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

ZLXY-西安/咸阳 XI'AN/Xianyang

ZLXY 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	N34°26.7' E108°45.0' Center of RWY 05L/23R
2	方向、距离 Direction and distance from city	022° GEO, 12.8km from Xianyang city center
3	标高/参考气温 Elevation / Reference temperature	479.1m/32.2°C(JUL)
4	机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation	-/-
5	磁差/年变率 MAG VAR/ Annual change	3°23′W/-
6	机场管理部门、地址、电话、传真、AFS、电子邮箱、网址 AD administration, address, telephone,telefax, AFS, E - mail, website	China West Airport Co. LTD. Nr.4 Gaoxin Yi Lu, Xi'an, Shanxi province, China Post code:710075 TEL:86-29-88371025 FAX:86-29-88371111 Website:http://www.westaport.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/4F(05R/23L)、4E(05L /23R)
9	备注 Remarks	Nil

ZLXY AD 2.3 工作时间 Operational hours

1	机场当局(机场开放时间) AD Administration (AD operational hours)	H24
2	海关和移民 Customs and immigration	HS or O/R
3	卫生健康部门 Health and sanitation	HS or O/R
4	航行情报服务讲解室	HS or O/R

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

ZLXY 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, fork lift, baggage transporters, conveyor belt, tow tractor
2	燃油/滑油牌号 Fuel/oil types	Jet A-1, Nr.3 jet fuel --
3	加油设施/能力 Fuelling facilities/capacity	Tank vehicle (45000L，20000L), Hydrant dispenser, Apron refueling well
4	除冰设施 De-icing facilities	24 De-icers
5	过站航空器机库 Hangar space for visiting aircraft	Nil
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for various types of aircraft on request. Other maintenance work by prior arrangement.
7	备注 Remarks	Power unit, ground air supply unit, air conditioning unit

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ZLXY AD 2.5 旅客设施 Passenger facilities

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

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

1	机场消防等级 AD category for fire fighting	CAT 9
2	援救设备 Rescue equipment	Rapid intervention vehicle, primary foam tender, heavy-load foam tender, firefighting water tank truck, disassembly rescue truck, dry-chemical tender, firefighting command car, illumination truck, rescue command car, logistics truck
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	Uplift air cushion, mobile surface operation devices, tractor, MTOW up to B747
4	备注 Remarks	Nil

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

1	可用季节及扫雪设备类型 Types of clearing equipment	All seasons Snow blowers, snow fluid truck, snow ploughs, snow pusher
2	扫雪顺序 Clearance priorities	RWY , TWY, Apron
3	备注	Nil

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	Remarks	

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

1	停机坪道面和强度 Apron surface and strength	Surface:	CONC
		Strength:	PCN 86/R/B/W/T(Stands Nr. 305-307, 316-318, 324-330, 405-409) PCN 78/R/B/W/T(Stands Nr. 501-509, 503L/R, 505L/R, 506L) PCN 71/R/B/W/T(Stands Nr. 201-225, 301-304, 308-315, 319-322, 401-404) PCN 70/R/B/W/T(Stands Nr. 331-348, 342L/R, 344L/R, 345L, 347L, 350, 410-425, 601-604, 601L, 603L, 701-711) PCN 60/R/B/W/T(Stands Nr. 101-145, 126A, 128A)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	44m: C3-C7, D2, D7, T3, T5, T6, T10, T20; 38m: T4; 34.5m: D1, D3, D6, D8; 34m: A2, A8, B1, B2, B5-B9, C8, G1, G2, G3（BTN G & H）; 30m: B3, B4; 29.5m: C1, C9; 28.5m: A1, A4, A6, A9, D4, D5; 27m: A3, A5, A7; 25m: B, B10, D, F, G, T2; 23m: A, B11, C, E, H, T1, T8;
		Surface:	CONC & ASPH
		Strength:	PCN 86/R/B/W/T (C, C1, C3, C4-C7(south of stands Nr.304, 308, 315, 319, 404) , C8, C9, D, D1, D2, D7, D8, F, G(south of T8）, G3(east of stand Nr.331), H(south of T8) , N1(south of G3), T8 (east of H)) PCN 84/F/B/X/T (A2, A4, A6, A8, B2) PCN 82/F/B/W/T (A, A1, A5, A9) PCN 78/R/B/W/T (B（W of B8）, B8-B11, D3-D6, G(north of T8), G1, G2, G3(west of G), H (north of T8）, T6, T8(west of H)) PCN 75/F/B/W/T (A3, A7) PCN 71/R/B/W/T (B(east of B1), B1, C4-C7(north of stands Nr.304, 308, 315, 319, 404), T1-T4) PCN 70/R/B/W/T (E, G3(BTN G & stand Nr.331), N1(north of G3), N2-N5, N7, N8, N10, T10, T11, T20) PCN 60/R/B/W/T (B(BTN B1 & B8), B3-B7, T5, T7, T9)

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3	高度表校正点的位置及其标高 ACL location and elevation	Nil
4	VOR/INS 校正点 VOR/INS checkpoints	Nil
5	备注 Remarks	Nil

ZLXY 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 with TWY and RWY and at all holding positions. Guide lines at all aprons and TWYs. Marshaller guidance at aircraft stands. Aircraft stand identification sign board at apron(except stands Nr.350, 425).	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	RWY designation, TDZ, THR, center line, edge line, aiming point
		RWY lights	Center line, edge line, THR, RWY end, TDZ(RWY05R, RWY23R), wing bar
		TWY markings	RWY holding positions, center line, edge line, intermediate holding position , NO-ENTRY marking, TWY shoulder
		TWY lights	Edge line, center line, intermediate holding positions, RWY guard lights, rapid-exit TWYs indicator(A3, A4, A6, A7, D3-D6), No-entry
3	停止排灯 Stop bars	RWY 05L/23R: A1, A2; RWY 05R/23L: C8, C9.	
4	备注 Remarks	Nil	

ZLXY AD 2.10 机场障碍物 Aerodrome obstacles

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

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Obstacles within a circle with a radius of 15km centered on ARP						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	TWR	024	3408	530.2		
2	TWR	038	10560	466.6		
3	BLDG	041	11270	480		
4	TWR	044	3110	520.4		
5	Antenna	052	2672	498	Take-off flight path	
6	TWR	053	4470	522	RWY23R GP INOP，take-off flight path	
7	TWR	062	5735	513.3		
8	TWR	073	10720	500.3		
9	Board	082	4007	486.2	RWY23L GP INOP	
10	Board	086	1810	494.4		
11	Board	088	2330	497.1		
12	Radar	091	882	511		
13	TWR	092	4710	498.6		
14	Light Pole	094	2350	499.4		
15	LOC Antenna	097	2950	471.4		
16	Water TWR	098	1265	520.6		
17	Chimney	098	1337	519		
18	Radar	098	14876	522.9		
19	MT	100	11520	483.9		
20	Chimney	101	14950	589.6		
21	Control TWR	108	836	533		
22	Antenna	108	2690	484.7		
23	MT	111	8625	489.6		
24	BLDG	112	1120	516.3		

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Obstacles within a circle with a radius of 15km centered on ARP						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
25	BLDG	114	970	504		
26	BLDG	118	1042	521		
27	Control TWR	125	900	580	RWY05L/23R NDB/DME; RWY05R/23L VOR/DME; CAT A, B Circling	
28	Light Pole	131	1580	500.7		
29	TWR	164	4150	510.8		
30	Radar	165	2800	502.1		
31	Chimney	170	7750	571.4		
32	BLDG	171	1170	516.8		
33	MT	171	5235	498.3		
34	BLDG	178	1118	518.2		
35	Antenna	179	2775	488.7		
36	Antenna	189	3087	479.5	RWY05R CAT II ILS/DME	
37	Antenna	190	3110	477		
38	Light Pole	197	2600	504.8		
39	BLDG	202	7730	543	RWY05R VOR/DME Final approach	
40	Board	203	3890	499.3		
41	TWR	206	13100	489.6		
42	Board	208	3951	511.2		
43	TWR	209	5080	506.8		
44	TWR	210	5128	516	RWY05R GP INOP approach，take-off flight	

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Obstacles within a circle with a radius of 15km centered on ARP						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
					path	
45	Water TWR	213	5550	507.3		
46	MT	215	9450	508	RWY05R GP INOP	
47	BLDG	221	3845	516.7		
48	BLDG	225	11490	582	RWY05L/R GP INOP Final approach	
49	MT	228	5300	495		
50	Antenna	232	2676	498	Take-off flight path	
51	Antenna	233	8200	507	RWY05L GP INOP	
52	BLDG	237	4182	512	Take-off flight path	
53	TWR	239	10395	533.7	RWY05L NDB/DME Final approach	
54	TWR	241	14750	613	RWY05L NDB/DME Final approach，MVA sector	
55	Water TWR	243	3588	521	Take-off flight path	
56	TWR	249	10140	540.7		
57	Radar	252	1830	508.8		
58	BLDG	253	8593	608.3	RWY05L/23R NDB/DME, RWY05R/23L VOR/DME, CAT C, D Circling	
59	TWR	266	1520	522.3		
60	TWR	273	1800	524.5		
61	TWR	300	5135	544.3		
62	TWR	319	4350	525		

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Obstacles within a circle with a radius of 15km centered on ARP						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
63	TWR	321	4330	525.5		
Others: Nil						

Obstacles between two circles with the radius of 15km and 50km centered on ARP						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	MT	010	31350	1423		
2	TWR	041	23000	533		
3	MT	103	100100	2646	MVA sector	
4	MT	104	50400	1128	MVA sector	
5	MT	108	49800	1303	RWY23L/R sector; MVA sector	
6	TV TWR	151	32715	686		
7	MT	157	55800	1353	MVA sector	
8	MT	166	66300	2802	RWY23L/R sector	
9	MT	172	49700	1516		
10	MT	177	57300	2166	MVA sector	
11	BLDG	180	20750	892	MVA sector	
12	MT	181	65430	2887	MVA sector	
13	MT	196	69200	3016	RWY05L/R sector; MVA sector	
14	MT	238	20700	531		

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Obstacles between two circles with the radius of 15km and 50km centered on ARP						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
15	TWR	241	15560	615		
16	MT	267	21700	541	MVA sector	
17	MT	305	34900	1038	MVA sector	
18	MT	312	32000	1225	RWY05L/R sector	
19	MT	335	34900	1614	RWY05L/R sector	
20	MT	340	33400	1578	MVA sector	
21	MT	350	72500	1856	RWY23L/R sector; MVA sector	
Others: Nil						

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

1	相关气象台的名称 Associated MET Office	MET center of Northwest Regional 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; Nil
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	MET center of Northwest Regional ATMB; 24HR; 6HR
4	趋势预报发布间隔 Issuance interval of trend forecast	Trend 1 HR
5	所提供的讲解/咨询服务 Briefing/consultation provided	P, T.
6	飞行文件及其使用语言	Chart, International MET Codes, Abbreviated Plain Language Text Ch, En

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	Flight documentation, Languages used	
7	讲解/咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material, AWOS real-time data
8	提供信息的辅助设备 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	Xi'an ACC, Xi'an APP, TWR, ARO
10	观测类型与频率/自动观测设备 Type & frequency of observation/Automatic observation equipment	Hourly plus special observation/Yes
11	气象报告类型及所包含的补充资料 Type of MET Report & supplementary information included	METAR, SPECI, TEND
12	观测系统及位置 Observation System & Site(s)	RVR EQPT A: 100m N of RCL, 365m inward THR05L; B: 100m N of RCL, 1500m inward THR05L; C: 100m N of RCL, 335m inward THR23R; D: 90m S of RCL,375m inward THR05R; E: 90m S of RCL, 1930m inward THR05R; F: 90m S of RCL, 350m inward THR23L; SFC wind sensors 05L: 120m N of RCL, 360m inward THR05L; 05L/23R Center: 120m N of RCL,1470m inward THR05L; 23R: 120m N of RCL, 365m inward THR23R; 05R: 100m S of RCL, 365m inward THR05R; 05R/23L Center: 100m S of RCL, 1950m inward THR05R; 23L: 100m S of RCL, 340m inward THR23L; Ceilometer 05L: 24m N of RCL extension line, 1175m outward THR05L; 23R: 24m N of RCL extension line, 1170m outward THR23R; 05R: 100m S of RCL, 345m inward THR05R; 23L: 100m S of RCL, 320m inward THR23L
13	气象观测系统的工作时间	H24

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	Hours of operation for meteorological observation system	
14	气候资料 Climatological information	Climatological tables AVBL
15	其他信息 Additional information	Nil

ZLXY AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 Designations RWY NR	真方位和磁方位 TRUE &MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度(PCN), 跑道道面/ 停止道道面 RWY strength (PCN), RWY surface / SWYsurface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	跑道入口标高,精密进近跑道接地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05L	048.82°GEO 052°MAG	3000×45	82/F/B/W/T (0-500m) ASPH 75/F/B/W/T (500-2700m) ASPH 82/F/B/W/T (2700-3000m) ASPH/ASPH		THR476.2m TDZ478.8m
23R	228.82°GEO 232°MAG	3000×45	82/F/B/W/T (0-300m) ASPH 75/F/B/W/T (300-2500m) ASPH 82/F/B/W/T (2500-3000m) ASPH/ASPH		THR478.2m TDZ478.8m
05R	048.82°GEO 052°MAG	3800×60	86/R/B/W/T (0-720m)		THR474.3m

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			CONC 78/R/B/W/T (720-3080m) CONC 86/R/B/W/T (3080-3800m) CONC/CONC		
23L	228.82°GEO 232°MAG	3800×60	86/R/B/W/T (0-720m) CONC 78/R/B/W/T (720-3080m) CONC 86/R/B/W/T (3080-3800m) CONC/CONC		THR468.9m
跑道-停止道坡度 Slope of RWY-SWY	停止道长宽 SWY dimensions(m)	净空道长宽 CWY dimensions(m)	升降带长宽 Strip dimensions(m)	无障碍物区 OFZ	跑道端安全区长宽 RWY end safety area dimensions(m)
7	8	9	10	11	12
See AOC	60×45	Nil	3120×300	Nil	150×110
See AOC	60×45	Nil	3120×300	Nil	150×110
See AOC	120×60	Nil	3920×300	Nil	240×120
See AOC	120×60	Nil	3920×300	Nil	240×120
Remark: Distance between RCL of RWY05L/23R and RCL of RWY 05R/23L is 2100m. THR05L is 480m north of THR05R; THR23R is 320m south of THR23L					

ZLXY 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
05L	3000	3000	3060	3000	Nil
05L	2900	2900	2960	3000	FM A8

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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
23R	3000	3000	3060	3000	Nil
23R	2800	2800	2860	3000	FM A2
05R	3800	3800	3920	3800	Nil
05R	3600	3600	3720	3800	FM D7
23L	3800	3800	3920	3800	Nil
23L	3600	3600	3720	3800	FM D2
Remarks:					

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

跑道代号 RWY Designator	进近灯类型、长度、强度 APCH LGT type LEN INTST	入口灯颜色、翼排灯 THR LGT colour WBAR	目视进近坡度指示系统(跑道入口最低眼高), 精密进近航道指示器 VASIS (MEHT) PAPI	接地地带灯长度 TDZ LGT LEN	跑道中心线灯长度、间隔、颜色、强度 RWY Center line LGT LEN, spacing, colour, INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN, spacing, colour, INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN, colour
1	2	3	4	5	6	7	8	9
05L	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 320m inward THR05L 3°	Nil	3000m** spacing 15m	3000m**** spacing 60m	RED	Nil
23R	PALS CAT II* 900m LIH	GREEN Yes	PAPI LEFT 330m inward THR23R 3°	900m	3000m** spacing 15m	3000m**** spacing 60m	RED	Nil
05R	PALS CAT III*	GREEN Yes	PAPI LEFT 427m inward	900m	3800m*** spacing 15m	3800m***** spacing 60m	RED	Nil

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跑道代号 RWY Designator	进近灯类型、长度、强度 APCH LGT type LEN INTST	入口灯颜色、翼排灯 THR LGT colour WBAR	目视进近坡度指示系统(跑道入口最低眼高), 精密进近航道指示器 VASIS (MEHT) PAPI	接地地带灯长度 TDZ LGT LEN	跑道中心线灯长度、间隔、颜色、强度 RWY Center line LGT LEN, spacing, colour, INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN, spacing, colour, INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN, colour
	900m LIH		THR05R 3°					
23L	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 395m inward THR23L 3°	Nil	3800m*** spacing 15m	3800m***** spacing 60m	RED	Nil

Remarks: *SFL
**0-2900m White VRB LIH, 2900-3500m Red/White VRB LIH, 3500m-3800m Red VRB LIH
***0-2100m White VRB LIH, 2100-2700m Red/White VRB LIH, 2700m-3000m Red VRB LIH
****0-3200m White VRB LIH, 3200-3800m Yellow VRB LIH
*****0-2400m White VRB LIH, 2400-3000m Yellow VRB LIH

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

1	机场灯标/识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标/风向标位置和灯光 LDI/WDI location and LGT	WDI: 05L:130m S of RCL, 337m inward THR05L, LGT; 23R:133m S of RCL, 359m inward THR23R, LGT; 05R:130m S of RCL, 350m inward THR05R, LGT; 23L:130m S of RCL, 331m inward THR23L, LGT.
3	滑行道边灯和中线灯 TWY edge and center line lighting	Blue TWY edge line lights Green & Yellow TWY centerline lights
4	备份电源/转换时间 Secondary power supply/switch-over time	Secondary power supply available/ 1 sec Diesel engine driven generator/ 15 sec
5	备注	Nil

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	Remarks	

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

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

ZLXY AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Xi'an tower control area	BY ATC	SFC to 1200m MSL	
Fuel dumping area	N33 45.0E109 46.0- N33 59.0E110 07.0- N33 26.0E110 40.0- N33 13.0E110 19.0- N33 45.0E109 46.0	Above 5000m	

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名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Altimeter setting region and TL/TA	'HO' NDB - N353730E1080846- LOVRA - N354646E1092239- N335232E1095600 - N332646E1091258- 'NSH' VOR-'HO' NDB	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)	

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

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5
ATIS		(ARR):127.45	H24	D-ATIS available
ATIS		(DEP):128.65	H24	D-ATIS available
APP	Xi'an Approach	APP01:125.1(126.55)	0030-1300	Contact ZLXYAP03 when ZLXYAP01 U/S
APP	Xi'an Approach	APP02:119.05(123.85)	0030-1230	Contact ZLXYAP03 when ZLXYAP02 U/S
APP	Xi'an Approach	APP03:119.6(126.55)	H24	
APP	Xi'an Approach	APP04:119.9(121.4)	by ATC	Contact ZLXYAP01 when ZLXYAP04 U/S
APP	Xi'an Approach	APP05:120.2(121.4)	by ATC	Contact ZLXYAP01 when ZLXYAP05 U/S
TWR	Xianyang Tower	TWR(N):124.3(118.15)	2300-1600(next day)	Nil
TWR	Xianyang Tower	TWR(S):130.45(118.15)	H24	Nil
GND	Xianyang Delivery	121.6	H24	DCL available
GND	Xianyang Ground	GND(S):121.65(130.45)	2300-1400(next day)	Nil
GND	Xianyang Ground	GND(N):121.8(124.3)	2300-1400(next day)	Nil
APN	Xianyang Apron	(N):121.925	H24	
APN	Xianyang Apron	(S):121.85	by ATC	

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服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
EMG		121.5	H24	

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

设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6
Fenghuo VOR/DME	FNH	113.2MHz CH79X	N34°33.2' E108°37.7'	515m	
Zu'an VOR/DME	ZNX	110.8MHz CH45X	N34°06.7′ E108°30.2′	431m	VOR on radial 195-210° clockwise(except radial 195° and 209°) U/S. DME on radial 155-220° clockwise(except radial 157°,195° and 209°), beyond 55NM on radial 348° for STAR/SID procedure, beyond 47NM on radial 115° for SID procedure U/S. VOR beyond 24NM on radial 195° for SID procedure, DME beyond 20NM on radial 195° for SID procedure U/S; VOR beyond 28NM on radial 157° for SID procedure, DME beyond 22NM U/S; VOR beyond 31NM on radial 209° for

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设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
					en-route procedure, DME beyond 24NM U/S.
Ningshan VOR/DME	NSH	116.3MHz CH110X	N33°19.1′ E108°18.7′		VOR: R040°-R200° and R250°-R360° clockwise (EXC 071 °, 091°, 140°, 262°) U/S; beyond 26NM on R071° U/S. DME: BTN R000°-R210° and BTN R250-R360° clockwise(EXC 015°, 029°, 071 °, 091°, 140°, 201°, 204°, 209°, 262°.) U/S; beyond 16NM on R071° and beyond 23NM on R015° U/S. VOR/DME: beyond 17NM on R029°, 27NM on R029° for holding procedure U/S; beyond 8NM on R091°, beyond 18NM on R201°, beyond 17NM on R204°, beyond 25NM on R221°, beyond 11NM on R262°, on R140° U/S.
Mizi VOR/DME	MIZ	109.6MHz CH33X	N34°49.2′ E108°59.7′	631m	
Longzaocun VOR/DME	LCZ	109.0MHz CH27X	N34°27.1′ E108°47.6′ 1200m FM THR23L,	474m	

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设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
			on the RCL extension line		
Kouling VOR/DME	KLX	110.6MHz CH43X	N34°15.9′ E109°14.9′	908m	For VOR: Beyond 10NM on R100° U/S For DME: Beyond 20NM on R340° U/S
Yanzhuang NDB	ZS	359kHz	N34°13.3′ E108°51.2′		Bearing 003° for departure; 0-6NM on Bearing 029°for arrival;0-5NM on bearing 072° for departure; beyond 5NM on bearing 140° for departure; Bearing 134° for missed approach; 0-21NM on bearing 154° for departure; Bearing 180° for arrival; Bearing 230°-270° clockwise; 0-17NM on bearing 275° for departure; Bearing 294° for holding procedure; 0-14NM and beyond 26NM on bearing 294° for arrival and route; Bearing 311° for departure; 0-20NM and beyond 38NM on bearing 311° for route U/S
Sanyuan NDB	OD	202kHz	N34°35.9′ E108°54.9′ 043° MAG/ 23km FM		

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设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
			RWY05L/23R center		
Changwu NDB	HO	375kHz	N35°12.6′ E107°46.1′		Beyond 20NM on bearing 315° for arrival/holding procedure U/S. Beyond 40NM on bearing 070° U/S.
LMM 05L	G	327kHz	N34°25.8' E108°43.7' 232° MAG/ 1176m FM THR05L		
LOC 05L ILS CAT I	IGG	109.9MHz	052° MAG/ 250m FM RWY05L end		
GP 05L		333.8MHz	115m N of RCL, 296m inward THR05L		Angle 3°, RDH 17.4m
DME 05L	IGG	CH36X (109.9MHz)		480m	Co-located with GP05L
IM 05R		75MHz	320m outside THR05R		
LOC 05R ILS CAT II	IXW	109.3MHz	052°MAG, 260m FM end RWY05R		
GP 05R		332.0MHz	125m S of RCL, 346m inward THR05R		Angle 3°, RDH 17.3m
DME 05R	IXW	CH30X (109.3MHz)		480m	Co-located with GP05R
LOC 23L ILS CAT I	IAQ	111.1MHz	232°MAG, 260m FM end RWY 23L		
GP 23L		331.7MHz	125m S of RCL, 325m inward THR23L		Angle 3°, RDH 15.7m
DME 23L	IAQ	CH48X		476m	Co-located with

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设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
		(111.1MHz)			GP23L
LMM 23R	M	429kHz	N34°27.7' E108°46.3' 052° MAG/ 1176m FM THR23R		
IM 23R		75MHz	052° MAG/ 280m FM THR 23R		
LOC 23R ILS CAT II	IMM	110.3MHz	232° MAG/ 220m FM end of RWY23R		Beyond 22° rightside of front course U/S
GP 23R		335.0MHz	133m N of RCL, 309m inward THR23R		Angle 3°, RDH 15m
DME 23R	IMM	CH40X (110.3MHz)		481m	Co-located with GP23R

ZLXY AD 2.20 本场飞行规定

1. 机场使用规定

1.1 所有技术试飞需事先申请，并在得到空中交通管制部门批准后方可进行。

1.2 可使用最大机型：A380 及同类机型。

1.3 二次雷达应答机操作程序：离场，请求推出或开车时，选择 XPNDR 模式；进跑道时，选择 TA/RA 模式；进场，脱离跑道后，选择 XPNDR 模式；停到

ZLXY AD 2.20 Local traffic regulations

1.Airport operations regulations

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

1.2 Maximum aircraft to be available: A380 and equivalent.

1.3 Transponder operating procedures: for departure: on requesting push-back/start-up, select XPNDR; on entering RWY, select TA/RA. For arrival: after vacating

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停机位后，选择 STBY 模式。

RWY, select XPNDR; fully parked on stand, select STBY.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 有飞行活动时，禁止任何车辆、人员穿越跑道。如确需通过跑道时，须经管制部门同意后方可穿越。

2.1 Any vehicle or people are forbidden to cross runway when flight activity exits unless ATC permits.

2.2 禁止航空器在 05L/23R 号跑道及滑行道上做 180°转弯。

2.2 180° turn around on RWY05L/23R and TWY is strictly forbidden for all aircrafts.

2.3 通常情况下，起飞航空器从等待位置到对正跑道时间应控制在 60s 以内；着陆航空器从接地到滑出跑道应控制在 50s 以内；如需更长时间占用跑道，应尽早通知管制员。

2.3 Departure aircraft shall finish runway alignment within 60s after leaving the holding position; Landing aircraft shall fully vacate runway within 50s after touchdown. Inform ATC as soon as possible if using more time.

2.4 根据空中流量、天气状况、起降分布等情况，灵活采用单跑道运行、隔离平行运行、半混合运行和混合运行模式。

2.4 According to air traffic flow, weather condition, take-off and landing distribution, single runway operation, segregated parallel operation or mixed operation will be used flexibly.

2.5 地面风与跑道转换程序：当顺风分量超过 3m/s，管制部门对跑道运行方向进行转换。在转换跑道方向时，管制可根据运行情况，短时安排航空器使用顺风分量大于 3m/s 但不大于 5m/s 起降，但须通知航

2.5 Surface wind and runway conversion procdure: If downwind speed is more than 3m/s, ATC shall change direction of RWY in use. When changing the direction of RWY in use, ATC can instruct aircraft to take off or

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空器驾驶员；航空器驾驶员如不能满足该要求，应尽早通知管制部门。

land with 3m/s < downwind speed≤5m/s according to operational condition. Inform ATC as soon as possible if flight crew cannot accept it.

2.6 管制员可以指挥航空器经由 A2、A8 进入 05L/23R 跑道使用非全跑道起飞，经由 D2、D7 进入 05R/23L 跑道使用非全跑道起飞；若航空器驾驶员需要使用全跑道起飞时，请航空器驾驶员在抄收 ATC 放行许可时向放行管制席提出申请。

2.6 Aircraft using non-full runway length for take-off shall follow ATC instruction to enter RWY05L/23R via TWY A2 or A8, enter RWY05R/23L via TWY D2 or D7. If the aircraft needs full runway length to take off, request to Delivery Control upon receiving delivery clearance.

2.7 滑行道使用限制

2.7 Limits for aircraft parking on the following TWYs:

滑行道/TWYs	航空器翼展限制/Wing span limits for aircraft
B(BTN B1 & B11),T5	<65m
T8(BTN H & C9),G3(west of H)	<52m
B(east of B1), B1(south of B), C7(north of N4) , G3(east of N3), N1, N2, N7, N8, N10, T4(east of E), T6(east of E)	<36m

2.8 机场冲突多发地带运行要求

2.8 Hot spot operating procedure

2.8.1 机动区冲突多发地带位置见 ZLXY AD2.24-1A,2A;

2.8.1 Refer to ZLXY AD2.24-1A, 2A;

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

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

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requirements below:

HS1: A5,B6 滑行道与 A 滑行道交叉区域
使用 A 滑行道或 B6 滑行道滑行的航空器，在进入此区域前，应小心观察，避让从 A5 滑行道脱离的航空器;

HS1: INTERSECTIONS OF TWYS A5, B6 AND A
Aircraft shall proceed with extreme caution before taxiing into this area via TWY A or B6, and shall give way to aircraft vacating RWY via TWY A5;

HS2: B8 滑行道与 B 滑行道交叉区域
航空器使用 B8 由南向北滑行时，在加入或穿越 B 滑行道前，必须得到管制员的许可;

HS2: INTERSECTIONS OF TWYS B8 AND B
Aircraft shall acquire for ATC clearance if taxiing into or crossing TWY B when taxiing via TWY B8 from south to north;

HS3：B10, B11 滑行道与 A, B 滑行道交叉区域
航空器使用 G 滑由南向北滑行时，在加入或穿越 B 滑行道前，必须得到管制员的许可;

HS3: INTERSECTIONS OF TWYS B10, B11 AND A, B
Aircraft shall acquire for ATC clearance if taxiing into or crossing TWY B when taxiing via TWY G from south to north;

HS4：G，H 滑行道与 T8, C, D 滑行道交叉区域
注意观察，严格按照管制指令滑行;

HS4: INTERSECTIONS OF TWYS G, H AND T8, C, D
Strictly follow the ATC instructions to taxi.

HS5：C、D 滑行道与 E、F 滑行道交叉区域
航空器使用 C 滑行道由西向东滑行，在穿越 F 滑行道前，必须得到管制员许可；航空器使用 F 滑行道由北向南滑行，在穿越 C 滑行道前，必须得到管制员许可;

HS5: INTERSECTIONS OF TWYS C, D AND E, F
Aircraft shall acquire for ATC clearance if crossing TWY F when taxiing via TWY C from west to east;
Aircraft shall acquire for ATC clearance if crossing TWY C when taxiing via TWY F from north to south;

HS6: B1、E、F、B2 滑行道与 B、T4 滑行道交叉区域

HS6: INTERSECTIONS OF TWYS B1, E, F, B2 AND B, T4

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航空器使用 B 滑行道由东向西滑行，在穿越 B1 滑行道前，必须得到管制员许可；
航空器使用 B 滑行道由西向东滑行，在穿越 B2 滑行道前，必须得到管制员许可；
航空器使用 T4 滑行道由东向西滑行，在穿越 B1 滑行道前，必须得到管制员许可；
航空器使用 E 滑行道由南向北滑行，在穿越 T4 滑行道前，必须得到管制员许可。

Aircraft shall acquire for ATC clearance if crossing TWY B1 when taxiing via TWY B from east to west;
Aircraft shall acquire for ATC clearance if crossing TWY B2 when taxiing via TWY B from west to east;
Aircraft shall acquire for ATC clearance if crossing TWY B1 when taxiing via TWY T4 from east to west;
Aircraft shall acquire for ATC clearance if crossing TWY T4 when taxiing via TWY E from south to north.

2.9 A380 运行规则：机场 05R/23L 跑道，D、D1、D2、D7、D8、F、T8 以南的 C4-C7 滑行道以及 C4-C7 之间 T8 机坪滑行道可供 A380 型航空器使用。

2.9 Operation limits for A380:
RWY05R/23L, TWY D, D1, D2, D7, D8, F, C4-C7(south of T8) and T8(between C4-C7) are available for A380.

