ZUUU AD 2.1 机场地名代码和名称 Aerodrome location indicator and name

ZUUU-成都/双流 CHENGDU/Shuangliu

ZUUU AD 2.2 机场地理位置和管理资料 Aerodrome geographical and administrative data

1	机场基准点坐标及其在机场的位置 ARP coordinates and site at AD	N3034.8 E10356.9 Center of RWY02L/20R
2	方向、距离 Direction and distance from city	230° GEO, 16.8km from the Sichuan Science and Technology Museum
3	标高/参考气温 Elevation / Reference temperature	512.4m/30.1°C(JUL)
4	机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation	THR02R/-
5	磁差/年变率 MAG VAR/ Annual change	2°12′W/-5′00″
6	机场管理部门、地址、电话、传真、AFS、电子邮箱、网址 AD administration, address, telephone,telefax, AFS, E - mail, website	Southwest Regional Administration of CAAC Chengdu Shuangliu International Airport, Sichuan province, China. Post code:610202 TEL:86-28-85206624、85208137 FAX:86-28-85206124 AFS:ZUUUYDYX Website:www.cdairport.com
7	允许飞行种类 Types of traffic permitted(IFR / VFR)	IFR/VFR
8	机场性质/飞行区指标 Military or civil airport &Reference code	CIVIL/4E(02L/20R)、4F(02R/20L)
9	备注 Remarks	Nil

ZUUU AD 2.3 工作时间 Operational hours

1	机场当局(机场开放时间) AD Administration (AD operational hours)	H24
2	海关和移民 Customs and immigration	H24
3	卫生健康部门	H24

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	Health and sanitation	
4	航行情报服务讲解室 AIS Briefing Office	H24
5	空中交通服务报告室 ATS Reporting Office (ARO)	H24
6	气象讲解室 MET Briefing Office	H24
7	空中交通服务 ATS	H24
8	加油 Fuelling	H24
9	地勤服务 Handling	H24
10	保安 Security	H24
11	除冰 De-icing	H24
12	备注 Remarks	Nil

ZUUU AD 2.4 地勤服务和设施 Handling services and facilities

1	货物装卸设施 Cargo-handling facilities	Conveyor truck, platform truck, fork, tow truck, platform lorry, container drum tractor
2	燃油/滑油牌号 Fuel/oil types	Nr.3 jet fuel --
3	加油设施/能力 Fuelling facilities/capacity	Refueling truck(780L/min), hydrant dispenser(one pipe: 800L/min, double pipe: 2000L/min), apron refueling wells
4	除冰设施 De-icing facilities	6 de-icers
5	过站航空器机库 Hangar space for visiting aircraft	Nil
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Maintenance tools and equipment

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7	备注 Remarks	Ground air supply unit, ground power unit, passenger stairs, lift truck for disabled

ZUUU AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD and in the city
2	餐馆 Restaurants	At AD and in the city
3	交通工具 Transportation	Passenger's coaches, taxis, buses
4	医疗设施 Medical facilities	First aid at AD, hospitals in the city
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	At AD TEL: 86-28-86619666
7	备注 Remarks	Nil

ZUUU AD 2.6 援救与消防服务 Rescue and fire fighting services

1	机场消防等级 AD category for fire fighting	CAT 10
2	援救设备 Rescue equipment	Fire fight facilities: emergency rescue command vehicle, rapid intervention vehicle, primary foam tender, heavy-load foam water tank truck, dry-chemical tender, primary fire-fighting engine, foam tender, demolition rescue truck, illumination truck, medicament reinforcement car, logistics support vehicle,communication command vehicle; Rescue equipments: uplift air cushion, air pump, towing platform, fork, mobile surface operation devices
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to B747-400
4	备注 Remarks	Nil

ZUUU AD 2.7 可用季节- 扫雪 Seasonal availability-clearing

1	可用季节及扫雪设备类型	All seasons

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	Types of clearing equipment	Not applicable
2	扫雪顺序 Clearance priorities	Not applicable
3	备注 Remarks	Nil

ZUUU AD 2.8 停机坪、滑行道及校正位置数据 Aprons, taxiways and check locations data

1	停机坪道面和强度 Apron surface and strength	Surface:	CONC
		Strength:	PCN 101/R/B/W/T(Stands Nr. 501, 502) PCN 97/R/B/W/T(Stands Nr. 105, 109-129, 132, 229, 230) PCN 96/R/B/W/T(Stands Nr. 130, 131, 134, 135, 146, 147, 149, 150, 161, 162, 164-166) PCN 90/R/B/W/T(Stands Nr. 361-365, 361L/R, 362L/R, 364L/R) PCN 87/R/B/W/T(Stands Nr. 176, 231-239, 301-314, 316-319, 313L/R, 314L/R, 315L/R, 316L/R, 317L/R, 318L/R, 319L/R, 326, 326L/R) PCN 86/R/B/W/T(Stands Nr. 357-359, 357L/R) PCN 85/R/B/W/T(Stands Nr. 420-422, 503-507, 505L/R, 506L/R, 507L/R, 701-711) PCN 77/R/B/W/T(Stands Nr. 101-104, 106-108) PCN 76/R/B/W/T(Stands Nr. 136-145, 151-160, 167-175, 177, 320-322, 324, 327-343, 345-356) PCN 67/R/B/W/T(Stands Nr. 401-410, 423-426, 601-619) PCN 62/R/B/W/T(Stands Nr. 201-219) PCN 56/R/B/W/T(Stands Nr. 224-228)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	58m: B1(E of B) 54m: C2, C3 52m: D1-D5, E2(W of E), E8(W of E) 50m: C4 48m: A1(BTN A & B), A2(E of A), B1(W of B), C8 46m: A8(E of A), A9, B3-B5, B6(W of B), C5-C7 44m: B2, E2(E of E), E8(E of E) 39m: A1(E of B), A2(W of A), B6(E of B), C1 34m: B7-B10(E of B), E1, E9, Z1 30m: Z2 29m: E3, E6, E7

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			28m: A1(W of A), A8(W of A) 27m: A3-A6, E4, E5 25m: B(S of B1), C(BTN A2 & C5), D, E(S of E9), M, N 23m: A, A7, B(N of B1), B7-B10(W of B), C(S of A2, N of C5), E(N of E9), F, H1-H6, K1, T1(W of T10), T2(W of stand Nr.319), T3-T5, T8-T10 18m: H7, K3, T1(E of T10), T2(E of stand Nr.319), T6, T7, T11
		Surface:	CONC
		Strength:	PCN 107/R/B/W/T(T1(BTN stands Nr. 355 & 361L)、T2(BTN stands Nr. 315R & 335)、T3(east of stand Nr. 307)、T4(east of stand Nr. 307)、T5(east of stand Nr. 168)) PCN 100/R/B/W/T(A1) PCN 99/R/B/W/T(D) PCN 98/R/B/W/T(A(BTN A1 & north 150m of A1)、B(BTN M & C3)、D1-D5、E(BTN E1 & north 300m of E9)、E1、E2) PCN 97/R/B/W/T(N、H1-H4、H5(BTN C & stand Nr. 104)) PCN 96/R/B/W/T(E8、E9、T5(west of stand Nr. 166)、T6(west of stand Nr. 160)、T7(west of stand Nr. 151)、T8(west of stand Nr. 145)、T9(west of stand Nr. 136)) PCN 95/R/B/W/T(C(BTN M & A1)、M) PCN 90/R/B/W/T(C6、T1(west of stand Nr. 361L)、V1、V2) PCN 88/R/B/W/T(B1(BTN A & B)) PCN 87/R/B/W/T(C(BTN C3 & C7)、T2(west of stand Nr. 315R)、T3(west of stand Nr. 307)、T4(west of stand Nr. 307)、T5(BTN stands Nr. 166 & 168)) PCN 86/R/B/W/T(B(BTN C3 & C7)） PCN 85/R/B/W/T(A(BTN A8 & A9)、A7-A9、B(north of C7)、B1(BTN B & C)、B3(BTN B & C)、C(BTN A1 & C3)、C(BTN C7 & B10)、C1、C3-C5、C7、E(BTN north 300m of E9 & F)、F、K1、T10（south of T1)、Z1、Z2） PCN 84/R/B/W/T(A2(BTN RWY02L/20R & A)) PCN 83/R/B/W/T(A2(BTN A & C 之间)、C2) PCN 77/R/B/W/T(H5(east of stand Nr. 104)) PCN 76/R/B/W/T(A(BTN north 150m of A1 & A8)、T6(east of stand Nr. 160)、T7(east of stand Nr. 151)、T8(east of stand Nr. 145)、T9(east of stand Nr. 136)) PCN 75/R/B/W/T(B2、B3(BTN A & B)、B4-B10、C8) PCN 67/R/B/W/T(T1(BTN stands Nr. 351 & 355)、T2(BTN stands

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			Nr. 335 & 345)、T10(north of T1)、T11、K3) PCN 62/R/B/W/T(H6) PCN 60/R/B/W/T(E3、E4、E6、E7) PCN 57/R/B/W/T(A3、A6) PCN 56/R/B/W/T(H7) PCN 55/R/B/W/T(E5) PCN 53/R/B/W/T(A4、A5)
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR/INS 校正点 VOR/INS checkpoints	Nil	
5	备注 Remarks	Nil	

ZUUU AD 2.9 地面活动引导和管制系统与标识
Surface movement guidance and control system and markings

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWY and RWY and at all holding positions. Guide lines at apron. Nose-in guidance at aircraft stands. Marshaller is available at all stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	RWY designation, THR, TDZ, center line, edge line, aiming point, pre-threshold marking
		RWY lights	THR, center line, edge line, RWY end, wing bar, TDZ(RWY 02R/02L) , road-holding position
		TWY markings	Center line,edge line, intermediate hold position, RWY hold position, taxiway shoulders, mandatory instruction marking, information marking
		TWY lights	Center line, edge line, RWY guard light, intermediate holding position, rapid exit TWY, No-entry bar
3	停止排灯 Stop bars	02L/20R：one side of A1, A2, A8 02R/20L：one side of E1, E2, E8, E9	
4	备注 Remarks	Reflector stick (main TWYs C1, D, E, M, N)	

ZUUU AD 2.10 机场障碍物 Aerodrome obstacles

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Obstacles within a circle with a radius of 15km centered on the center of RWY 02L/20R						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	Trees	012	10601	569.6		
2	Antenna	014	3743	529	RWY02L Take-off path	
3	BLDG	015	2527	517.2	RWY02L Take-off path	
4	BLDG	015	2566	518	RWY02L Take-off path	
5	Antenna	016	4142	535.4	RWY02L Take-off path	
6	Trees	017	2443	516.0	RWY02L Take-off path	
7	Lightning Rod	020	3601	525	RWY02L Take-off path	
8	BLDG	026	10462	605.9	RWY02L Take-off path	
9	*BLDG	029	4173	547.8	RWY02L departure; RWY02L Take-off path	
10	*BLDG	032	3965	542		
11	TWR	050	14581	645.1		
12	*BLDG	053	14776	695.9		
13	*BLDG	054	4211	553		
14	*BLDG	056	3955	551		
15	*BLDG	072	11920	594.5		
16	*BLDG	085	12901	593.8		
17	*BLDG	086	11499	704.4		
18	*BLDG	087	11060	698.4		
19	*Control TWR	094	775	558.4		
20	Lightning Rod	100	11751	620.2		
21	*BLDG	101	10537	673.7		
22	*BLDG	102	11768	681.2		
23	*BLDG	103	3946	544.6		
24	BLDG	103	11439	690.1		

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Obstacles within a circle with a radius of 15km centered on the center of RWY 02L/20R						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
25	*BLDG	104	11677	690.2		
26	BLDG	104	11866	628.4		
27	*BLDG	105	11275	682.2		
28	*BLDG	109	11645	662.8		
29	*BLDG	111	1911	549.8		
30	BLDG	112	12382	667.9		
31	*BLDG	127	13674	577.1		
32	BLDG	132	14179	768.6	ATC SMAC	
33	BLDG	144	5840	575.8		
34	BLDG	146	6204	575.6		
35	*Control TWR	152	1080	582.2	RWY02R departure	
36	Lightning Rod	152	6792	557.7		
37	Microwave TWR	161	4477	556.8		
38	Microwave TWR	163	7951	552.2		
39	Trees	182	4847	516.1		
40	Microwave TWR	182	5283	539.7		
41	Microwave TWR	182	9333	568.9		
42	Trees	187	6767	532.4		
43	Plateau	191	7985	538.6		
44	Plateau	191	7996	539.3		
45	Plateau	193	8023	541.1		
46	Plateau	193	8031	540.8		
47	Antenna	193	11151	585.4		
48	Plateau	194	8016	541.3		
49	Lightning Rod	195	5942	551.0		

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Obstacles within a circle with a radius of 15km centered on the center of RWY 02L/20R						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
50	Other	199	9152	562.4		
51	Trees	200	3931	519.9	RWY20R Take-off path	
52	Trees	200	6110	546.9	RWY20R Take-off path	
53	Trees	201	5791	546.3	RWY20R Take-off path	
54	Lightning Rod	201	9252	557.4		
55	Chimney	202	10404	567.6		
56	Iron TWR	204	10544	591.1	RWY20R departure	
57	Iron TWR	204	10556	586.5		
58	BLDG	205	10240	571.2		
59	TWR	206	10488	585.6		
60	BLDG	207	9162	550.0		
61	Antenna	208	8898	566.8		
62	Lightning Rod	208	9173	557.1		
63	Antenna	208	9223	568.4		
64	BLDG	212	8693	549.7		
65	TWR	212	8793	553.2		
66	BLDG	213	8586	551.0		
67	BLDG	213	8622	555.0		
68	TWR	213	8639	557.0		
69	TWR	213	8664	557.0		
70	BLDG	213	8671	551.0		
71	TWR	213	8781	555.0		
72	Lightning Rod	218	6593	553.3		
73	*BLDG	219	6868	552.0		
74	*BLDG	239	3224	540.4		

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Obstacles within a circle with a radius of 15km centered on the center of RWY 02L/20R						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
75	*BLDG	245	3365	541.4		
76	Antenna	250	3064	555.4		
77	Antenna	251	2147	528.7		
78	*BLDG	263	468	530.5		
79	*Iron TWR	263	2423	561.3		
80	*Lightning Rod	265	2462	549.3		
81	*TV TWR	266	3186	584.6		
82	Microwave TWR	266	13738	547.2		
83	Microwave TWR	272	11436	554.3		
84	*BLDG	296	5548	619.0		
85	Antenna	297	7193	609.8		
86	*BLDG	322	14848	647.2		
87	*BLDG	329	13868	653.9		
88	MT	331	13876	673.0		
89	Lightning Rod	351	705	529.4		
Others: Nil						

Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 02L/20R						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	*BLDG	001	22615	624		
2	*BLDG	006	21244	610		

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Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 02L/20R						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
3	MT	006	125023	3422	ATC SMAC	
4	*Lightning Rod	012	15991	572		
5	MT	013	131957	2943	ATC SMAC	
6	MT	014	133832	2491	ATC SMAC	
7	*TWR	023	15895	618		
8	MT	024	136098	1352	ATC SMAC	
9	*BLDG	033	16443	603		
10	*BLDG	042	17945	600		
11	MT	046	25169	592		
12	*BLDG	048	15364	650		
13	MT	048	177324	912	ATC SMAC	
14	*Antenna	049	15217	662		
15	MT	051	158428	746	ATC SMAC	
16	*BLDG	052	15503	662		
17	BLDG	059	15182	680		
18	*TV TWR	060	16930	837	ATC SMAC	
19	*BLDG	067	16526	605		
20	TWR	071	48182	793		
21	*BLDG	074	19656	708		
22	BLDG	074	41553	826		
23	Chimney	079	62366	666	ATC SMAC	
24	*TWR	082	43586	1047		
25	BLDG	083	20165	995	ATC SMAC	
26	MT	083	43530	930		
27	MT	085	39187	854		

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Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 02L/20R						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
28	TWR	095	36633	941		
29	TWR	100	34957	971		
30	MT	101	89919	584	ATC SMAC	
31	*BLDG	104	11644	697		
32	MT	104	34472	1057		
33	MT	104	34615	1051	ATC SMAC	
34	Iron TWR	106	33956	1066		
35	MT	113	33367	990		
36	*BLDG	122	21318	605		
37	MT	125	33093	997		
38	BLDG	125	33118	1012		
39	Trees	132	34187	972		
40	BLDG	143	19975	997	ATC SMAC	
41	*Lightning Rod	143	36703	1020	ATC SMAC	
42	Iron TWR	148	38949	922		
43	MT	150	107470	677	ATC SMAC	
44	Trees	158	42781	845		
45	BLDG	160	115493	866	ATC SMAC	
46	BLDG	162	44414	859		
47	Microwave TWR	164	48526	942		
48	TWR	164	48534	940		
49	MT	169	130123	747	ATC SMAC	
50	Microwave TWR	198	16663	619		
51	Trees	210	32703	711	RWY02L Intermediate approach	

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Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 02L/20R						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
52	*Trees	215	24630	632		
53	MT	221	47218	718	ATC SMAC	
54	Contour line	221	54302	880	ATC SMAC	
55	MT	223	61199	1005	ATC SMAC	
56	MT	228	81087	1142	ATC SMAC	
57	MT	228	112503	1596	ATC SMAC	
58	BLDG	247	92171	1646	ATC SMAC	
59	MT	259	72528	1423	ATC SMAC	
60	MT	284	94302	5364	ATC SMAC	
61	Trees	293	41919	813		
62	MT	297	64552	2912	ATC SMAC	
63	MT	300	56910	2220	ATC SMAC	
64	MT	303	59332	2599	ATC SMAC	
65	MT	318	59010	2000	ATC SMAC	
66	MT	320	82324	4141	ATC SMAC	
67	BLDG	325	16354	645		
68	Antenna	343	46956	767		
69	MT	354	94653	4805	ATC SMAC	
70	MT	355	73908	2441	ATC SMAC	
Others: Nil						

ZUUU AD 2.11 提供的气象信息、机场观测与报告
Meteorological information provided & aerodrome observations and reports

1	相关气象台的名称 Associated MET Office	MET Center of Xinan regional ATMB

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2	气象服务时间；服务时间以外的责任气象台 Hours of service, MET Office outside hours	H24 -
3	负责编发 TAF 的气象台；有效时段；发布间隔 Office responsible for TAF preparation,Periods of validity; Interval of issuance	MET Center of Xinan regional ATMB; 24 HR; 6 HR
4	趋势预报发布间隔 Issuance interval of trend forecast	30 min
5	所提供的讲解/咨询服务 Briefing/consultation provided	P, T, Video
6	飞行文件及其使用语言 Flight documentation, Languages used	Chart, International MET Codes, Abbreviated Plain Language Text Ch, En
7	讲解/咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material, AWOS real-time data, significant weather information, low-altitude weather information, data forecast chart.
8	提供信息的辅助设备 Supplementary equipment available for providing information	MET Service Terminal
9	提供气象情报的空中交通服务单位 ATS units provided with information	TWR, APP, ACC, APO, operation control office, flow management officer.
10	观测类型与频率/自动观测设备 Type & frequency of observation/Automatic observation equipment	Half hourly plus special observation/Yes
11	气象报告类型及所包含的补充资料 Type of MET Report & supplementary information included	METAR, SPECI, TEND
12	观测系统及位置 Observation System & Site(s)	RVR EQPT A: 100m W of RCL, 320m inward THR02L B: 100m W of RCL, 1800m inward THR02L C: 100m W of RCL, 320m inward THR02L D: 100m E of RCL, 350m inward THR02R E: 100m E of RCL, 1790m inward THR02R F: 100m E of RCL, 430m inward THR02R

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		SFC wind sensors 02L: 110m W of RCL, 305m inward THR 02L/20R: 110m W of RCL, 1800m inward THR02L 20R: 110m W of RCL, 305m inward THR 02R: 110m E of RCL, 380m inward THR 02R/20L: 110m E of RCL, 1800m inward THR02R 20L: 110m E of RCL, 410m inward THR Ceilometer 02L: 60m W of RCL, 1050m outward THR 20R: 60m W of RCL, 270m outward THR 02R: 60m E of RCL, 500m outward THR 20L: 60m E of RCL, 500m outward THR
13	气象观测系统的工作时间 Hours of operation for meteorological observation system	H24
14	气候资料 Climatological information	Climatological tables AVBL
15	其他信息 Additional information	Tel: 86-28-85702294, 86-28-85701140

ZUUU AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 Designations RWY NR	真方位和磁方位 TRUE &MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度(PCN), 跑道道面/ 停止道道面 RWY strength (PCN), RWY surface / SWYsurface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	跑道入口标高,精密进近跑道接地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
02L	022°GEO 024°MAG	3600×45	88/R/B/W/T CONC/-		THR492.9m TDZ492.9m
20R	202°GEO 204°MAG	3600×45	88/R/B/W/T CONC/-		THR495.4m TDZ495.4m
02R	022°GEO 024°MAG	3600×60	90/R/B/W/T CONC/-		THR512.4m TDZ512.4m

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20L	202°GEO 204°MAG	3600×60	90/R/B/W/T CONC/-		THR496.6m TDZ500.6m
跑道-停止道坡度 Slope of RWY-SWY	停止道长宽 SWY dimensions(m)	净空道长宽 CWY dimensions(m)	升降带长宽 Strip dimensions(m)	无障碍物区 OFZ	跑道端安全区长宽 RWY end safety area dimensions(m)
7	8	9	10	11	12
See AOC	Nil	Nil	3720×300	Nil	240×120
See AOC	Nil	Nil	3720×300	Nil	240×120
See AOC	Nil	Nil	3720×300	Nil	240×120
See AOC	Nil	Nil	3720×300	Nil	240×120
Remark: 1. Distance between RCL02L/20R and RCL02R/20L is 1525m; THR02L is 1040m N of THR20L; 2. Width of RWY shoulder: 7.5m each side; 3. Blast pad: RWY02L: 60×60m, RWY20R: 60×60m, RWY02R: 120×75m, RWY20L: 120×75m.					

ZUUU AD 2.13 公布距离 Declared distances

跑道号码 RWY Designator	可用起飞滑跑距离 TORA(m)	可用起飞距离 TODA(m)	可用加速停止距离 ASDA(m)	可用着陆距离 LDA(m)	备注 Remarks
1	2	3	4	5	6
02L	3600	3600	3600	3600	Nil
02L	3200	3200	3200	3600	FM A2
20R	3600	3600	3600	3600	Nil
02R	3600	3600	3600	3600	Nil
02R	3200	3200	3200	3600	FM E2
20L	3600	3600	3600	3600	Nil
20L	3200	3200	3200	3600	FM E8

ZUUU AD 2.14 进近和跑道灯光 Approach and runway lighting

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跑道代号 RWY Designator	进近灯类型、长度、强度 APCH LGT type LEN INTST	入口灯颜色、翼排灯 THR LGT colour WBAR	目视进近坡度指示系统(跑道入口最低眼高), 精密进近航道指示器 VASIS (MEHT) PAPI	接地地带灯长度 TDZ LGT LEN	跑道中心线灯长度、间隔、颜色、强度 RWY Center line LGT LEN, spacing, colour, INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN, spacing, colour, INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN, colour
1	2	3	4	5	6	7	8	9
02L	PALS CAT II* 900m LIH	GREEN Yes	PAPI LEFT 426m inward THR02L 3° 22.3m	900m	3600m** spacing 15m	3600m*** spacing 60m	RED	Nil
20R	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 440m inward THR20R 3° 23m	Nil	3600m** spacing 15m	3600m*** spacing 60m	RED	Nil
02R	PALS CAT III* 900m LIH	GREEN Yes	PAPI LEFT 432m inward THR02R 3° 18.5m	900m	3600m** spacing 15m	3600m*** spacing 60m	RED	Nil
20L	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 362m inward THR20L 3° 18.6m	Nil	3600m** spacing 15m	3600m*** spacing 60m	RED	Nil
Remarks: *SFL								

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跑道代号 RWY Designator	进近灯类型、长度、强度 APCH LGT type LEN INTST	入口灯颜色、翼排灯 THR LGT colour WBAR	目视进近坡度指示系统(跑道入口最低眼高), 精密进近航道指示器 VASIS (MEHT) PAPI	接地地带灯长度 TDZ LGT LEN	跑道中心线灯长度、间隔、颜色、强度 RWY Center line LGT LEN, spacing, colour, INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN, spacing, colour, INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN, colour
**0-2700m White VRB LIH, 2700-3300m Red/White VRB LIH, 3300-3600m Red VRB LIH ***0-3000m White VRB LIH, 3000-3600m Yellow VRB LIH								

ZUUU AD 2.15 其他灯光,备份电源 Other lighting, secondary power supply

1	机场灯标/识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标/风向标位置和灯光 LDI/WDI location and LGT	WDI: 02L:135m W of RCL, 327m inward THR02L, LGT; 20R:135m W of RCL, 390m inward THR20R, LGT; 02R:105.5m E of RCL, 437m inward THR02R, LGT; 20L:117.5m E of RCL, 355m inward THR20L, LGT.
3	滑行道边灯和中线灯 TWY edge and center line lighting	All TWYs: Blue edge line light, yellow and green center line light
4	备份电源/转换时间 Secondary power supply/switch-over time	Secondary power supply available, diesel motor / CAT I: 15 s, CAT II: 1s, CAT III: 1s
5	备注 Remarks	Nil

ZUUU AD 2.16 直升机着陆区域 Helicopter landing area

1	TLOF 坐标或 FATO 入口坐标及大地水准面波幅 Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF 和/或 FATO 标高（m/ft） TLOF and/or FATO elevation (m/ft)	Nil
3	TLOF 和 FATO 区域范围、道面、强度和	Nil

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	标志 TLOF and FATO area dimensions,surface, strength, marking	
4	FATO 的真方位和磁方位 True and MAG BRG of FATO	Nil
5	公布距离 Declared distance available	Nil
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZUUU AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Chengdu tower control area	N304925E1040930- N304700E1042830- N302620E1040230- N302920E1035640- N303800E1035700- N304925E1040930		
Tower Control Area	A circuit, all arcs with radius 13km centered at centers of all RWY THRs and all lines tangential to the adjacent 2 arcs.	1200m(QNH) and below	
Fuel Dumping Area	N291035E1031147 - N291044E1034847 - N282726E1034853 - N282717E1031208 - N291035E1031147	QNE5000m and above	Flight method: 1. After approval, enter from JYA to N290512E1031759, exit from N290518E1034238 to JYA; 2. By ATC.
Altimeter setting region and TL/TA	Same as Chengdu APP area	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)	

ZUUU AD 2.18 空中交通服务通信设施 ATS communication facilities

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服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5
ATIS		ARR:126.45	H24	D-ATIS available
ATIS		DEP:128.6	H24	D-ATIS available
APP	Chengdu Approach	APP01:124.85(127.7)	H24	
APP	Chengdu Approach	APP06:126.35(125.25)	0030-1300	
APP	Chengdu Approach	APP07:119.425(123.825)	0030-1900	
APP	Chengdu Approach	APP08:119.25(123.825)	0030-1900	
TWR	Chengdu Tower	123.0(118.85)	H24	Used for RWY02L/20R
TWR	Chengdu Tower	130.35(118.85)	2200-1400(next day)	Used for RWY02R/20L
GND	Chengdu Ground	121.75(121.7)	by ATC	Used for RWY02R/20L
GND	Chengdu Delivery	121.6(121.7)	0100-1300	DCL availab
GND	Chengdu Ground	121.85(121.7)	2200-1800(next day)	Used for RWY02L/20R
APN	Shuangliu Apron	APN01:121.9(121.8/121.65)	by ATC	
APN	Shuangliu Apron	APN02:121.8(121.9/121.65)	H24	
APN	Shuangliu Apron	APN03:121.65(121.8/121.9)	by ATC	

ZUUU AD 2.19 无线电导航和着陆设施 Radio navigation and landing aids

设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6
Ziyang VOR/DME	ZYG	112.1MHz CH58X	N29°56.4' E104°44.3'	427m	
Zhugao VOR/DME	ZGA	115.25MHz CH99Y	N30°35.5' E104°43.9'	563m	

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设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
Jingyan VOR/DME	JYA	114.65MHz CH93Y	N29°46.4' E104°02.9'	467m	
Wufengxi VOR/DME	WFX	117.1MHz CH118X	N30°36.4' E104°29.5'		
Shuangliu VOR/DME	CTU	115.7MHz CH104X	N30°34.4′ E103°56.6′ 219°MAG/827m FM RWY02L/20R center	505m	
Mianyang VOR/DME	MYG	114.8MHz CH95X	N31°26.0' E104°44.0'	538m	Coverage 200km
Jintang VOR/DME	JTG	115.4MHz CH101X	N30°52.3′ E104°23.4′		VOR/DME: R170°-R205° clockwise U/S, VOR: Beyond 12NM on R056° U/S
Huilong VOR/DME	HLC	115.95MHz CH106Y	N30°18.1′ E103°41.7′	567m	
Dexin VOR/DME	CDX	116.35MHz CH110Y	N31°15.0′ E104°22.8′	540m	R255°-R360° clockwise U/S.
Chongzhou VOR/DME	CZH	114.5MHz CH92X	N30°38.7′ E103°41.2′		
Baihesi VOR/DME	BHS	117.9MHz CH126X	N30°30.7′ E104°12.0′		DME: Beyond 21NM of R173° U/S
Chengdu NDB	ZW	260kHz	N30°30.0' E103°54.5' 204°MAG/7750m FM THR02L		Coverage 30NM Beyond 30NM of R122° U/S
OM 02L		75MHz	204°MAG/7750m FM THR02L		Coverage 600±200m Co-located with Chengdu NDB 'ZW'

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设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
IM 02L		75MHz	204°MAG/280m FM THR02L		Coverage 150±50m
LOC 02L ILS CAT II	IZW	111.1MHz	024°MAG/260m FM RWY02L end		Coverage 25NM
GP 02L		331.7MHz	120m W of RCL, 310m inward THR02L		Angle 3° RDH 15m Coverage 10 NM
DME 02L	IZW	CH48X (111.1MHz)		498m	Co-located with GP 02L
LMM 02L	Z	396kHz	204°MAG/1050m FM THR02L		Marker coverage 300±100m NDB coverage 11NM
IM 02R		75MHz	325m outward THR02R		Coverage 150±50m
LOC 02R ILS CAT II	ICR	108.7MHz	290m outward RWY02R end		Coverage 25NM
GP 02R		330.5MHz	125m E of RCL, 342m inward THR02R		Angle 3° RDH 15m Coverage 10NM
DME 02R	ICR	CH24X (108.7MHz)		519m	Co-located with GP 02R
LOC 20L ILS CAT I	IDE	109.7MHz	305m outward RWY20L end		Coverage 25NM
GP 20L		333.2MHz	120m E of RCL, 288m inward THR20L		Angle 3° RDH 15m Coverage 10NM
DME 20L	IDE	CH34X (109.7MHz)		506m	Co-located with GP 20L
LOC 20R ILS CAT I	IAA	109.1MHz	204°MAG/260m FM RWY20R end		Coverage 25NM

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设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
GP 20R		331.4MHz	120m W of RCL, 319m inward THR20R		Angle 3° RDH 15m Coverage 10NM
DME 20R	IAA	CH28X (109.1MHz)		500m	Beyond 15NM U/S Co-located with GP 20R

ZUUU AD 2.20 本场飞行规定

ZUUU AD 2.20 Local traffic regulations

1. 机场使用规定

1.1 禁止未安装二次雷达应答机的航空器起降；

1.2 地面运行时二次雷达应答机操作程序：离场，收到同意推出或开车指令时，选择 XPNDR 或 AUTO 模式；进场，脱离跑道后，选择 XPNDR 或 AUTO 模式，进入停机位后，选择 STBY 模式；其余运行阶段，按照公司或管制单位要求设置应答机模式。

1.3 对所有无 ACAS II，最大起飞重量大于 15000 公斤或批准的旅客座位数量超过 30 的民用固定翼涡轮发动机航空器，0000 至 1400(UTC)不得在本场起降。

1.4 平行跑道同时仪表运行规定

1.Airport operations regulations

1.1 Takeoff/landing of aircraft without SSR transponder are forbidden;

1.2 SSR transponder operating procedures on ground: for departure aircraft, when flight crew obtain push-back or start-up clearance, select XPNDR or AUTO mode; for arrival aircraft, after vacating the runway, select XPNDR or AUTO mode ,after parking the stand, select STBY mode.Other stage flight crew shall select mode by ATC or airlines.

1.3 For fixed wing turbine engine aircraft (ACAS II not equipped and MTOW more than 15000 kg or approved passenger seat number more than 30), departure and landing are forbidden during 0000-1400(UTC).

1.4 Simultaneous operations on parallel runways

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1.4.1 本场可以实施三种运行模式：独立平行离场、相关平行仪表进近、隔离平行运行。运行模式、运行时间及使用跑道听从 ATC 指令。

1.4.1 Three operation modes can be implemented: independent parallel departures, dependent parallel ILS approaches, and segregated parallel approaches/departures. Follow ATC instructions for the specific operation mode, operation time and the runway in use.

1.4.2 当出现风切变，颠簸，下降气流或强侧风等可能加大航空器偏离仪表着陆系统航向道的程度时，航空器驾驶员应立即向管制员报告，根据收到的机组报告和气象信息，空中交通管制部门可依据平行跑道实施方案中的有关程序，及时终止相关平行进近模式或完全终止平行跑道同时仪表运行。

1.4.2 Under certain adverse weather conditions(e.g. wind shear, turbulence, down drafts or crosswind) which might increase ILS localizer course deviations to the extent that safety may be impaired, report the situation to controller immediately. According to the reports and weather information, ATC unit will decide the necessity to terminate the dependent parallel approaches or independent parallel ILS operations completely.

1.5 双流机坪（APN）范围：

1.5 Range of APN(Shuangliu Apron) :

滑行道：A2（不含）以北的 C 滑，B10 以北的 B 滑，B10(A 和 C 滑之间)。

TWYs: TWY C(north of A2(excluded)), TWY B(north of B10), TWY B10(BTN TWY A C).

机坪：所有机坪区域。

Apron: All aprons.

特殊区域：A8（含）以北的 B 滑及 231-239 停机位，当使用 20R 起飞时，由塔台管制室管理，当不使用 20R 起飞时，由双流机坪管理。

Special area(TWY B(north of A8(included)) and stands Nr.231-239) : Aircrafts shall follow TWR Control instructions when departing from RWY20R, otherwise, follow APN(Shuangliu Apron) instructions.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

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2.1 可以通过塔台管制室或双流机坪申请拖车、引导车服务，引导车引导方式如下：

2.1 Follow-me vehicle service and towing service are available via Tower Control or Shuangliu Apron. The guidance instructions of follow-me vehicle is shown below:

Instructions of guidance	Lights & Display information
Arrival guidance	Emergency flashers ON. The direction of guidance and information of the parking stand.
Departure guidance	Emergency flashers ON. Only the direction of guidance.
Stop taxiing	‘STOP’.
Termination of guidance	Emergency flashers OFF. Guidance lights OFF. No information.

2.2 禁止航空器在滑行道上做 180°转弯。

2.2 180°turnaround on TWY is strictly forbidden for all aircrafts.

2.3 滑行道使用原则:

拖行航空器穿越 RWY02L/20R 时，使用 A3, A4 滑行道。

2.3 General rules for the use of taxiways:

TWY A3,A4 are available for towing aircraft across the RWY02L/20R.

2.4 机动区冲突多发地带运行要求

为减少运行差错，降低地面冲突和跑道入侵事件的发生概率，在机场活动区内运行的航空器需严格按照下述的要求进行。

2.4 Operating requirements of hot spots procedure

For the purpose of reducing errors that lead to ground conflicts and runway incursions, aircraft operating within the maneuvering area of Chengdu airport must follow the requirements below.

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HS1/HS2:

此区域设有 I 类和 II 类等待线，I、II 类运行时，如未收到进一步管制指令，禁止航空器穿越等待线。

HS1/HS2:

Hold position for ILS CAT I and II established in the area, wait for clearance from ATC to cross.

HS3/HS4:

此区域设有 I 类等待线，I 类运行时，如未收到进一步管制指令，禁止航空器穿越等待线。

HS3/HS4:

Hold position for ILS CAT I established in the area, wait for clearance from ATC to cross.

HS5:

进入该区域前，有 4 个等待标志 HP1-HP4，飞行员应根据管制员指令进入等待。

HS5:

Four hold positions (HP1-HP4) established before the area, hold according to ATC instruction.

HS6:

进入该区域前，有4个等待标志HP5-HP8，其中“HP8”为强制位置报告点，飞行员应根据管制员指令进行等待。

HS6:

Four hold positions including one compulsory reporting position “HP8” established before the area, hold according to ATC instruction.

HS7:

1.进入该区域前，有 2 个等待标志 HP9、HP10，其中“HP9”为强制位置报告点，飞行员应根据管制员指令进行等待；

2.此区域设有 I 类和 II 类等待线，I、II 类运行时，需等待管制员指令，进行穿越。

HS7:

1.Two hold positions including one compulsory reporting position “HP9” established in the area, hold according to ATC instruction;

2.Hold positions for ILS CAT I and II established, wait for clearance from ATC to cross.

HS8:

此区域设有 I 类等待线，I 类运行时，需等待管制员指令，进行穿越。

HS8:

Hold position for ILS CAT I established in the area, wait for clearance from ATC to cross.

HS9:

此区域设有 I 类和 II 类等待线，I、II 类运行时，需

HS9:

Hold positions for ILS CAT I and II established, wait

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等待管制员指令，进行穿越。

for clearance from ATC to cross.

2.5 地面常规滑行路线

不同运行模式对应不同标准滑行路线，除管制员特别要求外，进离场航空器使用地面常规滑行路线滑行。

2.5 Routine Taxiing Route

Different modes of operations require different taxiing route. Routine Taxiing Routes are established in the aerodrome. Aircraft shall taxi along the Routine Taxiing Route except receiving the specific instruction from controller.

