中国民航 CAAC

CIVIL AVIATION ADMINISTRATION OF CHINA

航路图

ENROUTE CHART

EFF 1910091600UTC

REVISION 01 SEP 2019

ERC3:
ZLLL updates around Beijing TMA, established or adjusted. ZLLLAR05/06/11/12 established, ZLLLAR01/02/04/07/08 adjusted.ATS route W315,W392 adjusted. ZLHAAR06 zero-time established. Routes V15,W215,W216,W219, W234,W235,W236, W237,W238,W239 W2201 W492 established. Route W215,W216,W219,W234,W235 adjusted. FREQ of the L888 emergent frequency changed. ZGGGAR01/02/03/04 established. ZGSHAR05/06/07/08 established. ZBTYAR03/05 adjusted. ZBYIAR05/06 established. ZBYIAR01/02/03/04 adjusted. ZBAAWR08-28/30/31 established, ZBAAWR08-27 adjusted. SHJiazhuang APP adjusted.

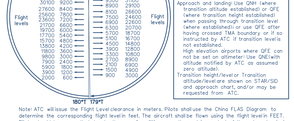
ERC4:
ZUUU established. ATS route A588 established.ZLLLAR05/06/11/12 established.ZLLLAR01/02/03/07/08 adjusted. ATS route W315, W392 adjusted. ZLLLAR05/06/11/12 established.
ZLHAAR06 zero-time established. ATS route W315,W392 adjusted.
Part of the L888 emergent escape procedure withdrawn.
Shuoxi VOR/DME withdrawn. ZUUUAR01/03/05/08/12/15/17/18/21/22/23 adjusted.

SCALE 1:3 000 000

LEGEND

- Civil aerodrome
- Reporting Point Compulsory
- Reporting Point on request
- Waypoint Compulsory
- Waypoint
- VOR/DME
- NDB
- National border
- Radio frequency sector
- NDB name / NDB Identification frequency / Morse code / Geographical coordinates
- VOR name / VOR Identification frequency / Morse code / DME channel / Geographical coordinates
- Restricted airspace or Fuel dumping area
- BEIJING/Capital 36 — City name/Aerodrome name / Elevation
- FIR
- Provisional FIR
- CTA
- TMA, APP or TWR control area
- ADIZ
- Diversionary procedure
- VFR route
- Isogonic line
- 1 in 60 — Area minimum altitude (in tens of meters)
- 135 — Minimum flight altitude
- 055°/235° 55 2404 — Magnetic track / Distance in km
- GULIN CONTROL 119.75 133.10 — ATC Frequency
- Holding pattern
- ZS8536 (P) Prohibited (R) Restricted (D) Danger — Vertical limits of opn
- Segment distance in km — Route designator — Magnetic track
- 210 — Minimum flight altitude
- PBN NAV specification: (B) RNAV1, (C) RNAV2, (D) RNP4, (E) RNAV5, (F) RNP10

FLIGHT LEVELS



Note: ATC will issue the Flight Level clearance in meters. Pilots shall use the China FLAS Diagram to determine the corresponding flight level in feet. The aircraft shall be flown using the flight level 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.

