

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

ZPMS/LUM-德宏/芒市 DEHONG/Mangshi

ZPMS 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	N24°24.0' E098°32.0' (1100m inward THR23)
2	机场基准点与城市的位置关系 Direction and distance from city	223° GEO, 6.6km from Mangshi Square
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	877.0 m/31.1°C(MAY)/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	1°12'W(2022)/-3.09'
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	Yunnan Airport CO. LTD Dehong Mangshi Airport Yunnan Dehong Mangshi Airport,, China Post code:678400 TEL:86-692-2934655 AFS:ZPMSYDYX
7	允许飞行种类 Types of traffic permitted(IFR/VFR)	IFR-VFR
8	机场性质/飞行区指标 Military or civil airport/Reference code	CIVIL/4C
9	备注 Remarks	Nil

ZPMS AD 2.3 工作时间 Operational hours

1	机场开放时间 AD Operational hours	HS or O/R
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	Nil
12	备注 Remarks	Mangshi:Nil

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

1	货物装卸设施 Cargo-handling facilities	Luggage towing vehicle, Baggage transporter, baggage trailer
2	燃油牌号 Fuel types	Jet Fuel No.3(Nr.3 jet fuel --)
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Tank refueling truck: 3-16liters/sec 35000L, 25000L, 20000L
5	除冰设施 De-icing facilities	Nil
6	过站航空器机库 Hangar space for visiting aircraft	Nil
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance: B737NG, A320
8	备注 Remarks	Potable water supply vehicle, lavatory truck, landing stairs, ferry, ground power unit, ground air supply unit

ZPMS AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	In the city
2	餐饮 Restaurants	At and adjacent to AD, in the city
3	交通工具 Transportation	Passenger's coaches, taxis
4	医疗设施 Medical facilities	First-aid center at AD, hospital in the city, ambulance

5	银行和邮局 Bank and Post Office	At and adjacent to AD
6	旅行社 Tourist Office	In the city
7	备注 Remarks	Nil

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

1	机场消防等级 AD category for fire fighting	CAT 7
2	援救设备 Rescue equipment	Fire fighting facilities: primary fire-fighting engine, rapid intervention vehicle, heavy-load foam tender, heavy-duty water tank truck, illumination truck, dry-chemical tender, logistics truck fire communication and command vehicle Rescue equipments: rescue cushion, toothless cutter, hydraulic expander, combustible gas detector, ambulance
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to B737-800/A321 Aircraft move rack(B737-600\700\800, CRJ-200, Y12, general), nose wheel steering mechanism(1 for Airbus, 1 for Boeing), corresponding steel plate(50m*25mm, 20m*25mm), steel cable(150cm*200cm*2cm, 600cm*150cm*1cm), sleeper, mobile surface(6m*2.1m), tow-truck, mobile surface transfer platform.
4	备注 Remarks	Nil

ZPMS 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	Nil
2	扫雪顺序 Clearance priorities	Nil
3	备注 Remarks	Nil

ZPMS 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 1060/R/A/W/T : Stands Nr. 201-210 PCR 860/R/A/W/T : Stands Nr. 110-115 PCR 750/R/A/W/T : Stands Nr. 102-105 PCR 620/R/B/W/T : Stands Nr. 106-109 PCR 610/R/B/W/T : Stands Nr. 101

2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	43m : M, N 38m : G 30.5m : C, H 27m : F 23m : A, B, D 18m : E
		道面 Surface	ASPH : D(0-50m from E to W), E CONC : A, B, C, D(50-150m from E to W), F, G, H, M, N
		强度 Strength	PCR 1140/R/A/W/T : B PCR 1110/R/A/W/T : N PCR 1070/R/B/W/T : E PCR 990/R/A/W/T : M PCR 870/R/A/W/T : F, H PCR 830/R/A/W/T : G PCR 740/R/A/W/T : C PCR 630/R/B/W/T : D PCR 550/R/B/W/T : A
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR 校正点 VOR checkpoints	Nil	
5	INS 校正点 INS checkpoints	Nil	
6	备注 Remarks	Nil	

ZPMS 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	Guide lines at all TWYs. Guide lines at all aprons. Marshalling assistance for all aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RENL
		滑行道标志 TWY markings	Edge line, center line, TWY shoulder marking, RWY holding position, intermediate holding position, runway turn pad

		滑行道灯光 TWY lights	Edge line lights, center line lights , intermediate holding position lights
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: In TWY C, D, E, G, H RWY holding position. TWY F has no enter bar. Runway guard lights: TWY C, D, E, G, H intersection with RWY	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	Nil	

ZPMS 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
MT 001	MT	001/8874	1112		Circling CAT C
TOWER 002	TOWER	002/518	913.4	LGT	RWY23 ILS/DME
MT 003	MT	005/13245	1662		
MT 004	MT	008/14135	1790		
MT 005	MT	010/14800	1878		VOR/DME 'LUM' holding procedure
MT 006	MT	014/14900	1825		
MT 007	MT	022/14700	1591		
MT 008	MT	027/14100	1381		
Antenna 009	Antenna	031/3091	919.9		
Trees 010	Trees	038/2341	895		

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 011	BLDG	042/6769	1000	LGT	RWY05 Take-off path
Trees 012	Trees	045/2410	897.6		RWY05 Take-off path
BLDG 013	BLDG	046/3139	914.9		RWY05 Take-off path
BLDG 014	BLDG	047/4212	939	LGT	RWY05 Take-off path
BLDG 015	BLDG	048/6015	973.5	LGT	RWY23 GP INOP Final approach, RWY05 Take-off path
BLDG 016	BLDG	049/2400	897.8		RWY05 Take-off path
Trees 017	Trees	050/2440	902.1		RWY05 Take-off path
Antenna 018	Antenna	051/8340	1093.4	LGT	RWY23 VOR/DME Final approach, RWY05 Take-off path
TOWER 019	TOWER	053/8270	1093	LGT	
BLDG 020	BLDG	054/6249	997.2	LGT	
MT 021	MT	054/11968	1108		
Trees 022	Trees	055/1195	890.9		
Trees 023	Trees	059/2488	907.1		
MT 024	MT	059/12810	1305		RWY23 VOR/DME Final approach
MT 025	MT	061/12936	1480		
MT 026	MT	063/12950	1529		

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
MT 027	MT	066/11850	1546		
TOWER 028	TOWER	067/7052	1144.4		
TOWER 029	TOWER	072/6703	1144		
MT 030	MT	075/14200	1743		
MT 031	MT	079/13250	1832		
MT 032	MT	088/14400	1986		
MT 033	MT	097/9400	1696		
MT 034	MT	107/10150	1577		
MT 035	MT	153/12650	1888.3		
MT 036	MT	174/12900	1730.8		
MT 037	MT	182/9950	1583		
MT 038	MT	202/14600	1654.3		
MT 039	MT	205/11850	1716		
MT 040	MT	226/10642	1064		
MT 041	MT	227/12310	1280		RWY23 RNP departure
MT 042	MT	229/14865	1434		

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
MT 043	MT	236/10991	1223.2		
MT 044	MT	241/11935	1273		
Antenna 045	Antenna	252/1742	917.4		
WATER_TOWER 046	WATER_T OWER	307/590	902		
MT 047	MT	339/5421	940		
MT 048	MT	355/12200	1687		
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 049	MT	006/17406	2379		
MT 050	MT	016/38043	2202		
MT 051	MT	031/21998	1953		RWY05 departure RWY23 VOR/DME Final approach
MT 052	MT	036/41180	2410		RWY23 ILS/DME, VOR/DME Initial approach
MT 053	MT	037/36670	2035		
MT 054	MT	043/26110	1913		

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 055	MT	049/31036	2326		RWY23 Intermediate approach
MT 056	MT	049/39588	2286		RWY05 RNP departure
MT 057	MT	050/16100	1469		
MT 058	MT	054/16924	1689		
MT 059	MT	054/16993	1686		RWY23 RNP departure
MT 060	MT	054/50919	2502		
MT 061	MT	056/17461	1831		RWY23 VOR/DME Final approach
MT 062	MT	057/37732	2289		RWY05 RNP departure
MT 063	MT	058/26777	2095		
MT 064	MT	058/45915	2780		RWY23 arrival holding
MT 065	MT	058/49200	2688		RWY23 RNP arrival
MT 066	MT	059/15806	1601		
MT 067	MT	070/48711	2658		RWY23 RNP arrival
MT 068	MT	072/40000	3001		
MT 069	MT	076/29556	2413		
MT 070	MT	084/15900	2229		RWY23 departure

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 071	MT	102/19255	2437		
MT 072	MT	132/23000	2889		
MT 073	MT	150/45000	2547		
MT 074	MT	160/22217	2836		VOR/DME 'LUM' holding procedure
MT 075	MT	213/33000	2290		
MT 076	MT	222/50000	2161		
MT 077	MT	223/22194	1698		
MT 078	MT	250/39173	1741		
MT 079	MT	278/24600	1815		RWY23 departure
MT 080	MT	281/23300	1902		
MT 081	MT	285/39000	2095		RWY05 Arrival, approach holding
MT 082	MT	296/38560	2095		
MT 083	MT	300/20790	2058		
MT 084	MT	332/40000	2455		
备注: Nil					

ZPMS 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	Yunnan Airport CO. LTD Dehong Mangshi Airport MET Office
2	气象服务时间、服务时间以外的责任气象台 Hours of service/MET Office outside hours	H24
3	负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance	Yunnan Airport CO. LTD Dehong Mangshi Airport MET Office;9h, 24h;3h, 6h
4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 1h
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T Consultation provided: P, T
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Cart, 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, numerical forecast product map, SIGMET, airport warning message
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	FAX, weather service terminal, weather radar display, satellite cloud display, AWOS data display
9	提供气象情报的空中交通服务单位 ATS units provided with information	TWR
10	其他信息 Additional information	TEL: 86-692-2934632
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Hourly plus special observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 110m E of RCL, 335m inward THR23; B: 110m E of RCL, 1300m inward THR23; C: 110m E of RCL, 330m inward THR05. SFC wind sensors

		05: 110m E of RCL, 320m inward THR05; 05: 110m E of RCL, 310m inward THR05; 23: 120m E of RCL, 324m inward THR23; 23: 110m E of RCL, 325m inward THR23; RWY Center: 110m E of RCL, 1310m inward THR23. Ceilometer 05: on the extension of RCL, 750m outward THR05; 23: on the extension of RCL, 1050m outward THR23.
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	Climatography
6	其他信息 Additional information	Nil

