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

ZLIC-银川/河东 YINCHUAN/Hedong

## ZLIC 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<br>ARP coordinates and site at AD | N38°19.2' E106°23.6'<br>RWY centre |
| 2 | 方向、距离<br>Direction and distance from city | 147°GEO, 18.7km from old city drum-tower |
| 3 | 标高/参考气温<br>Elevation / Reference temperature | 1141.3m/30.7℃(JUL) |
| 4 | 机场标高位置/大地水准面波幅<br>AD ELEV PSN / geoid undulation | 300m inward THR03/- |
| 5 | 磁差/年变率<br>MAG VAR/ Annual change | 2°49′W(2014)/ |
| 6 | 机场管理部门、地址、电话、传真、AFS、电子邮箱、网址<br>AD administration, address, telephone,telefax, AFS, E - mail, website | Ningxia airport CO.LTD of China West Airport Group<br>Yinchuan Hedong International Airport Post code:750009<br>TEL:86-951-6912293<br>Website:www.ningxiaairport.com |
| 7 | 允许飞行种类<br>Types of traffic permitted(IFR / VFR) | IFR/VFR |
| 8 | 机场性质/飞行区指标<br>Military or civil airport &Reference code | CIVIL/4E |
| 9 | 备注<br>Remarks | Nil |

## ZLIC AD 2.3 工作时间 Operational hours

| | | |
|---|---|---|
| 1 | 机场当局(机场开放时间)<br>AD Administration (AD operational hours) | H24 |
| 2 | 海关和移民<br>Customs and immigration | H24 |
| 3 | 卫生健康部门<br>Health and sanitation | H24 |
| 4 | 航行情报服务讲解室<br>AIS Briefing Office | H24 |

| | | |
|---|---|---|
| 5 | 空中交通服务报告室<br>ATS Reporting Office (ARO) | H24 |
| 6 | 气象讲解室<br>MET Briefing Office | H24 |
| 7 | 空中交通服务<br>ATS | H24 |
| 8 | 加油<br>Fuelling | H24 |
| 9 | 地勤服务<br>Handling | H24 |
| 10 | 保安<br>Security | H24 |
| 11 | 除冰<br>De-icing | H24 |
| 12 | 备注<br>Remarks | Nil |

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

| | | |
|---|---|---|
| 1 | 货物装卸设施<br>Cargo-handling facilities | Tow truck, collection paneling trailer, container tractor, container lift truck(14 tons), conveyor truck |
| 2 | 燃油/滑油牌号<br>Fuel/oil types | Nr.3 jet fuel<br>-- |
| 3 | 加油设施/能力<br>Fuelling facilities/capacity | Refueling truck(4000, 10000, 20000, 35000, 45000, 49000 liters),<br>Hydrant dispenser；17 litres/sec<br>Apron refueling well |
| 4 | 除冰设施<br>De-icing facilities | South deicing apron(stands Nr.301, 302) and north deicing apron(stand Nr.201)<br>De-icer, de-icing fluid(I/II)，deicing fluid filling vehicle, deicing fluid filling station |
| 5 | 过站航空器机库<br>Hangar space for visiting aircraft | Nil |
| 6 | 过站航空器的维修设施<br>Repair facilities for visiting aircraft | Line maintenance available for various type of aircraft on request; ladder; lifting jack(65 tons) |
| 7 | 备注 | ground power unit, ground air supply unit |

| | | |
|---|---|---|
| | Remarks | |

## ZLIC AD 2.5 旅客设施 Passenger facilities

| | | |
|---|---|---|
| 1 | 宾馆<br>Hotels | At AD and in the city |
| 2 | 餐馆<br>Restaurants | At AD and in the city |
| 3 | 交通工具<br>Transportation | Passenger's coaches, taxies |
| 4 | 医疗设施<br>Medical facilities | First aid at AD, hospitals in the city |
| 5 | 银行和邮局<br>Bank and Post Office | At AD |
| 6 | 旅行社<br>Tourist Office | At AD and in the city |
| 7 | 备注<br>Remarks | Nil |

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

| | | |
|---|---|---|
| 1 | 机场消防等级<br>AD category for fire fighting | CAT 8 |
| 2 | 援救设备<br>Rescue equipment | Rapid intervention vehicle, primary foam tender, heavy-duty foam tender, dry-chemical tender, water tank truck, illumination truck, dissassembly rescue truck, command car, rescue logistics truck |
| 3 | 搬移受损航空器的能力<br>Capability for removal of disabled aircraft | Nil |
| 4 | 备注<br>Remarks | Nil |

## ZLIC AD 2.7 可用季节- 扫雪 Seasonal availability-clearing

| | | |
|---|---|---|
| 1 | 可用季节及扫雪设备类型<br>Types of clearing equipment | All seasons<br>snow blower |
| 2 | 扫雪顺序<br>Clearance priorities | RWY, TWY, Apron |
| 3 | 备注 | Nil |

| | | |
|---|---|---|
| | Remarks | |

## ZLIC 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<br>Apron surface and strength | Surface: | CONC |
| | | Strength: | PCN 77/R/B/W/T(apron Nr.3, south and nouth deicing apron, cargo apron)<br>PCN 72/R/A/W/T(apron Nr.2)<br>PCN 66/R/B/W/T(apron Nr.1) |
| 2 | 滑行道宽度、道面和强度<br>Taxiway width, surface and strength | Width: | 38m: A2, A8, D3-D5<br>34m: A5, A6, A9, D2<br>30.5m: A4, A10<br>28.5m: A1, A3, A7, D1<br>23m: A, T1-T4 |
| | | Surface: | Asphslt: A2, A4, A8<br>CONC: A, A1, A3, A5-A7, A9, A10 , D10-D5, T1-T4 |
| | | Strength: | PCN 77/R/B/W/T: A10, D3-D5, T1&T2(apron Nr.3), T3<br>PCN 73/F/B/X/T: A4, A8<br>PCN 72/R/A/W/T: A, A1, A3, A7, A9, T1&T2(apron Nr.2)<br>PCN 66/R/B/W/T: A5, A6, D1, D2, T1&T2(apron Nr.1), T4<br>PCN 66/F/B/X/T: A2 |
| 3 | 高度表校正点的位置及其标高<br>ACL location and elevation | Nil | |
| 4 | VOR/INS 校正点<br>VOR/INS checkpoints | Nil | |
| 5 | 备注<br>Remarks | Nil | |

## ZLIC 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<br>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.<br>Guide lines at all TWY and apron.<br>Aircraft stand identification sign board at stands.<br>Marshalling assistance for aircraft stands. | |
| 2 | 跑道和滑行道标志及灯光 | RWY markings | THR, RWY designation,center line, edge line, TDZ, aiming point |

| | | | |
|---|---|---|---|
| | RWY and TWY marking and LGT | RWY lights | THR,wingbar for RWY03 center line, edge line, RWY end |
| | | TWY markings | Center line, edge line, intermediate holding position, RWY holding position, No-entry marking |
| | | TWY lights | Edge line (reflector sticks), center line, RWY guard |
| 3 | 停止排灯<br>Stop bars | Nil | |
| 4 | 备注<br>Remarks | Blue apron edge line lights(reflector sticks), red OBST lights | |

