

ENR 2.2.2.3 广州管制区、广州进近管制区和珠海终端管制区飞行规定

1. 区域图：见 ENR 2.2.2.4.
2. 珠海终端管制区高度表拨正程序规定
 - 2.1 珠海终端管制区修正海平面气压 (QNH) 值
珠海终端管制区修正海平面气压 (QNH) 值以深圳 / 宝安机场修正海平面气压 (QNH) 值为准。
 - 2.2 过渡高度和过渡高度层
过渡高度：2 700 米 (珠海终端管制区修正海平面气压 (QNH))。
过渡高度层：
 - a. 3 300 米 (当珠海终端管制区修正海平面气压 (QNH) 为 980 百帕 (含) 以上时)。
 - b. 3 600 米 (当珠海终端管制区修正海平面气压 (QNH) 为 980 百帕以下时)。
 - 2.3 高度表拨正程序
 - 2.3.1 航空器进场和着陆
 - a. 当航空器进入珠海终端管制区且高度在过渡高度层 (含) 以上时, 高度表拨正值调整为标准大气压 1013.2 百帕。
 - b. 当航空器在珠海终端管制区内离开 (或穿越) 过渡高度层下降或在过渡高度层以下进入珠海终端管制区时, 高度表拨正值调整为珠海终端管制区修正海平面气压 (QNH)。
 - c. 当航空器向珠海终端管制区内的机场和直升机场起降点进近, 进入中间进近航段时, 高度表拨正值调整为着陆机场的修正海平面气压 (QNH)。
 - 2.3.2 航空器起飞和离场
 - a. 航空器起飞前, 高度表拨正值调整为起飞机场的修正海平面气压 (QNH)。
 - b. 航空器起飞后, 按照空中交通管制指令将高度表拨正值调整为珠海终端管制区的修正海平面气压 (QNH)。
 - c. 当航空器上升通过过渡高度时, 将高度表拨正值调整为标准大气压 1013.2 百帕。
 - d. 航空器在珠海终端管制区内的机场进行本场训练时, 根据实际情况, 按照该机场空中交通管制的要求, 其高度表拨正值选用本场修正海平面气压 (QNH) 或珠海终端管制区的修正海平面气压 (QNH)
3. 进出澳门机场, 珠海进近与香港、澳门的管制交接点, 参阅 ENR 2.2.2.5(澳门机场进、离场图)

ENR 2.2.2.3 Rules relating to flights within Guangzhou control area, Guangzhou approach control area and Zhuhai terminal control area

1. Area chart: See ENR 2.2.2.4.
2. Altimeter setting procedures in Zhuhai terminal control area
 - 2.1 The value of Zhuhai terminal control area QNH

When using Zhuhai terminal control area QNH, the value shall be in conformity with Shenzhen/Baoan aerodrome QNH.
 - 2.2 Transition altitude and transition level
Transition altitude: 2 700m (Zhuhai terminal control area QNH).
Transition level:
 - a. 3 300m (when Zhuhai terminal control area QNH is 980hPa or above).
 - b. 3 600m (when Zhuhai terminal control area QNH is below 980hPa).
 - 2.3 Altimeter setting procedures
 - 2.3.1 Approach and landing
 - a. When aircraft entering Zhuhai terminal control area at or above transition level, the altimeter should be set to 1013.2hPa.
 - b. When aircraft entering Zhuhai terminal control area below transition level or descending from or passing through transition level wherein, the altimeter should be set to Zhuhai terminal control area QNH then.
 - c. When aircraft approaching to an aerodrome or touch down and lift-off area of heliport within Zhuhai terminal control area, and intercepting intermediate approach segment, the altimeter should be set to QNH of the landing aerodrome or heliport.
 - 2.3.2 Take-off and departure
 - a. Before take-off, the altimeter should be set to QNH of the take-off aerodrome.
 - b. After take-off, the altimeter should be set to Zhuhai terminal control area QNH by ATC instruction.
 - c. Upon reaching the transition altitude, the altimeter should be set to 1013.2hPa.
 - d. Aircraft operating flight exercise in an aerodrome within Zhuhai terminal control area, the altimeter may be set to the aerodrome QNH or Zhuhai terminal control area QNH and the selection should be instructed by ATC unit according to the actual condition.
3. The transfer of control points between Zhuhai approach, Hong Kong and Macao when aircraft inbound or outbound Macao airport, Refer ENR 2.2.2.5(STAR/SID of VMMC)