Operation type	Used for	Route ID	Taxiing direction
RWY 02L	Runway 02L for departure	Route 1	BX(X=1-6)/B-B6-A-RWY02L hold position
	Runway 02L for arrival	Route 2	A-BX(X=1-10)-B-stands
RWY 02R	Runway 02R for departure	Route 3	BX(X=1-10)/H7-B-M-D-E1-RWY02R hold position
	Runway 02R for arrival	Route 4	E-E9-N-C-B10-B-stands or D-T10-(K1/K3/T11/T1/T2)-stands
RWY 02L and RWY 02R	Runway 02L for departure	Route 5	BX(X=1-10)/A7-A-RWY02L hold position
	Runway 02R for arrival	Route 6	E-E8-N-B/C-B10-B-stands or D-T10-(K1/K3/T11/T1/T2)-stands
RWY 02L and RWY 02R	Runway 02L for departure	Route 5	BX(X=1-10)/A7-A-RWY02L hold position
	Runway 02R for departure	Route 3	BX(X=1-10)/H7-B-M-D-E1-RWY02R hold position
	Runway 02R for arrival	Route 4	E-E9-N-C-B10-B-stands or D-T10-(K1/K3/T11/T1/T2)-stands
RWY 02L and	Runway 02L for	Route 1	BX(X=1-6)/B-B6-A-RWY02L hold

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RWY 02R	departure		position
	Runway 02L for arrival	Route 2	A-BX(X=1-10)-B-stands
	Runway 02R for arrival	Route 4	E-E9-N-C-B10-B-stands or D-T10-(K1/K3/T11/T1/T2)-stands
RWY 20L	Runway 20L for departure	Route 7	B-B10-C-N-E9-RWY20L hold position
	Runway 20L for arrival	Route 8	E-E8-M-B-stands
RWY 20R	Runway 20R for departure	Route 9	BX(X=4-10)/A7-A-RWY20R hold position
	Runway 20R for arrival	Route 10	A-BX(X=1-10)/A7-stands
RWY 20L and RWY20R	Runway 20L for departure	Route 7	B-B10-C-N-E9-RWY20L hold position
		Route 11	T10-D-E9-RWY20L hold position
	Runway 20R for arrival	Route 10	A-BX(X=1-10)/A7-stands
RWY 20L and RWY20R	Runway 20L for departure	Route 7	B-B10-C-N-E9-RWY20L hold position
	Runway 20R for departure	Route 9	BX(X=4-10)/A7 -A-RWY20R hold position
	Runway 20R for arrival	Route 10	A-BX(X=1-10)/A7-stands
RWY 20L and RWY20R	Runway 20L for departure	Route 7	B-B10-C-N-E9-RWY20L hold position
	Runway 20L for arrival	Route 8	E-E8-M-B-stands

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	Runway 20R for arrival	Route 10	A-BX(X=1-10)/A7-stands
Remarks:			

2.6 滑行道使用限制 2.6 Taxiway limitation

滑行道/TWY	航空器翼展限制/Wing span limits for aircraft
B(BTN B1&M), B1, C(BTN C2&C5), C2, E, E1-E3, E7-E9, M, N, T2(west of T10)	80m
A,A1-A9,B(BTN B1&B10), B(north of stand Nr.212), B2-B10,C(others),C1,C3-C8,D,D1-D5,E(BTN E9&F),E4-E6, F, H4, H5, H6(south of stand Nr.215), K1, T1(west of T10),T4,T5,T10,V1,V2	65m
H3,T7(west of stand Nr.151), T9(west of stand Nr.136)	61m
H1, H2, T3	52m
B(BTN B10&stand Nr.212)	39m
H7, K3, T1(east of T10),T2(east of T10),T6, T7(east of stand Nr.151), T8, T9(east of stand Nr.136), T11	36m
B1(BTN B&C), C3	1. Allow aircraft on B1(BTN B&C)and aircraft on C3 to operate independently while: both≤53m 2. When one of the two TWYs occupied by ACFT with wing span more than 53m, the other TWY only available for ACFT with wing span not exceeding 39m.
B3(BTN B&C), C5	1. Allow aircraft on B3(BTN B&C)and aircraft on C5 to operate independently while: both≤53m 2. When one of the two TWYs occupied by ACFT with wing span more than 53m, the other TWY only

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	available for ACFT with wing span not exceeding 39m.
C6, C7	1. Allow aircraft on C6 and aircraft on C7 to operate independently while: both≤53m 2. When one of the two TWYs occupied by ACFT with wing span more than 53m, the other TWY only available for ACFT with wing span not exceeding 39m.
B6(BTN B&C), C8	1. Allow aircraft on B6 (BTN B&C)and aircraft on C8 to operate independently while: both≤53m 2. When one of the two TWYs occupied by ACFT with wing span more than 53m, the other TWY only available for ACFT with wing span not exceeding 39m.
A2(BTN A&RWY02L/20R)	1.≤65m (allow landing aircraft to vacate RWY 02L/20R) 2.≤39m and height≤15m(when aircraft operated on TWY A(BTN A1&A2),and TWY A2 used for aircraft to enter RWY02L/20R) 3.≤65m(no aircraft operated on TWY A(BTN A1&A2),and TWY A2 used for aircraft to enter RWY02L/20R)
T5	≤61m(when aircraft with wingspan>52m parking on or enter/exit stand Nr.165)
T10(north of T4)	≤36m(when aircraft with wingspan≥36m parking on stand Nr.326)
H1	≤36m(when aircraft with wingspan>52m parking on or enter/exit stand Nr.123)
H2	≤36m(when aircraft with wingspan>52m parking on or enter/exit stand Nr.123)
H6(north of stand Nr.215)	≤36m(expect for the aircraft pushed back, start up and

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	taxi out of stands Nr.213, 214, 229, 230)
Z1	31m
Z2	29m
While an aircraft holding at TWY A2(BTN A &RWY 02L/20R), other aircraft are forbidden to taxi across TWY A2 along TWY A or taxi from TWY B to TWY A via TWY A2.	

2.7 F 滑和 E9 滑以北的 E 滑运行限制

2.7 Operation limitation for TWY F and TWY E(north of TWY E9)

2.7.1 当有航空器在 20L 跑道 I 类着陆或 02R 跑道 II 类运行时，在 G1 等待点以北的 E 滑以及 G2 和 G3 等待点之间的 F 滑上不能有航空器运行。当有航空器在 20L 跑道 HUD 特殊 II 类着陆时，F 滑和 E9 滑以北的 E 滑不能有航空器运行。

2.7.1 When an aircraft operates CAT I landing on RWY20L or CAT II on RWY02R, other aircraft are forbidden to taxi on TWY E (north of holding point G1), or TWY F(BTN holding point G2 G3). When an aircraft operates HUD special CAT II landing on RWY20L, other aircraft are forbidden to taxi on TWY F or TWY E(north of TWY E9).

2.7.2 在对 02R 跑道航向台进行飞行校验时，F 滑及 G1 等待点以北的 E 滑不能有航空器运行。

2.7.2 When LOC flight inspection is carried out on RWY02R, aircraft is forbidden to taxi on TWY F or TWY E(north of holding point G1).

2.7.3 当有航空器在 02R 跑道起飞时,在 G1 等待点以北的 E 滑以及 G3 等待点以北的 F 滑上不能有航空器运行。G3 以南的 F 滑上不能有机高超过 10.46m（不含）的航空器运行。

2.7.3 When an aircraft takes off on RWY02R, other aircraft are forbidden to taxi on TWY E(north of holding point G1) and TWY F(north of holding point G3). Aircraft with height more than 10.46m(exclusive) is forbidden to taxi on TWY F(south of G3).

2.8 滑行道运行限制

2.8 Operation limitation for TWYs

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2.8.1 V1、V2 滑

2.8.1 TWY: V1、V2

TWY in use	TWYs forbidden to use
TWY V1	TWY T1(BTN stands Nr.365-364L), TWY T2(BTN TWY C and stand Nr.315L), TWY V2
TWY V2	TWY T1(BTN stands Nr.365-364L), TWY T2(BTN TWY C and stand Nr.315L), TWY V1
It is forbidden to use TWY V1 and V2 when conducting low visibility operation.	

2.8.2 Z1、Z2 滑

2.8.2 TWY: Z1、Z2

TWY in use	Operation limitation
TWY Z1	1.Only use for towing aircraft. 2.TWY Z1 forbidden to use, when A/C parking on stands Nr.507, 507R or low visibility procedure is being operated.
TWY Z2	1.Only use for towing aircraft. 2.TWY Z2 forbidden to use, when LOC flight inspection is carried out on RWY02R or low visibility procedure is being operated. 3.A/C with height more than 10.46m is forbidden to taxi on TWY Z2, when an aircraft takes off on RWY02R.

2.9 B747-8 航空器运行规则

2.9 Operation rules for B747-8

2.9.1 跑道: RWY02R/20L(主用),RWY02L/20R。

2.9.1 RWY: RWY02R/20L(main),RWY02L/20R.

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2.9.2 滑行道:A、A1、A8、A9、B(B3 以南)、B1、B3、C(B3 以南)、C2、D、D1-D5、E、E1、E2、E8、E9、F、M、N、T2(T10 以西)。

2.9.2 TWYs: A, A1, A8, A9, B(south of B3), B1, B3, C(south of B3), C2, D, D1-D5, E, E1, E2, E8, E9, F, M, N, T2(west of T10).

2.9.3 停机位:162、313、505-507 号停机位，B747-8 在本场运行时由引导车提供引导。

2.9.3 Stands: Nr.162, 313, 505-507, B747-8 shall be guided by follow-me vehicle.

2.9.4 当使用 02L/20R 跑道起飞时,须在跑道 B 型等待位置前等待。

2.9.4 When taking off on RWY02L/20R, aircraft shall hold at type B holding position.

2.9.5 不能同时运行的滑行道

2.9.5 TWYs cannot be used simultaneously

B747-8 on TWYs	TWYs forbidden to use
TWY A (north of TWY B1)	aircraft with wingspan>65m on lateral TWY B(north of TWY B1)
TWY B (north of TWY B1)	aircraft with wingspan>65m on lateral TWY A (north of TWY B1)or TWY C(north of TWY B1)
TWY B1(BTN TWY B&TWY C)	aircraft with wingspan>52m on lateral TWY C3
TWY B3(BTN TWY B&TWY C)	aircraft with wingspan>36m on lateral TWY C5
TWY C(BTN TWY B1&TWY B3)	aircraft with wingspan>65m on lateral TWY B(BTN TWY B1&TWY B3)
TWY C2	aircraft with wingspan>65m on lateral TWY A2(BTN TWY B&TWY C)
TWY T2 (west of TWY T10)	aircraft with wingspan>65m on lateral TWY T1(west of TWY T10)

2.9.6 B747-8 航空器滑行路线

2.9.6 Taxiing route for B747-8

	Parking on stand Nr.162	Parking on stand Nr.313	Parking on stand

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			Nr.505-507
RWY02R for departure	C-B3-A-A1-B-M-D-E1-02R holding point	T2-C-M-D-E1-02R holding point	F-E-E9-D-E1-02R holding point
RWY02R for arrival	E-E9-N-C to enter parking stand	E-E9-N-C-T2 to enter parking stand	E-F to enter parking stand
RWY20L for departure	C-B3-A-A1-C-N-E9-20L holding point	T2-C-N-E9-20L holding point	F-E-E9-20L holding point
RWY20L for arrival	D-M-C to enter parking stand	D-M-C-T2 to enter parking stand	E-F to enter parking stand
RWY02L for departure	C-B3-A-A1-02L holding point	T2-C-A1-02L holding point	F-E-E9-N-C-A1-02L holding point
RWY02L for arrival	A-B3-C to enter parking stand	A-B1-C-T2/A-B3-C-T2 to enter parking stand	A-B1-B-M-E9-E-F to enter parking stand
RWY20R for departure	C-B3-A-A8-20R holding point	T2-C-B3-A-A8-20R holding point	F-E-E9-M-B-B3-A-20R holding point
RWY20R for arrival	A-A1-C to enter parking stand	A-A1-C-T2 to enter parking stand	A1-B-M-E9-E-F or B1-B-M-E9-E-F to enter parking stand
Remarks: Actual taxiing route follow ATC instructions.			

2.10 A380 航空器运行规则

2.10.1 跑道: RWY02R/20L。

2.10.2 滑行道:B（B1 以南）、B1、C（C2 和 B3 之间）、C2、D、E、E1、E2、E8、E9、M、N、T2（T10 以西）。

2.10 Operation rules for A380

2.10.1 RWY: RWY02R/20L.

2.10.2 TWTs: B(south of B1), B1, C(BTN C2&C3), C2, D, E, E1, E2, E8, E9, M, N, T2(west of T10).

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2.10.3 停机位：162、313 号停机位，A380 在本场运行时由引导车提供引导。

2.10.3 Stands: Nr.162, 313, A380 shall be guided by follow-me vehicle.

2.10.4 不能同时运行的滑行道

2.10.4 TWYs cannot be used simultaneously

A380 on TWYs	TWYs forbidden to use
TWY B(south of TWY B1)	aircraft with wingspan>65m on lateral TWY C(south of TWY B1)
TWY B1(btn TWY B&TWY C)	aircraft with wingspan>36m on lateral TWY C3 (BTN TWY B&TWY C)
TWY C(btn TWY C2&TWY B1)	aircraft with wingspan>65m on lateral TWY B (BTN TWY C2&TWY B1)
TWY C(btn TWY B1&TWY B3)	aircraft with wingspan>52m on lateral TWY B (BTN TWY B1&TWY B3)
TWY C2	aircraft with wingspan>61m on lateral TWY A2 (BTN TWY B&TWY C)
TWY T2(west of TWY T10)	aircraft with wingspan>61m on lateral TWY T1 (west of TWY T10)

Parking on stand Nr.162		Parking on stand Nr.313	
RWY02R for departure	C-C2-B-N-E9-E-E1-02R holding point	RWY02R for departure	T2-C2-B-N-E9-E-E1-02R holding point
RWY02R for arrival	E-E9-N-B-C2-C to enter parking stand	RWY02R for arrival	E-E9-N-B-C2-T2 to enter parking stand
RWY20L for departure	C-C2-B-N-E9-20L holding point	RWY20L for departure	T2-C2-B-N-E9-20L holding point
RWY20L for arrival	E-E8-M-B-C2-C to enter parking stand	RWY20L for arrival	

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Remarks:Actual taxiing route follow ATC instructions.
E-E8-M-B-C2-T2 to enter parking stand

2.10.5 A380 航空器滑行路线

2.10.5 Taxiing route for A380

Parking on stand Nr.162		Parking on stand Nr.313	
RWY02R for departure	C-C2-B-N-E9-E-E1-02R holding point	RWY02R for departure	T2-C2-B-N-E9-E-E1-02R holding point
RWY02R for arrival	E-E9-N-B-C2-C to enter parking stand	RWY02R for arrival	E-E9-N-B-C2-T2 to enter parking stand
RWY20L for departure	C-C2-B-N-E9-20L holding point	RWY20L for departure	T2-C2-B-N-E9-20L holding point
RWY20L for arrival	E-E8-M-B-C2-C to enter parking stand	RWY20L for arrival	E-E8-M-B-C2-T2 to enter parking stand
Remarks: Actual taxiing route follow ATC instructions.			

2.11 AN124 航空器运行规则

2.11 Operation rules for AN124

2.11.1 跑道：RWY02R/20L(主用)、RWY02L/20R。

2.11.1 RWY:RWY02R/20L(main), RWY02L/20R.

2.11.2 滑行道：A、A1、A8、B（B1 以南)、B1、B3、C（C2 和 B3 之间)、C2、D、E、E1、E2、E8、E9、M、N、T2（T10 以西）

2.11.2 TWYs:A, A1, A8, B(south of B1), B1, B3, C(BTN C2&B3), C2, D, E, E1, E2, E8, E9, M, N, T2(west of T10).

2.11.3 停机位：313 号停机位，AN124 在本场运行时由引导车提供引导位。

2.11.3 Stands: Nr.313, AN124 shall be guided by follow-me vehicle.

2.11.4 AN124 航空器滑行路线

2.11.4 Taxiing route for AN124

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Parking on stand Nr.313	
RWY02R for departure	T2-C2-B-N-E9-E-E1-02R holding point
RWY02R for arrival	E-E9-N-B-C2-T2 to enter parking stand
RWY20L for departure	T2-C2-B-N-E9-20L holding point
RWY20L for arrival	E-E8-M-B-C2-T2 to enter parking stand
RWY02L for departure	T2-C-A1-02L holding point
RWY02L for arrival	A-B1-C-T2/A-B3-C-T2 to enter parking stand
RWY20R for departure	T2-C-B3-A-A8-20R holding point
RWY20R for arrival	A-A1-C-T2 to enter parking stand

2.11.5 不能同时运行的滑行道

2.11.5 TWYs cannot be used simultaneously

AN124 on TWYs	TWYs forbidden to use
TWY A(north of TWY B1)	aircraft with wingspan>61m on lateral TWY B(north of TWY B1)
TWY B1(BTN TWY B&TWY C)	aircraft with wingspan>36m on lateral TWY C3
TWY B3(BTN TWY B&TWY C)	aircraft with wingspan>36m on lateral TWY C5
TWY C(BTN TWY B1&TWY B3)	aircraft with wingspan>61m on lateral TWY B (BTN TWY B1&TWY B3)
TWY C2	aircraft with wingspan>65m on lateral TWY A2 (BTN TWY B&TWY C)
TWY T2(west of TWY T10)	aircraft with wingspan>65m on lateral TWY T1 (west of TWY T10)

2.12 对机组的要求

2.12 Requirements for pilots

2.12.1 在塔台管制室管制范围内，由塔台管制室发

2.12.1 Tower Control and Shuangliu Apron shall issue

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布滑行指令，在双流机坪管制范围内，由双流机坪发布滑行指令。

taxiing instructions in their own control areas only.

2.12.2 在脱离跑道首次与地面管制联系时，尤其是在地面能见度较差的情况下，必须向地面管制员报告脱离的跑道和所使用的滑行道。

2.12.2 Pilot shall report the designation of the RWY having been vacated and TWY designation being in use on initial contact with GND, especially under low visibility conditions.

2.12.3 专机滑行路线以管制员通知为准。

2.12.3 The taxiing routes of special flight shall be instructed by ATC.

2.12.4 申请正在使用跑道以外的跑道起降，必须征得 ATC 的许可方能使用。

2.12.4 Pilot shall obtain the clearance from controller before changing the RWY in use.

2.12.5 在 ATC 的许可下，由机组根据短距起飞工作程序及机型翼展、机高的限制，自行决定是否使用非全跑道起飞。

2.12.5 With ATC clearance, flight crew can conduct the Shortened Distance Taking-off Procedures.

2.12.6 进出货机坪停机位 501-503 的航空器应在 180s（含）以内滑行通过 G1 与 G2 之间的滑行道，否则应提前告知管制员。

2.12.6 Aircraft enter/exit from stands Nr.501-503 shall pass the TWY between TWY G1&G2 within 180s. Otherwise, pilot shall inform ATC in advance.

2.12.7 进出货机坪停机位 504-507 的航空器应在 180s（含）以内滑行通过 G1 与 G3 之间的滑行道，否则应提前告知管制员。

2.12.7 Aircraft enter/exit from stands Nr.504-507 shall pass the TWY between TWY G1&G3 within 180s. Otherwise, pilot shall inform ATC in advance.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 离场飞行的航空器须在推出开车前 10min 根据通波（ATIS）公布的初始联系频率向塔台管制室申

3.1 Departure aircraft shall contact the "initial contact frequency" issued by ATIS to obtain delivery clearance,

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请放行许可，取得放行许可，且转频后须立即联系双流机坪并在该管制频率守听，由双流机坪负责推出开车顺序。

but shall be no earlier than 10 minutes of the estimated push-back time, then change frequency to contact Shuangliu APN Control and keep listening the frequency. Shuangliu Apron is responsible for push-back and start-up sequence.

3.2 双流机坪发布的推出开车许可指令，机组必须在3min 内执行，否则，需要重新申请。

3.2 The clearance of push-back and start-up issued by Shuangliu Apron shall be performed within 3 minutes, otherwise, the clearance will be cancelled automatically and a new clearance shall be applied.

3.3 起飞及着陆航空器占用跑道时间要求：
起飞航空器从等待位置到对正跑道时间应在 60 秒内,着陆航空器从接地到滑出跑道时间应该在 50 秒内，运行中航空器不能满足上述跑道占用时间要求的，应当及时通知管制单位。

3.3 Time requirement of occupying runway for departure and landing aircraft:Departure aircraft shall finish RWY alignment within 60 seconds after leaving hold position, landing aircraft shall fully vacate RWY within 50 seconds after touch down.If pilot consider that they can not fulfill the time requirement, they shall inform ATC controller as soon as possible.

3.4 F 类航空器进出 162/313 号停机位需由引导车引导。

3.4 Aircraft type F entering into/exiting parking stands Nr.162/313 shall be guided by follow-me vehicle.

3.5 发动机试车，需经双流机坪许可，并在指定的地点进行。严禁在廊桥附近、客机坪和滑行道上试大车。

3.5 Engine run-ups are subject to Shuangliu Apron clearance, and shall be carried out at a designated location. Fast engine run-ups near boarding bridges, or on apron or TWYs are strictly forbidden.

Engine run-up location	Description
TWY B (north of stand Nr.239)	1.Available for aircraft with wingspan≤65m. 2.Nose to south.

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	3.While engine run-up, aircraft push-back via stand Nr.237 is forbidden, aircraft taxi in/push-back via stands Nr.238 and 239 is forbidden. 4.Apply in advance.

3.6 停机位的翼展限制

3.6 Wing span limits for aircraft

停机位/Stands	航空器翼展限制/ Wing span limits for aircraft	机身长度限制/ Fuselage limits for aircraft
Nr. 162, 313	80m	
Nr. 505-507	68.5m	76.3m
Nr. 420-422	65m	75.5m
Nr. 103, 104, 106, 112, 132, 134, 147, 149, 164, 176, 314-319, 326, 362-364	65m	
Nr. 357, 358, 501, 502	65m	70.66m
Nr. 231-235, 503, 504	65m	70.7m
Nr. 102, 107, 121, 123, 135, 150, 165, 213, 214	61m	
Nr. 321, 322, 361	61m	74m
Nr. 230	61m	65m
Nr. 229	61m	64m
Nr. 301-306	52m	
Nr. 175	48m	
Nr. 131	45m	
Nr. 111, 114, 115, 124	39m	
Nr. 110, 126-128, 139-141,	36m	40m

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154-157, 225-227, 404-410		
Nr. 346-349	36m	39.5m
Nr. 101, 129, 130, 137, 138, 142, 152, 153, 158, 159, 342, 343	36m	39m
Nr. 350	36m	38m
Nr. 236-239	36m	37.6m
Nr. 355, 356	36m	34m
Nr. 105, 113, 120, 122, 136, 143-146, 151, 160, 161, 166-174, 177, 201-208, 211, 212, 215-218, 224, 307-312, 313L/R, 314L/R, 315L/R, 316L/R, 317L/R, 318L/R, 319L/R, 326L/R, 327-334, 336-339, 352-354, 357L/R, 359, 361L/R, 362L/R, 364L/R, 365, 505L/R, 506L/R, 507L/R	36m	
Nr. 351	36m	A319, B737-300
Nr. 116, 119	36m	A320, B738 and below
Nr. 108, 109, 117, 118	36m	A319, B735 and below
Nr. 320, 324, 401-403, 423-426, 601-619	36m	45m
Nr. 125	35m	A320, B738 and below
Nr. 210, 219	35m	
Nr. 340, 341	31m	39.5m
Nr. 701-704	31m	31m
Nr. 335	30m	
Nr. 345	29m	33m
Nr. 708-711	29m	30m

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Nr. 705-707	27m	28m
Nr. 209, 228	23m	

3.7 航空器进出停机位的滑行限制 3.7 Limits for aircraft entering /exiting stands

停机位/ Stand	进入滑行道/ Enter into stand by	滑出滑行道/ Exit stand by	顶推出机头方向/ Nose direction after push-back
Nr.101	H5	H5	Nose to West
Nr.213,214,229,230	H5-H6	H6-H5	Nose to South
Nr.102-104	H5	H5	Push back to H6(south of stand Nr.215), nose to South
Nr.105,113,122	C	C	Follow ATC instructions
Nr.106-112	H4	H4	Nose to West
Nr.114-121	H3	H3	Nose to West
Nr.123	H2	C	Follow ATC instructions
Nr.124,125	H1 or H2	H2	Nose to North
Nr.126-131	H1	H2	Nose to North(126,127) Nose to East(128-131)
Nr.132,134,147,149,162,164	C	C	Follow ATC instructions
Nr.135	C-T9	C	Follow ATC instructions
Nr.150	C-T7	C	Follow ATC instructions
Nr.136-138	T8 or T9	T9	Nose to West(136) Nose to North(137,138)
Nr.139-146	T8	T9	Nose to North(139,140) Nose to East(141-146)

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Nr.151-153	T6 or T7	T7	Nose to West(151) Nose to North(152,153)
Nr.154-161	T6	T7	Nose to North(154,155) Nose to East(156-161)
Nr.165-177	T4	T5	Nose to West(165-176) Nose to Southwest(177)
Nr.201-212	B	B	Nose to South
Nr.215-218	H5-H6 or H7-H6	H6-H7 or H6-H5	Follow ATC instructions
Nr.219,224	H5-H6 or H7-H6	H6-H7	Nose to North
Nr.225-228	H7 or H5-H6-H7	H7	Nose to North(225, 226) Nose to West(227, 228)
Nr.231-239	B	B	Nose to South
Nr.301-312	T4	T3	Nose to West
Nr.313-319(include combined stands), 336-343	T2	T2	Nose to West(313-319(include combined stands),336-339) Nose to Northwest(340-342) Nose to Northeast(343)
Nr.320-322, 324	T10	T10	Follow ATC instructions
Nr.326(include combined stands)	T10	T10	Nose to North
Nr.327-335	T10	T10	Follow ATC instructions
Nr.355、356	T10	T10	Nose to North
Nr.345-347	T2	T11	Nose to Northeast
Nr.348-350	T1	T11	Nose to Northeast
Nr.351-354,357-359(include	T1	T1	Nose to West

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combined stands), 361-365(include combined stands)			(352-354,357-359 (include combined stands), 361-365(include combined stands)) Nose to Northwest(351)
Nr.401-403,405-410	T11	T11	Nose to Southwest
Nr.404	T10	T11	Nose to Southwest
Nr.420	T10	K1	Nose to Northeast
Nr.421-426	K1	K1	Nose to Northeast
Nr.501,502	E-F	F-E	Nose to South
Nr.503	F	F	Nose to South
Nr.504,505-506(include combined stands)	F	F	Nose to North
Nr.507(wingspan＜52m, include combined stands)	F	F	Nose to North
Nr.507(52m≤wingspan≤68.5m, include combined stands)	F	F	Nose to South
Nr.601-619	K3	K3	Follow ATC instructions

3.8 不能同时使用的机位

3.8 Stands forbidden to be used simultaneously

The stand in use	The stands forbidden to be used
Nr.162(wingspan＞65m)	Nr.164(wingspan＞52m)
Nr.164(wingspan＞52m)	Nr.162(wingspan＞65m)
Nr.313	Nr.313L/R
Nr.314	Nr.314L/R
Nr.315	Nr.315L/R

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Nr.316	Nr.316L/R
Nr.317	Nr.317L/R
Nr.318	Nr.318L/R
Nr.319	Nr.319L/R
Nr.326	Nr.326L/R
Nr.357	Nr.357L/R
Nr.361	Nr.361L/R
Nr.361(wingspan≥52m)	Nr.362L
Nr.362	Nr.362L/R
Nr.364	Nr.364L/R
Nr.505	Nr.505L/R
Nr.506	Nr.506L/R
Nr.507	Nr.507L/R

3.9 当 107 机位停放翼展 52m(含)至 61m(含)的航空器且 108 机位、109 机位都停有航空器时，若 108 机位的航空器早于 107 机位的航空器推出，须沿 H4 顶推至 C 滑滑出，机头朝向听从管制员指挥。

3.9 When aircrafts parking on stands Nr.107-109(aircraft with wingspan 52-61m(included) parking on stand Nr.107), if aircraft on stand Nr.108 is pushed back earlier than aircraft on stand Nr.107, the aircraft on stand Nr.108 should be pushed to TWY C via TWY H4 and nose direction should follow ATC instructions.

3.10 地面电源方面，126-177 廊桥机位（T2），101-117 廊桥机位（T1）配备有 400Hz 电源，除 135, 150,165 桥位只能提供单组电源外，其他桥位可提供允许停放的全部机型使用电源。（T1 桥位电源不满足 B787 机型）。301-306、315L、316L/R-319L/R、326L/R 机

3.10 Boarding bridge stands Nr.126-177(TML Nr.2), 101-117(TML Nr.1) are equipped with 400Hz bridge power unit, which is available for all types of aircraft that allowed to all boarding bridge except stands Nr. 135, 150, 165.(The bridge power unit at TML Nr.1 is

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位、327-345（远机位南头）只配备了 400Hz 电源，无地面空调。建议停放在以上廊桥机位的航空器关闭机上 APU，使用地面提供的 400Hz 电源和空调系统。

not available for B787.) Stands Nr.301-306, 315L, 316L/R-319L/R, 326L/R,327-345 are only equipped with 400Hz ground power unit, no ground air supply unit. It is suggested that aircraft parking on the above stands power off airborne APU, use 400Hz ground power unit and ground air supply unit whenever possible.

Boarding bridge	Ground air supply unit
Nr. 129, 130, 136-145, 151-160, 166-174, 177	AC215X
Nr. 101, 105, 108-111, 113, 115-117，126-128, 131, 132, 134, 135, 146-150, 161, 162（main bridge），164, 165,175, 176	AC315X
Nr. 102-104,106,107,112,114，162(vice bridge)	AC385X

3.11 滑入及滑出停机位的规定

3.11 Rules for entering/exiting stands

机位/Stands	滑入方式/Enter by	滑出方式/Exit by	航空器翼展限制/ Wing span limits for aircraft
Nr.313L/R	Taxi-in	Push-out	
Nr.314L/R	Taxi-in	Push-out	
Nr.315L/R	Taxi-in	Push-out	
Nr.320	Taxi-in	Push-out/ taxi-out	≤24m
	Taxi-in	Push-out	>24m
Nr.321	Taxi-in	Push-out	
Nr.322	Taxi-in	Push-out	
Nr.324	Taxi-in	Push-out/ taxi-out	≤24m

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	Taxi-in	Push-out	>24m
Nr.362L/R	Taxi-in	Push-out	
Nr.364L/R	Taxi-in	Push-out	

使用 313L/R、314L/R、 315L/R 机位，当入位航空器未停稳时，相邻机位航空器不得滑入或推出，且机位后方 T2 滑行道不得有航空器滑行；使用 362L/R、364L/R 机位，当入位航空器未停稳时，相邻机位航空器不得滑入或推出，且机位后方 T1 滑行道不得有航空器滑行。

While aircraft entering stands Nr.313L/R,314L/R,315L/R in process, adjacent stands are not available for aircraft to enter/exit, and TWY T2 behind the stands are not available for taxiing; while aircraft entering stands Nr.362L/R,364L/R in process, adjacent stands are not available for aircraft to enter/exit, and TWY T1 behind the stands are not available for taxiing.

使用 320-322、324 机位，当入位航空器未停稳时，相邻机位航空器不得滑入或推出，且机位后方滑行道不得有航空器滑行。

While aircraft entering stands Nr.320-322, 324 in process, adjacent stands are not available for aircraft to enter/exit, and TWYs behind the stands are not available for taxiing.

停放于 364 和 364R 机位的航空器须顶推过 HP14，机头方向向西；停放于 314 和 314R 机位的航空器须顶推过 HP15，机头方向向西。

Aircrafts paking on stands Nr.364 and Nr.364R should be pushed back through HP14, nose to west. Aircrafts parking on stands Nr.314 and Nr.314R should be pushed back through HP15, nose to west.

4. 进、离场管制规定

4. Air traffic control regulations

无

Nil

5. 机场的 II/III 类运行

5. CAT II/III operations at AD

5.1 成都/双流机场 02L 号跑道装有 II 类仪表着陆系

5.1 RWY02L of CHENGDU/Shuangliu Airport is

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统, 02R 号跑道装有 III 类仪表着陆系统。

equipped with ILS CAT II, RWY02R of CHENGDU/Shuangliu Airport is equipped with ILS CAT III.

5.2 使用 02L/20R 离场航空器通常自 A 滑行道进入跑道。

5.2 Departing aircraft using RWY02L/20R shall normally enter RWY from TWY A.

5.3 低能见度运行

5.3 Low Visibility Operation(LVO)

5.3.1 跑道的使用

5.3.1 Use of RWYs

02L、02R 跑道满足II类及 HUD 特殊I类运行标准，20L 跑道满足 HUD 特殊II类运行标准；02L、02R 跑道允许使用 HUD 实施 RVR150m 起飞。

RWY 02L/R is satisfied with CAT II and HUD Special CAT I operation standard; RWY 20L is satisfied with HUD Special CAT II operation standard; RWY 02L/R is available for HUD RVR150m take-off.

5.3.2 低能见度运行程序的准备、实施和结束

5.3.2 Preparation, implementation and termination of Low Visibility Operation Procedures

5.3.2.1 当机场能见度为 1000m 或云高 90m 并呈下降趋势时，西南空管局管制中心将发布准备实施低能见度运行程序的指令；

5.3.2.1 When VIS=1000m or ceiling=90m and forecast shows a decreasing trend, ATC will instruct the preparation of Low Visibility Operation Procedures.

5.3.2.2 当机场能见度降至 800m、或跑道视程降至 550m 或云高降至 60m 时，西南空管局管制中心将发布开始实施低能见度运行程序的指令；

5.3.2.2 When VIS descend to 800m or RVR descend to 550m or ceiling descend to 60m, ATC will instruct the implementation of Low Visibility Operation Procedures.

5.3.2.3 当机场跑道视程达到 550m 且云高达到 60m 并呈上升趋势时，西南空管局管制中心将发布结束低能见度运行程序的指令。

5.3.2.3 When RVR ≥ 550m and ceiling ≥ 60m and forecast shows a increasing trend, ATC will instruct the termination of Low Visibility Operation Procedures.

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5.3.2.4 当天气状况满足任一条跑道实施低能见度运行程序条件时，西南空管局管制中心可决定该条跑道实施低能见度起飞、CAT II类或 HUD 特殊II类运行。

5.3.2.4 When weather condition is satisfied for any one of RWYs to implement Low Visibility Operation Procedure, the implementation of low visibility take-off or CAT II or HUD Special CAT II operation shall follow ATC instructions.

5.3.3 航空器引导

5.3.3 Aircraft guidance

5.3.3.1 双流机场实施低能见度运行程序时，所有进港航空器由引导车引导，出港航空器由机组或管制提出申请后，引导车按需引导。

5.3.3.1 During the implementation of Low Visibility Operation Procedures, arrival aircraft shall be guided by follow-me vehicle; departure aircraft shall be guided if necessary after applying for follow-me vehicle by flight crew or ATC.

5.3.3.2 引导车在引导航空器时行驶速度不超过20km/h。

5.3.3.2 The speed of follow-me vehicle shall not exceed 20km/h in service.

5.3.3.3 引导路线局部能见度低于 100m 或者在难以保证安全的情况下，不提供引导服务。

5.3.3.3 If partial visibility is less than 100m or it's hard to ensure safety along guiding route, guidance U/S.

5.3.4 实施低能见度运行程序时的注意事项

5.3.4 Notice for implementing Low Visibility Operation Procedure

5.3.4.1 禁止出港航空器经 A2 滑（02L/20R 跑道与 A 滑之间）、E2 或 E8 进入跑道直接起飞。

5.3.4.1 Departure aircraft is forbidden to enter RWY to take off via TWY A2(BTN RWY 02L/20R TWY A), E2 or E8.

5.3.4.2 注意观察停止排灯。

5.3.4.2 Pay attention to stop bars.

6. 除冰规则

6. Rules for deicing

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6.1 一般要求

驻场航空公司、地服公司应做好航空器除冰、防冰工作，地面除冰人员应向机组确认航空器是否处于适当的除冰、防冰构型，向机组通报使用除冰液的类型、浓缩比例和使用防冰液的开始时间，应安排放行人员监控航空器在除冰雪过程中的安全。

6.1 General rules

Airlines and ground service department are responsible for deicing/anti-icing tasks.Ground service staff shall confirm with flight crew to guarantee aircraft is in proper deicing/anti-icing configuration, and notify the type of deicing fluid, the concentration ratio and the time to use it. Staff responsible for Delivery shall monitor the deicing process to ensure the safety of aircraft.

6.2 响应程序

6.2.1 三级响应（预除冰/霜）：气象预报次日本场可能出现降雪或霜降天气导致航空器积冰/霜，各航空公司代理除冰单位应根据最早出发的始发航班前1.5-2h开始检查航空器是否需要预除冰/霜。预除冰/霜后，各公司或代理单位应将相关信息通报机场。

6.2 Response program

6.2.1 Response Level 3(pre-deicing/defrosting): when weather forecast predict it may snow or frost tomorrow and lead to the aircraft covered by ice/frost, each deicing agency of airlines will check whether aircraft need to be pre-deiced/defrosted 1.5-2h before the earliest departure aircraft. After pre-deicing/defrosting work, airlines or agencies shall inform related information to aerodrome.

6.2.2 二级响应（机位除冰/霜）：实施预除冰/霜后，若国航及其代理、川航、机场地服代理三家代理中，任意一家航司代理的航班出现机位上等待除冰/霜情况，且一小时内等待除冰/霜航班数量未超过其最大小时除冰/霜容量时，升级除冰/霜响应等级为二级。

6.2.2 Response Level 2(deicing/defrosting at parking stands): After pre-deicing/defrosting work, if aircraft of one of the AIR CHINA and its agency, Sichuan Airline or aerodrome ground agency waits for deicing/defrosting on the parking stands and the amount of flight waiting for deicing/defrosting within 1h is not exceed the maximum volume, upgrade the response level to level 2.

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6.2.3 一级响应（定点除冰/霜）：国航及其代理、川航、机场地服代理中任意一家航司代理预计一小时等待除冰/霜航班数量超过最大小时除冰/霜容量时，超容的航司或代理可向运控中心申请定点除冰/霜，运控中心评估后根据实际运行情况决定是否实施定点除冰。确定实施定点除冰则启动一级响应。

6.2.3 Response Level 1(deicing/defrosting at designated location): one of the AIR CHINA and its agency, Sichuan Airline or aerodrome ground agency predict the amount of flight waiting for deicing/defrosting within 1h would exceed the maximum volume, the excess airlines or agencies could apply to AOC for designated deicing/defrosting. AOC evaluate and decide whether implement designated deicing according to the actual operation condition. If implement designated deicing, start response Level 1.

6.2.3.1 定点除冰/霜区域：

6.2.3.1 Designated deicing/defrosting area:

运行模式/Operational mode	除冰区域/Deicing area	进出方式/Enter or Exit by	机头朝向/Nose direction
Flight to South	Nr.1 deicing area: TWY C (behind stand Nr.105)	Taxi in and out by itself	Nose to South
Flight to South	Nr.2 deicing area: Stand Nr.313	Taxi in and out by itself	Nose to South
Flight to South	Nr.3 deicing area: TWY C (BTN T2 & T3)	Taxi in and out by itself	Nose to South

6.2.3.2 定点除冰/霜期间，由航司或代理自行决定关车除冰或是慢车除冰。

6.2.3.2 Airlines or agencies decide to deice with engine off or engine idle by themselves during designated deicing/defrosting.

