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

ZGKL-桂林/两江 GUILIN/Liangjiang

ZGKL 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	N25°13.0' E110°02.3' 200m S of RWY Center
2	方向、距离 Direction and distance from city	251 °GEO, 26km from Guilin city center
3	标高/参考气温 Elevation / Reference temperature	173.6m/33.3℃(AUG)
4	机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation	The threshold of RWY01/-
5	磁差/年变率 MAG VAR/ Annual change	1°46′W(1996)/-
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	Guangxi Zhuang Autonomous Regional Administration of CAAC Guilin Liangjiang Airport, Guangxi Zhuangzu Autonomous Region, China. Post code:541106 TEL:86-773-2845114 AFS:ZGKLZPZX Website:www.airport-gl.com.cn
7	允许飞行种类 Types of traffic permitted(IFR / VFR)	IFR/VFR
8	机场性质/飞行区指标 Military or civil airport &Reference code	CIVIL/4E
9	备注 Remarks	Nil

ZGKL 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	HO
3	卫生健康部门 Health and sanitation	H24

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	HO
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Container lift trucks, baggage transporter, platform lorry
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 truck(20000litres), hydrant cart: 17 litres/ sec or 23 litres/ sec
4	除冰设施 De-icing facilities	1 de-icer
5	过站航空器机库 Hangar space for visiting aircraft	One hangar for B737
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for various types of aircraft on request. Spare parts and other maintenance work by prior arrangement.
7	备注	Power units, air supply units, air preconditioning units available

	Remarks	

ZGKL AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD and in the city
2	餐馆 Restaurants	At AD
3	交通工具 Transportation	Passenger's coaches, taxis
4	医疗设施 Medical facilities	First aid and ambulance at AD
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	At AD TEL: 86-773-2845908 FAX: 86-773-2827424
7	备注 Remarks	Nil

ZGKL 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 8
2	援救设备 Rescue equipment	Airfield fire tender, foam tender, fire-crash water tender, multi-purpose vehicle, illumination car, etc.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	Fork lift(14 tonnes), crane (25 tonnes), dolly(25 tonnes) MTWA up to 270 tonnes
4	备注 Remarks	Nil

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

1	可用季节及扫雪设备类型 Types of clearing equipment	1 snow blower
2	扫雪顺序 Clearance priorities	Nil
3	备注 Remarks	Nil

ZGKL 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 92/R/B/X/T(Apron Nr.2) PCN 86/R/B/X/T(Apron Nr.1) PCN 84/R/B/X/T(Apron Nr.3)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	50m: B8; 44m: B5, B6, T7; 40m: B1-B4; 37.4m: A8; 36.5m: B7; 35.8m: A2, A4, A5; 34.5m: A9; 30.2m: T8; 29.4m: A1; 27m: A3, A7; 26.4m: T11; 23m: A, B; 18m: T1, T9;
		Surface:	CONC
		Strength:	PCN 92/R/B/X/T(B, B1-B4, B6, T1, T3-T6, T8) PCN 86/R/B/X/T(A, A1, A2, A8, A9, B8, T9, T10) PCN 72/R/B/X/T(A3-A5, A7, B5, B7, T7, 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	Taxiway shoulder: 18.5m(A, B, B3, B4); 17.5m(A1. A9); 3.5m(T9); 10.5m others	

ZGKL 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	Taxiing guidance signs at all intersections of TWY and RWY and at all holding positions. Guide lines at apron. Aircraft stand identification sign board at apron.

	guidance system of aircraft stands	Nose-in guidance and visual docking/parking guidance system for aircraft stands. Visual Docking Guidance System available for stands Nr.3, 5, 7, 9, 11, 13, 15, 201-212, 214-224, 207R, 218R	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	RWY designation, TDZ, center circle, THR, center line, edge line, aiming point
		RWY lights	Edge line, center line, THR, wing bar, RWY end
		TWY markings	Center line, edge line, taxi holding positions, NO ENTRY signs
		TWY lights	Edge line(reflector sticks), center line, RWY guard lights
3	停止排灯 Stop bars	Nil	
4	备注 Remarks	Nil	

