

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

ZLXY- 西安/咸阳 XI' AN/Xianyang

ZLXY 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° 26.7' E108° 45.0' Center of RWY 05L/23R
2	方向、距离 Direction and distance from city	022° GEO, 12.8km from city center
3	标高 / 参考气温 Elevation/Reference temperature	479.1m/ 32.2° C (JUL)
4	机场标高位置 / 高程异常 AD ELEV PSN/ geoid undulation	-/-
5	磁差 / 年变率 MAG VAR/Annual change	3.4° 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	China West Airport Co. LTD. No.4 Gaoxin Yi Lu, Xi'an 710075, Shaanxi province, China TEL: 86-29-88371025 FAX: 86-29-88371111 AFS: ZLXYDYX Website: http://www.westairport.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/(RWY05R/23L: 4F, RWY05L/23R: 4E)
9	备注 Remarks	Nil

ZLXY 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	HS or O/R
3	卫生健康部门 Health and sanitation	HS or O/R
4	航行情报服务讲解室 AIS Briefing Office	HS or O/R
5	空中交通服务报告室 ATS Reporting Office (ARO)	HS or O/R
6	气象讲解室 MET Briefing Office	HS or O/R
7	空中交通服务 ATS	HS or O/R
8	加油 Fuelling	HS or O/R
9	地勤服务 Handling	HS or O/R

10	保安 Security	HS or O/R
11	除冰 De-icing	HS or O/R
12	备注 Remarks	Nil

ZLXY 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, fork lift, baggage transporters, conveyor belt, tow tractor
2	燃油 / 滑油牌号 Fuel/oil types	Jet A-1, Nr.3 jet fuel --
3	加油设施 / 能力 Fuelling facilities/capacity	Tank vehicle (65000 liters, 47000 liters, 35000 liters) Hydrant dispenser (15 liters/sec) Apron refueling well
4	除冰设施 De-icing facilities	De-icer
5	过站航空器机库 Hangar space for visiting aircraft	Nil
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for various types of aircraft on request. Other maintenance work by prior arrangement.
7	备注 Remarks	Power unit, ground air supply unit, air conditioning unit

ZLXY AD 2.5 旅客设施 Passenger facilities

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

ZLXY 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
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2	援救设备 Rescue equipment	Fire fighting facilities: dry-chemical tender, heavy-load foam tender, disassembly rescue truck, illumination truck, command car, rapid intervention vehicle, primary foam tender, fire fighting water tank truck, logistics truck; Rescue equipment: uplift air cushion, mobile surface operation devices.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTOW up to B747
4	备注 Remarks	Nil

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

1	扫雪设备类型 Types of clearing equipment	All seasons Snow blowers, snow fluid truck, snow ploughs, snow pusher.
2	扫雪顺序 Clearance priorities	RWY , TWY, Apron
3	备注 Remarks	Nil

ZLXY 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:	Cement concrete
		Strength:	PCN 86/R/B/W/T (Stands Nr.305-307, 316-318, 324-330, 405-409) PCN 78/R/B/W/T (Stands Nr.501-509, 503L/R, 505L/R, 506L) PCN 71/R/B/W/T (Stands Nr.201-225, 301-304, 308-315, 319-322, 401-404) PCN 70/R/B/W/T (Stands Nr.331-348, 342L/R, 344L/R, 345L, 347L, 350, 410, 415-423, 425, 601-604, 601L, 603L, 701-711) PCN 60/R/B/W/T (Stands Nr.101-145, 126A, 128A)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	23 m: A, B11, C, E, H, T1, T8; 25m: B, B10, D, F, G, T2; 27m: A3, A5, A7; 28.5m: A1, A4, A6, A9, D4, D5; 29.5m: C1, C9; 30m: B3, B4; 34m: A2, A8, B1, B2, B5-B9, C8, G1, G2, G3(BTN G and H); 34.5m: D1, D3, D6, D8; 38m: T4; 44m: C3-C7, D2, D7, T3, T5, T6, T10, T20.
		Surface:	Cement concrete & Asphalt
		Strength:	PCN 86/R/B/W/T (C, C1, C3, C4-C7(south of stands Nr.304, 308, 315, 319, 404), C8, C9, D, D1, D2, D7, D8, F, G(south of T8), G3(east of stand Nr.331), H(south of T8), N1(south of G3), T8(east of H) PCN 84/F/B/X/T (A2, A4, A6, A8, B2) PCN 82/F/B/W/T(A, A1, A5, A9) PCN 78/R/B/W/T (B (west of B8), B8-B11, D3-D6, G1, G2, G3(west of G), T6, T8(west of H), G(north of T8), H(north of T8)) PCN 75/F/B/W/T (A3, A7) PCN 71/R/B/W/T (B1, B(east of B1), T1-T4, C4-C7(north of stands Nr.304, 308, 315, 319, 404)) PCN 70/R/B/W/T (E, G3(BTN G & stand Nr.331), N1(north of G3), N2-N5, N7, N8, N10, T10, T20) PCN 60/R/B/W/T (B(BTN B1 and B8), B3-B7, T5)

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	Nil

ZLXY 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 / 停放位置引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at all aprons and TWYs. Nose-in guidance at aircraft stands. Aircraft stand identification sign board at apron(except stands Nr.350, 425).	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	RWY designation, TDZ, THR, center line, edge line, aiming point
		RWY lights	Center line, edge line, THR, RWY end, TDZ, wing bar
		TWY markings	RWY holding positions, center line, edge line, intermediate holding position , NO-ENTRY marking, TWY shoulder
		TWY lights	Edge line, center line, intermediate holding positions, RWY guard lights(TWY B), rapid-exit TWYs indicator(A3-A4, A6-A7, D3-D6), No-entry(A2-A4)
3	停止排灯 Stop bars	RWY 05L/23R: A1, A2; RWY 05R/23L: C8, C9.	
4	备注 Remarks	Nil	

ZLXY AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on 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
1	TWR	024	3408	530.2	
2	TWR	038	10560	466.6	
3	BLDG	041	11270	480	
4	TWR	044	3110	520.4	
5	Antenna	052	2672	498	Take-off path
6	TWR	053	4470	522	RWY23R GP INOP, take-off path
7	TWR	062	5735	513.3	

Obstacles within a circle with a radius of 15km centered on 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
8	TWR	073	10720	500.3	
9	Board	082	4007	486.2	RWY23L GP INOP
10	Board	086	1810	494.4	
11	Board	088	2330	497.1	
12	Radar	091	882	511	
13	TWR	092	4710	498.6	
14	Light	094	2350	499.4	
15	05R LLZ	097	2950	471.4	
16	Chimney	098	1265	520.6	
17	Chimney	098	1337	519	
18	Radar	098	14876	522.9	
19	MT	100	11520	483.9	
20	Chimney	101	14950	589.6	
21	Control TWR	108	836	533	
22	23L GP antenna	108	2690	484.7	
23	MT	111	8625	489.6	
24	BLDG	112	1120	516.3	
25	BLDG	114	970	504	
26	BLDG	118	1042	521	
27	Control TWR	125	900	580	RWY05L/23R/ NDB/DME; RWY05R/23L/VOR/DME; CAT A, B Circling
28	Light	131	1580	500.7	
29	TWR	164	4150	510.8	
30	Radar	165	2800	502.1	
31	Chimney	170	7750	571.4	
32	BLDG	171	1170	516.8	
33	MT	171	5235	498.3	
34	BLDG	178	1118	518.2	
35	05R GP antenna	179	2775	488.7	
36	Antenna	189	3087	479.5	RWY05R/CAT II ILS/DME
37	05R IM	190	3110	477	
38	Light	197	2600	504.8	

Obstacles within a circle with a radius of 15km centered on 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
39	BLDG	202	7730	543	RWY 05R VOR/DME final approach
40	Board	203	3890	499.3	
41	TWR	206	13100	489.6	
42	Board	208	3951	511.2	
43	TWR	209	5080	506.8	
44	TWR	210	5128	516	RWY 05R GP INOP approach, take-off path
45	TWR	213	5550	507.3	
46	MT	215	9450	508	RWY05R/GP INOP
47	BLDG	221	3845	516.7	
48	BLDG	225	11490	582	RWY 05L/R GP INOP final approach
49	MT	228	5300	495	
50	Antenna	232	2676	498	Take-off path
51	BLDG	233	8200	507	RWY05L/GP INOP
52	BLDG	237	4182	512	Take-off path
53	TWR	239	10395	533.7	RWY 05L NDB/DME final approach
54	TWR	241	14750	613	RWY 05L NDB/DME final approach
55	TWR	243	3588	521	Take-off path
56	TWR	249	10140	540.7	
57	BLDG	252	1830	508.8	
58	BLDG	253	8593	608.3	RWY 05L/23R NDB/DME, RWY 05R/23L VOR/DME, CAT C, D circling
59	TWR	266	1520	522.3	
60	TWR	273	1800	524.5	
61	TWR	300	5135	544.3	
62	TWR	319	4350	525	
63	TWR	321	4330	525.5	
Remarks:					

