

ZBOW AD 2.1 机场地名代码和名称 Aerodrome location indicator(ICA0 / IATA) and name

ZBOW/BAV-包头/东河 BAOTOU/Donghe

ZBOW 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	N40°33.5' E110°00.0' Center of RWY13/31
2	机场基准点与城市的位置关系 Direction and distance from city	252°GEO, 2.1km from DongHe train station
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	1012.2 m/30.2°C(JUL)/-17.2°C(JAN)
4	机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN	-
5	磁差(测量年份)及年变率 VAR(Year)/Annual change	5°27'W(2021)/-5'24"
6	机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址 AD administration/Address/Telephone/Telefax/AFS/ E-mail/Website	Baotou Branch of Inner Mongolia Autonomous Region Civil Aviation Airport Group Co., Ltd. Baotou Donghe Airport in Inner Mongolia Autonomous Region. Post code:014000 TEL:86-472-2637010 FAX:86-472-2637013 AFS:ZBOWZPZX
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/4C
9	备注 Remarks	Nil

ZBOW AD 2.3 工作时间 Operational hours

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

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

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

1	货物装卸设施 Cargo-handling facilities	platform lift(14T), conveyor belt truck, luggage trailer, luggage tractor
2	燃油牌号 Fuel types	Jet Fuel No.3
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Refueling truck(20000L/35000L), gravity refueling(5L/s), pressure refueling(15L/s)
5	除冰设施 De-icing facilities	3 de-icers de-icing fluid : FCY-1Bio+ anti-icing fluid: FCY-9311
6	过站航空器机库 Hangar space for visiting aircraft	Nil
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for aircraft type of B737-300/400/700/800/900, A319/320/321, CESSNA-208B, ARJ21-700, CRJ900
8	备注 Remarks	Aircraft tow-tractor, potable water supply vehicle, sewage vehicle, shuttle bus, ground power unit, ground air unit, lift truck for disabled

ZBOW AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	AD, city
2	餐饮 Restaurants	At AD
3	交通工具 Transportation	Airport express, taxis, bus

4	医疗设施 Medical facilities	First-aid room, First-aid equipment at AD, Ambulances on duty
5	银行和邮局 Bank and Post Office	Bank Adjacent to AD and Post OfficeIn the terminal
6	旅行社 Tourist Office	Nil
7	备注 Remarks	Nil

ZBOW 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 7
2	援救设备 Rescue equipment	Fire fighting facilities: rapid reaction truck, primary foam tender, heavy foam tender, rescue vehicle, illumination truck, fire fighting command truck
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to A321; Removal equipment: mobile surface operation devices, aircraft tow-tractor, traction rack, fuselage lifting sling system.
4	备注 Remarks	Callable removal equipment

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

1	可用季节及扫雪设备类型 Seasonal availability/Types of clearing equipment	All seasons Spreader vehicle, hot snow blower, snow blower, snowplow truck, snowthrower
2	扫雪顺序 Clearance priorities	RWY→TWY→Apron
3	备注 Remarks	Nil

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

1	停机坪道面和强度 Apron surface and strength	道面 Surface	CONC
		强度 Strength	PCR 740/R/B/W/T : Stands Nr.8-13 PCR 680/R/B/W/T : Stands Nr.4-7 PCR 550/R/A/W/T : Stands Nr.1-3 PCR 350/R/B/W/T : Stands Nr.21, 22
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	23m : B, C 15m : A
		道面 Surface	ASPH : B, C CONC : A
		强度 Strength	PCR 1670/F/B/X/T : C

		Strength	PCR 530/R/A/W/T : B PCR 350/R/B/W/T : A
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR 校正点 VOR checkpoints	Nil	
5	INS 校正点 INS checkpoints	Nil	
6	备注 Remarks	Nil	

ZBOW 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. Aircraft stand identification sign boards at all stands. Guide lines at all aprons.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	Pre-threshold area, THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR(31), REDL, RCLL, RENL
		滑行道标志 TWY markings	Edge line, center line, TWY shoulder marking, RWY holding position, runway turn pad
		滑行道灯光 TWY lights	Edge line lights, center line lights(B, C)
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Runway guard lights	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	Nil	

ZBOW AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 (相对 13/31 跑道中心)					
Obstacles within a circle with a radius of 15km (centered on the center of RWY 13/31)					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志, 灯光 类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
STACK 001	STACK	009/7226	1297.8	RED/WHITE/STR OBE	Circling
BLDG 002	BLDG	018/2367	1098.5	RED/STROBE	
Control TWR 003	Control TWR	026/316	1037.8	RED/STROBE	RWY13 ILS/DME Final approach RWY31 ILS/DME Final approach
BLDG 004	BLDG	032/2917	1120.1	RED/STROBE	
BLDG 005	BLDG	041/3224	1096.4	RED/STROBE	
TOWER 006	TOWER	053/2597	1072.6	RED/STROBE	
TOWER 007	TOWER	054/2614	1111.2	RED/STROBE	
BLDG 008	BLDG	062/1992	1065.4	RED/STROBE	
BLDG 009	BLDG	067/2800	1106.0	RED/STROBE	
STACK 010	STACK	076/6764	1251.1	RED/WHITE/STR OBE	
TOWER 011	TOWER	231/2374	1060.9	RED/STROBE	
BLDG 012	BLDG	320/14329	1167.5	RED/STROBE	
BLDG 013	BLDG	324/9601	1182.7	RED/WHITE/STR OBE	RWY13 VOR/DME final approach
BLDG 014	BLDG	326/4423	1078.9	RED/STROBE	

半径 15 千米内主要障碍物 (相对 13/31 跑道中心)

Obstacles within a circle with a radius of 15km (centered on the center of RWY 13/31)

障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志, 灯光 类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 015	BLDG	333/5505	1115.3	RED/STROBE	RWY13 VOR/DME final approach
STACK 016	STACK	336/4741	1098.7	RED/WHITE/STR OBE	
BLDG 017	BLDG	350/3208	1072.4	LGT	

半径 15 千米-50 千米内主要障碍物 (相对 13/31 跑道中心)

Obstacles between two circles with the radius of 15km and 50km (centered on the center of RWY 13/31)

障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志, 灯光 类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 018	MT	003/26300	1698		
MT 019	MT	023/45500	1727		
MT 020	MT	027/31300	1877		
MT 021	MT	048/51360	2116		
MT 022	MT	054/55060	2119		Sector
MT 023	MT	063/18680	1742		
MT 024	MT	074/17500	1625		
MT 025	MT	083/18072	1627		
STACK 026	STACK	187/21828	1269	RED/WHITE/STR OBE	RWY31 ILS/DME, VOR/DME initial approach

半径 15 千米-50 千米内主要障碍物 (相对 13/31 跑道中心)

Obstacles between two circles with the radius of 15km and 50km (centered on the center of RWY 13/31)

障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 027	MT	199/37255	1297		
MT 028	MT	201/54952	1380		Sector
STACK 029	STACK	280/17708	1269	RED/WHITE/STR OBE	
STACK 030	STACK	288/18631	1217	RED/WHITE/STR OBE	
STACK 031	STACK	288/18770	1196	RED/WHITE/STR OBE	
STACK 032	STACK	289/18842	1246	RED/WHITE/STR OBE	
MT 033	MT	293/52690	2323		Sector
MT 034	MT	300/47501	1926		
STACK 035	STACK	302/32994	1184	RED/WHITE/STR OBE	
STACK 036	STACK	312/16304	1184	RED/STROBE	
MT 037	MT	312/26309	1290		RWY13 ILS/DME, VOR/DME initial approach
Antenna 038	Antenna	318/15508	1198	RED/STROBE	
MT 039	MT	319/30313	1654		
STACK 040	STACK	330/15264	1280	RED/WHITE/STR OBE	RWY13 ILS/DME, VOR/DME intermediate approach
MT 041	MT	343/23534	1681		RWY31 PBN departure
MT 042	MT	357/22594	1701		

Remarks:

ZBOW AD 2.11 提供的气象情报、气象观测和报告**Meteorological information provided & meteorological observations and reports**

提供的气象情报 Meteorological information provided		
1	相关气象台的名称 Associated MET Office	Baotou Airport Meteorological Observatory
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	Baotou Airport Meteorological Observatory;9h;3h
4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 1h
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Chart, International MET Codes, Abbreviated Plain Language Text;Ch, En
7	讲解或咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Briefing provided: Synoptic charts, significant weather forecast charts, upper-air W/T charts, satellite and radar material, AviMet real-time data
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	FAX, MET Service Terminal
9	提供气象情报的空中交通服务单位 ATS units provided with information	TWR
10	其他信息 Additional information	Observation: 86-0472-2637726 Forecast: 86-0472-2637724
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Hourly plus special observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 110m E of RCL, 350m inward THR13 B: 110m E of RCL, 1255m inward THR31 C: 110m E of RCL, 345m inward THR31

		SFC wind sensors: 13: 120m E of RCL, 335m inward THR 13 13/31 Center: 120m E of RCL, 1285m inward THR31 31: 120m E of RCL, 325m inward THR 31 Ceilometer: RWY13: 110m E of RCL, 310m inward THR13 RWY31: 110m E of RCL, 310m inward THR31
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24
5	气候资料 Climatological information	Climatological tables AVBL
6	其他信息 Additional information	Nil

ZBOW AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 RWY Designator	真方位和 磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停 止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、 跑道末端坐标、 跑道入口大地水 准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和 精密进近跑道接 地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡 度 Slope of RWY/SWY
1	2	3	4	5	6	7
13	128.76° GEO 134° MAG	2800×45	(0-2500m) PCR 510/R/A/W/T (2500-2800m) PCR 1490/F/B/X/T ASPH/-	Nil	THR 1012.2m	-0.26%
31	308.76° GEO 314° MAG	2800×45	(0-300m) PCR 1490/F/B/X/T (300-2800m) PCR 510/R/A/W/T ASPH/-	Nil	THR 1004.8m	0.26%
跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区 长宽 RESA dimensions (m)	拦阻系统的 位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13

跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区 长宽 RESA dimensions (m)	拦阻系统的 位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
13	Nil	Nil	2920×280	190×90	Nil	Nil
31	Nil	Nil	2920×280	240×90	Nil	Nil
Remarks: 1. Blast pads located at both ends of RWY :60m×60m 2. RWY turn pads are located at both ends of RWY; RWY shoulder:7.5m on each side						

ZBOW 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
13	2800	2800	2800	2800	Nil
31	2800	2800	2800	2800	Nil

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

跑道 号码 RWY Designator	进近灯 类型、长 度、强度 APCH LGT type/ LEN/ /INTST	入口灯 颜色、翼 排灯 THR LGT colour/ WBAR	目视进近坡度 指示系统类 型、位置、仰 角、跑道入口 最低眼高 Type of VASIS/Position /Angle/MEHT	接地 带 灯长 度 TDZ LGT LEN	跑道中线灯长度、 间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间 隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯 颜色 RWY end LGT colour	停止道灯长 度、颜色 SWY LGT LEN /Colour
1	2	3	4	5	6	7	8	9
13	PALS CAT I 900 m VRB LIH	GREEN Nil	PAPI LEFT 300m inward THR13 3° 13.4m	Nil	2800 m spacing 30m 0-1900m, WHITE 1900-2500m, RED/WHITE 2500-2800m, RED VRB LIH	2800 m spacing 60m 0-2200m, WHITE 2200-2800m, YELLOW VRB LIH	RED	Nil

跑道 号码 RWY Desig nator	进近灯 类型、长 度、强度 APCH LGT type/ LEN/ /INTST	入口灯 颜色、翼 排灯 THR LGT colour/ WBAR	目视进近坡度 指示系统类 型、位置、仰 角、跑道入口 最低眼高 Type of VASIS/Position /Angle/MEHT	接地 带 灯长 度 TDZ LGT LEN	跑道中线灯长度、 间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间 隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯 颜色 RWY end LGT colour	停止道灯长 度、颜色 SWY LGT LEN /Colour
31	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 304m inward THR31 3° 15.4m	Nil	2800 m spacing 30m 0-1900m, WHITE 1900-2500m, RED/WHITE 2500-2800m, RED VRB LIH	2800 m spacing 60m 0-2200m, WHITE 2200-2800m, YELLOW VRB LIH	RED	Nil
Remarks:								

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

1	机场灯标或识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标和风向标位置和灯光 LDI/ WDI location and LGT	WDI: 13:119m E of RCL, 310m inwards THR13, LGTD 31:120m W of RCL, 315m inwards THR31, LGTD
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	TWYs B, C: green center line lights All TWYs: blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Secondary power and diesel supply available/10s
5	备注 Remarks	Nil

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

1	TLOF 坐标或 FATO 入口坐标及大地水准 面波幅 Coordinates TLOF or THR of FATO, Geoid undulation	Nil
2	TLOF 和 (或) FATO 标高 TLOF and/or FATO elevation	Nil
3	TLOF 和 FATO 区域范围、道面、强度和标 志 TLOF and FATO area dimensions,surface, strength, marking	Nil

4	FATO 的真方位和磁方位 True and MAG BRG of FATO	Nil
5	公布距离 Declared distance available	Nil
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZBOW AD 2.17 空中交通服务空域 ATS airspace