ZGKL 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	MT	003	2895	187		
2	MT	005	3507	194		
3	MT	006	14765	234.5		
4	MT	010	2331	179		
5	MT	010	2483	184		
6	MT	013	4365	210	RWY19 GP INOP final approach	
7	MT	017	7280	260	RWY01 departure	
8	MT	044	10330	303.6		
9	MT	061	8410	269		
10	*Control TWR	073	911	220.5	RWY01 Final approach	
11	MT	098	4530	262		

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
12	MT	098	12450	410	RWY01/19 departure	
13	MT	104	3085	255		
14	*TWR	164	2010	224	RWY19 final approach	
15	*Chimney	169	13350	332	RWY01 Final approach	
16	MT	173	7355	256.1	RWY01 Initial approach	
17	MT	190	6205	193	RWY01 Final approach	
18	MT	210	14270	738	RWY01/19 Arrival	
19	MT	247	5980	354	RWY01 departure	
20	MT	257	14130	972.1		
21	MT	286	12080	949.6		
22	MT	294	14500	1166		
23	MT	301	5290	353		
24	MT	304	8350	445		
25	MT	314	10075	642.9		
26	MT	328	14130	852		
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	001	33700	950	RWY19 Initial approach	
2	MT	014	36770	1016		
3	MT	015	33670	1100	RWY19 Initial approach	

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
4	MT	016	29890	957	RWY19 Initial approach,RNAV Intermediate approach,RNAV Arrival	
5	MT	017	24980	874	RWY19 Initial approach	
6	MT	158	35500	1008		
7	MT	161	30900	685	RWY01 Initial approach	
8	MT	163	41990	1247	RWY01 Arrival	
9	MT	172	17770	558	RWY01/19 Intermediate approach	
10	MT	174	35270	760	RWY01 Initial approach	
11	MT	177	18697	517	RWY01 ILS/DME Intermediate approach	
12	MT	181	26270	626	RWY01 Arrival/ departure/ Initial approach	
13	MT	186	33088	651	RWY01 RNAV Initial approach	
14	MT	205	24000	690	RWY01 Intermediate approach	
15	MT	206	29000	790	RWY19 departure	
16	MT	207	32740	824	RWY01 Initial approach	
17	MT	209	36770	1001	RWY01 Arrival	
18	MT	214	26454	994	RWY01 RNAV Arrival	
19	MT	218	30560	1253	RWY19 Arrival	
20	MT	311	17568	1299	RWY01 RNAV Arrival	
21	MT	311	17580	1299		

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
22	MT	324	39310	1524		
23	MT	330	20690	1206		
24	MT	332	25130	1389	RWY01 Arrival	
25	MT	341	43177	1807	RWY01/19 RNAV Arrival	
26	MT	342	30370	1458	RWY19 RNAV Arrival	
27	MT	344	22850	1134	RWY19 Arrival	
28	MT	344	39080	1804	RWY01/19 Arrival/Departure RWY01 RNAV departure	
29	MT	346	22270	920	RWY19 Intermediate approach	
30	MT	346	25796	1280	RWY01 RNAV Arrival	
31	MT	346	25810	1280	RWY19 Initial approach	
32	MT	346	31680	1449	RWY01 departure	
33	MT	346	43793	1749	RWY19 RNAV Arrival	
34	MT	348	35360	1378	RWY19 Arrival	
35	MT	350	31234	1294		
36	MT	351	28020	1159	RWY19 Initial approach	
37	MT	353	31040	1220	RWY19 Initial approach	
Others:						

ZGKL 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	Guilin Liangjiang Aerodrome 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	Guilin Liangjiang Aerodrome MET Office 9 HR, 24 HR
4	趋势预报发布间隔 Issuance interval of trend forecast	Trend 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	MET Service Terminal
9	提供气象情报的空中交通服务单位 ATS units provided with information	TWR, Guilin APP
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, TREND
12	观测系统及位置 Observation System & Site(s)	RVR EQPT A: 105m W of RCL,314m inward THR01; B: 105m W of RCL,1600m inward THR19; C: 105m W of RCL,337m inward THR19. SFC wind sensors 01: 105m W of RCL,308m inward THR01; 19: 105m W of RCL,331m inward THR19.

