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

ZGSZ-深圳/宝安 SHENZHEN/Baoan

ZGSZ 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	N22° 38.3' E113° 48.7' Center of RWY15/33
2	方向、距离 Direction and distance from city	293° GEO, 32.5km from city center(Shenzhen railway station)
3	标高 / 参考气温 Elevation/Reference temperature	4m/ 31.8° C (JUL)
4	机场标高位置 / 高程异常 AD ELEV PSN/ geoid undulation	The center of RWY16/34/-
5	磁差 / 年变率 MAG VAR/Annual change	2° W(2011) /-
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	Shenzhen Airport Co.,Ltd Shenzhen Baoan Airport, Shenzhen 518128, Guangdong province, China TEL: 86-755-23456789 FAX: 86-755-23456043 AFS: ZGSZVN8X Website:www.szairport.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/ RWY16/34:4F, RWY15/33:4E
9	备注 Remarks	Nil

ZGSZ 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 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	Nil
12	备注 Remarks	Nil

ZGSZ 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 truck (7-30 tons), conveyor truck, container trailer, container platform trailer, fork lift, tow tractor.
2	燃油 / 滑油牌号 Fuel/oil types	Nr.3 jet fuel, Jet A1 --
3	加油设施 / 能力 Fuelling facilities/capacity	Rufueling truck (20000 liters and 10000 liters): 40 liters/sec; hydrant cart: 63 liters/sec; pipe network of apron aircraft-refueling wells with 397 hoses
4	除冰设施 De-icing facilities	Nil
5	过站航空器机库 Hangar space for visiting aircraft	Available for three B737 aircraft.
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 changed available by prior arrangement.
7	备注 Remarks	Nil

ZGSZ AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	Near AD
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 center at AD, hospitals near AD
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	At AD
7	备注 Remarks	Nil

ZGSZ 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: primary foam tender, rapid intervention vehicle, medium-duty water tank truck, medium-duty foam tender, heavy-duty foam tender, demolition rescue truck, logistics truck, command car; Rescue equipment: uplift air cushion, jack, towing platform truck, mobile surface operation devices, aircraft emergency pothook, etc.
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

ZGSZ 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 Not applicable
2	扫雪顺序 Clearance priorities	Not applicable
3	备注 Remarks	Nil

ZGSZ 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 110/R/B/W/T(Donghai airlines apron, T3 north far apron, T3 apron, T3 cargo apron) PCN 89/R/B/W/T(Southeast apron) PCN 84/R/B/W/T(south apron, north apron, Shenzhen airlines apron) PCN 72/R/B/W/T(TML A apron, TML B apron, cargo apron, China southern airlines apron)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	18m: B(BTN L3&L4), B3; 23 m: A, B(BTN B3&L3), C, D10(FM west of D to apron), G10, K4; 24.5m: C4-C9; 25m: D, G, E, Q, R, S, W; 27m: A4, A5, A8, A9, E4-E7; 28.5m: A1, L1, A12; 29m: E3, E9; 31m: C1, C12; 34m: A2, B4, K1-K3, L2, T5; 34.5m: E1, E11, G1; 39m: C2, C11; 44m: E2, E10; 48m: C3, C10, D8-D11(BTN C&D), D12; 50m: G5, G6, G8(BTN G&E), G9(BTN G&E), Y, Z
		Surface:	Cement concrete Asphalt: L2(BTN A&B), A12(FM east of A to apron), S(0-75m inward west of RWY15/33), C1-C2(0-122m inward west of RWY15/33), C4-C9(0-104m inward west of RWY15/33), C11-C12(0-122m inward west of RWY15/33)
		Strength:	PCN 110/R/B/W/T (B3, C, C1-C2(122m outward west of RWY15/33), C3, C10, C4-C9(104m outward west of RWY15/33), C11-C12(122m outward west of RWY15/33), D, D8-D11(BTN C&D), D12, E, G, G1, G5, G6, G8-G9(BTN E&G), Q, R, S, W, Y, Z) PCN 90/F/B/W/T (L2(BTN A&B), A12(BTN A&B)) PCN 84/R/B/W/T (B(BTN K4&L2), L1) PCN 80/R/B/W/T (E1-E7, E9-E11) PCN 80/F/B/W/T (S(0-75m inward west of RWY15/33), C1-C2(0-122m inward west of RWY15/33), C11-C12(0-122m inward west of RWY15/33)) PCN 78/F/B/W/T (C4-C9(0-104m inward west of RWY15/33)) PCN 72/R/B/W/T (A, A1, A2, A4, A5, A8, A9, A12(west of A), B(FM north of B4 to apron), B4, K1-K4) PCN 78/F/B/W/T (C4-C9(0-104m inward west of RWY15/33)) PCN 72/R/B/W/T (A, A1, A2, A4, A5, A8, A9, A12(west of A), B(FM north of B4 to apron), B4, K1-K4)
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	Center line of L1 (FM east of B to apron) deviated, 17m to left side, 11.5m to right side.	

ZGSZ 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 marking at all intersections of TWYs and RWYs and at all taxiing holding positions. Guide lines at all aprons and TWYs. Signs at all stands. Marshaller is available at all stands	
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, TDZ (for RWY15/33), RWY end
		TWY markings	Center line, edge line, intermediate holding positions, RWY holding position, enhanced center line (for A1, A2, A12, E1, E2, E10, E11), No-entry marking (for A4, A9, C4-C9, E3-E7, E9)
		TWY lights	Center line, edge line(reflect sticks for E,G straight section), rapid exit TWY indicator (RWY16/34), taxi holding position, RWY guard light(TWY S)
3	停止排灯 Stop bars	Nil	
4	备注 Remarks	Reflect sticks for E,G straight section.	

ZGSZ 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	*MT	002	4191	113.7	
2	*BLDG	019	4146	108.2	
3	*MT	040	2425	155.2	
4	MT	042	3824	256.5	
5	MT	043	2752	176.5	
6	*MT	044	3501	224.2	
7	MT	045	3279	214.5	
8	*Control TWR	046	888	68.8	
9	MT	046	6075	307.5	
10	MT	048	5658	294.3	
11	MT	049	5172	376.9	
12	MT	052	4897	375.0	
13	MT	054	4520	321.5	
14	MT	058	2728	129.9	
15	MT	059	4308	292.6	
16	MT	066	4030	268.2	

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
17	MT	069	3930	273.0	
18	*BLDG	078	3680	343.5	
19	MT	088	3818	221.3	
20	MT	115	11400	204.0	
21	MT	116	6901	236.7	
22	MT	119	6972	200.2	
23	MT	121	7430	200.3	
24	*MT	126	3790	107.1	
25	MT	136	6069	142.6	
26	MT	137	7442	116.2	
27	Iron TWR	137	6491	234.7	RWY15/Precision path
28	MT	137	6924	125.3	
29	*BLDG	144	6219	126	
30	BLDG	149	5059	61.6	RWY15/Take-off path
31	BLDG	149	4806	51.7	RWY15/Take-off path
32	BLDG	151	5783	66.4	
33	BLDG	152	8459	111.2	RWY15/Take-off path
34	MT	153	7200	62.0	
35	BLDG	154	8591	114.1	RWY33/GP INOP
36	BLDG	156	5629	60.0	
37	BLDG	158	5228	60.1	
38	BLDG	158	5586	59.0	
39	Iron TWR	164	6820	78.1	RWY16/Take-off path
40	BLDG	166	10350	79.0	
41	BLDG	167	14610	118	
42	*T3 TML	194	1236	51.7	
43	*T3 new Control TWR	250	753	94.0	RWY34/Precision path, GP INOP
44	BLDG	332	5626	55.3	RWY33/Take-off path
45	* BLDG	335	6333	64.7	
46	BLDG	337	6216	64.7	RWY15/GP INOP, RWY33/Take-off path
47	BLDG	345	6700	47.0	
48	RWY16 GP Antenna			17.9	RWY16/Precision path, GP INOP
49	RWY34 GP Antenna			18.1	RWY34/Precision path, GP INOP

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
Remarks: Refer AD2.19 for the location of RWY16 & RWY34 GP antennas.					

