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

ZJSY/SYX-三亚/凤凰 SANYA/Phoenix

## ZJSY 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<br>ARP coordinates and site at AD | N18°18.1′ E109°24.8′<br>Center of RWY |
| 2 | 机场基准点与城市的位置关系<br>Direction and distance from city | 11km, NW from Sanya city |
| 3 | 机场标高、基准温度、低温均值<br>ELEV/Reference temperature/Mean low temperature | 28.7 m/32.3℃(JUN)/18.6℃(JAN) |
| 4 | 机场标高位置的大地水准面波幅<br>Geoid undulation at AD ELEV PSN | |
| 5 | 磁差（测量年份）及年变率<br>VAR(Year)/Annual change | 2°0′W(2023)/-4′44″ |
| 6 | 机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址<br>AD administration/Address/Telephone/Telefax/ AFS/ E-mail/Website | Sanya Phoenix International Airport CO., LTD<br>Fenghuang town, Tianya district, Sanya, Hainan province, China Post code:572000<br>TEL:86-898-88289086<br>FAX:86-898-88289044<br>AFS:ZJSYYDYX<br>E-mail:xchzhh@sanyaairport.com<br>Website:www.sanyaairport.com |
| 7 | 允许飞行种类<br>Types of traffic permitted(IFR/VFR) | IFR-VFR |
| 8 | 机场性质/飞行区指标<br>Military or civil airport/Reference code | CIVIL/4E |
| 9 | 备注<br>Remarks | Nil |

## ZJSY AD 2.3 工作时间 Operational hours

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

| | | |
|---|---|---|
| 5 | 空中交通服务报告室<br>ATS Reporting Office | H24 |
| 6 | 气象服务讲解室<br>MET Briefing Office | H24 |
| 7 | 空中交通服务<br>Air Traffic Service | H24 |
| 8 | 加油服务<br>Fuelling | H24 |
| 9 | 地勤服务<br>Handling | H24 |
| 10 | 安保服务<br>Security | H24 |
| 11 | 除冰服务<br>De-icing | Nil |
| 12 | 备注<br>Remarks | Nil |

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

| | | |
|---|---|---|
| 1 | 货物装卸设施<br>Cargo-handling facilities | Collection paneling trailer(7t), container trailer(1.6t), bulk cargo paneling trailer, platform lift(7t, 14t, 35t), luggage/freight towing vehicle, baggage conveyor belt truck |
| 2 | 燃油牌号<br>Fuel types | Jet Fuel No.3,Jet A-1 |
| 3 | 滑油牌号<br>Oil types | Nil |
| 4 | 加油设施/能力<br>Fuelling facilities & Capacity | Refueling truck: (45000L, 20000L) : 20&36 L/s; hydrant dispenser: 20&63 L/s; aircraft-refueling wells: 166 L/s(600m³/h) |
| 5 | 除冰设施<br>De-icing facilities | Nil |
| 6 | 过站航空器机库<br>Hangar space for visiting aircraft | Nil |
| 7 | 过站航空器的维修设施<br>Repair facilities for visiting aircraft | Line maintenance available for various types of aircraft on request, including A320, A330, A350, B737NG, B737MAX, B777, B787.<br>Engine changes available for various types of aircraft on request. Spare parts and other maintenance work by prior arrangement. |
| 8 | 备注<br>Remarks | Ground power units, ground air supply units, ground air preconditioning units |

## ZJSY AD 2.5 旅客设施 Passenger facilities

| | | |
|---|---|---|
| 1 | 宾馆<br>Hotels | At AD |
| 2 | 餐饮<br>Restaurants | At AD |
| 3 | 交通工具<br>Transportation | Passenger’s coaches, taxis, bus |
| 4 | 医疗设施<br>Medical facilities | First aid at AD, 3 ambulances, hospitals near AD |
| 5 | 银行和邮局<br>Bank and Post Office | Bank at AD and Post Office in the city |
| 6 | 旅行社<br>Tourist Office | At AD |
| 7 | 备注<br>Remarks | Nil |

## ZJSY AD 2.6 援救与消防服务 Rescue and fire fighting services

| | | |
|---|---|---|
| 1 | 机场消防等级<br>AD category for fire fighting | CAT 9 |
| 2 | 援救设备<br>Rescue equipment | Fire fighting facilities: rapid intervention vehicle, primary foam tender, heavy-duty foam tender, demolition rescue truck, command car;<br>Rescue equipment: rack saw, hydraulic pressure scissor, heat-isolation suit. |
| 3 | 搬移受损航空器的能力<br>Capability for removal of disabled aircraft | MTOW up to B747-400<br>uplift air cushion, subplate, mobile surface operation devices, traction rack, fork, etc. |
| 4 | 备注<br>Remarks | Nil |

## ZJSY AD 2.7 可用季节- 扫雪 Seasonal availability-clearing

| | | |
|---|---|---|
| 1 | 可用季节及扫雪设备类型<br>Seasonal availability/Types of clearing equipment | All seasons<br>Not applicable |
| 2 | 扫雪顺序<br>Clearance priorities | Not applicable |
| 3 | 备注<br>Remarks | Nil |

## ZJSY 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<br>Apron surface and strength | 道面<br>Surface | CONC |
| | | 强度<br>Strength | PCR 1140/R/A/W/T : 901-909, 903L/R<br>PCR 1000/R/A/W/T : 601, 602, 605-610<br>PCR 970/R/A/W/T : 301-305, 501-509, 511-519<br>PCR 900/R/A/W/T : 101-118<br>PCR 850/R/A/W/T : 306-316, 306L/R-316L/R<br>PCR 750/R/B/W/T : 201-212 |
| 2 | 滑行道宽度、道面和强度<br>Taxiway width, surface and strength | 宽度<br>Width | 48m : B8, B9<br>39m : B(BTN TWY A1 & A3), B2, B6, B7<br>29m : A1(S of TWY B), A2, A5-A7, B4<br>28m : B(E of TWY A3)<br>23m : A, A3, A4, B3<br>18m : B(W of TWY A1), B1, E |
| | | 道面<br>Surface | CONC |
| | | 强度<br>Strength | PCR 1140/R/A/W/T : B2(S of TWY B)<br>PCR 960/R/A/W/T : B4<br>PCR 930/R/A/W/T : B7<br>PCR 900/R/A/W/T : A1(N of TWY B), B2(N of TWY B), D(W of TWY B5)<br>PCR 880/R/A/W/T : B6<br>PCR 850/R/A/W/T : B8<br>PCR 830/R/A/W/T : A, A7, B<br>PCR 820/R/A/W/T : A3(N of TWY B), C<br>PCR 800/R/A/W/T : A4(N of TWY B)<br>PCR 790/R/A/W/T : B3<br>PCR 790/R/B/W/T : B1, E<br>PCR 780/R/A/W/T : A2, B5<br>PCR 760/R/A/W/T : A6, D(E of TWY B5)<br>PCR 740/R/A/W/T : A1(S of TWY B), B9<br>PCR 730/R/A/W/T : A3(S of TWY B)<br>PCR 710/R/A/W/T : A5<br>PCR 670/R/A/W/T : A4(S of TWY B) |
| 3 | 高度表校正点的位置及其标高<br>ACL location and elevation | Nil | |
| 4 | VOR 校正点<br>VOR checkpoints | Nil | |
| 5 | INS 校正点 | Nil | |

