

INSTRUMENT  
APPROACH  
CHART-ICAO  
ZWWW/URC

ZWWW/URC VAR2.5°E

**5L-7**

AD ELEV 647.9  
THR ELEV 637.2

URUMQI/Tianshan

RNAV ILS/DME z RWY26R

D-ATIS 126.8		APP01 120.25 (119.9)		APP02 126.05 (119.9)		APP03 123.8 (119.9)		APP04 127.9 (119.9)		TWR 118.1 (124.3)		TWR 118.75 (124.3)		<div><div>1500</div><div>100°</div><div>235°</div><div>3600</div><div>5000</div><div>310°</div><div>ARP</div></div> <div>MSA 25NM</div>																																																																																													
LOC IUR 111.1		Final Apch Crs 251°		FAF D8.9 IUR 1500(863)		MISSED APPROACH Climb straight ahead to WW501, turn RIGHT to WW517, then turn RIGHT to WW999 at 1500 or above, contact ATC.						TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)																																																																																															
1.Circling N of RWY only. 2.Speed limits (IAS): MNTN 180kt to intercept final until 8NM BFR THR, MNTN 160kt until 6NM BFR THR, the crew shall inform ATC in time if cannot fulfill due to aircraft PER.						087°   30'						087°   45'		088°   00'																																																																																													
														BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. ALL DISTANCES IN NAUTICAL MILES.																																																																																													
GP INOP		DME (IUR)		1		2		3		4		5		6		7		8		9																																																																																							
		ALT (m)						926		1023		1120		1217		1314		1411																																																																																									
<table><tr><th colspan="7">FAF-MapT 8.2NM (GP INOP)</th></tr><tr><th>GS kt</th><th>80</th><th>100</th><th>120</th><th>140</th><th>160</th><th>180</th></tr><tr><td>min:sec</td><td>6:09</td><td>4:55</td><td>4:06</td><td>3:31</td><td>3:04</td><td>2:44</td></tr><tr><td>GP 3°m/s</td><td>2.1</td><td>2.7</td><td>3.3</td><td>3.8</td><td>4.3</td><td>4.9</td></tr></table>																						FAF-MapT 8.2NM (GP INOP)							GS kt	80	100	120	140	160	180	min:sec	6:09	4:55	4:06	3:31	3:04	2:44	GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9																																																										
FAF-MapT 8.2NM (GP INOP)																																																																																																											
GS kt	80	100	120	140	160	180																																																																																																					
min:sec	6:09	4:55	4:06	3:31	3:04	2:44																																																																																																					
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9																																																																																																					
RVR 550 can be implemented when using approved HUD or AP or FD for approach.																																																																																																											
<table><tr><th colspan="4">ILS/DME</th><th colspan="4">GP INOP</th><th colspan="4">CIRCLING</th><th colspan="4">ILS HUD Special CAT I</th></tr><tr><th>DA(H)</th><th>OCA(H)</th><th>RVR</th><th>VIS</th><th>MDA(H)</th><th>OCA(H)</th><th>VIS</th><th>MDA(H)</th><th>OCA(H)</th><th>VIS</th><th>MDA(H)</th><th>OCA(H)</th><th>VIS</th><th>A, B, C, D</th></tr><tr><td>A</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>875(228)</td><td>875(228)</td><td>3500</td><td>(DH)</td></tr><tr><td>B</td><td>698(60)</td><td>698(60)</td><td>800</td><td>800</td><td>855(218)</td><td>855(218)</td><td>3300</td><td></td><td></td><td>920(273)</td><td>920(273)</td><td>4000</td><td>(RA)</td></tr><tr><td>C</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>920(273)</td><td>920(273)</td><td>4400</td><td></td></tr><tr><td>D</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>RVR</td></tr></table>																						ILS/DME				GP INOP				CIRCLING				ILS HUD Special CAT I				DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS	A, B, C, D	A										875(228)	875(228)	3500	(DH)	B	698(60)	698(60)	800	800	855(218)	855(218)	3300			920(273)	920(273)	4000	(RA)	C										920(273)	920(273)	4400		D													RVR
ILS/DME				GP INOP				CIRCLING				ILS HUD Special CAT I																																																																																															
DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS	A, B, C, D																																																																																														
A										875(228)	875(228)	3500	(DH)																																																																																														
B	698(60)	698(60)	800	800	855(218)	855(218)	3300			920(273)	920(273)	4000	(RA)																																																																																														
C										920(273)	920(273)	4400																																																																																															
D													RVR																																																																																														
Changes: Airport renamed.																																																																																																											