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PEOPLE'S REPUBLIC OF CHINA
CIVIL AVIATION ADMINISTRATION OF CHINA
AERONAUTICAL INFORMATION SERVICE
P. O. BOX 2272, BEIJING

AIP CHINA
Supplement
Nr.13/19
Apr. 15, 2019

合肥/新桥

HEFEI/Xinqiao

合肥/新桥机场飞行程序调整, 为了便于飞行机组识别特出版此补充资料, 请机组在起飞和落地时注意。合肥/新桥机场相关资料共 8 页附后:

Flight procedure adjusted in HEFEI/Xinqiao airport, this supplement is published for flight crews distinguishing the area, exercise caution while landing and taking off. A total of 8 pages about relevant information with regard to the airport are attached herewith:

校核单:

ZSOF AD 2.24-7A/7B
ZSOF AD 2.24-9A/9B
ZSOF AD 2.24-10A/10B
ZSOF AD 2.24-10C/10D

Checklist:

ZSOF AD 2.24-7A/7B
ZSOF AD 2.24-9A/9B
ZSOF AD 2.24-10A/10B
ZSOF AD 2.24-10C/10D

STANDARD DEPARTURE CHART-INSTRUMENT

VAR4° W

ATIS 128.85
TWR 118.75(118.1)

APP01 119.85(119.025)
APP02 120.45(119.025)
APP03 124.45(119.025)

ZSOF HEFEI/Xinqiao
RWY15

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

BIPIM
N32 33.9
E116 11.0

66
BIPIM-IID
314°

PEDNU
N32 11.3
E116 43.7
3000

CHA'AN
111.8 HFC
CH 55X
N32 04.8E116 46.1

XINQIAO
109.8 XQH
CH 35X
N32 00.6E116 57.6

KAGVO
N32 42.8
E117 15.5

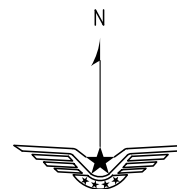
20 003°
KAGVO-IID
KAGVO-15D(by ATC)

SEGPI
N32 32.0
E117 16.0
4800

Note:

Departure turn before DER is forbidden.

This chart only used when 'HFE' U/S



NOT TO SCALE

MIDOX
N31 19.3
E115 52.9

ADGOL
N31 28.7
E116 50.7

IKUBA
N30 51.3
E115 54.1

UXALO
R231°
D8.1THA
N31 41.1
E117 00.5

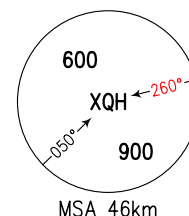
KIKEG
R205°
D10.5THA
N31 36.9
E117 03.1

TAOHUA
114.7 THA
CH 94X
N31 46.7E117 07.4

MADUK
N31 43.1
E118 06.3

LEGIV
N31 36.5
E117 34.5

OREVO
N31 40.0
E118 10.5



Changes: MSA.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR4° W

ATIS 128.85
TWR 118.75(118.1)

APP01 119.85(119.025)
APP02 120.45(119.025)
APP03 124.45(119.025)

ZSOF HEFEI/Xinqiao
RWY33

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

BIPI
N32 33.9
E116 11.0

BIPI-12D
66

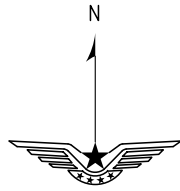
PEDNU
N32 11.3
E116 43.7
3000
1200

CHA'AN
111.8 HFC
CH 55X
N32 04.8E116 46.1

AKAMI
R048°
D13.9HFC
N32 15.0
E116 57.2
3000
1500

KAGVO
N32 42.8
E117 15.5
4500

SEGPI
N32 32.0
E117 16.0
3600



NOT TO SCALE

Note:
Departure turn before DER is forbidden.

