

XIC-ZUXC

1-10

AOI

AOI

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

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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
			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.

TWR 130.000 HS / OR 118.200 HS / OR

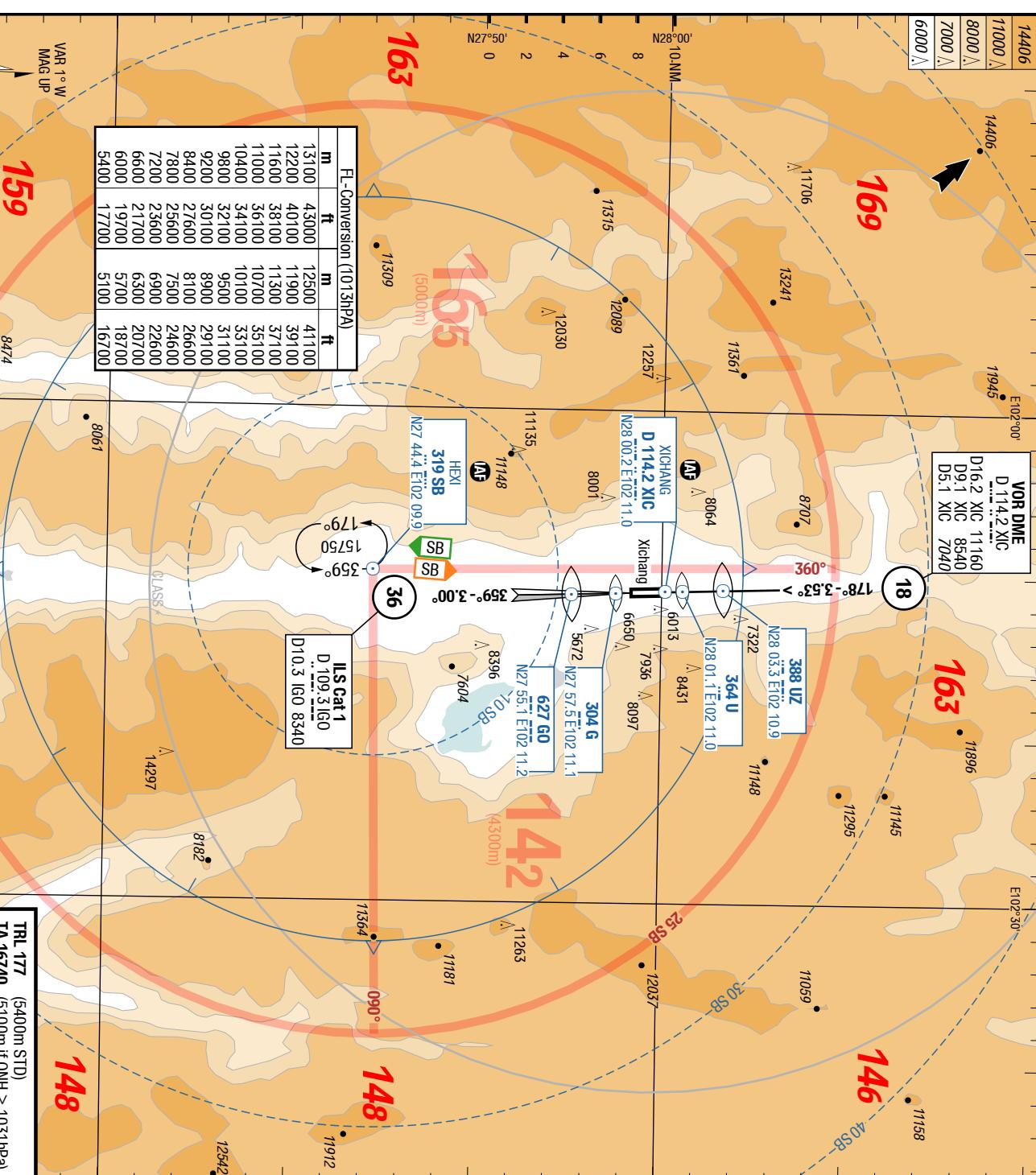
Landing RWY system:

30° HL

50° HL

30° HL

60° HL



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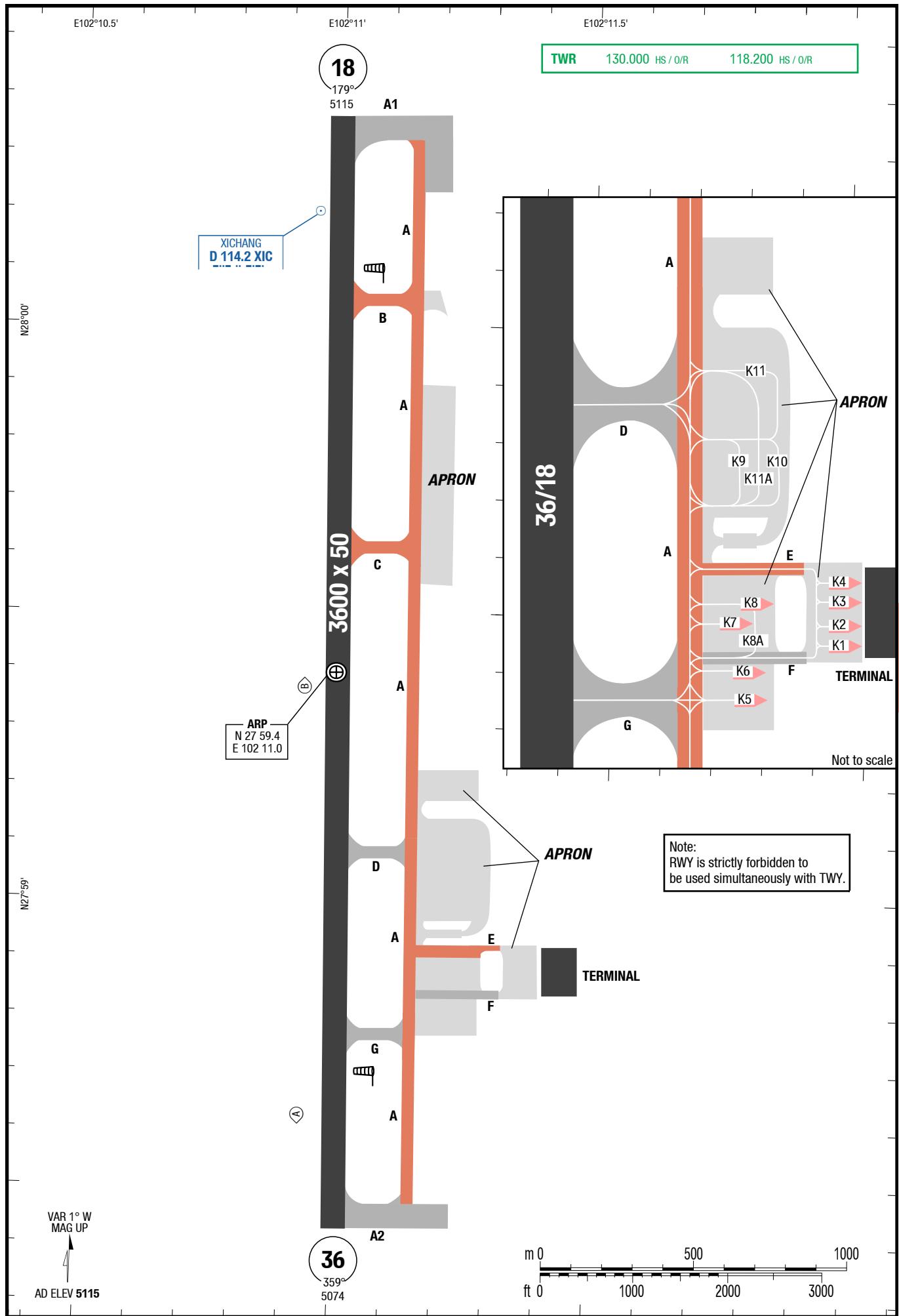
01-DEC-2016

