ZGSZ AD 2.1 机场地名代码和名称 Aerodrome location indicator(ICAO / IATA) and name

ZGSZ/SZX-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	机场基准点与城市的位置关系 Direction and distance from city	293 °GEO, 32.5km from city center(Shenzhen railway station)
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	4.0 m/32.4℃(JUL)/12.1℃(JAN)
4	机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN	
5	磁差（测量年份）及年变率 VAR(Year)/Annual change	2 ℃W(2011)/-
6	机场管理部门、地址、电话、传真、AFS 地址、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/RWY16/34: 4F; RWY15/33: 4E
9	备注 Remarks	Nil

ZGSZ AD 2.3 工作时间 Operational hours

1	机场开放时间 AD Operational hours	H24
2	海关和移民 Customs and immigration	H24
3	卫生健康部门 Health and sanitation	H24
4	航空情报服务讲解室 AIS Briefing Office	H24

5	空中交通服务报告室 ATS Reporting Office	H24
6	气象服务讲解室 MET Briefing Office	H24
7	空中交通服务 Air Traffic Service	H24
8	加油服务 Fuelling	H24
9	地勤服务 Handling	H24
10	安保服务 Security	H24
11	除冰服务 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	燃油牌号 Fuel types	Jet Fuel No.3,Jet A-1
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Rufueling truck (25000 liters and 20000 liters): 40 liters/sec; hydrant cart: 63 liters/sec; apron pipeline network, refueling well, well bolt
5	除冰设施 De-icing facilities	Nil
6	过站航空器机库 Hangar space for visiting aircraft	Business jet hangar Nr.1 Available for five G450. Business jet hangar Nr.2 Available for five G650.
7	过站航空器的维修设施 Repair facilities for visiting aircraft	1.Line maintenance: B737-300/400/500, B737-600/700/800/900, A330-200/300, A319/A320/A321; 2.Regular service: 750 flight hours(include), 500 flight cycle(include), 3 calendar months(include) and below of A320 series.
8	备注 Remarks	Potable water supply vehicle, lavatory service vehicle, dustcart, airport passenger bus, power supply vehicle, air-conditioned unit, ground air supply unit, tow-truck, step ladders vehicle, disabled vechicle

ZGSZ AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	Near AD
2	餐饮 Restaurants	At AD
3	交通工具 Transportation	Taxis, online car-hailing, metro, airport express, bus, interurban coach, railway, ship
4	医疗设施 Medical facilities	First aid center and first aid stations at AD, first aid rooms, ambulances, emergency rescue vehicles, 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, 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 traction rack, beam-type lifting device, aircraft mover trailer, 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 Seasonal availability/Types of clearing equipment	All seasons Not applicable
2	扫雪顺序 Clearance priorities	Not applicable
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	道面 Surface	CONC
		强度 Strength	PCR 1200/R/B/W/T : China southern airlines apron PCR 1000/R/A/W/T : cargo apron, North apron, Satellite hall apron, Shenzhen airlines apron, TML A apron, TML B apron PCR 990/R/A/W/T : Donghai airlines apron, T3 cargo apron PCR 940/R/A/W/T : T3 apron PCR 900/R/A/W/T : South apron PCR 890/R/A/W/T : Satellite hall north remote apron PCR 820/R/A/W/T : Southeast apron
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	60m : V1, V2 52m : A2(east of A) 50m : D5, D6, G1, G4-G6, G8(west of G), G9(west of G), T2, T5(west of G), W1, W2 48m : C3, C10, D8-D11(east of D), D12, Q(east of D, west of G) 45.5m : A1(east of A) 44.5m : V4, V5 44m : E2, E10 39m : C2, C11 34.5m : E1, E11 34m : A2(west of A), B4, B7, K1-K3, L2 31m : C1, C12 29m : E3, E9 28.5m : A1(west of A), A12, L1 27m : A4, A5, A8, A9, E4-E7 25m : D, E, G, Q(BTN D & G), R, S, T3(west of G), T4, W 24.5m : C4-C9 23m : A, B, C, D10(west of D), F, G10, J, K4, T3(east of G), T5(east of G), T6 18m : B3 15m : T1
		道面 Surface	ASPH : A12(within 51m east of A), C2(within 62.5m west of RWY15/33), C4(within 85.9m west of RWY15/33), C5(within 83.5m west of RWY15/33), C6(within 125.3m west of RWY15/33), C7(within 87m west of RWY15/33), C8(within 83.5m west of RWY15/33), C9(within 83.5m west of RWY15/33), C11(within 152m west of RWY15/33), L2(west of B), S(32.5-142.1m west of RWY15/33) CONC : A, A1, A2, A4, A5, A8, A9, A12(beyond 51m east of A, west of A), B, B3-B7, C, C1, C2(beyond 62.5m west of RWY15/33), C3, C4(beyond 85.9m west of RWY15/33), C5(beyond 83.5m west of RWY15/33), C6(beyond 125.3m west of RWY15/33), C7(beyond 87m west of

			RWY15/33), C8(beyond 83.5m west of RWY15/33), C9(beyond 83.5m west of RWY15/33), C10, C11(beyond 152m west of RWY15/33), C12, D, D5-D12, E, E1-E7, E9-E11, F, G, G1, G4-G11, J, K, K1-K4, L, L1, L2(east of B), L3, L4, Q, R, S(beyond 142.1m west of RWY15/33, within 32.5m west of RWY15/33), T1-T6, V1-V5, W, W1-W3
		强度 Strength	PCR 1210/R/C/W/T : A5 PCR 1200/R/B/W/T : A4, B(BTN K2 & K4), C4(beyond 85.9m west of RWY15/33), G8(east of G), K(north of K2), K1, K2, K4, W2(south of W) PCR 1170/R/B/W/T : D9 PCR 1150/R/B/W/T : B(BTN B4 & K1) PCR 1100/R/B/W/T : V2 PCR 1090/R/B/W/T : A9 PCR 1000/F/C/W/T : C2(within 62.5m west of RWY15/33), C6(within 125.3m west of RWY15/33), C7(within 87m west of RWY15/33), C11(within 152m west of RWY15/33) PCR 1000/R/A/W/T : A, A1(west of A), A12(beyond 51m east of A, west of A), B(BTN B3 & B4, BTN K1 & K2, BTN A12 & L3), B4-B7, C2(beyond 62.5m west of RWY15/33), C3, C5(beyond 83.5m west of RWY15/33), C6(beyond 125.3m west of RWY15/33), C7(beyond 87m west of RWY15/33), C8(beyond 83.5m west of RWY15/33), C9(beyond 83.5m west of RWY15/33), C10, C11(beyond 152m west of RWY15/33), D5, D6, D12, E2, E10, F, G1, G4-G6, G8(west of G), G9(west of G), G10, G11, J, K(south of K2), K3, L(north of L2), L1, Q, T2, T5, V3, W3 PCR 1000/R/B/W/T : A8 PCR 990/R/A/W/T : B3, D(south of C12), G9(east of G) PCR 980/F/C/W/T : C4(within 85.9m west of RWY15/33) PCR 980/R/A/W/T : D7, G(north of E2), V1 PCR 970/F/C/W/T : C8(within 83.5m west of RWY15/33), L2(west of B) PCR 970/R/A/W/T : B(BTN K4 & L1), D10, L(BTN A12 & L3), W PCR 960/R/A/W/T : D11, G(BTN E2 & G5) PCR 950/R/A/W/T : C(north of Q, south of W), C1(west of C), E, G7, T3, W2(north of W) PCR 940/R/A/W/T : D8, G(BTN G5 & W), W1(south of W) PCR 930/R/A/W/T : D(north of C12), E3, T4, W1(north of W) PCR 920/R/A/W/T : B(BTN L1 & A12), G(south of W), R PCR 910/R/A/W/T : C(BTN Q & W) PCR 900/F/B/W/T : S(32.5-142.1m west of RWY15/33) PCR 900/R/A/W/T : E9, L(BTN L2 & A12), L2(east of B), S(beyond 142.1m west of RWY15/33, within 32.5m west of RWY15/33) PCR 890/R/A/W/T : E11, T1, V4, V5 PCR 880/R/A/W/T : L4 PCR 870/R/A/W/T : L3 PCR 860/R/A/W/T : C12(west of C)

