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

ZHCC-郑州/新郑 ZHENGZHOU/Xinzheng

ZHCC 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	N34°31.1' E113°50.4' Center of RWY12R/30L
2	方向、距离 Direction and distance from city	160 °GEO, 29.5km from Erqi square
3	标高/参考气温 Elevation / Reference temperature	151.2m/32.1 ℃(JUL)
4	机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation	THR12L/-
5	磁差/年变率 MAG VAR/ Annual change	4 °W/
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	Zhengzhou Xinzheng International Airport Co. Ltd. Zhengzhou Xinzheng International Airport, Zhengzhou, Henan province, China Post code:450019 TEL:86-371-58516932 FAX:86-371-58516932 Email:cgozhb@126.com Website:www.zzairport.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/RWY12L/30R：4F，RWY12R/30L：4E
9	备注 Remarks	Nil

ZHCC 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	HS or O/R
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Platform lift, luggage towing vehicle, fork, baggage handling, luggage cargo trailer, rolling truck, rolling pallet truck, container trailer, collection paneling trailer.
2	燃油/滑油牌号 Fuel/oil types	Nr.3 jet fuel --
3	加油设施/能力 Fuelling facilities/capacity	Refueling pipeline: 277 litres/sec Refueling truck(20000 litres): 20 litres/sec
4	除冰设施 De-icing facilities	16 De-icers, de-icing fluid (KHF-I/FCY-1A/Cleanwing-II)
5	过站航空器机库 Hangar space for visiting aircraft	China Southern airlines hangar. Accommodate two narrow body aircraft(B737) Contact: 86-371-68518883
6	过站航空器的维修设施	Line maintenance available for various types of aircraft on request: B733,

	Repair facilities for visiting aircraft	B737NG, B747, B767, A320, A330 series; Visiting aircraft maintenance for CRJ200
7	备注 Remarks	Ground power unit, ground air supply unit, ground air preconditioning unit

ZHCC AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD
2	餐馆 Restaurants	At AD
3	交通工具 Transportation	Passenger's coaches, taxis
4	医疗设施 Medical facilities	At AD
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	Nil
7	备注 Remarks	Nil

ZHCC 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: heavy-duty foam tender, command car, illumination truck, rapid intervention vehicle, primary foam tender, logistics truck, disassembly rescue truck, etc Rescue equipment: mobile surface operation devices, towing rack, uplift air cushion, fork, steel cable, etc
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to B747
4	备注 Remarks	Nil

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

1	可用季节及扫雪设备类型	All seasons

	Types of clearing equipment	Snow blowers, snow slingers, snow removal vehicles, ramp snow vehicles, snow fluid truck.
2	扫雪顺序 Clearance priorities	RWY, TWY, Apron simultaneously
3	备注 Remarks	Nil

ZHCC 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 98/R/B/W/T(Stands Nr.32-35, 71, 235-240, 266-270, 266L, 266R, 805-810, 888, 903-906) PCN 82/R/B/W/T(Stands Nr. 233, 234, 241, 242, 901, 902, 907, 908) PCN 74/R/B/W/T(Stands Nr.14-19, 27-31, 58-69) PCN 72/R/B/W/T(Stands Nr.101-103) PCN 67/R/B/W/T(Stands Nr.72-83, 210-222, 228-232, 243-265)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	50m: D4, E1-E4; 48m: S1; 44m: D2, D11; 34.5m: D1, D12; 31m: H2; 29m: H1, H11; 27m: H4, H8; 25m: D, D3, D5, D8, D9, E, E5; 23m: D6, D7, G4, G5, H, H6, R, R1-R4, S, U; 20m: T8; 18m: T9;
		Surface:	CONC_ASPH
		Strength:	PCN 98/R/B/W/T(D, D1, D2, D4, D11, D12, E, E1-E5, R, R1-R4, S(BTN TWY D & 150m north of TWY H), S1, T10(west of stand Nr.35), U(BTN TWY D & 150m north of TWY H)) PCN 90/F/B/W/T(S(BTN TWY H & 150m north of TWY H), U(BTN TWY H & 150m north of TWY H)) PCN 82/R/B/W/T(D3, D5, D8, D9) PCN 74/R/B/W/T(G4, G5, H, H1, H2, H4, H6, H8, H11, T6-T8, T10(east of stand Nr.27))

			PCN 70/R/B/W/T(D6, D7) PCN 67/R/B/W/T(F, G2, G3, G6, H3, T2-T5, T9, T11)
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	Nil	
5	备注 Remarks		

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

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWY and RWY and at all holding positions. Aircraft stand identification sign board at apron. Guide lines at apron and TWYs. Marshalling assistance for aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	RWY designation, TDZ, edge line, THR, centerline, aiming point
		RWY lights	Center line, edge line, THR, RWY end, wing bar, TDZ(RWY12L)
		TWY markings	Center line, edge line, taxi holding positions, No-entry marking
		TWY lights	RWY12R/30L: center line, edge line, RWY guard lights; RWY12L/30R: center line, edge line, RWY guard lights, rapid exit TWY indicator, No-entry lights, intermediate holding position lights
3	停止排灯 Stop bars	Available for TWY D1 and D2	
4	备注 Remarks	Center line lights of TWY T4, T5, G1 and G6 U/S	

ZHCC 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 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	*GP Antenna	012	2243	163.7	RWY12L ILS/DME final approach	
2	*Control TWR	018	1150	246.3	CAT A circling	
3	*BLDG	033	731	216.6		
4	*Radar	055	2909	175.2		
5	*GP Antenna	074	3226	158.7	RWY30R ILS/DME final approach	
6	TWR	079	4323	186.1		
7	TWR	096	6797	180.3	RWY30R ILS/DME GP INOP final approach	
8	BLDG	099	2724	190		
9	MT	101	2660	183	RWY30L ILS/DME GP INOP final approach	
10	*Antenna	116	2700	161.4	RWY12R Take-off path	
11	*GP Antenna	121	1415	162.5	RWY30L ILS/DME final approach	
12	*TWR	245	5064	247.6	CAT B, C, D circling	
13	BLDG	248	2600	181		
14	*Power TWR	253	4117	209.4		
15	*Antenna	282	3639	185		
16	*GP Antenna	291	1393	166	RWY12R ILS/DME final approach	
17	MT	292	13800	285	Minimum surveillance altitude sector	
18	*LOC Antenna	296	1950	154	RWY30L Take-off path	
19	*Antenna	296	2750	169	RWY30L Take-off path	

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
20	BLDG	306	13817	245	RWY12L/12R ILS/DME GP INOP final approach	
21	BLDG	313	12419	243		
22	*TWR	324	2659	198		
23	TWR	334	3266	180.1	RWY30R Take-off path	
24	TWR	336	3161	176.6	RWY30R Take-off path	
25	BLDG	339	2863	171.4	RWY30R Take-off path	
26	Water TWR	345	1600	191		
27	*LOC Antenna	356	2383	155.3	RWY30R Take-off path	
Others:						

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	MT	239	43884	409		
2	MT	240	34326	793	Sector	
3	MT	243	26600	435	Minimum surveillance altitude sector	
4	MT	276	46000	586		
5	MT	278	30500	435	Minimum surveillance altitude sector	

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
6	MT	281	34784	304		
7	MT	284	42424	614	Minimum surveillance altitude sector	
8	MT	290	44011	545		
9	MT	294	20280	331	RWY12R RNAV procedure; RWY12L/12R intermediate approach	
10	TWR	301	24390	324		
11	Chimney	302	37400	425		
12	BLDG	326	32082	338		
13	*TV TWR	338	25000	486	Sector; Minimum surveillance altitude sector	
14	BLDG	343	30131	377		
Others:						

ZHCC 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	Henan 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	Henan ATMB MET Office 9 HR, 24 HR

4	趋势预报发布间隔 Type of landing forecast, Interval of issuance	1 HR
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 charts, upper W/T charts, satellite and radar material, AWOS real-time data
8	提供信息的辅助设备 Supplementary equipment available for providing information	FAX, MET service terminal, radar display, AWOS display
9	提供气象情报的空中交通服务单位 ATS units provided with information	Zhengzhou ACC, APP, TWR
10	观测类型与频率/自动观测设备 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 Type of MET Report & supplementary information included	METAR, SPECI
12	观测系统及位置 Observation System & Site(s)	RVR EQPT A: 118m S of RCL, 412m inward THR12R B: 118m S of RCL, 1700m inward THR12R C: 118m S of RCL, 302m inward THR30L D: 110m N of RCL, 405m inward THR12L E: 110m N of RCL, 1830m inward THR12L F: 110m N of RCL, 355m inward THR30R SFC wind sensors 12R: 118m S of RCL, 377m inward THR12R 12R/30L Center: 118m S of RCL, 1705m inward THR12R 30L: 118m S of RCL, 292m inward THR30L 12L: 110m N of RCL, 370m inward THR12L 12L/30R Center: 110m N of RCL, 1795m inward THR12L 30R: 110m N of RCL, 350m inward THR30R

