

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

ZHCC/CGO-郑州/新郑 ZHENGZHOU/Xinzheng

ZHCC AD 2.2 机场地理位置和管理资料 Aerodrome geographical and administrative data

1	机场基准点坐标及其在机场的位置 ARP coordinates and site at AD	N34°31.1' E113°50.4' Center of RWY12R/30L
2	机场基准点与城市的位置关系 Direction and distance from city	160 °GEO, 29.5km from Erqi square
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	151.2 m/32.6°C(JUL)/-3.4°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	4 °W/-
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	Zhengzhou Xinzheng International Airport Co. Ltd. Zhengzhou Xinzheng International Airport, Zhengzhou, Henan province, China Post code:450019 TEL:86-371-58516932 FAX:86-371-58516932 E-mail:cgozhb@126.com Website:www.zzairport.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/RWY12L/30R: 4F; RWY12R/30L: 4E
9	备注 Remarks	Nil

ZHCC 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	HS or O/R
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Platform lift, luggage towing vehicle, fork, baggage handling, luggage cargo trailer, rolling pallet truck, container trailer, collection paneling trailer.
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 pipeline: 277L/s Refueling truck(25000L, 20000L): 20L/s
5	除冰设施 De-icing facilities	22 De-icers, de-icing fluid (I and II)
6	过站航空器机库 Hangar space for visiting aircraft	China Southern airlines hangar. Accommodate two narrow body aircraft(B737) CTC: 86-371-68518883
7	过站航空器的维修设施 Repair facilities for visiting aircraft	CGO maintenance provides line maintenance services on B737-600/700/800/900 series, B737-8, A319/A320/A321/A330 series, and ARJ21-700 aircraft models. CGO maintenance is capable to deliver regular maintenance on B737-600/700/800/900 series, limited to 2400 flight hours (inclusive), 1600 flight cycles (inclusive), and regular maintenance for 120 calendar days or less; B737-300/400/500 series, limited to 4A check (inclusive) or less; A319/A320/A321 series, limited to 3000 flight hours (inclusive), 3000 flight cycles (inclusive), and scheduled maintenance for 18 calendar months or less; No air materials or engine replacement equipment.
8	备注 Remarks	Ground power unit, ground air supply unit, ground air preconditioning unit

ZHCC AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD
2	餐饮 Restaurants	At AD
3	交通工具 Transportation	Passenger's coaches, taxis
4	医疗设施 Medical facilities	At AD
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	Nil
7	备注 Remarks	Nil

ZHCC 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: rapid intervention vehicle, primary foam tender, heavy-duty foam tender, illumination truck, command car, disassembly rescue truck. Rescue equipment: hydraulic expander, toothless cutting saw, rescue air-cushion.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to B747 Removal equipment: uplift air cushion, tow truck, lifting equipment, towing equipment, tethering equipment, landing gear hanger, activities surface, sleeper.
4	备注 Remarks	Nil

ZHCC 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 Snow blowers, snow slingers, snow removal vehicles, ramp snow vehicles, snow fluid truck.
2	扫雪顺序 Clearance priorities	RWY, TWY, APN SIMUL
3	备注 Remarks	Nil

ZHCC 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	道面	CONC
---	----------	----	------

	Apron surface and strength	Surface	
		强度 Strength	PCR 1200/R/B/W/T : Stands Nr. 235-239, 240 PCR 1170/R/B/W/T : Stands Nr. 903-906 PCR 1090/R/B/W/T : Stands Nr. 27-31 PCR 1000/R/A/W/T : Stands Nr. 71, 266-270, 803, 804, 888 PCR 980/R/A/W/T : Stands Nr. 266L, 266R PCR 960/R/A/W/T : Stands Nr. 32-35 PCR 930/R/A/W/T : Stands Nr. 805-807, 808-810 PCR 900/R/A/W/T : Stands Nr. 2-8 PCR 860/R/A/W/T : Stands Nr. 601-616 PCR 830/R/A/W/T : Stands Nr. 9-11 PCR 810/R/A/W/T : Stands Nr. 20-22 PCR 760/R/A/W/T : Stands Nr. 202-204, 233, 234, 901, 902, 907, 908, 241, 242 PCR 740/R/A/W/T : Stands Nr. 14-19 PCR 740/R/B/W/T : Stands Nr. 243-265 PCR 700/R/B/W/T : Stands Nr. 205-219, 220-229, 230-232 PCR 620/R/B/W/T : Stands Nr. 58-69 PCR 540/R/B/W/T : Stands Nr. 72-83
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	102m : A(E of Stand Nr.601(include)) 50m : E1-E4 48m : G2(S of TWY G), G3(S of TWY G), G6, H3(BTN TWY G&H), H6(BTN TWY G&H), H10(N of TWY H), S1 44m : C4, C22, D2, D10, D11, Y2 39m : H2(S of TWY H), H3(S of TWY H), H10(S of TWY H) 34.5m : D1, D12 33.5m : A(W of Stand Nr.601(exclude)), C2, C24 31m : G1, H2(N of TWY H) 29m : H1, H11 27m : H4, H8 25m : C7, D, D3, D4(N of TWY E), D5, D8, D9, E, E5, G2(N of TWY G), G3(N of TWY G), H3(N of TWY G), U(N of TWY E) 23m : C, C6, C8, C10, C13, C17, C18, C21, D4(S of TWY E), D6, D7, G, G4, G5, H, H5, H6(N of TWY G, S of TWY H), H7, R, R1-R4, S, T10, T15, U(S of TWY E), U3 20m : T8 18m : T7, T9
		道面 Surface	CONC_ASPH
		强度 Strength	PCR 1200/R/B/W/T : H11(S of TWY H) PCR 1170/R/B/W/T : S1 PCR 1100/R/B/W/T : S(Other), T10(E of Stand Nr.35(exclude)), U(N of

		<p>TWY U3)</p> <p>PCR 1060/R/B/W/T : T2-T5, T8</p> <p>PCR 1040/R/B/W/T : G2(N of TWY G), T11</p> <p>PCR 1030/R/B/W/T : F, H3(N of TWY G)</p> <p>PCR 1020/R/A/W/T : G1</p> <p>PCR 1010/R/B/W/T : G3(N of TWY G)</p> <p>PCR 1000/F/C/W/T : G(BTN TWY S&U), H2(S of TWY H), H3(S of TWY H), H5, H10(S of TWY H), S(S and 70m N of TWY G), U(S of TWY U3)</p> <p>PCR 1000/R/A/W/T : D1, D2, D4, D10-D12, E1-E5, G(W of TWY H1, BTN TWY H2&S, E of TWY U), G2(S of TWY G), G3(S of TWY G), G4, G5, G6(S of TWY G), H1(S of TWY H), H3(BTN TWY G&H), H6(BTN TWY G&H), H10(N of TWY H), H11(N of TWY H), T6, T7</p> <p>PCR 990/R/A/W/T : D</p> <p>PCR 970/R/A/W/T : T15, U3</p> <p>PCR 960/R/A/W/T : E, H, R, T10(W of Stand Nr.35(include))</p> <p>PCR 950/R/A/W/T : H2(N of TWY H)</p> <p>PCR 940/R/A/W/T : R1-R4</p> <p>PCR 940/R/B/W/T : H6(S of TWY H)</p> <p>PCR 930/R/A/W/T : C7, Y2</p> <p>PCR 930/R/B/W/T : H4</p> <p>PCR 920/F/C/W/T : H7</p> <p>PCR 920/R/A/W/T : A</p> <p>PCR 910/R/A/W/T : C, C13</p> <p>PCR 890/R/A/W/T : C2, C4, C22, C24</p> <p>PCR 880/R/A/W/T : C8, C18, D3, D5, D8, D9</p> <p>PCR 870/R/A/W/T : G6(N of TWY G), H6(N of TWY T7)</p> <p>PCR 840/R/A/W/T : G(BTN TWY H1&H2)</p> <p>PCR 840/R/B/W/T : T9</p> <p>PCR 820/R/A/W/T : H8</p> <p>PCR 790/R/A/W/T : H1(N of TWY H)</p> <p>PCR 770/R/A/W/T : D6, D7</p> <p>PCR 760/R/A/W/T : C10, C17, C21</p> <p>PCR 740/R/A/W/T : H6(BTN TWY G&T7)</p> <p>PCR 720/R/A/W/T : C6</p>
3	<p>高度表校正点的位置及其标高</p> <p>ACL location and elevation</p>	Nil
4	<p>VOR 校正点</p> <p>VOR checkpoints</p>	Nil
5	<p>INS 校正点</p> <p>INS checkpoints</p>	Nil

6	备注 Remarks	Nil
---	---------------	-----

ZHCC AD 2.9 地面活动引导和管制系统与标识

Surface movement guidance and control system and markings

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWY and RWY. Taxiing guidance signs at all holding positions. Aircraft stand identification sign boards at all stands. Guide lines at all TWYs. Guide lines at all aprons. Visual docking guidance system at aircraft stands Nr. 202-270, 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	THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RTZL(12L), RENL
		滑行道标志 TWY markings	Edge line, center line, TWY shoulder marking, No-entry, mandatory instruction marking, RWY holding position, intermediate holding position
		滑行道灯光 TWY lights	Edge line retroreflective markers(D, D1, D2, D11, D12, E, G, G1, R, R1-R4, S, T10, U), edge line lights(A, C, C2, C4, C6-C8, C10, C13, C17, C18, C21, C22, C24, D, D1-D12, E, E1-E5, G, G1-G6, H, H1-H8, H10, H11, R, R1-R4, S, S1, T7, T9, T10, U, U3, Y2), center line lights, No-entry bar, unserviceability 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: at RWY HLDG PSN pattern A & B for TWY C7, C13, D1, D2, D4, and U; at RWY HLDG PSN pattern A for TWY C22, D10-D12, H1, H2, H10 and H11; at RWY HLDG PSN pattern B for TWY C, C4 and Y2. Runway guard lights	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	Nil	