6.2.3.3 一号除冰霜区域除冰车停放位置：两台除冰车均停放在 105 机位北侧的平板车停放区。

6.2.3.3 Nr.1 deicing area: both of 2 de-icers park at platform lorry parking area north of stand Nr.105.

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6.2.3.4 二号除冰霜区域除冰车停放位置：一台除冰车停放在 314 机位前方车辆集中停放区的车位上，另一台除冰车停放在 313 机位西侧的服务车道上。

6.2.3.4 Nr.2 deicing area: one de-icer park at the stand of intensive parking area which is on the front of stand Nr.314; the other one park at service lane west of stand Nr.313.

6.2.3.5 三号除冰霜区域除冰车停放位置：两台除冰车均停放在 312 机位西侧的服务车道上。

6.2.3.5 Nr.3 deicing area: both of 2 de-icers park at service lane west of stand Nr.312.

7. 平行跑道同时仪表运行

无

7. Simultaneous operations on parallel runways

Nil

8. 警告

激光设备发出绿色光束，夜间光束醒目，不穿越跑道，提醒机组注意。

8. Warning

Laser bird dispersal equipments transmitting green light, flight crew should pay exercise caution while taking off and landing.

9. 直升机飞行限制，直升机停靠区

无

9. Helicopter operation restrictions and helicopter parking / docking area

Nil

ZUUU AD 2.21 噪音限制规定及减噪程序

ZUUU AD 2.21 Noise restrictions and Noise abatement procedures

1. 噪音限制规定

1. Noise restrictions

1.1 航空器起飞减噪操作程序，用于起飞爬升阶段，在确保飞行安全的前提下，尽量减少噪音对地面的影响。

1.1 Noise abatement departure procedure is used while climbing. Under condition of insuring flight safety, reduce the impact of noise on ground.

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1.2 在保证安全超障和飞行程序最低爬升梯度的条件下，要求所有飞行员执行以下减噪飞行操作程序，由于非管制原因不执行减噪飞行操作程序，飞行员须在起飞前告知空中交通管制员并说明理由(校验飞行等特殊飞行除外)。

1.2 Under condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following noise abatement procedures shall be implemented by pilots. If the procedures can not be implemented due to any reason except ATC, pilot shall inform the controller with a reasonable explanation (except for flight check and other special flight).

2. 减噪程序（按照 NADP1 执行）

2. Noise abatement procedures (followed by NADP1)

2.1 在航空器起飞性能允许情况下，尽可能使用减推力起飞。

2.1 Use the reduced thrust to take off if aircraft performance permits.

2.2 在到达场压高 1500ft 时，起始爬升速度 V2+20km/h(10kt)，开始减功率/推力，减小机身角/俯仰角，保持可靠上升率和起飞襟翼/缝翼继续爬升。

2.2 At flight height of 1500ft (QFE), with a climb speed of V2 plus 20km/h(10kt), reduce engine power/thrust and angle of fuselage/pitch, maintain a positive rate of climb and flaps/slats in the take-off configuration.

2.3 保持减功率/推力和可靠的上升率，场压高 3000ft 以上时，平稳加速至航路爬升速度，按规定收襟翼/缝翼。

2.3 Maintain reduced engine power/thrust and positive rate of climb. While flight height is more than 3000ft (QFE), accelerate smoothly to en-route climb speed and retract flaps/slats on schedule.

ZUUU AD 2.22 飞行程序

ZUUU AD 2.22 Flight procedures

1. 总则

1. General

使用 02L/20R 号跑道进近时，未经 ATC 许可禁止偏向五边西侧；使用 02L 跑道离场时，未经 ATC 许可

When approaching to RWY02L/RWY20R, deviation to the west of the final approach course is forbidden

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禁止偏向一边西侧。

without ATC permission; when departing from RWY02L, deviation to the west of the up wind course is forbidden without ATC permission.

2. 起落航线

通常，起落航线在跑道两侧均可，高度为修正海压1200m。

2. Traffic circuits

Usually, traffic circuits can be made to both sides of RWY, at the altitude 1200m（QNH）.

3. 仪表飞行程序

3.1 严格按照航图中公布的进、离场程序飞行。如果需要，航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行。

3. IFR flight procedures

3.1 Strict adherence is required to the relevant arrival/departure procedures published in the aeronautical charts. Aircraft may, if necessary, hold or maneuver on an airway, over a navigation facility or a fix designated by ATC.

3.2 前往双流机场落地的航空器，除 ATC 有特殊要求外，飞行员应严格执行程序图公布的速度。如机组因机型性能等原因不能执行此速度限制时，应提前报告 ATC。为保证运行效率，ATC 将对未提前报告不能执行公布速度的航空器重新安排落地次序。

3.2 Aircraft landing at Shuangliu airport shall abide by the rules about the IAS limitation except special limitation required by ATC. If flight crew can not implement the speed limitations due to aircraft performance, flight crew shall inform ATC in advance, otherwise, ATC will rearrange landing sequence.

4. 雷达程序和/或 ADS-B 程序

4.1 成都进近管制区域内实施雷达管制。航空器最小水平间隔为 5.6km，最小垂直间隔为 300m。

4. Radar procedures and/or ADS-B procedures

4.1 Radar control within Chengdu APP has been implemented. The minimum horizontal radar separation is 5.6km, the minimum vertical radar separation is 300m.

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4.2 在最后进近航段距跑道末端 18.5km（10NM）范围内，满足尾流间隔标准的前提下 ATC 可向两架跟进落地的航空器提供 5km 的最小雷达间隔。

4.2 Within 18.5km(10NM) from approaching RWY END, under the standard of wake intervals, minimum radar separation between two following approaching aircrafts can be reduced to 5km by ATC.

4.3 最低监视引导高度扇区

4.3 Surveillance Minimum Altitude Sectors

Sector 1	ALT limit: 1150m or above
N301559E1034236-N302042E1033333-VOR'CZH'- N310130E1035910-N310929E1040539-N311637E1041227-N310713E1042233-N305512E1042223-N303744E1041336-N304242E1040723-N304259E1040322-N303931E1040144-N302414E1035618-N302252E1035958-N302055E1040515-N300338E1035645-N301559E1034236	
Sector 2	ALT limit: 1250m or above
N304242E1040723-N304259E1040322-N303931E1040144-N303750E1040233-N303612E1040409-N304242E1040723	
Sector 3	ALT limit: 1400m or above
N303744E1041336-N304242E1040723-N303612E1040409-N303331E1040646-N303202E1041045-N303744E1041336	
Sector 4	ALT limit: 1400m or above
N302821E1040856-N303005E1040418-N302904E1040121-N302641E1040010-N302252E1035958-N302055E1040515-N302821E1040856	
Sector 5	ALT limit: 1500m or above
N305852E1044356-N310700E1043919-N310713E1042233-N305512E1042223-N303744E1041336-N303202E1041045-N302821E1040856-N302542E1042310-N302830E1042534-N304311E1043804-N305852E1044356	
Sector 6	ALT limit: 1100m or above
N305852E1044356-N310317E1052507-N305035E1052511-N305031E1051637-N302049E1050222-N302830E1042534-N304311E1043804-N305852E1044356	

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Sector 7	ALT limit: 1000m or above
N305035E1052511-N305031E1051637-N302049E1050222-N302830E1042534-N302542E1042310-N301357E1041543-N295641E1043252-N294730E1050552-N302949E1051847-N303851E1052155-N305035E1052511	
Sector 8	ALT limit: 1100m or above
N301357E1041543-N295641E1043252-N294730E1050552-N294932E1042316-N300340E1040913-N301357E1041543	
Sector 9	ALT limit: 1300m or above
N294932E1042316-N294127E1041819-N293722E1041205-N291614E1041238-N291619E1041543-N291835E1043601-N292003E1045127-N292034E1045808-N293012E1050125-N294730E1050552-N294932E1042316	
Sector 10	ALT limit: 1300m or above
N301752E1033222-N301413E1033816-N301050E1034139-N301559E1034236-N302042E1033333-N301752E1033222	
Sector 11	ALT limit: 1450m or above
N300017E1033302-N300311E1033850-N300648E1034057-N301050E1034139-N301413E1033816-N301752E1033222-N300741E1032807-N300017E1033302	
Sector 12	ALT limit: 1600m or above
N310130E1035910-VOR'CZH'-N302042E1033333-N301752E1033222-N300741E1032807-N300017E1033302-N295945E1033159-N301538E1031845-N301610E1031846-N305756E1034702-N310130E1035910	
Sector 13	ALT limit: 2300m or above
N301820E1031426-N301610E1031846-N301538E1031845-N300102E1030838-N300206E1030525-N301820E1031426	
Sector 14	ALT limit: 2100m or above
N305520E1033806-N305756E1034702-N301610E1031846-N301820E1031426-N302444E1031801-N303636E1032723-N304604E1033343-N305520E1033806	
Sector 15	ALT limit: 2650m or above

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N310115E1034044-N310929E1040539-N310130E1035910-N305756E1034702-N305520E1033806-N305451E1033631-N310115E1034044	
Sector 16	ALT limit: 3100m or above
N310929E1040539-N310115E1034044-N310000E1033700-N311550E1035554-N311637E1041227-N310929E1040539	
Sector 17	ALT limit: 5500m or above
N311550E1035554-N311637E1041227-N312822E1041846-N313647E1040557-N311537E1034845-N311550E1035554	
Sector 18	ALT limit: 4100m or above
N312822E1041846-N313647E1040557-N314459E1041238-N314557E1042002-N313208E1042048-N312822E1041846	
Sector 19	ALT limit: 3150m or above
N314557E1042002-N313208E1042048-N314706E1044817-N314648E1043818-N314604E1042059-N314557E1042002	
Sector 20	ALT limit: 2000m or above
N311637E1041227-N312822E1041846-N313208E1042048-N314706E1044817-N314736E1045941-N313641E1044255-N311637E1041227	
Sector 21	ALT limit: 1550m or above
N314736E1045941-N313641E1044255-N312924E1051058-N312933E1051608-N314112E1051218-N314803E1051006-N314736E1045941	
Sector22	ALT limit: 2850m or above
N305520E1033806-N304604E1033343-N303636E1032723-N302444E1031801-N301820E1031426-N300206E1030525-N300102E1030838-N295014E1031106-N295900E1030000-N300330E1025427-N300934E1025805-N302916E1031812-N305451E1033631-N305520E1033806	
Sector 23	ALT limit: 3250m or above
N310115E1034044-N305451E1033631-N302916E1031812-N300934E1025805-N301823E1030333-N305821E1032814-N305914E1033252-N310000E1033700-N310115E1034044	
Sector 24	ALT limit: 3550m or above

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N305821E1032814-N305914E1033252-N304031E1032443-N301823E1030333-N305821E1032814	
Sector 25	ALT limit: 4800m or above
N311550E1035554-N310000E1033700-N305914E1033252-N305821E1032814-N301823E1030333-N300934E1025805-N300330E1025427-N300719E1024938-N305652E1031541-N311430E1032500-N311537E1034845-N311550E1035554	
Sector 26	ALT limit: 6000m or above
N305652E1031541-N305839E1024802-N304527E1022925-N300507E1020038-N300719E1024938-N305652E1031541	
Sector 27	ALT limit: 3600m or above
N314459E1041238-N314557E1042002-N314604E1042059-N314648E1043818-N314706E1044817-N315400E1045814-N320436E1050018-N320241E1041224-N314459E1041238	
Sector 28	ALT limit: 2250m or above
N293400E1034600-N293600E1032900-N295014E1031106-N300102E1030838-N301538E1031845-N295945E1033159-N293713E1035043-N293400E1034600	
Sector 29	ALT limit: 1200m or above
N295945E1033159-N300017E1033302-N300311E1033850-N300648E1034057-N301050E1034139-N301559E1034236-N300338E1035645-N300038E1040440-N300340E1040913-N294932E1042316-N294127E1041819-N293722E1041205-N291614E1041238-N292323E1040200-N293713E1035043-N295945E1033159	
Sector 30	ALT limit: 1450m or above
N302821E1040856-N302055E1040515-N300338E1035645-N300038E1040440-N300340E1040913-N301357E1041543-N302542E1042310-N302821E1040856	
Sector 31	ALT limit: 1200m or above
N311637E1041227-N313641E1044255-N312924E1051058-N312933E1051608-N312518E1051723-N311400E1052126-N310317E1052507-N305852E1044356-N310700E1043919-N310713E1042233-N311637E1041227	
Sector 32	ALT limit: 1200m or above
N303931E1040144-N303750E1040233-N303612E1040409-N303331E1040646-N303202E1041045-	

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N302821E1040856-N303005E1040418-N302904E1040121-N302641E1040010-N302252E1035958-N302414E1035618-N303931E1040144

5. 无线电通信失效程序

5.1 管制单位通信失效：

在使用的无线电频率内，空中机组互相可建立有效通信但均无法与管制单位建立有效通信联系时，可以按照管制单位通信失效进行判定。航空器应联系上一管制单位，并按照上一管制单位的管制指令继续飞行。

5.2 航空器机载通信设备失效：航空器确定通信设备失效后，应：

5.2.1 将应答机设置为 7600。

5.2.2 航空器如果只具有信号接收能力，按管制员的提示飞行。

5.2.3 航空器如果只具有信号发射能力，航空器驾驶员应当立即将飞行意图告知管制员，并及时报告位置和高度信息，管制员根据航空器驾驶员报告的意图迅速调配其他航空器避让。

5.2.4 继续执行 5.3。

5.3 航空器在使用中的无线电频率及应急频率 121.5MHz 联系均未果后，航空器驾驶员应使用卫星

5. Radio communication failure procedures

5.1 ATC communication failure:

Within the radio frequency in use, when crew can establish effective communication with each other but without ATC, judging as the communication failure of ATC. Aircraft shall contact the previous ATC unit and follow the instruction to continue.

5.2 Aircraft on-load equipment failure: After confirming on-load equipment failure, pilot shall execute following instructions.

5.2.1 Set transponder code to 7600.

5.2.2 If radio receiver is available and transmitter not, pilot shall follow ATC instructions .

5.2.3 If radio transmitter is available and receiver not, pilot shall inform controller of flight intention immediately, report position and flight altitude. Controller shall command other aircrafts to avoid the conflict.

5.2.4 Execute the next instruction(5.3)

5.3 If aircraft has communication failure with ATC unit on using radio frequency or emergency

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电话与成都终端管制室（电话：86-28-61612810, 86-28-61612811）联系。如果电话能够与成都终端管制室取得联系，陆空双方可临时使用电话进行通讯。如果电话联系未果，可判断为双向通信失效并继续执行 5.4。

frequency(121.5MHz), pilot shall contact Chengdu Teminal Control by satellite phone (phone number: 86-28-61612810, 86-28-61612811). If getting in touch, pilot and controller could communicate by satellite phone temporarily. Otherwise, judge as the two-way communication failure, and execute the next instruction(5.4).

5.4 航空器双向通信失效

5.4 Aircraft two-way communication failure

5.4.1 将应答机设置为 7600。

5.4.1 Set transponder code to 7600.

5.4.2 进场航空器发生双向通信失效时若已得到进场程序、进近程序、落地跑道，则按照标准程序自主领航着陆。

5.4.2 If aircraft has received information about arrival procedure, approach procedure and landing RWY, pilot shall follow the relative RWY IAP to land by own navigation.

5.4.3 其他情况，航空器上升或下降到修正海压高度 2700m 或安全高度(两者取高)向 BHS 归航，加入 BHS 右盘旋等待 360°或以上继续执行。

5.4.3 In other conditions, aircraft shall climb/descend to 2700m (QNH) or safety altitude (choose the higher of two) to BHS, and join BHS right turn holding pattern. Then pilot shall execute the procedure.

5.4.4 根据航行通告自行选择未关闭的跑道，并结合通播或风向风速自行确定着陆方向，退出盘旋后飞向最近的起始进近定位点，按照标准仪表进近程序自主领航着陆。

5.4.4 Choose unclosed RWY according to NOTAM and decide landing direction based on ATIS or wind information, then fly to the closest IAF after exiting holding. Pilot shall follow the relative RWY IAP to land by own navigation.

5.5 无线电通信恢复

5.5 Radio communication resume to normal

失去通信联络的航空器已经着陆，或者已经恢复联

Once the aircraft experiencing communication failure

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络的，可恢复正常的管制运行，并立即通知相关管制单位。

land or resume communication, the ATC unit shall resume normal operation and inform concerned units immediately.

6. 目视飞行程序

6. Procedures for VFR flights

无

Nil

7. 目视飞行航线

7. VFR route

无

Nil

8. 目视参考点

8. Visual reference point

无

Nil

9. 其它规定

9. Other regulations

无

Nil

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

1. Waypoint list

UT811	N301725.5 E1042027.7	UU722	N304011.3 E1040751.6
UT812	N302245.2 E1043152.9	UU723	N304512.7 E1041013.3
UT813	N302507.0 E1045447.5	UU725	N305521.9 E1041500.5
UT816	N303712.6 E1050734.0	UU732	N303712.7 E1041619.6
		UU733	N304213.9 E1041841.6
UU401	N304026.8 E1035929.5	UU801	N303636.0 E1042211.6
UU402	N304512.3 E1040808.7	UU802	N310305.1 E1044054.5
UU403	N305558.9 E1041558.2	UU803	N312352.0 E1043943.9
UU404	N305830.3 E1042725.1	UU804	N313112.9 E1045333.0

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UU405	N310649.6 E1042259.9	UU810	N301325.2 E1041154.9
UU408	N304339.5 E1035333.3	UU820	N305722.5 E1042551.6
UU409	N310521.0 E1041125.0	UU821	N310305.0 E1042834.4
UU412	N303824.0 E1041213.6	UU901	N303120.0 E1034328.0
UU415	N310809.9 E1043337.6	UU902	N302813.2 E1034619.8
UU420	N302048.3 E1040729.3	UU903	N302311.4 E1034401.8
UU421	N301832.7 E1035425.7	UU905	N301308.5 E1033922.9
UU425	N303316.6 E1035609.1	UU907	N300302.1 E1033443.4
UU426	N301510.8 E1040402.4	UU910	N310444.3 E1040326.2
UU427	N302750.1 E1041037.7	UU920	N300530.6 E1033551.7
UU430	N295438.4 E1040308.7	UU921	N303750.9 E1035049.8
UU432	N301339.4 E1034703.3	UU922	N304459.2 E1035410.1
UU436	N304352.1 E1035722.2	UU923	N305000.2 E1035631.2
UU437	N310223.8 E1040605.3	UU925	N310010.0 E1040117.2
UU503	N302057.6 E1035026.0	UU932	N304756.3 E1034541.2
UU504	N301554.1 E1034805.5	UU933	N305257.5 E1034801.6
UU505	N301052.5 E1034546.2	UU935	N310149.3 E1035210.3
UU506	N300549.7 E1034326.6		
UU507	N300048.3 E1034107.8	ZW	N3030.0 E10354.5
UU513	N304746.1 E1040254.8	BHS	N3030.7 E10412.0
UU514	N305254.8 E1040519.3	CDX	N3115.0 E10422.8
UU515	N305755.8 E1040740.5	CTU	N3034.4 E10356.6
UU613	N302039.0 E1035118.9	CZH	N3038.7 E10341.2
UU614	N301535.6 E1034858.4	HLC	N3018.1 E10341.7
UU615	N301034.1 E1034639.1	JTG	N3052.3 E10423.4
UU616	N300531.3 E1034419.4	JYA	N2946.4 E10402.9
UU617	N300029.7 E1034200.5	MYG	N3126.0 E10444.0

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UU623	N304727.8 E1040348.0	AKDIK	N3141.2 E10512.3
UU624	N305236.5 E1040612.6	BOKIR	N3146.1 E10421.0
UU625	N305737.5 E1040833.9	EKOKA	N3038.9 E10521.9
UU702	N302326.2 E1040001.0	GURET	N3114.0 E10521.4
UU703	N301825.2 E1035740.7	IDBOR	N2920.1 E10451.5
UU704	N301322.3 E1035520.0	IGNAK	N2916.3 E10415.7
UU705	N300819.1 E1035259.4	LADUP	N3036.5 E10301.0
UU707	N295816.8 E1034819.9	LUVEN	N2923.4 E10402.0
UU711	N302426.7 E1041020.4	MEXAD	N3146.8 E10438.3
UU713	N301527.6 E1040607.1	MUMGO	N3048.4 E10301.0
UU717	N295519.4 E1035646.2	NONOV	N3041.2 E10314.5
UU718	N294527.2 E1035212.7	UBRAB	N3050.6 E10525.2

2. Database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/ TCH	Navigation Specification
RWY02L SID BOKIR-8T(BY ATC)								
VA			009		700			RNAV1
DF	UU408	Y		L				RNAV1
DF	UU409			R				RNAV1
TF	CDX							RNAV1
TF	BOKIR							RNAV1
RWY02L SID BOKIR-9W								
CF	UU401	Y	024					RNAV1
DF	UU402	Y		R				RNAV1
DF	UU403			L				RNAV1

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TF	UU405							RNAV1
TF	CDX							RNAV1
TF	BOKIR							RNAV1
RWY02L SID GURET-8T(BY ATC)								
VA			009		700			RNAV1
DF	UU408	Y		L				RNAV1
DF	UU409			R				RNAV1
TF	UU415							RNAV1
TF	GURET							RNAV1
RWY02L SID GURET-9W								
CF	UU401	Y	024					RNAV1
DF	UU402	Y		R				RNAV1
DF	UU403			L				RNAV1
TF	UU415							RNAV1
TF	GURET							RNAV1
RWY02L SID UBRAB-9W								
CF	UU401	Y	024					RNAV1
DF	UU402	Y		R				RNAV1
DF	UU403			L				RNAV1
TF	UU404							RNAV1
TF	UBRAB							RNAV1
RWY02L SID IDBOR-9W								
CF	UU401	Y	024					RNAV1
DF	UU402	Y		R				RNAV1
DF	BHS			R				RNAV1
TF	UU420							RNAV1
TF	IDBOR							RNAV1

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RWY02L SID LUVEN-9W								
CF	UU401	Y	024					RNAV1
DF	UU402	Y		R				RNAV1
DF	BHS			R				RNAV1
TF	UU420							RNAV1
TF	LUVEN							RNAV1
RWY02L SID MUMGO-8T(BY ATC)								
VA			009		700			RNAV1
DF	UU408	Y		L				RNAV1
DF	CZH			L				RNAV1
TF	MUMGO				↑6000			RNAV1
RWY02L SID MUMGO-9W								
CF	UU401	Y	024					RNAV1
DF	UU402	Y		R				RNAV1
DF	ZW			R				RNAV1
TF	CZH							RNAV1
TF	MUMGO				↑6000			RNAV1
RWY02R SID BOKIR-9X								
VA			039		750			RNAV1
DF	UU412	Y		R				RNAV1
DF	JTG			L				RNAV1
TF	CDX							RNAV1
TF	BOKIR							RNAV1
RWY02R SID GURET-9X								
VA			039		750			RNAV1
DF	UU412	Y		R				RNAV1
DF	JTG			L				RNAV1

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TF	UU415							RNAV1
TF	GURET							RNAV1
RWY02R SID UBRAB-9X								
VA			039		750			RNAV1
DF	UU412	Y		R				RNAV1
DF	JTG			L				RNAV1
TF	UBRAB							RNAV1
RWY02R SID IDBOR-9X								
VA			039		750			RNAV1
DF	BHS			R				RNAV1
TF	UU420							RNAV1
TF	IDBOR							RNAV1
RWY02R SID LUVEN-9X								
VA			039		750			RNAV1
DF	BHS			R				RNAV1
TF	UU420							RNAV1
TF	LUVEN							RNAV1
RWY02R SID MUMGO-9X								
VA			039		750			RNAV1
DF	UU412	Y		R				RNAV1
DF	ZW			R				RNAV1
TF	CZH							RNAV1
TF	MUMGO				↑6000			RNAV1
RWY20L SID BOKIR-9Y								
CF	UU421		189					RNAV1
TF	UU426							RNAV1
TF	UU427							RNAV1

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TF	JTG							RNAV1
TF	CDX							RNAV1
TF	BOKIR							RNAV1
RWY20L SID GURET-9Y								
CF	UU421		189					RNAV1
TF	UU426							RNAV1
TF	UU427							RNAV1
TF	JTG							RNAV1
TF	GURET							RNAV1
RWY20L SID UBRAB-9Y								
CF	UU421		189					RNAV1
TF	UU426							RNAV1
TF	UU427							RNAV1
TF	JTG							RNAV1
TF	UBRAB							RNAV1
RWY20L SID IDBOR-9Y								
CF	UU421		189					RNAV1
TF	UU430				↑4500			RNAV1
TF	IDBOR							RNAV1
RWY20L SID LUVEN-9Y								
CF	UU421		189					RNAV1
TF	UU430				↑4500			RNAV1
TF	JYA							RNAV1
TF	LUVEN							RNAV1
RWY20L SID MUMGO-9Y								
CF	UU421		189					RNAV1
TF	UU426							RNAV1

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TF	UU427							RNAV1
TF	CTU							RNAV1
TF	CZH							RNAV1
TF	MUMGO				↑6000			RNAV1
RWY20R SID BOKIR-9Z								
CF	ZW	Y	204					RNAV1
DF	UU436			R				RNAV1
TF	UU437							RNAV1
TF	CDX							RNAV1
TF	BOKIR							RNAV1
RWY20R SID GURET-9Z								
CF	ZW	Y	204					RNAV1
DF	UU436			R				RNAV1
TF	UU437							RNAV1
TF	GURET							RNAV1
RWY20R SID UBRAB-9Z								
CF	ZW	Y	204					RNAV1
DF	UU436			R				RNAV1
TF	JTG							RNAV1
TF	UBRAB							RNAV1
RWY20R SID IDBOR-9Z								
CF	UU432		204					RNAV1
TF	UU430				↑4500			RNAV1
TF	IDBOR							RNAV1
RWY20R SID LUVEN-9Z								
CF	UU432		204					RNAV1
TF	UU430				↑4500			RNAV1

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TF	JYA							RNAV1
TF	LUVEN							RNAV1
RWY20R SID MUMGO-9Z								
CF	ZW	Y	204					RNAV1
DF	CZH			R				RNAV1
TF	MUMGO				↑6000			RNAV1
RWY02L/02R STAR MEXAD-6J								
IF	MEXAD							RNAV1
TF	UU803							RNAV1
TF	UU802				↓3600			RNAV1
TF	UU801							RNAV1
TF	BHS							RNAV1
TF	ZW							RNAV1
TF	UU902							RNAV1
TF	UU903				↑1500	MAX200		RNAV1
RWY02L/02R STAR MEXAD-8J(BY ATC)								
IF	MEXAD							RNAV1
TF	UU803							RNAV1
TF	CDX				↓3600			RNAV1
TF	UU910							RNAV1
TF	UU902							RNAV1
TF	UU903				↑1500	MAX200		RNAV1
RWY02L/02R STAR MEXAD-9J								
IF	MEXAD							RNAV1
TF	UU803							RNAV1
TF	UU802				↓3600			RNAV1
TF	UU801							RNAV1

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TF	BHS							RNAV1
TF	UU702				↑1500			RNAV1
TF	UU703							RNAV1
TF	UU704				↑1200 or ↑1500	MAX200		RNAV1
RWY02L/02R STAR AKDIK-6J								
IF	AKDIK							RNAV1
TF	UU804							RNAV1
TF	UU802				↓3600			RNAV1
TF	UU801							RNAV1
TF	BHS							RNAV1
TF	ZW							RNAV1
TF	UU902							RNAV1
TF	UU903				↑1500	MAX200		RNAV1
RWY02L/02R STAR AKDIK-8J(BY ATC)								
IF	AKDIK							RNAV1
TF	UU804							RNAV1
TF	MYG							RNAV1
TF	UU803							RNAV1
TF	CDX				↓3600			RNAV1
TF	UU910							RNAV1
TF	UU902							RNAV1
TF	UU903				↑1500	MAX200		RNAV1
RWY02L/02R STAR AKDIK-9J								
IF	AKDIK							RNAV1
TF	UU804							RNAV1
TF	UU802				↓3600			RNAV1

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TF	UU801							RNAV1
TF	BHS							RNAV1
TF	UU702				↑1500			RNAV1
TF	UU703							RNAV1
TF	UU704				↑1200 or ↑1500	MAX200		RNAV1
RWY02L/02R STAR EKOKA-6J								
IF	EKOKA							RNAV1
TF	UT816							RNAV1
TF	UT813							RNAV1
TF	UT812				↑2700			RNAV1
TF	UU711							RNAV1
TF	ZW							RNAV1
TF	UU902							RNAV1
TF	UU903				↑1500	MAX200		RNAV1
RWY02L/02R STAR EKOKA-8J(BY ATC)								
IF	EKOKA							RNAV1
TF	UT816							RNAV1
TF	BHS							RNAV1
TF	ZW							RNAV1
TF	UU902							RNAV1
TF	UU903				↑1500	MAX200		RNAV1
RWY02L/02R STAR EKOKA-9J								
IF	EKOKA							RNAV1
TF	UT816							RNAV1
TF	UT813							RNAV1
TF	UT812				↑2700			RNAV1

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TF	UT811							RNAV1
TF	UU810							RNAV1
TF	UU713				↑1500			RNAV1
TF	UU703							RNAV1
TF	UU704				↑1200 or ↑1500	MAX200		RNAV1
RWY02L/02R STAR IGNAK-9J								
IF	IGNAK							RNAV1
TF	UU718							RNAV1
TF	UU717							RNAV1
TF	UU713				↑1500			RNAV1
TF	UU703							RNAV1
TF	UU704				↑1200 or ↑1500	MAX200		RNAV1
RWY02L/02R STAR LADUP-9J								
IF	LADUP							RNAV1
TF	NONOV				↑4800			RNAV1
TF	CZH				↑3900			RNAV1
TF	UU901							RNAV1
TF	UU902							RNAV1
TF	UU903				↑1500	MAX200		RNAV1
RWY20L/20R STAR MEXAD-6L								
IF	MEXAD							RNAV1
TF	UU803							RNAV1
TF	CDX				↓3600			RNAV1
TF	UU935							RNAV1
TF	UU933							RNAV1

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TF	UU932							RNAV1
TF	UU922							RNAV1
TF	UU923				↑1200 or ↑1500	MAX200		RNAV1
RWY20L/20R STAR MEXAD-9L								
IF	MEXAD							RNAV1
TF	UU803							RNAV1
TF	UU821				↓3600			RNAV1
TF	UU820							RNAV1
TF	UU733							RNAV1
TF	UU732				↓2700			RNAV1
TF	UU722							RNAV1
TF	UU723				↑1500	MAX200		RNAV1
RWY20L/20R STAR AKDIK-6L								
IF	AKDIK							RNAV1
TF	MYG							RNAV1
TF	UU803							RNAV1
TF	CDX				↓3600			RNAV1
TF	UU935							RNAV1
TF	UU933							RNAV1
TF	UU932							RNAV1
TF	UU922							RNAV1
TF	UU923				↑1200 or ↑1500	MAX200		RNAV1
RWY20L/20R STAR AKDIK-9L								
IF	AKDIK							RNAV1
TF	MYG							RNAV1

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TF	UU803							RNAV1
TF	UU821				↓3600			RNAV1
TF	UU820							RNAV1
TF	UU733							RNAV1
TF	UU732				↓2700			RNAV1
TF	UU722							RNAV1
TF	UU723				↑1500	MAX200		RNAV1
RWY20L/20R STAR EKOKA-9L								
IF	EKOKA							RNAV1
TF	UU820							RNAV1
TF	UU733							RNAV1
TF	UU732				↓2700			RNAV1
TF	UU722							RNAV1
TF	UU723				↑1500	MAX200		RNAV1
RWY20L/20R STAR IGNAK-9L								
IF	IGNAK							RNAV1
TF	UU718							RNAV1
TF	UU920							RNAV1
TF	HLC							RNAV1
TF	UU921							RNAV1
TF	UU922							RNAV1
TF	UU923				↑1200 or ↑1500	MAX200		RNAV1
RWY20L/20R STAR LADUP-9L								
IF	LADUP							RNAV1
TF	NONOV				↑4800			RNAV1
TF	CZH				↑3900			RNAV1

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TF	UU921							RNAV1
TF	UU922							RNAV1
TF	UU923				↑1200 or ↑1500	MAX200		RNAV1
RWY02L/02R HOLDING (OUTBOUND TIME:1min)								
HM	UU802	Y	213	L	3000			RNAV1
HM	UU910	Y	204	R	2700			RNAV1
HM	UU718	Y	327	L	2700			RNAV1
HM	CZH	Y	098	L	3900			RNAV1
RWY20R/20L HOLDING (OUTBOUND TIME:1min)								
HM	UU935	Y	245	R	3000			RNAV1
HM	UU821	Y	204	R	3000			RNAV1
HM	UU718	Y	327	L	3600			RNAV1
HM	HLC	Y	024	R	2400			RNAV1
HM	CZH	Y	098	L	3900			RNAV1
RWY02L APPROACH TRANSITION UU704								
IF	UU704				↑1500	MAX200		RNAV1
TF	UU705					AT180		RNAV1
TF	UU707							RNAV1
TF	UU507							RNAV1
TF	UU506							RNAV1
TF	UU505							RNAV1
TF	UU504					AT180		RNAV1
TF	UU503				1500			RNAV1
RWY02L APPROACH TRANSITION UU903								
IF	UU903				↑1500	MAX200		RNAV1
TF	HLC							RNAV1

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TF	UU905					AT180		RNAV1
TF	UU907							RNAV1
TF	UU507							RNAV1
TF	UU506							RNAV1
TF	UU505							RNAV1
TF	UU504					AT180		RNAV1
TF	UU503				1500			RNAV1
RWY02L MISSED APPROACH								
CF	UU401	Y	024			MAX200		RNAV1
DF	BHS			R	1800			RNAV1
RWY02R APPROACH TRANSITION UU704								
IF	UU704				↑1200	MAX200		RNAV1
TF	UU705					AT180		RNAV1
TF	UU707							RNAV1
TF	UU617							RNAV1
TF	UU616							RNAV1
TF	UU615							RNAV1
TF	UU614					AT180		RNAV1
TF	UU613				1200			RNAV1
RWY02R APPROACH TRANSITION UU903								
IF	UU903				↑1500	MAX200		RNAV1
TF	HLC							RNAV1
TF	UU905					AT180		RNAV1
TF	UU907							RNAV1
TF	UU617							RNAV1
TF	UU616							RNAV1
TF	UU615							RNAV1

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TF	UU614					AT180		RNAV1
TF	UU613				1200			RNAV1
RWY02R MISSED APPROACH								
CA			024		750	MAX200		RNAV1
DF	BHS			R	1500			RNAV1
RWY20L APPROACH TRANSITION UU723								
IF	UU723				↑1500	MAX200		RNAV1
TF	UU725					AT180		RNAV1
TF	UU625							RNAV1
TF	UU624					AT180		RNAV1
TF	UU623				1500			RNAV1
RWY20L APPROACH TRANSITION UU923								
IF	UU923				↑1500	MAX200		RNAV1
TF	UU925					AT180		RNAV1
TF	UU625							RNAV1
TF	UU624					AT180		RNAV1
TF	UU623				1500			RNAV1
RWY20L MISSED APPROACH								
CA			204		700	MAX200		RNAV1
DF	BHS			L	1500			RNAV1
RWY20R APPROACH TRANSITION UU723								
IF	UU723				↑1500	MAX200		RNAV1
TF	UU725					AT180		RNAV1
TF	UU515							RNAV1
TF	UU514					AT180		RNAV1
TF	UU513				1200			RNAV1
RWY20R APPROACH TRANSITION UU923								

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IF	UU923				↑1200	MAX200		RNAV1
TF	UU925					AT180		RNAV1
TF	UU515							RNAV1
TF	UU514					AT180		RNAV1
TF	UU513				1200			RNAV1
RWY20R MISSED APPROACH								
CF	UU425	Y	204			MAX200		RNAV1
DF	CZH			R	1800			RNAV1

ZUUU AD 2.23 其它资料

机场全年有鸟类活动。机场采取了不间断的巡视、多种驱赶措施和生态环境治理等工作，以减少鸟群活动。

ZUUU AD 2.23 Other information

Activities of bird flocks are found all the year round. Aerodrome Authority resorts to dispersal methods to reduce bird activities.

Activity	Action area	Flight altitude(m)
The whole year	The whole area	0-100
Oct.-Apr. (next year)	The whole area	0-100
Apr.-Oct.	N, S and W of RWY02L/20R, S and E of RWY02R/20L	0-150
Apr.-Oct.	The whole area	0-100
The whole year	The whole area	0-100
Oct.-Apr. (next year)	The whole area	0-100
Oct.-Apr.(next year)	Both end of RWY02L/20R, S and E of RWY02R/20L	0-100
The whole year	The whole area	0-100
The whole year	The whole area	0-100

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The whole year	Both end of RWY02L/20R, W and E of RWY02R/20L	0-100
Apr.-Oct.	S and E of RWY02R/20L, S and W of RWY02L/20R	0-200
Apr.-Oct.	The whole area	0-100
Oct.-Mar.(next year)(night)	The whole area	0-100
Apr.-Oct.(night)	W of RWY02L/20R, S and W of RWY02R/20L	0-500
The whole year	N and W of RWY02L/20R, N, S and W of RWY02R/20L	0-500
Oct.-Mar.(next year)	The whole area	0-500
Oct.-Apr. (next year)	S and W of RWY02L/20R TWY M, TWY N	0-500
The whole year	The whole area	0-100

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AERODROME CHART ZUUU CHENGDU/Shuangliu

D-ATIS 128.6(DEP), 126.45(ARR) APN01 121.9(121.8/121.65)
TWR 123.0(118.85) for RWY02L/20R APN02 121.8(121.9/121.65)
130.35(118.85) for RWY02R/20L APN03 121.65(121.8/121.9)
GND 121.85(121.7) for RWY02L/20R
121.75(121.7) for RWY02R/20L
Delivery 121.6(121.7)(DCL AVBL)

N30°34.8'E103°56.9' ELEV 512.4m

Changes: PCN.

