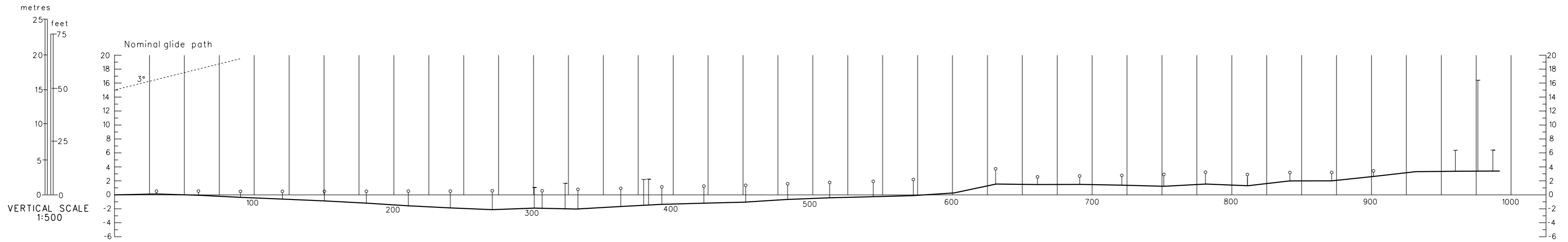
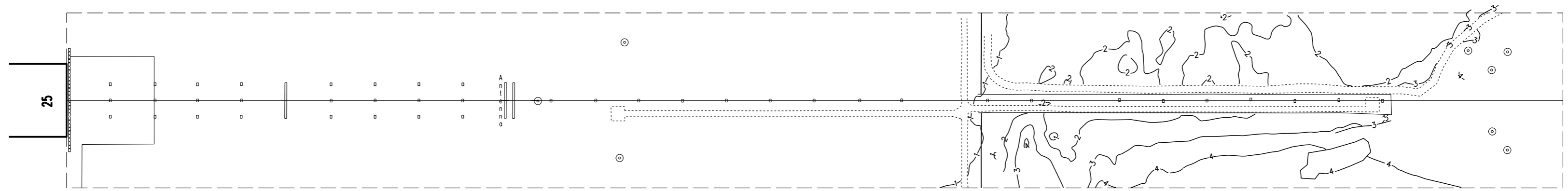
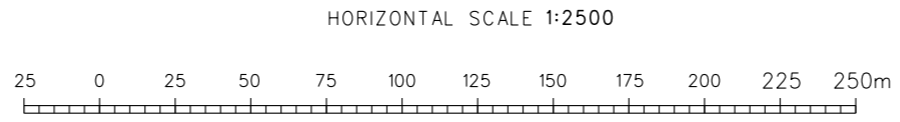


MAGNETIC VARIATION 2.7° E



LEGEND	
□ ↑	APP Light
—	Profile of extended RWY C/L
.....	Road
—	Boundary
⊗	LOC Antenna
~	Contour



CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

MENDMENT RECORD		
NR	DATE	ENTERED BY

Changes: MAG VAR.



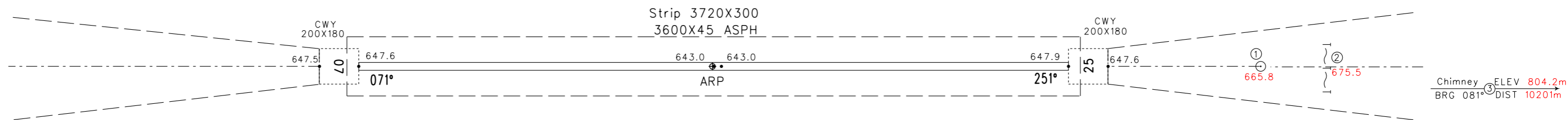
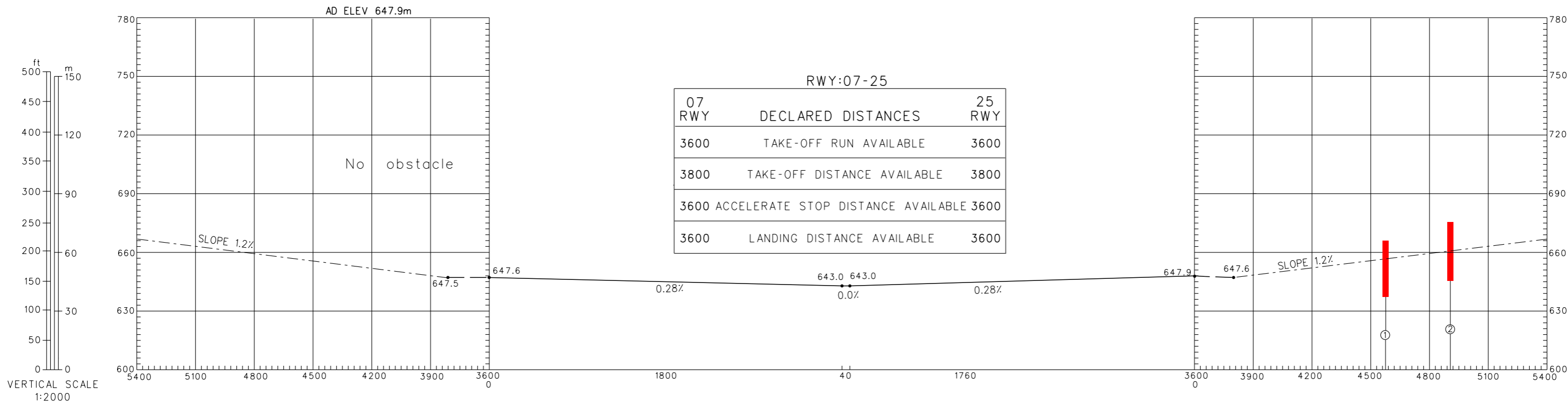
# AERODROME OBSTACLE CHART-ICAO

TYPE A (OPERATING LIMITATIONS)

ZWWW URUMQI/Diwopu

DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

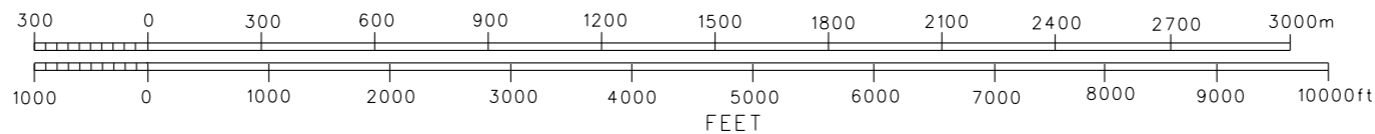
MAGNETIC VARIATION 2.7° E



### LEGEND

①	OBST NR
T~T~T	HIGH Voltage LINE
⊙	POLE

HORIZONTAL SCALE  
1:20000



### AMENDMENT RECORD

NR	DATE	ENTERED BY

Changes: MAG VAR, obstacle.

**ZWWW AD 2.1 机场地名代码和名称 Aerodrome location indicator(ICAO / IATA) and name**

ZWWW/URC-乌鲁木齐/地窝堡 URUMQI/Diwopu

**ZWWW 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	N43°54.5' E087°28.5' Center of RWY
2	机场基准点与城市的位置关系 Direction and distance from city	320° GEO, 17.1km from city center
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	647.9 m/33.2°C(JUL)/-17.8°C(JAN)
4	机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN	-
5	磁差(测量年份)及年变率 VAR(Year)/Annual change	2°40'E(2021)/-2'56"
6	机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址 AD administration/Address/Telephone/Telefax/AFS/ E-mail/Website	Xinjiang Airport Group CO.LTD Urumqi Diwopu International Airport No.1341 Yingbin Street, Urumqi, Xinjiang Uygur Autonomous Region, China Post code:830016 TEL:86-991-3800005 FAX:86-991-3804253 AFS:ZWWWZPZX Website:www.xjairport.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
9	备注 Remarks	Nil

**ZWWW AD 2.3 工作时间 Operational hours**

1	机场开放时间 AD Operational hours	H24
2	海关和移民 Customs and immigration	H24
3	卫生健康部门 Health and sanitation	H24
4	航空情报服务讲解室 AIS Briefing Office	H24
5	空中交通服务报告室 ATS Reporting Office	H24



6	气象服务讲解室 MET Briefing Office	H24
7	空中交通服务 Air Traffic Service	H24
8	加油服务 Fuelling	H24
9	地勤服务 Handling	H24
10	安保服务 Security	H24
11	除冰服务 De-icing	H24
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Dolly, luggage conveyor truck, baggage dollies, fork,pallet
2	燃油牌号 Fuel types	Nr.3 jet fuel
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Oil tank, refueller, hydrant dispenser, apron refueling well: 81L/s; Maximum fuel support capacity during peak hours: 230t
5	除冰设施 De-icing facilities	18 de-icers, de-icing fluid: FCY-1BIO+, FCY-9311, de-icing apron available
6	过站航空器机库 Hangar space for visiting aircraft	Nil
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for: B737-700/800/900, B737-8, A319/320/321, A320NEO, B777-300(GE90); Aircraft engines non-replaceable, spare parts for aircraft maintenance unavailable
8	备注 Remarks	Ground power unit, ground air supply unit, towing vehicle, air conditioning unit, aerial vehicle, heating machine, de-icing liquid-adder, de-icing liquid filling station are available.

#### ZWWW 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, buses and taxis
4	医疗设施 Medical facilities	First aid center 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 and in the city
7	备注 Remarks	Nil

**ZWWW 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 9
2	援救设备 Rescue equipment	Fire fighting facilities: rapid intervention vehicle, primary foam tender, heavy-duty foam tender, multi-purpose vehicle, demolition rescue truck, dry-chemical tender, illumination truck, reinforcement car, emergency rescue command car, fire command truck, command car, logistics truck; Rescue equipment: lifesaving air-cushion, hydraulic spreader, hydraulic cutting pliers, toothless cutter, smoke exhaust fan, air respirator.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to A380(including: fork, towing tractor, uplift air cushion, lifting equipment, mobile surface operation devices, rubber crosstie, towing rack, tie-down)
4	备注 Remarks	Nil

**ZWWW AD 2.7 可用季节- 扫雪 Seasonal availability-clearing**

1	可用季节及扫雪设备类型 Seasonal availability/Types of clearing equipment	All seasons Snow blowers, snow ploughs, snow slingers, snow fluid truck
2	扫雪顺序 Clearance priorities	RWY, TWY, Apron
3	备注 Remarks	Friction coefficients test vehicles

**ZWWW 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	道面 Surface	CONC
		强度 Strength	PCN 83/R/B/W/T : Stands Nr. 33, 39, 41, 43, 45, 47, 171-179, DC4, DC5 PCN 80/R/A/W/T : Stands Nr. 16-19 PCN 78/R/B/X/T : Stands Nr. 163-170, 180, DC1 PCN 77/R/B/W/T : Stands Nr. 68, 69, DC6-DC11

			PCN 74/R/B/W/T : Stands Nr. 25, 28-32, 34, 38, 40, 42, 44, 46 PCN 74/R/A/W/T : Stands Nr. 7-15 PCN 70/R/B/W/T : Stands Nr. 20, 23, 24 PCN 69/R/B/W/T : Stands Nr. 48-58, 59-61 PCN 68/R/B/X/T : Stands Nr. 71-79 PCN 64/R/C/W/T : Stands Nr. 148-153 PCN 62/R/B/W/T : Stands Nr. 141-147 PCN 61/R/B/W/T : Stands Nr. DC2, DC3 PCN 58/R/B/W/T : Stands Nr. 63-67 PCN 52/R/A/W/T : Stands Nr. 1-6, 100-115
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	70m : A5,A8(N of TWY B) 67m : A10 49m : B3 46m : K(BTN TWY B&T) 38m : J(S of TWY K3) 34m : A6,A7,A8(S of TWY B),A9,B1,B2,F,K(N of TWY B),N,T(BTN Stand Nr.DC4 & east cargo apron) 28.5m : A1-A4,L,M,T(W of Stand Nr.DC4) 28m : B(W of TWY F) 23m : A,B4,H,J(N of TWY K3),K(S of TWY T),K1-K6,T(east cargo apron) 18m : B(E of TWY F)
		道面 Surface	ASPH : A(W of TWY F),A1-A10,B(W of TWY F),F,K(BTN TWY B&T, N of TWY B),L,M,N CONC : A(E of TWY F),B(BTN TWY F & Stand Nr.DC1, E of Stand Nr.DC1),B1-B4,H,J,K(BTN TWY T&K3, S of TWY K3),K1-K6,T,T1-T4
		强度 Strength	PCN 86/F/B/X/T : A(W of TWY F),A5,A8(N of TWY B),M PCN 83/R/B/X/T : B1,B2,J(N of TWY K3),K(BTN TWY T&K3),K1(W of TWY J),K2(W of TWY J),N,T(E of TWY B2) PCN 80/F/B/W/T : A7,A8(S of TWY B),A9,F(S of TWY B),K(N of TWY B),L(S of TWY B) PCN 79/R/B/W/T : A2-A4,B(W of TWY F),F(N of TWY B),L(N of TWY B) PCN 78/F/B/W/T : A1,A6 PCN 78/R/B/X/T : B(E of Stand Nr.DC1),B3 PCN 77/R/B/W/T : T(W of TWY K) PCN 76/R/B/W/T : T(BTN TWY B2 & Stand Nr.141) PCN 74/R/B/W/T : H,K1(E of TWY J),K2(E of TWY J) PCN 70/R/B/W/T : A10,K(BTN TWY B&T),T(BTN TWY K & Stand Nr.141) PCN 69/R/B/W/T : A(E of TWY F),B4,J(S of TWY K3),K(S of TWY K3),K3-K6 PCN 61/R/B/W/T : B(BTN TWY F & Stand Nr.DC1) PCN 52/R/A/W/T : T1-T4

3	高度表校正点的位置及其标高 ACL location and elevation	Nil
4	VOR 校正点 VOR checkpoints	Nil
5	INS 校正点 INS checkpoints	Nil
6	备注 Remarks	Nil

**ZWWW 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. Taxiing guidance signs at all holding positions. Aircraft stand identification sign boards at Nr. 1-20, 23-25, 28-34, 38-47, 54-61, 63-67, 110-115, 171-180, DC1-DC11 stands. Guide lines at all TWYs. Guide lines at all aprons. Marshalling assistance for all aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RTZL(25), RENL
		滑行道标志 TWY markings	Edge line, center line, No-entry(A1-A4), RWY holding position, intermediate holding position
		滑行道灯光 TWY lights	Edge line lights, center line lights(A, A1-A10, B, B1, B2, B4, F, H, J, K, K1-K6, L, M, N, T), No-entry bar(A1-A4), RETILs(A1-A4)
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights( at TWY F and TWY M) Runway guard lights: F, L, M, N	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	TWY turn sign	

## ZWWW AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 Obstacles within a circle with a radius of 15km centered on the center of RWY 07/25					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
Control TWR	Control TWR	027/1191	733	LGT	
NAVAID	NAVAID	066/1500	663.3		
BLDG	BLDG	067/10356	754.1	LGT	
Pole	Pole	071/2776	665.8		RWY07 take-off flight path
TRANSMISSION _LINE	TRANSMISSION_L INE	071/3114	675.5		RWY07 take-off flight path
Antenna	Antenna	071/9241	689.9		RWY07 departure
BLDG	BLDG	076/7750	757	LGT	
STACK	STACK	081/8401	804.2		RWY07 take-off flight path, missed approach; RWY25 final approach
BLDG	BLDG	098/9767	926.7		ATC SMAC
Antenna	Antenna	151/1001	688.6		
MT	MT	162/9700	999.4		
MT	MT	165/11000	1087.4		
BLDG	BLDG	172/705	693.5		
BLDG	BLDG	182/3400	744.8		
MT	MT	196/12501	1191.1		
MT	MT	201/14500	1186.2		
TOWER	TOWER	209/7721	976.6		
STACK	STACK	227/5300	764.9		
BLDG	BLDG	230/5360	741.9		
STACK	STACK	230/5601	772.4		
BLDG	BLDG	232/5200	736.5		
STACK	STACK	233/7300	806.7		
STACK	STACK	235/7000	804.1		RWY07 VOR/DME final approach

半径 15 千米内主要障碍物 Obstacles within a circle with a radius of 15km centered on the center of RWY 07/25					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	237/14618	1000		ATC SMAC
Antenna	Antenna	251/2800	664.1		
Antenna	Antenna	251/9190	770.4		RWY07 GP INOP
Antenna	Antenna	255/1473	657.9		

半径 15 千米-50 千米内主要障碍物 Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 07/25					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT	MT	032/182632	943		ATC SMAC 15m vegetation included
MT	MT	056/34959	879		ATC SMAC 15m vegetation included
MT	MT	057/37800	935		RWY07 arrival
MT	MT	067/32959	878		RWY25 initial approach
MT	MT	071/58102	1592		ATC SMAC 15m vegetation included
MT	MT	075/38500	1472		
MT	MT	075/39510	1140		RWY25 initial approach
MT	MT	079/27279	940		
MT	MT	081/24373	860		RWY25 initial approach
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	081/55414	2000		ATC SMAC 15m vegetation included



半径 15 千米-50 千米内主要障碍物 Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 07/25					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类 型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	081/72401	2600		ATC SMAC 15m vegetation included
MT	MT	083/21636	831		RWY25 initial approach
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	083/70593	3000		ATC SMAC 15m vegetation included
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	084/71040	3400		ATC SMAC 15m vegetation included
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	086/65565	3800		ATC SMAC 15m vegetation included
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	087/105951	1600		ATC SMAC 15m vegetation included
MT	MT	088/40500	1860		
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	088/41887	1800		ATC SMAC
MT	MT	089/19440	815		RWY25 intermediate approach
MT	MT	089/35175	1407		
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	089/97866	2600		ATC SMAC 15m vegetation included
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	090/49306	2600		ATC SMAC
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	093/29980	1200		ATC SMAC

半径 15 千米-50 千米内主要障碍物

Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 07/25

障碍物名称 或编号 Obstacle ID/ Designation	障碍物类 型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	093/51011	3056		ATC SMAC 15m vegetation included
MT	MT	095/32409	1391		
MT	MT	097/70177	5445		ATC SMAC 15m vegetation included
MT	MT	099/88309	4363		ATC SMAC 15m vegetation included
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	105/29916	1400		ATC SMAC
MT	MT	109/44500	3250		
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	110/136718	3600		ATC SMAC 15m vegetation included
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	115/35838	2000		ATC SMAC 15m vegetation included
MT	MT	133/31387	1677		ATC SMAC 15m vegetation included
MT	MT	134/31500	1677		
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	152/60360	2600		ATC SMAC 15m vegetation included
MT	MT	155/16869	1397		
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	155/56874	2400		ATC SMAC 15m vegetation included
MT	MT	178/55587	2972		ATC SMAC 15m vegetation included

半径 15 千米-50 千米内主要障碍物

Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 07/25

障碍物名称 或编号 Obstacle ID/ Designation	障碍物类 型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	201/47180	2040		
MT	MT	206/61794	3280		
MT	MT	207/63534	3530		ATC SMAC 15m vegetation included
MT	MT	210/64501	3450		
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	212/64741	3200		ATC SMAC 15m vegetation included
MT	MT	213/48356	1948		
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	213/85869	4000		ATC SMAC 15m vegetation included
MT	MT	221/18399	1287		
MT	MT	226/18626	1200		ATC SMAC
MT	MT	226/63514	2812		ATC SMAC 15m vegetation included
MT	MT	226/85355	3600		ATC SMAC 15m vegetation included
MT	MT	226/85600	3695		
MT	MT	232/24900	1440		RWY07 intermediate approach
MT	MT	233/27518	1600		RWY07 initial approach
MT	MT	233/31000	2015		
MT	MT	234/27287	1600		ATC SMAC
MT	MT	238/15700	1050		
MT	MT	238/34737	2016		RWY25 departure
MT	MT	239/34842	2015		ATC SMAC 15m vegetation included

半径 15 千米-50 千米内主要障碍物 Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 07/25					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类 型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	240/63046	2200		ATC SMAC 15m vegetation included
MT	MT	240/68851	3320		RWY07/25 arrival
MT	MT	242/22641	1206		RWY25 missed approach
MT	MT	242/76487	3200		ATC SMAC 15m vegetation included
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	242/123760	4800		ATC SMAC
MT	MT	243/123586	5290		ATC SMAC
MT	MT	244/32000	1288		
MT	MT	246/31902	1489		ATC SMAC
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	246/116183	4600		ATC SMAC 15m vegetation included
MT	MT	247/26912	1305		RWY07 initial approach
MT	MT	247/39700	1491		
MT	MT	247/168245	4834		ATC SMAC 15m vegetation included
MT	MT	248/26721	1180		RWY07 intermediate approach
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	248/29841	1400		ATC SMAC
MT	MT	249/31300	1482		RWY07 initial approach
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	249/137852	5000		ATC SMAC 15m vegetation included
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	251/61167	2000		ATC SMAC 15m vegetation included

半径 15 千米-50 千米内主要障碍物 Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 07/25					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类 型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT	MT	251/86857	2800		ATC SMAC 15m vegetation included
MT	MT	255/49100	1660		ATC SMAC 15m vegetation included
MT	MT	260/108432	3200		ATC SMAC 15m vegetation included
MT	MT	262/149107	4185		ATC SMAC 15m vegetation included
NATURAL_HIG HPOINT	NATURA L_HIGHP OINT	264/107402	1800		ATC SMAC 15m vegetation included
MT	MT	265/31800	820		
MT	MT	279/90166	1382		ATC SMAC 15m vegetation included
Remarks:					

## ZWWW AD 2.11 提供的气象情报、气象观测和报告

## Meteorological information provided &amp; meteorological observations and reports

提供的气象情报 Meteorological information provided		
1	相关气象台的名称 Associated MET Office	Urumqi ATMB MET Office
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	Urumqi ATMB MET Office;9h, 24h;3h, 6h
4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 30min

5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T Consultation provided: P, T
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Chart, International MET Codes, Abbreviated Plain Language Text;Ch, En
7	讲解或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 forecast charts, upper W/T charts, satellite and radar aerodrome material, real-time data,significant weather information, low-altitude weather information
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	AFTN, FAX, TEL
9	提供气象情报的空中交通服务单位 ATS units provided with information	ACC, TMA
10	其他信息 Additional information	TEL of Urumqi ATMB MET Office: 86-991-3801306

气象观测和报告

meteorological observations and reports

1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Half hourly plus special observation plus special observation plus accident observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 110m N of RCL, 342m inward THR07 B: 110m N of RCL, 1805m inward THR07 C: 110m N of RCL, 365m inward THR25 Ceilometer 07: 105m N of RCL, 342m inward THR07 25: 105m N of RCL, 365m inward THR25
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24
5	气候资料 Climatological information	Climatological tables AVBL
6	其他信息 Additional information	Nil



**ZWWW AD 2.12 跑道物理特征 Runway physical characteristics**

跑道号码 RWY Designator	真方位和 磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道 和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、 跑道末端坐标、 跑道入口大地水 准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和 精密进近跑道接 地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
07	073.58° GEO 071° MAG	3600×45	87/R/B/W/T ASPH/-	Nil	THR 647.6m TDZ 647.2m	0.3%(1800m)/0.0%(400m)/0.3%(1760m)
25	253.58° GEO 251° MAG	3600×45	87/R/B/W/T ASPH/-	Nil	THR 647.9m TDZ 647.2m	-0.3%(1760m)/0.0%(400m)/-0.3%(1800m)
跑道号码 RWY Designator	停止道长宽 SWY dimensions(m)	净空道长宽 CWY dimensions(m)	升降带长宽 Strip dimensions(m)	跑道端安全区 长宽 RESA dimensions(m)	拦阻系统的 位置及描述 Location & Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
07	Nil	200×180	3720×300	240×120	Nil	Nil
25	Nil	200×180	3720×300	240×120	Nil	Nil
Remarks: RWY shoulder: 7.5m on each side.						

**ZWWW 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
07	3600	3800	3600	3600	Nil
07	3170	3370	3170	3600	FM N
25	3600	3800	3600	3600	Nil
25	3445	3645	3445	3600	FM M

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

跑道 号码 RWY Desig nator	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 指示系统类 型、位置、仰 角、跑道入口 最低眼高 Type of VASIS/Position /Angle/MEHT	接地 带 灯长 度 TDZ LGT LEN	跑道中线灯长度、 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
07	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 390m inward THR07 3°	Nil	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
25	PALS CAT III SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 406m inward THR25 3°	900 m	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
Remarks:								

**ZWWW AD 2.15 其它灯光,备份电源 Other lighting, secondary power supply**

1	机场灯标或识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标和风向标位置和灯光 LDI/ WDI location and LGT	WDI: RWY07: 124m N of RCL, 430m inward THR, LGT; RWY25: 130m S of RCL, 440m inward THR, LGT.
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: blue edge line lights TWYs A1-A4, F, L, M, N: green and yellow center line lights TWYs A, A1-A10, B, B1, B2, B4, F, H, J, K, K1-K6, L, M, N, T: green center line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Secondary power supply available, diesel motor/ RWY LGTs & ALS of RWY25: 1s; others: ≤15s

5	备注 Remarks	TWYs A1-A4, F, L, M, N CL LGTs FM RWY to ILS BDRY(or ILS sensitive area BDRY) are ALTN green and yellow, other parts are green; Green CL LGTs for TWY T(W of Stand Nr.24, E of Stand Nr.153).
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### ZWWW 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 TLOF and/or FATO elevation	Nil
3	TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking	Nil
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

### ZWWW AD 2.17 空中交通服务空域 ATS airspace

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Urumqi tower control area	A rectangle with 2 parallel lines 8km from RCL and 2 parallel lines vertical to RCL 19km from ARP	SFC-1500m(exclusive)(QNH)				
Fuel Dumping Area	N44 38.5E088 08.0— N45 22.5E088 26.0— N45 14.5E088 55.0— N44 34.0E088 23.0— N44 38.5E088 08.0	Above 3600m(QNE)				

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Altimeter setting region and TL/TA	Same as Urumqi APP area	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				

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

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
ATIS		126.7 (departure)			H24	D-ATIS available
		126.8 (arrival)			H24	D-ATIS available
APP	Urumqi Approach	APP01:120.25 (119.9)			0230-1530	Contact APP03 when APP01 U/S.
		APP02:126.05 (119.9)			0230-1530	Contact APP01 when APP02 U/S.
		APP03:123.8 (119.9)			H24	
		APP04:127.9 (119.9)			by ATC	Contact APP03 when APP04 U/S.
TWR	Diwopu Tower	118.1 (125.0)			H24	
GND	Diwopu Ground	121.65			2200-1800(Next Day)	1800-2200 by ATC
APN	Diwopu Apron	APN01:121.8			H24	
		APN02:122.15			2300-0200(Next day)	Operation time or by ATC
Delivery	Urumqi Delivery	121.9			0000-1500	DCL available
EMG		121.5				

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

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR, Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作 时间 Hours of operation	发射天线坐标 及相对位置 Coordinates of transmitting antenna/ Position	DME 发射 天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Fukang VOR/DME	FKG	116.3 MHz CH 110X	H24	N44°10.4' E087°59.0'	551 m	For DME: Beyond 15NM on R224° and beyond 33NM on R245° U/S.
Urumqi VOR/DME	WUR	115.3 MHz CH 100X	H24	N43°54.8' E087°30.5' 071°MAG/2780m FM RWY center	664 m	
LMM 07	O	212 kHz		251°MAG/1000m FM THR07		U/S
LOC 07 ILS CAT I	IOY	109.7 MHz		071°MAG/300m FM end RWY07		Beyond 16NM and beyond 008° rightside of front course U/S.
GP 07		333.2 MHz		120m N of RCL, 327m inward THR07		Angle 3° RDH 15m
DME 07	IOY	CH 34X (109.7 MHz)			653m	Co-located with GP 07
IM 25		75 MHz		on extended RCL, 320m outside THR25		
LOC 25 ILS CAT III	IRM	110.3 MHz		251°MAG/300m FM end RWY25		Beyond 005° leftside and BTN 17NM and 25NM of front course U/S; beyond 015° leftside of front course U/S.
GP 25		335.0 MHz		120m N of RCL, 345m inward THR25		Angle 3° RDH 15m
DME 25	IRM	CH 40X (110.3 MHz)			652m	Co-located with GP 25

**ZWWW AD 2.20 本场规定****ZWWW AD 2.20 Local aerodrome regulations****1. 机场使用规定**

1.1 本场可提供以下机型拖把:

B737/737-8/747/757/767/777/787、

A300/310/318/319/320/321/330、A340-300/400、A350、IL76、TU154、CRJ-700/900、ARJ21-700、C919。

1.2 航空器地面运行期间(推出、开车、滑行、拖行)应答机开启地面模式;航空器进入停机位后关闭应答机地面模式。

**2. 跑道和滑行道的使用**

2.1 可以通过地面管制申请引导车和拖车服务;

2.2 使用跑道转换工作程序

2.2.1 跑道转换时机通常按照未开始滑行的地面航空器和未开始起始进近的空中航空器均使用新的跑道方向起飞或者着陆掌握。

2.2.2 跑道转换过程中,航空器驾驶员收到相关信息后,跑道顺风分量超过 3.5m/s 但不大于 5m/s 时,根据机型性能或者航空公司运行手册,航空器驾驶员决定是否使用管制员安排的顺风跑道起飞或者着陆,管制员应提供跑道的风向、风速和相关要求的协助。

2.2.3 多架航空器连续进离场时,如果航空器驾驶员申请的使用跑道方向不一致(未提出申请的驾驶员视为接受空管塔台安排的新的使用跑道方向),由空管塔台和进近根据《中华人民共和国飞行基本规则》的

**1. Airport operations regulations**

1.1 Tow bar is AVBL for aircraft with following type

B737/737-8/747/757/767/777/787,

A300/310/318/319/320/321/330, A340-300/400, A350, IL76, TU154, CRJ700/900, ARJ21-700, C919.

