

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

ZLXY- 西安/咸阳 XI' AN/Xianyang

ZLXY 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	N34° 26.7' E108° 45.0' Center of RWY 05L/23R
2	方向、距离 Direction and distance from city	022° GEO, 12.8km from city center
3	标高 / 参考气温 Elevation/Reference temperature	479.2m/ 32.2° C (JUL)
4	机场标高位置 / 高程异常 AD ELEV PSN/ geoid undulation	-
5	磁差 / 年变率 MAG VAR/Annual change	3° 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	China West Airport Co. Ltd. No.4 Gaoxin Yi Lu, Xi'an 710075, Shaanxi province, China TEL: 86-29-88371025 FAX: 86-29-88371111 AFS: ZLXYDYX Website: http://www.westairport.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/(RWY05R/23L: 4F, RWY05L/23R: 4E)
9	备注 Remarks	Nil

ZLXY 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	HS or O/R
3	卫生健康部门 Health and sanitation	HS or O/R
4	航行情报服务讲解室 AIS Briefing Office	HS or O/R
5	空中交通服务报告室 ATS Reporting Office (ARO)	HS or O/R
6	气象讲解室 MET Briefing Office	HS or O/R
7	空中交通服务 ATS	HS or O/R
8	加油 Fuelling	HS or O/R
9	地勤服务 Handling	HS or O/R
10	保安 Security	HS or O/R
11	除冰 De-icing	HS or O/R
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Platform lift, fork lift, baggage transporters, conveyor belt, tow tractor
2	燃油 / 滑油牌号 Fuel/oil types	Jet A-1, Nr.3 jet fuel --
3	加油设施 / 能力 Fuelling facilities/capacity	Tank vehicle (65000 liters, 47000 liters, 35000 liters) Hydrant dispenser (15 liters/sec) Apron refueling well
4	除冰设施 De-icing facilities	De-icer
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	Line maintenance available for various types of aircraft on request. Other maintenance work by prior arrangement.
7	备注 Remarks	Power unit, ground air supply unit, air preconditioning unit

ZLXY AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD and in the city
2	餐馆 Restaurants	At AD and in the city
3	交通工具 Transportation	Passenger's coaches, taxis
4	医疗设施 Medical facilities	First aid at AD, hospitals in the city
5	银行和邮局 Bank and Post Office	At AD and in the vicinity of AD
6	旅行社 Tourist Office	At AD and in the city
7	备注 Remarks	Nil

ZLXY 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 9
2	援救设备 Rescue equipment	Fire fighting facilities: dry-chemical tender, heavy-load foam tender, disassembly rescue truck, illumination truck, command car, rapid intervention vehicle, primary foam tender, fire fighting water tank truck, logistics truck; Rescue equipment: uplift air cushion, mobile surface operation devices.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTOW up to B747
4	备注 Remarks	Nil

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

1	扫雪设备类型 Types of clearing equipment	All seasons Snow blowers, snow fluid truck, snow ploughs, snow pusher.
2	扫雪顺序 Clearance priorities	RWY , TWY, Apron
3	备注 Remarks	Nil

ZLXY 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 86/R/B/W/T (Stands Nr.305-307, 316-318, 405-412) PCN 78/R/B/W/T (Stands Nr. 501-509, 601-603) PCN 71/R/B/W/T (Stands Nr. 201-225, 301-304, 308-315, 319-322, 401-404) PCN 60/R/B/W/T (Stands Nr 101-133, 126A, 128A, 134-148)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	23 m: A, C, T1, H, T8; 25m: B, D, G, T2, T7; 27m: A3, A5, A7; 28.5m: A1, A4, A6, A9, D4, D5; 29.5m: C1, C9; 30m: B3, B4; 34m: A2, A8, B1, B2, B5-B9, C2, C8, G1-G3; 34.5m: D1, D3, D6, D8; 38m: T4; 44m: C3-C7, D2, D7, T3, T5, T6.
		Surface:	Cement concrete & Asphalt
		Strength:	PCN 86/R/B/W/T (C, D, D1, D2, D7, D8, T7, T8(east of H), C1-C3, C8, C9, C4-C7(south of stands Nr.304, 308, 315, 319, 404), G(south of T8), H(south of T8)) PCN 84/F/B/W/T (A2, A4, A6, A8, B2) PCN 82/F/B/W/T(A, A1, A5, A9) PCN 78/R/B/W/T (B (west of B8), B8, B9, D3-D6, G1-G3, T6, T8(west of H), G(north of T8), H(north of T8)) PCN 75/F/B/W/T (A3, A7) PCN 71/R/B/W/T (B1, B(east of B1), T1-T4, C4-C7(north of stands Nr.304, 308, 315, 319, 404)) PCN 60/R/B/W/T (B(BTN B1 and B8), B3-B7, T5)
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	

ZLXY 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 with TWY and RWY and at all holding positions. Guide lines at all aprons and TWYs. Nose-in guidance at aircraft stands. Aircraft stand identification sign board at apron.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	RWY designation, TDZ, THR, center circle, center line, edge line, aiming point
		RWY lights	Center line, edge line, THR, RWY end, TDZ, wing bar.
		TWY markings	RWY holding positions, center line, edge line, intermediate holding position, NO-ENTRY marking, TWY shoulder
		TWY lights	Edge line, center line, intermediate holding positions, RWY guard lights(TWY B), rapid-exit TWYs indicator(A3-A4, A6-A7, D3-D6), No-entry
3	停止排灯 Stop bars	RWY 05L/23R: A1, A2; RWY 05R/23L: D7, D8.	
4	备注 Remarks	Nil	

ZLXY AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on ARP					
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	TWR	038	10560	466.6	
2	BLDG	041	11270	480	
3	TWR	044	3110	520.4	RWY23R / GP INOP
4	Antenna	052	2672	498	
5	TWR	062	5735	513.3	
6	TWR	073	10720	500.3	
7	Board	086	1810	494.4	

Obstacles within a circle with a radius of 15km centered on ARP					
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)	影响的飞程序及起飞航径区 Flight procedure/take-off flight path area affected
8	Board	088	2330	497.1	
9	Board	088	3070	493.9	
10	Radar	091	882	511	
11	Board	092	2350	495.8	
12	TWR	092	4710	498.6	
13	Light	094	2350	499.4	
14	05R LLZ	097	2950	471.4	
15	Chimney	098	1337	519	
16	MT	100	11520	483.9	
17	Chimney	101	14950	589.6	
18	Control TWR	108	836	533	
19	23L GP antenna	108	2690	484.7	RWY23L / GP INOP
20	MT	111	8625	489.6	
21	BLDG	114	970	504	
22	BLDG	118	1042	521	
23	Control TWR	125	900	580	RWY05L/23R/ NDB/DME; RWY05R/23L/VOR/DME; Circling
24	Light	131	1580	500.7	
25	TWR	164	4150	510.8	
26	Radar	165	2800	502.1	
27	Chimney	170	7750	571.4	
28	MT	171	5235	498.3	
29	05R GP antenna	179	2775	488.7	
30	05R IM	190	3110	477	
31	Light	197	2600	504.8	
32	Board	203	3890	499.3	
33	TWR	206	13100	489.6	
34	TWR	209	5080	506.8	

Obstacles within a circle with a radius of 15km centered on ARP					
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
35	TWR	213	5550	507.3	
36	MT	215	9450	508	RWY05R/GP INOP
37	MT	228	5300	495	
38	Antenna	232	2676	498	
39	BLDG	233	8200	507	RWY05L/GP INOP
40	TWR	249	10140	540.7	
41	BLDG	252	1830	508.8	
42	TWR	266	1520	522.3	
43	TWR	273	1800	524.5	
44	TWR	300	5135	544.3	
45	TWR	319	4350	525	
46	TWR	321	4330	525.5	

Obstacles between two circles with the radius of 15km and 50km centered on ARP					
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	MT	010	31350	1423	
2	TWR	041	23000	533	
3	MT	108	50000	1302	RWY23L/23R / MNM sector
4	MT	172	49700	1516	
5	MT	238	20700	531	
6	TWR	241	15560	615	
7	MT	312	32000	1225	RWY05L/05R / MNM sector
8	MT	335	34900	1614	RWY05L/05R / MNM sector
Remark: 1. Other obstacles in the take-off flight path of RWY 05L/23R refer to AD OBST Chart. 2. No significant obstacles in the RWY 05R/23L take-off flight path area.					

ZLXY 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	Xi'an MET Center of CAAC
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	Xi'an MET Center of CAAC 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	Xi'an ACC, Xi'an APP, TWR, ARO
10	观测类型与频率 / 自动观测设备 Type & frequency of observation/ Automatic observation equipment	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)	SFC wind sensors: RWY05L: 120m W of RCL, 340m inward THR; RWY23R: 120m W of RCL, 350m inward THR; RWY05L/23R center: 120m W of RCL, 1500m inward THR05L; RWY05R: 100m E of RCL, 365m inward THR; RWY23L: 100m E of RCL, 340m inward THR; RWY05R/23L center: 100m E of RCL, 1950m inward THR05R RVR EQPT: A: 110m W of RCL, 330m inward THR; B: 110m W of RCL, 390m inward THR; C: 90m E of RCL, 375m inward THR; D: 90m E of RCL, 350m inward THR; E: 90m E of RCL, 1930m inward THR05R. Ceilometer: RWY05L: 24m W of RCL extension line, 1170m outward THR; RWY23R: 24m W of RCL extension line, 1165m outward THR; RWY05R: 100m E of RCL, 345m inward THR; RWY23L: 100m E of RCL, 320m inward THR.
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

ZLXY 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
05L	049° GEO 052° MAG	3000 × 45	60/R/B/W/T Concrete/Asphalt	Nil	THR 476.4m --
23R	229° GEO 232° MAG	3000 × 45	60/R/B/W/T Concrete/Asphalt	Nil	THR 478.3m --
05R	049° GEO 052° MAG	3800 × 60	86/R/B/W/T* 78/R/B/W/T* Concrete / Concrete	Nil	THR 474.3m --
23L	229° GEO 232° MAG	3800 × 60	86/R/B/W/T* 78/R/B/W/T* Concrete / Concrete	Nil	THR 468.9m --
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	60 × 45	Nil	3240 × 300	Nil	Nil
See AOC	60 × 45	Nil	3240 × 300	Nil	Nil
See AOC	120 × 60	Nil	4160 × 300	Nil	Nil
See AOC	120 × 60	Nil	4160 × 300	Nil	Nil
Remarks: 1. Distance between RCL of RWY05L/23R and RCL of RWY 05R/23L is 2100m.					
2. * RWY05R/23L PCN: 0-720m: 86/R/B/W/T; 720-3080m: 78/R/B/W/T; 3080-3800m: 86/R/B/W/T.					

ZLXY 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
1	2	3	4	5	6
05L	3000	3000	3060	3000	Nil
23R	3000	3000	3060	3000	Nil
05R	3800	3800	3920	3800	Nil
05R	3600	3600	3720	3800	FM D7
23L	3800	3800	3920	3800	Nil
23L	3600	3600	3720	3800	FM D2

ZLXY 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
05L	CAT I* 900m LIH	Green Yes	PAPI Left/3°	Nil	3000m** spacing 15m	3000m*** spacing 60m	Red	Nil
23R	CAT II* 900m LIH	Green Yes	PAPI Left/3°	900m	3000m** spacing 15m	3000m*** spacing 60m	Red	Nil
05R	CAT III* 900m LIH	Green Yes	PAPI Left/3°	900m	3800m**** spacing 15m	3800m***** spacing 60m	Red	Nil
23L	CAT I* 900m LIH	Green Yes	PAPI Left/3°	Nil	3800m**** spacing 15m	3800m***** spacing 60m	Red	Nil
Remarks: *SFL **0-2100m White VRB LIH, 2100-2700m Red/White VRB LIH, 2700m-3000m Red VRB LIH ***0-2400m White VRB LIH, 2400-3000m Yellow VRB LIH ****0-2900m White VRB LIH, 2900-3500m Red/White VRB LIH, 3500m-3800m Red VRB LIH *****0-3200m White VRB LIH, 3200-3800m Yellow VRB LIH								

ZLXY 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
4	备份电源 / 转换时间 Secondary power supply/switch-over time	Secondary power supply available/ 1 sec Diesel engine driven generator/ 15 sec
5	备注 Remarks	Nil

ZLXY 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

ZLXY 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
Xi'an tower control area	By ATC	SFC to 1200m MSL	
Fuel dumping area	N33 45.0E109 46.0-N33 59.0E110 07.0-N33 26.0E110 40.0-N33 13.0E110 19.0-N33 45.0E109 46.0	Above 5000m	
Altimeter setting region and TL/TA	N351240E1074613-N353730E1080846-LOVRA-N354646E1092239-N335232E1095600-N332646E1091258-N331913E1081850-N351240E1074613	TL 3600m TA 3000m 3300m(QNH \geq 1031hPa) 2700m(QNH \leq 979hPa)	

ZLXY 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		127.45(ARR)	H24	D-ATIS available
ATIS		128.65(DEP)	H24	Nil
APP	Xi' an Approach	AP01: 125.10(126.55)	0030-1300	Contact AP03 when out of service.
APP	Xi' an Approach	AP02: 119.05(123.85)	0030-1230	Contact AP03 when out of service.
APP	Xi' an Approach	AP03: 119.60(126.55)	H24	Nil
APP	Xi' an Approach	AP04: 119.90(121.40)	By ATC	Contact AP03 when out of service.
TWR	Xianyang Tower	TWR(N): 124.3(118.15)	2300-1600	Nil
TWR	Xianyang Tower	TWR(S): 130.45(118.15)	H24	Nil
GND	Xianyang Ground	GND(N): 121.8 (124.3)	2300-1400	Nil
GND	Xianyang Ground	GND(S): 121.65 (130.45)	2300-1400	Nil
GND	Xianyang Delivery	121.6	H24	DCL available

ZLXY 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
Longzaocun VOR/DME	LCZ	109.0MHz CH27X	N34° 27.1' E108° 47.6'	473.6m	1200m FM THR23L, on the RCL extension line.
Fenghuo VOR/DME	FNH	113.2 MHz CH79X	N34° 33.2' E108° 37.7'	515m	
Zu' an VOR/DME	ZNX	110.8MHz CH45X	N34° 06.7' E108° 30.2'	431m	Below 3600m(QNH): R195° -R210° clockwise U/S for VOR, R155° -220° clockwise U/S for DME; Below 4500m(QNH): R194° beyond 29.5NM U/S for VOR, R194° beyond 22.5NM U/S for DME.
Mizi VOR/DME	MIZ	109.6MHz CH33X	N34° 49.2' E108° 59.7'	630.7m	
Koulin VOR/DME	KLX	110.6MHz CH43X	N34° 15.9' E109° 14.9'	907.6m	
Sanyuan NDB	OD	202 kHz	N34° 35.9' E108° 54.9'		043° MAG/ 23km FM ARP

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
Yanzhuang NDB	ZS	359 kHz	N34° 13.3' E108° 51.2'		BRG 230° -270° clock- wise U/S; 0-13.5NM on BRG 154° , 0-17NM on BRG 311° , 0-4NM on BRG 029° U/S; beyond 15NM on BRG 073° , beyond 9NM on BRG 134° U/S; 0-4NM and 6- 20NM on BRG 003° U/ S; 0-20NM on BRG 294° for arrival procedure and enroute procedure U/S; BRG 294° for holding procedure U/S; BRG 266 ° and BRG 215° U/S
LMM 05L	G	327 kHz	N34° 25.8' E108° 43.7'		232° MAG/ 1176m FM THR 05L; BTN 6-10NM of bearing 051° U/S
ILS 05L LLZ	IGG	109.9 MHz	052° MAG/ 200m FM end RWY 05L		
GP 05L		333.8 MHz	115m W of RCL, 296m FM THR05L		Angle 3° , RDH 15m
DME 05L	IGG	CH36X (109.9MHz)		479.3m	Co-located with GP; BTN 13.5-16.5NM for APP PROC U/S
LMM 23R	M	429 kHz	N34° 27.7' E108° 46.3'		052° MAG/ 1176m FM THR 23R
IM 23R		75 MHz	052° MAG/ 280m FM THR 23R		
ILS 23R LLZ	IMM	110.3 MHz	232° MAG/ 200m FM end RWY23R		
GP 23R		335.0 MHz	130m W of RCL, 309m FM THR23R		Angle 3° , RDH 15m
DME 23R	IMM	CH40X (110.3MHz)		480.5m	Co-located with GP
IM 05R		75 MHz	320m FM THR05R		
ILS 05R LLZ	IXW	109.3 MHz	052° MAG, 260m FM end RWY05R		
GP 05R		332.0 MHz	125m S of RCL, 346m FM THR05R		Angle 3° , RDH 17.3m
DME 05R	IXW	CH30X (109.3MHz)		479.8m	Co-located with GP

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
ILS 23L LLZ	IAQ	111.1 MHz	232° MAG, 260m FM end RWY 23L		
GP 23L		331.7 MHz	125m S of RCL, 325m FM THR23L		Angle 3° , RDH 15.7m
DME 23L	IAQ	CH48X (111.1MHz)		475.9m	Co-located with GP
Remark: Nil					

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

1.1 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;

1.1 Each and every technical test flight shall be filed in advance and conducted only after clearance has been obtained from ATC;

1.2 可使用最大机型:A380及同类机型。

1.2 Maximum aircraft to be available: A380 and equivalent.

2. 跑道和滑行道的使用**2. Use of runways and taxiways**

2.1 禁止航空器在滑行道上做180° 转弯。

2.1 180° turnaround on TWY is strictly forbidden for all aircraft;

2.2 实施隔离平行运行时:

05L/23R 号跑道主要用于进港;

2.2 Segregated parallel approaches/departures will be applied: 05L/23R is mainly used for arrival;

05R/23L 号跑道主要用于离港;

05R/23L is mainly used for departure;

2.3 机场 05R/23L 跑道,D、D1、D2、D7、D8、C4、C5、C6、C7 滑行道以及 C4-C7 之间 T8 机坪滑行道可供 A380 型航空器使用,见 AD2.24-2;

2.3 RWY05R/23L, TWY D, D1, D2, D7, D8, C4-C7 and T8(between C4-C7) are available for A380, refer AD 2.24-2;

2.4 地面风与跑道转换程序:当顺风分量超过3米/秒,但不大于5米/秒时,管制部门对跑道运行方向进行转换;转换期间,管制部门可根据运行情况进行安排,须通知飞行员;若飞行员不能满足上述要求的,应尽早通知管制部门。

2.4 During changing the direction of RWY in use, if downwind speed is more than 3m/s and not exceeding 5m/s, ATC shall inform ACFT the ground wind direction and speed, instruct downwind take-off or downwind landing for short time. If pilot decide not to take-off or land on downwind RWY due to performance limits, inform ATC immediately.

2.5 滑行道使用限制 /Limits for aircraft parking on the following TWYs:

滑行道 /TWYs	航空器翼展限制 / Wing span limits for aircraft
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T5	≤ 65 m
B(BTN B6 and B8)	≤ 61m
B(east of B6)	<52m

2.6 机场冲突多发地带运行要求

2.6 Hot spot operating procedure

2.6.1 机动区冲突多发地带位置见 ZLXY AD2.24-1,2;

2.6.1 Refer to ZLXY AD2.24-1,2;

2.6.2 为减少运行差错,降低地面冲突和跑道入侵事件的发生概率,在机场活动区内运行的航空器需严格按照下述的要求运行:

2.6.2 For the purpose of reducing errors that lead to ground conflicts and runway incursions, aircraft operating within the maneuvering area must follow the requirements below:

HS1:A、B6及A5滑行道交叉区域

HS1: INTERSECTIONS OF TWYS A, B6 AND A5

使用A滑行道或B6滑行道滑行的航空器,在进入此区域前,应小心观察,避让从A5滑行道脱离的航空器。

Aircraft shall proceed with extreme caution before taxiing into this area via TWY A or B6, and shall give way to aircraft vacating RWY via TWY A5.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 05L/23R跑道机坪的所有进、离港航空器均实施引导车引导;

3.1 Aircraft parking on apron of RWY 05L/23R shall follow the guidance of follow-me vehicle to stands;

通常情况下,05R/23L跑道机坪的所有进、离港航空器均不实施引导车引导,但在能见度小于800米或者管制运行需要、机组要求时,05R/23L跑道机坪的进、离港航空器需实施引导车引导;

Aircraft may follow the guidance of follow-me vehicle to stands of RWY 05R/23L upon requirements of flight crew or ATC and upon VIS below 800m;

3.2 未经地面管制同意,严禁航空器利用自身动力倒滑;

3.2 Push-back of aircraft on its own power is strictly forbidden without Ground Control clearance;

3.3 发动机试车,需经地面管制许可,并在指定的地点进行;

3.3 Engine run-ups are subject to Ground Control clearance, and shall be carried out at a designated location. Fast engine run-ups near boarding bridges or on apron are strictly forbidden;

3.4 机位分类使用 /Stands classification

除冰雪机位 /Deicing stands	维修机位 / Maintenance stands
Nr. 201-203, 601-603, 502-507	Nr. 201-207,501-509,601-603

3.5 停靠 101-117,134-137,144-148,301-322 机位的航空器均由牵引车推出;

3.5 Aircraft parking on stands 101-117, 134-137, 144-148, 301-322 shall be pushed back;

3.6 航空器不能同时使用的机位 / Stands forbidden to use simultaneously:

使用机位 /The stand in use	不能同时使用的机位 /The stands forbidden to be used
Nr.128A	Nr.127, 128
Nr.126A	Nr.125,126
Nr. 412	Nr. 407-411
Nr. 501	Nr. 502, 503
Nr. 508	Nr. 506, 507

3.7 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	最大机型 / Maximum aircraft
Nr. 129-133	≤ 33.91m	A320
Nr. 311-312	≤ 34.09m	A321
Nr. 103-105, 134-143, 207-225, 405-411	≤ 35.8m	B737-800
Nr.101-102, 106	≤ 44.8m	A300
Nr.109-114, 118-128, 147, 148, 201-206, 301-304, 308-310, 313-315, 319-322, 401-404, 502-507, 601-602	≤ 47.6m	B767-300
Nr.107-108, 115-117, 126A, 128A, 144-146, 306-307, 316-318, 412, 501, 508-509, 603	≤ 64.9m	B747
Nr.305	≤ 79.8m	A380

3.8 本场设立了多个推出等待点 (PB), 详见 AD2.24-2;

3.8 Push-back holding points(PB) are established. Refer to AD2.24-2;

3.9. 为降低碳排放及噪音, 停靠 301-322 机位的航空器建议关闭 APU, 接驳地面 400HZ 电源及空调系统。本场 101-105 廊桥已安装接驳地面 400HZ 电源及空调系统并提供使用。

3.9. Aircraft parking on stands Nr.301-322 should close APU, use 400HZ ground power and air conditioning systems, so as to reduce carbon emission and noise. It is available for bridges Nr.101-105 using ground power(400HZ) and air conditioning systems.

4. 进、离场管制规定

4. Air traffic control regulations

4.1 二次雷达应答机操作程序

4.1 Transponder operating procedures

离场:请求推出或开车时,选择XPNDR模式;进跑道时,选择TA/RA模式。

Departure: on requesting push-back/start-up, select XPNDR; on lining-up, select TA/RA.

进场:脱离跑道后,选择XPNDR模式;停到停机位后,选择STBY模式。

Arrival: After vacating runway, select XPNDR; fully parked on stand, select STBY.

5. 机场的 II/III 类运行

5.1 西安/咸阳机场 23R 号跑道装有 II 类仪表着陆系统;

5.2 机场实施低能见度程序时,航空器由 B6、B7、B8 滑行道滑入机坪,由 B1、B3、B5、B6 滑行道滑出机坪。

5. CAT II/III operations at AD

5.1 RWY23R of Xi'an/Xianyang Airport is equipped with ILS CAT II;

5.2 While low visibility procedure is in force, aircraft shall enter apron via TWY B6, B7, B8, and exit apron via TWY B1, B3, B5 and B6.

6. 除冰规则

无

6. Rules for deicing

Nil

7. 平行跑道同时仪表运行

无

7. Simultaneous operations on parallel runways

Nil

8. 警告

8.1 泾河位于机场东北 6 千米处,产生升、降气流影响飞行高度,起降航空器注意。

8.2 仪表飞行时,防止低于安全高度误入机场南侧 45 千米处的秦岭。

8. Warning

8.1 Jing river located 6km northeast of airport produces unstable airstream, keep safe altitude during take-off and landing.

8.2 45km south of airport is mountainous area, keep safe altitude.

9. 直升机飞行限制,直升机停靠区

无

9. Helicopter operation restrictions and helicopter parking/ docking area

Nil

ZLXY AD 2.21 噪音限制规定及减噪程序

无

ZLXY AD 2.21 Noise restrictions and Noise abatement procedures

Nil

ZLXY AD 2.22 飞行程序**1. 总则****ZLXY AD 2.22 Flight procedures****1. General**

除经塔台特殊许可外,在塔台管制区内的飞行,必须按照仪表飞行规则进行。

Flights within Tower Control Area shall operate under IFR unless special clearance has been obtained from Tower Control.

2. 起落航线

起落航线通常在 05L/23R 跑道北侧,A、B 类航空器高度 800 米,C、D 类航空器高度 1000 米;经空中交通管制部门许可,可在 05R/23L 跑道南侧进行。

2. Traffic circuits

Traffic circuits shall be normally made to the north of RWY 05L/23R with altitude 800m for aircraft CAT A/B, and 1000m for aircraft CAT C/D. Traffic circuit to the south of RWY05R/23L is subject to ATC clearance.

3. 仪表飞行程序

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。

3. IFR flight procedures

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.

4. 雷达程序和 / 或 ADS-B 程序

4.1 西安进近管制区域内实施雷达管制。航空器最小水平间隔为 6 千米;

4.2 距进近跑道末端 18.5 千米(10 海里)范围内,向同一跑道做最后进近的航空器之间无尾流间隔要求且接地后能 50 秒内脱离跑道时,航空器之间的最小雷达间隔缩短为 5 千米(湿跑道或污染跑道除外);

4.3 机组应当严格遵守以下公布的调速准则:四边或是接近长五边,控制表速 180 节,建立航道后,调速至 160 节直至五边 4 海里。这些强制指令服务于 ATC 的五边间隔调控。

如果 ATC 发布新的指令(不含速度指令,例如沿 ILS 继续下降),飞行员仍需遵守以上调速准则。机组应尽可能准确的执行所有的速度指令,如果航空器不能执行上述速度指令,机组应及时通知 ATC 可用的速度。

4. Radar procedures and/or ADS-B procedures

4.1 Radar control within Xi'an APP has been implemented. The minimum horizontal radar separation is 6km;

4.2 Within 18.5km(10nm) from approaching RWY end, if there is no wake turbulence separation requirement between two aircrafts approaching to the same RWY in final approach, and the preceding aircraft is able to vacate RWY within 50s after touchdown, the minimum radar separation can be reduced to 5km (except for wet or contaminated runway);

4.3 Aircraft shall follow strictly the rules for speed regulation: when aircraft is on base leg or on long final, indicated airspeed (IAS) shall be 180 knots. Upon the establishment of localizer, reduce the speed to 160 knots till aircraft arrived at 4nm along the final. These mandatory instructions above are subject to the final separation control by ATC.

If ATC issue a new instruction (speed instruction not included, for example: continue to descend along ILS), aircraft shall still follow the rules mentioned above and execute the instructions precisely. When aircraft can not fulfill the requirements above, crew shall inform ATC the speed available.

5. 无线电通信失效程序

无

5. Radio communication failure procedures

Nil

6. 目视飞行政序

无

6. Procedures for VFR flights

Nil

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****9. Other regulations****9.1 Requirements for pilots:**

9.1.1 须听清并重复地面管制员的滑行指令,尤其是界限性指令,发现疑问及时证实;

9.1.1 Verify and repeat the GND Control's instructions;

9.1.2 须在推出时向地面管制员证实使用跑道及推出方向;

9.1.2 During pushed-back from parking stand, contact GND Control to verify the pushing direction and the approved RWY designation to be used;

9.1.3 须在进入交接点前主动报告“接近某某滑行道,请求转至某某频率”;

9.1.3 When approaching to the hand-over point, report 'Closing to XX TWY, apply to change to XX frequency';

9.1.4 须在脱离跑道首次与地面管制联系时,尤其在低能见度情况下,向地面管制报告脱离的跑道和使用的滑行道及当前具体位置;

9.1.4 After vacating RWY and initial contact with the GND Control, especially under the condition of low visibility, report the vacated runway designation and taxiway designation in use, as well as the current position;

9.1.5 如在管制扇区移交后联系不畅,应在等待线前停止滑行,并向原先联系的管制扇区报告;

9.1.5 If fail to contact the expected ATC after changing frequency, stop prior to the holding line and contact the original frequency;

9.1.6 须密切观察地面相关活动,及时依照管制员的活动通报进行观察,要将观察到的不明活动情况及时通报给地面管制员;

9.1.6 Pay attention to the surrounding situations, and report to ATC upon finding unclear motion;

9.1.7 当机组误操作滑错方向时,应该立即停止滑行并向管制员报告;

9.1.7 When taxiing to the wrong direction by mistake, stop immediately and report to ATC;

9.1.8 机组申请滑行前应管制员报告“重型”或“HEAVY”；

9.1.8 Flight crew shall report 'HEAVY' when apply for taxiing clearance;

9.2 通常情况下,起飞航空器从等待位置到对正跑道时间应控制在 60 秒以内,着陆航空器从接地到滑出跑道应控制在 50 秒以内。如需更长时间占用跑道,应尽早通知 ATC。

9.2 Normally, departure aircraft shall finish RWY alignment within 60s from holding position, landing aircraft shall fully vacate RWY within 50s after touchdown. If more time is needed, inform ATC as soon as possible.

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)
CI 05L	N341500E1082848	XY102	N343212E1090454
CI 05R	N341354E1082924	XY103	N343824E1084424
CI 23L	N343536E1085918	XY201	N343230E1085500
CI 23R	N343700E1085912	XY202	N343448E1085818
CI 052	N341712E1083154	XY203	N342700E1090106
CI 053	N341548E1083206	XY204	N344130E1084824
CI 054	N341712E1083142	XY301	N342024E1083818
CI 232	N343500E1085830	XY302	N341518E1083118
CI 233	N343548E1085730	XY303	N342042E1082530
XY010	N342248E1082546	XY304	N343048E1083930
XY011	N341354E1082242	XY401	N342324E1083236
XY012	N342554E1082224	XY402	N342842E1083054
XY013	N343500E1083648	XY403	N350206E1081954
XY015	N345030E1084424	XY501	N341536E1082242
XY016	N343512E1081848	XY502	N340712E1082754
XY017	N345236E1081200	XY503	N341412E1082242
XY018	N340748E1082554	XY504	N340706E1082830
XY019	N340506E1083524	XY601	N344212E1090124
XY020	N341730E1084830	XY602	N343554E1090406
XY021	N341248E1082242	XY603	N344230E1090012
XY022	N340736E1082648	XY604	N343648E1090336
XY023	N340630E1085112	HO	N351236E1074606
XY031	N343630E1090354	ZS	N341318E1085112
XY032	N343236E1090548	FNH	N343312E1083742
XY034	N344200E1090200	KLX	N341554E1091454
XY035	N345236E1081200	MIZ	N344912E1085942
XY036	N335306E1083900	NSH	N331906E1081842
XY041	N343736E1090300	DOVOP	N344524E1084230
XY042	N344212E1090118	LOVRA	N355048E1090824
XY043	N344424E1085324	NUGLA	N354648E1092236

XY044	N334906E1084748	PIKEM	N333042E1085136
XY101	N343636E1085048	TEBIB	N352106E1075354

Waypoint sequence for RWY 05L arrival

HO-1W	HO	XY017 2400 ↑	XY012 2100 MAX 380kmH	Then connect the following 05L approach procedure (1), (2) or (3)		
LOVRA-1W	LOVRA	XY015	XY016 2400 ↑	XY012 2100 MAX 380kmH	Then connect the following 05L approach procedure (1), (2) or (3)	
LOVRA-2W	LOVRA	XY015	XY013 2400 ↑	XY012 2100 MAX 380kmH	Then connect the following 05L approach procedure (1), (2) or (3)	
NSH-1W	NSH	XY036 3600 ↑	ZS	XY013 2400 ↑	XY012 2100 MAX 380kmH	Then connect the following 05L approach procedure (1), (2) or (3)
NSH-2W (By ATC)	NSH	XY036 3600 ↑	ZS	XY020 2400 ↑	XY019 2100 MAX 380kmH	Then connect the following 05L approach procedure (4) or (5)

Waypoint sequence for RWY 05L approach

ILS/DME 05L	(1)	XY011 1550	CI 05L 1550			
ILS/DME 05L (BY ATC-1)	(2)	XY501 1200	CI 052 1200			
ILS/DME 05L (BY ATC-2)	(3)	XY010 1500 ↑	CI 054 1400			
ILS/DME 05L	(4)	XY018 1550	CI 05L 1550			
ILS/DME 05L (BY ATC-1)	(5)	XY502 1200	CI 052 1200			

Waypoint sequence for RWY 05R arrival

HO-1Z	HO	XY017 2400 ↑	XY012 2100 MAX 380kmH	Then connect the following 05R approach procedure (1), (2)		
LOVRA-1Z	LOVRA	XY015	XY016 2400 ↑	XY012 2100 MAX 380kmH	Then connect the following 05R approach procedure (1), (2)	
LOVRA-2Z	LOVRA	XY015	XY013 2400 ↑	XY012 2100 MAX 380kmH	Then connect the following 05R approach procedure (1), (2)	

NSH-1Z	NSH	XY036 3600 ↑	ZS	XY013 2400 ↑	XY012 2100 MAX 380kmH	Then connect the following 05R approach procedure (1), (2)
NSH-2Z (By ATC)	NSH	XY036 3600 ↑	ZS	XY020 2400 ↑	XY019 2100 MAX 380kmH	Then connect the following 05R approach procedure (3), (4)

Waypoint sequence for RWY 05R approach

ILS/DME 05R	(1)	XY021 1850	CI 05R 1850			
ILS/DME 05R (BY ATC)	(2)	XY503 1500	CI 053 1500			
ILS/DME 05R	(3)	XY022 1850	CI 05R 1850			
ILS/DME 05R (BY ATC)	(4)	XY504 1500	CI 053 1500			

Waypoint sequence for RWY 23L arrival

HO-1Y	HO	XY035	MIZ 1800 ↑ MAX 380kmH	Then connect the following 23L approach procedure (1), (2)		
HO-2Y	HO	FNH	XY043 1800 ↑ MAX 380kmH	Then connect the following 23L approach procedure (1), (2)		
LOVRA-1Y	LOVRA	XY015	MIZ 1800 ↑ MAX 380kmH	Then connect the following 23L approach procedure (1), (2)		
NSH-1Y	NSH	XY044 3600 ↑	KLX	XY032 1800 ↑ MAX 380kmH	Then connect the following 23L approach procedure (3), (4)	
NSH-2Y	NSH	XY036 3600 ↑	ZS 2400 ↑	XY032 1800 ↑ MAX 380kmH	Then connect the following 23L approach procedure (3), (4)	

Waypoint sequence for RWY 23L approach

ILS/DME 23L	(1)	XY034 1600	CI 23L 1600			
ILS/DME 23L (BY ATC)	(2)	XY601 1400	CI 232 1400			
ILS/DME 23L	(3)	XY031 1600	CI 23L 1600			
ILS/DME 23L (BY ATC)	(4)	XY602 1400	CI 232 1400			

Waypoint sequence for RWY 23R arrival

HO-1X	HO	XY035	MIZ 1800 ↑ MAX 380kmH	Then connect the following 23R approach procedure (1), (2)	
HO-2X	HO	FNH	XY043 1800 ↑ MAX 380kmH	Then connect the following 23R approach procedure (1), (2)	
LOVRA-1X	LOVRA	XY015	MIZ 1800 ↑ MAX 380kmH	Then connect the following 23R approach procedure (1), (2)	
NSH-1X	NSH	XY044 3600 ↑	KLX	XY032 1800 ↑ or 1500(by ATC) MAX 380kmH	Then connect the following 23R approach procedure (3), (4)
NSH-2X	NSH	XY036 3600 ↑	ZS 2400 ↑	XY032 1800 ↑ or 1500(by ATC) MAX 380kmH	Then connect the following 23R approach procedure (3), (4)

Waypoint sequence for RWY 23R approach

ILS/DME 23R I L S / D M E CATII 23R	(1)	XY042 1300	CI 23R 1300			
ILS/DME 23R (BY ATC)	(2)	XY603 1100	CI 233 1100			
ILS/DME 23R I L S / D M E CATII 23R	(3)	XY031 1500 ↑	XY041 1300	CI 23R 1300		
ILS/DME 23R (BY ATC)	(4)	XY604 1100	CI 233 1100			

Waypoint sequence for RWY 05L departure

NSH-9W	(VA)600m	(DF)XY101 1300 ↑	XY102 1800 ↑	KLX	XY023	PIKEM	NSH
NSH-8W (By ATC)	(VA)600m	(DF)XY101 1300 ↑	XY102 1800 ↑	ZS	PIKEM	NSH	
NSH-7W	(VA)600m	(DF)XY101 1300 ↑	XY103	FNH	ZS	PIKEM	NSH
NUGLA-9W	(VA)600m	(DF)XY101 1300 ↑	MIZ	NUGLA			
TEBIB-9W	(VA)600m	(DF)XY101 1300 ↑	DOVOP	TEBIB			

Waypoint sequence for RWY 05R departure

NSH-9Z	(DF)XY201 1300 ↑	XY203 1800 ↑	KLX	XY023	PIKEM	NSH	
NSH-8Z	(DF)XY202 1600 ↑	XY204	FNH	ZS	PIKEM	NSH	
NSH-7Z (By ATC)	(DF)XY201 1300 ↑	XY203 1800 ↑	ZS	PIKEM	NSH		
NUGLA-9Z	(DF)XY201 1300 ↑	XY202 1600 ↑	MIZ	NUGLA			
TEBIB-9Z	(DF)XY201 1300 ↑	XY202 1600 ↑	DOVOP	TEBIB			

Waypoint sequence for RWY 23L departure

NSH-9Y	(DF)XY301 1400 ↑	XY401	XY304	ZS	PIKEM	NSH	
NSH-8Y	(DF)XY301 1400 ↑	XY302 1800 ↑	XY303	XY304	ZS	PIKEM	NSH
NSH-7Y (By ATC)	(DF)XY301 900 ↑	PIKEM	NSH				
NUGLA-9Y	(DF)XY301 1400 ↑	XY401	FNH	MIZ	NUGLA		
TEBIB-9Y	(DF)XY301 1400 ↑	XY401	XY403	TEBIB			

Waypoint sequence for RWY 23R departure

NSH-9X	(VA)600m	(DF)XY401 1400 ↑	XY402	XY304	ZS	PIKEM	NSH
NUGLA-9X	(VA)600m	(DF)XY401 1400 ↑	XY402	FNH	MIZ	NUGLA	
TEBIB-9X	(VA)600m	(DF)XY401 1400 ↑	XY403	TEBIB			

Notes: The path code is TF except special explanation. ('VA': heading to an altitude; 'DF': Direct to fix.)

ZLXY AD 2.23 其它资料

全年有鸟类活动,主要集中在夏秋季节,活动区域集中在跑道以北及跑道两侧。机场当局采取了多种驱鸟措施,以减少鸟群活动。

主要鸟害: 航空器起降过程中偶有鸟击现象发生。

ZLXY AD 2.23 Other information

Activities of bird flocks take place all the year round, and they concentrate mainly to the north and on both sides of RWY during summer and autumn. Aerodrome Authority resorts to dispersal methods to reduce bird activities.

Main bird hazards: Bird strikes occur occasionally in the process of takeoff/landing of aircraft.