

GENERAL**Operational Hours**

ATS Hours / AD OPS Hours: H24

Airport Information

RFF: CAT 9

Fuel: Nr.3 Jet fuel

PCN: RWY 12R/30L: 74/R/B/W/T

RWY 12L/30R: 98/R/B/W/T (0-800m / 0-2625ft inward THR), 82/R/B/W/T (others)

Operation**Traffic Note**

AD operation up to B747-8 and equivalent.

Low Visibility Procedure

LVP in force when:

RVR is down to 600m or ceiling is down to 60m.

RVR is lower than 200m and more than 150m.

| Follow me is mandatory for DEP on TWYs F, G6, T4-T11, T13.

Minimum RWY Occupancy Time (MROT)

Ensure standard MROT procedures and in addition;

Enter RWY from TWY HLDG position and get ready for TKOF within 60sec. Contact ATC if unable to comply.

RWY Restriction

180° turn on RWY without ATC permission prohibited.

Enter RWY via TWY D4 and TWY U prohibited.

| RWY 12R/30L CLSD for MAINT SAT, SUN 1830-2130

| RWY 12L/30R CLSD for MAINT MON, TUE 1830-2130

TWY Restriction

TWY T8 width 20m / 66ft.

TWY T9 width 18m / 59ft.

TWY D, D1-D3, D4 (north of E), D5, D8, D9, D11, D12, E, E1, E2 (between D and E), E3-E5 MAX wingspan 79.8m / 261.8ft.

TWY G5 (between T7 and H), H, H1, H2, H11, R, R1-R4, S, T7 (between T13 and G5), T10, T11, T13, U MAX wingspan 68.56m / 224.9ft.

When deicing stand 103 used as TWY MAX wingspan 68.56m / 224.9ft.

TWY D4 (south of E), G4, H4, H6, H8 MAX wingspan below 65m / 213ft.

TWY G5 (between T6 and T7), T6 MAX wingspan below 61m / 200ft.

TWY D6, D7, S1 MAX wingspan below 52m / 171ft.

TWY E2 (south of E), F, G2, G3, G6 (north of T11), H3, T2-T5, T7 (between G4 and G5), T8, T9 MAX wingspan below 36m / 118ft.

TWY D1, D2 stop and wait for ATC instructions at RWY HLDG positions. ACFT nose shall not exceed RWY HLDG position marking. Inform ATC when ACFT nose exceeds the RWY HLDG position without instruction.

MAX taxi speed passing obstacles 15km/h.

TWY D, H avoid ACFT vacating RWY.

GENERAL

Preferred taxi routes

TKOF RWY 12L/30R taxi into RWY via TWY D1, D12, except when received other ATC instruction.

LDG RWY 30L, vacate RWY via TWY H4, H1.

Stand	Enter via	Exit via
1	G4 or T6	T6 or G4
2-11	T6	T6
14-19	T7	T6 (Taxi out)
27-30, 32-35	T10	T10
31	T10 or H2	T10
58-71	T8	T8
72-82	T8	T9 (Taxi out)
83	T8 (push-back)	T8 (Taxi out)
201, 202	T6 or T13	T13
203, 204	T13	T13
210-215	G6	T5
216	G6	T4 or T5
217-222	G6	T4
228-247, 901-908	R	R
248-252	F	F
253-258	E2	T3
259	E2	T2 or T3
260-265	E2	T2
266-268, 266L, 266R	E	E
269, 270	D4	D4
805, 806	E	D12
807, 808	E	D1

Stands 101-103 Enter/Exit stands with ATC instructions only.

Preferred taxi routes for wingspan restricted stands

Stands	Wingspan limits	Enter via TWYs	Exit via TWYs
71	≤ 52m / 171ft	G4 - T8 or G5 - T6 - T8	T8 - G4 or T8 - T6 - G5
71	≤ 65m / 213ft	G4 - T8	T8 - G4
32		T10 (turn right); forbidden to enter G1	push-back to G1, G1 - T10 - H2

GENERAL**Hot Spots**

HOT SPOT No.	DESCRIPTION
HS 1	Observe cautiously to avoid conflict.
HS 2	Heavy traffic flow and significant conflicts within the intersection area of TWY S, U and H. Visual observation in advance is required to avoid conflicts.
HS 3	Intersection of TWY T13 and T7 is frequently used, most by heavy ACFT. Wing-span limits are different from taxiing on T13 to T6 and T7, heavy ACFT shall pay attention on these limits, avoiding entering non-applicable wingspan area.
HS 4	Wingspan limits on TWY T7 is different between west of G5 and east of G5. ACFT with wingspan above 36m / 118ft shall pay attention while taxiing, avoiding entering non-applicable wingspan area.
HS 5	Visual observation in advance is required before entering TWY H from TWY G5, avoiding going in opposite direction with ACFT taxiing on TWY H, report conflict to controller immediately.
HS 6	Avoid head to head conflicts with ACFT vacating APN via TWY H4 to cargo APN when RWY 30L in use. If in conflict, stop immediately and inform ATC.

Taxi/Parking

Stands 27-35, 58-82, 248-252 follow-me is mandatory.

PWR back without CLR from GND prohibited.

Engine Run-up Areas

Stand 83 is used for CAT C ACFT fast engine run-up.

ENG run-ups on the boarding bridges stands or fast ENG run-ups on remote stands are forbidden.

Other ENG run-ups shall be carried out at designated location with ATC clearance.

ARRIVAL**Communication**

After LDG keep TWR FREQ and report when RWY vacated.

Arrival Procedure**VFR Traffic Pattern**

RWY 12R/L right-hand circuit.

Warnings

Deviating to the east prohibited when approaching to RWY 30L/30R.

RWY 30L: Vacating RWY via TWY H6 may lead to head to head conflict.

DEPARTURE**Take-off Minima**

RWY		12L		
A, B, C	2 Turbine or 3 + 4 ENG	ft - m/km	0 - 200R	REDL, RCLL, LVP
D			0 - 250R	
All ACFT			0 - 400R/800V	REDL, HJ only
			0 - 500R/800V	wo LGT, HJ only
Others 1 + 2 ENG			0 - 1600V	-
RWY		12R/30L, 30R		
2 Turbine or 3 + 4 ENG	ft - m/km	0 - 400R/800V	REDL, HJ only	
		0 - 500R/800V	wo LGT, HJ only	
Others 1 + 2 ENG		0 - 1600V	-	

Communication

Report RWY designator used for TKOF on first contact with APP.

COM Failure

When contact with assigned GND FREQ fails, stop prior to HLDG position and contact original GND FREQ.

Departure Procedure**Start-up/Push-back**

Request ENG start-up from TWR not earlier than 10min prior to push-back.

PWR back without CLR from GND prohibited.

Noise Abatement Procedure

Derated TKOF is strongly recommended if suitable.

Use ICAO Standard TKOF PROC A.

De-icing

HS or O/R. Contact ATC prior to pushback. Follow-me mandatory. Contact TWR for start-up clearance after de-icing.

De-icing with ENG at idle PWR AVBL between 2300-0900.

Effective 26-APR-2018

19-APR-2018

CGO-ZHCC

China Zhengzhou Xinzheng

AGC

AFC

AFC

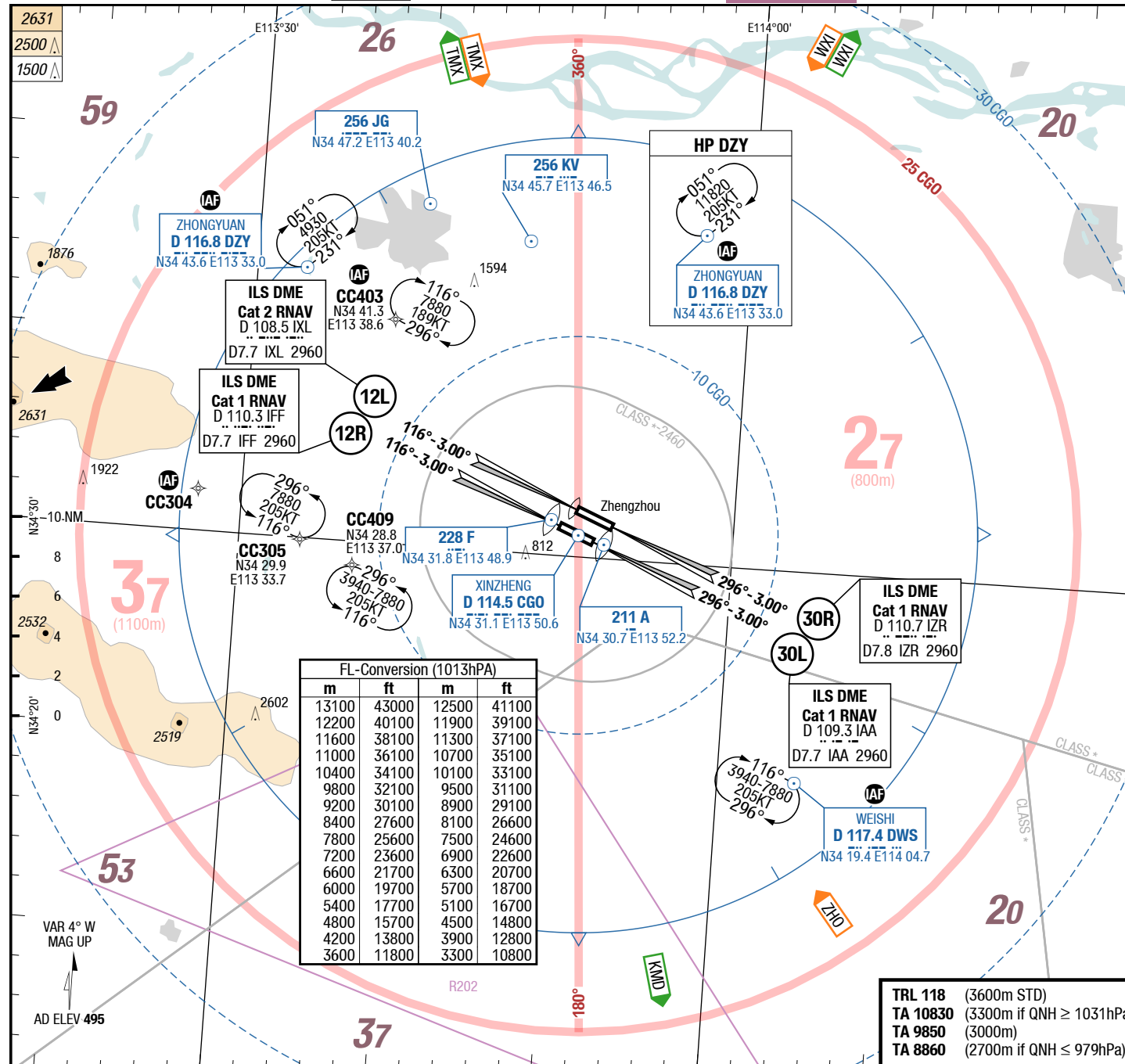
AFC

Xinzheng Zhengzhou China

AGC

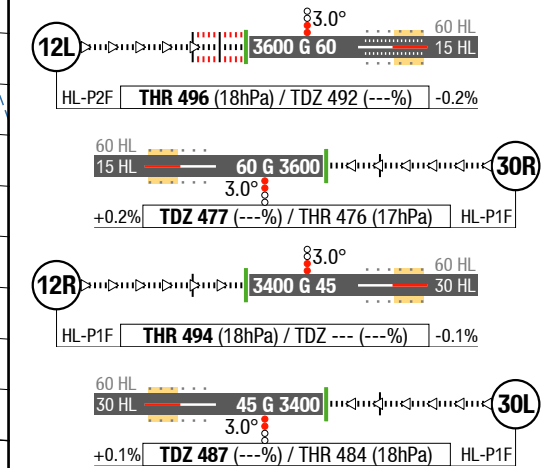
AFC

2-10



ATIS 128.450
APP 120.275 AP01 124.200 AP01
126.350 AP02 By ATC 124.200 AP02 By ATC
TWR 118.075 RWY 12L/30R 118.850
118.300 RWY 12R/30L 118.850
GND 121.600 South Ground
121.900 North Ground
APN 121.975 South, By APN Control
121.700 North
DLV 121.800

Landing RWY system:



