ZWWW AD 2.1 机场地名代码和名称 Aerodrome location indicator(ICAO / IATA) and name

ZWWW/URC-乌鲁木齐/天山 URUMQI/Tianshan

ZWWW AD 2.2 机场地理位置和管理资料 Aerodrome geographical and administrative data

1	机场基准点坐标及其在机场的位置 ARP coordinates and site at AD	N43°54.5′ E087°28.5′ Center of RWY07/25
2	机场基准点与城市的位置关系 Direction and distance from city	320° GEO, 17.1km FM city center
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	647.9 m/33.4℃(JUL)/-17.4℃(JAN)
4	机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN	
5	磁差（测量年份）及年变率 VAR(Year)/Annual change	2°31′E(2024)/-2′58″
6	机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址 AD administration/Address/Telephone/Telefax/ AFS/ E-mail/Website	Xinjiang Airport Group CO.LTD No.1341 Yingbin Street, Urumqi, Xinjiang Uygur Autonomous Region, China Post code:830016 TEL:86-991-7526521 FAX:86-991-7526521 AFS:ZWWWZPZX Website:www.xjairport.com
7	允许飞行种类 Types of traffic permitted(IFR/VFR)	IFR-VFR
8	机场性质/飞行区指标 Military or civil airport/Reference code	CIVIL/RWY08L/26R, RWY08R/26L: 4F; RWY07/25: 4E
9	备注 Remarks	Nil

ZWWW AD 2.3 工作时间 Operational hours

1	机场开放时间 AD Operational hours	H24
2	海关和移民 Customs and immigration	H24
3	卫生健康部门 Health and sanitation	H24
4	航空情报服务讲解室 AIS Briefing Office	H24
5	空中交通服务报告室 ATS Reporting Office	H24

6	气象服务讲解室 MET Briefing Office	H24
7	空中交通服务 Air Traffic Service	H24
8	加油服务 Fuelling	H24
9	地勤服务 Handling	H24
10	安保服务 Security	H24
11	除冰服务 De-icing	H24
12	备注 Remarks	Nil

ZWWW AD 2.4 地勤服务和设施 Handling services and facilities

1	货物装卸设施 Cargo-handling facilities	Dolly(13t, 35t), luggage conveyor truck, luggage towing vehicle, baggage dollies, unit load device pallet, fork(3t, 5t, 8t)
2	燃油牌号 Fuel types	Jet A-1
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Tank refueller, hydrant dispenser, APN refueling well: 486L/s; MAX fuel support capacity DRG peak HR: 1400t
5	除冰设施 De-icing facilities	20 de-icers, de-icing fluid: Clearice-IB, FCY-9311, de-icing APN AVBL
6	过站航空器机库 Hangar space for visiting aircraft	A MAINT hangar AVBL for B737-800/900 MAINT, can accommodate six B737-800 or two B787-9 aircrafts.
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Line MAINT AVBL for: B737-700/800/900, B737-8, A319/320/321, A320NEO, B777-300(GE90); cannot RPLC aircraft ENG, nor spare parts for aircraft MAINT
8	备注 Remarks	GPU, GND air supply unit, towing vehicle, air conditioning unit, aerial vehicle, heating machine, de-icing liquid-adder, de-icing liquid filling STN are AVBL. Tow bar is AVBL for aircraft with FLW type: B737/737-8/747/757/767/777/787, A300/310/318/319/320/321/330, A340-300/400, A350, IL76, TU154, CRJ700/900, ARJ21-700, C909, C919.

ZWWW AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD and in the city
2	餐饮 Restaurants	At AD and in the city
3	交通工具 Transportation	PAX coaches, buses, taxies and metro
4	医疗设施 Medical facilities	FST aid center at AD, hospitals in the city
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	At AD and in the city
7	备注 Remarks	Nil

ZWWW AD 2.6 援救与消防服务 Rescue and fire fighting services

1	机场消防等级 AD category for fire fighting	CAT 9
2	援救设备 Rescue equipment	Fire fighting FAC: rapid intervention vehicle, PRI foam tender, HVY-duty foam tender, demolition rescue truck, dry-CHEM tender, illumination truck, reinforcement car, EMERG rescue command car, fire command truck, command car, logistics truck; Rescue EQPT: lifesaving air-cushion, hydraulic spreader, hydraulic cutting pliers, toothless cutter, FU exhaust fan, air respirator.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to A380, B747-8 and equivalent Removal equipment: towing tractor, uplift air cushion, lifting EQPT, mobile SFC OPR devices, rubber crosstie, undercarriage rack, tie-down, jack.
4	备注 Remarks	Nil

ZWWW AD 2.7 可用季节- 扫雪 Seasonal availability-clearing

1	可用季节及扫雪设备类型 Seasonal availability/Types of clearing equipment	All seasons SN blowers, SN ploughs, SN slingers, SN fluid truck
2	扫雪顺序 Clearance priorities	RWY, TWY, APN
3	备注 Remarks	Nil

ZWWW AD 2.8 停机坪、滑行道及校正位置数据 Aprons, taxiways and check locations data

1	停机坪道面和强度 Apron surface and strength	道面 Surface	CONC
		强度 Strength	PCR 840/R/A/W/T : Stands Nr. 171-178, 180 PCR 800/R/A/W/T : Stands Nr. 209-225, 225L/R, 249-251, 275-292, 275L/R, 277L/R, 279L/R, 280L/R, 282L/R, 284L/R, 290L/R, 291L/R, 292L/R, 301-313, 401-412, 503-509, 521-528, 601, DC51-DC57, DC61-DC66 PCR 740/R/A/W/T : Stands Nr. 163-170 PCR 670/R/A/W/T : Stands Nr. 226-248, 252-274, 314-344
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	49m : B3 23m : D, D6-D11, D14, E1, E2, G(W of Stand Nr.506), G1, G2, H1(BTN TWYs G1&G2, W of TWY W1), H4(BTN TWYs G1&G2, W of TWY W1), J1(W of TWY G1), J3(W of TWY G1), K(W of TWY E1), M, M1-M10, N, N1-N12, P1-P10, S1-S4, T(E of Stand Nr. 171), W1-W3, Y, Y1-Y10
		道面 Surface	CONC
		强度 Strength	PCR 870/R/A/W/T : M4-M7 PCR 850/R/A/W/T : Y2-Y7 PCR 810/R/A/W/T : T PCR 800/R/A/W/T : D, D6-D11, D14, E1, E2, G, G1, G2, H, H1(BTN TWYs G1&G2, W of TWY W1), H4(BTN TWYs G1&G2, W of TWY W1), H5, J1(W of TWY G1), J3(W of TWY G1), J4, K, K1, M, M1-M3, M8-M10, N, N1-N12, P1-P10, S1-S4, W1-W3, Y, Y1, Y8-Y10 PCR 800/R/B/W/T : B3 PCR 670/R/A/W/T : H1(E of TWY G1, BTN TWYs G2&W1), H2, H3, H4(E of TWY G1, BTN TWYs G2&W1), J1(E of TWY G1), J2, J3(E of TWY G1)
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR 校正点 VOR checkpoints	Nil	
5	INS 校正点 INS checkpoints	Nil	
6	备注 Remarks	Nil	

ZWWW AD 2.9 地面活动引导和管制系统与标识
Surface movement guidance and control system and markings

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWY and RWY. Taxiing guidance signs at all holding positions. Aircraft stand identification sign boards at stands Nr. 171-178, 180, 209-225, 225L, 225R, 226-275, 275L, 275R, 276, 277, 277L, 277R, 278, 279, 279L, 279R, 280, 280L, 280R, 281, 282, 282L, 282R, 283, 284, 284L, 284R, 285-290, 290L, 290R, 291, 291L, 291R, 292, 292L, 292R, 301-344, 401-412, 503-509, 521-528, 601. Guide lines at all TWYs. Guide lines at all aprons. Visual docking guidance system at aircraft stands Nr. 215-225, 225L, 225R, 227-250, 252-271, 273-275, 275L, 275R, 276, 277, 277L, 277R, 278, 279, 279L, 279R, 280, 280L, 280R, 281, 282, 282L, 282R, 283, 284, 284L, 284R, Marshalling assistance for other aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	THR, RWY designation, edge line, RWY center line, TDZ, aiming point, Center circle
		跑道灯光 RWY lights	RTHL(08L, 08R, 26L, 26R), WBAR(08L, 08R, 26L, 26R), REDL(08L, 08R, 26L, 26R), RCLL(08L, 08R, 26L, 26R), RTZL(26R), RENL(08L, 08R, 26L, 26R)
		滑行道标志 TWY markings	Edge line, center line, No-entry(M4-M7, Y2-Y7), RWY holding position, intermediate holding position
		滑行道灯光 TWY lights	Edge line lights, center line lights(D, D6-D11, D14, E1, E2, G, G1, G2, H1-H4, J1-J4, K, M, M1-M10, N, N1-N12, P1-P10, S1-S4, T(E of Stand Nr. 171), W1-W3, Y, Y1-Y10), No-entry bar(M4-M7, Y2-Y7) , RETILs(M4-M7, Y2-Y7)
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: LCA at RWY holding positions on TWYs M1-M3, M8-M10, P1-P10, Y1, Y8-Y10; Runway guard lights: M1-M3, M8-M10, P1-P10, Y1, Y8-Y10	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	Visual DCKG Guidance System REF AD1.1 Aerodrome/heliport availability and conditions of use Pilot instructions for Visual Docking Guidance System turn sign	

