

GENERAL**Operational Hours**

ATS Hours / AD OPS Hours / AD ADMIN Hours: HS or O/R

Airport Information

RFF: CAT 6

Fuel: No. 3 Jet Fuel

PCN: RWY 18/36: 62/F/B/W/T

Customs: Not AVBL

Operation**Traffic Note**

AD not serviceable as ALTN.

RWY Restriction

RWY is prohibited to be used simultaneously with TWY.

Turn around on RWY is strictly prohibited.

TWY Restriction

TWYs B, C, D and Main TWY width 18m / 59ft.

TWY A (BTN A1 and D) MAX wingspan 39m / 128ft.

Taxi/Parking

Follow-me AVBL via TWR.

When vacating RWY, ACFT must report vacating RWY, TWY in use and location to TWR.

ACFT must be guided by marshaller when being on APN and stands.

Engine Run-Up Areas

ENG run-ups are subject to TWR CLR, and shall be carried out at a designated location.

Warnings

Do not confuse road lights near the AD with RWY lights.

Strict adherence to published procedures is required due to mountainous area around AD. Strictly control height and speed when flying over outer marker.

XIC DME unusable:

R076-R110 clockwise.

SB NDB unusable:

188° between 7-9NM

245° between 5.5-9NM and 13.5-18NM

345° between 8-14NM and 23-25NM

170° between 11-15NM, 19-25NM

UZ NDB unusable:

337° beyond 5NM

354° beyond 11NM

ARRIVAL**Speed**

MAX IAS 280KT (520km/h) from FL100 up to FL197.

MAX IAS 250KT (460km/h) below FL100.

Arrival Procedure**VFR Traffic Pattern**

Traffic circuits shall be made west of RWY; MNM ALT 2100m / 6890ft QNH north of RWY.

DEPARTURE**Take-off Minima**

RWY		18		
All ACFT	2 Turbine or 3 + 4 ENG	ft - m/km	0 - 800v	REDL
			0 - 1.6v	wo LGT, HJ only
Others 1 + 2 ENG			0 - 1.6v	-

RWY		36			
All ACFT	2 Turbine or 3 + 4 ENG	ft - m/km	0 - 800V	REDL	MNM climb gradient 6.2%
			0 - 1.6V	wo LGT, HJ only	
Others 1 + 2 ENG			0 - 1.6V	-	
All ACFT			c1780 - 5.0v	If climb gradient is less than 6.2%	

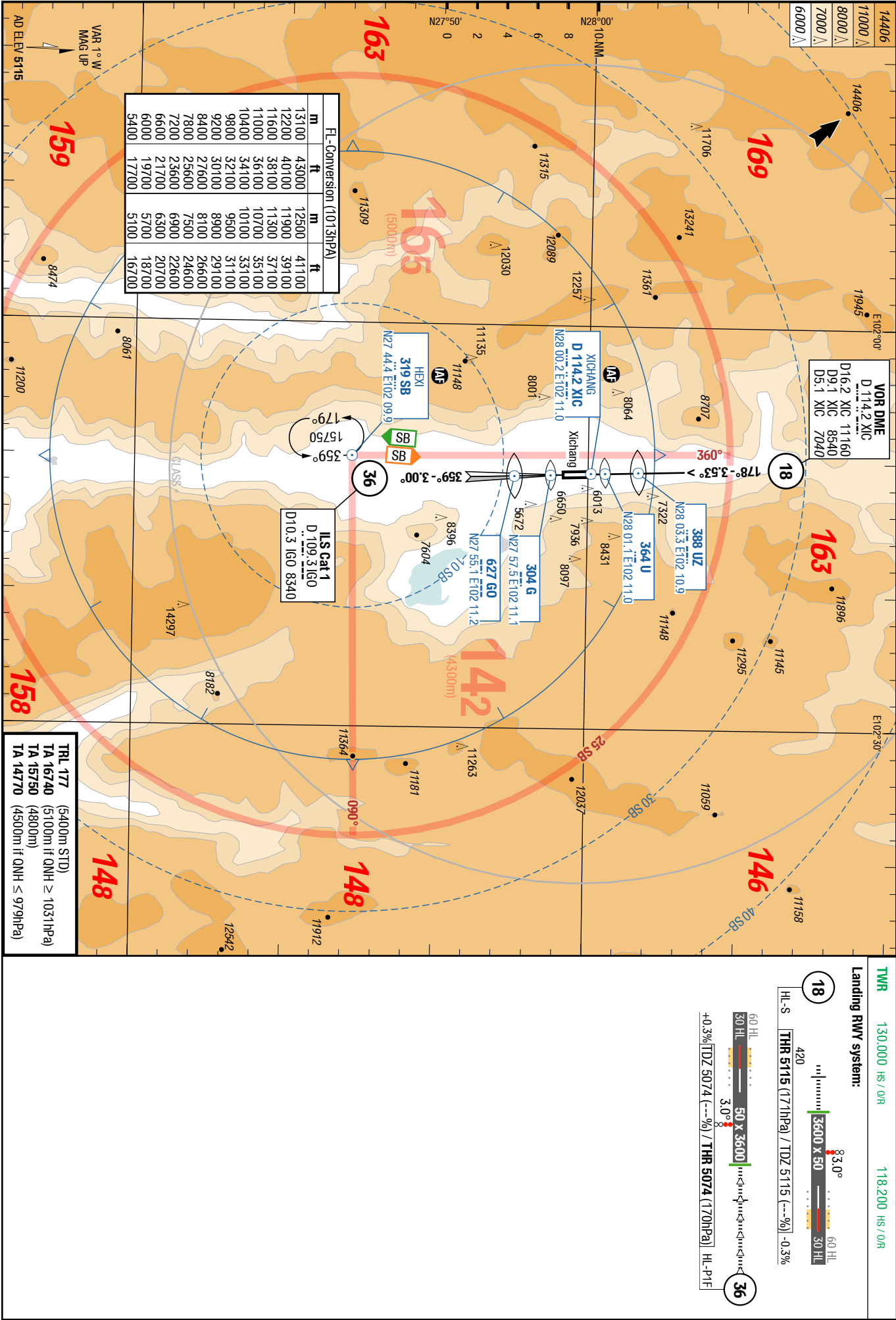
Speed

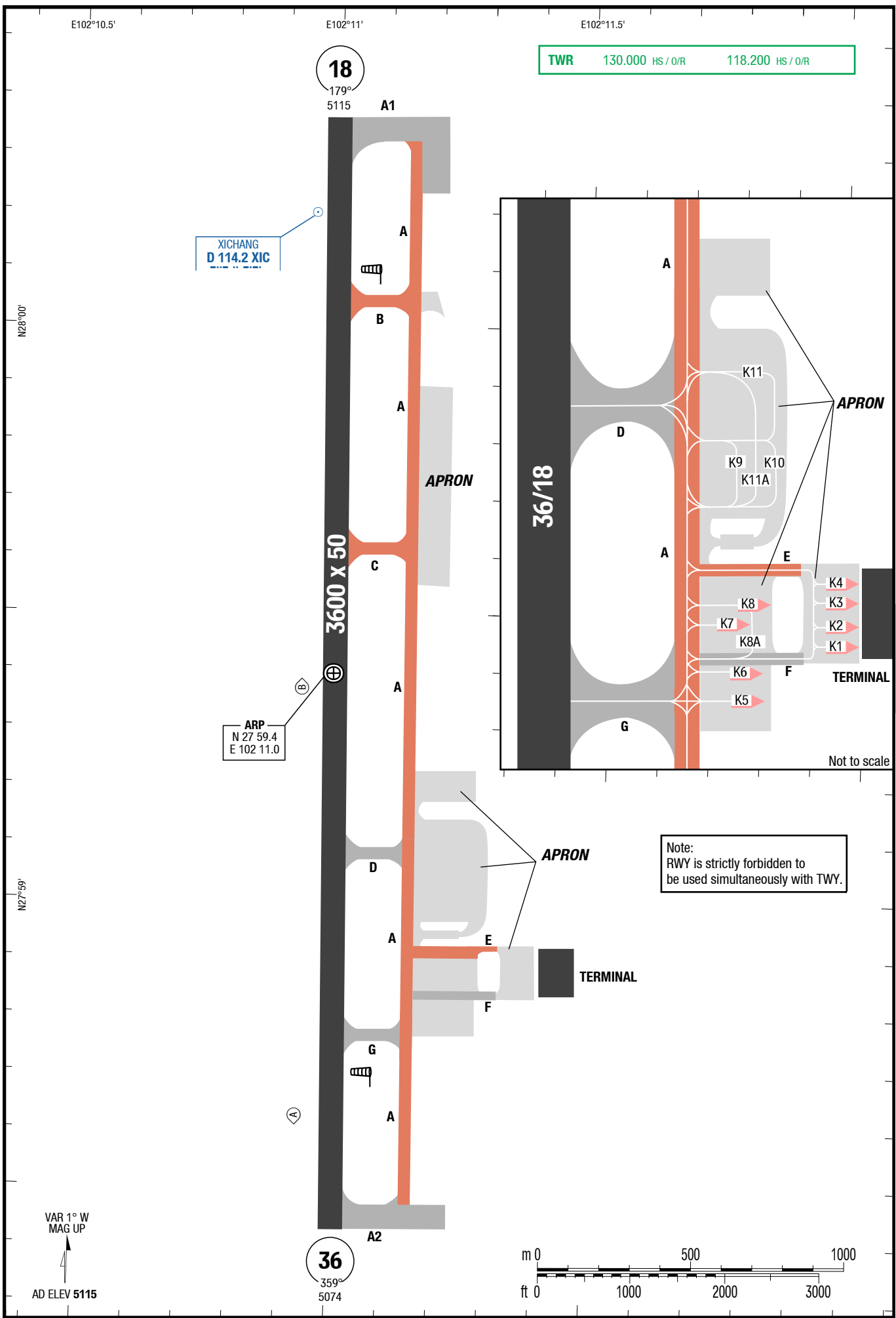
MAX IAS 280KT (520km/h) from FL100 up to FL197.

MAX IAS 250KT (460km/h) below FL100.

ATC Slot, Clearance

Contact TWR for DLV clearance not earlier than 15min before start-up.





Effective 08-DEC-2016

01-DEC-2016

XIC-ZUXC

China Xichang Qingshan

NIL

SIDs

SID

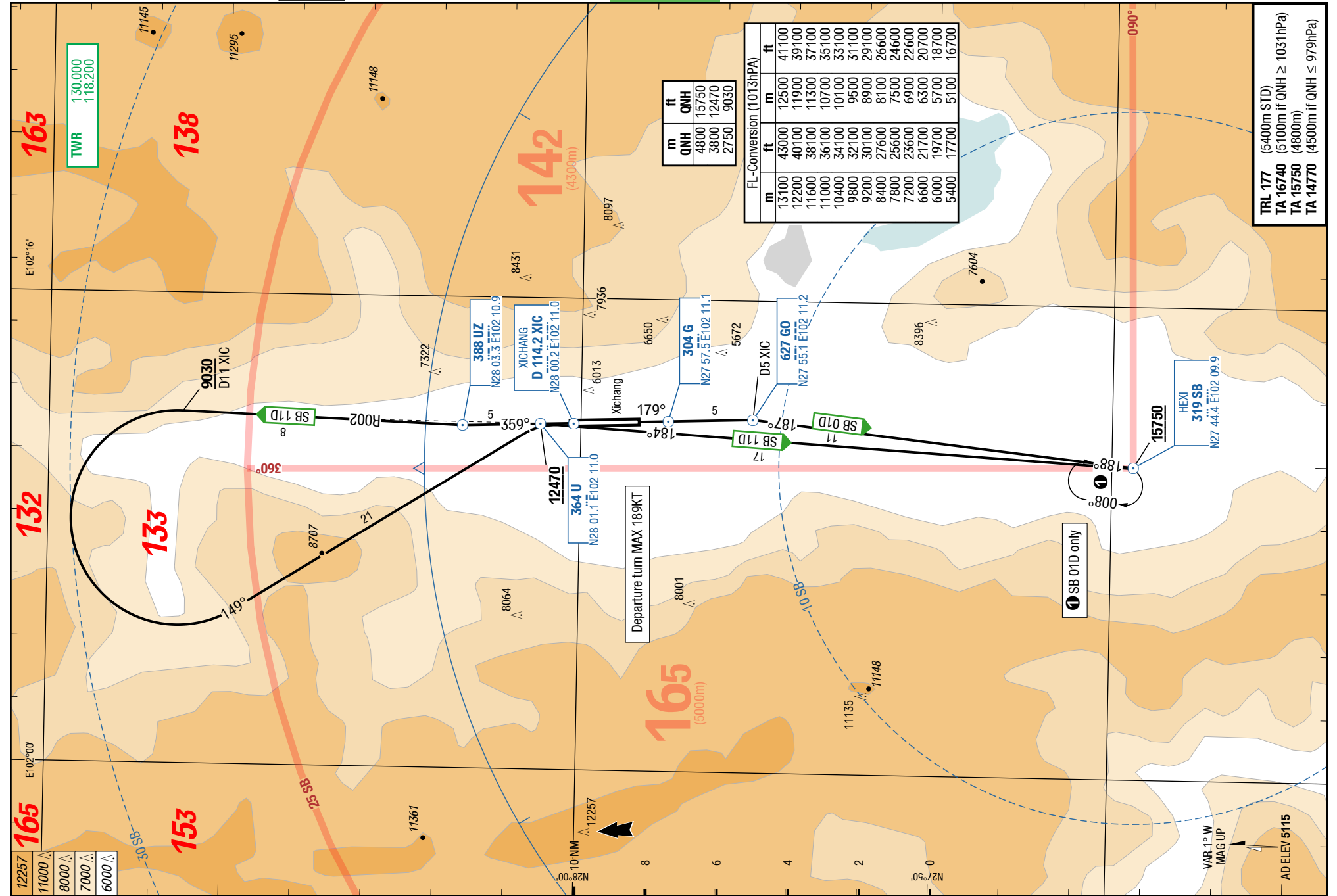
SID

NIL

SIDs

Qingshan Xichang China

4-10



Changes: Completely revised

29-DEC-2016

XIC-ZUXC

5-10

SIDs

SIDPT

SB 01D / SB 11D

RWYs 18 (179°) / 36 (359°)

	GS	120	150	180	210	240	270
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
SB 01D 130.000 ①	at GO/D5 XIC RT 187° to SB	climb in holding pattern to SB MNM 15750
	Runway 36	
SB 11D 6.2% to R002/D11 XIC 130.000 ①	at UZ RT intercept R002 XIC outbound - at D11 XIC LT 149° to U - RT to XIC - 184° to SB	R002/D11 XIC MNM 9030 U MNM 12470 SB MNM 15750

① Departure turn MAX 189KT

Changes: Routing

XIC-ZUXC

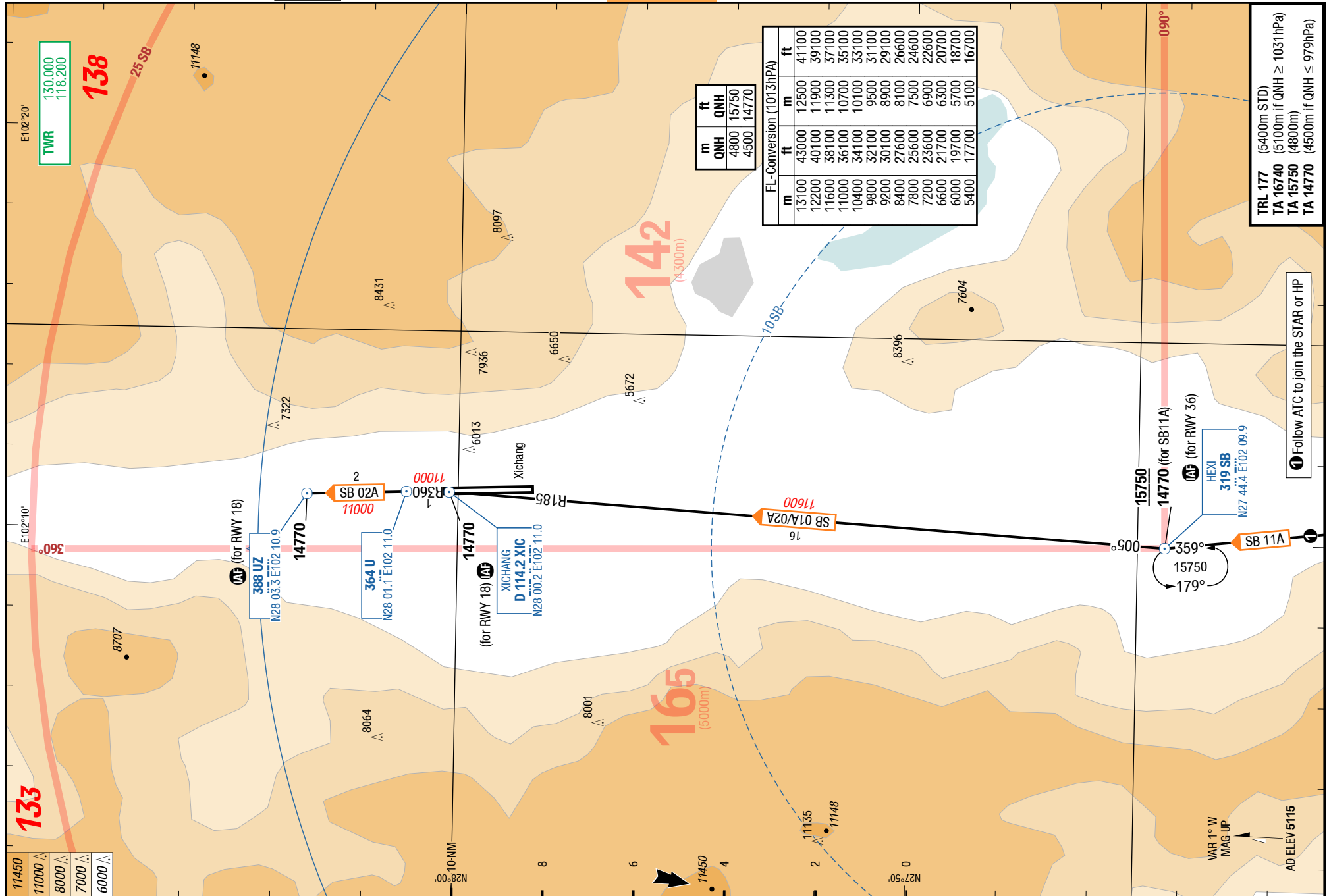
STARs

STAR

STAR

STARS

6-10

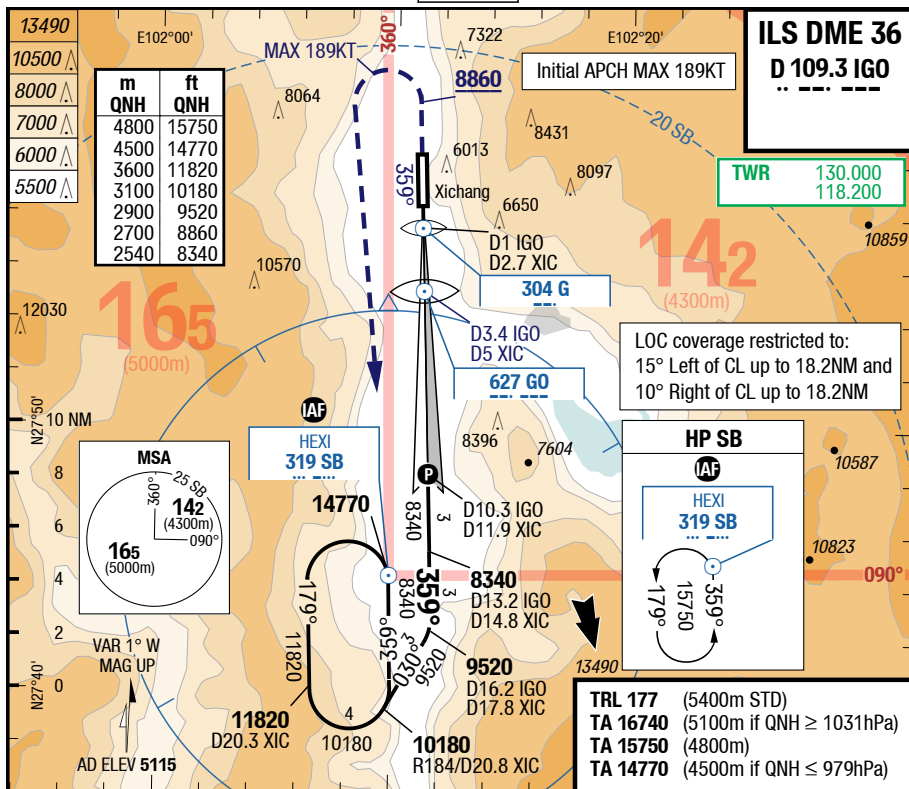


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XIC-ZUXC

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ILS DME 36



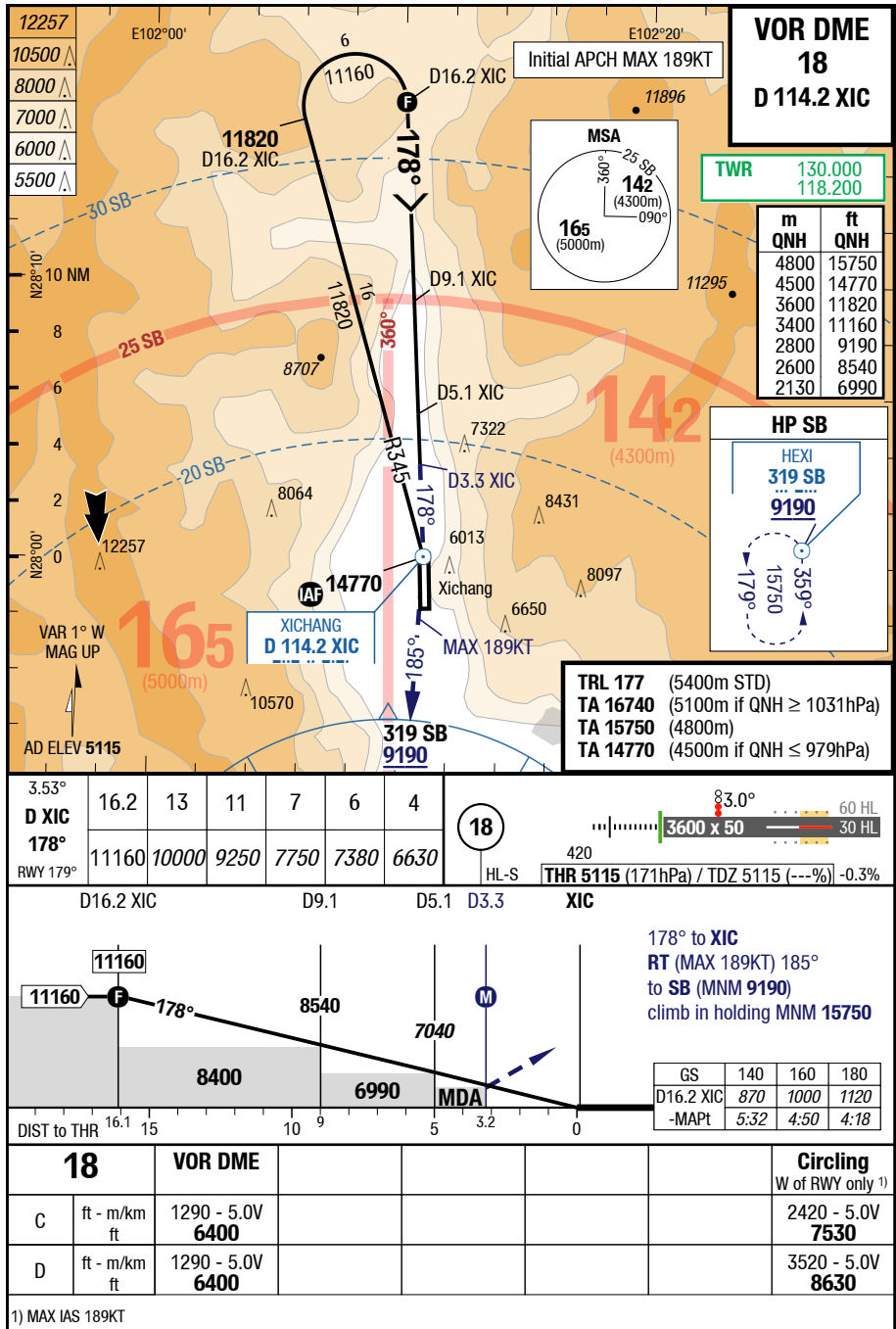
36		Cat 1 GA 5.0% 1) 2)	LOC DME GA 5.0% 2)	Circling W of RWY only 3)	
C	ft - m/km ft	380 - 1.3V 5460	1200 - 5.0V 6270	2420 - 5.0V 7530	
D	ft - m/km ft	380 - 1.3V 5460	1200 - 5.0V 6270	3520 - 5.0V 8630	

