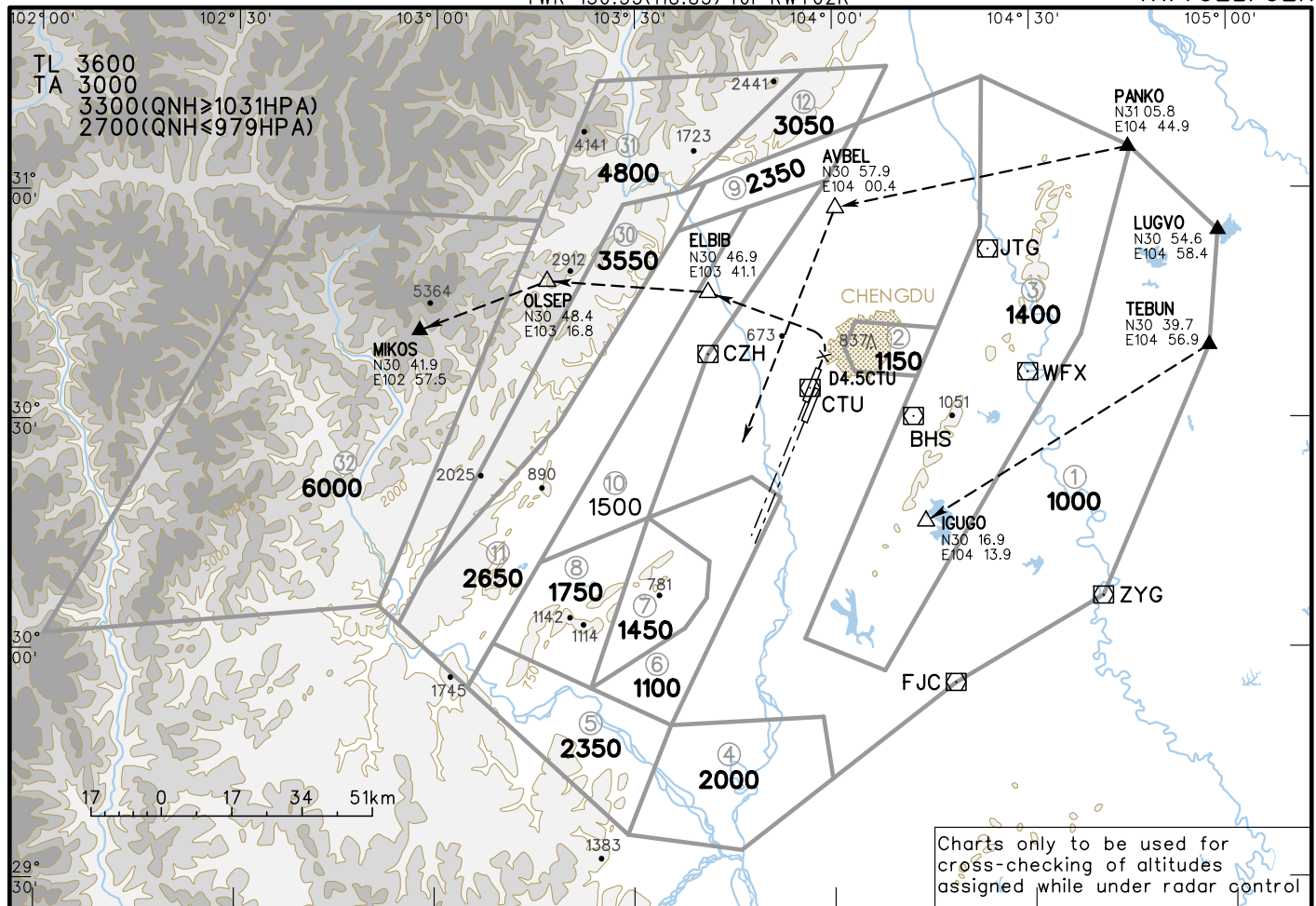


D-ATIS 128.6(DEP) 126.45(ARR)
APP 124.85(127.7) AP01
119.7(127.7) AP02
119.25(127.7) AP03
124.75(125.25)AP04
TWR 123.0(118.85) for RWY02L
TWR 130.35(118.85) for RWY02R

ATC SURVEILLANCE MINIMUM ALTITUDE CHART

ZUUU CHENGDU/Shuangliu
AD ELEV 512m RWY02L/02R



雷达引导方法

02L/02R号跑道雷达引导方法

- (1) PANKO方向进港航空器:
雷达引导经PANKO, AVBEL飞向IAF(R160° /D12.3CZH),
按管制员给定程序或引导建立02L/02R号跑道盲降。
- (2) TEBUN方向进港航空器:
雷达引导经TEBUN至IGUGO, 按管制员给定进近程序
或引导建立02L/02R号跑道盲降。
- (3) MIKOS方向出港航空器:
02L号跑道起飞后按CZH-02D程序离场至D4.5CTU,
雷达引导飞向ELBIB, 经ELBIB, OLSEP至MIKOS后
加入B213航线。

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 RWY02L/02R

- (1) Arrival aircraft from PANKO:
Aircraft will be vectored to IAF(R160° /D12.3CZH)
via PANKO and AVBEL, then establish RWY02L/02R
ILS/DME approach by ATC instructions.
- (2) Arrival aircraft from TEBUN:
Aircraft will be vectored to IGUGO via TEBUN,
then establish RWY02L/02R ILS/DME approach
by ATC instructions.
- (3) Departure aircraft to MIKOS:
After taking off from RWY02L, aircraft shall
climb straight to D4.5CTU with SID 'CZH-02D',
and will be vectored to MIKOS via ELBIB and
OLSEP, then join in En-route B213.

Radio Communication failure procedures

Refer to CHINA AIP ZUUU AD2.22 item 5.

Changes: New chart.