| | | |
|---|---|---|
| | INS checkpoints | |
| 6 | 备注<br>Remarks | Nil |

## ZJSY 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<br>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.<br>Taxiing guidance signs at all holding positions.<br>Aircraft stand identification sign boards at stands Nr. 101-118, 201-212, 301-306, 306L, 306R, 307, 307L, 307R, 308, 308L, 308R, 309, 309L, 309R, 310, 310L, 310R, 311, 311L, 311R, 312, 312L, 312R, 313, 313L, 313R, 314, 314L, 314R, 315, 315L, 315R, 316, 316L, 316R, 501-509, 511-519, 601, 602, 901-909.<br>Guide lines at all TWYs.<br>Guide lines at all aprons.<br>Marshalling assistance for all aircraft stands. | |
| 2 | 跑道和滑行道标志及灯光<br>RWY and TWY marking and LGT | 跑道标志<br>RWY markings | THR, RWY designation, edge line, RWY center line, TDZ, aiming point |
| | | 跑道灯光<br>RWY lights | RTHL, WBAR, REDL, RCLL, RENL |
| | | 滑行道标志<br>TWY markings | Edge line, center line, mandatory instruction marking, RWY holding position, intermediate holding position, runway turn pad |
| | | 滑行道灯光<br>TWY lights | Edge line lights, center line lights , RETILs |
| 3 | 停止排灯和跑道警戒灯<br>Stop bars and runway guard lights | Runway guard lights | |
| 4 | 其它跑道保护措施<br>Other runway protection measures | Nil | |
| 5 | 备注<br>Remarks | Holding position pattern A has installed on TWY A1, A3, A4 and A7. | |

## ZJSY AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 (相对 08/26 跑道中心)
Obstacles within a circle with a radius of 15km (centered on the center of RWY 08/26)

| 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 | 017/3108 | 253.5 | | |
| MT 002 | MT | 034/9197 | 572.5 | | Surveillance Vectoring Sector Nr.5 |
| MT 003 | MT | 040/6885 | 483.4 | | Surveillance Vectoring Sector Nr.6 |
| NATURAL_HIGHPOINT 004 | NATURAL_HIGHPOINT | 050/2002 | 120 | | |
| MT 005 | MT | 057/1827 | 111.1 | | RWY08 ILS/DME missed approach |
| MT 006 | MT | 060/10205 | 488 | LGT | |
| NATURAL_HIGHPOINT 007 | NATURAL_HIGHPOINT | 063/10476 | 400 | | |
| MT 008 | MT | 068/10497 | 353 | | RWY08 RNAV ILS/DME missed approach |
| NATURAL_HIGHPOINT 009 | NATURAL_HIGHPOINT | 070/10048 | 270 | | |
| MT 010 | MT | 081/9491 | 186.7 | | RWY08 take-off path; Circling |
| MT 011 | MT | 081/9776 | 220 | | RWY08 take-off path; RWY26 GP INOP, VOR/DME final approach; Circling |
| BLDG 012 | BLDG | 098/1031 | 38.6 | LGT | |

半径 15 千米内主要障碍物 (相对 08/26 跑道中心)

Obstacles within a circle with a radius of 15km (centered on the center of RWY 08/26)

| 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 |
|---|---|---|---|---|---|
| BLDG 013 | BLDG | 098/1090 | 40.5 | LGT | |
| BLDG 014 | BLDG | 099/11792 | 184.3 | LGT | |
| BLDG 015 | BLDG | 101/914 | 37.4 | LGT | |
| BLDG 016 | BLDG | 104/11060 | 213.9 | LGT | |
| BLDG 017 | BLDG | 104/11250 | 192.8 | LGT | |
| BLDG 018 | BLDG | 111/4729 | 97 | LGT | |
| Antenna 019 | Antenna | 114/14943 | 497 | LGT | RWY08 traditional/PBN departure |
| MT 020 | MT | 212/9305 | 123.3 | | Surveillance Vectoring Sector Nr.16 |
| Pole 021 | Pole | 253/4124 | 51.6 | | RWY26 take-off path |
| TOWER 022 | TOWER | 258/5297 | 72.2 | LGT | RWY26 take-off path |
| BLDG 023 | BLDG | 264/6276 | 115.4 | LGT | RWY08 GP INOP final approach; RWY26 take-off path; Circling |
| NATURAL_HIGHPOINT 024 | NATURAL_HIGHPOINT | 274/7043 | 140 | | RWY26 traditional/PBN departure |
| NATURAL_HIGHPOINT 025 | NATURAL_HIGHPOINT | 275/7153 | 180 | | |
| MT 026 | MT | 275/7209 | 202.4 | | |

半径 15 千米内主要障碍物 (相对 08/26 跑道中心)
Obstacles within a circle with a radius of 15km (centered on the center of RWY 08/26)

| 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 |
|---|---|---|---|---|---|
| NATURAL_HIGHPOINT 027 | NATURAL_HIGHPOINT | 276/7220 | 200 | | |
| NATURAL_HIGHPOINT 028 | NATURAL_HIGHPOINT | 277/7289 | 240 | | |
| NATURAL_HIGHPOINT 029 | NATURAL_HIGHPOINT | 280/7349 | 360 | | |
| Antenna 030 | Antenna | 282/7441 | 446 | LGT | RWY08 VOR/DME final approach; RWY26 ILS/DME missed approach |
| MT 031 | MT | 285/3918 | 177.6 | | |
| MT 032 | MT | 301/11935 | 482.1 | | |
| MT 033 | MT | 307/5553 | 403 | | |
| Control TWR 034 | Control TWR | 316/950 | 87.4 | LGT | |
| MT 035 | MT | 347/2516 | 201 | | |
| NATURAL_HIGHPOINT 036 | NATURAL_HIGHPOINT | 347/7399 | 585 | | Surveillance Vectoring Sector Nr.21 |
| MT 037 | MT | 350/8321 | 793 | | 250°-100° traditional sector; Surveillance Vectoring Sector Nr.22 |
| NATURAL_HIGHPOINT 038 | NATURAL_HIGHPOINT | 356/1884 | 140 | | |
| BLDG 039 | BLDG | 358/2798 | 176.7 | LGT | |

半径 15 千米内主要障碍物 (相对 08/26 跑道中心)
Obstacles within a circle with a radius of 15km (centered on the center of RWY 08/26)

| 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 |
|---|---|---|---|---|---|
| Antenna 040 | Antenna | 360/1019 | 110.6 | LGT | |

半径 15 千米-50 千米内主要障碍物 (相对 08/26 跑道中心)
Obstacles between two circles with the radius of 15km and 50km (centered on the center of RWY 08/26)

| 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 |
|---|---|---|---|---|---|
| MT 041 | MT | 012/21370 | 1020 | | RWY08 traditional/PBN arrival; RWY26 PBN arrival; Surveillance Vectoring Sector Nr.1 |
| MT 042 | MT | 023/16445 | 1000 | | RWY08 holding |
| MT 043 | MT | 026/32769 | 1145 | | Surveillance Vectoring Sector Nr.2 |
| MT 044 | MT | 027/72713 | 1868 | | Surveillance Vectoring Sector Nr.3 |
| MT 045 | MT | 028/16887 | 914 | | |
| MT 046 | MT | 029/17498 | 871 | | Surveillance Vectoring Sector Nr.4 |
| MT 047 | MT | 033/24083 | 963 | | |
| MT 048 | MT | 037/18176 | 838 | | RWY26 PBN initial approach |
| MT 049 | MT | 037/20172 | 820 | | |
| MT 050 | MT | 043/64522 | 1499 | | Surveillance Vectoring Sector Nr.7 |

半径 15 千米-50 千米内主要障碍物 (相对 08/26 跑道中心)

