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

ZJSY-三亚/凤凰 SANYA/Phoenix

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

1	机场基准点坐标及其在机场的位置 ARP coordinates and site at AD	N18°18.1' E109°24.8' Center of RWY
2	方向、距离 Direction and distance from city	11km, northwest from Sanya city
3	标高/参考气温 Elevation / Reference temperature	28.5m/31.9℃(AUG)
4	机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation	800m inward THR26/-
5	磁差/年变率 MAG VAR/ Annual change	1°W/-
6	机场管理部门、地址、电话、传真、AFS、电子邮箱、网址 AD administration, address, telephone,telefax, AFS, E - mail, website	Sanya Phoenix International Airport CO. LTD Fenghuang town, Sanya, Hainan province, China Post code:572000 TEL:86-898-88289086；86-898-88289780 FAX:86-898-88289044 AFS:ZJSYYDYX Email:xchzhh@hnair.com Website:www.sanyaairport.com
7	允许飞行种类 Types of traffic permitted(IFR / VFR)	IFR/VFR
8	机场性质/飞行区指标 Military or civil airport &Reference code	CIVIL/4E
9	备注 Remarks	Nil

ZJSY AD 2.3 工作时间 Operational hours

1	机场当局(机场开放时间) AD Administration (AD operational hours)	H24
2	海关和移民 Customs and immigration	HO
3	卫生健康部门	HO

	Health and sanitation	
4	航行情报服务讲解室 AIS Briefing Office	H24
5	空中交通服务报告室 ATS Reporting Office (ARO)	H24
6	气象讲解室 MET Briefing Office	H24
7	空中交通服务 ATS	H24
8	加油 Fuelling	H24
9	地勤服务 Handling	H24
10	保安 Security	H24
11	除冰 De-icing	Nil
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Container lift truck (14 tonnes & 7 tonnes), conveyor truck, container tractor, container paneling trailer, fork-lift (1 tonne), tow-tractor
2	燃油/滑油牌号 Fuel/oil types	Nr.3 jet fuel, JET A-1 --
3	加油设施/能力 Fuelling facilities/capacity	Refueling truck: (45000 litres, 20000 litres) : 20&36 L/s; hydrant dispenser: 20&63 L/s; aircraft-refueling wells: 166 L/s(600m³/h)
4	除冰设施 De-icing facilities	Nil
5	过站航空器机库 Hangar space for visiting aircraft	Nil
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for various types of aircraft on request, including B737-300/400/700/800/900, B737-8, B757-200, B777-200/300ER, A319, A320, A321, A330-200/300, B787-8/9.

		Engine changes available for various types of aircraft on request. Spare parts and other maintenance work by prior arrangement.
7	备注 Remarks	Ground power units, ground air supply units, ground air preconditioning units

ZJSY AD 2.5 旅客设施 Passenger facilities

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

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

1	机场消防等级 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, demolition rescue truck, command car; Rescue equipment: rack saw, hydraulic pressure scissor, heat-isolation suit.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTOW up to B747-400 uplift air cushion, subplate, mobile surface operation devices, traction rack, fork, etc.
4	备注 Remarks	Nil

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

1	可用季节及扫雪设备类型	All seasons

	Types of clearing equipment	Not applicable
2	扫雪顺序 Clearance priorities	Not applicable
3	备注 Remarks	Nil

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

1	停机坪道面和强度 Apron surface and strength	Surface:	CONC
		Strength:	PCN 85/R/B/W/T(Stands Nr. 302, 310, 317) PCN 84/R/B/W/T(Stands Nr. 301, 303, 304, 306-309, 311-316, 318-320, 902) PCN 83/R/B/W/T(Stands Nr. 305, 601, 611, 905) PCN 82/R/B/W/T(Stands Nr. 602-605, 607-610, 901, 903, 903L, 903R, 904, 906-909) PCN 81/R/B/W/T(Stand Nr. 606) PCN 80/R/B/W/T(Stands Nr. 507, 508, 512) PCN 79/R/B/W/T(Stands Nr. 107, 108, 502-506, 509-511, 513) PCN 78/R/B/W/T(Stands Nr. 102, 103, 105, 106, 109-112, 114-116, 118, 501) PCN 77/R/B/W/T(Stands Nr. 104, 113) PCN 76/R/B/W/T(Stand Nr. 101) PCN 75/R/B/W/T(Stand Nr. 117) PCN 67/R/B/W/T(Stands Nr. 201-212)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	39m: B(E of TWY A1), B2, B6, B7, C, D(W of TWY B7); 29m: A1(S of TWY B), A2, A5-A7, B4; 23m: A, A3, A4, B3, B5; 18m: B(W of TWY A1), B1, E.
		Surface:	CONC
		Strength:	PCN 86/R/B/W/T(C) PCN 83/R/B/W/T(B2-B5) PCN 82/R/B/W/T(A6, B（E of TWY A1）) PCN 80/R/B/W/T(A4, B7) PCN 79/R/B/W/T(B8, B9) PCN 78/R/B/W/T(A, A7, B6) PCN 77/R/B/W/T(A5, D)

			PCN 76/R/B/W/T(A2, A3) PCN 74/R/B/W/T(A1（S of TWY B）) PCN 68/R/B/W/T(A1（N of TWY B）) PCN 67/R/B/W/T(B（W of TWY A1）, B1, E)
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR/INS 校正点 VOR/INS checkpoints	Nil	
5	备注 Remarks	Nil	

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

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 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; Guide lines at all TWYs and aprons; Marshaller is available at stands; Aircraft stand identification sign board at apron except stands Nr.507-509, 604-611, those with ground marking.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	RWY designation, TDZ, edge line, THR, center line, aiming point, RWY turn pad
		RWY lights	Center line, edge line, THR, RWY end
		TWY markings	Intermediate holding positions, RWY holding positions, center line, edge line, mandatory instruction marking
		TWY lights	Center line, edge line
3	停止排灯 Stop bars	Nil	
4	备注 Remarks	Holding position pattern A has installed on TWY A1, A3, A4 and A7.	