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位 呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
TWR control area	A circle, radius 50km centered at ARP	SFC-3600m (MSL)				
Fuel Dumping Area						By ATC
Altimeter setting region and TL/TA	A circle, radius 55km(30NM) centered at VOR/DME(BAV)	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				

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

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信 号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
TWR	Baotou Tower	118.2 (130.0)			H24	
OP-CTL	Operation Control	128.95			HO	
EMG		121.5			H24	

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

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR, Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作 时间 Hours of operation	发射天线坐标 及相对位置 Coordinates of transmitting antenna/ Position	DME 发射 天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Baotou VOR/DME	BAV	117.3 MHz CH 120X	H24	N40°33.4' E109°59.9' 228°MAG/210m FM the Center of RWY	1019 m	
LMM 13	X	306 kHz		314°MAG/1200m FM THR13		
LOC 13 ILS CAT I	IXX	110.5 MHz		134°MAG/1660m FM ARP		Beyond +15° of front course and 12NM U/S.
GP 13		329.6 MHz		120m E of RCL, 305m inside THR13		Angle 3° , RDH 15 m
DME 13	IXX	CH 42X (110.5 MHz)		120m E of RCL, 305m inside THR13	1017m	Co-located with GP 13
LOC 31 ILS CAT I	IZZ	108.5 MHz		314°MAG/1610m FM ARP		
GP 31		329.9 MHz		120m E of RCL, 300m inside THR31		Angle 3° , RDH 15 m
DME 31	IZZ	CH 22X (108.5 MHz)			1012m	Co-located with GP 31

ZBOW AD 2.20 本场规定

ZBOW AD 2.20 Local aerodrome regulations

1. 机场使用规定

1.Airport operations regulations

所有飞行必须事先申请，得到空中交通管制部门批准后方可进行。

All flights must be applied beforehand and can be conducted only after being approved by the air traffic control department.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 禁止航空器在掉头坪以外的跑道上掉头；跑道平

2.1 Aircrafts are prohibited from turning around on the

- 均占用时长 6min。

2.2 可以通过塔台申请拖车服务。

2.3 满足下列条件之一时，须转换跑道方向：

2.3.1 当气象自动观测系统显示跑道顺风分量大于 3m/s，且有继续增大趋势时；

2.3.2 湿跑道或者污染跑道条件下，当气象自动观测系统显示跑道为顺风，且有持续增大趋势时；

2.3.3 在转换使用跑道过程中，使用跑道顺风分量大于 3m/s 但小于 5m/s 时，管制员通知航空器驾驶员地面风向、风速后，如果因航空器性能限制等原因无法接受时，航空器驾驶员应立即告知管制员。

2.4 滑行道翼展限制：
- runway other than the turn pad, and the average occupation time of the runway is 6 minutes.

2.2 Towing services can be requested through the control tower.

2.3 The runway direction must be changed when one of the following conditions is met:

2.3.1 When the automatic meteorological observation system indicates that the tailwind component of the runway is greater than 3m/s and there is a tendency to continue increasing;

2.3.2 Under the conditions of a wet or contaminated runway, when the automatic meteorological observation system indicates that the runway is experiencing tailwind with a continuous increasing trend;

2.3.3 During the process of changing the runway in use, if the tailwind component of the runway is greater than 3m/s but less than 5m/s, after the controller informs the aircraft pilot of the ground wind and wind speed, if the pilot is unable to accept it due to reasons such as aircraft performance limitations, the pilot should immediately inform the controller.

2.4 Wingspan limit of TWYs

滑行道/TWYs	航空器翼展限制（m）/Wing span limits for aircraft(m)
B, C	≤52
A	≤36

3. 机坪和机位的使用

3.1 停机位使用限制

停机位编号/Stands Nr.	翼展限制 (m) /Wing span limits(m)	机身长度限制 (m) /Fuselage limits(m)	进出方式/Enter or Exit
10	≤47.6	≤48.5	Taxi in, Push back
1-9, 11-13	≤35.8	≤44.5	Taxi in, Push back
21, 22	≤24.8	≤33.6	Taxi in, Taxi out

3.2 航空器试车规定:

3.2.1 12 号机位为航空器试车位。

3.2.2 试车程序

3.2.2.1 严禁在未批准情况下和非试大车机位进行试大车。试车工作应有足够的安全保护措施，试车时严格按照有关规定程序进行。

3.2.2.2 凡需试车的航空器，试车前应向运行指挥中心提出申请，由运行指挥中心给出试车机位，再报塔台同意后，方可牵引（滑行）到指定机位。慢车测试及冷转测试的试车，经运行指挥中心和塔台管制员批准后，可在原机位进行。

3. Use of aprons and parking stands

3.1 Limitations on the use of parking stands

3.2 Aircraft engine testing regulations:

3.2.1 Stands Nr.12 is designated for aircraft engine testing.

3.2.2 Procedure of aircraft engine testing

3.2.2.1 It is strictly prohibited to conduct engine testing on non engine testing Parking stands without approval. The engine testing work should have sufficient safety protection measures, and the engine testing should be strictly carried out in accordance with relevant regulations and procedures.

3.2.2.2 Any aircraft that needs to be tested should apply to the OP-CTL before testing. The OP-CTL will provide the testing position, and after obtaining approval from the TWR controller, it can be towed (taxied) to the designated position. After approval by the OP-CTL and TWR controller, the idle run testing and motoring testing can be conducted at the original machine position.

3.3 航空器除冰规则:**3.3 Aircraft de-icing regulations:**

3.3.1 航空器除冰位为 11 号机位或机务指定位置。

3.3.1 The de-icing position for aircraft is stands Nr.11 or the position designated by the maintenance team.

3.3.2 除冰程序:**3.3.2 Procedure of de-icing:**

3.3.2.1 申请: 需除冰的航空器, 在推出前向塔台管制员申请。

3.3.2.1 Subscribe: Aircraft that require de-icing should apply to the TWR controller before being pushed back.

3.3.2.2 滑行: 由塔台管制员指挥需除冰的航空器滑行至除冰等待点排队顺序等待。

3.3.2.2 Taxi: Command the aircraft that need to de-icing by the TWR controller to taxi to the de-icing waiting point and wait in the queue order.

3.3.2.3 滑入除冰位: 在除冰等待点等待的航空器听从塔台管制员指令进入除冰位并停稳航空器。

3.3.2.3 Slide into the de-icing position: The aircraft waiting at the de-icing waiting point follows the TWR controller's instructions to enter the de-icing position and stop the aircraft steadily.

3.3.2.4 除冰: 机组确认关闭发动机, 轮挡挡好后, 通知机务进行除冰。

3.3.2.4 De-icing: After the crew confirms that the engine is turned off and the gear is in place, notify the maintenance team to perform de-icing.

3.3.2.5 滑出除冰位: 机组和地面机务确认除冰完毕后, 向塔台申请开车滑出, 并由塔台管制员指挥航空器前往起飞跑道。

3.3.2.5 Slide out the de-icing position: After the crew and maintenance team confirm the completion of de-icing, they apply to the TWR controller to start up and have the TWR controller direct it to the takeoff RWY.

4. 低能见度运行**4. Low visibility operation**

无

Nil

5. 直升机飞行限制, 直升机停靠区**5. Helicopter operation restrictions and helicopter parking/docking area**

无

Nil

6. 警告**6. Warning**

无

Nil

ZBOW AD 2.21 减噪程序

航空器起降时，航空器驾驶员应按照该机型的消音程序操作。

ZBOW AD 2.21 Noise abatement procedures

When taking off and landing, the pilot of an aircraft should operate in accordance with the noise reduction procedures for that specific aircraft model.

ZBOW AD 2.22 飞行程序**1. 总则**

1.1 除经包头塔台特殊许可外，在包头机场管制地带内的飞行，必须按照仪表飞行规则进行。

1.2 包头机场 PBN 飞行程序为主用程序，传统飞行程序为备用程序。

1.3 凡不符合包头机场 PBN 程序运行要求的航空器，驾驶员应在首次联系时告知管制员。

2. 起落航线

2.1 目视和仪表起落航线只准在跑道西南侧进行，高度为修正海压高度 1300m 至 1600m。

2.2 本机场临近市区，跑道中线延长线东北侧有较多人工超高建筑物，6.5km 以远为山区，山势高大，平均海拔高度为 2km 以上，禁止在跑道中线延长线东北

ZBOW AD 2.22 Flight procedures**1. General**

1.1 Except with special permission from the Baotou Tower, all flights within the controlled airspace of Baotou Airport must be conducted in accordance with Instrument Flight Rules (IFR).

1.2 The PBN flight procedure at Baotou Airport is the primary procedure, while the traditional flight procedure serves as a backup.

1.3 Pilots of aircraft that do not meet the operational requirements of the PBN procedure at Baotou Airport should inform the air traffic controller during their first contact.

2. Traffic circuits

2.1 Visual and Instrument Traffic Patterns are only allowed to be conducted on the southwest side of the runway, at an altitude ranging from 1,300m to 1,600m QNH.

2.2 This airport is close to the urban area, and there are many artificially constructed tall buildings on the northeastern side of the extended runway centerline.

侧做起落航线飞行。

Beyond 6.5km is mountainous terrain with high elevations, with an average altitude of over 2km. It is prohibited to conduct take-off and landing traffic patterns on the northeastern side of the extended runway centerline.

3. 仪表飞行程序

3. IFR flight procedures

3.1 严格按照航图中公布的进、离场程序和进近程序飞行。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。

3.1 Strictly follow the published arrival, departure, and approach procedures as indicated on the aeronautical charts. If necessary, aircraft may wait or perform maneuvering flights over the designated airways, nav aids, or fix points specified by the air traffic control authority.

3.2 等待：详见标准仪表进、离场图。

3.2 Waiting: Please refer to the SID and STAR charts for detailed information.

3.3 优先着陆程序：按空中交通管制员的指令进行。

3.3 Priority landing procedure: Follow the instructions of the air traffic controller.

4. 雷达程序和/或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

无

Nil

5. 无线电通信失效程序

5. Radio communication failure procedures

5.1 航空器通信失效

5.1 Aircraft Radio Communication failure

机组确认机载通讯设备失效后，应立即设置应答机编码为 7600。不论航空器与机场塔台是否能够保持双向通信联系，航空器驾驶员都须将航空器动态和飞行意图通过通讯设备向机场塔台发送。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。

After the crew confirms that the onboard communication equipment is malfunctioning, they should immediately set the transponder code to 7600. Regardless of whether the aircraft can maintain two-way communication with the airport control tower, the pilot must communicate the aircraft's status and flight intentions through the communication equipment to the

airport control tower. If the conditions for landing are not met, the pilot may decide on a return or alternate landing at own discretion.

5.1.1 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, 并且按照标准陆空通话要求在通信频率中复诵指令。

5.1.1 If the aircraft has signal reception capability
Continue flying according to the received control instructions and repeat the instructions on the communication frequency according to standard air-ground communication requirements.

5.1.2 航空器如果不具备信号接收能力

5.1.2.1 进场航空器: 航空器按照最后接收到的管制员指令高度飞向给定程序的起始进近定位点加入标准等待程序进行检查, 在等待程序上等待 10min 方可沿程序进近; 如起始进近定位点无等待程序的飞向 BAV 台加入标准等待程序进行检查, 在等待程序上等待 10min, 方可按照 ILS/DME y 或 VOR/DME 进近程序着陆。

5.1.2 If the aircraft does not have signal reception capability

5.1.2.1 Arriving aircraft: The aircraft should fly towards the designated initial approach fix of the given procedure at the last received controller's altitude, join the standard holding pattern for inspection, and wait for 10 minutes before approaching along the procedure. If there is no holding pattern at the initial approach fix, the aircraft should fly towards BAV station to join the standard holding pattern for inspection, wait for 10 minutes, and then land according to the ILS/DME y or VOR/DME approach procedure.

5.1.2.2 离场航空器: 航空器离场后如无法与管制单位建立联系, 航空器按照最后接收到的管制员指令高度飞向 BAV 台加入标准等待程序进行检查, 完成检查后, 方可按照 ILS/DME y 或 VOR/DME 进近程序着陆。

5.1.2.2 Departing aircraft: If the aircraft cannot establish contact with the control unit after departure, it should fly towards BAV station at the last received controller's altitude, join the standard holding pattern for inspection, and after completing the inspection, land according to the ILS/DME y or VOR/DME approach procedure.

5.1.3 航空器驾驶员从开始进近到着陆阶段应注意观察机场目视地面符号和机场塔台发射的信号灯光, 航

5.1.3 From the approach phase to landing, the pilot should observe the airport's visual ground markings and

空器驾驶员参考上述符号和灯光自行决定是否着陆。

signal lights emitted by the airport control tower, and decide whether to land based on these markings and lights.

5.1.4 地面滑行航空器应按照机场目视地面符号和机场塔台发射的信号灯光指示运行, 或通过电话等方式与塔台取得双向通信联系。

5.1.4 Aircraft taxiing on the ground should operate according to the airport's visual ground markings and signal lights emitted by the airport control tower, or establish two-way communication with the control tower through phone or other means.

