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AIP CHINA
Supplement
Nr.22/19
May. 15, 2019

乌鲁木齐/地窝堡

URUMQI/Diwopu

乌鲁木齐/地窝堡机场于阜康（FKG）
VOR/DME 台设备更新施工期间调整相应飞行
程序，特出版补充资料。有关飞行程序等资料
共 13 页附后。

Flight procedures adjusted in URUMQI /Diwopu airport while
VOR/DME 'FKG' U/S due to equipment replaced. A total of 13
pages about relevant charts are attached herewith.

校核单:

ZWWW AD 2.24-7A/7B
ZWWW AD 2.24-9A/9B
ZWWW AD 2.24-9C
ZWWW AD 2.24-10A/10B
ZWWW AD 2.24-10C
ZWWW AD 2.24-10D/10E
ZWWW AD 2.24-10F
ZWWW AD 2.24-20A/20B

Checklist:

ZWWW AD 2.24-7A/7B
ZWWW AD 2.24-9A/9B
ZWWW AD 2.24-9C
ZWWW AD 2.24-10A/10B
ZWWW AD 2.24-10C
ZWWW AD 2.24-10D/10E
ZWWW AD 2.24-10F
ZWWW AD 2.24-20A/20B

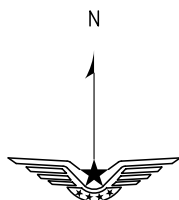
STANDARD DEPARTURE CHART-INSTRUMENT

VAR3°E

D-ATIS 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

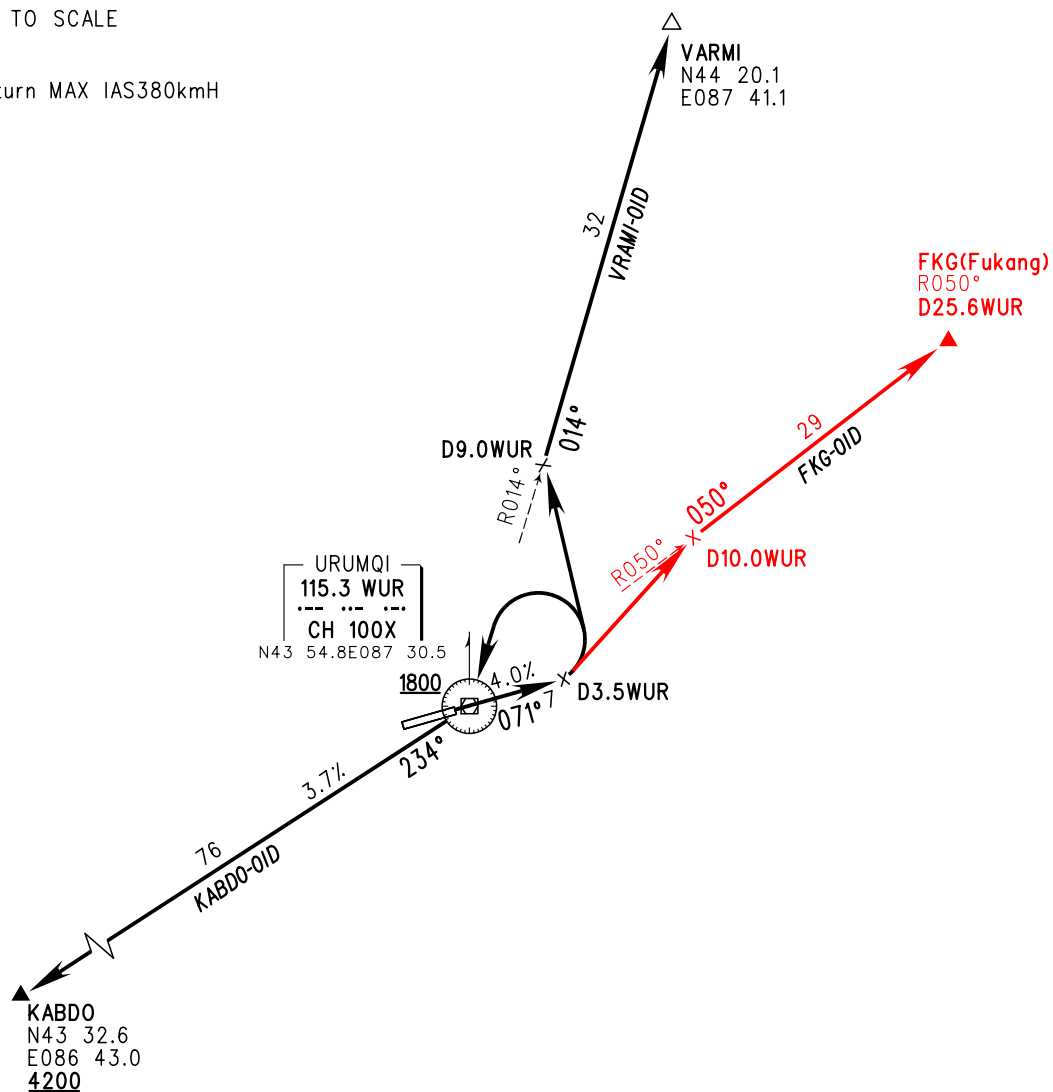


NOT TO SCALE

Departure turn MAX IAS380kmH

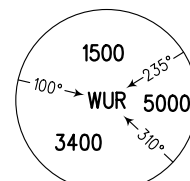
APP01 120.25(119.9)
APP02 126.05(119.9)
APP03 123.8(119.9)
APP04 127.9(119.9)

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



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.



Changes: VOR/DME 'FKG' U/S, procedure changed.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3°E

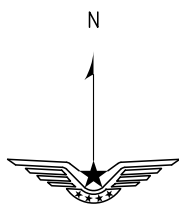
D-ATIS 126.7
TWR 118.1(125.0)

ZWWW URUMQI/Diwopu
RWY25

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

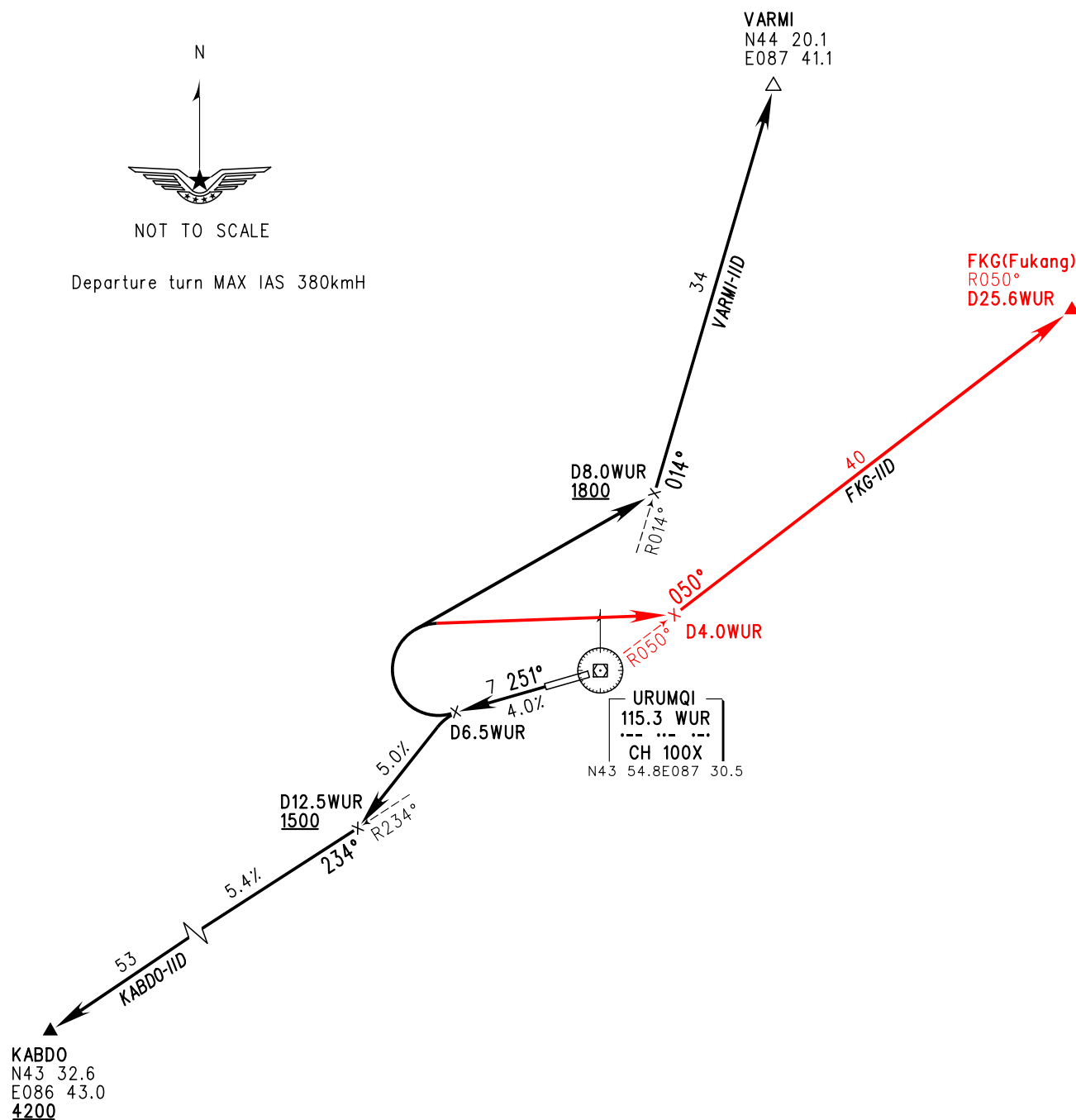
APP01 120.25(119.9)
APP02 126.05(119.9)
APP03 123.8(119.9)
APP04 127.9(119.9)

