

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

ZJHK/HAK-海口/美兰 HAIKOU/Meilan

**ZJHK 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	N19°56.0' E110°27.6' Center of RWY09/27
2	机场基准点与城市的位置关系 Direction and distance from city	122° GEO, 19.3km from Haikong international square
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	22.6 m/33.3°C(JUN)/14.7°C(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°7'W(2019)/-
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	Haikou Meilan International Airport CO. LTD. Linshan town, Meilan District, Haikou, Hainan province, China Post code:571126 TEL:86-898-69966909 FAX:86-898-69966310 E-mail:hwyzzhzx@hnapot.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/4E
9	备注 Remarks	Nil

**ZJHK 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

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

1	货物装卸设施 Cargo-handling facilities	Tow tractor, baggage transporter, dolly, platform lift, pallet, tractor, baggage tractor
2	燃油牌号 Fuel types	Jet Fuel No.3
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Refueling truck(1200L/min), hydrant cart(single tube: 1300L/min), hydrant cart(double tube: 3000L/min)
5	除冰设施 De-icing facilities	Nil
6	过站航空器机库 Hangar space for visiting aircraft	East maintenance hangar(nearby THR27): AVBL for 2 A330 and 5 B737-800 advanced schedule maintenance simultaneously. The painting area(nearby THR27): AVBL for 1 B737-800.
7	过站航空器的维修设施 Repair facilities for visiting aircraft	General maintenance: engine changes available for various types of aircraft on request, spare parts and other maintenance work by prior arrangement. Line maintenance: Schedule check for various types of aircraft and maintenance.
8	备注 Remarks	Power units, air supply units, air preconditioning units available

**ZJHK AD 2.5 旅客设施 Passenger facilities**

1	宾馆 Hotels	Adjacent to AD
2	餐饮 Restaurants	Adjacent to AD
3	交通工具 Transportation	Bus, taxi, bullet train
4	医疗设施 Medical facilities	First aid center and ambulance adjacent to AD, hospital in city
5	银行和邮局 Bank and Post Office	Adjacent to AD
6	旅行社 Tourist Office	Adjacent to AD
7	备注 Remarks	Nil

**ZJHK 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, heavy-duty foam tender, water tank truck, dry-chemical tender, logistic truck, illumination truck, communication command car, rescue and fire-fighting truck, medicament reinforcement car, disassembly rescue equipment, etc. Rescue equipment: uplift air cushion, mobile surface operation device, towing rack, rubber pad, etc.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to B747-400
4	备注 Remarks	Nil

**ZJHK 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

**ZJHK 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 : 401-403, 901 PCR 1170/R/B/W/T : 503, 504, 513 PCR 1140/R/B/W/T : 37, 38, 42-45, 45L, 45R, 46-49, 53, 54, 109-114 PCR 1100/R/B/W/T : 309-313 PCR 1090/R/B/W/T : 20-28 PCR 1030/R/B/W/T : 1-11 PCR 990/R/B/W/T : 12-19 PCR 980/R/B/W/T : 201-206, 211-220 PCR 890/R/B/W/T : 301-308 PCR 880/R/B/W/T : 314-319 PCR 820/R/B/W/T : 601, 602, 605, 606 PCR 800/R/B/W/T : 29-36, 39-41, 50-52, 55-63, 101-108 PCR 770/R/B/W/T : 813-818 PCR 690/R/C/W/T : 701-703
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	70m : B2, B5, V1 61m : C4-C6, C12, C13 53.5m : C7, C8 50m : B12(S of B) 46.5m : B1(S of B) 43m : C14 42m : N3, S3 39m : B17(S of B) 38m : B16(S of B) 37m : D1 36m : C1 35m : D2, D4, D9, D11 34m : A2, B6-B8, B9(S of B), B10(S of B) 30m : D12 28.5m : A1, A7 27m : A3-A6 25m : D, D5, D8, T2 23m : A, B, B9(N of B), B10(N of B), B12(N of B), C, D6, D7, N4, N9, T1, T3, T4, V2, Y1, Y2 18m : B1(N of B), B15(S of B), B17(N of B), N1(W of T2), N2(W of T2), N5, N7, S1, S2
		道面 Surface	CONC
		强度 Strength	PCR 1200/R/B/W/T : A1, A2, A7, C6-C8, D2, D9, D11, D12, S3, S4, T2, T4, V1, V2, Y1, Y2

			PCR 1190/R/B/W/T : A, B(B6-B12), B6, B8 PCR 1170/R/B/W/T : B(W of B6), B5, T3 PCR 1160/R/B/W/T : B1, B2, B17 PCR 1150/R/B/W/T : C, D, S2 PCR 1130/R/B/W/T : B(B12-B17) PCR 1110/R/B/W/T : B(E of B17), D1 PCR 1100/R/B/W/T : N8, N9 PCR 1090/R/B/W/T : T1 PCR 1070/R/B/W/T : B15, C1, C4, C5 PCR 1040/R/B/W/T : B7, C12-C14 PCR 1030/R/B/W/T : N6, N7(E of stand Nr.39) PCR 1010/R/B/W/T : D4 PCR 950/R/B/W/T : N7(W of stand Nr.39) PCR 940/R/B/W/T : B10-B12, S1 PCR 930/R/B/W/T : B9, B16, N3, N4, N5(W of stand Nr.52) PCR 890/R/B/W/T : N5(E of stand Nr.52) PCR 820/R/B/W/T : D5, D6 PCR 800/R/B/W/T : N1, N2 PCR 770/R/B/W/T : B18, B19 PCR 730/R/B/W/T : A3 PCR 720/R/B/W/T : D7, D8 PCR 670/R/B/W/T : A4 PCR 620/R/B/W/T : A6 PCR 590/R/B/W/T : A5
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	Nil	

## ZJHK 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 stands Nr. 1-45, 45L, 45R, 46-63, 101-104, 106, 107, 113, 114, 201-206, 211, 212, 309-313, 401-403, 503, 504, 601, 602, 605, 606, 701-703, 813-818. Guide lines at all TWYs. Guide lines at all aprons. Visual docking guidance system at aircraft stands Nr. 29-63, Marshalling assistance for other aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	Pre-threshold area, THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR(10, 28), REDL, RCLL, RTZL(09, 10), RENL
		滑行道标志 TWY markings	Edge line, center line, enhanced TWY center line(A1, A2, A7, D1, D2, D9, D11, D12), TWY shoulder marking, No-entry(A3-A6, D5-D8), RWY holding position, intermediate holding position
		滑行道灯光 TWY lights	Edge line retroreflective markers, edge line lights, center line lights, RETILs, intermediate holding position lights
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: D1, D2, D4 Runway guard lights: A1, A2, A7, D1, D2, D4, D9, D11, D12	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	Nil	

**ZJHK AD 2.10 机场障碍物 Aerodrome obstacles**

半径 15 千米内主要障碍物 (相对 09/27 跑道中心) Obstacles within a circle with a radius of 15km (centered on the center of RWY 09/27)					
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
Control TWR 001	Control TWR	012/924	133.6	LGT	Circling CAT A/B/C/D RWY 09/27/28 GP INOP final approach
BLDG 002	BLDG	049/3873	66		
BLDG 003	BLDG	061/4156	30.7		
BLDG 004	BLDG	062/4078	30.4		
Antenna 005	Antenna	093/2950	37	LGT	RWY09 take-off flight path
WATER_TOWER 006	WATER_T OWER	095/4020	63		RWY09 take-off flight path
MT 007	MT	183/8500	99.8		
BLDG 008	BLDG	264/12985	131.3	LGT	
Antenna 009	Antenna	273/2850	38.2	LGT	
Antenna 010	Antenna	288/6290	100.5		RWY28 take-off flight path RWY10 GP INOP final approach
BLDG 011	BLDG	308/3159	44.5		RWY28 take-off flight path
BLDG 012	BLDG	311/3297	43.1		RWY28 take-off flight path
BLDG 013	BLDG	311/3511	49.3		RWY28 take-off flight path
Control TWR 014	Control TWR	360/989	96.8	LGT	

半径 15 千米-50 千米内主要障碍物 (相对 09/27 跑道中心)

Obstacles between two circles with the radius of 15km and 50km (centered on the center of RWY 09/27)