		Ceilometer 12R: 118m S of RCL, 372m inward THR12R 30L: 118m S of RCL, 287m inward THR30L 12L: 110m N of RCL, 360m inward THR12L 30R: 110m N of RCL, 345m inward THR30R
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	Nil

ZHCC 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/ 停止道道面 RWY strength (PCN), RWY surface / SWYsurface	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
12L	112 °GEO 116 °MAG	3600×60	98/R/B/W/T (0-800m inward THRs) CONC 82/R/B/W/T (Others) CONC/-	Nil	THR151.2m TDZ149.9m
30R	292 °GEO 296 °MAG	3600×60	98/R/B/W/T (0-800m inward THRs) CONC 82/R/B/W/T (Others) CONC/-	Nil	THR145.0m TDZ145.3m

12R	112 °GEO 116 °MAG	3400×45	74/R/B/W/T CONC/-	Nil	THR150.7m TDZ150.7m
30L	292 °GEO 296 °MAG	3400×45	74/R/B/W/T CONC/-	Nil	THR147.5m TDZ148.3m
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	Nil	3720×300	Yes	240×150
See AOC	Nil	Nil	3720×300	Yes	240×150
See AOC	Nil	Nil	3520×300	Yes	190×90
See AOC	Nil	Nil	3520×300	Yes	190×90
Remark: Distance between RCL of RWY12L/30R and RCL of RWY12R/30L is 2050m, RWY12L THR is 800m east of RWY12R THR, RWY30R THR is 1000m east of RWY30L THR.RWY shoulder: 7.5m on each side. RWY12L/30R grooved: 6mm×6mm×32mm.RWY12R/30L grooved: 5mm×4mm×12mm.					

ZHCC 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
12R	3400	3400	3400	3400	Nil
30L	3400	3400	3400	3400	Nil
12L	3600	3600	3600	3600	Nil
12L	3300	3300	3300	3600	FM D2
30R	3600	3600	3600	3600	Nil
30R	3300	3300	3300	3600	FM D11
Remarks:					

ZHCC 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
12R	PALS CAT I* 900m VRB LIH	GREEN Yes	PAPI LEFT/3° 14m	Nil	3400m** spacing 30m	3400m**** spacing 60m	RED	Nil
30L	PALS CAT I* 900m VRB LIH	GREEN Yes	PAPI LEFT/3° 14m	Nil	3400m** spacing 30m	3400m**** spacing 60m	RED	Nil
12L	PALS CAT III* 900m VRB LIH	GREEN Yes	PAPI LEFT/3° 14m	900m	3600m*** spacing 15m	3600m***** spacing 60m	RED	Nil
30R	PALS CAT I* 900m VRB LIH	GREEN Yes	PAPI LEFT/3° 14m	Nil	3600m*** spacing 15m	3600m***** spacing 60m	RED	Nil

Remarks:

*SFL

**up to 2500m WHITE VRB LIH, 2500-3100m RED/WHITE VRB LIH, 3100-3400m RED VRB LIH

***up to 2700m WHITE VRB LIH, 2700-3300m RED/WHITE VRB LIH, 3300-3600m RED VRB LIH

****up to 2800m WHITE VRB LIH, 2800-3400m YELLOW VRB LIH

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
*****up to 3000m WHITE VRB LIH, 3000-3600m YELLOW VRB LIH								

ZHCC 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 LDI/WDI location and LGT	WDI: 12L:100m N of RCL, 477m inward THR12L, LGTD; 30R:100m S of RCL, 441m inward THR30R, LGTD; 12R:102.5m N of RCL, 350m inward THR12R, LGTD; 30L:102.5m S of RCL, 400m inward THR30L, LGTD;
3	滑行道边灯和中线灯 TWY edge and center line lighting	TWYs: Blue edge line lights, green center line lights, yellow center line lights, yellow intermediate holding position lights Flash stick: TWYs D, E, G4, R, S, U
4	备份电源/转换时间 Secondary power supply/switch-over time	Secondary power supply available Diesel generator set/≤15 sec(RWY12R/30L/30R) UPS/1sec(RWY12L)
5	备注 Remarks	Center line lights for TWYs T4, T5, G1 and G6 U/S

ZHCC 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

ZHCC 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
AD Control Zone	A circuit, 4 arcs with radius 13km centered at centers of all RWY THRs and 4 lines tangential to the adjacent 2 arcs.	750m(QNH) or below	
Zhengzhou Tower Control Area	Same as AD Control Zone	Same as AD Control Zone	
Fuel Dumping Area	N3510.0E11305.0 - N3512.0E11331.0 - N3547.0E11316.0 - N3530.0E11250.0 - N3510.0E11305.0	Above 4000m	
Altimeter setting region and TL/TA	A circle with a radius of 55km centered on Xinzheng VOR/DME	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)	

ZHCC 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

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
ATIS		128.45	H24	Nil
APP	Zhengzhou Approach	120.275(124.2)APP01	by ATC	Nil
APP	Zhengzhou Approach	126.35(124.2)APP02	H24	Nil
APP	Zhengzhou Approach	124.825(124.2)APP03	H24	Nil
TWR	Zhengzhou Tower	118.3(118.85)	by ATC	RWY12R/30L
TWR	Zhengzhou Tower	118.075(118.85)	by ATC	RWY12L/30R
GND	Zhengzhou Delivery	121.8	by ATC	Nil
GND	Zhengzhou Ground	121.6	by ATC	SOUTH GROUND
GND	Zhengzhou Ground	121.9	by ATC	NORTH GROUND
APN	Zhengzhou Apron	121.7	H24	NORTH APRON
APN	Zhengzhou Apron	121.975	by Apron Control	SOUTH APRON
EMG		121.5	H24	Nil

ZHCC 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
Zhongyuan VOR/DME	DZY	116.8MHz CH115X	N34°43.6′ E113°33.0′	196m	
Xinzheng VOR/DME	CGO	114.5MHz CH92X	N34°31.1′ E113°50.6′ 169 °MAG/ 275m FM ARP	158m	
Weishi VOR/DME	DWS	117.4MHz CH121X	N34°19.4′ E114°04.7′	80m	Range 300km
IM 12L		75MHz	296 °MAG/ 340m FM THR12L		
LOC 12L	IXL	108.5MHz	116 °MAG/ 472m FM		In operation CAT II

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
ILS CAT III			end RWY 12L		Range 46km (±10 °of front course)
GP 12L		329.9MHz	120m N of RCL 339m inwards THR12L		Angle 3 °, RDH 16m Range 18.5km
DME 12L	IXL	CH22X (108.5MHz)		155m	Co-located with GP 12L
LMM 12R	F	228kHz	296 °MAG/ 1050m FM THR12R		
LOC 12R ILS CAT I	IFF	110.3MHz	116 °MAG/ 250m FM end RWY 12R		Range 46km (±10 °of front course)
GP 12R		335.0MHz	120m S of RCL, 312m inwards THR12R		Angle 3 °, RDH 15.6m
DME 12R	IFF	CH40X (110.3MHz)		158m	Co-located with GP 12R
LMM 30L	A	211kHz	116 °MAG/ 1000m FM THR30L		
LOC 30L ILS CAT I	IAA	109.3MHz	296 °MAG/ 250m FM end RWY 30L		Range 46km(±10 °of front course)
GP 30L		332.0MHz	120m S of RCL, 293m inwards THR30L		Angle 3 °, RDH 16m
DME 30L	IAA	CH30X (109.3MHz)		153m	Co-located with GP 30L
LOC 30R ILS CAT I	IZR	110.7MHz	296 °MAG/ 310m FM end RWY 30R		Range 46km (±10 °of front course)
GP 30R		330.2MHz	120m N of RCL, 317m inwards THR30R		Angle 3 °, RDH 16m Range 18.5km

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
DME 30R	IZR	CH44X (110.7MHz)		150m	Co-located with GP 30R

ZHCC AD 2.20 本场飞行规定

ZHCC AD 2.20 Local traffic regulations

1. 机场使用规定

1.1 所有技术试飞需要提前 72 小时申请，并在得到空中交通管制部门批准后方可进行;

1.2 未经空中交通管制部门许可，禁止未安装二次雷达应答机的航空器起降;

1.3 未经空中交通管制部门和机场运行管理部门许可，本场不接收运动航空器、滑翔机、载人气球、滑翔伞和飞艇等航空器;

1.4 机场允许 A380 同类及以下航空器起降。

1.Airport operations regulations

1.1 Technical test flight shall be filed 72 hours early and conducted only after clearance has been obtained from ATC;

1.2 Take-off/landing of aircraft without SSR transponder are forbidden without ATC clearance;

1.3 Sport aircraft, glider, manned balloon, paraglider and airship are not accepted without ATC clearance;

1.4 Maximum aircraft to be available: A380 and equivalent.

2. 跑道和滑行道的使用

2.1 未经管制员许可，着陆航空器禁止在跑道上 180 度转弯,应顺向尽快脱离跑道;

2.2 跑道使用规定

2.2.1 RWY12L/30R 允许 A380 同类及其以下航空

2. Use of runways and taxiways

2.1 180° turn around on RWY is strictly forbidden for all aircraft without ATC permission;

