

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

ZSOF-合肥/新桥 HEFEI/Xinqiao

ZSOF 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	N31° 59.2' E116° 58.5' Center of RWY
2	方向、距离 Direction and distance from city	295° GEO, 31.8km from city center
3	标高 / 参考气温 Elevation/Reference temperature	63.5m/31.9° C(JUL)
4	机场标高位置 / 高程异常 AD ELEV PSN/ geoid undulation	ARP/-
5	磁差 / 年变率 MAG VAR/Annual change	4° W(2001)/ 0.5' 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	Anhui Civil Aviation Airport Group CO.LTD Hefei Xinqiao International Airport, Hefei, Anhui province, China TEL: 86-551-63777028 FAX: 86-551-63777033 AFS: ZSOFYDYX Website: www.hfairport.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/4E
9	备注 Remarks	Nil

ZSOF 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	H24
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Tow tractor, conveyor truck, elevation platform truck, fork, bulk trailer, container/board tray
2	燃油 / 滑油牌号 Fuel/oil types	Nr.3 jet fuel/ lubricating oil.BP2197, BP2358, JET OIL II
3	加油设施 / 能力 Fuelling facilities/capacity	Hydrant dispenser, refueling truck,refueling oil well, oil tank volume
4	除冰设施 De-icing facilities	De-icer, de-icing fluid (KHF-I,CLEANWING-II)
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	Have the A319/320/321, B737-300/400/500/700/800/900, B757-200, A330-200/300 maintenance ability
7	备注 Remarks	Ground power unit, ground air unit, towing vehicle,ground air preconditioning unit, broading bridge power unit, bridge conditioning

ZSOF AD 2.5 旅客设施 Passenger facilities

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

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

1	机场消防等级 AD category for fire fighting	CAT 8
2	援救设备 Rescue equipment	Fire fighting facilities: rapid intervention vehicle, fighting command car,primary foam tender, heavy foam tender, heavy water tank,logistics truck, illumination truck, disassembly rescue truck, command car; Rescue equipments: medicament supply truck, first-aid case, stretcher,defibrillator, axe, cutting machine, spreading forceps, descending lifeline, etc.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	Mobile surface operation devices Traction rack (available for A319/320/321, B737-300/400/500/700/800/900, E145/E190 and CRJ200/700)
4	备注 Remarks	Nil

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

1	扫雪设备类型 Types of clearing equipment	Snow blowers, snow scraper
2	扫雪顺序 Clearance priorities	RWY, TWY and Apron
3	备注 Remarks	Nil

ZSOF 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 96/R/B/W/T (Stands Nr.505, 506) PCN 88/R/B/W/T (Stands Nr.8-11, 17) PCN 70/R/B/W/T (Stands Nr.1-7, 12-16, 18-27)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	45m: A7(BTW TWY A and cargo apron); 39m: A2, A7(BTW TWY A and RWY); 27m : H; 31m: A1, A8; 28.5m: A3-A6; 36.5m: G; 23m: A, B, E, F.
		Surface:	Cement concrete
		Strength:	PCN 96/R/B/W/T (A7(BTW TWY A and cargo apron)) PCN 88/R/B/W/T(TWYs A, A1, A2, A7(BTW TWY A and RWY), A8, B, E, F, G, H) PCN 70/R/B/W/T(TWYs A3-A6)
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	

ZSOF 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 of TWY and RWY; Guide lines at all TWYs and apron; Marking at all holding positions; Aircraft stopping line at all stands; Docking Guidance System for aircraft stands at Nr.8-11,17; Other stands available for marshaller guidance. Refer AD1.1 for Visual Docking Guidance System.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	RWY designation, THR, center line, TDZ, edge line, aiming point
		RWY lights	THR, RWY end, wing bar, edge line, center line
		TWY markings	Center line, intermediate holding positions, edge line, curve signs, RWY holding positions, No-entry signs
		TWY lights	Edge line, RWY guard lights, center line, intermediate holding position, rapid exit taxiway indicator
3	停止排灯 Stop bars	Isolated apron (located in TWY A , 42m north of TWY A1.) No-entry bar installed on rapid exit TWY A3-A6.	