This chart only used when 'HFE' U/S



XINQIAO
109.8 XQH
CH 35X
N32 00.6E116 57.6

TAOHUA
114.7 THA
CH 94X
N31 46.7E117 07.4

UXALO
R231°
D8.1THA
N31 41.1
E117 00.5
2700

R157°
D20.4HFC
R274°
D8.9THA
2100

KIKEG
R205°
D10.5THA
N31 36.9
E117 03.1
3000

ADGOL
N31 28.7
E116 50.7

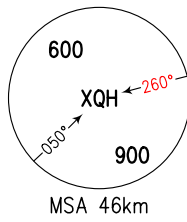
MIDOX
N31 19.3
E115 52.9

IKUBA
N30 51.3
E115 54.1

MADUK
N31 43.1
E118 06.3

LEGIV
N31 36.5
E117 34.5

OREVO
N31 40.0
E118 10.5



Changes: MSA.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR4° W

ATIS 128.85

TWR 118.75(118.1)

APP01 119.85(119.025)

APP02 120.45(119.025)

APP03 124.45(119.025)

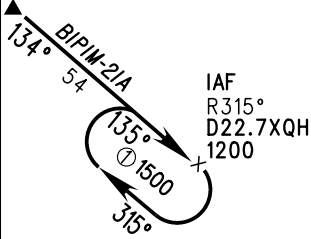
ZSOF HEFEI/Xinqiao

RWY15

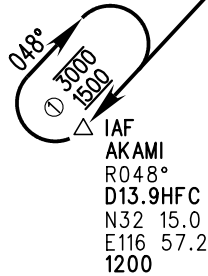
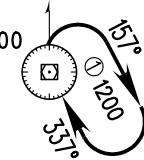
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

BIPIM
N32 33.9
E116 11.0



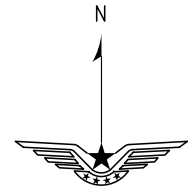
CHA'AN
111.8 HFC
CH 55X
N32 04.8E116 46.1



XINQIAO
109.8 XQH
CH 35X
N32 00.6E116 57.6

KAGVO
N32 42.8
E117 15.5
4500

SEGPI
N32 32.0
E117 16.0
3600



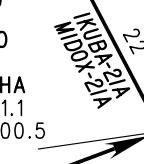
NOT TO SCALE

This chart only used when 'HFE' U/S

Holding MAX IAS 400kmH
Initial approach MAX IAS 380kmH

IAF
R157°
D14.9HFC
R298°
D12.4THA
2400

UXALO
R231°
D8.1THA
N31 41.1
E117 00.5
3600



MIDOX
N31 19.3
E115 52.9

IKUBA
N30 51.3
E115 54.1

IKUBA-2IA

ADGOL
N31 28.7
E116 50.7

KIKEG
R205°
D10.5THA
N31 36.9
E117 03.1
3600

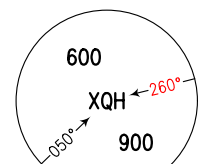
TAOHUA
114.7 THA
CH 94X
N31 46.7E117 07.4

OREVO-2IA
MADUK-2IA

LEGIV
N31 36.5
E117 34.5

MADUK
N31 43.1
E118 06.3

OREVO-2IA
MADUK-2IA
52
260°
57
268°



MSA 46km

Changes: MSA.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR4° W

ATIS 128.85
TWR 118.75(118.1)

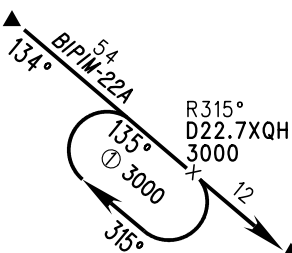
APP01 119.85(119.025)
APP02 120.45(119.025)
APP03 124.45(119.025)

ZSOF HEFEI/Xinqiao
RWY33

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM

TL 3600
TA 3000
3300(QNH>1031hPa)
2700(QNH<979hPa)

