

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For ZUTF
- Terminal Charts For ZUTF
- Revision Letter For Cycle 05-2025
- Change Notices
- Notebook

General Information

Location: CHENGDU CHN
ICAO/IATA: ZUTF / TFU
Lat/Long: N30° 17.40', E104° 26.60'
Elevation: 1452 ft

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

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

Sunrise: 2208 Z
Sunset: 1149 Z

Runway Information

Runway: 01
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1442 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 02
Length x Width: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1450 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 11
Length x Width: 12467 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1434 ft
Lighting: Edge, Centerline

Runway: 19
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1442 ft
Lighting: Edge, ALS, Centerline

Runway: 20
Length x Width: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1450 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 126.800 Non-English
ATIS: 127.075
Tianfu Tower: 118.150 Secondary
Tianfu Tower: 130.500
Tianfu Tower: 124.375
Tianfu Tower: 118.800
Tianfu Ground: 121.550 Secondary
Tianfu Ground: 122.600
Tianfu Ground: 121.925
Tianfu Ground: 121.775
Tianfu Apron Ramp/Taxi: 122.700
Tianfu Apron Ramp/Taxi: 122.825
Tianfu Apron Ramp/Taxi: 122.675
Tianfu Apron Ramp/Taxi: 122.150
Tianfu Clearance Delivery: 122.200
Tianfu Clearance Delivery: 121.550 Secondary
Tianfu Clearance Delivery: 121.825
Chengdu Approach: 124.750
Chengdu Approach: 126.350
Chengdu Approach: 121.350
Chengdu Approach: 121.025
Chengdu Approach: 120.375
Chengdu Approach: 119.700
Chengdu Approach: 123.825 Secondary
Chengdu Approach: 127.700 Secondary
Chengdu Approach: 125.250 Secondary

ZUTF/TFU
TIANFU

JEPPESEN

6 DEC 24

20-1P

CHENGDU, PR OF CHINA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS 127.075
126.8 (Chinese)

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

When VIS descend to 1000m or RVR descend to 1000m or below and estimated steady for 10 minutes or longer, or ceiling descend to 90m and forecast shows a decreasing trend, ATC will instruct the preparation of LVP.

When VIS descend to 800m or RVR descend to 550m or ceiling descend to 60m, implementation of LVP will be issued by TWR after confirming aerodrome and ATC have the capabilities of LVP.

When RVR is equal or more than 550m and ceiling is equal or more than 60m and forecast shows an increasing trend, or aerodrome and ATC have no capability of LVP, TWR will terminate LVP.

ACFT operators conducting LVP shall be authorized by relative authorities.

Pilot shall obtain following information:

- weather forecasts;
- LVP is implementing.

1.2.2. USE OF RWYs

RWYs 01 and 02 are available for CAT II/III ILS.

RWYs 19 and 20 are available for SA CAT I ILS with HUD.

RWYs 01, 02 and 11 are available for low visibility take-off with HUD (RVR equal or more than 150m and less than 400m).

RWYs 01/19, 02/20 and 11 are available for low visibility take-off (RVR equal or more than 200m and less than 400m).

RWYs 01, 02 and 11 - available for operation to North.

RWYs 19, 20 and 11 - available for operation to South.

1.2.3. TAXIING

All TWYs are available during LVP.

During ACFT on RWY01 implement CATII approach, entering vertical TWYs A1 thru A4 is forbidden.

During ACFT on RWY01 implement CATIII approach, entering vertical TWYs A1 thru A13 and TWY A (South of A11) is forbidden.

During conducting LVP, aerodrome can provide Follow-me vehicle guidance according to the agreement with airlines; otherwise, paid guidance shall be provided for ACFTs on demand.

1.3. RWY OPERATIONS

RWYs 01/19 and 02/20 can be used for take-off and landing.

RWY 11 can only be used for take-off from West to East.

The operation modes of simultaneous operations on multiple RWYs can be implemented as follows: Hybrid and semi-hybrid operations of independent parallel departures, dependent parallel ILS approaches and segregated parallel approaches/departures for RWY 01/19 and RWY 02/20.

Follow ATC instructions for the specific operation mode, operation time and the RWY in use.

RWY Conversion procedure shall be implement if RWY 01/19 and RWY 02/20 meet one of the following conditions:

- Under dry RWY conditions, if AWOS shows a tailwind speed component up to 3.5m/s (7 KT) with a trend to further increase.
- Under wet or contaminated RWY conditions, if AWOS shows a tailwind speed component up to 1.5m/s (3 KT) with a trend to further increase.

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6 DEC 24

20-1P1

CHENGDU, PR OF CHINA
AIRPORT BRIEFING

1. GENERAL

When changing direction of RWY in use, under dry RWY conditions, if tailwind speed component is more than 3.5m/s (7 KT) and not exceeding 5m/s (10 KT); under wet or contaminated RWY conditions, if tailwind speed component is more than 1.5m/s (3 KT) and not exceeding 3m/s (6 KT), ATC may instruct tailwind take-off or tailwind landing for a short time. If pilot decides not to take-off or land on tailwind RWY due to operation manuals or performance of ACFT, inform ATC immediately.

Conversion procedure shall be implement if RWY 11 meets one of the following conditions:

- Under dry RWY conditions, if AWOS shows a tailwind speed component up to 3.5m/s (7 KT) or crosswind component up to 10m/s (19 KT) with a trend to further increase.
- Under wet RWY or contaminated RWY condition, if AWOS shows a tailwind speed component up to 1.5m/s (3 KT) or crosswind component up to 7.5m/s (15 KT).

When changing direction of RWY in use, after controller informs pilot about surface wind speed and direction, pilot can apply for RWY 11 take-off clearance according to ACFT performance or operation handbook.

If all RWYs show a tailwind component exceeding 5m/s (10 KT) or crosswind component exceeding 10m/s (19 KT) when RWY is dry, or crosswind component exceeding 7.5m/s (15 KT) or tailwind component exceeding 3m/s (6 KT) when RWY is wet or contaminated, controllers will prioritize a crosswind RWY for departing ACFT to use.

Under certain adverse weather conditions (e.g. wind shear, turbulence, down drafts or strong crosswind) which might increase ILS LOC course deviations to the extent that safety may be impaired or departure of ACFT would be influenced, pilot shall report situation to ATC immediately.

Pilot shall get permission from ATC before changing RWY in use.

All RWYs not provided with TWY for crossing RWY. Chessboard-shaped references in red and white at 650m from RWY02 end, 118m West of RWY02 extended center line.

ACFT take-off or landing on RWY02, pilot shall strengthen observation and avoid visual errors caused by ACFT on TWYs D24,K,M,V1,V2,V3 or on stand 608 thru 617.

1.4. TAXI PROCEDURES

Listen carefully and repeat the taxiing instructions of ATC, verify any questions in time.

If fail to change to assigned frequency, flight crew shall wait at handover point and report by previous frequency.

Flight crew shall keep watching ATC-related activities and report unclear activities to ATC in time.

Taxi lights are forbidden to turn on unless ground personnel have evacuated from the front of the taxi lights.

Taxi lights are forbidden to turn on before taxiing into stands.

1.4.1. RULES FOR USE OF STOP BAR LIGHTS

ACFT shall cross red stop bar lights, when all conditions are met:

- Red stop bar lights are off.
- TWY CL lights (green alternates with yellow) of TWY entering RWY are on.
- ATC instruction to enter or cross RWY received.

If any condition is not met, crew shall contact ATC to re-check and follow ATC instructions.

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2 AUG 24

20-1P2**Eff 7 Aug 1600Z****AIRPORT BRIEFING****1. GENERAL****1.5. PARKING INFORMATION**

Advanced Visual Docking Guidance System available at stands nearby the terminal.

All ACFT at stands connect ground unit and keep APU off. ACFT parking at boarding bridge stands and stands 161 thru 188, 166L/R, 167L/R, 175L/R, 176L/R, 177L/R, 261 thru 293, 266L/R, 268L/R and 280L/R use ground air conditioning system.

Parking stands 501, 515 and 607 are used for helicopter parking.

ACFT parking on stands	Taxi-in	Taxi-out
101 and 102	C9-C10-C6	C7-C6-C10-C8
103	C9-C10-C6	C6-C10-C8
104	C9-C10	C10-C8
105	C5	C9-C5
106L and 182 thru 185	C5	C5
106	C5	C1-C5
106R and 108L/R	C5-C1	C1-C4
110, 111, 111L, 114, 115 and 119	C2	C1
111R and 113	C2-C22	C1
116 thru 118	C2-C21	C1
120	C	C1
121 and 122	C	C
123	C	L6
124	L7-L8	L6
125, 130, 132, 132R and 134	L7	L6
126 thru 129	L7-L57	L6
131 and 132L	L7-L56	L6
135, 135L/R, 137L/R and 161 thru 165	T3	T3
139 thru 145	L4	L5
166, 166L/R, 167 and 167L/R	L7-T3	T4
168 thru 174	L7	L8
175, 175L/R, 176, 176L/R, 177, 177L/R, 178 and 179	L8	L8
180 and 181	C2	C2
186 thru 188	C9-C7	C7-C8
201 and 202	G9-G10-G6	G7-G6-G10-G8
203	G9-G10-G6	G6-G10-G8
204 and 205	G9-G10	G10-G8
206R, 289, 290, 292 and 293	G4-G1-G5	G5
206 and 291	G4-G1	G5
206L	G4-G1	G1-G5
208	G4	G4-G1-G5
209, 210, 214, 215, 219 and 219L/R	G-G2	G1
211, 212 and 212L/R	G-G2-G22	G1
216 thru 218	G-G2-G21	G1
221	G	G1
222, 223 and 224R	Y6	Y6
224 and 224L	G-Y3	Y3
228, 229, 233L, 235, 236, 237L, 239, 239L/R and 241R	Y4	Y3
226 and 227	Y4-Y5	Y3

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2 AUG 24

20-1P3

CHENGDU, PR OF CHINA
Eff 7 Aug 1600Z

AIRPORT BRIEFING

1. GENERAL

ACFT parking on stands	Taxi-in	Taxi-out
230, 230L/R, 232, 233 and 233R	Y4-Y22	Y3
237 and 237R	Y4-Y21	Y3
241, 241L, 243, 243L/R and 261 thru 265	T3	T3
245 thru 252	L4	Y2
266, 266L/R, 267, 268 and 268L/R	T3	T3
269 thru 275	Y4	Y5
276 thru 279, 280 and 280L/R	Y5	Y5
281 thru 285	G-G2	G2-G3
286	G-G2-G3	G3
287 and 288	G-G4	G5
294 thru 296	G9-G7	G7-G8
500 (ACFT with MAX wingspan 226'/69m)	B-B25	B25-J-B23
500 (ACFT with wingspan more than 226'/69m)	B-B25	B25-B
501, 501L/R, 502, 503, 504 (ACFT with MAX wingspan 226'/69m) and 504L/R	B	B-B25-J-B23
504 (ACFT with wingspan more than 226'/69m)	B	B25-B
505, 505L/R, 506, 506L/R and 507 thru 511 and 512 (ACFT with wingspan of MAX 226'/69m)	B-B25	B25-J-B23
512 (ACFT with wingspan more than 226'/69m)	B-B25	J-B25-B
513	B-B25	B25-J-B23
514, 515 and 515L/R	B-B25-J	J-B23
601 thru 604	D	V4-K
605, 606, 607 and 607L/R	D	V4-V1
608 thru 612	V3-V4	V4-V1
613-616 and 618 thru 622	V3-V5	V5-V1
623 thru 626	V3-V6	V6-V1
628, 629, 629L/R, 630, 630L/R and 631 thru 634	G	G-V2
635 and 636	G-V2-V4-V1	V1-D
637	G-V2-V4	V1-D
638 thru 640	G-V2-V5-V1	V1-D
641	G-V2-V5	V1-D
642 thru 644	G-V2-V6-V1	V1-D

1.6. OTHER

1.6.1. GENERAL

When flying into CHENGDU APP or TIANFU TWR control area, flight crew shall monitor the operating status of other ACFT in the vicinity by airborne equipment and establish visual separation as soon as possible, and report to ATC as required.

RWYs 02 and 19 right-hand circuit.

Birds.

1.6.2. RADAR PROCEDURES/SPEED

ACFT shall strictly follow the assigned speed by ATC.

ACFT shall adjust speed to 250-280 KT or IAS limitation of procedure chart at control transfer point.

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2 AUG 23

20-1P4

Eff 7 Aug 1600Z

AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 01 and 02 are approved for CAT II/III operations. Special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

After vacating RWY, report the RWY designation and TWY designation on initial contact with GND.

2.3. TAXI PROCEDURES

ACFT shall taxi along the routine taxiing route except receiving specific instruction from controller.

RWY 01: Route 02 (A-B14-T4-G) or Route 04 (A-B20-C2-C-T1).

RWY 02: Route 12 (E-D19-G-T2-B) or Route 14 (E-D17-T5).

RWY 19: Route 02 (A-B14-T4-G) or Route 22 (B17-L7-C-T1).

RWY 20: Route 14 (E-D17-T5) or Route 32 (D17-G-T2-B).

For APN control areas refer to 20-9 charts. TIANFU APN is responsible for taxiing, towing and other control issues related to ACFT operation within these areas. ACFT shall contact APN for further taxiing instructions and stand information when entering into apron.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

A319, A320, A321, B737 and C919 series ACFT available for engine idle de-icing, other ACFT shall de-icing with engine-off.

Aircrew shall control throttle carefully, avoiding exhausted gas causing damage to support personnel and equipment when ACFT enter/exit the de-icing stands.

During engine-off de-icing, engine and collision avoidance lights shall be turned off, nose wheel chocks are positioned. De-icing controller shall monitor de-icing process.

Ground service staff shall confirm with flight crew to guarantee ACFT is in proper de-icing/anti-icing configuration, and notify the type of de-icing fluid, the concentration ratio. Staff responsible for Delivery shall monitor the de-icing process to ensure the safety of ACFT.

The de-icing unit is responsible for the use and store of de-icing and anti-icing fluid, to prevent pollution.

3.1.2. DE-ICING STANDS

De-icing stands are 167, 167L, 167R, 601, 602, 603 and 604.

3.1.3. DE-ICING PROCEDURES

Aircrew shall apply for instruction to push-back and taxi to de-icing stand from TIANFU APN and follow controller's requirement.

After engine idle de-icing ACFT enter de-icing stand, de-icing controller contact air crew with VHF or service earphone, confirm de-icing requirements and preparation. After engine-off de-icing ACFT enter de-icing stand, maintenance crew contact air crew with VHF or service earphone, confirm engine and collision avoidance lights has been turned off, inform air crew after nose wheel chocks are positioned, confirm de-icing requirements and preparation.

Aircrew shall apply to TIANFU APN for start-up and taxiing after confirming with maintenance that de-icing is finished.

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CHENGDU, PR OF CHINA

2 AUG 24

20-1P5

Eff 7 Aug 1600Z

AIRPORT BRIEFING

3. DEPARTURE

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

For APN control areas refer to 20-9 charts. TIANFU APN is responsible for push-back, taxiing and other control issues related to ACFT operation within these areas.

Taxiing within APN control areas:

- Flight crew shall report parking stand number on initial contact with APN.
- ACFT shall be pushed back and start up engine within 3 minutes after getting APN clearance, or re-apply clearance if not fulfilled in time.
- ACFT shall apply for taxiing clearance from TIANFU APN after push-back and start-up.

All stands are push-back except 166, 166L/R, 167, 167L/R, 168 thru 174, 269 thru 275, 287, 288, 601 thru 607 and 607L/R.

ACFT shall taxi along the routine taxiing route except receiving specific instruction from controller.

RWY 01: Route 01 (T2-B-B1-A1) or Route 03 (T5-B-B1-A1).

RWY 02: Route 11 (B-T4-D18-D-D1-E1) or Route 13 (D-D1-E1).

RWY 11: Route 41 (C-T1-D-M) or Route 43 (G-G5-D-M).

RWY 19: Route 21 (G-T2-B-B18-A-A13).

RWY 20: Route 31 (C-T1-D-D20-E12).

3.3. RWY OPERATIONS

ACFT shall begin to take-off run within 10 seconds after aligning with RWY centerline and receiving take-off clearance from ATC. If flight crew considers they can not fulfil the process within the required time, they shall inform ATC before reaching RWY holding position.

ACFT taking off from RWY 02 shall follow ATC instruction strictly and pay attention to TWYs V1 thru V3, K, M and D24. There is no TWY crossing RWY 02.

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25 AUG 23
Eff 6 Sep 1600Z
(20-1R)

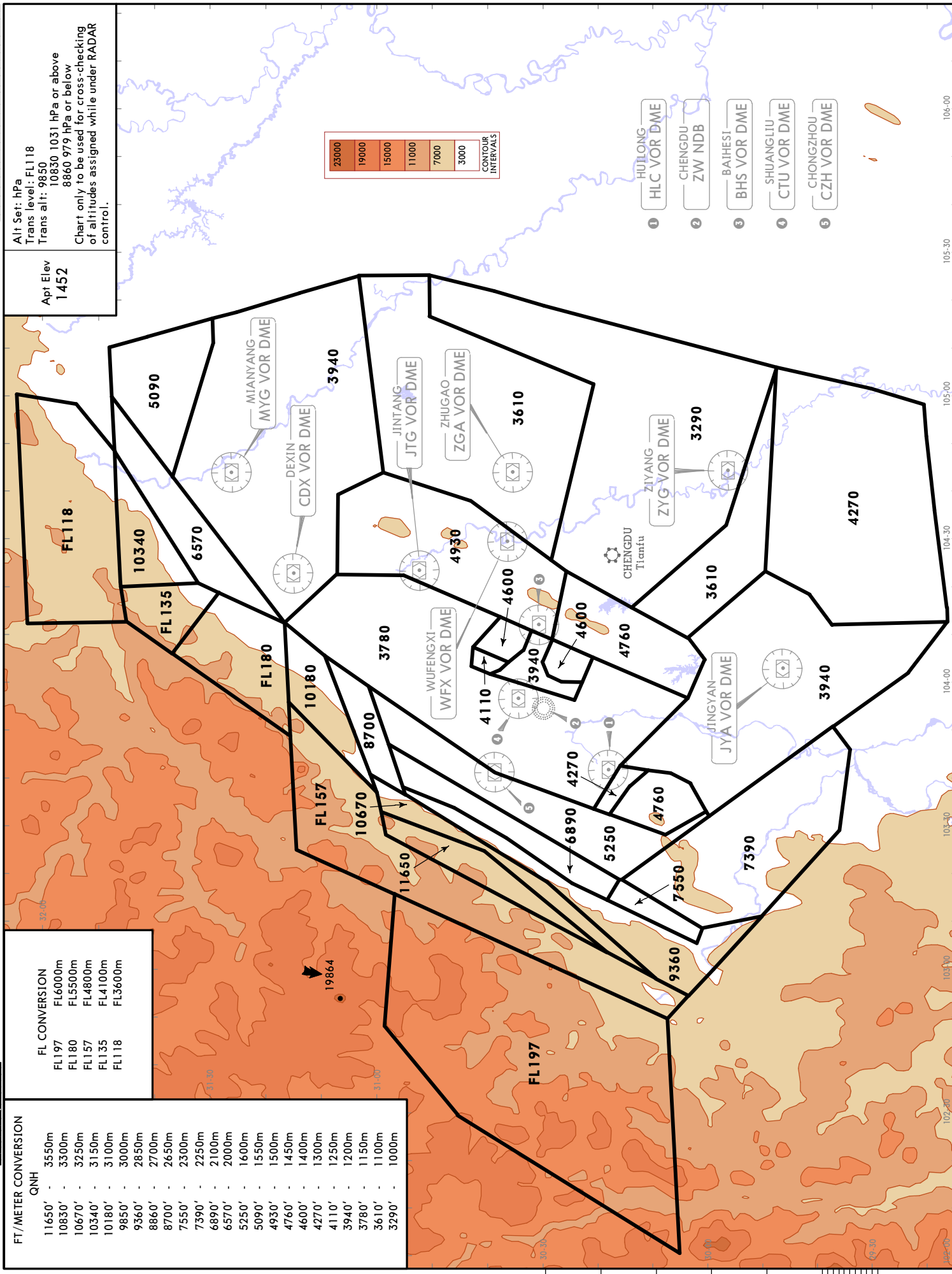
RADAR MINIMUM ALTITUDES

Alt Set: hPa
Trans level: FL118
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Chart only to be used for cross-checking
of altitudes assigned while under RADAR
control.

Apt Elev
1452

FL CONVERSION	
FL197	FL6000m
FL180	FL5500m
FL157	FL4800m
FL135	FL4100m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
11650'	3550m
10830'	3300m
10670'	3250m
10340'	3150m
10180'	3100m
9850'	3000m
9360'	2850m
8860'	2700m
8700'	2650m
7550'	2300m
7390'	2250m
6890'	2100m
6570'	2000m
5250'	1600m
5090'	1550m
4930'	1500m
4760'	1450m
4600'	1400m
4270'	1300m
4110'	1250m
3940'	1200m
3780'	1150m
3610'	1100m
3290'	1000m



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MEXAD

NOT TO SCALE

5000
3000
CONTOUR INTERVALS

147°

MEXAD 5M

BUPMI

44

BUPMI 5M

MHA 9850

012°

TT810
FL118

28

UT816

16

225°

UT813

10

251°

TT811

8

205°

TT812
8860

8

124°

TT813

5

153°

TT814
At 220 KT
6890

5

184°

TT815

5

200°

TT816

5

217°

TT817

5

233°

TT818

5

250°

TT819

3300

205°

01

X 200 KT
40

40

44

105-00

BUPMI 5M [BUPM5M]
MEXAD 5M [MEXA5M]
RNAV ARRIVALS
(RWY 02)

Alt Set: hPa	Trans level: FL118
RNAV 1 GNSS	
1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.	