ZWWW AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 (相对机场 ARP) Obstacles within a circle with a radius of 15km (centered on the ARP)					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类 型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志，灯光 类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
Control TWR 001	Control TWR	027/1191	733.0	LGT	
TRANSMISSION _LINE 002	TRANSM ISSION_L INE	032/3666	647.3		RWY08L (TKOF)take-off path
TRANSMISSION _LINE 003	TRANSM ISSION_L INE	044/3634	658.5		RWY08R (TKOF)take-off path
BLDG 004	BLDG	048/4780	680.7		RWY08L/R (TKOF)take-off path
Pole 005	Pole	050/5374	688.5		RWY08L/R (TKOF)take-off path
Pole 006	Pole	071/2776	665.8		
TRANSMISSION _LINE 007	TRANSM ISSION_L INE	071/3114	675.5		
Antenna 008	Antenna	071/9241	689.9		
STACK 009	STACK	081/8401	804.2		
BLDG 010	BLDG	098/9767	926.7		ATC SMAC SECT Nr.50
MT 011	MT	184/12305	1218.0		WO 15m vegetation
STACK 012	STACK	235/7000	804.1		
SPIRE 013	SPIRE	273/5919	711.2		RWY26L/R (TKOF)take-off path

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 014	BLDG	280/5225	693.0		RWY26R (TKOF)take-off path
SPIRE 015	SPIRE	294/2845	652.0		RWY26L (TKOF)take-off path

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 016	MT	057/37800	935		WO 15m vegetation
MT 017	MT	066/46549	1061		MSA SECT WO 15m vegetation
MT 018	MT	066/54326	1191		ATC SMAC SECT Nr.4
MT 019	MT	067/32959	878		WO 15m vegetation
MT 020	MT	070/28336	780		RWY26L/R RNAV intermediate APCH WO 15m vegetation
MT 021	MT	073/65435	1922		RWY08L/08R/26L/26R RNAV ARR WO 15m vegetation
MT 022	MT	073/65712	1922		ATC SMAC SECT Nr.5
MT 023	MT	075/39510	1140		WO 15m vegetation
MT 024	MT	078/75180	2045		ATC SMAC SECT Nr.2

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 025	MT	080/71719	2400		RWY08L/08R/26L/26R RNAV ARR WO 15m vegetation
MT 026	MT	081/24373	860		WO 15m vegetation
NATURAL_HIGHPOINT 027	NATURAL_HIGHPOINT	083/23450	880		ATC SMAC SECT Nr.1
MT 028	MT	083/27839	980		RWY26L/26R RNAV INA WO 15m vegetation
NATURAL_HIGHPOINT 029	NATURAL_HIGHPOINT	083/27839	980		ATC SMAC SECT Nr.3
MT 030	MT	087/65347	3680		ATC SMAC SECT Nr.10
MT 031	MT	087/89463	2800		ATC SMAC SECT Nr.11
MT 032	MT	089/19440	815		WO 15m vegetation
MT 033	MT	093/30155	1240		RWY26L/R RNAV INA WO 15m vegetation
MT 034	MT	093/42282	2117		ATC SMAC SECT Nr.8
NATURAL_HIGHPOINT 035	NATURAL_HIGHPOINT	093/50550	3000		ATC SMAC SECT Nr.9
NATURAL_HIGHPOINT 036	NATURAL_HIGHPOINT	094/33293	1400		ATC SMAC SECT Nr.6
MT 037	MT	094/69838	4348		ATC SMAC SECT Nr.12

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 038	MT	095/34957	1713		ATC SMAC SECT Nr.7
MT 039	MT	097/70177	5445		ATC SMAC SECT Nr.13
MT 040	MT	104/57924	4327		Traditional MSA SECT WO 15m vegetation
MT 041	MT	106/52018	3880		ATC SMAC SECT Nr.14
MT 042	MT	106/54028	4280		PBN MSA SECT WO 15m vegetation
MT 043	MT	114/60580	2527		ATC SMAC SECT Nr.16
MT 044	MT	132/29493	1604		WO 15m vegetation
MT 045	MT	134/31480	1677		ATC SMAC SECT Nr.15
MT 046	MT	160/17461	1290		RWY08L/08R RNAV ARR WO 15m vegetation
MT 047	MT	178/55587	2972		PBN MSA SECT
MT 048	MT	179/54665	2760		Traditional MSA SECT WO 15m vegetation
MT 049	MT	207/63533	3531		ATC SMAC SECT Nr.20
MT 050	MT	213/99612	4562		ATC SMAC SECT Nr.22
MT 051	MT	218/95235	4450		WO 15m vegetation
MT 052	MT	220/102120	4350		WO 15m vegetation
MT 053	MT	221/18415	1287		RWY08L/08R RNAV ARR WO 15m vegetation

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 054	MT	224/89705	4001		WO 15m vegetation
MT 055	MT	227/63339	2800		RWY08L/08R/26L/26R RNAV ARR WO 15m vegetation
MT 056	MT	227/63514	2812		ATC SMAC SECT Nr.17
MT 057	MT	227/85471	3695		RWY08L/08R/26L/26R RNAV ARR WO 15m vegetation
MT 058	MT	229/107611	4502		ATC SMAC SECT Nr.21
MT 059	MT	233/26138	1520		WO 15m vegetation
MT 060	MT	233/89737	3939		WO 15m vegetation
MT 061	MT	234/27287	1600		RWY26L/26R RNAV DEP; RWY08L/08R RNAV ARR; RWY08L/08R PBN INITIAL.
MT 062	MT	236/116664	4687		ATC SMAC SECT Nr.24
MT 063	MT	236/116733	4687		RWY08L/08R/26L/26R ARR WO 15m vegetation
MT 064	MT	237/97691	4418		RWY08L/08R/26L/26R traditional ARR WO 15m vegetation
MT 065	MT	238/34737	2016		RWY08L/08R/26L/26R traditional ARR WO 15m vegetation
MT 066	MT	239/34738	2016		ATC SMAC SECT Nr.19

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 067	MT	240/68851	3320		WO 15m vegetation
MT 068	MT	242/20458	1060		WO 15m vegetation
MT 069	MT	242/20480	1080		WO 15m vegetation
MT 070	MT	242/22641	1206		WO 15m vegetation
MT 071	MT	242/70894	3343		RWY08L/08R/26L/26R DEP, traditional ARR WO 15m vegetation
MT 072	MT	243/123585	5290		ATC SMAC SECT Nr.26
MT 073	MT	245/25586	1289		RWY08L/08R traditional intermediate APCH WO 15m vegetation
MT 074	MT	246/117043	4957		RWY08L/08R/26L/26R ARR WO 15m vegetation
MT 075	MT	247/26912	1305		RWY08L/08R RNAV INA, intermediate APCH WO 15m vegetation
MT 076	MT	247/31762	1489		ATC SMAC SECT Nr.18
MT 077	MT	247/168245	4834		ATC SMAC SECT Nr.25
MT 078	MT	248/26721	1180		WO 15m vegetation
MT 079	MT	248/71333	2634		WO 15m vegetation
MT 080	MT	249/31300	1482		WO 15m vegetation

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 081	MT	249/109780	4221		RWY08L/08R/26L/26R RNAV DEP WO 15m vegetation
NATURAL_HIGHPOINT 082	NATURAL_HIGHPOINT	249/137852	5000		ATC SMAC SECT Nr.27
MT 083	MT	252/87772	2600		RWY08L/08R/26L/26R traditional ARR WO 15m vegetation
MT 084	MT	254/97758	3456		ATC SMAC SECT Nr.23
MT 085	MT	254/97759	3456		WO 15m vegetation
MT 086	MT	255/49103	1660		ATC SMAC SECT Nr.29
NATURAL_HIGHPOINT 087	NATURAL_HIGHPOINT	259/85179	2000		ATC SMAC SECT Nr.28

备注：within 15km:No TKOF path OBST for RWY25.
15km-50km:Nil.

ZWWW AD 2.11 提供的气象情报、气象观测和报告
Meteorological information provided & meteorological observations and reports

提供的气象情报 Meteorological information provided		
1	相关气象台的名称 Associated MET Office	Urumqi ATMB MET Office
2	气象服务时间、服务时间以外的责任气象台 Hours of service/MET Office outside hours	H24
3	负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance	Urumqi ATMB MET Office;9h, 30h;3h, 6h
4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 30min
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T Consultation provided: P, T
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Chart, INTL MET Codes, Abbreviated Plain Language Text;Ch, En
7	讲解或咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, SIG WX FCST charts, WINTEM charts, satellite and radar AD material, AWOS real-time data, SIGMET, AD alerting data
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	AFTN, FAX, TEL
9	提供气象情报的空中交通服务单位 ATS units provided with information	Urumqi ATMB MET Office
10	其他信息 Additional information	TEL of Urumqi ATMB MET FCST Office: 86-991-3801306
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Half hourly plus special observation plus accident observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT D: 100m N of RCL, 341m inward THR08L; E: 100m N of RCL, 1600m inward THR08L; F: 100m N of RCL, 341m inward THR26R; G: 100m N of RCL, 331m inward THR08R;

		H: 100m N of RCL, 1800m inward THR08R; J: 100m N of RCL, 343m inward THR26L. SFC wind sensors 08L: 110m N of RCL, 371m inward THR; 08L/26R Center: 110m N of RCL, 1600m inward THR08L; 26R: 110m N of RCL, 371m inward THR; 08R: 110m N of RCL, 361m inward THR; 08R/26L Center: 110m N of RCL, 1800m inward THR08R; 26L: 110m N of RCL, 373m inward THR. Ceilometer 08L: 95m N of RCL, 341m inward THR; 26R: 10m S of RCL, 970m outward THR; 08R: 95m N of RCL, 331m inward THR; 26L: 95m N of RCL, 343m inward THR.
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24
5	气候资料 Climatological information	Climatological tables AVBL
6	其他信息 Additional information	Nil