ZJSY AD 2.10 机场障碍物 Aerodrome obstacles

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

序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	MT	015	3140	253.5		
2	MT	032	9140	572		
3	MT	039	6900	482	Minimum surveillance altitude sector Nr.1	
4	MT	057	1840	110.9	RWY08 missed approach	
5	*MT	059	10280	488		
6	MT	066	10530	353		
7	MT	079	9830	220	RWY08 missed approach, take-off path；RWY26 traditional final approach; Circling	
8	MT	080	9490	186.7	RWY08 take-off path; Circling	
9	*BLDG	094	1123	37.6		
10	*BLDG	096	1065	36.7		
11	*BLDG	109	4500	90		
12	*MT	113	14950	392.7		
13	Lightning Rod	252	4125	51.6	RWY26 take-off path	
14	*Iron TWR	257	5297	72.2	RWY26 take-off path	
15	BLDG	262	2715	31.2	RWY26 take-off path	
16	*BLDG	262	6266	114.9	RWY08 ILS/DME final approach; Circling	
17	Contour line	272	7060	140	RWY26 traditional and PBN departure	
18	MT	273	7220	202		
19	Contour line	274	7230	200		

Obstacles within a circle with a radius of 15km centered on the center of RWY 08/26						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
20	Contour line	275	7300	240		
21	*Antenna	280	7440	445.5	RWY08 VOR final approach; RWY26 traditional missed approach	
22	MT	283	3915	177.6		
23	MT	300	11910	482		
24	MT	305	5530	403		
25	*Control TWR	314	930	81.7		
26	MT	345	2596	201		
27	Contour line	346	7400	585	Minimum surveillance altitude sector Nr.2	
28	MT	348	8250	793	RWY26 holding; 250 °-100 °traditional sector; Minimum surveillance altitude sector Nr.3	
29	*BLDG	357	2822	176.7		
30	*BLDG	360	1010	100.7		
Others:						

Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 08/26						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	MT	010	21340	1020	RWY08/26 arrival	

Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 08/26						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
2	MT	022	16452	1000	RWY08 holding	
3	MT	024	32610	1144	Minimum surveillance altitude sector Nr.7	
4	MT	026	16880	913		
5	MT	026	72100	1867	Minimum surveillance altitude sector Nr.14	
6	MT	031	24070	962	RWY26 arrival	
7	MT	036	18200	838	Minimum surveillance altitude sector Nr.6	
8	MT	036	20160	820		
9	MT	052	16100	572	Minimum surveillance altitude sector Nr.4	
10	MT	053	25230	780	RWY26 traditional and PBN initial approach	
11	MT	054	80300	1208	Minimum surveillance altitude sector Nr.11	
12	MT	055	128400	550	Minimum surveillance altitude sector Nr.9	
13	MT	057	105700	805	Minimum surveillance altitude sector Nr.10	
14	MT	061	19610	681	Minimum surveillance altitude sector Nr.5	
15	MT	062	47620	620		
16	MT	089	26289	607		
17	MT	091	16250	486	RWY08 traditional and PBN departure	
18	MT	092	15080	364	RWY26 VOR/DME final approach	

Obstacles between two circles with the radius of 15km and 50km centered on the center of RWY 08/26						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
19	MT	093	25390	612	RWY26 traditional initial and intermediate approach, PBN initial approach	
20	MT	102	34600	284	Minimum surveillance altitude sector Nr.8	
21	MT	269	24080	479	RWY08 traditional initial and intermediate approach, PBN initial approach	
22	MT	272	17730	289		
23	MT	291	17390	491	RWY08 traditional and PBN initial approach	
24	MT	310	72700	1412	Minimum surveillance altitude sector Nr.13	
25	MT	315	27790	880	RWY08 holding	
26	MT	318	28530	904		
27	MT	325	15240	890	RWY26 traditional and PBN departure, holding; 250°-110°PBN sector	
28	MT	327	84200	845	Minimum surveillance altitude sector Nr.15	
29	MT	337	71700	1654	Minimum surveillance altitude sector Nr.12	
30	MT	359	36250	1318	RWY08/26 arrival; 100°-250°traditional sector, 110°-250°PBN sector	
Others:						

ZJSY 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 Associated MET Office	Sanya Phoenix Aerodrome MET Office
2	气象服务时间；服务时间以外的责任气象台 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	Sanya Phoenix Aerodrome MET Office 9HR, 24HR；3HR，6HR
4	趋势预报发布间隔 Issuance interval of trend forecast	1HR
5	所提供的讲解/咨询服务 Briefing/consultation provided	P, T
6	飞行文件及其使用语言 Flight documentation, Languages used	Chart, International MET Codes, Abbreviated Plain Language Text Ch, En
7	讲解/咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material, AWOS real-time data, weather of other aerodrome
8	提供信息的辅助设备 Supplementary equipment available for providing information	Fax, network, MET database, MET Service Terminal
9	提供气象情报的空中交通服务单位 ATS units provided with information	TWR, APP
10	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
11	气象报告类型及所包含的补充资料 Type of MET Report & supplementary information included	METAR, SPECI
12	观测系统及位置 Observation System & Site(s)	RVR EQPT A: 120m S of RCL,380m inward THR08

		B: 120m S of RCL,365m inward THR26 C: 120m S of RCL,1800m inward THR08 SFC wind sensors 08: 120m S of RCL,375m inward THR08 26: 120m S of RCL,360m inward THR26 Ceilometer 08: 120m S of RCL,370m inward THR08 26: 60m S of RCL,205m outward THR26
13	气象观测系统的工作时间 Hours of operation for meteorological observation system	H24
14	气候资料 Climatological information	Climatological tables AVBL
15	其他信息 Additional information	Nil