4	备注 Remarks	Nil
---	---------------	-----

ZSOF AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on RWY center					
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	Chimney	015	4523	96.6	
2	TWR	022	10809	142.1	
3	TWR	031	11676	121.3	
4	TWR	032	8693	132	
5	Chimney	033	5420	100.6	
6	TWR	037	5798	123.5	
7	TWR	045	12558	151.3	RWY15/Initial approach
8	TWR	047	11796	123.1	
9	TWR	047	12456	148.5	
10	TWR	057	13378	109.4	
11	TWR	067	11873	136.4	
12	TWR	071	11668	129.5	
13	TWR	091	12967	130.6	
14	TWR	092	13791	132.9	
15	TWR	094	11953	128.2	
16	TWR	100	10820	120.7	
17	TWR	105	7970	111.8	
18	TWR	109	12126	105.6	
19	TWR	116	12134	108.3	
20	TWR	118	6363	130.1	
21	TWR	120	6453	146.4	CAT C/D Circling
22	TWR	126	5758	111.7	
23	TWR	135	12675	106.5	
24	TWR	145	13359	124.4	
25	TWR	146	9953	115.8	
26	TWR	147	5140	123.7	RWY15/Departure; RWY15/Take-off path
27	TWR	148	11055	116	
28	TWR	149	9562	123.5	
29	TWR	149	10010	130.9	RWY33/VOR/DME final approach; RWY33/GP INOP
30	TWR	149	12238	115.5	

Obstacles within a circle with a radius of 15km centered on RWY center					
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
31	Pole	151	1958	65.3	
32	Pole	152	2119	68.5	
33	TWR	152	12530	130.9	
34	TWR	153	5468	104.8	
35	Pole	154	2157	67.0	
36	TWR	154	9294	101.8	
37	Pole	156	1964	66.3	
38	Pole	156	2120	67.9	
39	TWR	157	7332	111.3	
40	Antenna	159	1405	77.4	RWY33/ILS/DME final approach
41	TWR	161	6460	103.7	
42	TWR	162	7678	127.3	
43	TWR	169	4311	98.9	
44	TWR	178	12157	121.5	
45	TWR	189	10967	108.3	
46	TWR	198	13993	120.4	
47	TWR	205	6714	107.6	
48	TWR	221	6572	90.1	
49	TWR	222	6740	90.9	
50	TWR	223	990	101.1	
51	TWR	224	5261	104.8	
52	TWR	224	6651	114.3	
53	TWR	225	9995	101.9	
54	TWR	238	10575	101.5	
55	TWR	248	9208	104.2	
56	TWR	274	7187	105.8	
57	Control TWR	277	817	132	RWY15&33/Missed approach; CAT A/B Circling
58	TWR	295	9110	112.9	
59	TWR	309	11854	112.4	
60	TWR	318	13919	116.4	RWY15/Intermediate approach
61	TWR	335	10608	118.3	
62	Pole	336	1978	62.0	
63	Antenna	339	1408	75.7	RWY15/ILS/DME final approach

Obstacles within a circle with a radius of 15km centered on RWY center					
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
64	TWR	340	10873	127	RWY15/VOR/DME final approach; RWY15/GP INOP; RWY33/Departure
65	Chimney	341	11279	100.8	
66	TWR	358	14386	120.6	
67	TWR	360	9715	132.9	
Remarks:					

Obstacles between two circles with the radius of 15km and 50km centered on RWY center					
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	BLDG	119	30765	204	
2	BLDG	123	31053	265	
3	BLDG	124	29592	194	
4	BLDG	135	30434	337	RWY33/Initial approach
5	TWR	136	24615	386	RWY33/Initial approach
6	Antenna	157	16397	173	RWY33/ Intermediate approach
7	Antenna	157	16442	172	
8	TWR	162	16235	107	
9	TWR	171	15517	111	
10	MT	179	30300	248	
11	MT	188	31396	200	
12	MT	190	31100	207	
13	MT	194	31102	236	
14	MT	197	28735	189	
15	MT	197	31165	251	
16	MT	209	32332	201	
17	MT	210	32371	229	
18	MT	212	33564	299	
19	MT	212	34802	221	
20	MT	224	38240	236	
21	Chimney	320	15298	86	
22	TWR	321	15762	87	
Remarks: Other obstacles refer to AD OBST chart.					

ZSOF 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	Anhui 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	Anhui 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 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	Flight Service Forecast Office, ACC, APP, TWR
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)	RVR EQPT: A: 100m E of RCL, 338m inward THR15; B: 100m E of RCL, 1690m inward THR33; C: 100m E of RCL, 322m inward THR33. Automatic telemetry stations: RWY15: 110m E of RCL, 318m inward THR; RWY33: 110m E of RCL, 332m inward THR. SFC wind sensors: RWY center: 110m E of RCL, 1700m inward THR33; Ceilometer: RWY15: 10m E of RCL, 1165m outward THR15; RWY33: 110m E of RCL, 322m inward THR33.
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

ZSOF 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

跑道号码 Designation s 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
15	150° GEO 154° MAG	3400 × 45	88/R/B/W/T (0-1000m FM inward THR and RWY end) 70/R/B/W/T (central part) Cement Concrete	Nil	THR 61.1m --
33	330° GEO 334° MAG	3400 × 45	88/R/B/W/T (0-1000m FM inward THR and RWY end) 70/R/B/W/T (central part) Cement Concrete	Nil	THR 63.4m --
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	Nil	Nil	3520 × 300	Nil	240 × 150
See AOC	Nil	Nil	3520 × 300	Nil	240 × 150
Remarks:					

