

ZWWW AD 2.1 机场地名代码和名称 Aerodrome location indicator and name

ZWWW-乌鲁木齐/地窝堡 URUMQI/Diwopu

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 RWY
2	方向、距离 Direction and distance from city	320°GEO, 17.1km from city center
3	标高/参考气温 Elevation / Reference temperature	647.9m/34.9 °C(JUL)
4	机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation	RWY25 THR/-
5	磁差/年变率 MAG VAR/ Annual change	3 E/-
6	机场管理部门、地址、电话、传真、AFS、电子邮箱、网址 AD administration, address, telephone,telefax, AFS, E - mail, website	Xinjiang Airport Group CO.LTD Urumqi Diwopu International Airport No.1341 Yingbin Street, Urumqi, Xinjiang Uygur Autonomous Region, China Post code:830016 TEL:86-991-3806317 FAX:86-991-3806317 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/4E
9	备注 Remarks	Nil

ZWWW AD 2.3 工作时间 Operational hours

1	机场当局(机场开放时间) AD Administration (AD operational hours)	H24
2	海关和移民 Customs and immigration	H24
3	卫生健康部门	H24

	Health and sanitation	
4	航行情报服务讲解室 AIS Briefing Office	H24
5	空中交通服务报告室 ATS Reporting Office (ARO)	H24
6	气象讲解室 MET Briefing Office	H24
7	空中交通服务 ATS	H24
8	加油 Fuelling	H24
9	地勤服务 Handling	H24
10	保安 Security	H24
11	除冰 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, luggage conveyor truck, baggage dollies, fork,pallet
2	燃油/滑油牌号 Fuel/oil types	Nr.3 jet fuel/-
3	加油设施/能力 Fuelling facilities/capacity	Oil tank, refueller, hydrant dispenser, apron refueling well: 81 L/s; Maximum fuel support capacity during peak hours: 230t
4	除冰设施 De-icing facilities	De-icer, de-icing fluid: FCY-1A, CLEANWINGI, CLEANWINGII, FCY-2, de-icing apron available
5	过站航空器机库 Hangar space for visiting aircraft	Nil
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for: B737-300/700/800/900, B737-8, B757-200, A319/320/321, A320NEO, CRJ200; Aircraft engines non-replaceable, spare parts for aircraft

		maintenance unavailable
7	备注 Remarks	Ground power unit, ground air supply unit, towing vehicle, air conditioning unit, aerial vehicle, heating machine, de-icing liquid-adder, filling station are available.

ZWWW AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD and in the city
2	餐馆 Restaurants	At AD and in the city
3	交通工具 Transportation	Passenger's coaches, buses and taxis
4	医疗设施 Medical facilities	First 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 facilities: primary foam tender, heavy-duty foam tender, demolition rescue truck, command car, dry-chemical tender, illumination truck, rapid intervention vehicle; Rescue equipment: rescue reinforcement car, emergency command vehicle, ambulance, rescue air-cushion, hydraulic spreader, hydraulic cutting pliers, toothless cutter, air respirator.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to A380 (including: fork, towing tractor, uplift air cushion, lifting equipment, mobile surface operation devices, rubber crosstie, towing rack, tie-down)
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 Types of clearing equipment	All seasons Snow blowers, snow ploughs, snow slingers, snow fluid truck
2	扫雪顺序 Clearance priorities	RWY, TWY, Apron
3	备注 Remarks	Friction coefficients test vehicles

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	Surface:	CONC
		Strength:	PCN 83/R/B/W/T(Stands Nr.33, 39, 41, 43, 45, 47, 171-180, DC4, DC5, DC10) PCN 80/R/A/W/T(Stands Nr.16-19) PCN 78/R/B/X/T(Stands Nr.163-170, 181, DC1) PCN 77/R/B/W/T(Stands Nr.DC6-DC9) PCN 74/R/A/W/T(Stands Nr.7-15) PCN 74/R/B/W/T(Stands Nr.25, 28-32, 34, 38, 40, 42, 44, 46) PCN 70/R/B/W/T(Stands Nr.20, 23, 24) PCN 69/R/B/W/T(Stands Nr.48-62) PCN 68/R/B/X/T(Stands Nr.71-79) PCN 64/R/C/W/T(Stands Nr.148-153) PCN 62/R/B/W/T(Stands Nr.141-147) PCN 61/R/B/W/T(Stands Nr.DC2-DC3) PCN 52/R/A/W/T(Stands Nr.1-6, 100-115)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	70m: A5, A8(north of B) 67m: A10; 49m: B3; 46m: K(BTN B&T); 38m: J(south of K3); 34m: A6, A7, A8(south of B), A9, B1, B2, F, K(BTN A&B), N, T(BTN stand DC4&east cargo apron); 28.5m: A1-A4, L, M, T(west of DC4); 28m: B(BTN L&F); 23m: A, B4, H, J(north of K3), K(south of T), K1, K2, K3, K4, K5, K6, T(east cargo apron) 18m: B(east of F);

		Surface:	Asphalt, CONC(A(east of F), B(BTN DC1&stand Nr.170), B4, J(south of K3), K(south of K3), K3, K4, K5, K6)
		Strength:	PCN 86/F/B/X/T (A(west of F), A5, A8(north of B), M) PCN 83/R/B/X/T (B1, B2, J(north of K3), K(BTN T&K3), K1(BTN K&J), K2(BTN K&J), N, T(BTN L&K, BTN B2&east cargo apron, east cargo apron)) PCN 80/F/B/W/T (A7, A8(south of B), A9, F(south of B), K(BTN A&B), L(south of B)) PCN 79/R/B/W/T (A2-A4, B(BTN L&F), F(north of B), L(north of B)) PCN 78/F/B/W/T (A1, A6) PCN 78/R/B/X/T (B(BTN DC1&stand Nr.170), B3) PCN 76/R/B/W/T (T(BTN stand Nr.141 &B2)) PCN 74/R/B/W/T (H, K1(others), K2(others)) PCN 70/R/B/W/T (A10, K(BTN B&T), T(BTN K&stand Nr.141)) PCN 69/R/B/W/T (A(east of F), B4, J(south of K3), K(south of K3), K3, K4, K5, K6) PCN 61/R/B/W/T (B(BTN F&DC1)) PCN 52/R/A/W/T (T1-T4)
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR/INS 校正点 VOR/INS checkpoints	INS checkpoints: at stands	
5	备注 Remarks	Width of TWY A shoulder on both sides is 10.5m, width of TWY B shoulder on both sides is 8m.	

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 with TWY and RWY and at all holding positions. Aircraft stand identification sign board at apron except stands 71-79, 100-109, 141-153, 163-169.Taxiing guide lines at all TWY and apron. Marshaller guidance at all stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	THR, RWY designation,center line, edge line, TDZ, aiming point
		RWY lights	THR, wing bar, Edge line, center line,TDZ, RWY end

		TWY markings	Center line, edge line, RWY holding positions, NO-entry(for TWY A1-A4), intermediate holding position, TWY stop sign(B1,B3,K4)
		TWY lights	Edge line, center line, RWY guarding LGTs(for TWY F,L,M,N), No entry(for A1,A2,A3,A4), rapid exit TWY LGTs(for A1,A2,A3,A4).
3	停止排灯 Stop bars	Stop bars at TWY F and TWY M.	
4	备注 Remarks	Nil	

ZWWW AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on the center of RWY 07/25						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞 航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	Antenna	066	1500	663.0		
2	Antenna	071	2775	665.9	RWY07 take-off flight path	
3	Antenna	071	3114	675.0	RWY07 take-off flight path	
4	Antenna	071	9240	690.0	RWY07 departure	
5	Chimney	081	8400	804.0	RWY07 take-off flight path; RWY25 final approach	
6	Chimney	094	1300	687.0		
7	TWR	098	6600	761.0		
8	TWR	151	1000	688.0		
9	MT	162	9700	999.0		
10	MT	165	11000	1087.0		
11	BLDG	172	705	693.0		
12	BLDG	182	3400	745.0		

Obstacles within a circle with a radius of 15km centered on the center of RWY 07/25						
序号 Serial Nr.	障碍物类型(*代表 有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞 航径区 Flight procedure / take - off flight path area affected	备注 Remarks
13	BLDG	186	4800	776.0		
14	MT	196	12500	1191.0		
15	MT	201	14500	1186.0		
16	MT	209	7667	954.3		
17	Chimney	227	5300	765.0		
18	BLDG	227	6150	765.0		
19	BLDG	230	5360	742.0		
20	Chimney	230	5600	772.0		
21	BLDG	232	5200	736.0		
22	Chimney	233	7300	807.0		
23	Chimney	235	7000	804.0	RWY07 VOR/DME final approach	
24	MT	236	14576	1000.0	ATC SMAC	
25	Contour line	247	9200	740.6		
26	MT	248	9000	740.0		
27	Antenna	251	2800	664.0		
28	Antenna	251	9190	770.0	RWY07 GP INOP	
29	Antenna	255	1473	658.0		
30	Chimney	298	11200	705.0		
Others: Nil.						

Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 07/25

序号 Serial Nr.	障碍物类型(*代表 有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞 航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	MT	030	168884	818	ATC SMAC	
2	MT	057	37800	935	RWY07 arrival	
3	MT	067	32959	878	RWY25 initial approach	
4	MT	067	76067	749	ATC SMAC	
5	MT	075	38500	1472		
6	MT	075	39510	1140	RWY25 initial approach	
7	MT	079	27279	940	RWY25 initial approach	
8	MT	081	24373	860	RWY25 initial approach	
9	MT	081	55014	2057	ATC SMAC	
10	MT	081	68565	2516	ATC SMAC	
11	MT	083	21636	831	RWY25 initial approach	
12	MT	088	40500	1860		
13	MT	089	19440	815	RWY25 intermediate approach	
14	MT	089	35175	1407	RWY25 initial approach	
15	MT	090	83605	4344	ATC SMAC	
16	MT	091	94690	3800	ATC SMAC	
17	MT	095	32409	1391	RWY25 initial approach	
18	Contour line	095	150974	2200	ATC SMAC	
19	MT	096	70334	5445	ATC SMAC	
20	MT	098	88412	4363	ATC SMAC	
21	Contour line	107	28033	1200	ATC SMAC	
22	MT	109	44500	3250		
23	MT	109	51282	3941	ATC SMAC	
24	MT	110	136170	3400	ATC SMAC	
25	MT	113	47111	3000	ATC SMAC	

Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 07/25						
序号 Serial Nr.	障碍物类型(*代表 有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞 航径区 Flight procedure / take - off flight path area affected	备注 Remarks
26	MT	117	55400	2400	ATC SMAC	
27	MT	120	113146	2501	ATC SMAC	
28	MT	134	31500	1677		
29	MT	155	16869	1397	ATC SMAC	
30	MT	178	55666	2972	ATC SMAC	
31	MT	179	67707	3079	ATC SMAC	
32	Contour line	201	47180	2040		
33	MT	206	61794	3280		
34	MT	207	63631	3530	ATC SMAC	
35	MT	210	64501	3450		
36	MT	213	48356	1948		
37	MT	213	99676	4562	ATC SMAC	
38	MT	221	18399	1287	ATC SMAC	
39	MT	223	123306	4404	ATC SMAC	
40	MT	226	85600	3695		
41	MT	229	107698	4502	ATC SMAC	
42	MT	232	24900	1440	RWY07 intermediate approach	
43	MT	233	27518	1600	RWY07 initial approach, ATC SMAC	
44	MT	233	31000	2015		
45	MT	238	15700	1050		
46	MT	238	34737	2016	RWY25 departure	
47	MT	238	34899	2016	ATC SMAC	
48	MT	239	116667	4687	ATC SMAC	

Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 07/25						
序号 Serial Nr.	障碍物类型(*代表 有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞 航径区 Flight procedure / take - off flight path area affected	备注 Remarks
49	MT	240	68851	3320	RWY07/25 arrival	
50	MT	242	22641	1206	RWY25 missed approach	
51	MT	242	123699	5290	ATC SMAC	
52	MT	244	32000	1288		
53	MT	246	31937	1489	ATC SMAC	
54	MT	246	59673	2000	ATC SMAC	
55	MT	247	26912	1305	RWY07 initial approach	
56	MT	247	39700	1491		
57	MT	248	26721	1180	RWY07 intermediate approach	
58	MT	249	31300	1482	RWY07 initial approach	
59	MT	253	97757	3456	ATC SMAC	
60	MT	260	108479	3200	ATC SMAC	
61	MT	265	31800	820		
62	MT	271	106865	1547	ATC SMAC	
63	MT	285	27074	845	ATC SMAC	
Others:						
Nil.						

ZWWW AD 2.11 提供的气象信息、机场观测与报告

Meteorological information provided & aerodrome observations and reports

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; 9 HR; 3HR 24 HR; 6HR
4	趋势预报发布间隔 Issuance interval of trend forecast	Trend 30 MIN
5	所提供的讲解/咨询服务 Briefing/consultation provided	P, T
6	飞行文件及其使用语言 Flight documentation, Languages used	Chart, International MET Codes, Abbreviated Plain Language Text, Ch, En
7	讲解/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, significant weather forecast charts, upper W/T charts, satellite and radar aerodrome material, real-time data, significant weather information, low-altitude weather information
8	提供信息的辅助设备 Supplementary equipment available for providing information	AFTN, FAX, telephone
9	提供气象情报的空中交通服务单位 ATS units provided with information	ACC, TMA
10	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/ Yes
11	气象报告类型及所包含的补充资料 Type of MET Report & supplementary information included	METAR, SPECI, TEND
12	观测系统及位置 Observation System & Site(s)	RVR EQPT A: 110m N of RCL, 342m inward THR07 B: 110m N of RCL, 1805m inward THR07 C: 110m N of RCL, 365m inward THR25 Ceilometer 07: 105m N of RCL, 342m inward THR07 25: 105m N of RCL, 365m inward THR25
13	气象观测系统的工作时间 Hours of operation for meteorological observation system	H24

14	气候资料 Climatological information	Climatological tables AVBL
15	其他信息 Additional information	TEL of Urumqi ATMB MET Office: 86-991-3801306

ZWWW AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 Designations RWY NR	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度(PCN), 跑道道面/ 停止 道面 RWY strength (PCN), RWY surface / SWY surface	着陆入口坐标及 高程异常 THR coordinates and geoid undulation	跑道入口标高,精密进近 跑道接地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	074 °GEO 071 °MAG	3600×45	87/R/B/W/T ASPH/-		THR647.6m TDZ647.2m
25	254 °GEO 251 °MAG	3600×45	87/R/B/W/T ASPH/-		THR647.9m TDZ647.2m
跑道-停止道坡度 Slope of RWY-SWY	停止道长宽 SWY dimensions(m)	净空道长宽 CWY dimensions(m)	升降带长宽 Strip dimensions(m)	无障碍物区 OFZ	跑道端安全区长宽 RWY end safety area dimensions(m)
7	8	9	10	11	12
See AOC	Nil	200×180	3720×300	Nil	240×120
See AOC	Nil	200×180	3720×300	Nil	240×120
Remark: RWY shoulder: 7.5m on each side.					

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	Nil
07	3170	3370	3170	3600	FM N
25	3600	3800	3600	3600	Nil

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
25	3445	3645	3445	3600	FM M
Remarks:					

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

跑道 代号 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(跑道入口最 低眼高), 精 密进近航道 指示器 VASIS (MEHT) PAPI	接地地带 灯长度 TDZ LGT LEN	跑道中心线灯 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	PALS CAT I* 900m VRB LIH	GREEN Yes	PAPI LEFT 390m inward THR07 3°	Nil	3600m** spacing 15m	3600m*** spacing 60m	RED	Nil
25	PALS CAT III* 900m VRB LIH	GREEN Yes	PAPI LEFT 406m inward THR25 3°	900m	3600m** spacing 15m	3600m*** spacing 60m	RED	Nil
Remarks:*SFL **0-2700m White VRB LIH, 2700-3300m Red/White VRB LIH, 3300m-3600m Red VRB LIH *** 0-3000m White VRB LIH, 3000-3600m Yellow VRB LIH								

ZWWW AD 2.15 其他灯光,备份电源 Other lighting, secondary power supply

1	机场灯标/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/风向标位置和灯光	WDI:

	LDI/WDI location and LGT	RWY07: 124m N of RCL, 430m inward THR, LGT RWY25: 130m S of RCL, 440m inward THR, LGT
3	滑行道边灯和中线灯 TWY edge and center line lighting	Blue edge line lights, green & yellow center line lights
4	备份电源/转换时间 Secondary power supply/switch-over time	Secondary power supply available, diesel motor/ RWY LGTs & ALS of RWY25: 1sec; others: ≤15 sec
5	备注 Remarks	Nil

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 (m/ft) TLOF and/or FATO elevation (m/ft)	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

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Urumqi tower control area	A rectangle with 2 parallel lines 8km from RCL and 2 parallel lines vertical to RCL 19km from ARP	SFC-1500m (exclusive)(QNH)	Nil

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
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	Above 3600m(QNE)	Nil
Altimeter setting region and TL/TA	Same as Urumqi APP area	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)	Nil

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 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5
ATIS		126.7	H24	D-ATIS available
APP	Urumqi Approach	APP01:120.25(119.9)	0230-1530	Contact ZWWW AP03 when ZWWW AP01 U/S.
APP	Urumqi Approach	APP02:126.05(119.9)	0230-1530	Contact ZWWW AP01 when ZWWW AP02 U/S.
APP	Urumqi Approach	APP03:123.8(119.9)	H24	
APP	Urumqi Approach	APP04:127.9(119.9)	by ATC	Contact ZWWW AP03 when ZWWW AP04 U/S.
TWR	Diwopu Tower	118.1(125.0)	H24	
GND	Urumqi Delivery	121.9	0000-1500	DCL available
GND	Diwopu Ground	121.65	2200-1800(Next Day)	1800-2200 By ATC
APN	Diwopu Apron	APN01:121.8	H24	
APN	Diwopu Apron	APN02:122.15	2300-0200(Next day)	Operation time or By ATC
EMG		121.5		

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

设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标 高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6
Urumqi VOR/DME	WUR	115.3MHz CH100X	N43°54.8' E087°30.5' 071 °MAG/2780m FM RWY center	664m	
Fukang VOR/DME	FKG	116.3MHz CH110X	N44°10.4' E087°59.0'	551m	DME: Beyond 15NM of R224 °and beyond 33NM of R245 °U/S.
LMM 07	O	212kHz	251 °MAG/1000m FM THR RWY07		U/S
LOC 07 ILS CAT I	IOY	109.7MHz	071 °MAG/300m FM end RWY 07		Beyond 16NM and beyond 008 °rightside of front course U/S.
GP 07		333.2MHz	120m N of RCL, 327m inward THR07		Angle 3 ° RDH 15m
DME 07	IOY	CH34X (109.7MHz)		653m	Co-located with GP07
IM 25		75MHz	on RCL extended, 320m outside THR25		
LOC 25 ILS CAT II	IRM	110.3MHz	251 °MAG/ 300m FM end RWY 25		Beyond 005 °leftside and BTN 17NM and 25NM of front course U/S; beyond 015 ° leftside of front course U/S.
GP 25		335.0MHz	120m N of RCL, 345m inward THR25		Angle 3 ° RDH 15m
DME 25	IRM	CH40X (110.3MHz)		652m	Co-located with GP25

ZWWW AD 2.20 本场飞行规定**ZWWW AD 2.20 Local traffic regulations**

1. 机场使用规定**1. Airport operations regulations**

1.1 本场可提供以下机型的拖把：B737/ 737-8/ 747/ 757/ 767/ 777, A300/ 310/ 318/ 319/ 320/ 321/ 330, A340-300/ 400, E145/ 190, IL76, TU154, YK42, MD11/ 82/ 90, CRJ200.

