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

ZLXY/XIY-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°27.3′ E108°45.0′ Center of RWY 05L/23R
2	机场基准点与城市的位置关系 Direction and distance from city	020° GEO, 13.4km from Xianyang city center. 320° GEO, 27.7km from Xi'an city Bell Tower.
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	482.7 m/33.0°C(JUL)/-6.5°C(JAN)
4	机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN	
5	磁差（测量年份）及年变率 VAR(Year)/Annual change	3°23′W/-
6	机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址 AD administration/Address/Telephone/Telefax/ AFS/ E-mail/Website	Xi'an xianyang Airport (Group) CO. LTD. Nr.9 Konggang street, Konggang New City, Xi Xian New district, Shaanxi province, CHINA Post code:712035 TEL:86-29-88796205/88796670(OCC) FAX:86-29-88798559 Website:http：//www.cwag.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/RWY05R/23L: 4F; RWY05L/23R: 4E
9	备注 Remarks	Nil

ZLXY AD 2.3 工作时间 Operational hours

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

6	气象服务讲解室 MET Briefing Office	HS or O/R
7	空中交通服务 Air Traffic Service	HS or O/R
8	加油服务 Fuelling	HS or O/R
9	地勤服务 Handling	HS or O/R
10	安保服务 Security	HS or O/R
11	除冰服务 De-icing	HS or O/R
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, conveyor belt, collection paneling trailer, container tractor, luggage towing vehicle, fork lift
2	燃油牌号 Fuel types	Jet Fuel No.3,Jet A-1
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Refueling truck (45000L, 63L/s; 20000L, 33L/s), Hydrant dispenser (63L/s), Apron refueling well (220L/s)
5	除冰设施 De-icing facilities	24 De-icers
6	过站航空器机库 Hangar space for visiting aircraft	Nil
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Maintenance available for B737-300/400/500/600/700/800/900, B757, B767, B777, A319/320/321, A300, A330, A350, CRJ-900, EMB145, ERJ190, MD90
8	备注 Remarks	Power unit, ground air supply unit, air conditioning unit

ZLXY AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD
2	餐饮 Restaurants	At AD
3	交通工具 Transportation	Passenger's coaches, taxis，airport shuttle

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
6	旅行社 Tourist Office	At AD
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, 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 Seasonal availability/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 Remarks	Nil

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	道面 Surface	CONC
		强度 Strength	PCR 1200/R/A/W/T : Stands Nr. 916 PCR 1200/R/B/W/T : Stands Nr. 412-424, 601-604, 601L, 603L PCR 1100/R/B/W/T : Stands Nr. 331-348, 350, 342L/R, 344L/R, 345L, 347L, 426-435, 427L, 429L, 431L, 434L/R, 435L/R PCR 1070/R/A/W/T : Stands Nr. 518, 521, 527, 534, 540, 558-561 PCR 1000/R/A/W/T : Stands Nr. 107-116, 120-128, 126A, 128A, 305-307, 316-318, 324-330, 901-910, 909L/R, 910L/R PCR 900/R/A/W/T : Stands Nr. 101-106, 129-133, 701-707, 710, 711, 641, 642, 641L/R, 642L/R, 961-965, 961L/R-965L/R PCR 870/R/A/W/T : Stands Nr. 911-915, 911L/R-915L/R

			PCR 860/R/A/W/T : Stands Nr. 301-304, 308-315, 319-322, 401-411, 425, 506-508, 514-517, 519, 520, 522-525, 525L/R, 535, 536, 543, 543L/R, 545, 545L/R, 547-549, 556, 557 PCR 820/R/A/W/T : Stands Nr. 501-505, 643-646
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	66m : K12, R3, Y1 65m : Y2, Y16 64m : R2 44m : C3-C7, C9, D2, D7 43m : R1 38m : A2, A9, N11, N13 34m : C8, C11, D1, D3, D6, D8, G3, H2, H3, P5, P6, T8, Y8 30m : A1, A10, J3(south of P) 29m : C1 28m : D4, D5 25m : D, F, F9, G 23m : A, A3-A8, C, E, E9, H, J2, J3(north of P), J4, J5, P, Y
		道面 Surface	ASPH : J2, J3(303.5m south of A-P, 303.5m south of A-A), J4(BTN H & 76m east of H, 101- 640m east of H), J5(BTN G & 431m east of G), P(BTN J3 & C11) CONC : A, A1-A10, C, C1, C3-C9, C11, D, D1-D8, E, E3, E4, E9, F, F9, G, G3, H, H2, H3, J3(south of P), J4(76-101m east of H, BTN 640m east of H & C11), J5(BTN 431m east of G & J8), J7, J8, K11-K13, N1-N5, N7-N11, N13, P(BTN Y16 & K12, east of K12), P1, P2, P5, P6, P9, R1-R3, T6, T8, Y, Y1-Y3, Y8, Y16
		强度 Strength	PCR 1500/F/C/X/T : J2(303.5m south of A-P), J3(303.5m south of A-P), J4(BTN H & 76m east of H, 101- 640m east of H), J5(BTN G & 431m east of G) PCR 1300/F/B/X/T : J2(A-303.5m south of A), J3(303.5m south of A-A) PCR 1200/R/A/W/T : C8, K12(north of stand Nr.517), K13(north of stand Nr.517), P(BTN Y16 & K12), Y(BTN Y16 & K12), Y1 PCR 1200/R/B/W/T : E(BTN 161.5m south of P1 & C), E9, F(BTN 161.5m south of P1 & C), F9, P6, Y8 PCR 1000/R/A/W/T : A1-A10, C1, C9, D2, D3, D5-D7, H2, H3, J3(south of P), J7, N11, N13, P(east of K12, BTN J3 & C11), P5, P9, R1-R3, Y(east of K12) PCR 1000/R/B/W/T : T6 PCR 980/R/A/W/T : Y2, Y3, Y16 PCR 950/R/A/W/T : E3, E4 PCR 930/R/A/W/T : K12(BTN north of stand Nr.515 and south of stand Nr.517), K13(BTN west of stand Nr.506 and south of stand Nr.517) PCR 900/R/A/W/T : A, C3, C4(south of stand Nr.404), C5(south of stand Nr.404), C6(south of stand Nr. 308), C7(south of stand Nr. 319), C11, D1,

			D4, D8, E(BTN P1 & 161.5m south of P1, south of C), F(BTN P1 & 161.5m south of P1, south of C), G, G3, H, J4(76-101m east of H, BTN 640m east of H & C11), J5(BTN 431m east of G & J8), J8, N1, N2, N5, N7-N10, P2, T8(east of H, west of C9) PCR 870/R/A/W/T : C, D, P1, T8(BTN H & C9) PCR 860/R/A/W/T : N3, N4 PCR 830/R/A/W/T : C7(north of stand Nr. 319) PCR 760/R/A/W/T : K11, K12(east of stand Nr.506), K13(east of stand Nr.506) PCR 730/R/A/W/T : C4(north of stand Nr. 404), C5(north of stand Nr. 404), C6(north of stand Nr. 308)
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR 校正点 VOR checkpoints	Nil	
5	INS 校正点 INS checkpoints	Nil	
6	备注 Remarks	Nil	

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 of TWY and RWY. Taxiing guidance signs at all holding positions. Aircraft stand identification sign boards at stands Nr. 101-116, 120-126, 126A, 127, 128, 128A, 129-133, 301-322, 324-342, 342L, 342R, 343, 344, 344L, 344R, 345, 345L, 346, 347, 347L, 348, 401-424, 426, 427, 427L, 428, 429, 429L, 430, 432, 433, 501-508, 514-525, 525L, 525R, 527, 534-536, 540, 543, 543L, 543R, 545, 545L, 545R, 547-549, 556-561, 601, 601L, 602, 603, 603L, 604, 641, 641L, 641R, 642, 642L, 642R, 643-646, 701-707, 710, 711, 901-909, 909L, 909R, 910, 910L, 910R, 911, 911L, 911R, 912, 912L, 912R, 913, 913L, 913R, 914, 914L, 914R, 915, 915L, 915R, 916, 961, 961L, 961R, 962, 962L, 962R, 963, 963R, 964, 964L, 964R, 965, 965L, 965R. Guide lines at all TWYs. Guide lines at all aprons. Marshalling assistance for all aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	Pre-threshold area, THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RTZL(05R), RENL

		滑行道标志 TWY markings	Edge line, center line, TWY shoulder marking, No-entry, information signs, RWY holding position, intermediate holding position
		滑行道灯光 TWY lights	Edge line lights, center line lights, No-entry bar , RETILs(A3, A4, A5, D3, D4, D5, D6, A6, A7, A8), intermediate holding position lights
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: A1, A2, A9, A10, C8, C9 Runway guard lights: A1, A2, A9, A10, D1, D2, D7, D8	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	Nil	

ZLXY AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
BLDG 001	BLDG	047/1385	484.2	LGT	RWY23R ILS/DME final approach
Antenna 002	Antenna	055/5225	520.3		RWY23R GP INOP final approach
BLDG 003	BLDG	073/6989	550.1	LGT	RWY05R take-off path
BLDG 004	BLDG	073/7549	560.6		RWY05R take-off path
BLDG 005	BLDG	073/8152	565.0	LGT	RWY23L GP INOP, VOR/DME final approach.
BLDG 006	BLDG	074/6968	547.6	LGT	RWY05R take-off path
BLDG 007	BLDG	077/6978	543.4	LGT	RWY05R take-off path
STACK 008	STACK	104/14948	617.9	LGT	RWY23L/R traditional and PBN initial approach

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Antenna 009	Antenna	120/3046	475.1		RWY23L ILS/DME final approach
BLDG 010	BLDG	121/1816	522.9	LGT	
BLDG 011	BLDG	123/1619	518.6	LGT	
BLDG 012	BLDG	134/1598	517.6	LGT	
Control TWR 013	Control TWR	140/1306	531.9	LGT	
BLDG 014	BLDG	142/1559	529.1	LGT	
Control TWR 015	Control TWR	147/1473	580.7	LGT	Circling CAT A,B
BLDG 016	BLDG	172/1890	516.5	LGT	
BLDG 017	BLDG	176/1844	518.9	LGT	
Antenna 018	Antenna	178/3501	481.1	LGT	RWY05R ILS/DME final approach
Antenna 019	Antenna	180/4530	504.2		
BLDG 020	BLDG	184/4845	502.4		
Antenna 021	Antenna	186/3793	480.5	LGT	RWY23L take-off path
Antenna 022	Antenna	187/3753	479.9	LGT	
BLDG 023	BLDG	191/4775	495.9		
BLDG 024	BLDG	199/8365	545.9	LGT	

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Antenna 025	Antenna	201/5850	507.6		
Antenna 026	Antenna	205/5715	514.9		RWY23L take-off path
BLDG 027	BLDG	206/6185	515.7	LGT	
BLDG 028	BLDG	222/7969	540.0	LGT	RWY05R VOR/DME final approach
Antenna 029	Antenna	222/10138	521.2		RWY05R GP INOP final approach
BLDG 030	BLDG	222/11948	584.8	LGT	RWY05R GP INOP, VOR/DME, final approach
BLDG 031	BLDG	225/8098	540		RWY05L GP INOP final approach
BLDG 032	BLDG	228/4524	514.5		
Antenna 033	Antenna	228/4645	515.6		
Antenna 034	Antenna	231/4080	514.3		RWY23R take-off path
BLDG 035	BLDG	231/4506	514.7		
BLDG 036	BLDG	234/4360	513.5		
BLDG 037	BLDG	236/1607	483.3	LGT	RWY05L ILS/DME final approach
BLDG 038	BLDG	237/4229	513.4		RWY23R take-off path
Antenna 039	Antenna	238/3380	510.7		
Antenna 040	Antenna	241/3661	516.1		

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 041	BLDG	242/9139	595.0		
BLDG 042	BLDG	254/12784	609.9		
BLDG 043	BLDG	257/8624	607.4		circling CAT C,D
Antenna 044	Antenna	283/5947	553.1		
Antenna 045	Antenna	295/12594	548.3		RWY05L/R ILS/DME initial approach
Antenna 046	Antenna	313/10259	544.9		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
NATURAL_HIGHPOINT 047	NATURAL_HIGHPOINT	001/45605	1100		
BLDG 048	BLDG	001/110693	1809		
BLDG 049	BLDG	002/40322	926		
BLDG 050	BLDG	002/64546	1439		
MT 051	MT	010/30670	1422		RWY05L/R SID TEBIB direction

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 052	BLDG	011/89684	1681		
BLDG 053	BLDG	014/56035	956		
NATURAL_HIGHPOINT 054	NATURAL_HIGHPOINT	017/30607	900		
BLDG 055	BLDG	021/30441	708		
MT 056	MT	023/94310	1734		
BLDG 057	BLDG	033/31477	579		RWY23L/R PBN initial approach
MT 058	MT	033/46589	615		RWY23L/R traditional and PBN initial approach
BLDG 059	BLDG	038/33600	571		
TRANSMISSION_LINE 060	TRANSMISSION_LINE	042/22494	533		
BLDG 061	BLDG	044/26183	532		RWY23R ILS/DME intermediate approach
BLDG 062	BLDG	046/23421	530		RWY23R PBN intermediate approach
BLDG 063	BLDG	049/23976	529		RWY23L traditional and PBN intermediate approach
BLDG 064	BLDG	049/39022	552		
MT 065	MT	103/100318	2646		MVA Sector
MT 066	MT	105/50633	1128		MVA Sector

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 067	BLDG	108/46220	1124		
MT 068	MT	108/50255	1302		RWY23L/R sector. MVA sector
MT 069	MT	108/89014	2449		
BLDG 070	BLDG	109/76855	1552		
BLDG 071	BLDG	110/50147	1222		
MT 072	MT	112/48008	1088		
BLDG 073	BLDG	112/61102	1126		
MT 074	MT	112/86391	2220		
MT 075	MT	116/54997	948		
BLDG 076	BLDG	119/52581	834		
MT 077	MT	123/76491	2239		R294°D29.4SHX holding
BLDG 078	BLDG	129/68718	1090		
MT 079	MT	129/92434	1947		
BLDG 080	BLDG	133/111643	2087		SHX holding
BLDG 081	BLDG	138/109872	1943		
BLDG 082	BLDG	139/99373	2160		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP) Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)					
障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 083	BLDG	142/72938	2224		
BLDG 084	BLDG	149/100155	2007		
Antenna 085	Antenna	152/33377	686		
MT 086	MT	157/56490	1353		MVA sector
MT 087	MT	158/64775	2604		
BLDG 088	BLDG	161/30975	763		
MT 089	MT	166/67115	2802		RWY23L/R sector
NATURAL_HIGHPOINT 090	NATURAL_HIGHPOINT	169/63494	2100		
BLDG 091	BLDG	169/94577	2428		
BLDG 092	BLDG	172/50508	1514		ZS holding
MT 093	MT	177/58028	2166		MVA sector
BLDG 094	BLDG	178/49829	1277		
MT 095	MT	179/70684	2671		
BLDG 096	BLDG	180/21476	892		MVA sector
MT 097	MT	180/65701	2886		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP) Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)					
障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 098	MT	181/66155	2887		MVA sector
BLDG 099	BLDG	181/114919	1600		
NATURAL_HIGHPOINT 100	NATURAL_HIGHPOINT	186/58536	2030		
BLDG 101	BLDG	190/116459	2601		
BLDG 102	BLDG	194/112003	2692		NSH holding
BLDG 103	BLDG	194/117685	2686		
MT 104	MT	195/69737	3016		RWY05L/R sector. MVA sector
BLDG 105	BLDG	195/108721	2512		
BLDG 106	BLDG	197/57337	2134		
BLDG 107	BLDG	198/103939	2404		
STACK 108	STACK	199/43496	557		
MT 109	MT	203/53023	1354		
MT 110	MT	206/82709	2964		
MT 111	MT	214/78120	2996		
BLDG 112	BLDG	222/76617	2630		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 113	BLDG	235/21052	545	LGT	
Antenna 114	Antenna	238/15044	614		RWY05L GP INOP、LNAV final approach
Antenna 115	Antenna	238/15621	593		RWY05L traditional and PBN intermediate approach
BLDG 116	BLDG	240/28637	546		RWY05R ILS/DME、VOR/DME intermediate approach
MT 117	MT	265/21696	541		MVA sector. RWY05L/R PBN initial approach
BLDG 118	BLDG	278/30033	637		
MT 119	MT	293/42395	789		RWY05L/R ILS/DME initial approach
MT 120	MT	304/34444	1038		MVA sector
MT 121	MT	310/52019	1476		
MT 122	MT	310/72411	1434		R316°D31.1FNH holding
MT 123	MT	311/31478	1225		RWY05L/R sector. MVA sector
MT 124	MT	312/80445	1267		
BLDG 125	BLDG	314/80162	1209		
MT 126	MT	314/173103	1373		HO holding
BLDG 127	BLDG	318/45277	1335		
MT 128	MT	329/105205	1225		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP) Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)					
障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 129	MT	334/34305	1614		RWY05L/R sector. MVA sector
BLDG 130	BLDG	337/65132	1310		
BLDG 131	BLDG	338/98255	1329		
MT 132	MT	340/32700	1578		MVA sector
NATURAL_HIGHPOINT 133	NATURAL_HIGHPOINT	343/29993	1000		
BLDG 134	BLDG	343/71145	1644		
BLDG 135	BLDG	349/30037	961		
MT 136	MT	350/71967	1856		RWY23L/R sector. MVA sector
BLDG 137	BLDG	354/93945	1610		
MT 138	MT	356/47567	1312		
Remarks:					

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

提供的气象情报 Meteorological information provided		
1	相关气象台的名称 Associated MET Office	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	MET center of Northwest Regional ATMB;24h;6h

	Office responsible for TAF preparation/Periods of validity/Interval of issuance	
4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 1h
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Chart, International MET Codes, Abbreviated Plain Language Text;Ch,En
7	讲解或咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material, AWOS real-time data
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	FAX, MET Service Terminal
9	提供气象情报的空中交通服务单位 ATS units provided with information	ARO, TWR, Xi'an ACC, Xi'an APP
10	其他信息 Additional information	The Wind Profile Radar continuously and real-time detects the wind field of the boundary layer and Tv below 1500m.
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Hourly plus special observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 110m N of RCL, 365m inward THR05L; B: 115m N of RCL, 1880m inward THR05L; C: 110m N of RCL, 345m 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, 350m inward THR05L; 05L/23R Center: 120m N of RCL,1865m inward THR05L; 23R: 120m N of RCL, 360m 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: RCL extension line, 903m outward THR05L; 23R: RCL extension line, 903m outward THR23R; 05R: 100m S of RCL, 345m inward THR05R; 23L: 100m S of RCL, 320m inward THR23L
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24
5	气候资料 Climatological information	Climatological tables AVBL
6	其他信息 Additional information	Nil

ZLXY AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 RWY Designator	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
05L	048.82° GEO 052° MAG	3800×45	PCR 960/R/A/W/T CONC/-	Nil	THR 479.8m TDZ 481.6m	0.21%(1000m)/0.09%(850m)/0%(100m)/-0.10%(1640m)/-0.10%(210m)
23R	228.82° GEO 232° MAG	3800×45	PCR 960/R/A/W/T CONC/-	Nil	THR 480.9m DTHR 481.1m TDZ 481.9m	0.10%(210m)/0.10%(1640m)/0%(100m)/-0.09%(850m)/-0.21%(1000m)
05R	048.82° GEO 052° MAG	3800×60	PCR 910/R/A/W/T CONC/-	Nil	THR 474.5m	-0.14%
23L	228.82° GEO 232° MAG	3800×60	PCR 910/R/A/W/T CONC/-	Nil	THR 468.9m	0.14%

跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区长宽 RESA dimensions (m)	拦阻系统的位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
05L	Nil	Nil	3920×280	240×150	Nil	Nil
23R	Nil	Nil	3920×280	240×150	Nil	Nil
05R	Nil	Nil	3920×300	240×120	Nil	Nil
23L	Nil	Nil	3920×300	240×120	Nil	Nil

Remarks: 05L/23R:THR23R displaced 210m inwards.

Distance between RCL of RWY05L/23R and RCL of RWY 05R/23L is 2704m. THR05R is 480m southeast of THR05L；THR23L is 270m southeast of DTHR23R.

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	3800	3800	3800	3800	Nil
23R	3800	3800	3800	3590	THR displaced 210m inwards
05R	3800	3800	3800	3800	Nil
05R	3600	3600	3600	3800	FM D7
23L	3800	3800	3800	3800	Nil
23L	3600	3600	3600	3800	FM D2

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

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
1	2	3	4	5	6	7	8	9
05L	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 425m inward THR05L 3° 21.1m	Nil	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
23R	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 372m inward DTHR23R 3° 18.1m	Nil	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-180m, RED 180-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
05R	PALS CAT III SFL 900 m LIH	GREEN Yes	PAPI LEFT 427m inward THR05R 3° 17.4m	900 m	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
23L	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 395m inward THR23L 3° 17.2m	Nil	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
Remarks: From THR23R to DTHR23R, APCH LGT replaced by RCLL as taxiing guidance.								

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

1	机场灯标或识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标和风向标位置和灯光 LDI/ WDI location and LGT	WDI: 05L:88m N of RCL, 425m inward THR05L, LGT; 23L:130m S of RCL, 331m inward THR23L, LGT; 05R:130m S of RCL, 350m inward THR05R, LGT; 23R:88m S of RCL, 372m inward THR23R, LGT;
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: yellow center line lights, green center line lights, blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Secondary power supply available/ 1 sec Diesel engine driven generator/ 15 sec
5	备注 Remarks	Nil

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 TLOF and/or FATO elevation	Nil
3	TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking	Nil
4	FATO 的真方位和磁方位 True and MAG BRG of FATO	Nil
5	公布距离 Declared distance available	Nil
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZLXY AD 2.17 空中交通服务空域 ATS airspace

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Xi'an tower control area	N341805 E1084017-N342938 E1085614-N343501 E1085033-N342327 E1083436-N341805 E1084017	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				

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Altimeter setting region and TL/TA	'HO' NDB-N353730E1080846-LOVRA-'WJC' VOR-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 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
ATIS		127.45 (Chinese)			H24	D-ATIS available
		128.65 (English)			H24	D-ATIS available
APP	Xi'an Approach	APP01:125.1 (126.55)			0030-1300	Contact APP03 when APP01 U/S.
		APP02:119.05 (123.85)			0030-1230	Contact APP03 when APP02 U/S.
		APP03:119.6 (126.55)			H24	
		APP04:119.9 (121.4)			by ATC	Contact APP01 when APP04 U/S.
		APP05:120.2 (121.4)			by ATC	Contact APP01 when APP05 U/S.
TWR	Xianyang Tower	TWR(N):124.3 (118.15)			HO	
		TWR(S):130.45 (118.15)			H24	
GND	Xianyang Ground	GND(N):121.8 (124.3)			HO	Nil
		GND(S):121.65 (130.45)			HO	Nil
APN	Xianyang Apron	(Middle sector of east apron):122.125			by ATC	

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
		(N):121.925			H24	
		(North sector of east apron):121.725			by ATC	
		(S):121.85			HO	
Delivery	Xianyang Delivery	121.6			H24	DCL available
EMG		121.5			H24	

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

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Kouling VOR/DME	KLX	110.6 MHz CH 43X	H24	N34°15.9′ E109°14.9′	908 m	For VOR: Beyond 10NM on R100° for SID U/S; For DME: Beyond 20NM on R339° and R340° for initial approach procedure U/S.
Longzaocun VOR/DME	LCZ	109.0 MHz CH 27X	H24	N34°27.1′ E108°47.6′ 1200m outside THR23L	474 m	
Mizi VOR/DME	MIZ	109.6 MHz CH 33X	H24	N34°49.2′ E108°59.7′	631 m	

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
Ningshan VOR/DME	NSH	116.3 MHz CH 110X	H24	N33°19.1′ E108°18.7′		For VOR/DME: beyond 17NM on R029°,beyond 8NM on R091°, R140°, beyond 18NM on R201°, beyond 17NM on R204°, beyond 25NM on R221°, beyond 11NM on R262° U/S; For VOR: R040°-R200°clockwise ,beyond 24NM on R071°,R250°-R360° clockwise (except R071 °,R091°, R262°) U/S; For DME: within 7NM and beyond 23NM on R015°,within 7NM on R029°, beyond 16NM on R071°,BTN R250°-R210°clockwise (except R015°,R029°,R071°,R091°,R201°,R204°,R209°,R262°) U/S.

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
Zu'an VOR/DME	ZNX	110.8 MHz CH 45X	H24	N34°06.7′ E108°30.2′	431 m	For VOR:R195-R210° clockwise(except R195° and R209°), beyond 28NM on R157° for SID ,beyond 24NM on R195° for SID,beyond 31NM on R209° for ENR U/S. For DME:R155-R220° clockwise(except R157°,R195° and R209°),beyond 47NM on R115° for SID,beyond 22NM on R157° for SID,beyond 20NM on R195° for SID,beyond 24NM on R209° for ENR and beyond 55NM on R348° for STAR/SID U/S.
Fenghuo VOR/DME	FNH	113.2 MHz CH 79X	H24	N34°33.2′ E108°37.7′	515 m	
Changwu NDB	HO	375 kHz	H24	N35°12.6′ E107°46.1′		Beyond 20NM on bearing 315° for arrival/holding procedure U/S. Beyond 40NM on bearing 070° U/S.
Sanyuan NDB	OD	202 kHz	H24	N34°35.9′ E108°54.9′ 046°MAG/22300m FM the Center of RWY05L/23R		

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
Yanzhuang NDB	ZS	359 kHz	H24	N34°13.3′ E108°51.2′		BRG 003° for SID,within 6NM on BRG 030° for STAR, within 5NM on BRG 072° for SID, BRG 134° for missed approach, beyond 5NM on BRG 140° for STAR/SID , within 21NM on BRG 154° for STAR/SID, BRG 180° for STAR, BRG 230°-BRG270° clockwise, within 17NM on BRG 275° for SID, BRG 294° for HLDG, within 14NM and beyond 26NM on BRG 294° for STAR and ENR, BRG 311° for SID, within 20NM and beyond 38NM on BRG 311° for ENR U/S.
LOC 05L ILS CAT I	IQU	108.55 MHz		280m FM RWY05L end		
GP 05L		329.75 MHz		125m N of RCL, 295m inside THR05L		Angle 3° , RDH 15.9 m
DME 05L	IQU	CH 22Y (108.55 MHz)			488m	Co-located with GP 05L
LOC 23R ILS CAT I	IRA	111.7 MHz		280m FM RWY23R end		Beyond 20° rightside of front course U/S
GP 23R		333.5 MHz		125m N of RCL, 300m inside DTHR23R		Angle 3° , RDH 15.7 m

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
DME 23R	IRA	CH 54X (111.7 MHz)			489m	Co-located with GP 23R
IM 05R		75 MHz		320m outside THR05R		
LOC 05R ILS CAT II	IXW	109.3 MHz		052°MAG，260m FM end RWY05R		
GP 05R		332.0 MHz		125m S of RCL, 346m inward THR05R		Angle 3° , RDH 17.3 m
DME 05R	IXW	CH 30X (109.3 MHz)			480m	Co-located with GP 05R
LOC 23L ILS CAT I	IAQ	111.1 MHz		232°MAG，260m FM end RWY23L		
GP 23L		331.7 MHz		125m S of RCL, 325m inward THR23L		Angle 3° , RDH 15.7 m
DME 23L	IAQ	CH 48X (111.1 MHz)			476m	Co-located with GP 23L

ZLXY AD 2.20 本场规定

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 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；停到停机位后，选择 STBY 模式。

1.3 可使用最大机型：A380 及同类机型。

ZLXY AD 2.20 Local aerodrome 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 Transponder operating procedures: for departure: on requesting push-back/start-up, select XPNDR; on entering RWY, select TA/RA. For arrival: after vacating RWY, select XPNDR; fully parked on stand, select STBY.

1.3 Maximum aircraft to be available: A380 and

equivalent.

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 为了能够尽量缩小航空器起飞着陆间隔，使跑道的利用率最大化，并减少因着陆航空器长时间占用跑道导致后续进近航空器复飞的情况：

2.2 To shorten the takeoff and landing separation, maximize RWY utilization, and ruduce the occurrence of missed approach to the approaching aircraft due RWY's long time occupancy:

2.2.1 着陆航空器应就近选择合适的快速脱离道，尽可能快速退出跑道。

2.2.1 The landing aircraft shall select an applicable rapid exit taxiway to vacate the RWY as soon as possible.

2.2.2 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 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。

2.2.2 Departure aircraft shall finish runway alignment within 60s after leaving the holding position. Landing aircraft shall fully vacate runway within 50s after touchdown. Report to ATC as soon as possible if more time required.

2.3 跑道运行规则

2.3 Rules about runway operation

2.3.1 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。

2.3.1 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.

2.3.2 平行跑道同时仪表运行规则：

2.3.2 Simultaneous operations on parallel runways:

2.3.2.1 05L/05R 跑道为一组,提供相关平行仪表进近、独立平行离场运行、或隔离平行运行。

2.3.2.1 Simultaneous operations for RWY05L/05R: dependent parallel approach, independent parallel departures, or segregated parallel operations are available.

2.3.2.2 23L/23R 跑道为一组,提供相关平行仪表进近、独立平行离场运行、或隔离平行运行。

2.3.2.2 Simultaneous operations for RWY23L/23R: dependent parallel approach, independent parallel

departures, or segregated parallel operations are available.

2.4 地面风与跑道转换程序

2.4 Surface wind and runway conversion procdure

2.4.1 顺风分量大于 3m/s 时，管制部门需对跑道运行方向进行转换。

2.4.1 If downwind speed is more than 3m/s, ATC shall change the operation direction of RWY in use.

2.4.2 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，但须通知航空器驾驶员；航空器驾驶员如不能满足使用顺风分量大于 3m/s 但不大于 5m/s 起降要求，应尽早通知管制部门。

2.4.2 When changing the operation direction of RWY in use, ATC can instruct an aircraft to take off or land with 3m/s＜downwind speed≤5m/s within a short time according to operation condition. But if the flight crew cannot meet the requirements, inform ATC as soon as possible.

2.5 管制员可以指挥航空器经由 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。

2.5 Aircraft using non-full runway length for take-off shall follow ATC instruction to 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.

2.6 地面以及滑行道使用规则

2.6 Operation rules on ground and taxiway

2.6.1 机组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。

2.6.1 The flight crews shall catch and repeat the GND Control's taxiing instructions, especially the restrictions, and confirm in time to ATC with any doute.

2.6.2 航空器推出时，按照管制员指定的路线推出。

2.6.2 The aircraft shall be push back under the ATC's instructions.

2.6.3 机组须在进入交接点前主动报告“接近某滑行道”，等待管制员的进一步指令。

2.6.3 When approaching to the hand-over point,the flight crew shall report "Closing to TWY XX" to ATC, and wait for the following instructions.

2.6.4 机组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。

2.6.4 After vacating RWY and on the initial contact with the GND Control, especially under the condition of low visibility, the flight crew shall report the vacated runway

designation and taxiway designation in use, as well as the current position.

2.6.5 机组如在地面管制扇区移交后联系不畅，应在等待线前停止滑行，并应向原先联系的地面管制扇区报告。

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

2.6.6 机组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。

2.6.6 The flight crews shall pay attention to the surrounding situations, and report to ATC in time upon finding unclear motion.

2.6.7 专机的滑行路线以管制员通知的为准。

2.6.7 The VVIP aircraft shall follow ATC instructions to taxi.

2.6.8 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。

2.6.8 When taxiing to the wrong direction by mistake, stop taxiing immediately and report to ATC.

2.6.9 重型机机组申请滑行前应向管制员报告“重型”或“HEAVY”。

2.6.9 The crew of heavy aircraft shall report "HEAVY" to ATC when apply for taxiing clearance.

2.6.10 使用 D2 滑行道脱离的航空器，禁止直接滑入 F 滑行道。

2.6.10 The aircraft exiting via TWY D2 is forbidden to taxi into TWY F directly.

2.6.11 使用 05L 跑道着陆的航空器，在使用 A3、A4 滑行道脱离时只能右转，禁止直行，在使用 A2 滑行道脱离时只能右转，禁止左转；使用 23R 跑道着陆的航空器，在使用 A6、A7、A8 滑行道脱离时只能左转，禁止直行，在使用 A9 滑行道脱离时只能左转，禁止右转。

2.6.11 For aircraft landing on RWY05L, when vacating via TWY A3 or A4, aircraft must turn right, straight movement is prohibited; when vacating via TWY A2, aircraft must turn right, left turn is prohibited. For aircraft landing on RWY23R, when vacating via TWY A6, A7 or A8, aircraft must turn left, straight movement is prohibited; when vacating via TWY A9, aircraft must turn left, right turn is prohibited.

2.7 滑行道限用

2.7 Limits of TWYs

滑行道/TWYs	航空器翼展限制（m）/Wing span limits for aircraft(m)

C3, C4-C7(south of TWY T8), D, D1-D3, D6-D8, F, G, T8(BTN N7 & G)	＜80
C9(south of T8)	＜76
T8(BTN C9 & stand Nr.910L)	＜69
A, A1-A10, C, C1, C7(BTN N4 & T8), C8, C9(north of T8), C11, D4, D5, E, E3, E4, E9, F9, G3(BTN N3 & H), H, H2, H3, J2-J5, J7, J8, K12(north of P), N3-N5, N7, N9, N11, N13, P, P1, P2, P5, P6, R1-R3, T6(east of TWY E), T8(BTN G & C9, east of TWY N7, west of stand Nr.910L), Y, Y1, Y2, Y8, Y16	＜65
C4-C6(north of TWY T8), G3(west of H)	＜52
C7(north of TWY N4), G3(east of N3), K11, K12(south of P), K13, N1, N2, N8, N10, P9, T6(east of TWY E), Y3	＜36

2.8 场冲突多发地带运行要求

2.8.1 机动区冲突多发地带位置见机场图和停机位置图

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:

HS1：J2、J3 滑行道与 A、A5 滑行道交叉区域

航空器在此复杂区域运行时需格外小心：1、航空器使用 J2 或 J3 滑行道向北滑行时,在加入 A 滑行道前,必须得到管制员的许可；2、使用 05L 跑道落地，沿 A5 脱离跑道的航空器，注意不要误滑入 J2 滑行道；

2.8 Hot spot operating procedure

2.8.1 Refer to ZLXY ADC and APDC

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 requirements below:

HS1: INTERSECTIONS OF TWYS J2, J3 AND A, A5

ACFT shall exercise caution when operating in this area: 1. When using TWY J2 or J3 to taxi north, ACTF shall obtain permission from the controller before joining TWY A; 2. ACFT landing on RWY05L and vacating via

3、沿 A、J3 滑行道滑回机坪的航空器，在加入 J3 前，注意观察并主动避让 A5 脱离跑道的航空器。

A5 shall be careful not to mistakenly enter TWY J2; 3. ACFT taxiing back to the apron along TWY A and J3 should observe and give way to aircraft vacating the runway via A5 before joining TWY J3.

HS2：G，H 滑行道与 T8, C, D 滑行道交叉区域。航空器在此复杂区域运行时需格外小心：注意观察，严格按照管制指令滑行；

HS2: INTERSECTIONS OF TWYS G, H AND T8, C, D. ACFT shall exercise caution when operating in this area: strictly follow the ATC instructions to taxi;

HS3：C、D 滑行道与 E、F 滑行道交叉区域 。 航空器在此复杂区域运行时需格外小心：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.

HS3: INTERSECTIONS OF TWYS C, D AND E, F. ACFT shall exercise caution when operating in this area: ACFT shall acquire for ATC clearance if crossing TWY F when taxiing via TWY C from west to east; ACFT shall acquire for ATC clearance if crossing TWY C when taxiing via TWY F from north to south.

2.9 机场 05R/23L 跑道，D、D1、D2、D7、D8、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 RWY05R/23L, TWY D, D1, D2, D7, D8, 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 B747-8 机型起降使用 RWY05R/23L。

2.10.1 RWY05R/23L are available for B747-8 to take-off or land.

2.10.2 停机位 305、901、908 可供 B747-8 机型使用。B747-8 机型从 901 或 908 机位滑出时，机位北侧行车道禁止使用。901、908 机位停放飞机时，其周边服务车道禁止通行；当 908 机位飞机滑出时，909 机位东侧服务车道禁止通行；因空间有限，901-908 机位机头、机尾服务车道为 4m 宽单行道。

2.10.2 Stands Nr.305, 901 and 908 are available for B747-8. When B747-8 taxi out from stands Nr.901 or 908, the lane north of the stand is prohibited to use. When aircrafts parking on stands Nr.901 and 908, surrounding service lanes are prohibited to use; When aircraft taxi out from stands Nr.908, the service lane east of stand Nr.909 is prohibited to use; due to limited space, service lanes at the nose and tail position of stands Nr.901-908 are 4-meter-wide single lanes.

2.10.3 C 滑行道、D 滑行道、G3 滑以南的 G 滑行道、G3 滑以南的 H 滑行道、C 滑以南的 E 滑行道、C 滑以南的 F 滑行道、H 至 C3 滑行道之间的 T8 滑行道，C1 滑行道、C3 滑行道、C8 滑行道、C9 滑行道；T8 滑行道以南的 C4 至 C7 滑行道；D1 至 D8 滑行道可供 B747-8 型航空器使用。

2.10.3 TWY C ,D ; TWY G south of TWY G3; TWY H south of TWY G3; TWY E south of TWY C; TWY F south of TWY C; TWY T8 BTN TWY H and TWY C3; TWY C1,C3,C8,C9; TWY C4-C7 south of TWY T8; TWY D1-D8 are available for B747-8.

2.11 离港航空器管制规定

2.11.1 离场航空器在预计关舱门前10min联系空管塔台放行管制，申请放行许可。取得放行许可后，离港航空器准备好推出和开车时，通知放行管制，由放行管制指示联系机坪管制。离场航空器向机坪管制通报航空器停机位号和目的地。机坪管制负责发布推出、开车许可，滑行路线等指令。在得到机坪管制的明确指令前，航空器不得擅自推出、开车或滑行。在进入空管塔台地面管制责任区前，由机坪管制指示联系相应的地面管制。空管塔台地面管制继续指挥航空器滑行，并在进入跑道等待位置之前联络塔台管制。

2.11 Departure aircraft control regulations

2.11.1 The departure aircraft shall apply to TWR for departure clearance in 10min before estimated time of closing the cabin door.After obtaining clearance, the departing aircraft should notify the GND when ready for pushback and start-up, and then contact the APN as instructed by the GND. The departing aircraft should report the aircraft parking position and destination to the APN. The APN is responsible for issuing pushback, start-up clearance, taxi instructions, and taxi route, etc. The aircraft not allowed to push back, start up, or taxi without clear instructions from APN. Before entering the GND responsibility area, the aircraft should contact the corresponding GND as instructed by APN. The GND will continue to direct the aircraft to taxi and contact the TWR before entering the runway holding position.

2.11.2 离港航空器申请数字化放行（DCL）或语音放行许可时，应向管制员通报已收到的通播代码和停机位。

2.11.2 When applying for a Digital Clearance (DCL) or Voice Clearance, the departing aircraft should inform the ATC of the received broadcast code and parking position.