		Ceilometer 01: 109m W of RCL,320.5m inward THR01; 19: 109m W of RCL,343.5m inward THR19.
13	气象观测系统的工作时间 Hours of operation for meteorological observation system	H24
14	气候资料 Climatological information	Climatological tables AVBL
15	其他信息 Additional information	TEL：86-773-2842231

ZGKL 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
01	005°GEO 007°MAG	3200×45	86/R/B/X/T CONC/CONC		THR173.6m
19	185°GEO 187°MAG	3200×45	86/R/B/X/T CONC/ASPH		THR172.8m
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	60×45	200×150	3320×300	Nil	240×150
See AOC	60×45	200×150	3320×300	Nil	240×150
Remark:					

ZGKL 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
01	3200	3400	3260	3200	Nil
19	3200	3400	3260	3200	Nil
Remarks:					

ZGKL 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
01	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 350m inward THR01 3° 19m	Nil	3200m** spacing 30m	3200m*** spacing 60m	RED	Nil
19	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 350m inward THR19 3° 18m	Nil	3200m** spacing 30m	3200m*** spacing 60m	RED	Nil
Remarks: *SFL RWY01 SFL: Lighted from 900m to 300m outward from RWY01 THR **0-2300m White VRB LIH, 2300-2900m Red/White VRB LIH, 2900m-3200m Red VRB LIH *** 0-2600m White VRB LIH, 2600-3200m Yellow VRB LIH								

ZGKL 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: 01:115m E of RCL, 330m inward THR01; 19:115m E of RCL, 330m inward THR19.
3	滑行道边灯和中线灯 TWY edge and center line lighting	TWY edge lights, TWY center line lights, TWY edge reflector sticks
4	备份电源/转换时间 Secondary power supply/switch-over time	Secondary power supply available/15sec
5	备注 Remarks	Nil

ZGKL 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

ZGKL 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

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Liangjiang tower control area	A circuit, 2 arcs with radius 13km centered at centers of both RWY THRs and 2 parallel lines of 13km from RWY centerline.	GND-750m(QNH)	
Altimeter setting region and TL/TA	N244006 E1095024- N244800 E1093400- N253800 E1093000- N255600 E1094400- N255324 E1102400- N253718 E1104848- N244800 E1105800- N243100 E1103600- N242700 E1095900- N244006 E1095024	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)	

ZGKL 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		126.45	H24	
APP	Guilin Approach	120.85(124.65)	H24	
TWR	Liangjiang Tower	118.0(118.7)	H24	
GND	Liangjiang Ground	121.65	HO	DCL AVBL
EMG		121.50	H24	

ZGKL 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
Guilin VOR/DME	KWL	114.9MHz CH96X	N25°12.8' E110°02.1'	180m	Range: 120NM DME: Beyond 10NM

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
			250m W of RCL, 700m inwards THR01		on R180 °U/S, Beyond 20NM on R314 °U/S.
Yongfu NDB	JW	281kHz	N25°00.5′ E110°01.0′		
Wutong NDB	PA	286kHz	N25 °24.3' E110 °03.6' 007 °MAG/ 19149m FM THR19		BTN 5-11NM and 15-19NM of BRG237 °U/S, BTN 10-15NM and 22-23NM of BRG321 °U/S,BTN 2-15NM and 18-21NM of BRG134 °U/S, BTN 7-16NM of BRG349 °U/S,BTN 18-24NM of BRG 007 °U/S, BTN 11-20NM of BRG317 °U/S,BTN 3-7NM of BRG156 °U/S
Qifengling NDB	Y	417kHz	N25°10.3′ E110°19.1′		
Darongjiang NDB	VQ	398kHz	N25°33.7′ E110°28.6′		Beyond 20NM on bearing 038 °U/S
LMM 01	J	316kHz	N25 °11.6' E110 °02.3' 187 °MAG/ 1233m FM THR01;		BTN 3-5NM and 8-10NM on BRG 007 °U/S
LOC 01 ILS CAT I	IJJ	110.1MHz	007 °MAG/295m FM RWY01 end		
GP 01		334.4MHz	125m W of RCL, 357m inwards THR01		Angle 3 °, RDH 17m Range: 17NM

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 01	IJJ	CH38X (110.1MHz)		177m	Co-located with GP 01
LMM 19	P	330kHz	N25°14.5' E110°02.6' 007°MAG/967m FM THR19		
LOC 19 ILS CAT I	IPA	108.5MHz	187°MAG/ 295m FM RWY19 end		
GP 19		329.9MHz	125m W of RCL 324m inward THR19		Angle 3°, RDH 15m Range: 17NM
DME 19	IPA	CH22X (108.5MHz)		176m	Co-located with GP 19

ZGKL AD 2.20 本场飞行规定

ZGKL AD 2.20 Local traffic regulations

1. 机场使用规定

1.1 所有技术试飞需事先申请，并在得到空中交通管制部门批准后方可进行。

1.Airport operations regulations

1.1 Each and every technical test flight shall be filed in advance and conducted only after clearance has been obtained from ATC.