			PCR 850/R/A/W/T : E1 PCR 840/F/B/W/T : C9(within 83.5m west of RWY15/33) PCR 840/F/C/W/T : A12(within 51m east of A) PCR 830/F/B/W/T : C5(within 83.5m west of RWY15/33) PCR 830/R/A/W/T : A1(east of A), A2(east of A), B(north of B3) PCR 820/R/A/W/T : A2(west of A), B(south of L3), L(south of L3), T6 PCR 810/R/A/W/T : C12(east of C), E6, E7 PCR 790/R/A/W/T : C1(east of C), E4, E5
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR 校正点 VOR checkpoints	Nil	
5	INS 校正点 INS checkpoints	Nil	
6	备注 Remarks	L1: Centerline of L1 offset, 17m to north side, 11.5m to south 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 signs at all intersections of TWY and RWY. Taxiing guidance signs at all holding positions. Aircraft stand identification sign boards at all stands. Guide lines at all TWYs. Guide lines at all aprons. Visual docking guidance system at aircraft stands Nr. 301-309, 314-317, 317R, 318-350, 350L, 350R, 351-361, 361R, 362, 362R, 501, 502, 504, 505, 505R, 506, 507, 507R, 508-510, 510R, 520-528, 528R, 529, 529R, 530, 540-545, 545R, 546, 547, 547R, 548, 549, 549R, 560-566, 566R, 567, 568, 568R, 569, 569R, 570	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RTZL(15, 33), RENL
		滑行道标志 TWY markings	Edge line, center line, enhanced TWY center line(A1, A2, A12, C1, C2, C11, C12, E1, E2, E10, E11), No-entry(A4, A5, A8, A9, C4-C9, E3-E7, E9), RWY holding position, intermediate holding position

		滑行道灯光 TWY lights	Edge line retroreflective markers(Reflect sticks for TWY straight section (west of RWY15/33)), edge line lights, center line lights , RETILs(16, 34), intermediate holding position lights, aircraft stand manoeuvring guidance lights(Stand Nr.501-510, 505L, 505R, 507L, 507R, 510L, 510R, 520-527, 528R, 540-546, 545L, 545R, 548, 549R, 560-570, 566L, 566R, 568L, 568R, 569L, 569R)
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Runway guard lights: vertical TWYs	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	Nil	

ZGSZ AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志, 灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
MT 001	MT	002/4191	113.7	LGT	
BLDG 002	BLDG	019/4146	108.2	LGT	
MT 003	MT	040/2425	155.2	LGT	
MT 004	MT	042/3824	256.5		
MT 005	MT	043/2752	176.5		
MT 006	MT	044/3501	224.2	LGT	
MT 007	MT	045/3279	214.5		
Control TWR 008	Control TWR	046/888	68.8	LGT	

半径 15 千米内主要障碍物 (相对机场 ARP)

Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 009	MT	046/6075	307.5		
MT 010	MT	048/5658	294.3		
MT 011	MT	049/5172	376.9		RWY33 ILS/DME Missed approach
MT 012	MT	052/4897	375.0		
MT 013	MT	054/4520	321.5		
MT 014	MT	058/2728	129.9		
MT 015	MT	059/4308	292.6		
MT 016	MT	066/4030	268.2		
MT 017	MT	069/3930	273		
Antenna 018	Antenna	078/3680	343.5	LGT	
TOWER 019	TOWER	085/8587	391.7	LGT	
MT 020	MT	088/3818	221.3		
MT 021	MT	115/11400	204		
MT 022	MT	116/6901	236.7		
MT 023	MT	119/6972	200.2		
MT 024	MT	121/7430	200.3		

半径 15 千米内主要障碍物 (相对机场 ARP)

Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称 或编号 Obstacle ID/ Designation	障碍物类 型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志，灯光 类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 025	MT	126/3790	107.1	LGT	
MT 026	MT	136/6069	142.6		
TOWER 027	TOWER	137/6491	234.7	LGT	RWY15 RNP ILS/DME，ILS/DME Missed approach
MT 028	MT	137/6924	125.3		
MT 029	MT	137/7442	116.2		
BLDG 030	BLDG	144/6219	126.0	LGT	RWY15 Departure
Moving OBST 031	Moving OBST	147/2273	23.6		RWY15 Departure
BLDG 032	BLDG	149/4806	51.7		RWY15 take-off path
BLDG 033	BLDG	149/5059	61.6	LGT	RWY15 take-off path
Moving OBST 034	Moving OBST	150/2774	23.3		RWY15 take-off path
BLDG 035	BLDG	151/5783	66.4	LGT	
BLDG 036	BLDG	152/8459	111.2		RWY15 take-off path
MT 037	MT	153/7200	62.0		
BLDG 038	BLDG	154/8591	114.1	LGT	RWY33 GP INOP
BLDG 039	BLDG	156/5629	60.0		
BLDG 040	BLDG	158/5228	60.1	LGT	