2.11.3 提供数字化放行系统（DCL）服务：

a.预计撤轮挡时间（EOBT）前 30min 至 10min，航空

2.11.3 DCL service is available:

a. 30 min to 10 min before the Estimated Off-Block

器驾驶员应当优先使用数字化放行系统（DCL）向空中交通管制部门（ATC）申请放行许可；

Time (EOBT), the pilot should first use the Digital Clearance system (DCL) to apply to ATC for clearance;

b.首次联系 ATC 时，完成 DCL 服务的机组必须向 ATC 复述使用跑道代号、起始爬升高度；

b. When contacting ATC for the first time, the pilot that has completed the DCL service must repeat to ATC the runway designation, and initial climb altitude;

c.当 DCL 无法完成放行许可的申请或发布时，将转为话音方式申请或发布放行许可；

c. If the application or issuance of departure clearance cannot be completed through DCL, it will be switched to voice mode for application or issuance.

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

d.The "NEXT FREQ" in the DCL message indicates the tower clearance frequency, and the crew can repeat relevant content to ATC through this frequency. The "DEP FREQ" in the DCL message indicates the approach and departure frequency, which is the first contact frequency after the aircraft leaves the ground.

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，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（901、908 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 aircrafts on apron of northern flight area and departure aircraft on stands Nr.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 Nr.901 and 908 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 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。

3.4 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.

3.5 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。

3.5 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.

3.6 滑入及滑出停机位的规定

3.6 Rules for entering / exiting stands:

停机位/Stands	滑入/Enter by	滑出/Exit by
425	T8	C4
901	T8	H
908	C9	C9

3.7 停机位使用限制：

3.7 Limits for aircraft parking on the following stands:

停机位编号/Stands Nr.	翼展限制（m）/Wing span limits(m)	机身长度限制（m）/Fuselage limits(m)	进出方式/Enter or Exit
916	＜80	＜77	Taxi in, Push back
305	＜80	＜75	Taxi in, Push back
901, 908	≤73.3	＜76.3	Taxi in, Taxi out
116, 909, 910	＜68.5	＜76.5	Taxi in, Push back
641, 642, 911-915	＜65	＜77	Taxi in, Push back

518, 521, 525, 527, 534, 540, 543, 545, 558-561, 961-965	＜65	＜76	Taxi in, Push back
427L, 429L, 434, 435	＜65	≤76	Taxi in, Taxi out
306, 307, 316, 317, 342, 344, 345L, 347L, 701-703	＜65	＜75	Taxi in, Push back
350, 425, 601L, 603L	＜65	＜75	Taxi in, Taxi out
431L	＜65	≤72	Taxi in, Taxi out
107, 108, 115, 318, 343	＜65	＜71	Taxi in, Push back
126A, 128A	＜65	＜71	Taxi in, Taxi out
114	≤60.3	＜71	Taxi in, Push back
102, 109-113, 301-304, 308-310, 313-315	＜52	＜55	Taxi in, Push back
120-123, 126-128, 401, 902-907	＜52	＜55	Taxi in, Taxi out
319-322	＜52	＜47.5	Taxi in, Push back
106	＜51	＜55	Taxi in, Push back
403	≤50.5	＜55	Taxi in, Taxi out
124	≤49	＜55	Taxi in, Taxi out
125	＜47.6	＜55	Taxi in, Taxi out
101, 103-105, 342L, 342R, 344L, 344R, 419-424, 501-508, 514-517, 519, 520, 522-524, 525L, 525R, 535, 536, 543L, 543R, 545L, 545R, 547-549, 556, 557, 641L, 641R, 642L,	＜36	＜45	Taxi in, Push back

642R, 643-646, 704-707, 710, 711, 909L, 909R, 910L, 910R, 911L, 911R, 912L, 912R, 913L, 913R, 914L, 914R, 915L, 915R, 961L, 961R, 962L, 962R, 963L, 963R, 964L, 964R, 965L, 965R			
129-133, 324-341, 345-348, 402, 404-406, 413-418, 426-433, 434L, 434R, 435L, 435R, 601-604	＜36	＜45	Taxi in, Taxi out
407-412	＜36	＜41	Taxi in, Taxi out
311, 312	＜36	＜37.6	Taxi in, Push back

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.125	Nr.126A
Nr.126	Nr.126A
Nr.128A	Nr.127, 128
Nr.127	Nr.128A
Nr.128	Nr.128A
Nr.342	Nr.342L, 342R
Nr.342L	Nr.342

Nr.342R	Nr.342
Nr.344	Nr.344L, 344R
Nr.344L	Nr.344
Nr.344R	Nr.344
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.407-418
Nr.407	Nr.425
Nr.408	Nr.425
Nr.409	Nr.425
Nr.410	Nr.425
Nr.411	Nr.425
Nr.412	Nr.425
Nr.413	Nr.425
Nr.414	Nr.425
Nr.415	Nr.425
Nr.416	Nr.425
Nr.417	Nr.425
Nr.418	Nr.425
Nr.426	Nr.427L

Nr.427	Nr.427L
Nr.427L	Nr.426, 427
Nr.428	Nr.429L
Nr.429	Nr.429L
Nr.429L	Nr.428, 429
Nr.430	Nr.431L
Nr.431	Nr.431L
Nr.431L	Nr.430, 431
Nr.434	Nr.434L, 434R
Nr.435	Nr.435L, 435R
Nr.434L	Nr.434
Nr.434R	Nr.434
Nr.435L	Nr.435
Nr.435R	Nr.435
Nr.525	Nr.525L, 525R
Nr.525L	Nr.525
Nr.525R	Nr.525
Nr.543	Nr.543L, 543R
Nr.543L	Nr.543
Nr.543R	Nr.543
Nr.545	Nr.545L, 545R
Nr.545L	Nr.545
Nr.545R	Nr.545
Nr.601L	Nr.601, 602
Nr.601	Nr.601L

Nr.602	Nr.601L
Nr.603L	Nr.603, 604
Nr.603	Nr.603L
Nr.604	Nr.603L
Nr.641	Nr.641L, 641R
Nr.641L	Nr.641
Nr.641R	Nr.641
Nr.642	Nr.642L, 642R
Nr.642L	Nr.642
Nr.642R	Nr.642
Nr.901	Nr.902, 903
Nr.902	Nr.901
Nr.903	Nr.901
Nr.908	Nr.906, 907
Nr.906	Nr.908
Nr.907	Nr.908
Nr.909	Nr.909L, 909R
Nr.909L	Nr.909
Nr.909R	Nr.909
Nr.910	Nr.910L, 910R
Nr.910L	Nr.910
Nr.910R	Nr.910
Nr.911	Nr.911L, 911R
Nr.911L	Nr.911
Nr.911R	Nr.911

Nr.912	Nr.912L, 912R
Nr.912L	Nr.912
Nr.912R	Nr.912
Nr.913	Nr.913L, 913R
Nr.913L	Nr.913
Nr.913R	Nr.913
Nr.914	Nr.914L, 914R
Nr.914L	Nr.914
Nr.914R	Nr.914
Nr.915	Nr.915L, 915R
Nr.915L	Nr.915
Nr.915R	Nr.915
Nr.961	Nr.961L, 961R
Nr.961L	Nr.961
Nr.961R	Nr.961
Nr.962	Nr.962L, 962R
Nr.962L	Nr.962
Nr.962R	Nr.962
Nr.963	Nr.963L, 963R
Nr.963L	Nr.963
Nr.963R	Nr.963
Nr.964	Nr.964L, 964R
Nr.964L	Nr.964
Nr.964R	Nr.964
Nr.965	Nr.965L, 965R

Nr.965L	Nr.965
Nr.965R	Nr.965

3.9 航空器机头朝向

3.9 Nose direction of aircraft

停机位/Stands	机头朝向/Nose direction
Stands Nr.120-133, 126A, 128A, 306, 317, 324-332, 342, 342L/R, 345-348, 345L, 347L, 407-412, 419-424, 540, 543, 543L/R, 545, 545L/R, 547, 548, 549, 643, 644, 645, 646, 902—907, 909-915, 909L/R, 910L/R, 911L/R, 912L/R, 913L/R, 914L/R, 915L/R	Northwest
Stands Nr.101-116, 333-341, 413-418, 501, 502, 503, 504, 505, 506, 519, 520, 534, 535, 536, 556, 557, 558, 559, 560, 561, 601-604, 601L, 603L, 641, 642, 641L/R, 642L/R, 703-707, 961-965, 961L/R, 962L/R, 963L/R, 964L/R, 965L/R	Southeast
Stands Nr.350, 401-406, 425, 432, 434, 434L/R, 514, 515, 516, 517, 710, 711, 916	Southwest
Stands Nr.344, 344L/R, 426-431, 427L, 429L, 431L, 433, 435, 435L/R, 522, 523, 524, 525, 525L/R, 701	Northeast
Stands Nr.305, 316, 901	West
Stands Nr.307, 318, 343, 908	North
Stands Nr.521, 527, 702	East
Stands Nr.507, 508, 518	South

3.10 机位分类使用

3.10 Stands classification

除冰雪机位/Deicing stands	Nr. 601-604,601L,603L,901-908
维修机位/ Maintenance stands	Nr.601-604,601L,603L,901-908
试车机位/Engine run-ups stand	Nr.915, 961only used for engine run-ups

3.11 APU 替代设备使用规则

3.11.1 为降低碳排放及噪音，停靠本场 T1、T2 航站楼的 101-115 号廊桥机位、T3 航站楼 301-322、342-344、342L、344L/R 号廊桥机位和国际站坪 701-707 号廊桥机位的航空器可关闭 APU，接驳飞机地面静变电源，设备型号均为 WGJB90/90。其中 101-115、301-322、701-707 号廊桥机位电源适用除 A350、B787 机型以外，该停机位可停放的全部机型。342-344、342L、344L/R 适用该停机位可停放的全部机型。

3.11.2 停靠 641、642、641L/R、642L/R、643、644、645、646、909-915、909L/R、910L/R、911L/R、912L/R、913L/R、914L/R、915L/R、961-965、961L/R、962L/R、963L/R、964L/R、965L/R 号远机位的航空器可关闭 APU，接驳地面 400Hz 电源，电源型号均为 AN17090TT，适用该停机位可停放的全部机型。

3.11.3 停靠本场 T5 航站楼的 501、502、503、504、505、506、507、508、514、515、516、517、518、519、520、521、522、523、524、525、525L/R、527、534、535、536、540、543、543L/R、545、545L/R、547、548、549、556、557、558、559、560、561 号廊桥机位的航空器可关闭 APU，接驳地面 400Hz 电源，电源型号均为 AN17PC090H，适用该停机位可停

3.11 Rules for using APU substitute equipment

3.11.1 To reduce carbon emissions and noise, aircraft parking on stands Nr.101-115 at T1, T2 terminals, Nr.301-322, 342-344, 342L, 344L/R at T3 terminal, and Nr.701-707 at the international apron can shut down APU and connect to ground static power supply, model WGJB90/90. Power supply at stands Nr.101-115, 301-322, 701-707 is suitable for all type of aircraft except A350, B787. Stands Nr.342-344, 342L, 344L/R are suitable for all models that can park there.

3.11.2 Aircraft parked at remote stands Nr. 641，642，641L/R，642L/R，643，644，645，646，909-915，909L/R，910L/R，911L/R，912L/R，913L/R，914L/R，915L/R，961-965，961L/R，962L/R，963L/R，964L/R，965L/R can shut down APU and connect to ground 400Hz power supply, model AN17090TT, suitable for all type of aircraft that can park there.

3.11.3 Aircraft parked at T5 terminals, stands Nr. 501, 502, 503, 504, 505, 506, 507, 508, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 525L/R, 527, 534, 535, 536, 540, 543, 543L/R, 545, 545L/R, 547, 548, 549, 556, 557, 558, 559, 560, 561 can shut down APU and connect to ground 400Hz power supply, model AN17PC090H, suitable for all type of aircraft that can

放的全部机型。

park there.

3.11.4 本场雷雨天气或者风力达到六级以上时（不含六级），APU 替代设备不提供使用。

3.11.4 During thunderstorms or winds above level 6 (excluding level 6), APU replacement equipment is not available.

4. 低能见度运行

4. Low visibility operation

4.1 低能见度运行（标准 II 类/HUD 特殊 II 类/低能见度起飞）

4.1 Low visibility procedure in force (ILS CAT II/HUD Special CAT II /Low Visibility Departure)

4.1.1 当 05R/23L 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。

4.1.1 When RWY05R/23L RVR＜550m or ceiling＜60m, aerodrome and ATC satisfy the requirement of Low Visibility Operation, low visibility procedure will be implemented by TWR Control.

4.1.2 跑道的运行等级

4.1.2 The operation grade of RWY

Operation standard	RWY Available
ILS CAT II	RWY05R
HUD Special CAT II ILS	RWY23L
Low Visibility Departure	RWY05R, RWY23L
Low Visibility Departure（With HUD）	RWY05R, RWY23L

4.1.3 II 类运行期间，各类航空器着陆的跑道视程应满足如下要求：A、B、C 类：接地区和中间点不低于 300m；D 类:自动驾驶到（DH）以下接地区和中间点不低于 300m，手动驾驶到（DH）以下接地区和中间点不低于 350m。

4.1.3 During conducting LVP CAT II, touchdown and middleRVR ≥300m is required for ACFT CAT A, B,C ; autopilot to(DH) and below ≥300m and manual operation below (DH)≥350m is required for ACFT CAT D..

4.2 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。

4.2 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.

4.3 运行限制

4.3 Operation Limitations

4.3.1 进场航空器限制

4.3.1 Limitations for arrival aircraft

RWY in use	Aircraft type	Time to vacate ILS sensitive area
RWY05R	All	Reaching TWY C
RWY23L	A330/340/350, B747/757/767/777/787 and equivalent	Vacating TWY D
	B737-800(included)and below	Reaching TWY D

4.3.2 离场航空器限制

4.3.2 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 HUD CAT II HP
Remarks: If aircraft A380 has to taxi on TWY D, ATC should make sure that no aircraft makes ILS CAT II approach on final of RWY05R/23L or Low Visibility Take-off.		

4.3.3 低能见度地面滑行路线：详见低能见度滑行路线图。

4.3.3 Low Visibility Operation Route：refer to Low Visibility Operation Route Chart.

5. 直升机飞行限制，直升机停靠区

5. Helicopter operation restrictions and helicopter parking/docking area

无

Nil

6. 警告

6. Warning

6.1 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；

6.1 Jing river located 6km northeast of airport produces unstable airstream, keep safe altitude during take-off and landing;

6.2 仪表飞行时，防止低于安全高度误入机场南侧 45km 处的秦岭。

6.2 45km south of airport is mountainous area, keep safe altitude.

ZLXY AD 2.21 减噪程序

ZLXY AD 2.21 Noise abatement procedures

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 在航空器性能允许的条件下，尽可能使用减推力起飞。

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

1.3 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）。

1.3 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)

1.4 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。

1.4 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.

1.5 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。

1.5 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.

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

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

3.2 等待程序：见标准仪表进场、进近图。

3.3 正常情况下，所有进出港航空器按公布的标准进离场程序进场或离场，优先使用 PBN 程序。

3.4 默认标准进场程序：

3.4.1 05 方向运行时，默认标准进场程序为：LOVRA-1W、NSH-1W、HO-1W。

3.4.2 23 方向运行时，默认标准进场程序为：LOVRA-1Y、NSH-1Y、HO-1Y。

3.4.3 如因空域、间隔、天气等原因不能使用默认标准进场程序时，管制员将对航空器发布其他程序或进

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

3.1 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.

3.2 Refer STAR and IAC for Holdings.

3.3 Usually, PBN procedures are performed prior to other SID/STAR procedures.

3.4 Default STARs:

3.4.1 LOVRA-1W, NSH-1W and HO-1W for RWY05 in use.

3.4.2 LOVRA-1Y, NSH-1Y and HO-1Y for RWY23 in use.

3.4.3 If the default procedures could not be performed due to some disadvantages of airspace, separation or

行雷达引导。

weather, ATC will instruct the aircraft another procedure or carry out radar vector.

3.5 进场阶段机组应遵守以下公布的调速准则：

3.5 In arrival/ approach phase, the flight crew shall comply with the speed regulation as follow:

3.5.1 进场航空器在 ZS、FNH 前，控制 IAS 220kt。

3.5.1 Keep IAS 220kt before ZS and FNH.

3.5.2 在点 XY914、XY918、XY807、XY810 前，控制 IAS 200kt。

3.5.2 Keep IAS 200kt before XY914, XY918, XY807 and XY810.

3.5.3 在点 XY958、XY919、XY859、XY805 前，控制 IAS 180kt。

3.5.3 Keep IAS 180kt before XY958, XY919, XY859 and XY805.

3.5.4 建立五边航道后，尽量调速至 160kt 直至五边 5NM。

3.5.4 When LOC established, reduce to and keep IAS 160kt until 5NM.

3.5.5 以上调速准则服务于管制员的五边间隔调控。如管制员发布新的指令（不含速度指令，例如沿 ILS 继续下降），飞行员仍应遵守以上调速准则。如果航空器不能执行上述速度指令，机组应及时通知管制员可用的速度。

3.5.5 These mandatory instructions above are subject to the final separation control by ATC. If the ATC issues a new instruction (speed instruction not included, for example: continue to descend by ILS), the aircraft shall still follow the speed rules mentioned above. If the aircraft can not fulfill the requirements above, the crew shall inform ATC the available speed.

3.6 RWY05R、RWY23L 复飞程序，受空域限制，如需执行 2.5%复飞梯度，需征得管制许可。

3.6 For missed approach of RWY05R, RWY23L, a climb gradient of 2.5% requires prior ATC clearance due to airspace restrictions.

3.7 以下仪表进近图中的定位点均供管制雷达引导使用：

ZLXY-10A、10B 图中 XY914、XY917、XY918 定位点;

ZLXY-20A、20B、10E 图中 R221°D11.0 FNH、R052°D10.8 ZNX、R052°D5.4 ZNX 定位点;

ZLXY-10C、10D 图中 XY807、XY810、XY809 定位

3.7 The following fix points in the instrument approach charts are for radar guidance by controllers:

ZLXY-10A, 10B charts include fix points XY914, XY917, XY918;

ZLXY-20A, 20B,10E charts include fix points R221°D11.0 FNH, R052°D10.8 ZNX, R052°D5.4 ZNX;

ZLXY-10C, 10Dcharts include fix points XY807,

点;

ZLXY-20C、 20D、 10F 图中 R052°D28.7 ZNX、R052°D34.1 ZNX 定位点.

3.8 TEBIB 与 LOVRA 进离场代号由 TEBIB-XX、LOVRA-XX 缩写为 TEB-XX、LOV-XX。话呼保持不变，仍为 TEBIB-XX、LOVRA-XX。

XY810, XY809;

ZLXY-20C, 20D, 10F charts include fix points R052°D28.7 ZNX, R052°D34.1 ZNX.

3.8 TEBIB and LOVRA SID/STAR codes are shortened from TEBIB-XX, LOVRA-XX to TEB-XX, LOV-XX. Radio calls remain unchanged as TEBIB-XX, LOVRA-XX.

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。

4.2 雷达引导与排序

4.2.1 管制员将根据航空器性能或管制规定，发布雷达引导、上升或下降高度及速度调整指令，使航空器之间保持规定的雷达间隔或尾流间隔。

4.2.2 航空器在进入进近管制区前根据管制需要调整进场速度，过管制移交点的指示空速为 463-519km/h（250-280kt），过同一移交点纵向间隔不小于 20km。

4.2.3 航空器从 LOVRA、宁陕（NSH）、长武（HO）进入西安进近管制区后，将按照管制许可的标准进场程序飞行，进近管制员会对进场航空器在可用空域内实施雷达引导，雷达引导航迹将不同于公布的进场程序。

4. Radar procedures and/or ADS-B procedures

4.1 Radar control within Xi'an APP has been implemented.

4.2 Radar vectoring and sequencing

4.2.1 Instructions about radar vectors, ascending/descending altitudes or speed adjustment will be issued so that stipulated radar intervals and wake turbulence intervals are maintained, taking into account aircraft characteristics or control regulations.

4.2.2 Aircraft should adjust their approach speeds based on control requirements before entering Xi'an APP. Aircraft shall fly over the hand-over point with IAS 463-519km/h (250-280kt), and the longitudinal separation at the same hand-over point not less than 20km.

4.2.3 Entering the Xi'an APP from LOVRA, Ningshan (NSH), and Changwu (HO), aircraft will follow the standard arrival procedure . Approach controllers will provide radar vectoring within the available airspace for approaching aircraft, and the radar vectoring path will differ from the published approach procedure.

4.2.4 进场航空器进入进近管制区首次联系时，应向管制员通报已收到的通播代码和当前保持的高度。

4.2.4 When the inbound aircraft first contacts the approach control area, it should report the received broadcast code and the current maintained altitude to the controller.

4.3 雷达设备故障应急程序：

4.3 Radar equipment malfunction emergency procedures:

4.3.1 雷达管制服务终止，尽快指挥航空器建立非雷达管制间隔，航空器恢复自主领航。

4.3.1 Radar control service will be terminated. Aircraft should establish non-radar separation by controlleras soon as possible and resume autonomous navigation.

4.3.2 作为应急手段，可暂时采用半数高度层调配航空器。

4.3.2 As an emergency measure, aircraft may temporarily be allocated to alternate flight levels.

4.3.3 尽快配备规定高度层，必要时，实时流量控制。

4.3.3 Assigned flight levels should be established promptly, and real-time traffic flow control can be implemented if necessary.

4.4 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）。

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

4.5 最低监视引导高度扇区

4.5 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-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
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	

5. 无线电通信失效程序

5.1 航空器单向通信失效

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。

5.1.2 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。

5.2 航空器双向通信失效

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

5.3 在本场运行的航空器，如遇有空中无线电通信故

5. Radio communication failure procedures

5.1 Aircraft communication partly failure

5.1.1 If only the radio receiver is available, the aircraft shall follow the ATC's instruction.

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

5.2 Aircraft with air-ground two-way radio communication failure

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

5.3 If an aerial radio communication failure of the

障时，机组可尝试联系西安进近电话：86-29-88702140 或 86-29-88702129。

aircraft operating, try to contact Xi'an APP.TEL: 86-29-88702140 or 86-29-88702129.

6. 目视飞行程序

6. Procedures for VFR flights

6.1 为了提高运行安全和运行效率，管制员通过航空器驾驶员或管制员目视的方式为两架航空器之间配备目视间隔。在仪表进近程序的最后进近阶段使用目视间隔时，航空器驾驶员应按照仪表程序进近，并保持目视判断与其他相关航空器的安全间隔。

6.1 To improve the operation safety and efficiency, ATC will provide visual separation between two aircrafts by pilot or ATC. When using visual separation in final approach phase of instrument approach procedure, pilot shall follow instrument approach procedure and maintain visual judgment on safe interval with other related aircrafts.

6.2 当机场能见度大于 5km，云底高 650m（含）以上，引导目视进近可在咸阳机场任意一条跑道单独运行，也可在平行跑道同时运行。

6.2 When VIS is more than 5km, ceiling is not less than 650m, visual approach can be conducted to any RWY of Xianyang airport alone or on parallel RWYs simultaneously.

6.3 航空器驾驶员报告只目视机场而没有目视看到前序航空器时，管制员应当为前后航空器之间配备尾流间隔。

6.3 If the pilot reports having the airport in sight but not the preceding aircraft, the ATC shall provide the following aircraft with wake turbulence separation.

6.4 航空器驾驶员能见前序航空器并接受跟随前序航空器目视进近时，航空器驾驶员应当保持前序航空器持续能见，与前机间隔由机组掌握。

6.4 When the pilot has the preceding aircraft in sight and accepts instructions to follow it for a visual approach, the pilot shall keep that aircraft in sight and maintain separation from it.

6.5 飞行员须知

6.5 Pilots' information

6.5.1 进近管制员尽早向机组通报预计引导目视进近或短五边目视进近，机组无异议即认为该机组已接受目视进近方式。

6.5.1 The approach controller shall inform the pilot of the expected vector for visual approach or short final visual approach as soon as possible, if the pilot has no objection, it is considered that the aircraft has accepted the visual approach mode.

6.5.2 目视着陆机场或前机后尽早报告管制员，目视

6.5.2 Report to ATC as soon as practicable when visual

进近时驾驶员应保持对同跑道前序航空器或预计着陆机场持续能见，目视进近必须得到管制员许可。	landing or after visual approach, pilot shall keep visual of the preceding aircraft on the same runway or the expected landing airport. Visual approach must be cleared by ATC.
6.5.3 驾驶员在切入及对正相应跑道的五边时应准确保持航迹，避免偏出影响相邻跑道进近的航空器。	6.5.3 Pilot shall keep the aircraft on track when intercepting and aligning with the runway in use, avoiding deviating from the adjacent runway approach.
6.5.4 除非管制员已发布速度指令，驾驶员应当对航空器速度进行控制：五边航空器距接地点 8NM 时，速度应为 180kt；距接地点 6NM 时，速度应为 160kt。如果不能执行，应及时通知管制员。	6.5.4 Unless ATC has issued speed restrictions, pilot shall control the aircraft speed as follows: when the aircraft is 8NM from touchdown on final approach, maintain 180kt; when the aircraft is 6NM from touchdown on final approach, maintain 160kt. If unable to comply, pilot shall notify ATC immediately.
6.5.5 实施目视进近的驾驶员应熟悉机场及机场周边的地形地貌并确保持续能见地面。驾驶员接受目视进近许可后，应保持航空器与地面障碍物之间的安全间隔。	6.5.5 Pilot conducting a visual approach shall be familiar with the terrain and topography of the airport and its surrounding areas, and ensure that they can see the ground continuously. After receiving a visual approach clearance, the pilot is responsible for maintaining safe terrain and obstacle clearance.
6.5.6 预计实施引导目视进近的航空器在得到目视进近许可之前，一旦因通讯失效、卡阻等原因无法与五边管制员保持联系时，应及时转弯切入指定跑道的五边实施目视进近或转为盲降进近并联系相应的塔台频率；在其他位置发生通讯失效时，按照公布的通讯失效公共程序处置。	6.5.6 Aircraft implementing visual approach via guidance shall turn and enter the designated runway for visual approach or change to ILS approach and contact the relevant TWR frequency when unable to maintain communication with the adjacent control unit due to communication failure, jamming or other reasons before receiving visual approach clearance; otherwise, follow the published procedure for communication failure.
6.5.7 航空器落地后应尽快脱离跑道，为保障后续航	6.5.7 Aircraft shall vacate RWY as soon as possible after

空器可安全着陆，目视进近航空器从飞越跑道入口至完全脱离跑道应不超过 50s，如不能执行，驾驶员应提前通知管制员。	landing, and ensure the following aircraft can land safely within 50 seconds from the moment of crossing the threshold to the moment of fully vacating RWY, if not, pilot shall inform ATC in advance.
6.5.8 目视进近过程中，驾驶员无法持续目视机场或前序航空器、无法保持云外飞行或需要爬升高度，应及时通报管制员	6.5.8 During visual approach, if pilot can not maintain visual of airport or previous aircraft, can not keep flying outside clouds or need climbing altitude, the pilot shall inform ATC in time
6.5.9 航空器进近至决断高度时，可能会遇到在同一跑道上前面着陆的航空器正在脱离，或者正在起飞的航空器即将离地的情况。当航空器驾驶员认为必要时，随时可以复飞并立即通报管制员。	6.5.9 When aircraft approach the decision altitude, it may encounter a situation where a preceding aircraft is vacating the same RWY or an aircraft taking off is about to take off. If the pilot considers it necessary, the pilot shall can go around immediately and report to ATC.
6.5.10 驾驶员可以借助仪表着陆系统等导航设备对准跑道，不能完成目视进近时应及时转为仪表进近或复飞，并通报管制员。	6.5.10 The pilot shall use ILS or other navigation equipment to align with RWY, if unable to complete the visual approach, the pilot shall execute either an instrument approach or go-around and notify ATC.
6.6 目视进近的中止	6.6 Termination of visual approach
航空器中止进近和复飞方法同仪表进近程序的复飞程序或按照管制指挥。	Aircraft shall follow the procedure of missed approach in instrument approach procedure or follow ATC instructions.
6.7 应急程序	6.7 Emergency procedures
目视进近的航空器偏离五边时： 1. 指挥其立即转回五边； 2. 向其通报相邻的航空器，以便建立目视间隔； 3. 如有必要，指挥受影响航空器立即避让。	When the aircraft conducting visual approach deviate from the final path: 1. Instruct the aircraft to immediately turn back to final; 2. Inform the pilot of the nearby aircraft so that a visual separation can be established;

3. If necessary, instruct the affected aircraft to vacate immediately.

7. 目视飞行航线

无

7. VFR route

Nil

8. 其它规定

无

8. Other regulations

Nil

ZLXY AD 2.23 其它资料

ZLXY AD 2.23 Other information

鸟情资料

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、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。迁徙路线整体为春季由南向北，秋季由北向南，迁徙高度小型鸟类普遍低于 400m，体型较大鸟类迁徙高度，一般上千米。常用的设施设备有：煤气炮、声学驱鸟器、全向声波仪、定向声波驱鸟器、集束冲击波驱鸟器、驱鸟机械鹰、猎枪、驱鸟弹、拦鸟网、模特、风轮等。

本场重点防范的危险鸟种为猛禽、环颈雉、斑鸠等体型较大的鸟类，麦鸡、丘鹬等迁徙鸟类，家燕、云雀、田鹨等集群鸟类。

Bird's information

Activities of bird flocks take place all the year round, and they concentrate mainly around aerodrome enclosure and on both sides of RWY, TWY and soil-surface are. Aerodrome Authority resorts to dispersal methods to reduce bird activities. Migrant route from south to north in spring, from north to south in atumn. Migtant height of small size birds: below 400m, of big size birds: abCommonly used facilities include: gas cannons, acoustic bird repellers, omnidirectional acoustic devices, long range acoustic bird repellers, cluster shockwave bird repellers, bird repelling mechanical hawks, shotguns, bird repelling bullets, bird stopping nets, models, wind turbines, and so on.

The most dangerous bird species to be guarded against at this site are larger birds such as raptors, common pheasants and doves, migratory birds such as lapwing and Eurasian woodcock, and flocking birds such as barn swallows, Eurasian skylarks and Richard's pipit.

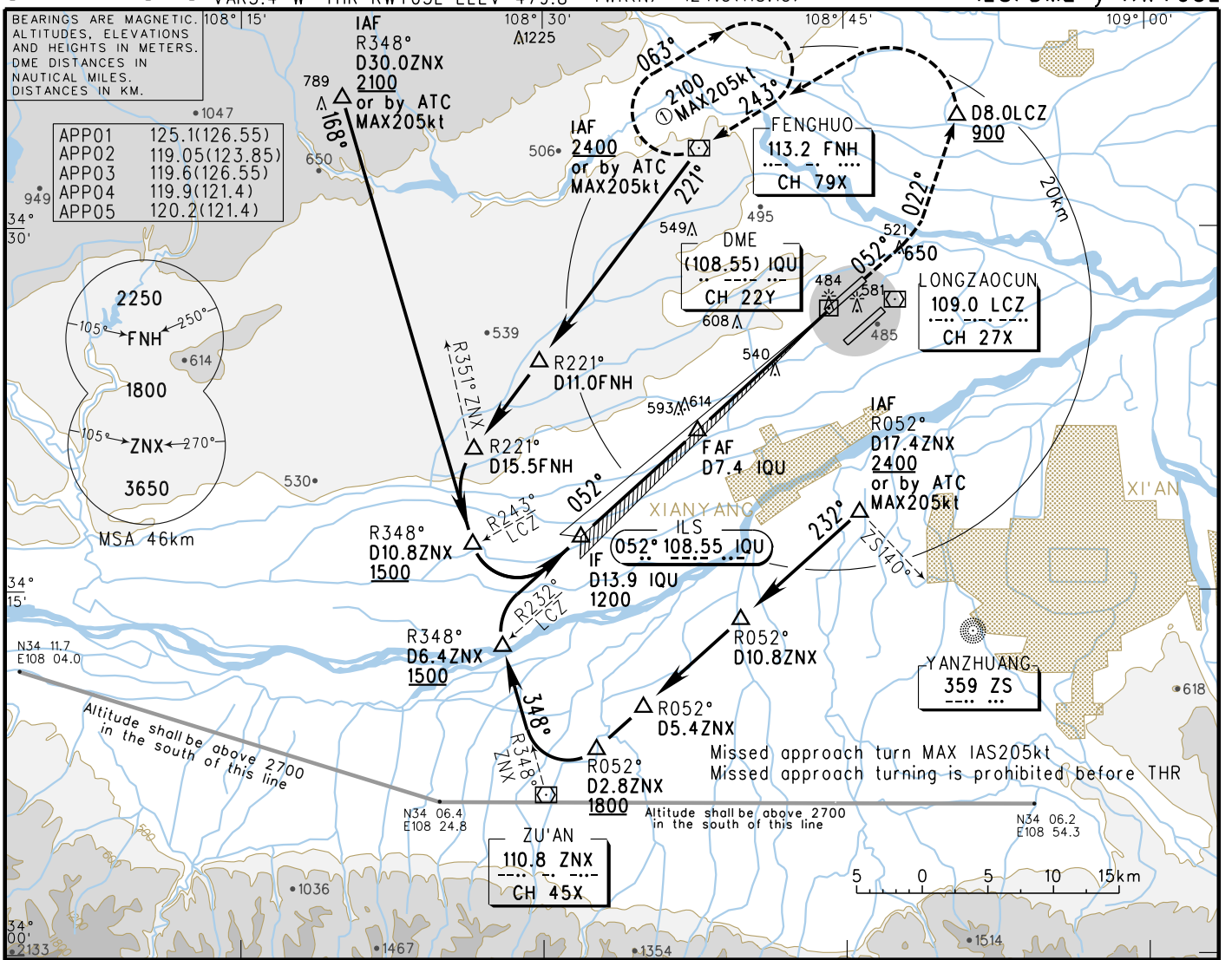
INSTRUMENT APPROACH CHART-ICAO

VAR3.4°W

AERODROME ELEV 482.7
THR RWY05L ELEV 479.8

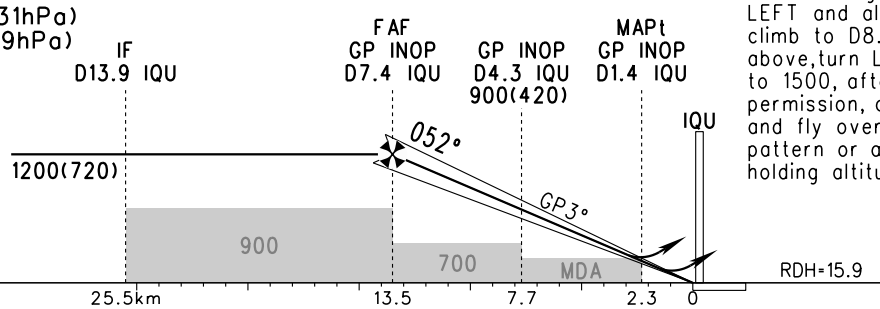
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)

ZLXY XI'AN/Xianyang
ILS/DME y RWY05L



GP INOP	DME (IQU) (NM)	7	6	5	4	3	2	1
	ALT (m)	1160	1063	966	868	771	674	

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



MISSED APPROACH

Climb straight ahead to 650,turn LEFT and along track MAG 022° climb to D8.0 LCZ at 900 or above,turn LEFT to FNH and climb to 1500, after obtaining ATC permission, climb to 1800 or above and fly over FNH, join the holding pattern or approach again.(minimum holding altitude 2100)

		A	B	C	D
ILS/DME	DA(H)	540(60)			
	RVR/VIS Ⓐ	Ⓑ 800/800			
GP INOP	MDA(H)	615(135)			
	VIS	1700			
CIRCLING	MDA(H)	730(247)			
	VIS	3600			

FAF-MAPt(GP INOP) 11.2km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	4:32	3:38	3:01	2:36	2:16	2:01
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.
Ⓑ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

INSTRUMENT APPROACH CHART-ICAO

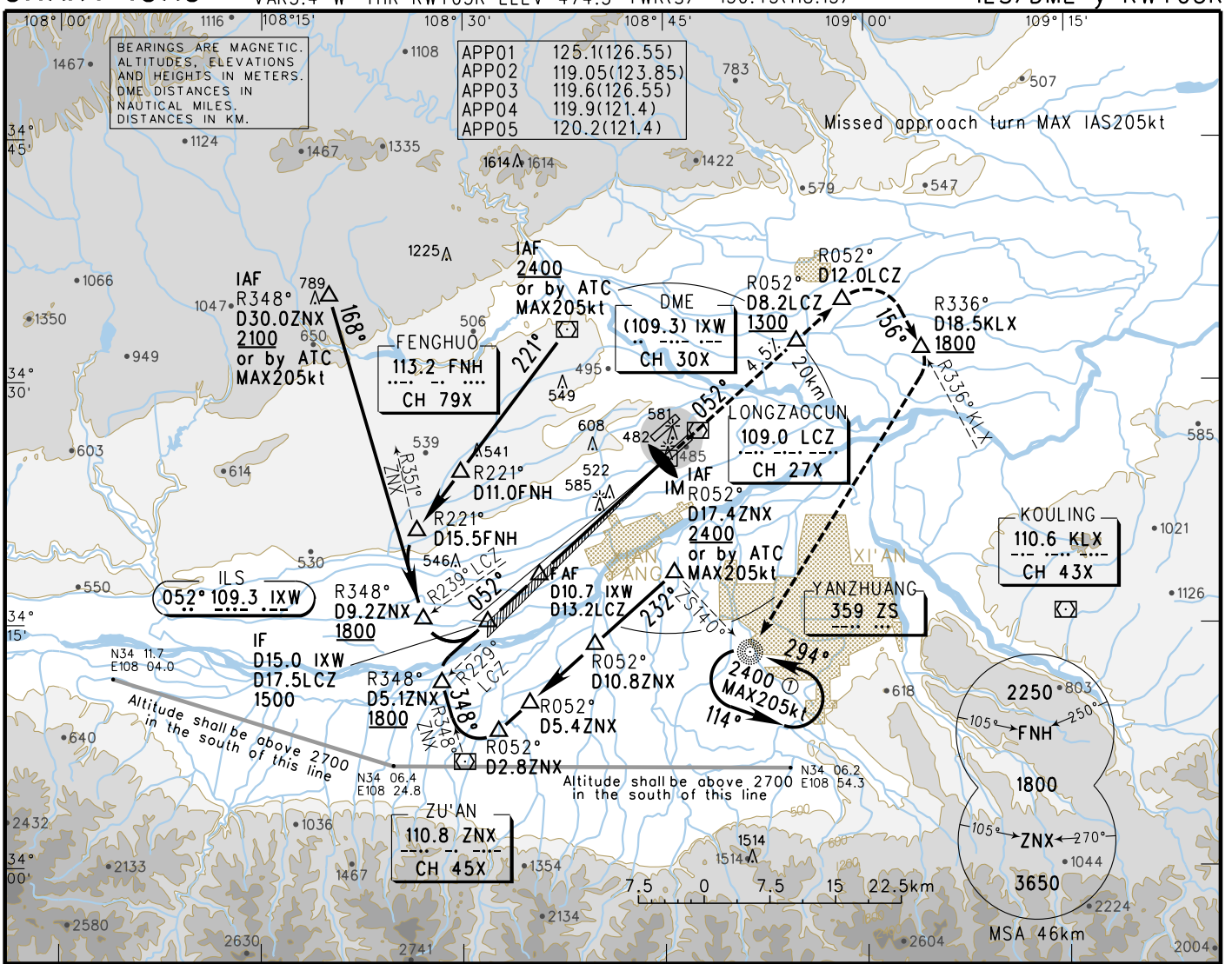
VAR3.4° W

AERODROME ELEV 482.7
THR RWY05R ELEV 474.5

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(S) 130.45(118.15)

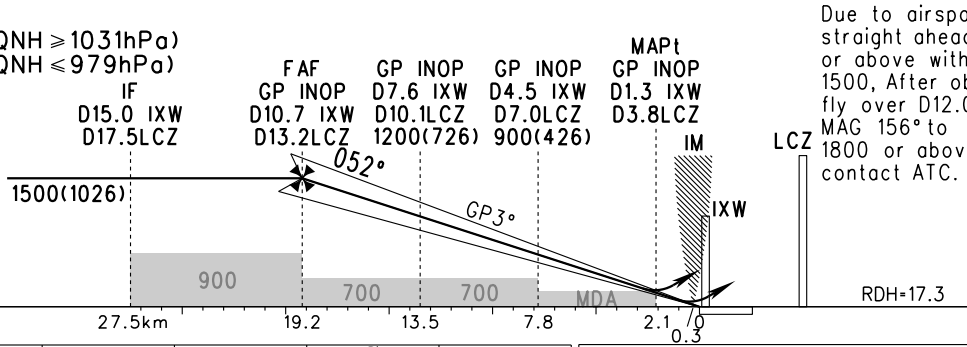
ZLXY XI'AN/Xianyang

CAT-I/II
ILS/DME y 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

Due to airspace restrictions, climb straight ahead to D8.2LCZ at 1300 or above with gradient≥4.5%, climb to 1500, After obtaining ATC permission, fly over D12.0LCZ and along track MAG 156° to R336°/D18.5KLX at 1800 or above, turn RIGHT to ZS, contact ATC.