2.2 General rules for the use of runways

2.2.1 RWY12L/30R is used for aircraft type A380

器起降;

and below;

2.2.2 RWY12R/30L 允许 B747-8 同类及其以下航空器起降;

2.2.2 RWY12R/30L is used for aircraft type B747-8 and below;

2.3 顺风分量大于 2.5m/s 时，管制部门需对跑道运行方向进行转换。当转换使用跑道方向的过程中，短时使用跑道顺风分量超过 2.5m/s 但不大于 5m/s 时，管制员应通知机组，飞行员应根据机型性能或者运行手册，决定是否使用管制员安排的顺风跑道起飞或者着陆，并通知管制员;

2.3 When downwind speed is more than 2.5m/s, ATC need change direction of runway.When aircraft change direction of runway in use, if downwind speed is more than 2.5m/s and not exceeding 5m/s for short time, ATC controller shall inform flight crew. According to aircraft performance or operation handbook, pilot shall decide whether aircraft will take off or land on downwind runway allocated, then inform ATC controller;

2.4 专机滑行路线以塔台管制员通知为准;

2.4 Taxiing routes of special flight will be instructed by TWR Control;

2.5 使用 12L/30R 跑道起飞时，从 D1，D12 进跑道，除非管制员指令使用其他联络道;

2.5 When aircraft take-off on RWY12L/30R, aircraft shall taxi into runway via TWY D1 and TWY D12, except received other ATC instructions;

2.6 当使用 30L 号跑道时，未经管制员许可，着陆航空器应该选择 H4 或 H1 联络道脱离跑道。若使用 H6 联络道脱离跑道,可能导致对头滑行冲突造成无法及时脱离跑道,着陆航空器应避免在 H6 联络道附近刹死;

2.6 When landing in RWY30L, aircraft shall vacate RWY via TWY H4 or TWY H1. Vacating RWY via TWY H6 may lead to head to head conflict;

2.7 D1 和 D2 滑行道划设有 A 类、B 类跑道等待位置，机组注意不能超过跑道等待位置;

2.7 RWY holding position of CAT A and CAT B established on TWY D1 and TWY D2, pay attention

and don't taxi beyond it;

2.8 航空器在进入跑道前应在指定的跑道等待位置外等待管制员指令;

2.8 Aircraft shall stop and wait for ATC instruction at the runway holding positions;

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

2.9 The nose of A/C shall get close to the runway holding position marking without exceeding it when A/C is waiting at the RWY holding position;

2.10 航空器未获管制员许可,机头越过跑道等待位置时,立即向管制员报告;

2.10 A/C shall report to ATC when the nose of A/C exceeding holding position without instruction;

2.11 航空器在障碍物附近滑行时,速度应减到15km/h 以下;

2.11 IAS shall be slowed down to 15km/h and below, while aircraft is taxiing near the obstacles;

2.12 禁止使用滑行道 D4，U 进入跑道;

2.12 Enter RWY via TWY D4 and TWY U is forbidden;

2.13 在滑行道D和H滑行的航空器应主动避让落地脱离跑道的航空器;

2.13 Aircraft taxiing on TWY D and H shall avoid aircraft vacating runway;

2.14 管制员在征得机组同意后,可实施非全跑道起飞管制程序。

2.14 It is available to use non-full length RWY to take-off when ATC get permission form flight crew;

2.15 机场冲突多发地带运行要求

2.15 Hot spot procedure

2.15.1 机动区冲突多发地带位置见 ZHCC AD2.24-1A, 2。

2.15.1 Refer to ZHCC AD2.24-1A, 2.

2.15.2 为减少运行差错,降低地面冲突和跑道入侵事件的发生概率,在机场活动区运行的航空器需严格按照下述的要求运行:

2.15.2 For the purpose of reducing errors that lead to ground conflicts and runway incursions, aircraft operating within the maneuvering area must follow

the requirements below:

HS1: E、S 及 U 滑行道交叉区域

航空器在此区域运行时需仔细目视观察，避免冲突。

HS1: INTERSECTIONS OF TWY E, TWY S AND TWY U

Aircraft in this area shall observe cautiously to avoid conflict.

HS2: S、U 及 H 滑行道交叉区域

S,U 上滑行航空器与 H 上滑行航空器存在交叉冲突，此区域流量较大，冲突较明显，机组应提前目视观察，避免冲突。

HS2: INTERSECTIONS OF TWY S, TWY U AND TWY H

Heavy traffic flow and significant conflicts within the intersection area of TWY S, TWY U and TWY H. Visual observation in advance is required to avoid conflicts.

HS3: T13 及 T7 滑行道交叉区域

T13 与 T7 交叉口使用率较高，且重型机较多，自 T13 滑入 T6 或 T7 滑行道的翼展限制不同，重型航空器在此区域滑行时应多加注意，防止滑入翼展不符区域。

HS3: INTERSECTIONS OF TWY T13 AND TWY T7

Intersection of TWY T13 and TWY T7 is frequently used, most by heavy aircraft. Wingspan limits are different from taxiing on T13 to T6 and T7, heavy aircraft shall pay attention on these limits, avoiding entering non-applicable wingspan area.

HS4: T7 及 G5 滑行道交叉区域

T7 滑行道在 G5 以西的部分和 G5 以东的部分翼展限制不同，翼展 36m（含）以上航空器在此区域滑行时应多加注意，防止滑入翼展不符区域。

HS4: INTERSECTIONS OF TWY T7 AND TWY G5

Wingspan limits on TWY T7 is different between west of G5 and east of G5. Aircraft with wingspan greater than 36m shall pay attention while taxiing, avoiding entering non-applicable wingspan area.

HS5: G5 及 H 滑行道交叉区域

HS5: INTERSECTIONS OF TWY G5, AND TWY

机组在由 G5 进入 H 滑行道前，应提前目视观察，避免与 H 上滑行的航空器出现对头滑行的情况；发现冲突应及时报告管制员。

H

Visual observation in advance is required before aircrew entering TWY H from TWY G5, avoiding going in opposite direction with aircraft taxiing on TWY H, report conflict to controller immediately.

HS6: H2 及 H 滑行道交叉区域

当使用 30L 跑道进场时，应避免与 H4 脱离即将进入货机坪的飞机发生冲突，若发生冲突应立即原地等待并报告管制员。

HS6: INTERSECTIONS OF TWY H2 AND TWY H

Aircraft shall avoid head to head conflicts with the aircraft vacating apron via TWY H4 to cargo apron whenTWY 30L in use, if have any conflict, stop immediately and inform ATC.

2.16 滑行道的滑行限制/Taxiing limits:

滑行道/TWY	航空器翼展限制/ Wing span limits for aircraft
D, D1, D2, D3, D4(north of TWY E), D5, D8, D9, D11, D12, E, E1, E2(BTN TWY D and E), E3-E5	≤79.8m
G5(BTN TWY T7 and H) , H, H1, H2, H11, R, R1-R4, S, T7(BTN TWY T13 and G5) , T10, T11, T13, U	≤68.56m
D4(south of TWY E), G4, H4, H6, H8	<65m
G5(BTN TWY T6 and T7), T6	<61m
D6, D7, S1	<52m
E2(south of TWY E), F, G2, G3, G6(north of TWY T11), H3, T2-T5, T7(BTN TWY G4 and G5), T8, T9	<36m

2.17 跑道关闭维护计划 /Plan of runway closed and maintenance

RWY	TWY	Closing time in every week	Closing time in every day (UTC)

RWY12R/30L	G4, G5, H, H1, H2, H4, H6, H8, H11, S(BTN S1 & H), U(BTN S1 & H), R3, R4	Saturday, Sunday	18:30-21:30
RWY12L/30R	D, D1-D9, D11, D12, E, E1, E2(BTN D & E), E3-E5, R(BTN D & E), R1, R2, S(BTN S1 & D), S1, U(BTN S1 & D)	Monday, Tuesday	18:30-21:30
Remarks: 1. During the runway closure period, navigational lighting will be testing. Aircrew shall pay attention to avoid landing on the wrong runway. 2. Changes of plan of runway closed and maintenance will be published by NOTAM. 3.When RWY12L/30R is closed, airport is not AVBL for A380 to take off or land.			

2.18 A380 机型地面运行区域

2.18.1 满足 A380 机型地面运行条件的区域包括:

a.12L/30R 跑道;

b.D 滑、D1-D3 滑、D4 滑(E 滑以北)、D5 滑、D8 滑、D9 滑、D11 滑、D12 滑、E 滑、E1 滑、E2 滑(D 滑和 E 滑之间)、E3-E5 滑;

c.停机位:266、268 号停机位、888 号隔离机位。

2.18 A380 Ground Operation Areas

2.18.1 The following areas are satisfied with A380 ground operations:

a. RWY12L/30R;

b. TWY D, D1-D3, D4(North of TWY E), D5, D8, D9, D11, D12, E, E1, E2(BTN TWY D&E), E3-E5;

c. Parking stands Nr.266, 268, isolated stand Nr.888.

