中国民航 CAAC

CIVIL AVIATION ADMINISTRATION OF CHINA

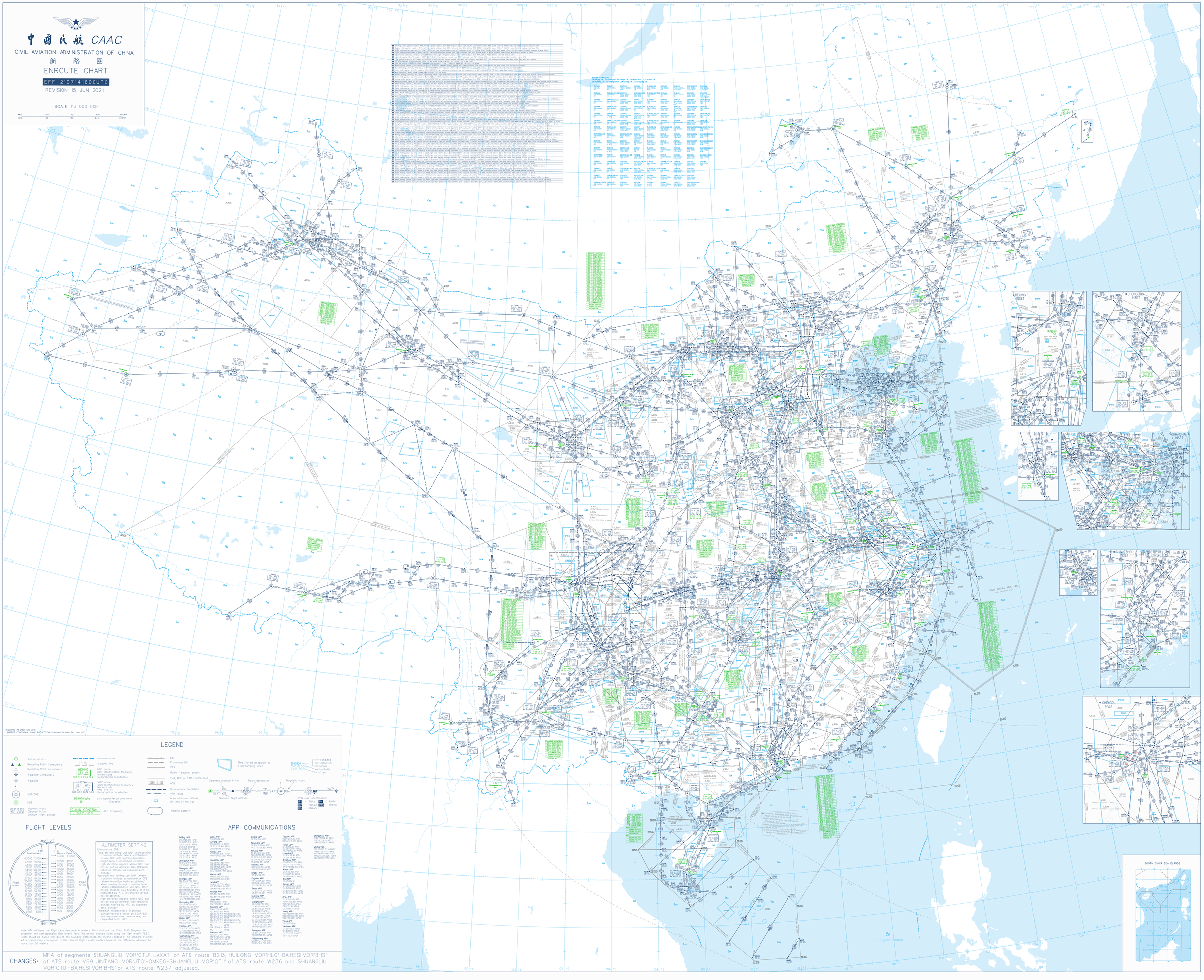
航路图

ENROUTE CHART

EFF 2107141600UTC

REVISION 15 JUN 2021

SCALE 1:3 000 000



ISOGONIC INFORMATION 2015
LAMBERT CONFORMAL CONIC PROJECTION Standard Parallels 24° and 40°