Changes: FREQ

Effective 26-APR-2018

19-APR-2018

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3-20

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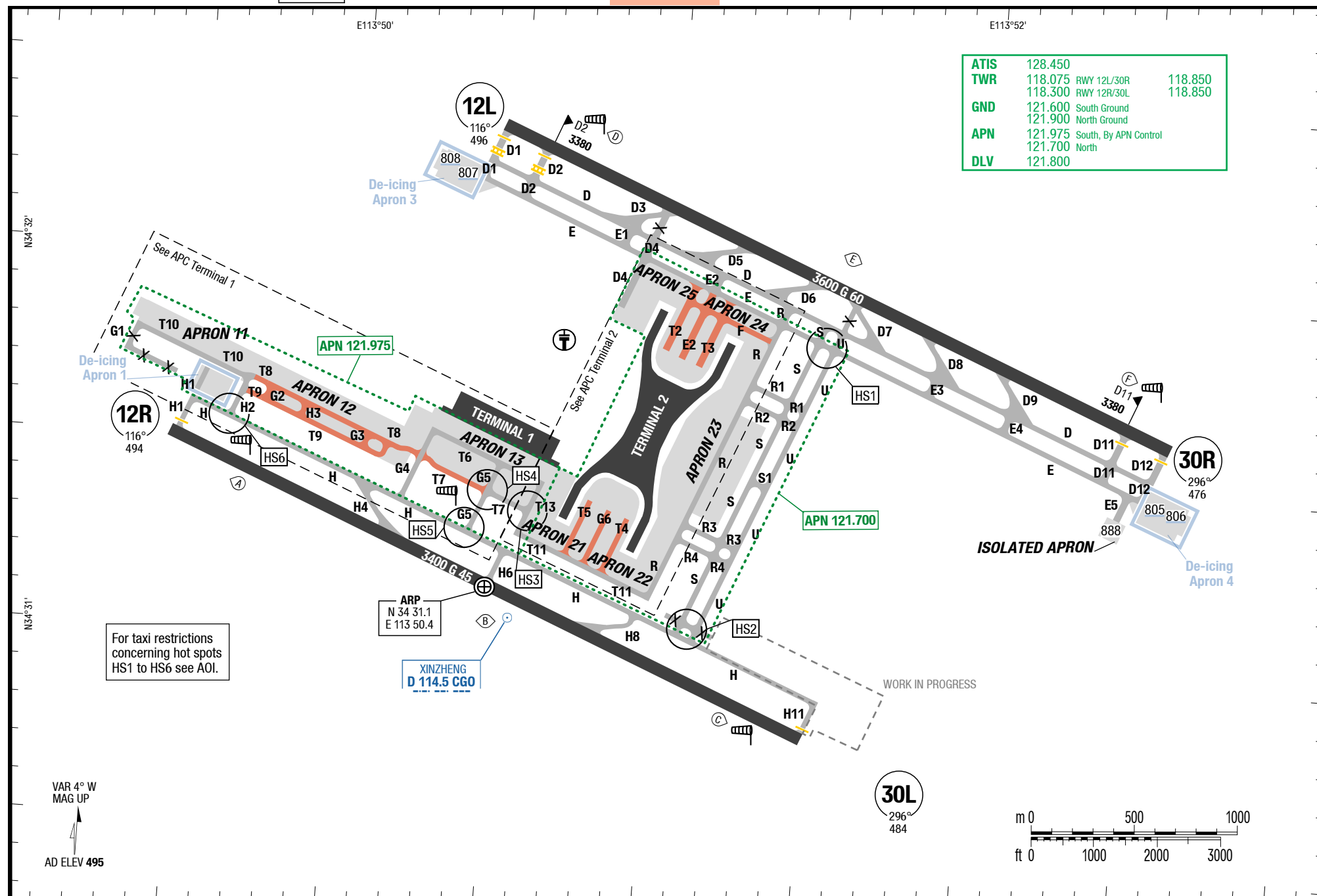
AGC

AGC

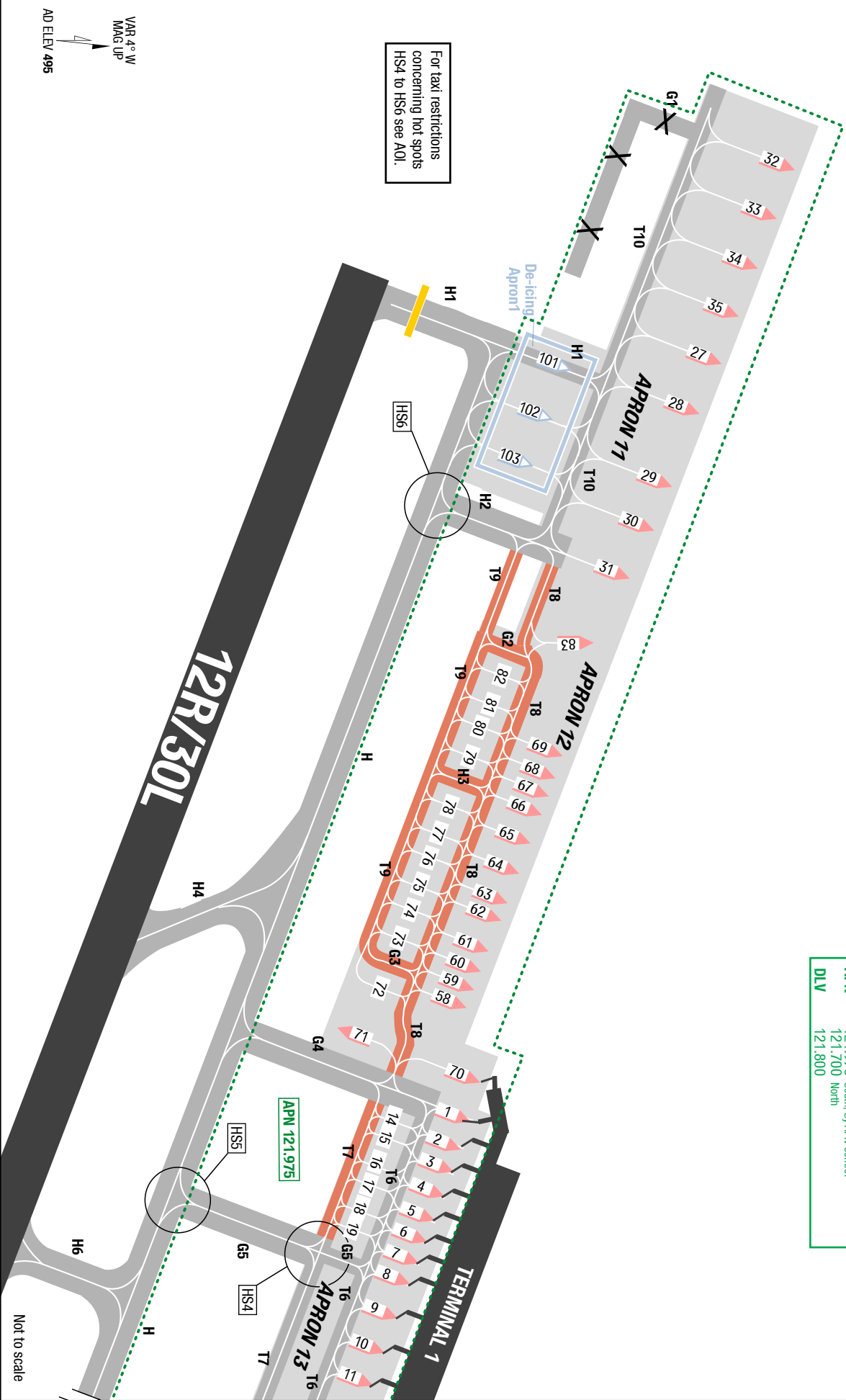
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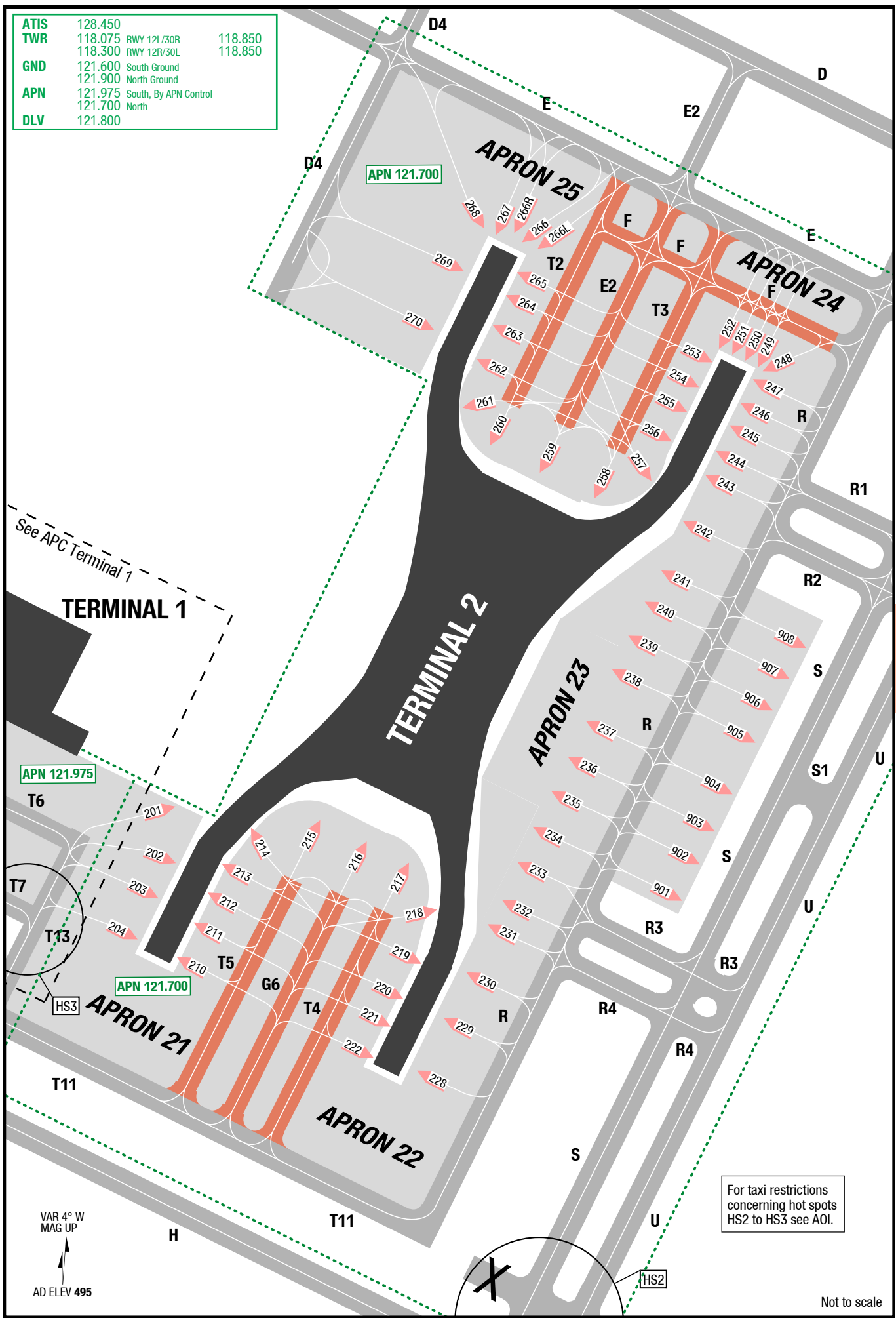
Xinzheng Zhengzhou China

AGC



ATIS	128.450	
TWR	118.075 RMY 120/30R	118.850
	118.300 RMY 126/30L	118.850
GND	121.600 South Ground	
	121.900 North Ground	
APN	121.975 South: By APN Control	
	121.700 North	
DLV	121.800	