Obstacles between two circles with the radius of 15km and 50km (centered on the center of RWY 08/26)

| 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 |
|---|---|---|---|---|---|
| MT 051 | MT | 055/25227 | 780 | | RWY26 traditional/PBN initial approach; Surveillance Vectoring Sector Nr.8 |
| MT 052 | MT | 055/80815 | 1288 | | Surveillance Vectoring Sector Nr.9 |
| MT 053 | MT | 056/129206 | 558 | | Surveillance Vectoring Sector Nr.11 |
| MT 054 | MT | 056/137317 | 245 | | Surveillance Vectoring Sector Nr.10 |
| MT 055 | MT | 058/106289 | 805 | | Surveillance Vectoring Sector Nr.12 |
| MT 056 | MT | 062/19630 | 681 | | Surveillance Vectoring Sector Nr.13 |
| MT 057 | MT | 063/47429 | 621 | | |
| MT 058 | MT | 068/82030 | 977 | | Surveillance Vectoring Sector Nr.14 |
| MT 059 | MT | 090/17743 | 270 | | |
| MT 060 | MT | 090/26293 | 607 | | |
| MT 061 | MT | 093/16236 | 486 | | RWY08 traditional/PBN departure; RWY08 ILS/DME missed approach |
| MT 062 | MT | 094/15063 | 364 | | RWY26 VOR/DME final approach |
| MT 063 | MT | 095/25288 | 612 | | RWY26 traditional/PBN initial and intermediate approach |
| NATURAL_HIGHPOINT 064 | NATURAL_HIGHPOINT | 098/22731 | 360 | | |
| MT 065 | MT | 104/34570 | 284 | | Surveillance Vectoring Sector Nr.15 |

半径 15 千米-50 千米内主要障碍物 (相对 08/26 跑道中心)

Obstacles between two circles with the radius of 15km and 50km (centered on the center of RWY 08/26)

| 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 |
|---|---|---|---|---|---|
| MT 066 | MT | 116/21450 | 379 | | |
| MT 067 | MT | 124/22465 | 382 | | |
| MT 068 | MT | 271/24006 | 479 | | RWY08 traditional/PBN initial and intermediate approach; RWY08 traditional arrival |
| MT 069 | MT | 274/17751 | 289 | | |
| MT 070 | MT | 293/17310 | 491 | | RWY08 traditional initial approach |
| MT 071 | MT | 311/73267 | 1413 | | Surveillance Vectoring Sector Nr.17 |
| MT 072 | MT | 317/27762 | 880 | | RWY08 traditional holding; Surveillance Vectoring Sector Nr.18 |
| MT 073 | MT | 320/28537 | 909 | | |
| MT 074 | MT | 327/15081 | 890 | | RWY08 PBN arrival; RWY26 traditional holding; 250°-110° PBN sector |
| MT 075 | MT | 329/136168 | 418 | | Surveillance Vectoring Sector Nr.19 |
| MT 076 | MT | 338/72329 | 1655 | | Surveillance Vectoring Sector Nr.20 |
| MT 077 | MT | 360/36096 | 1332 | | RWY08/26 holding and arrival; 100°-250° traditional sector, 110°-250° PBN sector; Surveillance Vectoring Sector Nr.23 |

Remarks:

# ZJSY 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<br>Meteorological information provided | | |
| 1 | 相关气象台的名称<br>Associated MET Office | Sanya Phoenix Aerodrome MET Office |
| 2 | 气象服务时间、服务时间以外的责任气象台<br>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<br>Office responsible for TAF preparation/Periods of validity/Interval of issuance | Sanya Phoenix Aerodrome MET Office;9h, 24h;3h, 6h |
| 4 | 趋势预报及发布间隔<br>Trend forecast/Interval of issuance | trend 1h |
| 5 | 所提供的讲解或咨询服务<br>Briefing/Consultation provided | Briefing provided: P, T<br>Consultation provided: P, T |
| 6 | 飞行文件及其使用语言<br>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<br>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, weather of other aerodrome |
| 8 | 提供气象情报的辅助设备<br>Supplementary equipment available for providing information | Fax, network, MET database, MET Service Terminal |
| 9 | 提供气象情报的空中交通服务单位<br>ATS units provided with information | APP, TWR |
| 10 | 其他信息<br>Additional information | Nil |
| 气象观测和报告<br>Meteorological observations and reports | | |
| 1 | 机场观测类型与频率、自动观测设备<br>Type & frequency of observation /Automatic observation equipment | Hourly plus special observation/Yes |
| 2 | 气象报告类型及所包含的补充资料<br>Type of MET Report/Supplementary information included | METAR, SPECI |
| 3 | 观测系统及安装位置<br>Observation system/Site(s) | RVR EQPT<br>A: 120m S of RCL, 380m inward THR08<br>B: 120m S of RCL, 365m inward THR26<br>C: 120m S of RCL, 1800m inward THR08<br>SFC wind sensors |

| | | |
|---|---|---|
| | | 08: 120m S of RCL, 375m inward THR08<br>MID: 120m S of RCL, 1805m inward THR08<br>26: 120m S of RCL, 360m inward THR26<br>Ceilometer<br>08: 120m S of RCL, 370m inward THR08<br>26: 120m S of RCL, 370m inward THR26 |
| 4 | 观测系统的工作时间<br>Hours of operation for meteorological observation system | H24 |
| 5 | 气候资料<br>Climatological information | Climatological tables AVBL |
| 6 | 其他信息<br>Additional information | Nil |

## ZJSY AD 2.12 跑道物理特征 Runway physical characteristics

| 跑道号码<br>RWY Designator | 真方位和磁方位<br>TRUE & MAG BRG | 跑道长宽<br>Dimensions of RWY(m) | 跑道强度、跑道和停止道道面<br>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<br>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<br>THR elevation & highest elevation of TDZ of precision APP RWY | 跑道和停止道坡度<br>Slope of RWY/SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 08 | 082.23° GEO<br>084° MAG | 3400×45 | PCR 790/R/A/W/T<br>CONC/- | Nil | THR 18.8m<br>TDZ 21.6m | 0.29%(290m)/0.27%(160m)/0.29%(350m)/0.55%(590m)/0.54%(410m)/0.3%(270m)/0.29%(200m)/0.24%(320m)/-0.17%(190m)/-0.22%(620m) |

| 跑道号码<br>RWY Designator | 真方位和磁方位<br>TRUE & MAG BRG | 跑道长宽<br>Dimensions of RWY(m) | 跑道强度、跑道和停止道道面<br>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<br>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<br>THR elevation & highest elevation of TDZ of precision APP RWY | 跑道和停止道坡度<br>Slope of RWY/SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 26 | 262.23° GEO<br>264° MAG | 3400×45 | PCR 790/R/A/W/T<br>CONC/- | Nil | THR 27.0m<br>TDZ 28.7m | 0.22%(620m)/0.17%(190m)/-0.24%(320m)/-0.29%(200m)/-0.3%(270m)/-0.54%(410m)/-0.55%(590m)/-0.29%(350m)/-0.27%(160m)/-0.29%(290m) |

| 跑道号码<br>RWY Designator | 停止道长宽<br>SWY dimensions (m) | 净空道长宽<br>CWY dimensions (m) | 升降带长宽<br>Strip dimensions (m) | 跑道端安全区长宽<br>RESA dimensions (m) | 拦阻系统的位置及描述<br>Location& Description of arresting system | 无障碍物区<br>OFZ |
|---|---|---|---|---|---|---|
| 1 | 8 | 9 | 10 | 11 | 12 | 13 |
| 08 | Nil | Nil | 3520×280 | 240×120 | Nil | Nil |
| 26 | Nil | Nil | 3520×280 | 240×120 | Nil | Nil |
| Remarks: RWY turn pads are 80×37.5m, located at both ends of RWY. RWY shoulder: 7.5m on each side. | | | | | | |