LEGEND

Civil aerodrome
Reporting Point Compulsory
Reporting Point on request
Waypoint Compulsory
Waypoint
VOR/DME
NDB
067° 210 km 2000 — Magnetic track; Distance in km; Minimum flight altitude
National border
Isogonic line
WENING 222.1 MHz N36 55.8 E104 16.5 — NDB name; NDB identification frequency; Morse code; Geographical coordinates
HOTAN 113.1 MTN N37 02.2 E079 55.5 — VOR name; VOR identification frequency; Morse code; DME channel; Geographical coordinates
BEIJING/Capital 36 — City name/Aerodrome name; Elevation
QUILIN CONTROL 123.75 TSU E — ATC Frequency
FIR
Provisional FIR
CTA
Radio frequency sector
TMA, APP or TWR controlzone
ADIZ
Diversionary procedure
VFR route
Area minimum altitude (in tens of meters)
Holding pattern
Restricted airspace or Fuel-dumping area
ZSR654 GND-12000m 2100-9600 — (P) Prohibited; (R) Restricted; (D) Danger; Vertical limits; Hr of opn
Segment distance in km
Route designator
Magnetic track
Minimum flight altitude
PBN NAV specification: RNAV5, RNAV1, RNAV2, RNP4, RNP10, RNP2

FLIGHT LEVELS

ALTIMETER SETTING

Enroute:Use QNE.
Take-off and climb:Use QNH until reaching transition altitude (where established); or use QFE until reaching transition height (where established) or 600m. High elevation airports where QFE can not be set on altimeter:Use QNE with indicated altitude as assumed zero altitude.
Approach and landing:Use QNH (where transition altitude established) or QFE (where transition height established) when passing through transition level (where established); or use QFE after having crossed TMA boundary or TT so descending to QFE if transition levels not established.
High elevation airports where QFE can not be set on altimeter:Use QNE with altitude notified by ATC as assumed zero altitude).
Transition height/level or Transition altitude/level are shown on the Area SID and approach chart, and/or may be requested from ATC.

Note: ATC will issue the Flight Level clearance in meters. Pilots shall use the China FLAS Diagram to determine the corresponding flight levels in feet. The aircraft shall be flown using the flight levels in FEET. Pilots should be aware that due to the rounding differences, the metric readout of the onboard avionics will not necessarily correspond to the cleared Flight Level in meters however the difference will never be more than 30 meters.

APP COMMUNICATIONS

Beijing APP
124.4/125.0(S) APO2
119.0/125.0(S) APO2
124.4/125.0(S) APO2
123.0/124.4 APO2
118.7/125.0(S) APO6
124.4/125.0(S) APO2
127.7/132.4 APO8
125.0/132.0 APO2
124.4/125.0(S) APO2

Changchun APP
118.4/127.0 APO1
125.0/132.0 APO2

Changsha APP
118.6/120.6(S) APO1
124.4/125.0(S) APO2
124.4/125.0(S) APO2

Changzhi APP
118.6/120.6(S) APO1
124.4/125.0(S) APO2

Changzhou APP
124.4/125.0(S) APO2
132.1/135.0(T) APO2
132.1/135.0(T) APO2
124.4/125.0(S) APO2
121.0/125.0(S) APO2
124.4/125.0(S) APO2
118.4/120.0(S)132.0(S) APO8
124.4/125.0(S) APO2

Chongqing APP
125.2/118.7(S) APO1
124.4/125.0(S) APO2
118.7/118.1(S) APO2
127.3/125.0(S) APO2
124.4/125.0(S) APO2

Dalian APP
124.4/125.0(S) APO2
118.4/127.0(S) APO2

Fuzhou APP
124.4/125.0(S) APO2
124.3/132.0(S) APO2
127.8/133.0(S) APO2

Guangzhou APP
126.7/127.7(T) APO2
124.4/125.0(S) APO2
126.7/118.6(S) APO2
121.0/124.2(S) APO2
124.4/125.0(S) APO2
121.0/132.7(T) APO6

Guilin APP
124.4/125.0(S) APO2

Guiyang APP
124.4/125.0(S) APO2
118.2/120.7(S) APO2
123.0/126.1(S) APO2

Harbin APP
124.4/125.0(S) APO2
118.3/124.0(S) APO2

Hangzhou APP
125.0/132.8(S) APO2
124.4/125.0(S) APO2
125.0/132.2(T) APO2
124.4/125.0(S) APO2
118.1/127.0(S) APO5

