP05 by ATC
	123.000	RMY 02L/20R	118.850	RMY 02L/20L
GND	130.350	RMY 02R/20L	118.850	RMY 02R/20L
		2200-1400		2200-1400
Shanghai APN	121.850	RMY 02L/20R	121.700	RMY 02L/20L
		2200-1800		2200-1800
	121.750	RMY 02R/20L by ATC	121.700	RMY 02R/20L by ATC
DLV			121.900	APN01 by A
			121.800	APN02
DCL	121.600	0100-1300	121.650	APN03 by A
			121.700	0100-1300

Landing RWY system:

[illegible]





D-ATIS	126.450	ARR	128.600	DEP
TWR	123.000	RWY 02L/20R	118.850	RWY 02L/20R
	130.350	RWY 02R/20L	118.850	RWY 02R/20L
		2200-1400		2200-1400
GND	121.850	RWY 02L/20R	121.700	RWY 02L/20R
		2200-1800		2200-1800
	121.750	RWY 02R/20L	121.700	RWY 02R/20L
		by ATC		by ATC
Shuangliu APN	121.900	APN01 by ATC	121.800	APN02
	121.650	APN03 by ATC		
DLV	121.600	0100-1300	121.700	0100-1300
DCL				

See AGC North RWY

CARGO APRON

20L
204°
1629

Be aware:
Stands 505-508 are accompanied by "L" and "R" stands

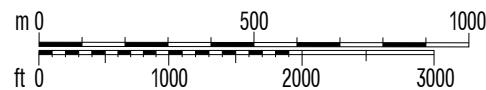
Legend:
HP1 Reporting position

Reporting position:
HP1-HP7: On request
HP8, HP9: Compulsory
HP10-HP13: On request

For taxi restrictions concerning hot spots HS1-HS5 see A01.

3600 x 60

VAR 2° W
MAG UP
AD ELEV 1681



D-ATIS	126.450	ARR	128.600	DEP
TWR	123.000	RWY 02L/20R	118.850	RWY 02L/20R
	130.350	RWY 02R/20L	118.850	RWY 02R/20L
		2200-1400		2200-1400
GND	121.850	RWY 02L/20R	121.700	RWY 02L/20R
		2200-1800		2200-1800
	121.750	RWY 02R/20L	121.700	RWY 02R/20L
		by ATC		by ATC
Shuangliu APN	121.900	APN01 by ATC	121.800	APN02
	121.650	APN03 by ATC		
DLV	121.600	0100-1300	121.700	0100-1300
DCL				

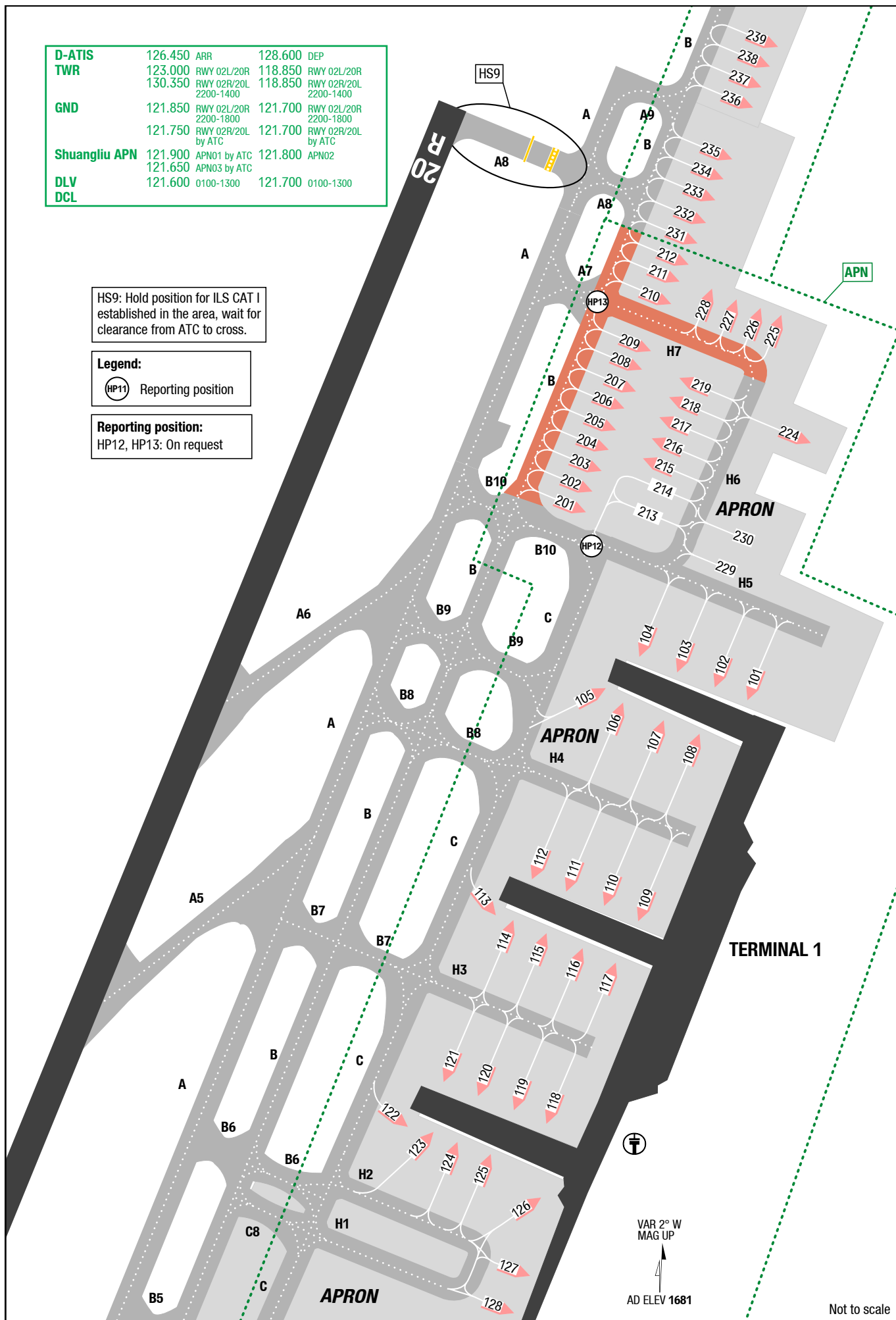
HS9: Hold position for ILS CAT I established in the area, wait for clearance from ATC to cross.

Legend:

(HP11) Reporting position

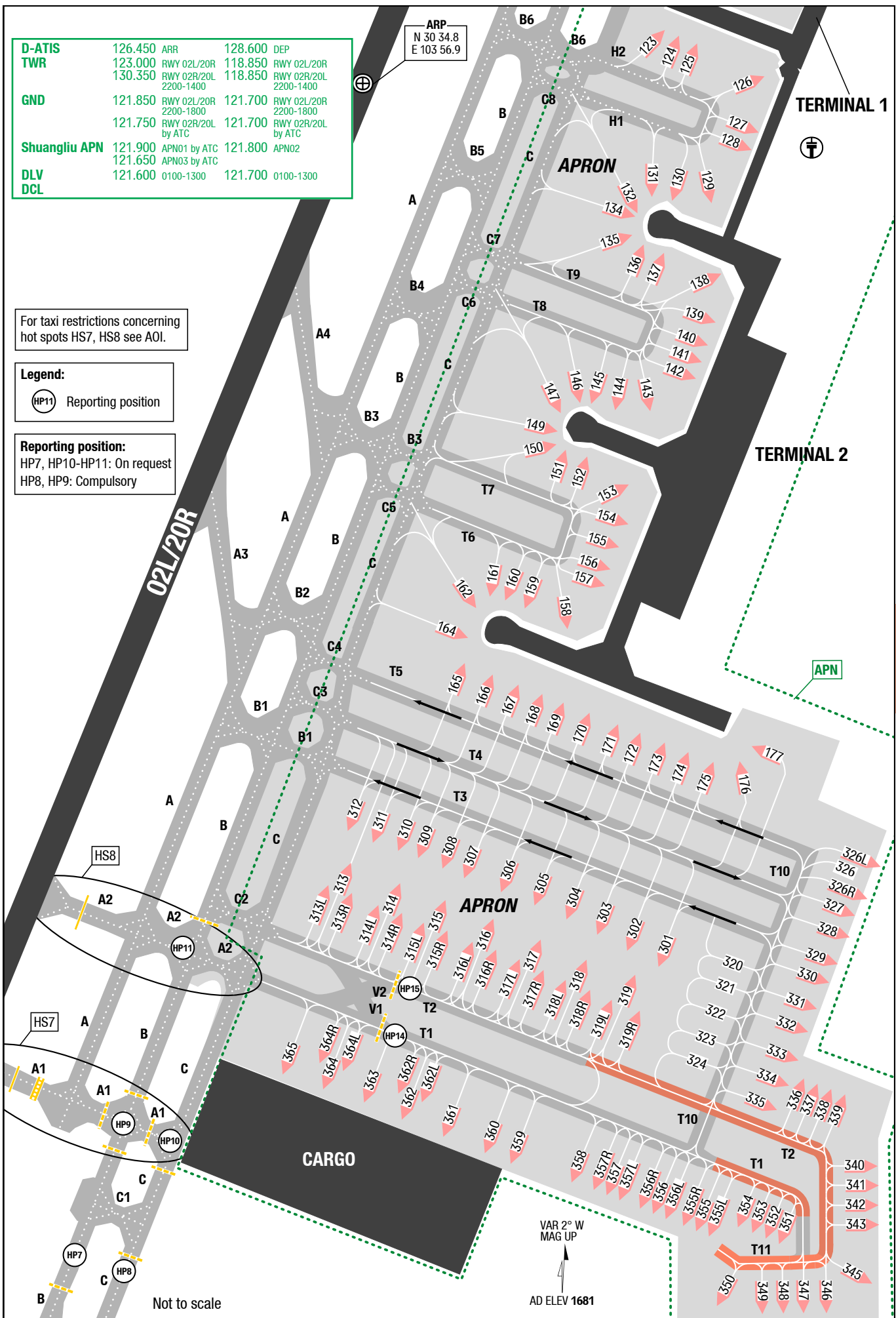
Reporting position:

HP12, HP13: On request



VAR 2° W
MAG UP
AD ELEV 1681

Not to scale



CTU-ZUUU

RNAV SIDs RWY 02L

SID

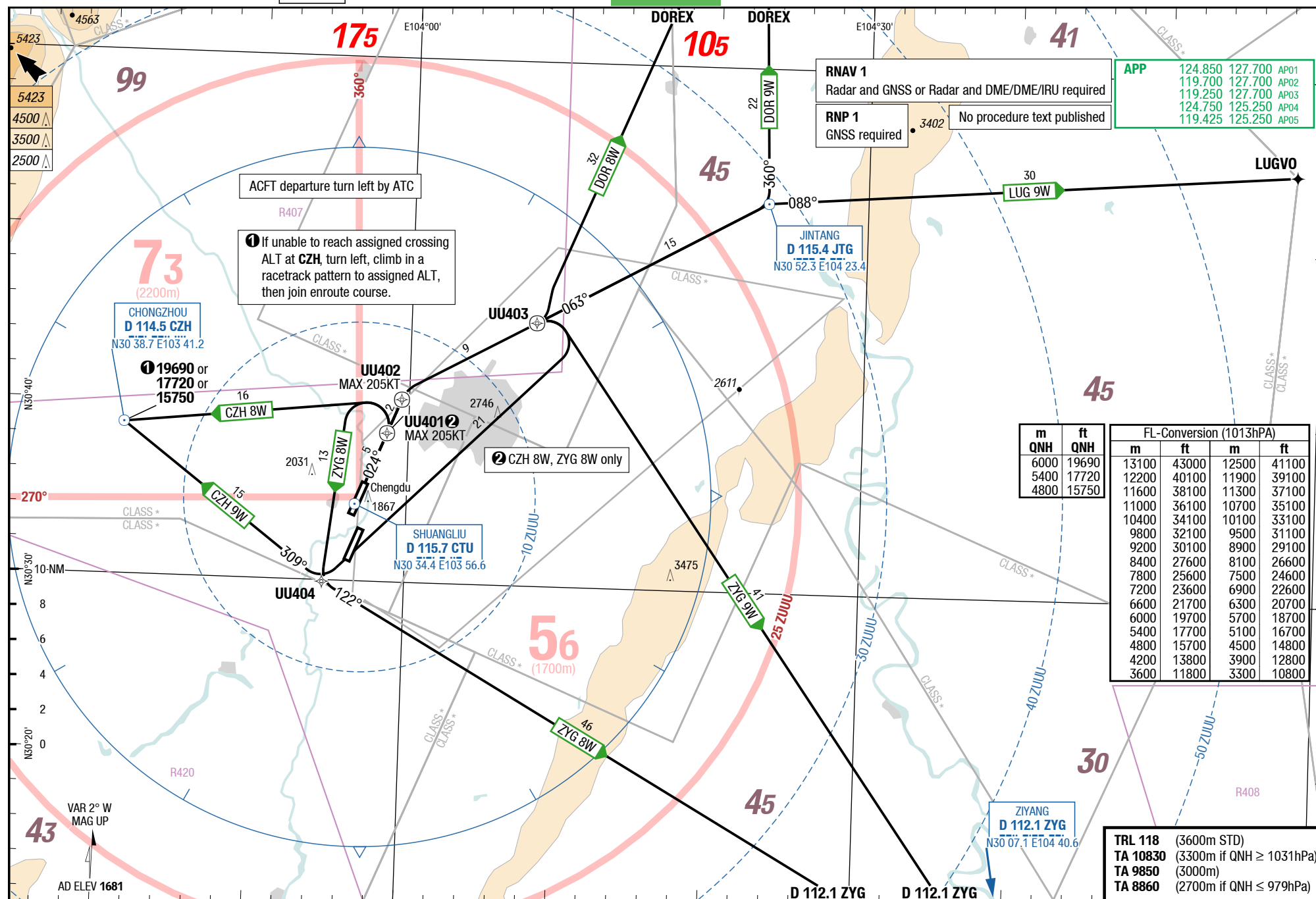
SID

RNAV SIDs RWY 02L

4-10

RNAV SIDs RWY 02L

RNAV SIDs RWY 02L



Changes: FREQ

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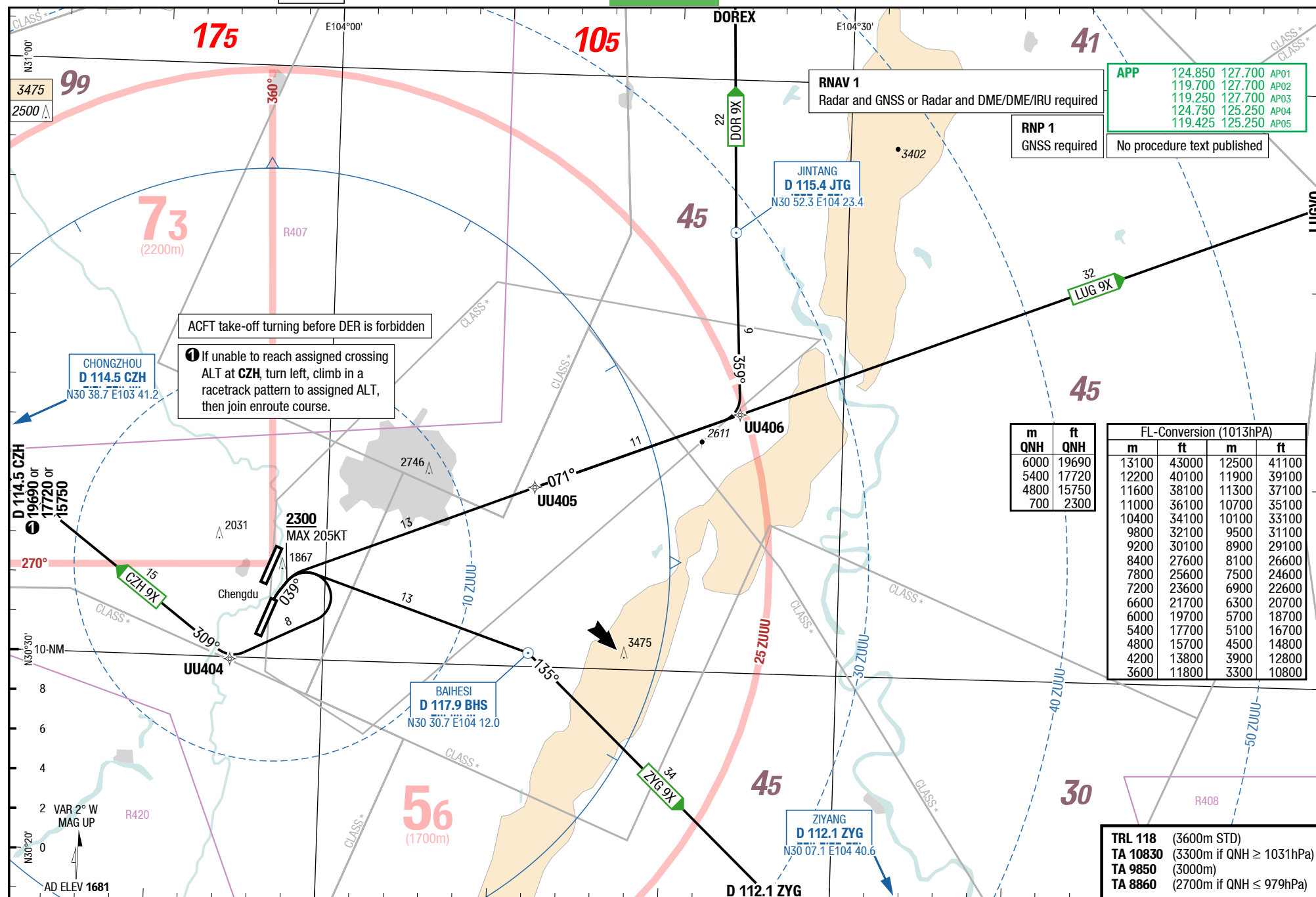
CTU-ZUUU

RNAV SIDs RWY 02R

SID

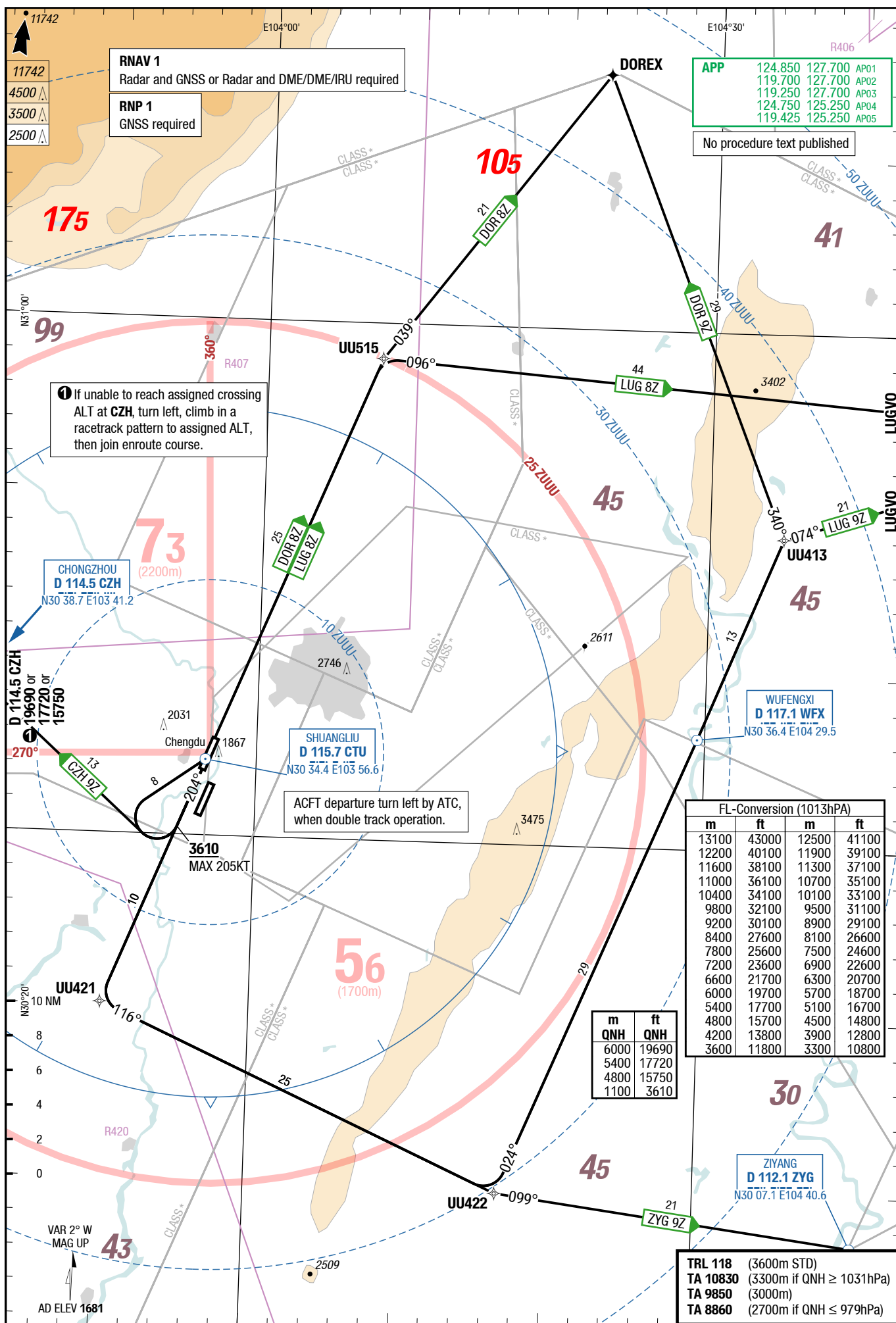
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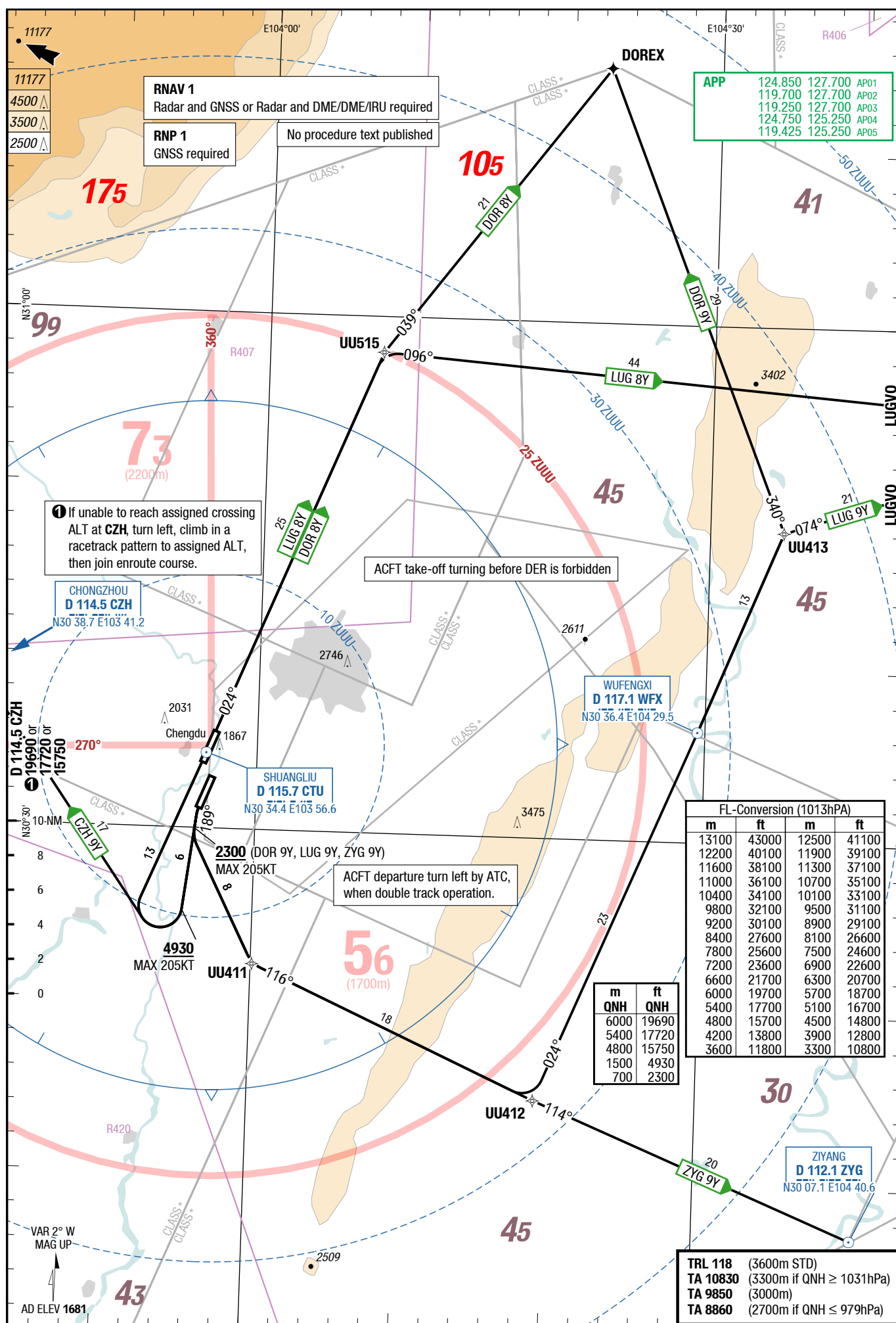
RNAV SIDs RWY 02R