ZHCC AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 (相对机场 ARP)					
Obstacles within a circle with a radius of 15km (centered on the ARP)					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志, 灯光 类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
NAVAID 001	NAVAID	012/2243	163.7	LGT	RWY12L ILS/DME FNA
Control TWR 002	Control TWR	018/1150	246.3	LGT	CAT A circling
BLDG 003	BLDG	033/731	216.6	LGT	
Antenna 004	Antenna	055/2909	175.2	LGT	
Antenna 005	Antenna	074/3226	158.7	LGT	RWY30R ILS/DME FNA
Antenna 006	Antenna	079/4323	186.1		
Antenna 007	Antenna	096/6797	180.3		RWY30R ILS/DME GP INOP FNA
BLDG 008	BLDG	099/2724	190		
MT 009	MT	101/2660	183		RWY30L ILS/DME GP INOP FNA
Antenna 010	Antenna	116/2700	161.4	LGT	RWY12R TKOF path
Antenna 011	Antenna	121/1415	162.5	LGT	RWY30L ILS/DME FNA
Antenna 012	Antenna	232/11370	283.4	LGT	
Antenna 013	Antenna	245/5064	247.6	LGT	CAT B, C, D circling
ELECTRICAL_S YSTEM 014	ELECTRI CAL_SYS TEM	248/2600	181		

半径 15 千米内主要障碍物 (相对机场 ARP)

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

障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志, 灯光 类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
TRANSMISSION _LINE 015	TRANSMISSION_L INE	253/4117	209.4	LGT	
Antenna 016	Antenna	282/3639	185	LGT	
Antenna 017	Antenna	291/1393	166	LGT	RWY12R ILS/DME FNA
MT 018	MT	292/13800	285		ATC SMAC Nr.3
Antenna 019	Antenna	296/1950	154	LGT	RWY30L TKOF path
Antenna 020	Antenna	296/2750	169	LGT	RWY30L TKOF path
BLDG 021	BLDG	306/13817	245		RWY12L&12R ILS/DME GP INOP FNA
BLDG 022	BLDG	313/12419	243		
Antenna 023	Antenna	324/2659	198	LGT	
BLDG 024	BLDG	330/3341	185.2	LGT	RWY30R TKOF path
Antenna 025	Antenna	336/3161	176.6		RWY30R TKOF path
BLDG 026	BLDG	339/2863	171.4		RWY30R TKOF path
WATER_TOWER 027	WATER_TOWER	345/1600	191		
NAVAID 028	NAVAID	356/2383	155.3	LGT	RWY30R TKOF path

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)

Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/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 029	Antenna	070/17301	297	LGT	
TOWER 030	TOWER	146/127000	333		ATC SMAC Nr.10
MT 031	MT	239/43884	409		
MT 032	MT	240/34326	793		Sector; ATC SMAC Nr.6
MT 033	MT	243/26600	435		ATC SMAC Nr.4
MT 034	MT	246/153000	1602		ATC SMAC Nr.9
MT 035	MT	252/76200	1151		ATC SMAC Nr.8
STACK 036	STACK	269/22585	386	LGT	
MT 037	MT	271/83800	1512		ATC SMAC Nr.7
MT 038	MT	276/46000	586		
MT 039	MT	278/30500	435		ATC SMAC Nr. 4
MT 040	MT	281/34784	304		
MT 041	MT	282/64500	1215		ATC SMAC Nr.11
MT 042	MT	284/42200	575		ATC SMAC Nr.5
MT 043	MT	284/42424	614		
MT 044	MT	290/44011	545		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)

Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/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 045	MT	294/20280	331		RWY12L&12R intermediate APCH
Antenna 046	Antenna	296/16355	299	LGT	
Antenna 047	Antenna	301/24390	324		
STACK 048	STACK	302/37400	425		
BLDG 049	BLDG	326/32082	338		
MT 050	MT	333/102000	512		ATC SMAC Nr.12
TOWER 051	TOWER	338/25000	486	LGT	Sector; ATC SMAC Nr.2
MT 052	MT	342/112000	1327		ATC SMAC Nr.1
BLDG 053	BLDG	343/30131	377		

Remarks:

ZHCC 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	Henan ATMB MET Office
2	气象服务时间、服务时间以外的责任气象台 Hours of service/MET Office outside hours	H24
3	负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance	Henan ATMB MET Office;9h, 24h

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
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	Briefing provided: Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material, AWOS real-time data
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	FAX, MET service terminal, radar display, AWOS display
9	提供气象情报的空中交通服务单位 ATS units provided with information	APP, TWR, Zhengzhou ACC
10	其他信息 Additional information	Nil
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: 118m S of RCL, 412m inward THR12R B: 118m S of RCL, 1700m inward THR12R C: 118m S of RCL, 302m inward THR30L D: 110m N of RCL, 405m inward THR12L E: 110m N of RCL, 1830m inward THR12L F: 110m N of RCL, 355m inward THR30R SFC wind sensors 12R: 118m S of RCL, 377m inward THR12R 12R/30L Center: 118m S of RCL, 1705m inward THR12R 30L: 118m S of RCL, 292m inward THR30L 12L: 110m N of RCL, 370m inward THR12L 12L/30R Center: 110m N of RCL, 1795m inward THR12L 30R: 110m N of RCL, 350m inward THR30R Ceilometer 12R: 118m S of RCL, 372m inward THR12R 30L: 118m S of RCL, 287m inward THR30L

		12L: 110m N of RCL, 360m inward THR12L 30R: 110m N of RCL, 345m inward THR30R
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

ZHCC 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
12L	112 °GEO 116 °MAG	3600×60	PCR 1090/R/B/W/T CONC/-	Nil	THR 151.2m TDZ 149.9m	-0.45%(900m)/-0.05%(745m)/-0.24%(1097m)/0.1%(858m)
30R	292 °GEO 296 °MAG	3600×60	PCR 1090/R/B/W/T CONC/-	Nil	THR 145.0m TDZ 145.3m	-0.1%(858m)/0.24%(1097m)/0.05%(745m)/0.45%(900m)
12R	112 °GEO 116 °MAG	3400×45	PCR 1100/R/B/W/T ASPH/-	Nil	THR 150.7m TDZ 150.7m	-0.22%(1000m)/-0.11%(80m)/0%(1440m)/-0.1%(880m)
30L	292 °GEO 296 °MAG	3400×45	PCR 1100/R/B/W/T ASPH/-	Nil	THR 147.5m TDZ 148.3m	0.1%(880m)/0%(1440m)/0.11%(80m)/0.22%(1000m)

跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区 长宽 RESA dimensions (m)	拦阻系统的 位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
12L	Nil	Nil	3720×300	240×150	Nil	Yes
30R	Nil	Nil	3720×300	240×150	Nil	Yes
12R	Nil	Nil	3520×300	190×90	Nil	Yes
30L	Nil	Nil	3520×300	190×90	Nil	Yes
Remarks: DIST BTN RCL12L/30R and RCL12R/30L is 2050m, THR12L is 800m E of THR12R, THR30R is 1000m E of THR30L. RWY shoulder: 7.5m on each side. RWY12L/30R grooved: 6mm×6mm×32mm.						

ZHCC 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
12L	3600	3600	3600	3600	Nil
12L	3300	3300	3300	3600	FM D2
12L	3000	3000	3000	3600	FM C4
30R	3600	3600	3600	3600	Nil
30R	3300	3300	3300	3600	FM D11
30R	3000	3000	3000	3600	FM C22
12R	3400	3400	3400	3400	Nil
12R	3200	3200	3200	3400	FM H2
30L	3400	3400	3400	3400	Nil
30L	3200	3200	3200	3400	FM H10

ZHCC 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
12L	PALS CAT III SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 477m inward THR12L 3° 21.0m	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
30R	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 441m inward THR30R 3° 21.2m	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
12R	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 350m inward THR12R 3° 16.9m	Nil	3400 m spacing 15m 0-2500m, WHITE 2500-3100m, RED/WHITE 3100-3400m, RED VRB LIH	3400 m spacing 60m 0-2800m, WHITE 2800-3400m, YELLOW VRB LIH	RED	Nil
30L	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 350m inward THR30L 3° 17.8m	Nil	3400 m spacing 15m 0-2500m, WHITE 2500-3100m, RED/WHITE 3100-3400m, RED VRB LIH	3400 m spacing 60m 0-2800m, WHITE 2800-3400m, YELLOW VRB LIH	RED	Nil
Remarks:								