2.10 B747-8 运行规则

2.10 Operation rules for B747-8

2.10.1 运行跑道:RWY05L/23R、RWY05R/23L;

2.10.1 RWYs: 05L/23R、05R/23L;

2.10.2 停机位 116、117、501、508、305 可供 B747-8 机型使用，116 机位停放 B747-8 时，117 机位只能停放翼展小于 52m 机型。117 机位停放 B747-8 时，116 机位只能停放翼展小于 52m 机型。

2.10.2 Parking stands Nr.116, 117, 501, 508 and 305 are available for B747-8. when B747-8 parking at stand Nr.116, stand Nr.117 is only available for aircraft with wing span less than 52m. When B747-8 parking at stand Nr.117, stand Nr.116 is only available for aircraft with wing span less than 52m.

2.10.3 以下滑行道可供 B747-8 型航空器使用：
A、C、D、E、F、G、H 滑行道，H 滑行道以东的 T8 滑行道，B1 至 B11 之间的 B 滑行道，A1 至 A9 滑行道，B 滑行道以北的 B1 至 B11 滑行道，A 滑行

2.10.3 The following taxiways are available for B747-8:
TWY A, C ,D ,E , F, G, H; TWY T8 east of TWY H; TWY B BTN TWY B1 and TWY B11; TWY A1-A9;

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道至 T5 滑行道之间的 B8 滑行道，115 机位以西的 T5 滑行道，C1、C3、C8、C9 滑行道；T8 滑行道以南的 C4 至 C7 滑行道；D1 至 D8 滑行道。

TWY B1-B11 north of TWY B; TWY B8 BTN TWY A and TWY T5; TWY T5 west of parking stand Nr.115; TWY C1,C3,C8,C9; TWY C4-C7 south of TWY T8; TWY D1-D8.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 北飞行区机坪的所有进港航空器均提供引导车引导服务，216-225、701-707 机位航空器出港提供引导车引导服务；通常情况下，南飞行区机坪的进、离港航空器均不提供引导车引导服务（501、508 机位航空器出港提供引导车引导服务）；在重要及及特殊任务保障、管制运行需要、机组要求时，可提供引导车引导服务。

3.1 Follow-me vehicle services is available for all arrival/departure aircrafts on apron of northern flight area and departure aircraft on stands Nr.216-225 and 701-707. Generally, all arrival/departure aircrafts parking on apron of southern flight area are not provided follow-me vehicle services unless the control operation needs or the crew requires (Departure aircraft parking on stands 501 and 508 are provided follow-me vehicle services to taxi out).

3.2 未经地面管制同意，严禁航空器利用自身动力倒滑；

3.2 Push-back of aircraft on its own power is strictly forbidden without Ground Control clearance;

3.3 航空器在机坪内进行发动机试车，须经机场管理机构同意，在指定的地点进行。

3.3 Engine run-ups at apron are subject to clearance of airport administration department, shall be carried out at a designated location.

3.4 机位分类使用

3.4 Stands classification

除冰雪机位/Deicing stands	Nr. 501-509,503L/R,505L/R,506L,601-604, 601L, 603L
维修机位/ Maintenance stands	Nr. 201-225,501-509,503L/R,505L/R,506L,601-604, 601L, 603L
试车机位/Engine run-ups stand	Nr.145 is only used for engine run-ups

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3.5 停靠 101-117, 134-137, 144, 301-322, 342-344, 342L/R, 344L/R, 345L, 347L, 419-424, 701-707 机位的航空器自滑进、由牵引车推出，145 机位的航空器由牵引车牵引进、顶推出，停靠其他机位的航空器自滑进、出机位;

3.5 Aircraft parking on stands Nr.101-117, 134-137, 144, 301-322, 342-344, 342L/R, 344L/R, 345L, 347L, 419-424, 701-707 shall taxi in on its own power and push back by tow tractors; aircraft parking on stand Nr.145 shall taxi in and push back by tow tractors; aircraft parking on other stands shall taxi in and out on its own power;

3.6 当航空器停靠 345L 停机位时，停靠 347、348 停机位的航空器自滑进、由牵引车推出，当航空器停靠 347L 停机位时，停靠 345、346 停机位的航空器自滑进、由牵引车推出。

3.6 When stand Nr.345L is occupied, aircraft parking on stands Nr.347 and Nr.348 shall taxi in on its own power and be pushed back by tow tractors. When stand Nr.347L is occupied, aircraft parking on stands Nr.345 and Nr.346 shall taxi in on its own power and be pushed back by tow tractors.

3.7 当航空器停靠 425 停机位时，滑行道 N10 南北两侧的行车道禁止使用，当停靠 425 停机位的航空器滑出时，滑行道 C4 东、西两侧的行车道禁止使用。

3.7 When aircraft parking on stand Nr.425, service roads on the north and south sides of TWY N10 are forbidden to use. When aircraft taxiing out from stand Nr.425, service roads on the east and west sides of TWY C4 are forbidden to use.

3.8 航空器不能同时使用的机位

3.8 Stands forbidden to use simultaneously:

使用机位/The stand in use	不能同时使用的机位 /The stands forbidden to be used
Nr.126A	Nr.125, 126
Nr.128A	Nr.127, 128

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Nr.342	Nr.342L,342R
Nr.344	Nr.344L,344R
Nr.345	Nr.345L,350
Nr.345L	Nr.345,346,350
Nr.346	Nr.345L,350
Nr.347	Nr.347L,350
Nr.347L	Nr.347,348,350
Nr.348	Nr.347L,350
Nr.350	Nr.345-348,345L,347L
Nr.425	Nr.407-410,415-418
Nr.501	Nr.502,503,503L,503R
Nr.503R	Nr.501, 503
Nr.503	Nr.501, 503L, 503R
Nr.503L	Nr.501, 503
Nr.505R	Nr.505
Nr.505	Nr.505L, 505R
Nr.505L	Nr.505, 506, 508
Nr.506	Nr.505L, 506L, 508
Nr.506L	Nr.506, 508
Nr.508	Nr. 505L, 506L, 506, 507
Nr.601L	Nr.601, 602
Nr.603L	Nr.603, 604

3.9 机位使用限制

3.9 Limits for aircraft parking on the following stands:

停机位/Stands	航空器翼展	最大机型/

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	限制/ Wing span limits for aircraft	Maximum aircraft
Nr.503R	≤28.9m	B737-300
Nr.129-133	≤35.8m	A320
Nr.311,312	≤35.8m	A321
Nr.101,103-105,118,134-143,201-225,324-330,405,406,504,505L/R,506L,507	≤35.8m	B737-800
Nr.319-322,331-341,342L/R,344L/R,345-348,402,404,407-424,601-604,704-711	≤36m	B737-800
Nr.502,503L	≤38.1m	B757-200
Nr.102,106	≤44.8m	A300
Nr.109-113,119-128,301-304,308-310,313-315,401,403	≤47.6m	B767-300
Nr.503,505,506	＜52m	B767-300
Nr.114	≤60.3m	A330
Nr.107,108,115-117,126A,128A,144,145,306,307,316-318,501,508,509	≤64.9m	B747
Nr.342-344,345L,347L,350,425,601L,603L,701-703	≤65m	B747
Nr.305	≤79.8m	A380

3.10 停机位 343 机身长限制≤70.7m，407-412 机身长限制≤40.5m，413、414、424 机身长限制≤44.51m。

3.10 Stand Nr.343 is available for aircraft with fuselage ≤70.7m, stands Nr.407-412 are available for aircraft with fuselage≤40.5m, stands Nr.413, 414, 424 are available for aircraft with fuselage≤44.51m.

3.11 航空器机头朝向

3.11 Nose direction of aircraft

停机位/Stands	机头朝向/Nose direction
Stands	North

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Nr.118-133,145,201-215,324-332,342,342L/R,345-348,345L,347L,407-412,419-424,502,503L/R,503,504,505L/R,505,506,506L,507,509	
Stands Nr.101-117,134-144,216-225,333-341,413-418,601-604,601L,603L,703-707	South
Stands Nr.350,401-406,425,708-711	West
Stands Nr.343,344,344L/R,701,702	East

3.12 本场设立了多个推出等待点（PB），详见AD2.24-2A;

3.12 Push-back holding points(PB) are established. Refer to AD2.24-2A;

3.13 为降低碳排放及噪音,停靠 101-115，301-322，342-344,342L/R, 344L/R, 701-707 机位的航空器建议关闭 APU，接驳地面 400Hz 电源及空调系统。

3.13 Aircraft parking on stands Nr.101-115, 301-322, 342-344, 342L/R, 344L/R, 701-707 should close APU, use 400Hz ground power and air conditioning systems, so as to reduce carbon emission and noise.

3.14 滑入及滑出停机位的规定

3.14 Rules for entering / exiting stands:

机位/Stands	滑入/Enter by	滑出/Exit by
Nr.425	TWY T8	TWY C4
Nr.501	TWY T8	TWY H
Nr.508	TWY C9	TWY C9

4. 进、离场管制规定

4. Air traffic control regulations

无

Nil.

5. 机场的 II/III 类运行

5. CAT II/III operations at AD

5.1 低能见度运行（标准 II 类/HUD 特殊 II 类/低能

5.1 Low visibility procedure in force (ILS CAT II/HUD

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见度起飞）

Special CAT II /Low Visibility Departure)

5.1.1 当任一可实施低能见度运行跑道的 RVR 小于 550m，或云底高低于 60m 时，经确认机场和空管具备低能见度运行条件时，咸阳塔台将宣布启动低能见度运行程序。

5.1.1 When RVR < 550m or ceiling < 60m, aerodrome and ATC satisfy the requirement of Low Visibility Operation, low visibility procedure will be implemented by TWR Control.

5.1.2 跑道的运行等级

5.1.2 The operation grade of RWY

Operation standard	RWY Available
ILS CAT II	RWY05R, RWY23R
HUD Special CAT II ILS	RWY05L, RWY23L
Low Visibility Departure(HUD included)	RWY05L/R, RWY23L/R

5.1.3 实施低能见度运行程序时，所有进、出港航空器的地面滑行由引导车引导，并且应严格遵守停止排灯指示。引导车行驶速度不得超过 20km/h。

5.1.3 The aircraft should be guided by the follow-me car when operate Low Visibility Procedures, and should follow the indication of stop bars strictly. The speed of follow-me cars should be less than 20km/h.

5.2 运行限制

5.2 Operation Limitations

5.2.1 进场航空器限制

5.2.1 Limitations for arrival aircraft

RWY in use	Aircraft type	Time to vacate ILS sensitive area
RWY05R	All	Reaching TWY C
RWY23R	All	Reaching TWY A
RWY05L	A330/340/350, B747/757/767/777/787 and equivalent	Vacating TWY A

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	B737-800(included)and below	Reaching TWY A
RWY23L	A330/340/350, B747/757/767/777/787 and equivalent	Vacating TWY D
	B737-800(included)and below	Reaching TWY D

5.2.2 离场航空器限制

5.2.2 Limitations for departure aircraft

RWY in use	TWY forbidden to use(Aircraft type)	Holding point(HP)
RWY05R	TWY D (All)	Via TWY C to RWY05R CAT II HP
RWY23L	TWY D (A330/340/350,B747/757/767/777/787 and equivalent)	Via TWY C to RWY23L CAT II HP
RWY05L	TWY A (A330/340/350, B747/757/767/777/787 and equivalent)	RWY05L CAT II HP
RWY23R	TWY A (Wingspan>52m (eg.A330/340/350/B747/777/787))	RWY23R CAT II HP

Remarks:

1. When LVP is implemented on RWY05L, if aircrafts A330/340/350, B747/757/767/777/787 and equivalent taxi on TWY A, ATC should make sure that no aircraft makes HUD Special CAT II approach on final or Low Visibility Take-off.

2. When LVP is implemented on RWY23R, if aircrafts with wingspan between 52m & 65m should taxi to CAT II holding position of RWY23R via TWY B. And if aircrafts with wingspan large than 65m(AN124, B747SP) must taxi along TWY A, ATC should make sure that no aircraft makes ILS CAT II approach on final or Low Visibility Take-off.

3. If aircraft A380 has to taxi on TWY D, ATC should make sure that no aircraft makes ILS CAT II approach on

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final of RWY05R/23L or Low Visibility Take-off.

5.2.3 低能见度地面滑行路线：详见 ZLXY AD2.24-2G、2H、2J、2K	5.2.3 Low Visibility Operation Route：refer to ZLXY AD2.24-2G,2H,2J,2K.
6. 除冰规则	**6. Rules for deicing**
无	Nil
7. 平行跑道同时仪表运行	**7. Simultaneous operations on parallel runways**
无	Nil
8. 警告	**8. Warning**
8.1 泾河位于机场东北 6km 处，产生升、降气流影响飞行高度，起降航空器注意;	8.1 Jing river located 6km northeast of airport produces unstable airstream, keep safe altitude during take-off and landing;
8.2 仪表飞行时，防止低于安全高度误入机场南侧 45km 处的秦岭。	8.2 45km south of airport is mountainous area, keep safe altitude.
9. 直升机飞行限制，直升机停靠区	**9. Helicopter operation restrictions and helicopter parking / docking area**
无	Nil

ZLXY AD 2.21 噪音限制规定及减噪程序

ZLXY AD 2.21 Noise restrictions and Noise abatement procedures

1 噪音限制规定	1 Noise restrictions

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1.1 航空器起飞减噪操作程序，用于起飞爬升阶段，在确保飞行安全的前提下，尽量减少噪音对地面的影响。

1.1 Aircraft take-off noise abatement operating procedures are used in the phase of taking off and climbing. Under premise of flight safety, the procedures are used to reduce the impact of noise on the ground.

1.2 西安咸阳国际机场采用国际民航组织制定的消噪声离场程序 1（NADP1），旨在降低起飞跑道末端附近区域的噪音。在保证飞行安全的前提下，要求所有飞行员执行以下减噪飞行操作程序。由于非管制原因不执行减噪飞行操作程序，飞行员须在起飞前告知空管并说明理由（校验飞行等特殊飞行除外）。

1.2 Xi'an Xianyang International Airport adopts the Noise Abatement Departure Procedure 1 (NADP1) developed by ICAO to reduce noise in the area near the end of the take-off runway. Under premise of flight safety, all pilots shall comply with the procedure.
The pilot shall inform the controller and explain the reasons before take-off if the procedure can not be carried out for non-control reason (except for flight check and other special flights).

2 减噪程序

2 Noise abatement procedures

2.1 在航空器性能允许的条件下，尽可能使用减推力起飞。

2.1 The derated take-off is strongly recommended if the take-off performance of aircraft permits.

2.2 在航空器起飞爬升到场压高 450m（1500ft），调整和保持发动机爬升功率/推力，保持爬升速度 V2+30km/h(V2+15kt)，保持襟翼和缝翼在起飞状态。

2.2 At flight height of 450m/1500ft(QFE), adjust and maintain engine power/thrust, maintain climbing speed at V2+30km/h(V2+15kt) with flaps/slats in the take-off configuration.

2.3 保持减功率/推力和可靠上升率，爬升至场压高 900m（3000ft）以上，平稳加速至航路正常爬升速度，并按程序收襟翼/缝翼。

2.3 Maintain reduced engine power/thrust and a positive rate of climb until reaching height above 900m/3000ft(QFE), accelerate smoothly to en-route climb speed and retract flaps/slats on schedule.

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ZLXY AD 2.22 飞行程序

1. 总则

除经塔台特殊许可外，在塔台管制区内的飞行，必须按照仪表飞行规则进行。

2. 起落航线

起落航线通常在 05L/23R 跑道北侧，A、B 类航空器高度 1000m，C、D 类航空器高度 1200m；经空中交通管制部门许可，可在 05R/23L 跑道南侧进行。

3. 仪表飞行程序

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

4. 雷达程序和/或 ADS-B 程序

4.1 西安进近管制区域内实施雷达管制。航空器最小水平间隔为 6km;

4.2 距进近跑道末端 18.5km（10NM）范围内，向同一跑道做最后进近的航空器之间无尾流间隔要求且

ZLXY AD 2.22 Flight procedures

1. General

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

2. Traffic circuits

Traffic circuits shall be normally made to the north of RWY 05L/23R with altitude 1000m for aircraft CAT A/B, and 1200m for aircraft CAT C/D. Traffic circuit to the south of RWY05R/23L is subject to ATC clearance.

3. IFR flight procedures

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

4. Radar procedures and/or ADS-B procedures

4.1 Radar control within Xi'an APP has been implemented. The minimum horizontal radar separation is 6km;

4.2 Within 18.5km(10NM) from approaching RWY end, if there is no wake turbulence separation

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接地后能 50s 内脱离跑道时，航空器之间的最小雷达间隔缩短为 5km（湿跑道或污染跑道除外）;

requirement between two aircrafts approaching to the same RWY in final approach, and the preceding aircraft is able to vacate RWY within 50s after touchdown, the minimum radar separation can be reduced to 5km (except for wet or contaminated runway);

4.3 机组应当严格遵守以下公布的调速准则:四边或是接近长五边,控制表速 180kt,建立航道后,调速至 160kt 直至五边 4NM。这些强制指令服务于 ATC 的五边间隔调控。

如果 ATC 发布新的指令(不含速度指令,例如沿 ILS 继续下降)，飞行员仍需遵守以上调速准则。机组应尽可能准确的执行所有的速度指令，如果航空器不能执行上述速度指令，机组应及时通知 ATC 可用的速度。

4.3 Aircraft shall follow strictly the rules for speed regulation: when aircraft is on base leg or on long final, indicated airspeed (IAS) shall be 180 knots. Upon the establishment of localizer, reduce the speed to 160 knots till aircraft arrived at 4NM along the final. These mandatory instructions above are subject to the final separation control by ATC.

If ATC issue a new instruction (speed instruction not included, for example: continue to descend along ILS), aircraft shall still follow the rules mentioned above and execute the instructions precisely. When aircraft can not fulfill the requirements above, crew shall inform ATC the speed available.

4.4 最低监视引导高度扇区

4.4 Surveillance Minimum Altitude Sectors

Sector1	ALT limit: 2500m or above
LOVRA-'WJC' VOR-N351532.7E1093158.8-N345431.5E1083541.2-N345937.4E1082202.8-N354045.7E1082312-LOVRA	
Sector2	ALT limit: 2100m or above
N351532.7E1093158.8-N345713.7E1093714.9-N344734.7E1090820.7-N345252.1E1085934.5-N345222.9E1085208.6-N344109.2E1085117.2-N343724.33E1083604.52-N343353.44E1082912.82-N343804.6E1081815.9-N342803.8E1075917.4- 'HO' NDB-	

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N353730E1080846-N354045.7E1082312-N345937.4E1082202.8-N345431.5E1083541.2-N351532.7E1093158.8	
Sector3	ALT limit: 1350m or above
N344734.7E1090820.7-N345252.1E1085934.5-N345222.9E1085208.6-N344109.2E1085117.2-N343724.33E1083604.52-N343353.44E1082912.82-N343804.6E1081815.9-N342803.8E1075917.4-N341413.3E1080313.7-N341641.0E1081858.7-N343421.2E1083741.9-N343801.5E1084631.8-N344556.3E1090335.8-N344734.7E1090820.7	
Sector4	ALT limit: 950m or above
N341413.3E1080313.7-N341641.0E1081858.7-N343421.2E1083741.9-N343801.5E1084631.8-N344556.3E1090335.8-N344734.7E1090820.7-N345713.7E1093714.9-N343537.3E1094340.1-N343254.4E1091743.0-N342458.8E1090926.0-N342115.6E1090513.2-N341748.85E1085309.83-N341915.76E1084435.73-N341517.5E1084008.98-N340610.9E1085416.5-N340620.5E1082449.1-N341141.9E1080359.0-N341413.3E1080313.7	
Sector5	ALT limit: 1700m or above
N342311.3E1092043.0-N341639.8E1092016-N341656.7E1091218.5-N342325.9E1091248.5-N342311.3E1092043.0	
Sector6	ALT limit: 1450m or above
N343537.3E1094340.1-N343254.4E1091743.0-N342458.8E1090926.0-N342115.6E1090513.2-N340949.02E1085950.08-N340610.9E1085416.5-N340510.6E1091522.6-N343537.3E1094340.1	
Sector7	ALT limit: 2700m or above
N340610.9E1085416.5-N340620.5E1082449.1-N341141.9E1080359.0-N340031.0E1080708.1-N340007.4E1081640.0-N340021.24E1082721.96-N335612E1083542.0-N335624.67E1084018.71-N335655.9E1085137.6-N335838.01E1090208.75-N340125.8E1085955.4-N340249.75E1085816.44-N340610.9E1085416.5	
Sector8	ALT limit: 3000m or above
N343537.3E1094340.1-N340510.6E1091522.6-N340240.39E1091406.26-N340249.75E1085816.44-N340125.8E1085955.4-N335838.01E1090208.75-N335135.2E1090710.24-N332230.1E1084210.8-N332646E1091258-'SHX' VOR-N343537.3E1094340.1	
Sector9	ALT limit: 3600m or above
N334507.39E1084355.51-N335624.67E1084018.71-N335612E1083542.0-N340021.24E1082721.96-N340007.4E1081640.0-N340031.0E1080708.1-'NSH' VOR-N334507.39E1084355.51	
Sector10	ALT limit: 1750m or above

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N340510.6E1091522.6-N340240.39E1091406.26-N340249.75E1085816.44-N340610.9E1085416.5-N340510.6E1091522.6	
Sector11	ALT limit: 1200m or above
N342115.6E1090513.2-N341748.85E1085309.83-N341915.76E1084435.73-N341517.5E1084008.98-N340610.9E1085416.5-N340949.02E1085950.08-N342115.6E1090513.2	
Sector12	ALT limit: 3450m or above
N335838.01E1090208.75-N335135.2E1090710.24-N332230.1E1084210.8-'NSH' VOR-N334507.39E1084355.51-N335624.67E1084018.71-N335655.9E1085137.6-N335838.01E1090208.75	

4.5 雷达引导方法

4.5 Way of Radar vectoring

4.5.1 雷达引导报告点

4.5.1 Radar vector reporting points

ID	COORDINATES	ID	COORDINATES
XY801	N343112E1084032	XY802	N343245E1090557
XY803	N342140E1085044	XY815	N344217E1085547
XY905	N343507E1083528	XY906	N342752E1083559
XY911	N341808E1084552	XY918	N341007E1083451
XY930	N344736E1085236	XY940	N343208E1083126
XY950	N341945E1081429	XY960	N342014E1082533
LOVRA	N3550.8E10908.4	SHANGXIAN	N3352.5E10956.0

4.5.2 05L/05R 号跑道雷达引导方法

4.5.2 Way of Radar vectoring for RWY 05L/05R

4.5.2.1 LOVRA 方向：雷达引导经 LOVRA、XY905、XY906 点加入三边方向飞向 XY960，左转截获航向信号。

4.5.2.1 From LOVRA : Aircraft shall join in downwind via LOVRA , XY905 and XY906 according to the Surveillance, then fly to XY960, turn LEFT to intercept localizer path.

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4.5.2.2 长武 'HO' 方向：雷达引导经长武 'HO'、XY905、XY906 点加入三边方向飞向 XY960，左转截获航向信号。

4.5.2.2 From 'HO' NDB : Aircraft shall join in downwind via 'HO' NDB, XY905 and XY906 according to the Surveillance , then fly to XY960, turn LEFT to intercept localizer path.

4.5.2.3 商县及宁陕 'NSH' 方向：雷达引导经烟庄 'ZS' 、 XY911 加入三边方向飞向 XY918 或祖庵 'ZNX', 右转截获航向信号。或者雷达引导经烟庄 'ZS'、 XY906 点至三边方向飞向 XY960，左转截获航向信号。

4.5.2.3 From SHANGXIAN and 'NSH' VOR : Aircraft shall join in downwind via 'ZS' NDB and XY911 according to the Surveillance, then fly to XY918 or 'ZNX' VOR, turn RIGHT to intercept localizer path. Or aircraft shall join in downwind via 'ZS' NDB and XY906 according to the Surveillance, then fly to XY960 , turn LEFT to intercept localizer path.

4.5.2.4 宁陕 'NSH' 方向（有空域限制）: 雷达引 导经宁陕 'NSH' VOR/DME、 XY950、 XY940、XY906 点至三边方向飞向 XY960，左转截获航向 信号。

4.5.2.4 From 'NSH' VOR(BY ATC) : Aircraft shall join in downwind via 'NSH' VOR/DME, XY950, XY940 and XY906 according to the Surveillance, then fly to XY960, turn LEFT to intercept localizer path.

4.5.3 23L/23R 号跑道雷达引导方法

4.5.3 Way of Radar vectoring for RWY 23L/23R

4.5.3.1 LOVRA 方向：雷达引导经 LOVRA、XY905、XY801 点加入三边方向飞向 XY815，右转截获航向信号。

4.5.3.1 From LOVRA : Aircraft shall join in downwind via LOVRA , XY905 and XY801 according to the Surveillance, then fly to XY815, turn RIGHT to intercept localizer path.

4.5.3.2 长武 'HO' 方向：雷达引导经长武 'HO'、XY905、XY801 点加入三边方向飞向 XY815，右转截获航向信号。

4.5.3.2 From 'HO' NDB : Aircraft shall join in downwind via 'HO' NDB, XY905 and XY801 according to the Surveillance , then fly to XY815, turn RIGHT to intercept localizer path.

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4.5.3.3 商县及宁陕 'NSH' 方向：雷达引导经烟庄 'ZS'、XY803 加入三边方向飞向 XY802，左转截获航向信号。或者雷达引导经烟庄'ZS'、XY801 至三边方向飞向 XY815，右转截获航向信号。

4.5.3.3 From SHANGXIAN and 'NSH' VOR : Aircraft shall join in downwind via 'ZS' NDB and XY803 according to the Surveillance, then fly to XY802, turn LEFT to intercept localizer path. Or aircraft shall join in downwind via 'ZS' NDB and XY801 according to the Surveillance, then fly to XY815, turn RIGHT to intercept localizer path.

4.5.3.4 商县方向（有空域限制）：雷达引导经商 县、XY930、XY905、XY801 点至三边方向飞向 XY815，右转截获航向信号。

4.5.3.4 From SHANGXIAN(BY ATC) : Aircraft shall join in downwind via SHANGXIAN, XY930, XY905 and XY801 according to the Surveillance, then fly to XY815, turn RIGHT to intercept localizer path.

5. 无线电通信失效程序

5. Radio communication failure procedures

5.1 航空器单向通信失效

5.1 Aircraft communication partly failure

5.1.1 航空器如果只具有信号接收能力，根据接收到的管制指令继续飞行。

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

5.1.2 航空器如果只具有信号发送能力，驾驶员应当立即将飞行意图告知管制员，并及时报告位置和高度信息，管制员根据驾驶员报告的意图迅速调配其他的航空器避让。

5.1.2 If the radio transmitter is available, pilots shall notify the flight intention to ATC and report the position and altitude of aircraft. ATC will conduct the traffic accordingly.

5.2 航空器双向通信失效

5.2 Aircraft communication totally failure

航空器应按照下列特定的进近程序继续进近并尽快落地；如果本场不具备落地条件，驾驶员可自行决定返航备降。

Aircraft shall continue to approach according to the following specific procedures as soon as possible; if landing conditions are not met, pilot can decide to return or alternate by themselves.

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5.2.1 RWY05 方向着陆

LOVRA/HO 方向：航空器按照最后接收到的管制员指令高度（如果低于 2100m 则立即上升到 2100m）飞向 FNH，如果过 FNH 高度高于 2400m，则在 FNH 顺时针盘旋，下降至 2100m，然后按 05L 仪表进近程序着陆。

SHX/NSH 方向：航空器按照最后接收到的管制员指令高度（如果低于 2100m 则立即上升到 2100m）飞向 FNH，然后按 05L 仪表进近程序着陆；如果航空器按照最后接收到的管制员指令高度高于 2400m，则飞向 ZS，过 ZS 后再飞向 FNH，如果过 FNH 高度高于 2400m，则在 FNH 顺时针盘旋，下降至 2100m。然后按 05L 仪表进近程序着陆。

5.2.1 Landing to RWY05 direction

From LOVRA/'HO'NDB: aircraft shall fly to ‘FNH' VOR according to the last command altitude (climb to 2100m if not reached), if the altitude over ‘FNH' VOR is above 2400m, clockwise circling at ‘FNH' VOR and descend to 2100m, approach and land according to RWY05L instrument approach procedure.

From SHANGXIAN/'NSH' VOR:If the last command altitude is below 2100m, aircraft shall climb to 2100m and fly to ‘FNH' VOR, approach and land according to RWY05L instrument approach procedure; if the last command altitude is above 2400m , aircraft shall fly to ‘ZS' NDB and then to 'FNH' VOR, if the altitude over ‘FNH' VOR is above 2400m, clockwise circling at ‘FNH' VOR and descend to 2100m, approach and land according to RWY05L instrument approach procedure.

5.2.2 RWY23 方向着陆

LOVRA/HO 方向：航空器按照最后接收到的管制员指令高度（如果低于 2100m 则立即上升到 2100m）飞向 MIZ，如果过 MIZ 高度高于 2400m，则在 MIZ 顺时针盘旋，下降至 2100m。然后按 23R 仪表进近程序着陆。

SHX/NSH 方向：航空器按照最后接收到的管制员指

5.2.2 Landing to RWY23 direction

From LOVRA/'HO' NDB: aircraft shall fly to ‘MIZ' VOR according to the last command altitude (climb to 2100m if not reached), if the altitude over ‘MIZ' VOR is above 2400m, clockwise circling at ‘MIZ' VOR and descend to 2100m, approach and land according to RWY23R instrument approach procedure.

From SHANGXIAN/'NSH' VOR:If the last command

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令高度（如果低于 2100m 则立即上升到 2100m）飞向 FNH，过 FNH 后再飞向 MIZ，然后按 23R 仪表进近程序着陆；如果航空器按照最后接收到的管制员指令高度高于 2400m，则飞向 ZS，过 ZS 后再飞向 FNH，过 FNH 后再飞向 MIZ，如果过 MIZ 高度高于 2400m，则在 MIZ 顺时针盘旋，下降至 2100m，然后按 23R 仪表进近程序着陆。

altitude is below 2100m, aircraft shall climb to 2100m and fly to ‘FNH' VOR, then to ‘MIZ' VOR, approach and land according to RWY23R instrument approach procedure; if the last command altitude is above 2400m, aircraft shall fly to ‘FNH' VOR via ‘ZS' NDB, then to ‘MIZ' VOR, if the altitude over ‘MIZ' VOR is above 2400m, clockwise circling at ‘MIZ' VOR and descend to 2100m, approach and land according to RWY23R instrument approach procedure.

5.3 本场通信失效

5.3 Aerodrome communication failure

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

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

在本场运行的航空器，如遇有空中无线电通信故障时，机组可尝试联系西安进近电话: 086-29-88702140 或 086-29-88702129。

If an aerial radio communication failure of the aircraft operating, try to contact Xi'an APP. TEL: 86-29-88702140,86-29-88702129.

5.4 无线电通信恢复

5.4 Radio communication return to normal

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

Resume normal operation and inform related ATC office immediately when the aircraft with communication failure has landed or established communication again.