ZSOF 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	3200	3200	3200	3400	FM A2
33	3400	3400	3400	3400	Nil
33	3200	3200	3200	3400	FM A7
Remarks:					

ZSOF 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 I* 900m LIH	Green Yes	PAPI Left/3°	Nil	3400m** spacing 30m	3400m*** spacing 60m	Red	Nil
33	CAT I* 900m LIH	Green Yes	PAPI Left/3°	Nil	3400m** spacing 30m	3400m*** spacing 60m	Red	Nil
Remarks: * SFL ** up to 2500 White LIH, 2500-3100 Red/White LIH, 3100-3400 Red VRB LIH *** up to 2800m White LIH, 2800-3400m Yellow VRB LIH								

ZSOF 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	All TWYs; The colour of TWY center line lights for TWYs A1, A2, A7, A8 (BTN RWY holding position and RCL) is alternate yellow and green.
4	备份电源 / 转换时间 Secondary power supply/switch-over time	Available/ <15 sec
5	备注 Remarks	Nil

ZSOF 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

ZSOF 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
Hefei tower control area	A circuit, 2 arcs with radius 20km centered at ARP and 2 parallel lines of 10km from RWY center line.	SFC-700m(QNH)	
Fuel Dumping Area	N31 28.0E116 56.0 - N30 55.0E116 05.0 - N30 24.0E116 16.0 - N31 14.0E117 07.0 - N31 28.0E116 56.0	4000m and above	See Fuel Dumping Area Chart
Altimeter setting region and TL/TA	A circle with a radius of 30NM centered on Xinqiao VOR/DME.	TL 3600m TA 3000m 3300m(QNH \geq 1031hPa) 2700m(QNH \leq 979hPa)	

ZSOF 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		128.85	H24	Nil
TWR	Hefei Tower	118.75(118.1)	H24	DCL available
GND	Hefei Ground	121.625	0030-1130 or by ATC	Nil
APP	Hefei Approach	119.85 (119.025) AP01	H24	Nil

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	Hefei Approach	120.45 (119.025) AP02	BY ATC	Contact ZSOFAP03 when ZSOFAP02 U/S.
APP	Hefei Approach	124.45 (119.025) AP03	0030-1130	Contact ZSOFAP01 when ZSOFAP03 U/S.

ZSOF 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
Xinqiao VOR/DME	XQH	109.8MHz CH 35X	32° 00.6' 116° 57.6'	65m	1200m extened RWY centerline FM THR15
LOC 15 ILS CAT I	IHF	109.3MHz	285m extened RWY centerline FM THR33		
GP 15		332.0MHz	120m NE of RCL, 297m inward THR15		Angle 3° , RDH 15m
DME 15	IHF	CH 30X (109.3MHz)	123m NE of RCL, 297m inward THR15	68m	Co-located with GP
LOC 33 ILS CAT I	IXQ	108.5MHz	285m extened RWY centerline FM THR15		
GP 33		329.3MHz	120m NE of RCL, 311m inward THR33		Angle 3° , RDH 15m
DME 33	IXQ	CH 22X (108.5MHz)	123m NE of RCL, 311m inward THR33	69m	Co-located with GP
Cha'an VOR/DME	HFC	111.8MHz CH 55X	N32° 04.8' E116° 46.1' 11997.5m W of RCL, 17115.5m outward THR15	47m	
Luogang VOR/DME	HFE	116.7MHz CH 114X	N31° 46.5' E117° 18.1'	38m	Beyond 25NM On R327° for VOR U/S; beyond 38.5NM on R314° (except holding pattern at 3000m) U/S; beyond 29NM on R254° 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
Taohua VOR/DME	THA	114.7MHz CH 94X	N31° 46.7' E117° 07.4' 462.9m E of RCL, 25604.3m outward THR33	45m	
Remarks:					

ZSOF AD 2.20 本场飞行规定**ZSOF AD 2.20 Local traffic regulations****1. 机场使用规定**

- 1.1 除经空中交通管制部门许可外，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：B747-400及其同类机型。

1. Airport operations regulations

- 1.1 Take-off/landing of aircraft without SSR transponder are forbidden without ATC clearance;
- 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: B747-400 and equivalent.