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



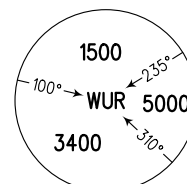
NOT TO SCALE

Departure turn MAX IAS 380kmH



Notes:

KABDO-11D: 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: VOR/DME 'FKG' U/S, procedure changed.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3°E

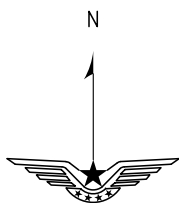
D-ATIS 126.7
TWR 118.1(125.0)

ZWWW URUMQI/Diwopu
RWY07

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

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

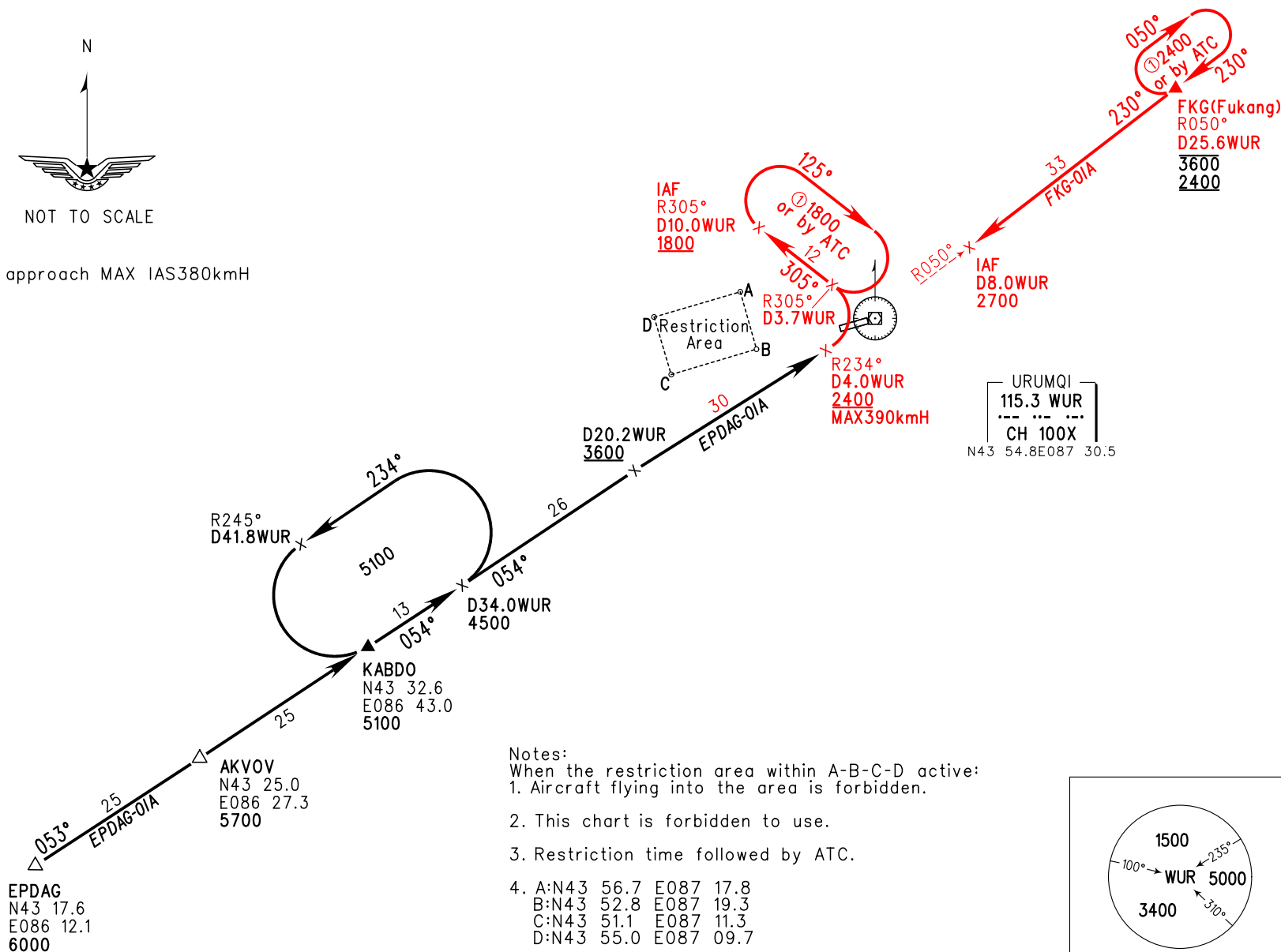
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM



NOT TO SCALE

Initial approach MAX IAS380kmH

Changes: VOR/DME 'FKG' U/S, procedure changed.



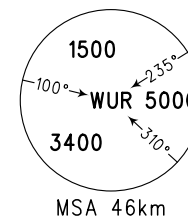
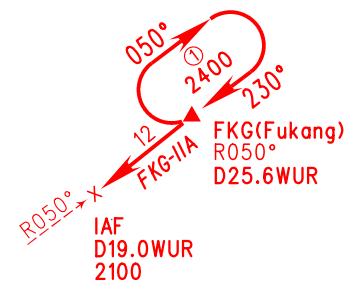
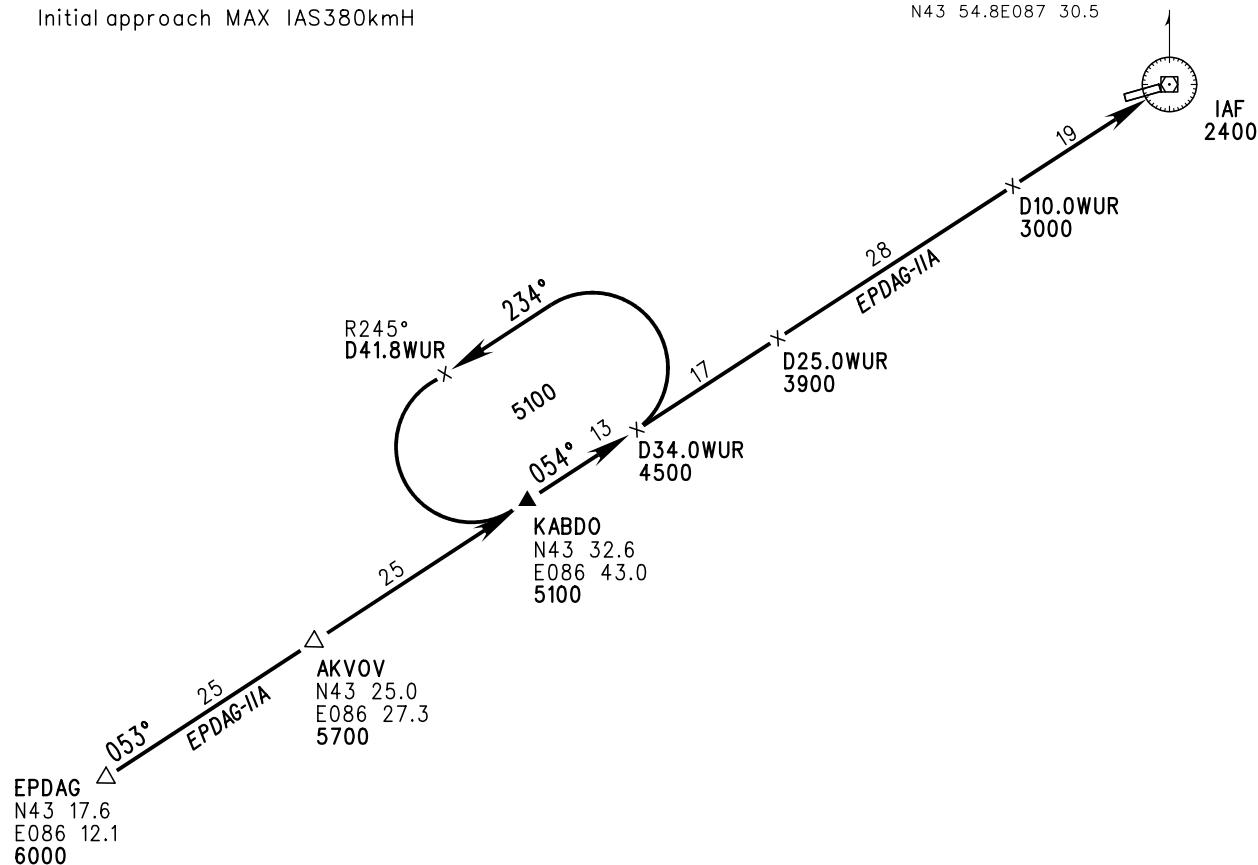
ZWWW URUMQI/Diwopu
RWY25

