

## List of pages in this Trip Kit

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Airport Information For ZUUU

Terminal Charts For ZUUU

Revision Letter For Cycle 26-2016

Change Notices

Notebook

General Information

Location: CHENGDU CHN  
ICAO/IATA: ZUUU / CTU  
Lat/Long: N30°34.8', E103°56.9'  
Elevation: 1681 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -8:00 = UTC  
Magnetic Variation: 2.0°W

Fuel Types: Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 2358 Z  
Sunset: 1008 Z

Runway Information

Runway: 02L  
Length x Width: 11811 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1617 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 02R  
Length x Width: 11811 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 1681 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 20L  
Length x Width: 11811 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 1642 ft

Lighting: Edge, ALS, Centerline

Runway: 20R  
Length x Width: 11811 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1625 ft  
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 128.600 Departure Service  
ATIS: 126.450 Arrival Service  
Chengdu Tower: 118.850 Secondary  
Chengdu Tower: 123.000  
Chengdu Tower: 130.350  
Chengdu Ground: 121.850  
Chengdu Ground: 121.750  
Chengdu Delivery Ground: 121.600  
Chengdu Delivery Ground: 121.700 Secondary  
Chengdu Approach: 124.850  
Chengdu Approach: 119.700  
Chengdu Approach: 124.750  
Chengdu Approach: 119.250  
Chengdu Approach: 125.250 Secondary  
Chengdu Approach: 127.700 Secondary

ZUUU/CTU  
SHUANGLIU

JEPPESEN

CHENGDU, PR OF CHINA

7 OCT 16

10-1P

Eff 12 Oct 1600Z

AIRPORT BRIEFING

**1. GENERAL****1.1. ATIS**

D-ATIS Arrival 126.45

D-ATIS Departure 128.6

**1.2. LOW VISIBILITY OPERATIONS**

Taxiing is with follow-me vehicle only.

Departing ACFT shall normally enter RWY from TWY A and are forbidden to enter RWY for take-off via TWYs A2, E2 and E8.

**1.3. TAXI PROCEDURES**

TWYs A3 and A4 available for towing ACFT across RWY 02L/20R.

If an ACFT is holding at TWY A2 between A and RWY, other ACFT are forbidden to taxi across TWY A2 along TWY A or taxiing from TWY B to TWY A via TWY A2.

TWYs B between B1 and M, B1, C between C2 and C5, C2, E, E1 thru E3, E7 thru E9, M, N and T2 MAX wingspan 262?80m.

TWYs A, A1 thru A8, B between B1 and B10, B2 thru B10, C (others), C1, C3 thru C8, D, D1 thru D5, E between E9 and F, E4 thru E6, H4, H5, T1, T4, T5 and T10 MAX wingspan 213?65m.

TWYs H3 and H6 MAX wingspan 200?61m.

Following TWY pairs MAX wingspan 174?53m operating simultaneously:

B1 (between B &amp; C) and C3; B3 (between B &amp; C) and C5; C6 and C7; B6 (between B &amp; C) and C8.

TWYs H1, H2, T3 and T6 thru T9 MAX wingspan 171?52m.

TWYs T8 and T9 MAX wingspan 171?52m operating simultaneously.

TWY B between B10 and A7 MAX wingspan 128?39m.

TWYs H7 and T11 MAX wingspan 118?36m.

TWY T12 MAX wingspan 98?30m.

180° turn around on TWY is strictly forbidden.

When Low visibility Procedure operates, all ACFT shall be guided by Follow-me. Follow-me and towing service available via Ground Control.

**1.4. PARKING INFORMATION**

Fast engine run-ups near boarding bridges or on apron are strictly forbidden.

Stands 210 thru 212 available for engine run-ups.

Use stands 326A, 326B and 327 thru 336 with Follow-me car.

ACFT with wingspan exceeding 213?65m use stands 162 and 313 with Follow-me car.

ACFT parking on stands 101 thru 104, 213, 214, 229 and 230 shall taxi in and out via TWY H5.

ACFT parking on stands 105, 113, 122, 132, 134, 135, 147, 149, 150, 162 and 164 shall taxi in and out via TWY C.

ACFT parking on stands 106 thru 112 shall taxi in via TWYs B8-H4 and taxi out via TWYs H4-B8.

ACFT parking on stands 114 thru 121 shall taxi in via TWYs B7-H3 and taxi out via TWYs H3-B7.

ACFT parking on stand 123 shall taxi in via TWY H2 and taxi out via TWY H1.

ACFT parking on stands 124 thru 131 shall taxi in via TWY H1 and taxi out via TWY H2.

ACFT parking on stands 136 thru 146 shall taxi in via TWY T8 and taxi out via TWY T9.

ACFT parking on stands 151 thru 161 shall taxi in via TWY T6 and taxi out via TWY T7.

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**CHENGDU, PR OF CHINA**

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10-1P1

Eff 12 Oct 1600Z

**AIRPORT BRIEFING**

## **1. GENERAL**

ACFT parking on stands 165 thru 177 shall taxi in via TWY T4 and taxi out via TWY T5.

ACFT parking on stands 201 thru 212 shall taxi in and out via TWY B.

ACFT parking on stands 215 thru 219 and 224 shall taxi in via TWYs H5-H6 or H7-H6 and taxi out via TWYs H6-H7.

ACFT parking on stands 225 thru 228 shall taxi in and out via TWY H7.

ACFT parking on stands 301 thru 312 shall taxi in via TWY T4 and taxi out via TWY T3.

ACFT parking on stands 313 thru 319 and 336 thru 343 shall taxi in and out via TWY T2.

ACFT parking on stands 320 thru 325 shall taxi in via TWYs T4-T10 and taxi out via TWYs T12-T3.

ACFT parking on stands 326 thru 335 shall taxi in via TWYs T4-T10 and taxi out via TWYs T10-T5.

ACFT parking on stands 345 thru 347 shall taxi in via TWY T2 and taxi out via TWY T11.

ACFT parking on stands 348 thru 350 shall taxi in via TWY T1 and taxi out via TWY T11.

ACFT parking on stands 351 thru 359 and 401 thru 406 shall taxi in and out via TWY T1.

ACFT parking on stands 501 and 502 shall taxi in via TWYs E-F and taxi out via TWYs F-E.

Stands 320 thru 325 self-manoeuvring, all other push-back.

### **1.5. OTHER INFORMATION**

Birds in vicinity of APT.

Laser bird dispersal equipment available transmitting green light; exercise caution during take-off and landing.

## 2. ARRIVAL

### 2.1. COMMUNICATION FAILURE PROCEDURE

When an airborne communication equipment failure is confirmed, keep the last altitude assigned by ATC on the planned route to the boundary of APP area, after entering into APP area, fly directly to BHS VOR, then turn RIGHT and circle down to 7880? stop circling 10 minutes after overflying BHS VOR first time and choose to land on RWY 02L or 20R according to the ATIS information about wind speed and wind direction, strictly follow the relative RWY IAP. ACFT having passed through IAF happen to communication failure shall follow the relative RWY IAP to land.

### 2.2. CAT II OPERATIONS

RWYs 02L/R approved for CAT II operations, special aircrew and ACFT certification required.

### 2.3. RWY OPERATIONS

Landing ACFT shall vacate RWY as soon as possible.  
Time needed from overflying THR to vacating RWY completely shall be less than 50 seconds, otherwise inform Tower before landing.

### 2.4. TAXI AND PARKING PROCEDURES

ACFT shall taxiing along the Routine Taxiing Route except receiving the specific instruction from controller.

RWY	Route	Taxi Direction	Note
02L	2	A - B1 thru B10 - stands	
	9	A - B7 thru B10/(B7 - B) - stands	Actual taxi direction by ATC
02R	4	E - E9 - N - C - B6 - B - stands	Taxi into relevant fixed stands by nearest TWY
	6	E - E9 - N - C - C1 - B - stands	
	10	E - E9 - N - C - B6 - A - B7 thru B10 - stands	Taxi into relevant fixed stands by nearest TWY
	Stand 162	E - E9 - N - B - C2 - C - stand	A380 and AN124 only
	Stand 313	E - E9 - N - B - C2 - T2 - stand	A380 and AN124 only
20L	12	E - E8 - N - C - B6 - B - stands	Taxi into relevant fixed stands by nearest TWY
	Stand 162	E - E8 - M - B - C2 - C - stand	A380 and AN124 only
	Stand 313	E - E8 - M - B - C2 - T2 - stand	A380 and AN124 only
20R	14	A - B1 thru B10/A7 - stands	
	16	A - B1 thru B10/A7 - stands	

On stands 129 thru 177, pilot should power off airborne APU and use 400 Hz ground power and ground air units whenever possible.

### 2.5. OTHER INFORMATION

**Warning:** When approaching to RWY 20R, deviation to the West of final APCH course is forbidden.

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10-1P3

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CHENGDU, PR OF CHINA  
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP, PUSHBACK & TAXI PROCEDURES

ACFT shall exit stands 134, 149 and 164 with push-back to TWY C, then engine start-up.

ACFT with wingspan of more than 171'/52m shall exit stands 147 and 162 with push-back to TWY C, then engine start-up.

ACFT shall taxiing along the Routine Taxiing Route except receiving the specific instruction from controller.

RWY	Route	Taxi Directions	Note
02L	1	B - B1 thru B5 - A	
	5	B1 thru B10/A7 - A	
	7	B1 thru B10/A7 - A	
	8	(B - B6)/B1 thru B6 - A	
02R	3	B6 thru B10 - A - B5 - B - M - D - E1	Taxi into relevant fixed taxi route by nearest TWY
	Stand 162	C - C2 - B - N - E9 - E - E1	A380 and AN124 only
	Stand 313	T2 - C2 - B - N - E9 - E - E1	A380 and AN124 only
20L	11	B6 thru B10 - A - B5 - B - M - D - E9	Taxi into relevant fixed taxi route by nearest TWY
	15	B - M - E9	
	Stand 162	C - C2 - B - N - E9	A380 and AN124 only
	Stand 313	T2 - C2 - B - N - E9	A380 and AN124 only
20R	13	B - B10 - A	
	17	(C - B6)/B6 thru B10 - A	

Requirements to increase RWY Operation Capacity:

- ACFT shall finish RWY alignment within 60 seconds from the holding position.  
If flight crew considers that they cannot fulfill the process within the required time, pilot shall inform ATC in time.

3.2. OTHER INFORMATION

The clearance of push-back and start-up issued by CHENGDU Ground shall be performed within 5 min, otherwise the clearance will be cancelled and a new clearance shall be applied.

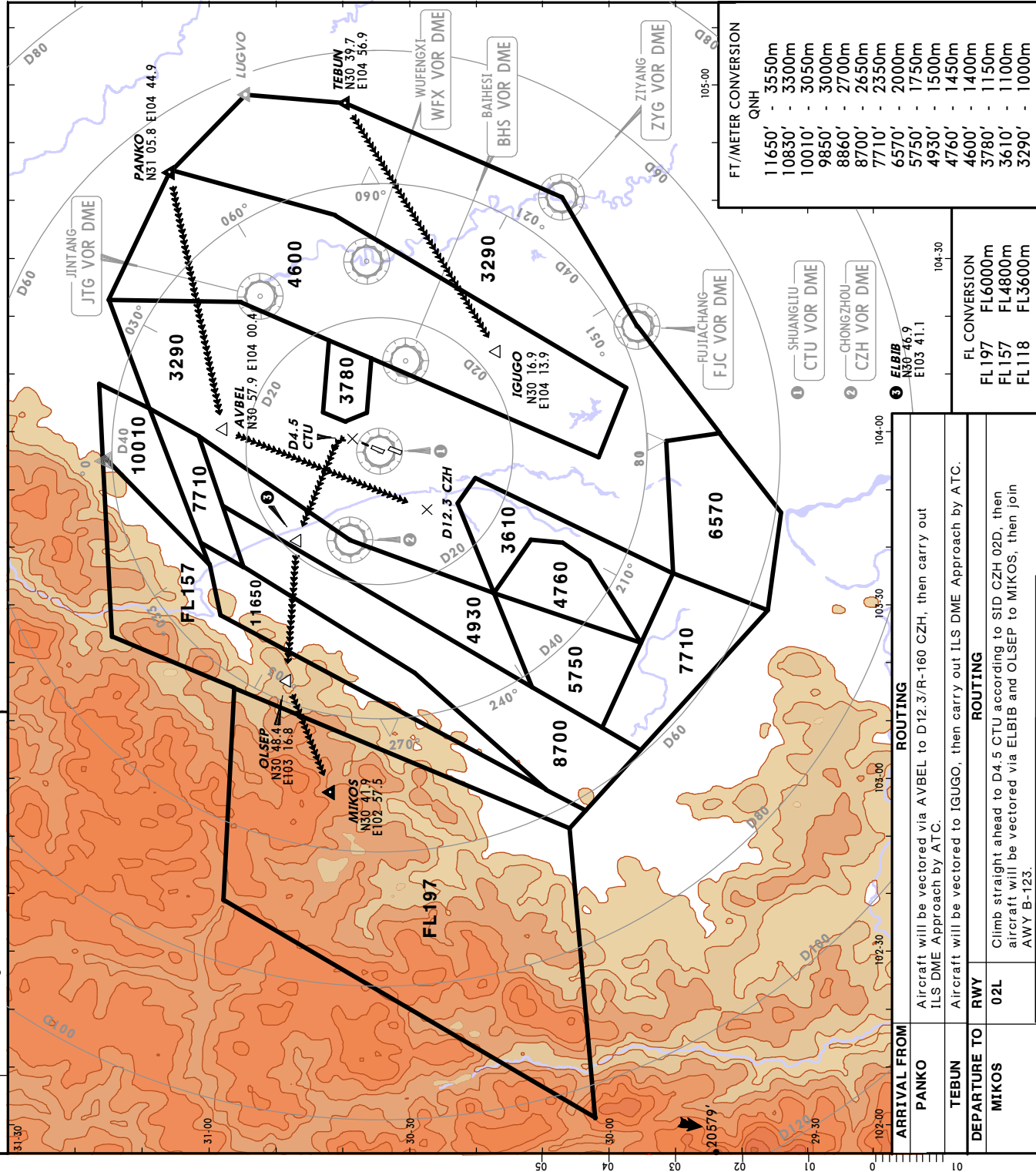
When "Contact Approach immediately after take-off" is requested in ATC clearance, pilot shall leave Tower frequency without RTF instruction from controller as soon as airborne and contact the assigned frequency, otherwise contact Approach when climbing to 2140?650m.

Rules for Independent Parallel Departures:

Operate to North		Operate to South	
To JTG, CZH	Departure from RWY 02L	To JTG, CZH	Departure from RWY 20R
To ZYG	Departure from RWY 02R	To ZYG	Departure from RWY 20L

RWYS 02L/R

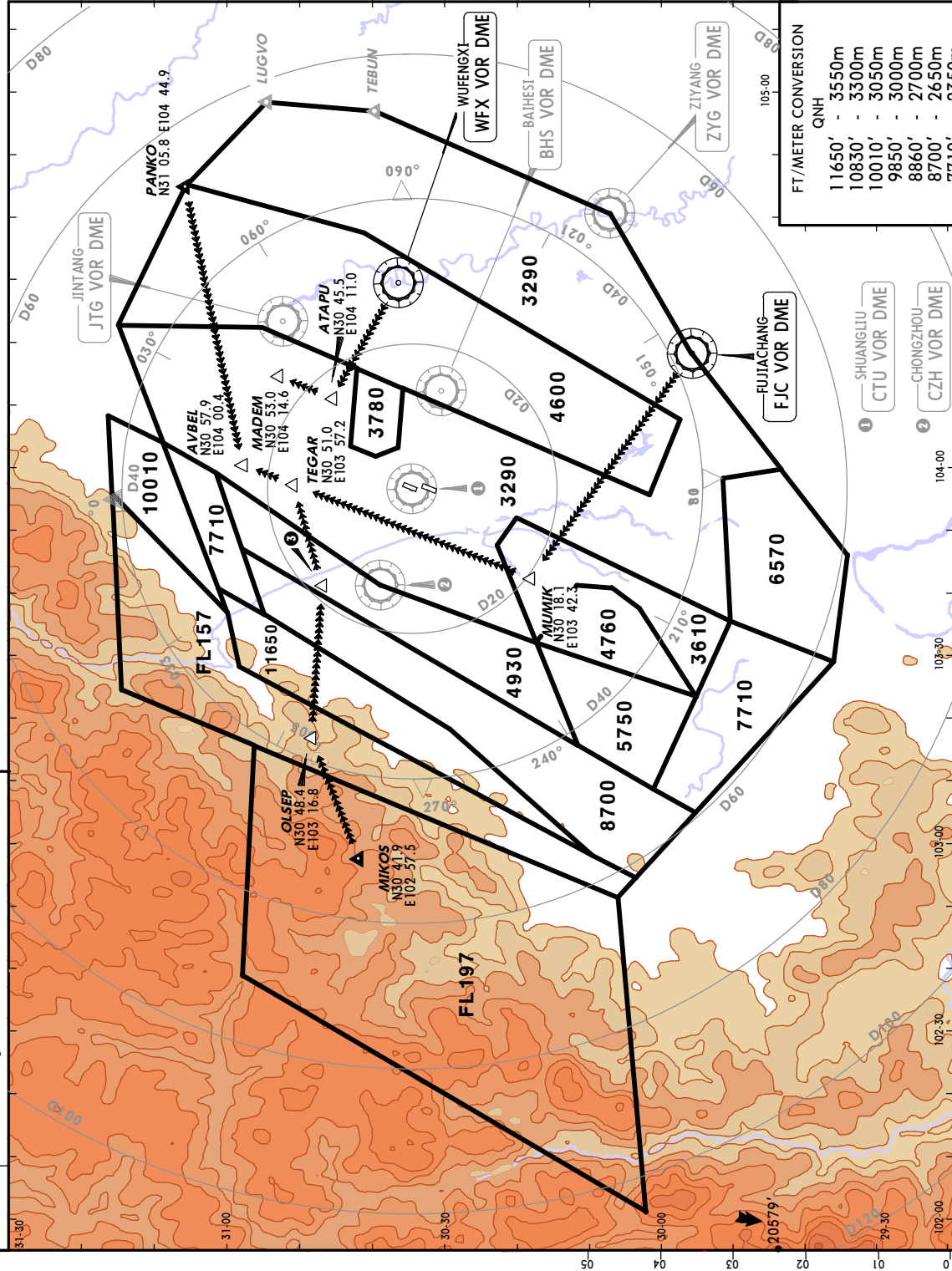
Alt Set: hPa  
Trans level: FL118  
Trans alt: 9850'  
Apt Elev  
1681'  
Chart only to be used for cross-checking of  
altitudes assigned while under RADAR control.