1.2 本场不提供航空汽油。

1.2 Aviation gasoline not supplied.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 可以通过地面管制申请引导车和拖车服务；

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

2.2 机场冲突多发地带运行要求

2.2 Hot spot procedure

2.2.1 HS1：B5 滑与 A 滑交叉区域。使用 RWY01 时，应由 B5 滑左转上 A 滑，如因疏忽错过 A 滑，为避免发生跑道入侵，应停止滑行并向管制员报告。

2.2.1 HS1: INTERSECTIONS OF TAXIWAY B5 AND A:when RWY01 in operation, aircraft shall taxi along TWY B5 and take a left turn to TWY A. If missed TWY A by mistake, aircraft shall stop and report to the ATC to avoid RWY incursion.

2.2.2 HS2：B7 滑及 A 滑交叉区域。使用 RWY19 时，应由 B7 滑右转上 A 滑，如因疏忽错过 A 滑，为避免发生跑道入侵，应停止滑行并向管制员报告。

2.2.2 HS2: INTERSECTIONS OF TAXIWAY B7 AND A:when RWY19 in operation, aircraft shall taxi along TWY B7 and take a right turn to TWY A. If missed TWY A by mistake, aircraft shall stop and report to the ATC to avoid RWY incursion.

2.3 滑行道使用原则

2.3 Operation rules of TWYs

2.3.1 航空器禁止从 A 滑经 A3、A4、A5、A7 滑进入跑道。

2.3.1 Entering RWY via TWY A3, A4, A5, A7 is forbidden.

2.3.2 在跑道等待位置设有等待标志，未经 ATC 许可，禁止航空器通过。

2.3.2 Aircraft shall stop and wait for the ATC instruction at the relative runway-holding positions.

2.3.3 在滑行道交叉口，航空器应在观察没有相对或交叉活动的情况下方可通过，或按照管制指令等待。

2.3.3 Aircraft shall pay attention while passing the intersections of TWYs, or hold with ATC instructions.

2.4 为规范航空器进入跑道和落地后的的跑道占用时间，提高跑道容量，根据桂林机场跑道及其快速脱离道布局，作如下要求（湿跑道、污染跑道除外）。

2.4 Except for wet RWY or contaminated RWY, requirement as follows to increase RWY operation capacity:

2.4.1 起飞航空器：起飞的航空器从接到管制员进跑道指令到对正跑道时间应控制在 60s 以内，如认

2.4.1 Departure aircraft shall finish RWY alignment within 60 seconds after receiving ATC instructions of

为无法再上述要求的时间内完成，须在到达跑道外等待点之前向塔台管制员说明。

entering RWY. If flight crew consider that they can not fulfill the process within the required time, pilot shall inform TWR ATC controller before reaching the RWY holding position.

2.4.2 落地航空器：落地航空器应尽早快退出跑道，从接地到滑出跑道时间应控制在 60s 以内，如认为无法在上述要求的时间内完成，须在建立航向道前通知管制员。

2.4.2 Landing aircraft shall fully vacate RWY within 60 seconds after flying over RWY threshold. If flight crew consider that they can not fulfill the process within the required time, pilot shall inform ATC controller no later than the localizer is established.