ZPMS 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
05	044.81° GEO 046° MAG	2600×45	(0-400m) PCR 610/R/B/W/T CONC (400-2600m) PCR 610/R/B/W/T ASPH/-	Nil	THR 872.8m	
23	224.81° GEO 226° MAG	2600×45	(0-2200m) PCR 610/R/B/W/T ASPH (2200-2600m) PCR 610/R/B/W/T CONC/-	Nil	THR 877m TDZ 876.9m	

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
05	Nil	Nil	2720×280	240×120	Nil	Nil
23	Nil	Nil	2720×280	220×135	Nil	Nil
Remarks: Tempo jet-barrier for other users, located in 70m S of THR05, two bases installed 30m of E and W of RCL, each height 1.5m;RWY shoulder:1.5m on each side						

ZPMS 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
05	2600	2600	2600	2600	Nil
23	2600	2600	2600	2600	Nil

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

跑道 号码 RWY Desig nator	进近灯 类型、长 度、强度 APCH LGT type/ LEN/ /INTST	入口灯 颜色、翼 排灯 THR LGT colour/ WBAR	目视进近坡度 指示系统类 型、位置、仰 角、跑道入口 最低眼高 Type of VASIS/Position /Angle/MEHT	接地 带 灯长 度 TDZ LGT LEN	跑道中线灯长度、 间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间 隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯 颜色 RWY end LGT colour	停止道灯长 度、颜色 SWY LGT LEN /Colour
1	2	3	4	5	6	7	8	9
05	SALS 420 m VRB LIH	GREEN Yes	PAPI LEFT 252.5m inward THR05 3.5° 16.6m	Nil	2600 m spacing 30m 0-1690m, WHITE 1690-2290m, RED/WHITE 2290-2600m, RED VRB LIH	2600 m spacing 60m 0-1960m, WHITE 1960-2600m, YELLOW VRB LIH	RED	Nil

跑道 号码 RWY Desig nator	进近灯 类型、长 度、强度 APCH LGT type/ LEN/ /INTST	入口灯 颜色、翼 排灯 THR LGT colour/ WBAR	目视进近坡度 指示系统类 型、位置、仰 角、跑道入口 最低眼高 Type of VASIS/Position /Angle/MEHT	接地 带 灯长 度 TDZ LGT LEN	跑道中线灯长度、 间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间 隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯 颜色 RWY end LGT colour	停止道灯长 度、颜色 SWY LGT LEN /Colour
23	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 310m inward THR23 3.5° 18.1m	Nil	2600 m spacing 30m 0-1690m, WHITE 1690-2290m, RED/WHITE 2290-2600m, RED VRB LIH	2600 m spacing 60m 0-1960m, WHITE 1960-2600m, YELLOW VRB LIH	RED	Nil
Remarks:								

ZPMS 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: RWY05:97.2m W of RCL, 285.2m N of THR; RWY23:102.6m E of RCL, 307m S of THR.
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: 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 generator /15 sec
5	备注 Remarks	Nil

ZPMS 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

ZPMS 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
Airport area	A circle with a radius of 50km centered on ARP(exclude the area outside the border line)	GND-5400m		MangShi TWR/En,Ch	HO	Nil
Altimeter setting region and TL/TA	A circle with a radius of 55km centered on Mangshi VOR/DME(LUM)	TL 4800m TA 4200m 4500m(QNH≥1031hPa) 3900m(QNH≤979hPa)		MangShi TWR/En,Ch	HO	Nil

ZPMS 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		126.2			HS	D-ATIS available
TWR	Mangshi Tower	118.2 (130.0)			HO	
EMG		121.5			HO	

ZPMS 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
Mangshi VOR/DME	LUM	114.1 MHz CH 88X	HO	N24°24.3' E098°32.4' 302m E of RCL, 400m FM THR23	887 m	
MM 23		75 MHz	HO	046° MAG/ 1050m FM THR 23		Coverage 240m
LOC 23 ILS CAT I	IMS	109.7 MHz	HO	226° MAG/ 280m FM RWY23 end		Beyond 12° leftside and 20° rightside of front course U/S, beyond 5° leftside of 21-25NM U/S
GP 23		333.2 MHz	HO	105m E of RCL, 283.5m inward THR23		Angle 3.5° RDH 17m below angel 2.1° U/S
DME 23	IMS	CH 34X (109.7 MHz)	HO		881m	Co-located with GP 23

ZPMS AD 2.20 本场规定

ZPMS AD 2.20 Local aerodrome regulations

1. 机场使用规定

1. Airport operations regulations

1.1 本场管制区域的所有飞行需事先申请，并得到空中交通管制部门批准后方可进行。

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

1.2 航空器推出、开车须向塔台申请，征得同意后方可推出、开车。

1.2 Aircraft pushback and start-up require an application to be submitted to the TWR, and can only proceed with the TWR's consent.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 跑道运行规定

2.1 General rules for the use of runways

- 2.1.1 未经 ATC 许可，禁止航空器在跑道和滑行道上做 180°转弯。
- 2.1.1 180° turnaround on RWY and TWY is strictly forbidden without ATC clearance.
- 2.1.2 满足下列条件之一时，须转换跑道方向：
- 2.1.2 The direction of runway in use shall be changed if one of the following conditions is met:
- 2.1.2.1 当气象自动观测系统显示跑道顺风分量达到 3.5m/s，且有继续增大趋势时；
- 2.1.2.1 Downwind speed is shown 3.5m/s with an increasing trend by AWOS;
- 2.1.2.2 当使用湿跑道或者污染跑道，气象自动观测系统显示跑道顺风时。
- 2.1.2.2 Under wet RWY or contaminated RWY condition, RWY is shown downwind by AWOS.
- 2.1.3 本场禁止非全跑道起飞
- 2.1.3 Intersection departure is prohibited.
- 2.2 跑道等待位置及使用规定
- 2.2 The use of RWY holding position
- 2.2.1 航空器在进入跑道前应在指定的跑道等待位置处等待塔台的指令，跑道等待位置详见机场图；
- 2.2.1 Aircraft should wait at the designated holding position before entering the RWY, awaiting instructions from TWR. The specific holding positions are detailed on AD chart
- 2.2.2 航空器在跑道等待位置等待时，机头应尽量靠近跑道等待位置标志，但不能超过此标识（本场为 A 型等待位置标志）。
- 2.2.2 While waiting at the runway holding position, the aircraft's nose should be positioned as close as possible to the holding position marking without exceeding it (airport uses Type A holding position marking).
- 2.2.3 航空器未获得管制员许可，机头越过跑道等待位置标志时，应立即向管制员报告。
- 2.2.3 If the aircraft's nose crosses the runway holding position marking without obtaining permission from the controller, the pilot should immediately report to ATC.
- 2.3 滑行道使用规定
- 2.3 Use of taxiways
- 2.3.1 可以通过芒市机场现场（121.6MHZ）申请引导车和地面保障车服务。
- 2.3.1 Flight crew can apply for services of a follow-me vehicle and a ground support vehicle through the on-site service at 121.6MHz.
- 2.3.2 滑行道使用限制
- 2.3.2 Restrictions on taxiway usage
- 2.3.2.1 航空器在滑行道内应按照指定的滑行路线滑
- 2.3.2.1 Aircraft should taxi on the taxiway according to

行，速度不得超过 50km/h，并不得超越前方正在滑行的航空器。在障碍物附近滑行，速度应当减到 15km/h 以下。为避免前机尾流冲击后面车辆，需大功率滑行或试车时，应事先得到 ATC 许可。

2.3.2.2 未经 ATC 许可，禁止航空器在跑道和滑行道上做 180°转弯。

2.4 机场冲突多发地带运行要求

2.4.1 德宏芒市机场冲突多发地带有 3 个区域（详见机场图中 HS1、HS2、HS3 标识）

2.4.2 HS1: 在 F 滑行道于 N 滑行道交汇处，该区域存在其他用户单位航空器起降及车辆牵引航空器的情况，与民航存在冲突。车辆及航空器进入需向塔台申请并注意观察。

2.4.3 HS2: 在 A 滑行道与 101-109 号机位后方重合处，该区域推出飞机与滑行飞机、后服务车道运行的车辆存在冲突，后方滑行航空器须听从塔台指挥并注意观察。

2.4.4 HS3: 在 C 联络道区域，属于进跑道的联络道口，航空器到达该区域跑道外等待点时，须征得塔台同意后进入跑道。

the designated taxi route, with a speed not exceeding 50 km/h, and should not overtake any aircraft taxiing ahead. When taxiing near obstacles, the speed should be reduced to below 15 km/h. To avoid wake turbulence from the preceding aircraft impacting vehicles behind, prior ATC permission is required for high-power taxiing or engine run-up.

2.3.2.2 180° turnaround on RWY and TWY is strictly forbidden without ATC clearance.

2.4 Operational requirements for Hot Spot

2.4.1 There are three Hot Spot areas, see HS1, HS2, HS3 markings on the AD charts.

2.4.2 HS1: At the intersection of TWY F and TWY N, this area has situations where aircraft of other user units take off and land, and vehicles tow aircraft, which may conflict with civil aviation operations. Vehicles and aircraft entering this area must apply to TWR and observe carefully.

2.4.3 HS2: At the overlap of TWY A and the area behind parking positions 101-109, this area has conflicts between aircraft being pushed back, aircraft taxiing, and vehicles operating on the rear service lane. Aircraft taxiing from the rear must follow the TWR's instructions and observe carefully.