Changes: FREQ

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CTU-ZUUU

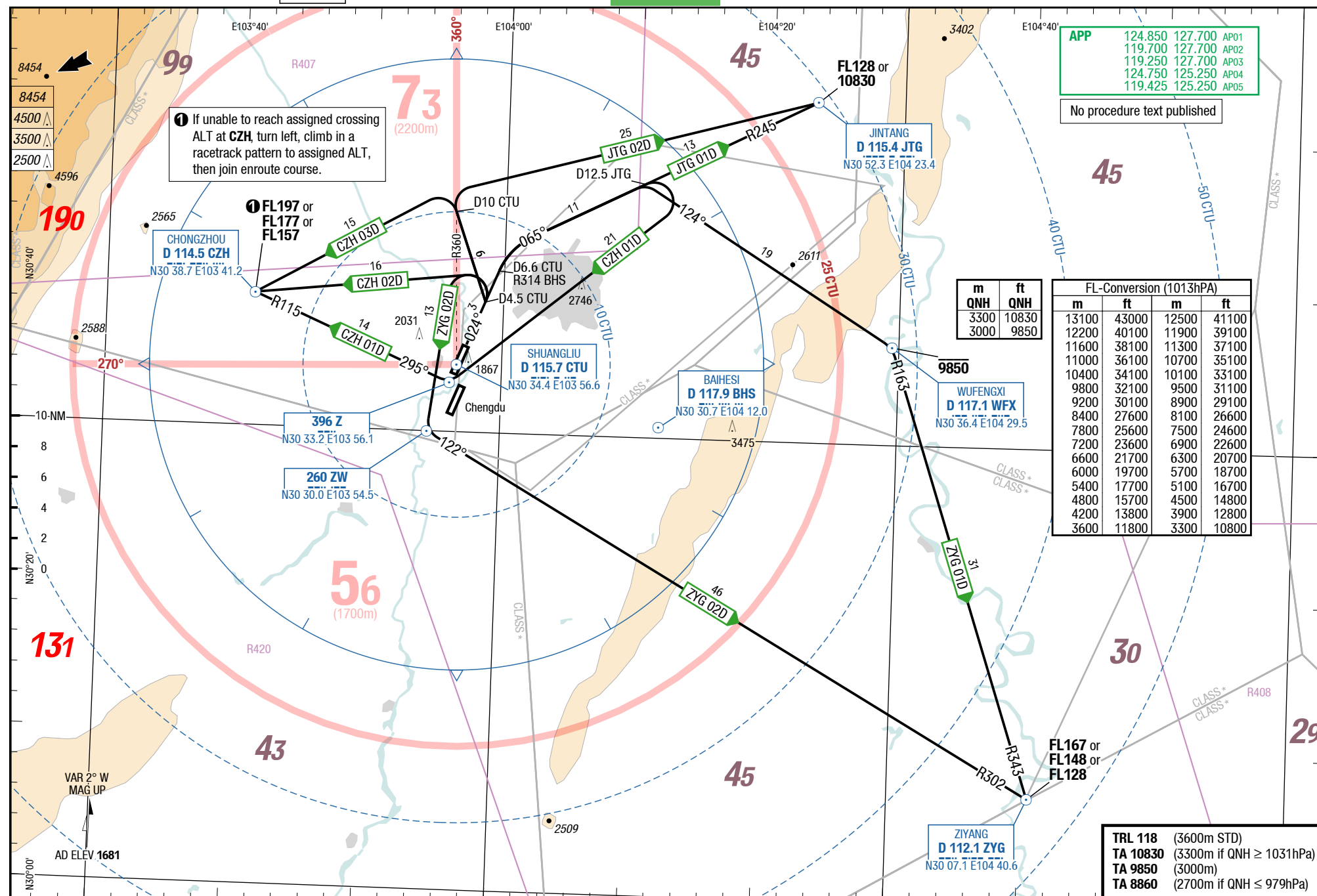
SIDs RWY 02L

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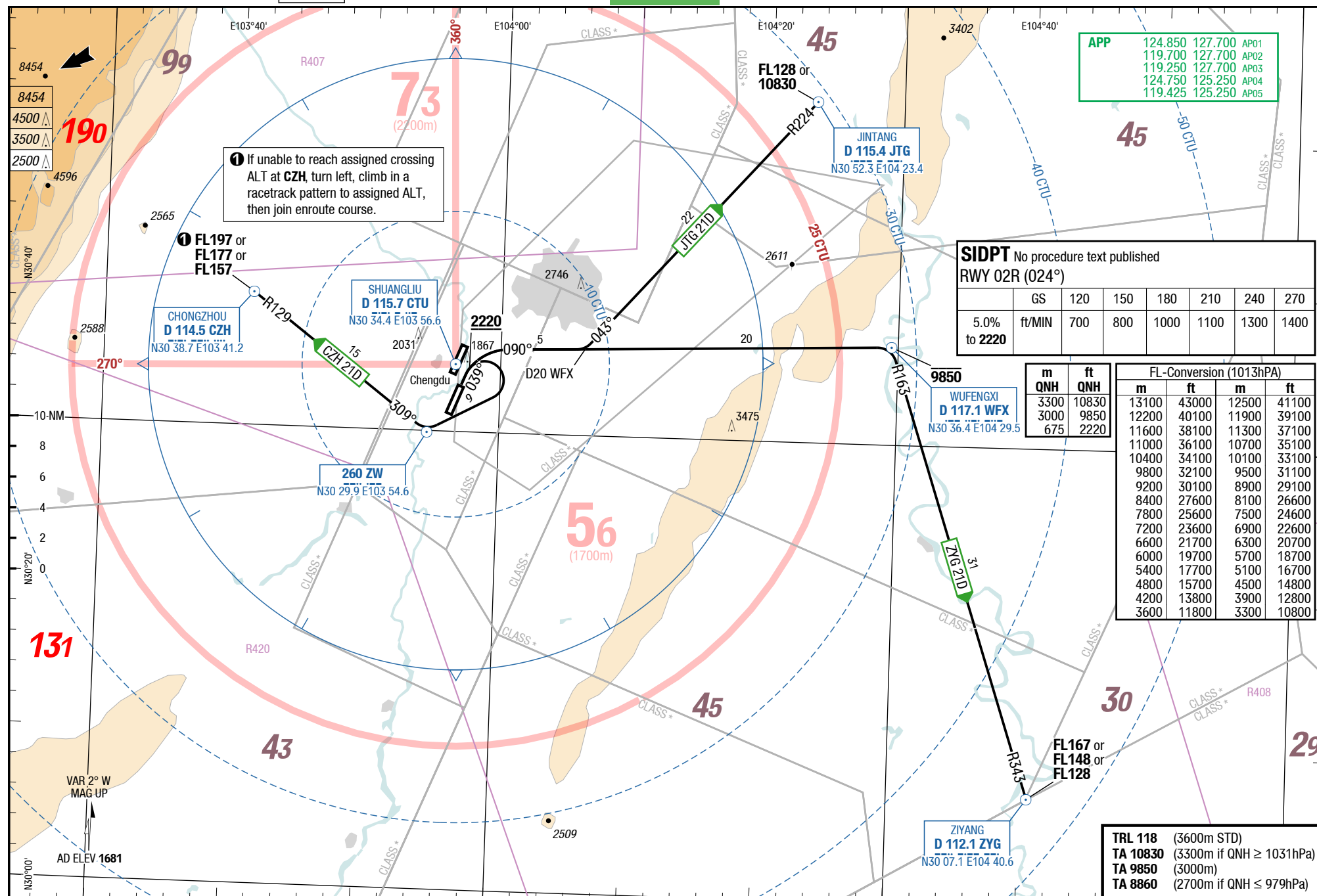
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SIDs RWY 02L

4-50



Changes: FREQ



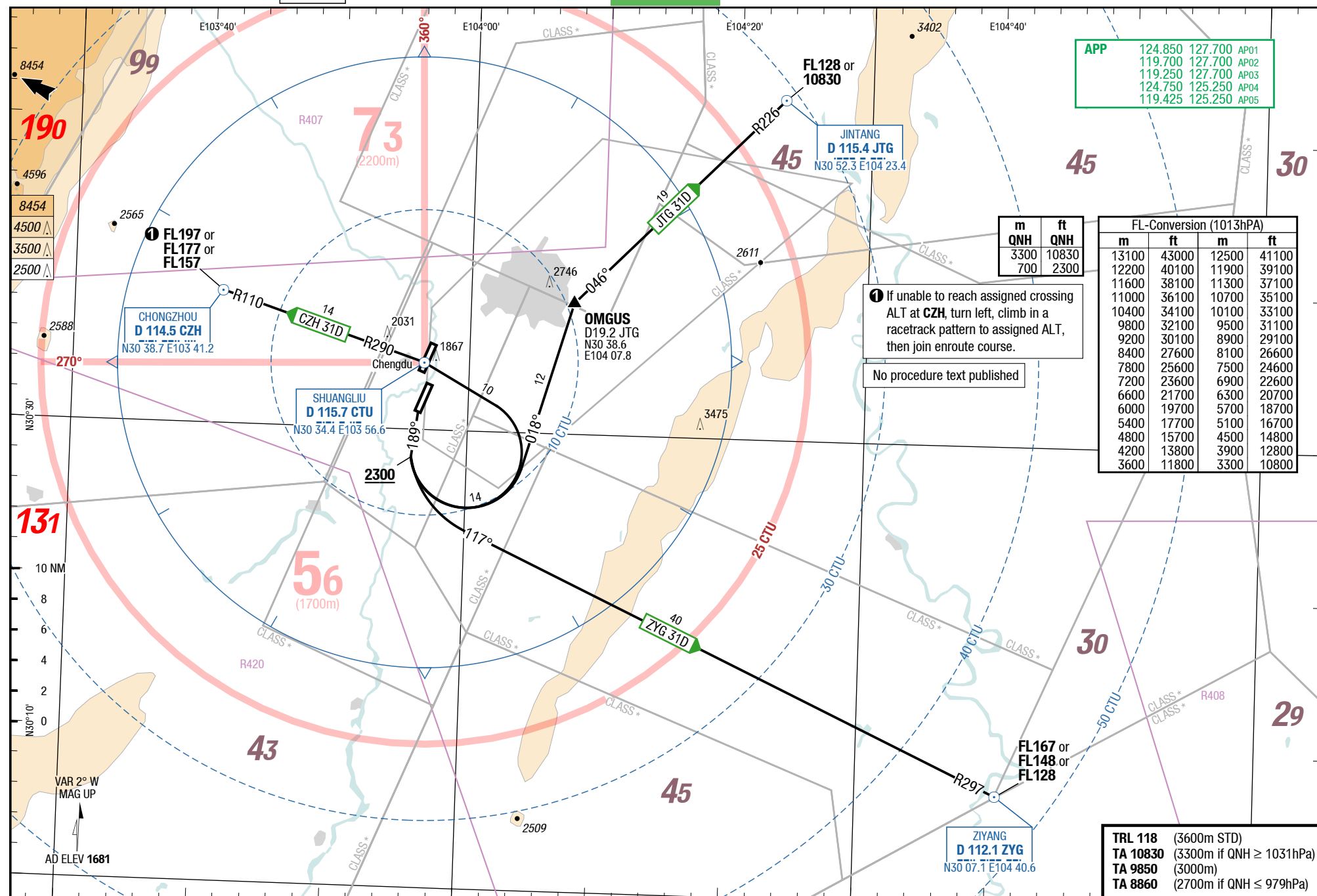
CTU-ZUUU

SIDs RWY 20L

SID

SID

SIDs RWY 20L



Changes: FREQ, ALT, ASP

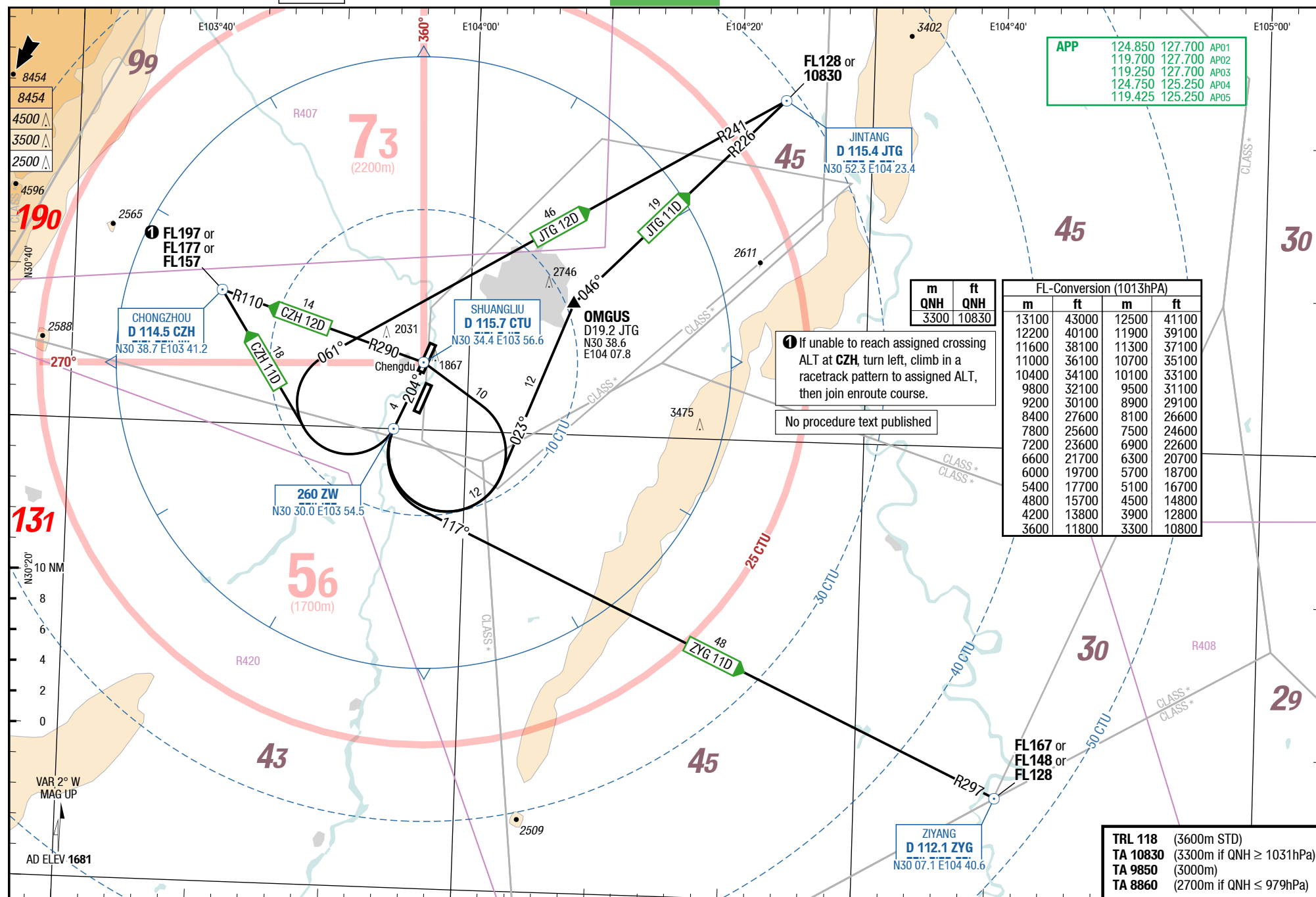
CTU-ZUUU

SIDs RWY 20R

SID

SID

SIDs RWY 20R



Changes: FREQ

D-ATIS	126.450	ARR
APP	124.850	127.700 AP01
	119.700	127.700 AP02
	119.250	127.700 AP03
	124.750	125.250 AP04
	119.425	125.250 AP05

