## ZUGY AD 2.1 机场地名代码和名称 Aerodrome location indicator and name

ZUGY-贵阳/龙洞堡 GUIYANG/Longdongbao

## ZUGY 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 | N26°32.2' E106°48.0'<br>1600m inward THR01L |
| 2 | 方向、距离<br>Direction and distance from city | 114°GEO, 11.0km from railway station. |
| 3 | 标高/参考气温<br>Elevation / Reference temperature | 1138.9m/25.1℃(JUL) |
| 4 | 机场标高位置/大地水准面波幅<br>AD ELEV PSN / geoid undulation | /- |
| 5 | 磁差/年变率<br>MAG VAR/ Annual change | 1°48′W/ |
| 6 | 机场管理部门、地址、电话、传真、AFS、电子邮箱、网址<br>AD administration, address, telephone,telefax, AFS, E - mail, website | Guizhou Airport Group CO. LTD.<br>Guiyang Longdongbao Airport, Post code:550012<br>TEL:86-851-85498024<br>FAX:86-851-85497000<br>AFS:ZUGYYDYX<br>Email:gzjcws@cahs.com.cn |
| 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 |

## ZUGY AD 2.3 工作时间 Operational hours

| | | |
|---|---|---|
| 1 | 机场当局(机场开放时间)<br>AD Administration (AD operational hours) | H24 |
| 2 | 海关和移民<br>Customs and immigration | HS or O/R |
| 3 | 卫生健康部门<br>Health and sanitation | HS or O/R |

| | | |
|---|---|---|
| 4 | 航行情报服务讲解室<br>AIS Briefing Office | HS or O/R |
| 5 | 空中交通服务报告室<br>ATS Reporting Office (ARO) | HS or O/R |
| 6 | 气象讲解室<br>MET Briefing Office | HS or O/R |
| 7 | 空中交通服务<br>ATS | HS or O/R |
| 8 | 加油<br>Fuelling | HS or O/R |
| 9 | 地勤服务<br>Handling | HS or O/R |
| 10 | 保安<br>Security | HS or O/R |
| 11 | 除冰<br>De-icing | HS or O/R |
| 12 | 备注<br>Remarks | Nil |

## ZUGY 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 | Container platform lift (14t), baggage transporter, big and small pallets, luggage towing vehicle, fork, platform lorry |
| 2 | 燃油/滑油牌号<br>Fuel/oil types | Nr.3 jet fuel<br>-- |
| 3 | 加油设施/能力<br>Fuelling facilities/capacity | Refueling pipeline: 139L/s,<br>refueling pipeline truck: one pipe 17L/s, double pipes 50L/s,<br>refueling tank truck: one pipe 20L/s, double pipes 40L/s. |
| 4 | 除冰设施<br>De-icing facilities | 10 de-icers,<br>deicing fluid type I and type II |
| 5 | 过站航空器机库<br>Hangar space for visiting aircraft | Nil |
| 6 | 过站航空器的维修设施<br>Repair facilities for visiting aircraft | Routine maintenance, other maintenance and spare parts service on request in advance. |

| | | |
|---|---|---|
| 7 | 备注<br>Remarks | Passenger stairs, shuttle bus, disable vehicle |

## ZUGY AD 2.5 旅客设施 Passenger facilities

| | | |
|---|---|---|
| 1 | 宾馆<br>Hotels | At AD and in the city |
| 2 | 餐馆<br>Restaurants | At AD and in the city |
| 3 | 交通工具<br>Transportation | Passenger's coaches and taxies |
| 4 | 医疗设施<br>Medical facilities | First-aid equipment at AD, hospital in the city |
| 5 | 银行和邮局<br>Bank and Post Office | Bank (0100-0900) and Express Mail Service (H24) at AD |
| 6 | 旅行社<br>Tourist Office | In the city<br>TEL:86-851-5982377, 86-851-5984989 |
| 7 | 备注<br>Remarks | Nil |

## ZUGY 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: rapid intervention vehicle, heavy foam tender, primary foam tender, water tank truck, disassembly rescue truck, command car, medicament reinforcement car, dry-chemical tender.<br>Rescue equipments: fire rescue air-cushion, air breather, air bottle, toothless cutting machine, foam generator, fume extractor, manual/hydraulic stretching plier, temperature measuring device, hydraulic hoisting jack, hydraulic cutter, electrostatic meter, resistance measuring instrument |
| 3 | 搬移受损航空器的能力<br>Capability for removal of disabled aircraft | aircraft towing rack, platform lorry, hoisting gasbag, mobile road surface pad, tie-down equipment, road roller, crane, overhead working truck, ground power unit |
| 4 | 备注<br>Remarks | Nil |

## ZUGY 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>Types of clearing equipment | All seasons<br>Jet snow blowers, snow plough, snow fluid truck |
| 2 | 扫雪顺序<br>Clearance priorities | Runway, taxiway and taxi-lane, apron |
| 3 | 备注<br>Remarks | Nil |

## ZUGY 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 | Surface: | CONC |
| | | Strength: | PCN 88/R/B/W/T(stands Nr.901-908)<br>PCN 71/R/B/W/T(stands Nr.304-308, 304L/R, 306L/R, 611, 612, 611L/R, 612L/R)<br>PCN 70/R/B/W/T(stands Nr.503-508)<br>PCN 67/R/B/W/T(stands Nr.613-617)<br>PCN 65/R/B/W/T(stands Nr.101-108, 201-206, 204L/R, 206L/R)<br>PCN 63/R/B/W/T(stands Nr.207-209, 301-303, 601-610)<br>PCN 57/R/B/W/T(stands Nr.24-27) |
| 2 | 滑行道宽度、道面和强度<br>Taxiway width, surface and strength | Width: | 70m: H1, H2;<br>43m: B2;<br>39m: B3, B5, B6;<br>35m: H;<br>34m: A4, B1, B4;<br>31m: A8;<br>28.7m: A1（east of A）;<br>28.5m: A3, A5, A6;<br>23m: A, C, C21-C23, C26-C31, C4, C7, D, D10-D12, E, H3, Q, W |
| | | Surface: | ASPH (C4, C7)<br>CONC (others) |
| | | Strength: | PCN 90/F/B/W/T(C4, C7)<br>PCN 88/R/B/W/T(A（north of A1）, C, C21-C23, C26-C31, D, D10-D12, E, H, H1-H3, Q, T2)<br>PCN 70/R/B/W/T(B, B1-B6, T1)<br>PCN 69/R/B/W/T(A3, A5, A6, A8)<br>PCN 68/R/B/W/T(W)<br>PCN 67/R/B/W/T(A（south of A1）) |

| | | | |
|---|---|---|---|
| | | | PCN 65/R/B/W/T(A1（east of A）, A4)<br>PCN 57/R/B/W/T(A1（west of A）) |
| 3 | 高度表校正点的位置及其标高<br>ACL location and elevation | Nil | |
| 4 | VOR/INS 校正点<br>VOR/INS checkpoints | Nil | |
| 5 | 备注<br>Remarks | Nil | |

## ZUGY 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 and at all holding positions.<br>Guide lines at all TWY and apron.<br>Aircraft stand identification sign board at apron.<br>Marshaller guidance is available for all aircraft. | |
| 2 | 跑道和滑行道标志及灯光<br>RWY and TWY marking and LGT | RWY markings | THR, DTHR, RWY designation, center line, edge line, TDZ, aiming point marking. |
| | | RWY lights | Center line, edge line, THR, wing bar, RWY end. |
| | | TWY markings | Center line, edge line, taxiway holding position, no-entry. |
| | | TWY lights | Center line, edge line, rapid exit taxiway indicator lights, stop bars, RWY guard lights. |
| 3 | 停止排灯<br>Stop bars | C21-C23, C26, C31, D10-D12 | |
| 4 | 备注<br>Remarks | Blue apron edge line lights. | |