BIPI
N32 33.9
E116 11.0



CHA'AN
111.8 HFC
CH 55X
N32 04.8E116 46.1

PEDNU
N32 11.3
E116 43.7
2400

AKAMI
R048°
D13.9HFC
N32 15.0
E116 57.2
2400

XINQIAO
109.8 XQH
CH 35X
N32 00.6E116 57.6

TAOHUA
114.7 THA
CH 94X
N31 46.7E117 07.4

IAF UXALO
R231°
D8.1THA
N31 41.1
E117 00.5
1500

IAF KIKEG
R205°
D10.5THA
N31 36.9
E117 03.1
1800

ADGOL
N31 28.7
E116 50.7

MIDOX
N31 19.3
E115 52.9

IKUBA
N30 51.3
E115 54.1

IAF R118°
D10.8THA
1800

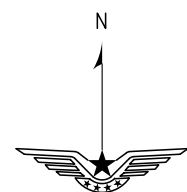
MADUK
N31 43.1
E118 06.3

LEGIV
N31 36.5
E117 34.5

OREVO
N31 40.0
E118 10.5

KAGVO
N32 42.8
E117 15.5

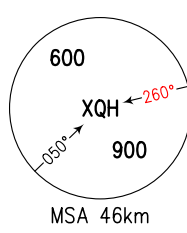
SEGPI
N32 32.0
E117 16.0
4500



NOT TO SCALE

This chart only used when 'HFE' U/S

Holding MAX IAS 400kmH
Initial Approach MAX IAS 380kmH



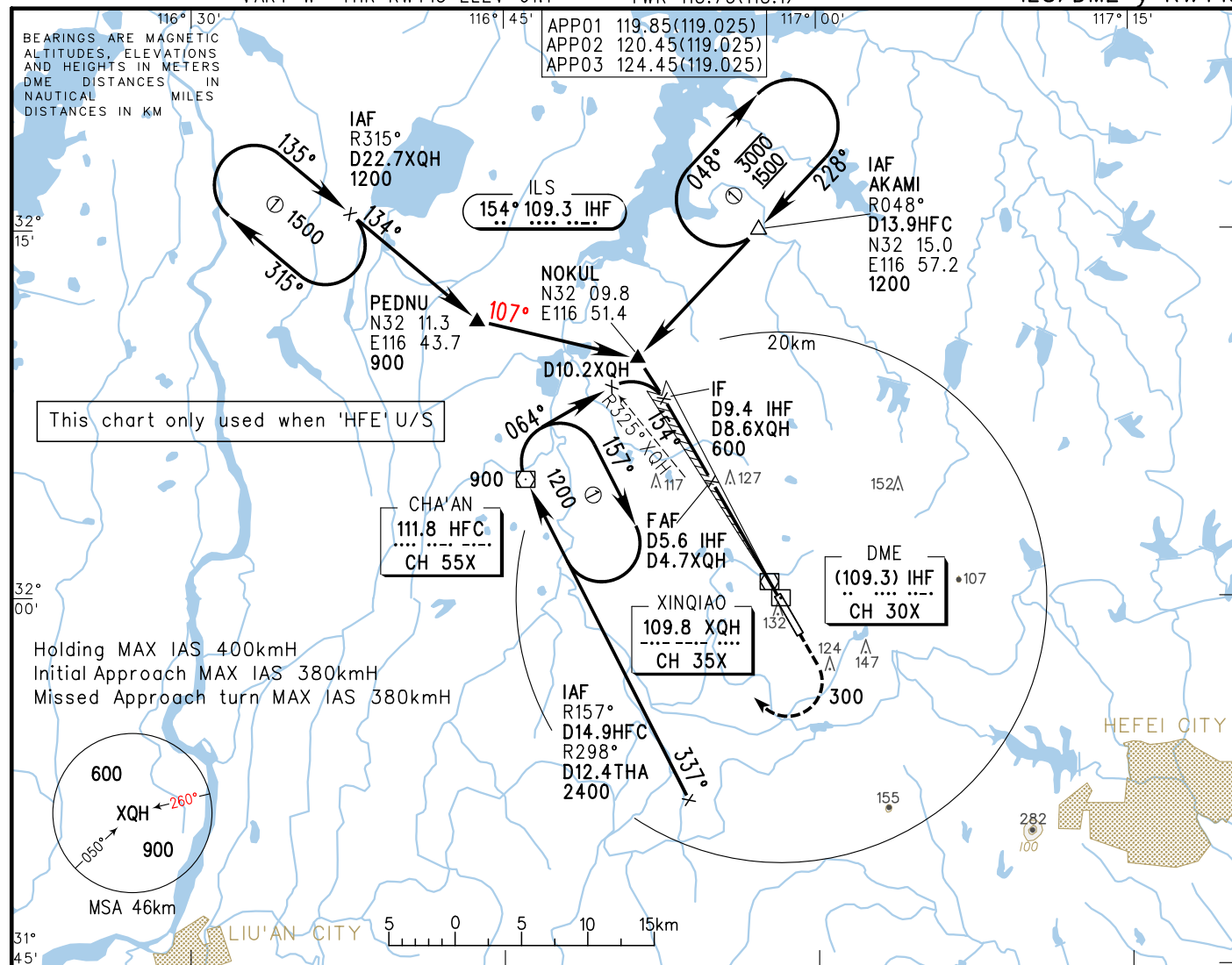
Changes: MSA.

