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

ZBSJ/SJW-石家庄/正定 SHIJIAZHUANG/Zhengding

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

| | | |
|---|---|---|
| 1 | 机场基准点坐标及其在机场的位置<br>ARP coordinates and site at AD | N38°16.9′ E114°41.9′<br>Center of RWY |
| 2 | 机场基准点与城市的位置关系<br>Direction and distance from city | 035 °GEO, 31.9km from Shijiazhuang Old Railway Station |
| 3 | 机场标高、基准温度、低温均值<br>ELEV/Reference temperature/Mean low temperature | 71.1 m/32.5°C(JUN)/-8.9°C(JAN) |
| 4 | 机场标高位置的大地水准面波幅<br>Geoid undulation at AD ELEV PSN | |
| 5 | 磁差（测量年份）及年变率<br>VAR(Year)/Annual change | 6°8′W(2021)/-0.3′ |
| 6 | 机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址<br>AD administration/Address/Telephone/Telefax/ AFS/ E-mail/Website | Hebei Airport Administration Group CO.LTD<br>Shijiazhuang Zhengding Airport Post code:050802<br>TEL:86-311-88027131<br>FAX:86-311-88027140<br>AFS:ZBSJZPZX<br>Website:www.hebeiairport.com |
| 7 | 允许飞行种类<br>Types of traffic permitted(IFR/VFR) | IFR-VFR |
| 8 | 机场性质/飞行区指标<br>Military or civil airport/Reference code | CIVIL/4E |
| 9 | 备注<br>Remarks | Nil |

## ZBSJ AD 2.3 工作时间 Operational hours

| | | |
|---|---|---|
| 1 | 机场开放时间<br>AD Operational hours | H24 |
| 2 | 海关和移民<br>Customs and immigration | HO |
| 3 | 卫生健康部门<br>Health and sanitation | HO |
| 4 | 航空情报服务讲解室<br>AIS Briefing Office | HS or O/R |
| 5 | 空中交通服务报告室<br>ATS Reporting Office | HS or O/R |

| | | |
|---|---|---|
| 6 | 气象服务讲解室<br>MET Briefing Office | HS or O/R |
| 7 | 空中交通服务<br>Air Traffic Service | HS or O/R |
| 8 | 加油服务<br>Fuelling | HO |
| 9 | 地勤服务<br>Handling | HO |
| 10 | 安保服务<br>Security | H24 |
| 11 | 除冰服务<br>De-icing | HO |
| 12 | 备注<br>Remarks | Nil |

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

| | | |
|---|---|---|
| 1 | 货物装卸设施<br>Cargo-handling facilities | platform lift(7t,14t), luggage towing vehicle, conveyor truck, platform lorry, cargo charter roller truck, cargo charter platform lorry, cargo charter carrier, fork lift(5t,3t,2t) |
| 2 | 燃油牌号<br>Fuel types | Jet Fuel No.3 |
| 3 | 滑油牌号<br>Oil types | Nil |
| 4 | 加油设施/能力<br>Fuelling facilities & Capacity | Underground pipeline, tank vehicle(20000 litres), hydrant dispenser, apron pipeline gas well;<br>Oil depot: 300m³/h |
| 5 | 除冰设施<br>De-icing facilities | 12 De-icers, De-icing fluid(type I, type II) |
| 6 | 过站航空器机库<br>Hangar space for visiting aircraft | Nil |
| 7 | 过站航空器的维修设施<br>Repair facilities for visiting aircraft | Line maintenance available for B737-700/800, B737NG, A319/320/321, ARJ, E190 |
| 8 | 备注<br>Remarks | Ground power unit, ground air supply unit, ground air preconditioning unit, potable water supply vehicle, sewage vehicle, passenger vehicle, broad vehicle, garbage vehicle, towing vehicle, hydraulic aerial cage, fork, barrier-free boarding vehicle, bridge power equipment, bridge air preconditioning equipment, medium-frequency power supply, ground air conditioner, Ground well cleaning truck, multifunction vehicle, ESD stop pumping device |

## ZBSJ AD 2.5 旅客设施 Passenger facilities

| | | |
|---|---|---|
| 1 | 宾馆<br>Hotels | Adjacent to AD |
| 2 | 餐饮<br>Restaurants | Adjacent to AD and at TML |
| 3 | 交通工具<br>Transportation | Airport buses, high-speed trains, buses, taxis and e-hailing |
| 4 | 医疗设施<br>Medical facilities | First-aid center at AD, first-aid station and emergency room at TML, first-aid equipment and ambulance provided |
| 5 | 银行和邮局<br>Bank and Post Office | ATMs and currency exchange machines at TML, SF express at TML |
| 6 | 旅行社<br>Tourist Office | Nil |
| 7 | 备注<br>Remarks | Nil |

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

| | | |
|---|---|---|
| 1 | 机场消防等级<br>AD category for fire fighting | CAT 8 |
| 2 | 援救设备<br>Rescue equipment | Fire fighting facilities: rapid intervention vehicle, primary foam tender, heavy-load foam tender, illumination truck, dry-chemical tender, demolition fire fighting facilities, command car, logistics vehicle;<br>Rescue equipment: uplift air cushion, mobile surface operation devices, traction rack, lifting and tethered hoisting equipment |
| 3 | 搬移受损航空器的能力<br>Capability for removal of disabled aircraft | MTWA up to B747-400 and below. Removal equipment: Uplift air cushion, mobile surface, traction rack(for B747-400 and below), tethered hoisting equipment(for A380 and below) |
| 4 | 备注<br>Remarks | Nil |