ZWWW AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 RWY Designator	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
07	073.58° GEO 071° MAG	3600×45	PCR 960/R/A/W/T ASPH/-	Nil	THR 647.6m TDZ 647.6m	-0.26%(1800m)/0%(40m)/0.28%(1760m)
25	253.58° GEO 251° MAG	3600×45	PCR 960/R/A/W/T ASPH/-	Nil	THR 647.9m TDZ 647.9m	-0.28%(1760m)/0%(40m)/0.26%(1800m)
08L	073.58° GEO 071° MAG	3200×45	PCR 850/R/A/W/T CONC/-	Nil	THR 637.2m TDZ 637.2m	-0.28%(435m)/0%(2330m)/0.28%(435m)

跑道号码 RWY Designator	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
26R	253.58° GEO 251° MAG	3200×45	PCR 850/R/A/W/T CONC/-	Nil	THR 637.2m TDZ 637.2m	-0.28%(435m)/0%(2330m)/0.28%(435m)
08R	073.58° GEO 071° MAG	3600×45	PCR 870/R/A/W/T CONC/-	Nil	THR 638.2m TDZ 638.2m	-0.15%(785m)/0%(2320m)/0.24%(495m)
26L	253.58° GEO 251° MAG	3600×45	PCR 870/R/A/W/T CONC/-	Nil	THR 638.2m TDZ 638.2m	-0.24%(495m)/0%(2320m)/0.15%(785m)

跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区长宽 RESA dimensions (m)	拦阻系统的位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
07	Nil	200×180	3720×300	240×120	Nil	-
25	Nil	200×180	3720×300	240×120	Nil	-
08L	Nil	Nil	3320×280	240×150	Nil	-
26R	Nil	Nil	3320×280	240×150	Nil	-
08R	Nil	Nil	3720×280	240×150	Nil	-
26L	Nil	Nil	3720×280	240×150	Nil	-

Remarks: 07/25:RWY shoulder:7.5m on each side
RWY07/25 WIP, U/S.
DIST BTN RCL07/25 and RCL08R/26L is 1830m, THR07 is 400m W of THR08R, THR25 is 400m W of THR26L.
08L/26R:RWY shoulder:15.0m on each side
RWY grooved at full LEN.
DIST BTN RCL08L/26R and RCL08R/26L is 380m; THR08R is 400m W of THR08L.
08R/26L:RWY shoulder:15.0m on each side
RWY grooved at full LEN.

ZWWW AD 2.13 公布距离 Declared distances

跑道号码 RWY Designator	可用起飞滑跑距离 TORA(m)	可用起飞距离 TODA(m)	可用加速停止距离 ASDA(m)	可用着陆距离 LDA(m)	备注 Remarks
1	2	3	4	5	6
07	3600	3800	3600	3600	U/S
25	3600	3800	3600	3600	U/S
08L	3200	3200	3200	3200	Nil
26R	3200	3200	3200	3200	Nil
08R	3600	3600	3600	3600	Nil
08R	3507	3507	3507	3600	FM M9
08R	3107	3107	3107	3600	FM M8
26L	3600	3600	3600	3600	Nil
26L	3507	3507	3507	3600	FM M2
26L	3407	3407	3407	3600	FM M3

ZWWW AD 2.14 进近和跑道灯光 Approach and runway lighting

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
1	2	3	4	5	6	7	8	9
07	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
25	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
08L	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 474m inward THR08L 3° 21.0m	Nil	3200 m spacing 15m 0-2300m, WHITE 2300-2900m, RED/WHITE 2900-3200m, RED VRB LIH	3200 m spacing 60m 0-2600m, WHITE 2600-3200m, YELLOW VRB LIH	RED	Nil

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
26R	PALS CAT III SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 466m inward THR26R 3° 21.0m	900 m	3200 m spacing 15m 0-2300m, WHITE 2300-2900m, RED/WHITE 2900-3200m, RED VRB LIH	3200 m spacing 60m 0-2600m, WHITE 2600-3200m, YELLOW VRB LIH	RED	Nil
08R	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 458m inward THR08R 3° 21.0m	Nil	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
26L	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 466m inward THR26L 3° 21.0m	Nil	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
Remarks:								

ZWWW AD 2.15 其它灯光,备份电源 Other lighting, secondary power supply

1	机场灯标或识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标和风向标位置和灯光 LDI/ WDI location and LGT	WDI 08L: 87m N of RCL, 474m inward THR, LGT; 26R: 87m S of RCL, 466m inward THR, LGT; 08R: 87m N of RCL, 458m inward THR, LGT; 26L: 87m S of RCL, 475m inward THR, LGT.

3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: blue edge line lights TWYs A1-A4, F, L, M1-M10, P1-P10, Y1-Y10: green and yellow center line lights TWYs A, A1-A10, B, B1, B2, B4, D, D6-D11, D14, E1, E2, F, G, G1, G2, H1-H4, J, J1-J4, K, K2-K6, L, M, N, N1-N12, S1-S4, T(E of Stand Nr. 171), W1-W3, Y: green center line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	SRY PWR supply and diesel motor AVBL/ RWY26R RTHL, RENL, RCLL, RTZL, stop bar lights and ALS(FM THR to 300m): 1s; others: ＜15s
5	备注 Remarks	TWY A1-A4, F, L U/S due WIP, LGTs of these TWYs U/S. TWY A, A1-A10, B, B1, B2, B4, F, J, K2-K6, L U/S due WIP, LGTs of these TWYs U/S.

ZWWW AD 2.16 直升机着陆区域 Helicopter landing area

1	TLOF 坐标或 FATO 入口坐标及大地水准面波幅 Coordinates TLOF or THR of FATO, Geoid undulation	Nil
2	TLOF 和（或）FATO 标高 TLOF and/or FATO elevation	Nil
3	TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking	Nil
4	FATO 的真方位和磁方位 True and MAG BRG of FATO	Nil
5	公布距离 Declared distance available	Nil
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZWWW AD 2.17 空中交通服务空域 ATS airspace

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Urumqi tower control area	A circuit, all arcs with RAD 17km centered at centers of all THRs and all lines tangential to the ADJ 2 arcs.	SFC-1500m(excluded)(QNH)				
Fuel Dumping Area	N44 38.5E088 08.0－ N45 22.5E088 26.0－ N45 14.5E088 55.0－ N44 34.0E088 23.0－ N44 38.5E088 08.0	ABV 3600m(QNE)				
Altimeter setting region and TL/TA	Same as Urumqi APP area	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				

ZWWW AD 2.18 空中交通服务通信设施 ATS communication facilities

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
ATIS		126.7 (departure)			H24	D-ATIS available
		126.8 (arrival)			H24	D-ATIS available
APP	Urumqi Approach	APP01:120.25 (119.9)			0230-1530	Contact APP03 when APP01 U/S.
		APP02:126.05 (119.9)			0230-1530	Contact APP01 when APP02 U/S.
		APP03:123.8 (119.9)			H24	
		APP04:127.9 (119.9)			by ATC	Contact APP03 when APP04 U/S.
TWR	Tianshan Tower	118.1 (124.3)			H24	
		118.75 (124.3)			H24	
GND	Tianshan	121.55 (124.3)			H24	

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
	Ground	121.65 (124.3)			H24	
APN	Tianshan Apron	APN01:121.8			H24	
		APN02:121.95			H24	
		APN03:122.15			H24	
Delivery	Tianshan Delivery	121.9 (124.3)			H24	DCL available
EMG		121.5			H24	

ZWWW AD 2.19 无线电导航和着陆设施 Radio navigation and landing aids

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Fukang VOR/DME	FKG	116.3 MHz CH 110X	H24	N44°10.4′ E087°59.0′	551 m	For DME: Beyond 15NM on R224° and beyond 33NM on R245° U/S.
Urumqi VOR/DME	WUR	115.3 MHz CH 100X	H24	N43°54.8′ E087°30.5′ 071°MAG/2780m FM ARP	664 m	
LMM 07	O	212 kHz		251°MAG/1000m FM THR07		U/S
LOC 07 ILS CAT I	IOY	109.7 MHz		071°MAG/300m FM end RWY07		U/S
GP 07		333.2 MHz		120m N of RCL, 327m inward THR07		U/S
DME 07	IOY	CH 34X (109.7 MHz)			653m	Co-located with GP 07 U/S

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
IM 25		75 MHz		on extended RCL, 320m outside THR25		U/S
LOC 25 ILS CAT III	IRM	110.3 MHz		251°MAG/300m FM end RWY25		U/S
GP 25		335.0 MHz		120m N of RCL, 345m inward THR25		U/S
DME 25	IRM	CH 40X (110.3 MHz)			652m	Co-located with GP 25 U/S
LOC 08L ILS CAT I	IQD	109.55 MHz		071°MAG/315m FM end RWY08L		Beyond 16NM and beyond 008° rightside of front CRS U/S.
GP 08L		332.45 MHz		120m N of RCL, 330m inward THR08L		Angle 3° RDH 15m
DME 08L	IQD	CH 32Y (109.55 MHz)			641m	Co-located with GP 08L
IM 26R		75 MHz		on extended RCL, 335m outside THR26R		
LOC 26R ILS CAT III	IUR	111.1 MHz		251°MAG/315m FM end RWY26R		Beyond 015° leftside of front CRS U/S; FM 17NM to 25NM of front CRS beyond 005° leftside U/S.
GP 26R		331.7 MHz		120m N of RCL, 330m inward THR26R		Angle 3° RDH 15m
DME 26R	IUR	CH 48X (111.1 MHz)			641m	Co-located with GP 26R
LOC 08R ILS CAT I	IWQ	110.5 MHz		071°MAG/315m FM end RWY08R		Beyond 16NM and beyond 008° rightside of front CRS U/S.
GP 08R		329.6 MHz		120m N of RCL, 329m inward THR08R		Angle 3° RDH 15m

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
DME 08R	IWQ	CH 42X (110.5 MHz)			642m	Co-located with GP 08R
LOC 26L ILS CAT I	IMU	109.3 MHz		251°MAG/315m FM end RWY26L		Beyond 015° leftside of front CRS U/S; FM 17NM to 25NM of front CRS beyond 005° leftside U/S.
GP 26L		332.0 MHz		120m N of RCL, 330m inward THR26L		Angle 3° RDH 15m
DME 26L	IMU	CH 30X (109.3 MHz)			642m	Co-located with GP 26L

ZWWW AD 2.20 本场规定

1. 机场使用规定

航空器地面运行期间（推出、开车、滑行、拖行）应答机开启地面模式；航空器进入停机位后关闭应答机地面模式。

2. 跑道和滑行道的使用

2.1 跑道运行规定

2.1.1 跑道的使用：实施平行跑道仪表运行，进近和离场跑道的使用由 ATC 通知航空器。08R/26L 跑道主要用于离场；08L/26R 跑道主要用于进场。

2.1.2 跑道更换方向规定

2.1.2.1 顺风分量超过 3.5m/s 时，启动转换跑道方向程序；

ZWWW AD 2.20 Local aerodrome regulations

1.Airport operations regulations

DRG the GND OPS(push back, start-up, TAX, drag), transponder should open GND mode and close it AFT aircraft enter stand.