ZJSY AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 Designations RWY NR	真方位和磁方位 TRUE &MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度(PCN), 跑道道面/ 停止道道面 RWY strength (PCN), RWY surface / SWYsurface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	跑道入口标高,精密进近跑道接地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	081.55°GEO 083°MAG	3400×45	85/R/B/W/T (0-500m) CONC 78/R/B/W/T (500-2900m) CONC 84/R/B/W/T (2900-3400m) CONC/ASPH		THR18.5m
26	261.55°GEO 263°MAG	3400×45	84/R/B/W/T (0-500m)		THR26.7m TDZ28.5m

			CONC 78/R/B/W/T (500-2900m) CONC 85/R/B/W/T (2900-3400m) CONC/ASPH		
跑道-停止道坡度 Slope of RWY-SWY	停止道长宽 SWY dimensions(m)	净空道长宽 CWY dimensions(m)	升降带长宽 Strip dimensions(m)	无障碍物区 OFZ	跑道端安全区长宽 RWY end safety area dimensions(m)
7	8	9	10	11	12
See AOC	60×45	Nil	3520×300	Nil	300×150
See AOC	60×45	Nil	3520×300	Nil	300×150
Remark: RWY turn pads are 80×37.5m, located at both ends of RWY. RWY shoulder: 7.5m on each side.					

ZJSY AD 2.13 公布距离 Declared distances

跑道号码 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
08	3400	3400	3460	3400	Nil
26	3400	3400	3460	3400	Nil
Remarks:					

ZJSY 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

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
08	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 427m inward THR08 3° 22.1m	Nil	3400m** spacing 30m	3400m*** spacing 60m	RED	Nil
26	PALS CAT I* 888m LIH	GREEN Yes	PAPI LEFT 427m inward THR26 3° 21.8m	Nil	3400m** spacing 30m	3400m*** spacing 60m	RED	Nil
Remarks:*SFL **0-2500m White VRB LIH, 2500-3100m Red/White VRB LIH, 3100m-3400m Red VRB LIH *** 0-2800m White VRB LIH, 2800-3400m Yellow VRB LIH								

ZJSY 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: 08:120m N of RCL，425m inward THR08 26:120m N of RCL，425m inward THR26
3	滑行道边灯和中线灯 TWY edge and center line lighting	All TWYs: Blue TWY edge light, Green TWY center line light, green/yellow center line light within 90m from RWY center line.
4	备份电源/转换时间	Dual feed, diesel engine driven generator/≤15s

	Secondary power supply/switch-over time	
5	备注 Remarks	Nil

ZJSY AD 2.16 直升机着陆区域 Helicopter landing area

1	TLOF 坐标或 FATO 入口坐标及大地水准面波幅 Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF 和/或 FATO 标高（m/ft） TLOF and/or FATO elevation (m/ft)	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

ZJSY 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
Sanya tower control area	A circuit, 2 arcs with radius 13km centered at centers of both RWY THRs, and 2 parallel lines of 13km from RWY centerline	600m(QNH) or below	
Fuel dumping area	N1818.4E10910.4－ N1730.0E10910.0－ N1730.0E10830.0－ N1820.0E10830.0－ N1818.4E10910.4	Above 4000m	

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Altimeter setting region and TL/TA	Same as Sanya APP area	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)	

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

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5
ATIS		126.45		
APP	Sanya Approach	APP01:127.925(119.25)	by ATC	
APP	Sanya Approach	APP02:125.55(119.25)	H24	
TWR	Fenghuang Tower	118.15(118.85)	H24	
GND	Fenghuang Ground	121.7	HO	DCL AVBL
APN	Fenghuang Apron	121.6	H24	
EMG		121.5	HO	

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

设施名称和类型 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
Fenghuang VOR/DME	HUT	114.7MHz CH94X	N18 °18.3' E109 °26.4' 083 °MAG/1166m FM THR26	33m	
Sanya VOR/DME	SYX	112.5MHz CH72X	N18 °18.6' E109 °10.4'	457m	Range: 200NM
Baolong NDB	WL	426kHz	N18°29.3′ E109°24.2′		Range: 200NM
LMM 08	K	305kHz	N18 °17.9'		Beyond 4NM on bearing 230 °U/S

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
			E109°23.0' 263°MAG/1282m FM THR08		
LOC 08 ILS CAT I	IKK	109.5MHz	083°MAG/250m FM RWY08 end		Range: 25NM, Within 15NM, beyond +25°of front course U/S; BTN 15-17NM, beyond +11°of front course U/S; BTN 17-25NM, beyond +7°of front course U/S
GP 08		332.6MHz	110m S of RCL, 291m inward THR08		Angle 3°, RDH 15m, Range: 10NM
DME 08	IKK	CH32X (109.5MHz)	114.7m S of RCL, 291m inward THR08	25m	Co-located with GP08 Range: 25NM
LOM 26	AL	205kHz	083°MAG/8367m FM THR26		Not AVBL
LOC 26 ILS CAT I	IFH	108.5MHz	263°MAG/250m FM RWY26 end		Range: 25NM, beyond +16°and -14°of front course U/S; BTN 17-25NM, beyond +4°and -6°of front course U/S
GP 26		329.9MHz	120m S of RCL, 290m inward THR26		Angle 3°, RDH 15m, Range: 10NM
DME 26	IFH	CH22X (108.5MHz)	124m S of RCL, 290m inward THR26	31m	Co-located with GP26 Range: 25NM

ZJSY AD 2.20 本场飞行规定 ZJSY AD 2.20 Local traffic regulations

1. 机场使用规定 1.Airport operations regulations

1.1 禁止未安装二次雷达应答机的航空器起降；

1.1 Take off/landing of aircraft without SSR transponder are forbidden;

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 可使用最大机型：B747 同类及其以下机型。

1.3 Maximum aircraft to be available: B747 and equivalent.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 禁止航空器在滑行道上做 180°转弯；

2.1 180°turn around on TWY is forbidden for all aircraft;

