

INSTRUMENT APPROACH CHART-ICAO

D-ATIS(English) 127.075
D-ATIS(Chinese) 126.8

AERODROME ELEV 442.5
THR RWY01 ELEV 439.1

TWR01 118.8(118.15)
TWR02 130.5(118.15)
TWR03 124.375(118.15)

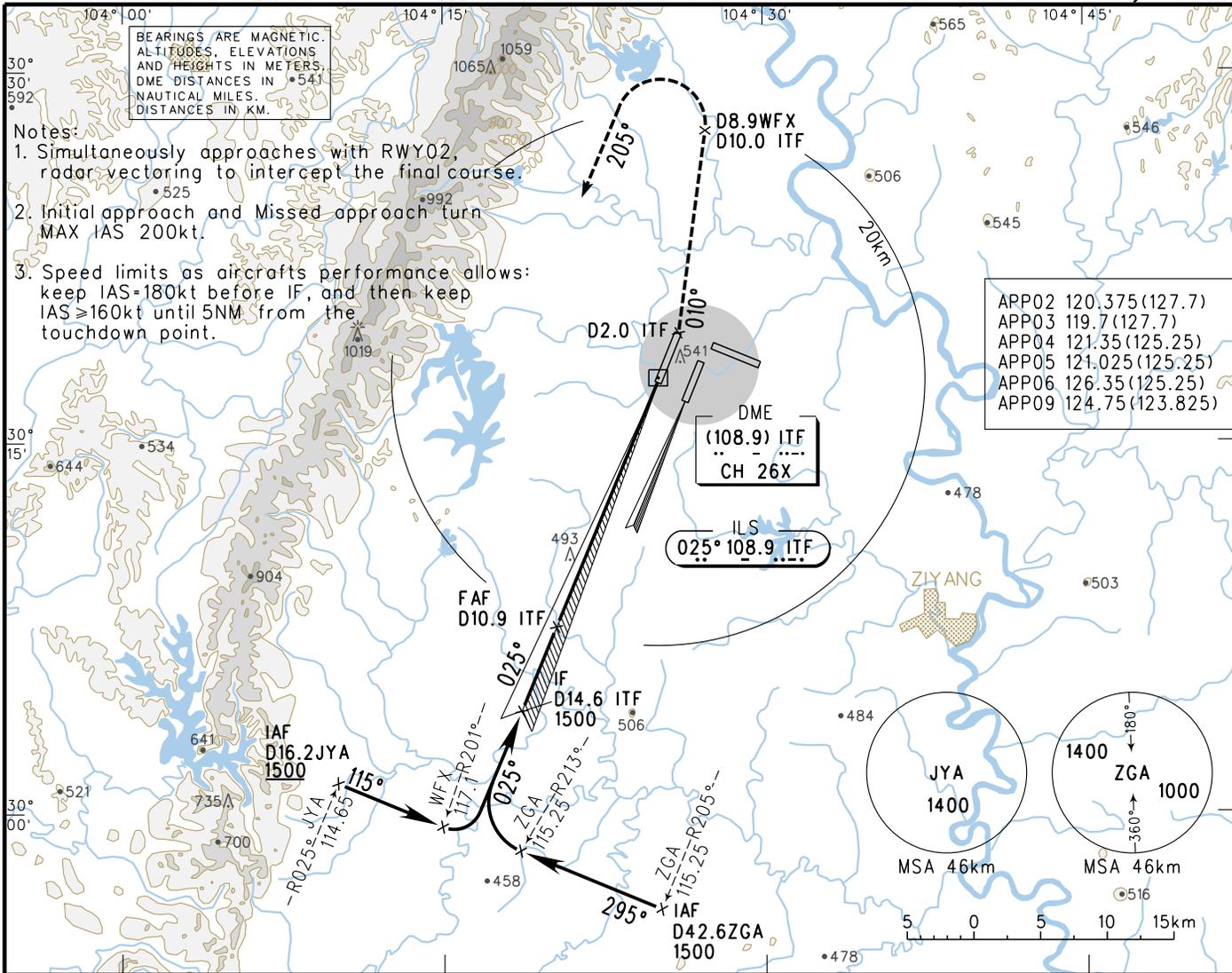
ZUTF CHENGDU/Tianfu

ILS/DME y RWY01

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

Notes:

1. Simultaneously approaches with RWY02, radar vectoring to intercept the final course.
2. Initial approach and Missed approach turn MAX IAS 200kt.
3. Speed limits as aircrafts performance allows: keep IAS=180kt before IF, and then keep IAS≥160kt until 5NM from the touchdown point.

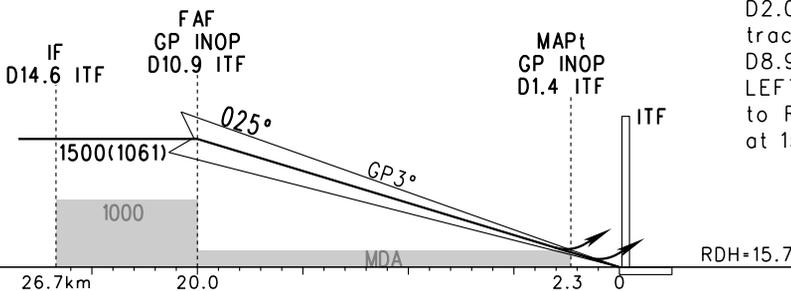


APP02	120.375 (127.7)
APP03	119.7 (127.7)
APP04	121.35 (125.25)
APP05	121.025 (125.25)
APP06	126.35 (125.25)
APP09	124.75 (123.825)

GP INOP	DME (ITF) (NM)	14	12	10	8	6	4	2
	ALT (m)			1409	1215	1021	827	632

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

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



	A	B	C	D	FAF-MAPt(GP INOP) 17.7km							
ILS/DME DA(H) RVR/VIS					80	100	120	140	160	180		
					150	185	220	260	295	335		
GP INOP MDA(H) RVR/VIS					7:10	5:44	4:47	4:06	3:35	3:11		
					Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9	
CIRCLING MDA(H) VIS	635(193) 2000		750(308) 4400		750(308) 5000							
	Changes: D-ATIS.											