## ZLIC AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on the center of ARP

| 序号<br>Serial Nr. | 障碍物类型(*代表有灯光)<br>Obstacle type(*Lighted) | 磁方位<br>BRG (MAG)(degree) | 距离<br>DIST(m) | 海拔高度<br>Elevation(m) | 影响的飞行程序及起飞航径区<br>Flight procedure / take - off flight path area affected | 备注<br>Remarks |
|---|---|---|---|---|---|---|
| 1 | *Pole | 021 | 1682 | 1150.1 | | |
| 2 | *Pole | 021 | 1771 | 1149.6 | | |
| 3 | *Antenna | 032 | 2060 | 1128.7 | | |
| 4 | *Antenna | 032 | 3435 | 1141.0 | RWY21 GP INOP、VOR/DME | |
| 5 | *Antenna | 037 | 1518 | 1143.0 | | |
| 6 | Chimney | 074 | 13846 | 1293.7 | | |
| 7 | BLDG | 084 | 2888 | 1197.0 | Circling CAT A | |
| 8 | Chimney | 097 | 11691 | 1455.0 | | |
| 9 | MT | 110 | 6464 | 1305.0 | | |
| 10 | MT | 117 | 2076 | 1185.0 | | |
| 11 | Chimney | 122 | 10417 | 1454.3 | | |
| 12 | Chimney | 137 | 12116 | 1341.0 | | |
| 13 | MT | 155 | 9032 | 1415.0 | Circling CAT C | |
| 14 | MT | 163 | 5335 | 1264.0 | Circling CAT B | |
| 15 | MT | 164 | 10922 | 1512.0 | Circling CAT D | |

| Obstacles within a circle with a radius of 15km centered on the center of ARP | | | | | | |
|---|---|---|---|---|---|---|
| 序号<br>Serial Nr. | 障碍物类型(*代表有灯光)<br>Obstacle type(*Lighted) | 磁方位<br>BRG (MAG)(degree) | 距离<br>DIST(m) | 海拔高度<br>Elevation(m) | 影响的飞行程序及起飞航径区<br>Flight procedure / take - off flight path area affected | 备注<br>Remarks |
| 16 | MT | 166 | 11327 | 1447.0 | | |
| 17 | MT | 182 | 5747 | 1248.0 | RWY03 VOR/DME | |
| 18 | MT | 184 | 7257 | 1291.0 | | |
| 19 | MT | 184 | 10659 | 1241.0 | | |
| 20 | MT | 186 | 2310 | 1183.0 | | |
| 21 | *Antenna | 207 | 1510 | 1156.0 | | |
| 22 | MT | 207 | 7179 | 1187.0 | RWY03 GP INOP | |
| 23 | *Antenna | 212 | 2060 | 1142.5 | | |
| 24 | *Pole | 221 | 1956 | 1157.6 | | |
| 25 | *Pole | 223 | 1968 | 1157.3 | | |
| 26 | *Pole | 225 | 1780 | 1162.7 | | |
| 27 | *Pole | 226 | 1697 | 1163.0 | | |
| 28 | *Pole | 229 | 1096 | 1158.2 | | |
| 29 | *Pole | 230 | 1019 | 1157.8 | | |
| 30 | *Pole | 231 | 943 | 1157.7 | | |
| 31 | *Pole | 242 | 618 | 1156.5 | RWY03 ILS/DME | |
| 32 | *Pole | 246 | 559 | 1156.3 | | |
| 33 | *Pole | 250 | 503 | 1156.0 | | |
| 34 | *Pole | 259 | 422 | 1155.3 | | |
| 35 | *Pole | 267 | 376 | 1155.1 | | |
| 36 | *BLDG | 270 | 780 | 1160.7 | | |
| 37 | *Pole | 278 | 340 | 1155.0 | | |
| 38 | *TWR | 287 | 1234 | 1199.2 | | |
| 39 | *Pole | 290 | 317 | 1154.9 | | |
| 40 | *Pole | 310 | 313 | 1154.9 | | |

Obstacles within a circle with a radius of 15km centered on the center of ARP

| 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 |
|---|---|---|---|---|---|---|
| 41 | *Pole | 322 | 330 | 1154.6 | | |
| 42 | *Pole | 332 | 359 | 1154.3 | RWY21 ILS/DME | |
| 43 | *TWR | 334 | 734 | 1186.0 | | |

Others:

No significant obstacle in the take-off flight path area.

Obstacles between two circles with the radius of 15km and 50km centered on the center of ARP

| 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 | Chimney | 018 | 27591 | 1318 | | |
| 2 | MT | 060 | 26144 | 1218 | | |
| 3 | MT | 063 | 39849 | 1320 | | |
| 4 | MT | 070 | 25854 | 1293 | | |
| 5 | MT | 074 | 29864 | 1327 | | |
| 6 | Chimney | 080 | 30148 | 1543 | | |
| 7 | MT | 082 | 43182 | 1414 | | |
| 8 | MT | 097 | 34523 | 1351 | | |
| 9 | MT | 106 | 15548 | 1236 | | |
| 10 | Chimney | 128 | 16975 | 1496 | | |
| 11 | Chimney | 130 | 44670 | 1514 | | |
| 12 | MT | 132 | 33222 | 1443 | | |
| 13 | Chimney | 134 | 25075 | 1500 | | |
| 14 | MT | 138 | 46749 | 1453 | | |

| Obstacles between two circles with the radius of 15km and 50km centered on the center of ARP | | | | | | |
|---|---|---|---|---|---|---|
| 序号<br>Serial Nr. | 障碍物类型(*代表有灯光)<br>Obstacle type(*Lighted) | 磁方位<br>BRG (MAG)(degree) | 距离<br>DIST(m) | 海拔高度<br>Elevation(m) | 影响的飞行程序及起飞航径区<br>Flight procedure / take - off flight path area affected | 备注<br>Remarks |
| 15 | Chimney | 143 | 32362 | 1466 | | |
| 16 | Chimney | 148 | 19831 | 1494 | | |
| 17 | Chimney | 149 | 34900 | 1547 | | |
| 18 | Chimney | 153 | 35787 | 1530 | | |
| 19 | MT | 159 | 32105 | 1435 | | |
| 20 | MT | 162 | 52423 | 1626 | sector | |
| 21 | MT | 171 | 15802 | 1411 | | |
| 22 | MT | 173 | 47439 | 1468 | | |
| 23 | Chimney | 181 | 26277 | 1444 | | |
| 24 | Chimney | 192 | 18793 | 1326 | | |
| 25 | TWR | 193 | 18792 | 1335 | | |
| 26 | Chimney | 211 | 47780 | 1340 | | |
| 27 | MT | 279 | 48764 | 1803 | | |
| 28 | BLDG | 301 | 27577 | 1230 | | |
| 29 | MT | 306 | 53386 | 3150 | sector | |
| 30 | TWR | 308 | 28574 | 1297 | | |
| 31 | BLDG | 315 | 22130 | 1246 | | |
| Others: | | | | | | |