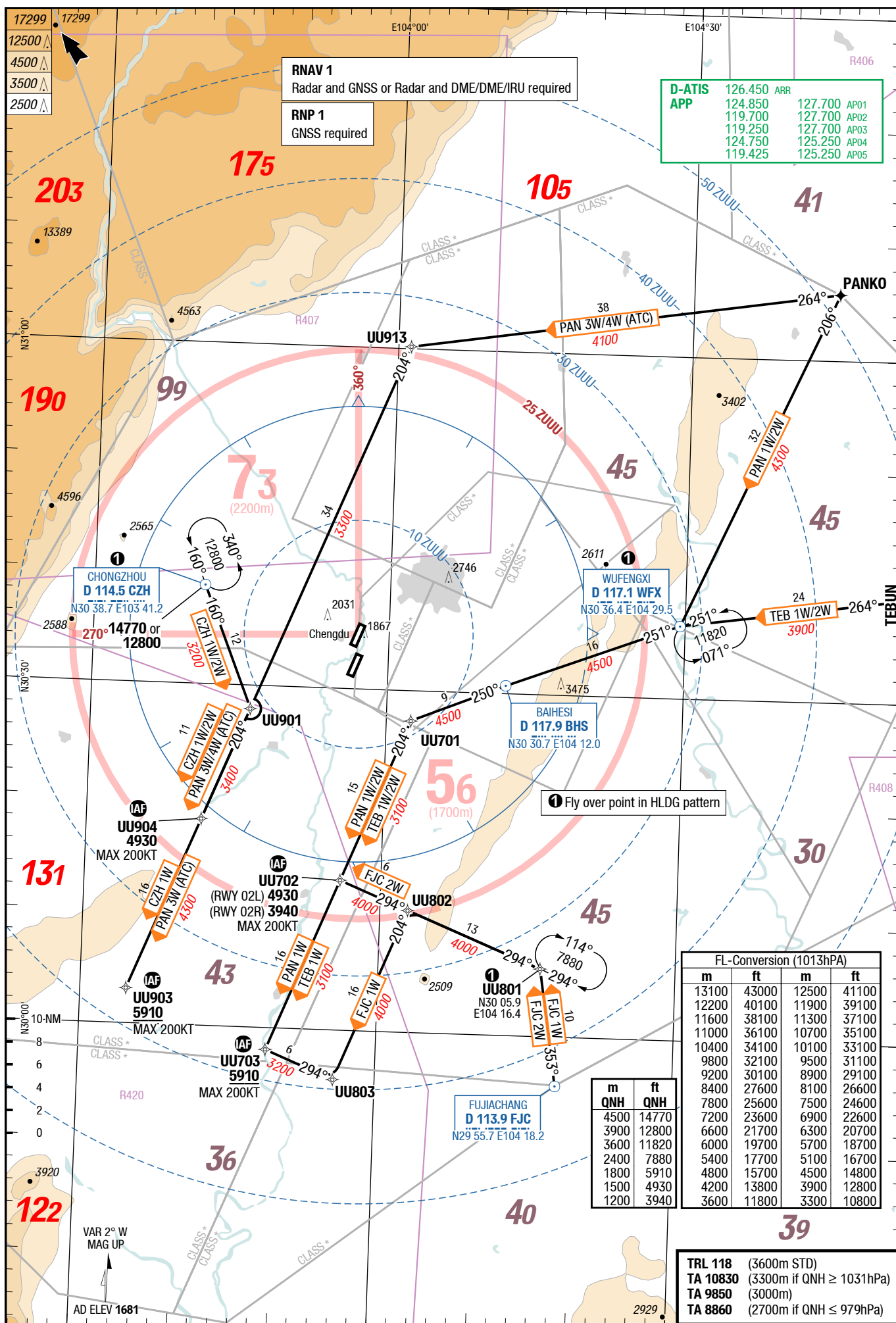
RNAV 1
Radar and GNSS or Radar and DME/DME/IRU required

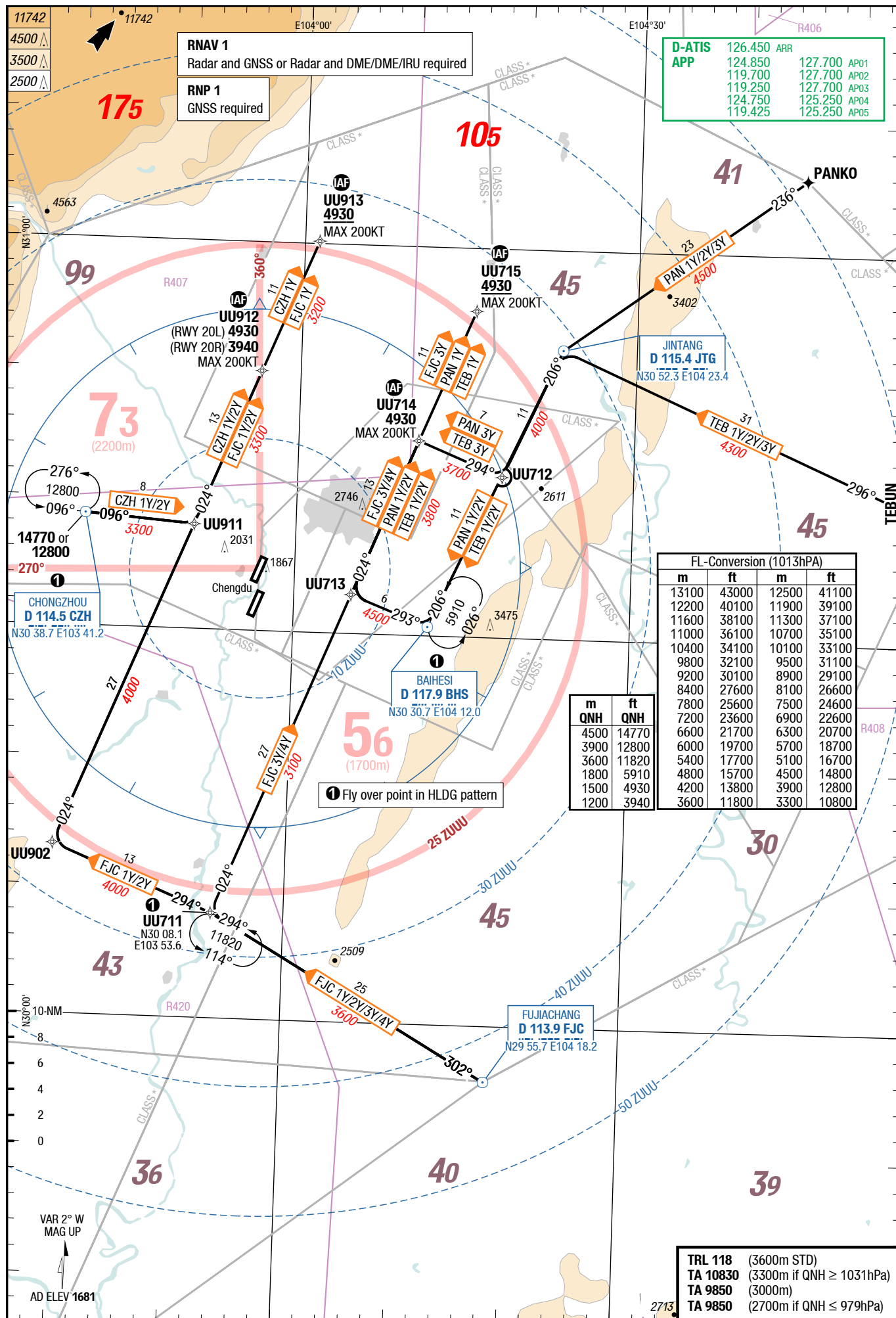
RNP 1
GNSS required

FL-Conversion (1013hPa)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800

m	ft
QNH	QNH
4500	14770
3900	12800
3600	11820
2400	7880
1800	5910
1500	4930
1200	3940

TRL 118	(3600m STD)
TA 10830	(3300m if QNH ≥ 1031hPa)
TA 9850	(3000m)
TA 8860	(2700m if QNH ≤ 979hPa)