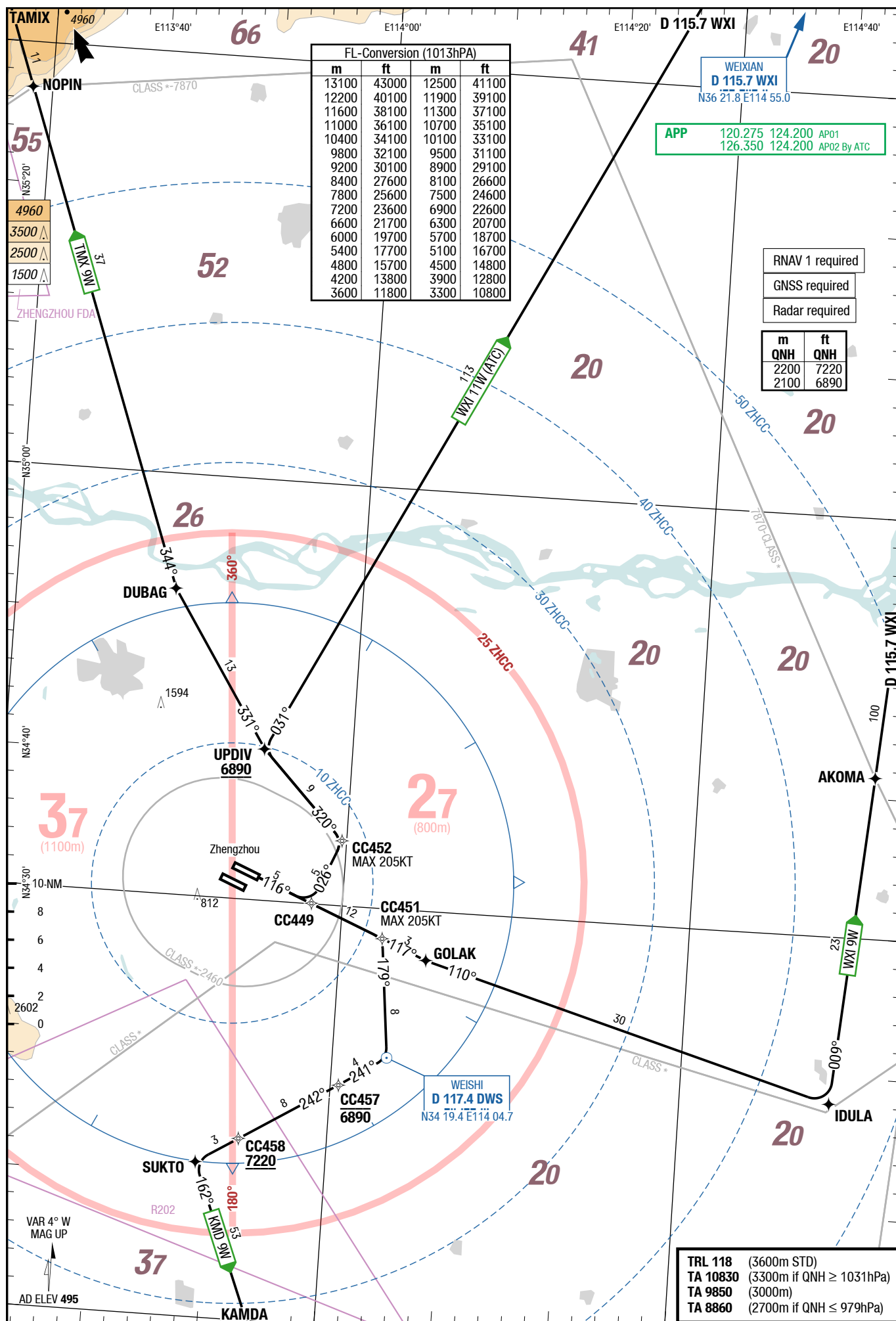


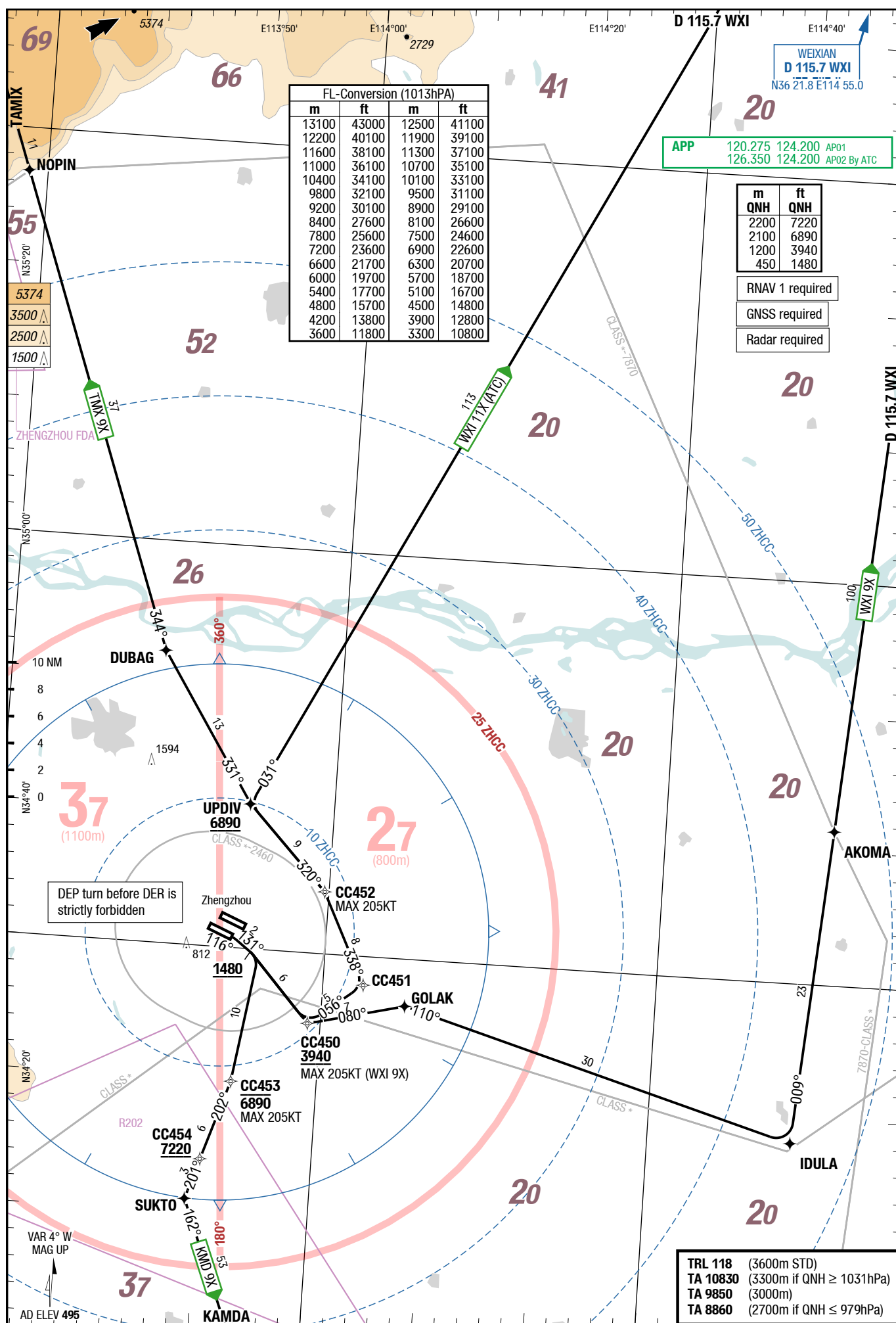
ATIS	128.450	
TWR	118.075	RWY 12L/30R
	118.300	RWY 12R/30L
GND	121.600	South Ground
	121.900	North Ground
APN	121.975	South, By APN Control
	121.700	North
DLV	121.800	

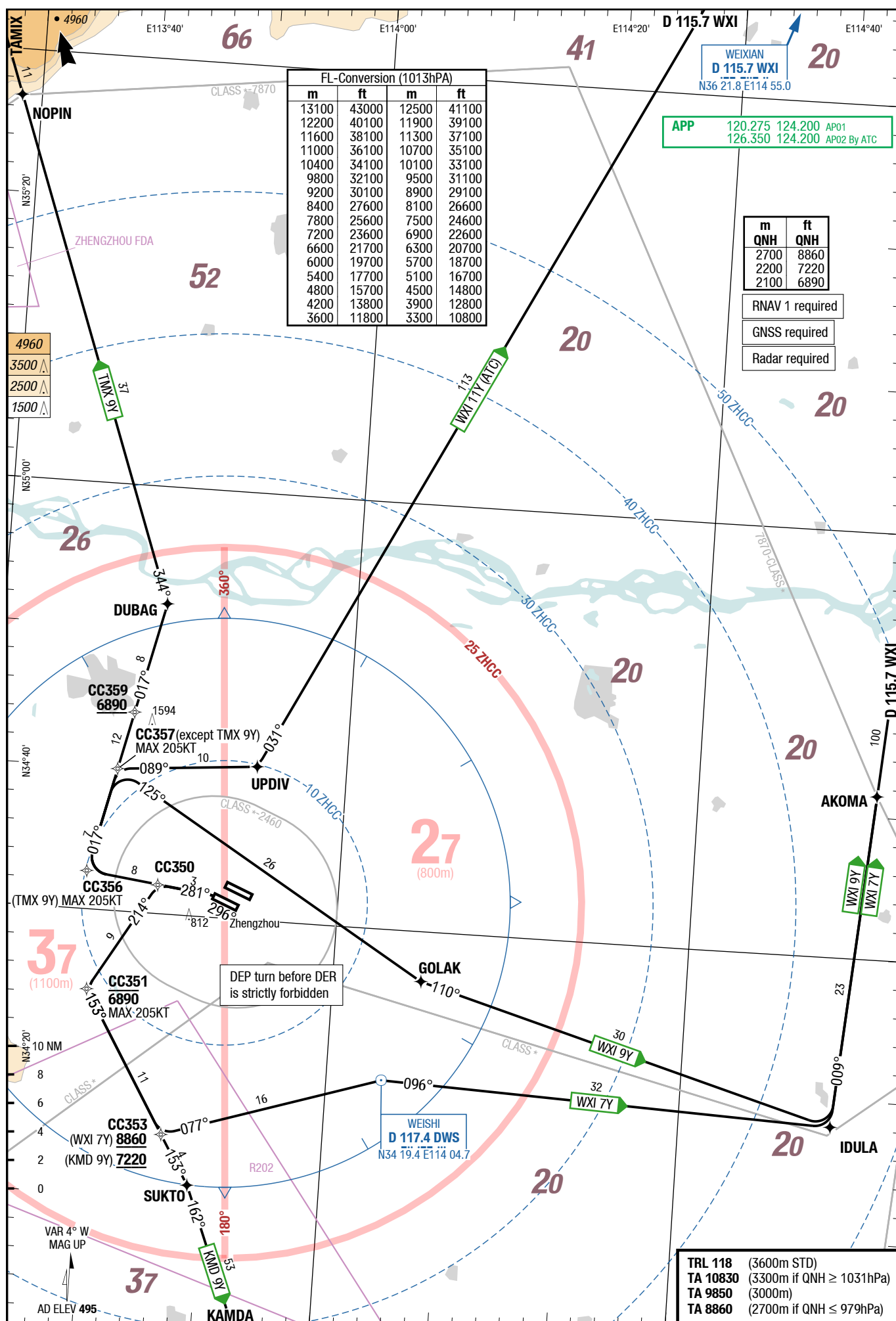
VAR 4° W
MAG UP
AD ELEV 495

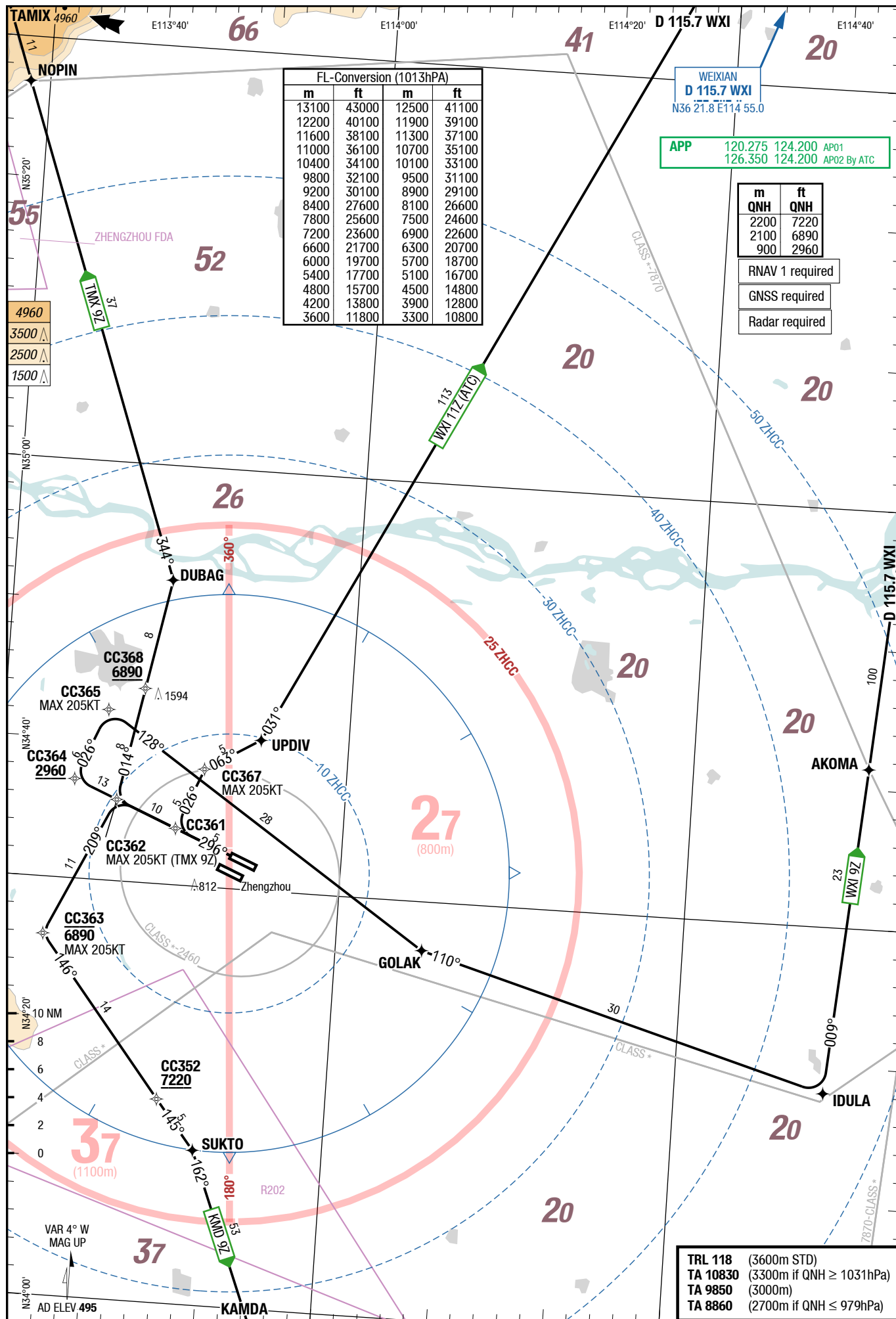
For taxi restrictions
concerning hot spots
HS2 to HS3 see A01.