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	033	23000	510	
2	MT	047	26000	348	
3	MT	051	44000	797	
4	MT	084	15000	587	
5	MT	099	42000	943	
6	MT	113	19000	430	
7	*BLDG	117	27300	600	
8	Antenna	130	42000	999	
9	*BLDG	136	18977	400	
10	MT	150	18226	336	RWY33/34/Intermediate approach, RWY15/Missed approach
11	Antenna	151	18406	347	RWY33/34/Intermediate approach, RWY15/Missed approach
12	MT	159	17920	332	
13	MT	167	45000	935	
14	MT	182	26000	341	
15	MT	218	45000	436	
16	MT	238	44000	530	
17	MT	302	30000	295	RWY15/16/ initial approach
18	Chimney	312	18713	227	
19	Chimney	312	18872	226	
20	Chimney	313	18129	222	
21	Chimney	314	17947	253	RWY34/Take-off path
22	MT	341	28678	292	RWY15/16/ Intermediate approach
23	MT	353	27838	543	RWY15/16 Initial approach
Remark:					

ZGSZ 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	Shenzhen ATMB MET Office
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	Shenzhen ATMB MET Office 9 HR, 24 HR
4	着陆预报类型、发布间隔 Type of landing forecast, Interval of issuance	Trend 30 MIN
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	Local area network, TEL, FAX
9	接收气象信息的空中交通服务单位 ATS units provided with information	TWR, Flight Service Office
10	观测类型与频率 / 自动观测设备 Type & frequency of observation/ Automatic observation equipment	Half 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: RWY15: 120m E of RCL, 326m inward THR15, 120m E of RCL, 350m inward THR15; RWY33: 120m E of RCL, 326m inward THR33; RWY15/33 center: 120m E of RCL, 1676m inward THR33; RWY16: 120m W of RCL, 350m inward THR16; RWY34: 120m W of RCL, 350m inward THR34, 120m W of RCL, 404m inward THR34; RWY16/34 center: 120m W of RCL, 1790m inward THR16. RVR EQPT: A: 116m E of RWY15/33 RCL, 386m inward THR15; B: 116m E of RWY15/33 RCL, 336m inward THR33; C: 120m E of RWY15/33 RCL, 1663m inward THR33; D: 120m W of RWY16/34 RCL, 390m inward THR16; E: 120m W of RWY16/34 RCL, 360m inward THR34; F: 120m W of RWY16/34 RCL, 1840m inward THR16. Ceilometer: RWY 15/33: 116m E of RCL, 332m inward both THRs. RWY 16/34: 110m W of RCL, 350m inward both THRs
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	MET Forecast Office TEL: 86-755-23718928 FAX: 86-755-23718927

ZGSZ 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
15	153° GEO 155° MAG	3400 × 45	72/R/B/W/T Concrete	Nil	THR 3.7m TDZ 3.7m
33	333° GEO 335° MAG	3400 × 45	72/R/B/W/T Concrete	Nil	THR 3.7m TDZ 3.7m
16	153° GEO 155° MAG	3800 × 60	110R/B/W/T (0-1000m inward THRs) 89/R/B/W/T (Other part) Concrete	Nil	THR 4.0m TDZ 4.0m
34	333° GEO 335° MAG	3800 × 60	110R/B/W/T (0-1000m inward THRs) 89/R/B/W/T (Other part) Concrete	Nil	THR 4.0m TDZ 4.0m

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
0%	Nil	Nil	3520 × 300	Nil	140 × 150m
0%	Nil	Nil	3520 × 300	Nil	140 × 150m
0%	Nil	Nil	3920 × 300	Nil	240 × 150m
0%	Nil	Nil	3920 × 300	Nil	240 × 150m

Remarks:Forced landing area is 3800m, parallel to RWY16/34, located at west of RWY16/34 and surface is soil; distance between RCL of RWY16/34 and RCL of RWY15/33 is 1600m; RWY16 THR is 1000m north of RWY15 THR; RWY34 THR is 600m north of RWY33 THR.

ZGSZ 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
15	3400	3400	3400	3400	Nil
15	3275	3275	3275	3400	FM TWY A2, C2
33	3400	3400	3400	3400	Nil
33	3269	3269	3269	3400	FM TWY C11
16	3800	3800	3800	3800	Nil
16	3568	3568	3568	3800	FM TWY E2
34	3800	3800	3800	3800	Nil
34	3568	3568	3568	3800	FM TWY E10

ZGSZ 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
15	CAT II 900m* LIH	Green Yes	PAPI Left/3°	900m	3400m** spacing 30m	3400m*** spacing 60m	Red	Nil
33	CAT II 900m* LIH	Green Yes	PAPI Left/3°	900m	3400m** spacing 30m	3400m*** spacing 60m	Red	Nil
16	CAT I 900m* LIH	Green Yes	PAPI Left/3°	Nil	3800m**** spacing 30m	3800m***** spacing 60m	Red	Nil
34	CAT I 900m* LIH	Green Yes	PAPI Left/3°	Nil	3800m**** spacing 30m	3800m***** spacing 60m	Red	Nil

Remarks: * SFL(RWY15/33: SFL for 300-900m)
**0-2500m White VRB LIH, 2500-3100m Red/White VRB LIH, 3100-3400m Red VRB LIH
*** 0-2800m White VRB LIH, 2800-3400m Yellow VRB LIH
****0-2900m White VRB LIH, 2900-3500m Red/White VRB LIH, 3500-3800m Red VRB LIH
*****0-3200m White VRB LIH, 3200-3800m Yellow VRB LIH

ZGSZ 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
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	For all TWYs: blue edge line light and green center line light
4	备份电源 / 转换时间 Secondary power supply/switch-over time	Secondary power supply: available switch-over time: 1 sec (CAT II), 15 sec (CAT I)
5	备注 Remarks	Nil

ZGSZ 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

ZGSZ 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
Shenzhen tower control area	N223602E1134118- N223157E1134333- N222917E1135125- N223345E1140100- arc centered at N223346E1135510, radius 10km- N223711E1135941- N224340E1135356- arc centered at THR15, radius 13km -N223602E1134118	SFC-600m(QNH)	
Altimeter setting region and TL/TA	Same as Zhuhai Terminal Control Area (QNH for Zhuhai Terminal Control Area is same as QNH for airport)	TL 3300m(QNH ⩾ 980hPa) 3600m(QNH < 980hPa) TA 2700m	

ZGSZ 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(for departure)	H24	D-ATIS (2300-1500) available
ATIS		126.85(for arrival)	H24	
TWR	Baoan Tower	130.35(118.05) for east sector	HO	For RWY 15/ 33
TWR	Baoan Tower	118.45(130.35) for west sector	H24	For RWY 16/ 34
GND	Baoan Ground	121.65(121.85) for east sector	0000-1500	Nil
GND	Baoan Ground	121.8(121.85) for west sector	0000-1500	Nil
GND	Baoan Delivery	121.95(121.85)	2300-1500	DCL available
APN	Baoan Apron	121.9	H24	
EMG		121.5	H24	
APP	Zhuhai Approach	120.35 (127.95) TM01	0030-1700	Contact ZGJDTM04 when ZGJDTM01 U/S.
APP	Zhuhai Approach	124.25 (126.0) TM02	H24	Nil
APP	Zhuhai Approach	123.85 (126.0) TM03	0000-1800	Contact ZGJDTM02 when ZGJDTM03 U/S.

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
APP	Zhuhai Approach	124.75 (127.95) TM04	0030-1400	Contact ZGJDTM02 when ZGJDTM04 U/S.
APP	Zhuhai Approach	119.025 (119.55) TM05	0030-1400	Contact ZGJDTM03 when ZGJDTM05 U/S.

ZGSZ 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
Nanlang VOR/DME	NLG	117.7MHz CH 124X	N22° 31.9′ E113° 33.7′		Coverage more than 60km.
Shekou VOR/DME	SHK	115.9MHz CH 106X	22° 29.8′ 113° 54.2′		Coverage more than 74km
Guanlan VOR/DME	GLN	112.0MHz CH 57X	N22° 42.5′ E114° 02.0′		Coverage more than 100km. R0° -R030° clockwise for VOR/DME U/S; Initial approach procedure: beyond 14NM on R309° for VOR U/S .
Lianshengwei VOR/DME	ZUH	116.7MHz CH 114X	N22° 13.3′ E113° 28.0′		
Gaolan NDB	UJ	204kHz	N21° 55.2′ E113° 17.6′		
NDB 15	QJ	253kHz	22° 47.7′ 113° 43.8′		Coverage 80 km; For NDB departure procedure:beyond 4NM on bearing 245° and beyond 8NM on bearing 271° 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
LMM 33	M	195kHz	155° MAG/ 1070m FM THR RWY 33		Coverage 70km; 2-3NM on bearing 335° U/S
LOC 33 ILS CAT I	IMH	110.7MHz	335° MAG/ 263m FM end RWY 33		Coverage 46km; Beyond 12NM of front course U/S.
GP 33		330.2MHz	120m E of RWY33 RCL, 306m inward THR33		Angle 3° , RDH 16.6m: Below 1.6° U/S
DME 33	IMH	CH 44X (110.7MHz)		7m	Co-located with GP33
IM 33		75MHz			
LMM 15	Q	416kHz	335° MAG/ 1028m FM THR RWY 15		Coverage 70km Beyond 2NM on bearing 155° U/S
LOC 15 ILS CAT I	IQJ	111.3MHz	155° MAG/ 263m FM end RWY 15		Coverage 46km
GP 15		332.3MHz	120m E of RWY15 RCL, 306m inward THR15		Angle3° , RDH 15.5m
DME 15	IQJ	CH 50X (111.3MHz)		7m	Co-located with GP15
LOC 16 ILS CAT I	ISZ	108.1MHz	155° MAG/ 250m FM end RWY 16		Beyond +28° of front course U/S.
GP 16		334.7MHz	120m W of RWY16 RCL, 312m inward THR16		Angle 3° RDH 16.4m
DME 16	ISZ	CH 18X (108.1MHz)		7m	Co-located with GP16; Beyond 14NM U/S for DME.