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

| | | |
|---|---|---|
| 1 | 可用季节及扫雪设备类型<br>Seasonal availability/Types of clearing equipment | All seasons<br>Snow blowers, multifunctional snow removal vehicle, snow fluid trucks, snow slinger, snow pusher, vehicle snow removal rolling brush and apron snow removal units |
| 2 | 扫雪顺序<br>Clearance priorities | RWY, TWY, Apron |
| 3 | 备注<br>Remarks | Nil |

## ZBSJ AD 2.8 停机坪、滑行道及校正位置数据 Aprons, taxiways and check locations data

| | | | |
|---|---|---|---|
| 1 | 停机坪道面和强度<br>Apron surface and strength | 道面<br>Surface | CONC |
| | | 强度<br>Strength | PCR 1210/R/C/W/T : Stands Nr.210-216<br>PCR 1100/R/B/W/T : Stands Nr.217,217L/R,218-219<br>PCR 1090/R/B/W/T : Stands Nr.208-209,220-227<br>PCR 970/R/B/W/T : Stands Nr.201-207<br>PCR 940/R/A/W/T : Stands Nr.501-505, 506,506L/R,507-511<br>PCR 920/R/B/W/T : Stands Nr.112-116,161-164<br>PCR 870/R/B/W/T : Stands Nr.101-108,117-125,151-156<br>PCR 790/R/A/W/T : Stands Nr. 109-111,109L/R,110L/R,111L/R,157-160<br>PCR 780/R/A/W/T : Engine run-ups stand |
| 2 | 滑行道宽度、道面和强度<br>Taxiway width, surface and strength | 宽度<br>Width | 85m : K<br>80m : C<br>54m : H, J<br>47.5m : B5, C1-C3, K1<br>23m : A, A1-A6, B, B1-B4, B6-B9, H1, J1, K2 |
| | | 道面<br>Surface | CONC |
| | | 强度<br>Strength | PCR 1210/R/C/W/T : C2<br>PCR 1100/R/B/W/T : B1, B2, H, K, K2<br>PCR 1090/R/B/W/T : B3-B6, C3, K1<br>PCR 990/R/B/W/T : B8<br>PCR 970/R/B/W/T : B<br>PCR 940/R/A/W/T : H1, J, J1<br>PCR 920/R/B/W/T : A3<br>PCR 910/R/B/W/T : A4<br>PCR 890/R/B/W/T : A6<br>PCR 870/R/B/W/T : C, C1<br>PCR 840/R/A/W/T : B7<br>PCR 780/R/A/W/T : B9<br>PCR 770/R/A/W/T : A1<br>PCR 750/R/A/W/T : A<br>PCR 720/R/A/W/T : A2<br>PCR 710/R/A/W/T : A5 |
| 3 | 高度表校正点的位置及其标高<br>ACL location and elevation | Nil | |
| 4 | VOR 校正点<br>VOR checkpoints | Nil | |

| | | |
|---|---|---|
| 5 | INS 校正点<br>INS checkpoints | Nil |
| 6 | 备注<br>Remarks | Nil |

## ZBSJ AD 2.9 地面活动引导和管制系统与标识
## Surface movement guidance and control system and markings

| | | | |
|---|---|---|---|
| 1 | 航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用<br>Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands | Taxiing guidance signs at all intersections of TWY and RWY.<br>Taxiing guidance signs at all holding positions.<br>Aircraft stand identification sign boards at all stands.<br>Guide lines at all TWYs.<br>Guide lines at all aprons.<br>Marshalling assistance for all aircraft stands. | |
| 2 | 跑道和滑行道标志及灯光<br>RWY and TWY marking and LGT | 跑道标志<br>RWY markings | THR, RWY designation, edge line, RWY center line, TDZ, aiming point |
| | | 跑道灯光<br>RWY lights | RTHL, WBAR, REDL, RCLL, RENL |
| | | 滑行道标志<br>TWY markings | Edge line, center line, intermediate holding position |
| | | 滑行道灯光<br>TWY lights | Edge line lights, center line retroreflective markers |
| 3 | 停止排灯和跑道警戒灯<br>Stop bars and runway guard lights | Runway guard lights: A1, A3, A4, A6 | |
| 4 | 其它跑道保护措施<br>Other runway protection measures | Nil | |
| 5 | 备注<br>Remarks | Blue apron edge line lights, passive reflection stick | |

## ZBSJ AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 (相对 15/33 跑道中心)
Obstacles within a circle with a radius of 15km (centered on the center of RWY 15/33)

| 障碍物名称或编号<br>Obstacle ID/ Designation | 障碍物类型<br>Obstacle type | 障碍物位置<br>磁方位(°)/距离(m)<br>Obstacle position<br>MAG<br>BRG(degree)/DIST(m) | 标高或(高)<br>Elevation /(Height) (m) | 障碍物标志，灯光类型及颜色<br>Obstacle marking /Lighting Type & Colour | 影响的飞行程序及起飞航径区/备注<br>Flight procedure/take-off path area affected & Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| STACK 001 | STACK | 011/7078 | 174.0 | | |

半径 15 千米内主要障碍物 (相对 15/33 跑道中心)