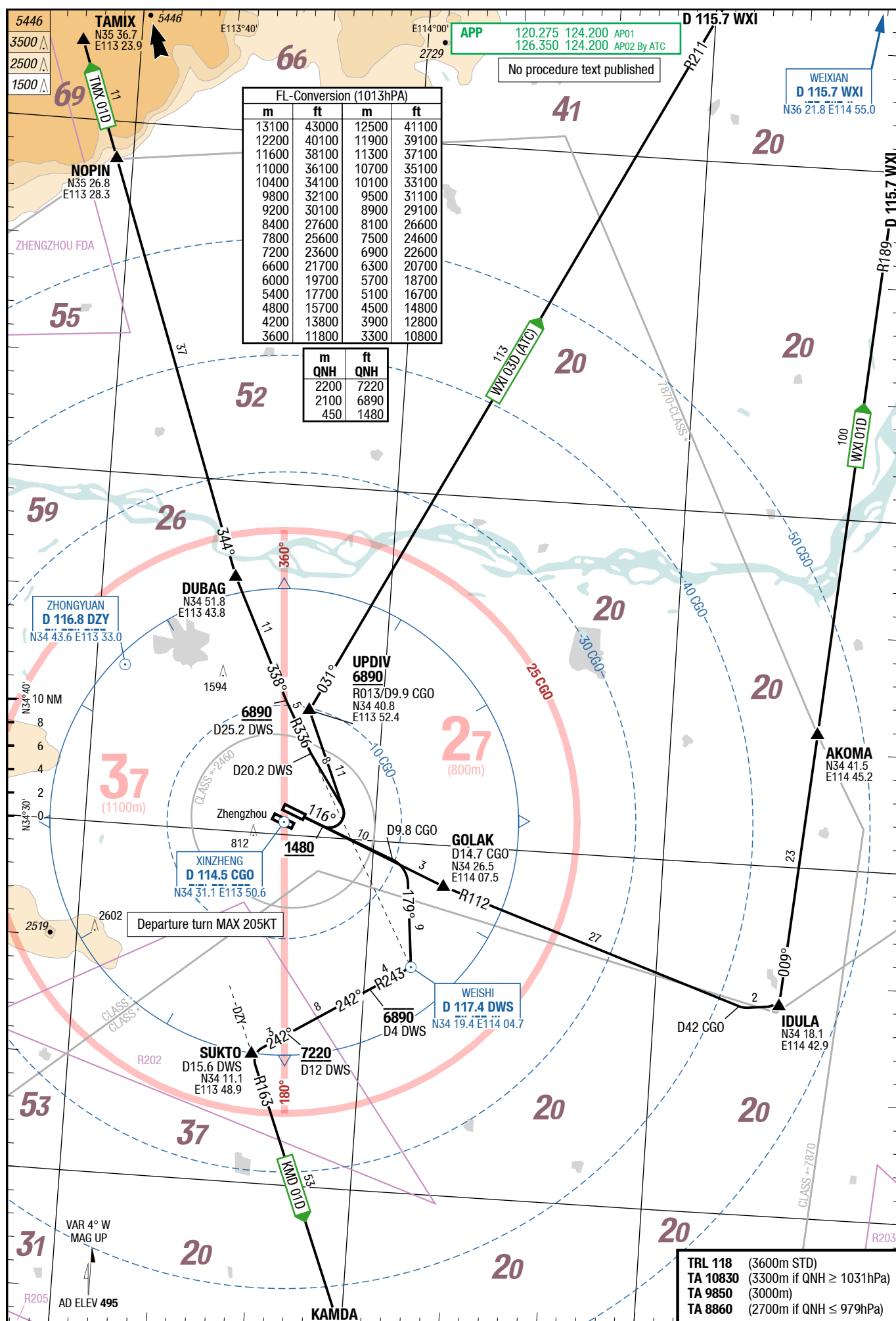
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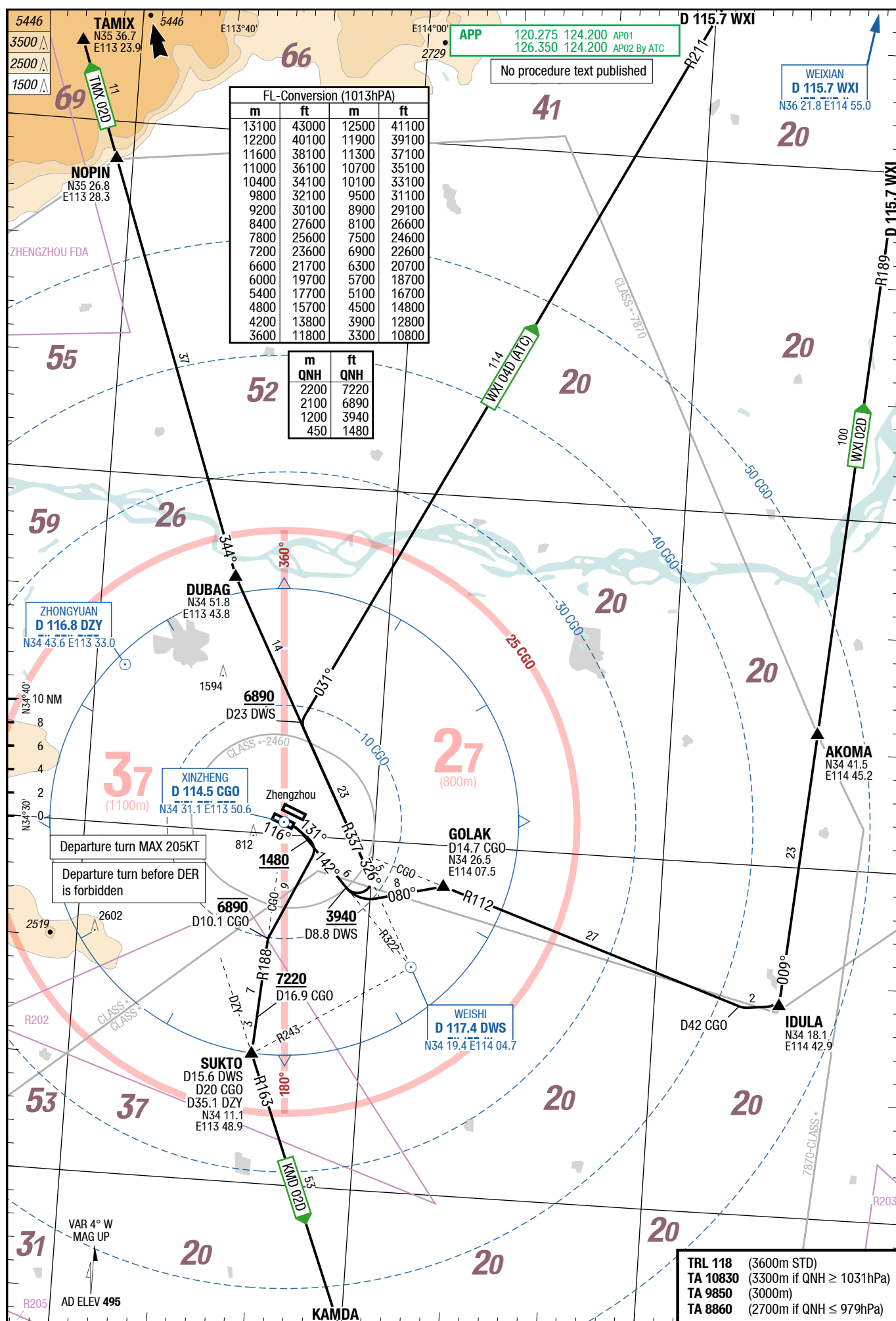