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 015	MT	042/22000	117		
MT 016	MT	089/43000	207		
MT 017	MT	182/47000	269		MSA(ARP)
MT 018	MT	195/24000	200		
MT 019	MT	224/111100	1411		Minimum surveillance altitude sector Nr.1
MT 020	MT	226/63000	250		
MT 021	MT	240/91300	512		Minimum surveillance altitude sector Nr.2
MT 022	MT	253/98689	285		Minimum surveillance altitude sector Nr.3
MT 023	MT	271/26000	222		Minimum surveillance altitude sector Nr.4
BLDG 024	BLDG	299/20927	292	LGT	MSA(MLT,NYB)
BLDG 025	BLDG	304/19300	267	LGT	
BLDG 026	BLDG	306/19000	272	LGT	
备注: within 15km:RWY10/27 NO take-off flight path significant obstacle 15km-50km:Nil					



**ZJHK 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	Hainan ATMB MET station
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	Hainan ATMB MET station;30h;6h
4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 1h
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T, TV Consultation provided: T
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, SIGMET, AIRMET, aerodrome warnings, numerical forecast product graph, MDRS, TAF, METAR, SPECI
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	FAX, air broadcast, MET Service Terminal, radar display, satellite cloud display, AWOS data display
9	提供气象情报的空中交通服务单位 ATS units provided with information	ACC, APP, TWR
10	其他信息 Additional information	MET station TEL: 86-898-65751699
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	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: 110m S of RWY09/27 CL, 350m inward THR09; B: 110m S of RWY09/27 CL, 1810m inward THR09; C: 110m S of RWY09/27 CL, 350m inward THR27;

		D: 120m N of RWY10/28 CL, 380m inward THR10; E: 120m N of RWY10/28 CL, 1800m inward THR10; F: 120m N of RWY10/28 CL, 375m inward THR28. SFC wind sensors RWY09: 110m S of RCL, 367m, 379m inward THR09; RWY09/27 center: 110m S of RCL, 1800m inward THR09; RWY27: 110m S of RCL, 360m, 372m inward THR27; RWY10: 120m N of RCL, 400m inward THR10; RWY10/28 center: 120m N of RCL, 1815m inward THR10; RWY28: 120m N of RCL, 380m inward THR28. Ceilometer RWY09/27: on the RCL extension line, 1050m outward THR09 and THR27; RWY10: 75m S of RCL, 340m outward THR10; RWY28: 75m S of RCL, 340m outward THR28.
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

### ZJHK 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
09	089.82° GEO 092° MAG	3600×45	PCR 1200/R/B/W/T CONC/-	Nil	THR 22.6m	-0.14%(1200m)/- 0.1%(60m)/0%(9 40m)/-0.08%(140 0m)
27	269.82° GEO 272° MAG	3600×45	PCR 1200/R/B/W/T CONC/-	Nil	THR 19.7m	0.08%(1400m)/0 %(940m)/0.1%(6 0m)/0.14%(1200 m)

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
10	089.82° GEO 092° MAG	3600×60	PCR 1000/R/A/W/T CONC/-	Nil	THR 13.2m TDZ 14.1m	0.1%
28	269.82° GEO 272° MAG	3600×60	PCR 1000/R/A/W/T CONC/-	Nil	THR 16.8m TDZ 16.8m	-0.1%
跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降道长宽 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
09	Nil	Nil	3720×280	240×140	Nil	Nil
27	Nil	Nil	3720×280	240×140	Nil	Nil
10	Nil	Nil	3720×280	240×150	Nil	Nil
28	Nil	Nil	3720×280	240×150	Nil	Nil
Remarks: 1.RWY10/28 grooved. 2.RWY09/27, RWY10/28 shoulder: 7.5m on each side. 3.Distance between RCL of RWY09/27 and RCL of RWY10/28 is 2100m; THR10 is 700m east of THR09; THR28 is 700m east of THR27. 4.RWY09/27 Blast pad: 60m×60m on each end; RWY10/28 Blast pad: 75m×120m on each end.						

## ZJHK 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
09	3600	3600	3600	3600	Nil
09	3469	3469	3469	3600	FM A2
27	3600	3600	3600	3600	Nil
10	3600	3600	3600	3600	Nil
10	3460	3460	3460	3600	FM D2
10	2890	2890	2890	3600	FM D4

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
28	3600	3600	3600	3600	Nil
28	3460	3460	3460	3600	FM D11
28	2810	2810	2810	3600	FM D9

**ZJHK AD 2.14 进近和跑道灯光 Approach and runway lighting**

跑道 号码 RWY Desig nator	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
09	PALS CAT II SFL 900 m VRB LIH	GREEN Nil	PAPI LEFT 434m inward THR09 3° 21.5m	900 m	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
27	PALS CAT I SFL 900 m VRB LIH	GREEN Nil	PAPI LEFT 415m inward THR27 3° 19.5m	Nil	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
10	PALS CAT III SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 446m inward THR10 3° 21.6m	900 m	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil

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
28	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 463m inward THR28 3° 21.5m	Nil	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
Remarks:								

**ZJHK 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: 09:130m N of RCL, 300m inward THR09, LGT; 27:130m S of RCL, 175m inward THR27, LGT; 10:108m N of RCL, 400m inward THR10, LGT; 28:103m S of RCL, 400m inward THR28, LGT.
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: blue retroreflective markers, blue edge line lights TWYs A3-A6, D5-D8: green and yellow center line lights TWYs A, A1, A2, A7, B, B1, B2, B5-B12, B15-B19, C, C1, C4-C8, C12-C14, D, D1, D2, D4, D9, D11, D12, N1-N9, S1-S4, T1-T4, V1, V2, Y1, Y2: green center line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Secondary power supply available, Diesel generator/≤15s UPS/1s
5	备注 Remarks	Nil

**ZJHK 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

**ZJHK 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
Haikou aerodrome control zone	A circuit, 4 arcs with radius 13km centered at centers of all RWY THRs and 4 lines tangential to the adjacent 2 arcs	900m(QNH) or below				
Haikou tower control area	A circuit, 4 arcs with radius 13km centered at centers of all RWY THRs and 4 lines tangential to the adjacent 2 arcs	900m(QNH) or below				

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
Altimeter setting region and TL/TA	Same as Haikou APP area	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				

**ZJHK 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)	卫星语音通信 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		126.625 (departure)			HO	D-ATIS available
		127.65 (arrival)			HO	D-ATIS available
APP	Haikou Approach	APP01:119.15 (120.225)			H24	
		APP02:119.975 (120.225)			by ATC	Contact APP01 when APP02 U/S.
		APP03:124.675 (120.225)			by ATC	Contact APP01 when APP03 U/S.
TWR	Haikou Tower	118.225 (124.3)			H24	RWY10/28
		118.55 (124.3)			H24	RWY09/27
GND	Haikou Ground	121.55			HO	North Ground
		121.65			HO	South Ground
	Haikou Delivery	121.9			H24	DCL available
APN	Meilan Apron	121.7			H24	North Apron
		121.8			H24	South Apron
OP-CTL		131.725/130.8			HO	
EMG		121.5			H24	

**ZJHK 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
Dongmulantou VOR/DME	MLT	112.7 MHz CH 74X	H24	N20°09.1' E110°40.4' 045°MAG/33000m FM the Center of RWY09/27	61 m	
Nanyingbindao VOR/DME	NYB	113.3 MHz CH 80X	H24	N20°00.9' E110°08.2' 287°MAG/34670m FM the Center of RWY09/27	27 m	U/S
Wenchang VOR/DME	WCF	117.5 MHz CH 122X	H24	N19°51.1' E110°47.3' 107°MAG/35894m FM the Center of RWY09/27	49 m	Range: 200NM
LMM 09	H	389 kHz		272°MAG/1050m FM THR09		For NDB: beyond 6NM on BRG92° U/S.
LOC 09 ILS CAT I	IHH	111.5 MHz		092°MAG/250m FM end RWY09		Range: 25NM
GP 09		332.9 MHz		135m S of RCL 338m inward THR09		Angle 3° RDH 17.5m
DME 09	IHH	CH 52X (111.5 MHz)			30m	Co-located with GP 09
LMM 27	P	402 kHz		092°MAG/1150m FM THR27		For NDB: BRG120°- BRG137° clockwise U/S.
LOC 27 ILS CAT I	IPP	108.5 MHz		272°MAG/250m FM end RWY27		Range: 25NM
GP 27		329.9 MHz		135m S of RCL 334m inward THR27		Angle 3° RDH 16.4m
DME 27	IPP	CH 22X (108.5 MHz)			26m	Co-located with GP 27