1.1 Tow bar is available for aircraft with following type B737/ 737-8/ 747/ 757/ 767/ 777, A300/ 310/ 318/ 319/ 320/ 321/ 330, A340-300/ 400, E145/ 190, IL76, TU154, YK42, MD11/82/90, CRJ200.

1.2 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。

1.2 During the ground operation(push back, start-up, taxi, drag), transponder should open ground mode and close it after aircraft enter stand.

1.3 “授权区域”由地窝堡地面授权地窝堡机坪管理，航空器在“授权区域”内听地窝堡机坪指挥。

1.3 Diwopu Ground authorize Diwopu Apron to manage the "Authority Area". Aircraft in this area shall follow the instruction of APN.

2. 跑道和滑行道的使用**2. Use of runways and taxiways**

2.1 可以通过地面管制申请引导车和拖车服务；

2.1 Follow-me vehicle service and towing service are available via Ground Control;

2.2 使用跑道转换工作程序

2.2 RWY in use transforming procedure

2.2.1 跑道转换时机通常按照未开始滑行的地面航空器和未开始起始进近的空中航空器均使用新的跑道方向起飞或者着陆掌握。

2.2.1 RWY shall be transformed when all departing aircrafts ready to taxi and arriving aircrafts ready to approach are using new RWY direction.

2.2.2 跑道转换过程中，航空器驾驶员收到相关信息后，跑道顺风分量超过 3.5m/s 但不大于 5m/s 时，根据机型性能或者航空公司运行手册，航空器驾驶员决定是否使用管制员安排的顺风跑道起飞或者着

2.2.2 During changing the direction of RWY, if downwind speed is more than 3.5m/s but not exceeding 5m/s, ATC shall provide the wind direction, wind speed and relevant assistance to pilot. According to aircraft

陆, 管制员应提供跑道的风向、风速和相关要求的协助。

performance or operation handbook, pilot shall decide whether aircraft will take-off or land on downwind RWY allocated by ATC.

2.2.3 多架航空器连续进离场时, 如果航空器驾驶员申请的使用跑道方向不一致 (未提出申请的驾驶员视为接受空管塔台安排的新的使用跑道方向), 由空管塔台和进近根据《中华人民共和国飞行基本规则》的避让原则和空中交通情况分别确定首个使用新的跑道方向起飞和着陆的航空器, 在其之后的航空器应全部转换至新的使用跑道方向起飞或者着陆。

2.2.3 When a continuous flow of aircrafts arriving or departing, if RWY in use inconsistent with pilot applied(no apply means pilot accept the new RWY in use direction allocated by TWR ATC), TWR and APP controller shall follow relevant collision avoidance principle and air traffic conditions to determine the first take-off aircraft and the first landing aircraft using the new RWY direction. All of the following departing aircrafts and arriving aircrafts shall change to the new RWY in use direction.

2.3 非全跑道起飞的管制运行规定

2.3 Partial runway take-off regulations

2.3.1 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。

2.3.1 It is available to use non-full length RWY to take-off when flight crew get permission from ATC.

2.3.2 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。

2.3.2 ATC shall arrange non full-length taking-off procedures for aircraft in accordance with the RWY actual operation situation. If aircraft can not accept non full-length taking-off procedures, inform ATC immediately.

2.4 航空器进出跑道要求

2.4 Requirements for A/C to enter or exit RWY

2.4.1 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;

2.4.1 Landing aircraft shall vacate runway rapidly using the appropriate rapid exit TWY and report to the ATC

immediately after vacating RWY;

2.4.2 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；

2.4.2 After vacating RWY, follow the instructions of ATC, change frequency as soon as possible and hold before the next intersection of taxiways, A/C cannot stop on the rapid exit TWY without ATC permission;

2.4.3 落地航空器从接地到脱离跑道的的时间应控制在 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）；

2.4.3 Time needed from landing to vacating RWY completely shall be less than 50 seconds, if not available, inform ATC before FAF(except for wet RWY or contaminated RWY);

2.4.4 起飞航空器从等待位置到对正跑道的的时间应控制在 60s 以内，如不能满足，航空器驾驶员应在进跑道前通报管制员（湿跑道和污染跑道除外）。

2.4.4 Time needed for the take-off aircraft from waiting at the holding position to finishing RWY alignment shall be less than 60 seconds, if not available, inform ATC before entering RWY (except for wet RWY or contaminated RWY).

2.5 滑行道滑行限制 / Taxiing limits:

滑行道/TWY	航空器翼展限制/Wing span limits	备注/Remarks
TWY A(west of TWY F)	≤65m	when A/C with wingspan≤65m taxiing on TWY B
	<50m	when A/C with wingspan>65m taxiing on TWY B
TWY A(east of TWY F)	<36m	
TWY B(west of DC3)	≤65m	when A/C with wingspan≤65m taxiing on TWY A
	<50m	when A/C with wingspan>65m taxiing on TWY A

TWY B(east of DC3)	≤36m	
TWY B2	≤65m	
	≤48m	when A/C with fuselage 71-78m parking or de-icing on DC5
TWY B3	≤36m	
TWY B4	<36m	
TWY H	<52m	
	<36m	when A/C taxiing on TWY J
TWY J	<65m	
TWY K1(BTN TWY K and 47.5m east of TWY J center line)	<65m	
	<36m	when A/C taxiing on TWY K2(BTN TWY K and 47.5m east of TWY J center line)
TWY K1(others)	≤47.6m	
TWY K2(BTN TWY K and 47.5m east of TWY J center line)	<65m	
	<36m	when A/C taxiing on TWY K1(BTN TWY K and 47.5m east of TWY J center line)
TWY K2(others)	≤35.8m	
TWY K3	<65m	
TWY K4, K5, K6	<65m	
	<36m	when A/C parking on stands Nr.48-58
TWY T(south of stands DC6-DC10)	≤65m	
	≤36m	when A/C parking or de-icing on DC6-DC10
TWY T(north of stands Nr.12, Nr.13, Nr.16, Nr.17)	≤52m	when A/C with fuselage 68.5m(exclusive)-75.5m(inclusive)

		parking on stands Nr.12 or Nr.13 or Nr.16 or Nr.17
TWY T(south of stands Nr.141-153)	≤36m	
TWY T3(south of stands Nr.105-108)	≤38.06m	

2.6 航空器地面滑行路线/Aircraft taxiing route:

Route ID	Operation Type	Taxiing Direction	Start Point	End Point
ROUTE00	one-way	T→K→B→L	T	L
ROUTE01	one-way	T→A10→B→L	T	L
ROUTE08	one-way	T3/T2/T→A8→B→L	T3 or T2 or T	L
ROUTE09	one-way	T→A9→B→L	T	L
ROUTE11	one-way	T→A10→B→F	T	F
ROUTE18	one-way	T3/T2/T→A8→B→F	T3 or T2 or T	F
ROUTE19	one-way	T→A9→B→F	T	F

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 停机位使用限制 / Using limits for A/C parking on the stands:

停机位/Stands	航空器翼展限制/Wingspan limits	备注/Remarks
Nr.17, 174, 175	≤65m	
Nr.3, 9, 12, 13, 19, 23, 39, 41, 171-173, DC4, DC5, DC10	<65m	
Nr.20, 24	<65m	
	≤52m	When A/C with wingspan

		52m(inclusive)-65m(exclusive) parking on stands Nr.23
Nr.2, 7, 8, 10, 11, 14, 15, 25, 28-30, 43, 47, 176	<52m	
Nr.1, 4-6, 31, 105	≤38.06m	
Nr.16	<65m	
	≤36m	When A/C with wingspan 52m(inclusive)-65m(inclusive) parking on stands Nr.17
Nr.18	<52m	
	≤36m	When A/C with wingspan 52m(inclusive)-65m(inclusive) parking on stands Nr.17
Nr.148-152, 177-179	≤36m	
Nr.32-34, 38, 40, 42, 44-46, 48-58, 71-79,100-104, 141-147, 163-170, 180, 181, DC1-DC3, DC6-DC9	<36m	
Nr.59-62	≤30.4m	
Nr.153	≤28.72m	

停机位/Stand	机身长度限制/Fuselage limits	最大机型/Maximum aircraft	进出方式/Enter and exit
Nr.48-53, 100-104		B737-800	Taxi-in and taxi-out
Nr.54-58		B737-800	Taxi-in and push-out
Nr.59-62	32.4m	G650	Taxi-in and push-out
Nr.105, 106, 107	63.7m	B757-200	Taxi-in and taxi-out
Nr.108	63.7m	B777-200	Taxi-in and push-out

Nr.109		B777-200	Taxi-in and push-out
Nr.110-113		A/C type C	Taxi-in and push-out
Nr.114, 115		A/C type E	Push-in and push-out
Nr.148-153	56.4m		Taxi-in and taxi-out

3.2 1、4、5、25、28、32、38、48-58、100-104、106-108、110-113、141、143-153、163-170、171-173、DC6-DC9 号机位设有地锚。

3.2 Anchor block is installed for stands Nr. 1, 4, 5, 25, 28, 32, 38, 48-58, 100-104, 106-108, 110-113, 141, 143-153, 163-170, 171-173, DC6-DC9.