5.1.5 机场目视地面符号和机场塔台发射的信号灯光按照《民用航空空中交通管理规则》附件 3、附件 4 中规定执行, 航空器驾驶员收到信息后按规则中附件 5 描述的方法确认。

5.1.5 The airport's visual ground markings and signal lights emitted by the airport control tower are executed according to the provisions of Annex 3 and Annex 4 of the 《Civil Aviation Air Traffic Management Rules》. After receiving the information, the pilot shall confirm it according to the method described in Annex 5 of the rules.

5.2 本场通信失效

5.2 Loss of Communication at the Airport

本场通信失效时, 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, 并按照接受管制单位的管制指令继续飞行。

When communication fails at the airport and the aircraft cannot establish effective communication with the control unit, the aircraft should contact the previous control unit and continue flying according to the control instructions received from that unit.

5.3 无线电通信恢复

5.3 Restoration of Radio Communication

失去通信联络的航空器, 已恢复联络的, 应立即通知相关管制单位, 经该管制单位确认后可恢复正常的管制运行。

An aircraft that has lost communication and has regained contact should immediately notify the relevant control unit. After confirmation by that control unit, normal control operations can be resumed.

6. 目视飞行程序

6. Procedures for VFR flights

进场: 各航线飞来本场的航空器, 均可沿航线目视下

Arrival: Aircraft arriving at this airport from various

降高度进行着陆。

flight paths can descend and land visually along the flight paths.

离场：飞往各航线的航空器，起飞后均可直接入航。

Departure: Aircraft departing to various destinations can enter the flight path directly after takeoff.

目视等待：在跑道西南侧按起落航线飞行，禁止在北侧作目视盘旋进近。

Visual Holding: Perform flight operations along the take-off and landing route on the southwest side of the runway. Visual circling approaches on the north side are prohibited.

7. 目视飞行航线

7. VFR route

无

Nil

8. 其它规定

8. Other regulations

需要飞越本场塔台管制区的航空器，必须在进入本场塔台管制区前与塔台沟通联络，并听从其指挥。

Aircraft that need to fly over the control zone of this airport tower must communicate with the tower before entering the control zone and follow its instructions.

ZBOW AD 2.23 其它资料

ZBOW AD 2.23 Other information

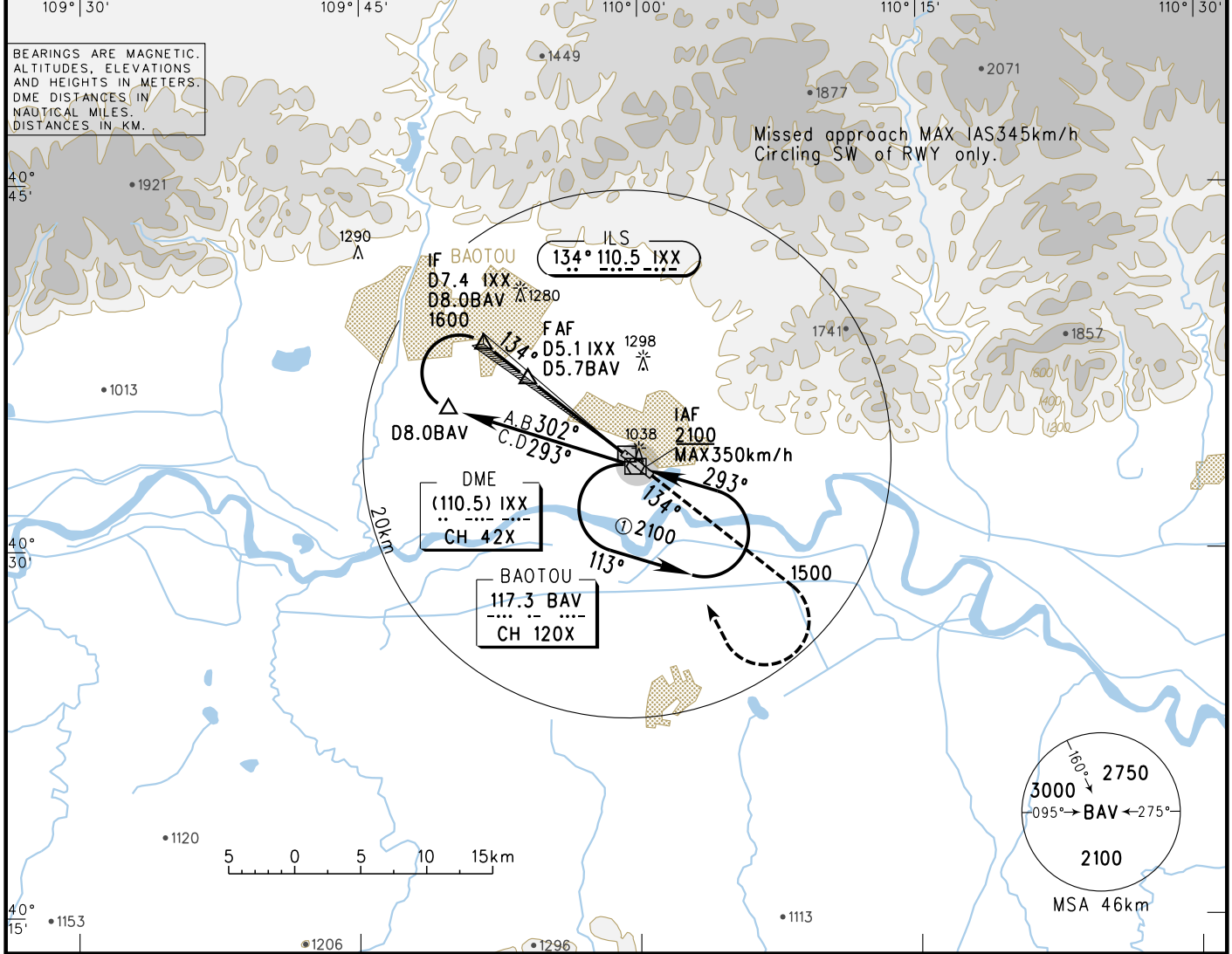
鸟情资料

Bird's information

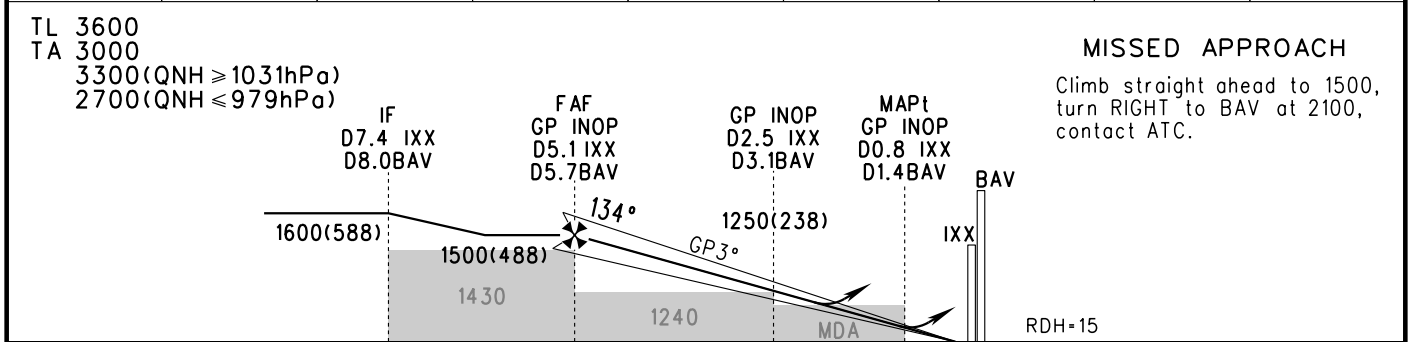
机场全年有鸟类活动，主要鸟种有家鸽、家燕、喜鹊、红隼、灰斑鸠等；活动区域以机场基准点为中心，半径 7km。机场当局在飞行区内采取全年巡视和驱赶措施，在机场邻近地区主要采取架设拦鸟网、固定煤气炮、语音驱鸟器等措施减少鸟类危害。

There are bird activities throughout the year in the airport, mainly including domestic pigeons, barn swallows, magpies, Eurasian kestrels, collared turtle doves, etc. The activity area is centered on the benchmark point of the airport with a radius of 7km. The airport authorities take measures such as year-round patrols and driving away birds in the flight area, and mainly take measures such as setting up bird-proof nets, fixing gas cannons, and using voice bird repellents in the areas adjacent to the airport to reduce bird hazards.

Season for Bird Activities(Time)	Activity Area、 Direction	Flight Altitude (m)	Characteristics of Bird Flocks
Spring (Daytime)	from south to north	0-200	various birds / Solitary
	from west to east	0-100	medium-sized birds / Solitary
		0-500	Big-sized birds / Solitary
Spring (Nighttime)	from south to north	0-200	Big、 medium-sized birds / Solitary
Summer (Daytime)	around the airport	0-200	Small、 medium-sized birds / Solitary
Summer (Nighttime)	around the airport	0-50	Small、 medium-sized birds / Solitary
Autumn (Daytime)	around the airport	0-200	Small、 medium-sized birds / Solitary
Autumn (Nighttime)	from north to south	0-200	Big、 medium-sized birds / Solitary
Winter (Daytime)	airport area	0-100	Small-sized birds / Solitary
Winter (Nighttime)	airport area	0-200	Big-sized birds / Solitary
		0-100	Small-sized birds / Solitary



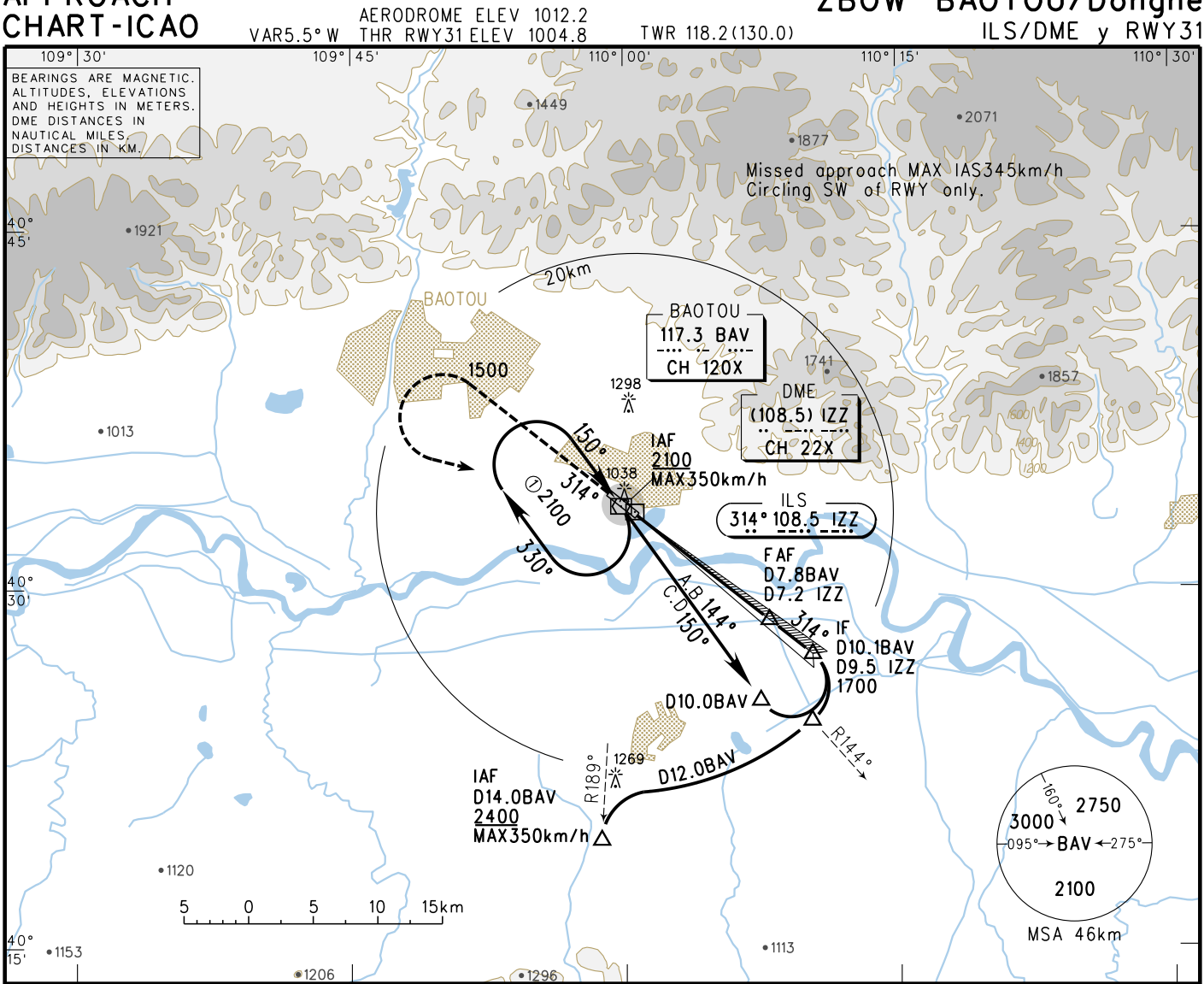
GP INOP	DME (IXX) (NM)	7	6	5	4	3	2	1
	ALT (m)			1497	1400	1303	1206	



