

CHENG'DU (Shuangliu), China (CTU/ZUUU)

Elevation 1680ft

CATEGORY B

AV brief – not required

GENERAL

- Shuangliu Airport lies 8 nm SW of the city centre of Cheng'Du.
- The level of spoken English is likely to be poor and incorrect pilot readbacks may not be corrected by ATC; use standard R/T.
- For ACARS requests, VHF data can be intermittent especially on the ground. It is suggested to use SATCOM for this and this can be achieved by placing a frequency instead of DATA in VHF3.

Threats

CFIT

- The foothills of a NE/SW range of mountains begin to rise 25 nm W.
- Notable spot elevations in this mountain range, rounded up to the nearest 50ft, are:

	15,750 ft asl 50 nm N	
18,000 ft asl 58 nm NW		
17,650 ft asl 52 nm W		3,700 ft asl 17 nm E

- To the E at a distance of 17 nm is a range of hills also lying NE/SW with terrain to nearly 3,700ft asl.
- Driftdown procedures exist with the departure in particular requiring careful consideration.

Loss of Control

- Bird hazard especially during Apr/Jul/Sep and Oct.

Mid Air Collision

- Crews are required to fly 3 nm right offsets between DOREX and MORIT for all departures and arrivals in order to provide traffic separation. ATC may not always remind crews to do this.
- Airlines are only allowed one entry/exit route per Chinese destination so this corridor of airspace becomes congested with many airlines operating to CTU and HKG in particular, so you are likely to be held at a lower FL than planned until entering Mongolian airspace at MORIT.
- Flight Rules and Special Procedures peculiar to China. See OM C RIM – Mid/Far East Area for METRIC UNITS, ALTIMETRY and CRUISING LEVELS.

ARRIVAL
Diversions Airports

XI'AN (Xianyang)	XIY/ZLXY	337 nm/046°T	CAT B
KUNMING (Changshui)	KMG/ZPPP	334 nm/189°T	CAT B
HONG KONG	HKG/VHHH	731 nm/132°T	CAT B
SHANGHAI, Pudong	PVG/ZSPD	921 nm/088°T	CAT A
BEIJING	PEK/ZBAA	842 nm/047°T	CAT A

- Arrival ATIS given as 126.45 by ATC.
- Northerly operations are predominant with aircraft landing on 02R and taking off from 02L. However, occasionally a request to land on 02L may be successful and would help reduce taxi time to gate.
- In a Southerly configuration, crews can expect 20R for landing.
- For Rwy 02L/R the arrival is DOREX – JTG – WFX – WFX01A/02A. ATC have indicated crews can expect to fly DOREX – CZH – CZH01A/02A.
- Should you approach the start of the STAR and a STAR or onward clearance not been granted by ATC despite requesting it, then maintain your present heading when flying over the first waypoint of the STAR.

GROUND

- On arrival, you may get a follow me car to the gate.
- BA use parking stands 104 or 106 in Terminal 1 (The international terminal).

DEPARTURE

- APU should not normally be started until at least 30 minutes prior to STD.
- Pushback and taxi delays can be in the region of 20 to 30 mins so it is recommended to be ready to push back ahead of STD.
- Emergency turn procedures exist for certain SIDs. See CARD/Performance manual for details.
- In a northerly configuration, crews can expect takeoff from 02L.
- Early morning (before 0030Z), with few arrivals and many departures, ATC often operate both runways for takeoff with northbound aircraft (inc JTG SIDs) using 02L and South/Eastbound aircraft (ZYG SIDs) using 02R.
- If a southern configuration is used then ATC will generally use 20L but may occasionally use 20R which would significantly reduce taxi time.
- Rwy 02L expect a JTG01D SID.
- Rwy 20L expect to go straight ahead to an altitude provided by ATC followed by a left turn to JTG and can use the JTG31D SID for planning purposes.
- Briefings should cover the period between the end of the SID and OMBON in particular as specified in the Performance Manual. This should include elements of an airborne return or continuation to LHW such as aircraft handling, fuel jettison, high elevation airfield performance and terrain awareness.

WEATHER

- The weather at Cheng'Du is temperate.
- Humid conditions prevail throughout the year with frequent morning fog, but this is generally short-lived and rarely lingers on through the day. Visibility is usually less than 5 km and can often be less than 2 km. Approximately 5 days a year (mostly Jan, Feb) fog can cause airfield closure for periods of 4-8 hours.
- Thunderstorms are rare in winter but increase during the summer, peaking in August at a mean of 10 per month.
- High rainfall during summer averaging over 11" in Aug.
- Snow is rare, even in the winter months.

OPERATIONAL INFORMATION

Handling Agent	CDGS CHENGDU SHIANGLU INTL APT GROUND SERV
Handling Agent VHF	131.5
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use APU
If BOTH electrical power and air conditioning is required:	Use APU