RWY	Direction	Bearing strength(PCN)
02L/20R	024°/204°	90/R/B/W/T: RWY02R/20L 88/R/B/W/T: RWY02L/20R 107/R/B/W/T: TWY T1(BTN stands Nr. 355 & 361L)、T2(BTN stands Nr. 315R & 335)、T3(east of stand Nr. 307)、T4(east of stand Nr. 307)、T5(east of stand Nr. 168) 100/R/B/W/T: TWY A1 99/R/B/W/T: TWY D 98/R/B/W/T: TWY A(BTN A1 & north 150m of A1)、B(BTN M & C3)、D1-D5、E(BTN E1 & north 300m of E9)、E1、E2 97/R/B/W/T: TWY N、H1-H4、H5(BTN C & stand Nr. 104) 96/R/B/W/T: TWY E8、E9、T5(west of stand Nr. 166)、T6(west of stand Nr. 160)、T7(west of stand Nr. 151)、T8(west of stand Nr. 145)、T9(west of stand Nr. 136) 95/R/B/W/T: TWY C(BTN M & A1)、M 90/R/B/W/T: TWY C6、T1(west of stand Nr. 361L)、V1、V2 88/R/B/W/T: TWY B1(BTN A & B) 87/R/B/W/T: TWY C(BTN C3 & C7)、T2(west of stand Nr.315R)、T3(west of stand Nr. 307)、T4(west of stand Nr. 307)、T5(BTN stands Nr. 166 & 168)
20L/02R	204°/024°	86/R/B/W/T: TWY B(BTN C3 & C7) 85/R/B/W/T: TWY A(BTN A8 & A9)、A7-A9、B(north of C7)、B1(BTN B & C)、B3(BTN B & C)、C(BTN A1 & C3)、C(BTN C7 & B10)、C1、C3-C5、C7、E(BTN north 300m of E9 & F)、F、K1、T10(south of T1)、Z1、Z2 84/R/B/W/T: TWY A2(BTN RWY02L/20R & A) 83/R/B/W/T: TWY A2(BTN A & C)、C2 77/R/B/W/T: TWY H5(east of stand Nr. 104) 76/R/B/W/T: TWY A(BTN north 150m of A1 & A8)、T6(east of stand Nr. 160)、T7(east of stand Nr. 151)、T8(east of stand Nr. 145)、T9(east of stand Nr. 136) 75/R/B/W/T: TWY B2、B3(BTN A & B)、B4-B10、C8 67/R/B/W/T: TWY T1(BTN stands Nr. 351 & 355)、T2(BTN stands Nr. 335 & 345)、T10(north of T1)、T11、K3 62/R/B/W/T: TWY H6 60/R/B/W/T: TWY E3、E4、E6、E7 57/R/B/W/T: TWY A3、A6 56/R/B/W/T: TWY H7 55/R/B/W/T: TWY E5 53/R/B/W/T: TWY A4、A5

90/R/B/W/T: RWY02R/20L
88/R/B/W/T: RWY02L/20R

ILS/LOC 111.1 IZW
ILS/GP 331.4
ELEV495.4
HS9
204°
Strip 3720X300
3600X45 CONC
ARP
Special area
Apron
TML NR.1
TML NR.2
TWR
APN
ILS/GP 331.7
ELEV492.9
ILS/LOC 109.1 IAA
024°
02L
HS8
HS7
HS6
Taxiing bridge
HS5
HS4
HS3
K3
Taxiing bridge
ILS/LOC 108.7 ICR
VAR2.2°W
N
ELEV496.6
ILS/GP 333.2
cargo apron
Strip 3720X300
3600X60 CONC
HS2
HS1
ELEV512.4
ILS/LOC 109.7 IDE
ILS/GP 330.5
02R

Notes:
HP8,HP9 are compulsory reporting positions;
HP1-HP7,HP10-HP15 are reporting positions on request;
G1-G4 are holding positions.

360 0 360 720 1080m

BEARINGS ARE MAGNETIC.
ALTITUDES, DISTANCES, ELEVATIONS AND HEIGHTS IN METERS.

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AERODROME CHART

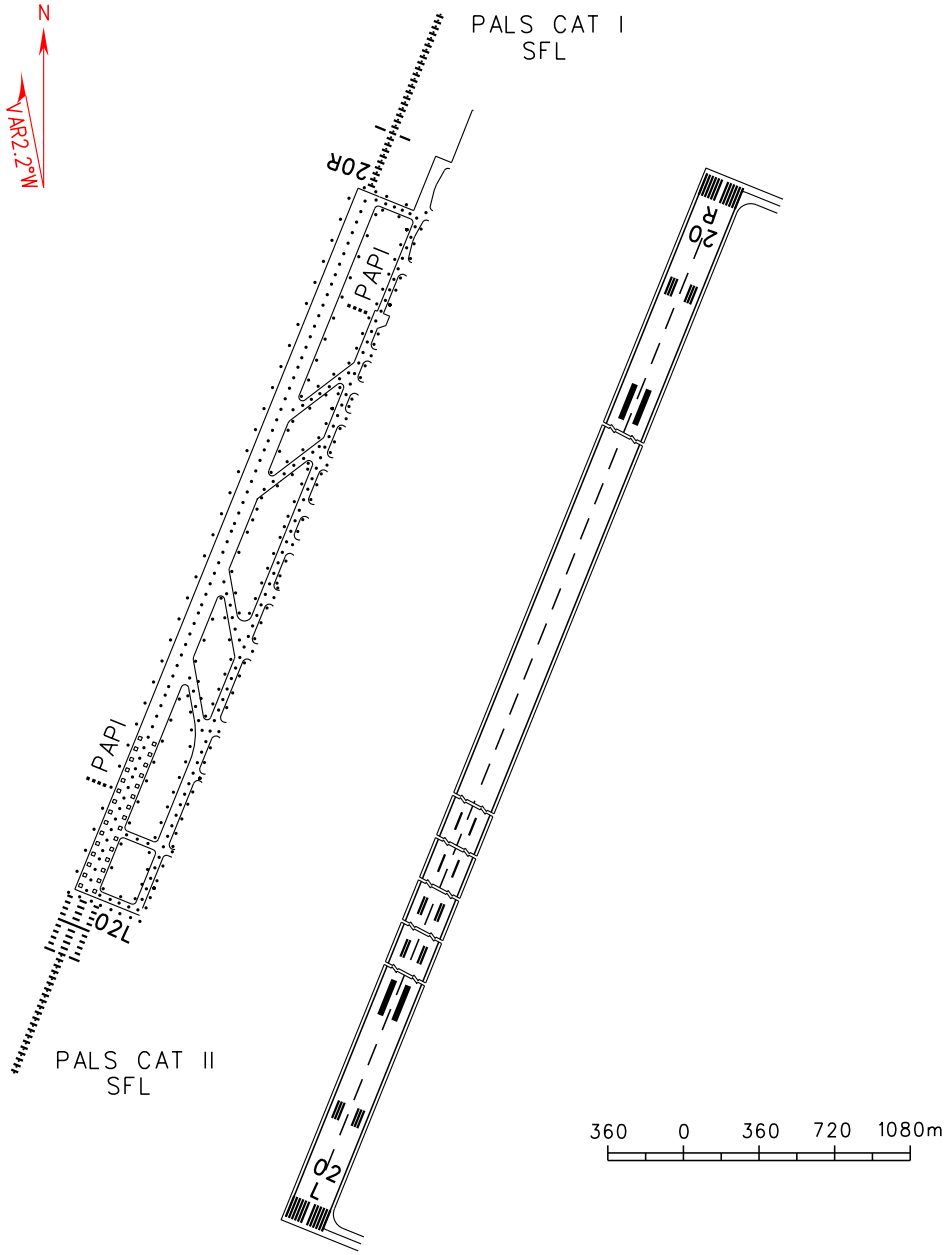
D-ATIS 128.6(DEP), 126.45(ARR)
TWR 123.0(118.85) for RWY02L/20R
GND 121.85(121.7) for RWY02L/20R
Delivery 121.6(121.7)(DCL AVBL)

ZUUU CHENGDU/Shuangliu

N30° 34.8'E103° 56.9' ELEV 512.4m

APN01 121.9
APN02 121.8
APN03 121.65

BEARINGS ARE MAGNETIC.
ALTITUDES, DISTANCES, ELEVATIONS AND HEIGHTS IN METERS.



TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)						LIGHTS	
ACFT Type		RWY02L/20R		LVP in force RWY02L/20R	LVP in force RWY02L	RWY02L	RWY20R
		REDL	NIL(Day only)	REDL RCLL	REDL RCLL		
2 TURB ENG or 3&4 ENG	A	RVR400	RVR500	RVR200	HUD RVR150	PALS CAT II SFL PAPI RTZL REDL RCLL RENL	PALS CAT I SFL PAPI REDL RCLL RENL
	B						
	C						
	D			RVR250			
Other 1&2 ENG		RVR1600/VIS1600					
Note:							

Changes: VAR.

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AERODROME CHART

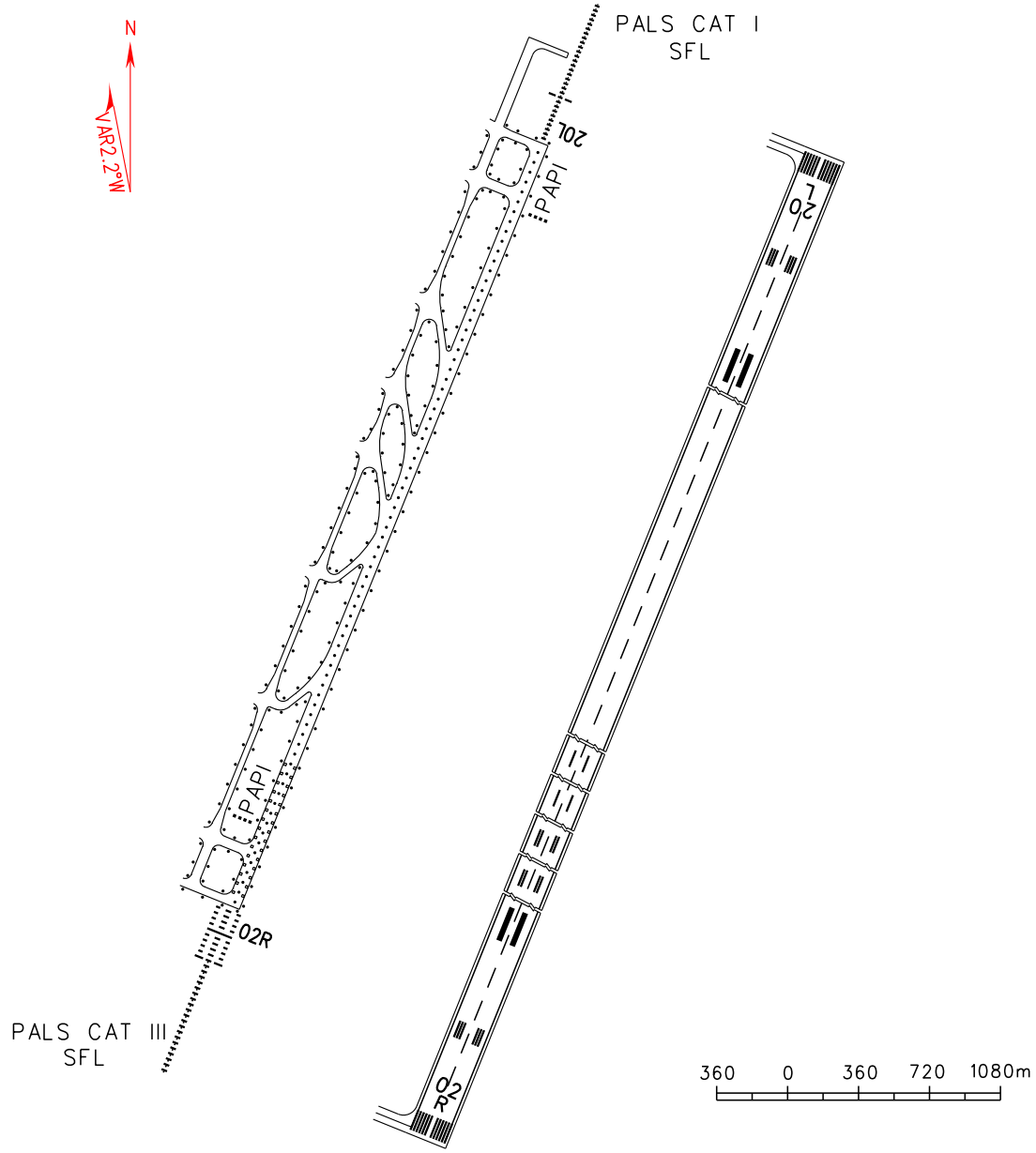
D-ATIS 128.6(DEP), 126.45(ARR)
TWR 130.35(118.85) for RWY02R/20L
GND 121.75(121.7) for RWY02R/20L
Delivery 121.6(121.7)(DCL AVBL)

ZUUU CHENGDU/Shuangliu

N30° 34.8'E103° 56.9' ELEV 512.4m

APN01 121.9
APN02 121.8
APN03 121.65

BEARINGS ARE MAGNETIC. ALTITUDES, DISTANCES, ELEVATIONS AND HEIGHTS IN METERS.



TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)						LIGHTS	
ACFT Type		RWY02R/20L		LVP in force RWY02R/20L	LVP in force RWY02R	RWY02R	RWY20L
		REDL	NIL(Day only)	REDL RCLL	REDL RCLL		
2 TURB ENG or 3&4 ENG	A	RVR400	RVR500	RVR200	HUD RVR150	PALS CAT III SFL PAPI RTZL REDL RCLL RENL	PALS CAT I SFL PAPI REDL RCLL RENL
	B						
	C						
	D			RVR250			
Other 1&2 ENG		RVR1600/VIS1600					
Note:							
Changes: VAR.							

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D-ATIS 128.6(DEP), 126.45(ARR)

TWR 123.0(118.85) for RWY02L/20R
130.35(118.85) for RWY02R/20L

GND 121.85(121.7) for RWY02L/20R
121.75(121.7) for RWY02R/20L

APN01 121.9(121.8/121.65)
APN02 121.8(121.9/121.65)
APN03 121.65(121.8/121.9)

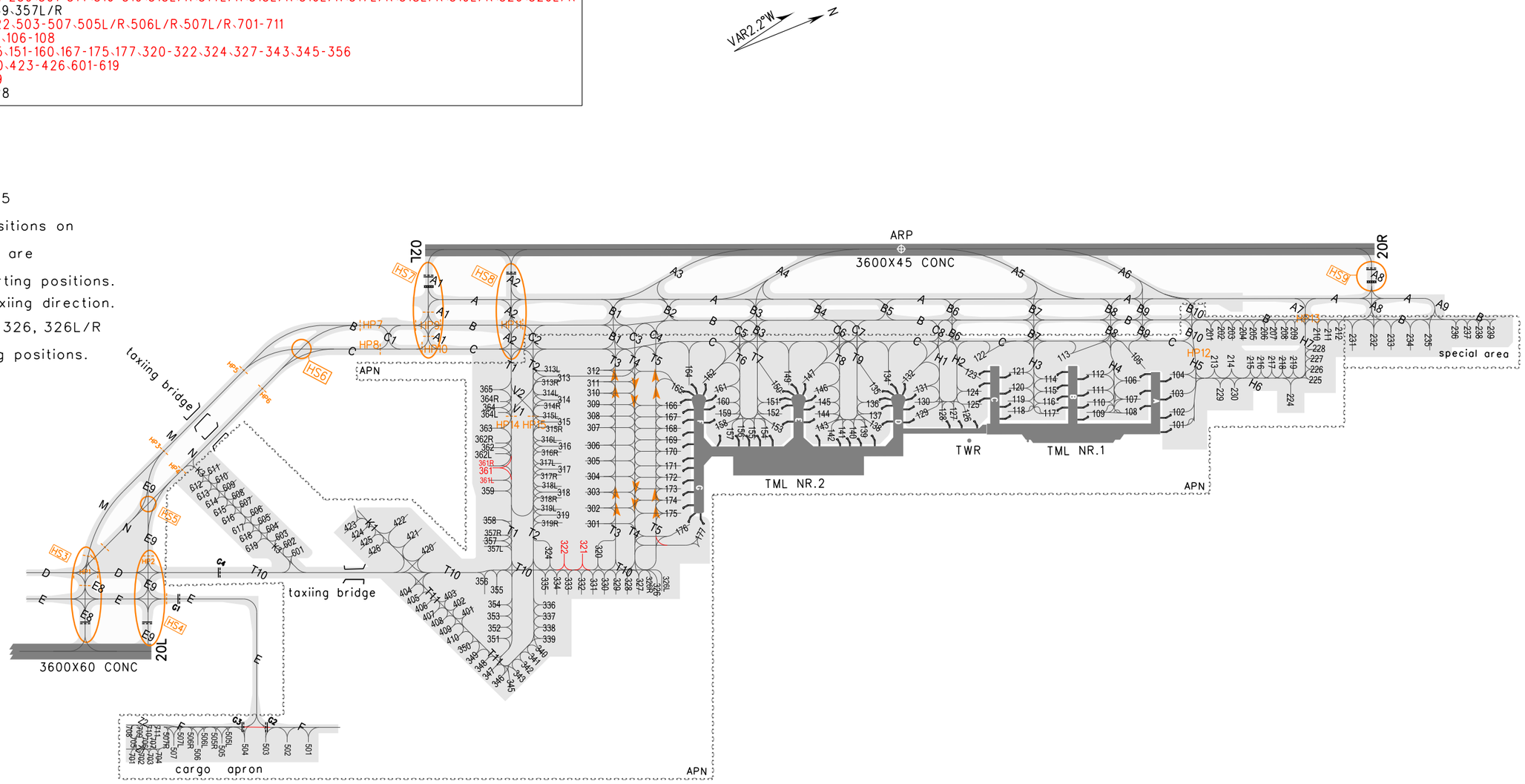
Delivery 121.6(121.7)(DCL AVBL)

ZUUU CHENGDU/Shuangliu

Bearing strength (PCN)
PCN 101/R/B/W/T:501、502
PCN 97/R/B/W/T:105、109-129、132、229、230
PCN 96/R/B/W/T:130、131、134、135、146、147、149、150、161、162、164-166
PCN 90/R/B/W/T:361-365、361L/R、362L/R、364L/R
PCN 87/R/B/W/T:176、231-239、301-314、316-319、313L/R、314L/R、315L/R、316L/R、317L/R、318L/R、319L/R、326、326L/R
PCN 86/R/B/W/T:357-359、357L/R
PCN 85/R/B/W/T:420-422、503-507、505L/R、506L/R、507L/R、701-711
PCN 77/R/B/W/T:101-104、106-108
PCN 76/R/B/W/T:136-145、151-160、167-175、177、320-322、324、327-343、345-356
PCN 67/R/B/W/T:401-410、423-426、601-619
PCN 62/R/B/W/T:201-219
PCN 56/R/B/W/T:224-228

Note:

1. HP1-HP7,HP10-HP15 are reporting positions on request. HP8,HP9 are compulsory reporting positions.
2. ◄◄ :one-way taxiing direction.
3. Clean-up stands: 326, 326L/R
4. G1-G4 are holding positions.



Changes: PCN.

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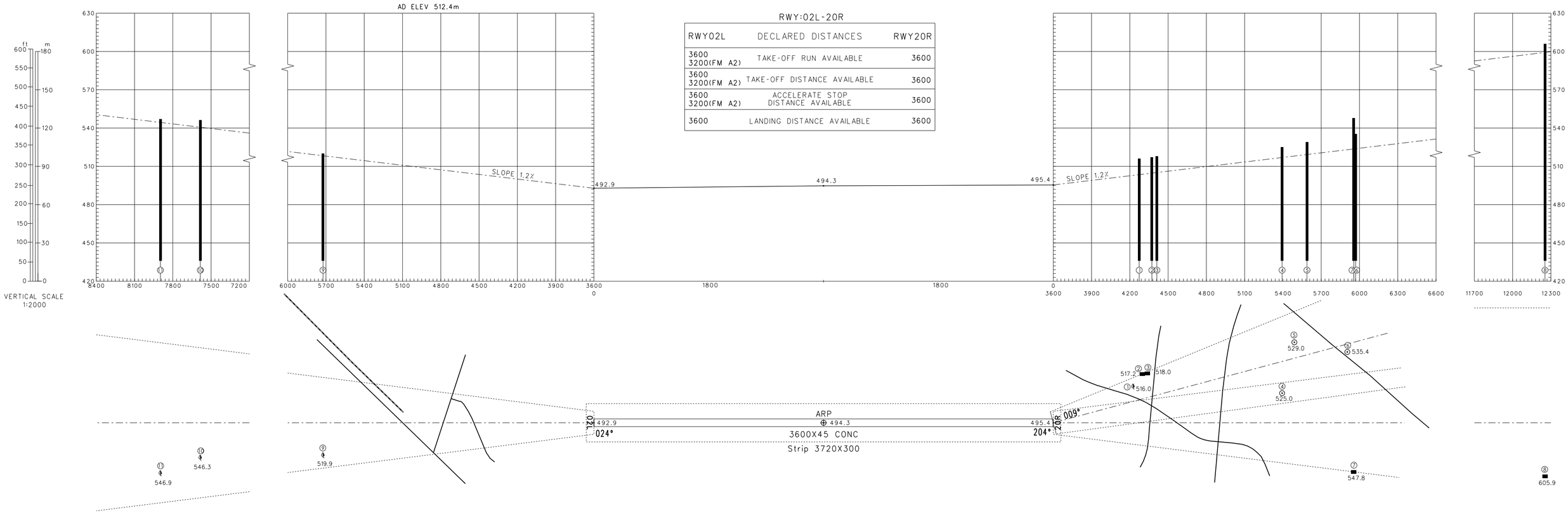
AERODROME OBSTACLE CHART-ICAO

TYPE A(OPERATING LIMITATIONS)

MAGNETIC VARIATION 2.2° W



RWY:02L-20R

RWY02L	DECLARED DISTANCES	RWY20R
3600 3200(FM A2)	TAKE-OFF RUN AVAILABLE	3600
3600 3200(FM A2)	TAKE-OFF DISTANCE AVAILABLE	3600
3600 3200(FM A2)	ACCELERATE STOP DISTANCE AVAILABLE	3600
3600	LANDING DISTANCE AVAILABLE	3600

LEGEND	
①	OBST NR
⊙	POLE
	TREE
■	BUILDING OR LARGE STRUCTURE
	RAILWAY
	ROAD

1:20000
HORIZONTAL SCALE

AMENDMENT RECORD		
NR	DATE	ENTERED BY

Changes: VAR.

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DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO

TYPE A(OPERATING LIMITATIONS)

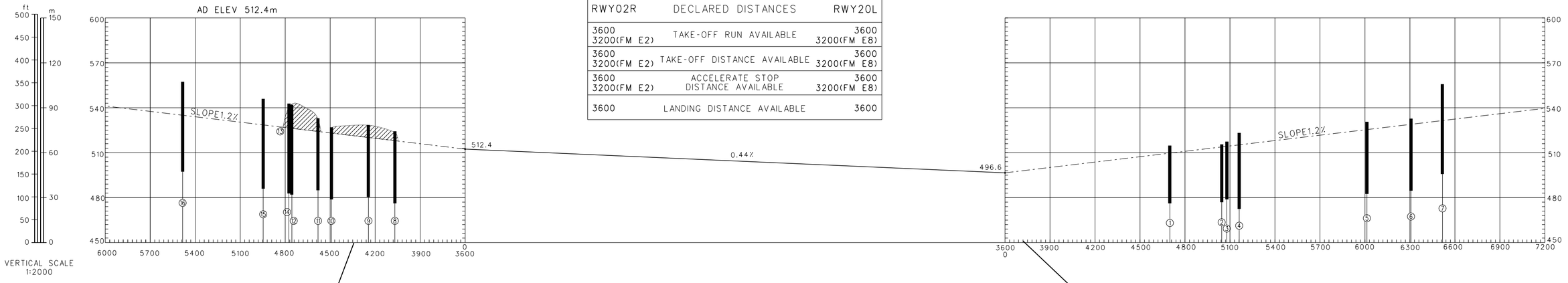
ZUUU CHENGDU/Shuangliu

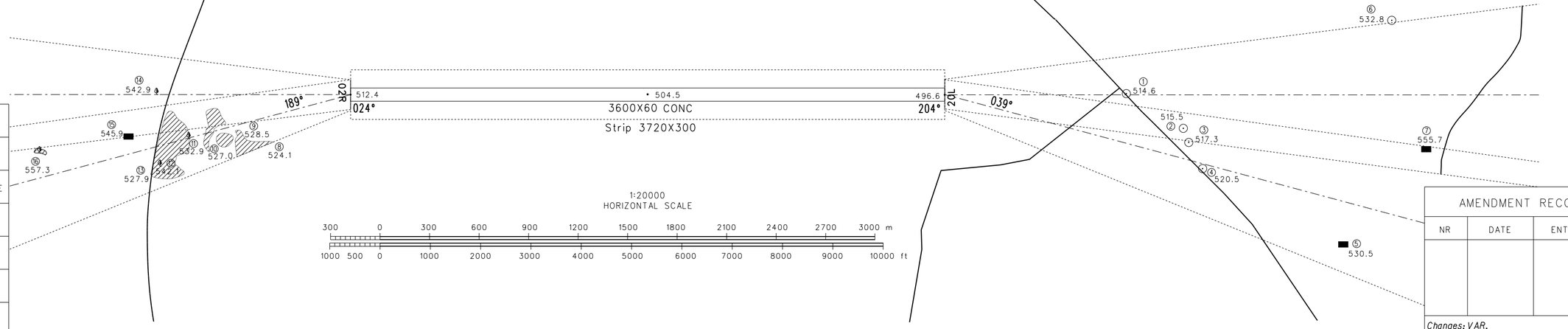
RWY 02R/20L

MAGNETIC VARIATION 2.2° W

RWY:02R-20L

RWY02R	DECLARED DISTANCES	RWY20L
3600 3200(FM E2)	TAKE-OFF RUN AVAILABLE	3600 3200(FM E8)
3600 3200(FM E2)	TAKE-OFF DISTANCE AVAILABLE	3600 3200(FM E8)
3600 3200(FM E2)	ACCELERATE STOP DISTANCE AVAILABLE	3600 3200(FM E8)
3600	LANDING DISTANCE AVAILABLE	3600





	LEGEND
①	OBST NR
■	BUILDING OR LARGE STRUCTURE
♣	TREE
⊙	CHIMNEY,IRON TWR, WATER TWR,BILLBOARD
——	ROAD
▨	TERRAIN

AMENDMENT RECORD		
NR	DATE	ENTERED BY

Changes: VAR.

2021-10-1 EFF2111031600

中国民用航空局CAAC

ZUUU AD2.24-4B

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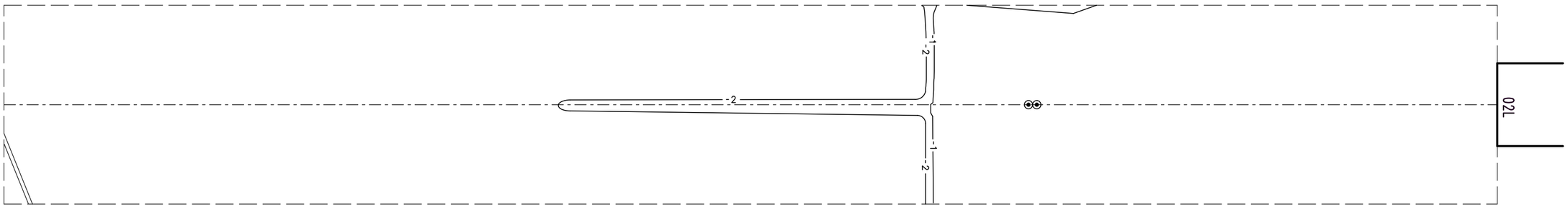
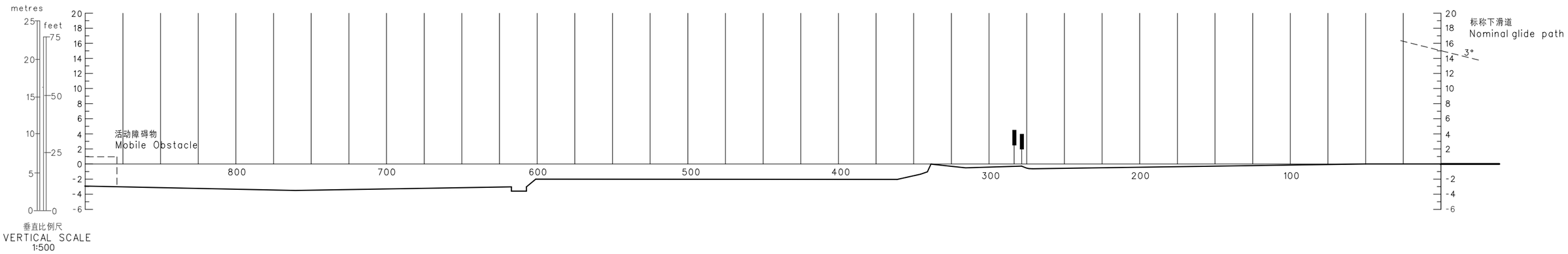
精密进近地形图-ICAO
PRECISION APPROACH TERRAIN CHART-ICAO

成都/双流 **ZUUU CHENGDU/Shuangliu**
RWY02L

距离和高为米 DISTANCES AND HEIGHTS IN METERS





水平比例尺 HORIZONTAL SCALE 1:2500

25 0 25 50 75 100 125 150 175 200 225 250m

图例 Legend	
	剖面中线 Profile of extended RWY C/L
	天线 Antenna
-2	等高线 Contour
	公路 Highway

等高线和高依据跑道入口标高
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

修正记录 Amendment Record		
编号 Nr.	日期 Date	修正人 Entered by

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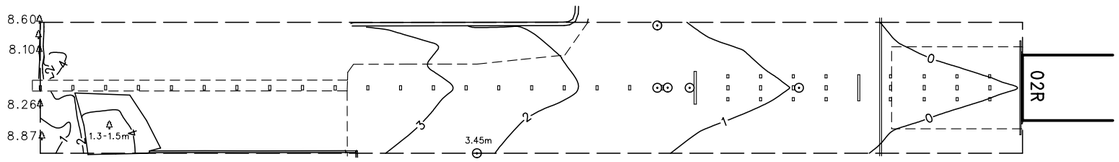
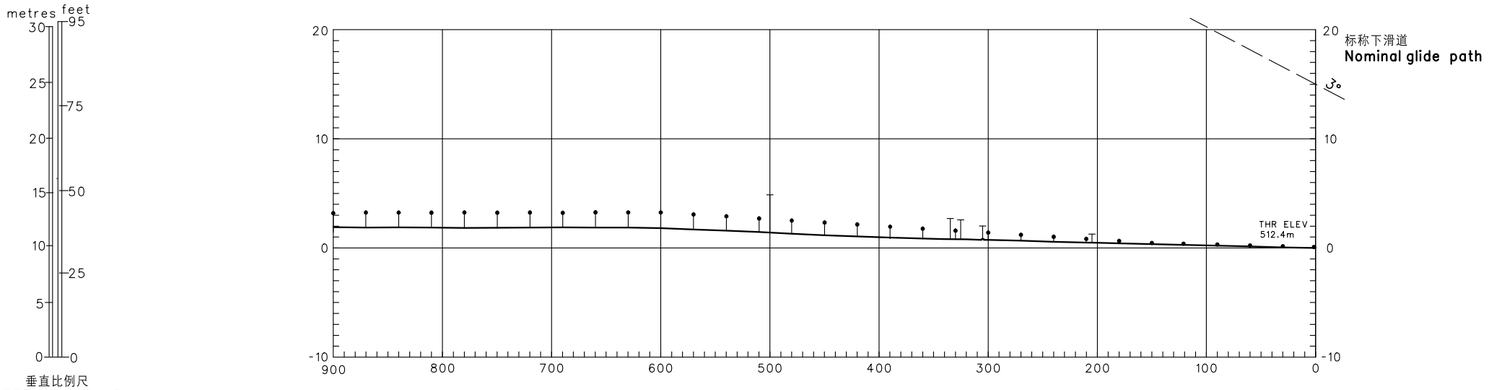
精密进近地形图-ICAO
PRECISION APPROACH TERRAIN CHART-ICAO

成都/双流 **ZUUU CHENGDU/Shuangliu**
RWY02R

距离和高为米 DISTANCES AND HEIGHTS IN METERS





垂直比例尺
VERTICAL SCALE
1:500

水平比例尺
HORIZONTAL SCALE
1:5000

50 0 50 100 150 200 250 300 350 400 450 500m

等高线和高相对于跑道入口标高
CONTOURS AND HEIGHTS ARE
RELATED TO ELEV OF RWY THR

图例 LEGEND	
	进近灯 APP Light
	剖面中线 Profile of extended RWY C/L
	水渠 Water Ditch
	涵洞
	电杆.天线 Antenma . Pole
3	等高线 Contour
	树林 Tree
	围界 Boundary

修正记录 AMENDMENT RECORD		
编号 Nr	日期 DATE	修正人 ENTERED BY

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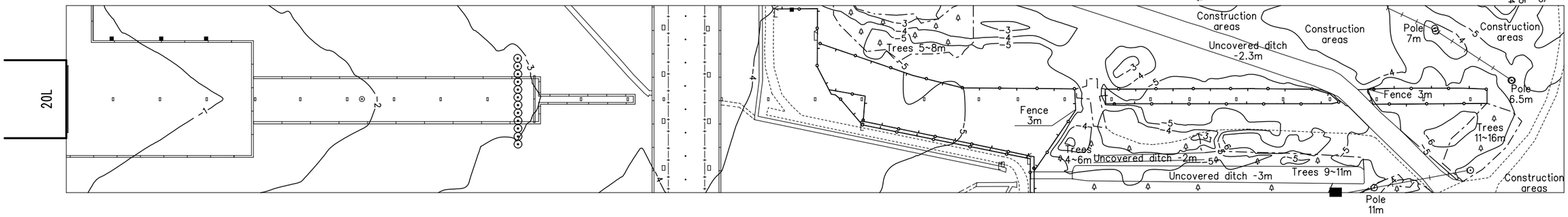
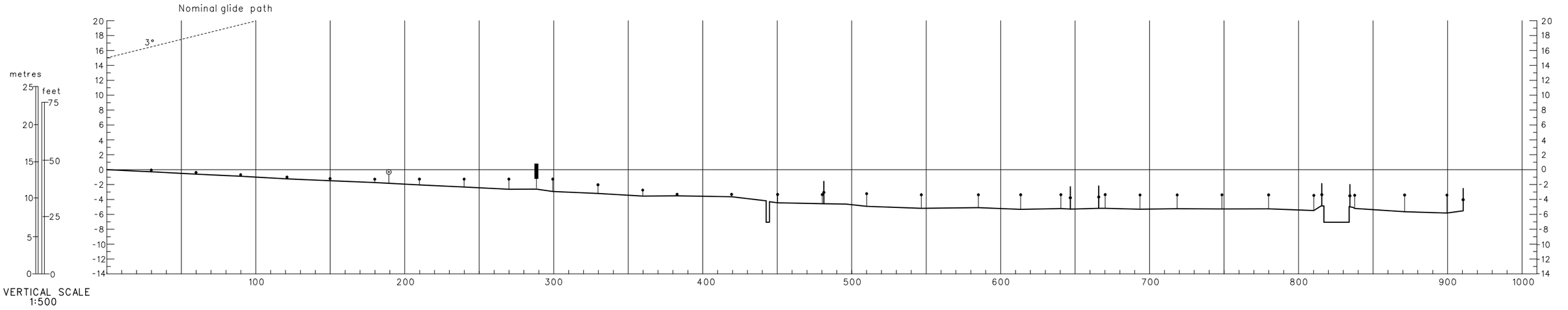
PRECISION APPROACH TERRAIN CHART-ICAO

DISTANCES AND HEIGHTS IN METERS

RWY 20L





LEGEND			
	APP Light		Sign
	Profile of extended RWY C/L		Distribution box
	Light switch		Camera
	Culvert		Fence, barrier
	Antenna, Pole		Covered/uncovered ditch
	Contour	CONC	Road
	Tree, trees		Warning pole
	LOC Antenna		Building

HORIZONTAL SCALE 1:2500

25 0 25 50 75 100 125 150 175 200 225 250m

CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

Amendment Record		
Nr.	Date	Entered by

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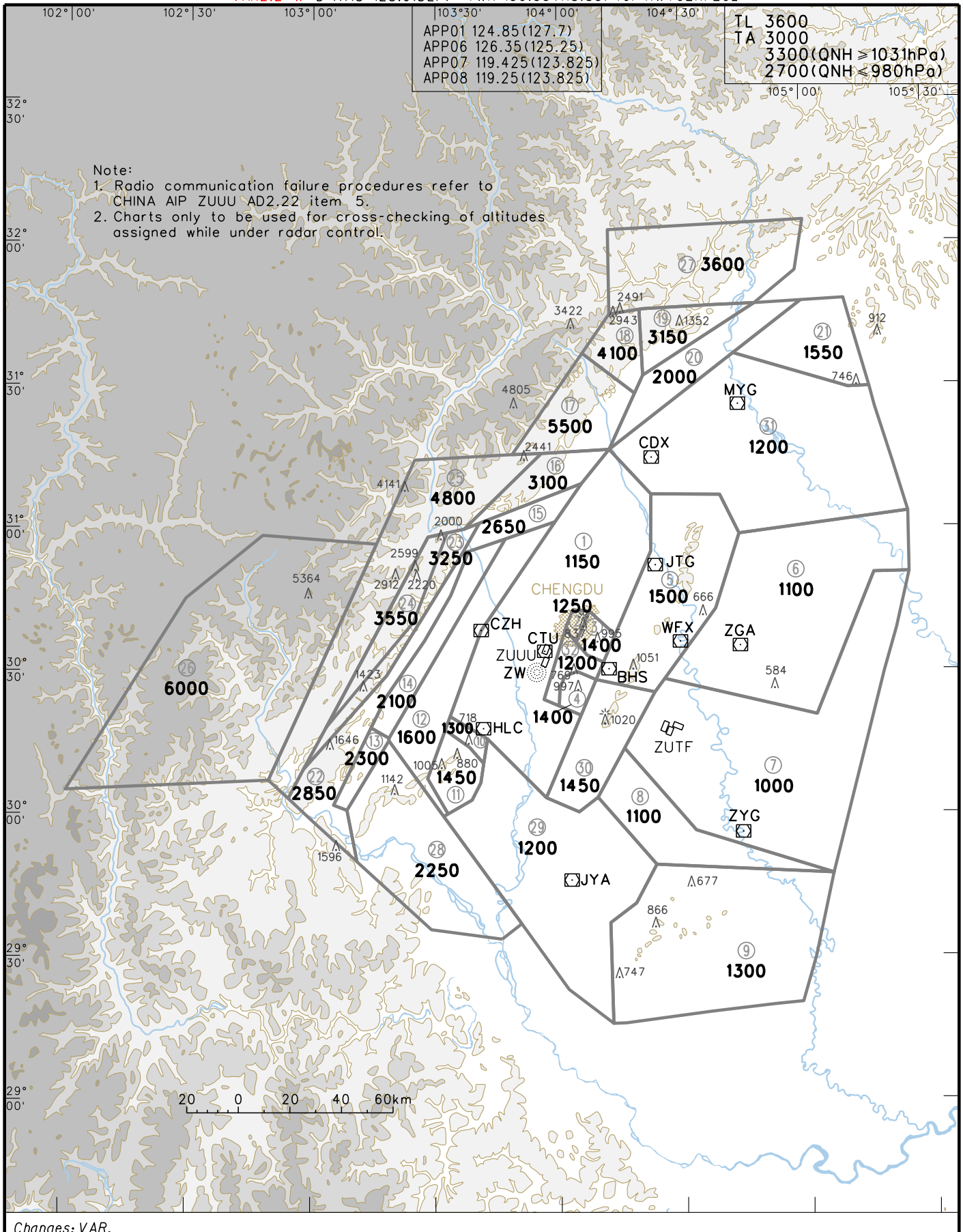
ATC SURVEILLANCE MINIMUM ALTITUDE CHART

VAR2.2° W

D-ATIS 126.45(ARR) TWR 123.0(118.85) for RWY02L/20R
D-ATIS 128.6(DEP) TWR 130.35(118.85) for RWY02R/20L

ZUUU CHENGDU/Shuangliu

AD ELEV 512.4



Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

D-ATIS 128.6
TWR 123.0(118.85)

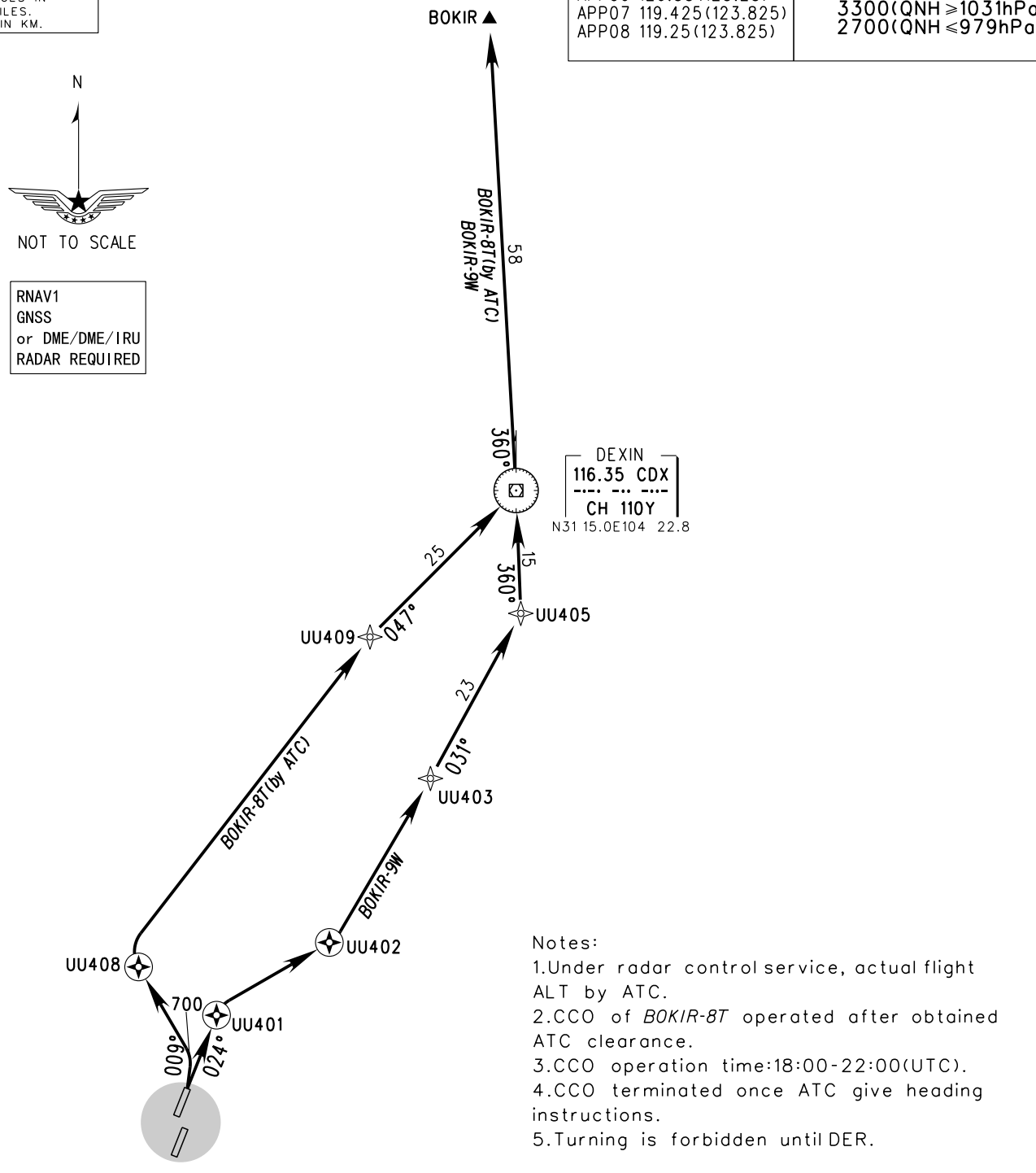
ZUUU CHENGDU/Shuangliu

RNAV RWY02L(BOKIR)

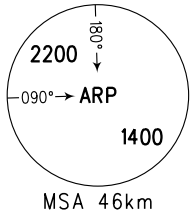
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 124.85(127.7)
APP06 126.35(125.25)
APP07 119.425(123.825)
APP08 119.25(123.825)

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



Notes:
1.Under radar control service, actual flight ALT by ATC.
2.CCO of *BOKIR-8T* operated after obtained ATC clearance.
3.CCO operation time:18:00-22:00(UTC).
4.CCO terminated once ATC give heading instructions.
5.Turning is forbidden until DER.