Obstacles between two circles with the radius of 15km and 50km centered on 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
1	MT	010	31350	1423	
2	TWR	041	23000	533	
3	MT	103	100100	2646	Minimum surveillance altitude sector
4	MT	104	50400	1128	Minimum surveillance altitude sector
5	MT	108	49800	1303	RWY23L/23R / MNM sector、 Minimum surveillance altitude sector
6	TWR	151	32715	686	
7	MT	157	55800	1353	Minimum surveillance altitude sector
8	MT	166	66300	2802	RWY23L/23R / MNM sector
9	MT	172	49700	1516	
10	MT	177	57300	2166	Minimum surveillance altitude sector
11	MT	196	69200	3016	RWY 05L/05R / MNM sector、 Minimum surveillance altitude sector
12	MT	238	20700	531	
13	TWR	241	15560	615	
14	MT	267	21700	541	Minimum surveillance altitude sector
15	MT	305	34900	1038	Minimum surveillance altitude sector
16	MT	312	32000	1225	RWY05L/05R / MNM sector
17	MT	335	34900	1614	RWY05L/05R / MNM sector
18	MT	340	33400	1578	Minimum surveillance altitude sector
19	MT	350	72500	1856	RWY 23L/23R / MNM sector、 Minimum surveillance altitude sector
Remark: 1. Other obstacles in the take-off flight path of RWY 05L/23R refer to AD OBST Chart.					

ZLXY 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	相关气象室的名称 Associated MET Office	Xi'an MET Center of CAAC
2	气象服务时间、服务时间以外的责任 气象室 Hours of service, MET Office outside hours	H24 --
3	负责编发 TAF 的办公室;有效期 Office responsible for TAF preparation, Periods of validity	Xi'an MET Center of CAAC 9 HR, 24 HR
4	着陆预报类型、发布间隔 Type of landing forecast, Interval of issuance	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	FAX, MET Service Terminal
9	接收气象信息的空中交通服务单位 ATS units provided with information	Xi'an ACC, Xi'an APP, TWR, ARO
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, TEND
12	观测系统及位置 Observation System & Site(s)	SFC wind sensors: RWY05L: 120m N of RCL, 340m inward THR; RWY23R: 120m N of RCL, 350m inward THR; RWY05L/23R center: 120m N of RCL, 1500m inward THR05L; RWY05R: 100m S of RCL, 365m inward THR; RWY23L: 100m S of RCL, 340m inward THR; RWY05R/23L center: 100m S of RCL, 1950m inward THR05R. RVR EQPT: A: 110m N of RWY05L RCL, 330m inward THR05L; B: 120m N of RWY05L/23R RCL, 1480m inward THR05L; C: 110m N of RWY23R RCL, 390m inward THR23R; D: 90m S of RWY05R RCL, 375m inward THR05R; E: 90m S of RWY05R/23L RCL, 1930m inward THR05R; F: 90m S of RWY23L, 350m inward THR23L. Ceilometer: RWY05L: 24m N of RCL extension line, 1170m outward THR; RWY23R: 24m N of RCL extension line, 1165m outward THR; RWY05R: 100m S of RCL, 345m inward THR; RWY23L: 100m S of RCL, 320m inward THR.
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

ZLXY 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/SWY surface	着陆入口坐标及 高程异常 THR coordinates and geoid undulation	跑道着陆入口标高 , 精密进近跑道接 地地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05L	049° GEO 052° MAG	3000 × 45	82/F/B/W/T** 75/F/B/W/T** Asphalt/Asphalt	Nil	THR 476.2m TDZ 478.8m
23R	229° GEO 232° MAG	3000 × 45	82/F/B/W/T** 75/F/B/W/T** Asphalt/Asphalt	Nil	THR 478.2m TDZ 478.8m
05R	049° GEO 052° MAG	3800 × 60	86/R/B/W/T* 78/R/B/W/T* Concrete / Concrete	Nil	THR 474.3m --
23L	229° GEO 232° MAG	3800 × 60	86/R/B/W/T* 78/R/B/W/T* Concrete / Concrete	Nil	THR 468.9m --
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)	无障碍物地带 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	Nil	3240 × 300	Nil	Nil
See AOC	60 × 45	Nil	3240 × 300	Nil	Nil
See AOC	120 × 60	Nil	4160 × 300	Nil	Nil
See AOC	120 × 60	Nil	4160 × 300	Nil	Nil
Remarks: 1. Distance between RCL of RWY05L/23R and RCL of RWY 05R/23L is 2100m. 2. * RWY05R/23L PCN: 0-720m(FM each end): 86/R/B/W/T; Center: 78/R/B/W/T. 3. ** RWY05L/23R PCN: 0-500m(FM THR05L) & 0-300m(FM THR23R): 82/F/B/W/T; Center: 75/F/B/W/T.					

ZLXY AD 2.13 公布距离 Declared distances

跑道代号 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
05L	3000	3000	3060	3000	Nil
05L	2900	2900	2960	3000	FM A8
23R	3000	3000	3060	3000	Nil
23R	2800	2800	2860	3000	FM A2
05R	3800	3800	3920	3800	Nil

跑道代号 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
05R	3600	3600	3720	3800	FM D7
23L	3800	3800	3920	3800	Nil
23L	3600	3600	3720	3800	FM D2
Remarks: Flight crew shall follow the Shortened Distance Taking-off Procedures made by Airlines and contact TWR Control for the clearance before entering RWY by TWY D7, D2 and taking off directly.					

ZLXY 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
05L	CAT I* 900m LIH	Green Yes	PAPI Left/3°	Nil	3000m** spacing 15m	3000m*** spacing 60m	Red	Nil
23R	CAT II* 900m LIH	Green Yes	PAPI Left/3°	900m	3000m** spacing 15m	3000m*** spacing 60m	Red	Nil
05R	CAT III* 900m LIH	Green Yes	PAPI Left/3°	900m	3800m**** spacing 15m	3800m***** spacing 60m	Red	Nil
23L	CAT I* 900m LIH	Green Yes	PAPI Left/3°	Nil	3800m**** spacing 15m	3800m***** spacing 60m	Red	Nil
Remarks: *SFL **0-2100m White VRB LIH, 2100-2700m Red/White VRB LIH, 2700m-3000m Red VRB LIH ***0-2400m White VRB LIH, 2400-3000m Yellow VRB LIH ****0-2900m White VRB LIH, 2900-3500m Red/White VRB LIH, 3500m-3800m Red VRB LIH *****0-3200m White VRB LIH, 3200-3800m Yellow VRB LIH								

ZLXY AD 2.15 其它灯光, 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
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2	着陆方向指示器位置和灯光; 风速表 位置和灯光 LDI location and LGT, Anemometer location and LGT	Nil
3	滑行道边灯和中心线灯光 TWY edge and center line lighting	Blue TWY edge line lights. Green & Yellow TWY centerline lights.
4	备份电源 / 转换时间 Secondary power supply/switch-over time	Secondary power supply available/ 1 sec Diesel engine driven generator/ 15 sec
5	备注 Remarks	RWY guard lights on TWY B with yellow flashing lights.

ZLXY AD 2.16 直升机着陆区域 Helicopter landing area

1	TLOF 坐标或 FATO 入口坐标及高程异常 Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF 和 / 或 FATO 标高 (m) TLOF and/or FATO elevation (m)	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

ZLXY AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	横向界限 Lateral limits	垂直界限 Vertical limits	备注 Remarks
Xi'an tower control area	By ATC	SFC to 1200m MSL	
Fuel dumping area	N33 45.0E109 46.0- N33 59.0E110 07.0- N33 26.0E110 40.0- N33 13.0E110 19.0- N33 45.0E109 46.0	Above 5000m	

名称 Designation	横向界限 Lateral limits	垂直界限 Vertical limits	备注 Remarks
Altimeter setting region and TL/TA	N351240E1074613- N353730E1080846- LOVRA- N354646E1092239- N335232E1095600- N332646E1091258- N331913E1081850- N351240E1074613	TL 3600m TA 3000m 3300m(QNH ≥ 1031hPa) 2700m(QNH ≤ 979hPa)	

ZLXY 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		127.45(ARR)	H24	D-ATIS available
ATIS		128.65(DEP)	H24	D-ATIS available
TWR	Xianyang Tower	TWR(N): 124.3(118.15)	2300-1600	Nil
TWR	Xianyang Tower	TWR(S): 130.45(118.15)	H24	Nil
GND	Xianyang Ground	GND(N): 121.8 (124.3)	2300-1400	Nil
GND	Xianyang Ground	GND(S): 121.65 (130.45)	2300-1400	Nil
GND	Xianyang Delivery	121.6	H24	DCL available
APP	Xi'an Approach	125.1 (126.55) AP01	0030-1300	Contact ZLXYAP03 when ZLXYAP01 U/S.
APP	Xi'an Approach	119.05 (123.85) AP02	0030-1230	Contact ZLXYAP03 when ZLXYAP02 U/S.
APP	Xi'an Approach	119.6 (126.55) AP03	H24	Nil
APP	Xi'an Approach	119.9 (121.4) AP04	BY ATC	Contact ZLXYAP01 when ZLXYAP04 U/S.
APP	Xi'an Approach	120.2 (121.4) AP05	BY ATC	Contact ZLXYAP01 when ZLXYAP05 U/S.