ZHCC 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: 12L: 100m N of RCL, 459.8m inward THR12L, LGT; 30R: 100m S of RCL, 441m inward THR30R, LGT; 12R: 92.5m N of RCL, 350m inward THR12R, LGT; 30L: 92.5m S of RCL, 350m inward THR30L, LGT.
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: green center line lights TWYs A, C, C2, C4, C6-C8, C10, C13, C17, C18, C21, C22, C24, D, D1-D12, E, E1-E5, G, G1-G6, H, H1-H8, H10, H11, R, R1-R4, S, S1, T7, T9, T10, U, U3, Y2: blue edge line lights TWYs D, D1, D2, D11, D12, E, G, G1, R, R1-R4, S, T10, U: blue retroreflective markers
4	备份电源及转换时间 Secondary power supply/Switch-over time	SRY PWR supply AVBL Diesel generator set/≤15s; UPS/1s
5	备注 Remarks	For RWY connected TWYs, CL LGTs FM RWY to RWY HLDG PSN(or BDRY of ILS sensitive area) are ALTN green and yellow; no CL LGTs on TWY F, G5(N of TWY T7), H6(N of TWY T7), T6, T8(N of Stand Nr.82(include)), T11; green CL LGTs on the rest. No edge line LGTs for TWY A(FM Stand Nr. 601 to 612, E of Stand Nr.613(include)) north side, D4(S of TWY E) east side, E(BTN TWY D4&R) south side, E2(S of TWY E), F, G(BTN TWY H6&R, E of TWY U) north side, G(BTN TWY H1&H2), G2(N of TWY T9) east side, G3(N of TWY T9), G5(N of TWY T7), G6(N of TWY G), H(W of TWY H2) north side, H1(N of TWY H) east side, H2(N of TWY H) west side, H3(N of TWY T9), H6(BTN TWY G&T7) east side, H6(N of TWY T7), H11(N of TWY G) west side, R(FM TWY E to Stand Nr.908, FM TWY G to Stand Nr.901) west side, R(FM Stand Nr. 901 to 908), T2-T6, T7 north side, T8, T9 north side, T10(W of TWY H1) north side, T10(BTN TWY H1&H2), T11, T15, U(BTN TWY G&U3) east side, U3 south side; blue edge line LGTs on the rest. Reflection sticks on TWY

ZHCC 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

ZHCC 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
AD Control Zone	A circuit, 4 arcs with RAD 13km centered at centers of all THRs and 4 lines tangential to the ADJ 2 arcs.	QNH750m(inclusive) or BLW				
Zhengzhou Tower Control Area	Same as AD Control Zone	Same as AD Control Zone				
Fuel Dumping Area	N3510.0E11305.0-N3512.0E11331.0-N3547.0E11316.0-N3530.0E11250.0-N3510.0E11305.0	ABV 4000m				
Altimeter setting region and TL/TA	A circle with a RAD of 55km centered on Xinzheng VOR/DME	TL 3600m TA 3000m 3300m(QNH \geq 1031hPa) 2700m(QNH \leq 979hPa)				

ZHCC 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		128.45			H24	D-ATIS available
APP	Zhengzhou Approach	APP01:120.275 (124.2)			by ATC	
		APP02:126.35 (124.2)			H24	
		APP03:124.825 (124.2)			H24	
TWR	Zhengzhou Tower	TWR(RWY12L/30R):118.075 (118.85)			by ATC	
		TWR(RWY12R/30L):118.3 (118.85)			by ATC	
GND	Zhengzhou Ground	GND(N, N Cargo APN):121.9			by ATC	
		GND(S):121.6			by ATC	
APN	Zhengzhou Apron	APN(N):121.7			H24	
		APN(S):121.975			by APN ATC	
Delivery	Zhengzhou Delivery	121.8			by ATC	DCL available
OP-CTL		132.0			H24	
EMG		121.5			H24	

ZHCC 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
Weishi VOR/DME	DWS	117.4 MHz CH 121X	H24	N34°19.4' E114°04.7'	80 m	Range 300km

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
Xinzheng VOR/DME	CGO	114.5 MHz CH 92X	H24	N34°31.1' E113°50.6' 169 °MAG/275m FM ARP	158 m	
Zhongyuan VOR/DME	DZY	116.8 MHz CH 115X	H24	N34°43.6' E113°33.0'	196 m	
IM 12L		75 MHz		296 °MAG/340m FM THR12L		
LOC 12L ILS CAT III	IXL	108.5 MHz		116 °MAG/472m FM end RWY12L		In operation CAT II Range 46km (±10 °of front course)
GP 12L		329.9 MHz		120m N of RCL, 339m inwards THR12L		Angle 3 °, RDH 16m Range 18.5km
DME 12L	IXL	CH 22X (108.5 MHz)			155m	Co-located with GP 12L
LOC 30R ILS CAT I	IZR	110.7 MHz		296 °MAG/310m FM end RWY30R		Range 46km (±10 °of front course)
GP 30R		330.2 MHz		120m N of RCL, 317m inwards THR30R		Angle 3 °, RDH 16m Range 18.5km
DME 30R	IZR	CH 44X (110.7 MHz)			150m	Co-located with GP 30R
MM 12R		75 MHz		296 °MAG/1050m FM THR12R		
LOC 12R ILS CAT I	IFF	110.3 MHz		116 °MAG/250m FM end RWY12R		Range 46km (±10 °of front course)
GP 12R		335.0 MHz		120m S of RCL, 312m inwards THR12R		Angle 3 °, RDH 15.6m
DME 12R	IFF	CH 40X (110.3 MHz)			158m	Co-located with GP 12R
MM 30L		75 MHz		116 °MAG/1000m FM THR30L		
LOC 30L ILS CAT I	IAA	109.3 MHz		296 °MAG/250m FM end RWY30L		Range 46km(±10 °of front course)

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
GP 30L		332.0 MHz		120m S of RCL, 293m inwards THR30L		Angle 3 °, RDH 16m
DME 30L	IAA	CH 30X (109.3 MHz)			153m	Co-located with GP 30L

ZHCC AD 2.20 本场规定

ZHCC AD 2.20 Local aerodrome regulations

1. 机场使用规定

1. Airport operations regulations

- 1.1 所有技术试飞需要提前 72h 申请，经空中交通管制部门批准后方可进行。
- 1.2 未经空中交通管制部门许可，禁止未安装二次雷达应答机的航空器起降。
- 1.3 未经空中交通管制部门和机场运行管理部门许可，本场不接收运动航空器、滑翔机、载人气球、滑翔伞和飞艇等航空器；
- 1.4 机场允许 A380 同类及以下航空器起降。

- 1.1 Technical test flight shall be filed 72 hours early and conducted only after clearance has been obtained from ATC;
- 1.2 TKOF/LDG of aircraft without SSR transponder are forbidden without ATC clearance;
- 1.3 Sport aircraft, glider, manned balloon, paraglider and airship are not accepted without ATC clearance;
- 1.4 Maximum aircraft to be available: A380 and equivalent.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 跑道运行规定

2.1 RWY OPR rules

- 2.1.1 未经管制员许可，着陆航空器禁止在跑道上做 180°转弯，应顺向尽快脱离跑道。
- 2.1.2 根据实际情况，管制单位可采用单跑道或双跑道运行，运行模式及使用跑道听从塔台管制员指令。

- 2.1.1 180°turn around on RWY is strictly forbidden for all aircraft without ATC permission.
- 2.1.2 According to the actual situation, single RWY operations or double RWY operations can be

	implemented within the aerodrome. Operation model and RWY in use shall be instructed by ATC.
2.1.3 顺风分量大于 2.5m/s 时，管制部门需对跑道运行方向进行转换；在转换跑道方向时，管制可根据运行情况，短时安排航空器使用顺风分量大于 2.5m/s 但不大于 5m/s 起降，但须通知航空器驾驶员；航空器驾驶员应根据机型性能或者运行手册，决定是否使用管制员安排的顺风跑道起飞或着陆，并尽早通知管制部门。	2.1.3 When downwind speed is more than 2.5m/s, ATC need change direction of RWY. When aircraft change direction of RWY in use, if downwind speed is more than 2.5m/s and not exceeding 5m/s for short time, ATC controller shall inform flight crew. According to aircraft performance or operation handbook, pilot shall decide whether aircraft will TKOF/LDG on downwind RWY allocated, then inform ATC controller;
2.1.4 跑道使用规定	2.1.4 General rules for the use of RWYs
2.1.4.1 跑道 12L/30R 允许 A380 同类及其以下航空器起降；	2.1.4.1 RWY12L/30R is used for aircraft type A380 and below;
2.1.4.2 跑道 12R/30L 允许 AN-124、B747-8 航空器起降。	2.1.4.2 RWY12R/30L is used for aircraft type AN-124, B747-8.
2.1.4.3 在航空器提出非全跑道起飞申请后，管制员可根据实际情况批准并提供管制服务。管制员在征得航空器同意后，可实施非全跑道起飞管制程序。	2.1.4.3 According to actual operation situation, ATC could give permission and provide service when aircraft apply for partial RWY to TKOF. It is AVBL to use partial RWY to TKOF when ATC get permission from the flight crew.
2.1.5 穿越跑道 12L/30R 规定	2.1.5 RWY12L/30R crossing rules
2.1.5.1 机组应完整复诵管制员有关穿越跑道和跑道外等待的指令，如有任何疑问，应在实施穿越前证实。	2.1.5.1 Repeat all the ATC instructions concerning 'hold short of RWY or cross the RWY', any questions shall be clarified before crossing RWY.
2.1.5.2 按照管制员指挥滑行到指定的跑道等待位置外等待。	2.1.5.2 Taxi to the holding position and hold short of RWY, following the instructions of controller;
2.1.5.3 收到管制员穿越跑道的许可后，应尽快实施穿越，穿越跑道完成后，机组必须立即向塔台报告“已	2.1.5.3 Once clearance received, cross the RWY immediately, finally, report to TWR Control 'RWY