1.2 During the ground operation(push back, start-up, taxi, drag), transponder should open ground mode and close it after aircraft enter stand.

**2. Use of runways and taxiways**

2.1 Follow-me vehicle and towing service are available via Ground Control;

2.2 RWY in use transforming procedure

2.2.1 RWY shall be transformed when all departing aircrafts ready to taxi and arriving aircrafts ready to approach are using new RWY direction.

2.2.2 During changing the direction of RWY, if downwind speed is more than 3.5m/s but not exceeding 5m/s, ATC shall provide the wind direction, wind speed and relevant assistance to pilot. According to aircraft performance or operation handbook, pilot shall decide whether aircraft will take-off or land on downwind RWY allocated by ATC.

2.2.3 When a continuous flow of aircrafts arriving or departing, if RWY in use inconsistent with pilot applied(no apply means pilot accept the new RWY in use direction allocated by TWR ATC), TWR and APP



避让原则和空中交通情况分别确定首个使用新的跑道方向起飞和着陆的航空器，在其之后的航空器应全部转换至新的使用跑道方向起飞或者着陆。

controller shall follow relevant collision avoidance principle and air traffic conditions to determine the first take-off aircraft and the first landing aircraft using the new RWY direction. All of the following departing aircrafts and arriving aircrafts shall change to the new RWY in use direction.

### 2.3 非全跑道起飞的管制运行规定

### 2.3 Partial RWY take-off regulations

2.3.1 在航空器提出非全跑道起飞申请后，管制员可根据实际情况批准并提供管制服务。

2.3.1 It is available to use non-full length RWY to take-off when flight crew get permission from ATC.

2.3.2 管制员根据跑道实际运行情况，安排航空器使用非全跑道起飞，如航空器驾驶员不能接受非全跑道起飞，请告知管制员。

2.3.2 ATC shall arrange non full-length taking-off procedures for aircraft in accordance with the RWY actual operation situation. If aircraft can not accept non full-length taking-off procedures, inform ATC immediately.

### 2.4 航空器进出跑道要求

### 2.4 Requirements for aircraft to enter or exit RWY

2.4.1 落地航空器应选择就近快速脱离道脱离跑道，并在脱离后立即告知管制员；

2.4.1 Landing aircraft shall vacate RWY rapidly using the appropriate rapid exit TWY and report to the ATC immediately after vacating RWY;

2.4.2 航空器脱离跑道后，按照管制员指令尽快转换频率，并根据管制员滑行指令滑行至下一个滑行道交叉口前等待，未经管制员许可，不得在快速脱离道停止；

2.4.2 After vacating RWY, follow the instructions of ATC, change FREQ as soon as possible and hold before the next intersection of TWYs, aircraft cannot stop on the rapid exit TWY without ATC permission;

2.4.3 落地航空器从接地到脱离跑道的的时间应控制在 50s 以内，如不能满足，航空器驾驶员应在最后进近定位点前通报管制员（湿跑道和污染跑道除外）；

2.4.3 Time needed from landing to vacating RWY completely shall be less than 50s, if not available, inform ATC before FAF(except for wet RWY or contaminated RWY);

2.4.4 起飞航空器从等待位置到对正跑道的的时间应控制在 60s 以内，如不能满足，航空器驾驶员应在进跑

2.4.4 Time needed for departing aircraft from RWY holding position to finishing RWY alignment shall be

道前通报管制员（湿跑道和污染跑道除外）。

less than 60s, if not available, inform ATC before entering RWY (except for wet RWY or contaminated RWY).

2.5 滑行道滑行限制

2.5 Taxiing limits:

滑行道/TWY	航空器翼展限制/Wing span limits	备注/Remarks
A(W of F)	≤65m	When aircraft with wingspan≤65m taxiing on B
	<50m	When aircraft with wingspan>65m taxiing on B
A(E of F), B4	<36m	
B(W of Stand Nr.DC3)	≤65m	When aircraft with wingspan≤65m taxiing on A
	<50m	When aircraft with wingspan>65m taxiing on A
B(E of Stand Nr.DC3), B3	≤36m	
B2	≤65m	
	≤48m	When aircraft with fuselage 71-78m parking or de-icing on Stand Nr.DC5
H	<52m	
	<36m	When aircraft taxiing on J
J, K3	<65m	
K1(BTN K and 47.5m E of J center line)	<65m	
	<36m	When aircraft taxiing on K2(BTN K and 47.5m E of J center line)
K1(others)	≤47.6m	

K2(BTN K and 47.5m E of J center line)	<65m	
	<36m	When aircraft taxiing on K1(BTN K and 47.5m E of J center line)
K2(others)	≤36m	
K4, K5, K6	<65m	
	<36m	When aircraft parking on Stands Nr.48-58
T(S of Stands Nr.DC6-DC10)	≤65m	
T(N of Stands Nr.12, Nr.13, Nr.16, Nr.17)	≤52m	When aircraft with fuselage 68.5m(exclusive)-75.5m(inclusive) parking on Stands Nr.12 or Nr.13 or Nr.16 or Nr.17
T(S of Stands Nr.141-153)	≤36m	
T2	<52m	
T3,T4	≤38.06m	

2.6 航空器地面滑行路线

2.6 Aircraft taxiing route:

Route ID	Operation Type	Taxiing Direction	Start Point	End Point	
ROUTE00	one-way	T→K→B→L	T	L	
ROUTE01		T→A10→B→L			
ROUTE08		T3/T2/T→A8→B→L	T3 or T2 or T		
ROUTE09		T→A9→B→L	T		
ROUTE11		T→A10→B→F			
ROUTE18		T3/T2/T→A8→B→L	T3 or T2 or T		F

		F	
ROUTE19		T→A9→B→F	T

2.7 离场航空器应在推出/开车前联系机坪管制，取得推出/开车许可后，机组应在 3min 内执行，超过 3min，管制指令自动取消，机组应重新申请推出/开车许可。

2.7 Push-back and start-up shall conduct within 3min after getting clearance from APN Control, otherwise, apply the clearance once more.

2.8 机动区冲突多发地带位置见《航图手册》，途径这些区域的航空器需注意如下事项：

2.8 Hot spot positions refer to ZWWW AD2.24-1, 2A. Aircraft within these areas shall follow the requirements below:

2.8.1 HS1：滑行道 A、B、T 与 F 交叉区域。

2.8.1 HS1: INTs BTN TWYs A, B, T & F.

2.8.2 HS2：滑行道 A、B、T 与 N、K 交叉区域。

2.8.2 HS2: INTs BTN TWYs A, B, T & N, K.

2.8.3 本场冲突热点区域运行复杂，航空器驾驶员在冲突热点区域滑行时严格按照管制指令执行，如对指令产生疑问、不熟悉滑行路线时，第一时间向管制员证实。

2.8.3 Aircraft taxiing in above areas shall strictly follow ATC instructions, any doubts about clearance or taxiing routes shall be verified in time with ATC.

2.8.4 航空器穿越或处于冲突热点前，须加强地面观察，再次确认开启应答机地面模式，无法开启时立即向管制员报告。

2.8.4 Aircraft crossing or approaching hot spot shall ensure transponder ground mode is on, report to ATC immediately if ground mode cannot be set.

**3. 机坪和机位的使用**

**3. Use of aprons and parking stands**

3.1 停机位使用限制

3.1 Using limits for aircraft parking on the stands:

停机位/Stands	航空器翼展限制/Wingspan limits
Nr. 3, 12, 13, 16, 20, 24, 39, 41, 68, 69, 114, 115, 171-177, DC4, DC5, DC11	<65m
Nr. 9, 19, 108, 109	≤60.9m
Nr. 14, 23, 43, 47, 105	<52m

Nr. 2	≤50.5m
Nr. 18	≤48.06m
Nr. 25, 28-30	≤47.6m
Nr. 17, 178-180	≤42m
Nr. 1, 6-8, 10, 11, 15, 107	≤38.06m
Nr. 4, 5, 31-34, 38, 40, 42, 44-46, 48-61, 63-67, 71-79, 100-104, 106, 110, 112, 113, 141-152, 163-170, DC1-DC3, DC6-DC10	<36m
Nr. 111, 153	≤28.72m

3.2 停机位 1、4、5、25、28、32、38、48-61、63-69、100-104、106-108、110-113、141-153、163-170、171-173 设有地锚。

3.3 停机位 69、115 为试车机位。

3.4 为降低碳排放及噪音，所有停放本场廊桥机位的航空器必须关闭 APU，使用 400Hz 桥载电源及航空器专用空调设备，以下特殊情况除外：

3.4.1 机场不能提供有效的桥载设备服务；

3.4.2 航空器因启动发动机而需开启 APU；

3.4.3 航空器进行 APU 的维修检测；

3.4.4 遇到影响航空器安全、正常运行的特殊情况。

例如：极端天气、专机保障、航空器过站时间不足等有关情况。

3.2 Anchor block is installed for stands Nr. 1, 4, 5, 25, 28, 32, 38, 48-61, 63-69, 100-104, 106-108, 110-113, 141-153, 163-170, 171-173.

3.3 Stands Nr. 69, 115 is available for engine run-ups.

3.4 Aircraft parking at boarding bridge stands shall turn off APU, use bridge power supply equipment(400Hz) and special air conditioner. Aircraft can use APU as the following situations:

3.4.1 Bridge equipment is unserviceable;

3.4.2 Aircraft needs APU to start up engine;

3.4.3 APU is under maintained;

3.4.4 In case of exceptional circumstance influencing the regularity and safty of operation, such as extreme weather, special plane support, and insufficient flight transtion time, aircraft can use APU.

#### 4. 低能见度运行

4.1 当 RWY25 跑道视程低于 550m 时，本场启动低能见度程序，同时在 D-ATIS、ATIS 中发布。

4.2 准备实施II类及III类运行的机组应主动向管制员报告。

4.3 RWY25 在实施低能见度运行期间，各类航空器起飞的跑道视程应满足如下要求：A 类：接地区不低于 150m；B、C 类：接地区和中间点不低于 150m；D 类：接地区、中间点和停止端不低于 200m。基于平视显示器（HUD）实施低能见度运行起飞标准：RVR $\geq$ 150m。

4.4 II类运行期间，各类航空器着陆的跑道视程应满足如下要求：A、B、C 类：接地区和中间点不低于 300m；D 类：自动驾驶到（DH）以下接地区和中间点不低于 300m，（DH）以下手动操纵接地区和中间点不低于 350m。

4.5 IIIA 类运行期间，各类航空器着陆的跑道视程应满足如下要求：A、B、C、D 类：接地区、中间点和停止端不低于 175m。

4.6 IIIB 类运行期间，各类航空器着陆的跑道视程应满足如下要求：A、B、C、D 类：接地区、中间点和停止端不低于 150m。

4.7 低能见度运行期间，滑行道 T、T2、T3、T4、K(T 以南)、J、H、K1 及 K2 灯光不满足II/III类运行标准，实施III类运行时航空器自滑需引导车引导；实施II类运行时引导车根据机组需要或塔台指令予以引导，引

#### 4. Low visibility operation

4.1 Low visibility procedure operated when RVR is less than 550m on RWY25, and pronounced in D-ATIS and ATIS.

4.2 Flight crew shall inform ATC before implementing CAT II/III operation.

4.3 RVR of departing during low visibility operated on RWY25 should be in accordance with follows: TDZ no less than 150m for aircraft CAT A; TDZ and center no less than 150m for aircraft CAT B/C; TDZ, center and stop end no less than 200m for aircraft CAT D. Low visibility take-off with RVR $\geq$ 150m based on HUD.

4.4 RVR of landing for CAT II operation should be in accordance with follows: TDZ and center no less than 300m for aircraft CAT A/B/C; TDZ and center no less than 300m for aircraft CAT D autopilot to DH and below; TDZ and center no less than 350m for aircraft CAT D manual operation below DH.

4.5 RVR of landing for CAT IIIA operation should be in accordance with follows: TDZ, center and stop end no less than 175m for aircraft CAT A/B/C/D.

4.6 RVR of landing for CAT IIIB operation should be in accordance with follows: TDZ, center and stop end no less than 150m for aircraft CAT A/B/C/D.

4.7 When LVP is implementing, lights on TWY T, T2, T3, T4, K(S of TWY T), J, H, K1 and K2 are not available for CAT II/III operations. Aircrafts shall be guided by follow-me vehicle when implementing CAT



导车行驶速度不得超 20km/h。

III operation. Guidance service shall be given according to flight crew's requirement or ATC instruction when implementing CAT II operation. The speed of follow-me vehicle is no more than 20km/h.

4.8 对于进港航空器，引导车在管制员指定的位置等待，将航空器沿指定路线引导至停机位。

4.8 As for landing aircraft, the follow-me vehicle shall wait at the designated location issued by ATC and then guide the designated routes to stand.

4.9 对于离港航空器，引导车从航空器起始滑行位置起沿管制员指定的路线引导至指定的位置，由就近联络道进入 B 滑，或直接进入 B 滑。

4.9 As for departure aircraft, the follow-me vehicle shall guide from the beginning of aircraft taxiing to the designated position in the routes designated by ATC. Then enter TWY B via nearby TWY or directly.

4.10 在低能见度运行期间，航空器在 RWY25 跑道入口 II/III 类等待位置停止排灯前等待进入跑道的指令；如果停止排灯不工作，则在 F 滑之前等待进入跑道的指令。

4.10 Aircraft shall wait for the instruction of entering into RWY at holding position (type II/III) in front of stop bars of RWY25 during low visibility procedure operated; if stop bars INOP, aircraft shall wait before reaching TWY F.

4.11 当航空公司需要实施运行演示以积累 III 类运行时间和经验时，航空公司应提前 24 小时向空管部门、机场管理机构报备、申请。航空公司申请时应当避开当日航班运行高峰时段，不影响空管、机场正常运行。当低能见度程序未实施时，会有等待起飞的航空器在 I 类运行等待位置等待，可能会对 II/III 类仪表着陆系统的信号产生干扰，机组应事先考虑并准备必要的安全措施。

4.11 If airlines need a training for CAT III operation, airlines shall ask for permission from ATC department and AD administration 24 hours in advance. The application shall avoid rush hours and not disturb the operations of ATC and AD. Apart from low visibility operation, departing aircraft at holding position for CAT I operation may cause interference to CAT II/III ILS signal, flight crew shall consider and prepare necessary safety measures in advance.

4.12 实施 III 类运行期间，不实施非全跑道起飞程序。

4.12 Partial RWY taking-off procedures are not carried out during CAT III operation.

**5. 直升机飞行限制, 直升机停靠区**

无

**5. Helicopter operation restrictions and helicopter parking/docking area**

Nil

**6. 警告**

6.1 本场跑道中线延长线上距 25 跑道入口以东 D6.8WUR 附近有 6 个排放量较大的烟囱, 静风和低温情况下途经该区域的航空器可能遭遇中度以上颠簸, 机组应提前做好应对准备。

6.2 颠簸期间, 07 跑道复飞或执行一发失效应急程序时, 应严格按照飞行程序要求, 在不晚于 D3.5WUR 前转弯或以 1100m 或以上的高度飞越烟源区域; 25 跑道进近航空器飞越烟源区域的程序高度应控制在 1100m 或以上, 不具备 CDFA 能力的航空器不宜使用 25 跑道非精密进近程序。

6.3 因乌鲁木齐机场施工, 跑道附近可能会形成局地浮尘天气, 导致通报的跑道视程和目视的跑道视程产生较大差异。

6.4 乌鲁木齐空域环境复杂, 其他用户活动频繁, 未经管制部门许可, NIXER/EPDAG 方向进离港航空器不得随意偏航, 防止空中危险接近和相撞。

**6. Warning**

6.1 There are 6 chimneys existed near RCL extension line, D6.8WUR E of the THR25, moderate or even severe turbulence may occur in this region in time of no wind or low temperature, flight crew shall prepare in advance.

6.2 During the turbulence, aircraft shall strictly follow the RWY07 missed approach procedures or emergency procedures for one engine out: not turn until D3.5WUR or overfly the smog area at altitude 1100m or above; approaching to RWY25 shall keep altitude 1100m or above; aircraft without CDFA capability shall not use RWY25 non-precision approach procedures.

6.3 Due to surface dust, RVR may be different from remote display providing RVR values.

6.4 Airspace of the aerodrome is complex. To prevent air collision, departure and arrival aircraft via NIXER/EPDAG shall not deviate without ATC permission.

**ZWWW AD 2.21 减噪程序**

无

**ZWWW AD 2.21 Noise abatement procedures**

Nil

**ZWWW AD 2.22 飞行程序****ZWWW AD 2.22 Flight procedures****1. 总则****1. General**

1.1 除非特殊情况，本场进出港航空器优先使用 RNAV 飞行程序。

1.1 The RNAV flight procedure shall be given priority by the departing and arriving aircraft, except special circumstances.

1.2 进出港航空器如果不具备 RNAV 1 能力，机组应在初次联络进近或塔台时向管制员申明，并按照管制指令进出港。

1.2 If the aircraft does not have RNAV 1 capability, pilot shall make a statement to ATC at the time of initial contact with the APP or TWR, and enter or leave the airport according to ATC instructions.

1.3 若航空器在执行 RNAV 飞行程序中丧失 RNAV 1 能力，机组应立即向管制员通报，并听从进一步管制指令。

1.3 If the aircraft loses RNAV 1 capability during RNAV flight procedures, pilot shall immediately notify ATC and follow their further instructions.

1.4 除非特别说明，在雷达管制时，航空器执行 RNAV 程序实际飞行高度听从管制员指令。

1.4 Aircraft implementing RNAV procedures shall comply with the altitude given by ATC during radar control, except special circumstances.

**2. 起落航线****2. Traffic circuits**

无

Nil

**3. 仪表飞行程序****3. IFR flight procedures**

3.1 进场航空器应当严格遵守以下公布的调速准则：

3.1 Arriving aircraft shall strictly comply with the following speed regulation rules:

3.1.1 飞行高度 3000m 或以下航空器最大飞行表速不得超过 220kt。

3.1.1 Aircraft shall not exceed IAS 220kt at or below flight altitude 3000m.

3.1.2 航空器通过最后进近定位点 (FAF) 时，最大飞行表速不得超过 170kt。

3.1.2 Aircraft shall not exceed IAS 170kt over FAF.

3.1.3 航空器建立航向道后，保持表速不小于 135kt 直至跑道入口前 5NM。

3.1.3 After the localizer is established, aircraft shall maintain not less than IAS 135kt until 5NM before THR .

3.1.4 以上调速准则及管制员发布的其他调速指令均服务于间隔调控，若航空器不能执行，机组应及时告知管制员可接受的速度。

3.1.4 Pilot shall inform ATC the acceptable speed if the speed regulation rules above or given by ATC can't be fulfilled.

**4. 雷达程序和/或 ADS-B 程序**

**4. Radar procedures and/or ADS-B procedures**

4.1 当雷达与 ADS-B 融合运行时，乌鲁木齐进近管制区内实施雷达管制方式，航空器最小水平间隔为 5.6km。

4.1 During the combined operation of radar and ADS-B, radar control is implemented in Urumqi APP. The minimum horizontal radar separation is 5.6km.

4.2 当所有雷达均失效时，乌鲁木齐进近管制区内实施 ADS-B 管制，已被 ADS-B 识别的航空器最小水平间隔为 10km。

4.2 If it is no radar available, ADS-B control is implemented in Urumqi APP. The minimum horizontal separation between aircraft identified by ADS-B is 10km.

4.3 最低监视引导高度扇区

4.3 Surveillance Minimum Altitude Sector

Sector 1	ALT limit: 1200m or above
N444455E0881903-N441215E0884524-N441249E0881415-N441259E0880240-N440949E0875509-N440031E0875108-N435727E0874345-N435630E0873240-N435238E0872958-N435442E0872540-N435330E0871351-N435835E0865709- N440617E0865154-N441417E0861818-N443305E0862506-N444320E0865934-N444455E0881903	
Sector 2	ALT limit: 1300m or above
N451240E0884959-N441057E0893901-N441215E0884524-N444455E0881903-N444320E0865934-N443305E0862506-N441417E0861818-N442452E0853226-N444947E0854337-N451002E0865038-N451240E0884959	
Sector 3	ALT limit: 1500m or above
N441259E0880240-N440256E0880125-N440043E0880103-N435427E0874835-N435040E0874325-N435141E0873631-N435727E0874345-N440031E0875108-N440949E0875509-N441259E0880240	
Sector 4	ALT limit: 1950m or above
N441259E0880240-N441249E0881415-N440256E0880125-N441259E880240	
Sector 5	ALT limit: 2350m or above

N441249E0881415-N441215E0884524-N440022E0884857-N440606E0882319-N440451E0881530-N440417E0881200-N440332E0881033-N435826E0880040-N435704E0875723-N440043E0880103-N440256E0880125-N441249E0881415	
Sector 6	ALT limit: 2950m or above
N440606E0882319-N440022E0884857-N435850E0884924-N440451E0881530-N440606E0882319	
Sector 7	ALT limit: 2100m or above
N441215E0884524-N441057E0893901-N435053E0893237-N435850E0884924-N440022E0884857-N441215E0884524	
Sector 8	ALT limit: 3350m or above
N440451E0881530-N435850E0884924-N435756E0884809-N440417E0881200-N440451E0881530	
Sector 9	ALT limit: 3750m or above
N440417E0881200-N435756E0884809-N435648E0884633-N435855E0883520-N440332E0881033-N440417E0881200	
Sector 10	ALT limit: 3250m or above
N435850E0884924-N435053E0893237-N434351E0893023-N435648E0884633-N435756E0884809-N435850E0884924	
Sector 11	ALT limit: 4250m or above
N440332E0881033-N435855E0883520-N435900E0881205-N435333E0880340-N435525E0880231-N435826E0880040-N440332E0881033	
Sector 12	ALT limit: 1700m or above
N435141E0873631-N435040E0874325-N435427E0874835-N440043E0880103-N435408E0875020-N435239E0874946-N435123E0874811-N434802E0874214-N434228E0873219-N434509E0872757-N434907E0872924-N435141E0873631	
Sector 13	ALT limit: 2100m or above
N440043E0880103-N435704E0875723-N435336E0875357-N435148E0875106-N435123E0874811-N435239E0874946-N435408E0875020-N440043E0880103	

Sector 14	ALT limit: 2900m or above
N435826E0880040-N435525E0880231-N434932E0875008-N435123E0874811-N435148E0875106-N435336E0875357-N435704E0875723-N435826E0880040	
Sector 15	ALT limit: 3500m or above
N435525E0880231-N435333E0880340-N435014E0875727-N434621E0875303-N433820E0875432-N434409E0874710-N434932E0875008-N435525E0880231	
Sector 16	ALT limit: 5000m or above
N435900E0881205-N435855E0883520-N435648E0884633-N434351E0893023-N433934E0892903-N432313E0885620-N432916E0884535-N433759E0880751-N433755E0882839-N434810E0884214-N435650E0882306-N434823E0880419-N433759E0880751-N433558E0880352-N433820E0875432-N434621E0875303-N435014E0875727-N435333E0880340-N435900E0881205	
Sector 17	ALT limit: 6100m or above
N433759E0880751-N434823E0880419-N435650E0882306-N434810E0884214-N433755E0882839-N433759E0880751	
Sector 18	ALT limit: 1300m or above
N435442E0872540-N435238E0872958-N435051E0873002-N435115E0872652-N435136E0872002-N435330E0871351-N435442E0872540	
Sector 19	ALT limit: 1500m or above
N435835E0865709-N435330E0871351-N435136E0872002-N435115E0872652-N435051E0873002-N435238E0872958-N435141E0873631-N434907E0872924-N434509E0872757-N434825E0871845-N434934E0871700-N435216E0871255-N435241E0870429-N435507E0865715-N435835E0865709	
Sector 20	ALT limit: 2000m or above
N434802E0874214-N434118E0874537-N433350E0874921-N434228E0873219-N434802E0874214	
Sector 21	ALT limit: 4250m or above
N433759E0880751-N432916E0884535-N432313E0885620-N431812E0884625-N433558E0880352-N433759E0880751	
Sector 22	ALT limit: 3150m or above

N434409E0874710-N433820E0875432-N433558E0880352-N431812E0884625-N430355E0881830-N433032E0875100-N433350E0874921-N434118E0874537-N434409E0874710	
Sector 23	ALT limit: 1900m or above
N434509E0872757-N434228E0873219-N433350E0874921-N433819E0870533-N434400E0871225-N434726E0871126-N434841E0870920-N434909E0870604-N435008E0871104-N434934E0871700-N434825E0871845-N434509E0872757	
Sector 24	ALT limit: 2750m or above
N433819E0870533-N433350E0874921-N433032E0875100-N433616E0870112-N433819E0870533	
Sector 25	ALT limit: 3500m or above
N433616E0870112-N433032E0875100-N430355E0881830-N425506E0874925-N432429E0873120-N433016E0871328-N433203E0870243-N433255E0865725-N433616E0870112	
Sector 26	ALT limit: 1700m or above
N435507E0865715-N435241E0870429-N435216E0871255-N434934E0871700-N435008E0871104-N435201E0870619-N435317E0865717-N435507E0865715	
Sector 27	ALT limit: 1800m or above
N435317E0865717-N435201E0870619-N435008E0871104-N434909E0870604-N434938E0870232-N435011E0865723-N435317E0865717	
Sector 28	ALT limit: 2350m or above
N434938E0870232-N434909E0870604-N434841E0870920-N434726E0871126-N434400E0871225-N433819E0870533-N433616E0870112-N434305E0865521-N434938E0870232	
Sector 29	ALT limit: 4550m or above
N432526E0864850-N431826E0872134-N431554E0871728-N432228E0864944-N432526E0864850	
Sector 30	ALT limit: 5100m or above
N434332E0860718-N434347E0861839-N432526E0864850-N432228E0864944-N431554E0871728-N431826E0872134-N432429E0873120-N425506E0874925-N422940E0862824-N425355E0854028-N431400E0861943-N432137E0862311-N432701E0861917-N434332E0860718	