FLIGHT PATH DATA:

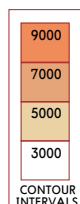
From	To	Distance	Heading	Aircraft
MEXAD	UU803	23	179°	MEXAD 9M
MEXAD	BUPMI	52	147°	MEXAD 6M, 8M
UU803	UU802 FL118	21	213°	MEXAD 9M
UU802 FL118	BUPMI	39	213°	BUPMI 9M
UU802 FL118	TT810 FL118	28	213°	MEXAD 9M
BUPMI	TT810 FL118	12	237°	BUPMI 6M, 8M
TT810 FL118	UT816	16	225°	MEXAD 9M
UT816	UT813	10	266°	BUPMI 8M, MEXAD 8M
UT813	812	20	266°	BUPMI 6M, MEXAD 6M
UT813	TT701 7880	11	266°	BUPMI 8M, MEXAD 8M
812	TT701 7880	11	205°	MEXAD 9M
TT701 7880	TT702	11	205°	MEXAD 9M
TT702	TT703	11	205°	MEXAD 9M

ARRIVAL SUMMARY (RWYS 01, 02):

Arrival	Aircraft
BUPMI 6M	[BUPM6M]
BUPMI 8M	[BUPM8M]
BUPMI 9M	[BUPM9M]
MEXAD 6M	[MEXA6M]
MEXAD 8M	[MEXA8M]
MEXAD 9M	[MEXA9M]

FT/METER CONVERSION
QNH

9850'	-	3000m
7880'	-	2400m
4930'	-	1500m



CHENGDU
Shuangliu
ZUUU

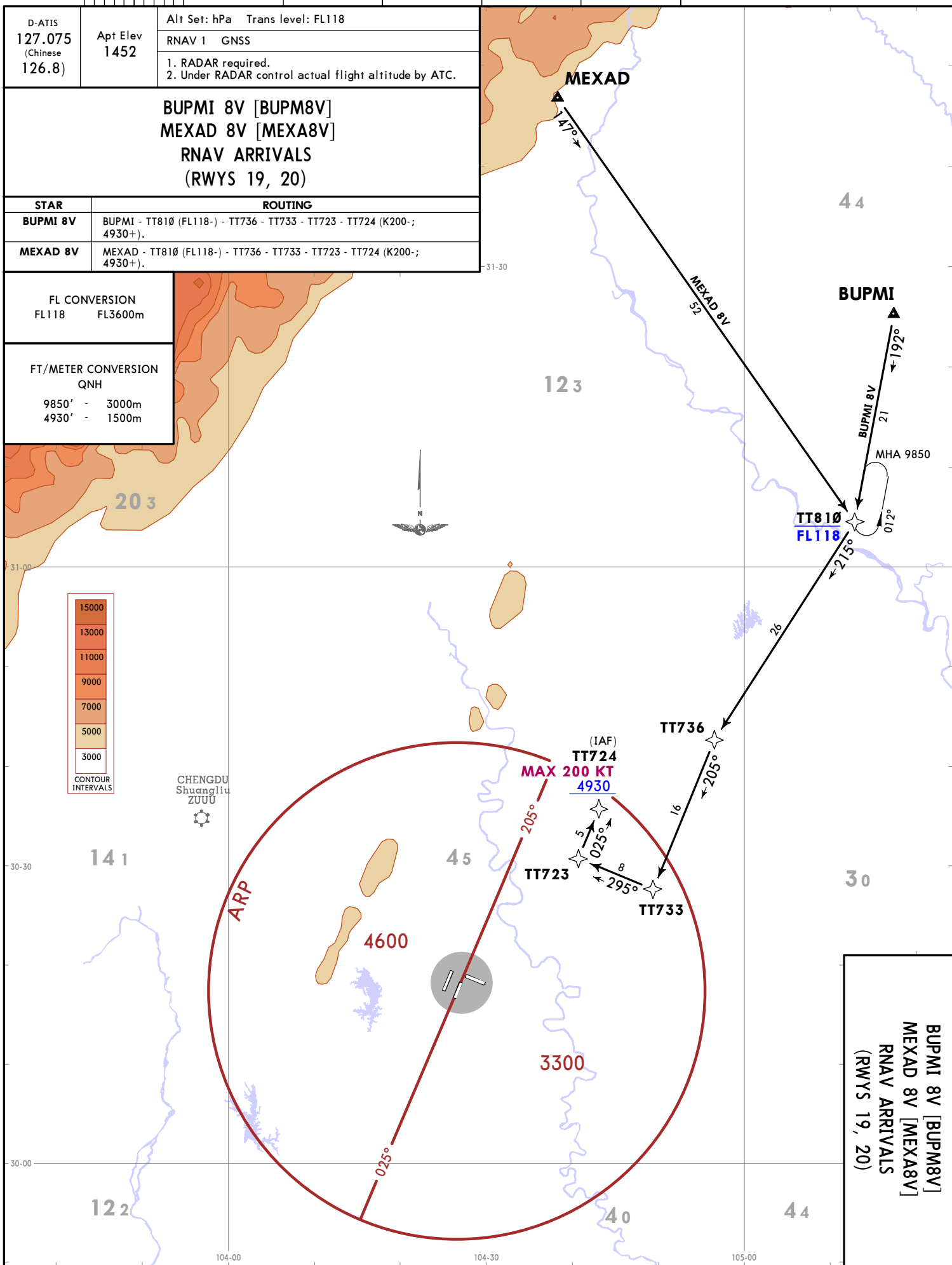
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CHENGDU, PR OF CHINA
19 JAN 24 **20-2A** **Eff 24 Jan 1600Z**
RNAV STAR

BUPMI 6M [BUPM6M]
 BUPMI 8M [BUPM8M]
 BUPMI 9M [BUPM9M]
 MEXAD 6M [MEXA6M]
 MEXAD 8M [MEXA8M]
 MEXAD 9M [MEXA9M]
 RNAV ARRIVALS
 (RWYS 01, 02)

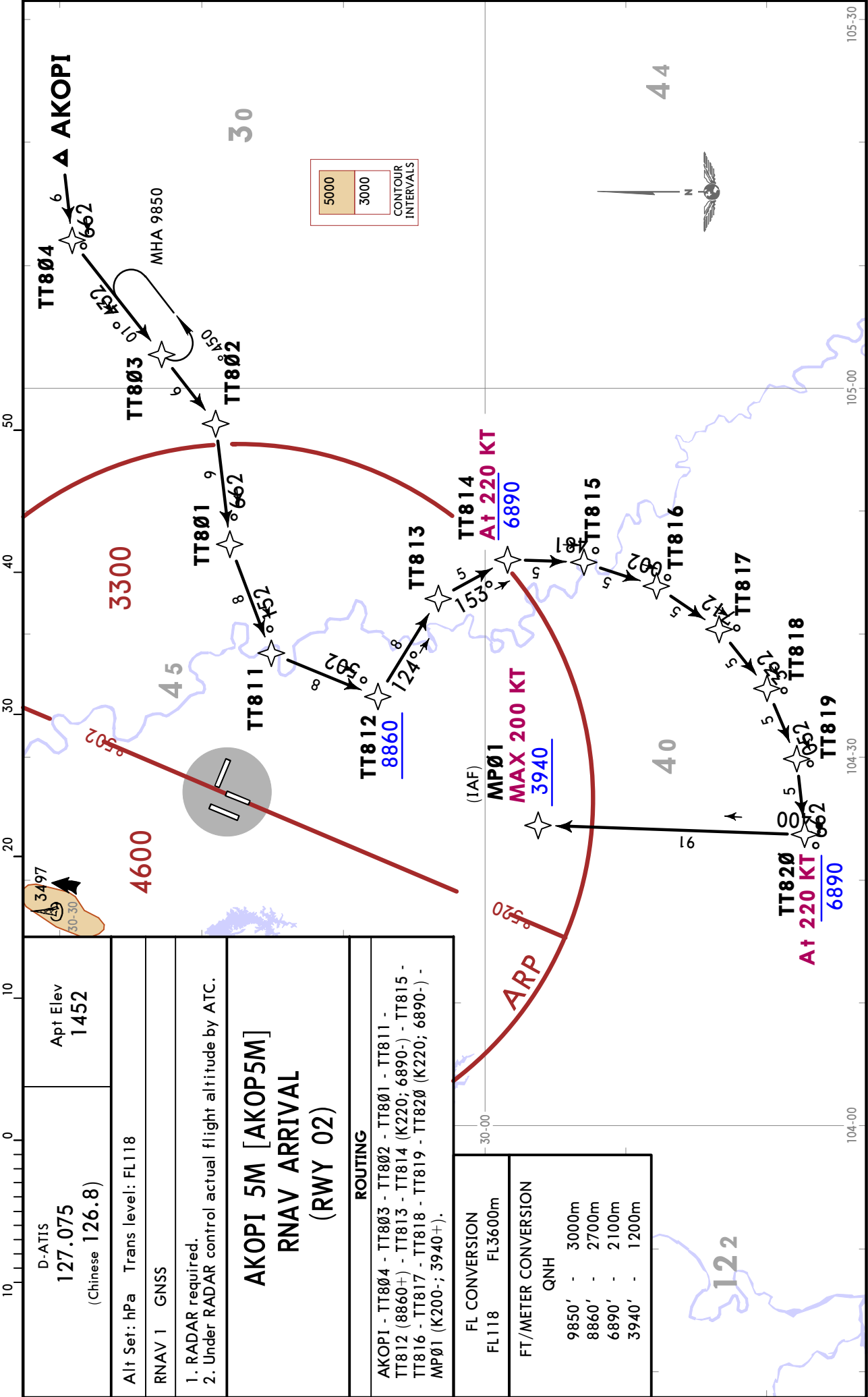
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JEPPESSEN CHENGDU, PR OF CHINA
19 JAN 24 20-2B Eff 24 Jan 1600Z RNAV STAR



CHENGDU, PR OF CHINA

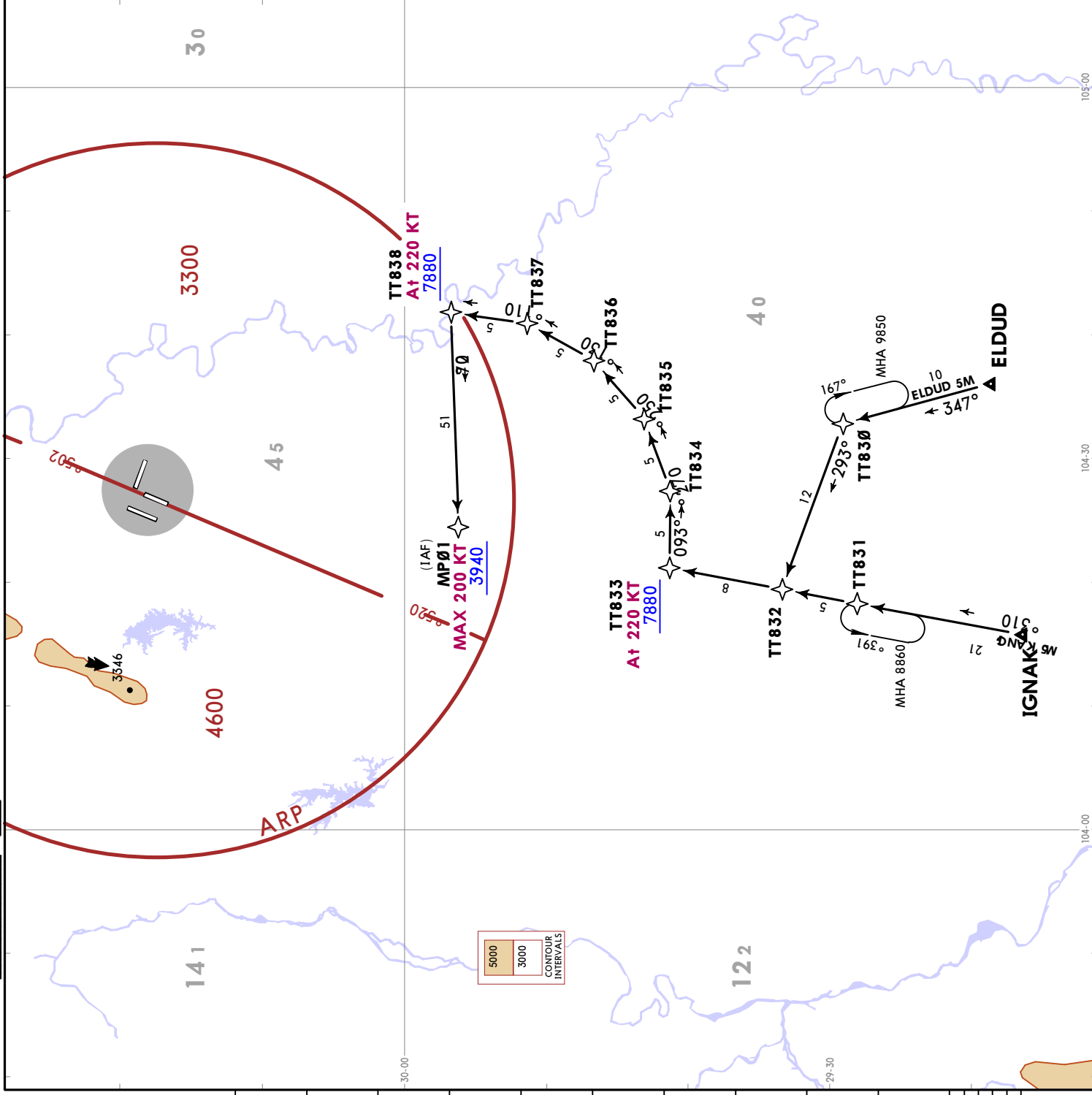
ZUTF/TFU
TIANFU

JEPPESEN
19 JAN 24
Eff 24 Jan 1600Z (20-2D)

RNAV STAR

D-ATIS 127.075 (Chinese 126.8)	Alt Set: hPa Trans level: FL118
	RNAV 1 GNSS
Apt Elev 1452	1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.
ELDUD 5M [ELDU5M] IGNAK 5M [IGNA5M] RNAV ARRIVALS (RWY 02)	
STAR	ROUTING
ELDUD 5M	ELDUD - TT830 - TT832 - TT833 (K220; 7880+) - TT834 - TT835 - TT836 - TT837 - TT838 (K220; 7880+) - MP01 (K200-; 3940+).
IGNAK 5M	IGNAK - TT831 - TT832 - TT833 (K220; 7880+) - TT834 - TT835 - TT836 - TT837 - TT838 (K220; 7880+) - MP01 (K200-; 3940+).

FL CONVERSION	FL118	FL3600m
FT/METER CONVERSION	QNH	
	9850'	3000m
	8860'	2700m
	7880'	2400m
	3940'	1200m



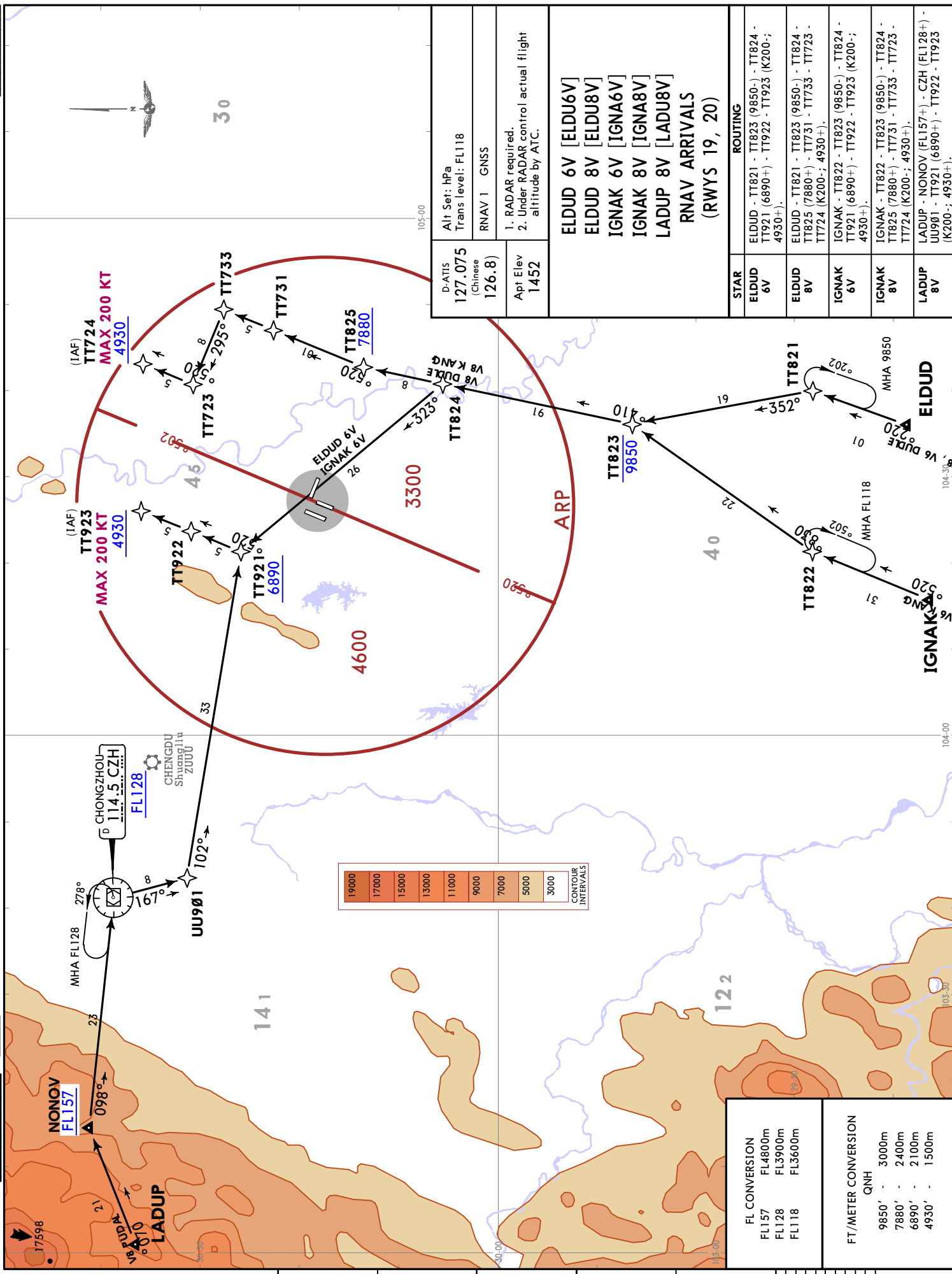


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JEPPESEN
19 JAN 24
20-2E1
Eff 24 Jan 1600Z

RNAV STAR

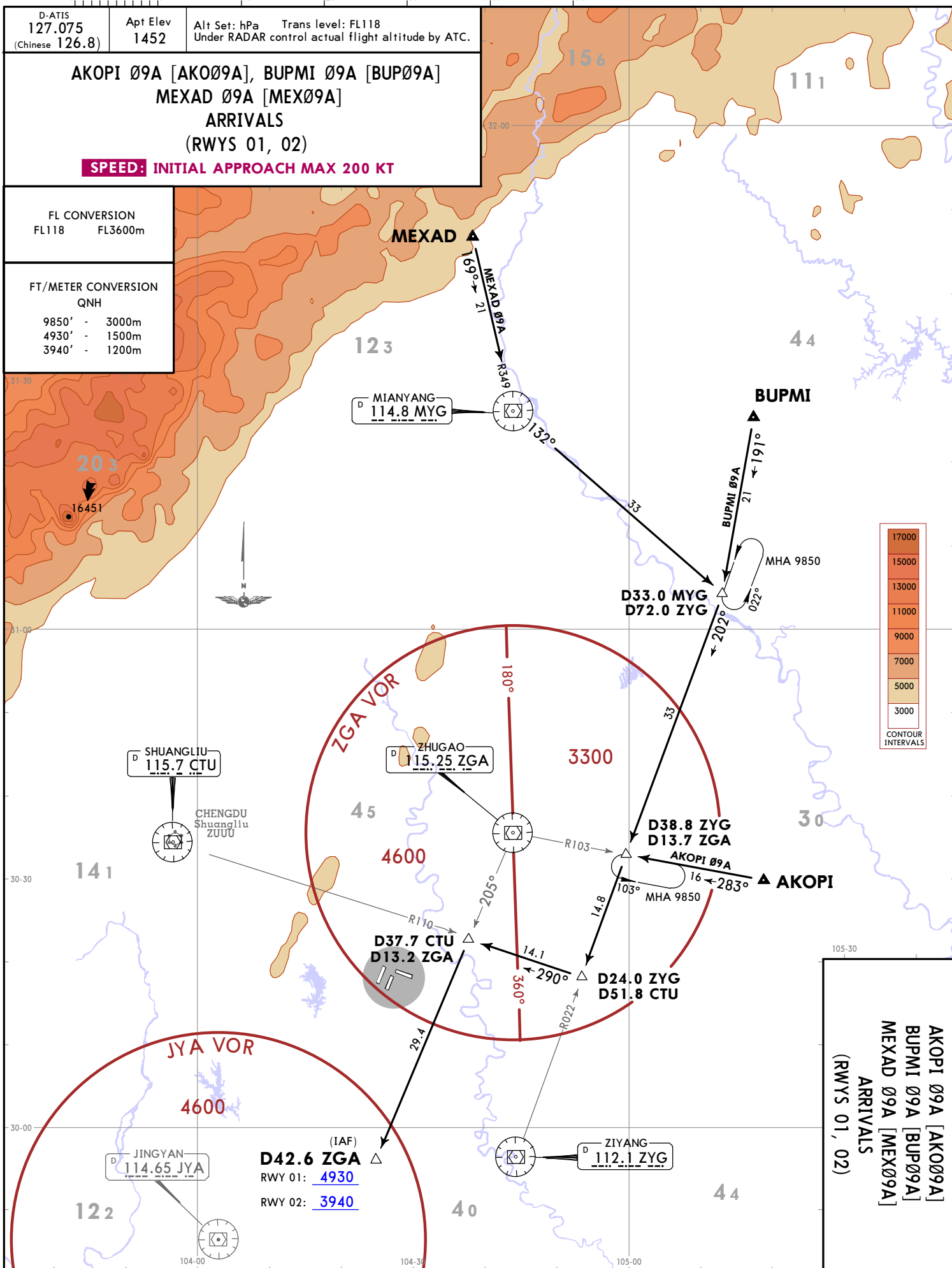


D-ATIS 127.075 (Chinese)	Alt Set: hPa Trans level: FL118
126.8	RNAV 1 GNSS
Apt Elev 1452	1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.
ELDUD 6V [ELDU6V] ELDUD 8V [ELDU8V] IGNAK 6V [IGNA6V] IGNAK 8V [IGNA8V] LADUP 8V [LADU8V] RNAV ARRIVALS (RWYS 19, 20)	
STAR ELDUD 6V	ROUTING ELDUD - TT821 - TT823 (9850-) - TT824 - TT921 (6890+) - TT922 - TT923 (K200-; 4930+)
ELDUD 8V	ELDUD - TT821 - TT823 (9850-) - TT824 - TT825 (7880+) - TT731 - TT733 - TT723 - TT724 (K200-; 4930+)
IGNAK 6V	IGNAK - TT822 - TT823 (9850-) - TT824 - TT921 (6890+) - TT922 - TT923 (K200-; 4930+)
IGNAK 8V	IGNAK - TT822 - TT823 (9850-) - TT824 - TT825 (7880+) - TT731 - TT733 - TT723 - TT724 (K200-; 4930+)
LADUP 8V	LADUP - NONOV (FL157+) - CZH (FL128+) - UO901 - TT921 (6890+) - TT922 - TT923 (K200-; 4930+)