	A	B	C	D
ILS/DME Ⓐ	DA(H) 535(60)		RVR/VIS 550/800	
GP INOP	MDA(H) 600(126)		VIS 1600	
CIRCLING	MDA(H) 730(247)		VIS 3600	

ILS CAT II

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) 17.1km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	6:55	5:32	4:37	3:57	3:28	3:05
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD Special CAT I: (DH)(45),(RA)(46),RVR450.

Changes: New chart.

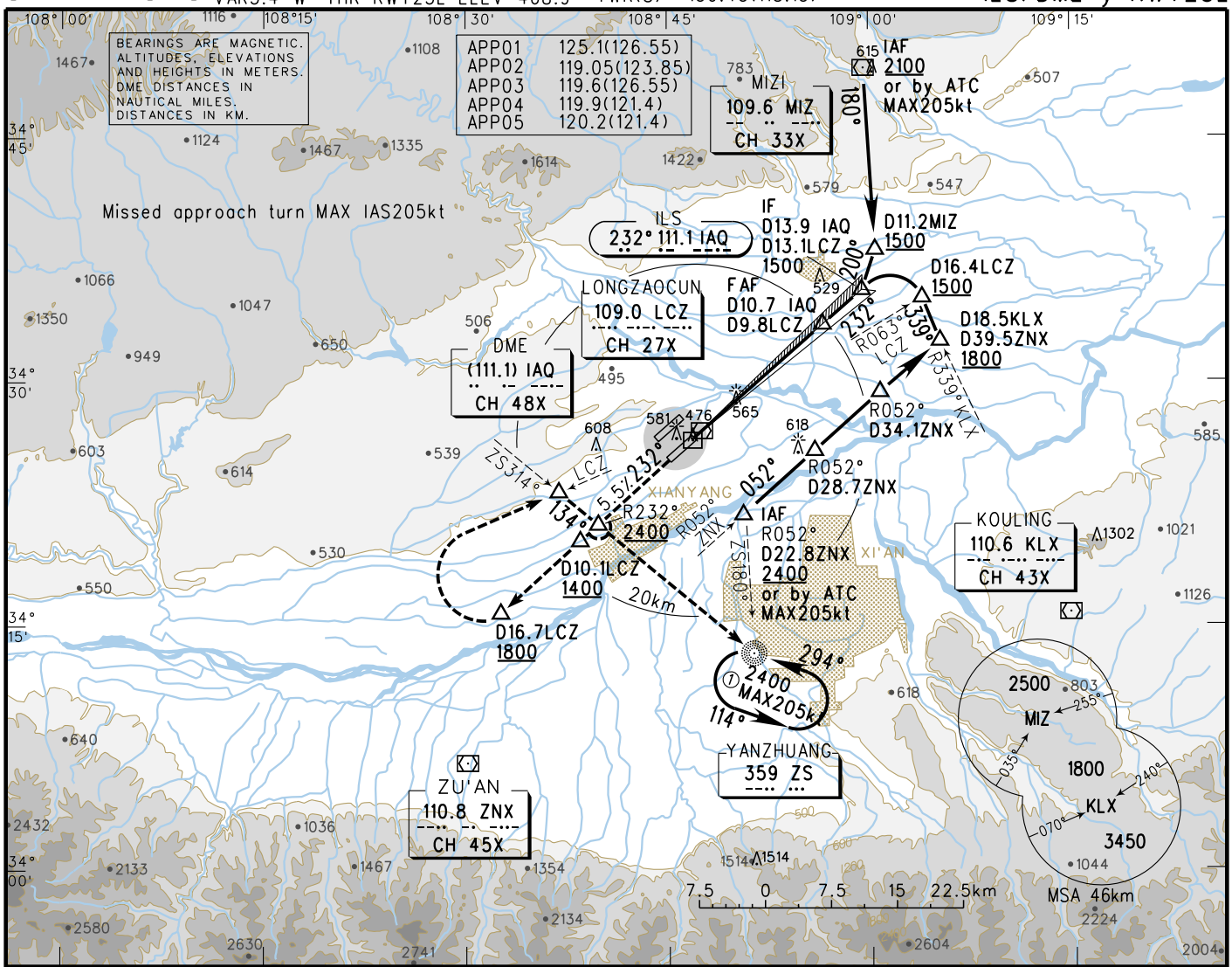
INSTRUMENT APPROACH CHART-ICAO

VAR3.4°W

AERODROME ELEV 482.7
THR RWY23L ELEV 468.9

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
ILS/DME y RWY23L

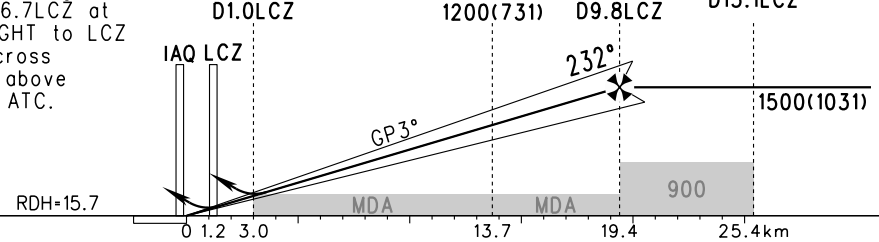


GP INOP	DME (IAQ) (NM)	2	4	6	8	10		
	ALT (m)	662	856	1050	1844	1438		

MISSED APPROACH

Due to airspace restrictions, climb straight ahead to D10.1LCZ at 1400 or above with gradient ≥5.5%, climb to 1500, after obtaining ATC permission, climb to D16.7LCZ at 1800 or above, turn RIGHT to LCZ direction, join ZS134°, cross R232°LCZ at 2400 or above and fly to ZS, contact ATC.

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



		A	B	C	D
ILS/DME	DA(H) RVR/VIS Ⓐ	529(60) Ⓑ 800/800			
GP INOP	MDA(H) VIS	640(171) 2400			
CIRCLING	MDA(H) VIS	730(247) 3600			
HUD Special CAT II					
CAT A,B,C,D		(DH)(35),(RA)(36), RVR350			

FAF-MAPt(GP INOP) 16.4km						
GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	6:38	5:19	4:26	3:48	3:19	2:57
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.
Ⓑ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

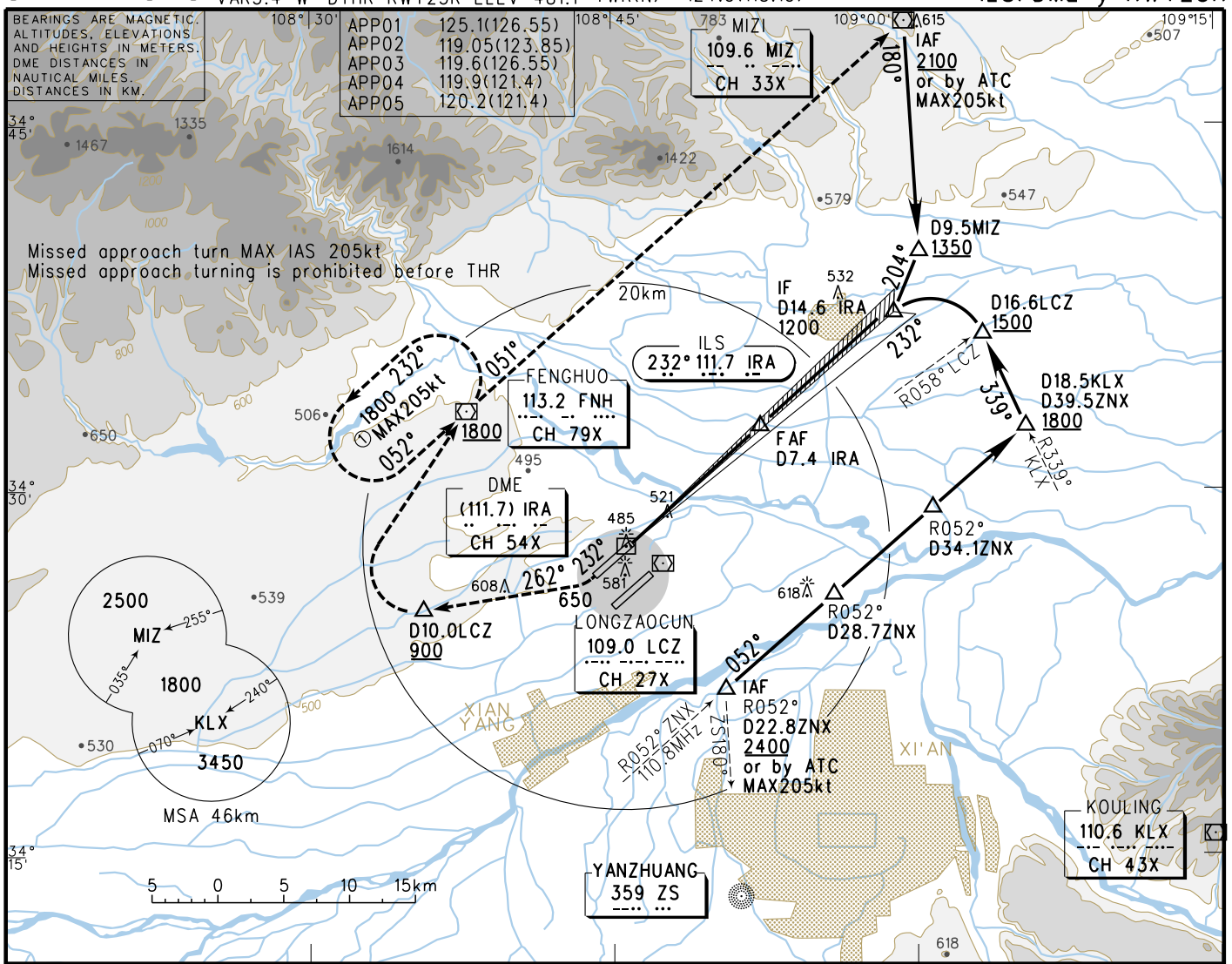
INSTRUMENT APPROACH CHART-ICAO

VAR3.4°W

AERODROME ELEV 482.7
DTHR RWY23R ELEV 481.1

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)

ZLXY XI'AN/Xianyang
ILS/DME y RWY23R

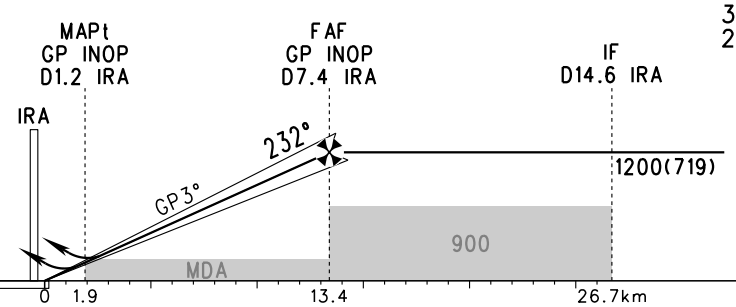


GP INOP	DME (IRA) (NM)	2	3	4	5	6	7	8
	ALT (m)	675	772	869	966	1063	1160	

MISSED APPROACH

Climb straight ahead to 650, turn RIGHT and along track MAG 262° climb to D10.0 LCZ at 900 or above, turn RIGHT to FNH and climb to 1500, after obtaining ATC permission, climb to 1800 or above and fly over FNH, join the holding pattern or fly to MIZ approach again.

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



		A	B	C	D
ILS/DME	DA(H) RVR/VIS Ⓐ	541(60)			
	Ⓑ	800/800			
GP INOP	MDA(H)	600(119)			
	VIS	1400			
CIRCLING	MDA(H)	730(247)			
	VIS	3600			

FAF-MAPt(GP INOP) 11.5km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	4:39	3:44	3:06	2:40	2:20	2:04
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD Special CAT I: (DH)(45),(RA)(47),RVR450.
Ⓑ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

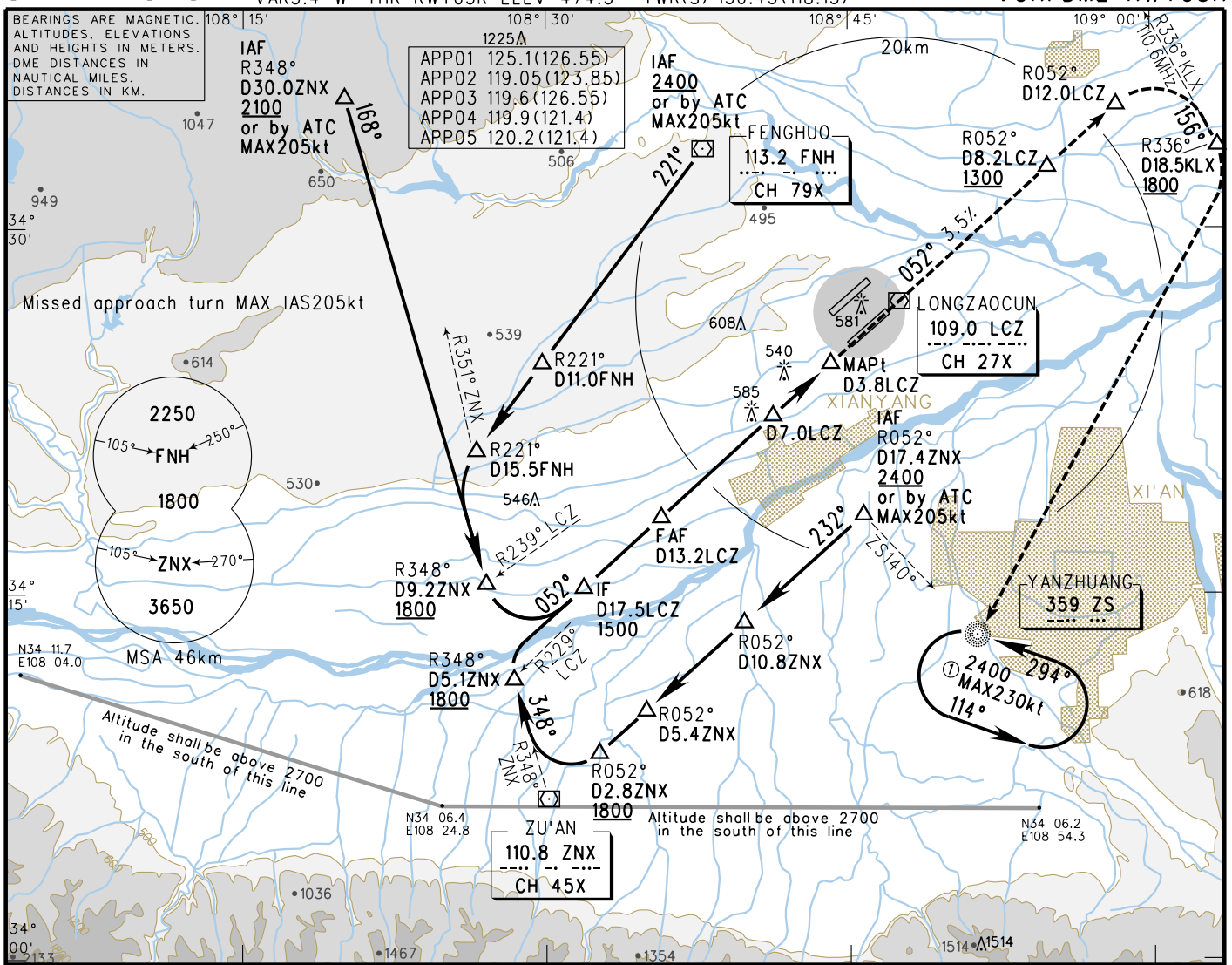
INSTRUMENT APPROACH CHART-ICAO

VAR3.4° W

AERODROME ELEV 482.7
THR RWY05R ELEV 474.5

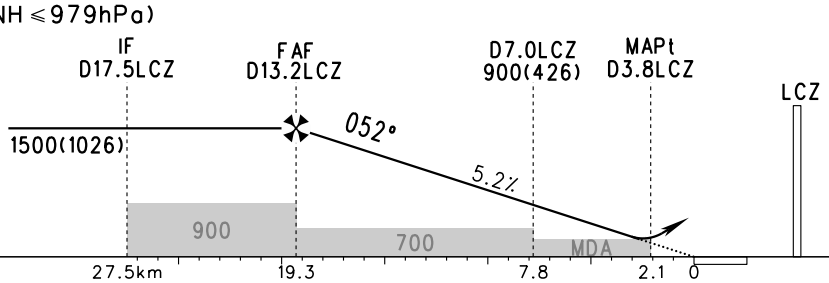
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
VOR/DME RWY05R



DME (LCZ) (NM)	16	14	12	10	8	6	4	
ALT (m)			1392	1198	1004	810	616	

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



MISSED APPROACH

Due to airspace restrictions, climb straight ahead to D8.2 LCZ at 1300 or above with gradient ≥3.5%, climb to 1500. After obtaining ATC permission, fly over D12.0LCZ and along track MAG 156° to R336°/D18.5KLX at 1800 or above ,turn RIGHT to ZS, contact ATC.

		A	B	C	D
VOR/DME	MDA(H)	615(141)			
	VIS	1800			
CIRCLING	MDA(H)	730(247)			
	VIS	3600			

FAF-MAPt 17.2km						
GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	6:58	5:34	4:39	3:59	3:29	3:06
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: New chart.

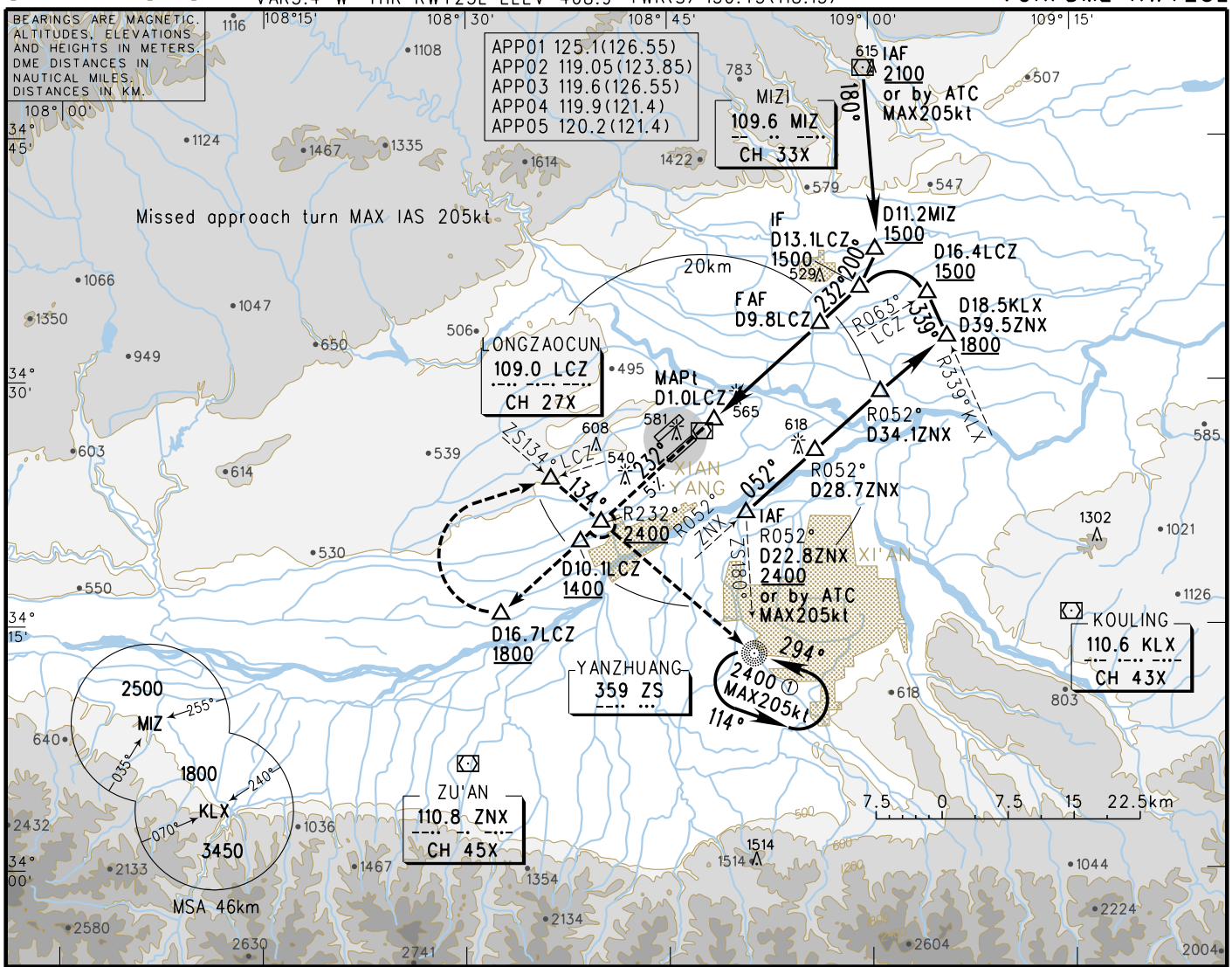
INSTRUMENT APPROACH CHART-ICAO

VAR3.4° W

AERODROME ELEV 482.7
THR RWY23L ELEV 468.9

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
VOR/DME RWY23L

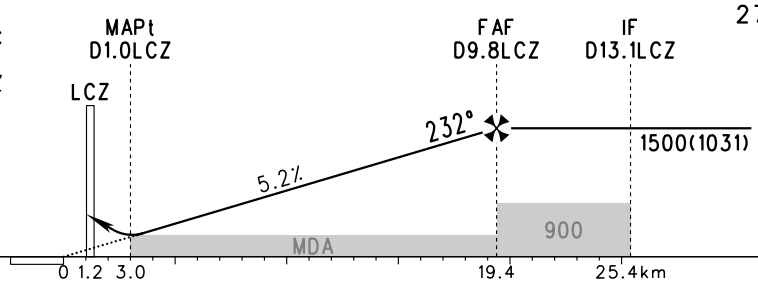


DME (LCZ) (NM)	1	3	5	7	9			
ALT (m)	644	838	1032	1226	1420			

MISSED APPROACH

Due to airspace restrictions, climb straight ahead to D10.1 LCZ at 1400 or above with gradient ≥5%, climb to 1500. After obtaining ATC permission, fly over D16.7LCZ at 1800 or above, turn RIGHT to LCZ direction, join ZS134°, cross R232° LCZ at 2400 or above and fly to ZS, contact ATC.

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



		A	B	C	D
VOR/DME	MDA(H)	640(171)			
	VIS	2400			
CIRCLING	MDA(H)	730(247)			
	VIS	3600			

FAF-MAPt 16.4km						
GS in kt	80	100	120	140	160	180
GS in km/h	150	185	220	260	295	335
Time min:sec	6:38	5:19	4:26	3:48	3:19	2:57
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: New chart.

AERODROME CHART

Delivery 121.6 (DCL AVBL)
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65

TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)
GND(N) 121.8(124.3)
GND(S) 121.65(130.45)

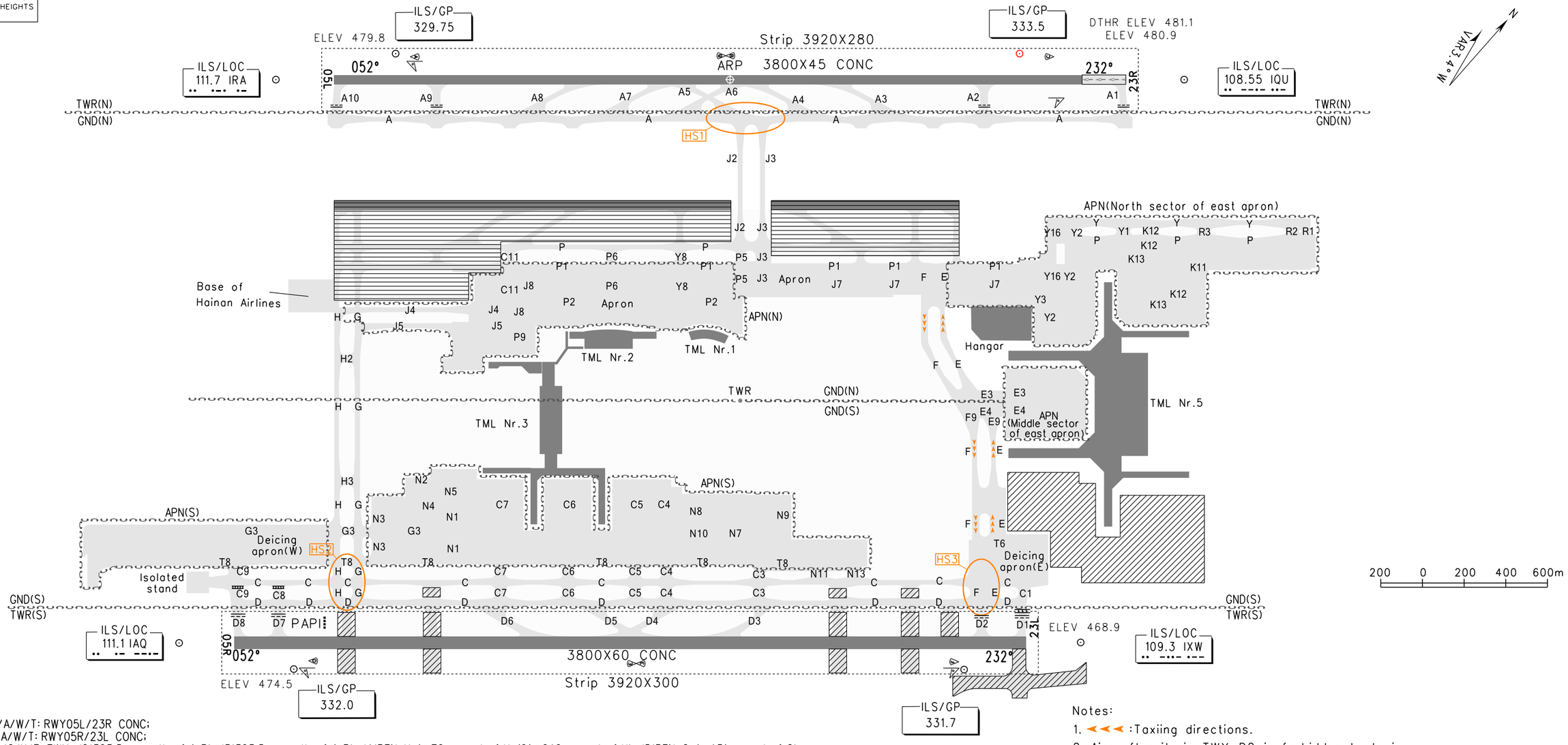
APN(N) 121.925
APN(S) 121.85

APN(North sector of east apron) 121.725
APN(Middle sector of east apron) 122.125

ZLXY XI'AN/Xianyang

N34° 27.3'E108° 45.0' ELEV 482.7m

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



PCR 960/R/A/W/T: RWY05L/23R CONC;
PCR 910/R/A/W/T: RWY05R/23L CONC;
PCR 1500/F/C/X/T: TWY J2(303.5m south of A-P), J3(303.5m south of A-P), J4(BTN H & 76m east of H, 101- 640m east of H), J5(BTN G & 431m east of G)
PCR 1300/F/B/X/T: TWY J2(A-303.5m south of A), J3(303.5m south of A-A)
PCR 1200/R/A/W/T: TWY C8, K12(north of stand Nr.517), K13(north of stand Nr.517), P(BTN Y16 & K12), Y(BTN Y16 & K12), Y1
PCR 1200/R/B/W/T: TWY E(BTN 161.5m south of P1 & C), E9, F(BTN 161.5m south of P1 & C), F9, P6, Y8
PCR 1000/R/A/W/T: TWY A1-A10, C1, C9, D2, D3, D5-D7, H2, H3, J3(south of P), J7, N11, N13, P(east of K12, BTN J3 & C11), P5, P9, R1-R3, Y(east of K12)
PCR 1000/R/B/W/T: TWY T6
PCR 980/R/A/W/T: TWY Y2,Y3,Y16
PCR 950/R/A/W/T: TWY E3, E4
PCR 930/R/A/W/T: TWY K12(BTN north of stand Nr.515 and south of stand Nr.517), K13(BTN west of stand Nr.506 and south of stand Nr.517)
PCR 900/R/A/W/T: TWY A, C3, C4(south of stand Nr.404), C5(south of stand Nr.404), C6(south of stand Nr. 308), C7(south of stand Nr. 319), C11, D1, D4, D8,E(BTN P1 & 161.5m south of P1, south of C), F(BTN P1 & 161.5m south of P1, south of C), G, G3, H, J4(76-101m east of H, BTN 640m east of H & C11), J5(BTN 431m east of G & J8), J8, N1, N2, N5, N7-N10, P2, T8(east of H, west of C9)
PCR 870/R/A/W/T: TWY C, D, P1, T8(BTN H & C9)
PCR 860/R/A/W/T: TWY N3, N4
PCR 830/R/A/W/T: TWY C7(north of stand Nr. 319)
PCR 760/R/A/W/T: TWY K11, K12(east of stand Nr.506), K13(east of stand Nr.506)
PCR 730/R/A/W/T: TWY C4(north of stand Nr. 404), C5(north of stand Nr. 404), C6(north of stand Nr. 308)

Notes:
1. ◄◄◄ :Taxiing directions.
2. Aircraft exit via TWY D2 is forbidden to taxi into TWY F without ATC permission.
3. For aircraft landing on RWY05L, when vacating via TWY A2/A3/A4, must turn right only. For aircraft landing on RWY23R, when vacating via TWY A6/A7/A8/A9, must turn left only.
4. Temporary disabled area
Construction area

Changes: GP 23R position.

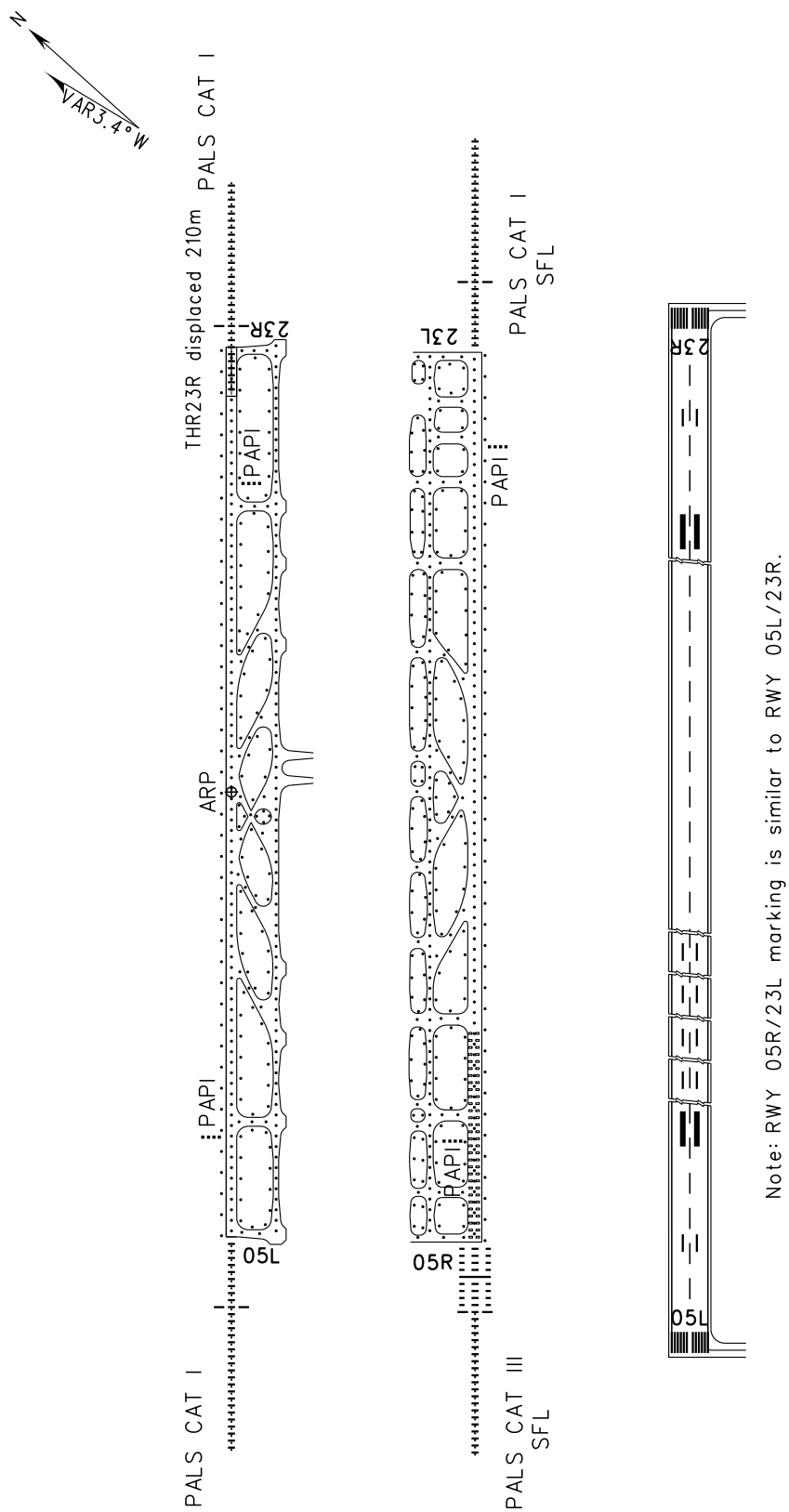
AERODROME CHART

D-ATIS(Chinese) 127.45 D-ATIS(English) 128.65
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(North sector of east apron)121.725
APN(S) 121.85 APN(Middle sector of east apron)122.125

ZLXY XI'AN/Xianyang

N34°27.3'E108°45.0' ELEV 482.7m



Note: RWY 05R/23L marking is similar to RWY 05L/23R.

LIGHTS	
RWY05L/23L/23R	PALS CAT I SFL PAPI RCLL REDL RENL
RWY05R	PALS CAT III SFL PAPI RCLL REDL RTZL RENL

TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)

ACFT Type		RWY05L/R, 23L/R REDL	RWY05L/R, 23L/R NIL(Day only)	LVP in force 05R, 23L REDL RCLL RENL	
2 TURB ENG or 3&4 ENG	A				HUD RVR150
	B	RVR400 VIS800	RVR500 VIS800	RVR200	
	C				
	D				
Other 1&2 ENG		VIS1600			

Note:

Changes: Frequency of APN.

