

# INSTRUMENT APPROACH CHART-ICAO ZUTF/TFU

**5L-4**

AD ELEV 442.5  
THR ELEV 439.1

CHENGDU/Tianfu  
CAT-II/III ILS/DME y RWY01

D-ATIS(Chinese) <b>126.8</b>		D-ATIS(English) <b>127.075</b>		APP02 <b>120.375</b> (127.7)		APP03 <b>119.7</b> (127.7)		APP04 <b>121.35</b> (125.25)		APP05 <b>121.025</b> (125.25)	
Chengdu Approach						Tianfu Tower					
APP06 <b>126.35</b> (125.25)		APP09 <b>124.75</b> (123.825)		TWR01 <b>118.8</b> (118.15)		TWR02 <b>130.5</b> (118.15)		TWR03 <b>124.375</b> (118.15)			

**LOC ITF**  
**108.9**

**Final Apch Crs**  
**025°**

**FAF D10.9 ITF**  
1500(1061)

**MISSED APPROACH**  
Climb straight ahead to D2.0 ITF, turn LEFT and track MAG 010° to D8.9WFX/D10.0ITF, turn LEFT intercept R025°JYA and track MAG 205° to R025°/D16.2JYA at 1500, contact ATC.

**Notes:**  
 1.Simultaneously approaches with RWY02,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.

JYA  
**1400**

MSA 25NM