INSTRUMENT D-ATIS 127.075 **APPROACH** TWR01 118.8(118.15) ZUTF CHENGDU/Tianfu AERODROME ELEV 442.5 TWR02 130.5 (118.15) CHART-ICAO RNAV ILS/DME z RWY19 VAR2.3°W TWR03 124.375 (118.15) THR RWY19 ELEV 439.1 BEARINGS ARE MAGNETIC ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS DME DISTANCES IN NAUTICAL MILES DISTANCES IN KM 1050 001 104° 15 104° 30' 1045 •539 APP02 120.375 (127.7) **9587** • 461 APP03 119.7 (127.7) TT926 APP04 121 35 (125.25) APP05 121 025 (125.25) AT 180kl APP06 126.35(125.25) APP09 124 75(123.825) 1. Simultaneously approaches with RWY20, TT516 radar sectoring to intercept the final course. 11726 2. Speed limits as aircrafts performance allows: keep IAS=180kt before IF(TT513), and then PIQUE 000 0547 AT 180kt **∳⊺⊺515** keep IAS ≥ 160kt until 5NM from the touchdown point. IAF 00 TT923 92 6 TT514 **14588** • 519 ATT80kt & 1500 •535 MAX200kt T1724 CHENGDE 7IF • 495 ZUUU TT513 MAX200kt D15.4, 1GT 1500 565 1065 -597 30 15460 P D10.9 ICT €506 11921 513 €545 205° 108.9 ICT **9**568 4 800 DME ZP(R)408 (108.9) ICT CH 26X MAX200kt H24 478 20Km **©**503 1400 \$541 522 **ARP** 1000 755 15 22.5km • 506 • 484 641 MSA 46km **3.521** DME (ICT) (NM) 2 6 8 10 12 14 GP INOP ALT (m) 1022 6.34 828 1216 14 10 3600 3000 MISSED APPROACH 3300(QNH≥1031hPa) 2700(QNH≤979hPa) Climb straight ahead to 700, FAF ΙF turn RIGHT and direct to TT921, MAPt GP INOP TT513 GP INOP track MAG 025° to TT923 at D15.4 ICT D1.6 ICT D10.9 ICT 1500, contact ATC. J05, ICT 1500(1061) 1000 RDH=17m -0.30 2.6 28.2km C  $\mathbb{B}$ A D FAF-MAPt(GP INOP) 17,4km k t ILS/DMERVR/VIS 180 335 100 140 260 499(60) GS in km/h 550/800 Time min:sec 7:03 5:38 4:02 3:31 3:08 4:42 GP INOP MDA(H) 590(151) Rate of descent 2.2 2.7 3.2 3.8 4.3 4.9 2000/2000 RVR/VIS m/s ● HUD special CAT I: (DH)(45),(RA)(49),RVR450. CIRCLING VIS 635(193) 665(223) 665(223) 2000 2800 3600 Changes: Landing minima.