2.5 提供数字化放行系统（DCL）服务

a.预计撤轮挡时间（EOBT）前 30min 至 10min，航空器驾驶员应当优先使用数字化方向系统（DCL）向控制交通管制部门（ATC）申请放行许可；

b.当 DCL 无法完成放行许可的申请或发布时，将转为语音方式或发布放行许可；

c.DCL 报文中“NEXT FREQ”表示塔台放行频率，机组可通过此频率向 ATC 复述相关内容；DCL 报文中“DEP FREQ”表示进近离场频率，是航空器离地后的首个联系频率。

2.5 Departure Clearance (DCL) AVBL

a. Within 10-30 minutes before Estimated Off-block Time (EOBT), pilot shall use DCL to require ATC clearance in priority;

b.If the DCL service is not available, pilots shall contact controller for verbal ATC clearance;

c.The "NEXT FREQ" in the message of DCL is TWR FREQ, aircraft can repeat relative information to ATC by this FREQ. The "DEP FREQ" in the message of DCL represents Approach/Departure FREQ is the first FREQ for aircraft to contact after taking off.

2.6 滑行道使用限制

2.6 Taxiing limits:

滑行道/TWY	航空器翼展限制/Wing span limits of aircraft
T3, T5, T6	36m
T4, T10	52m

3. 机坪和机位的使用

3.1 着陆航空器脱离跑道后均由引导车引导进入停机位;

3.2 在廊桥停靠的航空器均由牵引车推出;

3.3 未经地面管制同意,严禁航空器利用自身动力倒滑;

3.4 按 T7 滑行道中线划分，以北为 1 号机坪，以南为 2 号机坪;

3. Use of aprons and parking stands

3.1 Landing aircraft shall follow the guidance of follow-me vehicle to taxi into the parking stand after breaking away from the runway;

3.2 Aircraft parking/docking at boarding bridges are pushed out by tow tractors;

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

3.4 Apron Nr.1 is located at north of TWY T7 center line, apron Nr.2 is located at south of TWY T7 center line;

3.5 进出机位滑行限制/ Limit for aircraft entering/exiting stands:

Stands	滑入 Enter into stands by	滑出 Exit stands by
Nr.225-231	T3,T4	T1
Nr.6,8,10,12,14,16,18,20	T10	T9

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

停机位/ Stands Nr.	航空器翼展限制 /Wing span limits for aircraft(m)	机身长度限制/Fuselage limits for aircraft (m)	进出方式/Enter or Exit
207(207L,207R can not be used simultaneously)	80	76	Taxi in and push back

101(101Rcan not be used simultaneously) Available for A380	80	76	A380: push back Others: Taxi in and taxi out
19,206,218(218L,218R can not be used simultaneously),219,	65	76	Taxi in and push back
205,220	52	57	Taxi in and push back
3, 5, 7, 9, 11, 13, 15, 17	48	55	Taxi in and push back
6, 8, 10, 12, 14, 16, 101,101R, 225-231	36	45	Taxi in and taxi out
201-204,207L, 207R, 208-212, 214-217,218L, 218R, 221-224	36	45	Taxi in and push back
18, 20	36	40	Taxi in and taxi out

3.7 为降低碳排放及噪音，建议停靠 3、5、7、9、11、13、15、17 号停机位的航空器（A380 除外）关闭 APU，接驳地面电源及空调系统，其中 3、5、7、9、11、13、15 号停机位仅适用于窄体飞机。

3.7 For reducing carbon emission and noise, it is suggested that close APU and connect power unit and air condition system on the ground for aircraft (except A380) parking at stands Nr.3, 5, 7, 9, 11, 13, 15, 17. And stands Nr.3, 5, 7, 9, 11, 13, 15 are only available for narrow-bodied aircraft.

4. 进、离场管制规定

无

4. Air traffic control regulations

Nil

5. 机场的 II/III 类运行

无

5. CAT II/III operations at AD

Nil

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

无

8. Warning

Nil

9. 直升机飞行限制，直升机停靠区

无

9. Helicopter operation restrictions and helicopter parking / docking area

Nil

ZGKL AD 2.21 噪音限制规定及减噪程序

无

ZGKL AD 2.21 Noise restrictions and Noise abatement procedures

Nil

ZGKL AD 2.22 飞行程序

1. 总则

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。

ZGKL AD 2.22 Flight procedures

1. General

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东侧,A、B 类航空器高度 500

2. Traffic circuits

Traffic circuits shall be normally made to the east of

米，C、D 类航空器高度 700 米；经空中交通管制部门许可，可在跑道西侧进行，A、B 类航空器高度 600 米，C、D 类航空器高度 800 米(三边宽度不大于 7.4 千米，一转弯高度不低于 800 米)。

RWY, at the altitude of 500m for aircraft CAT A/B, and 700m for aircraft CAT C/D. Traffic circuits to the west of RWY are subject to ATC clearance, at the altitude 600m for aircraft CAT A/B, and 800m for aircraft CAT C/D. (width of downwind leg shall not exceed 7.4km; turning altitude to crosswind leg shall not be less than 800m).