3.3 115 号机位为试车机位。

3.3 Stands Nr. 115 is available for engine run-ups.

3.4 除冰机位的使用

3.4 Use of de-icing stands

3.4.1 除冰机位 DC10 的滑入路线：引导车引导经 B 滑行道，穿越 DC8、DC9 除冰机位到达 DC10。

3.4.1 Route of entering DC10: via TWY B then crossing stands DC8 and DC9 followed by follow-me vehicle.

3.4.2 航空器进入 DC10 除冰机位前，DC8 和 DC9 不得被占用。

3.4.2 DC8 and DC9 shall not be used before the aircraft enter DC10.

3.4.3 当 DC10 被翼展超过 38.06m 的航空器占用时，不得使用 DC9。

3.4.3 DC9 is forbidden to use when DC10 is occupied by aircraft with wing span exceeding 38.06m.

4. 进、离场管制规定

4. Air traffic control regulations

离场航空器应在推出/开车前联系机坪管制,取得推出/开车许可后,机组应在 5min 内执行,超过 5min,管制指令自动取消,机组应重新申请推出/开车许可。

Before push-back and start-up, flight crew shall contact APN Control and conduct within 5 minutes, otherwise, apply the clearance once more.

5. 机场的 II/III 类运行

5. CAT II/III operations at AD

- 5.1 当 RWY25 跑道视程低于 550m 时, 本场启动低能见度程序, 同时在 D-ATIS、ATIS 中发布。
- 5.1 Low visibility procedure operated when RVR is less than 550m on RWY 25, at the same time pronounced in D-ATIS and ATIS.
- 5.2 准备实施 II 类及 III 类运行的机组应主动向管制员报告。
- 5.2 Flight crew shall inform ATC before implementing CAT II/III operation.
- 5.3 RWY25 在实施低能见度运行期间, 各类航空器起飞的跑道视程应满足如下要求: A 类: 接地区不低于 150m; B、C 类: 接地区和中间点不低于 150m; D 类: 接地区、中间点和停止端不低于 200m。基于平视显示仪 (HUD) 实施低能见度运行起飞标准: $RVR \geq 150m$ 。
- 5.3 RVR of departing during low visibility operated on RWY25 should be in accordance with follows: touchdown zone no less than 150m for aircraft CAT A; touchdown zone and center no less than 150m for aircraft CAT B/C; touchdown zone, center and stop end no less than 200m for aircraft CAT D. Low visibility take-off with $RVR \geq 150m$ based on HUD.
- 5.4 II 类运行期间, 各类航空器着陆的跑道视程应满足如下要求: A、B、C 类: 接地区和中间点不低于 300m; D 类: 自动驾驶到 (DH) 以下接地区和中间点不低于 300m, (DH) 以下手动操纵接地区和中间点不低于 350m。
- 5.4 RVR of landing for CAT II operation should be in accordance with follows: touchdown zone and center no less than 300m for aircraft CAT A/B/C; touchdown zone and center no less than 300m for aircraft CAT D autopilot to DH and below; touchdown zone and center no less than 350m for aircraft CAT D manual operation below DH.
- 5.5 IIIA 类运行期间, 各类航空器着陆的跑道视程应满足如下要求: A、B、C、D 类: 接地区、中间点和停止端不低于 175m。
- 5.5 RVR of landing for CAT IIIA operation should be in accordance with follows: touchdown zone, center and stop end no less than 175m for aircraft CAT A/B/C/D.
- 5.6 IIIB 类运行期间, 各类航空器着陆的跑道视程应满足如下要求: A、B、C、D 类: 接地区、中间点和停止端不低于 150m。
- 5.6 RVR of landing for CAT IIIB operation should be in accordance with follows: touchdown zone, center and stop end no less than 150m for aircraft CAT A/B/C/D.

- 5.7 低能见度运行期间, T 滑、T2 滑、T3 滑、T4 滑、K 滑(T 滑以南)、J 滑、H 滑、K1 滑及 K2 滑灯光不满足 II/III 类运行标准, 实施 III 类运行时航空器自滑需引导车引导; 实施 II 类运行时引导车根据机组需要或塔台指令予以引导, 引导车行驶速度不得超过 20km/h。
- 5.7 When LVP is implementing, lights on TWY T, T2, T3, T4, K(S of TWY T), J, H, K1 and K2 are not available for CAT II/III operations. Aircrafts shall be guided by follow-me vehicle when implementing CAT III operation. Guidance service shall be given according to flight crew's requirement or ATC instruction when implementing CAT II operation. The speed of follow-me vehicle is no more than 20km/h.
- 5.8 对于进港航空器, 引导车在管制员指定的位置等待, 将航空器沿指定路线引导至停机位。
- 5.8 As for landing aircraft, the follow-me vehicle shall wait at the designated location issued by ATC and then guide the designated routes to stand.
- 5.9 对于离港航空器, 引导车从航空器起始滑行位置起沿管制员指定的路线引导至指定的位置, 由就近联络道进入 B 滑行道, 或直接进入 B 滑行道。
- 5.9 As for departure aircraft, the follow-me vehicle shall guide from the beginning of aircraft taxiing to the designated position in the routes designated by ATC. Then enter TWY B via nearby TWY or directly.
- 5.10 在低能见度运行期间, 航空器在 RWY25 跑道入口 II/III 类等待位置停止排灯前等待进入跑道的指令; 如果停止排灯不工作, 则在 F 滑之前等待进入跑道的指令。
- 5.10 Aircraft shall wait for the instruction of entering into RWY at holding position(type II/III) in front of stop bars of RWY 25 during low visibility procedure operated; if stop bars INOP, aircraft shall wait before reaching TWY F.
- 5.11 当航空公司需要实施运行演示以积累 III 类运行时间和经验时, 航空公司应提前 24 小时向空管部门、机场管理机构报备、申请。航空公司申请时应当避开当日航班运行高峰时段, 不影响空管、机场正常运行。当低能见度程序未实施时, 会有等待起飞的
- 5.11 If airlines need a training for CAT III operation, airlines shall ask for permission from ATC department and AD administration 24 hours in advance. The application shall avoid rush hours and not disturb the operations of ATC and AD. Apart from low visibility

航空器在 I 类运行等待位置等待，可能会对 II/III 类仪表着陆系统的信号产生干扰，机组应事先考虑并准备必要的安全措施。

operation, departing aircraft at holding position for CAT I operation may cause interference to CAT II/III ILS signal, flight crew shall consider and prepare necessary safety measures in advance.

5.12 实施III类运行期间，不实施非全跑道起飞程序。

5.12 Partial runway taking-off procedures are not carried out during CAT III operation.

6. 除冰规则

6. Rules for deicing

无

Nil

7. 平行跑道同时仪表运行

7. Simultaneous operations on parallel runways

无

Nil

8. 警告

8. Warning

8.1 本场跑道中线延长线上距 25 号跑道入口以东 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。

8.1 There are 6 chimneys existed near RWY25 center extend line, D6.8WUR east of the RWY threshold, moderate or even severe turbulence may occur in this region in time of no wind or low temperature, flight crew shall prepare in advance.

8.2 颠簸期间，07 号跑道复飞或执行一发失效应急程序时，应严格按照飞行程序要求，在不晚于 D3.5WUR 前转弯或以 1100m 或以上的高度飞越烟源区域；25 号跑道进近航空器飞越烟源区域的程序高度应控制在 1100m 或以上，不具备 CDFA 能力的航空器不宜使用 25 号跑道非精密进近程序。

8.2 During the turbulence, aircraft shall strictly follow the RWY07 missed approach procedures or emergency procedures for one engine out: not turn until D3.5WUR or overfly the smog area at altitude 1100m or above; approaching to RWY25 shall keep altitude 1100m or above; aircraft without CDFA capability shall not use RWY25 non-precision approach procedures.

8.3 因乌鲁木齐机场施工,跑道附近可能会形成局地浮尘天气,导致通报的跑道视程和目视的跑道视程产生较大差异。

8.3 Due to surface dust, RVR may be different from remote display providing RVR values.

8.4 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。

8.4 Airspace of the aerodrome is complex. To prevent air collision, departure and arrival aircraft via NIXER/EPDAG shall not deviate without ATC permission.

9. 直升机飞行限制, 直升机停靠区

9. Helicopter operation restrictions and helicopter parking / docking area

无

Nil

ZWWW AD 2.21 噪音限制规定及减噪程序

ZWWW AD 2.21 Noise restrictions and Noise abatement procedures

无

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 flight procedure shall be given priority by the departing and arriving aircraft, except 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 contact with the APP or TWR, and enter or leave the airport according to 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 during RNAV flight procedures, pilot shall immediately notify ATC and follow 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 procedures shall comply with the altitude given by ATC during radar control, except special circumstances.