2. Use of runways and taxiways

2.1 RWY OPS regulations

2.1.1 RWY in use: PARL RWY OPS implementing, the use of APCH and DEP RWY shall be informed by ATC. RWY08R/26L is mainly used for DEP; RWY08L/26R is mainly used for ARR.

2.1.2 RWY change direction regulations

2.1.2.1 If downwind speed is more than 3.5m/s, initiate the RWY change direction PROC;

2.1.2.2 在转换使用跑道方向过程中，短时使用跑道顺风分量超过 3.5m/s 但不大于 5m/s 时，管制员收到该信息应及时通知相关航空器的驾驶员。航空器驾驶员应根据机型性能或者运行手册，决定是否使用管制员安排的顺风跑道起飞或者着陆，并将决定通知管制员。

2.1.2.2 DRG changing the direction of RWY in use, if downwind speed is more than 3.5m/s but not exceeding 5m/s, ATC shall inform the relevant aircraft pilot. According to aircraft PER or OPS handbook, pilot shall decide whether aircraft will TKOF or land on downwind RWY allocated by ATC, and REP the decision.

2.1.3 非全跑道起飞运行规定

2.1.3 Partial RWY TKOF OPS regulations

2.1.3.1 在航空器提出非全跑道起飞申请后，管制员可根据实际情况批准并提供管制服务。

2.1.3.1 It is AVBL to use non-full LEN RWY to TKOF when the pilot get CLR FM ATC.

2.1.3.2 管制员根据跑道实际运行情况，安排航空器使用非全跑道起飞。如航空器驾驶员不能接受非全跑道起飞，请告知管制员。

2.1.3.2 ATC shall ARNG non-full LEN TKOF PROC for aircraft in accordance with the RWY actual OPS situation. If aircraft can not ACPT non-full LEN TKOF PROC, inform ATC IMT.

2.2 穿越跑道规定

2.2 RWY XNG regulations

2.2.1 穿越时使用的滑行道

2.2.1 TWYs for XNG

2.2.1.1 使用 08L 跑道落地的航空器，脱离跑道后沿 Y9→M1 / P2→P1 / P4→P3 穿越 08R/26L 跑道。

2.2.1.1 Aircraft LDG on RWY08L, X RWY08R/26L via TWYs Y9→M1 / P2→P1 / P4→P3 AFT vacating RWY08L.

2.2.1.2 使用 26R 跑道落地的航空器，脱离跑道后沿 P6→P5 / P8→P7 / P10→P9 / Y10→M10 穿越 08R/26L 跑道。

2.2.1.2 Aircraft LDG on RWY26R, X RWY08R/26L via TWYs P6→P5 / P8→P7 / P10→P9 / Y10→M10 AFT vacating RWY26R.

2.2.2 穿越程序

2.2.2 XNG PROC

2.2.2.1 穿越跑道需按照管制员指令滑行至跑道等待点外等待。

2.2.2.1 TAX FLW the instruction of ATC to the HLDG PSN and hold short of RWY.

2.2.2.2 收到穿越指令后需尽快实施穿越，不得延误，如有疑问请在穿越前证实。

2.2.2.2 X the RWY IMT upon receiving the XNG CLR, any questions shall be clarified BFR XNG RWY.

2.2.2.3 航空器驾驶员需完整复诵所有跑道外等待和

2.2.2.3 Repeat the all ATC instructions ABT 'hold short

穿越跑道指令，穿越结束后需报告“已脱离跑道”。

of RWY' and 'X the RWY'; REP 'RWY vacated' AFT XNG is CMPL.

2.2.2.4 穿越跑道时,航空器驾驶员应注意监听其他有关跑道指令或信息，并注意观察跑道及附近的活动；跟随起飞航空器后穿越跑道时，航空器驾驶员自行负责与起飞航空器之间的距离以免受喷流影响。

2.2.2.4 Pilot shall MNT the ATC instructions or INFO ABT RWY and OBS the ACT on RWY & around; while XNG RWY AFT the TKOF aircraft, pilot shall be responsible for the safety DIST to avoid the effect of wake TURB.

2.2.3 穿越限制

2.2.3 XNG limits

2.2.3.1 当 08L 跑道有航空器落地时，不得使用 M1→Y9 / P1→P2 / P3→P4 由南向北穿越 08R/26L 跑道。

2.2.3.1 While aircraft LDG on RWY08L, X RWY08R/26L via TWYs M1→Y9 / P1→P2 / P3→P4 FM south to north is forbidden.

2.2.3.2 当 26R 跑道有航空器落地时，不得使用 P5→P6 / P7→P8 / P9→P10 / M10→Y10 由南向北穿越 08R/26L 跑道。

2.2.3.2 While aircraft LDG on RWY26R, X RWY08R/26L via TWYs P5→P6 / P7→P8 / P9→P10 / M10→Y10 FM south to north is forbidden.

2.3 跑道等待位置及使用规定

2.3 RWY HLDG PSN OPS regulations

2.3.1 航空器在进入跑道前应在指定的跑道等待位置处等待机场管制塔台的指令，跑道等待位置详见机场图。

2.3.1 WO TWR CLR, aircraft shall hold at the designated RWY HLDG PSN BFR entering RWY; RWY HLDG PSN REF ADC.

2.3.2 航空器在跑道等待位置等待时，机头应尽量靠近跑道等待位置标志，但不能超过此标识。

2.3.2 Aircraft hold at the RWY HLDG PSN shall let nose CLSD to RWY HLDG PSN marking WO exceeding it.

2.3.3 航空器未获得管制员许可，机头越过跑道等待位置标志时，应立即向管制员报告。

2.3.3 Pilot shall REP to ATC IMT when the nose of aircraft exceeding RWY HLDG PSN marking WO CLR.

2.4 仪表着陆系统敏感区保护程序

2.4 ILS sensitive area protecting PROC

当启用仪表着陆系统敏感区保护程序时，航空器驾驶员应严格按照管制员的指令在相应等待位置等待。

DRG ILS sensitive area protecting PROC, pilot shall strictly FLW ATC instructions to hold at the designated HLDG PSN.

2.5 管制责任区域划分

2.5.1 机坪管制范围

I区：滑行道 G(含)以北、K(含)以南、E2(不含)以西、W1(不含)以东的矩形区域。

II区：1. 滑行道 K1(含)以北、N(不含)以南、E1(不含)以东的区域(包括 N(不含)以南的 N1)；2. 滑行道 N1(不含)以东的 N 及停机坪区域。

III区：滑行道 E1(不含)以东的 G 及停机坪区域。

IV区：滑行道 W3(不含)以西、D14(不含)以东的 G。

V区：滑行道 T 及其相连的机坪区域。

2.5.2 地面管制范围

除机坪管制范围I-V区及跑道、地面保护区以外的所有机动区及滑行道。

2.6 滑行道使用规定

2.6.1 引导车服务

机坪管制区域内的进港航空器均提供引导车服务。出港航空器如需引导服务，需向机坪管制申请引导车服务。

2.6.2 在多跑道混合运行模式下，机坪区域内滑行道(H5 除外)均为双向运行。

2.6.3 滑行道使用限制

2.5 Component of ATC zone

2.5.1 APN CTL area

Zone I: A rectangle contains N of TWY G(included), S of TWY K(included), W of TWY E2(excluded) and E of TWY W1(excluded).

Zone II: 1. An area with N of TWY K1(included), S of TWY N(excluded) and E of TWY E1(excluded), it contains TWY N1(S of TWY N) WO INT BTN TWYs N1&N; 2. APN area(E of TWY N1) and TWY N(E of TWY N1) WO INT BTN TWYs N&N1.

Zone III: APN area(E of TWY E1) and TWY G(E of TWY E1) WO INT BTN TWYs G&E1.

Zone IV: TWY G(W of TWY W3) WO INTs BTN TWYs G&D14 and BTN TWYs G&W3.

Zone V: TWY T and APN area connected.

2.5.2 GND CTL area

All maneuvering areas and TWYs EXC APN CTL area(Zone I-V), RWY and GND protected area.

2.6 TWY OPS regulations

2.6.1 FLW-me vehicle SER

FLW-me vehicle SER WI APN CTL area is provided for ARR aircraft; For DEP aircraft, apply to APN CTL for FLW-me vehicle SER as required.