## ZJSY AD 2.13 公布距离 Declared distances

| 跑道号码<br>RWY Designator | 可用起飞滑跑距离<br>TORA(m) | 可用起飞距离<br>TODA(m) | 可用加速停止距离<br>ASDA(m) | 可用着陆距离<br>LDA(m) | 备注<br>Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 3400 | 3400 | 3400 | 3400 | Nil |
| 26 | 3400 | 3400 | 3400 | 3400 | Nil |

## ZJSY 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 |
| 08 | PALS<br>CAT I<br>SFL<br>900 m<br>LIH | GREEN<br>Yes | PAPI<br>LEFT<br>427m inward<br>THR08<br>3°<br>20.5m | Nil | 3400 m<br>spacing 30m<br>0-2500m, WHITE<br>2500-3100m,<br>RED/WHITE<br>3100-3400m, RED<br>LIH | 3400 m<br>spacing 60m<br>0-2800m, WHITE<br>2800-3400m,<br>YELLOW<br>LIH | RED | Nil |
| 26 | PALS<br>CAT I<br>SFL<br>888 m<br>LIH | GREEN<br>Yes | PAPI<br>LEFT<br>427m inward<br>THR26<br>3°<br>21.6m | Nil | 3400 m<br>spacing 30m<br>0-2500m, WHITE<br>2500-3100m,<br>RED/WHITE<br>3100-3400m, RED<br>LIH | 3400 m<br>spacing 60m<br>0-2800m, WHITE<br>2800-3400m,<br>YELLOW<br>LIH | RED | Nil |
| Remarks: | | | | | | | | |

## ZJSY 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<br>ABN/IBN location, characteristics and hours of operation | Nil |
| 2 | 着陆方向标和风向标位置和灯光<br>LDI/ WDI location and LGT | WDI:<br>08:112m S of RCL，425m inward THR08<br>26:112m S of RCL，425m inward THR26 |
| 3 | 滑行道边灯和滑行道中线灯<br>TWY edge and center line lighting | All TWYs: green center line lights, blue edge line lights |
| 4 | 备份电源及转换时间<br>Secondary power supply/Switch-over time | Dual feed, diesel engine driven generator/≤15s |
| 5 | 备注<br>Remarks | green/yellow center line light within 90m from RWY center line. |

## ZJSY 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<br>Coordinates TLOF or THR of FATO, Geoid undulation | Nil |
| 2 | TLOF 和（或）FATO 标高<br>TLOF and/or FATO elevation | Nil |
| 3 | TLOF 和 FATO 区域范围、道面、强度和标志<br>TLOF and FATO area dimensions,surface, strength, marking | Nil |
| 4 | FATO 的真方位和磁方位<br>True and MAG BRG of FATO | Nil |
| 5 | 公布距离<br>Declared distance available | Nil |
| 6 | 进近灯光和 FATO 灯光<br>APP and FATO lighting | Nil |
| 7 | 备注<br>Remarks | Nil |

## ZJSY AD 2.17 空中交通服务空域 ATS airspace

| 空域名称和水平范围<br>Designation and lateral limits | | 垂直范围<br>Vertical limits | 空域分类<br>Airspace class | 空中交通服务单位呼号和使用语言<br>ATS unit callsign<br>Language | 工作时间<br>Hours of applicability | 备注<br>Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Sanya tower control area | A circuit, 2 arcs with radius 13km centered at centers of both RWY THRs, and 2 parallel lines of 13km from RWY centerline | 600m(QNH) or below | | | | |
| Fuel dumping area | N1818.4E10910.4－<br>N1730.0E10910.0－<br>N1730.0E10830.0－<br>N1820.0E10830.0－<br>N1818.4E10910.4 | Above 4000m | | | | |
| Altimeter setting region and TL/TA | Same as Sanya APP area | TL 3600m<br>TA 3000m<br>3300m(QNH≥1031hPa)<br>2700m(QNH≤979hPa) | | | | |

## ZJSY 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 | | 126.45 | | | HO | D-ATIS available |
| APP | Sanya Approach | APP01:127.925 (119.25) | | | by ATC | |
| | | APP02:125.55 (119.25) | | | H24 | |
| TWR | Fenghuang Tower | 118.15 (118.85) | | | H24 | |
| GND | Fenghuang Ground | 121.7 | | | HO | DCL available |
| APN | Fenghuang Apron | 121.6 | | | H24 | |
| EMG | | 121.5 | | | HO | |

## ZJSY 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 |
| Sanya VOR/DME | SYX | 112.5 MHz CH 72X | H24 | N18°18.6′ E109°10.4′ 273°MAG/25424m FM the Center of RWY | 457 m | Range: 200NM |
| Fenghuang VOR/DME | HUT | 114.7 MHz CH 94X | H24 | N18°18.3′ E109°26.4′ 084°MAG/1166m FM THR26 | 33 m | |
| Baolong NDB | WL | 426 kHz | H24 | N18°29.3′ E109°24.2′ 360°MAG/20725m FM the Center of RWY | | Range: 200NM |

| 设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角<br>Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS | 识别<br>ID | 频率、波道<br>Frequency/ Channel number | 工作时间<br>Hours of operation | 发射天线坐标及相对位置<br>Coordinates of transmitting antenna/ Position | DME 发射天线标高<br>Elevation of DME transmitting antenna | 备注<br>Remarks |
|---|---|---|---|---|---|---|
| LMM 08 | K | 305 kHz | | 264°MAG/1282m FM THR08 | | Beyond 4NM on bearing 230° U/S |
| LOC 08<br>ILS CAT I | IKK | 109.5 MHz | | 084°MAG/250m FM RWY08 end | | Range: 25NM, Within 15NM, beyond +25° of front course U/S; BTN 15-17NM, beyond +11°of front course U/S; BTN 17-25NM, beyond +7°of front course U/S |
| GP 08 | | 332.6 MHz | | 110m S of RCL, 291m inward THR08 | | Angle 3°, RDH 15m, Range: 10NM |
| DME 08 | IKK | CH 32X (109.5 MHz) | | 114.7m S of RCL, 291m inward THR08 | 25m | Co-located with GP 08 Range: 25NM |
| LOM 26 | AL | 205 kHz | | 084°MAG/8367m FM THR26 | | Not AVBL |
| LOC 26<br>ILS CAT I | IFH | 108.5 MHz | | 264°MAG/250m FM RWY26 end | | Range: 25NM, beyond +16° and -14° of front course U/S; BTN 17-25NM, beyond +4° and -6° of front course U/S |
| GP 26 | | 329.9 MHz | | 120m S of RCL, 290m inward THR26 | | Angle 3°, RDH 15m, Range: 10NM |
| DME 26 | IFH | CH 22X (108.5 MHz) | | 124m S of RCL, 290m inward THR26 | 31m | Co-located with GP 26 Range: 25NM |

## ZJSY AD 2.20 本场规定

### 1. 机场使用规定

1.1 所有技术试飞需事先申请，并在得到空中交通管制部门批准后方可进行；

## ZJSY AD 2.20 Local aerodrome regulations

### 1.Airport operations regulations

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

obtained from ATC;

1.2 可使用最大机型：B747-400 同类及其以下机型。

1.2 Maximum aircraft to be available: B747-400 and equivalent.

**2. 跑道和滑行道的使用**

**2. Use of runways and taxiways**

2.1 禁止航空器在滑行道上做 180°转弯；

2.1 180° turn around on TWY is forbidden;