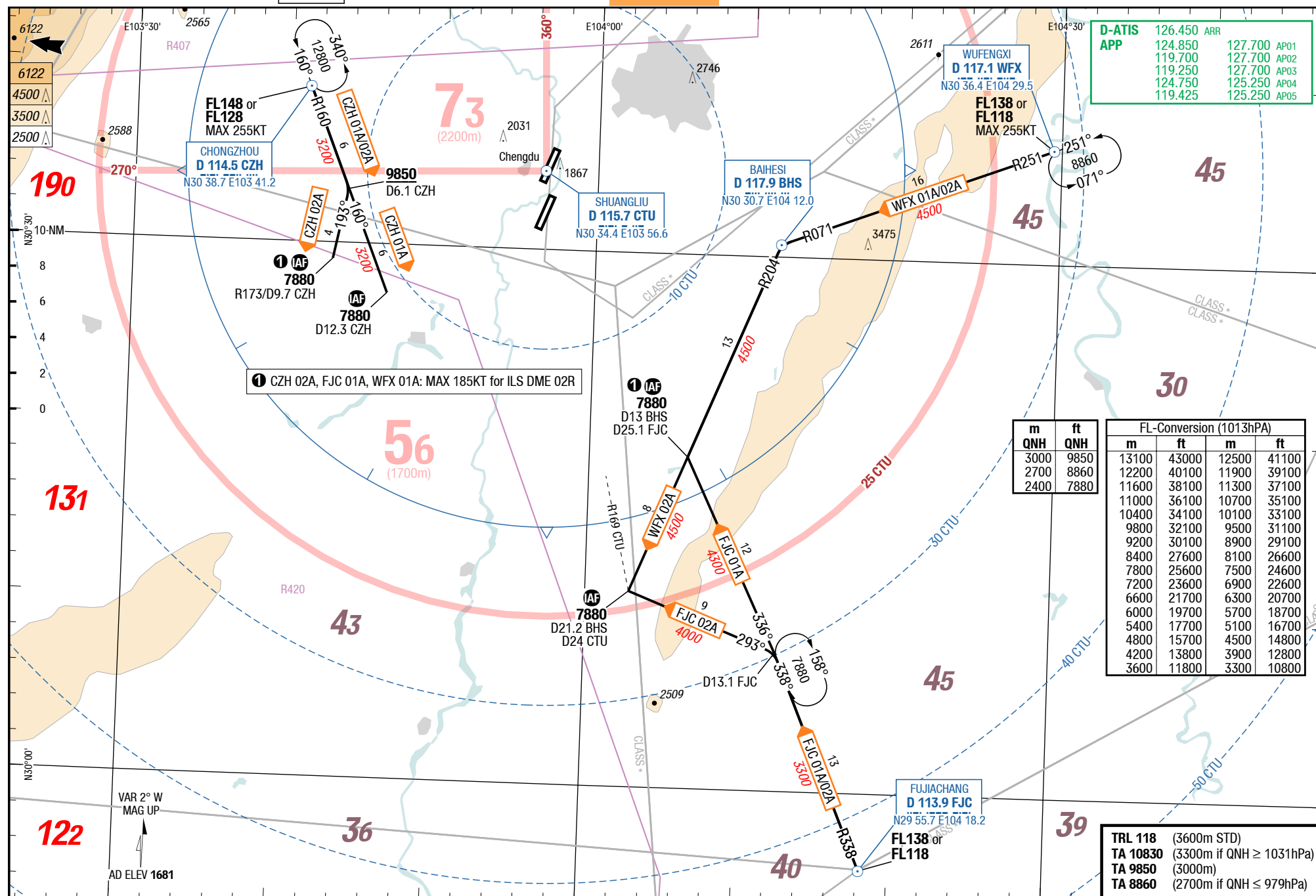
CTU-ZUUU

STARs RWY 02L/R

STAR

STAR

STARs RWY 02L/R



Changes: FREQ

Effective 20-JUL-2017

13-JUL-2017

CTU-ZUUU

China Chengdu Shuangliu

STAR

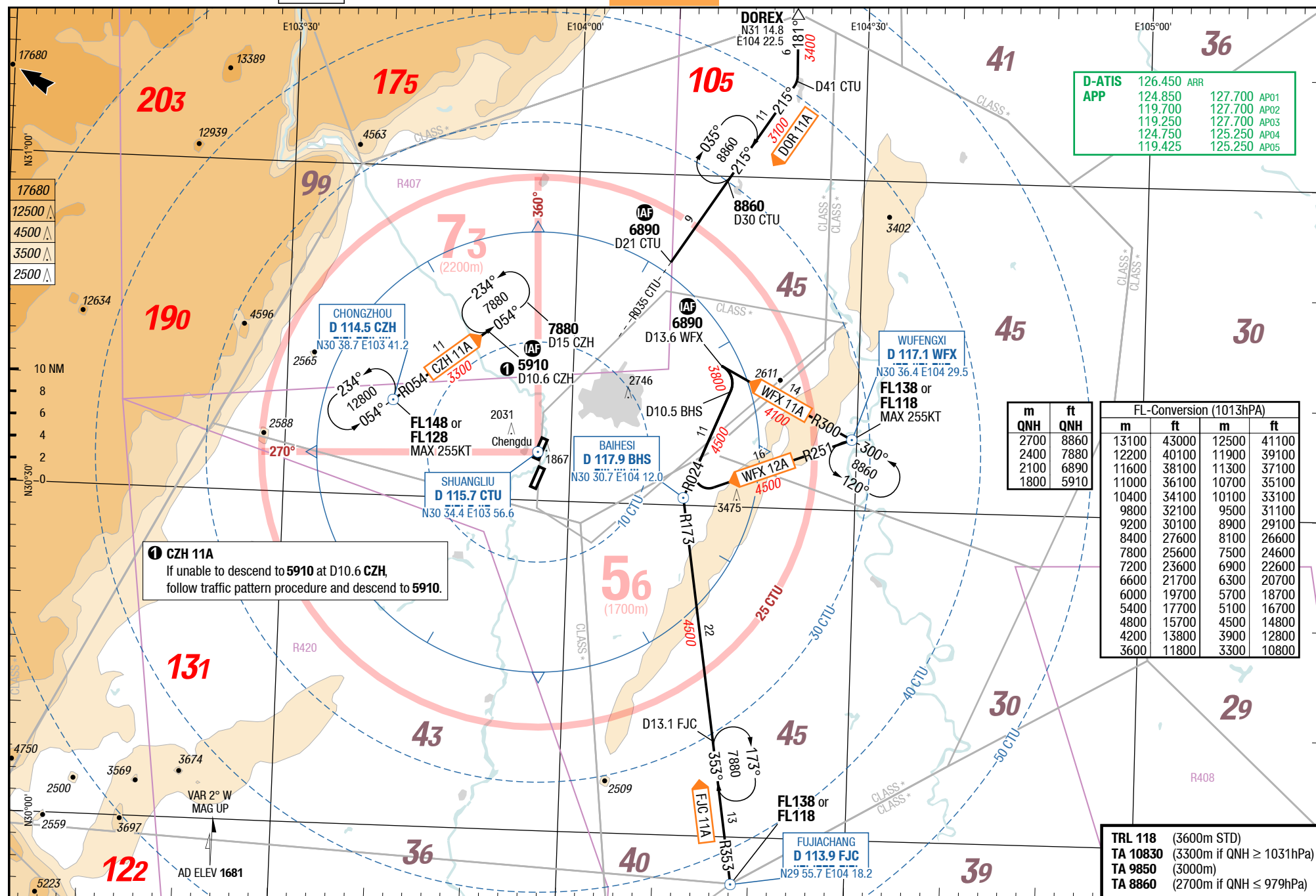
STAR

Shuangliu Chengdu China

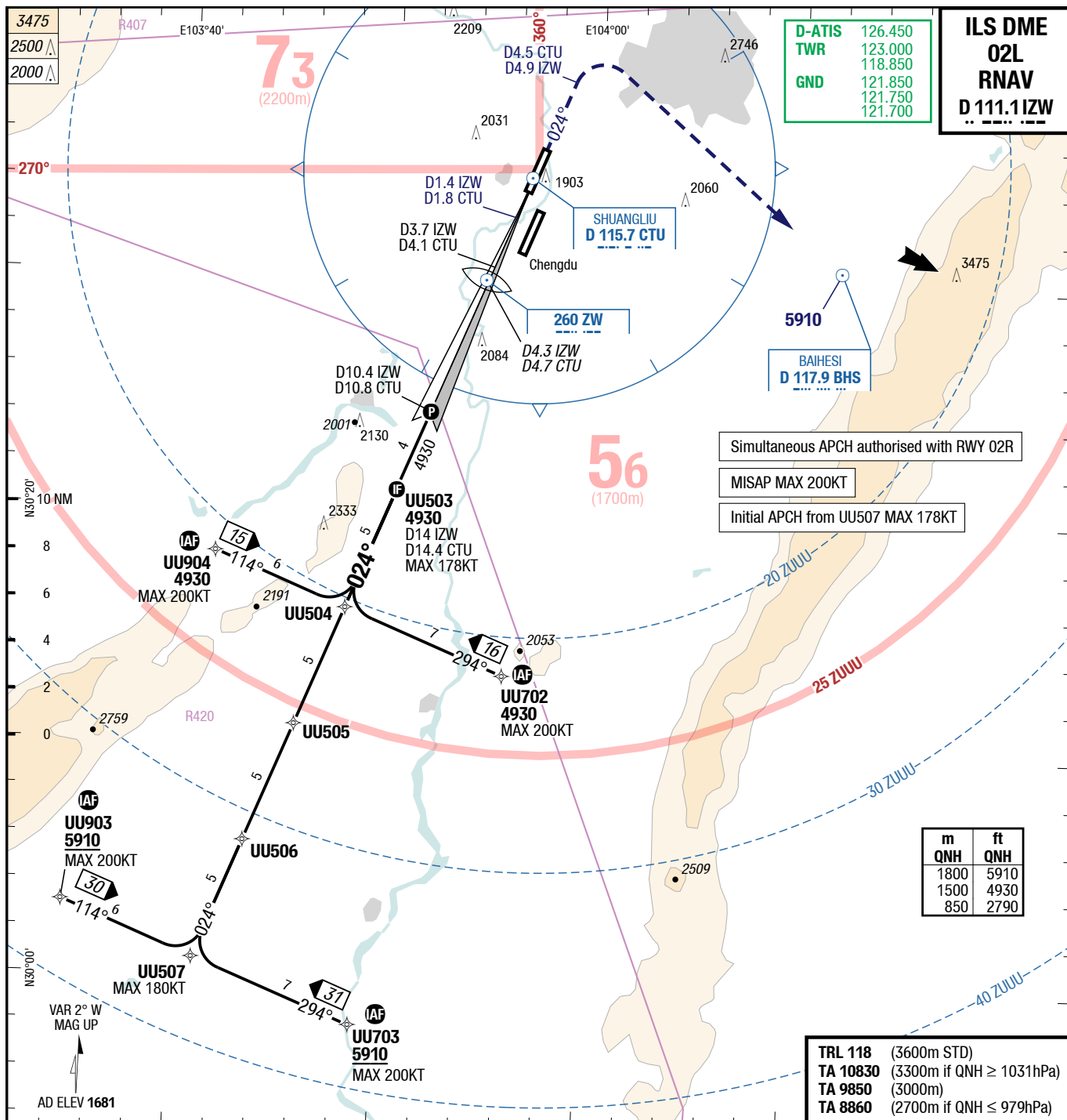
STARs RWY 20L/R

STARs RWY 20L/R

6-40

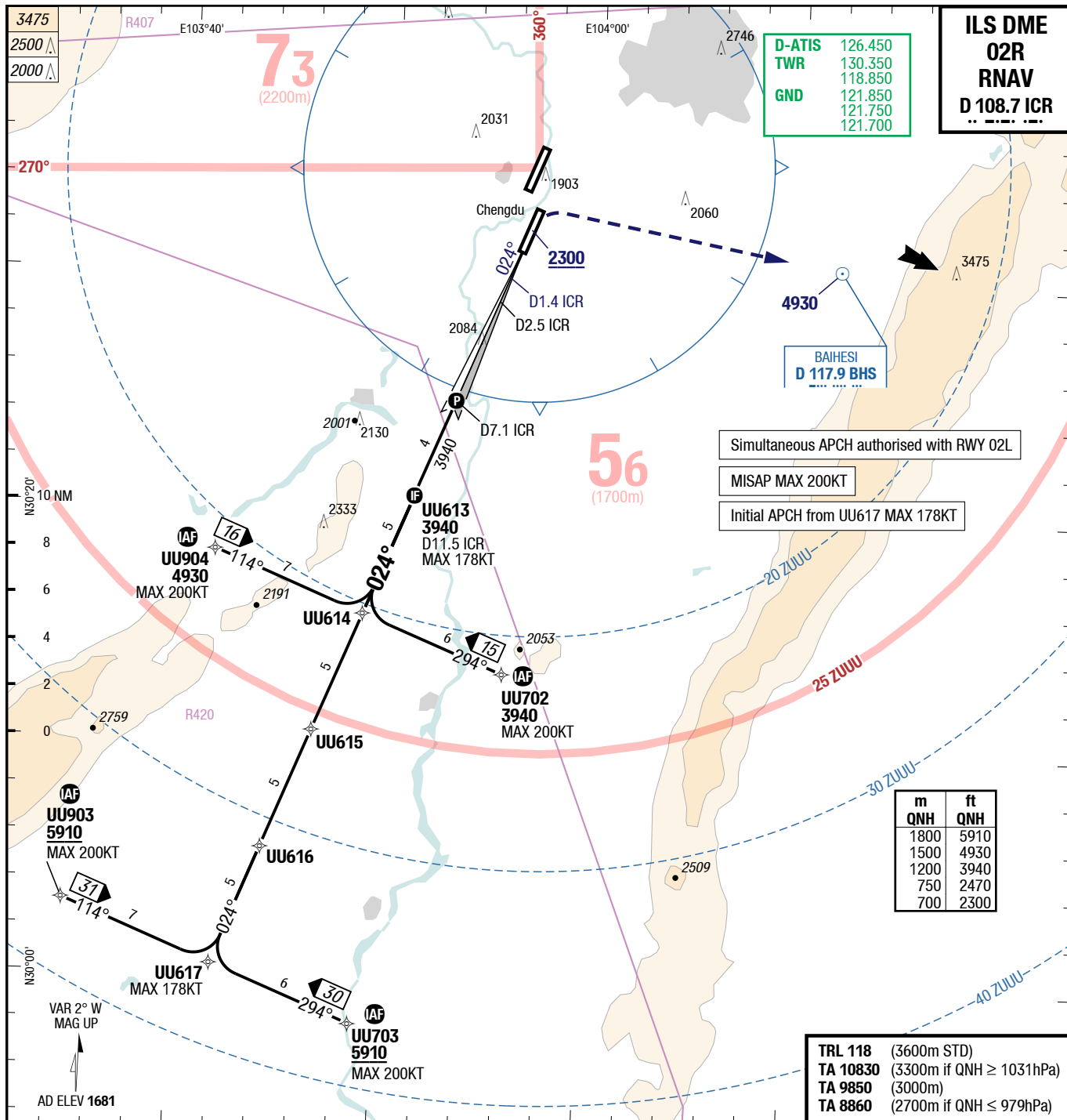


Changes: FREQ



LOC 3.02° D IZW		10.4	8	6	4	3	2	02L		83.0° 3600 x 45 60 HL 15 HL				
		4930	4180	3540	2900	2580	2260	HL-P2F		THR 1617 (58hPa) / TDZ 1617 (---%)	+0.1%			
D14.4 CTU D14 IZW UU503		D10.8 D10.4		D4.7 D4.3		D3.7	D1.8 CTU D1.4		IZW		024° at D4.5 CTU/D4.9 IZW RT direct BHS climb 5910 (MAX 200KT)			
4930		4930		2790		MDA		49						
DIST to THR		10.2		10		5		4.1		3.5				
		3290		2300										
										GS		120	140	160
										D10.4 IZW		640	750	850
										-MAPt		4:30	3:51	3:23
02L		Cat 2 DME GA 3.0%		Cat 1 DME 1)		LOC DME						Circling		
C	ft - m/km ft	100 - 300R 105 RA		220 - 550R/800V 1840		450 - 1.8V 2070						750 - 3.2V 2430		
D	ft - m/km ft	100 - 300R 105 RA 2)		220 - 550R/800V 1840		450 - 1.8V 2070						750 - 3.6V 2430		

1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required

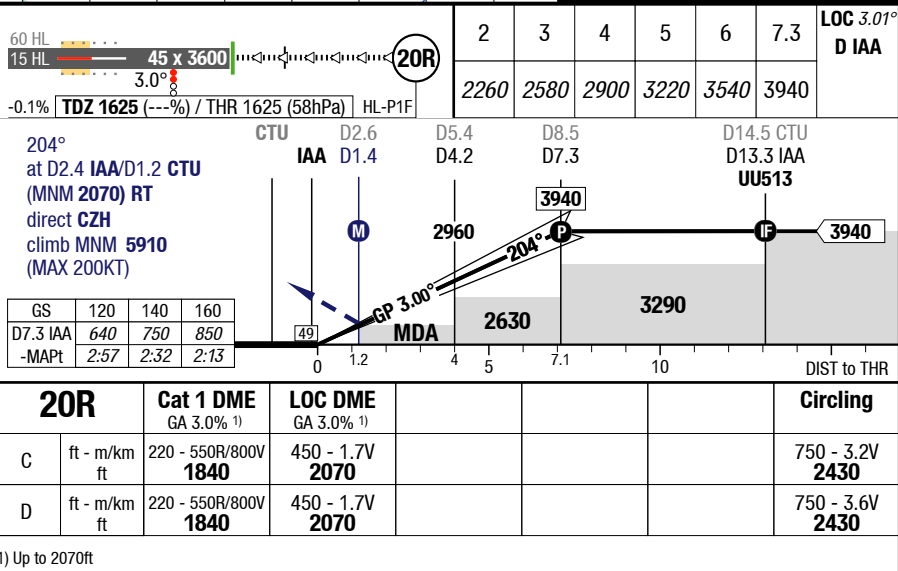
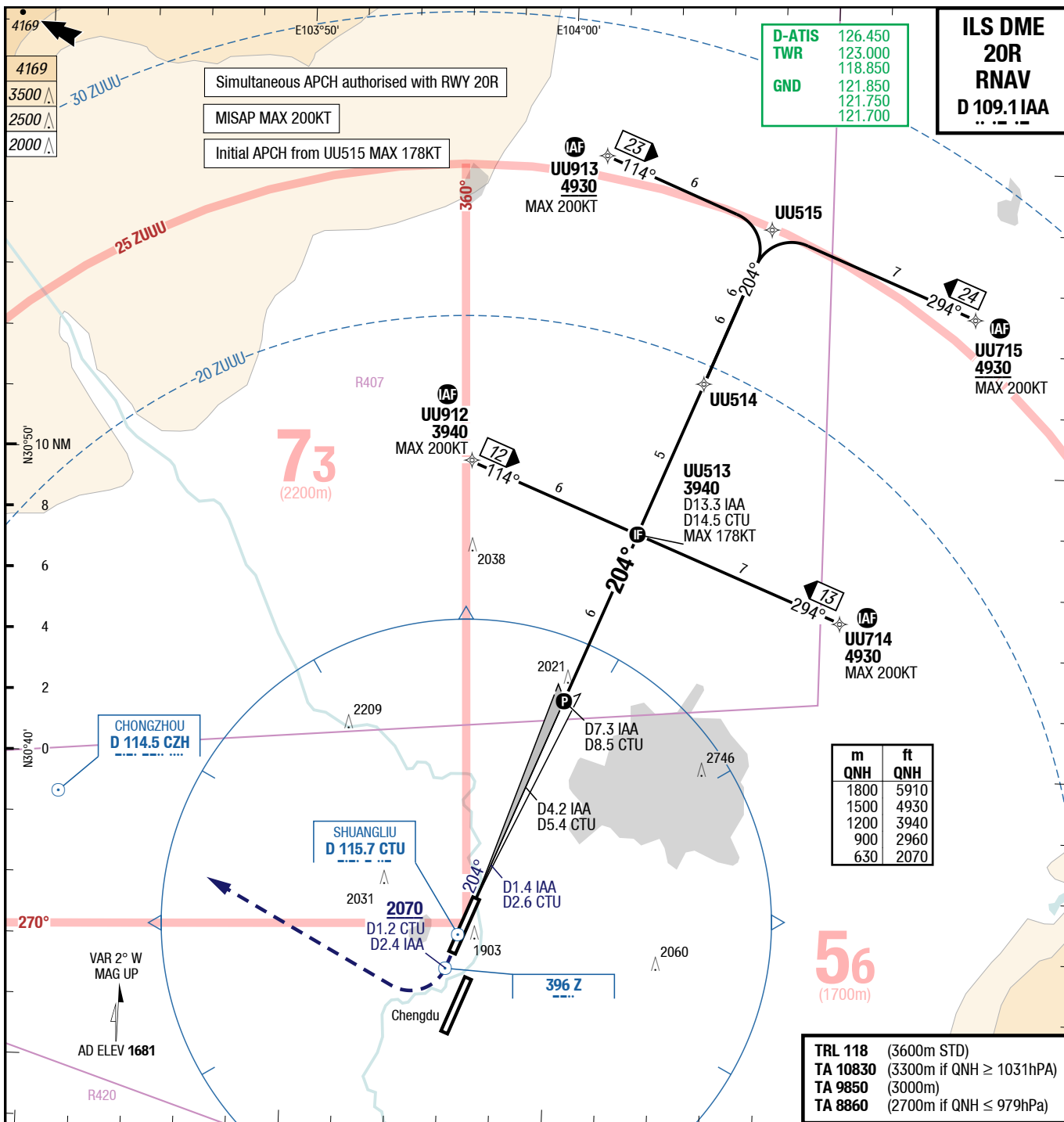