2.2 A1 滑(B 滑以北)、B 滑（A1 滑以西）、B1 滑、E 滑限翼展 36m（含）以下的航空器；B7 滑(B 滑以北)、B9 滑行道限制翼展 52m(含）以下的航空器滑行；

2.2 TWY A1(N of TWY B),B(W of TWY A1), B1, E is not available for A/C with wing span more than 36m; B7(N of TWY B), B9 are not available for A/C with wing span more than 52m;

2.3 滑行道 A2,A5,A6 为快速脱离道，使用 26 号跑道时通常使用滑行道 A2 脱离跑道，使用 08 号跑道时通常使用滑行道 A5 脱离跑道；

2.3 TWY A2, A5, A6 are rapid exit taxiways. In general, TWY A2 is used for vacating from RWY26, TWY A5 is used for vacating form RWY08;

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

2.4 RWY08/26 turn pads are only available for aircraft with wingspan below 52m and outer main gear wheel span below 14m;

2.5 机场冲突多发地带运行要求

2.5 Hot spot procedure

2.5.1 机动区冲突多发地带位置见 ZJSY AD2.24-1/2。

2.5.1 Refer to ZJSY AD2.24-1/2.

2.5.2 为减少运行差错,降低地面冲突和跑道入侵事件的发生概率,在机场活动区运行的航空器需严格按照下述的要求运行:

2.5.2 For the purpose of reducing errors that lead to ground conflicts and runway incursions, aircraft operating within the maneuvering area must follow the requirements below:

HS1：A、B 及 A1 滑行道交叉区域
当使用 08 号跑道运行时，此区域滑出的航空器易与进位的航空器形成对头冲突，一旦对头滑行只能使用拖车拖移，机组在进入 B2 滑行道前，应提前目视观察，若有冲突应立即原地等待避让并报告管制员。

HS1: INTERSECTIONS OF TWY A, TWY B AND TWY A1
When RWY08 is in operation, aircraft taxiing out of this area will have conflict with aircraft taxiing in. If aircraft are approaching each other, the aircraft only can be towed by towing vehicle. Flight crew shall observe in advance before entering into TWY B2. If have any conflict, stop immediately and inform ATC.

HS2：C、B 及 B5 滑行道交叉区域
此处为多条滑行道交叉区域，机组滑经此区域时，应提前目视观察，发现冲突及时报告管制员。

HS2: INTERSECTIONS OF TWY C, TWY B AND TWY B5
This is an intersection of multi-taxiways, flight crew shall observe in advance when taxiing in this area. If have any conflict, report to ATC immediately.

HS3：B7、A 及 B 滑行道交叉区域
当使用 08 号跑道运行时，此区域滑出的航空器易与进位的航空器形成对头冲突，一旦对头滑行只能使用拖车拖移，机组在进入 B7 滑行道前，应提前目视观察，若有冲突应立即原地等待避让并报告管制员。

HS3: INTERSECTIONS OF TWY B7, TWY A AND TWY B
When RWY08 is in operation, aircraft taxiing out of this area will have conflict with aircraft taxiing in. If aircraft are approaching each other, the aircraft only can be towed by towing vehicle. Flight crew shall observe in advance before entering into TWY B7. If have any conflict, stop immediately and inform ATC.

HS4：A3、A 及 B 滑行道交叉区域

HS4: INTERSECTIONS OF TWY A3, TWY A AND

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

TWY B
This is an intersection of multi-taxiways, and any runway to be used will have conflict with taxiing. When aircraft is approaching intersetion through TWY A3, A and B, advanced observation is required to aviod conflicts. Due to TWY A and B are close to each other, flight crew shall pay more attention to the taxi routes in these areas, If any doubt or confused, report to ATC immediately.

HS5：A 及 B8 滑行道交叉区域
当使用 08 号跑道运行时，此区域滑出的航空器易与进位的航空器形成对头冲突，一旦对头滑行只能使用拖车拖移，机组在进入 B8 滑行道前，应提前目视观察，若有冲突应立即原地等待避让并报告管制员。

HS5: INTERSECTIONS OF TWY A AND TWY B8
When RWY08 is in operation, aircraft taxiing out of this area will have conflict with aircraft taxiing in. If aircraft are approaching each other, the aircraft only can be towed by towing vehicle. Flight crew shall observe in advance before entering into TWY B8. If have any conflict, stop immediately and inform ATC.

HS6：A 及 A4 滑行道交叉区域
当使用 26 号跑道运行时，1 号坪与 3 号坪、部分 5 号坪滑出的航空器到达此区域时，机组应在 A 滑行道前目视观察，防止与 A 滑行道上滑行的航空器造成冲突。

HS6: INTERSECTIONS OF TWY A AND TWY A4
When RWY26 is in operation, aircraft taxiing out of apron Nr.1, 3 and part of Nr. 5 is approaching this intersection area，flight crew shall observe in advance before entering into TWY A, in order to avoid any conflict with aircraft on TWY A.

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

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

to controller immediately if any doubts.

2.6 管制范围规定如下:

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

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

具体管制移交点及移交方式听从管制员指令执行。

2.6 Rules of ATC scope as follows:

TWR ATC: TWY A, A1(south of TWY B), A2, A3(south of TWY A), A4(south of TWY A), A5-A7, RWY, Business Apron;APN ATC: TWY A1(north of TWY B), A3(north of TWY A), A4(north of TWY A), B, B2-B9, C, D, Apron, as shown in ZJSY AD2.24-1A;The specific hand-over point and mode shall be instructed by ATC.