*Apt Elev*  
**1681'**

RWYS 20L/R



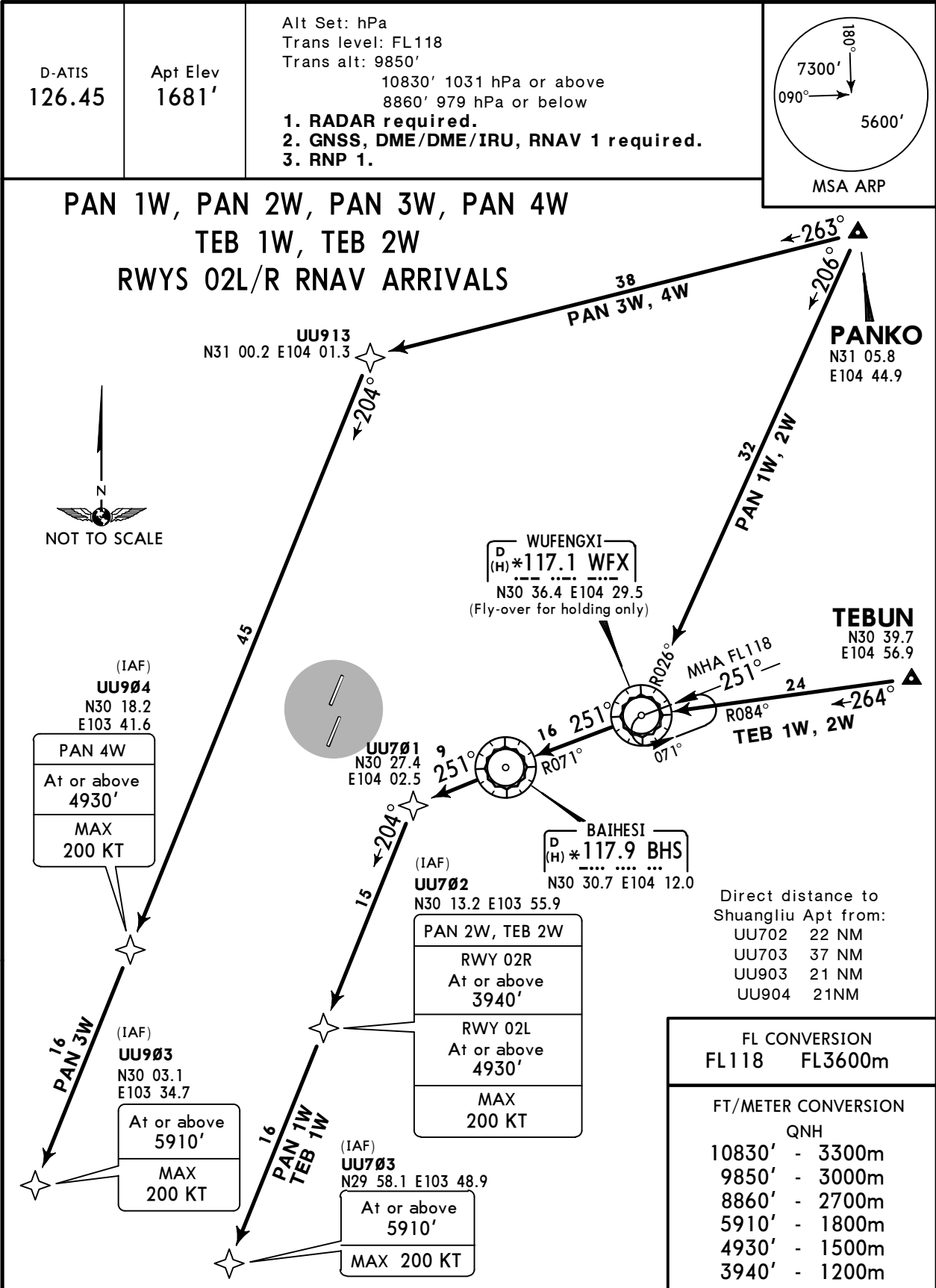
ARRIVAL FROM	ROUTING
FJC	Aircraft will be vectored via MUMIK and TEGAR to AVBEL, turn RIGHT, carry out ILS DME Approach by ATC.
MIKOS	Aircraft will be vectored via OLSEP, ELBIB and TEGAR to AVBEL, turn RIGHT, carry out ILS DME Approach by ATC.
PANKO	Aircraft will be vectored to AVBEL, turn LEFT, carry out ILS DME Approach by ATC.
WFX	Aircraft will be vectored via ATPU to MADEM, turn LEFT, carry out ILS DME Approach by ATC.

FT/METER CONVERSION	QNH
11650'	- 3550m
10830'	- 3300m
10010'	- 3050m
9850'	- 3000m
8860'	- 2700m
8700'	- 2650m
7710'	- 2350m
6570'	- 2000m
5750'	- 1750m
4930'	- 1500m
4760'	- 1450m
4600'	- 1400m
3780'	- 1150m
3610'	- 1100m
3290'	- 1000m

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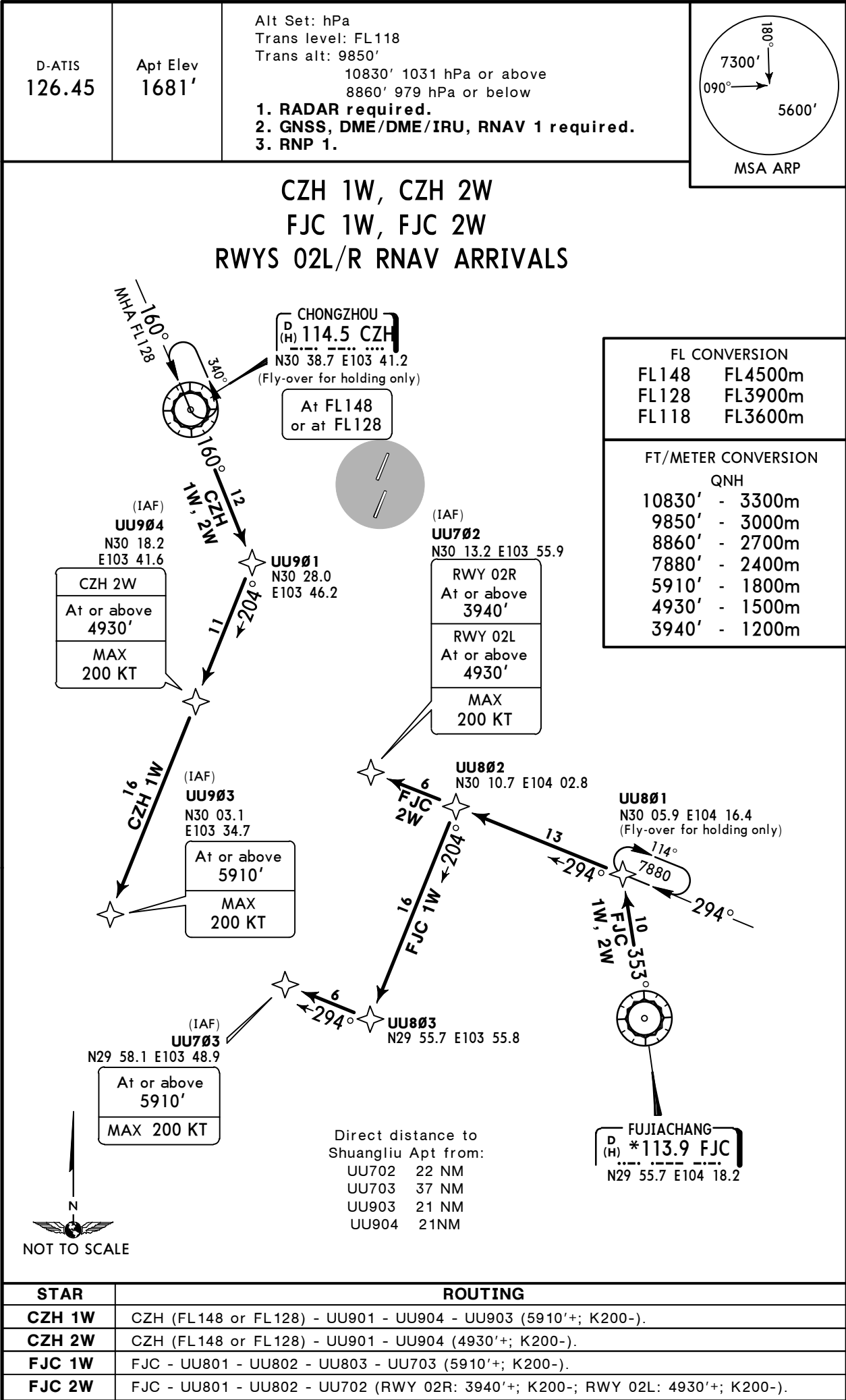
ZUUU/CTU  
SHUANGLIU

**JEPPESSEN** CHENGDU, PR OF CHINA  
6 NOV 15 10-2 Eff 11 Nov 1600Z **RNAV STAR**



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**JEPPESSEN** CHENGDU, PR OF CHINA  
6 NOV 15 **10-2A** Eff 11 Nov 1600Z **RNAV STAR**



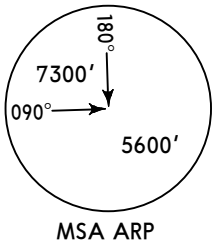
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**JEPPESSEN** CHENGDU, PR OF CHINA  
6 NOV 15 **10-2B** Eff 11 Nov 1600Z **RNAV STAR**

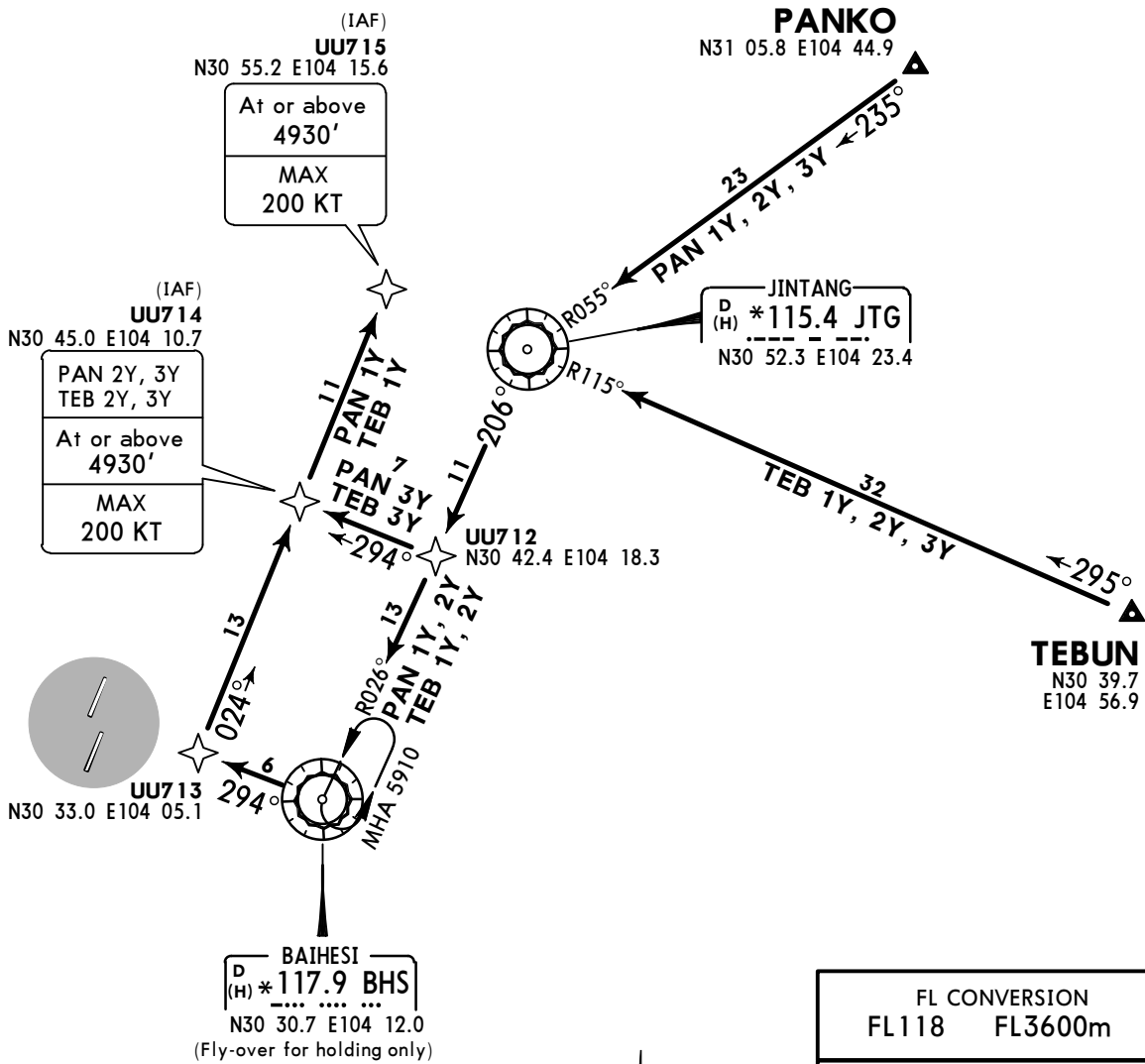
D-ATIS  
**126.45**

Apt Elev  
**1681'**

Alt Set: hPa  
Trans level: FL118  
Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below  
**1. RADAR required.**  
**2. GNSS, DME/DME/IRU, RNAV 1 required.**  
**3. RNP 1.**



**PAN 1Y, PAN 2Y, PAN 3Y**  
**TEB 1Y, TEB 2Y, TEB 3Y**  
**RWYS 20L/R RNAV ARRIVALS**



Direct distance to  
Shuangliu Apt from:  
UU714 16 NM  
UU715 26 NM



FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
5910'	- 1800m
4930'	- 1500m

STAR	ROUTING
PAN 1Y	PANKO - JTG - BHS - UU713 - UU714 - UU715 (4930'+; K200-).
PAN 2Y	PANKO - JTG - BHS - UU713 - UU714 (4930'+; K200-).
PAN 3Y	PANKO - JTG - UU712 - UU714 (4930'+; K200-).
TEB 1Y	TEBUN - JTG - BHS - UU713 - UU714 - UU715 (4930'+; K200-).
TEB 2Y	TEBUN - JTG - BHS - UU713 - UU714 (4930'+; K200-).
TEB 3Y	TEBUN - JTG - UU712 - UU714 (4930'+; K200-).

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SHUANGLIU

6 NOV 15 10-2C

JEPPESSEN CHENGDU, PR OF CHINA  
Eff 11 Nov 1600Z

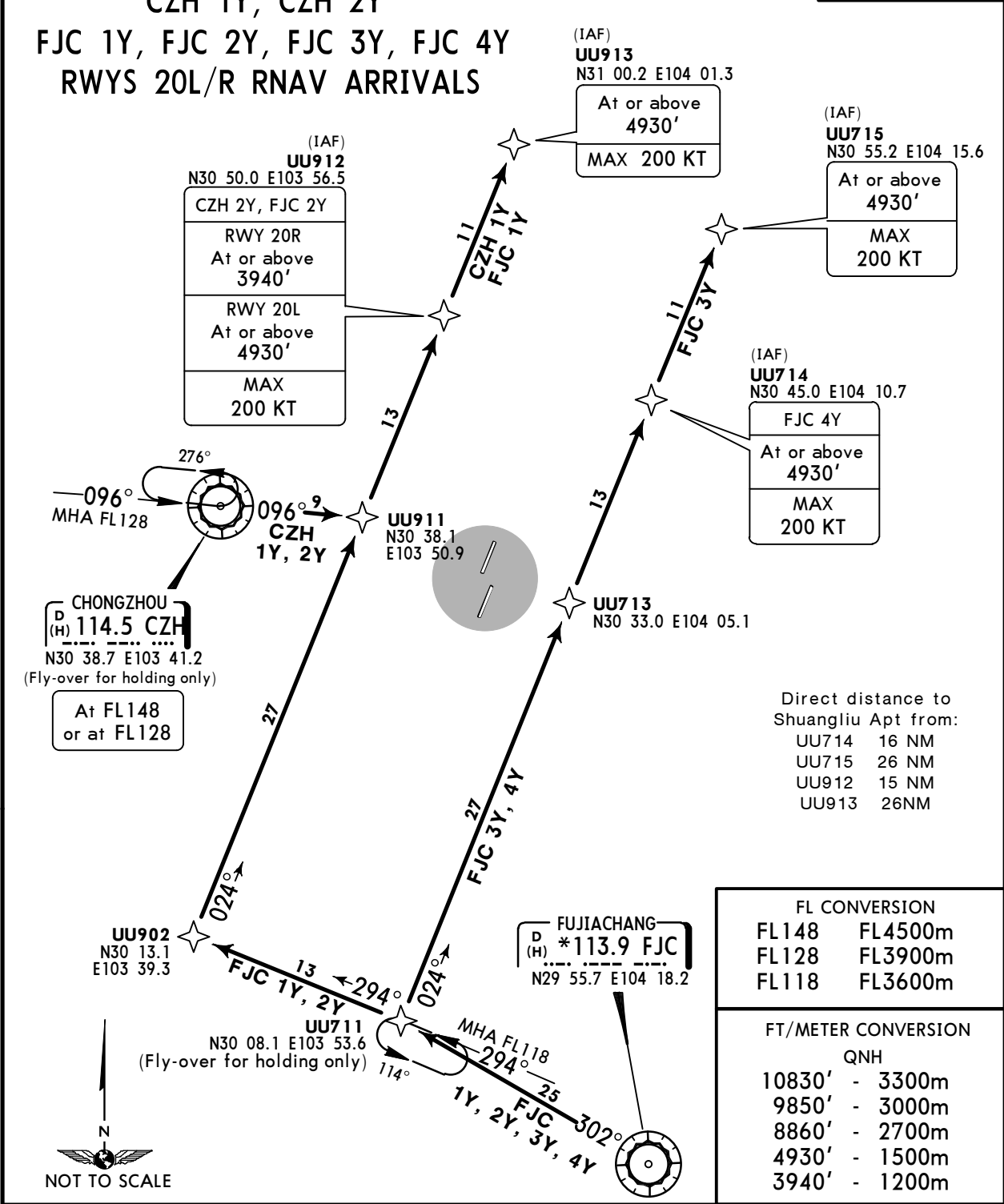
RNAV STAR

D-ATIS  
126.45

Apt Elev  
1681'

Alt Set: hPa  
Trans level: FL118  
Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below  
**1. RADAR required.**  
**2. GNSS, DME/DME/IRU, RNAV 1 required.**  
**3. RNP 1.**

MSA ARP



STAR	ROUTING
<b>CZH 1Y</b>	CZH (FL148 or FL128) - UU911 - UU912 - UU913 (4930'+; K200-).
<b>CZH 2Y</b>	CZH (FL148 or FL128) - UU911 - UU912 (RWY 20R: 3940'+; K200-; RWY 20L: 4930'+; K200-).
<b>FJC 1Y</b>	FJC - UU711 - UU902 - UU911 - UU912 - UU913 (4930'+; K200-).
<b>FJC 2Y</b>	FJC - UU711 - UU902 - UU911 - UU912 (RWY 20R: 3940'+; K200-; RWY 20L: 4930'+; K200-).
<b>FJC 3Y</b>	FJC - UU711 - UU713 - UU714 - UU715 (4930'+; K200-).
<b>FJC 4Y</b>	FJC - UU711 - UU713 - UU714 (4930'+; K200-).