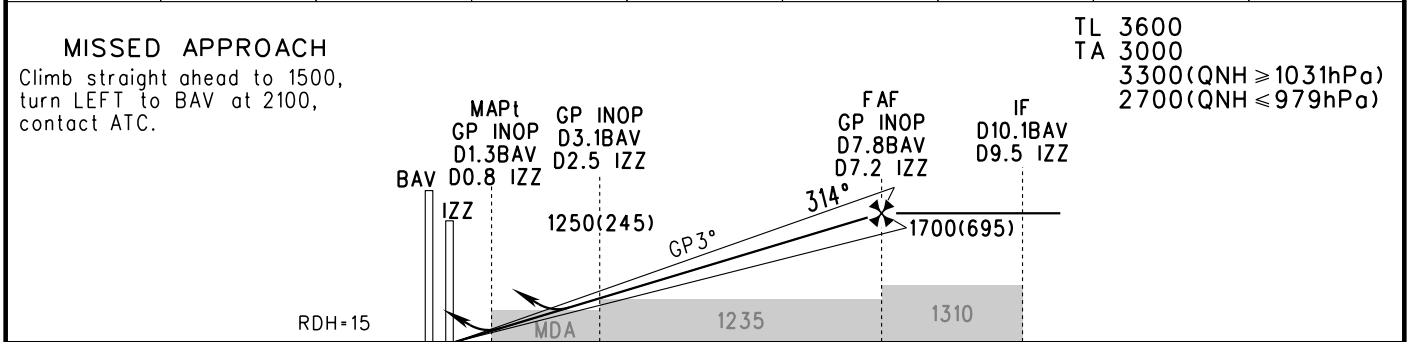
					FAF-MAPt(GP INOP) 7.8km						
ILS/DME	DA(H)	1073(60)			1078(65)						
	RVR/VIS	A 800/800			A 800/800						
GP INOP	MDA(H)	1180(168)									
	VIS	2400									
CIRCLING	MDA(H)	1310(298)			1420(408)						
	VIS	4900			5000						
A RVR 550 can be implemented when using approved HUD or AP or FD for approach.											
Changes: New chart.											

INSTRUMENT
APPROACH
CHART-ICAO

ZBOW BAOTOU/Donghe
ILS/DME y RWY31



GP INOP	DME (BAV) (NM)	1	2	3	4	5	6	7
	ALT (m)			1238	1335	1432	1529	1626

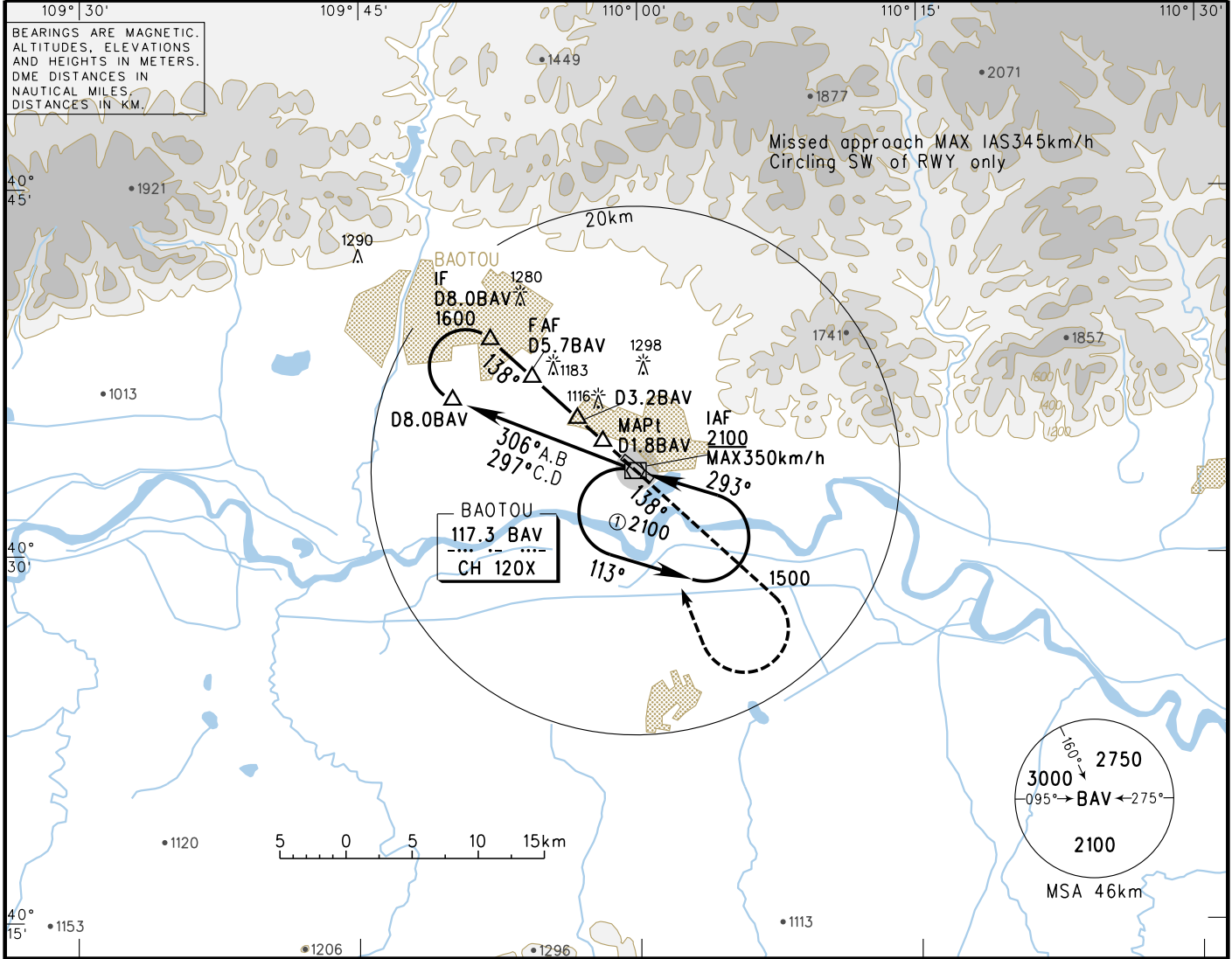


					FAF-MAPT(GP INOP) 11.9km							
ILS/DME	DA(H)	1070(65)			GS in	kt	80	100	120	140	160	180
	RVR/VIS	A 800/800				km/h	150	185	220	260	295	335
GP INOP	MDA(H)	1175(170)			Time	min:sec	4:50	3:52	3:13	2:46	2:25	2:09
	VIS	2400			Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING	MDA(H)	1310(298)		1420(408)		A RVR 550 can be implemented when using approved HUD or AP or FD for approach. Changes: New chart.						
	VIS	4900		5000								

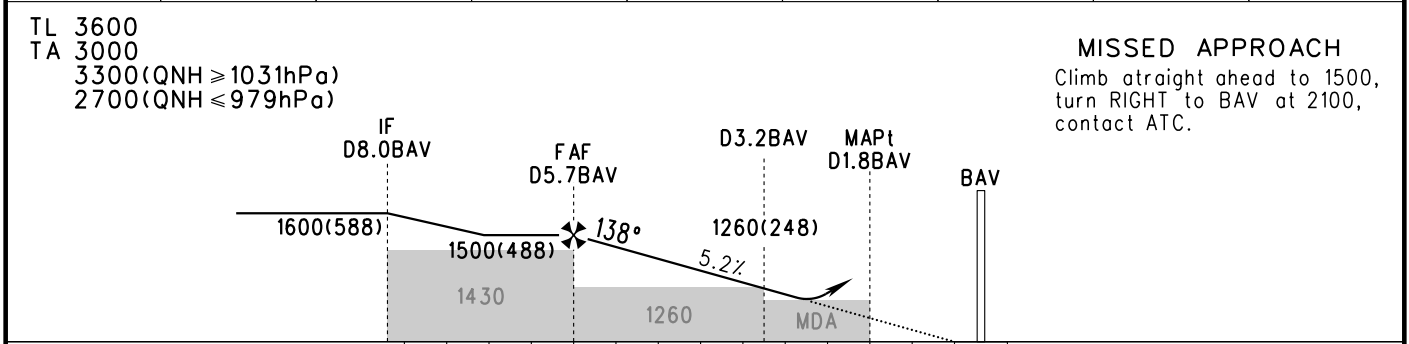
INSTRUMENT
APPROACH
CHART-ICAO

ZBOW BAOTOU/Donghe
VOR/DME RWY13

AERODROME ELEV 1012.2
VAR5.5° W THR RWY13 ELEV 1012.2 TWR 118.2(130.0)



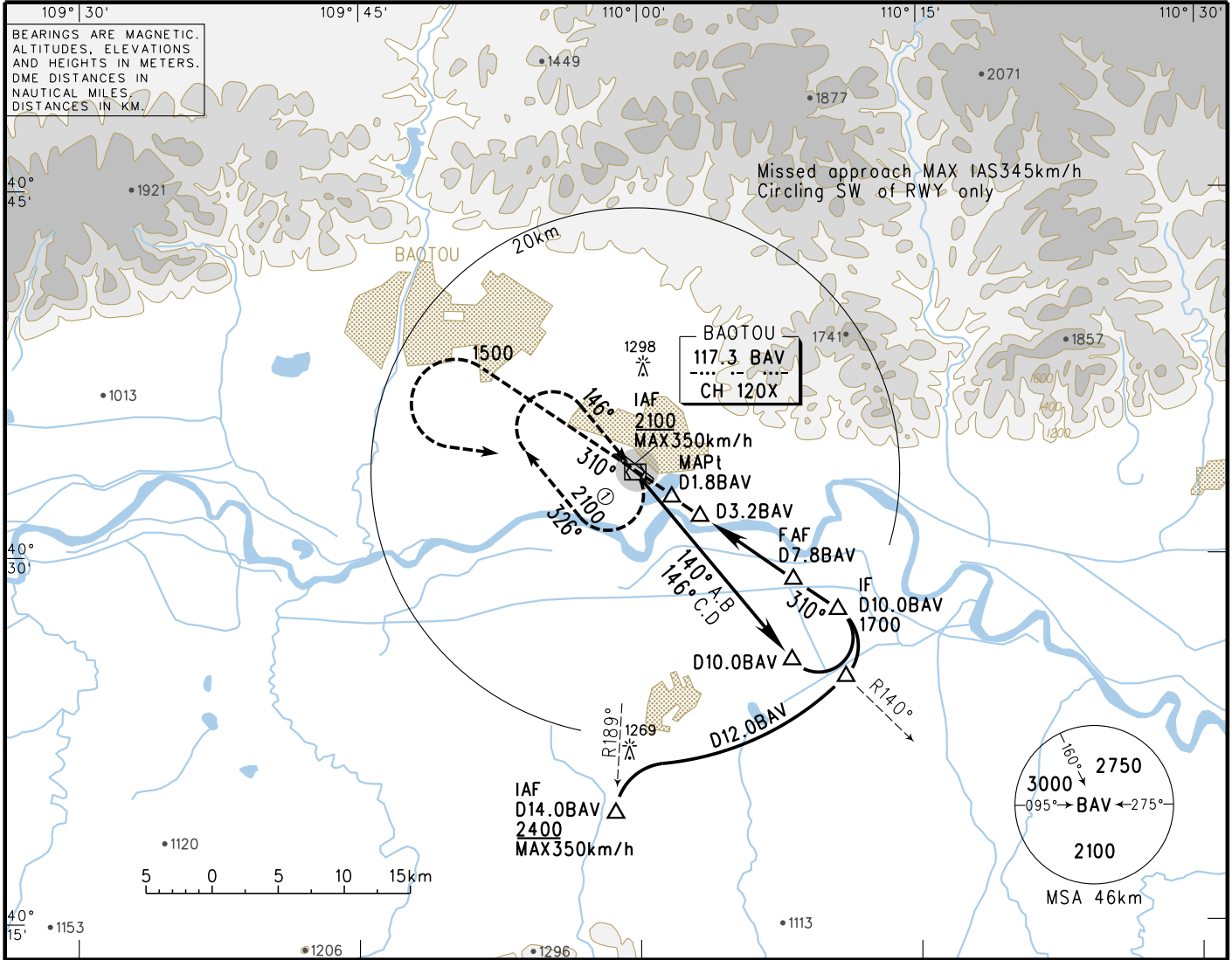
DME (BAV) (NM)	8	7	6	5	4	3	2	1
ALT (m)				1438	1341	1243		



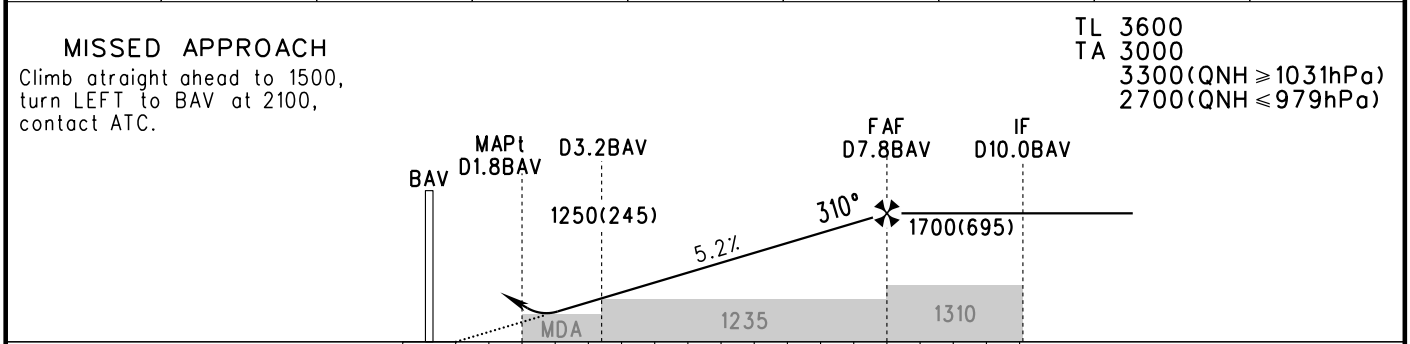
					FAF-MAPt 7.0km							
VOR/DME	MDA(H)	1203(191)			GS in	kt	80	100	120	140	160	180
	VIS	2800				km/h	150	185	220	260	295	335
CIRCLING	MDA(H)	1310(298)		1420(408)	Time	min:sec	2:50	2:16	1:53	1:37	1:25	1:16
	VIS	4900		5000	Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: New chart.