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
LOC 34 ILS CAT I	IBA	109.1MHz	335° MAG/ 250m FM end RWY 34		Beyond 13NM U/S
GP 34		331.4MHz	120m W of RWY34 RCL, 313m inward THR34		Angle 3° RDH 16.7m
DME 34	IBA	CH 28X (109.1MHz)		7m	Co-located with GP34
Remarks:					

ZGSZ AD 2.20 本场飞行规定

1. 机场使用规定

1.1 禁止未安装二次雷达应答机的航空器起降;

1.2 所有技术试飞、表演飞行需事先申请，并在得到空中交通管制部门批准后方可进行;

1.3 可使用最大机型：A380及同类机型。

2. 跑道和滑行道的使用

2.1 可以通过地面管制申请引导车和拖车服务;

2.2 未经允许，禁止航空器在滑行道上做 180° 转弯;

2.3 穿越15/33跑道规定：

机组应完整复诵管制员有关穿越跑道和跑道外等待的指令，如有疑问，应在穿越前证实：

a、按照管制员指挥滑行至指定的跑道等待点外等待;

b、收到管制员穿越指令后，需尽快实施穿越;

ZGSZ AD 2.20 Local traffic regulations

1. Airport operations regulations

1.1 Take-off/landing of aircraft without SSR transponder are forbidden;

1.2 Each and every technical test flight or exhibition flight shall be filed in advance and conducted only after clearance has been obtained from ATC;

1.3 Maximum aircraft to be available: A380 and equivalent.

2. Use of runways and taxiways

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

2.2 Unless obtain ATC clearance,180° turn around on TWY is forbidden for all aircraft;

2.3 Rules for crossing RWY15/33

Readback ATC instructions concerning holding and crossing, verify any questions before crossing:

a. Taxi to the designated holding position and hold short of RWY15/33;

b. Upon receiving the crossing clearance from ATC, conduct crossing as soon as possible.

c、穿越跑道时,注意监听塔台频率其他有关跑道的指令或信息通报，并注意观察跑道及附近的活动;

c. monitor the TWR FREQ for other information of runway and observe the activities on the runway and around carefully;

d、在起飞航空器后穿越跑道时,穿越航空器应自行负责其与起飞航空器之间的距离，以免受起飞航空器喷流的影响;

d. While crossing RWY15/33 following the taking-off aircraft, aircraft shall be responsible for the safety speration with the taking-off aircraft to avoid the effect of wake turbulence;

e、穿越结束后，机组需向塔台报告 “已脱离跑道”。

e. Report to TWR Control ‘RWY vacated' after crossing.

f、航空器由西向东穿越跑道后应在A滑行道前等待地面管制频率的滑行指令，由东向西穿越跑道后应在C滑行道前等待地面管制频率的进一步滑行指令。

f. Aircraft shall hold short of TWY A after crossing RWY15/33 from west to east, or short of TWY C after crossing RWY15/33 from east to west, and then wait for the instruction of GND control.

2.4 跑道等待位置及使用规定

2.4 RWY holding positions and requirements

2.4.1 航空器在进入跑道前必须在指定的跑道等待位置外等待管制员的指令;

2.4.1 Aircraft shall stop and wait for the instruction of ATC at the relative runway-holding positions;

2.4.2 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;

2.4.2 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;

2.4.3 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;

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

跑道等待位置所在滑行道及类型 / TWY of RWY holding position/pattern		与跑道中心线的距离 (m)/ DIST of RCL	与平行滑行道的距离 (m)/ DIST to the parallel TWY center line
A(north)	Pattern B	200	321(FM TWY A1)
A(south)	Pattern B	200	321(FM TWY A12)
A1	Pattern A	90	110(FM TWY A)
A2	Pattern A	90	110(FM TWY A)
A12(west)	Pattern A	90	110(FM TWY A)
A12(east)	Pattern B	240	40(FM TWY A)
S	Pattern A	90	110(FM TWY C)
E1	Pattern A	107.5	92.5(FM TWY E)
E2	Pattern A	107.5	92.5(FM TWY E)
E10	Pattern A	107.5	92.5(FM TWY E)
E11	Pattern A	107.5	92.5(FM TWY E)
A8	Pattern A	90	110(FM TWY A)
A5	Pattern A	90	110(FM TWY A)
C1	Pattern A	90	110(FM TWY C)
C2	Pattern A	90	110(FM TWY C)
C11	Pattern A	90	110(FM TWY C)
C12	Pattern A	90	110(FM TWY C)

2.5 在航空器提出非全跑道起飞申请后，管制员可根据实际情况批准并提供管制服务。管制员在征得航空器同意后，可实施非全跑道起飞管制程序。

2.5 It is available to use partial runway to take-off when flight crew get permission from ATC. In accordance with the runway actual operation situation, it is available to use partial runway to take-off when ATC get permission from the flight crew.

2.6 滑行道翼展限制 / Wing span limits for TWYs

滑行道 / TWYs	翼展限制 (米)/Span limit(m)
A12,B(BTN B3&B4,BTN K4&A12),D9(FM west of D to apron),D10(FM west of D to apron),D11 (FM west of D to apron),G9(FM east of G to apron),G10,G11,K(BTN K2&K4),K1(BTN A&K),K2,K3, K4(BTN A&K),L(south of L2),L2,L3,L4	65
D7,D8(FM west of D to apron),G7,G8(FM east of G to apron),Y(FM south of W to apron),Z(FM south of W to apron)	52
B(BTN K2&K4)	47.6
B(BTN L3&L4)	42
B(BTN K2&B4),B3,B5,B6,K(BTN K1&K2), K1(east of K),K4(east of K),L(BTN L1&L2), L1(FM east of B to apron)	36
Remark: Two aircrafts taxiing parallelly on D7 and D8 at the same time is strictly forbidden. Two aircrafts taxiing parallelly on G7 and G8 at the same time is strictly forbidden.	

2.7 滑行道R供进港航空器使用，在上面设置一个强制等待点R1。滑行道S供出港航空器使用，在上面设置一个强制等待点S1。机组通过R1和S1前必须得到管制员许可，具体位置参见 ZGSZ AD2.24-1A、 2A。

2.7 TWY R is used for arrival aircraft, and compulsory holding point R1 is established on TWY R. TWY S is used for departure aircraft, and compulsory holding point S1 is established on TWY S. Before aircraft taxi to cross R1 and S1, pilot shall receive ATC clearance. Locations of R1 and S1 refer to ZGSZ AD2.24-1A, 2A.

2.8 机场冲突多发地带运行要求

2.8 Hot spot procedure

2.8.1 机动区冲突多发地带位置见 ZGSZ AD2.24-1A,2A;

2.8.1 Refer to ZGSZ AD2.24-1A,2A;

2.8.2 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:

2.8.2 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: 滑行道G与R的交叉区域:
航空器在此区域运行时需仔细观察，按照管制员指令和避让规则运行。

HS1: INTERSECTIONS OF TAXIWAYS G, R:
Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS2: 滑行道D与R的交叉区域:
航空器在此区域运行时需仔细观察，按照管制员指令和避让规则运行。

HS2: INTERSECTIONS OF TAXIWAYS D, R:
Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS3: 滑行道C与C6的交叉区域:
航空器在自S或R向东滑行转向C时，注意避免从C6误入RWY15/33。

HS3: INTERSECTIONS OF TAXIWAYS C, C6:
When aircraft taxiing to TWY C from TWY S or R, pilot shall avoid taxiing into RWY15/33 via TWY C6 by mistake.