ZLXY 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
Fenghuo VOR/DME	FNH	113.2MHz CH 79X	N34° 33.2' E108° 37.7'	515m	
Zu'an VOR/DME	ZNX	110.8MHz CH 45X	N34° 06.7' E108° 30.2'	431m	For VOR: R195° -R210° clockwise U/S (exclude R195°); beyond 24NM on R195° U/S; For DME: R155° -R220° clockwise U/S (exclude R157° , R195°); beyond 22NM on R157° U/S; beyond 20NM on R195° U/S; beyond 24NM on R209° U/S.
Yanzhuang NDB	ZS	359kHz	N34° 13.3' E108° 51.2'		Bearing 003° for departure; 0-6NM and beyond 23NM on bearing 029° for arrival; 33.5-36NM on bearing 029° for holding procedure; beyond 13NM on bearing 134° for missed approach; beyond 5NM on bearing 140° for departure and arrival; 0-15NM and beyond 21NM on bearing 154° for departure; bearing 180° for arrival; bearing 230° - 270° clockwise; bearing 275° for departure; bearing 294° for arrival and holding procedure; 0-20NM on bearing 294° for route; bearing 311° for departure; 0-20NM and beyond 38NM on bearing 311° for route U/S.

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
Longzaocun VOR/DME	LCZ	109.0MHz CH 27X	N34° 27.1' E108° 47.6' 1200m FM THR23L, on the RCL extension line	474m	
Mizi VOR/DME	MIZ	109.6MHz CH 33X	N34° 49.2' E108° 59.7'	631m	
Kouling VOR/DME	KLX	110.6MHz CH 43X	N34° 15.9' E109° 14.9'	908m	For VOR: Beyond 10NM on R100° U/S For DME: Beyond 20NM on R340° U/S
Sanyuan NDB	OD	202kHz	N34° 35.9' E108° 54.9' 043° MAG/ 23km FM RWY 05L/23R center		
LMM 05L	G	327kHz	N34° 25.8' E108° 43.7'		232° MAG/ 1176m FM THR 05L.
LOC 05L ILS CAT I	IGG	109.9MHz	052° MAG/ 200m FM end RWY 05L		
GP 05L		333.8MHz	115m W of RCL, 296m FM THR05L		Angle 3° , RDH 17.4m
DME 05L	IGG	CH 36X (109.9MHz)		480m	Co-located with GP05L
LMM 23R	M	429kHz	N34° 27.7' E108° 46.3'		052° MAG/ 1176m FM THR 23R
IM 23R		75MHz	052° MAG/ 280m FM THR 23R		
LOC 23R ILS CAT II	IMM	110.3MHz	232° MAG/ 200m FM end RWY23R		Beyond 22° rightside of front course U/S
GP 23R		335.0MHz	130m W of RCL, 309m FM THR23R		Angle 3° , RDH 15m
DME 23R	IMM	CH 40X (110.3MHz)		481m	Co-located with GP23R

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
IM 05R		75MHz	320m FM THR05R		
LOC 05R ILS CAT II	IXW	109.3MHz	052° MAG, 260m FM end RWY05R		
GP 05R		332.0MHz	125m S of RCL, 346m FM THR05R		Angle 3° , RDH 17.3m
DME 05R	IXW	CH 30X (109.3MHz)		480m	Co-located with GP05R
LOC 23L ILS CAT I	IAQ	111.1MHz	232° MAG, 260m FM end RWY 23L		
GP 23L		331.7MHz	125m S of RCL, 325m FM THR23L		Angle 3° , RDH 15.7m
DME 23L	IAQ	CH 48X (111.1MHz)		476m	Co-located with GP23L
Remark: Nil					

ZLXY AD 2.20 本场飞行规定**ZLXY 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；

1.2 可使用最大机型：A380及同类机型。

1.3 二次雷达应答机操作程序：离场，请求推出或开车时，选择 XPNDR 模式；进跑道时，选择 TA/RA 模式；进场，脱离跑道后，选择 XPNDR 模式；停到停机位后，选择 STBY 模式。

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 Maximum aircraft to be available: A380 and equivalent.

1.3 Transponder operating procedures: for departure: on requesting push-back/start-up, select XPNDR; on entering RWY, select TA/RA. For arrival: after vacating RWY, select XPNDR; fully parked on stand, select STBY.

2. 跑道和滑行道的使用

2.1 禁止航空器在 05L/23R 号跑道及滑行道上做 180° 转弯；

2.2 航空器在障碍物附近滑行速度不超过 15km/h；

2. Use of runways and taxiways

2.1 180° turn around on RWY05L/23R and TWY is strictly forbidden for all aircraft;

2.2 The taxiing speed of aircraft around obstacles is no more than 15km/h;

2.3 实施隔离平行运行时:

05L/23R号跑道主要用于进港;

05R/23L号跑道主要用于离港;

2.4 有飞行活动时, 禁止任何车辆、人员穿越跑道。如确需通过跑道时, 须经管制部门同意后方可穿越。

2.5 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。

2.6 地面风与跑道转换程序: 当顺风分量超过3m/s, 管制部门对跑道运行方向进行转换。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3m/s但不大于5m/s起降, 但须通知航空器驾驶员; 航空器驾驶员如不能满足该要求, 应尽早通知管制部门。

2.7 航空器起飞应当使用全跑道。塔台管制员许可, 航空器可从D2、D7滑进入RWY05R/23L, 使用非全跑道起飞。

2.3 Segregated parallel approaches/departures will be applied: 05L/23R is mainly used for arrival;

05R/23L is mainly used for departure;

2.4 Any vehicle or people are forbidden to cross runway when flight activity exists unless ATC permits.

2.5 Departure aircraft shall finish runway alignment within 60s after leaving the holding position; Landing aircraft shall fully vacate runway within 50s after touchdown. Inform ATC as soon as possible if using more time.

2.6 Surface wind and runway conversion procedure: If downwind speed is more than 3m/s, ATC shall change direction of RWY in use. When changing the direction of RWY in use, ATC can instruct aircraft to take off or land with $3\text{m/s} < \text{downwind speed} \leq 5\text{m/s}$ according to operational condition. Inform ATC as soon as possible if flight crew cannot accept it.

2.7 Departure aircraft shall execute full length take-off procedure. With TWR control's permission, aircraft shall taxi via TWY D2, D7 to enter RWY05R/23L for partical runway take-off.

2.8 滑行道使用限制 /Limits for aircraft parking on the following TWYs:

滑行道 /TWYs	航空器翼展限制 / Wing span limits for aircraft
B(BTN B1 & B11),T5	<65m
G3(west of H)	≤ 48m
B(east of B1), B1(south of B), C7(north of N4), G3(east of N3), N1, N2, N7, N8, N10, T4(east of E)	<36m

2.9 机场冲突多发地带运行要求

2.9.1 机动区冲突多发地带位置见 ZLXY AD2.24-1A,2A;

2.9.2 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, 在机场活动区内运行的航空器需严格按照下述的要求运行:

HS1: A5, B6滑行道与A滑行道交叉区域
使用A滑行道或B6滑行道滑行的航空器, 在进入此区域前, 应小心观察, 避让从A5滑行道脱离的航空器;

2.9 Hot spot operating procedure

2.9.1 Refer to ZLXY AD2.24-1A, 2A;

2.9.2 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: INTERSECTIONS OF TWYS A5, B6 AND A

Aircraft shall proceed with extreme caution before taxiing into this area via TWY A or B6, and shall give way to aircraft vocating RWY via TWY A5;

HS2: B8滑行道与B滑行道交叉区域

航空器使用B8由南向北滑行时, 在加入或穿越B滑行道前, 必须得到管制员的许可;

HS3: B10, B11滑行道与A, B滑行道交叉区域

航空器使用G滑由南向北滑行时, 在加入或穿越B滑行道前, 必须得到管制员的许可;

HS4: G, H滑行道与T8, C, D滑行道交叉区域

注意观察, 严格按照管制指令滑行;

HS5: C、D滑行道与E、F滑行道交叉区域

航空器使用C滑行道由西向东滑行, 在穿越F滑行道前, 必须得到管制员许可;

航空器使用F滑行道由北向南滑行, 在穿越C滑行道前, 必须得到管制员许可;

HS6: B1、E、F、B2滑行道与B、T4滑行道交叉区域

航空器使用B滑行道由东向西滑行, 在穿越B1滑行道前, 必须得到管制员许可;

航空器使用B滑行道由西向东滑行, 在穿越B2滑行道前, 必须得到管制员许可;

航空器使用T4滑行道由东向西滑行, 在穿越B1滑行道前, 必须得到管制员许可;

航空器使用E滑行道由南向北滑行, 在穿越T4滑行道前, 必须得到管制员许可。

2.10 A380运行规则:

机场05R/23L跑道, D、D1、D2、D7、D8、F、T8以南的C4-C7滑行道以及C4-C7之间T8机坪滑行道可供A380型航空器使用;

2.11 B747-8运行规则**2.11.1 运行跑道:05R/23L;****2.11.2 B747-8可用机位运行限制:**

可用机位: 305、501、508、509。

508停放B747-8时, 505L、506、506L、507禁止停放航空器; 509停放B747-8时, 507西侧行车道禁止使用。

HS2: INTERSECTIONS OF TWYS B8 AND B

Aircraft shall acquire for ATC clearance if taxiing into or crossing TWY B when taxiing via TWY B8 from south to north;

HS3: INTERSECTIONS OF TWYS B10, B11 AND A, B

Aircraft shall acquire for ATC clearance if taxiing into or crossing TWY B when taxiing via TWY G from south to north;

HS4: INTERSECTIONS OF TWYS G, H AND T8, C, D

Strictly follow the ATC instructions to taxi.