2.2 严禁任何人员、车辆穿越跑道，必须通过时，须事先经塔台同意；

2.2 Any RWY crossing shall get permission from TWR;

2.3 航空器滑行时，滑行道、跑道严禁无关人员接近，航空器应按规定速度滑行，注意观察障碍物，夜间应打开滑行灯；

2.3 Aircraft taxiing shall follow speed limitations and turn on taxiing lights at night;

2.4 各种保障飞行的车辆均按规定路线行驶和指定地点停放；

2.4 Ground service vehicles shall follow designated route and park ondesignated place.

2.5 A2、A5、A6 为快速脱离道；使用 26 跑道时通常使用 A2 或 A3 脱离跑道，使用 08 跑道时通常使用 A5 或 A4 脱离跑道。

2.5 TWY A2, A5, A6 are rapid exit TWYs. In general, TWY A2 and A3 are used for vacating from RWY26, TWY A5 and A4 are used for vacating form RWY08;

2.6 滑行道 A1（B 以北）、B（A1 以西）、B1、C、E 限翼展 36m（含）以下的航空器滑行；B9（B 以北）限翼展 52m（含）以下的航空器滑行。

2.6 TWY A1(N of B), B(W of A1), B1, C, E are not available for aircraft with wing span more than 36m; B9(N of B) is not available for aircraft with wing span more than 52m;

2.7 跑道端掉头坪仅供翼展小于 52m，主起落架外轮间距小于 14m 的航空器使用；

2.7 RWY turn pads are only available for aircraft with wingspan below 52m and outer main gear wheel span below 14m;

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机场图和停机位置图。

2.8.1 Refer to ZJSY ADC and APDC.

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，在机场活动区运行的航空器需严格按

2.8.2 For the purpose of reducing errors that lead to ground conflicts and RWY incursions, aircraft operating

照下述的要求运行：

within the maneuvering area must follow the requirements below:

HS1：滑行道 A、B 与 A1 交叉区域

当使用 08 跑道运行时，此区域滑出的航空器易与进位的航空器形成对头冲突，一旦对头滑行只能使用拖车拖移，机组在滑经 B2 滑行道前，应提前目视观察，若有冲突应立即原地等待避让并报告管制员。

HS1: INTERSECTIONS BTN TWY A, B & A1

When RWY08 is in operation, aircraft taxiing out of this area will have conflict with aircraft taxiing in. If aircraft are approaching each other, the aircraft only can be towed by towing vehicle. Flight crew shall observe in advance before taxiing into TWY B2. If have any conflict, stop immediately and inform ATC.

HS2：滑行道 B 与 B4 交叉区域

当使用 26 跑道运行时，此区域滑出的航空器易与从 A2 滑脱离跑道的航空器形成交叉冲突，机组在滑经 B4 滑前，应提前目视观察，若有冲突应立即原地等待避让并报告管制员。

HS2: INTERSECTIONS BTN TWY B & B4

When RWY26 is in operation, aircraft taxiing out of this area will have conflict with aircraft vacating RWY via TWY A2. Flight crew shall observe in advance before TWY B4. If have any conflict, stop immediately and inform ATC.

HS3：滑行道 A、B 与 B6 交叉区域

当使用 08 跑道运行时，B 滑上自东向西滑行的航空器易与由 B6 滑进入机坪的航空器形成交叉冲突，机组在滑经 B7 滑前，应提前目视观察，若有冲突应立即原地等待避让并报告管制员。

HS3: INTERSECTIONS BTN TWY A, B & B6

When RWY08 is in operation, aircraft taxiing on TWY B from east to west will have conflict with aircraft taxiing into apron via TWY B6. Flight crew shall observe in advance before TWY B7. If have any conflict, stop immediately and inform ATC.

HS4：滑行道 A、B 与 A3 交叉区域

此处为多条滑行道交叉区域，且无论使用哪条跑道起降均有滑行冲突，机组经由 A3、A、B 任意一条滑行道滑行至冲突点时，应提前目视观察，避免冲突；且由于 A 与 B 两条滑行道距离较近，机组经由此区域滑行时应注意避免滑错路线，造成管制被动，若对滑行路线有疑议，应立即报告管制员。

HS4: INTERSECTIONS BTN TWY A, B & A3

This is an intersection of multi-TWYs, and any RWY to be used will have taxiing conflict. When aircraft is approaching intersetion through TWY A3, A and B, advanced observation is required to aviod conflicts. Due to TWY A and B are close to each other, flight crew shall pay more attention to the taxiing routes in these

areas, If any doubt or confused, report to ATC immediately.

HS5：滑行道 A 与 A4 交叉区域

当使用 26 跑道运行时，经由 A4 滑出的航空器到达此区域时，机组应在 A 滑行道前目视观察，防止与 A 滑行道上滑行的航空器造成冲突。

HS5: INTERSECTION BTN TWY A & A4

When RWY26 is in operation, if aircraft taxiing out of TWY A4 is approaching this intersection area, flight crew shall observe in advance before taxiing into TWY A, in order to avoid any conflict with aircraft on TWY A.

2.8.3 A 滑与 B 滑距离较近，且因条件有限，B 滑前方未设置标志牌，只有地面标识，机组在离港滑行时应注意观察，避免滑错路线，造成管制被动，若对滑行路线有疑议，应立即报告管制员。

2.8.3 There is no information sign board in front of TWY B due to ground conditions, only signs on the ground. Flight crew shall observe carefully during taxiing, avoiding taxiing errors. Flight crew shall report to controller immediately if any doubts.

2.9 管制范围规定如下:

2.9 Rules of ATC scope as follows:

2.9.1 机场机坪管制：A1（B 以北）、A3（A 以北）、A4（A 以北）、B、B2-B9、C、D、机坪，如机场图所示；

2.9.1 APN ATC: TWY A1(N of B), A3(N of A), A4(N of A), B, B2-B9, C, D, Apron, as shown in ZJSY AD2.24-1A;

2.9.2 空管塔台管制：A、A1（B 以南）、A2、A3（A 以南）、A4（A 以南）、A5-A7、跑道、公务机坪；

2.9.2 TWR ATC: TWY A, A1(S of B), A2, A3(S of A), A4(S of A), A5-A7, RWY, Business Apron;

2.9.3 具体管制移交点及移交方式听从管制员指令执行。

2.9.3 The specific hand-over point and mode shall be instructed by ATC.

2.9.4 机场机坪管制范围内的离场航空器向空管塔台取得放行许可后，由空管塔台指示联系机坪管制。离港航空器准备好推出和开车时通知机坪管制，并通报航空器停机位号。机坪管制负责发布推出、开车许可，滑行路线等指令。在进入空管塔台管制范围前，由机坪管制指示联系空管塔台，由空管塔台继续指挥航空器滑行。