2.4.4 HS3: The C Link Taxiway area, which is the linkage taxiway entrance to the runway. When aircraft arrive at the holding point outside the runway in this area, they must obtain permission from the control tower

	before entering the runway.
2.5 进港航空器管制规定	2.5 Regulations on arrival and departure control
2.5.1 着陆航空器驾驶员认为有必要时, 应立即复飞, 并通知塔台管制员。	2.5.1 If the pilot of the landing aircraft deems it necessary, an immediate go-around should be initiated and the ATC should be notified.
2.5.2 快速脱离	2.5.2 Rapid Exit
2.5.2.1 从冲程结束到脱离跑道的的时间: 23 号跑道不应超过 1 分钟, 05 号跑道不应超过 1 分钟, 若不能满足要求, 应尽快通知塔台。	2.5.2.1 Time from the end of the rollout to exiting the runway: It should not exceed 1 minute for Runway 23 and 1 minute for Runway 05. If these requirements cannot be met, the control tower should be notified as soon as possible.
2.5.2.2 航空器严禁在快速脱离道 (F 滑行道) 等待, 如未收到进一步滑行指令, 落地的航空器脱离后应继续滑行至 A 平行滑行道。	2.5.2.2 Aircraft are strictly prohibited from waiting on the rapid exit taxiway (Taxiway F). If no further taxiing instructions are received, the landed aircraft should continue taxiing to Parallel Taxiway A after exiting the runway.
2.5.3 管制移交	2.5.3 Handover of control
根据机场塔台指令联系机场现场 (121.6MHZ)。	Change to 121.6MHz with TWR instructions.
2.5.4 进港航空器由塔台指挥滑行至相应的脱离道口等待位置时, 机组发现地面滑行引导车后, 跟随引导车滑行。	2.5.4 Arrival aircraft taxi to exit TWY and hold by TWR instructions. After finding follow-me vehicle, taxi follow it.
2.6 离港航空器管制规定	2.6 Regulations for departing aircraft control
2.6.1 离场飞行的航空器, 在推出开车前必须联系机场放行管制申请放行许可。空中交通管制放行许可的申请不晚于发动机开车前 10min 进行。推出开车前须向塔台申请并得到同意后方可推出开车。	2.6.1 Departing aircraft shall contact Aerodrome Delivery Control for departure clearance not later than 10 minutes prior to push-out for engine start-up. Permission from the control tower must be obtained before the aircraft is pushed back and the engines are started.

- 2.6.2 快速起飞 2.6.2 Rapid takeoff
- 2.6.2.1 从进入跑道到起飞的时间 23 号跑道不应超过 60s, 05 号跑道不应超过 60s。 2.6.2.1 The time from entering the runway to takeoff should not exceed 60 seconds on Runway 23 and 60 seconds on Runway 05.
- 2.6.2.2 当 C 滑行道被占用使用 D 滑行道进入跑道时, 从进入 23 号跑道到起飞, 时间不应超过 180s。 2.6.2.2 When Taxiway C is occupied and Taxiway D is used to access the runway, the time from entering Runway 23 to takeoff should not exceed 180 seconds.
- 2.6.2.3 若不能满足以上要求, 应尽快通知管制员。 2.6.2.3 If the above requirements cannot be met, the controller should be notified as soon as possible.
- 2.7 对机组的要求 2.7 Requirements for the flight crew
- 2.7.1 听清并严格复诵塔台管制员的滑行指令, 尤其是界限性指令, 发现疑问及时证实。 2.7.1 Clearly understand and accurately repeat the taxiing instructions from the control tower, especially the boundary instructions, and promptly confirm any doubts.
- 2.7.2 在推出时向塔台管制员证实使用跑道、推出方向。 2.7.2 Confirm with the control tower the runway to be used and the direction of pushback during the pushback process.
- 3. 机坪和机位的使用 3. Use of aprons and parking stands**
- 3.1 引导要求 3.1 Guidance requirements
- 3.1.1 滑入机位的引导要求 3.1.1 Guidance requirements for taxiing to parking stands
- 3.1.1.1 可以通过机场现场申请引导车和拖车服务 3.1.1.1 Follow-me vehicles and tow services can be requested through 121.6MHz.
- 3.1.1.2 所有航空器均由人工指挥滑进机位 3.1.1.2 All aircraft are directed to their parking positions manually.
- 3.1.2 停机位限翼展 36m(含)以下航空器使用。停机位 101-109、201-210 运行方式为自滑进、顶推出, 停 3.1.2 Stands max wings limits 36m(include). Stands 101-109, 201-210 taxi in and push out. Stands 110-115

机位 110-115 为自行滑进滑出。

taxi in and out by itself.

3.1.3 110-115 号机位停放的航空器只能左转滑出。

3.1.3 Stands 110-115 taxi out with left turn only.

3.2 公务机位

3.2 Business jet parking positions

本场公务机位一般安排在 110-115 号的自滑进出机位。

The business jet parking positions are generally arranged stands 110-115.

3.3 发动机试车须经塔台许可并在指定的地点进行。

3.3 Engine run-ups are subject to TWR clearance, and shall be carried out at a designated location.

3.4 102-105 号停机位提供桥载 400Hz 电源和空调服务。

3.4 Bridge load 400Hz power and air conditioning unit available on stands Nr.102-105.

4. 低能见度运行

4. Low visibility operation

无

Nil

5. 直升机飞行限制，直升机停靠区

5. Helicopter operation restrictions and helicopter parking/docking area

无

Nil

6. 警告

6. Warning

6.1 周围障碍物

6.1 Surrounding obstacles

本场东西两侧山体较多，安全高度以下须严格按照飞行程序飞行。

There are numerous mountains on the east and west sides of the airport. Flights below the safe altitude must strictly follow the flight procedures.

6.2 周边高速路、公路

6.2 Surrounding highways and roads

西面有杭瑞高速公路，320 国道。

To the west, there are the Hangzhou-Ruili Expressway and National Highway 320.

6.3 邻近机场飞行活动

6.3 Neighboring airport

邻近机场较多，飞行活动频繁，在本管制区接受空中交通管制服务的航空器，严格保持航迹和高度，并听从 ATC 指挥。

With numerous neighboring airports and frequent flight activities, aircraft receiving air traffic control services within this control area must strictly maintain their flight paths and

6.4 在本场绕飞雷雨时，必须保持高度 3600m 以上，禁止航空器在本场南面绕飞雷雨；本场“LUM 导航台以南 30 公里为边境线，禁止进入边境线国内一侧 10KM 范围内。

ZPMS AD 2.21 减噪程序

无

ZPMS AD 2.22 飞行程序

1. 总则

1.1 凡不符合机场 RNP 程序运行要求的航空器，驾驶员应在首次联系时告知管制员。

2. 起落航线

2.1 起落航线只准在跑道西北侧进行，起落航线高度：A/B 类航空器 1300-1400m，C/D 类航空器 1600m。

2.2 在做起落航线时，注意航线宽度，不得进入山区。

2.3 目视盘旋只能在跑道西侧进行

3. 仪表飞行程序

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

3.2 等待程序见标准仪表进场、进近图。

4. 雷达程序和/或 ADS-B 程序

altitudes, and follow the instructions of ATC.

6.4 Circumnavigation CB to south of the aerodrome is forbidden. Aircraft shall keep 3600m and above when circumnavigate CB. Border Line is 30km south of VOR/DME 'LUM', Enter 10km within Border Line is forbidden.

ZPMS AD 2.21 Noise abatement procedures

Nil

ZPMS AD 2.22 Flight procedures

1. General

1.1 If aircraft can not use RNP procedure, inform ATC in first contact.

2. Traffic circuits

2.1 Traffic circuits shall only be made to the northwest of RWY, at the altitude of 1300m-1400m for aircraft CAT A/B, and 1600m for aircraft CAT C/D.

2.2 Pay attention to the route width, do not enter the mountain area when making traffic circuits.

2.3 Circling north of RWY only.

3. IFR flight procedures

3.1 Strict adherence is required to the relevant arrival/ departure and approach 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 Holding procedures refer to STAR and IAC.

4. Radar procedures and/or ADS-B procedures

无	Nil
5. 无线电通信失效程序	5. Radio communication failure procedures
5.1 航空器驾驶员将应答机设置为 7600。	5.1 Flight crew shall set the SSR transponder code to 7600.
5.2 航空器单向接收失效时，航空器驾驶员将飞行意图报告管制员，并即时报告位置和高度信息。	5.2 When the aircraft one-way reception fails, the flight crew shall report flight intentions to ATC and report the position and altitude information in time.
5.3 航空器单向发射失效时，按照收到的管制指令执行。	5.3 When the aircraft one-way transmission fails, the ATC instructions received shall be followed.
5.4 航空器收、发均失效时：	5.4 When both the aircraft reception and transmission fail:
5.4.1 若航空器驾驶员选择芒市机场着陆，按照收到的最后一个管制高度指令（此高度低于最低安全高度时，上到最低安全高度），飞向 LUM 导航台，沿标准等待程序盘旋，盘旋 10min 后，航空器驾驶员可自主选择进近程序，自主领航着陆。	5.4.1 When decides to land at Mangshi airport, the flight crew shall follow the last ATC altitude instruction received (if below MSA, shall climb and maintain MSA), fly to LUM navigation station, join the standard holding pattern. After circling for 10 minutes, the flight crew can choose the approach procedure by own discretion and land by own navigation.
5.4.2 若航空器驾驶员执行其它飞行路径意图时：驾驶员意图返回起飞机场着陆，设置应答机编码在 7600 和 7601 间以 30s 间隔重复调整 2 次并最终设置为 7600，直至着陆。若驾驶员意图飞往起飞备降机场着陆，设置应答机编码在 7600 和 7602 间以 30s 间隔重复调整 2 次并最终设置为 7600，直至着陆。备降机场建议 FPL 报中对应的机场。	5.4.2 When the flight crew has other landing intentions: if the flight crew intends to return to land, shall set the SSR transponder code between 7600 and 7601 with an interval of 30 seconds and repeat that twice, finally set to 7600 until landing. if the flight crew intends to go to the alternate, shall set the SSR transponder code between 7600 and 7602 with an interval of 30 seconds and repeat that twice, finally set to 7600 until landing. The alternate airport corresponding to the FPL is recommended.

5.5 管制单位通信失效时：航空器保持收到的最后一个指令高度，联系前一管制单位（昆明区域管制 132.175MHz）。

5.6 提示：“LUM 导航台正北 60km 为腾冲机场”、“BSD 台以北高度保持标准气压 6000m 及以上”、“LUM 导航台以南 30km 为边境线”。

5.7 芒市塔台应急频率 121.5MHz，芒市塔台备用频率 130.00MHz。

5.8 芒市塔台电话：86-692-2934655，86-692-2934619。

6. 目视飞行程序

6.1 目视飞行进入本机场的航空器，按照目视飞行的规定，下降至航线目视飞行的最低安全高度以上，加入本场起落航线，目视离场起飞后在本场上升高度至 3600m 以上加入航线。

7. 目视飞行航线

无

8. 其它规定

无

ZPMS AD 2.23 其它资料

鸟情资料

全年有鸟类活动。机场当局采取了驱赶措施。

5.5 Radio communication failure in ATC unit: aircraft shall maintain the last altitude assigned by ATC and contact the previous control unit (Kunming area control 132.175MHz).

5.6 Notice: "Tengchong airport(ZPTC) is 60km north of LUM VOR", " When position at north of BSD VOR shall maintain 6000m(QNE) or above", "There are national borderlines at 30km south of LUM VOR".