## ZLIC 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<br>Associated MET Office | Ningxia ATMB MET Observatory |
| 2 | 气象服务时间；服务时间以外的责任气象台<br>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<br>Office responsible for TAF preparation,Periods of validity; Interval of issuance | Ningxia ATMB MET Observatory<br>9 HR, 24 HR |
| 4 | 趋势预报发布间隔<br>Issuance interval of trend forecast | Trend<br>1 HR |
| 5 | 所提供的讲解/咨询服务<br>Briefing/consultation provided | P, T |
| 6 | 飞行文件及其使用语言<br>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<br>Charts and other information available for briefing or consultation | Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material, AWOS real-time data |
| 8 | 提供信息的辅助设备<br>Supplementary equipment available for providing information | FAX, MET Service Terminal, meteorological radar echoes monitor, satellite cloud monitor, AWOS data monitor. |
| 9 | 提供气象情报的空中交通服务单位<br>ATS units provided with information | APP, TWR, ARO |
| 10 | 观测类型与频率/自动观测设备<br>Type & frequency of observation/Automatic observation equipment | Hourly plus special observation/Yes |
| 11 | 气象报告类型及所包含的补充资料<br>Type of MET Report & supplementary information included | METAR, SPECI, TEND |
| 12 | 观测系统及位置<br>Observation System & Site(s) | RVR EQPT（ATI）<br>A: 90m E of RCL,368m inward THR;<br>B: 90m E of RCL,1800m inward THR;<br>C: 95m E of RCL,300m inward THR.<br>RVR EQPT（FS）<br>90m E of RCL,300m inward THR.<br>SFC wind sensors<br>03: 110m E of RCL,338m inward THR;<br>RWY center: 110m E of RCL,1800m inward THR<br>21: 110m E of RCL,300m inward THR |

| | | |
|---|---|---|
| | | Ceilometer<br>03: 115m W of RCL,260m outward THR.<br>21: 115m W of RCL,260m outward THR. |
| 13 | 气象观测系统的工作时间<br>Hours of operation for meteorological observation system | H24 |
| 14 | 气候资料<br>Climatological information | Climatological tables AVBL |
| 15 | 其他信息<br>Additional information | TEL: 86-951-6911236 |

## ZLIC AD 2.12 跑道物理特征 Runway physical characteristics

| 跑道号码<br>Designations RWY NR | 真方位和磁方位<br>TRUE &MAG BRG | 跑道长宽<br>Dimensions of RWY(m) | 跑道强度(PCN), 跑道道面/ 停止道道面<br>RWY strength (PCN),<br>RWY surface / SWYsurface | 着陆入口坐标及高程异常<br>THR coordinates and geoid undulation | 跑道入口标高,精密进近跑道接地带最高标高<br>THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 029 ℃GEO<br>032 ℃MAG | 3600×45 | 66/R/B/W/T<br>CONC/- | | THR1139.9m |
| 21 | 209 ℃GEO<br>212 ℃MAG | 3600×45 | 66/R/B/W/T<br>CONC/- | | THR1126.6m |
| 跑道-停止道坡度<br>Slope of RWY-SWY | 停止道长宽<br>SWY dimensions(m) | 净空道长宽<br>CWY dimensions(m) | 升降带长宽<br>Strip dimensions(m) | 无障碍物区<br>OFZ | 跑道端安全区长宽<br>RWY end safety area dimensions(m) |
| 7 | 8 | 9 | 10 | 11 | 12 |
| See Remark | Nil | Nil | 3720×300 | Nil | 240×150 |
| See Remark | Nil | Nil | 3720×300 | Nil | 240×150 |

Remark:

1.RWY shoulder: 7.5m each side;

2.Anti-blast pad: RWY03:120m×60m; RWY21:60m×60m;

3.Slope of RWY: THR03→THR21:+0.47% (300m);-0.45% (3300m); THR21→THR03: +0.45% (3300m);-0.47% (300m).

## ZLIC AD 2.13 公布距离 Declared distances

| 跑道号码<br>RWY Designator | 可用起飞滑跑距离<br>TORA(m) | 可用起飞距离<br>TODA(m) | 可用加速停止距离<br>ASDA(m) | 可用着陆距离<br>LDA(m) | 备注<br>Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 3600 | 3600 | 3600 | 3600 | Nil |
| 03 | 3200 | 3200 | 3200 | 3600 | FM A9 |
| 21 | 3600 | 3600 | 3600 | 3600 | Nil |
| 21 | 3400 | 3400 | 3400 | 3600 | FM A2 |
| Remarks: | | | | | |

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

| 跑道代号<br>RWY Designator | 进近灯类型、长度、强度<br>APCH LGT type LEN INTST | 入口灯颜色、翼排灯<br>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<br>VASIS (MEHT) PAPI | 接地地带灯长度<br>TDZ LGT LEN | 跑道中心线灯长度、间隔、颜色、强度<br>RWY Center line LGT LEN, spacing, colour, INTST | 跑道边灯长度、间隔、颜色、强度<br>RWY edge LGT LEN, spacing, colour, INTST | 跑道末端灯颜色<br>RWY end LGT colour | 停止道灯长度、颜色<br>SWY LGT LEN, colour |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 03 | PALS<br>CAT I*<br>900m<br>LIH | GREEN<br>Yes | PAPI<br>LEFT<br>366m inward<br>THR03<br>3° | Nil | 3600m**<br>spacing 30m | 3600m***<br>spacing 60m | RED | Nil |
| 21 | PALS<br>CAT I<br>900m<br>LIH | GREEN<br>-- | PAPI<br>LEFT<br>340m inward<br>THR21<br>3° | Nil | 3600m**<br>spacing 30m | 3600m***<br>spacing 60m | RED | Nil |
| Remarks:<br>*SFL<br>**up to 2700m WHITE VRB LIH, 2700-3300m RED/WHITE VRB LIH, 3300-3600m RED VRB LIH<br>***up to 3000m WHITE VRB LIH, 3000-3600m YELLOW VRB LIH | | | | | | | | |

## ZLIC 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<br>ABN/IBN location, characteristics and hours of operation | Nil |
| 2 | 着陆方向标/风向标位置和灯光<br>LDI/WDI location and LGT | WDI:<br>RWY03:130m east of center line, 366m inward THR<br>RWY21:130m east of center line, 360m inward THR |
| 3 | 滑行道边灯和中线灯<br>TWY edge and center line lighting | TWY edge reflector sticks and center line lights. |
| 4 | 备份电源/转换时间<br>Secondary power supply/switch-over time | Secondary power supply/1s, diesel dynamotor/15s |
| 5 | 备注<br>Remarks | Nil |