HS5: INTERSECTIONS OF TWYS C, D AND E, F

Aircraft shall acquire for ATC clearance if crossing TWY F when taxiing via TWY C from west to east;

Aircraft shall acquire for ATC clearance if crossing TWY C when taxiing via TWY F from north to south;

HS6: INTERSECTIONS OF TWYS B1, E, F, B2 AND B, T4

Aircraft shall acquire for ATC clearance if crossing TWY B1 when taxiing via TWY B from east to west;

Aircraft shall acquire for ATC clearance if crossing TWY B2 when taxiing via TWY B from west to east;

Aircraft shall acquire for ATC clearance if crossing TWY B1 when taxiing via TWY T4 from east to west;

Aircraft shall acquire for ATC clearance if crossing TWY T4 when taxiing via TWY E from south to north.

2.10 Operation limits for A380:

RWY05R/23L, TWY D, D1, D2, D7, D8, F, C4-C7(south of T8) and T8(between C4-C7) are available for A380;

2.11 Operation rules for B747-8**2.11.1 RWYs: 05R/23L;****2.11.2 Operation limits for B747-8 stands:**

Stands: Nr.305, 501, 508, 509.

When B747-8 parking at stand Nr.508, stands Nr.505L, 506, 506L, 507 are unavailable; when B747-8 parking at stand Nr.509, the lane which is at the west of stand Nr.507 is unavailable.

2.11.3 运行滑行道:

T8以南的C4、C5、C6、C7、C9滑行道, D、D1、D2、D7、D8滑行道, F滑行道, 以及C4至C7之间的T8机坪滑行道、C9以西的T8滑行道、G3以南的H滑行道、T8以南的G滑行道、G滑和H滑之间的T8滑行道, 可供B747-8型航空器使用。

2.11.3 TWYs:

C4-C7(south of T8), C9, D, D1, D2, D7, D8, F, T8(BTN C4 and C7), T8(west of C9), H(south of G3), G(south of T8), T8(BTN G and H).

3. 机坪和机位的使用

3.1 05L/23R跑道机坪的所有进、离港航空器均实施引导车引导;

通常情况下, 05R/23L跑道机坪的所有进、离港航空器均不实施引导车引导, 但在能见度小于800m 或者管制运行需要、机组要求时, 05R/23L跑道机坪的进、离港航空器需实施引导车引导;

3.2 未经地面管制同意, 严禁航空器利用自身动力倒滑;

3.3 机坪内发动机试车, 需经地面管制许可并报机场运行指挥机构同意, 在指定的地点进行;

3. Use of aprons and parking stands

3.1 Aircraft parking on apron of RWY 05L/23R shall follow the guidance of follow-me vehicle to stands;

Aircraft may follow the guidance of follow-me vehicle to stands of RWY 05R/23L upon requirements of flight crew or ATC and upon VIS below 800m;

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

3.3 Engine run-ups at apron are subject to Ground Control clearance and request agreement from AOC, shall be carried out at a designated location. Fast engine run-ups near boarding bridges or on apron are strictly forbidden;

3.4 机位分类使用 /Stands classification

除冰雪机位 /Deicing stands	Nr. 501-509, 503L/R, 505L/R, 506L, 601-604, 601L, 603L
维修机位 / Maintenance stands	Nr. 201-225, 501-509, 503L/R, 505L/R, 506L, 601-604, 601L, 603L
试车机位 /Engine run-ups	Stand Nr.145 is only used for engine run-ups

3.5 停靠 101-117, 134-137, 144, 301-322, 342-344, 342L/R, 344L/R, 345L, 347L, 419-423, 701-707 机位的航空器自滑进、由牵引车推出, 145 机位的航空器由牵引车牵引进、顶推出, 停靠其他机位的航空器自滑进、出机位;

3.6 当航空器停靠345L停机位时, 停靠347、348 停机位的航空器自滑进、由牵引车推出, 当航空器停靠347L 停机位时, 停靠345、346 停机位的航空器自滑进、由牵引车推出。

3.7 当航空器停靠425 停机位时, 滑行道N10 南北两侧的行车道禁止使用, 当停靠425 停机位的航空器滑出时, 滑行道C4 东、西两侧的行车道禁止使用。

3.5 Aircraft parking on stands Nr.101-117, 134-137, 144, 301-322, 342-344, 342L/R, 344L/R, 345L, 347L, 419-423, 701-707 shall taxi in on its own power and push back by tow tractors; aircraft parking on stand Nr.145 shall taxi in and push back by tow tractors; aircraft parking on other stands shall taxi in and out on its own power;

3.6 When stand Nr.345L is occupied, aircraft parking on stands Nr.347 and Nr.348 shall taxi in on its own power and be pushed back by tow tractors. When stand Nr.347L is occupied, aircraft parking on stands Nr.345 and Nr.346 shall taxi in on its own power and be pushed back by tow tractors.

3.7 When aircraft parking on stand Nr.425, service roads on the north and south sides of TWY N10 are forbidden to use. When aircraft taxiing out from stand Nr.425, service roads on the east and west sides of TWY C4 are forbidden to use.

3.8 航空器不能同时使用的机位 / Stands forbidden to use simultaneously:

使用机位 /The stand in use	不能同时使用的机位 /The stands forbidden to be used
Nr.126A	Nr.125, 126
Nr.128A	Nr.127, 128
Nr.342	Nr.342L,342R
Nr.344	Nr.344L,344R
Nr.345	Nr.345L,350
Nr.345L	Nr.345, 346,350
Nr.346	Nr.345L,350
Nr.347	Nr.347L,350
Nr.347L	Nr.347, 348,350
Nr.348	Nr.347L,350
Nr.350	Nr.345-348,345L,347L
Nr.425	Nr.407-410,415-418
Nr.501	Nr.502, 503,503L,503R
Nr.503R	Nr.501, 503
Nr.503	Nr.501, 503L, 503R
Nr.503L	Nr.501, 503
Nr.505R	Nr.505
Nr.505	Nr.505L, 505R
Nr.505L	Nr.505, 506, 508
Nr.506	Nr.505L, 506L, 508
Nr.506L	Nr.506, 508
Nr.508	Nr. 505L, 506L, 506, 507
Nr.601L	Nr.601, 602
Nr.603L	Nr.603, 604

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

停机位 /Stands	航空器翼展限制 / Wing span limits for aircraft	最大机型 / Maximum aircraft
Nr.503R	≤ 28.9m	B737-300
Nr.129-133	≤ 35.8m	A320
Nr.311-312	≤ 35.8m	A321

Nr.101,103-105,118, 134-143, 201-225,324-330,405,406,504,505L,505R,506L,507	≤ 35.8m	B737-800
Nr.319-322, 331-341, 342L/R,344L/R,345-348,402,404,407-410,415-423,601-604, 704-711	≤ 36m	B737-800
Nr.502,503L	≤ 38.1m	B757-200
Nr.102, 106	≤ 44.8m	A300
Nr.109-113, 119-128,301-304, 308-310, 313-315, 401,403, 503,505,506	≤ 47.6m	B767-300
Nr.114	≤ 60.3m	A330
Nr.107-108,115-117,126A,128A,144,145,306,307,316-318,501,508,509	≤ 64.9m	B747
Nr.342-344,345L,347L,350,425,601L,603L,701-703	≤ 65m	B747
Nr.305	≤ 79.8m	A380

3.10 停机位343机身长限制 ≤ 70.7m, 407-410机身长限制 ≤ 40.5m。

3.10 Stand Nr.343 is available for aircraft with fuselage ≤ 70.7m, stands Nr.407-410 are available for aircraft with fuselage ≤ 40.5m.