- 脱离跑道”；穿越过程中如遇突发状况，航空器无法脱离跑道或者有占用跑道需求时，机组必须立即向塔台报告。
- 2.1.5.4 穿越跑道时，注意监听塔台频率其他有关跑道的指令或信息通报，并注意观察跑道及附近的活动。
- 2.1.5.5 在起飞航空器后方穿越跑道时，穿越航空器自行负责其与起飞航空器之间的距离，以免受起飞航空器尾喷流的影响。
- 2.2 跑道等待位置及使用规定
- 2.2.1 跑道等待位置见 ZHCC AD2.24-1A, 2;
- 2.2.2 航空器在进入跑道前必须在指定的跑道等待位置外等待管制员的指令。
- 2.2.3 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。
- 2.2.4 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。
- 2.2.5 受跑道 12L/30R 下滑台信号保护区影响，使用跑道 12L/30R 离场航空器在 C 滑上滑行时，跑道等待位置位于 C 滑行道上（跑道 12L/30R 下滑台北侧），航空器在此跑道等待位置等待时，机身须与跑道平行，机组应注意观察，避免滑过。
- 2.2.6 航空器任何时候观察到跑道等待位置停止排灯为亮起状态时，禁止越过等待线，除非得到管制员“可以穿越停止排灯”的许可。已经得到紧急出动至跑道上开展应急救援许可的车辆除外。
- vacated'; in case of unexpected situation during the crossing, aircraft can not vacate RWY or need to occupy RWY, the crew must report to the TWR immediately.
- 2.1.5.4 Flight crew shall monitor the TWR FREQ and watch the activities on the RWY and around.
- 2.1.5.5 While crossing RWY behind the TKOF aircraft, flight crew shall be responsible for the safety distance with the aircraft to avoid the effect of wake turbulence.
- 2.2 General rules for the use of RWY holding positions
- 2.2.1 RWY holding positions refer to ZHCC AD2.24-1A, 2;
- 2.2.2 Aircraft shall stop and wait for ATC instruction at the RWY holding positions;
- 2.2.3 The nose of aircraft shall get close to the RWY holding position marking without exceeding it when aircraft is waiting at the RWY holding position;
- 2.2.4 Aircraft shall report to ATC when the nose of aircraft exceeding holding position without instruction;
- 2.2.5 Affected by the glide path signal protection area of RWY12L/30R, the actual holding position of RWY12L/30R is on TWY C. When aircraft hold at holding position for lining up instruction, the fuselage should be parallel to the RWY. Pay attention to avoid missing.
- 2.2.6 Aircraft without ATC permission cannot cross RWY holding position when stop bar LGTs are on.

2.3 滑行道使用规定

2.3 General rules for the use of TWYs

2.3.1 根据本场运行需要或机组需求，空中交通管制部门和机场运行管理部门提供引导车引导。在跑道12L/30R 关闭维护或不停航施工期间，穿越跑道12L/30R 的航空器需使用引导车引导。

2.3.1 Follow-me vehicle service is AVBL via ATC. Aircraft crossing RWY12L/30R shall be guided by follow-me vehicle when RWY12L/30R is closed and maintenance or under construction.

2.3.2 机组需注意观察道面，按规定路线滑行并与障碍物保持足够的安全距离，航空器在障碍物附近滑行速度不超过 15km/h；禁止使用 H3 进入跑道。

2.3.2 IAS shall be slowed down to 15km/h and below, while aircraft is taxiing near the obstacles; Enter RWY via TWY H3 is forbidden.

2.3.3 滑行道使用限制

2.3.3 TWY using limits:

2.3.3.1 滑行道翼展限制

2.3.3.1 Wing span limits for TWY

滑行道/TWYs	航空器翼展限制（m）/Wing span limits for aircraft(m)
A, C, C2, C4, C6-C8, C10, C13, C17, C18, C21, C22, C24, D, D1-D3, D4(N of TWY E), D5, D8-D12, E, E1, E2(N of TWY E), E3-E5, U(N of TWY E), Y2	≤79.8
G, G2-G6(S of TWY G), H, H1, H2(S of TWY G), H3(S of TWY G), H4, H6(BTN TWY G&H), H7, H8, H10, H11, R, R1-R4, S, U(S of TWY E)	≤73.3
G1, H2(N of TWY G), T10	≤68.56
D4(S of TWY E), G4(N of TWY G), G5(N of TWY G), H6(N of TWY G), T6, T15, U3	<65
D6, D7, H5, H6(S of TWY H), S1	<52
E2(S of TWY E), F, G2(N of TWY G), G3(N of TWY G), G6(N of TWY G), H3(N of TWY G), T2-T5, T7-T9, T11	<36

2.3.3.2 A350-900 机型禁止由 H1 滑向西转入 T10 滑。

2.3.3.2 For the aircraft type A350-900, turning westward

B777-300/300ER 机型禁止在下列位置处运行：1.由 T10 滑经 G1 滑转入 G 滑、2.由 G 滑经 G1 滑转入 T10 滑、3.由 H1 滑向西转入 T10 滑、4.由 G1 滑与 H1 之间的 G 滑向南转入 H1 滑、5.由 H 滑向南转入 H1 滑、6.由 H 滑以南的 H1 滑向东转入 H 滑、7.由 H4 滑向东转入 H 滑、8.由 G 滑以北的 R 滑向东转入 G 滑、9.由 R 滑以东的 G 滑向北转入 R 滑、10.由 G 滑以北的 S 滑向西转入 G 滑、11.由 S 滑以西的 G 滑向北转入 S 滑。

from TWY H1 into TWY T10 is prohibited. For the aircraft type B777-300/300ER, operations are prohibited at the following locations: 1.Turning from TWY T10 via TWY G1 into TWY G. 2.Turning from TWY G via G1 into TWY T10. 3.Turning westward from TWY H1 into TWY T10. 4.Turning southward from TWY G between TWY G1 and TWY H1 into TWY H1. 5.Turning southward from TWY H into TWY H1. 6.Turning eastward from TWY H1 south of TWY H into TWY H. 7.Turning eastward from TWY H4 into TWY H. 8.Turning eastward from TWY R north of TWY G into TWY G. 9.Turning northward from TWY G east of TWY R into TWY R. 10.Turning westward from TWY S north of TWY G into TWY G. 11.Turning northward from TWY G west of TWY S into TWY S.

2.3.4 H5 可以运行 AN-124 机型。

2.3.4 TWY H5 is AVBL for aircraft type AN-124.

2.3.5 在 C、D、H 滑的航空器应主动避让落地脱离跑道的航空器。

2.3.5 Aircraft taxiing on TWY C/ D/ H shall avoid aircraft vacating RWY.

2.3.6 专机滑行路线以管制指令为准。

2.3.6 Taxiing routes of special flight will be instructed by ATC.

2.3.7 南港湾内 G6 滑用于进机坪使用, T4 和 T5 滑用于出机坪使用; 北港湾内 E2 滑用于进机坪使用, T2 和 T3 滑用于出机坪使用。

2.3.7 Aircraft shall enter the southern harbour of the apron via TWY G6 and exit via TWY T4/T5. Aircraft shall enter the northern harbour of the apron via TWY E2 and exit via TWY T2/T3.

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 ZHCC AD2.24-1A, 2。

2.4.1 Refer to ZHCC AD2.24-1A, 2.

2.4.2 为减少运行差错, 降低地面冲突和跑道入侵事

2.4.2 For the purpose of reducing errors that lead to

件的发生概率，在机场活动区运行的航空器需严格按照下述的要求运行。

HS1: 滑行道 D、E 与 E2 交叉区域

航空器在此区域运行时需仔细观察，按照管制员指令和避让原则运行。

HS2: 滑行道 D、E 与 S、U 交叉区域

航空器经由滑行道 D、E、S、U 其一滑行至此区域时，机组应提前目视观察，避免冲突。

HS3: 滑行道 G、U3 与 S、U 交叉区域

航空器在此区域运行时需仔细观察，按照管制员指令和避让原则运行。

HS4: 滑行道 G 与 G6 交叉区域

航空器在此区域运行时需仔细观察，按照管制员指令和避让原则运行。

HS5: 滑行道 G、T11 与 H6 交叉区域

航空器在此区域运行时需仔细观察，按照管制员指令和避让原则运行。

HS6: 滑行道 G 与 H2 交叉区域

滑行道 H2 为 11 号机坪和 12 号机坪的主要进出口，航空器在此区域运行时应需注意观察，防止对头运行冲突。

HS7: 滑行道 A 与 C18 交叉区域

GND conflicts and RWY incursions, aircraft operating within the maneuvering area must follow the RQMNTS below:

HS1: INTs BTN TWY D, E & E2

Aircraft in this area shall observe cautiously, operate according to ATC clearance and "see and avoidance" rules.

HS2: INTs BTN TWY D, E & S, U

Flight crew shall observe in advance to avoid conflicts, when taxi to this area via each of TWY D, E, S, U.

HS3: INTs BTN TWY G, U3 & S, U

Aircraft in this area shall observe cautiously, operate according to ATC clearance and "see and avoidance" rules.

HS4: INT BTN TWY G & G6

Aircraft in this area shall observe cautiously, operate according to ATC clearance and "see and avoidance" rules.

HS5: INTs BTN TWY G, T11 & H6

Aircraft in this area shall observe cautiously, operate according to ATC clearance and "see and avoidance" rules.

HS6: INT BTN TWY G & H2

TWY H2 is the main entrance/exit of apron Nr.11 and Nr.12. Aircraft in this area shall observe cautiously and avoid head to head conflicts.

HS7: INT BTN TWY A & C18

滑行道 C18 为北货机坪的主要进出口，A(C18 以东) 为单向滑行道，航空器在此区域运行时需注意观察，防止对头运行冲突。

2.5 进、离场管制规定

2.5.1 使用跑道 12R/30L 时，为确保航空器快速脱离跑道并减少地面滑行冲突，未经管制员许可航空器驾驶员不得使用 H6 联络道脱离跑道。

2.5.2 为确保跑道运行的效率与安全，航空器着陆后机组应根据自身航空器翼展限制选择适用的顺向快速联络道尽快（飞越跑道入口端至完全脱离跑道应在 60s 内）脱离跑道，如需使用更长的跑道占用时间应在着陆前通知管制员；

2.5.3 着陆航空器脱离跑道前需在塔台频率保持长守，并在脱离跑道后及时向塔台管制员报告；

2.5.4 机组须在脱离跑道首次与地面管制联系时，尤其在低能见度情况下，向地面管制报告脱离的道口名称及当前具体位置。

2.5.5 进港航空器由塔台地面管制指挥滑行至相应的滑入道口等待位置时，机组发现地面滑行引导车后报告管制员，关闭滑行灯，跟随地面滑行引导车滑行。

2.5.6 机场机坪区域由机场机坪管制部门负责指挥，具体的移交点和移交方式听管制员指挥。

TWY C18 is the main entrance/exit of North Cargo Apron, TWY A(E of TWY C18) is one way TWY.