2.19 B747-8 机型地面运行区域

2.19 B747-8 Ground Operation Areas

2.19.1 满足 B747-8 机型地面运行条件的区域包括:

a.12L/30R、12R/30L 跑道;

b.D 滑、D1-D3 滑、D4 滑(E 滑以北)、D5 滑、D8 滑、D9 滑、D11 滑、D12 滑、E 滑、E1 滑、E2 滑(D 滑和 E 滑之间)、E3-E5 滑、G5 滑(T7 滑和 H 滑之间)、H 滑、H1 滑、H2 滑、H11 滑、R 滑、R1-R4 滑、S 滑、T7 滑(T13 滑和 G5 滑之间)、T10 滑、T11 滑、T13 滑、U 滑;

c.停机位:32-35、266、268、904、905 号停机位、888 号隔离机位。

2.19.1 The following areas are satisfied with B747-8 ground operations:

a. RWY12L/30R,RWY12R/30L;

b. TWY D, D1-D3, D4(North of TWY E), D5, D8, D9, D11, D12, E, E1, E2(BTN TWY D&E), E3-E5, G5(BTN TWY T7&H), H, H1, H2, H11, R, R1-R4, S, T7(BTN TWY T13&G5), T10, T11, T13, U;

c. Parking stands Nr.32-35, 266, 268, 904, 905, isolated stand Nr.888.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 未经地面管制同意,严禁航空器利用自身动力倒滑;

3.1 Push-back of aircraft on its own power is strictly forbidden without GND Control clearance;

3.2 发动机试车须在指定地点进行,83 号机位为 C 类试大车机位,试大车航空器须拖行进出试车位。禁止在廊桥机位进行任何形式的试车活动,客机坪远机位禁止试大车。如有除试大车之外的试车活动,须由飞行区指挥室安排试车位,经所在管制区的管制部门同意后,方可进行作业;

3.2 Engine run-ups shall be carried out at a designated location. Stand Nr.83 is used for CAT C aircraft fast engine-up, aircraft shall be pushed in/back. Engine run-ups on the boarding bridges stands or fast engine run-ups on remote stands are strictly forbidden. Other engine run-ups shall be carried out at a designated location with ATC clearance;

3.3 使用 27-35、58-82 号停机位的航空器出入港

3.3 Arrival and departure A/C on stands Nr.27-35,

时以及使用 248-252 号停机位的航空器入港时，需有引导车引导;

58-82 and arrival A/C on stands Nr.248-252 shall be guided by follow-me vehicle;

3.4 103 除冰位作为滑行线供进入货机坪飞机滑行使用，滑行翼展限制为 68.56m。

3.4 When de-icing stand Nr.103 used as taxiway for acft enter/exit apron, acft shall be with wing span no more than 68.56m.

3.5 进出停机位的滑行道/ Enter stand by and Exit stand by

停机位/Stands	滑入/Enter stand by	滑出/Exit stand by
14-19	T7	T6(Taxi out)
27-30,32-35	T10	T10
31	T10 or H2	T10
58-69,71	T8	T8
72-82	T8	T9(Taxi out)
83	T8(push back)	T8(Taxi out)
210-215	G6	T5
216	G6	T4 or T5
217-222	G6	T4
228-247,901-908	R	R
248-252	E	F
253-258	E2	T3
259	E2	T2 or T3
260-265	E2	T2
266-268,266L,266R	E	E
269,270	D4	D4
805-807	E	D1
808-810	E	D12
Remarks:Aircraft shall enter/exit stands Nr.101-103 with ATC instructions.		

3.6 机位使用限制/Limits for aircraft parking on the following stands:

停机位/Stands Nr.	航空器翼展限制/ Wing span limits for aircraft	机身长度限制/ Fuselage limits
266,268,888	<80m	
31-35,904,905	≤69m	
28-30,71,103,235-240,267, 269,270,903,906	<65m	
27	<52m	
233,234,241,242,901,902,907,908	≤47.6m	55m
58-69,72-82	<36m	39.47m
14-19	<36m	42.11m
83,101,102,210-222,228-232, 243-265,266L,266R,805-810	<36m	44.51m

3.7 进出机位的滑行路线/Taxiing routes of enter or exit stands

停机位/Stands	航空器翼展限制/ Wing span limits for aircraft	滑入路线/Enter taxiing routes	滑出路线/Exit taxiing routes
71	≤52m	G4→T8 or G5→T6→T8→stand	stand→T8→G4 or T8→T6→G5
71	≤65m	G4→T8→stand	stand→T8→G4
32		T10(turn right)→stand; forbidden to enter G1	stand→push back to G1, G1→T10→H2

3.8 210-222、228-270 号机位为廊桥机位，其中 266 号机位为复合机位。	3.8 Nr.210-222, 228-270 are bridge stands, Nr.266 is combined stand.

4. 进、离场管制规定

4.1 着陆航空器脱离跑道前需在塔台频率保持长守,并在脱离跑道后及时向塔台管制员报告;

4.2 航空器着陆后应尽快(飞越跑道入口端置完全脱离跑道应在 60s 内)脱离跑道,如需使用更长的时间占用跑道应尽可能在着陆前通知塔台管制员;

4.3 机组须在脱离跑道首次与地面管制联系时,尤其在低能见度情况下,必须向地面管制报告脱离的跑道和所使用的滑行道;

4.4 航空器起飞离地后自动与管制席位脱波(不需要通话脱波),塔台将在 ATC 许可中发布脱波后应该联系的离场管制频率;

4.5 离港航空器起飞离地后首次与进近联系时,需通报起飞跑道号;

4.6 离场航空器获得进跑道许可后,从跑道外等待点滑行至进跑道完成起飞准备的时间在 60s 内,如需更长时间,应及时通报管制员;

4. Air traffic control regulations

4.1 Landing aircraft shall keep TWR frequency before vacating the runway, and report to TWR Control after RWY vacated;

4.2 Landing aircraft shall fully vacate RWY within 60s after touchdown if flight crew can not fulfill the process within the required time, pilot shall inform ATC immediately;

4.3 Under low visibility condition, landing aircraft must report the vacated runway designation and the taxiway in use during initial contact with GND control;

4.4 Pilot shall leave TWR frequency without instruction when aircraft is in flight, and assigned APP frequency will be informed in ATC clearance from TWR;

4.5 When aircraft contact APP controller at the first time, pilot shall inform runway designation used to take-off;

4.6 After getting clearance for entering RWY, department aircraft shall enter RWY from taxi holding positions and get ready to take off within 60 seconds, pilot shall contact ATC if they need more time;

4.7 离场飞行的航空器在推出开车前，必须联系塔台管制室申请放行许可。空中交通管制的放行许可的申请不早于发动机开车前 10min 进行;

4.7 Departing aircraft shall contact TWR for departure clearance not earlier than 10 minutes prior to push-out for engine start-up;

4.8 航空器可以通过两种方式取得放行许可：数字放行 DCL 和放行频率人工播发放行；

4.8 Aircraft shall obtain the delivery clearance by two ways: DCL or delivery frequency;

4.9 收到 DCL 数字放行许可后，航空器驾驶员应向放行管制席复诵航空器呼号、跑道号及起始高度。

4.9 After receiving DCL delivery clearance, pilot shall repeat call sign, runway designation and initial altitude to delivery controller.

4.10 机场机坪区域由机场机坪管制部门负责指挥，具体的移交点和移交方式听管制员指挥。

4.10 Aircraft shall be instructed by Apron Control (APN) in airport apron area. The specific hand-over point and mode shall be instructed by ATC.

5. 机场的 II/III 类运行

5. CAT II/III operations at AD

5.1 低能见度运行（标准II类、HUD 特殊II类、低能见度起飞、HUD 低能见度起飞）

5.1 Low visibility operation (LVO)(standard CAT II, HUD SA II, Low visibility take-off, HUD Low visibility take-off)

5.1.1 运行方式及启动标准/Low visibility procedures operation mode and commencement standard

operation mode	Operation requirement		RWY AVBL
	RVR or ceiling	LVP REQUIREMENT	
HUD SA ILS CAT I	450≤RVR<550 or 45≤ceiling<60	No	RWY12R/30L, RWY12L/30R
HUD SA ILS CAT II	350≤RVR<450 or 30≤ceiling<45	Yes	RWY12L

standard ILS CAT II (Autopilot to DH and below)	300≤RVR<550 or 30≤ceiling<60	Yes	RWY12L
standard ILS CAT II(Manual operation below DH)	ACFT CAT A, B, C: 300≤RVR<550 or 30≤ceiling<60 A/C CAT D: 350≤RVR<550 or 30≤ceiling<60	Yes	RWY12L
Low visibility take-off	ACFT CAT A, B, C: 200≤RVR<400 A/C CAT D: 250≤RVR<400	Yes	RWY12L/30R
HUD Low visibility take-off(RVR200m)	200≤RVR<400	Yes	RWY30R
HUD Low visibility take-off(RVR150m)	150≤RVR<400	Yes	RWY12L

5.1.2 低能见度运行程序的启动与结束:

5.1.2 Low visibility procedures commencement and termination

5.1.2.1 下列情形下将进入低能见度运行程序准备阶段:

（1）跑道视程（RVR）下降至 600 米，或云底高下降至 60 米，并且预计继续下降。

（2）跑道视程（RVR）上升至 100 米，并且预计继续上升。

当天气条件达到低能见度运行准备阶段天气标准

5.1.2.1 LVP is commencing when comply with the following criteria:

(1) RVR is down to 600m or ceiling is down to 60m and expected to decline.