HS4: 滑行道E11与E， 34号跑道交叉区域:
航空器自G经由E11右转滑行转向E时，注意避免从E11误入34号跑道。

HS4: INTERSECTIONS OF TAXIWAYS E11, E AND RWY 34:
When aircraft taxiing from TWY G to TWY E via TWY E11, pilot shall avoid taxiing into RWY 34 via E11 by mistake.

HS5: 滑行道C1，C2与滑行道C，15号跑道交叉区域:
航空器自D经由C1或C2滑行道至15号跑道时，注意避免误将滑行道C当作15号跑道。

HS5: INTERSECTIONS OF TAXIWAYS C1, C2 AND TAXIWAY C, RWY 15:
When aircraft taxiing from TWY D to RWY 15 via TWY C1 or C2, pilot shall avoid mistaking TWY C as RWY 15.

HS6: 317(317A/317B)号停机位进位区域:
航空器在此区域运行时需仔细观察，注意跟随引导车引导运行。

HS6: Area for taxiing into stand Nr.317(317A/317B):
Pilotshallpayattentionand operatebyfollow- me vehicle.

HS7: 350(350A/350B)号停机位进位区域:
航空器在此区域运行时需仔细观察，注意跟随引导车引导运行。

HS7: Area for taxiing into stand Nr.350(350A/350B):
Pilot shall pay attention and operate by follow- me vehicle.

HS8: 361(361A/361B)号停机位进位区域:
航空器在此区域运行时需仔细观察，注意跟随引导车引导运行。

HS8: Area for taxiing into stand Nr.361(361A/361B):
Pilot shall pay attention and operate by follow- me vehicle.

HS9: 362(362A/362B)号停机位进位区域:
航空器在此区域运行时需仔细观察，注意跟随引导车引导运行。

HS9: Area for taxiing into stand Nr.362(362A/362B):
Pilot shall pay attention and operate by follow- me vehicle.

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

RWY designator	Closing time in every week	Closing time in every day (UTC)
RWY15/33	Monday, Wednesday, Friday, Saturday	18:00-22:00(available for taxiing during closure period)
RWY16/34	Tuesday, Thursday, Sunday	18:00-22:00
Note: 1. If airlines want to use runway in the closing time, they shall contact airport management department 60 minutes early. Tel: 86-755-23456111/23456222 Fax:86-755-23458415 2. Changes of plan of runway closed and maintenance will be published by NOTAM.		

3. 机坪和机位的使用

3.1 进港航空器在停机坪的滑行须由引导车引导至停机位，出港航空器不提供引导车服务。

3.2 26-30、27L/R、29L/R、30R、52、54、56、58、60、62、64、66、68、70、72、74、76、78、89、102、102L/R、104、104L/R、106、106L/R、108、108L/R、110、110L/R、112、112L/R、114、114L/R、116、116L/R、118、118L/R、120、120R为自滑机位，其余机位为自滑进顶推出机位。未经地面管制同意，严禁航空器利用自身动力滑行或者使用拖车拖行。

3.3 发动机试车，需经地面管制许可，并在指定的地点进行。严禁在廊桥附近和客机坪试大车。

3.4. 为降低碳排放和噪音，停靠T3候机楼廊桥机位的航空器应关闭APU，接驳地面400HZ电源和空调系统。

3. Use of aprons and parking stands

3.1 Landing aircraft shall follow the guidance of follow-me vehicle to taxi at apron and be guidanced to the parking stand; follow-me vehicle is not available for departure aircraft.

3.2Aircraft taxi in or out stands Nr.26-30, 27L/R, 29L/R, 30R,52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 89, 102, 102L/R, 104, 104L/R, 106, 106L/R, 108, 108L/R, 110, 110L/R, 112, 112L/R, 114, 114L/R, 116, 116L/R, 118, 118L/R, 120, 120R shall on own power, exit the other stands shall pushed by tow truck. Taxiing on own power or being dragged by tow truck is strictly forbidden without ATC clearance.

3.3 Engine run-ups are subject to Ground Control clearance, and shall be carried out at a designated location. Fast engine run-ups in the vicinity of boarding bridges or on apron are strictly forbidden.

3.4 For reducing carbon emission and noise, aircraft parking on T3 TML bridge stands shall close APU, and use 400HZ ground power unit and air conditioning system.

3.5 机位限制 /Limits for aircraft parking on the following stands:

停机位 /Stands	航空器翼展限制 (米)/Wing span limits for aircraft(m)
Nr.317, 350, 361, 362, 391	80
Nr.31,51,53,55,57,59,61,63,65,67,69,103,105,107,109,111,113,115,117,119,121,123,125,127,301,303,309,314,315,318,320-324,337,338,367-369,374-376,380-390,Z01,Z02	65
Nr.302, 304, 316, 319, 326, 336, 348, 360, 361R, 362L, 364-366, 371-373, 501-504,513-516	52
Nr.325	48
Nr.32-34,101,102,104,106,108,110,112,114,116,118,120, 122,124,126,128,129,130-135,137,139	47.6
Nr.L1-L14,L16-L20,26-30,35,36,38,52,54,56,58,60,62,64,66,68,70,72,74,76,78,86-96,98-100,125L/R,127L/R,220-223,236-239,305-308,317L/R,327-335,339-347,349, 350L/R,351-359,361L,362R,363,370, 380L/R, 381L, 382L/R, 383L, 384L/R, 385L, 387L/R, 388L, 389L/R,390L, 505-512	36
Nr.31L/R,201-204,207,208,224-226,228	29
Nr.27L/R,29L/R,30R,32L/R,33L/R,34L/R,102L/R,104R,106L,108L/R,110L/R,112L/R,114L/R,116L/R,118L/R, 120R,205,206,209-219,227,229-235	24
104L,106R	22

36L/R,37,38L/R,39	21.5
Notes: 1.When stand Nr.27L is used, stand Nr.26 is only available for aircraft with wing span not exceeding 24m. 2.When stands Nr.27R or 29L is used, stand Nr.28 is only available for aircraft with wing span not exceeding 24m.	

3.6 航空器不能同时使用的机位 / Pair of stands forbidden to use simultaneously:

使用机位 / The stand in use	禁用机位 / The stands forbidden to be used	使用机位 / The stand in use	禁用机位 / The stands forbidden to be used
27	27L and 27R	120	120R
29	29L and 29R	125	125L and 125R
30	29R and 30R	127	127L and 127R
31	31L and 31R	317	317L and 317R
32	32L and 32R	350	350L and 350R
33	33L and 33R	361	361L and 361R
34	34L and 34R	362	362L and 362R
36	36L and 36R	380	380L and 380R
38	38L and 38R	381	380L and 381L
102	102L and 102R	382	382L and 382R
104	104L and 104R	383	382L and 383L
106	106L and 106R	384	384L and 384R
108	108L and 108R	385	384L and 385L
110	110L and 110R	387	387L and 387R
112	112L and 112R	388	387L and 388L
114	114L and 114R	389	389L and 389R
116	116L and 116R	390	389L and 390L
118	118L and 118R	Z01	26-30, 27L, 27R, 29L, 29R, 30R, Z02
		Z02	26-30, 27L, 27R, 29L, 29R, 30R, 238, 239, Z01
Note: TWY B(BTN TWY K1 and TWY K2) is not available when parking stand Z01 is in use, TWY K(BTN TWY K1 and TWY K2) is not available when parking stand Z02 is in use.			

3.7 15/33号跑道东侧机坪自滑进顶推出机位、T3航站楼的所有廊桥机位、380-391号机位(含组合机位)、501-516号机位设有航空器地面标准推出程序。航空器地面标准推出程序分为绿色和蓝色推出程序，可参照ZGSZ AD2.24-2B/2C，有关工作要求如下:

a、在设有航空器地面标准推出程序的停机位上，航空器驾驶员应听从管制员指挥使用相应的航空器地面标准推出程序;

b、管制员在发布指令给机组后，机组应复诵并转告地面人员;

c、地面人员在接到机组转达的推出指令后，应复诵确认。飞机推出前，地面人员应再次确认推出程序。

3.8 机场机坪运行管理规定

3.8.1 本场B滑行道（含）以东机坪实施机坪运行管理，宝安机坪（APN）负责该区域航空器推出开车、滑行和其他涉及航空器运行的指挥工作。

3.8.2 机坪运行管理范围内离港航空器推出开车滑行:

a. 航空器向宝安放行（DEL）申请放行许可;

b. 航空器准备完毕，向宝安放行（DEL）申请推出开车许可;

c. 经宝安放行（DEL）同意后，向宝安机坪（APN）申请推出开车许可;

d. 离港航空器首次联系宝安机坪（APN）时，机组应向机坪运行指挥员通报停机位编号;

e. 航空器取得宝安机坪（APN）许可后方可推出开车，推出时需向宝安机坪（APN）证实推出方向或程序。宝安机坪（APN）发布许可指令后，机组应在5min之内执行; 超过5min仍未推出开车视为指令失效，机组需要重新申请推出开车;

f. 航空器推出开车后，向宝安机坪（APN）申请滑行许可。

3.8.3 机坪运行管理范围内进港航空器滑行:

航空器进入机坪前，联系宝安机坪（APN）获取停机位信息，并申请进一步滑行许可。

3.7. Aircraft standard push back procedure are established at the east apron stands (taxi-in and pushed-back stands) of RWY15/33, all T3 TML bridge stands, Nr. 380-391(including combined stands), 501-516 stands. Aircraft standard push back procedure includes Green/Blue standard push back procedure. Refer to ZGSZ AD2.24-2B/2C, the operation rules are published as follows:

a. On assigned stands, Pilot shall obey ATC clearance to use aircraft standard push back procedure;

b. After receiving ATC clearance for push-back, pilot shall repeat and tell ground worker;

c. After receiving push-back instruction form pilot, ground worker shall repeat and recognize. Before aircraft is pushed back out of the stand, ground worker shall ensure the aircraft standard push back procedure again.