2. 起落航线

2. Traffic circuits

无

Nil.

3. 仪表飞行程序

3. IFR flight procedures

3.1 进场航空器应当严格遵守以下公布的调速准则：

3.1 Arriving aircraft shall strictly comply with the following speed regulation rules:

3.1.1 飞行高度 3000m 或以下航空器最大飞行表速不得超过 220kt。

3.1.1 Aircraft shall not exceed IAS 220kt at or below flight altitude 3,000m.

3.1.2 航空器通过最后进近定位点（FAF）时，最大飞行表速不得超过 170kt。

3.1.2 Aircraft shall not exceed IAS 170kt over FAF.

3.1.3 航空器建立航向道后，保持表速不小于 135kt 直至跑道入口前 5NM。

3.1.3 After the localizer is established, aircraft shall maintain not less than IAS 135kt until 5NM before THR .

3.1.4 以上调速准则及管制员发布的其他调速指令均服务于间隔调控，若航空器不能执行，机组应及时告知管制员可接受的速度。

3.1.4 Pilot shall inform ATC the acceptable speed if the speed regulation rules above or given by ATC can't be fulfilled.

4. 雷达程序和/或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

4.1 当雷达与 ADS-B 融合运行时，乌鲁木齐进近管制区内实施雷达管制方式，航空器最小水平间隔为 5.6km。
4.1 During the combined operation of radar and ADS-B, radar control is implemented in Urumqi APP. The minimum horizontal radar separation is 5.6km.

4.2 当所有雷达均失效时，乌鲁木齐进近管制区内实施 ADS-B 管制，已被 ADS-B 识别的航空器最小水平间隔为 10km。
4.2 If it is no radar available, ADS-B control is implemented in Urumqi APP. The minimum horizontal separation between A/C identified by ADS-B is 10km.

4.3 最低监视引导高度扇区
4.3 Surveillance Minimum Altitude Sector

Sector 1	ALT limit: 1200m or above
N444454E0880005-N440828E0880255-N440726E0874948-N440407E0874814-N440026E0875108-N435724E0874344-N435349E0874209-N435243E0873033-N435111E0872754-N435414E0872231-N435203E0870835-N435501E0865721-N435841E0865718-N440626E0865209-N441115E0861540-N441515E0861654-N443317E0862538-IKARA-N444454E0880005	
Sector 2	ALT limit: 1750m or above
N444454E0880005-IKARA-N443317E0862538-N441515E0861654-N441115E0861540-N442524E0853306-N445032E0854423-N451009E0865104-N451312E0884858-N441213E0893842-N440535E0885059-REDUB-N444454E0880005	
Sector 3	ALT limit: 1500m or above
N444454E0880005-REDUB-N440535E0885059-N440838E0881617-N440724E0880301-N444454E0880005	
Sector 4	ALT limit: 1500m or above
N440724E0880301-N440300E0880124-N435520E0874738-N435040E0874328-N435005E0873433-N435111E0872754-N435243E0873033-N435349E0874209-N435724E0874344-N440026E0875108-N440407E0874814-N440726E0874948-N440828E0880255-N440724E0880301	
Sector 5	ALT limit: 2400m or above
N440535E0885059-N435918E0884920-N440409E0881817-N440136E0881307-N435849E0881157-N435612E0880751-N435613E0880427-N435349E0875704-N435130E0875447-N435101E0874808-N435558E0875312-N43	

5818E0880034-N440300E0880124-N440724E0880301-N440838E0881617-N440535E0885059	
Sector 6	ALT limit: 3200m or above
N435918E0884920-N435522E0884134-N435712E0882915-N435837E0882515-N435849E0881157-N440136E0881307-N440409E0881817-N435918E0884920	
Sector 7	ALT limit: 2800m or above
N440535E0885059-N441213E0893842-N434326E0892953-N435918E0884920-N440535E0885059	
Sector 8	ALT limit: 4200m or above
N435918E0884920-N434326E0892953-N435522E0884134-N435918E0884920	
Sector 9	ALT limit: 4600m or above
N435712E0882915-N435509E0882321-N434814E0880409-N434158E0875952-N434645E0875750-N435116E0875854-N435232E0880402-N435612E0880751-N435849E0881157-N435837E0882515-N435712E0882915	
Sector 10	ALT limit: 5000m or above
N435522E0884134-N435105E0883310-N435509E0882321-N435712E0882915-N435522E0884134	
Sector 11	ALT limit: 6100m or above
N435509E0882321-N435105E0883310-N433806E0880756-N434158E0875952-N434814E0880409-N435509E0882321	
Sector 12	ALT limit: 6100m or above
N434041E0882415-N433806E0880756-N435105E0883310-N434041E0882415	
Sector 13	ALT limit: 5000m or above
N434326E0892953-N433901E0892827-N432253E0885545-N432712E0885115-N433357E0883205-N433806E0880756-N434041E0882415-N435105E0883310-N435522E0884134-N434326E0892953	
Sector 14	ALT limit: 3600m or above
N433806E0880756-N433606E0880357-N434332E0874523-N434529E0874531-N434834E0874805-N435101E0874808-N435130E0875447-N435349E0875704-N435613E0880427-N435612E0880751-N435232E0880402-N435116E0875854-N434645E0875750-N434158E0875952-N433806E0880756	
Sector 15	ALT limit: 4000m or above
N432712E0885115-N432253E0885545-N431752E0884550-N433606E0880357-N433806E0880756-N433357E0883205-N432712E0885115	

Sector 16	ALT limit: 3150m or above
N431752E0884550-N430344E0881801-N433037E0875105-N433218E0875636-N433606E0880357-N431752E0884550	
Sector 17	ALT limit: 1700m or above
N440300E0880124-N435818E0880034-N435558E0875312-N435101E0874808-N434834E0874805-N434529E0874531-N434516E0874328-N434227E0873213-N434509E0872753-N435111E0872754-N435005E0873433-N435040E0874328-N435520E0874738-N440300E0880124	
Sector 18	ALT limit: 2350m or above
N434529E0874531-N434332E0874523-N433037E0875105-N432921E0873943-N433648E0871310-N433824E0870530-N434508E0865515-N434737E0865018-N435348E0861755-N435308E0860958-N441115E0861540-N440626E0865209-N435841E0865718-N435501E0865721-N435018E0865727-N434850E0870538-N434804E0870957-N434512E0871039-N434511E0871833-N434509E0872753-N434227E0873213-N434516E0874328-N434529E0874531	
Sector 19	ALT limit: 3700m or above
N430344E0881801-N425417E0874630-N430851E0873811-N432313E0872710-N433037E0875105-N430344E0881801	
Sector 20	ALT limit: 1350m or above
N435111E0872754-N435042E0872027-N435225E0871047-N435414E0872231-N435111E0872754	
Sector 21	ALT limit: 1600m or above
N435111E0872754-N434509E0872753-N434511E0871833-N434844E0871449-N434940E0871140-N435203E0870835-N435225E0871047-N435042E0872027-N435111E0872754	
Sector 22	ALT limit: 1950m or above
N434511E0871833-N434512E0871039-N434804E0870957-N434850E0870538-N434940E0871140-N434844E0871449-N434511E0871833	
Sector 23	ALT limit: 1800m or above
N435203E0870835-N434940E0871140-N434850E0870538-N435018E0865727-N435501E0865721-N435203E0870835	
Sector 24	ALT limit: 3600m or above

N433037E0875105-N432313E0872710-N432717E0871847-N433018E0870358-N432848E0865946-N431939E0865302-N432934E0864132-N433222E0864644-N434042E0864235-N435308E0860958-N435348E0861755-N434737E0865018-N434320E0864636-N433418E0870026-N433824E0870530-N433648E0871310-N432921E0873943-N433037E0875105	
Sector 25	ALT limit: 4150m or above
N432313E0872710-N431705E0870725-N431939E0865302-N432848E0865946-N433018E0870358-N432717E0871847-N432313E0872710	
Sector 26	ALT limit: 5200m or above
N425417E0874630-N422953E0862801-N430707E0863517-N432313E0872710-N430851E0873811-N425417E0874630	
Sector 27	ALT limit: 2600m or above
N433824E0870530-N433418E0870026-N434320E0864636-N434737E0865018-N434508E0865515-N433824E0870530	
Sector 28	ALT limit: 5200m or above
N431705E0870725-N430805E0863814-N431357E0863712-N431939E0865302-N431705E0870725	
Sector 29	ALT limit: 5100m or above
N431939E0865302-N431357E0863712-N430805E0863814-N430707E0863517-N431421E0861921-N432125E0862240-N433621E0861210-N433730E0860507-N434359E0860712-N433806E0862606-N432934E0864132-N431939E0865302	
Sector 30	ALT limit: 5100m or above
N422953E0862801-N425446E0853934-N431421E0861921-N430707E0863517-N422953E0862801	
Sector 31	ALT limit: 4100m or above
N433222E0864644-N432934E0864132-N433806E0862606-N434359E0860712-N435308E0860958-N434042E0864235-N433222E0864644	
Sector 32	ALT limit: 5900m or above
N432705E0861838-N432136E0861038-N433644E0860456-N433730E0860507-N433621E0861210-N432705E0861838	
Sector 33	ALT limit: 5900m or above

N433419E0851908-N440147E0852601-N434932E0855740-N434359E0860712-N433644E0860456-N432136E0861038-N430310E0853000-N433419E0851908	
Sector 34	ALT limit: 3800m or above
N440147E0852601-N440914E0852810-N435308E0860958-N434359E0860712-N434932E0855740-N440147E0852601	
Sector 35	ALT limit: 2200m or above
N440914E0852810-N442524E0853306-N441115E0861540-N435308E0860958-N440914E0852810	
Sector 36	ALT limit: 5300m or above
N431421E0861921-N432125E0862240-N432705E0861838-N432136E0861038-N430310E0853000-N425853E0853135-N425446E0853934-N431421E0861921	
Sector 37	ALT limit: 3000m or above
N434332E0874523-N433606E0880357-N433218E0875636-N433037E0875105-N434332E0874523	

5. 无线电通信失效程序

5. Radio communication failure procedures

5.1 航空器在确定机载设备通信失效后将二次应答机编码设置为 A7600, 之后可使用卫星电话或通过航空器运营人拨打 86-991-3809630 或 86-991-3809631 作为乌鲁木齐进近紧急通信联络手段。

5.1 Pilot shall squawk 7600 in the case of communication failure, and then use the satellite phone or TEL:86-991-3809630/86-991-3809631 to contact APP.