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

NOT TO SCALE

Initial approach MAX IAS380kmH

URUMQI
115.3 WUR
CH 100X
N43 54.8E087 30.5



Changes: VOR/DME 'FKG' U/S, procedure changed.

ZWWW AD2.24-9B

中国民用航空局CAAC

EFF1906191600 2019-5-15

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3° E

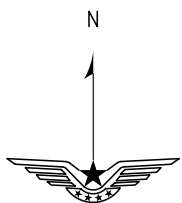
D-ATIS 126.7
TWR 118.1(125.0)

ZWWW URUMQI/Diwopu
(BY ATCRWY25)

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

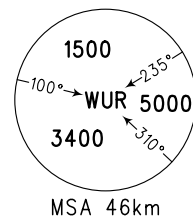
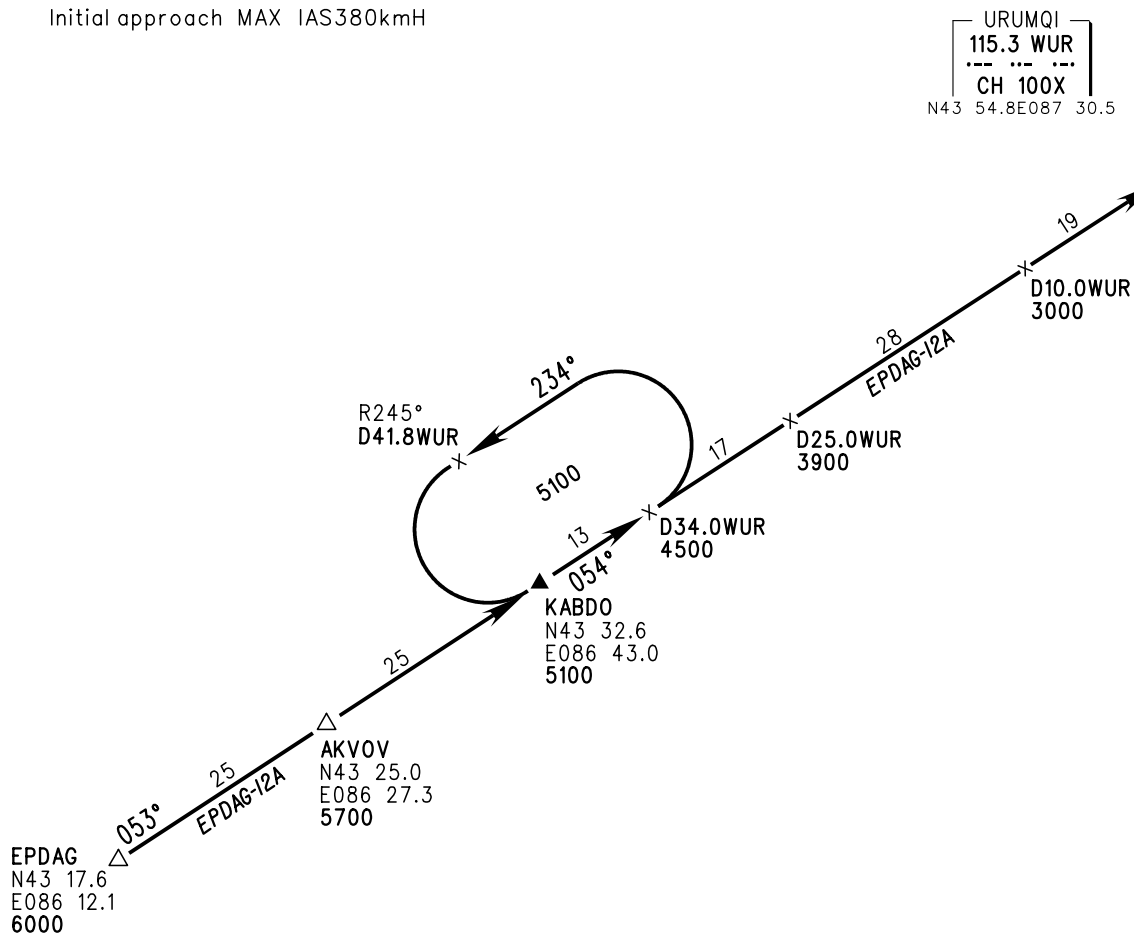
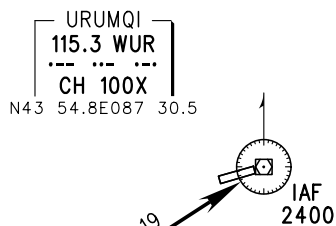
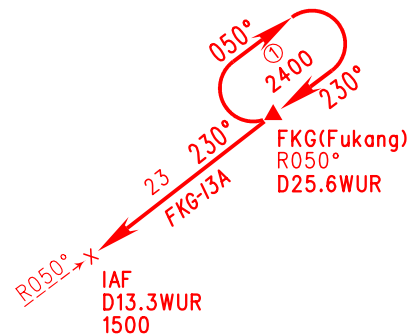
APP01 120.25(119.9)
APP02 126.05(119.9)
APP03 123.8(119.9)
APP04 127.9(119.9)

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



NOT TO SCALE

Initial approach MAX IAS380kmH



Changes: VOR/DME 'FKG' U/S, procedure changed.