130.000 HS / 0/R 118.200 HS / 0/R

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AGC AGC AGC AGC

Qingshan Xichang China



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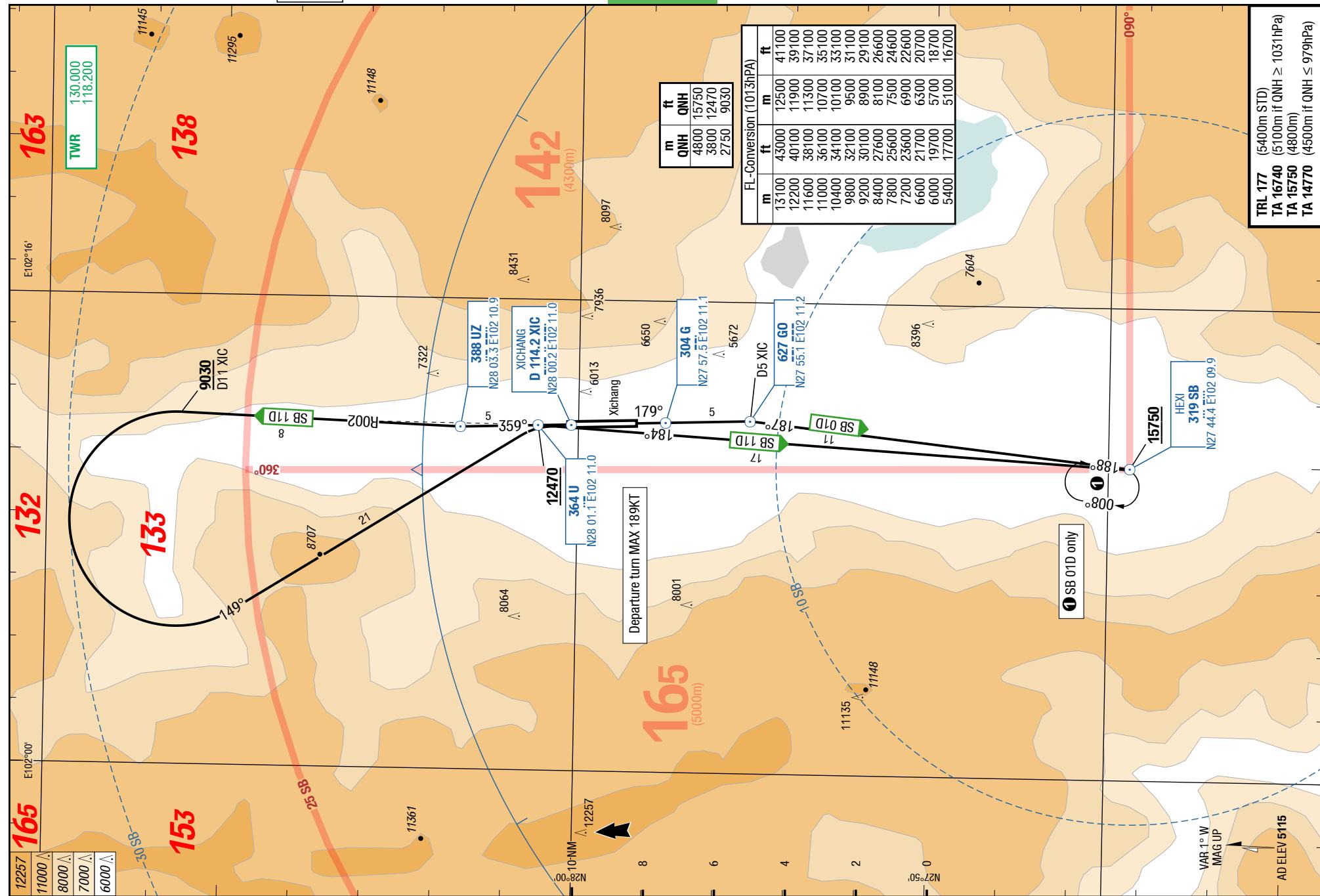
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Qingshan Xichang China