## ZLIC 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<br>Coordinates TLOF or THR of FATO Geoid undulation | Nil |
| 2 | TLOF 和/或 FATO 标高（m/ft）<br>TLOF and/or FATO elevation (m/ft) | Nil |
| 3 | TLOF 和 FATO 区域范围、道面、强度和标志<br>TLOF and FATO area dimensions,surface, strength, marking | Nil |
| 4 | FATO 的真方位和磁方位<br>True and MAG BRG of FATO | Nil |
| 5 | 公布距离<br>Declared distance available | Nil |
| 6 | 进近灯光和 FATO 灯光<br>APP and FATO lighting | Nil |
| 7 | 备注<br>Remarks | Nil |

## ZLIC 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 |
|---|---|---|---|
| Yinchuan tower control are | A region bounded by 2 parallel lines 10km to RCL and 2 arcs centered at ARP with radius of 15km. | SFC to 1800m(QNH) | |
| Altimeter setting region and TL/TA | N385444E1063628-AGVEN-DOXED-MIMOK-IDGOB-DOMVA - N374453E1054307 - N385444E1063628 | TL 3600m<br>TA 3000m<br>3300m(QNH≥1031hPa)<br>2700m(QNH≤979hPa) | |

## ZLIC 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 | | 126.65 | H24 | |
| APP | Yinchuan Approach | 124.05(119.1)AP01 | H24 | |
| APP | Yinchuan Approach | 125.6(119.1)AP02 | 0000-1000 | Contact ZLIC AP01 when ZLIC AP02 U/S. |
| APP | Yinchuan Approach | 126.075(119.1)AP03 | by ATC | Contact ZLIC AP02 when ZLIC AP03 U/S. |
| APP | Yinchuan Approach | 119.4(119.1)AP04 | by ATC | Contact ZLIC AP01 when ZLIC AP04 U/S. |
| TWR | Yinchuan Tower | 118.35(130.0) | H24 | |
| GND | Yinchuan Ground | 121.8 | 2300-1400(NEXT DAY) or by ATC | |
| APN | Yinchuan Apron | 121.95 | H24 | |
| OP-CTL | Yinchuan Operation Control | 121.6 | HS | |
| EMG | | 121.5 | H24 | |

## ZLIC 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 |

| 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 |
|---|---|---|---|---|---|
| Yinchuan VOR/DME | YHD | 112.0MHz CH57X | N38°20.8′ E106°24.6′ | 1141m | VOR: R032 °,within 0.2NM for approach procedure U/S |
| Wuzhong VOR/DME | DWZ | 112.4MHz CH71X | N37 °55.3' E106 °20.6' | 1103m | |
| NDB | V | 249kHz | 032 °MAG/1000m FM THR21 | | |
| LOC 03 ILS CAT I | ITY | 109.3MHz | 032 °MAG/260m FM RWY03 end | | Beyond 030 °rightside of front course U/S |
| GP 03 | | 332.0MHz | 120m E of RCL, 302m inward THR03 | | Angle 3 °, RDH 16.9m |
| DME 03 | ITY | CH30X (109.3MHz) | 125m E of RCL, 304m inward THR03 | 1146m | Co-located with GP03 |
| LOC 21 ILS CAT I | IVO | 108.5MHz | 212 °MAG/260m FM RWY21 end | | |
| GP 21 | | 329.9MHz | 120m E of RCL, 285m inward THR21 | | Angle 3 °, RDH 15m |
| DME 21 | IVO | CH22X (108.5MHz) | 125m E of RCL, 287m inward THR21 | 1132m | Co-located with GP 21 |

## ZLIC AD 2.20 本场飞行规定

## ZLIC AD 2.20 Local traffic regulations

**1. 机场使用规定**

1.1 本机场不提供航空汽油，如需加油应提前与中航油西北公司联系申请计划。

1.2 本场实施机坪运行管理，银川机坪负责机坪内航空器的推出、开车、滑行、停放、拖曳等工作。

**1.Airport operations regulations**

1.1 Aviation gasoline not supplied. If necessary, pilot shall apply for gasoline with China Aviation Oil Supply Northewest Corporation in advance.

1.2 Yinchuan APN is responsible for aircraft push-back, start-up, taxi, park, drag and other

银川地面负责所有航空器放行许可的发布，当银川塔台与地面合并后，由银川塔台负责。

operations. Aircraft shall contact Yinchuan GND for delivery clearance. Yinchuan TWR is available for delivery clearance when merge with Yinchuan GND.

1.3 离港航空器的操作程序

1.3 Procedure for departing aircraft

1.3.1 机组向银川地面申请放行许可。

1.3.1 Obtain delivery clearance from Yinchuan GND.

1.3.2 银川地面指挥已放行航空器脱波联系银川机坪，航空器准备好后向银川机坪申请推出开车。

1.3.2 Contact Yinchuan APN and apply for push-back and start-up clearance from APN when aircraft standby.

1.3.3 滑出由银川机坪指挥航空器滑至移交点，移交银川塔台指挥。

1.3.3 Taxi to hand over point under Yinchuan APN's instruction, then contact Yinchuan TWR.

1.4 进场航空器的操作程序

1.4 Procedure for arriving aircraft

1.4.1 银川塔台将脱离跑道的航空器指挥至移交点，由银川机坪继续指挥。

1.4.1 Vacate and taxi to hand over point under Yinchuan TWR's instruction, then contact Yinchuan APN.

**2. 跑道和滑行道的使用**

**2. Use of runways and taxiways**

2.1 滑行道使用限制

2.1 Limits for TWYs

| 滑行道/TWYs | 滑行道翼展限制/Wing span limits for TWYs |
|---|---|
| T1,D1(BTN T1&T2) | <65m |
| T4 | 52m≤wing span<65m |
| T2,T3,D2-D4(BTN T1&T2),D5(BTN T1&T3) | <52m |
| D5(west of T3) | <36m |

2.2 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;着陆航空器从接地到滑出跑道应控制在 50s 以内；如需更长时间占用跑道，应尽早通知管制员。

2.2 Normally，departure aircraft shall finish RWY alignment within 60s from holding position; landing aircraft shall fully vacate RWY within 50s after touchdown; if it takes longer to take up the runway, the pilot shall inform ATC as early as possible .

2.3 地面风与跑道转换程序

2.3 Surface wind and runway conversion procedure

2.3.1 顺风分量持续大于 3.5m/s 时，管制部门需要对跑道运行方向进行转换。

2.3.1 If downwind speed is continuously more than 3.5m/s, ATC need change direction of runway in use.

2.3.2 在转换跑道方向时，管制可根据运行情况，短时安排航空器使用顺风分量大于 3.5m/s 但不大于 5m/s 起降，但需通知航空器驾驶员。如不能接受，航空器驾驶员应尽早通知管制部门。

2.3.2 When changing the direction of RWY in use, ATC can instruct aircraft to take off or land with 3.5m/s＜downwind speed ≤5m/s for short time. Inform ATC as soon as possible if flight crew cannot accept it.

2.4 非全跑道起飞运行规定

2.4 Partical runway take-off regulations

2.4.1 航空器驾驶员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。

2.4.1 After flight crew apply for partical runway to take off, ATC can approve and provide air traffic control service according to the situation.