FL CONVERSION	FT/METER CONVERSION
FL157 FL4800m	QNH
FL128 FL3900m	9850' - 3000m
FL118 FL3600m	7880' - 2400m
	6890' - 2100m
	4930' - 1500m

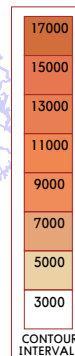
FT/METER CONVERSION
QNH

9850'	-	3000m
4930'	-	1500m
3940'	-	1200m



SPEED: INITIAL APPROACH MAX 200 KT

9850' - 3000m
4930' - 1500m
3940' - 1200m



MIANYANG—
114.8 MYG

D33.0 MYG
D72.0 ZYG

MHA 9850

(IAF)
ZHUGAO
115.25 ZGA
RWY 19: 4930
RWY 20: 3940

D38.8 ZYG
D13.7 ZGA

AKOPI 19A
16 ← 28

AKOPI

CHENGDU
Shuangliu
ZUUU

JYA VOR

4600

D JINGYAN
114.65 JYA

DI ZIYANG
112.1 ZYG

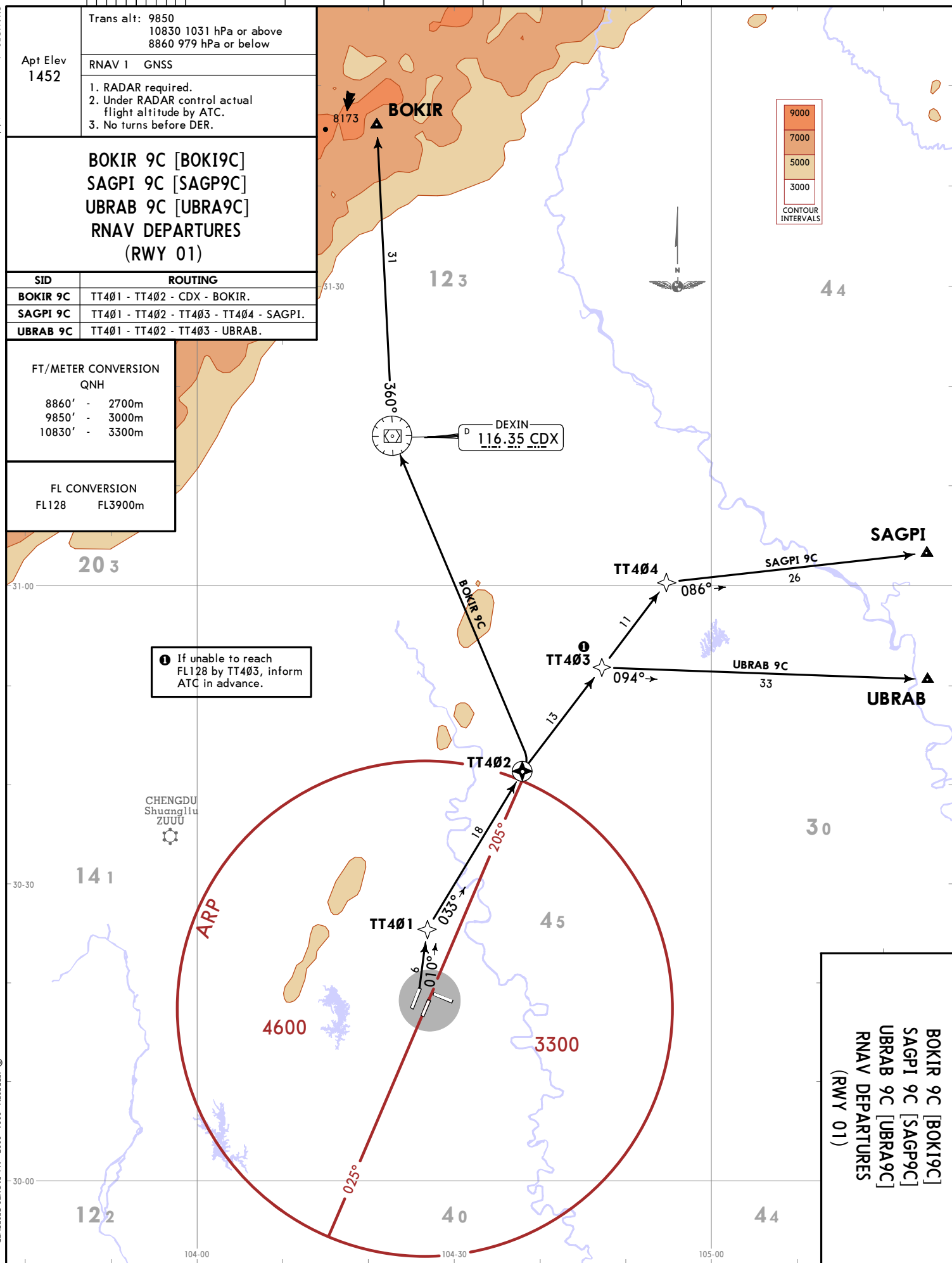
AKOPI 19A [AKO19A]
BUPMI 19A [BUP19A]
MEXAD 19A [MEX19A]
ARRIVALS
(RWYS 19, 20)

ZUUF/TFU
TIANFU

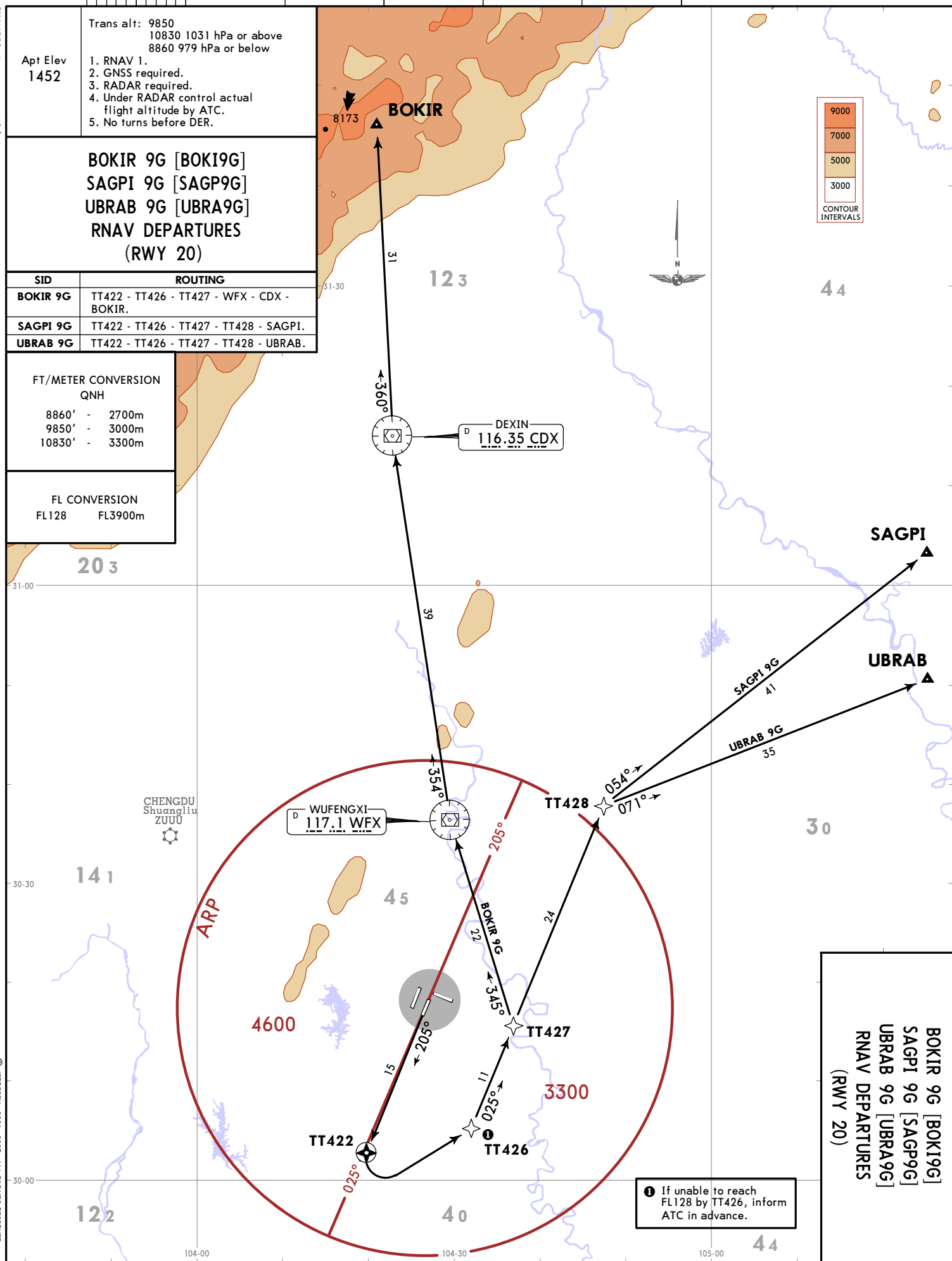
JEPPESSEN
CHENGDU, PR OF CHINA
25 AUG 23 (20-2G) Eff 6 Sep 1600Z
STAR

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CHANGES: Lost comms withdrawn.



CHANGES: Lost comms withdrawn.



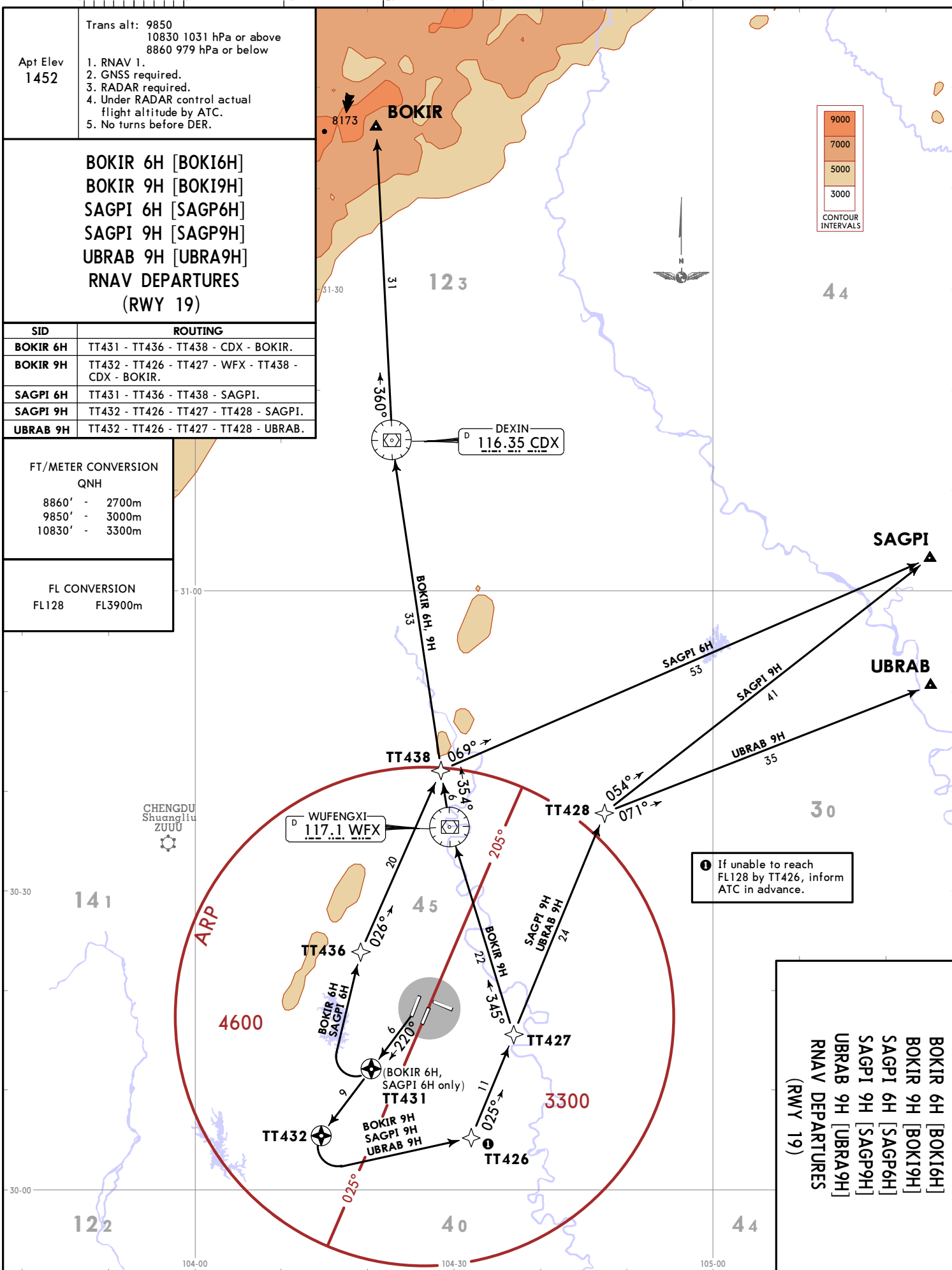
1. RNAV 1.
2. GNSS required.
3. RADAR required.
4. Under RADAR control actual flight altitude by ATC.
5. No turns before DER.

BOKIR 6H [BOKI6H]
BOKIR 9H [BOKI9H]
SAGPI 6H [SAGP6H]
SAGPI 9H [SAGP9H]
UBRAB 9H [UBRA9H]
RNAV DEPARTURES
(RWY 19)

SID	ROUTING
BOKIR 6H	TT431 - TT436 - TT438 - CDX - BOKIR.
BOKIR 9H	TT432 - TT426 - TT427 - WFX - TT438 - CDX - BOKIR.
SAGPI 6H	TT431 - TT436 - TT438 - SAGPI.
SAGPI 9H	TT432 - TT426 - TT427 - TT428 - SAGPI.
UBRAB 9H	TT432 - TT426 - TT427 - TT428 - UBRAB.

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

FL CONVERSION
FL128 FL3900m

ZUTF/TFU
TIANFU

25 AUG 23 20-3C Eff 6 Sep 1600Z JEPPESEN CHENGDU, PR OF CHINA RNAV SID

CHENGDU, PR OF CHINA

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TIANFU

JEPPESEN
25 AUG 23
Eff 6 Sep 1600Z
(20-3F)

RNAV SID

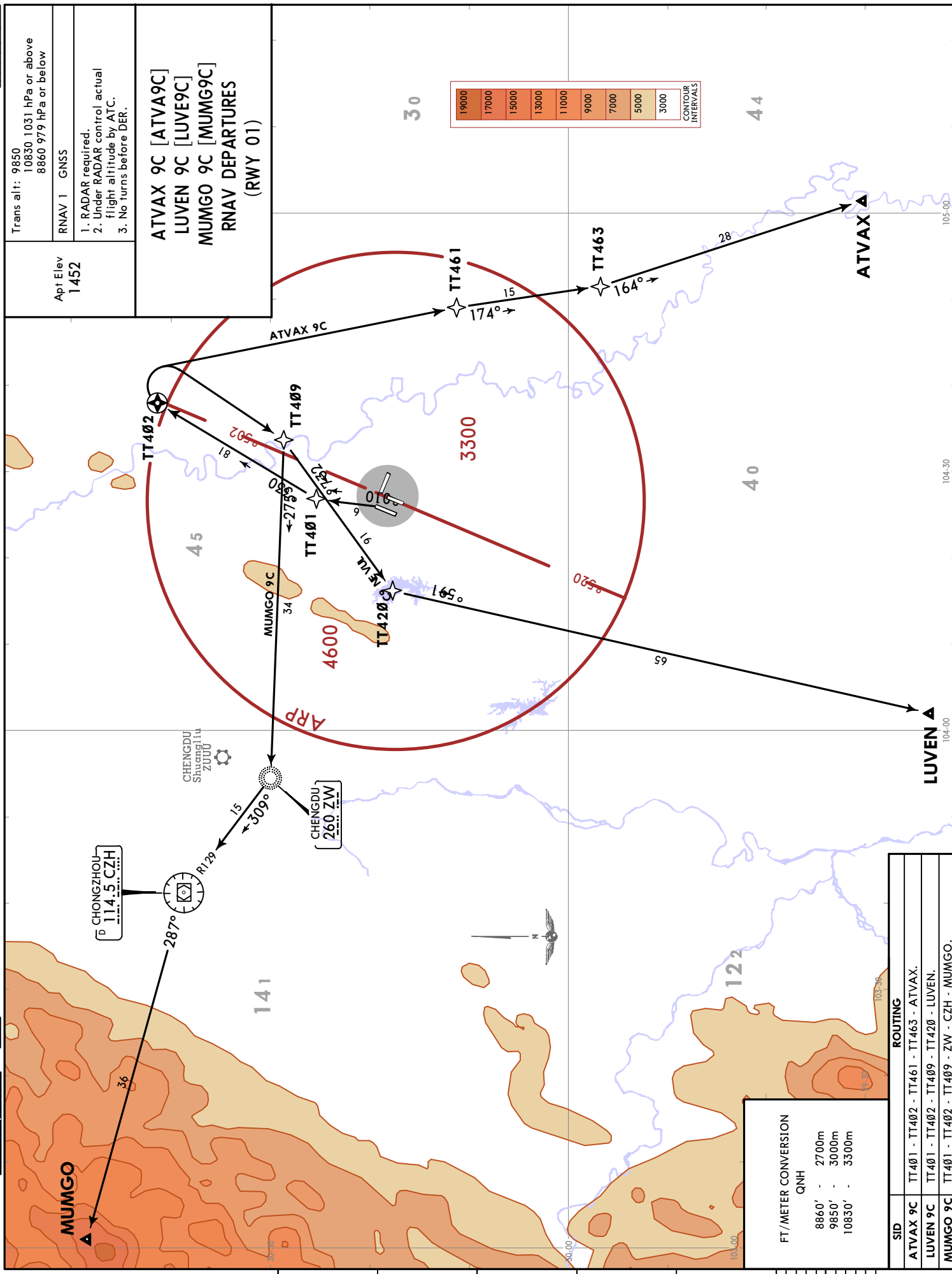
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

Apt Elev
1452

RNAV 1 GNSS

1. RADAR required.
2. Under RADAR control actual flight altitude by ATC.
3. No turns before DER.

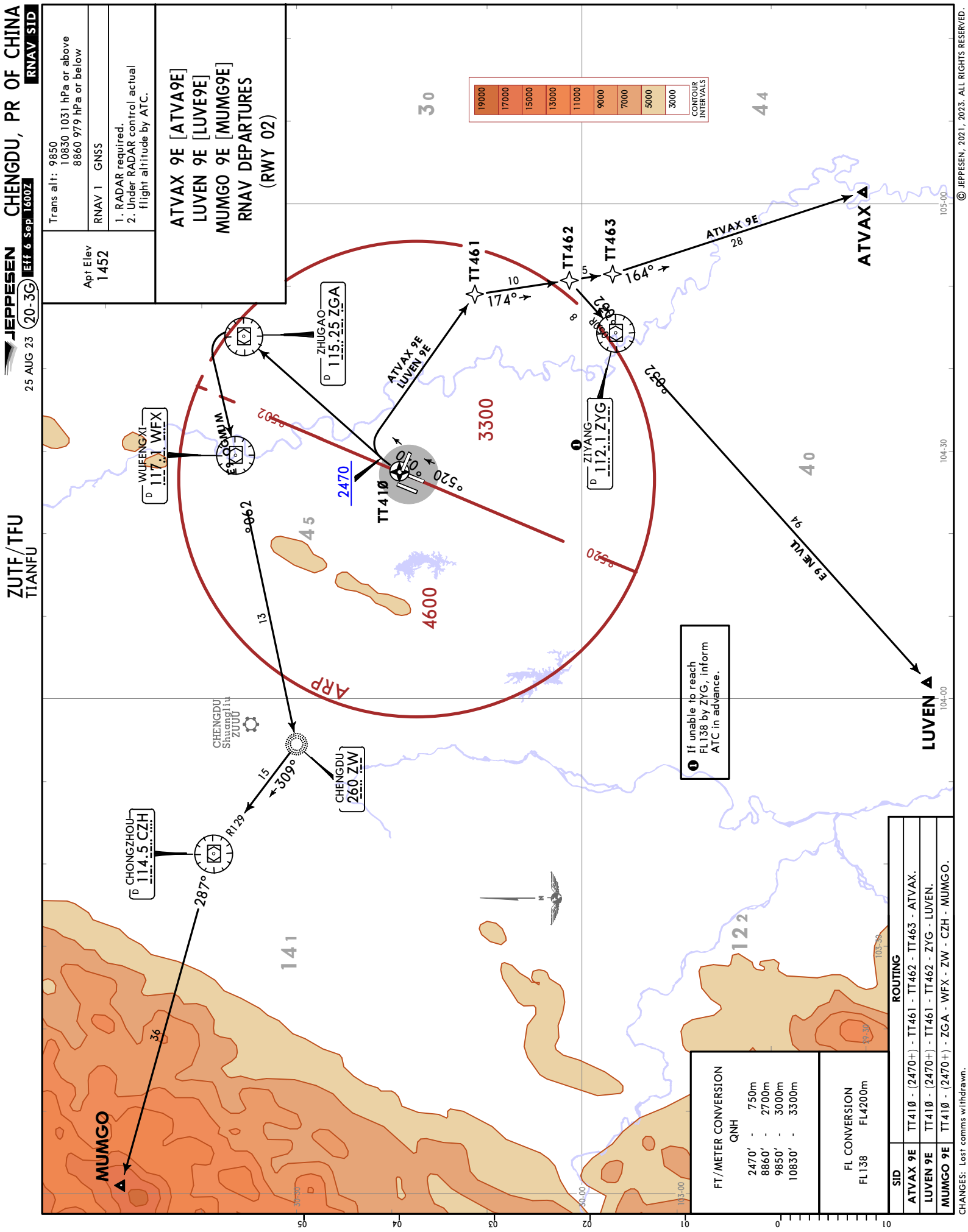
ATVAX 9C [ATVA9C]
LUVEN 9C [LUV9C]
MUMGO 9C [MUMG9C]
RNAV DEPARTURES
(RWY 01)



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

SID	ROUTING
ATVAX 9C	TT401 - TT402 - TT461 - TT463 - ATVAX.
LUVEN 9C	TT401 - TT402 - TT409 - TT420 - LUVEN.
MUMGO 9C	TT401 - TT402 - TT409 - ZW - CZH - MUMGO.