## ZUGY AD 2.10 机场障碍物 Aerodrome obstacles

| Obstacles within a circle with a radius of 15km centered on ARP | | | | | | |
|---|---|---|---|---|---|---|
| 序号<br>Serial Nr. | 障碍物类型(*代表有灯光)<br>Obstacle type(*Lighted) | 磁方位<br>BRG (MAG)(degree) | 距离<br>DIST(m) | 海拔高度<br>Elevation(m) | 影响的飞行程序及起飞航径区<br>Flight procedure / take - off flight path area affected | 备注<br>Remarks |
| 1 | MT | 012 | 7992 | 1258.4 | 01L/R take-off path | |

| Obstacles within a circle with a radius of 15km centered on ARP | | | | | | |
|---|---|---|---|---|---|---|
| 序号<br>Serial Nr. | 障碍物类型(*代表有灯光)<br>Obstacle type(*Lighted) | 磁方位<br>BRG (MAG)(degree) | 距离<br>DIST(m) | 海拔高度<br>Elevation(m) | 影响的飞行程序及起飞航径区<br>Flight procedure / take - off flight path area affected | 备注<br>Remarks |
| 2 | MT | 015 | 8135 | 1288.2 | 01L/R take-off path | |
| 3 | MT | 017 | 8343 | 1330.0 | 01L/R take-off path | |
| 4 | MT | 019 | 8526 | 1335.1 | 01R take-off path | |
| 5 | MT | 021 | 8940 | 1351.0 | 01L/R departure | |
| 6 | MT | 021 | 9257 | 1364.0 | 01L/R departure, 19L/R GP INOP, VOR/DME final approach | |
| 7 | MT | 029 | 14204 | 1434.3 | 19L/R VOR/DME final approach | |
| 8 | MT | 052 | 2328 | 1231.7 | 19L/R GP INOP missed approach | |
| 9 | MT | 068 | 5686 | 1357.0 | Circling for CAT B | |
| 10 | MT | 097 | 10830 | 1488.1 | Circling for CAT D | |
| 11 | MT | 103 | 2300 | 1295.0 | Circling for CAT A | |
| 12 | MT | 109 | 2318 | 1290.6 | | |
| 13 | MT | 165 | 9299 | 1459.3 | Circling for CAT C | |
| 14 | MT | 174 | 5303 | 1298.0 | | |
| 15 | MT | 177 | 11203 | 1411.7 | 19L/R departure | |
| 16 | MT | 180 | 10809 | 1408.7 | 19L/R departure | |
| 17 | MT | 181 | 8618 | 1317.0 | 01L VOR/DME final approach | |
| 18 | MT | 183 | 14480 | 1478.0 | 01R GP INOP, 01L VOR/DME final approach | |
| 19 | MT | 187 | 5594 | 1245.4 | 19L/R take-off path | |
| 20 | MT | 187 | 9217 | 1274.3 | 19L/R take-off path | |

| Obstacles within a circle with a radius of 15km centered on ARP | | | | | | |
|---|---|---|---|---|---|---|
| 序号<br>Serial Nr. | 障碍物类型(*代表有灯光)<br>Obstacle type(*Lighted) | 磁方位<br>BRG (MAG)(degree) | 距离<br>DIST(m) | 海拔高度<br>Elevation(m) | 影响的飞行程序及起飞航径区<br>Flight procedure / take - off flight path area affected | 备注<br>Remarks |
| 21 | MT | 188 | 6087 | 1248.8 | 19L/R take-off path | |
| 22 | MT | 188 | 11564 | 1361.1 | 19L/R take-off path | |
| 23 | MT | 192 | 6513 | 1253.1 | 19L/R take-off path | |
| 24 | MT | 194 | 7124 | 1275.2 | 19L/R take-off path, 01L/R GP INOP final approach | |
| 25 | MT | 197 | 3967 | 1205.9 | 19R take-off path | |
| 26 | MT | 197 | 7754 | 1242.9 | 19R take-off path | |
| 27 | Iron TWR | 198 | 8997 | 1259.2 | 19R take-off path | |
| 28 | MT | 351 | 7953 | 1375.5 | 19R VOR/DME final approach | |
| 29 | MT | 357 | 8081 | 1300.8 | 19L VOR/DME final approach | |
| Others: | | | | | | |

| Obstacles between two circles with the radius of 15km and 50km centered on ARP | | | | | | |
|---|---|---|---|---|---|---|
| 序号<br>Serial Nr. | 障碍物类型(*代表有灯光)<br>Obstacle type(*Lighted) | 磁方位<br>BRG (MAG)(degree) | 距离<br>DIST(m) | 海拔高度<br>Elevation(m) | 影响的飞行程序及起飞航径区<br>Flight procedure / take - off flight path area affected | 备注<br>Remarks |
| 1 | TV TWR | 002 | 23526 | 1680 | 19L/R ILS/DME, VOR/DME intermediate approach | |
| 2 | Iron TWR | 079 | 20929 | 1712 | | |
| 3 | Iron TWR | 085 | 19372 | 1864 | | |
| 4 | Iron TWR | 086 | 18806 | 1825 | | |

| Obstacles between two circles with the radius of 15km and 50km centered on ARP | | | | | | |
|---|---|---|---|---|---|---|
| 序号<br>Serial Nr. | 障碍物类型(*代表有灯光)<br>Obstacle type(*Lighted) | 磁方位<br>BRG (MAG)(degree) | 距离<br>DIST(m) | 海拔高度<br>Elevation(m) | 影响的飞行程序及起飞航径区<br>Flight procedure / take - off flight path area affected | 备注<br>Remarks |
| 5 | Iron TWR | 087 | 16897 | 1806 | | |
| 6 | Iron TWR | 087 | 17540 | 1804 | | |
| 7 | Iron TWR | 087 | 22680 | 1861 | | |
| 8 | Iron TWR | 087 | 23325 | 1836 | | |
| 9 | Iron TWR | 087 | 23937 | 1882 | | |
| 10 | Iron TWR | 087 | 24262 | 1895 | | |
| 11 | Iron TWR | 087 | 24834 | 1887 | | |
| 12 | Iron TWR | 088 | 24556 | 1897 | MSA<br>19L/R ILS/DME, VOR/DME initial approach<br>ATC-SMAC sector 1 | K001 |
| 13 | Iron TWR | 089 | 20876 | 1859 | | |
| 14 | Iron TWR | 089 | 21174 | 1878 | | |
| 15 | Iron TWR | 089 | 21432 | 1879 | | |
| 16 | Iron TWR | 089 | 21982 | 1890 | | |
| 17 | MT | 098 | 141037 | 2179 | ATC-SMAC sector 2 | K002 with plants 15m |
| 18 | MT | 113 | 57205 | 1961 | ATC-SMAC sector 3 | K003 with plants 15m |
| 19 | Iron TWR | 135 | 30421 | 1807 | | |
| 20 | Iron TWR | 139 | 20918 | 1759 | | |
| 21 | Iron TWR | 141 | 28389 | 1786 | | |
| 22 | Iron TWR | 142 | 21322 | 1734 | | |

| Obstacles between two circles with the radius of 15km and 50km centered on ARP | | | | | | |
|---|---|---|---|---|---|---|
| 序号<br>Serial Nr. | 障碍物类型(*代表有灯光)<br>Obstacle type(*Lighted) | 磁方位<br>BRG (MAG)(degree) | 距离<br>DIST(m) | 海拔高度<br>Elevation(m) | 影响的飞行程序及起飞航径区<br>Flight procedure / take - off flight path area affected | 备注<br>Remarks |
| 23 | Iron TWR | 142 | 22013 | 1734 | | |
| 24 | Iron TWR | 145 | 27117 | 1808 | | |
| 25 | Iron TWR | 147 | 25808 | 1796 | | |
| 26 | Iron TWR | 150 | 23727 | 1782 | | |
| 27 | Iron TWR | 150 | 24907 | 1800 | | |
| 28 | Iron TWR | 152 | 24868 | 1836 | 01L/R ILS/DME, 01L VOR/DME initial approach | |
| 29 | Iron TWR | 153 | 23256 | 1781 | | |
| 30 | Iron TWR | 154 | 23097 | 1789 | | |
| 31 | Iron TWR | 157 | 22707 | 1757 | | |
| 32 | Iron TWR | 158 | 22676 | 1736 | | |
| 33 | Iron TWR | 161 | 48705 | 1700 | | |
| 34 | Iron TWR | 165 | 48537 | 1820 | | |
| 35 | Iron TWR | 167 | 24589 | 1795 | ATC-SMAC sector 4 | K004 |
| 36 | Iron TWR | 167 | 26359 | 1822 | | |
| 37 | Iron TWR | 169 | 23602 | 1768 | | |
| 38 | Iron TWR | 170 | 23559 | 1782 | | |
| 39 | Iron TWR | 170 | 23731 | 1780 | | |
| 40 | Iron TWR | 171 | 24872 | 1771 | | |
| 41 | Iron TWR | 172 | 29649 | 1710 | | |
| 42 | Iron TWR | 173 | 23529 | 1781 | 19L/R departure, 01L/R ILS/DME, 01L VOR/DME intermediate approach | |
| 43 | Iron TWR | 175 | 29792 | 1689 | | |

| Obstacles between two circles with the radius of 15km and 50km centered on ARP | | | | | | |
|---|---|---|---|---|---|---|
| 序号<br>Serial Nr. | 障碍物类型(*代表有灯光)<br>Obstacle type(*Lighted) | 磁方位<br>BRG (MAG)(degree) | 距离<br>DIST(m) | 海拔高度<br>Elevation(m) | 影响的飞行程序及起飞航径区<br>Flight procedure / take - off flight path area affected | 备注<br>Remarks |
| 44 | Iron TWR | 179 | 28825 | 1711 | | |
| 45 | Iron TWR | 181 | 28414 | 1715 | | |
| 46 | Iron TWR | 185 | 28181 | 1743 | | |
| 47 | MT | 187 | 18115 | 1474 | 01L GP INOP final approach | |
| 48 | Iron TWR | 188 | 29317 | 1750 | | |
| Others:<br>Nil | | | | | | |