3.8 Apron operations regulations

3.8.1 Aircraft push-back, start-up, taxiing and other operations in the east area of TWY B(inclusive) shall follow the instructions of APN.

3.8.2 Within apron operation control area, departure aircraft push-back shall:

a. Obtain delivery clearance from DEL.

b. Obtain push-back and start-up clearance from DEL when aircraft standby.

c. Obtain push-back and start-up clearance from APN after DEL's agreement.

d. Report parking stand number to Apron operation guide at the first contact with APN.

e. Aircraft shall push-back and start-up after APN clearance. When push back, verify pushing-back direction and/or pushing-back procedures with APN. Aircraft shall follow the APN instructions within 5 minutes or re-apply the clearance if not fulfill in time.

f. Obtain taxiing clearance from APN after pushing back.

3.8.3 Within apron operation control areas, arrival aircraft shall contact APN for stands information and further taxiing clearance before entry apron.

4. 进、离场管制规定

4.1 离场管制规定

4.1.1 离港航空器可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；

4.1.2 DCL放行许可在23:00-1500(UTC)可用。离港航空器收到DCL数字放行许可后，在报告“准备开车”前5分钟向放行管制席复诵呼号、跑道号和起始高度；

4.1.3 离港航空器准备好推出及开车时通报放行席位并保持长守，在得到通知转频后方可转换频率；

4.1.4 离港航空器取得地面（塔台）管制许可后推出开车；

4.1.5 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；

4.1.6 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；

4.1.7 正常情况下，离港航空器从等待位置到对正跑道时间应当控制在60秒以内，如需要占用更长时间，航空器驾驶员应在进跑道前通知管制员。

4.2 进场管制规定

4.2.1 航空器在着陆后应尽快（飞越跑道入口端至完全脱离跑道应在50秒内）脱离跑道，如需使用更长的时间占用跑道应在着陆前通知塔台管制员；

4.2.2 着陆航空器脱离跑道前须在塔台频率保持长守；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。

4.3 地面风与跑道转换程序

4.3.1 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3m/s但不大于5m/s时，管制员应通知航空器驾驶员，航空器驾驶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。

4. Air traffic control regulations

4.1 Air traffic control regulations for departure aircraft

4.1.1 Obtain delivery clearance by DCL or delivery frequency;

4.1.2 DCL is available in 23:00-15:00(UTC). After receiving DCL delivery clearance, pilot shall repeat “call sign、runway designation and initial altitude” to delivery controller 5 minutes earlier than reporting “ready to push back and start-up”;

4.1.3 Pliot shall inform delivery controller “ready to push back and start-up”, then keep on the frequency until receive the instruction of changing frequency;

4.1.4 Aircraft shall be Pushed back and start up after receiving the clearance from GND or TWR;

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

4.1.6 When aircraft contact APP controller at the first time, pilot shall inform runway designation used to takeoff.

4.1.7 Under norml conditions, aircraft shall finish RWY alignment within 60 seconds after leaving holding positions, If flight crew need more time, pilot shall inform ATC controller befor taxiing into runway.

4.2 Air traffic control regulations for arrival aircraft

4.2.1 Landing aircraft shall vacate the runway as soon as possible(within 50 seconds from flying over RWY THR to vacating the RWY), otherwise inform TWR controller before landing;

4.2.2 Landing aircraft shall keep listening TWR frequency before vacating the runway;Under low visibility condition, landing aircraft must report the vacated runway designation and the taxiway in use during initial contact with GND control.

4.3 Procedure for ground wind and RWY changed

4.3.1 when aircraft change direction of runway in use, if downwind speed is more than 3m/s and not exceeding 5m/s for short time, ATC controller shall inform pilot. 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.

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

7.1 航空器驾驶员得到仪表进近的指令后，尽可能根据机载设备监控周边航空器的运行状态，并尽最大可能建立目视能见；同时在管制员通报其它航空器的相对位置时，向管制员报告已建立目视能见。

7.2 当出现风切变、颠簸、下降气流或强侧风等情况时，航空器驾驶员应立即向管制员报告。管制员根据收到的机组报告和气象信息，采取相应的处置方法。

7.3 平行跑道同时仪表运行的主用模式为隔离平行运行。实施独立平行离场时，起飞跑道分配原则如下：IDUMA, SULAS, OVGOT 方向离场的航空器使用 15/33 号跑道；MIPAG, SIERA, TOMUD, LKC 方向离场的航空器使用 16/34 号跑道。RWY15 与 RWY16 实施平行跑道相关平行仪表进近模式运行。

7. Simultaneous operations on parallel runways

7.1 Upon receipt of approaching clearance, the pilot shall monitor the operating status of other aircraft in the vicinity by airborne equipment and establish the visual separation as practicable, then report ‘visual separation established' when the controller notifies the relative position with other aircraft.

7.2 Under certain adverse weather conditions (e.g. wind-shear, turbulence, downdrafts or crosswind) report the situation to controller immediately. According to the reports and weather information, ATC will take the appropriate methods to deal with it.

7.3 The parallel runway operation mode: segregated parallel approaches/departures are mainly used. When independent parallel departures are applied, departures to IDUMA, SULAS or OVGOT will be carried out via RWY15/33; and departures to MIPAG, SIERA, TOMUD or LKC will be carried out via RWY16/34. Dependent parallel approaches are implemented in RWY15 and RWY16.

8. 警告

8.1 严禁向东南方向偏航，防止误入香港管制空域。

8.2 深圳机场西侧有沿江高速公路，防止误认为跑道。

8.3 深圳机场为平行宽距双跑道，跑道编号未按左右划分，机组和管制员在使用跑道时注意辨别、提醒。

8.4 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. Warning

8.1 In order to avoid entering into airspace controlled by Hong Kong, deviation to the southeast is forbidden.

8.2 Do not mistake Yanjiang Highway (located at west of ShenZhen airport) for runway.

8.3. Two runways are parallel and wide-distance, the runway designator is not supplemented with “L” or “R” , pilots and controller shall pay attention to identify.

8.4. 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

9.1 直升机滑行为地面滑行，只有取得管制员许可方可实施空中滑行。

9.2 直升机停靠区域设在515和516机位上。

9.3 直升机穿越跑道时，直升机驾驶员应对避开起降航空器的尾流和相关航空器的安全间隔负责。

9.4 直升机穿越跑道飞行是按照目视或特殊目视飞行规则，驾驶员应自行保持与相关航空器的目视间隔、与地面障碍物的安全间隔。

9.5 直升机可采用穿越走廊（参见停机位置图）、目视机动飞越跑道上空、机动飞越RWY16/34跑道南北两端外延长线的方式穿越跑道。通常情况下，直升机不允许从机场上空穿越跑道。

9.6 穿越走廊使用规则

16号跑道穿越走廊：落地直升机保持目视穿越沿江高速，在16号跑道接地点上空向东飞越15/33跑道入口北端后，在平行滑行道H东侧空中滑行至指定的着陆区域着陆。参见AD2.24-2。

33号跑道穿越走廊：落地直升机保持目视穿越沿江高速，在34号跑道南端600米位置上空向东飞越33号跑道入口南端后，在平行滑行道H东侧空中滑行至指定的着陆区域着陆。参见AD2.24-2。

9.7 直升机穿越RWY16/34跑道不得影响RWY15/33跑道上航空器的运行。

9.8 通常情况下，ATC会发布一个特定的条件性的穿越指令，指挥直升机从两架落地航空器之间穿越跑道，直升机驾驶员应清楚落地航空器的间隔一般为12km，一旦能见第一架航空器，直升机驾驶员应调整速度和航迹，保证第一架航空器不会对其造成影响后尽快穿越跑道。

9.9 直升机驾驶员应按照ATC指令执行等待程序，等待区控制在等待点以西，等待为右盘旋，速度不大于185km/H。

9. Helicopter operation restrictions and helicopter parking/docking area

9.1 Helicopter shall taxi on the ground, and air-taxi when pilot receive ATC clearance.

9.2 Nr. Stands 515 and 516 are used for helicopter.

9.3 While helicopter crossing the runway, helicopter pilot shall be responsible for avoiding arrival/departure aircraft wake vortex and keeping safety distance with other aircraft.