5.2 如无法实现双向通信联系, 航空器驾驶员按意图改变航向和高度时, 使用应急频率 121.5MHz 盲发意图和操作。

5.2 If two-way communication is not available, pilot shall use EMG(121.5MHz) to transmit intention and operation when changing course and altitude.

5.3 进场航空器判明通信失效后, 如已得到进场程序、进近程序、使用跑道等信息则按照标准程序自主着陆; 如未得到进场程序、进近程序、使用跑道

5.3 For arriving aircraft: If the arrival procedure, approach procedure, use of RWY and other informations have been obtained, pilot shall follow

等信息,在机载应答机编码设置为 A7600 3 分钟后,可以根据数字通波中气象条件自行选择 07/25 号跑道,加入 FKG-01A/ FKG-11A/ EPDAG-11A 进场,并按使用跑道的"ILS/DME y"进近程序着陆。

standard procedures and land autonomously; Otherwise, 3min after squawking 7600, pilot shall choose RWY 07/25 according to meteorological conditions in D-ATIS, join FKG-01A/FGK-11A or EPDAG-11A and follow "ILS/DME y" approach procedure to land.

5.4 离场航空器在机载应答机编码设置为 A7600 3min 后,可以根据气象条件自行选择 07/25 号跑道,加入 FKG-01A/FGK-11A/EPDAG-11A 进场并按程序进近着陆。如需耗油则飞向 OMDAX 加入第 5.5 条中通信失效耗油等待程序。如果指令高度不能满足超障要求,可按照程序高度爬升或参照最低监视引导高度图(ZWWW-6)爬升。

5.4 For departing aircraft: 3min after squawking 7600, pilot shall choose RWY 07/25 according to meteorological conditions, join FKG-01A/FGK-11A or EPDAG-11A to approach and land as procedures. If fuel consumption is required, pilot shall join OMDAX communication failure fuel consumption holding procedure in the item 5.5. Pilot shall follow procedure or ATCSMAC(ZWWW-6) altitude to implement when instruction altitude cannot fulfill with safety altitude.

5.5 过 OMDAX 加入耗油等待程序,高度 3900m,入航航迹 090°,出航时间 1min,耗油结束前执行最后一圈等待程序时下降高度至 3600m。完成耗油后可加入第 5.3 条中进场程序落地。

5.5 Communication failure fuel consumption holding procedure: Pilot shall fly over OMDAX at altitude 3900m, inbound track 090°, outbound time 1min, and descend to 3600m during the last circle of fuel consumption holding procedure, then join arrival procedure in the item 5.3 for landing.

5.6 如果本场不具备落地条件,航空器驾驶员可自行决定返航或备降。

5.6 If conditions of the airport is not available for landing, pilots can decide to return or alternate by themselves.

5.7 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

5.7 If aircraft cannot establish communication with the aerodrome control unit, aircraft shall contact the

单位，并按照上一管制单位的管制指令继续飞行。

previous control unit, and follow the instruction to continue.

6. 目视飞行程序

6. Procedures for VFR flights

6.1 等待：详见标准仪表进场图。

6.1 Holding procedures: Refer to STAR.

6.2 进离场程序：目视飞行按 ATC 指令进行。

6.2 VFR arrival/departure procedures shall be implemented with ATC instructions.

6.3 实施目视进近的航空器，航空器驾驶员报告能见跑道时，航空器驾驶员或管制员可提出实施目视进近，并得到对方认可方可实施。

6.3 Pilot shall report RWY in sight, then reach an agreement with ATC to implement visual approach.

6.4 航空器驾驶员在得到目视进近指令后，应随时利用机载设备或目视监控周边航空器的运行状态，并尽最大可能建立航空器间的目视能见。当 ATC 通报相关航空器的相对位置时，航空器驾驶员应及时向 ATC 报告建立目视能见。若航空器驾驶员报告不能目视相关航空器，管制员将终止目视进近并配备符合规定的间隔。

6.4 Upon receipt of visual approach instruction, the pilot shall monitor the operating status of other aircraft in the vicinity by airborne equipment or visualizing and establish the visual separation as practicable. Report 'visual separation established' when the controller notifies the relative position with other aircraft. If the relevant aircrafts are invisible, visual approach shall be terminated and separations shall be allocated by ATC.

6.5 当实施目视进近的航空器驾驶员明确表示能够目视另一架航空器并接受目视间隔时，航空器驾驶员应当负以下责任：

6.5 When pilot implementing visual approach assures that another aircraft is in sight and accepts visual separation, the pilot shall be responsible for the followings:

6.5.1 始终保持对相关航空器的目视监控，并保持与相关航空器间的安全间隔；

6.5.1 Keep monitoring the relevant aircraft and maintain safety separations;

6.5.2 为保持与相关航空器的安全间隔作必要的调速、机动飞行及避开尾流影响区域；

6.5.3 当无法目视相关航空器或为保持与相关航空器间的安全间隔所采取的各种措施必须及时通报 ATC，以便重新为其配备安全间隔。

6.6 在仪表进近程序的最后进近阶段使用目视间隔时，航空器驾驶员应按照仪表程序进近，并保持目视判断与其他相关航空器间的安全间隔。当航空器进近至决断高度时，会遇到在同一跑道上前面着陆的航空器正在着陆滑跑，或者正在起飞的航空器即将离地的情况，当航空器驾驶员认为必要时，随时可以复飞并立即通报 ATC。

6.5.2 Implement speed adjustment, maneuver to maintain safety separations with the relevant aircrafts and avoid wake turbulence;

6.5.3 Inform ATC in time when the relevant aircrafts are invisible or implement any measures to maintain safety separations, so that ATC could reassign safety separations.

6.6 When using VFR separation on the final approach phase of instrument approach procedures, pilot shall follow the instrument approach procedures and keep visualizing to ensure a safety separation with other relevant aircraft. When the aircraft descends to DA, encountering the preceding arrival aircraft is operating on the same RWY or the departure aircraft is lifting off, pilot shall make a missed approach at any moment if it is considered to be necessary and report to the controller immediately.

7. 目视飞行航线

无

7. VFR route

Nil

8. 目视参考点

无

8. Visual reference point

Nil

9. 其它规定

无

9. Other regulations

Nil.

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

Waypoint Coordinates

Waypoint ID	COORDINATES	Waypoint ID	COORDINATES
FF807	N440043 E0873134	WW608	N440226 E0880146
		WW609	N440239 E0880222
WW403	N435040 E0871052	WW610	N440332 E0874455
WW404	N434740 E0871207	WW611	N441053 E0875250
WW405	N434449 E0871318	WW612	N440833 E0874153
WW406	N435551 E0870844	WW613	N440701 E0873441
WW410	N435549 E0873505	WW614	N440456 E0875121
WW411	N440322 E0874400	WW621	N435033 E0873639
WW412	N440150 E0873648	WW622	N435303 E0874818
WW414	N434756 E0872751	WW623	N435435 E0875534
WW415	N434622 E0872032	WW633	N440019 E0872940
WW421	N433324 E0865635	WW641	N440807 E0881923
WW422	N433729 E0870523	WW651	N441601 E0882111
WW423	N433938 E0871526	WW661	N441653 E0881344
WW424	N434245 E0872958	WW671	N441741 E0880621
WW425	N434111 E0872240	WW681	N441832 E0875856
WW432	N435838 E0872147	WW691	N442817 E0872605
WW433	N432600 E0864054	WW811	N435153 E0872055
WW501	N435303 E0872150	WW813	N434937 E0871524
WW511	N440348 E0880132	WW815	N433336 E0863415
WW512	N440205 E0880855		
WW513	N435744 E0882732	AGOXA	N4404.5 E08850.7
WW521	N435118 E0874338	BIVEX	N4334.1 E08629.6