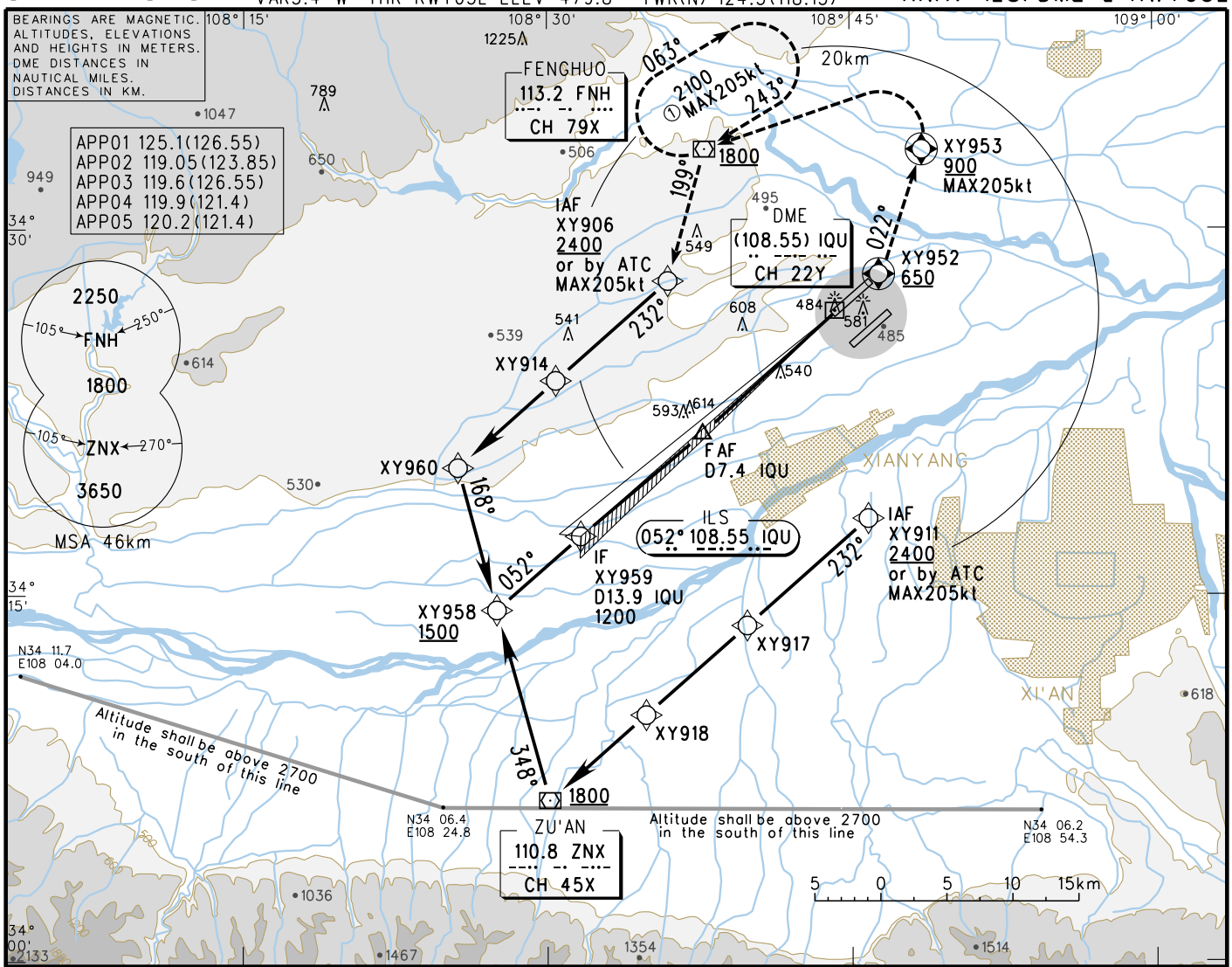
INSTRUMENT APPROACH CHART-ICAO

VAR3.4° W

AERODROME ELEV 482.7
THR RWY05L ELEV 479.8

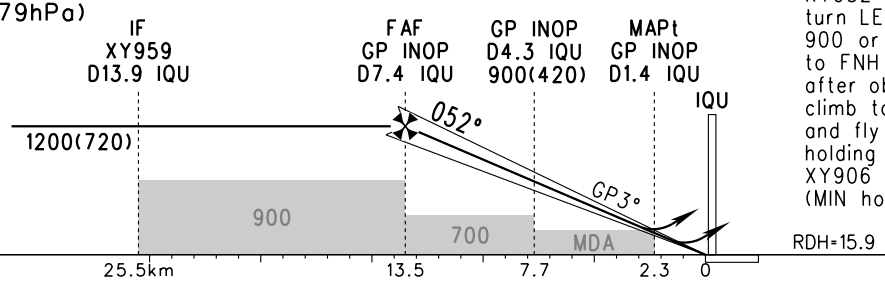
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)

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



GP INOP	DME (IQU) (NM)	7	6	5	4	3	2	1
	ALT (m)	1160	1063	966	868	771	674	

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



MISSED APPROACH

Climb straight ahead to XY952 at 650 or above, turn LEFT to XY953 at 900 or above, turn LEFT to FNH and climb to 1500, after obtaining ATC permission, climb to 1800 or above and fly to FNH, join the holding pattern or fly to XY906 to approach again. (MIN holding altitude 2100)

		A	B	C	D
ILS/DME	DA(H)	540(60)			
	RVR/VIS Ⓐ	Ⓑ 800/800			
GP INOP	MDA(H)	615(135)			
	VIS	1700			
CIRCLING	MDA(H)	730(247)			
	VIS	3600			

FAF-MAPt(GP INOP) 11.2km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	4:32	3:38	3:01	2:36	2:16	2:01
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.
Ⓑ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

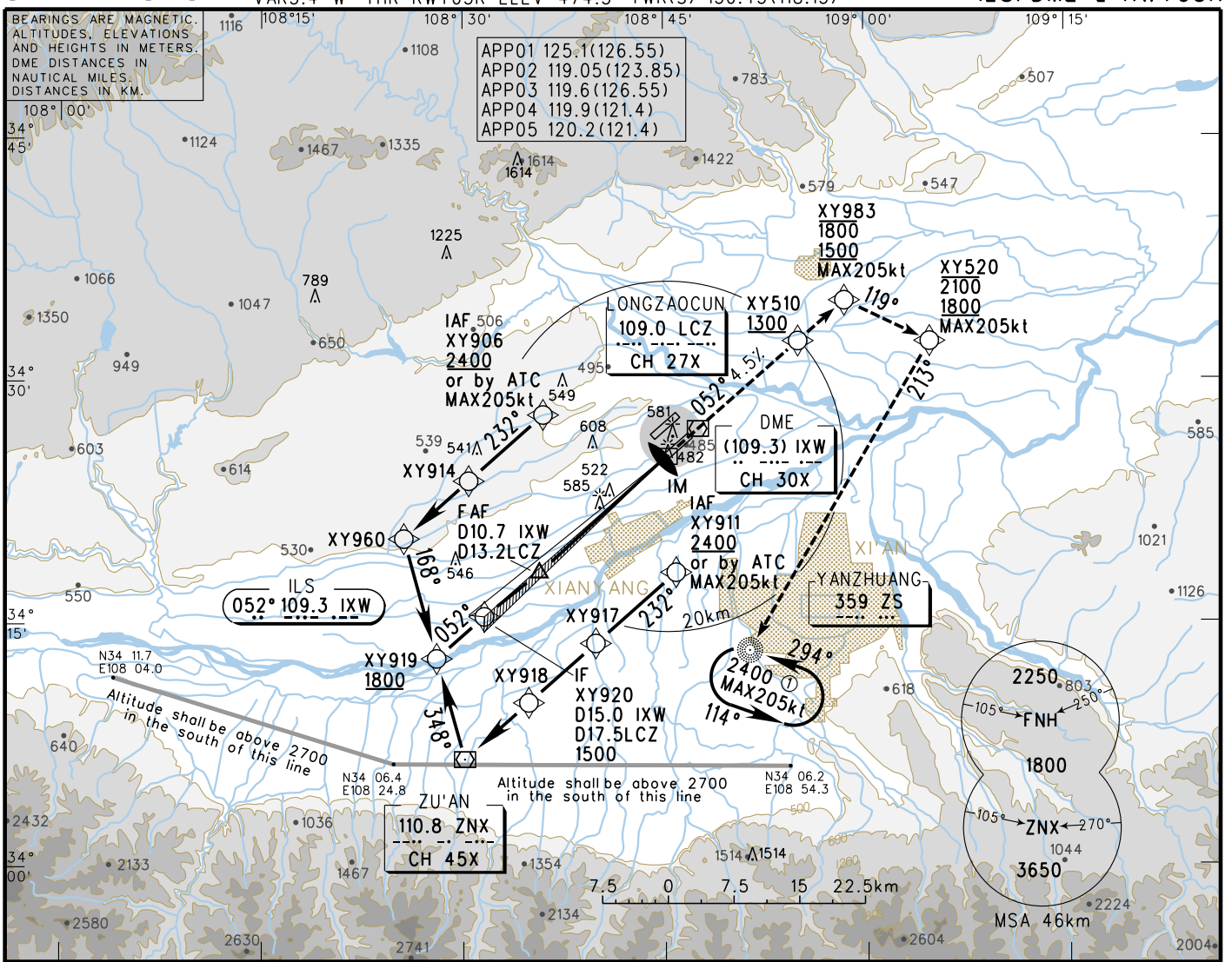
INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 482.7
VAR3.4° W THR RWY05R ELEV 474.5

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang

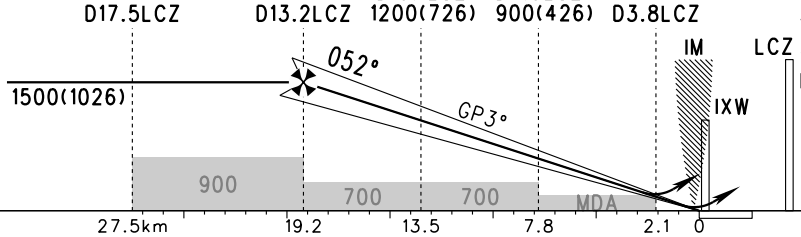
RNAV CAT-I/II
ILS/DME z RWY05R



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)

IF	FAF	GP INOP	GP INOP	MAPt
XY920	GP INOP	D7.6 IXW	D4.5 IXW	GP INOP
D15.0 IXW	D10.7 IXW	D10.1LCZ	D7.0LCZ	D1.3 IXW
D17.5LCZ	D13.2LCZ	1200(726)	900(426)	D3.8LCZ



RDH=17.3

MISSED APPROACH

Due to airspace restrictions, climb straight ahead to XY510 at 1300 or above with gradient≥4.5%, climb to 1500, After obtaining ATC permission, fly to XY983 BTN 1500 and 1800, turn RIGHT to XY520 BTN 1800 and 2100, turn RIGHT to ZS, contact ATC.

	A	B	C	D
ILS/DME Ⓐ	DA(H) 535(60)		RVR/VIS 550/800	
GP INOP	MDA(H) 600(126)		VIS 1600	
CIRCLING	MDA(H) 730(247)		VIS 3600	

ILS CAT II

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) 17.1km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	6:55	5:32	4:37	3:57	3:28	3:05
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD Special CAT I: (DH)(45),(RA)(46),RVR450.

Changes: New chart.

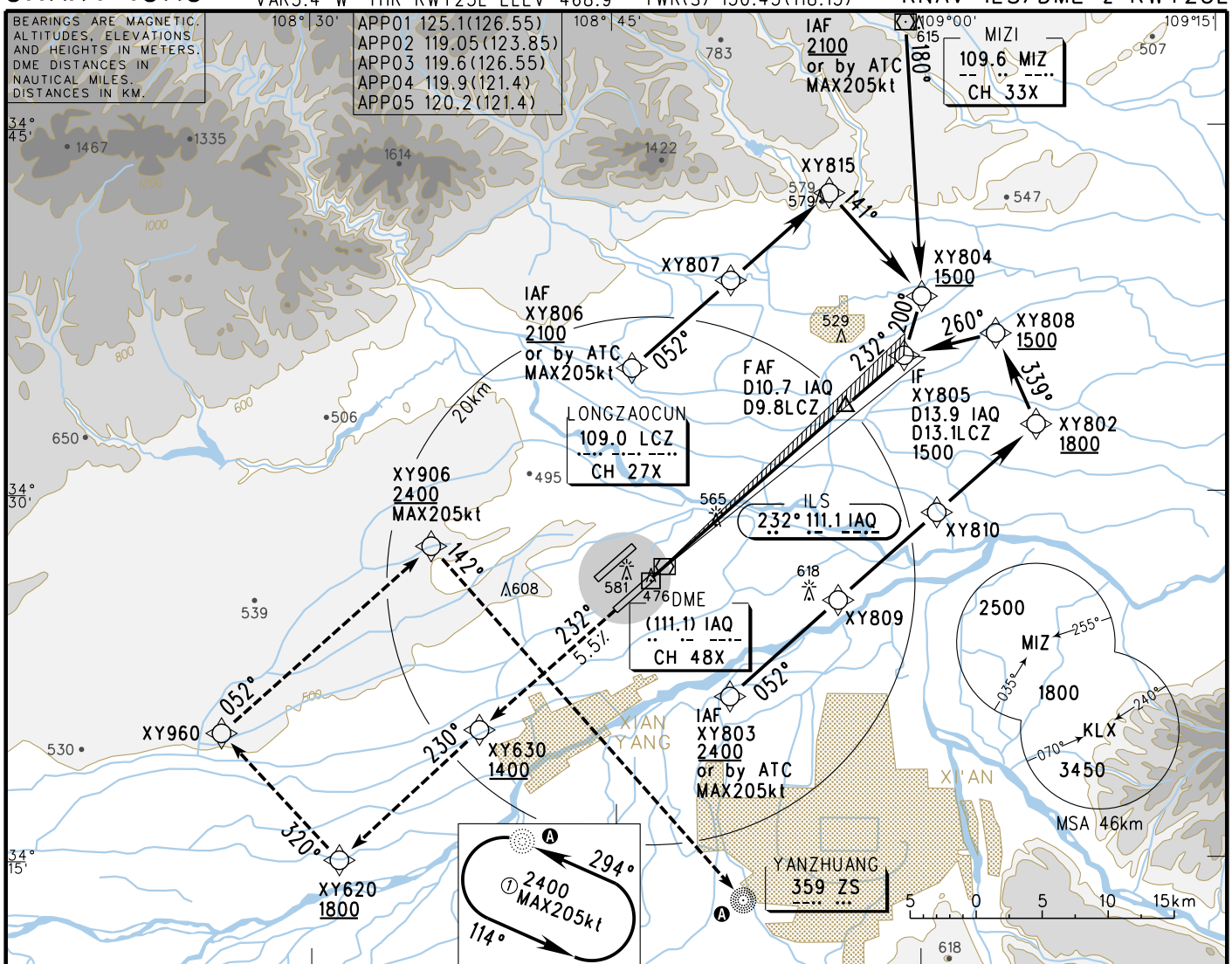
INSTRUMENT APPROACH CHART-ICAO

VAR3.4°W

AERODROME ELEV 482.7
THR RWY23L ELEV 468.9

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(S) 130.45(118.15)

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

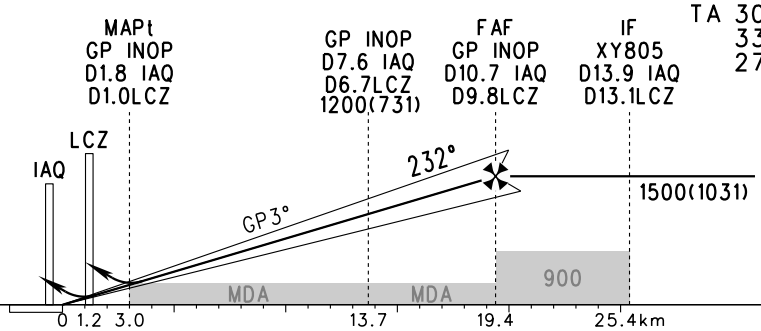


GP INOP	DME (IAQ) (NM)	2	4	6	8	10	12	14
	ALT (m)	662	856	1050	1244	1438		

MISSED APPROACH

Due to airspace restrictions, climb straight ahead to XY630 at 1400 or above with gradient ≥5.5%, climb to 1500, after obtaining ATC permission, fly to XY620 at 1800 or above, turn RIGHT to XY960, turn RIGHT to XY906 at 2400 or above and turn RIGHT to ZS, contact ATC.

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



		A	B	C	D
ILS/DME	DA(H) RVR/VIS Ⓑ	529(60) Ⓒ800/800			
GP INOP	MDA(H) VIS	640(171) 2400			
CIRCLING	MDA(H) VIS	730(247) 3600			
HUD Special CAT II					
CAT A,B,C,D		(DH)(35),(RA)(36), RVR350			

FAF-MAPt(GP INOP) 16.4km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	6:38	5:19	4:26	3:48	3:19	2:57
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

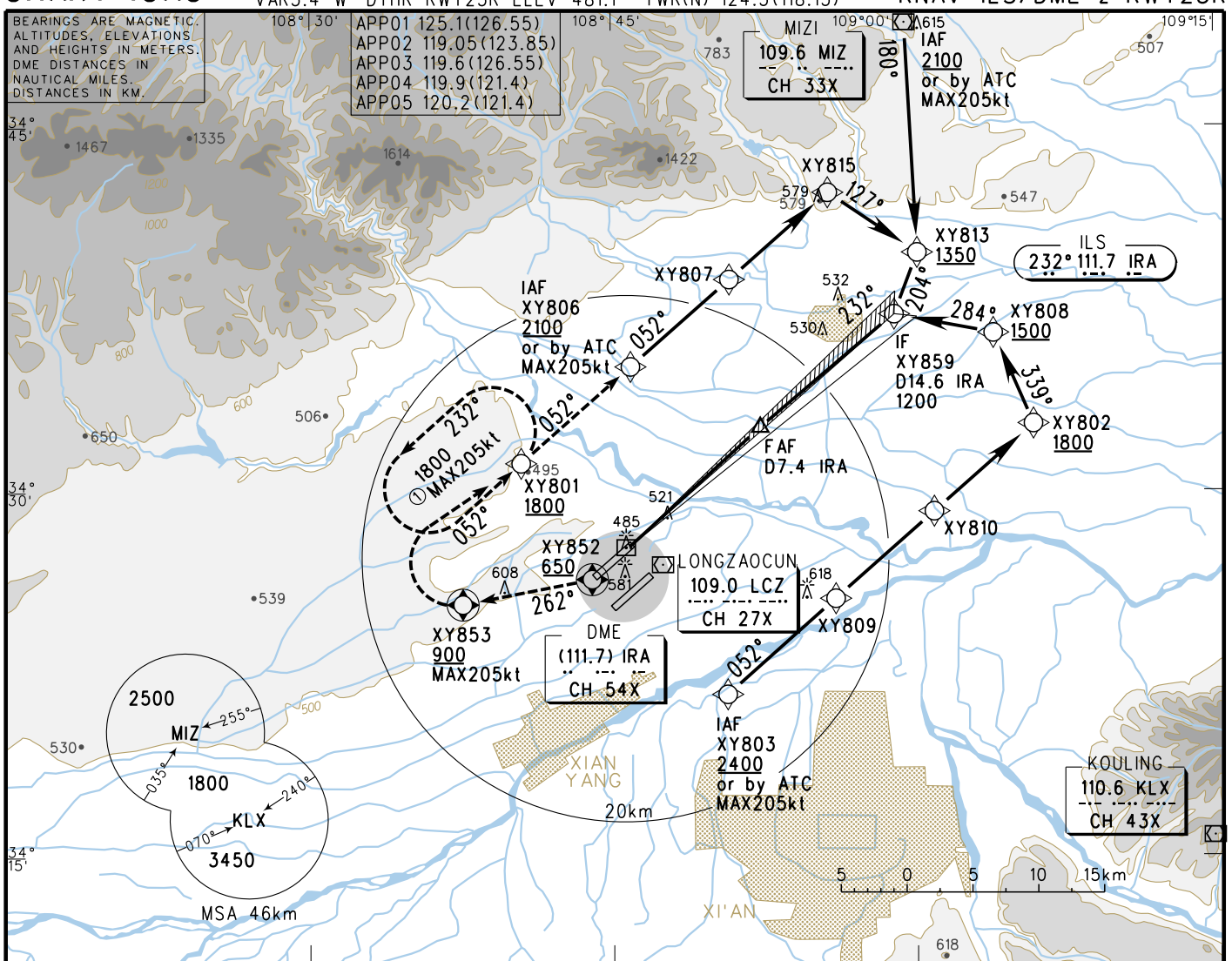
Ⓑ HUD Special CAT I: (DH)(45),(RA)(45),RVR450.
Ⓒ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 482.7
VAR3.4°W DTHR RWY23R ELEV 481.1

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)

ZLXY XI'AN/Xianyang
RNAV ILS/DME z RWY23R

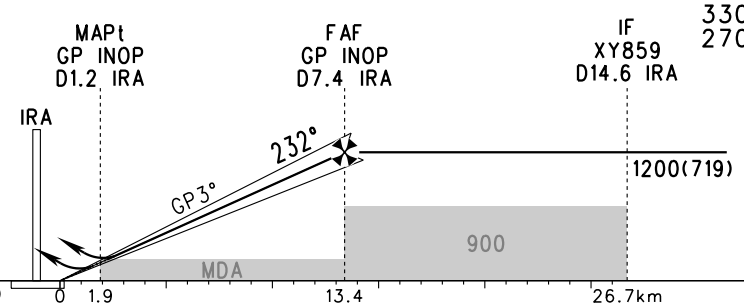


GP INOP	DME (IRA) (NM)	2	3	4	5	6	7	8
	ALT (m)	675	772	869	966	1063	1160	

MISSED APPROACH

Climb straight ahead to XY852 at 650 or above, climb to XY853 at 900 or above, turn RIGHT to XY801 and climb to 1500, after obtaining ATC permission, climb to 1800 or above and fly to XY801, join the holding pattern or fly to XY806 approach again.

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



		A	B	C	D
ILS/DME	DA(H) RVR/VIS Ⓐ	541(60)			
	Ⓑ	800/800			
GP INOP	MDA(H)	600(119)			
	VIS	1400			
CIRCLING	MDA(H)	730(247)			
	VIS	3600			

FAF-MAPt(GP INOP) 11.5km

GS in kt / km/h	80 / 150	100 / 185	120 / 220	140 / 260	160 / 295	180 / 335
Time min:sec	4:39	3:44	3:06	2:40	2:20	2:04
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Ⓐ HUD Special CAT I: (DH)(45),(RA)(47),RVR450.
Ⓑ RVR 550m can be implemented when using approved HUD or AP or FD for ILS/DME approach.

AIRCRAFT PARKING CHART-ICAO

D-ATIS(Chinese) 127.45 D-ATIS(English) 128.65
Delivery 121.6(DCL AVBL)

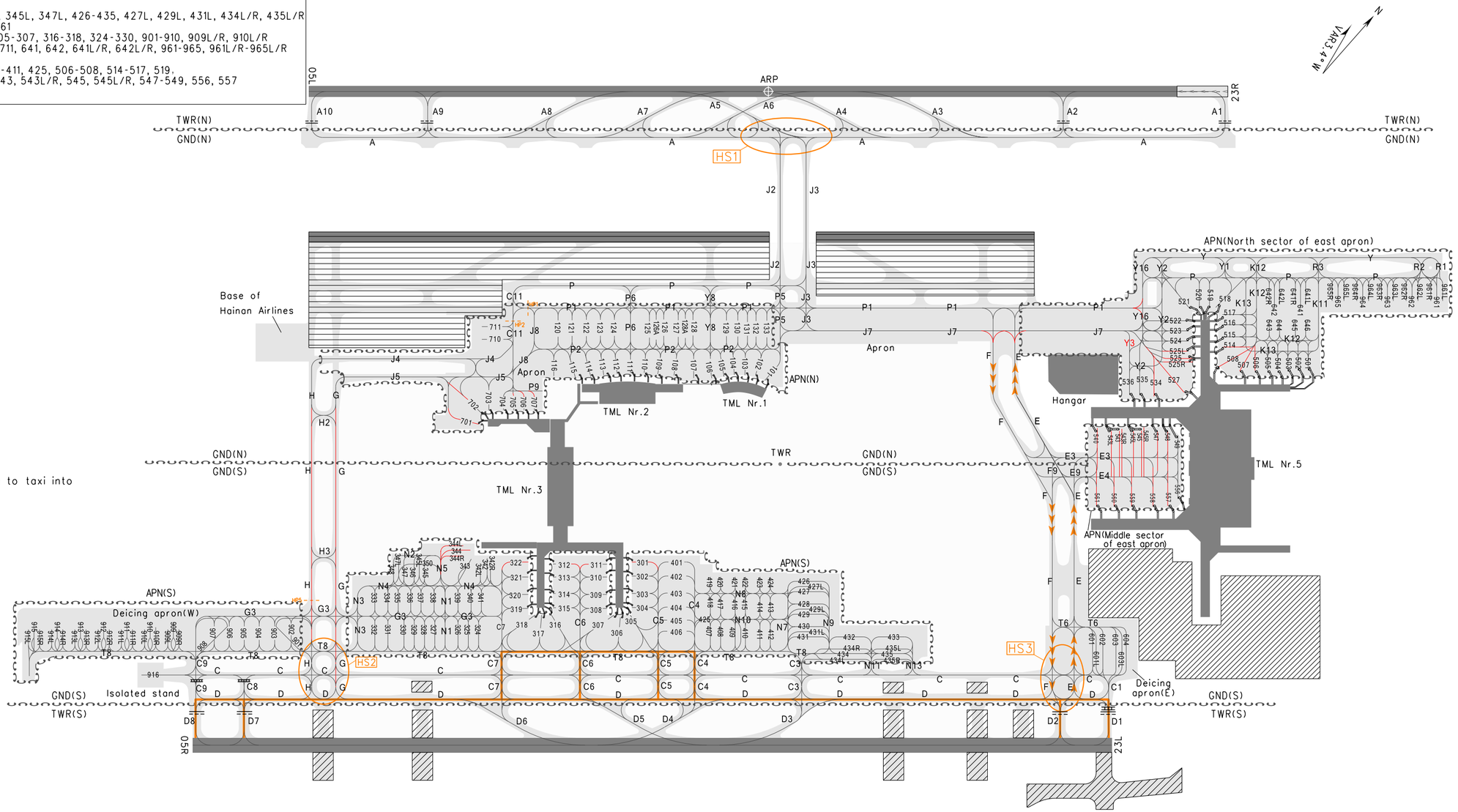
TWR(N) 124.3(118.15) TWR(S) 130.45(118.15)
GND(N) 121.8(124.3) GND(S) 121.65(130.45)
APN(N) 121.925 APN(S) 121.85

APN(North sector of east apron)121.725
APN(Middle sector of east apron)122.125

ZLXY XI'AN/Xianyang

Bearing strength

PCR 1200/R/A/W/T: Stands Nr. 916
PCR 1200/R/B/W/T: Stands Nr. 412-424, 601-604, 601L, 603L
PCR 1100/R/B/W/T: Stands Nr. 331-348, 350, 342L/R, 344L/R, 345L, 347L, 426-435, 427L, 429L, 431L, 434L/R, 435L/R
PCR 1070/R/A/W/T: Stands Nr. 518, 521, 527, 534, 540, 558-561
PCR 1000/R/A/W/T: Stands Nr. 107-116, 120-128, 126A, 128A, 305-307, 316-318, 324-330, 901-910, 909L/R, 910L/R
PCR 900/R/A/W/T: Stands Nr. 101-106, 129-133, 701-707, 710, 711, 641, 642, 641L/R, 642L/R, 961-965, 961L/R-965L/R
PCR 870/R/A/W/T: Stands Nr. 911-915, 911L/R-915L/R
PCR 860/R/A/W/T: Stands Nr. 301-304, 308-315, 319-322, 401-411, 425, 506-508, 514-517, 519, 520, 522-525, 525L/R, 535, 536, 543, 543L/R, 545, 545L/R, 547-549, 556, 557
PCR 820/R/A/W/T: Stands Nr. 501-505, 643-646

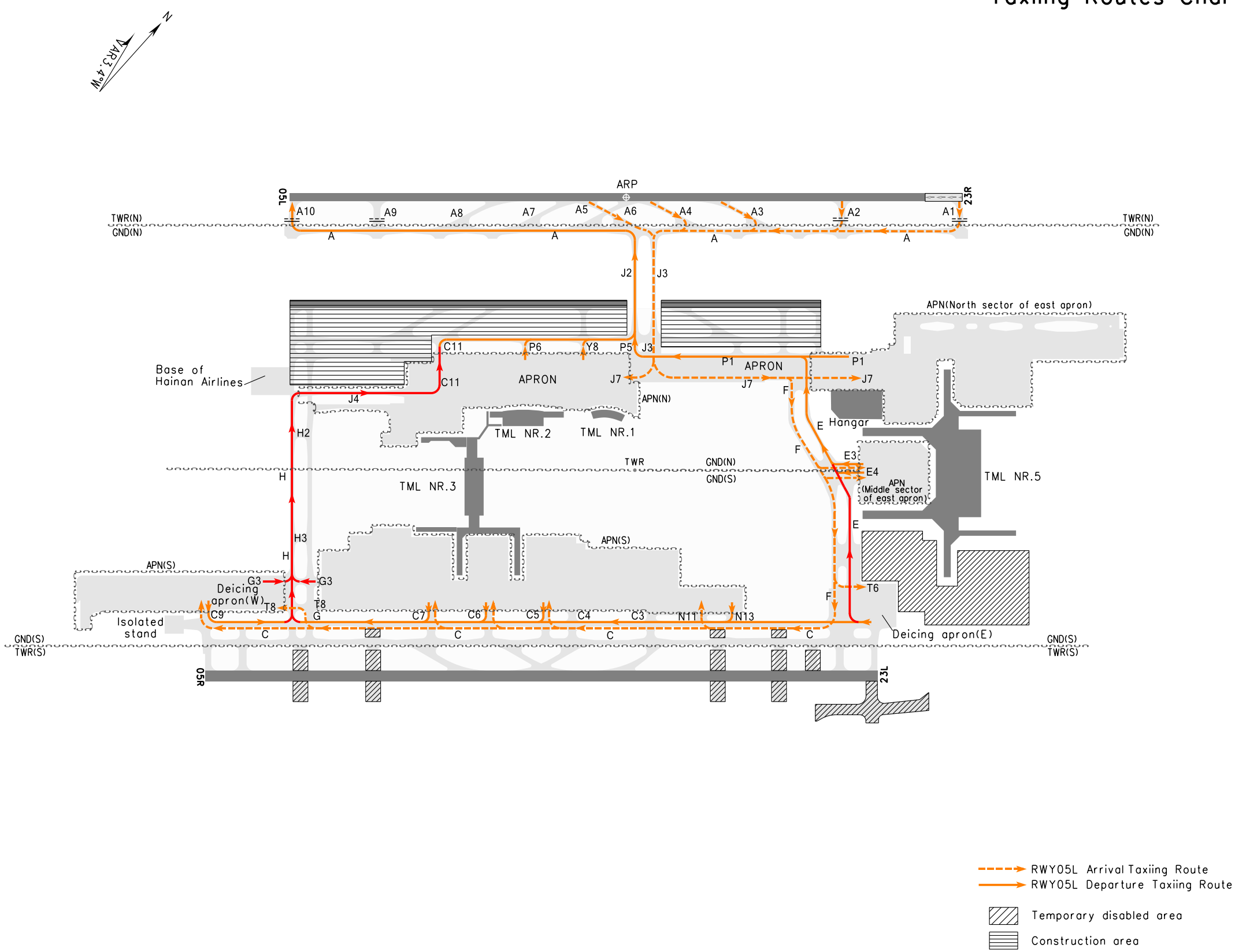


Notes:
1. ◄◄◄:Taxiing directions.
2. ——:Taxilines available for A380.
3. HP :Holding point.
4. Aircraft exit via TWY D2 is forbidden to taxi into TWY F without ATC permission.
5. Temporary disabled area
   Construction area

Changes: New TWY Y3,deleted taxiing directions of TWY G and H,deleted TWY lane,deleted PB.

D-ATIS(Chinese) 127.45 D-ATIS(English) 128.65
Delivery 121.6(DCL AVBL)
TWR(N) 124.3(118.15) TWR(S) 130.45(118.15) APN(N) 121.925 APN(Middle sector of east apron) 122.125
GND(N) 121.8(124.3) GND(S) 121.65(130.45) APN(S) 121.85 APN(North sector of east apron) 121.725

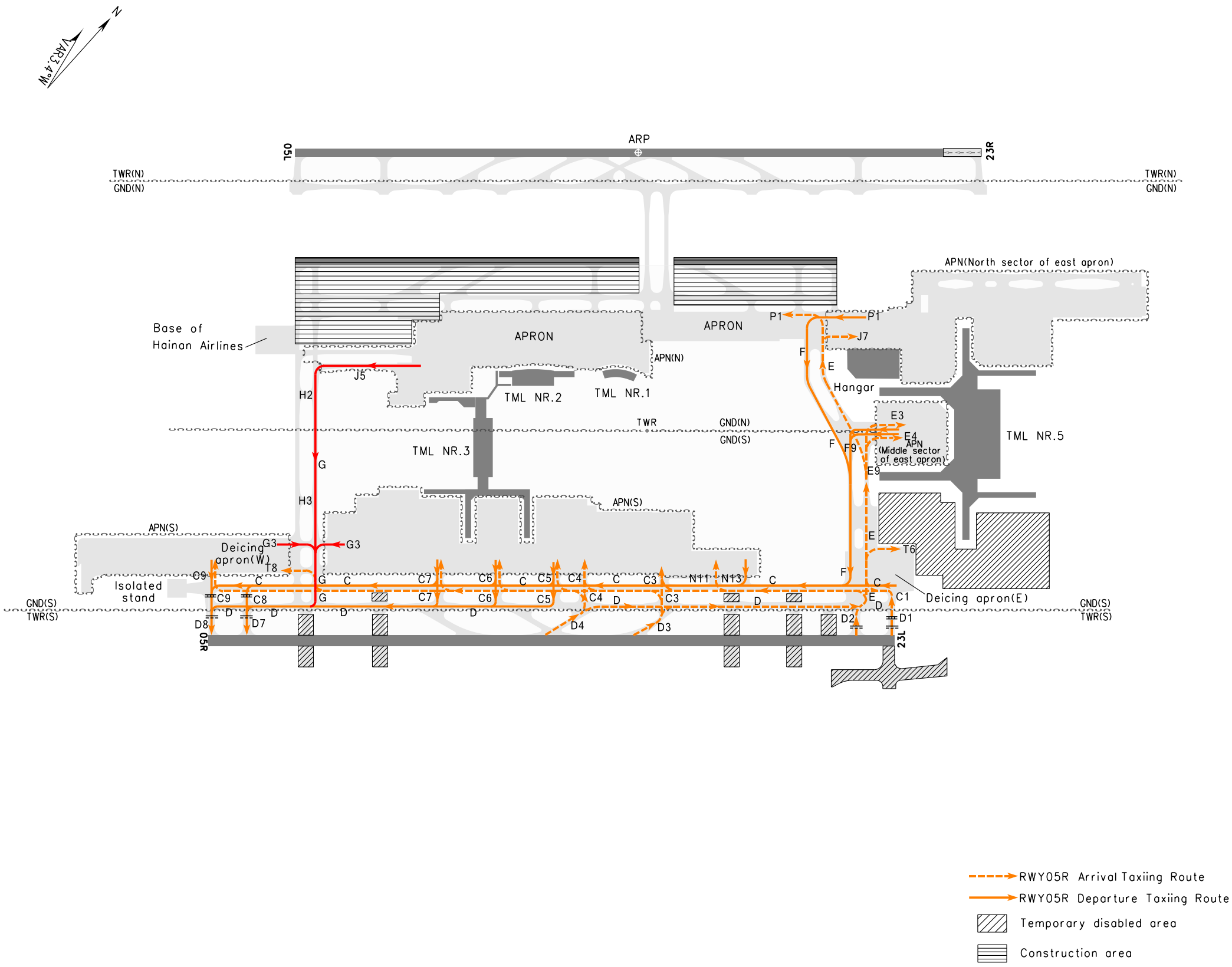
Taxiing Routes Chart



Changes: Departure Taxiing Route.

D-ATIS(Chinese) 127.45 D-ATIS(English) 128.65
Delivery 121.6(DCL AVBL)
TWR(N) 124.3(118.15) TWR(S) 130.45(118.15) APN(N) 121.925 APN(Middle sector of east apron) 122.125
GND(N) 121.8(124.3) GND(S) 121.65(130.45) APN(S) 121.85 APN(North sector of east apron) 121.725

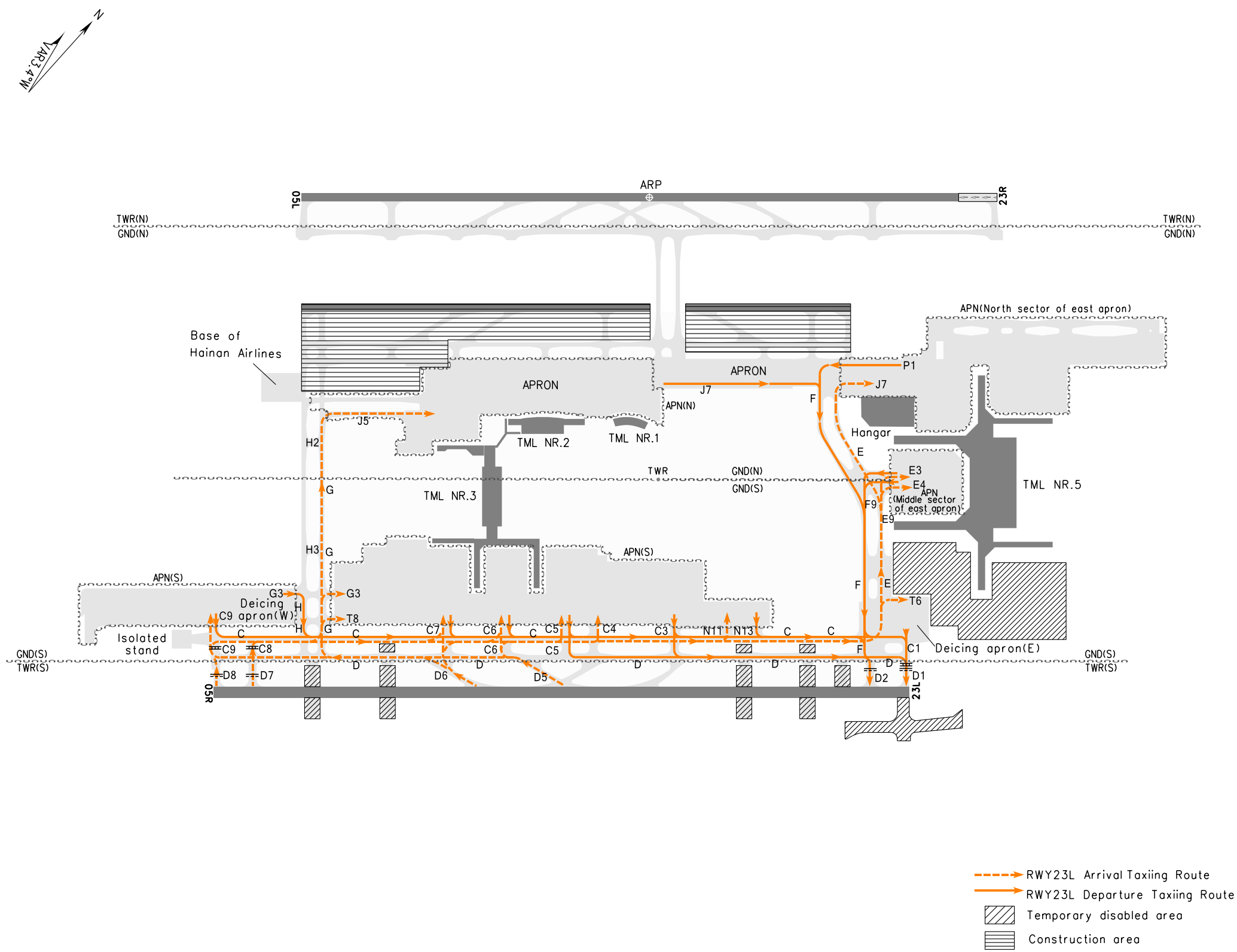
Taxiing Routes Chart



Changes: Departure Taxiing Route.

D-ATIS(Chinese) 127.45 D-ATIS(English) 128.65
Delivery 121.6(DCL AVBL)
TWR(N) 124.3(118.15) TWR(S) 130.45(118.15) APN(N) 121.925 APN(Middle sector of east apron) 122.125
GND(N) 121.8(124.3) GND(S) 121.65(130.45) APN(S) 121.85 APN(North sector of east apron) 121.725

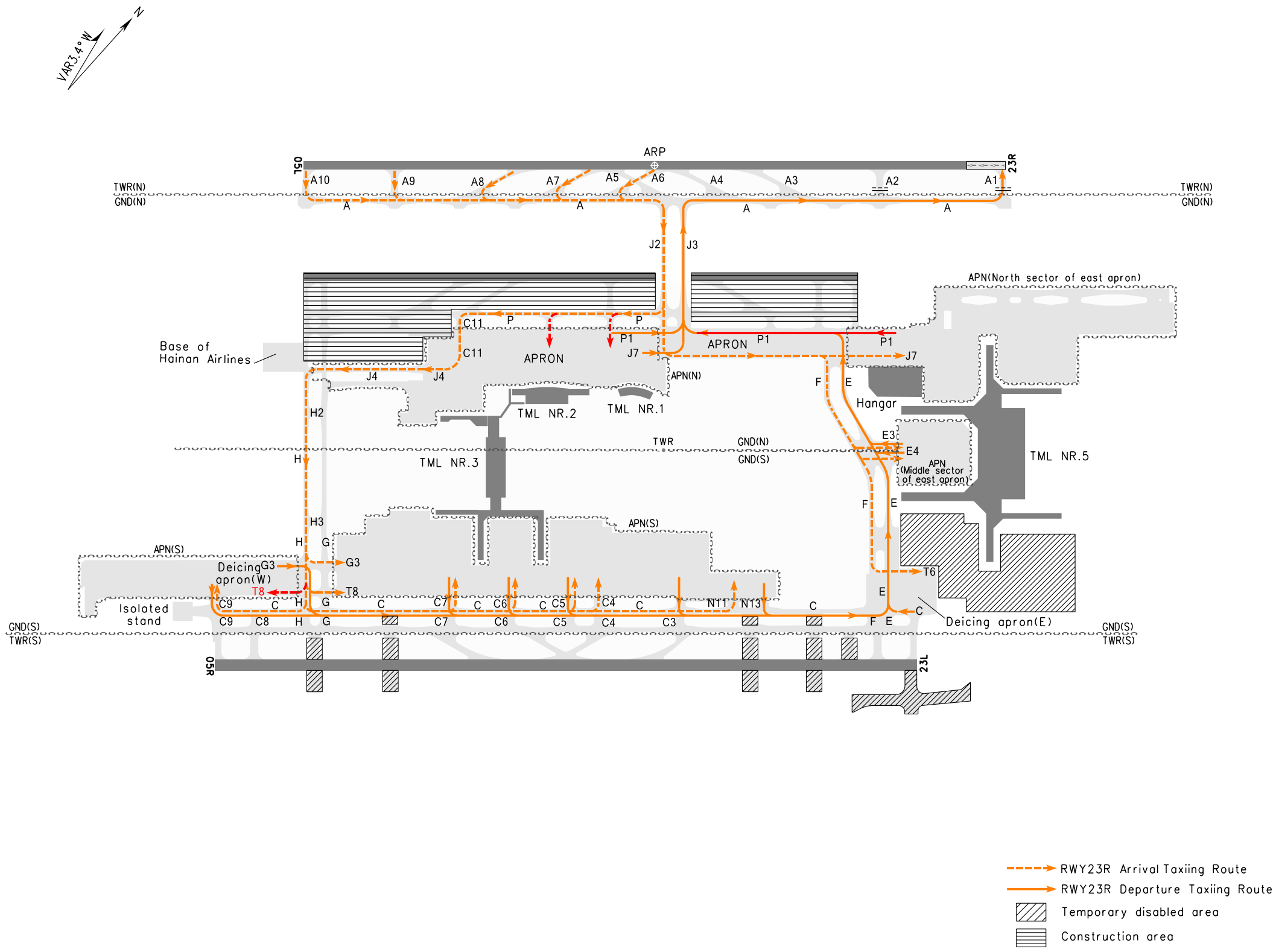
Taxiing Routes Chart



Changes: Nil.