(2) RVR is up to 100m, and expected to rise.

When the weather conditions comply with the above criteria, aerodrome control center will implement

时，机场指挥中心与空管塔台沟通后，按程序启动低能见度运行程序。机场完成低能见度运行启动准备工作后，由民航河南空管分局塔台管制室通过 D-ATIS、ATIS、VHF（根据运行情况选择方式）向机组发布信息。

LVP after coordinated with TWR.ATC will inform A/C via D-ATIS, ATIS or VHF depending on the operation mode.

5.1.2.2 下列情形下将结束低能见度运行程序:

（1）当跑道视程（RVR）上升至 600 米以上，且云底高上升至 60 米以上，并稳定或继续好转时;

（2）当跑道视程（RVR）小于 100 米，并稳定或继续变差时。

达到结束阶段的天气条件时，机场指挥中心与空管塔台沟通后，按程序退出低能见度运行程序。

5.1.2.2 LVP is terminated when comply with the following criteria:

(1) RVR is up to 600m or above and ceiling is up to 60m or above，and keep stable or be better.

(2) RVR is lower than 100m, and keep stable or expected to decline.

When the weather conditions comply with the above criteria, aerodrome control center will terminate LVP after coordinated with TWR.

5.2 在郑州新郑机场实施低能见度运行的航空运营人必须获得所在国民航有关部门运行批准。

5.2 The operator conducting LVP in ZHCC shall get the authorization from the applicable foreign regulatory authority.

5.3 飞行员应该获得如下信息:

5.3 Pilot shall get the following information:

5.3.1 气象实况和预报;

5.3.1 Weather conditions and forecasts;

5.3.2 确认低能见度程序正在实施。

5.3.2 Confirm the low visibility procedures is being implemented.

5.4 准备实施低能见度运行（进近或起飞）的机组（HUD ILS 特殊 I 类运行除外），应主动向空管管制员提出申请。

5.4 Aircrew shall apply for LVP(approach or take-off except HUD SA CAT I) on initial contact with ATC controller.

5.5 地面运行规定

5.5.1 航空器引导：在实施低能见度运行时，所有进离港航空器在停机坪区域滑行必须全程引导车引导，空管塔台管制地带内根据机组需求提供引导车引导。引导车在终止引导时，关闭引导指示灯，表示引导结束。

5.5.2 机坪滑行道 G2、G3、H3 中线灯的纵向间距为 30 米,机坪滑行道 F、G6、T4-T11、T13 没有滑行道中线灯,航空器低能见度运行滑行使用时机组需要注意观察,跟随地面滑行引导车滑行。

5.5.3 低能见度运行时,12L 号跑道离场航空器应在指定滑行道的II类等待位置等待,未经空管塔台管制员许可,禁止越过等待线,避免进入仪表着陆系统II类敏感区(A380 航空器离场时,应在 E 滑行道等待,机身与跑道平行,未经空管塔台管制员许可,不得进入 D 滑行道)。停止排灯亮起状态时,禁止越过等待线。

5.5.4 进场航空器落地后进入 D 滑行道表明已离开仪表着陆系统II类敏感区,然后再向空管塔台管制员报告“航空器已脱离跑道”(A380 航空器落地后进入 E 滑行道表明已离开仪表着陆系统II类敏感区,然后再向空管塔台管制员报告“航空器已脱离跑道”)。

5.5 Ground operation regulation

5.5.1 A/C guidance: when conducting LVP, all arrival/departure A/C shall be guided by follow-me vehicle while taxiing within the apron. Follow-me vehicle service is available on request by flight crew within the tower controlled area. Follow-me vehicle will turn off lights when the guidance finished.

5.5.2 The centerline lights spacing of TWYs G2, G3, H3 is 30m, and TWYs F, G6, T4-T11, T13 do not have centerline lights. Aircrew shall pay more attention and taxi along with follow-me vehicle.

5.5.3 When conducting LVP, A/C departure from RWY12L shall follow ATC instructions and hold at designated TWY CAT II holding positions, and prohibit to cross holding line without permission, for avoiding entering the ILS sensitive area(A/C type A380 shall hold at TWY E with fuselage parallel to RWY, and prohibit to taxi into TWY D without ATC clearance). It is prohibited to cross the holding positions when the stop bar lights are on.

5.5.4 Arrival A/C have left ILS sensitive area once entering TWY D, then report to TWR: ‘RWY vacated'. A/C type A380 have leave ILS sensitive area once entering TWY E, then report to TWR: ‘RWY vacated'.

6. 除冰规则

6.1 一般要求

6.1.1 需除冰的航空器,在推出前向所在区域管制部门申请；按管制指令滑行至除冰等待点等待；然后,跟随引导车进入除冰机位,按引导员指挥停稳航空器，开始除冰；除冰完毕,向所在区域管制部门申请开车滑出；

6.1.2 航空器进入除冰位时，请机组注意观察机头方向保障人员；航空器离位时，请机组注意控制发动机油门，防止尾流对附近保障人员和设备造成伤害。

6.2 除冰模式

6.2.1 根据不同运行情况，本场采用定点除冰（在指定机位或区域除冰，可实施航空器关车除冰和慢车除冰）和原位除冰（在原机位除冰，仅实施航空器关车除冰）两种除冰方式；

6.2.2 本场慢车除冰适用机型：国内航空公司的

6. Rules for deicing

6.1 General rules

6.1.1 Contact the relative ATC before pushed-back; Follow the ATC instruction to taxi to the deicing holding position; Follow the follow-me vehicle to deicing location,stop the aircraft according to marshaller's instructions and then start deicing; Contact the relative ATC for start-up clearance after deicing.

6.1.2 Aircrew shall watch out support personnel at the nose direction when enter into the deicing stands. Aircrew shall control the throttle carefully, avoiding the exhausted gas causing damage to support personnel and equipment, when aircraft exit the deicing stands.

6.2 Deicing mode

6.2.1 According to different operational situations, two ways for deicing in Zhengzhou airport: deicing at designated location (at designated stand or area, engine off deicing and engine idle deicing shall be used) and deicing at parking stand (at parking stand, only engine off deicing shall be used);

6.2.2 Aircraft type for engine idle deicing: B737 and

B737 系列、A320 系列航空器;

A320 series of domestic airlines;

6.2.3 郑州机场航空器除冰领导小组根据本场运行特点选择适用的除冰模式，机组可向机场运行管制部门了解咨询。

6.2.3 Deicing leading group for Zhengzhou airport shall choose the applicable deicing mode according to the operational situation. Aircrew shall contact AOC for consultation.

6.3 定点除冰流程

6.3 Procedures of deicing at designated location

6.3.1 除冰开始

6.3.1 Deicing begining

6.3.1.1 关车除冰：航空器入位停好后，关闭发动机，并与机务沟通确认除冰需求，除冰构型设置后，开始除冰;

6.3.1.1 Engine off deicing: after aircraft stopped at stand, aircrew shall shut down the engine, confirm the deicing demand with maintenance personnel, then set deicing configuration and start deicing;

6.3.1.2 慢车除冰：航空器入位前，设置好除冰构型，入位停好后，机组需保持发动机慢车状态，并通过耳机与机务建立联系，沟通确认除冰需求，开始执行慢车除冰作业，慢车除冰期间机组须与机务保持通讯畅通;

6.3.1.2 Engine idle deicing: before aircraft stopped at stand, set deicing configuration. After aircraft stopped at stand, aircrew shall keep the engine idle, contact with maintenance personnel via earphone and confirm the deicing demand, then start deicing. During the engine idle deicing period, aircrew shall keep smooth communications with maintenance personnel;

6.3.2 除冰结束：除冰完毕，机组联系本场管制部门申请滑出除冰位置。

6.3.2 Deicing completion: when deicing completed, aircrew shall contact ATC to applying for taxiing out deicing stands.

6.4 APU 故障航空器除冰

6.4 APU failure aircraft deicing

6.4.1 关车除冰：若航空器 APU 已知故障，机组需提前向机场运行管制部门说明，申请原位除冰；若在定点除冰期间突发 APU 故障，机组需立即联系地面机务，并由机务提供电源车或气源车到航空器所在除冰位待命；

6.4.1 Engine off deicing: if APU failure detected, aircrew shall contact AOC to apply for deicing at parking stand. When APU suddenly fails during deicing at designated location, aircrew shall report to maintenance personnel immediately.Maintenance personnel shall provide ground power unit and air supply unit to the designated stand;

6.4.2 慢车除冰：APU 故障不影响慢车除冰作业。

6.4.2 Engine idle deicing: engine idle deicing does not affected by APU failure.

7. 平行跑道同时仪表运行

7. Simultaneous operations on parallel runways

根据实际情况，管制单位可采用单跑道或双跑道运行，运行模式及使用跑道听从塔台管制员指令。

According to the actual situation, single runway operations or double runway operations can be implemented within the aerodrome. Operation model and RWY in use shall be instructed by ATC.