WW531	N434714 E0870303	DUMAM	N4357.9 E08848.7
WW532	N434017 E0864509	EPDAG	N4317.6 E08612.1
WW541	N440529 E0872729	IKARA	N4443.3 E08659.6
WW542	N441017 E0871913	KEXAB	N4333.5 E08923.6
WW543	N440216 E0873213	MULOR	N4433.3 E08812.3
WW544	N441639 E0873326	NIXER	N4336.7 E08604.9
WW601	N435533 E0873342	OMDAX	N4434.5 E08759.5
WW602	N435709 E0874114	UGPEL	N4433.1 E08717.2
WW603	N435813 E0874612	VARMI	N4420.1 E08741.1
WW604	N435946 E0875328	VESED	N4431.7 E08830.6
WW605	N435506 E0874728		
WW606	N440858 E0881158	FKG	N4410.4 E08759.0
WW607	N440948 E0880433		

RWY07 SID Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
VARMI-09D								
CF	WW410	Y	071			MAX390		RNAV1
DF	WW412			L	↑1300			RNAV1
TF	VARMI				↑2400			RNAV1
KEXAB-09D								
CF	WW410	Y	071			MAX390		RNAV1
DF	WW602							RNAV1
TF	WW604							RNAV1
TF	WW511							RNAV1

TF	WW512				↑3600			RNAV1
TF	WW513				↑4800			RNAV1
TF	KEXAB							RNAV1
EPDAG-06D								
CF	WW410	Y	071			MAX390		RNAV1
DF	WW412			L	↑1300			RNAV1
TF	WW613							RNAV1
TF	WW541							RNAV1
TF	WW432				↑1800			RNAV1
TF	WW531				↑3300			RNAV1
TF	WW532							RNAV1
TF	BIVEX				↑4800			RNAV1
TF	EPDAG							RNAV1
EPDAG-07D								
CF	WW410	Y	071			MAX390		RNAV1
DF	WW432			L	↑1800			RNAV1
TF	WW531				↑3300			RNAV1
TF	WW532							RNAV1
TF	BIVEX				↑4800			RNAV1
TF	EPDAG							RNAV1
EPDAG-08D								
CF	WW410	Y	071			MAX390		RNAV1
DF	WW414			R	↑1800			RNAV1
TF	WW531				↑3300			RNAV1
TF	WW532							RNAV1
TF	BIVEX				↑4800			RNAV1
TF	EPDAG							RNAV1

EPDAG-09D								
CF	WW410	Y	071			MAX390		RNAV1
DF	WW602							RNAV1
TF	WW521				↑1800			RNAV1
TF	WW414				↑1800			RNAV1
TF	WW531				↑3300			RNAV1
TF	WW532							RNAV1
TF	BIVEX				↑4800			RNAV1
TF	EPDAG							RNAV1
NIXER-06D								
CF	WW410	Y	071			MAX390		RNAV1
DF	WW412			L	↑1300			RNAV1
TF	WW613							RNAV1
TF	WW541							RNAV1
TF	WW432				↑1800			RNAV1
TF	WW531				↑3300			RNAV1
TF	WW532							RNAV1
TF	BIVEX				↑4800			RNAV1
TF	NIXER							RNAV1
NIXER-07D								
CF	WW410	Y	071			MAX390		RNAV1
DF	WW432			L	↑1800			RNAV1
TF	WW531				↑3300			RNAV1
TF	WW532							RNAV1
TF	BIVEX				↑4800			RNAV1
TF	NIXER							RNAV1
NIXER-08D								

CF	WW410	Y	071			MAX390		RNAV1
DF	WW414			R	↑1800			RNAV1
TF	WW531				↑3300			RNAV1
TF	WW532							RNAV1
TF	BIVEX				↑4800			RNAV1
TF	NIXER							RNAV1
NIXER-09D								
CF	WW410	Y	071			MAX390		RNAV1
DF	WW602							RNAV1
TF	WW521				↑1800			RNAV1
TF	WW414				↑1800			RNAV1
TF	WW531				↑3300			RNAV1
TF	WW532							RNAV1
TF	BIVEX				↑4800			RNAV1
TF	NIXER							RNAV1

RWY25 SID Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
VARMI-19D								
CF	WW501	Y	251			MAX390		RNAV1
DF	WW542			R	↑1800			RNAV1
TF	VARMI				↑2400			RNAV1
KEXAB-19D								
CF	WW501	Y	251			MAX390		RNAV1

DF	WW621			L	↑2400			RNAV1
TF	WW623				↑3300			RNAV1
TF	WW512				↑3600			RNAV1
TF	WW513				↑4800			RNAV1
TF	KEXAB							RNAV1
EPDAG-19D								
CF	WW501	Y	251			MAX390		RNAV1
DF	WW403				↑1800			RNAV1
TF	WW531				↑2400			RNAV1
TF	WW532				↑3900			RNAV1
TF	BIVEX				↑4800			RNAV1
TF	EPDAG							RNAV1
NIXER-19D								
CF	WW501	Y	251			MAX390		RNAV1
DF	WW403				↑1800			RNAV1
TF	WW531				↑2400			RNAV1
TF	WW532				↑3900			RNAV1
TF	BIVEX				↑4800			RNAV1
TF	NIXER							RNAV1
VARMI-18D(BY ATC)								
CA			251		800			RNAV1
DF	WW543			R	↑1800	MAX335		RNAV1
TF	VARMI							RNAV1
EPDAG-18D(BY ATC)								
CA			251		800			RNAV1
DF	WW811			L				RNAV1
TF	WW813							RNAV1

TF	WW815							RNAV1
TF	EPDAG							RNAV1
NIXER-18D(BY ATC)								
CA			251		800			RNAV1
DF	WW811			L				RNAV1
TF	WW813							RNAV1
TF	WW815							RNAV1
TF	NIXER							RNAV1
IKARA-19D								
CF	WW501	Y	251					RNAV1
DF	WW542			R		MAX425		RNAV1
TF	WW544				↑3900			RNAV1
TF	VARM1							RNAV1
TF	UGPEL							RNAV1
TF	IKARA							RNAV1
VESED-19D								
CF	WW501	Y	251					RNAV1
DF	WW542			R		MAX425		RNAV1
TF	WW544				↑3900			RNAV1
TF	VARM1							RNAV1
TF	OMDAX							RNAV1
TF	MULOR							RNAV1
TF	VESED							RNAV1

RWY07 STAR Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
UGPEL-08A								
IF	UGPEL							RNAV1
TF	WW691				↑2400			RNAV1
TF	WW681				↑2400			RNAV1
TF	WW671				↑2400			RNAV1
TF	WW661				↑2400			RNAV1
TF	WW651				↑2400			RNAV1
TF	WW641				↑2400			RNAV1
TF	WW606				↑2400			RNAV1
TF	WW607				↑2400			RNAV1
TF	FKG				↑2400			RNAV1
TF	WW411				↑2400			RNAV1
TF	WW412				↑2400			RNAV1
TF	WW601				↑2400			RNAV1
TF	WW414				↑2400	MAX390		RNAV1
TF	WW415				↑2400			RNAV1
TF	WW405				↑2100	MAX390		RNAV1
UGPEL-09A								
IF	UGPEL							RNAV1
TF	WW691				↑2400			RNAV1
TF	WW681				↑2400			RNAV1
TF	WW671				↑2400			RNAV1
TF	WW661				↑2400			RNAV1
TF	WW651				↑2400			RNAV1

TF	WW641				↑2400			RNAV1
TF	WW606				↑2400			RNAV1
TF	WW607				↑2400			RNAV1
TF	FKG				↑2400			RNAV1
TF	WW411				↑2400			RNAV1
TF	WW412				↑2400			RNAV1
TF	FF807							RNAV1
TF	WW432				↑2400			RNAV1
TF	WW406				↑1800	MAX390		RNAV1
AGOXA-08A								
IF	AGOXA							RNAV1
TF	WW641				↑2400			RNAV1
TF	WW606				↑2400			RNAV1
TF	WW607				↑2400			RNAV1
TF	FKG				↑2400			RNAV1
TF	WW411				↑2400			RNAV1
TF	WW412				↑2400			RNAV1
TF	WW601				↑2400			RNAV1
TF	WW414				↑2400	MAX390		RNAV1
TF	WW415				↑2400			RNAV1
TF	WW405				↑2100	MAX390		RNAV1
AGOXA-09A								
IF	AGOXA							RNAV1
TF	WW641				↑2400			RNAV1
TF	WW606				↑2400			RNAV1
TF	WW607				↑2400			RNAV1
TF	FKG				↑2400			RNAV1

TF	WW411				↑2400			RNAV1
TF	WW412				↑2400			RNAV1
TF	FF807							RNAV1
TF	WW432				↑2400			RNAV1
TF	WW406				↑1800	MAX390		RNAV1
DUMAM-08A								
IF	DUMAM							RNAV1
TF	FKG				↑2400			RNAV1
TF	WW411				↑2400			RNAV1
TF	WW412				↑2400			RNAV1
TF	WW601				↑2400			RNAV1
TF	WW414				↑2400	MAX390		RNAV1
TF	WW415				↑2400			RNAV1
TF	WW405				↑2100	MAX390		RNAV1
DUMAM-09A								
IF	DUMAM							RNAV1
TF	FKG				↑2400			RNAV1
TF	WW411				↑2400			RNAV1
TF	WW412				↑2400			RNAV1
TF	FF807							RNAV1
TF	WW432				↑2400			RNAV1
TF	WW406				↑1800	MAX390		RNAV1
EPDAG-08A								
IF	EPDAG				↑6000			RNAV1
TF	WW433				↑5400			RNAV1
TF	WW421				↑3900			RNAV1
TF	WW422				↑3000			RNAV1