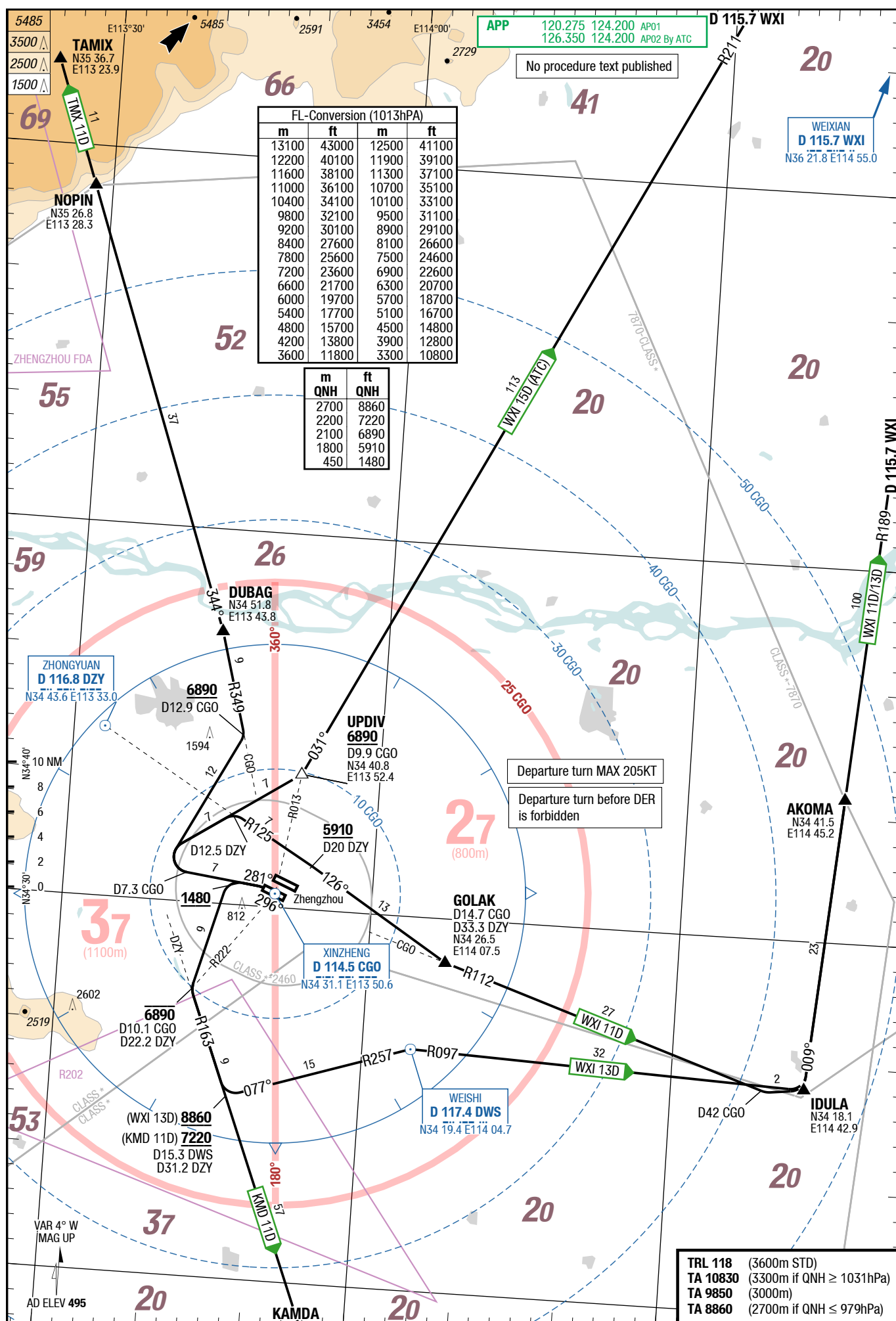


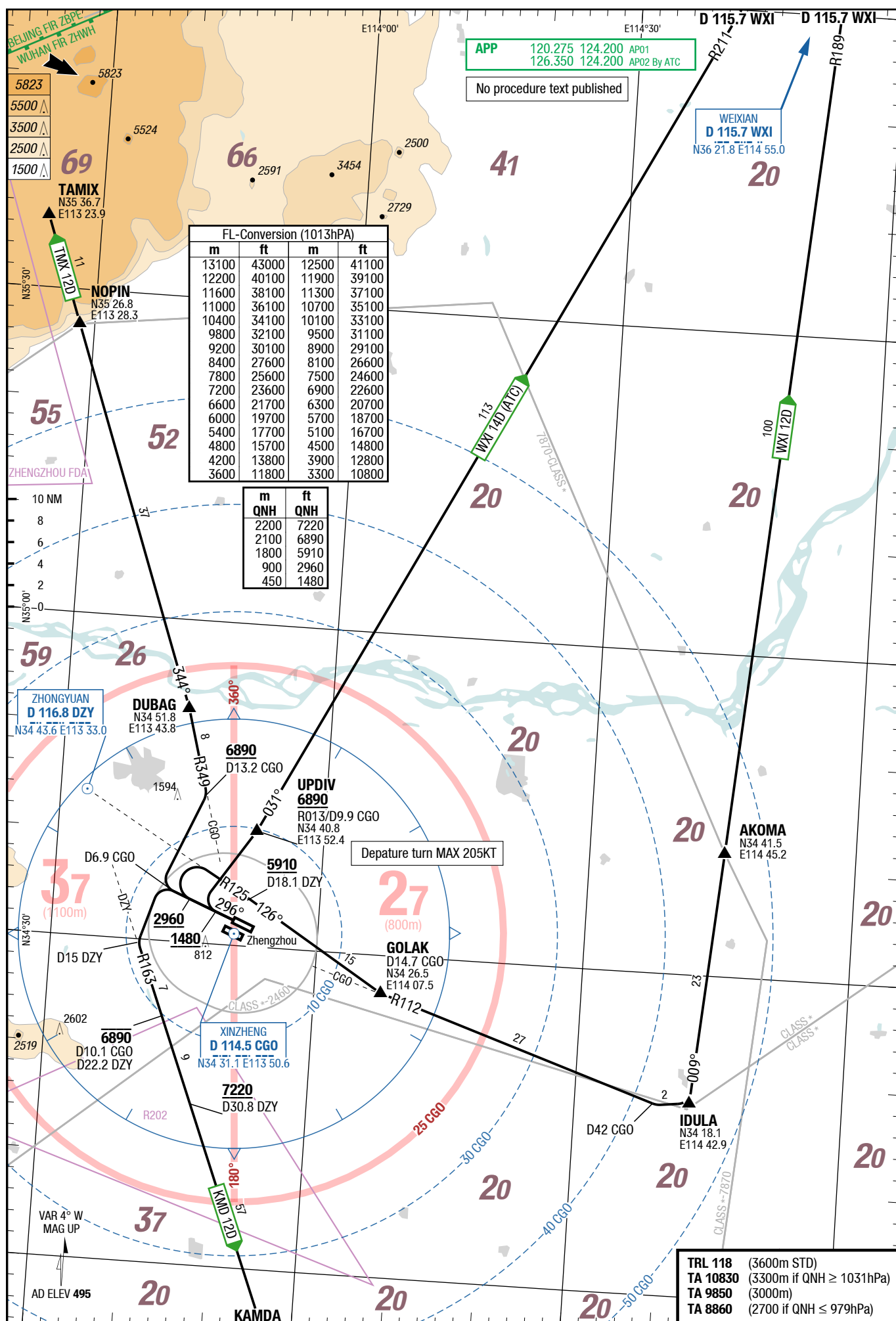












05-OCT-2017

CGO-ZHCC**5-10****RNAV SIDs RWY 12L****SIDPT**

KMD 9W / TMX 9W / WXI 11W / WXI 9W
RWY 12L (116°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12L	
KMD 9W 120.275	CC451 [K205-] - DWS - CC457 - CC458 - SUKT0 - KAMDA	CC457 MAX 6890 CC458 MNM 7220
TMX 9W 120.275	CC449 - CC452 [K205-] - UPDIV - DUBAG - NOPIN - TAMIX	UPDIV MNM 6890
WXI 11W (ATC) 120.275	CC449 - CC452 [K205-] - UPDIV - WXI	UPDIV MNM 6890
WXI 9W 120.275	CC451 [K205-] - GOLAK - IDULA - AKOMA - WXI	

05-OCT-2017

CGO-ZHCC**5-20****RNAV SIDs RWY 12R****SIDPT****KMD 9X / TMX 9X / WXI 11X / WXI 9X**

RWY 12R (116°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12R	
KMD 9X 120.275 ①	[A1480] - CC453 [K205-] - CC454 - SUKTO - KAMDA	CC453 MAX 6890 CC454 MNM 7220
TMX 9X 120.275 ①	[A1480] - CC450 - CC451 - CC452 [K205-] - UPDIV - DUBAG - NOPIN - TAMIX	CC450 MNM 3940 UPDIV MNM 6890
WXI 11X (ATC) 120.275 ①	[A1480] - CC450 - CC451 - CC452 [K205-] - UPDIV - WXI	CC450 MNM 3940 UPDIV MNM 6890
WXI 9X 120.275 ①	[A1480] - CC450 [K205-] - GOLAK - IDULA - AKOMA - WXI	CC450 MNM 3940

① DEP turn before DER is strictly forbidden

Changes: FREQ

KMD 9Y / TMX 9Y / WXI 11Y / WXI 7Y / WXI 9Y

RWY 30L (296°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30L	
KMD 9Y 120.275 ①	CC350 - CC351 [K205-] - CC353 - SUKTO - KAMDA	CC351 MAX 6890 CC353 MNM 7220
TMX 9Y 120.275 ①	CC356 [K205-] - CC359 - DUBAG - NOPIN - TAMIX	CC359 MNM 6890
WXI 11Y (ATC) 120.275 ①	CC356 - CC357 [K205-] - UPDIV - WXI	
WXI 7Y 120.275 ①	CC350 - CC351 [K205-] - CC353 - DWS - IDULA - AKOMA - WXI	CC351 MAX 6890 CC353 MNM 8860
WXI 9Y 120.275 ①	CC356 - CC357 [K205-] - GOLAK - IDULA - AKOMA - WXI	

① DEP turn before DER is strictly forbidden

05-OCT-2017

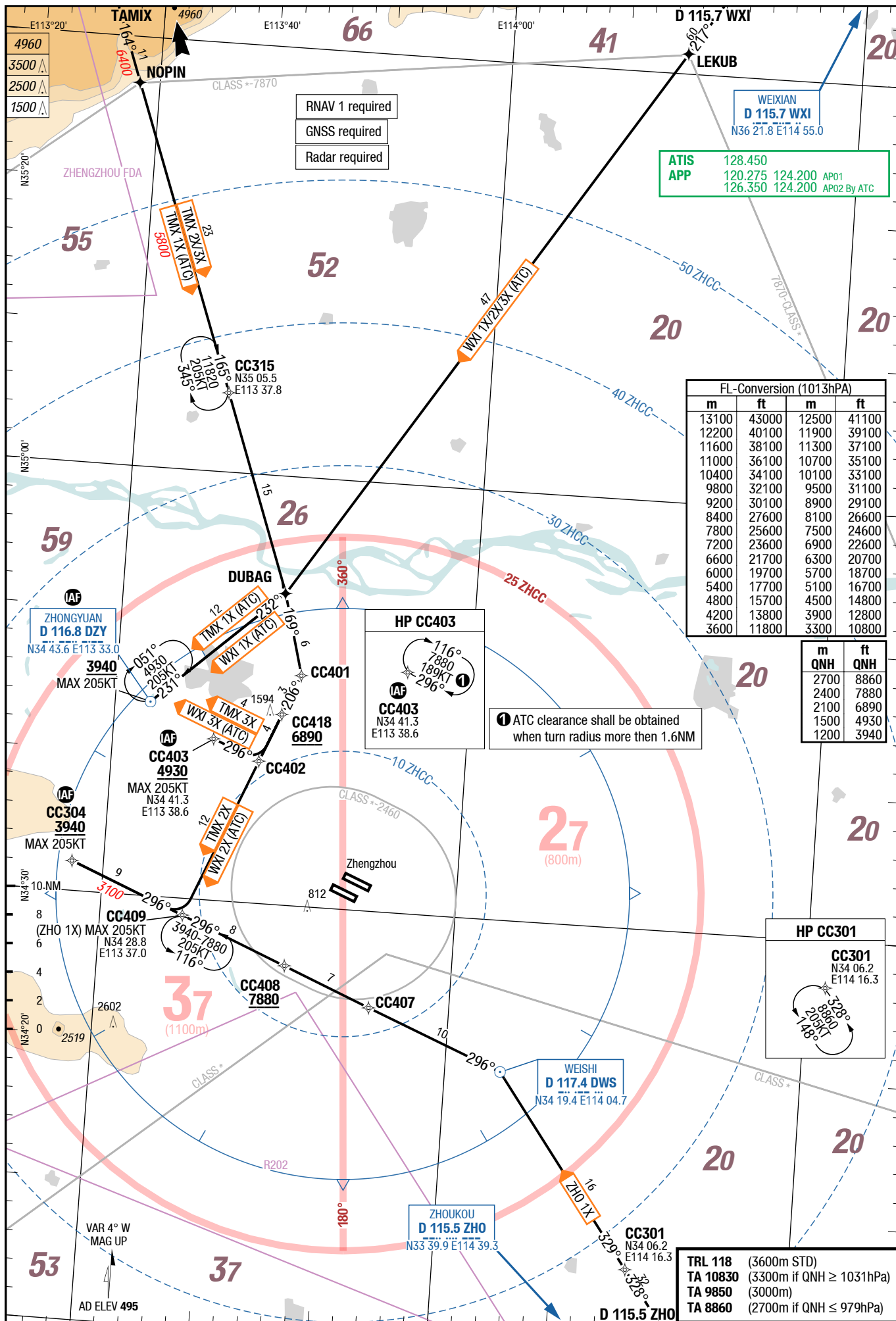
CGO-ZHCC

5-40

RNAV SIDs RWY 30R**SIDPT****KMD 9Z / TMX 9Z / WXI 11Z / WXI 9Z**

RWY 30R (296°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30R	
KMD 9Z 120.275	CC362 - CC363 [K205-] - CC352 - SUKTO - KAMDA	CC363 MAX 6890 CC352 MNM 7220
TMX 9Z 120.275	CC362 [K205-] - CC368 - DUBAG - NOPIN - TAMIX	CC368 MNM 6890
WXI 11Z (ATC) 120.275	CC361 - CC367 [K205-] - UPDIV - WXI	
WXI 9Z 120.275	CC364 - CC365 [K205-] - GOLAK - IDULA - AKOMA - WXI	CC364 MNM 2960