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

桂林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

adar control within Guilin APP has been implemented. The minimum horizontal radar separation is 6km.

5. 无线电通信失效程序

无

5. Radio communication failure procedures

Nil

6. 目视飞行程序

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。

6. Procedures for VFR flights

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

无

7. VFR route

Nil

8. 目视参考点

无

8. Visual reference point

Nil

9. 其它规定

无

9. Other regulations

Nil

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

Waypoint list

ID	COORDINATES(WGS-84)	ID	COORDINATES(WGS-84)
KL403	N245246 E1100025	KL507	N253658 E1100440
KL404	N245311 E1095505	KL508	N252929 E1100844
KL405	N244514E1095941	KL509	N251825 E1100739
KL406	N250052 E1095549	KL510	N250923 E1100647
KL407	N244601 E1094949	KL511	N245332 E1095543
KL408	N252833 E1095828	KL512	N252424 E1100327
KL409	N251657 E1100731	KL513	N252446 E1095842
KL410	N252725 E1103413	KL514	N250643 E1100145
KL411	N250632 E1100630	KL515	N250843 E1100156
KL412	N250004 E1100553	KL516	N251925 E1094719
KL413	N254121 E1103741	KL518	N253728 E1095823
KL414	N245223 E1100508	KL519	N251156 E1095859
KL415	N251742 E1100248	A	N253400 E1104000
KL416	N253112 E1095514	B	N244030 E1102812

KL417	N245607 E1100044	C	N252918 E1094136
KL418	N250026 E1100109	QP	N244012 E1104636
KL419	N251141 E1100213	VQ	N253342 E1102836
KL420	N250821 E1101244	Y	N251018 E1101906
KL503	N252952 E1100359	LBN	N234548 E1090848
KL504	N253015 E1095913	SJG	N254636 E1093636
KL505	N253249 E1095757	MOTOM	N244124 E1094738
KL506	N253825 E1094625	ONEMI	N254504 E1103629

Database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/ TCH	Navigation Specification
RWY01 Departure ONE-8Y(by ATC)								
CF	KL415	Y	007		↑400			RNAV1
CF	KL410		077	R				RNAV1
TF	A							RNAV1
TF	ONEMI							RNAV1
RWY01 Departure ONE-9Y								
CA			007		1400			RNAV1
DF	KL419			L	↓3000 ↑2100	MAX230		RNAV1
TF	Y				↓3000 ↑2100 or by ATC			RNAV1
TF	KL410							RNAV1
TF	A							RNAV1
TF	ONEMI							RNAV1

RWY01 Departure QP-8Y(by ATC)								
CF	KL415	Y	007		↑400			RNAV1
CF	Y		137	R	↓3000 ↑2100 or by ATC	MAX230		RNAV1
TF	QP							RNAV1
RWY01 Departure QP-9Y								
CA			007		1400			RNAV1
DF	KL419			L	↓3000 ↑2100	MAX230		RNAV1
TF	Y				↓3000 ↑2100 or by ATC			RNAV1
TF	QP							RNAV1
RWY01 Departure LBN-8Y(by ATC)								
CF	KL415	Y	007		↑400			RNAV1
DF	KL418			R	3000 or by ATC	MAX230		RNAV1
TF	KL407							RNAV1
TF	MOTOM							RNAV1
TF	LBN							RNAV1
RWY01 Departure LBN-9Y								
CA			007		1400			RNAV1
CF	KL519		172	L		MAX230		RNAV1
TF	KL418				3000			RNAV1

					or by ATC			
TF	KL407							RNAV1
TF	MOTOM							RNAV1
TF	LBN							RNAV1
RWY01 Departure SJG-9Y								
CA			007		1400			RNAV1
DF	KL416			L		MAX230		RNAV1
TF	SJG							RNAV1
RWY19 Departure ONE-8Z(by ATC)								
CF	KL515	Y	187		↑400			RNAV1
DF	Y			L	↓3000 ↑2100 or by ATC	MAX230		RNAV1
TF	A							RNAV1
TF	ONEMI							RNAV1
RWY19 Departure ONE-9Z								
CA			187		850			RNAV1
DF	KL419			R		MAX230		RNAV1
TF	Y				↓3000 ↑2100 or by ATC			RNAV1
TF	A							RNAV1
TF	ONEMI							RNAV1
RWY19 Departure QP-8Z(by ATC)								
CF	KL418		187					RNAV1