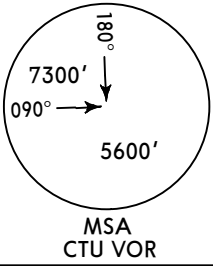
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**JEPPESSEN** CHENGDU, PR OF CHINA  
6 NOV 15 **10-2D** **Eff 11 Nov 1600Z** **STAR**

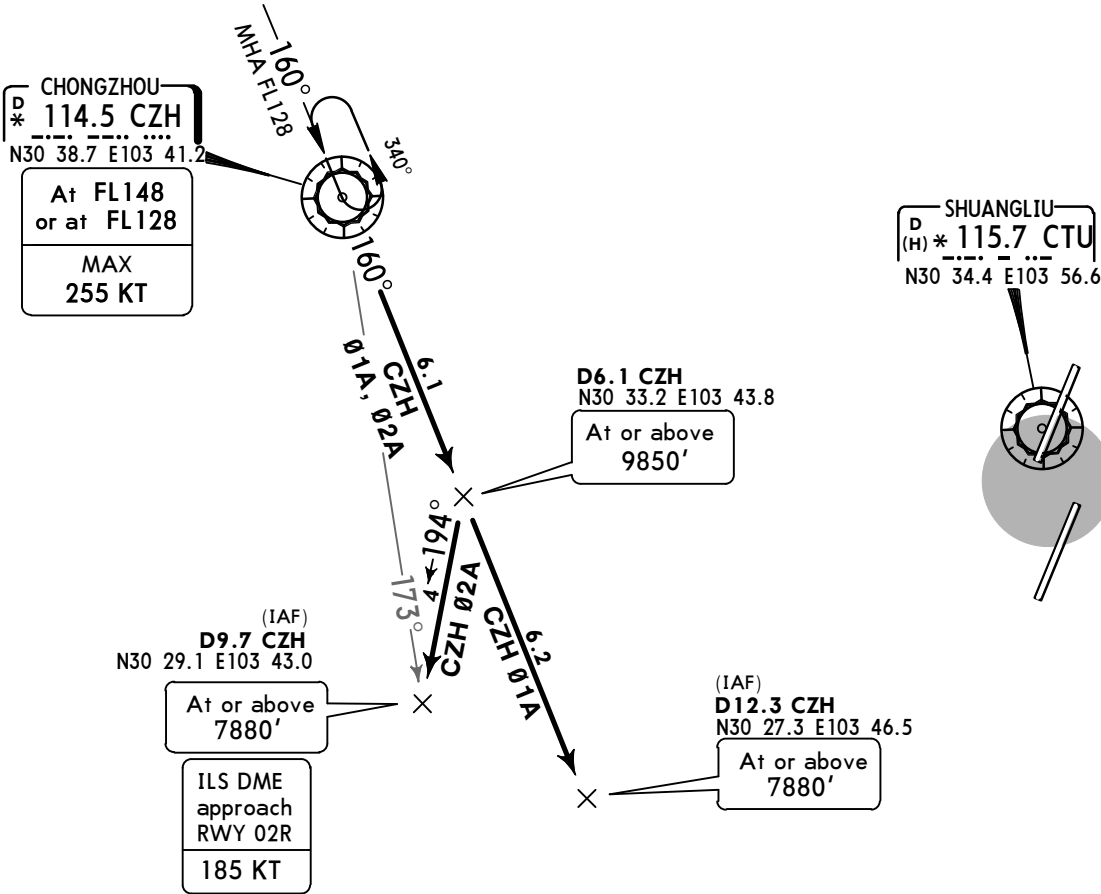
D-ATIS  
**126.45**

Apt Elev  
**1681'**

Alt Set: hPa  
Trans level: FL118  
Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below



**CZH 01A, CZH 02A  
RWYS 02L/R ARRIVALS**



Direct distance to  
Shuangliu Apt from:  
D9.7 CZH 13 NM  
D12.3 CZH 12 NM

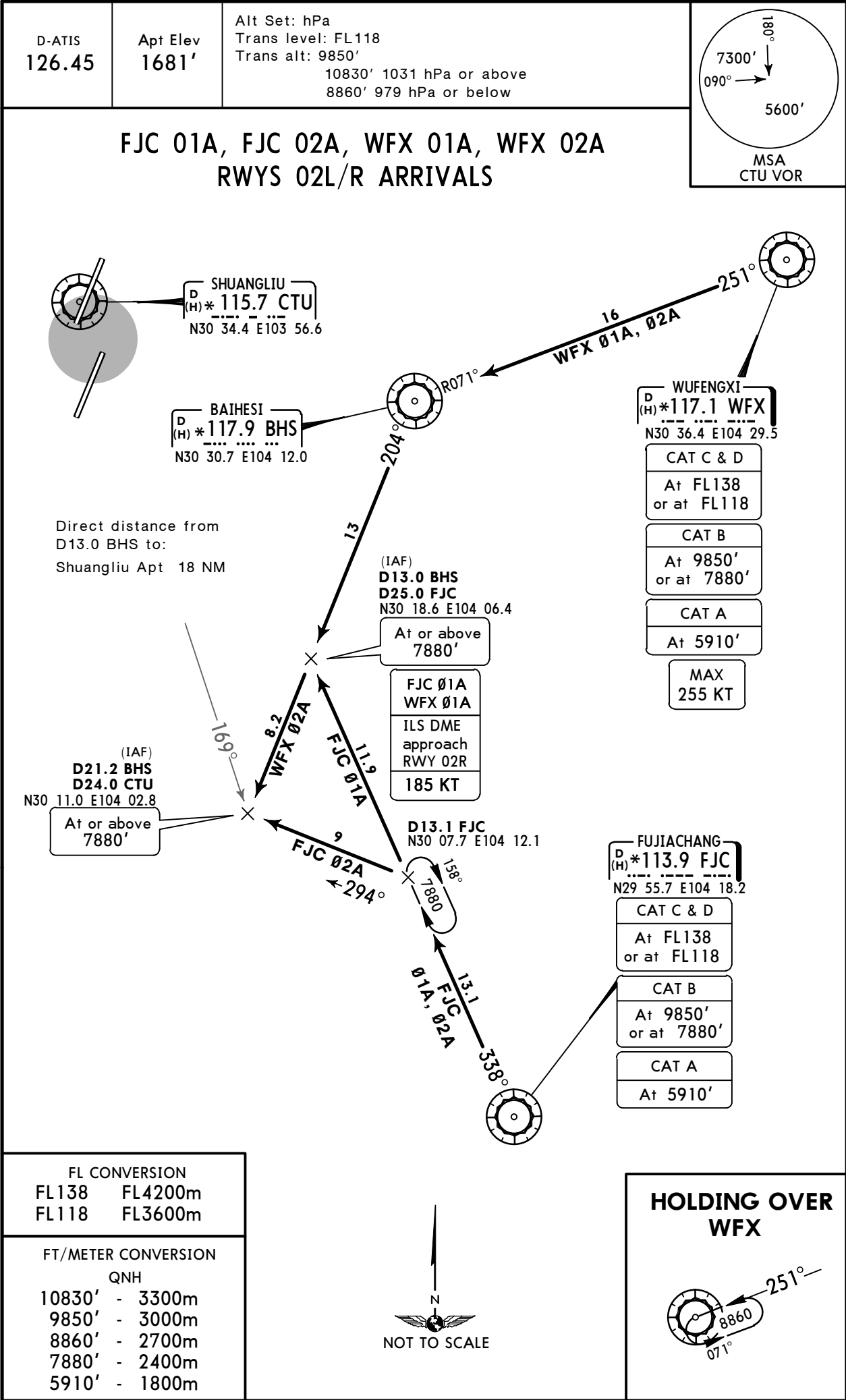
FL CONVERSION	
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m



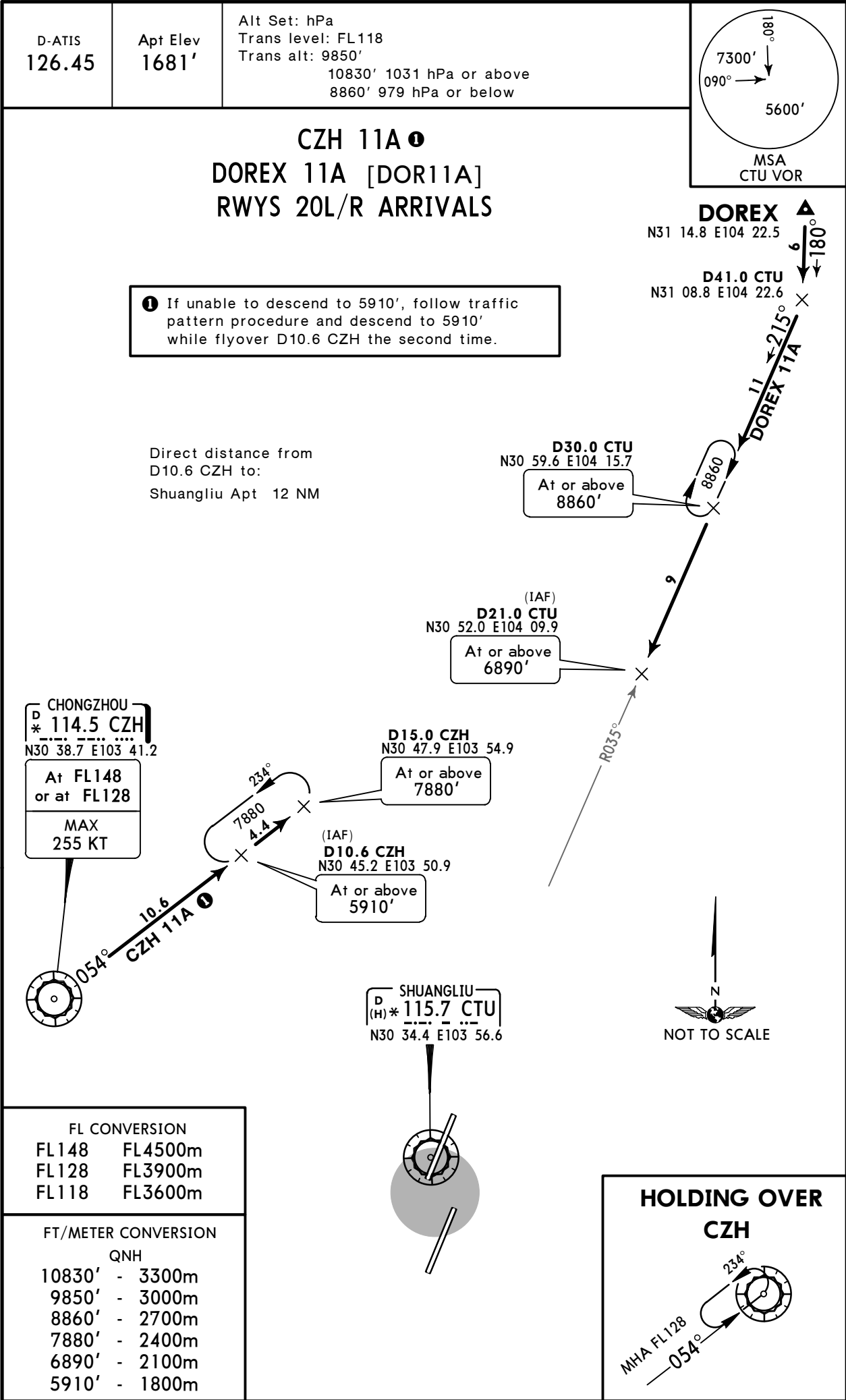
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**JEPPESSEN CHENGDU, PR OF CHINA**  
6 NOV 15 **10-2E** **Eff 11 Nov 1600Z** **STAR**



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**SHUANGLIU**

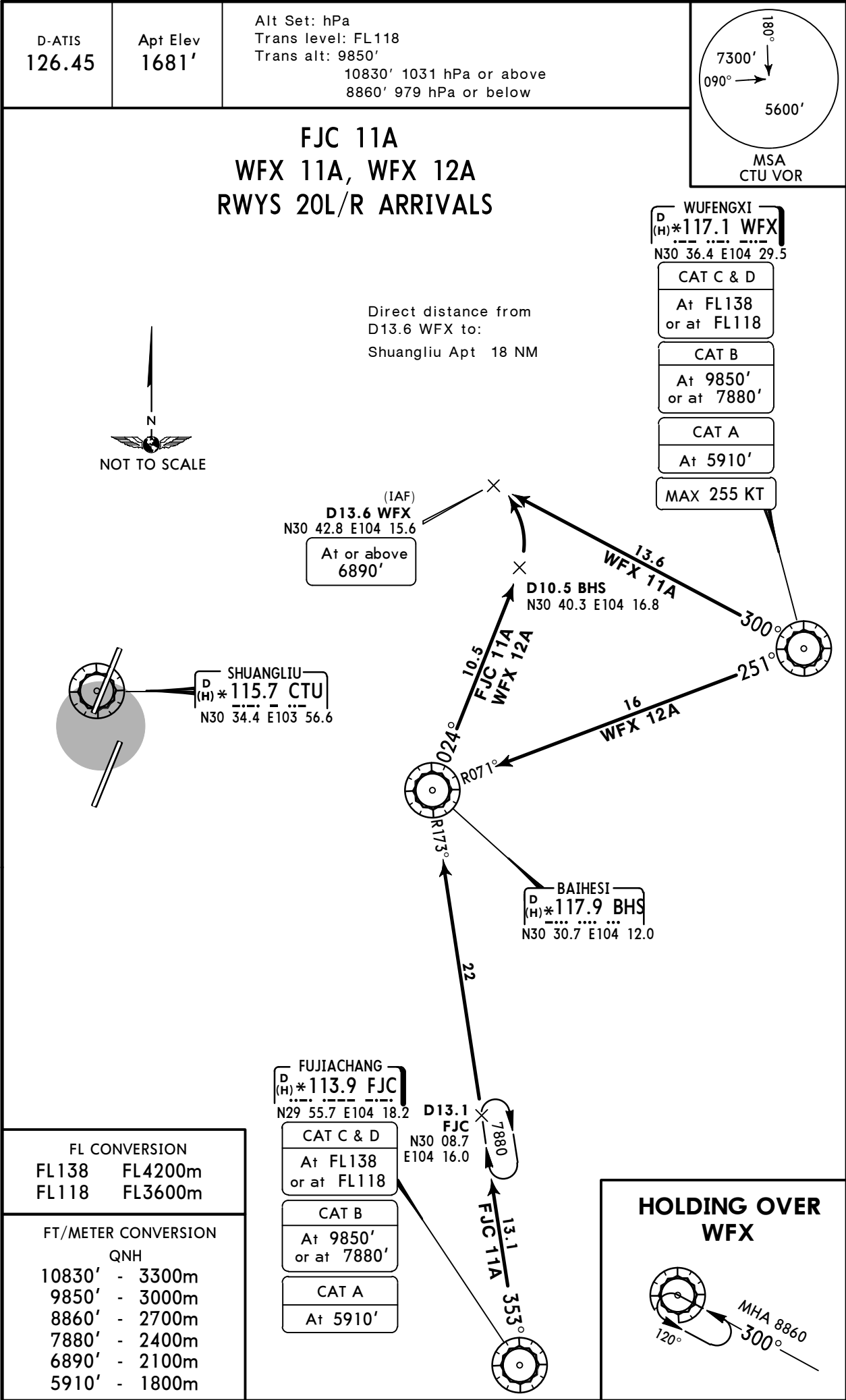
**JEPPESSEN CHENGDU, PR OF CHINA**  
6 NOV 15 **(10-2F)** **Eff 11 Nov 1600Z** **STAR**





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6 NOV 15 10-2G Eff 11 Nov 1600Z STAR





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**JEPPESSEN CHENGDU, PR OF CHINA**  
6 NOV 15 **(10-3A)** **Eff 11 Nov 1600Z** **RNAV SID**

Apt Elev  
**1681'**

Trans level: FL118    Trans alt: 9850'

10830' 1031 hPa or above  
8860' 979 hPa or below

1. **RADAR required**

2. **GNSS, DME/DME/IRU, RNAV 1 required**

3. **RNP1**

4. Departure **LEFT** turn by ATC.

180°

7300'

090°

5600'

MSA ARP

**CZH 8W, CZH 9W**  
**ZYG 8W, ZYG 9W**  
**RWY 02L RNAV DEPARTURES**

CHONGZHOU

D

(H)

**\*114.5 CZH**

-----

N30 38.7 E103 41.2

② At FL157  
or at FL177  
or at FL197

UU402

N30 40.5 E103 59.5

MAX  
205 KT

①

UU403

N30 45.1 E104 08.3

①

UU401

N30 38.5 E103 58.6

MAX  
205 KT

UU404

N30 29.9 E103 54.6

129°

15

CZH 9W

309°

122°

46

ZYG 8W

024°

CZH 8W

024°

ZYG 8W

024°

CZH 9W

024°

ZYG 9W

Direct distance from  
Shuangliu Apt to:

UU401 4 NM

UU402 6 NM

NOT TO SCALE

ZIYANG

D

(H)

**\*112.1 ZYG**

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N30 07.1 E104 40.6

R302°

FT/METER CONVERSION	
QNH	
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL118	FL3600m
FL157	FL4800m
FL177	FL5400m
FL197	FL6000m

② If unable to reach assigned crossing altitude at CZH turn LEFT, climb in racetrack pattern to assigned altitude, then join enroute course.

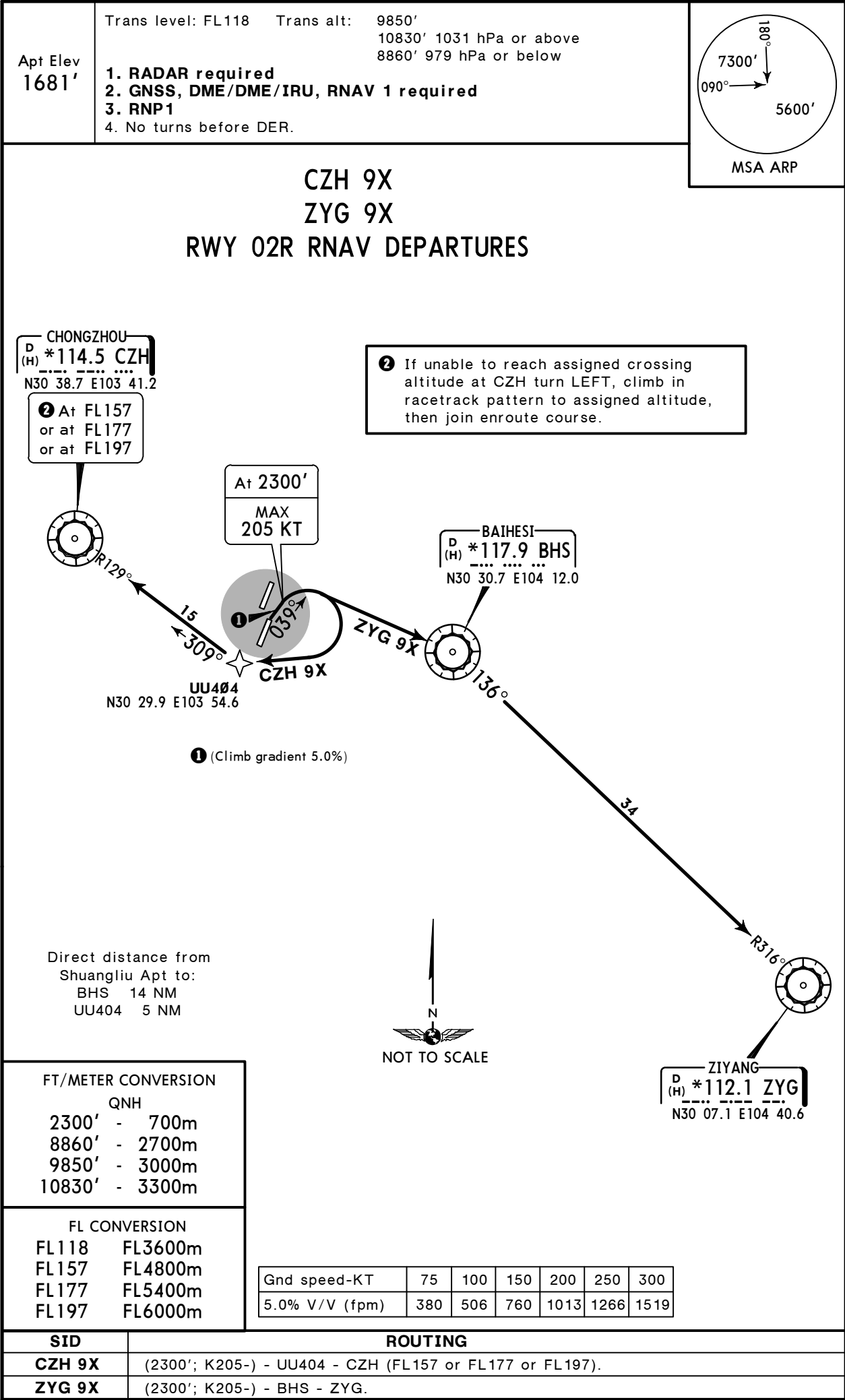
SID	ROUTING
<b>CZH 8W</b>	UU401 (K205-) - CZH (FL157 or FL177 or FL197).
<b>CZH 9W</b>	UU402 (K205-) - UU403 - UU404 - CZH (FL157 or FL177 or FL197).
<b>ZYG 8W</b>	UU401 (K205-) - UU404 - ZYG.
<b>ZYG 9W</b>	UU402 (K205-) - UU403 - ZYG.

CHANGES: SIDs transferred; RNAV SIDs established. © JEPPESSEN, 2015. ALL RIGHTS RESERVED.



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JEPPESSEN CHENGDU, PR OF CHINA  
6 NOV 15 10-3C Eff 11 Nov 1600Z RNAV SID



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6 NOV 15 **10-3G** Eff 11 Nov 1600Z **RNAV SID**

Apt Elev  
**1681'**

Trans level: FL118    Trans alt: 9850'

10830' 1031 hPa or above  
8860' 979 hPa or below

1. **RADAR required**

2. **GNSS, DME/DME/IRU, RNAV 1 required**

3. **RNP1**

4. Departure LEFT turn by ATC, when double-track operation.

7300'

090°

180°

5600'

MSA ARP

**CZH 9Z**  
**ZYG 9Z**  
**RWY 20R RNAV DEPARTURES**

CHONGZHOU

D

(H)

\*114.5 CZH

-----

N30 38.7 E103 41.2

① At FL157  
or at FL177  
or at FL197

① If unable to reach assigned crossing  
altitude at CZH turn LEFT, climb in  
racetrack pattern to assigned altitude,  
then join enroute course.