2. 跑道和滑行道的使用**2.1 跑道运行规定**

- 2.1.1 除经管制许可，禁止航空器在跑道上做 180° 转弯；

2.2 非全跑道起飞运行规定

- 2.2.1 非全跑道起飞需向管制部门提出申请；

- 2.2.2 航空器在 A2 或 A7 滑行道上未完全进入跑道前，A 滑行道上航空器不得通过 A2 或 A7 滑行道口；

- 2.2.3 本场能见度小于 1000m（不含）时，不得使用非全跑道起飞；

- 2.3 滑行道使用限制：航空器最大翼展为 65m（含）。

2. Use of runways and taxiways**2.1 Rules for use of RWY**

- 2.1.1 180° turnaround on RWY is strictly forbidden for all aircraft without ATC clearance;

2.2 Rules for use of Non-full length RWY

- 2.2.1 If the departure aircraft needs use Non-full length RWY to take-off, contact ATC to obtain clearance;

- 2.2.2 If aircraft on TWY A2 or A7 enter RWY incompletely, aircraft on TWY A should not pass the crossing of TWY A2 or A7;

- 2.2.3 If VIS < 1000m, departure aircraft cannot use Non-full length RWY to take-off;

- 2.3 TWYs limits: wing span limits for aircraft is not more than 65m.

3. 机坪和机位的使用**3. Use of aprons and parking stands**

3.1 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	机身长度限制 / Fuselage limits	滑入、滑出方式 Enter or exit
Nr.1-2, 4-7, 12, 14-16, 18-19	≤ 36m	≤ 44.5m	Taxi in/Push-back
Nr.3, 13, 21-23	≤ 36m	≤ 46.5m	Nr.3,13 Taxi in/Push-back Nr.21-23 Taxi in/Taxi out
Nr.8, 17	≤ 65m	≤ 73.86m	Taxi in/Push-back
Nr.9-11, 20	≤ 47.6m	≤ 54.94m	Nr.9-11 Taxi in/Push-back Nr.20 Taxi in/Taxi out
Nr.24-27	≤ 36m	≤ 39.47m	Taxi in/Push-back
Nr.505	≤ 51.97m	≤ 61.6m	Taxi in/Push-back
Nr.506	≤ 64.92	≤ 70.67	Taxi in/Push-back

3.2 20-23 号停机位滑出引导线使用限制：航空器最大翼展为 52 米(含)；

3.2 Taxiing line from stands Nr.20-23 limits: wing span limits for aircraft is not more than 52m;

3.3 停靠 12-19 号停机位的进港航空器须经管制员许可，跟随引导车进入机位。

3.3 Aircraft shall enter stands Nr.12-19 has been obtained from TWR and follow the follow-me vehicle.

4. 进、离场管制规定

4. Air traffic control regulations

无

Nil

5. 机场的 II/III 类运行

5. CAT II/III operations at AD

无

Nil

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

航空器在跑道东北侧进离场飞行时，距离跑道的宽度不得超过10千米。

The distance to RWY shall not more than 10km, while aircraft arrival/departure from NE of RWY.

9. 直升机飞行限制，直升机停靠区

9. Helicopter operation restrictions and helicopter parking/docking area

无

Nil

ZSOF AD 2.21 噪音限制规定及减噪程序

ZSOF AD 2.21 Noise restrictions and Noise abatement procedures

无

Nil

ZSOF AD 2.22 飞行程序

ZSOF AD 2.22 Flight procedures

1. 总则

1. General

除经进近或塔台特殊许可外，在进近和塔台管制区内的飞行，必须按照仪表飞行规则进行。

Flights within APP Control or Tower Control Areas shall operate under IFR unless special clearance have been obtained from APP Control and Tower Control.

2. 起落航线

2. Traffic circuits

起落航线在跑道西南侧进行，A类航空器高度350米，B、C、D类航空器高度450米。

Traffic circuits shall be made to the southwest of RWY, at the altitude of 350m for aircraft CAT A, and 450m for aircraft CAT B, C and D.

3. 仪表飞行程序

3. IFR flight procedures

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。

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.

1. 航空器如不具备 RNAV1 能力，机组应在初次联系进近或塔台时向管制员声明，如在执行 RNAV 程序过程中丧失 RNAV1 能力，机组应立即向管制员通报；

1. Aircraft without RNAV1 capability shall inform TWR or APP at the first contact. If RNAV1 capability is lost during RNAV flight procedure, flight crew shall inform ATC immediately;

2. 航空器如不具备 RNAV1 能力，管制员将优先使用雷达引导，航空器在未收到 ATC 雷达引导指令前，沿传统程序飞行；

2. ATC shall give priority to radar vectoring, when aircraft without RNAV1 capability. Aircraft shall execute conventional flight procedure before receiving the ATC radar vectoring instructions;