CHANGES: Lost comms withdrawn.



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JEPPESEN
25 AUG 23
Eff 6 Sep 1600Z (20-3H)

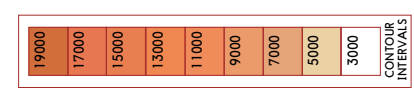
RNAV SID

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

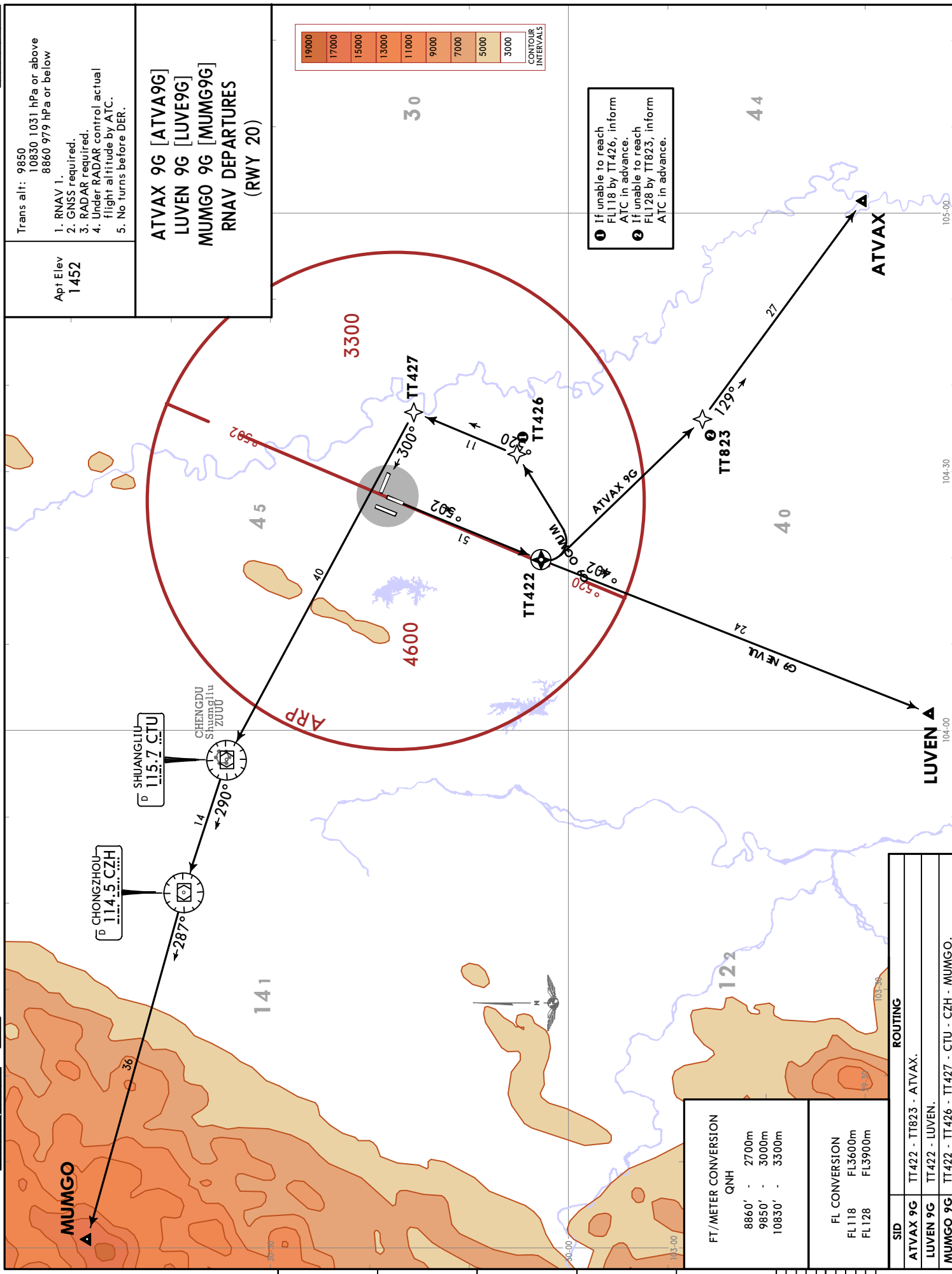
Apt Elev
1452

1. RNAV 1.
2. GNSS required.
3. RADAR required.
4. Under RADAR control actual flight altitude by ATC.
5. No turns before DER.

ATVAX 9G [ATVA9G]
LUVEN 9G [LUV9G]
MUMGO 9G [MUMG9G]
RNAV DEPARTURES
(RWY 20)



1 If unable to reach FL118 by TT426, inform ATC in advance.
2 If unable to reach FL128 by TT823, inform ATC in advance.



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

FL CONVERSION	
FL	FL
FL118	FL3600m
FL128	FL3900m

ROUTING	
SID	
ATVAX 9G	TT422 - TT823 - ATVAX.
LUVEN 9G	TT422 - LUVEN.
MUMGO 9G	TT422 - TT426 - TT427 - CTU - CZH - MUMGO.



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JEPPESEN
19 JAN 24
Eff 24 Jan 1600Z (20-3K)

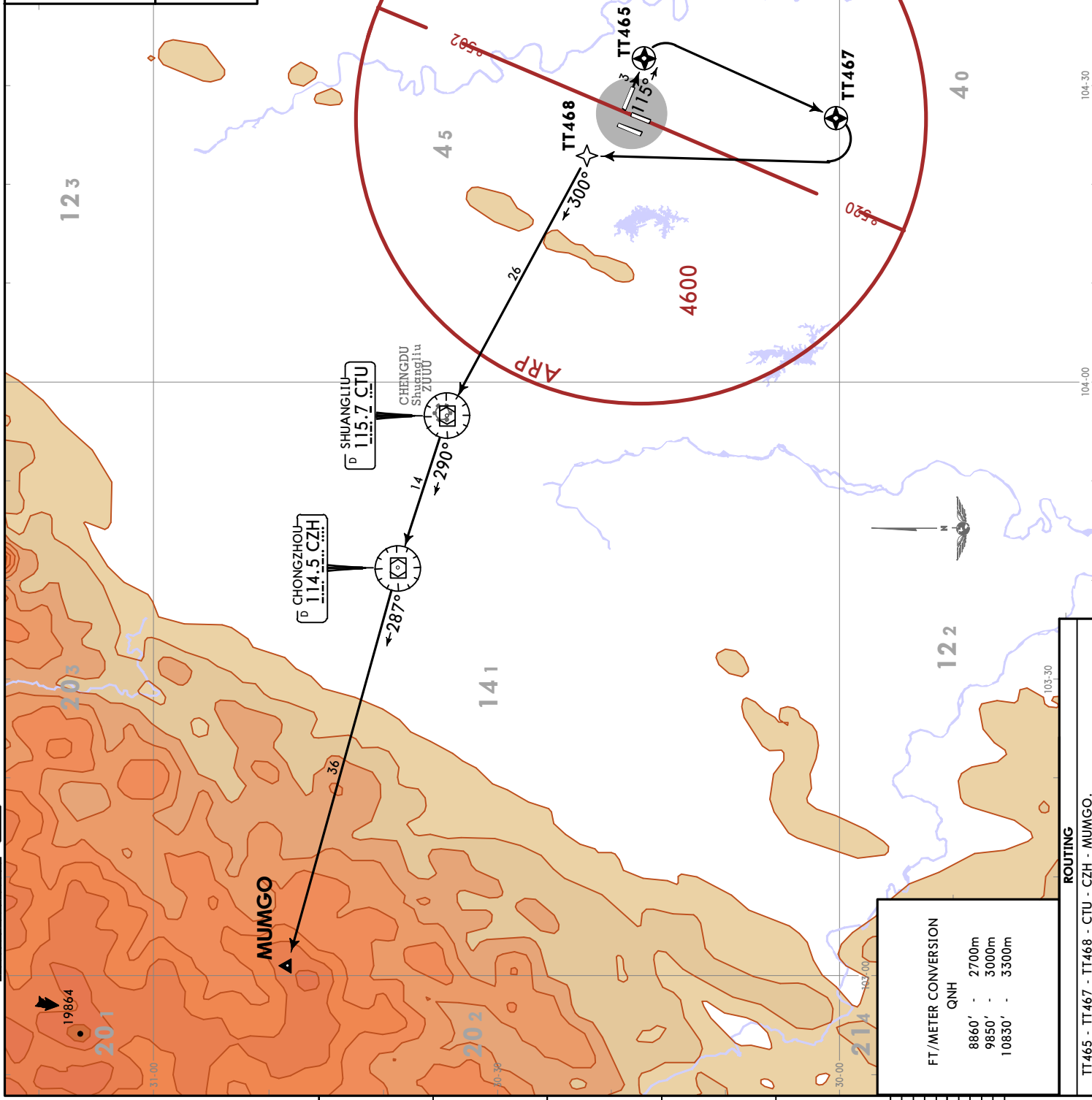
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

Apt Elev
1452

RNAV 1 GNSS

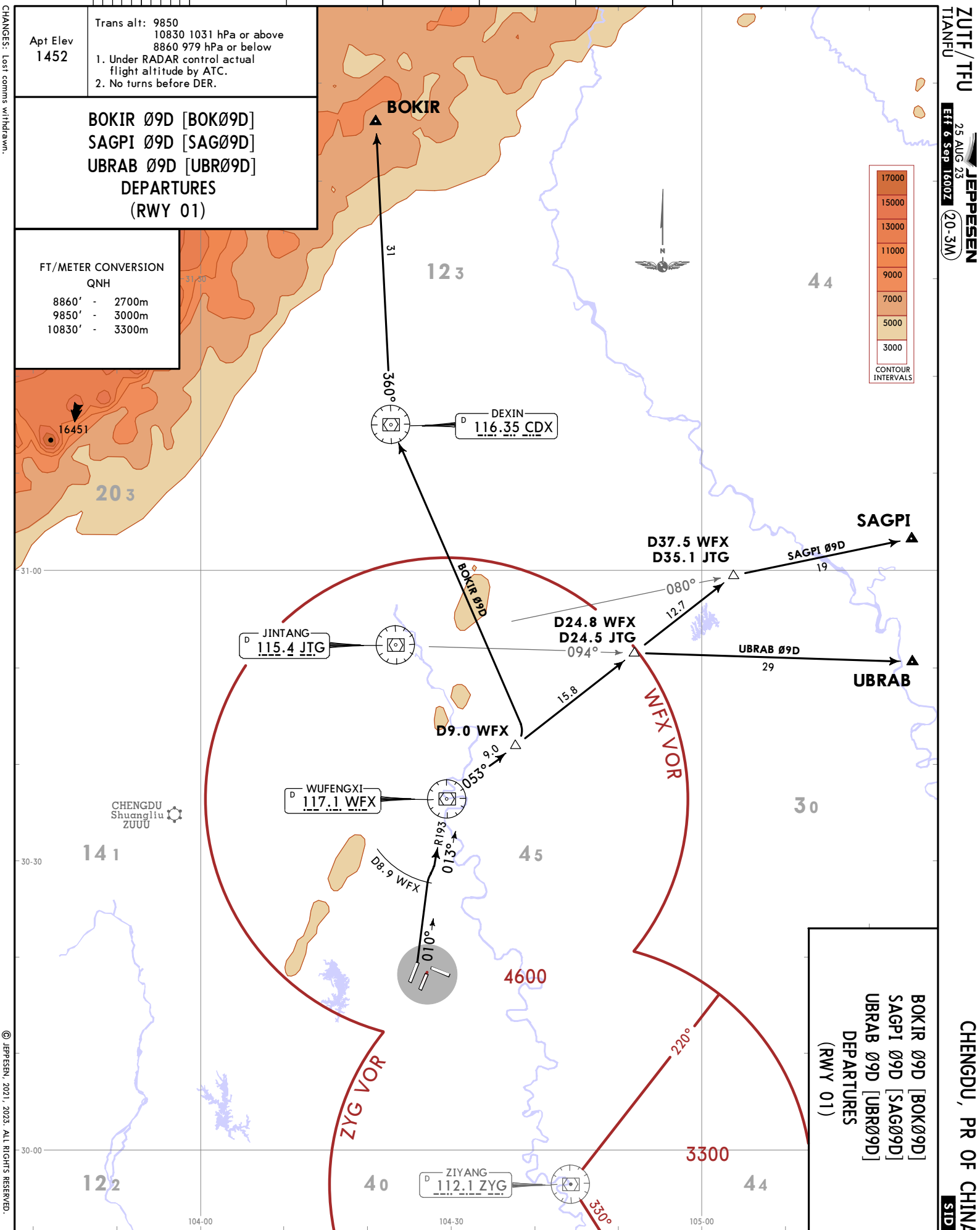
1. RADAR required.
2. Under RADAR control actual flight
altitude by ATC.
3. No turns before DER.

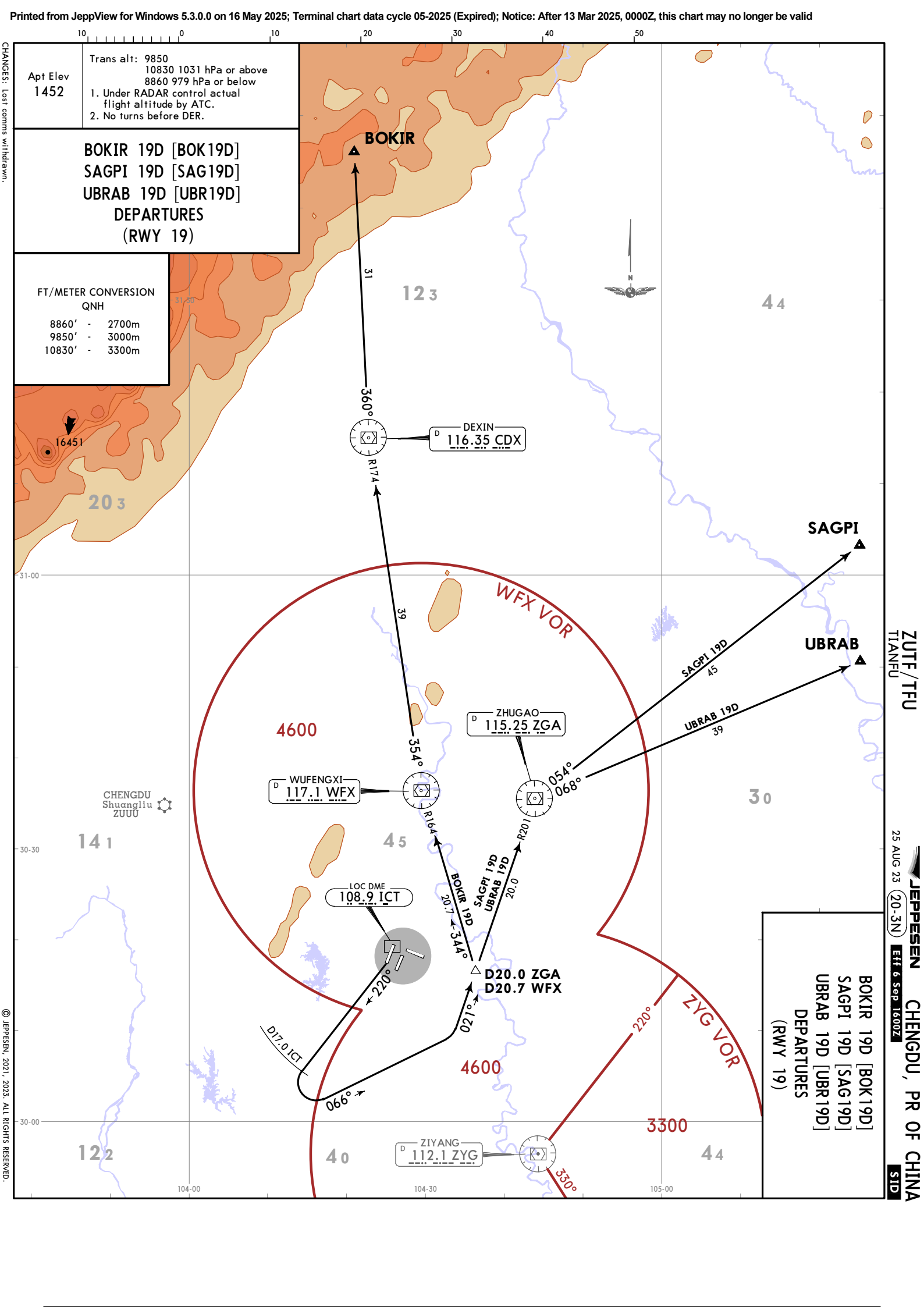
MUMGO 6K [MUMG6K]
RNAV DEPARTURE
(RWY 11)



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

ROUTING
TT465 - TT467 - TT468 - CTU - CZH - MUMGO.
CHANGES: None.