6. 目视飞行程序

6. Procedures for VFR flights

6.1 目视着陆跑道或前机后尽早报告管制员；

6.1 Inform ATC when preceding aircraft or RWY is in

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sight as soon as possible;

6.2 进近管制员在首次联系时，将向机组通报预计独立目视进近和跑道，机组无异议即认为该机组已接受目视进近;

6.2 Approach controller shall give Independent Visual Approach expectation and assigned RWY to the flight crew at the initial contact. No objection means that Independent Visual Approach has been accepted;

6.3 机组应适当控制表速，预计飞行航迹（TRACK-MILE）距接地点 10NM 时速度 180kt，距接地点 5NM 时速度 160kt。如果不能照上述速度执行时，机组及时通知管制员;

6.3 Flight crew shall manage IAS. Standard terminal area speeds apply 180kt 10NM from touch down point and 160kt 5NM from touch down point. If flight crew cannot fulfill the required speed, inform ATC immediately;

6.4 预计实施独立目视进近的航空器在四边上得到目视进近许可之前，一旦通讯失效、卡阻等原因无法与五边管制员取得联系时，应及时转弯切入指定跑道的五边实施盲降进近并联系相应的塔台频率。

6.4 Before aircraft allowed to implement independent visual approach on base leg, if flight crew cannot contact with controllers on final because of communication failure or jam, flight crew shall turn to intercept assigned final/RWY, implement ILS approach and contact relevant TWR frequency.

7. 目视飞行航线

7. VFR route

无

Nil

8. 目视参考点

8. Visual reference point

无

Nil

9. 其它规定

9. Other regulations

9.1 对机组的要求

9.1 Requirements for pilots:

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

9.1.1 Verify and repeat the GND Control's instructions;

9.1.2 须在推出时向机坪管制员证实使用跑道及推出方向；

9.1.2 During pushed-back from parking stand, contact APN Control to verify the pushing direction and the approved RWY designation to be used;

9.1.3 须在进入交接点前主动报告“接近某某滑行道，请求转至某某频率”；

9.1.3 When approaching to the hand-over point, report “Closing to XX TWY, apply to change to XX frequency”;

9.1.4 须在脱离跑道首次与地面管制联系时，尤其在低能见度情况下，向地面管制报告脱离的跑道和使用的滑行道及当前具体位置；

9.1.4 After vacating RWY and initial contact with the GND Control, especially under the condition of low visibility, report the vacated runway designation and taxiway designation in use, as well as the current position;

9.1.5 如在管制扇区移交后联系不畅，应在等待线前停止滑行，并应向原先联系的管制扇区报告；

9.1.5 If fail to contact the expected ATC after changing frequency, stop prior to the holding line and contact the original frequency;

9.1.6 须密切观察地面相关活动，及时依照管制员的活动通报进行观察，要将观察到的不明活动情况及时通报给地面管制员；

9.1.6 Pay attention to the surrounding situations, and report to ATC upon finding unclear motion;

9.1.7 当机组误操作滑错方向时，应该立即停止滑行并向管制员报告；

9.1.7 When taxiing to the wrong direction by mistake, stop immediately and report to ATC;

9.1.8 机组申请滑行前应向管制员报告“重型”或“HEAVY”；

9.1.8 Flight crew shall report “HEAVY” when apply for taxiing clearance;

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9.2 通常情况下，起飞航空器从等待位置到对正跑道时间应控制在 60 秒以内,着陆航空器从接地到滑出跑道应控制在 50 秒以内。如需更长时间占用跑道，应尽早通知 ATC。

9.2 Normally, departure aircraft shall finish RWY alignment within 60s from holding position, landing aircraft shall fully vacate RWY within 50s after touchdown.If more time is needed, inform ATC as soon as possible.

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

Waypoint ID	COORDINATES	Waypoint ID	COORDINATES
XY404	N341110 E1091750	XY904	N345316 E1081145
XY406	N340212 E1085124	XY905	N343507 E1083528
XY410	N343848 E1085122	XY906	N342752 E1083559
XY420	N343721 E1090147	XY907	N340228 E1081544
XY430	N344024 E1084455	XY908	N334330 E1083318
XY510	N343230 E1085500	XY909	N335339 E1083923
XY520	N343224 E1090448	XY910	N340012 E1084324
XY530	N344217 E1085000	XY911	N341808 E1084552
XY609	N335842 E1082810	XY914	N342348 E1083026
XY610	N351030 E1080826	XY915	N341400 E1082739
XY620	N341518 E1083118	XY916	N341711 E1083158
XY630	N342024 E1083818	XY917	N341340 E1083947
XY640	N342902 E1083347	XY918	N341007 E1083451
XY701	N342324 E1083236	XY919	N341248 E1082804
XY702	N342228 E1082448	XY920	N341527 E1083140
XY703	N342758 E1082257	XY940	N343208 E1083126
XY801	N343112 E1084032	XY950	N341945 E1081429
XY802	N343245 E1090557	XY960	N342014 E1082533
XY803	N342140 E1085044	FNH	N3433.2 E10837.7

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XY804	N343801 E1090020	HO	N3512.6 E10746.1
XY805	N343542 E1085923	KLX	N3415.9 E10914.9
XY806	N343508 E1084557	MIZ	N3449.2 E10859.7
XY807	N343843 E1085052	NSH	N3319.1 E10818.7
XY808	N343630 E1090354	WJC	N3546.7 E10922.6
XY809	N342540 E1085612	ZNX	N3406.7 E10830.2
XY810	N342921 E1090114	ZS	N3413.3 E10851.2
XY812	N343625 E1085819	DOVOP	N3445.4 E10842.5
XY813	N343857 E1085921	LOVRA	N3550.8 E10908.4
XY815	N344217 E1085547	PIKEM	N3330.7 E10851.6
XY901	N350643 E1085050	TEBIB	N3521.1 E10753.9
XY902	N345705 E1084701	UGSUT	N3345.4 E10934.6
XY903	N351828 E1083621		

RWY05L SID Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
WJC-9W								
VA			052		650	MAX380		RNAV1
DF	XY410			L	↑1300			RNAV1
TF	MIZ							RNAV1
TF	WJC							RNAV1
WJC-1Z								
VA			052		650	MAX380		RNAV1
DF	XY410				↑1300			RNAV1

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TF	MIZ							RNAV1
TF	WJC							RNAV1
NSH-9W								
VA			052		650	MAX380		RNAV1
DF	XY410			L	↑1300			RNAV1
TF	XY420				↑1800			RNAV1
TF	KLX							RNAV1
TF	XY404				↑3600			RNAV1
TF	UGSUT							RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
NSH-8W								
VA			052		650	MAX380		RNAV1
DF	XY410			L	↑1300			RNAV1
TF	XY430							RNAV1
TF	FNH							RNAV1
TF	ZS							RNAV1
TF	XY406				↑3600			RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
TEBIB-9W								
VA			052		650	MAX380		RNAV1
DF	XY410			L	↑1300			RNAV1
TF	DOVOP							RNAV1
TF	TEBIB							RNAV1

RWY05R SID Navigation database coding table

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Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
WJC-9Z								
CF	XY510		052		↑1300			RNAV1
TF	XY420				↑1600	MAX405		RNAV1
TF	MIZ							RNAV1
TF	WJC							RNAV1
WJC-1Y								
CF	XY510		052		↑1300			RNAV1
TF	XY420				↑1600			RNAV1
TF	MIZ							RNAV1
TF	WJC							RNAV1
NSH-9Z								
CF	XY510		052		↑1300			RNAV1
TF	XY420				↑1600	MAX405		RNAV1
TF	XY520				↑1800			RNAV1
TF	KLX							RNAV1
TF	XY404				↑3600			RNAV1
TF	UGSUT							RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
NSH-8Z								
CF	XY510		052		↑1300			RNAV1
TF	XY420				↑1600	MAX405		RNAV1
TF	XY530							RNAV1
TF	FNH							RNAV1

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TF	ZS							RNAV1
TF	XY406				↑3600			RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
TEBIB-9Z								
CF	XY510		052		↑1300			RNAV1
TF	XY420				↑1600	MAX405		RNAV1
TF	XY530							RNAV1
TF	DOVOP							RNAV1
TF	TEBIB							RNAV1

RWY23L SID Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
WJC-9Y								
CF	XY630		232		↑1400			RNAV1
TF	XY620				↑1800	MAX405		RNAV1
TF	XY960							RNAV1
TF	XY640							RNAV1
TF	FNH							RNAV1
TF	MIZ							RNAV1
TF	WJC							RNAV1
NSH-9Y(BY ATC)								
CF	XY630		232		↑1400			RNAV1
TF	XY620				↑1800	MAX405		RNAV1

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TF	ZNX							RNAV1
TF	XY609				↑3600			RNAV1
TF	NSH							RNAV1
NSH-8Y								
CF	XY630		232		↑1400			RNAV1
TF	XY620				↑1800	MAX405		RNAV1
TF	XY960							RNAV1
TF	XY640							RNAV1
TF	ZS							RNAV1
TF	XY406				↑3600			RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
TEBIB-9Y								
CF	XY630		232		↑1400			RNAV1
TF	XY620				↑1800	MAX405		RNAV1
TF	XY960							RNAV1
TF	XY610							RNAV1
TF	TEBIB							RNAV1

RWY23R SID Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
WJC-9X								
VA			232		650	MAX380		RNAV1
DF	XY701			R	↑1400			RNAV1

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TF	XY702					MAX405		RNAV1
TF	XY703							RNAV1
TF	FNH							RNAV1
TF	MIZ							RNAV1
TF	WJC							RNAV1
NSH-9X(BY ATC)								
VA			232		650	MAX380		RNAV1
DF	XY701			R	↑1400			RNAV1
TF	XY702					MAX405		RNAV1
TF	ZNX							RNAV1
TF	XY609				↑3600			RNAV1
TF	NSH							RNAV1
NSH-8X								
VA			232		650	MAX380		RNAV1
DF	XY701			R	↑1400			RNAV1
TF	XY702					MAX405		RNAV1
TF	XY703							RNAV1
TF	FNH							RNAV1
TF	ZS							RNAV1
TF	XY406				↑3600			RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
TEBIB-9X								
VA			232		650	MAX380		RNAV1
DF	XY701			R	↑1400			RNAV1
TF	XY702					MAX405		RNAV1
TF	XY703							RNAV1

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TF	XY610							RNAV1
TF	TEBIB							RNAV1

RWY05L/R STAR Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
LOVRA-1W								
IF	LOVRA							RNAV1
TF	XY901							RNAV1
TF	XY902				↑2700			RNAV1
TF	DOVOP							RNAV1
TF	FNH					MAX380		RNAV1
TF	XY906				2400	MAX380		RNAV1
LOVRA-2W(BY ATC)								
IF	LOVRA							RNAV1
TF	XY903				↑2700			RNAV1
TF	XY904							RNAV1
TF	FNH					MAX380		RNAV1
TF	XY906				2400	MAX380		RNAV1
LOVRA-1Z								
IF	LOVRA							RNAV1
TF	DOVOP							RNAV1
TF	FNH							RNAV1
TF	XY906				2400	MAX380		RNAV1
NSH-1W								

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IF	NSH							RNAV1
TF	XY908							RNAV1
TF	XY909				↑3600			RNAV1
TF	XY910				↑3000			RNAV1
TF	ZS					MAX380		RNAV1
TF	XY911				2400	MAX380		RNAV1
NSH-2W(BY ATC)								
IF	NSH							RNAV1
TF	XY907				↑3600			RNAV1
TF	XY950							RNAV1
TF	XY940					MAX380		RNAV1
TF	XY906				2400	MAX380		RNAV1
HO-1W								
IF	HO							RNAV1
TF	XY904							RNAV1
TF	FNH					MAX380		RNAV1
TF	XY906				2400	MAX380		RNAV1

RWY05L/R Holding Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
Holding (Outbound time:1.5min)								
HM	NSH	Y	029	L	4500			RNAV1
HM	HO	Y	135	R	4500			RNAV1
Holding (Outbound time:1min)								

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HM	XY904	Y	135	R	2700			RNAV1
HM	XY908	Y	029	R	3900			RNAV1
HM	ZS	Y	294	L	2400	MAX380		RNAV1

RWY05L Approach Transition Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
Approach Transition XY911								
IF	XY911				2400	MAX380		RNAV1
TF	XY917							RNAV1
TF	XY918							RNAV1
TF	ZNX				1800			RNAV1
TF	XY915				1500			RNAV1
TF	XY916				1200			RNAV1
Approach Transition XY906								
IF	XY906				2400	MAX380		RNAV1
TF	XY914							RNAV1
TF	XY960							RNAV1
TF	XY915				1500			RNAV1
TF	XY916				1200			RNAV1

RWY05R Approach Transition Navigation database coding table

Path	Waypoint	Fly	Magnetic	Turn	Altitude	IAS	VPA/	Navigation

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Terminator	ID	over	Course (°)	Direction	(m)	(km/h)	TCH	Specification
Approach Transition XY906								
IF	XY906				2400	MAX380		RNAV1
TF	XY914							RNAV1
TF	XY960							RNAV1
TF	XY919				1800			RNAV1
TF	XY920				1500			RNAV1
Approach Transition XY911								
IF	XY911				2400	MAX380		RNAV1
TF	XY917							RNAV1
TF	XY918							RNAV1
TF	ZNX				1800			RNAV1
TF	XY919				1800			RNAV1
TF	XY920				1500			RNAV1

RWY23L/R STAR Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
LOVRA-1Y								
IF	LOVRA							RNAV1
TF	XY901							RNAV1
TF	XY902				↑2700			RNAV1
TF	DOVOP							RNAV1
TF	XY905					MAX380		RNAV1

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TF	XY801				2400	MAX380		RNAV1
LOVRA-2Y								
IF	LOVRA							RNAV1
TF	XY901							RNAV1
TF	XY902				↑2700			RNAV1
TF	MIZ				2100	MAX380		RNAV1
LOVRA-3Y(BY ATC)								
IF	LOVRA							RNAV1
TF	XY903				↑2700			RNAV1
TF	XY904							RNAV1
TF	XY905					MAX380		RNAV1
TF	XY801				2400	MAX380		RNAV1
NSH-1Y								
IF	NSH							RNAV1
TF	XY908							RNAV1
TF	XY909				↑3600			RNAV1
TF	XY910				↑3000			RNAV1
TF	ZS					MAX380		RNAV1
TF	XY803				2400	MAX380		RNAV1
HO-1Y								
IF	HO							RNAV1
TF	XY904							RNAV1
TF	XY905					MAX380		RNAV1
TF	XY801				2400	MAX380		RNAV1

RWY23L/R Holding Navigation database coding table

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Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
Holding (Outbound time:1.5min)								
HM	NSH	Y	029	L	4500			RNAV1
HM	HO	Y	135	R	4500			RNAV1
Holding (Outbound time:1min)								
HM	XY904	Y	135	R	2700			RNAV1
HM	XY908	Y	029	R	3900			RNAV1
HM	ZS	Y	294	L	2400	MAX380		RNAV1

RWY23L Approach Transition Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
Approach Transition MIZ								
IF	MIZ				2100	MAX380		RNAV1
TF	XY804				1500			RNAV1
TF	XY805				1500			RNAV1
Approach Transition XY803								
IF	XY803				2400	MAX380		RNAV1
TF	XY809							RNAV1
TF	XY810							RNAV1
TF	XY802				1800			RNAV1
TF	XY808				1500			RNAV1
TF	XY805				1500			RNAV1

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Approach Transition XY801								
IF	XY801				2400	MAX380		RNAV1
TF	XY806							RNAV1
TF	XY807							RNAV1
TF	XY815							RNAV1
TF	XY804				1500			RNAV1
TF	XY805				1500			RNAV1

RWY23R Approach Transition Navigation database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/ TCH	Navigation Specification
Approach Transition MIZ								
IF	MIZ				2100	MAX380		RNAV1
TF	XY813				1350			RNAV1
TF	XY812				1200			RNAV1
Approach Transition XY803								
IF	XY803				2400	MAX380		RNAV1
TF	XY809							RNAV1
TF	XY810							RNAV1
TF	XY802				1800			RNAV1
TF	XY808				1500			RNAV1
TF	XY812				1200			RNAV1
Approach Transition XY801								
IF	XY801				2400	MAX380		RNAV1
TF	XY806							RNAV1

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TF	XY807							RNAV1
TF	XY815							RNAV1
TF	XY813				1350			RNAV1
TF	XY812				1200			RNAV1

ZLXY AD 2.23 其它资料

机场全年有鸟类活动，不同季节鸟类物种组成及数量均有较大变化。本场鸟类活动主要集中在围界周边、跑道及滑行道两侧土面区，清晨和傍晚活动较频繁，中午较少。机场当局采取巡视驱赶、除草、灭虫等措施降低鸟击风险。常见鸟类活动高度0-100m。

ZLXY AD 2.23 Other information

Activities of bird flocks take place all the year round, and they concentrate mainly around aerodrome enclosure and on both sides of RWY and TWY. Aerodrome Authority resorts to dispersal methods to reduce bird activities. Mainly birds activity altitude:0-100m.

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AERODROME CHART

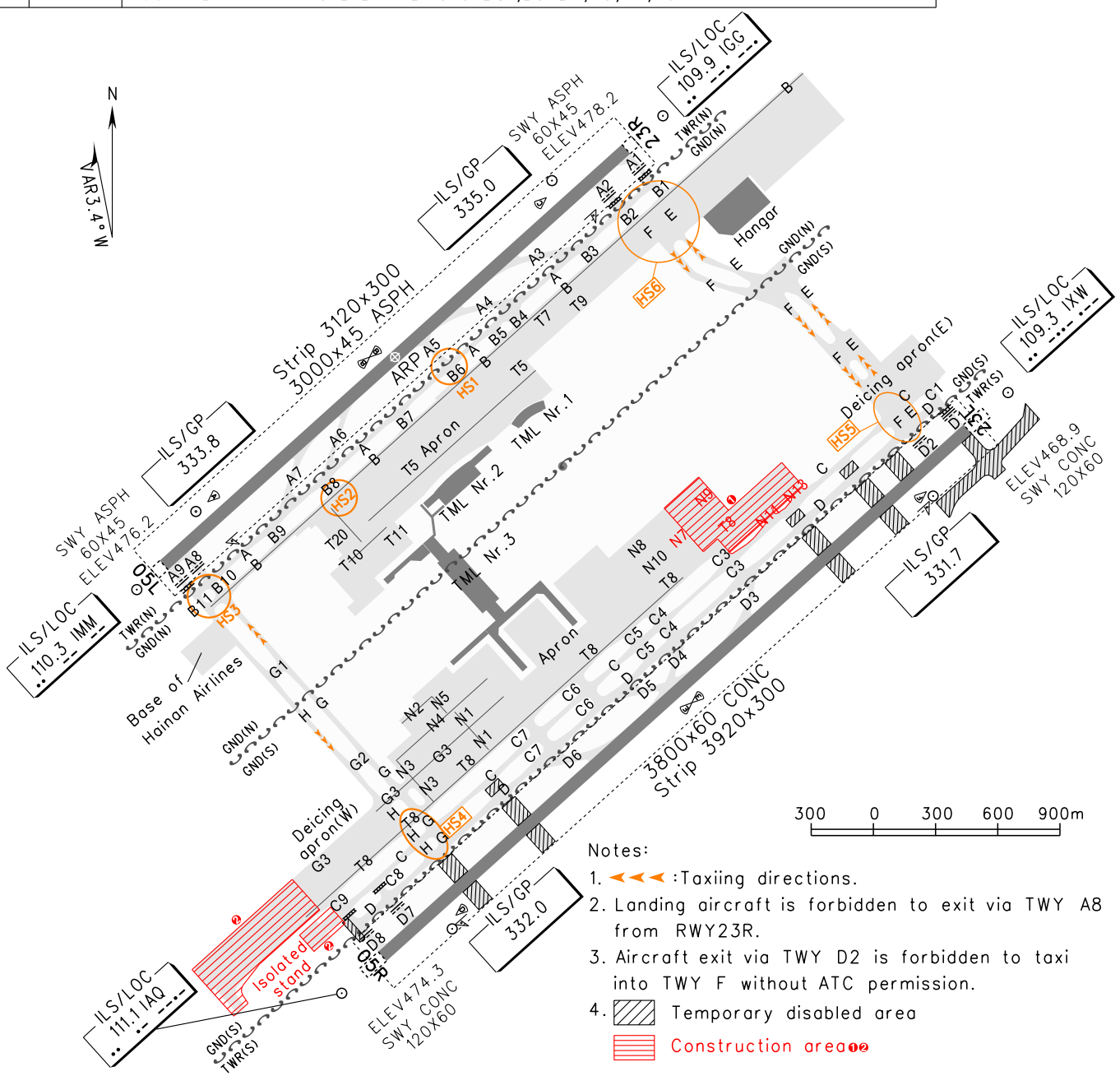
D-ATIS 127.45(ARR) 128.65(DEP)
TWR(N) 124.3(118.15) TWR(S) 130.45(118.15)
GND(N) 121.8(124.3) GND(S) 121.65(130.45)
Delivery 121.6 (DCL AVBL)
APN(N) 121.925 APN(S) 121.85

ZLXY XI'AN/Xianyang

N34° 26.7'E108° 45.0' ELEV 479.1m

RWY	Direction	Bearing strength (PCN)
05L 23R	052° /232°	86/R/B/W/T: RWY05R/23L(0-720m(FM each end)), TWYs C, D, D1, D2, D7, D8, T8(east of H), C1,C3, C8, C9, C4-C7(south of stands Nr.304, 308, 315, 319, 404), F, G(south of T8), H(south of T8), N1(south of G3), G3(east of stand Nr.331). 84/F/B/X/T: TWYs A2, A4, A6, A8, B2. 82/F/B/W/T: RWY05L/23R(0-500m(FM THR05L) & 0-300m(FM THR23R)), TWYs A, A1, A5, A9.
05R 23L	052° /232°	78/R/B/W/T: RWY05R/23L(Center), TWYs B(west of B8), B8-B11, D3-D6, G1, G2, G3(west of G), T6, T8(west of H), G(north of T8), H(north of T8). 75/F/B/W/T: RWY05L/23R(Center), TWYs A3, A7. 71/R/B/W/T: TWYs B1, B(east of B1), T1-T4, C4-C7(north of stands Nr.304, 308, 315, 319, 404). 70/R/B/W/T: TWYs E, G3(BTN G & stand Nr.331), N1(north of G3), N2-N5,N7,N8,N10,T10,T11,T20. 60/R/B/W/T: TWYs B(BTN B1 and B8),B3-B7,T5,T7,T9.

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



Notes:

1. ◄◄◄ :Taxiing directions.
2. Landing aircraft is forbidden to exit via TWY A8 from RWY23R.
3. Aircraft exit via TWY D2 is forbidden to taxi into TWY F without ATC permission.
4. Temporary disabled area
   Construction area❶❷

Changes: Apron, TWYs, construction area.

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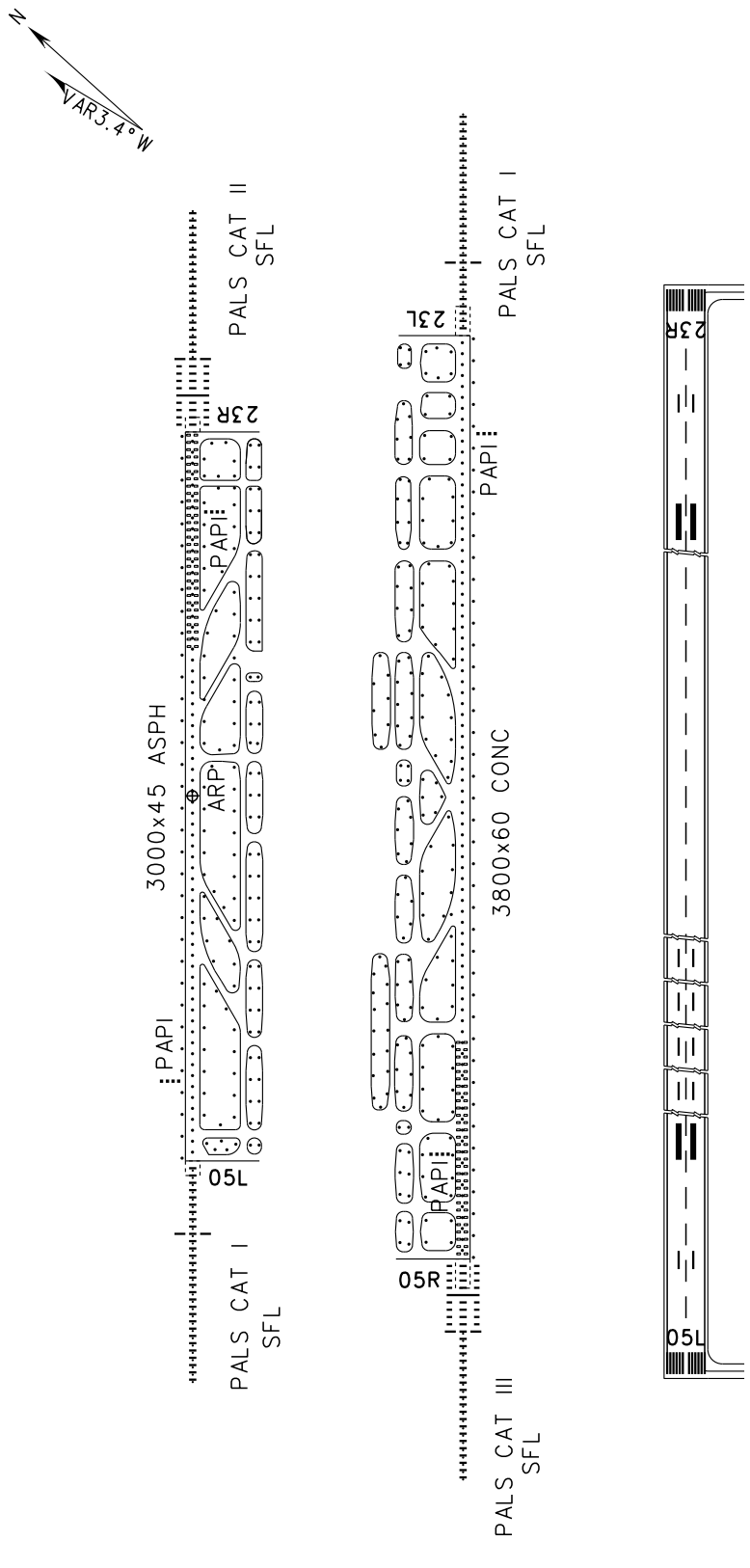
BEARINGS ARE MAGNETIC.
ALTITUDES, DISTANCES, ELEVATIONS AND HEIGHTS IN METERS.



TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)						LIGHTS		
ACFT Type		RWY05L/R, 23L/R		LVP in force 05L/R, 23L/R		RWY05L/23L	RWY05R	RWY23R
		REDL	NIL(Day only)	REDL RCLL RENL				
2 TURB ENG or 3&4 ENG	A	RVR400 VIS800	RVR500 VIS800	RVR200	HUD RVR150	PALS CAT I PAPI SFL RCLL REDL RENL	PALS CAT III PAPI SFL RCLL REDL RTZL RENL	PALS CAT II PAPI SFL RCLL REDL RTZL RENL
	B							
	C							
	D							
Other 1&2 ENG		VIS1600						

Note:

Changes: Nil.

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AIRCRAFT PARKING CHART-ICAO

D-ATIS 127.45(ARR) 128.65(DEP)
Delivery 121.6(DCL AVBL)

TWR(N) 124.3(118.15) TWR(S) 130.45(118.15)
GND(N) 121.8(124.3) GND(S) 121.65(130.45)
APN(N) 121.925 APN(S) 121.85

ZLXY XI'AN/Xianyang

Bearing strength (PCN)

PCN 86/R/B/W/T: Stands Nr.305-307, 316-318, 324-330, 405-409.
PCN 78/R/B/W/T: Stands Nr. 501-509, 503L, 503R, 505L, 505R, 506L.
PCN 71/R/B/W/T: Stands Nr. 201-225, 301-304, 308-315, 319-322, 401-404.
PCN 70/R/B/W/T: Stands Nr.331-348, 342L, 342R, 344L, 344R, 345L, 347L, 350, 410, 415-423, 410-425, 601-604, 601L, 603L, 701-711.
PCN 60/R/B/W/T: Stands Nr.101-145, 126A, 128A.

Usage of pushed-back holding position.

NR.	PB1	PB2	PB3	PB4	PB5	PB6	PB7
Stands	301	302	303	304	312		310,313
NR.	PB8	PB9	PB10	PB11	PB12	PB13	PB14
Stands	309,314	308,315	322	321	320	319	145
NR.	PB15						
Stands	144,145						

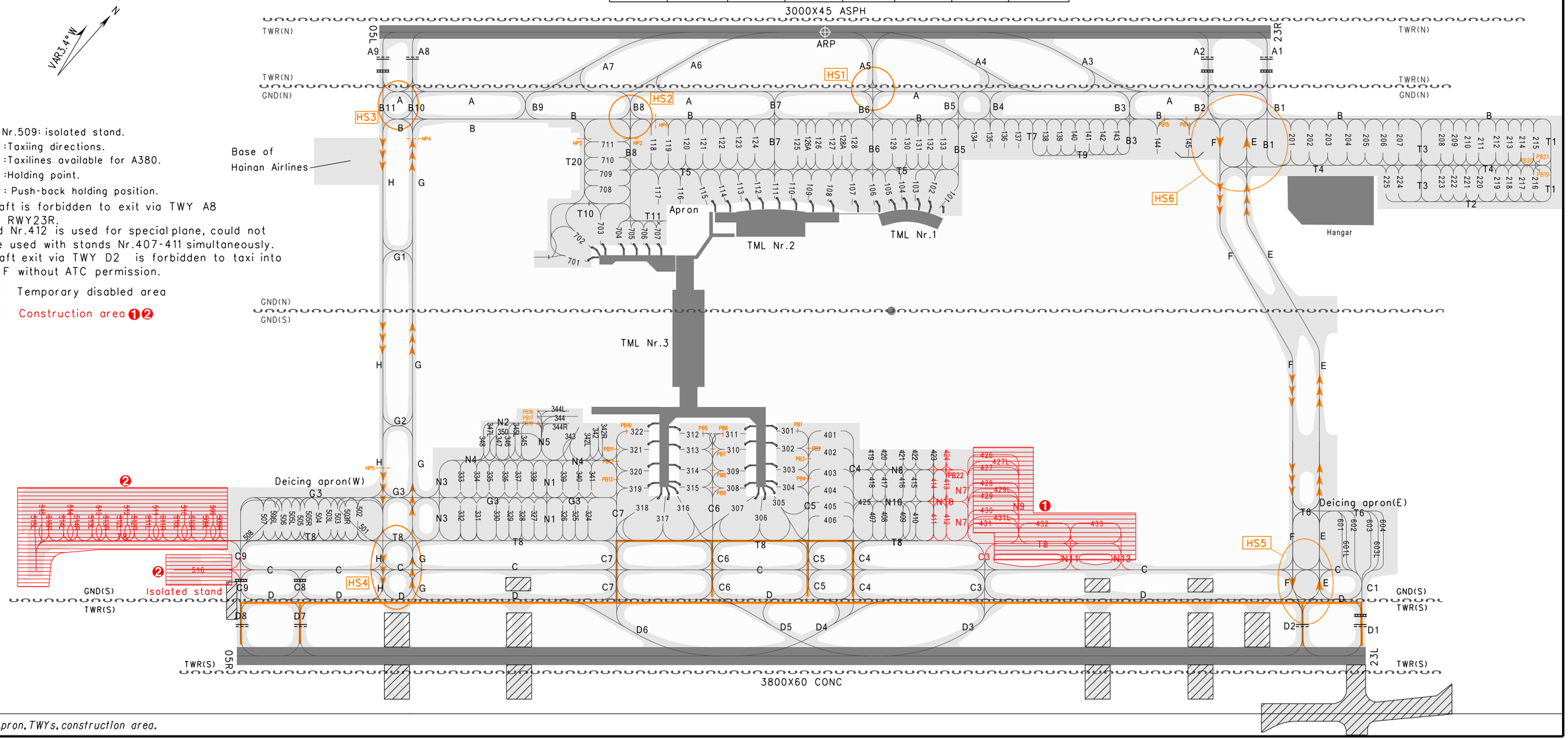
PBs in column 1 and 2 are forbidden to use simultaneously

Column 1	Column 2
PB7, PB9	PB8
PB8	PB5, PB6, PB7, PB9
PB1, PB3	PB2, PB4
PB10, PB12	PB11, PB13

Note: 1. All the stands with PBs shall push to the corresponding push-back points.
2. Aircraft parking on stand Nr.311 shall push to PB6, then tow to PB7 to start up; aircraft parking on stand Nr.312 shall push to PB5, then tow to PB7 to start up;
3. Aircraft shall taxi to TWY T8 with idle power from PB.