8. 警告

8. Warning

8.1 航空器向 30L/30R 号跑道进近时,未经管制员许可，严格按程序飞行，禁止偏东。

8.1 Aircraft approaching to RWY30L/30R is strictly followed procedures and prohibited deviating eastwards without ATC clearance.

8.2 航空器一旦发现滑错路线或误入跑道,应立即向管制员报告。

8.2 Aircraft shall report to ATC immediately when realize taxiing on the wrong way or an incursion of RWY.

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

ZHCC AD 2.21 噪音限制规定及减噪程序

ZHCC AD 2.21 Noise restrictions and Noise abatement procedures

1 起飞减噪程序

在保证安全超障和飞行程序最低爬升梯度的条件下，执行如下起飞减噪程序。由于非管制原因不执行减噪程序，飞行员必须在起飞前告知管制员并说明原因(校验飞行等特殊飞行除外)。

1.1 在航空器起飞性能运行允许的情况下，尽可能使用减推力起飞;

1.2 在高度 450 米时，起始爬升速度 V2+20km/h（10 海里/小时），减小功率至爬升功率，保持原有襟翼和速度继续爬升;

1.3 高度 900 米以上时，转为正常航路爬升速度并按规定收襟翼/缝翼。

1 Noise abatement procedures for departure

In condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following noise abatement climb procedures shall be implemented. If the procedures can not be implemented due to any reason except ATC, pilot shall inform the controller with a reasonable explanation(except for flight check and other special flight).

1.1 The derated take-off is strongly recommended if the take-off performance of aircraft permit;

1.2 At altitude 450m, with a climb speed of V2 plus 20km/h(10kt), reduce engine power/thrust to climb power/thrust and maintain a speed with flaps and slats in the take-off configuration;

1.3 At altitude 900m or above, maintain a positive rate of climb, accelerate to normal en-route climb speed and retract flaps/slats on schedule.

ZHCC AD 2.22 飞行程序

ZHCC AD 2.22 Flight procedures

1. 总则

1. General

除经塔台特殊许可外，在塔台管制区内的飞行，必须按照仪表飞行规则进行。

Flights within Tower Control Area shall operate under IFR unless special clearance has been obtained from Tower Control.

2. 起落航线

起落航线通常在跑道南侧，A、B 类航空器高度 450 米，C、D 类航空器高度 650 米；如经空中交通管制部门许可，可在跑道北侧进行。

2. Traffic circuits

Traffic circuits shall be made to the south of runway, at the altitude of 450m for aircraft CAT A/B, and 650m for aircraft CAT C/D. Traffic circuits to the north of runway are subject to ATC clearance.

3. 仪表飞行程序

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

3. IFR flight procedures

Strict adherence is required to the relevant arrival/departure procedures published in the aeronautical charts. 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

4.1 郑州进近管制区域内实施雷达管制。航空器最小水平间隔为 6 千米。

4. Radar procedures and/or ADS-B procedures

4.1 Radar control within Zhengzhou Approach Control Area has been implemented. The minimum horizontal radar separation is 6km.

4.2 最低监视引导高度扇区

4.2 Surveillance Minimum Altitude Sectors

Sector 1	ALT limit: 2400m or above
N352645E1132817-N344424E1122348-N345839E1130812-N352659E1141742-N353121E1141500 -N352645E1132817	
Sector 2	ALT limit: 800m or above

a circle with a radius of 6km centered on N344324E1134326	
Sector 3	ALT limit: 600m or above
N344647E1132807-N345211E1134811-N344157E1134714-N344005E1134459-N344018E1134048-N344133E1133651-N343815E1134223-N341745E1134547-N335809E1133059-N333948E1143912-N334611E1144546-N343338E1145030-N344130E1144512-N352659E1141742-N345839E1130812-N344647E1132807	
Sector 4	ALT limit: 750m or above
N344347E1133307-N342755E1132931-N341745E1134547-N343815E1134223-N344133E1133651-N344018E1134048-N344005E1134459-N344157E1134714-N345211E1134811-N344647E1132807-N344347E1133307	
Sector 5	ALT limit: 950m or above
N343040E1132506-N342755E1132931-N344347E1133307-N343040E1132506	
Sector 6	ALT limit: 1150m or above
N343831E1132135-N343159E1132004-N342450E1131319-N332927E1132724-N332200E1141218-N333948E1143912-N335809E1133059-N341745E1134547-N343040E1132506-N344347E1133307-N345839E1130812-N343831E1132135	
Sector 7	ALT limit: 2150m or above
N342618E1121130-N341601E1123739-N342450E1131319-N343159E1132004-N343831E1132135-N345839E1130812-N344424E1122348-N342618E1121130	
Sector 8	ALT limit: 1800m or above
N333552E1124722-N332927E1132724-N342450E1131319-N341601E1123739- N333552E1124722	
Sector 9	ALT limit: 2400m or above
N333905E1122916-N333552E1124722-N341601E1123739-N342618E1121130- N333905E1122916	

5. 无线电通信失效程序

无

5. Radio communication failure procedures

Nil

6. 目视飞行程序

6. Procedures for VFR flights

机场塔台（进近）管制区正式实施目视间隔和目视进近运行，此运行方式须得到 ATC 许可。

With the prior permission of ATC, visual separation and visual approach can be implemented within TWR control area and APP control area.

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

9.1 对机组的要求

9.1 Requirements for pilots:

9.1.1 听清并复诵塔台管制员的滑行指令，尤其是界限性指令，发现疑问并及时证实；

9.1.1 Repeat the whole taxiing instructions issued by TWR Control, especially boundary instruction and make it clear when there is a doubt;

9.1.2 如在地面管制扇区移交后联系不畅,应在等待线前停止滑行,并向原地面管制扇区报告;

9.1.2 If aircraft fail to contact with the assigned GND frequency, stop prior to the holding position and contact the original GND frequency;

9.1.3 重型机机组首次联系塔台或申请滑行前应向管制员报告“重型”或“HEAVY”;

9.1.3 Flight crew shall report 'HEAVY' when first contact with TWR or apply for taxiing clearance;

9.1.4 航空器地面滑行时应打开应答机。

9.1.4 Aircraft shall open the transponder when taxi on the ground.

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
CC304	N343205 E1132721	CC540	N340920 E1135948
CC305	N342955 E1133344	CC541	N342742 E1134016
CC306	N342602 E1134511	CC543	N342123 E1135847
CC309	N342516 E1140744	CC561	N342924 E1140557
CC312	N342617 E1140815	CC562	N342707 E1141052
CC315	N350532 E1133747	CC563	N342510 E1141339
CC317	N344538 E1133540	CC565	N341456 E1140718
CC350	N343208 E1134337	CC568	N341855 E1132909
CC401	N344610 E1134537	CC571	N335239 E1140238
CC405	N343901 E1133047	CC572	N340807 E1135747
CC406	N343800 E1133016	CC573	N341409 E1134008
CC407	N342316 E1135315	CC574	N341612 E1133407
CC408	N342547 E1134554	CC575	N341824 E1132739
CC409	N342849 E1133700	CC576	N342705 E1132453
CC410	N343715 E1133603	CC577	N342502 E1133055
CC413	N343613 E1133532	CC578	N342250 E1133724
CC418	N344320 E1134412	CC579	N342047 E1134325
CC449	N342959 E1135728	CC581	N342751 E1133952
CC450	N342444 E1135851	CC582	N343003 E1133323
CC451	N342752 E1140338	CC583	N344143 E1133847
CC452	N343436 E1135946	CC584	N344024 E1134245
CC501	N343632 E1133810	CC585	N343835 E1134804
CC502	N343254 E1133623	CC587	N344238 E1134646
CC503	N344110 E1134028	CC589	N342051 E1140019
CC504	N342638 E1133308	CC591	N342425 E1134955