Obstacles within a circle with a radius of 15km (centered on the center of RWY 15/33)

| 障碍物名称或编号 Obstacle ID/ Designation | 障碍物类型 Obstacle type | 障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m) | 标高或(高) Elevation /(Height) (m) | 障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour | 影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks |
|---|---|---|---|---|---|
| BLDG 002 | BLDG | 015/6284 | 158.8 | | |
| STACK 003 | STACK | 038/7610 | 136.7 | | |
| STACK 004 | STACK | 039/7776 | 159.8 | | |
| TOWER 005 | TOWER | 040/7269 | 157.4 | | |
| WATER_TOWER 006 | WATER_TOWER | 134/2841 | 96.3 | LGT | |
| Antenna 007 | Antenna | 148/5614 | 101.8 | LGT | |
| Pole 008 | Pole | 154/3428 | 80.8 | | |
| Antenna 009 | Antenna | 165/3181 | 100.0 | | |
| Antenna 010 | Antenna | 168/3315 | 107.0 | | |
| Control TWR 011 | Control TWR | 208/673 | 122.1 | LGT | RWY15 ILS/DME Final approach |
| Control TWR 012 | Control TWR | 250/994 | 162.2 | | |
| Radar 013 | Radar | 317/1984 | 112.7 | LGT | |
| BLDG 014 | BLDG | 320/1900 | 99.4 | | |
| Antenna 015 | Antenna | 323/3557 | 109.6 | | |
| BLDG 016 | BLDG | 337/4107 | 98.1 | | RWY33 Take-off path |
| BLDG 017 | BLDG | 342/6805 | 149.1 | | |

半径 15 千米内主要障碍物 (相对 15/33 跑道中心)

Obstacles within a circle with a radius of 15km (centered on the center of RWY 15/33)

| 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 |
|---|---|---|---|---|---|
| TOWER 018 | TOWER | 348/7841 | 170.7 | LGT | |
| TOWER 019 | TOWER | 350/7058 | 141.2 | LGT | |
| TOWER 020 | TOWER | 355/6919 | 130.6 | LGT | |

半径 15 千米-50 千米内主要障碍物 (相对 15/33 跑道中心)

Obstacles between two circles with the radius of 15km and 50km (centered on the center of RWY 15/33)

| 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 |
|---|---|---|---|---|---|
| TV TWR 021 | TV TWR | 121/25909 | 152 | LGT | |
| STACK 022 | STACK | 189/25828 | 187 | | 210°-355°Sectors |
| BLDG 023 | BLDG | 201/28013 | 278 | | ATC SMAC |
| BLDG 024 | BLDG | 210/19038 | 225 | | |
| TV TWR 025 | TV TWR | 213/32517 | 349 | | ATC SMAC |
| MT 026 | MT | 215/95454 | 1325 | | ATC SMAC |
| NATURAL_HIGHPOINT 027 | NATURAL_HIGHPOINT | 221/53208 | 815 | | 355°-210°Sectors |
| MT 028 | MT | 236/56970 | 841 | | ATC SMAC |

半径 15 千米-50 千米内主要障碍物 (相对 15/33 跑道中心)
Obstacles between two circles with the radius of 15km and 50km (centered on the center of RWY 15/33)

| 障碍物名称或编号 Obstacle ID/ Designation | 障碍物类型 Obstacle type | 障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m) | 标高或(高) Elevation /(Height) (m) | 障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour | 影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks |
|---|---|---|---|---|---|
| MT 029 | MT | 305/85432 | 1646 | | ATC SMAC |
| MT 030 | MT | 311/93011 | 2294 | | ATC SMAC |
| MT 031 | MT | 316/65505 | 1054 | | ATC SMAC |
| TV TWR 032 | TV TWR | 328/21481 | 213 | LGT | RWY15 RNAV ILS/DME, ILS/DME, NDB/DME, VOR/DME Initial approach |
| MT 033 | MT | 331/56066 | 826 | | ATC SMAC |
| MT 034 | MT | 344/40296 | 364 | | |
| NATURAL_HIGHPOINT 035 | NATURAL_HIGHPOINT | 355/49032 | 515 | | ATC SMAC |
| NATURAL_HIGHPOINT 036 | NATURAL_HIGHPOINT | 360/28544 | 378 | | RWY15 RNAV ILS/DME, ILS/DME, NDB, NDB/DME, VOR/DME Initial approach |

Remarks:

## ZBSJ 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 | Shijiazhuang MET station of ATMB |
| 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 | Shijiazhuang MET station of ATMB;9h, 24h;3h, 6h |

| | | |
|---|---|---|
| 4 | 趋势预报及发布间隔<br>Trend forecast/Interval of issuance | trend 1h |
| 5 | 所提供的讲解或咨询服务<br>Briefing/Consultation provided | Briefing provided: P, T, TV<br>Consultation provided: T |
| 6 | 飞行文件及其使用语言<br>Flight documentation/Language(s) used | Chart, International MET Codes, Abbreviated Plain Language Text;Ch,En |
| 7 | 讲解或咨询服务时可利用的图表和其它信息<br>Charts and other information available for briefing or consultation | SFC/upper live and data forecast product, satellite and radar image, AWOS real-time data |
| 8 | 提供气象情报的辅助设备<br>Supplementary equipment available for providing information | Database system, message terminal, TEL, FAX |
| 9 | 提供气象情报的空中交通服务单位<br>ATS units provided with information | APP, ATS Servicing Office, TWR |
| 10 | 其他信息<br>Additional information | Nil |
| 气象观测和报告<br>Meteorological observations and reports | | |
| 1 | 机场观测类型与频率、自动观测设备<br>Type & frequency of observation /Automatic observation equipment | Hourly plus special observation/Yes |
| 2 | 气象报告类型及所包含的补充资料<br>Type of MET Report/Supplementary information included | METAR, SPECI |
| 3 | 观测系统及安装位置<br>Observation system/Site(s) | RVR EQPT<br>A: 100m E of RCL, 340m inward THR15;<br>B: 100m E of RCL, 1805m inward THR33;<br>C: 100m E of RCL, 360m inward THR33.<br>SFC wind sensors<br>15: 110m E of RCL, 350m inward THR15;<br>33: 110m E of RCL, 340m inward THR33；<br>RWY center: 111m E of RCL, 1642m inward THR15.<br>Ceilometer<br>15: on the extension of RCL, 1023m outward THR15；<br>33: on the extension of RCL, 1073m outward THR33 |
| 4 | 观测系统的工作时间<br>Hours of operation for meteorological observation system | H24 |
| 5 | 气候资料<br>Climatological information | Climatological tables AVBL |
| 6 | 其他信息 | Nil |