CZH 9Z

Turn at  
3610'

MAX  
205 KT

UU421

N30 20.2 E103 50.1

116°

25

ZYG 9Z

Direct distance from  
Shuangliu Apt to:  
CZH 14 NM  
UU421 16 NM

UU422

N30 09.8 E104 16.8

100°

21

R280°

ZIYANG

D

(H)

\*112.1 ZYG

-----

N30 07.1 E104 40.6

FT/METER CONVERSION

QNH

3610' - 1100m

8860' - 2700m

9850' - 3000m

10830' - 3300m

FL CONVERSION

FL118 FL3600m

FL157 FL4800m

FL177 FL5400m

FL197 FL6000m

N

NOT TO SCALE

SID	ROUTING
<b>CZH 9Z</b>	(3610'; K205-) - CZH (FL157 or FL177 or FL197)
<b>ZYG 9Z</b>	(3610'; K205-) - UU421 - UU422 - ZYG.

CHANGES: SIDs transferred; RNAV SIDs established. © JEPPESEN, 2015. ALL RIGHTS RESERVED.

**1** If unable to reach assigned crossing altitude at CZH turn LEFT, climb in racetrack pattern to assigned altitude, then join enroute course.

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**JEPPESSEN** CHENGDU, PR OF CHINA  
6 NOV 15 **10-3J** **Eff 11 Nov 1600Z** **SID**

Apt Elev  
**1681'**

Trans level: FL118    Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below

180°  
7300'  
090°  
5600'

MSA  
CTU VOR

CZH 11D, CZH 12D  
RWY 20R DEPARTURES

CHONGZHOU  
D (H) \*114.5 CZH  
N30 38.7 E103 41.2

① At FL157  
or at FL177  
or at FL197

① If unable to reach assigned crossing altitude at CZH turn LEFT, climb in racetrack pattern to assigned altitude, then join enroute course.

SHUANGLIU  
D (H) \*115.7 CTU  
N30 34.4 E103 56.6

\* 260 ZW  
N30 29.9 E103 54.6

FT/METER CONVERSION	
QNH	
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL118	FL3600m
FL157	FL4800m
FL177	FL5400m
FL197	FL6000m



Direct distance from  
Shuangliu Apt to:  
ZW 5 NM

ZUUU/CTU  
SHUANGLIU

JEPPesen  
6 NOV 15

10-3K

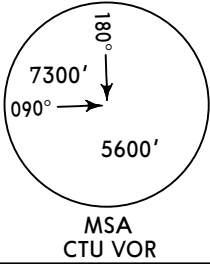
Eff 11 Nov 1600Z

CHENGDU, PR OF CHINA

SID

Apt Elev  
1681'

Trans level: FL118    Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below



CZH 21D  
RWY 02R DEPARTURE

CHONGZHOU  
D \*114.5 CZH  
(H) .....  
N30 38.7 E103 41.2

① At FL157  
or at FL177  
or at FL197



R129°

SHUANGLIU  
D \*115.7 CTU  
(H) .....  
N30 34.4 E103 56.6

At  
2220'



039°  
Climb  
gradient  
5.0%

15

309°

Direct distance from  
Shuangliu Apt to:  
ZW 5 NM

\*260 ZW  
N30 29.9 E103 54.6

FT/METER CONVERSION  
QNH

2220' - 675m  
8860' - 2700m  
9850' - 3000m  
10830' - 3300m

FL CONVERSION

FL118    FL3600m  
FL157    FL4800m  
FL177    FL5400m  
FL197    FL6000m



Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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SHUANGLIU

**JEPPESSEN** CHENGDU, PR OF CHINA  
6 NOV 15 **10-3L** Eff 11 Nov 1600Z **SID**

Apt Elev  
1681'

Trans level: FL118    Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 979 hPa or below

180°

7300'

090°

5600'

MSA  
CTU VOR

CZH 31D

RWY 20L DEPARTURE

❶ If unable to reach assigned crossing altitude at CZH turn LEFT, climb in racetrack pattern to assigned altitude, then join enroute course.

CHONGZHOU  
D (H) \*114.5 CZH  
N30 38.7 E103 41.2

❶ At FL157  
or at FL177  
or at FL197



R110°

14

290°

SHUANGLIU  
D (H) \*115.7 CTU  
N30 34.4 E103 56.6

189°

At 2300'

FT/METER CONVERSION

QNH

2300'	-	700m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL157	FL4800m
FL177	FL5400m
FL197	FL6000m



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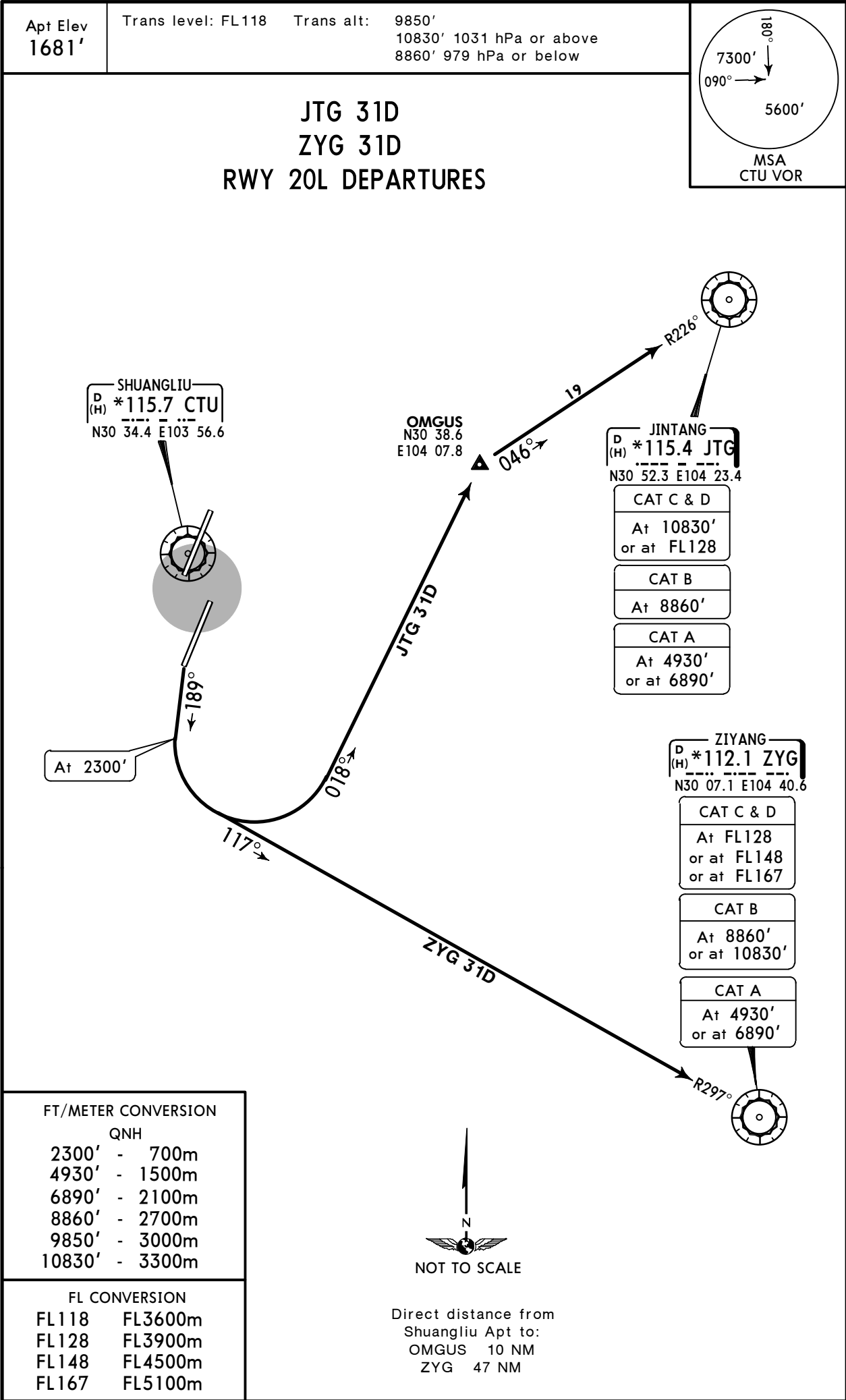






ZUUU/CTU  
SHUANGLIU

JEPPESEN CHENGDU, PR OF CHINA  
6 NOV 15 10-3Q Eff 11 Nov 1600Z SID



**ZUUU/CTU**

Apt Elev **1681'**  
N30 34.8 E103 56.9



**JEPPESSEN**

**CHENGDU, PR OF CHINA**

25 NOV 16

**(10-9)**

**Eff 7 Dec 1600Z**

**SHUANGLIU**

D-ATIS Departure	ACARS: D-ATIS DCL	*CHENGDU Delivery	*CHENGDU Ground RWY 02L/20R	RWY 02R/20L	Tower RWY 02L/20R	RWY 02R/20L
<b>128.6</b>		<b>121.6</b>	<b>121.85</b>	<b>121.75</b>	<b>123.0</b>	<b>130.35</b>

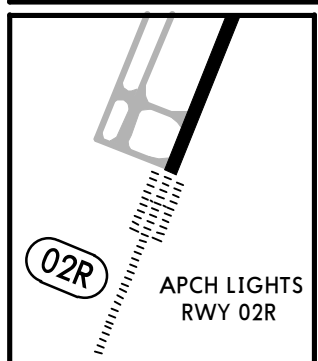
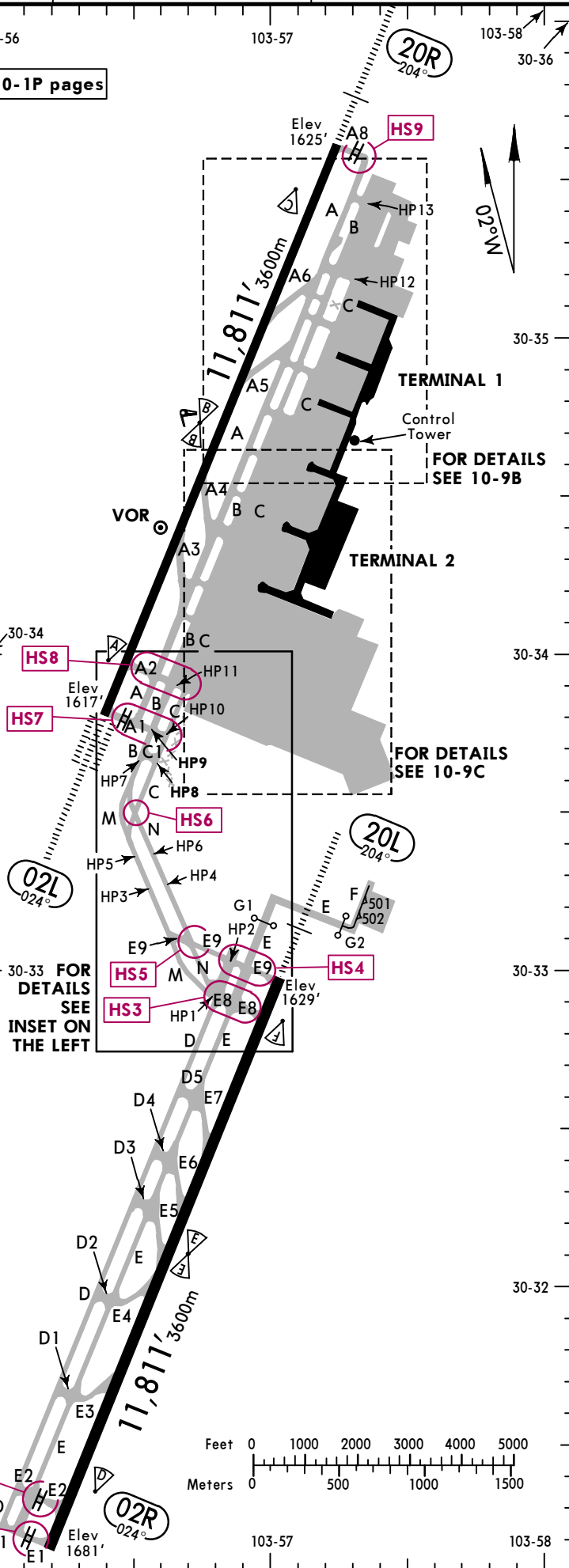
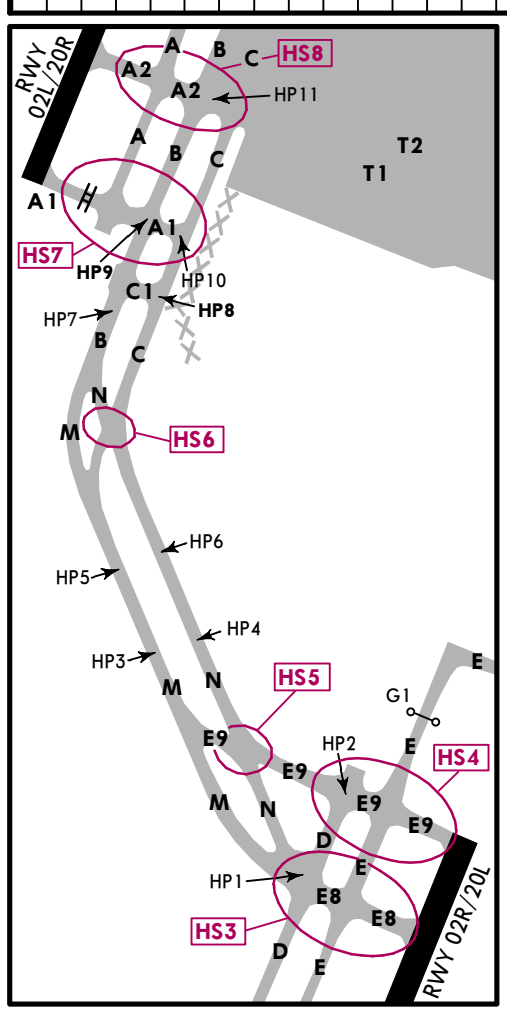
**For AIRPORT BRIEFING refer to 10-1P pages**

**LEGEND**

**HS1** **HOT SPOTS**  
See 10-9A for description.

**HP1** Holding position  
(reporting on request)

**HP8** Holding position  
(compulsory reporting)



CHANGES: Extension of Twy C.

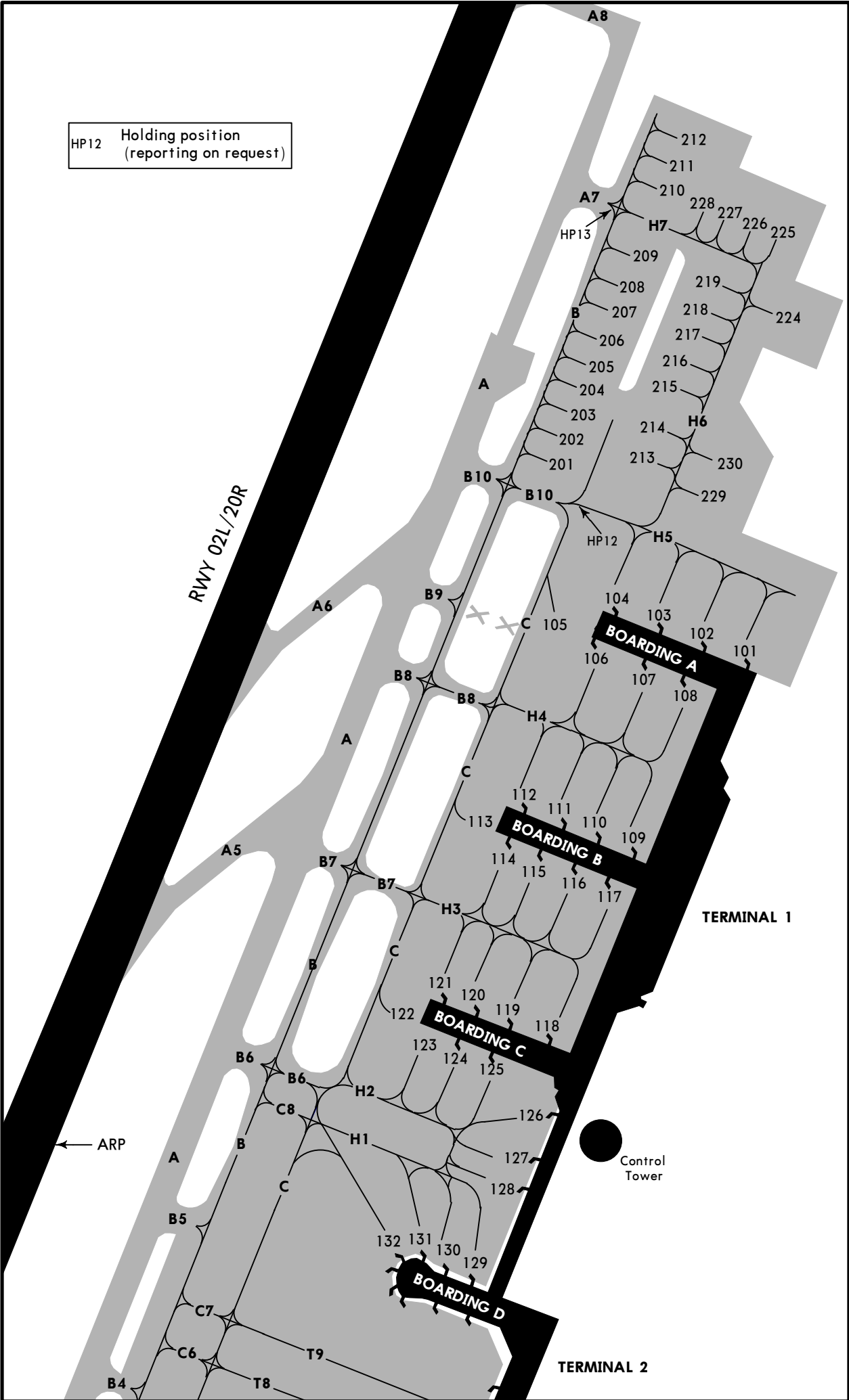
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ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
02L	HIRL (60m) CL (15m) HIALS-II SFL TDZ PAPI-L (3.0°) HST-A5 & A6 RVR		10,794' 3290m	❶	148' 45m
	20R HIRL (60m) CL (15m) HIALS SFL PAPI-L (3.0°) RVR		10,764' 3281m		
❶ TAKE-OFF RUN AVAILABLE RWY 02L: From rwy head 11,811' (3600m) twy A2 int 10,499' (3200m)					
02R	HIRL (60m) CL (15m) HIALS-II SFL TDZ PAPI-L (3.0°) RVR		10,689' 3258m	❷	197' 60m
	20L HIRL (60m) CL (15m) HIALS SFL PAPI-L (3.0°) RVR		10,866' 3312m		
❷ TAKE-OFF RUN AVAILABLE RWY 02R: From rwy head 11,811' (3600m) twy E2 int 10,499' (3200m) RWY 20L: From rwy head 11,811' (3600m) twy E8 int 10,499' (3200m)					
<div>HOT SPOTS</div> <div>(For information only, not to be construed as ATC instructions.)</div> <div><div>HS1</div><div>HS2</div>Holding positions for ILS CAT I &amp; II, wait for ATC clearance to cross.</div> <div><div>HS3</div><div>HS4</div>Holding positions for ILS CAT I, wait for ATC clearance to cross.</div> <div><div>HS5</div>Four holding positions (HP1-HP4) established before this area. Hold according to ATC instruction.</div> <div><div>HS6</div>Four holding positions including one compulsory reporting position HP8 established before this area. Hold according to ATC instruction.</div> <div><div>HS7</div>Two holding positions including one compulsory holding position HP9, hold according to ATC instruction. Holding positions for ILS CAT I &amp; II, wait for ATC clearance to cross.</div> <div><div>HS8</div><div>HS9</div>Holding positions for ILS CAT I, wait for ATC clearance to cross.</div>					
Standard TAKE-OFF					
		LVP must be in force			
		HIRL and CL	RL	NIL (DAY only)	
2 TURB Eng or 3 & 4 Eng	A	RVR 200m	RVR 400m	RVR 500m	
	B				
	C				
	D	RVR 250m			
Other			VIS 1600m		

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**JEPPESEN** CHENGDU, PR OF CHINA  
25 NOV 16 **10-9B** Eff 7 Dec 1600Z SHUANGLIU