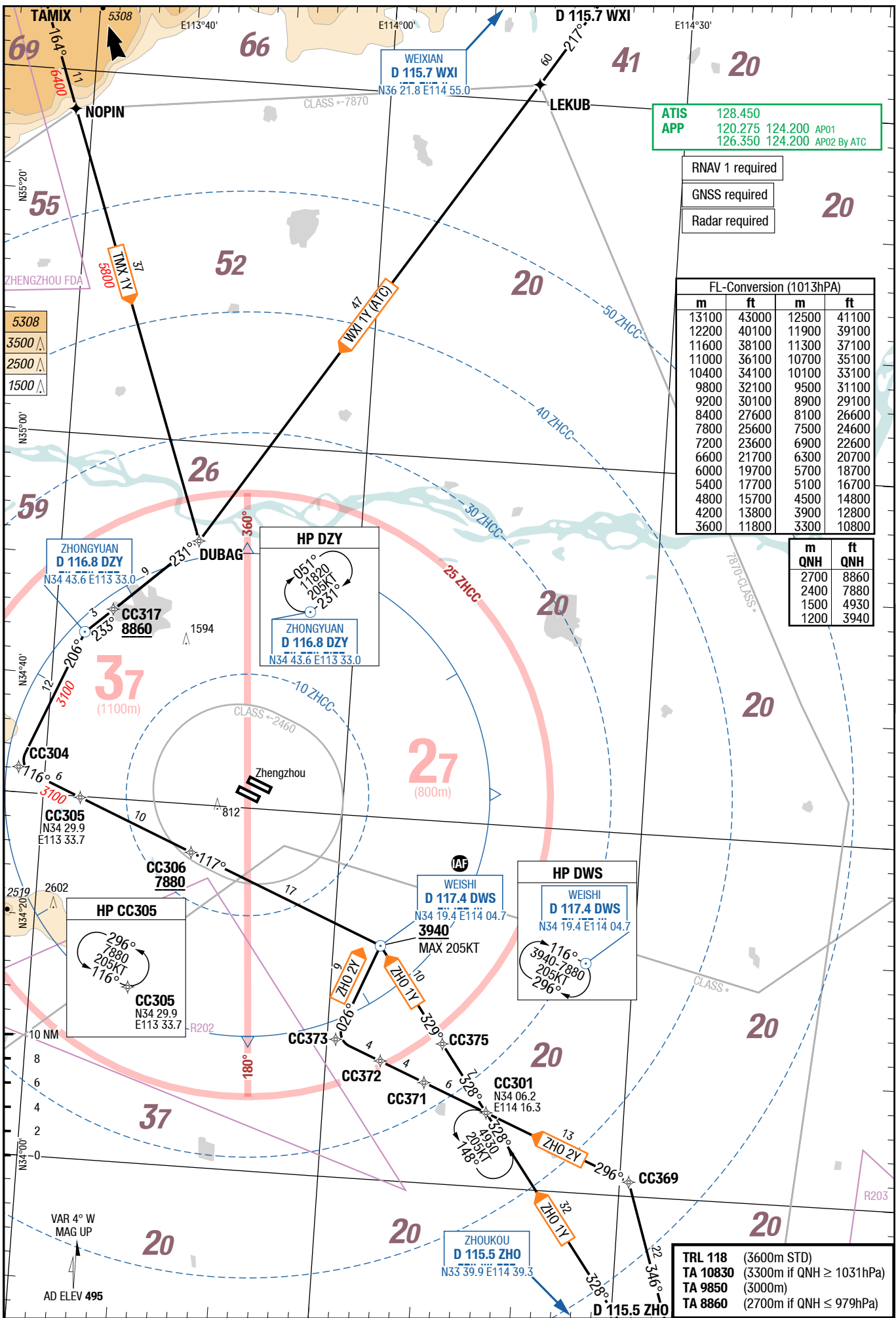


ATIS 128.450
APP 120.275 124.200 AP01
126.350 124.200 AP02 By ATC

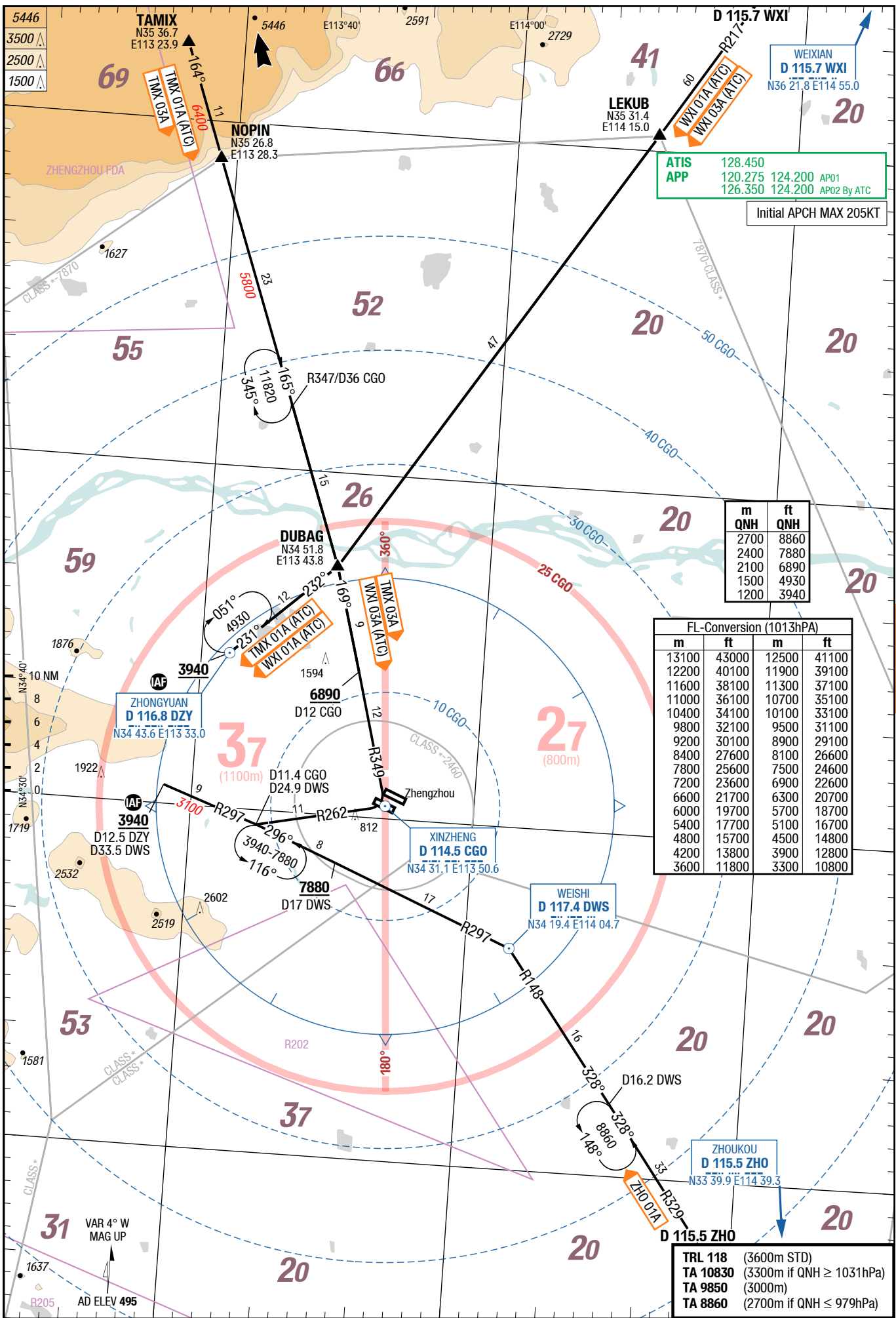
RNAV 1 required
GNSS required
Radar required

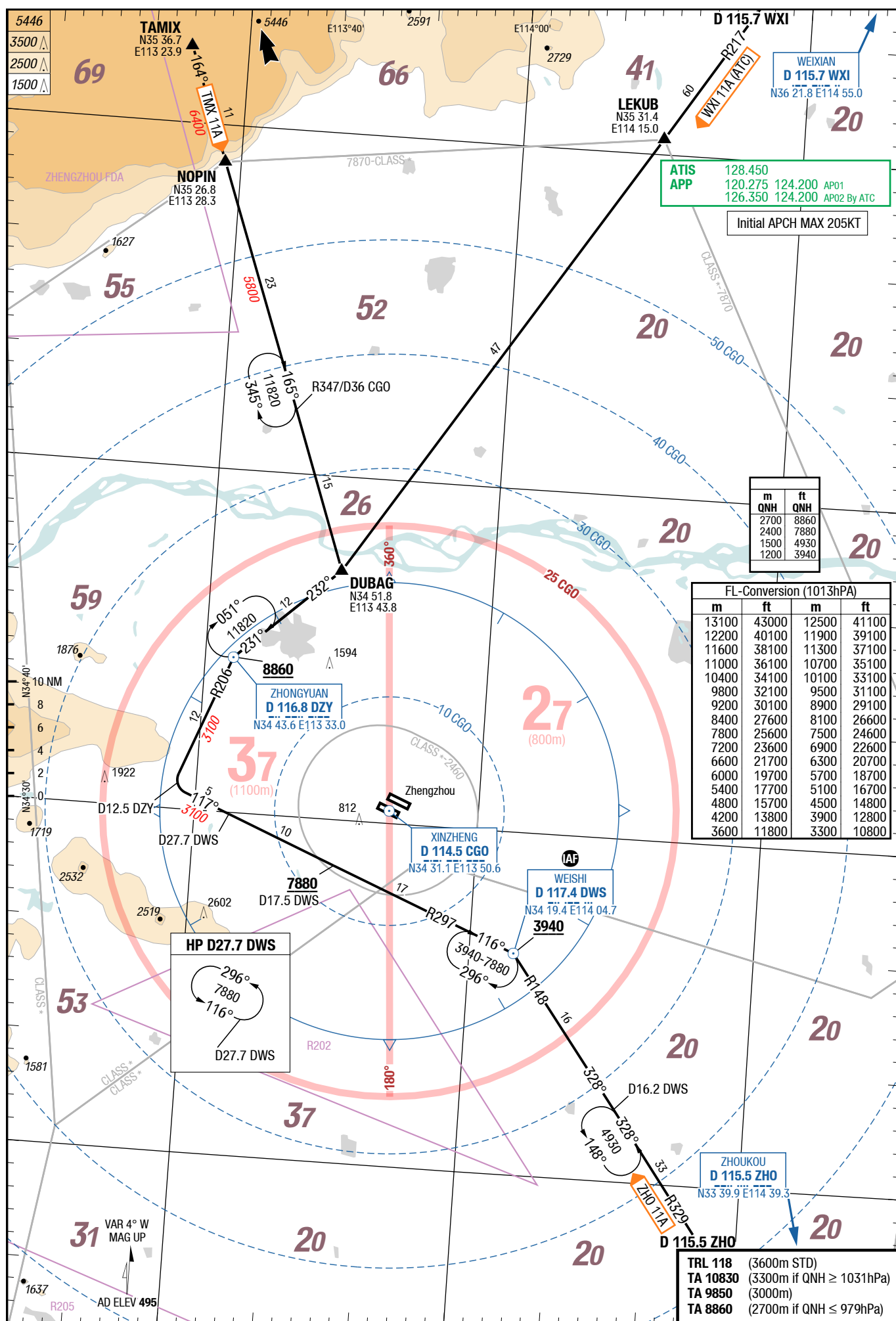
FL-Conversion (1013hPa)			
m	ft	m	ft
13100	43000	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800

m	ft
2700	8860
2400	7880
1500	4930
1200	3940



TRL 118 (3600m STD)
TA 10830 (3300m if QNH ≥ 1031hPa)
TA 9850 (3000m)
TA 8860 (2700m if QNH ≤ 979hPa)

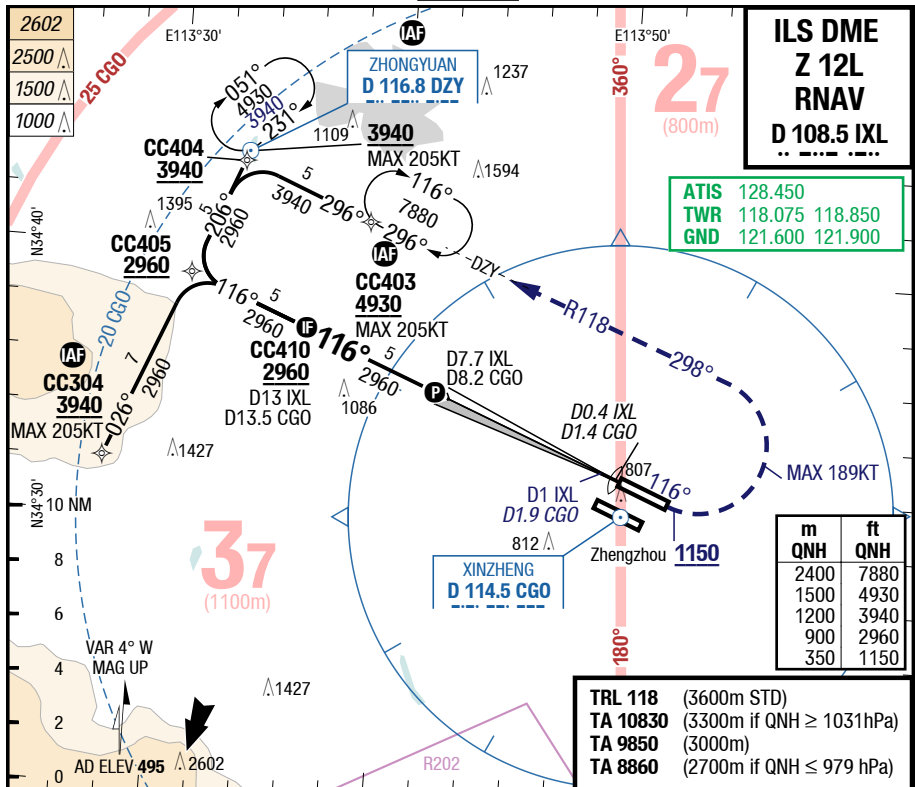




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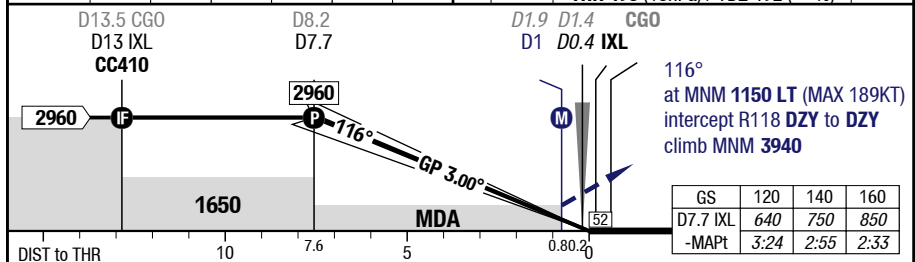
7-10

ILS DME Z 12L RNAV



LOC 3.01°	7.7	6	5	4	3	2	
D IXL	2960	2410	2090	1770	1450	1130	

HL-P2F **THR 496** (18hPa) / TDZ 492 (---%) -0.2%



12L	Cat 2 DME	Cat 1 DME ¹⁾	LOC DME		Circling N of RWY only
C	ft - m/km ft 100 - 300R 98 RA	200 - 550R/800V 700	560 - 2.4V 1050		890 - 3.6V 1380
D	ft - m/km ft 100 - 300R 98 RA ²⁾	200 - 550R/800V 700	560 - 2.4V 1050		890 - 4.0V 1380

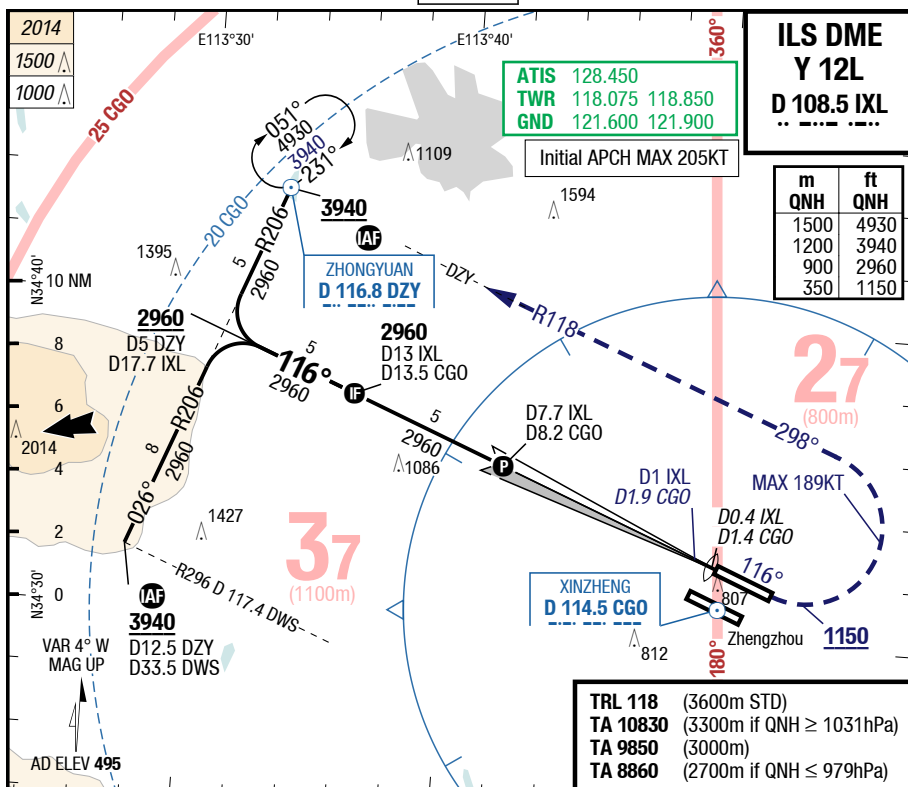
1) With EVS RVR 350m/ VIS 550m

2) If not conducting autoland RVR 350m required

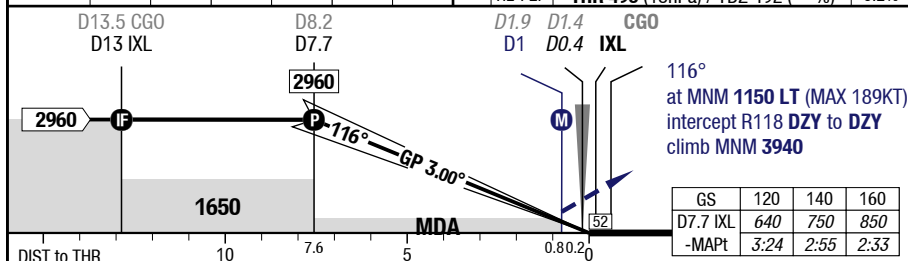
Changes: MIN

7-20

ILS DME Y 12L



LOC 3.00°	7.7	6	5	4	3	2	
D IXL	2960	2410	2090	1770	1450	1130	



12L		Cat 2 DME	Cat 1 DME ¹⁾	LOC DME		Circling N of RWY only
C	ft - m/km ft	100 - 300R 98 RA	200 - 550R/800V 700	560 - 2.4V 1050		890 - 3.6V 1380
D	ft - m/km ft	100 - 300R 98 RA 2)	200 - 550R/800V 700	560 - 2.4V 1050		890 - 4.0V 1380