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
IM 10		75 MHz		272°MAG/370m FM THR10		
LOC 10 ILS CAT III	IJK	108.95 MHz		092°MAG/320m FM end RWY10		Range: 25NM In operation CAT II
GP 10		329.15 MHz		120m N of RCL 300m inward THR10		Angle 3° RDH 16.8m
DME 10	IJK	CH 26Y (108.95 MHz)			20m	Co-located with GP 10
LOC 28 ILS CAT I	IWA	109.35 MHz		272°MAG/320m FM end RWY28		Range: 25NM
GP 28		331.85 MHz		120m N of RCL 311m inward THR28		Angle 3° RDH 16.5m
DME 28	IWA	CH 30Y (109.35 MHz)			23m	Co-located with GP 28

ZJHK AD 2.20 本场规定

ZJHK AD 2.20 Local aerodrome regulations

1. 机场使用规定

1. Airport operations regulations

1.1 所有技术试飞需事先申请，并在得到空中交通管制部门批准后方可进行。

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

1.2 未经空中交通管制部门特殊许可，未安装二次雷达应答机的航空器禁止起降。

1.2 Take-off/landing of aircraft without SSR transponder are forbidden unless with ATC clearance.

1.3 本场可供 B747-400 同类及其以下机型使用。

1.3 Maximum aircraft to be available: B747-400 and equivalent or below.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 跑道运行规定

2.1 Runway operation regulations

2.1.1 跑道起飞、着陆使用规定	2.1.1 Runway use regulations for departure and arrival
09/27 号跑道主要用于进港; 10/28 号跑道主要用于出港。	RWY09/27 mainly used for arrival; RWY10/28 mainly used for departure.
2.1.2 跑道更换方向规定	2.1.2 RWY conversion procedure
更换跑道运行方向过程中, 当跑道顺风风量超过 3.5m/s 但不大于 5m/s 时, 管制员可以短时指挥航空器顺风起飞或着陆; 当航空器驾驶员根据机型性能或运行手册不能执行顺风起飞或着陆, 离场航空器应在推出前告知机坪管制员, 进场航空器应及时告知进近管制员。	During changing the direction of RWY in use, if downwind speed is more than 3.5m/s and not exceeding 5m/s, ATC may instruct aircraft downwind take-off or downwind landing for short time; if pilot decide not to take-off or landing on downwind RWY allocated according to aircraft performance or operation handbook, departure aircraft shall inform Apron Control before push-back, arrival aircraft shall inform APP ATC controller.
2.1.3 非全跑道起飞运行程序	2.1.3 Partial runway taking-off procedure
2.1.3.1 使用非全跑道起飞的条件	2.1.3.1 Partial runway taking-off conditions
2.1.3.1.1 起飞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。	2.1.3.1.1 ATC could approve and provide service according to actual situation after taking-off aircraft applied for partial runway taking-off.
2.1.3.1.2 由于调配需要, 管制员在征得航空器驾驶员同意后, 可实施非全跑道起飞。	2.1.3.1.2 In accordance with deployment, it is available to use partial runway to take-off when ATC get permission from aircraft pilot.
2.1.3.2 使用非全跑道起飞的机型限制	2.1.3.2 Partial runway taking-off aircraft limitations
09 跑道允许翼展小于 60m (含) 的航空器实施非全跑道起飞。	RWY09 is available to conduct intersection departure for aircraft with wing span not more than 60m.
2.1.3.3 使用非全跑道起飞的地面运行限制	2.1.3.3 Partial runway taking-off ground operation limitations
经同意后, 离场航空器可以由 A2 滑行道进入 09 跑道	Departure aircraft could enter RWY09 and conduct

使用非全跑道起飞。	intersection departure via TWY A2 after getting permission.
2.1.3.4 使用非全跑道起飞的其他运行限制	2.1.3.4 Other operation limitations
2.1.3.4.1 本场实施低能见度运行程序时，严禁实施非全跑道起飞。	2.1.3.4.1 No intersection departure is permitted when conducting LVP operation.
2.1.3.4.2 在顺风大于 3m/s 或大侧风条件下，不得实施非全跑道起飞。	2.1.3.4.2 No intersection departure is permitted when down wind more than 3m/s or heavy cross wind prevails.
2.1.3.4.3 在湿滑、污染跑道上不得实施非全跑道起飞。	2.1.3.4.3 No intersection departure is permitted on wet and contaminated RWY.
2.1.3.4.4 带有任何影响减速性能故障保留的航空器不得申请非全跑道起飞。	2.1.3.4.4 No intersection departure is permitted with aircraft retaining any slow-down function failure.
2.1.3.4.5 飞行机组实施非全跑道起飞时，起飞襟翼必须设置为正常起飞襟翼位置。	2.1.3.4.5 When conducting intersection departure, take-off flap shall set as the same as the normal take-off flap position.
2.1.4 平行跑道同时仪表运行规则	2.1.4 Instrument operating rules for parallel runways
根据实际运行情况，本场采用运行模式为单跑道运行、双跑道隔离平行运行模式，运行模式及使用跑道听从管制员指令。	According to the actually operational situation, single runway operation or segregated parallel operation of two runways can be used, RWY and operation mode by ATC instructions.
2.1.5 跑道运行其他规定	2.1.5 Other regulations for runway operation
2.1.5.1 未经塔台许可，禁止航空器在跑道上做 180° 转弯，应顺向尽快脱离跑道。	2.1.5.1 180° turnaround on RWY is forbidden for all aircraft without TWR permission, aircraft shall vacate runway forward-only as soon as possible.
2.1.5.2 航空器脱离跑道后严格按照管制员指令滑到指定道口，在指定道口跟随引导车滑至停机位。	2.1.5.2 Aircraft shall taxi to assigned holding position following instructions by ATC, then follow the follow-me car on the position to stands.

## 2.2 跑道等待位置与使用规定

2.2.1 航空器在进入跑道前，必须在指定的跑道等待位置处等待塔台管制员的指令，跑道等待位置详见航图 ZJHK AD2.24-1A, 2。

2.2.2 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。

2.2.3 航空器未获得管制员许可，机头越过跑道等待位置标志时，应立即向管制员报告。

## 2.3 滑行道使用规则

## 2.3.1 引导车和拖车服务

可通过地面服务申请引导车和拖车服务，进港航空器均有引导车引导进机位。

## 2.3.2 滑行道单双向滑行规定

2.3.2.1 T1、T3 主要由北向南运行，T2、T4 主要由南向北运行。

2.3.2.2 南地面移交北地面的航空器，脱波后如未获得明确管制界限的指令，使用 T1、T2 滑行时在 N1 前等待；使用 T3、T4 滑行时在 V2 前等待。

2.3.2.3 北地面移交南地面的航空器，脱波后如未获得明确管制界限的指令，使用 T1、T2 滑行时在 S1 前等待，使用 T3、T4 滑行时在 V1 前等待。

## 2.2 RWY holding positions and requirements

2.2.1 Aircraft shall stop and wait for the instruction of TWR ATC at the relative runway-holding positions.

Locations of runway-holding positions refer to ZJHK AD2.24-1A, 2.

2.2.2 The nose of aircraft shall get close to the runway holding position marking without exceeding it when aircraft is waiting at the RWY holding position.

2.2.3 Aircraft shall report to ATC immediately when the nose of aircraft exceeding holding position without instruction.

## 2.3 General rules for the use of TWYs

## 2.3.1 Follow-me vehicle service and towing service

Follow-me vehicle service and towing service are available via Ground Control. Landing aircraft is guided by follow-me vehicle to stands.

## 2.3.2 One-way and two-way taxiway regulations

2.3.2.1 TWY T1 and TWY T3 mainly used for aircraft from N to S, TWY T2 and TWY T4 mainly used for aircraft from S to N.

2.3.2.2 Aircraft transferred from GND(S) to GND(N) shall hold in front of N1 when taxiing on the TWY T1 or T2, hold in front of V2 when taxiing on the TWY T3 or T4 if without clear control boundary instruction after leaving frequency.

2.3.2.3 Aircraft transferred from GND(N) to GND(S) shall hold in front of S1 when taxiing on the TWY T1 or T2, hold in front of V1 when taxiing on the TWY T3 or

T4 if without clear control boundary instruction after leaving frequency.

2.3.3 滑行道的使用限制

2.3.3 Limits for the use of TWYs

2.3.3.1 道面滑行限制

2.3.3.1 Ground taxiing limits

2.3.3.1.1 航空器在障碍物附近滑行时其速度不得超过 15km/h，当翼尖距离障碍物小于 10m 时，必须有专门引导人员观察与引导或者停止航空器的滑行。

2.3.3.1.1 The taxiing speed of aircraft is no more than 15km/h when taxiing around obstacles. If the distance between wing and obstacle is less than 10m, specialized staff observation and guidance is required, or stop the aircraft.