Changes: New chart.



DME (BAV) (NM)	1	2	3	4	5	6	7	8
ALT (m)			1238	1335	1432	1529	1626	



0 2.0 4.4 13.0 17.1km													
	A	B	C	D	FAF-MAPt(GP INOP) 11.0km								
VOR/DME	MDA(H)	1175(170)			GS in	kt	80	100	120	140	160	180	
	VIS	2400				km/h	150	185	220	260	295	335	
CIRCLING	MDA(H)	1310(298)		1420(408)		Time	min:sec	4:27	3:33	2:58	2:32	2:13	1:59
	VIS	4900		5000		Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
					Changes: New chart.								

AERODROME CHART

TWR 118.2(130.0)

ZBOW BAOTOU/Donghe

N40° 33.5'E110° 00.0' ELEV 1012.2m

RWY	Direction	Bearing strength
13	134°	PCR 510/R/A/W/T: RWY13/31(FM THR13:0-2500m) ASPH PCR 1490/F/B/X/T: RWY13/31(FM THR13:2500-2800m) ASPH
31	314°	PCR 1670/F/B/X/T: TWY C PCR 530/R/A/W/T: TWY B PCR 350/R/B/W/T: TWY A

BEARINGS ARE MAGNETIC.
ALTITUDES, DISTANCES,
ELEVATIONS AND HEIGHTS
IN METERS.

ILS/LOC
108.5 IZZ

ILS/GP
329.6



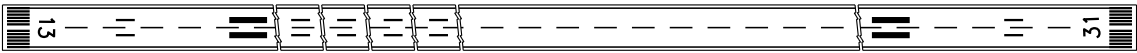
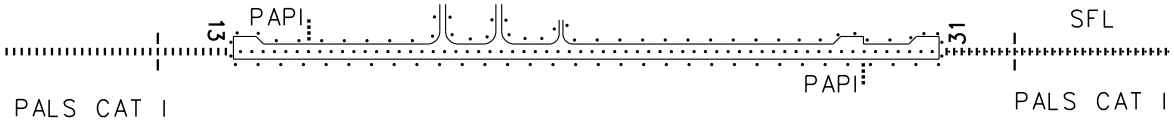
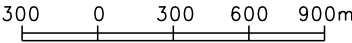
ELEV 1012.2

Note:
HS1, HS2, HS3: This area is easy to
cause a taxiing conflict. Pilots shall
strictly follow the ATC instructions.

ILS/GP
329.9

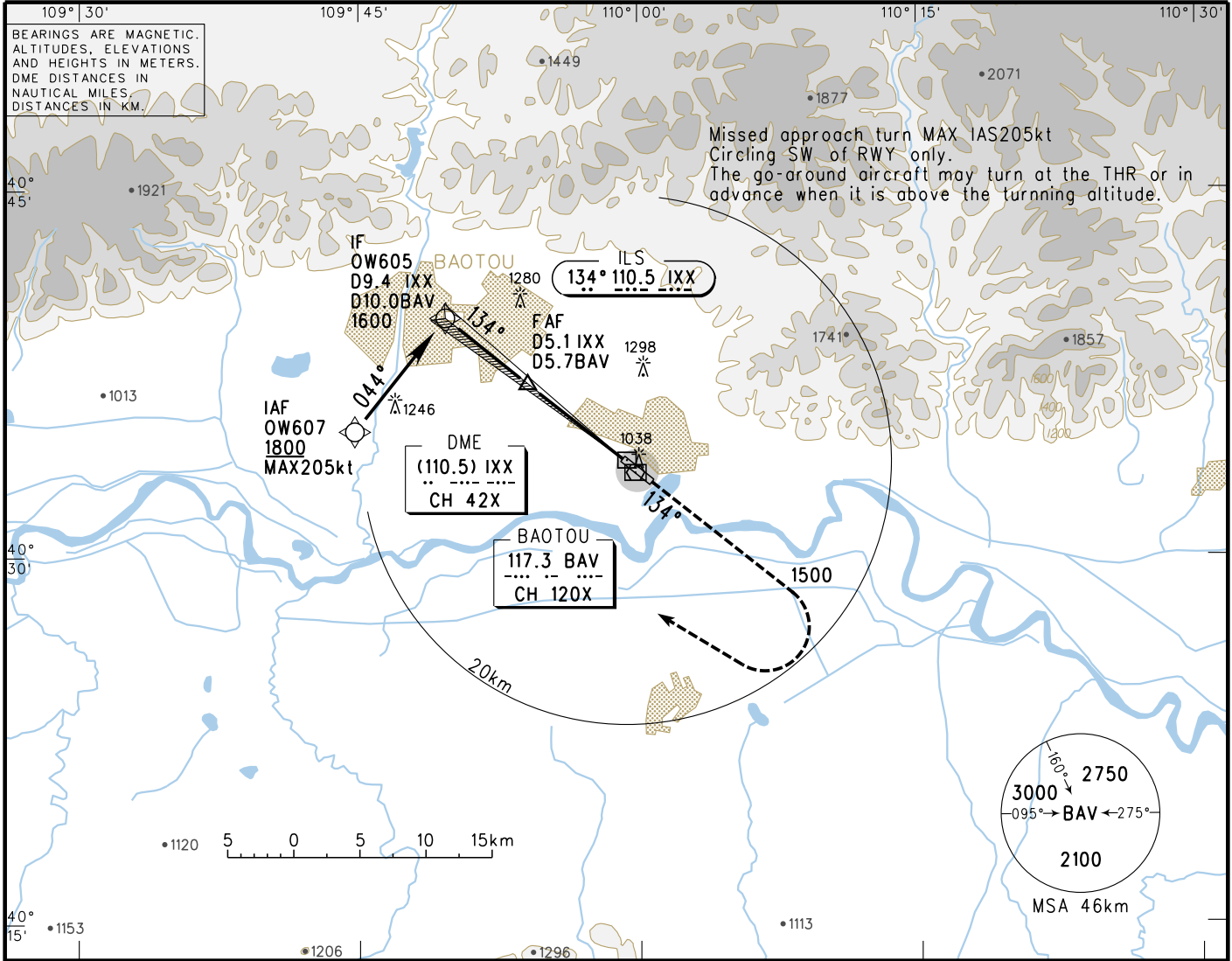
ELEV 1004.8

ILS/LOC
110.5 IXX



TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)					LIGHTS	
ACFT Type	RWY13		RWY31		RWY13	RWY31
	REDL	NIL(Day only)	REDL	NIL(Day only)		
2 TURB ENG or 3&4 ENG	A				PALS CAT I PAPI REDL RCLL RENL	PALS CAT I SFL PAPI REDL RCLL RENL
	B	RVR400	RVR500	RVR400		
	C	VIS800	VIS800	VIS800		
	D					
Other 1&2 ENG	VIS1600					

Changes: PCR.



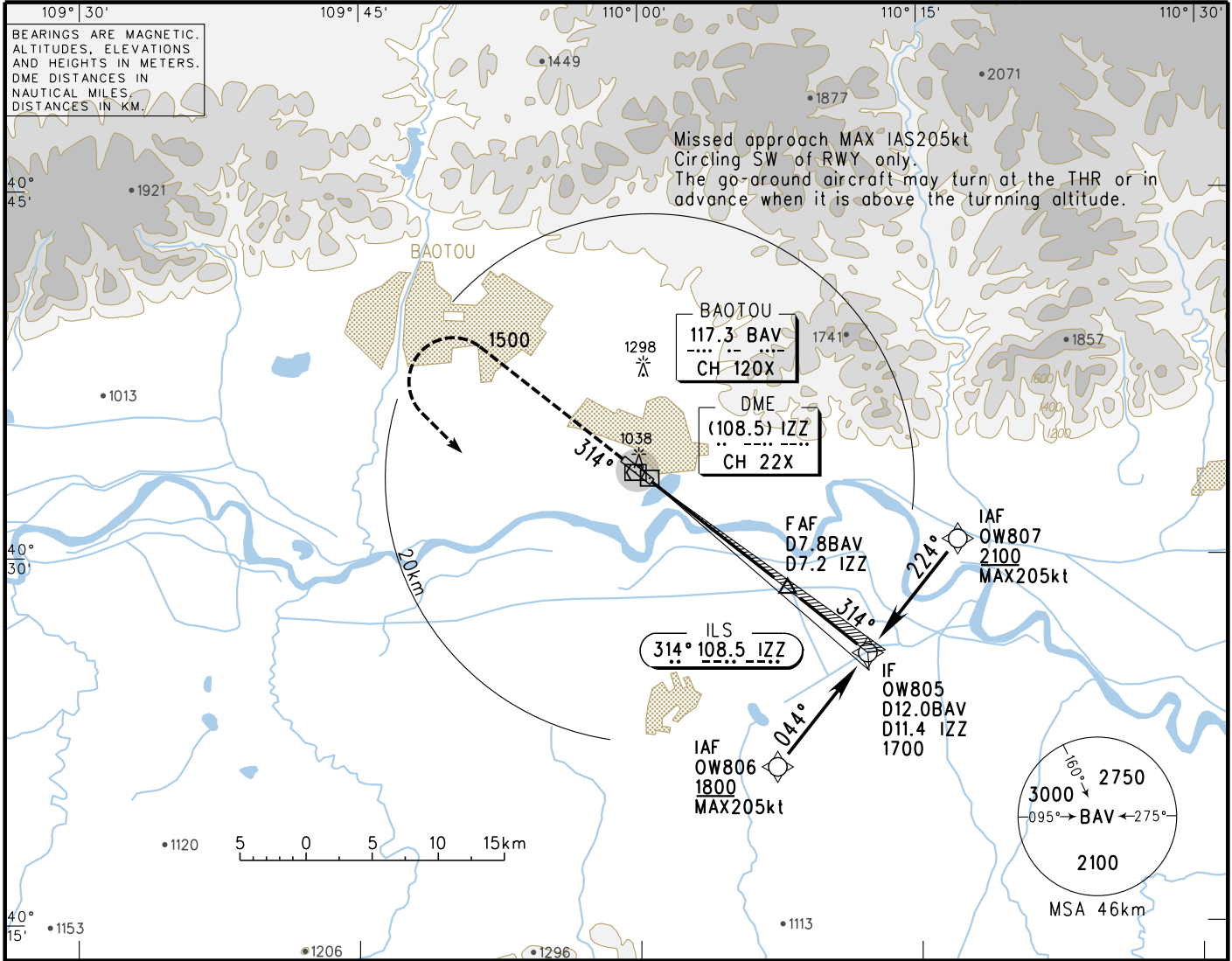
GP INOP	DME (IXX) (NM)	7	6	5	4	3	2	1
	ALT (m)			1497	1400	1303	1206	
TL 3600 TA 3000 3300(QNH ≥ 1031hPa) 2700(QNH ≤ 979hPa)								
IF OW605 D9.4 IXX D10.0BAV FAF GP INOP D5.1 IXX D5.7BAV GP INOP D2.5 IXX D3.1BAV MAPt GP INOP D0.8 IXX D1.4BAV BAV 1600(588) 1500(488) 1415 1250(238) 1240 MDA RDH=15 17.1km 9.0 4.3 1.2 0 MISSED APPROACH Climb straight ahead to 1500, turn RIGHT to OW607 at 1800, contact ATC.								
ILS/DME	DA(H)	1073(60)		1078(65)				
	RVR/VIS	● 800/800		● 800/800				
GP INOP	MDA(H)	1180(168)						
	VIS	2400						
CIRCLING	MDA(H)	1310(298)		1420(408)				
	VIS	4900		5000				
FAF-MAPt(GP INOP) 7.8km								
GS in kt		80	100	120	140	160	180	
		150	185	220	260	295	335	
Time min:sec		3:10	2:32	2:06	1:48	1:35	1:24	
Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9	
● RVR 550 can be implemented when using approved HUD or AP or FD for approach. Changes: Missed approach.								

