

**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.

<b>Stand</b>	<b>Enter via</b>	<b>Exit via</b>
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**

<b>Stands</b>	<b>Wingspan limits</b>	<b>Enter via TWYs</b>	<b>Exit via TWYs</b>
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
			0 - 1600V	-
Others 1 + 2 ENG				
RWY		12R/30L, 30R		
2 Turbine or 3 + 4 ENG	ft - m/km	0 - 400R/800V	REDL, HJ only	
Others 1 + 2 ENG			0 - 500R/800V	wo LGT, HJ only
		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

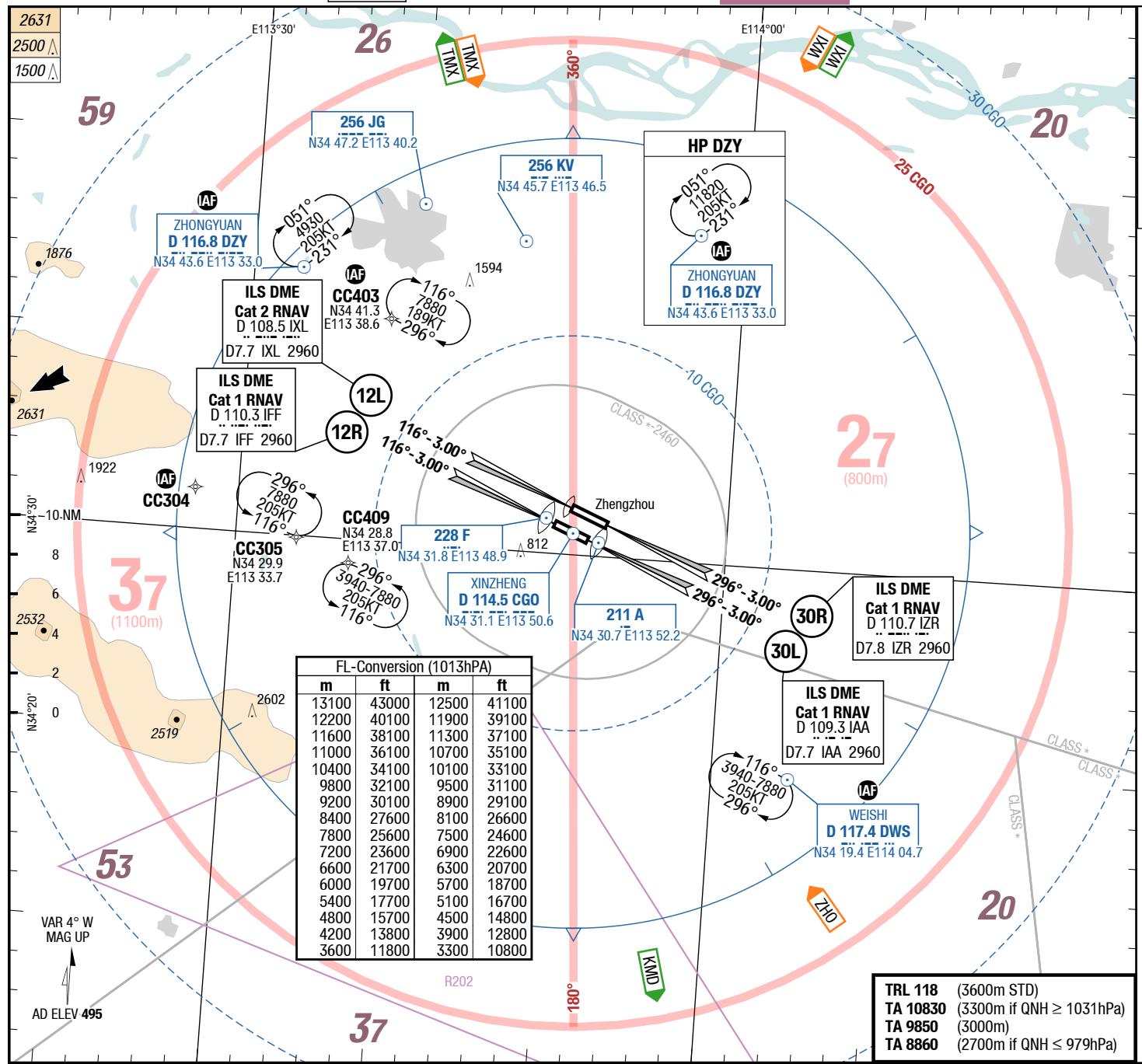
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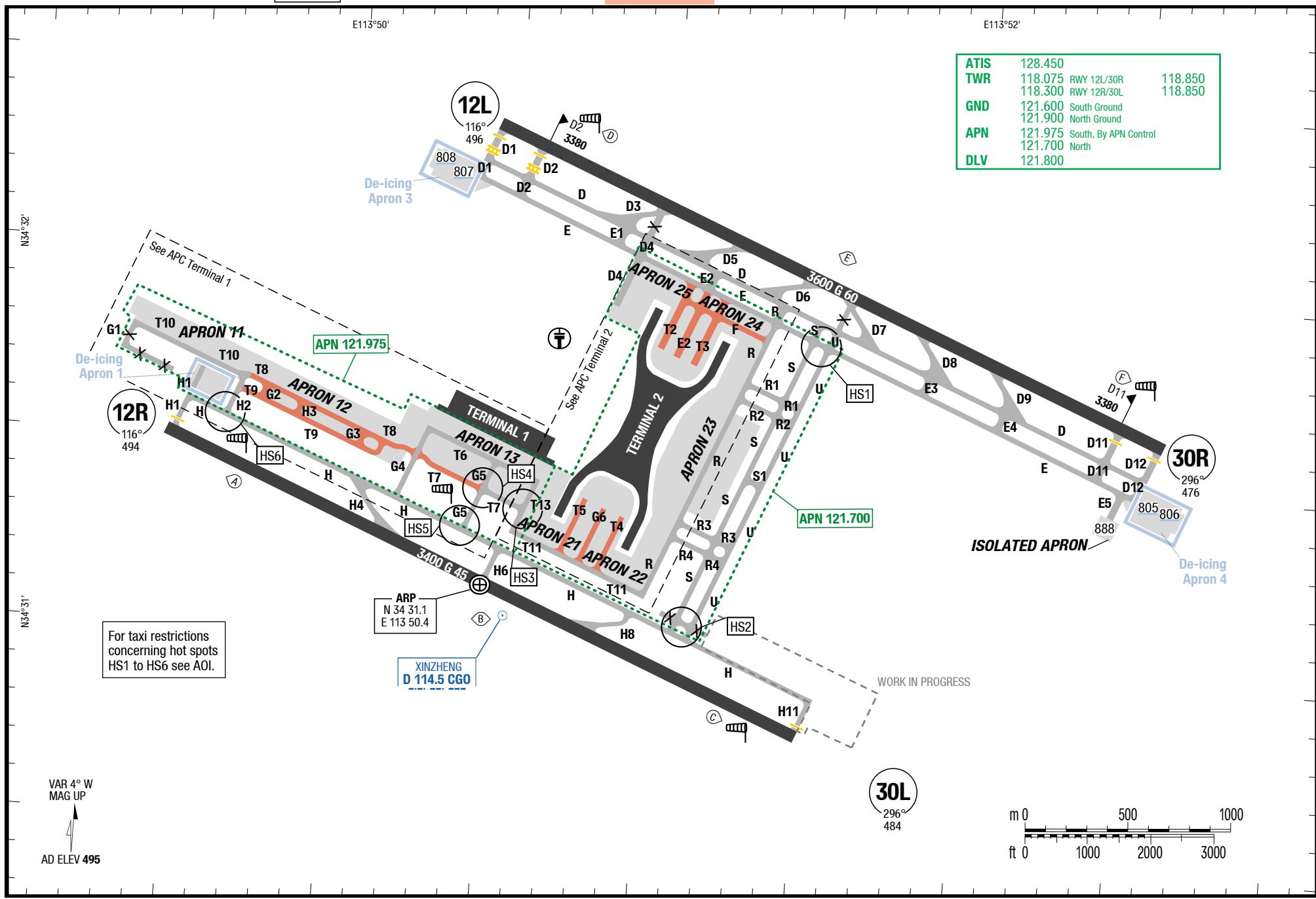


FL-Conversion (1013hPa)			
m	ft	m	ft
13100	43300	12500	41100
12200	40100	11900	39100
11600	38100	11300	37100
11000	36100	10700	35100
10400	34100	10100	33100
9800	32100	9500	31100
9200	30100	8900	29100
8400	27600	8100	26600
7800	25600	7500	24600
7200	23600	6900	22600
6600	21700	6300	20700
6000	19700	5700	18700
5400	17700	5100	16700
4800	15700	4500	14800
4200	13800	3900	12800
3600	11800	3300	10800

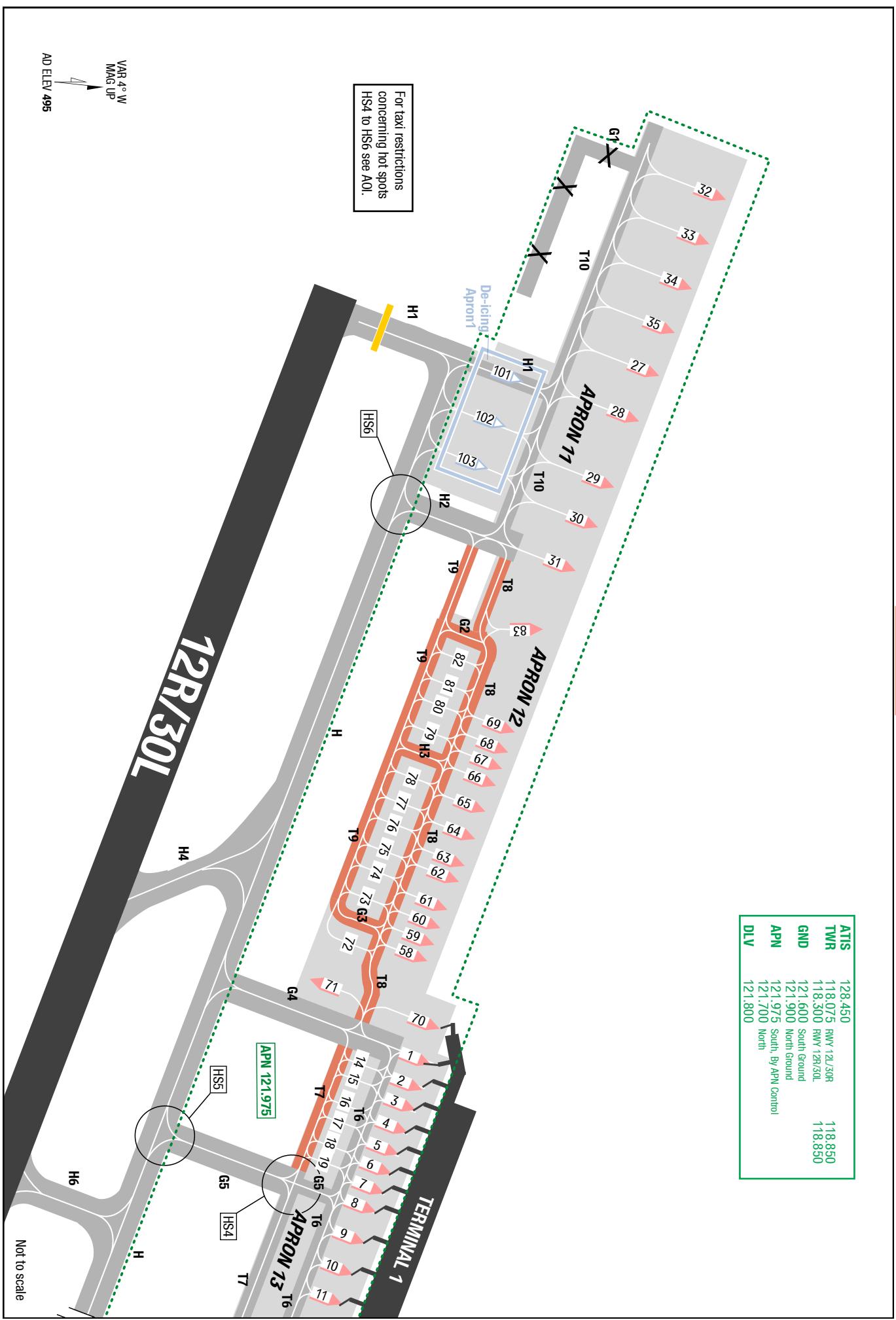
**TRL 118** (3600m STD)  
**TA 10830** (3300m if QNH  $\geq$  1031hPa)  
**TA 9850** (3000m)  
**TA 8860** (2700m if QNH  $\leq$  979hPa)

## Changes: FREQ

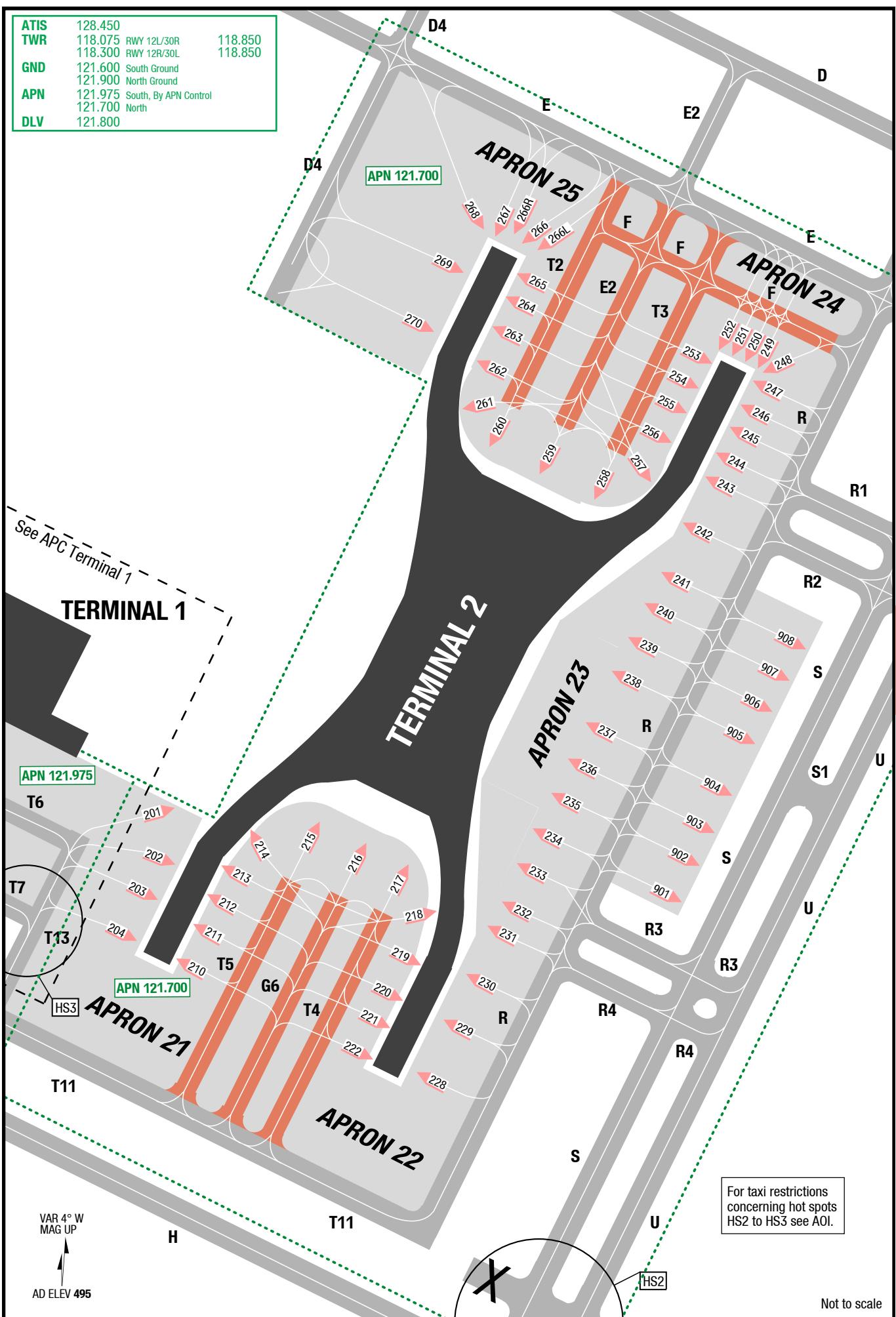
<b>ATIS</b>	128.450		
<b>APP</b>	120.275	AP01	124.200 AP01
	126.350	AP02 By ATC	124.200 AP02 By ATC
<b>TWR</b>	118.075	RWY 12L/30R	118.850
	118.300	RWY 12R/30L	118.850
<b>GND</b>	121.600	South Ground	
	121.900	North Ground	
<b>APN</b>	121.975	South, By APN Control	
	121.700	North	
<b>DLV</b>	121.800		
<b>Landing RWY system:</b>			
<b>12L</b>	HL-P2F		THR 496 (18hPa) / TDZ 492 (---%) -0.2%
<b>30R</b>	HL-P1F		TDZ 477 (---%) / THR 476 (17hPa) +0.2%
<b>12R</b>	HL-P1F		THR 494 (18hPa) / TDZ --- (---%) -0.1%
<b>30L</b>	HL-P1F		TDZ 487 (---%) / THR 484 (18hPa) +0.1%

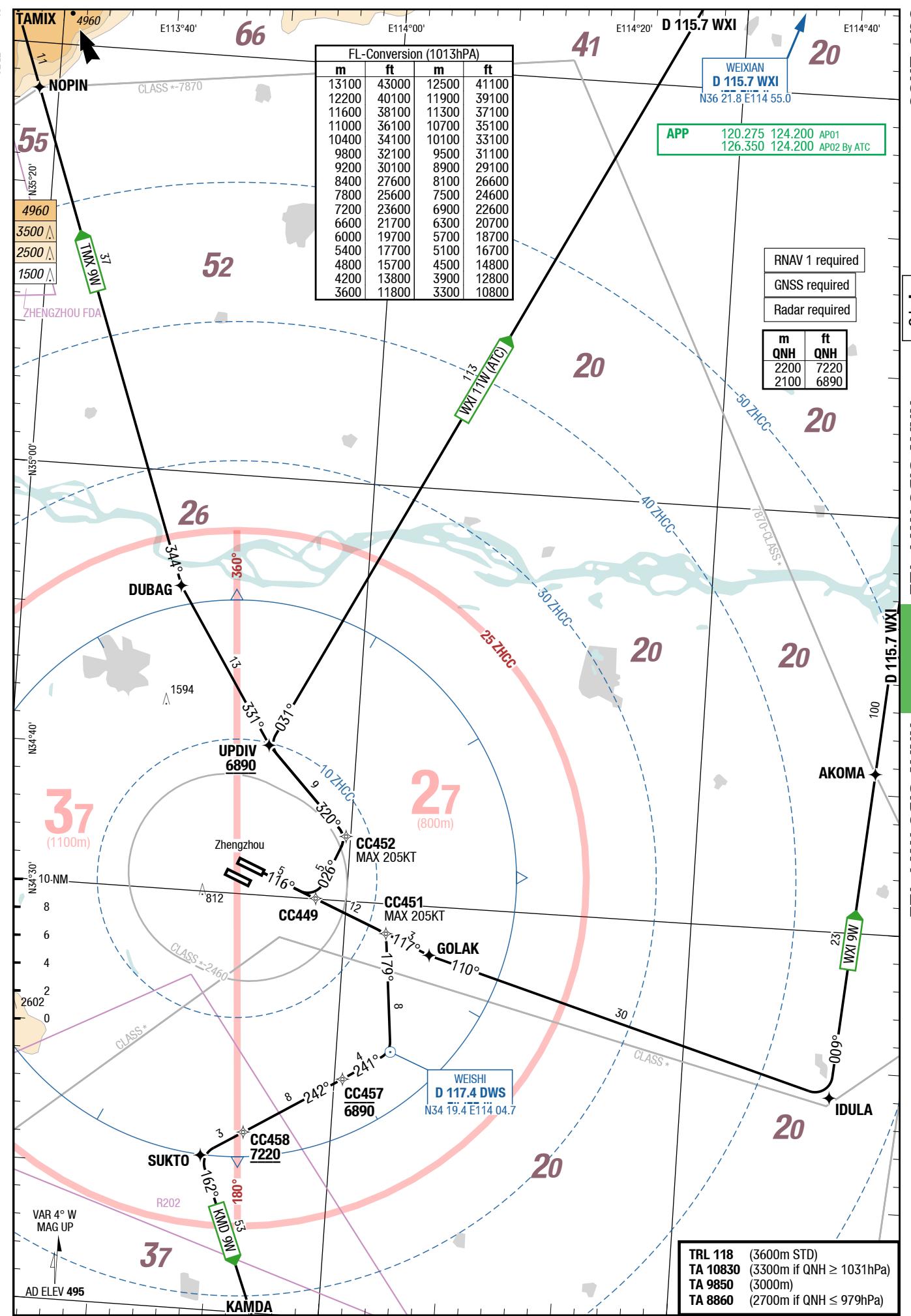


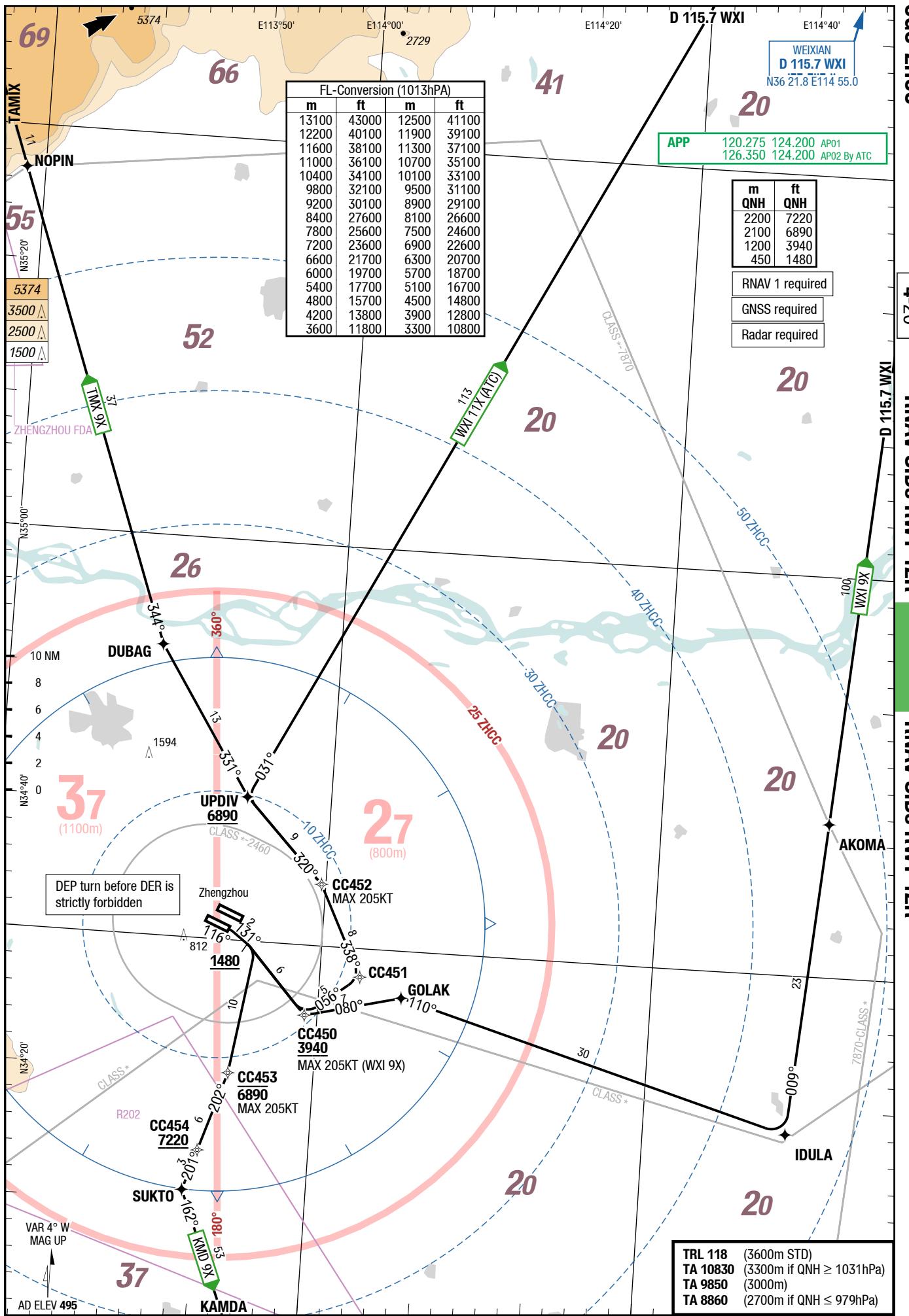
ATIS	128.450	118.075	RWY 12L/30R
TWR	118.300	RWY 12R/30L	118.850
GND	121.600	South Ground	121.900
APN	121.975	North Ground	121.700
DLV	121.800	North	

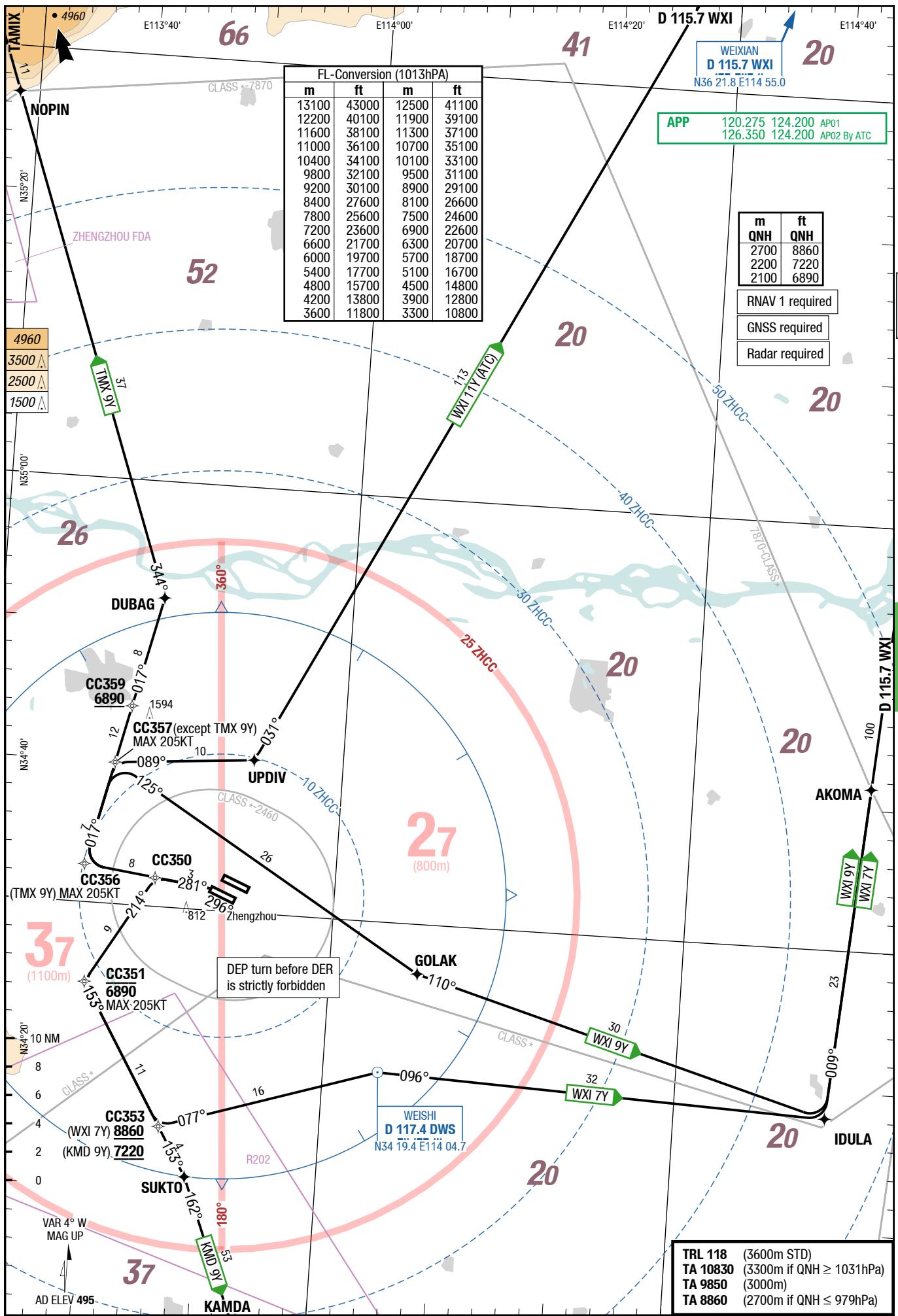


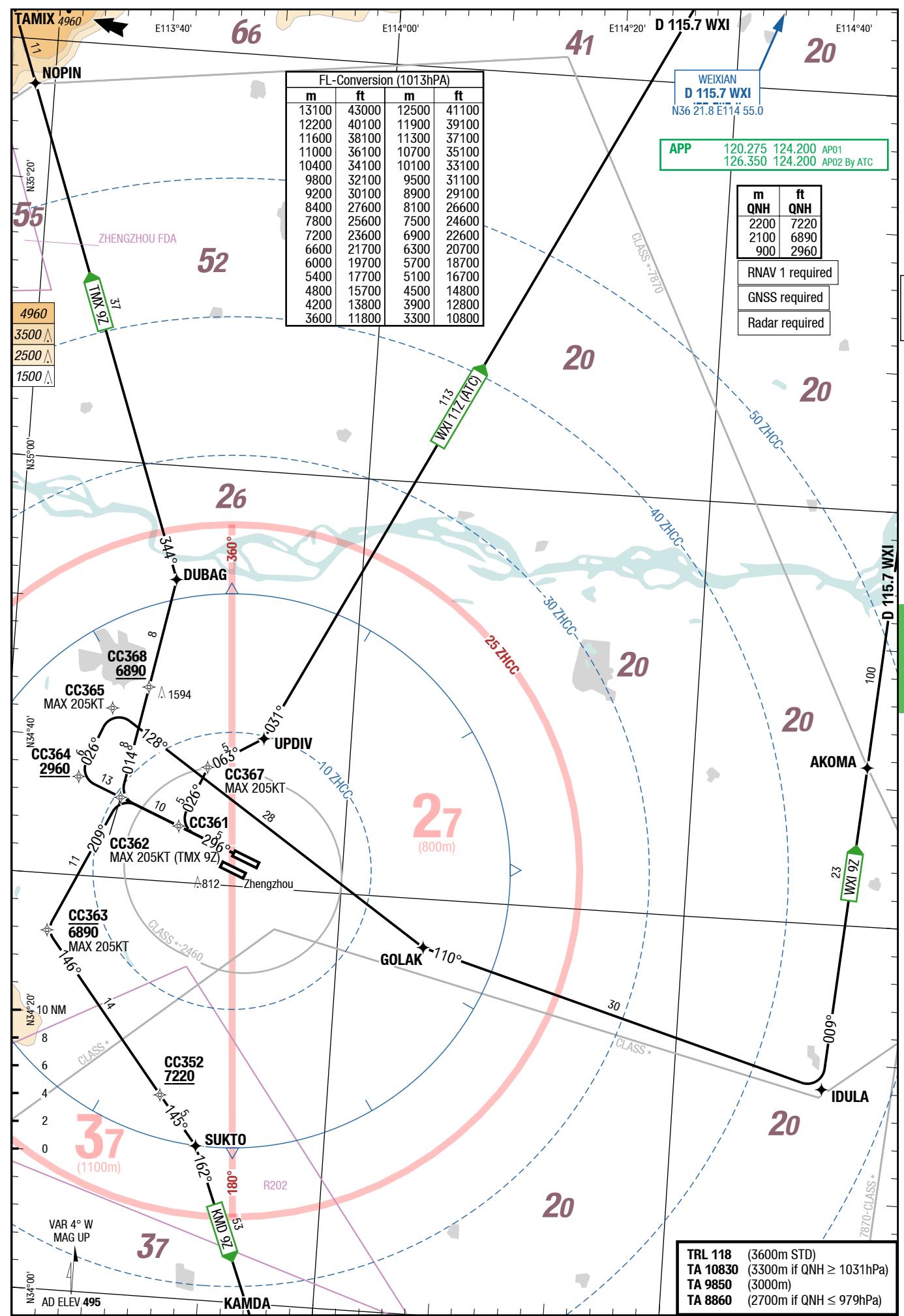
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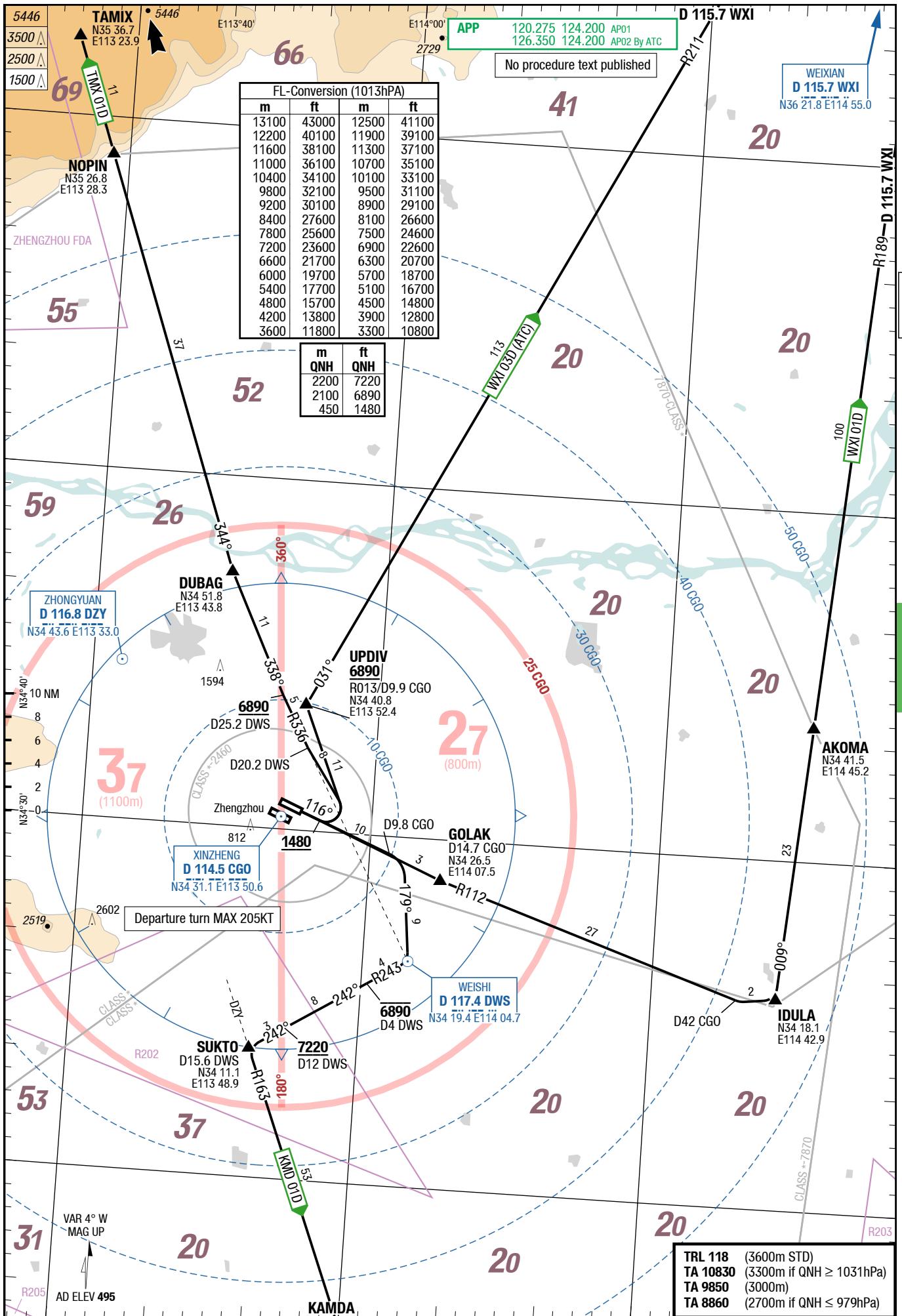
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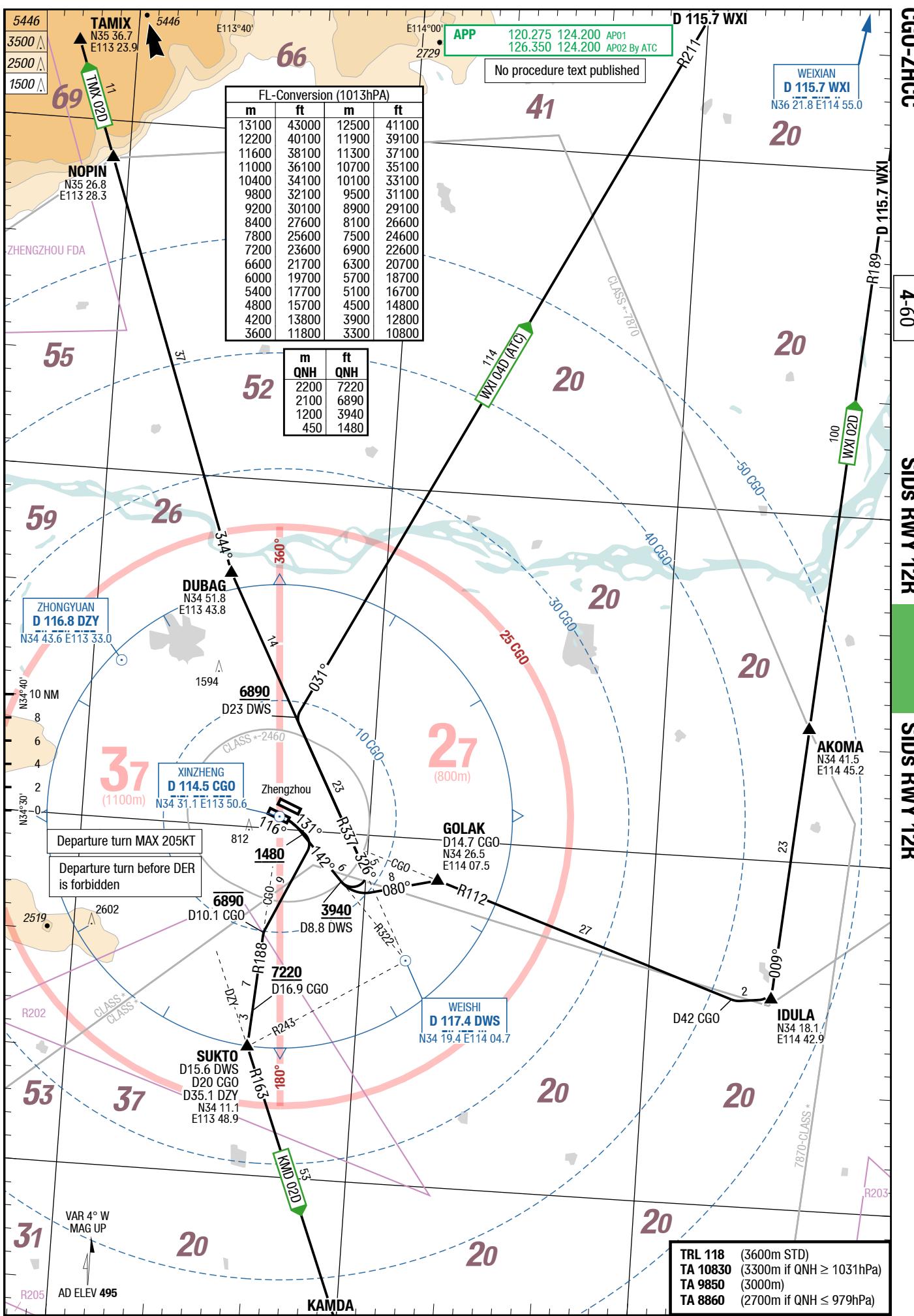


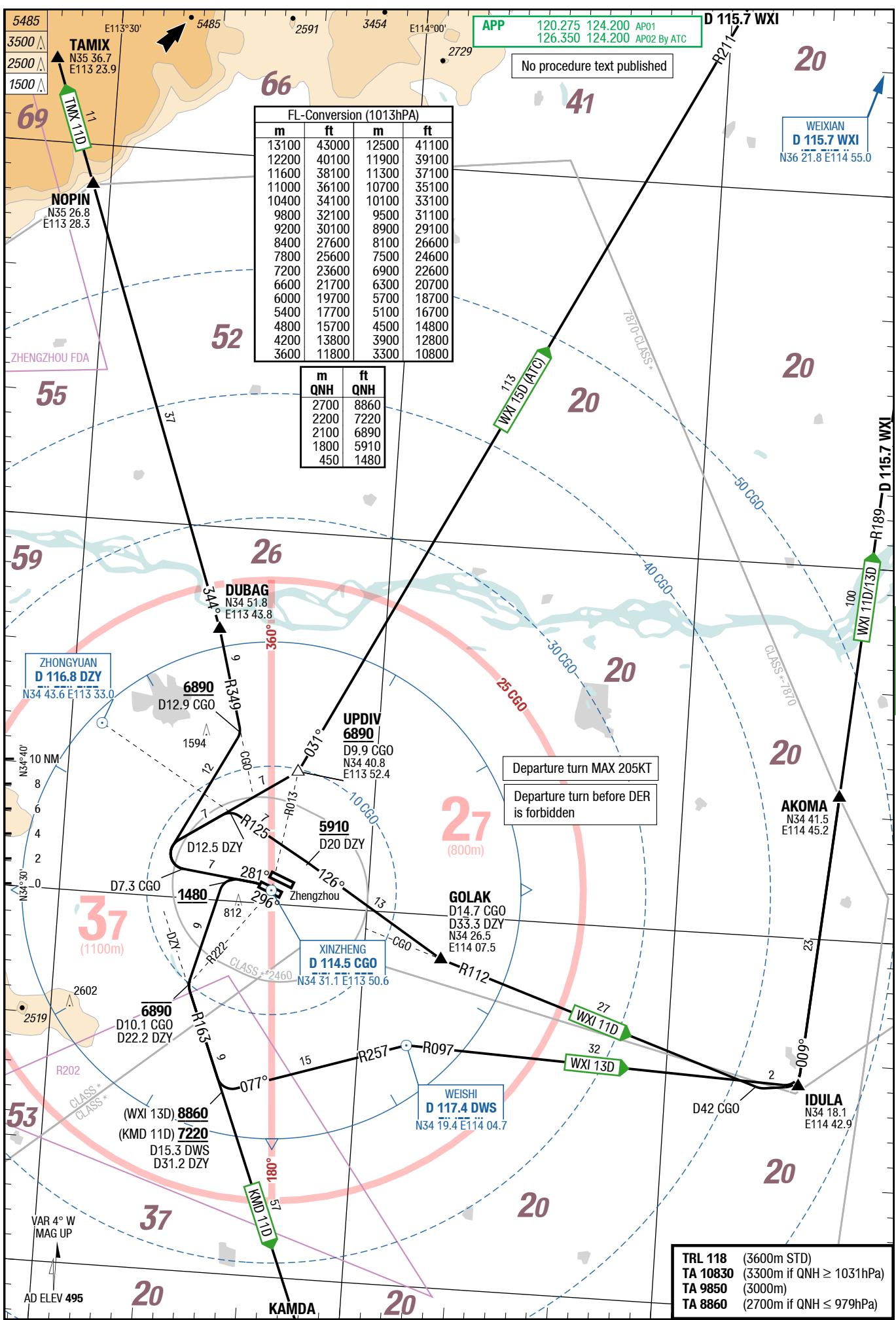


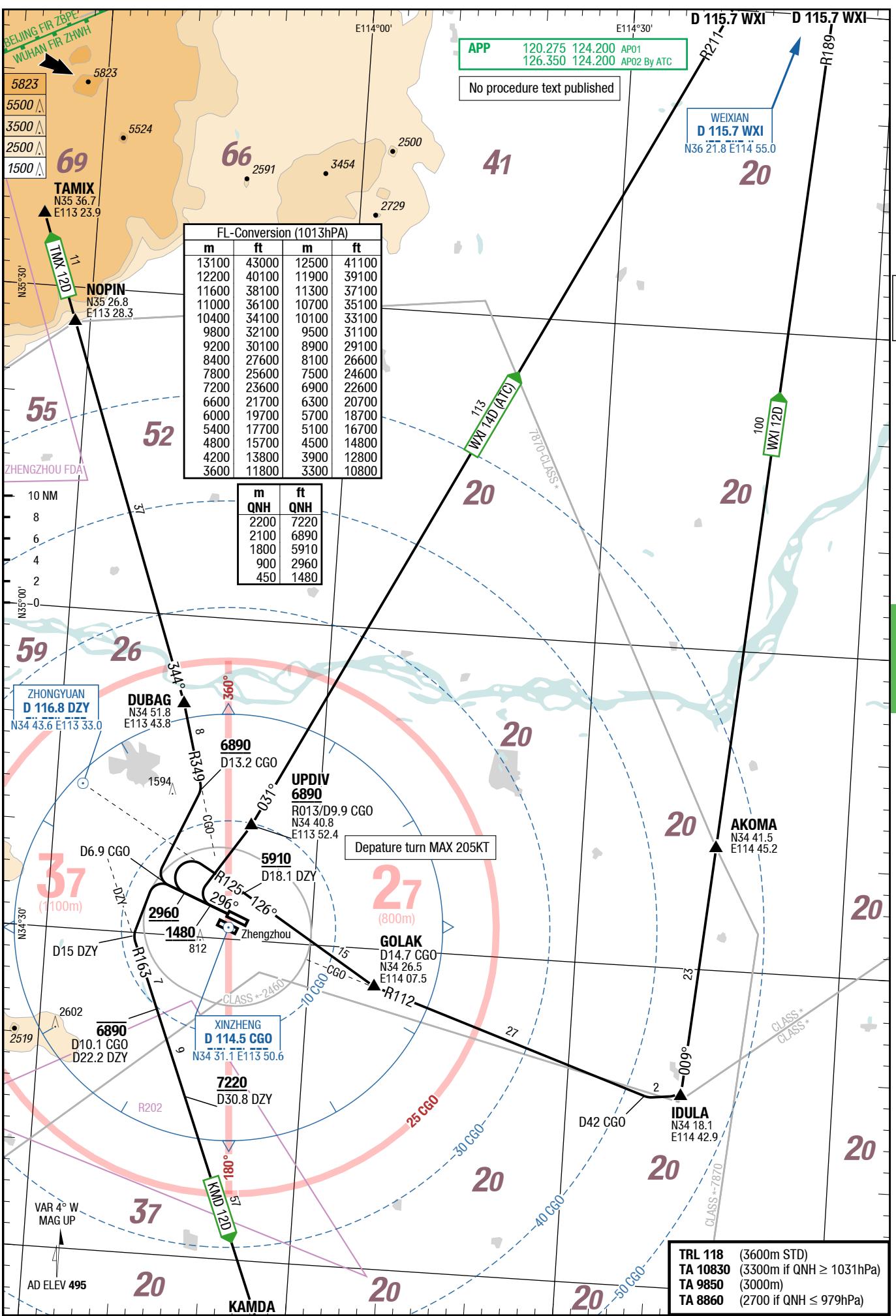












KMD 9W / TMX 9W / WXI 11W / WXI 9W

RWY 12L (116°)

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

**KMD 9X / TMX 9X / WXI 11X / WXI 9X**

RWY 12R (116°)

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

① DEP turn before DER is strictly forbidden

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

RWY 30L (296°)

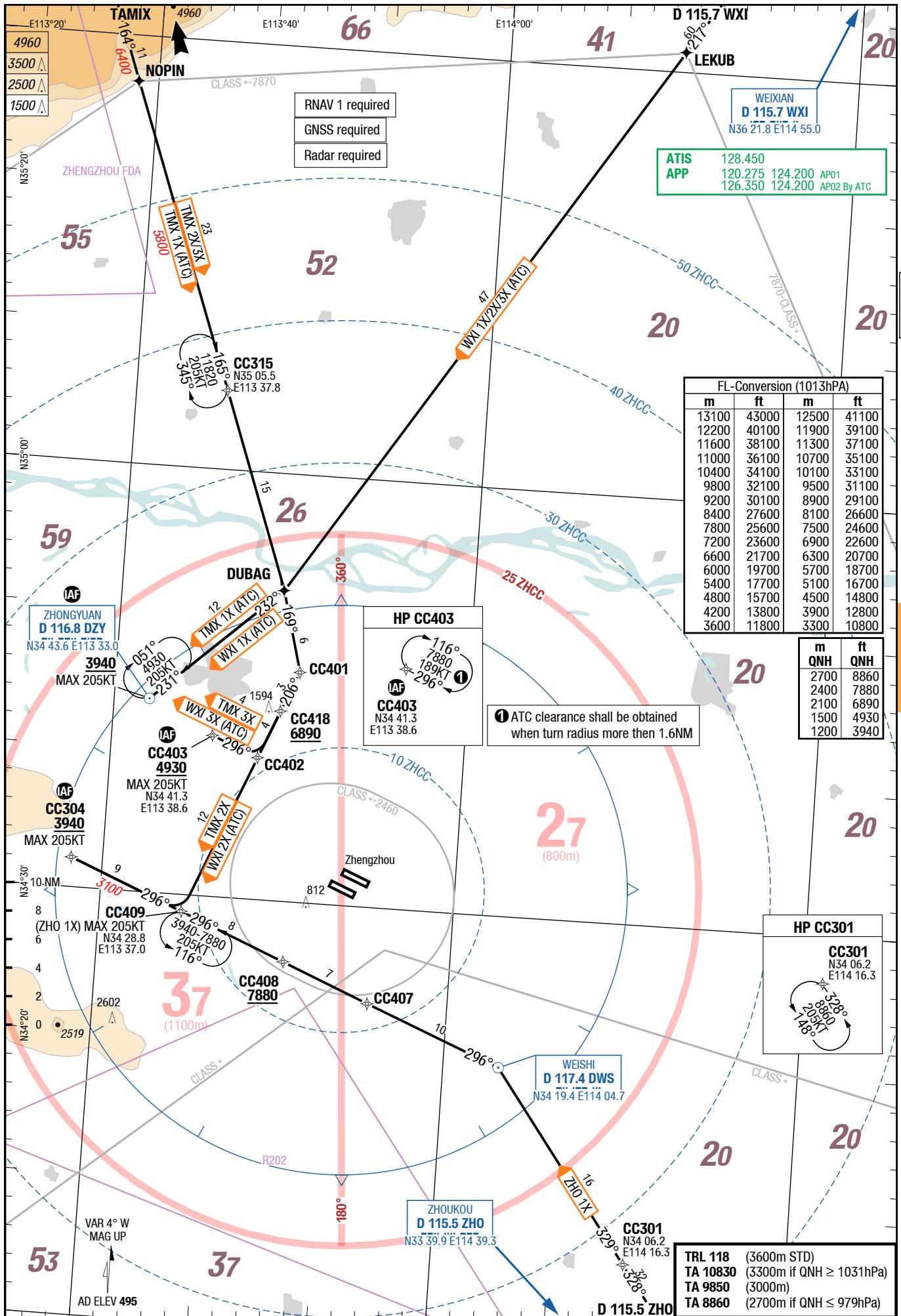
DESIGNATOR	ROUTING	ALTITUDES
	Runway 30L	
<b>KMD 9Y 120.275 ①</b>	CC350 - CC351 [K205-] - CC353 - SUKTO - KAMDA	CC351 MAX <b>6890</b> CC353 MNM <b>7220</b>
<b>TMX 9Y 120.275 ①</b>	CC356 [K205-] - CC359 - DUBAG - NOPIN - TAMIX	CC359 MNM <b>6890</b>
<b>WXI 11Y (ATC) 120.275 ①</b>	CC356 - CC357 [K205-]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

① DEP turn before DER is strictly forbidden

KMD 9Z / TMX 9Z / WXI 11Z / WXI 9Z

RWY 30R (296°)

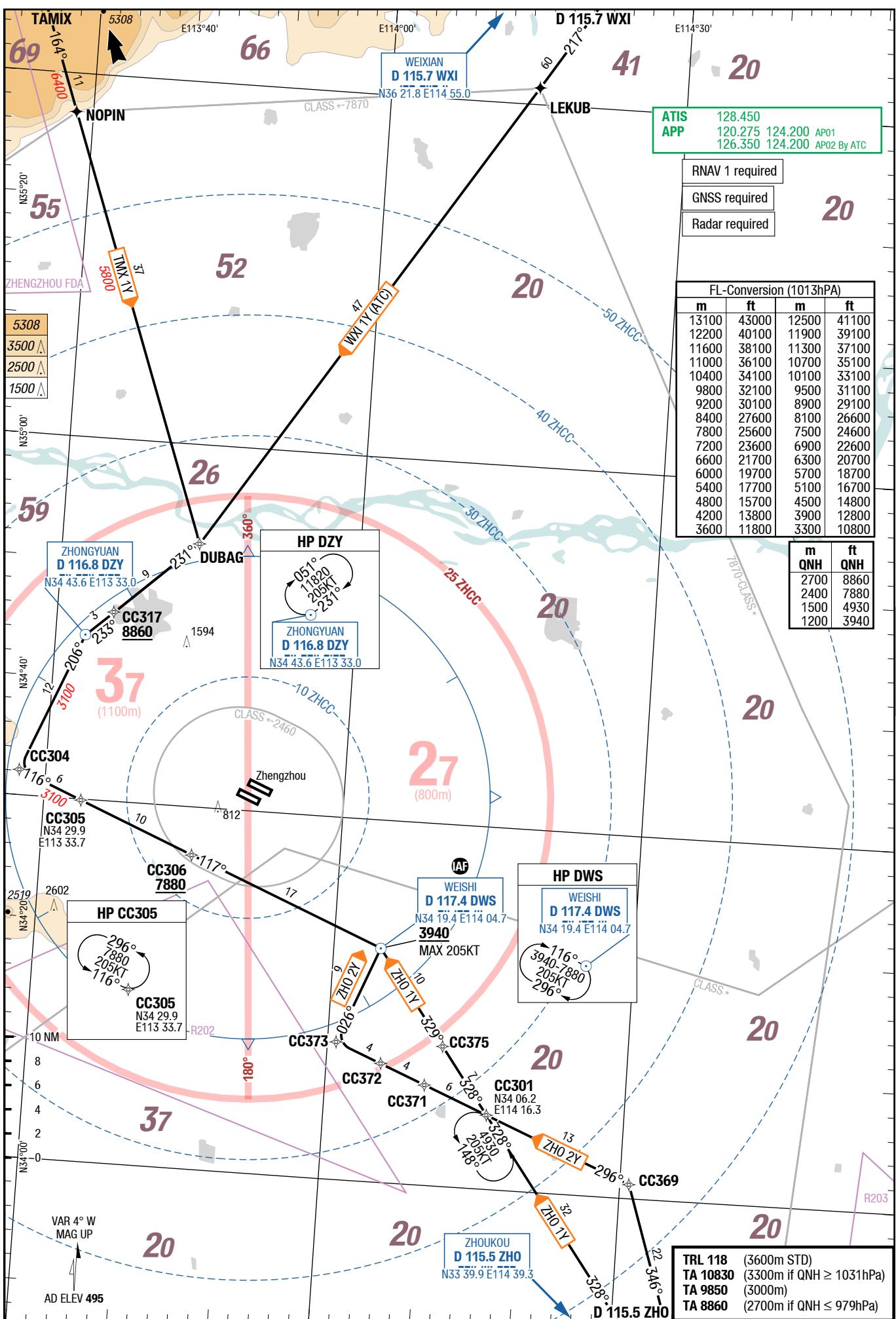
DESIGNATOR	ROUTING	ALTITUDES
	Runway 30R	
<b>KMD 9Z 120.275</b>	CC362 - CC363 [K205-] - CC352 - SUKTO - KAMDA	CC363 MAX <b>6890</b> CC352 MNM <b>7220</b>
<b>TMX 9Z 120.275</b>	CC362 [K205-] - CC368 - DUBAG - NOPIN - TAMIX	CC368 MNM <b>6890</b>
<b>WXI 11Z (ATC) 120.275</b>	CC361 - CC367 [K205-] - UPDIV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

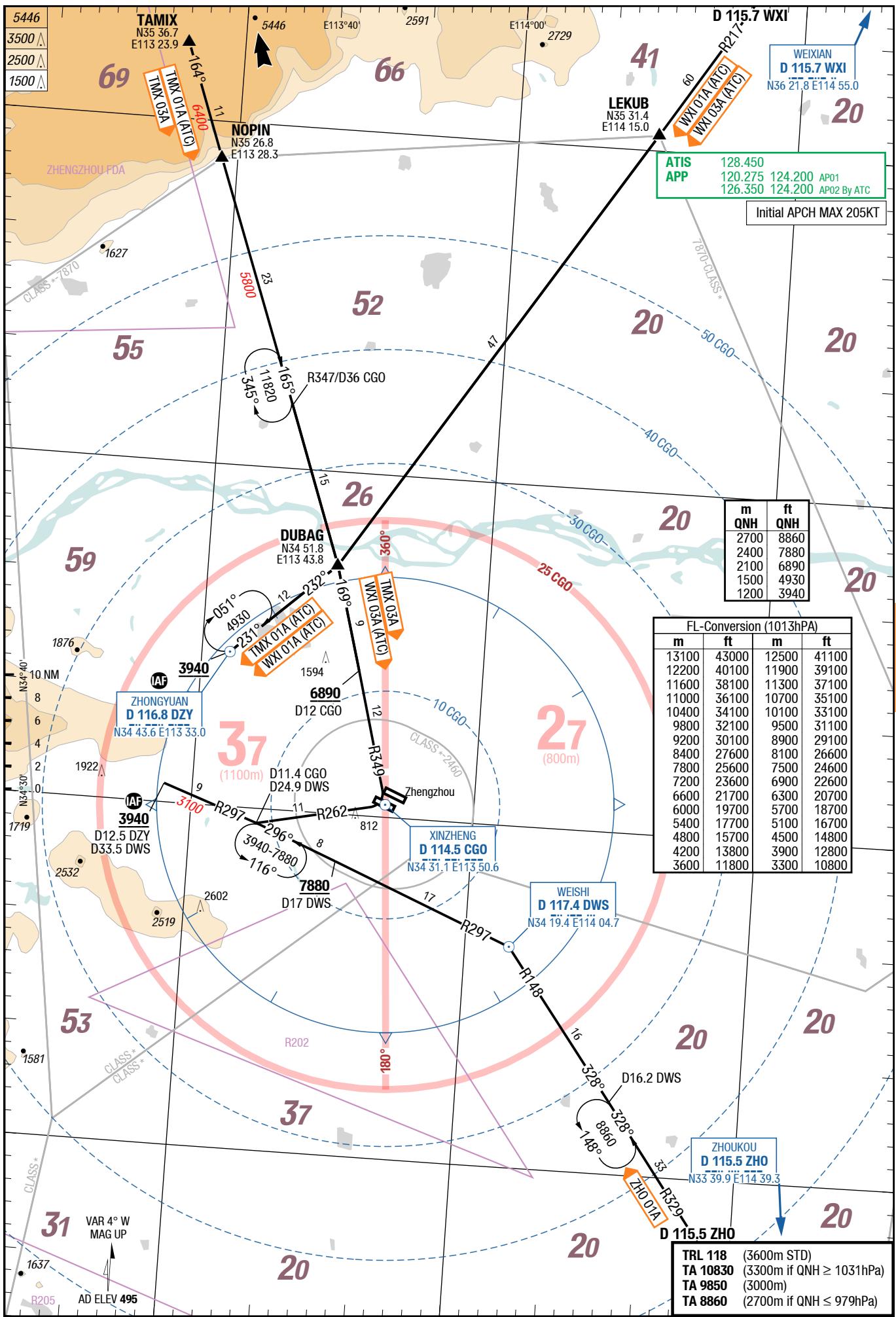


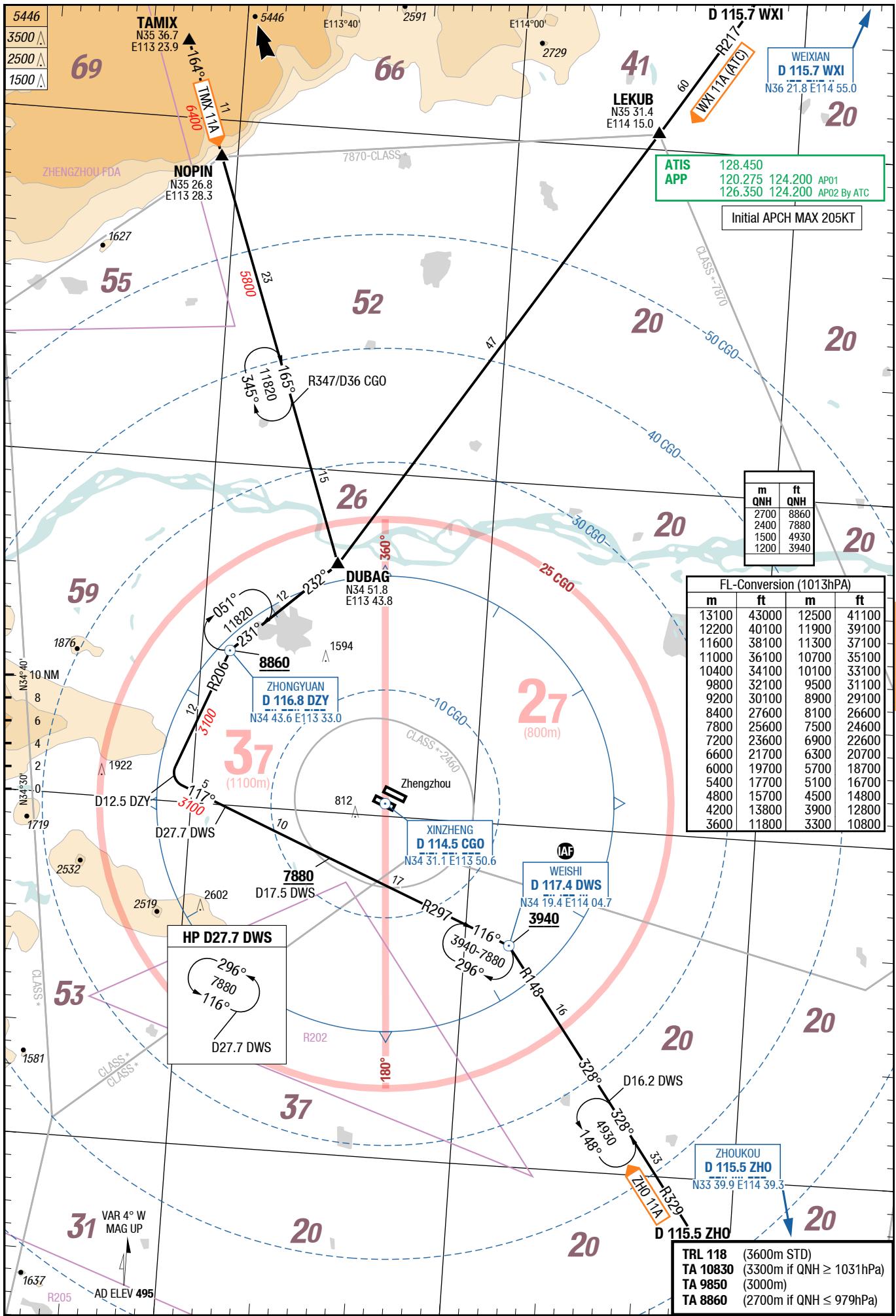
**6-20** RNAV STARS RWYS 30L/R

STAR

**RNAV STARS RWYs 30L/R**

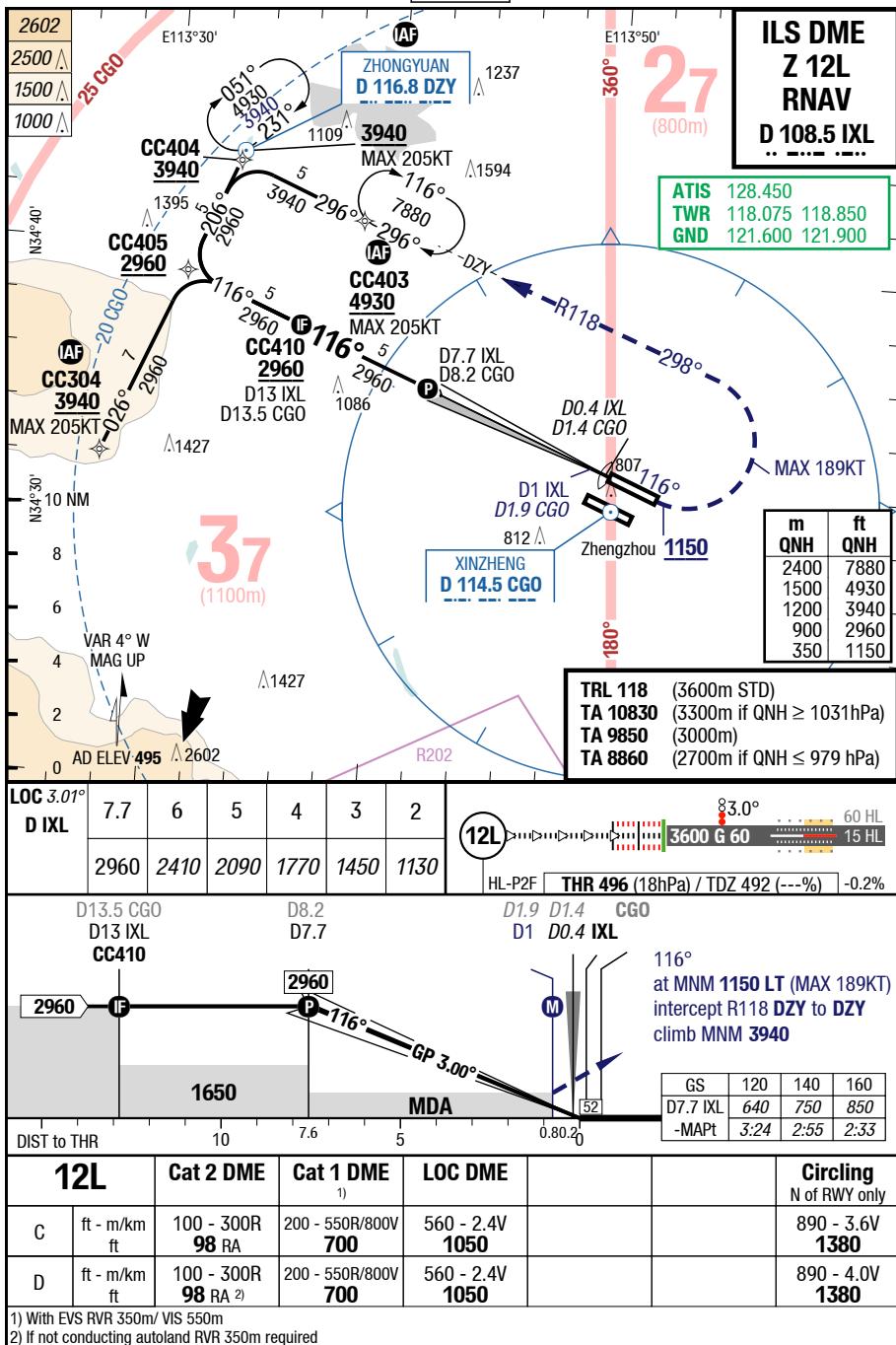






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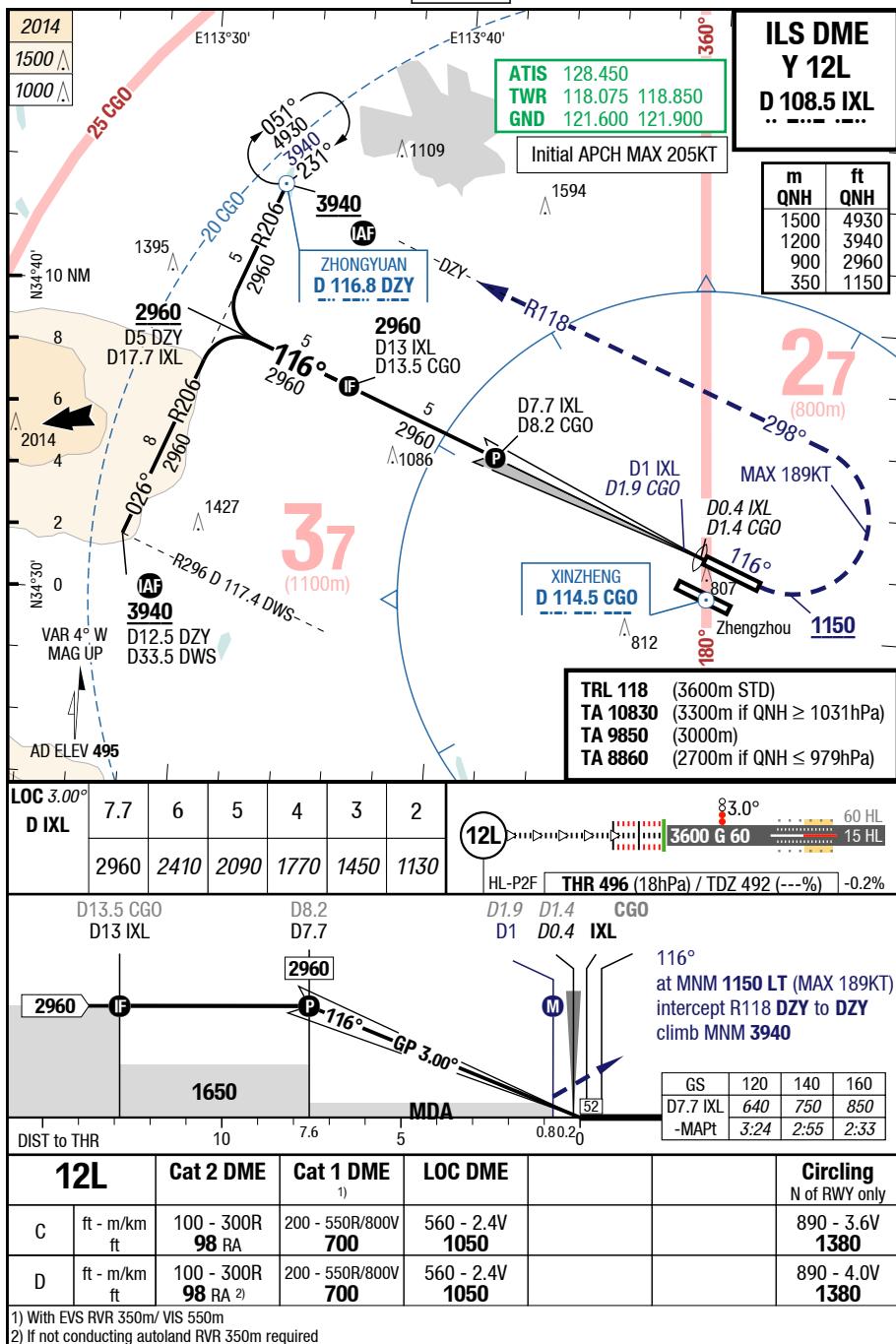
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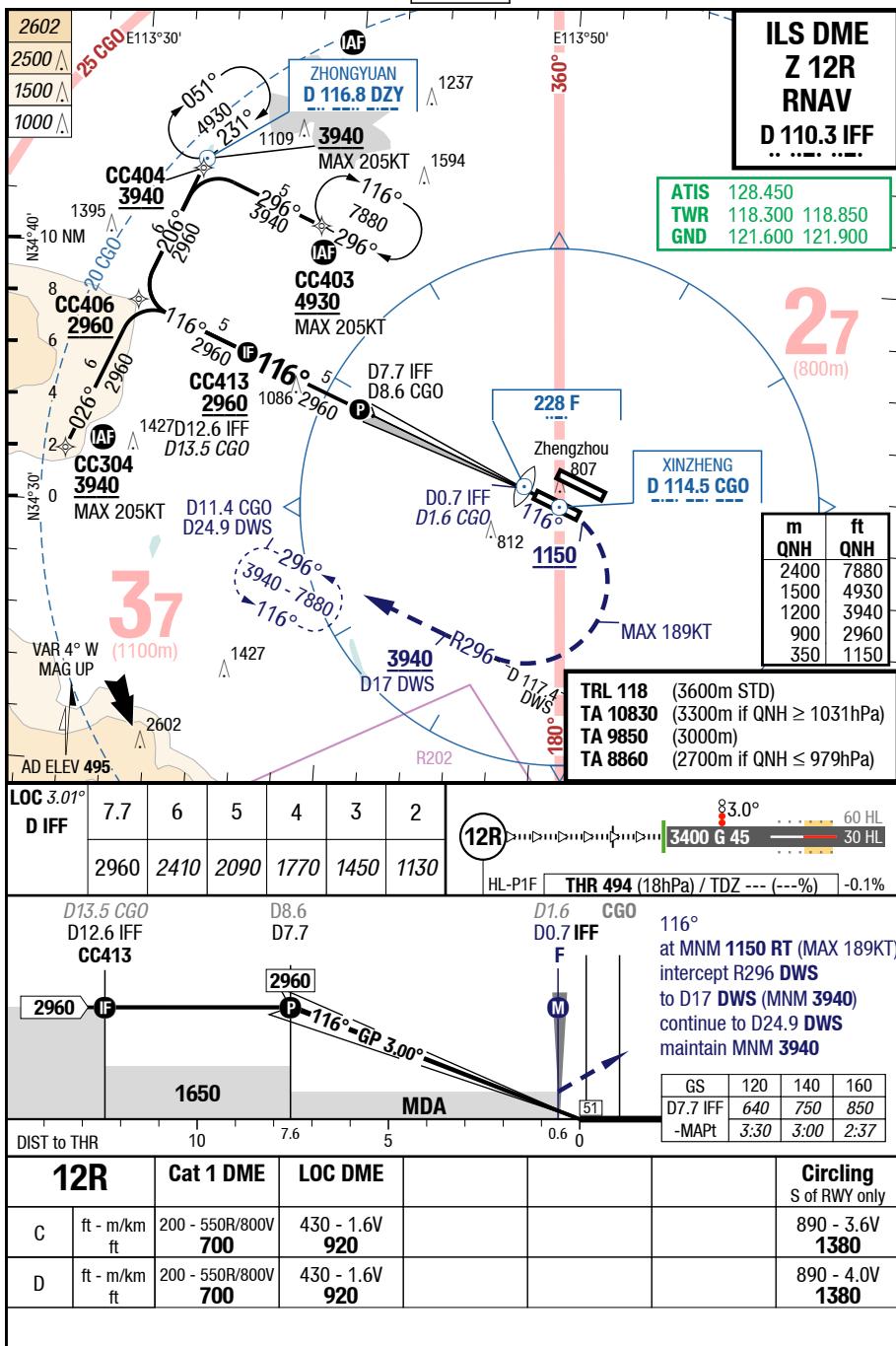
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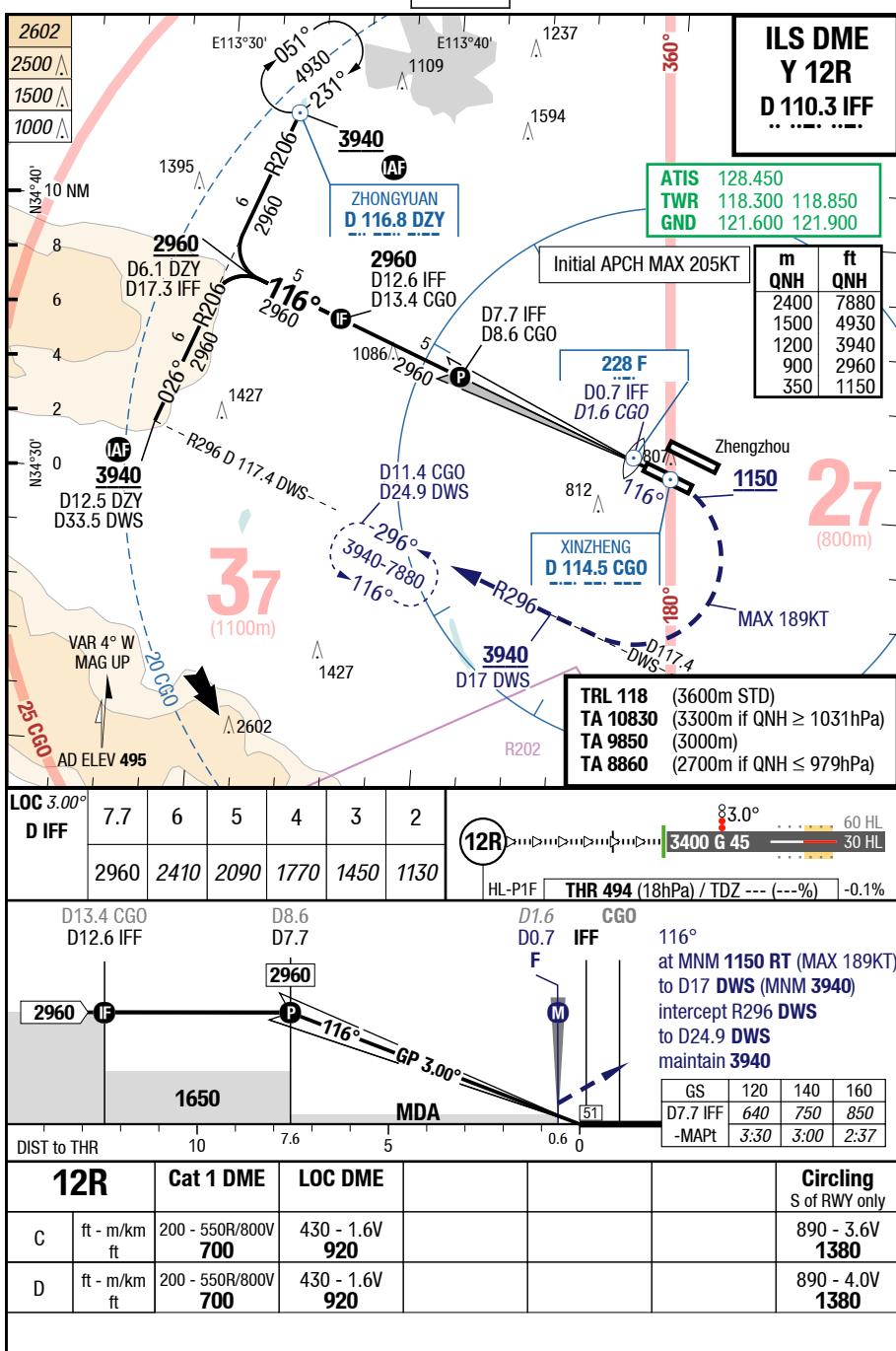
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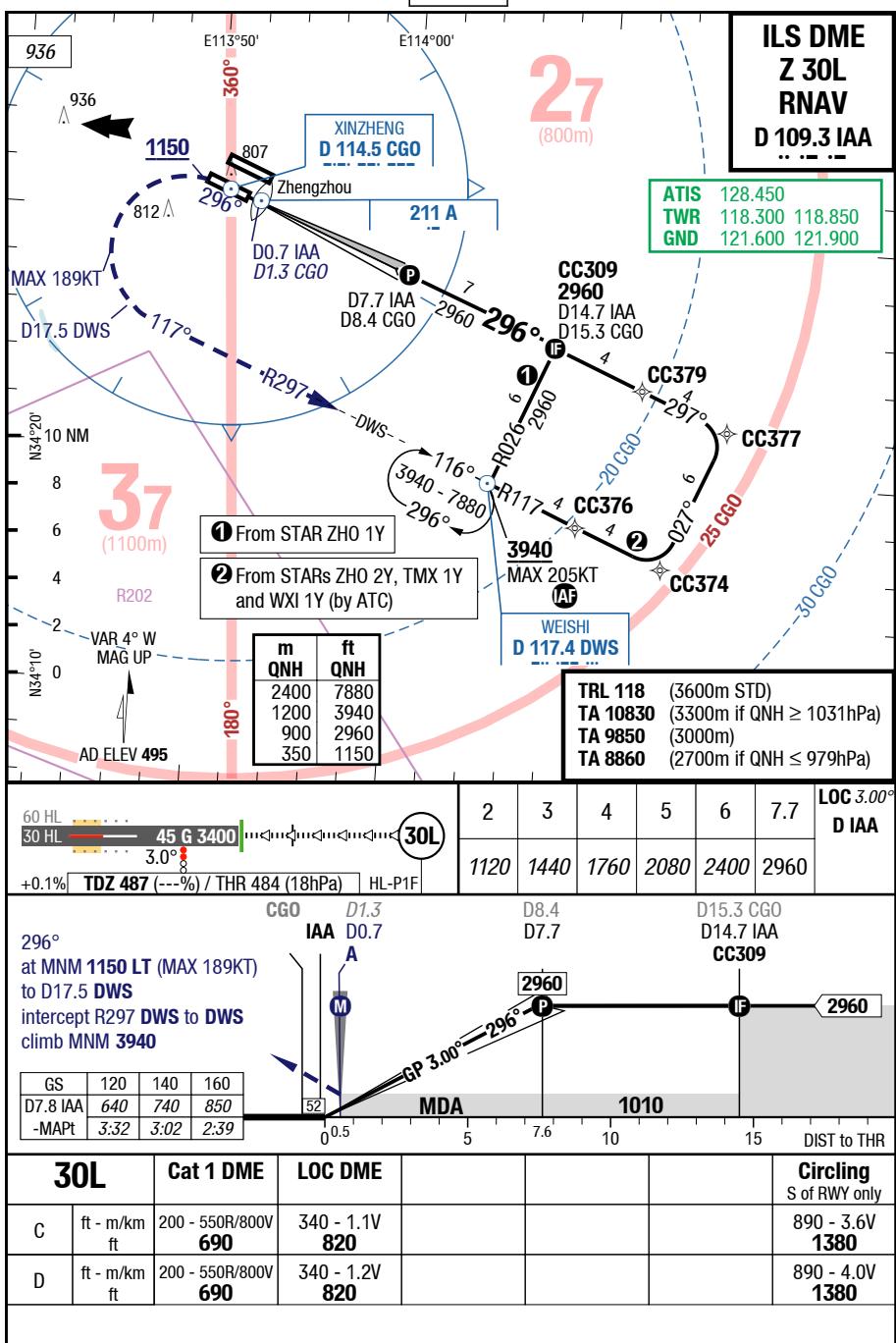
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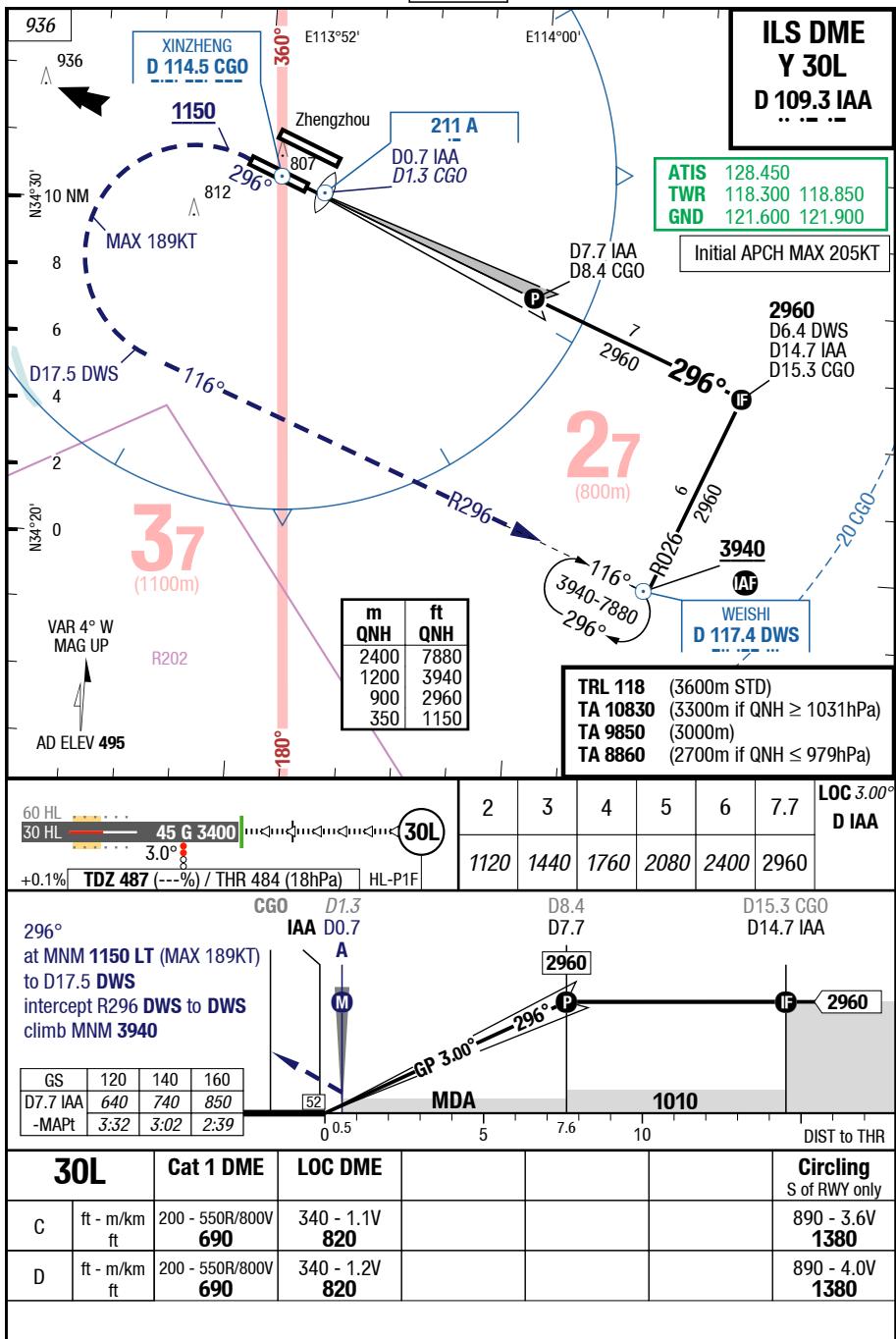
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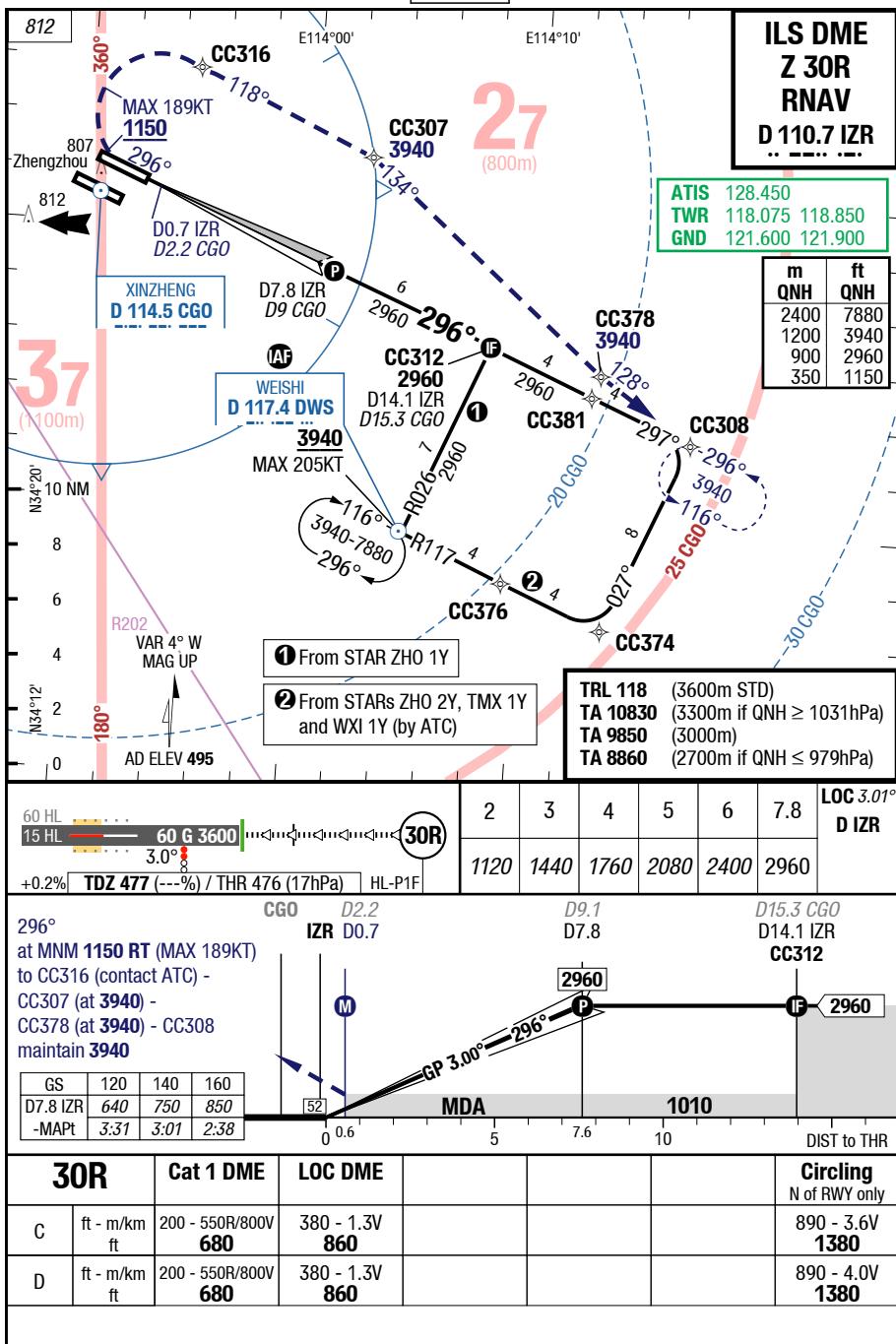
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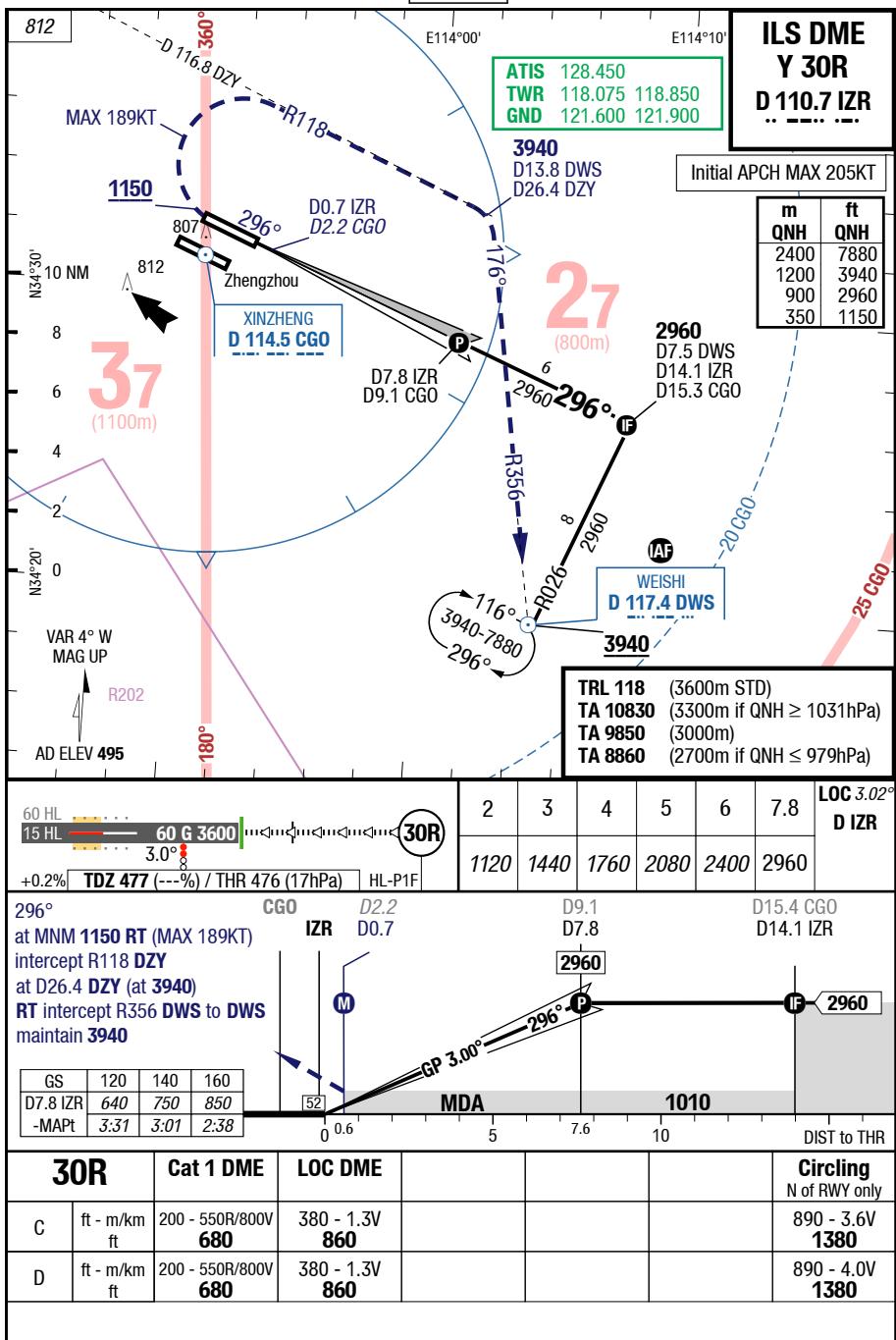
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ILS DME Z 30R RNAV



7-80

ILS DME Y 30R



Effective 26-MAY-2016

19-MAY-2016

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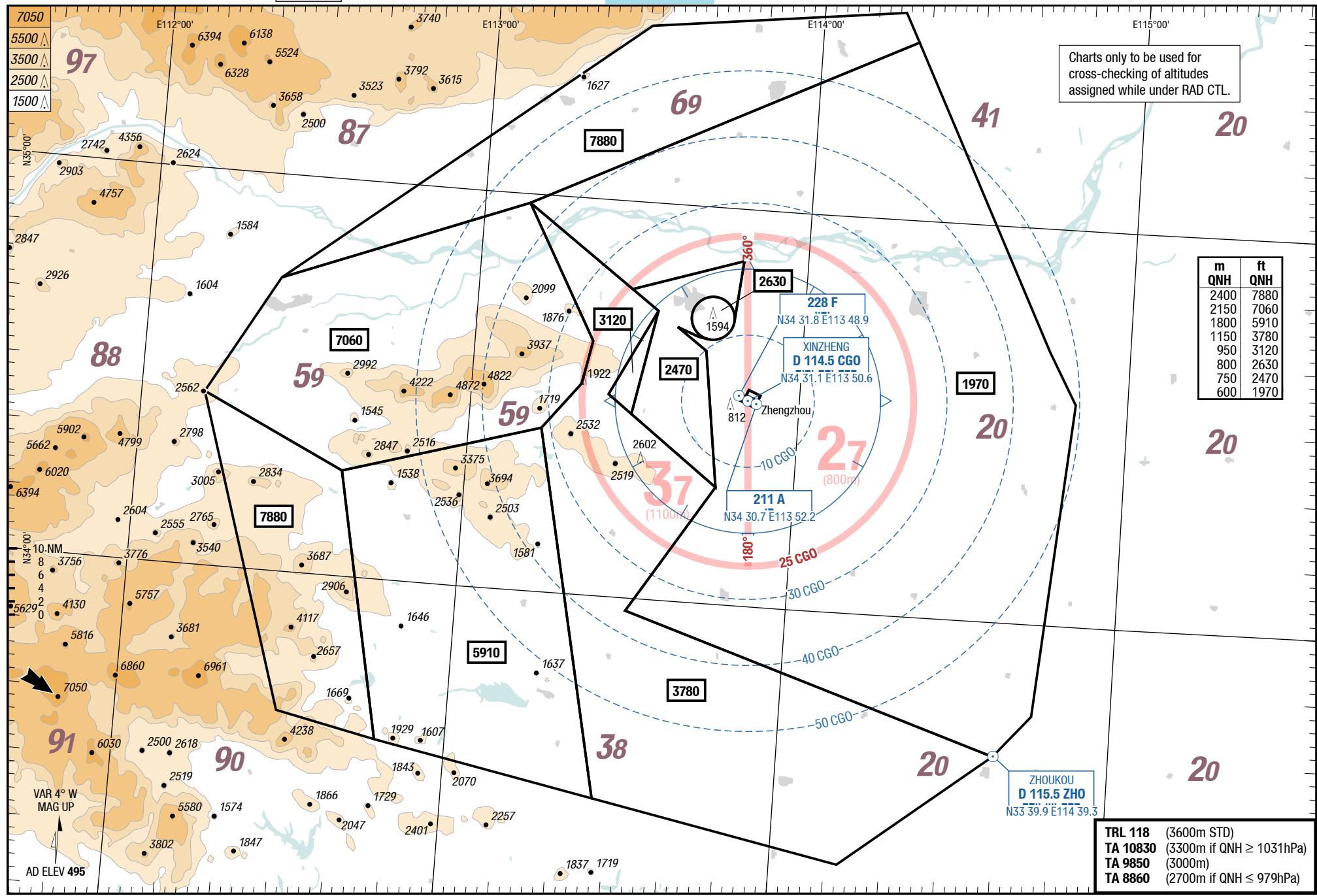
## China Zhengzhou Xinzhen

MRC  
NIL

## Xinzhen Zhengzhou China

MRC  
NIL

8-10



Changes: MRVA, OBST