VAR3.4°W

Notes:
1. Stand Nr.509: isolated stand.
2. ◄◄◄ :Taxiing directions.
3. ——— :Taxilines available for A380.
4. HP :Holding point.
5. PB7 : Push-back holding position.
6. Aircraft is forbidden to exit via TWY A8 from RWY23R.
7. Stand Nr.412 is used for special plane, could not to be used with stands Nr.407-411 simultaneously.
8. Aircraft exit via TWY D2 is forbidden to taxi into TWY F without ATC permission.
9. Temporary disabled area
Construction area ❶❷



Changes: Apron, TWYs, construction area.

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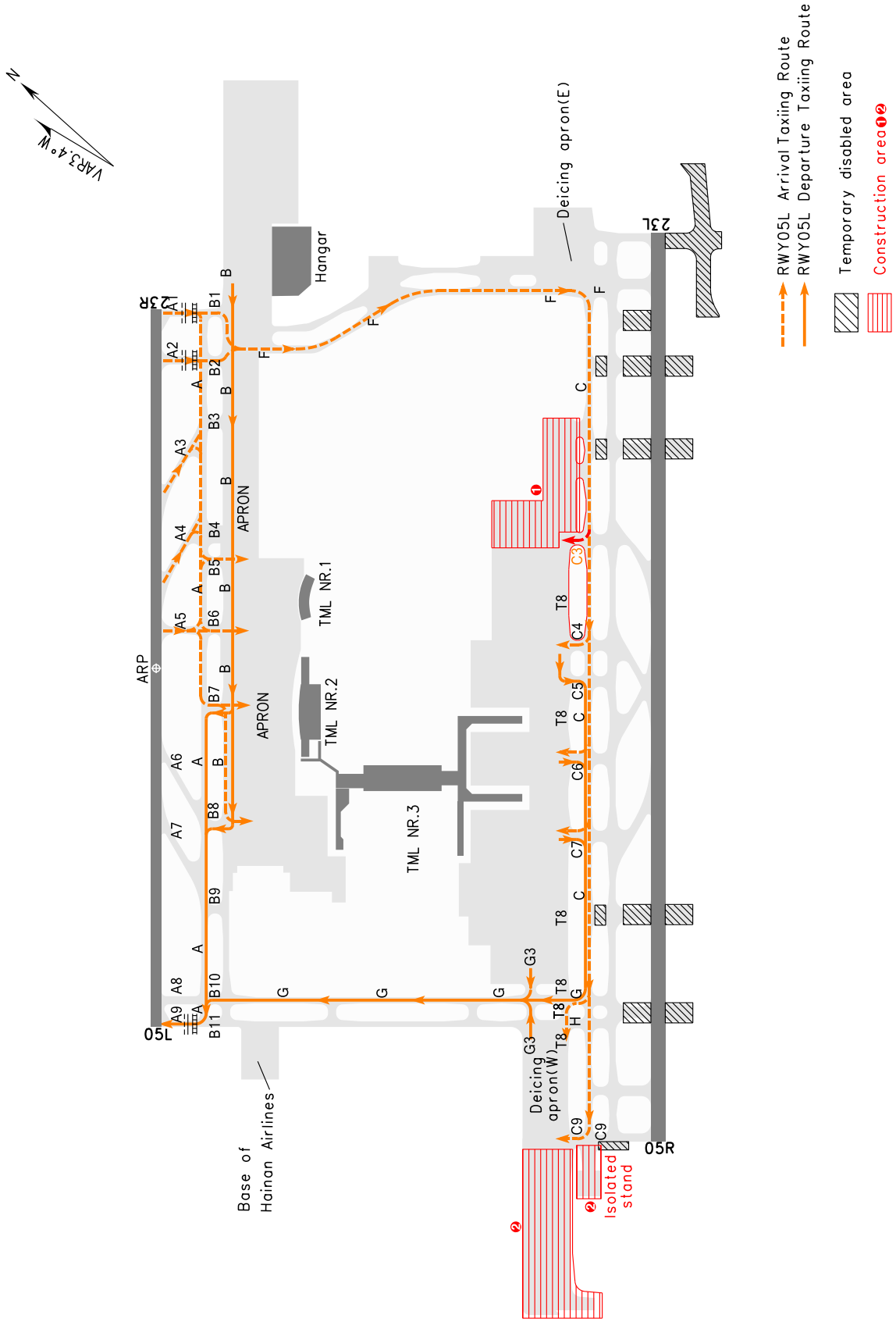
TAXIING ROUTES CHART



Changes: Apron, TWY C3, taxiing route, construction area.

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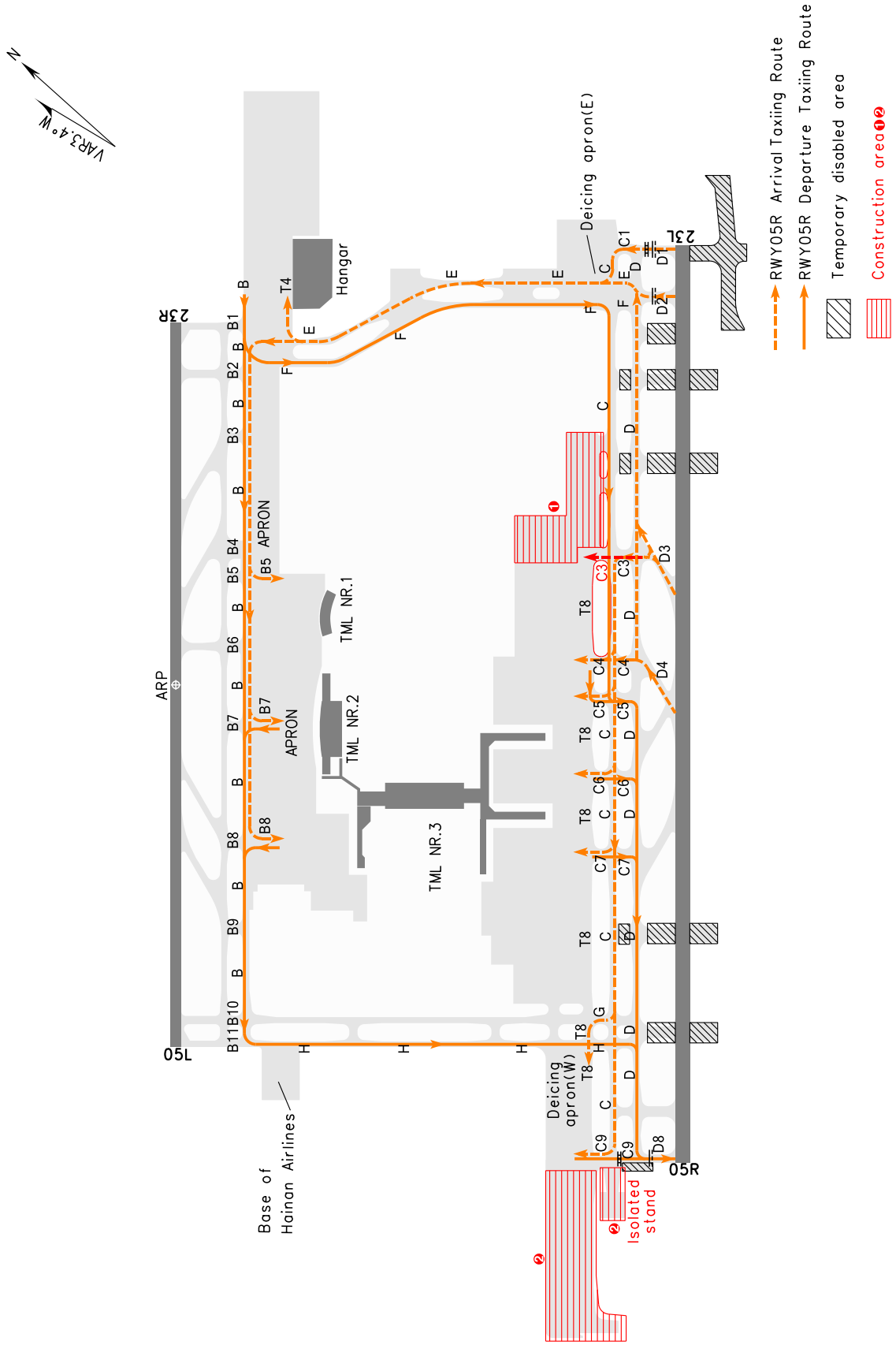
TAXIING ROUTES CHART

ZLXY XI'AN/Xianyang

RWY05R



Changes: Apron, TWY C3, taxiing route, construction area.

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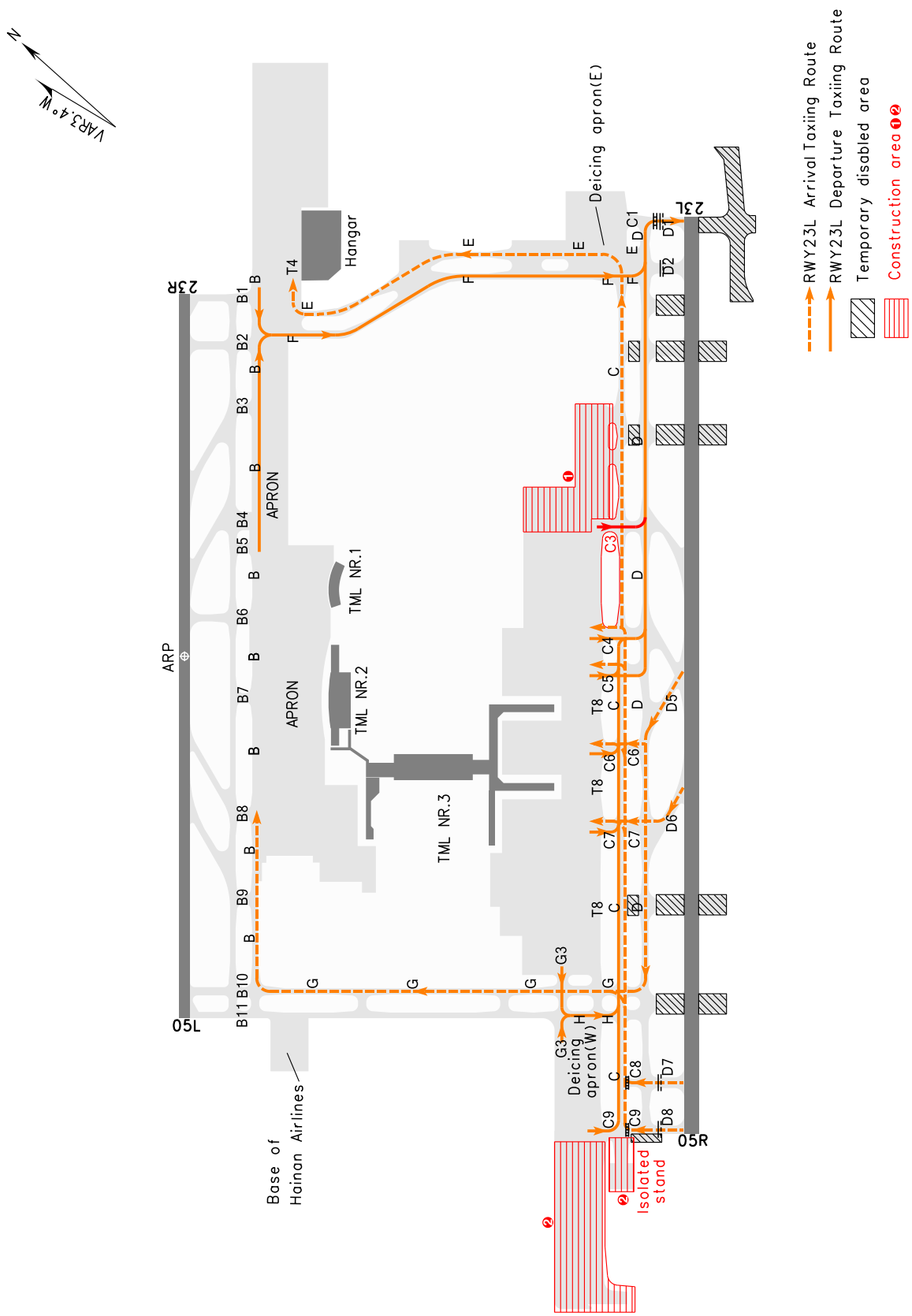
TAXIING ROUTES CHART

ZLXY XI'AN/Xianyang

RWY23L



Changes: Apron, TWY C3, taxiing route, construction area.

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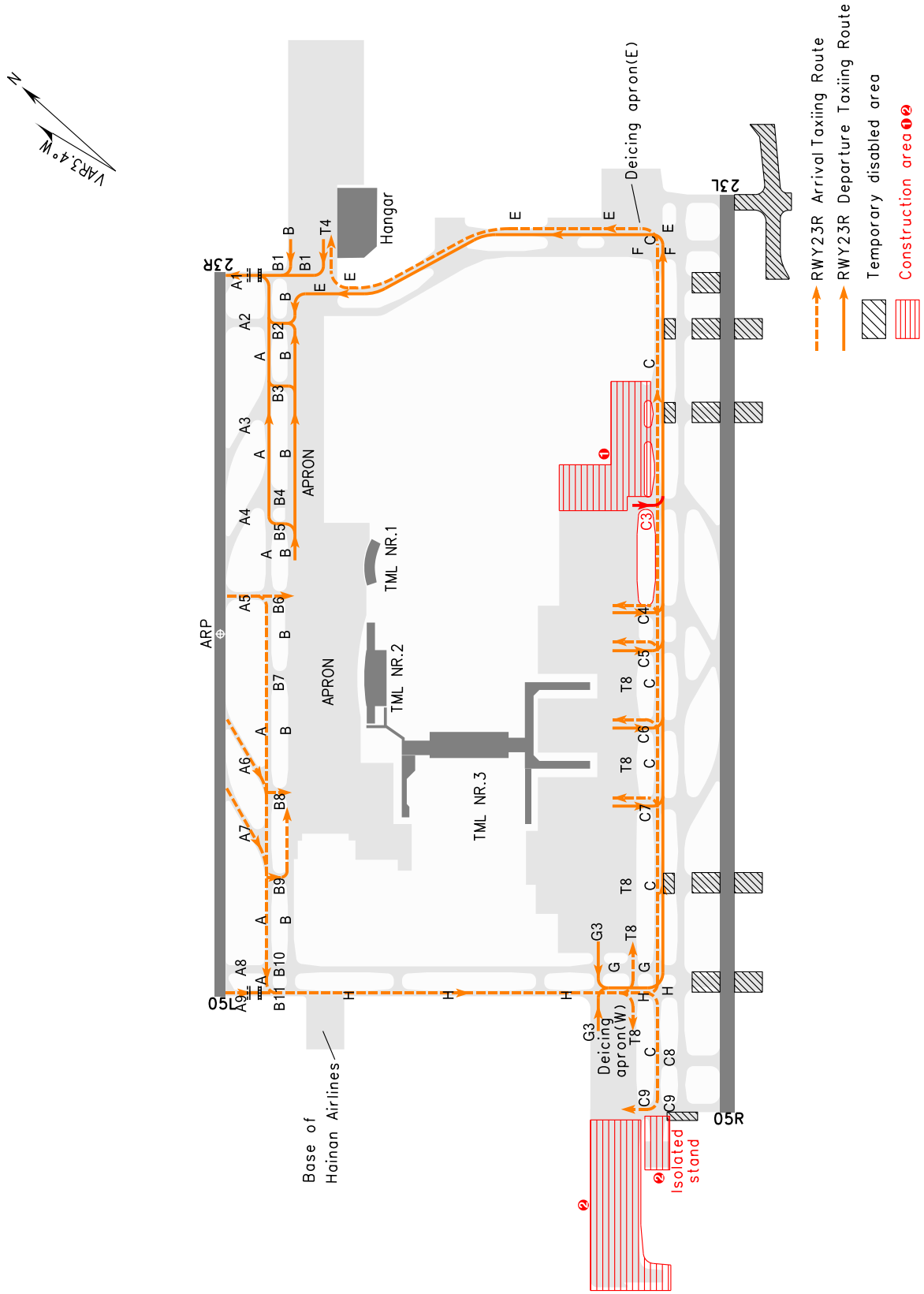
TAXIING ROUTES CHART

ZLXY XI'AN/Xianyang

RWY23R



Changes: Apron, TWY C3, taxiing route, construction area.

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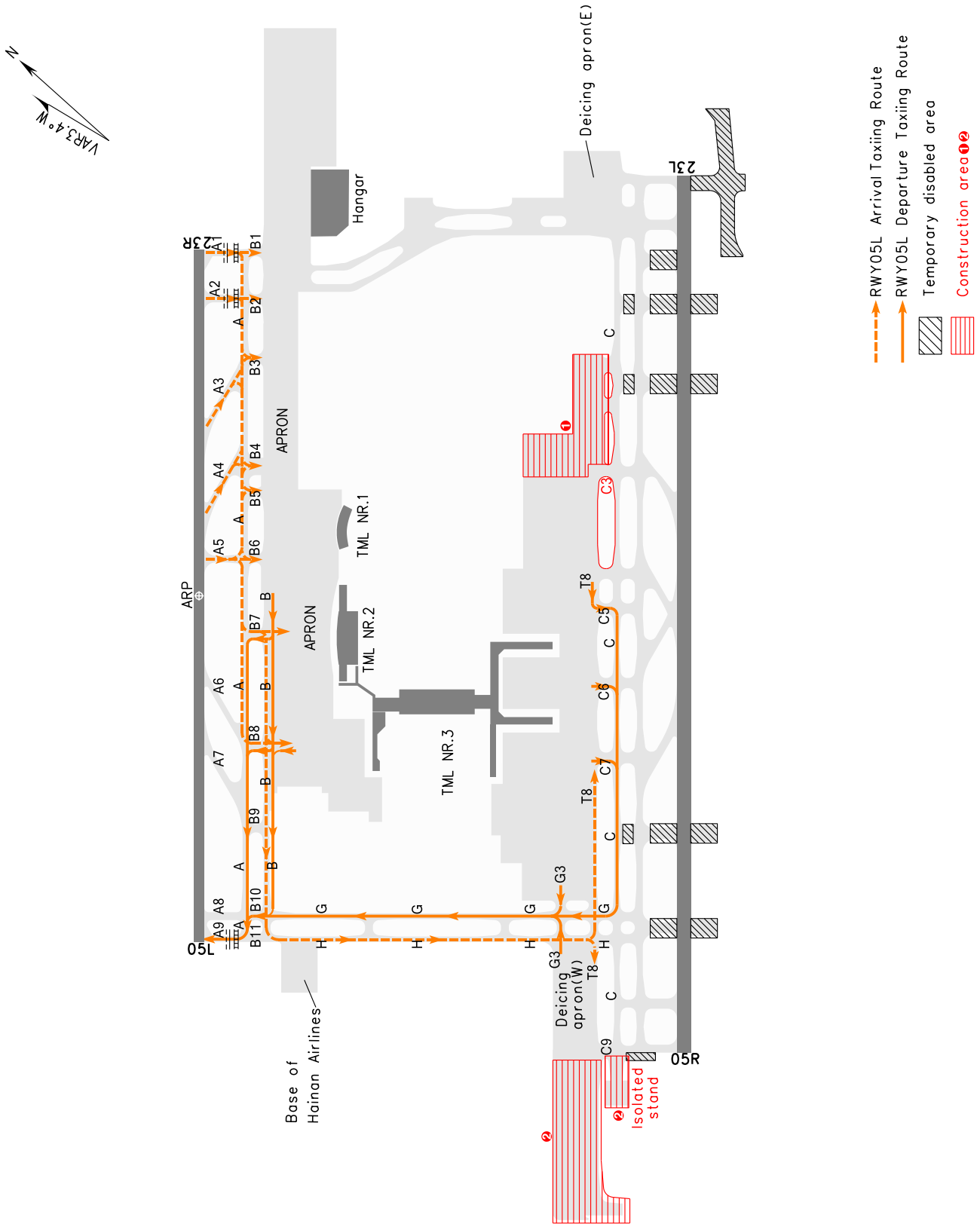
TAXIING ROUTES CHART ZLXY XI'AN/Xianyang

RWY05L

Low Visibility Operation Route Chart



Changes: Apron, TWY C3, construction area.

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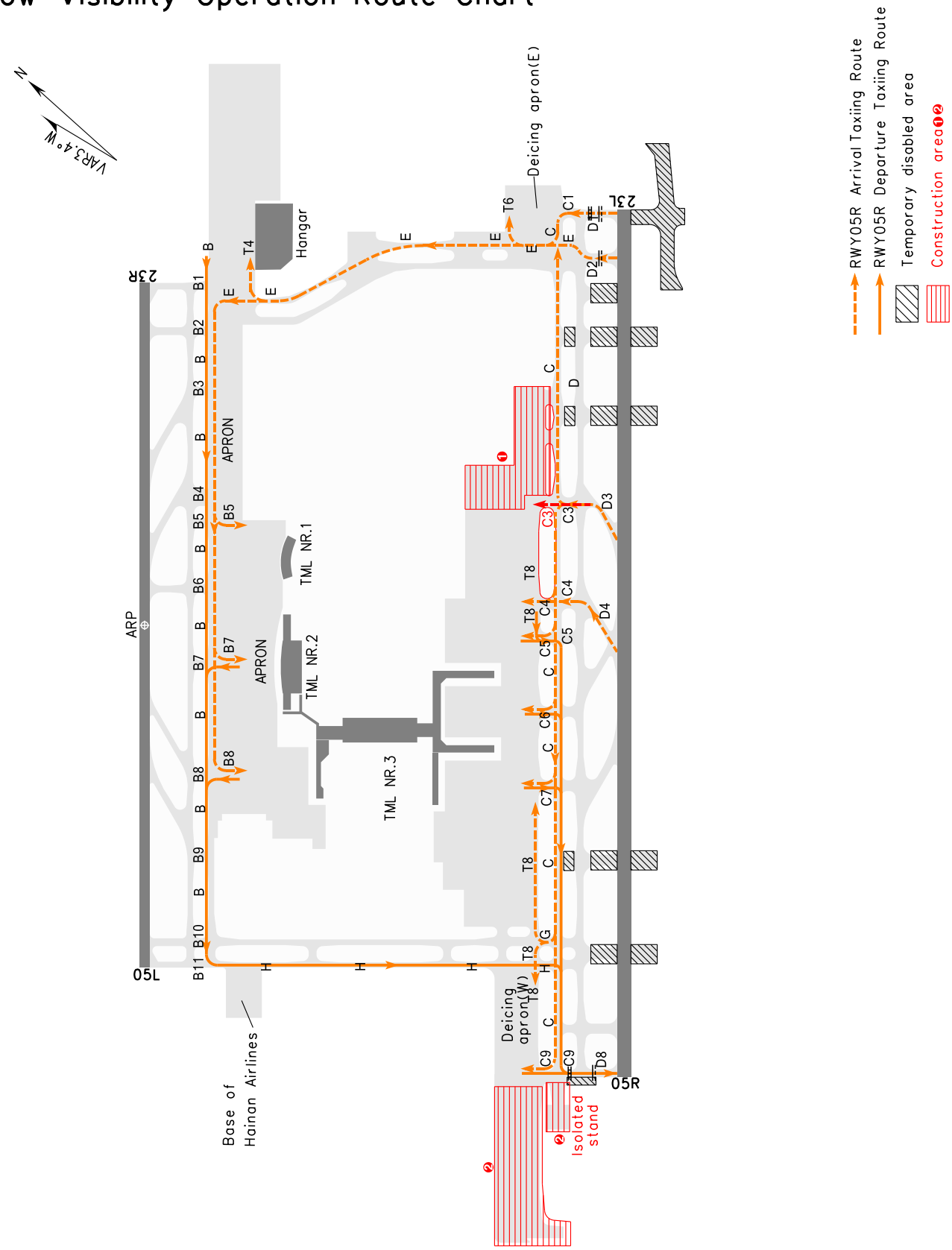
TAXIING ROUTES CHART ZLXY XI'AN/Xianyang

RWY05R

Low Visibility Operation Route Chart



Changes: Apron, TWY C3, taxiing route, construction area.

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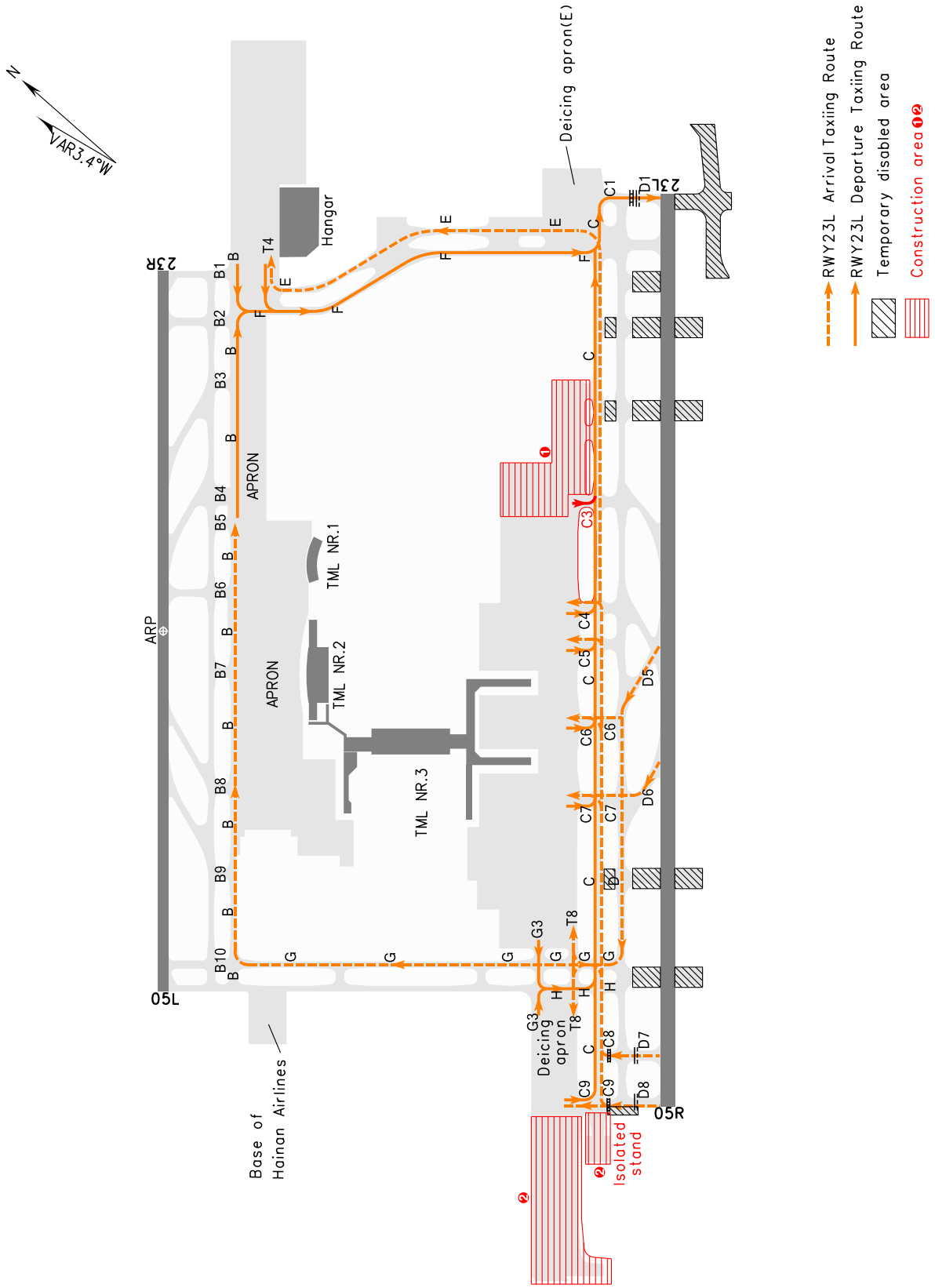
TAXIING ROUTES CHART ZLXY XI'AN/Xianyang

RWY23L

Low Visibility Operation Route Chart



Changes: Apron, TWY C3, taxiing route, construction area.

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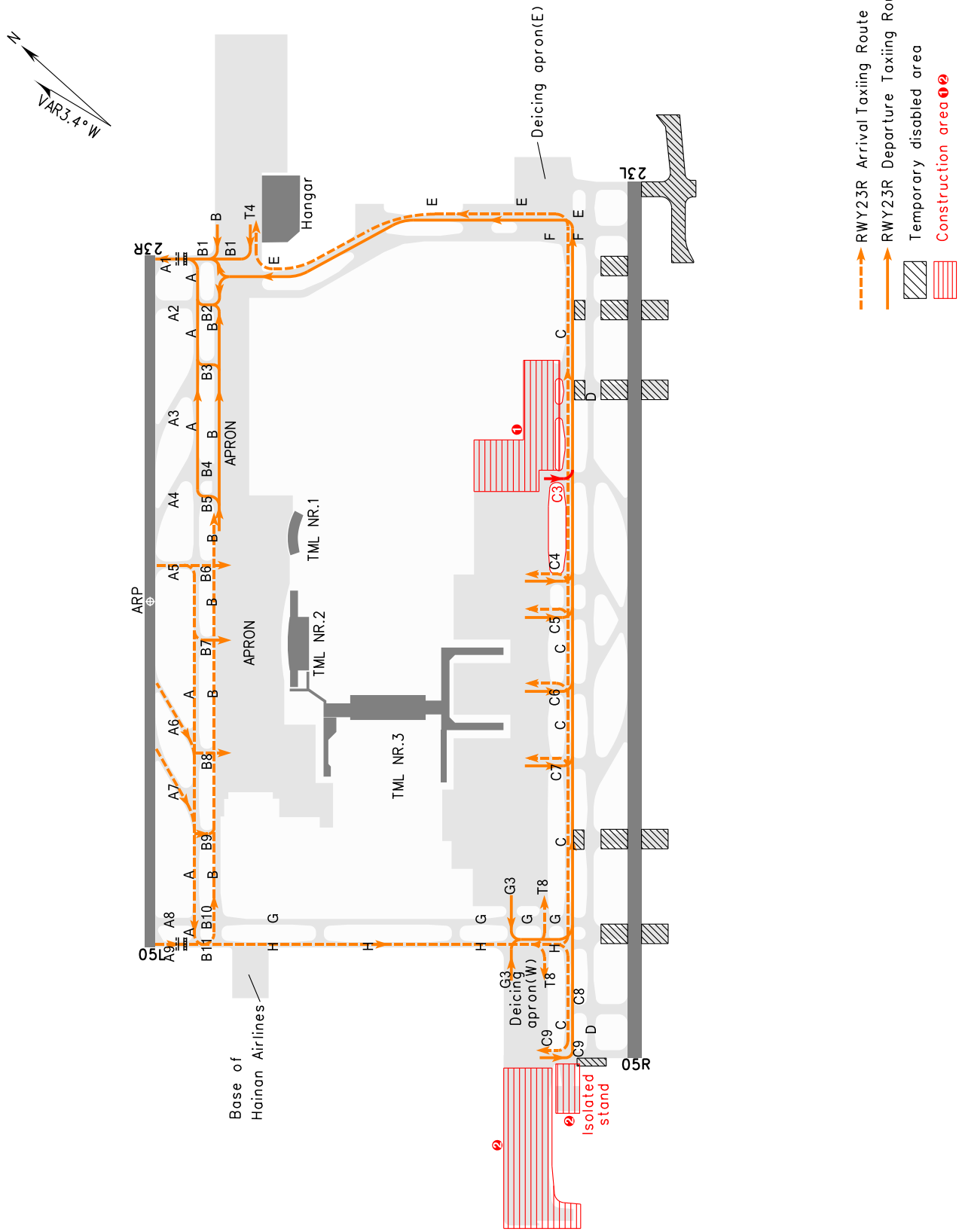
Low Visibility Operation Route Chart



Changes: Apron, TWY C3, taxiing route, construction area.