| | | |
|---|---|---|
| | Additional information | |

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

| 跑道号码 RWY Designator | 真方位和磁方位 TRUE & MAG BRG | 跑道长宽 Dimensions of RWY(m) | 跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY | 跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation | 跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY | 跑道和停止道坡度 Slope of RWY/SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 15 | 147 °GEO 153 °MAG | 3400×45 | PCR 770/R/A/W/T CONC/- | Nil | THR 71.1m | -0.2%(800m)/-0.08%(2600m) |
| 33 | 327 °GEO 333 °MAG | 3400×45 | PCR 770/R/A/W/T CONC/- | Nil | THR 67.4m | 0.08%(2600m)/0.2%(800m) |

| 跑道号码 RWY Designator | 停止道长宽 SWY dimensions (m) | 净空道长宽 CWY dimensions (m) | 升降带长宽 Strip dimensions (m) | 跑道端安全区长宽 RESA dimensions (m) | 拦阻系统的位置及描述 Location& Description of arresting system | 无障碍物区 OFZ |
|---|---|---|---|---|---|---|
| 1 | 8 | 9 | 10 | 11 | 12 | 13 |
| 15 | Nil | 240×150 | 3520×300 | 240×120 | Nil | Yes |
| 33 | Nil | 240×150 | 3520×300 | 240×120 | Nil | Yes |
| Remarks: Blast pad 60×60m;RWY shoulder:7.5m on each side | | | | | | |

## ZBSJ AD 2.13 公布距离 Declared distances

| 跑道号码 RWY Designator | 可用起飞滑跑距离 TORA(m) | 可用起飞距离 TODA(m) | 可用加速停止距离 ASDA(m) | 可用着陆距离 LDA(m) | 备注 Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 15 | 3400 | 3640 | 3400 | 3400 | Nil |
| 33 | 3400 | 3640 | 3400 | 3400 | Nil |

## ZBSJ AD 2.14 进近和跑道灯光 Approach and runway lighting

| 跑道号码 RWY Designator | 进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST | 入口灯颜色、翼排灯 THR LGT colour/ WBAR | 目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT | 接地带灯长度 TDZ LGT LEN | 跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST | 跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST | 跑道末端灯颜色 RWY end LGT colour | 停止道灯长度、颜色 SWY LGT LEN /Colour |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 15 | PALS<br>CAT I<br>SFL<br>900 m<br>VRB<br>LIH | GREEN<br>Yes | PAPI<br>LEFT<br>348m inward<br>THR15<br>3°<br>16.8m | Nil | 3400 m<br>spacing 30m<br>0-2500m, WHITE<br>2500-3100m,<br>RED/WHITE<br>3100-3400m, RED<br>VRB LIH | 3400 m<br>spacing 60m<br>0-2800m, WHITE<br>2800-3400m,<br>YELLOW<br>VRB LIH | RED | Nil |
| 33 | PALS<br>CAT I<br>SFL<br>900 m<br>VRB<br>LIH | GREEN<br>Yes | PAPI<br>LEFT<br>338m inward<br>THR33<br>3°<br>17.4m | Nil | 3400 m<br>spacing 30m<br>0-2500m, WHITE<br>2500-3100m,<br>RED/WHITE<br>3100-3400m, RED<br>VRB LIH | 3400 m<br>spacing 60m<br>0-2800m, WHITE<br>2800-3400m,<br>YELLOW<br>VRB LIH | RED | Nil |
| Remarks: | | | | | | | | |

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

| | | |
|---|---|---|
| 1 | 机场灯标或识别灯标位置、特性和工作时间<br>ABN/IBN location, characteristics and hours of operation | Nil |
| 2 | 着陆方向标和风向标位置和灯光<br>LDI/ WDI location and LGT | WDI:<br>15:near by GP15 with lighting;<br>33:near by GP33 with lighting. |
| 3 | 滑行道边灯和滑行道中线灯<br>TWY edge and center line lighting | All TWYs: green retroreflective markers, blue edge line lights |
| 4 | 备份电源及转换时间<br>Secondary power supply/Switch-over time | Secondary power supply available<br>UPS/1s, Diesel generator/15s(north light station);<br>UPS/1s, Diesel generator/15s(south light station). |
| 5 | 备注<br>Remarks | Nil |

## ZBSJ AD 2.16 直升机着陆区域 Helicopter landing area

| | | |
|---|---|---|
| 1 | TLOF 坐标或 FATO 入口坐标及大地水准面波幅<br>Coordinates TLOF or THR of FATO, Geoid undulation | Nil |
| 2 | TLOF 和（或）FATO 标高<br>TLOF and/or FATO elevation | Nil |
| 3 | TLOF 和 FATO 区域范围、道面、强度和标志<br>TLOF and FATO area dimensions,surface, strength, marking | Nil |
| 4 | FATO 的真方位和磁方位<br>True and MAG BRG of FATO | Nil |
| 5 | 公布距离<br>Declared distance available | Nil |
| 6 | 进近灯光和 FATO 灯光<br>APP and FATO lighting | Nil |
| 7 | 备注<br>Remarks | Nil |