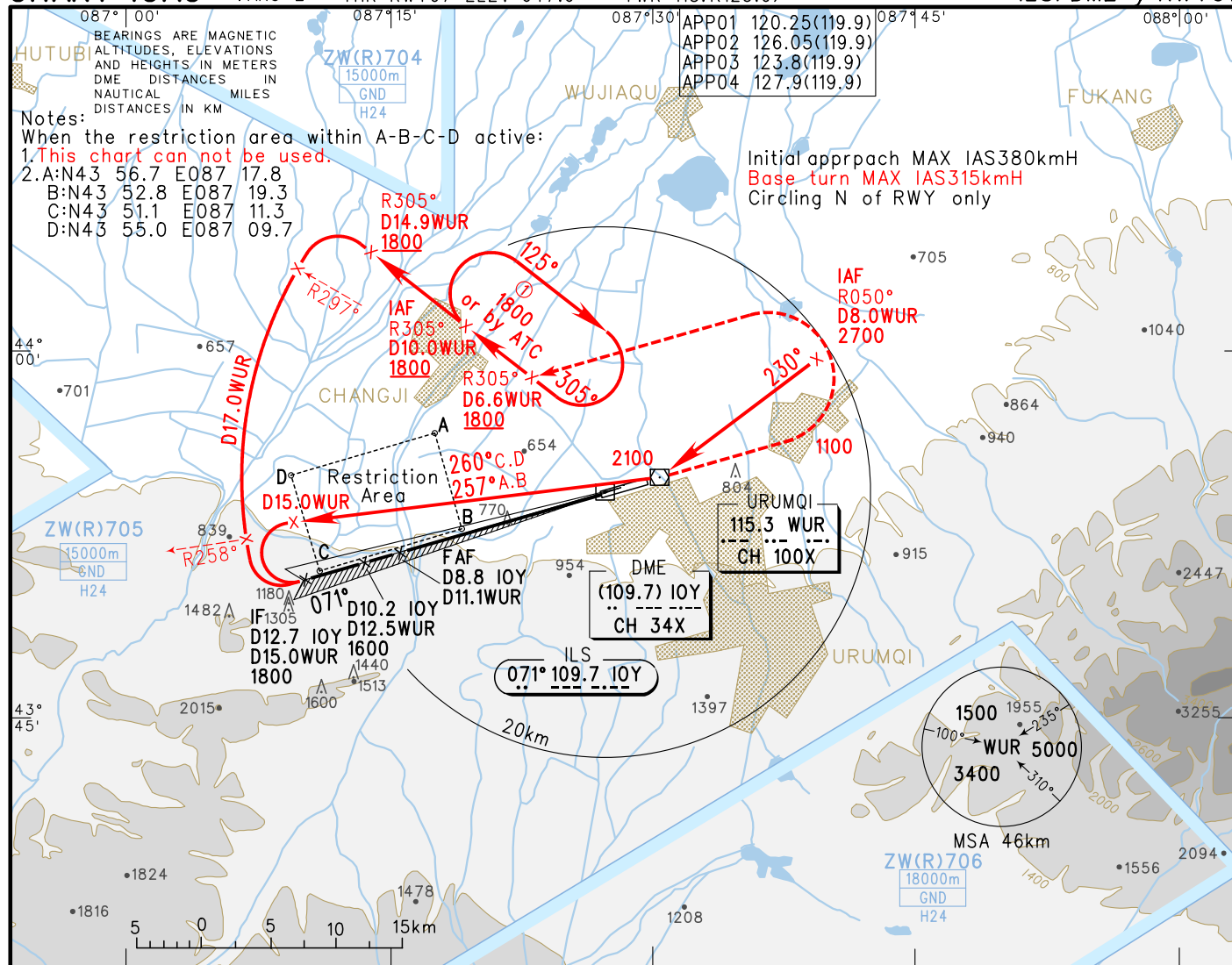
2019-5-15 EFF1906191600

中国民用航空局CAAC

ZWWW AD2.24-9C

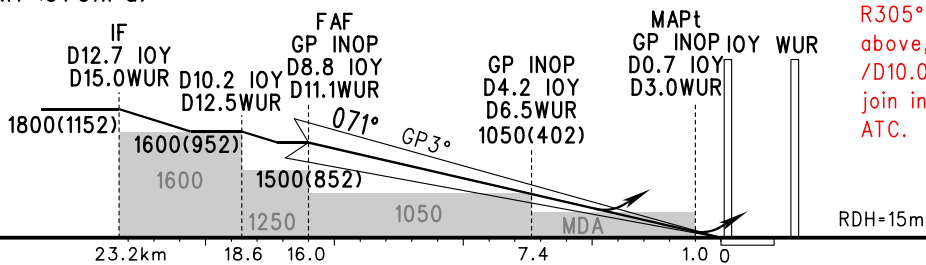
INSTRUMENT APPROACH CHART-ICAO

ILS/DME v RWY07



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

TL 3600
TA 3000
3300(QNH \geq 1031hPa)
2700(QNH \leq 979hPa)



	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 kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP ^{MDA(H)} VIS	875(228) 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
CIRCLING ^{MDA(H)} VIS	875(228) 3500		890(243) 3500	890(243) 3600	Note: RVR 550m can be implemented when using approved AP or flight director for ILS/DME approach. Changes: VOR/DME 'FKG' U/S, procedure changed.							

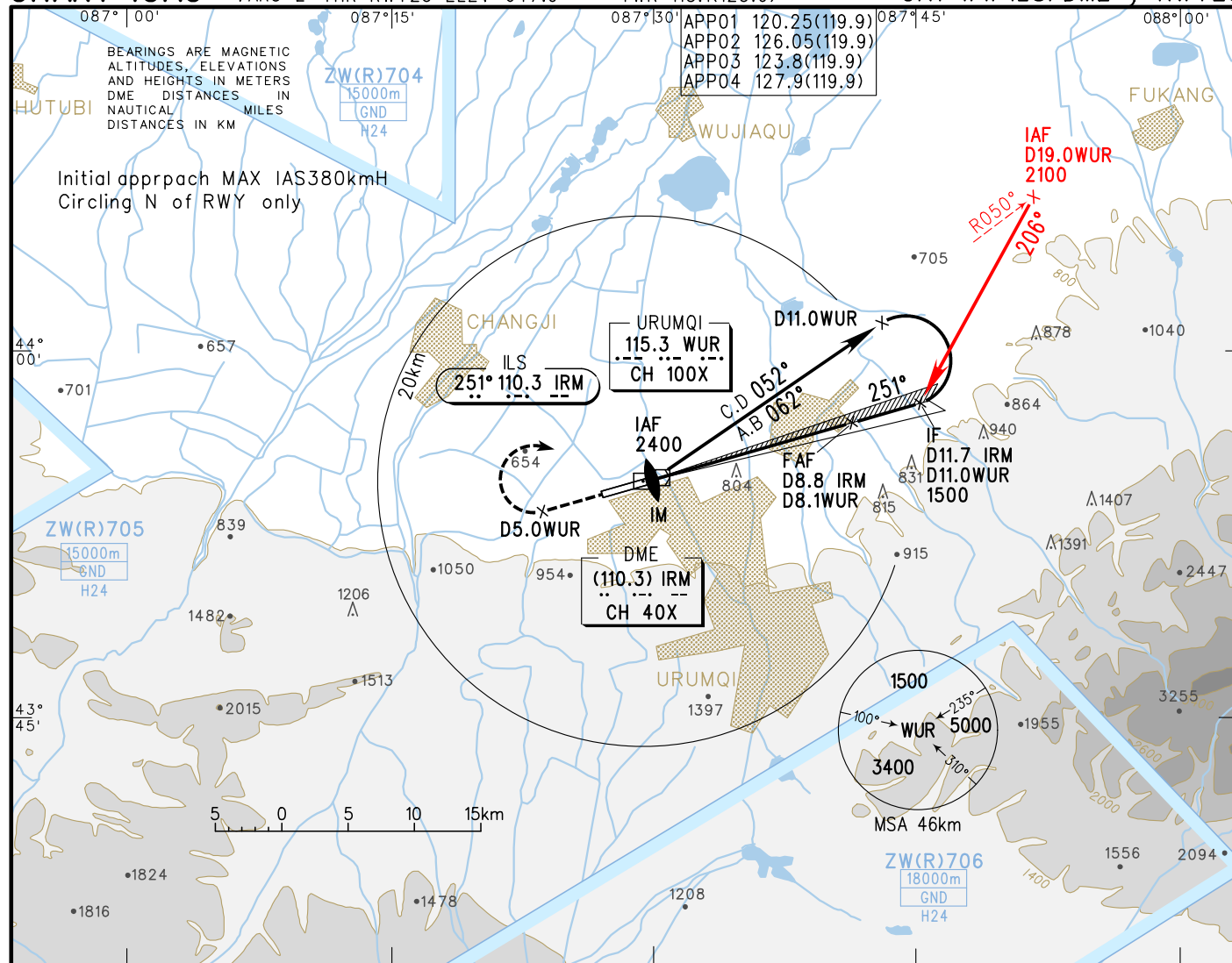
INSTRUMENT APPROACH CHART-ICAO

VAR3°E

AERODROME ELEV 647.9
THR RWY25 ELEV 647.9

D-ATIS 126.7
TWR 118.1(125.0)

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

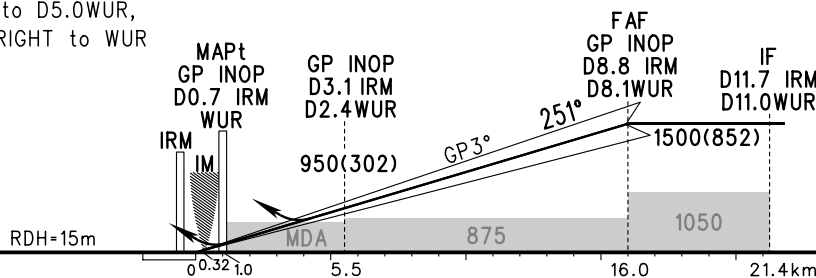


GP INOP	DME (IRM) (NM)	2	3	4	5	6	7	8
	ALT (m)		938	1035	1132	1229	1326	1423

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	FAF-MAPt(GP INOP) 15.0km						
ILS/DME	DA(H) RVR/VIS CAT II		708(60) 550/800			GS in	kt	80	100	120	140	160
GP INOP	MDA(H) VIS		870(223) 3400			min:sec		6:04	4:52	4:03	3:28	3:02
CIRCLING	MDA(H) VIS		875(228) 3500	890(243) 3500	890(243) 3600	Rate of descent m/s		2.2	2.7	3.2	3.8	4.3
ILS CAT II												
Aircraft type	Radio altimeter	Decision height (DH)	Autopilot to DH and below	Manual operation below DH								
A,B,C	(32)	(30)	RVR300	RVR300								
D			RVR300	RVR350								

SA CAT II: (DH)(30),RVR350.