D-ATIS(Chinese) 127.45 D-ATIS(English) 128.65
Delivery 121.6(DCL AVBL)
TWR(N) 124.3(118.15) TWR(S) 130.45(118.15) APN(N) 121.925 APN(Middle sector of east apron) 122.125
GND(N) 121.8(124.3) GND(S) 121.65(130.45) APN(S) 121.85 APN(North sector of east apron) 121.725

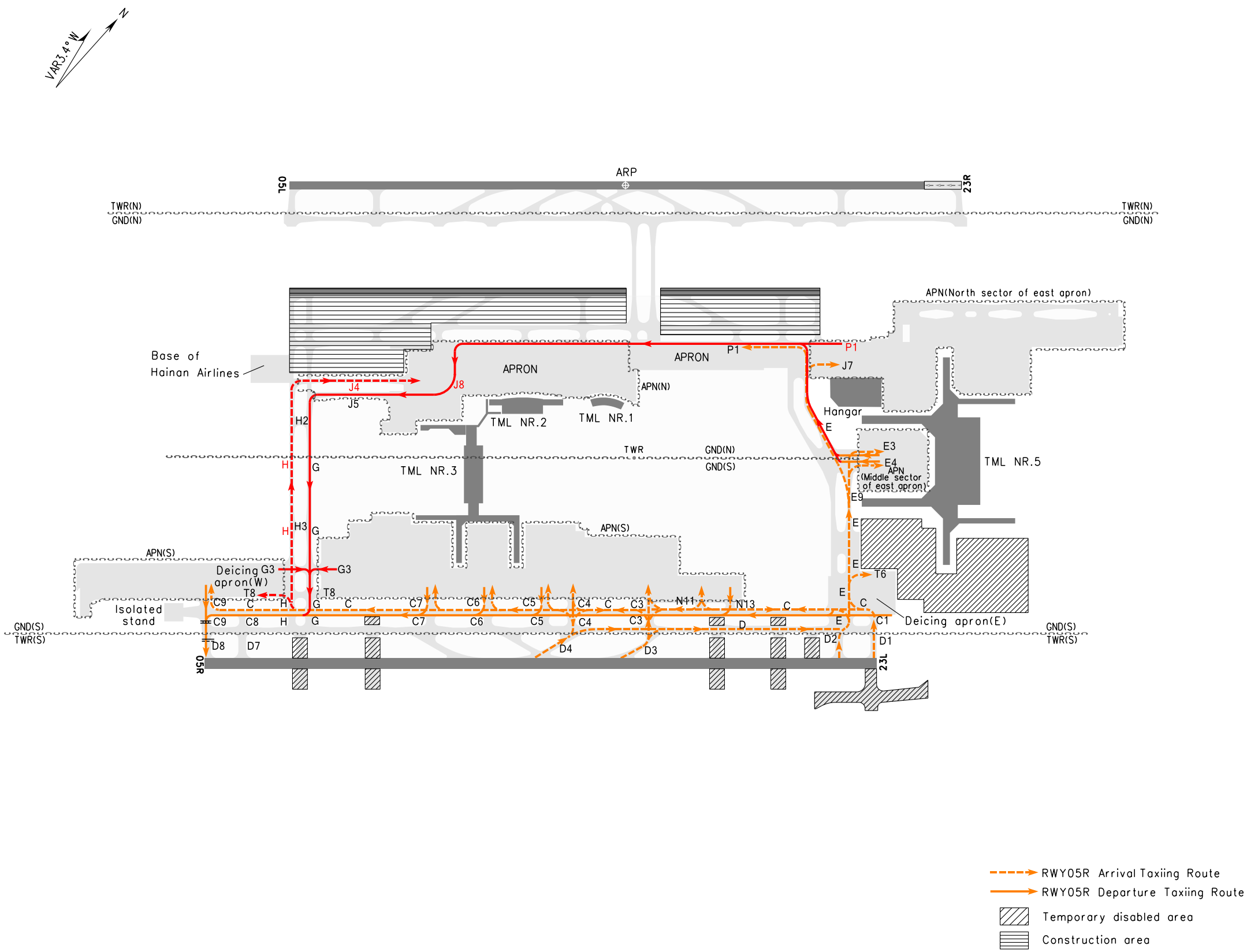
Taxiing Routes Chart



Changes: Arrival Taxiing Route, Departure Taxiing Route.

D-ATIS(Chinese) 127.45 D-ATIS(English) 128.65
Delivery 121.6(DCL AVBL)
TWR(N) 124.3(118.15) TWR(S) 130.45(118.15) APN(N) 121.925 APN(Middle sector of east apron) 122.125
GND(N) 121.8(124.3) GND(S) 121.65(130.45) APN(S) 121.85 APN(North sector of east apron) 121.725

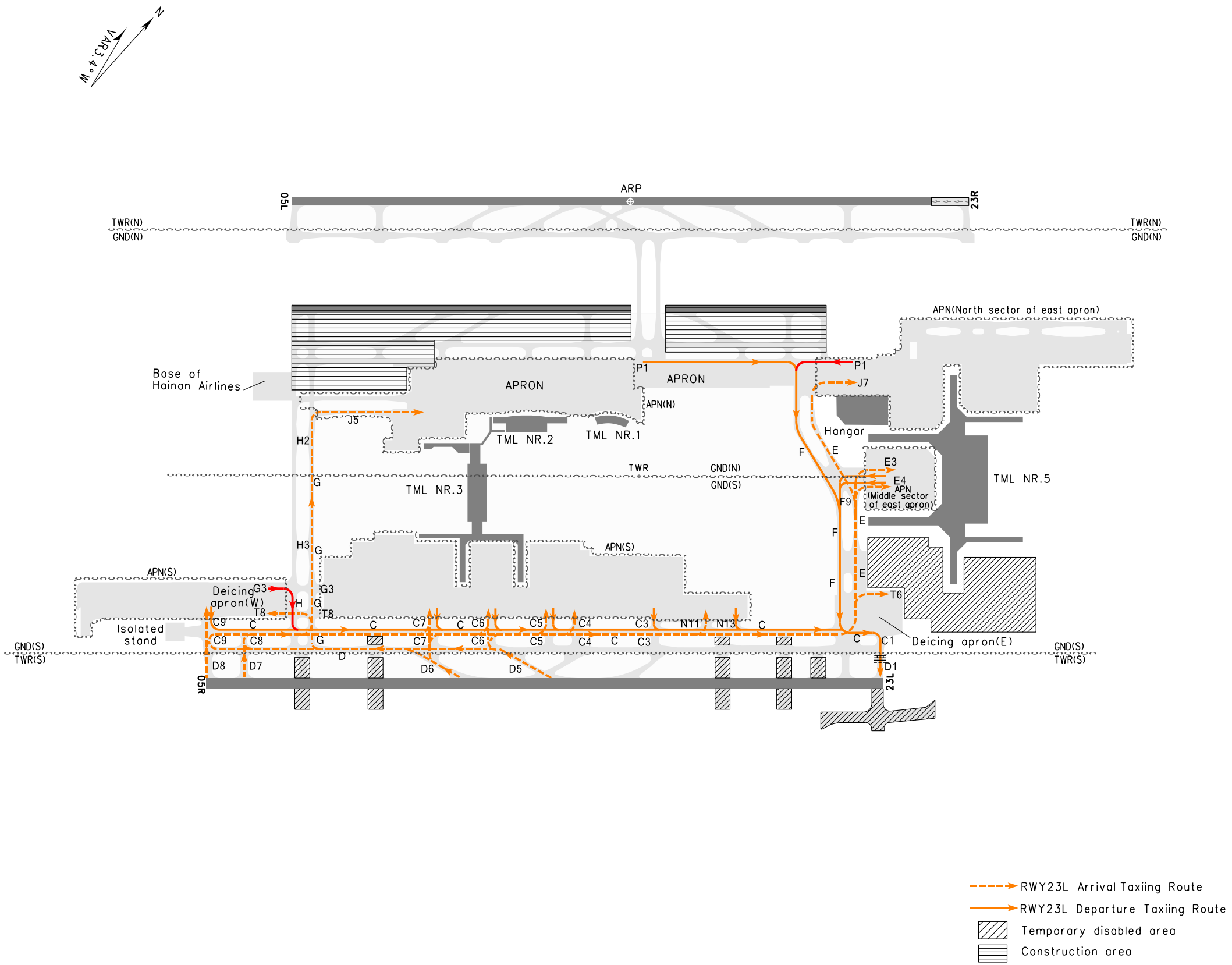
Low Visibility Operation Route Chart



Changes: Arrival Taxiing Route, Departure Taxiing Route.

D-ATIS(Chinese) 127.45 D-ATIS(English) 128.65
Delivery 121.6(DCL AVBL)
TWR(N) 124.3(118.15) TWR(S) 130.45(118.15) APN(N) 121.925 APN(Middle sector of east apron) 122.125
GND(N) 121.8(124.3) GND(S) 121.65(130.45) APN(S) 121.85 APN(North sector of east apron) 121.725

Low Visibility Operation Route Chart

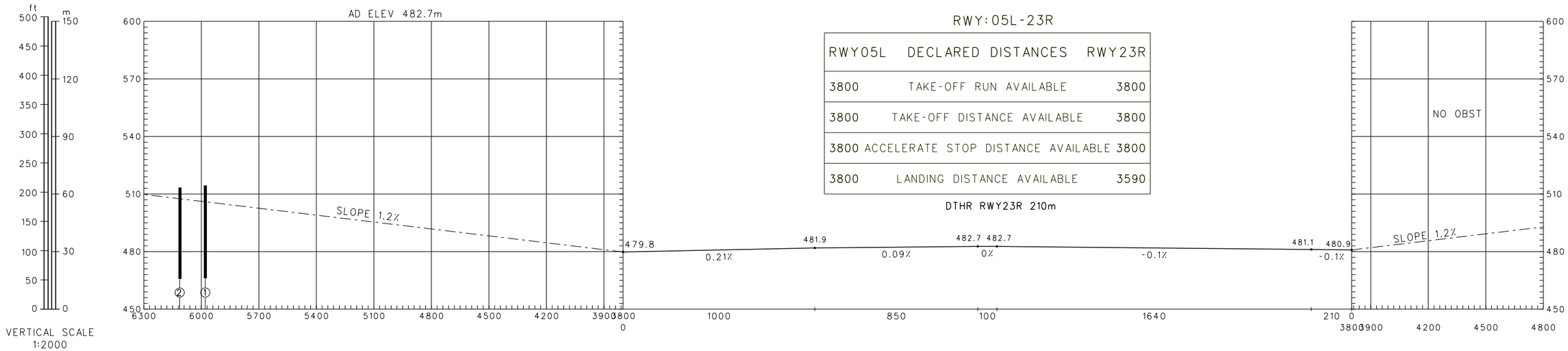


Changes: Departure Taxiing Route.

AERODROME OBSTACLE CHART-ICAO

TYPE A(OPERATING LIMITATIONS)

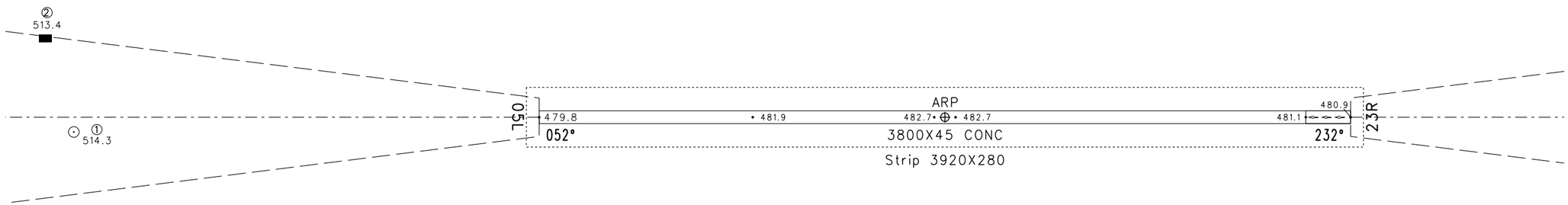
MAGNETIC VARIATION 3.4° W



RWY:05L-23R

RWY05L	DECLARED DISTANCES	RWY23R
3800	TAKE-OFF RUN AVAILABLE	3800
3800	TAKE-OFF DISTANCE AVAILABLE	3800
3800	ACCELERATE STOP DISTANCE AVAILABLE	3800
3800	LANDING DISTANCE AVAILABLE	3590

DTHR RWY23R 210m



1:20000
HORIZONTAL SCALE

LEGEND	
①	OBST NR
■	BUILD OR LARGE STRUCTURE
⊙	POLE

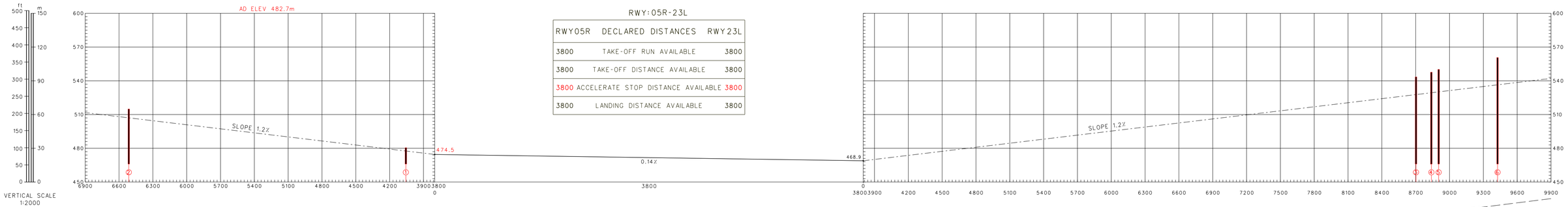
AMENDMENT RECORD		
NR	DATE	ENTERED BY

Changes: New Chart.

AERODROME OBSTACLE CHART-ICAO

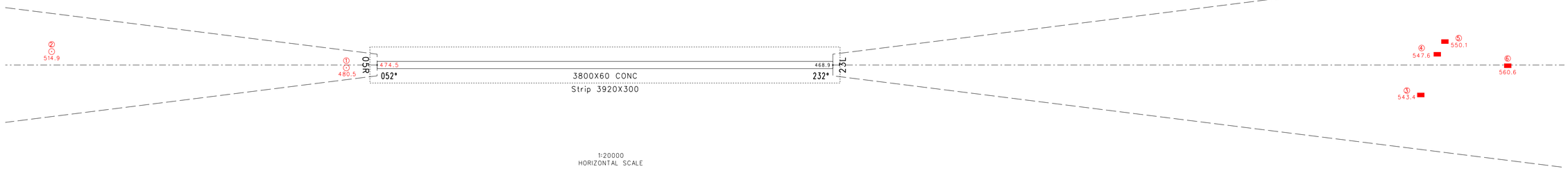
TYPE A(OPERATING LIMITATIONS)

MAGNETIC VARIATION 3.4° W

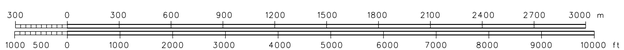


RWY:05R-23L

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



1:20000
HORIZONTAL SCALE

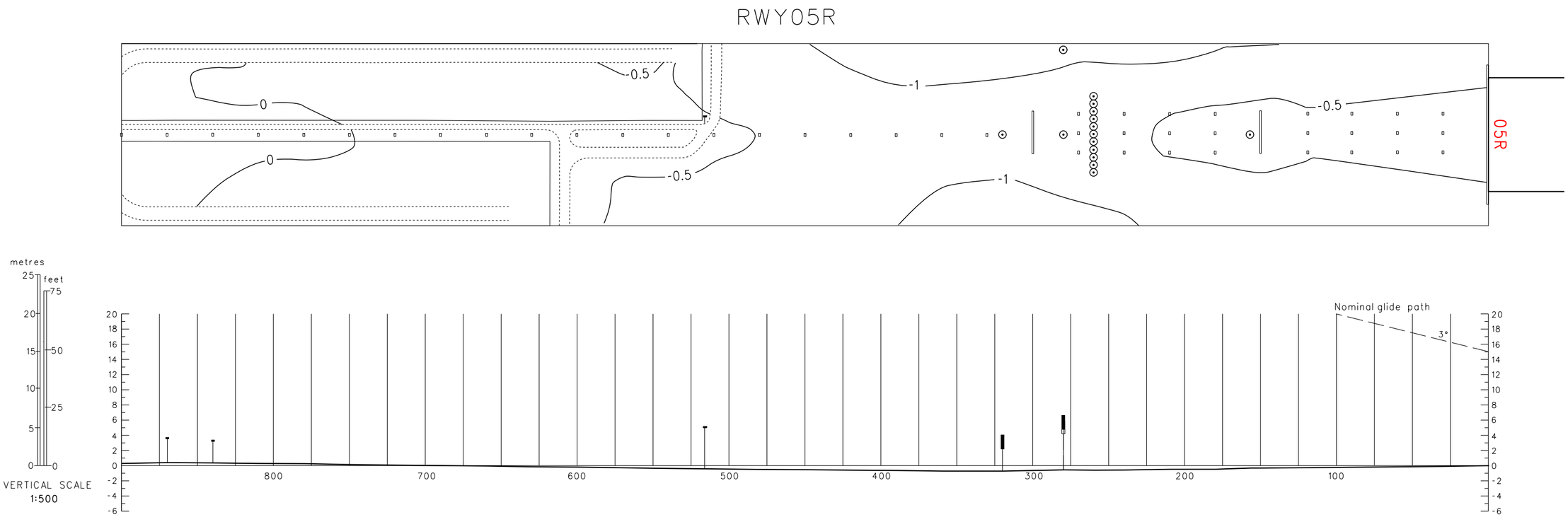


LEGEND	
①	OBST NR
⊙	POLE
▬	BUILD OR LARGE STRUCTURE

AMENDMENT RECORD		
NR	DATE	ENTERED BY

Changes: AD EVEL, OBST, Declared distance, Delete SWY.

PRECISION APPROACH TERRAIN CHART-ICAO



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

CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR

HORIZONTAL SCALE 1:2500

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

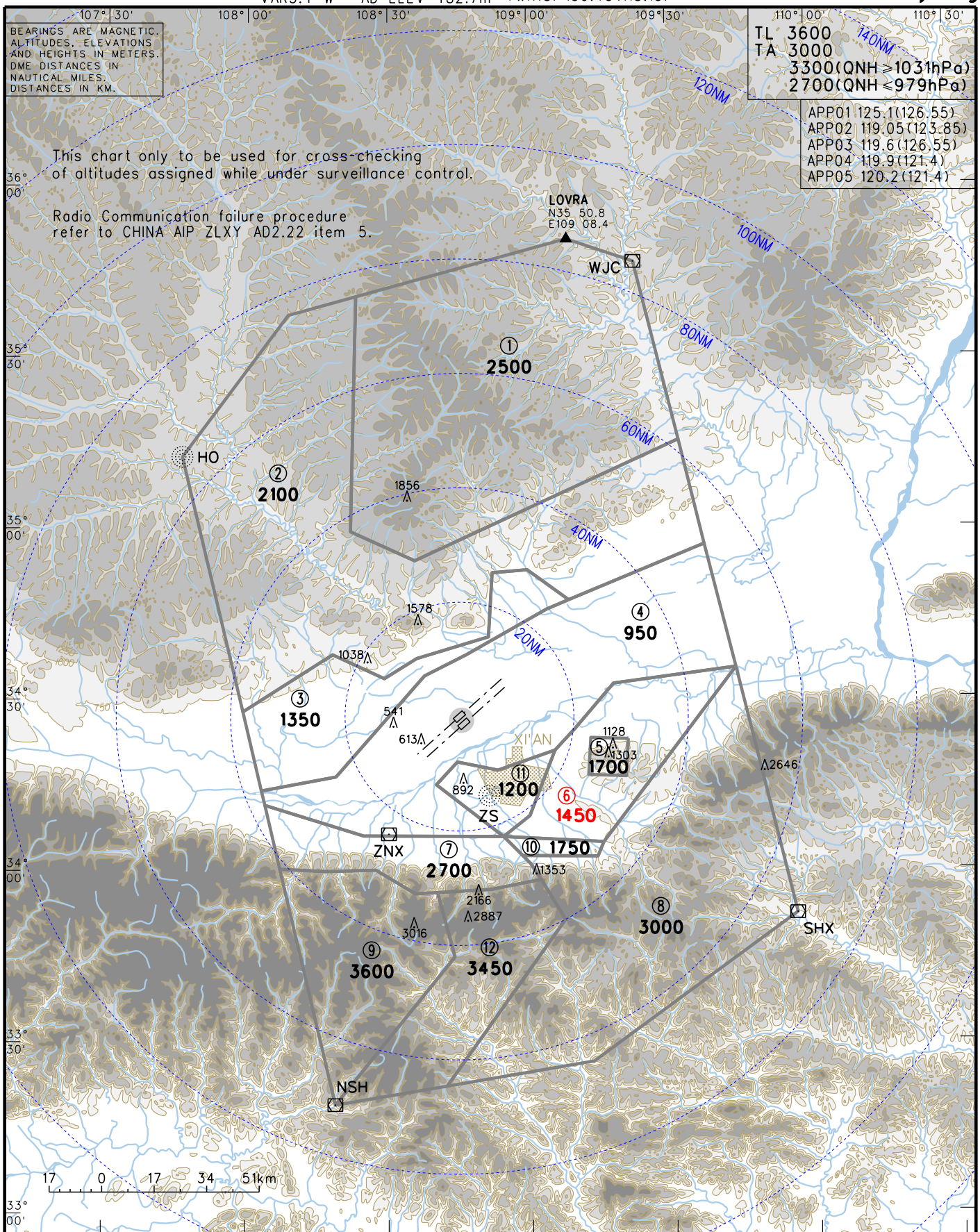
AMENDMENT RECORD		
NR	DATE	ENTERED BY
Changes: RWY.		

ATC SURVEILLANCE MINIMUM ALTITUDE CHART

VAR3.4°W AD ELEV 482.7m

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang



Changes: Sector Nr.6.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

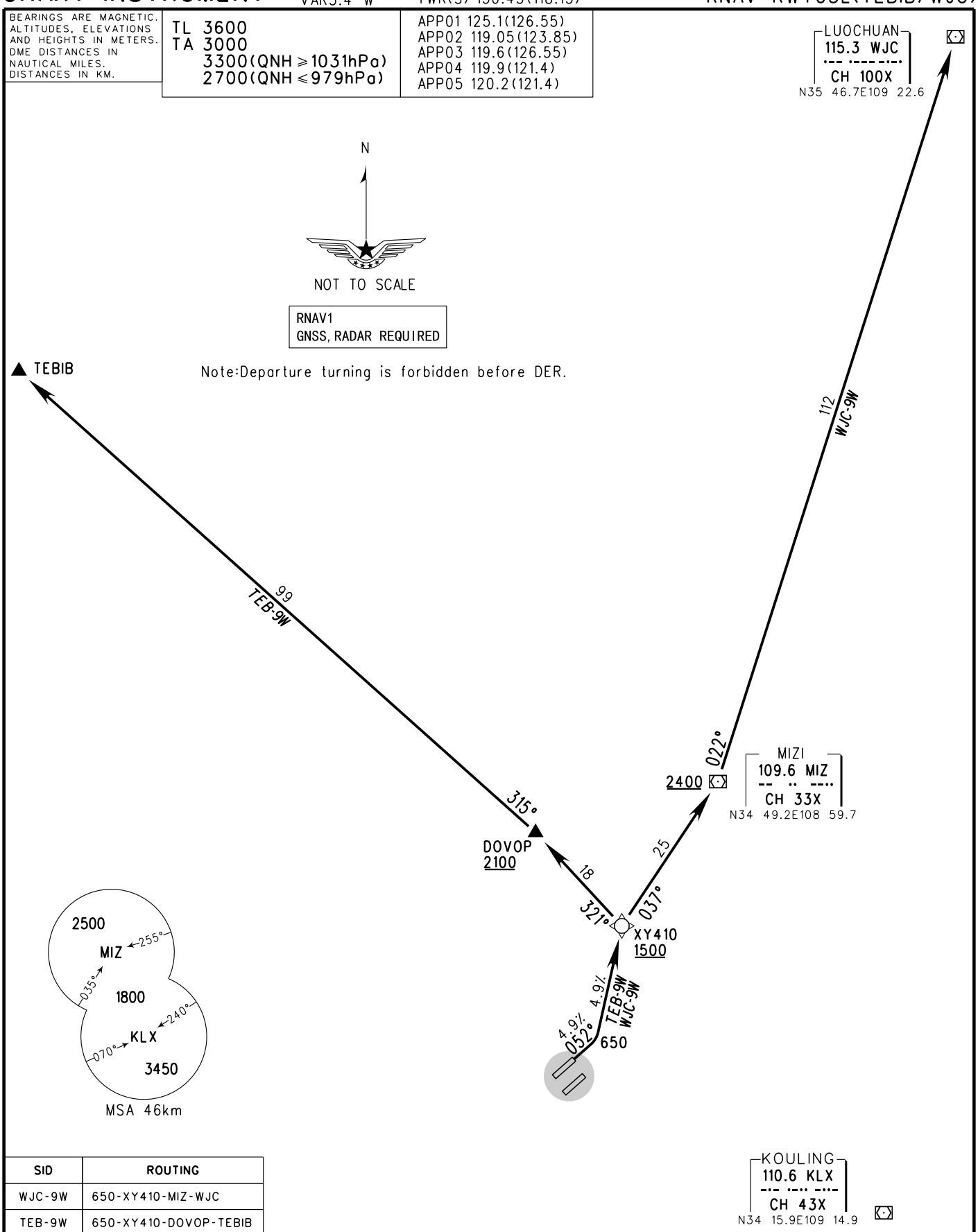
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY05L(TEBIB/WJC)

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)

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)



SID	ROUTING
WJC-9W	650-XY410-MIZ-WJC
TEB-9W	650-XY410-DOVOP-TEBIB

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

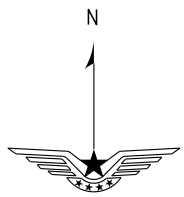
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY05L(NSH)

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

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)

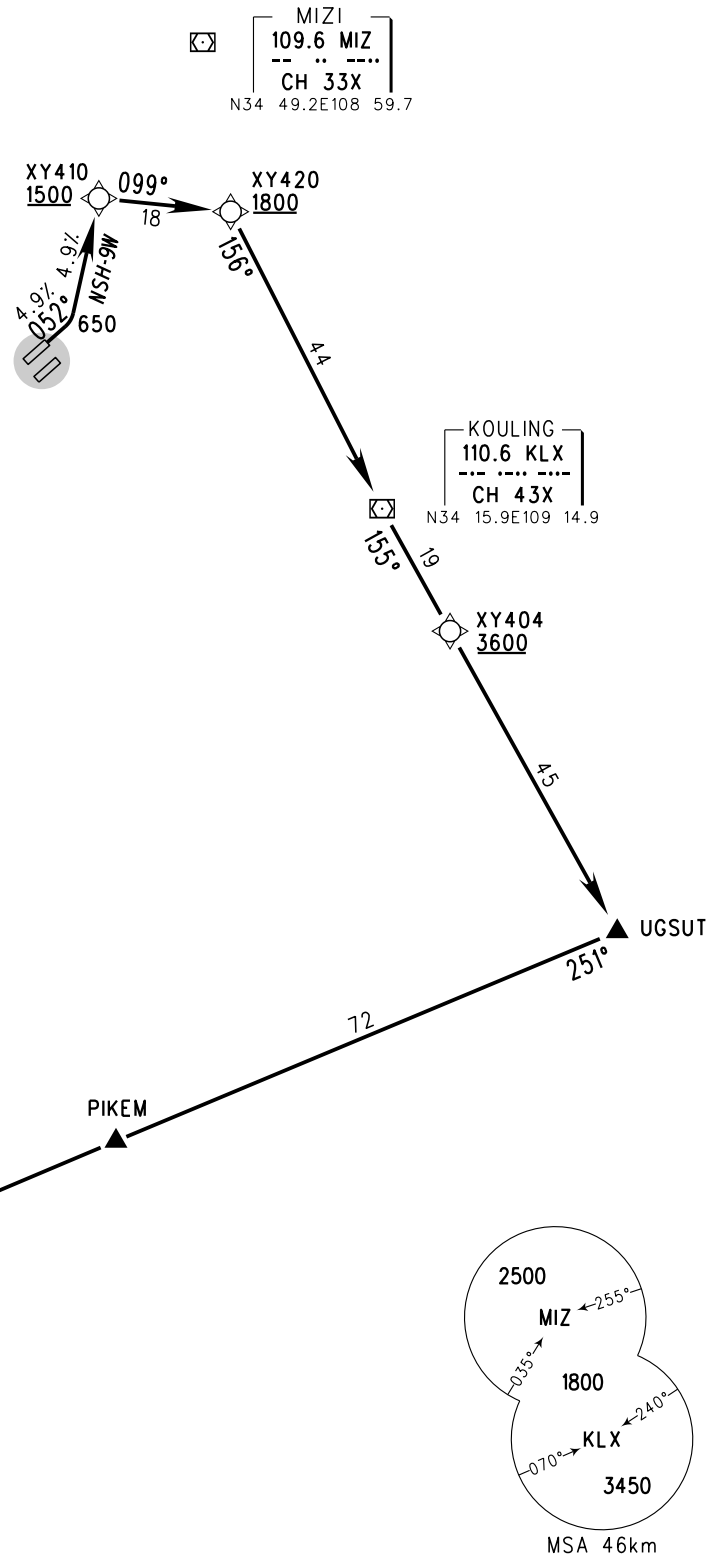
TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)



NOT TO SCALE

RNAV1
GNSS, RADAR REQUIRED

Note:Departure turning is forbidden before DER.



SID	ROUTING
NSH-9W	650-XY410-XY420-KLX-XY404-UGSUT-PIKEM-NSH

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

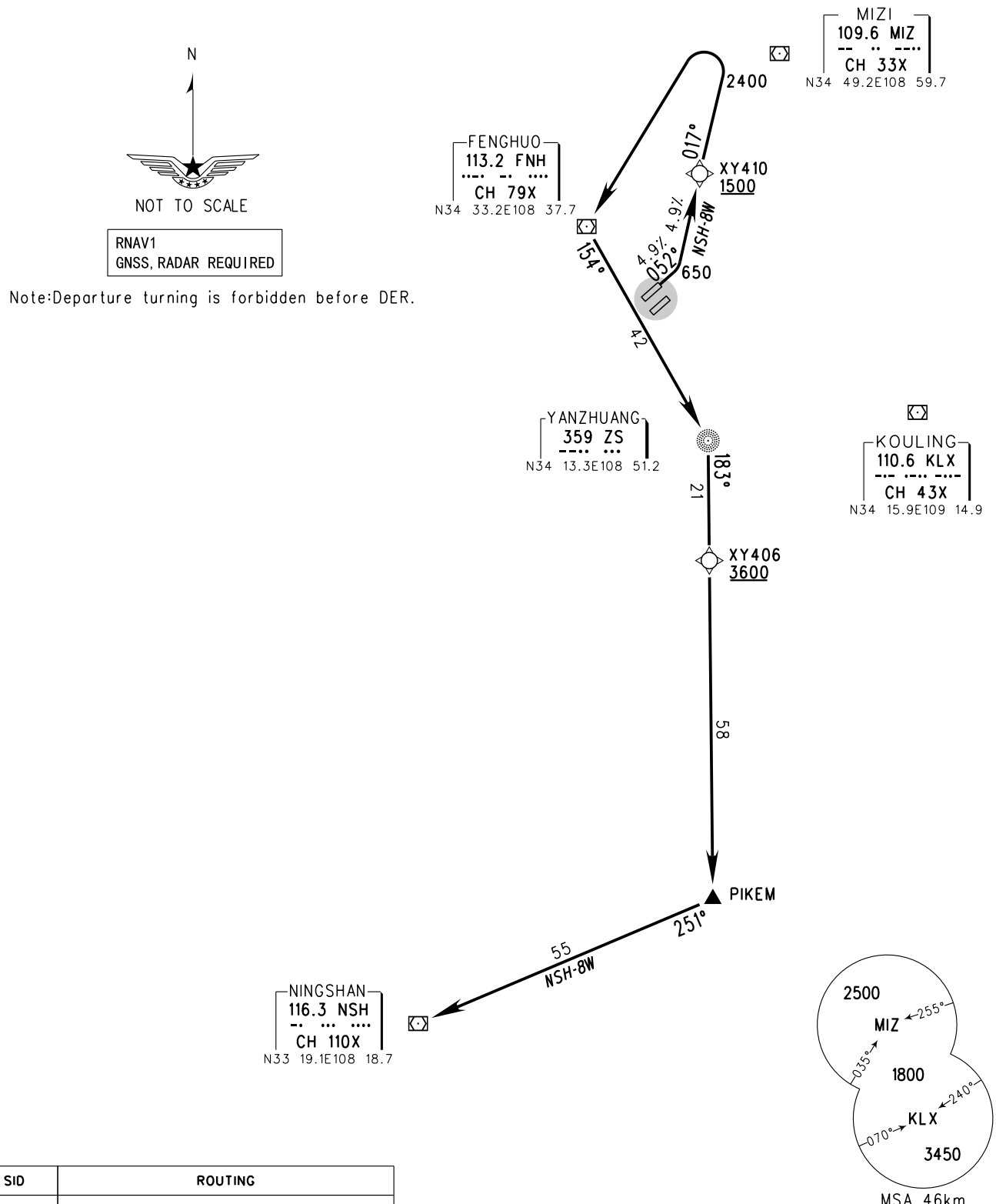
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY05L(NSH)

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

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)

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



SID	ROUTING
NSH-8W	650-XY410-2400-FNH-ZS-XY406-PIKEM-NSH

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

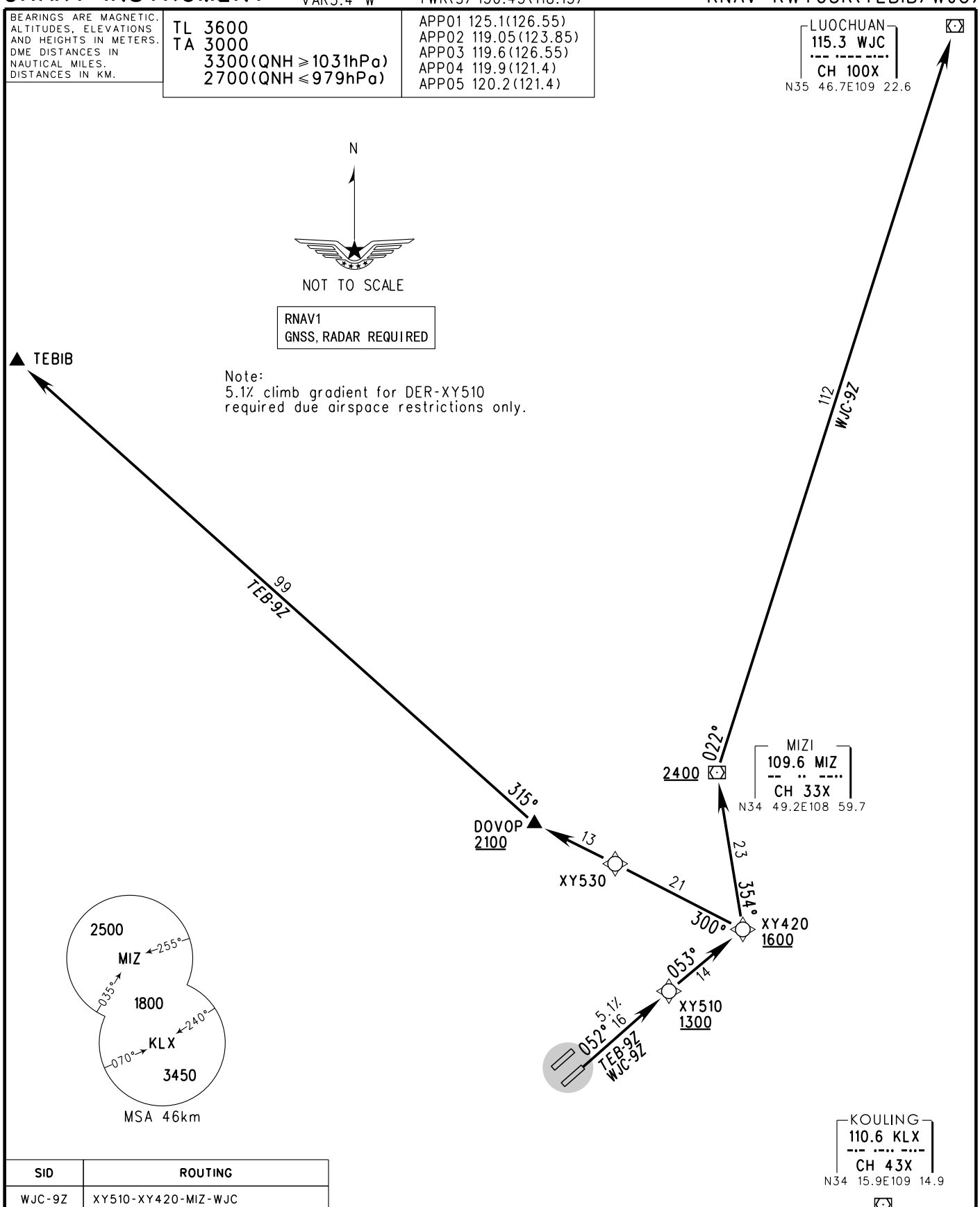
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY05R(TEBIB/WJC)

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)

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)



SID	ROUTING
WJC-9Z	XY510-XY420-MIZ-WJC
TEB-9Z	XY510-XY420-XY530-DOVOP-TEBIB

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang

RNAV RWY05R(NSH)

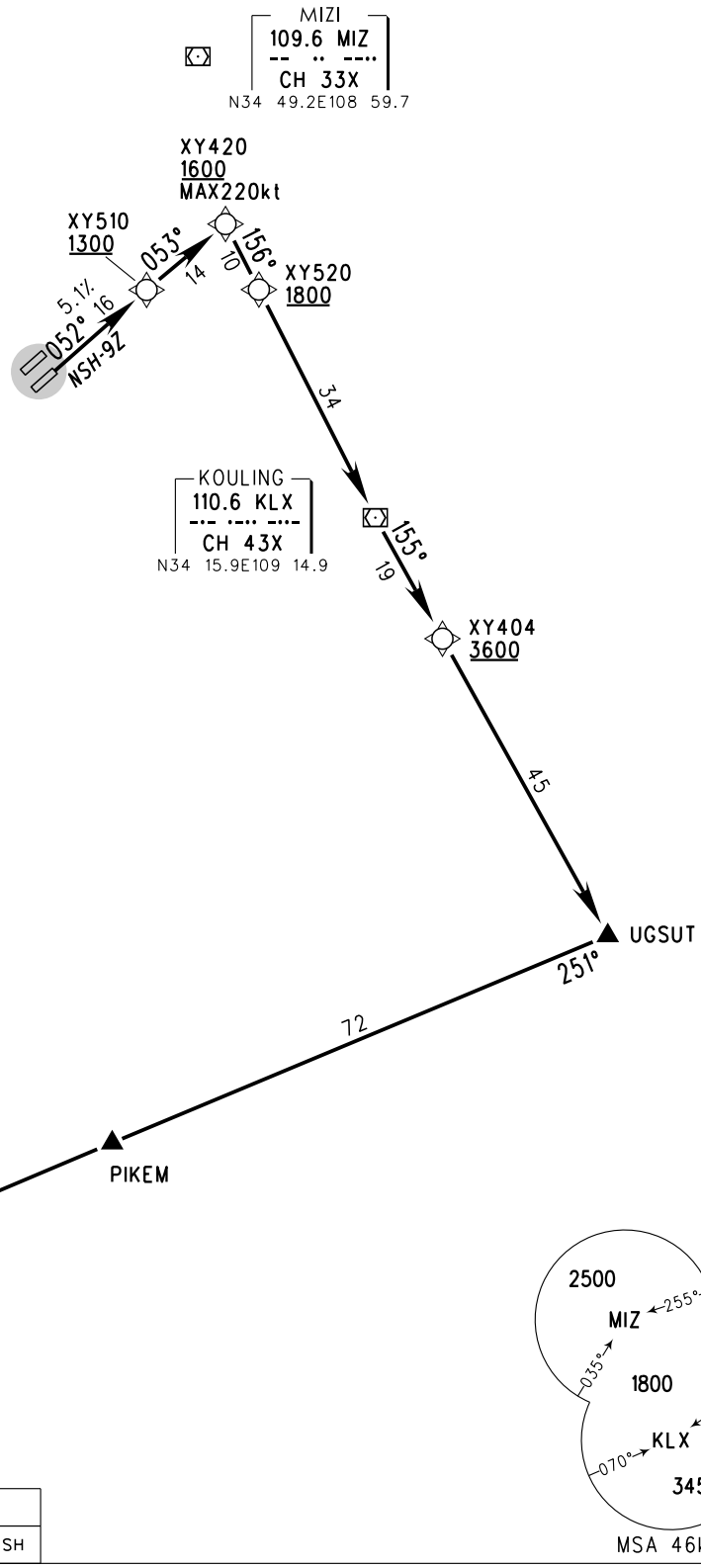
BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

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)

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

RNAV1
GNSS, RADAR REQUIRED

Note:
5.1% climb gradient for DER-XY510 required due airspace restrictions only.