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 041	BLDG	158/5586	59.0	LGT	
TRANSMISSION _LINE 042	TRANSM ISSION_L INE	164/6820	78.2		RWY16 take-off path
MT 043	MT	166/10350	79.0		RWY34 RNP AR+ILS intermediate approach
MT 044	MT	167/14610	118.0		
TRANSMISSION _LINE 045	TRANSM ISSION_L INE	167/14629	153.1		RWY34 RNP AR+ILS intermediate approach
BLDG 046	BLDG	194/1236	51.7	LGT	
Antenna 047	Antenna	221/1890	18.1		
Control TWR 048	Control TWR	250/753	94.0	LGT	RWY34 precision path, GP INOP
Antenna 049	Antenna	300/2943	17.9		RWY16 precision path, GP INOP
BLDG 050	BLDG	332/5626	55.3	LGT	RWY33 take-off path
BLDG 051	BLDG	335/6333	64.7	LGT	
BLDG 052	BLDG	337/6216	64.7	LGT	RWY15 GP INOP, RWY33 take-off path
MT 053	MT	345/6700	47.0		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 054	MT	033/23000	510		
MT 055	MT	047/26000	348		
MT 056	MT	051/44000	797		
MT 057	MT	060/53834	1004		Sector
MT 058	MT	087/15035	587		
MT 059	MT	099/42000	943		
MT 060	MT	113/19000	430		
BLDG 061	BLDG	117/27300	600	LGT	
Antenna 062	Antenna	130/42000	999		
BLDG 063	BLDG	138/19053	400	LGT	RWY33 Traditional intermediate approach
MT 064	MT	150/18226	336		RWY33/34 intermediate approach, RWY15 missed approach
Antenna 065	Antenna	151/18406	347	LGT	RWY33/34 intermediate approach, RWY15 missed approach
MT 066	MT	159/17920	332		
MT 067	MT	167/45000	935		
MT 068	MT	182/26000	341		
MT 069	MT	218/45000	436		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
TOWER 070	TOWER	240/43366	631		Sector; RWY16/34 Missed approach
MT 071	MT	302/30000	295		RWY15/16 initial approach
STACK 072	STACK	312/18713	227		
STACK 073	STACK	312/18872	226		
STACK 074	STACK	313/18129	222		
STACK 075	STACK	314/17947	253		RWY34 take-off path
MT 076	MT	343/28666	300		RWY15/16 Traditional intermediate approach; RWY15 RNP+ILS intermediate approach
MT 077	MT	353/27838	543		RWY15/16 initial approah

Remarks:

ZGSZ AD 2.11 提供的气象情报、气象观测和报告
Meteorological information provided & meteorological observations and reports

提供的气象情报
Meteorological information provided

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;9h, 30h;3h, 6h

4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 30min
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: T,P Consultation provided: T,P
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Chart, International MET Codes, Abbreviated Plain Language Text;Ch, En
7	讲解或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	提供气象情报的辅助设备 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	Flight Service Office, TWR
10	其他信息 Additional information	MET Forecast Office TEL: 86-755-23718928 FAX: 86-755-23718927
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Half hourly plus special observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 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
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24
5	气候资料 Climatological information	Climatological tables AVBL
6	其他信息 Additional information	Nil

ZGSZ AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 RWY Designator	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
15	153.44 °GEO 155 °MAG	3400×45	PCR 720/R/A/W/T CONC/-	Nil	THR 3.7m TDZ 3.7m	0%
33	333.44 °GEO 335 °MAG	3400×45	PCR 720/R/A/W/T CONC/-	Nil	THR 3.7m TDZ 3.7m	0%
16	153.44 °GEO 155 °MAG	3800×60	PCR 900/R/A/W/T CONC/-	Nil	THR 4.0m TDZ 4.0m	0%
34	333.44 °GEO 335 °MAG	3800×60	PCR 900/R/A/W/T CONC/-	Nil	THR 4.0m TDZ 4.0m	0%

跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区长宽 RESA dimensions (m)	拦阻系统的位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
15	Nil	Nil	3520×300	240×150	Nil	Nil
33	Nil	Nil	3520×300	240×150	Nil	Nil
16	Nil	Nil	3920×300	240×150	Nil	Nil
34	Nil	Nil	3920×300	240×150	Nil	Nil

Remarks: 15/33:RWY shoulder:7.5m on each side

16/34:RWY shoulder:7.5m on each side

1.Forced landing area is 3800m, parallel to RWY16/34, located at west of RWY16/34 and surface is soil.

2.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.

3.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

跑道号码 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类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、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 SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 432.5m inward THR15 3 ° 20.4m	900 m	3400 m spacing 30m 0-2500m, WHITE 2500-3100m, RED/WHITE 3100-3400m, RED VRB LIH	3400 m spacing 60m 0-2800m, WHITE 2800-3400m, YELLOW VRB LIH	RED	Nil
33	PALS CAT II SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 432.5m inward THR33 3 ° 20.5m	900 m	3400 m spacing 30m 0-2500m, WHITE 2500-3100m, RED/WHITE 3100-3400m, RED VRB LIH	3400 m spacing 60m 0-2800m, WHITE 2800-3400m, YELLOW VRB LIH	RED	Nil
16	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 446.8m inward THR16 3 ° 20.8m	Nil	3800 m spacing 30m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
34	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 446.8m inward THR34 3 ° 20.7m	Nil	3800 m spacing 30m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
Remarks: RWY15 APCH LGT:SFL: 300-900m. RWY33 APCH LGT:SFL: 300-900m.								

ZGSZ AD 2.15 其它灯光,备份电源 Other lighting, secondary power supply

1	机场灯标或识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标和风向标位置和灯光 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	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: yellow center line lights, green center line lights, blue retroreflective markers, blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Secondary power supply available, diesel generator/≤15sec
5	备注 Remarks	Nil

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 TLOF and/or FATO elevation	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

ZGSZ AD 2.17 空中交通服务空域 ATS airspace

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
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	TL 3300(QNH≥980hPa) 3600(QNH<980hPa) TA 2700				QNH for Zhuhai Terminal Control Area is same as QNH for airport

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 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
ATIS		126.85 (arrival)			H24	D-ATIS available
		127.45 (departure)			H24	D-ATIS available
APP	Zhuhai Approach	APP01:120.35 (125.525)			0030-1700(next day)	Contact APP04 when APP01 U/S.
		APP02:119.55 (126.025)			H24	

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
		APP03:123.85 (126.025)			2200-1800(next day)	Contact APP02 when APP03 U/S.
		APP04:119.025 (125.525)			2300-1500(next day)	Contact APP02 when APP04 U/S.
		APP05:127.95 (126.025)			2300-1500(next day)	Contact APP02 when APP05 U/S.
		APP06:119.9 (125.525)			by ATC	Contact APP04 when APP06 U/S.
		APP07:121.4 (125.525)			by ATC	Contact APP03 when APP07 U/S.
TWR	Baoan Tower	(east):130.35 (118.05)			HO	RWY15/33
		(west):118.45 (130.35)			H24	RWY16/34
GND	Baoan Ground	(east):121.65 (121.85)			0000-1500	
		(west):121.8 (121.85)			0000-1500	
	Baoan Delivery	121.95 (121.85)			2300-1500	DCL available
APN	Baoan Apron	APN01:122.7			H24	
		APN02:121.625			H24	
		APN03:122.825			H24	
EMG		121.5			H24	
AOC		129.25			H24	