Sector 31	ALT limit: 2000m or above
N435011E0865723-N434938E0870232-N434305E0865521-N434724E0865138-N435011E0865723	
Sector 32	ALT limit: 2550m or above
N434724E0865138-N434305E0865521-N433616E0870112-N433802E0865647-N434545E0864820-N434724E0865138	
Sector 33	ALT limit: 3150m or above
N434545E0864820-N433802E0865647-N433616E0870112-N433255E0865725-N433212E0864647-N433559E0865226-N434005E0865138-N434409E0864633-N434545E0864820	
Sector 34	ALT limit: 3550m or above
N434558E0863926-N434409E0864633-N434005E0865138-N433559E0865226-N433212E0864647-N434030E0864232-N434403E0863309-N434558E0863926	
Sector 35	ALT limit: 4100m or above
N435232E0861029-N434403E0863309-N434030E0864232-N433212E0864647-N432526E0864850-N434347E0861839-N434332E0860718-N434618E0860817-N435232E0861029	
Sector 36	ALT limit: 5300m or above
N432701E0861917-N432137E0862311-N431400E0861943-N425355E0854028-N425754E0853228-N430211E0853052-N431820E0860457-N432408E0861511-N432701E0861917	
Sector 37	ALT limit: 5450m or above
N432240E0852308-N431820E0860457-N430211E0853052-N432240E0852308	
Sector 38	ALT limit: 5900m or above
N434105E0852046-N433732E0853335-N433353E0860805-N432408E0861511-N431820E0860457-N432240E0852308-N433352E0851852-N434105E0852046	
Sector 39	ALT limit: 5600m or above
N434956E0852306-N434332E0860718-N432701E0861917-N432408E0861511-N433353E0860805-N433732E0853335-N434105E0852046-N434956E0852306	
Sector 40	ALT limit: 2000m or above



N440444E0861452-N435835E0865709-N435507E0865715-N435317E0865717-N435011E0865723-N435855E0861246-N440444E0861452	
Sector 41	ALT limit: 2350m or above
N435855E0861246-N435011E0865723-N434724E0865138-N435502E0861123-N435855E0861246	
Sector 42	ALT limit: 3300m or above
N435502E0861123-N434724E0865138-N434545E0864820-N434409E0864633-N434558E0863926-N434403E0863309-N435232E0861029-N435502E0861123	
Sector43	ALT limit: 4800m or above
N440040E0852557-N434618E0860817-N434332E0860718-N434956E0852306-N440040E0852557	
Sector 44	ALT limit: 3850m or above
N440808E0852757-N435502E0861123-N435232E0861029-N434618E0860817-N440040E0852557-N440808E0852757	
Sector 45	ALT limit: 2450m or above
N442452E0853226-N441417E0861818-N440444E0861452-N435855E0861246-N435502E0861123-N440808E0853226-N442452E0853226	
Sector 46	ALT limit: 1700m or above
N441417E0861818-N440617E0865154-N435835E0865709-N440444E0861452-N441417E0861818	
Sector 47	ALT limit: 3850m or above
N433255E0865725-N433203E0870243-N432526E0864850-N433212E0864647-N433255E0865725	
Sector 48	ALT limit: 4150m or above
N433203E0870243-N433016E0871328-N432429E0873120-N431826E0872134-N432526E0864850-N433203E0870243	
Sector 49	ALT limit: 2500m or above
N435123E0874811-N434932E0875008-N434409E0874710-N434118E0874537-N434802E0874214-N435123E0874811	
Sector 50	ALT limit: 1250m or above

N435727E0874345-N435141E0873631-N435238E0872958-N435630E0873240-N435727E0874345

## 5. 无线电通信失效程序

5.1 航空器驾驶员参见 AIP 总则 3.4.5 中的仪表飞行规则航空器地空双向无线电通信失效通用程序中有关规定判定为通信失效之后,可使用卫星电话或通过航空器运营人拨打 0991-3809630 或 0991-3809631 作为乌鲁木齐进近联系的紧急通信联络手段。

5.2 通信失效航空器在地窝堡机场落地,如需耗油,在 OMDAX 加入耗油等待程序,高度 3900m,入航航迹 270°,左等待,出航时间 1min。耗油结束前,执行最后一圈等待程序时下降到 3600m,参见 AIP 总则 3.4.5 中的仪表飞行规则航空器地空双向无线电通信失效通用程序中有关规定在地窝堡机场落地。

## 6. 目视飞行程序

6.1 等待:详见标准仪表进场图。

6.2 进离场程序:目视飞行按 ATC 指令进行。

6.3 实施目视进近的航空器,航空器驾驶员报告能见跑道时,航空器驾驶员或管制员可提出实施目视进近,并得到对方认可方可实施。

## 5. Radio communication failure procedures

5.1 After the flight crews have determined that communications have failed refer to AIP GEN3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure, pilot may use a satellite telephone or dial 86-991-3809630/86-991-3809631 through the operator of the airline as a means of emergency communications for the Urumqi Approach Control.

5.2 If an aircraft with communication failure is to land at DIWOPU International Airport, if fuel consumption is required, proceed to OMDAX and hold, altitude 3900m inbound track 270°, left holding pattern, outbound time 1min, before the end of the fuel consumption, descend to 3600m when executing the last turn of the holding procedure, and land at DIWOPU refer to AIP GEN3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure.

## 6. Procedures for VFR flights

6.1 Holding procedures: Refer to STAR.

6.2 VFR arrival/departure procedures shall be implemented with ATC instructions.

6.3 Pilot shall report RWY in sight, then reach an agreement with ATC to implement visual approach.

6.4 航空器驾驶员在得到目视进近指令后，应随时利用机载设备或目视监控周边航空器的运行状态，并尽最大可能建立航空器间的目视能见。当 ATC 通报相关航空器的相对位置时，航空器驾驶员应及时向 ATC 报告建立目视能见。若航空器驾驶员报告不能目视相关航空器，管制员将终止目视进近并配备符合规定的间隔。

6.5 当实施目视进近的航空器驾驶员明确表示能够目视另一架航空器并接受目视间隔时，航空器驾驶员应当负以下责任：

6.5.1 始终保持对相关航空器的目视监控，并保持与相关航空器间的安全间隔；

6.5.2 为保持与相关航空器的安全间隔作必要的调速、机动飞行及避开尾流影响区域；

6.5.3 当无法目视相关航空器或为保持与相关航空器间的安全间隔所采取的各种措施必须及时通报 ATC，以便重新为其配备安全间隔。

6.6 在仪表进近程序的最后进近阶段使用目视间隔时，航空器驾驶员应按照仪表程序进近，并保持目视判断与其他相关航空器间的安全间隔。当航空器进近至决断高度时，会遇到在同一跑道上前面着陆的航空器正在着陆滑跑，或者正在起飞的航空器即将离地的情况，当航空器驾驶员认为必要时，随时可以复飞并立即通报 ATC。

6.4 Upon receipt of visual approach instruction, the pilot shall monitor the operating status of other aircraft in the vicinity by airborne equipment or visualizing and establish the visual separation as practicable. Report 'visual separation established' when the controller notifies the relative position with other aircraft. If the relevant aircrafts are invisible, visual approach shall be terminated and separations shall be allocated by ATC.

6.5 When pilot implementing visual approach assures that another aircraft is in sight and accepts visual separation, the pilot shall be responsible for the followings:

6.5.1 Keep monitoring the relevant aircraft and maintain safety separations;

6.5.2 Implement speed adjustment, maneuver to maintain safety separations with the relevant aircrafts and avoid wake turbulence;

6.5.3 Inform ATC in time when the relevant aircrafts are invisible or implement any measures to maintain safety separations, so that ATC could reassign safety separations.

6.6 When using VFR separation during the final approach phase of IAP, pilot shall follow the IAP and keep visualizing to ensure a safety separation with other relevant aircraft. When the aircraft descends to DA, encountering the preceding arrival aircraft is operating on the same RWY or the departure aircraft is lifting off, pilot shall make a missed approach at any moment if it

is considered to be necessary and report to ATC immediately.

7. 目视飞行航线

无

7. VFR route

Nil

8. 其它规定

无

8. Other regulations

Nil.

ZWWW AD 2.23 其它资料

ZWWW AD 2.23 Other information

鸟情资料

Bird's information

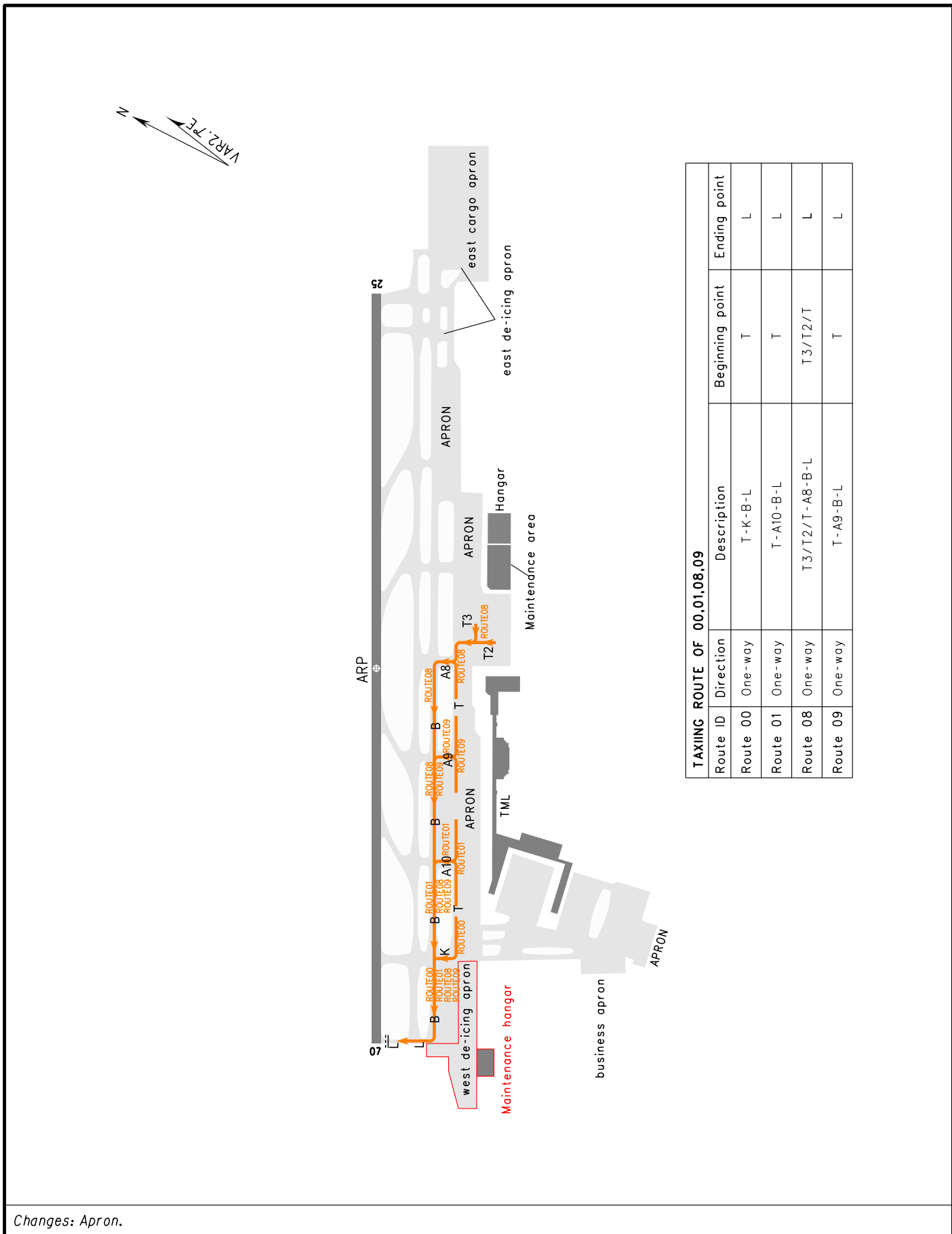
机场全年有鸟类活动，季节性强。并以机场南部地区鸟类活动最为频繁。机场在飞行区采取全天巡视和驱赶措施（包括声音、视觉刺激、撒布药剂、研究植被类型单一化等）开展鸟击及动物侵入防范工作，在机场临近地区每年3月至10月采取驱赶措施。迁徙鸟类春季从南向北迁徙，秋季由北向南迁徙。

Activities of bird flocks are seasonal and found all the year round. The lively area is S of airport. Aerodrome takes all-day inspection and drive measures in the flight area and drive measures during Mar. to Oct. every year in nearby area to reduce animals activities. Migratory birds fly FM S to N in spring and FM N to S in autumn.

Migratory Season		Area and Direction of activity	Flight height(m)	Characteristic
Spring (Feb.-Apr.)	day	S to N	20-1000	All size/Group
		Around the airport	0-500	
	night	S to N	10-500	Huge and medium size/Group
			0-50	Medium size/Few
Summer (May-Jul.)	day	S to N	20-1000	All size/Group
		Around the airport	0-500	
	night	Around the airport	0-200	Medium and small size/Few

Autumn (Aug.-Oct.)	day	N to S	20-1000	All size/Group
		Around the airport	0-500	
	night	N to S	10-500	
Winter (Nov.-Jan.(next year))	day	Around the airport	0-500	Huge and medium size/Few
			0-100	Small size/Group
	night		0-100	Medium and small size/Few

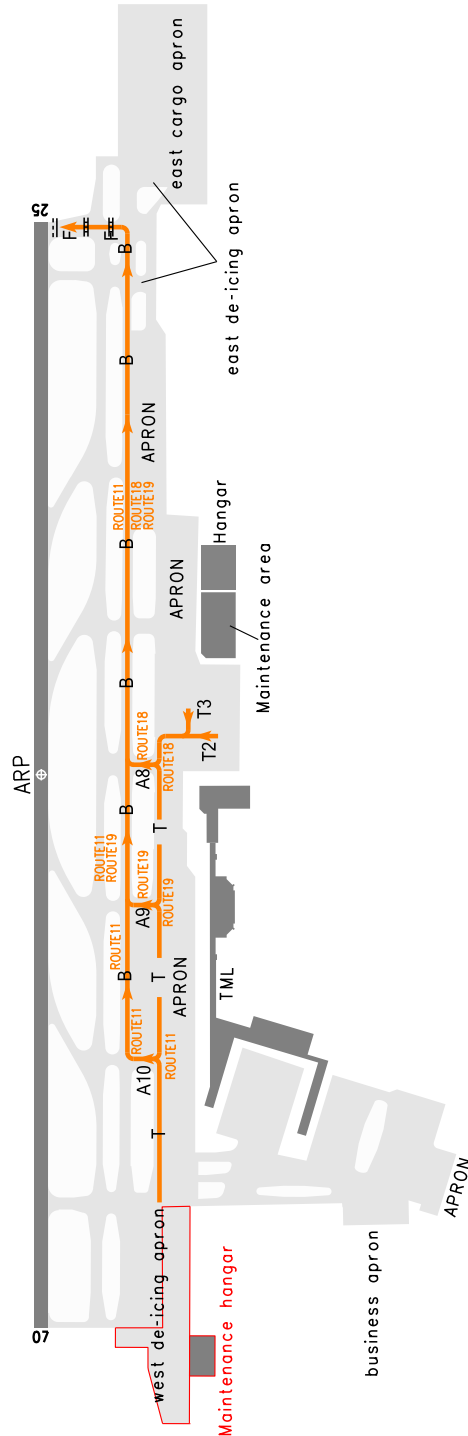
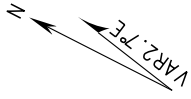
TAXIING ROUTES CHART



**TAXIING ROUTE OF 00,01,08,09**

Route ID	Direction	Description	Beginning point	Ending point
Route 00	One-way	T-K-B-L	T	L
Route 01	One-way	T-A10-B-L	T	L
Route 08	One-way	T3/T2/T-A8-B-L	T3/T2/T	L
Route 09	One-way	T-A9-B-L	T	L

Changes: Apron.



TAXIING ROUTE OF 11,18,19

Route ID	Direction	Description	Beginning point	Ending point
Route 11	One-way	T-A10-B-F	T	F
Route 18	One-way	T3/T2/T-A8-B-F	T3/T2/T	F
Route 19	One-way	T-A9-B-F	T	F

Changes: Apron.

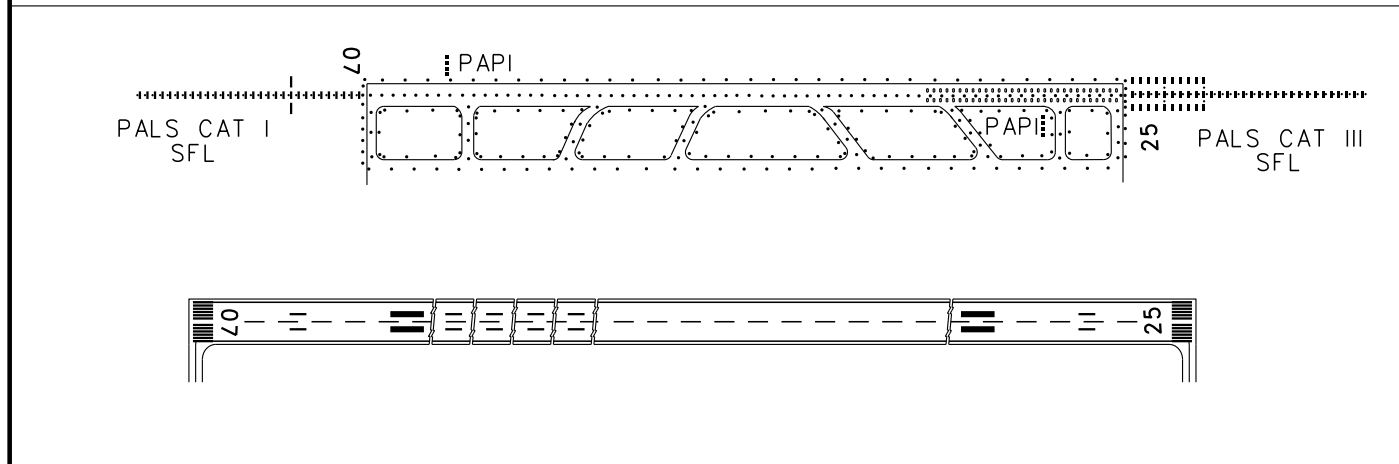
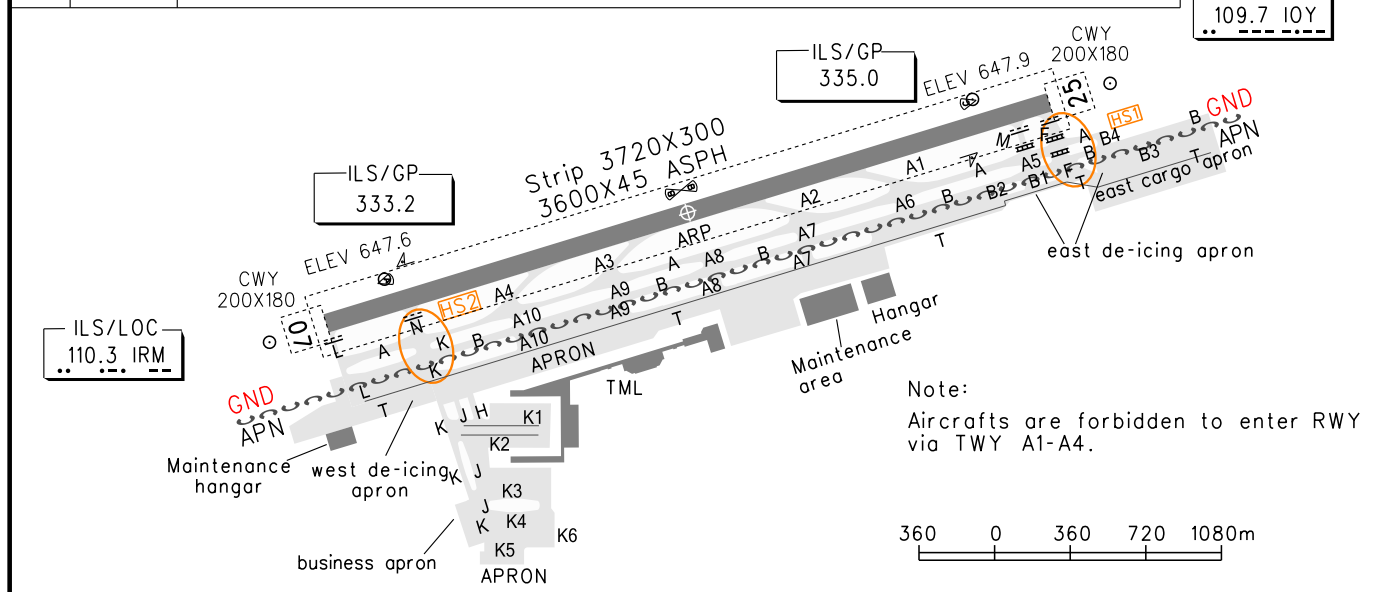
# AERODROME CHART

D-ATIS(DEP) 126.7  
 D-ATIS(ARR) 126.8  
 TWR 118.1(125.0)  
 Delivery 121.9(DCL AVBL)

APN01 121.8  
 APN02 122.15  
 GND 121.65

**ZWWW URUMQI/Diwopu**  
 N43°54.5'E087°28.5' ELEV 674.9m

RWY	Direction	Bearing strength(PCN)	BEARINGS ARE MAGNETIC. ALTITUDES, DISTANCES, ELEVATIONS AND HEIGHTS IN METERS.
07	071°	87/R/B/W/T RWY	
		86/F/B/X/T TWYs A(west of F),A5,A8(north of B),M	
83/R/B/X/T TWYs B1,B2,J(north of K3),K(BTN T&K3),K1(west of J) K2(west of J),N,T(east of B2)			
80/F/B/W/T TWYs A7,A8(south of B),A9,F(south of B),K(BTN A&B),L(south of B)			
79/R/B/W/T TWYs A2-A4,B(BTN L&F),F(north of B),L(north of B)			
78/F/B/W/T TWYs A1,A6			
78/R/B/X/T TWYs B(BTN DC1 to stand Nr.170),B3			
77/R/B/W/T TWY T(west of K)			
76/R/B/W/T TWY T(BTN stand Nr.141&B2)			
74/R/B/W/T TWYs H,K1(except K&J),K2(except K&J)			
25	251°	70/R/B/W/T TWYs A10,K(BTN B&T),T(BTN K&stand Nr.141)	
		69/R/B/W/T TWYs A(east of F),B4,J(south of K3),K(south of K3),K3-K6	
		61/R/B/W/T TWY B(BTN F to DC1)	
		52/R/A/W/T TWYs T1-T4	
		ILS/LOC 109.7 10Y	



TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)				LIGHTS		
ACFT Type	RWY07/25		LVP in force RWY25		RWY07	RWY25
	REDL	NIL(Day only)	REDL RCLL	REDL RCLL		
2 TURB ENG or 3&4 ENG	A				PALS CAT I SFL PAPI REDL RCLL RENL	PALS CAT III SFL PAPI RTZL REDL RCLL RENL
	B	RVR400	RVR500	RVR150		
	C	VIS800	VIS800	HUD RVR150		
	D			RVR200		
Other 1&2 ENG						
Note:						
Changes: GND CTL BDRY.						

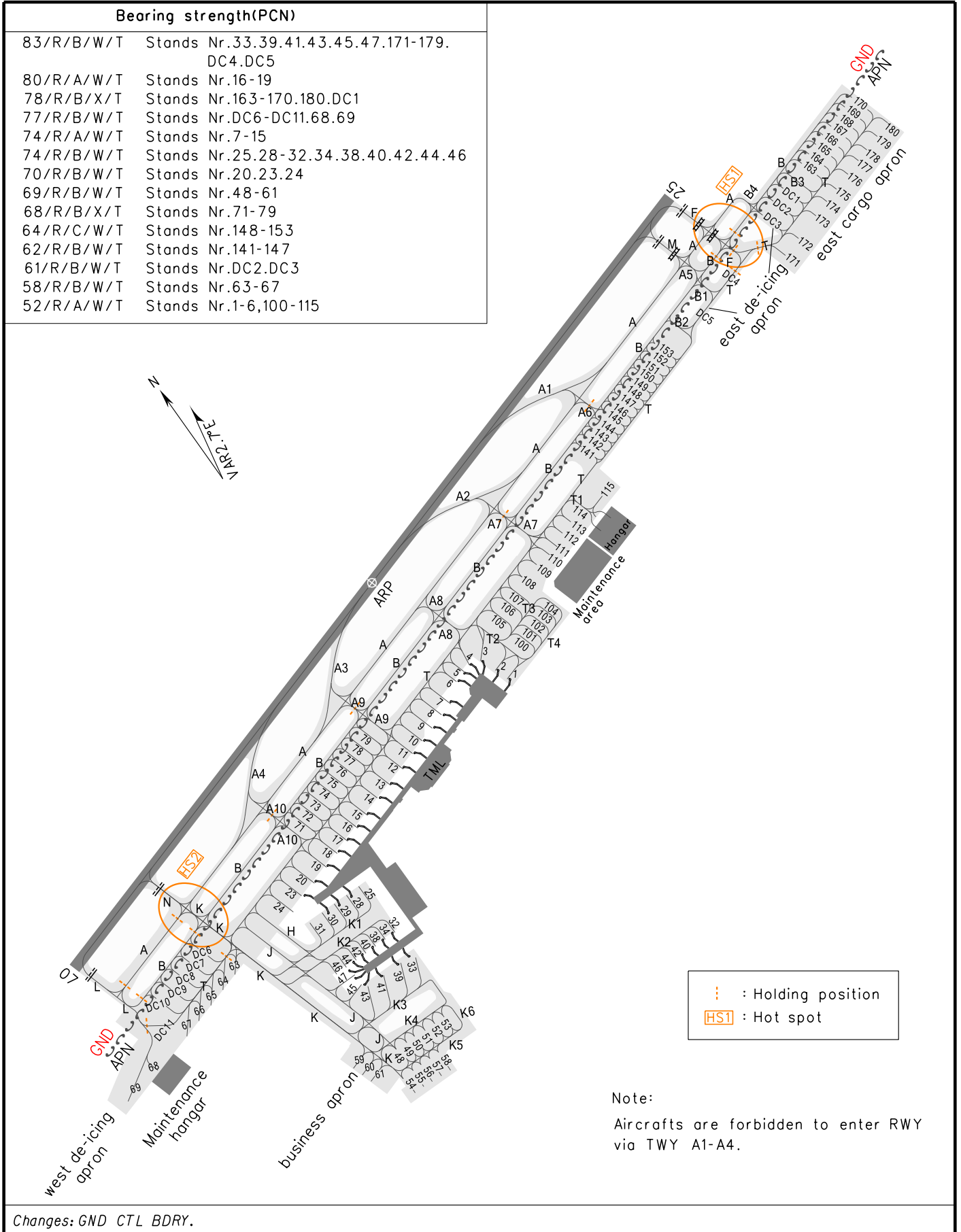


# AIRCRAFT PARKING CHART-ICAO

D-ATIS(DEP) 126.7  
 D-ATIS(ARR) 126.8  
 TWR 118.1(125.0)  
 Delivery 121.9(DCL AVBL)

APN01 121.8  
 APN02 122.15  
 GND 121.65

ZWWW URUMQI/Diwopu



# STANDARD DEPARTURE CHART - INSTRUMENT

VAR 2.7° E

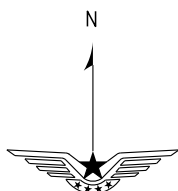
D-ATIS( DEP ) 126.7  
TWR 118.1(125.0)