SID	ROUTING
NSH-9Z	XY510-XY420-XY520-KLX-XY404-UGSUT-PIKEM-NSH

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

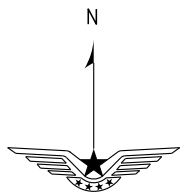
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY05R(NSH)

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

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)

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



NOT TO SCALE

RNAV1
GNSS, RADAR REQUIRED

Note:
5.1% climb gradient for DER-XY510 required due airspace restrictions only.

MIZI
109.6 MIZ
CH 33X
N34 49.2E108 59.7

XY530

FENGHUO
113.2 FNH
CH 79X
N34 33.2E108 37.7

25
231°
21
300°
XY420
1600
MAX250kt
053°
14
5.1%
16
052°
NSH-8Z
XY510
1300
154°
42

KOULING
110.6 KLX
CH 43X
N34 15.9E109 14.9

YANZHUANG
359 ZS
N34 13.3E108 51.2

183° 21

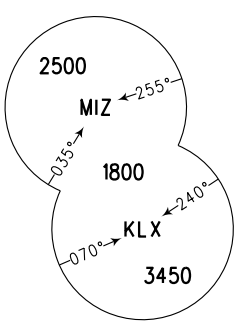
XY406
3600

58

PIKEM

251°
55
NSH-8Z

NINGSHAN
116.3 NSH
CH 110X
N33 19.1E108 18.7



MSA 46km

SID	ROUTING
NSH-8Z	XY510-XY420-XY530-FNH-ZS-XY406-PIKEM-NSH

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY23L(TEBIB/WJC)

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)

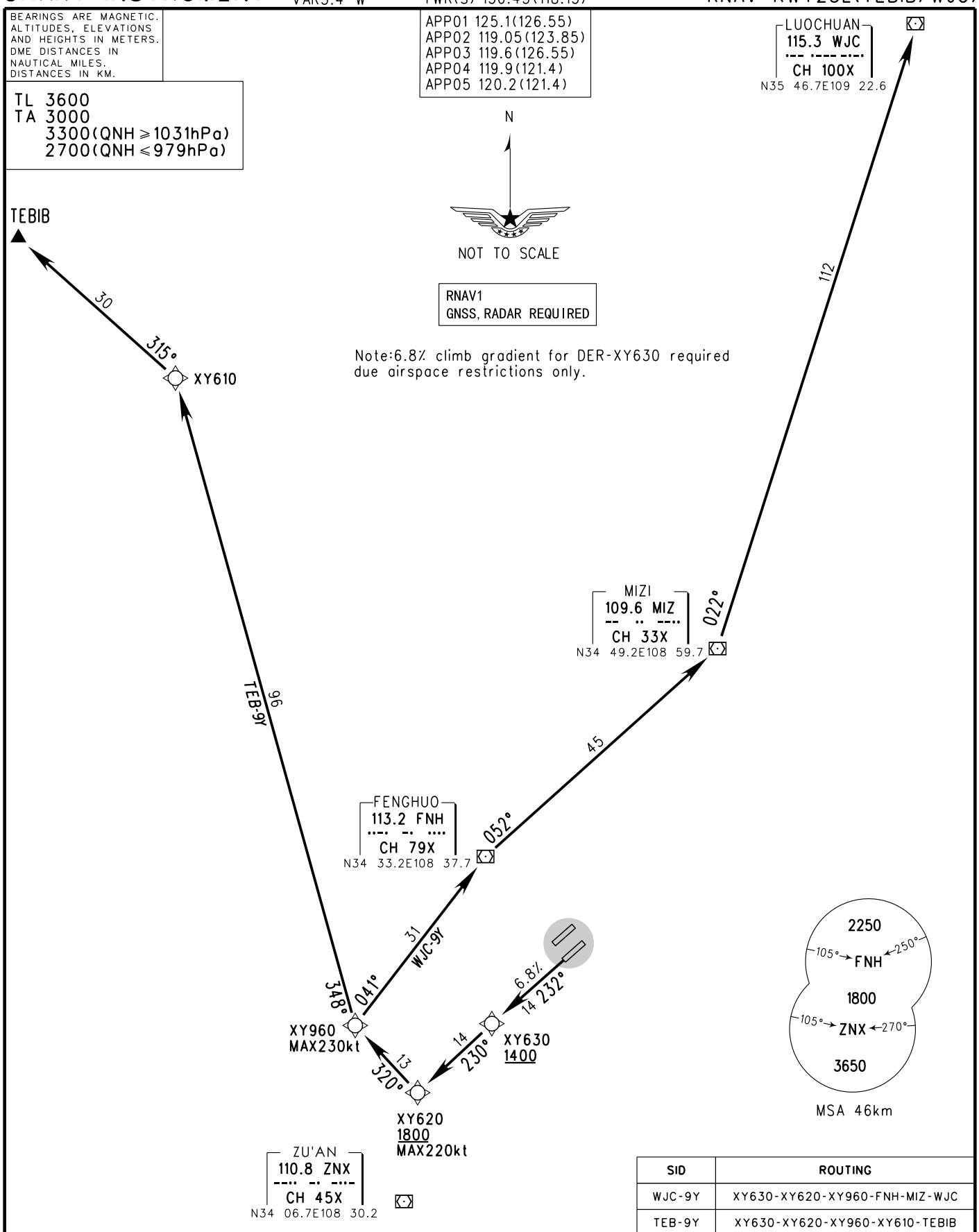
APP01 125.1(126.55)
APP02 119.05(123.85)
APP03 119.6(126.55)
APP04 119.9(121.4)
APP05 120.2(121.4)

N

NOT TO SCALE

RNAV1
GNSS, RADAR REQUIRED

Note:6.8% climb gradient for DER-XY630 required due airspace restrictions only.



SID	ROUTING
WJC-9Y	XY630-XY620-XY960-FNH-MIZ-WJC
TEB-9Y	XY630-XY620-XY960-XY610-TEBIB

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4°W

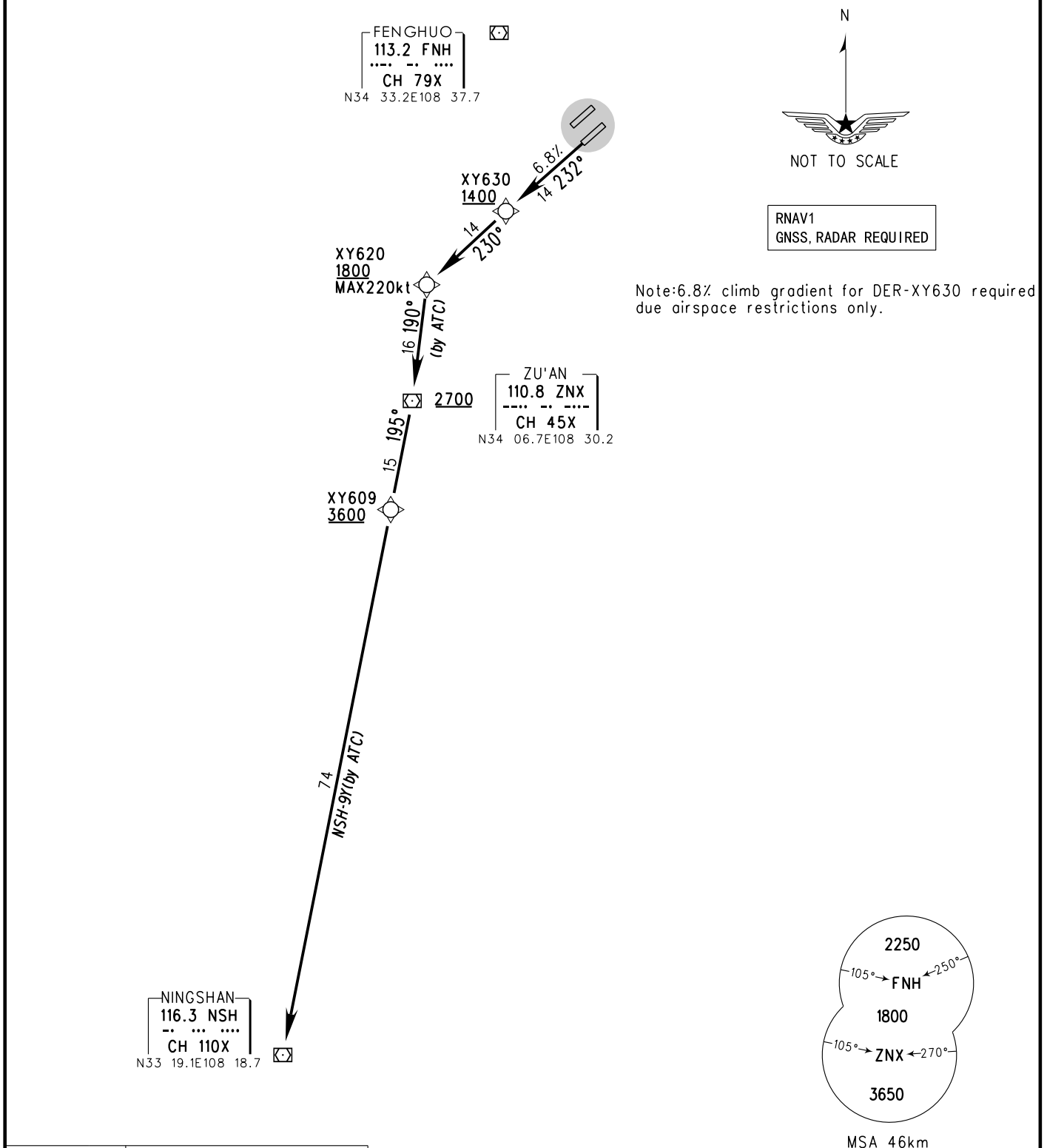
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY23L(NSH)

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

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)

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



RNAV1
GNSS, RADAR REQUIRED

Note:6.8% climb gradient for DER-XY630 required due airspace restrictions only.

SID	ROUTING
NSH-9Y(by ATC)	XY630-XY620-ZNX-XY609-NSH

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4°W

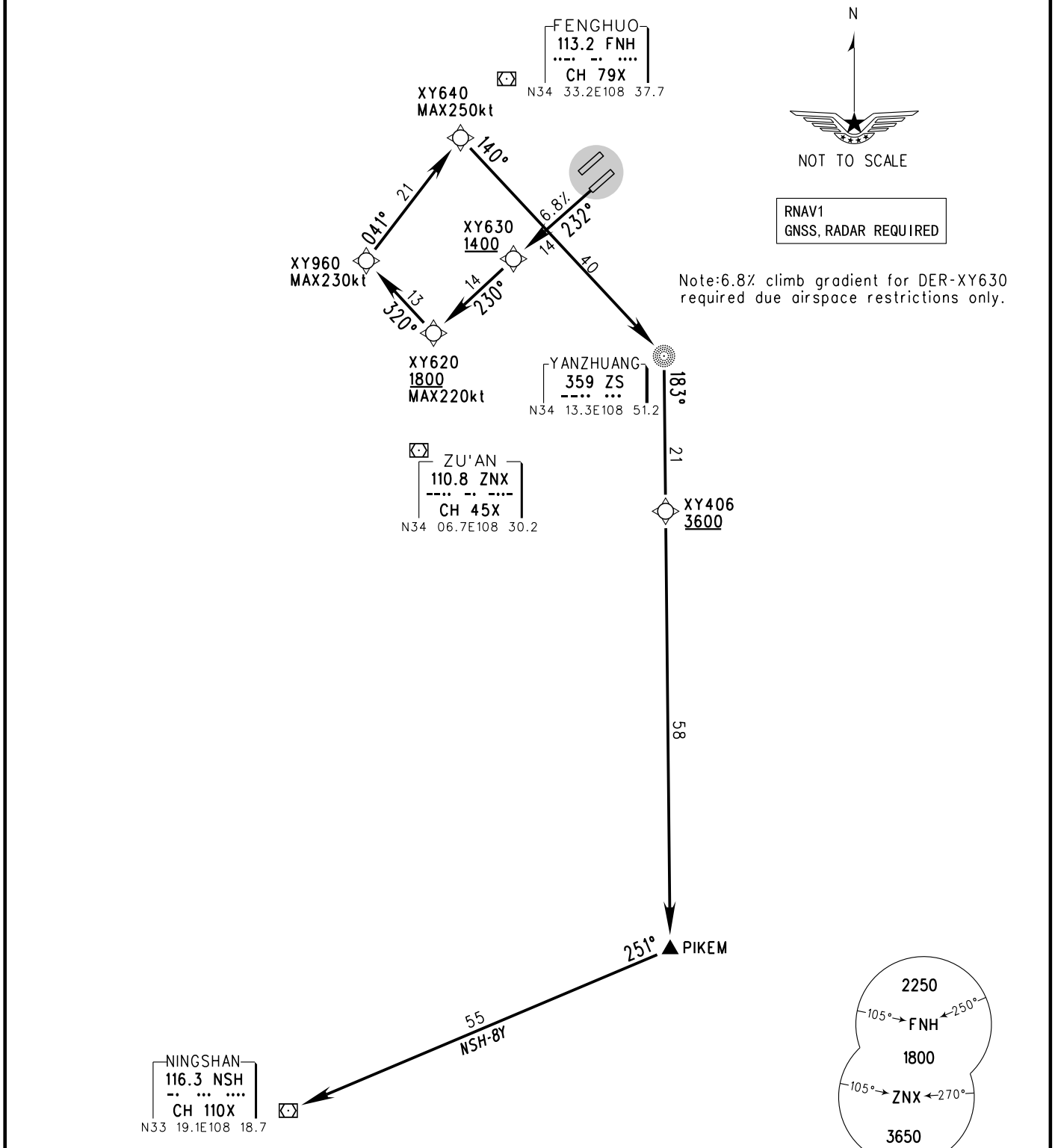
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY23L(NSH)

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

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)

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



RNAV1
GNSS, RADAR REQUIRED

Note:6.8% climb gradient for DER-XY630 required due airspace restrictions only.

MSA 46km

SID	ROUTING
NSH-8Y	XY630-XY620-XY960-XY640-ZS-XY406-PIKEM-NSH

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

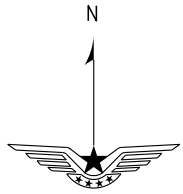
ZLXY XI'AN/Xianyang

RNAV RWY23R
(TEBIB/WJC)

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

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)

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



RNAV1
GNSS, RADAR REQUIRED

Notes:
1. 6% climb gradient for DER-XY701required due airspace restrictions only.
2. Departure turning is forbidden before DER.

TEBIB
30
TEB-9X
315°
XY610
78
348°
XY703
MAX220kt
078°
24
FENGHUO
113.2 FNH
CH 79X
N34 33.2E108 37.7
052°
45
MIZI
109.6 MIZ
CH 33X
N34 49.2E108 59.7
022°
112
WJC-9X
LUOCHUAN
115.3 WJC
CH 100X
N35 46.7E109 22.6
12
348°
XY702
MAX205kt
16
262°
XY701
1400
6%
232°
6%
650
2250
105°
FNH
250°
1800
105°
ZNX
270°
3650
MSA 46km
ZU'AN
110.8 ZNX
CH 45X
N34 06.7E108 30.2

SID	ROUTING
WJC-9X	650-XY701-XY702-XY703-FNH-MIZ-WJC
TEB-9X	650-XY701-XY702-XY703-XY610-TEBIB

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

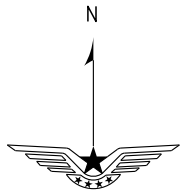
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY23R(NSH)

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

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)

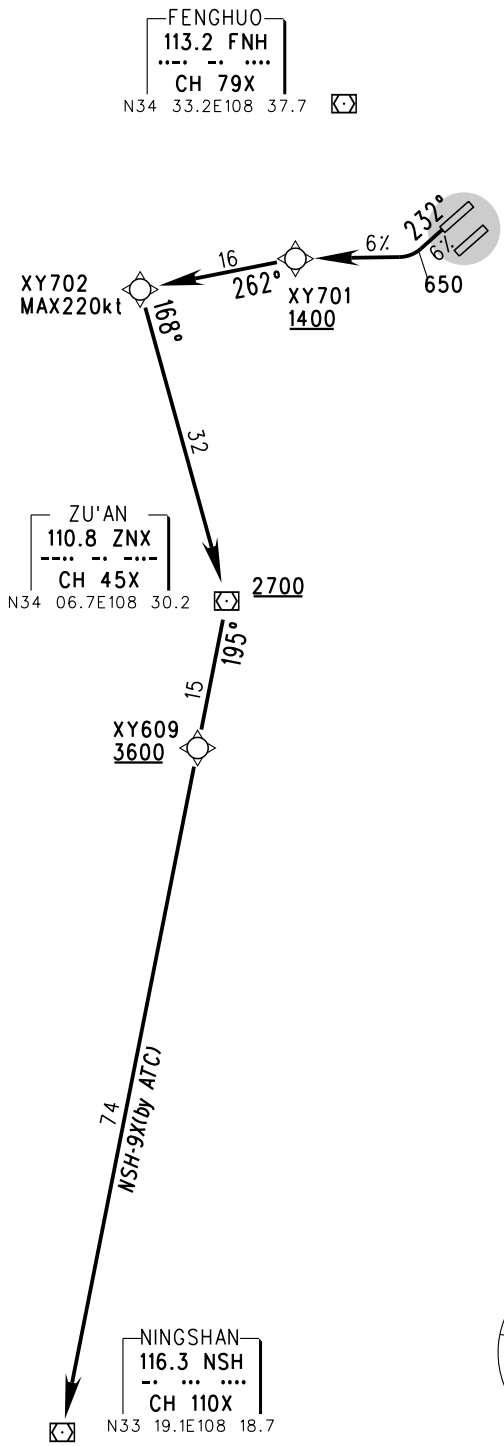
TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

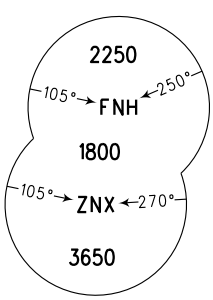


NOT TO SCALE

RNAV1
GNSS, RADAR REQUIRED

Notes:
1. 6% climb gradient for DER-XY701required due airspace restrictions only.
2. Departure turning is forbidden before DER.





MSA 46km

SID	ROUTING
NSH-9X (by ATC)	650-XY701-XY702-ZNX-XY609-NSH

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

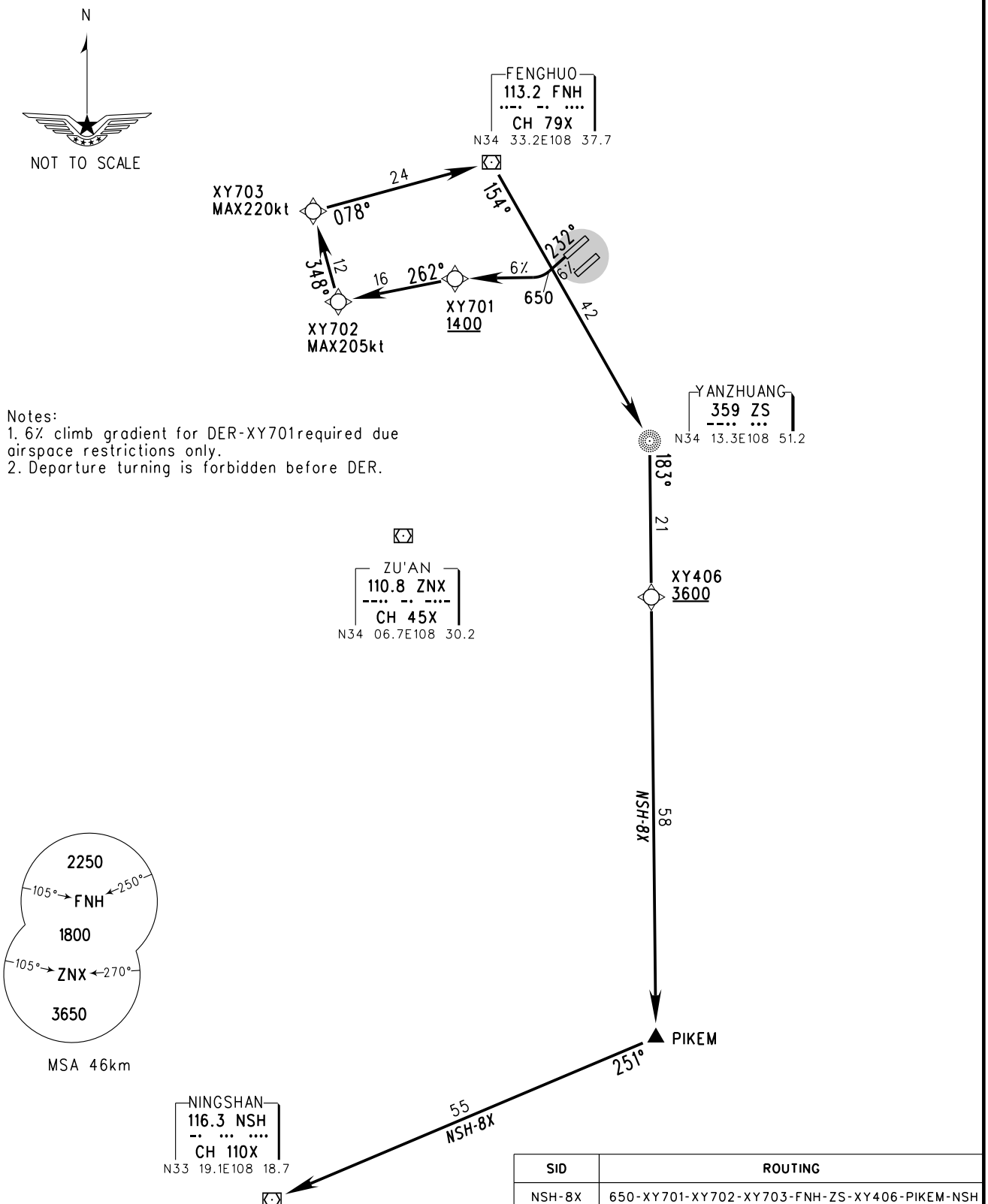
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY23R(NSH)

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

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)

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



Notes:
1. 6% climb gradient for DER-XY701required due airspace restrictions only.
2. Departure turning is forbidden before DER.

SID	ROUTING
NSH-8X	650-XY701-XY702-XY703-FNH-ZS-XY406-PIKEM-NSH

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

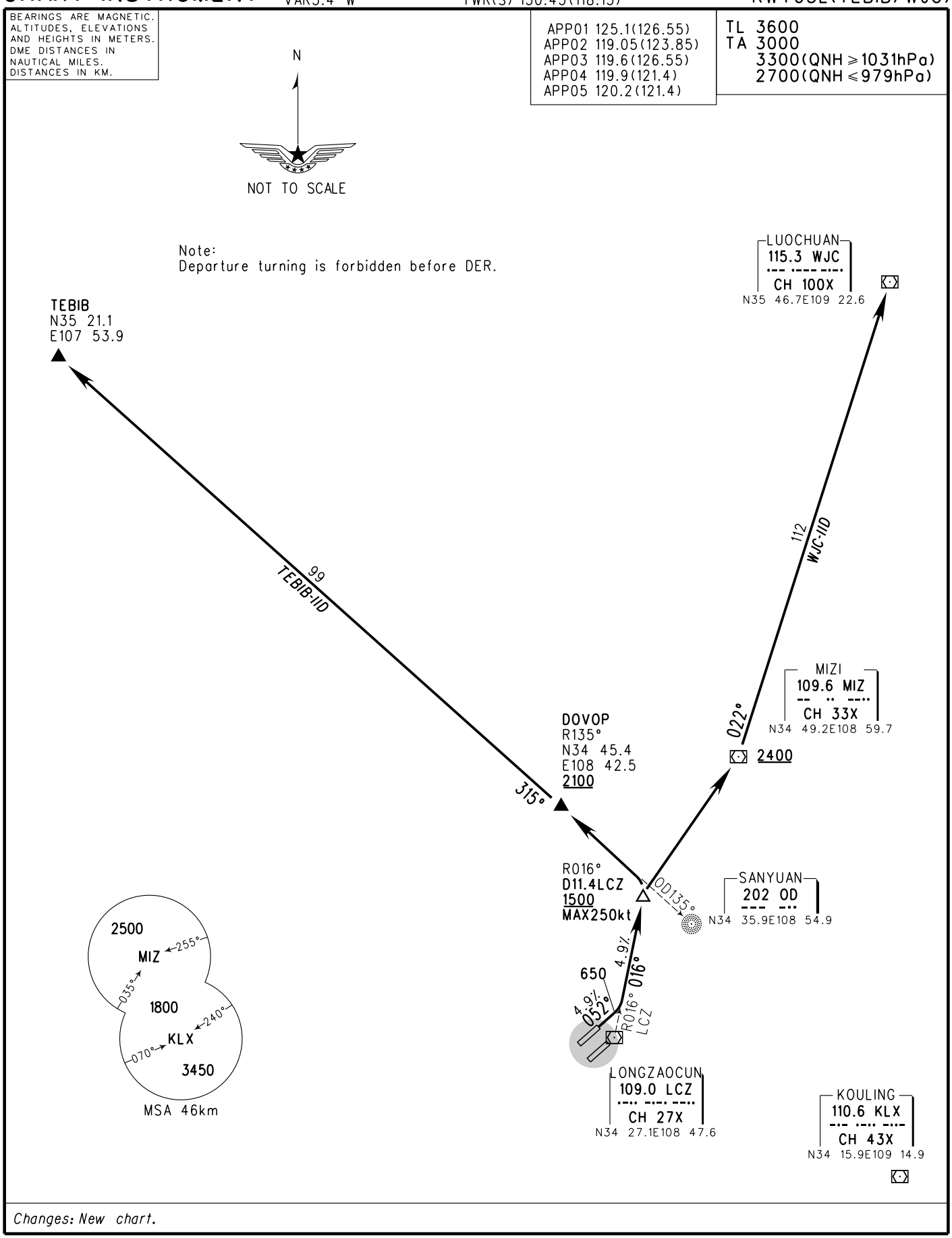
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY05L(TEBIB/WJC)

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

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)

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



Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

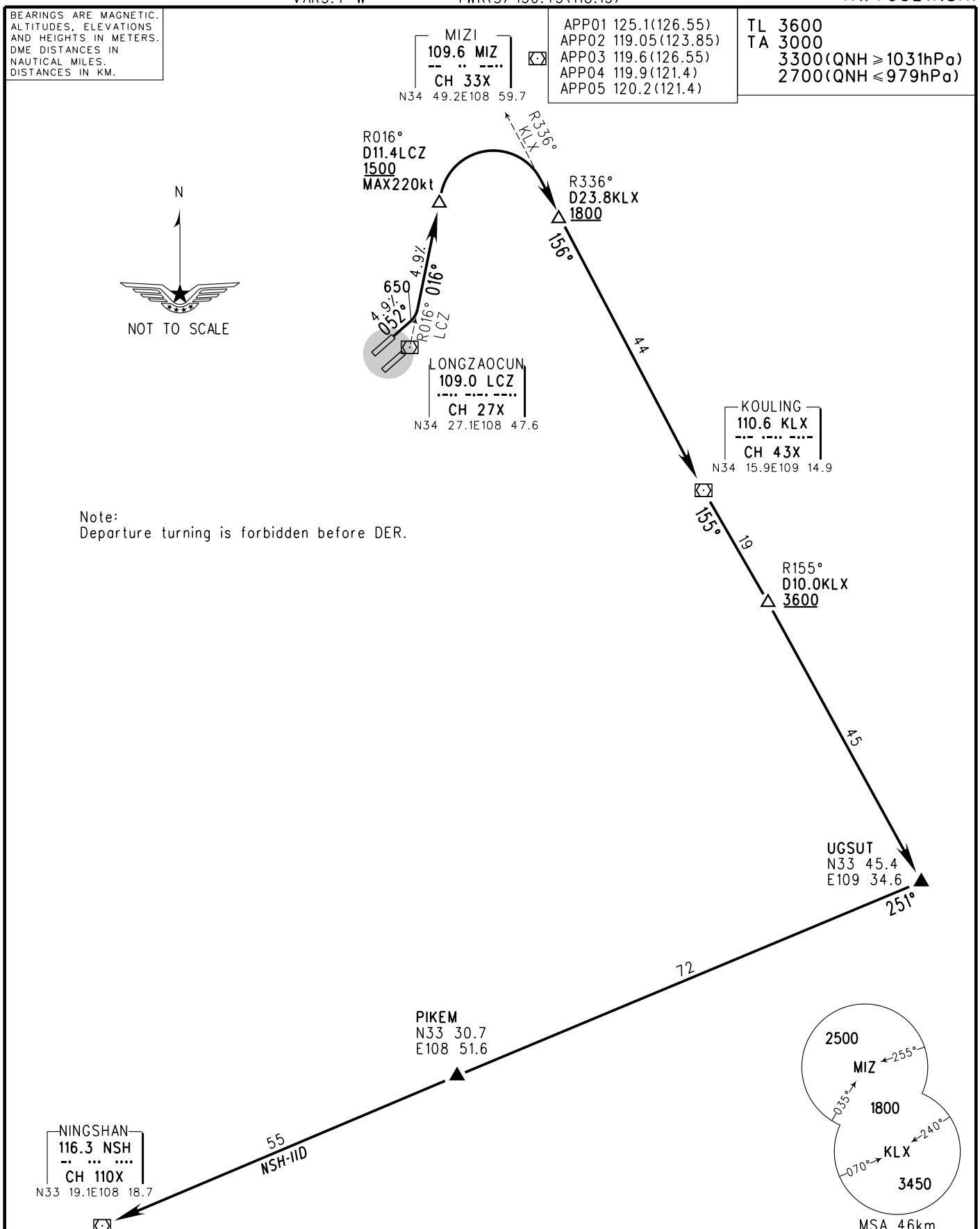
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY05L(NSH)

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

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)

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



Note:
Departure turning is forbidden before DER.

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

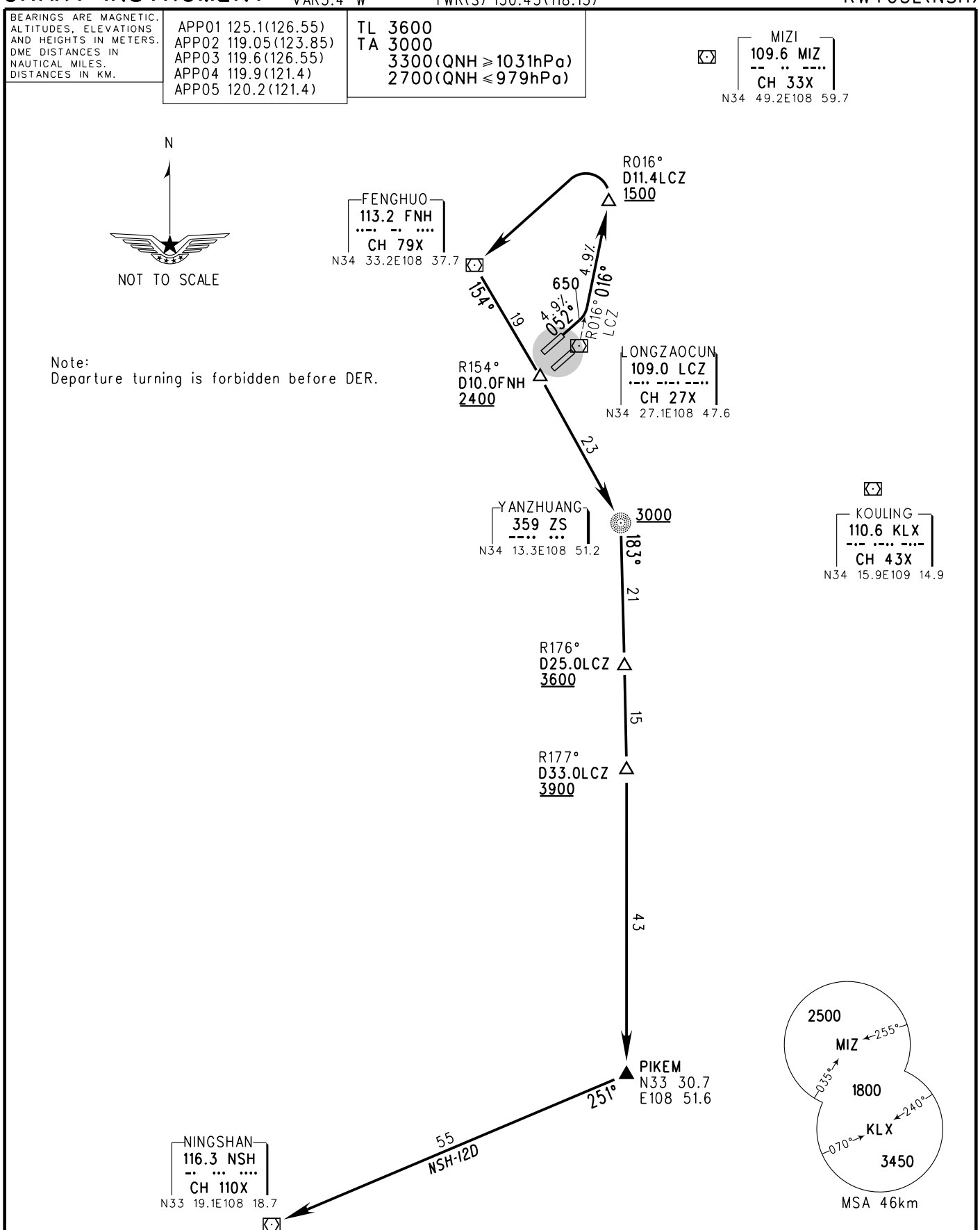
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY05L(NSH)

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

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)

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



Note:
Departure turning is forbidden before DER.