## ZUGY AD 2.11 提供的气象信息、机场观测与报告
## Meteorological information provided & aerodrome observations and reports

| | | |
|---|---|---|
| 1 | 相关气象台的名称<br>Associated MET Office | Guizhou ATMB MET Observatory of CAAC |
| 2 | 气象服务时间；服务时间以外的责任气象台<br>Hours of service, MET Office outside hours | H24, - |
| 3 | 负责编发 TAF 的气象台；有效时段；发布间隔<br>Office responsible for TAF preparation,Periods of validity; Interval of issuance | Guizhou ATMB MET Observatory Forecast Office of CAAC; 24HR; 6HR |
| 4 | 趋势预报发布间隔<br>Issuance interval of trend forecast | 1HR |
| 5 | 所提供的讲解/咨询服务<br>Briefing/consultation provided | P, T |
| 6 | 飞行文件及其使用语言<br>Flight documentation, Languages used | Chart, International MET Codes, Abbreviated Plain Language Text<br>Ch, En |
| 7 | 讲解/咨询服务时可利用的图表和其它信息<br>Charts and other information available for | Synoptic charts, significant weather charts, upper W/T Charts, satellite and radar material, AWOS Real-time Data, numerical weather prediction |

| | | |
|---|---|---|
| | briefing or consultation | chart. |
| 8 | 提供信息的辅助设备<br>Supplementary equipment available for providing information | Fax, MET Service Terminal |
| 9 | 提供气象情报的空中交通服务单位<br>ATS units provided with information | ACC, APP, TWR, flight service office |
| 10 | 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 |
| 11 | 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 |
| 12 | 观测系统及位置<br>Observation System & Site(s) | RVR EQPT<br>A: 110m E of RCL01L, 410m inward THR01L<br>B: 110m E of RCL01L, 1600m inward THR19R<br>C: 110m E of RCL01L, 440m inward THR19R<br>D: 120m E of RCL01L, 410m inward THR01L<br>E: 110m E of RCL01L, 1580m inward THR19R<br>F: 120m E of RCL01L, 410m inward THR19R<br>G: 110m E of RCL01R, 381m inward THR01R<br>H: 110m E of RCL01R, 1885m inward THR01R<br>J: 110m E of RCL19L, 359m inward DTHR19L<br>SFC wind sensors<br>01L: 120m E of RCL01L, 395m inward THR01L<br>19R: 120m E of RCL19R, 395m inward THR19R<br>centre of 01L/19R: 120m E of RCL01L/19R, 1590m inward THR19R<br>01R: 115m E of RCL01R, 416m inward THR01R<br>19L: 115m E of RCL19L, 364m inward DTHR19L<br>centre of 01R/19L: 115m E of RCL01R/19L, 1925m inward THR01R<br>Ceilometer<br>01L: 110m E of RCL01L, 395m inward THR01L<br>19R: 110m E of RCL19R, 395m inward THR19R<br>01R: 110m E of RCL01R, 371m inward THR01R<br>19L: 110m E of RCL19L, 319m inward DTHR19L |
| 13 | 气象观测系统的工作时间 | H24 |

| | | |
|---|---|---|
| | Hours of operation for meteorological observation system | |
| 14 | 气候资料<br>Climatological information | Climatological AVBL |
| 15 | 其他信息<br>Additional information | Aerodrome warning, terminal area warning, windshear alarm/warning<br>TEL: 86-851-85498197 |

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

| 跑道号码<br>Designations RWY NR | 真方位和磁方位<br>TRUE &MAG BRG | 跑道长宽<br>Dimensions of RWY(m) | 跑道强度(PCN), 跑道道面/ 停止道道面<br>RWY strength (PCN),<br>RWY surface / SWYsurface | 着陆入口坐标及高程异常<br>THR coordinates and geoid undulation | 跑道入口标高,精密进近跑道接地带最高标高<br>THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 01L | 010 °GEO<br>012 °MAG | 3200×45 | 68/R/B/W/T<br>CONC/- | | THR1138.9m<br>TDZ1138.9m |
| 19R | 190 °GEO<br>192 °MAG | 3200×45 | 68/R/B/W/T<br>CONC/- | | THR1137.1m<br>TDZ1137.1m |
| 01R | 010 °GEO<br>012 °MAG | 4000×45 | 88/R/B/W/T<br>CONC/- | | THR1137.6m<br>TDZ1136.7m |
| 19L | 190 °GEO<br>192 °MAG | 4000×45 | 88/R/B/W/T<br>CONC/- | | THR1133.6m<br>DTHR1134.3m<br>TDZ1135.3m |
| 跑道-停止道坡度<br>Slope of RWY-SWY | 停止道长宽<br>SWY dimensions(m) | 净空道长宽<br>CWY dimensions(m) | 升降带长宽<br>Strip dimensions(m) | 无障碍物区<br>OFZ | 跑道端安全区长宽<br>RWY end safety area dimensions(m) |
| 7 | 8 | 9 | 10 | 11 | 12 |
| See AOC | Nil | 220×150 | 3320×280 | Nil | 240×120 |
| See AOC | Nil | 220×150 | 3320×280 | Nil | 240×120 |
| See AOC | Nil | Nil | 4120×280 | Nil | 240×120 |
| See AOC | Nil | Nil | 4120×280 | Nil | 240×120 |
| Remark: | | | | | |

RWY01L/19R CLSD due to WIP. RWY01L/19R and RWY01R/19L: both grooved, shoulder width 7.5m on each side. The distance between the two parallel RCL is 365m. The end of RWY01R is 800m northwards to the end of RWY01L. THR19L displaced 200m inwards.

## ZUGY 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 |
| 01L | 3200 | 3420 | 3200 | 3200 | NOT AVBL |
| 19R | 3200 | 3420 | 3200 | 3200 | NOT AVBL |
| 01R | 4000 | 4000 | 4000 | 4000 | Nil |
| 19L | 4000 | 4000 | 4000 | 3800 | THR displaced 200m inwards |
| Remarks: RWY01L/19R CLSD due to WIP | | | | | |

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

| 跑道代号 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(跑道入口最低眼高), 精密进近航道指示器 VASIS (MEHT) PAPI | 接地地带灯长度 TDZ LGT LEN | 跑道中心线灯长度、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 |
| 01L | PALS CAT I* 900m LIH | GREEN Yes | PAPI LEFT 430m inward THR01L 3° | Nil | 3200m** spacing 30m | 3200m***** spacing 60m | RED | Nil |
| 19R | PALS CAT I* 900m LIH | GREEN Yes | PAPI LEFT 420m inward THR19R | Nil | 3200m** spacing 30m | 3200m***** spacing 60m | RED | Nil |

| 跑道代号 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(跑道入口最低眼高), 精密进近航道指示器 VASIS (MEHT) PAPI | 接地地带灯长度 TDZ LGT LEN | 跑道中心线灯长度、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 |
|---|---|---|---|---|---|---|---|---|
| | | | 3° | | | | | |
| 01R | PALS CAT I* 900m VRB LIH | GREEN Yes | PAPI LEFT 515m inward THR01R 3° | Nil | 4000m*** spacing 15m | 4000m****** spacing 60m | RED | Nil |
| 19L | PALS CAT I* 900m VRB LIH | GREEN Yes | PAPI LEFT 418m inward displaced THR19L 3° | Nil | 3800m**** spacing 15m | 4000m****** spacing 60m | RED | Nil |

Remarks:

*SFL

**up to 2300m WHITE VRB LIH, 2300-2900m RED/WHITE VRB LIH, 2900-3200m RED VRB LIH

***up to 3100m WHITE VRB LIH, 3100-3700m RED/WHITE VRB LIH, 3700-4000m RED VRB LIH

****up to 2900m WHITE VRB LIH, 2900-3500m RED/WHITE VRB LIH, 3500-3800m RED VRB LIH

*****up to 2600m WHITE VRB LIH, 2600-3200m YELLOW VRB LIH

******up to 3400m WHITE VRB LIH, 3400-4000m YELLOW VRB LIH

## ZUGY AD 2.15 其他灯光,备份电源 Other lighting, secondary power supply

| | | |
|---|---|---|
| 1 | 机场灯标/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/风向标位置和灯光 LDI/WDI location and LGT | WDI:<br>01L:90m west of RCL01L, 440m inward THR01L.<br>01R:78m west of RCL01R, 515m inward THR01R. |

| | | |
|---|---|---|
| | | 19L:78m east of RCL19L, 418m inward DTHR19L.<br>19R:90m east of RCL19R, 430m inward THR19R. |
| 3 | 滑行道边灯和中线灯<br>TWY edge and center line lighting | Blue edge line lights, green center line lights |
| 4 | 备份电源/转换时间<br>Secondary power supply/switch-over time | Secondary power supply available/ UPS 1s, Diesel generator 15s |
| 5 | 备注<br>Remarks | Nil |