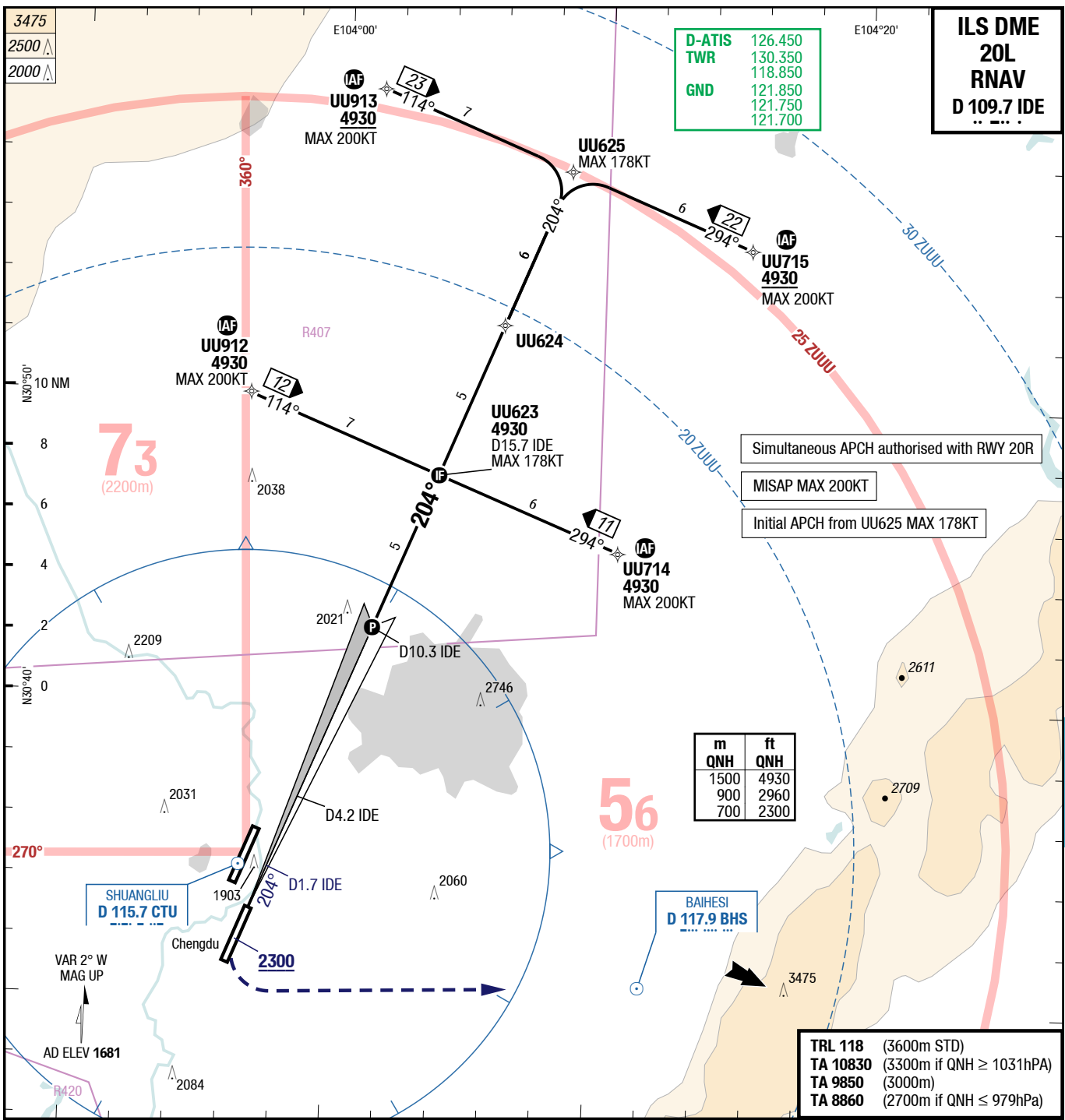
LOC 3.02° D ICR		7.1	6	5	4	3	2	<div><div>02R</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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1) Up to 2300ft

2) With EVS RVR 350m/ VIS 550m

3) If not conducting autoland RVR 350m required



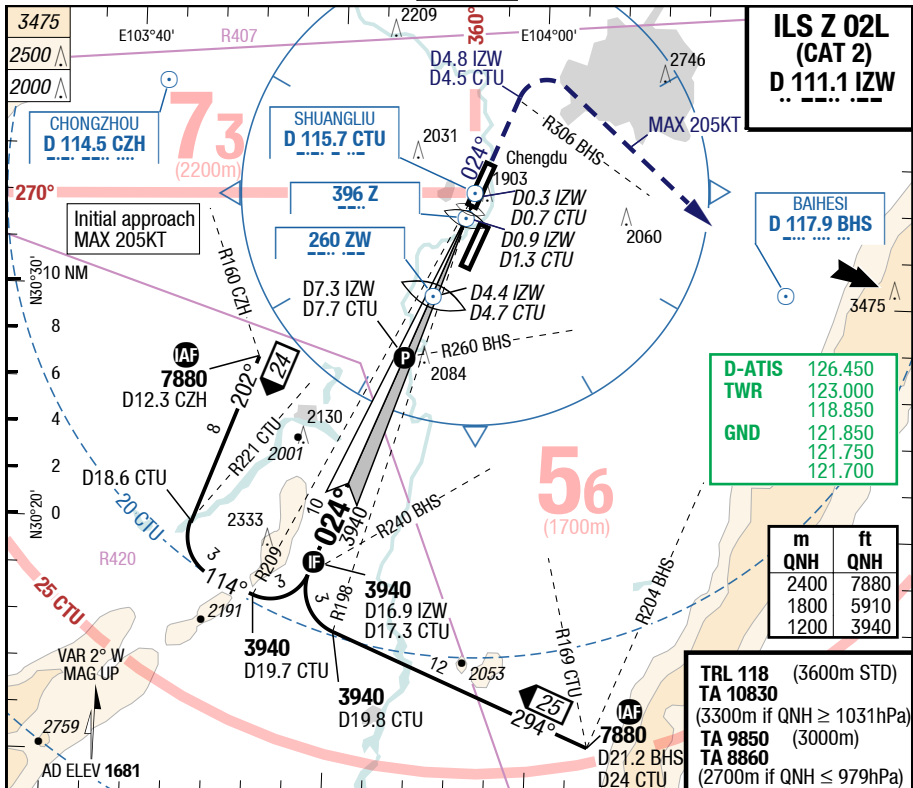


<div>60 HL 15 HL</div> <div>60 x 3600 3.0°</div> <div>+0.4% TDZ 1642 (---%) / THR 1629 (58hPa) HL-P1F</div>				<div>20L</div> <div>228026002920356042104930</div>						<div>LOC 3.03° D IDE</div>			
<div>IDE D1.7</div> <div>D4.2</div> <div>D10.3</div> <div>D15.7 IDE</div> <div>U0623</div>													
<div>204° at MNM 2300 LT direct BHS climb MNM 4930 (MAX 200KT)</div>				<div><div>2960</div><div>4930</div><div>204°</div><div>GP 3.00°</div><div>MDA 2630</div><div>3290</div><div>4930</div></div>									
<div>GS120140160</div> <div>D10.3 IDE640750860</div> <div>-MAPt4:183:413:14</div>				<div>01.541015</div> <div>DIST to THR</div>									
20L		Cat 1 DME		LOC DME						Circling			
C	ft - m/km ft	200 - 550R/800V 1850		530 - 2.3V 2170						750 - 3.2V 2430			
D	ft - m/km ft	210 - 550R/800V 1850		530 - 2.3V 2170						750 - 3.6V 2430			

CTU-ZUUU

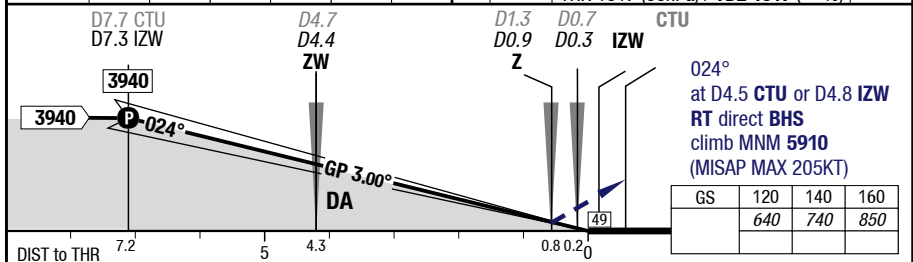
7-50

ILS Z 02L (CAT 2)



D IZW	7.3	5	4	3	2	1	
	3940	3220	2900	2580	2260	1950	

HL-P2F THR 1617 (58hPa) / TDZ 1617 (---%) +0.1%



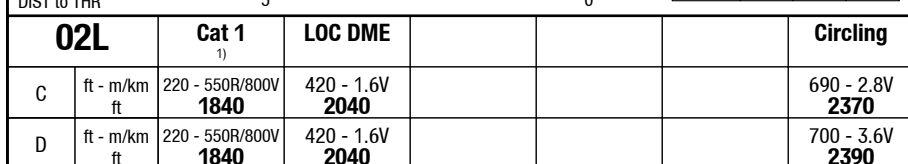
02L	Cat 2 GA 3.0%	Cat 2 GA 2.5%			
C	ft - m/km ft	100 - 300R 105 RA 1)	140 - 400R 138 RA		
D	ft - m/km ft	100 - 300R 105 RA 2)	150 - 450R 154 RA		

1) If not conducting autoland below DH RVR 350m required

2) If not conducting autoland RVR 350m required

Changes: FREQ, APL

ILS DME Z 02L



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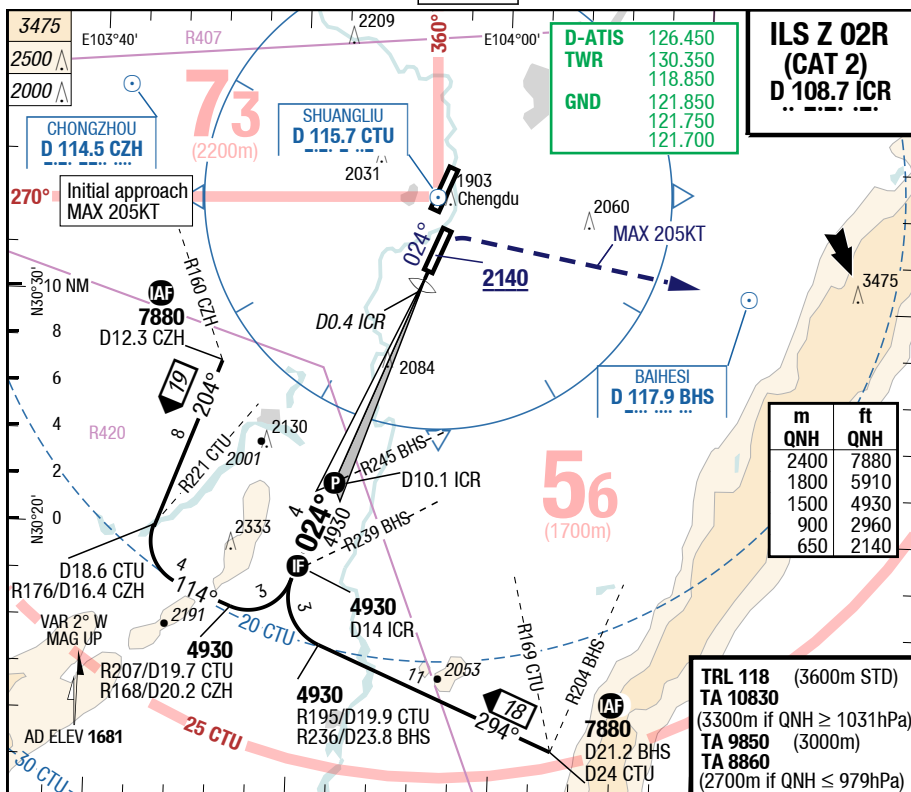
Changes: Track, FREQ, DIST ALT table, APL, Profile

ILS DME Y 02L



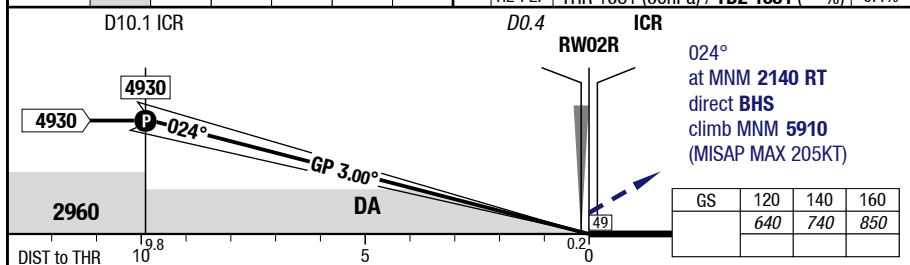
7-80

ILS Z 02R (CAT 2)