Changes: VOR/DME 'FKG' U/S, procedure changed.
Landing MINIMA for ILS CAT II.

INSTRUMENT APPROACH CHART-ICAO

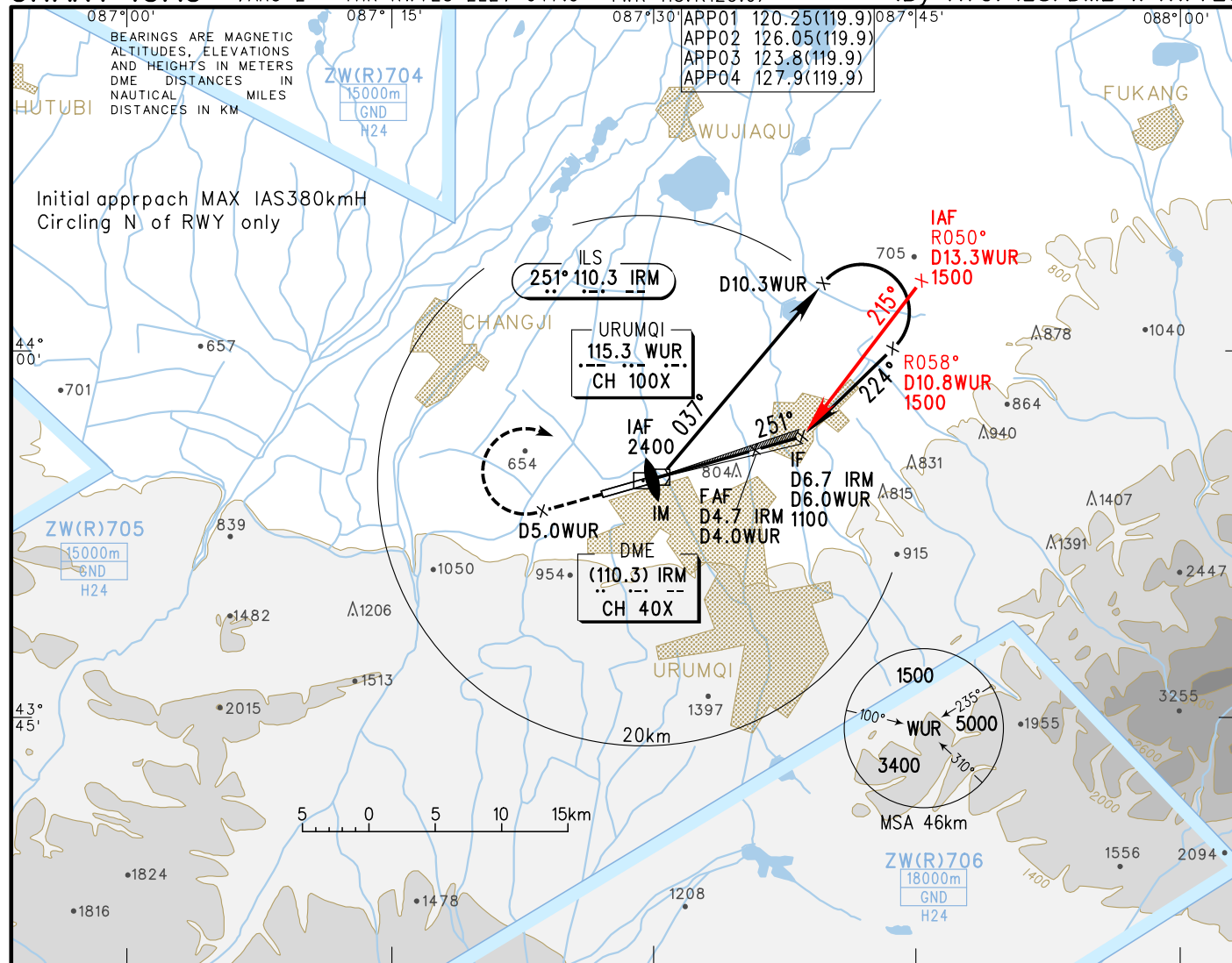
VAR3°E

AERODROME ELEV 647.9
THR RWY25 ELEV 647.9

D-ATIS 126.7
TWR 118.1(125.0)

ZWWW URUMQI/Diwopu

(By ATC) ILS/DME x RWY25

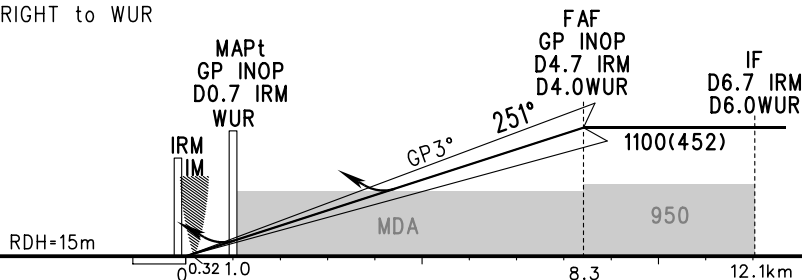


GP INOP	DME (IRM) (NM)	2	3	4	5	6	7	8
	ALT (m)		938	1035				

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)

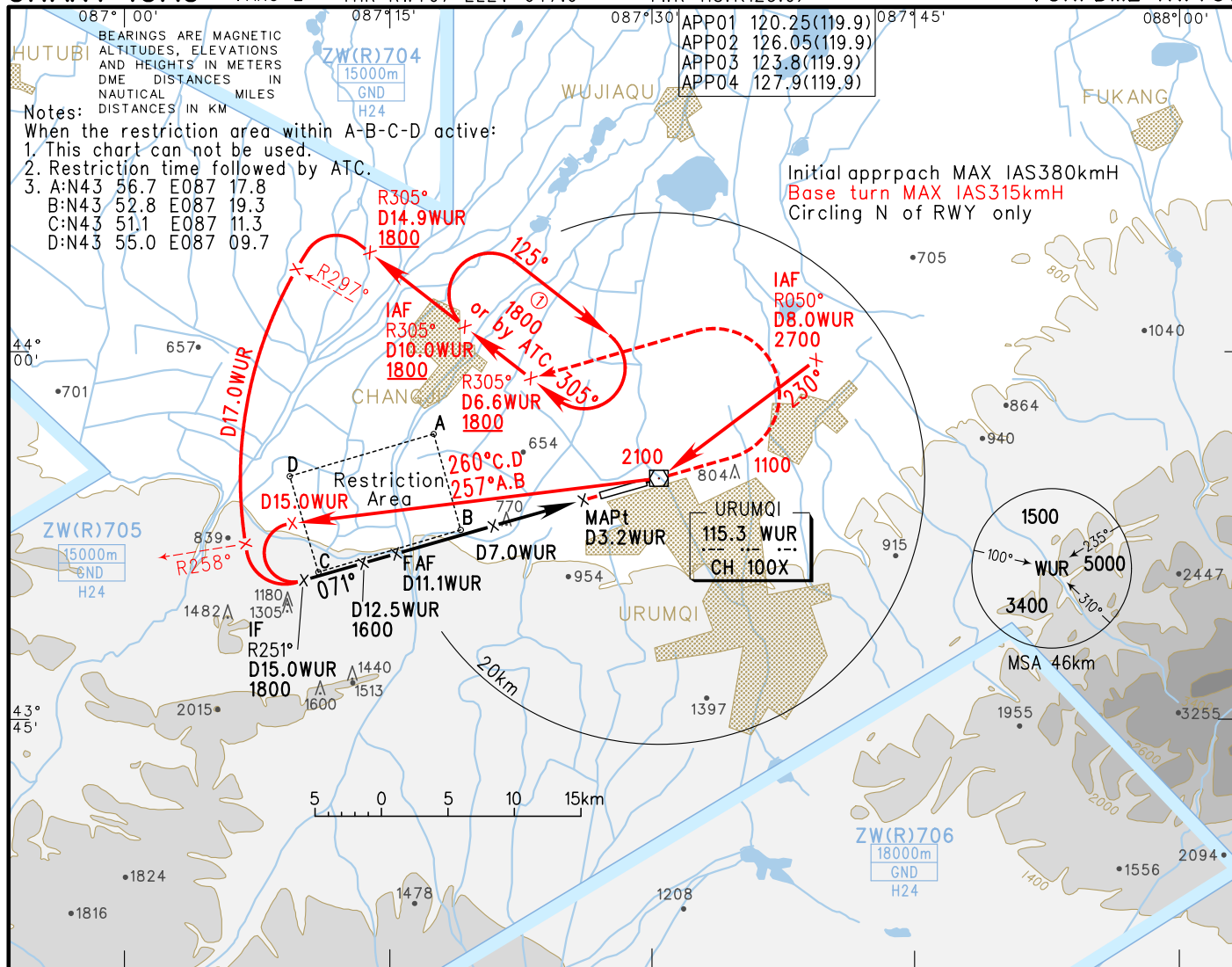


	A	B	C	D	FAF-MAPt(GP INOP) 7.3km							
ILS/DME ^{DA(H)} _{RVR/VIS}	708(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP ^{MDA(H)} _{VIS}	875(228) 3500				Time	min:sec	2:57	2:22	1:58	1:41	1:29	1:19
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING ^{MDA(H)} _{VIS}	875(228) 3500		890(243) 3500	890(243) 3600	Changes: VOR/DME 'FKG' U/S, procedure changed.							

INSTRUMENT APPROACH CHART-ICAO

AERODROME	ELEV	647.9
THR RWY07	ELEV	647.6

ZWWW URUMQI/Diwopu
VOR/DME RWY07

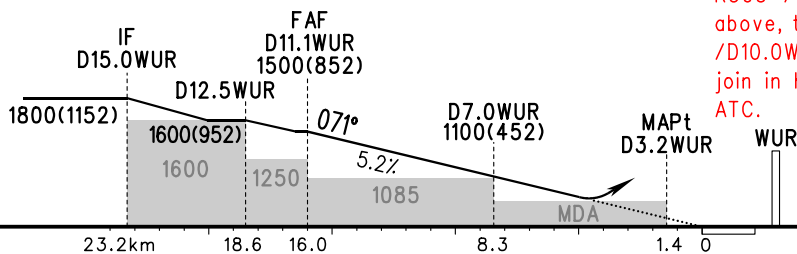


DME (WUR) (NM)	11	10	9	8	7	6	5	4
ALT (m)	1490	1393	1296	1199	1102	1005	908	

TL	3600
TA	3000
	3300(QNH $\geq 1031\text{hPa}$)
	2700(QNH $\leq 979\text{hPa}$)

MISSED APPROACH

Climb straight ahead to 1100, contact ATC, or turn LEFT to R305°/D6.6WUR at 1800 or above, track 305° to R305°/D10.0WUR at 1800 or above, join in holding pattern, contact ATC.



	A	B	C	D	FAF-MAPt 14.6km						
VOR/DME ^{MDA(H)} _{VIS}	875(228) 3500				GS in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
CIRCLING ^{MDA(H)} _{VIS}	875(228) 3500		890(243) 3500	890(243) 3600	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: VOR/DME 'FKG' U/S, procedure changed.						

Changes: VOR/DME 'FKG' U/S, procedure changed.

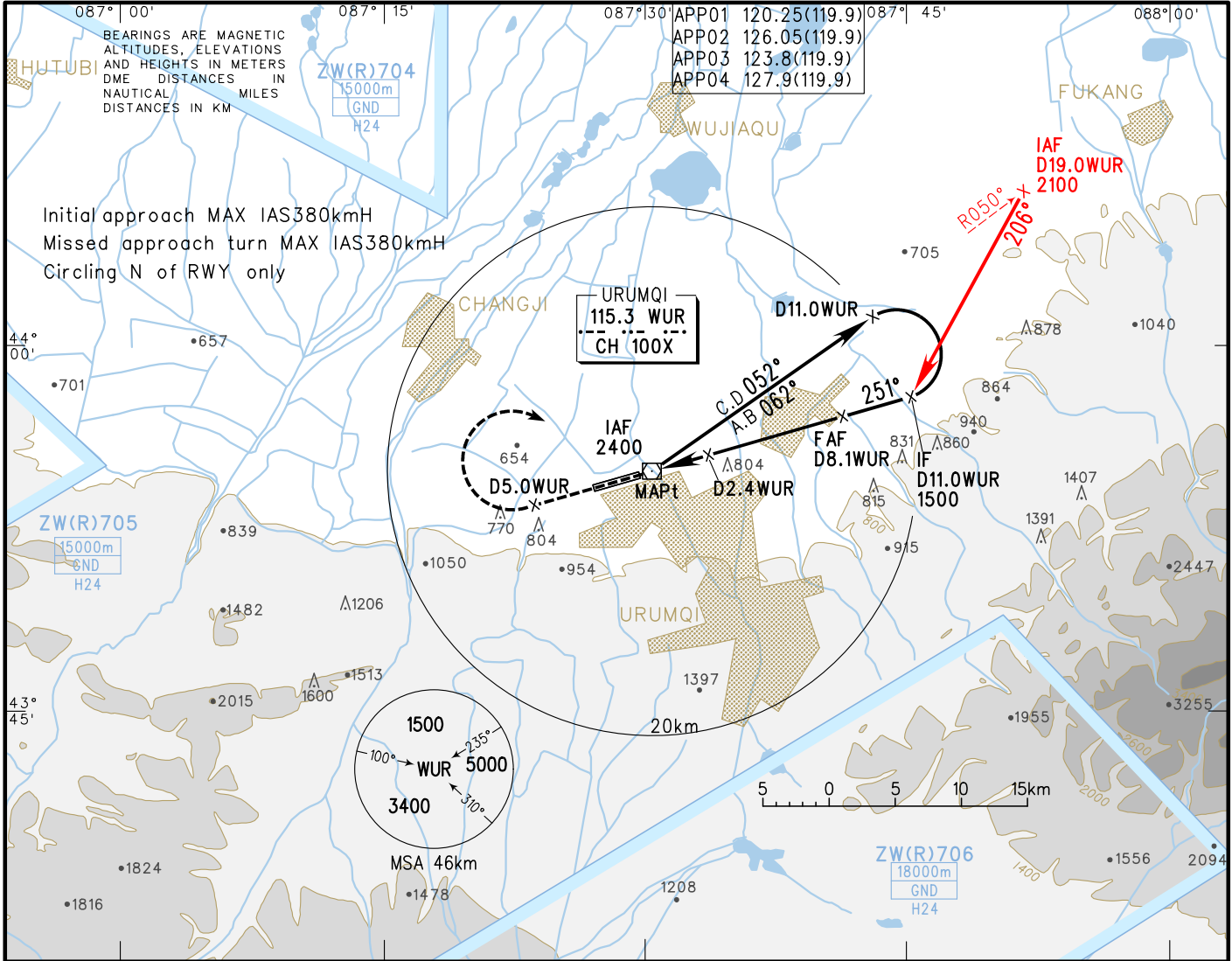
INSTRUMENT
APPROACH
CHART-ICAO

VAR3°E

AERODROME ELEV 647.9
THR RWY25 ELEV 647.9

D-ATIS 126.7
TWR 118.1(125.0)

ZWWW URUMQI/Diwopu
VOR/DME z RWY25

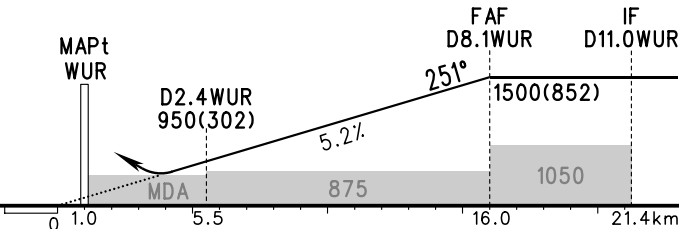


DME (WUR) (NM)	1	2	3	4	5	6	7	8
ALT (m)		908	1005	1102	1200	1297	1394	1491

MISSED APPROACH

Climb straight ahead to D5.0WUR,
contact ATC, or turn Right to WUR
at 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
					kmH	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: VOR/DME 'FKG' U/S, procedure changed.							