2.3.3.1.2 在滑行道等待位置设有等待标志，未经 ATC 许可，禁止航空器通过。

2.3.3.1.2 Holding position markings are set on the TWY holding position. Aircraft is forbidden to cross without permission from ATC.

2.3.3.1.3 航空器应按照指定的滑行路线滑行，以管制员指令为准。

2.3.3.1.3 Aircraft shall taxi on the designated taxiing routes following the instruction of ATC

2.3.3.1.4 滑行通道限制

2.3.3.1.4 TWYs limits

滑行道/TWYs	航空器翼展限制（m）/Wing span limits for aircraft(m)
B7(N of B)	52
B9(N of B), B15(S of B), B16(N of B), B17(N of B), N1, N2, N5, N7, N8(S of stand Nr.37), N9(S of stand Nr.37), S1, S2	36

注：停机坪其他滑行通道无限制

Remarks :No restrictions on other taxiway on parking apron.

2.3.3.1.5 N8 滑和 N9 滑限制同时运行翼展大于 64m 的航空器。

2.3.3.1.5 Aircrafts with wing span more than 64m taxiing on TWY N8 and TWY N9 at the same time is forbidden.

2.3.4 滑行道中间等待位置及使用规定：海口美兰机场现有 10 个中间等待位置，供航空器滑行中等待使用。其中 HP2-HP5、HP7-HP10 等待点的使用依据机坪指令等待，HP1、HP6 等待点的使用依据塔台指令等待。HP 等待点位置详见航图 ZJHK AD2.24-2。

2.3.4 Intermediate holding position marking and requirements of Intermediate holding position HP1-HP10 are established. HP2-HP5, HP7-HP10 shall be used by APN control instructions. HP1, HP6 shall be used by TWR control instructions. Refer to ZJHK AD2.24-2.

等待位置 Holding position	滑行方向 Taxiing direction	等待位置 Holding position	滑行方向 Taxiing direction
HP1	E to W	HP6	E to W
HP2	E to W	HP7	E to W
HP3	N to S	HP8	N to S
HP4	W to E	HP9	N to S
HP5	N to S	HP10	N to S

2.3.5 平行滑行道使用规定

滑行道 A、D 主要供进港航班使用，B、C 主要供离港航班使用。

2.3.5 Rules for parallel TWYs

TWY A and TWY D mainly used for arrival; TWY B and TWY C mainly used for departure.

2.3.6 多跑道管制扇区划分

2.3.6 Control area scope division

2.3.6.1 北塔职责范围：滑行道 D（不含）以北的机动区；

2.3.6.1 TWR(RWY10/28): maneuvering area N of TWY D(excluded);

2.3.6.2 北地面职责范围：南北跑道延长线对称轴以北，滑行道 D（含）以南的全部机动区；

2.3.6.2 GND(N):maneuvering area fromN of RWY09/27 and RWY10/28 extension line axis of symmetry, to S of TWY D(included);

2.3.6.3 南塔职责范围：滑行道 A（不含）以南的机动区；

2.3.6.3 TWR(RWY09/27): maneuvering area S of TWY A(excluded);

2.3.6.4 南地面职责范围：南北跑道延长线对称轴以

2.3.6.4 GND(S):maneuvering area fromS of RWY09/27

南，滑行道 A(含)以北的全部机动区；	and RWY10/28 extension line axis of symmetry, to N of TWY A(included);
2.3.6.5 海口美兰机场机坪管制责任范围如机场图所示，具体管制移交点及移交方式听从管制员指令执行。	2.3.6.5 Apron Control Area refers to ZJHK AD2.24-1A, the specific hand-over point and mode shall be instructed by ATC.
2.3.7 滑行道其他使用规定	2.3.7 Other rules for TWYs
2.3.7.1 在滑行道交叉道口设有中间等待标志和中间等待位置灯，航空器应在观察没有相对或交叉活动的情况下方可通过，或按照管制单位指令等待。	2.3.7.1 Intermediate holding position markings and Intermediate holding position lights are set at intersection of taxiways. Aircraft shall hold as instruction by ATC, or pass intersection according instructions when no traffic influence.
2.3.7.2 航空器地面滑行过程中在进入下一管制单位责任区前，必须得到下一管制单位的许可。	2.3.7.2 Aircraft shall get clearance from next control unit before taxiing into next control unit area.
2.4 机场冲突多发地带运行要求	2.4 Hot spot procedure
2.4.1 机动区冲突多发地带位置见航图 ZJHK AD2.24-1A, 2。	2.4.1 Refer to ZJHK AD2.24-1A, 2.
2.4.2 为减少运行差错，降低地面冲突的发生概率，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。	2.4.2 For the purpose of reducing errors that lead to ground conflicts, aircraft operating within the maneuvering area must follow the requirements below.
HS1: S3、B、B6 与 A4 脱离道的交叉区域	HS1: intersections of TWY S3, B, B6 & A4
航空器在此复杂区域运行时应加强观察，识别清楚滑行道标志。使用 B6 滑行道由北向南滑行的航空器，管制员指令沿 B6-B 滑行时，航空器驾驶员应注意监听和正确执行管制指令，转弯时避免误入 S3 滑行道。	Aircraft in this area shall observe extremely and pay attention to TWY markings. When taxiing along TWY B6-B by ATC, aircraft taxiing on TWY B6 from N to S shall pay attention to ATC instructions avoid entering TWY S3.
HS2: B、B9、B10 与 A5 脱离道的交叉区域	HS2: intersections of TWY B, B9, B10 & A5
管制员指令从停机位 24-28, 201-206, 211-220 出港	Departure aircraft exit by stands Nr.24-28, 201-206,

的航空器沿 B 向东或向西滑行时，应识别清楚 B 道  
面信息标志，避免误入 A 滑行道。

HS3: T3、T4、A、B 交叉区域

1、使用 T3 滑行道由北向南滑行的航空器，管制员指  
令沿 T3-A 滑行时，应注意观察 A 道面信息标志，避  
免误入 A6。

2、使用 A 滑行道由西向东滑行的航空器，管制员指  
令沿 A-T4 由南向北滑行时，航空器驾驶员应注意观  
察 T4 道面信息标志。

HS4: C、D、D2 交叉区域

管制员指令由南向北的航空器在 C 滑行道前等待，航  
空器在此区域上 D 滑行道前，必须得到塔台管制员的  
许可。此区域存在多条交叉路线，如误入 D2 滑行道  
应停止滑行并向塔台管制员报告。

HS5: N5、N6、C5、C 交叉区域

使用 N6 滑行道由东南向西北滑行的航空器，管制员  
指令沿 C5-C 滑行时，航空器驾驶员应注意监听和正  
确执行管制指令，识别清楚 N5、C5 及 C 道面信息标  
志，转弯时避免误入有机型使用限制的 N5 滑行道，  
如误入 N5 滑行道应停止滑行并向管制员报告。

HS6: N8、N9 滑行通道区域

因停机位 37 以南的 N8 和 N9 滑行道有机型使用限制，  
航空器在进入 29-38 号停机位时应加强观察，避免滑  
行错误。如误入该区域应停止滑行并向机坪管制员报  
告。

HS7: T3、T4、C、D、D7 交叉区域

211-220 taxiing on TWY B to E or to W shall pay  
attention to TWY B marking avoid entering TWY A.

HS3: intersections of TWY T3, T4, A & B

1. When taxiing along TWY T3-A by ATC, aircraft  
taxiing on TWY T3 from N to S shall pay attention to  
TWY A marking avoid entering TWY A6.

2. When taxiing along TWY A-T4 from S to N by ATC,  
aircraft taxiing on TWY A from W to E shall pay  
attention to TWY T4 marking.

HS4: intersections of TWY C, D & D2

Aircraft from S to N shall be instructed to hold short of  
TWY C. Aircraft shall not taxi into TWY D in this area  
without TWR clearance. This is an intersection of  
multi-TWYs. If taxiing into TWY D2 by mistake,  
aircraft should stop and report to TWR immediately.

HS5: intersections of TWY N5, N6, C5 & C

When taxiing along TWY C5-C by ATC, aircraft taxiing  
on TWY N6 from SE to NW shall pay attention to  
TWYs N5, C5 & C markings avoid entering TWY N5  
with limitation. If entering TWY N5 by mistake, aircraft  
shall stop and report to ATC immediately.

HS6: intersections of TWY N8 & N9

For aircraft type limitation on TWY N8 & N9(S of stand  
Nr.37), aircraft taxiing into stands Nr.29-38 shall pay  
extremely attention to avoid taxiing into wrong TWY. If  
taxiing into this area by mistake, aircraft should stop and  
report to APN immediately.