4. 雷达程序和 / 或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

4.1 雷达引导程序

4.1 Radar vector procedure

4.1.1 雷达引导报告点

4.1.1 Radar vector reporting points

ID	COORDINATES
IGATU	N313250E1171720
OF01P	N322410E1165017
OF02P	N322036E1163341

4.1.2 最低监视引导高度扇区

4.1.2 Surveillance Minimum Altitude Sectors

最低监视引导高度扇区 / Surveillance Minimum Altitude Sectors	
Sector 1	ALT limit: 600m or above
N321934E1155944-N323007E1171702-N320242E1172609-(XQH)VOR/DME-N313835E1163444-N321934E1155944	
Sector 2	ALT limit: 700m or above
N313835E1163444-(XQH)VOR/DME-N320242E1172609-N312725E1173745-N312635E1170105-N312610E1164512-N313835E1163444	
Sector 3	ALT limit: 1200m or above
N324248E1171530-N324000E1175254-N314300E1180618-N313910E1180600-N313412E1184200-N305706E1184512-N305117E1174431-N310852E1174416-N310852E1171601-N312635E1170105-N312725E1173745-N320242E1172609-N323007E1171702-N324248E1171530	
Sector 4	ALT limit: 1400m or above
N312610E1164512-N312635E1170105-N310852E1171601-N310852E1174416-N305117E1174431-N304628E1165748-N310708E1170108-N312610E1164512	
Sector 5	ALT limit: 1800m or above
N323102E1154949-N313835E1163444-N312610E1164512-N310708E1170108-N304628E1165748-N320527E1155055-N323102E1154949	
Sector 6	ALT limit: 2400m or above
N320527E1155055-N304628E1165748-N303930E1155432-N320527E1155055	
Sector 7	ALT limit: 900m or above
N323102E1154949-N324248E1171530-N323007E1171702-N321934E1155944-N323102E1154949	

4.1.3 雷达引导方法

4.1.3 Way of Radar vectoring

(1) 15号跑道雷达引导方法

(1) Way of Radar vectoring for RWY 15

MADUK方向出港航空器:

起飞后保持一边爬升至 300m, 根据管制员指令使用 MAD-01 号引导航迹, 经 UXALO、IGATU、LEGIV 飞向 MADUK。MADUK 之后加入计划航线。

(2)33号跑道雷达引导方法**MADUK方向出港航空器:**

起飞后保持一边爬升至 NOKUL 后右转飞向引导点 OF01P, OF01P 后左转飞向 OF02P、HFC, 然后根据管制员指令使用 MAD-02 号引导航迹, 经 THA、LEGIV 飞向 MADUK。MADUK 之后加入计划航线。

IKUBA方向出港航空器:

起飞后保持一边爬升至 NOKUL 后右转飞向引导点 OF01P, OF01P 后左转飞向 OF02P、HFC, 然后根据管制员指令使用 KIK-02 号引导航迹, 飞向 KIKEG。KIKEG 之后根据管制员指令分别加入 IKUBA 方向离场航线。

Departure Aircraft for MADUK:

Take off and keep upwind to 300m, follow MAD-01 vectoring track by ATC instructions, via UXALO、IGATU、LEGIV then direct to MADUK join planned route.

(2) Way of Radar vectoring for RWY 33**Departure Aircraft for MADUK:**

Take off and keep upwind to NOKUL, then turn right fly to OF01P. From OF01P turn left fly to OF02P、HFC, follow MAD-02 vectoring track by ATC instructions, via THA、LEGIV then direct to MADUK join planned route.

Departure Aircraft For IKUBA:

Take off and keep upwind to NOKUL, then turn right fly to OF01P. From OF01P turn left fly to OF02P、HFC, follow KIK-02 vectoring track by ATC instructions to KIKEG. After KIKEG join IKUBA departure route by ATC instructions.

5. 无线电通信失效程序

5.1 当航空器在进场过程中发生地空通信双向失效时, 航空器按照该方向的 RNAV 程序飞行。不具备 RNAV1 运行能力的进港航空器沿传统程序飞行。如果航空器在执行 RNAV 进场程序过程中丧失 RNAV 运行能力, 机组应就近加入传统进场程序。

5.2 单向通信失效

5.2.1 航空器如果具有收信号能力, 不具备发信号能力, 可以通过让航空器收到管制员指令后进行雷达识别的方式继续实施指挥。

5.2.2 航空器如果具有发信号能力, 不具备收信号能力, 航空器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, 管制员根据航空器驾驶员报告的意图迅速调配其他的飞机避让。

5.3 双向通信失效

5.3.1 如果通信失效发生在起始进近定位点之前, 并已接收到空中交通管制许可的进港航线时, 应按照许可的进港航线和仪表进近图进近着陆。

5. Radio communication failure procedures

5.1 If radio communication failure happened during the arrival procedure, aircraft shall keep direction to execute RNAV flight procedure. Aircraft without RNAV1 capability shall execute conventional flight procedure. If RNAV1 capability is lost during RNAV arrival procedure, aircraft shall join in the nearest conventional arrival procedure.

5.2 One-directional communication failure

5.2.1 If the radio receiver is available, the radio transmitter not available, aircraft shall operate via radar identification after getting ATC clearance.

5.2.2 If the radio transmitter is available, the radio receiver not available, aircraft shall inform the flight intention to ATC immediately and report position and altitude to ATC in time, then ATC command other aircraft to avoid the conflicts.

5.3 Two-directional communication failure:

5.3.1 If communication failure happened before IAF, and aircraft has received the permission to arrive, pilot shall follow the permitted arrival and instrument approach procedure to approach and land.