MSA 46km

SID	ROUTING
BOKIR-8T (by ATC)	700-UU408-UU409-CDX-BOKIR
BOKIR-9W	UU401-UU402-UU403-UU405-CDX-BOKIR

ZUTF

Changes: Nil.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

D-ATIS 128.6
TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu
RNAV RWY02L(GURET/UBRAB)

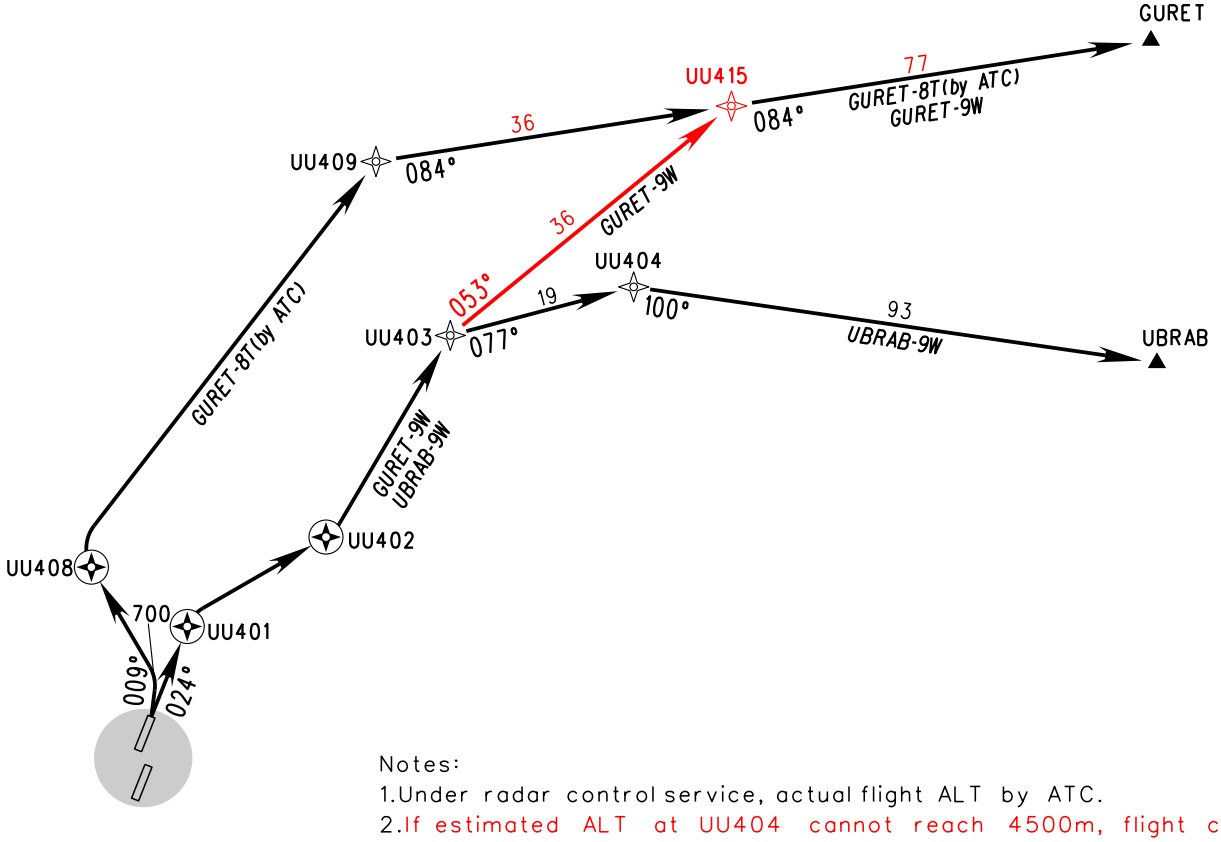
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 124.85(127.7) APP06 126.35(125.25) APP07 119.425(123.825) APP08 119.25(123.825)	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

N

NOT TO SCALE

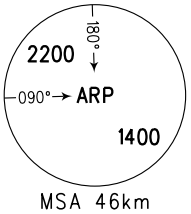
RNAV1
GNSS
or DME/DME/IRU
RADAR REQUIRED



Notes:
1.Under radar control service, actual flight ALT by ATC.
2.If estimated ALT at UU404 cannot reach 4500m, flight crew shall contact ATC in advance.
3.Turning is forbidden until DER.

SID	ROUTING
GURET-8T (by ATC)	700-UU408-UU409-UU415-GURET
GURET-9W	UU401-UU402-UU403-UU415-GURET
UBRAB-9W	UU401-UU402-UU403-UU404-UBRAB

ZUTF



MSA 46km

Changes: Procedure.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

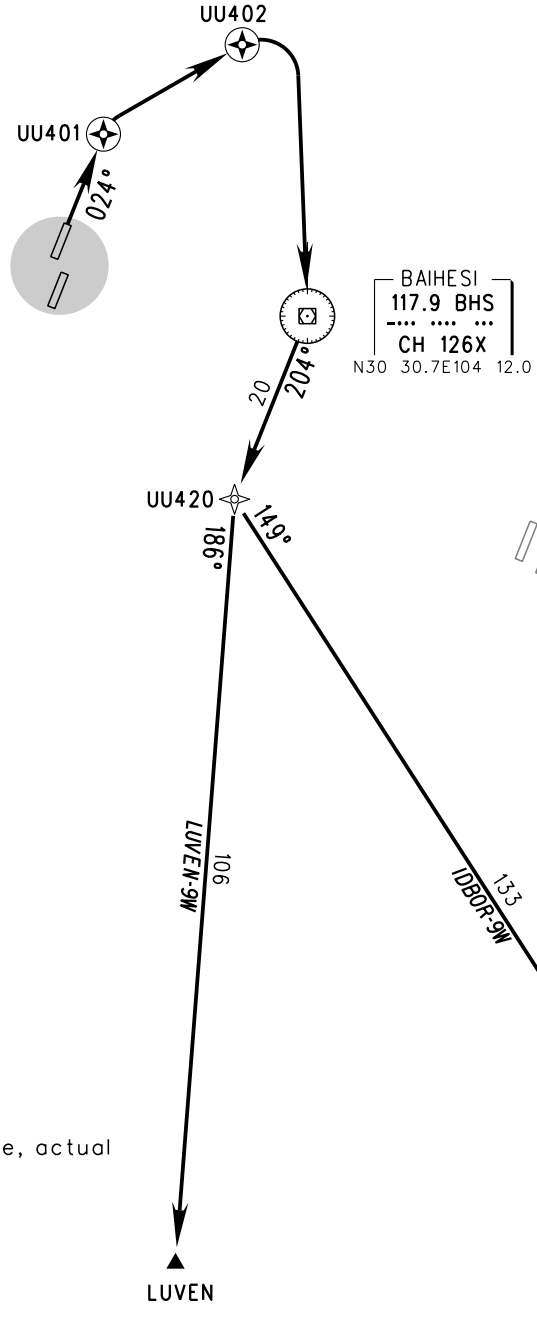
D-ATIS 128.6
TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu
RNAV RWY02L(IDBOR/LUVEN)

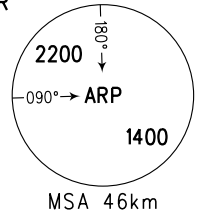
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
DME DISTANCES IN NAUTICAL MILES.
DISTANCES IN KM.

APP01 124.85(127.7) APP06 126.35(125.25) APP07 119.425(123.825) APP08 119.25(123.825)	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

RNAV1
GNSS
or DME/DME/IRU
RADAR REQUIRED



Note:
Under radar control service, actual flight ALT by ATC.



SID	ROUTING
IDBOR-9W	UU401-UU402-BHS-UU420-IDBOR
LUVEN-9W	UU401-UU402-BHS-UU420-LUVEN

Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

D-ATIS 128.6
TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu
RNAV RWY02L(MUMGO)

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

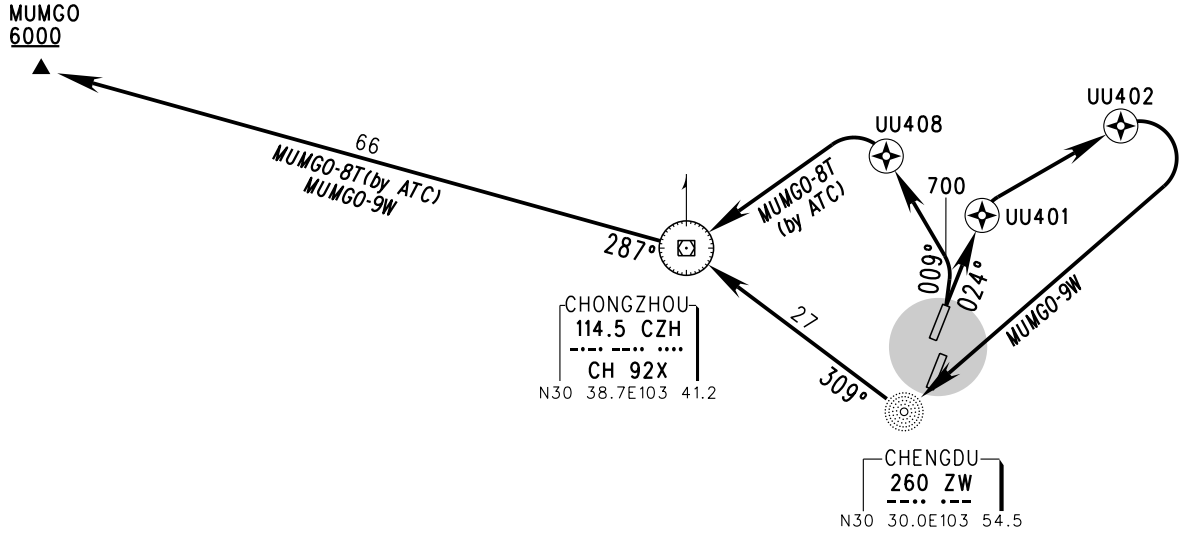
APP01 124.85(127.7)
APP06 126.35(125.25)
APP07 119.425(123.825)
APP08 119.25(123.825)

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

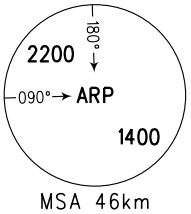
N

NOT TO SCALE

RNAV1
GNSS
or DME/DME/IRU
RADAR REQUIRED



Notes:
1.Under radar control service, actual flight ALT by ATC.
2.If estimated ALT at 'CZH' cannot reach 3900m, flight crew shall contact ATC in advance.
3.Turning is forbidden until DER.



MSA 46km

SID	ROUTING
MUMGO-8T (by ATC)	700-UU408-CZH-MUMGO
MUMGO-9W	UU401-UU402-ZW-CZH-MUMGO

Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

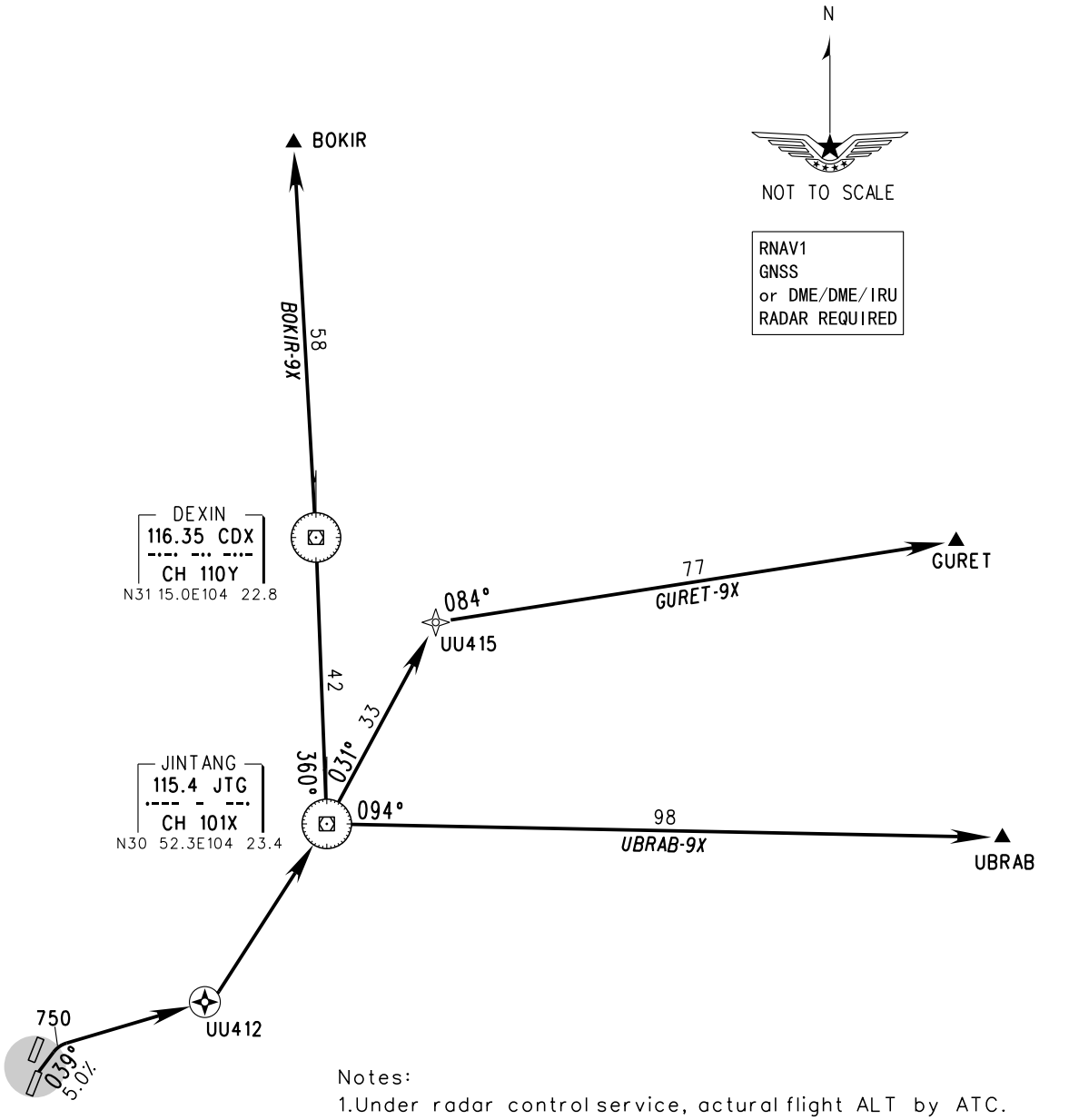
VAR2.2° W

D-ATIS 128.6
TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu
RNAV RWY02R(BOKIR/GURET/UBRAB)

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

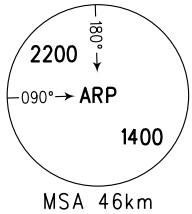
APP01 124.85(127.7)	TL 3600
APP06 126.35(125.25)	TA 3000
APP07 119.425(123.825)	3300(QNH≥1031hPa)
APP08 119.25(123.825)	2700(QNH≤979hPa)



Notes:
1.Under radar control service, actural flight ALT by ATC.
2.If estimated ALT at 'JTG' cannot reach 4200m, flight crew shall contact ATC in advance.
3.Turning is forbidden until DER.

ZUTF

SID	ROUTING
BOKIR-9X	750-UU412-JTG-CDX-BOKIR
GURET-9X	750-UU412-JTG-UU415-GURET
UBRAB-9X	750-UU412-JTG-UBRAB



MSA 46km

Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

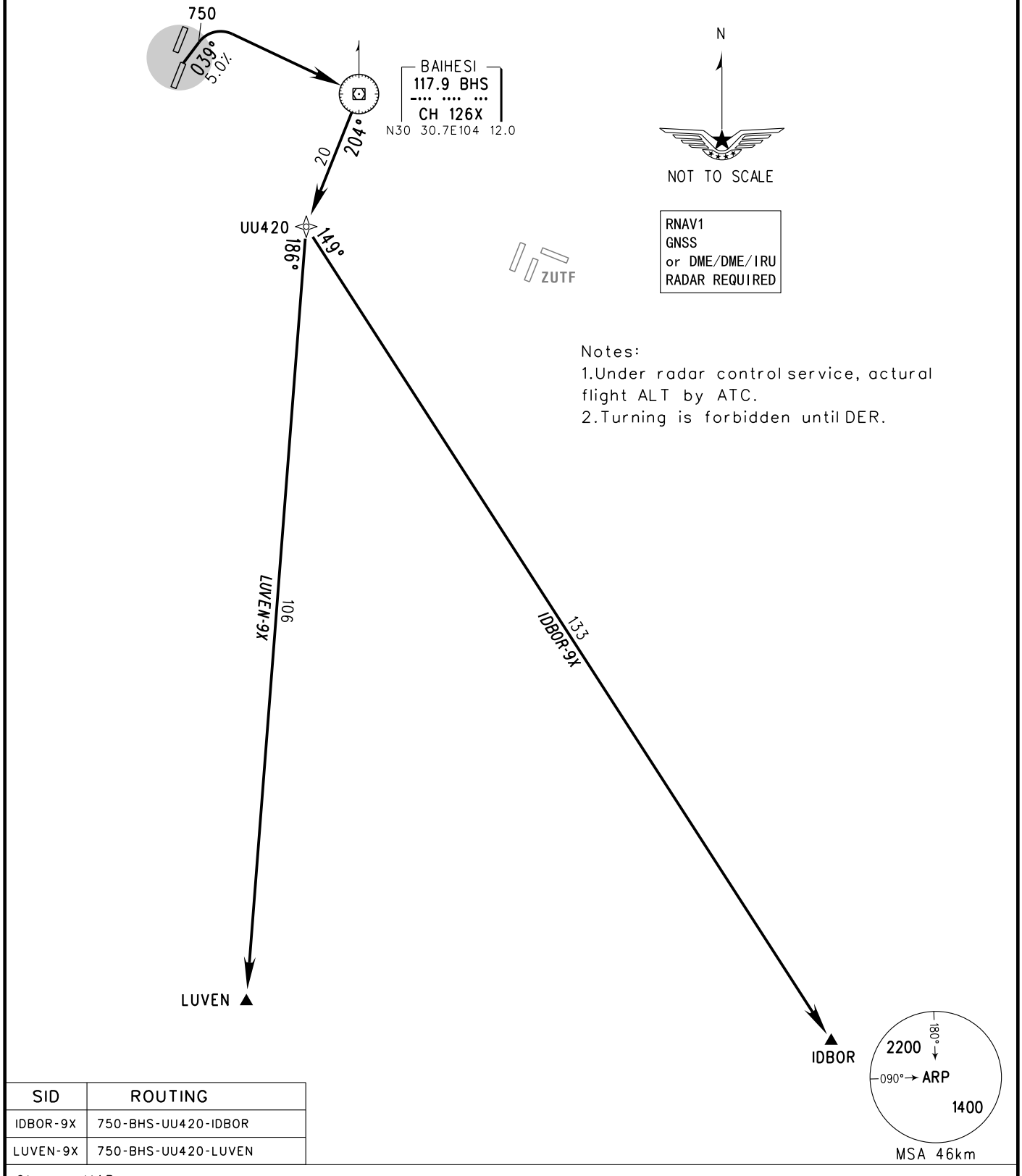
VAR2.2° W

D-ATIS 128.6
TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu
RNAV RWY02R(IDBOR/LUVEN)

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

APP01 124.85(127.7)	TL 3600
APP06 126.35(125.25)	TA 3000
APP07 119.425(123.825)	3300(QNH≥1031hPa)
APP08 119.25(123.825)	2700(QNH≤979hPa)



SID	ROUTING
IDBOR-9X	750-BHS-UU420-IDBOR
LUVEN-9X	750-BHS-UU420-LUVEN

Changes: VAR.

yinlei.org为航空和飞行模拟爱好者整理， 本资料请不要用于实际飞行

STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

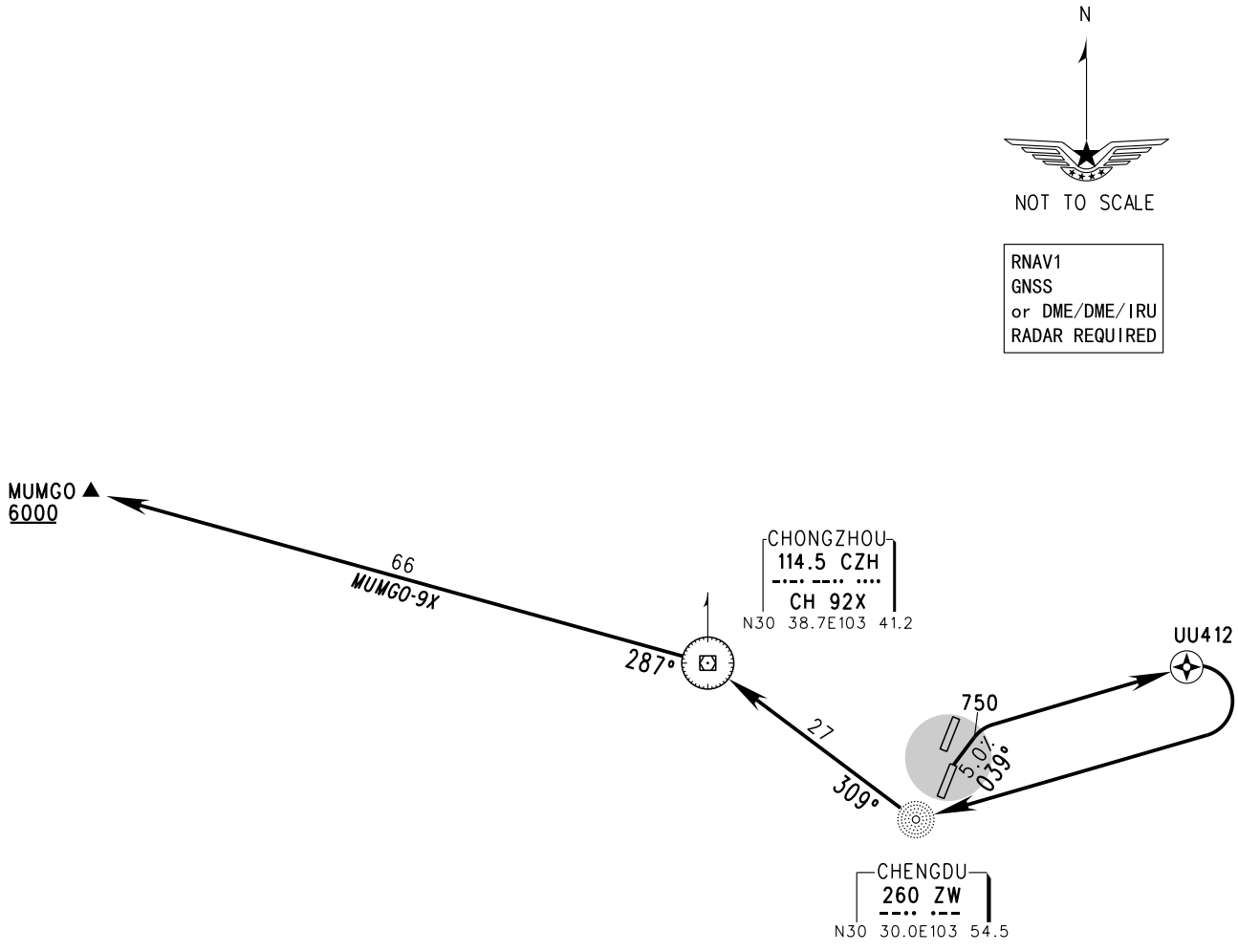
D-ATIS 128.6
TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu

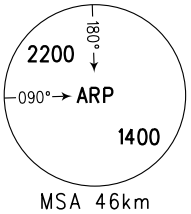
RNAV RWY02R(MUMGO)

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

APP01 124.85(127.7) APP06 126.35(125.25) APP07 119.425(123.825) APP08 119.25(123.825)	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)



Notes:
1.Under radar control service, actural flight ALT by ATC.
2.Turning is forbidden until DER.



SID	ROUTING
MUMGO-9X	750-UU412-ZW-CZH-MUMGO

Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

D-ATIS 128.6
TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu

RNAV RWY20L(BOKIR/GURET/UBRAB)

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

APP01 124.85(127.7) APP06 126.35(125.25) APP07 119.425(123.825) APP08 119.25(123.825)	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

N

NOT TO SCALE

RNAV1
GNSS
or DME/DME/IRU
RADAR REQUIRED

BOKIR

BOKIR-9Y 58

DEXIN
116.35 CDX
CH 110Y
N31 15.0E104 22.8

GURET

GURET-9Y 100

42

360°

068°

094°

UBRAB

UBRAB-9Y 98

JINTANG
115.4 JTG
CH 101X
N30 52.3E104 23.4

50

UU427

189°

26

026°

UU421

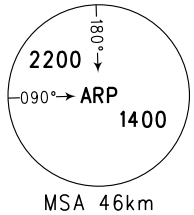
17

114°

UU426

ZUTF

Notes:
1. Under radar control service, actural flight ALT by ATC.
2. If estimated ALT at UU426 cannot reach 2700m, flight crew shall contact ATC in advance.
3. Turning is forbidden until DER.



MSA 46km

SID	ROUTING
BOKIR-9Y	UU421-UU426-UU427-JTG-CDX-BOKIR
GURET-9Y	UU421-UU426-UU427-JTG-GURET
UBRAB-9Y	UU421-UU426-UU427-JTG-UBRAB

Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

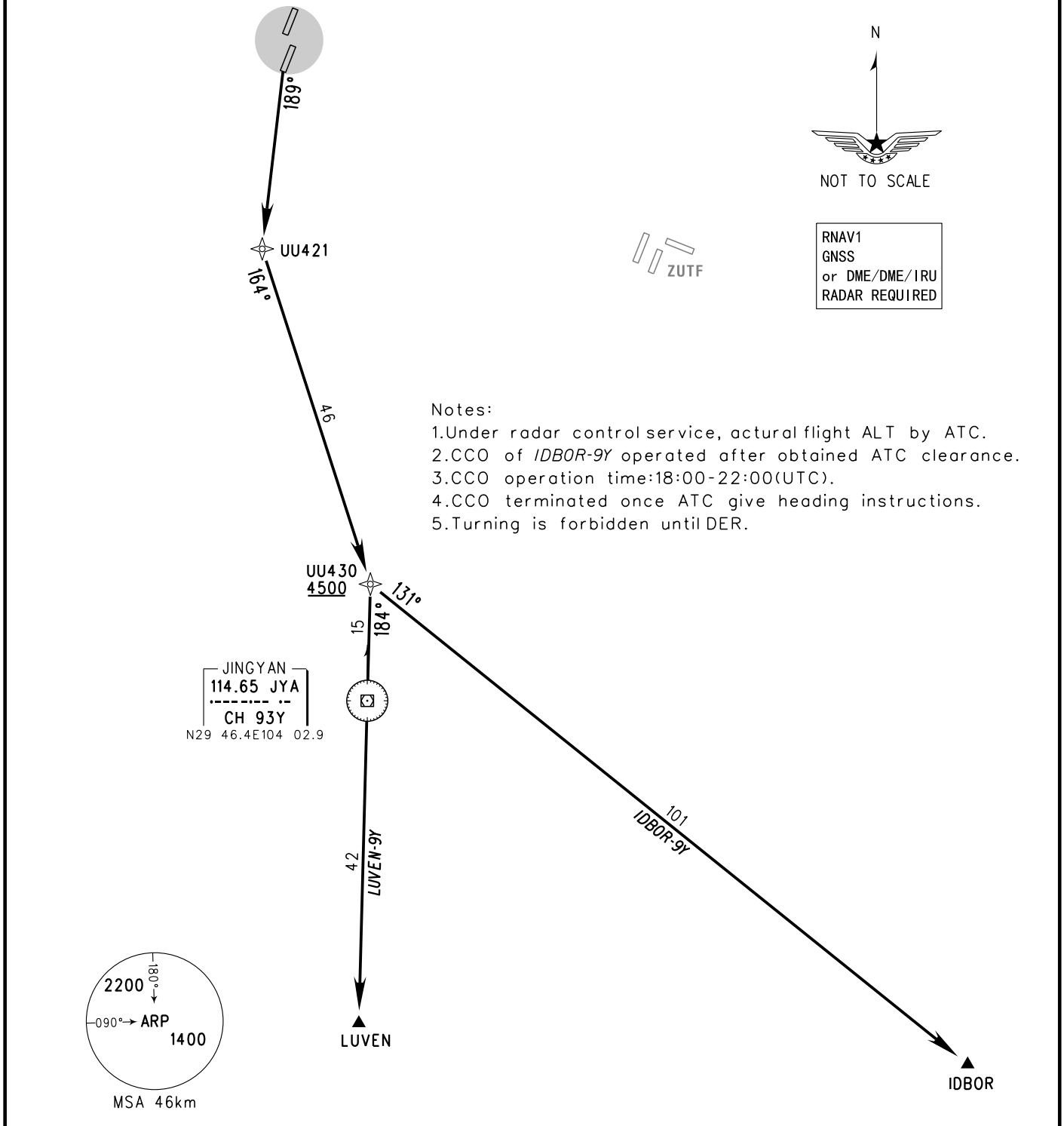
VAR2.2° W

D-ATIS 128.6
TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu
RNAV RWY20L(IDBOR/LUVEN)

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

APP01 124.85(127.7)	TL 3600
APP06 126.35(125.25)	TA 3000
APP07 119.425(123.825)	3300(QNH≥1031hPa)
APP08 119.25(123.825)	2700(QNH≤979hPa)



SID	ROUTING
IDBOR-9Y	UU421-UU430-IDBOR
LUVEN-9Y	UU421-UU430-JYA-LUVEN

Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

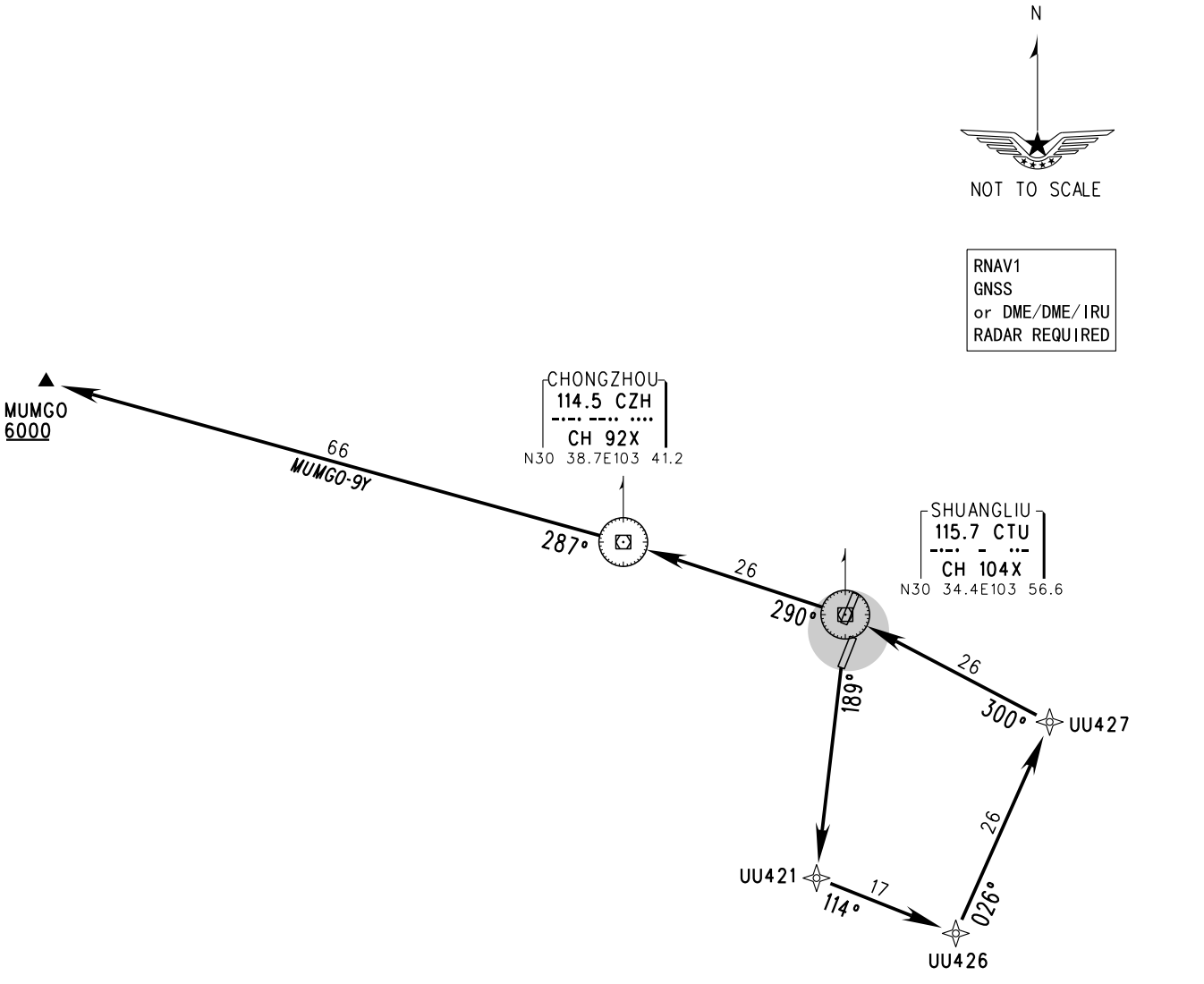
D-ATIS 128.6
TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu

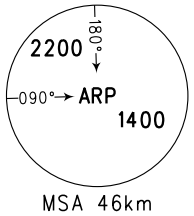
RNAV RWY20L(MUMGO)

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

APP01 124.85(127.7)	TL 3600
APP06 126.35(125.25)	TA 3000
APP07 119.425(123.825)	3300(QNH≥1031hPa)
APP08 119.25(123.825)	2700(QNH≤979hPa)



Notes:
1.Under radar control service, actural flight ALT by ATC.
2.Turning is forbidden until DER.



