D

Changes: Airport renamed.

CHART-ICAO **URUMQI/Tianshan** ILS/DME y RWY26R ZWWW/URC VAR2.5°E Urumqi Approach D-ATIS APP02 APP01 APP03 APP04 **TWR** TWR 126.8 118.75 120.25 126.05 127.9 123.8 118.1 1500 (124.3) MISSED APPROACH  $\mathsf{TL}$ 3600 LOC IUR Final Apch Crs FAF D8.9 IUR 1500(863) \*WUR 5000 Climb straight ahead to D7.0 IUR, turn RIGHT on TA 3000 track 041° to intercept R251°FKG, then track 071° to R251°/D13.0FKG at 1800 or above, contact 3300(QNH≥1031hPa) 251° 111.1 2700(QNH≤979hPa) 3400 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 MSA 25NM BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. ALL DISTANCES IN NAUTICAL MILES. 3.Missed APCH turn MAX IAS210kt. 087° 15 0889 00 NUR 15 -FUKANG 116.3 FKG CH 110X  $\overline{(\cdot)}$ 500 D13.0FKG ⊕1800 MAX230Kt 1800 MAX210kt 10NM 071 1061 • 657 00 ILS/DME 251° 111.1 IUR 251° D11.5 IUR. 864 PAF 125 D11.5 URUMOL 115.3 WUR 5000 CH 100X 3400 **D7.0 IUR** • 839 • 954 1400 3400 • 1513 DME (IUR) 2 3 6 GP INOP ALT (m) 926 1023 1120 1217 1314 1411 MAPt GP INOP **D0.7** IUR FAF GP INOP **D8.9** IUR GP INOP D3.2 IUR D11.5 IUR 1500(863) 950(313) 1500(863) .251° 251 GP3° -0.2 11.3NM 0.6 FAF-MAPt 8.2NM (GP INOP) D7.0 210kt R 251° PAPI GS kt 80 100 120 140 160 180 **IUR** RVR 550 can be implemented when using approved FKG 6:09 4:55 4:06 3:31 3:04 2:44 min:sec HUD or AP or FD for approach. GP 3°m/s 3.3 4.9 2.1 3.8 ILS HUD Special CAT I GP INOP CIRCLING ILS/DME OCA(H) OCA(H) \_MDA(H)\_ OCA(H) 4,B,C,D. (DH) (45)875(228) 875(228) 3500 В 698(60) 698(60) **A** 800 800 855(218) 855(218) 3300 (53)С 920(273) 4000 920(273)

920(273)

920(273)

4400

450