

# INSTRUMENT APPROACH CHART-ICAO ZUUU/CTU

5L-1

AD ELEV 512.4  
THR ELEV 492.9

CHENGDU/Shuangliu  
RNAV CAT-I/II ILS/DME z RWY02L

D-ATIS  
126.45

APP01  
124.85  
(127.7)

APP06  
126.35  
(125.25)

APP07  
119.425  
(123.825)

APP08  
119.25  
(123.825)

TWR  
123.0  
(118.85)

LOC IZW  
111.1

Final Apch Crs  
024°

FAF D10.4 IZW  
1500(1007)

TL TA  
3600  
3000  
3300(QNH≥1031hPa)  
2700(QNH≤979hPa)

MISSED APPROACH  
Climb straight ahead and fly over UU401,  
turn RIGHT to BHS at 1800,contact ATC.

1.Simultaneously approaches with RWY02R, radar vectoring to intercept the localizer course.  
2.Speed limits as aircrafts performance allows: keep IAS180kt before final leg until 8NM from the touchdown point, and then keep IAS160kt until 6NM from the touchdown point.

2200

090° CTU

1400

MSA 25NM

BEARINGS ARE MAGNETIC.  
ALTITUDES, ELEVATIONS AND  
HEIGHTS IN METERS.  
ALL DISTANCES IN NAUTICAL MILES.

GP INOP

DME (IZW)

8

7

6

5

4

3

2

1

0

ALT (m)

1268

1171

1074

977

880

783

686

589

492

IF UU503  
D14.0 IZW  
D14.4 CTU

FAF GP INOP  
D10.4 IZW  
D10.8 CTU

GP INOP  
D3.7 IZW  
D4.1 CTU  
850(357)

MAPt GP INOP  
D1.4 IZW  
D1.8 CTU

GP3°

RDH 15

13.8NM

10.2

4.2

3.5

1.3

0.6

0.2

0.1

0.5

FAF-MAPt 8.9NM (GP INOP)

GS kt

80

100

120

140

160

180

min:sec

6:41

5:20

4:27

3:49

3:20

2:58

GP 3°m/s

2.1

2.7

3.3

3.8

4.3

4.9

ILS/DME MACG 4% A

DA(H)

OCA(H)

RVR

VIS

553(60)

553(60)

550

800

ILS/DME MACG 2.5%

DA(H)

OCA(H)

RVR

VIS

553(60)

553(60)

550

800

GP INOP

MDA(H)

OCA(H)

RVR

VIS

630(137)

626(134)

1800

1800

CIRCLING

MDA(H)

OCA(H)

VIS

700(188)

691(179)

2400

740(228)

728(216)

3200

740(228)

728(216)

3600

ILS CAT II MACG 3% A

DA(H)

OCA(H)

RVR

VIS

(DH)

(30)

(30)

(32)

(OCH)

(30)

(30)

(32)

(RA)

(30)

(30)

(32)

Autopilot to DH and below RVR

MDA(H)

OCA(H)

RVR

VIS

300

300

350

450

Manual operation below DH RVR

MDA(H)

OCA(H)

RVR

VIS

300

300

350

450

ILS HUD Special CAT I MACG 4% A

DA(H)

OCA(H)

RVR

VIS

(DH)

(45)

(45)

(47)

(RA)

(45)

(45)

(47)

RVR

450

Changes: Notes.