ZWWW URUMQI/ Diwopu  
RNAV RWY 07/25( EPDAG/ NIXER )

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

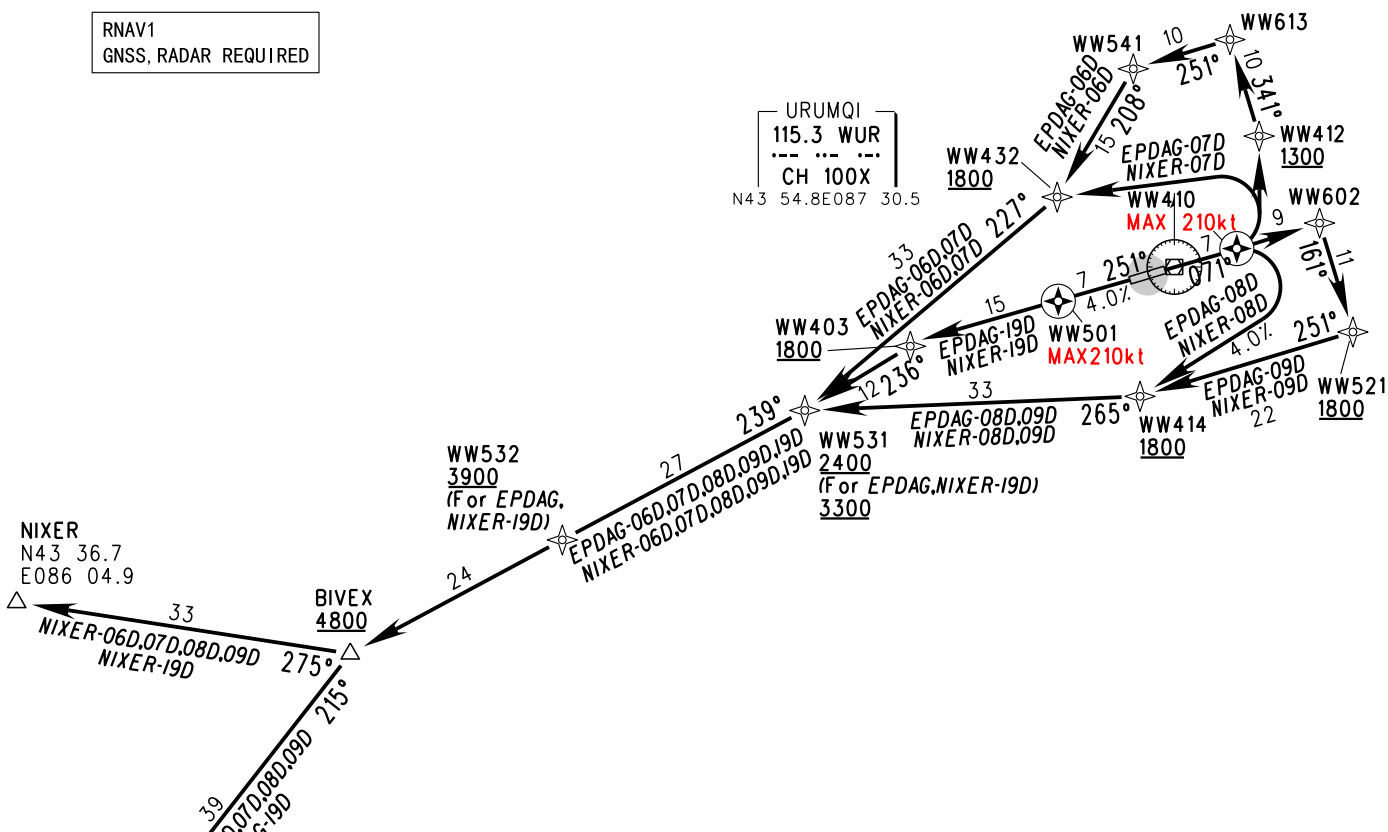
APP01 120.25(119.9)  
APP02 126.05(119.9)  
APP03 123.8(119.9)  
APP04 127.9(119.9)

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



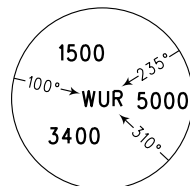
NOT TO SCALE

RNAV1  
GNSS, RADAR REQUIRED



Notes:

1. EPDAG, NIXER-06/07D: After passing WW531, climb to enroute ALT with climb gradient 4.4% or above.
2. EPDAG, NIXER-08/09D: Climb to WW410 with climb gradient 4.0% or above, then climb to WW531 with climb gradient 4.2% or above, and then climb to enroute ALT with climb gradient 4.4% or above.
3. EPDAG, NIXER-19D: Climb to WW532 with climb gradient 4.0% or above, then climb to enroute ALT with climb gradient 4.9% or above.
4. Under radar control service, actual flight ALT instructed by ATC.



MSA 46km

Changes: Speed limit.

# STANDARD DEPARTURE CHART - INSTRUMENT

VAR 2.7° E

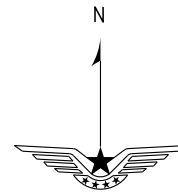
D-ATIS(DEP) 126.7  
TWR 118.1(125.0)

**ZWWW URUMQI/Diwopu**  
RNAV RWY07/25(VARMI/KEXAB)

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

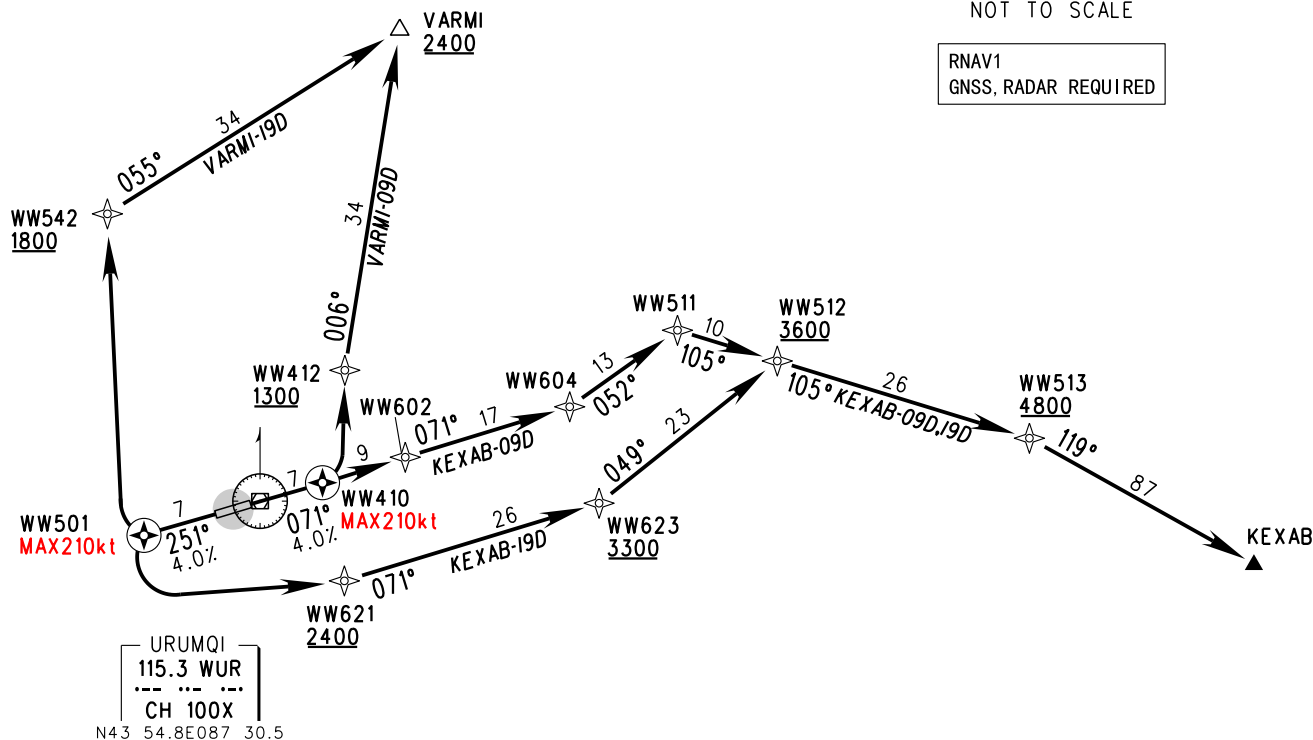
APP01 120.25(119.9)  
APP02 126.05(119.9)  
APP03 123.8(119.9)  
APP04 127.9(119.9)

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



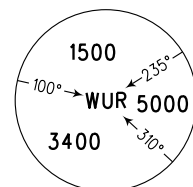
NOT TO SCALE

RNAV1  
GNSS, RADAR REQUIRED



Notes:

1. KEXAB-09D: Climb straight ahead to WW410 with climb gradient 4.0% or above, then climb to enroute ALT with climb gradient 5.2% or above.
2. KEXAB-19D: Climb straight ahead to WW501 with climb gradient 4.0% or above, then climb to enroute ALT with climb gradient 5.2% or above.
3. Under radar control service, actual flight ALT instructed by ATC.



MSA 46km

Changes: Speed limit.

# STANDARD DEPARTURE CHART - INSTRUMENT

VAR 2.7° E

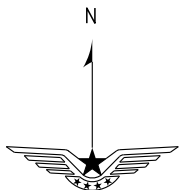
D-ATIS( DEP ) 126.7  
TWR 118.1(125.0)

ZWWW URUMQI/Diwopu  
RWY07

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

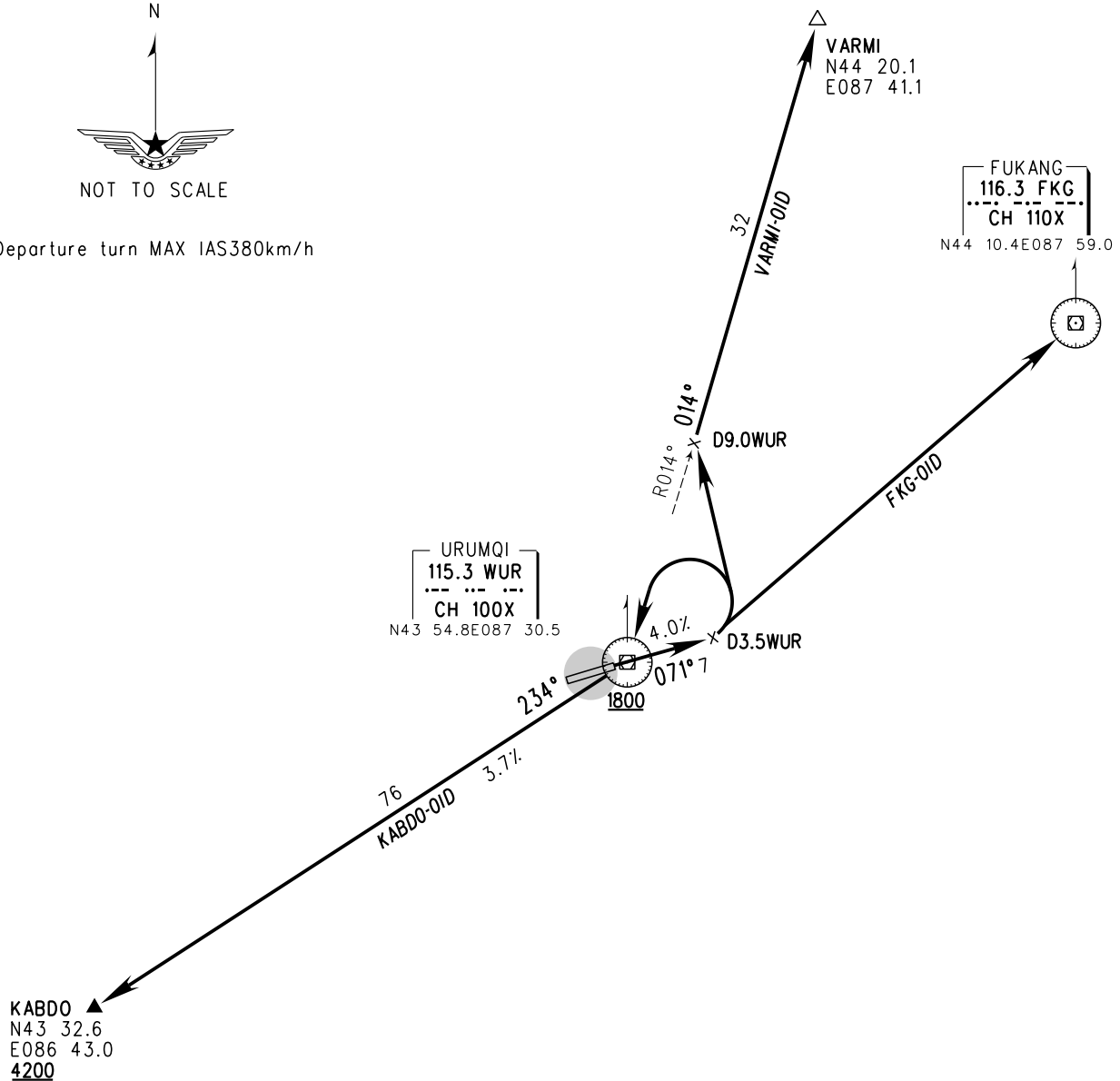
APP01 120.25(119.9)  
APP02 126.05(119.9)  
APP03 123.8(119.9)  
APP04 127.9(119.9)

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



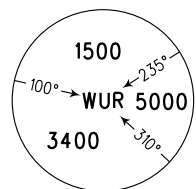
NOT TO SCALE

Departure turn MAX IAS 380km/h



Notes:

KABDO-01D: Climb to 'WUR' with climb gradient 4.0% or above, then climb to enroute ALT with climb gradient 3.7% or above.



MSA 46km

Changes: D-ATIS.

# STANDARD DEPARTURE CHART - INSTRUMENT

VAR 2.7° E

D-ATIS(DEP) 126.7  
TWR 118.1(125.0)

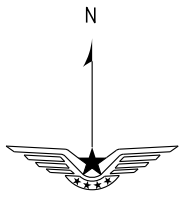
ZWWW URUMQI/Diwopu  
RNAV RWY25

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

APP01 120.25(119.9)  
APP02 126.05(119.9)  
APP03 123.8(119.9)  
APP04 127.9(119.9)

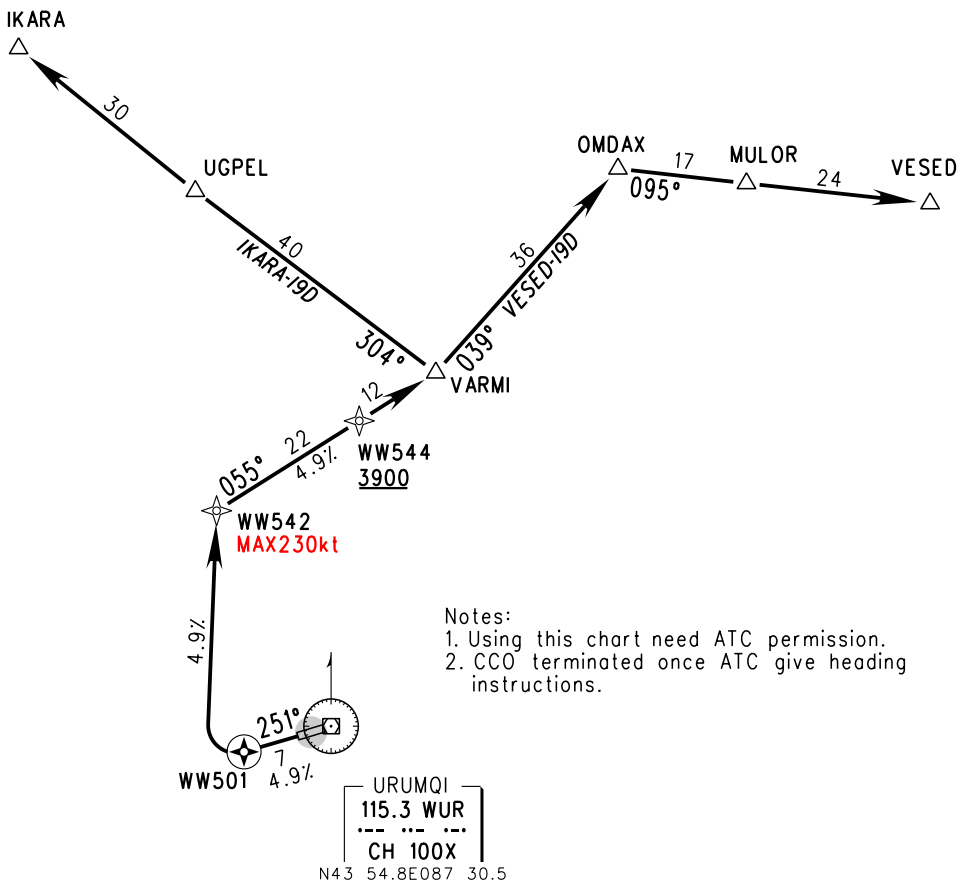
TL 3600  
TA 3000  
3300(QNH ≥ 1031hPa)  
2700(QNH ≤ 979hPa)

Only used for CCO



NOT TO SCALE

RNAV1  
GNSS, RADAR REQUIRED



Changes: Speed limit.

# STANDARD DEPARTURE CHART - INSTRUMENT

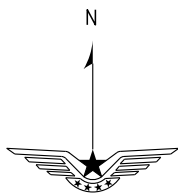
VAR 2.7° E TWR 118.1(125.0)

ZWWW URUMQI/Diwopu  
RNAV RWY 25(VARMI/EPDAG/NIXER)

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

APP01 120.25(119.9)  
APP02 126.05(119.9)  
APP03 123.8(119.9)  
APP04 127.9(119.9)

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



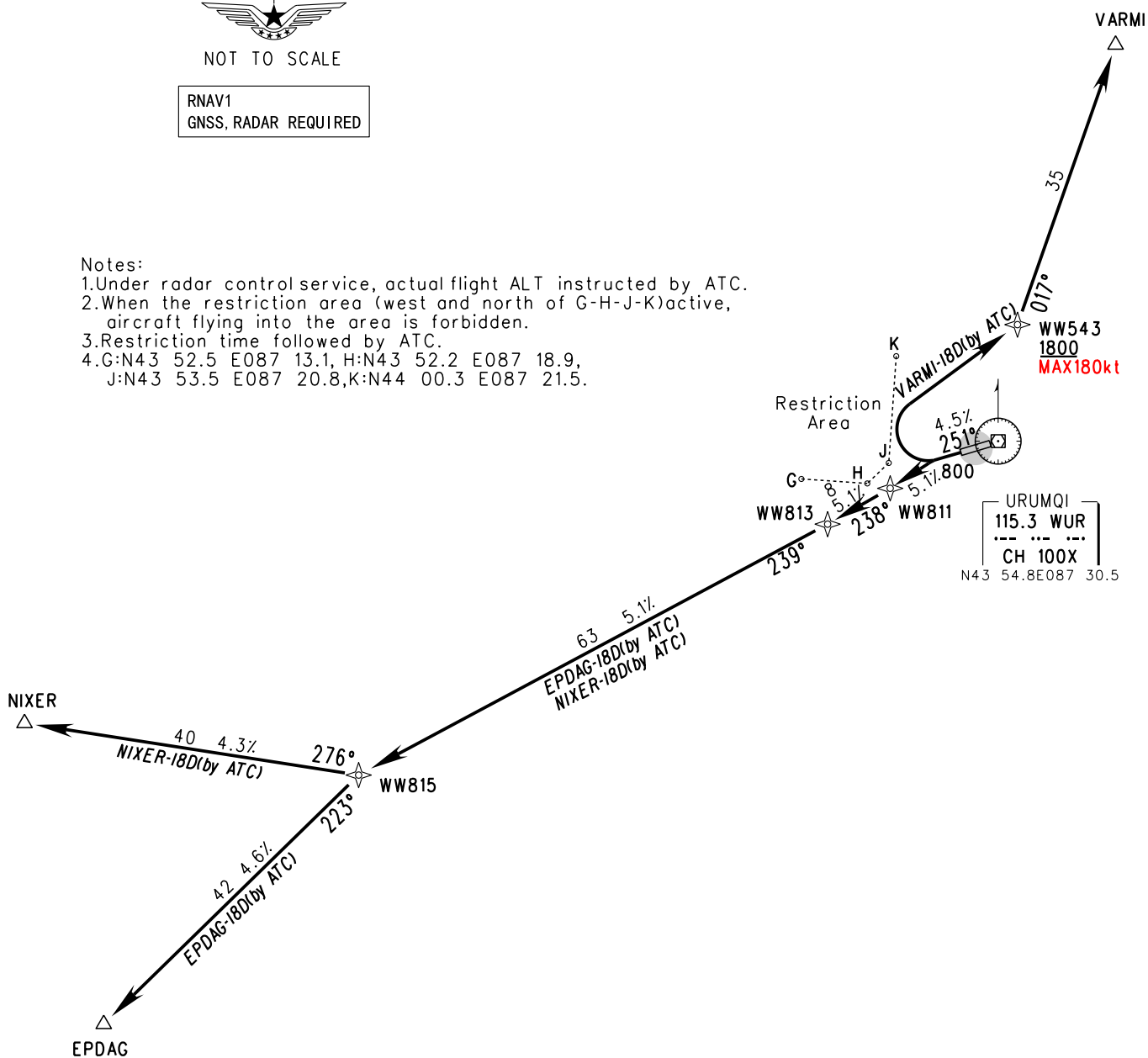
NOT TO SCALE

RNAV1  
GNSS, RADAR REQUIRED

by ATC

**Notes:**

1. Under radar control service, actual flight ALT instructed by ATC.
2. When the restriction area (west and north of G-H-J-K) active, aircraft flying into the area is forbidden.
3. Restriction time followed by ATC.
4. G: N43 52.5 E087 13.1, H: N43 52.2 E087 18.9, J: N43 53.5 E087 20.8, K: N44 00.3 E087 21.5.



Changes: Speed limit.

# STANDARD DEPARTURE CHART - INSTRUMENT

VAR 2.7° E

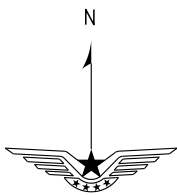
D-ATIS (DEP) 126.7  
TWR 118.1 (125.0)

ZWWW URUMQI/Diwopu  
RWY 25

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

APP01 120.25 (119.9)  
APP02 126.05 (119.9)  
APP03 123.8 (119.9)  
APP04 127.9 (119.9)

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



NOT TO SCALE

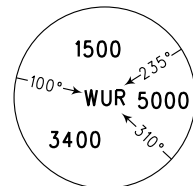
Departure turn MAX IAS 380km/h

VARMI  
N44 20.1  
E087 41.1

FUKANG  
116.3 FKG  
CH 110X  
N44 10.4 E087 59.0

URUMQI  
115.3 WUR  
CH 100X  
N43 54.8 E087 30.5

KABDO  
N43 32.6  
E086 43.0  
4200



Notes:

KABDO-IID: Climb straight ahead to D6.5WUR with climb gradient 4.0% or above, and turn LEFT to R234° WUR/D12.5WUR with climb gradient 5.0% at 1500 or above, then climb to enroute ALT with climb gradient 5.4% or above.

Changes: D-ATIS.





# STANDARD ARRIVAL CHART - INSTRUMENT

VAR2.7° E

D-ATIS(ARR) 126.8  
TWR 118.1(125.0)

APP01 120.25(119.9)  
APP02 126.05(119.9)  
APP03 123.8(119.9)  
APP04 127.9(119.9)

ZWWW URUMQI/Diwopu  
RNAV Rwy07

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

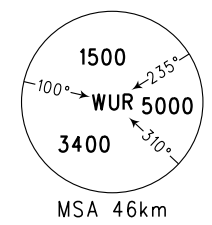
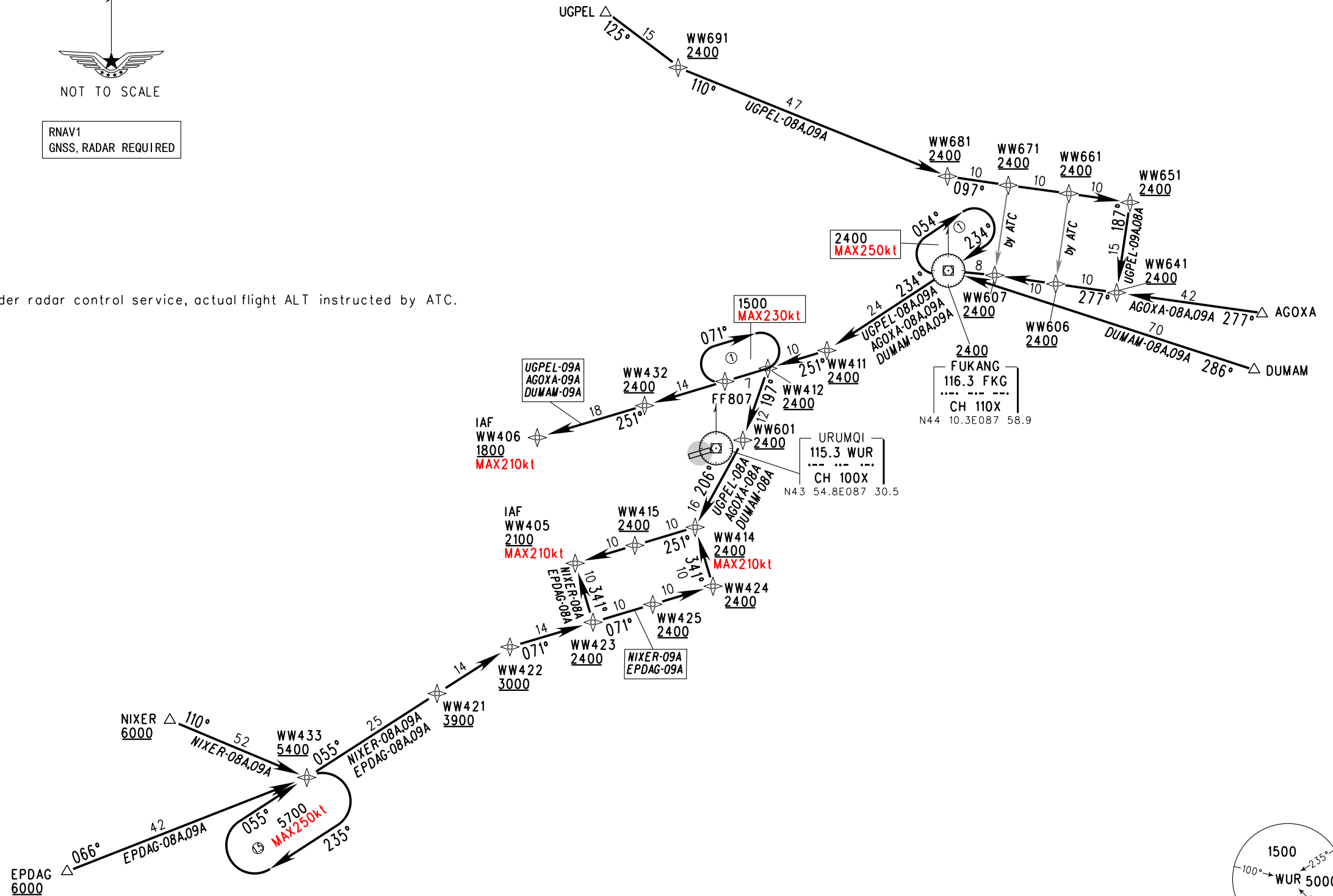
TL 3600  
TA 3000  
3300(QNH ≥ 1031hPa)  
2700(QNH ≤ 979hPa)



NOT TO SCALE

RNAV1  
GNSS, RADAR REQUIRED

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



Changes: Speed limit.