D ICR		10.1	8	6	4	2
		4930	4250	3610	2960	2320

HL-P2F THR 1681 (60hPa) / TDZ 1681 (---%) -0.4%



02R	Cat 2 DME				
	GA 5.0%				
C	ft - m/km	100 - 300R			
	ft	95 RA			
D	ft - m/km	100 - 300R			
	ft	95 RA 2)			

1) Up to 2140ft

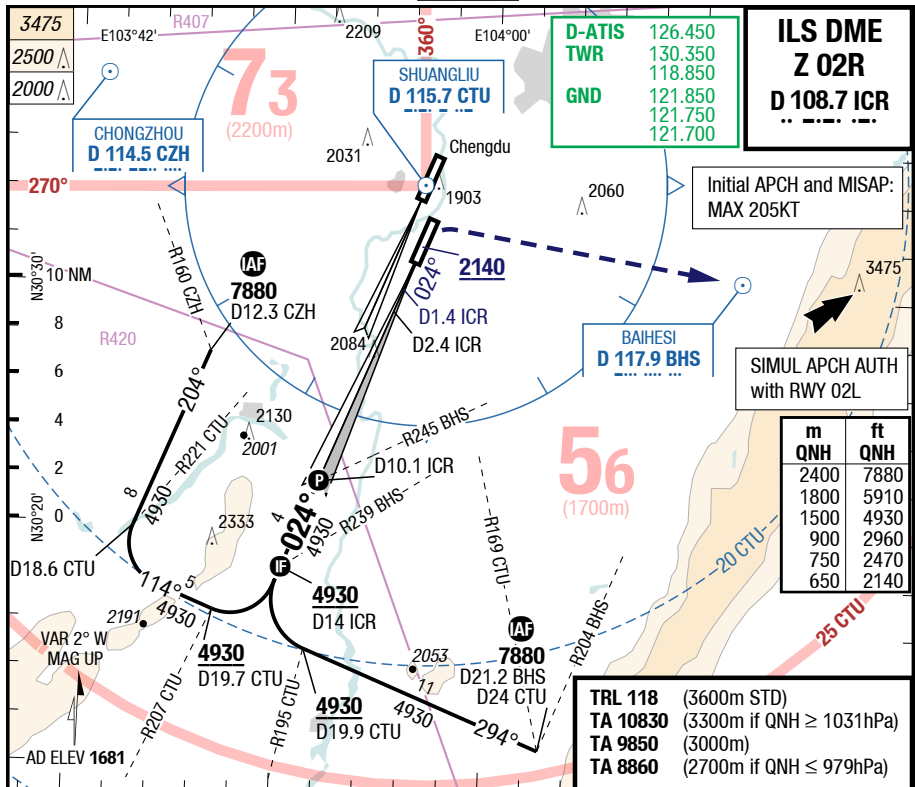
2) If not conducting autoland RVR 350m required

Changes: ALT, FREQ, APL

CTU-ZUUU

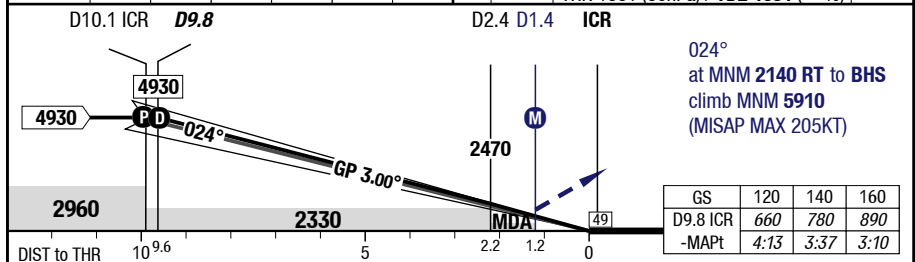
7-90

ILS DME Z 02R



LOC 3.13°	9.8	7	6	5	4	3	
D ICR	4930	3990	3660	3330	3000	2670	

HL-P2F THR 1681 (60hPa) / TDZ 1681 (---%) -0.4%

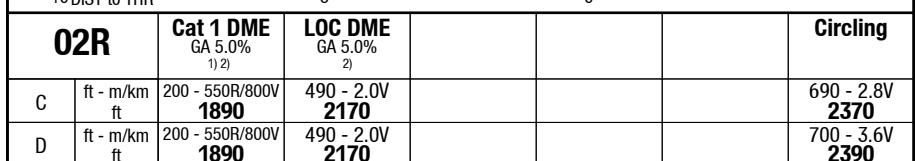


02R	Cat 1 DME GA 5.0% 1) 2)	LOC DME GA 5.0% 2)				Circling
C	ft - m/km ft 200 - 550R/800V 1890	490 - 2.0V 2170				690 - 2.8V 2370
D	ft - m/km ft 200 - 550R/800V 1890	490 - 2.0V 2170				700 - 3.6V 2390

1) With EVS RVR 350m/ VIS 550m, wo EVS use STD
2) Up to 2140ft

Changes: Track, FREQ, DIST ALT table, APL, Profile

ILS DME Y 02R



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Changes: ALT, FREQ, APL

Effective 17-AUG-2017

10-AUG-2017

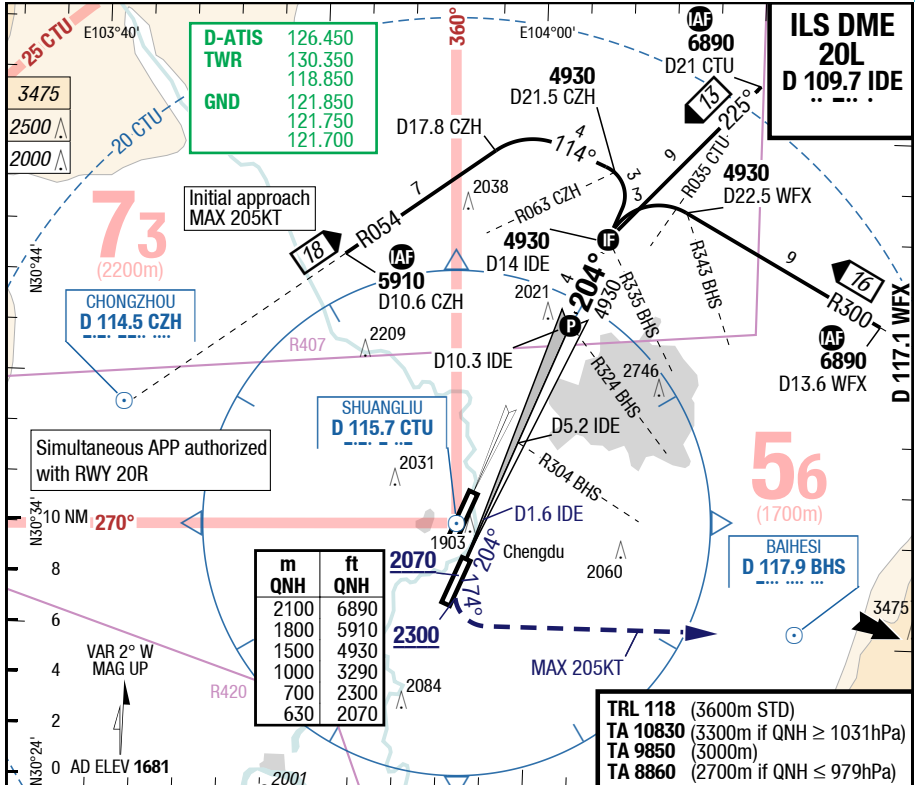
CTU-ZUUU

China Chengdu Shuangliu

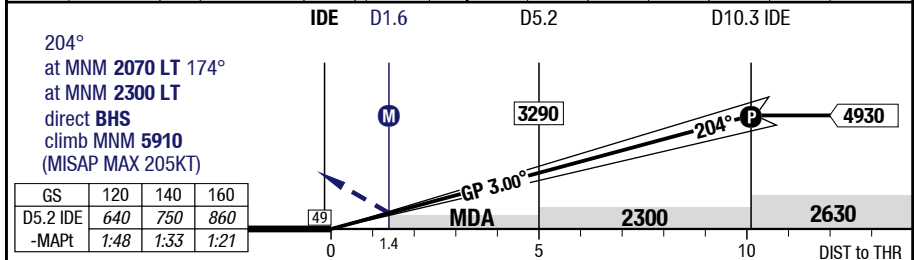
IAC

7-110

ILS DME 20L



60 HL 15 HL 3.0° +0.4% TDZ 1642 (---%) / THR 1629 (58hPa) HL-P1F	60 x 3600 3.0° 8 20L	2 2280	3 2600	5 3240	7 3890	9 4530	10.3 4930	LOC 3.02° D IDE
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20L	Cat 1 DME	LOC DME			Circling
C	ft - m/km ft 200 - 550R/800V 1850	450 - 1.8V 2090			690 - 2.8V 2370
D	ft - m/km ft 210 - 550R/800V 1850	450 - 1.8V 2090			700 - 3.6V 2390

Changes: ALT, FREQ, APL

Effective 17-AUG-2017

10-AUG-2017

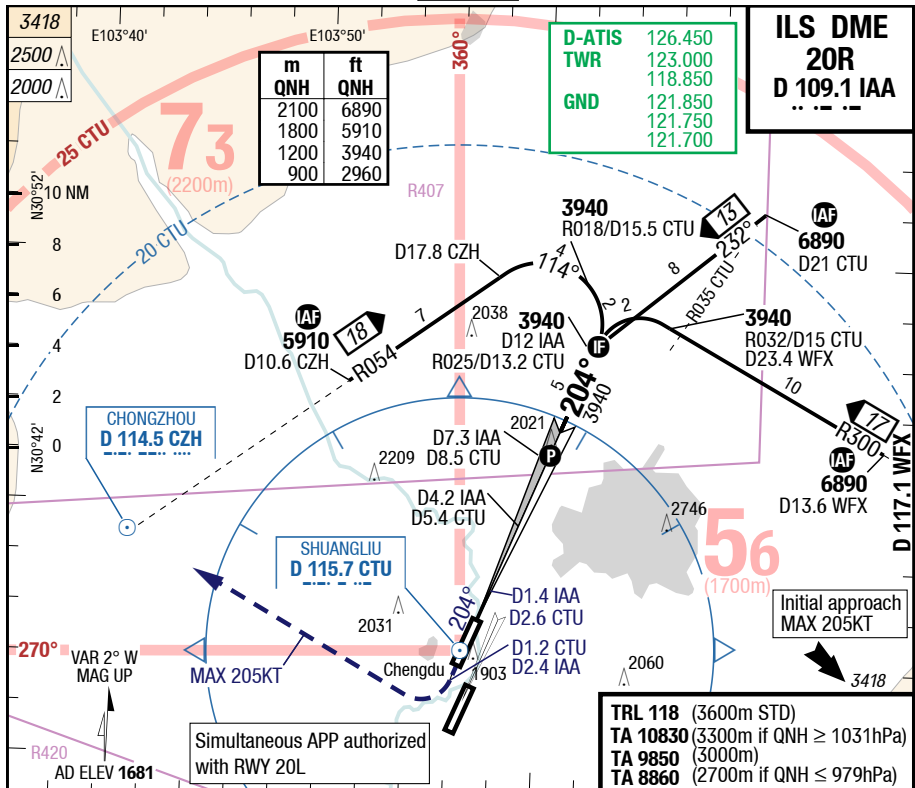
China Chengdu Shuangliu

IAC

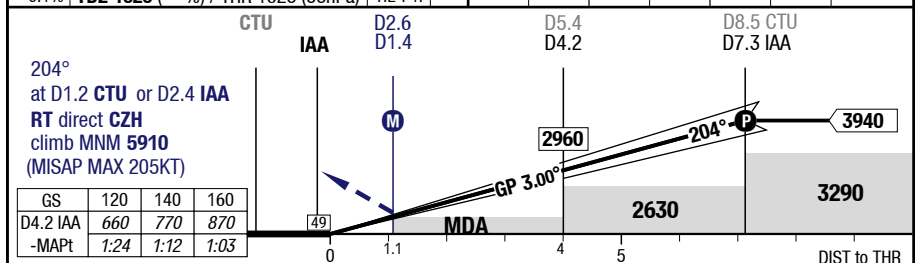
CTU-ZUUU

7-120

ILS DME 20R



60 HL	45 x 3600	20R	2	3	4	5	6	7.3	LOC 3.09°
15 HL			2280	2600	2930	3260	3590	3940	D IAA
-0.1%	TDZ 1625 (---%) / THR 1625 (58hPa)	HL-P1F							



20R	Cat 1 DME GA 3.0%	LOC DME GA 3.0%			Circling
C	ft - m/km ft 220 - 550R/800V 1840	430 - 1.6V 2060			690 - 2.8V 2370
D	ft - m/km ft 230 - 550R/800V 1860	430 - 1.6V 2060			700 - 3.6V 2390