## ZBSJ AD 2.17 空中交通服务空域 ATS airspace

| 空域名称和水平范围<br>Designation and lateral limits | | 垂直范围<br>Vertical limits | 空域分类<br>Airspace class | 空中交通服务单位呼号和使用语言<br>ATS unit callsign<br>Language | 工作时间<br>Hours of applicability | 备注<br>Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Shijiazhuang tower control area | A circuit, 2 arcs with radius 13km centered at centers of both RWY THRs and 2 parallel lines of 13km from RWY centerline | SFC-600m (QNH) | | | | |
| Fuel Dumping Area | N374615E1132330-N380400E1140845-N375745E1141000-N373315E1133600-N374615E1132330 | Above 4500m | | | | See Fuel Dumping Area Chart |
| Altimeter setting region and TL/TA | The same as Shijiazhuang Approach Control Area (ZBSJAP01) | TL 3600m<br>TA 3000m<br>3300m(QNH≥1031hPa)<br>2700m(QNH≤979hPa) | | | | |

## ZBSJ 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 | | 127.85 | | | H24 | D-ATIS available |
| APP | Shijiazhuang Approach | APP01:120.45 (124.75) | | | H24 | |
| | | APP02:119.125 (124.75) | | | by ATC | |
| TWR | Shijiazhuang Tower | 118.35 (123.65) | | | H24 | |
| GND | Shijiazhuang Ground | 121.6 | | | HO | |
| | Shijiazhuang Delivery | 121.725 | | | HO | DCL available |
| OP-CTL | Ground Service | 129.25 | | | | |

## ZBSJ 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 |
| Zhengding VOR/DME | SJW | 117.7 MHz CH 124X | H24 | N38°16.8′ E114°41.9′ | 68 m | Coverage 200km |
| Wuji NDB | FL | 272 kHz | H24 | N38°14.9′ E114°53.3′ | | Coverage 150km |
| Xingtang NDB | OC | 235 kHz | H24 | N38°27.3′ E114°33.3′ | | Coverage 150km |
| LMM 15 | O | 528 kHz | | N38°18.0′ E114°40.9′ 333 °MAG/ 1000m FM THR15 | | Coverage 74km |

| 设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角<br>Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS | 识别<br>ID | 频率、波道<br>Frequency/ Channel number | 工作时间<br>Hours of operation | 发射天线坐标及相对位置<br>Coordinates of transmitting antenna/ Position | DME 发射天线标高<br>Elevation of DME transmitting antenna | 备注<br>Remarks |
|---|---|---|---|---|---|---|
| LOC 15<br>ILS CAT I | IOO | 109.9 MHz | | 153 °MAG/ 260m FM end of RWY15 | | Coverage 31km |
| GP 15 | | 333.8 MHz | | 122m E of RCL，321m inward THR15 | | Angle 3 °<br>RDH 16.8m<br>Coverage 19km |
| DME 15 | IOO | CH 36X<br>(109.9 MHz) | | | 76m | Co-located with GP 15 |
| LMM 33 | F | 377 kHz | | N38°15.5′<br>E114°42.9′<br>153 °MAG/ 1050m FM THR33 | | Coverage 74km |
| LOC 33<br>ILS CAT I | IFF | 110.3 MHz | | 333 °MAG/ 260m FM end of RWY33 | | Coverage 31km |
| GP 33 | | 335 MHz | | 122m E of RCL，<br>308m inward THR33 | | Angle 3 °<br>RDH 17.3m<br>Coverage 19km |
| DME 33 | IFF | CH 40X<br>(110.3 MHz) | | | 74m | Co-located with GP 33 |

## ZBSJ AD 2.20 本场规定

**1. 机场使用规定**

1.1 所有技术试飞需事先申请，并在得到空中交通管制部门批准后方可进行。

1.2 所有出港航空器在离地后首次联系进近管制室时应主动报告当时高度（米制单位）。

## ZBSJ AD 2.20 Local aerodrome regulations

**1.Airport operations regulations**

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

1.2 When departing aircraft contact APP controller at the first time after take-off, pilot shall inform the altitude(m) of the aircraft.

1.3 出港航班机组申请 ATC 放行许可应不早于预计起飞时间（ETD）前 20min。

1.3 Departure aircraft shall not apply for ATC delivery clearance earlier than 20min before ETD.

1.4 石家庄机场塔台数字化放行（DCL）全天提供服务。出港航空器可通过数据链通信（DCL）和放行频率人工话音播发两种方式取得放行许可。通过数据链通信电文发布的管制许可和指令，双方应当以数据链通信方式回复，无需使用话音方式复述或确认。

1.4 Departure clearance via data link(DCL) available for all time. Departure aircraft shall apply for delivery clearance with DCL or contact controller with verbal clearance. Clearance and instruction from data link way shall be replyed within data link, no necessary repeated in verbal.

1.5 不具备 RNAV 或 RVSM 能力的航空器，提前向管制员报告。

1.5 The aircraft shall report to ATC in advance if have no ability of RNAV or RVSM.

**2. 跑道和滑行道的使用**

**2. Use of runways and taxiways**

2.1 可以通过 OP-CTL 频率 129.25MHz 申请引导车服务。

2.1 Follow-me vehicle service is available by contacting OP-CTL frequency 129.25 MHz.

2.2 为规范航空器进入跑道和落地后的跑道占用时间，提高跑道容量，做如下要求（湿跑道或污染跑道除外）：

2.2 Except for wet RWY or contaminated RWY, requirement as follows to increase RWY operation capacity:

2.2.1 起飞航空器在前机为起飞落地或跑道未被占用时，起飞的航空器从接到管制员进跑道指令至对正跑道应不超过 50s；

2.2.1 For departure aircraft, while preceding aircraft is taking off or landing ,or while the RWY is not occupied, departure aircraft shall alignment RWY within 50s after receiving ATC instructions of entering RWY.