2.7 数字化放行系统（DCL）服务

2.7 Datalink application for the provision of the Departure Clearance(DCL)

2.7.1 预计撤轮档时间（EOBT）前 30 分钟至 10 分钟，航空器驾驶员应当优先使用数字化放行系统（DCL）向空中交通管制部门（ATC）申请放行许可；

2.7.1 Within 10-30 minutes before Estimated Off-block Time (EOBT), pilot shall apply for ATC departure clearance via DCL in priority;

2.7.2 机组通过 DCL 服务成功获取放行许可后，仍需通过话音放行频率向管制员复述全部放行许可内容；

2.7.2 After acquiring departure clearance via DCL, pilot still need to repeat the whole delivery information to ATC by this FREQ;

2.7.3 当 DCL 无法完成放行许可的申请或发布时，将转为语音方式申请或发布放行许可；

2.7.3 If the DCL service is not available, pilots shall contact controller for verbal ATC clearance;

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

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

3. 机坪和机位的使用

3.1 未经管制员同意，严禁航空器利用自身动力滑行或使用拖车拖行；

3.2 所有进入机坪的航空器须由引导车引导；

3.3 发动机试车，须在夜航结束后经管制员许可在并指定的地点进行，204、608-611 号停机位为试车机位。航班运行期间，试大车须在指定的位置进行，严禁在廊桥附近、客机坪和滑行道上试大车；

3.4 停机位由 132.00MHz 统一安排或调整；

3.5 在 310-312、501-506、511-513、604-611 号停机位停靠的航空器可自滑进出；101-118、201-212、301-309、313-320、507-510、601-603 号及公务机坪 901-909、903L、903R 停机位均为自滑进、顶推出，经运行指挥中心现场确认同意后管制员可指挥航空器自滑出；

3.6 停机位对翼展和机身长度的限制:

3. Use of aprons and parking stands

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

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

3.3 Engine run-ups are subject to ATC clearance, and shall be carried out at a designated location after the last night flight, stands Nr.204. 608-611 are available for engine run-ups. During the flight operation period, fast engine run-ups must be carried out at designated location, and strictly forbidden in the vicinity of boarding bridges and on apron or TWYs;

3.4 Stands are managed by 132.00MHz;

3.5 Aircraft parking at stands Nr.310-312, 501-506, 511-513, 604-611 shall taxi in and out by itself; Aircraft parking at stands Nr.101-118, 201-212, 301-309, 313-320, 507-510, 601-603, 901-909, 903L, 903R could taxi in and out by itself after AOC clearance, or shall taxi in and be pushed back;

3.6 Limits for aircraft parking on the following stands:

停机位/Stands	航空器翼展限制/ Wing span limits for aircraft	机身长度限制/fuselage
Nr.115,310-320,601-603	65m	75m

Nr.902,903(903L,903R U/S)	61.5m	64m
Nr.111,117	52m	
Nr.306-309	52m	57m
Nr.101,512,513,604-606,608-611	52m	55m(turning radius≤35m)
Nr.109,110,112-114,116,118	36m	
Nr.102-108,202-209,211,212,901,903L(903 U/S),301-305	36m	45m
Nr.501-510	36m	42.5m
Nr.511,607	35.9m	45m(turning radius≤25m)
Nr.210	34.4m	45m
Nr.201	30m	29.4m
Nr.903R(903 U/S),904-909	29.5m	30m

3.7 停机位对停放航空器的限制:

3.7 limits for aircraft parking on the following stands:

停机位/Stands	航空器停靠机头朝向限制/Nose facing direction limits for aircraft
Nr.201-204,209-212,306-312,317-320,507-510, 601-603,608-611	nose to west
Nr.205-208,301-305,313-316,511-513,604-607	nose to east
Nr.501-506,901-909,903L,903R	nose to north

3.8 为降低碳排放及噪音,建议停靠 109-115 号停机位的航空器关闭 APU,接驳地面 400Hz 电源及空调系统。

3.8 For reducing carbon emission and noise, it is suggested that close APU and connect 400Hz power unit and air condition system on the ground for A/C parking at stands Nr.109-115.

4. 进、离场管制规定

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

4. Air traffic control regulations

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

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

8.1 A3 滑东侧、C 滑北侧、B2 滑东侧均有机坪夜间照明高杆灯柱。其中 A3 滑东侧有 4 根灯柱，高 18m；C 滑北侧有 4 根灯柱，高 18m；B2 滑东侧有 2 根灯

8. Warning

8.1 4 light poles with 18m height erected at east of TWY A3; 4 light poles with 18m height erected at north of TWY C; 2 light poles with 25m height erected at east

柱，高 25m。

8.2 机场东南面三亚湾沿海一带有孔明灯等升空物体活动，高度 2000m。

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

9. 直升机飞行限制，直升机停靠区

无

ZJSY AD 2.21 噪音限制规定及减噪程序

1. 噪音限制规定

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

2. 减噪程序

在保证安全超障和飞行程序爬升梯度的条件下，飞

of TWY B2.

8.2 Sky Lanterns may be flied into sky at Sanya Bay southeast of the aerodrome.

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

9. Helicopter operation restrictions and helicopter parking / docking area

Nil

ZJSY AD 2.21 Noise restrictions and Noise abatement procedures

1. Noise restrictions

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

2. Noise abatement procedures

Under the conditions of ensuring obstacle clearance and

机起飞时，飞行机组应严格按照该机型的消音程序操作。

climb gradient, flightcrew shall strictly follow the corresponding noise abatement procedures when takeoff.

ZJSY AD 2.22 飞行程序

ZJSY AD 2.22 Flight procedures

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。

1. General

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

2. 起落航线

起落航线在跑道南侧，高度 350－600m。

2. Traffic circuits

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

3. 仪表飞行程序

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

3. IFR flight procedures

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

4. 雷达程序和/或 ADS-B 程序

4.1 间隔规定

4.1.1 航空器最小水平间隔

雷达管制航空器间最小水平间隔标准：三亚进近管

4. Radar procedures and/or ADS-B procedures

4.1 Separation regulation

4.1.1 The minimum horizontal radar separation

The minimum horizontal radar separation is 6km for

制区管制范围内 6km。

aircraft within Sanya APP Area.

