

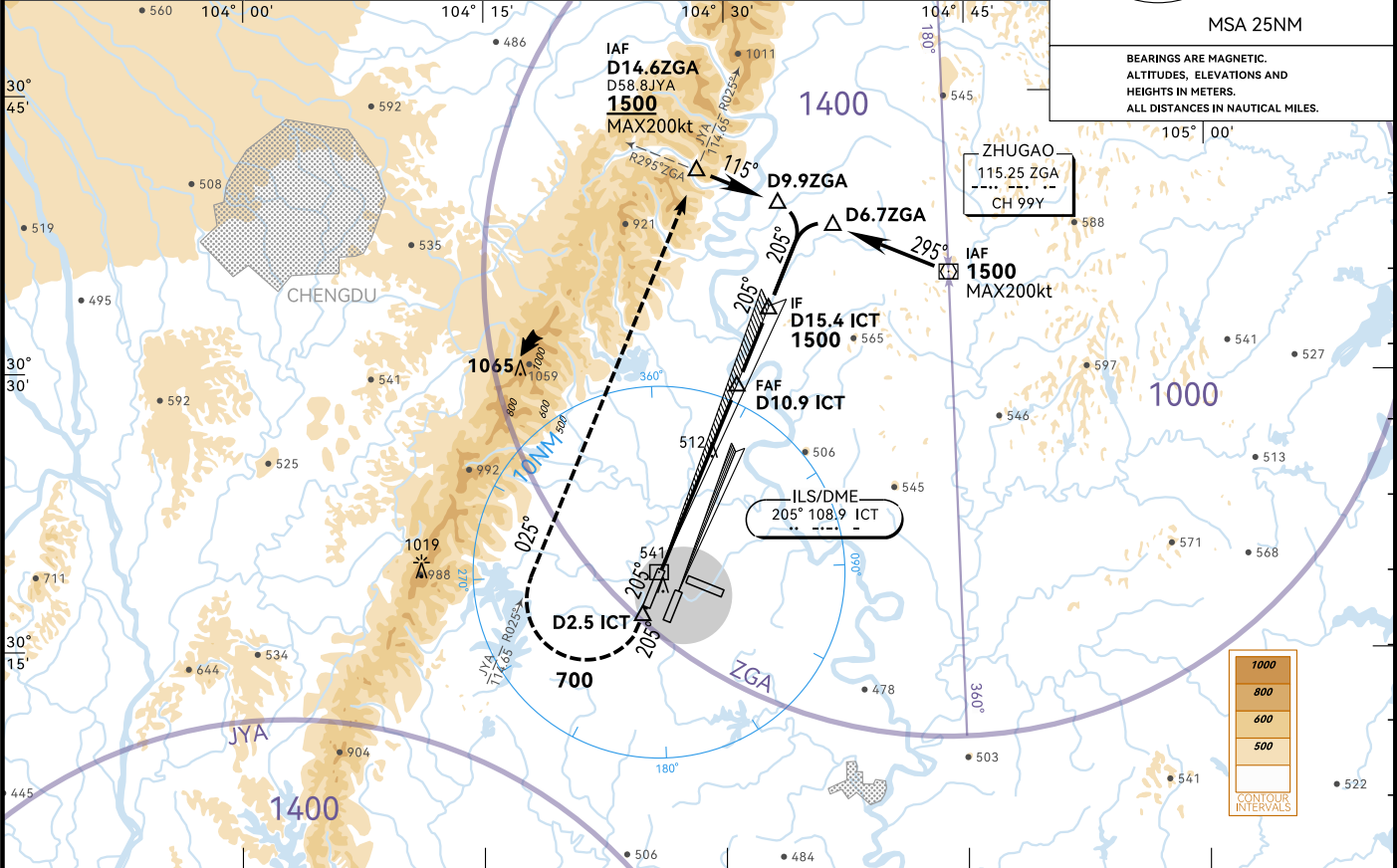
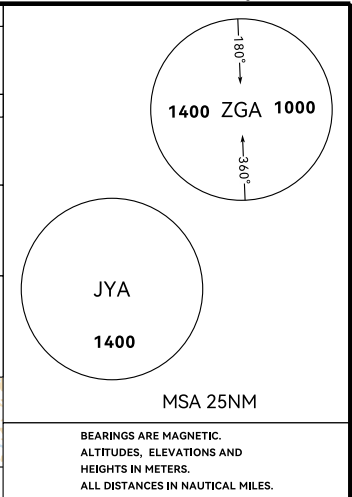
INSTRUMENT
APPROACH
CHART-ICAO
ZUTF/TFU

