

URUMQI (URC/ZWWW)

Elevation 2,126ft

CATEGORY B

AV brief not available.

GENERAL

- The airfield lies at the NW end of a NW/SE valley running between two mountain ranges.
- Use standard R/T to reduce potential language difficulties

Threats

CFIT

- N in the sector from 275°M to 075°M the ground is fairly flat and open.
- E mountains rise to ~8,000 ft asl at 23 nm and peak ~18,300 ft asl at 35 nm
- S the ground rises gently for 26 nm before reaching ~12,000 ft asl at 33 nm SSW; this high terrain extends W to ~17,500 ft asl at 65 nm SW of the aerodrome.
- Mast 3,277 ft asl (1,151 ft aal) 800 m to the S of the runway and another 2,257 ft asl (131 ft aal) 200m S of Rwy 25 touchdown zone

Special Considerations

- Metric altimetry and RVSM in use. Clearances below transition will be given in metres QNH (compare to Russia/CIS where clearances are metres QFE). Above transition metric RVSM is used; this will be indicated by the phrase "ON STANDARD", e.g. "BAW47C, climb 10,100 metres on standard."
- It is important to use the conversion tables and not the 'metres' button to convert as the some levels are rounded to ensure 1,000 ft vertical separation. Simfest crew see MID/FAR EAST Area Brief for further information
- Urumqi is 'hot and high'. Simfest crew see 'HOT AND HIGH' brief for more information relating to High Density Altitude airport operations.

ARRIVAL

Diversion Airports

| | | | |
|-------------|----------|--------------|-------|
| ALMATY | ALA/UAAA | 455 nm/269°T | CAT B |
| LANZHOU | LHW/ZLLL | 862 nm/115°T | CAT B |
| ULAANBATAAR | ULN/ZMUB | 840 nm/067°T | CAT B |

Approach

- Circling and all missed approaches are to the north away from the high ground
- Sequenced flashing lights to Rwy 25
- Restricted airspace to the north of the Rwy 07 final approach track. If active all approaches to Rwy 07 will be from the south.

GROUND

- Handling facilities are limited

DEPARTURE

- Taxi routes are published in Jeppesen charts; ATC may instruct pilots to follow a particular route as published.
- Note speed restrictions on Rwy 07 departures. Ensure these are correctly coded and/or inserted in to the VNAV CLB page to ensure that the LNAV track draws and is flown correctly.

WEATHER

- Climactic conditions generally stable throughout the year.
- Surface winds light and from SE by night and from the NW during the day. The two mountain ranges can occasionally give rise to a funnelling effect giving high winds speeds along the valley from 150°
- Early morning radiation fog common in winter
- Snow Nov-Feb
- Summer generally fine weather but thunderstorms are possible in late afternoon
- With strong jetstreams expect severe turbulence and mountain waves.

OPERATIONAL INFORMATION

| | |
|---------------------------|------------------------------|
| Handling Agent | Fastransit Aviation Services |
| Handling Agent VHF | |
| Potable Water | Uplift permitted |

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|---|---------|
| IF ONLY Electrical Power is required | Use APU |
| If BOTH electrical power and air conditioning is required: | Use APU |