Aircraft in this area shall observe cautiously and avoid head to head conflicts.

2.5 Air traffic control regulations

2.5.1 When LDG on RWY12R/30L, in order to rapid vacate RWY and reduce conflicts in taxiing, pilot can not use TWY H6 to vacate RWY without ATC clearance.

2.5.2 In order to ensure efficiency and safety of RWY operation, LDG aircraft shall select the applicable high-speed exit or TWY to vacate according to their own aircraft wing span limits as soon as possible to fully vacate RWY within 60s after touchdown. If flight crew can not fulfill the process within the required time, pilot shall inform ATC immediately;

2.5.3 LDG aircraft shall keep TWR FREQ before vacating the RWY, and report to TWR Control after RWY vacated;

2.5.4 Under low visibility condition, LDG aircraft must report the vacated RWY designation and the TWY in use during initial contact with GND control.

2.5.5 ARR aircraft shall follow TWR GND control to designated INT holding position, report to ATC when meet the follow-me vehicle. Then turn off taxiing LGT, and follow the follow-me.

2.5.6 Aircraft shall be instructed by Apron Control (APN) in airport apron area. The specific hand-over

- 2.5.7 离场航空器在推出开车前，必须联系塔台管制室申请放行许可。空中交通管制的放行许可的申请不早于发动机开车前 10min 进行。
- 2.5.8 航空器可以通过两种方式取得放行许可：数字放行 DCL 和放行频率人工播发放行。
- 2.5.9 收到 DCL 数字放行许可后，航空器驾驶员应向放行管制席复诵航空器呼号、跑道号及起始高度。
- 2.5.10 离场航空器获得进跑道许可后，从跑道外等待位置至进跑道完成起飞准备的时间在 60s 内，如需更长时间，航空器驾驶员应在进跑道前通知管制员。
- 2.5.11 为减少波道占用时间，航空器起飞离地后自动与塔台管制员脱波（不需要通话脱波），塔台将在 ATC 许可中发布脱波后应该联系的离场管制频率。航空器在起飞离地之前或者管制员的要求下，应保持在塔台管制频率守听。
- 2.6 对机组的要求
- 2.6.1 听清并复诵塔台管制员的滑行指令，尤其是界限性指令，发现疑问并及时证实；
- 2.6.2 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，并应向原地面管制扇区报告；
- 2.6.3 重型机机组首次联系塔台或申请滑行前应向管制员报告“重型”或“HEAVY”；
- 2.6.4 航空器地面滑行时应打开应答机。
- point and mode shall be instructed by ATC.
- 2.5.7 DEP aircraft shall contact TWR for delivery clearance not earlier than 10min prior to push-back for engine start-up.
- 2.5.8 Aircraft shall obtain the delivery clearance by two ways: DCL or delivery FREQ.
- 2.5.9 After receiving DCL delivery clearance, pilot shall repeat call sign, RWY designation and initial ALT to delivery controller.
- 2.5.10 After getting clearance for entering RWY, DEP aircraft shall enter RWY from holding positions and get ready to TKOF within 60s. If need more time, pilot shall contact ATC before enter RWY.
- 2.5.11 Pilot shall leave TWR FREQ without instruction when aircraft is airborne, and assigned APP FREQ will be informed in ATC clearance from TWR. Aircraft shall keep TWR FREQ before airborne or under ATC instruction.
- 2.6 RQMNTS for pilots:
- 2.6.1 Repeat the whole taxiing instructions issued by TWR Control, especially BDRY instruction and make it clear when there is a doubt;
- 2.6.2 If aircraft fail to contact with the assigned GND FREQ, stop prior to the holding position and contact the original GND FREQ;
- 2.6.3 Heavy type aircraft shall report 'HEAVY' when first contact with TWR or apply for taxiing clearance;
- 2.6.4 Aircraft shall open the transponder when taxiing

	on the GND.
2.6.5 机组应严格按照《空中交通无线电通话用语》要求与管制员进行通话，避免通话不规范导致管制员反复核实纠正而增加波道占用时间，影响运行效率。	2.6.5 The crew shall communicate with the controller in strict accordance with the RQMNTS of the "Radiotelephony Communications For Air Traffic Services" to avoid longer occupancy time and low radio telephony efficiency due to irregular communication.
2.7 跑滑关闭维护注意事项	2.7 Notice of RWY closed and maintenance
2.7.1 机场跑道维护关闭期间，进行助航灯光调试，请过往机组注意，避免落错跑道。	2.7.1 During the RWY closure period, navigational LGT will be testing. Aircrew shall pay attention to avoid LDG on the wrong RWY.
2.7.2 跑滑关闭计划将以航行通告的形式公布。	2.7.2 RWY closed and maintenance plan will be published by NOTAM.
2.7.3 跑道 12L/30R 关闭维护期间可用于航空器地面滑行使用。	2.7.3 RWY12L/30R can be used for aircraft GND taxiing during the maintenance period.
2.7.4 跑道 12L/30R 关闭维护期间，机场不具备 A380 起降能力。	2.7.4 When RWY12L/30R is closed, airport is not AVBL for A380 to TKOF or LDG.
2.7.5 跑道 12L/30R 关闭维护期间，机场不具备标准II类着陆、HUD 特殊II类着陆、低能见度起飞、HUD 低能见度起飞保障能力。	2.7.5 When RWY12L/30R is closed, airport is not AVBL for ILS CAT II, HUD Special CAT II, Low visibility TKOF and HUD Low visibility TKOF.
2.8 特殊机型运行规定	2.8 General rules for the use of following aircraft
2.8.1 A380 机型地面运行区域	2.8.1 A380 GND Operation Areas:
a.跑道 12L/30R;	a. RWY12L/30R;
b.滑行道 A、C、C2、C4、C6-C8、C10、C13、C17、C18、C21、C22、C24、D、D1-D3、D4(E 以北)、D5、D8-D12、E、E1、E2(E 以北)、E3-E5、U(E 以北)、Y2;	b. TWYs A, C, C2, C4, C6-C8, C10, C13, C17, C18, C21, C22, C24, D, D1-D3, D4(N of TWY E), D5, D8-D12, E, E1, E2(N of TWY E), E3-E5, U(N of TWY E), Y2;
c.停机位 266、268，隔离机位 888。	c. Parking stands Nr. 266, 268, isolated stand Nr.888.

2.8.2 B747-8 地面运行规定

2.8.2.1 B747-8 地面运行区域:

a.跑道 12L/30R、12R/30L;

b.滑行道 A、C、C2、C4、C6-C8、C10、C13、C17、C18、C21、C22、C24、D、D1-D3、D4(E 以北)、D5、D8-D12、E、E1、E2(E 以北)、E3-E5、G、G1、G2(G 以南)、G3(G 以南)、G4(G 以南)、G5(G 以南)、G6(G 以南)、H、H1、H2、H3(G 以南)、H4、H6(G 与 H 之间)、H7、H8、H10、H11、R、R1-R4、S、T10、U、Y2;

c.停机位 31-35、266、268、607-616、904、905, 隔离机位 888;

2.8.2.2 B747-8 地面运行限制:

a.在跑道 30L 降落时: 航空器进入 H 滑后, 禁止经 G2/G3/H3 滑 180 掉头进入 G 滑;

b.在跑道 12R 降落时: 航空器进入 H 滑后, 禁止经 G5/G6/H6/H10/H11/R/S/U 滑 180 掉头进入 G 滑;

c.在跑道 12R/30L 起飞时: 航空器推出后, 禁止从 G 滑经 G2-G6/H2/H3/H6/H10/R/S/U 滑 180 掉头进入 H 滑。

2.8.3 AN-124 地面运行规定

2.8.3.1 AN-124 地面运行区域:

a.跑道 12L/30R、12R/30L;

b.滑行道 A、C、C2、C4、C6-C8、C10、C13、C17、C18、C21、C22、C24、D、D1-D3、D4(E 以北)、D5、

2.8.2 B747-8 GND Operation

2.8.2.1 B747-8 GND Operation Areas:

a. RWY 12L/30R, 12R/30L;

b. TWYs A, C, C2, C4, C6-C8, C10, C13, C17, C18, C21, C22, C24, D, D1-D3, D4(N of TWY E), D5, D8-D12, E, E1, E2(N of TWY E), E3-E5, G, G1, G2(S of TWY G), G3(S of TWY G), G4(S of TWY G), G5(S of TWY G), G6(S of TWY G), H, H1, H2, H3(S of TWY G), H4, H6(BTN TWY G&H), H7, H8, H10, H11, R, R1-R4, S, T10, U, Y2;

c. Parking stands Nr. 31-35, 266, 268, 607-616, 904, 905, isolated stand Nr.888;

2.8.2.2 B747-8 GND Operation Limits:

a. LDG on RWY30L: after aircraft entered TWY H, it is forbidden to 180 °turnaround to TWY G via TWYs G2/G3/H3;

b. LDG on RWY12R: after aircraft entered TWY H, it is forbidden to 180 °turnaround to TWY G via TWYs G5/G6/H6/H10/H11/R/S/U;

c. DEP from RWY12R/30L: after aircraft pushed-back, it is forbidden to 180 °turnaround to TWY H via TWYs G2-G6/H2/H3/H6/H10/R/S/U.