ALTIMETER SETTING

Enroute/Low ONE

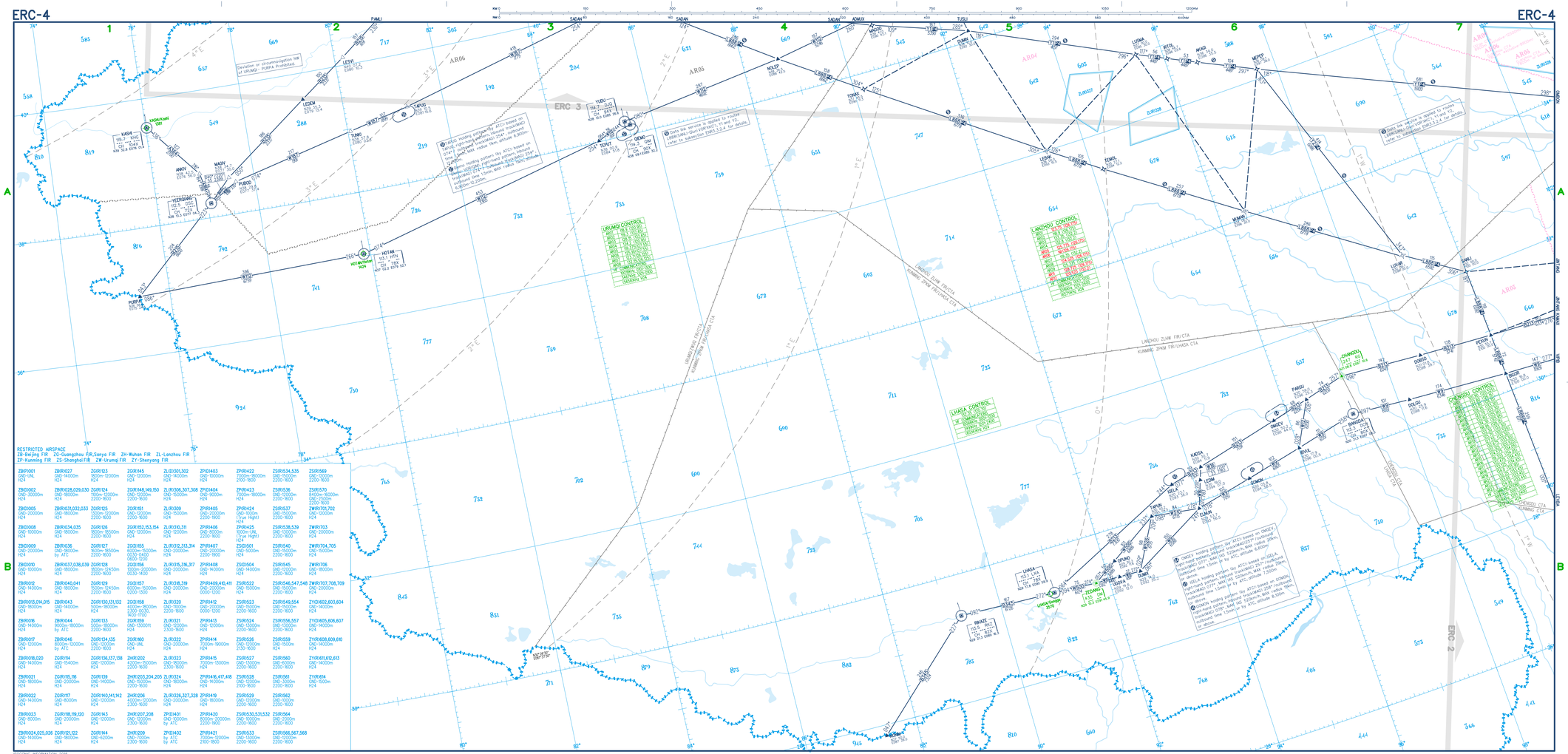
Take-off and climb: Use QNH until reaching transition altitude (where established) or use QFE until reaching transition. Use QNH when passing through transition level.

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 altitude not established). When passing through transition level (where established) or use QFE after having crossed TMA boundary or if so instructed by ATC. If transition level is 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 STAR/SID and approach chart, and/or may be requested from ATC.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ERC-4
ERC 3
ERC 2
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ADMUX
TUSLI
LEDEM
LEVIV
KASHI
MAGVI
ANKOV
TUNIU
TUDU
NOLEP
TONAK
LUXIM
BITUS
NIKAG
MEVOS
LEGAK
FEMOS
MINAN
PUBOD
YEERGANG
HOTAN
DEMO
TEPUX
URUMQI CONTROL
LANZHOU CONTROL
CHENGDU CONTROL
LHASA CONTROL
LANZHOU ZLHR FIR/CTA
KUNMING ZPKM FIR/LHASA CTA
ZLHR/ZPKM FIR/CTA
KUNMING ZPKM FIR/LHASA CTA
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KUNMING CTA
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