## ZUGY 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（m/ft）<br>TLOF and/or FATO elevation (m/ft) | 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 |

## ZUGY AD 2.17 空中交通服务空域 ATS airspace

| 名称 Designation | 水平范围 Lateral limits | 垂直范围 Vertical limits | 备注 Remarks |
|---|---|---|---|

| 名称 Designation | 水平范围 Lateral limits | 垂直范围 Vertical limits | 备注 Remarks |
|---|---|---|---|
| Guiyang tower control area | A circuit, 2 arcs with radius 13km centered at both RWY01L/19R THR centers and 2 parallel lines of 13km from RWY01L/19R centerline. | GND-1800m(QNH) | |
| Fuel Dumping Area | N270420E1071430 - N270420E1072820 - N264200E1073030 - N263440E1071430 - N270420E1071430 | Above 5100m(excluded) | |
| Altimeter setting region and TL/TA | Same as Guiyang APP area. | TL 3600m<br>TA 3000m<br>3300m(QNH≥1031hPa)<br>2700m(QNH≤979hPa) | |

## ZUGY AD 2.18 空中交通服务通信设施 ATS communication facilities

| 服务名称 Service Designation | 呼号 Call sign | 频率 Frequency (MHz) | 工作时间 Hours of operation | 备注 Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| ATIS | | 127.05 | H24 | D-ATIS available |
| APP | Guiyang Approach | APP01:126.05(119.45) | H24 | |
| APP | Guiyang Approach | APP02:119.025(119.725) | by ATC | Contact ZUGYAP01 when ZUGYAP02 U/S. |
| APP | Guiyang Approach | APP03:120.075(119.45) | by ATC | Contact ZUGYAP01 when ZUGYAP03 U/S. |
| APP | Guiyang Approach | APP04:119.15(119.725) | by ATC | Contact ZUGYAP01 when ZUGYAP04 U/S. |
| TWR | Guiyang Tower | 118.3(118.05) | H24 | |
| GND | Guiyang Delivery | Delivery:121.8(121.65) | by ATC | DCL available |
| GND | Guiyang Ground | GND:121.6(121.65) | 2330-1600(Next day) or by ATC | |
| APN | Guiyang Apron | 121.7(121.975) | H24 | |

| 服务名称 Service Designation | 呼号 Call sign | 频率 Frequency (MHz) | 工作时间 Hours of operation | 备注 Remarks |
|---|---|---|---|---|
| OP-CTL | Guiyang Operational | 130.65 | H24 | |
| EMG | | 121.5 | H24 | |

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

| 设施名称和类型 Name and type of aid | 识别 ID | 频率 Frequency | 发射天线位置、坐标 Antenna site coordinates | DME 发射天线标高 Elevation of DME transmitting antenna | 备注 Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Guiyang VOR/DME | KWE | 114.3MHz CH90X | N26°31.4′ E106°47.7′ 204 °MAG/1942m FM ARP | 1178m | |
| OM 01L | | 75MHz | 192 °MAG/ 9067m FM THR01L | | |
| MM 01L | | 75MHz | 192 °MAG/ 1005m FM THR01L | | |
| IM 01L | | 75MHz | 192 °MAG/ 260m FM THR01L | | |
| LOC 01L ILS CAT I | IGG | 111.1MHz | 012 °MAG/220m FM end of RWY01L | | |
| GP 01L | | 331.7MHz | 130m E of RCL 01L, 348m inwards THR01L | | Angle 3 ° RDH 16.3m |
| DME 01L | IGG | CH48X (111.1MHz) | | 1140m | Co-located with GP 01L |
| LOC 01R ILS CAT I | ILR | 111.35MHz | 012 °MAG/ 290m FM end of RWY01R | | |
| GP 01R | | 332.15MHz | 120m E of RWY01R, 366m inward THR01R | | Angle 3 ° RDH 17.1m |

| 设施名称和类型 Name and type of aid | 识别 ID | 频率 Frequency | 发射天线位置、坐标 Antenna site coordinates | DME 发射天线标高 Elevation of DME transmitting antenna | 备注 Remarks |
|---|---|---|---|---|---|
| DME 01R | ILR | CH50Y (111.35MHz) | | 1165m | Co-located with GP 01R |
| LOC 19L ILS CAT I | IDL | 111.55MHz | 192 °MAG/290m FM end of RWY19L | | |
| GP 19L | | 332.75MHz | 120m E of RCL 19L, 314m inward DTHR19L | | Angle 3 ° RDH 16.3m |
| DME 19L | IDL | CH52Y (111.55MHz) | | 1165m | Co-located with GP 19L |
| OM 19R | | 75MHz | 012 °MAG/ 10720m FM THR19R | | CLSD |
| MM 19R | | 75MHz | 012 °MAG/ 1150m FM THR19R | | CLSD |
| IM 19R | | 75MHz | 012 °MAG/ 260m FM THR19R | | |
| LOC 19R ILS CAT I | IGY | 109.3MHz | 192 °MAG/ 220m FM end of RWY19R | | |
| GP 19R | | 332.0MHz | 130m E of RCL 19R, 348m inwards THR19R | | Angle 3 ° RDH 16.9m |
| DME 19R | IGY | CH30X (109.3MHz) | | 1140m | Co-located with GP 19R |

## ZUGY AD 2.20 本场飞行规定

## ZUGY AD 2.20 Local traffic regulations

### 1. 机场使用规定

1.1 除经西南管理局批准外，禁止未安装二次雷达应答机的航空器起降。

### 1.Airport operations regulations

1.1 Take-off/landing of aircraft without SSR transponder is forbidden unless authorized by CAAC

Southwest Regional Administration.

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

1.3 前往本场落地的重型机或 B757 在首次联系进近及塔台管制员时，应主动报告航空器机型和尾流类型。

1.3 Heavy aircraft or B757 should report the aircraft's type and wake category when contact APP or TWR at the first time.

1.4 本场提供数字化放行系统（DCL）服务。

1.4 DCL service is implemented at this aerodrome.

1.4.1 航空器计划起飞（ETD）前 35min 内可开始向空中交通管制部门(ATC)发送 DCL 申请，收到 DCL 后须向放行席进行复诵并守听（放行席关闭后由地面席或塔台席代理放行工作）。

1.4.1 Flight crews shall send the DCL request to ATC within 35min before ETD. When the flight crew receive the DCL, repeat and keep listening to Delivery (GND or TWR will work if Delivery is closed).

1.4.2 当 DCL 申请失败或者无法使用 DCL 时，航空器驾驶员可联系管制员申请语音放行。语音放行许可前必须收听通播，申请放行许可时须向管制员通报通播代号，收到管制放行许可后进行逐一复诵。

1.4.2 If DCL request failed or DCL service was not available, the flight crew can contact ATC for voice clearance. Listen to ATIS before applying for ATC clearance, report to the controller about the ATIS code, and repeat after receiving the clearance.

1.5 本场场面监视系统已投入使用，进场航空器在着陆脱离跑道后，离场航空器在申请推出开车并挂好拖车后，均应开启应答机地面模式。

1.5 The surface surveillance system is implemented at this aerodrome. The transponder should be set on ground mode after the landing aircraft vacating RWY or departure aircraft obtain push-back and start-up clearance and hang up the trailer.

**2. 跑道和滑行道的使用**

**2. Use of runways and taxiways**

2.1 跑道运行规则

2.1 RWY operation rules

2.1.1 跑道更换方向规定

2.1.1 RWY conversion procedure

当跑道顺风分量达到 3.5m/s，且有继续增大趋势时，管制员将启动跑道转换工作。在转换使用跑道方向过程中，使用跑道的顺风分量大于 3.5m/s 但不大于 5m/s 时，管制员通知机组地面风向、风速后，如果因航空器性能限制等原因无法接受时，机组应立即告知管制员，并听从其进一步指令。当跑道顺风分量大于 5m/s，应停止顺风起降。

If downwind speed reaches 3.5m/s with a tendency to continue to increase, ATC starts to change the direction of RWY in use. If the downwind speed is more than 3.5m/s but not more than 5m/s, ATC will notify the flight crew about the wind speed and direction. If the flight crew can not conduct ATC instructions according to the aircraft's performance or other reasons, inform ATC as soon as possible, and follow further instructions. If downwind is more than 5m/s, stop to take off or land.