5.3.2 如果已经过起始进近定位点且未获得落地许可，则应当按仪表进近图进近至决断高度（或保持最低下降高度至复飞点）复飞，保持一边上升至1500米后飞向HFC，再按仪表进近图进近着陆。

5.3.3 如果航空器正在接受雷达引导或未接收到空中交通管制许可的进港航线时，则应保持管制指令最后的高度，使用15号跑道时，直接飞向HFC，如飞行高度在1200米（含）以下，HFC后直接按照仪表进近图进近着陆，否则加入等待程序下降到1200米后，按照仪表进近图进近着陆。使用33号跑道时，直接飞向THA，如飞行高度在1200米（含）以下，THA后直接按照仪表进近图进近着陆，否则加入等待程序下降到1200米后，按照仪表进近图进近着陆。

5.3.2 If aircraft has passed IAF and has not received the permission for landing, pilot shall follow the instrument approach procedure to fly to DA(or remain MDA to MAPt) to go around, then fly to 'HFC' after keeping along upwind to 1500m, then approach and land according to the instrument approach procedure.

5.3.3 If aircraft is under radar vector or has not received the arrival permission, pilot shall keep the last command ALT, when:

a. landing via RWY15

If altitude is 1200m or below, aircraft shall fly to 'HFC' to approach and land according to the instrument approach procedure; if altitude is above 1200m, aircraft shall fly to 'HFC' and join the holding procedure to descend to 1200m, then approach and land according to the instrument approach procedure.

b. landing via RWY33

If altitude is 1200m or below, aircraft shall fly to 'THA' to approach and land according to the instrument approach procedure; if altitude is above 1200m, aircraft shall fly to 'THA' and join the holding procedure to descend to 1200m, then approach and land according to the instrument approach procedure.

6. 目视飞行程序

等待：在机场上空，按起落航线进行等待。

6. Procedures for VFR flights

Holding: aircraft could hold following the traffic circuits mentioned above.

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：

- 须听清并重复滑行指令，尤其是界限性指令，发现疑问及时证实；
- 从停机位推出时，向管制员证实使用跑道、推出方向；

9. Other regulations

9.1 Requirements for pilots:

- Verify and repeat the instructions;
- While pushed back from parking stand, verify the pushing direction and the approved RWY designation to Control;

c. 在脱离跑道时，尤其在低能见度情况下，必须向管制报告脱离的跑道和所使用的滑行道；

d. 专机滑行路线以管制员通知为准。

c. After vacating RWY, especially under conditions of low visibility, report the RWY designation and TWY designation on initial contact with Control;

d. Taxiing routes of special flight will be instructed by ATC.

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)
OF103	N315058E1170414	OF213	N320043E1164130
OF104	N314906E1170530	OF214	N321355E1165600
OF105	N315148E1171100	HFE	N314630E1171806
OF106	N314551E1165855	HFC	N320448E1164606
OF109	N314218E1171906	THA	N314642E1170724
OF110	N315109E1165520	ADGOL	N312842E1165042
OF111	N320159E1164747	AKAMI	N321500E1165710
OF112	N315919E1164226	BIPIM	N323356E1161057
OF113	N314827E1164950	IKUBA	N305118E1155406
OF114	N313935E1165550	KAGVO	N324246E1171531
OF115	N313426E1165918	KIKEG	N313652E1170303
OF116	N320011E1164912	LEGIV	N313630E1173430
OF117	N314746E1165626	MADUK	N314306E1180618
OF203	N320806E1165237	MIDOX	N311918E1155254
OF205	N321234E1165707	NOKUL	N320948E1165125
OF206	N320312E1170312	OREVO	N314000E1181030
OF207	N320635E1164458	PEDNU	N321118E1164342
OF208	N315137E1165406	SEGPI	N323200E1171600
OF211	N321533E1163726	UXALO	N314104E1170030
OF212	N314914E1164919		

Waypoint sequence for RWY 15 arrival

BIP-61J	BIPIM	OF211 1200 MAX 380kmH	PEDNU 900	NOKUL ↑ 600	OF203 600
IKU-61J	IKUBA	ADGOL	KIKEG	UXALO	OF208 2400 MAX 380kmH
	OF111 1200	OF207 900	NOKUL ↑ 600	OF203 600	