INSTRUMENT APPROACH CHART-ICAO

VAR4°W AERODROME ELEV 63.5 ATIS 128.85
THR RWY15 ELEV 61.1 TWR 118.75(118.1)

ZSOF HEFEI/Xinqiao

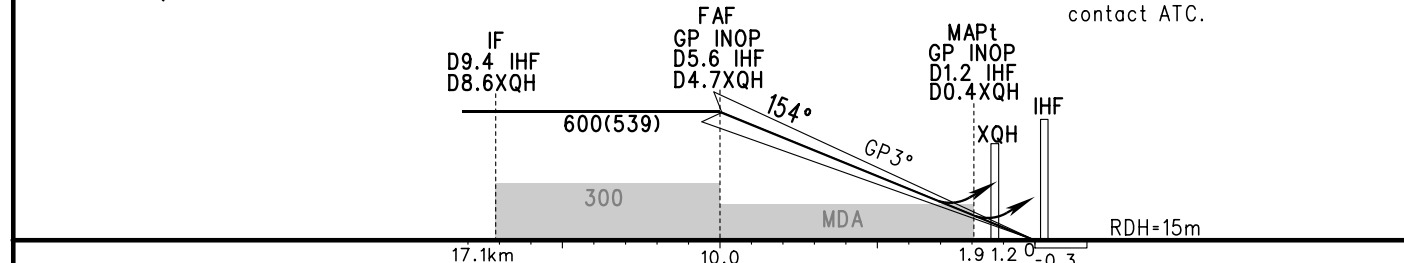
ILS/DME y RWY15



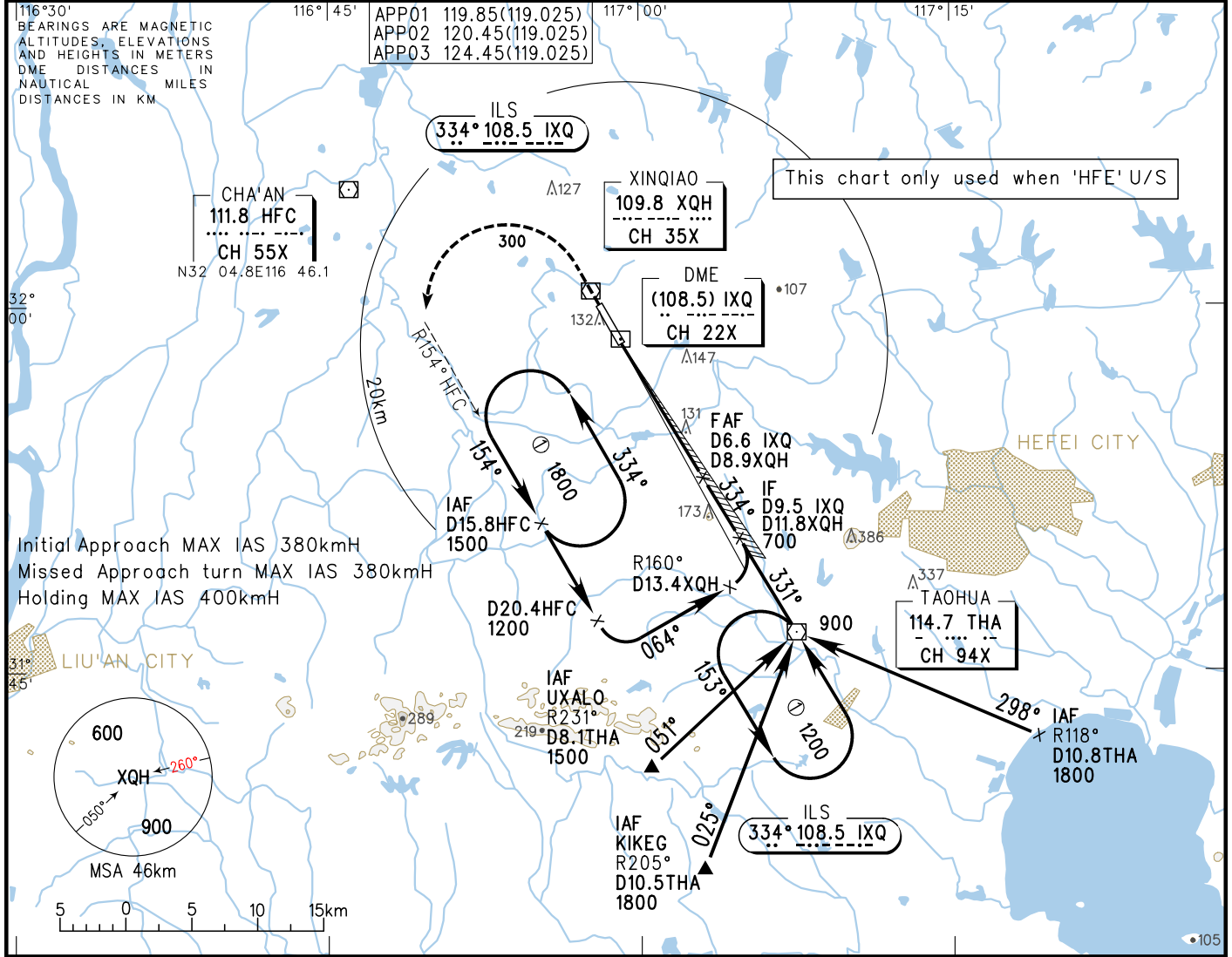
GP INOP	DME (IHF) (NM)	7	6	5	4	3	2	1
	ALT (m)			546	449	352	255	