2.1.2 起飞及着陆的航空器占用跑道时间要求

2.1.2 Time requirements of RWY occupancy

2.1.2.1 起飞航空器从等待位置到对正跑道时间应控制在 60s 以内。航空器驾驶员得到起飞许可后，应当立即起飞，在 60s 内不能起飞的，航空器驾驶员应再次请求起飞许可。

2.1.2.1 Time needed for the take-off aircraft from waiting at the holding position to finishing RWY alignment shall be less than 60s. After getting take-off clearance, the aircraft shall take off as soon as possible. If it can't take off within 60s, the flight crew shall apply for take-off clearance again.

2.1.2.2 着陆航空器从接地到完全脱离跑道的时间应在 60s 内，并尽量使用快速脱离道。如机组认为无法在上述要求的时间内完成，需在着陆前通知管制员。

2.1.2.2 The landing aircraft should fully vacate RWY within 60s after touching down, and try to use the rapid exit taxiway. If the flight crew consider that they can not fulfil the requirements, inform ATC before landing.

2.1.2.3 使用快速脱离道滑出时速度限制为 93km/h

2.1.2.3 The speed of exiting from the rapid exit taxiway

以下。通常禁止航空器在快速脱离道上等待，以免影响后续航空器的起降。

should be less than 93km/h. Generally it's forbidden for aircrafts to hold on the rapid taxiway, so as not to affect further taking-off or landing.

2.1.2.4 运行中，航空器驾驶员若不能满足上述占用跑道时间要求，应尽早通知管制员。

2.1.2.4 If the flight crew can not satisfy the time requirements of RWY occupancy, inform the controller as soon as possible.

2.1.3 跑道等待位置及使用规定

2.1.3 RWY holding positions and the rules

2.1.3.1 航空器在进入跑道前，必须在指定的跑道等待位置等待管制员的指令。

2.1.3.1 The aircraft must hold for ATC instructions at the designated RWY holding position before entering RWY.

2.1.3.2 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。

2.1.3.2 If the aircraft's nose exceeds the RWY holding position marking without ATC clearance, report to ATC as soon as possible.

2.1.4 人员、车辆要求：禁止任何人员、车辆在本场运行时段穿越跑道、滑行道。必须穿越时，须事先经过空管塔台同意后才能穿越。

2.1.4 Requirements about person/vehicle:
Any person or vehicle is prohibited to go across a RWY or TWY without TWR clearance when the aerodrome in operation.

2.2 滑行道使用规定

2.2 TWY rules

2.2.1 航空器具体滑行路线以管制员指令为准。除管制员特别要求外，使用 01R、19L 跑道地面常规滑行路线如下：

2.2.1 Aircraft taxiing routes will be instructed by ATC. The regular taxiing routes are listed as follows when RWY01R or RWY19L in use:

| RWY operation mode | Take-off/ Landing | Route number | Route description |
|---|---|---|---|

| | | | |
|---|---|---|---|
| 01R<br>Single | 01R<br>Take-off | Route 1 | A4-C7-C-C31-Hold at the holding position of RWY01R |
| 01R<br>Single | 01R<br>Landing | Route 2 | C4-W-A1-Hold out of TWY A，nose to west. |
| 19L<br>Single | 19L<br>Take-off | Route 3 | A-H3-H-Q-C-C21-Hold at the holding position of RWY19L |
| 19L<br>Single | 19L<br>Landing | Route 4 | C-C7-A4-Hold out of TWY A |

2.2.2 滑行道 D10 以南的 E、D11、D12 滑行道区域为 01R 跑道 ILS 下滑台的保护区，向北运行时，航空器进入此区域前注意听从管制指令，避免误入此区域干扰 01R ILS 下滑台信号。

2.2.2 The critical area for GP signals of ILS 01R includes TWY E(south of TWY D10), TWY D11 and TWY D12. When RWY 01R in use, the aircraft shall follow ATC instructions before entering into this area to avoid interfering with GP signals.

2.3 机动区冲突多发地带运行要求

航空器在以下区域运行时需格外小心，进入时须识别滑行道标志，注意听从管制员指令。

2.3 Hot spot procedure

Pay more attention in these areas below, identify TWY markings and follow the ATC's instructions.

2.3.1 HS1（H3 与 A、H 连接区域）:

注意识别地面等待标志，观察地面滑行线路。

2.3.1 HS1(intersections of TWY H3, A and H):

Pay more attention to the holding markings and the taxiing route.

2.3.2 HS2（A 与 A1 交叉区域）:

避免误入南航机坪（24-27 号停机位区域）。

2.3.2 HS2(intersections of TWY A and A1):

Avoid taxiing into the apron with parking stands Nr.24-27.

2.3.3 HS3（A 与 A4 交叉区域）:

此区域交叉道口较多，避免滑错或误入跑道。

2.3.3 HS3(intersections of TWY A and A4):

Avoid RWY incursion.

2.3.4 HS4（A 与 B6 交叉区域）:

注意 B6 道口的翼展限制。

2.3.4 HS4(intersections of TWY A and B6):

Pay attention to wing span limits of TWY B6.

2.3.5 HS5（C4、C26 与 01L、01R 跑道连接区域）:

注意防范跑道侵入风险。C4 北面的 C 滑行道未接通，避免误滑入此区域。

2.3.5 HS5(intersections of TWY C4, C26 and RWY01L/01R):

Avoid RWY incursion. Do not entre into the area of TWY C north to TWY C4.

2.3.6 HS6（C7 与 C 连接区域）:

此区域为交叉道口，注意观察滑行线路，避免滑错造成冲突。

2.3.6 HS6(intersections of TWY C7 and C):

Pay attention to taxiing routes to avoid conflicts at this area.

2.3.7 HS7（C31、D10 与 01R/19L 跑道连接区域）:

此区域为航空器进出 901-908 机位的地面滑行路线，由于要穿越跑道 01R/19L，运行风险极大，航空器须加强对管制指令的监听和对此区域的观察。

2.3.7 HS7(intersections of TWY C31, D10 and RWY01R/19L):

This area is a part of the taxiing route for aircrafts to/from parking stands Nr.901-908. It has got very high risk to cross RWY01R/19L. Flight crews must listen to ATC instructions and intensify observation of this area.

2.4 滑行道滑行限制 / Taxiing limits:

| 滑行道/ TWYs | 航空器翼展限制/ Wing span limits of aircraft |
|---|---|
| Other TWYs | ＜65m |
| B4(W of TWY B),A4(W of TWY B),B6(Engine run-ups) | ＜52m |
| A1(W of TWY A) ,B(BTN stands 601-607), B1(W of TWY B), B2(W of TWY B), B6, T1 | ＜36m |

**3. 机坪和机位的使用**

3.1 发动机试车须经贵阳现场指挥中心同意后进行。在其指定的地点及时间段试车还须经贵阳塔台或贵阳机坪同意。试车航空器滑行路线以贵阳塔台或贵阳机坪指令为准。

3.2 机坪管制范围及运行规则

3.2.1 机坪管制范围为 B 滑行道（含）以西的联络道及机坪区域、东南站坪（901-908 停机位区域），不含 24-27 号停机位区域。

3.2.2 进港航空器在移交点前听管制指令转频联系贵阳机坪，贵阳机坪指挥航空器滑行至停机位。

3.2.3 出港航空器向贵阳放行或贵阳塔台申请放行许可，准备好后听管制指令转频联系贵阳机坪。贵阳机坪指挥航空器推出、开车、滑行，在移交点前转频联系贵阳地面或贵阳塔台。

3.2.4 出港航空器收到开车指令后 5min 未执行的，指令取消并需要再次申请。

3.3 停机位使用限制:

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

3.1 Engine run-ups shall be carried out to OP-CTL clearance. Engine run-ups at a designated location and time shall also be cleared to TWR or APN. Follow the taxiing route by TWR or APN.

3.2 Apron Control Area and rules

3.2.1 Apron Control Areas are TWYs and aprons on the west of TWY B(included), and stands Nr.901-908. Stands Nr.24-27 are not inclusive.

3.2.2 Arrival aircraft shall follow ATC instructions to contact APN before transfer point, then the APN controller instructs the aircraft taxiing to the stand.

3.2.3 The departure aircraft shall apply for delivery clearance to Delivery or TWR, follow the instruction to contact with APN. Then APN instructs aircraft push-back, start-up, taxiing and to contact with GND or TWR before transfer point.