4.1.2 航空器最小垂直间隔

4.1.2 The minimum vertical radar separation

三亚进近管制区域内,航空器最小垂直间隔为 300m。

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

4.2 雷达引导与排序

4.2 Radar vectoring and sequencing

4.2.1 进近雷达引导和排序

4.2.1 Approach radar vectoring and sequencing

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

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

4.2.2 离场雷达引导与排序

4.2.2 Departure radar vectoring and sequencing

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

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

4.2.3 进场雷达引导与排序

4.2.3 Arrival radar vectoring and sequencing

进场航空器，由于流量分布不均匀，在繁忙时段，

During rush hour, arrival aircraft will be vectored, radar

将进行雷达引导进场。雷达引导航迹将不同于公布的进场航线。

vectoring track will be different from that of STAR published.

4.2.4 雷达管制服务结束

4.2.4 Radar service termination

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

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

4.3 最低监视引导高度扇区

4.3 Surveillance Minimum Altitude Sectors

Sector Nr.1	ALT limit: 800m or above
N181859E1092630 -N181836E1092314 -N181808E1091915 -N181752E1091456 -N182106E1090507 -N182402E1085613 -N182042E1085540 -N181406E1090800 -N181500E1092721 -N180647E1093331 -N181157E1094632 -N182023E1094910 -N182143E1100548 -N184046E1103653 -N185029E1102034 -N183219E1101523 -N182926E1101433 -N183025E1095511 -N182622E1095457 -N182050E1094434 -N181623E1094311 -N181045E1093731 -N181859E1092630	
Sector Nr.2	ALT limit: 900m or above
N181917E1092205 -N181916E1091853 -N182446E1091248 -N182445E1091007 -N182106E1090507 -N181752E1091456 -N181808E1091915 -N181836E1092314 -N181917E1092205	
Sector Nr.3	ALT limit: 1200m or above
N182132E1092759 -N182109E1091856 -N183243E1090354 -N183229E1085952 -N184021E1084231 -N182613E1084934 -N182402E1085613 -N182106E1090507 -N182445E1091007 -N182446E1091248 -N181916E1091853 -N181917E1092205 -N181836E1092314 -N181859E1092630 -N182132E1092759	
Sector Nr.4	ALT limit: 900m or above
N181942E1093436 -N182122E1092836 -N182132E1092759 -N181859E1092630 -N181045E1093731 -N181942E1093436	
Sector Nr.5	ALT limit: 1000m or above
N182844E1094358 -N182300E1093917 -N182122E1092836 -N181942E1093436 -N181045E1093731	

-N181623E1094311 -N182050E1094434 -N182622E1095457 -N183025E1095511 -N183043E1094905 -N182844E1094358	
Sector Nr.6	ALT limit: 1200m or above
N182844E1094358 -N182401E1093153 -N182132E1092759 -N182122E1092836 -N182300E1093917 -N182844E1094358	
Sector Nr.7	ALT limit: 1500m or above
N183219E1101523 -N184850E1101026 -N184128E1100913 -N183504E1095459 -N183819E1094647 -N183356E1092504 -N183243E1090354 -N182109E1091856 -N182132E1092759 -N182401E1093153 -N182844E1094358 -N183043E1094905 -N183025E1095511 -N182926E1101433 -N183219E1101523	
Sector Nr.8	ALT limit: 600m or above
N184146E1083924 -N184802E1084012 -N190318E1084209 -N190705E1084606 -N191031E1085150 -N191535E1082648 -N191604E1071123 -N182028E1074053 -N174000E1082600 -N174000E1094000 -N191500E1111456 -N191509E1102726 -N190517E1102512 -N190047E1103411 -N185029E1102034 -N184046E1103653 -N182143E1100548 -N182023E1094910 -N181157E1094632 -N180647E1093331 -N181500E1092721 -N181406E1090800 -N182042E1085540 -N182402E1085613 -N182613E1084934 -N184021E1084231 -N184146E1083924	
Sector Nr.9	ALT limit: 900m or above
N191510E1101451 -N190210E1101240 -N185029E1102034 -N190047E1103411 -N190517E1102512 -N191509E1102726 -N191510E1101451	
Sector Nr.10	ALT limit: 1200m or above
N183219E1101523 -N184850E1101026 -N190210E1101240 -N185029E1102034 -N183219E1101523	
Sector Nr.11	ALT limit: 1800m or above
N185957E1095816 -N191510E1101451 -N190210E1101240 -N184850E1101026 -N184128E1100913 -N183504E1095459 -N185957E1095816	
Sector Nr.12	ALT limit: 2100m or above
N184430E1094143 -N191505E1090905 -N191513E1085923 -N190040E1085911 -N184556E1085859 -N184807E1092156 -N183819E1094647 -N183504E1095459 -N185957E1095816 -N184430E1094143	
Sector Nr.13	ALT limit: 1800m or above

N184146E1083924 -N184802E1084012 -N190040E1085911 -N184556E1085859 -N184807E1092156 -N183819E1094647 -N183356E1092504 -N183243E1090354 -N183229E1085952 -N184021E1084231 -N184146E1083924	
Sector Nr.14	ALT limit: 2400m or above
N191500E1091500 -N191510E1101451 -N185957E1095816 -N184430E1094143 -N191505E1090905 -N191500E1091500	
Sector Nr.15	ALT limit: 1200m or above
N184802E1084012 -N190318E1084209 -N190705E1084606 -N191031E1085150 -N191535E1082648 -N191513E1085923 -N190040E1085911 -N184802E1084012	

4.4 应急程序

4.4 Emergency procedure

4.4.1 通讯设备故障

4.4.1 Communication equipment failure

确认航空器具有信号接收能力时，可继续提供雷达管制服务。

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

4.4.2 雷达设备故障

4.4.2 Radar equipment failure

雷达管制服务终止，指挥航空器建立非雷达管制间隔，航空器恢复自主领航；

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

作为应急手段，可暂时采用半数高度层调配航空器；

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

尽快配备规定的高度层，必要时，实施流量控制。

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

4.4.3 机载应答机故障

4.4.3 Airborne transponder failure

航空器如有一次雷达显示，可继续提供雷达管制服务；否则，实施程序管制。

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

5. 无线电通信失效程序

5. Radio communication failure procedures

5.1 航空器通讯失效

5.1 Aircraft communication failure

航空器如果具有信号接收能力，根据接收到的管制指令继续飞行。

If the radio receiver is available, aircraft shall follow the instruction to fly.