# STANDARD ARRIVAL CHART - INSTRUMENT

VAR 2.7° E

D-ATIS (ARR) 126.8  
TWR 118.1(125.0)

APP01 120.25(119.9)  
APP02 126.05(119.9)  
APP03 123.8(119.9)  
APP04 127.9(119.9)

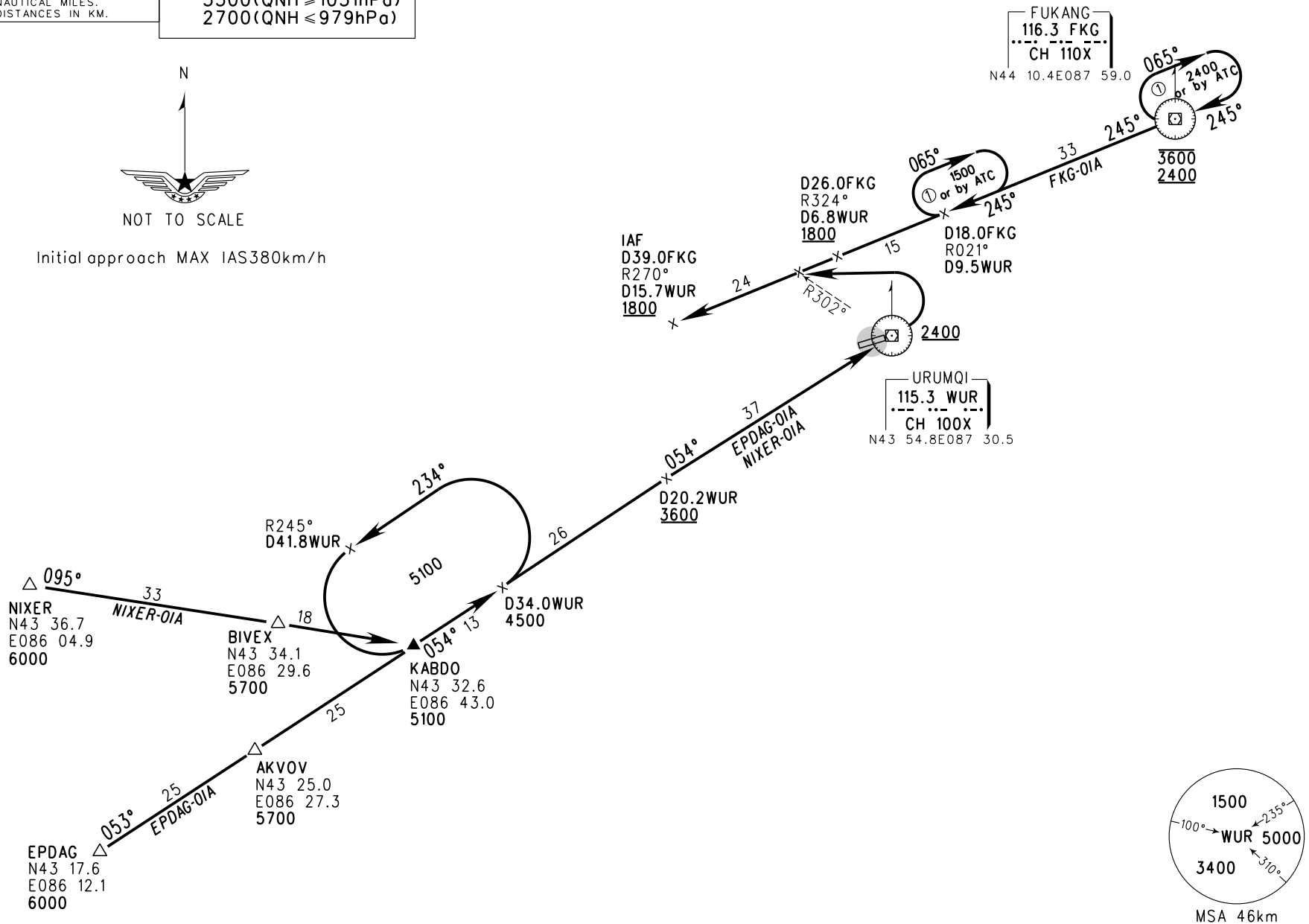
ZWWW URUMQI/Diwopu  
RWY07

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)



Initial approach MAX IAS 380km/h



Changes: D-ATIS.

# STANDARD ARRIVAL CHART - INSTRUMENT

VAR2.7° E

D-ATIS(ARR) 126.8  
TWR 118.1(125.0)

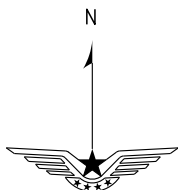
ZWWW URUMQI/Diwopu  
RNAV RWY25

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

APP01 120.25(119.9)  
APP02 126.05(119.9)  
APP03 123.8(119.9)  
APP04 127.9(119.9)

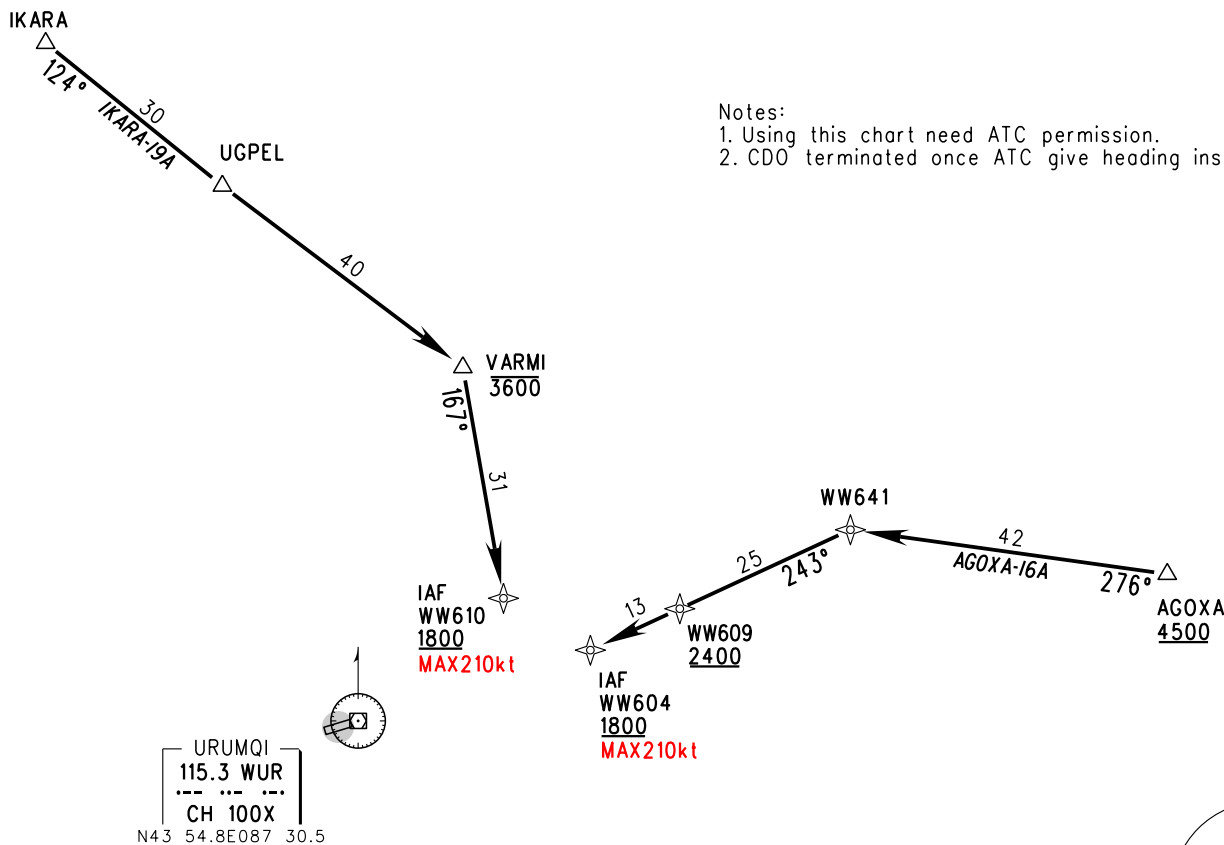
TL 3600  
TA 3000  
3300(QNH ≥ 1031hPa)  
2700(QNH ≤ 979hPa)

Only used for CDO



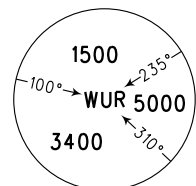
NOT TO SCALE

RNAV1  
GNSS, RADAR REQUIRED



Notes:  
1. Using this chart need ATC permission.  
2. CDO terminated once ATC give heading instructions.

URUMQI  
115.3 WUR  
CH 100X  
N43 54.8E087 30.5



MSA 46km

Changes: Speed limit.

# STANDARD ARRIVAL CHART - INSTRUMENT

VAR 2.7° E

D-ATIS (ARR) 126.8  
TWR 118.1 (125.0)

APP01 120.25 (119.9)  
APP02 126.05 (119.9)  
APP03 123.8 (119.9)  
APP04 127.9 (119.9)

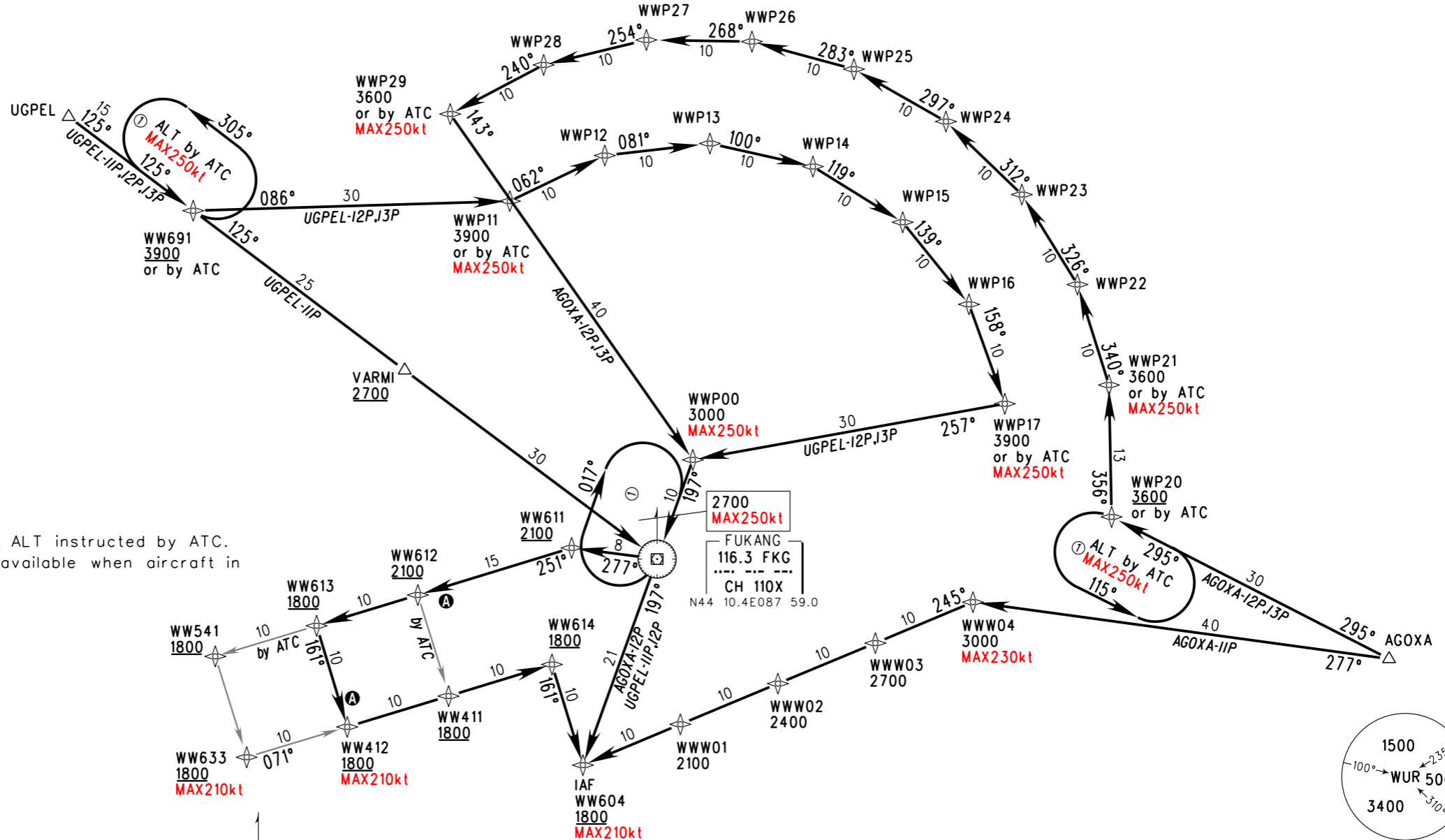
ZWWW URUMQI/Diwopu  
RNAV RWY25

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)

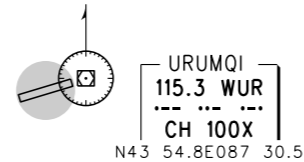


RNAV1  
GNSS, RADAR REQUIRED



**Notes:**

1. Under radar control service, actual flight ALT instructed by ATC.
2. Radar vectoring direct to WWP00 is available when aircraft in fanwise sequence.
3. **A** UGPEL-13P, AGOXA-13P.



STAR	ROUTING
AGOXA-11P	AGOXA-WWW04-WWW03-WWW02-WWW01-WW604
AGOXA-12P	AGOXA-WWP20-WWP21-WWP22-WWP23-WWP24-WWP25-WWP26-WWP27-WWP28-WWP29-WWP00-FKG-WW604
AGOXA-13P	AGOXA-WWP20-WWP21-WWP22-WWP23-WWP24-WWP25-WWP26-WWP27-WWP28-WWP29-WWP00-FKG-WW611-WW612-WW613-WW412-WW411-WW614-WW604
UGPEL-11P	UGPEL-WW691-VARMI-FKG-WW604
UGPEL-12P	UGPEL-WW691-WWP11-WWP12-WWP13-WWP14-WWP15-WWP16-WWP17-WWP00-FKG-WW604
UGPEL-13P	UGPEL-WW691-WWP11-WWP12-WWP13-WWP14-WWP15-WWP16-WWP17-WWP00-FKG-WW611-WW612-WW613-WW412-WW411-WW614-WW604

Changes: Speed limit.

# STANDARD ARRIVAL CHART - INSTRUMENT

VAR 2.7° E

D-ATIS (ARR) 126.8  
TWR 118.1 (125.0)

APP01 120.25 (119.9)  
APP02 126.05 (119.9)  
APP03 123.8 (119.9)  
APP04 127.9 (119.9)

ZWWW URUMQI/Divopu  
RNAV RWY25

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)

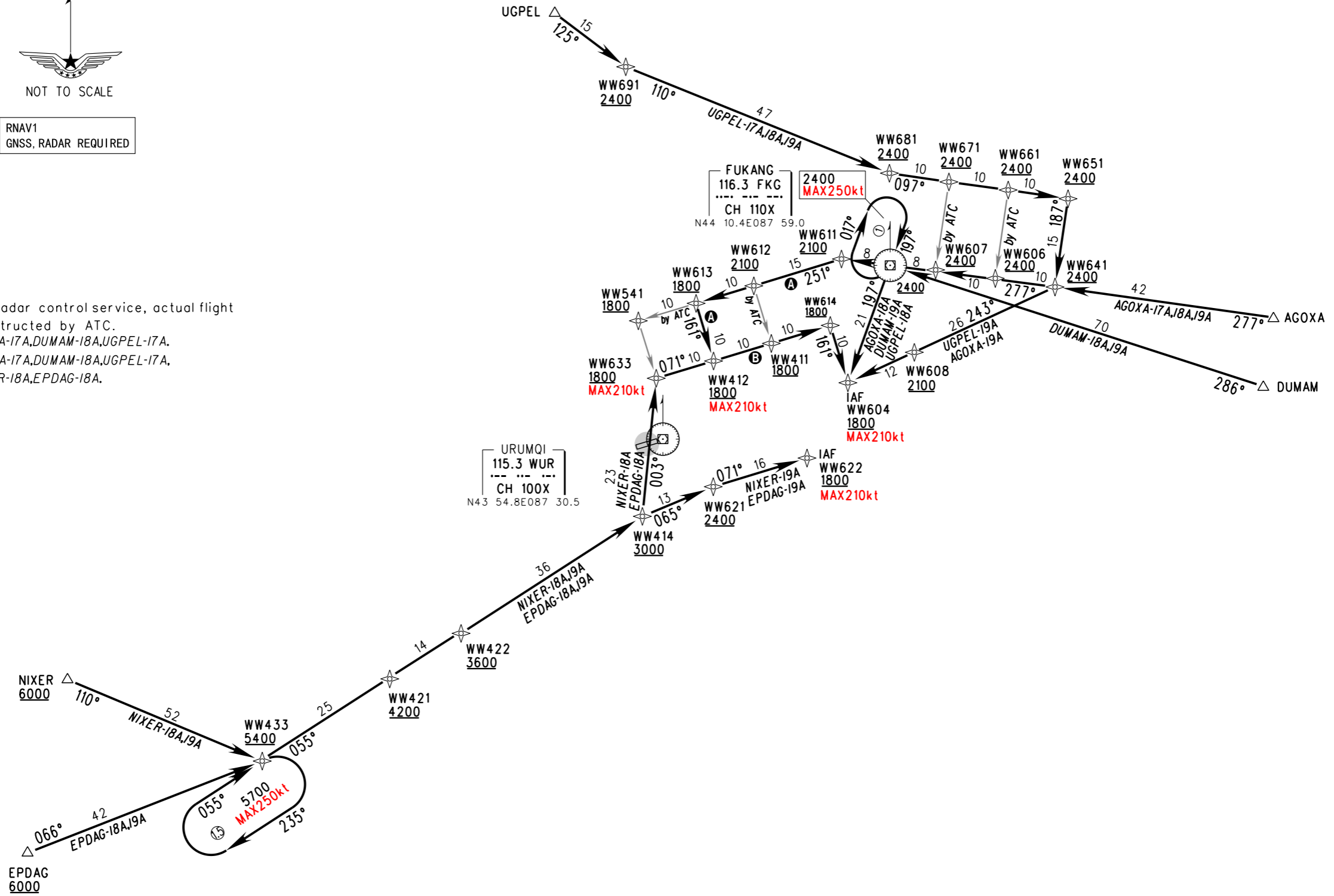


NOT TO SCALE

RNAV1  
GNSS, RADAR REQUIRED

Notes:

- Under radar control service, actual flight ALT instructed by ATC.
- A AGOXA-17A, DUMAM-18A, UGPEL-17A.
  - B AGOXA-17A, DUMAM-18A, UGPEL-17A, NIXER-18A, EPDAG-18A.



Changes: Speed limit.

# STANDARD ARRIVAL CHART - INSTRUMENT

VAR2.7°E

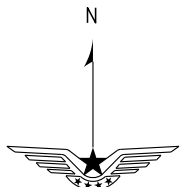
D-ATIS (ARR) 126.8  
TWR 118.1(125.0)

APP01 120.25(119.9)  
APP02 126.05(119.9)  
APP03 123.8(119.9)  
APP04 127.9(119.9)

ZWWW URUMQI/Diwopu  
RWY25

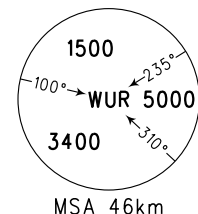
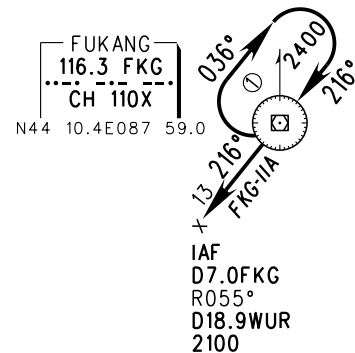
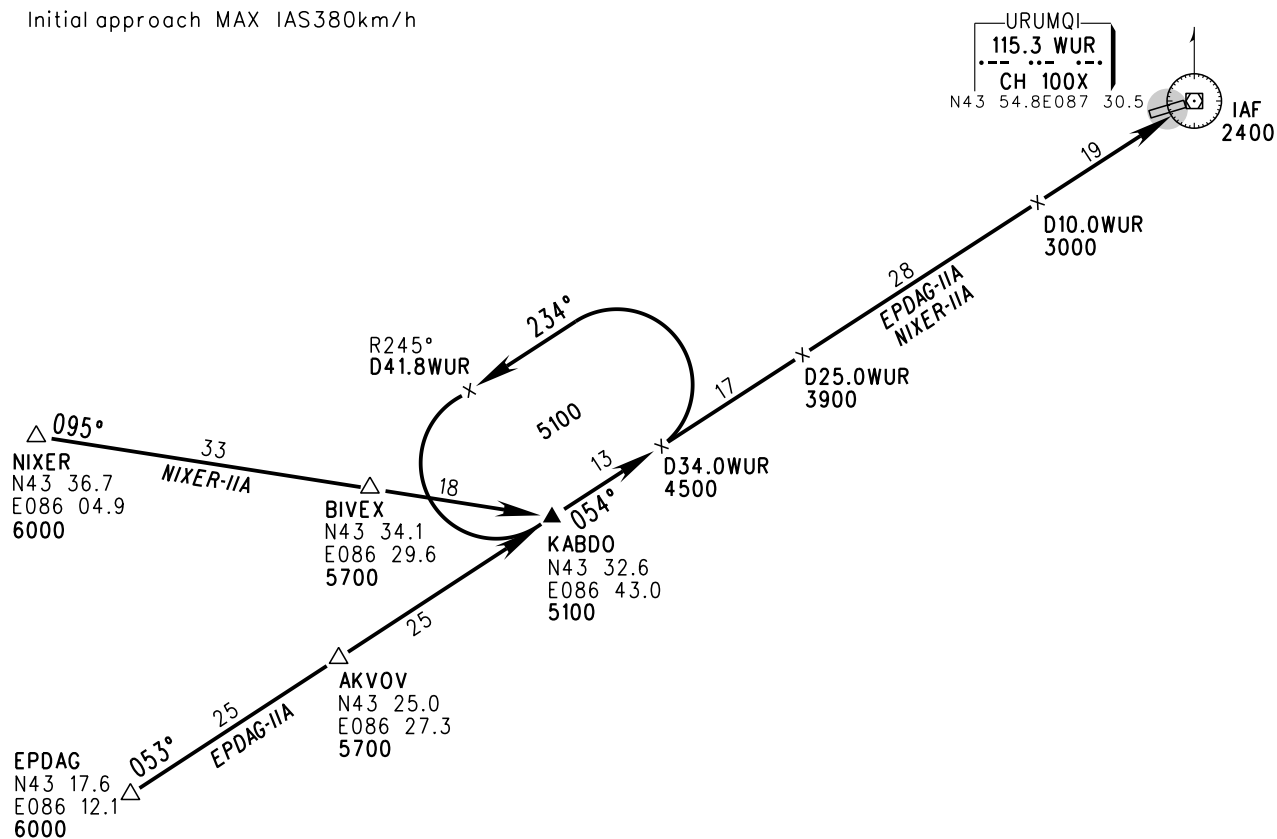
BEARINGS ARE MAGNETIC.  
ALTITUDES, ELEVATIONS  
AND HEIGHTS IN METERS.  
DME DISTANCES IN  
NAUTICAL MILES.  
DISTANCES IN KM.

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



NOT TO SCALE

Initial approach MAX IAS380km/h



Changes: D-ATIS.

# STANDARD ARRIVAL CHART - INSTRUMENT

VAR 2.7° E

D-ATIS (ARR) 126.8  
TWR 118.1 (125.0)

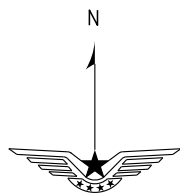
APP01 120.25 (119.9)  
APP02 126.05 (119.9)  
APP03 123.8 (119.9)  
APP04 127.9 (119.9)

ZWWW URUMQI/Divopu  
RWY 25

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

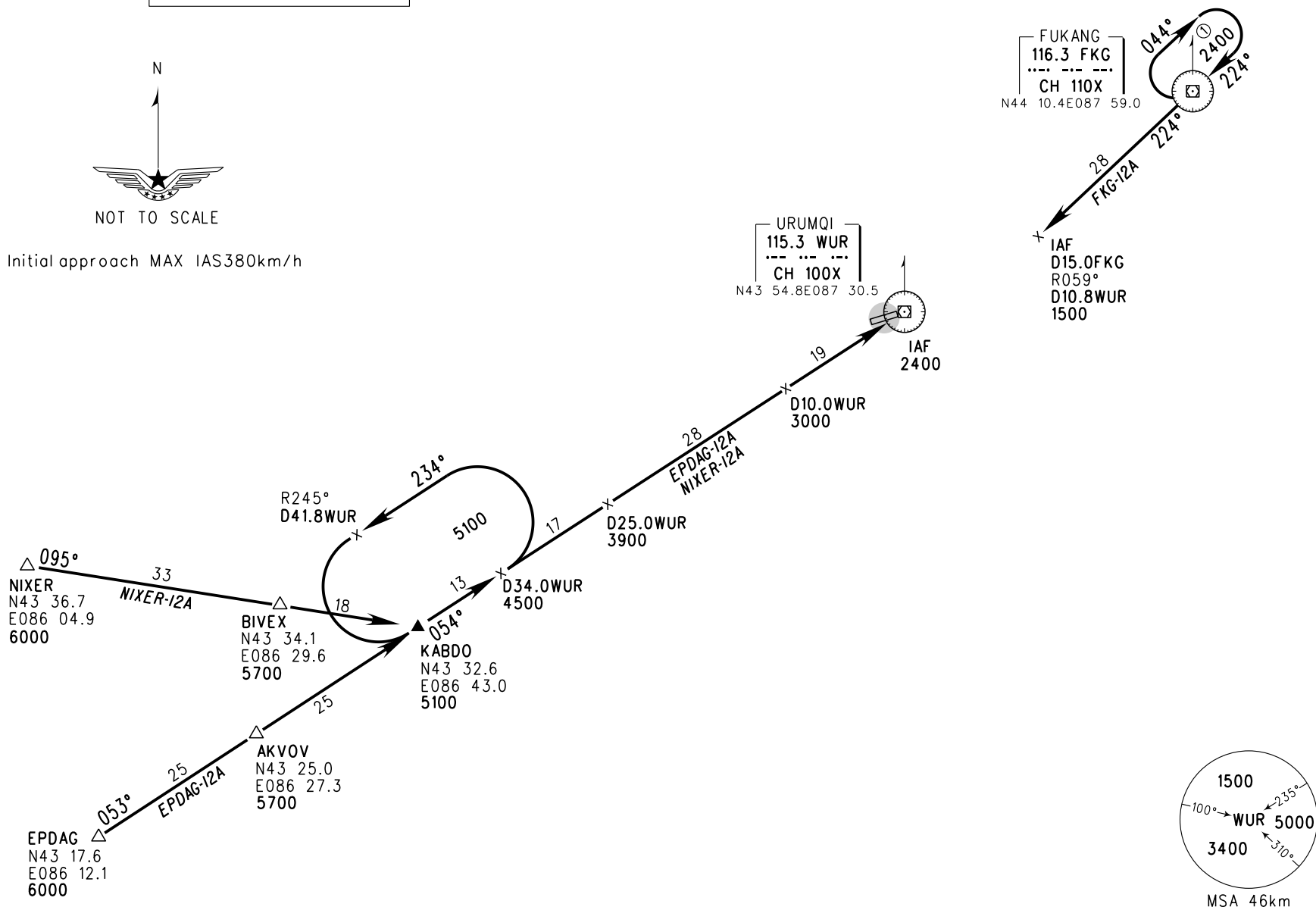
TL 3600  
TA 3000  
3300 (QNH ≥ 1031hPa)  
2700 (QNH ≤ 979hPa)

by ATC



NOT TO SCALE

Initial approach MAX IAS 380 km/h



Changes: D-ATIS.

# DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	EPDAG							RNAV1
RWY07 SID EPDAG-08D								
CF	WW410	Y	071			MAX210		RNAV1
DF	WW414			R	<u>1800</u>			RNAV1
TF	WW531				<u>3300</u>			RNAV1
TF	WW532							RNAV1
TF	BIVEX				<u>4800</u>			RNAV1
TF	EPDAG							RNAV1
RWY07 SID EPDAG-09D								
CF	WW410	Y	071			MAX210		RNAV1
DF	WW602							RNAV1
TF	WW521				<u>1800</u>			RNAV1
TF	WW414				<u>1800</u>			RNAV1
TF	WW531				<u>3300</u>			RNAV1
TF	WW532							RNAV1
TF	BIVEX				<u>4800</u>			RNAV1
TF	EPDAG							RNAV1
RWY25 SID EPDAG-19D								
CF	WW501	Y	251			MAX210		RNAV1
DF	WW403				<u>1800</u>			RNAV1
TF	WW531				<u>2400</u>			RNAV1
TF	WW532				<u>3900</u>			RNAV1
TF	BIVEX				<u>4800</u>			RNAV1
TF	EPDAG							RNAV1
RWY07 SID NIXER-06D								
CF	WW410	Y	071			MAX210		RNAV1
DF	WW412			L	<u>1300</u>			RNAV1
TF	WW613							RNAV1
TF	WW541							RNAV1
TF	WW432				<u>1800</u>			RNAV1
TF	WW531				<u>3300</u>			RNAV1
TF	WW532							RNAV1
TF	BIVEX				<u>4800</u>			RNAV1
TF	NIXER							RNAV1
RWY07 SID NIXER-07D								
CF	WW410	Y	071			MAX210		RNAV1
DF	WW432			L	<u>1800</u>			RNAV1
TF	WW531				<u>3300</u>			RNAV1
TF	WW532							RNAV1

Changes: New Chart.



# DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY07 SID VARM1-09D								
CF	WW410	Y	071			MAX210		RNAV1
DF	WW412			L	<u>1300</u>			RNAV1
TF	VARM1				<u>2400</u>			RNAV1
RWY25 SID VARM1-19D								
CF	WW501	Y	251			MAX210		RNAV1
DF	WW542			R	<u>1800</u>			RNAV1
TF	VARM1				<u>2400</u>			RNAV1
RWY07 SID KEXAB-09D								
CF	WW410	Y	071			MAX210		RNAV1
DF	WW602							RNAV1
TF	WW604							RNAV1
TF	WW511							RNAV1
TF	WW512				<u>3600</u>			RNAV1
TF	WW513				<u>4800</u>			RNAV1
TF	KEXAB							RNAV1
RWY25 SID KEXAB-19D								
CF	WW501	Y	251			MAX210		RNAV1
DF	WW621			L	<u>2400</u>			RNAV1
TF	WW623				<u>3300</u>			RNAV1
TF	WW512				<u>3600</u>			RNAV1
TF	WW513				<u>4800</u>			RNAV1
TF	KEXAB							RNAV1
RWY07 SID EPDAG-06D								
CF	WW410	Y	071			MAX210		RNAV1
DF	WW412			L	<u>1300</u>			RNAV1
TF	WW613							RNAV1
TF	WW541							RNAV1
TF	WW432				<u>1800</u>			RNAV1
TF	WW531				<u>3300</u>			RNAV1
TF	WW532							RNAV1
TF	BIVEX				<u>4800</u>			RNAV1
TF	EPDAG							RNAV1
RWY07 SID EPDAG-07D								
CF	WW410	Y	071			MAX210		RNAV1
DF	WW432			L	<u>1800</u>			RNAV1
TF	WW531				<u>3300</u>			RNAV1
TF	WW532							RNAV1
TF	BIVEX				<u>4800</u>			RNAV1

Changes: New Chart.

DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR AGOXA-12P								
IF	AGOXA							RNAV1
TF	WWP20				<u>3600</u> or by ATC			RNAV1
TF	WWP21				3600 or by ATC	MAX250		RNAV1
TF	WWP22				3600 or by ATC	MAX250		RNAV1
TF	WWP23				3600 or by ATC	MAX250		RNAV1
TF	WWP24				3600 or by ATC	MAX250		RNAV1
TF	WWP25				3600 or by ATC	MAX250		RNAV1
TF	WWP26				3600 or by ATC	MAX250		RNAV1
TF	WWP27				3600 or by ATC	MAX250		RNAV1
TF	WWP28				3600 or by ATC	MAX250		RNAV1
TF	WWP29				3600 or by ATC	MAX250		RNAV1
TF	WWP00				3000	MAX250		RNAV1
TF	FKG							RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR AGOXA-13P								
IF	AGOXA							RNAV1
TF	WWP20				<u>3600</u> or by ATC			RNAV1
TF	WWP21				3600 or by ATC	MAX250		RNAV1
TF	WWP22				3600 or by ATC	MAX250		RNAV1
TF	WWP23				3600 or by ATC	MAX250		RNAV1
TF	WWP24				3600 or by ATC	MAX250		RNAV1

Changes: New Chart.



DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	WW406				<u>1800</u>	MAX210		RNAV1
RWY07 STAR AGOXA-01P								
IF	AGOXA							RNAV1
TF	WWP20				<u>3600</u> or by ATC			RNAV1
TF	WWP21				3600 or by ATC	MAX250		RNAV1
TF	WWP22				3600 or by ATC	MAX250		RNAV1
TF	WWP23				3600 or by ATC	MAX250		RNAV1
TF	WWP24				3600 or by ATC	MAX250		RNAV1
TF	WWP25				3600 or by ATC	MAX250		RNAV1
TF	WWP26				3600 or by ATC	MAX250		RNAV1
TF	WWP27				3600 or by ATC	MAX250		RNAV1
TF	WWP28				3600 or by ATC	MAX250		RNAV1
TF	WWP29				3600 or by ATC	MAX250		RNAV1
TF	WWP00				3000	MAX250		RNAV1
TF	FKG							RNAV1
TF	WW411				<u>2400</u>			RNAV1
TF	WW412				<u>2400</u>			RNAV1
TF	FF807							RNAV1
TF	WW432				<u>2400</u>			RNAV1
TF	WW406				<u>1800</u>	MAX210		RNAV1
RWY07 STAR AGOXA-02P								
IF	AGOXA							RNAV1
TF	WWP20				<u>3600</u> or by ATC			RNAV1
TF	WWP21				3600 or by ATC	MAX250		RNAV1
TF	WWP22				3600 or by ATC	MAX250		RNAV1

Changes: New Chart.

# DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY07 STAR UGPEL-04P								
IF	UGPEL							RNAV1
TF	WW691				<u>3900</u> or by ATC			RNAV1
TF	WWP11				3900 or by ATC	MAX250		RNAV1
TF	WWP12				3900 or by ATC	MAX250		RNAV1
TF	WWP13				3900 or by ATC	MAX250		RNAV1
TF	WWP14				3900 or by ATC	MAX250		RNAV1
TF	WWP15				3900 or by ATC	MAX250		RNAV1
TF	WWP16				3900 or by ATC	MAX250		RNAV1
TF	WWP17				3900 or by ATC	MAX250		RNAV1
TF	WWP00				3000	MAX250		RNAV1
TF	FKG							RNAV1
TF	WW411				<u>2400</u>			RNAV1
TF	WW412				<u>2400</u>			RNAV1
TF	WW601				<u>2400</u>			RNAV1
TF	WW414				<u>2400</u>	MAX210		RNAV1
TF	WW415				<u>2400</u>			RNAV1
TF	WW405				<u>2100</u>	MAX210		RNAV1
RWY07 Approach Transition WW405								
IF	WW405				<u>2100</u>	MAX210		RNAV1
TF	WW404				<u>1950</u>			RNAV1
TF	WW403				<u>1800</u>			RNAV1
RWY07 Approach Transition WW406								
IF	WW406				<u>1800</u>	MAX210		RNAV1
TF	WW403				<u>1800</u>			RNAV1
RWY07 Holding(Outbound Time:1min)								
HM	FKG	Y	234	R	2400	MAX250		RNAV1
HM	FKG	Y	234	R	2700	MAX250		RNAV1
HM	FF807	Y	251	R	1500	MAX230		RNAV1
RWY07/25 Holding(Outbound Time:1min)								
HM	WWP20	Y	295	L	ALT by ATC	MAX250		RNAV1

Changes: New Chart.

DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	WW633				<u>1800</u>	MAX210		RNAV1
TF	WW412				<u>1800</u>	MAX210		RNAV1
TF	WW411				<u>1800</u>			RNAV1
TF	WW614				<u>1800</u>			RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR EPDAG-19A								
IF	EPDAG				<u>6000</u>			RNAV1
TF	WW433				<u>5400</u>			RNAV1
TF	WW421				<u>4200</u>			RNAV1
TF	WW422				<u>3600</u>			RNAV1
TF	WW414				<u>3000</u>			RNAV1
TF	WW621				<u>2400</u>			RNAV1
TF	WW622				<u>1800</u>	MAX210		RNAV1
RWY25 STAR NIXER-18A								
IF	NIXER				<u>6000</u>			RNAV1
TF	WW433				<u>5400</u>			RNAV1
TF	WW421				<u>4200</u>			RNAV1
TF	WW422				<u>3600</u>			RNAV1
TF	WW414				<u>3000</u>			RNAV1
TF	WW633				<u>1800</u>	MAX210		RNAV1
TF	WW412				<u>1800</u>	MAX210		RNAV1
TF	WW411				<u>1800</u>			RNAV1
TF	WW614				<u>1800</u>			RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR NIXER-19A								
IF	NIXER				<u>6000</u>			RNAV1
TF	WW433				<u>5400</u>			RNAV1
TF	WW421				<u>4200</u>			RNAV1
TF	WW422				<u>3600</u>			RNAV1
TF	WW414				<u>3000</u>			RNAV1
TF	WW621				<u>2400</u>			RNAV1
TF	WW622				<u>1800</u>	MAX210		RNAV1
RWY25 STAR IKARA-19A								
IF	IKARA							RNAV1
TF	UGPEL							RNAV1
TF	VARM1				<u>3600</u>			RNAV1
TF	WW610				<u>1800</u>	MAX210		RNAV1
RWY25 STAR UGPEL-17A								
IF	UGPEL							RNAV1

Changes: New Chart.

DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	WW432				<u>2400</u>			RNAV1
TF	WW406				<u>1800</u>	MAX210		RNAV1
RWY07 STAR UGPEL-02P								
IF	UGPEL							RNAV1
TF	WW691				<u>3900</u> or by ATC			RNAV1
TF	VARM1				<u>2700</u>			RNAV1
TF	FKG							RNAV1
TF	WW411				<u>2400</u>			RNAV1
TF	WW412				<u>2400</u>			RNAV1
TF	WW601				<u>2400</u>			RNAV1
TF	WW414				<u>2400</u>	MAX210		RNAV1
TF	WW415				<u>2400</u>			RNAV1
TF	WW405				<u>2100</u>	MAX210		RNAV1
RWY07 STAR UGPEL-03P								
IF	UGPEL							RNAV1
TF	WW691				<u>3900</u> or by ATC			RNAV1
TF	WWP11				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP12				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP13				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP14				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP15				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP16				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP17				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP00				3000	MAX250		RNAV1
TF	FKG							RNAV1
TF	WW411				<u>2400</u>			RNAV1
TF	WW412				<u>2400</u>			RNAV1
TF	FF807							RNAV1
TF	WW432				<u>2400</u>			RNAV1
TF	WW406				<u>1800</u>	MAX210		RNAV1

Changes: New Chart.

DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	WW681				<u>2400</u>			RNAV1
TF	WW671				<u>2400</u>			RNAV1
TF	WW661				<u>2400</u>			RNAV1
TF	WW651				<u>2400</u>			RNAV1
TF	WW641				<u>2400</u>			RNAV1
TF	WW606				<u>2400</u>			RNAV1
TF	WW607				<u>2400</u>			RNAV1
TF	FKG				<u>2400</u>			RNAV1
TF	WW411				<u>2400</u>			RNAV1
TF	WW412				<u>2400</u>			RNAV1
TF	WW601				<u>2400</u>			RNAV1
TF	WW414				<u>2400</u>	MAX210		RNAV1
TF	WW415				<u>2400</u>			RNAV1
TF	WW405				<u>2100</u>	MAX210		RNAV1
RWY07 STAR UGPEL-09A								
IF	UGPEL							RNAV1
TF	WW691				<u>2400</u>			RNAV1
TF	WW681				<u>2400</u>			RNAV1
TF	WW671				<u>2400</u>			RNAV1
TF	WW661				<u>2400</u>			RNAV1
TF	WW651				<u>2400</u>			RNAV1
TF	WW641				<u>2400</u>			RNAV1
TF	WW606				<u>2400</u>			RNAV1
TF	WW607				<u>2400</u>			RNAV1
TF	FKG				<u>2400</u>			RNAV1
TF	WW411				<u>2400</u>			RNAV1
TF	WW412				<u>2400</u>			RNAV1
TF	FF807							RNAV1
TF	WW432				<u>2400</u>			RNAV1
TF	WW406				<u>1800</u>	MAX210		RNAV1
RWY07 STAR UGPEL-01P								
IF	UGPEL							RNAV1
TF	WW691				<u>3900</u> or by ATC			RNAV1
TF	VARM1				<u>2700</u>			RNAV1
TF	FKG							RNAV1
TF	WW411				<u>2400</u>			RNAV1
TF	WW412				<u>2400</u>			RNAV1
TF	FF807							RNAV1

Changes: New Chart.



DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	WWP25				3600 or by ATC	MAX250		RNAV1
TF	WWP26				3600 or by ATC	MAX250		RNAV1
TF	WWP27				3600 or by ATC	MAX250		RNAV1
TF	WWP28				3600 or by ATC	MAX250		RNAV1
TF	WWP29				3600 or by ATC	MAX250		RNAV1
TF	WWP00				3000	MAX250		RNAV1
TF	FKG							RNAV1
TF	WW611				<u>2100</u>			RNAV1
TF	WW612				<u>2100</u>			RNAV1
TF	WW613				<u>1800</u>			RNAV1
TF	WW412				<u>1800</u>	MAX210		RNAV1
TF	WW411				<u>1800</u>			RNAV1
TF	WW614				<u>1800</u>			RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR DUMAM-18A								
IF	DUMAM							RNAV1
TF	FKG				<u>2400</u>			RNAV1
TF	WW611				<u>2100</u>			RNAV1
TF	WW612				<u>2100</u>			RNAV1
TF	WW613				<u>1800</u>			RNAV1
TF	WW412				<u>1800</u>	MAX210		RNAV1
TF	WW411				<u>1800</u>			RNAV1
TF	WW614				<u>1800</u>			RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR DUMAM-19A								
IF	DUMAM							RNAV1
TF	FKG				<u>2400</u>			RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR EPDAG-18A								
IF	EPDAG				<u>6000</u>			RNAV1
TF	WW433				<u>5400</u>			RNAV1
TF	WW421				<u>4200</u>			RNAV1
TF	WW422				<u>3600</u>			RNAV1
TF	WW414				<u>3000</u>			RNAV1

Changes: New Chart.

DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	WWP23				3600 or by ATC	MAX250		RNAV1
TF	WWP24				3600 or by ATC	MAX250		RNAV1
TF	WWP25				3600 or by ATC	MAX250		RNAV1
TF	WWP26				3600 or by ATC	MAX250		RNAV1
TF	WWP27				3600 or by ATC	MAX250		RNAV1
TF	WWP28				3600 or by ATC	MAX250		RNAV1
TF	WWP29				3600 or by ATC	MAX250		RNAV1
TF	WWP00				3000	MAX250		RNAV1
TF	FKG							RNAV1
TF	WW411				<u>2400</u>			RNAV1
TF	WW412				<u>2400</u>			RNAV1
TF	WW601				<u>2400</u>			RNAV1
TF	WW414				<u>2400</u>	MAX210		RNAV1
TF	WW415				<u>2400</u>			RNAV1
TF	WW405				<u>2100</u>	MAX210		RNAV1
RWY07 STAR DUMAM-08A								
IF	DUMAM							RNAV1
TF	FKG				<u>2400</u>			RNAV1
TF	WW411				<u>2400</u>			RNAV1
TF	WW412				<u>2400</u>			RNAV1
TF	WW601				<u>2400</u>			RNAV1
TF	WW414				<u>2400</u>	MAX210		RNAV1
TF	WW415				<u>2400</u>			RNAV1
TF	WW405				<u>2100</u>	MAX210		RNAV1
RWY07 STAR DUMAM-09A								
IF	DUMAM							RNAV1
TF	FKG				<u>2400</u>			RNAV1
TF	WW411				<u>2400</u>			RNAV1
TF	WW412				<u>2400</u>			RNAV1
TF	FF807							RNAV1
TF	WW432				<u>2400</u>			RNAV1
TF	WW406				<u>1800</u>	MAX210		RNAV1

Changes: New Chart.

# DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	BIVEX				<u>4800</u>			RNAV1
TF	NIXER							RNAV1
RWY07 SID NIXER-08D								
CF	WW410	Y	071			MAX210		RNAV1
DF	WW414			R	<u>1800</u>			RNAV1
TF	WW531				<u>3300</u>			RNAV1
TF	WW532							RNAV1
TF	BIVEX				<u>4800</u>			RNAV1
TF	NIXER							RNAV1
RWY07 SID NIXER-09D								
CF	WW410	Y	071			MAX210		RNAV1
DF	WW602							RNAV1
TF	WW521				<u>1800</u>			RNAV1
TF	WW414				<u>1800</u>			RNAV1
TF	WW531				<u>3300</u>			RNAV1
TF	WW532							RNAV1
TF	BIVEX				<u>4800</u>			RNAV1
TF	NIXER							RNAV1
RWY25 SID NIXER-19D								
CF	WW501	Y	251			MAX210		RNAV1
DF	WW403				<u>1800</u>			RNAV1
TF	WW531				<u>2400</u>			RNAV1
TF	WW532				<u>3900</u>			RNAV1
TF	BIVEX				<u>4800</u>			RNAV1
TF	NIXER							RNAV1
RWY25 SID VARMI-18D(bY ATC)								
CA			251		800			RNAV1
DF	WW543			R	<u>1800</u>	MAX180		RNAV1
TF	VARMI							RNAV1
RWY25 SID EPDAG-18D(bY ATC)								
CA			251		800			RNAV1
DF	WW811			L				RNAV1
TF	WW813							RNAV1
TF	WW815							RNAV1
TF	EPDAG							RNAV1
RWY25 SID NIXER-18D(bY ATC)								
CA			251		800			RNAV1
DF	WW811			L				RNAV1
TF	WW813							RNAV1

Changes: New Chart.

# DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY07 STAR EPDAG-08A								
IF	EPDAG				<u>6000</u>			RNAV1
TF	WW433				<u>5400</u>			RNAV1
TF	WW421				<u>3900</u>			RNAV1
TF	WW422				<u>3000</u>			RNAV1
TF	WW423				<u>2400</u>			RNAV1
TF	WW405				<u>2100</u>	MAX210		RNAV1
RWY07 STAR EPDAG-09A								
IF	EPDAG				<u>6000</u>			RNAV1
TF	WW433				<u>5400</u>			RNAV1
TF	WW421				<u>3900</u>			RNAV1
TF	WW422				<u>3000</u>			RNAV1
TF	WW423				<u>2400</u>			RNAV1
TF	WW425				<u>2400</u>			RNAV1
TF	WW424				<u>2400</u>			RNAV1
TF	WW414				<u>2400</u>	MAX210		RNAV1
TF	WW415				<u>2400</u>			RNAV1
TF	WW405				<u>2100</u>	MAX210		RNAV1
RWY07 STAR NIXER-08A								
IF	NIXER				<u>6000</u>			RNAV1
TF	WW433				<u>5400</u>			RNAV1
TF	WW421				<u>3900</u>			RNAV1
TF	WW422				<u>3000</u>			RNAV1
TF	WW423				<u>2400</u>			RNAV1
TF	WW405				<u>2100</u>	MAX210		RNAV1
RWY07 STAR NIXER-09A								
IF	NIXER				<u>6000</u>			RNAV1
TF	WW433				<u>5400</u>			RNAV1
TF	WW421				<u>3900</u>			RNAV1
TF	WW422				<u>3000</u>			RNAV1
TF	WW423				<u>2400</u>			RNAV1
TF	WW425				<u>2400</u>			RNAV1
TF	WW424				<u>2400</u>			RNAV1
TF	WW414				<u>2400</u>	MAX210		RNAV1
TF	WW415				<u>2400</u>			RNAV1
TF	WW405				<u>2100</u>	MAX210		RNAV1
RWY07 STAR UGPEL-08A								
IF	UGPEL							RNAV1
TF	WW691				<u>2400</u>			RNAV1

Changes: New Chart.

DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	WW815							RNAV1
TF	NIXER							RNAV1
RWY25 SID IKARA-19D								
CF	WW501	Y	251					RNAV1
DF	WW542			R		MAX230		RNAV1
TF	WW544				<u>3900</u>			RNAV1
TF	VARM1							RNAV1
TF	UGPEL							RNAV1
TF	IKARA							RNAV1
RWY25 SID VESED-19D								
CF	WW501	Y	251					RNAV1
DF	WW542			R		MAX230		RNAV1
TF	WW544				<u>3900</u>			RNAV1
TF	VARM1							RNAV1
TF	OMDAX							RNAV1
TF	MULOR							RNAV1
TF	VESED							RNAV1
RWY07 STAR AGOXA-08A								
IF	AGOXA							RNAV1
TF	WW641				<u>2400</u>			RNAV1
TF	WW606				<u>2400</u>			RNAV1
TF	WW607				<u>2400</u>			RNAV1
TF	FKG				<u>2400</u>			RNAV1
TF	WW411				<u>2400</u>			RNAV1
TF	WW412				<u>2400</u>			RNAV1
TF	WW601				<u>2400</u>			RNAV1
TF	WW414				<u>2400</u>	MAX210		RNAV1
TF	WW415				<u>2400</u>			RNAV1
TF	WW405				<u>2100</u>	MAX210		RNAV1
RWY07 STAR AGOXA-09A								
IF	AGOXA							RNAV1
TF	WW641				<u>2400</u>			RNAV1
TF	WW606				<u>2400</u>			RNAV1
TF	WW607				<u>2400</u>			RNAV1
TF	FKG				<u>2400</u>			RNAV1
TF	WW411				<u>2400</u>			RNAV1
TF	WW412				<u>2400</u>			RNAV1
TF	FF807							RNAV1
TF	WW432				<u>2400</u>			RNAV1

Changes: New Chart.

DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY25 STAR UGPEL-11P								
IF	UGPEL							RNAV1
TF	WW691				<u>3900</u> or by ATC			RNAV1
TF	VARM1				<u>2700</u>			RNAV1
TF	FKG							RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR UGPEL-12P								
IF	UGPEL							RNAV1
TF	WW691				<u>3900</u> or by ATC			RNAV1
TF	WWP11				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP12				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP13				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP14				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP15				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP16				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP17				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP00				3000	MAX250		RNAV1
TF	FKG							RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR UGPEL-13P								
IF	UGPEL							RNAV1
TF	WW691				<u>3900</u> or by ATC			RNAV1
TF	WWP11				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP12				<u>3900</u> or by ATC	MAX250		RNAV1
TF	WWP13				<u>3900</u> or by ATC	MAX250		RNAV1

Changes: New Chart.

# DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
HM	WW691	Y	125	L	ALT by ATC	MAX250		RNAV1
RWY07/25 Holding(Outbound Time:1.5min)								
HM	WW433	Y	055	R	5700	MAX250		RNAV1
RWY25 STAR AGOXA-16A								
IF	AGOXA				<u>4500</u>			RNAV1
TF	WW641							RNAV1
TF	WW609				<u>2400</u>			RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR AGOXA-17A								
IF	AGOXA							RNAV1
TF	WW641				<u>2400</u>			RNAV1
TF	WW606				<u>2400</u>			RNAV1
TF	WW607				<u>2400</u>			RNAV1
TF	FKG				<u>2400</u>			RNAV1
TF	WW611				<u>2100</u>			RNAV1
TF	WW612				<u>2100</u>			RNAV1
TF	WW613				<u>1800</u>			RNAV1
TF	WW412				<u>1800</u>	MAX210		RNAV1
TF	WW411				<u>1800</u>			RNAV1
TF	WW614				<u>1800</u>			RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR AGOXA-18A								
IF	AGOXA							RNAV1
TF	WW641				<u>2400</u>			RNAV1
TF	WW606				<u>2400</u>			RNAV1
TF	WW607				<u>2400</u>			RNAV1
TF	FKG				<u>2400</u>			RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR AGOXA-19A								
IF	AGOXA							RNAV1
TF	WW641				<u>2400</u>			RNAV1
TF	WW608				<u>2100</u>			RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR AGOXA-11P								
IF	AGOXA							RNAV1
TF	WWW04				3000	MAX230		RNAV1
TF	WWW03				2700			RNAV1
TF	WWW02				2400			RNAV1
TF	WWW01				2100			RNAV1

Changes: New Chart.

DATABASE CODING TABLE

URUMQI/Diwopu

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	WW691				<u>2400</u>			RNAV1
TF	WW681				<u>2400</u>			RNAV1
TF	WW671				<u>2400</u>			RNAV1
TF	WW661				<u>2400</u>			RNAV1
TF	WW651				<u>2400</u>			RNAV1
TF	WW641				<u>2400</u>			RNAV1
TF	WW606				<u>2400</u>			RNAV1
TF	WW607				<u>2400</u>			RNAV1
TF	FKG				<u>2400</u>			RNAV1
TF	WW611				<u>2100</u>			RNAV1
TF	WW612				<u>2100</u>			RNAV1
TF	WW613				<u>1800</u>			RNAV1
TF	WW412				<u>1800</u>	MAX210		RNAV1
TF	WW411				<u>1800</u>			RNAV1
TF	WW614				<u>1800</u>			RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR UGPEL-18A								
IF	UGPEL							RNAV1
TF	WW691				<u>2400</u>			RNAV1
TF	WW681				<u>2400</u>			RNAV1
TF	WW671				<u>2400</u>			RNAV1
TF	WW661				<u>2400</u>			RNAV1
TF	WW651				<u>2400</u>			RNAV1
TF	WW641				<u>2400</u>			RNAV1
TF	WW606				<u>2400</u>			RNAV1
TF	WW607				<u>2400</u>			RNAV1
TF	FKG				<u>2400</u>			RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
RWY25 STAR UGPEL-19A								
IF	UGPEL							RNAV1
TF	WW691				<u>2400</u>			RNAV1
TF	WW681				<u>2400</u>			RNAV1
TF	WW671				<u>2400</u>			RNAV1
TF	WW661				<u>2400</u>			RNAV1
TF	WW651				<u>2400</u>			RNAV1
TF	WW641				<u>2400</u>			RNAV1
TF	WW608				<u>2100</u>			RNAV1
TF	WW604				<u>1800</u>	MAX210		RNAV1
Changes: New Chart.								