5.7 Emergency frequency of Mangshi Tower: 121.5MHz, backup frequency of Mangshi Tower: 130.0MHz.

5.8 Phone number of Mangshi Tower: 86-692-2934655, 86-692-2934619.

6. Procedures for VFR flights

6.1 In visual approach, aircraft shall follow visual flight rules, descend to altitude above the visual MSA and join the traffic circuits. In visual departure, aircraft shall climb to 3600m and above to join the route.

7. VFR route

Nil

8. Other regulations

Nil

ZPMS AD 2.23 Other information

Bird's information

Activities of bird flocks are found in the whole year. Aerodrome Authority resorts to dispersal methods to reduce bird activities.

Bird Activity Seasons (Times)	Activity Areas and Directions	Flight Heights(m)	Bird Group Characteristics
Spring (Daytime)	Overhead of Runway 23 end, overhead of the eastern perimeter fence, overhead of the northwest perimeter fence	0-500	Medium and large birds/scattered
	Full length, south to north, back and forth between east and west	0-100	small birds/in flocks
Spring (Nighttime)	Runway strip soil surface area, off-airport farmland, runways	0-200	medium and large birds/scattered
Summer (Daytime)	Full length, south to north, back and forth between east and west	0-100	small birds/in flocks
	Runway strip soil surface area, off-airport farmland	0-50	small and medium birds/scattered
	Overhead of city approach areas	0-100	medium birds/scattered
Summer (Nighttime)	Runway strip soil surface area, northern and southern light strips	5-30	small birds/scattered
	Off-airport farmland,	0-200	medium and large

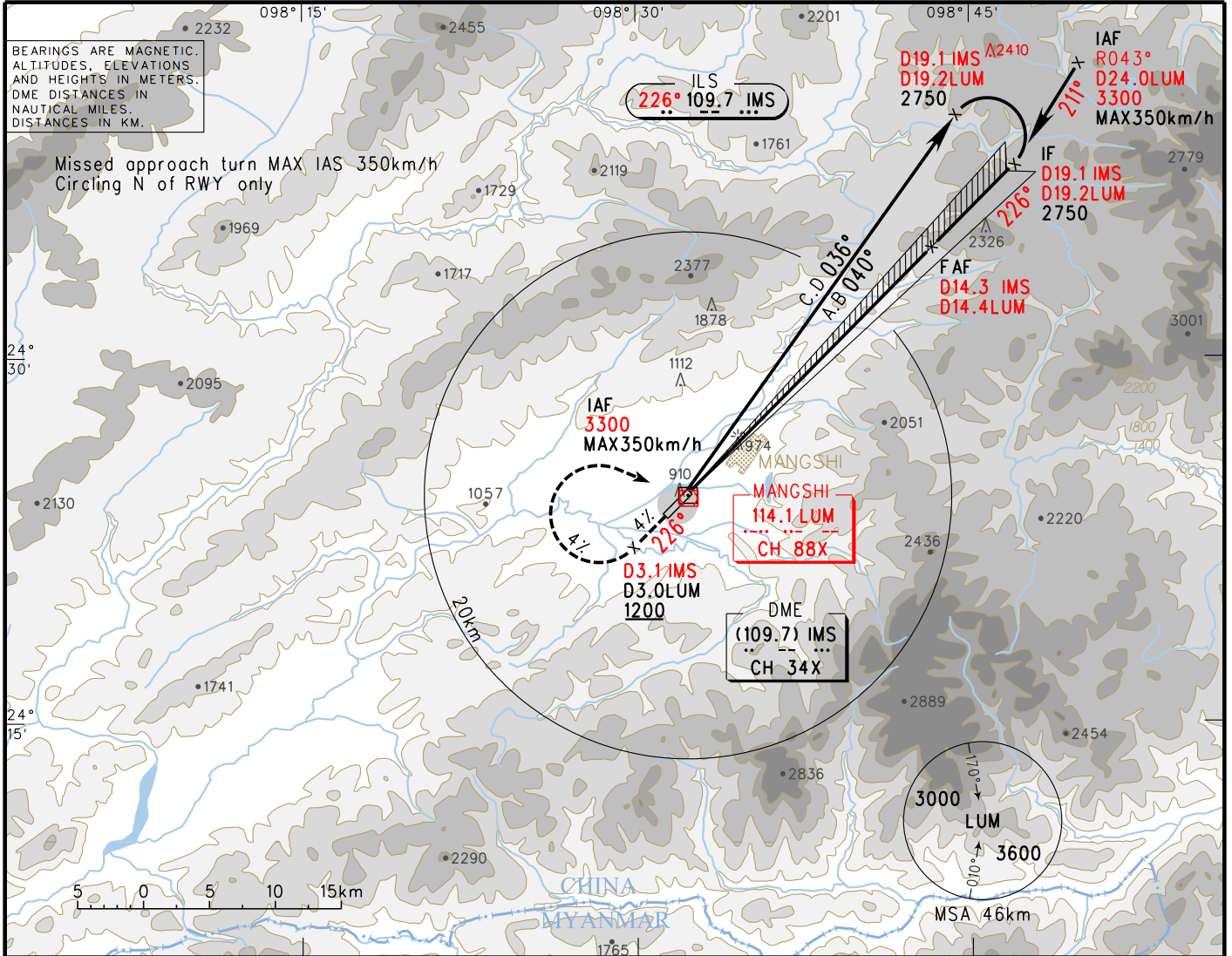
	runways		birds/scattered
Autumn (Daytime)	Full length, south to north, back and forth between east and west	0-100	small birds/in flocks
	Runway strip soil surface area, off-airport farmland	0-50	small and medium birds/scattered
	Overhead of city approach areas	0-100	medium birds/scattered
	Runway strip soil surface area, runways, off-airport rivers	0-100	medium and large birds/scattered
Autumn (Nighttime)	Runway strip soil surface area, northern and southern light strips	5-30	small birds/scattered
	Off-airport farmland, runways	0-200	medium and large birds/scattered
Winter (Daytime)	Overhead of Runway 23 end, overhead of the eastern perimeter fence, overhead of the northwest perimeter fence	0-500	large birds/scattered
	Runway strip soil surface area, runways, off-airport rivers	0-100	medium and large birds/scattered
	Full length, south to north,	0-100	small birds/in flocks

	back and forth between east and west		
Winter (Nighttime)	Runwan strip soil surface area, northern and southern light strips	5-30	small birds/scattered
	Off-airport farmland, runways	0-200	medium and large birds/scattered

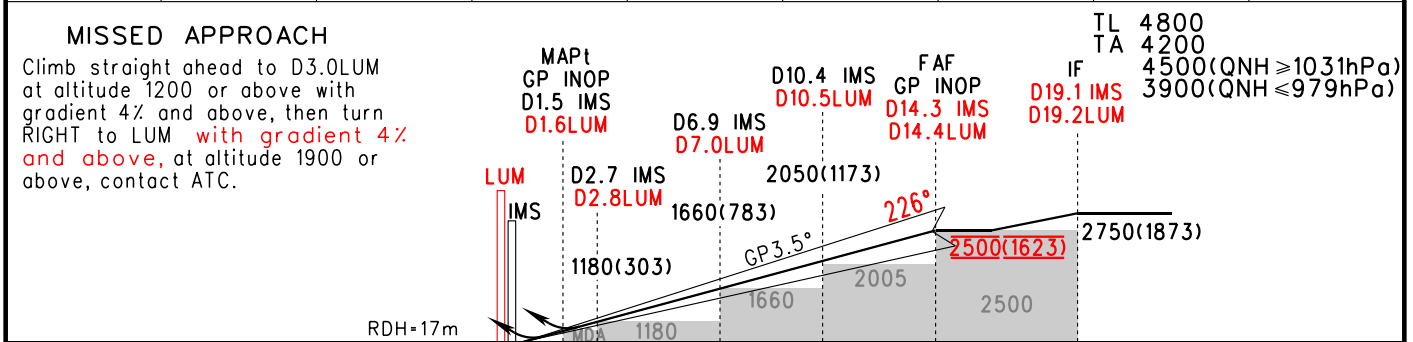
INSTRUMENT APPROACH CHART-ICAO

ZPMS DEHONG/Mangshi ILS/DME y RWY23

VAR 1.2° W
 AERODROME ELEV 877.0 D-ATIS 126.2
 THR RWY23 ELEV 877.0 TWR 118.2(130.0)



GP INOP	DME (IMS) (NM)	2	4	6	8	10	12	14
	ALT (m)	1101	1327	1552	1779	2004	2230	2456



ILS/DME	DA(H)	970(93)		
	RVR/VIS	800/800		
GP INOP	MDA(H)	1050(173)		
	RVR/VIS	2000/2000		
CIRCLING	MDA(H)	1200(323)	1250(373)	1550(673)
	VIS	5000	5000	5000

FAF-MAPt(GP INOP) 23.7km						
GS in kt	80	100	120	140	160	180
kmH	150	185	220	260	295	335
Time min:sec	9:36	7:41	6:24	5:29	4:48	4:16
Rate of descent m/s	2.5	3.1	3.7	4.4	5.0	5.7