2.8.3 AN-124 GND Operation

2.8.3.1 AN-124 GND Operation Areas:

a. RWY 12L/30R, 12R/30L;

b. TWYs A, C, C2, C4, C6-C8, C10, C13, C17, C18, C21, C22, C24, D, D1-D3, D4(N of TWY E), D5,

- D8-D12、E、E1、E2(E 以北)、E3-E5、G、G2(G 以南)、G3(G 以南)、G4(G 以南)、G5(G 以南)、G6(G 以南)、H、H1、H2(G 以南)、H3(G 以南)、H4、H5、H6(G 与 H 之间)、H7、H8、H10、H11、R、R1-R4、S、U、Y2;
- c. 停机位 266、268、607、610、612、614, 隔离机位 888。
- 2.8.3.2 AN-124 地面运行限制:
- a. 在 H 滑上滑行时 (首选), G 滑禁止翼展 52m 及以上航空器运行;
- b. 在 U 滑上滑行时 (首选), S 滑禁止翼展 52m 及以上航空器运行;
- c. 特殊情况下在 R 滑上滑行时, 滑行速度应降低至 20km/h 以下, 两侧平行相邻的服务车道应清空并暂停使用, 禁止 R1-R4 滑上有航空器机头向西等待;
- d. 特殊情况下在 G 滑上滑行时, H、U3 滑禁止翼展 52m 及以上航空器运行, T9 滑禁止翼展 35.7m 及以上航空器运行, G 滑北侧相邻的服务车道应清空并暂停使用;
- e. 特殊情况下在 S 滑上滑行时, U 滑禁止翼展 52m 及以上航空器运行, S 滑西侧相邻的服务车道(停机位 901-908 东侧)应清空并暂停使用;
- D8-D12, E, E1, E2(N of TWY E), E3-E5, G, G2(S of TWY G), G3(S of TWY G), G4(S of TWY G), G5(S of TWY G), G6(S of TWY G), H, H1, H2(S of TWY G), H3(S of TWY G), H4, H5, H6(BTN TWY G&H), H7, H8, H10, H11, R, R1-R4, S, U, Y2;
- c. Parking stands Nr. 266, 268, 607, 610, 612, 614, isolated stand Nr.888.
- 2.8.3.2 AN-124 GND Operation Limits:
- a. While taxiing on TWY H(first choice), aircraft with wingspan no less than 52m shall be forbidden to taxi on TWY G;
- b. While taxiing on TWY U(first choice), aircraft with wingspan no less than 52m shall be forbidden to taxi on TWY S;
- c. While taxiing on TWY R in special circumstances, taxiing speed shall be slowed down to 20km/h and below, parallel and adjacent service lanes on both sides shall be empty and closed, and aircraft nose to west hold on TWY R1-R4 is forbidden;
- d. While taxiing on TWY G in special circumstances, aircraft with wingspan no less than 52m shall be forbidden to taxi on TWY H&U3, aircraft with wingspan no less than 35.7m shall be forbidden to taxi on TWY T9, adjacent service lanes in the north of TWY G shall be empty and closed;
- e. While taxiing on TWY S in special circumstances, aircraft with wingspan no less than 52m shall be forbidden to taxi on TWY U, adjacent service lanes in

- the west of TWY S(E of Stands Nr.901-908) shall be empty and closed;

f.特殊情况下在 R1/R2 滑上滑行时，相邻的 R2/R1 滑禁止翼展 52m 及以上航空器运行；

g.特殊情况下在 R3/R4 滑上滑行时，相邻的 R4/R3 滑禁止翼展 52m 及以上航空器运行；

h.机场没有可供 AN-124 使用的航空器牵引杆、勤务通话耳机、地面气源机组，航司需自备航空器牵引杆和勤务通话耳机，选择 APU 正常的航空器执飞。
- f. While taxiing on TWY R1/R2 in special circumstances, aircraft with wingspan no less than 52m shall be forbidden to taxi on the adjacent TWY R2/R1;

g. While taxiing on TWY R3/R4 in special circumstances, aircraft with wingspan no less than 52m shall be forbidden to taxi on the adjacent TWY R4/R3;

h. Aircraft tractor, service communication headset, ground air unit are not AVBL for AN-124. Airlines shall prepare its own aircraft tractor and service communication headset, and choose aircraft with normal APU for flight.

3. 机坪和机位的使用

- 3.1 停机位 2-11、202-270 为廊桥停机位，其中 266 为复合机位。
- 3.2 进出停机位的滑行道

3. Use of aprons and parking stands

- 3.1 Nr. 2-11, 202-270 are bridge stands, Nr.266 is combined stand.
- 3.2 Enter and Exit stand via

停机位/Stands Nr.	滑入/Enter stand via TWY	滑出/Exit stand via TWY
2-7, 9-11	T6	T6
8	G5 or T6	T6
14-22	T7	T6
27-30, 32-35	T10	T10
31	T10 or H2	T10
58-69	T8	T8
71	G4 or T6	G4 or T6

72-82	T8	T9
83	T8	T8
202, 203	H6 or T6	H6
204	H6	H6
205	G or H6	T11
206-209, 224-227	G	T11
210-215	G6	T5
216	G6	T4 or T5
217-222	G6	T4
223	G	T11
228-247, 901-908	R	R
248	F	F
249-252	E	F
253-258	E2	T3
259	E2	T2 or T3
260-265	E2	T2
266-268, 266L, 266R	E	E
269, 270	D4	D4
601-616	A	A
803	U3	T15
804	U3	H11
805-807	E	D1
808-810	E	D12

3.3 停机位使用限制

3.3 Limits for aircraft parking on the following stands:

停机位编号/Stand Nr.	翼展限制 (m) /Wing span limits(m)	机身长度限制 (m) /Fuselage limits(m)	进出方式/Enter or Exit
266, 268, 888	<80		
607, 610, 612, 614	≤73.3		
31-35, 608, 609, 611, 613, 615, 616, 904, 905	≤69		
804	<65	75.4	Taxi out
28-30, 71, 235-240, 267, 269, 270, 601-606, 903, 906	<65		
27	<52		
2-4, 10, 233, 234, 241, 242, 901, 902, 907, 908	≤47.6	55	
9	≤42	55	
83	<36	44.51	Push in, Taxi out
202-232, 243-265, 266L, 266R, 805-810	<36	44.51	
803	<36	44.51	Taxi out
5-8, 11	<36	42.11	
14-22	<36	42.11	Taxi out
58-69	<36	39.47	
72-82	<36	39.47	Taxi out

3.4 一般情况下，航空器不得在机坪试车，发动机试车须经机场指挥中心同意并在指定的地点进行；停机位 83 为 B737-300/600/700/800 系列、A319/A320 系列机型试车机位，试车航空器须拖行进出试车位。其

3.4 Generally, engine run-ups is forbidden at apron. Engine run-ups must be approved by airport command center and shall be carried out at a designated location. Stand Nr.83 is the engine run-up stand for aircraft type

他机型的试车活动，须由机场指挥中心安排试车位，
经所在管制区的管制部门同意后，方可进行作业。

B737-300/600/700/800 series and A319/320 series.

Aircraft shall be pushed in/back. Engine run-up
activities of the other aircraft types shall be arranged by
airport command center, and shall conduct with ATC
clearance.

3.5 除冰规则

3.5 Rules for deicing

3.5.1 一般要求

3.5.1 General rules

3.5.1.1 需除冰的航空器，在推出前向所在区域管制部
门申请；按管制指令滑行至除冰等待点排队等待；之
后跟随引导车进入除冰机位，按引导员指挥停稳航空
器，开始除冰；除冰完毕，向所在区域管制部门申请
开车滑出。

3.5.1.1 Contact the relative ATC before pushed-back;
Follow the ATC instruction to taxi to the deicing holding
position; Follow the follow-me vehicle to deicing
location, stop the aircraft according to marshaller's
instructions and then start deicing; Contact the relative
ATC for start-up clearance after deicing.

3.5.1.2 航空器进入除冰位时，请机组注意观察机头方
向保障人员；航空器离位时，请机组注意控制发动机
油门，防止尾流对附近保障人员和设备造成伤害。

3.5.1.2 Aircrew shall watch out support personnel at the
nose direction when enter into the deicing stands.
Aircrew shall control the throttle carefully, avoiding the
exhausted gas causing damage to support personnel and
equipment, when aircraft exit the deicing stands.

3.5.2 除冰模式

3.5.2 Deicing mode

根据不同运行情况，本场采用定点除冰（在指定停机
位或区域除冰，可实施航空器关车除冰和慢车除冰）
和原位除冰（在原停机位除冰，仅实施航空器关车除
冰）两种除冰方式。

According to different operational situations, two ways
for deicing in ZHCC airport: deicing at designated
location (at designated stand or area, engine off deicing
and engine idle deicing shall be used) and deicing at
parking stand (at parking stand, only engine off deicing
shall be used).

3.5.3 定点除冰流程

3.5.3 Procedures of deicing at designated location

3.5.3.1 除冰开始

3.5.3.1 Deicing begining

3.5.3.1.1 关车除冰：航空器入位停好后，关闭发动机，

3.5.3.1.1 Engine off deicing: after aircraft stopped at

并与机务沟通确认除冰需求，除冰构型设置后，开始除冰。

3.5.3.1.2 慢车除冰：航空器入位前，设置好除冰构型，入位停好后，机组需保持发动机慢车状态，并通过耳机与机务建立联系，沟通确认除冰需求，开始执行慢车除冰作业，慢车除冰期间机组须与机务保持通讯畅通。

3.5.3.2 除冰结束：除冰完毕，机组联系本场管制部门申请滑出除冰位置。

3.5.4 APU 故障航空器除冰

3.5.4.1 关车除冰：若航空器 APU 已知故障，机组需提前向机场运行管制部门说明，申请原位除冰；若在定点除冰期间突发 APU 故障，机组需立即联系地面机务，并由机务提供电源车或气源车到航空器所在除冰位待命。

3.5.4.2 慢车除冰：APU 故障不影响慢车除冰作业。

3.6 桥载设备规定

3.6.1 为降低碳排放及噪音，所有停靠廊桥机位的航空器必须关闭 APU，使用 400Hz 电源和空调系统。以下特殊情况除外：

stand, aircrew shall shut down the engine, confirm the deicing demand with maintenance personnel, then set deicing configuration and start deicing.