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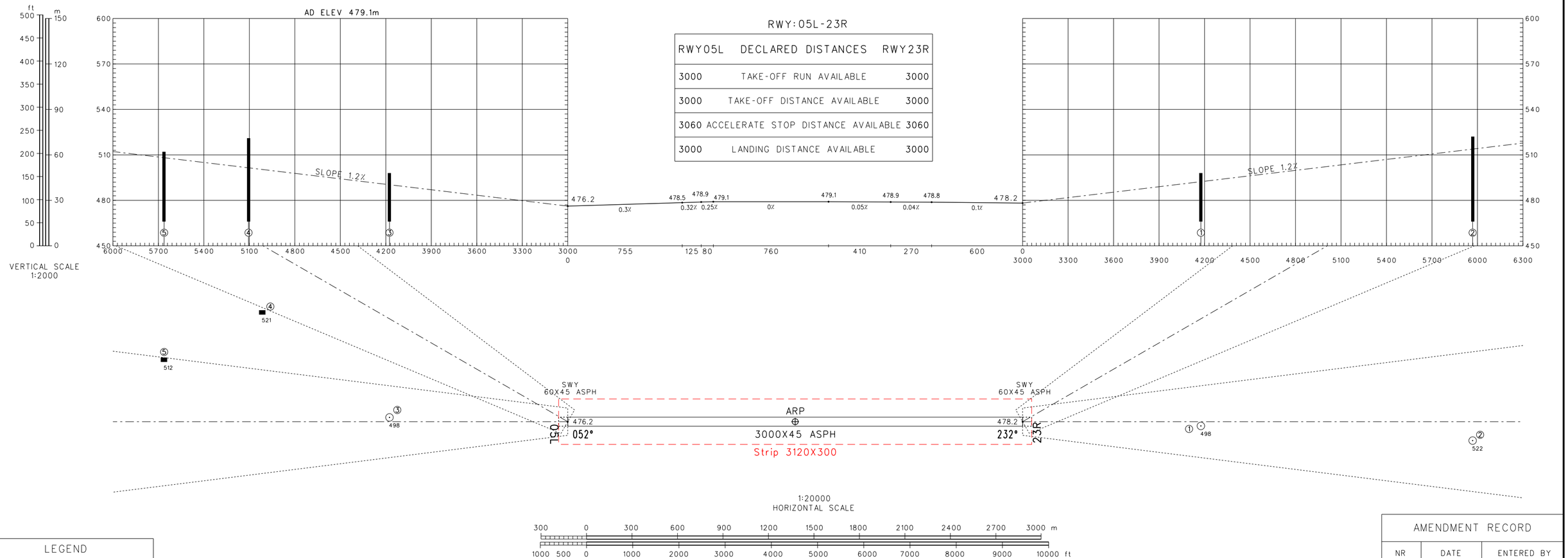
AERODROME OBSTACLE CHART-ICAO

TYPE A(OPERATING LIMITATIONS)

MAGNETIC VARIATION 3.4° W



LEGEND	
①	OBST NR
■	BUILD OR LARGE STRUCTURE
⊙	POLE
⬚	SWY

AMENDMENT RECORD		
NR	DATE	ENTERED BY
Changes: Strip.		

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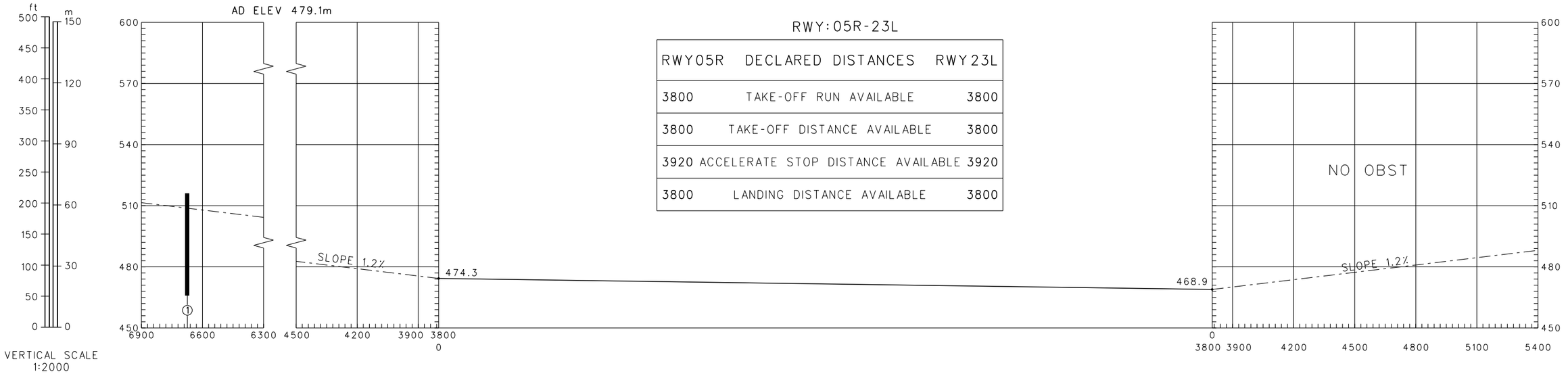
DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

AERODROME OBSTACLE CHART-ICAO

TYPE A(OPERATING LIMITATIONS)

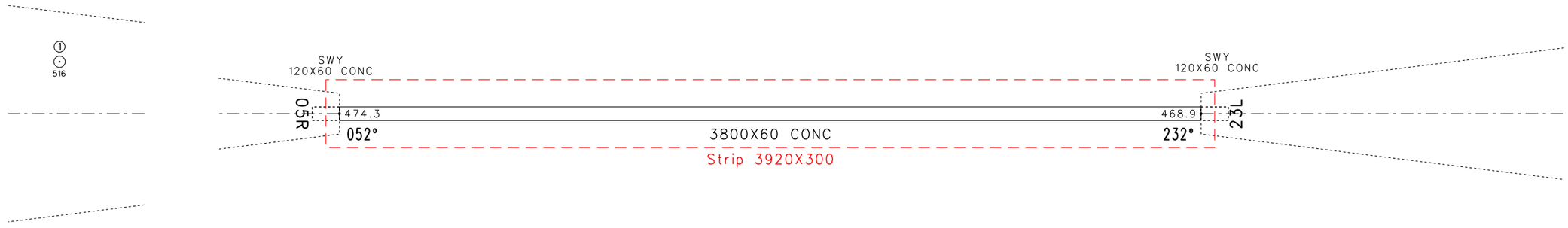
ZLXY XI'AN/Xianyang
RWY05R/23L

MAGNETIC VARIATION 3.4° W



RWY: 05R-23L

RWY05R	DECLARED DISTANCES	RWY23L
3800	TAKE-OFF RUN AVAILABLE	3800
3800	TAKE-OFF DISTANCE AVAILABLE	3800
3920	ACCELERATE STOP DISTANCE AVAILABLE	3920
3800	LANDING DISTANCE AVAILABLE	3800



1:20000
HORIZONTAL SCALE

300 0 300 600 900 1200 1500 1800 2100 2400 2700 3000 m
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 ft

LEGEND	
①	OBST NR
⊙	POLE
⬚	SWY

AMENDMENT RECORD

NR	DATE	ENTERED BY

Changes: Strip.

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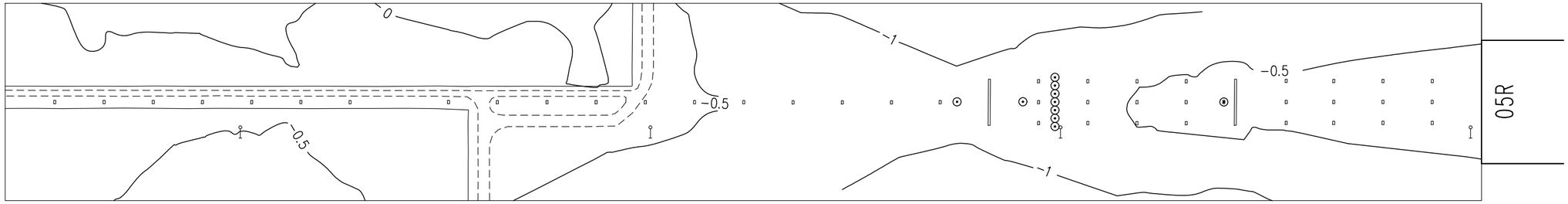
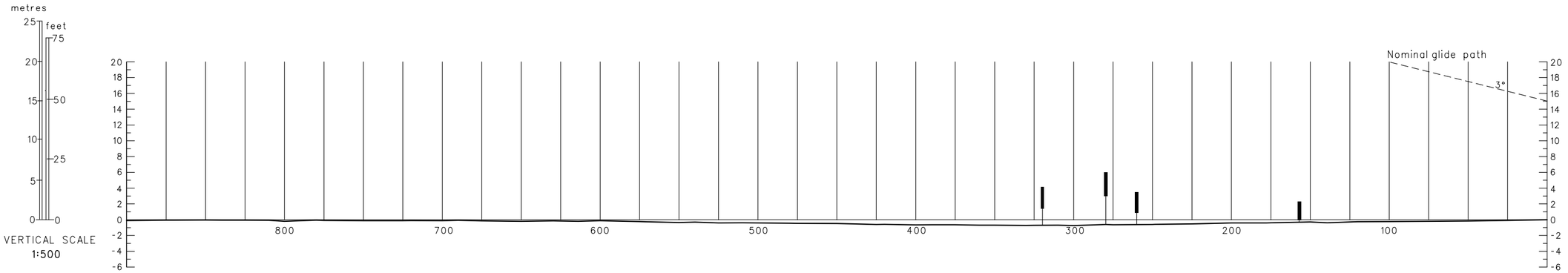
DISTANCES AND HEIGHTS IN METERS

RWY 05R





HORIZONTAL SCALE 1:2500

25 0 25 50 75 100 125 150 175 200 225 250m

CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

LEGEND	
Antenma	
Profile of extended RWY C/L	
Contour	1
APP Light	
Patrolroad	
Boundary	

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

Changes: New chart.

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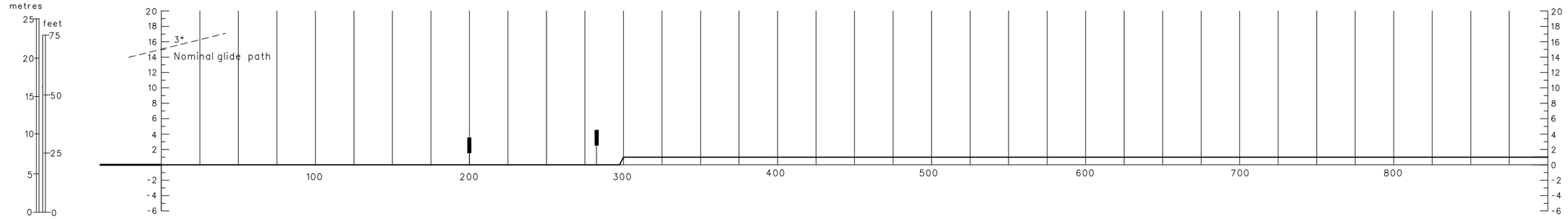
DISTANCES AND HEIGHTS IN METERS

RWY 23R



VERTICAL SCALE
1:500

HORIZONTAL SCALE 1:2500

25 0 25 50 75 100 125 150 175 200 225 250m

CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

LEGEND	
Antenma	
Profile of extended RWY C/L	
Contour	1
Water Ditch	

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

Changes: Chart renamed.

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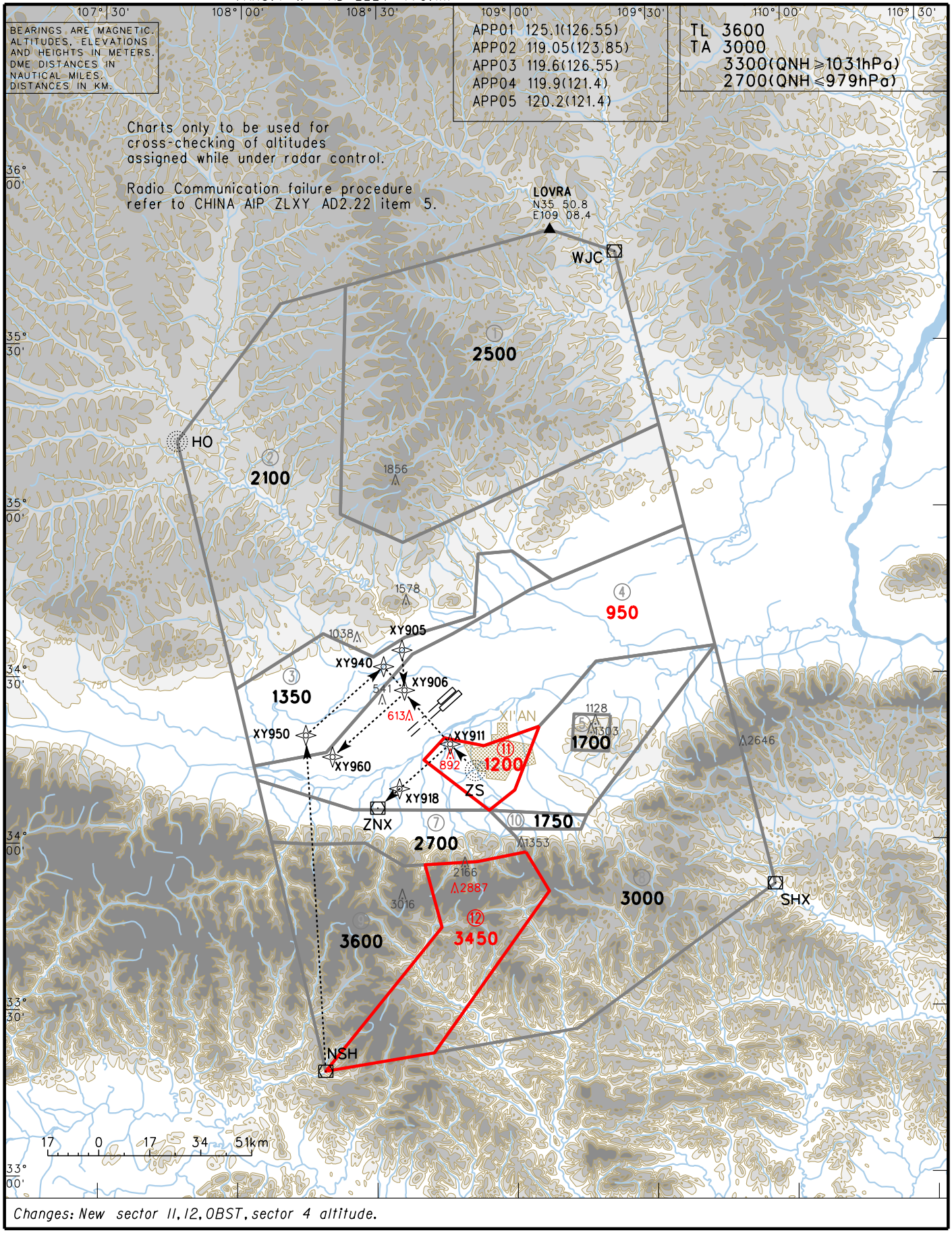
ATC SURVEILLANCE MINIMUM ALTITUDE CHART

VAR3.4° W AD ELEV 479.1m

D-ATIS 127.45
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang

RWY05L/R



Changes: New sector 11, 12, OBST, sector 4 altitude.

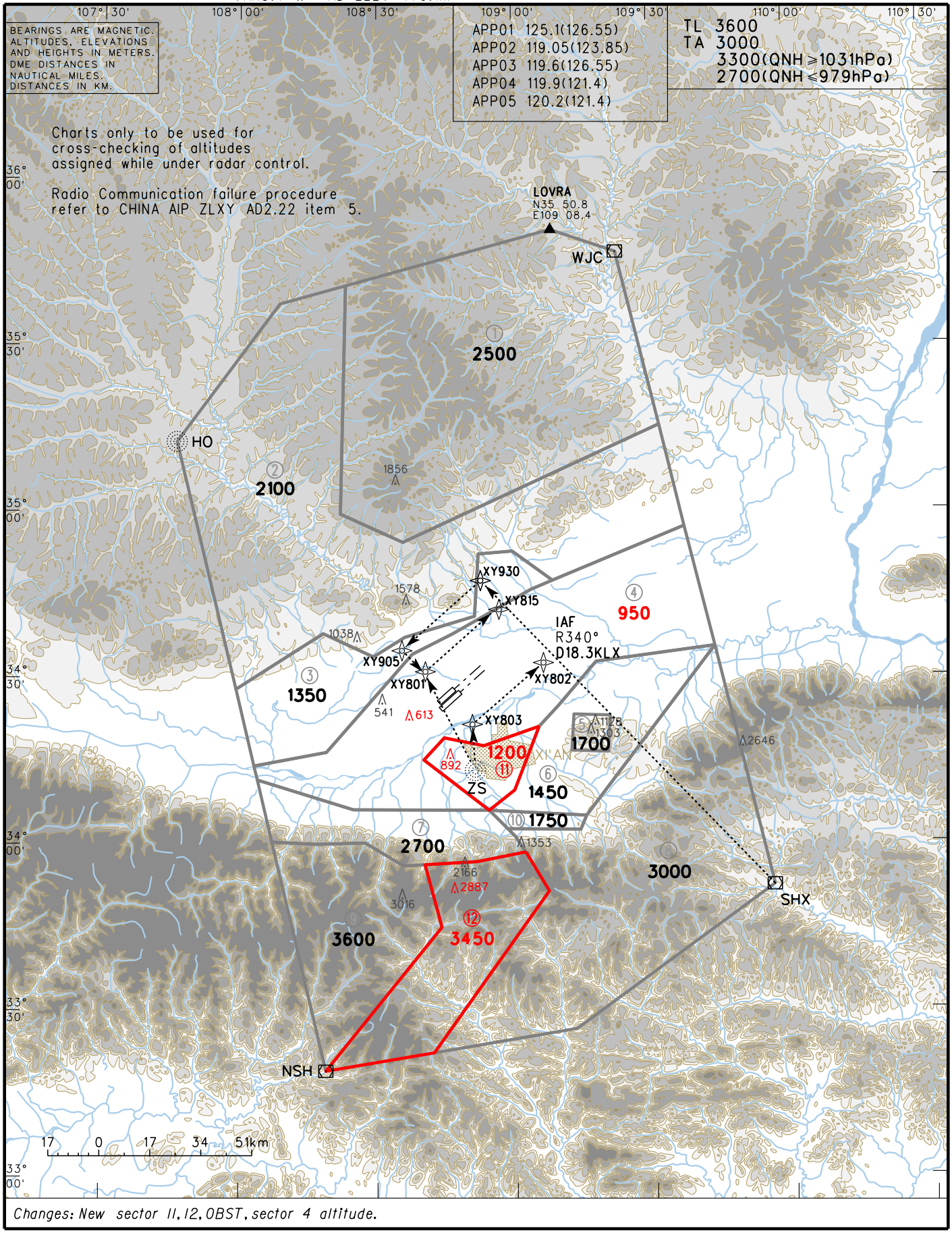
yinlei.org为航空和飞行模拟爱好者整理， 本资料请不要用于实际飞行

ATC SURVEILLANCE MINIMUM ALTITUDE CHART

VAR3.4° W AD ELEV 479.1m

D-ATIS 127.45
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY23L/R



Changes: New sector 11, 12, OBST, sector 4 altitude.

yinlei.org为航空和飞行模拟爱好者整理， 本资料请不要用于实际飞行

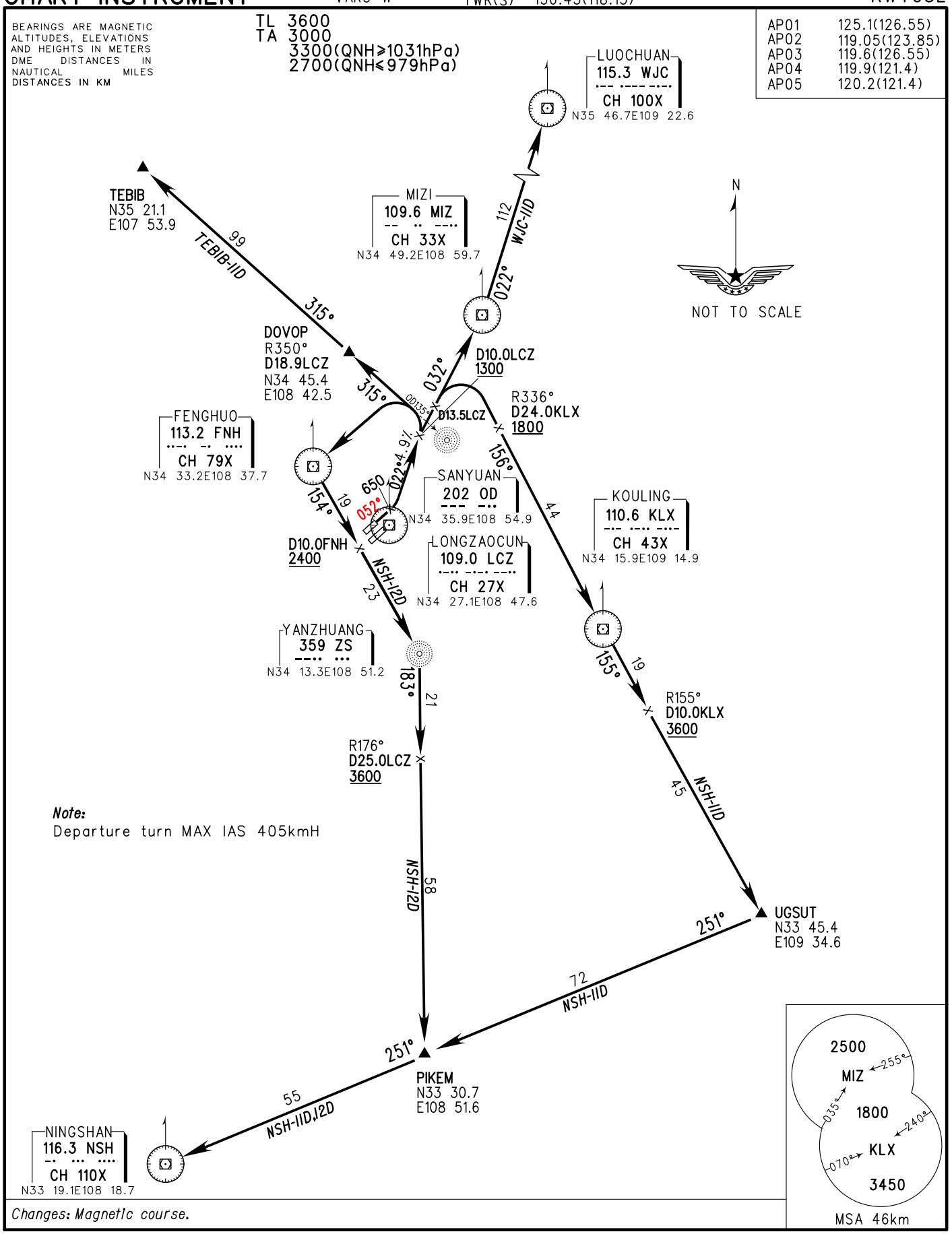
STANDARD DEPARTURE CHART-INSTRUMENT

VAR3° W

D-ATIS 128.65(DEP)
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang

RWY05L



Changes: Magnetic course.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR3° W

D-ATIS 128.65(DEP)
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang

RWY05R

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

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

AP01	125.1(126.55)
AP02	119.05(123.85)
AP03	119.6(126.55)
AP04	119.9(121.4)
AP05	120.2(121.4)

LUOCHUAN
115.3 WJC
CH 100X
N35 46.7E109 22.6

TEBIB
N35 21.1
E107 53.9

99 TEBIB-31D

315°

DOVOP
R350°
D18.9LCZ
N34 45.4
E108 42.5

112 022° WJC-31D

MIZI
109.6 MIZ
CH 33X
N34 49.2E108 59.7

N

NOT TO SCALE

315°

OD135°

285°

003°

SANYUAN
202 OD
N34 35.9E108 54.9

246° NSH-32D

FENGHUO
113.2 FNH
CH 79X
N34 33.2E108 37.7

D12.0LCZ
1600

5.1

D8.2LCZ
1300

156°

R336°
D18.5KLX
N34 32.4
E109 04.8
1800

154° 19

900

052°

OM

LONGZAOCUN
109.0 LCZ
CH 27X
N34 27.1E108 47.6

NSH-31D 34

KOULING
110.6 KLX
CH 43X
N34 15.9E109 14.9

D10.0FNH
2400

NSH-32D 23

YANZHUANG
359 ZS
N34 13.3E108 51.2

183° 21

155° 19

R155°
D10.0KLX
3600

R176°
D25.0LCZ
3600

45 NSH-31D

Note:
Departure turn MAX IAS 405kmH

NSH-32D 58

251°

UGSUT
N33 45.4
E109 34.6

72 NSH-31D

NINGSHAN
116.3 NSH
CH 110X
N33 19.1E108 18.7

251°

PIKEM
N33 30.7
E108 51.6

55 NSH-31D,32D

2500
MIZ
255°
035°
1800
240°
070°
KLX
3450
MSA 46km

Changes: NIL.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR3° W

D-ATIS 128.65(DEP)
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang

RWY23L

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)

AP01	125.1(126.55)
AP02	119.05(123.85)
AP03	119.6(126.55)
AP04	119.9(121.4)
AP05	120.2(121.4)

TEBIB
N35 21.1
E107 53.9

R348°
D66.0ZNX
N35 10.4
E108 08.7

30 315°
OD135°

TEBIB-4ID

LUOCHUAN
115.3 WJC
CH 100X
N35 46.7E109 22.6

112
022°

MIZI
109.6 MIZ
CH 33X
N34 49.2E108 59.7

FENGHUO
113.2 FNH
CH 79X
N34 33.2E108 37.7

45
WJC-4ID
052°

SANYUAN
202 OD
N34 35.9E108 54.9

ZS140°
D9.0FNH
039°
140°
232°
6.8%

LONGZAOCUN
109.0 LCZ
CH 27X
N34 27.1E108 47.6

R232° LCZ
2400

348°
NSH-4ID

D16.7LCZ
N34 16.0
E108 32.3
1800

R348° ZNX

D10.1LCZ
N34 20.4
E108 38.3
1400

190°
(by ATC)

YANZHUANG
359 ZS
N34 13.3E108 51.2

183°
21

ZU'AN
110.8 ZNX
CH 45X
N34 06.7E108 30.2
2700

14
195°

R176°
D25.0LCZ
3600

15
R195°
D8.0ZNX
3600

58
NSH-4ID

74
NSH-42D(by ATC)

251°
PIKEM
N33 30.7
E108 51.6

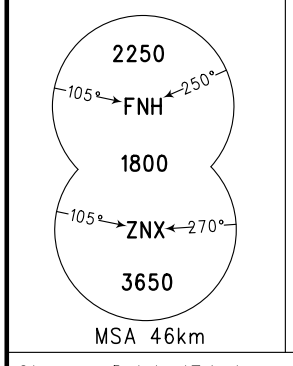
55
NSH-4ID

NINGSHAN
116.3 NSH
CH 110X
N33 19.1E108 18.7

N

NOT TO SCALE

Note:
Departure turn MAX IAS 405kmH



Changes: Delete 134 degree on the procedure NSH-4ID.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR3° W

D-ATIS 128.65(DEP)
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang

RWY23R

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)

AP01	125.1(126.55)
AP02	119.05(123.85)
AP03	119.6(126.55)
AP04	119.9(121.4)
AP05	120.2(121.4)

N

NOT TO SCALE

TEBIB
N35 21.1
E107 53.9

30
315°
R348°
D66.0ZNX
N35 10.4
E108 08.7
OD135°

TEBIB-21D

348°

LUOCHUAN
115.3 WJC
CH 100X
N35 46.7E109 22.6

112
WJC-21D

022°

MIZI
109.6 MIZ
CH 33X
N34 49.2E108 59.7

FENGHUO
113.2 FNH
CH 79X
N34 33.2E108 37.7

45

052°

SANYUAN
202 OD
N34 35.9E108 54.9

ZS140°

068°
140°
D8.0FNH

LONGZAOCUN
109.0 LCZ
CH 27X
N34 27.1E108 47.6

D15.8LCZ
262°
232°
650

6%
D10.1LCZ
1400

2400
23

R232° LCZ

R348° ZNX

168°(by ATC)

YANZHUANG
359 ZS
N34 13.3E108 51.2

183°
21

ZU'AN
110.8 ZNX
CH 45X
N34 06.7E108 30.2

2700
15
195°

R176°
D25.0LCZ
3600

R195°
D8.0ZNX
3600

58
NSH-21D

74
NSH-22D(by ATC)

251°

PIKEM
N33 30.7
E108 51.6

55
NSH-21D

NINGSHAN
116.3 NSH
CH 110X
N33 19.1E108 18.7

2250
105°
FNH
250°
1800
105°
ZNX
270°
3650
MSA 46km

Note:
Departure turn MAX IAS 405kmH

Changes: NIL.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR3° W

D-ATIS 128.65(DEP)
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY05L

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)

AP01	125.1(126.55)
AP02	119.05(123.85)
AP03	119.6(126.55)
AP04	119.9(121.4)
AP05	120.2(121.4)

1. RADAR REQUIRED
2. RNAV 1
3. GNSS,DME/DME/IRU REQUIRED

LUOCHUAN
115.3 WJC
CH 100X
N35 46.7E109 22.6

MIZI
109.6 MIZ
CH 33X
N34 49.2E108 59.7

FENGHUO
113.2 FNH
CH 79X
N34 33.2E108 37.7

YANZHUANG
359 ZS
N34 13.3E108 51.2

KOULING
110.6 KLX
CH 43X
N34 15.9E109 14.9

NINGSHAN
116.3 NSH
CH 110X
N33 19.1E108 18.7

TEBIB
DOVOP
XY430
XY410 1300
XY420 1800
XY404 3600
XY406 3600
PIKEM
UGSUT

112 WJC-9W
022°
99 TEBIB-9W
315°
18 315° 036° 23
10 17 223° 290° 103° 16
4.5%
052° 650 MAX 380kmH
154°
156°
NSH-9W 44
NSH-8W 42
155° 10 155°
NSH-9W 54
183° 21
183°
NSH-8W 58
251°
72 NSH-9W
251°
55 NSH-8W,9W

2500
MIZ
255°
035°
1800
240°
070°
KLX
3450
MSA 46km

Changes: Procedure.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR3° W

D-ATIS 128.65(DEP)
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang

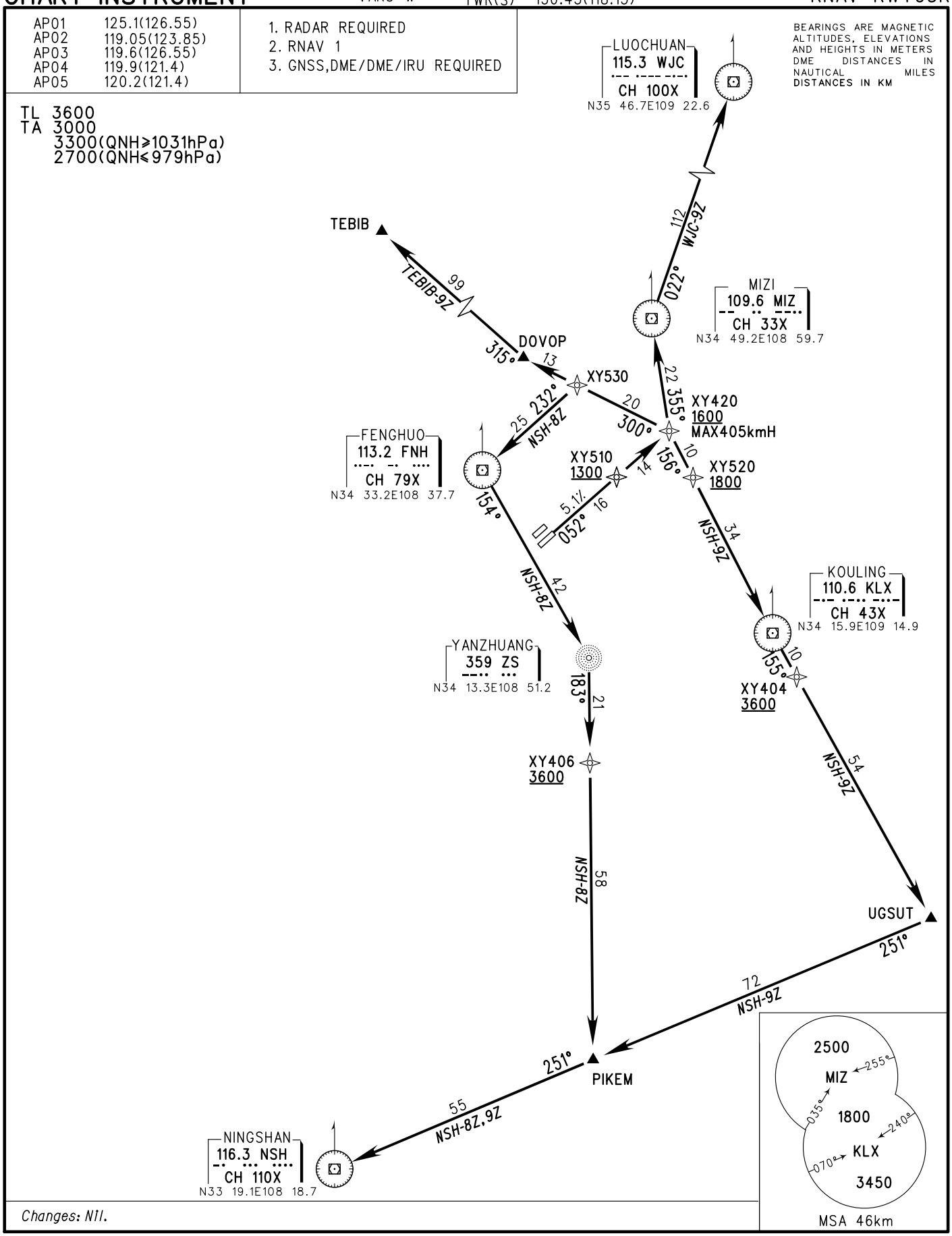
RNAV RWY05R

AP01	125.1(126.55)
AP02	119.05(123.85)
AP03	119.6(126.55)
AP04	119.9(121.4)
AP05	120.2(121.4)

1. RADAR REQUIRED
2. RNAV 1
3. GNSS,DME/DME/IRU REQUIRED

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)



Changes: Nil.