2.6.2 Under multi-RWY OPR mode, TWYs(EXC H5) WI APN area are bidirectional OPS.

2.6.3 TWY using limits

滑行道/TWY	航空器翼展限制/Wing span limits	备注/RMK
E1(N of TWY K1), E2(N of TWY N), G1(N of TWY K), G2(N of TWY K), K(W of TWY N12), M, M1-M10, N, N1, N4(N of TWY N), N6(N of TWY N), N7-N9, N12, P1-P10, W2(N of TWY N), W3(N of TWY K), Y, Y1-Y10	＜80m	
N2, N3, N10, N11		As de-icing APN in winter
K1		Only for de-icing aircraft to TAX, meanwhile, the SER lane on the south and TWY K(E of TWY E1) on the north U/S
	＜65m	
D6-D11, D14, E1(S of TWY K1), E2(S of TWY N), G(W of Stand Nr.506), G1(S of TWY K), G2(S of TWY K), H1(BTN TWYs G1&G2, W of TWY W1), H4(BTN TWYs G1&G2, W of TWY W1), H5, J1(W of TWY G1), J3(W of TWY G1), K(BTN TWYs E1&N12), N4(S of TWY N), N5, N6(S of TWY N), S1-S4, T, W1, W2(S of TWY N), W3(S of TWY K)		
D, G(E of Stand Nr.506), H, H1(E of TWY G1, BTN TWYs G2&W1), H2, H3, H4(E of TWY G1, BTN	＜36m	

TWYs G2&W1), J1(E of TWY G1), J2, J3(E of TWY G1), J4, K(E of TWY E1)		

2.6.4 滑行道中间等待位置及使用规定

滑经中间等待位置时，未经 ATC 许可，禁止航空器通过；从停机坪滑出的航空器因故不能起飞时，应严格按照 ATC 指定的滑行路线滑至指定位置或滑回停机坪。

2.6.4 Intermediate HLDG PSN OPS regulations

TAX via intermediate HLDG PSN WO ATC CLR is forbidden; DEP aircraft FM APN WO such ATC CLR shall strictly FLW ATC instructed TAX RTE to designated PSN or back to APN.

2.6.5 标准滑行路线

2.6.5 STD TAX RTE

ID	OPR type	TAX direction	Start FM TWY	End at TWY
ROUTE1	one-way	Y→P6→P5→M→G2	Y	G2
ROUTE2	one-way	Y→P8→P7→M→G2	Y	G2
ROUTE3	one-way	Y→P10→P9→M→G2	Y	G2
ROUTE4	one-way	G1→M→M1→Y9→Y1	G1	Y1
ROUTE5		G2→N→W3→M10	G2	M10
ROUTE6	one-way	Y→P2→P1→M→E2→G	Y	G
ROUTE7	one-way	Y→P2→P1→M→G1	Y	G1
ROUTE8	one-way	E1→M→M1→Y9→Y1	E1	Y1

2.7 机场冲突多发地带运行要求

HS1：滑行道 N 以南、K 以北，与 G1 和 G2 连接道口。

航空器在滑行道 N/K 自西向东滑行时在 G2 外进行等待；航空器在滑行道 N/K 自东向西滑行时在 G2 外进行等待。

HS2：滑行道 E1 与 G 连接道口。

航空器在 E1 滑南北走向滑行时在 G 滑外进行等待；航空器在 G 滑东西走向滑行时在 E1 滑外进行等待。

2.7 Hot spot OPS RQMNTS

HS1: S of INTs BTN TWYs N & G1, G2 and N of INTs BTN TWYs K & G1, G2

Aircraft TAX on TWY N/K FM west to east shall hold out of TWY G2 BFR XNG; aircraft TAX on TWY N/K FM east to west shall hold out of TWY G2 BFR XNG;

HS2: INT BTN TWYs E1&G.

Aircraft TAX on TWY E1 shall hold out of TWY G BFR XNG; aircraft TAX on TWY G shall hold out of TWY E1 BFR XNG.

2.8 进港航空器管制规定

2.8.1 着陆许可

发出着陆许可后，塔台管制员观察到着陆许可发布条件有变化时，应立即通知航空器复飞，并简要说明复飞原因；着陆航空器驾驶员认为有必要时，应立即复飞，并通知塔台管制员。

2.8 CTL regulations for ARR aircraft

2.8.1 LDG CLR

AFT issuing the LDG CLR, if TWR ATC OBS any change in the release COND of the LDG CLR, TWR ATC shall inform the pilot to go around IMT and explain the reason briefly. Under such situation, pilot shall make a missed APCH at any moment if it is considered to be necessary and inform TWR ATC IMT.

2.8.2 快速脱离

2.8.2.1 落地航空器应选择就近快速脱离道脱离跑道，并在脱离后立即告知管制员；

2.8.2.2 航空器脱离跑道后，按照管制员指令尽快转换频率，并根据管制员滑行指令滑行至下一个滑行道交叉道口前等待，未经管制员许可，不得在快速脱离道停止。

2.8.2 Rapid exit

2.8.2.1 LDG aircraft shall vacate RWY rapidly using the appropriate rapid exit TWY and REP to the ATC IMT AFT vacating RWY;

2.8.2.2 AFT vacating RWY, FLW the instructions of ATC,change FREQ ASAP and hold BFR the NXT INT of TWYs, aircraft cannot stop on the rapid exit TWY WO ATC CLR.

2.8.2.3 落地航空器从接地到脱离跑道的时间应控制在 50s 以内，如不能满足，航空器驾驶员应在最后进近定位点前通报管制员(湿跑道和污染跑道除外)。

2.8.2.3 Time needed FM LDG to CMPL vacating RWY shall be less than 50s, if not AVBL, inform ATC BFR FAF(EXC for wet RWY or contaminated RWY).

2.8.3 管制移交

2.8.3 ATC handover

2.8.3.1 在脱离跑道首次与地面管制联系时，尤其在低能见度情况下，应向地面管制报告脱离的跑道和所使用的滑行道等具体位置。

2.8.3.1 DRG initial CTC with GND CTL AFT vacating RWY, especially under low VIS COND, REP the vacated RWY designation and the TWY in use to ATC.

2.8.3.2 地面管制与机坪管制在特殊情况下，移交道口可根据实际情况协调。

2.8.3.2 If necessary, actual handover PSN by the COOR BTN GND&APN CTL.

2.8.4 地面引导：进港航空器由地面管制指挥航空器滑行至移交点移交机坪管制。

2.8.4 GND guidance: ARR aircraft shall FLW GND CTL instructions to the handover point and be transferred to APN CTL.

2.9 离港航空器管制规定

2.9 CTL regulations for DEP aircraft

2.9.1 放行许可

2.9.1 Delivery CLR

2.9.1.1 DCL 全天可用；收到 DCL 后，航空器驾驶员应在 5min 内在设备中确认，在报告准备好推出开车前 10min 向放行管制席复诵下列信息：(a)呼号、(b)跑道号、(c)起始高度、(D)离场方式。

2.9.1.1 DCL is H24 AVBL; AFT receiving DCL, pilot shall confirm on EQPT WI 5min, and repeat the FLW INFO to Delivery CTL 10min BFR REP "Ready to push back and start-up": (a)CS; (b)RWY designation; (c)initial ALT; (d)DEP method.

2.9.1.2 DCL 无法使用时，可申请语音放行许可。收到语音放行许可后，需向管制员完整复诵放行许可内容。

2.9.1.2 When DCL U/S, it is AVBL to apply for verbal delivery CLR. AFT receiving verbal delivery CLR, pilot shall repeat the whole delivery CLR to ATC.

2.9.1.3 通过以上方式抄收完放行许可后，离港航空器在准备好推出及开车时通报放行席并保持长守，在得到通知转频后方可转换频率。

2.9.1.3 AFT receiving delivery CLR with ABV ways, when DEP aircraft is ready to push back and start-up, pilot shall REP and keep on FREQ with Delivery CTL TIL REC the instruction of changing FREQ.

2.9.2 地面引导：离港航空器由机坪管制负责发布推出和开车指令，机组收到管制员滑出指令后打开滑行

2.9.2 GND guidance: DEP aircraft push back and start-up is instructed by APN CTL, pilot shall turn on

灯，跟随引导车滑行至相应联络道口移交地面管制，由地面管制继续指挥；除冰航空器需自滑至机坪管制安排的除冰位。

TAX LGT AFT receiving TAX out instruction FM ATC; aircraft shall TAX to the designated INT with FLW-me vehicle and be transferred to GND CTL. De-icing aircraft shall TAX to the de-icing stand arranged by APN CLT on its own.

2.9.3 快速起飞：通常情况下，起飞航空器从等待位置到对正跑道时间应控制在 60s 以内。如需占用更长时间，航空器驾驶员应在进跑道前通知管制员。

2.9.3 Rapid TKOF: Normally, Time needed for DEP aircraft FM RWY HLDG PSN to finishing RWY alignment shall be less than 60s, if not AVBL, inform ATC BFR entering RWY(EXC for wet RWY or contaminated RWY).

2.9.4 管制移交：离场航空器起飞后昼间真高 100m(含)，夜间 150m(含)以上，由塔台管制指示机组转换频率，未通知转频前不可自行转换频率。

2.9.4 ATC handover: TWR will instruct DEP aircraft to change FREQ AFT TKOF and true HGT RCH 100m or ABV DRG daytime(150m or ABV at NGT); change FREQ WO ATC instruction is forbidden.