3.5.3.1.2 Engine idle deicing: before aircraft stopped at stand, set deicing configuration. After aircraft stopped at stand, aircrew shall keep the engine idle, contact with maintenance personnel via earphone and confirm the deicing demand, then start deicing. During the engine idle deicing period, aircrew shall keep smooth communications with maintenance personnel.

3.5.3.2 Deicing completion: when deicing completed, aircrew shall contact ATC to applying for taxiing out deicing stands.

3.5.4 APU failure aircraft deicing

3.5.4.1 Engine off deicing: if APU failure detected, aircrew shall contact AOC to apply for deicing at parking stand. When APU suddenly fails during deicing at designated location, aircrew shall report to maintenance personnel immediately. Maintenance personnel shall provide ground power unit and air supply unit to the designated stand.

3.5.4.2 Engine idle deicing: engine idle deicing does not affected by APU failure.

3.6 Rules of bridge equipment

3.6.1 Aircraft parking at boarding bridge stands shall turn off APU, use bridge power supply equipment(400Hz) and special air conditioner. Aircraft can use APU as the following situations:

3.6.1.1 机场不能够提供有效的桥载设备服务;

3.6.1.1 Bridge equipment is unserviceable;

3.6.1.2 航空器因启动发动机而需要开启 APU;

3.6.1.2 Aircraft needs APU to start up engine;

3.6.1.3 航空器进行 APU 的维修检测活动;

3.6.1.3 APU is under maintained;

3.6.1.4 遇到影响航班安全、正常运行的特殊情形,例如极端天气、专机保障、航班过站时间不足等有关情况。

3.6.1.4 In case of exceptional circumstance influencing the regularity and safety of operation, such as extreme weather, special plane support, and insufficient flight transtion time, aircraft can use APU.

3.6.2 郑州机场桥载设备的具体参数 (以廊桥或设备为单位):

3.6.2 Equipment parameters of the boarding bridge

停机位/Stand Nr.	400Hz 电源功率 /400Hz power supply(kVA)	400Hz 电源台数 /Number of 400Hz power	桥载空调频率 /Power of Air conditioning system(kW)	桥载空调台数/ Number of Air conditioning system
202-234, 241-265	90	1	refrigeration 215 heating 60	1
235-240, 266, 267, 269, 270		2		2
268		3		3
2-11		1	refrigeration 155 heating 60	1

3.7 停机位地井电源参数

3.7 Equipment parameters of the well power

停机位/Stand Nr.	400Hz 电源功率/400Hz power supply(kVA)	400Hz 电源组数/停机位 Number of 400Hz power/Stand
601-606	90	2
607-616		3

4. 低能见度运行

4.1 低能见度运行（标准II类、HUD 特殊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

4. Low visibility operation

4.1 Low visibility operation (LVO)(standard CAT II, HUD Special II, Low visibility TKOF, HUD Low visibility TKOF)

4.1.1 Low visibility procedures operation mode and commencement standard

Operation mode	Operation RQMNTS		RWY AVBL
	RVR or ceiling	LVP RQMNTS	
HUD Special ILS CAT I	450≤RVR<550 or 45≤ceiling<60	No	12R/30L, 12L/30R
HUD Special ILS CAT II	350≤RVR<450 or 30≤ceiling<45	Yes	12L
Standard ILS CAT II (Autopilot to DH and below)	300≤RVR<550 or 30≤ceiling<60		12L
Standard ILS CAT II (Manual operation below DH)	Aircraft CAT A, B, C: 300≤RVR<550 or 30≤ceiling<60 Aircraft CAT D: 350≤RVR<550 or 30≤ceiling<60		12L
Low visibility TKOF	Aircraft CAT A, B, C: 200≤RVR<400 Aircraft CAT D: 250≤RVR<400		12L/30R
HUD Low visibility TKOF(RVR200m)	200≤RVR<400		30R

HUD Low visibility TKOF(RVR150m)	150≤RVR<400		12L
-------------------------------------	-------------	--	-----

4.1.2 低能见度运行程序的启动准备与结束	4.1.2 Low visibility procedures commencement and termination
4.1.2.1 下列情形下将进入低能见度运行程序准备阶段：	4.1.2.1 LVP is commencing when comply with the following criteria:
(1) 跑道视程（RVR）下降至 600m 或云高降至 60m，并且预计继续下降；	(1) RVR is down to 600m or ceiling is down to 60m and expected to decline.
(2) 跑道视程（RVR）上升至 100m，并且预计继续上升。	(2) RVR is up to 100m, and expected to rise.
当天气条件达到低能见度运行准备阶段天气标准时，机场指挥中心与空管塔台沟通后，按程序启动低能见度运行程序。机场完成低能见度运行启动准备工作后，由民航河南空管分局塔台管制室通过 D-ATIS、ATIS、VHF（根据运行情况选择方式）向机组发布信息。	When the weather conditions comply with the above criteria, aerodrome control center will implement LVP after coordinated with TWR. ATC will inform aircraft via D-ATIS, ATIS or VHF depending on the operation mode.
4.1.2.2 下列情形下将结束低能见度运行程序：	4.1.2.2 LVP is terminated when comply with the following criteria:
(1) 当跑道视程（RVR）上升到 600m 以上、云高上升至 60m 以上，并稳定或继续好转时；	(1) RVR is up to 600m or above and ceiling is up to 60m or above, and keep stable or be better.
(2) 当跑道视程（RVR）小于 100m 并稳定并继续变差时。	(2) RVR is lower than 100m, and keep stable or expected to decline.
达到结束阶段的天气条件时，机场指挥中心与空管塔台沟通后，按程序退出低能见度运行程序。	When the weather conditions comply with the above criteria, aerodrome control center will terminate LVP after coordinated with TWR.
4.2 在郑州新郑机场实施低能见度运行的航空运营人	4.2 The operator conducting LVP in ZHCC shall get the

必须获得所在国民航有关部门运行批准。	authorization from the applicable foreign regulatory authority.
4.3 飞行员应该获得如下信息：	4.3 Pilot shall get the following information:
4.3.1 气象实况和预报；	4.3.1 Weather conditions and forecasts;
4.3.2 确认低能见度程序正在实施。	4.3.2 Confirm the low visibility procedures is being implemented.
4.4 准备实施低能见度运行(进近/起飞)的机组(HUD ILS 特殊I类运行除外)，应主动向空管管制员提出申请。	4.4 Aircrew shall apply for LVP(APCH or TKOF except HUD Special CAT I) on initial contact with ATC.
4.5 地面运行规定	4.5 GND operation regulation
4.5.1 航空器驾驶员应在能够看到滑行道中线灯的情况下根据管制员的滑行引导指令沿滑行道中线滑行；若航空器驾驶员不能执行管制员的滑行引导指令时应及时通知塔台管制员。	4.5.1 When pilot could see TWY center line lights, aircraft taxi along TWY center line according to instructions of TWR; if pilot could not follow the instructions, inform TWR in time.
4.5.2 航空器引导：在实施低能见度运行时，进离港航空器在停机坪区域的滑行根据运行需要和机组需求提供引导车引导，空管塔台管制地带内根据机组需求提供引导车引导。引导车在终止引导时，关闭引导指示灯，表示引导结束。	4.5.2 Aircraft guidance: when conducting LVP, ARR/DEP aircraft shall be guided by follow-me vehicle on request by operation or flight crew within the APN. Follow-me vehicle service is AVBL on request by flight crew within the TWR controlled area. Follow-me vehicle will turn off LGTs when the guidance finished.
4.5.3 滑行道 F、G5(T7 以北)、H6(T7 以北)、T6、T8(停机位 82 及以东)、T11 无中线灯，航空器低能见度运行滑行使用时机组需要注意观察，机坪管制部门根据运行需要和机组需求提供引导车服务。	4.5.3 TWYs F, G5(N of TWY T7), H6(N of TWY T7), T6, T8(E of Stand Nr.82(inclusive)) and T11 do not have centerline LGTs. Aircrew shall pay more attention while conducting LVP. Follow-me vehicle service is provided on request by APN.
4.5.4 低能见度运行时，离场航空器应在指定滑行道的等待位置等待，未经空管塔台管制员许可，禁止越过等待线，避免进入仪表着陆系统II类敏感区。	4.5.4 When conducting LVP, aircraft DEP shall follow ATC instructions and hold at designated TWY holding positions, and prohibit to cross holding line without

	permission, for avoiding entering the ILS sensitive area.
4.5.5 进场航空器落地后进入 C、D 滑行道表明已离开仪表着陆系统II类敏感区, 然后再向空管塔台管制员报告“航空器已脱离跑道”。	4.5.5 ARR aircraft have left ILS sensitive area once entering TWY C, D, then report to TWR: 'RWY vacated'.
5. 直升机飞行限制, 直升机停靠区	5. Helicopter operation restrictions and helicopter parking/docking area
无	Nil
6. 警告	6. Warning
6.1 航空器向跑道 30L/30R 进近时, 未经管制员许可, 严格按程序飞行, 禁止偏东。	6.1 Aircraft APCH to RWY30L/30R is strictly followed procedures and prohibited deviating eastwards without ATC clearance.
6.2 航空器一旦发现滑错路线或误入跑道, 应立即向管制员报告。	6.2 Aircraft shall report to ATC immediately when realize taxiing on the wrong way or an incursion of RWY.