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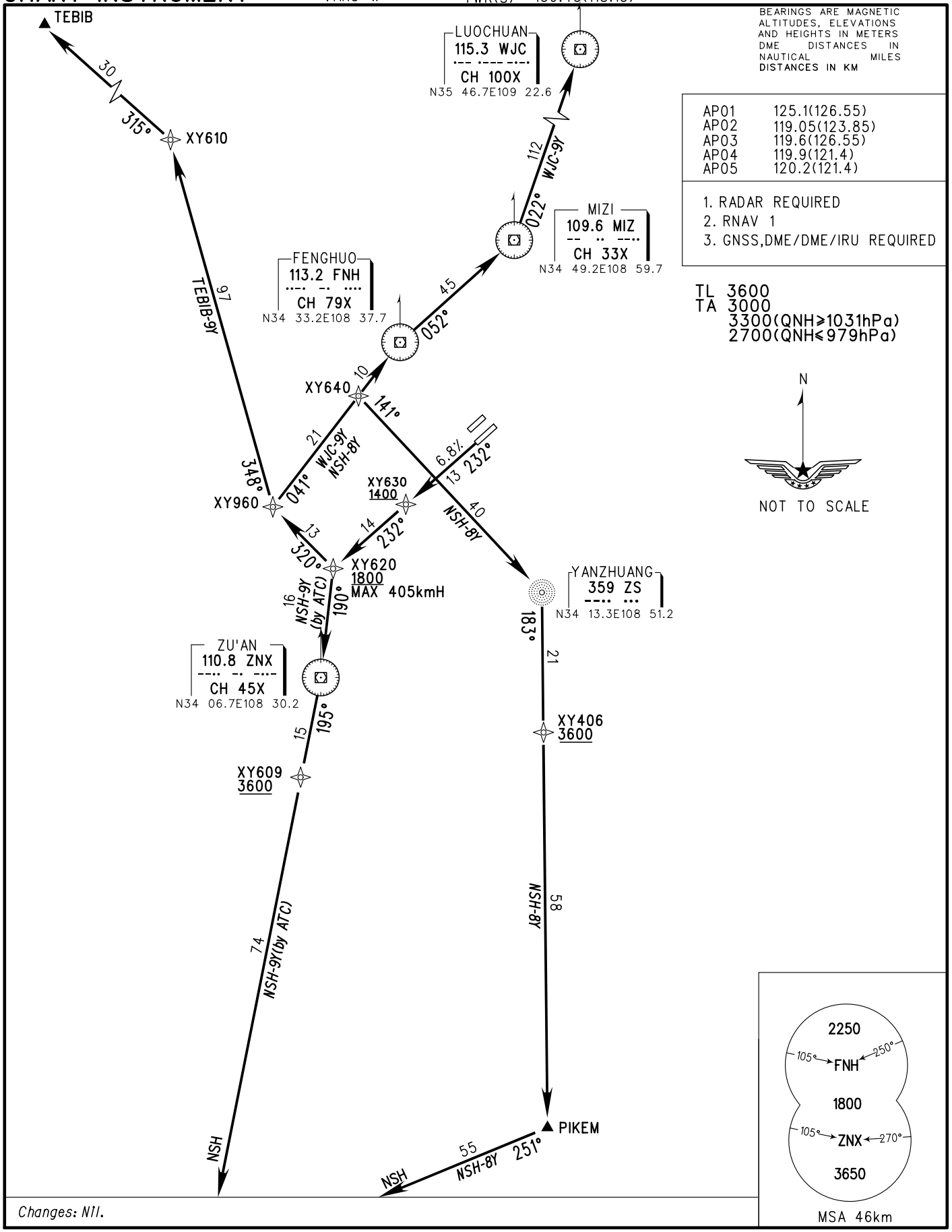
STANDARD DEPARTURE CHART-INSTRUMENT

VAR3° W

D-ATIS 128.65(DEP)
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang

RNAV RWY23L



Changes: NIL.

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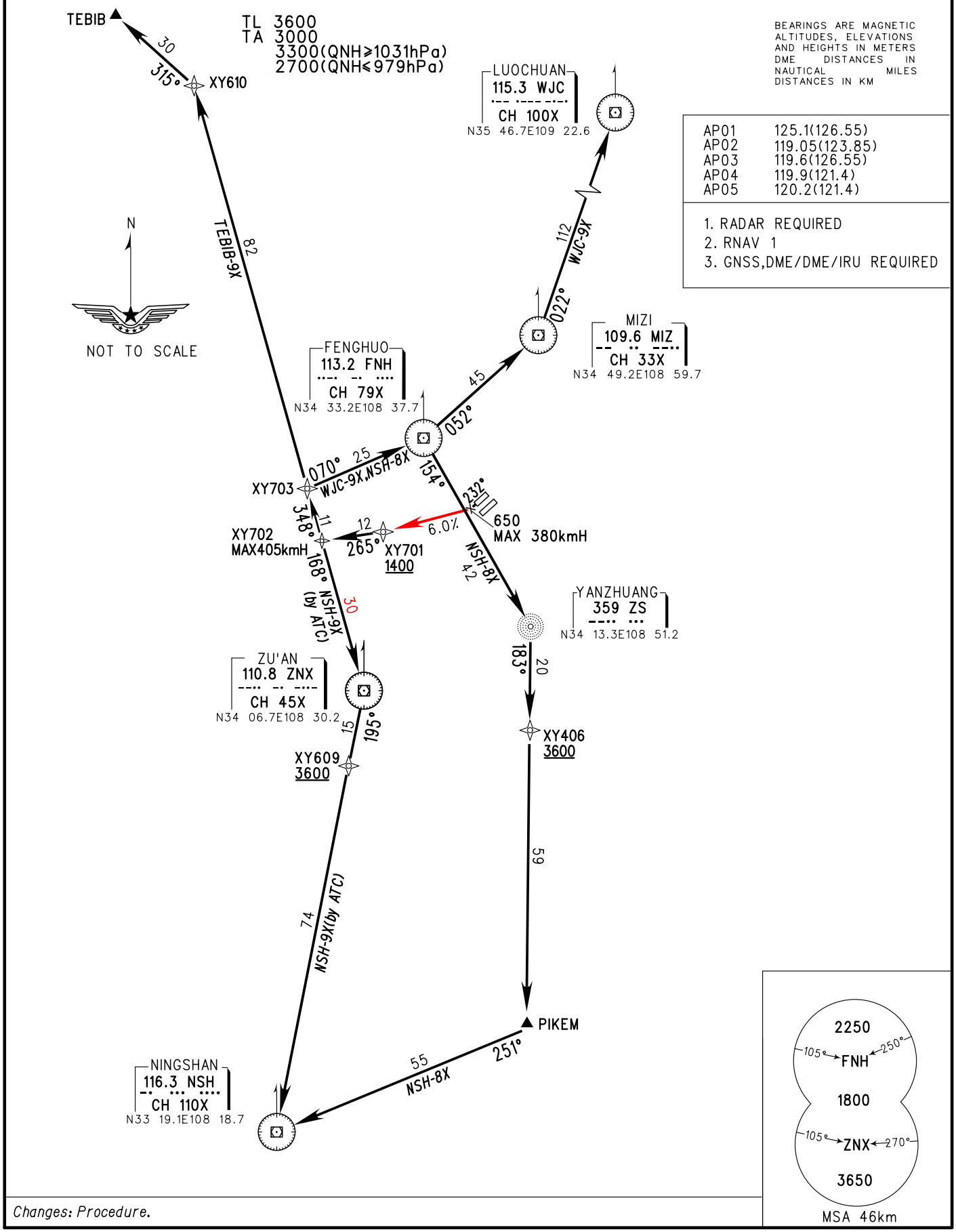
STANDARD DEPARTURE CHART-INSTRUMENT

VAR3° W

D-ATIS 128.65(DEP)
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY23R



Changes: Procedure.

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STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

D-ATIS 128.65(DEP)
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
CCO RNAV RWY05L

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)

AP01	125.1(126.55)
AP02	119.05(123.85)
AP03	119.6(126.55)
AP04	119.9(121.4)
AP05	120.2(121.4)

1. RADAR REQUIRED
2. RNAV 1
3.GNSS REQUIRED.

Only used for CCO

LUOCHUAN
115.3 WJC
CH 100X
N35 46.7E109 22.6

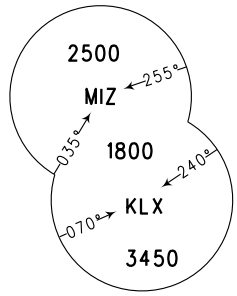
N

NOT TO SCALE

Note:
1. Using this chart need ATC permission.
2. CCO terminated once ATC give heading instructions.

112
WJC-IZ
022°
MIZI
109.6 MIZ
CH 33X
N34 49.2E108 59.7
23
036°
XY410
1300
4.5
052°
650
MAX380kmH

KOULING
110.6 KLX
CH 43X
N34 15.9E109 14.9



MSA 46km

Changes: New chart.

yinlei.org为航空和飞行模拟爱好者整理， 本资料请不要用于实际飞行

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

D-ATIS 128.65(DEP)
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
CCO RNAV RWY05R

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)

AP01	125.1(126.55)
AP02	119.05(123.85)
AP03	119.6(126.55)
AP04	119.9(121.4)
AP05	120.2(121.4)

1. RADAR REQUIRED
2. RNAV 1
3.GNSS REQUIRED

Only used for CCO

LUOCHUAN
115.3 WJC
CH 100X
N35 46.7E109 22.6

112
WJC-IY

022°

MIZI
109.6 MIZ
CH 33X
N34 49.2E108 59.7

22
355°

XY420
1600

14

XY510
1300

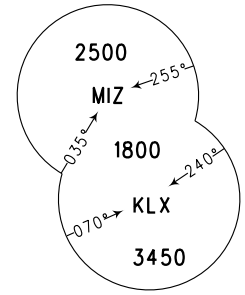
5.1
16
052°

N

NOT TO SCALE

Note:
1. Using this chart need ATC permission.
2. CCO terminated once ATC give heading instructions.

KOULING
110.6 KLX
CH 43X
N34 15.9E109 14.9



MSA 46km

Changes: New chart.

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D-ATIS	127.45
APP01	125.1(126.55)
APP02	119.05(123.85)
APP03	119.6(126.55)
APP04	119.9(121.4)
APP05	120.2(121.4)
TWR(N)	124.3(118.15)
TWR(S)	130.45(118.15)

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3° W

ZLXY XI'AN/Xianyang

RWY05L/R

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)

N

NOT TO SCALE

LOVRA
N35 50.8
E109 08.4

CHANGWU
375 HO
N35 12.6E107 46.1

XODAS
R345°
D50.7ZNX
N34 54.8
E108 10.7
2400

DOVOP
R021°
D12.7FNH
N34 45.4
E108 42.5

MIZI
109.6 MIZ
CH 33X
N34 49.2E108 59.7

FENGHUO
113.2 FNH
CH 79X
N34 33.2E108 37.7

IAF
2400

LONGZAOCUN
109.0 LCZ
CH 27X
N34 27.1E108 47.6

IAF
R221°
D16.5FNH
D14.1ZNX
2100

IAF
D17.3ZNX
N34 18.1
E108 45.9
2400

YANZHUANG
359 ZS
N34 13.3E108 51.2

A Holding MAX IAS 380kmH

ZU'AN
110.8 ZNX
CH 45X
N34 06.7E108 30.2

R191°
D27.0LCZ
N34 00.2
E108 43.4
3000

R195°
D34.0LCZ
3600

D27.0NSH
N33 43.5
E108 33.3

NINGSHAN
116.3 NSH
CH 110X
N33 19.1E108 18.7

MSA 46km
2250
FNH
1800
ZNX
3650

Changes: VOR/DME 'YAV' withdrawn.

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D-ATIS	127.45
APP01	125.1(126.55)
APP02	119.05(123.85)
APP03	119.6(126.55)
APP04	119.9(121.4)
APP05	120.2(121.4)
TWR(N)	124.3(118.15)
TWR(S)	130.45(118.15)

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3° W

ZLXY XI'AN/Xianyang

RWY23L/R

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)

N

NOT TO SCALE

LOVRA
N35 50.8
E109 08.4

CHANGWU
375 HO
N35 12.6E107 46.1

XODAS
R281°
D40.7MIZ
N34 54.8
E108 10.7

R021°
D18.6FNH
R281°
D12.4MIZ

IAF
2100

MIZI
109.6 MIZ
CH 33X
N34 49.2E108 59.7

FENGHUO
113.2 FNH
CH 79X
N34 33.2E108 37.7

LONGZAOCUN
109.0 LCZ
CH 27X
N34 27.1E108 47.6

IAF
R052°
D22.8ZNX
2400

YANZHUANG
359 ZS
N34 13.3E108 51.2

KOULING
110.6 KLX
CH 43X
N34 15.9E109 14.9

ZU'AN
110.8 ZNX
CH 45X
N34 06.7E108 30.2

R191°
D27.0LCZ
N34 00.2
E108 43.4
3000

Ⓐ Holding MAX IAS 380kmH

R195°
D34.0LCZ
3600

D27.0NSH
N33 43.5
E108 33.3

NINGSHAN
116.3 NSH
CH 110X
N33 19.1E108 18.7

2500
MIZ
1800
KLX
3450

MSA 46km

Changes: VOR/DME 'YAV' withdrawn.

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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)

1. RADAR REQUIRED
2. RNAV 1
3. GNSS,DME/DME/IRU REQUIRED

APP01 125.1(126.55)
APP02 119.05(123.85)
APP03 119.6(126.55)
APP04 119.9(121.4)
APP05 120.2(121.4)

CHANGWU
375 HO
N35 12.6E107 46.1

LOVRA

XY903
2700

XY901

XY902
2700

XY904

DOVOP

FENGHUO
113.2 FNH
CH 79X
N34 33.2E108 37.7

XY940
MAX380kmH

MAX380kmH

IAF
XY906
2400
MAX380kmH

XY950

XY960

ZU'AN
110.8 ZNX
CH 45X
N34 06.7E108 30.2

XY918

IAF
XY911
2400
MAX380kmH

MAX380kmH

YANZHUANG
359 ZS
N34 13.3E108 51.2

Ⓐ Holding MAX IAS 380kmH

XY907
3600

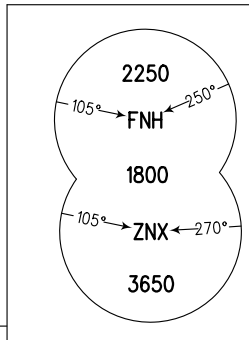
XY910
3000

XY909
3600

XY908

NINGSHAN
116.3 NSH
CH 110X
N33 19.1E108 18.7

Way of radar vectoring from 'ZS' to XY906: Aircraft shall join in downwind via ZS and XY906 according to surveillance, then flight to XY960, turn LEFT to intercept localizer path.



MSA 46km

N

NOT TO SCALE

Changes: Procedure, MAX IAS.

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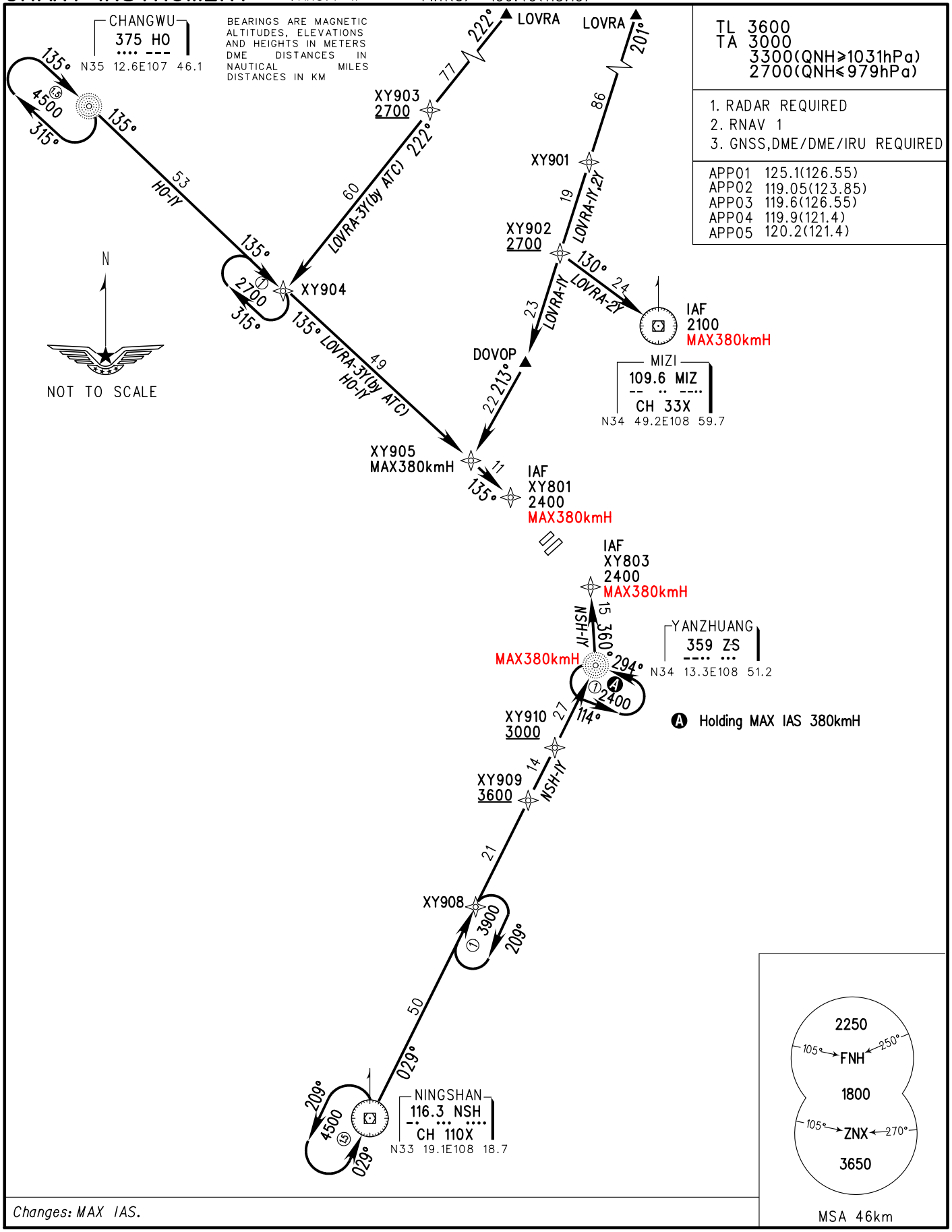
STANDARD ARRIVAL CHART-INSTRUMENT

VAR3.4° W

D-ATIS 127.45
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang

RNAV RWY23L/R



Changes: MAX IAS.

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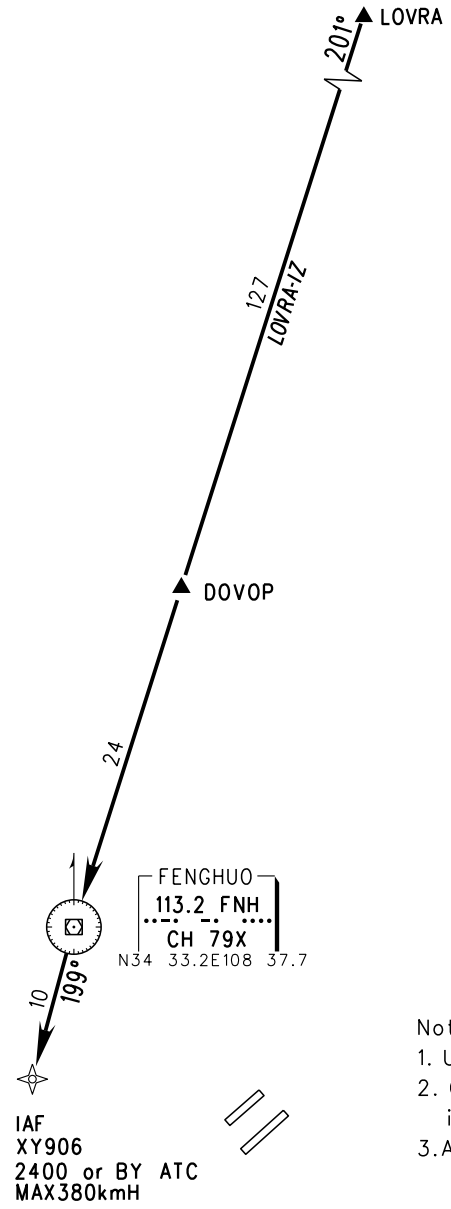
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS
DME DISTANCES IN NAUTICAL MILES
DISTANCES IN KM

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

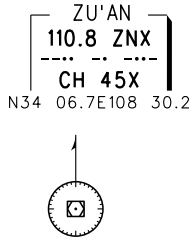
1. RADAR REQUIRED
2. RNAV 1
3.GNSS REQUIRED

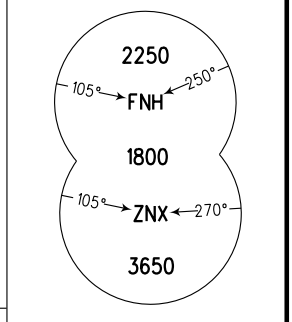
APP01	125.1(126.55)
APP02	119.05(123.85)
APP03	119.6(126.55)
APP04	119.9(121.4)
APP05	120.2(121.4)

Only used for CDO



Note:
1. Using this chart need ATC permission.
2. CDO terminated once ATC give heading instructions.
3.Approach or follow ATC instruction after XY906.





MSA 46km

Changes: New chart.

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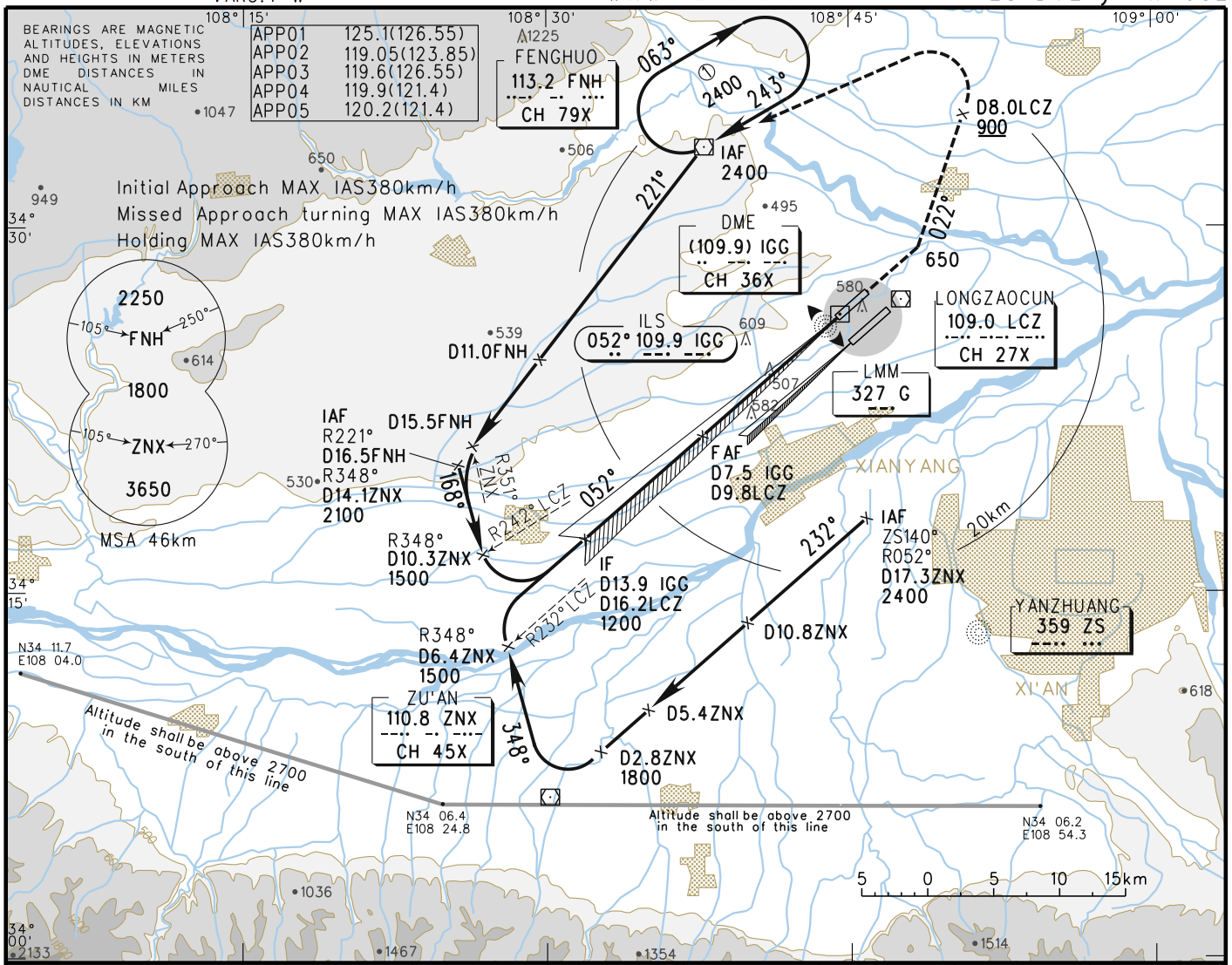
INSTRUMENT APPROACH CHART-ICAO

VAR3.4° W

AERODROME ELEV 479.1
THR RWY05L ELEV 476.2

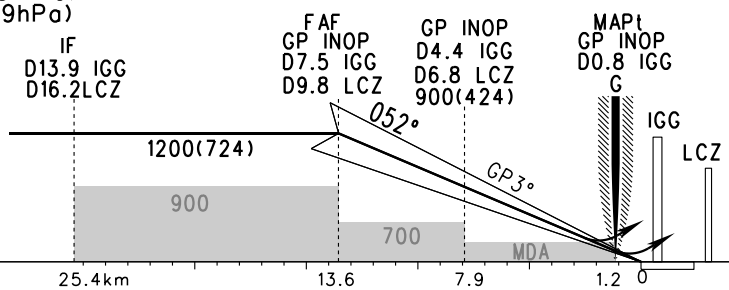
D-ATIS 127.45
TWR(N) 124.3(118.15)

ZLXY XI'AN/Xianyang
ILS/DME y RWY05L



GP INOP	DME (IGG) (NM)	7	6	5	4	3	2	1
	ALT (m)	1154	1057	960	863	767	670	

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



MISSED APPROACH

Climb straight ahead to 650m, turn LEFT immediately, climb along track 022° to D8.0LCZ at 900m or above, turn LEFT to 'FNH' at 1500m, then contact ATC.

RDH=17.4

	A	B	C	D
ILS/DME DA(H) RVR/VIS Ⓐ	536(60) 550/800			
GP INOP MDA(H) VIS	590(114) 1300			
CIRCLING MDA(H) VIS	700(221) 4000		730(251) 4000	
HUD Special CAT II				
CAT A,B,C,D	(DH)(30),(RA)(31), RVR350			

FAF-MAPt(GP INOP) 12.4km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	5:01	4:01	3:21	2:52	2:31	2:14
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD Special CAT I: (DH)(45),(RA)(42),RVR450.