IKU-63J	IKUBA	ADGOL	KIKEG	THA	OF206 1800 MAX 380kmH
	OF205 900	NOKUL ↑ 600	OF203 600		
KAG-61J	KAGVO	SEGPI 3600	AKAMI 1200 MAX 380kmH	NOKUL ↑ 600	OF203 600
MAD-61J	MADUK	LEGIV	THA	OF208 2400 MAX 380kmH	OF111 1200
	OF207 900	NOKUL ↑ 600	OF203 600		
MAD-63J	MADUK	LEGIV	THA	OF206 1800 MAX 380kmH	OF205 900
	NOKUL ↑ 600	OF203 600			
MAD-65J (by ATC)	MADUK	HFE ↑ 4500	THA	OF208 2400 MAX 380kmH	OF111 1200
	OF207 900	NOKUL ↑ 600	OF203 600		
MAD-67J (by ATC)	MADUK	HFE ↑ 4500	THA	OF206 1800 MAX 380kmH	OF205 900
	NOKUL ↑ 600	OF203 600			
MID-61J	MIDOX	UXALO	OF208 2400 MAX 380kmH	OF111 1200	OF207 900
	NOKUL ↑ 600	OF203 600			
MID-63J	MIDOX	UXALO	THA	OF206 1800 MAX 380kmH	OF205 900
	NOKUL ↑ 600	OF203 600			

ORE-61J	OREVO	LEGIV	THA	OF208 2400 MAX 380kmH	OF111 1200
	OF207 900	NOKUL ↑ 600	OF203 600		
ORE-63J	OREVO	LEGIV	THA	OF206 1800 MAX 380kmH	OF205 900
	NOKUL ↑ 600	OF203 600			

Waypoint sequence for RWY 15 holding procedure

(HM) OF211	1500	Fly over point	134° (inbound angle)	Right direction turn	MAX 400kmH	1min
(HM) AKAMI	↓ 3000 ↑ 1500	Fly over point	228° (inbound angle)	Right direction turn	MAX 400kmH	1min
(HM) OF111	1500	Fly over point	337° (inbound angle)	Right direction turn	MAX 400kmH	1min
(HM) HFE	4500 or by ATC	Fly over point	280° (inbound angle)	Right direction turn	MAX 400kmH	1.5min
(HM) OF206	2100	Fly over point	334° (inbound angle)	Left direction turn	MAX 400kmH	1min

Waypoint sequence for RWY 33 arrival

BIP-62J	BIPIM	OF211 3000	PEDNU 2400	HFC	OF116 2100
	OF110 1500 MAX380kmH	OF106 1200	OF104 750	OF103 700	
IKU-62J	IKUBA	ADGOL	KIKEG 1800 MAX 380kmH	THA 900	OF104 750
	OF103 700				
KAG-62J	KAGVO	SEGPI ↑ 4500	AKAMI 2400	OF214	HFC
	OF116 2100	OF110 1500 MAX 380kmH	OF106 1200	OF104 750	OF103 700

KAG-64J	KAGVO	SEGPI ↑ 4500	AKAMI 2400	OF214	OF105 900 MAX 380kmH
	OF104 750	OF103 700			
KAG-66J (by ATC)	KAGVO	SEGPI ↑ 4500	HFE 1500 or by ATC MAX 380kmH	THA 900	OF104 750
	OF103 700				
MAD-62J	MADUK	LEGIV	OF109 1800 MAX 380kmH	THA 900	OF104 750
	OF103 700				
MAD-64J (by ATC)	MADUK	HFE 1500 or by ATC MAX 380kmH	THA 900	OF104 750	OF103 700
MID-62J	MIDOX	UXALO 1500 MAX 380kmH	THA 900	OF104 750	OF103 700
ORE-62J	OREVO	LEGIV	OF109 1800 MAX 380kmH	THA 900	OF104 750
	OF103 700				

Waypoint sequence for RWY 33 holding procedure

(HM) OF211	3000	Fly over point	134° (inbound angle)	Right direction turn	MAX 400kmH	1min
(HM) OF110	1800	Fly over point	154° (inbound angle)	Left direction turn	MAX 400kmH	1min
(HM) AKAMI	↓ 3000 ↑ 2400	Fly over point	228° (inbound angle)	Right direction turn	MAX 400kmH	1min
(HM) THA	1200	Fly over point	333° (inbound angle)	Left direction turn	MAX 400kmH	1min

Waypoint sequence for RWY 15 departure

BIP-51K	(CA)300	(DF)HFC MAX 380kmH	OF211 ↓ 3000	BIPIM	
---------	---------	-----------------------	-----------------	-------	--