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

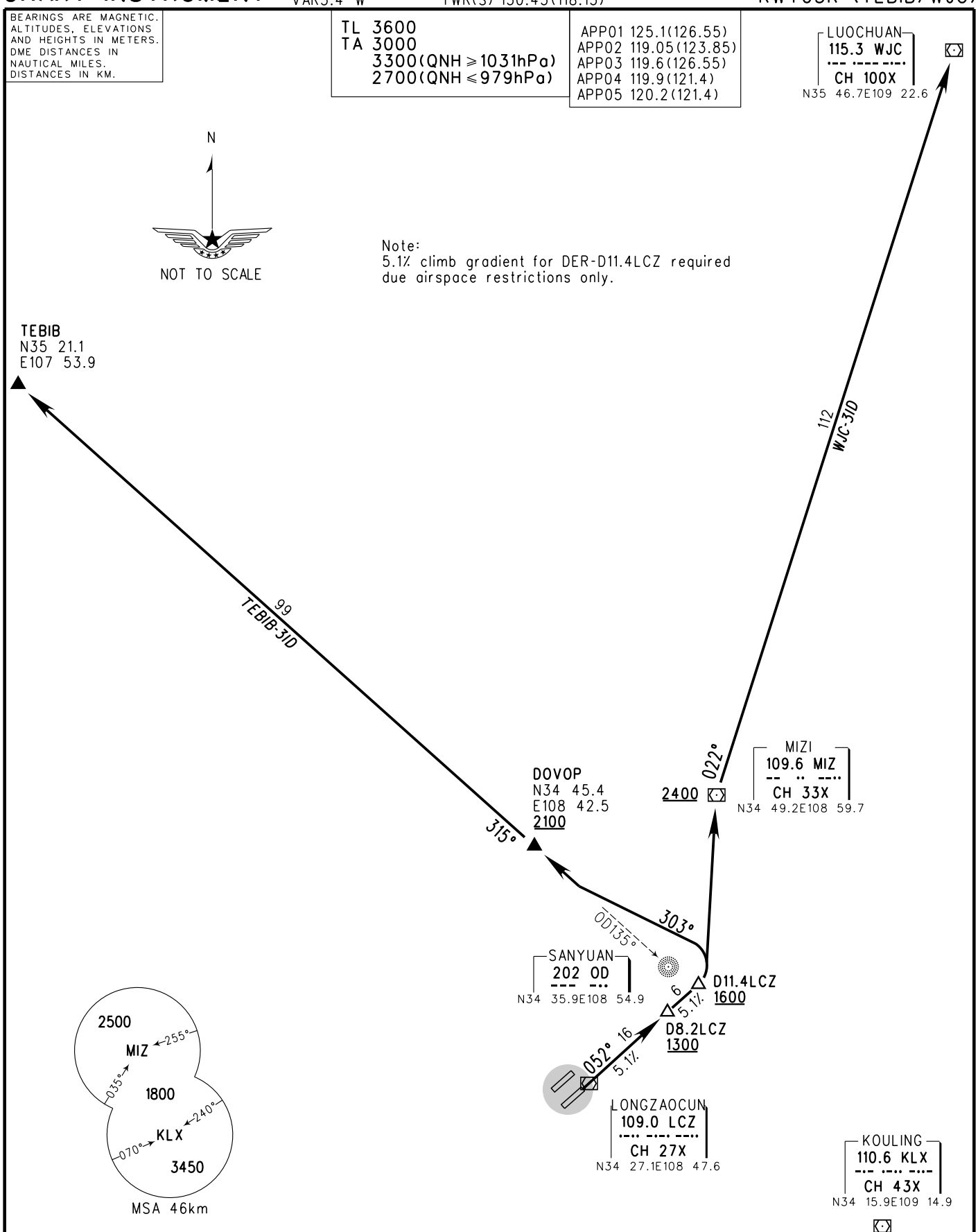
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY05R (TEBIB/WJC)

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)

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)



Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

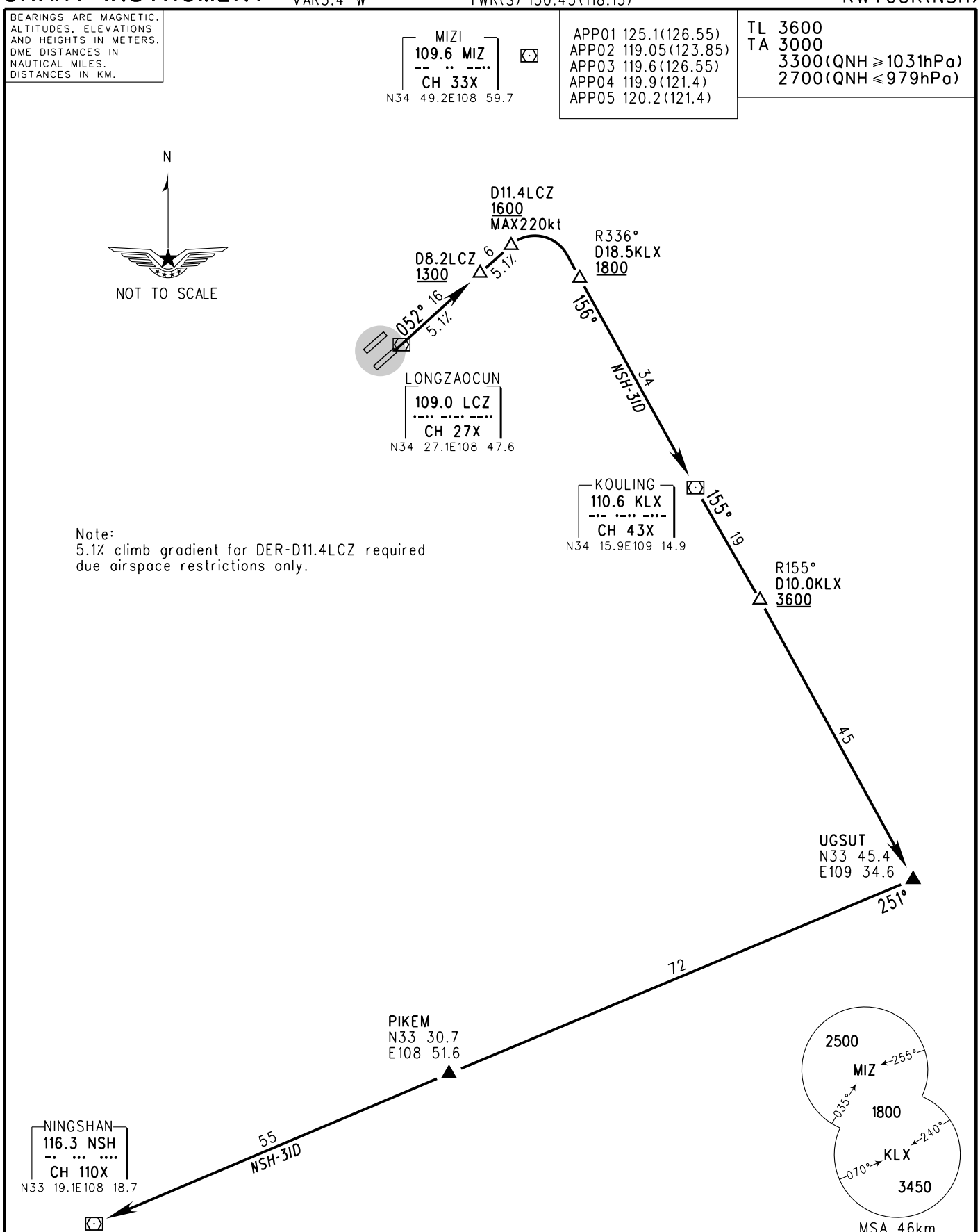
ZLXY XI'AN/Xianyang

RWY05R(NSH)

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

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)

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



Note:
5.1% climb gradient for DER-D11.4LCZ required due airspace restrictions only.

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

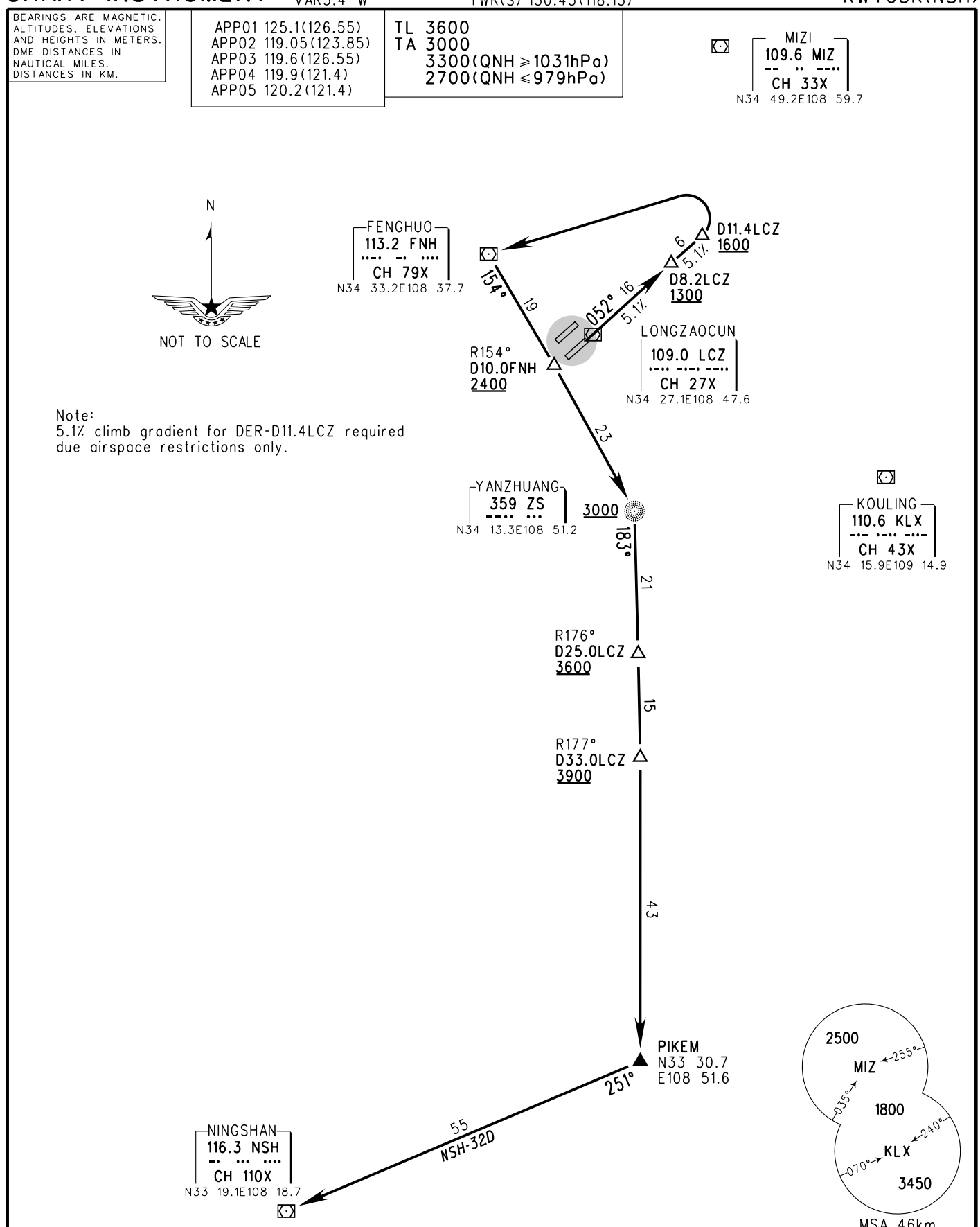
VAR3.4° W

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY05R(NSH)

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

APP01 125.1(126.55)	TL 3600
APP02 119.05(123.85)	TA 3000
APP03 119.6(126.55)	3300(QNH ≥ 1031hPa)
APP04 119.9(121.4)	2700(QNH ≤ 979hPa)
APP05 120.2(121.4)	



Note:
5.1% climb gradient for DER-D11.4LCZ required due airspace restrictions only.

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

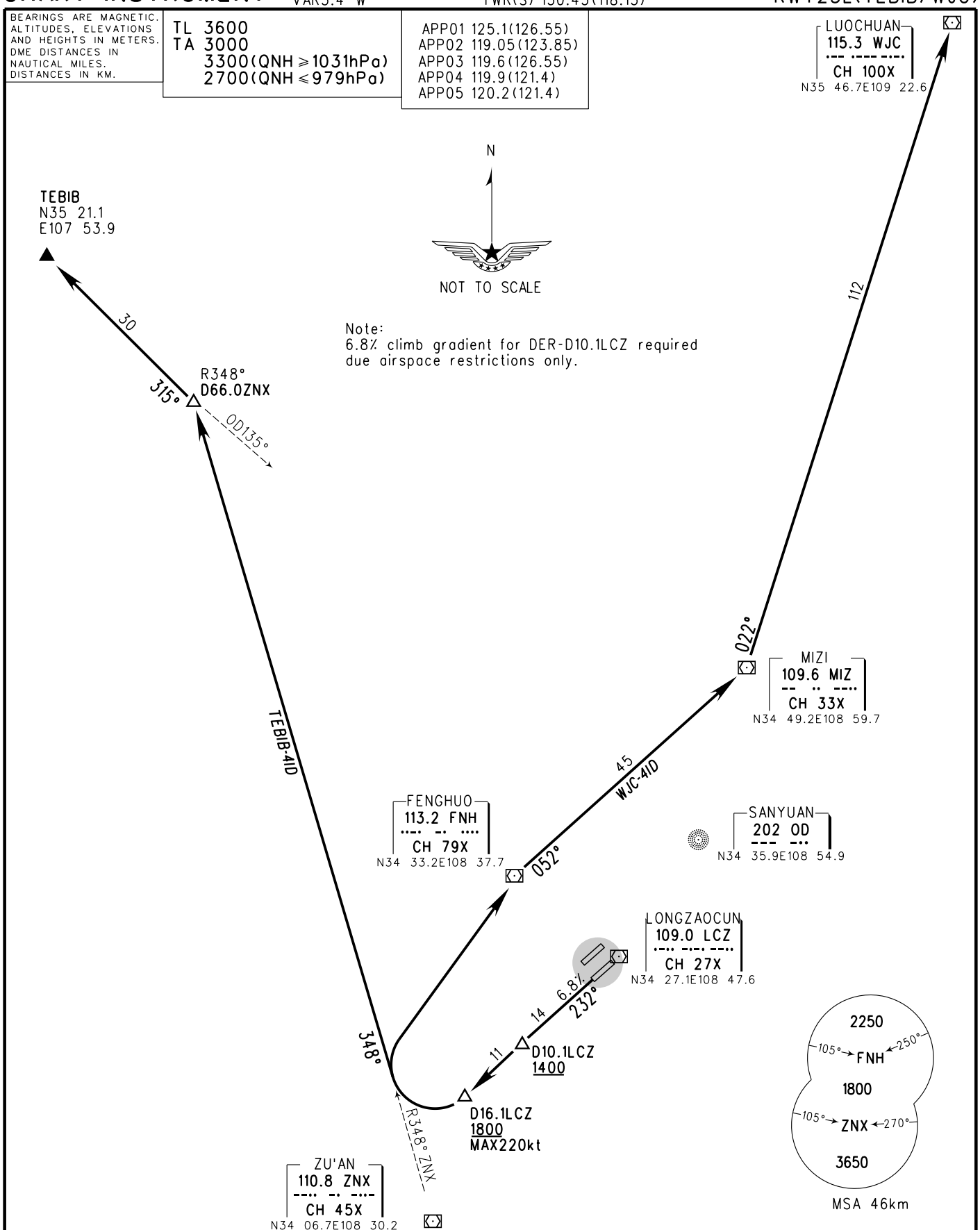
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY23L(TEBIB/WJC)

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)

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)



Note:
6.8% climb gradient for DER-D10.1LCZ required due airspace restrictions only.

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

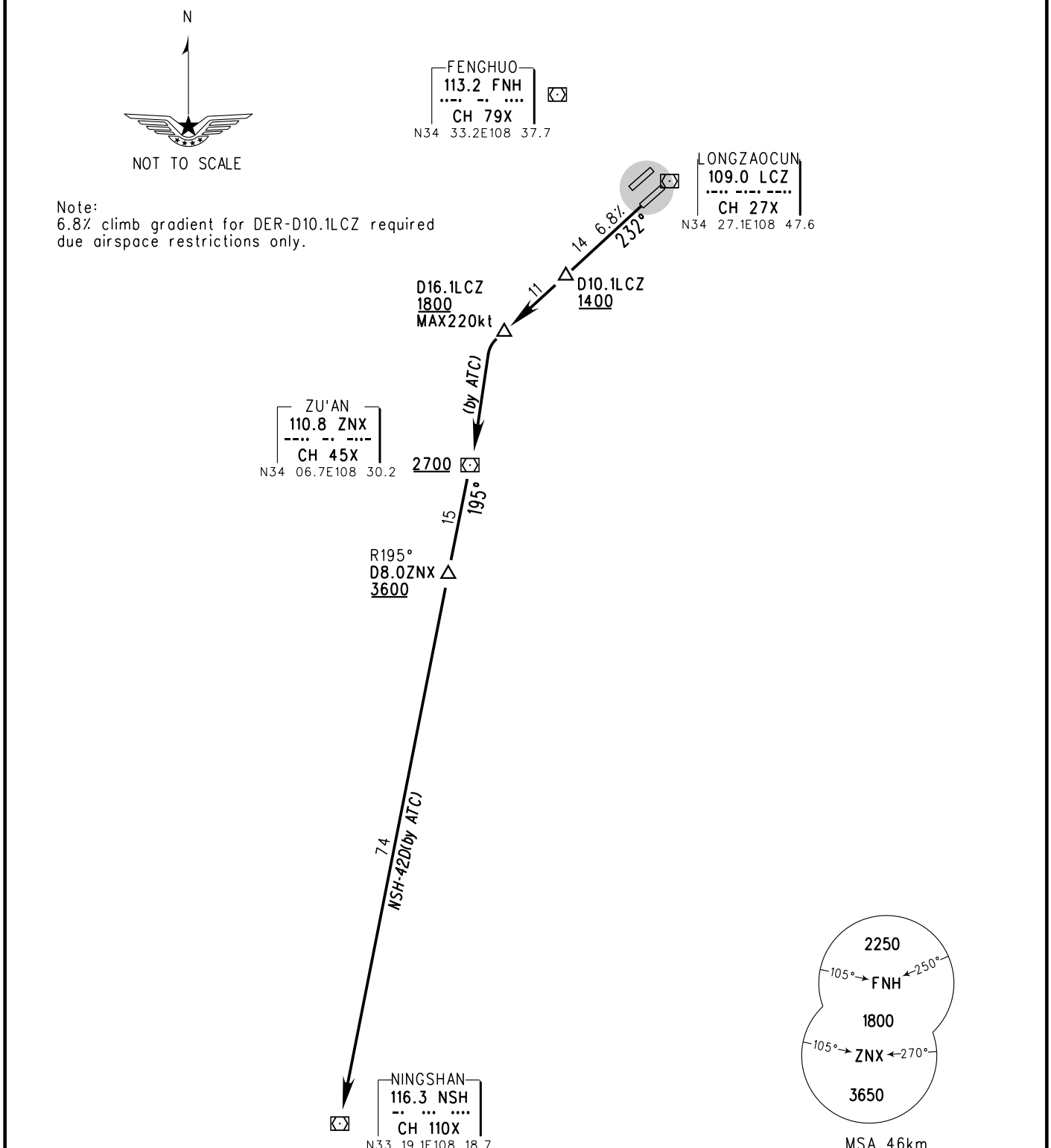
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY23L(NSH)

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

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)

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



Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

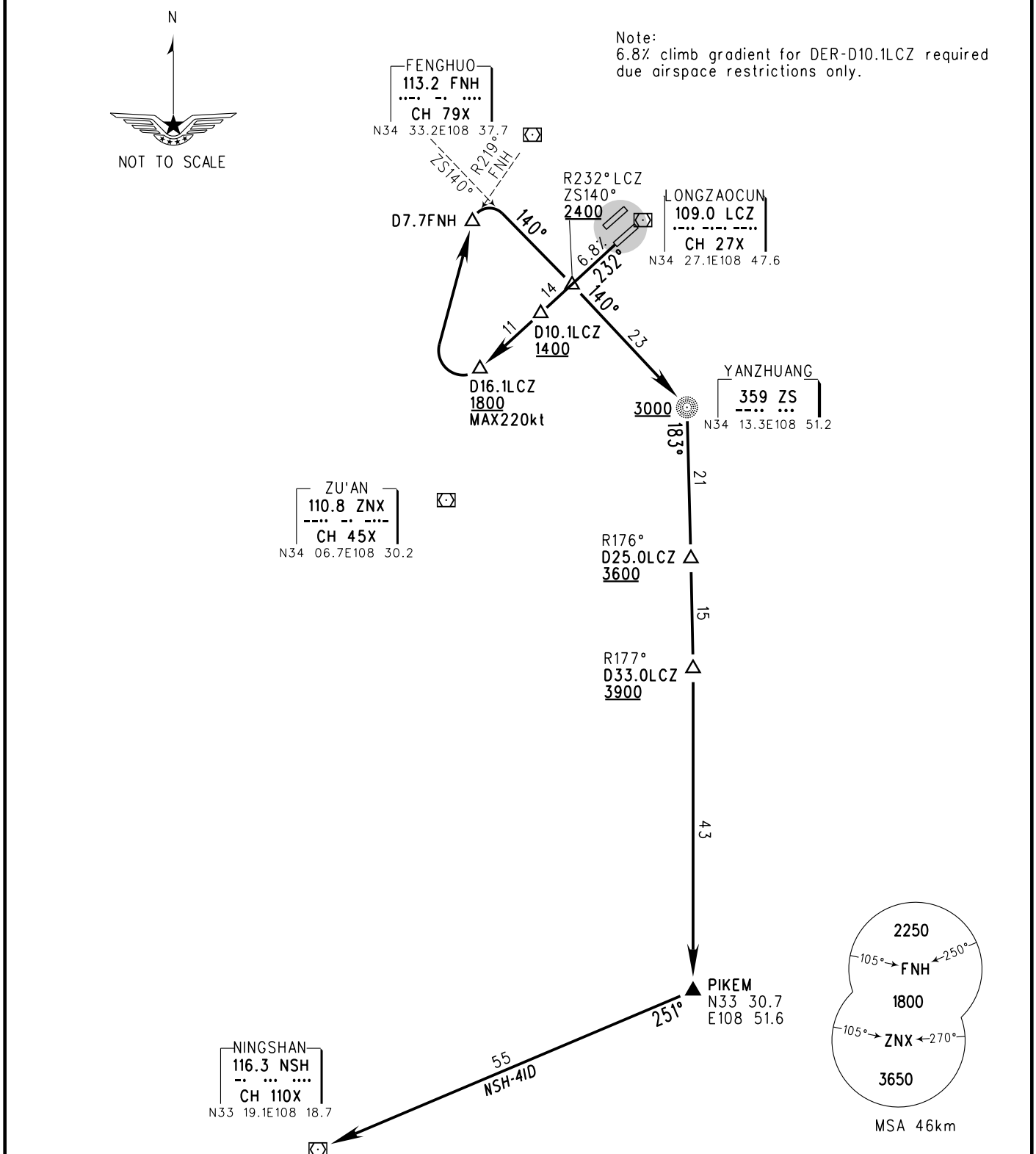
ZLXY XI'AN/Xianyang

RWY23L(NSH)

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

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)

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



Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

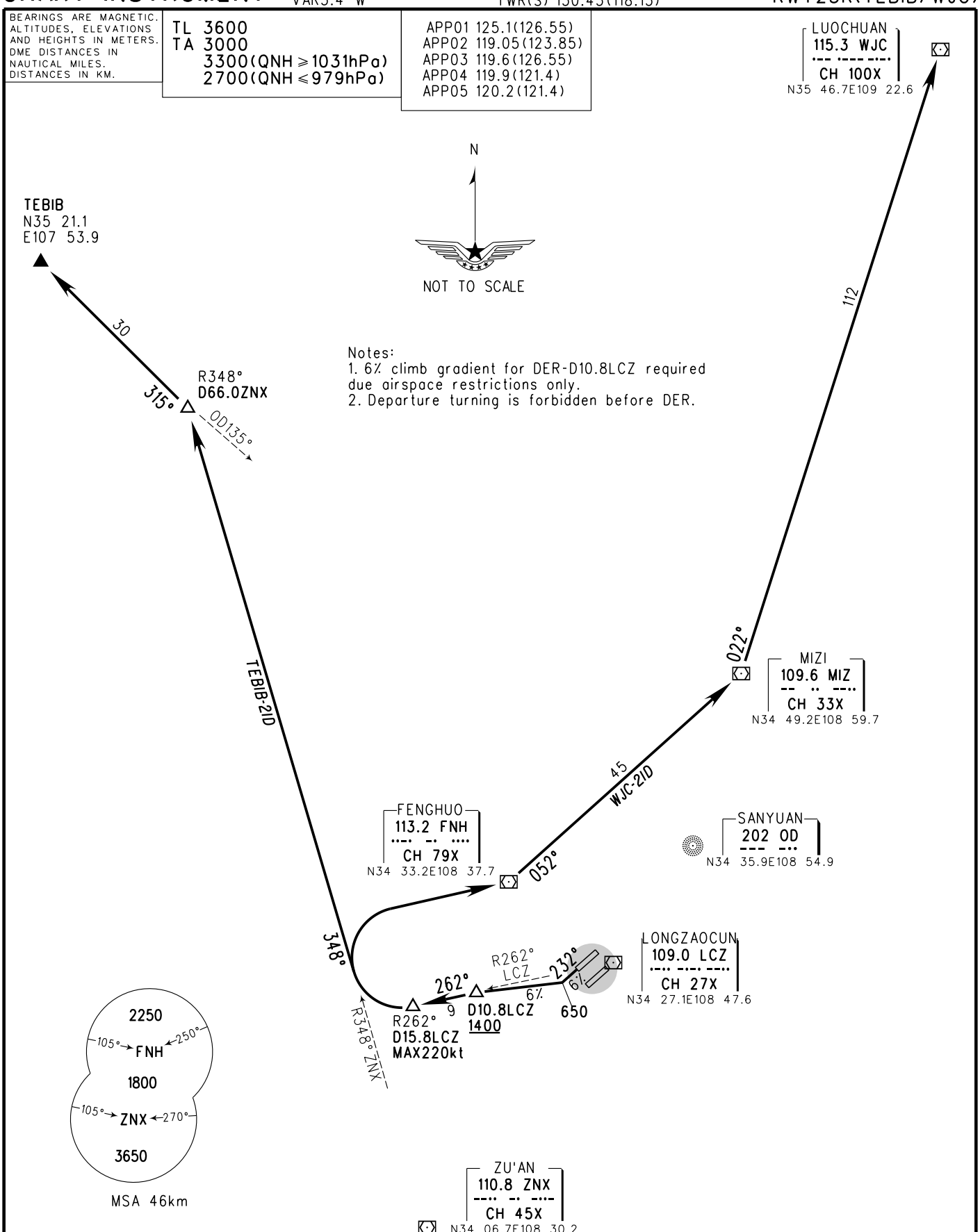
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY23R(TEBIB/WJC)

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)

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)



Notes:
1. 6% climb gradient for DER-D10.8LCZ required due airspace restrictions only.
2. Departure turning is forbidden before DER.

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

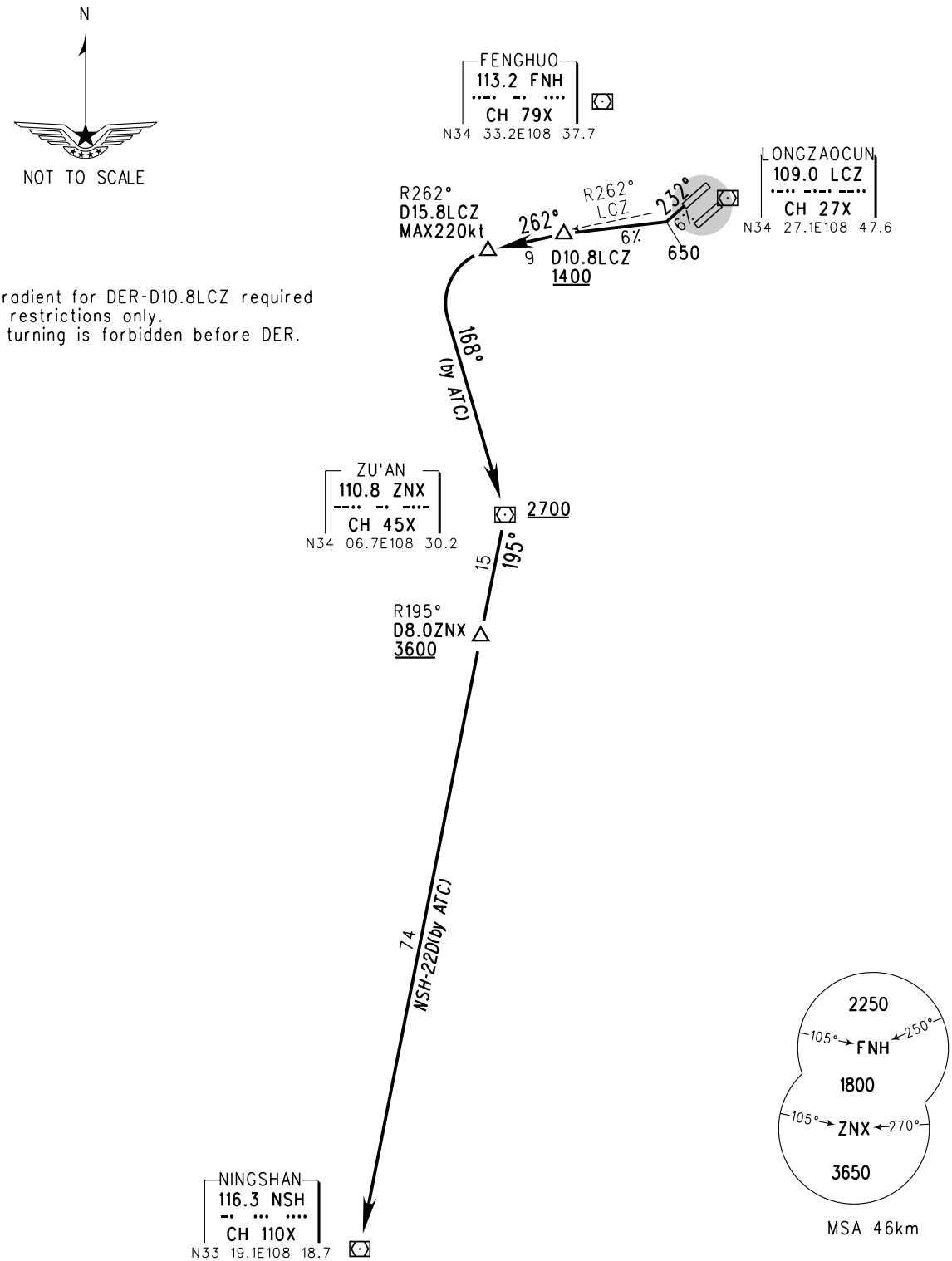
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY23R(NSH)

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

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)

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



Notes:
1. 6% climb gradient for DER-D10.8LCZ required due airspace restrictions only.
2. Departure turning is forbidden before DER.

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR3.4° W

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

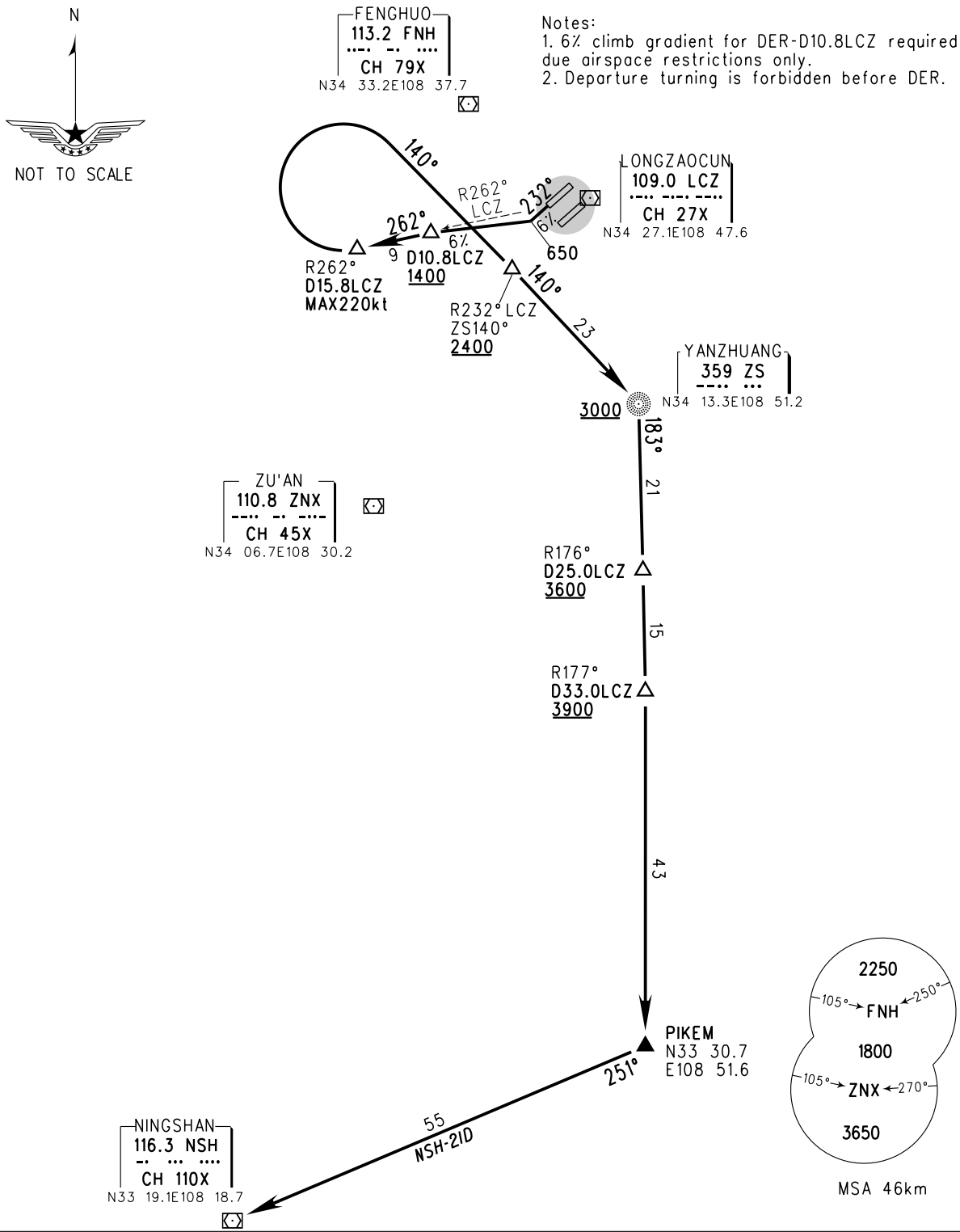
ZLXY XI'AN/Xianyang
RWY23R(NSH)

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

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)

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

Notes:
1. 6% climb gradient for DER-D10.8LCZ required due airspace restrictions only.
2. Departure turning is forbidden before DER.



Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3.4° W

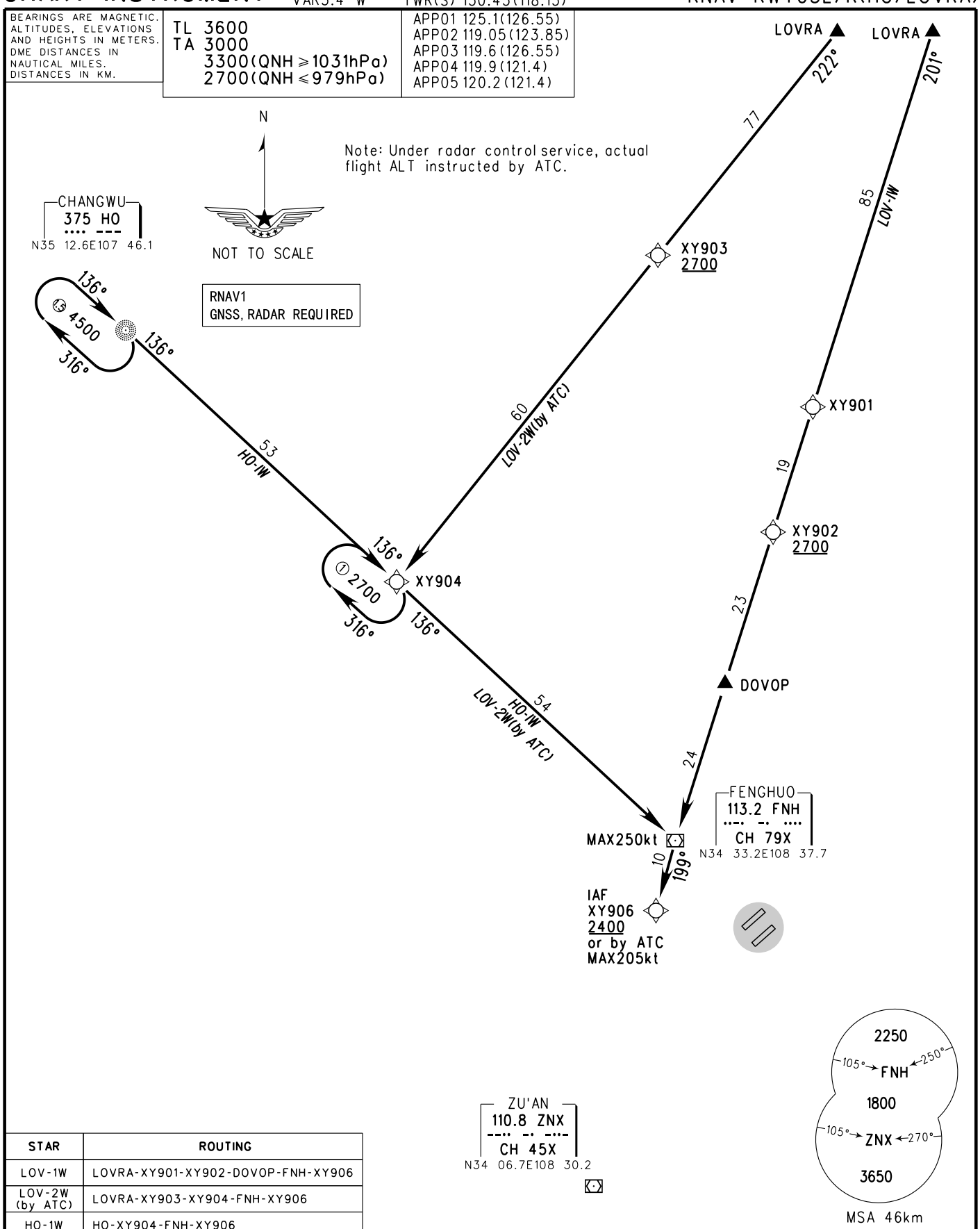
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY05L/R(HO/LOVRA)

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)

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)



STAR	ROUTING
LOV-1W	LOVRA-XY901-XY902-DOVOP-FNH-XY906
LOV-2W (by ATC)	LOVRA-XY903-XY904-FNH-XY906
HO-1W	HO-XY904-FNH-XY906

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3.4° W

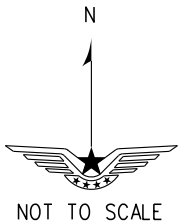
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY05L/R(NSH)

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)

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)



RNAV1
GNSS, RADAR REQUIRED

Note: Under radar control service, actual flight ALT instructed by ATC.