Changes: Restricted areas.

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INSTRUMENT APPROACH CHART-ICAO

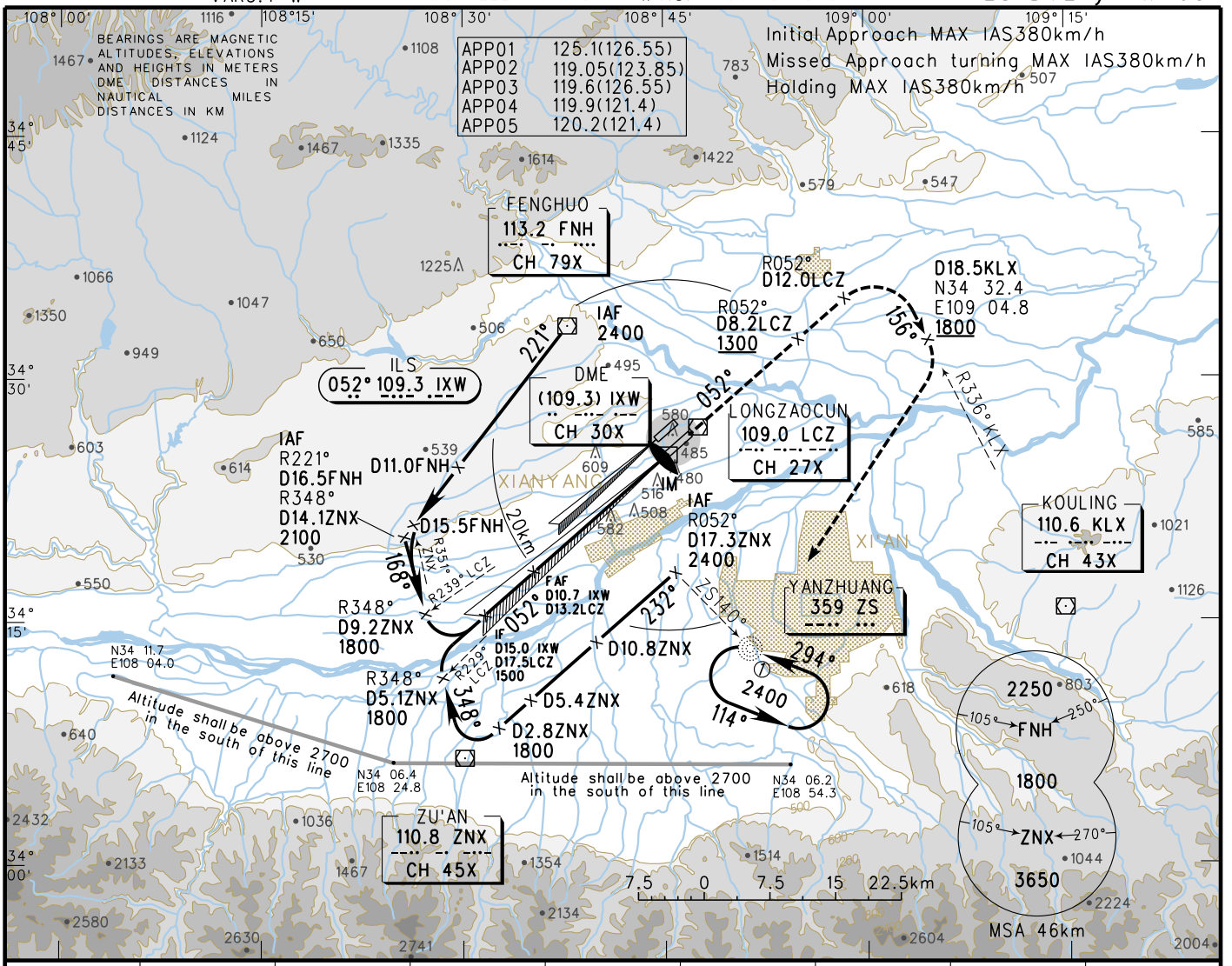
VAR3.4° W

AERODROME ELEV 479.1
THR RWY05R ELEV 474.3

D-ATIS 127.45
TWR(S) 130.45(118.15)

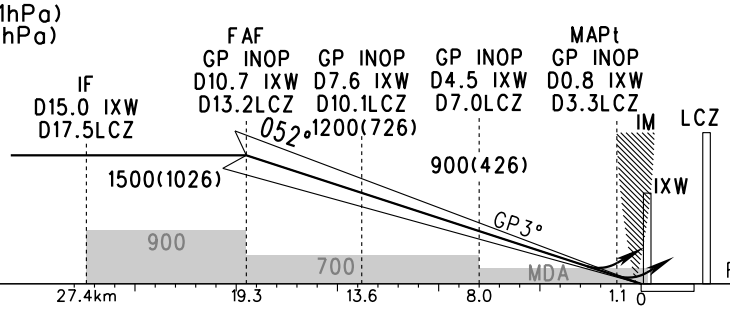
ZLXY XI'AN/Xianyang

ILS/DME y CAT-I/II RWY05R



GP INOP	DME (IXW) (NM)	14	12	10	8	6	4	2
	ALT (m)			1444	1250	1056	862	668

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



MISSED APPROACH

Climb straight ahead to D8.2LCZ at 1300m or above, climb to 1500m, after obtaining ATC clearance, climb to D12.0LCZ, then turn RIGHT and along track 156° to intercept R336° /D18.5KLX at 1800m or above, then turn RIGHT and fly to 'ZS', contact ATC.

	A	B	C	D
ILS/DME	Ⓐ 4.5% DA534,(DH)(60),RVR550,VIS800			
	Ⓐ 3.0% DA705,(DH)(230),VIS3500			
GP INOP	Ⓐ 3.7% MDA600,(MDH)(126),VIS1500			
	Ⓐ 3.0% MDA730,(MDH)(256),VIS4000			
CIRCLING MDA(H) VIS	700(221) 4000		730(251) 4000	

ILS CAT II Ⓐ 4.5%

Aircraft type	Decision height (DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C	(30)	(31)	RVR300	RVR300
D	(35)	(36)		RVR350

FAF-MAPt(GP INOP) 18.2km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	7:22	5:54	4:55	4:13	3:42	3:17
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

HUD Special CAT I: Ⓐ 4.5%,A/B/C/D,(DH)(45),(RA)(46),RVR450.
Note: Ⓐ Missed approach climb gradient.
Changes: Restricted areas.

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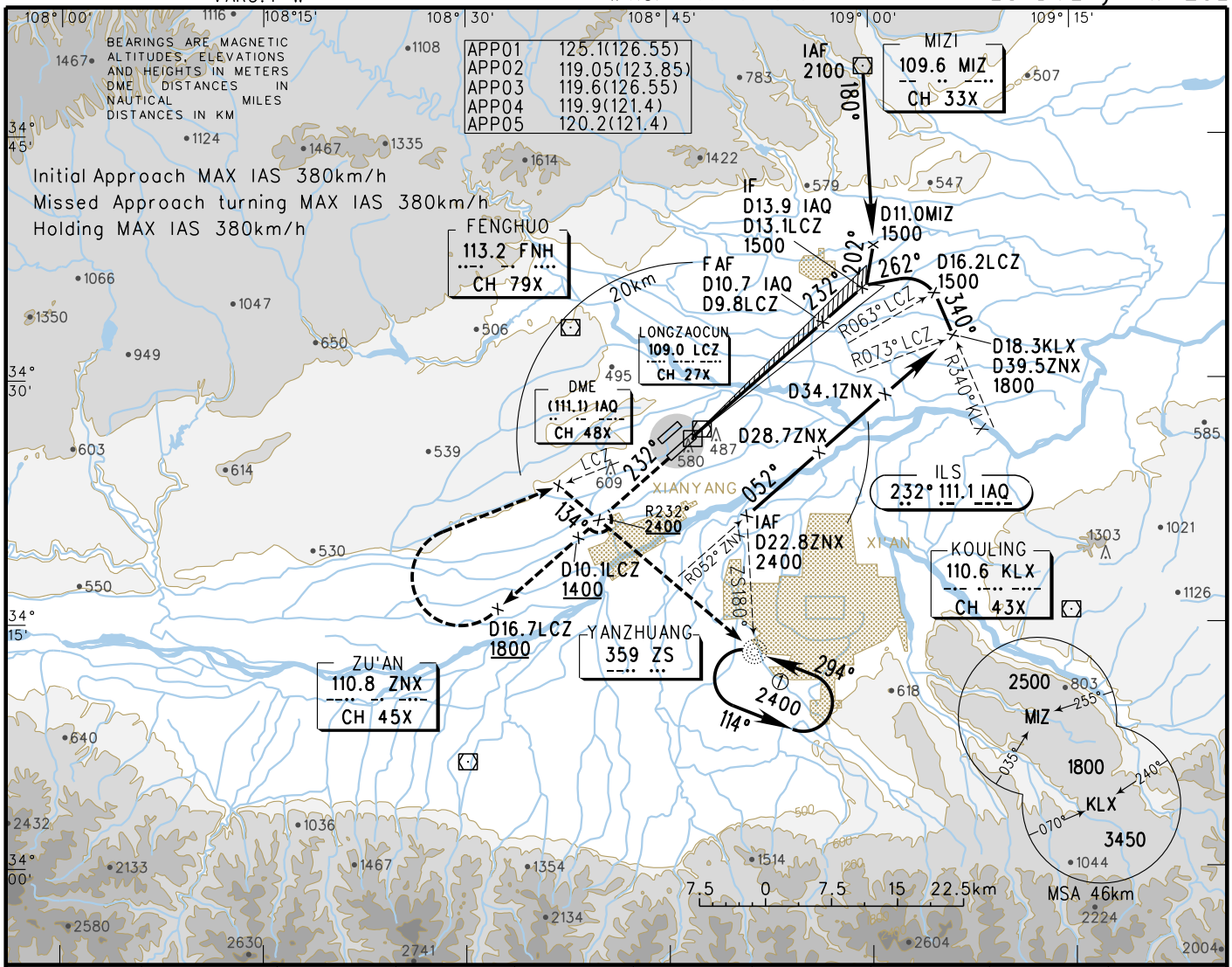
INSTRUMENT APPROACH CHART-ICAO

VAR3.4° W

AERODROME ELEV 479.1
THR RWY23L ELEV 468.9

D-ATIS 127.45
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
ILS/DME y RWY23L

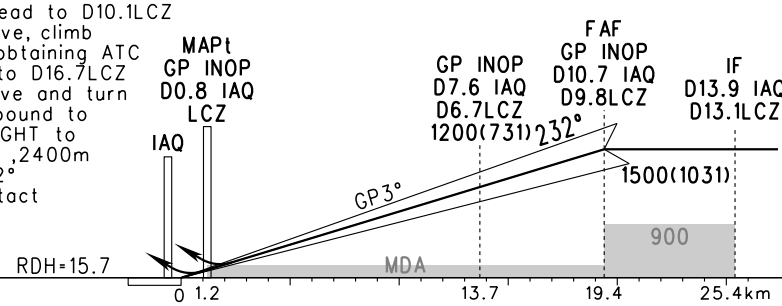


GP INOP	DME (IAQ) (NM)	2	4	6	8	10	12	14	16
	ALT (m)	662	856	1050	1244	1438			

MISSED APPROACH

Climb straight ahead to D10.1LCZ at 1400m or above, climb to 1500m, after obtaining ATC clearance, climb to D16.7LCZ at 1800m or above and turn RIGHT and fly inbound to LCZ, then turn RIGHT to intercept ZS134° ,2400m or above at R232° LCZ/ZS134°, contact ATC over 'ZS'.

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



	A	B	C	D
ILS/DME	Ⓐ 5.5% DA529,(DH)(60),RVR550,VIS800			
	Ⓐ 3.0% DA800,(DH)(330),VIS5000			
GP INOP	Ⓐ 5.0% MDA570,(MDH)(101),VIS1200			
	Ⓐ 3.0% MDA910,(MDH)(440),VIS5000			
CIRCLING MDA(H) VIS	700(221) 4000		730(251) 4000	
HUD Special CAT II Ⓐ 5.6%				
CAT A,B,C,D	(DH)(30),(RA)(31), RVR350			

FAF-MAPt(GP INOP) 18.2km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	7:22	5:54	4:55	4:13	3:42	3:17
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

HUD Special CAT I:Ⓐ5.5%,A/B/C/D,(DH)(45),(RA)(45),RVR450.
Note: Ⓐ Missed approach climb gradient.
Changes: Restricted areas.

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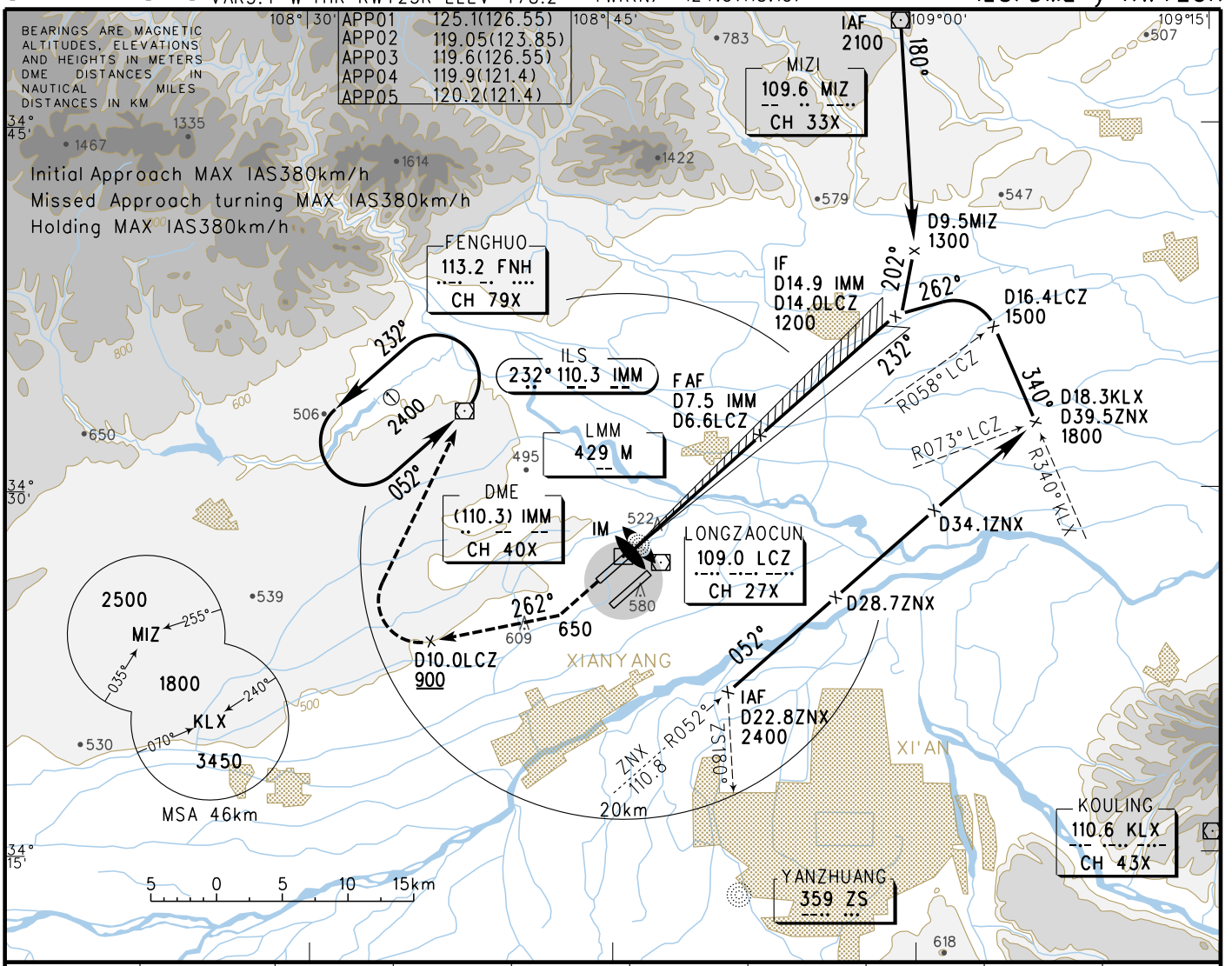
INSTRUMENT APPROACH CHART-ICAO

ZLXY XI'AN/Xianyang

AERODROME ELEV 479.1 VAR3.4° W THR RWY23R ELEV 478.2

D-ATIS 127.45 TWR(N) 124.3(118.15)

ILS/DME y CAT-I/II RWY23R

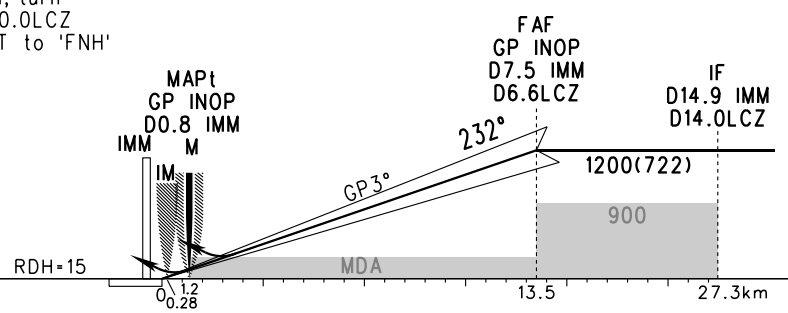


GP INOP	DME (IMM) (NM)	1	2	3	4	5	6	7	8
	ALT (m)		671	768	865	962	1059	1156	

MISSED APPROACH

Climb straight ahead to 650m, turn RIGHT along track 262° to D10.0LCZ at 900m or above, turn RIGHT to 'FNH' at 1500m, then contact ATC.

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



		A	B	C	D
ILS/DME	DA(H) RVR/VIS Ⓐ	538(60) 550/800			
GP INOP	MDA(H) VIS	600(122) 1500			
CIRCLING	MDA(H) VIS	700(221) 4000		730(251) 4000	

ILS CAT II

Aircraft type	Decision height (DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C	(30)	(30)	RVR300	RVR300
D				RVR350

FAF-MAPt(GP INOP) 12.3km

GS in kt	80	100	120	140	160	180
GS in km/h	150	185	220	260	295	335
Time min:sec	4:59	3:59	3:19	2:51	2:29	2:13
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD Special CAT I: (DH)(45),(RA)(45),RVR450.

Changes: Restricted areas.

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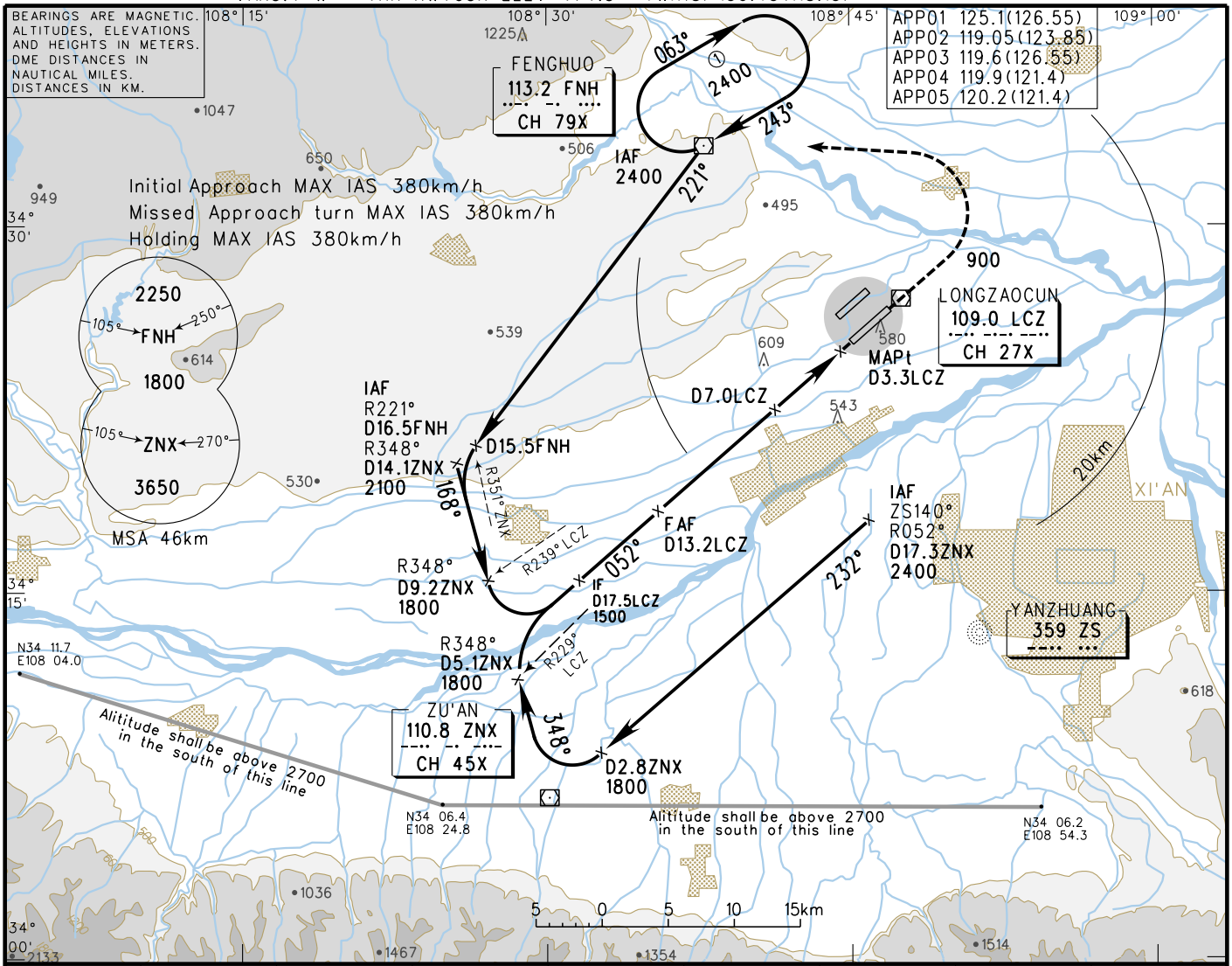
INSTRUMENT APPROACH CHART-ICAO

VAR3.4° W

AERODROME ELEV 479.1
THR RWY05R ELEV 474.3

D-ATIS 127.45
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
VOR/DME RWY05R

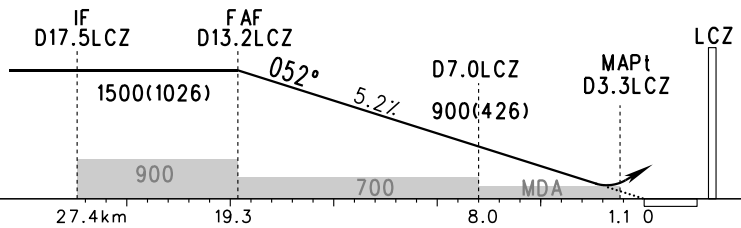


DME (LCZ) (NM)	16	14	12	10	8	6	4	2
ALT (m)			1390	1198	1003	809	615	

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

MISSED APPROACH

Climb straight ahead to 900m, turn LEFT to FNH at 1500m, then contact ATC.



	A	B	C	D
VOR/DME MDA(H) VIS	610(136) 1700			
CIRCLING MDA(H) VIS	700(221) 4000		730(251) 4000	

FAF-MAPt 18.2km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	7:22	5:54	4:55	4:13	3:42	3:17
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: Restricted areas.

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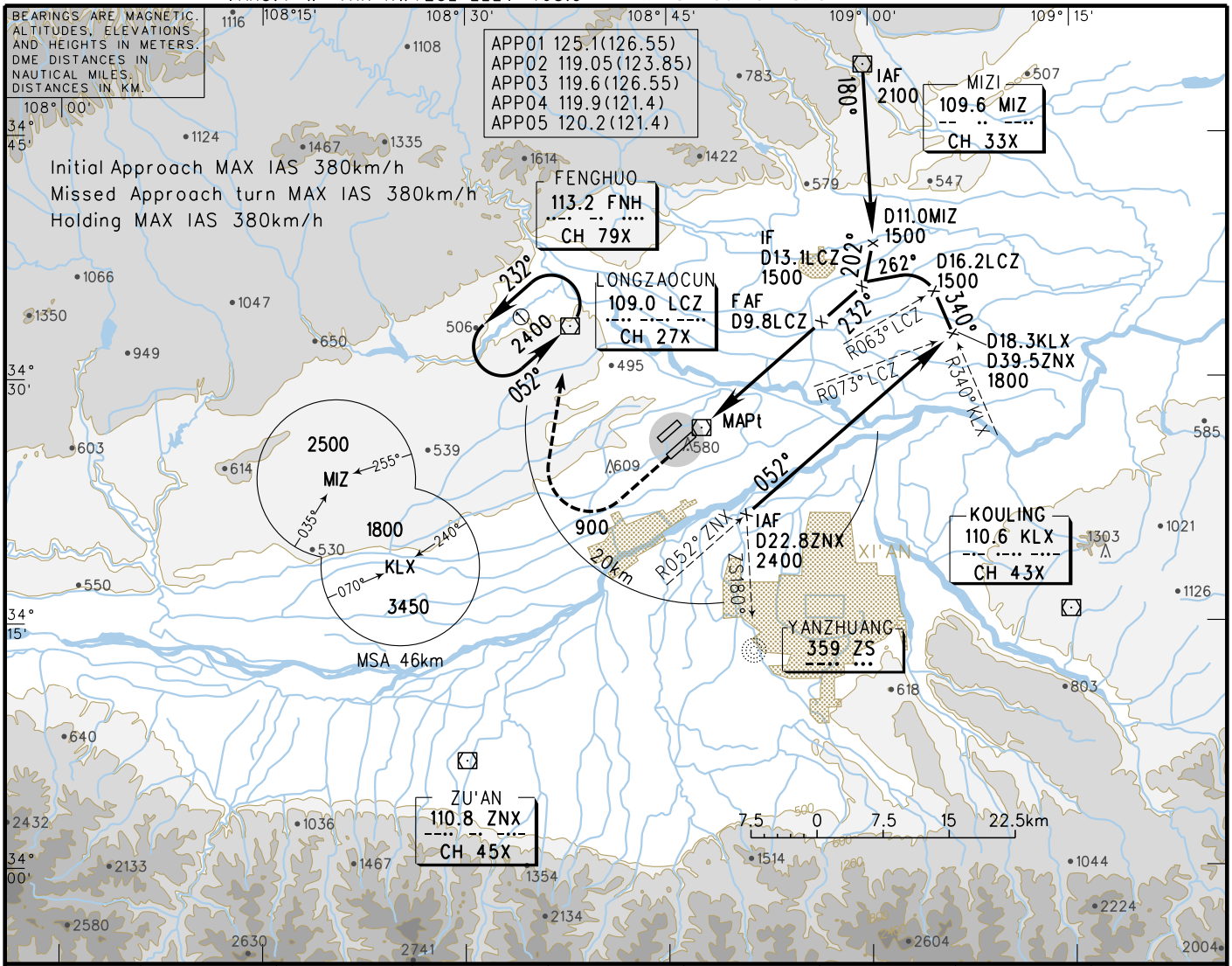
INSTRUMENT APPROACH CHART-ICAO

VAR3.4° W | AERODROME ELEV 479.1 THR RWY23L ELEV 468.9 | D-ATIS 127.45 TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang VOR/DME RWY23L

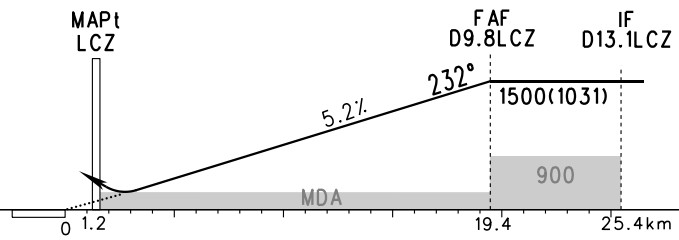


DME (LCZ) (NM)	1	2	3	4	5	6	7	8
ALT (m)	644	741	838	934	1031	1128	1225	1322

MISSED APPROACH

Climb straight ahead to 900m, turn RIGHT to FNH at 1500m, then contact ATC.

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



	A	B	C	D
VOR/DME MDA(H) VIS	610(142) 1900			
CIRCLING MDA(H) VIS	700(221) 4000		730(251) 4000	

FAF-MAPt 18.2km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	7:22	5:54	4:55	4:13	3:42	3:17
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: Restricted areas.

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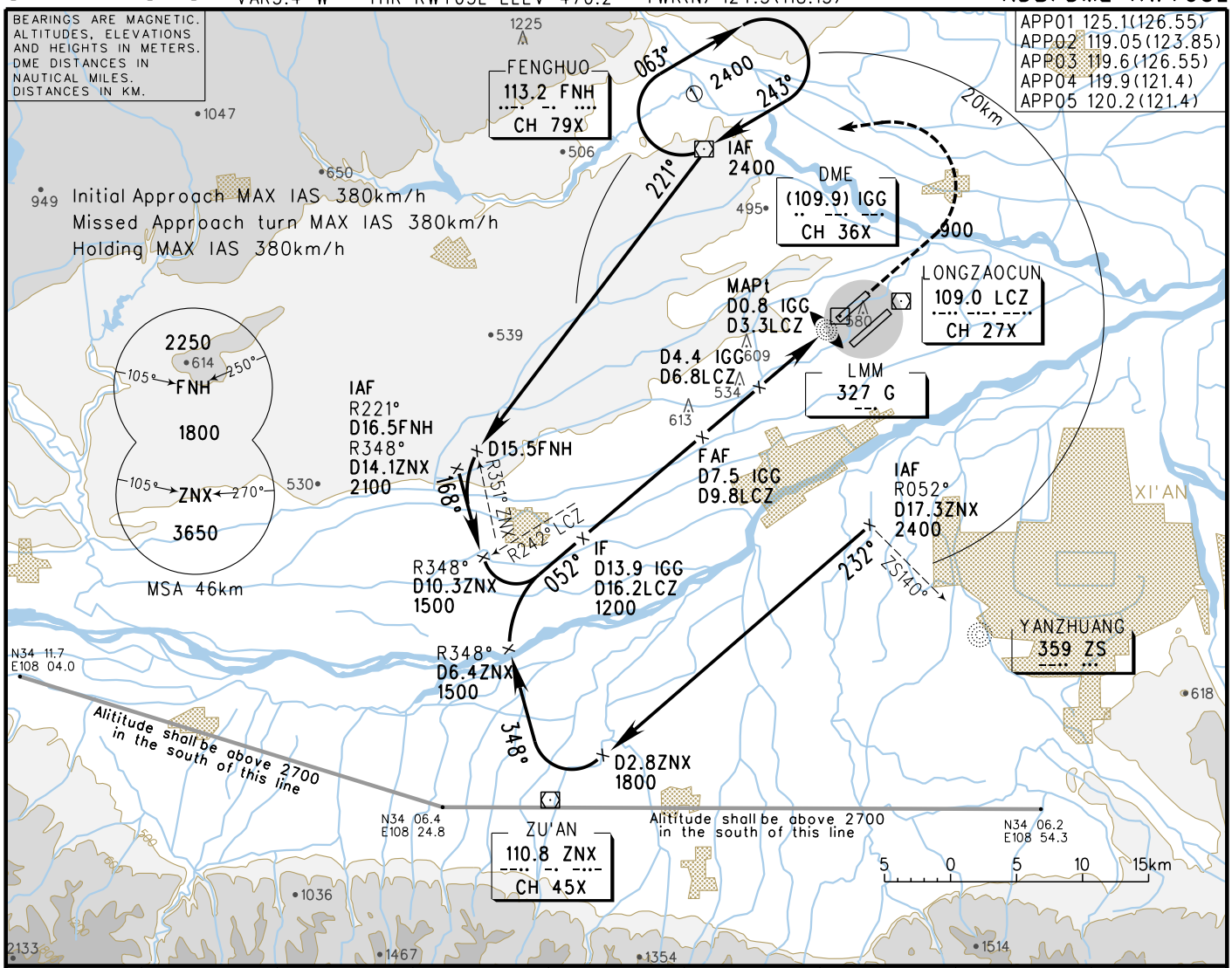
INSTRUMENT APPROACH CHART-ICAO

VAR3.4° W

AERODROME ELEV 479.1
THR RWY05L ELEV 476.2

D-ATIS 127.45
TWR(N) 124.3(118.15)

ZLXY XI'AN/Xianyang
NDB/DME RWY05L

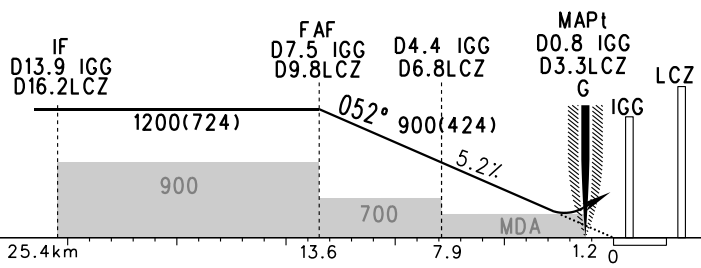


DME (IGG) (NM)	8	7	6	5	4	3	2	1
ALT (m)		1154	1057	960	863	767	670	

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

MISSED APPROACH

Climb straight ahead to 900m, turn LEFT to FNH at 1500m, then contact ATC.