2.9.4 Departure aircraft in the Apron Control Area shall contact TWR ATC to receive delivery clearance, then contact APN ATC by TWR ATC instructions. Departure aircraft shall be ready to pushed-back and start-up, then contact APN ATC and report the parking stand number. APN ATC issues information such as pushed-back and start-up clearance, taxiing routes etc. Aircraft shall

| | |
|---|---|
| | contact TWR ATC before entering into TWR Control Area, and then continue taxing with TWR ATC instructions. |
| 2.10 对机组的要求 | 2.10 Requirements for pilot: |
| 2.10.1 听清并重复管制员的滑行指令，尤其是界限性指令，发现疑问及时证实。 | 2.10.1 Repeat the whole taxiing instructions issued by ATC, especially boundary instruction and make it clear when there is a doubt. |
| 2.10.2 航空器从停机位推出时，向管制员证实使用跑道。 | 2.10.2 While pushed back from parking stand, contact ATC to verify the active RWY. |
| 2.10.3 着陆航空器脱离跑道后，尤其在低能见度情况下，必须向管制员报告脱离的跑道和所使用的滑行道。 | 2.10.3 After vacating RWY, especially under conditions of low visibility, report the active RWY and TWY on initial contact with ATC. |
| 2.10.4 专机滑行路线以管制员通知为准。 | 2.10.4 Taxiing routes of special flight will be instructed by ATC. |
| 2.10.5 进港航空器与空管塔台脱波后，应及时与机坪管制（APN）建立联系。出港航空器与机坪管制（APN）脱波后应及时与空管塔台建立联系。 | 2.10.5 After leaving TWR frequency, arrival aircraft shall contact APN ATC immediately; After leaving APN frequency, departure aircraft shall contact TWR ATC immediately. |
| 2.11 数字化放行系统（DCL）服务 | 2.11 Datalink application for the provision of the Departure Clearance(DCL) |
| 2.11.1 预计撤轮档时间（EOBT）前 30min 至 10min，航空器驾驶员应当优先使用数字化放行系统（DCL）向空中交通管制部门（ATC）申请放行许可； | 2.11.1 Within 10-30min before Estimated Off-block Time (EOBT), pilot shall apply for ATC departure clearance via DCL in priority; |
| 2.11.2 机组通过 DCL 服务成功获取放行许可后，仍需通过话音放行频率向管制员复述全部放行许可内容； | 2.11.2 After acquiring departure clearance via DCL, pilot still need to repeat the whole delivery information to ATC by this FREQ; |
| 2.11.3 当 DCL 无法完成放行许可的申请或发布时，将转为语音方式申请或发布放行许可； | 2.11.3 If the DCL service is not available, pilots shall contact controller for verbal ATC clearance; |

2.11.4 DCL 报文中的“NEXT FREQ”标示塔台放行频率，机组可通过此频率向 ATC 复述相关内容；DCL 报文中的“DEP FREQ”标示进近离场频率，是航空器离地后的首个联系频率。

2.11.4 The 'NEXT FREQ' in the message of DCL is delivery FREQ, aircraft can repeat relative information to ATC by this FREQ, the 'DEP FREQ' in the message of DCL that represents Approach/Departure FREQ is the first FREQ for aircraft to contact after taking off.

2.12 本场 A340-500/600，A350-1000，B777-300/300ER 机型使用全跑道脱离。

2.12 Aircraft A340-500/600, A350-1000, B777-300/300ER shall use full RWY length to land.

2.13 翼展 36m(含)以上的航空器使用 A5 滑行道，A6 滑行道脱离跑道后，禁止右转加入 A 滑行道，严格听从管制员指令。

2.13 Turning Right to enter TWY A is forbidden after aircraft with wingspan no less than 36m vacating RWY via TWYs A5, A6. Pilot shall follow ATC instructions strictly.

**3. 机坪和机位的使用**

**3. Use of aprons and parking stands**

3.1 未经管制员同意，严禁航空器利用自身动力滑行或使用拖车拖行；

3.1 Taxiing on its own power or pushed-back by tow truck is strictly forbidden without ATC clearance;

3.2 所有进入机坪的航空器须由引导车引导；

3.2 Follow-me vehicle is available for aircraft entering apron;

3.3 发动机试车须经管制员许可并在指定的地点进行，航班运行期间，严禁在廊桥附近、客机坪和滑行道上试大车；

3.3 Engine run-ups are subject to ATC clearance. During the flight operation period, fast engine run-up is strictly forbidden in the vicinity of boarding bridges and on apron or TWYs;

3.4 停机位由 132.00MHz 统一安排或调整；

3.4 Stands are managed by 132.00MHz;

3.5 停靠停机位 501-509、511-519、605-610 的航空器可自滑进出；停机位 101-118、201-212、301-316、306L/R-316L/R、601、602 及公务机坪停机位 901-909、903L/R 均为自滑进，顶推出，经运行指挥中心现场确认同意后管制员可指挥航空器自滑出。

3.5 Aircraft parking at stands Nr.501-509, 511-519, 605-610 shall taxi in and out by itself; Aircraft parking at stands Nr.101-118, 201-212, 301-316, 306L/R-316L/R, 601, 602, 901-909, 903L/R could taxi in and out by itself after AOC clearance, or shall taxi in and be pushed back;

3.6 停机位使用限制：

3.6 Limits for aircraft parking on the following stands:

| 停机位/Stands | 航空器翼展限制/Wing span limits for aircraft | 机身长度限制/Fuselage limits for aircraft |
|---|---|---|
| Nr. 306-308(306L/R-308L/R U/S) | 65m | 76.2m |
| Nr. 115, 601, 602 | 65m | 75m |
| Nr. 309-316(309L/R-316L/R U/S) | 65m | 71m |
| Nr. 902, 903(903L/R U/S) | 61.5m | 64m |
| Nr. 111, 117 | 52m | |
| Nr. 101, 606, 608, 609 | | 55m(turning radius≤35m) |
| Nr. 109, 110, 112-114, 116, 118, 306L/R-316L/R | 36m | |
| Nr. 102-108, 202-209, 211, 212, 301-305, 501-509, 511-519, 605, 610, 901, 903L | | 45m |
| Nr. 607 | 35.9m | 45m(turning radius≤25m) |
| Nr. 210 | 34.4m | 45m |
| Nr. 201 | 30m | 29.4m |
| Nr. 903R, 904-909 | 29.5m | 30m |
| Remarks: Stands Nr. 306-316 & 903 and 306L/R-316L/R & 903L/R are combined stands. | | |

3.7 停机位对停放航空器的限制:

3.7 Limits for aircraft parking on the following stands:

| 停机位/Stands | 航空器停靠机头朝向限制/Nose facing direction limits for aircraft |
|---|---|
| Nr. 201-204, 209-212, 306-308, 306L/R-308L/R, 601, 602, 608-610 | W |

| | |
|---|---|
| Nr. 205-208, 301-305, 605-607 | E |
| Nr. 309-312, 309L/R-312L/R, 501-509 | S |
| Nr. 101-118, 313-316, 313L/R-316L/R, 511-519, 901-909, 903L/R | N |

3.8 为降低碳排放及噪音，建议停靠停机位 101-118 的航空器关闭 APU，接驳地面 400Hz 电源及空调系统。

3.8 For reducing carbon emission and noise, it is suggested that close APU and connect 400Hz power unit and air condition system on the ground foraircraftparking at stands Nr.101-118.

**4. 低能见度运行**

无

**4. Low visibility operation**

Nil

**5. 直升机飞行限制，直升机停靠区**

无

**5. Helicopter operation restrictions and helicopter parking/docking area**

Nil

**6. 警告**

6.1 滑行道 A3 东侧，C 北侧，C 南侧均有机坪夜间照明高杆灯柱。其中 A3 东侧有 3 根灯柱，高 18m；C 北侧有 5 根灯柱，高 25m；C 南侧有 5 根灯柱，4 根高 25m，1 根高 23m（最东侧的 1 根）。

6.2 机场东南面三亚湾沿海一带有孔明灯等升空物体活动，高度 2000m。

6.3 每天（UTC）5:15-7:15、11:15-13:15、17:15-19:15、23:15-01:15，在 N181337E1093513 释放高空气象气球，球体高为 1.2-2.0m。气球活动半径为 100km，上升率为 400m/min，升限 30000m。气球升空持续时间为 60-100min。请过往机组注意观察。

**6. Warning**

6.1 3 light poles with 18m height erected at E of TWY A3; 5 light poles with 25m height erected at N of TWY C; 4 light poles with 25m height and 1 with 23m height (the easternmost one) erected at S of TWY C.