2.10 对机组的要求

2.10 RQMNTS for pilots

2.10.1 听清并正确复诵管制员的滑行指令，尤其是界限性指令，发现疑问时及时证实；

2.10.1 Repeat ATC TAX instructions, especially the limitations, and verify any questions IMT.

2.10.2 在推出时向机坪管制证实使用跑道、推出方向；

2.10.2 DRG push back, confirm RWY in use and push out direction with APN CTL.

2.10.3 如在地面管制扇区移交时联系不畅，应在交接点停止滑行，并向原先联系的扇区报告。

2.10.3 If fail to CTC the assigned GND FREQ, stop at the handover point and CTC the original FREQ.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 引导要求

3.1 RQMNTS for guidance

3.1.1 滑入停机位：停靠 215-225、225L、225R、227-250、252-271、273-275、275L、275R、276、277、277L、277R、278、279、279L、279R、280、280L、280R、281、282、282L、282R、283、284、284L、284R 由目视停靠引导系统进行引导；其它则由人工

3.1.1 TAX in stand: PRKG on Nr. 215-225, 225L, 225R, 227-250, 252-271, 273-275, 275L, 275R, 276, 277, 277L, 277R, 278, 279, 279L, 279R, 280, 280L, 280R, 281, 282, 282L, 282R, 283, 284, 284L, 284R shall be guided by visual DCKG guidance system; others by

指挥。

3.1.2 滑出停机位

3.1.2.1 机组在机坪管制区域内遇到滑行问题时，可联系机坪管制寻求帮助。

3.1.2.2 地面滑行期间，机组应密切关注管制相关活动，及时依照管制员的活动通报观察或将观察到的不明活动情况通报给地面管制。

3.1.3 翼展＜80m 的航空器进出停机位 279、280 要求如下，具体听机坪管制指令。

marshaller.

3.1.2 TAX out stand

3.1.2.1 If aircraft WI APN CTR encounter TAX problem, CTC APN CTL for help.

3.1.2.2 DRG TAX, pilot shall pay close ATTN to ATC-related ACT, REP the OBS ACT as required/unclear ACT to GND CTL in time.

3.1.3 Aircraft with wing span＜80m in and out stands Nr. 279, 280 as FLW, the details FLW APN CTL instructions.

TAX in via TWY	Be pushed bcak to TWY
N	N

3.2 停机位使用规定

3.2.1 使用条件

3.2 Stand OPS regulations

3.2.1 OPS COND

停机位编号/Stands Nr.	翼展限制（m）/Wing span limits(m)
277, 279, 280, 508, 509, 521, 601, DC51, DC52	＜80
171-178, 211-225, 249, 250, 275, 276, 278, 281-292, 306-309, 522, 523, 527, 528, DC66	＜65
506, 507	＜52
163-170, 180, 209, 210, 225L, 225R, 226-248, 251-274, 275L, 275R, 277L, 277R, 279L, 279R, 280L, 280R, 282L, 282R, 284L, 284R, 290L, 290R, 291L, 291R, 292L, 292R, 301-305, 310-312, 314-344, 401-412,	＜36

503-505, 524-526, DC53-DC57, DC61-DC65	
313	＜24

3.2.2 组合机位使用限制

3.2.2 Combined Stand using limits

Stand in use(Nr.)	Stands forbidden to use(Nr.)	Stands in use(Nr.)	Stand forbidden to use(Nr.)
225	225L, 225R	225L, 225R	225
275	275L, 275R	275L, 275R	275
277	277L, 277R	277L, 277R	277
279	279L, 279R	279L, 279R	279
280	280L, 280R	280L, 280R	280
282	282L, 282R	282L, 282R	282
284	284L, 284R	284L, 284R	284
290	290L, 290R	290L, 290R	290
291	291L, 291R	291L, 291R	291
292	292L, 292R	292L, 292R	292

3.2.3 廊桥机位使用规定：为降低碳排放及噪音，停放的航空器必须关闭 APU，使用 400Hz 桥载电源及航空器专用空调设备，以下特殊情况除外：

3.2.3 Boarding bridge stand OPS regulations: PRKG aircraft shall turn off APU, use bridge PWR supply EQPT(400Hz) and special air conditioner. Aircraft can use APU as the FLW situations:

3.2.3.1 机场不能提供有效的桥载设备服务；

3.2.3.1 Bridge EQPT is U/S;

3.2.3.2 航空器因启动发动机而需开启 APU；

3.2.3.2 Aircraft needs APU to start-up ENG;

3.2.3.3 航空器进行 APU 的维修检测；

3.2.3.3 APU is under MAINT;

3.2.3.4 遇到影响航空器安全、正常运行的特殊情况。

3.2.3.4 In case of exceptional circumstance influencing

例如：极端天气、专机保障、航空器过站时间不足等有关情况。

the regularity and safty of OPS, such as extreme WX, special plane support, and insufficient FLT transtion time.

3.3 航空器试车规定

3.3 ENG run-up regulations

3.3.1 在未得到批准的情况下，严禁航空器在停机位上进行任何类型的发动机试车工作，试车工作应有足够的安全保护措施，试车时严格按照有关规定程序进行。

3.3.1 ENG run-ups on stand are strictly forbidden WO permission, it shall be carried out with enough safety protection measures and strictly FLW relevant PROC regulation.

3.3.2 凡需试车的航空器，试车前应向机场运行指挥中心提出申请，由运行指挥中心给出试车机位，航空器按要求在指定位置和时间段内进行试车，如试车时影响相邻滑行道，运行指挥中心应提前通知机坪管制和塔台管制。

3.3.2 Each and every ENG run-up shall apply to the OPS CTL center, and then be carried out at designated PSN and time. If ENG run-up affect the ADJ TWY, OPS CTL center shall notify APN and TWR ATC in advance.

3.3.3 慢车测试及冷转测试的试车，经机场运行指挥中心和空中交通管制部门批准后，可在指定机位进行。

3.3.3 ENG idle test and cool running test can be carried out on designated stands with the permissions of OPS CTL center and ATC.

3.4 航空器除冰规定

3.4 De-icing regulations

3.4.1 一般要求：本场全部采用定点除冰模式，禁止停机位除冰/霜。

3.4.1 GEN RQMNTS: De-icing shall be carried out at designated PSN; de-icing on PRKG stand is forbidden.

3.4.2 除冰机位：DC51-DC57、DC61-DC66。滑行路线要求如下：

3.4.2 De-icing stands Nr. DC51-DC57, DC61-DC66. RQMNTS of TAX RTE as FLW:

De-icing stand(s) Nr.	TAX in via TWY	TAX out via TWY
DC51	K(wing span＜36m)/K1	N2(nose to north)
DC52		N3(nose to north)
DC53-DC57	K/K1	M
DC61	K	N10(nose to north)

DC62-DC64		M
DC65		N11(nose to north)
DC66(65m＜wing span＜80m)	M→N12→K	K→W3

3.4.3 除冰程序

3.4.3.1 航空器除冰应在推出前向机坪管制申请;

3.4.3.2 由管制员指挥航空器滑行至除冰坪,按顺序等待除冰;

3.4.3.3 按上述滑行道使用限制、停机位使用条件及除冰机位滑行路线要求听从管制员指挥滑入除冰位，其中 DC51-DC57、DC61-DC65 由机坪管制指挥，DC66 由地面管制指挥从 N12 滑进入。

3.4.3.4 航空器进入除冰位后,机组按照除冰机务的要求进行相关操作;

3.4.3.5 机组与除冰机务确认除冰完毕后,向机坪管制申请开车，滑出时按照机坪管制的指令进行滑行。

3.4.4 进出除冰位置时，机组应注意油门控制，以防尾流影响附近人员和设备。

3.4.3 Deicing PROC

3.4.3.1 Apply to APN CLT for de-icing BFR push back;

3.4.3.2 TAX and line up FLW ATC instructions to de-icing APN;

3.4.3.3 Aircraft shall FLW ATC instructions and ABV TWY using limits, Stand OPS COND & RQMNTS of De-icing stand TAX RTE to TAX in de-icing stand; Nr. DC51-DC57, DC61-DC65 by APN CTL, Nr.DC66 by GND CTL via TWY N12;

3.4.3.4 AFT RCH de-icing PSN, FLW the RQMNTS of de-icing personnel to do;

3.4.3.5 Confirm de-icing CMPL with de-icing personnel, then apply to APN CTL for start-up; FLW APN CTL instructions to TAX out.

3.4.4 DRG enter and exit, pilot shall carefully CTL the throttle to avoid the wake TRUB influencing ADJ personnel and EQPT.

4. 低能见度运行

无

4. Low visibility operation

Nil.

5. 直升机飞行限制，直升机停靠区

无

5. Helicopter operation restrictions and helicopter parking/docking area

Nil.

6. 警告

6. Warning

6.1 周围障碍物：本场跑道中线延长线上距 25、26L 和 26R 跑道入口以东 D6.8WUR 附近有 6 个排放量较大的烟囱，静风和低温情况下途经该区域的航空器可能遭遇中度以上颠簸，机组应提前做好应对准备。

6.1 OBST around: There are 6 chimneys existed near EXTD RCL, D6.8WUR E of the THR25,26L&26R. MOD or even SEV TRUB may occur in this region in time of no WIND or low T, pilot shall prepare in advance.

6.2 进场的航空器，不要将 08L/26R 跑道以北的高速公路误认为跑道。

6.2 Do not mistake the expressway LCA on the N of RWY08L/26R as RWY.

6.3 乌鲁木齐空域环境复杂，其他用户活动频繁，未经管制部门许可，NIXER/EPDAG 方向进离港航空器不得随意偏航，防止空中危险接近和相撞。

6.3 Airspace of the AD is complex. To prevent air collision, DEP and ARR aircraft via NIXER/EPDAG shall not deviate WO ATC CLR.

6.4 跑道 08L/26R 与 08R/26L 为间距 380m 的平行跑道，航空器驾驶员注意识别；跑道 08R/26L 存在跑道穿越情况，机组使用其起飞时注意观察，严格听从管制员指令。

6.4 RWY08L/26R is PARL to RWY08R/26L, and DIST BTN RCLs is 380m, pilot shall distinguish them carefully; while using RWY08R/26L to TKOF, pilot shall FLW ATC instructions and OBS carefully ABT RWY XNG.