	A	B	C	D
NDB/DME MDA(H) VIS	610(134) 1800			
CIRCLING MDA(H) VIS	700(221) 4000		730(251) 4000	

FAF-MAPt 12.4km						
GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	5:01	4:01	3:21	2:52	2:31	2:14
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: Restricted areas.

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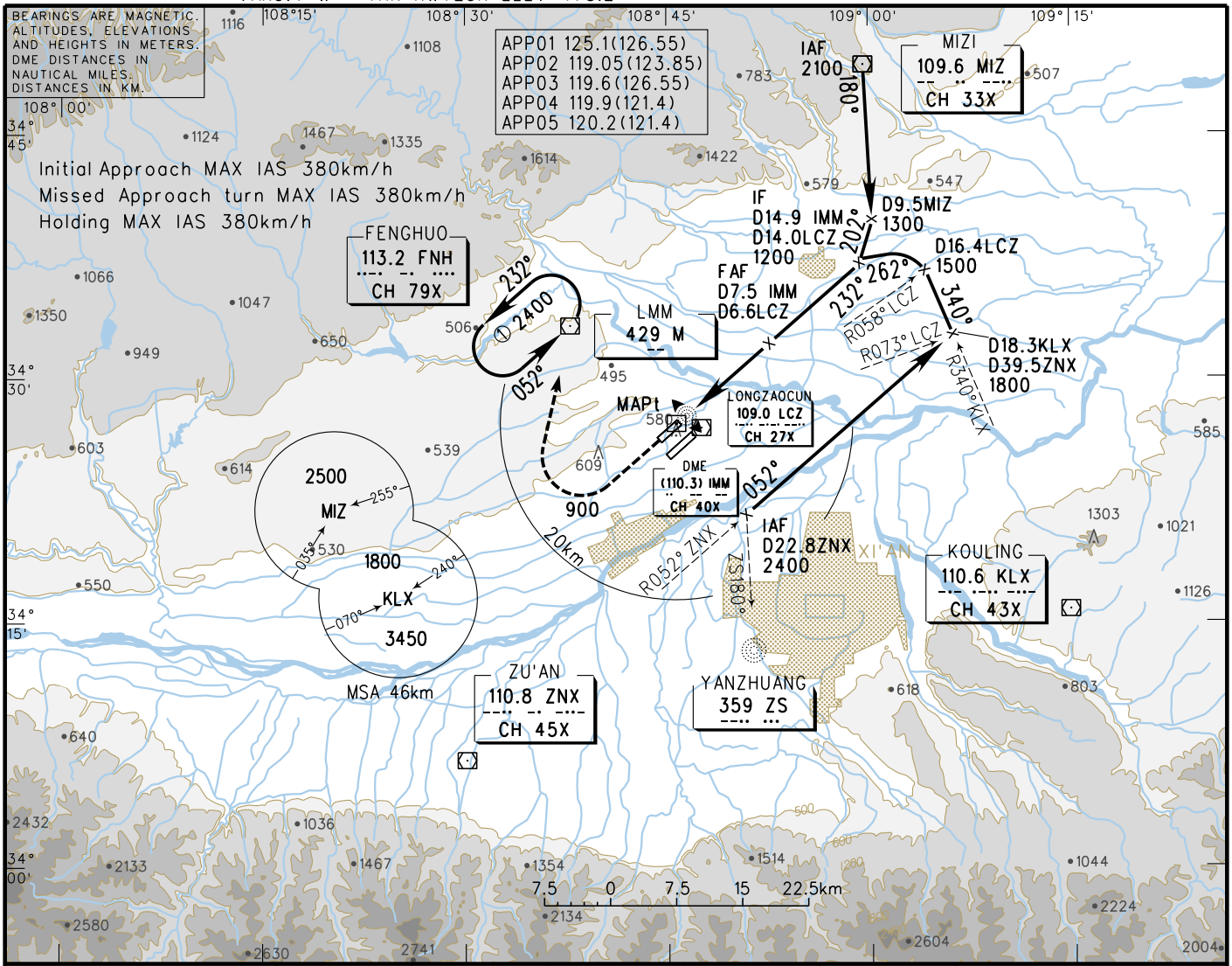
INSTRUMENT APPROACH CHART-ICAO

VAR3.4° W

AERODROME ELEV 479.1
THR RWY23R ELEV 478.2

D-ATIS 127.45
TWR(N) 124.3(118.15)

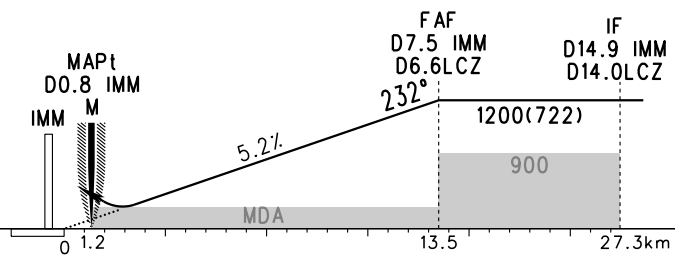
ZLXY XI'AN/Xianyang
NDB/DME RWY23R



DME (IMM) (NM)	1	2	3	4	5	6	7	8
ALT (m)		671	768	865	962	1059	1156	1253

MISSED APPROACH
Climb straight ahead to 900m,
turn RIGHT to FNH at 1500m,
then contact ATC.

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



	A	B	C	D
NDB/DME MDA(H) VIS	610(132) 1800			
CIRCLING MDA(H) VIS	700(221) 4000		730(251) 4000	

FAF-MAPt 12.3km						
GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:59	3:59	3:19	2:51	2:29	2:13
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: Restricted areas.

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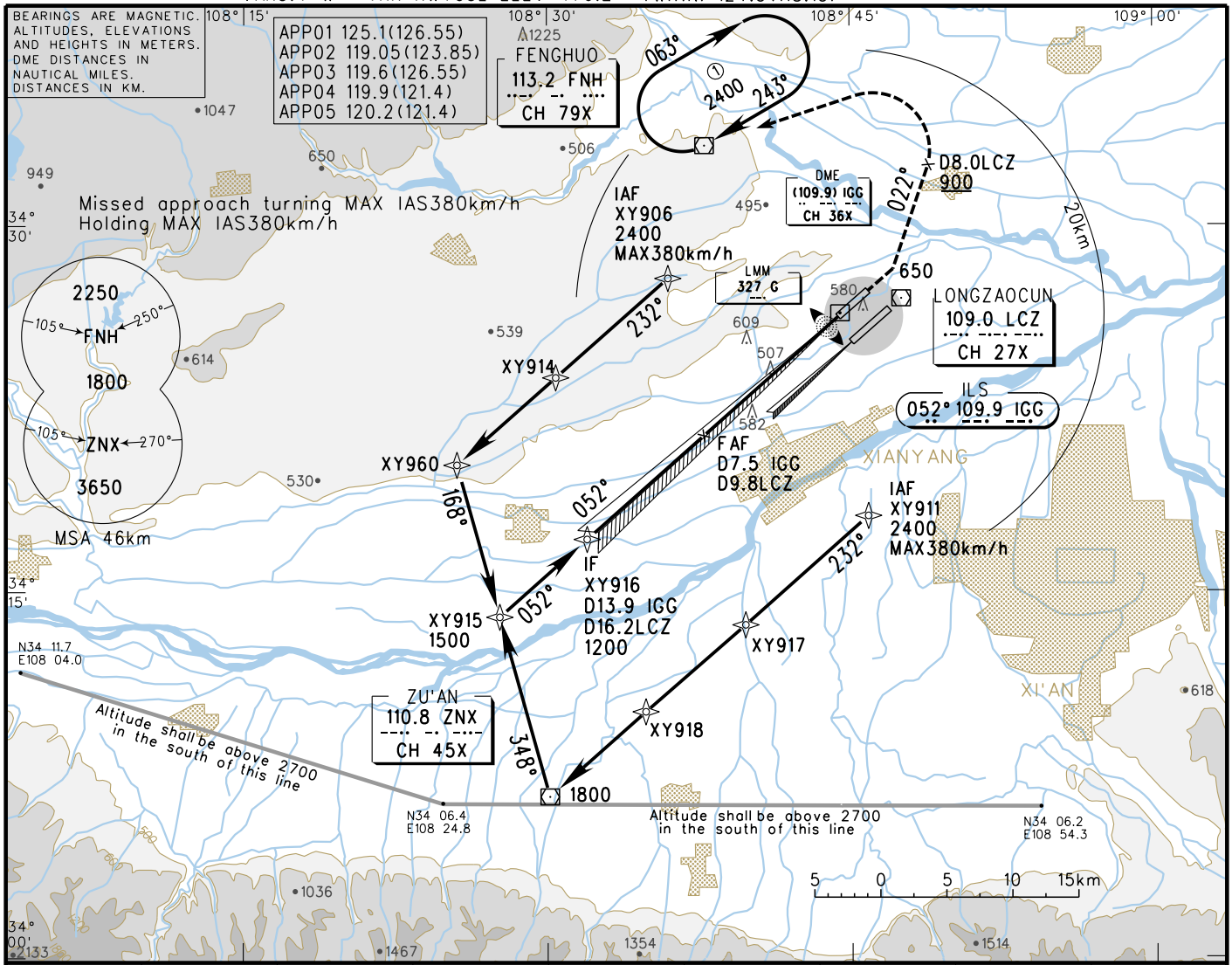
INSTRUMENT APPROACH CHART-ICAO

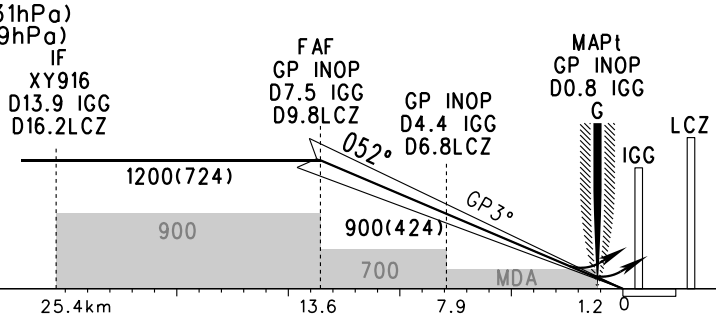
VAR3.4° W | AERODROME ELEV 479.1 | THR RWY05L ELEV 476.2 | D-ATIS 127.45 | TWR(N) 124.3(118.15)

ZLXY XI'AN/Xianyang
RNAV ILS/DME z RWY05L



GP INOP	DME (IGG) (NM)	7	6	5	4	3	2	1
	ALT (m)	1154	1057	960	863	767	670	

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



MISSED APPROACH

Climb straight ahead to 650m, turn LEFT immediately, climb along track 022° to D8.0LCZ at 900m or above, turn LEFT to 'FNH' at 1500m, then contact ATC.

	A	B	C	D
ILS/DME DA(H) RVR/VIS Ⓐ	536(60) 550/800			
GP INOP MDA(H) VIS	590(114) 1300			
CIRCLING MDA(H) VIS	700(221) 4000		730(251) 4000	
HUD Special CAT II				
CAT A,B,C,D	(DH)(30),(RA)(31), RVR350			

FAF-MAPt(GP INOP) 12.4km

GS in kt / kmH	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	5:01	4:01	3:21	2:52	2:31	2:14
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD Special CAT I: (DH)(45),(RA)(42),RVR450.

Changes: Restricted areas.

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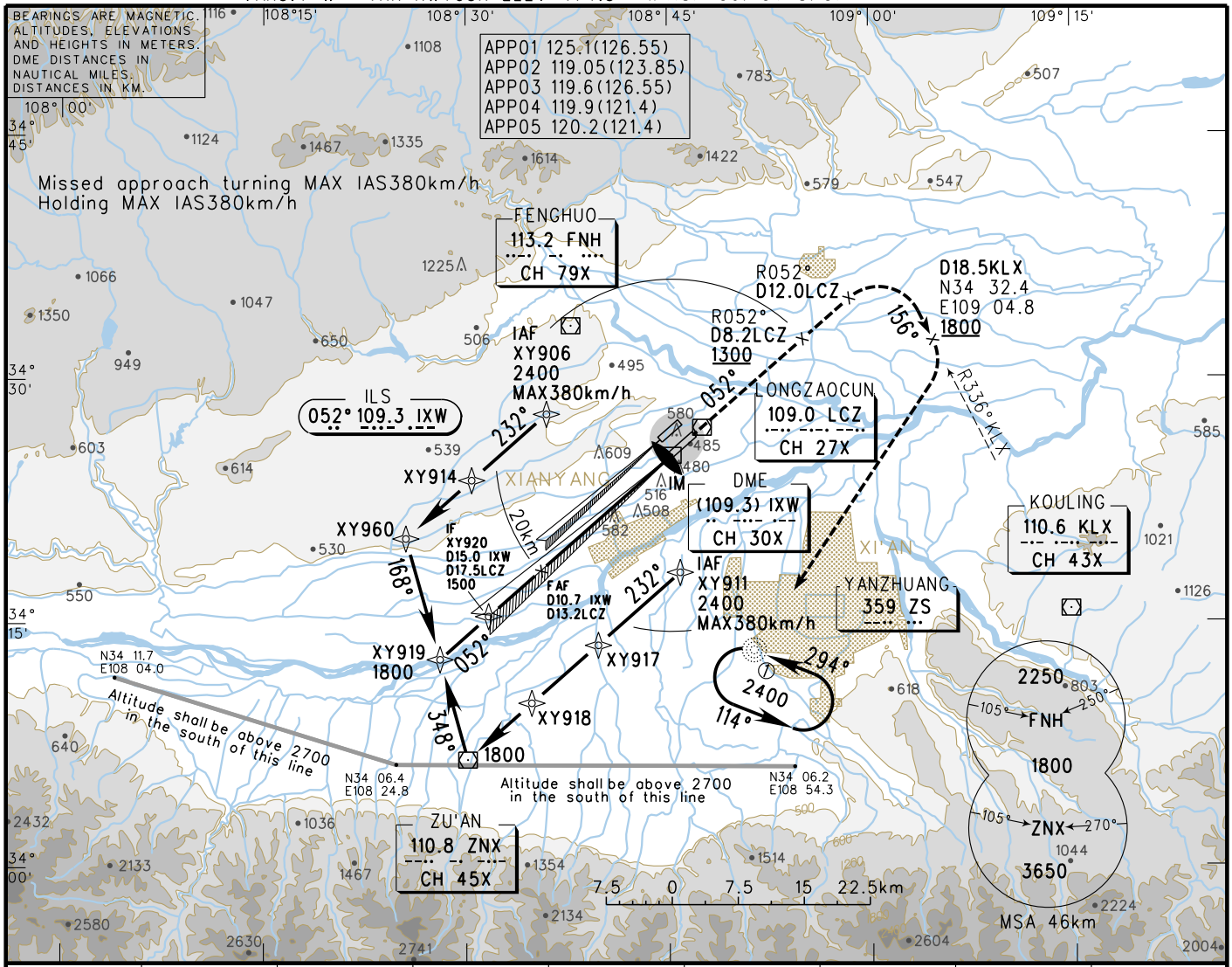
INSTRUMENT APPROACH CHART-ICAO

VAR3.4° W

AERODROME ELEV 479.1 D-ATIS 127.45
THR RWY05R ELEV 474.3 TWR(S) 130.45(118.15)

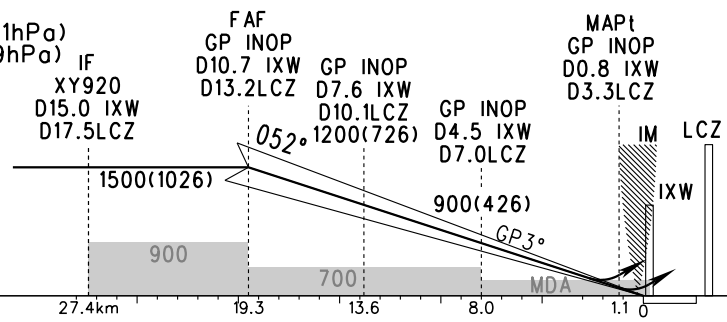
ZLXY XI'AN/Xianyang

RNAV CAT-I/II
ILS/DME z RWY05R



GP INOP	DME (IXW) (NM)	14	12	10	8	6	4	2
	ALT (m)			1444	1250	1056	862	668

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



MISSED APPROACH

Climb straight ahead to D8.2LCZ at 1300m or above, climb to 1500m, after obtaining ATC clearance, climb to D12.0LCZ, then turn RIGHT and along track 156° to intercept R336°/D18.5KLX at 1800m or above, then turn RIGHT and fly to 'ZS', contact ATC.

RDH=17.3

	A	B	C	D
ILS/DME	Ⓐ 4.5% DA534,(DH)(60),RVR550,VIS800			
	Ⓐ 3.0% DA705,(DH)(230),VIS3500			
GP INOP	Ⓐ 3.7% MDA600,(MDH)(126),VIS1500			
	Ⓐ 3.0% MDA730,(MDH)(256),VIS4000			
CIRCLING MDA(H) VIS	700(221) 4000		730(251) 4000	

ILS CAT II Ⓐ 4.5%

Aircraft type	Decision height (DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C	(30)	(31)	RVR300	RVR300
D	(35)	(36)		RVR350

FAF-MAPt(GP INOP) 18.2km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	7:22	5:54	4:55	4:13	3:42	3:17
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

HUD Special CAT I: Ⓐ 4.5%,A/B/C/D,(DH)(45),(RA)(46),RVR450.
Note: Ⓐ Missed approach climb gradient.
Changes: Restricted areas.

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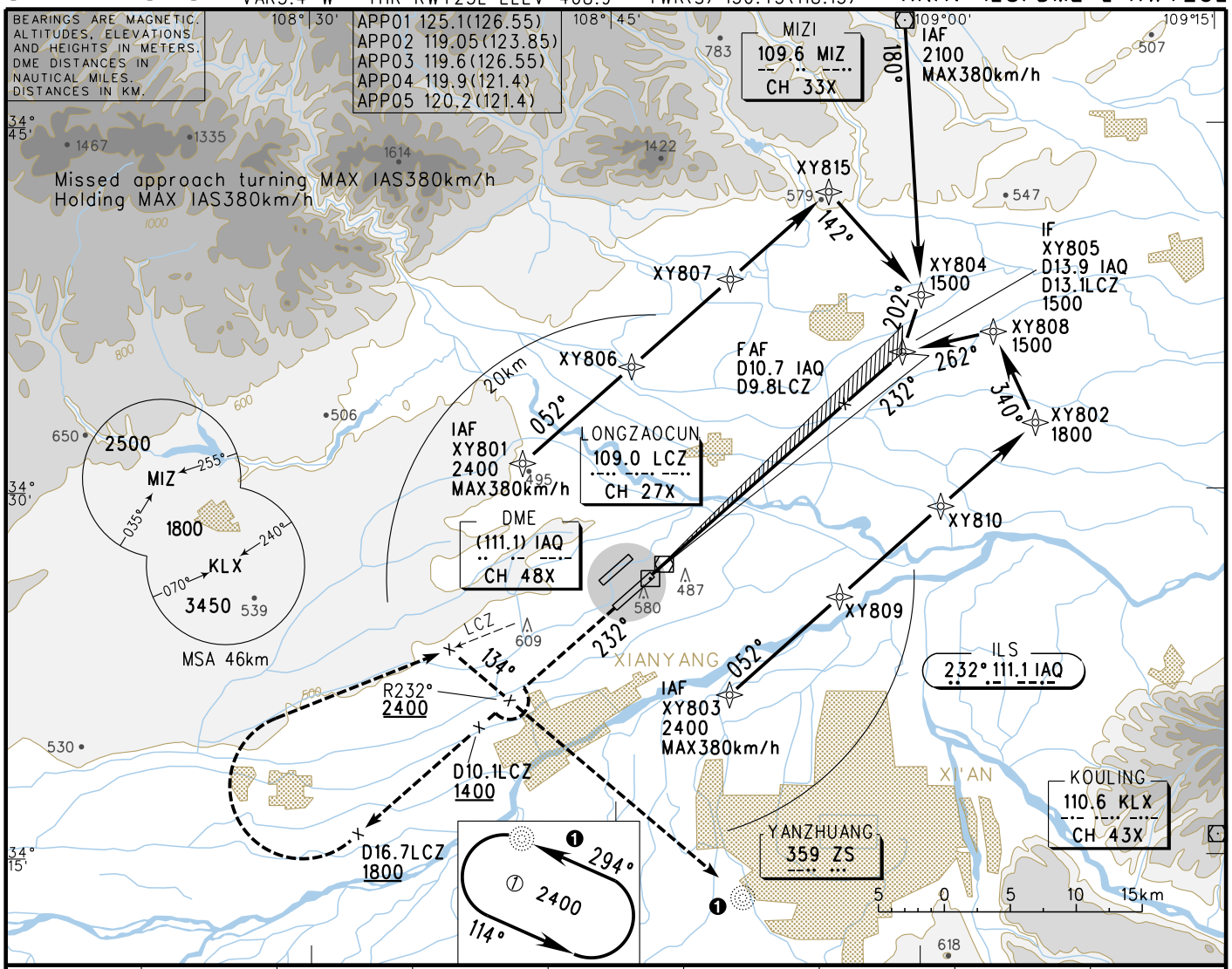
INSTRUMENT APPROACH CHART-ICAO

VAR3.4° W

AERODROME ELEV 479.1
THR RWY23L ELEV 468.9

D-ATIS 127.45
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV ILS/DME z RWY23L

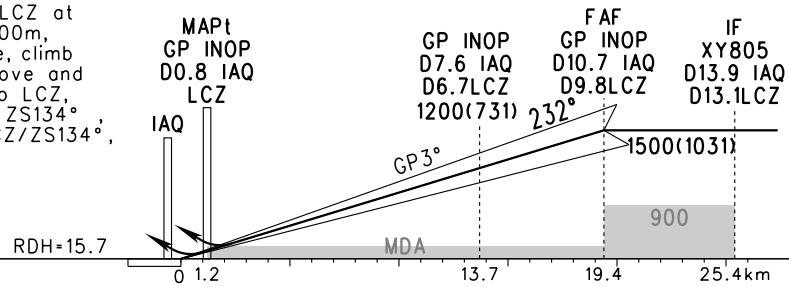


GP INOP	DME (IAQ) (NM)	2	4	6	8	10	12	14
	ALT (m)	662	856	1050	1244	1438		

MISSED APPROACH

Climb straight ahead to D10.1LCZ at 1400m or above, climb to 1500m, after obtaining ATC clearance, climb to D16.7LCZ at 1800m or above and turn RIGHT and fly inbound to LCZ, then turn RIGHT to intercept ZS134°, 2400m or above at R232°LCZ/ZS134°, contact ATC over 'ZS'.

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



	A	B	C	D
ILS/DME	Ⓐ 5.5% DA529,(DH)(60),RVR550,VIS800			
	Ⓐ 3.0% DA800,(DH)(330),VIS5000			
GP INOP	Ⓐ 5.0% MDA570,(MDH)(101),VIS1200			
	Ⓐ 3.0% MDA910,(MDH)(440),VIS5000			
CIRCLING MDA(H) VIS	700(221) 4000		730(251) 4000	
HUD Special CAT II Ⓐ 5.6%				
CAT A,B,C,D	(DH)(30),(RA)(31), RVR350			

FAF-MAPt(GP INOP) 18.2km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	7:22	5:54	4:55	4:13	3:42	3:17
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

HUD Special CAT I:Ⓐ5.5%,A/B/C/D,(DH)(45),(RA)(45),RVR450.
Note: Ⓐ Missed approach climb gradient.
Changes: Restricted areas.

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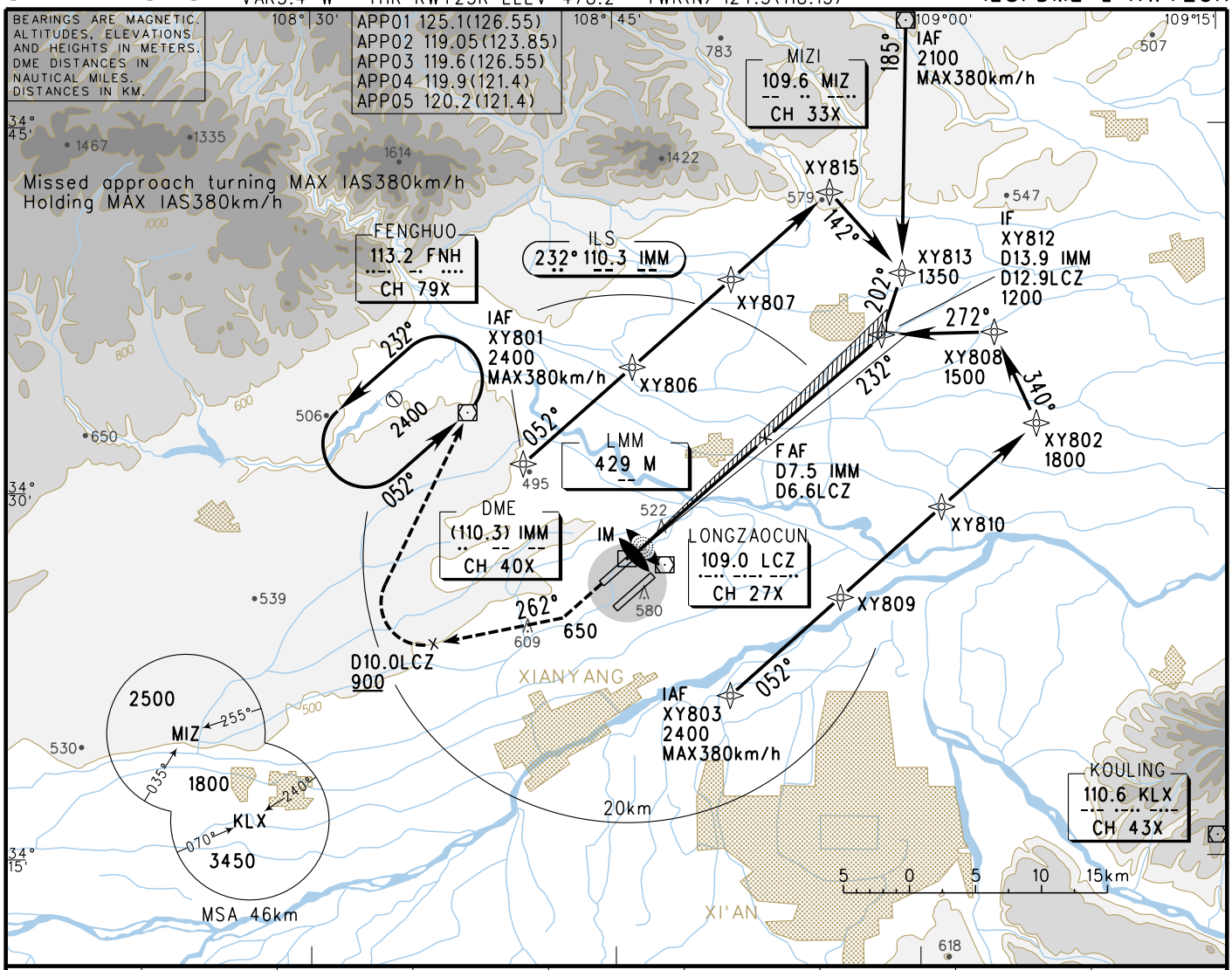
INSTRUMENT APPROACH CHART-ICAO

ZLXY XI'AN/Xianyang

RNAV CAT-I/II
ILS/DME z RWY23R

VAR3.4° W
AERODROME ELEV 479.1
THR RWY23R ELEV 478.2
D-ATIS 127.45
TWR(N) 124.3(118.15)

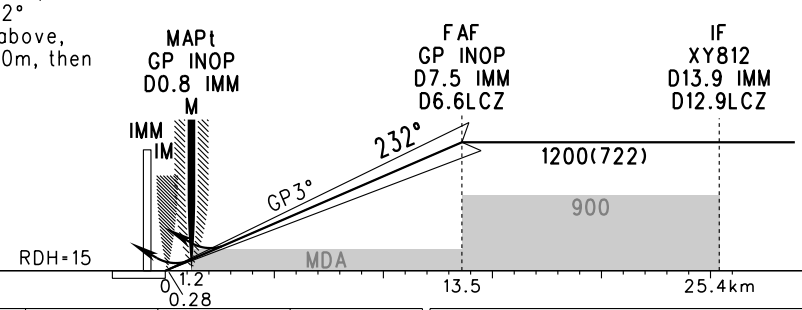


GP INOP	DME (IMM) (NM)	2	3	4	5	6	7	8
	ALT (m)	671	768	865	962	1059	1156	

MISSED APPROACH

Climb straight ahead to 650m, turn RIGHT along track 262° to D10.0LCZ at 900m or above, turn RIGHT to 'FNH' at 1500m, then contact ATC.

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



	A	B	C	D
ILS/DME DA(H) RVR/VIS Ⓐ	538(60) 550/800			
GP INOP MDA(H) VIS	600(122) 1500			
CIRCLING MDA(H) VIS	700(221) 4000		730(251) 4000	

ILS CAT II

Aircraft type	Decision height (DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C	(30)	(30)	RVR300	RVR300
D				RVR350

FAF-MAPt(GP INOP) 12.3km

GS in kt / km/h	80 150	100 185	120 220	140 260	160 295	180 335
Time min:sec	4:59	3:59	3:19	2:51	2:29	2:13
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD Special CAT I: (DH)(45),(RA)(45),RVR450.

Changes: Restricted areas.

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