

# INSTRUMENT APPROACH CHART-ICAO ZUTF/TFU

5L-7

AD ELEV 442.5  
THR ELEV 441.4

CHENGDU/Tianfu

RNAV CAT-III/III ILS/DME z RWY02

VAR2.3°W

**D-ATIS(Chinese) 126.8**    **D-ATIS(English) 127.075**    **APP02 120.375 (127.7)**    **APP03 119.7 (127.7)**    **APP04 121.35 (125.25)**    **APP05 121.025 (125.25)**    **APP06 126.35 (125.25)**

**Chengdu Approach**    **Tianfu Tower**

**APP09 124.75 (123.825)**    **TWR01 118.8 (118.15)**    **TWR02 130.5 (118.15)**    **TWR03 124.375 (118.15)**    **LOC ITV 111.3**    **Final Apch Crs 025°**    **FAF D7.8 ITV 1200(759)**

**Notes:**  
1. Simultaneously approaches with RWY01, radar vectoring to intercept the final course.  
2. Speed limits as aircraft performance allows: keep IAS at 180kt intercept final until 8NM from the touchdown point, keep IAS at 160kt until 6NM from the touchdown point.

**MISSSED APPROACH**  
Climb straight ahead to TT410, turn RIGHT direct to ZGA at 1500, join holding or contact ATC.

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

**1500 MAX200kt**  
**1500 MAX205kt**

**ZHUGAO 115.25 ZGA CH 99Y**

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

**MSA 25NM**

**GP INOP**    **DME**    **ALT (m)**

**IF TT613 D14.3 ITV**    **FAF D7.8 ITV**    **IM ITV**

**025°**    **1200(759)**    **1000**    **GP 3°**    **RDH 16.8**

**14.1NM**    **7.6**    **0.2**    **0**    **>0.2**

**FAF-THR 7.6NM**

GS kt	80	100	120	140	160	180
min:sec						
GP 3°m/s						

**ILS CAT II**    **ILS CAT IIIA**

	A,B,C,D	A,B,C,D
(DH)	(30)	(15)
(OCH)	(30)	(15)
(RA)	(30)	(15)
Autopilot to DH and below RVR	300	(15)
Manual operation below DH RVR	300    D 350	175

**Changes: New chart.**