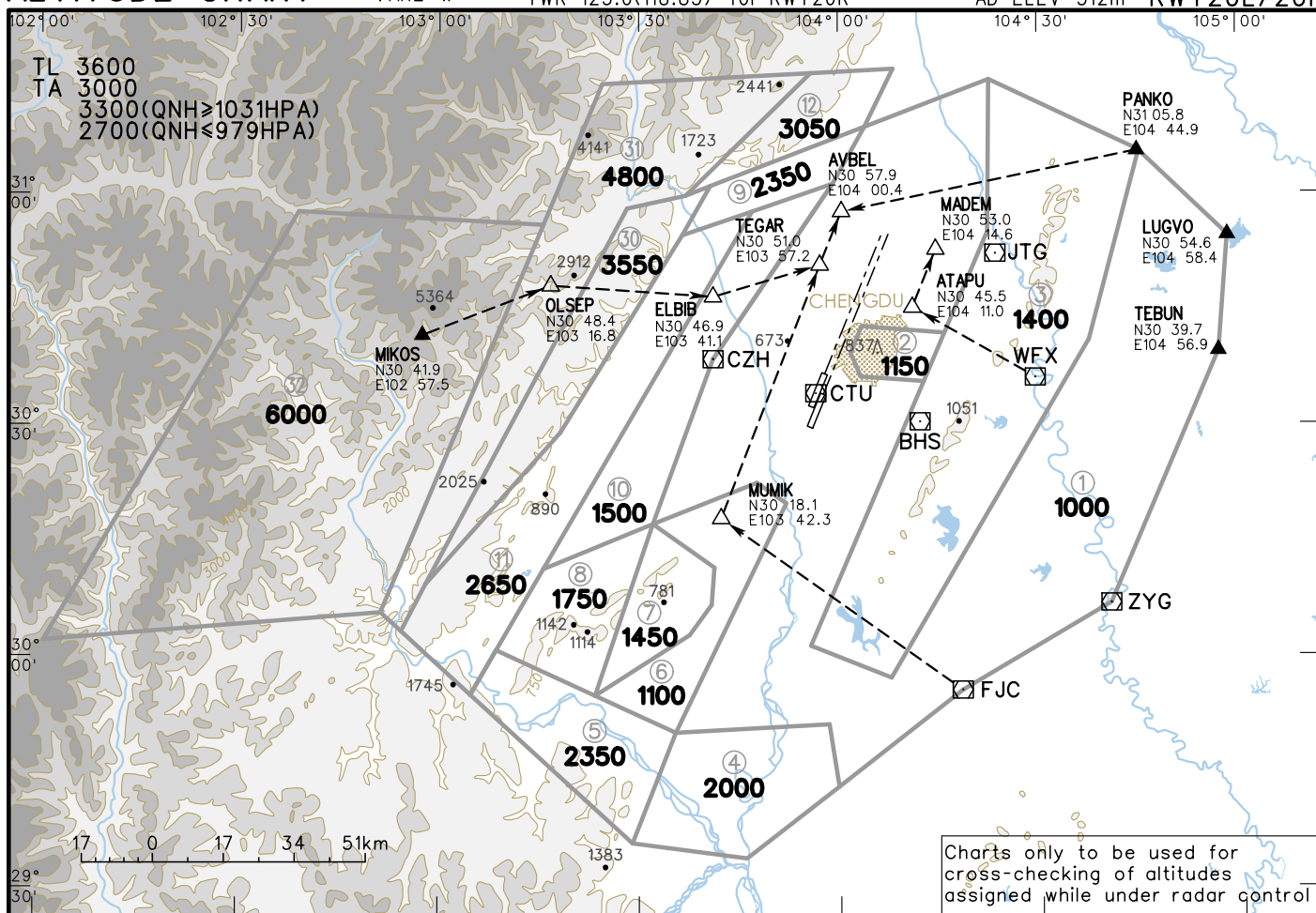


D-ATIS 128.6(DEP) 126.45(ARR)  
APP 124.85(127.7) AP01  
119.7(127.7) AP02  
119.25(127.7) AP03  
124.75(125.25) AP04  
TWR 130.35(118.85) for RWY20L  
TWR 123.0(118.85) for RWY20R

# ATC SURVEILLANCE MINIMUM ALTITUDE CHART

VAR 2° W

ZUUU CHENGDU/Shuangliu  
AD ELEV 512m RWY20L/20R



## 雷达引导方法

### 20L/20R号跑道雷达引导方法

#### (1) MIKOS方向进港航空器:

雷达引导经MIKOS, OLSEP, ELBIB, TEGAR至AVBEL,  
按管制员引导右转切入20L/20R号跑道盲降。

#### (2) FJC方向进港航空器:

雷达引导经FJC, MUMIK, TEGAR至AVBEL,  
按管制员引导右转切入20L/20R号跑道盲降。

#### (3) PANKO方向进港航空器:

雷达引导经PANKO飞向AVBEL, 按管制员引导左转  
建立20L/20R号跑道盲降。

#### (4) WFX方向进港航空器:

雷达引导经WFX, ATAPU至MADEM, 按管制员引导  
左转切入20L/20R号跑道盲降。

## 无线电通信失效程序

参见中国AIP成都双流机场(ZUUU) AD2.22第5项。

## Way of radar vectoring

### Way of radar vectoring for RWY20L/20R

#### (1) Arrival aircraft from MIKOS:

Aircraft will be vectored to AVBEL via MIKOS,  
OLSEP, ELBIB and TEGAR, then turn RIGHT to  
establish RWY20L/20R ILS/DME approach by  
ATC instructions

#### (2) Arrival aircraft from VOR 'FJC':

Aircraft will be vectored to AVBEL via VOR 'FJC',  
MUMIK and TEGAR, then turn RIGHT to establish  
RWY20L/20R ILS/DME approach by ATC instructions.

#### (3) Arrival aircraft from PANKO:

Aircraft will be vectored to AVBEL via PANKO, then  
turn LEFT to establish RWY20L/20R ILS/DME approach  
by ATC instructions.

#### (4) Arrival aircraft from VOR 'WFX':

Aircraft will be vectored to MADEM via VOR 'WFX'  
and ATAPU, then turn LEFT to establish RWY20L/20R  
ILS/DME approach by ATC instructions.

## Radio Communication failure procedures

Refer to CHINA AIP ZUUU AD2.22 item 5.

Changes: New chart.