2.4.2 塔台根据跑道实际运行情况，将安排航空器由 A9/A2 进入 RWY03/21 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，应告知管制员。

2.4.2 The tower controller can command aircraft to enter RWY03/21 via TWY A9/A2 by using partical runway for take-off. Inform ATC if flight crew cannot accept it.

2.5 机组须使用顺向快速联络道，尽快脱离跑道。

2.5 Flight crew shall vacate RWY as soon as possible

via rapid exit TWY.

**3. 机坪和机位的使用**

**3. Use of aprons and parking stands**

3.1 停靠廊桥的航空器均由牵引车推出；

3.1 Aircraft parking/docking at boarding bridges are pushed back by tow tractors;

3.2 发动机试车须经管制部门和现场指挥中心许可，并在指定的地点进行。严禁在廊桥附近试大车；

3.2 Engine run-ups are subject to Ground Control and AOC clearance, and may only be carried out at a designated location. Fast engine run-ups in the vicinity of boarding bridges are strictly forbidden;

3.3 机场停机坪东侧坡度较大航空器停放时注意重心与平衡，防止倾斜擦地。

3.3 Great slope at east apron,parking aircraft shall keep balance of that.

3.4 机位使用限制

3.4 Limits for aircraft parking on the following stands

| 停机位/Stands | 航空器翼展限制/<br>Wing span limits for aircraft |
|---|---|
| Nr.1, 19, 105B, 201, 301, 303 | <65m |
| Nr.11,12, 16-18, 302, 304 | <52m |
| Nr.9 | <48m |
| Nr.4 | <47m |
| Nr.1A, 2,3, 5-8, 10, 13-15, 20-22, 57-64, 101-104 | <36m |
| Nr.55, 56 | <32.5m |
| Nr.105 | <24m |
| Nr.51-54 | <22.5m |

3.5 停机位 104、105、105B、201、301 为隔离机位，101-105 中任意一个与 105B 不能同时使用。

3.5 Nr.104, 105, 105B, 201, 301 are isolated stands.Stands Nr.101-105 are forbidden to use with Nr.105B simultaneously.

3.6 翼展 36 米（含）以上航空器使用 1 号停机位时， 1A 号停机位不得使用；

3.6 When aircraft with wing span not less than 36m use stand Nr.1, stand Nr.1A is unavailable;

3.7 翼展 52 米（含）以上航空器使用 1 号停机位时，由 T4 滑入滑出，推出时使用专用推出线（白色虚线）；

3.7 When use stand Nr.1: aircraft with wing span not less than 52m shall taxi in and out via TWY T4 and be pushed back via exclusive push back line(white dashed line);

3.8 翼展 52m（含）以上航空器在 1 号机位停放期间，1A 机位与 1 号机位之间的 T2 滑行道不可用。

3.8 When aircraft with wing span not less than 52m parking on stand Nr.1, TWY T2 (BTN stand Nr.1 and Nr.1A) is unavailable.

3.9 翼展 52m（含）以上航空器在 1 号机位推出及沿 T4 滑行通道滑出期间，2 号机位、3 号机位之间的 T2 滑行道不可用。

3.9 When aircraft with wing span not less than 52m being pushed back from stand Nr.1 and taxi out via TWY T4, TWY T2 (BTN stand Nr.2 and Nr.3) is unavailable.

3.10 停放在 1 号停机位的航空器使用专用推出线（白色虚线）推出时， 51-55 号停机位不得使用；

3.10 When aircraft being pushed back from stand Nr.1 via exclusive push back line(white dashed line), stands Nr.51-55 are unavailable;

3.11 航空器沿 T1 与 T2 之间的 D1 滑入 1 号停机位期间， 51 号停机位不得使用；

3.11 When aircraft taxiing into stand Nr.1 via TWY D1(BTN T1 and T2), stand Nr.51 is unavailable;

3.12 银川机坪管制范围（APN）：T1（含）以西的机场活动区（1、2、3 号停机坪）。银川塔台、银川机坪负责向各自管辖范围内的航空器提供相应

3.12 Yinchuan APN control area: Maneuvering area(aprons Nr.1,2,3) on the W of TWY T1(inclusive). ATC service is available in the

的管制服务。

respective control area of Yinchuan TWR and Yinchuan APN.

3.13 离场航空器，须在预计推出开车前 10min 向银川塔台申请放行许可；取得放行许可后，按照银川塔台指令转频到银川机坪，由银川机坪负责推出开车顺序。

3.13 Departure aircraft shall contact Yinchuan TWR for delivery clearance 10 minutes prior to push-back and start-up. After getting delivery clearance, flight crew shall follow instructions of Yinchuan TWR to change frequency to Yinchuan APN. Then obtain priorities of push-back and start-up from Yinchuan APN.

3.14 机组须在 5min 内执行推出开车指令，如果超时，该管制指令自动取消，需重新申请。

3.14 The clearance of push-back and start-up shall be performed within 5 minutes, otherwise, the clearance would be cancelled automatically and a new clearance shall be applied.

3.15 进港停靠在 201、301-304 机位外的航空器需由地面引导车引导；所有离港航空器及停靠在 201、301-304 机位的进港航空器如有需要，机组可通过对应管制频率申请引导车或拖车服务。

3.15 Arriving aircraft shall be guided by follow-me vehicle to park on stands(except stands Nr.201,301-304). If necessary, flight crew could apply for follow-me vehicle service or towing service via corresponding Control frequency for all departing aircraft and arriving aircraft parking on stands Nr.201,301-304.

3.16 廊桥机位 1、11-22 号配备 400Hz 桥载电源和空调。

3.16 Bridge power supply EQPT(400Hz) and air conditioner are available for aircraft parking on stands Nr.1 and 11-22.

**4. 进、离场管制规定**

**4. Air traffic control regulations**

| | |
|---|---|
| 无 | Nil |
| **5. 机场的 II/III 类运行** | **5. CAT II/III operations at AD** |
| 5.1 低能见度运行（II 类） | 5.1 Low Visibility Operation Procedures(CAT II) |
| 5.1.1 达到以下条件时，本场将进入低能见度运行程序准备阶段： | 5.1.1 Low Visibility Operation Procedures will be prepared with following conditions: |
| 当预计 30mim 内 200m≤RVR＜450m 时，由航空公司或机组提出申请。 | Applied by airlines or flight crew when 200≤RVR＜450m within estimated 30min. |
| 5.1.2 当满足下列条件时，低能见度运行程序启动实施： | 5.1.2 Low Visibility Operation Procedures will be implemented with following conditions: |
| 03 号跑道 350m＜RVR＜450m，30m＜云底高＜60m，机场和空管具备低能见度程序保障能力。 | When 350m< RVR<450m of RWY03 and 30m<ceiling<60m, aerodrome and ATC satisfy the requirement of Low Visibility Operation. |
| 5.1.3 低能见度运行程序在下列情形下解除： | 5.1.3 Low Visibility Operation Procedures will be closured with following conditions: |
| 5.1.3.1 RVR 回升到 800m 且云底高回升至 90m，并预测天气将转好或稳定 30mins 后。 | 5.1.3.1 When RVR≥800m and ceiling ≥90m and forecast show a improvement trend and remain 30mins. |
| 5.1.3.2 RVR 低于 200m 或云底高低于 30m，并且趋势预报在 1h 以上无法转好。 | 5.1.3.2 When RVR＜200m or ceiling ＜30m and forecast show a decrease trend in more than 1h. |
| 5.1.3.3 在低能见度运行期间因设备或其他原因不具备低能见度程序保障能力时。 | 5.1.3.3 When eqquipment or other factors cannot satisfy the requirement of Low Visibility Operation Procedures. |