3.2.4 The departure aircraft shall apply again if fail to execute in 5min after receiving start-up clearance.

3.3 Limits for aircraft parking on the following stands:

| 停机位/Stands | 航空器翼展限制/<br>Wing span limits for aircraft | 机身长度限制/Fuselage limits<br>(m) |
|---|---|---|

| | (m) | |
|---|---|---|
| Nr.26, 27 | ≤24.9 | ≤36.4 |
| Nr.205, 305 | ≤28.72 | ≤36.4 |
| Nr.604, 605 | ≤28.9 | |
| Nr.24, 25, 104, 105, 204R, 206R | ＜36 | ≤39.5 |
| Nr.201, 209, 204L, 206L, 301, 307, 308 | ＜36 | ＜44.5 |
| Nr.101, 103, 202, 203, 207, 208, 302, 303, 304L/R, 306L/R, 503-508, 601-603, 606-610, 611L/R, 612L/R, 613-617, 902-908 | ＜36 | ＜45 |
| Nr.108 | ≤39 | <44.5 |
| Nr.106 | ≤39 | ＜55 |
| Nr.102, 107 | ＜52 | ＜55 |
| Nr.204, 206, 304, 306 | ＜65 | ＜77 |
| Nr.611, 612 | ＜65 | |
| Nr.901 | ＜65 | ＜79 |

3.4 停机位进出限制:

3.4 Limits for aircraft entering and exiting stands:

| 停机位/Stands | 滑进、滑出方式/Enter or Exit rules |
|---|---|
| Nr. 24-27, 101-108, 201-209, 204L/R, 206L/R, 301-308, 304L/R, 306L/R, 503-508, 608-617, 611L/R, 612L/R, 901-908 | Taxi in and push back |
| Nr. 601-607 | Taxi in and out |
| Remarks:<br>1. Aircrafts parking at adjacent stands shall not move at the same time. | |

2. Aircrafts which enter into/exit from stands Nr.24-27 shall only taxi via TWY A1.

3. Aircrafts which enter into/exit from stands Nr.204, 204R, 206, 206L, 304, 304R, 306 or 306L shall only taxi via TWY B.

3.5 航空器不能同时使用的机位: 3.5 Stands forbidden to use simultaneously:

| 使用机位/ Stand in use | 不能同时使用的机位/ Stands forbidden to be used | 使用机位/ Stand in use | 不能同时使用的机位/ Stands forbidden to be used |
|---|---|---|---|
| Nr. 204 | Nr. 204L and 204R | Nr. 204L or 204R | Nr. 204 |
| Nr. 206 | Nr. 206L and 206R | Nr. 206L or 206R | Nr. 206 |
| Nr. 304 | Nr. 304L and 304R | Nr. 304L or 304R | Nr. 304 |
| Nr. 306 | Nr. 306L and 306R | Nr. 306L or 306R | Nr. 306 |
| Nr. 611 | Nr. 611L and 611R | Nr. 611L or 611R | Nr. 611 |
| Nr. 612 | Nr. 612L and 612R | Nr. 612L or 612R | Nr. 612 |

3.6 桥载设备参数/Parameters of bridge power supply equipment

| Stands | Power(400Hz) Rate of work(kVA) | Power(400Hz) Quantity | Bridge carried air conditioner (RT) | Bridge carried air conditioner Quantity |
|---|---|---|---|---|
| 101-108，201-203，204R,206R,207-209，301-303，304R，306R，307-308 | 90 | 27 | 60 | 21 |
| 204L,206L,304L,306L | 90 | 4 | 90 | 4 |

**4. 进、离场管制规定**

无

**4. Air traffic control regulations**

Nil

**5. 机场的 II/III 类运行**

无

**5. CAT II/III operations at AD**

Nil

**6. 除冰规则**

无

**6. Rules for deicing**

Nil

**7. 平行跑道同时仪表运行**

无

**7. Simultaneous operations on parallel runways**

Nil

**8. 警告**

无

**8. Warning**

Nil

**9. 直升机飞行限制，直升机停靠区**

无

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

Nil

## ZUGY AD 2.21 噪音限制规定及减噪程序

无

## ZUGY AD 2.21 Noise restrictions and Noise abatement procedures

Nil

## ZUGY AD 2.22 飞行程序

**1. 总则**

## ZUGY AD 2.22 Flight procedures

**1. General**

除经贵阳进近或塔台特殊许可外，在贵阳进近管制区和塔台管制区内的飞行，必须按照仪表飞行规则进行。

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

**2. 起落航线**

起落航线在跑道两侧均可，A、B 类航空器高度 1450-1550m(QNH)，C、D 类航空器高度 1650-1750m(QNH)。

**2. Traffic circuits**

Traffic circuits could be made to both sides of RWY, at the altitude of 1450-1550m(QNH) for aircraft CAT A/B, and 1650-1750m(QNH) for aircraft CAT C/D.

**3. 仪表飞行程序**

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

**3. IFR flight procedures**

3.1 Strictly 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.

3.2 本场以 RNAV-1（RNP-1）飞行程序为主用程序，传统飞行程序为备份程序。

3.2 PBN procedures(RNAV-1 or RNP-1) are primary ones used at this airport, and the traditional procedures are standby.

3.3 除非特殊说明，航空器执行 RNAV-1（RNP-1）飞行程序时，飞行高度仍以管制员发布高度为准。

3.3 Unless otherwise stated, the flight altitude designated by ATC must be used in PBN procedures(RNAV-1 or RNP-1).

3.4 前往本场落地的航空器，除 ATC 有明确要求外，统一使用 RNAV ILS 进近。如果机组不能执行 RNAV ILS 进近，须在首次联系 ATC 时提出申请，经 ATC 同意后方可实施其他进近方式。

3.4 RNAV ILS approach procedures are implemented in Guiyang/longdongbao airport by default unless otherwise instructed by ATC. If the flight crews can not carry out RNAV ILS approach, they must apply for

other ways of approach at the first contact with ATC, and carry out to the ATC clearance.

3.5 对于已建立盲降的航空器，当管制员要求机组进行位置报告时，如无特殊要求，均使用与盲降合装的 DME 台为测距台。

3.5 When ILS established, to ATC requirements, the flight crew should report the position with the DME co-located with the ILS.

**4. 雷达程序和/或 ADS-B 程序**

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

4.1 贵阳进近管制区域内实施雷达管制，进近管制范围内航路、航线上飞行的航空器间最小水平间隔为 5.6km。当采用 ADS-B 间隔标准时，同高度飞行的航空器之间的最小水平间隔不得小于 10km。

4.1 Radar control has been implemented, with 5.6km horizontal separation minima en-route in Guiyang Approach Control Area. When ADS-B separation standards in use, the horizontal separation between aircrafts at the same altitude is no less than 10km.

4.2 最低监视引导高度扇区

4.2 Surveillance minimum altitude sectors

| | |
|---|---|
| Sector 1 | ALT limit: 2200m or above |
| N263704 E1065603 -N263620 E1070659 -N260136 E1070240 -N260145 E1065109 -N261850 E1064827 -N263704 E1065603 | |
| Sector 2 | ALT limit: 2700m or above |
| ELKAL -N261913 E1075756 -VOR 'KHP' -N274653 E1071436-N272153 E1061411 -VOR 'QNX' -N261551 E1055248 -N260920 E1053405 -N274452 E1055442 -OTLEK -N265852 E1081953 -ELKAL | |
| Sector 3 | ALT limit: 2400m or above |
| ELKAL -N261913 E1075756 -VOR 'KHP' -N274653 E1071436-N272153 E1061411 -VOR 'QNX' -N261551 E1055248 -N260920 E1053405-N253548 E1061331-N271436 E1064130 -N270922 E1071425 -N260710 E1071000 -N254117 E1073850 -ELKAL | |
| Sector 4 | ALT limit: 2100m or above |
| N253548 E1061331 -N271436 E1064130 -N270922 E1071425 -N260710 E1071000 -N254117 E1073850 -N251019 E1064304 -N253548 E1061331 | |

**5. 无线电通信失效程序**

5.1 航空器在确定机载通信设备失效后，按照管制员给定的最后一个指令高度沿计划航路飞行至进近区域边界。进入进近区域后，直飞贵阳（KWE）导航台，过台后按照右盘旋程序下降高度至修正气压高度 2700m，首次过台后 10min 退出右盘旋。机组根据通播或风向风速自行选择航行通告未关闭的跑道，并按照标准进近程序，从贵阳（KWE）台出航，自主领航着陆。

5.2 航空器确定机载通信设备失效后，若已飞越起始进近定位点，则按照标准进近程序自主领航着陆。

**6. 目视飞行程序**

无

**7. 目视飞行航线**

无

**8. 目视参考点**

无

**9. 其它规定**

**5. Radio communication failure procedures**

5.1 When an airborne communication equipment failure is confirmed, keep the last altitude assigned by ATC on the planned route to the boundary of APP area. After entering into APP area, fly directly to Guiyang VOR 'KWE', then turn RIGHT and circle down to 2700m(QNH), STOP circling 10 minutes after overflying 'KWE' first time and choose to land on the RWY unclosed by NOTAM according to the ATIS information about wind speed and wind direction, strictly follow the relative RWY IAP.