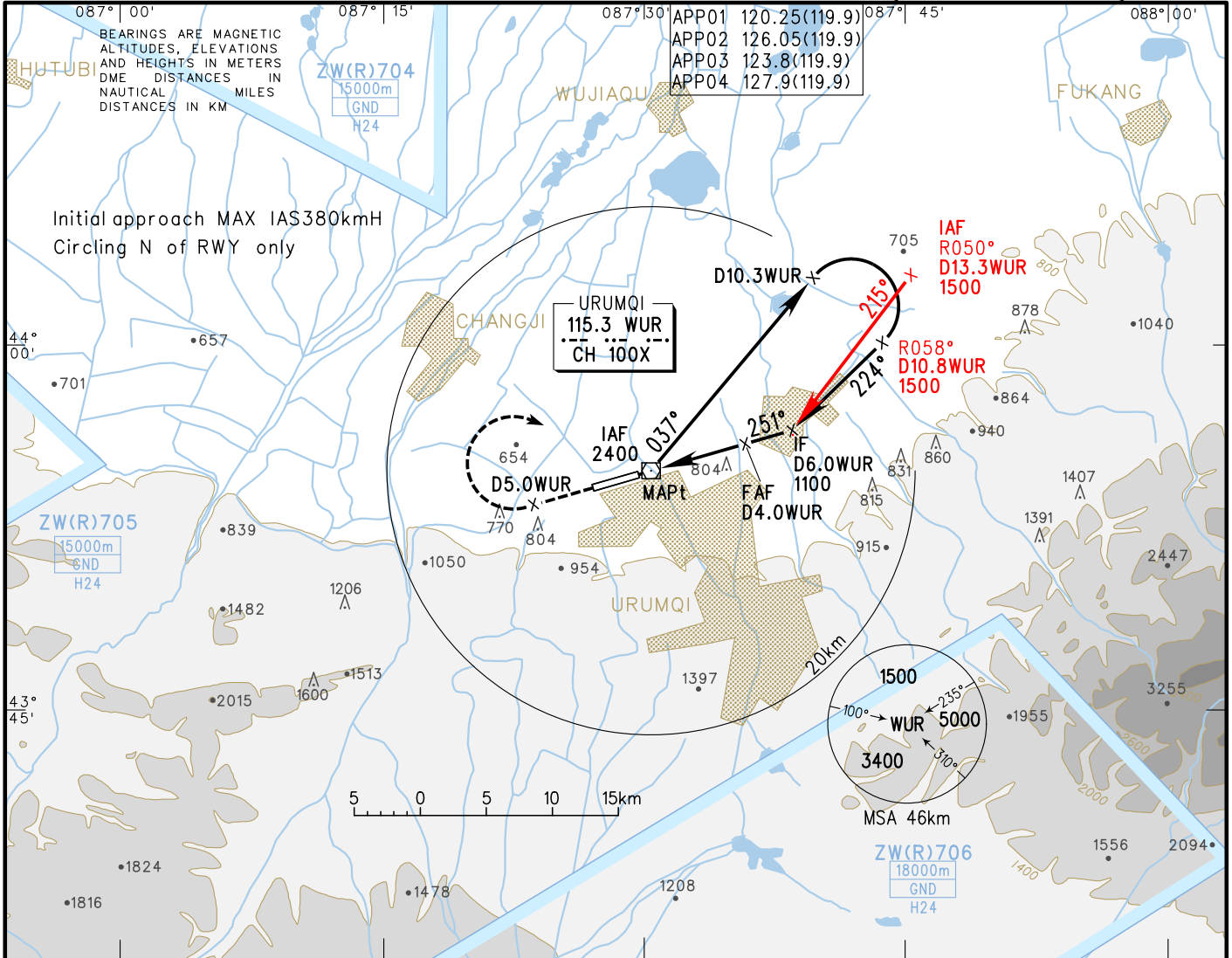
INSTRUMENT
APPROACH
CHART-ICAO

VAR3°E

AERODROME ELEV 647.9
THR RWY25 ELEV 647.9

D-ATIS 126.7
TWR 118.1(125.0)

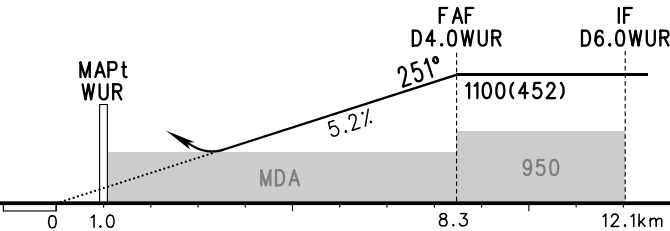
ZWWW URUMQI/Diwopu
(By ATC) VOR/DME y RWY25



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)



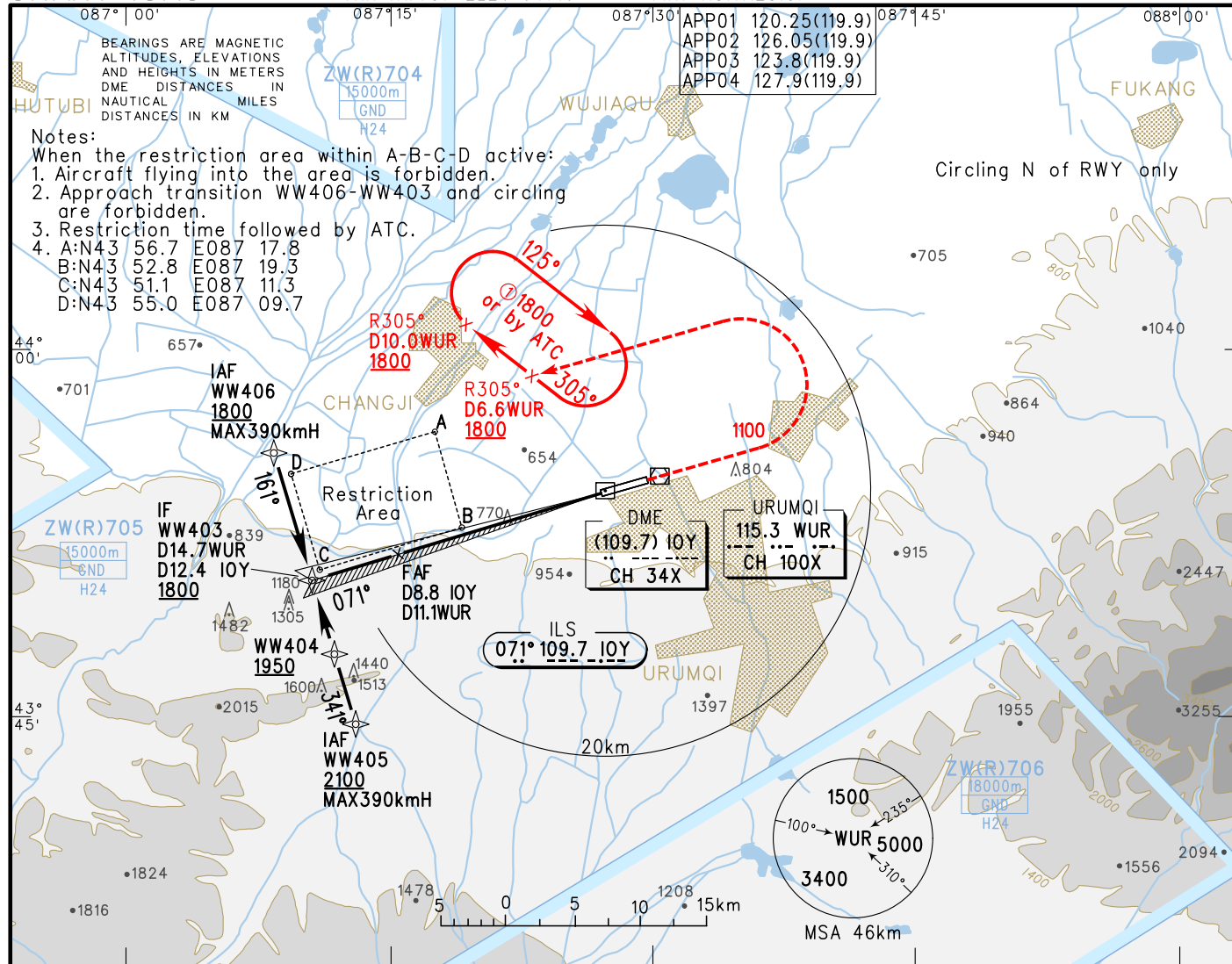
	A	B	C	D
VOR/DME MDA(H) VIS	875(228) 3500			
CIRCLING MDA(H) VIS	875(228) 3500		890(243) 3500	890(243) 3600