3.1 澳门机场 34 号跑道进场

CON-6A、NLG-5A、NLG-7A、POU-6A、POU-8A: 珠海进近向香港管制交接点为澳门 VOR;

BIGRO-6A、BIGRO-7A: 珠海进近向香港管制交接点为 ROMEO 点;

复飞: 澳门向珠海进近管制交接点为复飞后开始右转弯时; 珠海进近向香港管制交接点为 R040° ZAO/D12.5 MCU 或 MC420。

3.2 澳门机场 34 号跑道离场

澳门向珠海进近管制交接点为起飞后开始右转弯时; 珠海进近向香港管制交接点参阅澳门 AIP 相关程序。

3.3 澳门机场 16 号跑道进场

SMT-4B/5B、CHALI-3B/4B: 香港向珠海进近管制交接点为 INDUS 点;

珠海进近向澳门管制交接点为 LATOP 或 MC510;

复飞: 在 INDUS 点前香港向珠海进近管制交接。

3.4 澳门机场 16 号跑道离场

在过飞行情报区边界时, 香港向珠海进近管制交接。

4. 广州进近管制区、珠海终端管制区管制规定

4.1 在广州进近管制区内实施雷达管制, 航空器最小水平雷达间隔如下:

a. 在广州进近管制区内, 高度 5 700 米(含)以下, 不包括珠海终端管制区, 航空器最小水平雷达间隔为 10 千米;

b. 在广州进、离场航段, 高度 3 000 米(含)以下, 航空器最小水平雷达间隔为 6 千米。

4.2 进入广州/白云机场的航空器, 至少在进入走廊前 5 分钟与白云塔台或广州进近沟通联络, 并报告航空器位置、航向、高度和预计到达时间, 严格按白云塔台或广州进近管制员的指挥飞行。当机组与白云塔台或广州进近联络不通时, 除在白云塔台或广州进近频率上继续守听外, 机组必须在广州区域管制频率上与广州区域管制联系, 并严格按其指挥飞行。未经许可, 严禁改变飞行高度。

4.3 在澳门管制地带内飞行, 航空器的垂直位置按中国澳门的有关规定表示。

4.4 在广州情报区和香港情报区之间, 同航线、同高度的航空器在通过管制交接点时, 两机最小纵向间隔为 10 分钟。

3.1 Arrival of Macao RWY34

CON-6A, NLG-5A, NLG-7A, POU-6A, POU-8A: Zhuhai Approach transfers to Hong Kong at Macao VOR;

BIGRO-6A, BIGRO-7A: Zhuhai Approach transfers to Hong Kong at point ROMEO;

Missed approach: Macao transfers to Zhuhai Approach when aircraft turning right; Zhuhai Approach transfers to Hong Kong at R040° ZAO/D12.5 MCU or MC420.

3.2 Departure of Macao RWY34

Macao transfers to Zhuhai Approach when aircraft turning right after take-off;

The point Zhuhai Approach transfers to Hong Kong refer related SID of Macao AIP.

3.3 Arrival of Macao RWY16

SMT-4B/5B, CHARLIE-3B/4B: Hong Kong transfers to Zhuhai Approach at point INDUS;

Zhuhai Approach transfers to Macao at LATOP or MC510;

Missed approach: Hong Kong transfers to Zhuhai Approach before point INDUS.