3.11 航空器机头朝向

停机位 /Stands	机头朝向 /Nose direction
Stands Nr.118-133,145,201-215, 324-332, 342, 342L/R,345-348,345L,347L,407-410,419-423,502,503L,503,503R,504,505L,505,505R,506,506L,507,509	North
Stands Nr.101-117,134-144,216-225,333-341,415-418,601-604,601L,603L,703-707	South
Stands Nr.350,401-406,425,708-711	West
Stands Nr.343,344,344L/R,701,702	East

3.12 本场设立了多个推出等待点（PB），详见AD2.24-2A；

3.12 Push-back holding points(PB) are established. Refer to AD2.24-2A;

3.13 为降低碳排放及噪音，停靠 101-115, 301-322, 342-344,342L/R, 344L/R, 701-707 机位的航空器建议关闭APU，接驳地面400Hz电源及空调系统。

3.13 Aircraft parking on stands Nr.101-115, 301-322, 342-344,342L/R, 344L/R, 701-707 should close APU, use 400Hz ground power and air conditioning systems, so as to reduce carbon emission and noise.

3.14 滑入及滑出停机位的规定 /Rules for entering / exiting stands:

机位 /Stands	滑入 /Enter by	滑出 /Exit by
Nr.425	TWY T8	TWY C4
Nr.501	TWY T8	TWY H
Nr.508	TWY C9	TWY C9

4. 进、离场管制规定

无

4. Air traffic control regulations

Nil.

5. 机场的 II/III 类运行

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

5.1.1 跑道的运行等级

5. CAT II/III operations at AD

5.1 Low visibility procedure in force (ILS CAT II/HUD SA CAT II /Low Visibility Departure)

5.1.1 The operation grade of RWY

Operation standard	RWY Available
ILS CAT II	RWY05R, RWY23R
HUD SA CAT II ILS	RWY05L, RWY23L
Low Visibility Departure(HUD included)	RWY05L/R, RWY23L/R

5.1.2 实施低能见度运行程序时，所有进、出港航空器的地面滑行由引导车引导，并且应严格遵守停止排灯指示。引导车行驶速度不得超过 20km/h。

5.2 运行限制

5.2.1 进场航空器限制

5.1.2 The aircraft should be guided by the follow-me car when operate Low Visibility Procedures, and should follow the indication of stop bars strictly. The speed of follow-me cars should be less than 20km/h.

5.2 Operation Limitations

5.2.1 Limitations for arrival aircraft

RWY in use	Aircraft type	Time to vacate ILS sensitive area
RWY05R	All	Reaching TWY C
RWY23R	All	Reaching TWY A
RWY05L	A330/340/350, B747/757/767/777/787 and equivalent	Vacating TWY A
	B737-800(included)and below	Reaching TWY A
RWY23L	A330/340/350, B747/757/767/777/787 and equivalent	Vacating TWY D
	B737-800(included)and below	Reaching TWY D

5.2.2 离场航空器限制

5.2.2 Limitations for departure aircraft

RWY in use	TWY forbidden to use(Aircraft type)	Holding point(HP)
RWY05R	TWY D (All)	Via TWY C to RWY05R CAT II HP
RWY23L	TWY D (A330/340/350,B747/757/767/777/787 and equivalent)	Via TWY C to RWY23L CAT II HP
RWY05L	TWY A (A330/340/350, B747/757/767/777/787 and equivalent)	RWY05L CAT II HP
RWY23R	TWY A (Wingspan>52m (eg.A330/340,B747/777/787))	RWY23R CAT II HP
Remarks:		
1. When LVP is implemented on RWY05L, if aircrafts A330/340/350, B747/757/767/777/787 and equivalent taxi on TWY A, ATC should make sure that no aircraft makes HUD SA CAT II approach on final or Low Visibility Take-off.		
2. When LVP is implemented on RWY23R, if aircrafts with wingspan>52m (eg.A330/340,B747/777/787) have to taxi on TWY A, ATC should make sure that no aircraft makes ILS CAT II approach on final or Low Visibility Take-off.		
3. If aircraft A380 has to taxi on TWY D, ATC should make sure that no aircraft makes ILS CAT II approach on final of RWY05R/23L or Low Visibility Take-off.		

6. 除冰规则

6. Rules for deicing

无

Nil

7. 平行跑道同时仪表运行

7. Simultaneous operations on parallel runways

无

Nil

8. 警告

8. Warning

8.1 泾河位于机场东北6km处,产生升、降气流影响飞行高度,起降航空器注意;

8.1 Jing river located 6km northeast of airport produces unstable airstream, keep safe altitude during take-off and landing;

8.2 仪表飞行时,防止低于安全高度误入机场南侧45km处的秦岭。

8.2 45km south of airport is mountainous area, keep safe altitude.

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

ZLXY AD 2.21 噪音限制规定及减噪程序**ZLXY AD 2.21 Noise restrictions and Noise abatement procedures**

无

Nil

ZLXY AD 2.22 飞行程序**ZLXY AD 2.22 Flight procedures****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。

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05L/23R跑道北侧，A、B类航空器高度800m，C、D类航空器高度1000m；经空中交通管制部门许可，可在05R/23L跑道南侧进行。

2. Traffic circuits

Traffic circuits shall be normally made to the north of RWY 05L/23R with altitude 800m for aircraft CAT A/B, and 1000m for aircraft CAT C/D. Traffic circuit to the south of RWY05R/23L is 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 西安进近管制区域内实施雷达管制。航空器最小水平间隔为6km；

4.2 距进近跑道末端18.5km（10NM）范围内，向同一跑道做最后进近的航空器之间无尾流间隔要求且接地后能50s内脱离跑道时，航空器之间的最小雷达间隔缩短为5km（湿跑道或污染跑道除外）；

4. Radar procedures and/or ADS-B procedures

4.1 Radar control within Xi'an APP has been implemented. The minimum horizontal radar separation is 6km;

4.2 Within 18.5km(10nm) from approaching RWY end, if there is no wake turbulence separation requirement between two aircrafts approaching to the same RWY in final approach, and the preceding aircraft is able to vacate RWY within 50s after touchdown, the minimum radar separation can be reduced to 5km (except for wet or contaminated runway);

4.3 机组应当严格遵守以下公布的调速准则:四边或是接近长五边,控制表速 180kt,建立航道后,调速至 160kt 直至五边 4NM。这些强制指令服务于 ATC 的五边间隔调控。

如果 ATC 发布新的指令 (不含速度指令,例如沿 ILS 继续下降),飞行员仍需遵守以上调速准则。机组应尽可能准确的执行所有的速度指令,如果航空器不能执行上述速度指令,机组应及时通知 ATC 可用的速度。

4.3 Aircraft shall follow strictly the rules for speed regulation: when aircraft is on base leg or on long final, indicated airspeed (IAS) shall be 180 knots. Upon the establishment of localizer, reduce the speed to 160 knots till aircraft arrived at 4nm along the final. These mandatory instructions above are subject to the final separation control by ATC.

If ATC issue a new instruction (speed instruction not included, for example: continue to descend along ILS), aircraft shall still follow the rules mentioned above and execute the instructions precisely. When aircraft can not fulfill the requirements above, crew shall inform ATC the speed available.

4.4 最低监视引导高度扇区

4.4 Surveillance Minimum Altitude Sectors

Sector 1	ALT limit:2500m or above
LOVRA-(WJC)VOR/DME-N351533E1093159-N345432E1083541-N345937E1082203-N354046E1082312-LOVRA	
Sector 2	ALT limit:2100m or above
N351533E1093159-N345714E1093715-N344735E1090821-N345252E1085935-N345223E1085209-N344109E1085117-N343852E1084632-N343724E1083605- N343353E1082913-N343805E1081816-N342804E1075917-(HO)NDB/DME-N353730E1080846-N354046E1082312-N345937E1082203-N345432E1083541-N351533E1093159	
Sector 3	ALT limit:1350m or above
N344735E1090821-N345252E1085935-N345223E1085209-N344109E1085117-N343852E1084632-N343724E1083605-N343353E1082913-N343805E1081816-N342804E1075917-N341413E1080314-N341641E1081859-N343421E1083742-N343802E1084632-N343842E1085806-N344556E1090336-N344735E1090821	
Sector 4	ALT limit:850m or above
N341413E1080314-N341641E1081859-N343421E1083742-N343802E1084632-N343842E1085806-N344556E1090336-N344735E1090821-N345714E1093715-N343537E1094340-N343254E1091743-N342459E1090926-N342116E1090513-N341253E1085814-N340611E1085417-N340621E1082449-N341142E1080359-N341413E1080314	
Sector 5	ALT limit:1700m or above
N342311E1092043-N341640E1092016-N341657E1091219-N342326E1091249-N342311E1092043	
Sector 6	ALT limit:1450m or above
N343537E1094340-N343254E1091743-N342459E1090926-N342116E1090513-N341253E1085814-N340611E1085417-N340511E1091523-N343537E1094340	
Sector 7	ALT limit:2700m or above
N340611E1085417-N340621E1082449-N341142E1080359-N340031E1080708-N340007E1081640-N340021E1082722-N335612E1083542-N335656E1085138-N340250E1085816-N340611E1085417	
Sector 8	ALT limit:3000m or above
N343537E1094340-N340511E1091523-N340240E1091406-N340250E1085816-N335135E1090710-N332230E1084211-N332646E1091258-N335232E1095600- N343537E1094340	