TF	WW423				↑2400			RNAV1
TF	WW405				↑2100	MAX390		RNAV1
EPDAG-09A								
IF	EPDAG				↑6000			RNAV1
TF	WW433				↑5400			RNAV1
TF	WW421				↑3900			RNAV1
TF	WW422				↑3000			RNAV1
TF	WW423				↑2400			RNAV1
TF	WW425				↑2400			RNAV1
TF	WW424				↑2400			RNAV1
TF	WW414				↑2400	MAX390		RNAV1
TF	WW415				↑2400			RNAV1
TF	WW405				↑2100	MAX390		RNAV1
NIXER-08A								
IF	NIXER				↑6000			RNAV1
TF	WW433				↑5400			RNAV1
TF	WW421				↑3900			RNAV1
TF	WW422				↑3000			RNAV1
TF	WW423				↑2400			RNAV1
TF	WW405				↑2100	MAX390		RNAV1
NIXER-09A								
IF	NIXER				↑6000			RNAV1
TF	WW433				↑5400			RNAV1
TF	WW421				↑3900			RNAV1
TF	WW422				↑3000			RNAV1
TF	WW423				↑2400			RNAV1
TF	WW425				↑2400			RNAV1

TF	WW424				↑2400			RNAV1
TF	WW414				↑2400	MAX390		RNAV1
TF	WW415				↑2400			RNAV1
TF	WW405				↑2100	MAX390		RNAV1

RWY25 STAR Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
UGPEL-17A								
IF	UGPEL							RNAV1
TF	WW691				↑2400			RNAV1
TF	WW681				↑2400			RNAV1
TF	WW671				↑2400			RNAV1
TF	WW661				↑2400			RNAV1
TF	WW651				↑2400			RNAV1
TF	WW641				↑2400			RNAV1
TF	WW606				↑2400			RNAV1
TF	WW607				↑2400			RNAV1
TF	FKG				↑2400			RNAV1
TF	WW611				↑2100			RNAV1
TF	WW612				↑2100			RNAV1
TF	WW613				↑1800			RNAV1
TF	WW412				↑1800	MAX390		RNAV1
TF	WW411				↑1800			RNAV1
TF	WW614				↑1800			RNAV1

TF	WW604				↑1800	MAX390		RNAV1
UGPEL-18A								
IF	UGPEL							RNAV1
TF	WW691				↑2400			RNAV1
TF	WW681				↑2400			RNAV1
TF	WW671				↑2400			RNAV1
TF	WW661				↑2400			RNAV1
TF	WW651				↑2400			RNAV1
TF	WW641				↑2400			RNAV1
TF	WW606				↑2400			RNAV1
TF	WW607				↑2400			RNAV1
TF	FKG				↑2400			RNAV1
TF	WW604				↑1800	MAX390		RNAV1
UGPEL-19A								
IF	UGPEL							RNAV1
TF	WW691				↑2400			RNAV1
TF	WW681				↑2400			RNAV1
TF	WW671				↑2400			RNAV1
TF	WW661				↑2400			RNAV1
TF	WW651				↑2400			RNAV1
TF	WW641				↑2400			RNAV1
TF	WW608				↑2100			RNAV1
TF	WW604				↑1800	MAX390		RNAV1
AGOX-17A								
IF	AGOX							RNAV1
TF	WW641				↑2400			RNAV1
TF	WW606				↑2400			RNAV1

TF	WW607				↑2400			RNAV1
TF	FKG				↑2400			RNAV1
TF	WW611				↑2100			RNAV1
TF	WW612				↑2100			RNAV1
TF	WW613				↑1800			RNAV1
TF	WW412				↑1800	MAX390		RNAV1
TF	WW411				↑1800			RNAV1
TF	WW614				↑1800			RNAV1
TF	WW604				↑1800	MAX390		RNAV1
AGOXA-18A								
IF	AGOXA							RNAV1
TF	WW641				↑2400			RNAV1
TF	WW606				↑2400			RNAV1
TF	WW607				↑2400			RNAV1
TF	FKG				↑2400			RNAV1
TF	WW604				↑1800	MAX390		RNAV1
AGOXA-19A								
IF	AGOXA							RNAV1
TF	WW641				↑2400			RNAV1
TF	WW608				↑2100			RNAV1
TF	WW604				↑1800	MAX390		RNAV1
DUMAM-18A								
IF	DUMAM							RNAV1
TF	FKG				↑2400			RNAV1
TF	WW611				↑2100			RNAV1
TF	WW612				↑2100			RNAV1
TF	WW613				↑1800			RNAV1

TF	WW412				↑1800	MAX390		RNAV1
TF	WW411				↑1800			RNAV1
TF	WW614				↑1800			RNAV1
TF	WW604				↑1800	MAX390		RNAV1
DUMAM-19A								
IF	DUMAM							RNAV1
TF	FKG				↑2400			RNAV1
TF	WW604				↑1800	MAX390		RNAV1
EPDAG-18A								
IF	EPDAG				↑6000			RNAV1
TF	WW433				↑5400			RNAV1
TF	WW421				↑4200			RNAV1
TF	WW422				↑3600			RNAV1
TF	WW414				↑3000			RNAV1
TF	WW633				↑1800	MAX390		RNAV1
TF	WW412				↑1800	MAX390		RNAV1
TF	WW411				↑1800			RNAV1
TF	WW614				↑1800			RNAV1
TF	WW604				↑1800	MAX390		RNAV1
EPDAG-19A								
IF	EPDAG				↑6000			RNAV1
TF	WW433				↑5400			RNAV1
TF	WW421				↑4200			RNAV1
TF	WW422				↑3600			RNAV1
TF	WW414				↑3000			RNAV1
TF	WW621				↑2400			RNAV1
TF	WW622				↑1800	MAX390		RNAV1

NIXER-18A								
IF	NIXER				↑6000			RNAV1
TF	WW433				↑5400			RNAV1
TF	WW421				↑4200			RNAV1
TF	WW422				↑3600			RNAV1
TF	WW414				↑3000			RNAV1
TF	WW633				↑1800	MAX390		RNAV1
TF	WW412				↑1800	MAX390		RNAV1
TF	WW411				↑1800			RNAV1
TF	WW614				↑1800			RNAV1
TF	WW604				↑1800	MAX390		RNAV1
NIXER-19A								
IF	NIXER				↑6000			RNAV1
TF	WW433				↑5400			RNAV1
TF	WW421				↑4200			RNAV1
TF	WW422				↑3600			RNAV1
TF	WW414				↑3000			RNAV1
TF	WW621				↑2400			RNAV1
TF	WW622				↑1800	MAX390		RNAV1
AGOX-16A								
IF	AGOX				↑4500			RNAV1
TF	WW641							RNAV1
TF	WW609				↑2400			RNAV1
TF	WW604				↑1800	MAX390		RNAV1
IKARA-19A								
IF	IKARA							RNAV1
TF	UGPEL							RNAV1

TF	VARM				↓3600			RNAV1
TF	WW610				↑1800	MAX390		RNAV1

RWY07 Approach Transition Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
WW405								
IF	WW405				↑2100	MAX390		RNAV1
TF	WW404				↑1950			RNAV1
TF	WW403				↑1800			RNAV1
WW406								
IF	WW406				↑1800	MAX390		RNAV1
TF	WW403				↑1800			RNAV1

RWY25 Approach Transition Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
WW604								
IF	WW604				↑1800	MAX390		RNAV1
TF	WW603				1500			RNAV1
WW622								
IF	WW622				↑1800	MAX390		RNAV1
TF	WW605				↑1700			RNAV1
TF	WW603				1500			RNAV1
WW610								
IF	WW610				↑1800	MAX390		RNAV1
TF	WW603				1500			RNAV1

RWY07 Holding Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
Holding (outbound time 1 minute)								
HM	FKG	Y	233	R	2400	MAX465		RNAV1
HM	FF807	Y	251	R	1500	MAX425		RNAV1

RWY25 Holding Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
Holding (outbound time 1 minute)								
HM	FKG	Y	197	R	2400	MAX465		RNAV1

RWY07/25 Holding Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
Holding (outbound time 1.5 minutes)								
HM	WW433	Y	054	R	5700	MAX465		RNAV1

ZWWW AD 2.23 其它资料

机场全年有鸟类活动，季节性强。并以机场北部地区鸟类活动最为频繁。在机场临近地区每年 3 月至 10 月采取驱赶措施。

ZWWW AD 2.23 Other information

Activities of bird flocks are seasonal and found all the year round. The lively area is north of airport. Aerodrome Authority resorts to dispersal methods to reduce bird activities during March to October every year.

Migratory Season		Area and Direction of activity	Flight height(m)	Characteristic
Spring	day	Around the airport	0-500	Huge size/Group
		South to North	200-300	Huge and medium size/Group
		Around the airport	0-200	Medium and small size/Group
	night	Around the airport	0-100	Medium and small size/Few
Summer	day	Around the airport	0-500	Huge size/Group
		Around the airport	0-100	Medium and small size/Group
		South to North	0-200	Medium size/Group
	night	Around the airport	0-100	Medium and small size/Few
Autumn	day	Around the airport	0-100	Medium and small size/Group
		South to North	50-300	Huge and medium size/Group
	night	Around the airport	0-50	Medium size/Few
Winter	day	Around the airport	0-500	Huge and medium size/Few
		Around the airport	0-100	Small size/Few
		North to South	0-200	Medium size/Group
	night	Around the airport	0-100	Medium size/Few