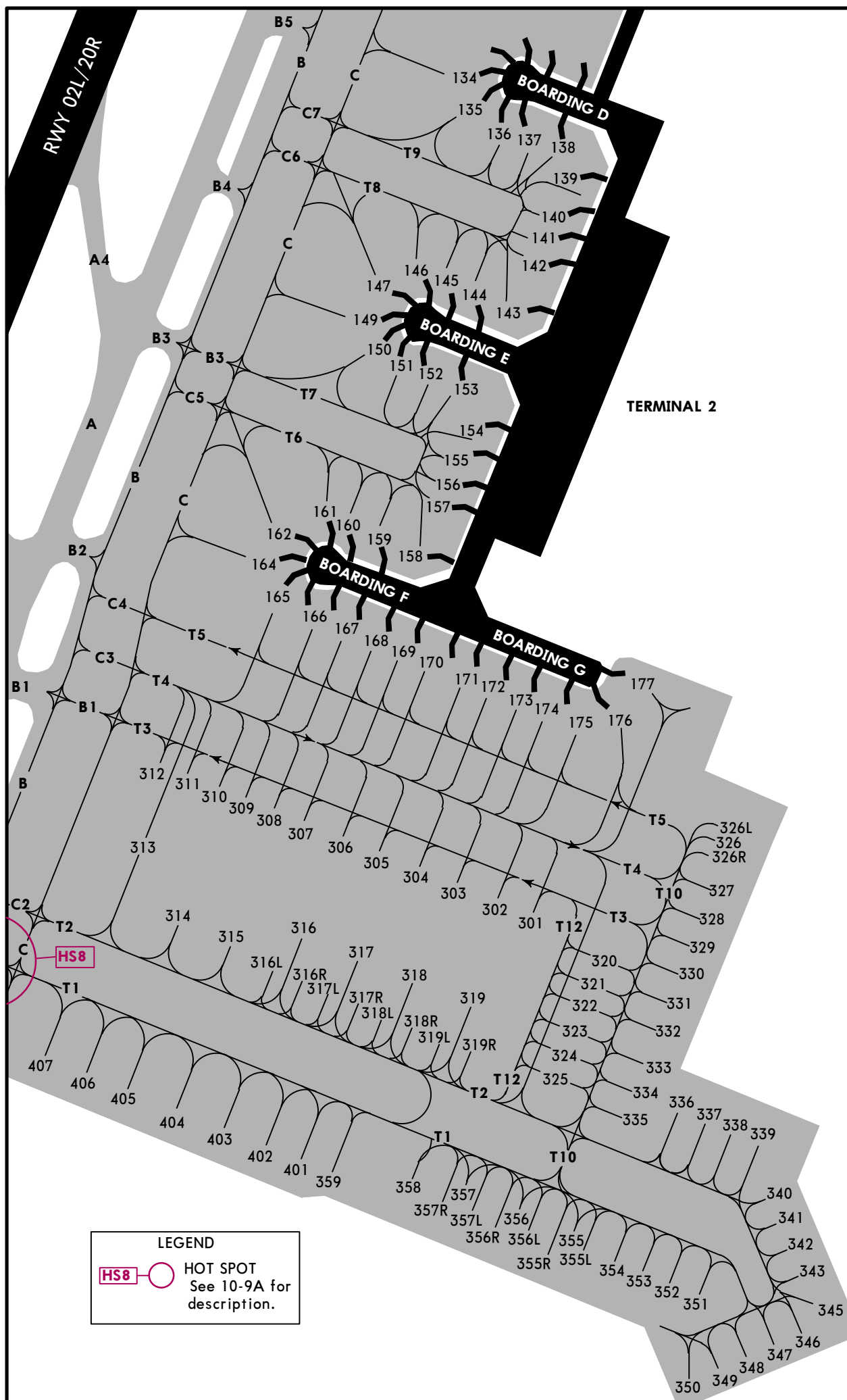


CHANGES: Twy C extended. Lead-in lines.

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**JEPPESSEN** CHENGDU, PR OF CHINA  
25 NOV 16 **10-9C** Eff 7 Dec 1600Z  
SHUANGLIU

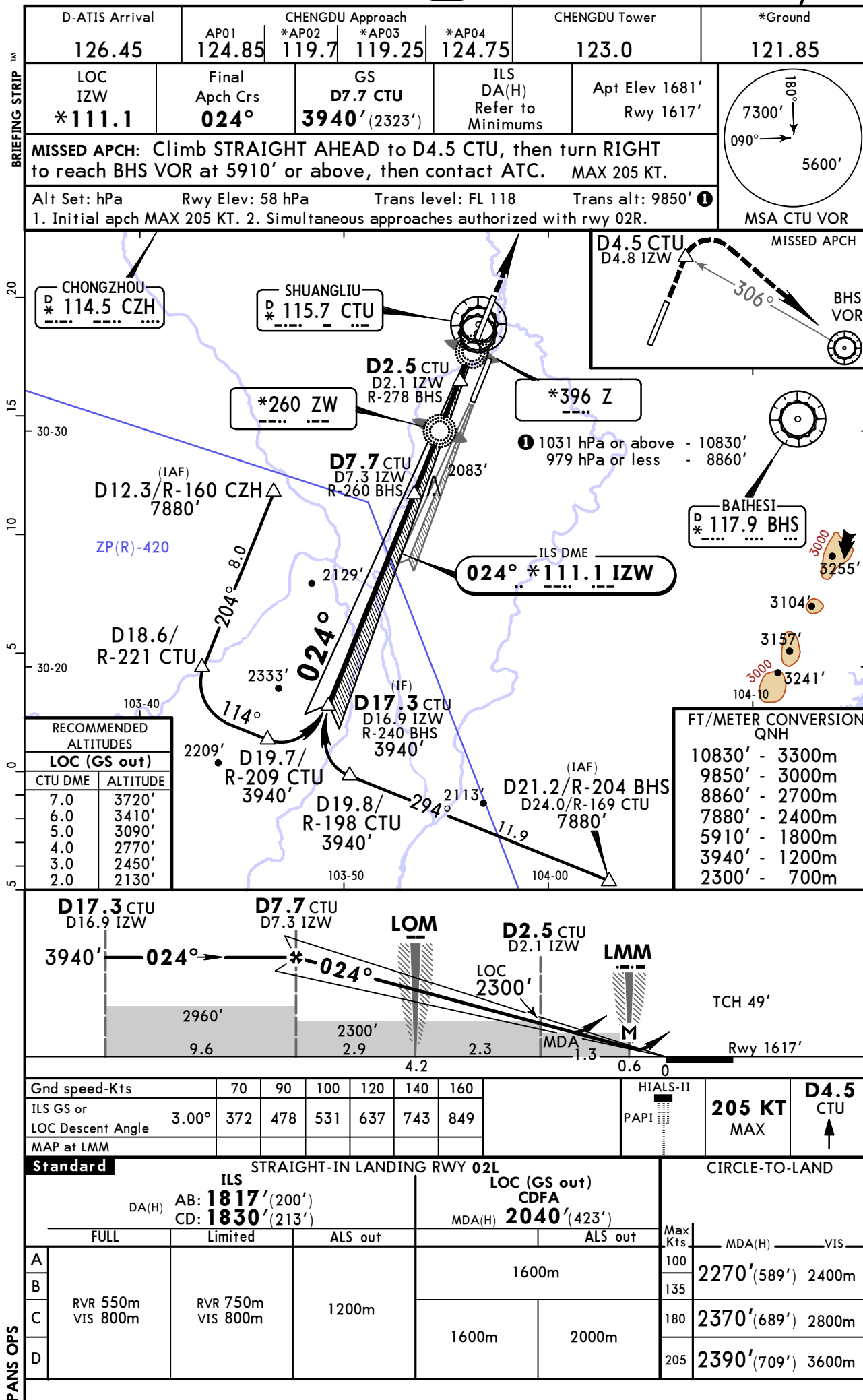


**ZUUU/CTU**  
**SHUANGLIU**

14 OCT 16

(11-1)

**CHENGDU, PR OF CHINA**  
**ILS DME Z Rwy 02L**



CHANGES: Ground frequency.

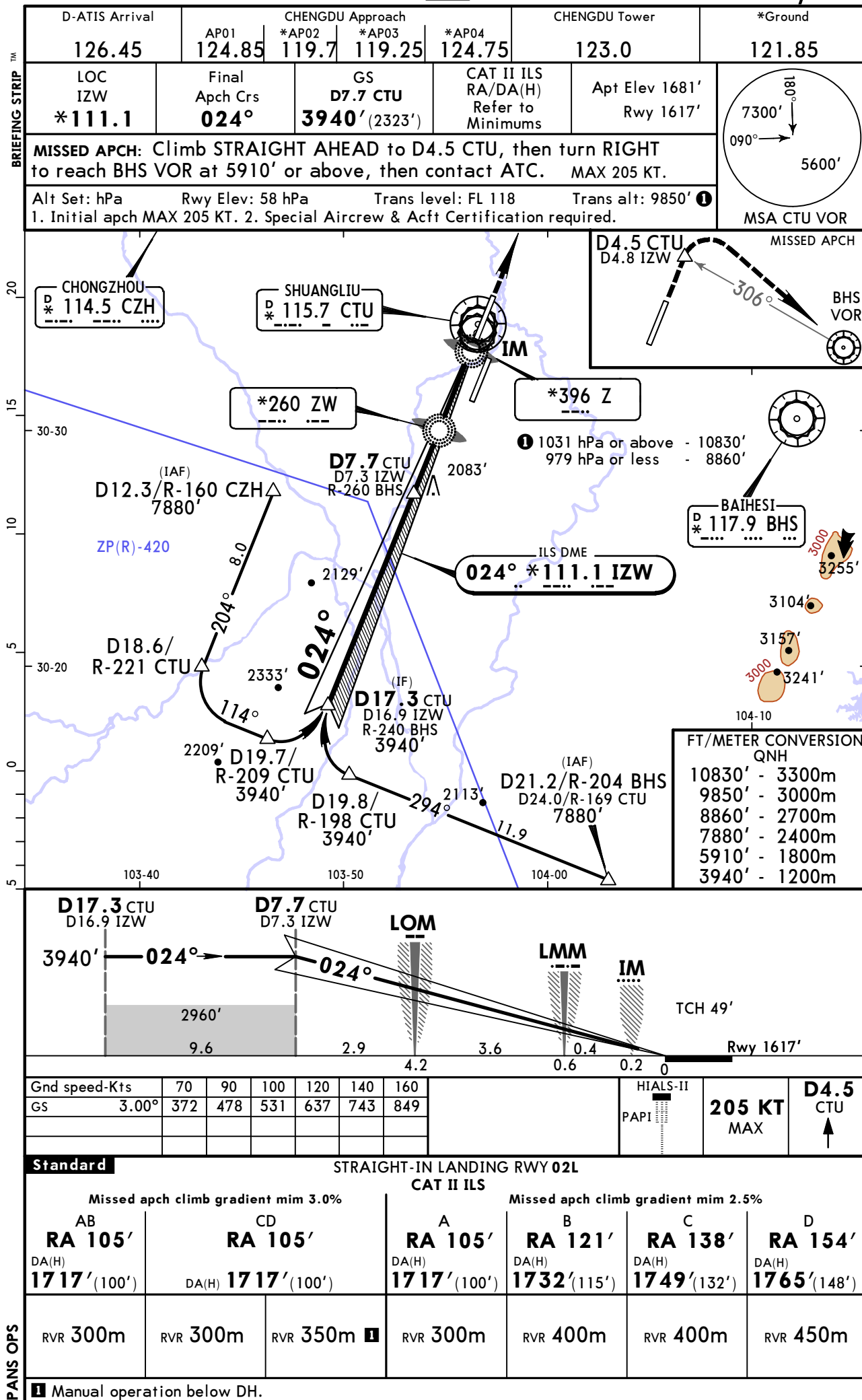
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**SHUANGLIU**

14 OCT 16

(11-1A)

**CHENGDU, PR OF CHINA**  
**CAT II ILS Z Rwy 02L**



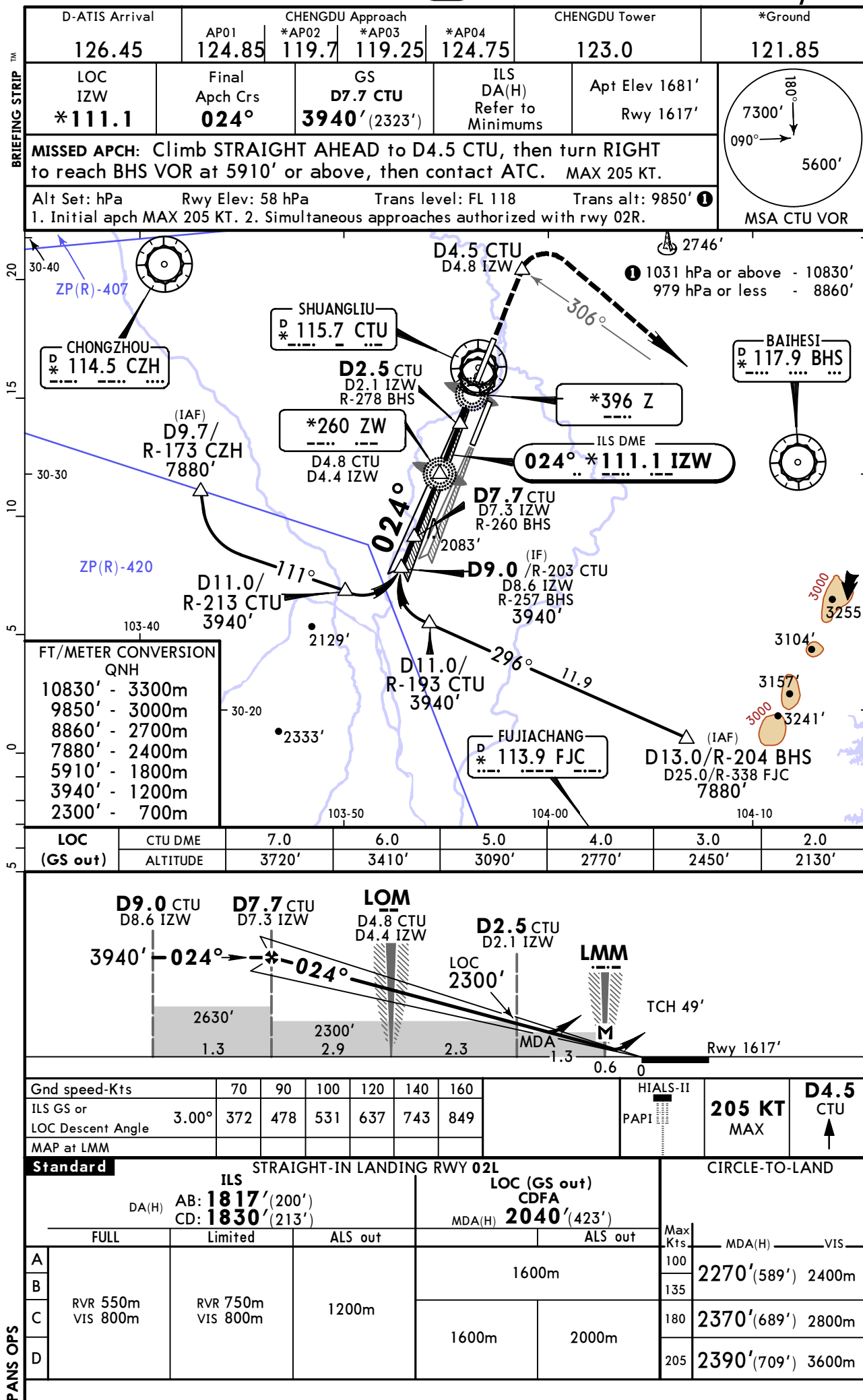


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**SHUANGLIU**

14 OCT 16

(11-2)

**CHENGDU, PR OF CHINA**  
**ILS DME Y Rwy 02L**



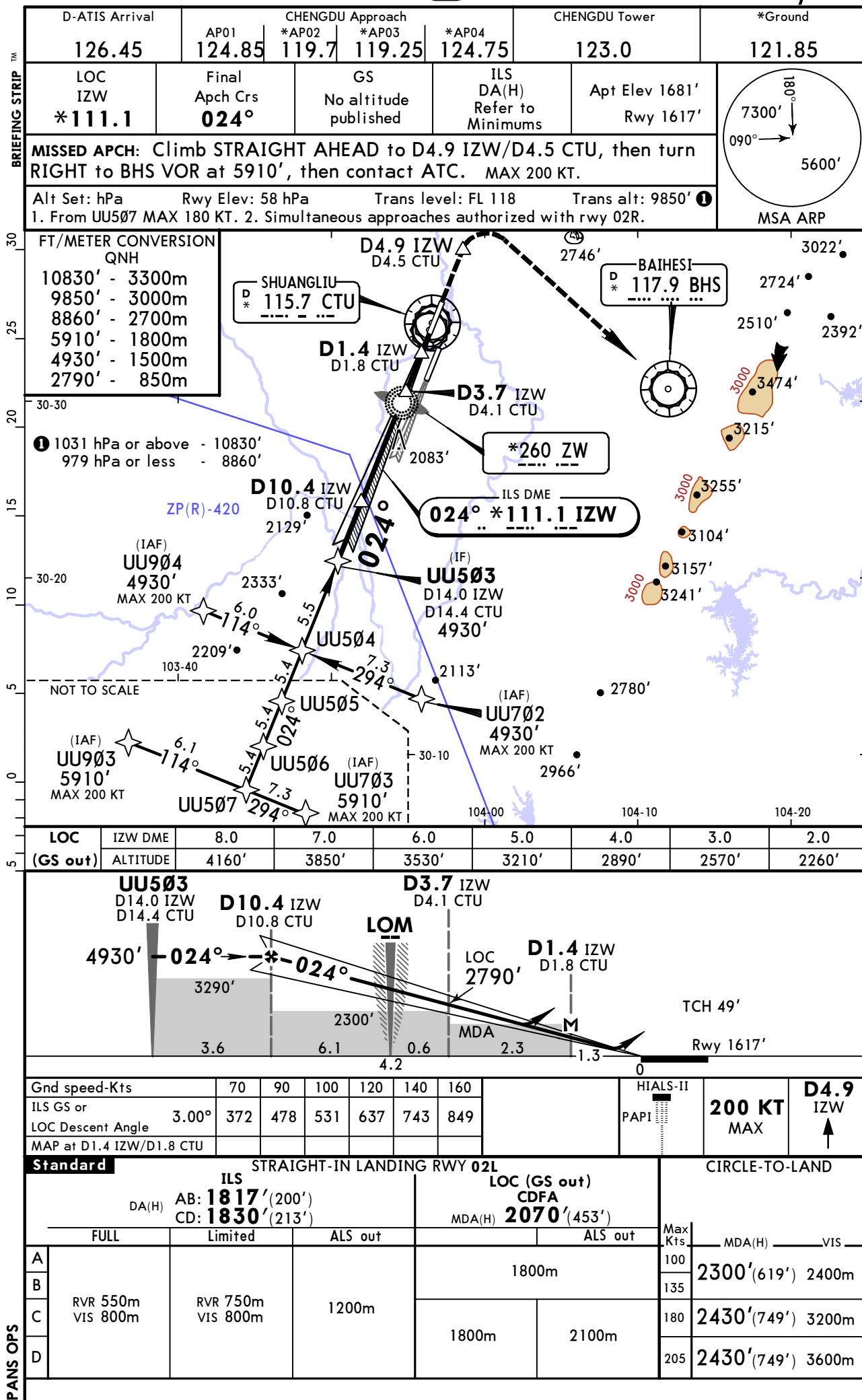


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**SHUANGLIU**

14 OCT 16

(11-3)

**CHENGDU, PR OF CHINA**  
**RNAV ILS DME Rwy 02L**



CHANGES: Ground frequency.