TF	B							RNAV1
TF	QP							RNAV1
RWY19 Departure QP-9Z								
CA			187		850			RNAV1
DF	KL419			R		MAX230		RNAV1
TF	Y				↓3000 ↑2100 or by ATC			RNAV1
TF	QP							RNAV1
RWY19 Departure LBN-9Z								
CF	KL418		187					RNAV1
TF	KL407							RNAV1
TF	MOTOM							RNAV1
TF	LBN							RNAV1
RWY19 Departure SJG-8Z(by ATC)								
CA			187		850			RNAV1
DF	KL516			R		MAX230		RNAV1
TF	C							RNAV1
TF	SJG							RNAV1
RWY19 Departure SJG-9Z								
CA			187		850			RNAV1
DF	KL512			R		MAX230		RNAV1
TF	SJG							RNAV1
RWY01 Arrival ONE-6W(by ATC)								
IF	ONEMI				4200			RNAV1
TF	VQ							RNAV1
TF	KL409							RNAV1

TF	KL412							RNAV1
TF	KL414							RNAV1
TF	KL403				↑1800	MAX205		RNAV1
RWY01 Arrival ONE-7W(by ATC)								
IF	ONEMI				4200			RNAV1
TF	VQ							RNAV1
TF	KL409							RNAV1
TF	KL412				↑1500	MAX205		RNAV1
RWY01 Arrival ONE-8W								
IF	ONEMI				4200			RNAV1
TF	KL413							RNAV1
TF	A							RNAV1
TF	KL410							RNAV1
TF	Y				↓3000 ↑2100			RNAV1
TF	KL411							RNAV1
TF	KL406							RNAV1
TF	KL404							RNAV1
TF	KL403				↑1800	C		RNAV1
RWY01 Arrival ONE-9W								
IF	ONEMI				4200			RNAV1
TF	KL413							RNAV1
TF	A							RNAV1
TF	KL410							RNAV1
TF	Y				↓3000 ↑2100			RNAV1
TF	KL420					MAX205		RNAV1

TF	KL411				2100			RNAV1
TF	KL412				↑1500	MAX205		RNAV1
RWY01 Arrival QP-7W(by ATC)								
IF	QP							RNAV1
TF	B							RNAV1
TF	KL403				↑1800	MAX205		RNAV1
RWY01 Arrival QP-8W								
IF	QP							RNAV1
TF	Y				↓3000 ↑2100			RNAV1
TF	KL411							RNAV1
TF	KL406							RNAV1
TF	KL404							RNAV1
TF	KL403				↑1800	MAX205		RNAV1
RWY01 Arrival QP-9W								
IF	QP							RNAV1
TF	Y				↓3000 ↑2100			RNAV1
TF	KL420					MAX205		RNAV1
TF	KL411				2100			RNAV1
TF	KL412				↑1500	MAX205		RNAV1
RWY01 Arrival LBN-9W								
IF	LBN							RNAV1
TF	MOTOM				↓4500			RNAV1
TF	KL407							RNAV1
TF	KL405							RNAV1
TF	KL403				↑1800	MAX205		RNAV1

RWY01 Arrival SJG-8W（by ATC）								
IF	SJG							RNAV1
TF	C							RNAV1
TF	KL406							RNAV1
TF	KL404							RNAV1
TF	KL403				↑1800	MAX205		RNAV1
RWY01 Arrival SJG-9W								
IF	SJG							RNAV1
TF	KL408				↑2400			RNAV1
TF	KL406							RNAV1
TF	KL404							RNAV1
TF	KL403				↑1800	MAX205		RNAV1
RWY01 HOLDING (outbound time: 1min)								
HM	KL406	Y	187	L	2100	MAX205		RNAV1
HM	KL412	Y	187	R	1800	MAX205		RNAV1
HM	KL413	Y	166	L	3600			RNAV1
RWY01 Transition (From KL412)								
IF	KL412				↑1500	MAX205		RNAV1
TF	KL418				1200			RNAV1
RWY01 Transition (From KL403)								
IF	KL403				↑1800	MAX205		RNAV1
TF	KL417							RNAV1
TF	KL418				1200			RNAV1
RWY01 Missed Approach								
CF	KL415	Y	007					RNAV1
CF	KL412		187	R	1500	MAX205		RNAV1
RWY19 Arrival ONE-8X(by ATC)								