INSTRUMENT
APPROACH
CHART-ICAO

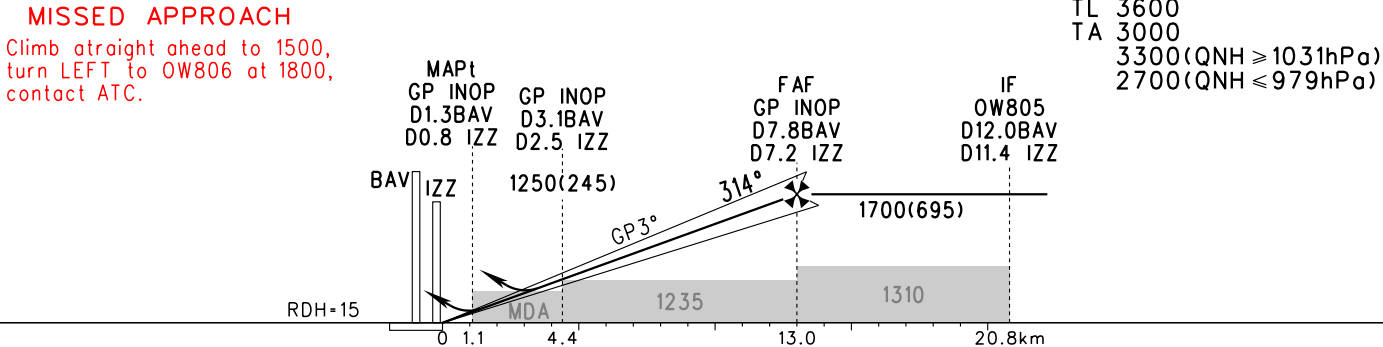
ZBOW BAOTOU/Donghe

AERODROME ELEV 1012.2
VAR5.5° W THR RWY31 ELEV 1004.8 TWR 118.2(130.0)

RNP ILS/DME z RWY31



GP INOP	DME (BAV) (NM)	1	2	3	4	5	6	7
	ALT (m)			1238	1335	1432	1529	1626



	A	B	C	D	FAF-MAPT(GP INOP) 11.9km							
ILS/DME	DA(H)	1070(65)			GS in	kt	80	100	120	140	160	180
	RVR/VIS	800/800				km/h	150	185	220	260	295	335
GP INOP	MDA(H)	1175(170)			Time	min:sec	4:50	3:52	3:13	2:46	2:25	2:09
	VIS	2400			Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING	MDA(H)	1310(298)		1420(408)		ⓘ RVR 550 can be implemented when using approved HUD or AP or FD for approach. Changes: Missed approach.						
	VIS	4900		5000								

AIRCRAFT PARKING CHART-ICAO

TWR 118.2(130.0)

ZBOW BAOTOU/Donghe

Bearing strength

PCR 740/R/B/W/T: Stands Nr.8-13
 PCR 680/R/B/W/T: Stands Nr.4-7
 PCR 550/R/A/W/T: Stands Nr.1-3
 PCR 350/R/B/W/T: Stands Nr.21, 22

Note:

HS1, HS2, HS3: This area is easy to cause a taxiing conflict.
 Pilots shall strictly follow the ATC instructions.

Changes: PCR.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR5.5° W

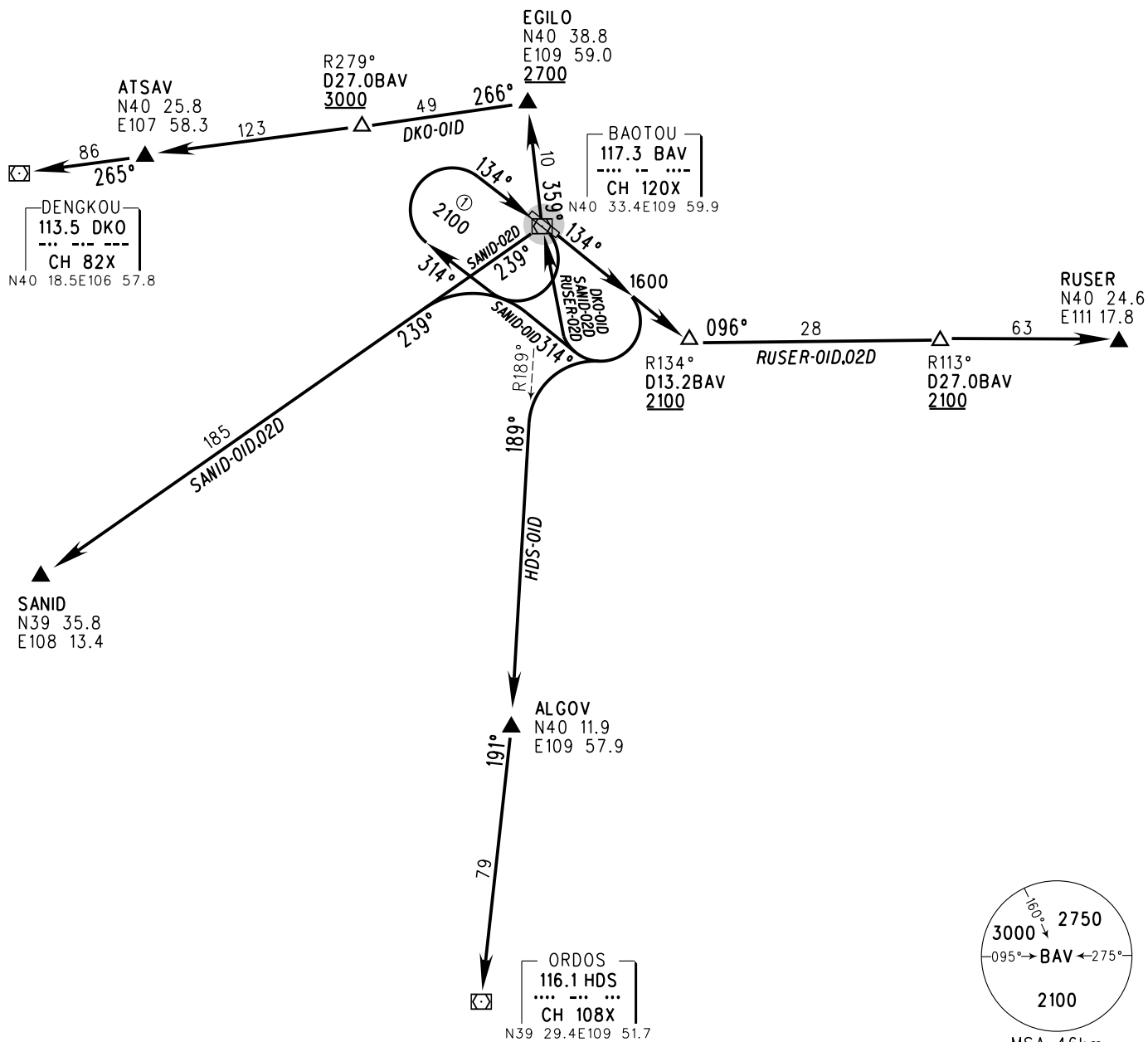
TWR 118.2(130.0)

ZBOW BAOTOU/Donghe
RWY13

RWY 13

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300 (QNH ≥ 1031 hPa)
2700 (QNH ≤ 979 hPa)



Changes: New chart.

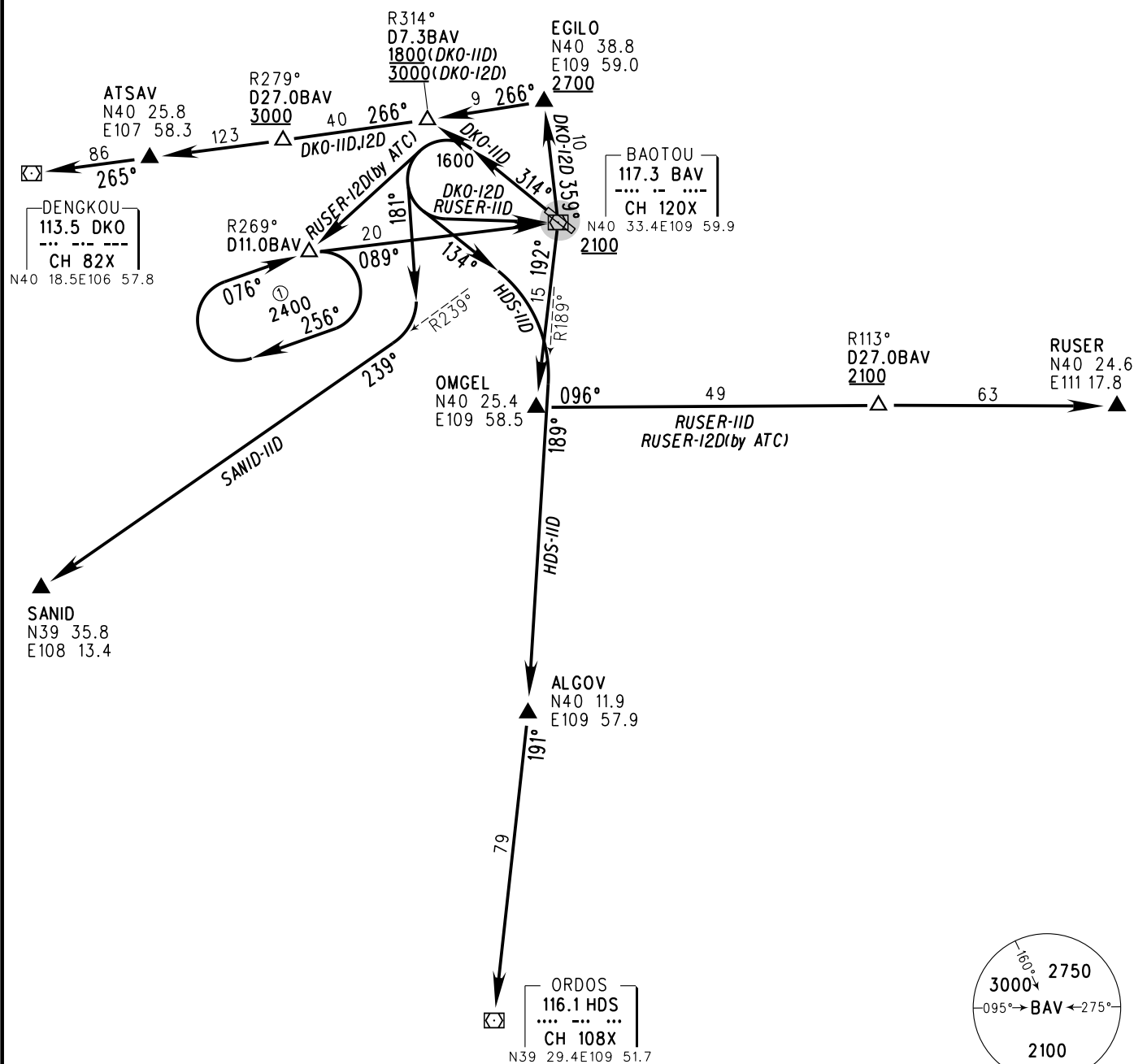
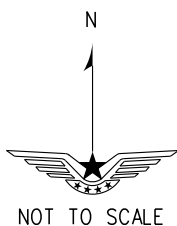
STANDARD DEPARTURE CHART-INSTRUMENT

TWR 118.2 (130.0)

ZBOW BAOTOU/Donghe
RWY31

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300(QNH $\geq 1031\text{hPa}$)
2700(QNH $\leq 979\text{hPa}$)



Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR5.5° W

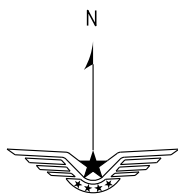
TWR 118.2(130.0)