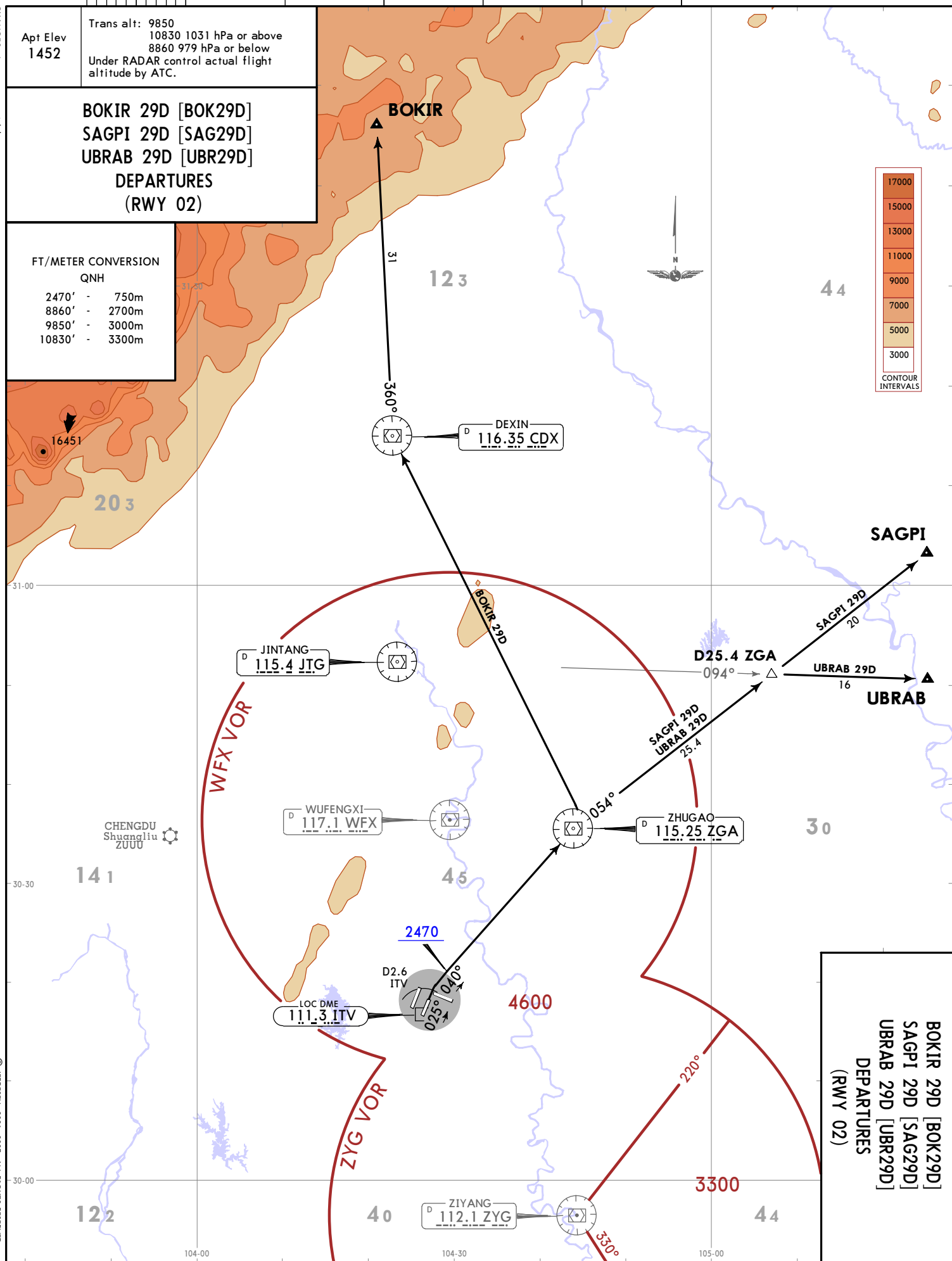




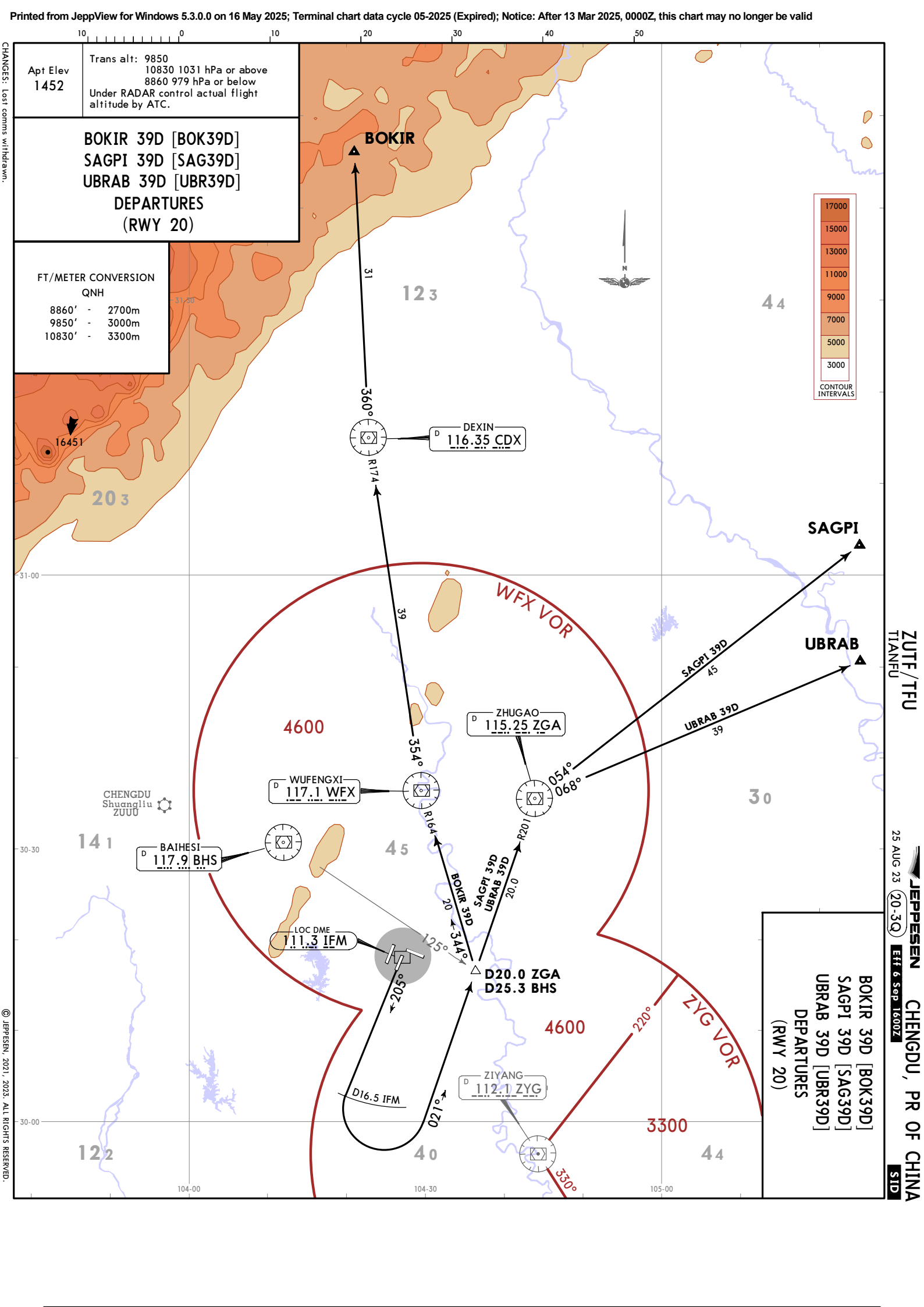
CHANGES: Lost comms withdrawn.

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JEPPESSEN
25 AUG 23
EFF 6 Sep 1600Z
20-3P

CHENGDU, PR OF CHINA
SID



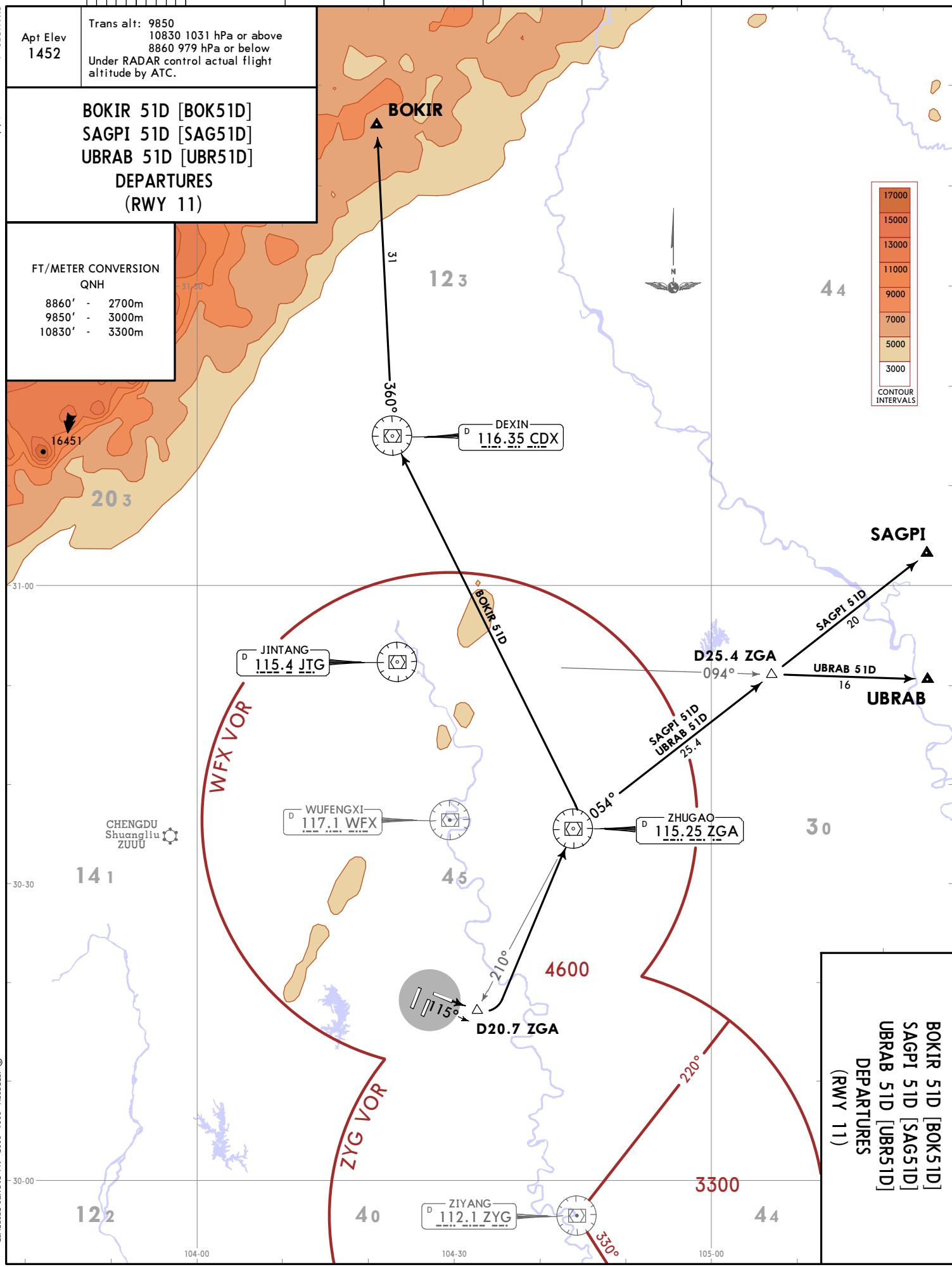
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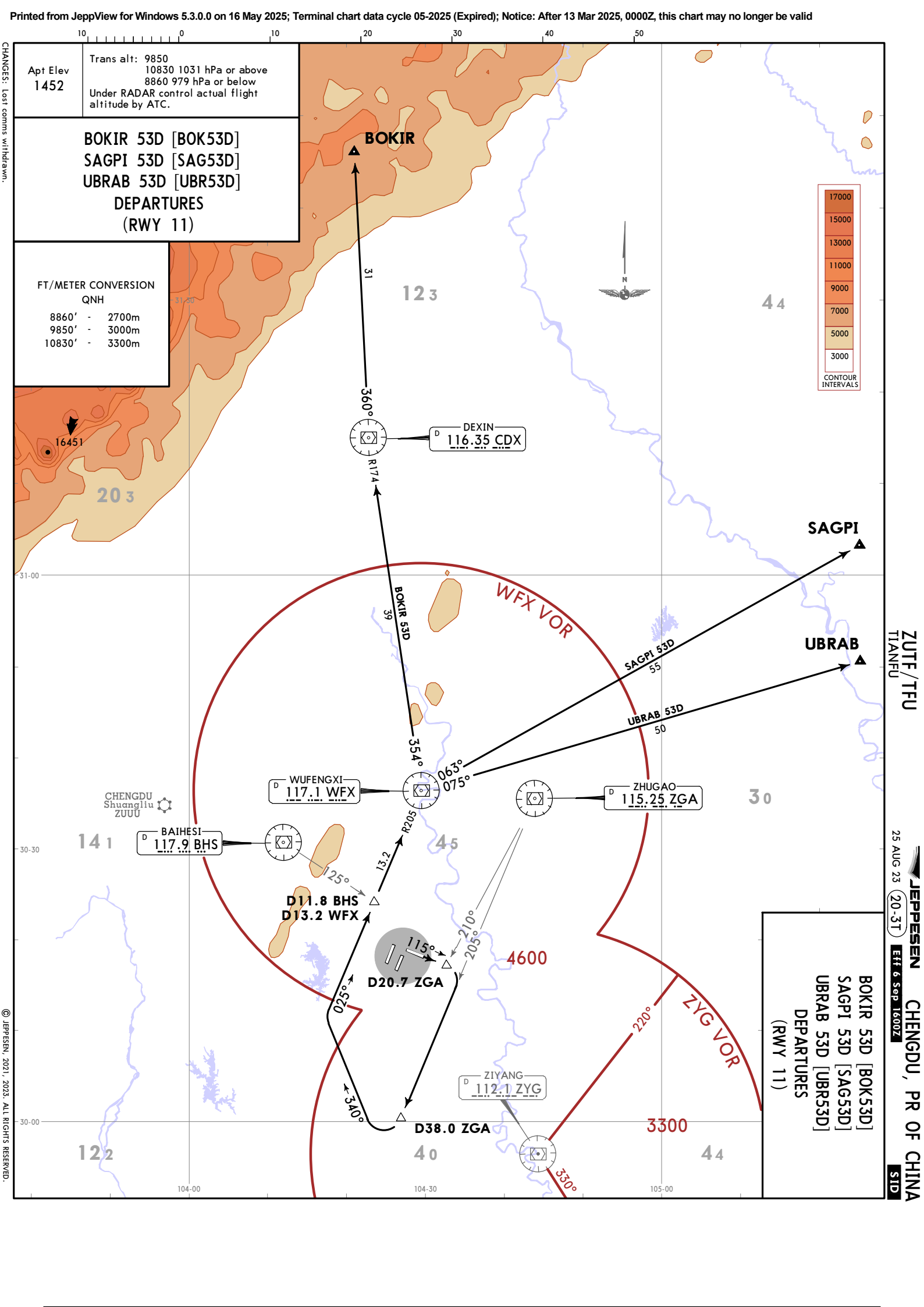


CHANGES: Lost comms withdrawn.

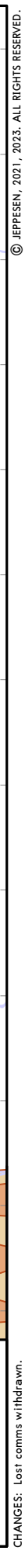
ZUTF/TFU
TIANFU
JEPPESSEN
25 AUG 23
Eff 6 Sep 1600Z
20-35

CHENGDU, PR OF CHINA
SID





ZUTF/TFU
TIANFU

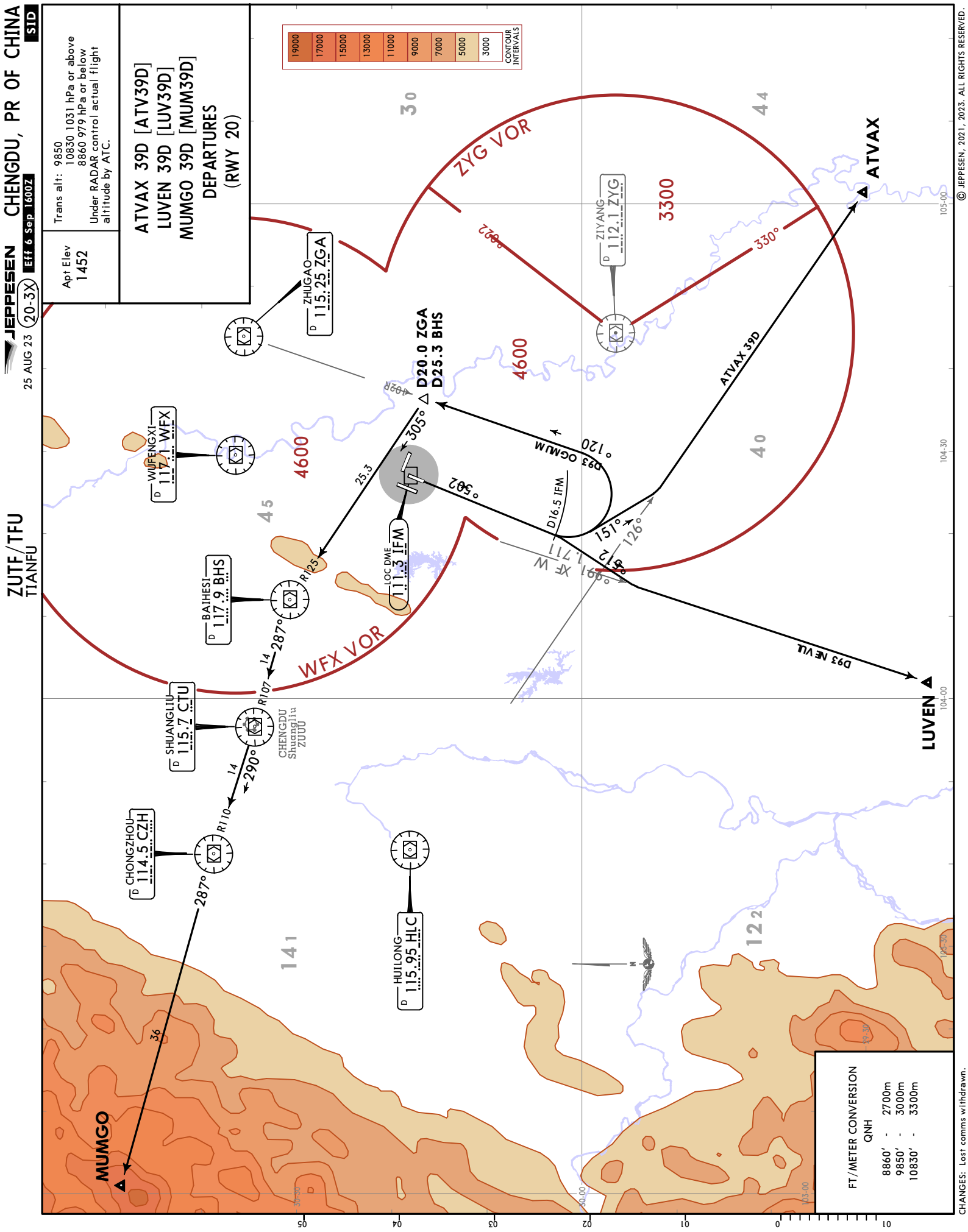




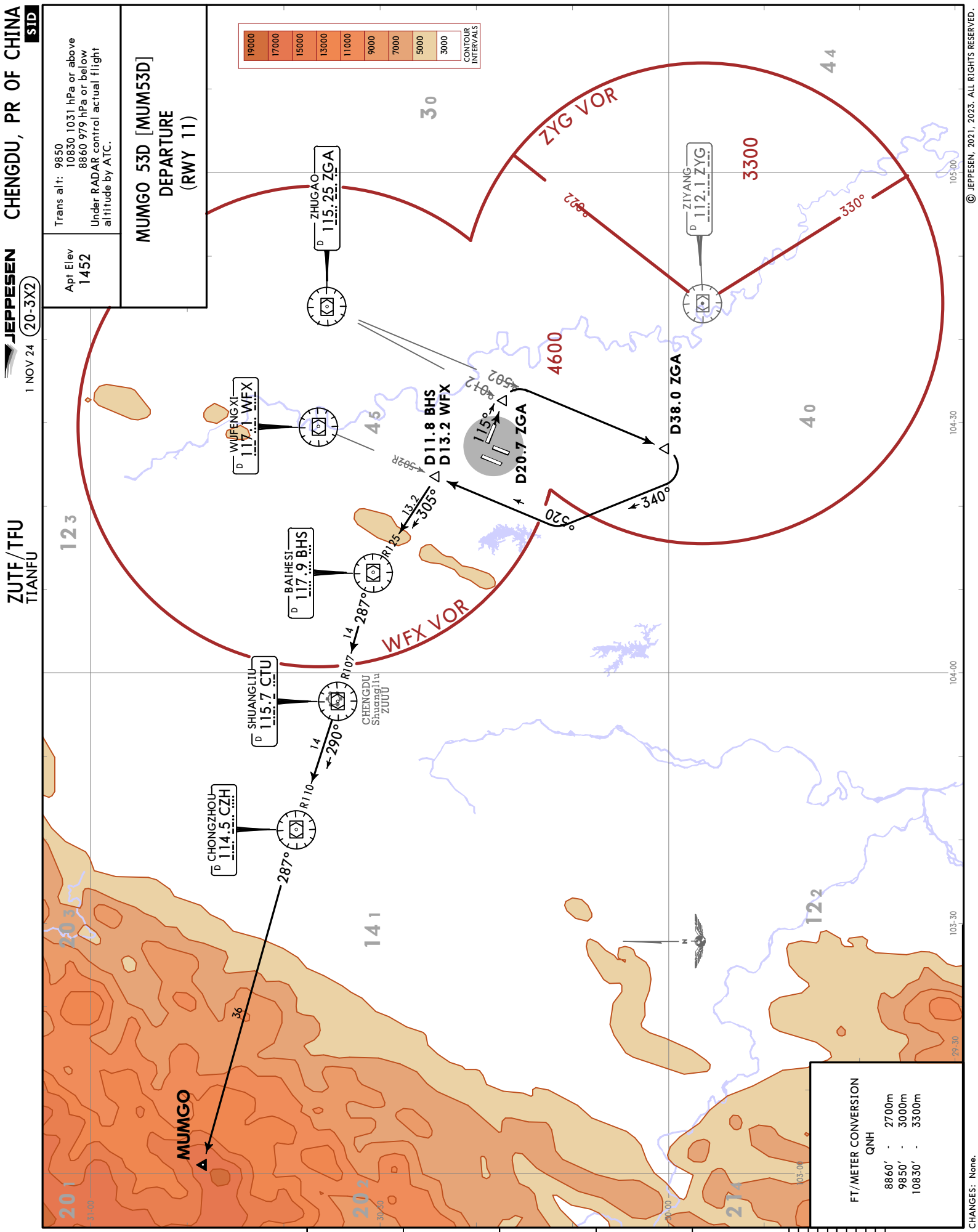
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TIANFU