6.2 Sky Lanterns may be flied into sky at Sanya Bay SE of the aerodrome.

6.3 Ascent of MET balloon take place at N181337E1093513, UTC 5:15-7:15, 11:15-13:15, 17:15-19:15, 23:15-01:15(next day), daily, height of balloon itself is 1.2-2.0m, floating radius: 100km, rate of ascent: 400m/min, ceiling: 30000m, time of ascent: 60-100min. Flight crew shall pay attention.

## ZJSY AD 2.21 减噪程序

1.1 三亚/凤凰机场 H24 开放。为了减小机场居民区的航空器噪音危害，特作如下规定：航空器起飞减噪操作程序，用于起飞爬升阶段，目的在于确保飞行安全的前提下尽量减少噪音对地面的影响。

1.2 在保证安全超障和飞行程序爬升梯度的条件下，航空器起飞时，机组应严格按照该机型的消音操作程序操作。

## ZJSY AD 2.21 Noise abatement procedures

1.1 Sanya/Phoenix airport is open H24. For reducing the hazard of the noise to habitants around airport, the following rules are required: departure aircraft noise abatement procedures are applied during the takeoff climbing phase, for the purpose of reducing noise hazards to the ground under the precondition of safety.

1.2 Under the conditions of ensuring obstacle clearance and climb gradient, flightcrew shall strictly follow the corresponding noise abatement procedures when takeoff.

## ZJSY AD 2.22 飞行程序

**1. 总则**

除经塔台特殊许可外，在塔台管制区内的飞行，必须按照仪表飞行规则进行。

**2. 起落航线**

起落航线在跑道南侧，高度 350－600m。

**3. 仪表飞行程序**

严格按照航图中公布的进、离场程序飞行。如果需要，航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行。

## ZJSY AD 2.22 Flight procedures

**1. General**

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

**2. Traffic circuits**

Traffic circuits shall be made to the S of RWY, at the altitudes of 350-600m.

**3. IFR flight procedures**

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

**4. 雷达程序和/或 ADS-B 程序**

4.1 间隔规定

4.1.1 航空器最小水平间隔

雷达管制航空器间最小水平间隔标准：三亚进近管制区管制范围内 5.6km。

4.1.2 航空器最小垂直间隔

三亚进近管制区域内，航空器最小垂直间隔为 300m。

4.2 雷达引导与排序

4.2.1 进近雷达引导和排序

通常，航空器从 UPRIS、XELOV、DABUB、KAGUK 或管制移交点得到进近雷达引导和排序，直至相应的最后进近航迹或者目视跑道。根据航空器性能或者管制规定，发布雷达引导、上升或下降高度及调整速度的指令，使航空器之间保持规定的雷达间隔或尾流间隔。

4.2.2 离场雷达引导与排序

离场航空器，将主要按照公布的离场程序运行。若在起飞前 ATC 放行或者塔台管制员给出起飞限制条件，起飞后，将由管制员雷达引导加入标准仪表离场航线。

4.2.3 进场雷达引导与排序

进场航空器，由于流量分布不均匀，在繁忙时段，将进行雷达引导进场。雷达引导航迹将不同于公布的进

**4. Radar procedures and/or ADS-B procedures**

4.1 Separation regulation

4.1.1 The minimum horizontal radar separation

The minimum horizontal radar separation is 5.6km for aircraft within Sanya APP Area.

4.1.2 The minimum vertical radar separation

The minimum vertical radar separation is 300m for aircraft within Sanya APP Area.

4.2 Radar vectoring and sequencing

4.2.1 Approach radar vectoring and sequencing

Normally, aircraft will be vectored and sequenced from UPRIS, XELOV, DABUB, KAGUK or hand-over fix to the final approach track or to the time when RWY is in sight. Taking aircraft characteristics or control regulations into account, instructions about radar vector, ascent/descent altitudes or speed adjustment will be issued for spacing and separating the aircraft so that stipulated radar intervals and wake intervals are maintained.

4.2.2 Departure radar vectoring and sequencing

Departure aircraft shall operate according to SID procedures. If the departure aircraft received take-off limits from controller, then it will be vectored to join in SID routes by radar vectoring.

4.2.3 Arrival radar vectoring and sequencing

During rush hour, arrival aircraft will be vectored, radar vectoring track will be different from that of STAR

场航线。

4.2.4 雷达管制服务结束

当航空器得到目视进近许可或者进近管制已指示航空器与凤凰塔台建立通讯联络时，雷达管制服务终止。

4.3 最低监视引导高度扇区

published.

4.2.4 Radar service termination

When aircraft gets the visual approach permission or APP has instructed aircraft to establish communication with TWR, radar service will be terminated.

4.3 Surveillance Minimum Altitude Sectors

| | |
|---|---|
| Sector Nr.1 | ALT limit: 1400m or above |
| N183243 E1090354-N183339 E1092000-N183028 E1092357-N183001 E1093556-N182719 E1093514-N182553 E1093253-N182321 E1093102-N182132 E1092759-N182109 E1091856-N182258 E1091635-N182444 E1091416-N183243 E1090354 | |
| Sector Nr.2 | ALT limit: 1550m or above |
| N184212 E1093154-N183444 E1095216-N183214 E1093704-N183001 E1093556-N183028 E1092357-N183439 E1092834-N184212 E1093154 | |
| Sector Nr.3 | ALT limit: 2250m or above |
| N191503 E1092440-N191508 E1095248-N185710 E1095517-N184430 E1094143-N185439 E1093056-N190028 E1092443-N191503 E1092440 | |
| Sector Nr.4 | ALT limit: 1200m or above |
| N182211 E1093356-N182122 E1092836-N182132 E1092759-N182321 E1093102-N182553 E1093253-N182719 E1093514-N182211 E1093356 | |
| Sector Nr.5 | ALT limit: 900m or above |
| N181942 E1093436-N181556 E1093458-N181045 E1093731-N181846 E1092623-N182132 E1092759-N182122 E1092836-N181942 E1093436 | |
| Sector Nr.6 | ALT limit: 800m or above |
| N183106 E1095530-N182855 E1100448-N182929 E1101527-N183724 E1101832-N185002 E1102330-N184400 E1103128-N183050 E1103029-N181344 E1101325-N181824 E1094833-N181118 E1094620-N180611 E1093358-N181500 E1092721-N181449 E1092425-N181346 E1090837-N182042 E1085540-N182402 | |

| | |
|---|---|
| E1085613-N182106 E1090507-N181735 E1091547-N181827 E1092329-N181846 E1092623-N181045 E1093731-N181623 E1094311-N182050 E1094434-N182622 E1095457-N183106 E1095530 | |
| Sector Nr.7 | ALT limit: 1900m or above |
| N184537 E1095653-N183444 E1095216-N184212 E1093154-N184807 E1092156-N185439 E1093056-N184430 E1094143-N185710 E1095517-N184537 E1095653 | |
| Sector Nr.8 | ALT limit: 1100m or above |
| N183522 E1095607-N182855 E1100448-N183106 E1095530-N183213 E1094456-N182506 E1094026-N182245 E1093740-N182211 E1093356-N182719 E1093514-N183001 E1093556-N183214 E1093704-N183444 E1095216-N183522 E1095607 | |
| Sector Nr.9 | ALT limit: 1700m or above |
| N191510 E1101451-N190308 E1101257-N184217 E1100922-N183723 E1100832-N183522 E1095607-N183444 E1095216-N184537 E1095653-N185710 E1095517-N191508 E1095248-N191510 E1101451 | |
| Sector Nr.10 | ALT limit: 600m or above |
| N191509 E1102726-N191500 E1111456-N184613 E1104554-N185807 E1103748-N185829 E1103108-N190436 E1102634-N191509 E1102726 | |
| Sector Nr.11 | ALT limit: 900m or above |
| N191510 E1101451-N191509 E1102726-N190436 E1102634-N185829 E1103108-N185807 E1103748-N184613 E1104554-N183050 E1103029-N184400 E1103128-N185002 E1102330-N190016 E1101716-N190308 E1101257-N191510 E1101451 | |
| Sector Nr.12 | ALT limit: 1150m or above |
| N190308 E1101257-N190016 E1101716-N185002 E1102330-N183724 E1101832-N184217 E1100922-N190308 E1101257 | |
| Sector Nr.13 | ALT limit: 1000m or above |
| N182622 E1095457-N182050 E1094434-N181623 E1094311-N181045 E1093731-N181556 E1093458-N181942 E1093436-N182122 E1092836-N182211 E1093356-N182245 E1093740-N182506 E1094026-N183213 E1094456-N183106 E1095530-N182622 E1095457 | |
| Sector Nr.14 | ALT limit: 1350m or above |