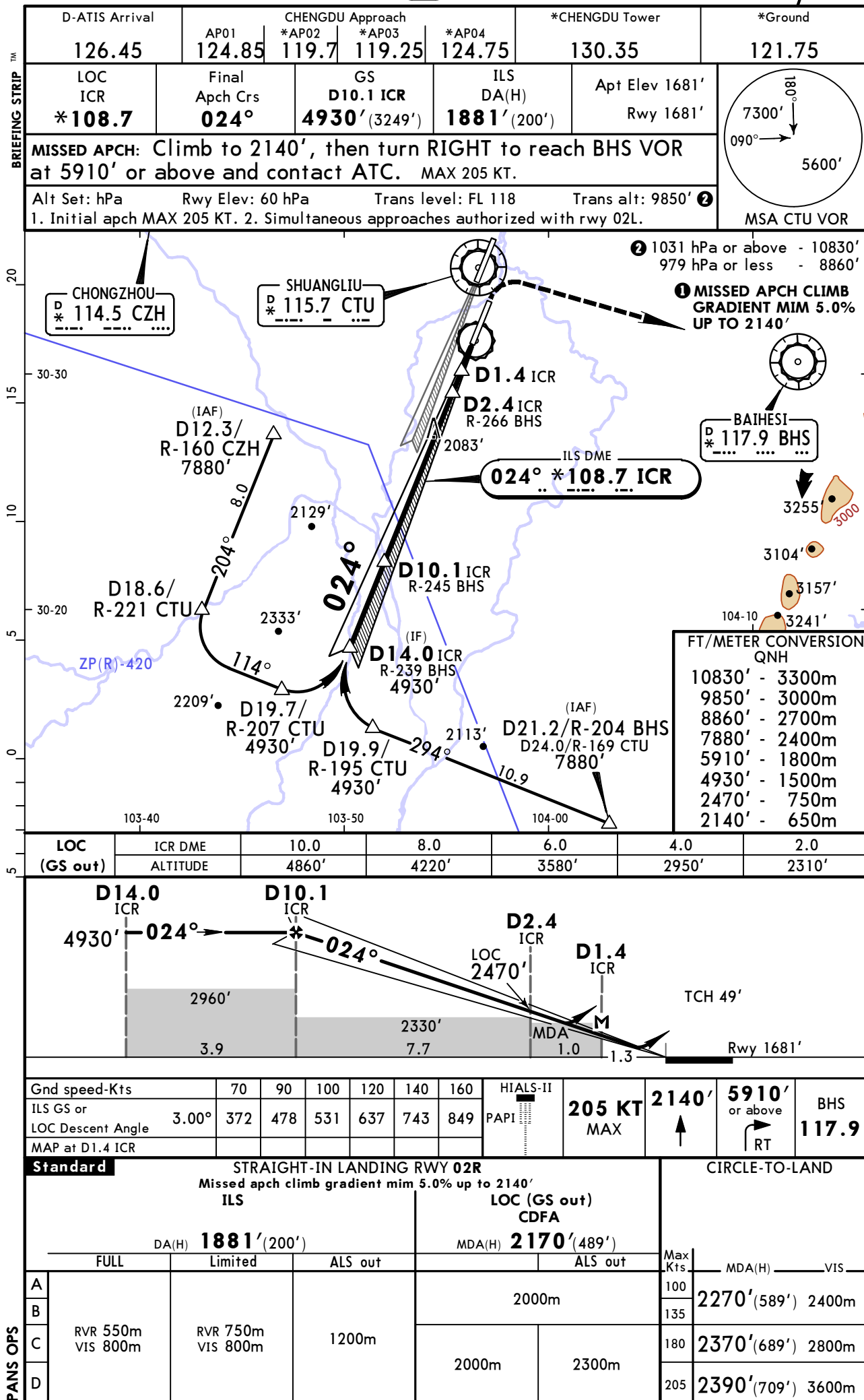
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**JEPPESSEN**  
14 OCT 16 **(11-4)**

**CHENGDU, PR OF CHINA**  
**ILS DME Z Rwy 02R**



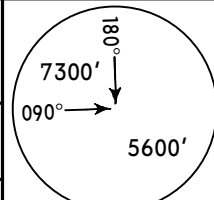
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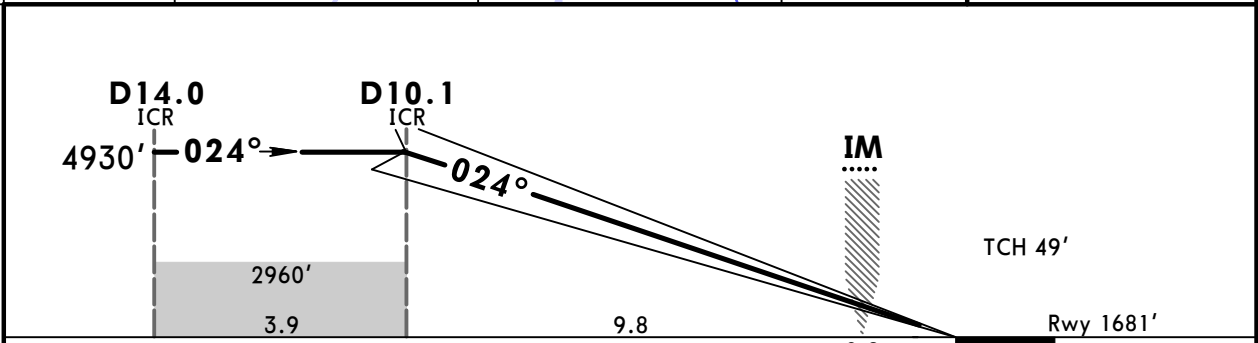
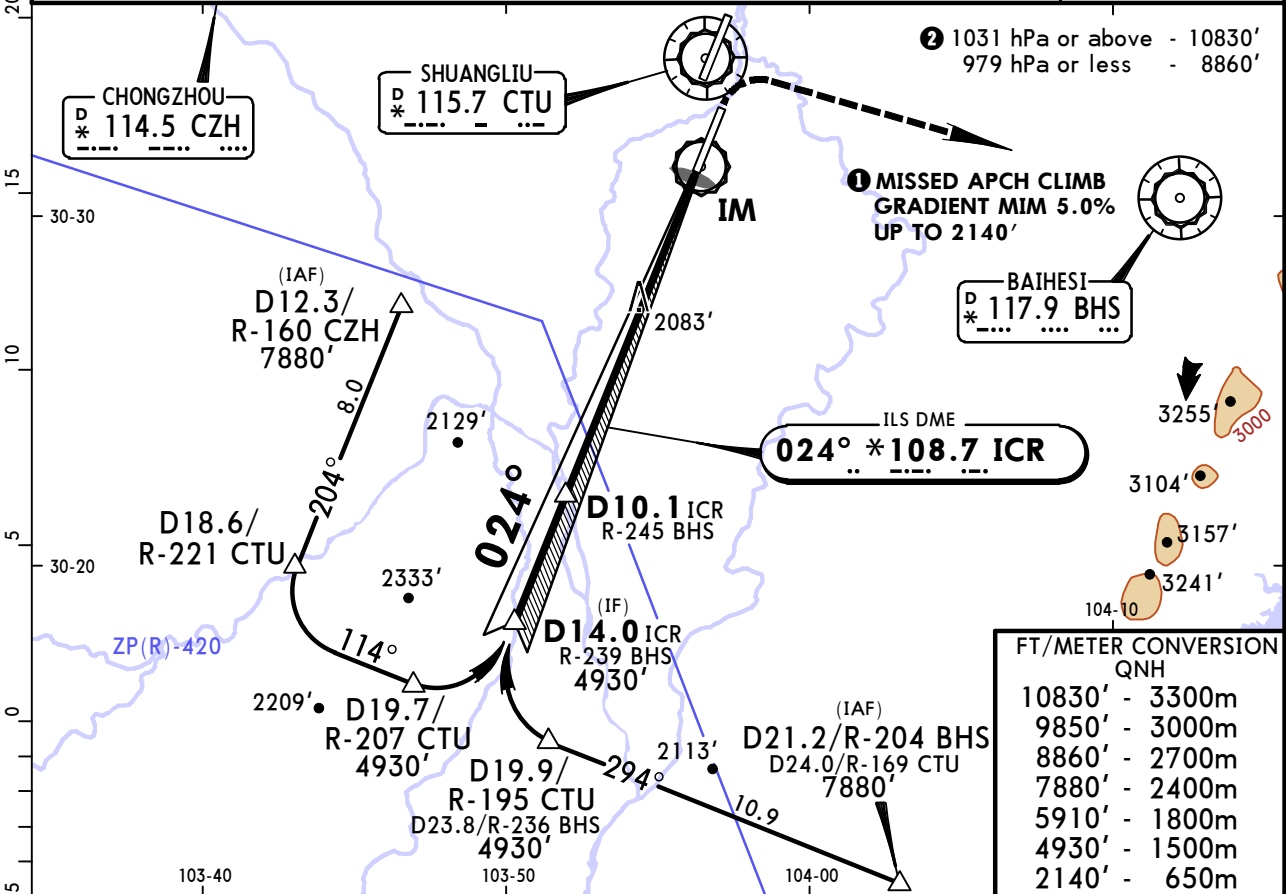
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JEPPESSEN  
14 OCT 16 11-4A

CHENGDU, PR OF CHINA  
CAT II ILS Z Rwy 02R

D-ATIS Arrival		CHENGDU Approach				*CHENGDU Tower		*Ground	
126.45		AP01 124.85	*AP02 119.7	*AP03 119.25	*AP04 124.75	130.35		121.75	
LOC ICR *108.7		Final Apch Crs 024°		GS D10.1 ICR 4930' (3249')		CAT II ILS RA 98' DA(H) 1781' (100')		Apt Elev 1681' Rwy 1681'	
MISSED APCH: Climb to 2140', then turn RIGHT to reach BHS VOR at 5910' or above and contact ATC. MAX 205 KT.									
Alt Set: hPa		Rwy Elev: 60 hPa		Trans level: FL 118		Trans alt: 9850' ②			
1. Initial apch MAX 205 KT. 2. Special Aircrew & Acft Certification required.									
								MSA CTU VOR	



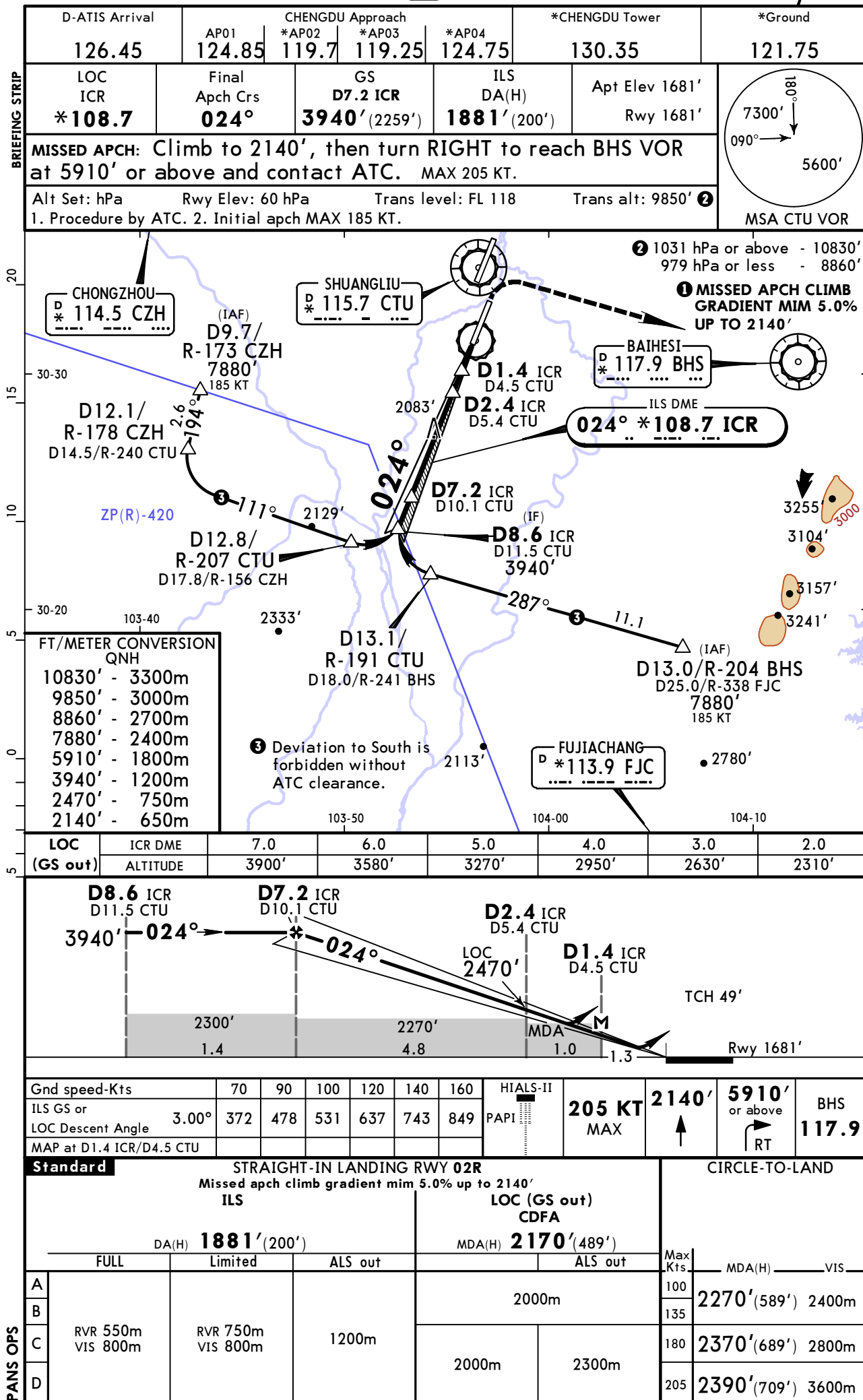
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	205 KT	2140'	5910' or above	BHS
GS	3.00°	372	478	531	637	743	PAPI	MAX	↑	RT	117.9

Standard		STRAIGHT-IN LANDING RWY 02R		
		CAT II ILS		
		Missed apch climb gradient mim 5.0% up to 2140'		
ABC		D		
RA 98'		RA 98'		
DA(H) 1781' (100')		DA(H) 1781' (100')		
RVR 300m		RVR 300m		RVR 350m 1
1 Manual operation below DH.				

**ZUUU/CTU**  
**SHUANGLIU**

**JEPPESSEN**  
14 OCT 16 (11-5)

**CHENGDU, PR OF CHINA**  
**ILS DME Y Rwy 02R**



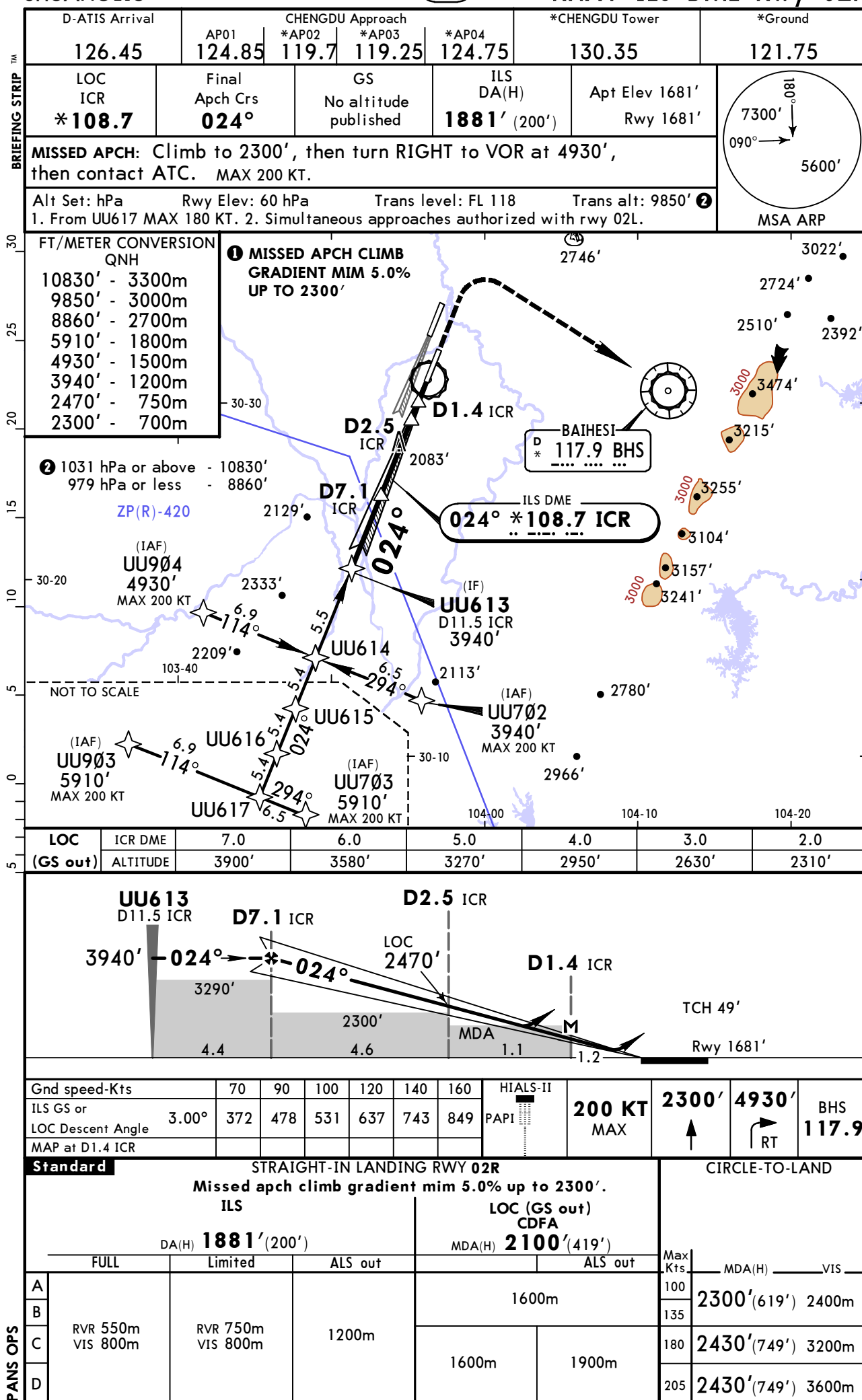


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**SHUANGLIU**

14 OCT 16

(11-6)

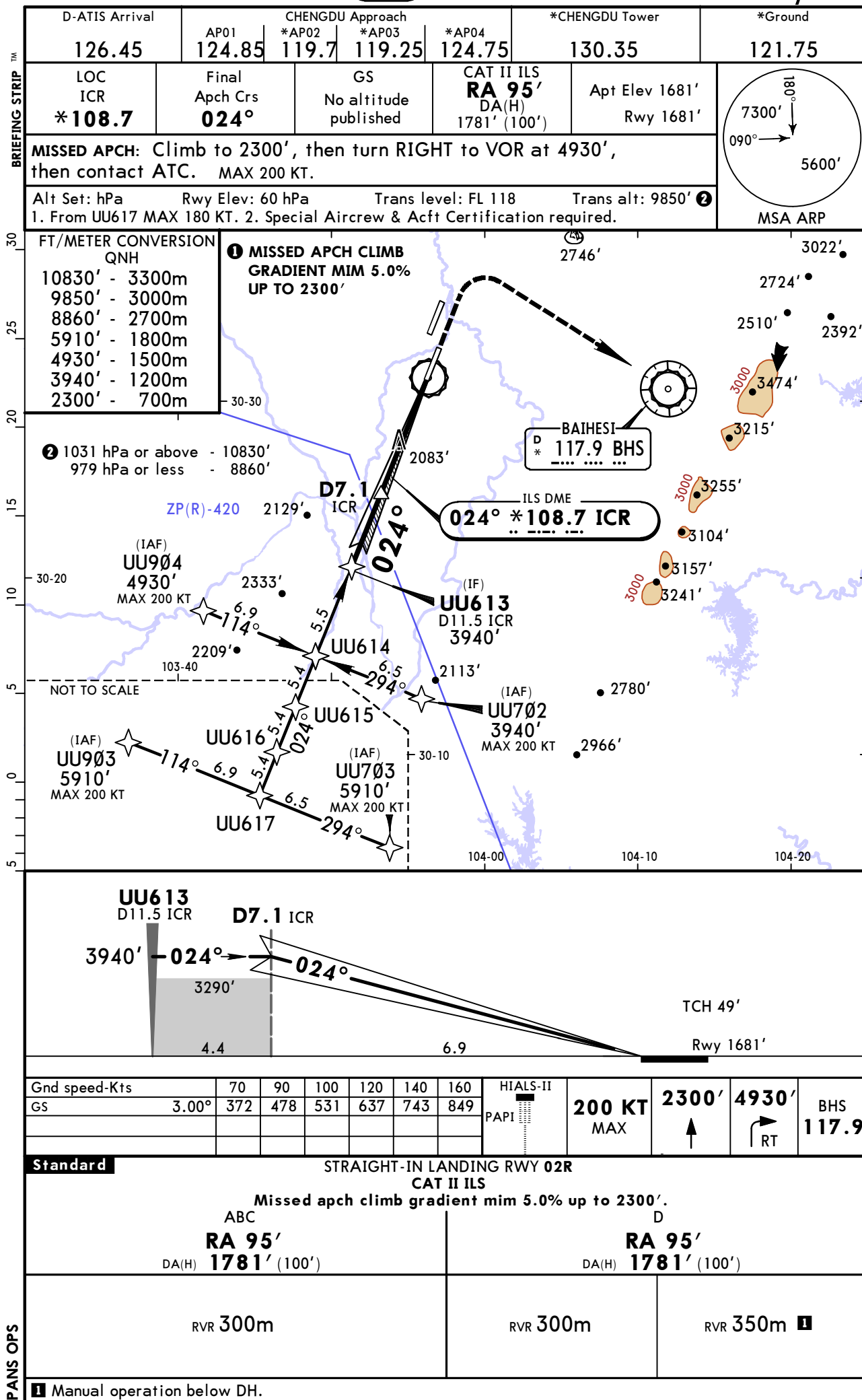
**CHENGDU, PR OF CHINA**  
**● RNAV ILS DME Rwy 02R**



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**SHUANGLIU**

**JEPPESSEN**  
14 OCT 16 **(11-6A)** **CAT II**

**CHENGDU, PR OF CHINA**  
**RNAV ILS DME Rwy 02R**



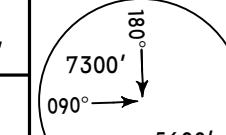
CHANGES: Ground frequency.