1) With EVS VIS 900m
2) Up to 8860ft
3) MAX IAS 189KT

XIC-ZUXC

7-20

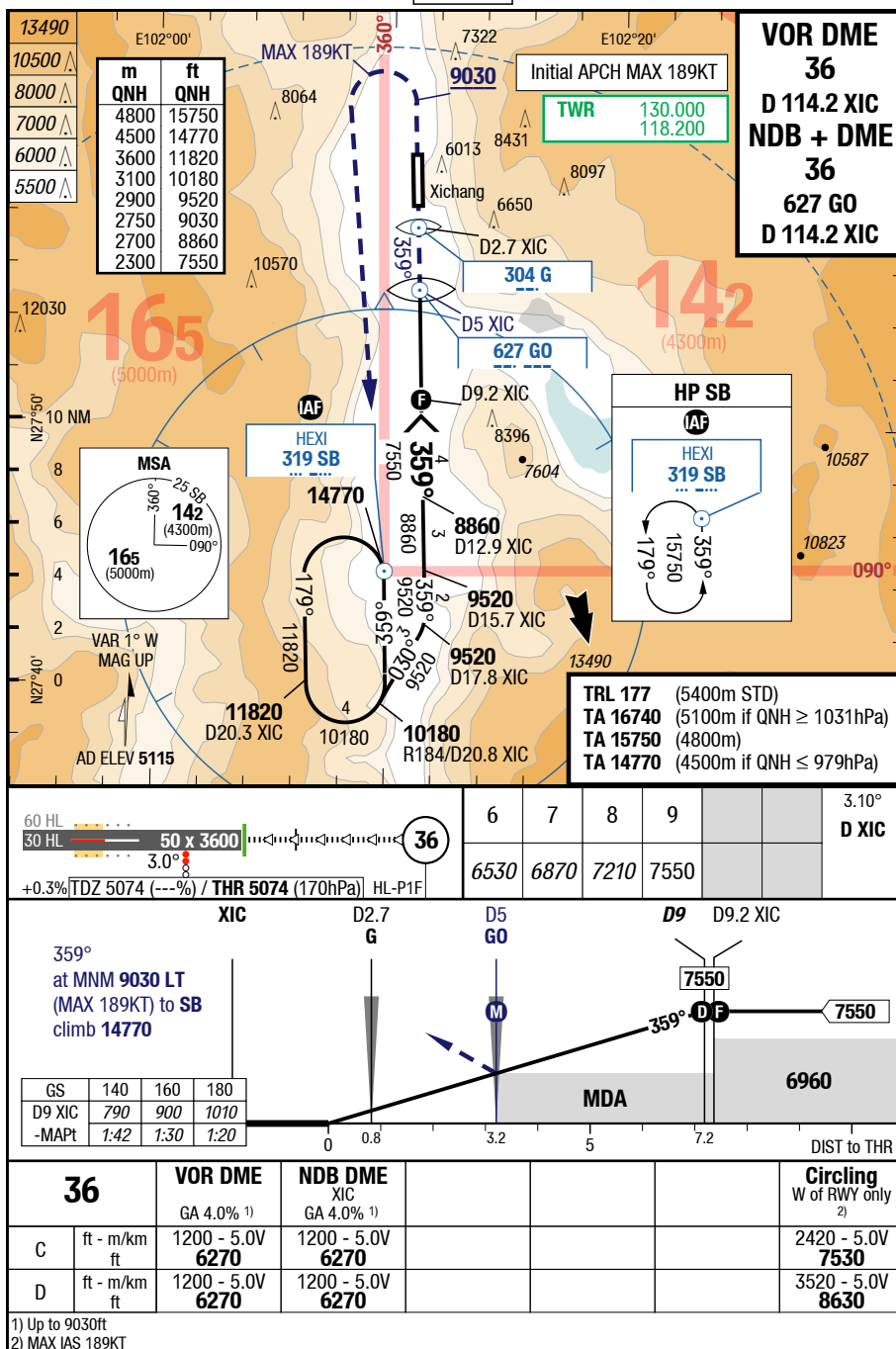
VOR DME 18



XIC-ZUXC

7-30

VOR DME 36 / NDB + DME 36

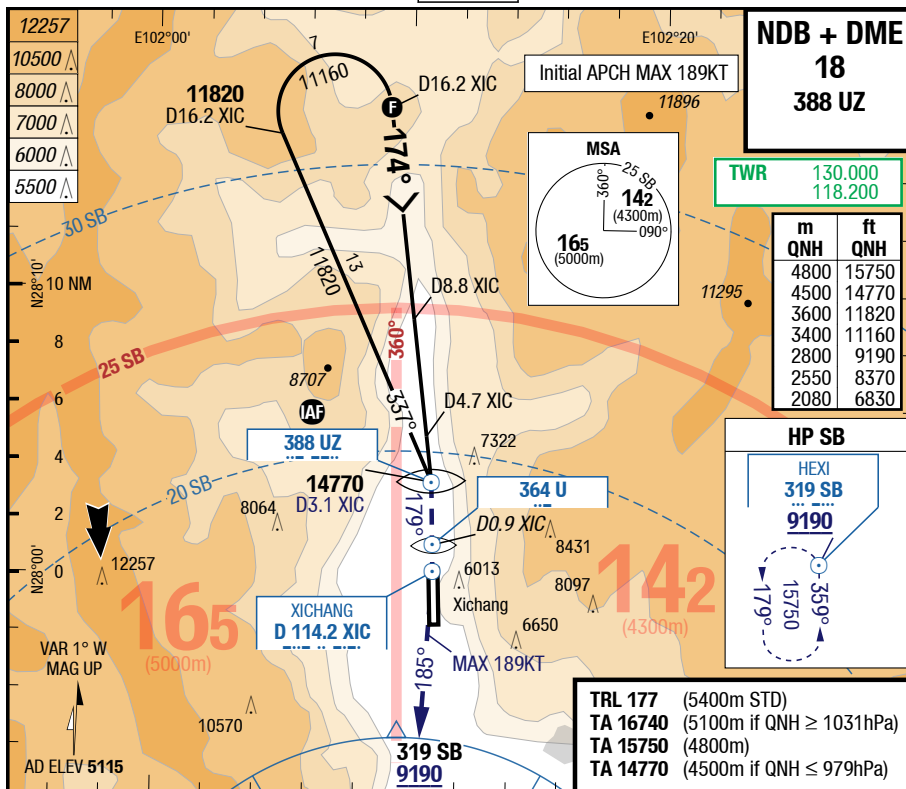


Changes: Completely revised

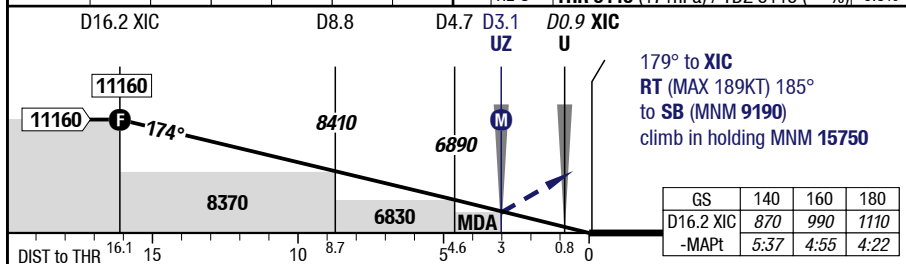
XIC-ZUXC

7-40

NDB + DME 18



3.50° D XIC 174° RWY 179°	16.2	13	11	7	6	4	18	HL-S	THR 5115 (171hPa) / TDZ 5115 (---%) -0.3%
	11160	9960	9220	7730	7360	6620			



18	NDB DME XIC					Circling W of RWY only 1)
C	ft - m/km ft	1170 - 5.0V 6290				2420 - 5.0V 7530
D	ft - m/km ft	1170 - 5.0V 6290				3520 - 5.0V 8630

1) MAX IAS 189KT

Changes: Completely revised