ZBOW BAOTOU/Donghe

RNP RWY13

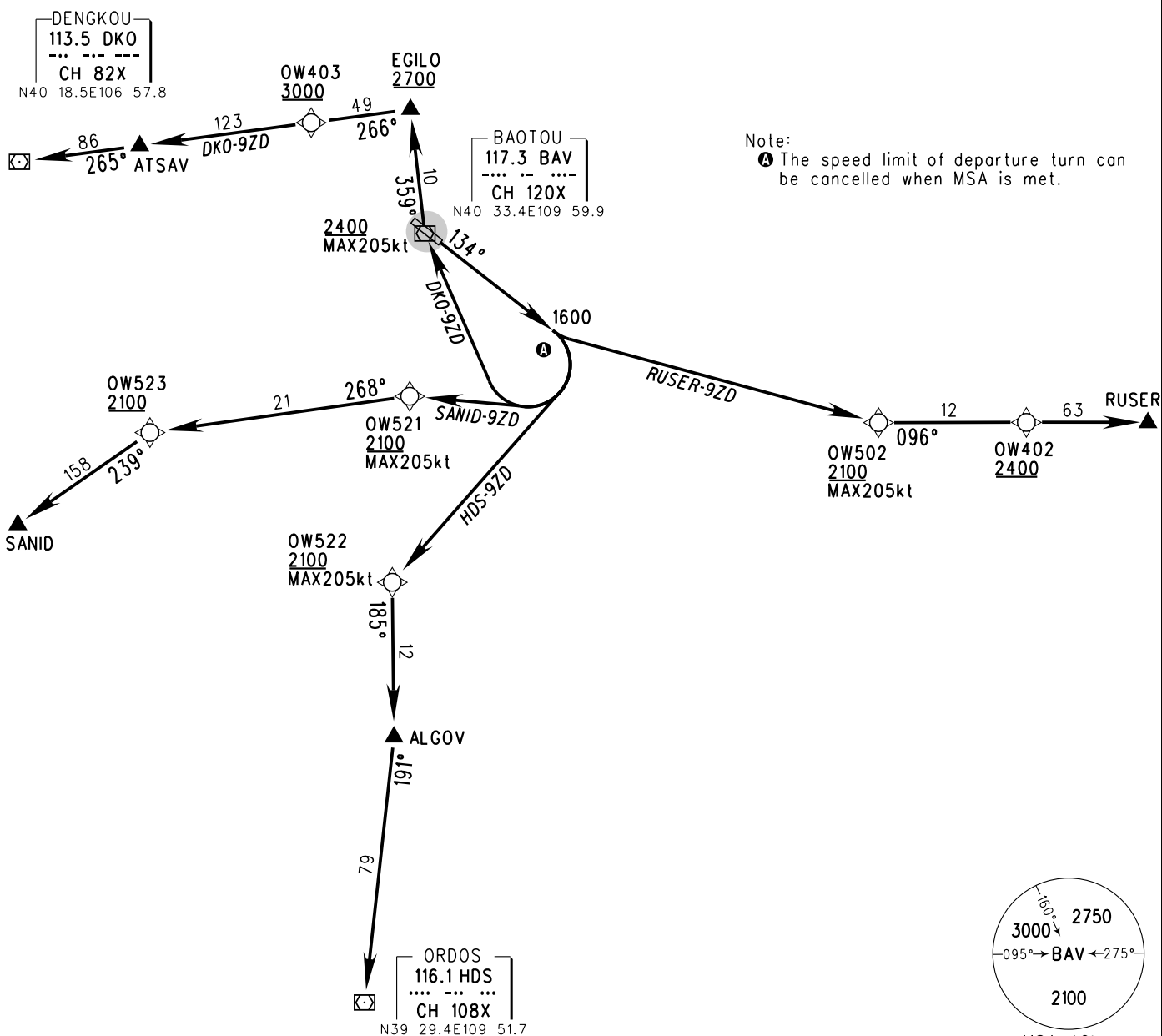
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)



NOT TO SCALE

RNP1
GNSS



Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR5.5° W

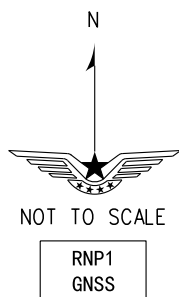
TWR 118.2(130.0)

ZBOW BAOTOU/Donghe

RNP RWY 31

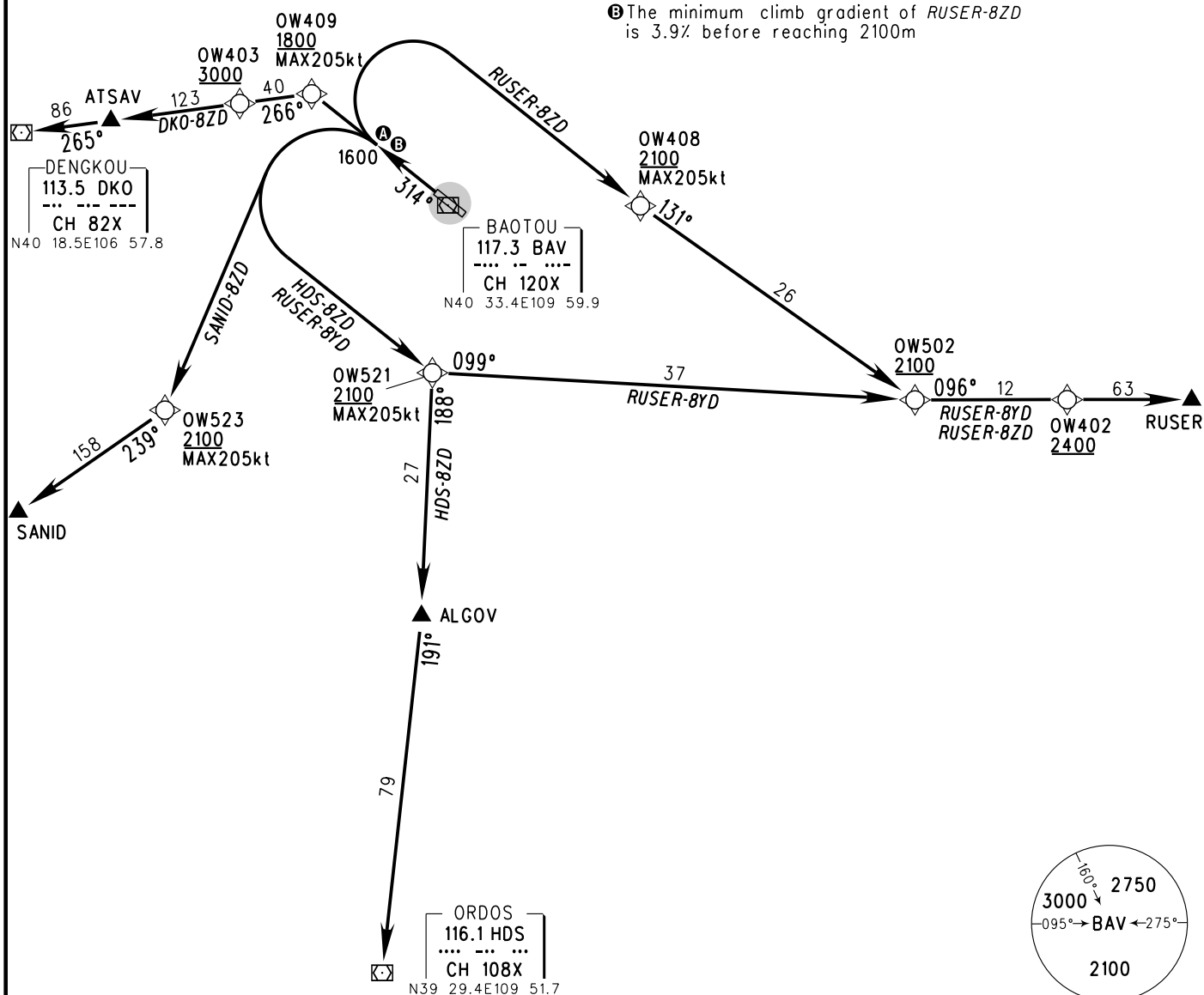
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)



Notes:

- Ⓐ The speed limit of departure turn can be cancelled when MSA is met.
- Ⓑ The minimum climb gradient of *RUSER-8ZD* is 3.9% before reaching 2100m



Changes: New chart.

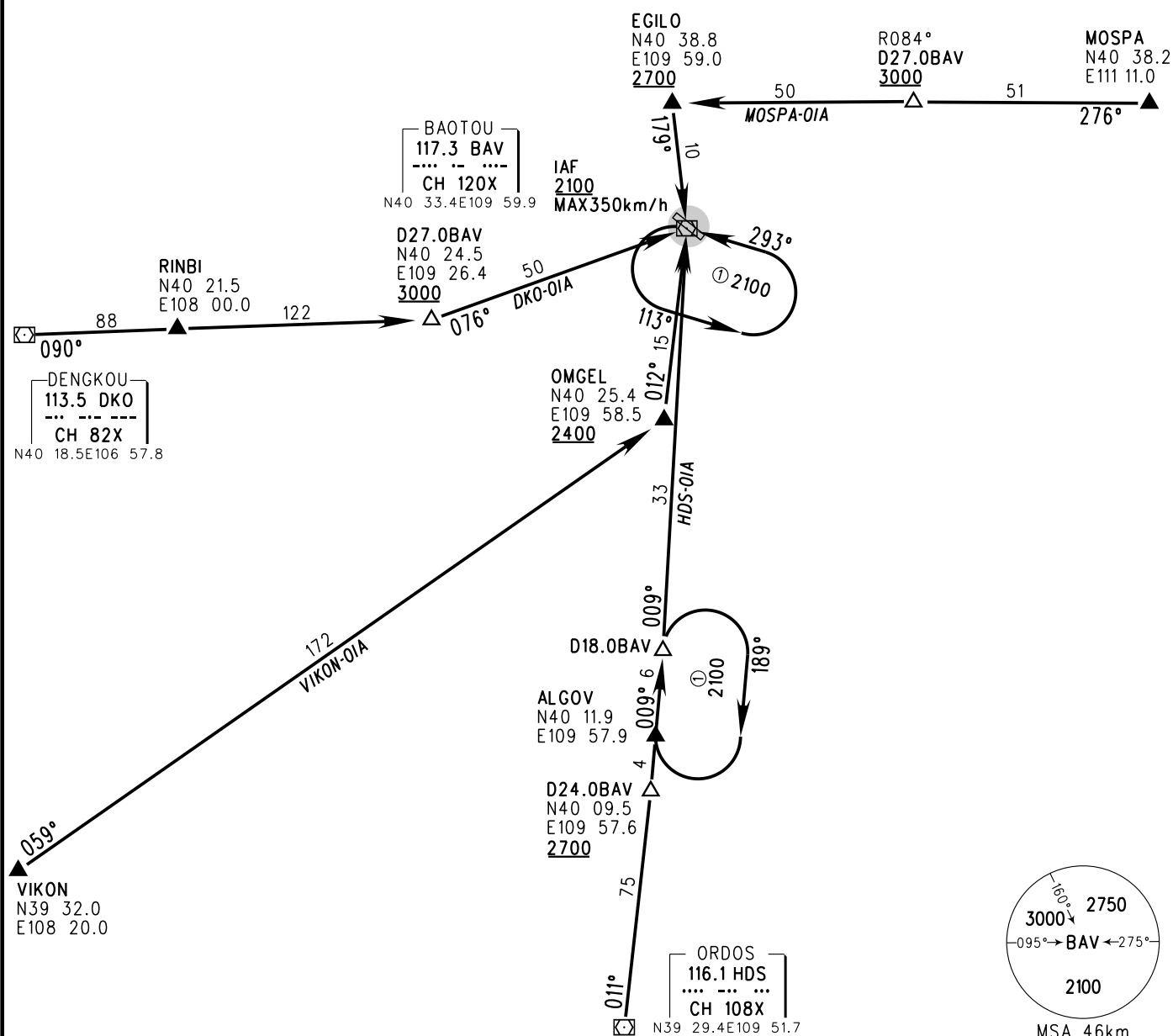
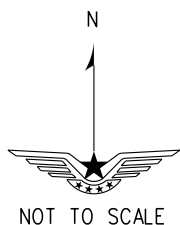
STANDARD ARRIVAL
CHART-INSTRUMENT VAR5.5° W TWR 118.2 (130.0)

TWR 118.2 (130.0)

ZBOW BAOTOU/Donghe
RWY13

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300(QNH $\geq 1031\text{hPa}$)
2700(QNH $\leq 979\text{hPa}$)

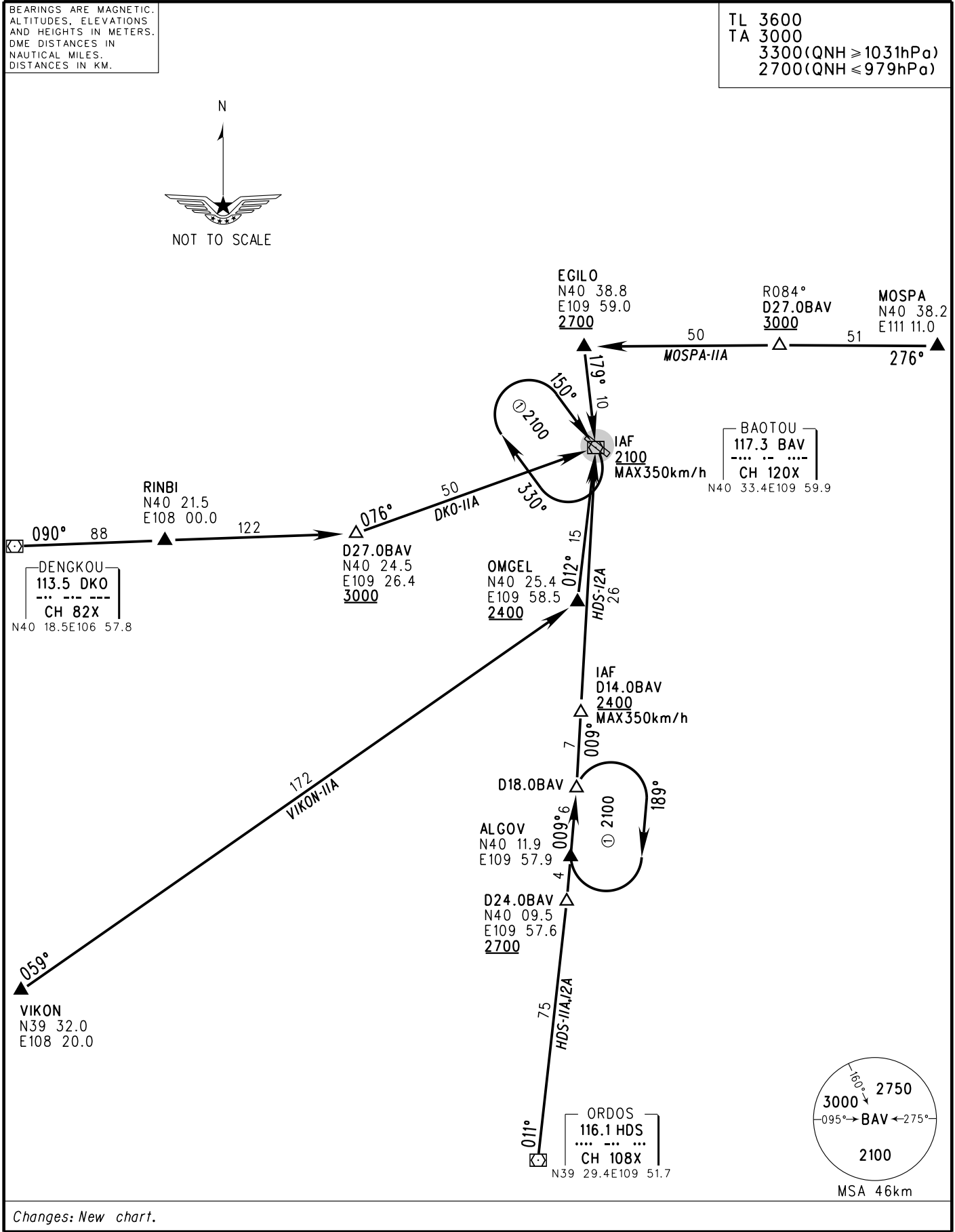


Changes: New chart.