NIL
SIDs

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Changes: Completely revised

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SIDs

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

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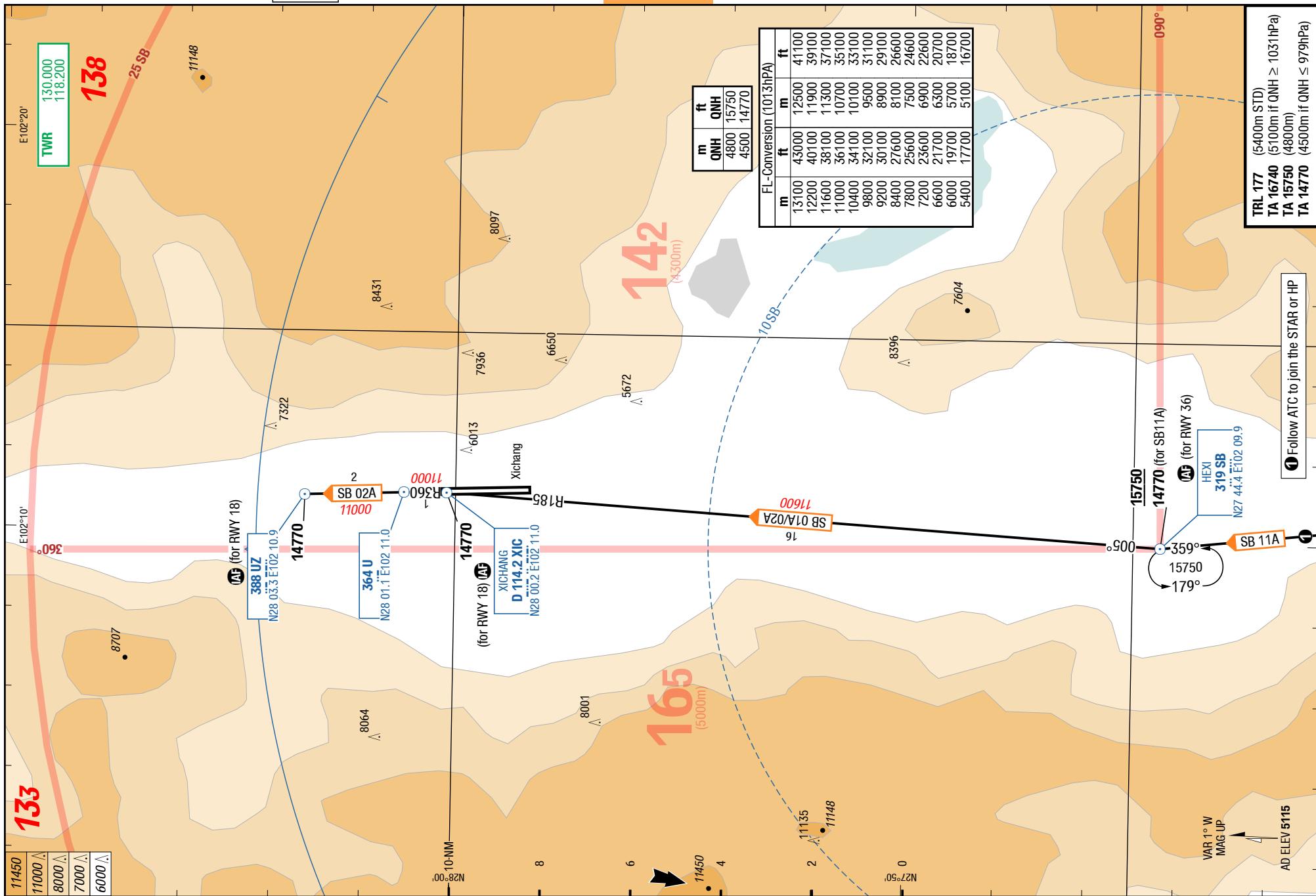
China Xichang Qingshan

The NIL logo consists of the word "NIL" in a bold, sans-serif font, enclosed within a white arrowhead pointing to the right.