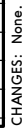


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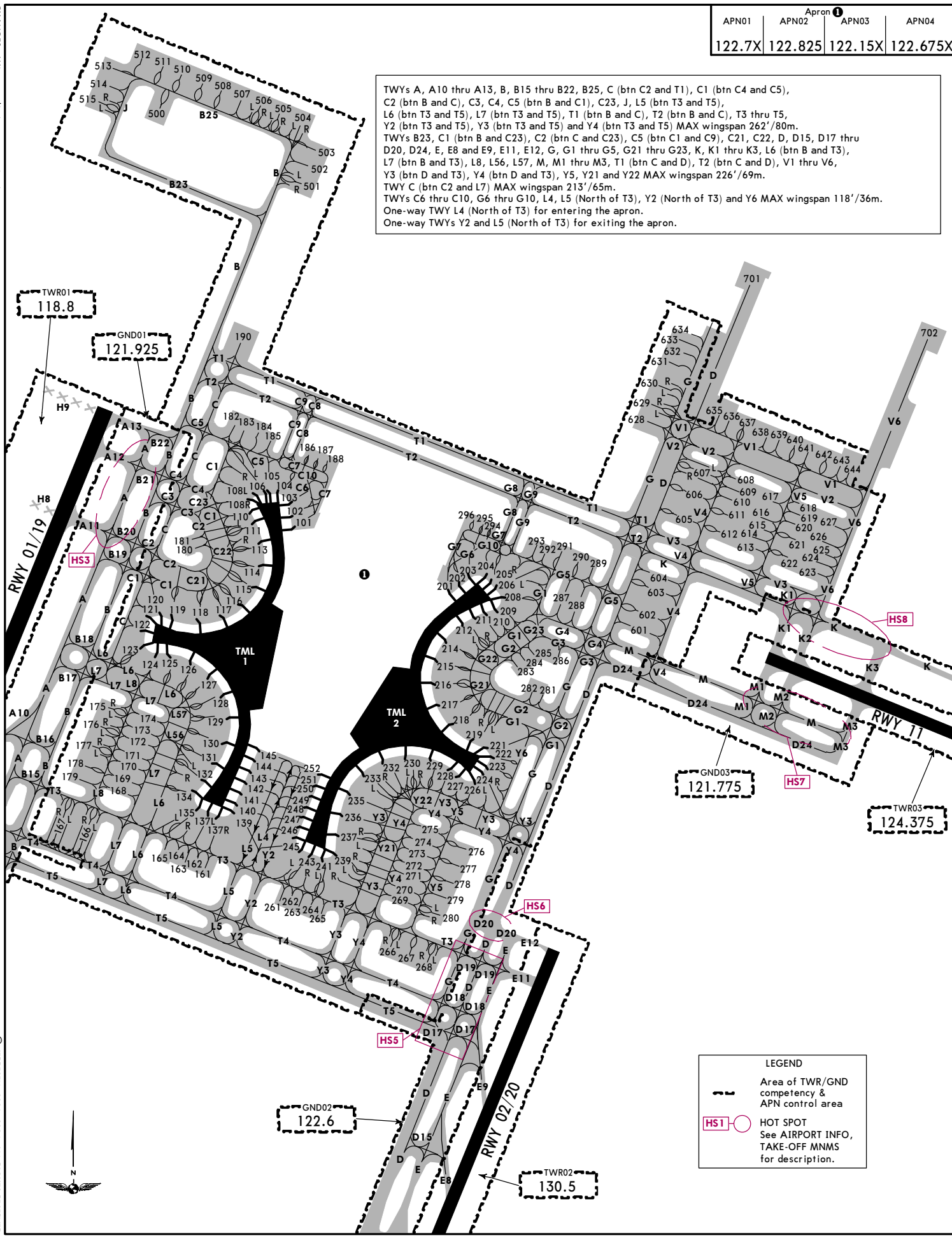
ADDITIONAL RUNWAY INFORMATION										
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH	
						LANDING	BEYOND			
	Threshold	Glide Slope								
01 ① 19	HIRL (60m)	CL (15m)	② HIALS-II	SFL	TDZ ③	RVR		12,090' 3685m	④	197' 60m
	HIRL (60m)	CL (15m)	② HIALS	SFL	③	RVR				
① Rwy grooved. ② length 900m ③ PAPI-L(3.0°)										
④ TAKE-OFF RUN AVAILABLE										
RWY 01:					RWY 19:					
From rwy head		13,123'(4000m)			From rwy head		13,123'(4000m)			
twy A2 int		12,631'(3850m)			twy A12 int		12,631'(3850m)			
twy A3 int		11,739'(3578m)			twy A11 int		11,644'(3549m)			
twy A4 int		9948'(3032m)								
02 ⑤ 20	HIRL (60m)	CL (15m)	⑥ HIALS-II	SFL	TDZ ⑦	RVR		9482' 2890m	⑧	148' 45m
	HIRL (60m)	CL (15m)	⑥ HIALS	SFL	⑦	RVR		9466' 2885m		
⑤ Rwy grooved. ⑥ length 900m ⑦ PAPI-L(3.0°)										
⑧ TAKE-OFF RUN AVAILABLE										
RWY 02:					RWY 20:					
From rwy head		10,499'(3200m)			From rwy head		10,499'(3200m)			
twy E2 int		10,007'(3050m)			twy E11 int		9970'(3039m)			
11 ⑨	HIRL (60m)	CL (15m)				RVR	NA		⑩	148' 45m
⑨ Rwy grooved. ⑩ TAKE-OFF RUN AVAILABLE										
RWY 11:										
From rwy head		12,467'(3800m)								
twy K2/M2 int		12,149'(3703m)								
twy K3/M3 int		11,220'(3420m)								
HOT SPOTS										
(For information only, not to be construed as ATC instructions.)										
[HS1] Intersection of TWYs A2, A3, A4, B2, B3, B7 and A: ACFT shall follow ATC instruction strictly, avoid entering A2, A3 or A4 by mistake.										
[HS2] Area intersected of TWYs A6 and A7, A8 and A9, intersection of TWYs B10 thru B14 and A: ACFT vacating from RWY shall not enter adjacent TWY, shall follow ATC instruction to leave this area as quickly as possible, otherwise may conflict with the following ACFT vacating from RWY.										
[HS3] Intersection of TWYs A11, A12, B20, B21 and A: When taxiing from B20 or B21 to A, ACFT shall follow ATC instruction strictly, avoid entering A11 or A12 by mistake.										
[HS4] Intersection of TWYs E2 and E: ACFT shall follow ATC instruction strictly, avoid entering E2 by mistake.										
[HS5] Rectangular area intersected by TWYs D17, D18, D19, G and E: While operating to North, vacating ACFT shall follow ATC instruction to leave this area as quickly as possible, otherwise may occur conflict with the following ACFT vacating from RWY; when operating to South, vacating ACFT shall follow ATC instruction strictly, avoid entering E11 by mistake.										
[HS6] Intersection of TWYs D20 and D: While operating to North, arrival ACFT taxiing along D20 may have conflict with departure ACFT taxiing to South along D; arrival ACFT shall follow ATC instruction strictly, avoid entering D by mistake, otherwise a conflict with ACFT along D from North to South taxiing out may occur.										
[HS7] Intersection of TWYs M1, M2, M3 and M: ACFT shall follow ATC instruction strictly, avoid entering M1, M2, M3 between M and RWY 11 by mistake.										
[HS8] Intersection of TWYs K1, K2, K3 and K: ACFT shall follow ATC instruction strictly, avoid entering K1, K2, K3 between K and RWY 11 by mistake.										
State										
TAKE-OFF (with reliable alternate)										
Rwys 01, 02, 11			All Rwys							
LVP must be in force					RL		NIL (DAY only)			
HUD & RL & CL			RL & CL							
2 TURB Eng or 3 & 4 Eng	A	R150m			R200m		R400m		R500m	
	B									
	C				R250m					
Other 1 & 2 Eng	D									
	Minimums not established by CAAC			R/V1600m						

CHANGES: Wingspan limits, communications.

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APN01	APN02	Apron 1	APN03	APN04
122.7X	122.825	122.15X	122.675X	

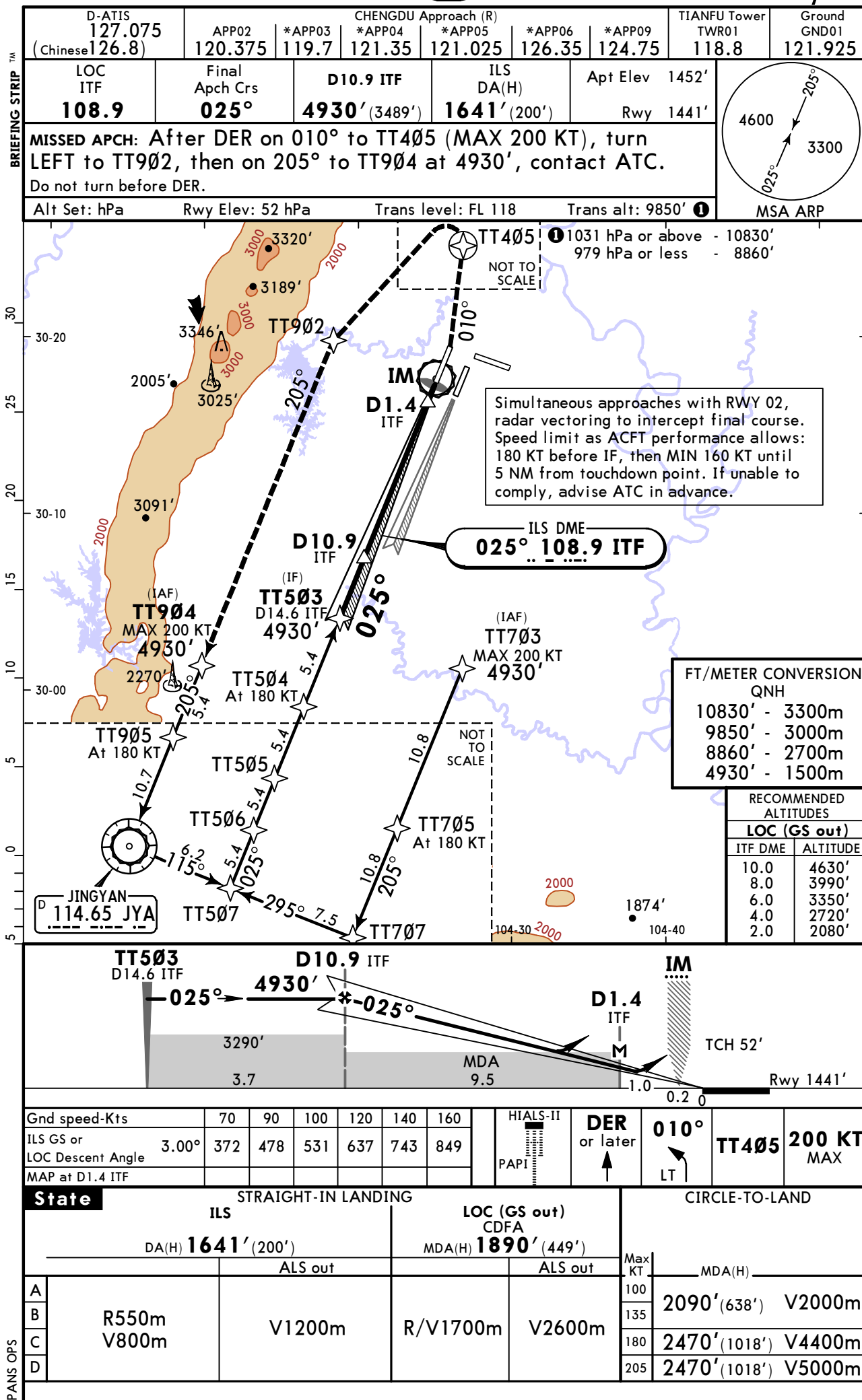
TWYs A, A10 thru A13, B, B15 thru B22, B25, C (btn C2 and T1), C1 (btn C4 and C5), C2 (btn B and C), C3, C4, C5 (btn B and C1), C23, J, L5 (btn T3 and T5), L6 (btn T3 and T5), L7 (btn T3 and T5), T1 (btn B and C), T2 (btn B and C), T3 thru T5, Y2 (btn T3 and T5), Y3 (btn T3 and T5) and Y4 (btn T3 and T5) MAX wingspan 262'/80m.
TWYs B23, C1 (btn B and C23), C2 (btn C and C23), C5 (btn C1 and C9), C21, C22, D, D15, D17 thru D20, D24, E, E8 and E9, E11, E12, G, G1 thru G5, G21 thru G23, K, K1 thru K3, L6 (btn B and T3), L7 (btn B and T3), L8, L56, L57, M, M1 thru M3, T1 (btn C and D), T2 (btn C and D), V1 thru V6, Y3 (btn D and T3), Y4 (btn D and T3), Y5, Y21 and Y22 MAX wingspan 226'/69m.
TWY C (btn C2 and L7) MAX wingspan 213'/65m.
TWYs C6 thru C10, G6 thru G10, L4, L5 (North of T3), Y2 (North of T3) and Y6 MAX wingspan 118'/36m.
One-way TWY L4 (North of T3) for entering the apron.
One-way TWYs Y2 and L5 (North of T3) for exiting the apron.



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JEPPESEN
11 OCT 24 (21-1)

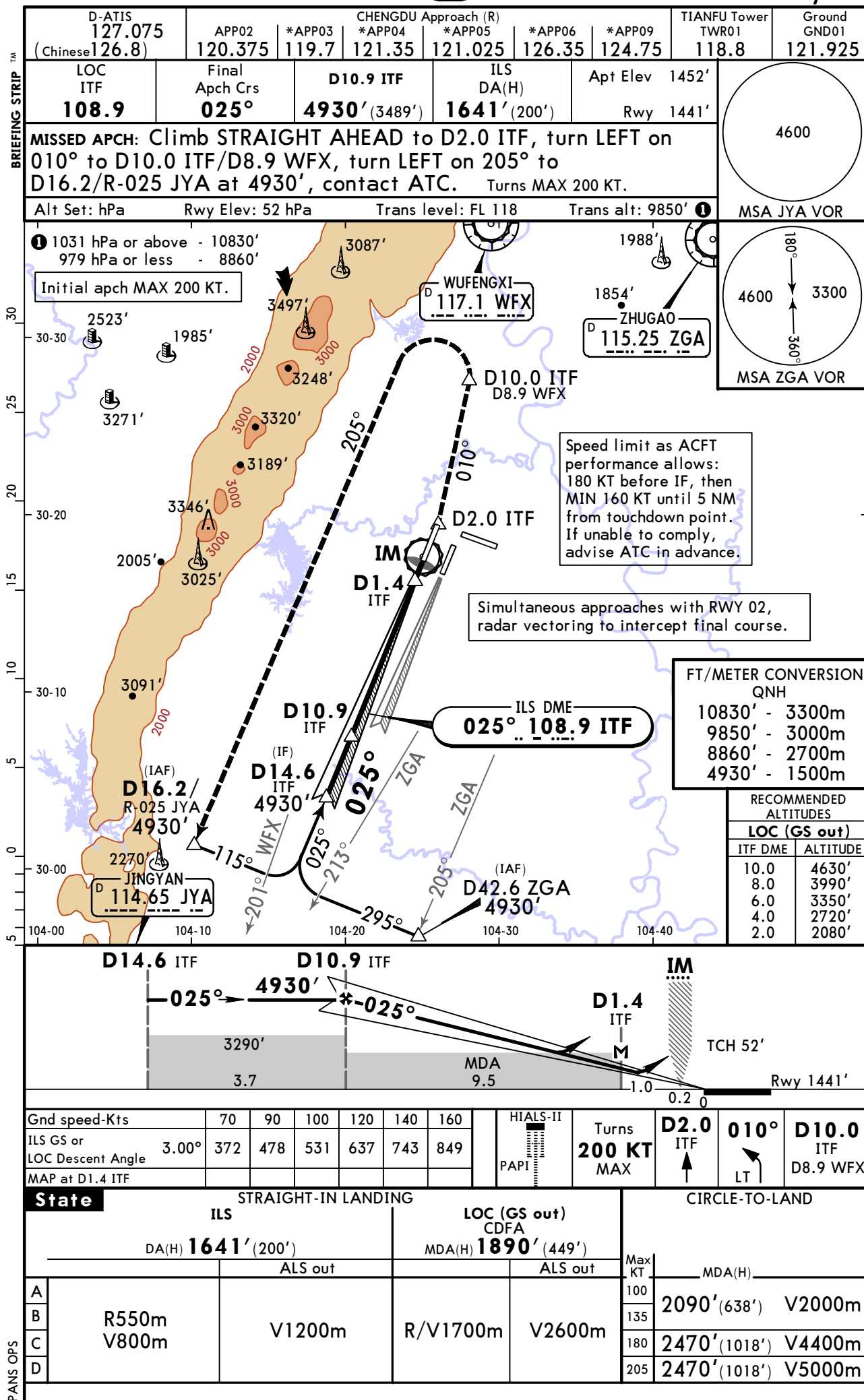
CHENGDU, PR OF CHINA
RNAV ILS DME Z Rwy 01