Changes: FREQ, APL

10-AUG-2017

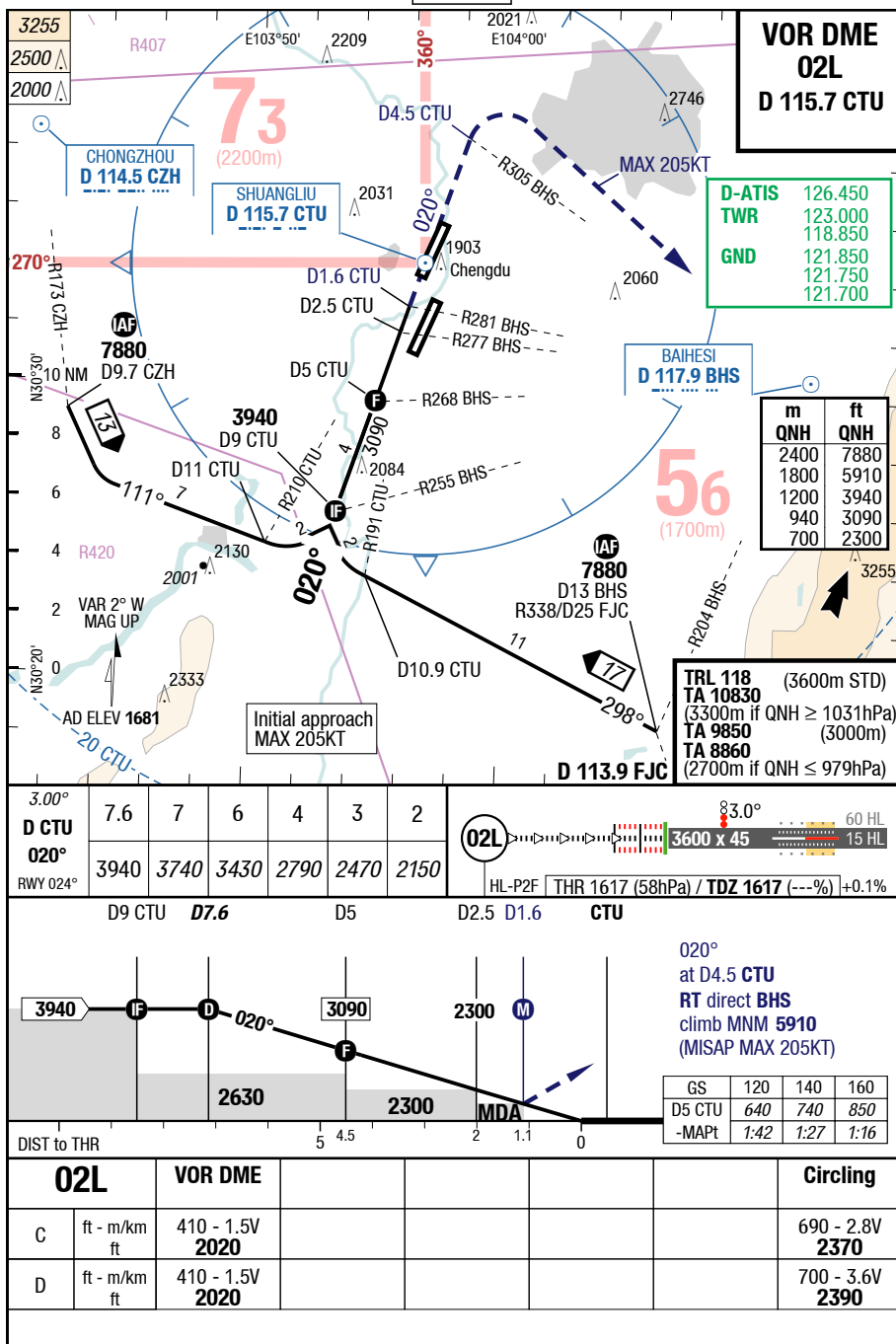
China **Chengdu** Shuangliu

IAC

CTU-ZUUU

7-130

VOR DME 02L



Changes: FREQ, APL

Effective 17-AUG-2017

10-AUG-2017

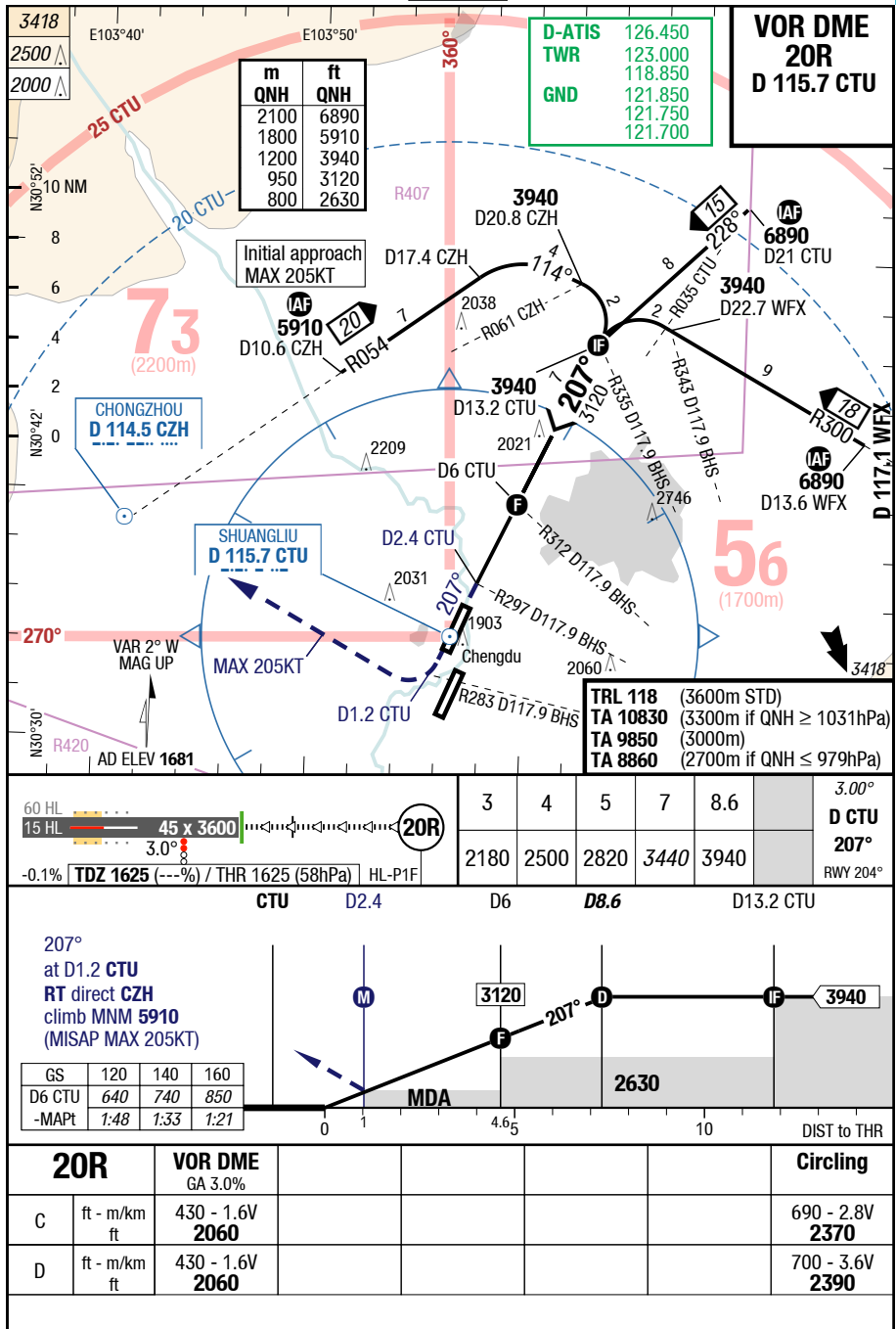
CTU-ZUUU

China Chengdu Shuangliu

IAC

7-140

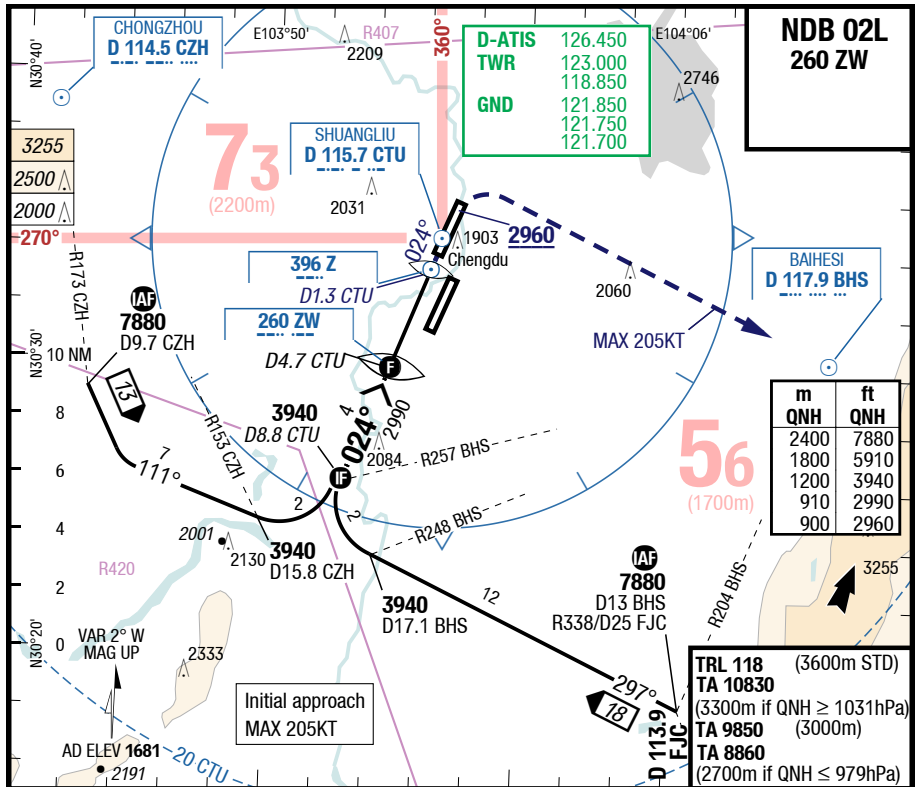
VOR DME 20R



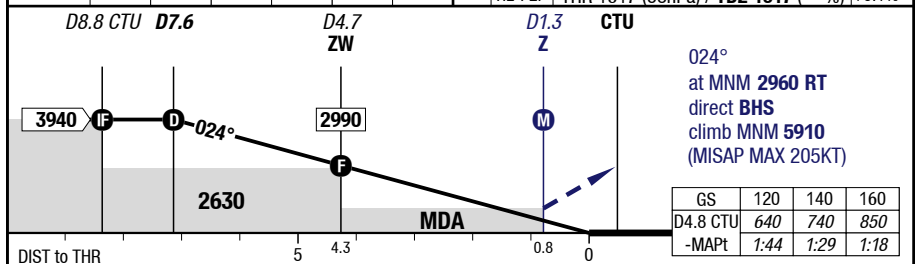
Changes: FREQ, APL

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NDB 02L



3.00° D CTU	7.6	7	6	5	4	3	
	3940	3750	3430	3110	2790	2470	



02L		NDB				Circling
C	ft - m/km ft	550 - 2.4V 2170				690 - 2.8V 2370
D	ft - m/km ft	550 - 2.4V 2170				700 - 3.6V 2390

21-APR-2016
CTU-ZUUU

China Chengdu Shuangliu

NIL
MRC

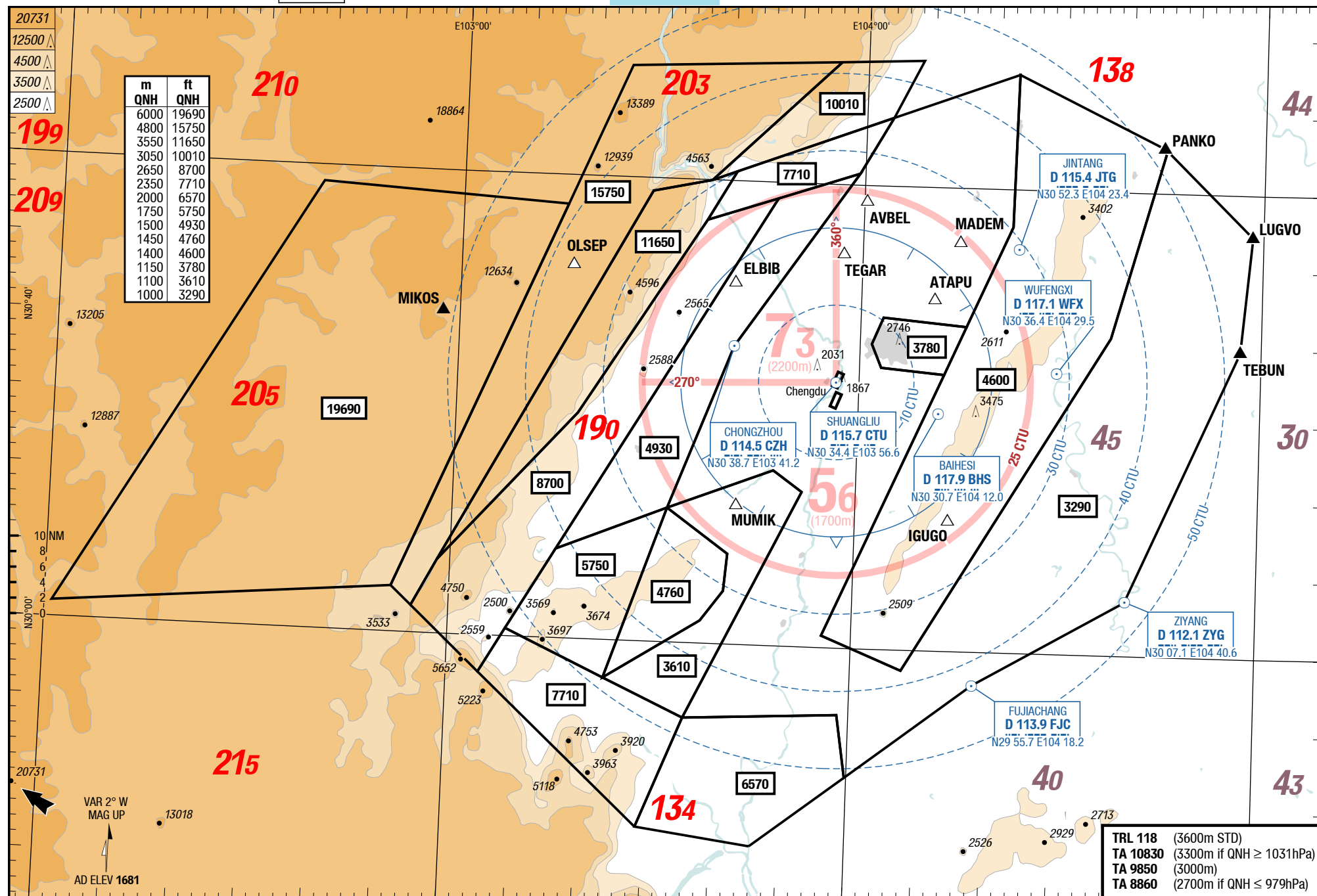
MRC

MRC

Shuangliu Chengdu China

NIL
MRC

8-10



Changes: OBST