

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

ZBSJ/SJW-石家庄/正定 SHIJIAZHUANG/Zhengding

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

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

ZBSJ 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	HO
3	卫生健康部门 Health and sanitation	HO
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	HO
9	地勤服务 Handling	HO
10	安保服务 Security	H24
11	除冰服务 De-icing	HO
12	备注 Remarks	Nil

ZBSJ 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(7t,14t), luggage towing vehicle, conveyor truck, platform lorry, cargo charter roller truck, cargo charter platform lorry, cargo charter carrier, fork lift(5t,3t,2t)
2	燃油牌号 Fuel types	Jet Fuel No.3
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Underground pipeline, tank vehicle(20000 litres), hydrant dispenser, apron pipeline gas well; Oil depot: 300m³/h
5	除冰设施 De-icing facilities	12 De-icers, De-icing fluid(type I, type II)
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 B737-700/800, B737NG, A319/320/321, ARJ, E190
8	备注 Remarks	Ground power unit, ground air supply unit, ground air preconditioning unit, potable water supply vehicle, sewage vehicle, passenger vehicle, broad vehicle, garbage vehicle, towing vehicle, hydraulic aerial cage, fork, barrier-free boarding vehicle, bridge power equipment, bridge air preconditioning equipment, medium-frequency power supply, ground air conditioner, Ground well cleaning truck, multifunction vehicle, ESD stop pumping device

ZBSJ AD 2.5 旅客设施 Passenger facilities

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

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

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

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

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

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

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

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

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

ZBSJ AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 (相对 15/33 跑道中心) Obstacles within a circle with a radius of 15km (centered on the center of RWY 15/33)					
障碍物名称 或编号 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	011/7078	174.0		

半径 15 千米内主要障碍物 (相对 15/33 跑道中心)

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

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

半径 15 千米内主要障碍物 (相对 15/33 跑道中心)

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

障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志, 灯光 类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
TOWER 018	TOWER	348/7841	170.7	LGT	
TOWER 019	TOWER	350/7058	141.2	LGT	
TOWER 020	TOWER	355/6919	130.6	LGT	

半径 15 千米-50 千米内主要障碍物 (相对 15/33 跑道中心)

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

障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
TV TWR 021	TV TWR	121/25909	152	LGT	
STACK 022	STACK	189/25828	187		210°-355° Sectors
BLDG 023	BLDG	201/28013	278		ATC SMAC
BLDG 024	BLDG	210/19038	225		
TV TWR 025	TV TWR	213/32517	349		ATC SMAC
MT 026	MT	215/95454	1325		ATC SMAC
NATURAL_HIG HPOINT 027	NATURA L_HIGHP OINT	221/53208	815		355°-210° Sectors
MT 028	MT	236/56970	841		ATC SMAC

半径 15 千米-50 千米内主要障碍物 (相对 15/33 跑道中心) Obstacles between two circles with the radius of 15km and 50km (centered on the center of RWY 15/33)					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 029	MT	305/85432	1646		ATC SMAC
MT 030	MT	311/93011	2294		ATC SMAC
MT 031	MT	316/65505	1054		ATC SMAC
TV TWR 032	TV TWR	328/21481	213	LGT	RWY15 RNAV ILS/DME, ILS/DME, NDB/DME, VOR/DME Initial approach
MT 033	MT	331/56066	826		ATC SMAC
MT 034	MT	344/40296	364		
NATURAL_HIG HPOINT 035	NATURA L_HIGHP OINT	355/49032	515		ATC SMAC
NATURAL_HIG HPOINT 036	NATURA L_HIGHP OINT	360/28544	378		RWY15 RNAV ILS/DME, ILS/DME, NDB, NDB/DME, VOR/DME Initial approach
Remarks:					

ZBSJ AD 2.11 提供的气象情报、气象观测和报告

Meteorological information provided & meteorological observations and reports

提供的气象情报 Meteorological information provided		
1	相关气象台的名称 Associated MET Office	Shijiazhuang MET station of ATMB
2	气象服务时间、服务时间以外的责任气象台 Hours of service/MET Office outside hours	H24
3	负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance	Shijiazhuang MET station of ATMB;9h, 24h;3h, 6h

4	趋势预报及发布间隔 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, TV Consultation provided: 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	SFC/upper live and data forecast product, satellite and radar image, AWOS real-time data
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	Database system, message terminal, TEL, FAX
9	提供气象情报的空中交通服务单位 ATS units provided with information	APP, ATS Servicing Office, TWR
10	其他信息 Additional information	Nil
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Hourly plus special observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 100m E of RCL, 340m inward THR15; B: 100m E of RCL, 1805m inward THR33; C: 100m E of RCL, 360m inward THR33. SFC wind sensors 15: 110m E of RCL, 350m inward THR15; 33: 110m E of RCL, 340m inward THR33; RWY center: 111m E of RCL, 1642m inward THR15. Ceilometer 15: on the extension of RCL, 1023m outward THR15; 33: on the extension of RCL, 1073m outward THR33
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	Nil

	Additional information	
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ZBSJ AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 RWY Designator	真方位和 磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停 止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、 跑道末端坐标、 跑道入口大地水 准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和 精密进近跑道接 地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡 度 Slope of RWY/SWY
1	2	3	4	5	6	7
15	147° GEO 153° MAG	3400×45	PCR 770/R/A/W/T CONC/-	Nil	THR 71.1m	-0.2%(800m)/-0.0 8%(2600m)
33	327° GEO 333° MAG	3400×45	PCR 770/R/A/W/T CONC/-	Nil	THR 67.4m	0.08%(2600m)/0. 2%(800m)
跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区 长宽 RESA dimensions (m)	拦阻系统的 位置及描述 Location & Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
15	Nil	240×150	3520×300	200×150	Nil	Yes
33	Nil	240×150	3520×300	200×150	Nil	Yes
Remarks: Anti-blast pad 60×60m;RWY shoulder:7.5m on each side						

ZBSJ AD 2.13 公布距离 Declared distances

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

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

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

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

1	机场灯标或识别灯标位置、特性和工作时间 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: 15:near by GP15 with lighting; 33:near by GP33 with lighting.
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: green retroreflective markers, blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Secondary power supply available UPS/1s, Diesel generator/15s(north light station); UPS/1s, Diesel generator/15s(south light station).
5	备注 Remarks	Nil

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

1	TLOF 坐标或 FATO 入口坐标及大地水准面波幅 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

ZBSJ 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
Shijiazhuang tower control area	A circuit, 2 arcs with radius 13km centered at centers of both RWY THRs and 2 parallel lines of 13km from RWY centerline	SFC-600m (QNH)				
Fuel Dumping Area	N374615E1132330-N380400E1140845-N375745E1141000-N373315E1133600-N374615E1132330	Above 4500m				See Fuel Dumping Area Chart
Altimeter setting region and TL/TA	The same as Shijiazhuang Approach Control Area (ZBSJAP01)	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				

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

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信 号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
ATIS		127.85			H24	D-ATIS available
APP	Shijiazhuang Approach	APP01:120.45 (124.75)			H24	
		APP02:119.125 (124.75)			by ATC	
TWR	Shijiazhuang Tower	118.35 (123.65)			H24	
GND	Shijiazhuang Ground	121.6			HO	
	Shijiazhuang Delivery	121.725			HO	DCL available
OP-CTL	Ground Service	129.25				

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

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR, Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作 时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射 天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Zhengding VOR/DME	SJW	117.7 MHz CH 124X	H24	N38°16.8' E114°41.9'	68 m	Coverage 200km
Wuji NDB	FL	272 kHz	H24	N38°14.9' E114°53.3'		Coverage 150km
Xingtang NDB	OC	235 kHz	H24	N38°27.3' E114°33.3'		Coverage 150km
LMM 15	O	528 kHz		N38°18.0' E114°40.9' 333° MAG/ 1000m FM THR15		Coverage 74km

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 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
LOC 15 ILS CAT I	100	109.9 MHz		153° MAG/ 260m FM end of RWY15		Coverage 31km
GP 15		333.8 MHz		122m E of RCL, 321m inward THR15		Angle 3° RDH 16.8m Coverage 19km
DME 15	100	CH 36X (109.9 MHz)			76m	Co-located with GP 15
LMM 33	F	377 kHz		N38°15.5' E114°42.9' 153° MAG/ 1050m FM THR33		Coverage 74km
LOC 33 ILS CAT I	IFF	110.3 MHz		333° MAG/ 260m FM end of RWY33		Coverage 31km
GP 33		335 MHz		122m E of RCL, 308m inward THR33		Angle 3° RDH 17.3m Coverage 19km
DME 33	IFF	CH 40X (110.3 MHz)			74m	Co-located with GP 33

ZBSJ AD 2.20 本场规定

ZBSJ AD 2.20 Local aerodrome regulations

1. 机场使用规定

1. Airport operations regulations

1.1 所有技术试飞需事先申请，并在得到空中交通管制部门批准后方可进行。

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

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

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

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

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

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

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

1.5 不具备 RNAV 或 RVSM 能力的航空器, 提前向管制员报告。

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

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 可以通过 OP-CTL 频率 129.25MHz 申请引导车服务。

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

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

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

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

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

2.2.2 落地航空器

2.2.2 For landing aircraft

a. 中型机(含)以下机型从飞越跑道入口至完全脱离跑道应不超过 50s;

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

b. 重型机(含)以上机型从飞越跑道入口至完全脱离跑道应不超过 70s。

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

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

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

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

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

2.4 滑行道运行限制

2.4 TWYs operation limits

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

2.5 以下机型需采取过滑偏置转弯

2.5 The follow aircrafts shall use Judgement Oversteering Method

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

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

3. 机坪和机位的使用

3. Use of aprons and parking stands

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

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

3.2 机位使用限制

3.2 Limits for stand

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

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

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

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

4. 低能见度运行**4.1 使用 HUD 起飞低能见度运行程序****4.1.1 运行标准**

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

4.1.2 准备阶段天气条件

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

4.1.3 实施阶段天气条件

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

4.1.4 结束阶段天气条件

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

4.2 使用 HUD 实施特殊批准 I/II 类运行程序**4.2.1 运行标准**

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

4. Low visibility operation**4.1 Low visibility take-off with HUD operation procedures****4.1.1 Operation standards**

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

4.1.2 Weather conditions of preparatory phase

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

4.1.3 Weather conditions of implementation

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

4.1.4 Weather conditions of termination

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

4.2 Low visibility with HUD Special CAT I/II operation procedures**4.2.1 Operation standards**

HUD special CAT I/II implement on RWY33.

4.2.2 实施 HUD 特殊批准 I 类运行	4.2.2 HUD special CAT I operations
33 号跑道 RVR 小于 550m 且不低于 450m, 云底高低于 60m 但不低于 45m 时, 由空管塔台宣布启用 HUD 特殊批准 I 类运行。	When RVR for RWY33 is 450m or greater, and less than 550m, ceiling is 45m or greater, and less than 60m, HUD special CAT I is commenced by ATC.
4.2.3 实施 HUD 特殊批准 II 类运行	4.2.3 HUD special CAT II operations
4.2.3.1 准备阶段天气条件	4.2.3.1 Weather conditions of preparatory phase
当预计 30min 内 33 号跑道 RVR 低于 550m, 且高于或等于 350m 时, 由机组运行控制中心/航空公司向空管分局飞服室提出申请, 由空管塔台决定启用低能见度运行程序。	When predict RVR for RWY33 is 350 or greater, and less than 550m in next 30min, flightcrew shall present an application to ATC, LVP is commenced by ATC.
4.2.3.2 实施阶段天气条件	4.2.3.2 Weather conditions of implementation
33 号跑道 RVR 测报值小于 450m 且不低于 350m, 云底高低于 45m 但不低于 30m 时, 由空管塔台宣布启用 HUD 特殊 II 类运行。	When RVR for RWY33 is 350m or greater, and less than 450m, ceiling is 30m or greater, and less than 45m, HUD special CAT II is commenced by ATC.
4.2.3.3 结束阶段天气条件	4.2.3.3 Weather conditions of termination
当 33 号跑道 RVR 回升到 550m 以上, 稳定 20min 后, 且预测天气将转好, 或出现不适合继续实施 HUD 低能见度运行保障程序的其他情况, 由塔台发布结束指令。	When RVR of RWY33 rises to 550m above, keeps the statu for 20min, and the weather improves. Or RWY33 can not reaches HUD operating conditions, Low Visibility Procedure is determinated by ATC.
5. 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

ZBSJ AD 2.21 减噪程序

ZBSJ AD 2.21 Noise abatement procedures

无 Nil.

ZBSJ AD 2.22 飞行程序**ZBSJ 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

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

2. Traffic circuits

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

3. 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 进近管制区域内实施雷达管制，航空器最小水平间隔为 5.6km。

4. Radar procedures and/or ADS-B procedures

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

4.2 最低监视引导高度扇区

4.2 Surveillance Minimum Altitude Sectors

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

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

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

5. 无线电通信失效程序

参见 AIP GEN3.4.5 中的仪表飞行规则航空器地空双向无线电通信失效通用程序。

5.1 飞行程序选择**5.1.1 进港航空器**

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

5.1.2 离港航空器返回石家庄机场落地

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

5.1.3 航空器在各 SID 终点选择的 STAR 起点

UKMIS:右转飞向 LIKTI

ADBES:左转飞向 TONOV

AREKU:左转飞向 IDGIS

VADKA:左转飞向 VADKA

6. 目视飞行程序

无

7. 目视飞行航线

无

5. Radio communication failure procedures

Refer to AIP GEN3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure.

5.1 Flight procedures selection**5.1.1 Arrival ACFT**

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

5.1.2 Departure ACFT back to ZBSJ landing

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

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

UKMIS:turn right to LIKTI

ADBES:turn left to TONOV

AREKU:turn left to IDGIS

VADKA:turn left to VADKA

6. Procedures for VFR flights

Nil

7. VFR route

Nil

8. 其它规定

无

8. Other regulations

Nil

ZBSJ AD 2.23 其它资料

鸟情资料

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

ZBSJ AD 2.23 Other information

Bird's information

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

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

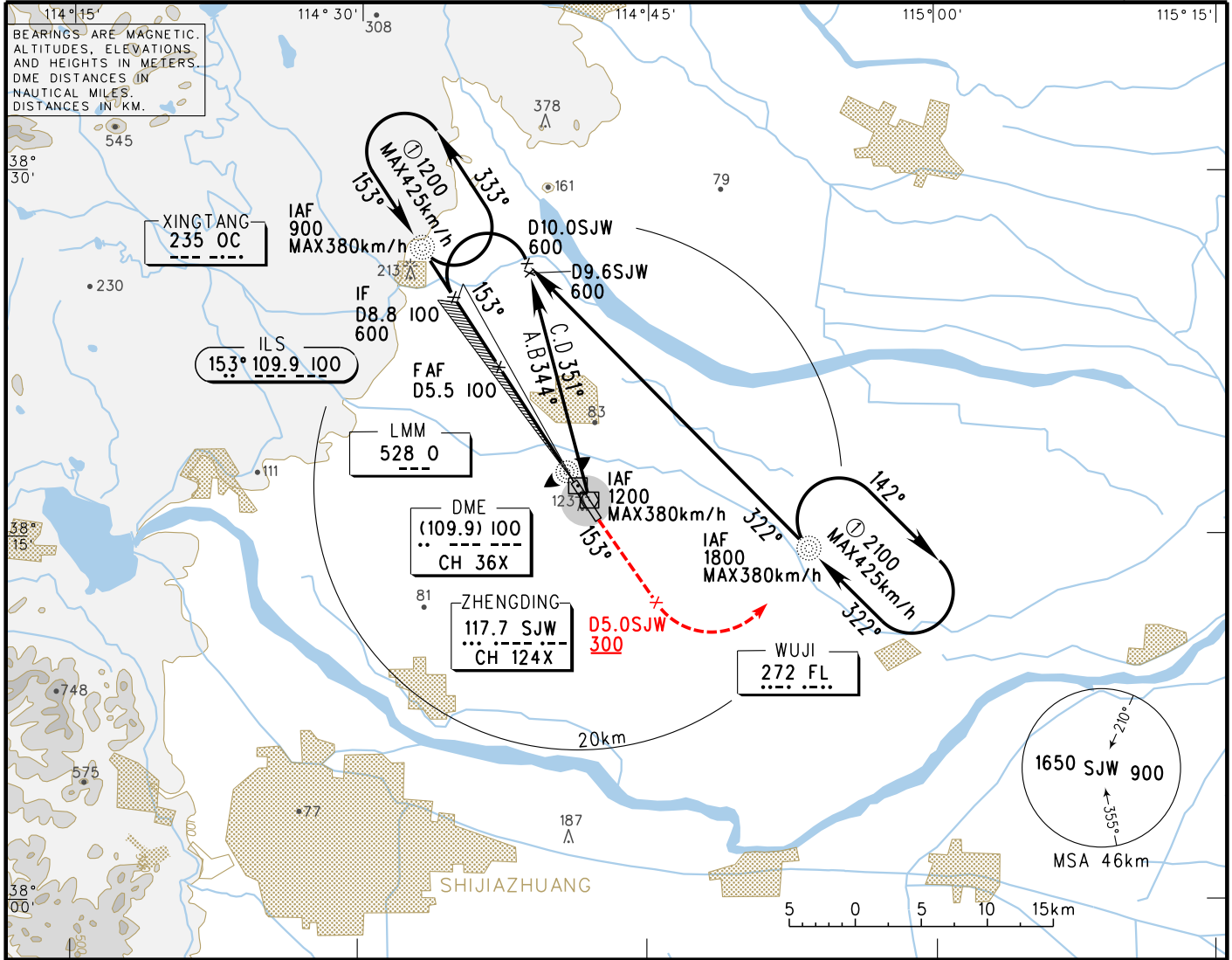
INSTRUMENT
APPROACH
CHART-ICAO

D-ATIS 127.85
APP01 120.45(124.75)
APP02 119.125(124.75)
TWR 118.35(123.65)

ZBSJ SHIJIAZHUANG/Zhengding

ILS/DME y RWY15

VAR6.1° W
AERODROME ELEV 71.1
THR RWY15 ELEV 71.1



GP INOP	DME (100) (NM)	7	6	5	4	3	2	1
	ALT (m)			556	459	362	265	

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

MISSED APPROACH

Climb straight ahead to D5.0SJW at 300 or above, turn left to FL at 900, join holding pattern or by ATC

IF D8.8 100

FAF GP INOP D5.5 100

GP INOP D2.8 100 340(269)