Hefei APP
124.4/125.0(S) APO2
118.7/120.1(T) APO2
124.4/125.0(S) APO2

Hetai APP
118.8/119.0(S) APO2
124.4/125.0(S) APO2
124.4/126.0(S) APO2

Huhhot APP
124.8/126.0(S) APO1
123.8/126.0(T)(S) APO2

Jinan APP
124.4/125.0(S) APO1
118.2/124.0(S) APO2

Kunming APP
124.4/125.0(S) APO2
123.8/125.0(S) APO2
124.2/127.0(S) APO8/APO5(D4)
124.2/127.0(S) APO8/APO5(D2)
121.6/126.0(S) APO4
124.2/127.0(S) APO8/APO5(D4)
124.2/127.0(S) APO8/APO5(D2)
NL APO8
NL 225NM APO8
NL APO8

Lanzhou APP
124.4/125.0(S) APO2
118.2/125.0(S) APO2
124.2/125.0(S) APO2
118.4/127.0(S) APO8
118.8/125.0(S) APO2

Lijiang APP
118.6/126.0(S)

Nanchang APP
124.4/125.0(S) APO2
118.6/120.2(S) APO2

Nanjing APP
118.2/125.0(S) APO2
124.4/125.0(S) APO2
118.7/120.1(T) APO2
121.0/132.7(T) APO2
124.4/125.0(S) APO2
118.2/125.0(S) APO2
118.2/126.8(S) APO2

Nanning APP
118.6/126.1(S)

Qingdao APP
124.4/125.0(S) APO2
123.7/124.2(S) APO2

Sanya APP
123.7/125.1(S) APO2
124.4/125.0(S) APO2

Shantou APP
120.4/124.2(S)

Shanghai APP
125.3/118.7(S) APO2
124.4/125.0(S) APO2
125.8/126.2(T) APO2
123.8/118.2(T) APO2
124.2/127.0(S) APO8/APO5
121.5/118.7(S) APO2
124.2/127.0(S) APO8
121.7/119.1(S) APO8
125.8/126.2(S) APO2
124.4/125.0(S) APO2

Shenyang APP
125.0/126.5(S) APO1
118.8/124.0(S) APO2

Shijiazhuang APP
124.4/125.0(S) APO2
118.2/125.0(S) APO2

Taiyuan APP
118.2/125.0(S) APO2
124.4/125.0(S) APO2

Tianjin APP
124.4/125.0(S) APO2
125.7/125.0(S) APO2

Urumqi APP
125.2/118.6(T) APO2
124.4/125.0(S) APO2

Wenzhou APP
118.4/125.0(S) APO2
124.4/125.0(S) APO2
127.8/132.0(S) APO2

Wuhan APP
124.4/125.0(S) APO2
125.3/125.0(S) APO2
118.2/125.0(S) APO2

Wuhu APP
118.4/124.4

Xiamen APP
124.4/125.0(S) APO2
121.0/118.0(S) APO2
123.8/118.8(S) APO2
125.0/126.8(S) APO2

Xi'an APP
124.4/125.0(S) APO2
118.0/125.0(S) APO2
118.6/126.0(S) APO2
124.4/125.0(S) APO2
120.2/125.4(S) APO5

Xining APP
124.4/125.0(S) APO2
118.8/119.6(S) APO2
118.2/119.6(S) APO2

Yantai APP
124.4/125.0(S) APO2

Yinchuan APP
124.0/118.5 APO2
125.0/118.5 APO2
124.4/125.0(S) APO2
118.4/118.0 APO4

Zhengzhou APP
124.4/125.0(S) APO2
125.0/124.2 APO2
124.8/127.0(S) APO2

Zhuhai TWA
120.3/125.5(S)(T)APO
118.7/125.5(S)(T)APO
123.8/118.7(S)(T)APO
118.0/125.5(S)(T)APO4
121.9/118.7(S)(T)APO

CHANGES: MFA of segments SHUANGLIU VOR'CTU'-LAXAT of ATS route B213, HUILONG VOR'HLC'-BAIHESI VOR'BHS' of ATS route V69, JINTANG VOR'JTG'-OMKEG-SHUANGLIU VOR'CTU' of ATS route W236, and SHUANGLIU VOR'CTU'-BAIHESI VOR'BHS' of ATS route W237 adjusted.