MSA 46km

SID	ROUTING
MUMGO-9Y	UU421-UU426-UU427-CTU-CZH-MUMGO

Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

D-ATIS 128.6
TWR 123.0(118.85)

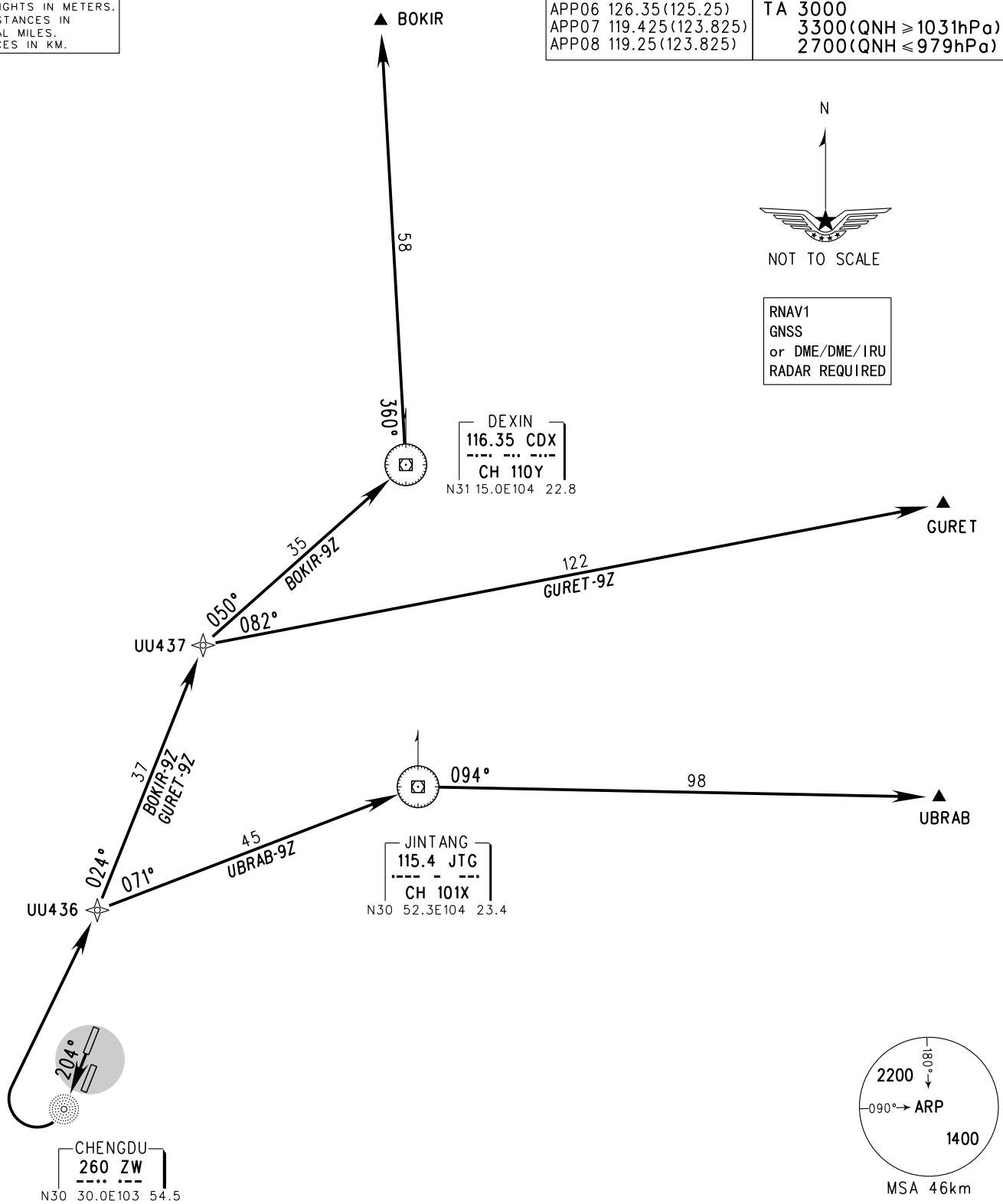
ZUUU CHENGDU/Shuangliu

RNAV RWY20R
(BOKIR/GURET/UBRAB)

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

APP01 124.85(127.7)
APP06 126.35(125.25)
APP07 119.425(123.825)
APP08 119.25(123.825)

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



SID	ROUTING
BOKIR-9Z	ZW-UU436-UU437-CDX-BOKIR
GURET-9Z	ZW-UU436-UU437-GURET
UBRAB-9Z	ZW-UU436-JTG-UBRAB

Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

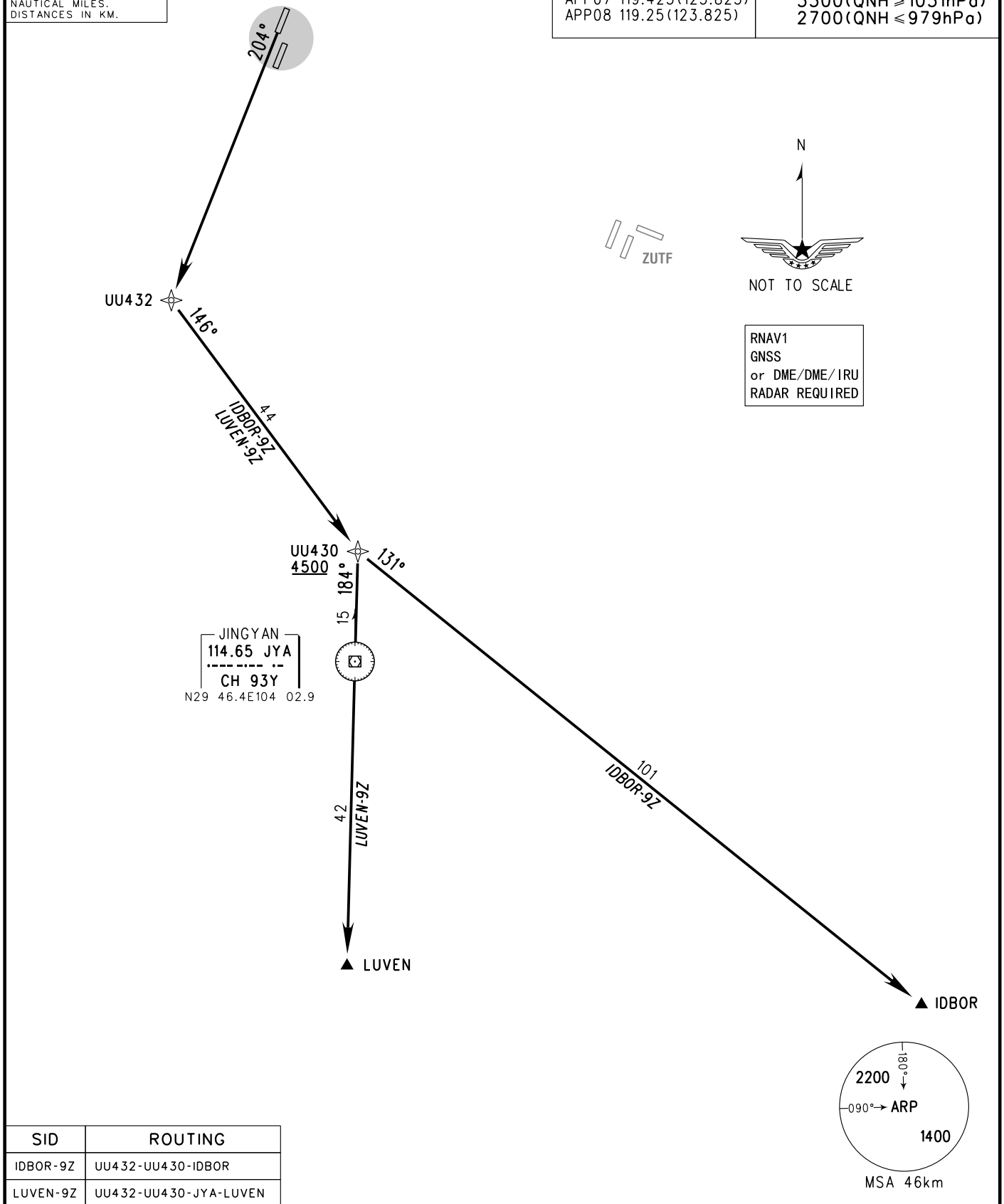
D-ATIS 128.6
TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu

RNAV RWY20R(IDBOR/LUVEN)

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

APP01 124.85(127.7) APP06 126.35(125.25) APP07 119.425(123.825) APP08 119.25(123.825)	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)



SID	ROUTING
IDBOR-9Z	UU432-UU430-IDBOR
LUVEN-9Z	UU432-UU430-JYA-LUVEN

Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

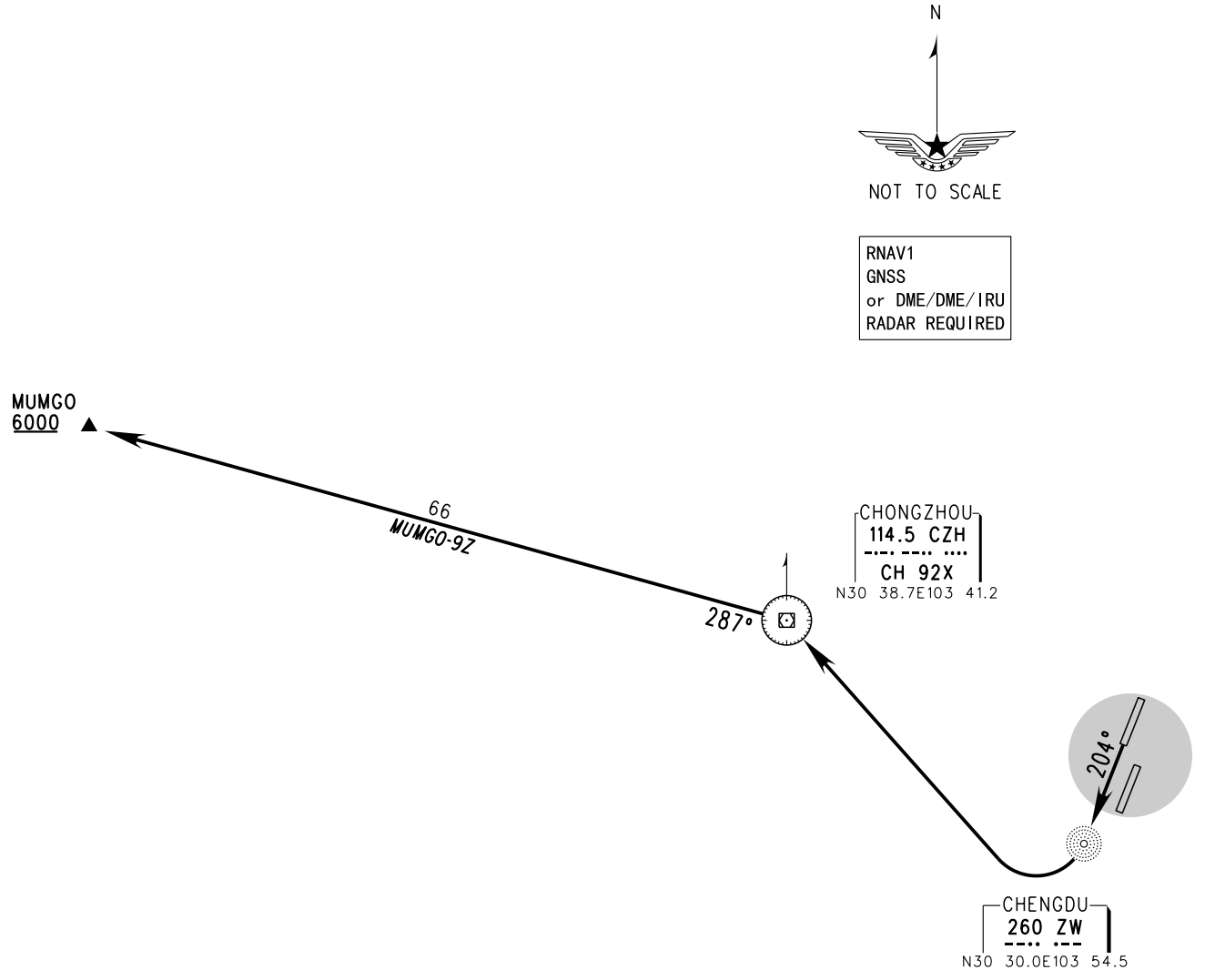
D-ATIS 128.6
TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu

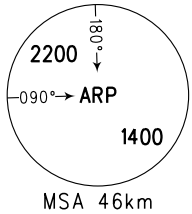
RNAV RWY20R(MUMGO)

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

APP01 124.85(127.7) APP06 126.35(125.25) APP07 119.425(123.825) APP08 119.25(123.825)	TL 3600 TA 3000 3300(QNH ⩾1031hPa) 2700(QNH ⩽979hPa)



Notes:
1.Under radar control service, actual flight ALT by ATC.
2.If estimated ALT at 'CZH' cannot reach 3900m, flight crew shall contact ATC in advance.



MSA 46km

SID	ROUTING
MUMGO-9Z	ZW-CZH-MUMGO

Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

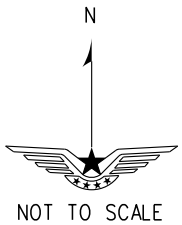
D-ATIS 128.6
TWR 123.0(118.85)

APP01 124.85(127.7)
APP06 126.35(125.25)
APP07 119.425(123.825)
APP08 119.25(123.825)

ZUUU CHENGDU/Shuangliu
RWY02L

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

TL 3600
TA 3000
3300(QNH ⩾1031hPa)
2700(QNH ⩽979hPa)



Notes:
1.Under radar control service, actual flight ALT by ATC.
2.If estimated ALT at 'CZH' cannot reach 3900m, flight crew shall contact ATC in advance.

BOKIR
N31 46.1
E104 21.0

DEXIN
116.35 CDX
CH 110Y
N31 15.0E104 22.8

360° 58 BOKIR-01D

093° 94 GURET-01D

GURET
N31 14.0
E105 21.4

60 BOKIR-01D GURET-01D

094° 98 UBRAB-01D

UBRAB
N30 50.6
E105 25.2

JINTANG
115.4 JTG
CH 101X
N30 52.3E104 23.4

28

SHUANGLIU
115.7 CTU
CH 104X
N30 34.4E103 56.6

D15.0JTG

024°

063°

MUMGO
N30 48.4
E103 01.0
6000

CHONGZHOU
114.5 CZH
CH 92X
N30 38.7E103 41.2

66 MUMGO-01D
MUMGO-02D(by ATC)

287°

MUMGO-02D (by ATC)

063°

D6.6CTU

024°

MUMGO-01D

27

309°

BAIHESI
117.9 BHS
CH 126X
N30 30.7E104 12.0

CHENGDU
260 ZW
N30 30.0E103 54.5

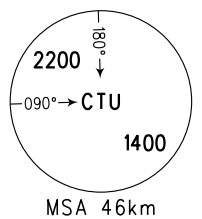
189° 126 LUYEN-01D

156° 146 IDBOR-01D

LUVEN
N29 23.4
E104 02.0

IDBOR
N29 20.1
E104 51.5

ZUTF



Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

D-ATIS 128.6
TWR 130.35(118.85)

APP01 124.85(127.7)
APP06 126.35(125.25)
APP07 119.425(123.825)
APP08 119.25(123.825)

ZUUU CHENGDU/Shuangliu
RWY02R

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

TL 3600
TA 3000
3300(QNH ⩾1031hPa)
2700(QNH ⩽979hPa)

N

NOT TO SCALE

Notes:
1.Under radar control service, actual flight ALT by ATC.
2.Turning is forbidden until DER.

BOKIR
N31 46.1
E104 21.0

58

DEXIN
116.35 CDX
CH 110Y
N31 15.0E104 22.8

GURET
N31 14.0
E105 21.4

42

BOKIR-2ID

100

GURET-2ID

JINTANG
115.4 JTG
CH 101X
N30 52.3E104 23.4

360°

068°

094°

98

UBRAB-2ID

UBRAB
N30 50.6
E105 25.2

MUMGO
N30 48.4
E103 01.0
6000

66

MUMGO-2ID

287°

SHUANGLIU
115.7 CTU
CH 104X
N30 34.4E103 56.6

750

D17.6CTU
D13.5JTG

25

032°

071°

R071°

039°

5.0%

CHONGZHOU
114.5 CZH
CH 92X
N30 38.7E103 41.2

27

309°

BAIHESI
117.9 BHS
CH 126X
N30 30.7E104 12.0

CHENGDU
260 ZW
N30 30.0E103 54.5

189°

156°

LUVEN-2ID

126

IDBOR-2ID

146

LUVEN
N29 23.4
E104 02.0

IDBOR
N29 20.1
E104 51.5

ZUTF

180°
2200
090°→CTU
1400
MSA 46km

Changes: VAR.

yinlei.org为航空和飞行模拟爱好者整理， 本资料请不要用于实际飞行

STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

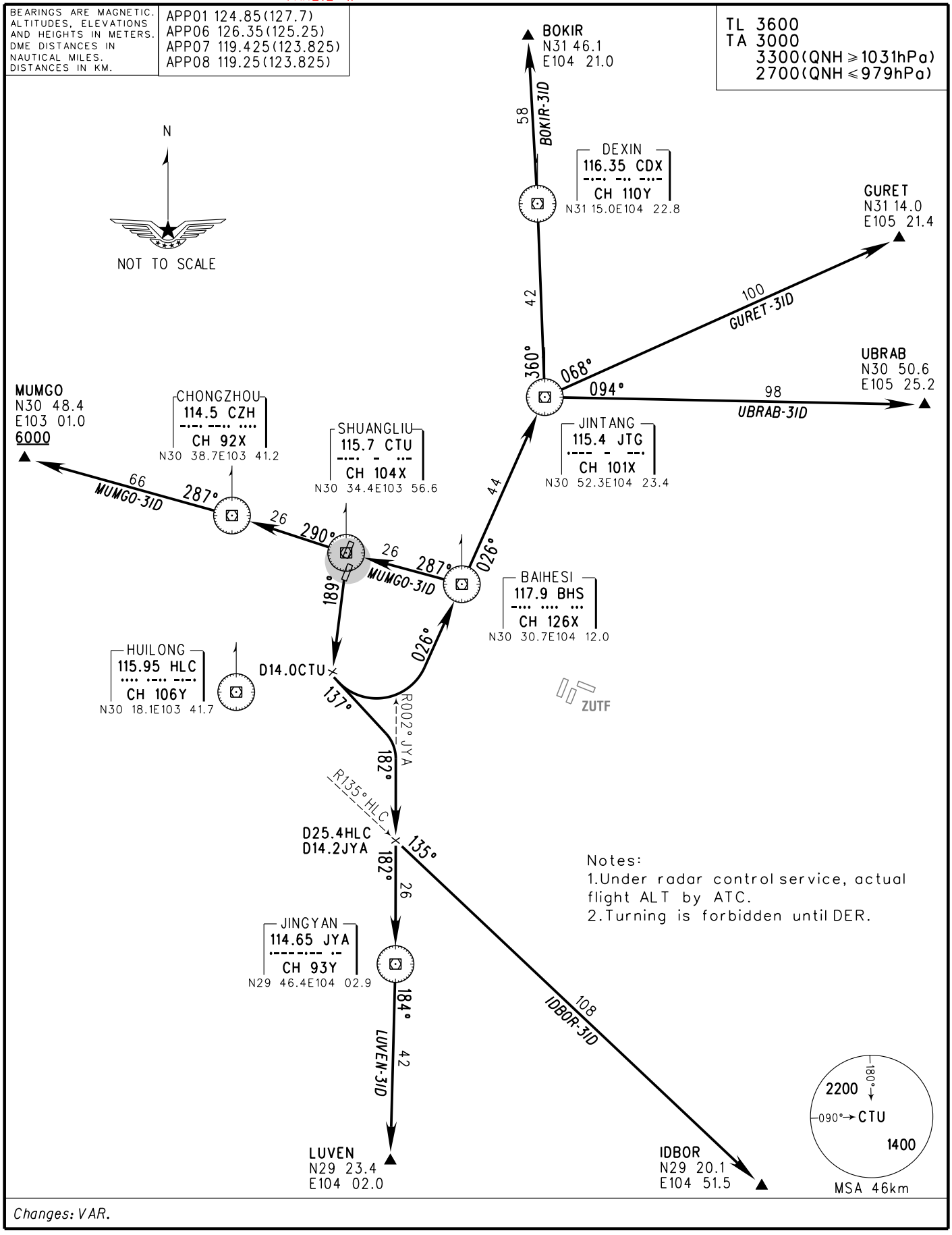
D-ATIS 128.6
TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu
RWY20L

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

APP01 124.85(127.7)
APP06 126.35(125.25)
APP07 119.425(123.825)
APP08 119.25(123.825)

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



Notes:
1.Under radar control service, actual flight ALT by ATC.
2.Turning is forbidden until DER.

Changes: VAR.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR2.2° W

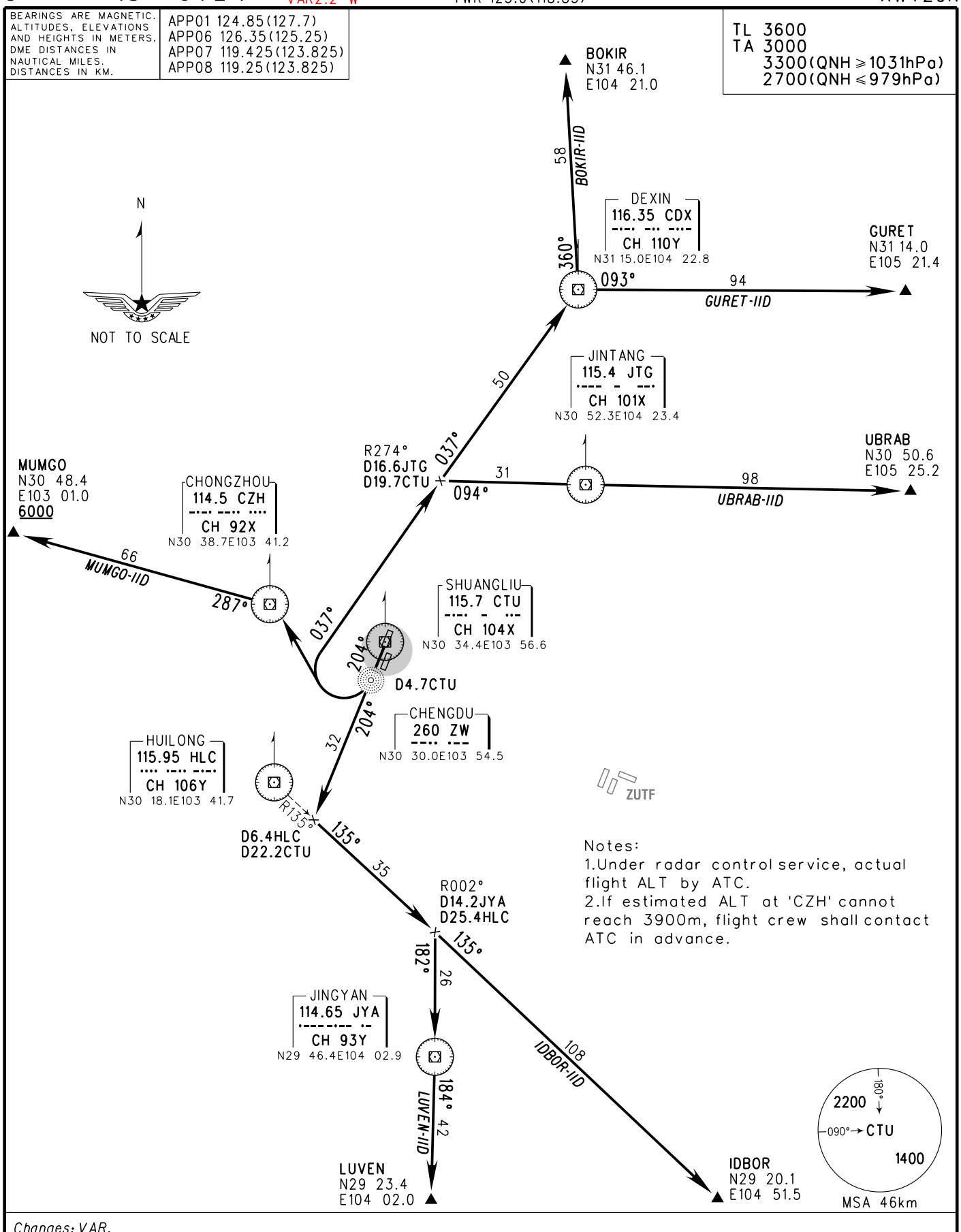
D-ATIS 128.6
TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu
RWY20R

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

APP01 124.85(127.7)
APP06 126.35(125.25)
APP07 119.425(123.825)
APP08 119.25(123.825)

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



Notes:
1.Under radar control service, actual flight ALT by ATC.
2.If estimated ALT at 'CZH' cannot reach 3900m, flight crew shall contact ATC in advance.

Changes: VAR.

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR2.2° W

D-ATIS 126.45
02L:TWR 123.0(118.85)
02R:TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu

RNAV RWY02L/02R(MEXAD)

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

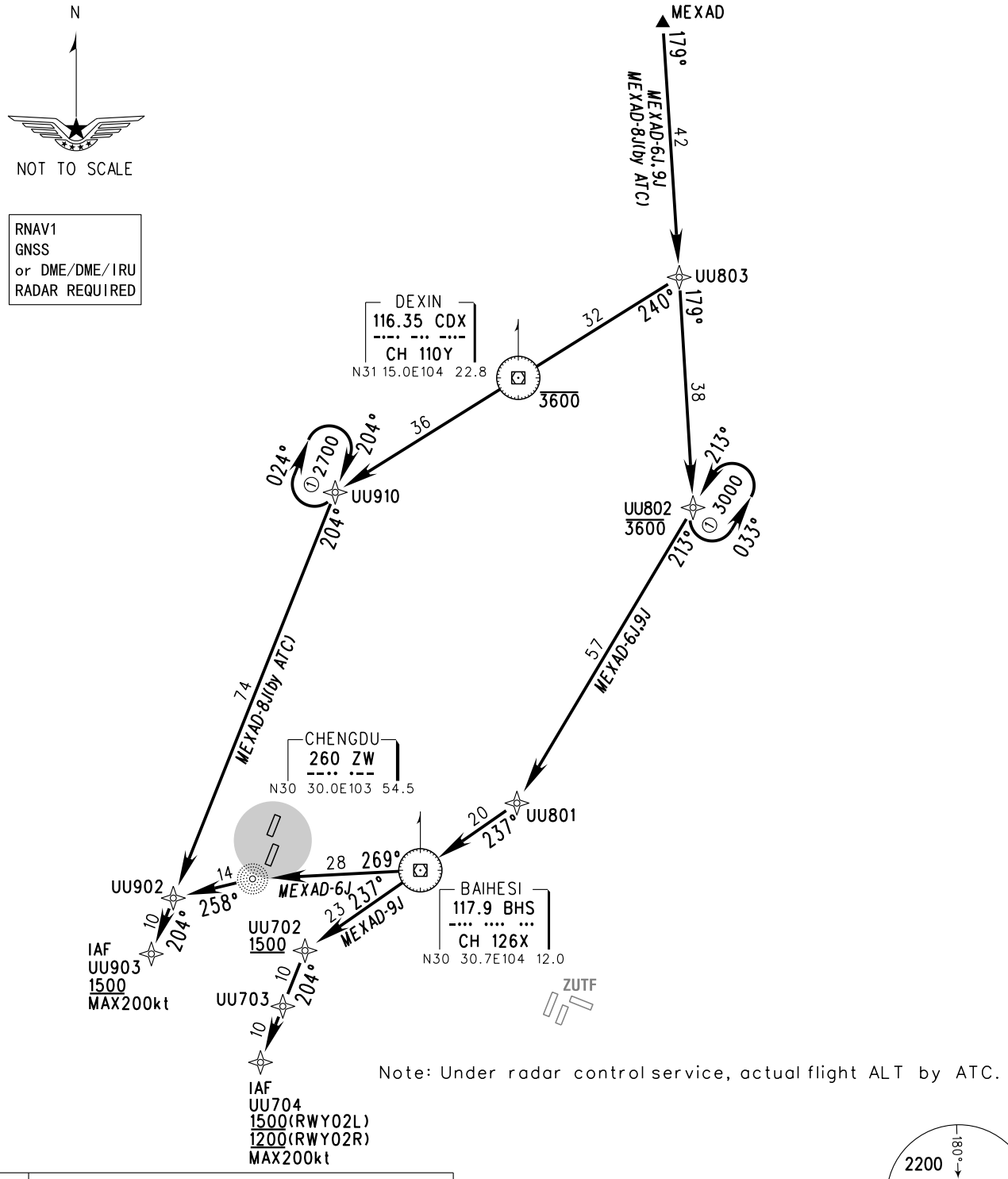
APP01 124.85(127.7)
APP06 126.35(125.25)
APP07 119.425(123.825)
APP08 119.25(123.825)

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

N

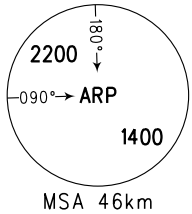
NOT TO SCALE

RNAV1
GNSS
or DME/DME/IRU
RADAR REQUIRED



Note: Under radar control service, actual flight ALT by ATC.

STAR	ROUTING
MEXAD-6J	MEXAD-UU803-UU802-UU801-BHS-ZW-UU902-UU903
MEXAD-8J (by ATC)	MEXAD-UU803-CDX-UU910-UU902-UU903
MEXAD-9J	MEXAD-UU803-UU802-UU801-BHS-UU702-UU703-UU704



MSA 46km

Changes: VAR.

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STANDARD ARRIVAL CHART-INSTRUMENT

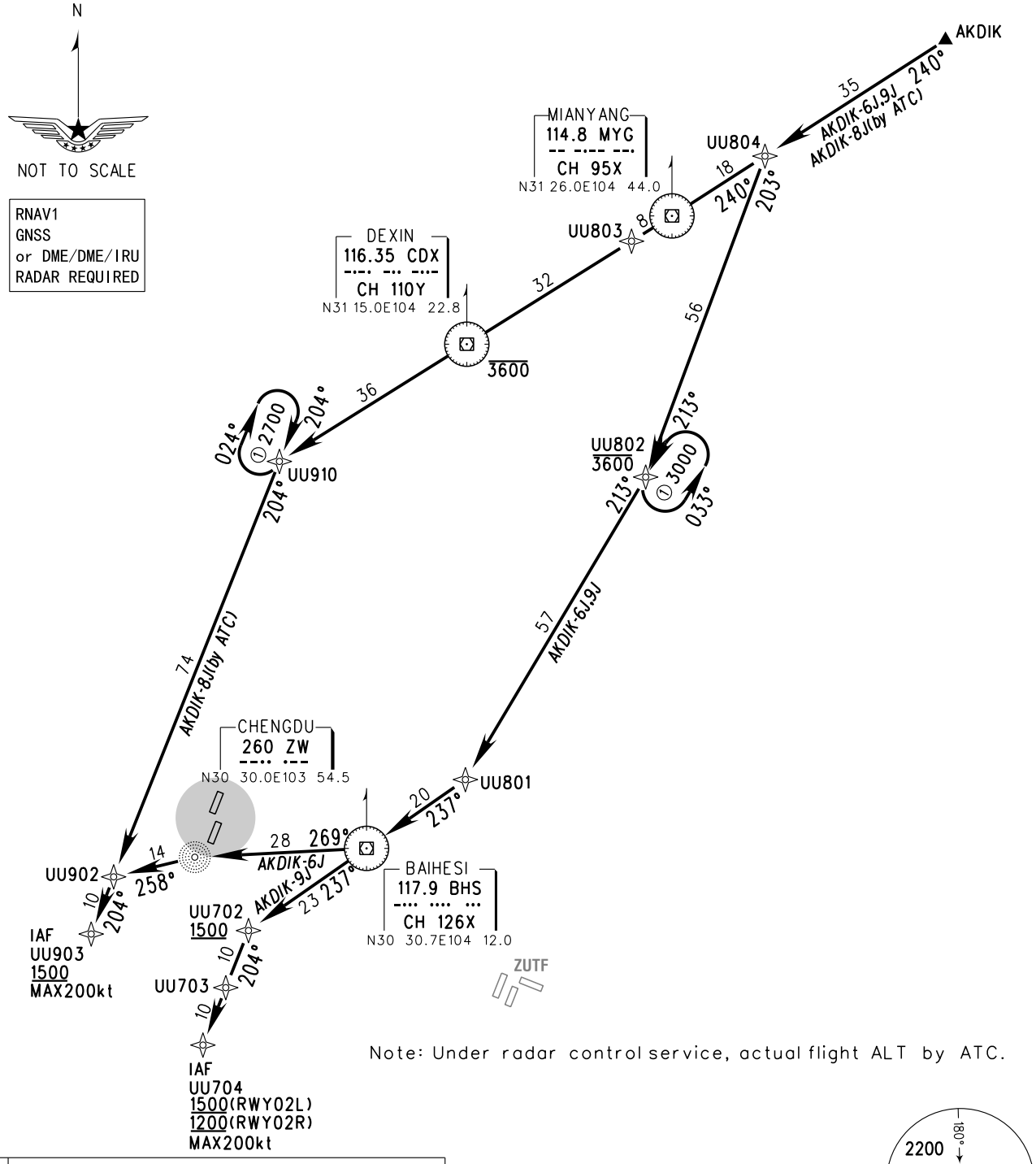
D-ATIS 126.45
02L:TWR 123.0(118.85)
VAR2.2°W 02R:TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu

RNAV RWY02L/02R(AKDIK)

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

APP01 124.85(127.7) APP06 126.35(125.25) APP07 119.425(123.825) APP08 119.25(123.825)	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)



STAR	ROUTING
AKDIK-6J	AKDIK-UU804-UU802-UU801-BHS-ZW-UU902-UU903
AKDIK-8J (by ATC)	AKDIK-UU804-MYG-UU803-CDX-UU910-UU902-UU903
AKDIK-9J	AKDIK-UU804-UU802-UU801-BHS-UU702-UU703-UU704

Changes: VAR.

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR2.2° W

D-ATIS 126.45
02L:TWR 123.0(118.85)
02R:TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu
RNAV RWY02L/02R(EKOKA)

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

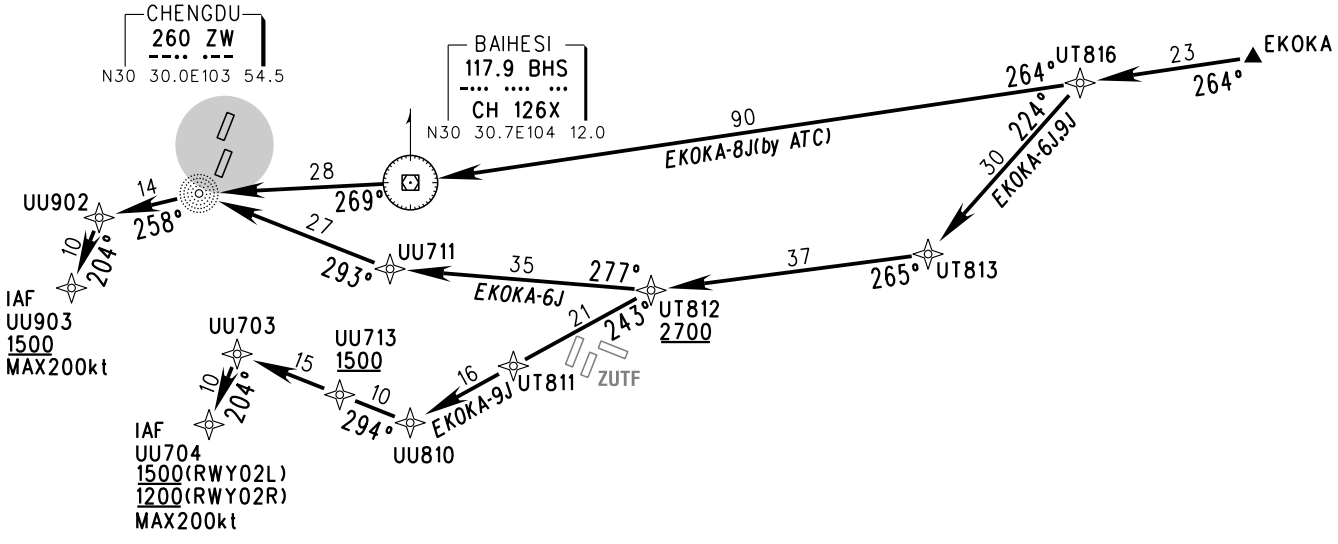
APP01 124.85(127.7) APP06 126.35(125.25) APP07 119.425(123.825) APP08 119.25(123.825)	TL 3600 TA 3000 3300(QNH ≥ 1031hPa) 2700(QNH ≤ 979hPa)

N

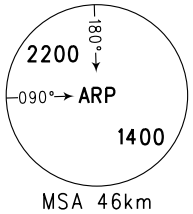
NOT TO SCALE

Note: Under radar control service, actual flight ALT by ATC.

RNAV1
GNSS
or DME/DME/IRU
RADAR REQUIRED



STAR	ROUTING
EKOKA-6J	EKOKA-UT816-UT813-UT812-UU711-ZW-UU902-UU903
EKOKA-8J (by ATC)	EKOKA-UT816-BHS-ZW-UU902-UU903
EKOKA-9J	EKOKA-UT816-UT813-UT812-UT811-UU810-UU713-UU703-UU704



MSA 46km

Changes: VAR.