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

MISSED APPROACH
Climb straight ahead to 300, turn RIGHT to HFC at 900, contact ATC.



	A	B	C	D	FAF-MAPt(GP INOP) 8.1km							
ILS/DME DA(H) RVR/VIS HUD	121(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
	GP INOP			MDA(H) VIS	210(149) 2000		210(149) 2200		210(149) 2400			
CIRCLING	MDA(H) VIS		300(237) 3200		350(287) 4400		400(337) 5000	SA CAT I: (DH)(45),(RA)(54),RVR450 Changes: MSA, HUD, landing minima				

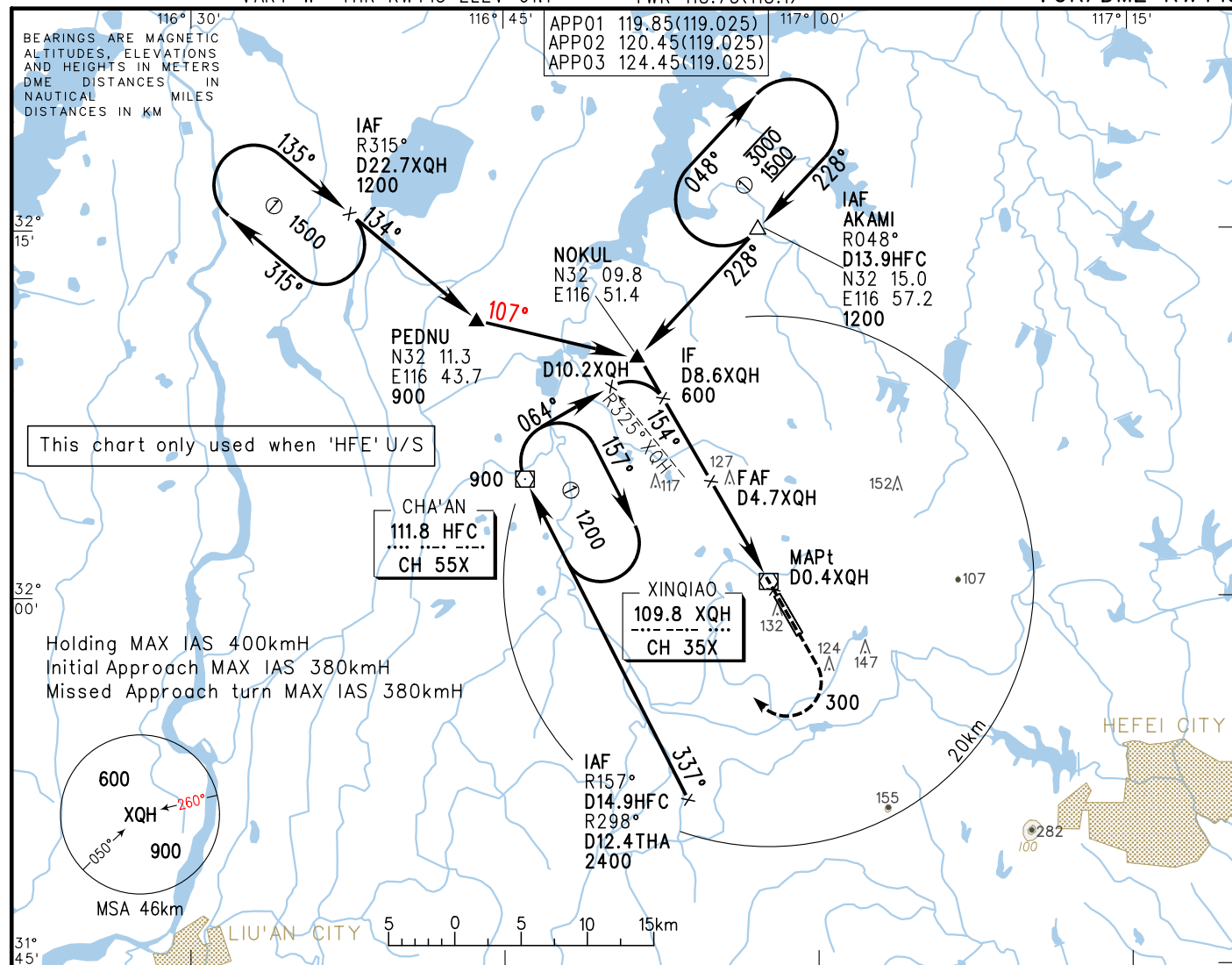


INSTRUMENT APPROACH CHART-ICAO

VAR4°W AERODROME ELEV 63.5 ATIS 128.85
THR RWY15 ELEV 61.1 TWR 118.75(118.1)

ZSOF HEFEI/Xinqiao

VOR/DME RWY15

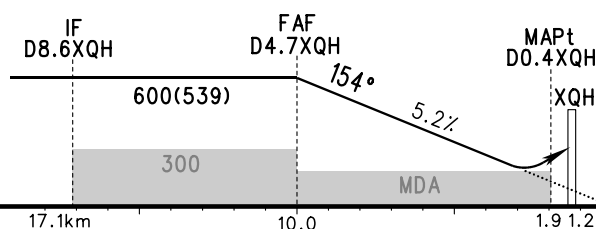


DME (XQH) (NM)	8	7	6	5	4	3	2	1
ALT (m)					524	427	331	235

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

MISSED APPROACH

Climb straight ahead to 300,
turn RIGHT to HFC at 900,
contact ATC.



	A	B	C	D	FAF-MAPt 8.1km						
VOR/DME ^{MDA(H)} VIS	210(149) 2000		210(149) 2200	210(149) 2400	GS in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
					Time min:sec	3:14	2:37	2:12	1:52	1:39	1:27
CIRCLING ^{MDA(H)} VIS	300(237) 3200		350(287) 4400	400(337) 5000	Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.8
					Changes: MSA, angle.						

Changes: MSA, angle.