ZGSZ AD 2.19 无线电导航和着陆设施 Radio navigation and landing aids

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Guanlan VOR/DME	GLN	112.0 MHz CH 57X	H24	N22°42.5′ E114°02.0′ 074 °MAG/24510m FM the Center of RWY15/33		U/S
Lianshengwei VOR/DME	ZUH	116.7 MHz CH 114X	H24	N22°13.3′ E113°28.0′	68 m	For VOR/DME: R136 °-156 °clockwise (except R147 °), beyond 16NM on R210 °for STAR/IAP U/S; For DME:beyond 15NM on R147 °for ENR,beyond 23NM on R227 °for IAP U/S.
Nanlang VOR/DME	NLG	117.7 MHz CH 124X	H24	N22°31.9′ E113°33.7′ 247 °MAG/27870m FM the Center of RWY15/33	93 m	Coverage more than 60km
Shekou VOR/DME	SHK	115.9 MHz CH 106X	H24	N22°29.8′ E113°54.2′ 151 °MAG/18430m FM the Center of RWY15/33	339 m	Coverage more than 74km
Gaolan NDB	UJ	204 kHz	H24	N21°55.2′ E113°17.6′		
NDB	QJ	253 kHz		N22°47.7′ E113°43.8′ 337 °MAG/17503m FM THR15		Coverage 80km; For NDB departure procedure:beyond 4NM on bearing 245 ° and beyond 8NM on bearing 271 °U/S

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
LMM 15	Q	416 kHz		335 °MAG/1028m FM THR15		Coverage 70km; Beyond 2NM on bearing 155 °U/S
LOC 15 ILS CAT I	IQJ	111.3 MHz		155 °MAG/263m FM RWY15 end		Coverage 46km
GP 15		332.3 MHz		120m E of RCL, 306m inside THR15		Angle 3 °, RDH 15.5 m
DME 15	IQJ	CH 50X (111.3 MHz)			7m	Co-located with GP 15
LMM 33	M	195 kHz		155 °MAG/1070m FM THR33		Coverage 70km; 2-3NM on bearing 335 °U/S
LOC 33 ILS CAT I	IMH	110.7 MHz		335 °MAG/263m FM RWY33 end		Coverage 46km; Beyond 12NM of front course U/S
GP 33		330.2 MHz		120m E of RCL, 306m inside THR33		Angle 3 °, RDH 16.6 m Below 1.6 °U/S
DME 33	IMH	CH 44X (110.7 MHz)			7m	Co-located with GP 33
LOC 16 ILS CAT I	ISZ	108.1 MHz		155 °MAG/250m FM RWY16 end		Beyond +28 °of front course U/S
GP 16		334.7 MHz		120m W of RCL, 312m inside THR16		Angle 3 °, RDH 16.4 m
DME 16	ISZ	CH 18X (108.1 MHz)			7m	Co-located with GP 16
LOC 34 ILS CAT I	IBA	109.1 MHz		335 °MAG/250m FM RWY34 end		Beyond 13NM U/S
GP 34		331.4 MHz		120m W of RCL, 313m inside THR34		Angle 3 °, RDH 16.7 m Below 1.7 °U/S
DME 34	IBA	CH 28X (109.1 MHz)			7m	Co-located with GP 34

ZGSZ AD 2.20 本场规定

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；

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；

1.3 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。

1.4 进港航空器在落地后直至到达机位须开启 S 模式应答机。

2. 跑道和滑行道的使用

2.1 可以通过地面管制申请引导车和拖车服务；

2.2 未经允许，禁止航空器在滑行道上做 180°转弯；

2.3 穿越 15/33 跑道规定：

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：

2.3.1 按照管制员指挥滑行至指定的跑道等待点外等待；

2.3.2 收到管制员穿越指令后，需尽快实施穿越；

2.3.3 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；

ZGSZ AD 2.20 Local aerodrome regulations

1.Airport operations regulations

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

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

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

2. Use of runways and taxiways

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

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

2.3 Rules for crossing RWY15/33

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

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

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

2.3.3 Monitor the TWR FREQ for other information of runway and observe the activities on the runway and around carefully;

2.3.4 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；

2.3.4 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;

2.3.5 穿越结束，机组须立即向塔台报告“已脱离跑道”；由西往东穿越，应在滑行道 A 前等待地面管制频率的进一步滑行指令，由东往西穿越，应在滑行道 C 前等待地面管制频率的进一步滑行指令。

2.3.5 Report to TWR Control ‘RWY vacated' after crossing. 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.

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 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，如需引导提前 30min 向深圳机场运行指挥中心申请；出港航空器不提供引导车服务。

2.6 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.

2.7 滑行道翼展限制

2.7 Wing span limits for TWYs

滑行道/TWYs	航空器翼展限制（m）/Wing span limits for aircraft(m)
A1(east of A), A2(east of A), A12, B(north of B3,BTN K4 & L2), D5, D6, F, G4-G6(east of G), J, K(south of K2), K2(west of K), K3, K4(west of K), Q(BTN D & G), T3(east of G), T5(east of G), V3, W3	≤68.4
B(BTN B3 & B4, south of L2), D9-D11(west of D), G9(east of G), G10, G11, K1(west of K), K2(east of K), L(south of L2), L2-L4, T6	≤65
D7, D8(west of D), G7, G8(east of G), W1(south of W), W2(south of W)	≤52
B(BTN K2 & K4)	≤47.6
B(BTN B4 & K2), B3, K(north of K2), K1(east of K), K4(east of K), L(north of L2), L1(east of B), T1, V4, V5	≤36
B5-B7	≤31

2.8 D7 与 D8、G7 与 G8 不允许两架航空器同时平行滑行。

2.8 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.

2.9 机场冲突多发地带运行要求

2.9 Hot spot procedure

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

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

2.9.2 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:

2.9.2 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：航空器自滑行道 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、RWY34 号跑道交叉区域：航空器自滑行道 G 经由 E11 右转滑行转向 E 时，注意避免从 E11 误入 RWY34。停靠在 318、319 号停机位的航空器自滑行道 G 经由 E11 右转滑行转向 E 滑到 15、16、33 号跑道起飞时，注意避免从 E11 误入跑道 34。

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. Aircraft in Stand Nr.318, 319 taxiing from TWY G to TWY E via TWY E11 to RWY15, 16, 33 take off, pilot shall avoid taxiing into RWY34 via E11 by mistake.

HS5：滑行道 C1、C2 与 C、RWY15 交叉区域：航空器自滑行道 D 经由 C1 或 C2 滑行至 RWY15 时，注意避免误将滑行道 C 当作 RWY15。

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/R)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/R): Aircraft in this area shall observe cautiously, then operate according to ATC clearance and 'see and avoidance' rules.

HS7：350(350L/R)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

HS7: Area for taxiing into stand Nr.350(350L/R): Aircraft in this area shall observe cautiously, then

行。	operate according to ATC clearance and 'see and avoidance' rules.
HS8：361(361L/R)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/R): Aircraft in this area shall observe cautiously, then operate according to ATC clearance and 'see and avoidance' rules.
HS9：362(362L/R)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/R): 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	HS14：INTERSECTIONS OF TAXIWAYS C, D6: Aircraft in this area shall observe cautiously, then

行。

operate according to ATC clearance and 'see and avoidance' rules.