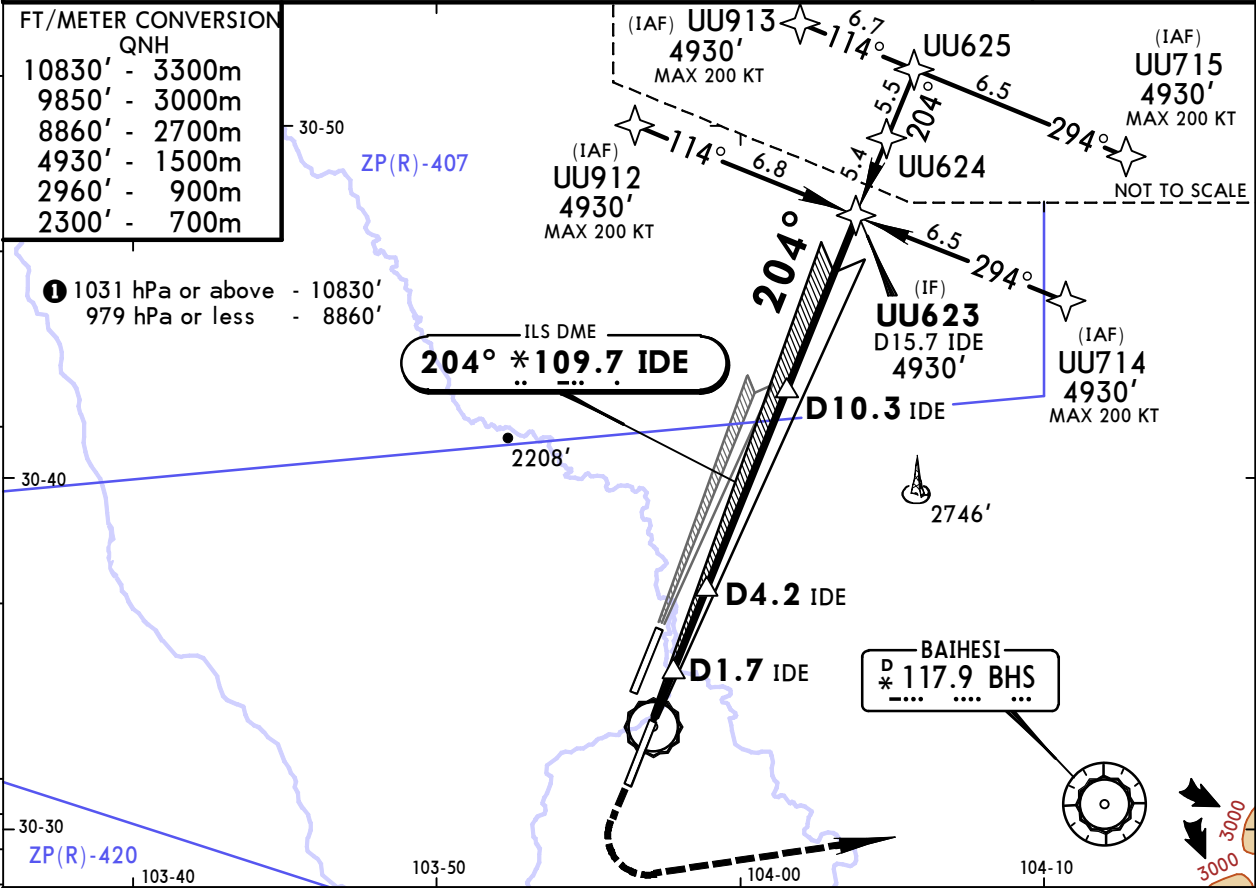
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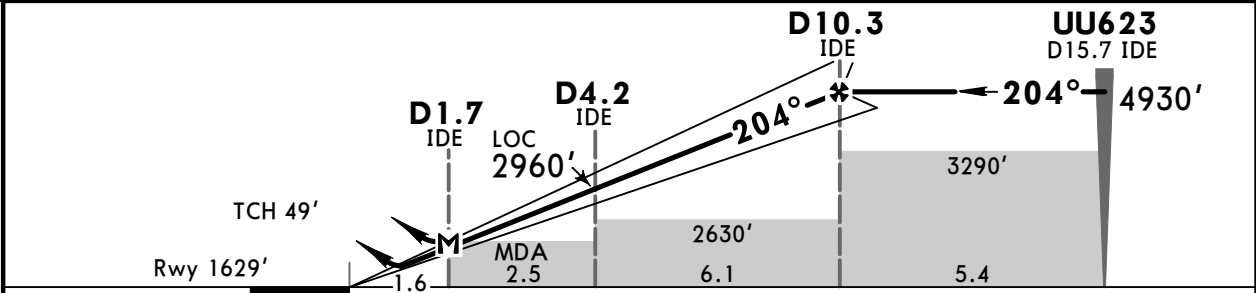
14 OCT 16 (11-7)

CHENGDU, PR OF CHINA  
RNAV ILS DME Z Rwy 20L

D-ATIS Arrival		CHENGDU Approach				*CHENGDU Tower	*Ground
126.45	AP01 124.85	*AP02 119.7	*AP03 119.25	*AP04 124.75	130.35	121.75	
LOC IDE *109.7	Final Apch Crs 204°	GS No altitude published		ILS DA(H) Refer to Minimums	Apt Elev 1681' Rwy 1629'		
MISSED APCH: Climb STRAIGHT AHEAD to 2300', then turn LEFT to BHS VOR at 4930' or above, then contact ATC. MAX 200 KT.							
Alt Set: hPa		Rwy Elev: 58 hPa	Trans level: FL 118		Trans alt: 9850' ①		
1. From UU625 MAX 180 KT. 2. Simultaneous approaches authorized with rwy 20R.							
MSA ARP							



LOC (GS out)	IDE DME	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE		2270'	2590'	2910'	3220'	3540'	3860'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	200 KT MAX	2300'	4930' or above	BHS 117.9
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI			
MAP at D1.7 IDE											

STRAIGHT-IN LANDING RWY 20L				LOC (GS out) CDFA		CIRCLE-TO-LAND	
ABC: 1829' (200') D: 1842' (213')				MDA(H) 2170' (541')			
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A				2300m		100	2300' (619') 2400m
B						135	
C	RVR 550m VIS 800m	RVR 750m VIS 800m	1200m	2300m	2400m	180	2430' (749') 3200m
D						205	2430' (749') 3600m

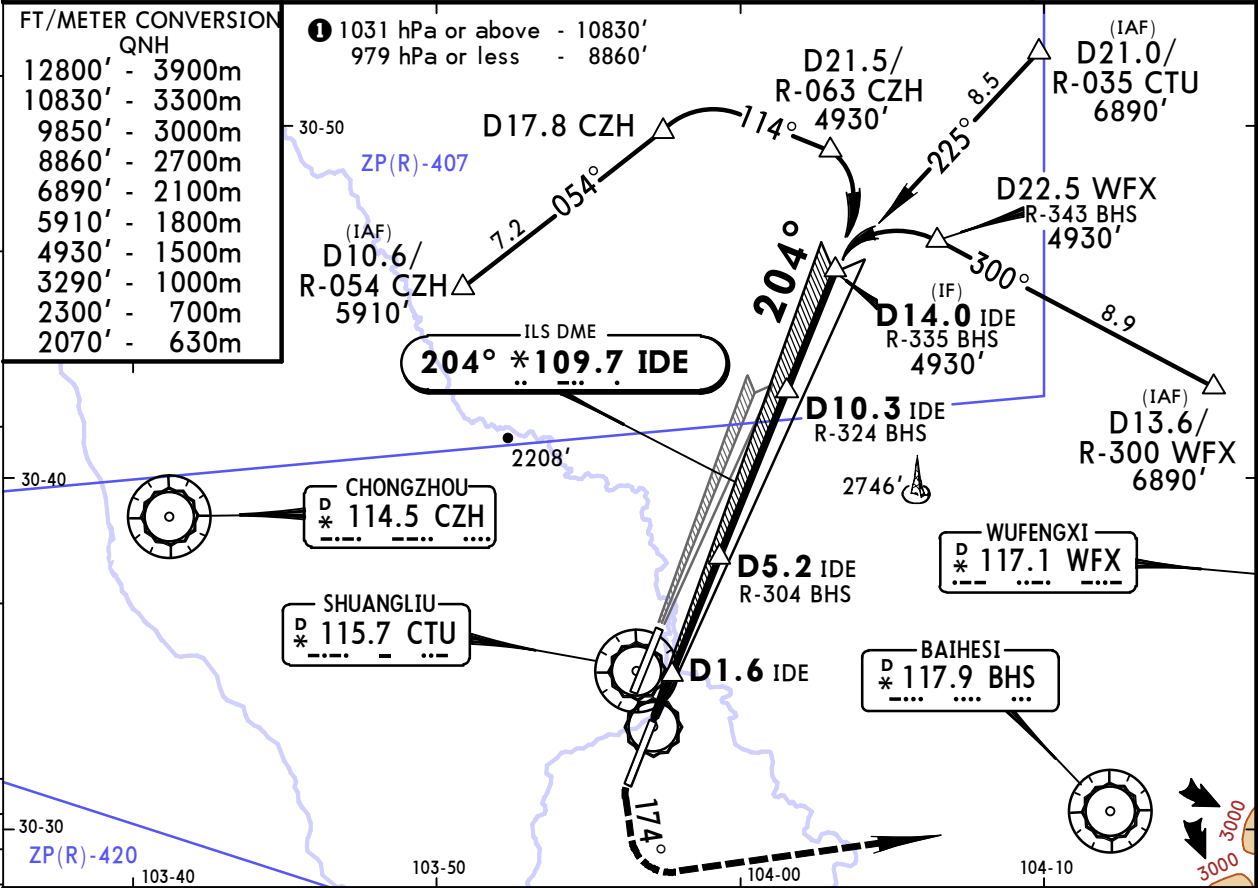


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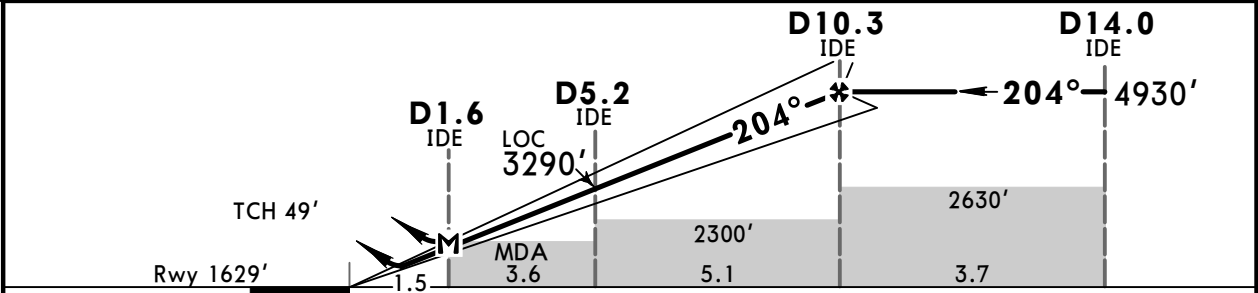
14 OCT 16 (11-8)

CHENGDU, PR OF CHINA  
ILS DME Rwy 20L

D-ATIS Arrival	AP01	CHENGDU Approach	*CHENGDU Tower	*Ground
126.45	124.85	*AP02 119.7	*AP03 119.25	*AP04 124.75
130.35				
121.75				
LOC IDE	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 1681' Rwy 1629'
*109.7	204°	D10.3 IDE 4930' (3301')		
MISSED APCH: Climb STRAIGHT AHEAD to 2070', then turn LEFT onto 174° and climb to 2300', then turn LEFT and climb to reach BHS VOR at 5910' or above and contact ATC. MAX 205 KT.				
Alt Set: hPa	Rwy Elev: 58 hPa	Trans level: FL 118	Trans alt: 9850' ①	
1. Initial apch MAX 205 KT. 2. Simultaneous approaches authorized with rwy 20R.				MSA CTU VOR



LOC (GS out)	IDE DME	2.0	4.0	6.0	8.0	10.0
	ALTITUDE	2270'	2910'	3540'	4180'	4820'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	205 KT	2070'	174°	2300'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	MAX	↑	↑
MAP at D1.6 IDE										LT	

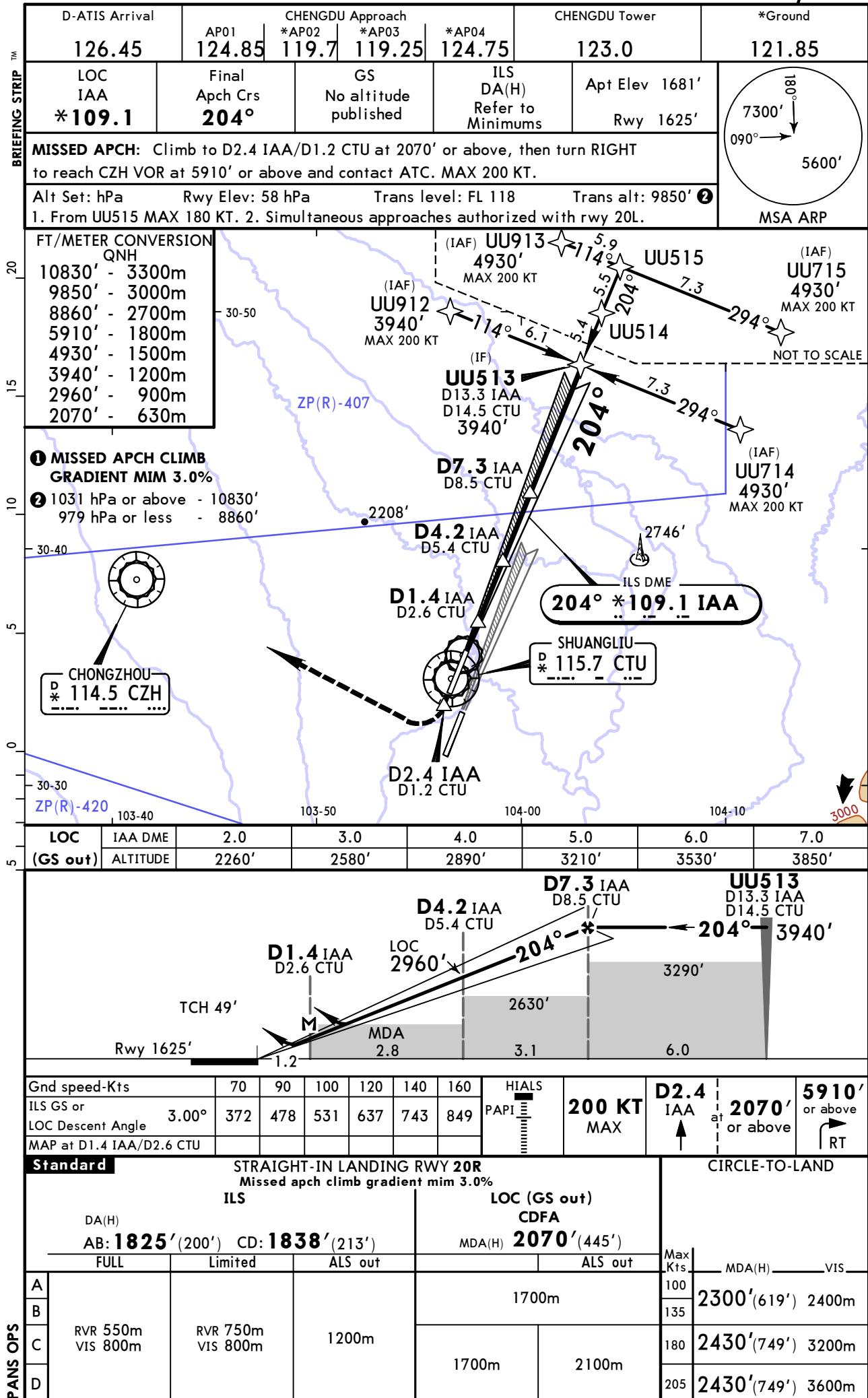
Standard				STRAIGHT-IN LANDING RWY 20L				CIRCLE-TO-LAND			
ILS				LOC (GS out)				CDFA			
ABC: 1829' (200')				MDA(H) 2090' (461')				Max Kts			
D: 1842' (213')				ALS out				MDA(H) VIS			
FULL				Limited				100			
A				1800m				135			
B				1800m				180			
C				2200m				205			
D											

**ZUUU/CTU**  
**SHUANGLIU**

14 OCT 16

(11-9)