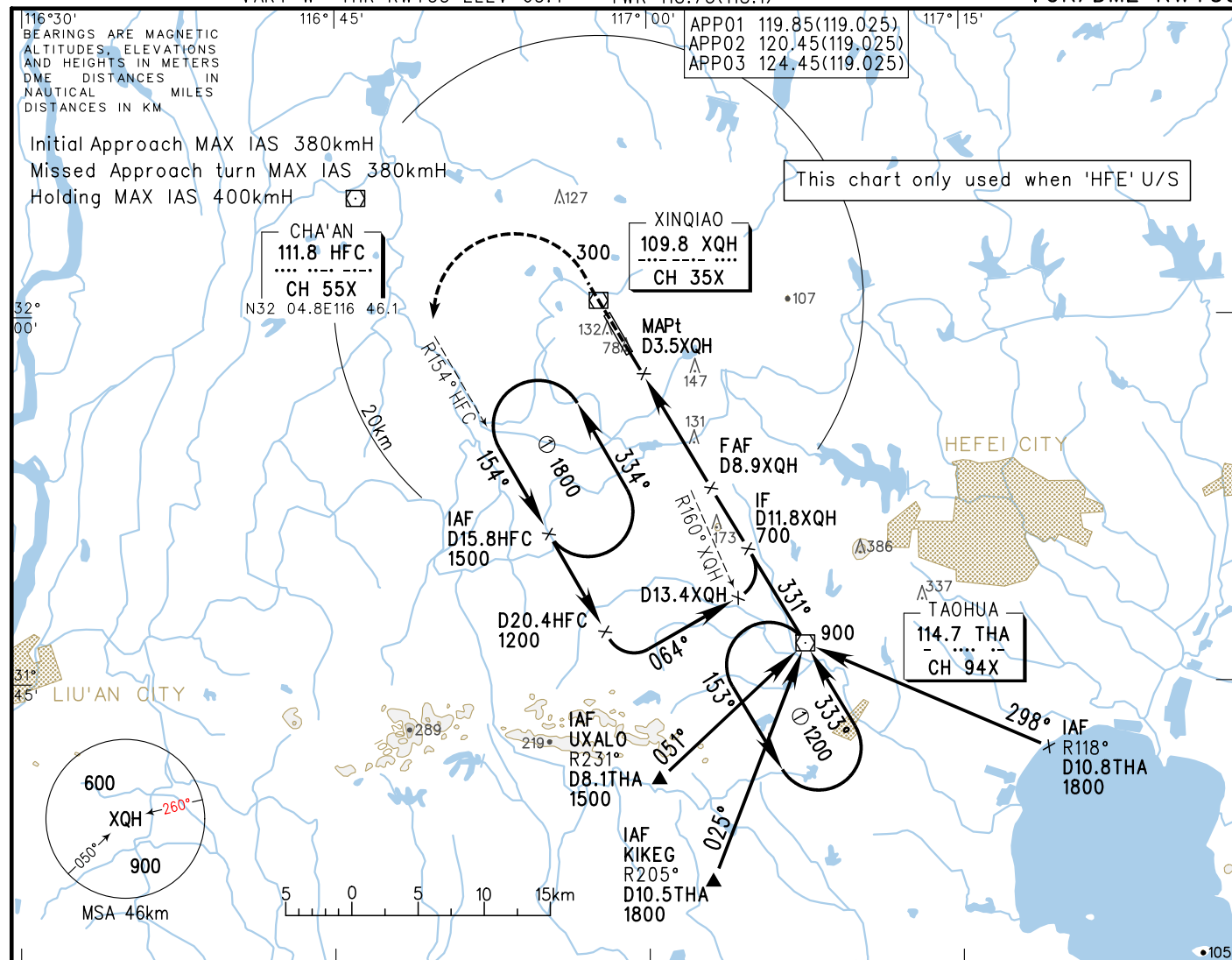
INSTRUMENT APPROACH CHART-ICAO

VAR4°W AERODROME ELEV 63.5
THR RWY33 ELEV 63.4

ATIS 128.85
TWR 118.75(118.1)

ZSOF HEFEI/Xinqiao

VOR/DME RWY33

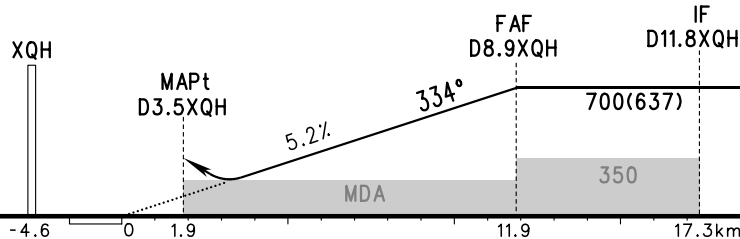


DME (XQH) (NM)	1	2	3	4	5	6	7	8
ALT (m)				224	321	417	513	610

TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

MISSED APPROACH

Climb straight ahead to 300,
turn LEFT intercept R154°HFC
to D15.8HFC/R154° at 1500,
contact ATC.



	A	B	C	D	FAF-MAPt 10.0km						
VOR/DME ^{MDA(H)} VIS	210(147) 2000		210(147) 2200	210(147) 2400	GS in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
CIRCLING ^{MDA(H)} VIS	300(237) 3200		350(287) 4400	400(337) 5000	Time min:sec	4:03	3:14	2:42	2:19	2:01	1:48
					Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.8
					Changes: MSA.						

Changes: MSA.