2.9.3 机场强制等待点运行要求

2.9.3 Mandatory holding point operation requirements

在A2滑行道以南48m的A滑行道上设置强制等待点HP1（详见机场图、停机位置图），航空器沿A滑行道自南向北滑行时，未经管制许可不得越过强制等待点。

Mandatory holding position HP1 established at TWY A(48m south of TWY A2)(details in Aerodrome chart and Aircraft parking chart), without clearance, aircraft cannot exceed HP1 when taxiing from south to north along TWY A.

在A12滑行道以北160m的A滑行道上设置强制等待点HP2（详见机场图、停机位置图），航空器沿A滑行道自北向南滑行时，未经管制许可不得越过强制等待点。

Mandatory holding position HP2 established at TWY A(160m north of TWY A12)(details in Aerodrome chart and Aircraft parking chart), without clearance, aircraft cannot exceed HP2 when taxiing from north to south along TWY A.

在A滑行道以东48m的A12滑行道上设置强制等待点HP3（详见机场图、停机位置图），航空器沿A12滑行道自东向西滑行时，未经管制许可不得越过强制等待点。

Mandatory holding position HP3 established at TWY A12(48m east of TWY A)(details in Aerodrome chart and Aircraft parking chart), without clearance, aircraft connot exceed HP3 when taxiing from east to west along TWY A12.

在D滑行道与T6滑行道连接处的T6滑行道上设置强制等待点HP4（详见机场图、停机位置图），航空器沿T6滑行道自东向西滑行时，未经机坪管制许可不得越过强制等待点。机组在航空器接近强制等待点HP4时，应停止滑行并主动报告宝安机坪“接近4号等待点，申请继续滑行”。

Mandatory holding position HP4 established at the junction of D and T6 on TWY T6 (details in Aerodrome chart and Aircraft parking chart) , without APN 's clearance, aircraft cannot exceed HP4 when taxiing from east to west along TWY T6 . Polit should stop taxiing and report to Baoan Apron "close to HP4, request continuing to taxi" when close to HP4.

2.10 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。

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

2.11 离港航空器管制规定

2.11 Air traffic control regulations for departure aircraft

2.11.1 航空器可以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。

2.11.1 Obtain delivery clearance by DCL or delivery frequency;

2.11.2 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；

2.11.2 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;

2.11.3 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；

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

2.11.4 离港航空器应取得宝安地面、宝安机坪管制许可后方可推出开车。

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

2.11.5 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；

2.11.5 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;

2.11.6 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；

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

2.11.7 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 60s 以内。如需占用更长时间，航空器驾驶员应在进跑道前通知管制员。

2.11.7 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.

2.12 进港航空器管制规定

2.12 Air traffic control regulations for arrival aircraft

2.12.1 航空器着陆及快速退出跑道

2.12.1 Aircraft landing and rapid exit TWY

2.12.1.1 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

2.12.1.1 Aircraft shall vacate RWY as quickly as possible to reduce take-off/landing interval, maximize RWY utilization and reduce the case that approaching

应尽可能的快速退出跑道。

aircraft have to make missed approach due to landing aircraft occupied RWY for a long time.

2.12.1.2 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。

2.12.1.2 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.

2.12.1.3 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。

2.12.1.3 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.

2.12.1.4 16/34 跑道配置了快速脱离道指示灯，以帮助航空器驾驶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）。

2.12.1.4 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.)

2.12.1.5 从各快速脱离道退出的可用着陆距离如下：

2.12.1.5 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	

2.12.1.6 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。

2.12.1.6 Aircraft is forbidden to stop at rapid exit TWY before fully cross the 'NO ENTRY'; on it.

2.12.2 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。

2.12.2 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.

2.13 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。

2.13 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.

2.14 地面风与跑道转换程序：当转换使用跑道方向过程中，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

2.14 Procedure for ground wind and RWY changed: 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.

的顺风跑道起飞或者着陆，并通知管制员。

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.

2.15 A380 本场运行规则

2.15 Operational Rules for A380

2.15.1 跑道：RWY16/34;

2.15.1 Operational RWY: 16/34;

2.15.2 滑行道：D（T3 以南）、E、E1-E7、E9-E11、F（T3 与 T4 之间）、G、G1、G4（G 与 E 之间）、G5（G 与 E 之间）、G6（G 与 E 之间）、G8（G 与 E 之间）、G9（G 与 E 之间）、J（T3 与 T4 之间）、Q（G 与 E 之间）、R（D 以西）、S（D 以西）、T3（D 以西）、T4（D 以西）、T5（G 与 E 之间）、V1（T3 与 T4 之间）、V2（T3 与 T4 之间）、W（D 以西）、W1（R 与 W 之间）、W2（R 与 W 之间）;

2.15.2 Operational TWYs: D(south of T3), E, E1-E7, E9-E11, F(BTN T3&T4), G, G1, G4(BTN G&E), G5(BTN G&E), G6(BTN G&E), G8(BTN G&E), G9(BTN G&E), J(BTN T3&T4), Q(BTN G&E), R(west of D), S(west of D), T3(west of D), T4(west of D), T5(BTN G&E), V1(BTN T3&T4), V2(BTN T3&T4), W(west of D), W1(BTN R&W), W2(BTN R&W);

2.15.3 停机位：317、350、361、362、391;

2.15.3 Operational Stands: Nr.317, 350, 361, 362, 391;

2.15.4 除上述区域外，其他区域禁止 A380 运行。

2.15.4 A380 are strictly forbidden to operate within the area not mentioned above.

2.15.5 A380 进港和出港航空器不提供引导车引导服务。

2.15.5 Follow-me vehicle is not available for arrival and departure aircraft.

2.16 B747-8 系列航空器在本场的运行规则

2.16 General rules for B747-8 at the airport

2.16.1 B747-8 系列航空器在本场的运行区域

2.16.1 B747-8 aircraft shall operate at the airport.

2.16.1.1 跑道：RWY15/33、RWY16/34

2.16.1.1 RWY15/33, RWY16/34.

2.16.1.2 滑行道：A、A1、A2、A4、A5、A8、A9、A12、B（A2 北侧）、C、C1-C12、D、D5、D6、D8（D 东侧）、D9（D 东侧）、D10（D 东侧）、D11（D 东侧）、D12、E、E1-E7、E9-E11、F、G、G1、G4-G6、G8（G 西侧）、G9（G 西侧）、J、K（K2 南侧）、K2（K 西侧）、K3、K4（K 西侧）、B（K4 与 L2 之间）、

2.16.1.2 TWY A, A1, A2, A4, A5, A8, A9, A12, B(north of A2), C, C1-C12, D, D5, D6, D8(east of D), D9(east of D), D10(east of D), D11(east of D), D12, E, E1-E7, E9-E11, F, G, G1, G4-G6, G8(west of G), G9(west of G), J, K(south of K2), K2(west of K), K3, K4(west of K), B(BTN K4&L2), L2, Q, R, S, T3-T5, V1-V3, W,

L2、Q、R、S、T3-T5、V1-V3、W、W1（W 北侧）、W2（W 北侧）、W3；

W1(north of W), W2(north of W), W3.