ZHCC AD 2.21 减噪程序**起飞减噪程序**

在保证安全超障和飞行程序最低爬升梯度的条件下, 执行如下起飞减噪程序。因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)。

1. 在航空器起飞性能运行允许的情况下, 尽可能使用减推力起飞;
2. 在高度 450m, 起始爬升速度 $V_2+20\text{km/h}(10\text{kt})$ 时, 减小功率至爬升功率, 保持原有襟翼和速度继续爬升;
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。

ZHCC 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。

ZHCC AD 2.21 Noise abatement procedures**Noise abatement procedures for DEP**

In condition of complying with the RQMNTS of OBST 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).

1. The derated TKOF is strongly recommended if the TKOF performance of aircraft permit;
2. At ALT 450m, with a climb speed of V_2 plus $20\text{km/h}(10\text{kt})$, reduce engine power/thrust to climb power/thrust and maintain a speed with flaps and slats in the TKOF configuration;
3. At ALT 900m or above, maintain a positive rate of climb, accelerate to normal en-route climb speed and retract flaps/slats on schedule.

ZHCC 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. 起落航线

起落航线通常在跑道南侧, A、B 类航空器高度 450m, C、D 类航空器高度 650m; 如经空中交通管制部门许可, 可在跑道北侧进行。

2. Traffic circuits

Traffic circuits shall be made to the S of RWY, at ALT of 450m for aircraft CAT A/B, and 650m for aircraft CAT C/D. Traffic circuits to the N of RWY are subject to ATC clearance.

3. 仪表飞行程序

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

3. IFR flight procedures

Strict adherence is required to the relevant ARR/DEP 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 郑州进近管制区域内实施雷达管制。航空器最小水平间隔为 6km。

4. Radar procedures and/or ADS-B procedures

4.1 Radar control within Zhengzhou Approach Control Area has been implemented. The minimum horizontal radar separation is 6km.

4.2 最低监视引导高度扇区

4.2 Surveillance Minimum Altitude Sectors

Sector 1	ALT limit: 2400m or above
N352645 E1132817-N344424 E1122348-N345220 E1124819-N352023 E1133110-N352659 E1141742-N353121 E1141500-N352645 E1132817	
Sector 2	ALT limit: 800m or above
A circle with radius of 6KM centered at N344324 E1134326.	
Sector 3	ALT limit: 600m or above
N344801 E1133243-N345211 E1134811-N344429 E1135301-N344005 E1134459-N343815 E1134223-N341745 E1134547-N335809 E1133059-N334023 E1143705-N335403 E1150022-N343338 E1145030-N344130 E1144512-N352659 E1141742-N345839 E1130812-N344955 E1132251-N344801 E1133243	

Sector 4	ALT limit: 750m or above
N344955 E1132251-N344347 E1133307-N342755 E1132931-N341745 E1134547-N343815 E1134223-N344005 E1134459-N344429 E1135301-N345211 E1134811-N344801 E1133243-N344955 E1132251	
Sector 5	ALT limit: 900m or above
N343040 E1132506-N342755 E1132931-N344347 E1133307-N343040 E1132506	
Sector 6	ALT limit: 1150m or above
N343831 E1132135-N343159 E1132004-N342450 E1131319-N332927 E1132724-N332404 E1135939-N332114 E1141108-N334023 E1143705-N335809 E1133059-N341745 E1134547-N342755 E1132931-N343040 E1132506-N344347 E1133307-N344955 E1132251-N345839 E1130812-N343831 E1132135	
Sector 7	ALT limit: 2150m or above
N342618 E1121130-N341601 E1123739-N342331 E1130754-N343035 E1131413-N343510 E1131349-N345220 E1124819-N344424 E1122348-N342618 E1121130	
Sector 8	ALT limit: 1800m or above
N333552 E1124722-N332927 E1132724-N342450 E1131319-N342331 E1130754-N341601 E1123739-N333552 E1124722	
Sector 9	ALT limit: 2400m or above
N333905 E1122916-N333552 E1124722-N341601 E1123739-N342618 E1121130-N333905 E1122916	
Sector 10	ALT limit: 700m or above
N332114 E1141108-N331714 E1142715-N332855 E1144432-N335403 E1150022-N334023 E1143705-N332114 E1141108	
Sector 11	ALT limit: 1850m or above
N345220 E1124819-N343510 E1131349-N343035 E1131413-N342331 E1130754-N342450 E1131319-N343159 E1132004-N343831 E1132135-N345839 E1130812-N345220 E1124819	
Sector 12	ALT limit: 1150m or above
N352023 E1133110-N345220 E1124819-N345839 E1130812-N352659 E1141742-N352023 E1133110	

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. 目视飞行政序

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 TWR control area and APP control area.

7. 目视飞行航线

无

7. VFR route

Nil

8. 其它规定

无

8. Other regulations

Nil

ZHCC AD 2.23 其它资料

ZHCC AD 2.23 Other information

鸟情资料

郑州机场全年均有鸟类活动，有较强的季节特点，机场周边生态环境丰富，飞行区内有大量草坪，会吸引鸟类短暂停留休整、驻留或穿行。

Bird’s information

Zhengzhou Airport experiences year-round bird activity with pronounced seasonal characteristics. The surrounding ecological environment is abundant, and the flight zone is dotted with vast lawns, attracting birds for layover, resting, residing, or traversing.

在机场及周边地区：春季(约 3 月-5 月)以留鸟和迁徙鸟为主，留鸟多数进入繁殖期，搭窝筑巢及求偶迹象明显，活跃度较为频繁，主要鸟类有麻雀、喜鹊、斑鸠和戴胜等，春季是迁徙鸟集中北迁的高峰阶段，多

In and around the airport: Spring(approx. MAR-MAY): Dominated by resident birds and migratory birds. Most resident birds enter the breeding season, displaying nesting, mate-seeking behaviors, and heightened

数迁徙鸟活动高度在 1000m 以下,部分大型鸟类活动可达上千米,春季有信鸽集中训放;夏季(约 6 月-8 月)以夏候鸟和留鸟为主,是年度鸟类活动数量较高的阶段,活动主要鸟种有燕科(家燕、崖沙燕和金腰燕等)、隼科(红隼为主)、鸭科(绿头鸭、斑嘴鸭等)、雉科(环颈雉为主)、鹭科(池鹭、白鹭、牛背鹭等)以及哺乳纲蝙蝠科活动,也偶见鹰形目(鸮科、鹰科等)等其它目种鸟类活动;秋季(约 9 月-11 月)以留鸟和迁徙鸟为主,留鸟活跃度较春季有所下降,但总数量较春季有所提升,秋季也是迁徙鸟集中南迁的高峰,迁徙种类及总数量也超过春季北迁的数量,多数迁徙鸟活动高度在 1000m 以下,部分大型鸟类活动可达上千米,秋季有信鸽集中训放;冬季(约 12 月-次年 2 月)活动的主要有留鸟和冬候鸟,温度较低以及雪后,麻雀、喜鹊及鸮鸟等鸟类较易集群,也有隼、鸮、环颈雉及鹭等鸟类活动。所有活动的鸟类中,均有与航空器运行轨迹冲突的可能,中大型(单体约 200g 以上)及集群活动的鸟类是需重点关注的危险鸟种。

activity. Key species include sparrows, magpies, turtledoves, and hoopoes. Spring marks the peak period of northward migration for migratory birds, with most flying below 1000m, while some large birds can reach heights of ten thousand meters. There are also concentrated pigeon training flights during spring. Summer(approx. JUN-AUG): Predominantly summer visitors birds and summer resident birds, this period is a peak period for annual bird activity. Active species include hirundinidae(e.g., house swallows, sand martins, and red-rumped swallows), falconidae(mainly kestrel),anatidae(e.g., mallards and spot-billed ducks), phasianidae(mainly ring-necked pheasants), herons(e.g., pond herons, egrets, and cattle egrets), as well as bats from the Mammalia order. Occasional sightings of birds from the Accipitridae(e.g., ospreys, eagles) and other orders are also recorded. Autumn(approx. SEP-NOV): Again, resident birds and migratory birds dominate. Resident bird activity decreases slightly compared to spring but with an overall increase in numbers. Autumn sees the peak of southward migration, with more diverse species and total numbers exceeding those during northward migration in spring. Most migratory birds fly below 1000m, while some large birds can reach heights of ten thousand meters. Pigeon training flights also concentrate during autumn. Winter(approx. DEC-NXT year FEB): Resident birds and winter visitor birds are active. In cold temperatures and after snowfall, birds

机场按照生态治理为主被动驱赶为辅的多种方式开展鸟击防范工作。生态治理集中在对栖息地和食物源进行管控，从源头上降低对鸟类的吸引，采取的措施有控草、灭虫、减水源等；被动驱赶主要使用煤气炮、声波、驱鸟弹、驱鸟枪和化学驱鸟药剂等驱离活动的鸟类。

like sparrows, magpies, and lark to form flocks.

Hayabusa, owls, ring-necked pheasants, and buzzards can also be seen. Among all active bird species, there is a potential for conflicts with aircraft flight paths, with medium to large-sized birds(over 200g individually) and birds of swarm activity posing the highest risk.

The airport adopts a multi-faceted approach to bird strike prevention, emphasizing ecological management supplemented by passive deterrence. Ecological management focuses on controlling habitats and food sources to reduce attractiveness to birds, measures include grass control, pest eradication, and water reduction. Passive deterrence relies on gas cannons, acoustic devices, bird scaring projectiles, bird repellent guns, and chemical repellents to disperse active birds.