5.2 Aircraft having passed through IAF happen to communication failure shall follow the relative RWY IAP to land.

**6. Procedures for VFR flights**

Nil

**7. VFR route**

Nil

**8. Visual reference point**

Nil

**9. Other regulations**

无 Nil

**10. 区域导航飞行程序相关数据** **10. Data for RNAV flight procedures**

航路点坐标 Waypoint list

| ID | COORDINATES | ID | COORDINATES |
|---|---|---|---|
| GY401 | N263911.0 E1064921.6 | GY804 | N261044.9 E1065212.6 |
| GY402 | N263944.1 E1070451.1 | GY806 | N261200.2 E1071834.1 |
| GY403 | N263842.7 E1071113.0 | GY810 | N264833.9 E1065940.0 |
| GY406 | N262915.4 E1064023.1 | GY811 | N264555.8 E1064338.5 |
| GY407 | N265156.4 E1064634.1 | GY812 | N263525.9 E1064135.4 |
| GY410 | N261500.5 E1065957.3 | GY813 | N261827.4 E1063817.1 |
| GY411 | N263909.6 E1064937.8 | GY816 | N264738.3 E1062335.2 |
| GY501 | N262521.3 E1064643.4 | GY821 | N264639.7 E1071132.7 |
| GY503 | N262503.3 E1071127.4 | GY822 | N271224.8 E1065924.1 |
| GY506 | N263244.3 E1072017.6 | GY823 | N265057.0 E1064437.3 |
| GY507 | N265617.0 E1064540.1 | GY824 | N265353.8 E1070043.3 |
| GY511 | N262519.9 E1064656.5 | GY825 | N265913.6 E1070146.9 |
| GY603 | N261722.0 E1064510.5 | GY826 | N265440.1 E1062049.7 |
| GY604 | N261201.9 E1064408.8 | GY827 | N265612.1 E1061052.2 |
| GY613 | N261720.0 E1064523.4 | KHP | N2658.4 E10759.5 |
| GY614 | N261159.9 E1064421.5 | KWE | N2631.4 E10647.7 |
| GY703 | N264951.9 E1065129.7 | QNX | N2702.5 E10601.8 |
| GY704 | N265511.9 E1065232.1 | AGTIS | N2722.1 E10645.0 |
| GY705 | N270031.9 E1065334.7 | BIPIP | N2712.0 E10622.5 |
| GY713 | N264949.8 E1065142.7 | ESNIB | N2614.1 E10752.8 |
| GY714 | N265509.8 E1065245.3 | IDEPO | N2542.9 E10740.7 |
| GY715 | N270029.8 E1065348.0 | MEMAG | N2728.5 E10659.2 |

| | | | |
|---|---|---|---|
| GY802 | N262910.2 E1065550.0 | UGUGU | N2635.0 E10822.2 |
| GY803 | N261604.9 E1065315.5 | | |

数据库编码 Coding table

| Path Terminator | Waypoint ID | Fly over | Magnetic Course (°) | Turn Direction | Altitude (m) | IAS (kt) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|
| RWY01L Departure BIPIP-9ZD | | | | | | | | |
| CF | GY401 | Y | 012 | | | | | RNP1 |
| DF | GY407 | | | L | | | | RNP1 |
| TF | BIPIP | | | | | | | RNP1 |
| RWY01L Departure AGTIS-9ZD | | | | | | | | |
| CF | GY401 | Y | 012 | | | | | RNP1 |
| DF | GY407 | | | L | | | | RNP1 |
| TF | AGTIS | | | | | | | RNP1 |
| RWY01L Departure UGUGU-9ZD | | | | | | | | |
| CF | GY401 | Y | 012 | | | | | RNP1 |
| DF | GY402 | | | R | | MAX230 | | RNP1 |
| TF | GY403 | | | | | | | RNP1 |
| TF | UGUGU | | | | | | | RNP1 |
| RWY01L Departure ESNIB-9ZD | | | | | | | | |
| CF | GY401 | Y | 012 | | | | | RNP1 |
| DF | GY402 | | | R | | MAX230 | | RNP1 |
| TF | GY403 | | | | | | | RNP1 |
| TF | ESNIB | | | | | | | RNP1 |
| RWY01L Departure IDEPO-9ZD | | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CF | GY401 | Y | 012 | | | | | RNP1 |
| DF | GY402 | | | R | | MAX230 | | RNP1 |
| TF | GY410 | | | | | | | RNP1 |
| TF | IDEPO | | | | | | | RNP1 |
| RWY01R Departure BIPIP-9YD | | | | | | | | |
| CF | GY411 | Y | 012 | | | | | RNP1 |
| DF | GY407 | | | L | | | | RNP1 |
| TF | BIPIP | | | | | | | RNP1 |
| RWY01R Departure AGTIS-9YD | | | | | | | | |
| CF | GY411 | Y | 012 | | | | | RNP1 |
| DF | GY407 | | | L | | | | RNP1 |
| TF | AGTIS | | | | | | | RNP1 |
| RWY01R Departure UGUGU-9YD | | | | | | | | |
| CF | GY411 | Y | 012 | | | | | RNP1 |
| DF | GY402 | | | R | | MAX230 | | RNP1 |
| TF | GY403 | | | | | | | RNP1 |
| TF | UGUGU | | | | | | | RNP1 |
| RWY01R Departure ESNIB-9YD | | | | | | | | |
| CF | GY411 | Y | 012 | | | | | RNP1 |
| DF | GY402 | | | R | | MAX230 | | RNP1 |
| TF | GY403 | | | | | | | RNP1 |
| TF | ESNIB | | | | | | | RNP1 |
| RWY01R Departure IDEPO-9YD | | | | | | | | |
| CF | GY411 | Y | 012 | | | | | RNP1 |
| DF | GY402 | | | R | | MAX230 | | RNP1 |
| TF | GY410 | | | | | | | RNP1 |
| TF | IDEPO | | | | | | | RNP1 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| RWY19L Departure BIPIP-8ZD | | | | | | | | |
| CF | GY511 | Y | 192 | | | | | RNP1 |
| DF | GY406 | | | R | | MAX205 | | RNP1 |
| TF | GY507 | | | | | | | RNP1 |
| TF | BIPIP | | | | | | | RNP1 |
| RWY19L Departure AGTIS-8ZD | | | | | | | | |
| CF | GY511 | Y | 192 | | | | | RNP1 |
| DF | GY406 | | | R | | MAX205 | | RNP1 |
| TF | GY507 | | | | | | | RNP1 |
| TF | AGTIS | | | | | | | RNP1 |
| RWY19L Departure UGUGU-8ZD | | | | | | | | |
| CA | | | 192 | | 2000 | | | RNP1 |
| DF | GY410 | | | L | | | | RNP1 |
| TF | GY503 | | | | | | | RNP1 |
| TF | GY506 | | | | | | | RNP1 |
| TF | UGUGU | | | | | | | RNP1 |
| RWY19L Departure ESNIB-8ZD | | | | | | | | |
| CA | | | 192 | | 2000 | | | RNP1 |
| DF | GY410 | | | L | | | | RNP1 |
| TF | ESNIB | | | | | | | RNP1 |
| RWY19L Departure IDEPO-8ZD | | | | | | | | |
| CA | | | 192 | | 2000 | | | RNP1 |
| DF | GY410 | | | L | | | | RNP1 |
| TF | IDEPO | | | | | | | RNP1 |
| RWY19R Departure BIPIP-8YD | | | | | | | | |
| CF | GY501 | Y | 192 | | | | | RNP1 |
| DF | GY406 | | | R | | MAX205 | | RNP1 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TF | GY507 | | | | | | | RNP1 |
| TF | BIPIP | | | | | | | RNP1 |
| RWY19R Departure AGTIS-8YD | | | | | | | | |
| CF | GY501 | Y | 192 | | | | | RNP1 |
| DF | GY406 | | | R | | MAX205 | | RNP1 |
| TF | GY507 | | | | | | | RNP1 |
| TF | AGTIS | | | | | | | RNP1 |
| RWY19R Departure UGUGU-8YD | | | | | | | | |
| CA | | | 192 | | 2000 | | | RNP1 |
| DF | GY410 | | | L | | | | RNP1 |
| TF | GY503 | | | | | | | RNP1 |
| TF | GY506 | | | | | | | RNP1 |
| TF | UGUGU | | | | | | | RNP1 |
| RWY19R Departure ESNIB-8YD | | | | | | | | |
| CA | | | 192 | | 2000 | | | RNP1 |
| DF | GY410 | | | L | | | | RNP1 |
| TF | ESNIB | | | | | | | RNP1 |
| RWY19R Departure IDEPO-8YD | | | | | | | | |
| CA | | | 192 | | 2000 | | | RNP1 |
| DF | GY410 | | | L | | | | RNP1 |
| TF | IDEPO | | | | | | | RNP1 |
| RWY01L/R Arrival MEMAG-9ZA | | | | | | | | |
| IF | MEMAG | | | | | | | RNP1 |
| TF | GY810 | | | | | | | RNP1 |
| TF | GY802 | | | | | | | RNP1 |
| TF | GY803 | | | | 2400 | MAX205 | | RNP1 |
| RWY01L/R Arrival MEMAG-9YA(by ATC) | | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| IF | MEMAG | | | | | | | RNP1 |
| TF | GY810 | | | | | | | RNP1 |
| TF | GY811 | | | | | | | RNP1 |
| TF | GY812 | | | | | | | RNP1 |
| TF | GY813 | | | | 2400 | MAX205 | | RNP1 |
| RWY01L/R Arrival KHP-9ZA | | | | | | | | |
| IF | KHP | | | | | | | RNP1 |
| TF | GY810 | | | | | | | RNP1 |
| TF | GY802 | | | | | | | RNP1 |
| TF | GY803 | | | | 2400 | MAX205 | | RNP1 |
| RWY01L/R Arrival KHP-9YA(by ATC) | | | | | | | | |
| IF | KHP | | | | | | | RNP1 |
| TF | GY810 | | | | | | | RNP1 |
| TF | GY811 | | | | | | | RNP1 |
| TF | GY812 | | | | | | | RNP1 |
| TF | GY813 | | | | 2400 | MAX205 | | RNP1 |
| RWY01L/R Arrival ESNIB-9ZA | | | | | | | | |
| IF | ESNIB | | | | | | | RNP1 |
| TF | GY806 | | | | | | | RNP1 |
| TF | GY803 | | | | 2400 | MAX205 | | RNP1 |
| RWY01L/R Arrival QNX-9ZA | | | | | | | | |
| IF | QNX | | | | | | | RNP1 |
| TF | GY816 | | | | | | | RNP1 |
| TF | GY812 | | | | | | | RNP1 |
| TF | KWE | | | | | | | RNP1 |
| TF | GY802 | | | | | | | RNP1 |
| TF | GY803 | | | | 2400 | MAX205 | | RNP1 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| RWY01L/R Arrival QNX-9YA(by ATC) | | | | | | | | |
| IF | QNX | | | | | | | RNP1 |
| TF | GY816 | | | | | | | RNP1 |
| TF | GY812 | | | | | | | RNP1 |
| TF | GY813 | | | | 2400 | MAX205 | | RNP1 |
| RWY19L/R Arrival MEMAG-8ZA | | | | | | | | |
| IF | MEMAG | | | | | | | RNP1 |
| TF | GY822 | | | | 3000 | MAX205 | | RNP1 |
| RWY19L/R Arrival KHP-8ZA | | | | | | | | |
| IF | KHP | | | | | | | RNP1 |
| TF | GY821 | | | | | | | RNP1 |
| TF | GY810 | | | | 2400 | MAX 205 | | RNP1 |
| RWY19L/R Arrival ESNIB-8ZA | | | | | | | | |
| IF | ESNIB | | | | | | | RNP1 |
| TF | GY802 | | | | | | | RNP1 |
| TF | GY810 | | | | 2400 | MAX205 | | RNP1 |
| RWY19L/R Arrival ESNIB-8YA(by ATC) | | | | | | | | |
| IF | ESNIB | | | | | | | RNP1 |
| TF | GY802 | | | | | | | RNP1 |
| TF | KWE | | | | | | | RNP1 |
| TF | GY812 | | | | | | | RNP1 |
| TF | GY823 | | | | 2400 | MAX205 | | RNP1 |
| RWY19R/L Arrival QNX-8ZA | | | | | | | | |
| IF | QNX | | | | | | | RNP1 |
| TF | GY827 | | | | | | | RNP1 |
| TF | GY826 | | | | | | | RNP1 |
| TF | GY823 | | | | 2400 | MAX205 | | RNP1 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| RWY01L/R Holding (outbound time:1min) | | | | | | | | |
| HM | GY810 | Y | 261 | R | 3600 | | | RNP1 |
| HM | GY806 | Y | 282 | R | 3000 | | | RNP1 |
| HM | GY816 | Y | 129 | L | 3600 | | | RNP1 |
| RWY19R/L Holding (outbound time:1min) | | | | | | | | |
| HM | GY821 | Y | 282 | L | 2700 | | | RNP1 |
| HM | GY802 | Y | 012 | L | 2700 | | | RNP1 |
| HM | GY826 | Y | 102 | L | 3600 | | | RNP1 |
| RWY01L Approach Transition GY803 | | | | | | | | |
| IF | GY803 | | | | 2400 | MAX205 | | RNP1 |
| TF | GY804 | | | | | | | RNP1 |
| TF | GY604 | | | | | | | RNP1 |
| TF | GY603 | | | | 2100 | | | RNP1 |
| RWY01L Approach Transition GY813 | | | | | | | | |
| IF | GY813 | | | | 2400 | MAX205 | | RNP1 |
| TF | GY603 | | | | 2100 | | | RNP1 |
| RWY01L Missed Approach | | | | | | | | |
| CA | | | 012 | | 1700 | MAX205 | | RNP1 |
| DF | GY802 | | | R | ↑2400 | | | RNP1 |
| RWY01R Approach Transition GY803 | | | | | | | | |
| IF | GY803 | | | | 2400 | MAX205 | | RNP1 |
| TF | GY804 | | | | | | | RNP1 |
| TF | GY614 | | | | | | | RNP1 |
| TF | GY613 | | | | 2100 | | | RNP1 |
| RWY01R Approach Transition GY813 | | | | | | | | |
| IF | GY813 | | | | 2400 | MAX205 | | RNP1 |
| TF | GY613 | | | | 2100 | | | RNP1 |