2.16.1.3 停机位：53、55、57、59、113、115、317、350、361、362、384、388-391、504、505、507、523、526、544、545、549、563、566、568、569。

2.16.1.3 Parking stands Nr.53, 55, 57, 59, 113, 115, 317, 350, 361, 362, 384, 388-391, 504, 505, 507, 523, 526, 544, 545, 549, 563, 566, 568, 569.

2.16.2 B747-8 系列航空器在本场的地面滑行规则

2.16.2 Ground taxiing rules for B747-8 at the airport

2.16.2.1 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

2.16.2.1 Arrival and departure aircraft shall taxi with Baoan GND and Baoan APN instructions.

2.16.2.2 停放在 53、55、57、59 号停机位的 B747-8 系列航空器经由 K2、K3、K4、K(K2 与 K4 之间)、B(K4 与 L2 之间)和 L2 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;

2.16.2.2 Aircraft shall enter or exit from stand Nr.53, 55, 57, 59 via TWY K2, K3, K4, K(BTN K2&K4), B(BTN K4&L2) and L2; aircraft shall enter or exit from stands Nr.113 or 115 via TWY A12.

2.16.2.3 B747-8 系列航空器在 A1、A2、A4、A5、A8、A9、A12、K2、K3、K4、L2 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。

2.16.2.3 The aircraft shall conduct offset turn when B747-8 turn on the intersection between TWY A and TWYs A1/A2/A4/A5/A8/A9/A12/K2/K3/K4/L2. 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.

2.16.3 B747-8 系列航空器在 RWY15/33 及 01 机坪管制区的停机位技术指标及运行限制

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

2.16.3.1 本场 01 机坪管制区内保障 B747-8 系列航空器的停机位为 53、55、57、59、113、115 号机位，以上停机位须推出开车；

2.16.3.1 Parking stands Nr.53, 55, 57, 59, 113, 115 are available for aircraft B747-8 within APN01. Which need push back and start-up.

2.16.3.2 53、55、57、59 号停机位停放 B747-8 系列航空器时，可提供加油，不提供系留。

2.16.3.2 When aircraft B747-8 parking on stand Nr.53, 55, 57, 59. Refueling service can be provided , no mooring.

2.16.3.3 113、115 号停机位停放 B747-8 系列机型时，

2.16.3.3 When aircraft B747-8 parking on stand

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；其他机位无影响。滑行道关闭期间，设置关闭标志。

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 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.

2.17 B777-300/300ER、A340-600、A350-1000 机型在 D 滑行道（不含）以东区域运行时，机组应在航空器直角转弯时采用过线转弯的滑行方法进行转弯，注意避免碾压滑行道边灯；若机组评估无法采用过线转弯的滑行方法进行转弯，须提前向空管单位提出申请在 D 滑行道（含）以西区域运行。

2.17 Aircrafts B777-300/300ER, A340-600 and A350-1000 shall use Cross-the-Line turn while making quarter turn on east of TWY D (exclude), and pay attention to avoid crushing TWY edge line lights. If the crew assesses that it is impossible to use Cross-the-Line turn, it must apply to ATC in advance to operate west of TWY D (include).

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 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。

3.1 Taxiing on own power or being dragged by tow truck is strictly forbidden without ATC clearance.

3.2 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。

3.2 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.

3.3 机位限制

3.3 Limits for aircraft parking on the following stands:

3.3.1 停机位翼展限制

3.3.1 Wing span limits of stands

停机位编号/Stands Nr.	翼展限制（m）/Wing span limits(m)	进出方式/Enter or Exit
317, 350, 361, 362, 391	≤80	Taxi in, Push back
53, 55, 57, 59, 113, 115, 384,	≤68.4	Taxi in, Push back

388-390, 504, 505, 507, 523, 526, 544, 545, 549, 563, 566, 568, 569		
31, 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, 380-383, 385-387, 503, 506, 510, 524, 528, 529, 543, 546, 547, 560	≤65	Taxi in, Push back
Z01, Z02	≤65	Taxi in, Taxi out
51, 101, 122, 302, 304, 316, 319, 326, 336, 348, 360, 361R, 362L, 364-366, 371-373	≤52	Taxi in, Push back
112	≤52	Taxi in, Taxi out
325	≤48	Taxi in, Push back
32-34, 120, 124, 126, 128-135, 137, 139	≤47.6	Taxi in, Push back
102, 104, 106, 108, 110, 114, 116, 118	≤47.6	Taxi in, Taxi out
22-25, 35, 36, 38, 86, 87, 90-96, 98-100, 125L, 125R, 127L, 127R, 220-223, 236-239, 305-308, 317L, 317R, 327-335, 339-347, 349, 350L, 350R, 351-359, 361L, 362R, 363, 370, 380L, 380R, 381L, 382L, 382R, 383L, 384L, 384R, 385L, 501, 502, 505L, 505R, 507L, 507R,	≤36	Taxi in, Push back

508, 509, 510L, 510R, 520-522, 525, 527, 528L, 528R, 529L, 529R, 530, 540-542, 545L, 545R, 547L, 547R, 548, 549L, 549R, 561, 562, 564, 565, 566L, 566R, 567, 568L, 568R, 569L, 569R, 570, 601L, 601R, 602L, 602R, 603L, 603R, 604L, 604R, 605, 606L, 606R, 607, L01-L14, L16-L20		
26-30, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78	≤36	Taxi in, Taxi out
244-261, 263, 265, 267, 269, 271-280, 282	≤30.36	Taxi in, Push back
31L, 31R, 225	≤29	Taxi in, Push back
27L, 27R, 29L, 29R, 30R	≤24	Taxi in, Taxi out
32L, 32R, 33L, 33R, 34L, 34R, 227, 229, 231, 233, 235, 281, 283, 285	≤24	Taxi in, Push back
36L, 36R, 37, 38L, 38R, 39	≤21.5	Taxi in, Push back

3.3.2 当启用 27L 号组合停机位时，26 号停机位只能停放翼展限制为 24m 的航空器。

3.3.2 When stand Nr.27L is used, stand Nr.26 is only available for aircraft with wing span not exceeding 24m.

3.3.3 当启用 27R、29L 号组合停机位时，28 号停机位只能停放翼展限制为 24m 的航空器。

3.3.3 When stands Nr.27R or 29L is used, stand Nr.28 is only available for aircraft with wing span not exceeding 24m.

3.3.4 航空器在使用 503、543 机位入位时，翼展大于等于 52m 的航空器建议优先使用 A 型引入线，翼展小于 52m 航空器可选择 A 型或 B 型引入线使用。

3.3.4 When aircraft taxi-in stands by stands Nr.503 and 543, aircraft wingspan ≥52m are recommended to use taxiline type A first, and aircraft wingspan ＜52m can

use taxiline type A or B.

3.4 航空器不能同时使用的机位

3.4 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	382	382L and 382R
29	29L and 29R	383	382L and 383L
30	29R and 30R	384	384L and 384R
31	31L and 31R	385	384L and 385L
32	32L and 32R	505	505L and 505R
33	33L and 33R	507	507L and 507R
34	34L and 34R	510	510L and 510R
36	36L and 36R	528	528L and 528R
38	38L and 38R	529	529L and 529R
125	125L and 125R	545	545L and 545R
127	127L and 127R	547	547L and 547R
317	317L and 317R	549	549L and 549R
350	350L and 350R	566	566L and 566R
361	361L and 361R	568	568L and 568R
362	362L and 362R	569	569L and 569R
380	380L and 380R	Z01	26-30, 27L, 27R, 29L, 29R, 30R, Z02
381	380L and 381L	Z02	26-30, 27L, 27R, 29L, 29R, 30R, 238, 239, Z01

注：航空器使用 Z01 机位时，禁止使用 B 滑（K1 滑 Note: TWY B(BTN TWY K1 and TWY K2) is not

与 K2 滑之间）；航空器使用 Z02 机位时，禁止使用 K 滑（K1 滑与 K2 滑之间）。

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.

3.5 航空器地面推出程序

3.5 Aircraft ground push-back procedure

3.5.1 深圳机场设有地面标准推出程序。航空器推出时，按照管制员发布的地面标准推出程序或指定的路线推出；

3.5.1 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.

3.5.2 管制员在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；

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

3.5.3 管制员在发布指令给机组后，机组应复诵并转告地面人员；

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

3.5.4 地面人员在接到机组转达的推出指令后，应复诵确认。航空器推出前，地面人员应再次确认推出程序。

3.5.4 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.

3.6 为降低碳排放和噪音，停靠 T3 及卫星厅廊桥机位的航空器应关闭 APU，接驳地面 400Hz 电源和空调系统。以下特殊情况除外：

3.6 For reducing carbon emission and noise, aircraft parking on T3 and satellite hall bridge stands shall close APU, and use 400Hz ground power unit and air conditioning system, except in the following special situations:

3.6.1 航空器专用地面 400Hz 电源及空调设备维修保养；

3.6.1 400Hz ground power unit and air conditioning system for aircraft are under maintenance.

3.6.2 航空器启动发动机需开启 APU；

3.6.2 Turn on APU to start up aircraft engine.

3.6.3 航空器进行 APU 维修检测；

3.6.3 APU is under maintenance.

3.6.4 航空器其它故障；

3.6.4 Other malfunctions of aircraft.

3.6.5 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；

3.6.5 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.

3.6.6 电源品质或空调制冷量无法满足航空器需求。

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

3.7 机场机坪运行管理规定

3.7 Apron operations regulations

3.7.1 宝安机坪（APN）负责该机坪管制区域内航空器推出开车、滑行和其他涉及航空器运行的指挥工作。

3.7.1 Aircraft push-back, start-up, taxiing and other operations in the APN control areas shall follow the instructions of APN. APN Control Area:

机坪管制范围为：

a：B 滑行道（含）以东、B3 滑行道（含）以南机坪；D（C12 以南）滑行道和 T6 滑行道；

a. Apron(east of TWY B(inclusive), south of TWY B3(inclusive)); D (South of C12) and T6

b：F 滑行道（T1 与 T3 之间）（含）以西机坪、J 滑行道（T1 与 T3 之间）（含）以东机坪、T3 滑行道（F 与 J 之间）（不含）以北机坪、T1 滑行道（F 与 J 之间）（含）以南机坪；

b. Apron(west of TWY F(BTN T1 and T3)(inclusive)), apron (east of TWY J(BTN T1 and T3)(inclusive)), apron (north of TWY T3(BTN F and J)(exclusive)), apron (south of TWY T1(BTN F and J)(inclusive));

c：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. 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));

d：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）为宝安地面管制范围。

d. 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).

3.7.2 机坪管制范围内离港航空器推出开车滑行：

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

a.航空器向宝安放行（DEL）申请放行许可；

a. Obtain delivery clearance from DEL;

b.航空器准备完毕，向宝安放行（DEL）申请推出开车许可；

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

c.经宝安放行（DEL）同意后，向宝安机坪（APN）申请推出开车许可；

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

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；

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

e.航空器推出开车时，按机坪管制员指令执行；

e. Follow the APN controller instructions when pushing back and starting up;

f.航空器推出开车后，向宝安机坪（APN）申请滑行许可。

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

3.7.3 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。

3.7.3 Within APN control area, arrival aircraft shall:

Contact APN for stands information and taxiing clearance before entre APN control areas.

3.8 公务机密集停放区运行规则

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

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

3.8.1 Dense parking stands：244-261, 263, 265, 267, 269, 271-283, 285.

3.8.2 220-223 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。

3.8.2 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.

3.8.3 密集停放区出口处设置了专用等待位置（等待点），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。

3.8.3 A designed holding position is set at the exit of 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.

3.9 机位操作引导灯和目视停靠引导系统的使用

3.9 Use of aircraft stand manoeuvring guidance lights and visual docking guidance system

3.9.1 配备有机位操作引导灯的停机位在机位引入线上均安装有发黄光的全向灯光，机组确定停机位正确后，按照地面人员或目视停靠引导系统的指引，沿机位引入线与机位操作引导灯滑行。

3.9.1 Parking stands with aircraft stand manoeuvring guidance lights are equipped with omnidirectional yellow lights on the position introduction line. After confirming the parking stand, the aircraft can taxi along the position introduction line and the aircraft stand manoeuvring guidance lights according to the guidance of ground staff or visual docking guidance system.

3.9.2 航空器按照目视停靠引导系统的界面信息滑行，若出现引导系统故障报错等情况，地面人员将实施人工引导，请机组根据人工引导指引进入停机位。

3.9.2 The aircraft taxi according to the interface information of the visual docking guidance system. If the visual docking guidance system failure, ground staff will implement manual guidance. Please follow the manual guidance to enter the parking stand.

4. 低能见度运行

4. Low visibility operation

无

Nil

5. 直升机飞行限制，直升机停靠区

5. Helicopter operation restrictions and helicopter parking/docking area

直升机停靠区域设在 23、375、376 停机位上。

Stands Nr.23, 375 and 376 are used for helicopter parking.

6. 警告

6. Warning

6.1 深圳机场为平行宽距双跑道，跑道编号未按左右划分，机组和管制员在使用跑道时注意辨别、提醒。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。

6.1 Two runways are parallel and wide-distance, the runway designator is not supplemented with “L” or “R”, pilots and controller shall pay attention to identify. Aircraft shall report to ATC immediately when realize taxiing on the wrong way or an incursion of RWY.