STANDARD ARRIVAL
CHART-INSTRUMENT

VAR5.5° W TWR 118.2(130.0)

ZBOW BAOTOU/Donghe
RWY 31



STANDARD ARRIVAL CHART-INSTRUMENT

VAR5.5° W

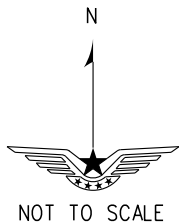
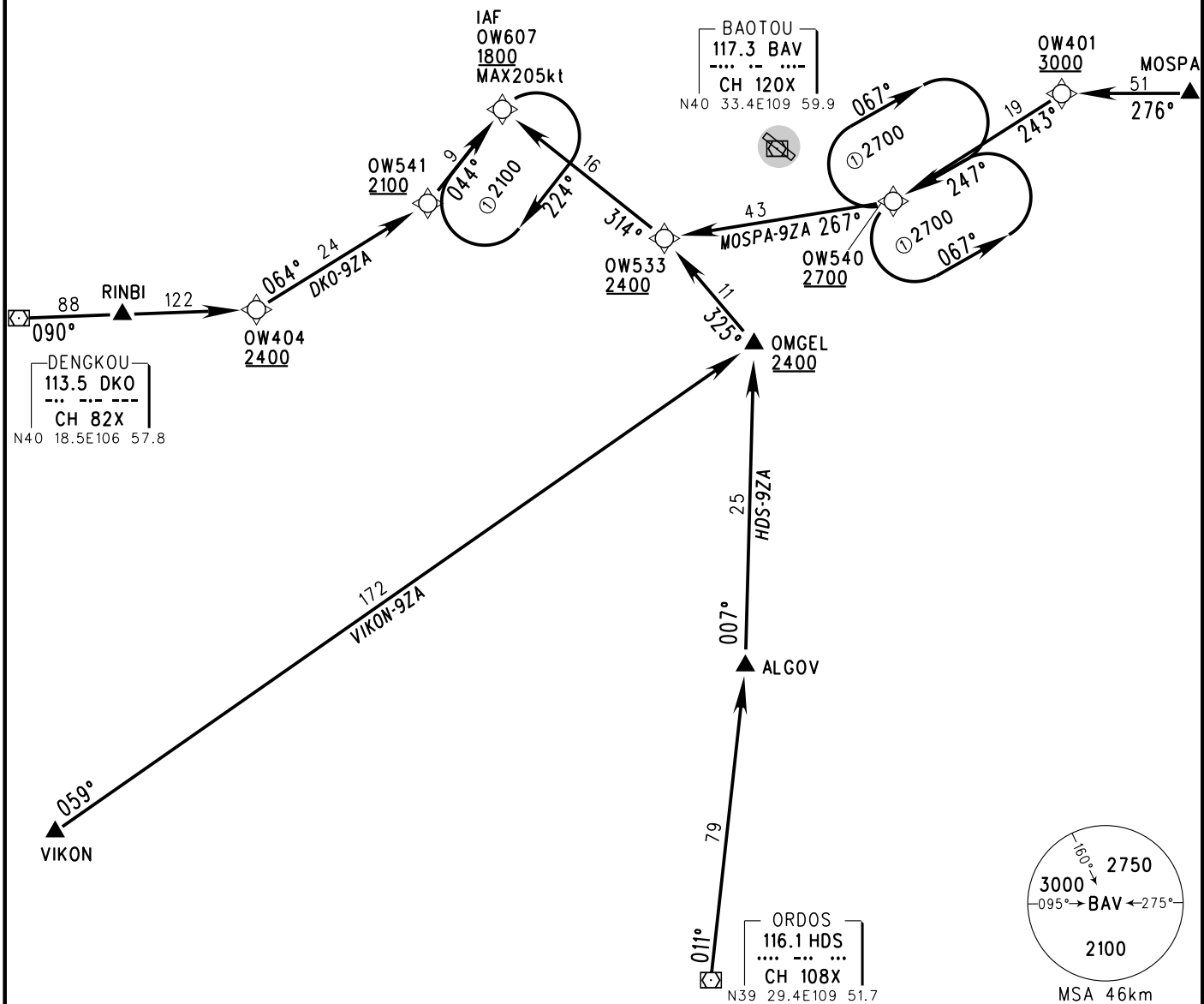
TWR 118.2(130.0)

ZBOW BAOTOU/Donghe

RNP RWY13

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300(QNH $\geq 1031\text{hPa}$)
2700(QNH $\leq 979\text{hPa}$)

RNP1
GNSS

Changes: New chart.

WAYPOINT LIST

BAOTOU/Donghe

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
OW401	N40° 38'34.6"E110° 34'36.6"	ATSAV	N40° 25'50"E107° 58'16"		
OW402	N40° 25'09.5"E110° 33'27.3"	EGILO	N40° 38'48"E109° 59'02"		
OW403	N40° 35'18.8"E109° 24'27.3"	MOSPA	N40° 38'10"E111° 11'00"		
OW404	N40° 24'30.9"E109° 26'26.3"	OMGEL	N40° 25'21"E109° 58'29"		
OW408	N40° 33'24.0"E110° 10'18.1"	RINBI	N40° 21'30"E108° 00'00"		
OW409	N40° 38'08.7"E109° 52'23.5"	RUSER	N40° 24'36"E111° 17'45"		
		SANID	N39° 35'49"E108° 13'26"		
OW502	N40° 25'13.2"E110° 25'10.2"	VIKON	N39° 31'59"E108° 19'57"		
OW521	N40° 26'30.5"E109° 58'54.1"				
OW522	N40° 18'32.5"E109° 57'52.2"				
OW523	N40° 25'00.0"E109° 44'20.0"				
OW524	N40° 23'22.8"E109° 54'45.2"				
OW533	N40° 29'45.5"E109° 53'36.7"				
OW540	N40° 33'16.9"E110° 23'25.3"				
OW541	N40° 31'15.3"E109° 40'41.0"				
OW605	N40° 39'48.5"E109° 49'38.7"				
OW607	N40° 35'09.9"E109° 44'46.5"				
OW805	N40° 26'03.0"E110° 12'10.5"				
OW806	N40° 21'24.4"E110° 07'19.2"				
OW807	N40° 30'41.3"E110° 17'02.5"				
BAV	N40° 33.4'E109° 59.9'				
DKO	N40° 18.5'E106° 57.8'				
HDS	N39° 29.4'E109° 51.7'				
ALGOV	N40° 11'55"E109° 57'55"				

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY13 SID RUSER-9ZD								
CA			134		1600			RNP1
DF	OW502			L	<u>2100</u>	MAX205		RNP1
TF	OW402				<u>2400</u>			RNP1
TF	RUSER							RNP1
RWY13 SID HDS-9ZD								
CA			134		1600			RNP1
DF	OW522			R	<u>2100</u>	MAX205		RNP1
TF	ALGOV							RNP1
TF	HDS							RNP1
RWY13 SID SANID-9ZD								
CA			134		1600			RNP1
DF	OW521			R	<u>2100</u>	MAX205		RNP1
TF	OW523				<u>2100</u>			RNP1
TF	SANID							RNP1
RWY13 SID DKO-9ZD								
CA			134		1600			RNP1
DF	BAV			R	<u>2400</u>	MAX205		RNP1
TF	EGILO				<u>2700</u>			RNP1
TF	OW403				<u>3000</u>			RNP1
TF	ATSAV							RNP1
TF	DKO							RNP1
RWY31 SID RUSER-8ZD								
CA			314		1600			RNP1
DF	OW408			R	<u>2100</u>	MAX205		RNP1
TF	OW502				<u>2100</u>			RNP1
TF	OW402				<u>2400</u>			RNP1
TF	RUSER							RNP1
RWY31 SID RUSER-8YD								
CA			314		1600			RNP1
DF	OW521			L	<u>2100</u>	MAX205		RNP1
TF	OW502				<u>2100</u>			RNP1
TF	OW402				<u>2400</u>			RNP1
TF	RUSER							RNP1
RWY31 SID HDS-8ZD								
CA			314		1600			RNP1
DF	OW521			L	<u>2100</u>	MAX205		RNP1
TF	ALGOV							RNP1
TF	HDS							RNP1
Changes: New chart.								

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY31 SID SANID-8ZD								
CA			314		1600			RNP1
DF	OW523			L	<u>2100</u>	MAX205		RNP1
TF	SANID							RNP1
RWY31 SID DKO-8ZD								
CA			314		1600			RNP1
DF	OW409			R	<u>1800</u>	MAX205		RNP1
TF	OW403				<u>3000</u>			RNP1
TF	ATSAV							RNP1
TF	DKO							RNP1
RWY13 STAR MOSPA-9ZA								
IF	MOSPA							RNP1
TF	OW401				<u>3000</u>			RNP1
TF	OW540				<u>2700</u>			RNP1
TF	OW533				<u>2400</u>			RNP1
TF	OW607				<u>1800</u>	MAX205		RNP1
RWY13 STAR HDS-9ZA								
IF	HDS							RNP1
TF	ALGOV							RNP1
TF	OMGEL				<u>2400</u>			RNP1
TF	OW533				<u>2400</u>			RNP1
TF	OW607				<u>1800</u>	MAX205		RNP1
RWY13 STAR VIKON-9ZA								
IF	VIKON							RNP1
TF	OMGEL				<u>2400</u>			RNP1
TF	OW533				<u>2400</u>			RNP1
TF	OW607				<u>1800</u>	MAX205		RNP1
RWY13 STAR DKO-9ZA								
IF	DKO							RNP1
TF	RINBI							RNP1
TF	OW404				<u>2400</u>			RNP1
TF	OW541				<u>2100</u>			RNP1
TF	OW607				<u>1800</u>	MAX205		RNP1
RWY13 Holding(Outbound Time:1min)								
HM	OW607	Y	044	R	2100			RNP1
HM	OW540	Y	247	R	2700			RNP1
HM	OW540	Y	247	L	2700			RNP1
RWY31 STAR MOSPA-8ZA								
IF	MOSPA							RNP1
Changes: New chart.								

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	OW401				<u>3000</u>			RNP1
TF	OW540				<u>2700</u>			RNP1
TF	OW807				<u>2100</u>	MAX205		RNP1
RWY31 STAR HDS-8ZA								
IF	HDS							RNP1
TF	ALGOV				<u>2400</u>			RNP1
TF	OW806				<u>1800</u>	MAX205		RNP1
RWY31 STAR VIKON-8ZA								
IF	VIKON							RNP1
TF	OW524				<u>2400</u>			RNP1
TF	OW806				<u>1800</u>	MAX205		RNP1
RWY31 STAR DKO-8ZA								
IF	DKO							RNP1
TF	RINBI							RNP1
TF	OW404				<u>2400</u>			RNP1
TF	OW523				<u>2400</u>			RNP1
TF	OW524				<u>2400</u>			RNP1
TF	OW806				<u>1800</u>	MAX205		RNP1
RWY31 Holding(Outbound Time:1min)								
HM	OW540	Y	247	L	2700			RNP1
HM	OW540	Y	247	R	2700			RNP1
HM	OW806	Y	044	L	1800			RNP1
HM	OW806	Y	044	R	1800			RNP1
RWY13 Approach Transition OW607								
IF	OW607				<u>1800</u>	MAX205		RNP1
TF	OW605				1600			RNP1
RWY13 Missed Approach								
CA			134		1500			RNP1
DF	OW607			R	1800	MAX205		RNP1
RWY31 Approach Transition OW807								
IF	OW807				<u>2100</u>	MAX205		RNP1
TF	OW805				1700			RNP1
RWY31 Approach Transition OW806								
IF	OW806				<u>1800</u>	MAX205		RNP1
TF	OW805				1700			RNP1
RWY31 Missed Approach								
CA			314		1500			RNP1
DF	OW806			L	1800	MAX205		RNP1
Changes: Altitude.								