2.2.2 落地航空器

2.2.2 For landing aircraft

a.中型机(含)以下机型从飞越跑道入口至完全脱离跑道应不超过 50s;

a. Aircraft of medium type and below shall fully vacate RWY within 50s after flying over RWY threshold.

b.重型机(含)以上机型从飞越跑道入口至完全脱离跑道应不超过 70s。

b. Aircraft of heavy type and above shall fully vacate RWY within 70s after flying over RWY threshold.

2.3 在转换使用跑道方向过程中，使用跑道顺风分量大于 3.5m/s 但小于 5m/s 时，管制员通知航空器驾驶

2.3 When aircraft change direction of runway in use, if downwind speed is more than 3.5m/s and not exceeding

员地面风向、风速后，如果因航空器性能限制等原因无法接受时，航空器驾驶员应立即告知管制员。

5m/s for short time, ATC controller shall inform pilot. If aircraft can not accept it due to performance limitation, the pilot shall inform ATC immediately.

2.4 滑行道运行限制

2.4 TWYs operation limits

| 滑行道/TWYs | 航空器翼展限制（m）/Wing span limits for aircraft(m) |
|---|---|
| A3, A4 | ≤52 |

2.5 以下机型需采取过滑偏置转弯

2.5 The follow aircrafts shall use Judgement Oversteering Method

A330-300、A340-300、A340-500、A350-900、A350-1000 、B767-300、B747-100、B747-200、B747-300、B747-400、B777-200、B777-200ER、B777-300、B777-300ER、B787-9、B787-10 机型在A1、A6、B7、B8、B9 滑行道运行时需采取“过滑偏置转弯”。

A330-300, A340-300, A340-500, A350-900, A350-1000, B767-300, B747-100, B747-200, B747-300, B747-400, B777-200, B777-200ER, B777-300, B777-300ER, B787-9, B787-10 shall use Judgement Oversteering Method while taxiing on TWYs A1, A6, B7, B8, B9.

**3. 机坪和机位的使用**

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

3.1 发动机试车，需经塔台许可，并通报机场运行管理部门，在指定的地点进行。

3.1 Engine run-ups shall be carried out at a designated location and be subject to Tower Control and Aerodrome Operation Management Department for clearance.

3.2 机位使用限制

3.2 Limits for stand

| 停机位编号 Stands Nr. | 进入机位规定 Enter rules | 滑出机位规定 Exit rules |
|---|---|---|
| 101-125, 151-164, 201-207 | Follow ATC instructions to enter | Follow ATC instructions to exit |
| 208, 209 | Taxi in via TWY B6-C3. | Pushed back with nose to west, taxi out via TWY C3-C2. |
| 210-213 | Taxi in via TWY B6-C3-C2. | Pushed back with nose to north |

| | | |
|---|---|---|
| 214, 215 | | Pushed back to the south of holding position on TWY C2 with nose to north, then taxi out via TWY C2. |
| 216, 217, 217L | Taxi in via TWY B. | Pushed back to TWY B(BTN TWY B4&B5) with nose to south. |
| 217R, 218, 219 | After Follow-me vehicle via TWY K. | 1.Pushed back to stands Nr.501-504 with nose to south then taxi out via Route 2. |
| | | 2.Pushed back to TWY K with nose to west then taxi out via Route 2. |
| 220-227 | After Follow-me vehicle via TWY K-K1. | Pushed back with nose to south then taxi out via Route 1. |
| 501-505 | After Follow-me vehicle. Stands close at night, follow ATC instructions to enter. | Taxi out via Route 2.Stands close at night, follow ATC instructions to exit. |
| 506, 506R | After Follow-me vehicle. | Taxi out by own power. |
| 506L, 507 | | Pushed back with nose to west then taxi out via TWY H-H1-J. |
| 508-511 | | Pushed back with nose to east then taxi out via TWY H-H1-J. |

3.3 151-164 机位，可以停放翼展 36m（不含）以下机型（机身长度 40m（不含）以下机型），151-156 机位航班保障时 152、155 机位做为车辆设备临时停放区，151-156 机位最多可停放 4 架航空器。157-164 机位停放航空器保障时需间隔停放，最多可停放 4 架航空器。

3.3 Stands Nr.151-164 are available for aircraft with wing span＜36m and fuselage ＜40m. Vehicles can park on stands Nr.152 and Nr.155 temporarily when aircraft parking on stands Nr.151-156. Maximum parking capacity for stands Nr.151-164 is four aircraft, aircraft shall parking on stands Nr.157-164 at intervals.