9.4 Helicopter crossing runway flight is a maneuver that is under VFR or special VFR rules, pilot is responsible for visual separation with other aircraft and safety separation with ground obstacles.

9.5 Helicopter can cross runway via one of the two Runway Crossing Corridors(refer AD2.24-2), or visual maneuvering, or flying over RWYs extension cord of South/North end of RWY16/34. Helicopter are not normally permitted to cross over the airport.

9.6 Rules for Crossing Runway Corridors

Runway 16 Crossing Corridor: Landing helicopter shall cross Yanjing Freeway, pass over touchdown zone of RWY 16 and then North of RWY15 threshold, airtaxi parallelly to the East of taxiway H, finally land at the specified landing area(refer AD2.24-2).

Runway 33 Crossing Corridor: Landing helicopter shall cross Yanjing Freeway, pass over approach lights 600m south of RWY 34 threshold and then South of RWY33 threshold, airtaxi parallelly to the East of taxiway H, finally land at the specified landing area(refer AD2.24-2).

9.7 While helicopter crossing RWY16/34, aircraft operation on the RWY15/33 shall not be affected.

9.8 ATC will normally issue a conditional crossing clearance with specific instructions to cross behind landing traffic. Helicopter pilot should be aware that there is normally a 12km spacing between arrivals. Once the relevant traffic has been visually identified, pilot should adjust speed and track to ensure the crossing is completed with the minimum of delay and avoiding the wake turbulence after the landing aircraft. Holding between the two runways is strictly forbidden.

9.9 Helicopter pilot shall execute holding procedure with ATC clearance, holding area shall be west of holding points, right turns holding pattern, MAX speed 185km/H.

直升机目视飞行等待点 helicopter holding points for VFR/SVFR flights				
定位点 Fix	飞行规则 Flight rules	高度 Altitude	位置 Location	备注 Remark
V	VFR/SVFR	150m	N22° 37.9' E113° 46.2'	距 15/33 跑道西侧至少 4 公里。 At least 4km west of RWY15/33.
X	VFR/SVFR	150m	N22° 36.9' E113° 46.5'	距跑道 15/33 西侧至少 4 公里。 At least 4km west of RWY15/33.
URBOR	VFR/SVFR	150m/300m	N22° 35.9' E113° 43.2'	距 15/33 跑道西侧至少 10 公里。 At least 10km west of RWY15/33.
ATADA	VFR/SVFR	150m	N22° 37.1' E113° 45.6'	距 15/33 跑道西侧至少 6 公里。 At least 6km west of RWY15/33.
Yanjiang Freeway	VFR/SVFR	150m		16 号跑道入口与 33 号跑道入口之间的沿江高速公路以西区域,直升机应在沿江高速公路以西,距沿江高速至少 200 米外等待。 Helicopter shall hold at West of Yanjiang Freeway(between THR RWY16 and THR RWY33) and keep at least 200m from it.

ZGSZ AD 2.21 噪音限制规定及减噪程序

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的，须在起飞前告知空管并说明理由(特殊飞行除外):

1.1. 在飞机性能允许情况下，尽可能使用减推力起飞。

1.2. 在高度 450 米 (1500 英尺) 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 (3000 英尺) 以上时，转为正常航路爬升速度并按规定收襟翼。

ZGSZ AD 2.21 Noise restrictions and Noise abatement procedures

Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following operating procedures for the take-off climb shall be implemented. If the procedures can not be implemented due to any reason, pilot shall inform the ATC before take-off (except for special flight):

1.1. Under the condition that aircraft performance allows, use the reduced thrust to take-off.

1.2. At altitude 450m (1500ft), 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. Above altitude 900m (3000ft), accelerate and retract flaps/slats on schedule while maintaining a positive rate of climb, and complete the transition to normal en-route climb speed.

ZGSZ AD 2.22 飞行程序

ZGSZ AD 2.22 Flight procedures

1. 总则

除经珠海进近或深圳塔台特殊许可外，在珠海终端管制区和深圳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 Zhuhai Terminal Control Area or Shenzhen Tower Control Area shall operate under IFR unless special clearance has been obtained from Zhuhai Approach Control or Shenzhen Tower Control.

2. 起落航线

起落航线及目视盘旋在跑道西侧，A、B类航空器高度300米， C、 D类航空器高度400 – 600米。目视盘旋范围：Q台方位线325度-170度之间。

2. Traffic circuits

Traffic circuits and circling shall be made to the west of runway, at the Altitude of 300m for aircraft CAT A/B, and at the Altitude 400m-600m for aircraft CAT C/D.
Circling area: bearing Q 325° - Q170° .

3. 仪表飞行程序

严格按照航图中公布的进、离场程序和ENR2.2.2中公布的有关规定飞行。如果需要，航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行。

3. IFR flight procedures

Strict adherence is required to the relevant arrival/departure procedures published in the aeronautical charts and the relevant regulations published in subsection ENR2.2.2. 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. 珠海终端管制区内实施雷达管制，对经雷达识别的航空器在珠海终端管制范围内提供雷达管制服务;

4.2. 当航空器得到目视进近许可或进近管制已指示航空器与塔台建立通信联络时，雷达管制终止。

4. Radar procedures and/or ADS-B procedures

4.1. Radar control within Zhuhai TMA has been implemented, and provide such services as radar separating, radar surveillance and radar vectoring to radar-identified aircraft;

4.2. Radar control is end when aircraft obtain visual approach clearance or APP indicate aircraft to contact TWR.

5. 无线电通信失效程序

无

5. Radio communication failure procedures

Nil

6. 目视飞行程序

航空器目视飞行需经ATC同意，直升机目视飞行航线的飞行高度均为300米（含）以下。

6. Procedures for VFR flights

VFR flights is available with ATC clearance, helicopter VFR flights MAX altitude is 300m.

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)
CF 15	N2252.9 E11340.5	SZ163	N2235.9 E11332.9
CF 16	N2252.5 E11339.6	SZ166	N2250.0 E11334.4
CF 33	N2229.6 E11353.4	SZ413	N2234.7 E11342.8
CF 34	N2229.2 E11352.6	SZ414	N2228.8 E11344.1
SZ001	N2245.8 E11344.4	SZ415	N2229.2 E11350.0
SZ002	N2247.8 E11343.3	SZ461	N2236.4 E11327.3
SZ003	N2247.8 E11352.0	SZ462	N2243.6 E11333.7
SZ004	N2249.7 E11359.3	BEKOL	N2232.6 E11408.0
SZ005	N2250.4 E11347.1	BOKAT	N2202.3 E11300.0
SZ011	N2247.6 E11338.8	LOVTA	N2144.9 E11234.2
SZ012	N2242.6 E11329.4	MIPAG	N2255.3 E11344.5
SZ013	N2234.1 E11324.5	GLN	N2242.5 E11402.0
SZ021	N2241.3 E11345.1	GURIN	N2151.1 E11300.0
SZ051	N2235.6 E11406.2	IDUMA	N2253.8 E11357.1
SZ052	N2232.0 E11358.6	KIBAS	N2208.3 E11314.5
SZ061	N2244.8 E11330.8	LANDA	N2136.8 E11302.7
SZ062	N2219.9 E11333.0	LKC	N2222.7 E11353.0
SZ063	N2226.7 E11347.4	TOMUD	N2151.5 E11232.8
SZ101	N2229.6 E11353.4	NLG	N2231.9 E11333.7
SZ102	N2233.2 E11401.1	POU	N2301.3 E11311.4
SZ103	N2245.1 E11426.6	SAREX	N2252.9 E11329.0
SZ111	N2228.0 E11350.2	SHK	N2229.8 E11354.2
SZ112	N2228.1 E11335.3	SHL	N2305.5 E11351.0
SZ113	N2222.7 E11330.3	SIERA	N2159.1 E11333.2
SZ151	N2244.4 E11419.5	SULAS	N2255.0 E11413.3