**CHENGDU, PR OF CHINA**  
**RNAV ILS DME Z Rwy 20R**



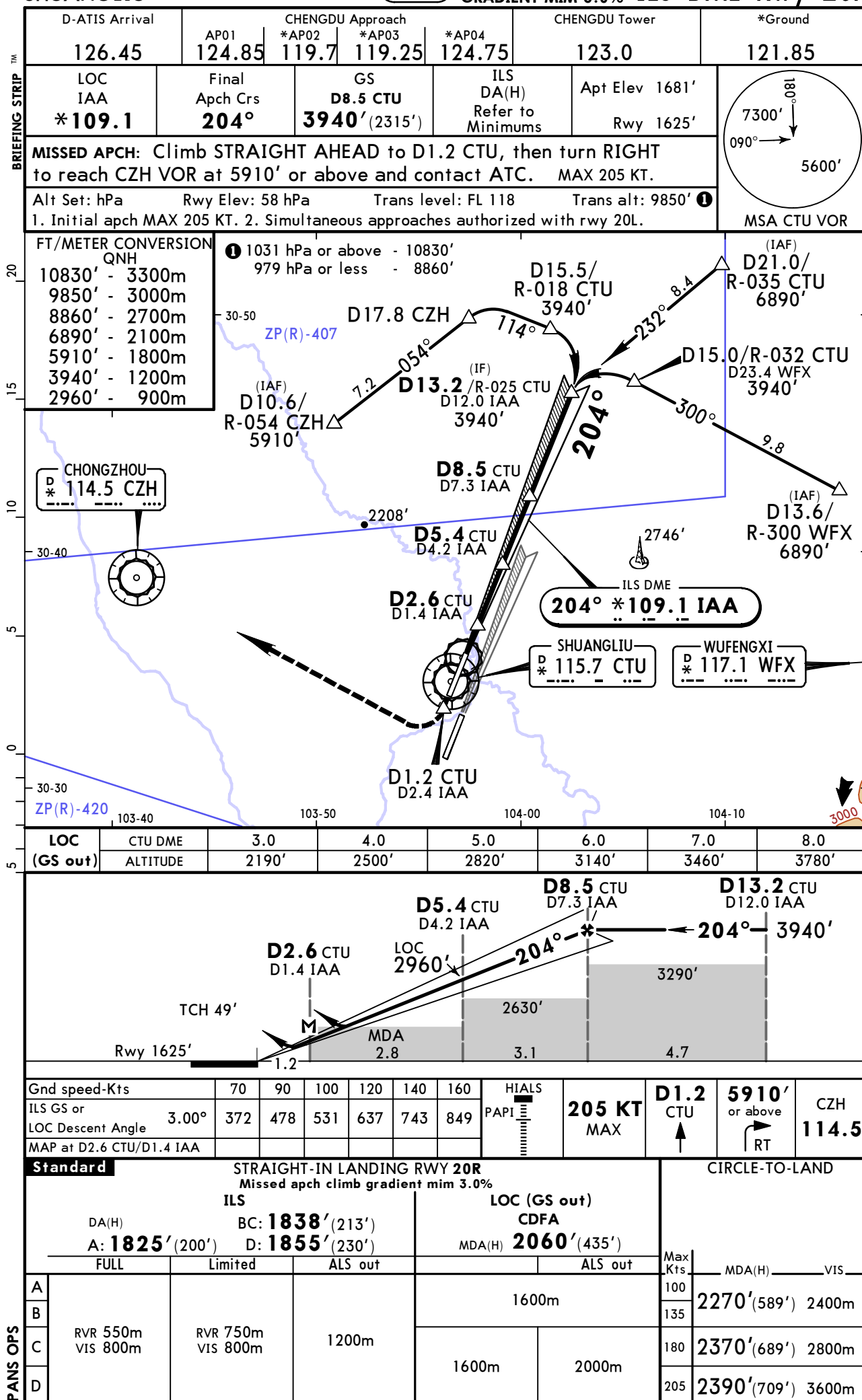
**ZUUU/CTU**  
**SHUANGLIU**

14 OCT 16

(11-10)

**MISSED APCH CLIMB**  
**GRADIENT MIM 3.0%**

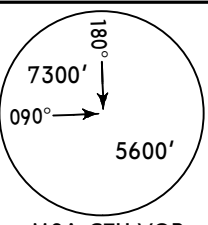
**CHENGDU, PR OF CHINA**  
**ILS DME Rwy 20R**

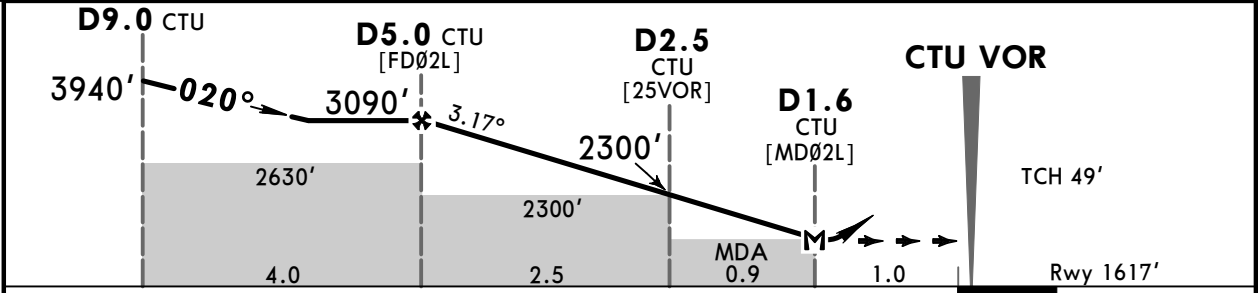
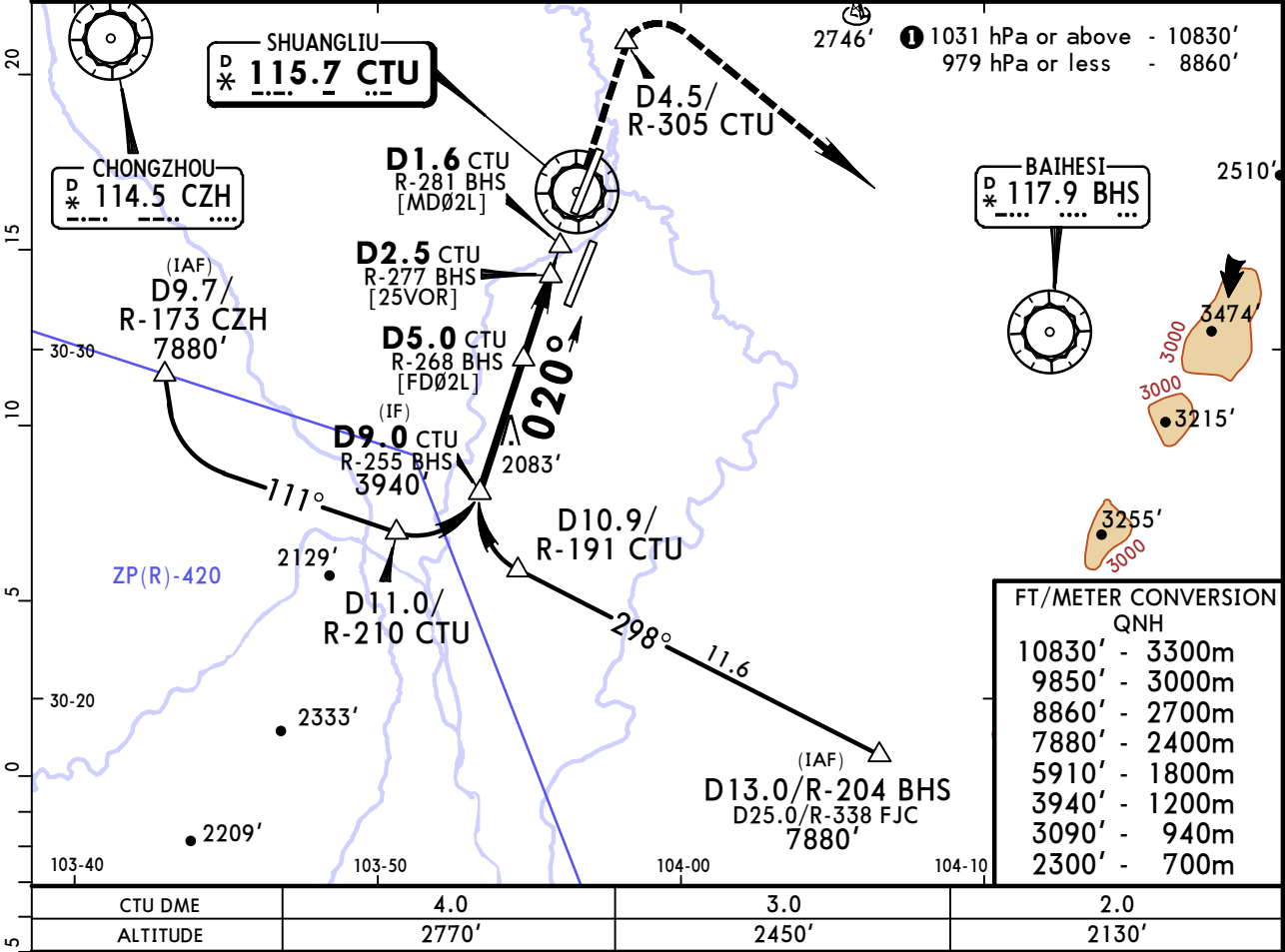


ZUUU/CTU  
SHUANGLIU

14 OCT 16 (13-1)

CHENGDU, PR OF CHINA  
VOR DME Rwy 02L

D-ATIS Arrival	AP01	CHENGDU Approach	CHENGDU Tower	*Ground
126.45	124.85	*AP02 119.7 *AP03 119.25 *AP04 124.75	123.0	121.85
VOR CTU *115.7	Final Apch Crs 020°	Procedure Alt D5.0 CTU 3090' (1473')	MDA(H) 2020' (403')	Appt Elev 1681' Rwy 1617'
MISSED APCH: Climb STRAIGHT AHEAD to D4.5 CTU, then turn RIGHT to reach BHS VOR at 5910' or above and contact ATC. MAX 205 KT.				
Alt Set: hPa	Rwy Elev: 58 hPa	Trans level: FL 118	Trans alt: 9850' ①	
Initial apch MAX 205 KT.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	205 KT MAX	D4.5 CTU ↑
Descent Angle	3.17°	393	505	561	673	785			
MAP at D1.6 CTU									

Standard STRAIGHT-IN LANDING RWY 02L				CIRCLE-TO-LAND			
CDFA							
MDA(H) 2020' (403')							
ALS out				Max Kts	MDA(H)	VIS	
A	1500m			100	2270' (589')	2400m	
B				135			
C	1500m			180	2370' (689')	2800m	
D				205	2390' (709')	3600m	

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**SHUANGLIU**

**JEPPESSEN**

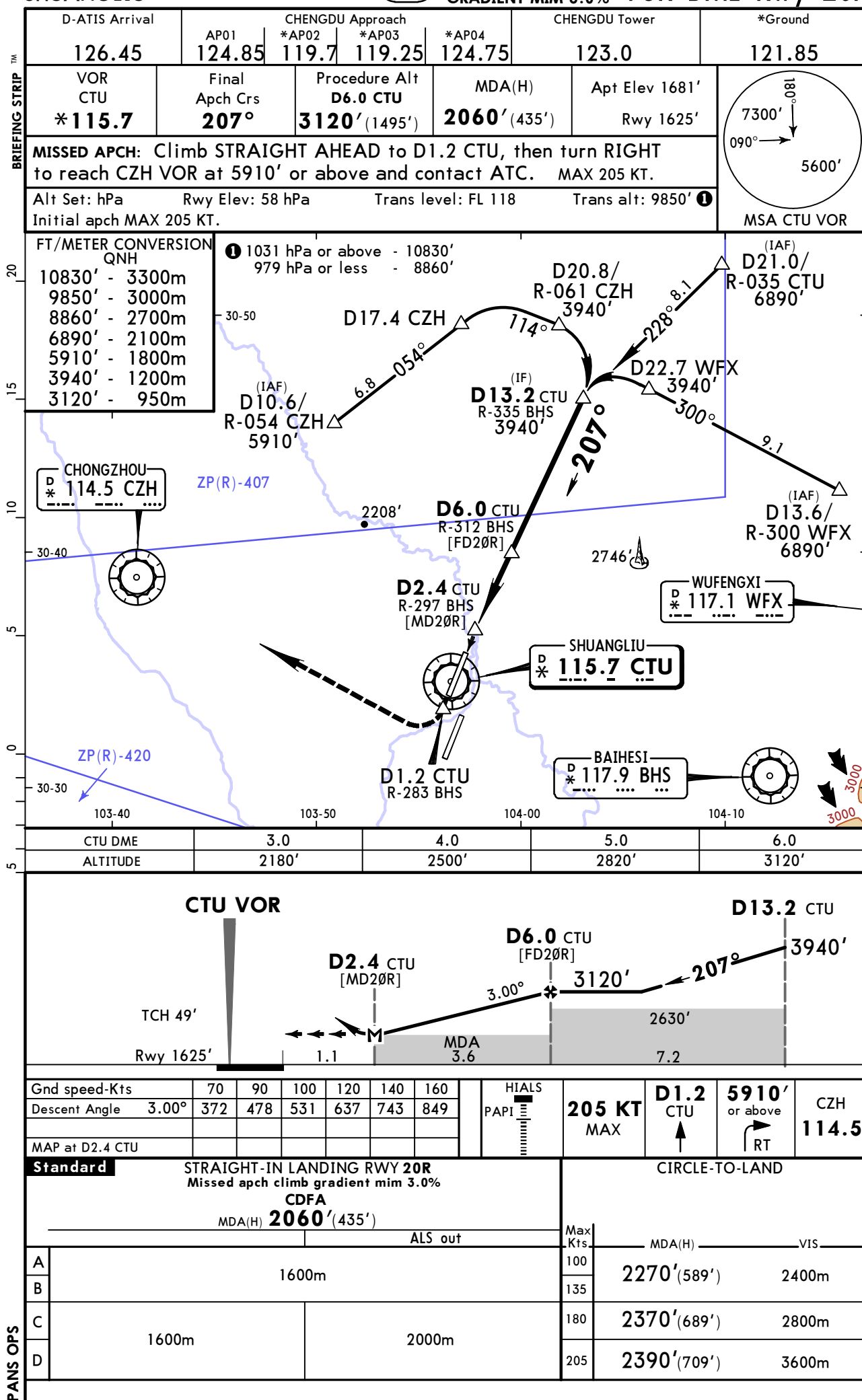
**CHENGDU, PR OF CHINA**

14 OCT 16

(13-2)

**MISSED APCH CLIMB**  
**GRADIENT MIM 3.0%**

**VOR DME Rwy 20R**



CHANGES: Ground frequency.

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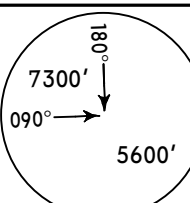


**ZUUU/CTU**  
**SHUANGLIU**

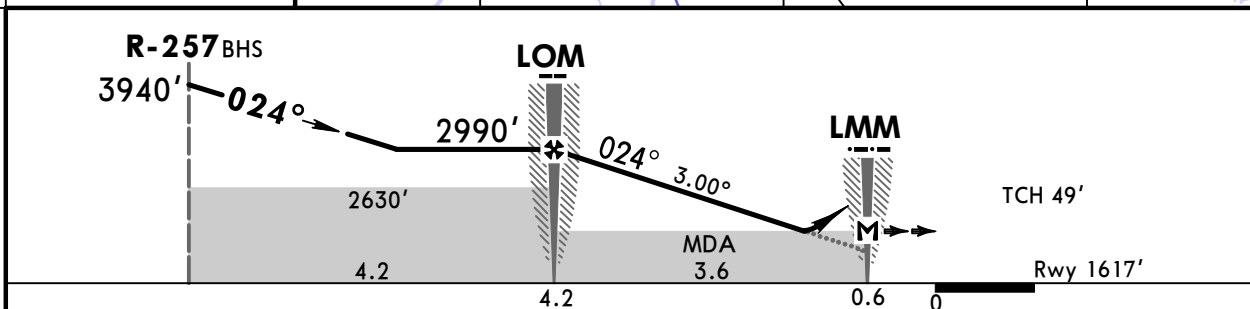
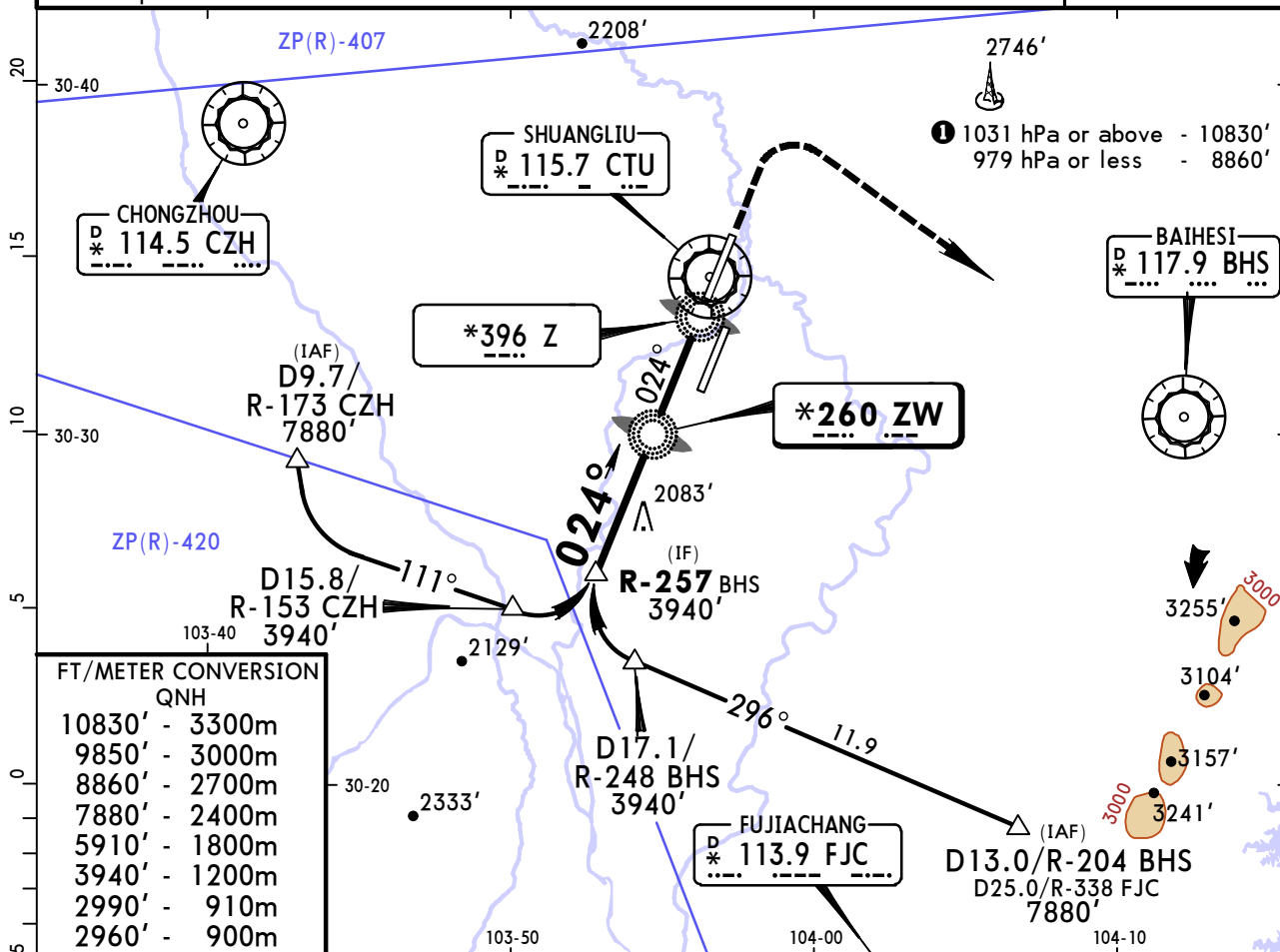
14 OCT 16 (16-1)

**CHENGDU, PR OF CHINA**  
**NDB Rwy 02L**

BRIEFING STRIP

D-ATIS Arrival		CHENGDU Approach				CHENGDU Tower	*Ground
126.45		AP01 124.85	*AP02 119.7	*AP03 119.25	*AP04 124.75	123.0	121.85
NDB ZW *260	Final Apch Crs 024°	Procedure Alt LOM 2990' (1373')		MDA(H) 2170' (553')	Apt Elev 1681' Rwy 1617'		
MISSED APCH: Climb STRAIGHT AHEAD to 2960', then turn RIGHT to reach BHS VOR at 5910' or above and contact ATC. MAX 205 KT.							
Alt Set: hPa		Rwy Elev: 58 hPa		Trans level: FL 118		Trans alt: 9850' ①	
Initial apch MAX 205 KT.							

MSA CTU VOR



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS-II</div><div>PAPI</div></div>	<div><div>205 KT</div><div>MAX</div></div>	<div><div>2960'</div><div>↑</div></div>	<div><div>5910'</div><div>or above</div><div><div>RT</div></div></div>	<div><div>BHS</div><div>117.9</div></div>
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at LMM											

Standard			STRAIGHT-IN LANDING RWY 02L		CIRCLE-TO-LAND		
CDFA							
MDA(H) 2170' (553')							
			ALS out		Max Kts	MDA(H) VIS	
A	2400m				100	2270' (589')	2400m
B					135		
C					180	2370' (689')	2800m
D					205	2390' (709')	3600m

CHANGES: Ground frequency.

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Chart changes since cycle 25-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CHENGDU,	(SHUANGLIU - ZUUU)			

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport ZUUU

### Chart Change Notices for Country CHN

**Type:** Gen Tmnl

**Effectivity:** Permanent

**Begin Date:** 20150429

**End Date:** No end date

At the following airports disregard the note "QNH on req" as QFE is avbl only: ZGNN, ZSWX, ZYJM, ZYMD, ZYQQ and ZYYJ.