**4. 低能见度运行**

4.1 使用 HUD 起飞低能见度运行程序

4.1.1 运行标准

石家庄机场 15/33 号跑道可实施 HUD RVR 不低于 150m 起飞程序。

4.1.2 准备阶段天气条件

当预计 30min 内 15/33 号跑道 RVR 低于 400m、高于或等于 150m 时，由机场运行控制中心/航空公司向空管分局飞服室或由地面机组向塔台提出申请，由空管塔台决定启动使用低能见度运行程序。

4.1.3 实施阶段天气条件

15/33 号跑道 RVR 测报值小于 400m，且不低于 150m，云底高低于 60m 但不低于 30m。

4.1.4 结束阶段天气条件

当 15/33 号跑道 RVR 回升到 400m 以上，稳定 20min 后、且预测天气将转好或当 15/33 号跑道 RVR 低于 150m，且趋势预报在 1h 以上无法转好或出现不合适继续实施 HUD 低能见度运行保障程序的其它情况，由塔台发布结束指令。

4.2 使用 HUD 实施特殊批准 I/II 类运行程序

4.2.1 运行标准

石家庄机场 33 号跑道可实施 HUD 特殊批准 I 类、特殊批准 II 类。

**4. Low visibility operation**

4.1 Low visibility take-off with HUD operation procedures

4.1.1 Operation standards

Low visibility take-off with RVR 150m based on HUD implement on RWY15/33.

4.1.2 Weather conditions of preparatory phase

When predict RVR is 150m or greater, and less than 400m in the next 30min, flightcrew shall apply to ATC, LVP is commenced by ATC.

4.1.3 Weather conditions of implementation

RVR for RWY15/33 is 150m or greater, and less than 400m, ceiling is 30m or greater, and less than 60m.

4.1.4 Weather conditions of termination

When RVR of RWY15/33 rises to 400m above,keeps the statu for 20min, and the weather improves.RVR RWY15/33 less than 150m and weather condition is not expected to improve in the next hour or the other conditions that RWY15/33 can not reaches HUD operating conditions, the weather improves obviously. Low Visibility Procedure is determinated by ATC.

4.2 Low visibility with HUD Special CAT I/II operation procedures

4.2.1 Operation standards

HUD special CAT I/II implement on RWY33.

4.2.2 实施 HUD 特殊批准 I 类运行

33 号跑道 RVR 小于 550m 且不低于 450m，云底高低于 60m 但不低于 45m 时，由空管塔台宣布启用 HUD 特殊批准 I 类运行。

4.2.3 实施 HUD 特殊批准 II 类运行

4.2.3.1 准备阶段天气条件

当预计 30min 内 33 号跑道 RVR 低于 550m，且高于或等于 350m 时，由机组运行控制中心/航空公司向空管分局飞服室提出申请，由空管塔台决定启用低能见度运行程序。

4.2.3.2 实施阶段天气条件

33 号跑道 RVR 测报值小于 450m 且不低于 350m，云底高低于 45m 但不低于 30m 时，由空管塔台宣布启用 HUD 特殊 II 类运行。

4.2.3.3 结束阶段天气条件

当 33 号跑道 RVR 回升到 550m 以上,稳定 20min 后、且预测天气将转好，或出现不适合继续实施 HUD 低能见度运行保障程序的其他情况，由塔台发布结束指令。

**5. 直升机飞行限制，直升机停靠区**

无

**6. 警告**

无

## ZBSJ AD 2.21 减噪程序

无

4.2.2 HUD special CAT I operations

When RVR for RWY33 is 450m or greater, and less than 550m, ceiling is 45m or greater, and less than 60m, HUD special CAT I is commenced by ATC.

4.2.3 HUD special CAT II operations

4.2.3.1 Weather conditions of preparatory phase

When predict RVR for RWY33 is 350 or greater, and less than 550m in next 30min, flightcrew shall present an application to ATC, LVP is commenced by ATC.

4.2.3.2 Weather conditions of implementation

When RVR for RWY33 is 350m or greater, and less than 450m, ceiling is 30m or greater, and less than 45m, HUD special CAT II is commenced by ATC.

4.2.3.3 Weather conditions of termination

When RVR of RWY33 rises to 550m above,keeps the statu for 20min, and the weather improves.Or RWY33 can not reaches HUD operating conditions, Low Visibility Procedure is determinated by ATC.

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

Nil

**6. Warning**

Nil

## ZBSJ AD 2.21 Noise abatement procedures

Nil.

## ZBSJ AD 2.22 飞行程序

**1. 总则**

除经塔台特殊许可外，在塔台管制区内的飞行，必须按照仪表飞行规则进行。

**2. 起落航线**

起落航线通常在跑道东侧，高度 400－600 米；经空中交通管制部门许可，可在跑道西侧进行，高度 900 米以下。

**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。

**4. 雷达程序和/或 ADS-B 程序**

4.1 进近管制区域内实施雷达管制，航空器最小水平间隔为 5.6km。

4.2 最低监视引导高度扇区

## ZBSJ AD 2.22 Flight procedures

**1. General**

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

**2. Traffic circuits**

Traffic circuits shall be normally made to the east of RWY, at the altitudes of 400m-600m; Traffic circuits to the west of RWY are subject to ATC clearance, at the altitudes of below 900m.

**3. IFR flight procedures**

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

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

4.1 Radar control within Shijiazhuang APP has been implemented, the minimum horizontal radar separation is 5.6km.

4.2 Surveillance Minimum Altitude Sectors

| | |
|---|---|
| Sector 01 | ALT limit: 650m or above |
| N380404.5 E1142514.8-N380529.0 E1143001.0-N380538.3 E1143109.6-N380523.4 E1143240.8-N380443.2 E1143358.7-N380358.4 E1143439.1-N380214.0 E1143539.9-N380114.8 E1143557.1-N375955.0 E1143538.1-N375847.9 E1143440.4-N375815.6 E1143335.5-N375648.6 E1142840.7-N380404.5 E1142514.8 | |