FAF-MAPt 7.3km							
GS in	kt	80	100	120	140	160	180
	kmH	150	185	220	260	295	335
Time	min:sec	2:57	2:22	1:58	1:41	1:29	1:19
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: VOR/DME 'FKG' U/S, procedure changed.

INSTRUMENT APPROACH CHART-ICAO

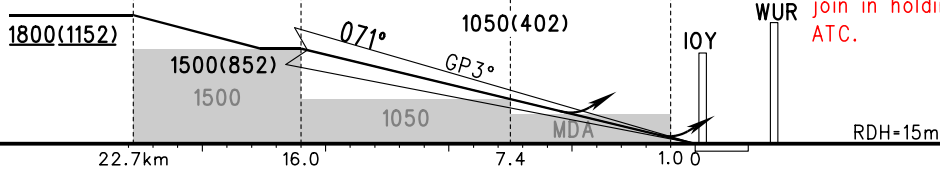
RNAV ILS/DME z RWY07



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

TL 3600
TA 3000
3300(QNH $\geq 1031\text{hPa}$)
2700(QNH $\leq 979\text{hPa}$)

Climb straight ahead to 1100, contact ATC, or turn LEFT to R305°/D6.6WUR at 1800 or above, track 305° to R305°/D10.0WUR at 1800 or above, join in holding pattern, contact ATC.



	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 kmH	80 150	100 185	120 220	140 260	160 295	180 335
	GP INOP ^{MDA(H)} VIS				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
CIRCLING ^{MDA(H)} VIS	875(228) 3500		890(243) 3500	890(243) 3600	Note: RVR 550m can be implemented when using approved AP or flight director for ILS/DME approach. Changes: VOR/DME 'FKG' U/S, procedure changed.							

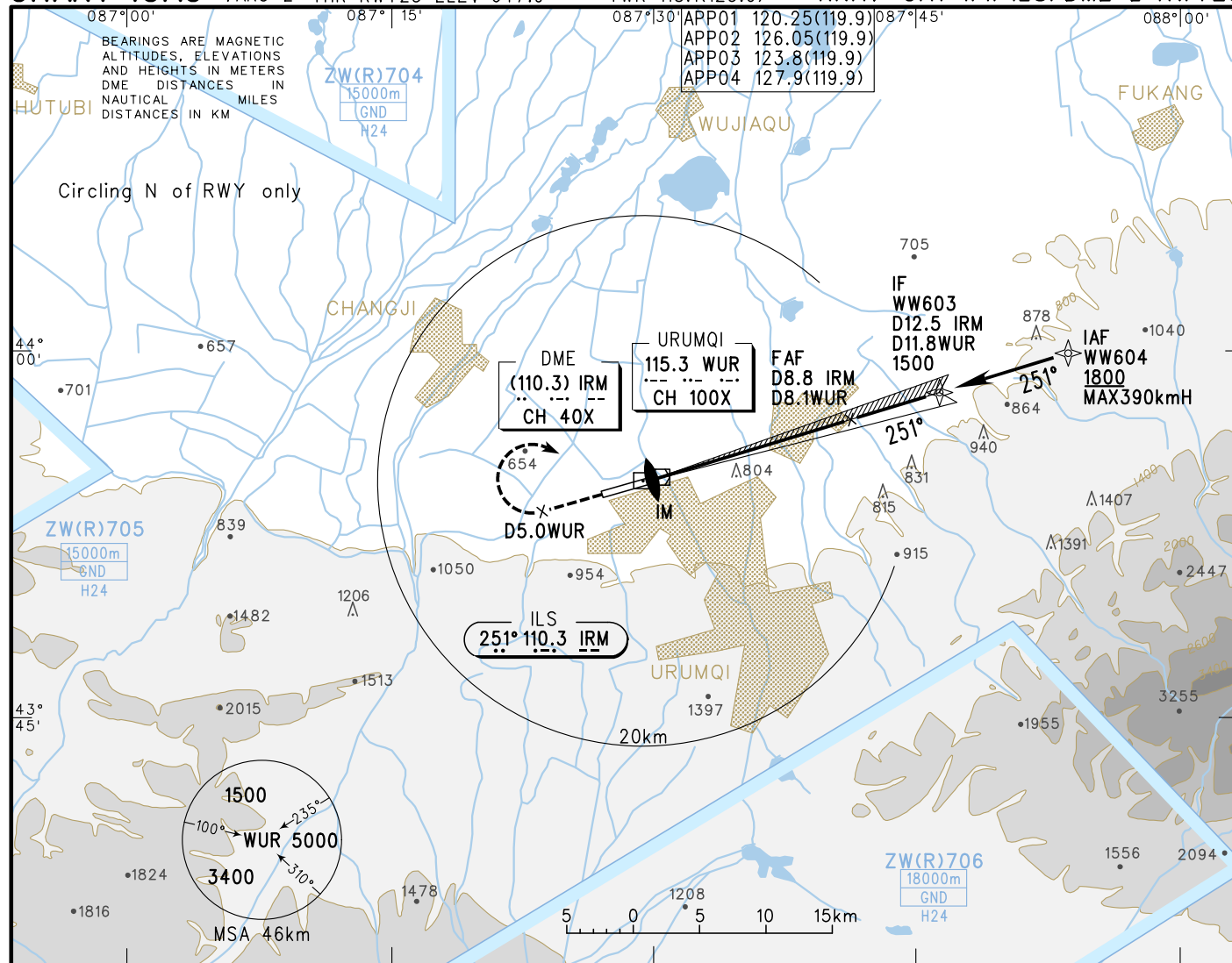
INSTRUMENT APPROACH CHART-ICAO

VAR3°E

AERODROME ELEV 647.9
THR RWY25 ELEV 647.9

D-ATIS 126.7
TWR 118.1(125.0)

ZWWW URUMQI/Diwopu
RNAV CAT-I/II ILS/DME z RWY25

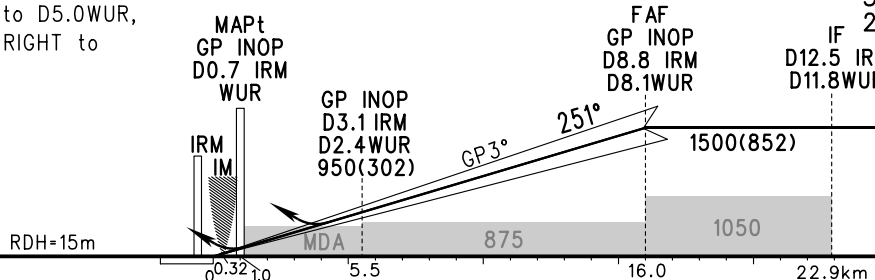


GP INOP	DME(IRM) (NM)	2	3	4	5	6	7	8
	ALT (m)		938	1035	1132	1229	1326	1423

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)



					FAF-MAPt(GP INOP) 15.0km							
ILS/DME		DA(H) RVR/VIS HUD	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					
ILS CAT II												
Aircraft type	Radio altimeter	Decision height (DH)	Autopilot to DH and below		Manual operation below DH		HUD SA CAT II: (DH)(30),RVR350.					
A,B,C	(32)	(30)	RVR300		RVR300		Changes: Landing MINIMA for CAT II.					
D					RVR350							

SA CAT II: (DH)(30),RVR350.

Changes: Landing MINIMA for CAT II.