Changes: 'LUM', VAR, Procedure

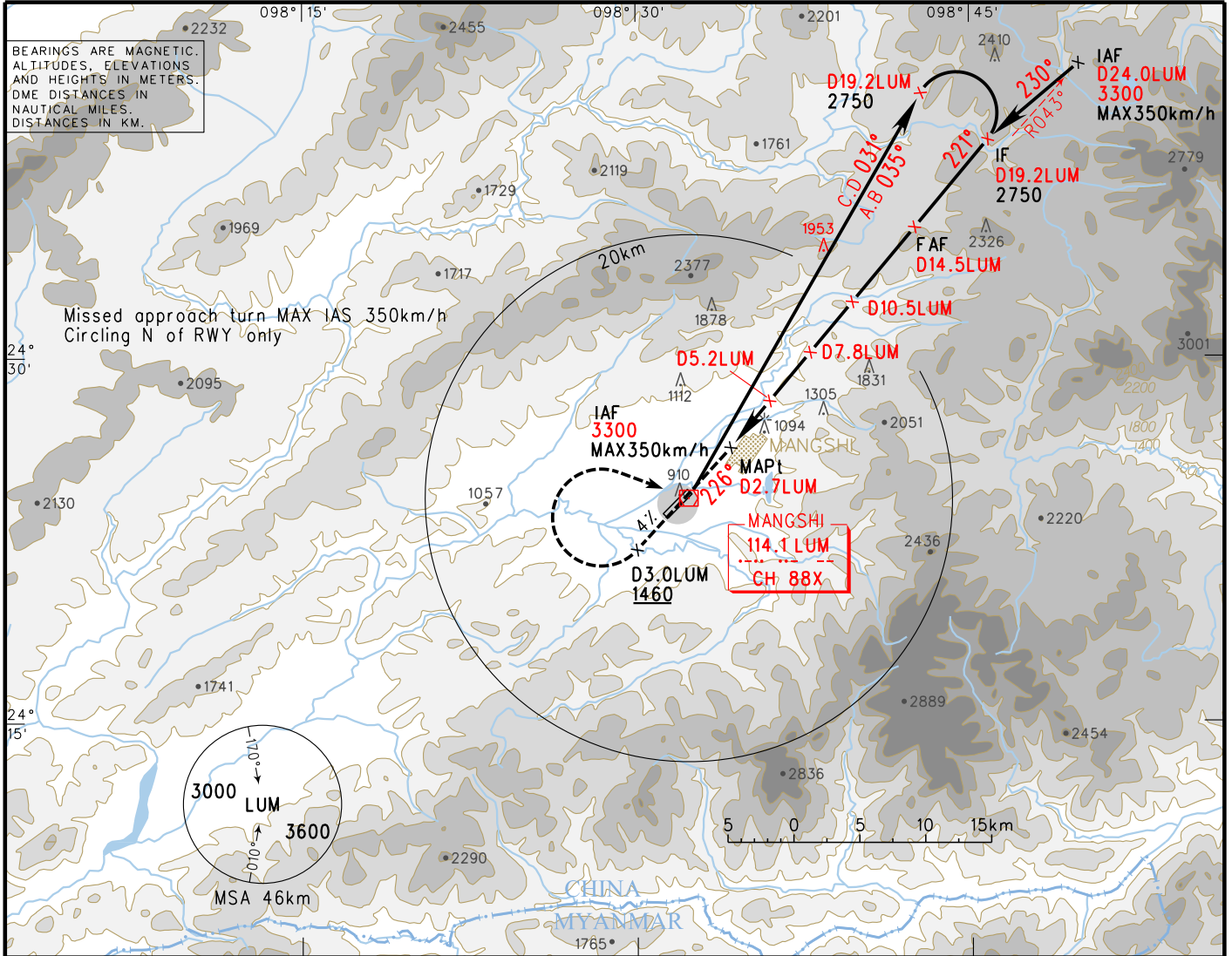
INSTRUMENT APPROACH CHART-ICAO

VAR 1.2° W

AERODROME ELEV 877.0 D-ATIS 126.2
THR RWY23 ELEV 877.0 TWR 118.2(130.0)

ZPMS DEHONG/Mangshi

VOR/DME RWY23

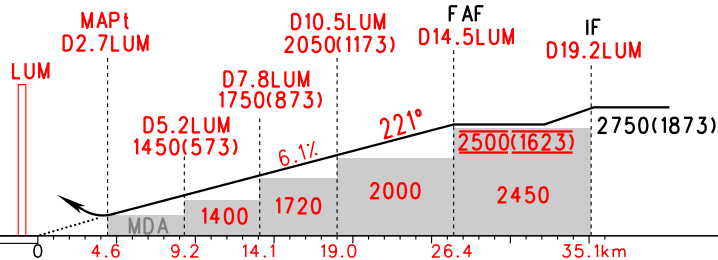


DME (LUM) (NM)	2	4	6	8	10	12	14	16
ALT (m)		1318	1544	1770	1996	2222	2448	

MISSED APPROACH

Climb straight ahead to D3.0LUM at altitude 1460 or above with gradient 4% and above, then turn RIGHT to LUM at altitude 1900 or above, contact ATC.

TL 4800
TA 4200
4500(QNH ≥ 1031hPa)
3900(QNH ≤ 979hPa)



	A	B	C	D	FAF - MAPt 21.8km							
VOR/DME MDA(H) VIS	1170(293) 4000				GS in	kt	80	100	120	140	160	180
					kmH	150	185	220	260	295	335	
CIRCLING MDA(H) VIS	1200(323) 5000	1250(373) 5000	1550(673) 5000		Time	min:sec	8:50	7:04	5:53	5:03	4:25	3:55
					Rate of descent	m/s	2.5	3.1	3.8	4.4	5.0	5.6

Changes: LUM, VAR, Procedure

AERODROME CHART

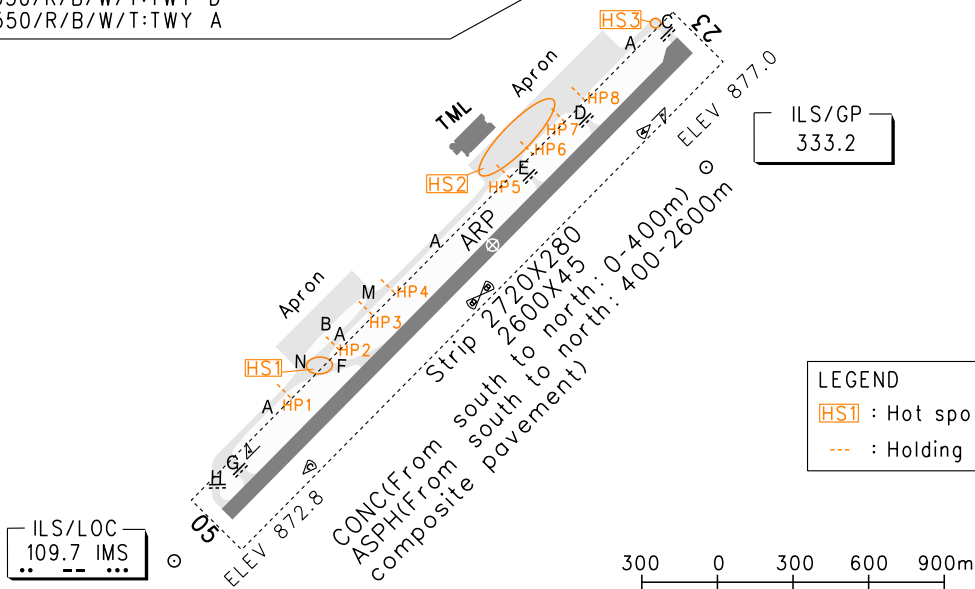
D-ATIS 126.2
TWR 118.2(130.0)

ZPMS DEHONG/Mangshi

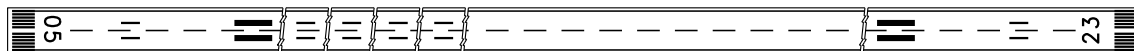
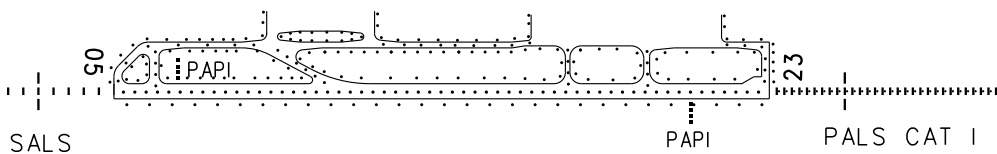
N24°24.0'E098°32.0' ELEV 877.0m

RWY	Direction	Bearing strength
05	046°	PCR 610/R/B/W/T: RWY05/23(FM THR05:0-400m) CONC
		PCR 610/R/B/W/T: RWY05/23(FM THR05:400-2600m) ASPH
		PCR 1140/R/A/W/T: TWY B
		PCR 1110/R/A/W/T: TWY N
		PCR 1070/R/B/W/T: TWY E
23	226°	PCR 990/R/A/W/T: TWY M
		PCR 870/R/A/W/T: TWY F, H
		PCR 830/R/A/W/T: TWY G
		PCR 740/R/A/W/T: TWY C
		PCR 630/R/B/W/T: TWY D
		PCR 550/R/B/W/T: TWY A

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



LEGEND
HS1 : Hot spot
 - - - : Holding position



TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)					LIGHTS	
ACFT Type	RWY05		RWY23		RWY05	RWY23
	REDL	NIL(Day only)	REDL	NIL(Day only)		
2 TURB ENG or 3&4 ENG	A				SALS PAPI REDL RCLL RENL	PALS CAT I SFL PAPI REDL RCLL RENL
	B	RVR400	RVR500	RVR400		
	C	VIS800	VIS800	VIS800		
	D					
Other 1&2 ENG	RVR1600/VIS1600					
Note: Nil						
Changes: Nil.						