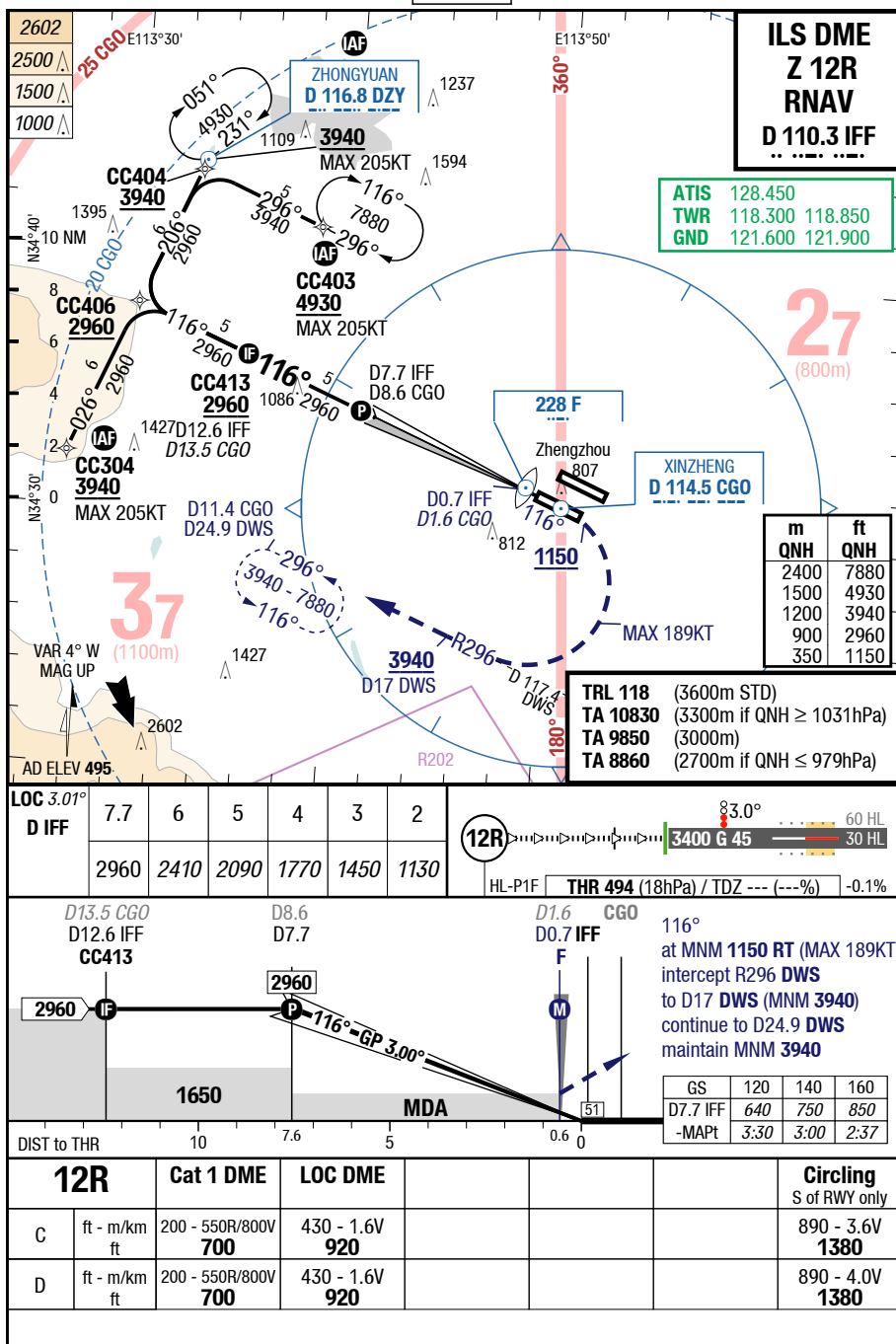
1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required

Changes: MIN

CGO-ZHCC

7-30

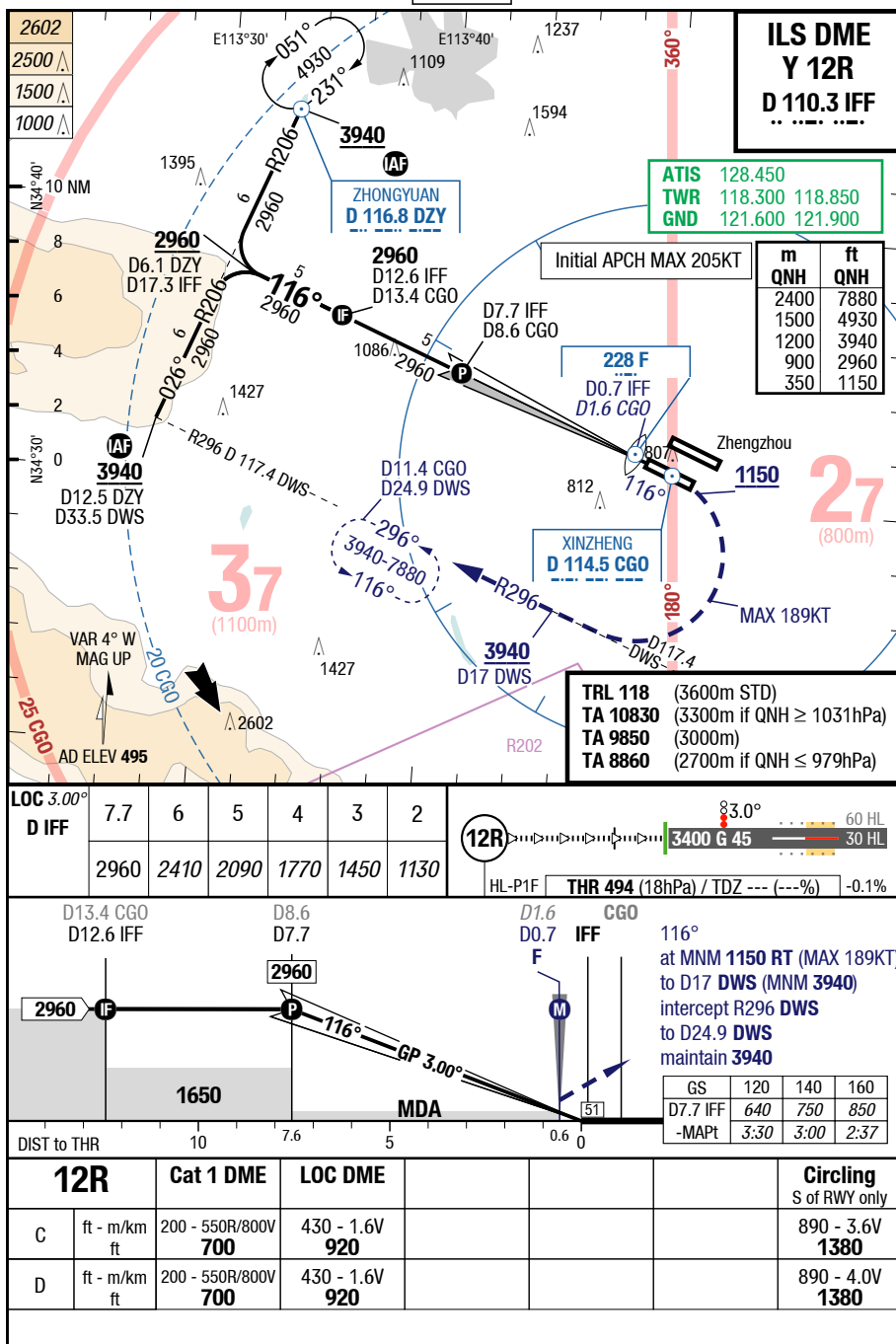
ILS DME Z 12R RNAV



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7-40

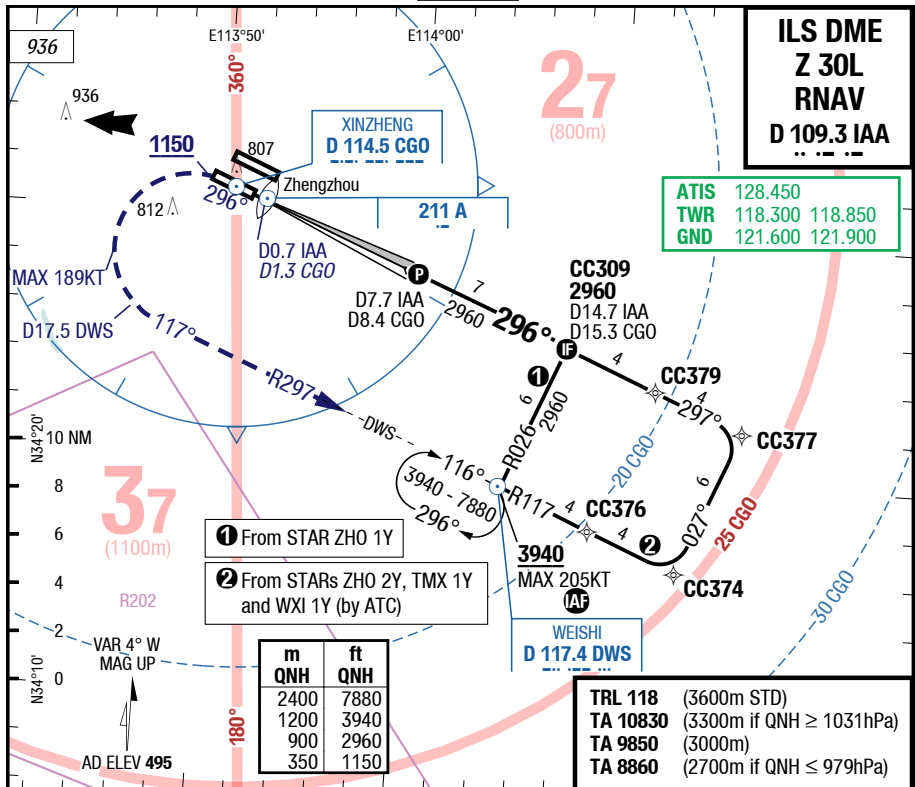
ILS DME Y 12R



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7-50

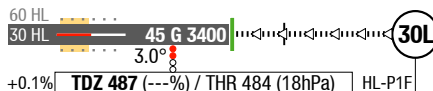
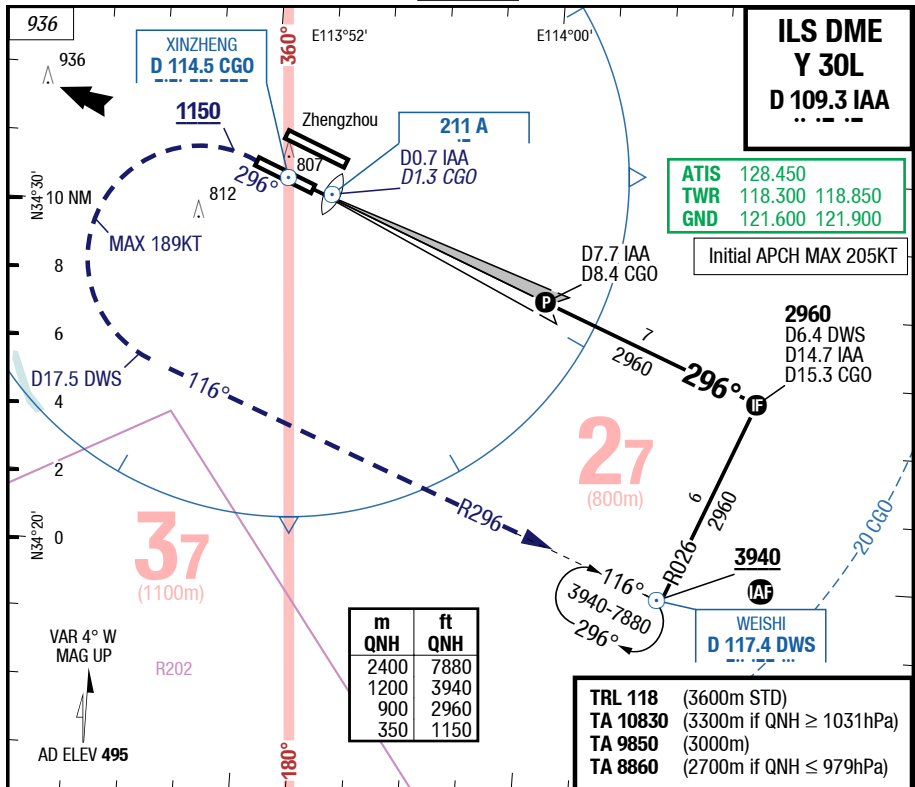
ILS DME Z 30L RNAV