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STANDARD ARRIVAL CHART-INSTRUMENT

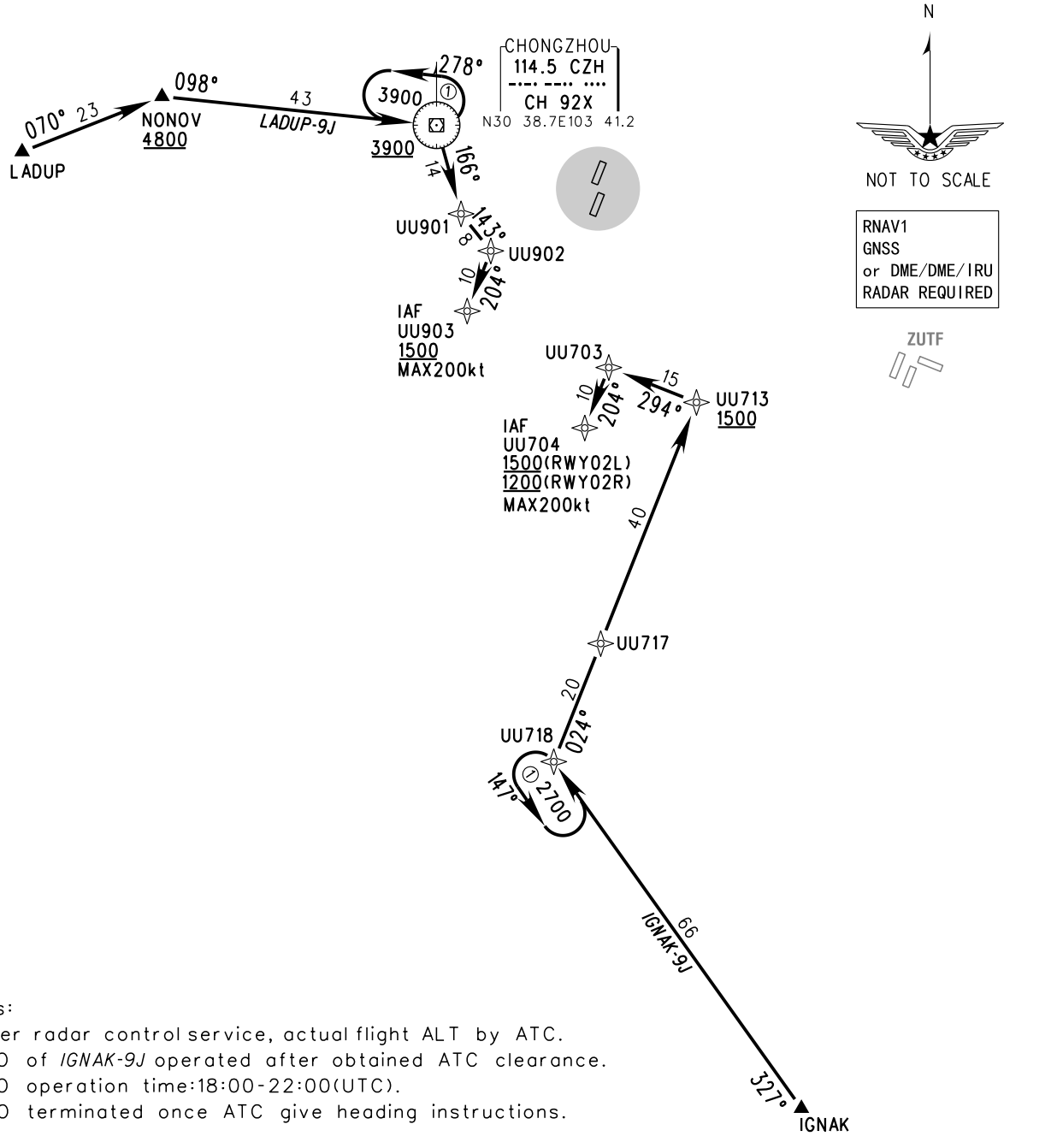
VAR2.2° W

D-ATIS 126.45
02L:TWR 123.0(118.85)
02R:TWR 130.35(118.85)

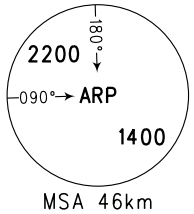
ZUUU CHENGDU/Shuangliu
RNAV RWY02L/02R(IGNAK/LADUP)

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

APP01 124.85(127.7) APP06 126.35(125.25) APP07 119.425(123.825) APP08 119.25(123.825)	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)



Notes:
1.Under radar control service, actual flight ALT by ATC.
2.CDO of *IGNAK-9J* operated after obtained ATC clearance.
3.CDO operation time:18:00-22:00(UTC).
4.CDO terminated once ATC give heading instructions.



MSA 46km

STAR	ROUTING
IGNAK-9J	IGNAK-UU718-UU717-UU713-UU703-UU704
LADUP-9J	LADUP-NONOV-CZH-UU901-UU902-UU903

Changes: VAR.

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR2.2° W

D-ATIS 126.45
20L:TWR 130.35(118.85)
20R:TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu

RNAV RWY20L/20R(MEXAD/EKOKA)

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

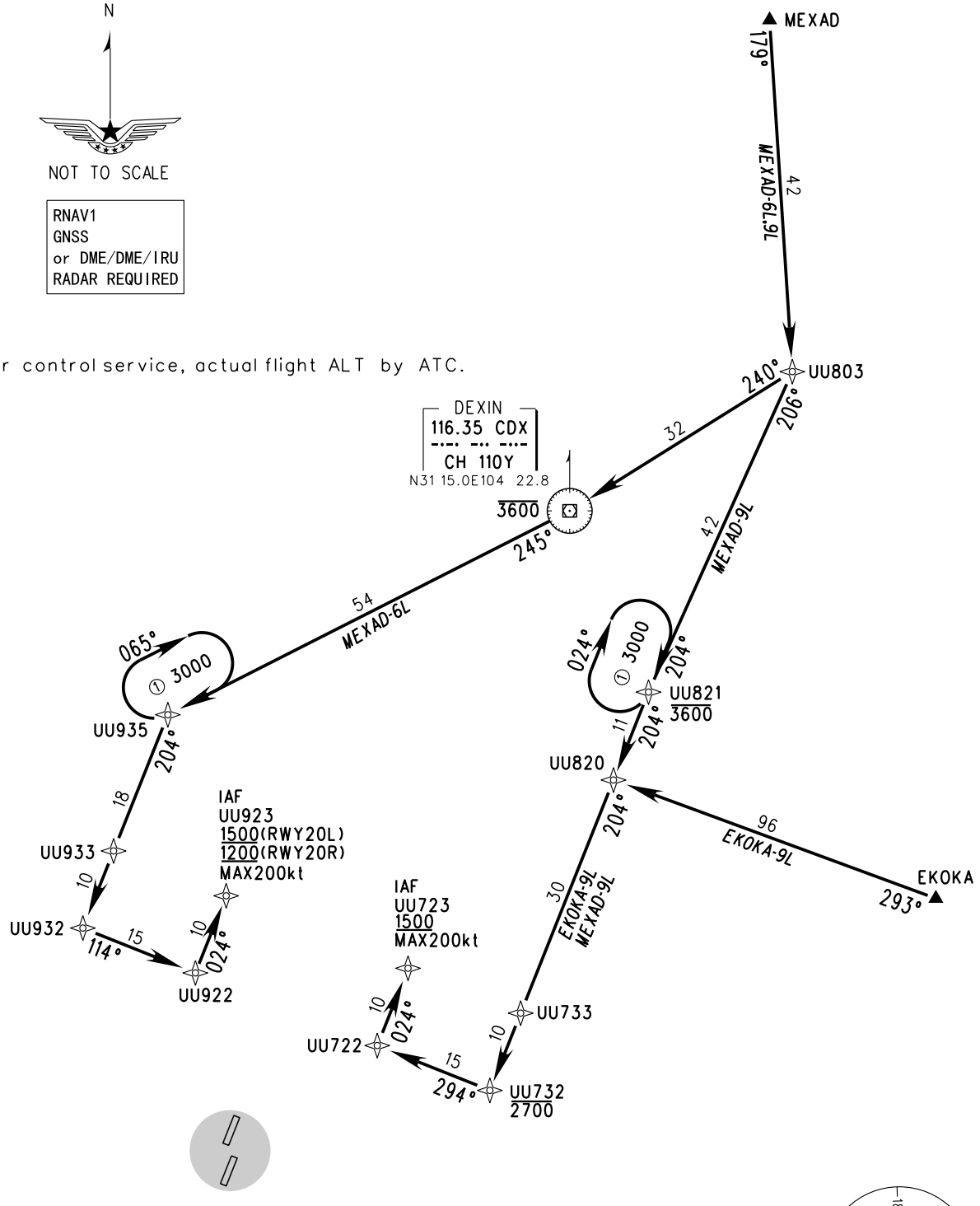
APP01 124.85(127.7)	TL 3600
APP06 126.35(125.25)	TA 3000
APP07 119.425(123.825)	3300(QNH≥1031hPa)
APP08 119.25(123.825)	2700(QNH≤979hPa)

N

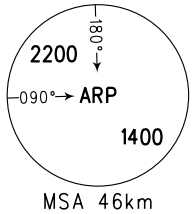
NOT TO SCALE

RNAV1
GNSS
or DME/DME/IRU
RADAR REQUIRED

Note:
Under radar control service, actual flight ALT by ATC.



STAR	ROUTING
EKOKA-9L	EKOKA-UU820-UU733-UU732-UU722-UU723
MEXAD-6L	MEXAD-UU803-CDX-UU935-UU933-UU932-UU922-UU923
MEXAD-9L	MEXAD-UU803-UU821-UU820-UU733-UU732-UU722-UU723



MSA 46km

Changes: VAR.

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR2.2° W

D-ATIS 126.45
20L:TWR 130.35(118.85)
20R:TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu

RNAV RWY20L/20R(AKDIK)

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

APP01 124.85(127.7)
APP06 126.35(125.25)
APP07 119.425(123.825)
APP08 119.25(123.825)

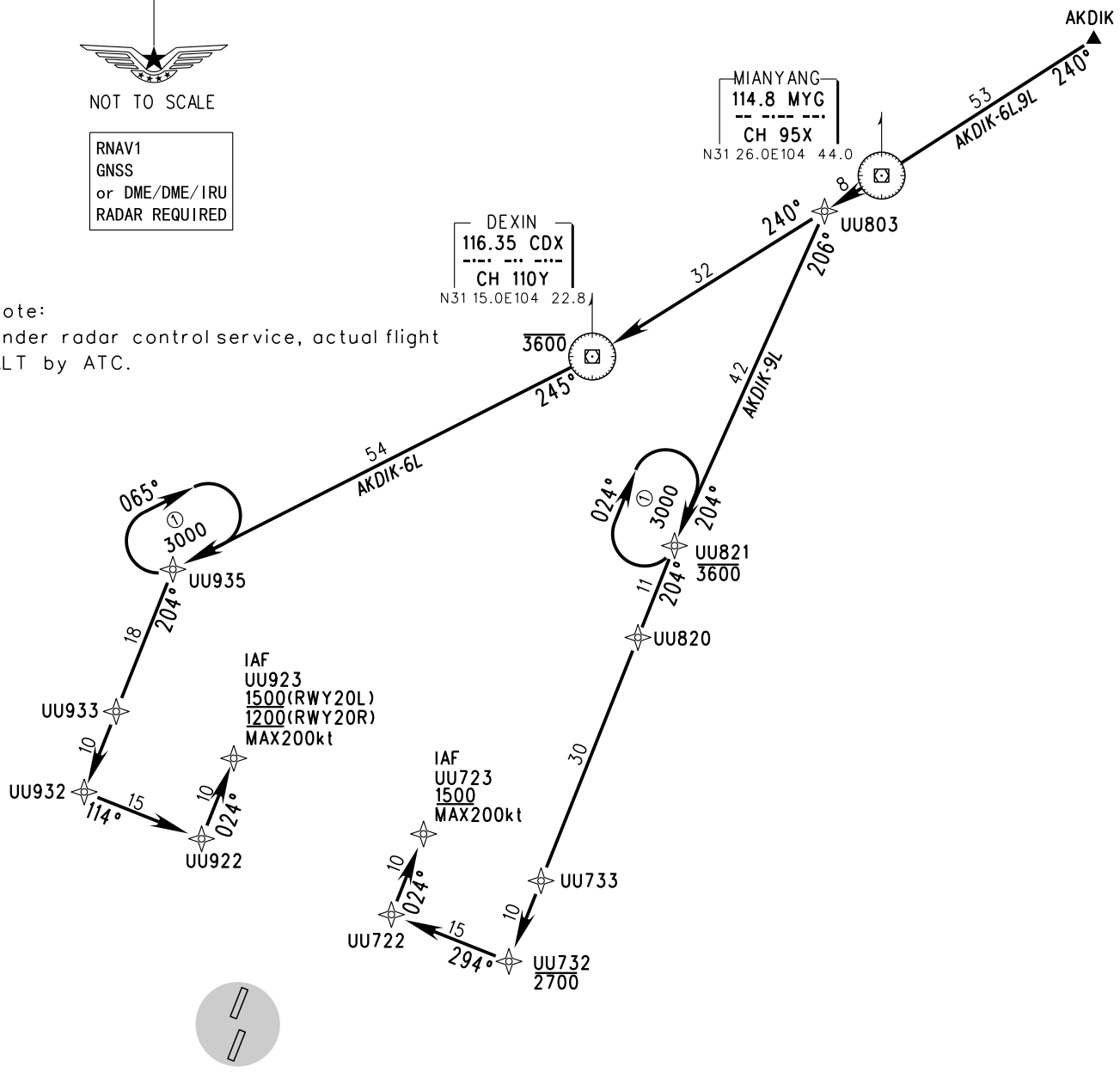
TL 3600
TA 3000
3300(QNH ≥1031hPa)
2700(QNH ≤979hPa)

N

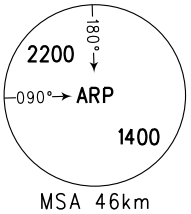
NOT TO SCALE

RNAV1
GNSS
or DME/DME/IRU
RADAR REQUIRED

Note:
Under radar control service, actual flight ALT by ATC.



STAR	ROUTING
AKDIK-6L	AKDIK-MYG-UU803-CDX-UU935-UU933-UU932-UU922-UU923
AKDIK-9L	AKDIK-MYG-UU803-UU821-UU820-UU733-UU732-UU722-UU723



MSA 46km

Changes: VAR.

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR2.2° W

D-ATIS 126.45
20L:TWR 130.35(118.85)
20R:TWR 123.0(118.85)

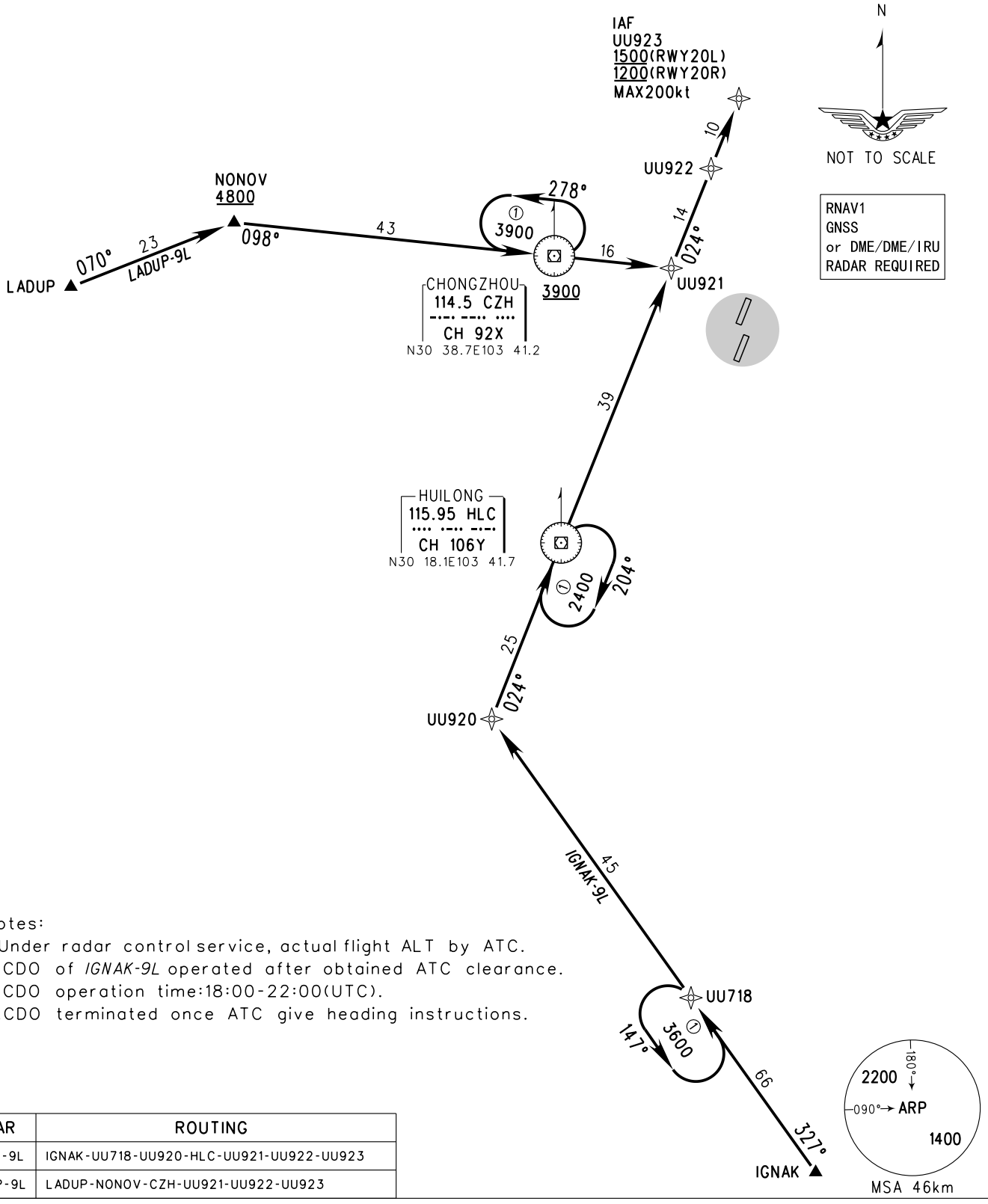
ZUUU CHENGDU/Shuangliu

RNAV RWY20L/20R(IGNAK/LADUP)

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

APP01 124.85(127.7)
APP06 126.35(125.25)
APP07 119.425(123.825)
APP08 119.25(123.825)

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



Notes:
1.Under radar control service, actual flight ALT by ATC.
2.CDO of *IGNAK-9L* operated after obtained ATC clearance.
3.CDO operation time:18:00-22:00(UTC).
4.CDO terminated once ATC give heading instructions.

STAR	ROUTING
IGNAK-9L	IGNAK-UU718-UU920-HLC-UU921-UU922-UU923
LADUP-9L	LADUP-NONOV-CZH-UU921-UU922-UU923

Changes: VAR.

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR2.2° W

D-ATIS 126.45
02L:TWR123.0(118.85)
02R:TWR130.35(118.85)

ZUUU CHENGDU/Shuangliu

RWY02L/02R

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

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

APP01 124.85(127.7)
APP06 126.35(125.25)
APP07 119.425(123.825)
APP08 119.25(123.825)

Notes:
1.Arrival MAX IAS260kt.
2.Initial approach MAX IAS200kt.
3.Under radar control service, actural flight ALT by ATC.

N

NOT TO SCALE

MEXAD
N31 46.8
E104 38.3

AKDIK
N31 41.2
E105 12.3

MIANYANG
114.8 MYG
CH 95X
N31 26.0E104 44.0

DEXIN
116.35 CDX
CH 110Y
N31 15.0E104 22.8

CHONGZHOU
114.5 CZH
CH 92X
N30 38.7E103 41.2

NONOV
N30 41.2
E103 14.5
4800

LADUP
N30 36.5
E103 01.0

SHUANGLIU
115.7 CTU
CH 104X
N30 34.4E103 56.6

WUFENGXI
117.1 WFX
CH 118X
N30 36.4E104 29.5

ZHUGAO
115.25 ZGA
CH 99Y
N30 35.5E104 43.9

EKOKA
N30 38.9
E105 21.9

HUILONG
115.95 HLC
CH 106Y
N30 18.1E103 41.7

BAIHESI
117.9 BHS
CH 126X
N30 30.7E104 12.0

ZUTF

JINGYAN
114.65 JYA
CH 93Y
N29 46.4E104 02.9

IGNAK
N29 16.3
E104 15.7

MEXAD
169°
39
MEXAD-01A,02A

AKDIK
53
240°
AKDIK-01A,02A

240°
196°
39
AKDIK-01A
MEXAD-01A

D30.0WFX
3600 ①
016°

39
240°
241°
35
R024°
D50.2HLC
D18.8CDX
204°

37

D10.0WFX
D23.0BHS
230°
R016°
43

74
AKDIK-02A
MEXAD-02A

278°
3900 ①
3900
43
098°
LADUP-01A
070°
23

159°
21
R159° CZH
D10.8HLC
20
204°

262°
61
266°
52
EKOKA-01A

1500 ①
22
219°
082°

D12.0BHS
1500
19
AKDIK-01A
MEXAD-01A
EKOKA-01A

IAF
1500

IAF
R114°
D14.0HLC
D22.0BHS
1500(RWY02L)
1200(RWY02R)

50
IGNAK-01A
350°
59
341°

180°
2200
090°→CTU
1400
MSA 46km

Changes: VAR.

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STANDARD ARRIVAL CHART-INSTRUMENT

VAR2.2° W

D-ATIS 126.45
20L:TWR130.35(118.85)
20R:TWR123.0(118.85)

ZUUU CHENGDU/Shuangliu

RWY20L/20R

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

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

APP01 124.85(127.7)
APP06 126.35(125.25)
APP07 119.425(123.825)
APP08 119.25(123.825)

Notes:
1.Arrival MAX IAS260kt.
2.Initial approach MAX IAS200kt.
3.Under radar control service, actural flight ALT by ATC.

N

NOT TO SCALE

MEXAD
N31 46.8
E104 38.3

AKDIK
N31 41.2
E105 12.3

MIANYANG
114.8 MYG
CH 95X
N31 26.0E104 44.0

DEXIN
116.35 CDX
CH 110Y
N31 15.0E104 22.8

3600

D29.7CDX

D15.3CZH

D16.0JTG

IAF
1500

IAF
R024°
D34.3HLC
1500

JINTANG
115.4 JTG
CH 101X
N30 52.3E104 23.4

EKOKA
N30 38.9
E105 21.9

CHONGZHOU
114.5 CZH
CH 92X
N30 38.7E103 41.2

NONOV
N30 41.2
E103 14.5
4800

LADUP
N30 36.5
E103 01.0

3900

D8.5CZH

SHUANGLIU
115.7 CTU
CH 104X
N30 34.4E103 56.6

HUILONG
115.95 HLC
CH 106Y
N30 18.1E103 41.7

D13.5HLC

JINGYAN
114.65 JYA
CH 93Y
N29 46.4E104 02.9

IGNAK
N29 16.3
E104 15.7

ZUTF

2200
090°→CTU
1400
180°
MSA 46km

Changes: VAR.

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INSTRUMENT APPROACH CHART-ICAO

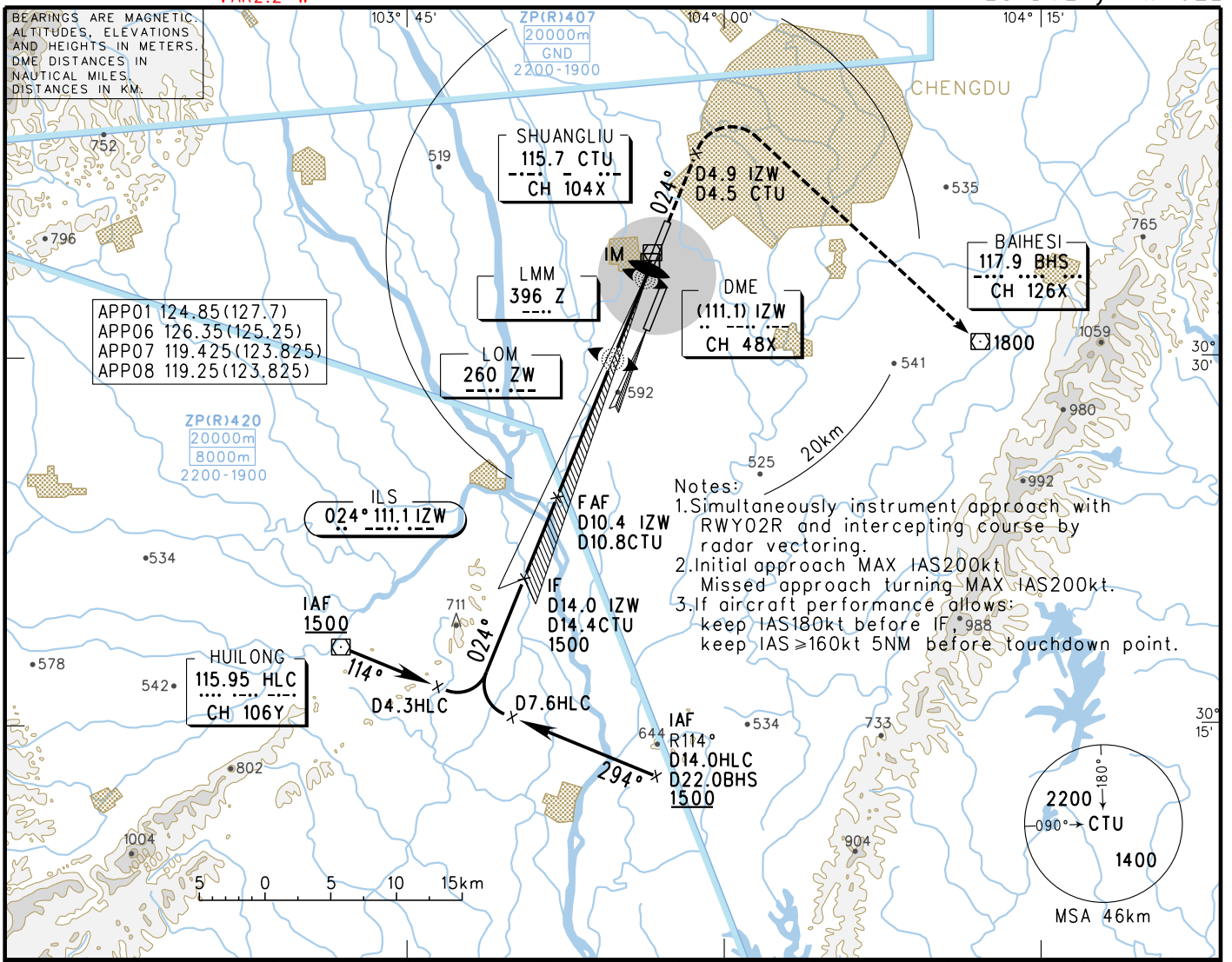
VAR2.2° W

AERODROME ELEV 512.4
THR RWY02L ELEV 492.9

D-ATIS 126.45
TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu

CAT-I/II
ILS/DME y RWY02L

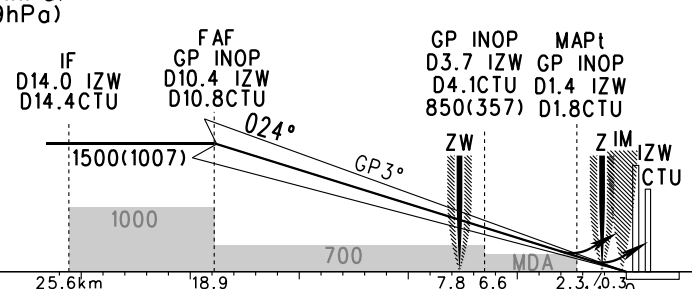


GP INOP	DME (IZW) (NM)	8	7	6	5	4	3	2
	ALT (m)	1268	1171	1074	977	880	783	686

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

MISSED APPROACH

Climb straight ahead to D4.9 IZW/ D4.5CTU, turn RIGHT to BHS at 1800, then contact ATC.



	A	B	C	D
ILS/DME DA(H) RVR/VIS Ⓑ Ⓐ	553(60) 550/800			
GP INOP MDA(H) RVR/VIS	630(137) 1800/1800			
CIRCLING MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600

ILS CAT II(Missed approach climb gradient 3.0%)

Aircraft type	Decision height(DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C,D	(30)	(32)	RVR300	A.B.C:RVR300 D:RVR350

FAF-MAPt(GP INOP) 16.6km

GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	6:46	5:25	4:31	3:52	3:23	3:00
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD special CAT I: (DH)(45),(RA)(47),RVR450.
Ⓑ Missed approach climb gradient 4.0%.
Note: Missed approach climb gradient 2.5%, A,B: DA(H) 553(60), RVR/VIS 550/800,C,D: DA(H) 558(65), RVR/VIS 550/800.

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INSTRUMENT APPROACH CHART-ICAO

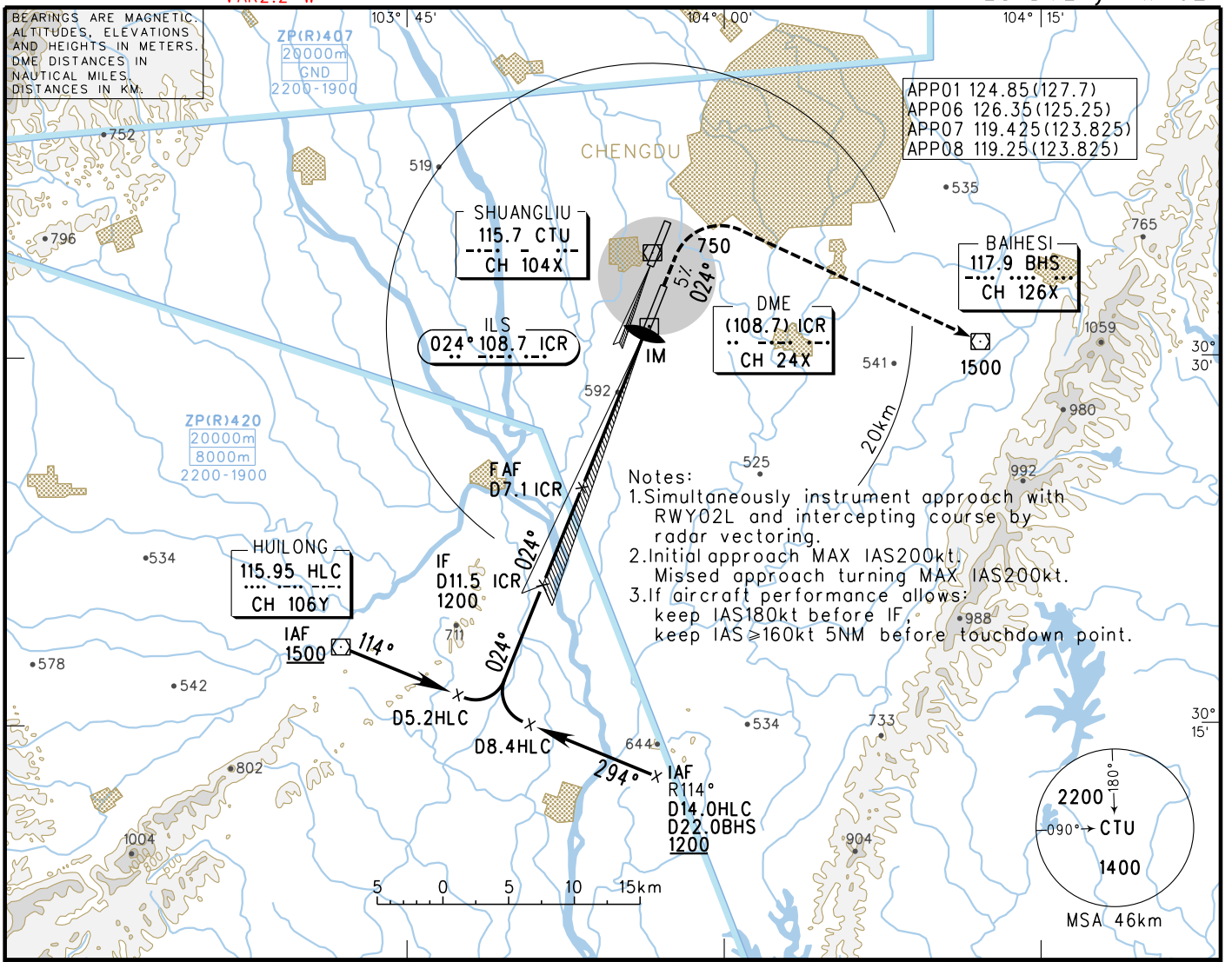
VAR2.2° W

AERODROME ELEV 512.4
THR RWY02R ELEV 512.4

D-ATIS 126.45
TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu

CAT-I/II
ILS/DME y RWY02R

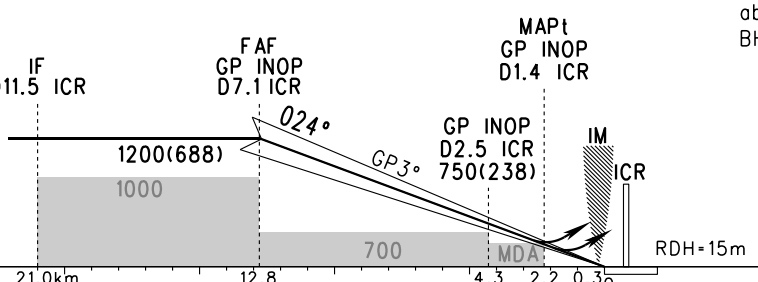


GP INOP	DME (ICR) (NM)	7	6	5	4	3	2	1
	ALT (m)	1188	1091	994	897	800	703	

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

MISSED APPROACH

Keep climb gradient 5.0% or above to 750, turn RIGHT to BHS at 1500m, contact ATC.



		A	B	C	D
ILS/DME	DA(H) RVR/VIS Ⓐ	572(60) 550/800			
GP INOP	MDA(H) RVR/VIS	640(128) 1600/1600			
CIRCLING	MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600

ILS CAT II

Aircraft type	Decision height(DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C,D	(30)	(29)	RVR300	A.B.C:RVR300 D:RVR350

FAF-MAPt(GP INOP) 10.6km						
GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:18	3:26	2:52	2:27	2:09	1:54
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD special CAT I: (DH)(45),(RA)(42),RVR450.

Changes: VAR.

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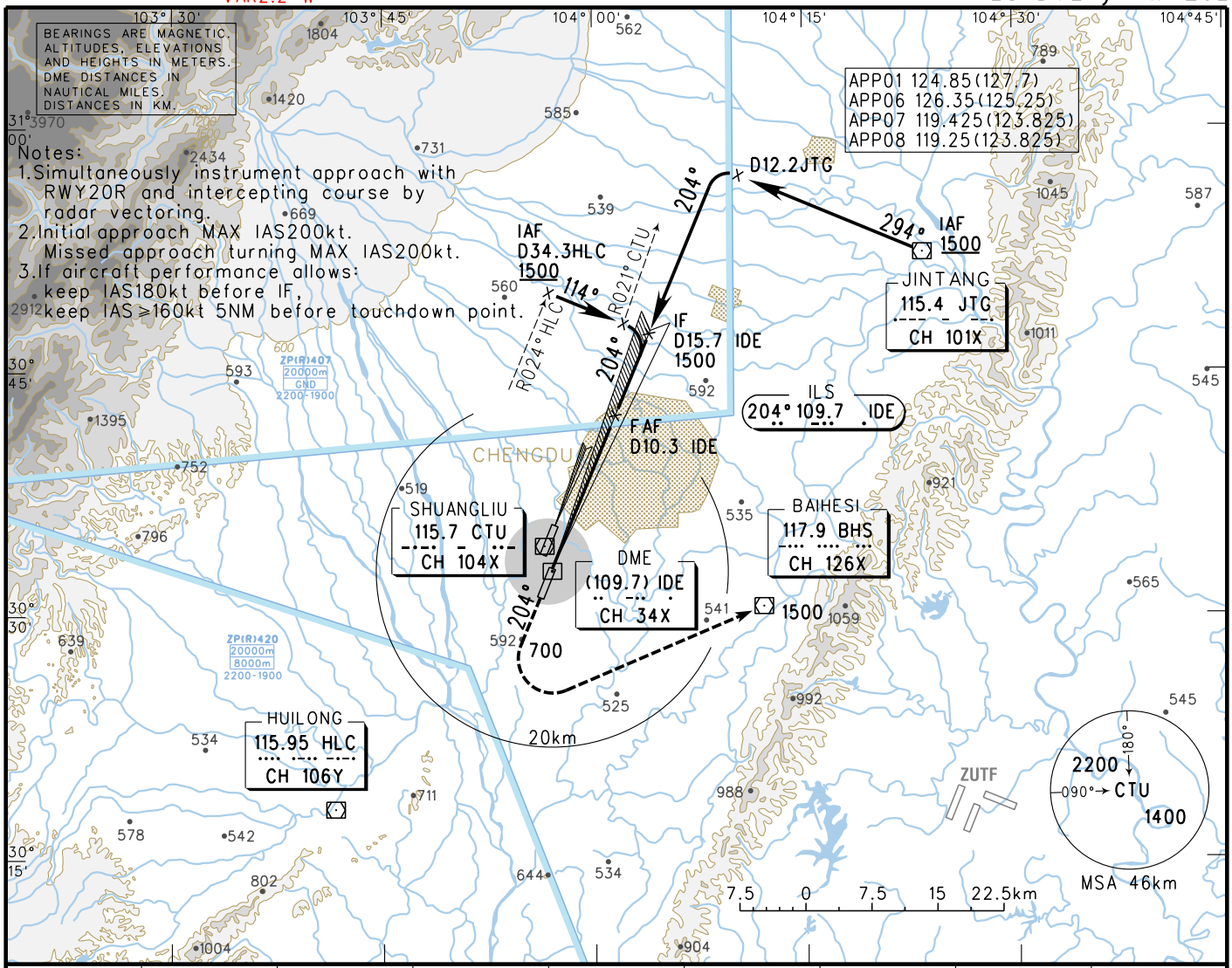
INSTRUMENT APPROACH CHART-ICAO

VAR2.2° W

AERODROME ELEV 512.4
THR RWY20L ELEV 496.6

D-ATIS 126.45
TWR 130.35(118.85)

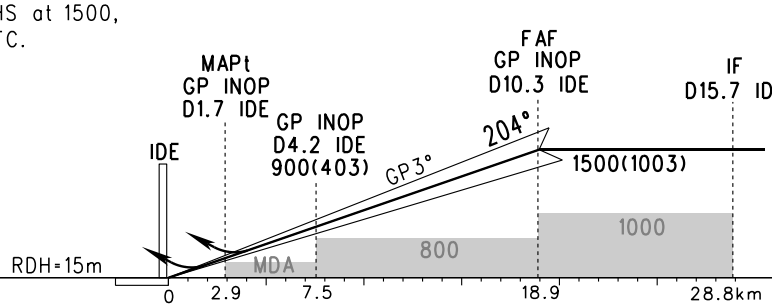
ZUUU CHENGDU/Shuangliu
ILS/DME y RWY20L



GP INOP	DME (IDE) (NM)	2	3	4	5	6	7	8
	ALT (m)	691	788	885	981	1078	1175	1272

MISSED APPROACH
Climb straight ahead to 700m,
turn LEFT to BHS at 1500,
then contact ATC.