Sector 9	ALT limit:3600m or above
N335135E1090710-N340250E1085816-N335656E1085138-N335612E1083542-N340021E1082722-N340007E1081640-N340031E1080708-(NSH)VOR/DME-N332230E1084211- N335135E1090710	
Sector 10	ALT limit:1750m or above
N340511E1091523-N340240E1091406-N340250E1085816-N340611E1085417-N340511E1091523	

4.5 雷达引导方法

4.5 Way of Radar vectoring

4.5.1 雷达引导报告点 /Radar vector reporting points

ID	COORDINATES	ID	COORDINATES
XY801	N343112E1084032	XY802	N343245E1090557
XY803	N342140E1085044	XY815	N344217E1085547
XY905	N343507E1083528	XY906	N342752E1083559
XY911	N341808E1084552	XY918	N341007E1083451
XY930	N344736E1085236	XY940	N343208E1083126
XY950	N341945E1081429	XY960	N342014E1082533
LOVRA	N355048E1090824	SHANGXIAN	N335232E1095600

4.5.2 05L/05R 号跑道雷达引导方法

4.5.2 Way of Radar vectoring for RWY 05L/05R

4.5.2.1 LOVRA 方向：雷达引导经 LOVRA、XY905、XY906 点加入三边方向飞向 XY960，左转载获航向信号。

4.5.2.1 From LOVRA : Aircraft shall join in downwind via LOVRA , XY905 and XY906 according to the Surveillance, then fly to XY960, turn LEFT to intercept localizer path.

4.5.2.2 长武 'HO' 方向：雷达引导经长武 'HO'、XY905、XY906 点加入三边方向飞向 XY960，左转载获航向信号。

4.5.2.2 From 'HO' NDB : Aircraft shall join in downwind via 'HO' NDB, XY905 and XY906 according to the Surveillance , then fly to XY960, turn LEFT to intercept localizer path.

4.5.2.3 商县及宁陕 'NSH' 方向：雷达引导经烟庄 'ZS'、XY911 加入三边方向飞向 XY918 或祖庵 'ZNX'，右转载获航向信号。或者雷达引导经烟庄 'ZS'、XY906 点至三边方向飞向 XY960，左转载获航向信号。

4.5.2.3 From SHANGXIAN and 'NSH' VOR : Aircraft shall join in downwind via 'ZS' NDB and XY911 according to the Surveillance, then fly to XY918 or 'ZNX' VOR, turn RIGHT to intercept localizer path. Or aircraft shall join in downwind via 'ZS' NDB and XY906 according to the Surveillance, then fly to XY960 , turn LEFT to intercept localizer path.

4.5.2.4 宁陕 'NSH' 方向（有空域限制）：雷达引导经宁陕 'NSH' VOR/DME、XY950、XY940、XY906 点至三边方向飞向 XY960，左转载获航向信号。

4.5.2.4 From 'NSH' VOR(BY ATC) : Aircraft shall join in downwind via 'NSH' VOR/DME, XY950, XY940 and XY906 according to the Surveillance, then fly to XY960, turn LEFT to intercept localizer path.

4.5.3 23L/23R 号跑道雷达引导方法

4.5.3 Way of Radar vectoring for RWY 23L/23R

4.5.3.1 LOVRA 方向：雷达引导经 LOVRA、XY905、XY801点加入三边方向飞向XY815，右转载航向信号。

4.5.3.2 长武 'HO' 方向：雷达引导经长武 'HO'、XY905、XY801点加入三边方向飞向XY815，右转载航向信号。

4.5.3.3 商县及宁陕 'NSH' 方向：雷达引导经烟庄 'ZS'、XY803加入三边方向飞向XY802，左转载航向信号。或者雷达引导经烟庄 'ZS'、XY801至三边方向飞向XY815，右转载航向信号。

4.5.3.4 商县方向（有空域限制）：雷达引导经商县、XY930、XY905、XY801点至三边方向飞向XY815，右转载航向信号。

4.5.3.1 From LOVRA : Aircraft shall join in downwind via LOVRA , XY905 and XY801 according to the Surveillance, then fly to XY815, turn RIGHT to intercept localizer path.

4.5.3.2 From 'HO' NDB : Aircraft shall join in downwind via 'HO' NDB, XY905 and XY801 according to the Surveillance , then fly to XY815, turn RIGHT to intercept localizer path.

4.5.3.3 From SHANGXIAN and 'NSH' VOR : Aircraft shall join in downwind via 'ZS' NDB and XY803 according to the Surveillance, then fly to XY802, turn LEFT to intercept localizer path. Or aircraft shall join in downwind via 'ZS' NDB and XY801 according to the Surveillance, then fly to XY815, turn RIGHT to intercept localizer path.

4.5.3.4 From SHANGXIAN(BY ATC) : Aircraft shall join in downwind via SHANGXIAN, XY930, XY905 and XY801 according to the Surveillance, then fly to XY815, turn RIGHT to intercept localizer path.

5. 无线电通信失效程序

5.1 航空器单向通信失效

5.1.1 航空器如果只具有信号接收能力，根据接收到的管制指令继续飞行。

5.1.2 航空器如果只具有信号发送能力，驾驶员应当立即将飞行意图告知管制员，并及时报告位置和高度信息，管制员根据驾驶员报告的意图迅速调配其他的航空器避让。

5.2 航空器双向通信失效

航空器应按照下列特定的进近程序继续进近并尽快落地；如果本场不具备落地条件，驾驶员可自行决定返航备降。

5.2.1 RWY05 方向着陆

LOVRA/HO方向: 航空器按照最后接收到的管制员指令高度（如果低于 2100m 则立即上升到 2100m）飞向FNH，如果过FNH高度高于2400m，则在FNH顺时针盘旋，下降至2100m，然后按05L仪表进近程序着陆。

5. Radio communication failure procedures

5.1 Aircraft communication partly failure

5.1.1 If the radio receiver is available, aircraft shall follow the instruction to fly.

5.1.2 If the radio transmitter is available, pilots shall notify the flight intention to ATC and report the position and altitude of aircraft. ATC will conduct the traffic accordingly.

5.2 Aircraft communication totally failure

Aircraft shall continue to approach according to the following specific procedures as soon as possible; if landing conditions are not met, pilot can decide to return or alternate by themselves.

5.2.1 Landing to RWY05 direction

From LOVRA/'HO'NDB: aircraft shall fly to 'FNH' VOR according to the last command altitude (climb to 2100m if not reached), if the altitude over 'FNH' VOR is above 2400m, clockwise circling at 'FNH' VOR and descend to 2100m, approach and land according to RWY05L instrument approach procedure.

SHX/NSH方向: 航空器按照最后接收到的管制员指令高度(如果低于 2100m 则立即上升到 2100m)飞向 FNH, 然后按 05L 仪表进近程序着陆; 如果航空器按照最后接收到的管制员指令高度高于 2400m, 则飞向 ZS, 过 ZS 后再飞向 FNH, 如果过 FNH 高度高于 2400m, 则在 FNH 顺时针盘旋, 下降至 2100m。然后按 05L 仪表进近程序着陆。

5.2.2 RWY23 方向着陆

LOVRA/HO 方向: 航空器按照最后接收到的管制员指令高度(如果低于 2100m 则立即上升到 2100m)飞向 MIZ, 如果过 MIZ 高度高于 2400m, 则在 MIZ 顺时针盘旋, 下降至 2100m。然后按 23R 仪表进近程序着陆。

SHX/NSH方向: 航空器按照最后接收到的管制员指令高度(如果低于 2100m 则立即上升到 2100m)飞向 FNH, 过 FNH 后再飞向 MIZ, 然后按 23R 仪表进近程序着陆; 如果航空器按照最后接收到的管制员指令高度高于 2400m, 则飞向 ZS, 过 ZS 后再飞向 FNH, 过 FNH 后再飞向 MIZ, 如果过 MIZ 高度高于 2400m, 则在 MIZ 顺时针盘旋, 下降至 2100m, 然后按 23R 仪表进近程序着陆。

5.3 本场通信失效

本场无线电收发功能失效, 航空器无法与管制单位建立有效的通信联系时, 航空器应联系上一管制单位, 并按照管制单位的管制指令继续飞行。

5.4 无线电通信恢复

失去通信联络的航空器已经着陆, 或者已经恢复联络的, 可恢复正常的管制运行, 并立即通知相关管制单位。

6. 目视飞行程序

6.1 目视着陆跑道或前机后尽早报告管制员;

6.2 进近管制员在首次联系时, 将向机组通报预计独立目视进近和跑道, 机组无异议即认为该机组已接受目视进近;

From SHANGXIAN/'NSH' VOR:

If the last command altitude is below 2100m, aircraft shall climb to 2100m and fly to 'FNH' VOR, approach and land according to RWY05L instrument approach procedure; if the last command altitude is above 2400m, aircraft shall fly to 'ZS' NDB and then to 'FNH' VOR, if the altitude over 'FNH' VOR is above 2400m, clockwise circling at 'FNH' VOR and descend to 2100m, approach and land according to RWY05L instrument approach procedure.