MAPt GP INOP D0.7 100

RDH=16.8

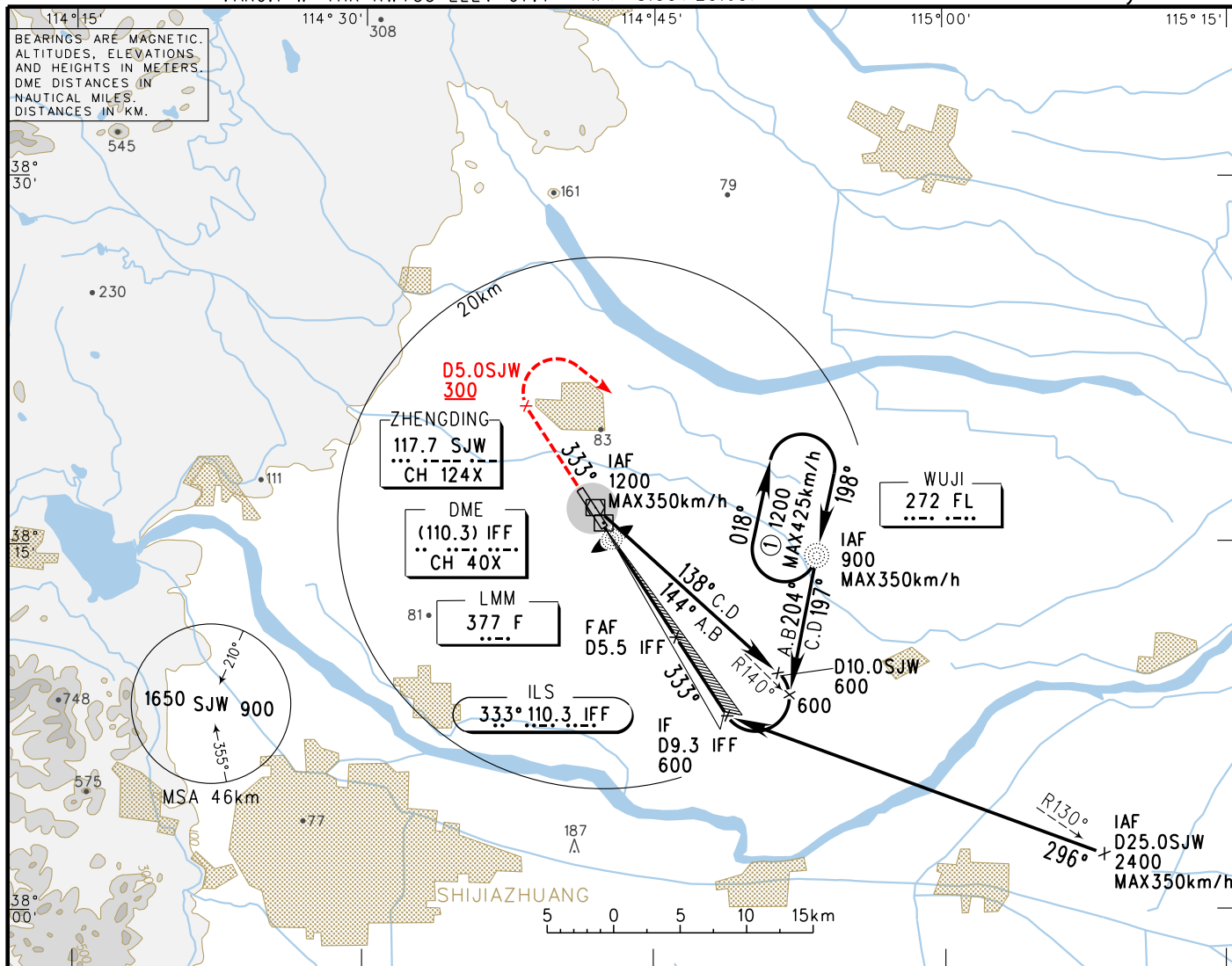
	A	B	C	D
ILS/DME DA(H) RVR/VIS	132(60) 550/800			
ILS/DME DA(H) RVR/VIS	132(60) 550/800		137(65) 550/800	
GP INOP MDA(H) VIS	250(179) 2600			
CIRCLING MDA(H) VIS	330(259) 4300	345(274) 4300	345(274) 4400	

FAF-MAPt(GP INOP) 8.8km						
GS in kt	80	100	120	140	160	180
km/h	150	185	220	260	295	335
Time min:sec	3:31	2:51	2:24	2:02	1:47	1:35
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

ⓘ Missed approach gradient
RVR 800m must be implemented when A/C without HUD and AP and FD for ILS/DME approach.
Changes: Missed approach procedure.

INSTRUMENT APPROACH CHART-ICAO

D-ATIS 127.85
APP01 120.45(124.75)
APP02 119.125(124.75)
AERODROME ELEV 71.1
THR RWY33 ELEV 67.4
TWR 118.35(123.65)
ZBSJ SHIJIAZHUANG/Zhengding
ILS/DME y RWY33

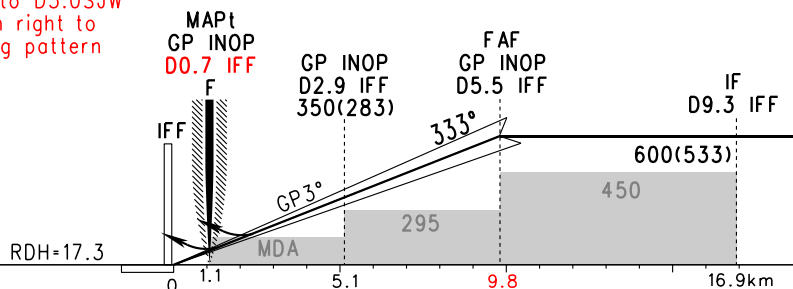


GP INOP	DME (IFF) (NM)	1	2	3	4	5	6	7
	ALT (m)		263	360	457	554		

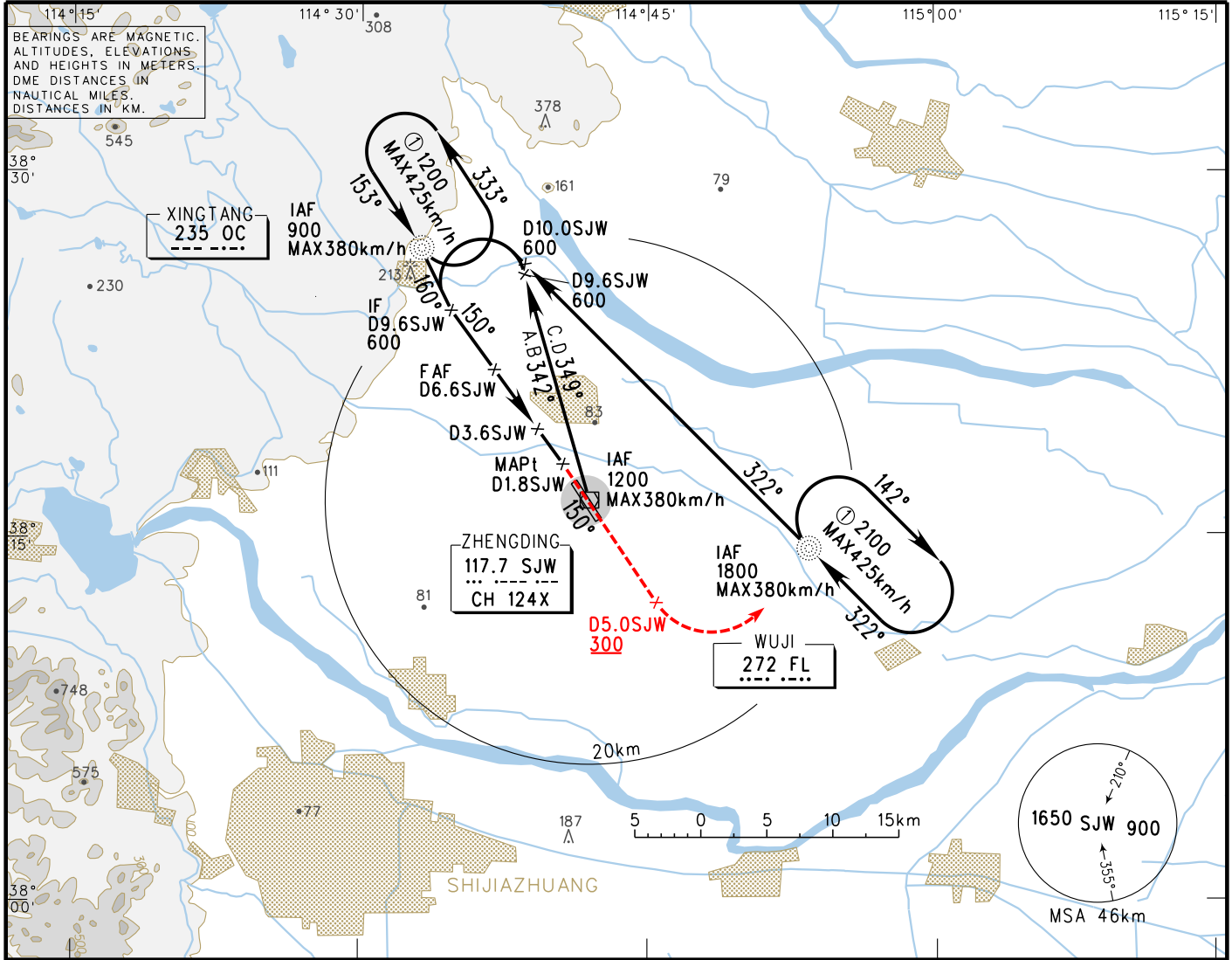
MISSED APPROACH

Climb straight ahead to D5.0SJW
at 300 or above, turn right to
FL at 900, join holding pattern
or by ATC

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

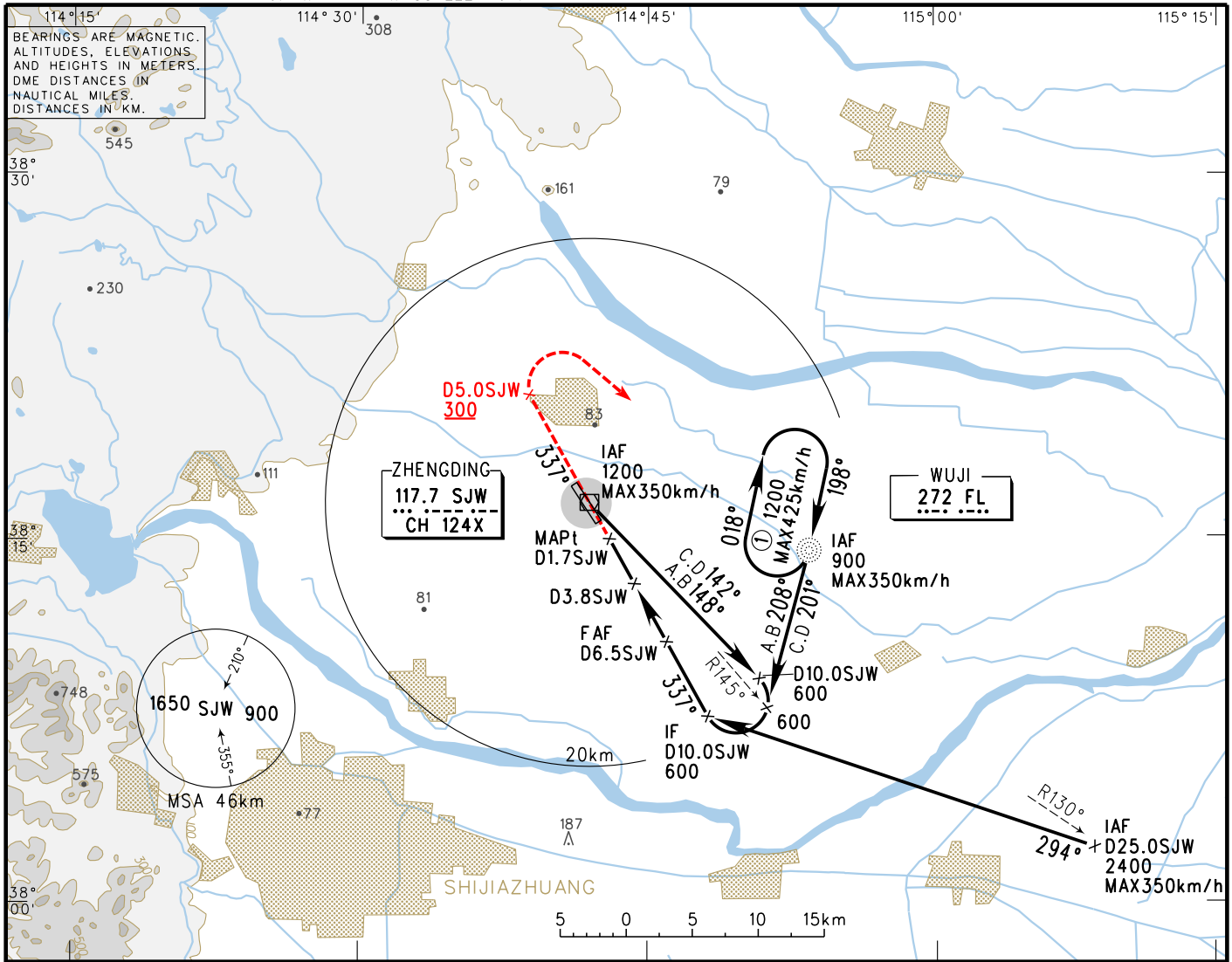


	A	B	C	D	FAF-MAPT(GP INOP) 8.7km							
ILS/DME	DA(H) RVR/VIS	128(60) 550/800			GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP	MDA(H) VIS	255(188) 2700			Time	min:sec	3:31	2:49	2:21	2:01	1:46	1:34
CIRCLING	MDA(H) VIS	330(259) 4300	345(274) 4300	345(274) 4400	Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9	
HUD Special CAT II					④ HUD Special CAT I: (DH)(45),(RA)(46),RVR450 RVR 800m must be implemented when A/C without HUD and AP and FD for ILS/DME approach Changes: Missed approach procedure.							
CAT A,B,C,D	(DH)(30),(RA)(31), RVR350											



DME (SJW) (NM)	8	7	6	5	4	3	2	1			
ALT (m)			558	465	372	280					
TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa) MISSED APPROACH Climb straight ahead to D5.0SJW at 300 or above, turn left to FL at 900, join holding pattern or by ATC. IF D9.6SJW FAF D6.6SJW D3.6SJW 330(259) MAPt D1.8SJW SJW 600(529) 450 300 MDA 15.8km 10.3 4.8 1.6 0											
	A	B	C	D	FAF-MAPt 8.7km						
VOR/DME MDA(H) VIS	250(179) 2700				GS in kt	80	100	120	140	160	180
					km/h	150	185	220	260	295	335
CIRCLING MDA(H) VIS	330(259) 4300		345(274) 4300	345(274) 4400	Time min:sec	3:32	2:50	2:21	2:01	1:46	1:34
					Rate of descent m/s	2.1	2.6	3.1	3.6	4.1	4.7
Changes: Missed approach procedure.											

INSTRUMENT
APPROACH
CHART-ICAO



DME (SJW) (NM)	1	2	3	4	5	6	7	8
ALT (m)		192	284	377	469	562		

MISSED APPROACH

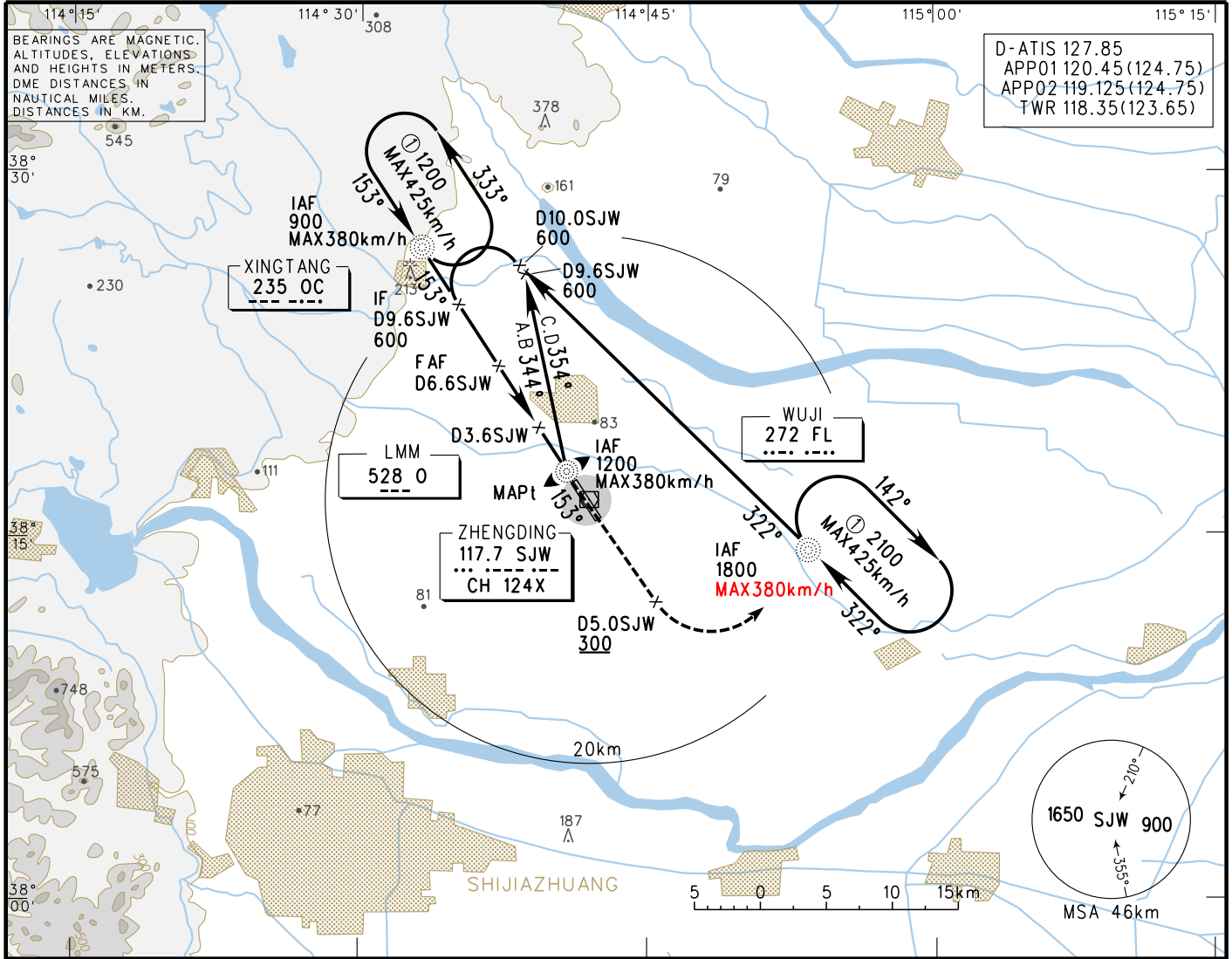
Climb straight ahead to D5.0SJW at 300 or above, turn right to FL at 900, join holding pattern or by ATC.