## WAYPOINT LIST

URUMQI/Diwopu

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
FF807	N44° 00'43"E087° 31'34"	WW532	N43° 40'17"E086° 45'09"	WW661	N44° 16'53"E088° 13'44"
WW403	N43° 50'40"E087° 10'52"	WW541	N44° 05'29"E087° 27'29"	WW671	N44° 17'41"E088° 06'21"
WW404	N43° 47'40"E087° 12'07"	WW542	N44° 10'17"E087° 19'13"		
WW405	N43° 44'49"E087° 13'18"	WW543	N44° 02'16"E087° 32'13"	WW681	N44° 18'32"E087° 58'56"
WW406	N43° 55'51"E087° 08'44"	WW544	N44° 16'39"E087° 33'26"		
				WW691	N44° 28'17"E087° 26'05"
WW410	N43° 55'49"E087° 35'05"	WW601	N43° 55'33"E087° 33'42"		
WW411	N44° 03'22"E087° 44'00"	WW602	N43° 57'09"E087° 41'14"	WW811	N43° 51'53"E087° 20'55"
WW412	N44° 01'50"E087° 36'48"	WW603	N43° 58'13"E087° 46'12"	WW813	N43° 49'37"E087° 15'24"
WW414	N43° 47'56"E087° 27'51"	WW604	N43° 59'46"E087° 53'28"	WW815	N43° 33'36"E086° 34'15"
WW415	N43° 46'22"E087° 20'32"	WW605	N43° 55'06"E087° 47'28"		
		WW606	N44° 08'58"E088° 11'58"	WWP00	N44° 15'19"E088° 01'31"
WW421	N43° 33'24"E086° 56'35"	WW607	N44° 09'48"E088° 04'33"	WWP11	N44° 28'39"E087° 48'41"
WW422	N43° 37'29"E087° 05'23"	WW608	N44° 02'26"E088° 01'46"	WWP12	N44° 30'56"E087° 55'30"
WW423	N43° 39'38"E087° 15'26"	WW609	N44° 02'39"E088° 02'22"	WWP13	N44° 31'29"E088° 03'01"
WW424	N43° 42'45"E087° 29'58"	WW610	N44° 03'32"E087° 44'55"	WWP14	N44° 30'14"E088° 10'21"
WW425	N43° 41'11"E087° 22'40"	WW611	N44° 10'53"E087° 52'50"	WWP15	N44° 27'19"E088° 16'42"
		WW612	N44° 08'33"E087° 41'53"	WWP16	N44° 23'04"E088° 21'20"
WW432	N43° 58'38"E087° 21'47"	WW613	N44° 07'01"E087° 34'41"	WWP17	N44° 17'57"E088° 23'46"
WW433	N43° 26'00"E086° 40'54"	WW614	N44° 04'56"E087° 51'21"	WWP20	N44° 12'04"E088° 31'13"
				WWP21	N44° 18'49"E088° 31'12"
WW501	N43° 53'03"E087° 21'50"	WW621	N43° 50'33"E087° 36'39"	WWP22	N44° 23'59"E088° 29'05"
		WW622	N43° 53'03"E087° 48'18"	WWP23	N44° 28'38"E088° 25'14"
WW511	N44° 03'48"E088° 01'32"	WW623	N43° 54'35"E087° 55'34"	WWP24	N44° 32'26"E088° 19'54"
WW512	N44° 02'05"E088° 08'55"			WWP25	N44° 35'11"E088° 13'23"
WW513	N43° 57'44"E088° 27'32"	WW633	N44° 00'19"E087° 29'40"	WWP26	N44° 36'40"E088° 06'07"
				WWP27	N44° 36'49"E087° 58'34"
WW521	N43° 51'18"E087° 43'38"	WW641	N44° 08'07"E088° 19'23"	WWP28	N44° 35'36"E087° 51'12"
				WWP29	N44° 33'08"E087° 44'29"
WW531	N43° 47'14"E087° 03'03"	WW651	N44° 16'01"E088° 21'11"	WWW01	N44° 01'48"E088° 00'24"

Changes: New Chart.



# INSTRUMENT APPROACH CHART-ICAO

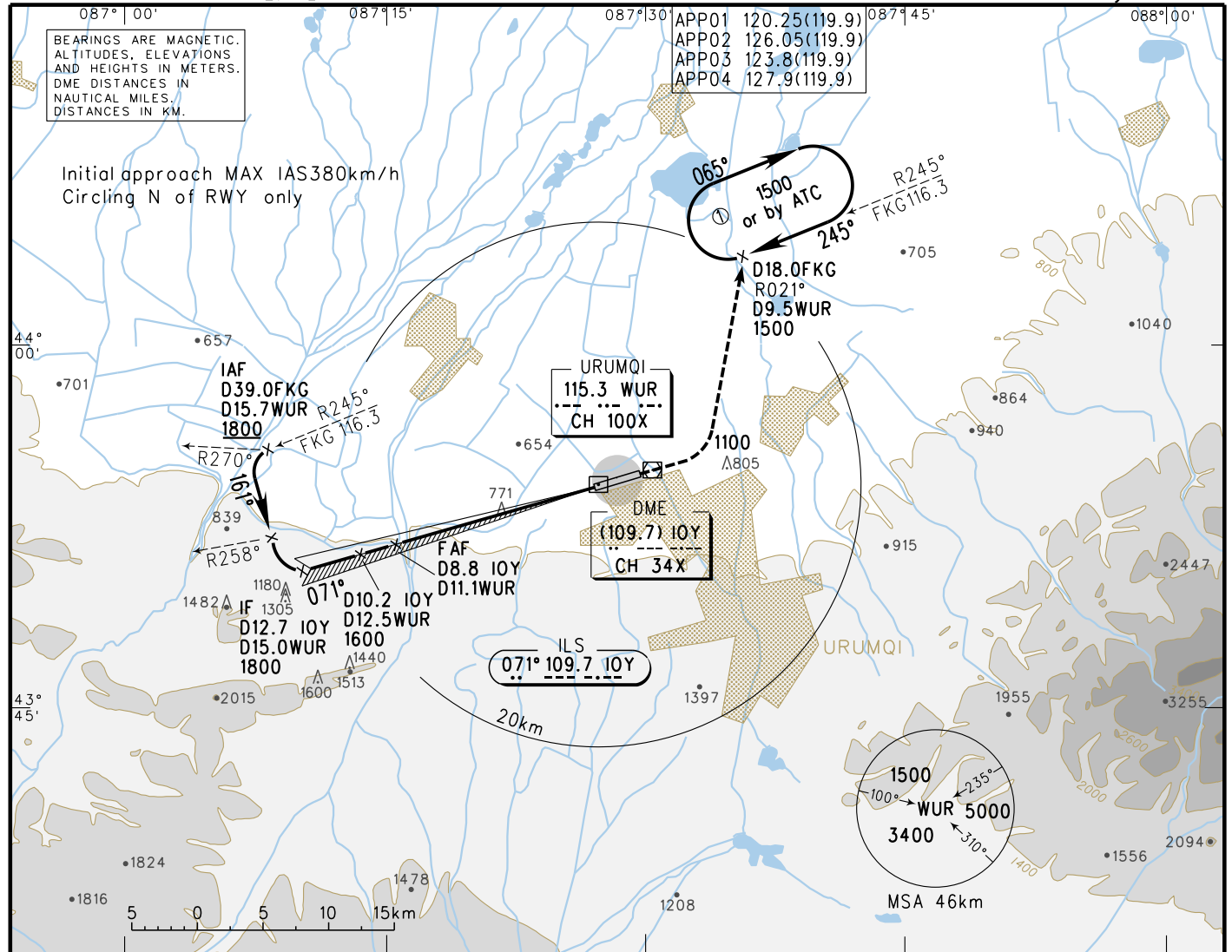
VAR 2.7° E

AERODROME ELEV 647.9  
THR RWY07 ELEV 647.6

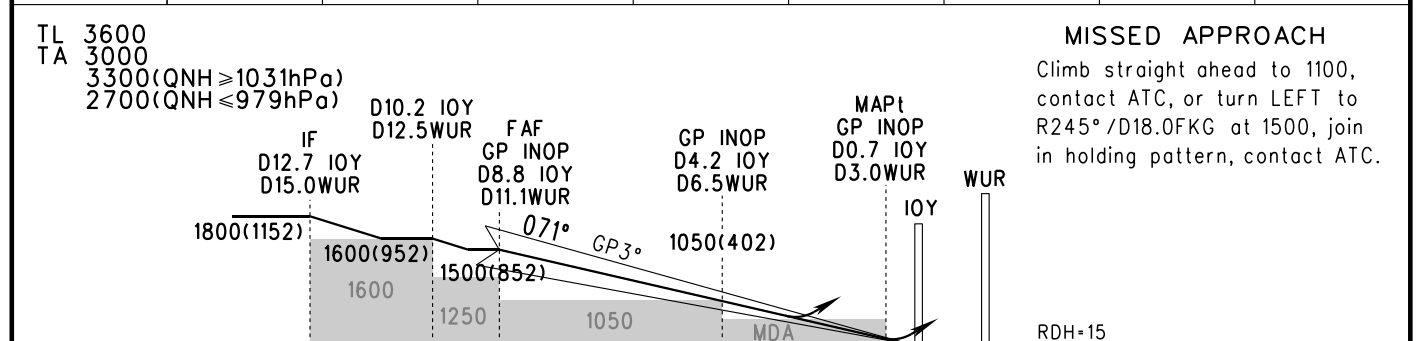
D-ATIS (ARR) 126.8  
TWR 118.1 (125.0)

ZWWW URUMQI/Diwopu

ILS/DME y RWY07



GP INOP	DME (IOY) (NM)	8	7	6	5	4	3	2
	ALT (m)	1422	1325	1228	1130	1033	936	



	A	B	C	D	FAF-MAPt(GP INOP) 15.0km							
ILS/DME DA(H) RVR/VIS	708(60) 800/800		713(65) 800/800		GS in	kt	80	100	120	140	160	180
GP INOP MDA(H) VIS	875(228) 3500				Time	min:sec	6:04	4:52	4:03	3:28	3:02	2:42
CIRCLING MDA(H) VIS	875(228) 3500		890(243) 3500		Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

Note: RVR 550m can be implemented when using approved AP or flight director for ILS/DME approach.  
Changes: D-ATIS.

# INSTRUMENT APPROACH CHART-ICAO

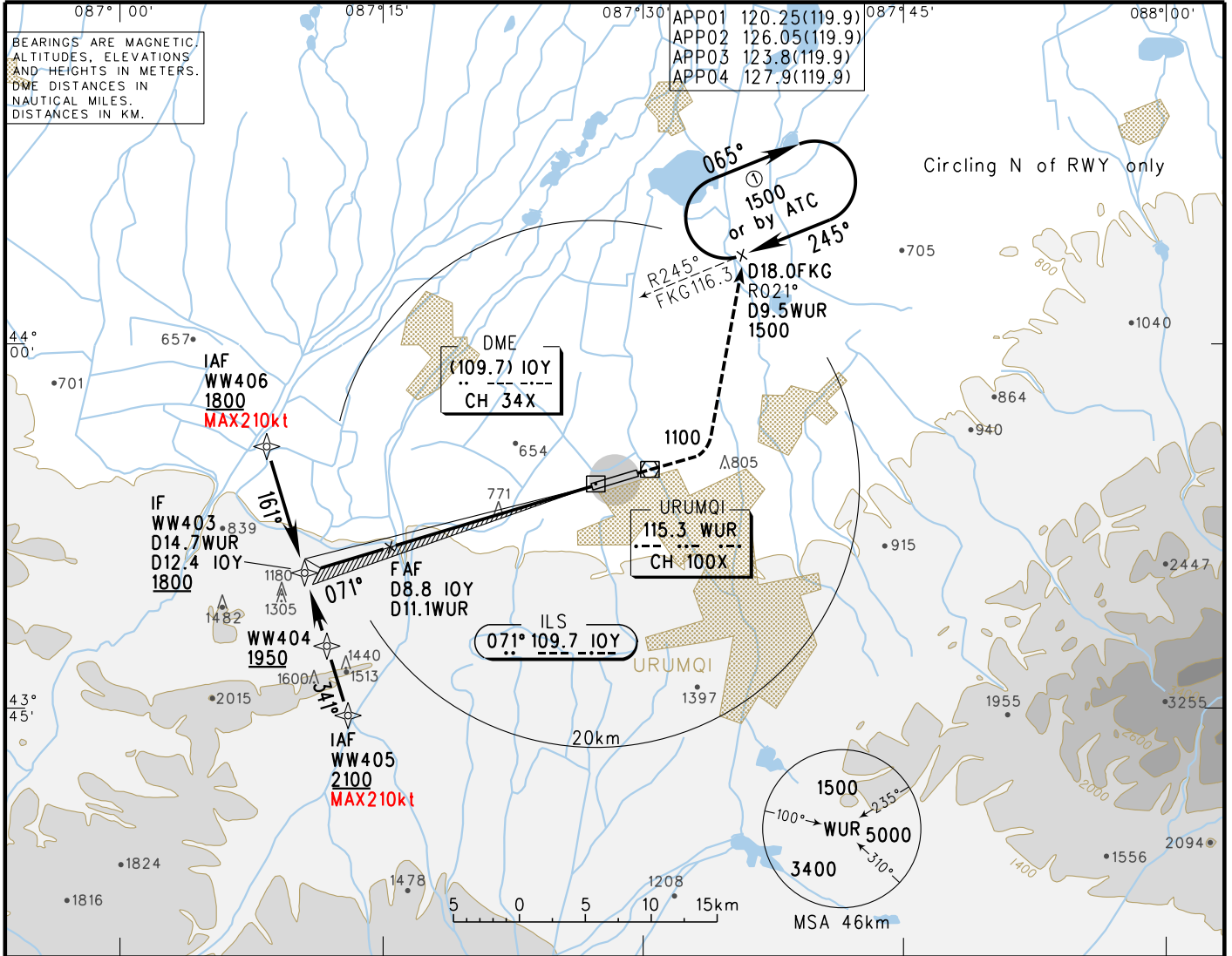
VAR 2.7° E

AERODROME ELEV 647.9  
THR RWY07 ELEV 647.6

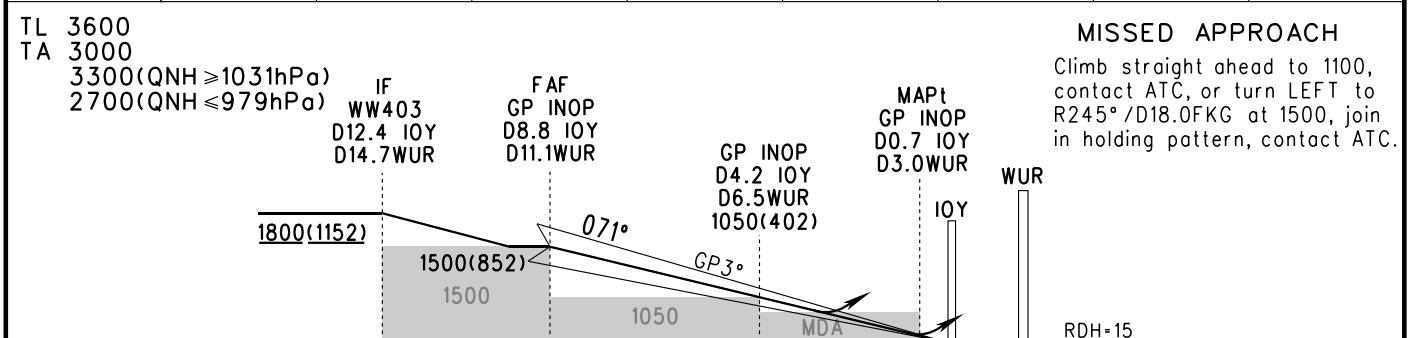
D-ATIS(ARR) 126.8  
TWR 118.1(125.0)

## ZWWW URUMQI/Diwopu

RNAV ILS/DME z RWY07



GP INOP	DME (IOY) (NM)	8	7	6	5	4	3	2
	ALT (m)	1422	1325	1228	1130	1033	936	



ILS/DME	DA(H)	708(60)			713(65)	
	RVR/VIS	800/800			800/800	
GP INOP	MDA(H)	875(228)			890(243)	
	VIS	3500			3600	
CIRCLING	MDA(H)	875(228)		890(243)		
	VIS	3500		3600		

FAF-MAPT(GP INOP) 15.0km						
GS in kt	80	100	120	140	160	180
km/h	150	185	220	260	295	335
Time min:sec	6:04	4:52	4:03	3:28	3:02	2:42
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Note: RVR 550m can be implemented when using approved AP or flight director for ILS/DME approach.  
Changes: Speed limit.

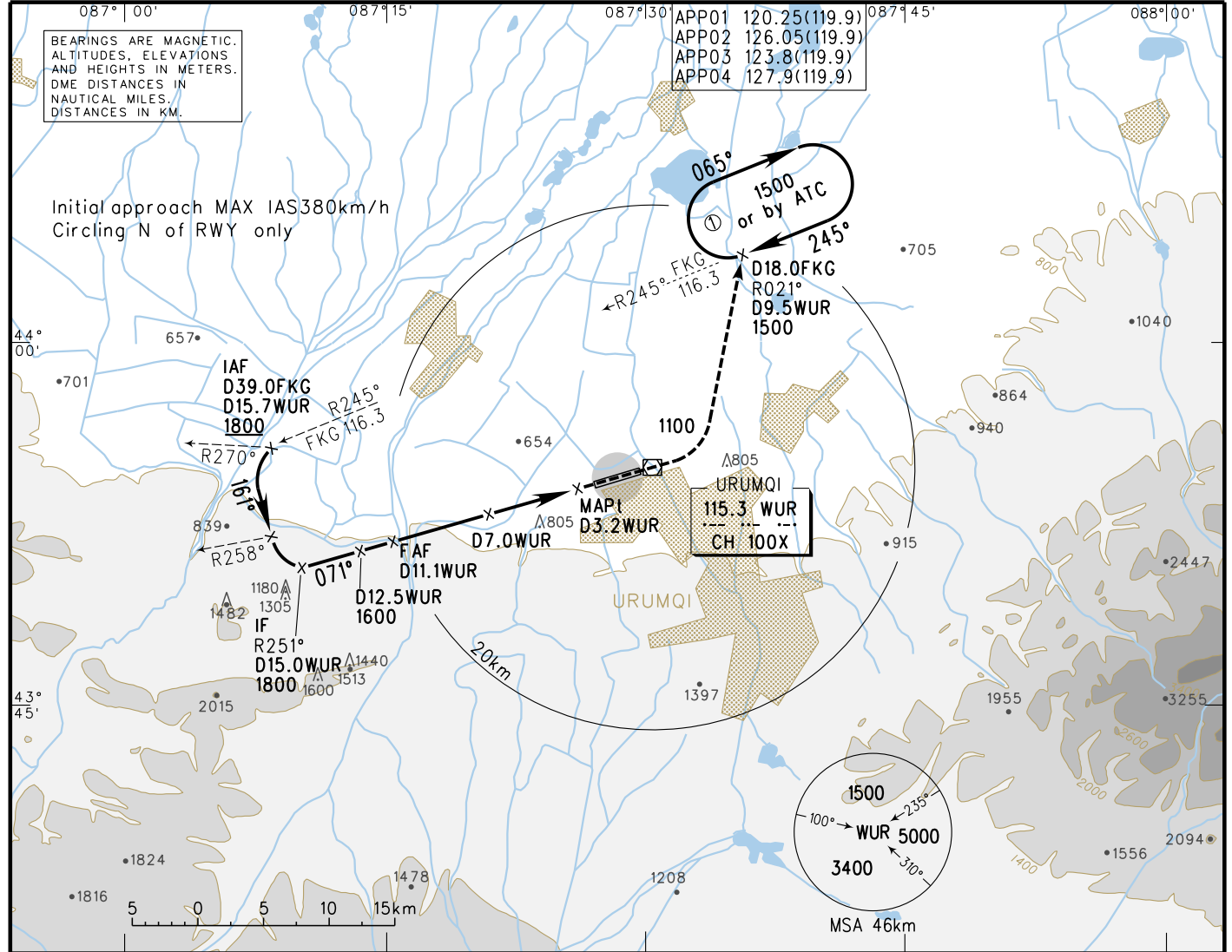
# INSTRUMENT APPROACH CHART-ICAO

VAR 2.7° E  
AERODROME ELEV 647.9  
THR RWY07 ELEV 647.6

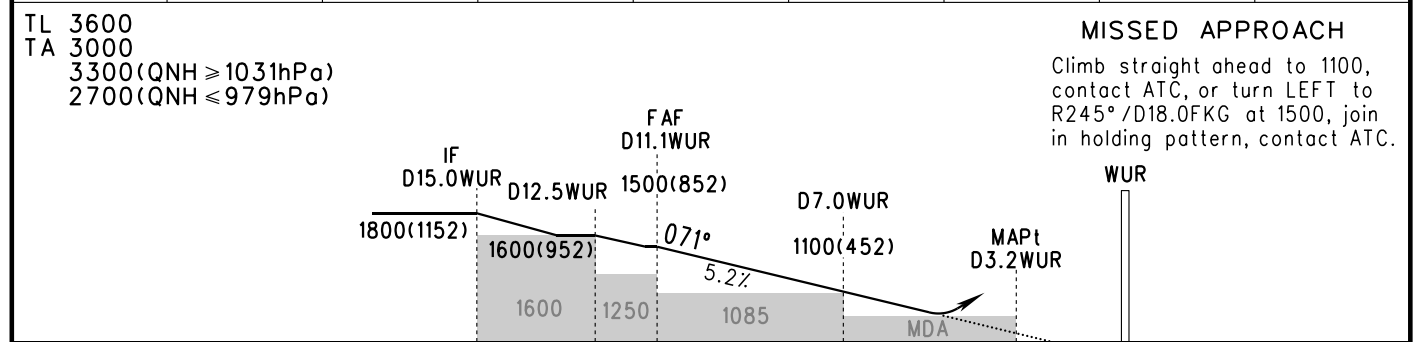
D-ATIS (ARR) 126.8  
TWR 118.1 (125.0)

ZWWW URUMQI/Diwopu

VOR/DME RWY07



DME (WUR) (NM)	11	10	9	8	7	6	5	4
ALT (m)	1490	1393	1296	1199	1102	1005	908	



VOR/DME MDA(H) VIS	875(228) 3500			FAF-MAPt 14.6km										
				GS in kt	80	100	120	140	160	180				
CIRCLING MDA(H) VIS	875(228) 3500		890(243) 3500		890(243) 3600		150	185	220	260	295	335		
							Time min:sec	5:55	4:44	3:57	3:23	2:57	2:38	
								Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: D-ATIS.

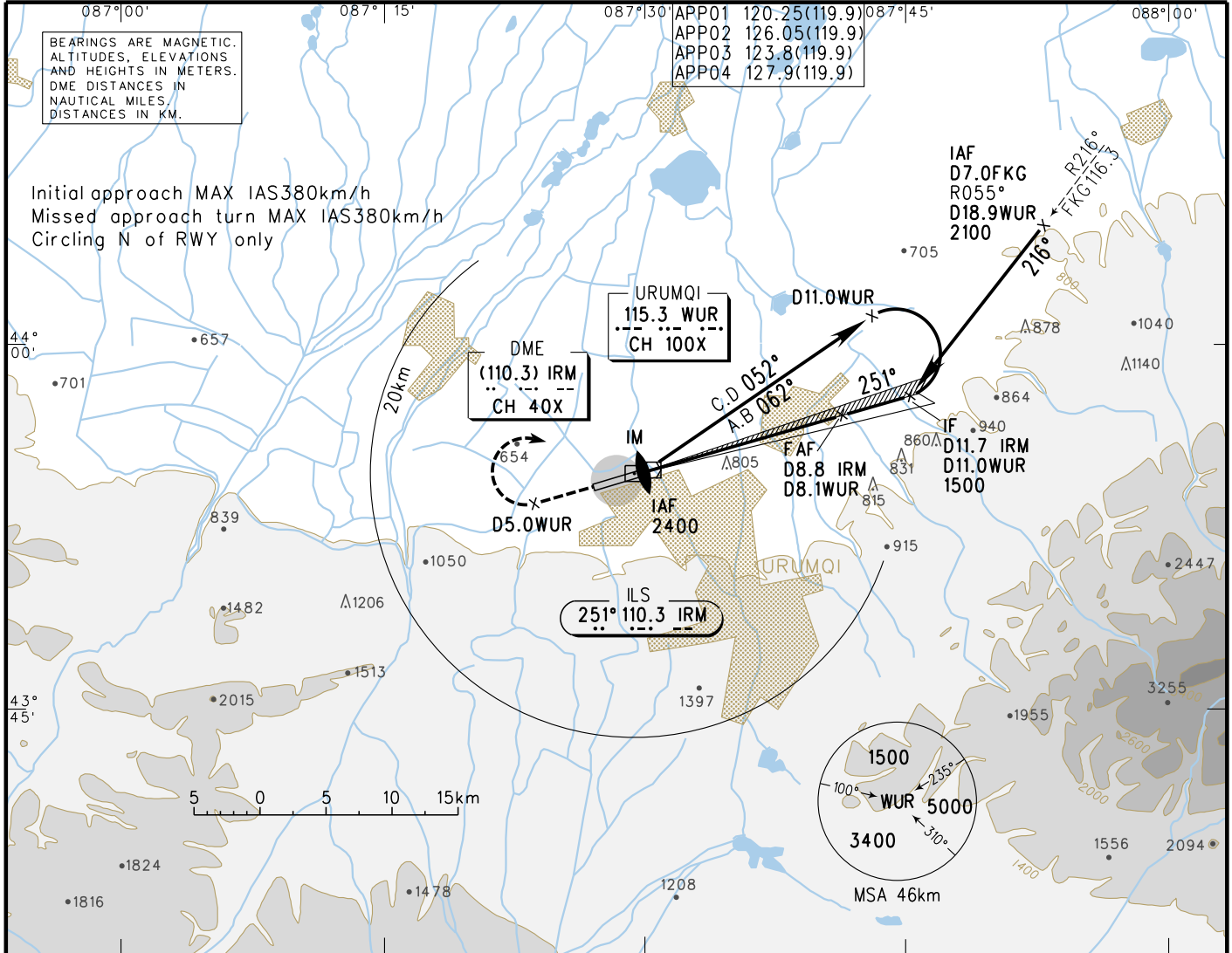


# INSTRUMENT APPROACH CHART-ICAO

VAR 2.7° E  
AERODROME ELEV 647.9  
THR RWY25 ELEV 647.9

D-ATIS (ARR) 126.8  
TWR 118.1(125.0)

ZWWW URUMQI/Diwopu  
CAT-II/III ILS/DME y RWY25

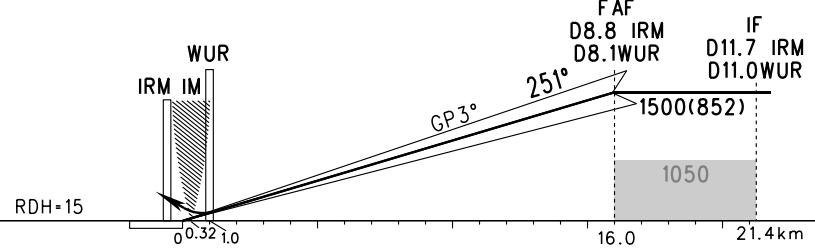


DME (NM)									
ALT (m)									

**MISSED APPROACH**

Climb straight ahead to D5.0WUR, contact ATC, or turn RIGHT to WUR at 1500.