BIP-53K (by ATC)	(CA)300	(DF)OF208 600 MAX 380kmH	OF212 ↓ 1800	OF213 ↑ 1800	OF211 ↓ 3000
	BIPIM				
IKU-51K	(CA)300	(DF)THA ↑ 900 MAX 380kmH	KIKEG	AGDOL	IKUBA
KAG-51K	(CA)300	(DF)HFC MAX 380kmH	OF214	AKAMI ↓ 3000	SEGPI ↑ 4800
	KAGVO				
KAG-53K (by ATC)	(CA)300	(DF)OF208 600 MAX 380kmH	OF212 ↓ 1800	OF213 ↑ 1800	OF214
	AKAMI ↓ 3000	SEGPI ↑ 4800	KAGVO		
KAG-55K (by ATC)	(CA)300	(DF)OF206 ↑ 1200 MAX 380kmH	OF214	AKAMI ↓ 3000	SEGPI ↑ 4800
	KAGVO				
KAG-57K (by ATC)	(CA)300	(CF)SEGPI ↑ 4800 MAX 380kmH	KAGVO		
MAD-51K	(CA)300	(DF)THA ↑ 900 MAX 380kmH	LEGIV	MADUK	
MAD-53K (by ATC)	(CA)300	(DF)THA ↑ 900 MAX 380kmH	HFE ALT by ATC	MADUK	
MID-51K	(CA)300	(DF)THA ↑ 900 MAX 380kmH	UXALO	MIDOX	
ORE-51K	(CA)300	(DF)THA ↑ 900 MAX 380kmH	LEGIV	OREVO	

Waypoint sequence for RWY 33 departure

BIP-52K	(CF)NOKUL ↑ 600	PEDNU ↓ 3000 ↑ 1200	BIPIM		
IKU-52K	(CA)300	(DF)OF117 MAX 380kmH	UXALO	KIKEG	OF115 ↑ 4200
	ADGOL	IKUBA			

IKU-54K	(CA)300	(CF)THA MAX 380kmH	KIKEG	OF115 ↑ 4200	ADGOL
	IKUBA				
IKU-56K (by ATC)	(CA)300	(DF)OF111 ↑ 600 MAX 380kmH	OF112 1200	OF113 ↑ 2400	OF114 ↑ 3600
	OF115 ↑ 4200	ADGOL	IKUBA		
KAG-52K	(CF)NOKUL ↑ 600	AKAMI ↓ 3000 ↑ 1500	SEGPI 3600	KAGVO 4500	
MAD-52K	(CA)300	(DF)OF117 MAX 380kmH	THA	LEGIV	MADUK
MAD-54K	(CA)300	(DF)OF117 MAX 380kmH	THA	HFE ↑ 4500 or by ATC	MADUK
MAD-56K	(CA)300	(CF)THA MAX 380kmH	LEGIV	MADUK	
MAD-58K	(CA)300	(CF)THA MAX 380kmH	HFE 4500 or by ATC	MADUK	
MAD-72K (by ATC)	(CA)300	(DF)OF111 ↑ 600 MAX 380kmH	OF112 1200	OF113 ↑ 2400	OF117
	THA	LEGIV	MADUK		
MAD-74K (by ATC)	(CA)300	(DF)OF111 ↑ 600 MAX 380kmH	OF112 1200	OF113 ↑ 2400	OF117
	THA	HFE ↑ 4500 or by ATC	MADUK		
MAD-76K (by ATC)	(CA)300	(CF)HFE ↑ 4500 or by ATC MAX 380kmH	MADUK		
MID-52K	(CA)300	(DF)OF117 MAX 380kmH	UXALO	OF114 ↑ 3600	MIDOX
MID-54K	(CA)300	(CF)THA MAX 380kmH	UXALO	OF114 ↑ 3600	MIDOX
MID-56K (by ATC)	(CA)300	(DF)OF111 ↑ 600 MAX 380kmH	OF112 1200	OF113 ↑ 2400	OF114 ↑ 3600
	MIDOX				
ORE-52K	(CA)300	(DF)OF117 MAX 380kmH	THA	LEGIV	OREVO

ORE-54K	(CA)300	(CF)THA MAX 380kmH	LEGIV	OREVO	
ORE-56K (by ATC)	(CA)300	(DF)OF111 ↑ 600 MAX 380kmH	OF112 1200	OF113 ↑ 2400	OF117
	THA	LEGIV	OREVO		

ZSOF AD 2.23 其它资料

ZSOF AD 2.23 Other information

全年有鸟类活动。机场当局采取了驱赶措施，鸟的活动情况如下：

Activities of bird flocks are found in the whole year. Aerodrome Authority resorts to dispersal methods to reduce bird activities. The details of bird activities as follows:

Type of bird	Time of activity	Flight height within AD	Activity rule
Chinese Pond Heron	Summer	50-300m	Alone or together
Little Egret	Summer	0-150m	Alone or together
Spot-billed Duck	Winter	0-500m	Alone or together
Ring-necked Pheasant	All seasons	0-20m	Alone or microcommunity
Grey-headed Lapwing	Summer	0-100m	Alone or microcommunity
Whiskered Tern	Summer	0-100m	Alone or microcommunity
Oriental Skylark	Summer	0-50m	Alone or microcommunity
Barn Swallow	Summer	2-30m	Alone or microcommunity
Black Drongo	Summer	0-30m	Alone or microcommunity
Crested Myna	All seasons	0-30m	Alone or microcommunity
Common Magpie	All seasons	0-50m	Alone or microcommunity
Fijne Dolle	All seasons	0-200m	Alone or microcommunity