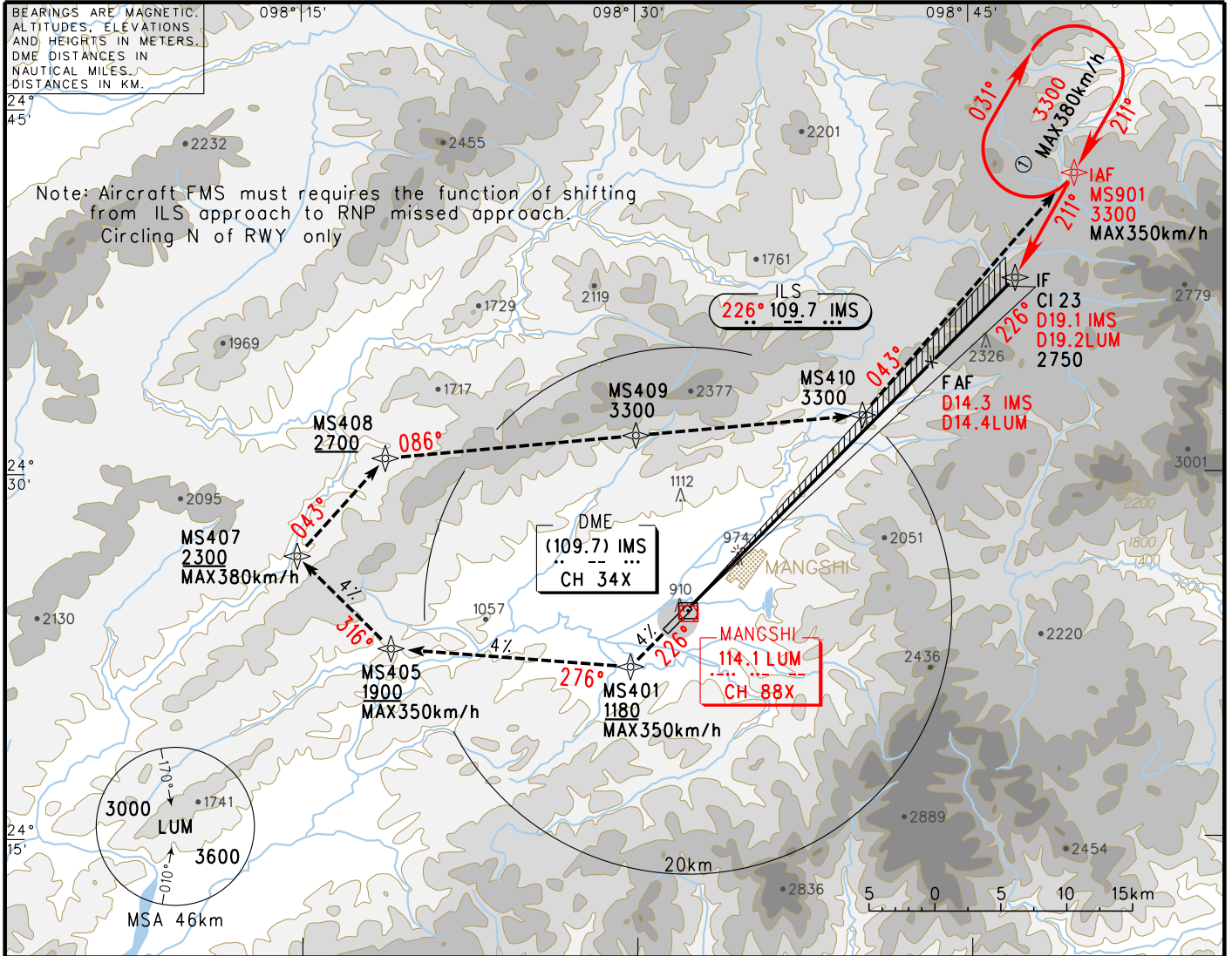
INSTRUMENT APPROACH CHART-ICAO

VAR1.2° W

AERODROME ELEV 877.0 D-ATIS 126.2
THR RWY23 ELEV 877.0 TWR 118.2(130.0)

ZPMS DEHONG/Mangshi

RNP ILS/DME z RWY23



GP INOP	DME (IMS) (NM)	2	4	6	8	10	12	14
	ALT (m)	1101	1327	1552	1779	2004	2230	2456

MISSED APPROACH

Climb along track 226° to MS401 at 1180 or above with gradient 4% and above, turn RIGHT to MS405 at 1900 or above, turn RIGHT to MS407 at 2300 or above, then turn RIGHT to MS408 at 2700 or above, fly to MS409 at 3300, then fly to MS410 at 3300, turn LEFT to MS901 at 3300, then join the holding pattern and contact ATC.

MAPt GP INOP D1.5 IMS D1.6 LUM

D2.7 IMS D2.8 LUM

D6.9 IMS D7.0 LUM

D10.4 IMS D10.5 LUM

FAF GP INOP D14.3 IMS D14.4 LUM

IF CI 23 D19.1 IMS D19.2 LUM

TL 4800 TA 4200 4500(QNH ≥ 1031hPa) 3900(QNH ≤ 979hPa)

2050(1173)

1660(783) GP 3.5° 226°

1180(303)

1660 2005 2500

2750(1873)

2500(1623)

RDH=17m

ILS/DME	DA(H)	970(93)			
	RVR/VIS	800/800			
GP INOP	MDA(H)	1050(173)			
	RVR/VIS	2000/2000			
CIRCLING	MDA(H)	1200(323)	1250(373)	1550(673)	
	VIS	5000	5000	5000	

FAF-MAPt(GP INOP) 23.7km						
GS in kt	80	100	120	140	160	180
kmH	150	185	220	260	295	335
Time min:sec	9:36	7:41	6:24	5:29	4:48	4:16
Rate of descent m/s	2.5	3.1	3.7	4.4	5.0	5.7

Changes: LUM, VAR, Procedure

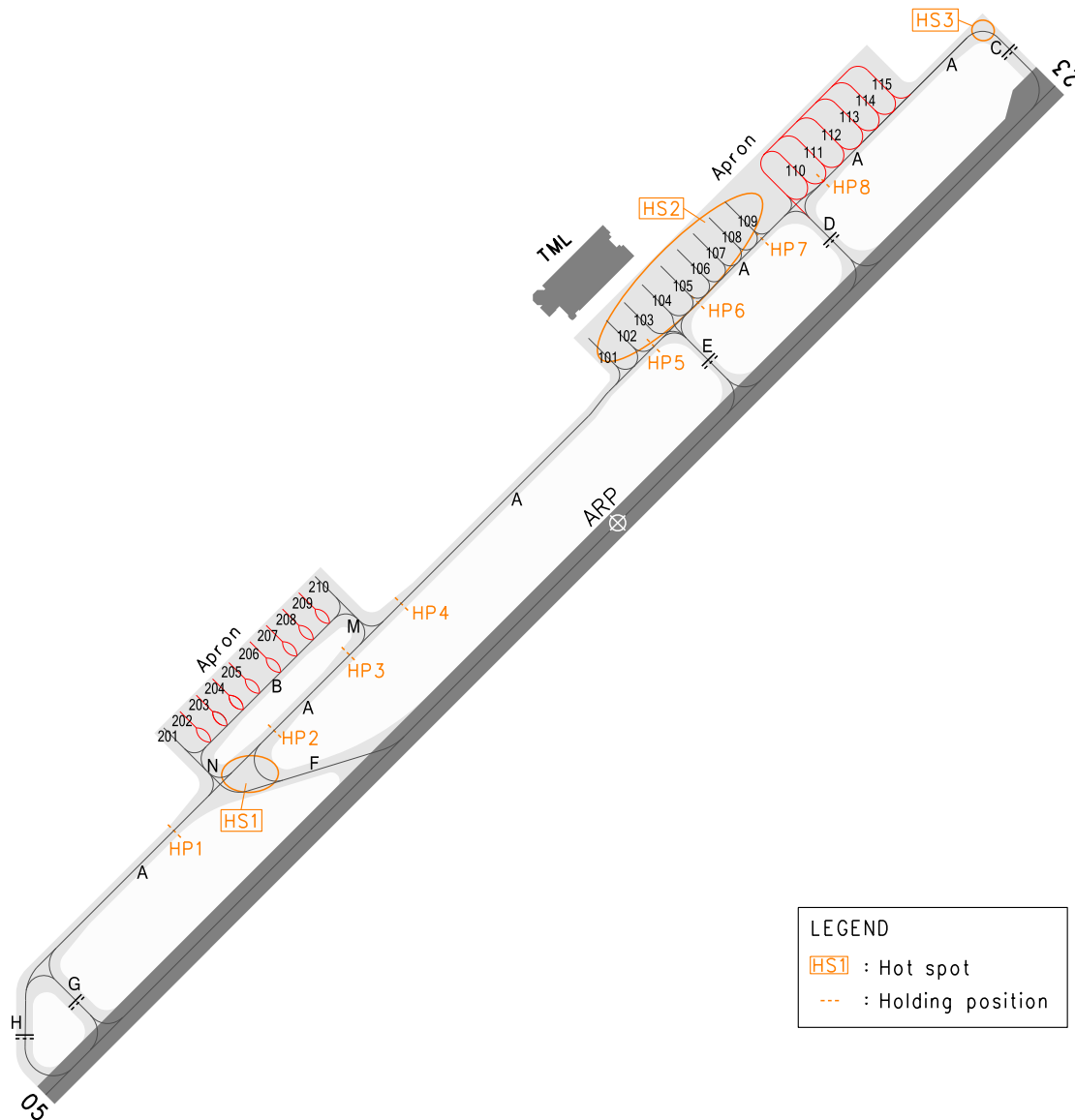
AIRCRAFT PARKING CHART-ICAO

D-ATIS 126.2
TWR 118.2(130.0)

ZPMS DEHONG/Mangshi

PCR 1060/R/A/W/T: Stands Nr. 201-210
PCR 860/R/A/W/T: Stands Nr. 110-115
PCR 750/R/A/W/T: Stands Nr. 102-105
PCR 620/R/B/W/T: Stands Nr. 106-109
PCR 610/R/B/W/T: Stands Nr. 101

Boarding bridge is available at stands Nr.102,103,104,105



LEGEND

- HS1 : Hot spot
- - - : Holding position

Changes: Taxi lines.

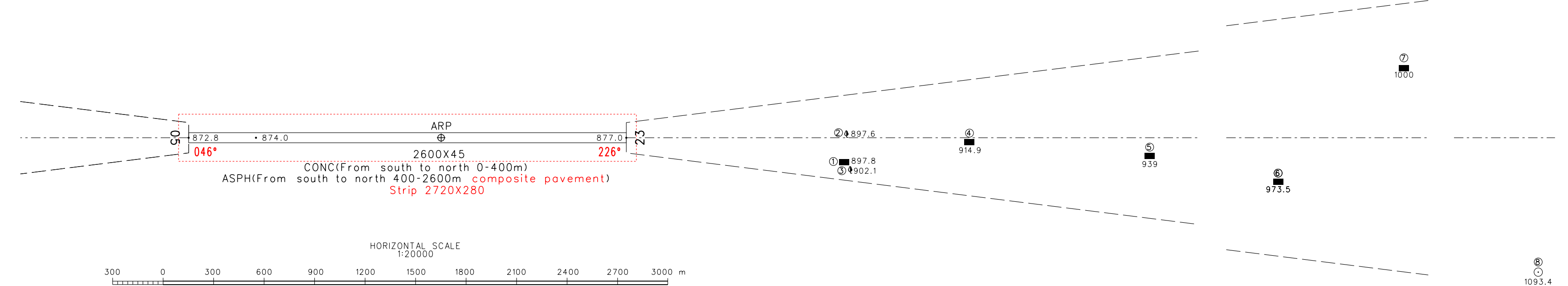
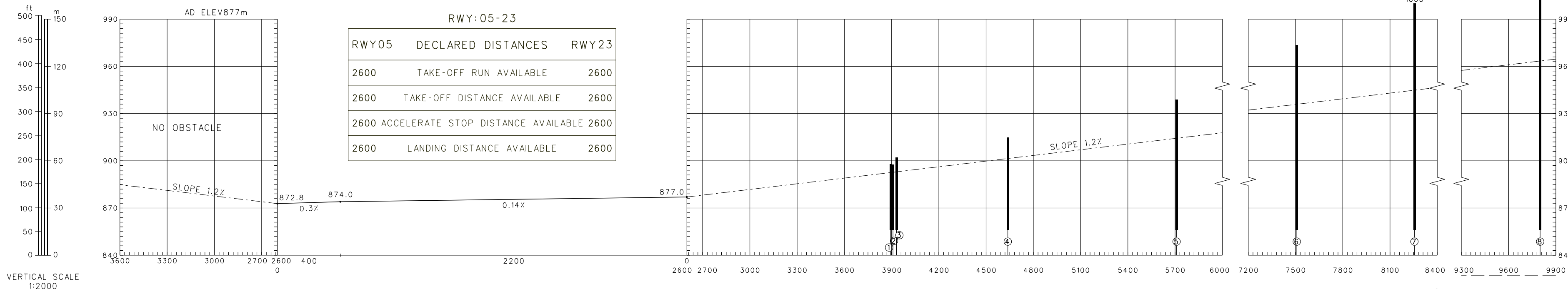
AERODROME OBSTACLE CHART-ICAO