6.5 滑行道 E1、E2、H、H1、H3、H4、G1、G2、J4、N、W1-W3 与机场服务车道交叉，航空器通过时注意观察。

6.5 X the INTs BTN TWYs E1, E2, H, H1, H3, H4, G1, G2, J4, N, W1-W3 & SER lane shall OBS carefully.

ZWWW AD 2.21 减噪程序

无

ZWWW AD 2.21 Noise abatement procedures

Nil

ZWWW AD 2.22 飞行程序

ZWWW AD 2.22 Flight procedures

1. 总则

1. General

1.1 除非特殊情况，本场进出港航空器优先使用 RNAV 飞行程序。

1.1 The RNAV FLT PROC shall be given priority by the DEP and ARR aircraft, EXC special circumstances.

1.2 进出港航空器如果不具备 RNAV 1 能力，机组应在初次联络进近或塔台时向管制员申明，并按照管制指令进出港。

1.2 If the aircraft does not have RNAV 1 capability, pilot shall make a statement to ATC at the time of initial CTC with the APP or TWR, and ARR/DEP FLW ATC

instructions.

1.3 若航空器在执行 RNAV 飞行程序中丧失 RNAV 1 能力，机组应立即向管制员通报，并听从进一步管制指令。

1.3 If the aircraft loses RNAV 1 capability DRG RNAV FLT PROC, pilot shall IMT REP to ATC and FLW their further instructions.

1.4 除非特别说明,在雷达管制时,航空器执行 RNAV 程序实际飞行高度听从管制员指令。

1.4 Aircraft implementing RNAV PROC shall comply with the ALT given by ATC DRG radar CTL, EXC special circumstances.

2. 起落航线

无

2. Traffic circuits

Nil.

3. 仪表飞行程序

3.1 严格按照航图中公布的进、离场程序和有关规定飞行。如果需要，航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行。

3. IFR flight procedures

3.1 Strict adherence is required to the relevant ARR and DEP PROC published in the MAP. Aircraft may, if necessary, hold or maneuver on an AWY, over a NAV facility or a fix designated by ATC.

3.2 进场航空器在乌鲁木齐进近管制区内的速度限制(不含最后进近航段、盘旋和等待)详见标准仪表进场图。

3.2 Speed limit(EXC FAS, circling and HLDG) for ARR aircraft WI Urumqi APP zone REF STAR charts.

4. 雷达程序和/或 ADS-B 程序

4.1 乌鲁木齐进近管制区域内实施雷达、ADS-B 融合管制。

4. Radar procedures and/or ADS-B procedures

4.1 Radar and ADS-B combined CTL is implemented WI Urumqi APP.

4.2 航空器最小水平间隔 5.6km，仅 ADS-B 监视时最小水平间隔为 10km，最小垂直间隔为 300m。

4.2 The MNM horizontal separation BTN aircrafts is 5.6km, it is 10km when only ADS-B. The MNM VER separation BTN aircrafts is 300m.

4.3 雷达引导与排序

4.3 Radar vectoring and sequencing

4.3.1 进近：通常，航空器从 AGOXA、IKARA、NIXER、EPDAG 或管制移交点得到进近雷达引导和排序，直至相应的最后进近航迹或目视跑道。根据航

4.3.1 APCH: Normally, aircraft will be vectored and sequenced FM AGOXA, IKARA, NIXER, EPDAG or ATC handover point TIL the appropriate FNA TR or

空器性能或管制规定，发布雷达引导、上升或下降高度及速度调整的指令，使航空器之间保持规定的雷达间隔或尾流间隔。

RWY in sight. According to aircraft PER or ATC regulations, instructions ABT radar vectors, ASC/DES ALT or speed adjustment will be issued to MNTN specific radar/wake intervals BTN aircrafts.

4.3.2 离场：航空器将主要按照公布的离场程序运行。若在起飞前 ATC 放行或塔台管制给出起飞限制条件，起飞后，将由管制员雷达引导加入标准仪表离场航线。

4.3.2 DEP: Normally, aircraft shall OPR FLW the published DEP PROC. If Delivery or TWR ATC issued TKOF restrictions BFR TKOF, aircraft will be vectored to the SID RTE by ATC AFT TKOF.

4.3.3 进场：航空器由于流量分布不均匀，在繁忙时段，将进行雷达引导进场。雷达引导航迹将不同于公布的进场航线。

4.3.3 ARR: DRG rush HR, aircraft will be vectored to ARR. Radar vectoring TR will be different FM the published ARR RTE.

4.4 雷达管制规定

4.4 Radar CTL regulations

4.4.1 有 SSR 应答机的航空器

4.4.1 For aircraft with SSR transponder

4.4.1.1 按照要求开放应答机 A、C 模式；

4.4.1.1 OPN model A, C as required;

4.4.1.2 开放应答机时应同时开放编码和高度，除非管制员另有要求；

4.4.1.2 OPN both code and ALT, EXC REC other RQMNTS FM ATC;

4.4.1.3 如机组已知应答机故障(包括无显示或显示错误)，在进入乌鲁木齐管制区时应主动向管制员报告。

4.4.1.3 If transponder U/S(including non-display or display error), pilot shall REP to ATC while entering Urumqi CTR.

4.4.2 无 SSR 应答机的航空器进入乌鲁木齐管制区时，应主动向管制员报告自己机上未装应答机。

4.4.2 For aircraft WO SSR transponder, pilot shall REP to ATC the transponder not INSTL while entering Urumqi CTR.

4.5 应急程序

4.5 EMERG PROC

4.5.1 通讯设备故障：确认航空器具有收信能力时，可继续提供雷达管制服务。

4.5.1 COM EQPT failure: CONT providing radar CTL SER if confirmed the aircraft REC is AVBL.

4.5.2 雷达设备故障

4.5.2 Radar EQPT failure

4.5.2.1 雷达不可用期间，对具有 ADS-B 能力的航空

4.5.2.1 DRG radar U/S, provide ADS-B CTL SER if the

器可以提供 ADS-B 管制服务。

4.5.2.2 对不具备 ADS-B 能力的航空器

a. 标出所有已识别航空器的位置，在航空器之间建立非雷达间隔。 立即通告所有航空器雷达管制服务终止并实施程序管制间隔。

b. 由雷达间隔转为程序间隔时，紧急情况下可采用半数高度层调配垂直间隔，但应当尽早配备符合规定的高度层。

c. 雷达恢复工作后，雷达管制员应当对航空器重新进行识别，确认后方可继续实施雷达管制。

4.5.3 机载应答机故障：航空器如有一次雷达显示，可继续提供雷达管制服务；否则，实施程序管制。

4.6 最低监视引导高度扇区

aircraft ADS-B is AVBL.

4.5.2.2 For aircraft WO ADS-B ability

a. Mark out all identified aircraft PSN, establish non-radar separation BTN aircrafts. Terminate radar CTL SER, implement PROC CTL separation and inform all aircraft IMT.

b. When transfer FM radar separation to PROC separation, it is AVBL to use half LVL in EMERG, but the appropriate LVL is required ASAP.

c. AFT radar RTS, ATC shall identify aircraft AGN and confirmed, then CONT implementing radar CTL.

4.5.3 Transponder failure: CONT providing radar CTL SER if the aircraft still on PSR; otherwise, implement PROC CTL.

4.6 Surveillance Minimum Altitude Sector

Sector 1	ALT limit: 1200m or above
N442452 E0853226-N444947 E0854337-N450624 E0863825-N450928 E0885235-N444150 E0891443-N442203 E0891345-N441227 E0883433-N441256 E0880232-N440755 E0875134-N440538 E0874637-N435649 E0874225-N435355 E0872858-N435414 E0872445-N435835 E0865708-N441040 E0864356-N441937 E0855524-N442452 E0853226	
Sector 2	ALT limit: 2400m or above
N450928 E0885235-N451004 E0902730-N435448 E0903554-N434531 E0894033-N434711 E0893127-N440313 E0883058-N440442 E0882930-N440539 E0882610-N440543 E0882310-N440528 E0881841-N440323 E0881247-N441009 E0882516-N441227 E0883433-N442203 E0891345-N444150 E0891443-N450928 E0885235	
Sector 3	ALT limit: 1300m or above
N440755 E0875134-N435803 E0874806-N435649 E0874225-N440538 E0874637-N440755 E0875134	

Sector 4	ALT limit: 1500m or above
N441256 E0880232-N441227 E0883433-N441009 E0882516-N441032 E0881635-N440645 E0880406-N440020 E0875732-N435503 E0874704-N435043 E0874138-N435141 E0873631-N434907 E0872924-N434708 E0872841-N434847 E0872234-N435039 E0872213-N435351 E0870714-N435558 E0865713-N435835 E0865708-N435414 E0872445-N435355 E0872858-N435649 E0874225-N435803 E0874806-N440755 E0875134-N441256 E0880232	
Sector 5	ALT limit: 2250m or above
N440050 E0880038-N440645 E0880406-N441032 E0881635-N441009 E0882516-N440323 E0881247-N435950 E0880606-N435644 E0880001-N435322 E0875400-N435530 E0875421-N435807 E0875905-N440050 E0880038	
Sector 6	ALT limit: 1750m or above
N435141 E0873631-N435043 E0874138-N435503 E0874704-N440020 E0875732-N440645 E0880406-N440050 E0880038-N435414 E0875013-N435134 E0874746-N434531 E0873940-N434228 E0873219-N434509 E0872757-N434825 E0871844-N434934 E0871700-N434939 E0871055-N435351 E0870714-N435039 E0872213-N434847 E0872234-N434708 E0872841-N434907 E0872924-N435141 E0873631	
Sector 7	ALT limit: 2050m or above
N435414 E0875013-N440050 E0880038-N435807 E0875905-N435530 E0875421-N435322 E0875400-N435148 E0875105-N435134 E0874746-N435414 E0875013	
Sector 8	ALT limit: 2650m or above
N435134 E0874746-N435148 E0875105-N435322 E0875400-N435644 E0880001-N435009 E0875123-N434600 E0874840-N434207 E0875024-N433820 E0875432-N433616 E0875210-N434531 E0873940-N435134 E0874746	
Sector 9	ALT limit: 3600m or above
N435009 E0875123-N435644 E0880001-N435950 E0880606-N435250 E0880221-N435014 E0875727-N434600 E0874840-N435009 E0875123	
Sector 10	ALT limit: 4300m or above
N435950 E0880606-N440323 E0881247-N440528 E0881841-N435932 E0883823-N435415 E0885436-N440035 E0882424-N440036 E0881821-N435715 E0880846-N435250 E0880221-N435950 E0880606	
Sector 11	ALT limit: 3400m or above