ZUTF/TFU
TIANFU

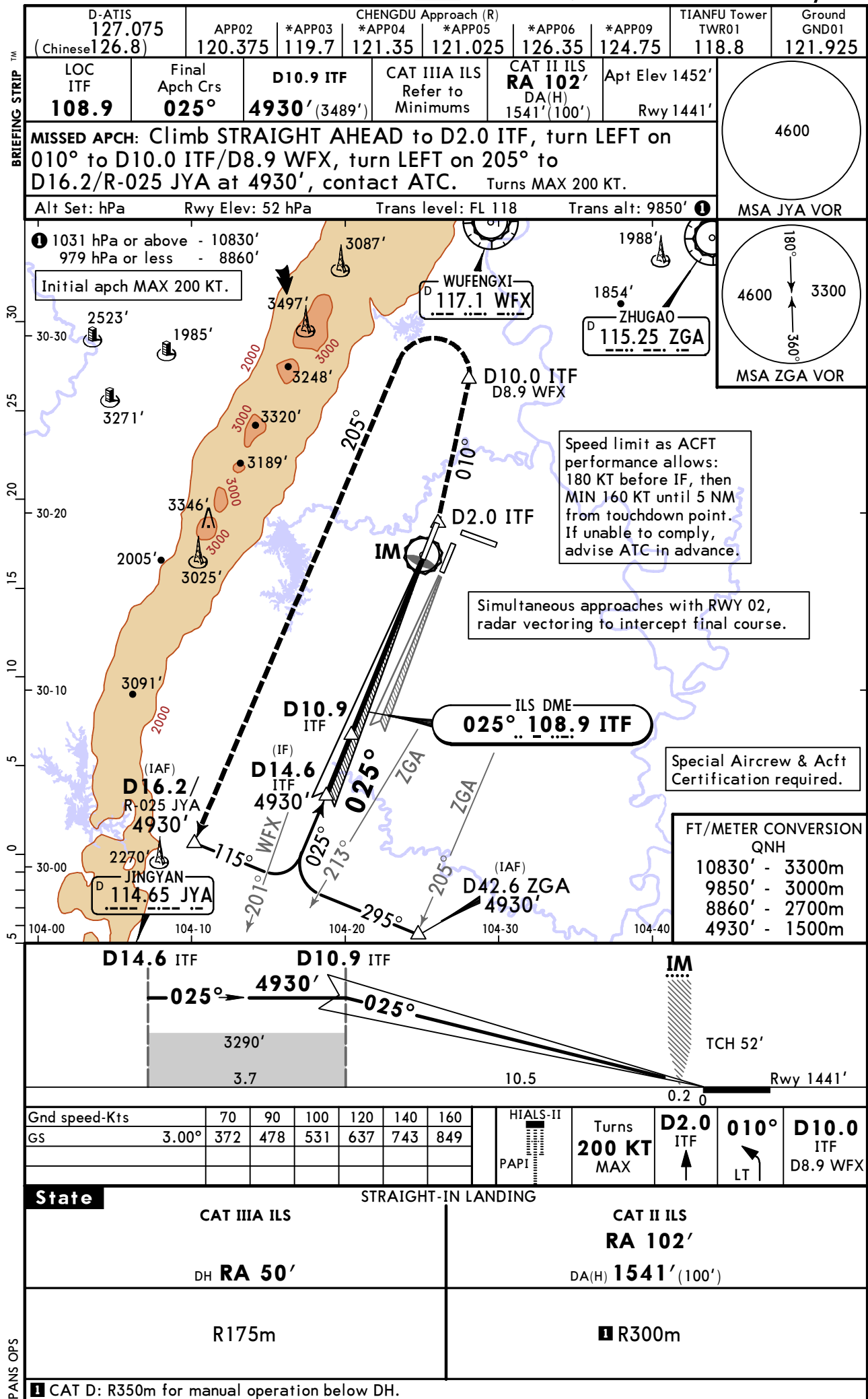
JEPPESEN
11 OCT 24 **(21-2)**

CHENGDU, PR OF CHINA
ILS DME Y Rwy 01



ZUTF/TFU
TIANFU

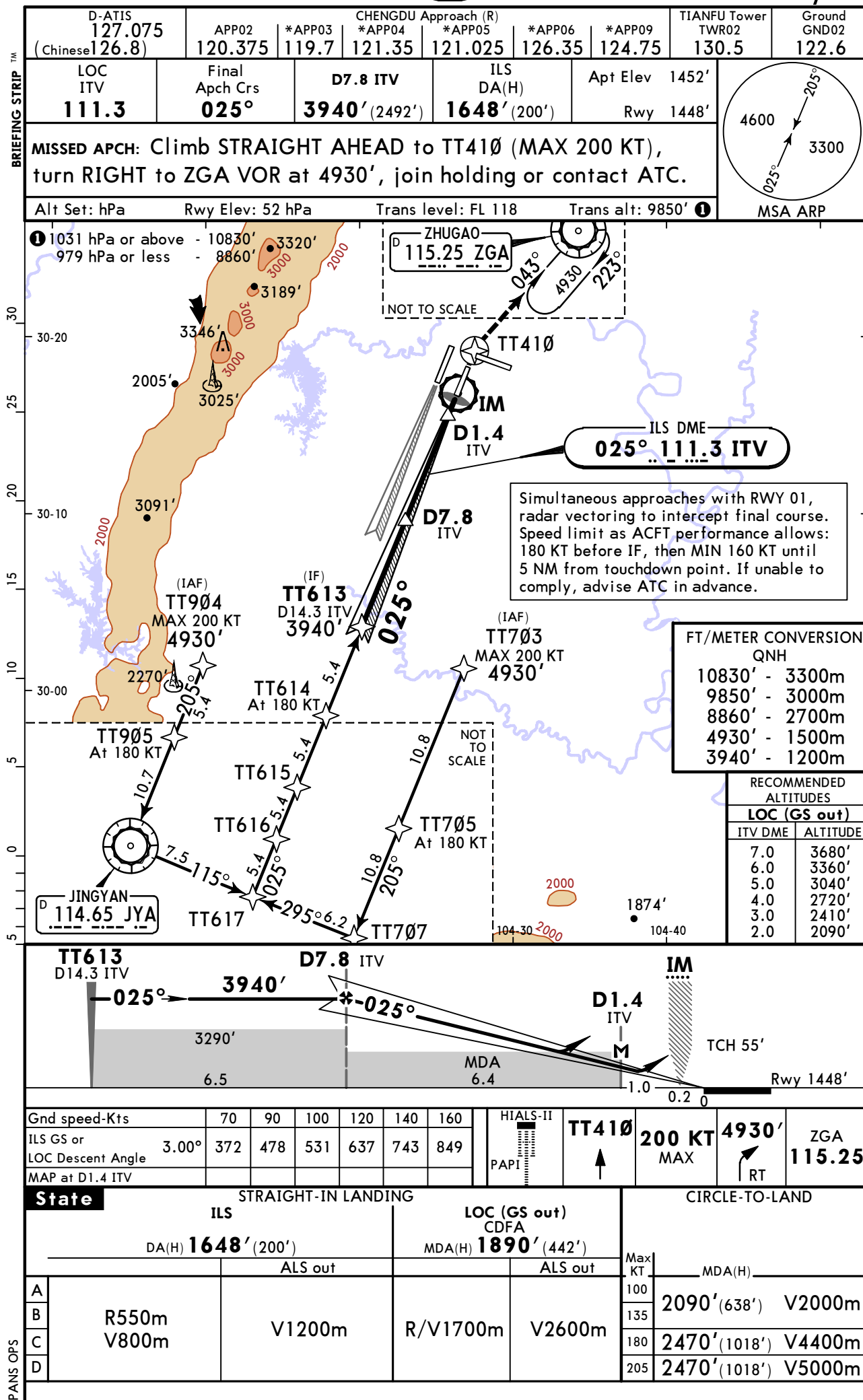
JEPPESSEN CHENGDU, PR OF CHINA
11 OCT 24 **(21-2A)** CAT II/III ILS DME Y Rwy 01



ZUTF/TFU
TIANFU

JEPPESEN
11 OCT 24 (21-3)

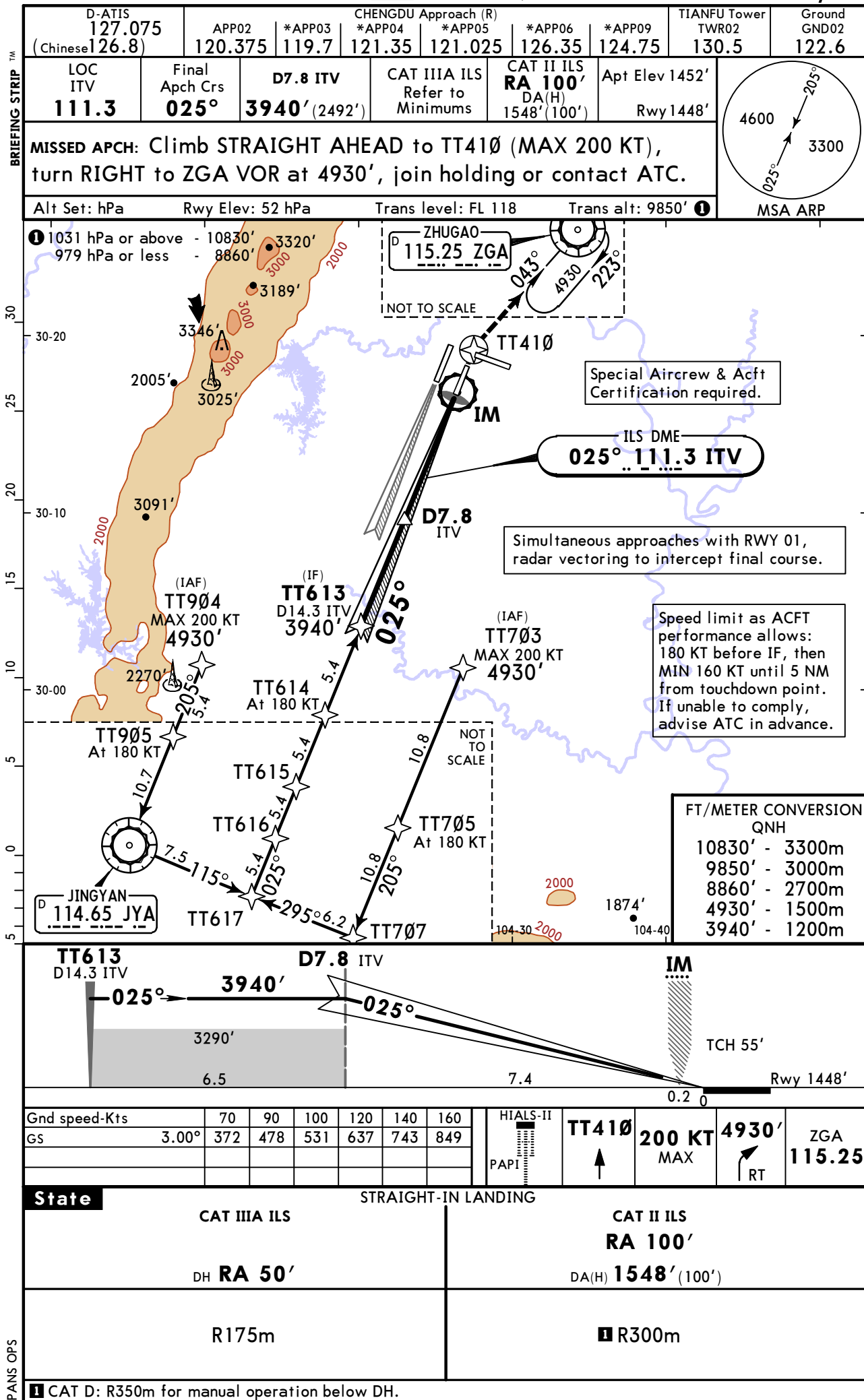
CHENGDU, PR OF CHINA
RNAV ILS DME Z Rwy 02



ZUTF/TFU
TIANFU

11 OCT 24 **21-3A** CAT II/III RNAV ILS DME Z Rwy 02

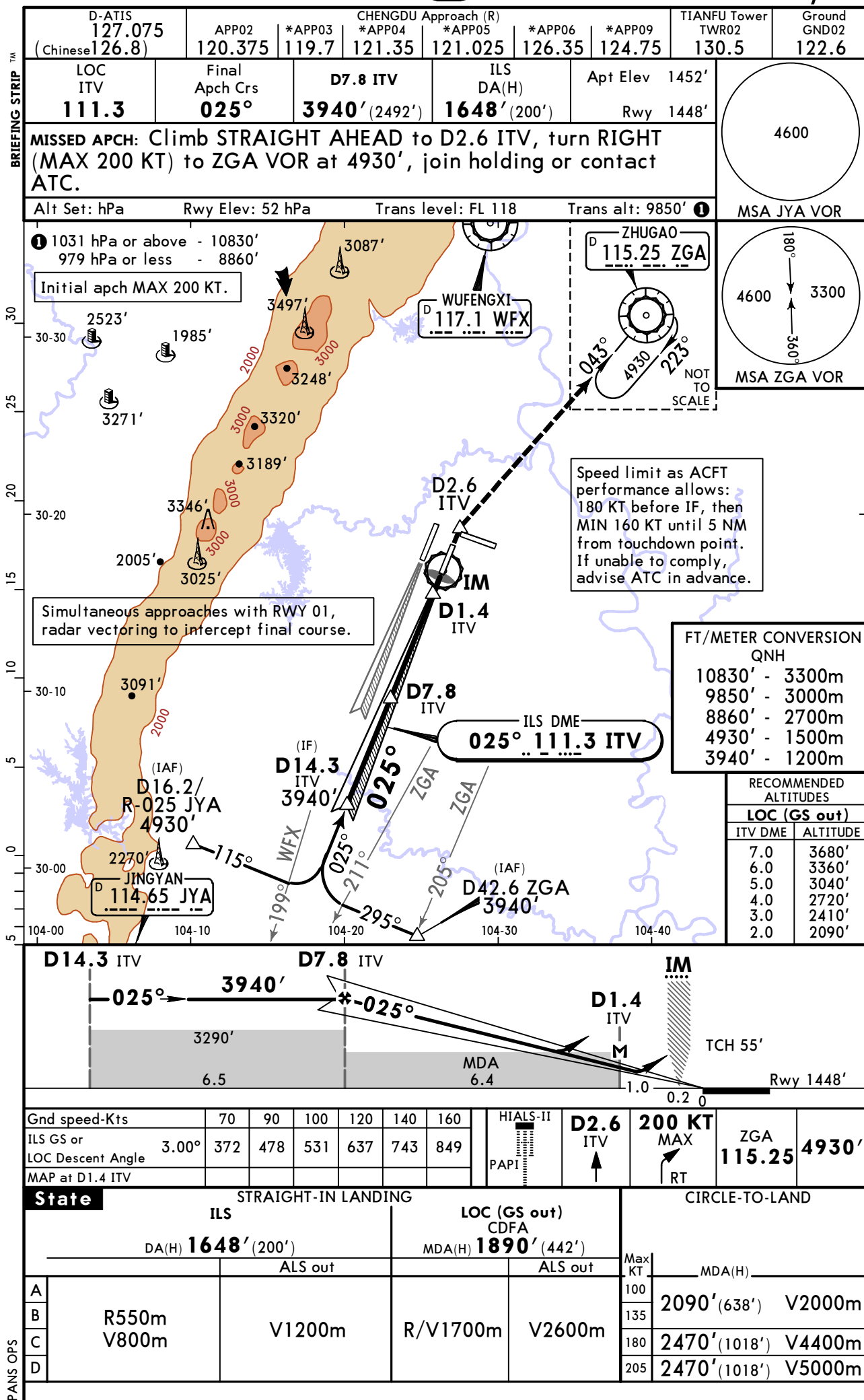
CHENGDU, PR OF CHINA



ZUTF/TFU
TIANFU

JEPPESEN
11 OCT 24 (21-4)

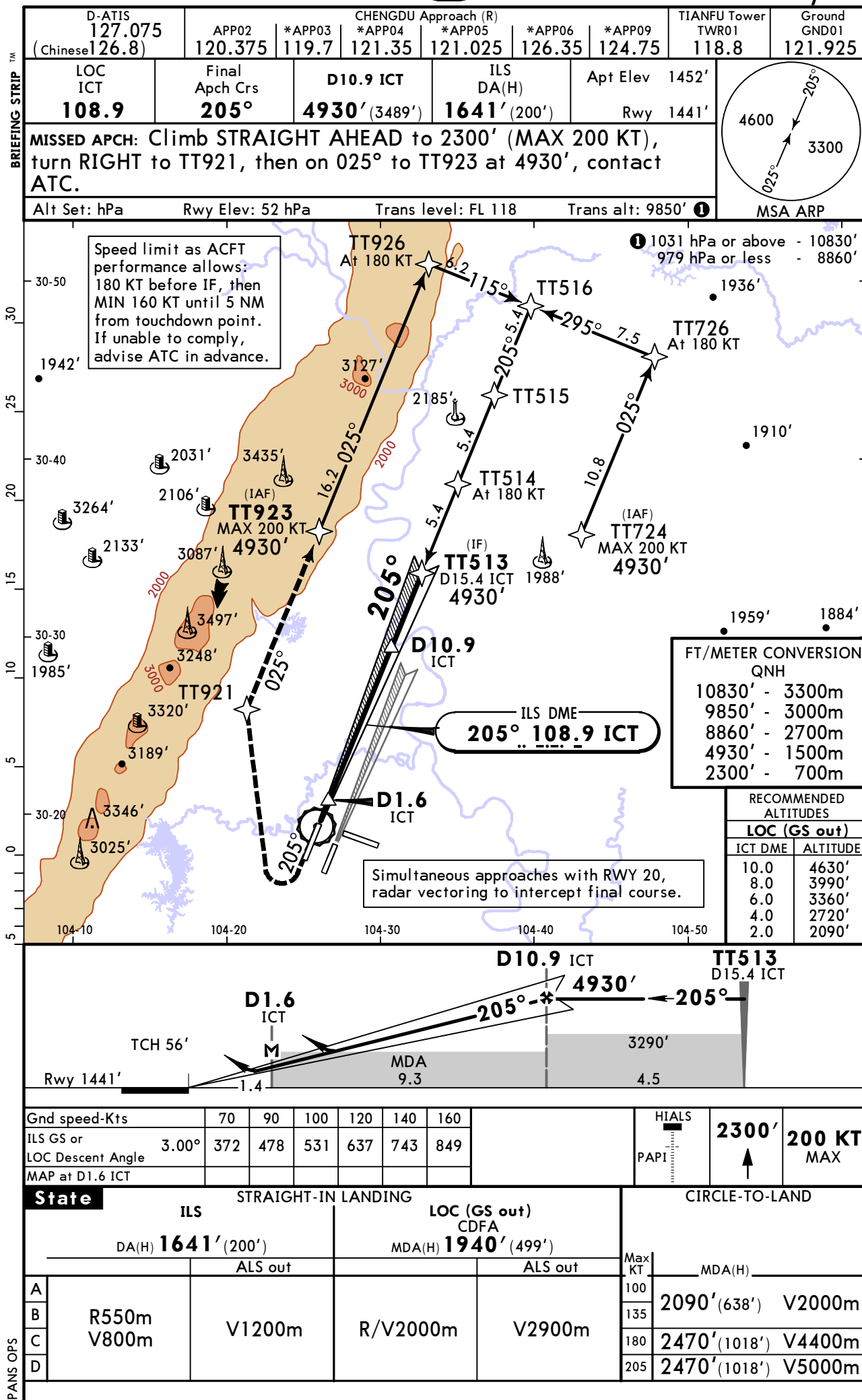
CHENGDU, PR OF CHINA
ILS DME Y Rwy 02



ZUTF/TFU
TIANFU

JEPPESEN
11 OCT 24 (21-6)

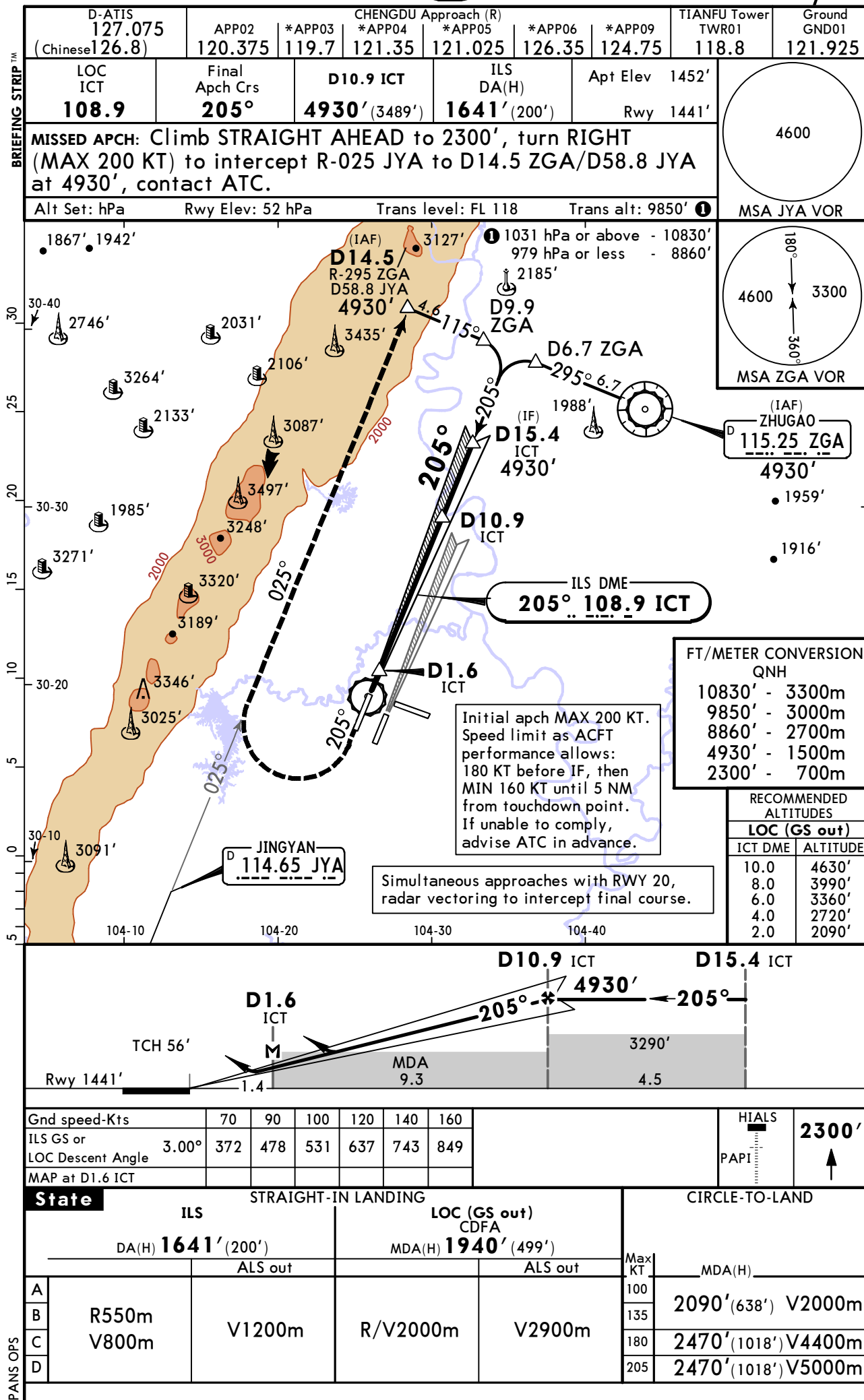
CHENGDU, PR OF CHINA
RNAV ILS DME Z Rwy 19



ZUTF/TFU
TIANFU

JEPPESSEN
11 OCT 24 (21-7)