: Qingshan **Xichang** Chin

STAR

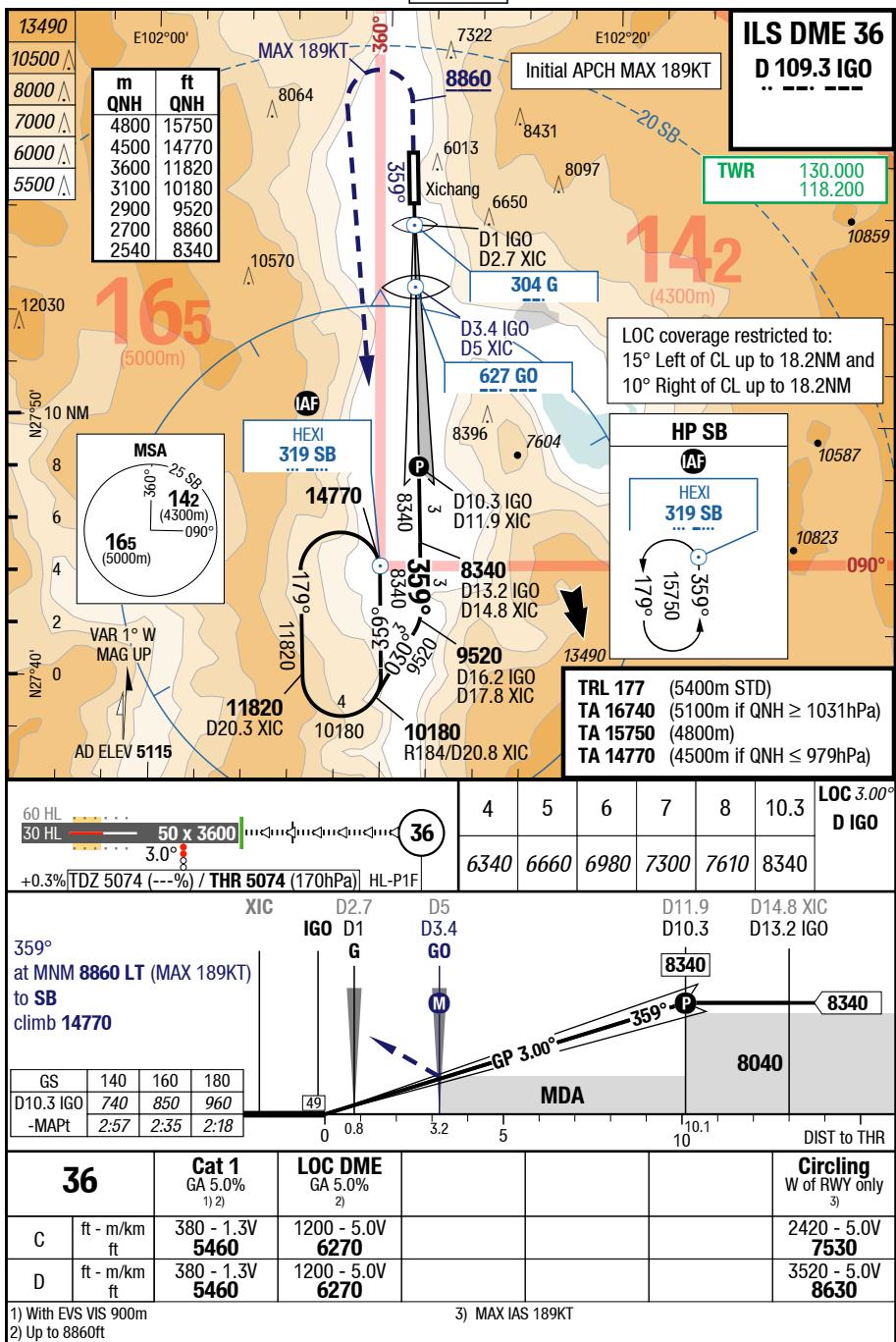
6-10



Changes: Completely revised

7-10

ILS DME 36