5.2 航空器滑行

5.2.1 所有进、出港航空器的滑行必须由引导车引导。

5.2.2 在 RWY03 使用 HUD 执行特殊批准II类运行期间，有航空器进近时，等待起飞的航空器应在停机坪等待。

5.3 需要执行 HUD 特殊批准II类运行程序的航空器，应主动向管制员报告。

5.2 Taxiing

5.2.1 Taxiing of departure and arrival aircrafts shall be guided by follow-me vehicles.

5.2.2 If approaching aircraft uses landing minima of Special CAT II with HUD, the departure aircraft shall wait at the apron.

5.3 Aircraft to use landing minima of Special CAT II with HUD shall report to ATC initiatively.

**6. 除冰规则**

无

**6. Rules for deicing**

Nil

**7. 平行跑道同时仪表运行**

无

**7. Simultaneous operations on parallel runways**

Nil

**8. 警告**

8.1 本机场 03 号跑道入口以南 400m，跑道中心线以西 360m 处为起始点，有一条平行于跑道宽约 25m 的公路，向南延伸约 2000m，夜间路灯可能开启，请机组注意。

8.2 因机场高速公路灯光较强，机组使用 21 号跑道降落注意观察跑道灯光。

**8. Warning**

8.1 There is a road about 25m wide and 2000m long parallel to RWY on the south of RWY03 THR, the north end of which start from point 400m south of RWY03 THR and 360m west of RCL. Lights of the road might be turned on during night. Please pay attention.

8.2 Lights of airport expressway is strong, aircraft landing with RWY21 shall take care to distinguish

RWY lights from that.

8.3 跑道北头水沟距跑道端较近，机组在起飞、着陆过程中要严格按飞行标准执行，防止航空器提前着陆擦地和冲出跑道。

8.3 Water channel is closed to the north of RWY end, aircraft taking-off or landing shall strictly follow the procedure to prevent early landing or overrun.

8.4 本场未配备系留绳和系留挂具。

8.4 AD not equipped with mooring rope and mooring rack.

**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

## ZLIC AD 2.21 噪音限制规定及减噪程序

## ZLIC AD 2.21 Noise restrictions and Noise abatement procedures

无

Nil

## ZLIC AD 2.22 飞行程序

## ZLIC AD 2.22 Flight procedures

**1. 总则**

**1. General**

无

Nil

**2. 起落航线**

**2. Traffic circuits**

起落航线在跑道两侧，A、B 类航空器高度 1550 米，C、D 类航空器高度 1750m。

Traffic circuits shall be made to both sides of RWY, at the altitude of 1550m for aircraft CAT A/B, and 1750m for aircraft CAT C/D.

**3. 仪表飞行程序**

**3. IFR flight procedures**

正常情况下，严格按照航图中公布的进、离场程序和ENR2.2.1中公布的有关规定飞行。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。

On normal conditions, strict adherence is required to the relevant arrival/departure procedures published in the aeronautical charts and the relevant regulations published in subsection ENR2.2.1. Aircraft may, if necessary, hold or maneuver on an airway, over a navigation facility or a fix designated by ATC.

**4. 雷达程序和/或 ADS-B 程序**

**4. Radar procedures and/or ADS-B procedures**

银川进近管制区域内实施雷达管制，航空器最小水平间隔为6km。

Radar control within Yinchuan APP has been implemented,the minimum horizontal radar separation 6km.

**5. 无线电通信失效程序**

**5. Radio communication failure procedures**

无

Nil

**6. 目视飞行程序**

**6. Procedures for VFR flights**

无

Nil

**7. 目视飞行航线**

**7. VFR route**

无

Nil

**8. 目视参考点**

**8. Visual reference point**

无

Nil

**9. 其它规定**

**9. Other regulations**

无

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 |
|---|---|---|---|
| YC501 | N383041.8E1064745.8 | YC723 | N374851.5E1063114.2 |
| YC502 | N382644E1065637 | YC804 | N382630.3E1063858.3 |
| YC503 | N381401.8E1064726.0 | YC806 | N383824.3E1063716.0 |
| YC504 | N382844.8E1055815.7 | YC807 | N383411.1E1063413.5 |
| YC506 | N385019E1071349 | YC808 | N382957.8E1063111.4 |
| YC601 | N375619.0E1060714.6 | YC811 | N384151.8E1062927.8 |
| YC705 | N374900.9E1060206.2 | YC812 | N383324.9E1062323.8 |
| YC706 | N380008.7E1060956.2 | YC816 | N383456.3E1064503.5 |
| YC707 | N380424.4E1061257.4 | YC817 | N383043.3E1064200.7 |
| YC708 | N380840.2E1061558.9 | YC820 | N384615.6E1064257.2 |
| YC713 | N375642.6E1061741.0 | DWZ | N3755.3E10620.6 |
| YC714 | N380334.3E1060210.7 | YHD | N3820.8E10624.6 |
| YC715 | N381206.2E1060812.8 | AGVEN | N3857.4E10702.6 |
| YC716 | N382324.9E1061614.9 | BELIP | N3759.3E10522.2 |
| YC717 | N380058.1E1062042.5 | DOMVA | N3721.9E10645.1 |
| YC718 | N380513.7E1062344.3 | DOXED | N3856.9E10727.2 |
| YC719 | N381726.4E1063227.6 | IDGOB | N3724.4E10659.1 |
| YC720 | N384512.9E1065230.9 | IVTEV | N3745.4E10630.4 |
| YC721 | N375844.2E1063816.9 | LUVKO | N3749.1E10531.6 |
| YC722 | N374840.5E1064424.5 | OPULI | N3844.1E10505.3 |

Coding table

| Path Terminator | Waypoint ID | Fly over | Magnetic Course (°) | Turn Direction | Altitude (m) | IAS (km/h) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|
| RWY03 Departure DOX-08D | | | | | | | | |
| CA | | | 032 | | 2100 | | | RNAV1 |
| DF | YC501 | | | R | | | | RNAV1 |
| TF | YC502 | | | | | | | RNAV1 |
| TF | YC506 | | | | | | | RNAV1 |
| TF | DOXED | | | | | | | RNAV1 |
| RWY03 Departure DOM-08D | | | | | | | | |
| CA | | | 032 | | 2100 | | | RNAV1 |
| DF | YC501 | | | R | | | | RNAV1 |
| TF | YC502 | | | | | | | RNAV1 |
| TF | YC503 | | | | | | | RNAV1 |
| TF | YC721 | | | | | | | RNAV1 |
| TF | IVTEV | | | | | | | RNAV1 |
| TF | DOMVA | | | | | | | RNAV1 |
| RWY03 Departure BEL-08D | | | | | | | | |
| CA | | | 032 | | 2100 | | | RNAV1 |
| DF | YC501 | | | R | | | | RNAV1 |
| TF | YC502 | | | | | | | RNAV1 |
| TF | YC503 | | | | | | | RNAV1 |
| TF | YC721 | | | | | | | RNAV1 |
| TF | DWZ | | | | | | | RNAV1 |
| TF | BELIP | | | | | | | RNAV1 |
| RWY03 Departure BEL-09D(BY ATC) | | | | | | | | |
| CA | | | 032 | | 2100 | | | RNAV1 |