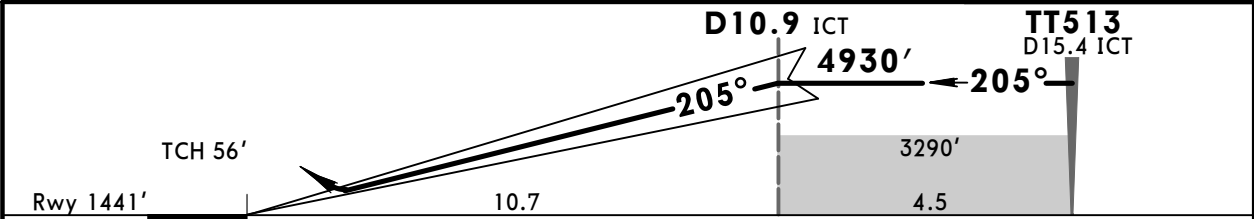
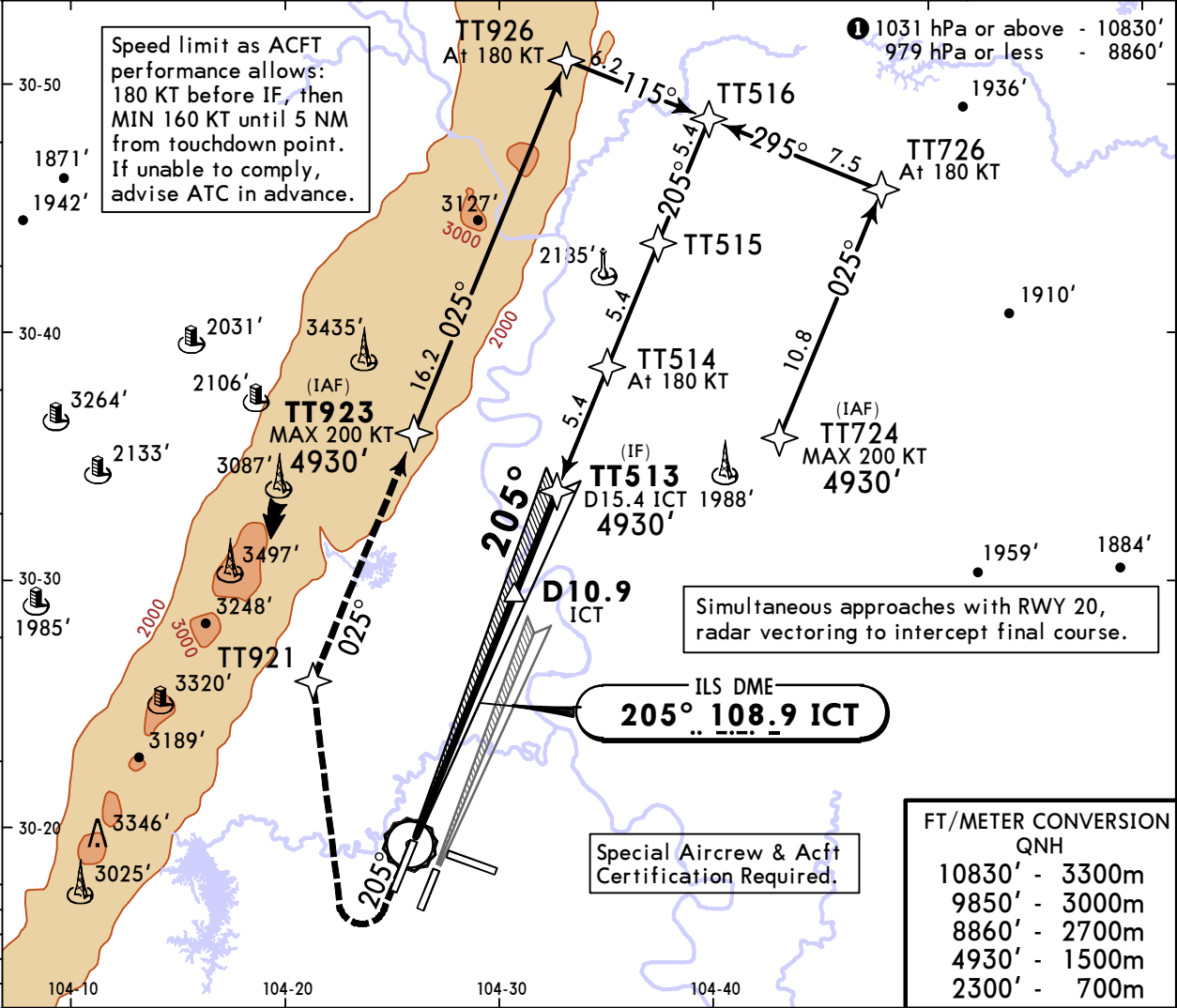
CHENGDU, PR OF CHINA
ILS DME Y Rwy 19



ZUTF/TFU
TIANFU

11 OCT 24 **21-7A** SA CAT I RNAV ILS DME Z Rwy 19

D-ATIS 127.075 (Chinese) 126.8)		CHENGDU Approach (R)						TIANFU Tower TWR01		Ground GND01	
120.375		*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	118.8		121.925		
LOC ICT 108.9		Final Apch Crs 205°		D10.9 ICT 4930' (3489')		SA CAT I ILS RA 161' DA(H) 1591' (150')		Apt Elev 1452' Rwy 1441'			
MISSED APCH: Climb STRAIGHT AHEAD to 2300' (MAX 200 KT), turn RIGHT to TT921, then on 025° to TT923 at 4930', contact ATC.											
Alt Set: hPa		Rwy Elev: 52 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA ARP			



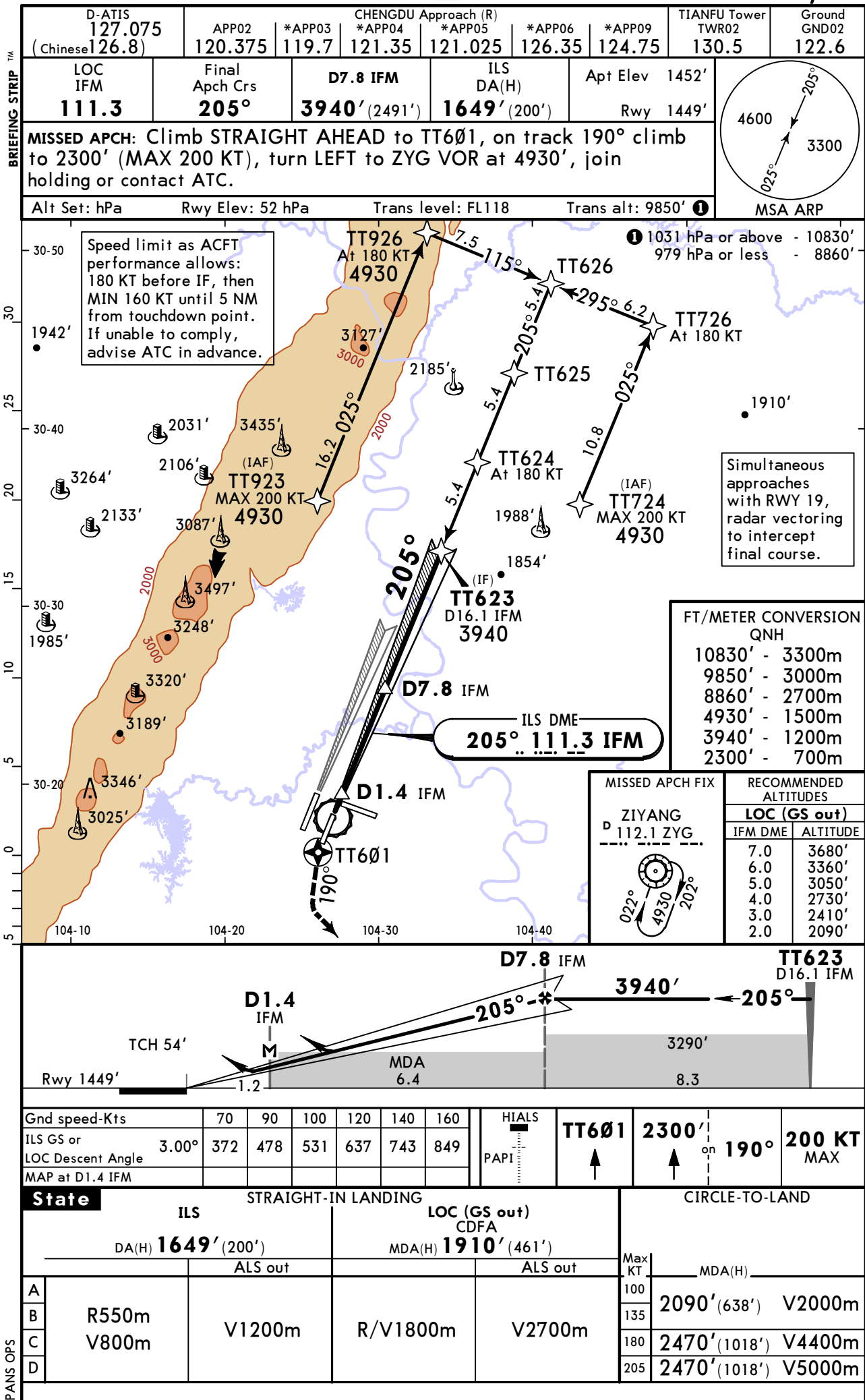
Gnd speed-Kts	70	90	100	120	140	160			2300'	200 KT MAX
GS 3.00°	372	478	531	637	743	849				

PANS OPS	State		STRAIGHT-IN LANDING ① SA CAT I ILS	
	RA 161'		DA(H) 1591' (150')	
	R450m		① HUD required.	

ZUTF/TFU
TIANFU

JEPPESEN
11 OCT 24 (21-8)

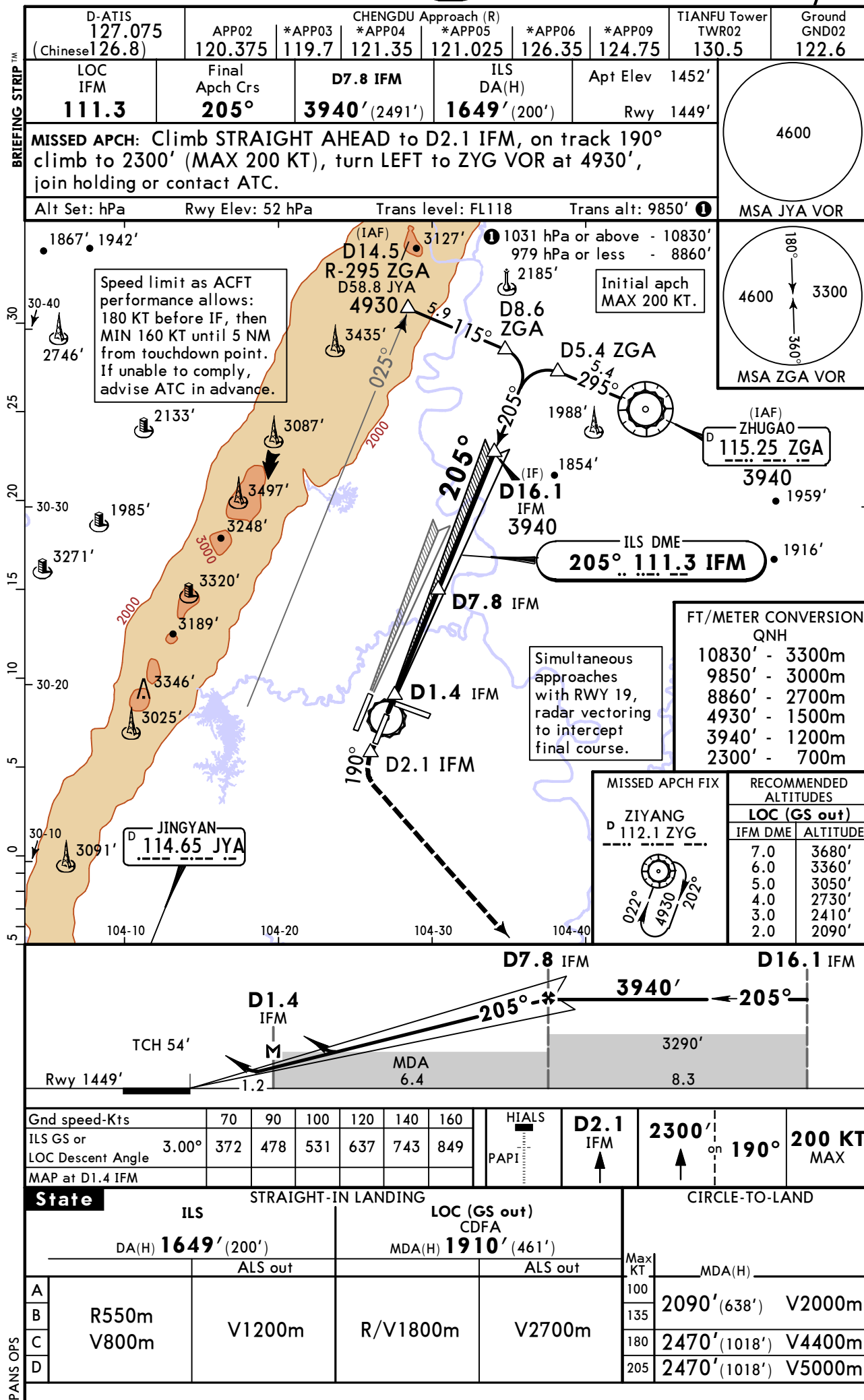
CHENGDU, PR OF CHINA
RNAV ILS DME Z Rwy 20



ZUTF/TFU
TIANFU

JEPPESSEN
11 OCT 24 **(21-9)**

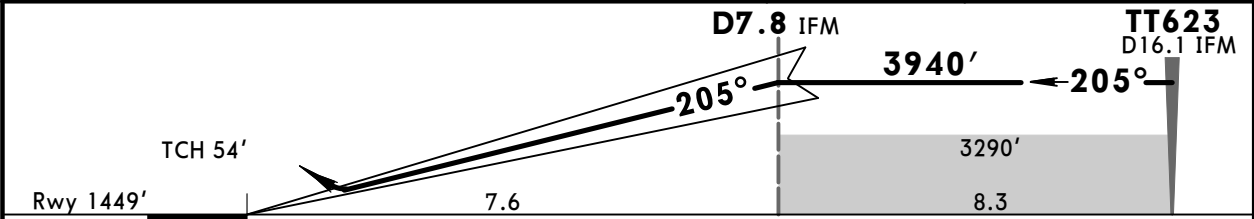
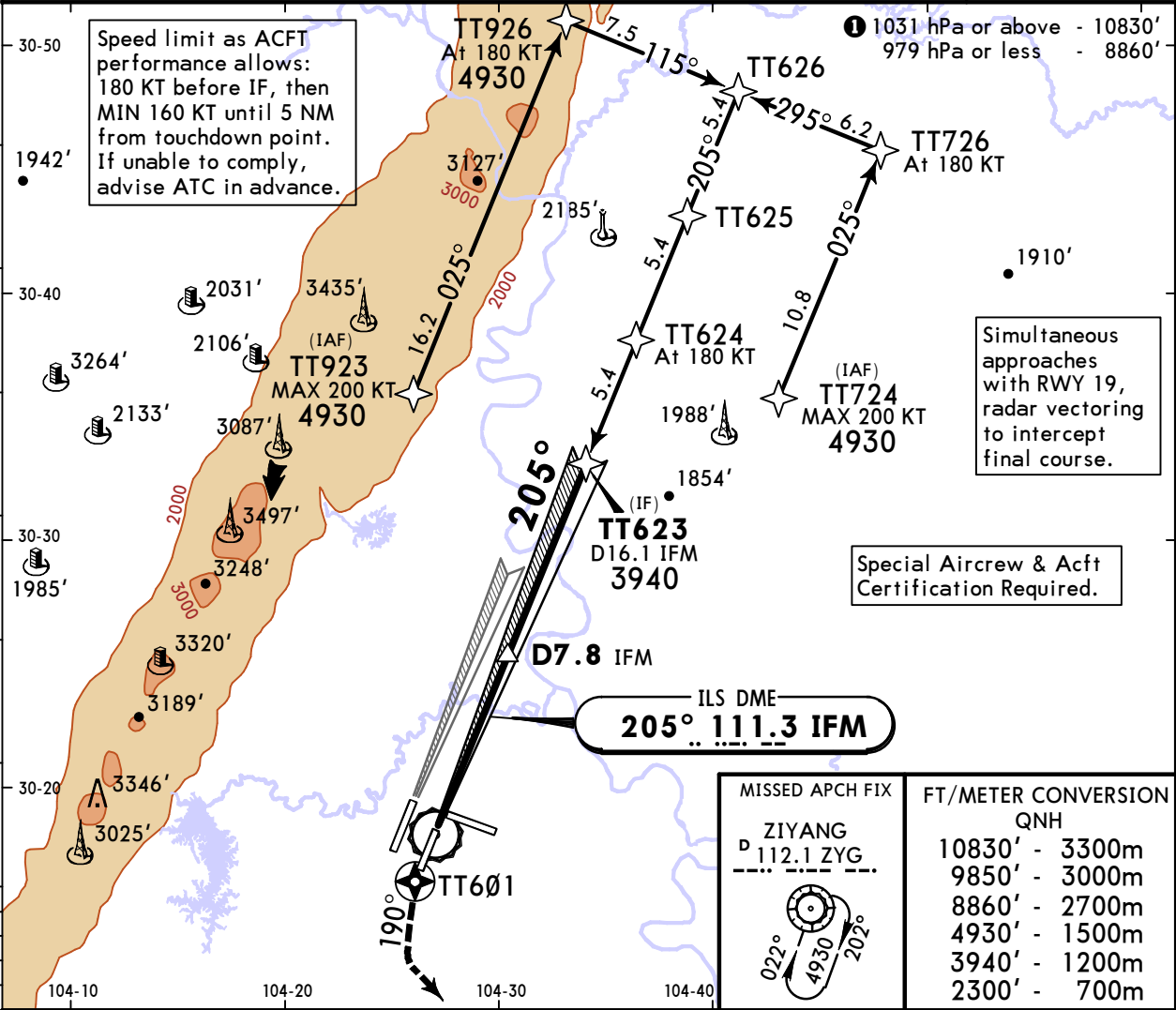
CHENGDU, PR OF CHINA
ILS DME Y Rwy 20



ZUTF/TFU
TIANFU

JEPPESEN CHENGDU, PR OF CHINA
11 OCT 24 (21-9A) SA CAT I RNAV ILS DME Z Rwy 20

D-ATIS 127.075 (Chinese 126.8)		CHENGDU Approach (R)						TIANFU Tower TWR02	Ground GND02
APP02 120.375		*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	130.5	122.6	
LOC IFM 111.3	Final Apch Crs 205°	D7.8 IFM 3940' (2491')		SA CAT I ILS RA 155' DA(H) 1599' (150')		Apt Elev 1452' Rwy 1449'			
MISSED APCH: Climb STRAIGHT AHEAD to TT601, on track 190° climb to 2300' (MAX 200 KT), turn LEFT to ZYG VOR at 4930', join holding or contact ATC.									
Alt Set: hPa		Rwy Elev: 52 hPa		Trans level: FL118		Trans alt: 9850' ①			
MSA ARP									



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	TT601	2300'	on 190°	200 KT MAX	
GS	3.00°	372	478	531	637	743		849	↑			↑

State		STRAIGHT-IN LANDING		① SA CAT I ILS	
		RA 155'		DA(H) 1599' (150')	
		R450m			
PANS OPS		① HUD required.			

ZUTF/TFU
TIANFU

11 OCT 24 (21-9B) SA CAT I ILS DME Y Rwy 20

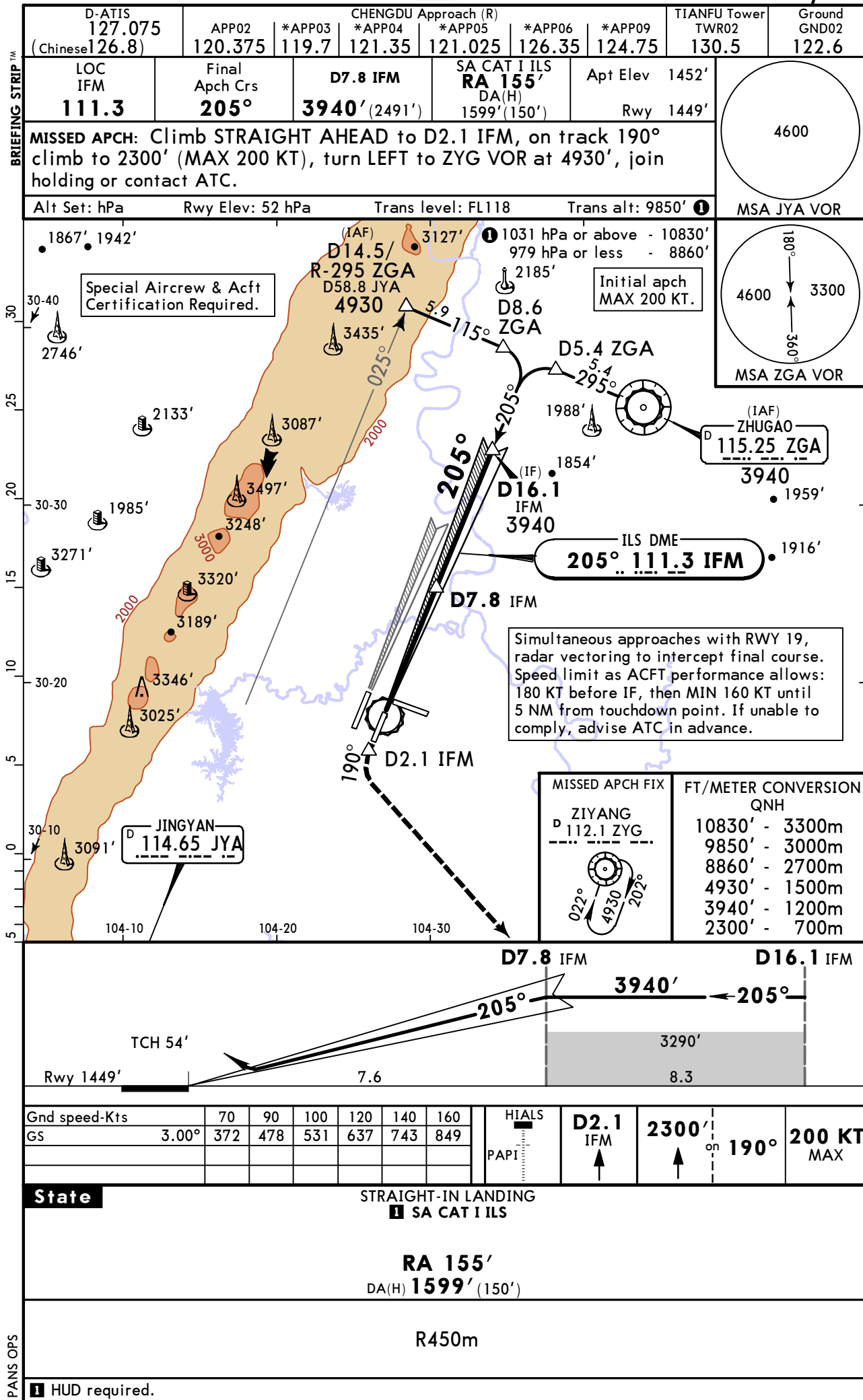


Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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CHENGDU, (TIANFU - ZUTF)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZUTF