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

ZGSZ-深圳/宝安 SHENZHEN/Baoan

ZGSZ 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	N22°38.3' E113°48.7' Center of RWY15/33
2	方向、距离 Direction and distance from city	293°GEO, 32.5km from city center(Shenzhen railway station)
3	标高/参考气温 Elevation / Reference temperature	4.0m/31.8℃(JUL)
4	机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation	The center of RWY16/34/-
5	磁差/年变率 MAG VAR/ Annual change	2°W(2011)/-
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	Shenzhen Airport Co.,Ltd Shenzhen Baoan Airport, Shenzhen, Guangdong province, China Post code:518128 TEL:86-755-23458111 FAX:86-755-23456327 AFS:ZGSZVN8X Website:www.szairport.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/RWY15/33: 4E， RWY16/34: 4F
9	备注 Remarks	Nil

ZGSZ 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	H24
3	卫生健康部门	H24

	Health and sanitation	
4	航行情报服务讲解室 AIS Briefing Office	H24
5	空中交通服务报告室 ATS Reporting Office (ARO)	H24
6	气象讲解室 MET Briefing Office	H24
7	空中交通服务 ATS	H24
8	加油 Fuelling	H24
9	地勤服务 Handling	H24
10	保安 Security	H24
11	除冰 De-icing	Nil
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Collection cargo loader (7-35 tons), bulk cargo loader, container platform trailer, container trailer, fork lift, luggage/cargo tow tractor.
2	燃油/滑油牌号 Fuel/oil types	Nr.3 jet fuel, Jet A1 --
3	加油设施/能力 Fuelling facilities/capacity	Rufueling truck (20000 liters and 10000 liters): 40 liters/sec; hydrant cart: 63 liters/sec; pipe network of apron aircraft-refueling wells with 397 hoses
4	除冰设施 De-icing facilities	Nil
5	过站航空器机库 Hangar space for visiting aircraft	Available for three B737 aircraft.
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, spare parts changed available by prior arrangement.

7	备注 Remarks	Nil

ZGSZ AD 2.5 旅客设施 Passenger facilities

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

ZGSZ 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: primary foam tender, rapid intervention vehicle, medium-duty water tank truck, medium-duty foam tender, heavy-duty foam tender, demolition rescue truck, logistics truck, command car.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTOW up to A380. Removal equipment: uplift air cushion, jack, mobile surface operation devices, aircraft emergency pothook, beam-type lifting device, etc.
4	备注 Remarks	Nil

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

1	可用季节及扫雪设备类型 Types of clearing equipment	All seasons Not applicable
2	扫雪顺序	Not applicable

	Clearance priorities	
3	备注 Remarks	Nil

ZGSZ 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:	CONC
		Strength:	PCN 110/R/B/W/T(T3 cargo apron, T3 apron, Donghai airlines apron) PCN 90/R/B/W/T(Satellite hall apron） PCN 89/R/B/W/T(Southeast apron) PCN 84/R/B/W/T(North apron, South apron, Shenzhen airlines apron) PCN 72/R/B/W/T(TML A apron, TML B apron, cargo apron, China southern airlines apron)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	60m: V1, V2 50m: D5, D6, G1, G4, G5, G6, G8(BTN E & G), G9(BTN E & G), T2, T5(BTN G & E), W1, W2 48m: C3, C10, D8-D11(BTN C & D), D12, Q(BTN C & D, BTN G & E） 44m: E2，E10 39m: C2, C11 34.5m: E1, E11 34m: A2, B4, B7, K1-K3, L2 31m: C1, C12 29m: E3, E9 28.5m: A1, A12, L1 27m: A4, A5, A8, A9, E4-E7 25m: D, E, G, Q(BTN D & G), R, S, T3(BTN G & E), T4, W 24.5m: C4-C9 23m: A, B(BTN B3 & L3), C, D10(FM west of D to apron), F, G10, J, K4, T3(BTN C & G), T5(BTN D & G) 18m: B(BTN L3 & L4), B3
		Surface:	CONC ASPH: A12(FM east of A to apron), C1-C2(0-62.5m inward west of RWY15/33), C4-C9(0-104m inward west of RWY15/33), C11-C12(0-122m inward west of RWY15/33), L2(BTN A & B), S(0-75m inward west of RWY15/33)

		Strength:	PCN 110/R/B/W/T (B3, C, C1-C2(FM 62.5m outward west of RWY15/33 to TWY D), C3, C4-C9(104m outward west of RWY15/33), C10, C11-C12(122m outward west of RWY15/33), D, D8-D11(BTN C & D), D12, E, G(BTN E1 & E2), G(BTN G5 & E11), G5-G6(BTN G & E), G8-G9(BTN E & G), Q, R, S, W, W1, W2) PCN 90/F/B/W/T (A12(BTN A & B), L2(BTN A & B)) PCN 90/R/B/W/T (D5, D6, F, G(BTN E2 & G5), G1, G4, G5-G6(BTN G & J), J, T2-T5, V1, V2) PCN 84/R/B/W/T (B(BTN K4 & L2), L1) PCN 80/R/B/W/T (E1-E7, E9-E11) PCN 80/F/B/W/T (C1-C2(0-62.5m inward west of RWY15/33), C11-C12(0-122m inward west of RWY15/33), S(0-75m inward west of RWY15/33)) PCN 78/F/B/W/T (C4-C9(0-104m inward west of RWY15/33)) PCN 72/R/B/W/T (A, A1, A2, A4, A5, A8, A9, A12(west of A), B(FM north of B4 to apron), B4, B7, K1-K4)
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	Center line of L1 (FM east of B to apron) deviated, 17m to left side, 11.5m to right side.	

ZGSZ 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 marking at all intersections of TWYs and RWYs and at all taxiing holding positions. Guide lines at all aprons and TWYs. Signs at all stands. Visual Docking Guidance System is available at stands Nr. 301-309, 314-362, 317R, 350L, 350R, 361R, 362R, 501, 502, 504-510, 520-530, 540-549, 560-570, 505R, 507R, 510R, 528R, 529R, 545R, 547R, 549R, 566R, 568R, 569R. Refer to AD -1.1.5.4 Pilot instructions for Visual Docking Guidance System (III). Marshaller is available at other stands.	
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 line, edge line, aiming point
		RWY lights	Center line, edge line, THR, TDZ (for RWY15/33), RWY end

		TWY markings	Center line, edge line, intermediate holding positions, RWY holding position, enhanced center line (for A1, A2, A12, E1, E2, E10, E11), No-entry marking (for A4, A5, A8, A9, C4-C9, E3-E7, E9)
		TWY lights	Center line, edge line, rapid exit TWY indicator (RWY16/34), taxi holding position, RWY guard lights(vertical TWYs), stand maneuvering guidance lights
3	停止排灯 Stop bars	Nil	
4	备注 Remarks	Reflect sticks for TWY straight section (west of RWY15/33).	

ZGSZ 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	备注 Remarks
1	*MT	002	4191	113.7		
2	*BLDG	019	4146	108.2		
3	*MT	040	2425	155.2		
4	MT	042	3824	256.5		
5	MT	043	2752	176.5		
6	*MT	044	3501	224.2		
7	MT	045	3279	214.5		
8	*Control TWR	046	888	68.8		
9	MT	046	6075	307.5		
10	MT	048	5658	294.3		
11	MT	049	5172	376.9		
12	MT	052	4897	375.0		
13	MT	054	4520	321.5		
14	MT	058	2728	129.9		

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	备注 Remarks
15	MT	059	4308	292.6		
16	MT	066	4030	268.2		
17	MT	069	3930	273		
18	*BLDG	078	3680	343.5		
19	*TWR	085	8587	391.7		
20	MT	088	3818	221.3		
21	MT	115	11400	204		
22	MT	116	6901	236.7		
23	MT	119	6972	200.2		
24	MT	121	7430	200.3		
25	*MT	126	3790	107.1		
26	MT	136	6069	142.6		
27	*Iron TWR	137	6491	234.7	RWY15 precision path	
28	MT	137	6924	125.3		
29	MT	137	7442	116.2		
30	*BLDG	144	6219	126.0		
31	BLDG	149	4806	51.7	RWY15 take-off path	
32	*BLDG	149	5059	61.6	RWY15 take-off path	
33	*BLDG	151	5783	66.4		
34	BLDG	152	8459	111.2	RWY15 take-off path	
35	MT	153	7200	62.0		
36	*BLDG	154	8591	114.1	RWY33 GP INOP	
37	BLDG	156	5629	60.0		
38	*BLDG	158	5228	60.1		
39	*BLDG	158	5586	59.0		

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	备注 Remarks
40	Power TWR	164	6820	78.2	RWY16 take-off path	
41	MT	166	10350	79.0	RWY34 RNP AR+ILS intermediate approach	
42	MT	167	14610	118.0		
43	Iron TWR	167	14629	153.1	RWY34 RNP AR+ILS intermediate approach	
44	*BLDG	194	1236	51.7		
45	GP Antenna	221	1890	18.1		
46	*Control TWR	250	753	94.0	RWY34 precision path, GP INOP	
47	GP Antenna	300	2943	17.9	RWY16 precision path, GP INOP	
48	*BLDG	332	5626	55.3	RWY33 take-off path	
49	*BLDG	335	6333	64.7		
50	*BLDG	337	6216	64.7	RWY15 GP INOP, RWY33 take-off path	
51	Trees	345	6700	47.0		
Others:						

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	备注 Remarks
1	MT	033	23000	510		
2	MT	047	26000	348		

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	备注 Remarks
3	MT	051	44000	797		
4	MT	084	15000	587		
5	MT	099	42000	943		
6	MT	113	19000	430		
7	*BLDG	117	27300	600		
8	Antenna	130	42000	999		
9	*BLDG	136	18977	400		
10	MT	150	18226	336	RWY33/34 intermediate approach, RWY15 missed approach	
11	*Antenna	151	18406	347	RWY33/34 intermediate approach, RWY15 missed approach	
12	MT	159	17920	332		
13	MT	167	45000	935		
14	MT	182	26000	341		
15	MT	218	45000	436		
16	MT	238	44000	530		
17	MT	302	30000	295	RWY15/16 initial approach	
18	Chimney	312	18713	227		
19	Chimney	312	18872	226		
20	Chimney	313	18129	222		
21	Chimney	314	17947	253	RWY34 take-off path	
22	MT	341	28678	292	RWY15/16 intermediate	

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	备注 Remarks
					approach	
23	MT	353	27838	543	Sector, RWY15/16 initial approah	
Others:						

ZGSZ 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	相关气象台的名称 Associated MET Office	Shenzhen ATMB MET Office
2	气象服务时间；服务时间以外的责任气象台 Hours of service, MET Office outside hours	H24
3	负责编发 TAF 的气象台；有效时段；发布间隔 Office responsible for TAF preparation,Periods of validity; Interval of issuance	Shenzhen ATMB MET Office 9HR, 24HR; 3HR, 6HR
4	趋势预报发布间隔 Issuance interval of trend forecast	30 MIN
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	Local area network, TEL, FAX

9	提供气象情报的空中交通服务单位 ATS units provided with information	TWR, Flight Service Office
10	观测类型与频率/自动观测设备 Type & frequency of observation/Automatic observation equipment	Half 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
12	观测系统及位置 Observation System & Site(s)	RVR EQPT A: 120m E of RWY15/33 RCL, 382m inward THR15 B: 120m E of RWY15/33 RCL, 355m inward THR33 C: 120m E of RWY15/33 RCL, 1684m inward THR33 D: 120m W of RWY16/34 RCL, 390m inward THR16 E: 120m W of RWY16/34 RCL, 360m inward THR34 F: 120m W of RWY16/34 RCL, 1840m inward THR16 H: 120m E of RWY15/33 RCL, 366m inward THR15 SFC wind sensors RWY15: 120m E of RCL, 358m inward THR15 RWY15: 120m E of RCL, 374m inward THR15 RWY33: 120m E of RCL, 365m inward THR33 RWY33: 120m E of RCL, 345m inward THR33 RWY15/33 Center: 120m E of RCL, 1695m inward THR33 RWY16: 120m W of RCL, 350m inward THR16 RWY34: 120m W of RCL, 350m inward THR34 RWY34: 120m W of RCL, 404m inward THR34 RWY16/34 Center: 120m W of RCL, 1790m inward THR16 Ceilometer RWY15: 118m E of RCL, 370m inward THR15 RWY33: 118m E of RCL, 340m inward THR33 RWY16: 110m W of RCL, 350m inward THR16 RWY34: 110m W of RCL, 350m inward THR34
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 tables AVBL

	Climatological information	
15	其他信息 Additional information	MET Forecast Office TEL: 86-755-23718928 FAX: 86-755-23718927

ZGSZ 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 / SWYsurface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	跑道入口标高,精密进近跑道接地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
15	153.44 °GEO 155 °MAG	3400×45	72/R/B/W/T CONC/-		THR3.7m TDZ3.7m
33	333.44 °GEO 335 °MAG	3400×45	72/R/B/W/T CONC/-		THR3.7m TDZ3.7m
16	153.44 °GEO 155 °MAG	3800×60	110/R/B/W/T (0-1000m inward THRs) CONC 89/R/B/W/T (other part) CONC 110/R/B/W/T (2800-3800m) CONC/-		THR4.0m TDZ4.0m
34	333.44 °GEO 335 °MAG	3800×60	110/R/B/W/T (0-1000m inward THRs) CONC 89/R/B/W/T (other part) CONC 110/R/B/W/T		THR4.0m TDZ4.0m

			(0-1000m) CONC/-		
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)	无障碍物区 OFZ	跑道端安全区长宽 RWY end safety area dimensions(m)
7	8	9	10	11	12
0％	Nil	Nil	3520×300	Nil	140×150
0％	Nil	Nil	3520×300	Nil	140×150
0％	Nil	Nil	3920×300	Nil	240×150
0％	Nil	Nil	3920×300	Nil	240×150
Remark: Forced landing area is 3800m, parallel to RWY16/34, located at west of RWY16/34 and surface is soil; distance between RCL of RWY16/34 and RCL of RWY15/33 is 1600m; RWY16 THR is 1000m north of RWY15 THR; RWY34 THR is 600m north of RWY33 THR; RWY shoulder: 7.5m on each side; RWY16/34 grooved: 6mm×6mm.					

ZGSZ AD 2.13 公布距离 Declared distances

跑道号码 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
15	3400	3400	3400	3400	Nil
15	3275	3275	3275	3400	FM A2, C2
33	3400	3400	3400	3400	Nil
33	3269	3269	3269	3400	FM C11
16	3800	3800	3800	3800	Nil
16	3568	3568	3568	3800	FM E2
34	3800	3800	3800	3800	Nil
34	3568	3568	3568	3800	FM E10

ZGSZ 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
15	PALS CAT II* 900m LIH	GREEN Yes	PAPI LEFT 432.5m inward THR15 3°	900m	3400m** spacing 30m	3400m**** spacing 60m	RED	Nil
33	PALS CAT II* 900m LIH	GREEN Yes	PAPI LEFT 432.5m inward THR33 3°	900m	3400m** spacing 30m	3400m**** spacing 60m	RED	Nil
16	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 446.8m inward THR16 3°	Nil	3800m*** spacing 30m	3800m***** spacing 60m	RED	Nil
34	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 446.8m inward THR34 3°	Nil	3800m*** spacing 30m	3800m***** spacing 60m	RED	Nil

Remarks:

*SFL(RWY15/33 SFL: 300-900m)

**up to 2500m WHITE VRB LIH, 2500-3100m RED/WHITE VRB LIH, 3100-3400m RED VRB LIH

***up to 2900m WHITE VRB LIH, 2900-3500m RED/WHITE VRB LIH, 3500-3800m RED VRB LIH

****up to 2800m WHITE VRB LIH, 2800-3400m YELLOW VRB LIH

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
*****up to 3200m WHITE VRB LIH, 3200-3800m YELLOW VRB LIH								

ZGSZ AD 2.15 其他灯光,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	着陆方向标/风向标位置和灯光 LDI/WDI location and LGT	WDI: 15:131m E of RWY15/33 RCL, 346m inward THR15 33:123m E of RWY15/33 RCL, 427m inward THR33 16:90m E of RWY16/34 RCL, 447m inward THR16 34:90m W of RWY16/34 RCL, 447m inward THR34
3	滑行道边灯和中线灯 TWY edge and center line lighting	For all TWYs: blue edge line light and green/yellow center line light
4	备份电源/转换时间 Secondary power supply/switch-over time	Secondary power supply available, diesel generator/≤15sec
5	备注 Remarks	Stand maneuvering guidance lights: lights indicating parking position are red, others are yellow.

ZGSZ AD 2.16 直升机着陆区域 Helicopter landing area

1	TLOF 坐标或 FATO 入口坐标及大地水准面波幅 Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF 和/或 FATO 标高（m/ft） TLOF and/or FATO elevation (m/ft)	Nil
3	TLOF 和 FATO 区域范围、道面、强度和标志	Nil

	TLOF and FATO area dimensions,surface, strength, marking	
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

ZGSZ AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Shenzhen tower control area	N223602E1134118- N223157E1134333- N222917E1135125- N223345E1140100- arc centered at N223346E1135510, radius 10km- N223711E1135941- N224340E1135356- arc centered at THR15, radius 13km - N223602E1134118	SFC-600m(QNH)	
Altimeter setting region and TL/TA	Same as Zhuhai Terminal Control Area (QNH for Zhuhai Terminal Control Area is same as QNH for airport)	TL 3300(QNH≥980hPa) 3600(QNH<980hPa) TA 2700	

ZGSZ 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

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
ATIS		127.45(departure)	H24	D-ATIS available
ATIS		126.85(arrival)	H24	D-ATIS available
APP	Zhuhai Approach	APP01:120.35(125.525)	0030-1700	Contact APP04 when APP01 U/S.
APP	Zhuhai Approach	APP02:119.55(119.775)	H24	
APP	Zhuhai Approach	APP03:123.85(119.775)	0000-1800	Contact APP02 when APP03 U/S.
APP	Zhuhai Approach	APP04:119.025(125.525)	0030-1400	Contact APP02 when APP04 U/S.
APP	Zhuhai Approach	APP05:127.95(119.775)	0030-1400	Contact APP03 when APP05 U/S.
TWR	Baoan Tower	(east):130.35(118.05)	HO	RWY15/33
TWR	Baoan Tower	(west):118.45(130.35)	H24	RWY16/34
GND	Baoan Ground	(east):121.65(121.85)	0000-1500	Nil
GND	Baoan Ground	(west):121.8(121.85)	0000-1500	Nil
GND	Baoan Delivery	121.95(121.85)	2300-1500	DCL available
APN	Baoan Apron	APN01:122.7	H24	Nil
APN	Baoan Apron	APN02:121.625	H24	
APN	Baoan Apron	APN03:122.825	H24	
EMG		121.5	H24	Nil

ZGSZ 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
Shekou VOR/DME	SHK	115.9MHz CH106X	N22 °29.8' E113 °54.2'	11m	Coverage more than 74km
Nanlang VOR/DME	NLG	117.7MHz CH124X	N22°31.9′ E113°33.7′	9m	Coverage more than 60km

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
Lianshengwei VOR/DME	ZUH	116.7MHz CH114X	N22 °13.3' E113 °28.0'	68m	
Guanlan VOR/DME	GLN	112.0MHz CH57X	N22°42.5′ E114°02.0′	9m	Coverage more than 100km; R0 °-R030 °clockwise for VOR/DME U/S; Initial approach procedure: beyond 14NM on R309 °for VOR U/S; R145 °-R180 ° clockwise for VOR U/S.
NDB	QJ	253kHz	N22 °47.7' E113 °43.8'		Coverage 80km; For NDB departure procedure:beyond 4NM on bearing 245 ° and beyond 8NM on bearing 271 °U/S
Gaolan NDB	UJ	204kHz	N21°55.2′ E113°17.6′		
LMM 15	Q	416kHz	335 °MAG/1028m FM THR15		Coverage 70km; Beyond 2NM on bearing 155 °U/S
LOC 15 ILS CAT I	IQJ	111.3MHz	155 °MAG/ 263m FM end RWY 15		Coverage 46km
GP 15		332.3MHz	120m E of RWY15 RCL, 306m inward THR15		Angle3 ° RDH 15.5m
DME 15	IQJ	CH50X (111.3MHz)		7m	Co-located with GP15
LOC 16 ILS CAT I	ISZ	108.1MHz	155 °MAG/250m FM end RWY 16		Beyond +28 °of front course U/S

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
GP 16		334.7MHz	120m W of RWY16 RCL, 312m inward THR16		Angle 3 ° RDH 16.4m
DME 16	ISZ	CH18X (108.1MHz)		7m	Co-located with GP 16
LMM 33	M	195kHz	155 °MAG/1070m FM THR33		Coverage 70km; 2-3NM on bearing 335 °U/S
LOC 33 ILS CAT I	IMH	110.7MHz	335 °MAG/263m FM end RWY 33		Coverage 46km; Beyond 12NM of front course U/S
GP 33		330.2MHz	120m E of RWY33 RCL, 306m inward THR33		Angle 3 ° RDH 16.6m Below 1.6 ℃U/S
DME 33	IMH	CH44X (110.7MHz)		7m	Co-located with GP33
LOC 34 ILS CAT I	IBA	109.1MHz	335 °MAG/ 250m FM end RWY34		Beyond 13NM U/S
GP 34		331.4MHz	120m W of RWY34 RCL, 313m inward THR34		Angle 3 ° RDH 16.7m Below 1.7 ℃U/S
DME 34	IBA	CH28X (109.1MHz)		7m	Co-located with GP 34

ZGSZ AD 2.20 本场飞行规定

1. 机场使用规定

1.1 禁止未安装二次雷达应答机的航空器起降;

ZGSZ AD 2.20 Local traffic regulations

1.Airport operations regulations

1.1 Take-off/landing of aircraft without SSR transponder are forbidden;

1.2 所有技术试飞、表演飞行需事先申请，并在得到空中交通管制部门批准后方可进行;

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

1.3 进/出港航空器在本场地面滑行及推出时，须保持开启 ADS-B 相关机载设备。

1.3 Arrival/departure aircraft shall keep ADS-B equipment on while taxiing and pushed-back at the airport.

1.4 进港航空器在落地后直至到达机位须开启 S 模式应答机。

1.4 Arrival aircraft shall turn transponder on mode S after landing until entering parking stands.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 可以通过地面管制申请引导车和拖车服务;

2.1 Follow-me vehicle service and towing service are available via Ground Control;

2.2 未经允许，禁止航空器在滑行道上做 180°转弯;

2.2 Unless obtain ATC clearance,180°turn around on TWY is forbidden for all aircraft;

2.3 穿越 15/33 跑道规定:

2.3 Rules for crossing RWY15/33

机组应完整复诵管制员有关穿越跑道和跑道外等待的指令，如有疑问，应在穿越前证实:

Readback ATC instructions concerning holding and crossing, verify any questions before crossing:

a、按照管制员指挥滑行至指定的跑道等待点外等待;

a. Taxi to the designated holding position and hold short of RWY15/33;

b、收到管制员穿越指令后，需尽快实施穿越;

b. Upon receiving the crossing clearance from ATC, conduct crossing as soon as possible;

c、穿越跑道时，注意监听塔台频率其他有关跑道的指令或信息通报,并注意观察跑道及附近的活动;

c. Monitor the TWR FREQ for other information of runway and observe the activities on the runway and

around carefully;

d、在起飞航空器后穿越跑道时,穿越航空器应自行负责其与起飞航空器之间的距离，以免受起飞航空器喷流的影响;

d. While crossing RWY15/33 following the taking-off aircraft, aircraft shall be responsible for the safety speration with the taking-off aircraft to avoid the effect of wake turbulence;

e、穿越结束后，机组需向塔台报告“已脱离跑道”;

e. Report to TWR Control ‘RWY vacated' after crossing;

f、航空器由西向东穿越跑道后应在 A 滑行道前等待地面管制频率的滑行指令，由东向西穿越跑道后应在 C 滑行道前等待地面管制频率的进一步滑行指令。

f. Aircraft shall hold short of TWY A after crossing RWY15/33 from west to east, or short of TWY C after crossing RWY15/33 from east to west, and then wait for the instruction of GND control.

2.4 跑道等待位置及使用规定

2.4 RWY holding positions and requirements

2.4.1 航空器在进入跑道前必须在指定的跑道等待位置外等待管制员的指令;

2.4.1 Aircraft shall stop and wait for the instruction of ATC at the relative runway-holding positions;

2.4.2 航空器在跑道等待位置等待时，机头应尽量靠近跑道等待位置标志，但不能超过此标识;

2.4.2 The nose of A/C shall get close to the runway holding position marking without exceeding it when A/C is waiting at the RWY holding position;

2.4.3 航空器未获管制员许可，机头越过跑道等待位置时，立即向管制员报告;

2.4.3 A/C shall report to ATC when the nose of A/C exceeding holding position without instruction.

跑道等待位置所在滑行道及类型/ TWY of RWY holding position/pattern	与跑道中心线的距离 (m)/ DIST of RCL	与平行滑行道的距离 (m)/ DIST to the parallel TWY center line

A(north)	Pattern B	200	321(FM TWY A1)
A(south)	Pattern B	200	321(FM TWY A12)
A1	Pattern A	90	110(FM TWY A)
A2	Pattern A	90	110(FM TWY A)
A12(west)	Pattern A	90	110(FM TWY A)
A12(east)	Pattern B	240	40(FM TWY A)
S	Pattern A	90	110(FM TWY C)
E1	Pattern A	107.5	92.5(FM TWY E)
E2	Pattern A	107.5	92.5(FM TWY E)
E10	Pattern A	107.5	92.5(FM TWY E)
E11	Pattern A	107.5	92.5(FM TWY E)
A8	Pattern A	90	110(FM TWY A)
A5	Pattern A	90	110(FM TWY A)
C1	Pattern A	90	110(FM TWY C)
C2	Pattern A	90	110(FM TWY C)
C11	Pattern A	90	110(FM TWY C)
C12	Pattern A	90	110(FM TWY C)

2.5 在航空器提出非全跑道起飞申请后，管制员可根据实际情况批准并提供管制服务。管制员在征得航空器同意后，可实施非全跑道起飞管制程序。

2.5 It is available to use partial runway to take-off when flight crew get permission from ATC. In accordance with the runway actual operation situation, it is available to use partial runway to take-off when ATC get permission from the flight crew.

2.6 滑行道翼展限制

2.6 Wing span limits for TWYs

滑行道/ TWYs	翼展限制(米)/Span limit(m)
D5, D6, F, G4-G6(BTN G & J), J, K4(BTN A & K),	68.4

Q(BTN D & G), T3(BTN C & G), T5(BTN D & G), V3, W3	
A12,B(BTN B3 & B4,BTN K4 & A12), D9(FM west of D to apron), D10(FM west of D to apron), D11(FM west of D to apron),G9(FM east of G to apron), G10, G11, K(BTN K2 & K4), K1(BTN A & K), K2, K3, L(south of L2), L2-L4, Q(BTN C & D)	65
D7,D8(FM west of D to apron), G7, G8(FM east of G to apron), W1(FM south of W to apron), W2(FM south of W to apron)	52
B(BTN K2 & K4)	47.6
B(BTN L3 & L4)	42
B(BTN K2 & B4), B3, K(BTN K1 & K2), K1(east of K), K4(east of K), L(BTN L1 & L2), L1(FM east of B to apron)	36
B5-B7	31
Remark: Two aircrafts taxiing parallelly on D7 and D8 at the same time is strictly forbidden. Two aircrafts taxiing parallelly on G7 and G8 at the same time is strictly forbidden.	

2.7 滑行道 T3、T4、R、S 使用原则：滑行道 T3、T4、R、S 原则上均为定向滑行，T3 和 R 供航空器自东向西滑行时使用，T4 和 S 供航空器自西向东滑行时使用。

2.7 Using rules for TWYs T3, T4, R, S: Taxiing on TWYs T3, T4, R, S is directed. A/C taxiing on TWYs T3 and R is only from east to west; A/C taxiing on TWYs T4 and S is only from west to east.

2.8 机场冲突多发地带运行要求

2.8 Hot spot procedure

2.8.1 机动区冲突多发地带位置见 ZGSZ AD2.24-1A, 2A;

2.8.1 Refer to ZGSZ AD2.24-1A, 2A;

2.8.2 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:

2.8.2 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: 滑行道 G 与 R 的交叉区域: 航空器在此区域运行时需仔细观察，按照管制员指令和避让原则运行。

HS1： INTERSECTIONS OF TAXIWAYS G, R: Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS2: 滑行道 D 与 R 的交叉区域: 航空器在此区域运行时需仔细观察，按照管制员指令和避让原则运行。

HS2: INTERSECTIONS OF TAXIWAYS D, R: Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS3: 滑行道 C 与 C6 的交叉区域: 航空器在自 S 或 R 向东滑行转向 C 时，注意避免从 C6 误入 RWY15/33。

HS3: INTERSECTIONS OF TAXIWAYS C, C6: When aircraft taxiing to TWY C from TWY S or R, pilot shall avoid taxiing into RWY15/33 via TWY C6 by mistake.

HS4: 滑行道 E11 与 E，34 号跑道交叉区域: 航空器自 G 经由 E11 右转滑行转向 E 时，注意避免从 E11 误入 34 号跑道。

HS4: INTERSECTIONS OF TAXIWAYS E11, E AND RWY34: When aircraft taxiing from TWY G to TWY E via TWY E11, pilot shall avoid taxiing into RWY34 via E11 by mistake.

HS5: 滑行道 C1，C2 与滑行道 C，15 号跑道交叉区域: 航空器自 D 经由 C1 或 C2 滑行道至 15 号跑道时，注意避免误将滑行道 C 当作 15 号跑道。

HS5: INTERSECTIONS OF TAXIWAYS C1, C2 AND TAXIWAY C, RWY15: When aircraft taxiing from TWY D to RWY15 via TWY C1 or C2, pilot shall

avoid mistaking TWY C as RWY 15.

HS6：317(317L/317R)号停机位进位区域：航空器在此区域运行时需仔细观察,按照管制员指令和避让原则运行。

HS6: Area for taxiing into stand Nr.317(317L/317R): Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS7：350(350L/350R)号停机位进位区域：航空器在此区域运行时需仔细观察,按照管制员指令和避让原则运行。

HS7: Area for taxiing into stand Nr.350(350L/350R): Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS8：361(361L/361R)号停机位进位区域：航空器在此区域运行时需仔细观察,按照管制员指令和避让原则运行。

HS8: Area for taxiing into stand Nr.361(361L/361R): Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS9：362(362L/362R)号停机位进位区域：航空器在此区域运行时需仔细观察,按照管制员指令和避让原则运行。

HS9: Area for taxiing into stand Nr.362(362L/362R): Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS10：滑行道 E 与 G5 的交叉区域：航空器在此区域运行时需仔细观察，按照管制员指令和避让原则运行。

HS10：INTERSECTIONS OF TAXIWAYS E, G5: Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS11：滑行道 G 与 G5 的交叉区域：航空器在此区域运行时需仔细观察，按照管制员指令和避让原则运行。

HS11：INTERSECTIONS OF TAXIWAYS G, G5: Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and

avoidance" rules.

HS12：滑行道 W2 与 R 的交叉区域：航空器在此区域运行时需仔细观察，按照管制员指令和避让原则运行。

HS12：INTERSECTIONS OF TAXIWAYS W2, R: Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS13：滑行道 C 与 C3 的交叉区域：航空器在此区域运行时需仔细观察，按照管制员指令和避让原则运行。

HS13：INTERSECTIONS OF TAXIWAYS C, C3: Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS14：滑行道 C 与 D6 的交叉区域：航空器在此区域运行时需仔细观察，按照管制员指令和避让原则运行。

HS14：INTERSECTIONS OF TAXIWAYS C, D6: Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

HS15：滑行道 V1 与 T4 的交叉区域：航空器在此区域运行时需仔细观察，按照管制员指令和避让原则运行。

HS15：INTERSECTIONS OF TAXIWAYS V1, T4: Aircraft in this area shall observe cautiously, then operate according to ATC clearance and "see and avoidance" rules.

2.9 跑道关闭维护计划

2.9 Plan of runway closed and maintenance

RWY designator	Closing time in every week	Closing time in every day (UTC)
RWY15/33	Monday, Wednesday, Friday, Saturday	18:00-22:00(available for taxiing during closure period)
RWY16/34	Tuesday, Thursday, Sunday	18:00-22:00
Note: 1. If airlines want to use runway in the closing time, they shall contact airport management department 60 minutes		

early.

Tel: 86-755-23456111/23456222 Fax:86-755-23458415

2. Changes of plan of runway closed and maintenance will be published by NOTAM.

2.10 B747-8 系列航空器在本场的运行规则

2.10.1 B747-8 系列航空器在本场的运行区域

a. 跑道：RWY15/33、RWY16/34

b.滑行道：A、A1、A2、A4、A5、A8、A9、A12、C、C1-C12、D、D5、D6、D8（C 与 D 之间）、D9（C 与 D 之间）、D10（C 与 D 之间）、D11（C 与 D 之间）、D12、E、E1-E7、E9-E11、F、G、G1、G4-G6、G8（G 与 E 之间）、G9（G 与 E 之间）、J、K2（A 与 K 之间）、Q、R、S、T3-T5、V1-V3、W、W1（Q 与 W 之间）、W2（Q 与 W 之间）、W3;

c.停机位：51、113、115、317、350、361、362、384、391、504、505、507、523、526、544、545、549、563、566、568、569。

2.10.2 B747-8 系列航空器在本场的地面滑行规则

2.10.2.1 B747-8 系列航空器进出港航班滑行听从宝安地面与宝安机坪指挥;

2.10.2.2 停放在 51 号停机位的 B747-8 系列航空器必须经由 K2 滑行道进出机坪；停放在 113、115 号停机位的 B747-8 系列航空器必须经由 A12 滑行道进出机坪;

2.10 General rules for B747-8 at the airport

2.10.1 B747-8 aircraft shall operate at the airport:

a. RWY15/33, RWY16/34;

b.TWY A, A1, A2, A4, A5, A8, A9, A12, C, C1-C12, D, D5, D6, D8(BTN C & D), D9(BTN C & D), D10(BTN C & D), D11(BTN C & D), D12, E, E1-E7, E9-E11, F, G, G1, G4-G6, G8(BTN G & E), G9(BTN G & E), J, K2(BTN A & K), Q, R, S, T3-T5, V1-V3, W, W1(BTN Q & W), W2(BTN Q & W), W3;

c. Parking stands Nr.51, 113, 115, 317, 350, 361, 362, 384, 391, 504, 505, 507, 523, 526, 544, 545, 549, 563, 566, 568, 569.

2.10.2 Ground taxiing rules for B747-8 at the airport

2.10.2.1 Arrival and departure aircraft shall taxi with Baoan GND and Baoan APN instructions;

2.10.2.2 Aircraft shall enter or exit from stand Nr.51 via TWY K2; aircraft shall enter or exit from stands Nr.113 or 115 via TWY A12.

2.10.2.3 B747-8 系列机型在 A1、A2、A4、A5、K2、A8、A9、A12 滑行道与 A 滑交叉道口转弯时，须执行偏置转弯，建议在外侧发动机关闭或慢车推力下滑行，放慢滑行速度，同时提供滑行摄像系统（如有）辅助引导。

2.10.2.3 The aircraft shall conduct offset turn when B747-8 turn on the intersection between TWY A and TWYs A1/A2/A4/A5/K2/A8/A9/A12. It is suggested that taxi with the outer engine closedor the idle thrust, slowing speed and providing a gliding camera system (if available) for assisted guidance.

2.10.3 B747-8 系列机型在 RWY15/33 及 01 机坪管制区停机位技术指标及运行限制

2.10.3 Technical indicators and operating limits for aircraft B747-8 within RWY15/33 and APN01

2.10.3.1 本场 01 机坪管制区保障 B747-8 系列机型的停机位为 51、113、115 号机位，以上停机位须推出开车;

2.10.3.1 Parking stands Nr.51, 113, 115 are available for aircraft B747-8 within APN01. Which need push back and start-up.

2.10.3.2 51 号停机位停放 B747-8 系列机型时，需临时关闭机位后方对应 K 滑行道，临时关闭 53 号停机位；可提供加油，不提供系留；其他机位无影响。滑行道关闭期间，摆放禁滑牌;

2.10.3.2 When aircraft B747-8 parking on stand Nr.51, stand Nr.53 and TWY K behind stand Nr.51 shall be closed. Refueling service can be provided on stand Nr.51, no mooring. Other stands have no effect on stand Nr.51. During TWY K behind stand Nr.51 closure period, taxiing is forbidden.

2.10.3.3 113、115 号停机位停放 B747-8 系列机型时，需临时关闭 113-115 机位后方对应的 L 滑行道、以及 B 滑与 L 滑之间的 A12 滑行道，临时关闭 111、117 号停机位；可提供加油，不提供系留；其他机位无

2.10.3.3 When aircraft B747-8 parking on stand Nr.113 and 115, TWY L behind stand Nr.113-115, TWY A12 between TWY B and TWY L and stands Nr.111 and 117 shall be closed. Refueling service can be provided

影响。滑行道关闭期间，摆放禁滑牌。

in stand Nr.113 and 115, no mooring. Other stands have no effect on stand Nr.113 and 115. During TWY L behind stand Nr.113-115, TWY A12 between TWY B and TWY L closure period, taxiing is forbidden.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 进港航空器除特殊保障任务、开航首航的航班以及提前申请的航班外，均不提供引导车服务，需引导提前 30 分钟向机场运行指挥中心申请；出港航空器不提供引导车服务。

3.1 Follow-me vehicle is not available for landing aircraft except special flight. If required, landing aircraft shall file for follow-me vehicle service to airport operation control center(AOC) in 30min advance; follow-me vehicle is not available for departure aircraft.

3.2 26-30、27L/R、29L/R、30R、52、54、56、58、60、62、64、66、68、70、72、74、76、78、102、102L/R、104、104L/R、106、106L/R、108、108L/R、110、110L/R、112、112L/R、114、114L/R、116、116L/R、118、118L/R、120、120R、122、Z01、Z02 为自滑机位，其余机位为自滑进顶推出机位。未经地面管制同意，严禁航空器利用自身动力滑行或者使用拖车拖行。

3.2 Aircraft taxi in or out stands Nr.26-30, 27L/R, 29L/R, 30R, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 102, 102L/R, 104, 104L/R, 106, 106L/R, 108, 108L/R, 110, 110L/R, 112, 112L/R, 114, 114L/R, 116, 116L/R, 118, 118L/R, 120, 120R, 122, Z01, Z02 shall on own power, exit the other stands shall pushed by tow truck. Taxiing on own power or being dragged by tow truck is strictly forbidden without ATC clearance.

3.3 发动机试车，需经宝安地面、宝安机坪管制许可，并在指定的地点进行。严禁在廊桥附近和客机坪试大车。

3.3 Engine run-ups are subject to GND or APN clearance, and shall be carried out at a designated location. Fast engine run-ups in the vicinity of boarding bridges or on apron are strictly forbidden.

3.4 为降低碳排放和噪音，停靠 T3 及卫星厅廊桥机

3.4 For reducing carbon emission and noise, aircraft

位的航空器应关闭 APU，接驳地面 400Hz 电源和空调系统。以下特殊情况除外:

parking on T3 and satellite hall bridge stands shall close APU, and use 400Hz ground power unit and air conditioning system.Except for the following special situations:

3.4.1 航空器专用地面 400Hz 电源及空调设备维修保养;

3.4.1 400Hz ground power unit and air conditioning system for aircraft are under maintenance;

3.4.2 航空器启动发动机需开启 APU;

3.4.2 Aircraft needs APU to start up engine;

3.4.3 航空器进行 APU 维修检测;

3.4.3 APU is under maintenance;

3.4.4 航空器其它故障;

3.4.4 Other malfunctions of aircraft;

3.4.5 遇到影响航班安全、正常运行的特殊情况，例如公共卫生事件、极端天气、专机保障、航班过站时间不足等;

3.4.5 In case of exceptional circumstances influencing the regularity and safty of operation, such as public health events, extreme weather, special plane support, insufficient flight transition time;

3.4.6 电源品质或空调制冷量无法满足航空器需求。

3.4.6 Quality of power supply or capacity of air conditioning cannot satisfy the demand of aircraft.

3.5 机位限制

3.5 Limits for aircraft parking on the following stands:

停机位/Stands	航空器翼展限制(米)/Wing span limits for aircraft(m)
Nr.317, 350, 361, 362, 391	80
Nr.51, 113, 115, 504, 505, 507, 523, 526, 544, 545, 549, 563, 566, 568, 569	68.4
Nr.31, 53, 55, 57, 59, 61, 63, 65, 67, 103, 105, 107, 109, 111, 117, 119, 121, 123, 125, 127, 301, 303, 309, 314, 315, 318, 320-324, 337, 338, 367-369, 374-376,	65

380-390, Z01, Z02, 503, 506, 510, 524, 528, 529, 543, 546, 547, 560	
Nr.302, 304, 316, 319, 326, 336, 348, 360, 361R, 362L, 364-366, 371-373	52
Nr.325	48
Nr.32-34, 101, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 129, 130-135, 137, 139	47.6
Nr.22-25, L1-L14, L16-L20, 26-30, 35, 36, 38, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 86, 87, 90-96, 98-100, 125L/R, 127L/R, 220-223, 236-239, 305-308, 317L/R, 327-335, 339-347, 349, 350L/R, 351-359, 361L, 362R, 363, 370, 380L/R, 381L, 382L/R, 383L, 384L/R, 385L, 387L/R, 388L, 389L/R, 390L, 501, 502, 505L/R, 507L/R, 508, 509, 510L/R, 520-522, 525, 527, 528L/R, 529L/R, 530, 540-542, 545L/R, 547L/R, 548, 549L/R, 561, 562, 564, 565, 566L/R, 567, 568L/R, 569L/R, 570	36
Nr.244-261, 263, 265, 267, 269, 271-280, 282	30.36
Nr.31L/R, 225	29
Nr.27L/R, 29L/R, 30R, 32L/R, 33L/R, 34L/R, 102L/R, 104R, 106L, 108L/R, 110L/R, 112L/R, 114L/R, 116L/R, 118L/R, 120R, 227, 229, 231, 233, 235, 281, 283, 285	24
104L, 106R	22
36L/R, 37, 38L/R, 39	21.5
Notes: 1.When stand Nr.27L is used, stand Nr.26 is only available for aircraft with wing span not exceeding 24m. 2.When stands Nr.27R or 29L is used, stand Nr.28 is only available for aircraft with wing span not exceeding	

24m.

3.6 航空器不能同时使用的机位

3.6 Pair of stands forbidden to use simultaneously:

使用机位/ The stand in use	禁用机位/ The stands forbidden to be used	使用机位/ The stand in use	禁用机位/ The stands forbidden to be used
27	27L and 27R	125	125L and 125R
29	29L and 29R	127	127L and 127R
30	29R and 30R	317	317L and 317R
31	31L and 31R	350	350L and 350R
32	32L and 32R	361	361L and 361R
33	33L and 33R	362	362L and 362R
34	34L and 34R	380	380L and 380R
36	36L and 36R	381	380L and 381R
38	38L and 38R	382	382L and 382R
102	102L and 102R	383	382L and 383L
104	104L and 104R	384	384L and 384R
106	106L and 106R	385	384L and 385L
108	108L and 108R	387	387L and 387R
110	110L and 110R	388	387L and 388L
112	112L and 112R	389	389L and 389R
114	114L and 114R	390	389L and 390R
116	116L and 116R	Z01	26-30, 27L, 27R, 29L, 29R, 30R, Z02
118	118L and 118R	Z02	26-30, 27L, 27R, 29L, 29R, 30R, 238, 239, Z01

120	120R	505	505L and 505R
507	507L and 507R	510	510L and 510R
528	528L and 528R	529	529L and 529R
545	545L and 545R	547	547L and 547R
549	549L and 549R	566	566L and 566R
568	568L and 568R	569	569L and 569R
Note: TWY B(BTN TWY K1 and TWY K2) is not available when parking stand Z01 is in use, TWY K(BTN TWY K1 and TWY K2) is not available when parking stand Z02 is in use.			

3.7 深圳机场设有地面标准推出程序，航空器推出时，机组按照管制员发布的地面标准推出程序或指定的路线推出。有关工作要求如下:

a、管制员发布推出开车指令后，机组应在 3min 之内执行; 超过 3min 仍未推出开车视为指令失效，机组需要重新申请推出开车;

b、管制员在发布指令给机组后，机组应复诵并转告地面人员;

c、地面人员在接到机组转达的推出指令后，应复诵确认。飞机推出前，地面人员应再次确认推出程序。

3.7 Ground standard push-back procedure are established at the airport. Aircraft shall be pushed back following the standard push-back procedure by ATC or as a designated route.The operation rules are published as follows:

a. Aircraft shall follow the push-back and start-up instructions by ATC within 3min or re-apply the clearance if not fulfill in time;

b. After receiving ATC clearance for push-back, pilot shall repeat and tell ground worker;

c. After receiving push-back instruction from pilot, ground worker shall repeat and recognize. Before aircraft is pushed back out of the stand, ground worker shall ensure the aircraft standard push back procedure again.

3.8 机场机坪运行管理规定

3.8 Apron operations regulations

3.8.1 宝安机坪（APN）负责该机坪管制区域内航空

3.8.1 Aircraft push-back, start-up, taxiing and other

器推出开车、滑行和其他涉及航空器运行的指挥工作。

operations in the APN control areas shall follow the instructions of APN.

3.8.2 机坪管制范围

a.B 滑行道（含）以东机坪;

b.F 滑行道（T5 与 Q 之间）(含）以西机坪、J 滑行道（T5 与 Q 之间）(含）以东机坪、Q 滑行道（F 与 J 之间）(含）以北机坪、T5 滑行道（F 与 J 之间）（含）以南机坪;

c.D 滑行道（不含）以西、G 滑行道（不含）以东和 W 滑行道(含)以南机坪; 其中停机位 301-303、317（317L、317R）、318、319、338、361（361L、361R）、362（362L、362R）、380（380L、380R）、381（381L）、382（382L、382R）、383（383L）、384（384L、384R）、385（385L）、386、387（387L、387R）、388（388L）、389（389L、389R）、390（390L）、391 为宝安地面管制范围。

3.8.2 APN Control Area

a. Apron(east of TWY B(inclusive));

b. Apron(west of TWY F(BTN T5 and Q)(inclusive)), apron (east of TWY J(BTN T5 and Q)(inclusive)), apron (north of TWY Q(BTN F and J)(inclusive)), apron (south of TWY T5(BTN F and J)(inclusive));

c. Apron(west of TWY D(exclusive), east of TWY G(exclusive) and south of TWY W(inclusive)), except stands Nr.301-303, 317(317L, 317R), 318, 319, 338, 361(361L, 361R), 362(362L, 362R), 380(380L, 380R), 381(381L), 382(382L, 382R), 383(383L), 384(384L, 384R), 385(385L), 386, 387(387L, 387R), 388(388L), 389(389L, 389R), 390(390L), 391.

3.8.3 机坪管制范围内离港航空器推出开车滑行:

a. 航空器向宝安放行（DEL）申请放行许可;

b.航空器准备完毕，向宝安放行（DEL）申请推出开车许可;

c.经宝安放行（DEL）同意后，向宝安机坪（APN）申请推出开车许可;

d.离港航空器首次联系宝安机坪（APN）时，机组应向机坪管制员通报停机位编号;

e.航空器推出开车时，按机坪管制员指令执行;

f.航空器推出开车后，向宝安机坪（APN）申请滑行

3.8.3 Within APN control area, departure aircraft push-back shall:

a. Obtain delivery clearance from DEL;

b. Obtain push-back and start-up clearance from DEL when aircraft standby;

c. Obtain push-back and start-up clearance from APN after DEL's agreement;

d. Report parking stand number to APN controller at the first contact with APN;

e. Follow the APN controller instructions when pushing

许可。

back and starting up;

f. Obtain taxiing clearance from APN after pushing back and starting up.

3.8.4 机坪管制范围内进港航空器滑行：航空器进入机坪管制范围前，联系宝安机坪（APN）获取滑行许可和停机位信息。

3.8.4 Within APN areas, arrival aircraft shall contact APN for stands information and taxiing clearance before entry APN areas.

3.9 公务机密集停放区运行规则

3.9 Operation rules for dense parking stand area for business aircraft :

3.9.1 密集停放区停机位：244-261、263、265、267、269、271-283、285;

3.9.1 Dense parking stands: 244-261, 263, 265, 267, 269, 271-283, 285;

3.9.2 220-223 机位作为密集停放区的中转机位，中转机位可进行上下客、装卸货物、加油、维修、试车、清洗、补给等勤务保障作业，密集停放区停机位不得进行任何勤务保障作业。公务机在中转机位或其他标准机位与密集停放区之间移动、密集停放区与公务机库之间移动及密集停放区内部移动时，必须以拖曳方式进行，不得自滑。拖曳公务机进出密集停放机位时，拖曳速度控制在 3km/h 以内;

3.9.2 Parking stands Nr.220-223 are used as the transfer stands in the dense parking area. The transfer stands can be used for loading and unloading (passengers and cargo), refueling, maintenance, run-ups, cleaning, supply and other services. Other stands in dense parking areas are not allowed to provide any services. Business aircraft shall taxi by towing tractor if taxiing between the transfer stands/other standard stands and the dense parking area, taxiing between the dense parking area and the business hangar, or taxiing inside the dense parking area. When business aircraft taxi into/out the dense parking area, the towing speed within 3km/h is required;

3.9.3 密集停放区出口处设置了专用等待位置（等待

3.9.3 A designed holding position is set at the exit of

点)，所有离开密集停放区(不含进入公务机库）前往中转机位或其他标准机位保障的航空器在此处等待，得到宝安机坪许可后，方可拖离密集停放区。

the dense parking area. All aircraft leaving the dense parking area (excluding entering the business hangar) to transfer stands or other standard stands shall wait here to obtain the APN permit. After that, aircraft can be towed from the dense parking area.

4. 进、离场管制规定

4. Air traffic control regulations

4.1 离场管制规定

4.1 Air traffic control regulations for departure aircraft

4.1.1 离港航空器可通过两种方式取得放行许可：数字放行 DCL 和放行频率人工播发放行;

4.1.1 Obtain delivery clearance by DCL or delivery frequency;

4.1.2 DCL 放行许可全天可用，收到 DCL 数字放行许可后，航空器驾驶员在关舱门前 5min 向宝安塔台放行席报告停机位编号，并复诵呼号、SID 和起始高度;

4.1.2 DCL is available in all day and night. After receiving DCL delivery clearance, pilot shall report parking stand number and repeat“call sign, SID and initial altitude” to Baoan TWR delivery controller 5min earlier than closing cabin door;

4.1.3 离港航空器准备好推出及开车时通报放行席位并保持长守，在得到通知转频后方可转换频率;

4.1.3 Pliot shall inform delivery controller “ready to push back and start-up”, then keep on the frequency until receive the instruction of changing frequency;

4.1.4 离港航空器取得宝安地面、宝安机坪管制许可后推出开车;

4.1.4 Aircraft shall be Pushed back and start up after receiving the clearance from GND or APN;

4.1.5 航空器起飞离地后自动与管制席位脱波（不需要通话脱波),塔台将在 ATC 许可中发布脱波后应该联系的离场管制频率;

4.1.5 Pilot shall leave TWR frequency without instruction when aircraft is in air, and assigned APP frequency will be informed in ATC clearance from TWR controller;

4.1.6 离港航空器起飞离地后首次与进近联系时，需通报起飞跑道号;

4.1.6 When aircraft contact APP controller at the first time, pilot shall inform runway designation used to takeoff.

4.1.7 正常情况下，离港航空器从等待位置到对正跑道时间应当控制在 60s 以内，如需要占用更长时间，航空器驾驶员应在进跑道前通知管制员。

4.1.7 Under norml conditions, aircraft shall finish RWY alignment within 60 seconds after leaving holding positions. If flight crew need more time, pilot shall inform ATC controller befor taxiing into runway.

4.2 进场管制规定

4.2 Air traffic control regulations for arrival aircraft

4.2.1 航空器着陆及快速退出跑道

4.2.1 Aircraft landing and rapid exit TWY

4.2.1.1 为了能够尽量缩小航空器起飞着陆间隔，使跑道的利用率最大化，并减少因着陆航空器长时间占用跑道导致后续进近航空器复飞的情况，着陆航空器应尽可能的快速退出跑道。

4.2.1.1 Aircraft shall vacate RWY as quickly as possible to reduce take-off/landing interval, maximize RWY utilization and reduce the case that approaching aircraft have to make missed approach due to landing aircraft occupied RWY for a long time.

4.2.1.2 着陆航空器从飞越跑道入口端至完全脱离跑道时间应控制在 50s 内，如需使用更长的时间占用跑道时，机组应在着陆前告知塔台管制员。

4.2.1.2 Landing aircraft shall fully vacate RWY within 50s after flying over RWY threshold. Flight crew shall inform TWR controller if more time needed before landing.

4.2.1.3 每一条跑道都按照 ICAO 的要求配备了多条快速脱离道（RETS）。航空器应该从第一个可用的快速脱离道退出跑道，或者遵从管制员的指令退出。当机组不能使用管制员建议的快速脱离道退出跑道时，应尽早告知塔台管制员。

4.2.1.3 Each RWY has been equipped with several rapid exit TWYs as ICAO required. Aircraft shall vacate from the nearest available rapid exit TWY or follow the ATC instruction. Flight crew shall inform TWR controller if can not use the suggested rapid exit TWY.

4.2.1.4 16/34 跑道配置了快速脱离道指示灯，以帮助飞行员在夜间或者低能见度的情况下获取与快速脱离道的距离信息。15/33 跑道未配置快速脱离道指示灯。（快速出口滑行道指示灯指示了距离快速脱离道 300、200、100m 的位置信息）。

4.2.1.4 RWY16/34 are equipped with rapid exit TWY LGTs to help pilot obtaining the distance information between rapid exit TWY during the night or under low visibility conditions. RWY15/33 are not equipped with rapid exit TWY LGT. (rapid exit TWY LGT indicates 300m, 200m and 100m from rapid exit TWY.)

4.2.1.5 从各快速脱离道退出的可用着陆距离：

4.2.1.5 LDA of vacating from each rapid exit TWY as follows:

跑道/RWY	快速脱离道编号/Rapid exit TWY	可用着陆距离/LDA	备注/Remarks
16	E6	1754m	with rapid exit TWY LGT
	E7	2154m	
	E9	2554m	
34	E5	1554m	
	E4	1954m	
	E3	2354m	
15	C7	1554m	without rapid exit TWY LGT
	C8	2004m	
	A8	2004m	
	C9	2454m	
	A9	2454m	
33	C6	1554m	
	C5	1944m	
	A5	1944m	
	C4	2454m	
	A4	2454m	

4.2.1.6 航空器在完全越过快速脱离道上的“NO ENTRY”之前，严禁停在快速脱离道上。

4.2.1.6 Aircraft is forbidden to stop at rapid exit TWY before fully cross the "NO ENTRY" on it.

4.2.2 着陆航空器脱离跑道前须在塔台频率保持长守；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，必须向地面管制报告脱离的跑道和所使用的滑行道。

4.2.2 Landing aircraft shall keep listening TWR frequency before vacating the runway; Under low visibility condition, landing aircraft must report the vacated runway designation and the taxiway in use during initial contact with GND control.

4.3 地面风与跑道转换程序

4.3 Procedure for ground wind and RWY changed

4.3.1 当转换使用跑道方向的过程中，短时使用跑道顺风分量超过 3m/s 但不大于 5m/s 时，管制员应通知航空器驾驶员，航空器驾驶员应根据机型性能或者运行手册，决定是否使用管制员安排的顺风跑道起飞或者着陆，并通知管制员。

4.3.1 when aircraft change direction of runway in use, if downwind speed is more than 3m/s and not exceeding 5m/s for short time, ATC controller shall inform pilot. According to aircraft performance or operation handbook, pilot shall decide whether aircraft will take off or land on downwind runway allocated, then inform ATC controller.

5. 机场的 II/III 类运行

5. CAT II/III operations at AD

无

Nil

6. 除冰规则

6. Rules for deicing

无

Nil

7. 平行跑道同时仪表运行

7. Simultaneous operations on parallel runways

7.1 航空器驾驶员得到仪表进近的指令后，尽可能根

7.1 Upon receipt of approaching clearance, the pilot

据机载设备监控周边航空器的运行状态，并尽最大可能建立目视能见；同时在管制员通报其它航空器的相对位置时，向管制员报告已建立目视能见。

shall monitor the operating status of other aircraft in the vicinity by airborne equipment and establish the visual separation as practicable, then report ‘visual separation established' when the controller notifies the relative position with other aircraft.

7.2 当出现风切变、颠簸、下降气流或强侧风等情况时，航空器驾驶员应立即向管制员报告。管制员根据收到的机组报告和气象信息，采取相应的处置方法。

7.2 Under certain adverse weather conditions (e.g. wind-shear, turbulence, downdrafts or crosswind) report the situation to controller immediately. According to the reports and weather information, ATC will take the appropriate methods to deal with it.

7.3 平行跑道同时仪表运行的主用模式为隔离平行运行。实施独立平行离场时，起飞跑道分配原则如下: IDUMA，SULAS，OVGOT 方向离场的航空器使用 15/33 号跑道；MIPAG，SIERA，TOMUD，LKC 方向离场的航空器使用 16/34 号跑道。RWY15 与 RWY16 实施平行跑道相关平行仪表进近模式运行。

7.3 The parallel runway operation mode: segregated parallel approaches/departures are mainly used. When independent parallel departures are applied, departures to IDUMA, SULAS or OVGOT will be carried out via RWY15/33; and departures to MIPAG, SIERA, TOMUD or LKC will be carried out via RWY16/34. Dependent parallel approaches are implemented in RWY15 and RWY16.

8. 警告

8. Warning

8.1 严禁向东南方向偏航，防止误入香港管制空域。

8.1 In order to avoid entering into airspace controlled by Hong Kong, deviation to the southeast is forbidden.

8.2 深圳机场西侧有沿江高速公路，防止误认为跑道。

8.2 Do not mistake Yanjiang Highway (located at west of ShenZhen airport) for runway.

8.3 深圳机场为平行宽距双跑道，跑道编号未按左右

8.3 Two runways are parallel and wide-distance, the

划分，机组和管制员在使用跑道时注意辨别、提醒。

runway designator is not supplemented with “L” or “R”, pilots and controller shall pay attention to identify.

8.4 航空器一旦发现滑错路线或误入跑道，应立即向管制员报告。

8.4 Aircraft shall report to ATC immediately when realize taxiing on the wrong way or an incursion of RWY.

9. 直升机飞行限制，直升机停靠区

9. Helicopter operation restrictions and helicopter parking / docking area

9.1 直升机滑行为地面滑行，只有取得管制员许可方可实施空中滑行。

9.1 Helicopter shall taxi on the ground, and air-taxi when pilot receive ATC clearance.

9.2 直升机停靠区域设在 375 和 376 机位上。

9.2 Stands Nr.375 and 376 are used for helicopter parking.

9.3 直升机穿越跑道是直升机按照目视或特殊目视飞行规则飞行，与其他航空器保持目视间隔，对地面障碍物自行保持安全间隔，所采取的利用穿越走廊，或目视机动飞越跑道上空，或飞越 RWY16/34 的南/北端外跑道延长线上的机动飞行。通常情况下，直升机不允许从机场上空穿越跑道。

9.3 Helicopter crossing runway flight is a maneuver that is under VFR or special VFR rules, pilot is responsible for visual separation with the other aircrafts and safety separation with ground obstacles. Helicopter can cross runway via one of the two Runway Crossing Corridors(refer AD2.24-2A), or visual maneuvering, or flying over RWYs extension cord of South/North end of RWY16/34. Helicopter normally are not permitted to cross runway over the airport.

9.4 直升机穿越跑道时，直升机驾驶员应对避开起降航空器的尾流和相关航空器的安全间隔负责。

9.4 While helicopter crossing the runway, helicopter pilot shall be responsible for avoiding arrival/departure aircraft wake turbulence and keeping safety distance with the other aircrafts.

9.5 穿越走廊使用规则（见停机位置图 AD2.24-2A）

RWY16 直升机穿越走廊：落地直升机保持目视穿越沿江高速，在 16 号跑道入口北端上空向东飞越 16 跑道后，在平行滑行道 E 东侧空中滑行至指定的着陆区域着陆;

RWY34 直升机穿越走廊：落地直升机保持目视穿越沿江高速，在 34 号跑道入口南端上空向东飞越 34 跑道后，在平行滑行道 E 东侧空中滑行至指定的着陆区域着陆。

9.5 Rules for Crossing Runway Corridors(refer AD2.24-2A).

RWY16 Crossing Corridor: Landing helicopter shall cross YANJIANG Highway, pass over the north of RWY16 threshold, then airtaxi along the east side of taxiway E, finally land at the designated landing area;

RWY34 Crossing Corridor: Landing helicopter shall cross YANJIANG Highway, pass over the south of RWY34 threshold, then airtaxi along the east side of taxiway E, finally land at the designated landing area.

9.6 直升机穿越 RWY16/34 跑道不得影响 RWY15/33 跑道上航空器的运行。

9.6 While helicopter crossing RWY16/34, aircraft operation on the RWY15/33 shall not be affected.

9.7 通常情况下，ATC 会发布一个特定的条件性的穿越指令，指挥直升机从两架落地航空器之间穿越跑道，直升机驾驶员应清楚落地航空器的间隔一般为 12km，一旦能见第一架航空器，直升机驾驶员应调整速度和航迹，保证第一架航空器不会对其造成影响后尽快穿越跑道。

9.7 ATC will normally issue a conditional crossing clearance with specific instructions to cross behind landing traffic. Helicopter pilot should be aware that there is normally a 12km spacing between arrivals. Once the relevant traffic has been visually identified, pilot should adjust speed and track to ensure the crossing is completed with the minimum of delay and avoiding the wake turbulence after the landing aircraft. Holding between the two runways is strictly forbidden.

9.8 直升机驾驶员应按照 ATC 指令执行等待程序，等待区控制在等待点以西，等待为右盘旋，速度不大于 185km/h。

9.8 Helicopter pilot shall execute holding procedure with ATC clearance, holding area shall be west of holding points, right turns holding pattern, MAX speed 185km/h.

直升机目视飞行等待点 helicopter holding points for VFR/SVFR flights				
定位点 Fix	飞行规则 Flight rules	高度 Altitude	位置 Location	备注 Remark
V	VFR/SVFR	150m	N22°37.9' E113°46.2'	距 15/33 跑道西侧至少 4km。 At least 4km west of RWY15/33.
X	VFR/SVFR	150m	N22°36.9' E113°46.5'	距 15/33 跑道西侧至少 4km。 At least 4km west of RWY15/33.
URBOR	VFR/SVFR	150m/300m	N22°35.9' E113°43.2'	距 15/33 跑道西侧至少 10km。 At least 10km west of RWY15/33.
ATADA	VFR/SVFR	150m	N22°37.1' E113°45.6'	距 15/33 跑道西侧至少 6km。 At least 6km west of RWY15/33.
Yanjiang Highway	VFR/SVFR	150m		16 号跑道入口与 33 号跑道入口之间的沿江高速公路以西区域，直升机应在沿江高速公路以西，距沿江高速至少 200m 外等待。 Helicopter shall hold at West of Yanjiang

				Highway(between THR16 and THR33) and keep at least 200m from it.

ZGSZ AD 2.21 噪音限制规定及减噪程序

在保证安全超障和飞行程序最低爬升梯度的条件下，执行如下起飞减噪程序。由于非管制原因不执行减噪程序的，须在起飞前告知空管并说明理由(特殊飞行除外):

1.1 在飞机性能允许情况下，尽可能使用减推力起飞。

1.2 在高度 450m（1500ft）时，起始爬升速度 V2+20km/h（10kt），减小功率至爬升功率，保持原有襟翼/缝翼和速度继续爬升;

1.3 高度 900m（3000ft）以上时，转为正常航路爬升速度并按规定收襟翼/缝翼。

ZGSZ AD 2.21 Noise restrictions and Noise abatement procedures

Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following operating procedures for the take-off climb shall be implemented. If the procedures can not be implemented due to any reason, pilot shall inform the ATC before take-off (except for special flight):

1.1 Under the condition that aircraft performance allows, use the reduced thrust to take-off.

1.2 At altitude 450m (1500ft), with a climb speed of V2 plus 20km/h(10kt), reduce engine power/thrust to climb power/thrust and maintain a speed with flaps and slats in the take-off configuration;

1.3 Above altitude 900m (3000ft), accelerate and retract flaps/slats on schedule while maintaining a positive rate of climb, and complete the transition to normal en-route climb speed.

ZGSZ AD 2.22 飞行程序

1. 总则

除经珠海进近或深圳塔台特殊许可外，在珠海终端管制区和深圳塔台管制区内的飞行，必须按照仪表飞行规则进行。

2. 起落航线

东西跑道起落航线在相应跑道西侧进行。起落航线高度：A、B 类航空器高度 300m，C、D 类航空器高度 400－600m。

3. 仪表飞行程序

严格按照航图中公布的进、离场程序和 ENR2.2.2 中公布的有关规定飞行。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。

4. 雷达程序和/或 ADS-B 程序

4.1 珠海终端管制区内实施雷达管制，对经雷达识别的航空器在珠海终端管制区范围内提供雷达管制服务。

ZGSZ AD 2.22 Flight procedures

1. General

Flights within Zhuhai Terminal Control Area or Shenzhen Tower Control Area shall operate under IFR unless special clearance has been obtained from Zhuhai Approach Control or Shenzhen Tower Control.

2. Traffic circuits

Traffic circuits shall be made to the west of the relevent runway, at the altitude of 300m for aircraft CAT A/B, and at the altitude 400-600m for aircraft CAT C/D.

3. IFR flight procedures

Strict adherence is required to the relevant arrival/departure procedures published in the aeronautical charts and the relevant regulations published in subsection ENR2.2.2. Aircraft may, if necessary, hold or maneuver on an airway, over a navigation facility or a fix designated by ATC.

4. Radar procedures and/or ADS-B procedures

4.1 Radar control within Zhuhai TMA has been implemented, and provide such services as radar separating, radar surveillance and radar vectoring to radar-identified aircraft.

4.2 当航空器得到目视进近许可或进近管制已指示航空器与宝安塔台建立通讯联络时，雷达管制终止。

4.2 Radar control is end when aircraft obtain visual approach clearance or APP indicate aircraft to contact TWR.

5. 无线电通信失效程序

无

5. Radio communication failure procedures

Nil

6. 目视飞行程序

航空器目视飞行需经 ATC 同意，直升机目视飞行航线的飞行高度均为 300m（含）以下。

6. Procedures for VFR flights

VFR flights is available with ATC clearance, helicopter VFR flights MAX altitude is 300m.

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

无

9. Other regulations

Nil

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

ID	COORDINATES(WGS-84)	ID	COORDINATES(WGS-84)
CF 15	N2252.9 E11340.5	SZ308	N222329 E1130605
CF 16	N2252.5 E11339.6	SZ309	N221804 E1130843
CF 33	N2229.5E11353.4	SZ310	N221318 E1131233
CF 34	N2229.2 E11352.6	SZ312	N220649 E1130636

RSZ41	N223104 E1134902	SZ313	N220953 E1131403
SZ001	N2245.8 E11344.4	SZ314	N223233 E1133926
SZ002	N2247.8 E11343.3	SZ413	N2234.7 E11342.8
SZ003	N2247.8 E11352.0	SZ414	N2228.8 E11344.1
SZ004	N2249.7 E11359.3	SZ415	N2229.2 E11350.0
SZ005	N2250.4 E11347.1	SZ461	N223632 E1132828
SZ011	N2247.6 E11338.8	SZ462	N224404 E1133412
SZ012	N224603 E1134022	SZ920	N223202 E1135103
SZ013	N224258 E1133513	SZ921	N222911 E1135004
SZ021	N2241.3 E11345.1	SZ923	N222844 E1134906
SZ051	N2235.6 E11406.2	SZ924	N222806 E1134746
SZ052	N2232.0 E11358.6	SZ925	N222448 E1134126
SZ061	N2244.8 E11330.8	SZA34	N222631 E1134424
SZ062	N2219.9 E11333.0		
SZ063	N2226.7 E11347.4		
SZ101	N2229.6 E11353.4	ADBIN	N2158.1 E11249.3
SZ102	N2233.2 E11401.1	BEKOL	N2232.6 E11408.0
SZ103	N2245.1 E11426.6	BOKAT	N2202.3 E11300.0
SZ111	N2228.0 E11350.2	LOVTA	N2144.9 E11234.2
SZ112	N2228.1 E11335.3	MIPAG	N2255.3 E11344.5
SZ113	N2222.7 E11330.3	GLN	N2242.5 E11402.0
SZ151	N2244.4 E11419.5	GURIN	N2151.1 E11300.0
SZ152	N2241.6 E11353.3	IDUMA	N2253.8 E11357.1
SZ153	N2250.5 E11348.4	KIBAS	N2208.3 E11314.5
SZ154	N2255.3 E11345.7	LANDA	N2136.8 E11302.7
SZ161	N222725 E1132306	LKC	N2222.7 E11353.0
SZ163	N223622 E1133357	TOMUD	N2151.5 E11232.8

SZ166	N2250.0 E11334.4	NLG	N2231.9 E11333.7
SZ301	N221333 E1131720	SAREX	N2252.9 E11329.0
SZ302	N221755 E1131259	SIERA	N2159.1 E11333.2
SZ303	N222309 E1130955	SULAS	N2255.0 E11413.3
SZ304	N222856 E1130821	UJ	N2155.2 E11317.6
SZ305	N224413 E1132845	VIPAP	N2245.7 E11431.9
SZ306	N223444 E1130450	ZUH	N2213.3 E11328.0
SZ307	N222919 E1130447	OVGOT	N2247.0 E11445.0

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude(ft)	IAS(kt)	VPA/TCH	Navigation Specification
RWY15 SID IDU-9WD								
CA			155		120			RNAV1
CF	SZ101		155		↑900 or by ATC	MAX 230		RNAV1
TF	SZ102				↑1500 or by ATC			RNAV1
TF	GLN				↑2100 or by ATC			RNAV1
TF	IDUMA							RNAV1
RWY15 SID SLS-9WD(by ATC)								
CA			155		120			RNAV1
CF	SZ101		155		↑900 or by ATC	MAX 230		RNAV1
TF	SZ102				↑1500 or by ATC			RNAV1
TF	GLN				↑2100 or			RNAV1

					by ATC			
TF	SULAS							RNAV1
RWY15 SID OVG-9WD								
CA			155		120			RNAV1
CF	SZ101		155		↑900 or by ATC	MAX 230		RNAV1
TF	SZ102				↑1500 or by ATC			RNAV1
TF	SZ103							RNAV1
TF	VIPAP							RNAV1
TF	OVGOT							RNAV1
RWY15 SID LKC-9WD(by ATC)								
CA			155		120			RNAV1
CF	SZ101		155		↑900 or by ATC	MAX 230		RNAV1
TF	LKC							RNAV1
RWY15 SID SIE-9WD								
CA			155		120			RNAV1
CF	SZ101		155		↑900 or by ATC	MAX 230		RNAV1
TF	SZ112				1200 or by ATC			RNAV1
TF	SZ113							RNAV1
TF	ZUH							RNAV1
TF	SIERA							RNAV1
RWY15 SID TOM-9WD								
CA			155		120			RNAV1
CF	SZ101		155		↑900 or by	MAX		RNAV1

					ATC	230		
TF	SZ112				1200 or by ATC			RNAV1
TF	SZ113							RNAV1
TF	ZUH							RNAV1
TF	KIBAS							RNAV1
TF	BOKAT							RNAV1
TF	ADBIN							RNAV1
TF	TOMUD							RNAV1
RWY15 SID MIP-9WD								
CA			155		120			RNAV1
CF	SZ101		155		↑900 or by ATC	MAX 230		RNAV1
TF	SZ102				↑1500 or by ATC			RNAV1
TF	GLN				↑2100 or by ATC			RNAV1
TF	MIPAG							RNAV1
RWY16 SID IDU-9XD								
CA			155		120			RNAV1
CF	SZ111		170		↑1200 or by ATC	MAX 230		RNAV1
TF	SZ102				↑1800 or by ATC			RNAV1
TF	GLN				↑2100 or by ATC			RNAV1
TF	IDUMA							RNAV1
RWY16 SID SLS-9XD(by ATC)								

CA			155		120			RNAV1
CF	SZ111		170		↑1200 or by ATC	MAX 230		RNAV1
TF	SZ102				↑1800 or by ATC			RNAV1
TF	GLN				↑2100 or by ATC			RNAV1
TF	SULAS							RNAV1
RWY16 SID OVG-9XD								
CA			155		120			RNAV1
CF	SZ111		170		↑1200 or by ATC	MAX 230		RNAV1
TF	SZ102				↑1800 or by ATC			RNAV1
TF	SZ103							RNAV1
TF	VIPAP							RNAV1
TF	OVGOT							RNAV1
RWY16 SID LKC-9XD(by ATC)								
CA			155		120			RNAV1
CF	SZ111		170		↑1200 or by ATC	MAX 230		RNAV1
TF	LKC							RNAV1
RWY16 SID SIE-9XD								
CA			155		120			RNAV1
CF	SZ415		170			MAX 230		RNAV1
TF	SZ112				1200 or by ATC			RNAV1

TF	SZ113							RNAV1
TF	ZUH							RNAV1
TF	SIERA							RNAV1
RWY16 SID TOM-9XD								
CA			155		120			RNAV1
CF	SZ415		170			MAX 230		RNAV1
TF	SZ112				1200 or by ATC			RNAV1
TF	SZ113							RNAV1
TF	ZUH							RNAV1
TF	KIBAS							RNAV1
TF	BOKAT							RNAV1
TF	ADBIN							RNAV1
TF	TOMUD							RNAV1
RWY16 SID MIP-8XD(by ATC)								
CA			155		120			RNAV1
CF	SZ415		170					RNAV1
TF	SZ414					MAX 230		RNAV1
TF	SZ413				↑1800 or by ATC			RNAV1
TF	MIPAG							RNAV1
RWY16 SID MIP-9XD								
CA			155		120			RNAV1
CF	SZ111		170		↑1200 or by ATC	MAX 230		RNAV1
TF	SZ102				↑1800 or			RNAV1

					by ATC			
TF	MIPAG							RNAV1
RWY33 SID IDU-9YD								
CA			335		120			RNAV1
CF	SZ001		335			MAX 230		RNAV1
TF	SZ003							RNAV1
TF	SZ004					MAX 250		RNAV1
TF	IDUMA							RNAV1
RWY33 SID SLS-9YD(by ATC)								
CA			335		120			RNAV1
CF	SZ001		335			MAX 230		RNAV1
TF	SZ003							RNAV1
TF	SZ004							RNAV1
TF	SULAS							RNAV1
RWY33 SID OVG-8YD(by ATC)								
CA			335		120			RNAV1
CF	SZ001		335			MAX 230		RNAV1
TF	SZ003							RNAV1
TF	SZ004							RNAV1
TF	VIPAP							RNAV1
TF	OVGOT							RNAV1
RWY33 SID OVG-9YD								
CA			335		120			RNAV1
CF	SZ001		335			MAX		RNAV1

						230		
TF	SZ003							RNAV1
TF	GLN				↑2100 or by ATC			RNAV1
TF	VIPAP							RNAV1
TF	OVGOT							RNAV1
RWY33 SID LKC-9YD(by ATC)								
CA			335		120			RNAV1
CF	SZ001		335					RNAV1
TF	SZ003					MAX 205		RNAV1
TF	LKC							RNAV1
RWY33 SID SIE-9YD								
CA			335		120			RNAV1
CF	SZ002		335					RNAV1
TF	SZ013				1800	MAX 230		RNAV1
TF	SZ314				↑2700 or by ATC			RNAV1
TF	SZ113							RNAV1
TF	ZUH							RNAV1
TF	SIERA							RNAV1
RWY33 SID TOM-9YD								
CA			335		120			RNAV1
CF	SZ002		335					RNAV1
TF	SZ013				1800	MAX 230		RNAV1
TF	SZ314				↑2700 or			RNAV1

					by ATC			
TF	SZ113							RNAV1
TF	ZUH							RNAV1
TF	KIBAS							RNAV1
TF	BOKAT							RNAV1
TF	ADBIN							RNAV1
TF	TOMUD							RNAV1
RWY33 SID MIP-9YD								
CA			335		120			RNAV1
CF	SZ001		335			MAX 230		RNAV1
TF	MIPAG							RNAV1
RWY34 SID IDU-9ZD								
CA			335		120			RNAV1
CF	SZ011		320		↑900	MAX 230		RNAV1
TF	SZ005				↑1500			RNAV1
TF	IDUMA							RNAV1
RWY34 SID SLS-9ZD(by ATC)								
CA			335		120			RNAV1
CF	SZ011		320		↑900	MAX 230		RNAV1
TF	SZ005				↑1500			RNAV1
TF	SZ004							RNAV1
TF	SULAS							RNAV1
RWY34 SID OVG-8ZD(by ATC)								
CA			335		120			RNAV1
CF	SZ011		320		↑900	MAX		RNAV1

						230		
TF	SZ005				↑1500			RNAV1
TF	SZ004							RNAV1
TF	VIPAP							RNAV1
TF	OVGOT							RNAV1
RWY34 SID OVG-9ZD								
CA			335		120			RNAV1
CF	SZ011		320		↑900	MAX 230		RNAV1
TF	SZ005				↑1500			RNAV1
TF	SZ003				↑1800 or by ATC			RNAV1
TF	GLN							RNAV1
TF	VIPAP							RNAV1
TF	OVGOT							RNAV1
RWY34 SID LKC-9ZD(by ATC)								
CA			335		120			RNAV1
CF	SZ021	Y	320			MAX 230		RNAV1
DF	LKC			L				RNAV1
RWY34 SID SIE-9ZD								
CA			335		120			RNAV1
CF	SZ012		320					RNAV1
TF	SZ013				1800	MAX 230		RNAV1
TF	SZ314				↑2700 or by ATC			RNAV1
TF	SZ113							RNAV1

TF	ZUH							RNAV1
TF	SIERA							RNAV1
RWY34 SID TOM-9ZD								
CA			335		120			RNAV1
CF	SZ012		320					RNAV1
TF	SZ013				1800	MAX 230		RNAV1
TF	SZ314				↑2700 or by ATC			RNAV1
TF	SZ113							RNAV1
TF	ZUH							RNAV1
TF	KIBAS							RNAV1
TF	BOKAT							RNAV1
TF	ADBIN							RNAV1
TF	TOMUD							RNAV1
RWY34 SID MIP-9ZD								
CA			335		120			RNAV1
CF	SZ011		320		↑900	MAX 230		RNAV1
TF	MIPAG							RNAV1
RWY15/16 STAR OVG-9XA								
IF	OVGOT							RNAV1
TF	VIPAP							RNAV1
TF	SZ151							RNAV1
TF	GLN				1500	MAX 205		RNAV1
RWY15/16 STAR BEK-9XA								
IF	BEKOL							RNAV1

TF	GLN				1500	MAX 205		RNAV1
RWY15/16 STAR LAN-9XA								
IF	LANDA							RNAV1
TF	UJ							RNAV1
TF	ZUH							RNAV1
TF	SZ161				2100 or by ATC			RNAV1
TF	NLG				1500	MAX 205		RNAV1
TF	SZ462				1200			RNAV1
RWY15/16 STAR LOV-9XA								
IF	LOVTA							RNAV1
TF	GURIN							RNAV1
TF	UJ							RNAV1
TF	ZUH							RNAV1
TF	SZ161				2100 or by ATC			RNAV1
TF	NLG				1500	MAX 205		RNAV1
TF	SZ462				1200			RNAV1
RWY15/16 STAR SAR-9XA								
IF	SAREX							RNAV1
TF	SZ461							RNAV1
TF	SZ163				1500	MAX 205		RNAV1
TF	SZ462				1200			RNAV1
RWY15/16 STAR LAN-8XA(by ATC)								

IF	LANDA							RNAV1
TF	GURIN				2700			RNAV1
TF	SZ312							RNAV1
TF	SZ313							RNAV1
TF	SZ301				@2700 or by ATC	AT 230		RNAV1
TF	SZ302							RNAV1
TF	SZ303							RNAV1
TF	SZ304				@2700 or by ATC	AT 230		RNAV1
TF	NLG				1500 or by ATC	AT 205		RNAV1
TF	SZ462				1200			RNAV1
RWY15/16 STAR LOV-8XA(by ATC)								
IF	LOVTA							RNAV1
TF	GURIN				2700			RNAV1
TF	SZ312							RNAV1
TF	SZ313							RNAV1
TF	SZ301				@2700 or by ATC	AT 230		RNAV1
TF	SZ302							RNAV1
TF	SZ303							RNAV1
TF	SZ304				@2700 or by ATC	AT 230		RNAV1
TF	NLG				1500 or by ATC	AT 205		RNAV1
TF	SZ462				1200			RNAV1
RWY15/16 STAR SAR-8XA(by ATC)								

IF	SAREX							RNAV1
TF	SZ305				2700			RNAV1
TF	SZ306				@2400 or by ATC	AT 230		RNAV1
TF	SZ307							RNAV1
TF	SZ308							RNAV1
TF	SZ309							RNAV1
TF	SZ310				@2400 or by ATC	AT 230		RNAV1
TF	NLG				1500 or by ATC	AT 205		RNAV1
TF	SZ462				1200			RNAV1
RWY15/16 STAR Holding (outbound time 1min)								
HM	NLG	Y	068	L	1500	MAX 205		RNAV1
RWY33/34 STAR OVG-9ZA								
IF	OVGOT							RNAV1
TF	VIPAP							RNAV1
TF	SZ151							RNAV1
TF	GLN				1500	MAX 205		RNAV1
RWY33/34 STAR BEK-9ZA								
IF	BEKOL							RNAV1
TF	SZ051				1500	MAX 205		RNAV1
RWY33/34 STAR LAN-9ZA								
IF	LANDA							RNAV1
TF	UJ							RNAV1

TF	ZUH							RNAV1
TF	SZ062				1500	MAX 205		RNAV1
RWY33/34 STAR LOV-9ZA								
IF	LOVTA							RNAV1
TF	GURIN							RNAV1
TF	UJ							RNAV1
TF	ZUH							RNAV1
TF	SZ062				1500	MAX 205		RNAV1
RWY33/34 STAR SAR-9ZA								
IF	SAREX							RNAV1
TF	SZ305				2700			RNAV1
TF	NLG				1500	MAX 205		RNAV1
RWY33/34 STAR LAN-8ZA(by ATC)								
IF	LANDA							RNAV1
TF	GURIN				2700			RNAV1
TF	SZ312							RNAV1
TF	SZ313							RNAV1
TF	SZ301				@2700 or by ATC	AT 230		RNAV1
TF	SZ302							RNAV1
TF	SZ303							RNAV1
TF	SZ304				@2700 or by ATC	AT 230		RNAV1
TF	NLG				1500	AT 205		RNAV1
RWY33/34 STAR LOV-8ZA(by ATC)								

IF	LOVTA							RNAV1
TF	GURIN				2700			RNAV1
TF	SZ312							RNAV1
TF	SZ313							RNAV1
TF	SZ301				@2700 or by ATC	AT 230		RNAV1
TF	SZ302							RNAV1
TF	SZ303							RNAV1
TF	SZ304				@2700 or by ATC	AT 230		RNAV1
TF	NLG				1500	AT 205		RNAV1
RWY33/34 STAR SAR-8ZA(by ATC)								
IF	SAREX							RNAV1
TF	SZ305				2700			RNAV1
TF	SZ306				@2400 or by ATC	AT 230		RNAV1
TF	SZ307							RNAV1
TF	SZ308							RNAV1
TF	SZ309							RNAV1
TF	SZ310				@2400 or by ATC	AT 230		RNAV1
TF	NLG				1500	AT 205		RNAV1
RWY33/34 STAR Holding (outbound time 1min)								
HM	NLG	Y	114	R	1500	MAX 205		RNAV1
RWY15/33/16/34 STAR Holding (outbound time 1min)								
HM	GURIN	Y	077	R	2700			RNAV1
HM	GLN	Y	266	R	1500	MAX		RNAV1

						205		
RWY15 IAP Transition(FROM GLN)								
IF	GLN				1500	MAX 205		RNAV1
TF	SZ152							RNAV1
TF	SZ153							RNAV1
TF	SZ154							RNAV1
TF	CF 15				1000			RNAV1
RWY15 IAP Transition(FROM SZ462)								
IF	SZ462				1200			RNAV1
TF	SZ166							RNAV1
TF	CF 15				1000			RNAV1
RWY16 IAP Transition(FROM GLN)								
IF	GLN				1500	MAX 205		RNAV1
TF	SZ152							RNAV1
TF	SZ153							RNAV1
TF	SZ154				900			RNAV1
TF	CF 16				700			RNAV1
RWY16 IAP Transition(FROM SZ462)								
IF	SZ462				1200			RNAV1
TF	SZ166				700			RNAV1
TF	CF 16				700			RNAV1
RWY16 Missed Approach Holding (outbound time 1min)								
HM	NLG	Y	068	L	1200	MAX 205		RNAV1
RWY33 IAP Transition(FROM GLN)								
IF	GLN				1500	MAX		RNAV1

						205		
TF	SZ052				900			RNAV1
TF	CF 33				700			RNAV1
RWY33 IAP Transition(FROM SZ051)								
IF	SZ051				1500	MAX 205		RNAV1
TF	SZ052				900			RNAV1
TF	CF 33				700			RNAV1
RWY33 IAP Transition(FROM SZ062)								
IF	SZ062				1500	MAX 205		RNAV1
TF	SZ063							RNAV1
TF	CF 33				700			RNAV1
RWY33 IAP Transition(FROM NLG)								
IF	NLG				1500	MAX 205		RNAV1
TF	SZ063							RNAV1
TF	CF 33				700			RNAV1
RWY34 IAP Transition(FROM GLN)								
IF	GLN				1500	MAX 205		RNAV1
TF	SZ052				900			RNAV1
TF	CF 34				700			RNAV1
RWY34 IAP Transition(FROM SZ051)								
IF	SZ051				1500	MAX 205		RNAV1
TF	SZ052				900			RNAV1
TF	CF 34				700			RNAV1

RWY34 IAP Transition(FROM SZ062)								
IF	SZ062				1500	MAX 205		RNAV1
TF	SZ063							RNAV1
TF	CF 34				700			RNAV1
RWY34 IAP Transition(FROM NLG)								
IF	NLG				1500	MAX 205		RNAV1
TF	SZ063							RNAV1
TF	CF 34				700			RNAV1
RWY34 Missed Approach Holding (outbound time 1min)								
HM	NLG	Y	170	L	1200	MAX 205		RNAV1

PT [ARC CTR,Radius NM]	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude(ft)	IAS(kt)	Navigation Specification
RWY34 AR Transition(From SZ062)							
IF	SZ062				4900	MAX205	RNP0.3
TF	SZ925				3000		RNP0.3
TF	SZA34				@2300		RNP0.3
TF	SZ924				1300		RNP0.3
TF	SZ923				@1100		RNP0.3
TF	SZ921					MAX180	RNP0.3
RF[RSZ41,2.1]	SZ920			L	@1100	MAX180	RNP0.3
RWY34 AR Transition(From NLG)							
IF	NLG				4900	MAX205	RNP0.3
TF	SZA34				@2300		RNP0.3

TF	SZ924				1300		RNP0.3
TF	SZ923				@1100		RNP0.3
TF	SZ921					MAX180	RNP0.3
RF[RSZ41,2.1]	SZ920			L	@1100	MAX180	RNP0.3

ZGSZ AD 2.23 其它资料

全年有鸟类活动，季节性强，在机场南北下滑处、两条跑道之间的S穿越道以北区域，16/34跑道西侧等处鸟类活动最频繁。机场采取了驱赶措施。每年3月至5月、9月至次年1月分别有大批夏候鸟及冬候鸟经机场空域迁徙。

ZGSZ AD 2.23 Other information

Activities of bird flocks are found in the whole year, seasonal activities within the area of south/north glide path, north of S and west of RWY16/34 are frequent. Aerodrome Authority resorts to dispersal methods to reduce bird activities.Birds migration take place from March to May and from September to January around airport.

Type of bird	Time of activity	Flight height	Threat level	Activity rule
Egretta garzetta	All seasons	0-80m	A	Alone or microcommunity
Ardeola bacchus	All seasons	0-80m	A	Alone, nest together
Recurvirostra avosetta	Jan-Mar, Oct-Dec	0-70m	B	Microcommunity
Himantopus	Feb-Dec	0-60m	C	Feed together, fly alone
Hirundo rustica	Mar-Dec	0-30m	B	Together
Alauda gulgula	All seasons	0-60m	B	Alone or microcommunity
Pycnonotus sinensis	All seasons	0-20m	A	Alone or microcommunity

Gracupica nigricollis	All seasons	0-50m	B	Couple or microcommunity
Garrulax perspicillatus	All seasons	0-20m	B	Microcommunity
Zosterops japonicus	All seasons	0-30m	A	Alone or microcommunity
Passer montanus	All seasons	0-20m	A	Together
Pycnonotus jocosus	All seasons	0-20m	B	Together
Copsychus saularis	All seasons	0-40m	B	Alone or couple
Tringa nebularia	Apr-Oct	0-50m	B	Microcommunity
Motacilla alba	All seasons	0-30m	A	Alone or couple
Sturnus sericeus	All seasons	0-40m	B	Together
Acridotheres cristatellus	All seasons	0-200m	B	Together
Lonchura punctulata	All seasons	0-30m	B	Couple or microcommunity
Tachybaptus ruficollis	All seasons	0-10m	B	Couple or together
Phalacrocorax carbo	Nov-Dec, Jan-Mar	0-300m	C	Together
Pycnonotus aurigaster	All seasons	0-30m	B	Couple or microcommunity
Streptopelia chinensis	All seasons	0-20m	A	Couple or together
Lanius schach	All seasons	0-30m	A	Alone
Prinia flaviventris	All seasons	0-20m	B	Microcommunity in autumn or winter
Note: A: most dangerous				

B: more dangerous

C: dangerous

D: less dangerous