| | |
|---|---|
| N184217 E1100922-N183724 E1101832-N182929 E1101527-N182855 E1100448-N183522 E1095607-N183723 E1100832-N184217 E1100922 | |
| Sector Nr.15 | ALT limit: 600m or above |
| N174000 E1094000-N174000 E1082736-N182028 E1074053-N190416 E1071741-N190540 E1074648-N191557 E1073919-N191548 E1080154-N185008 E1083839-N184234 E1083734-N184043 E1083718-N182613 E1084934-N182402 E1085613-N182042 E1085540-N175754 E1085544-N175756 E1092425-N181449 E1092425-N181500 E1092721-N180611 E1093358-N181118 E1094620-N181824 E1094833-N181344 E1101325-N174000 E1094000 | |
| Sector Nr.16 | ALT limit: 450m or above |
| N175756 E1092425-N175754 E1085544-N182042 E1085540-N181346 E1090837-N181449 E1092425-N175756 E1092425 | |
| Sector Nr.17 | ALT limit: 1800m or above |
| N191524 E1084318-N191513 E1085923-N184556 E1085859-N184711 E1091206-N183243 E1090354-N183229 E1085952-N184234 E1083734-N185008 E1083839-N191548 E1080154-N191539 E1081942-N190248 E1083529-N190608 E1084212-N191524 E1084318 | |
| Sector Nr.18 | ALT limit: 1200m or above |
| N182445 E1091007-N182106 E1090507-N182402 E1085613-N182613 E1084934-N184043 E1083718-N184234 E1083734-N183229 E1085952-N183243 E1090354-N182444 E1091416-N182445 E1091007 | |
| Sector Nr.19 | ALT limit: 2000m or above |
| N191524 E1084318-N190608 E1084212-N190248 E1083529-N191539 E1081942-N191524 E1084318 | |
| Sector Nr.20 | ALT limit: 2050m or above |
| N191500 E1091500-N191503 E1092440-N190028 E1092443-N185439 E1093056-N184807 E1092156-N184711 E1091206-N184556 E1085859-N191513 E1085923-N191500 E1091500 | |
| Sector Nr.21 | ALT limit: 900m or above |
| N182051 E1091708-N181917 E1091853-N181917 E1092205-N181827 E1092329-N181735 E1091547-N182106 E1090507-N182445 E1091007-N182444 E1091416-N182258 E1091635-N182051 E1091708 | |
| Sector Nr.22 | ALT limit: 1150m or above |

| | |
|---|---|
| N182258 E1091635-N182109 E1091856-N182132 E1092759-N181846 E1092623-N181827 E1092329-N181917 E1092205-N181917 E1091853-N182051 E1091708-N182258 E1091635 | |
| Sector Nr.23 | ALT limit: 1700m or above |
| N184711 E1091206-N184807 E1092156-N184212 E1093154-N183439 E1092834-N183028 E1092357-N183339 E1092000-N183243 E1090354-N184711 E1091206 | |
| Sector Nr.24 | ALT limit: 1200m or above |
| N191604 E1071123-N191557 E1073919-N190540 E1074648-N190416 E1071741-N191604 E1071123 | |

4.4 应急程序

4.4.1 通讯设备故障

确认航空器具有信号接收能力时，可继续提供雷达管制服务。

4.4.2 雷达设备故障

雷达管制服务终止，指挥航空器建立非雷达管制间隔，航空器恢复自主领航；

作为应急手段，可暂时采用半数高度层调配航空器；

尽快配备规定的高度层，必要时，实施流量控制。

4.4.3 机载应答机故障

航空器如有一次雷达显示，可继续提供雷达管制服务；否则，实施程序管制。

**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。

4.4 Emergency procedure

4.4.1 Communication equipment failure

Continue providing radar service after confirming that aircraft receiver is available.

4.4.2 Radar equipment failure

Radar service will be terminated, ATC shall command aircraft to establish a non radar separation, and aircraft will resume autonomous navigation;

As an emergency method, half flight level can be used to deploy aircraft temporarily;

ATC shall provide specified flight level as soon as possible, and implement flow control if necessary.

4.4.3 Airborne transponder failure

If aircraft has PSR, continue to provide radar service. Otherwise, implement procedure control.

**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. 目视飞行程序**

6.1 三亚进近和凤凰塔台管制区正式实施目视间隔和目视进近运行,此运行方式须得到 ATC 许可;

6.2 从海口方向进场的航空器保持 3000m 过 GIVIL 后下降。

**7. 目视飞行航线**

无

**8. 其它规定**

无

**6. Procedures for VFR flights**

6.1 With the prior permission of ATC, visual separation and visual approach can be implemented within Sanya Approach and Fenghuang Tower control area.

6.2 The arrival aircraft from N shall keep 3000m over GIVIL, then descend.

**7. VFR route**

Nil

**8. Other regulations**

Nil

## ZJSY AD 2.23 其它资料

**鸟情资料**

全年有鸟类活动，机场当局采取了驱赶措施。鸟类季节性活动规律如下:

## ZJSY AD 2.23 Other information

**Bird's information**

Activities of bird flocks are found in the whole year. Aerodrome Authority resorts to dispersal methods to reduce bird activities. The seasonal activity of birds as follows:

| The activity time | | Active area | Direction of activity | Flight height （m） | Characteristics of birds |
|---|---|---|---|---|---|
| Spring(Mar.-May) | daytime | Airfield and Airport RWY protection zones | Entrance to the S side of RWY | 0-3000 | Clusters of small birds and migratory birds |
| | night | | Cross RWY from E to W | | Migratory birds |
| Summer(Jun.-Aug.) | daytime | RWY and unpaved area | Entrance to the W, NE and S | 0-200 | Cluster small birds and bats |

| | | | | | |
|---|---|---|---|---|---|
| | | | side of RWY | | |
| | night | | Entrance to the S side of RWY | | Bats |
| Autumn(Sep.-Nov.) | daytime | Airfield and Airport RWY protection zones | Entrance to the S and NW side of RWY | 0-3000 | Clusters of small birds, migratory flocks and medium and large raptors |
| | night | | Cross RWY from W to E and entrance to the S side of RWY | | Migratory flocks, bats, birds of the order Tyto |
| Winter(Dec.-Feb.(next year)) | daytime | | Entrance to the S and NW side of RWY | | Clusters of small birds, migratory flocks and medium and large raptors |
| | night | | Cross RWY from W to E and entrance to the S side of RWY | | Migratory flocks, birds of the order Tyto |