HS7: intersections of TWY T3, T4, C, D & D7



航空器在此复杂区域运行时应加强观察, 识别清楚滑行道标志。使用 D 滑行道由东向西滑行的航空器, 管制员指令沿 T3 由北向南滑行时, 航空器驾驶员应注意观察 T3 道口标志。	Aircraft in this area shall observe extremely and pay attention to TWY markings. When taxiing along TWY T3 from N to S by ATC, aircraft taxiing on TWY D from E to W shall pay attention to TWY T3 marking.
2.5 进港航空器管制规定	2.5 Air traffic control regulations for arrival aircraft
2.5.1 快速脱离	2.5.1 Rapid exit
2.5.1.1 航空器在着陆后应尽快(飞越跑道入口端至完全脱离跑道应在 50s 内)脱离跑道, 如需使用更长的时间占用跑道应在着陆前通知管制员。	2.5.1.1 Landing aircraft shall vacate the RWY as soon as possible(within 50 seconds from flying over THR to vacating the RWY), otherwise inform TWR controller before landing.
2.5.1.2 在脱离跑道首次与管制员联系时, 尤其在低能见度情况下, 必须向地面管制员报告具体位置。	2.5.1.2 Landing aircraft must report the vacated RWY designation and the TWY in use during initial contact with GND control, especially under low visibility condition.
2.5.2 管制移交	2.5.2 Hand-over
2.5.2.1 进港航空器与塔台管制员脱波后, 应立即与米兰机坪(APN)建立联系。	2.5.2.1 Pilot shall contact Meilan Apron(APN) as soon as leaving TWR frequency.
2.5.2.2 机场机坪区域由机场机坪管制部门负责, 具体的移交点和移交方式听管制员指挥。	2.5.2.2 Aircraft shall be instructed by APN in airport apron area. The specific hand-over point and mode shall be instructed by ATC.
2.5.3 地面引导	2.5.3 Ground guidance
机组如对停机位有疑问时, 应向地面管制或机坪管制证实。	Flight crew shall verify the questions about stands via GND or APN.
2.6 离港航空器管制规定	2.6 Air traffic control regulations for departure aircraft
2.6.1 放行许可	2.6.1 Delivery clearance
2.6.1.1 离港航空器必须在推出开车前 10min 内, 联系地面管制申请放行许可。	2.6.1.1 Departing aircraft shall contact GND Control for delivery clearance within 10min before start-up.

- 2.6.1.2 航空器可以通过两种方式取得放行许可:数字放行 DCL 和人工播发放行。
- 2.6.1.2 Aircraft could obtain delivery clearance through DCL or controller.
- 2.6.1.3 通过以上方式抄收完放行许可后,离港航空器在准备好推出及开车时通报放行许可发布席,得到脱波许可后联系美兰机坪申请推出开车。
- 2.6.1.3 When departure aircraft is ready to push back and start-up, they shall inform Delivery Control, then apply to push back and start-up from APN after obtaining leave FREQ clearance.
- 2.6.1.4 当 DCL 无法完成放行许可的申请或发布时,飞行员可采用语音方式申请人工播发放行许可。
- 2.6.1.4 If the DCL service is not available, pilots shall contact controller for verbal ATC clearance.
- 2.6.1.5 当离港航空器收到 DCL 数字放行许可后,航空器驾驶员需要向放行许可发布席复诵下列信息:(a)呼号、(b)使用跑道、(c)起始高度、(d)修正海压。
- 2.6.1.5 After obtaining DCL clearance, departure aircraft shall repeat informations to Delivery Control as follows: (a) call sign, (b) RWY in use, (c) initial altitude, (d) QNH.
- 2.6.2 快速起飞
- 2.6.2 Rapid take-off
- 2.6.2.1 通常情况下,离场航班获得进跑道许可后,从跑道外等待点滑行至进跑道完成起飞准备的时间应在 1min 内,如需更长时间,应及时通知管制员。
- 2.6.2.1 Departure aircraft shall enter RWY and be ready to take off from RWY holding position within 1min after receiving ATC instructions of entering RWY; If need more time, pilot shall inform TWR controller in time.
- 2.6.2.2 机组在收到管制员的起飞指令后应尽快执行,如在 1min 内无法开始滑跑的要尽早通知管制员。
- 2.6.2.2 When flight crew receive ATC instruction to take off, they shall conduct it as soon as possible. If flight crew consider that they can not fulfill the process within 1min, pilot shall inform TWR controller as soon as possible.
- 2.6.3 管制移交
- 2.6.3 Hand-over
- 机场机坪区域由机场机坪管制部门负责,具体的移交点和移交方式听管制员指挥。
- Aircraft shall be instructed by APN in airport apron area. The specific hand-over point and mode shall be instructed by ATC.
- 2.7 对机组的要求
- 2.7 Requirements for flight crew
- 2.7.1 听清并复诵地面管制员的滑行指令,尤其是界
- 2.7.1 Repeat the whole taxiing instructions issued by

限性指令，发现疑问及时证实。

GND and make it clear especially for boundaries when there is a doubt.

2.7.2 航空器在地面滑行期间，航空器驾驶员必须按照地面管制员指令滑行，并加强地面观察，当观察到不明活动情况时，应及时通知地面管制员。

2.7.2 Flight crew shall follow GND instructions to taxi, keep watching ATC-related activities and report the observed activities to GND in time.

2.7.3 专机滑行路线应按照地面管制员指令滑行。

2.7.3 Taxiing routes of special flight will be instructed by GND.

2.7.4 机组如在地面管制扇区移交后联系不畅，应在等待线前停止滑行，并向原地面管制扇区报告。

2.7.4 If failed to change to the assigned GND frequency, hold at the holding line and contact the original frequency.

2.7.5 当机组误操作滑错方向或路线时，应该立即停止滑行并向管制员报告。

2.7.5 When taxiing to the wrong direction or route by mistake, stop immediately and report ATC.

2.7.6 航空器地面运行时，应确保应答机 S 模式处于运行状态。

2.7.6 When aircraft operate on the ground, transponder S mode shall be set and confirmed.

## 2.8 特殊机型运行规定

## 2.8 Operating regulations for special types of aircraft

海口美兰国际机场新增滑行运行限制,A340-600、A350-1000、B777-300、B777-300ER 机型禁止在下列位置处运行：

Taxiway operation limitations updated,A340-600,A350-1000,B777-300,B777-300ER are forbidden to enter taxiway as following:

1. 由 A 滑转入 A1、A2、A7、B6、B7、B8、B9 滑。

1. Enter taxiway A1,A2,A7,B6,B7,B8,B9 via taxiway A.

2. 由 A1、A2、A7、B6、B7、B8、B9 滑转入 A 滑。

2. Enter taxiway A via taxiway A1,A2,A7,B6,B7,B8,B9.

3. 由 B 滑转入 B 滑以南的 B6、B 滑以南的 B7、B 滑以南的 B8、B 滑以南的 B9 滑。

3. Enter taxiway B6(south of taxiway B), B7(south of taxiway B), B8(south of taxiway B), B9(south of taxiway B) via taxiway B.

4. 由 B 滑以南的 B6、B 滑以南的 B7、B 滑以南的 B8、B 滑以南的 B9 滑转入 B 滑。

4. Enter taxiway B via taxiway B6(south of taxiway B), B7(south of taxiway B), B8(south of taxiway B), B9(south of taxiway B).

## 3. 机坪和机位的使用

## 3. Use of aprons and parking stands

3.1 停机位限制

3.1 Limits for aircraft parking on the following stands:

停机位/Stand	航空器翼展限制/Wing span limits for aircraft
Nr. 45(45L/R not AVBL simultaneously), 901	80m
Nr. 37, 38, 43, 44, 46-48, 53, 54	69m
Nr. 7, 10, 20, 24, 42, 309-312, 401, 402, 513	65m
Nr. 9, 11-14, 19, 21-23, 313	48m
Nr. 15-18	38.5m
Nr. 1-6, 8, 25-28, 201-206, 211-220, 301-308, 314-319, 601, 602, 605, 606	37.5m
Nr. 29-36, 39-41, 45L, 45R, 49-52, 55-63, 101-114, 403, 503, 504, 701-703, 813-818	36m
Remarks: Aircraft parking on stands except Nr. 109-114, 201-206, 301-308, 314-316, 318, 319, 901 shall be pushed back.	