CC505	N342426 E1133936	CC592	N344047 E1135224
CC506	N341625 E1133528	CGO	N3431.1 E11350.6
CC507	N340620 E1133016	DWS	N3419.4 E11404.7
CC510	N344405 E1134123	DZY	N3443.6 E11333.0
CC512	N340555 E1142635	ZHO	N3339.9 E11439.3
CC513	N340800 E1142035	AGSOS	N3425.5 E11426.3
CC514	N341005 E1141435	DUBAG	N3451.8 E11343.8
CC515	N341215 E1140817	DUDBI	N3312.4 E11442.9
CC516	N341419 E1140216	GUKNA	N3527.7 E11417.3
CC517	N341715 E1141047	GUTUS	N3401.9 E11438.2
CC518	N341504 E1141705	IDVUK	N3413.9 E11326.6
CC519	N341259 E1142305	IGMIG	N3317.2 E11427.3
CC520	N341054 E1142905	IGPIL	N3541.4 E11332.5
CC521	N341651 E1143205	KAMDA	N3321.9 E11412.2
CC522	N341856 E1142605	LEKUB	N3531.4 E11415.0
CC523	N342101 E1142004	LENPO	N3402.0 E11454.7
CC524	N342311 E1141345	MILOM	N3342.1 E11402.7
CC526	N343417 E1140043	NOPIN	N3526.8 E11328.3
CC527	N343055 E1141034	OGOVI	N3408.7 E11435.6
CC528	N342850 E1141635	OKTOX	N3427.7 E11433.9
CC529	N342640 E1142254	PASGU	N3340.8 E11342.6
CC530	N342435 E1142855	PUBOV	N3453.2 E11353.7
CC531	N342229 E1143456	RUMGU	N3328.9 E11444.5
CC532	N341752 E1143236	SUKTO	N3411.1 E11348.9
CC533	N341957 E1142636	SUPEV	N3413.1 E11422.8
CC534	N342202 E1142035	UNTEL	N3342.2 E11445.8
CC535	N342413 E1141416	VENUT	N3420.5 E11321.7

CC537	N335922 E1141615	VETIP	N3354.1 E11500.4
CC538	N340443 E1141311	VINIG	N3336.9 E11429.1
CC539	N340716 E1140548		

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/ TCH	Navigation Specification
RWY12L Departure NOP-9W								
CF	CC449		116					RNAV1
TF	CC452					MAX205		RNAV1
TF	CC592				↑2100 or by ATC			RNAV1
TF	DUBAG							RNAV1
TF	NOPIN							RNAV1
RWY12L Departure IGP-9W(by ATC)								
CF	CC449		116					RNAV1
TF	CC452					MAX205		RNAV1
TF	PUBOV							RNAV1
TF	IGPIL							RNAV1
RWY12L Departure GUK-9W(by ATC)								
CF	CC449		116					RNAV1
TF	CC452					MAX205		RNAV1
TF	PUBOV							RNAV1
TF	GUKNA							RNAV1
RWY12L Departure OKT-9W								
CF	CC451		116					RNAV1
TF	CC562				↑1800			RNAV1
TF	AGSOS				↑2100			RNAV1

TF	OKTOX				↓5700			RNAV1
RWY12L Departure RUM-9W								
CF	CC451		116					RNAV1
TF	SUPEV				↓3000			RNAV1
TF	ZHO							RNAV1
TF	RUMGU							RNAV1
RWY12L Departure DUD-9W								
CF	CC451		116					RNAV1
TF	DWS							RNAV1
TF	CC565				↓3000			RNAV1
TF	DUDBI							RNAV1
RWY12R Departure NOP-9X								
VA			131		450			RNAV1
DF	CC450			R				RNAV1
TF	CC561					MAX205		RNAV1
TF	CC452							RNAV1
TF	CC592				↑2100 or by ATC			RNAV1
TF	DUBAG							RNAV1
TF	NOPIN							RNAV1
RWY12R Departure IGP-9X(by ATC)								
VA			131		450			RNAV1
DF	CC450			R				RNAV1
TF	CC561					MAX205		RNAV1
TF	CC452							RNAV1
TF	PUBOV							RNAV1

TF	IGPIL							RNAV1
RWY12R Departure GUK-9X(by ATC)								
VA			131		450			RNAV1
DF	CC450			R				RNAV1
TF	CC561					MAX205		RNAV1
TF	CC452							RNAV1
TF	PUBOV							RNAV1
TF	GUKNA							RNAV1
RWY12R Departure OKT-9X								
VA			131		450			RNAV1
DF	CC450			R				RNAV1
TF	CC563				↑1800			RNAV1
TF	AGSOS				↑2100			RNAV1
TF	OKTOX				↓5700			RNAV1
RWY12R Departure RUM-9X								
VA			131		450			RNAV1
DF	CC450			R				RNAV1
TF	SUPEV				↓3000			RNAV1
TF	ZHO							RNAV1
TF	RUMGU							RNAV1
RWY12R Departure DUD-9X								
VA			131		450			RNAV1
DF	CC450			R				RNAV1
TF	DWS							RNAV1
TF	CC565				↓3000			RNAV1
TF	DUDBI							RNAV1
RWY30L Departure NOP-9Y								

CF	CC502		281					RNAV1
TF	CC503				↑1800	MAX230		RNAV1
TF	CC510				↑2100 or by ATC			RNAV1
TF	DUBAG							RNAV1
TF	NOPIN							RNAV1
RWY30L Departure IGP-9Y(by ATC)								
CF	CC502		281					RNAV1
TF	CC503				↑1800	MAX230		RNAV1
TF	PUBOV							RNAV1
TF	IGPIL							RNAV1
RWY30L Departure GUK-9Y(by ATC)								
CF	CC502		281					RNAV1
TF	CC503				↑1800	MAX230		RNAV1
TF	PUBOV							RNAV1
TF	GUKNA							RNAV1
RWY30L Departure OKT-9Y								
CF	CC502		281					RNAV1
TF	CC503				↑1800	MAX230		RNAV1
TF	CC585							RNAV1
TF	AGSOS				↑2100			RNAV1
TF	OKTOX				↓5700			RNAV1
RWY30L Departure RUM-9Y								
CF	CC350		281			MAX205		RNAV1
TF	CC505				↓2100			RNAV1
TF	CC506							RNAV1

TF	SUKTO							RNAV1
TF	MILOM							RNAV1
TF	RUMGU							RNAV1
RWY30L Departure DUD-9Y								
CF	CC350		281			MAX205		RNAV1
TF	CC505				↓2100			RNAV1
TF	CC506							RNAV1
TF	CC507							RNAV1
TF	PASGU							RNAV1
TF	KAMDA							RNAV1
TF	DUDBI							RNAV1
RWY30R Departure NOP-9Z								
CF	CC501		296					RNAV1
TF	CC503				↑1800	MAX230		RNAV1
TF	CC510				↑2100 or by ATC			RNAV1
TF	DUBAG							RNAV1
TF	NOPIN							RNAV1
RWY30R Departure IGP-9Z(by ATC)								
VA			296		450	MAX205		RNAV1
DF	CC585			R				RNAV1
TF	PUBOV							RNAV1
TF	IGPIL							RNAV1
RWY30R Departure GUK-9Z(by ATC)								
VA			296		450	MAX205		RNAV1
DF	CC585			R				RNAV1

TF	PUBOV							RNAV1
TF	GUKNA							RNAV1
RWY30R Departure OKT-9Z								
CF	CC501		296					RNAV1
TF	CC503				↑1800	MAX230		RNAV1
TF	CC585							RNAV1
TF	AGSOS				↑2100			RNAV1
TF	OKTOX				↓5700			RNAV1
RWY30R Departure RUM-9Z								
CF	CC501		296					RNAV1
TF	CC504				↓2100			RNAV1
TF	CC568							RNAV1
TF	SUKTO							RNAV1
TF	MILOM							RNAV1
TF	RUMGU							RNAV1
RWY30R Departure DUD-9Z								
CF	CC501		296					RNAV1
TF	CC504				↓2100			RNAV1
TF	CC568							RNAV1
TF	IDVUK							RNAV1
TF	PASGU							RNAV1
TF	KAMDA							RNAV1
TF	DUDBI							RNAV1
RWY12L/R Arrival NOP-9U(by ATC)								
IF	NOPIN							RNAV1
TF	CC315							RNAV1
TF	DUBAG							RNAV1

TF	DZY				↑1200	MAX205		RNAV1
RWY12L/R Arrival NOP-8U								
IF	NOPIN							RNAV1
TF	CC315							RNAV1
TF	DUBAG							RNAV1
TF	CC401							RNAV1
TF	CC418				↑2100	MAX205		RNAV1
TF	CC584							RNAV1
TF	CC583							RNAV1
TF	DZY				↑1200			RNAV1
RWY12L/R Arrival NOP-7U								
IF	NOPIN							RNAV1
TF	CC315							RNAV1
TF	DUBAG							RNAV1
TF	CC401							RNAV1
TF	CC585							RNAV1
TF	CGO							RNAV1
TF	CC409				↑1200	MAX205		RNAV1
RWY12L/R Arrival LKB-9U(by ATC)								
IF	LEKUB							RNAV1
TF	DUBAG							RNAV1
TF	DZY				↑1200	MAX205		RNAV1
RWY12L/R Arrival VET-9U(by ATC)								
IF	VETIP							RNAV1
TF	LENPO							RNAV1
TF	OGOVI							RNAV1
TF	DWS					MAX230		RNAV1