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



		A	B	C	D
ILS/DME Ⓐ	DA(H) RVR/VIS	557(60) 550/800			
GP INOP	MDA(H) VIS	660(163) 2300			
CIRCLING	MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600
HUD Special CAT II (Missed approach climb gradient 4.0%)					
A,B,C,D		(DH)(30),(RA)(33), RVR350			

FAF-MAPt(GP INOP) 16.0km						
GS in kt	80	100	120	140	160	180
km/h	150	185	220	260	295	335
Time min:sec	6:29	5:11	4:19	3:42	3:14	2:52
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ Missed approach climb gradient 4.0%.
Note: Missed approach climb gradient 2.5%,
A,B: DA(H) 557(60), RVR/VIS 550/800,
C,D: DA(H) 562(65), RVR/VIS 550/800.

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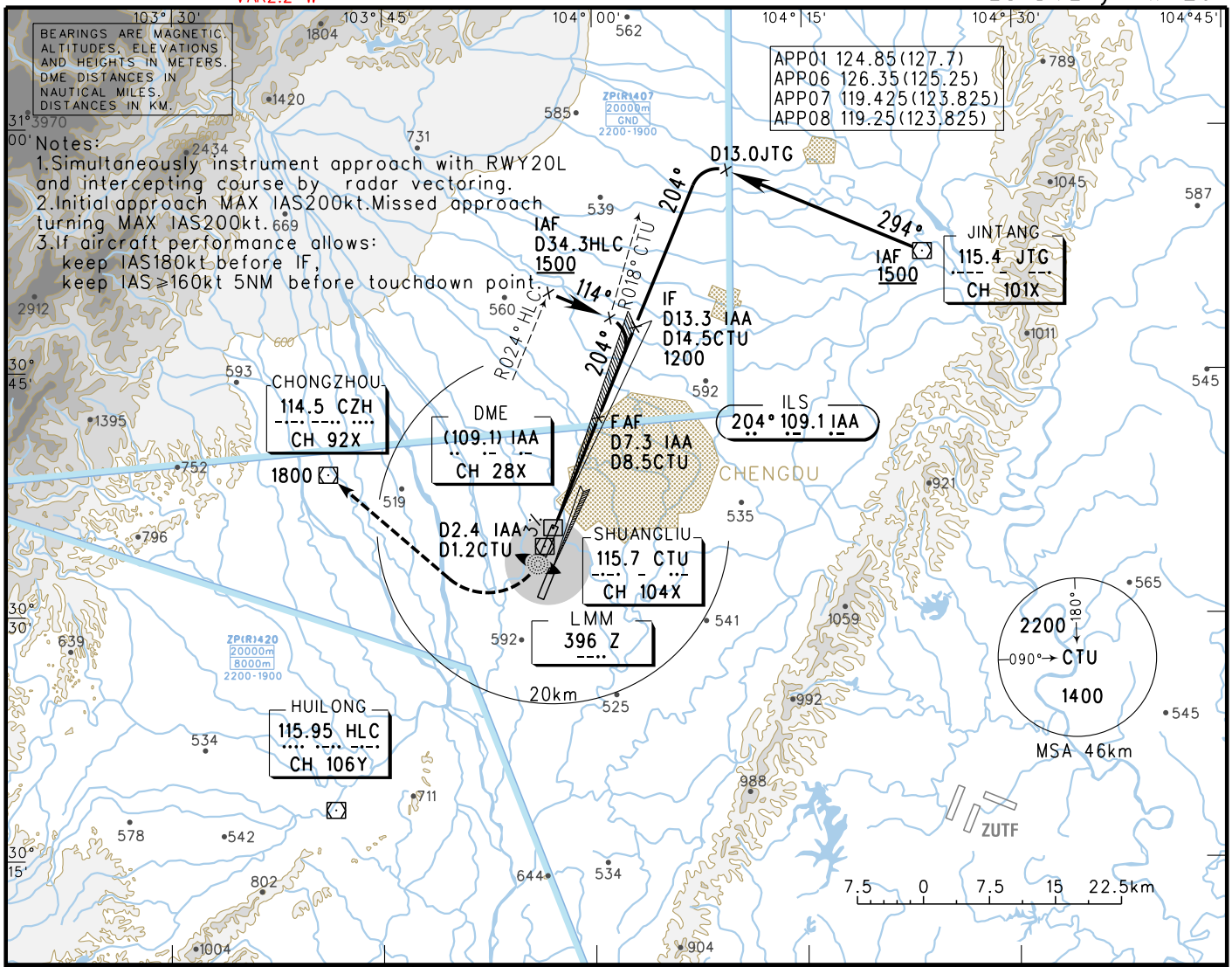
INSTRUMENT APPROACH CHART-ICAO

VAR2.2°W

AERODROME ELEV 512.4 D-ATIS 126.45
THR RWY20R ELEV 495.4 TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu
ILS/DME y RWY20R

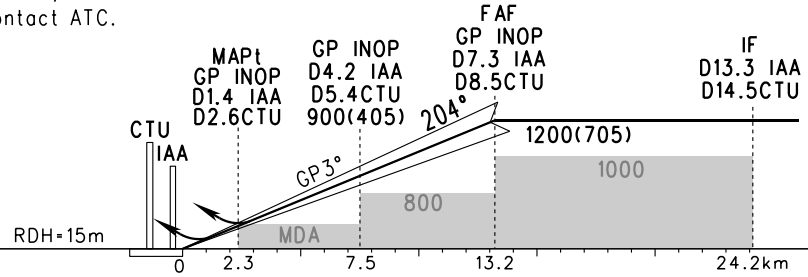


GP INOP	DME (IAA) (NM)	1	2	3	4	5	6	7
	ATL (m)		687	784	881	978	1075	1172

MISSED APPROACH

Keep climb gradient 3.0% or above to Z(D1.2CTU/D2.4 IAA), turn RIGHT to CZH at 1800, contact ATC.

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



	A	B	C	D
ILS/DME DA(DH) RVR/VIS	555(60) 550/800		560(65) 550/800	
GP INOP MDA(H) RVR/VIS	630(135) 1700/1700			
CIRCLING MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600

FAF-MAPt(GP INOP) 10.9km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:25	3:32	2:57	2:31	2:12	1:58
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: VAR.

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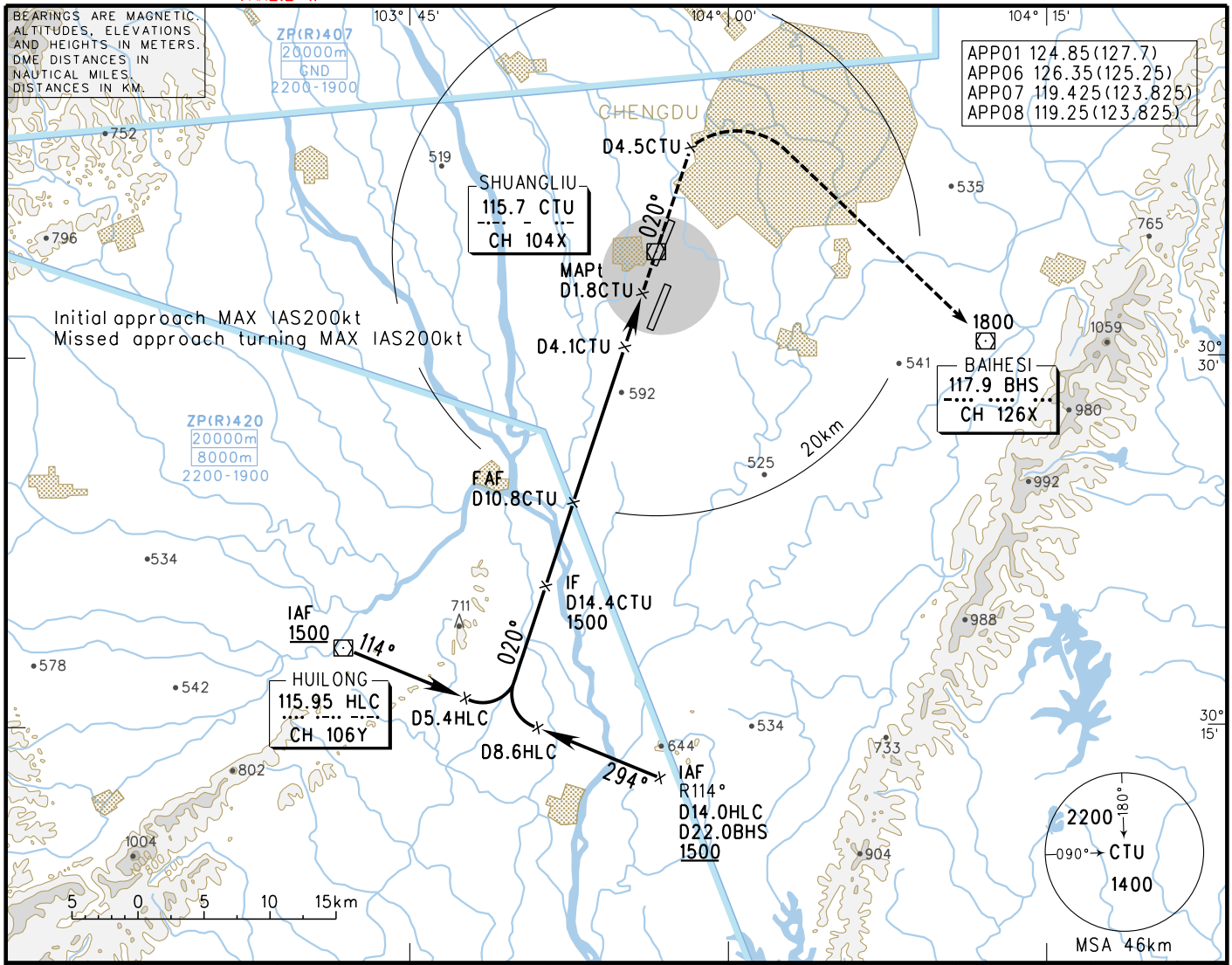
INSTRUMENT APPROACH CHART-ICAO

VAR2.2° W

AERODROME ELEV 512.4
THR RWY02L ELEV 492.9

D-ATIS 126.45
TWR 123.0(118.85)

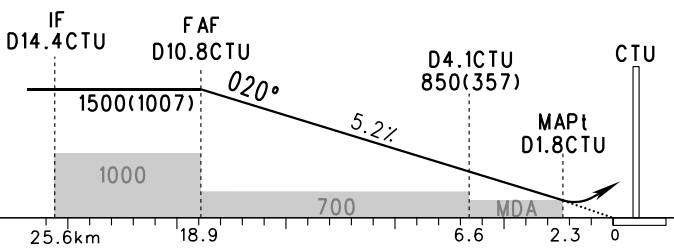
ZUUU CHENGDU/Shuangliu
VOR/DME RWY02L



DME (CTU) (NM)	9	8	7	6	5	4	3	2
ALT (m)	1322	1226	1130	1034	937	840	745	649

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

MISSED APPROACH
Climb straight ahead to D4.5CTU, turn RIGHT to BHS at 1800, contact ATC.



		A	B	C	D
VOR/DME	MDA(H) RVR/VIS	630(137) 1800/1800			
CIRCLING	MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600

FAF-MAPt 16.6km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	6:46	5:25	4:31	3:52	3:23	3:00
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: VAR.

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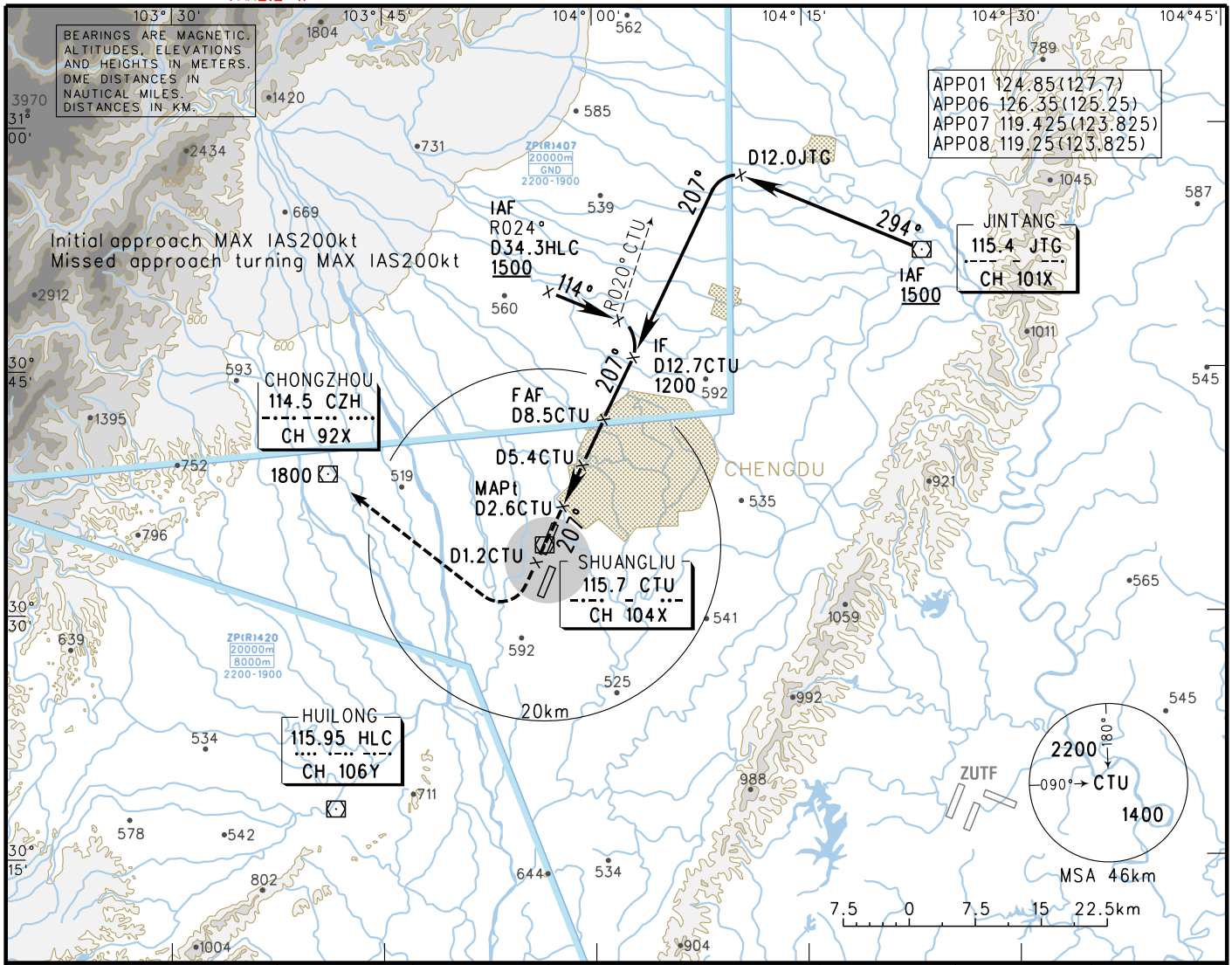
INSTRUMENT APPROACH CHART-ICAO

VAR2.2° W

AERODROME ELEV 512.4
THR RWY20R ELEV 495.4

D-ATIS 126.45
TWR 123.0(118.85)

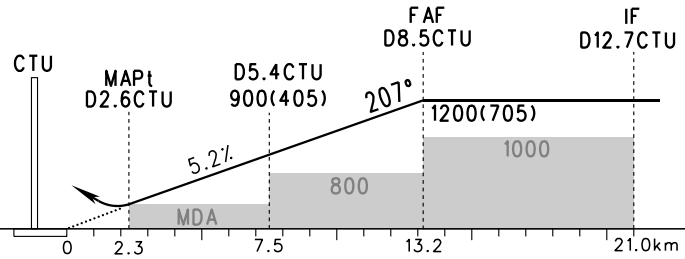
ZUUU CHENGDU/Shuangliu
VOR/DME RWY20R



DME (CTU) (NM)	2	3	4	5	6	7	8	9
ALT (m)		664	760	856	952	1048	1145	

MISSED APPROACH
Climb straight ahead to D1.2CTU,
turn RIGHT to CZH at 1800,
contact ATC.

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



	A	B	C	D
VOR/DME MDA(H) RVR/VIS	630(135) 1700/1700			
CIRCLING MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600

FAF-MAPt 10.9km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:25	3:32	2:57	2:31	2:12	1:58
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: VAR.

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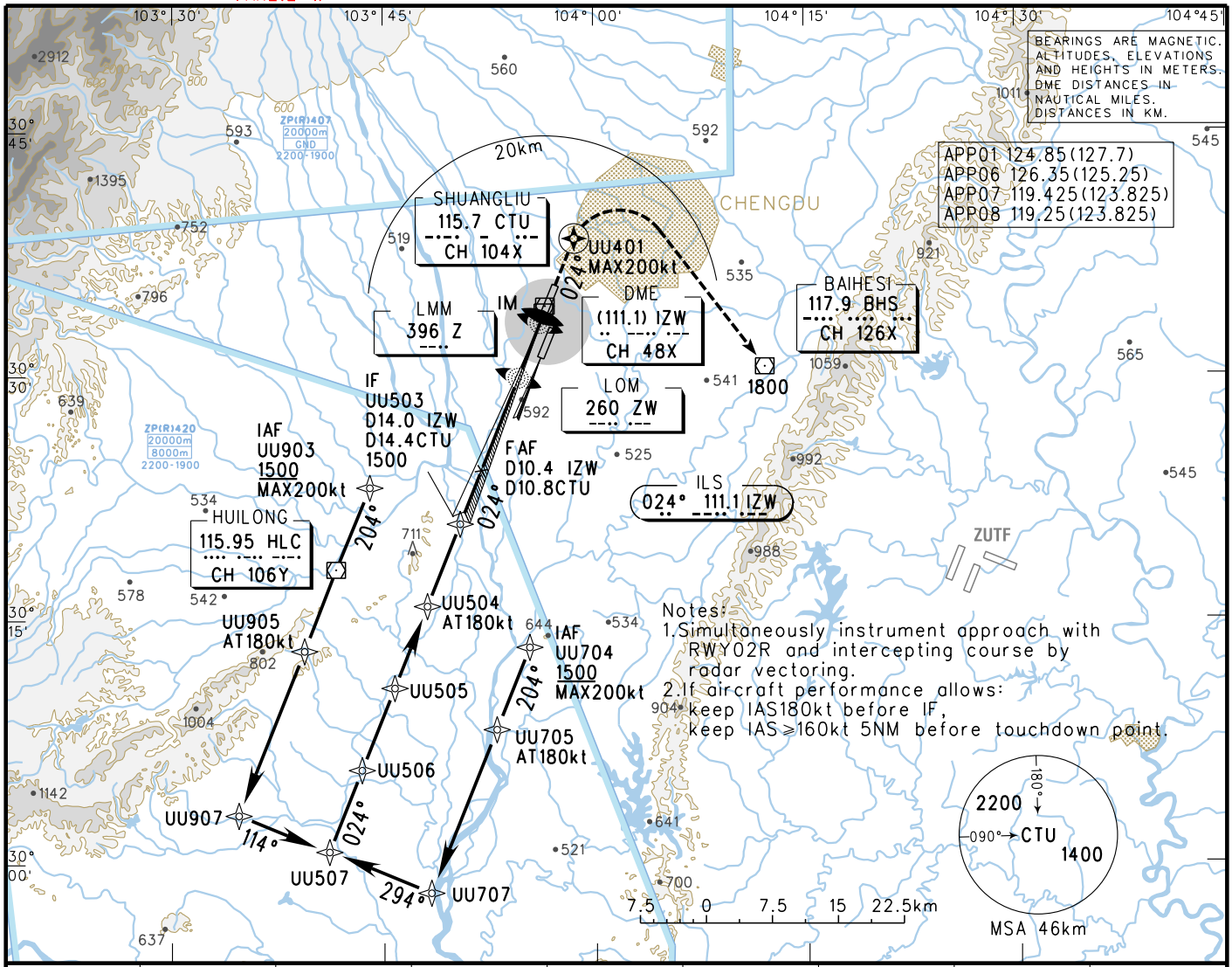
INSTRUMENT APPROACH CHART-ICAO

VAR2.2° W

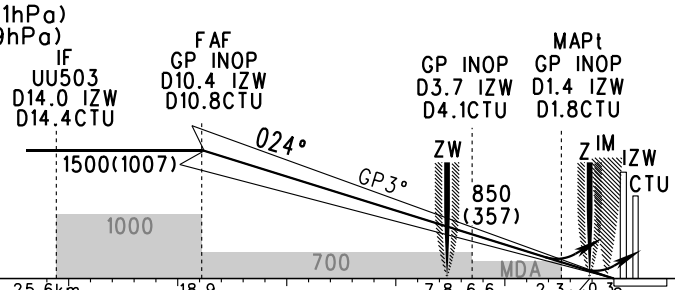
AERODROME ELEV 512.4 D-ATIS 126.45
THR RWY02L ELEV 492.9 TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu
RNAV CAT-I/II ILS/DME z RWY02L



GP INOP	DME (IZW) (NM)	8	7	6	5	4	3	2
	ALT (m)	1268	1171	1074	977	880	783	686

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



MISSED APPROACH
Climb straight ahead to UU401, turn RIGHT to BHS at 1800, contact ATC.

	A	B	C	D
ILS/DME DA(H) RVR/VIS Ⓑ Ⓐ	553(60) 550/800			
GP INOP MDA(H) RVR/VIS	630(137) 1800/1800			
CIRCLING MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600

ILS CAT II (missed approach climb gradient 3.0%)

Aircraft type	Radio altimeter	Decision height (DH)	Autopilot to DH and below	Manual operation below DH
A,B,C	(32)	(30)	RVR300	RVR300
D	(32)	(30)	RVR300	RVR350

FAF-MAPt(GP INOP) 16.6km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	6:46	5:25	4:31	3:52	3:23	3:00
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD special CAT I: (DH)(45),(RA)(47),RVR450.
Ⓑ Missed approach climb gradient 4.0%.
Note: Missed approach climb gradient 2.5%,
A,B: DA(H) 553(60), RVR/VIS 550/800,
C,D: DA(H) 558(65), RVR/VIS 550/800.

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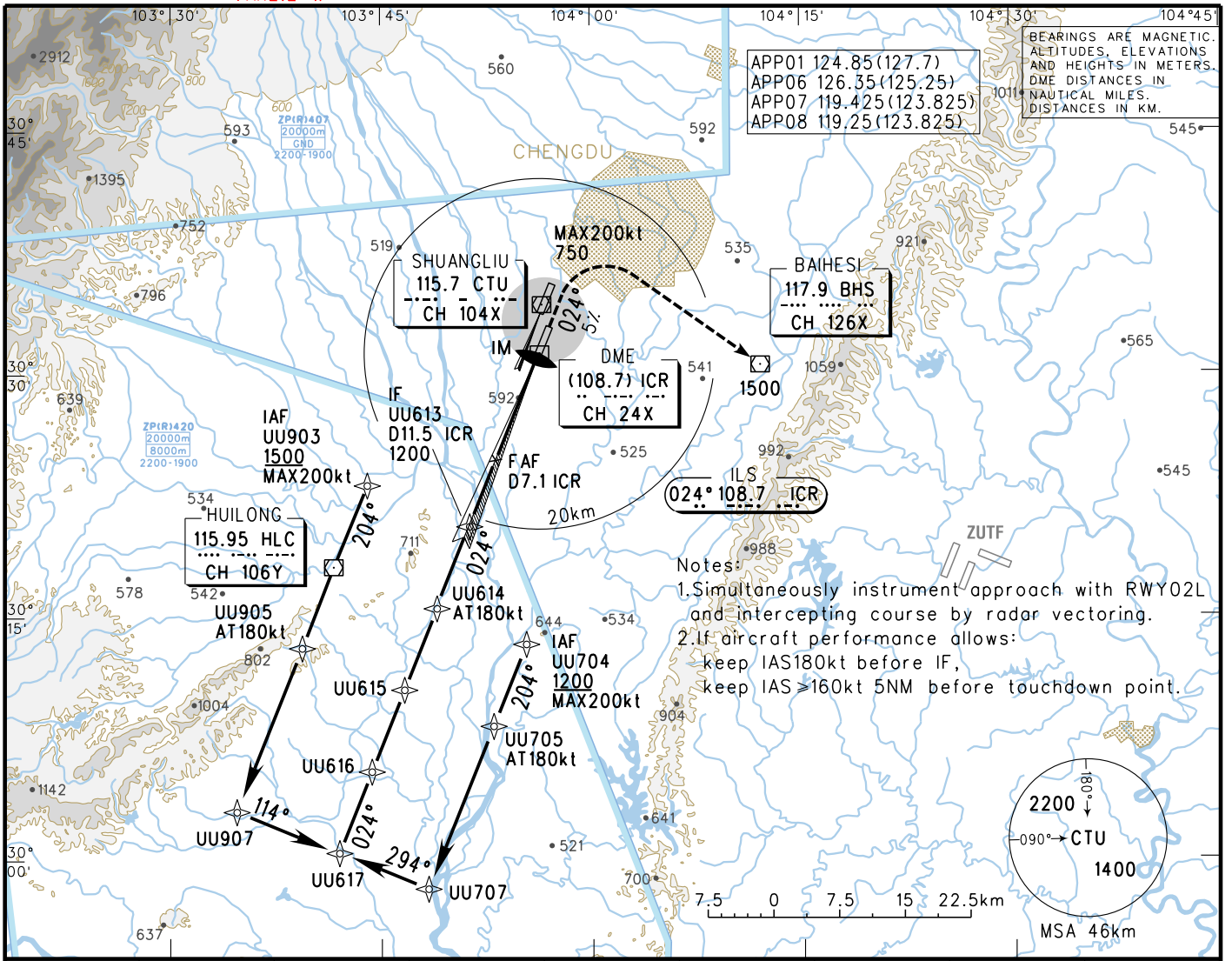
VAR2.2° W

AERODROME ELEV 512.4 D-ATIS 126.45
THR RWY02R ELEV 512.4 TWR 130.35(118.85)

ZUUU CHENGDU/Shuangliu

RNAV CAT-I/II
ILS/DME z RWY02R

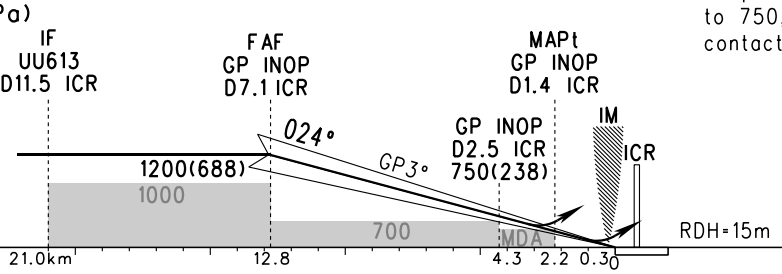


GP INOP	DME (ICR) (NM)	7	6	5	4	3	2	1
	ALT (m)	1188	1091	994	897	800	703	

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

MISSED APPROACH

Keep climb gradient 5.0% or above to 750, turn RIGHT to BHS at 1500, contact ATC.



	A	B	C	D
ILS/DME DA(H) RVR/VIS Ⓐ	572(60) 550/800			
GP INOP MDA(H) RVR/VIS	640(128) 1600/1600			
CIRCLING MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600

ILS CAT II

Aircraft type	Radio altimeter	Decision height (DH)	Autopilot to DH and below	Manual operation below DH
A,B,C	(29)	(30)	RVR300	RVR300
D	(29)	(30)	RVR300	RVR350

FAF-MAPt(GP INOP) 10.6km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:18	3:26	2:52	2:27	2:09	1:54
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD special CAT I: (DH)(45),(RA)(42),RVR450.

Changes: VAR.

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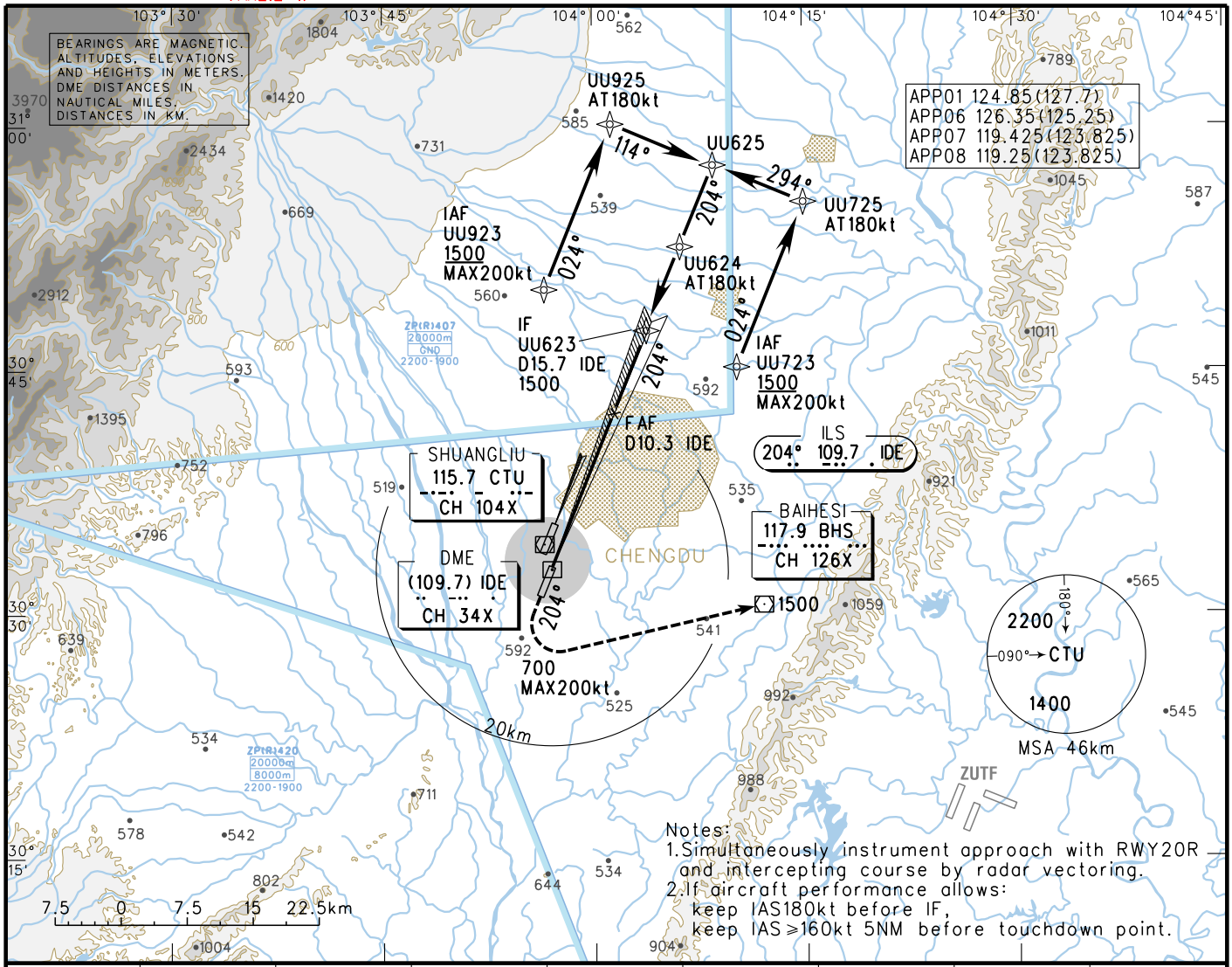
INSTRUMENT APPROACH CHART-ICAO

VAR2.2° W

AERODROME ELEV 512.4 D-ATIS 126.45
THR RWY20L ELEV 496.6 TWR 130.35(118.85)

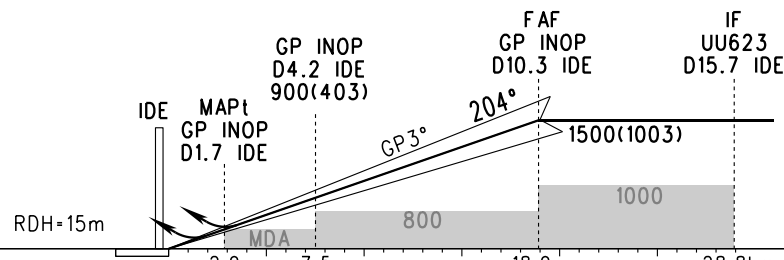
ZUUU CHENGDU/Shuangliu
RNAV ILS/DME z RWY20L



GP INOP	DME (IDE) (NM)	2	3	4	5	6	7	8
	ALT (m)	691	788	885	981	1078	1175	1272

MISSED APPROACH
Climb straight ahead to 700,
turn LEFT to BHS at 1500,
contact ATC.

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



	A	B	C	D
ILS/DME Ⓐ DA(H) RVR/VIS	557(60) 550/800			
GP INOP MDA(H) VIS	660(163) 2300			
CIRCLING MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600
HUD special CAT II (Missed approach climb gradient 4.0%)				
A,B,C,D	(DH)(30),(RA)(33), RVR350			

FAF-MAPt(GP INOP) 16.0km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	6:29	5:11	4:19	3:42	3:14	2:52
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ Missed approach climb gradient 4.0%.
Note: Missed approach climb gradient 2.5%,
A,B: DA(H) 557(60), RVR/VIS 550/800,
C,D:DA(H) 562(65), RVR/VIS 550/800.

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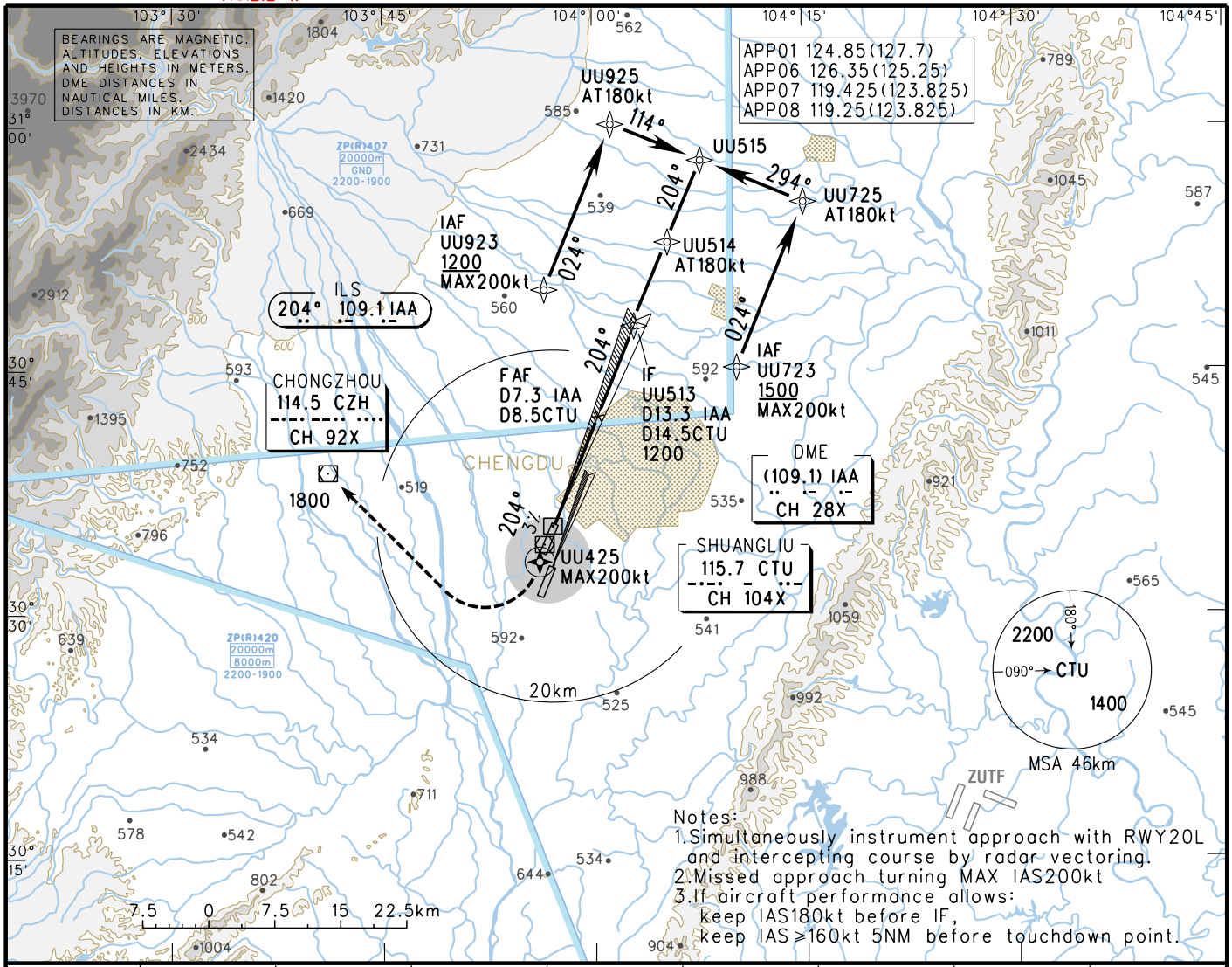
INSTRUMENT APPROACH CHART-ICAO

VAR2.2° W

AERODROME ELEV 512.4
THR RWY20R ELEV 495.4

D-ATIS 126.45
TWR 123.0(118.85)

ZUUU CHENGDU/Shuangliu
RNAV ILS/DME z RWY20R

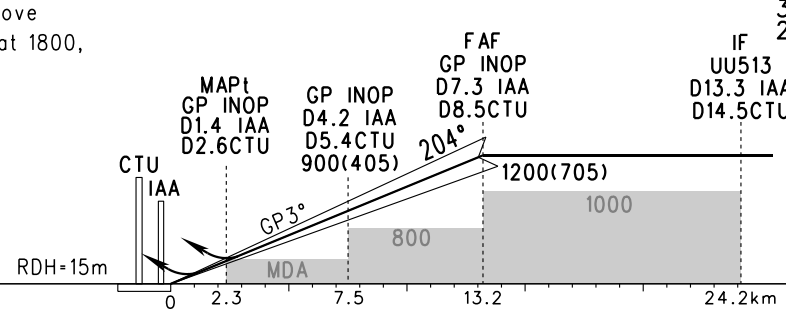


GP INOP	DME (IAA) (NM)	1	2	3	4	5	6	7
	ALT (m)		687	784	881	978	1075	1172

MISSED APPROACH

Keep climb gradient 3.0% or above to UU425, turn RIGHT to CZH at 1800, contact ATC.

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



	A	B	C	D
ILS/DME DA(H) RVR/VIS	555(60) 550/800		560(65) 550/800	
GP INOP MDA(H) RVR/VIS	630(135) 1700/1700			
CIRCLING MDA(H) VIS	700(188) 2400		740(228) 3200	740(228) 3600

FAF-MAPt(GP INOP) 10.9km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:25	3:32	2:57	2:31	2:12	1:58
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: VAR.

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