6.2 严禁向东南方向偏航，防止误入香港管制空域。

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

6.3 深圳机场西侧有沿江高速公路,防止误认为跑道。

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

6.4 机组需特别注意：33、34 号跑道仪表进近航空器在截获航向道前，高度不得低于 700m。（RNP AR 程序除外）

6.4 Attention: before intercepting LOC, approaching aircraft to RWY33/34 should keep 700m or above .(except RNP AR)

ZGSZ AD 2.21 减噪程序

ZGSZ AD 2.21 Noise abatement procedures

1.1 在保证安全超障和飞行程序最低爬升梯度的条件下，要求所有航空器驾驶员执行以下减噪飞行操作程序。由于非管制原因不执行减噪飞行操作程序，航空器驾驶员须在起飞前告知空管并说明理由（特殊飞行及按照 ZGSZ AD 2.21 1.4 的规定执行减噪声离场程序向南起飞除外）。

1.1 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 flightand according to AIP ZGSD AD2.21 1.4 implement noise abatement procedures take-off southward).

1.2 在航空器起飞性能允许情况下，尽可能使用减推力起飞。

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

1.3 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 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.

1.4 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。

1.4 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.

1.5 减噪声离场程序（ZGSZ-7J）：在夜间单跑道运行，听从 ATC 指令。

1.5 Noise abatement procedures(ZGSZ-7J): Single runway operations at night, follow insturction from ATC.

ZGSZ AD 2.22 飞行程序

ZGSZ AD 2.22 Flight procedures

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。

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. 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。

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. 仪表飞行程序

3.1 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。

3. IFR flight procedures

3.1 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.

3.2 本场 24h 实施 RNP1 进离场程序，不能执行 RNP1 程序的航空器驾驶员应在首次联系宝安塔台或珠海

3.2 RNP1 STAR/SID procedures are implemented in SHENZHEN /Baoan airport for whole day. If A/C can

进近时报告。

not fulfill the requirements of the RNP1 procedures operation, pilot shall inform Baoan Tower or Zhuhai Approach at the first contact.

3.3 航空器驾驶员在得到仪表进近指令之后，尽可能根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，并在管制员通报其他航空器的相对位置时向管制员报告建立目视能见。

3.3 Upon receipt of approaching clearance, the pilot 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.

3.4 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。

3.4 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.

3.5 从北向南运行时，RWY15 与 RWY16 实施平行跑道隔离平行运行、独立平行仪表离场、相关平行仪表进近和独立平行仪表进近运行模式。

从南向北运行时，RWY33 与 RWY34 实施平行跑道隔离平行运行、独立平行仪表离场运行模式。

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。

3.5 From N to S, the parallel runway operation mode in RWY15 and RWY16: segregated parallel approaches/departures, independent parallel approaches/departures, dependent parallel approaches are implemented.

From S to N, the parallel runway operation mode in RWY33 and RWY34: segregated parallel approaches/departures, independent parallel departures are implemented.

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.

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。

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。

5. 无线电通信失效程序

参见 AIP GEN3.4.5 中的仪表飞行规则航空器地空 双向无线电通信失效通用程序。

6. 目视飞行程序

经 ATC 许可塔台管制区范围内实施目视间隔和进近。

7. 目视飞行航线

7.1 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 100kt。

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

5. Radio communication failure procedures

Refer to AIP GEN3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure.

6. Procedures for VFR flights

With ATC clearance,visual separation and visual approach can be implemented within TWR control area.

7. VFR route

7.1 Helicopter pilot shall execute holding procedure with ATC clearance, holding area shall be west of holding points, right turns holding pattern, MAX speed 100kt.

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'	At least 4km west of RWY15/33.
X	VFR/SVFR	150m	N22°36.9'	At least 4km west of

			E113°46.5'	RWY15/33.
URBOR	VFR/SVFR	150m/300m	N22°35.9' E113°43.2'	At least 10km west of RWY15/33.
ATADA	VFR/SVFR	150m	N22°37.1' E113°45.6'	At least 6km west of RWY15/33.
Yanjiang Highway	VFR/SVFR	150m		Helicopter shall hold at West of Yanjiang Highway(between THR16 and THR33) and keep at least 200m from it.

7.2 穿越走廊使用规则（见停机位置图 AD2.24-2A）

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

7.2.1 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。

7.2.1 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.

7.2.2 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。

7.2.2 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.

7.2.3 RWY16 直升机穿越走廊：落地直升机保持目视

7.2.3 RWY16 Crossing Corridor: Landing helicopter

穿越沿江高速（YANJIANG HIGHWAY），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。

7.2.4 RWY34 直升机穿越走廊：落地直升机保持目视穿越沿江高速（YANJIANG HIGHWAY），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。

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

7.2.6 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。

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;

7.2.4 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.

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

7.2.6 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.

8. 其它规定

无

8. Other regulations

Nil

ZGSZ AD 2.23 其它资料

鸟情资料

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

Bird's 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(m)	Activity rule	Threat level
Little Egret	All seasons	0-80	Alone or microcommunity	2
Intermediate Egret	All seasons	0-80	Alone or microcommunity	2
Chinese Pond Heron	All seasons	0-80	Alone, nest together	2
Pied Avocet	Jan-Mar, Oct-Dec	0-70	Microcommunity	1
Black-winged Stilt	Feb-Dec	0-60	Feed together and mixed with other similar groups. Fly alone	1
Barn Swallow	Mar-Dec	0-40	Together. Fly in scattered groups	1
Oriental Skylark	All seasons	0-60	Alone or microcommunity	1
Light-vented Bulbul	All seasons	0-20	Alone or microcommunity	1

Black-collared Starling	All seasons	0-50	Couple or microcommunity	1
Masked Laughingthrush	All seasons	0-20	Microcommunity	1
Swinhoe's White-eye	All seasons	0-30	Alone or microcommunity	1
Eurasian Tree Sparrow	All seasons	0-20	Grouping	1
Red-whiskered Bulbul	All seasons	0-20	Group habitat	1
Oriental Magpie Robin	All seasons	0-40	Alone or couple	1
Common Greenshank	Apr-Oct	0-50	Microcommunity	1
White Wagtail	All seasons	0-30	Alone or couple	1
Red-billed Starling	All seasons	0-40	large group	1
Crested Myna	All seasons	0-60	Grouping	1
Scaly-breasted Munia	All seasons	0-30	Couple or together	1
Great Cormorant	Jan-Mar, Nov-Dec	0-300	Grouping	3
Sooty-headed Bulbul	All seasons	0-30	Alone or microcommunity.Mixed with other similar groups	1
Spotted Dove	All seasons	0-20	Couple or together	1
Long-tailed Shrike	All seasons	0-30	Alone and territorial	1
Yellow-bellied	All seasons	0-20	Microcommunity in	1

Prinia			autumn or winter	
House Swift	Mar-Dec	0-50	Fly in scattered groups	1
Red-rumped Swallow	Mar-Dec	0-50	Fly in scattered groups	1
Eastern Cattle Egret	Mar-Dec	0-80	Grouping	2
Common Kestrel	Mar-May, Sep-Dec	0-150	Alone or couple	2
Note: 5: Most dangerous, 4: More dangerous, 3: Dangerous, 2: Less dangerous, 1: Non-dangerous				