Changes: Completely revised

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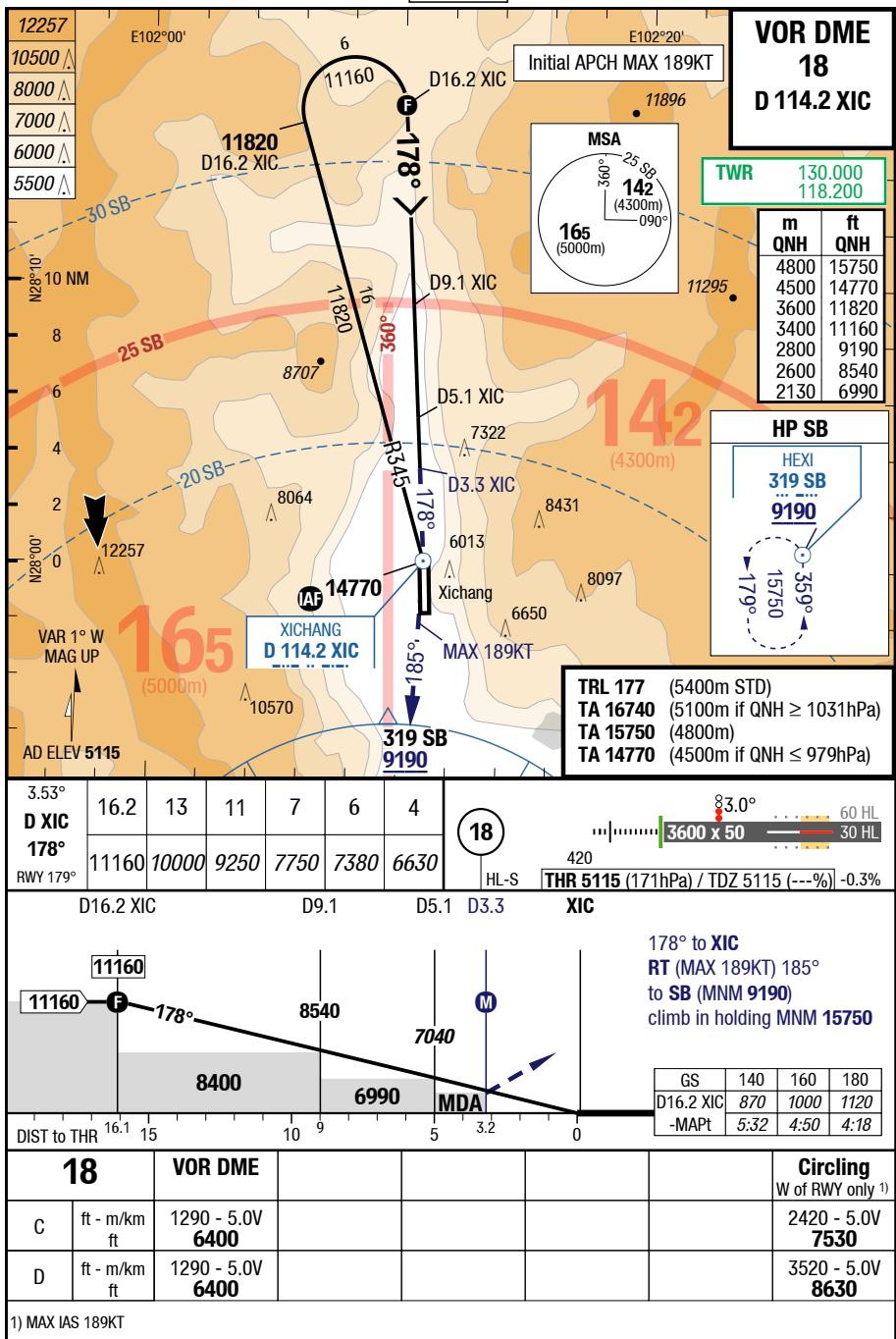
XIC-ZUXC