3.1.1 当停机位 45 使用时, 45L 和 45R 停止使用; 当 45L 或 45R 使用时, 停机位 45 停止使用。

3.1.1 When stands Nr.45 is used, Nr. 45L and 45R are forbidden to use; When stands Nr. 45L or 45R is used, Nr.45 is forbidden to use.

3.2 机坪运行管理规定

3.2 Apron operations regulations

3.2.1 离港航空器推出开车滑行五个阶段的具体操作程序:

3.2.1 Procedure for push back, start up and taxiing of departure aircraft:

3.2.1.1 航空器向海口放行席申请放行许可;

3.2.1.1 Obtain delivery clearance via Haikou Delivery;

3.2.1.2 航空器准备完毕, 向海口放行(DEIVERY)申请推出开车许可;

3.2.1.2 Obtain push back and start up clearance via Haikou Delivery when aircraft stand by;

3.2.1.3 经海口放行(DEIVERY)同意后, 向美兰机坪(APN)申请推出开车许可;

3.2.1.3 With clearance of Haikou Delivery, obtain push back and start up clearance via Meilan Apron;

3.2.1.4 航空器推出开车后, 向美兰机坪(APN)申请机

3.2.1.4 Obtain taxiing clearance via Meilan Apron after

坪区域内的滑行许可;	start up;
3.2.1.5 航空器离开停机坪前, 按照美兰机坪(APN)的指令, 向海口塔台(TWR)或海口地面(GND)申请进一步滑行许可。	3.2.1.5 Obtain taxiing clearance via TWR or GND following the instruction of APN before vacating the apron.
3.2.2 进港航空器滑行工作流程:	3.2.2 Procedure for arrival aircraft:
3.2.2.1 进港航空器计划落地前 15min 可与美兰机场指挥中心(OP-CTL131.725MHz)联系, 通报预计降落时间。停机位由美兰机场指挥中心统一安排或调整。	3.2.2.1 Contact Meilan Operation(OP-CTL131.725MHz) 15 minutes before landing to notify the estimated landing time. Parking stands are arranged by OP-CTL.
3.2.2.2 航空器脱离跑道后, 由海口塔台(TWR)指挥滑行;	3.2.2.2 Obtain taxiing clearance via TWR after vacating RWY;
3.2.2.3 航空器进入机坪前, 按海口塔台(TWR)指令联系美兰机坪(APN)索取停机位信息及进一步滑行许可。	3.2.2.3 With instructions of TWR, aircraft shall contact Meilan Apron for stands information and taxiing clearance before enter apron.
3.2.3 有飞行活动的时间内, 未经海口塔台、美兰机坪同意, 严禁航空器利用自身动力滑行或使用拖车拖行。	3.2.3 Taxiing on own power or by tow tractor is strictly forbidden without Haikou TWR and Meilan Apron clearance during flight activities.
3.2.4 发动机试车, 须经地面管制许可, 并在指定地点进行。严禁在廊桥附近、客机坪和滑行道试大车。	3.2.4 Engine run-ups are subject to Ground Control clearance, and shall be carried out at a designated location. Fast engine run-ups in the vicinity of boarding bridges and on apron or TWYs are strictly forbidden.
3.2.5 本场测试应答机须经管制部门同意。	3.2.5 Testing transponder should be with ATC permission.
3.2.6 航空器在机坪区域内的滑行速度不得超过 50km/h, 在障碍物附近滑行时其速度不得超过 15km/h, 当翼尖距离障碍物小于 10m 时, 必须有专门引导人员观察与引导或者停止航空器的滑行。航空器直线牵引速度不得超过 10km/h, 转弯时不得超过	3.2.6 The taxiing speed of aircraft is no more than 50km/h within apron, and no more than 15km/h when taxiing around obstacles. If the distance between wing and obstacle is less than 10m, specialized staff observation and guidance is required, or stop the

- 3km/h。

3.2.7 从停机坪滑出的航空器和在跑道等待位置外等待起飞的航空器，如因故不能起飞需等待检查或需要滑回停机坪时，应严格按照管制单位指定的滑行路线滑至指定位置或滑回停机坪。

3.3 实施航空器推开同步的程序和要求

3.3.1 推开同步程序是指在允许的机位或机坪区域，离港航空器在推出过程中启动发动机并全程处于最小地面慢车功率状态，待完成推到位、机务撤离后即可滑出。

3.3.2 允许实施推开同步的停机位包括：3-25、211-214、309-313。其他停机位除特殊申请外，禁止实施推开同步程序。

3.3.3 允许实施推开同步的对应机型及要求如下表：
- aircraft.Towing speed of aircraft is no more than 10km/h, and no more than 3km/h while turning.

3.2.7 For aircraft taxiing away from Apron and waiting at holding point of runway, if any on-site check or check at Apron happens, aircraft shall taxi to assigned position or Apron via instructed taxiway by ATC.

3.3 Implement the procedures and requirements for the aircraft push back and start-up synchronization.

3.3.1 Push back and start-up synchronization procedure means that in the allowed stands or apron area, departure aircrafts start-up the engine during the push back process and maintain the minimum ground idle power state, and then taxi out after the aircrafts are fully pushed in place and the aircraft maintenance staff are evacuated.

3.3.2 Push back and start-up synchronization procedure is available for stands Nr. 3-25, 211-214, 309-313. Other aircraft stands are prohibited from implementing the push back and start-up synchronization procedure except for special applications.

3.3.3 The types and requirements of aircraft allow push back and start-up synchronization as follows:

牵引车型号/Types of tractor	推开同步运行机型及要求/Types and requirements of aircraft
Wheel tractor	E190, A320, B737; single-engine start-up
Towing tractor(28t)	E190, A320, B737; double-engine start-upA300, A330, A340, B767, B777, B787; single-engine start-up

Towing tractor(45t)	E190, A300, A320, A330, A340, B737, B767, B777, B787; double-engine start-up
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- 3.3.4 航空器有影响发动机、飞控、刹车、转弯和液压等系统的故障保留或推出过程突发上述故障时，禁止实施推开同步运行。

3.3.4 When the aircraft has a fault-retaining that affects the engine, flight control, brakes, turning and hydraulic systems or the above-mentioned faults are happened in the process of pushing back, it is prohibited to implement the push-back and start-up synchronization operation.
- 3.3.5 机组须接受推开同步运行培训，熟悉运行流程和相关应急处置程序。

3.3.5 The aircrew must receive push back and start-up synchronization training and be familiar with the operational procedures and relative emergency procedures.
- 3.3.6 经机组、机务人员、牵引车驾驶员三方共同评估并确认后方可实施推开同步运行，有一方评估未达运行条件则禁止实施推开同步运行，并由机务人员向机坪管制中心通报相关信息。

3.3.6 After the aircrew, the aircraft maintenance staff and the tow-car driver jointly evaluated and confirmed, the push back and start-up synchronization operation can be implemented; if one party fails to meet the operating conditions, it is prohibited to implement the push back and start-up synchronization procedure, and the aircraft maintenance staff informs the apron control center of relevant information.
- 3.3.7 机务人员完成准备阶段全部工作后，应向机组报告是否实施推开同步（标准用语：“机组你好，该机位可以/不可以边推边启动发动机，实行单发或双发启动程序”），在得到机组确认后，将计划实施推开同步单发或双发启动的情况通报给牵引车司机。

3.3.7 After completing all the work in the preparation phase, the aircraft maintenance staff should report to the aircrew whether to implement push back and start-up synchronization (standard term: 'Hello, the aircrew , the stand can/cannot start the engine while pushing back'). After the aircrew's confirmation, inform the tow-car driver whether to start the engine while pushing.

3.3.8 在推出过程中，机组应保持发动机功率不得大于最小慢车状态。推开同步单发启动时，剩余发动机须等航空器推到位，设置好停留刹车后再启动。

3.3.9 如推出过程中航空器出现非正常情况需要停止，机组应及时通报机务人员，等航空器停稳，机务许可后方可设置停留刹车。

3.3.10 在推出航空器过程中，如出现机组、机务人员、牵引车司机三方通讯中断的情况，应及时更换通讯工具或使用标准手势进行沟通。

3.3.11 在实施过程中发生突发情况时，应立即中断推开同步程序，并通报运行指挥中心处置。

#### 3.4 目视停靠系统飞行员指南

3.4.1 参考机场 1.1 目视停靠引导系统飞行员指南，本场的目视停靠引导系统航空器验证失败说明为：在航空器进入泊位的期间，系统将检测航空器的几何形状。如果由于某些原因在距离停止位置 15m 前没能完成航空器验证，显示器显示“WAIT”，并进行第二次检测。如果这次仍然失败，则分成上下两行显示显示

3.3.8 During the push back process, the aircrew shall maintain engine power not greater than the minimum ground idle state. The push back and start-up synchronization operation only allows one engine to be started, and the remaining engines can start after the aircraft to be pushed in place and set the parking brake.