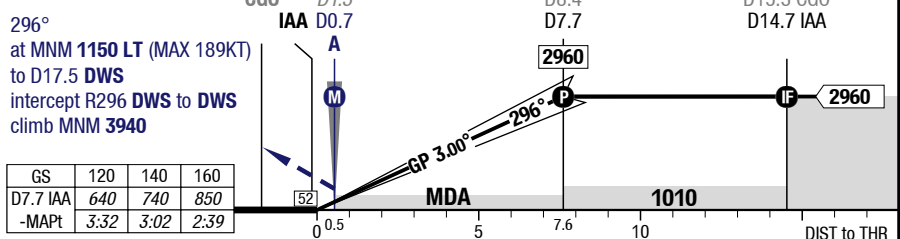
CGO-ZHCC

7-60

ILS DME Y 30L



2	3	4	5	6	7.7	LOC 3.00° D IAA
1120	1440	1760	2080	2400	2960	

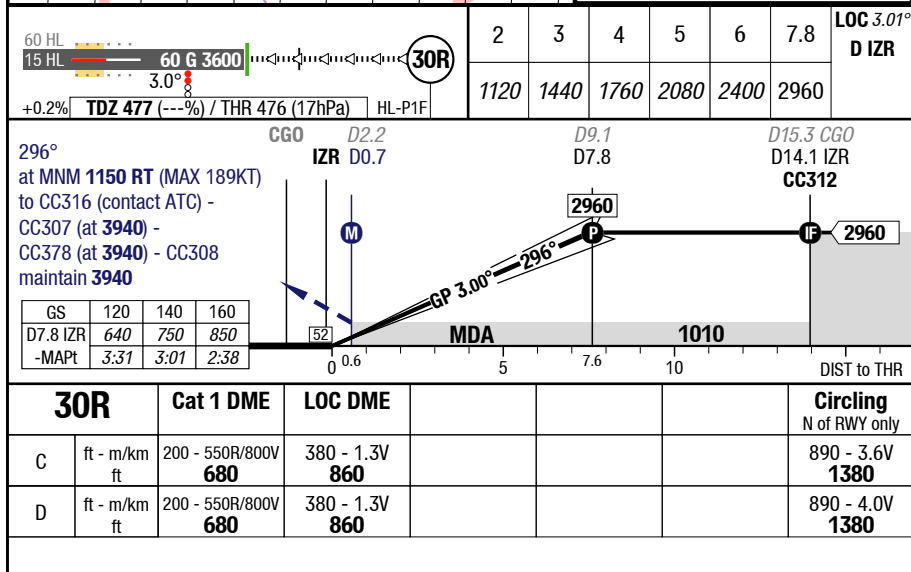
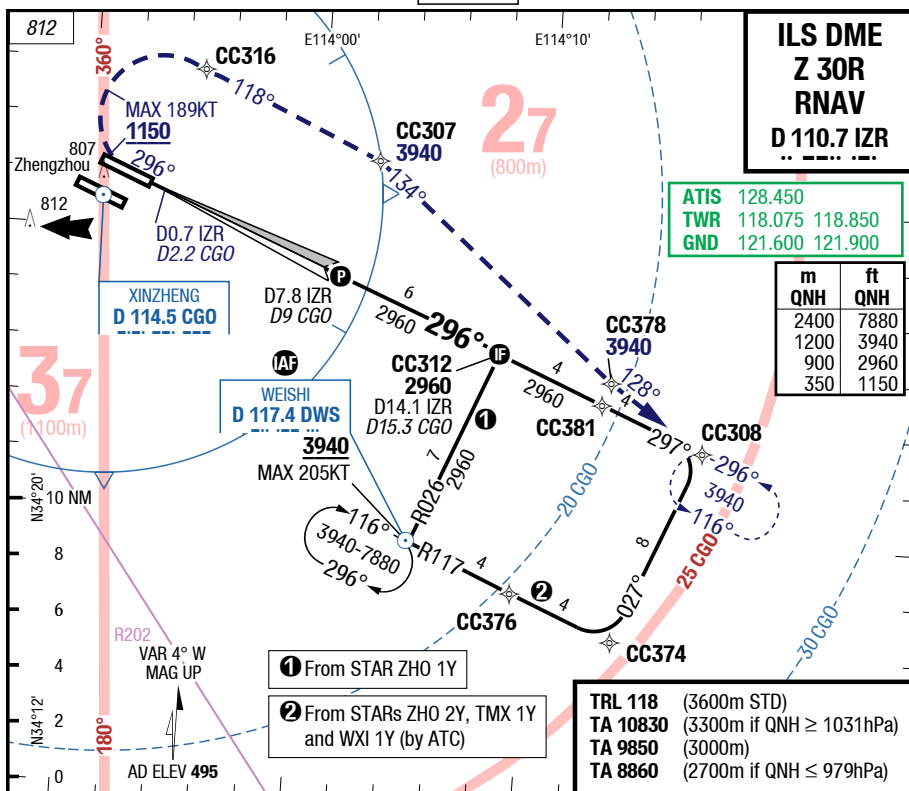


30L	Cat 1 DME	LOC DME				Circling S of RWY only
C	ft - m/km ft 200 - 550R/800V 690	340 - 1.1V 820				890 - 3.6V 1380
D	ft - m/km ft 200 - 550R/800V 690	340 - 1.2V 820				890 - 4.0V 1380

CGO-ZHCC

7-70

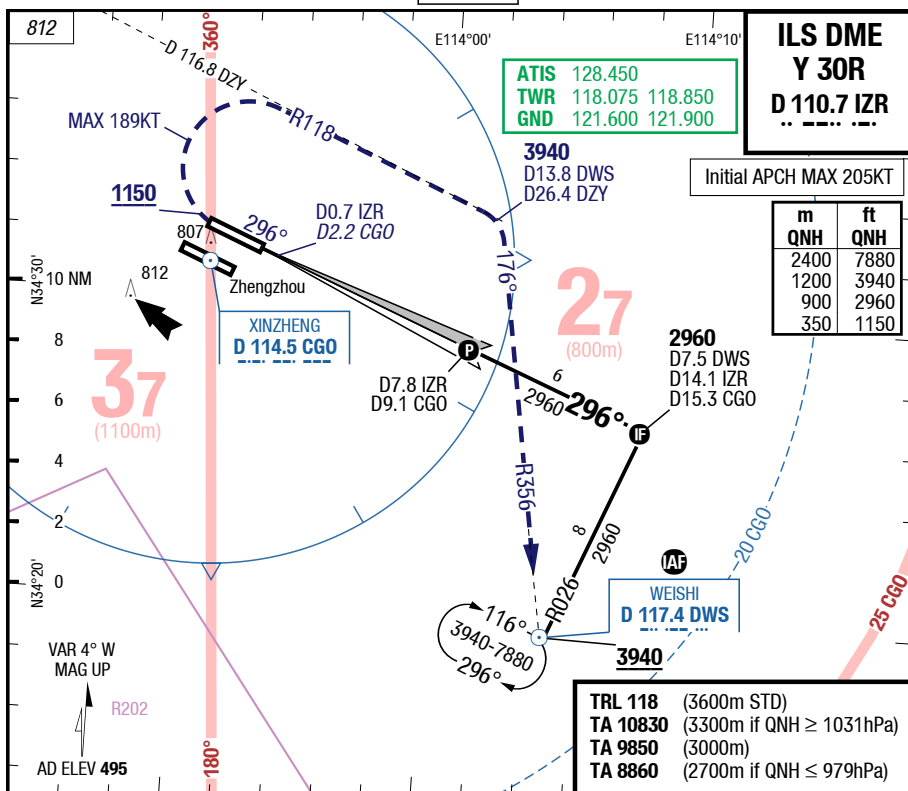
ILS DME Z 30R RNAV



CGO-ZHCC

7-80

ILS DME Y 30R



60 HL 15 HL

60 G 3600

3.0°

+0.2% TDZ 477 (---%) / THR 476 (17hPa) HL-P1F

2	3	4	5	6	7.8
1120	1440	1760	2080	2400	2960

LOC 3.02°

D IZR

296°

at MNN 1150 RT (MAX 189KT)

intercept R118 DZY

at D26.4 DZY (at 3940)

RT intercept R356 DWS to DWS

maintain 3940

GS	120	140	160
D7.8 IZR	640	750	850
-MAPt	3:31	3:01	2:38

	30R	Cat 1 DME	LOC DME					Circling N of RWY only
C	ft - m/km ft	200 - 550R/800V 680	380 - 1.3V 860					890 - 3.6V 1380
D	ft - m/km ft	200 - 550R/800V 680	380 - 1.3V 860					890 - 4.0V 1380

Effective 26-MAY-2016

19-MAY-2016

CGO-ZHCC

China Zhengzhou Xinzheng

NIL

MRC

MRC

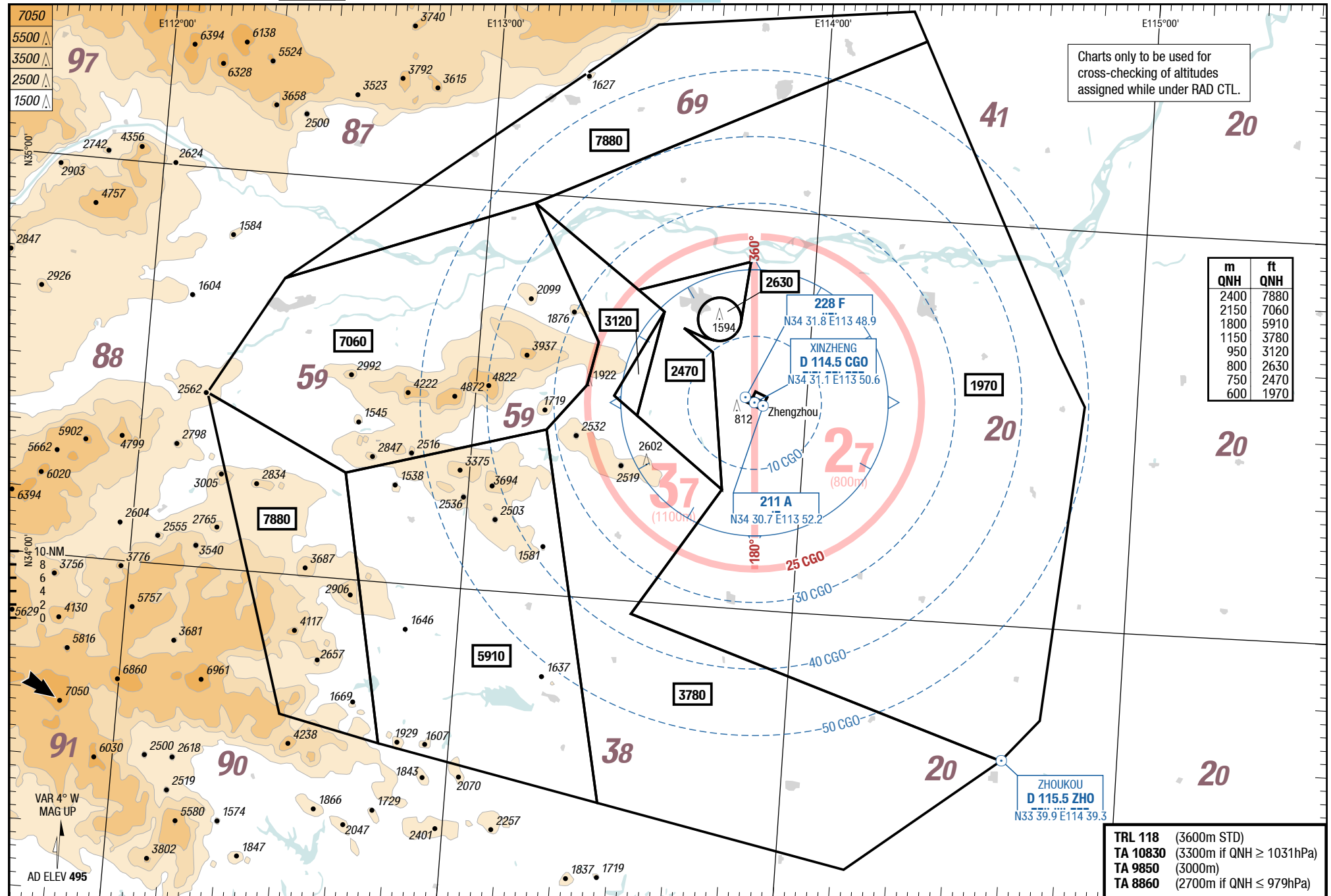
MRC

Xinzheng Zhengzhou China

NIL

MRC

8-10



Changes: MRVA, OBST