3.4 Departure of Macao RWY16

When crossing the boundary of FIRs, Hong Kong transfers to Zhuhai Approach.

4. Air traffic control rules relating to flights within Guangzhou approach control area and Zhuhai terminal control area

4.1 Radar control within Guangzhou approach control area will be implemented, the minimum horizontal radar separations for aircraft areas follows:

a. 10km within Guangzhou approach control area, the altitude limit is 5 700m or below(exclude Zhuhai TMA);

b. 6km for arrival and departure routes, the altitude limit is 3 000m or below.

4.2 Aircraft inbound to GUANGZHOU/Baiyun Airport shall establish radio contact with the Baiyun Tower or the Guangzhou Approach at least 5 minutes before entering the corridors, reporting aircraft position, heading, altitude and estimated time of arrival and shall conduct the flight strictly in accordance with the Baiyun tower or the Guangzhou approach controller's instructions. If unable to contact the Baiyun tower or the Guangzhou approach, the aircrew shall contact Guangzhou ACC on the Guangzhou ACC frequency while maintaining a continuous watch on the Baiyun tower or the Guangzhou approach frequency and shall conduct the flight strictly in accordance with the instructions received therefrom. No change of altitude is allowed without permission.

4.3 Vertical position of aircraft operating within Macao ATZ is expressed according to the rules of China Macao.

4.4 For aircraft flying between Guangzhou FIR and Hong Kong FIR at same level and on same route, minimum longitudinal separation shall be 10 minutes when aircraft crossing the transfer of control point;

4.5 澳门机场进、离场的航空器两机最小纵向间隔
进场：同航线、同高度的航空器在通过珠海进近与香港管制交接点时，两机最小纵向间隔为 5 分钟（或 30 海里）；

离场：同航线、同高度的航空器在通过澳门与珠海进近管制交接点时，两机最小纵向间隔为 5 分钟。

4.6 第 4.4 和第 4.5 项中的两机最小纵向间隔经 ATC 许可，可适当缩小。

4.7 根据管制移交的需要并确保航空器按时过移交点，要求飞越广州至香港着陆或飞越广州、香港至香港以远的航空器，在飞越百色、醴陵和蟠龙 VOR 时，在向广州空中交通管制部门报告位置的同时，必须报告预计飞越 TAMOT 或 SIERA 点的时间。一经广州空中交通管制部门确定该航空器飞越 TAMOT 或 SIERA 点的时间和高度层，则机组必须按照执行，不得任意改变。

4.8 为便于雷达识别和飞行调配，航空器须在飞越管制交接点 BEKOL、TAMOT、SIERA 和 SIKOU 前至少 3 分钟与下一管制单位建立联系。

4.5 For aircraft arriving at or departing from Macao at same level and on same route

Arrival: Minimum longitudinal separation shall be 5 minutes(or 30 NM) when aircraft crossing the transfer of control point between Zhuhai Approach and Hong Kong;

Departure: Minimum longitudinal separation shall be 5 minutes when aircraft crossing the transfer of control point between Macao and Zhuhai Approach;

4.6 The minimum longitudinal separations mentioned in item 4.4 and item 4.5 may be properly reduced when it is permitted by ATC unit.

4.7 In accordance with the requirements for transfer of control and to ensure aircraft to cross transfer of control points at specified time, aircraft overflying Guangzhou and landing at Hong Kong or overflying Guangzhou and Hong Kong to a point beyond Hong Kong are required to report to Guangzhou ATC unit, when over BOSE VOR, Liling VOR or Panlong VOR, giving position report and ETO TAMOT or SIERA. Once the time and altitude of crossing TAMOT or SIERA are determined by Guangzhou ATC unit, they shall be complied with by the pilot of the aircraft concerned and no change is permitted.

4.8 In order to facilitate radar identification and air traffic control, aircraft shall establish contact with the next ATC unit at least 3 minutes prior to crossing such transfer of control points as BEKOL, TAMOT, SIERA and SIKOU.