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|---|---|---|---|---|---|---|---|---|
| DF | YC504 | | | L | ↑3900 | | | RNAV1 |
| TF | BELIP | | | | | | | RNAV1 |
| RWY03 Departure OPU-08D | | | | | | | | |
| CA | | | 032 | | 2100 | | | RNAV1 |
| DF | YC501 | | | R | | | | RNAV1 |
| TF | YC502 | | | | | | | RNAV1 |
| TF | YC503 | | | | | | | RNAV1 |
| TF | YHD | | | | | | | RNAV1 |
| TF | YC504 | | | | ↑3900 | | | RNAV1 |
| TF | OPULI | | | | | | | RNAV1 |
| RWY03 Departure OPU-09D(BY ATC) | | | | | | | | |
| CA | | | 032 | | 2100 | | | RNAV1 |
| DF | YC504 | | | L | ↑3900 | | | RNAV1 |
| TF | OPULI | | | | | | | RNAV1 |
| RWY21 Departure DOX-18D | | | | | | | | |
| CA | | | 212 | | 2100 | | | RNAV1 |
| DF | YC721 | | | L | | | | RNAV1 |
| TF | YC503 | | | | | | | RNAV1 |
| TF | YC506 | | | | | | | RNAV1 |
| TF | DOXED | | | | | | | RNAV1 |
| RWY21 Departure DOM-18D | | | | | | | | |
| CA | | | 212 | | 2100 | | | RNAV1 |
| DF | DWZ | | | L | | | | RNAV1 |
| TF | IVTEV | | | | | | | RNAV1 |
| TF | DOMVA | | | | | | | RNAV1 |
| RWY21 Departure BEL-19D | | | | | | | | |
| CA | | | 212 | | 2100 | | | RNAV1 |

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|---|---|---|---|---|---|---|---|---|
| CF | YC601 | | 212 | | | | | RNAV1 |
| IF | BELIP | | | | | | | RNAV1 |
| RWY21 Departure OPU-18D | | | | | | | | |
| CA | | | 212 | | 2100 | | | RNAV1 |
| DF | YC721 | | | L | | | | RNAV1 |
| TF | YC503 | | | | | | | RNAV1 |
| TF | YHD | | | | | | | RNAV1 |
| TF | YC504 | | | | ↑3900 | | | RNAV1 |
| TF | OPULI | | | | | | | RNAV1 |
| RWY21 Departure OPU-19D(BY ATC) | | | | | | | | |
| CA | | | 212 | | 2100 | | | RNAV1 |
| DF | YC504 | | | R | ↑3900 | | | RNAV1 |
| TF | OPULI | | | | | | | RNAV1 |
| RWY03 Arrival AGV-08A | | | | | | | | |
| IF | AGVEN | | | | | | | RNAV1 |
| TF | YC720 | | | | | | | RNAV1 |
| TF | YC719 | | | | | | | RNAV1 |
| TF | YC718 | | | | ↑2100 | MAX380 | | RNAV1 |
| RWY03 Arrival IDG-08A | | | | | | | | |
| IF | IDGOB | | | | | | | RNAV1 |
| TF | YC722 | | | | | | | RNAV1 |
| TF | YC721 | | | | | | | RNAV1 |
| TF | YC718 | | | | ↑2100 | MAX380 | | RNAV1 |
| RWY03 Arrival LUV-08A | | | | | | | | |
| IF | LUVKO | | | | | | | RNAV1 |
| TF | YC705 | | | | ↑2700 | | | RNAV1 |
| TF | YC723 | | | | | | | RNAV1 |

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|---|---|---|---|---|---|---|---|---|
| TF | YC721 | | | | | | | RNAV1 |
| TF | YC718 | | | | ↑2100 | MAX380 | | RNAV1 |
| RWY03 Arrival LUV-09A(BY ATC) | | | | | | | | |
| IF | LUVKO | | | | | | | RNAV1 |
| TF | YC705 | | | | ↑2700 | | | RNAV1 |
| TF | YC706 | | | | ↑2100 | MAX380 | | RNAV1 |
| RWY03 Arrival OPU-08A | | | | | | | | |
| IF | OPULI | | | | | | | RNAV1 |
| TF | YC504 | | | | ↑3900 | | | RNAV1 |
| TF | YC716 | | | | | | | RNAV1 |
| TF | YHD | | | | | | | RNAV1 |
| TF | YC719 | | | | | | | RNAV1 |
| TF | YC718 | | | | ↑2100 | MAX380 | | RNAV1 |
| RWY03 Arrival OPU-09A(BY ATC) | | | | | | | | |
| IF | OPULI | | | | | | | RNAV1 |
| TF | YC504 | | | | ↑3900 | | | RNAV1 |
| TF | YC716 | | | | | | | RNAV1 |
| TF | YC715 | | | | ↑2100 | MAX380 | | RNAV1 |
| RWY03 Approach Transition YC706(BY ATC) | | | | | | | | |
| IF | YC706 | | | | ↑2100 | MAX380 | | RNAV1 |
| TF | YC707 | | | | | | | RNAV1 |
| TF | YC708 | | | | 1800 | | | RNAV1 |
| RWY03 Approach Transition YC718 | | | | | | | | |
| IF | YC718 | | | | ↑2100 | MAX380 | | RNAV1 |
| TF | YC717 | | | | | | | RNAV1 |
| TF | YC713 | | | | | | | RNAV1 |
| TF | YC706 | | | | | | | RNAV1 |

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|---|---|---|---|---|---|---|---|---|
| TF | YC707 | | | | | | | RNAV1 |
| TF | YC708 | | | | 1800 | | | RNAV1 |
| RWY03 Approach Transition YC715(BY ATC) | | | | | | | | |
| IF | YC715 | | | | ↑2100 | MAX380 | | RNAV1 |
| TF | YC714 | | | | | | | RNAV1 |
| TF | YC706 | | | | | | | RNAV1 |
| TF | YC707 | | | | | | | RNAV1 |
| TF | YC708 | | | | 1800 | | | RNAV1 |
| RWY03 Missed Approach | | | | | | | | |
| CA | | | 032 | | 1800 | | | RNP1 |
| DF | YC719 | | | R | | MAX380 | | RNP1 |
| TF | YC718 | | | | | | | RNP1 |
| RWY03 Holding(outbound time 1min) | | | | | | | | |
| HM | YC720 | Y | 212 | L | 2700 | | | RNAV1 |
| HM | YC722 | Y | 338 | L | 3000 | | | RNAV1 |
| RWY21 Arrival AGV-18A | | | | | | | | |
| IF | AGVEN | | | | | | | RNAV1 |
| TF | YC820 | | | | | | | RNAV1 |
| TF | YC806 | | | | ↑2100 | MAX380 | | RNAV1 |
| RWY21 Arrival IDG-18A | | | | | | | | |
| IF | IDGOB | | | | | | | RNAV1 |
| TF | YC722 | | | | | | | RNAV1 |
| TF | YC721 | | | | | | | RNAV1 |
| TF | YC719 | | | | | | | RNAV1 |
| TF | YC804 | | | | ↑2100 | MAX380 | | RNAV1 |
| RWY21 Arrival LUV-18A | | | | | | | | |
| IF | LUVKO | | | | | | | RNAV1 |

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|---|---|---|---|---|---|---|---|---|
| TF | YC723 | | | | | | | RNAV1 |
| TF | YC721 | | | | | | | RNAV1 |
| TF | YC719 | | | | | | | RNAV1 |
| TF | YC804 | | | | ↑2100 | MAX380 | | RNAV1 |
| RWY21 Arrival LUV-19A(BY ATC) | | | | | | | | |
| IF | LUVKO | | | | | | | RNAV1 |
| TF | YC716 | | | | | | | RNAV1 |
| TF | YC812 | | | | ↑2100 | MAX380 | | RNAV1 |
| RWY21 Arrival OPU-18A | | | | | | | | |
| IF | OPULI | | | | | | | RNAV1 |
| TF | YC504 | | | | ↑3900 | | | RNAV1 |
| TF | YC716 | | | | | | | RNAV1 |
| TF | YHD | | | | | | | RNAV1 |
| TF | YC719 | | | | | | | RNAV1 |
| TF | YC804 | | | | ↑2100 | MAX380 | | RNAV1 |
| RWY21 Arrival OPU-19A(BY ATC) | | | | | | | | |
| IF | OPULI | | | | | | | RNAV1 |
| TF | YC504 | | | | ↑3900 | | | RNAV1 |
| TF | YC716 | | | | | | | RNAV1 |
| TF | YC812 | | | | ↑2100 | MAX380 | | RNAV1 |
| RWY21 Approach Transition YC806 | | | | | | | | |
| IF | YC806 | | | | ↑2100 | MAX380 | | RNAV1 |
| TF | YC807 | | | | | | | RNAV1 |
| TF | YC808 | | | | 1800 | | | RNAV1 |
| RWY21 Approach Transition YC804 | | | | | | | | |
| IF | YC804 | | | | ↑2100 | MAX380 | | RNAV1 |
| TF | YC817 | | | | | | | RNAV1 |

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|---|---|---|---|---|---|---|---|---|
| TF | YC816 | | | | | | | RNAV1 |
| TF | YC806 | | | | | | | RNAV1 |
| IF | YC807 | | | | | | | RNAV1 |
| TF | YC808 | | | | 1800 | | | RNAV1 |
| RWY21 Approach Transition YC812(BY ATC) | | | | | | | | |
| IF | YC812 | | | | ↑2100 | MAX380 | | RNAV1 |
| TF | YC811 | | | | | | | RNAV1 |
| TF | YC806 | | | | | | | RNAV1 |
| TF | YC807 | | | | | | | RNAV1 |
| IF | YC808 | | | | 1800 | | | RNAV1 |
| RWY21 Missed Approach | | | | | | | | |
| CA | | | 212 | | 1800 | | | RNP1 |
| DF | YC719 | | | L | | MAX380 | | RNP1 |
| TF | YC804 | | | | | | | RNP1 |
| RWY21 Holding(outbound time 1min) | | | | | | | | |
| HM | YC820 | Y | 212 | L | 2700 | | | RNAV1 |
| HM | YC722 | Y | 338 | L | 3000 | | | RNAV1 |

## ZLIC AD 2.23 其它资料

1 鸟情资料：机场飞行区全年有鸟类活动，鸟类种类共计 40 种，中型的危险鸟类有喜鹊、鸽子、灰头麦鸡、红隼、戴胜、纵纹腹小鸮等；小型的危险鸟类有麻雀、家燕、云雀、凤头百灵、灰椋鸟、白鹡鸰、崖沙燕、赤颈鸻等鸟类。鸟类种类和数量表现为：每年 7-9 月为高峰期，4-6 月为上升期，10-12 月为下降期，1-3 月为平稳期。

## ZLIC AD 2.23 Other information

1 Bird Data: Activities of bird flocks are found all the year round, 40 kinds of birds are observed in aerodrome flight area. Medium-sized birds include Magpie, Pigeon, Grey-headed Lapwing, Common Kestrel, Hoopoe, Athene noctua Little Owl and so forth; Small-sized birds include Sparrow, Barn Swallow, Skylark, Crested Lark, Sturnus cineraceus,

Motacilla alba, Sand Martin, Red-throated Thrush and so forth. Performance of birds activities in whole year: steady period from January to March, rised period from April to June, peak period from July to September, and decent period from October to December.

2 鸟情信息

2 Bird information

| Type of bird | Time of activity | Activity area | Flight height within AD |
|---|---|---|---|
| Magpie | The whole year | Flight area | 0-100m |
| Pigeon | The whole year, morning and sunset | South end, west and southeast of RWY | 0-200m |
| Grey-headed Lapwing | May-October | East and west of RWY | 0-100m |
| Hoopoe | The whole year | East of RWY | 0-50m |
| Common Kestrel | The whole year | Above flight area | 0-500m |
| Athene noctua Little Owl | The whole year, sunset and night | East of RWY | 0-100m |
| Sparrow | The whole year | Flight area | 0-20m |
| Barn Swallow | May-October | South end, north end and west of RWY | 0-200m |
| Skylark | The whole year | East and southwest of RWY | 0-200m |
| Crested Lark | The whole year | South end and east of RWY | 0-200m |
| Sturnus cineraceus | The whole year | West enclosure | 0-100m |
| Motacilla alba | May-October | East, south and north of RWY | 0-50m |

| | | | |
|---|---|---|---|
| Sand Martin | May-October | East and north of RWY | 0-200m |
| Red-throated Thrush | The whole year | East of RWY | 0-50m |

3 鸟击防范工作通过开展银川机场周围直径 8km 范围生态调研，科学系统分析鸟类、昆虫、植物信息，结合季节变化，科学运用太阳能煤气炮、太阳能灭虫灯、驱鸟车、定向声波驱鸟器、音频驱鸟器、猎枪、仿真假人、彩色风车、双层鸟网、双响炮等驱鸟设施设备，结合喷洒驱鸟剂、除虫剂、除草剂，实施人工与机械割草、碾压等多种措施，最大限度降低鸟击风险。

3 Bird strike precaution is executed via ecological research around aerodrome of 8km in diameter. Birds, insects and plants in this scope are analyzed scientifically. A plenty of bird dispersal equipment and methods for different seasons are adopted to reduce the risk of bird strike.