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

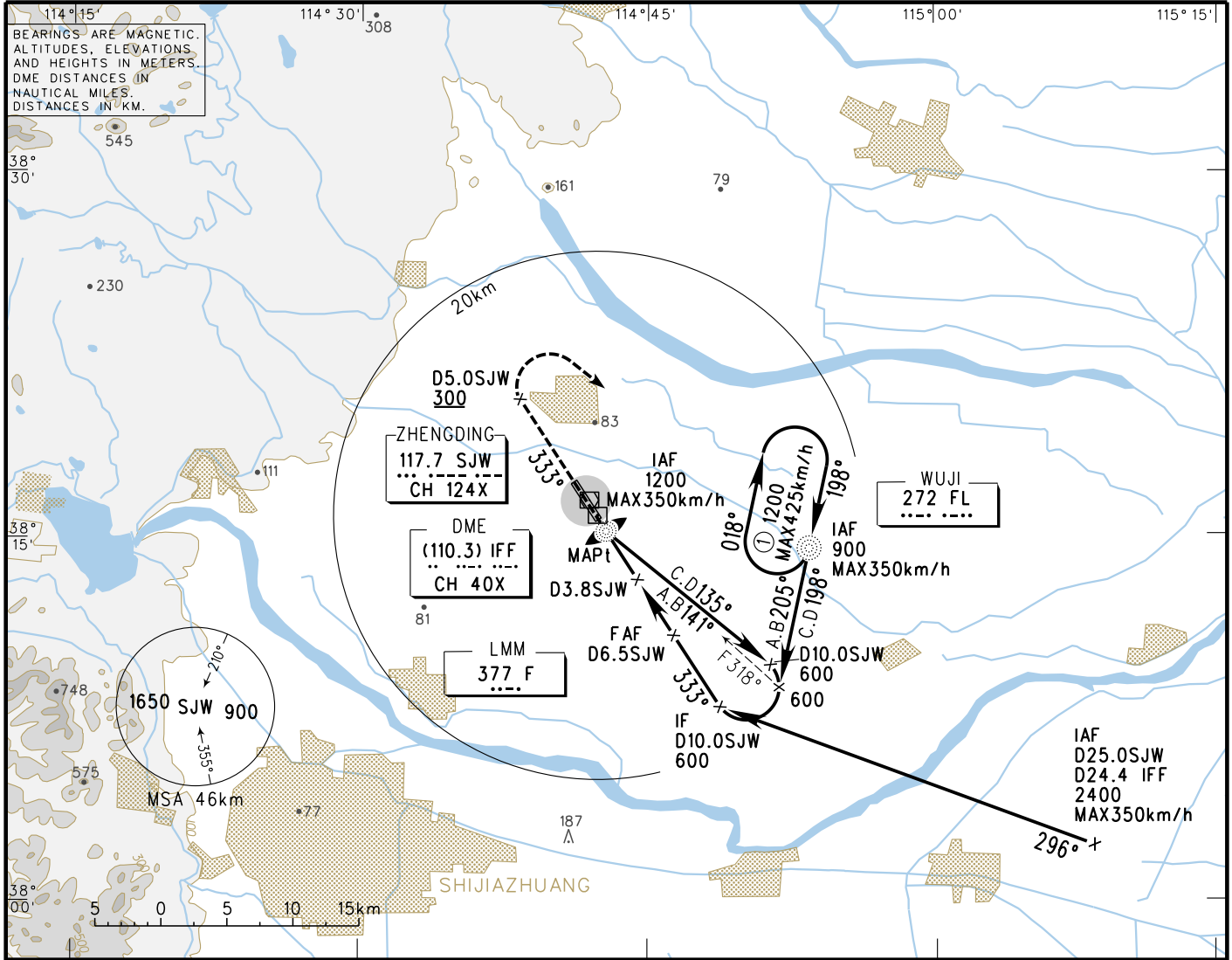
SJW
MAPt D1.7SJW
D3.8SJW 340(273)
FAF D6.5SJW
IF D10.0SJW
MDA 295
5.0%
337°
600(533)
450
0 1.5 5.1 10.4 16.9 km

	A	B	C	D	FAF-MAPt 8.9km						
VOR/DME MDA(H) VIS	255(188) 2900				GS in kt	80	100	120	140	160	180
					km/h	150	185	220	260	295	335
CIRCLING MDA(H) VIS	330(259) 4300		345(274) 4300	345(274) 4400	Time min:sec	3:34	2:51	2:24	2:02	1:47	1:35
					Rate of descent m/s	2.1	2.6	3.1	3.6	4.1	4.7

Changes: Missed approach procedure.



DME (SJW) (NM)	8	7	6	5	4	3	2	1			
ALT (m)			558	465	372	280					
TL 3600 TA 3000 3300(QNH ≥1031hPa) 2700(QNH ≤979hPa) MISSED APPROACH Climb straight ahead to D5.0SJW at 300 or above, turn LEFT to FL at 900, join holding pattern or by ATC.											
	A	B	C	D	FAF -MAPt 9.3km						
NDB/DME MDA(H) VIS	250(179) 2700				GS in kt	80	100	120	140	160	180
					km/h	150	185	220	260	295	335
CIRCLING MDA(H) VIS	330(259) 4300		345(274) 4300	345(274) 4400	Time min:sec	3:45	3:00	2:30	2:09	1:53	1:40
					Rate of descent m/s	2.1	2.6	3.1	3.6	4.1	4.7
Changes: Speed limit.											



DME (SJW) (NM)	1	2	3	4	5	6	7	8
ALT (m)			284	377	469	562		

MISSED APPROACH

Climb straight ahead to D5.0SJW at 300 or above, turn RIGHT to FL at 900, join holding pattern or by ATC

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

	A	B	C	D	FAF-MAPt 9.3km						
NDB/DME MDA(H) VIS	255(188) 2900				GS in kt	80	100	120	140	160	180
					km/h	150	185	220	260	295	335
CIRCLING MDA(H) VIS	330(259) 4300		345(274) 4300	345(274) 4400	Time min:sec	3:46	3:01	2:31	2:09	1:53	1:40
					Rate of descent m/s	2.1	2.6	3.1	3.6	4.1	4.7

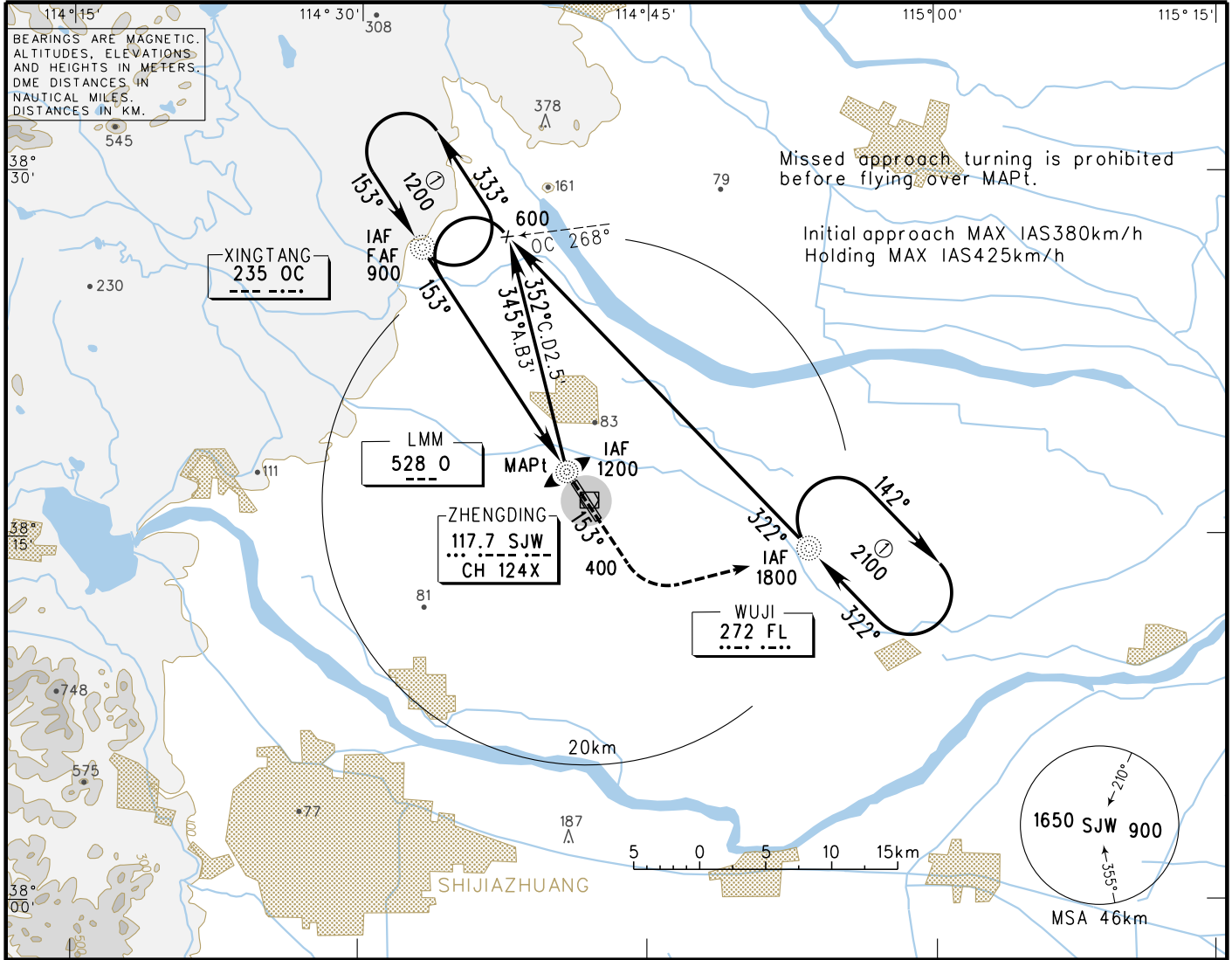
Changes: Nil.

INSTRUMENT
APPROACH
CHART-ICAO

D-ATIS 127.85
APPO1 120.45(124.75)
APPO2 119.125(124.75)

AERODROME ELEV 71.1
THR RWY15 ELEV 71.1
TWR 118.35(123.65)

ZBSJ SHIJIAZHUANG/Zhengding
NDB RWY15



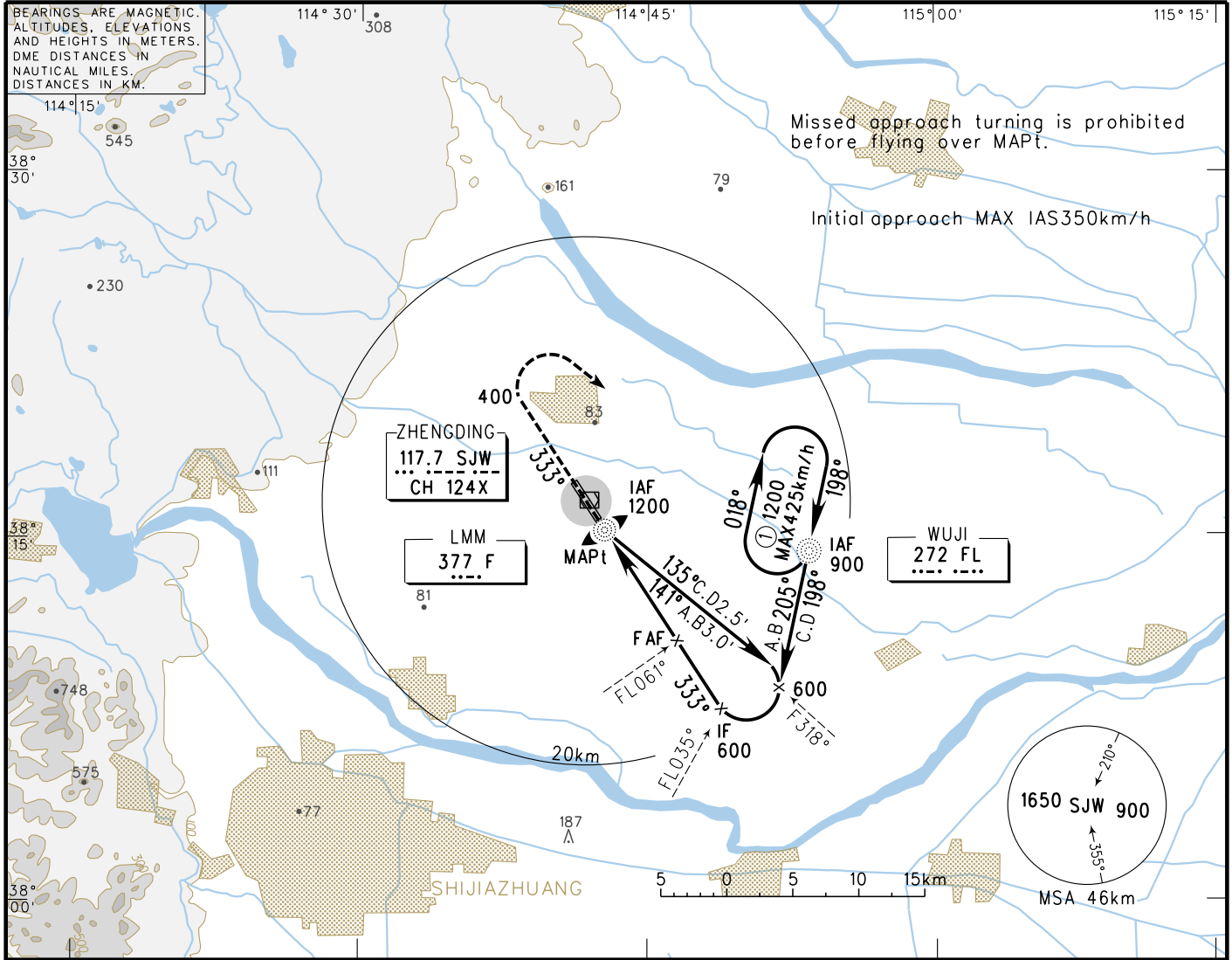
DME (NM)	8	7	6	5	4	3	2	1																																																										
ALT (m)																																																																		
TL 3600 TA 3000 3300(QNH ≥1031hPa) 2700(QNH ≤979hPa) MISSED APPROACH Climb straight ahead to 400,turn LEFT to FL at 900, approach again or join in holding pattern.																																																																		
FAF OC 900(829) 153° 600(529) 21.1km MAPt 0 1200 352° 345° 1.0 0 C.D2.5° A.B3.0° 5.0% MDA																																																																		
<table><tr><td></td><td>A</td><td>B</td><td>C</td><td>D</td><td colspan="5">FAF-MAPt 20.1km</td></tr><tr><td>NDB MDA(H) VIS</td><td colspan="4">330(259) 4300</td><td>GS in kt km/h</td><td>80 150</td><td>100 185</td><td>120 220</td><td>140 260</td><td>160 295</td><td>180 335</td></tr><tr><td>CIRCLING MDA(H) VIS</td><td colspan="2">330(259) 4300</td><td colspan="2">345(274) 4300</td><td>Time min:sec</td><td>8:02</td><td>6:31</td><td>5:26</td><td>4:39</td><td>4:04</td><td>3:37</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td>Rate of descent m/s</td><td>2.1</td><td>2.6</td><td>3.1</td><td>3.6</td><td>4.1</td><td>4.7</td></tr><tr><td colspan="12">Changes: min:sec.</td></tr></table>										A	B	C	D	FAF-MAPt 20.1km					NDB MDA(H) VIS	330(259) 4300				GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335	CIRCLING MDA(H) VIS	330(259) 4300		345(274) 4300		Time min:sec	8:02	6:31	5:26	4:39	4:04	3:37						Rate of descent m/s	2.1	2.6	3.1	3.6	4.1	4.7	Changes: min:sec.											
	A	B	C	D	FAF-MAPt 20.1km																																																													
NDB MDA(H) VIS	330(259) 4300				GS in kt km/h	80 150	100 185	120 220	140 260	160 295	180 335																																																							
CIRCLING MDA(H) VIS	330(259) 4300		345(274) 4300		Time min:sec	8:02	6:31	5:26	4:39	4:04	3:37																																																							
					Rate of descent m/s	2.1	2.6	3.1	3.6	4.1	4.7																																																							
Changes: min:sec.																																																																		

INSTRUMENT
APPROACH
CHART-ICAO

D-ATIS 127.85
APP01 120.45(124.75)
APP02 119.125(124.75)
VAR6.1° W THR RWY33 ELEV 67.4 TWR 118.35(123.65)

ZBSJ SHIJIAZHUANG/Zhengding

NDB RWY33



DME (NM)	1	2	3	4	5	6	7	8
ALT (m)								

MISSED APPROACH

Climb straight ahead to 400, turn
RIGHT to FL at 900, approach again
or join in holding pattern.

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

MAPt
F

FAF
FL061°

IF
FL035°

333°

5.0%

MDA

600(533)
450

01.110.416.1km

	A	B	C	D	FAF -MAPt 9.3km								
NDB	MDA(H) VIS	295(228) 3700			GS in	kt	80	100	120	140	160	180	
					km/h	150	185	220	260	295	335		
CIRCLING	MDA(H) VIS	330(259) 4300		345(274) 4300	345(274) 4400	Time	min:sec	3:46	3:01	2:31	2:09	1:53	1:40
						Rate of descent m/s	2.1	2.6	3.1	3.6	4.1	4.7	
					Changes: Nil.								

AERODROME CHART

D-ATIS 127.85
TWR 118.35(123.65)
GND 121.6
Delivery 121.725(DCL AVBL)

ZBSJ SHIJIAZHUANG/Zhengding

N38° 16.9'E114° 41.9' ELEV 71.1m

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



ILS/LOC
110.3 IFF
.. .. .

ILS/GP
333.8

CWY
240X150
ELEV 71.1

TML NR.2

TML NR.1

RWY	Direction	Bearing strength
15	153°	PCR 770/R/A/W/T: RWY15/33 CONC PCR 1210/R/C/W/T: TWY C2 PCR 1100/R/B/W/T: TWY B1, B2, H, K, K2 PCR 1090/R/B/W/T: TWY B3-B6, C3, K1 PCR 990/R/B/W/T: TWY B8 PCR 970/R/B/W/T: TWY B PCR 940/R/A/W/T: TWY H1, J, J1 PCR 920/R/B/W/T: TWY A3 PCR 910/R/B/W/T: TWY A4 PCR 890/R/B/W/T: TWY A6 PCR 870/R/B/W/T: TWY C, C1 PCR 840/R/A/W/T: TWY B7 PCR 780/R/A/W/T: TWY B9 PCR 770/R/A/W/T: TWY A1 PCR 750/R/A/W/T: TWY A PCR 720/R/A/W/T: TWY A2 PCR 710/R/A/W/T: TWY A5
33	333°	

Notes:

1. TWY B1,B3&B5 are used for departure A/C exiting the apron;
2. TWY B2,B4&B6 are used for arrival A/C entering into the apron.