| | |
|---|---|
| Sector 02 | ALT limit: 600m or above |
| N372947 E1151453-N374635 E1152650-N382048 E1152509-N383245 E1150447-N383640.2 E1150258.2-N382839.1 E1144210.4-N382846.8 E1143708.9-N383232.1 E1143358.7-N383050.0 E1143005.8-N382943.6 E1142233.8-N382709.0 E1141527.0-N380609.0 E1142415.9-N380404.5 E1142514.8-N380529.0 E1143001.0-N380538.3 E1143109.6-N380523.4 E1143240.8-N380443.2 E1143358.7-N380358.4 E1143439.1-N380214.0 E1143539.9-N380114.8 E1143557.1-N375955.0 E1143538.1-N375847.9 E1143440.4-N375815.6 E1143335.5-N375648.6 E1142840.7-N372942.0 E1144121.9-N372947 E1151453 | |
| Sector 03 | ALT limit: 1950m or above |
| N380145.4 E1140841.6-N372943 E1141525-N372942.0 E1144121.9-N380609.0 E1142415.9-N380145.4 E1140841.6 | |
| Sector 04 | ALT limit: 1450m or above |
| N382255.3 E1140320.2-N381900 E1140500-N380145.4 E1140841.6-N380609.0 E1142415.9-N382709.0 E1141527.0-N382255.3 E1140320.2 | |
| Sector 05 | ALT limit: 2250m or above |
| N383905.8 E1135619.9-N382255.3 E1140320.2-N382709.0 E1141527.0-N384410.6 E1140712.8-N383905.8 E1135619.9 | |
| Sector 06 | ALT limit: 2900m or above |
| N383905.8 E1135619.9-N384410.6 E1140712.8-N385142.6 E1142335.2-N385153.4 E1144906.5-N385517.7 E1145350.2-N390727 E1144806-N390836 E1143554-N385123 E1135043-N383905.8 E1135619.9 | |
| Sector 07 | ALT limit: 1700m or above |
| N384410.6 E1140712.8-N382709.0 E1141527.0-N382943.6 E1142233.8-N385142.6 E1142335.2-N384410.6 E1140712.8 | |
| Sector 08 | ALT limit: 1150m or above |
| N385142.6 E1142335.2-N383531.0 E1142254.9-N383625.3 E1142615.2-N383849.0 E1143000.0-N384438.2 E1145554.2-N384549.6 E1145834.3-N385517.7 E1145350.2-N385153.4 E1144906.5-N385142.6 E1142335.2 | |
| Sector 09 | ALT limit: 850m or above |

N384438.2 E1145554.2-N383849.0 E1143000.0-N383625.3 E1142615.2-N383531.0 E1142254.9-N382943.6 E1142233.8-N383050.0 E1143005.8-N383232.1 E1143358.7-N382846.8 E1143708.9-N382839.1 E1144210.4-N383640.2 E1150258.2-N384549.6 E1145834.3-N384438.2 E1145554.2

**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。

5.1 飞行程序选择

5.1.1 进港航空器

沿标准仪表进场程序至着陆跑道 IAF，执行 RNAV ILS/DME z 仪表进近。

5.1.2 离港航空器返回石家庄机场落地

按照标准仪表离场（SID）飞至 SID 终点，就近选择标准仪表进场（STAR），从 STAR 起点加入程序至着陆跑道 IAF，执行 RNAV ILS/DME z 仪表进近。

5.1.3 航空器在各 SID 终点选择的 STAR 起点

UKMIS:右转飞向 LIKTI

ADBES:左转飞向 TONOV

AREKU:左转飞向 IDGIS

VADKA:左转飞向 VADKA

**6. 目视飞行程序**

无

**7. 目视飞行航线**

无

**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.

5.1 Flight procedures selection

5.1.1 Arrival ACFT

Follow standard instrument arrival to IAF, implement RNAV ILS/DME z approach.

5.1.2 Departure ACFT back to ZBSJ landing

Follow standard instrument departure (SID) at least to the last waypoint on the SID, join the nearest standard instrument approach (STAR) at its first waypoint,follow STAR to IAF, implement RNAV ILS/DME z approach.

5.1.3 Selection of first waypoint for STAR at last waypoint for SID.

UKMIS:turn right to LIKTI

ADBES:turn left to TONOV

AREKU:turn left to IDGIS

VADKA:turn left to VADKA

**6. Procedures for VFR flights**

Nil

**7. VFR route**

Nil

**8. 其它规定**

无

**8. Other regulations**

Nil

## ZBSJ AD 2.23 其它资料

## ZBSJ AD 2.23 Other information

**鸟情资料**

全年有鸟类活动,夏季较多,其中机场北部地区鸟类活动较为频繁。机场当局采取了驱赶措施，鸟的活动情况如下:

**Bird's information**

Activities of bird flocks are found all the year round in the vicinity of the aerodrome especially during summer and north area of the airport are frequent. Aerodrome Authority resorts to dispersal methods to reduce bird activities.The details of bird activities as follows:

| Migratory Season | Direction of activity | Flight height within AD | Characteristic |
|---|---|---|---|
| Spring (day) | Migrate S to N | 20-300m | All size group |
| | Migrate E to W | 20-100m | Small size group(sparrow) |
| | | 20-300m | Medium size |
| Spring (night) | Migrate E to W | 10-150m | Medium size |
| | | 0-50m | Small size |
| Summer (day) | Near the airport | 10-200m | Small size group(swallow) |
| Summer (night) | Near the airport | 5-60m | Medium size |
| Autumn (day) | Migrate N to S | 10-200m | Medium size(magpie) |
| Autumn (night) | Migrate N to S | 10-300m | Medium size |
| Autumn | In the airport | 0-100m | Small size group |
| | | 20-150m | Large size(phasianus colchicus) |
| Winter | In the airport | 10-300m | Medium and large size |
| | | 0-100m | Medium and small size |