3.3.9 If the aircraft needs to stop in the abnormal situation during the push back process, the aircrew shall inform the aircraft maintenance staff in time, and set the parking brake waiting until the aircraft comes to a stop and the permission of the aircraft maintenance staff.

3.3.10 In the process of pushing the aircraft, if the three-party communication of the aircrew, the aircraft maintenance staff and the tow-car driver is failure, they shall change the communication tools or use standard gestures to communicate in time.

3.3.11 When emergency situation is happened during the implementation, the push and start-up synchronization procedure shall be interrupted immediately. And inform the Airport Operation Command Center to dispose.

#### 3.4 Pilot instructions for Visual Docking Guidance System

3.4.1 Refer AD1.1, in HAIKOU/mailan airport, aircraft verification failure instruction as follows: During entry into the Stand, the aircraft geometry is being checked. If, for any reason, aircraft verification hasn't been done until 15m in front of the stop-position, the display first shows "WAIT" and makes a second verification check.



“STOP”和“ID FAIL”。没有人工引导，航空器不能继续滑行，除非显示停泊进度条。

3.4.2 停靠程序没有完全结束前，驾驶员不得关掉发动机或松刹。

3.4.3 建议滑行速度：在停靠过程中，航空器应严格控制并逐渐降低滑行速度，即距显示屏 30m 至 20m，最大速度 6m/s，至停止点 10m 之前最大速度 3m/s，从显示屏显示 10m 开始，航空器应以能控制的最低速度滑行，匀速至 2m/s，直到停止点。

3.4.4 遇到下列问题时，航空器应立即停止滑行，根据停机坪管制人员的进一步指示完成泊位过程：

a. 显示的机型和航班号与停靠中的航空器不一致：

b. 显示屏看不清楚或者无法显示：

c. 显示紧急停止信号 ESTOP；

d. 驾驶员确信停靠系统发出错误停靠信息；

e. 显示屏显示错误信息。

3.4.5 当系统无法探测航空器（既没有在显示屏下端显示航空器机型信号，也没有在上端显示距离信息），或当航空器机头已到达旅客登机桥驾驶员仍无法从显示屏看到航空器型号时，驾驶员应立即停止前进，等待停机坪管制的进一步指示。

3.4.6 泊位引导安全提示：

If this fails again, "STOP" and "ID FAIL" will be displayed. The pilot must not proceed without manual guidance, unless the closing rate bar is displayed.

3.4.2 Pilots are forbidden to turn off engine or release brakes before docking completely.

3.4.3 Suggested speed: In the process of docking, 30-20m to the display, taxiing speed shall slow down gradually, the MAX speed is 6m/s. 10m beyond the display, the MAX speed is 3m/s. Then keep down to the MIN speed 2m/s to stop position.

3.4.4 Under the following circumstance, aircraft shall stop taxiing immediately and berth according to the instruction from APN controller:

a. The type and flight number displayed are inconsistent with the docking aircraft;

b. The display screen cannot see clearly or cannot display;

c. Display the emergency stop signal ESTOP;

d. Pilot is convinced that the docking system has displayed an incorrect information.

e. The display shows an error information.

3.4.5 If Visual Docking Guidance System fail to verify the type and flight number of the aircraft, or pilot cannot see the type of aircraft while aircraft nose getting to the boarding bridge, pilot shall stop immediately and wait for further instruction from APN.

3.4.6 Notice for docking guidance:

停机位 59 的泊位引导单元与停止线相距 61.4m, 引导单元显示屏亮度根据环境变化自动调整、字体大小固定。停靠时建议各机组以引导进度条为主, 数字为辅, 需要停止时会有较为醒目的 STOP 字体提示。

#### 4. 低能见度运行

4.1 低能见度运行 (标准 II 类、低能见度起飞、HUD 低能见度起飞)。

4.1.1 运行方式及启动标准:

Docking guidance unit on stand Nr.59 is 61.4m to stop line, the luminance of the display screen changed automatically and font size is fixed. Flight crew shall mainly depend on the closing rate bar than the number. "STOP" is displayed if needed.

#### 4. Low visibility operation

4.1 Low visibility operation(LVO)(standard CAT II, Low visibility take-off, HUD Low visibility take-off).

4.1.1 Low visibility procedures operation mode and commencement standard

operation mode	operation requirement		RWY AVBL
	RVR or ceiling	LVP requirement	
HUD Special ILS CAT I	450≤RVR<550 or 45≤ceiling<60	Yes	RWY09/27 RWY10/28
standard ILS CAT II(Autopilot to DH and below)	300≤RVR<550 or 30≤ceiling<60	Yes	RWY10
standard ILS CAT II(Manual operation below DH)	ACFT CAT A,B,C:300≤RVR<550 or 30≤ceiling<60 ACFT CAT D:350≤RVR<550 or 30≤ceiling<60	Yes	RWY10
Low visibility take-off	ACFT CAT A,B,C:200≤RVR<400ACF T CAT D: 250≤RVR<400	Yes	RWY09/27 RWY10/28

HUD Low visibility take-off (RVR200m)	200≤RVR<400	Yes	RWY09/27 RWY10/28
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4.2 低能见度运行程序的启动准备与结束	4.2 Low visibility procedures commencement and termination
4.2.1 下列情形下将进入低能见度运行程序准备阶段	4.2.1 LVP would be commenced when comply with the following criteria
(1)跑道视程 RVR 数值降至 1000m 且气象预报能见度呈下降趋势,或者云底高降至 90m 且气象预报云高呈下降趋势时;	(1)RVR is down to 1000m or ceiling is down to 90m and expected to decline;
(2)跑道视程 RVR 上升至 100m, 并且继续上升。	(2)RVR is up to 100m and expected to rise.
4.2.2 下列情形下将进入低能见度运行程序实施阶段	4.2.2 LVP would be implemented when comply with the following criteria
(1)开始实施低能见度运行的时机为能见度降至 800m 或跑道视程 RVR 降至 550m, 或者云底高降至 60m 时;	(1)VIS is down to 800m or RVR is down to 550m or ceiling is down to 60m;
(2)跑道视程 RVR 上升至 200m, 并且继续上升。	(2)RVR is up to 200m and expected to rise.
4.2.3 下列情形下将结束低能见度运行程序	4.2.3 LVP would be terminated when comply with the following criteria
(1)跑道视程 RVR 上升至 550m 且云底高上升至 60m, 并呈上升趋势;	(1)RVR is up to 550m and ceiling is up tp 60m, and expected to rise;
(2)跑道视程 RVR 小于 100m, 稳定或继续变差时。	(2)RVR is lower than 100m, and keep stable or expected to decline.
4.3 信息发布及申请	4.3 Information publishing and applying
4.3.1 当天气条件达到低能见度运行准备阶段天气标准时, 海口塔台完成低能见度运行启动准备工作后, 由塔台管制室通过 D-ATIS 、 ATIS 、 VHF (根据运行情况选择方式) 向机组发布信息。	4.3.1 When the weather conditions comply with the above criteria, and Haikou TWR is ready to implement LVP,TWRATC will inform flight crew via D-ATIS, ATIS or VHF(depending on the operation mode).

4.3.2 当天气条件达到低能见度运行实施阶段天气标准时,经确认机场和空管具备低能见度运行条件,海口塔台通过 D-ATIS、ATIS、VHF(根据运行情况选择方式)宣布正式实施低能见度运行。

4.3.3 准备实施低能见度的机组,应向空管管制员提出申请。

#### 4.4 地面运行规定

4.4.1 航空器引导:在实施低能见度运行时,所有进离港航空器在停机坪区域滑行必须全程引导车引导。塔台管制地带内根据机组需求提供引导车引导。引导车速不得超过 20km/h。

4.4.2 II 类运行时,离场航空器应听从管制员在指定滑行道 II 类等待位置等待,未经许可,禁止越过等待线,避免进入仪表着陆系统敏感区;进场航空器进入主滑道后表明已离开仪表着陆系统敏感区,此时必须向塔台管制室报告“已脱离跑道”并报告脱离道口。

4.5 飞行员应该获得如下信息:

1. 气象实况和预报
2. 确认低能见度程序正在实施

#### 4.6 其他特殊要求

在海口美兰机场实施低能见度的航空器运营人必须获得所在国民航有关部门运行批准。

4.3.2 When the weather conditions comply with the above criteria, aerodrome and ATC have the ability to implement LVP, TWRATC will inform flight crew via D-ATIS, ATIS or VHF(depending on the operation mode).