5.2.2 Landing to RWY23 direction

From LOVRA/'HO' NDB: aircraft shall fly to 'MIZ' VOR according to the last command altitude (climb to 2100m if not reached), if the altitude over 'MIZ' VOR is above 2400m, clockwise circling at 'MIZ' VOR and descend to 2100m, approach and land according to RWY23R instrument approach procedure.

From SHANGXIAN/'NSH' VOR:

If the last command altitude is below 2100m, aircraft shall climb to 2100m and fly to 'FNH' VOR, then to 'MIZ' VOR, approach and land according to RWY23R instrument approach procedure; if the last command altitude is above 2400m, aircraft shall fly to 'FNH' VOR via 'ZS' NDB, then to 'MIZ' VOR, if the altitude over 'MIZ' VOR is above 2400m, clockwise circling at 'MIZ' VOR and descend to 2100m, approach and land according to RWY23R instrument approach procedure.

5.3 Aerodrome communication failure

If aircraft cannot establish communication with the aerodrome control unit, aircraft shall contact the previous control unit, and follow the instruction to fly.

5.4 Radio communication return to normal

Resume normal operation and inform related ATC office immediately when the aircraft with communication failure has landed or established communication again.

6. Procedures for VFR flights

6.1 Inform ATC when preceding aircraft or RWY is in sight as soon as possible;

6.2 Approach controller shall give Independent Visual Approach expectation and assigned RWY to the flight crew at the initial contact. No objection means that Independent Visual Approach has been accepted;

6.3 机组应适当控制表速，预计飞行航迹（TRACK-MILE）距接地点 10NM 时速度 180kt，距接地点 5NM 时速度 160kt。如果不能照上述速度执行时，机组及时通知管制员；

6.4 预计实施独立目视进近的航空器在四边上得到目视进近许可之前，一旦通讯失效、卡阻等原因无法与五边管制员取得联系时，应及时转弯切入指定跑道的五边实施盲降进近并联系相应的塔台频率。

6.3 Flight crew shall manage IAS. Standard terminal area speeds apply 180kt 10nm from touch down point and 160kt 5nm from touch down point. If flight crew cannot fulfill the required speed, inform ATC immediately;

6.4 Before aircraft allowed to implement independent visual approach on base leg, if flight crew cannot contact with controllers on final because of communication failure or jam, flight crew shall turn to intercept assigned final/RWY, implement ILS approach and contact relevant TWR frequency.

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

9.1 对机组的要求

9.1.1 须听清并重复地面管制员的滑行指令，尤其是界限性指令，发现疑问及时证实；

9.1.2 须在推出时向地面管制员证实使用跑道及推出方向；

9.1.3 须在进入交接点前主动报告“接近某某滑行道，请求转至某某频率”；

9.1.4 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，向地面管制报告脱离的跑道和使用的滑行道及当前具体位置；

9.1.5 如在管制扇区移交后联系不畅，应在等待线前停止滑行，并应向原先联系的管制扇区报告；

9.1.6 须密切观察地面相关活动，及时依照管制员的活动通报进行观察，要将观察到的不明活动情况及时通报给地面管制员；

9.1.7 当机组误操作滑错方向时，应该立即停止滑行并向管制员报告；

9. Other regulations

9.1 Requirements for pilots:

9.1.1 Verify and repeat the GND Control's instructions;

9.1.2 During pushed-back from parking stand, contact GND Control to verify the pushing direction and the approved RWY designation to be used;

9.1.3 When approaching to the hand-over point, report “Closing to XX TWY, apply to change to XX frequency” ;

9.1.4 After vacating RWY and initial contact with the GND Control, especially under the condition of low visibility, report the vacated runway designation and taxiway designation in use, as well as the current position;

9.1.5 If fail to contact the expected ATC after changing frequency, stop prior to the holding line and contact the original frequency;

9.1.6 Pay attention to the surrounding situations, and report to ATC upon finding unclear motion;

9.1.7 When taxiing to the wrong direction by mistake, stop immediately and report to ATC;

9.1.8 机组申请滑行前应管制员报告“重型”或“HEAVY”；

9.2 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 60 秒以内，着陆航空器从接地到滑出跑道应控制在 50 秒以内。如需更长时间占用跑道，应尽早通知 ATC。

9.1.8 Flight crew shall report “HEAVY” when apply for taxiing clearance;

9.2 Normally, departure aircraft shall finish RWY alignment within 60s from holding position, landing aircraft shall fully vacate RWY within 50s after touchdown. If more time is needed, inform ATC as soon as possible.

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

Waypoint list

Waypoint ID	COORDINATES	Waypoint ID	COORDINATES
XY404	N341110 E1091750	XY904	N345316 E1081145
XY406	N340212 E1085124	XY905	N343507 E1083528
XY410	N343848 E1085122	XY906	N342752 E1083559
XY420	N343721 E1090147	XY907	N340228 E1081544
XY430	N344024 E1084455	XY908	N334330 E1083318
XY510	N343230 E1085500	XY909	N335339 E1083923
XY520	N343224 E1090448	XY910	N340012 E1084324
XY530	N344217 E1085000	XY911	N341808 E1084552
XY609	N335842 E1082810	XY914	N342348 E1083026
XY610	N351030 E1080826	XY915	N341400 E1082739
XY620	N341518 E1083118	XY916	N341711 E1083158
XY630	N342024 E1083818	XY917	N341340 E1083947
XY640	N342902 E1083347	XY918	N341007 E1083451
XY701	N342324 E1083236	XY919	N341248 E1082804
XY702	N342228 E1082448	XY920	N341527 E1083140
XY703	N342758 E1082257	XY940	N343208 E1083126
XY801	N343112 E1084032	XY950	N341945 E1081429
XY802	N343245 E1090557	XY960	N342014 E1082533
XY803	N342140 E1085044	FNH	N343312 E1083742
XY804	N343801 E1090020	HO	N351236 E1074606
XY805	N343542 E1085923	KLX	N341554 E1091454
XY806	N343508 E1084557	MIZ	N344912 E1085942
XY807	N343843 E1085052	NSH	N331906 E1081842
XY808	N343630 E1090354	WJC	N354642 E1092236
XY809	N342540 E1085612	ZNX	N340642 E1083012
XY810	N342921 E1090114	ZS	N341318 E1085112
XY812	N343625 E1085819	DOVOP	N344524 E1084230
XY813	N343857 E1085921	LOVRA	N355048 E1090824
XY815	N344217 E1085547	PIKEM	N333042 E1085136

XY901	N350643 E1085050	TEBIB	N352106 E1075354
XY902	N345705 E1084701	UGSUT	N334524 E1093436
XY903	N351828 E1083621		

RWY05L SID Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
WJC-9W								
VA			052		650	MAX380		RNAV1
DF	XY410			L	↑ 1300			RNAV1
TF	MIZ							RNAV1
TF	WJC							RNAV1
NSH-9W								
VA			052		650	MAX380		RNAV1
DF	XY410			L	↑ 1300			RNAV1
TF	XY420				↑ 1800			RNAV1
TF	KLX							RNAV1
TF	XY404				↑ 3600			RNAV1
TF	UGSUT							RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
NSH-8W								
VA			052		650	MAX380		RNAV1
DF	XY410			L	↑ 1300			RNAV1
TF	XY430							RNAV1
TF	FNH							RNAV1
TF	ZS							RNAV1
TF	XY406				↑ 3600			RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
TEBIB-9W								
VA			052		650	MAX380		RNAV1
DF	XY410			L	↑ 1300			RNAV1
TF	DOVOP							RNAV1
TF	TEBIB							RNAV1

RWY05R SID Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
WJC-9Z								
CF	XY510		052		↑ 1300			RNAV1
TF	XY420				↑ 1600	MAX405		RNAV1
TF	MIZ							RNAV1
TF	WJC							RNAV1
NSH-9Z								
CF	XY510		052		↑ 1300			RNAV1
TF	XY420				↑ 1600	MAX405		RNAV1
TF	XY520				↑ 1800			RNAV1
TF	KLX							RNAV1
TF	XY404				↑ 3600			RNAV1
TF	UGSUT							RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
NSH-8Z								
CF	XY510		052		↑ 1300			RNAV1
TF	XY420				↑ 1600	MAX405		RNAV1
TF	XY530							RNAV1
TF	FNH							RNAV1
TF	ZS							RNAV1
TF	XY406				↑ 3600			RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
TEBIB-9Z								
CF	XY510		052		↑ 1300			RNAV1
TF	XY420				↑ 1600	MAX405		RNAV1
TF	XY530							RNAV1
TF	DOVOP							RNAV1
TF	TEBIB							RNAV1