FENGHUO
113.2 FNH
CH 79X
N34 33.2E108 37.7

XY940
MAX250kt

11
142°

IAF
XY906
2400
or by ATC
MAX205kt

35
NSH-2W(by ATC)
052°

NSH-3W(by ATC)
36

IAF
XY911
2400
or by ATC
MAX205kt

XY922

YANZHUANG
359 ZS
N34 13.3E108 51.2

322°
320°
12
NSH-1W
294°
114°
2400
MAX230kt

祖庵
110.8 ZNX
CH 45X
N34 06.6E108 30.1

32
23

XY907
3600

XY910
3000

14

XY909
3900

20

XY921
3900

25

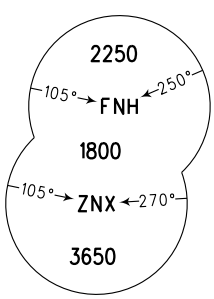
XY908
030°
3900
210°

NSH-2W(by ATC)
60

50
NSH-1W
NSH-3W(by ATC)

360°
030°
210°
4500
030°

NINGSHAN
116.3 NSH
CH 110X
N33 19.1E108 18.7



MSA 46km

STAR	ROUTING
NSH-1W	NSH-XY908-XY909-XY910-ZS-XY911
NSH-2W (by ATC)	NSH-XY921-XY907-XY922-XY940-XY906
NSH-3W (by ATC)	NSH-XY908-XY909-XY910-ZS-XY906

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3.4° W

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

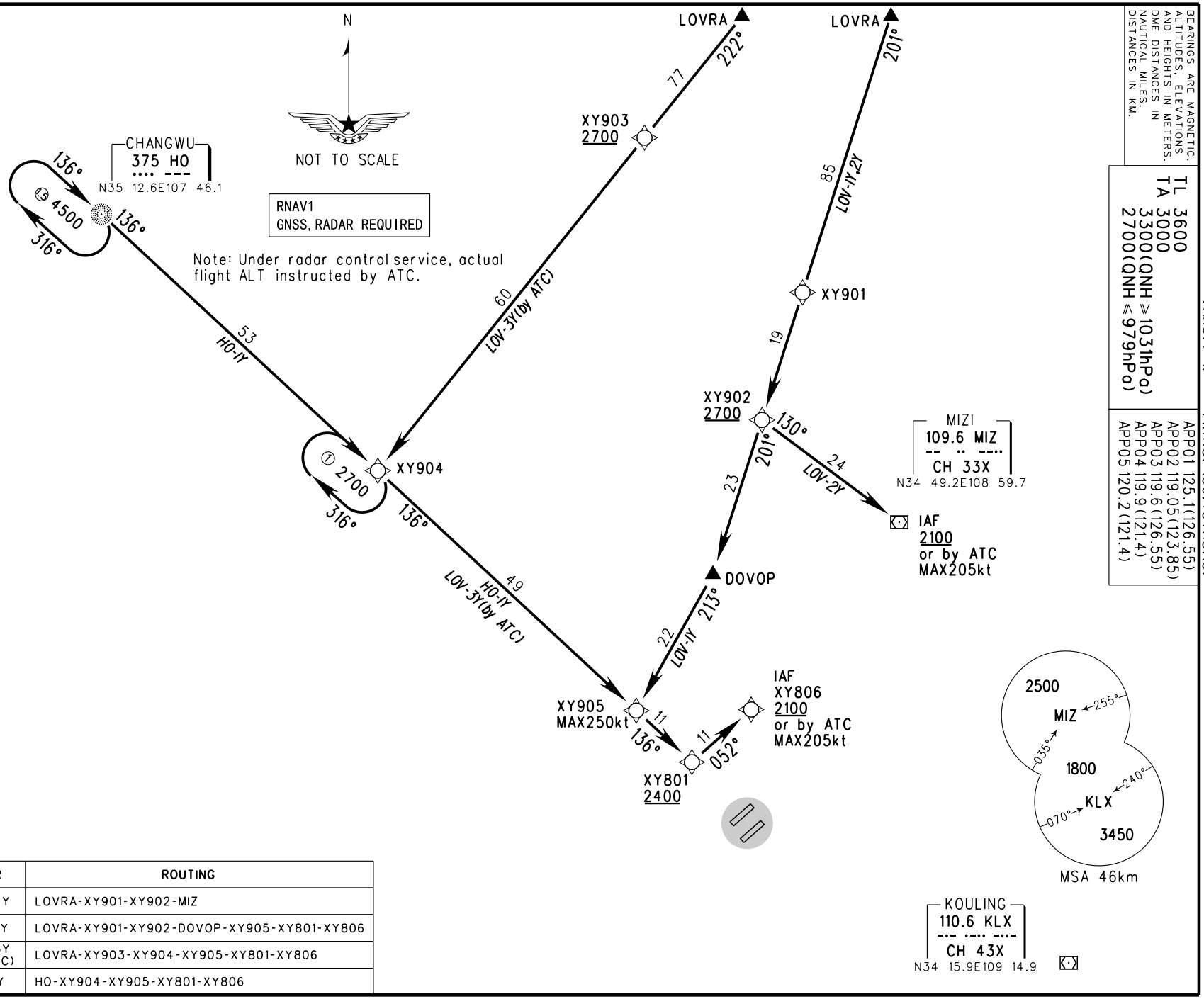
TL 3600
TA 3000
3300(QNH ≥1031hPa)
2700(QNH ≤979hPa)

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

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)

ZLXY XI'AN/Xianyang

RNAV RWY23L/R(HO/LOVRA)



STAR	ROUTING
LOV-2Y	LOVRA-XY901-XY902-MIZ
LOV-1Y	LOVRA-XY901-XY902-DOVOP-XY905-XY801-XY806
LOV-3Y (by ATC)	LOVRA-XY903-XY904-XY905-XY801-XY806
HO-1Y	HO-XY904-XY905-XY801-XY806

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3.4° W

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RNAV RWY23L/R(NSH)

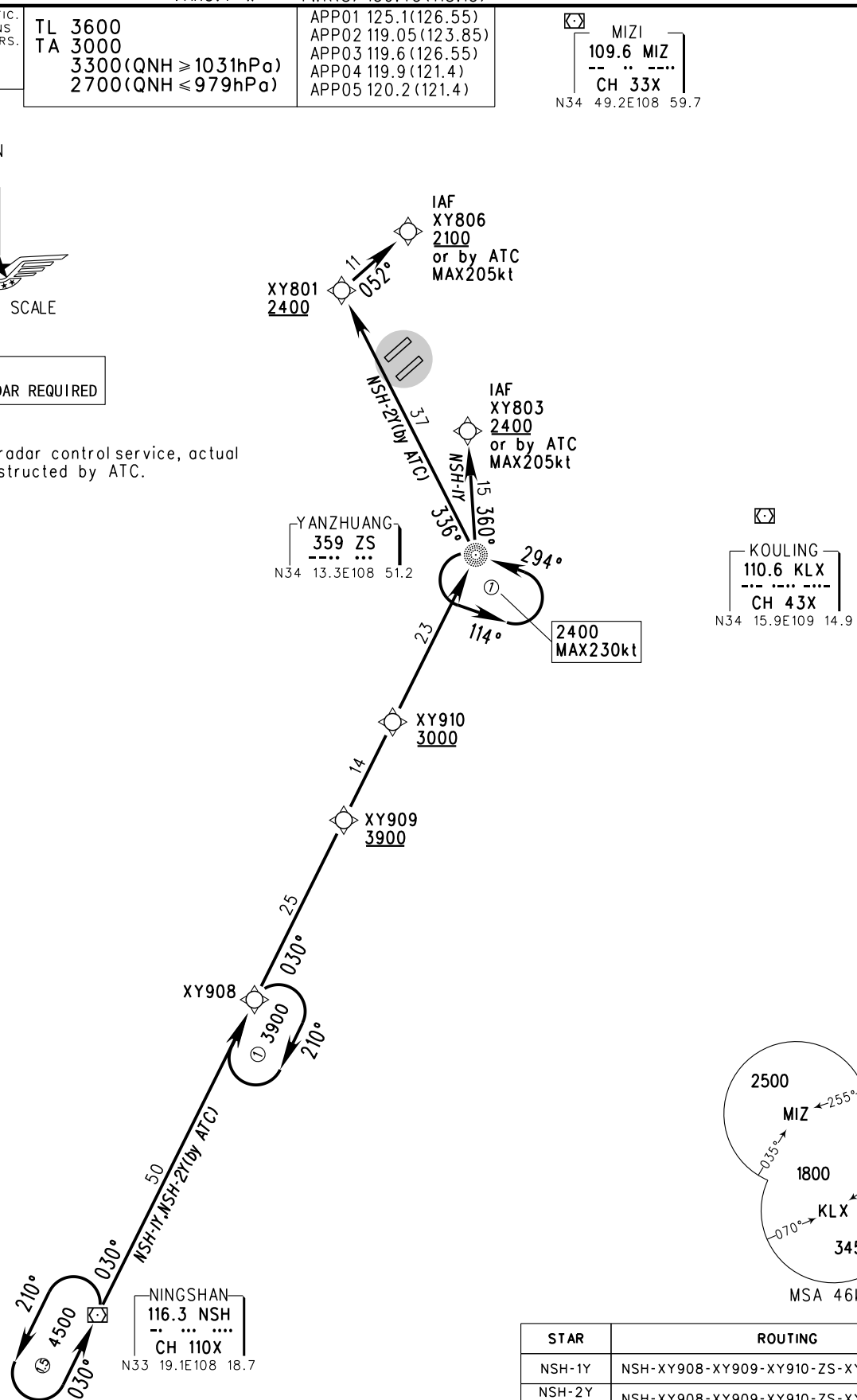
BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.

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

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)

RNAV1
GNSS, RADAR REQUIRED

Note: Under radar control service, actual flight ALT instructed by ATC.



STAR	ROUTING
NSH-1Y	NSH-XY908-XY909-XY910-ZS-XY803
NSH-2Y (by ATC)	NSH-XY908-XY909-XY910-ZS-XY801-XY806

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3.4° W

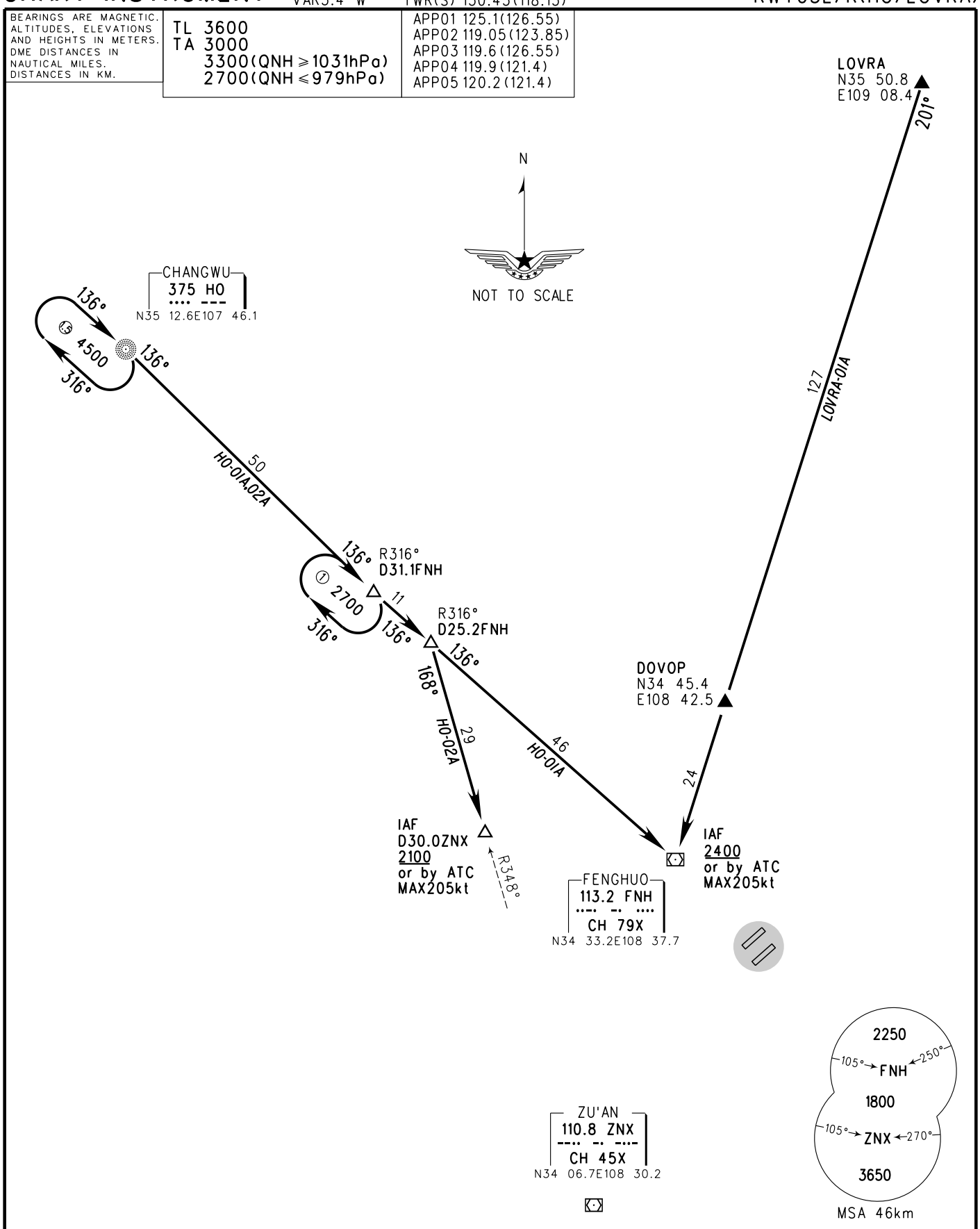
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY05L/R(HO/LOVRA)

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)

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)



Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3.4° W

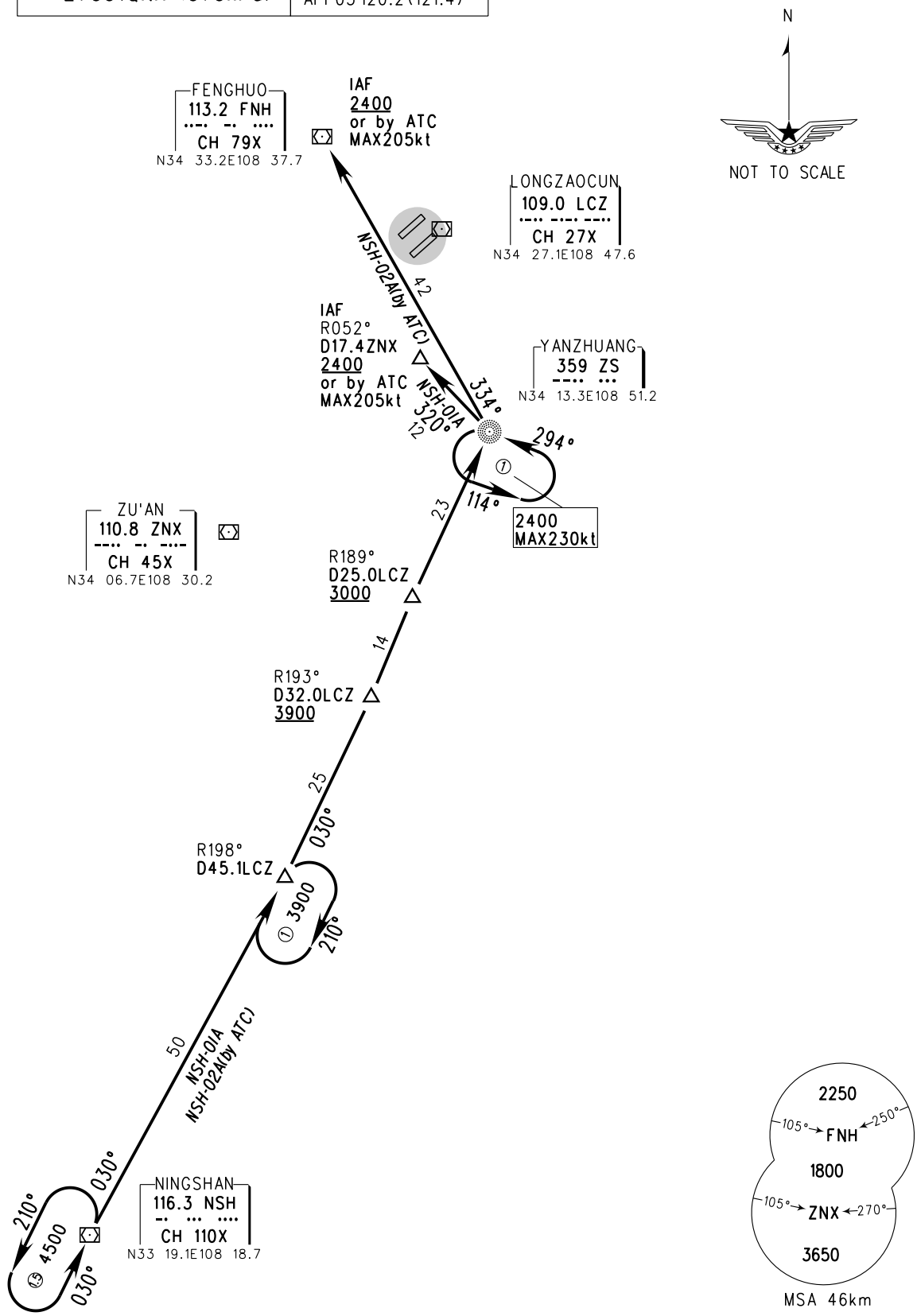
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY05L/R(NSH)

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)

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)



Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3.4° W

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

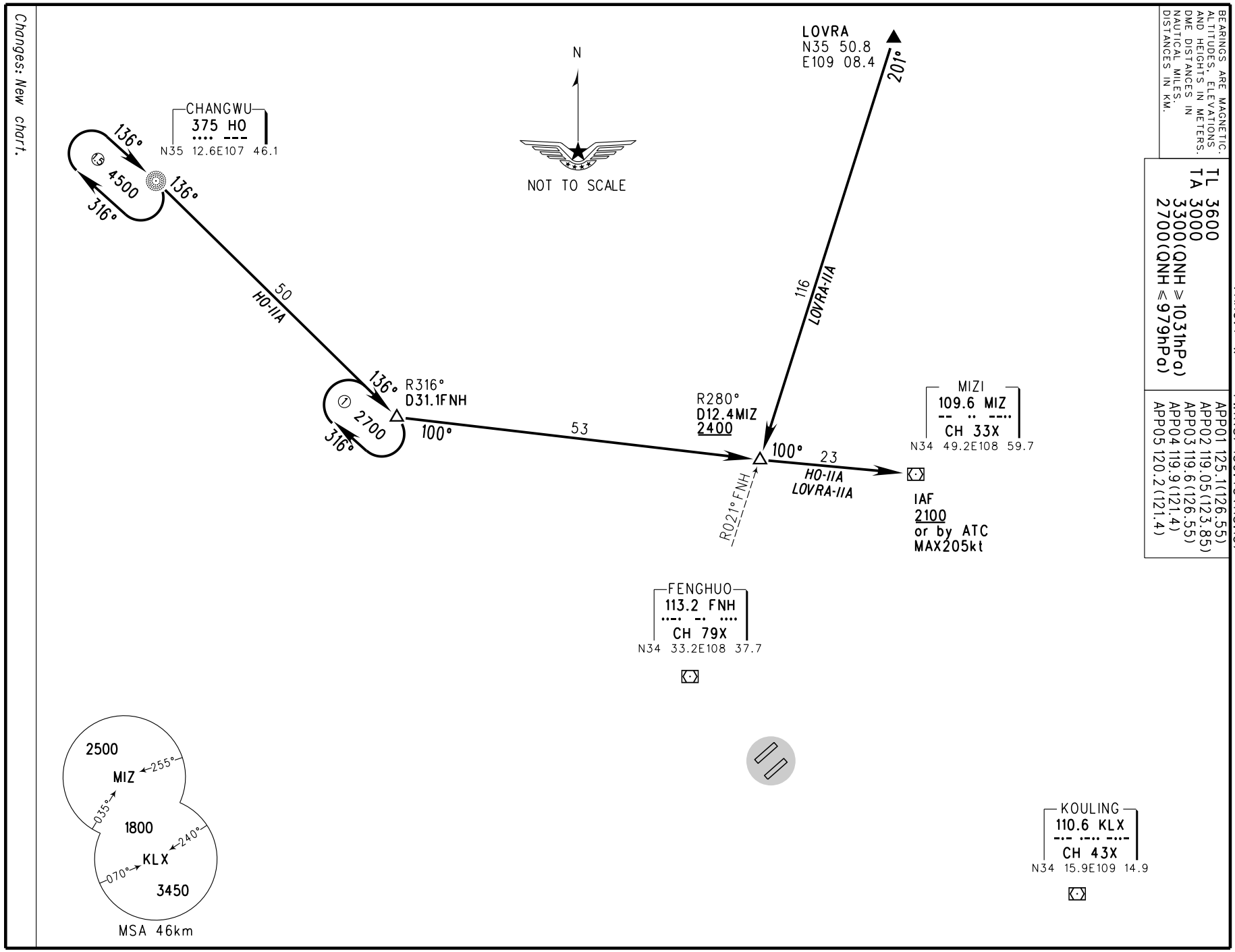
TL 3600
TA 3000
3300(QNH ≥1031hPa)
2700(QNH ≤979hPa)

D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

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)

ZLXY XI'AN/Xianyang

RWY23L/R(HO/LOVRA)



Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

VAR3.4° W

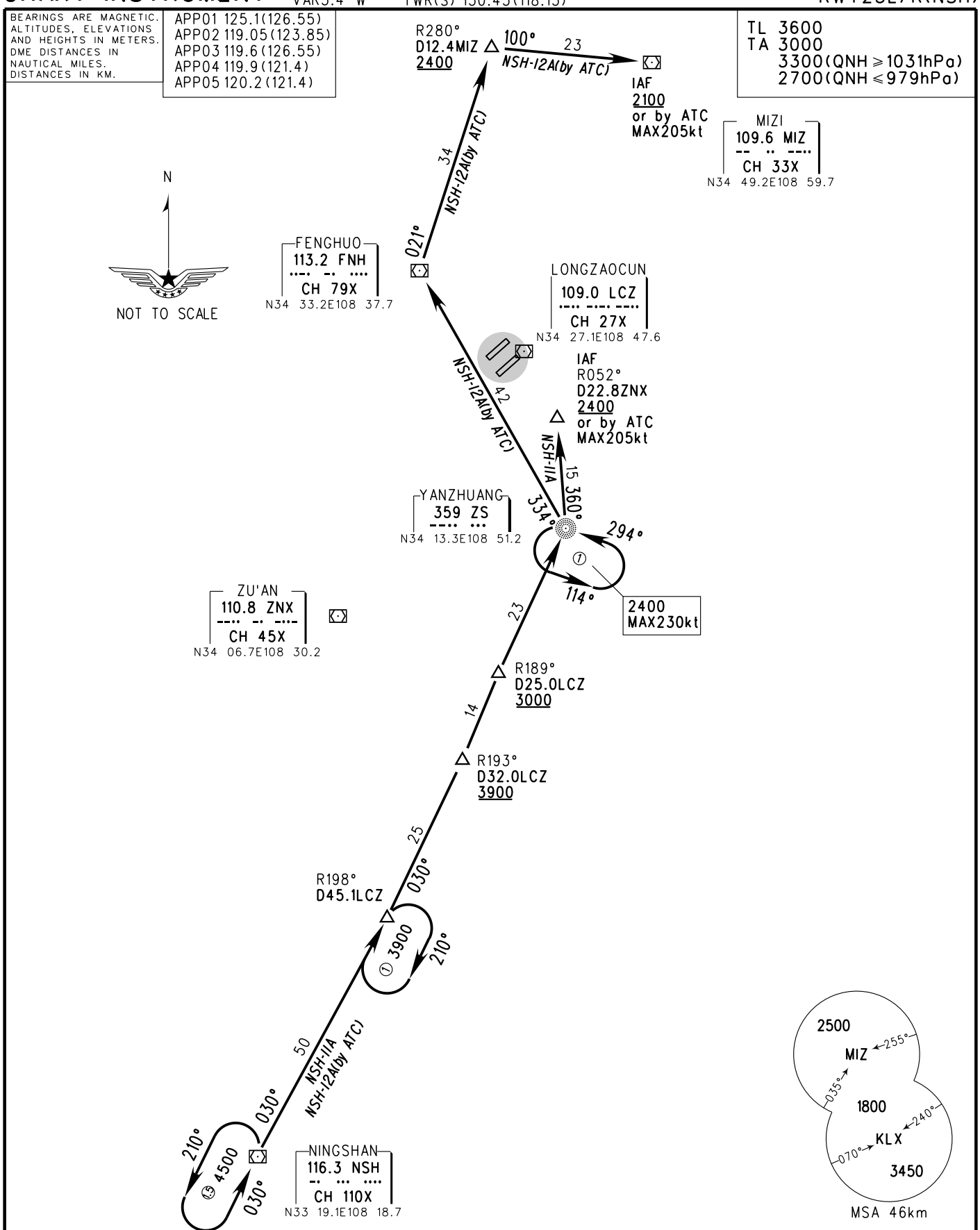
D-ATIS(Chinese) 127.45
D-ATIS(English) 128.65
TWR(N) 124.3(118.15)
TWR(S) 130.45(118.15)

ZLXY XI'AN/Xianyang
RWY23L/R(NSH)

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

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)

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



Changes: New chart.

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
XY404	N34° 07'01.5"E109° 20'32.7"	XY806	N34° 35'10.6"E108° 45'56.8"	XY940	N34° 32'10.4"E108° 31'25.9"
XY406	N34° 02'11.7"E108° 51'22.9"	XY807	N34° 38'44.9"E108° 50'51.7"		
		XY808	N34° 36'31.5"E109° 03'58.5"	XY952	N34° 28'10.5"E108° 46'24.4"
XY410	N34° 38'10.6"E108° 50'32.1"	XY809	N34° 25'37.5"E108° 56'05.4"	XY953	N34° 33'16.9"E108° 48'33.2"
		XY810	N34° 29'11.7"E109° 00'59.7"	XY958	N34° 14'25.7"E108° 27'30.4"
XY420	N34° 37'09.9"E109° 01'55.9"	XY813	N34° 39'50.2"E109° 00'12.7"	XY959	N34° 17'27.2"E108° 31'39.1"
		XY815	N34° 42'18.7"E108° 55'46.6"	XY960	N34° 20'15.5"E108° 25'35.7"
XY510	N34° 32'26.2"E108° 54'59.4"				
		XY852	N34° 26'26.4"E108° 44'00.7"	XY983	N34° 34'56.4"E108° 58'27.7"
XY520	N34° 32'24.3"E109° 04'48.6"	XY853	N34° 25'24.7"E108° 37'36.1"		
		XY859	N34° 37'18.3"E108° 59'03.3"	HO	N35° 12.6'E107° 46.1'
XY530	N34° 42'17.8"E108° 50'02.1"			ZS	N34° 13.3'E108° 51.2'
		XY901	N35° 06'44.8"E108° 50'51.8"	FNH	N34° 33.2'E108° 37.7'
XY609	N33° 58'45.3"E108° 28'13.7"	XY902	N34° 57'06.1"E108° 47'04.1"	KLX	N34° 15.9'E109° 14.9'
XY610	N35° 10'19.7"E108° 08'44.8"	XY903	N35° 18'30.6"E108° 36'20.6"	MIZ	N34° 49.2'E108° 59.7'
		XY904	N34° 53'18.8"E108° 11'45.1"	NSH	N33° 19.1'E108° 18.7'
XY620	N34° 15'03.1"E108° 31'24.1"	XY905	N34° 35'08.0"E108° 35'25.8"	WJC	N35° 46.7'E109° 22.6'
		XY906	N34° 27'54.4"E108° 35'58.5"	ZNX	N34° 06.7'E108° 30.2'
XY630	N34° 20'22.4"E108° 38'20.0"	XY907	N34° 02'29.9"E108° 15'43.9"		
		XY908	N33° 43'25.2"E108° 33'15.7"	DOVOP	N34° 45'26"E108° 42'30"
XY640	N34° 29'04.6"E108° 33'46.8"	XY909	N33° 55'30.1"E108° 40'31.3"	LOVRA	N35° 50'45"E109° 08'23"
		XY910	N34° 02'06.5"E108° 44'30.5"	PIKEM	N33° 30'44"E108° 51'34"
XY701	N34° 24'59.7"E108° 34'37.0"	XY911	N34° 18'10.1"E108° 45'51.4"	TEBIB	N35° 21'09"E107° 53'54"
XY702	N34° 23'21.7"E108° 24'33.6"	XY914	N34° 23'49.7"E108° 30'25.7"	UGSUT	N33° 45'24"E109° 34'36"
XY703	N34° 29'50.3"E108° 22'23.9"	XY917	N34° 13'47.3"E108° 39'51.7"		
		XY918	N34° 10'07.8"E108° 34'52.1"		
XY801	N34° 31'12.7"E108° 40'30.3"	XY919	N34° 12'51.5"E108° 28'01.6"		
XY802	N34° 32'47.4"E109° 05'56.6"	XY920	N34° 15'26.9"E108° 31'34.4"		
XY803	N34° 21'42.0"E108° 50'42.9"	XY921	N33° 51'29.9"E108° 16'31.5"		
XY804	N34° 38'03.5"E109° 00'19.5"	XY922	N34° 19'47.3"E108° 14'28.6"		
XY805	N34° 35'38.3"E108° 59'25.9"				

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY05L SID TEB-9W								
VA			052		650			RNAV1
DF	XY410			L	1500			RNAV1
TF	DOVOP				2100			RNAV1
TF	TEBIB							RNAV1
RWY05L SID WJC-9W								
VA			052		650			RNAV1
DF	XY410			L	1500			RNAV1
TF	MIZ				2400			RNAV1
TF	WJC							RNAV1
RWY05L SID NSH-9W								
VA			052		650			RNAV1
DF	XY410			L	1500			RNAV1
TF	XY420				1800			RNAV1
TF	KLX							RNAV1
TF	XY404				3600			RNAV1
TF	UGSUT							RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
RWY05L SID NSH-8W								
VA			052		650			RNAV1
DF	XY410			L	1500			RNAV1
CA			017		2400			RNAV1
DF	FNH			L				RNAV1
TF	ZS							RNAV1
TF	XY406				3600			RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
RWY05R SID TEB-9Z								
CF	XY510		052		1300			RNAV1
TF	XY420				1600			RNAV1
TF	XY530							RNAV1
TF	DOVOP				2100			RNAV1
TF	TEBIB							RNAV1
RWY05R SID WJC-9Z								
CF	XY510		052		1300			RNAV1
TF	XY420				1600			RNAV1
TF	MIZ				2400			RNAV1
TF	WJC							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY05R SID NSH-9Z								
CF	XY510		052		1300			RNAV1
TF	XY420				1600	MAX220		RNAV1
TF	XY520				1800			RNAV1
TF	KLX							RNAV1
TF	XY404				3600			RNAV1
TF	UGSUT							RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
RWY05R SID NSH-8Z								
CF	XY510		052		1300			RNAV1
TF	XY420				1600	MAX250		RNAV1
TF	XY530							RNAV1
TF	FNH							RNAV1
TF	ZS							RNAV1
TF	XY406				3600			RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
RWY23L SID TEB-9Y								
CF	XY630		232		1400			RNAV1
TF	XY620				1800	MAX220		RNAV1
TF	XY960					MAX230		RNAV1
TF	XY610							RNAV1
TF	TEBIB							RNAV1
RWY23L SID WJC-9Y								
CF	XY630		232		1400			RNAV1
TF	XY620				1800	MAX220		RNAV1
TF	XY960					MAX230		RNAV1
TF	FNH							RNAV1
TF	MIZ							RNAV1
TF	WJC							RNAV1
RWY23L SID NSH-9Y(by ATC)								
CF	XY630		232		1400			RNAV1
TF	XY620				1800	MAX220		RNAV1
TF	ZNX				2700			RNAV1
TF	XY609				3600			RNAV1
TF	NSH							RNAV1
RWY23L SID NSH-8Y								
CF	XY630		232		1400			RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	XY620				1800	MAX220		RNAV1
TF	XY960					MAX230		RNAV1
TF	XY640					MAX250		RNAV1
TF	ZS							RNAV1
TF	XY406				3600			RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1
RWY23R SID TEB-9X								
VA			232		650			RNAV1
DF	XY701			R	1400			RNAV1
TF	XY702					MAX205		RNAV1
TF	XY703					MAX220		RNAV1
TF	XY610							RNAV1
TF	TEBIB							RNAV1
RWY23R SID WJC-9X								
VA			232		650			RNAV1
DF	XY701			R	1400			RNAV1
TF	XY702					MAX205		RNAV1
TF	XY703					MAX220		RNAV1
TF	FNH							RNAV1
TF	MIZ							RNAV1
TF	WJC							RNAV1
RWY23R SID NSH-9X(by ATC)								
VA			232		650			RNAV1
DF	XY701			R	1400			RNAV1
TF	XY702					MAX220		RNAV1
TF	ZNX				2700			RNAV1
TF	XY609				3600			RNAV1
TF	NSH							RNAV1
RWY23R SID NSH-8X								
VA			232		650			RNAV1
DF	XY701			R	1400			RNAV1
TF	XY702					MAX205		RNAV1
TF	XY703					MAX220		RNAV1
TF	FNH							RNAV1
TF	ZS							RNAV1
TF	XY406				3600			RNAV1
TF	PIKEM							RNAV1
TF	NSH							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY05L/05R STAR HO-1W								
IF	HO							RNAV1
TF	XY904							RNAV1
TF	FNH					MAX250		RNAV1
TF	XY906				2400 or by ATC	MAX205		RNAV1
RWY05L/05R STAR LOV-1W								
IF	LOVRA							RNAV1
TF	XY901							RNAV1
TF	XY902				2700			RNAV1
TF	DOVOP							RNAV1
TF	FNH					MAX250		RNAV1
TF	XY906				2400 or by ATC	MAX205		RNAV1
RWY05L/05R STAR NSH-1W								
IF	NSH							RNAV1
TF	XY908							RNAV1
TF	XY909				3900			RNAV1
TF	XY910				3000			RNAV1
TF	ZS							RNAV1
TF	XY911				2400 or by ATC	MAX205		RNAV1
RWY05L/05R STAR LOV-2W(by ATC)								
IF	LOVRA							RNAV1
TF	XY903				2700			RNAV1
TF	XY904							RNAV1
TF	FNH					MAX250		RNAV1
TF	XY906				2400 or by ATC	MAX205		RNAV1
RWY05L/05R STAR NSH-2W(by ATC)								
IF	NSH							RNAV1
TF	XY921				3900			RNAV1
TF	XY907				3600			RNAV1
TF	XY922							RNAV1
TF	XY940					MAX250		RNAV1
TF	XY906				2400 or by ATC	MAX205		RNAV1
RWY05L/05R STAR NSH-3W(by ATC)								
IF	NSH							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	XY908							RNAV1
TF	XY909				3900			RNAV1
TF	XY910				3000			RNAV1
TF	ZS							RNAV1
TF	XY906				2400 or by ATC	MAX205		RNAV1
RWY23L/23R STAR HO-1Y								
IF	HO							RNAV1
TF	XY904							RNAV1
TF	XY905					MAX250		RNAV1
TF	XY801				2400			RNAV1
TF	XY806				2100 or by ATC	MAX205		RNAV1
RWY23L/23R STAR LOV-1Y								
IF	LOVRA							RNAV1
TF	XY901							RNAV1
TF	XY902				2700			RNAV1
TF	DOVOP							RNAV1
TF	XY905					MAX250		RNAV1
TF	XY801				2400			RNAV1
TF	XY806				2100 or by ATC	MAX205		RNAV1
RWY23L/23R STAR NSH-1Y								
IF	NSH							RNAV1
TF	XY908							RNAV1
TF	XY909				3900			RNAV1
TF	XY910				3000			RNAV1
TF	ZS							RNAV1
TF	XY803				2400 or by ATC	MAX205		RNAV1
RWY23L/23R STAR LOV-2Y								
IF	LOVRA							RNAV1
TF	XY901							RNAV1
TF	XY902				2700			RNAV1
TF	MIZ				2100 or by ATC	MAX205		RNAV1
RWY23L/23R STAR NSH-2Y(by ATC)								
IF	NSH							RNAV1
TF	XY908							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	XY909				3900			RNAV1
TF	XY910				3000			RNAV1
TF	ZS							RNAV1
TF	XY801				2400			RNAV1
TF	XY806				2100 or by ATC	MAX205		RNAV1
RWY23L/23R STAR LOV-3Y(by ATC)								
IF	LOVRA							RNAV1
TF	XY903				2700			RNAV1
TF	XY904							RNAV1
TF	XY905					MAX250		RNAV1
TF	XY801				2400			RNAV1
TF	XY806				2100 or by ATC	MAX205		RNAV1
RWY05L/05R STAR Holding(Outbound Time:1.5min)								
HM	NSH	Y	030	L	4500			RNAV1
HM	HO	Y	136	R	4500			RNAV1
RWY05L/05R STAR Holding(Outbound Time:1min)								
HM	XY904	Y	136	R	2700			RNAV1
HM	XY908	Y	030	R	3900			RNAV1
HM	ZS	Y	294	L	2400	MAX230		RNAV1
RWY23L/23R STAR Holding(Outbound Time:1.5min)								
HM	NSH	Y	030	L	4500			RNAV1
HM	HO	Y	136	R	4500			RNAV1
RWY23L/23R STAR Holding(Outbound Time:1min)								
HM	XY904	Y	136	R	2700			RNAV1
HM	XY908	Y	030	R	3900			RNAV1
HM	ZS	Y	294	L	2400	MAX230		RNAV1
RWY05L Approach Transition XY906 RNAV ILS/DME z								
IF	XY906				2400 or by ATC	MAX205		RNAV1
TF	XY914							RNAV1
TF	XY960							RNAV1
TF	XY958				1500			RNAV1
TF	XY959				1200			RNAV1
RWY05L Approach Transition XY911 RNAV ILS/DME z								
IF	XY911				2400 or by ATC	MAX205		RNAV1
TF	XY917							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	XY918							RNAV1
TF	ZNX				1800			RNAV1
TF	XY958				1500			RNAV1
TF	XY959				1200			RNAV1
RWY05L Missed Approach								
CF	XY952	Y	052		650			RNAV1
CF	XY953	Y	022		900	MAX205		RNAV1
DF	FNH			L	1800			RNAV1
TF	XY906					MAX205		RNAV1
RWY05L Missed Approach Holding(Outbound Time:1min)								
HM	FNH	Y	243	R	2100	MAX205		RNAV1
RWY05R Approach Transition XY906 RNAV ILS/DME z								
IF	XY906				2400 or by ATC	MAX205		RNAV1
TF	XY914							RNAV1
TF	XY960							RNAV1
TF	XY919				1800			RNAV1
TF	XY920				1500			RNAV1
RWY05R Approach Transition XY911 RNAV ILS/DME z								
IF	XY911				2400 or by ATC	MAX205		RNAV1
TF	XY917							RNAV1
TF	XY918							RNAV1
TF	ZNX							RNAV1
TF	XY919				1800			RNAV1
TF	XY920				1500			RNAV1
RWY05R Missed Approach								
CF	XY510		052		1300			RNAV1
TF	XY983				1800 1500	MAX205		RNAV1
TF	XY520				2100 1800	MAX205		RNAV1
TF	ZS							RNAV1
RWY05R Missed Approach Holding(Outbound Time:1min)								
HM	ZS	Y	294	L	2400	MAX205		RNAV1
RWY23L Approach Transition XY806								
IF	XY806				2100 or by ATC	MAX205		RNAV1
TF	XY807							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	XY815							RNAV1
TF	XY804				1500			RNAV1
TF	XY805				1500			RNAV1
RWY23L Approach Transition MIZ								
IF	MIZ				2100 or by ATC	MAX205		RNAV1
TF	XY804				1500			RNAV1
TF	XY805				1500			RNAV1
RWY23L Approach Transition XY803								
IF	XY803				2400 or by ATC	MAX205		RNAV1
TF	XY809							RNAV1
TF	XY810							RNAV1
TF	XY802				1800			RNAV1
TF	XY808				1500			RNAV1
TF	XY805				1500			RNAV1
RWY23L Missed Approach								
CF	XY630		232		1400			RNAV1
TF	XY620				1800			RNAV1
TF	XY960							RNAV1
TF	XY906				2400	MAX205		RNAV1
TF	ZS							RNAV1
RWY23L Missed Approach Holding(Outbound Time:1min)								
HM	ZS	Y	294	L	2400	MAX205		RNAV1
RWY23R Approach Transition XY806								
IF	XY806				2100 or by ATC	MAX205		RNAV1
TF	XY807							RNAV1
TF	XY815							RNAV1
TF	XY813				1350			RNAV1
TF	XY859				1200			RNAV1
RWY23R Approach Transition MIZ								
IF	MIZ				2100 or by ATC	MAX205		RNAV1
TF	XY813				1350			RNAV1
TF	XY859				1200			RNAV1
RWY23R Approach Transition XY803								
IF	XY803				2400 or by ATC	MAX205		RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	XY809							RNAV1
TF	XY810							RNAV1
TF	XY802				1800			RNAV1
TF	XY808				1500			RNAV1
TF	XY859				1200			RNAV1
RWY23R Missed Approach								
CF	XY852	Y	232		650			RNAV1
CF	XY853	Y	262		900	MAX205		RNAV1
DF	XY801			R	1800			RNAV1
TF	XY806				2100			RNAV1
RWY23R Missed Approach Holding(Outbound Time:1min)								
HM	XY801	Y	052	L	1800	MAX205		RNAV1

Changes: New chart.