SZ152	N2241.6 E11353.3	UJ	N2155.2 E11317.6
SZ153	N2250.5 E11348.4	VIPAP	N2245.7 E11431.9
SZ154	N2255.3 E11345.7	ZUH	N2213.3 E11328.0
SZ161	N2230.9 E11321.9	OVGOT	N2247.0 E11445.0

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
RWY15 SID IDU-9W								
CF	SZ101		155		↑ 900 or by ATC	MAX425		RNP1
TF	SZ102				↑ 1500 or by ATC			RNP1
TF	GLN				↑ 2100 or by ATC			RNP1
TF	IDUMA							RNP1
RWY15 SID SLS-9W(by ATC)								
CF	SZ101		155		↑ 900 or by ATC	MAX425		RNP1
TF	SZ102				↑ 1500 or by ATC			RNP1
TF	GLN				↑ 2100 or by ATC			RNP1
TF	SULAS							RNP1
RWY15 SID OVG-9W								
CF	SZ101		155		↑ 900 or by ATC	MAX425		RNP1
TF	SZ102				↑ 1500 or by ATC			RNP1
TF	SZ103							RNP1
TF	VIPAP							RNP1
TF	OVGOT							RNP1
RWY15 SID LKC-9W								
CF	SZ101		155		↑ 900 or by ATC	MAX425		RNP1
TF	LKC							RNP1
RWY15 SID SIE-9W								
CF	SZ101		155		↑ 900 or by ATC	MAX425		RNP1
TF	SZ112				1200 or by ATC			RNP1
TF	SZ113							RNP1
TF	ZUH							RNP1
TF	SIERA							RNP1

RWY15 SID TOM-9W								
CF	SZ101		155		↑ 900 or by ATC	MAX425		RNP1
TF	SZ112				1200 or by ATC			RNP1
TF	SZ113							RNP1
TF	ZUH							RNP1
TF	KIBAS							RNP1
TF	BOKAT							RNP1
TF	TOMUD							RNP1
RWY15 SID MIP-9W								
CF	SZ101		155		↑ 900 or by ATC	MAX425		RNP1
TF	SZ102				↑ 1500 or by ATC			RNP1
TF	GLN				↑ 2100 or by ATC			RNP1
TF	MIPAG							RNP1
RWY16 SID IDU-9X								
CF	SZ111		170		↑ 1200 or by ATC	MAX425		RNP1
TF	SZ102				↑ 1800 or by ATC			RNP1
TF	GLN				↑ 2100 or by ATC			RNP1
TF	IDUMA							RNP1
RWY16 SID SLS-9X(by ATC)								
CF	SZ111		170		↑ 1200 or by ATC	MAX425		RNP1
TF	SZ102				↑ 1800 or by ATC			RNP1
TF	GLN				↑ 2100 or by ATC			RNP1
TF	SULAS							RNP1
RWY16 SID OVG-9X								
CF	SZ111		170		↑ 1200 or by ATC	MAX425		RNP1
TF	SZ102				↑ 1800 or by ATC			RNP1
TF	SZ103							RNP1
TF	VIPAP							RNP1
TF	OVGOT							RNP1
RWY16 SID LKC-9X								

CF	SZ111		170		↑ 1200 or by ATC	MAX425		RNP1
TF	LKC							RNP1
RWY16 SID SIE-9X								
CF	SZ415		170			MAX425		RNP1
TF	SZ112				1200 or by ATC			RNP1
TF	SZ113							RNP1
TF	ZUH							RNP1
TF	SIERA							RNP1
RWY16 SID TOM-9X								
CF	SZ415		170			MAX425		RNP1
TF	SZ112				1200 or by ATC			RNP1
TF	SZ113							RNP1
TF	ZUH							RNP1
TF	KIBAS							RNP1
TF	BOKAT							RNP1
TF	TOMUD							RNP1
RWY16 SID MIP-8X(by ATC)								
CF	SZ415		170					RNP1
TF	SZ414					MAX425		RNP1
TF	SZ413				↑ 1800 or by ATC			RNP1
TF	MIPAG							RNP1
RWY16 SID MIP-9X								
CF	SZ111		170		↑ 1200 or by ATC	MAX425		RNP1
TF	SZ102				↑ 1800 or by ATC			RNP1
TF	MIPAG							RNP1
RWY33 SID IDU-9Y								
CF	SZ001		335			MAX425		RNP1
TF	SZ003							RNP1
TF	SZ004							RNP1
TF	SHL							RNP1
RWY33 SID SLS-9Y(by ATC)								
CF	SZ001		335			MAX425		RNP1
TF	SZ003							RNP1
TF	SZ004							RNP1
TF	SULAS							RNP1
RWY33 SID OVG-8Y(by ATC)								
CF	SZ001		335			MAX425		RNP1
TF	SZ003							RNP1

TF	SZ004							RNP1
TF	VIPAP							RNP1
TF	OVGOT							RNP1
RWY33 SID OVG-9Y								
CF	SZ001		335			MAX425		RNP1
TF	SZ003							RNP1
TF	GLN				↑ 2100 or by ATC			RNP1
TF	VIPAP							RNP1
TF	OVGOT							RNP1
RWY33 SID LKC-9Y(by ATC)								
CF	SZ001		335					RNP1
TF	SZ003					MAX380		RNP1
TF	LKC							RNP1
RWY33 SID SIE-9Y								
CF	SZ002		335			MAX425		RNP1
TF	SZ012				1200 or by ATC			RNP1
TF	SZ013							RNP1
TF	ZUH				↑ 2700 or by ATC			RNP1
TF	SIERA							RNP1
RWY33 SID TOM-9Y								
CF	SZ002		335			MAX425		RNP1
TF	SZ012				1200 or by ATC			RNP1
TF	SZ013							RNP1
TF	ZUH				↑ 2700 or by ATC			RNP1
TF	KIBAS							RNP1
TF	BOKAT							RNP1
TF	TOMUD							RNP1
RWY33 SID MIP-9Y								
CF	SZ001		335			MAX425		RNP1
TF	MIPAG							RNP1
RWY34 SID IDU-9Z								
CF	SZ011		320		↑ 900	MAX425		RNP1
TF	SZ005				↑ 1500			RNP1
TF	IDUMA							RNP1
RWY34 SID SLS-9Z(by ATC)								
CF	SZ011		320		↑ 900	MAX425		RNP1
TF	SZ005				↑ 1500			RNP1
TF	SZ004							RNP1
TF	SULAS							RNP1

RWY34 SID OVG-8Z(by ATC)								
CF	SZ011		320		↑ 900	MAX425		RNP1
TF	SZ005				↑ 1500			RNP1
TF	SZ004							RNP1
TF	VIPAP							RNP1
TF	OVGOT							RNP1
RWY34 SID OVG-9Z								
CF	SZ011		320		↑ 900	MAX425		RNP1
TF	SZ005				↑ 1500			RNP1
TF	SZ003				↑ 1800 or by ATC			RNP1
TF	GLN							RNP1
TF	VIPAP							RNP1
TF	OVGOT							RNP1
RWY34 SID LKC-9Z								
CF	SZ021	Y	320			MAX425		RNP1
DF	LKC			L				RNP1
RWY34 SID SIE-9Z								
CF	SZ021	Y	320			MAX425		RNP1
DF	SZ012			L	1200 or by ATC			RNP1
TF	SZ013				1200 or by ATC			RNP1
TF	ZUH				↑ 2700 or by ATC			RNP1
TF	SIERA							RNP1
RWY34 SID TOM-9Z								
CF	SZ021	Y	320			MAX425		RNP1
DF	SZ012			L	1200 or by ATC			RNP1
TF	SZ013				1200 or by ATC			RNP1
TF	ZUH				↑ 2700 or by ATC			RNP1
TF	KIBAS							RNP1
TF	BOKAT							RNP1
TF	TOMUD							RNP1
RWY34 SID MIP-9Z								
CF	SZ011		320		↑ 900	MAX425		RNP1
TF	MIPAG							RNP1
RWY15 STAR OVG-1W								
IF	OVGOT							RNP1
TF	VIPAP							RNP1
TF	SZ151							RNP1