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



ILS CAT II				
Aircraft type	(DH)	(RA)	Autopilot to DH and below	Manual operation below DH
A,B,C	(30)	(32)	RVR300	RVR300
D				RVR350
ILS CAT IIIA				
Aircraft type	(DH)	(RA)		RVR
A,B,C,D	(15)	(15)		RVR175
ILS CAT IIIB				
Aircraft type	(DH)	(RA)		RVR
A,B,C,D	(0)	(0)		RVR150

FAF - THR 16.0km							
GS in kt	80	100	120	140	160	180	
km/h	150	185	220	260	295	335	
Time min:sec							
Rate of descent m/s							

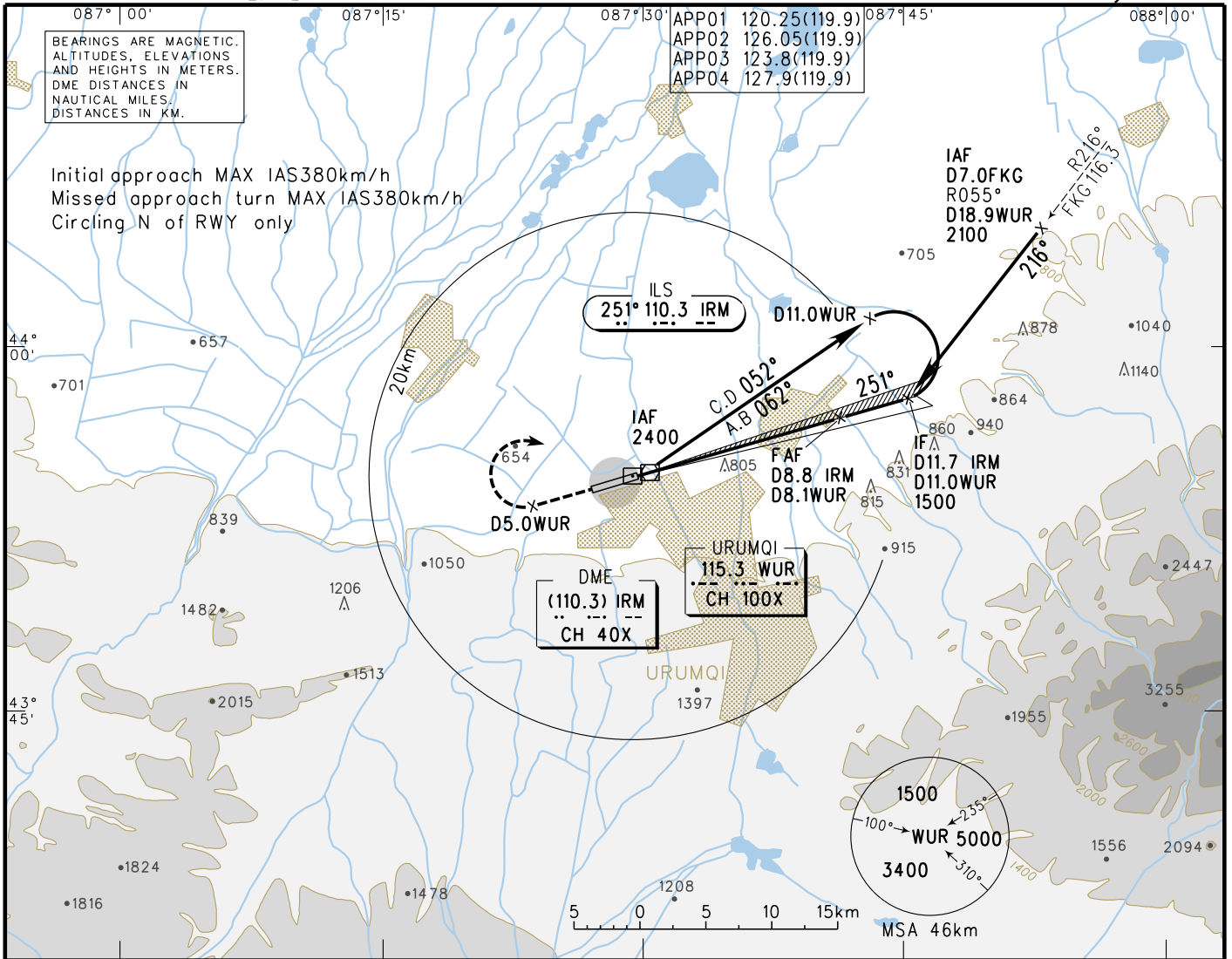
Changes: D-ATIS.

# INSTRUMENT APPROACH CHART - ICAO

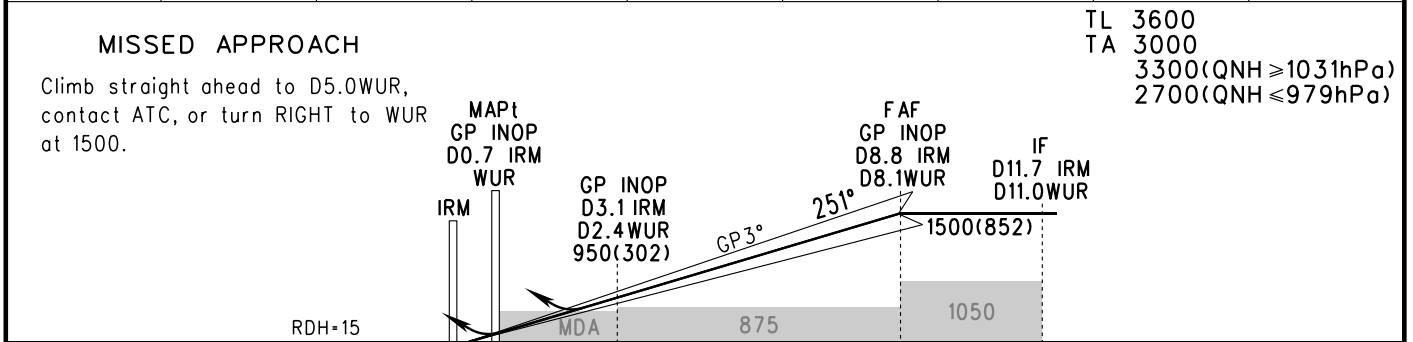
AERODROME ELEV 647.9  
VAR 2.7° E THR RWY 25 ELEV 647.9

D-ATIS (ARR) 126.8  
TWR 118.1 (125.0)

ZWWW URUMQI/Diwopu  
ILS/DME y RWY 25



GP INOP	DME (IRM) (NM)	2	3	4	5	6	7	8
	ALT (m)		938	1035	1132	1229	1326	1423



	A	B	C	D	FAF-MAPT (GP INOP) 15.0km							
ILS/DME DA(H) RVR/VIS	708(60) 550/800				GS in	kt	80	100	120	140	160	180
GP INOP MDA(H) VIS	870(223) 3400				km/h	150	185	220	260	295	335	
CIRCLING MDA(H) VIS	875(228) 3500		890(243) 3500		Time	min:sec	6:04	4:52	4:03	3:28	3:02	2:42
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: D-ATIS.

# INSTRUMENT APPROACH CHART-ICAO

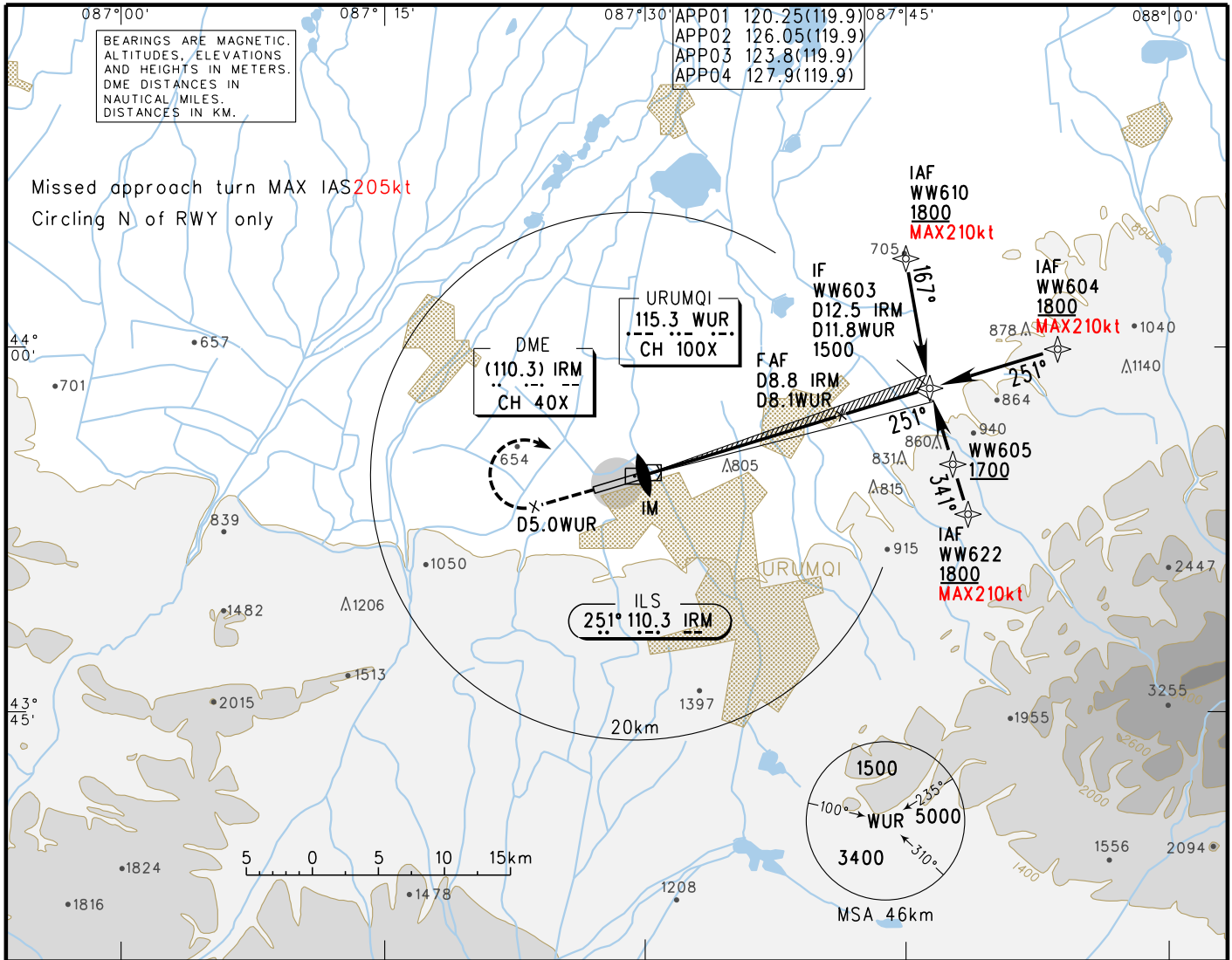
VAR2.7°E

AERODROME ELEV 647.9  
THR RWY25 ELEV 647.9

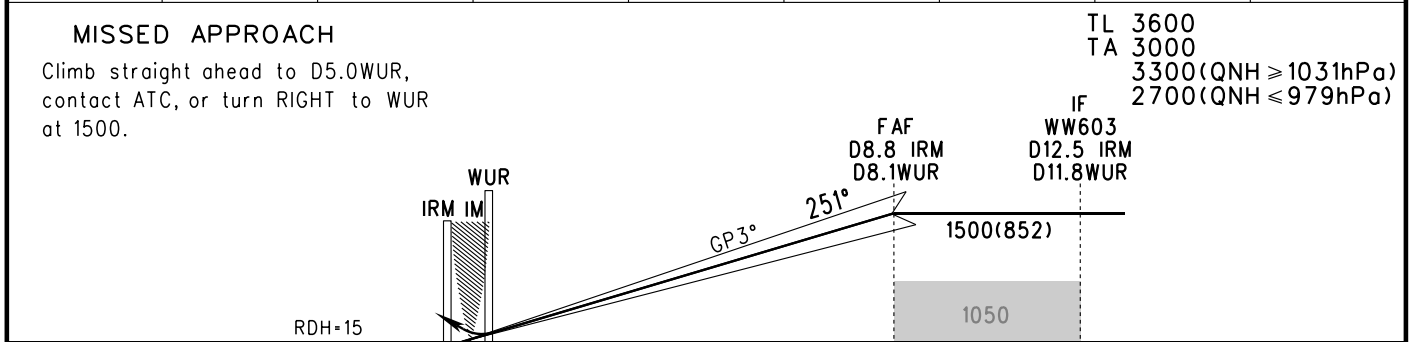
D-ATIS(ARR) 126.8  
TWR 118.1(125.0)

ZWWW URUMQI/Diwopu

RNAV CAT-II/III  
ILS/DME z RWY25



DME (NM)									
ALT (m)									



ILS CAT II					FAF - THR 16.0km												
Aircraft type	(DH)	(RA)	Autopilot to DH and below	Manual operation below DH	GS in kt	80	100	120	140	160	180	150	185	220	260	295	335
A,B,C	(30)	(32)	RVR300	RVR300													
D				RVR350	Time	min:sec											
ILS CAT IIIA					Rate of descent m/s												
Aircraft type	(DH)	(RA)	RVR														
A,B,C,D	(15)	(15)	RVR175														
ILS CAT IIIB																	
Aircraft type	(DH)	(RA)	RVR														
A,B,C,D	(0)	(0)	RVR150														

Changes: Speed limit.



# INSTRUMENT APPROACH CHART-ICAO

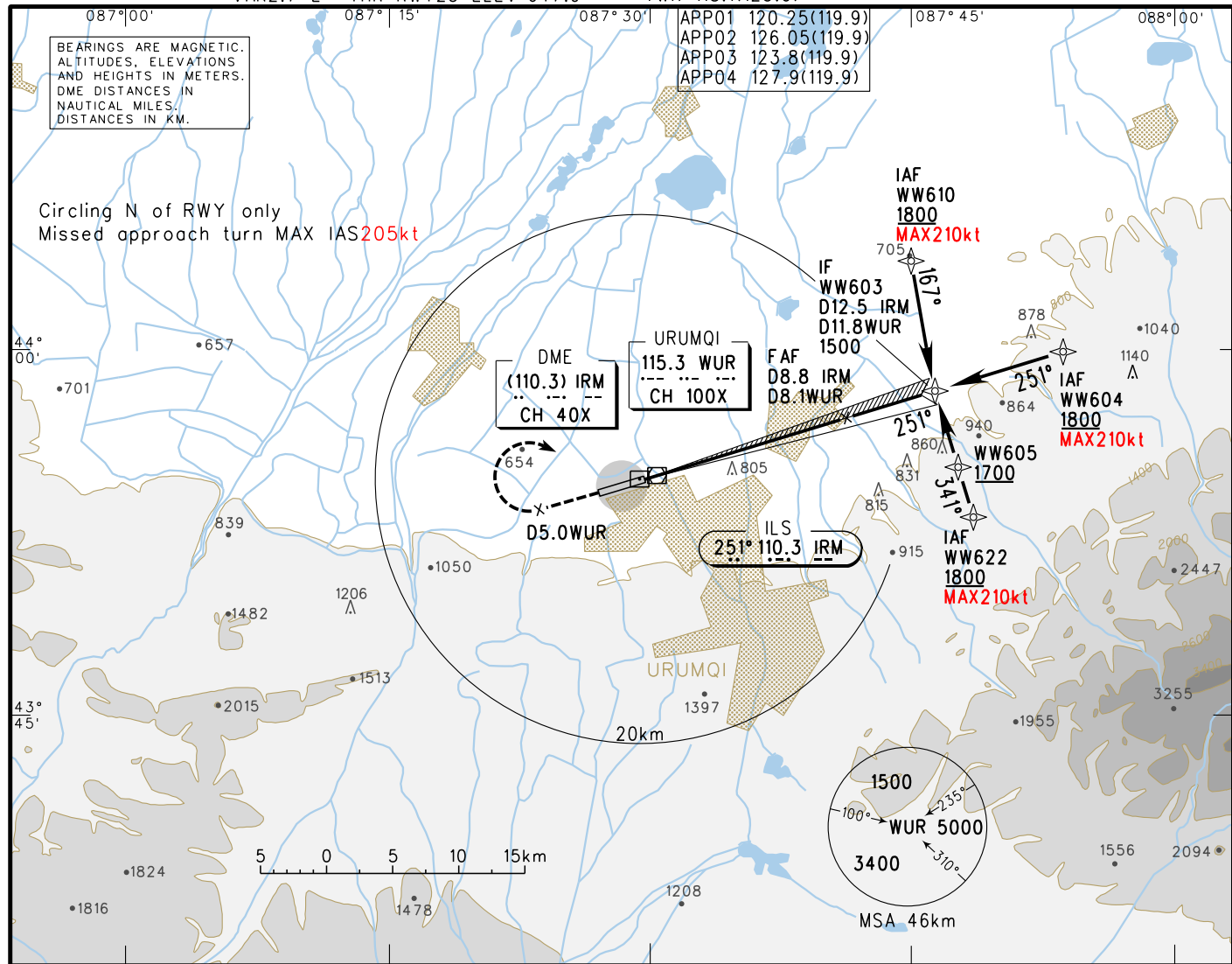
VAR 2.7° E

AERODROME ELEV 647.9  
THR RWY25 ELEV 647.9

D-ATIS(ARR) 126.8  
TWR 118.1(125.0)

## ZWWW URUMQI/Diwopu

RNAV ILS/DME z RWY25

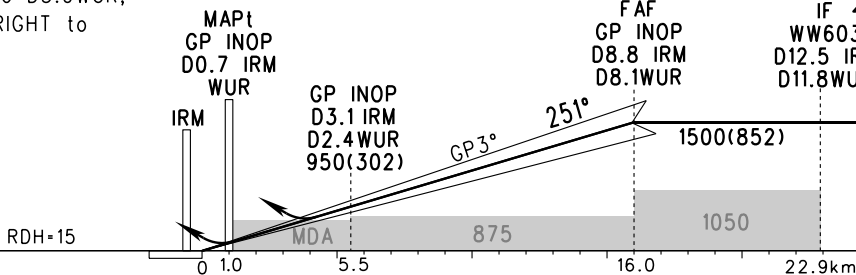


GP INOP	DME(IRM) (NM)	2	3	4	5	6	7	8
	ALT (m)		938	1035	1132	1229	1326	1423

### MISSED APPROACH

Climb straight ahead to D5.0WUR, contact ATC, or turn RIGHT to WUR at 1500.

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



	A	B	C	D
ILS/DME DA(H) RVR/VIS		708(60) 550/800		
GP INOP MDA(H) VIS		870(223) 3400		
CIRCLING MDA(H) VIS	875(228) 3500	890(243) 3500	890(243) 3600	

FAF-MAPt(GP INOP) 15.0km							
GS in	kt	80	100	120	140	160	180
	km/h	150	185	220	260	295	335
Time	min:sec	6:04	4:52	4:03	3:28	3:02	2:42
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: Speed limit.

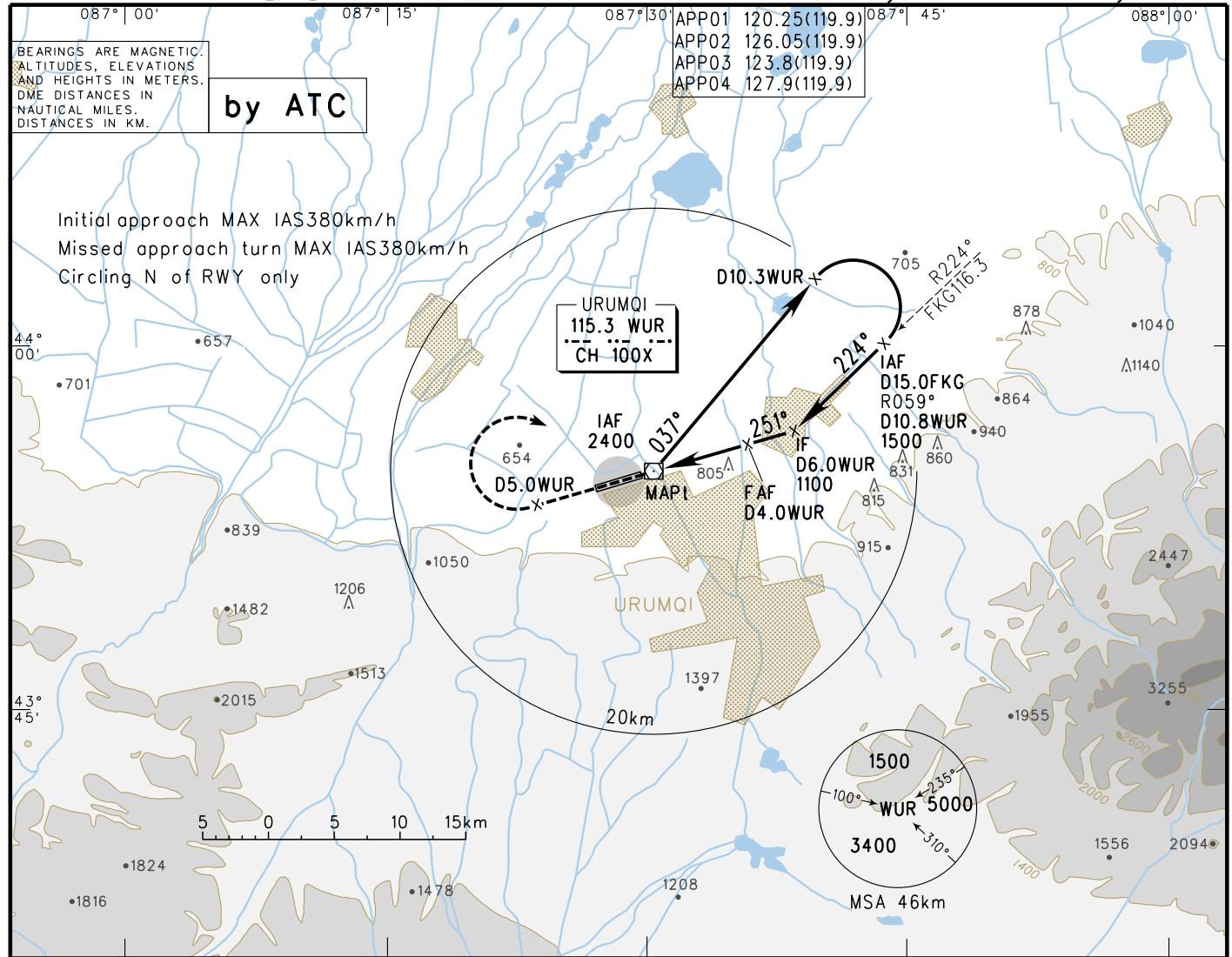
# INSTRUMENT APPROACH CHART-ICAO

VAR 2.7° E

AERODROME ELEV 647.9  
THR RWY25 ELEV 647.9

D-ATIS (ARR) 126.8  
TWR 118.1(125.0)

**ZWWW URUMQI/Diwopu**  
(By ATC) VOR/DME y RWY25



DME (WUR) (NM)	1	2	3	4	5	6	7	8
ALT (m)		908	1005					

**MISSED APPROACH**

Climb straight ahead to D5.0WUR, contact ATC, or turn RIGHT to WUR at 1500.

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

	A	B	C	D	FAF - MAPt 7.3km						
					GS in kt	100	120	140	160	180	
VOR/DME <sup>MDA(H)</sup> <sub>VIS</sub>	875(228) 3500				80	100	120	140	160	180	
					150	185	220	260	295	335	
					Time min:sec	2:57	2:22	1:58	1:41	1:29	1:19
CIRCLING <sup>MDA(H)</sup> <sub>VIS</sub>	875(228) 3500		890(243) 3500	890(243) 3600	Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9
Changes: D-ATIS.											

# INSTRUMENT APPROACH CHART-ICAO

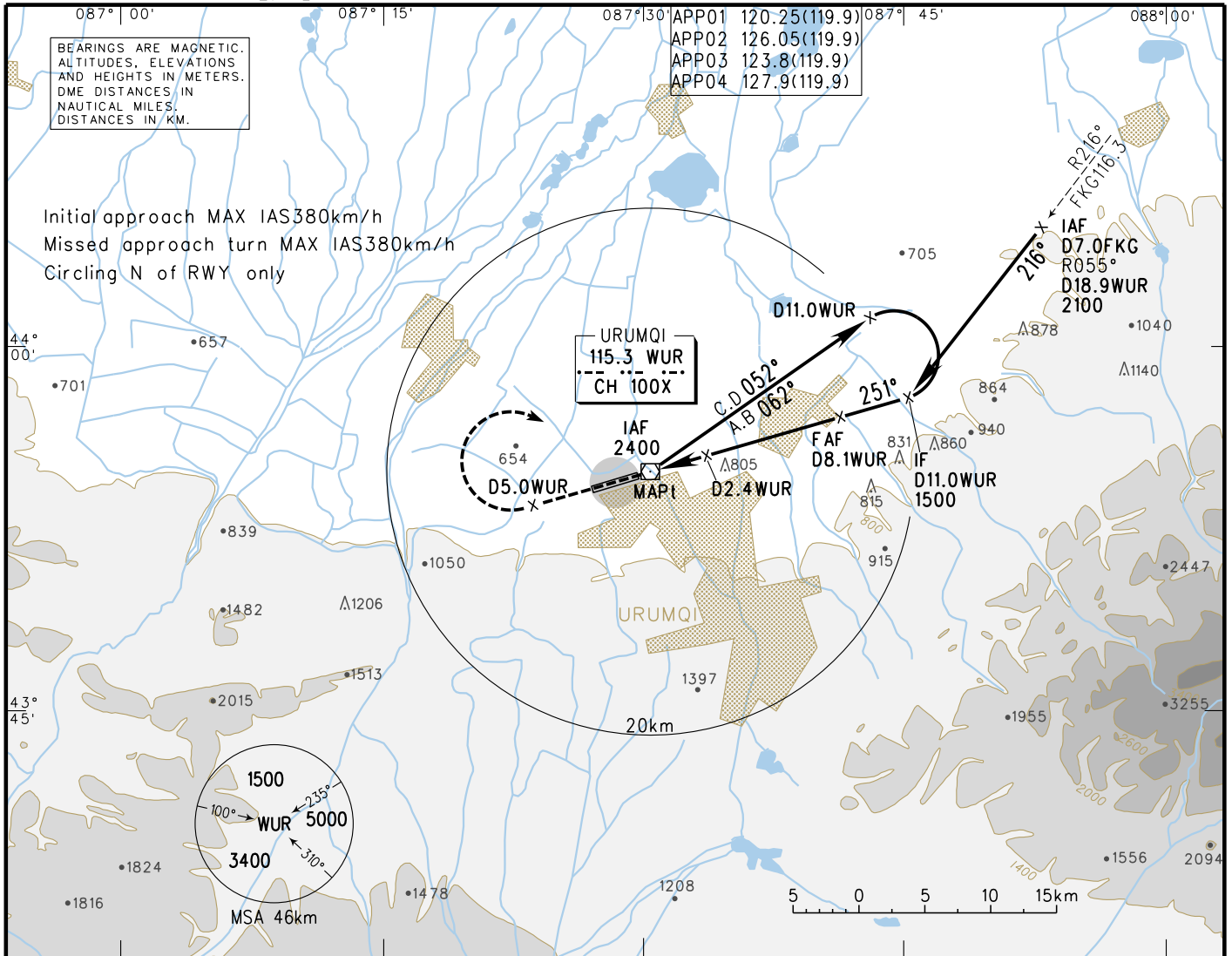
VAR 2.7° E

AERODROME ELEV 647.9  
THR RWY25 ELEV 647.9

D-ATIS (ARR) 126.8  
TWR 118.1(125.0)

ZWWW URUMQI/Diwopu

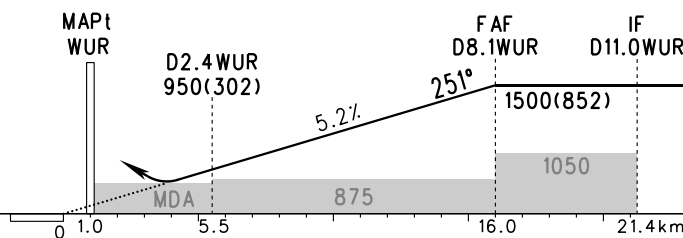
VOR/DME z RWY25



DME (WUR) (NM)	1	2	3	4	5	6	7	8
ALT (m)		908	1005	1102	1200	1297	1394	1491

**MISSED APPROACH**  
Climb straight ahead to D5.0WUR, contact ATC, or turn right to WUR, at ALT 1500.

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



	A	B	C	D	FAF - MAPt 15.0km						
VOR/DME MDA(H) VIS	870(223) 3400				GS in kt	80	100	120	140	160	180
					km/h	150	185	220	260	295	335
CIRCLING MDA(H) VIS	875(228) 3500		890(243) 3500	890(243) 3600	Time min:sec	6:04	4:52	4:03	3:28	3:02	2:42
					Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: D-ATIS.