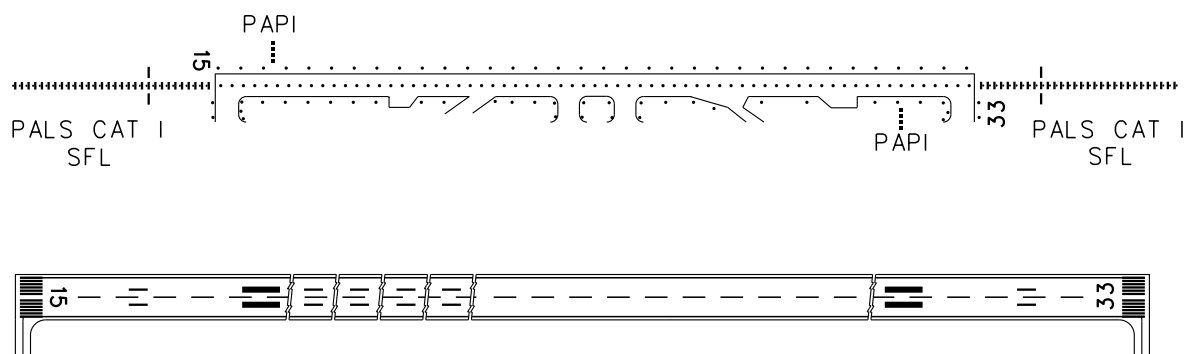
340 0 340 680 1020m

ILS/GP
335.0

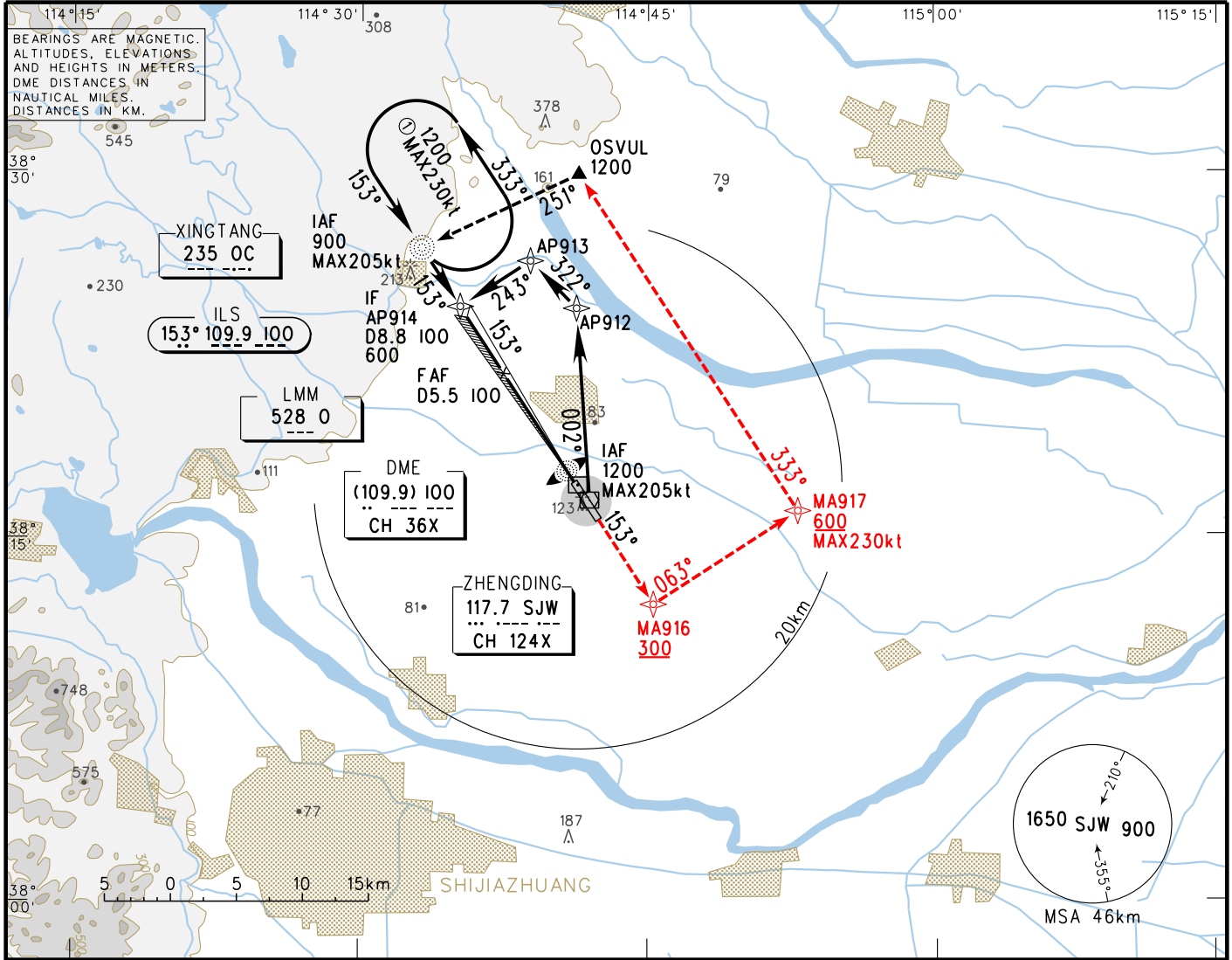
ELEV 67.4

CWY
240X150

ILS/LOC
109.9 100
.. .. .



TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)				LIGHTS			
ACFT Type		RWY15/33		RWY15/33 LVP in force		RWY15	RWY33
		REDL	NIL(Day only)	REDL RCLL RENL RVR			
2 TURB ENG or 3&4 ENG	A	RVR400 VIS800	RVR500 VIS800	HUD RVR150	PALS CAT I SFL PAPI REDL RCLL RENL	PALS CAT I SFL PAPI REDL RCLL RENL	
	B						
	C						
	D						
Other 1&2 ENG		VIS1600					
Note:							
Changes: Engine run-ups stand.							



GP INOP	DME (100) (NM)	7	6	5	4	3	2	1
	ALT (m)			556	459	362	265	

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

IF
AP914
D8.8 100

FAF
GP INOP
D5.5 100

GP INOP
D2.8 100
340(269)

MAPt
GP INOP
D0.7 100

600(529)

450

300

MDA

RDH=16.8

15.8km

9.8

4.8

1.0

0

MISSED APPROACH

Climb straight ahead to MA916 at 300 or above, turn left to MA917 at 600 or above, turn left to OSVUL at 1200, turn left to OC, join holding pattern or by ATC.

	A	B	C	D
ILS/DME DA(H) RVR/VIS	132(60) 550/800	132(60) 550/800	137(65) 550/800	
ILS/DME DA(H) RVR/VIS	132(60) 550/800		137(65) 550/800	
GP INOP MDA(H) VIS	250(179) 2600			
CIRCLING MDA(H) VIS	330(259) 4300	345(274) 4300	345(274) 4400	

FAF-MAPt(GP INOP) 8.8km							
GS in	kt	80	100	120	140	160	180
in	km/h	150	185	220	260	295	335
Time	min:sec	3:31	2:51	2:24	2:02	1:47	1:35
Rate of descent	m/s	420 2.2	530 2.7	640 3.2	740 3.8	850 4.3	960 4.9

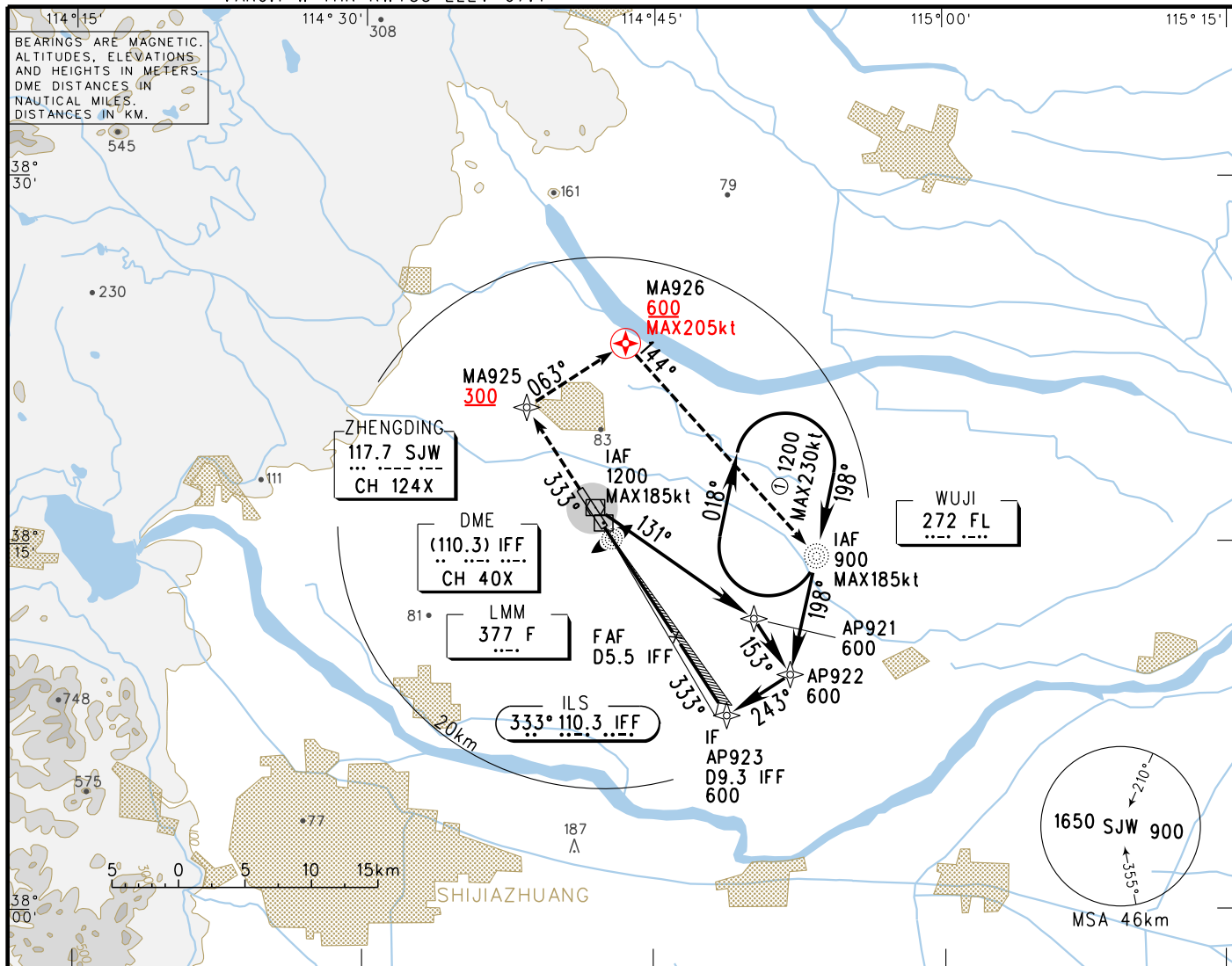
Missed approach gradient

RVR 800m must be implemented when A/C without HUD and AP and FD for ILS/DME approach

Changes: Missed approach procedure.

INSTRUMENT APPROACH CHART-ICAO

D-ATIS 127.85
APP01 120.45(124.75)
APP02 119.125(124.75)
AERODROME ELEV 71.1
THR RWY33 ELEV 67.4
TWR 118.35(123.65)
ZBSJ SHIJIAZHUANG/Zhengding
RNAV ILS/DME z RWY33

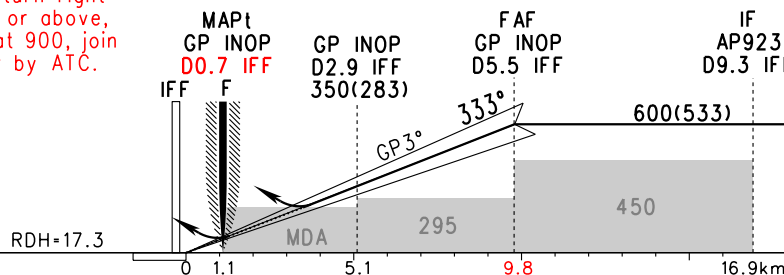


GP INOP	DME (IFF) (NM)	1	2	3	4	5	6	7
	ALT (m)		263	360	457	554		

MISSED APPROACH

Climb straight ahead to MA925
at 300 or above, turn right
to MA926 at 600 or above,
turn right to FL at 900, join
holding pattern or by ATC.

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



	A	B	C	D
ILS/DME DA(H) RVR/VIS ①	128(60) 550/800			
GP INOP MDA(H) VIS	255(188) 2700			
CIRCLING MDA(H) VIS	330(259) 4300	345(274) 4300	345(274) 4400	
HUD Special CAT II				
CAT A,B,C,D	(DH)(30),(RA)(31), RVR350			

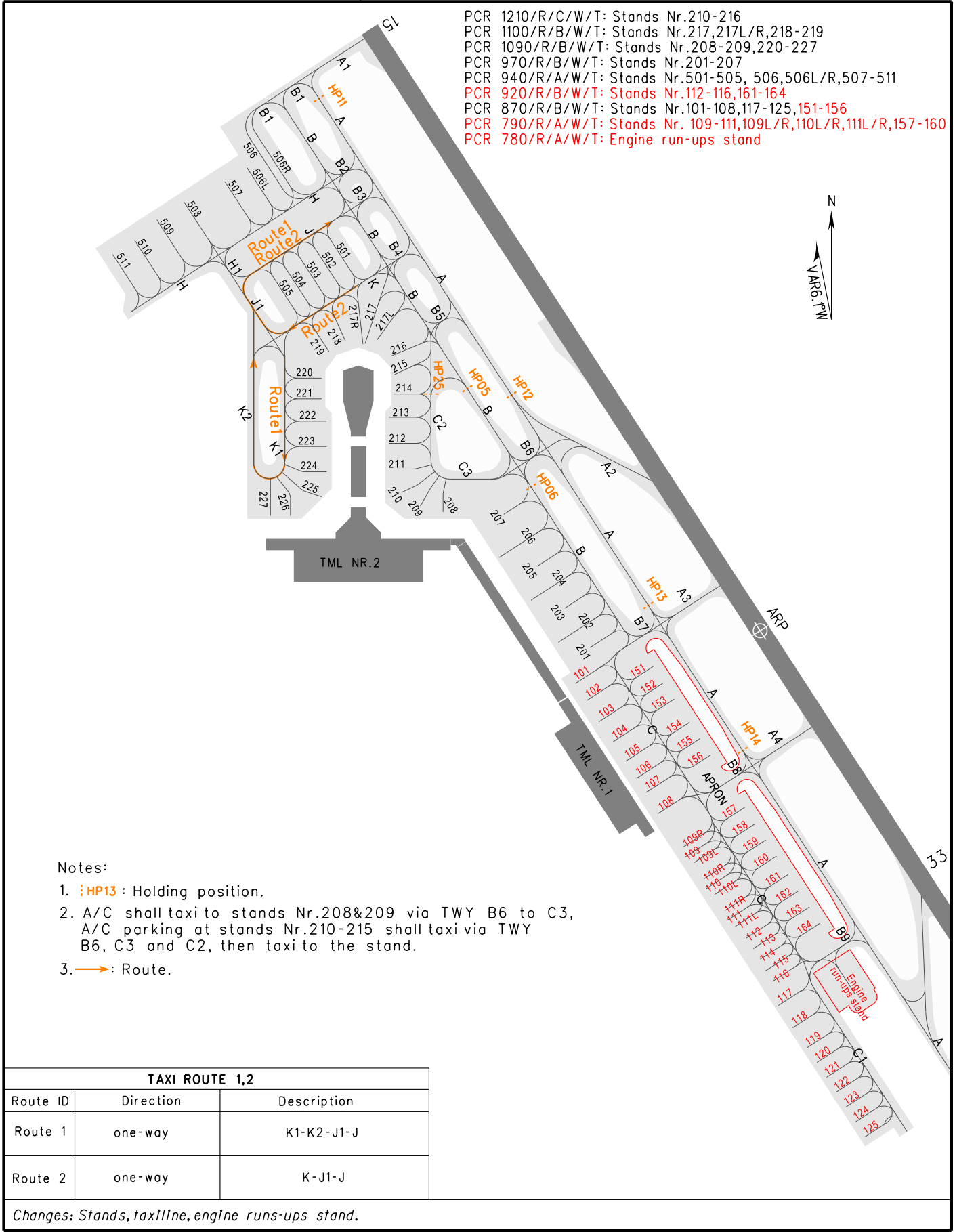
FAF-MAPt(GP INOP) 8.7km							
GS in	kt km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time	min:sec	3:31	2:49	2:21	2:01	1:46	1:34
Rate of descent m/s		420 2.2	530 2.7	640 3.2	740 3.8	850 4.3	960 4.9
①HUD Special CAT I: (DH)(45),(RA)(46),RVR450 RVR 800m must be implemented when A/C without HUD and AP and FD for ILS/DME approach. Changes: Missed approach procedure.							

AIRCRAFT PARKING
CHART-ICAO

D-ATIS 127.85
TWR 118.35(123.65)
GND 121.6
Delivery 121.725(DCL AVBL)

ZBSJ SHIJIAZHUANG/Zhengding

- PCR 1210/R/C/W/T: Stands Nr.210-216
- PCR 1100/R/B/W/T: Stands Nr.217,217L/R,218-219
- PCR 1090/R/B/W/T: Stands Nr.208-209,220-227
- PCR 970/R/B/W/T: Stands Nr.201-207
- PCR 940/R/A/W/T: Stands Nr.501-505, 506,506L/R,507-511
- PCR 920/R/B/W/T: Stands Nr.112-116,161-164
- PCR 870/R/B/W/T: Stands Nr.101-108,117-125,151-156
- PCR 790/R/A/W/T: Stands Nr. 109-111,109L/R,110L/R,111L/R,157-160
- PCR 780/R/A/W/T: Engine run-ups stand



- Notes:
- 1. **HP13** : Holding position.
 - 2. A/C shall taxi to stands Nr.208&209 via TWY B6 to C3, A/C parking at stands Nr.210-215 shall taxi via TWY B6, C3 and C2, then taxi to the stand.
 - 3. **→** : Route.

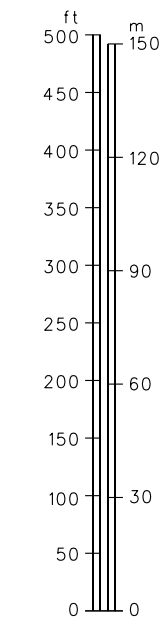
TAXI ROUTE 1,2		
Route ID	Direction	Description
Route 1	one-way	K1-K2-J1-J
Route 2	one-way	K-J1-J

Changes: Stands,taxilline,engine runs-ups stand.

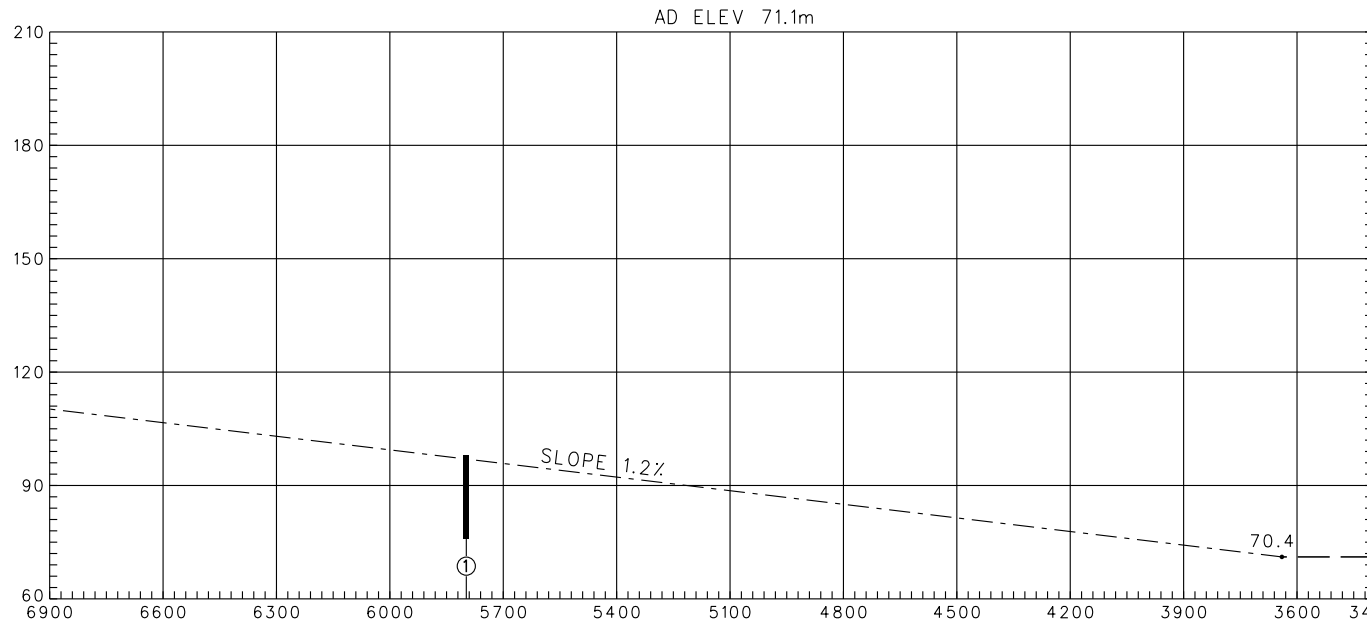
TYPE A(OPERATING LIMITATIONS)

ZBSJ SHIJIAZHUANG/Zhengding

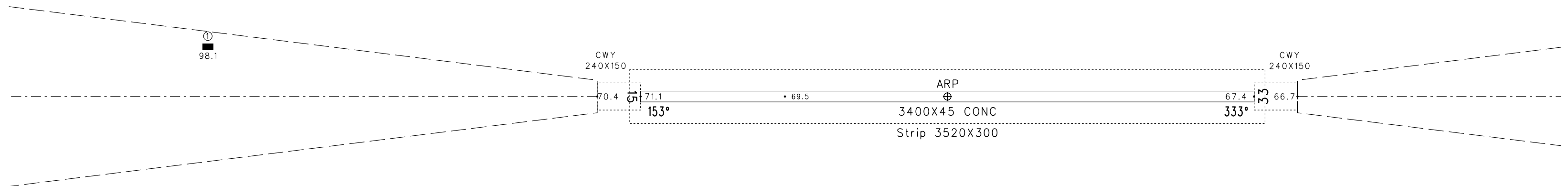
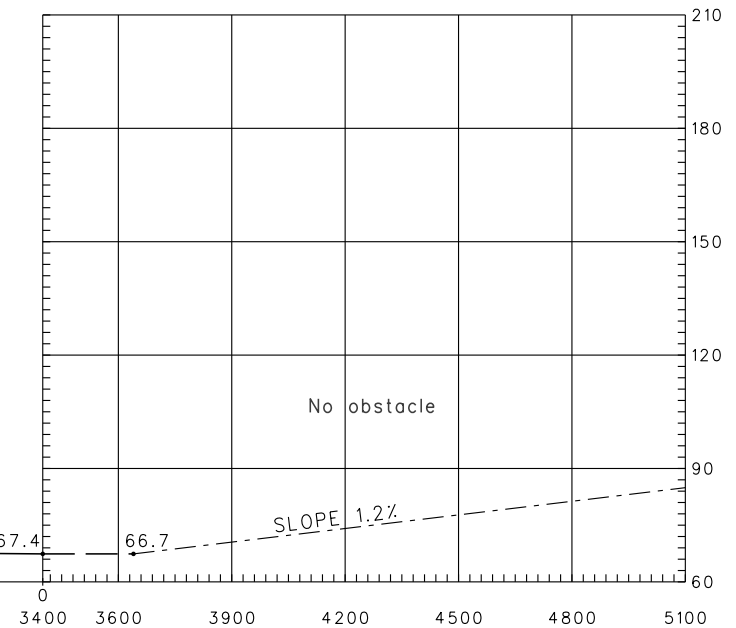
MAGNETIC VARIATION 6.1° W



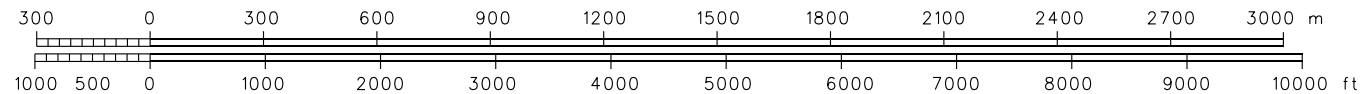
VERTICAL SCALE
1:2000



RWY: 15-33		
RWY15	DECLARED DISTANCES	RWY33
3400	TAKE-OFF RUN AVAILABLE	3400
3640	TAKE-OFF DISTANCE AVAILABLE	3640
3400	ACCELERATE STOP DISTANCE AVAILABLE	3400
3400	LANDING DISTANCE AVAILABLE	3400



1:20000
HORIZONTAL SCALE



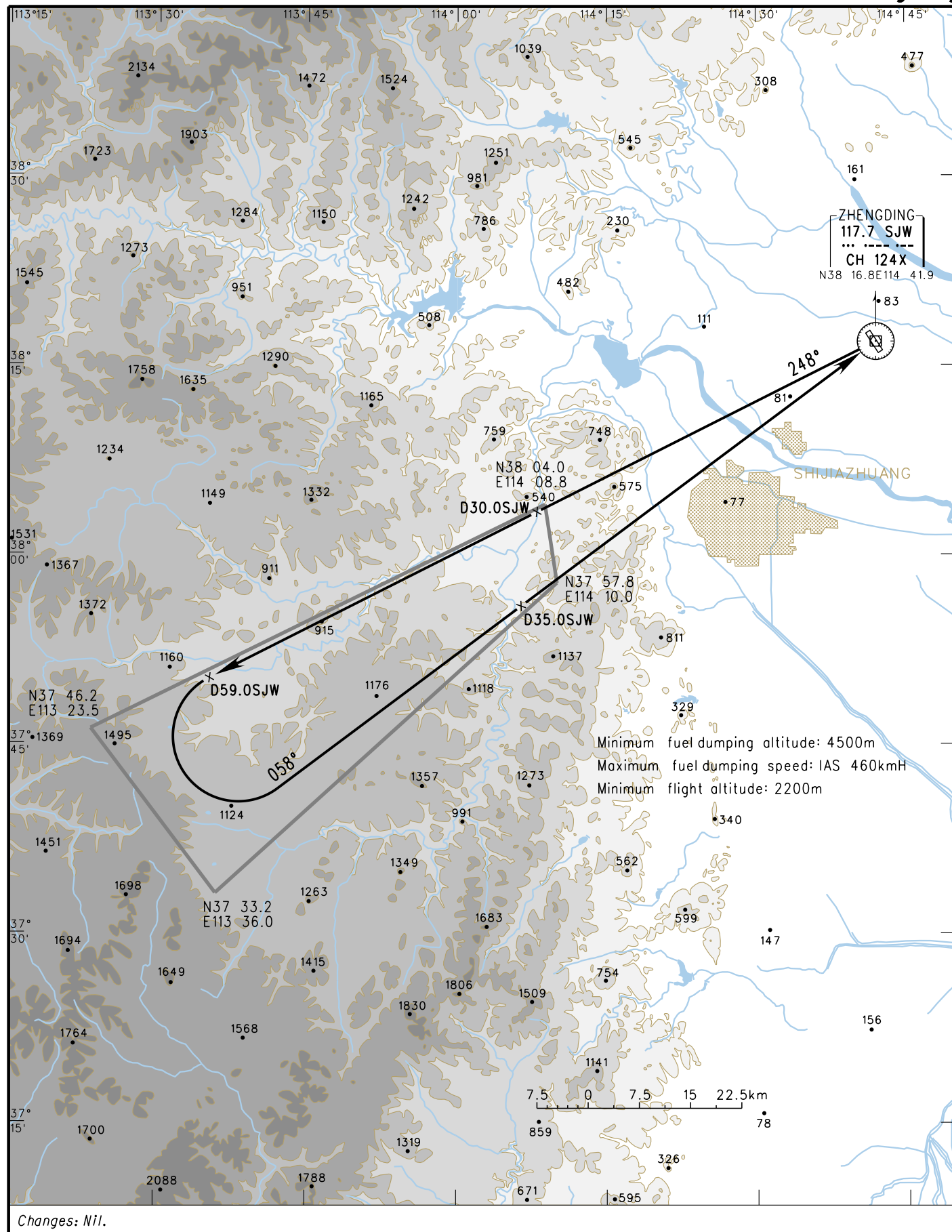
LEGEND	
①	OBST NR
■	BUILD OR LARGE STRUCTURE

AMENDMENT RECORD		
NR	DATE	ENTERED BY

Changes: New chart.

FUEL DUMPING AREA

ZBSJ SHIJIAZHUANG/Zhengding

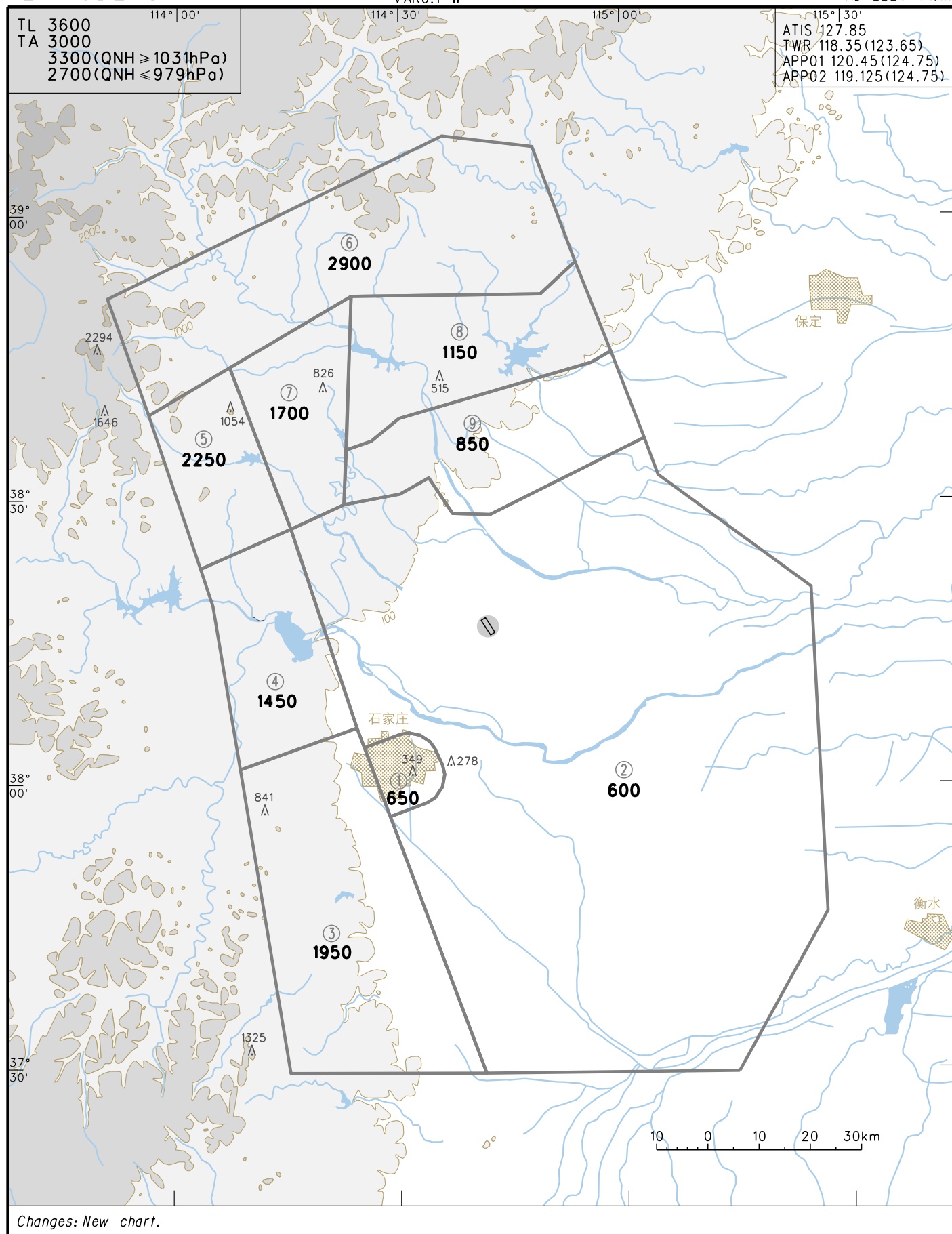


ATC SURVEILLANCE MINIMUM ALTITUDE CHART

ZBSJ SHIJIAZHUANG/Zhengding

VAR 6.1° W

AD ELEV 71.1m



STANDARD DEPARTURE CHART-INSTRUMENT

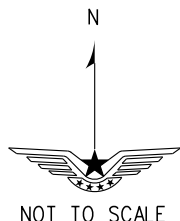
D-ATIS 127.85
APP01 120.45 (124.75)
APP02 119.125 (124.75)
VAR6.1° W TWR 118.35 (123.65)

ZBSJ SHIJIAZHUANG/Zhengding
RWY15(AREKU/UKMIS)

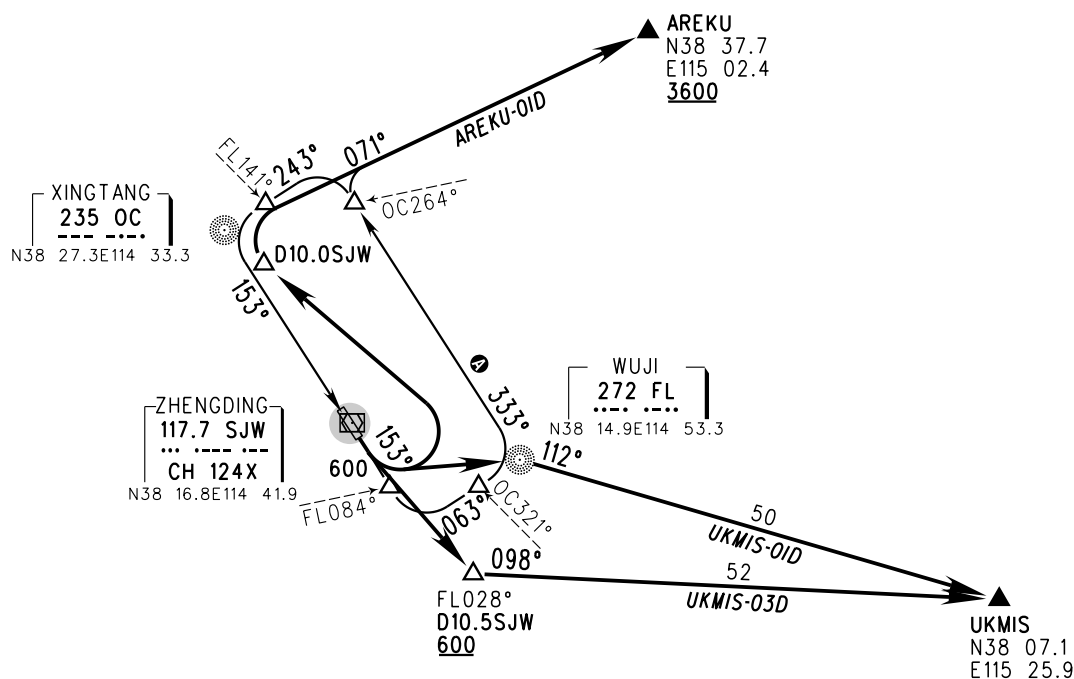
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

This chart used by ATC

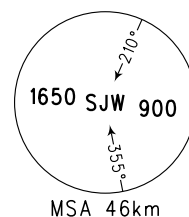
TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)



Departure turn MAX IAS380km/h



- A** Departure spiral climb procedure:
climb straight after departure, fly to FL084° and turn LEFT,
along bearing 063° to FL, fly to OC321° and turn LEFT, along
bearing 333° from FL to OC264° and turn LEFT, along bearing
243° to OC, fly to FL141° and turn LEFT, along bearing 153°
from OC to FL084° and turn LEFT, continue to spiral climb,
follow ATC instructions to join in en-route flight until climbing
to ATC designated altitude.



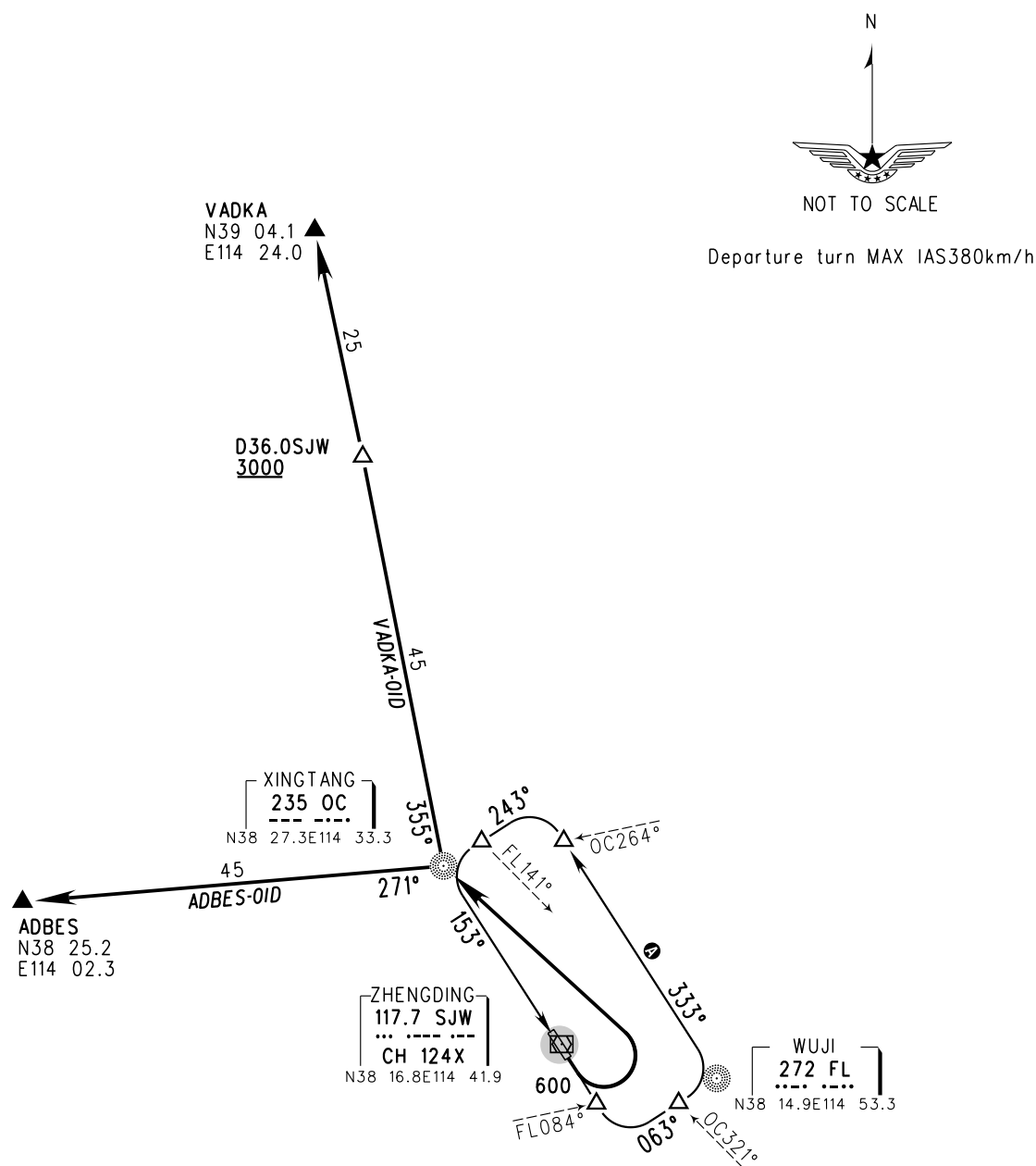
Changes: Note, chart symbol.

D-ATIS 127.85
APP01 120.45 (124.75)
APP02 119.125 (124.75)
TWR 118.35 (123.65)

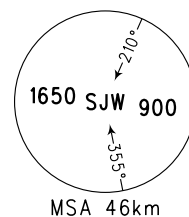
RWY15(ADBS/VADKA)

This chart used by ATC

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



A Departure spiral climb procedure:
climb straight after departure, fly to FL084° and turn LEFT,
along bearing 063° to FL, fly to OC321° and turn LEFT, along
bearing 333° from FL to OC264° and turn LEFT, along bearing
243° to OC, fly to FL141° and turn LEFT, along bearing 153°
from OC to FL084° and turn LEFT, continue to spiral climb,
follow ATC instructions to join in en-route flight until climbing
to ATC designated altitude.



Changes: Note, chart symbol.

STANDARD DEPARTURE CHART-INSTRUMENT

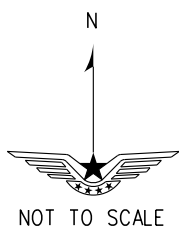
D-ATIS 127.85
APP01 120.45 (124.75)
APP02 119.125 (124.75)
VAR6.1° W TWR 118.35 (123.65)

ZBSJ SHIJIAZHUANG/Zhengding
RWY33(AREKU/UKMIS)

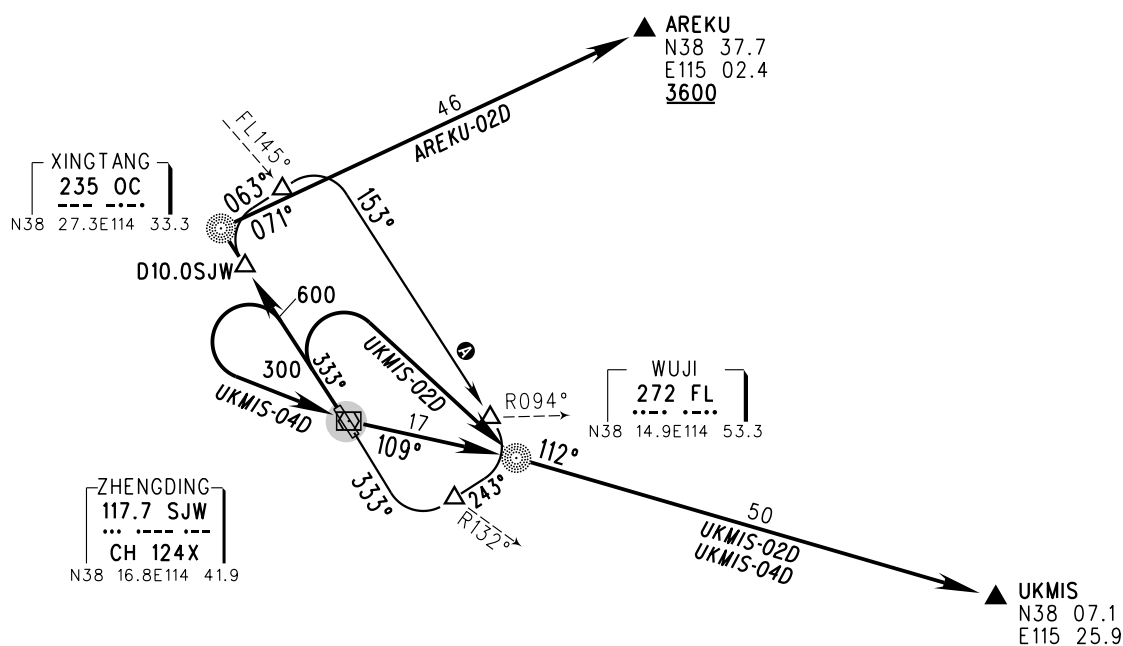
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

This chart used by ATC

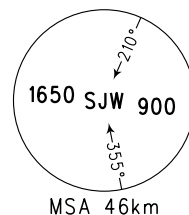
TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)



Departure turn MAX IAS380km/h



- A** Departure spiral climb procedure:
climb straight after departure, fly to D10.0SJW and turn RIGHT,
along bearing 063° from OC to FL145°, turn RIGHT and
along bearing 153° to FL, fly to R094° SJW and turn RIGHT,
along bearing 243° from FL to R132° SJW and turn RIGHT,
along bearing 333° to OC, fly to D10.0SJW and turn RIGHT,
continue to spiral climb, follow ATC instructions to join in en-route
flight until climbing to ATC designated altitude.



Changes: Note, chart symbol.

STANDARD DEPARTURE CHART-INSTRUMENT

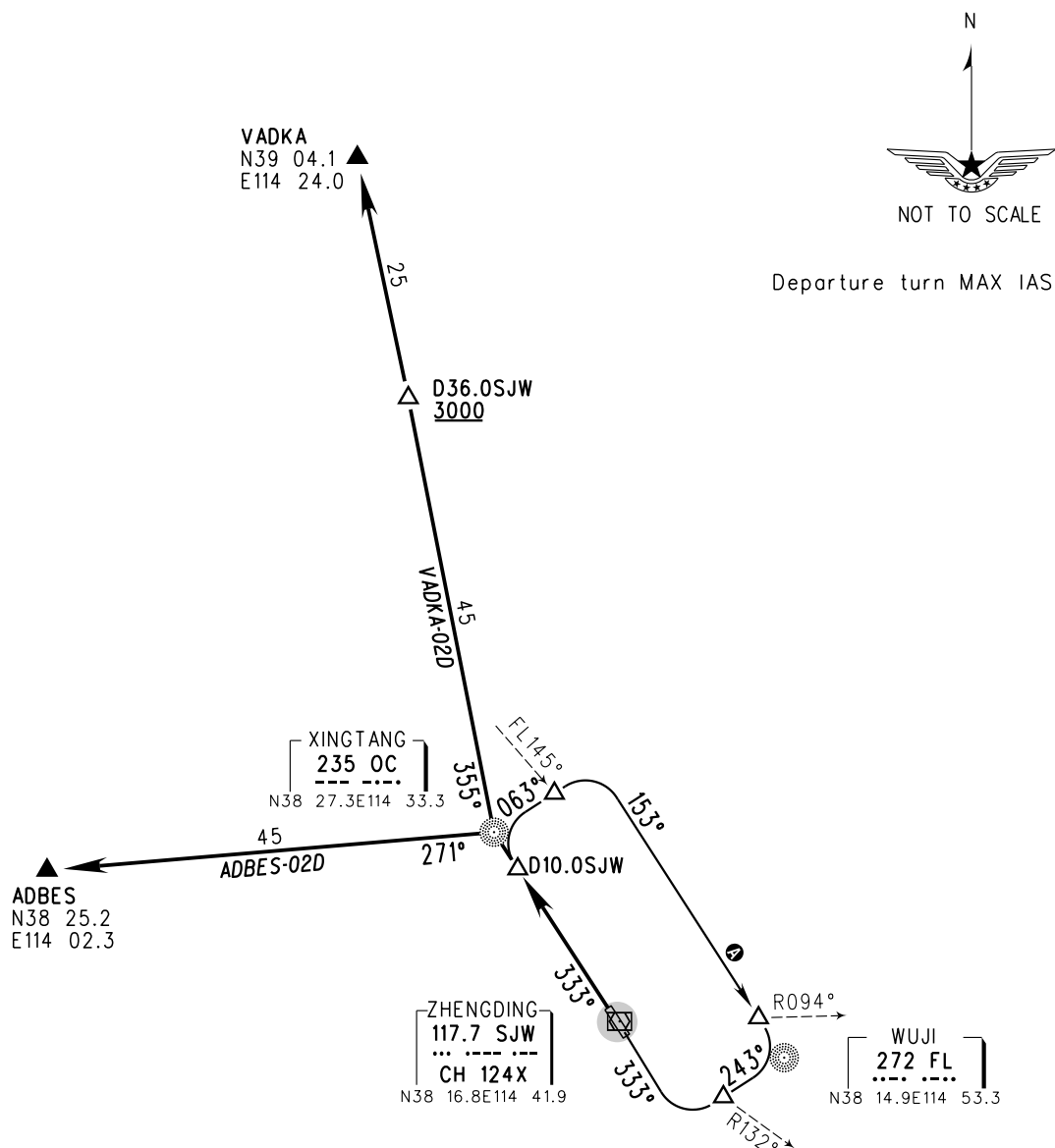
D-ATIS 127.85
APP01 120.45 (124.75)
APP02 119.125 (124.75)
VAR6.1° W TWR 118.35 (123.65)

ZBSJ SHIJIAZHUANG/Zhengding
RWY33(ADBES/VADKA)

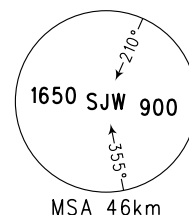
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

This chart used by ATC

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



- A** Departure spiral climb procedure:
climb straight after departure, fly to D10.0SJW and turn RIGHT,
along bearing 063° from OC to FL145°, turn RIGHT and
along bearing 153° to FL, fly to R094° SJW and turn RIGHT,
along bearing 243° from FL to R132° SJW and turn RIGHT,
along bearing 333° to OC, fly to D10.0SJW and turn RIGHT,
continue to spiral climb, follow ATC instructions to join in en-route
flight until climbing to ATC designated altitude.



Changes: Note, chart symbol.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR6.1° W

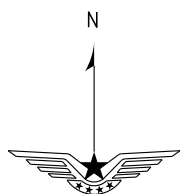
D-ATIS 127.85
APP01 120.45 (124.75)
APP02 119.125 (124.75)
TWR 118.35 (123.65)

ZBSJ SHIJIAZHUANG/Zhengding

RNAV RWY15(AREKU/UKMIS)

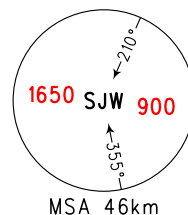
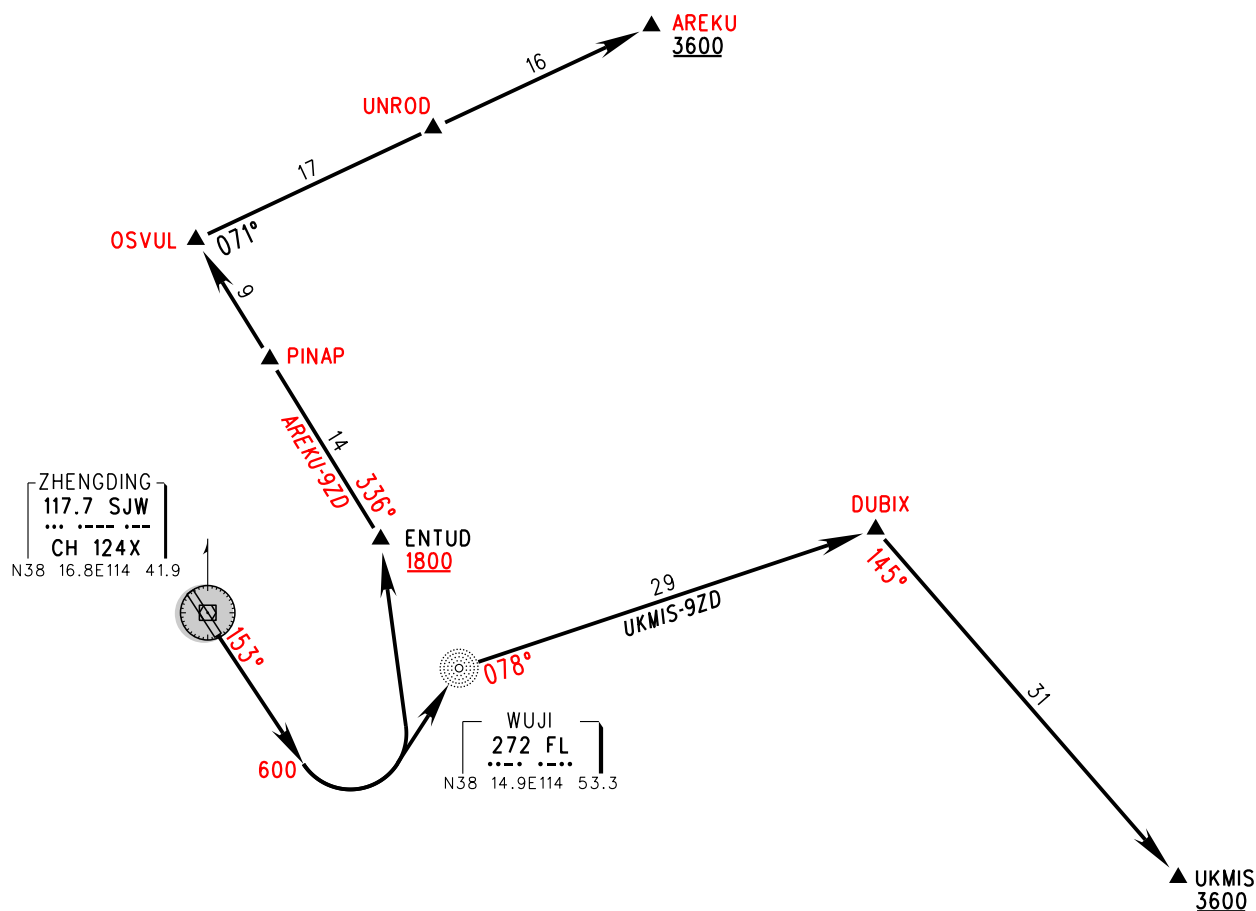
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

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



NOT TO SCALE

RNAV1
GNSS, RADAR REQUIRED



Changes: VAR, procedure, MSA.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR6.1° W

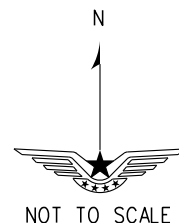
D-ATIS 127.85
APP01 120.45 (124.75)
APP02 119.125 (124.75)
TWR 118.35 (123.65)

ZBSJ SHIJIAZHUANG/Zhengding

RNAV RWY15(ADBES/VADKA)

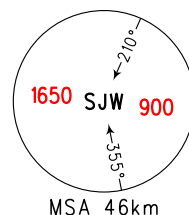
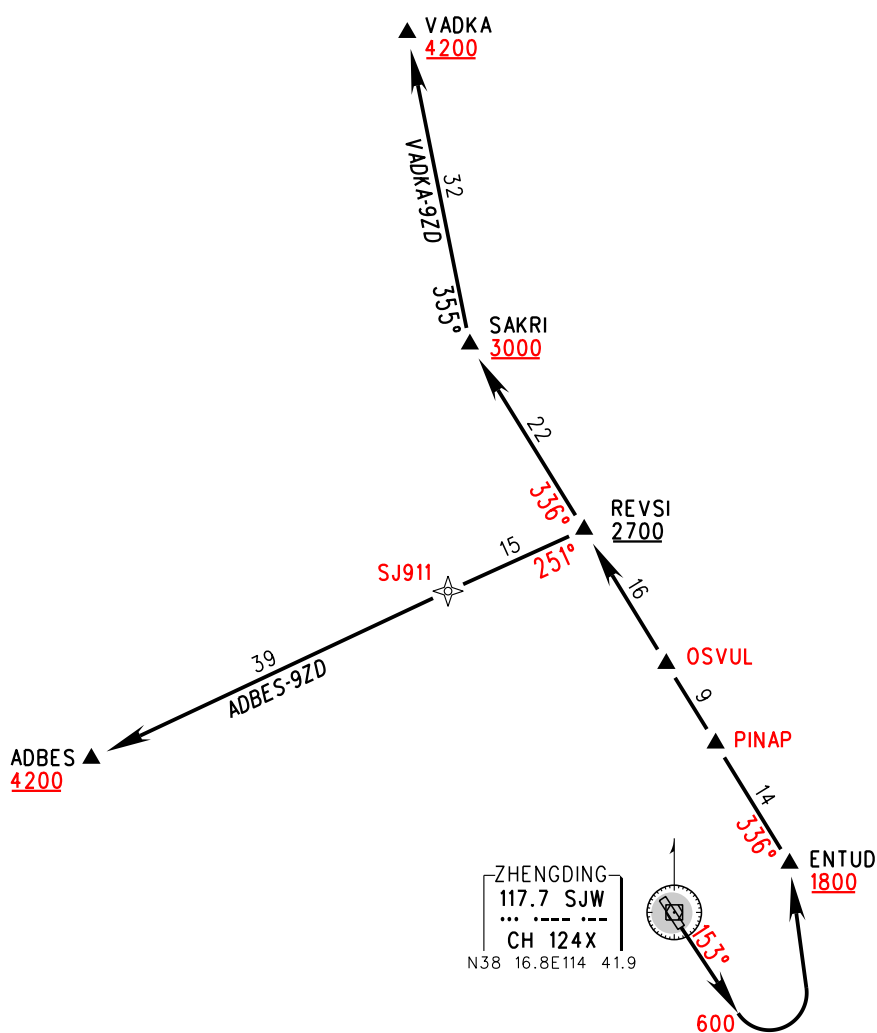
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

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



NOT TO SCALE

RNAV1
GNSS, RADAR REQUIRED



Changes: VAR, procedure, MSA.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR 6.1° W

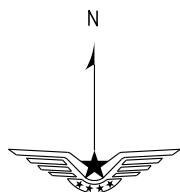
D-ATIS 127.85
APP01 120.45 (124.75)
APP02 119.125 (124.75)
TWR 118.35 (123.65)

ZBSJ SHIJIAZHUANG/Zhengding

RNAV RWY33(AREKU/UKMIS)

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

RNAV1
GNSS, RADAR REQUIRED

XINGTANG
235 OC
N38 27.3E114 33.3

1200

OSVUL

UNROD

071°

AREKU-BZD

AREKU
3600

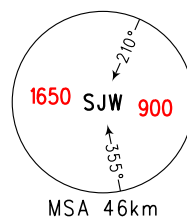
UKMIS-BZD

DUBIX

145°

UKMIS
3600

ZHENGding
117.7 SJW
CH 124X
N38 16.8E114 41.9



Changes: VAR, procedure, MSA.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR6.1° W

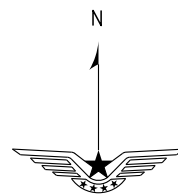
D-ATIS 127.85
APP01 120.45 (124.75)
APP02 119.125 (124.75)
TWR 118.35 (123.65)

ZBSJ SHIJIAZHUANG/Zhengding

RNAV Rwy33(ADBES/VADKA)