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7-20

VOR DME 18

IAC



Changes: Completely revised

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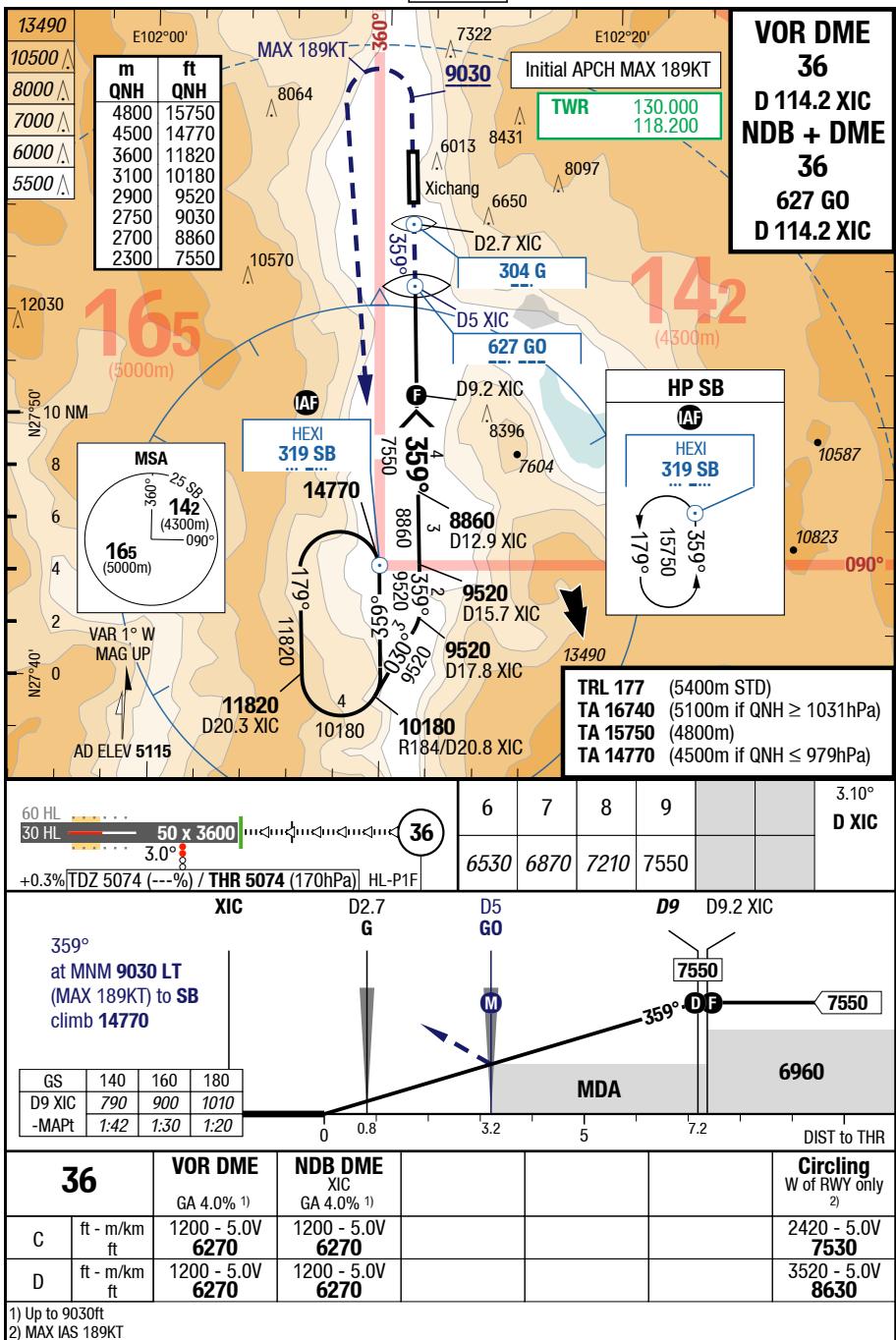
01-DEC-2016

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XIC-ZUXC

7-30

VOR DME 36 / NDB + DME 36



21 2

Changes: Complete

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NDB + DME 18