RWY23L SID Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
WJC-9Y								
CF	XY630		232		↑ 1400			RNAV1
TF	XY620				↑ 1800	MAX405		RNAV1
TF	XY960							RNAV1
TF	XY640							RNAV1
TF	FNH							RNAV1
TF	MIZ							RNAV1
TF	WJC							RNAV1
NSH-9Y(BY ATC)								
CF	XY630		232		↑ 1400			RNAV1
TF	XY620				↑ 1800	MAX405		RNAV1
TF	ZNX							RNAV1
TF	XY609				↑ 3600			RNAV1
TF	NSH							RNAV1
NSH-8Y								
CF	XY630		232		↑ 1400			RNAV1
TF	XY620				↑ 1800	MAX405		RNAV1
TF	XY960							RNAV1
TF	XY640							RNAV1
TF	ZS							RNAV1
TF	XY406				↑ 3600			RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
TEBIB-9Y								
CF	XY630		232		↑ 1400			RNAV1
TF	XY620				↑ 1800	MAX405		RNAV1
TF	XY960							RNAV1
TF	XY610							RNAV1
TF	TEBIB							RNAV1

RWY23R SID Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
WJC-9X								
VA			232		650	MAX380		RNAV1

DF	XY701			R	↑ 1400			RNAV1
TF	XY702					MAX405		RNAV1
TF	XY703							RNAV1
TF	FNH							RNAV1
TF	MIZ							RNAV1
TF	WJC							RNAV1
NSH-9X(BY ATC)								
VA			232		650	MAX380		RNAV1
DF	XY701			R	↑ 1400			RNAV1
TF	XY702					MAX405		RNAV1
TF	ZNX							RNAV1
TF	XY609				↑ 3600			RNAV1
TF	NSH							RNAV1
NSH-8X								
VA			232		650	MAX380		RNAV1
DF	XY701			R	↑ 1400			RNAV1
TF	XY702					MAX405		RNAV1
TF	XY703							RNAV1
TF	FNH							RNAV1
TF	ZS							RNAV1
TF	XY406				↑ 3600			RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
TEBIB-9X								
VA			232		650	MAX380		RNAV1
DF	XY701			R	↑ 1400			RNAV1
TF	XY702					MAX405		RNAV1
TF	XY703							RNAV1
TF	XY610							RNAV1
TF	TEBIB							RNAV1

RWY05L/R STAR Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
LOVRA-1W								
IF	LOVRA							RNAV1
TF	XY901							RNAV1

TF	XY902				↑ 2700			RNAV1
TF	DOVOP							RNAV1
TF	FNH					MAX380		RNAV1
TF	XY906				2400	MAX380		RNAV1
LOVRA-2W(BY ATC)								
IF	LOVRA							RNAV1
TF	XY903				↑ 2700			RNAV1
TF	XY904							RNAV1
TF	FNH					MAX380		RNAV1
TF	XY906				2400	MAX380		RNAV1
NSH-1W								
IF	NSH							RNAV1
TF	XY908							RNAV1
TF	XY909				↑ 3600			RNAV1
TF	XY910				↑ 3000			RNAV1
TF	ZS					MAX380		RNAV1
TF	XY911				2400	MAX380		RNAV1
NSH-2W(BY ATC)								
IF	NSH							RNAV1
TF	XY907				↑ 3600			RNAV1
TF	XY950							RNAV1
TF	XY940					MAX380		RNAV1
TF	XY906				2400	MAX380		RNAV1
HO-1W								
IF	HO							RNAV1
TF	XY904							RNAV1
TF	FNH					MAX380		RNAV1
TF	XY906				2400	MAX380		RNAV1

RWY05L/R holding Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
Holding (Outbound time:1.5min)								
HM	NSH	Y	029	L	4500			RNAV1
HM	HO	Y	135	R	4500			RNAV1
Holding (Outbound time:1min)								
HM	XY904	Y	135	R	2700			RNAV1

HM	XY908	Y	029	R	3900			RNAV1
HM	ZS	Y	294	L	2400	MAX380		RNAV1

RWY05L Transition Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
Transition XY911								
IF	XY911				2400	MAX380		RNAV1
TF	XY917							RNAV1
TF	XY918							RNAV1
TF	ZNX				1800			RNAV1
TF	XY915				1500			RNAV1
TF	XY916				1200			RNAV1
Transition XY906								
IF	XY906				2400	MAX380		RNAV1
TF	XY914							RNAV1
TF	XY960							RNAV1
TF	XY915				1500			RNAV1
TF	XY916				1200			RNAV1

RWY05R Transition Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
Transition XY906								
IF	XY906				2400	MAX380		RNAV1
TF	XY914							RNAV1
TF	XY960							RNAV1
TF	XY919				1800			RNAV1
TF	XY920				1500			RNAV1
Transition XY911								
IF	XY911				2400	MAX380		RNAV1
TF	XY917							RNAV1
TF	XY918							RNAV1
TF	ZNX				1800			RNAV1
TF	XY919				1800			RNAV1

TF	XY920				1500			RNAV1
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RWY23L/R STAR Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
LOVRA-1Y								
IF	LOVRA							RNAV1
TF	XY901							RNAV1
TF	XY902				↑ 2700			RNAV1
TF	DOVOP							RNAV1
TF	XY905					MAX380		RNAV1
TF	XY801				2400	MAX380		RNAV1
LOVRA-2Y								
IF	LOVRA							RNAV1
TF	XY901							RNAV1
TF	XY902				↑ 2700			RNAV1
TF	MIZ				2100	MAX380		RNAV1
LOVRA-3Y(BY ATC)								
IF	LOVRA							RNAV1
TF	XY903				↑ 2700			RNAV1
TF	XY904							RNAV1
TF	XY905					MAX380		RNAV1
TF	XY801				2400	MAX380		RNAV1
NSH-1Y								
IF	NSH							RNAV1
TF	XY908							RNAV1
TF	XY909				↑ 3600			RNAV1
TF	XY910				↑ 3000			RNAV1
TF	ZS					MAX380		RNAV1
TF	XY803				2400	MAX380		RNAV1
HO-1Y								
IF	HO							RNAV1
TF	XY904							RNAV1
TF	XY905					MAX380		RNAV1
TF	XY801				2400	MAX380		RNAV1

RWY23L/R holding Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
Holding (Outbound time:1.5min)								
HM	NSH	Y	029	L	4500			RNAV1
HM	HO	Y	135	R	4500			RNAV1
Holding (Outbound time:1min)								
HM	XY904	Y	135	R	2700			RNAV1
HM	XY908	Y	029	R	3900			RNAV1
HM	ZS	Y	294	L	2400	MAX380		RNAV1

RWY23L Transition Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
Transition MIZ								
IF	MIZ				2100	MAX380		RNAV1
TF	XY804				1500			RNAV1
TF	XY805				1500			RNAV1
Transition XY803								
IF	XY803				2400	MAX380		RNAV1
TF	XY809							RNAV1
TF	XY810							RNAV1
TF	XY802				1800			RNAV1
TF	XY808				1500			RNAV1
TF	XY805				1500			RNAV1
Transition XY801								
IF	XY801				2400	MAX380		RNAV1
TF	XY806							RNAV1
TF	XY807							RNAV1
TF	XY815							RNAV1
TF	XY804				1500			RNAV1
TF	XY805				1500			RNAV1

RWY23R Transition Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
Transition MIZ								
IF	MIZ				2100	MAX380		RNAV1
TF	XY813				1350			RNAV1
TF	XY812				1200			RNAV1
Transition XY803								
IF	XY803				2400	MAX380		RNAV1
TF	XY809							RNAV1
TF	XY810							RNAV1
TF	XY802				1800			RNAV1
TF	XY808				1500			RNAV1
TF	XY812				1200			RNAV1
Transition XY801								
IF	XY801				2400	MAX380		RNAV1
TF	XY806							RNAV1
TF	XY807							RNAV1
TF	XY815							RNAV1
TF	XY813				1350			RNAV1
TF	XY812				1200			RNAV1

ZLXY AD 2.23 其它资料

全年有鸟类活动，主要集中在夏秋季节，活动区域集中在跑道以北及跑道两侧。机场当局采取了多种驱鸟措施，以减少鸟群活动。

主要鸟害：航空器起降过程中偶有鸟击现象发生。

ZLXY AD 2.23 Other information

Activities of bird flocks take place all the year round, and they concentrate mainly to the north and on both sides of RWY during summer and autumn. Aerodrome Authority resorts to dispersal methods to reduce bird activities.

Main bird hazards: Bird strikes occur occasionally in the process of takeoff/landing of aircraft.