航空器如果不具备信号接收能力，应按照下列特定的进近程序继续进近并尽快落地；如果本场不具备落地条件，航空器驾驶员可自行决定返航或备降。

If the radio receiver is not available, aircraft shall continue approach according to the following specific procedures then land as soon as possible; If airport condition is not available for landing, aircraft shall decide to return or alternate by pilots.

5.1.1 进场航空器向东着陆（08 号跑道）

5.1.1 Arrival aircraft landing to east(RWY08)

航空器按照最后收到的管制员指令高度飞向 SYX，进入标准等待程序并下降，然后按 ILS/DME y RWY08 或 VOR/DME RWY08 仪表进近图着陆。

Aircraft fly to SYX according to the last commanding ALT by ATC, join the holding pattern and descend, then approach and land according to ILS/DME y RWY08 or VOR/DME RWY08 instrument approach procedure.

5.1.2 进场航空器向西着陆（26 号跑道）

5.1.2 Arrival aircraft landing to west(RWY26)

航空器按照最后收到的管制员指令高度飞向 HUT，进入标准等待程序并下降，然后按 ILS/DME y RWY26 或 VOR/DME RWY26 仪表进近图着陆。

Aircraft fly to HUT according to the last commanding ALT by ATC, join the holding pattern and descend, then approach and land according to ILS/DME y RWY26 or VOR/DME RWY26 instrument approach procedure.

5.1.3 离场航空器向东起飞（08 号跑道）

5.1.3 Departure aircraft taking off to east(RWY08)

航空器按照最后收到的管制员指令高度（如果低于2400m 则上升至 2400m）飞向 SYX，进入等待程序并下降至 1200m，然后按 ILS/DME y RWY08 或 VOR/DME RWY08 仪表进近图着陆。

Aircraft fly to SYX according to the last commanding ALT by ATC (climb to 2400m if not reached), join the holding pattern, and descend to 1200m, then approach and land according to ILS/DME y RWY08 or VOR/DME RWY08 instrument approach procedure.

5.1.4 离场航空器向西起飞（26 号跑道）

5.1.4 Departure aircraft taking off to west(RWY26)

航空器按照最后收到的管制员指令高度（如果低于2400m 则上升至 2400m）飞向 HUT，进入等待程序并下降至 1500m，然后按 ILS/DME y RWY26 或 VOR/DME RWY26 仪表进近图着陆。

Aircraft fly to HUT according to the last commanding ALT by ATC (climb to 2400m if not reached), join the holding pattern, and descend to 1500m, then approach according to ILS/DME y RWY26 or VOR/DME RWY26 instrument approach procedure.

5.2 本场通信失效

5.2 Aerodrome communication failure

本场无线电收发功能失效，航空器无法与管制单位建立有效通信联系时，航空器应联系上一管制单位，并按照管制单位的管制指令继续飞行。

If aircraft cannot establish communication with the aerodrome ATC, aircraft shall contact with the previous control unit, and follow the instruction to continue.

5.3 无线电通信恢复

5.3 Radio communication return to normal

失去通信联络的该航空器已经着陆，或者已经恢复联络的，可恢复正常的管制运行，并立即通知相关管制单位。

It is available to resume activities when the aircraft that lose touch via Communication Channel has landed or get in touch again. Inform the ATC office immediately.

6. 目视飞行程序

6. Procedures for VFR flights

6.1 机场塔台管制区正式实施目视间隔和目视进近运行,此运行方式须得到 ATC 许可;

6.1 With the prior permission of ATC, visual separation and visual approach can be implemented within TWR control area.

6.2 从海口方向进场的航空器保持 3000 米过 GIVIL 后下降。

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

7. 目视飞行航线

7. VFR route

无

Nil

8. 目视参考点

8. Visual reference point

无

Nil

9. 其它规定

9. Other regulations

9.1 对机组的要求

9.1 Requirements for pilot:

9.1.1 听清并重复地面管制员的滑行指令,尤其是界限性指令,发现疑问及时证实;

9.1.1 Repeat the whole taxiing instructions issued by ATC, especially boundary instruction and make it clear when there is a doubt;

9.1.2 航空器从停机位推出时，向管制员证实使用跑道;

9.1.2 While pushed back from parking stand, contact ATC to verify the active RWY;

9.1.3 着陆航空器脱离跑道后，尤其在低能见度情况下，必须向管制员报告脱离的跑道和所使用的滑行道;

9.1.3 After vacating RWY, especially under conditions of low visibility, report the active RWY and TWY on initial contact with ATC;

9.1.4 专机滑行路线以管制员通知为准;

9.1.4 Taxiing routes of special flight will be instructed by ATC;

9.1.5 进港航空器与空管塔台脱波后，应及时与机坪管制建立联系。出港航空器与机坪管制脱波后应及

9.1.5 After leaving TWR frequency, arrival aircraft shall contact APN ATC immediately; After leaving

时与空管塔台建立联系。

APN frequency, departure aircraft shall contact TWR ATC immediately.