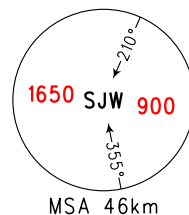
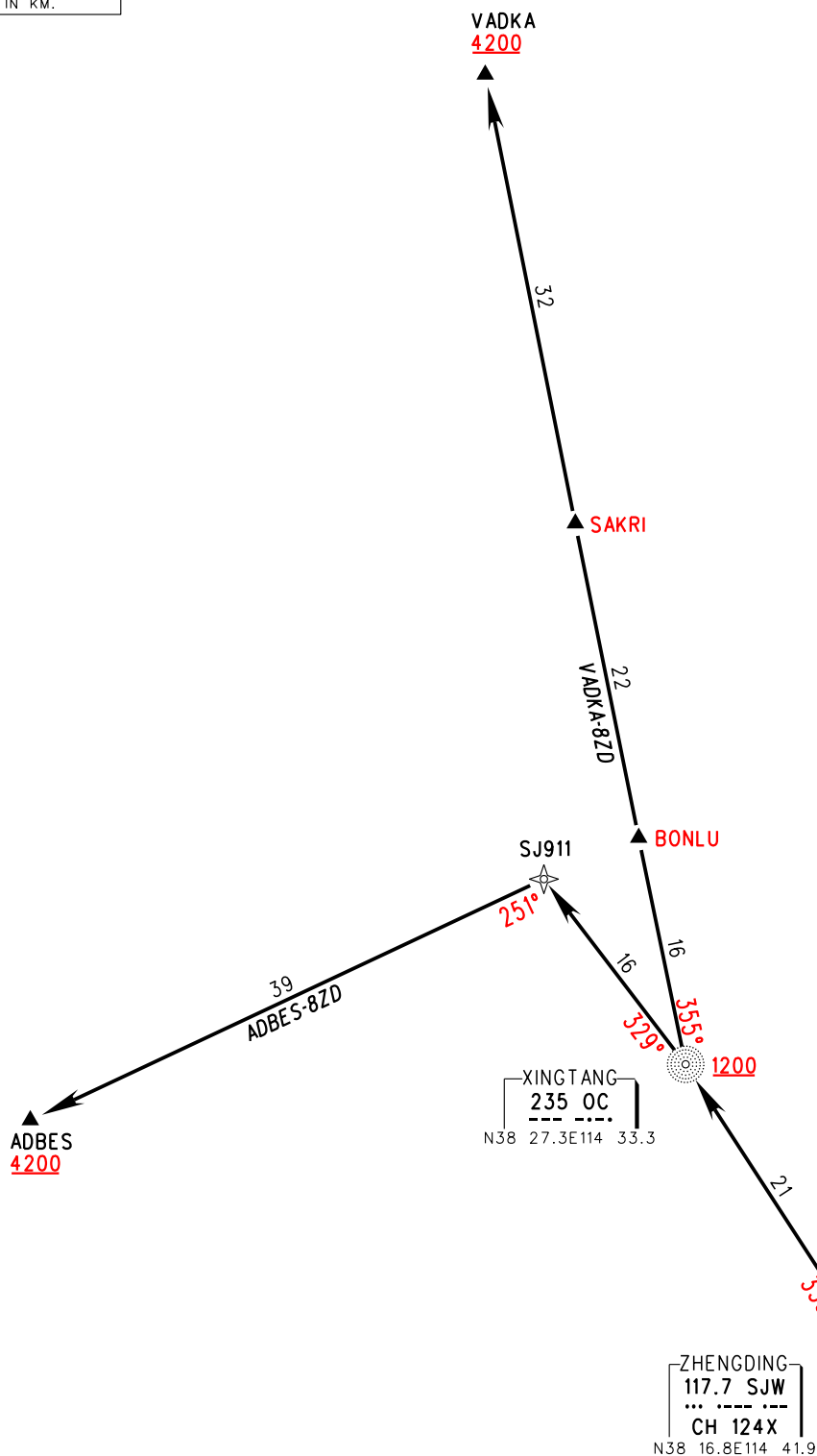
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

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



NOT TO SCALE

RNAV1
GNSS, RADAR REQUIRED



Changes: VAR, procedure, MSA.

STANDARD ARRIVAL CHART-INSTRUMENT

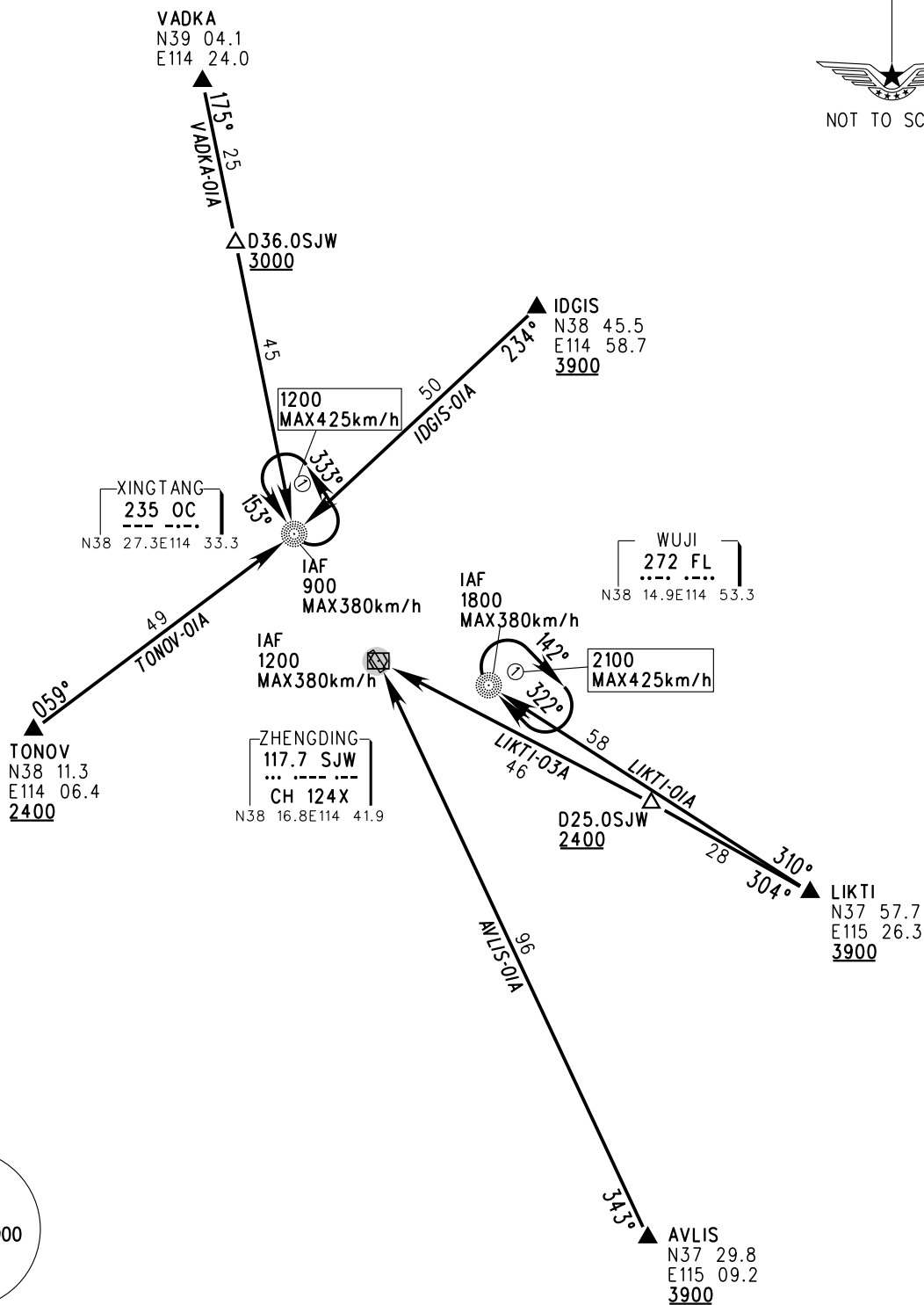
D-ATIS 127.85
APP01 120.45(124.75)
APP02 119.125(124.75)
VAR6.1° W TWR 118.35(123.65)

ZBSJ SHIJIAZHUANG/Zhengding
RWY15

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

This chart used by ATC

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



STANDARD ARRIVAL
CHART-INSTRUMENT

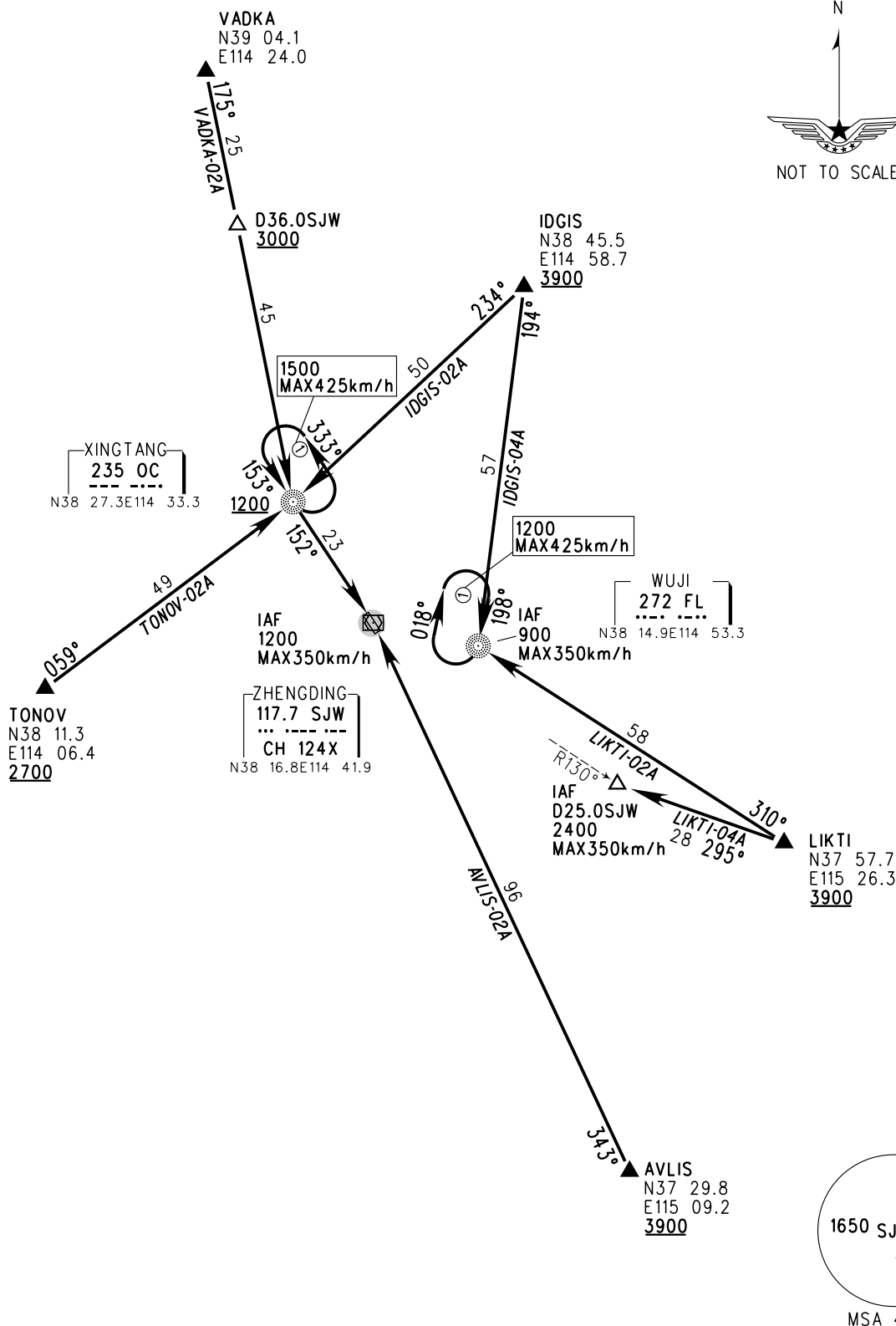
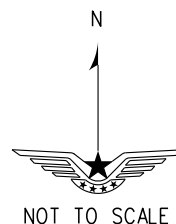
D-ATIS 127.85
APP01 120.45(124.75)
APP02 119.125(124.75)
VAR6.1° W TWR 118.35(123.65)

ZBSJ SHIJIAZHUANG/Zhengding
RWY33

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

This chart used by ATC

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



STANDARD ARRIVAL CHART-INSTRUMENT

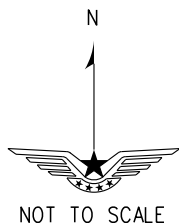
VAR6.1° W

D-ATIS 127.85
APP01 120.45(124.75)
APP02 119.125(124.75)
TWR 118.35(123.65)

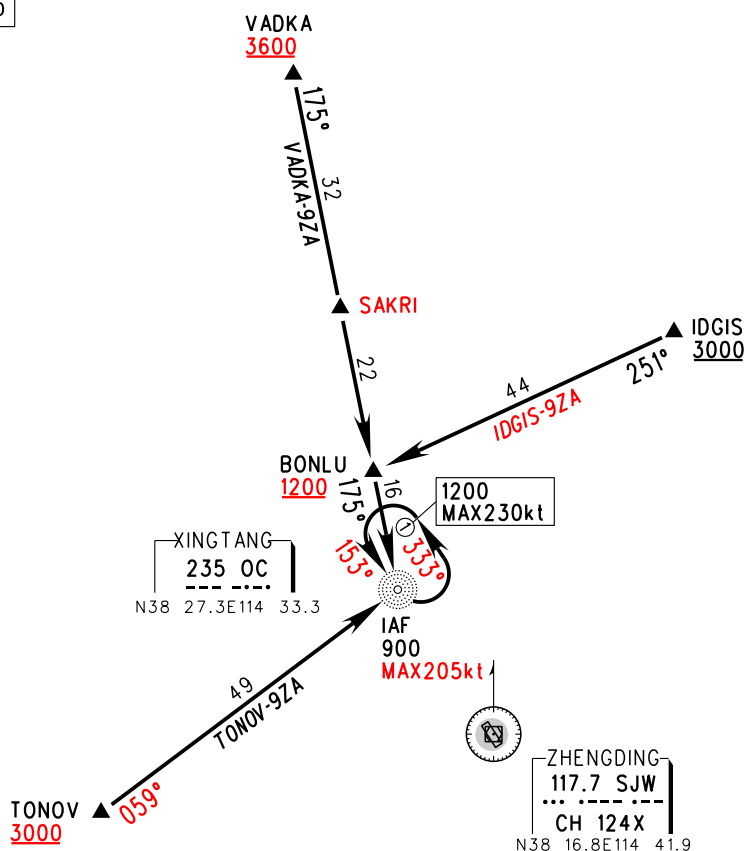
ZBSJ SHIJIAZHUANG/Zhengding
RNAV RWY15(IDGIS/TONOV/VADKA)

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)



RNAV1
GNSS, RADAR REQUIRED



Changes: VAR, procedure, MSA.

STANDARD ARRIVAL CHART-INSTRUMENT

D-ATIS 127.85
APP01 120.45(124.75)
APP02 119.125(124.75)
TWR 118.35(123.65)

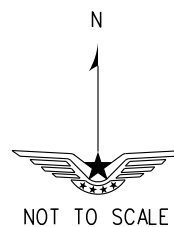
ZBSJ SHIJIAZHANG/Zhengding

RNAV RWY15(AVLIS/LIKTI)

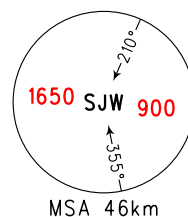
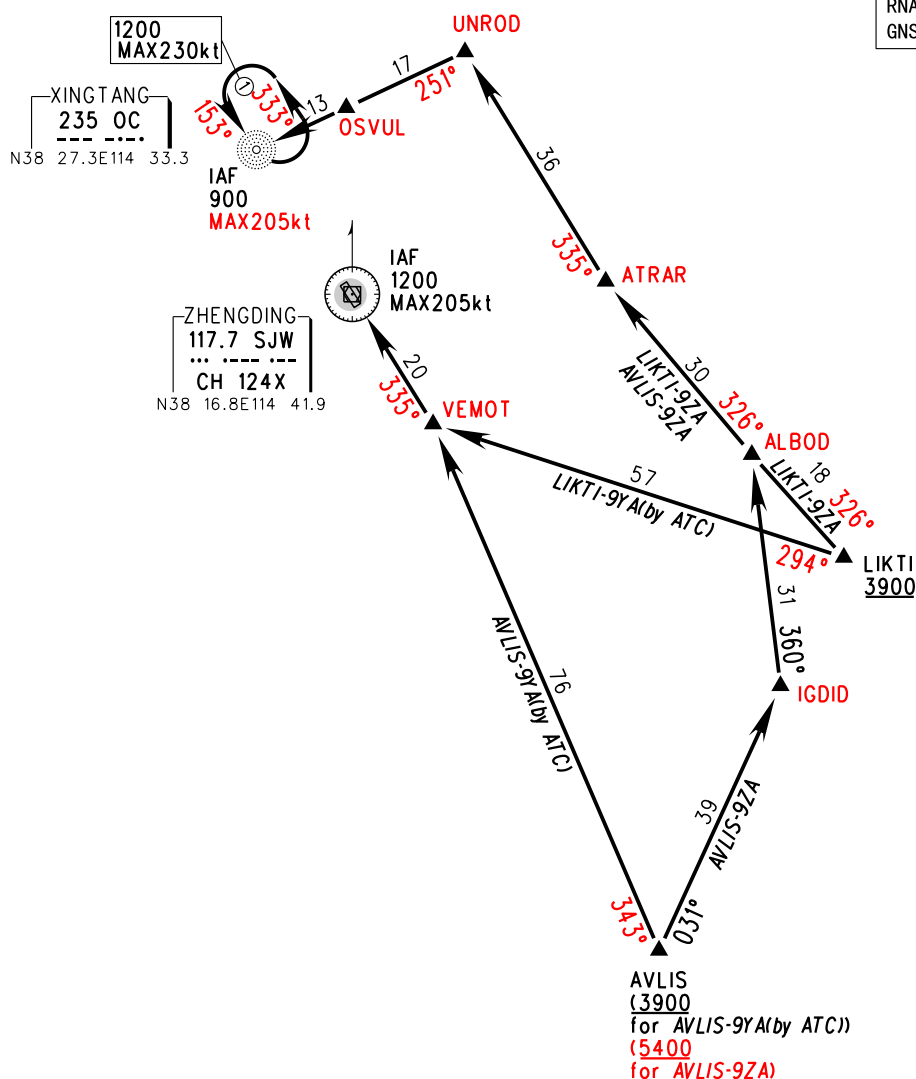
VAR6.1° W

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)



RNAV1
GNSS, RADAR REQUIRED



Changes: VAR, procedure, MSA.