N440528 E0881841-N440543 E0882310-N440539 E0882610-N440442 E0882930-N440313 E0883058-N434711 E0893127-N434531 E0894033-N434351 E0893023-N435415 E0885436-N435932 E0883823-N440528 E0881841	
Sector 12	ALT limit: 5000m or above
N435250 E0880221-N435715 E0880846-N440036 E0881821-N440035 E0882424-N435415 E0885436-N434351 E0893023-N434531 E0894033-N435448 E0903554-N433441 E0903810-N425404 E0901508-N430152 E0890759-N431630 E0884305-N433811 E0880012-N434559 E0875747-N435250 E0880221	
Sector 13	ALT limit: 6100m or above
N435650 E0882306-N434810 E0884214-N433755 E0882839-N433759 E0880751-N434823 E0880419-N435650 E0882306	
Sector 14	ALT limit: 4500m or above
N434600 E0874840-N435014 E0875727-N435250 E0880221-N434559 E0875747-N433811 E0880012-N433820 E0875432-N434207 E0875024-N434600 E0874840	
Sector 15	ALT limit: 2000m or above
N434531 E0873940-N433616 E0875210-N433350 E0874921-N433216 E0873617-N433540 E0873138-N433739 E0871211-N434601 E0871229-N434807 E0871055-N434939 E0871055-N434934 E0871700-N434825 E0871844-N434509 E0872757-N434228 E0873219-N434531 E0873940	
Sector 16	ALT limit: 3150m or above
N433820 E0875432-N433811 E0880012-N431630 E0884305-N430356 E0881832-N433350 E0874921-N433616 E0875210-N433820 E0875432	
Sector 17	ALT limit: 3400m or above
N433216 E0873617-N433350 E0874921-N430356 E0881832-N431630 E0884305-N430152 E0890759-N425404 E0901508-N423919 E0894809-N423206 E0880006-N425506 E0874925-N431726 E0873653-N432626 E0873454-N432900 E0873134-N432932 E0872725-N432748 E0872105-N433016 E0871328-N433059 E0865645-N432609 E0864820-N432955 E0864322-N433316 E0864822-N433921 E0864938-N434545 E0863951-N434403 E0863309-N435232 E0861029-N435502 E0861123-N434800 E0864640-N433616 E0870112-N433216 E0873617	
Sector 18	ALT limit: 1800m or above

N435558 E0865713-N435351 E0870714-N434939 E0871055-N434938 E0870232-N435558 E0865713	
Sector 19	ALT limit: 2650m or above
N434753 E0870037-N434938 E0870232-N434939 E0871055-N434807 E0871055-N434601 E0871229-N433739 E0871211-N433540 E0873138-N433216 E0873617-N433616 E0870112-N434800 E0864640-N434753 E0870037	
Sector 20	ALT limit: 4150m or above
N433059 E0865645-N433016 E0871328-N432748 E0872105-N432932 E0872725-N432900 E0873134-N432626 E0873454-N431726 E0873653-N432331 E0865050-N432609 E0864820-N433059 E0865645	
Sector 21	ALT limit: 5100m or above
N432331 E0865050-N431726 E0873653-N425506 E0874925-N423206 E0880006-N422940 E0862824-N425754 E0853228-N430211 E0853052-N431733 E0861909-N432137 E0862311-N432925 E0861733-N434332 E0860718-N434347 E0861839-N432955 E0864322-N432609 E0864820-N432331 E0865050	
Sector 22	ALT limit: 5200m or above
A circle with radius of 11KM centered at N431034 E0864529.	
Sector 23	ALT limit: 4050m or above
N434403 E0863309-N434545 E0863951-N433921 E0864938-N433316 E0864822-N432955 E0864322-N434347 E0861839-N434332 E0860718-N434835 E0860034-N440006 E0852547-N440808 E0852757-N435502 E0861123-N435232 E0861029-N434403 E0863309	
Sector 24	ALT limit: 5350m or above
N431845 E0860405-N432215 E0861247-N432728 E0861227-N432925 E0861733-N432137 E0862311-N431733 E0861909-N430211 E0853052-N431845 E0860405	
Sector 25	ALT limit: 5450m or above
N432240 E0852308-N431845 E0860405-N430211 E0853052-N432240 E0852308	
Sector 26	ALT limit: 5950m or above
N434003 E0852030-N433252 E0860755-N432728 E0861227-N432215 E0861247-N431845 E0860405-N432240 E0852308-N433352 E0851852-N434003 E0852030	
Sector 27	ALT limit: 5650m or above

N440006 E0852547-N434835 E0860034-N434332 E0860718-N432925 E0861733-N432728 E0861227-N433252 E0860755-N434003 E0852030-N440006 E0852547	
Sector 28	ALT limit: 2350m or above
N435855 E0861246-N434938 E0870232-N434753 E0870037-N434800 E0864640-N435502 E0861123-N440808 E0852757-N442452 E0853226-N441937 E0855524-N435855 E0861246	
Sector 29	ALT limit: 2000m or above
N441937 E0855524-N441040 E0864356-N435835 E0865708-N435558 E0865713-N434938 E0870232-N435855 E0861246-N441937 E0855524	

5. 无线电通信失效程序

5.1 航空器通信失效

5.1.1 航空器驾驶员参见 AIP 总则 3.4.5 中的仪表飞行规则航空器地空双向无线电通信失效通用程序中有关规定判定为通信失效之后，可使用卫星电话或通过航空器运营人拨打 86-991-3805010 或 86-991-385051 作为乌鲁木齐进近联系的紧急通信联络手段。

5.1.2 通信失效航空器在天山机场落地，如需耗油，在 OMDAX 加入耗油等待程序，高度 3900m，入航航迹 270°，左等待，出航时间 1min。耗油结束前，执行最后一圈等待程序时下降到 3600m，参见 AIP 总则 3.4.5 中的仪表飞行规则航空器地空双向无线电通信失效通用程序中有关规定在天山机场落地。

5. Radio communication failure procedures

5.1 Aircraft COM failure

5.1.1 AFT the pilot have determined that COM have failed REF AIP GEN3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure, pilot may use a satellite TEL or dial 86-991-3805010/86-991-3805051 THRU the AO as a means of EMERG COM for the Urumqi APP.

5.1.2 Aircraft with COM failure LDG at Tianshan AD REF AIP GEN3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure; if fuel consumption is required, PCD to OMDAX and join left HLDG pattern(ALT 3900m, INBD TR 270°, OUBD time 1min), then DRG the end of the fuel consumption, DES 3600m when executing the last turn of the HLDG PROC.

5.2 本场通信失效

本场无线电收发功能失效，航空器无法与管制单位建立有效的通信联系时，航空器应联系上一管制单位(扇区)，并按照管制单位的管制指令继续飞行。

5.3 无线电通信恢复

失去通信联络的该航空器已经着陆，或者已经恢复联络的，可恢复正常的管制运行，并立即通知相关管制单位。

6. 目视飞行程序

无

7. 目视飞行航线

无

8. 其它规定

无

5.2 AD COM failure

If LCA CTL unit COM failure, when UNA to establish EFF CTC with the CTL unit, aircraft shall CTC the previous CTL unit(SECT), and FLW its(ATC) instructions to CONT FLY.

5.3 COM RTN to NML

Once the aircraft lost COM CMPL LDG, or resume CTC, the CTL OPS is AVBL to RTN to NML. And inform the relevant CTL unit IMT.

6. Procedures for VFR flights

Nil.

7. VFR route

Nil.

8. Other regulations

Nil.

ZWWW AD 2.23 其它资料

鸟情资料

机场全年有鸟类活动，季节性强。并以机场南部地区鸟类活动最为频繁。机场在飞行区采取全天巡视和驱赶措施(包括声音、视觉刺激、撒布药剂、研究植被类型单一化等)开展鸟击及动物侵入防范工作，在机场临近地区每年 3 月至 10 月采取驱赶措施。迁徙鸟类春季从南向北迁徙，秋季由北向南迁徙。

ZWWW AD 2.23 Other information

Bird’s information

ACT of bird flocks are seasonal and found all the year round. The lively area is S of AD. AD takes all-day inspection and drive measures in the FLT area and drive measures DRG MAR to OCT EV year in ADJ area to reduce animals ACT. Migratory birds fly FM S to N in spring and FM N to S in autumn.

Migratory Season		Area and Direction of ACT	FLT HGT(m)	Characteristic
Spring(FEB-APR)	day	S to N	20-1000	All size/Group

		Around the AD	0-500	
	NGT	S to N	10-500	Huge and medium size/Group
			0-50	Medium size/Few
Summer(MAY-JUL)	day	S to N	20-1000	All size/Group
		Around the AD	0-500	
	NGT		0-200	Medium and small size/Few
Autumn(AUG-OCT)	day	N to S	20-1000	All size/Group
		Around the AD	0-500	
	NGT	N to S	10-500	
Winter(NOV-JAN(NXT year))	day	Around the AD	0-500	Huge and medium size/Few
			0-100	Small size/Group
	NGT		0-100	Medium and small size/Few