4.3.3 Aircrew ready to implement LVP shall apply for LVP from ATC.

#### 4.4 Ground operation regulation

4.4.1 Aircraft guidance: when conducting LVP, all arrival/departure aircraft shall be guided by follow-me vehicle within the apron. Follow-me vehicle is available on request by flight crew within the tower control area. Guiding speed shall not exceed 20km/h.

4.4.2 When conducting CAT II, departure aircraft shall follow ATC instruction and hold at designated TWYCAT II holding position, cannot cross holding line without permission for avoiding entering the ILS sensitive area; arrival aircraft have left ILS sensitive area once entering main TWY, pilot shall report to TWR: 'RWY vacated', and report vacate TWY.

4.5 Pilot shall get the following information:

1. Weather conditions and forecast
2. Confirm the LVP is being implemented

#### 4.6 Other special requirements

The operator conducting LVP in ZJHK airport shall get authorization from the applicable foreign regulatory authority.

**5. 直升机飞行限制，直升机停靠区**

不允许在机位上作起降。停靠区在停机位 201-206、211-220。

**6. 警告**

6.1 09/27 跑道北侧机场高速公路灯光与跑道灯光相似，注意识别。

6.2 每天 UTC 11:00-13:00, 17:00-19:00, 23:00-01:00(次日)，海口永庄(N200000E1101500)释放气象探空气球，球体高 1.2-2.0m，探空气球漂移半径为 100km，上升率为 350m/min，升限 30000m。请过往机组注意观察。

6.3 航空器绕飞天气时，注意避免进入 D208 危险区。

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

Taking off and landing are forbidden on the parking stands. Parking area is stands Nr. 201-206, 211-220.

**6. Warning**

6.1 Do not mistake the freeway lights located at N of RWY09/27 for RWY lights.

6.2 Ascent of MET balloon take place at N200000E1101500, UTC 11:00-13:00, 17:00-19:00, 23:00-01:00(next day) daily, height of balloon itself is 1.2-2.0m, floating radius: 100km, rate of ascent: 350m/min, ceiling: 30000m. Flight crew shall pay attention to the MET balloon.

6.3 Aircraft shall pay attention to avoid Danger Area(ZG(D)208) near airport during weather deviation.

**ZJHK AD 2.21 减噪程序****1 噪音限制规定**

1.1 在保证安全超障和飞行程序最低爬升梯度的条件下,执行如下起飞减噪程序。由于非管制原因不执行减噪程序，飞行员必须在起飞前告知管制员并说明原因(校验飞行等特殊飞行除外)。

**2 起飞减噪程序**

2.1 在航空器起飞性能运行允许的情况下，尽可能使

**ZJHK AD 2.21 Noise abatement procedures****1 Noise restrictions**

1.1 In condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following noise abatement climb procedures shall be implemented. If the procedures can not be implemented due to any reason except ATC, pilot shall inform the controller with a reasonable explanation(except for flight check and other special flight).

**2 Noise abatement procedures for departure**

2.1 The derated take-off is strongly recommended if the

用减推力起飞。

2.2 在高度 450m 时，起始爬升速度  $V_2+20\text{km/h}(10\text{kt})$ ，减小功率至爬升功率，保持原有襟翼和速度继续爬升。

2.3 高度 900m 以上时，转为正常航路爬升速度并按规定收襟翼/缝翼。

take-off performance of aircraft permit.

2.2 At altitude 450m, with a climb speed of  $V_2 + 20\text{km/h}(10\text{kt})$ , reduce engine power/thrust to climb power/thrust and maintain a speed with flaps and slats in the take-off configuration.

2.3 At altitude 900m or above, maintain a positive rate of climb, accelerate to normal en-route climb speed and retract flaps/slats as prescribed.

## ZJHK AD 2.22 飞程序

### 1. 总则

1.1 除经海口进近或塔台特殊许可外，在海口进近管制区和塔台管制区内的飞行，必须按照仪表飞行规则进行。

1.2 进离港航空器在海口进近管制区和塔台管制区以实施 PBN 运行程序为主。如航空器驾驶员无法执行上述要求时，必须在初始联系管制员时向 ATC 申请，并说明原因。

### 2. 起落航线

2.1 10/28 跑道起落航线以跑道北侧为主，A、B 类航空器高度 300m，C、D 类航空器高度 500m。

2.2 09/27 跑道起落航线以跑道南侧为主，A、B 类航空器高度 300m，C、D 类航空器高度 500m。

### 3. 仪表飞程序

## ZJHK AD 2.22 Flight procedures

### 1. General

1.1 Flights within Haikou Approach Control Area and Tower Control Area shall operate under IFR unless special clearance has been obtained from Haikou Approach Control or Tower Control.

1.2 Departure and arrival aircraft shall mainly conduct PBN flight procedures within Haikou Approach Control Area and Tower Control Area. If aircraft cannot conduct PBN, pilots shall inform ATC on initial contact with controllers, and state reasons.

### 2. Traffic circuits

2.1 Traffic circuits shall be normally made to the N of RWY10/28, at the altitude of 300m for aircraft CAT A/B, and 500m for aircraft CAT C/D.

2.2 Traffic circuits shall be normally made to the S of RWY09/27, at the altitude of 300m for aircraft CAT A/B, and 500m for aircraft CAT C/D.

### 3. IFR flight procedures

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。

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. Radar procedures and/or ADS-B procedures

4.1 海口进近管制区域内实施雷达管制。

4.1 Radar control within Haikou Approach Control Area has been implemented.

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塔台建立通信联络时，雷达管制终止。

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

4.3 最低监视引导高度扇区

4.3 Surveillance Minimum Altitude Sectors

Sector Nr.1	ALT limit: 1750m or above
N191519E1085103-N193015E1085103-N193015E1091500-N193015E1101354-N191500E1101354-N191500E1091500-N191519E1085103	
Sector Nr.2	ALT limit: 850m or above
N193015E1091500-N194200E1091500-N194200E1095620-N194200E1105300-N194630E1105221-N194630E1110815-N191500E1110815-N191500E1101354-N193015E1101354-N193015E1091500	
Sector Nr.3	ALT limit: 600m or above
N194200E1091500-N203000E1091500-N203000E1113000-N191500E1113000-N191500E1110815-N194630E1110815-N194630E1105221-N201300E1104834-N201300E1100630-N194200E1095620-N194200E1091500	
Sector Nr.4	ALT limit: 550m or above
N194200E1095620-N201300E1100630-N201300E1104834-N194630E1105221-N194200E1105300-N194200E1095620(expect Sector Nr.5)	
Sector Nr.5	ALT limit: 750m or above
N195722E1101507-N195943E1101249-N200535E1101249-N200535E1102519-N195930E1102519-N195722E1101507	

2303-N195722E1101507	
Sector Nr.6	ALT limit: 1150m or above
N193015E1085103-N195117E1085103-N201624E1090633-N203000E1091500-N194200E1091500-N193015E1091500-N193015E1085103	

**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。

**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**

机场塔台（进近）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. Procedures for VFR flights**

With the prior permission of ATC, visual separation and visual approach can be implemented within Tower Control Area and Approach Control Area.

**7. 目视飞行航线**

无

**7. VFR route**

Nil

**8. 其它规定**

无

**8. Other regulations**

Nil

**ZJHK AD 2.23 其它资料****ZJHK AD 2.23 Other information****鸟情资料**

全年有鸟类活动。机场当局采取了驱赶措施，以减少鸟类活动。

**Bird's information**

Activities of bird flocks take place all the year round. Aerodrome Authority resorts to dispersal methods to reduce bird activities.

Bird name	Activity month	Activity time	Flying height
Heron	The whole year	22:00-11:00	30-400m
Migratory herons	Mar.- May;Sep.- Dec.	20:00-02:30	200-1000m



		10:30-15:30	
Waders	Mar.- May;Sep.- Dec.	22:00-10:30	5-1000m
Black-shouldered Kite, common kestrel	The whole year	22:30-10:00	30-400m
Grass Owl, Oriental Bay Owl	The whole year	11:00-19:30	1-10m
House Swift	The whole year	22:00-10:00	10-400m
Barn Swallow	Mar.- Aug.	22:00-10:00	1-200m
Starlings	The whole year	23:00-11:30	1-400m
Pipits	Jan.- Apr.;Oct.- Dec.	22:30-10:30	1-200m
Bat	Feb.- Dec.	21:30-00:30 11:00-15:00	1-50m