TF	CC589				↑3600			RNAV1
TF	CC591				↑2400			RNAV1
TF	CC408							RNAV1
TF	CC581							RNAV1
TF	CC409				↑1200	MAX205		RNAV1
RWY12L/R Arrival VET-8U(by ATC)								
IF	VETIP							RNAV1
TF	LENPO							RNAV1
TF	OGOVI							RNAV1
TF	DWS					MAX230		RNAV1
TF	CC452				↑1800			RNAV1
TF	CC585							RNAV1
TF	CC584							RNAV1
TF	CC583							RNAV1
TF	DZY				↑1200	MAX205		RNAV1
RWY12L/R Arrival UNT-9U								
IF	UNTEL							RNAV1
TF	OGOVI							RNAV1
TF	DWS					MAX230		RNAV1
TF	CC589				↑3600			RNAV1
TF	CC591				↑2400			RNAV1
TF	CC408							RNAV1
TF	CC581							RNAV1
TF	CC409				↑1200	MAX205		RNAV1
RWY12L/R Arrival UNT-8U								
IF	UNTEL							RNAV1
TF	OGOVI							RNAV1

TF	DWS					MAX230		RNAV1
TF	CC452				↑1800			RNAV1
TF	CC585							RNAV1
TF	CC584							RNAV1
TF	CC583							RNAV1
TF	DZY				↑1200	MAX205		RNAV1
RWY12L/R Arrival IGM-9U								
IF	IGMIG							RNAV1
TF	KAMDA							RNAV1
TF	CC571							RNAV1
TF	CC572							RNAV1
TF	CC573							RNAV1
TF	CC574							RNAV1
TF	CC575							RNAV1
TF	VENUT				↑1500	MAX230		RNAV1
TF	CC576							RNAV1
TF	CC577							RNAV1
TF	CC578							RNAV1
TF	CC579							RNAV1
TF	CC408							RNAV1
TF	CC581							RNAV1
TF	CC409				↑1200	MAX205		RNAV1
RWY12L/R Holding(Outbound time:1min)								
HM	CC315	Y	165	R	3600 or by ATC	MAX230		RNAV1
HM	CC409	Y	296	L	↓2400 ↑1200	MAX205		RNAV1

HM	CC571	Y	349	L	3600	MAX230		RNAV1
HM	CC584	Y	296	L	1500	MAX205		RNAV1
HM	DZY	Y	231	R	1500 or by ATC	MAX205		RNAV1
HM	OGOVI	Y	347	R	3600	MAX230		RNAV1
RWY30L/R Arrival NOP-9V								
IF	NOPIN							RNAV1
TF	CC315							RNAV1
TF	DUBAG							RNAV1
TF	CC317				↑2700			RNAV1
TF	DZY							RNAV1
TF	CC304							RNAV1
TF	CC305							RNAV1
TF	CC541							RNAV1
TF	CC306				↑2400			RNAV1
TF	CC407							RNAV1
TF	CC543							RNAV1
TF	DWS				900	MAX205		RNAV1
RWY30L/R Arrival NOP-8V								
IF	NOPIN							RNAV1
TF	CC315							RNAV1
TF	DUBAG							RNAV1
TF	CC587				↑2700			RNAV1
TF	CC585							RNAV1
TF	CC526					MAX230		RNAV1
TF	CC527				↑1800 or by	MAX205		RNAV1

					ATC			
RWY30L/R Arrival LKB-9V(by ATC)								
IF	LEKUB							RNAV1
TF	DUBAG							RNAV1
TF	CC317				↑2700			RNAV1
TF	DZY							RNAV1
TF	CC304							RNAV1
TF	CC305							RNAV1
TF	CC541							RNAV1
TF	CC306				↑2400			RNAV1
TF	CC407							RNAV1
TF	CC543							RNAV1
TF	DWS				900	MAX205		RNAV1
RWY30L/R Arrival LKB-8V(by ATC)								
IF	LEKUB							RNAV1
TF	DUBAG							RNAV1
TF	CC587				↑2700			RNAV1
TF	CC585							RNAV1
TF	CC526					MAX230		RNAV1
TF	CC527				↑1800 or by ATC	MAX205		RNAV1
RWY30L/R Arrival VET-9V(by ATC)								
IF	VETIP							RNAV1
TF	GUTUS					MAX230		RNAV1
TF	CC512							RNAV1
TF	CC513							RNAV1

TF	CC514							RNAV1
TF	CC515							RNAV1
TF	CC516							RNAV1
TF	DWS				900	MAX205		RNAV1
RWY30L/R Arrival UNT-9V								
IF	UNTEL							RNAV1
TF	GUTUS					MAX230		RNAV1
TF	CC512							RNAV1
TF	CC513							RNAV1
TF	CC514							RNAV1
TF	CC515							RNAV1
TF	CC516							RNAV1
TF	DWS				900	MAX205		RNAV1
RWY30L/R Arrival IGM-9V								
IF	IGMIG							RNAV1
TF	VINIG							RNAV1
TF	CC537							RNAV1
TF	CC538					MAX230		RNAV1
TF	CC539							RNAV1
TF	CC540							RNAV1
TF	CC516							RNAV1
TF	DWS				900	MAX205		RNAV1
RWY30L/R Holding(Outbound time:1min)								
HM	CC305	Y	116	L	2400	MAX205		RNAV1
HM	CC315	Y	165	R	3600 or by ATC	MAX230		RNAV1

HM	CC527	Y	116	R	1800	MAX205		RNAV1
HM	CC538	Y	338	L	2100	MAX205		RNAV1
HM	DZY	Y	231	R	3600 or by ATC	MAX230		RNAV1
HM	GUTUS	Y	298	L	3600	MAX230		RNAV1
RWY12L Approach Transition (From CC409)								
IF	CC409				↑1200	MAX205		RNAV1
TF	CC582							RNAV1
TF	CC304				↑900			RNAV1
TF	CC405				↑900			RNAV1
TF	CC410				900			RNAV1
RWY12L Approach Transition (From DZY)								
IF	DZY				↑1200	MAX205		RNAV1
TF	CC405				↑900			RNAV1
TF	CC410				900			RNAV1
RWY12L Missed Approach								
CA			116		350			RNAV1
DF	CC585			L		MAX190		RNAV1
TF	CC584				900			RNAV1
RWY12L Missed Approach Holding (Outbound time:1min)								
HM	CC584	Y	296	R	900	MAX190		RNAV1
RWY12R Approach Transition (From CC409)								
IF	CC409				↑1200	MAX205		RNAV1
TF	CC582							RNAV1
TF	CC304				↑900			RNAV1
TF	CC406				↑900			RNAV1

TF	CC413				900			RNAV1
RWY12R Approach Transition (From DZY)								
IF	DZY				↑1200	MAX205		RNAV1
TF	CC406				↑900			RNAV1
TF	CC413				900			RNAV1
RWY12R Missed Approach								
CA			116		350			RNAV1
DF	CC408			R		MAX205		RNAV1
TF	CC409				900			RNAV1
RWY12R Missed Approach Holding (Outbound time:1min)								
HM	CC409	Y	296	L	900	MAX205		RNAV1
RWY30L Approach Transition (From CC527)								
IF	CC527				↑1800 or by ATC	MAX205		RNAV1
TF	CC528							RNAV1
TF	CC529				↑1800 or by ATC			RNAV1
TF	CC530							RNAV1
TF	CC531							RNAV1
TF	CC521							RNAV1
TF	CC522							RNAV1
TF	CC523							RNAV1
TF	CC524							RNAV1
TF	CC309				600			RNAV1
RWY30L Approach Transition (From DWS)								
IF	DWS				900	MAX205		RNAV1

TF	CC517							RNAV1
TF	CC518							RNAV1
TF	CC519							RNAV1
TF	CC520							RNAV1
TF	CC521							RNAV1
TF	CC522							RNAV1
TF	CC523							RNAV1
TF	CC524							RNAV1
TF	CC309				600			RNAV1
RWY30L Missed Approach								
CA			296		350			RNAV1
DF	CC306			L		MAX205		RNAV1
TF	CC543				900			RNAV1
RWY30L Missed Approach Holding (Outbound time:1min)								
HM	CC543	Y	116	R	900	MAX205		RNAV1
RWY30R Approach Transition (From CC527)								
IF	CC527				↑1800 or by ATC	MAX205		RNAV1
TF	CC528							RNAV1
TF	CC529				↑1800 or by ATC			RNAV1
TF	CC530							RNAV1
TF	CC531							RNAV1
TF	CC532							RNAV1
TF	CC533							RNAV1
TF	CC534							RNAV1

TF	CC535							RNAV1
TF	CC312				900			RNAV1
RWY30R Approach Transition (From DWS)								
IF	DWS				900	MAX205		RNAV1
TF	CC517							RNAV1
TF	CC518							RNAV1
TF	CC519							RNAV1
TF	CC520							RNAV1
TF	CC532							RNAV1
TF	CC533							RNAV1
TF	CC534							RNAV1
TF	CC535							RNAV1
TF	CC312				900			RNAV1
RWY30R Missed Approach								
CA			296		350			RNAV1
DF	CC526			R	1800	MAX190		RNAV1
TF	CC531				2100			RNAV1
RWY30R Missed Approach Holding (Outbound time:1min)								
HM	CC531	Y	116	L	2100	MAX205		RNAV1

ZHCC AD 2.23 其它资料 ZHCC AD 2.23 Other information

无 Nil