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|---|---|---|---|---|---|---|---|---|
| RWY01R Missed Approach | | | | | | | | |
| CA | | | 012 | | 1700 | MAX205 | | RNP1 |
| DF | GY802 | | | R | ↑2400 | | | RNP1 |
| RWY19L Approach Transition GY810 | | | | | | | | |
| IF | GY810 | | | | 2400 | MAX205 | | RNP1 |
| TF | GY824 | | | | | | | RNP1 |
| TF | GY825 | | | | | | | RNP1 |
| TF | GY715 | | | | | | | RNP1 |
| TF | GY714 | | | | | | | RNP1 |
| TF | GY713 | | | | 2100 | | | RNP1 |
| RWY19L Approach Transition GY822 | | | | | | | | |
| IF | GY822 | | | | 3000 | MAX205 | | RNP1 |
| TF | GY715 | | | | | | | RNP1 |
| TF | GY714 | | | | | | | RNP1 |
| TF | GY713 | | | | 2100 | | | RNP1 |
| RWY19L Approach Transition GY823 | | | | | | | | |
| IF | GY823 | | | | 2400 | MAX205 | | RNP1 |
| TF | GY713 | | | | 2100 | | | RNP1 |
| RWY19L Missed Approach | | | | | | | | |
| CA | | | 192 | | 1900 | MAX205 | | RNP1 |
| DF | GY802 | | | L | ↑2400 | | | RNP1 |
| RWY19R Approach Transition GY810 | | | | | | | | |
| IF | GY810 | | | | 2400 | MAX205 | | RNP1 |
| TF | GY824 | | | | | | | RNP1 |
| TF | GY825 | | | | | | | RNP1 |
| TF | GY705 | | | | | | | RNP1 |
| TF | GY704 | | | | | | | RNP1 |

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|---|---|---|---|---|---|---|---|---|
| TF | GY703 | | | | 2100 | | | RNP1 |
| RWY19R Approach Transition GY822 | | | | | | | | |
| IF | GY822 | | | | 3000 | MAX205 | | RNP1 |
| TF | GY705 | | | | | | | RNP1 |
| TF | GY704 | | | | | | | RNP1 |
| TF | GY703 | | | | 2100 | | | RNP1 |
| RWY19R Approach Transition GY823 | | | | | | | | |
| IF | GY823 | | | | 2400 | MAX205 | | RNP1 |
| TF | GY703 | | | | 2100 | | | RNP1 |
| RWY19R Missed Approach | | | | | | | | |
| CA | | | 192 | | 1900 | MAX205 | | RNP1 |
| DF | GY802 | | | L | ↑2400 | | | RNP1 |

## ZUGY AD 2.23 其它资料

全年有鸟类活动。机场当局采取了驱赶措施，鸟的活动情况如下:

## ZUGY AD 2.23 Other information

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

| Bird name | Time of activity | Flight height |
|---|---|---|
| Kestrel | All seasons | 0-500m |
| Amur falcon | Apr.15-May.15 | 0-500m |
| Bird of prey | Oct. | 10-2000m |
| Waterfowl | Feb.-May, Sep.-Oct. | 0-100m |