IF	ONEMI				4200			RNAV1
TF	VQ							RNAV1
TF	KL508				↑1800	MAX205		RNAV1
RWY19 Arrival ONE-9X								
IF	ONEMI				4200			RNAV1
TF	KL413							RNAV1
TF	A							RNAV1
TF	KL410							RNAV1
TF	Y				↓3000 ↑2100			RNAV1
TF	KL509				2100			RNAV1
TF	KL513							RNAV1
TF	KL504				↑1800	MAX205		RNAV1
RWY19 Arrival QP-8X(by ATC)								
IF	QP							RNAV1
TF	KL510							RNAV1
TF	KL508				↑1800	MAX205		RNAV1
RWY19 Arrival QP-9X								
IF	QP							RNAV1
TF	Y				↓3000 ↑2100			RNAV1
TF	KL509				2100			RNAV1
TF	KL513							RNAV1
TF	KL504				↑1800	MAX205		RNAV1
RWY19 Arrival LBN-8X(by ATC)								
IF	LBN							RNAV1
TF	MOTOM				↓4500			RNAV1

TF	KL407							RNAV1
TF	KL511							RNAV1
TF	KL510							RNAV1
TF	KL508				↑1800	MAX205		RNAV1
RWY19 Arrival LBN-9X								
IF	LBN							RNAV1
TF	MOTOM				↓4500			RNAV1
TF	KL407							RNAV1
TF	KL511							RNAV1
TF	KL513							RNAV1
TF	KL504				↑1800	MAX205		RNAV1
RWY19 Arrival SJG-8X(by ATC)								
IF	SJG							RNAV1
TF	KL506							RNAV1
TF	KL518				2400			RNAV1
TF	KL507				↑2100	MAX205		RNAV1
RWY19 Arrival SJG-9X								
IF	SJG							RNAV1
TF	KL506							RNAV1
TF	KL505				↑2200	MAX205		RNAV1
RWY19 HOLDING (outbound time: 1min)								
HM	KL508	Y	277	R	2100	MAX205		RNAV1
HM	KL513	Y	007	R	2400	MAX205		RNAV1
HM	KL413	Y	166	L	3600			RNAV1
RWY19 Transition (From KL504)								
IF	KL504				↑1800	MAX205		RNAV1
TF	KL503				1550			RNAV1

RWY19 Transition (From KL505)								
IF	KL505				↑2200	MAX205		RNAV1
TF	KL503				1550			RNAV1
RWY19 Transition (From KL507)								
IF	KL507				↑2100	MAX205		RNAV1
TF	KL503				1550			RNAV1
RWY19 Transition (From KL508)								
IF	KL508				↑1800	MAX205		RNAV1
TF	KL503				1550			RNAV1
RWY19 Missed Approach								
CF	KL514	Y	187					RNAV1
DF	KL510			L		MAX205		RNAV1
TF	KL508				1800	MAX205		RNAV1

ZGKL AD 2.23 其它资料

全年有鸟类活动，3 月末、4 月、10-11 月是候鸟迁飞高潮期。机场当局采取了驱赶措施，以减少鸟类活动。

ZGKL AD 2.23 Other information

Activities of bird flocks take place all the year round, the peak periods for migrant birds' flying are from the end of March to April and from October to November. Aerodrome Authority resorts to dispersal methods to reduce bird activities.

Type of bird	Influence level
Barn Swallow	Most dangerous
Oriental Skylark	Most dangerous
Paddyfield Pipit	Most dangerous
Black-shouldered Kite	Most dangerous

Common Kestrel	More dangerous
Northern Goshawk	More dangerous
Red Collared Dove	More dangerous
Pigeon	More dangerous
Light-vented Bulbul	More dangerous
Long-tailed Shrike	More dangerous
Spangled Drongo	More dangerous
Hill Prinia	More dangerous