TF	GLN				1500	MAX380		RNP1
RWY15 STAR BEK-1W								
IF	BEKOL							RNP1
TF	GLN				1500	MAX380		RNP1
RWY15 STAR LAN-1W								
IF	LANDA							RNP1
TF	UJ							RNP1
TF	ZUH							RNP1
TF	SZ161				2100 or by ATC			RNP1
TF	SZ163				1500	MAX380		RNP1
RWY15 STAR LOV-1W								
IF	LOVTA							RNP1
TF	GURIN							RNP1
TF	UJ							RNP1
TF	ZUH							RNP1
TF	SZ161				2100 or by ATC			RNP1
TF	SZ163				1500	MAX380		RNP1
RWY15 STAR SAR-1W								
IF	SAREX							RNP1
TF	SZ461							RNP1
TF	SZ163				1500	MAX380		RNP1
RWY16 STAR OVG-1X								
IF	OVGOT							RNP1
TF	VIPAP							RNP1
TF	SZ151							RNP1
TF	GLN				1500	MAX380		RNP1
RWY16 STAR BEK-1X								
IF	BEKOL							RNP1
TF	GLN				1500	MAX380		RNP1
RWY16 STAR LAN-1X								
IF	LANDA							RNP1
TF	UJ							RNP1
TF	ZUH							RNP1
TF	SZ161				2100 or by ATC			RNP1
TF	SZ163				1500	MAX380		RNP1
RWY16 STAR LOV-1X								
IF	LOVTA							RNP1
TF	GURIN							RNP1
TF	UJ							RNP1
TF	ZUH							RNP1

TF	SZ161				2100 or by ATC			RNP1
TF	SZ163				1500	MAX380		RNP1
RWY16 STAR SAR-1X								
IF	SAREX							RNP1
TF	SZ461							RNP1
TF	SZ163				1500	MAX380		RNP1
RWY33 STAR OVG-1Y								
IF	OVGOT							RNP1
TF	VIPAP							RNP1
TF	SZ151							RNP1
TF	GLN				1500	MAX380		RNP1
RWY33 STAR BEK-1Y								
IF	BEKOL							RNP1
TF	SZ051				1500	MAX380		RNP1
RWY33 STAR LAN-1Y								
IF	LANDA							RNP1
TF	UJ							RNP1
TF	ZUH							RNP1
TF	SZ062				1500	MAX380		RNP1
RWY33 STAR LOV-1Y								
IF	LOVTA							RNP1
TF	GURIN							RNP1
TF	UJ							RNP1
TF	ZUH							RNP1
TF	SZ062				1500	MAX380		RNP1
RWY33 STAR SAR-1Y								
IF	SAREX							RNP1
TF	SZ061							RNP1
TF	NLG				1500	MAX380		RNP1
RWY34 STAR OVG-1Z								
IF	OVGOT							RNP1
TF	VIPAP							RNP1
TF	SZ151							RNP1
TF	GLN				1500	MAX380		RNP1
RWY34 STAR BEK-1Z								
IF	BEKOL							RNP1
TF	SZ051				1500	MAX380		RNP1
RWY34 STAR LAN-1Z								
IF	LANDA							RNP1
TF	UJ							RNP1
TF	ZUH							RNP1
TF	SZ062				1500	MAX380		RNP1

RWY34 STAR LOV-1Z								
IF	LOVTA							RNP1
TF	GURIN							RNP1
TF	UJ							RNP1
TF	ZUH							RNP1
TF	SZ062				1500	MAX380		RNP1
RWY34 STAR SAR-1Z								
IF	SAREX							RNP1
TF	SZ061							RNP1
TF	NLG				1500	MAX380		RNP1
RWY15 Transition OVG-1W, BEK-1W								
IF	GLN				1500	MAX380		RNP1
TF	SZ152							RNP1
TF	SZ153							RNP1
TF	SZ154							RNP1
TF	CF 15				1000			RNP1
RWY15 Transition LAN-1W, LOV-1W, SAR-1W								
IF	SZ163				1500	MAX380		RNP1
TF	SZ462							RNP1
TF	SZ166							RNP1
TF	CF 15				1000			RNP1
RWY16 Transition OVG-1X, BEK-1X								
IF	GLN				1500	MAX380		RNP1
TF	SZ152							RNP1
TF	SZ153							RNP1
TF	SZ154				900			RNP1
TF	CF 16				700			RNP1
RWY16 Transition LAN-1X, LOV-1X, SAR-1X								
IF	SZ163				1500	MAX380		RNP1
TF	SZ462							RNP1
TF	SZ166				700			RNP1
TF	CF 16				700			RNP1
RWY33 Transition OVG-1Y, BEK-1Y								
IF	GLN				1500	MAX380		RNP1
TF	SZ052				900			RNP1
TF	CF 33				700			RNP1
RWY33 Transition LAN-1Y, LOV-1Y								
IF	SZ062				1500	MAX380		RNP1
TF	SZ063							RNP1
TF	CF 33				700			RNP1
RWY33 Transition SAR-1Y								
IF	NLG				1500	MAX380		RNP1
TF	SZ063							RNP1

TF	CF 33				700			RNP1
RWY34 Transition OVG-1Z								
IF	GLN				1500	MAX380		RNP1
TF	SZ052				900			RNP1
TF	CF 34				700			RNP1
RWY34 Transition BEK -1Z								
IF	SZ051				1500	MAX380		RNP1
TF	SZ052				900			RNP1
TF	CF 34				700			RNP1
RWY34 Transition LAN-1Z, LOV-1Z								
IF	SZ062				1500	MAX380		RNP1
TF	SZ063							RNP1
TF	CF 34				700			RNP1
RWY34 Transition SAR-1Z								
IF	NLG				1500	MAX380		RNP1
TF	SZ063							RNP1
TF	CF 34				700			RNP1
RWY15 Holding (outbound time 1 minute)								
HM	GLN	Y	266	R	1500	MAX380		RNP1
RWY16 Holding (outbound time 1 minute)								
HM	GLN	Y	266	R	1500	MAX380		RNP1
HM	NLG	Y	068	L	1500	MAX380		RNP1
RWY33 Holding (outbound time 1 minute)								
HM	NLG	Y	114	R	1500	MAX380		RNP1
HM	GLN	Y	266	R	1500	MAX380		RNP1
RWY34 Holding (outbound time 1 minute)								
HM	NLG	Y	114	R	1500	MAX380		RNP1
HM	GLN	Y	266	R	1500	MAX380		RNP1
HM	NLG	Y	170	L	1500	MAX380		RNP1

ZGSZ AD 2.23 其它资料

全年有鸟类活动，季节性强，在机场南北下滑处、两条跑道之间的S穿越道以北区域，16/34跑道西侧等处鸟类活动最频繁。机场采取了驱赶措施。

每年4月至6月、9月至次年2月分别有大批夏候鸟及冬候鸟经机场空域迁徙。

ZGSZ AD 2.23 Other information

Activities of bird flocks are found in the whole year, seasonal activities within the area of south/north glide path, north of S and west of RWY16/34 are frequent. Aerodrome Authority resorts to dispersal methods to reduce bird activities.

Birds migration take place from April to June and from September to February around airport.

Type of bird	Time of activity	Flight height	Threat level	Activity rule
Egretta garzetta	All seasons	0-80m	A	Alone or microcommunity
Ardeola bacchus	All seasons	0-80m	A	Alone, nest together
Recurvirostra avosetta	Jan-Mar, Oct-Dec	0-70m	B	Microcommunity
Himantopus	Feb-Dec	0-60m	C	Feed together, fly alone
Hirundo rustica	Mar-Dec	0-30m	B	Together
Alauda gulgula	All seasons	0-60m	B	Alone or microcommunity
Pycnonotus sinensis	All seasons	0-20m	A	Alone or microcommunity
Gracupica nigricollis	All seasons	0-50m	B	Couple or microcommunity
Garrulax perspicillatus	All seasons	0-20m	B	Microcommunity
Zosterops japonicus	All seasons	0-30m	A	Alone or microcommunity
Passer montanus	All seasons	0-20m	A	Together
Pycnonotus jocosus	All seasons	0-20m	B	Together
Copsychus saularis	All seasons	0-40m	B	Alone or couple
Tringa nebularia	Apr-Oct	0-50m	B	Microcommunity
Motacilla alba	All seasons	0-30m	A	Alone or couple
Sturnus sericeus	All seasons	0-40m	B	Together
Acridotheres cristatellus	All seasons	0-200m	B	Together
Lonchura punctulata	All seasons	0-30m	B	Couple or microcommunity
Tachybaptus ruficollis	All seasons	0-10m	B	Couple or together
Phalacrocorax carbo	Nov-Dec, Jan-Mar	0-300m	C	Together
Pycnonotus aurigaster	All seasons	0-30m	B	Couple or microcommunity
Streptopelia chinensis	All seasons	0-20m	A	Couple or together
Lanius schach	All seasons	0-30m	A	Alone
Prinia flaviventris	All seasons	0-20m	B	Microcommunity in autumn or winter

Note:
A: most dangerous
B: more dangerous
C: dangerous
D: less dangerous