5L-12

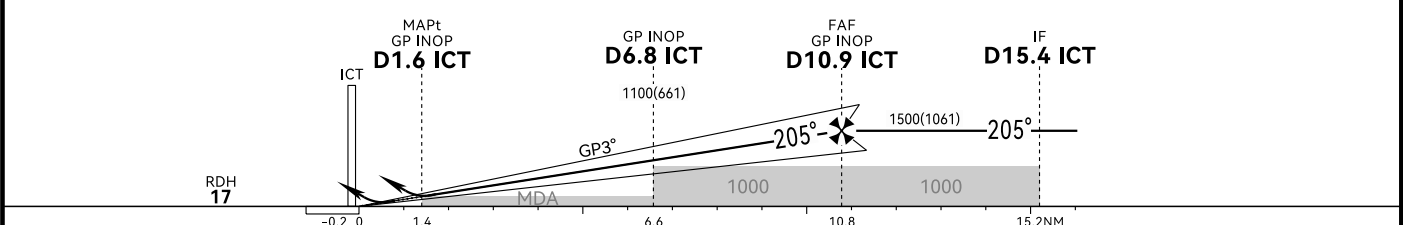
AD ELEV 442.5
THR ELEV 439.1

CHENGDU/Tianfu
ILS/DME y RWY19

D-ATIS(Chinese) 126.8		D-ATIS(English) 127.075		Chengdu Approach				
				APP02 120.375 (127.7)	APP03 119.7 (127.7)	APP04 121.35 (125.25)	APP05 121.025 (125.25)	
Chengdu Approach				Tianfu Tower				
APP06 126.35 (125.25)		APP09 124.75 (123.825)		TWR01 118.8 (118.15)	TWR02 130.5 (118.15)	TWR03 124.375 (118.15)		
LOC	ICT	Final Apch Crs	FAF	MISSED APPROACH				
108.9	205°		D10.9 ICT 1500(1061)	Climb straight ahead to D2.5ICT, track MAG 205° to 700, turn RIGHT and intercept R025° JYA, track MAG 025° to D14.6ZGA/D58.8JYA at 1500, contact ATC.				
TL	3600	Notes: 1.Simultaneously approaches with RWY20, radar vectoring to intercept the final course. 2.Missed approach turn MAX IAS200kt. 3.Speed limits as aircrafts performance allows: keep IAS at 180kt intercept final until 8NM from the touchdown point, keep IAS at 160kt until 6NM from the touchdown point.						
TA	3000							
	3300(QNH≥1031hPa) 2700(QNH≤979hPa)							



GP INOP	DME (ICT)	2	4	6	8	10	12	14		
	ALT (m)	634	828	1022	1216	1410				



FAF-MAPt 9.4NM (GP INOP)							<div><div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div><div><div></div><div></div><div></div><div></div></div></div><div>RVR 550 can be implemented when using approved HUD or AP or FD for approach.</div><div><div><div>PALS CAT I</div><div>PAPI</div><div></div></div><div><div>D2.5</div><div>ICT</div><div></div></div><div><div>200kt</div><div>MAX</div><div></div></div><div><div>205°</div><div></div><div></div></div><div><div>700</div><div></div><div></div></div></div></div>																							
GS kt	80	100	120	140	160	180											min:sec	7:03	5:38	4:42	4:02	3:32	3:08	GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9
		ILS/DME				GP INOP				CIRCLING				ILS HUD Special CAT I																
		DA(H)		OCA(H)		RVR		VIS		MDA(H)		OCA(H)		RVR		VIS				A, B, C, D										
A																			(DH)	(45)										
B	499(60)		499(60)		A 800		800		590(151)		587(148)		2000		2000				(RA)	(49)										
C																														
D																			RVR	450										

Changes: New chart.