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

Waypoint list

SY462	N181522 E1090321	SY706	N181232 E1091012
SY463	N181058 E1091124	SY708	N180624 E1091706
SY464	N180924 E1090412	WL	N1829.3 E10924.2
SY468	N181225 E1092229	K	N1817.9 E10923.0
SY488	N181620 E1091038	SYX	N1818.6 E10910.4
SY497	N182309 E1091613	AGEGI	N1754.7 E10909.9
SY498	N182218 E1090946	ATALA	N1740.3 E10917.3
SY501	N181443 E1094014	DABUB	N1931.2 E10911.6
SY504	N182005 E1093929	DOSTA	N1829.4 E10936.8
SY506	N182423 E1093853	KAGUK	N1740.2 E10909.9
SY507	N182658 E1093120	PORAP	N1915.0 E10958.8
SY508	N180741 E1091008	UPRIS	N1915.0 E10946.2
SY604	N180352 E1091004	VEGDO	N1811.5 E10917.1

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
RWY08 SID POR-8YD								
CA			083		900			RNAV1
DF	K			R	↑1200	MAX 390		RNAV1
TF	DOSTA							RNAV1

TF	PORAP							RNAV1
RWY08 SID POR-9YD								
CA			083		900			RNAV1
DF	DOSTA			L		MAX 390		RNAV1
TF	PORAP							RNAV1
RWY08 SID ATA-9YD								
CA			083		900			RNAV1
DF	VEGDO			R		MAX 390		RNAV1
TF	ATALA							RNAV1
RWY08 SID KAG-9YD								
CA			083		900			RNAV1
DF	VEGDO			R		MAX 390		RNAV1
TF	SY604							RNAV1
TF	AGEGI				↓4500 ↑3000 or by ATC			RNAV1
TF	KAGUK							RNAV1
RWY26 SID POR-8ZD								
CA			248		650			RNAV1
CF	DOSTA		036	L	↑2100	MAX 465		RNAV1
TF	PORAP							RNAV1
RWY26 SID POR-9ZD								
CA			248		650			RNAV1

DF	DOSTA			R	↑2100	MAX 465		RNAV1
TF	PORAP							RNAV1
RWY26 SID ATA-9ZD								
CA			248		650			RNAV1
DF	SY708			L	↑1200	MAX 465		RNAV1
TF	ATALA							RNAV1
RWY26 SID KAG-9ZD								
CA			248		650			RNAV1
CF	SY706		248			MAX 465		RNAV1
TF	AGEGI				↓4500 ↑3000 or by ATC			RNAV1
TF	KAGUK							RNAV1
RWY08 STAR UPR-8YA								
IF	UPRIS							RNAV1
TF	WL				↑2400			RNAV1
TF	SY497				↑1500			RNAV1
TF	SY498				↑1200	MAX 405		RNAV1
RWY08 STAR UPR-9YA								
IF	UPRIS							RNAV1
TF	WL				↑2400			RNAV1
TF	SY468				↑1500			RNAV1
TF	SY463				↑1200	MAX		RNAV1

						405		
RWY08 STAR KAG-9YA								
IF	KAGUK							RNAV1
TF	AGEGI				↓4500 ↑3000 or by ATC			RNAV1
TF	SY464							RNAV1
TF	SY462				↑1200	MAX 405		RNAV1
RWY08 STAR DAB-8YA(by ATC)								
IF	DABUB							RNAV1
TF	WL				↑2400			RNAV1
TF	SY497				↑1500			RNAV1
TF	SY498				↑1200	MAX 405		RNAV1
RWY08 STAR DAB-9YA(by ATC)								
IF	DABUB							RNAV1
TF	WL				↑2400			RNAV1
TF	SY468				↑1500			RNAV1
TF	SY463				↑1200	MAX 405		RNAV1
RWY08 HOLDING（outbound time: 1min）								
HM	WL	Y	206	L	2400	MAX 405		RNAV1
HM	SY462	Y	353	R	1200	MAX 405		RNAV1
RWY26 STAR UPR-8ZA(by ATC)								

IF	UPRIS							RNAV1
TF	WL				↑2400			RNAV1
TF	SY468				↑1500			RNAV1
TF	SY501				↑1200	MAX 405		RNAV1
RWY26 STAR UPR-9ZA								
IF	UPRIS							RNAV1
TF	WL				↑2400			RNAV1
TF	SY507				↑1500	MAX 405		RNAV1
RWY26 STAR KAG-8ZA(by ATC)								
IF	KAGUK							RNAV1
TF	AGEGI				↓4500 ↑3000 or by ATC			RNAV1
TF	SY508				↑1800			RNAV1
TF	SY468				↑1500			RNAV1
TF	SY501				↑1200	MAX 405		RNAV1
RWY26 STAR KAG-9ZA								
IF	KAGUK							RNAV1
TF	AGEGI				↓4500 ↑3000 or by ATC			RNAV1
TF	SYX				↑1500			RNAV1
TF	SY507				↑1500	MAX		RNAV1

						405		
RWY26 STAR DAB-8ZA(by ATC)								
IF	DABUB							RNAV1
TF	WL				↑2400			RNAV1
TF	SY468				↑1500			RNAV1
TF	SY501				↑1200	MAX 405		RNAV1
RWY26 STAR DAB-9ZA(by ATC)								
IF	DABUB							RNAV1
TF	WL				↑2400			RNAV1
TF	SY507				↑1500	MAX 405		RNAV1
RWY26 HOLDING（outbound time: 1min）								
HM	WL	Y	206	L	2400	MAX 405		RNAV1
HM	SYX	Y	068	L	1500	MAX 405		RNAV1
HM	SY508	Y	002	R	1800	MAX 405		RNAV1
RWY08 Approach Transition (SY462)								
IF	SY462				↑1200	MAX 405		RNAV1
TF	SY488				900			RNAV1
RWY08 Approach Transition (SY463)								
IF	SY463				↑1200	MAX 405		RNAV1
TF	SY488				900			RNAV1
RWY08 Approach Transition (SY498)								

IF	SY498				↑1200	MAX 405		RNAV1
TF	SY488				900			RNAV1
RWY08 Missed Approach								
CA			083		600	MAX 390		RNAV1
DF	SY462			R	↑1200	MAX 405		RNAV1
RWY26 Approach Transition (SY501)								
IF	SY501				↑1200	MAX 405		RNAV1
TF	SY504				1000			RNAV1
RWY26 Approach Transition (SY507)								
IF	SY507				↑1500	MAX 405		RNAV1
TF	SY506				1200			RNAV1
TF	SY504				1000			RNAV1

ZJSY 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。

ZJSY 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.