TYPE A(OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

ZPMS DEHONG/Mangshi

MAGNETIC VARIATION 1.2° W



STANDARD DEPARTURE CHART - INSTRUMENT

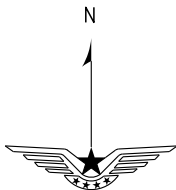
VAR1.2° W

D-ATIS 126.2
TWR 118.2(130.0)

ZPMS DEHONG/Mangshi
RWY05

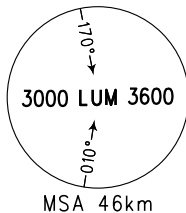
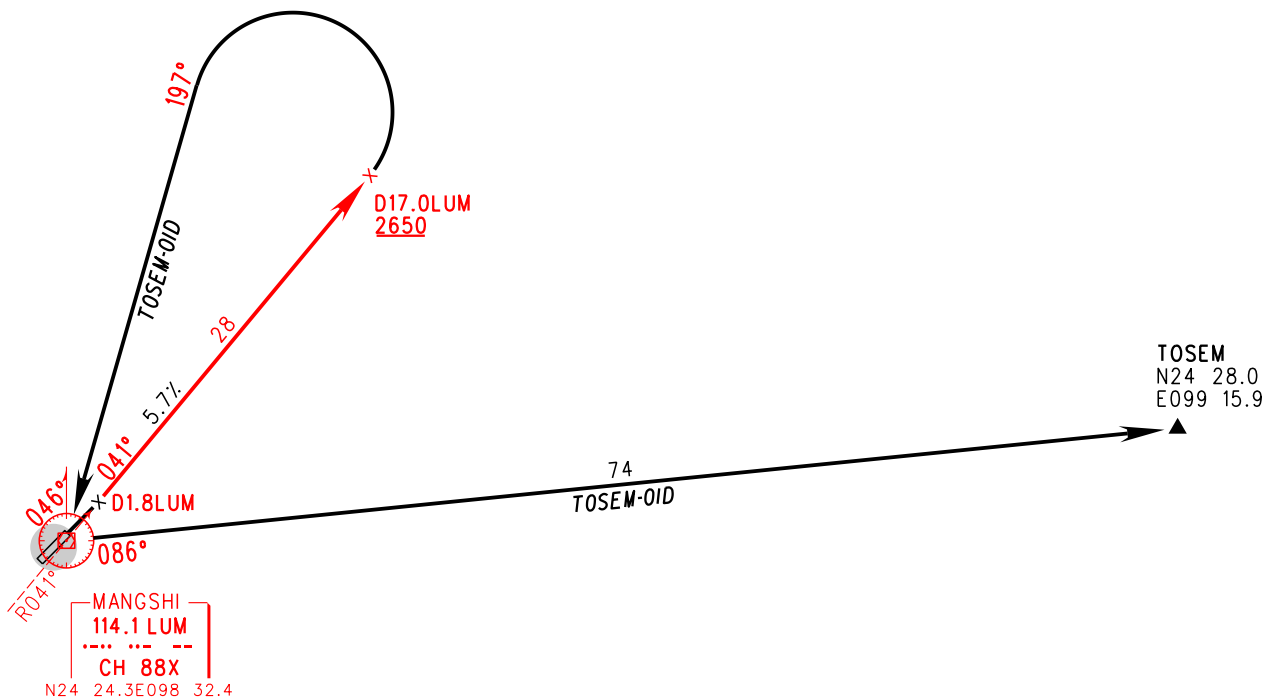
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 4800
TA 4200
4500(QNH ≥ 1031hPa)
3900(QNH ≤ 979hPa)



NOT TO SCALE

Note: Departure turn MAX IAS 380km/h.



Changes: LUM, Procedure, VAR.

STANDARD DEPARTURE CHART - INSTRUMENT

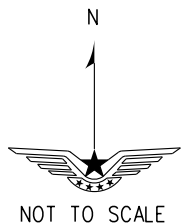
VAR1.2° W

D-ATIS 126.2
TWR 118.2(130.0)

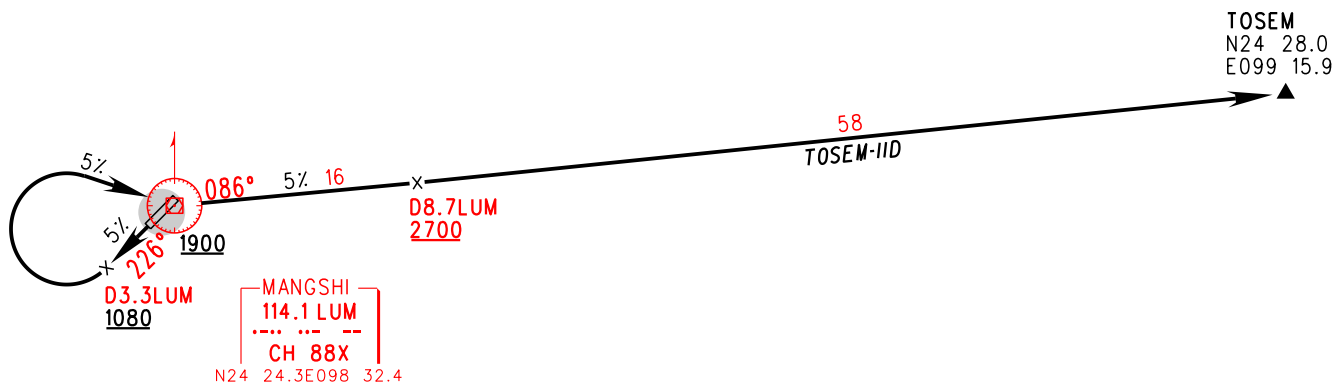
ZPMS DEHONG/Mangshi
RWY23

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

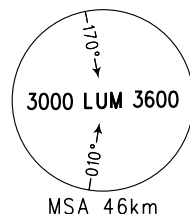
TL 4800
TA 4200
4500(QNH ≥ 1031hPa)
3900(QNH ≤ 979hPa)



Departure turn MAX IAS 350km/h.



CHINA
MYANMAR



Changes: LUM, Procedure, VAR.

STANDARD DEPARTURE CHART - INSTRUMENT

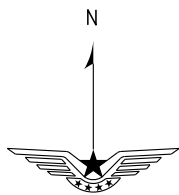
VAR1.2° W

D-ATIS 126.2
TWR 118.2(130.0)

ZPMS DEHONG/Mangshi
RNP RWY05

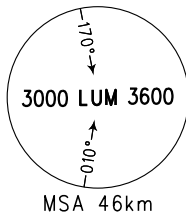
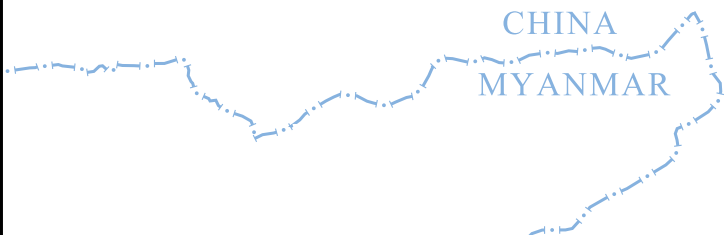
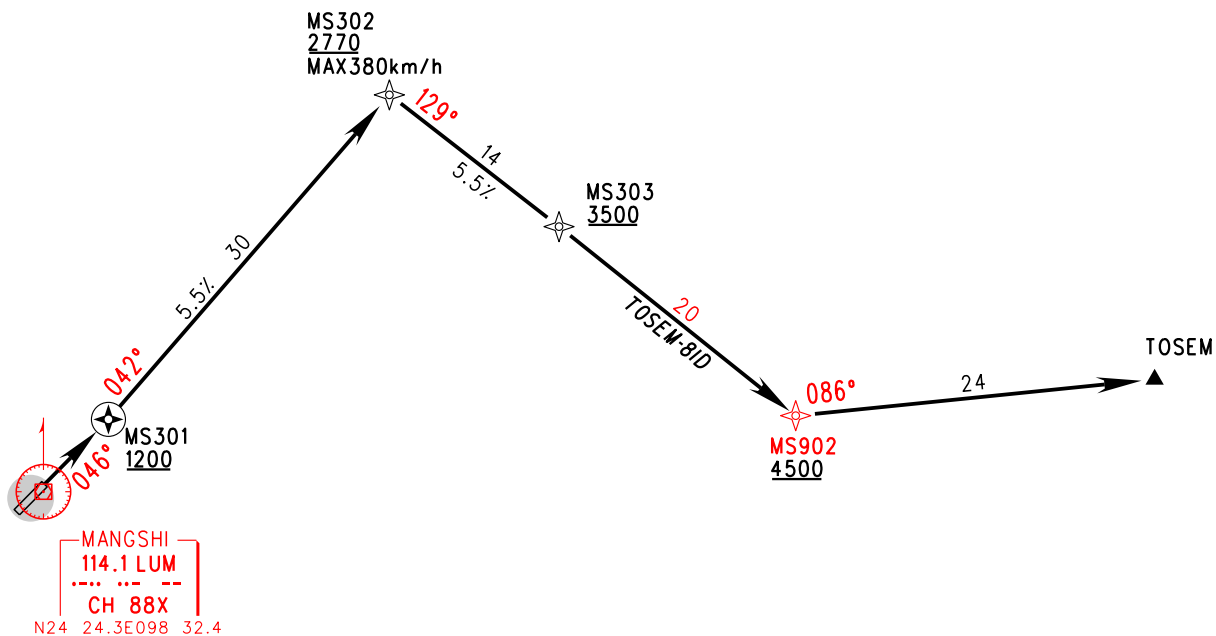
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 4800
TA 4200
4500(QNH ≥ 1031hPa)
3900(QNH ≤ 979hPa)



NOT TO SCALE

RNP1
GNSS



Changes: LUM, Procedure, VAR.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR1.2° W

D-ATIS 126.2
TWR 118.2(130.0)