STANDARD ARRIVAL CHART-INSTRUMENT

D-ATIS 127.85
APP01 120.45 (124.75)
APP02 119.125 (124.75)
TWR 118.35 (123.65)

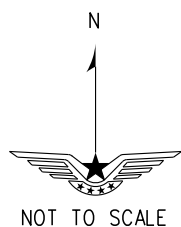
ZBSJ SHIJIAZHUANG/Zhengding
RNAV RWY33(IDGIS/VADKA)

VAR6.1° W

RNAV RWY33(IDGIS/VADKA)

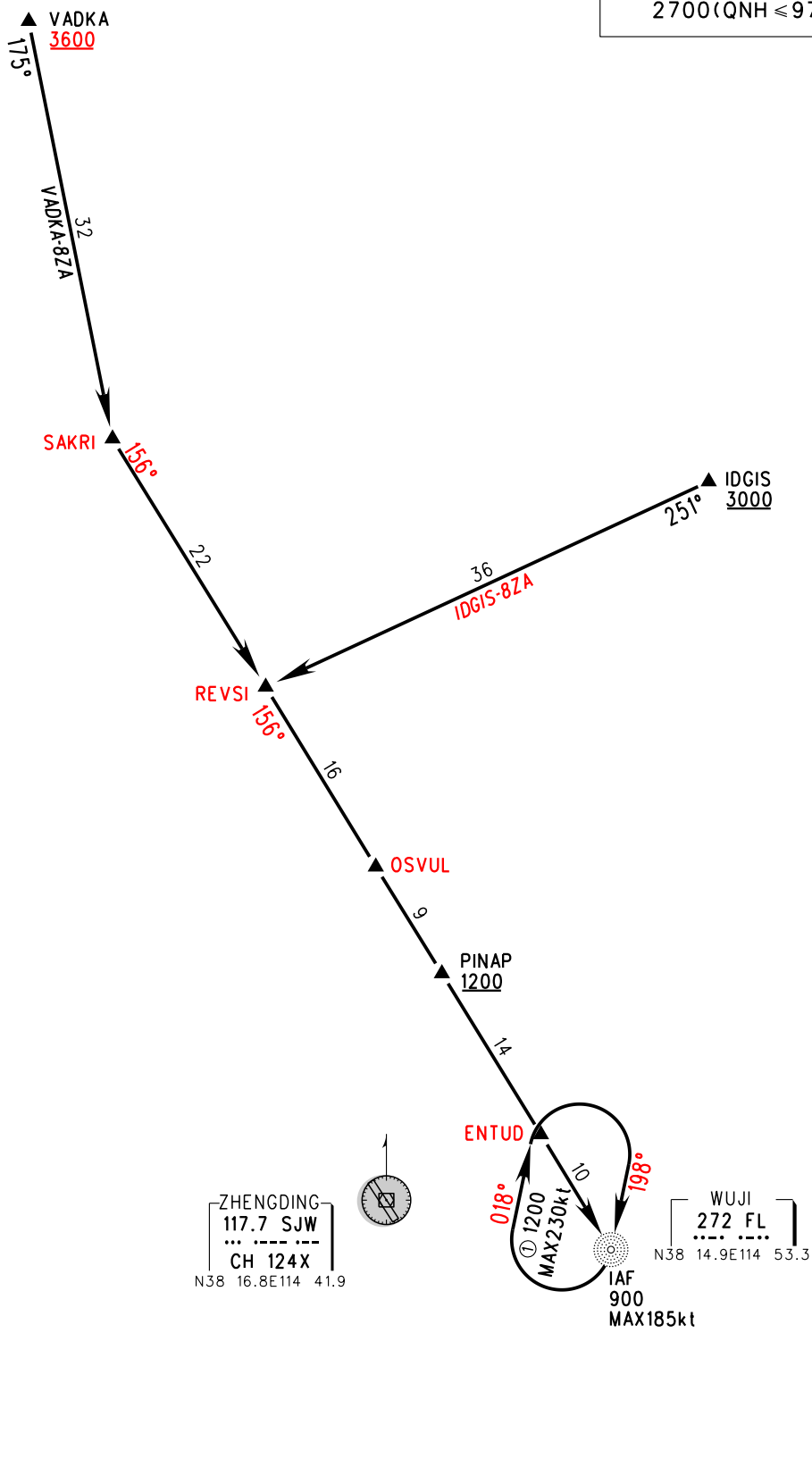
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

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



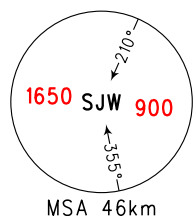
NOT TO SCALE

RNAV1
GNSS, RADAR REQUIRED



ZHENGDDING
117.7 SJW
CH 124 X
N38 16.8E114 41.9

WUJI
272 FL
N38 14.9E114 53.3



Changes: VAR, procedure, MSA.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR 6.1° W

D-ATIS 127.85
APP01 120.45(124.75)
APP02 119.125(124.75)
TWR 118.35(123.65)

ZBSJ SHIJIAZHUANG/Zhengding

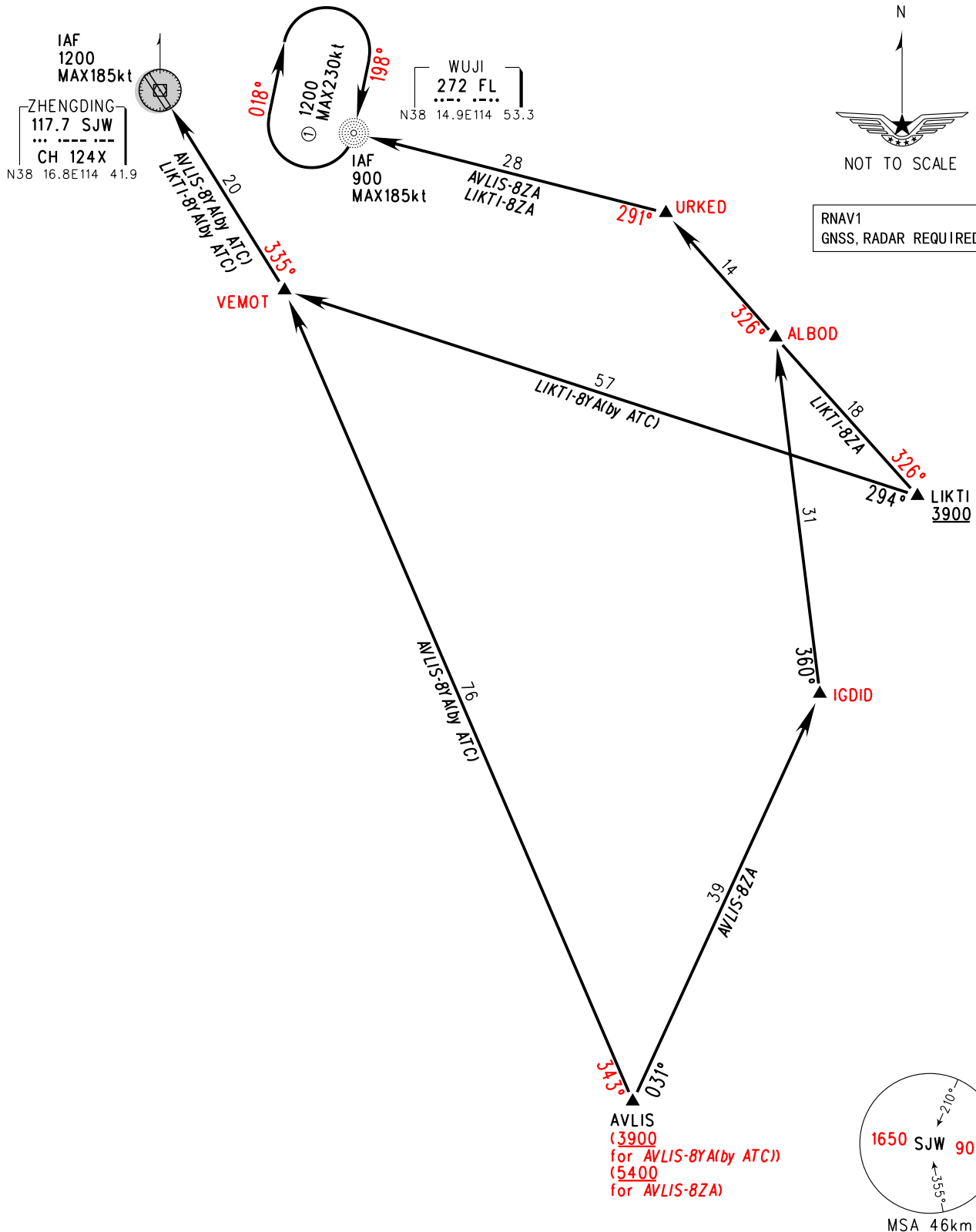
RNAV RWY33(AVLIS/LIKTI)

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)



RNAV1
GNSS, RADAR REQUIRED



Changes: VAR, procedure, MSA.

STANDARD ARRIVAL CHART-INSTRUMENT

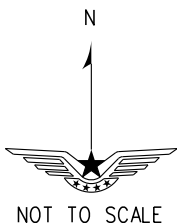
VAR6.1° W

D-ATIS 127.85
APP01 120.45 (124.75)
APP02 119.125 (124.75)
TWR 118.35 (123.65)

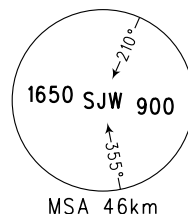
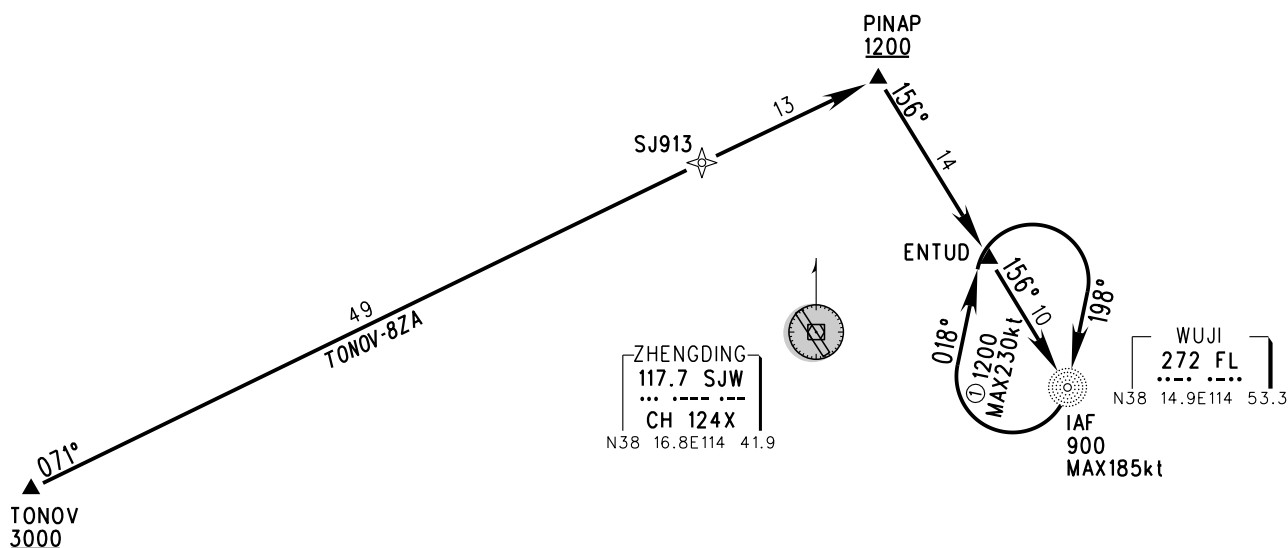
ZBSJ SHIJIAZHUANG/Zhengding
RNAV RWY33(TONOV)

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)



RNAV1
GNSS, RADAR REQUIRED



Changes: New chart.

WAYPOINT LIST

SHIJIAZHUANG/Zhengding

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
AP912	N38° 24'44"E114° 41'23"	LIKTI	N37° 57'44"E115° 26'16"		
AP913	N38° 26'41"E114° 39'00"	OSVUL	N38° 30'13"E114° 41'33"		
AP914	N38° 24'50"E114° 35'20"	PINAP	N38° 25'56"E114° 44'53"		
		REVSI	N38° 37'26"E114° 35'59"		
AP921	N38° 12'19"E114° 50'08"	SAKRI	N38° 47'23"E114° 28'12"		
AP922	N38° 10'02"E114° 51'59"	TONOV	N38° 11'20"E114° 06'24"		
AP923	N38° 08'23"E114° 48'42"	UKMIS	N38° 07'05"E115° 25'51"		
		UNROD	N38° 34'09"E114° 52'23"		
MA916	N38° 12'35.8"E114° 45'16.9"	URKED	N38° 11'00"E115° 11'42"		
MA917	N38° 16'23.5"E114° 52'48.9"	VADKA	N39° 04'06"E114° 23'58"		
		VEMOT	N38° 07'34"E114° 49'15"		
MA925	N38° 20'58"E114° 38'29"				
MA926	N38° 23'32.9"E114° 43'36.3"				
SJ911	N38° 34'09"E114° 26'40"				
SJ913	N38° 22'57"E114° 36'51"				
FL	N38° 14.9'E114° 53.3'				
OC	N38° 27.3'E114° 33.3'				
SJW	N38° 16.8'E114° 41.9'				
ADBES	N38° 25'11"E114° 02'20"				
ALBOD	N38° 05'10"E115° 18'04"				
AREKU	N38° 37'44"E115° 02'22"				
ATRAR	N38° 17'40"E115° 05'00"				
AVLIS	N37° 29'48"E115° 09'13"				
BONLU	N38° 35'41"E114° 31'10"				
DUBIX	N38° 19'40"E115° 12'20"				
ENTUD	N38° 19'28"E114° 49'52"				
IDGIS	N38° 45'32"E114° 58'40"				
IGDID	N37° 48'37"E115° 20'24"				
Changes: New chart.					

DATABASE CODING TABLE

SHIJIAZHUANG/Zhengding

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY15 SID AREKU-9ZD								
CA			153		600			RNAV1
DF	ENTUD			L	<u>1800</u>			RNAV1
TF	PINAP							RNAV1
TF	OSVUL							RNAV1
TF	UNROD							RNAV1
TF	AREKU				<u>3600</u>			RNAV1
RWY15 SID UKMIS-9ZD								
CA			153		600			RNAV1
DF	FL			L				RNAV1
TF	DUBIX							RNAV1
TF	UKMIS				<u>3600</u>			RNAV1
RWY15 SID ADBES-9ZD								
CA			153		600			RNAV1
DF	ENTUD			L	<u>1800</u>			RNAV1
TF	PINAP							RNAV1
TF	OSVUL							RNAV1
TF	REVSI				<u>2700</u>			RNAV1
TF	SJ911							RNAV1
TF	ADBES				<u>4200</u>			RNAV1
RWY15 SID VADKA-9ZD								
CA			153		600			RNAV1
DF	ENTUD			L	<u>1800</u>			RNAV1
TF	PINAP							RNAV1
TF	OSVUL							RNAV1
TF	REVSI				<u>2700</u>			RNAV1
TF	SAKRI				<u>3000</u>			RNAV1
TF	VADKA				<u>4200</u>			RNAV1
RWY33 SID AREKU-8ZD								
CF	OC		333		<u>1200</u>			RNAV1
TF	OSVUL							RNAV1
TF	UNROD							RNAV1
TF	AREKU				<u>3600</u>			RNAV1
RWY33 SID UKMIS-8ZD								
CF	OC		333		<u>1200</u>			RNAV1
TF	OSVUL							RNAV1
TF	UNROD							RNAV1
TF	DUBIX							RNAV1
TF	UKMIS				<u>3600</u>			RNAV1
Changes: New chart.								

DATABASE CODING TABLE

SHIJIAZHUANG/Zhengding

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY33 SID ADBES-8ZD								
CF	OC		333		1200			RNAV1
TF	SJ911							RNAV1
TF	ADBES				4200			RNAV1
RWY33 SID VADKA-8ZD								
CF	OC		333		1200			RNAV1
TF	BONLU							RNAV1
TF	SAKRI							RNAV1
TF	VADKA				4200			RNAV1
RWY15 STAR IDGIS-9ZA								
IF	IDGIS				3000			RNAV1
TF	BONLU				1200			RNAV1
TF	OC				900	MAX205		RNAV1
RWY15 STAR TONOV-9ZA								
IF	TONOV				3000			RNAV1
TF	OC				900	MAX205		RNAV1
RWY15 STAR VADKA-9ZA								
IF	VADKA				3600			RNAV1
TF	SAKRI							RNAV1
TF	BONLU				1200			RNAV1
TF	OC				900	MAX205		RNAV1
RWY15 STAR AVLIS-9ZA								
IF	AVLIS				5400			RNAV1
TF	IGDID							RNAV1
TF	ALBOD							RNAV1
TF	ATRAR							RNAV1
TF	UNROD							RNAV1
TF	OSVUL							RNAV1
TF	OC				900	MAX205		RNAV1
RWY15 STAR AVLIS-9YA(BY ATC)								
IF	AVLIS				3900			RNAV1
TF	VEMOT							RNAV1
TF	SJW				1200	MAX205		RNAV1
RWY15 STAR LIKTI-9ZA								
IF	LIKTI				3900			RNAV1
TF	ALBOD							RNAV1
TF	ATRAR							RNAV1
TF	UNROD							RNAV1
TF	OSVUL							RNAV1
Changes: New chart.								

DATABASE CODING TABLE

SHIJIAZHUANG/Zhengding

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	OC				900	MAX205		RNAV1
RWY15 STAR LIKTI-9YA(BY ATC)								
IF	LIKTI				<u>3900</u>			RNAV1
TF	VEMOT							RNAV1
TF	SJW				1200	MAX205		RNAV1
RWY15 Holding(Outbound Time:1min)								
HM	OC	Y	153	L	1200	MAX230		RNAV1
RWY33 STAR IDGIS-8ZA								
IF	IDGIS				<u>3000</u>			RNAV1
TF	REVSI							RNAV1
TF	OSVUL							RNAV1
TF	PINAP				<u>1200</u>			RNAV1
TF	ENTUD							RNAV1
TF	FL				900	MAX185		RNAV1
RWY33 STAR VADKA-8ZA								
IF	VADKA				<u>3600</u>			RNAV1
TF	SAKRI							RNAV1
TF	REVSI							RNAV1
TF	OSVUL							RNAV1
TF	PINAP				<u>1200</u>			RNAV1
TF	ENTUD							RNAV1
TF	FL				900	MAX185		RNAV1
RWY33 STAR AVLIS-8ZA								
IF	AVLIS				<u>5400</u>			RNAV1
TF	IGDID							RNAV1
TF	ALBOD							RNAV1
TF	URKED							RNAV1
TF	FL				900	MAX185		RNAV1
RWY33 STAR AVLIS-8YA(BY ATC)								
IF	AVLIS				<u>3900</u>			RNAV1
TF	VEMOT							RNAV1
TF	SJW				1200	MAX185		RNAV1
RWY33 STAR LIKTI-8ZA								
IF	LIKTI				<u>3900</u>			RNAV1
TF	ALBOD							RNAV1
TF	URKED							RNAV1
TF	FL				900	MAX185		RNAV1
RWY33 STAR LIKTI-8YA(BY ATC)								
IF	LIKTI				<u>3900</u>			RNAV1

Changes: New chart.

DATABASE CODING TABLE

SHIJIAZHUANG/Zhengding

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	VEMOT							RNAV1
TF	SJW				1200	MAX185		RNAV1
RWY33 STAR TONOV-8ZA								
IF	TONOV				<u>3000</u>			RNAV1
TF	SJ913							RNAV1
TF	PINAP				<u>1200</u>			RNAV1
TF	ENTUD							RNAV1
TF	FL				900	MAX185		RNAV1
RWY33 Holding(Outbound Time:1min)								
HM	FL	Y	198	R	1200	MAX230		RNAV1
RWY15 Approach Transition OC								
IF	OC				900	MAX205		RNAV1
TF	AP914				600			RNAV1
RWY15 Approach Transition SJW								
IF	SJW				1200	MAX205		RNAV1
TF	AP912							RNAV1
TF	AP913							RNAV1
TF	AP914				600			RNAV1
RWY15 Missed Approach								
CF	MA916		153		<u>300</u>			RNAV1
TF	MA917				<u>600</u>	MAX230		RNAV1
TF	OSVUL				1200			RNAV1
TF	OC				1200			RNAV1
RWY33 Approach Transition FL								
IF	FL				900	MAX185		RNAV1
TF	AP922				600			RNAV1
TF	AP923				600			RNAV1
RWY33 Approach Transition SJW								
IF	SJW				1200	MAX185		RNAV1
TF	AP921				600			RNAV1
TF	AP922				600			RNAV1
TF	AP923				600			RNAV1
RWY33 Missed Approach								
CF	MA925		333		<u>300</u>			RNAV1
TF	MA926	Y			<u>600</u>	MAX205		RNAV1
TF	FL				900			RNAV1

Changes: New chart.