ZPMS DEHONG/Mangshi
RNP RWY23

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

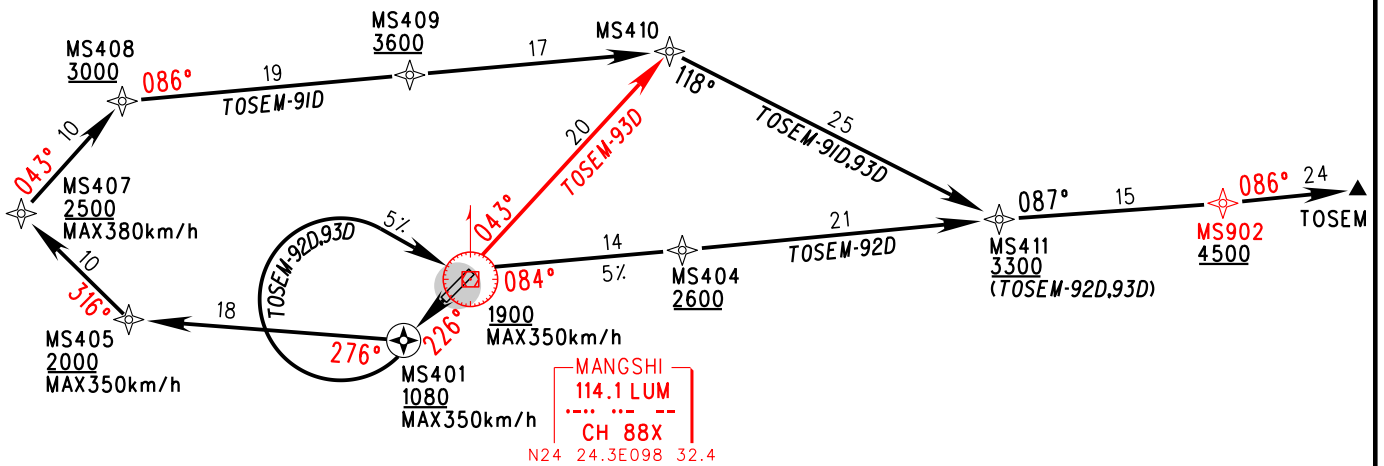
TL 4800
TA 4200
4500(QNH ≥ 1031hPa)
3900(QNH ≤ 979hPa)



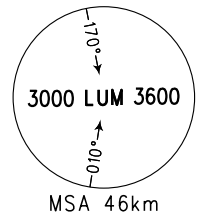
NOT TO SCALE

RNP1
GNSS

TOSEM-91D: the climb gradient is 5% from DER to MS408.



CHINA
MYANMAR



Changes: LUM, Procedure, VAR.

STANDARD ARRIVAL CHART - INSTRUMENT

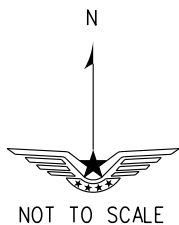
VAR1.2° W

D-ATIS 126.2
TWR 118.2(130.0)

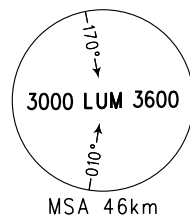
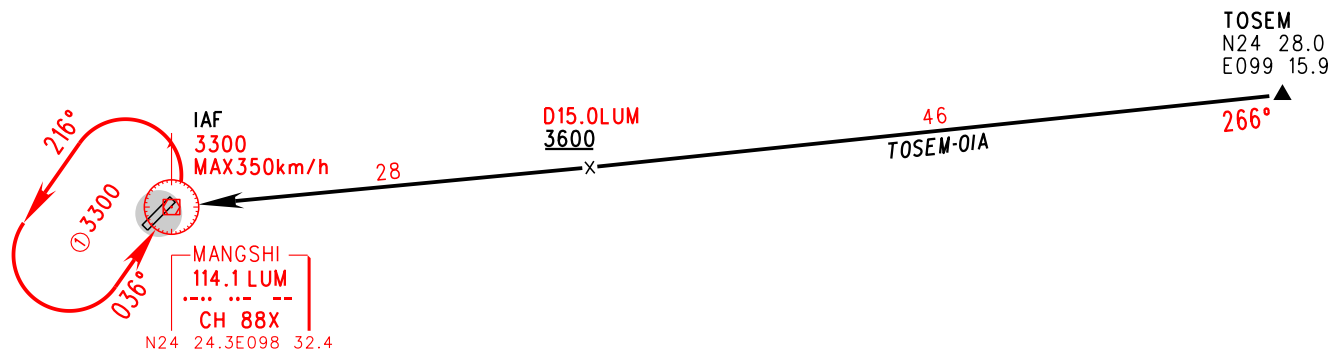
ZPMS DEHONG/Mangshi
RWY23

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

TL 4800
TA 4200
4500(QNH ≥ 1031hPa)
3900(QNH ≤ 979hPa)



TOSEM-01A: join the holding pattern on LUM to change heading, then approach.



Changes: LUM, Procedure, VAR.

STANDARD ARRIVAL CHART - INSTRUMENT

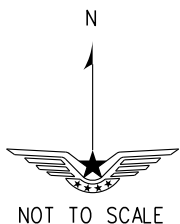
VAR1.2° W

D-ATIS 126.2
TWR 118.2(130.0)

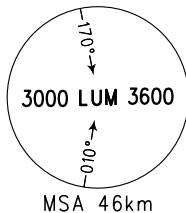
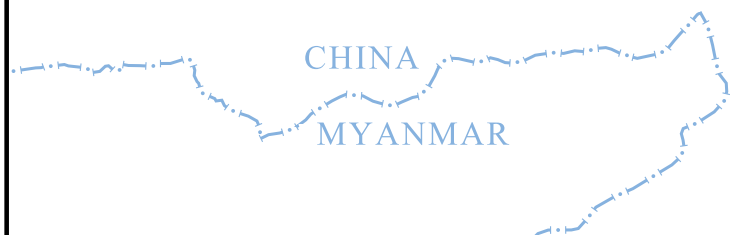
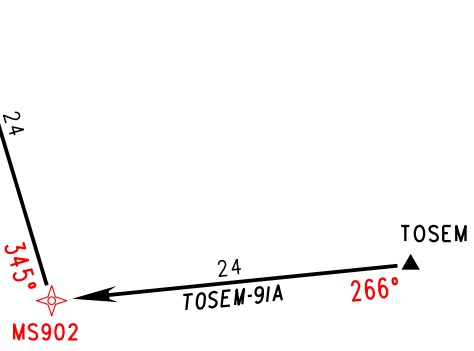
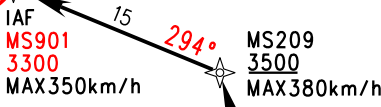
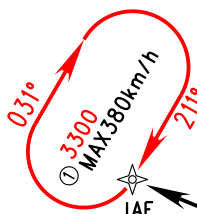
ZPMS DEHONG/Mangshi
RNP RWY23

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

TL 4800
TA 4200
4500(QNH ≥ 1031hPa)
3900(QNH ≤ 979hPa)



RNP1
GNSS



Changes: LUM, Procedure, VAR.

WAYPOINT LIST

DEHONG/Mangshi

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
CI23	N24° 37'59.6"E098° 47'04.0"				
MS209	N24° 39'11.6"E098° 57'49.4"				
MS301	N24° 26'49.0"E098° 34'53.7"				
MS302	N24° 38'23.6"E098° 45'57.5"				
MS303	N24° 33'38.2"E098° 52'34.5"				
MS401	N24° 22'03.1"E098° 29'43.2"				
MS404	N24° 25'14.5"E098° 40'37.9"				
MS405	N24° 22'49.7"E098° 18'58.5"				
MS407	N24° 26'38.2"E098° 14'46.7"				
MS408	N24° 30'39.3"E098° 18'44.4"				
MS409	N24° 31'33.7"E098° 29'59.8"				
MS410	N24° 32'22.2"E098° 40'10.3"				
MS411	N24° 26'17.2"E098° 53'02.2"				
MS901	N24° 42'17.6"E098° 49'45.0"				
MS902	N24° 26'48.4"E099° 01'47.5"				
LUM	N24° 24.3'E098° 32.4'				
TOSEM	N24° 28'00"E099° 15'51"				

Changes: New chart.

DATABASE CODING TABLE

DEHONG/Mangshi

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
RWY05 SID TOSEM-81D								
CF	MS301	Y	046		<u>1200</u>			RNP1
TF	MS302				<u>2770</u>	MAX380		RNP1
TF	MS303				<u>3500</u>			RNP1
TF	MS902				<u>4500</u>			RNP1
TF	TOSEM							RNP1
RWY23 SID TOSEM-91D								
CF	MS401	Y	226		<u>1080</u>	MAX350		RNP1
TF	MS405				<u>2000</u>	MAX350		RNP1
TF	MS407				<u>2500</u>	MAX380		RNP1
TF	MS408				<u>3000</u>			RNP1
TF	MS409				<u>3600</u>			RNP1
TF	MS410							RNP1
TF	MS411							RNP1
TF	MS902				<u>4500</u>			RNP1
TF	TOSEM							RNP1
RWY23 SID TOSEM-92D								
CF	MS401	Y	226		<u>1080</u>	MAX350		RNP1
DF	LUM			R	<u>1900</u>	MAX350		RNP1
TF	MS404				<u>2600</u>			RNP1
TF	MS411				<u>3300</u>			RNP1
TF	MS902				<u>4500</u>			RNP1
TF	TOSEM							RNP1
RWY23 SID TOSEM-93D								
CF	MS401	Y	226		<u>1080</u>	MAX350		RNP1
DF	LUM			R	<u>1900</u>	MAX350		RNP1
TF	MS410							RNP1
TF	MS411				<u>3300</u>			RNP1
TF	MS902				<u>4500</u>			RNP1
TF	TOSEM							RNP1
RWY23 STAR TOSEM-91A								
IF	TOSEM							RNP1
TF	MS902							RNP1
TF	MS209				<u>3500</u>	MAX380		RNP1
TF	MS901				3300	MAX350		RNP1
RWY23 Approach Transition MS901								
IF	MS901				3300	MAX350		RNP1
TF	CI23				2750			RNP1

Changes: New chart.

DATABASE CODING TABLE

DEHONG/Mangshi

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (km/h)	VPA/TCH	Navigation Specification
CF	MS401		226		<u>1180</u>	MAX350		RNP1
TF	MS405				<u>1900</u>	MAX350		RNP1
TF	MS407				<u>2300</u>	MAX380		RNP1
TF	MS408				<u>2700</u>			RNP1
TF	MS409				3300			RNP1
TF	MS410				3300			RNP1
TF	MS901				3300			RNP1
RWY23 Holding(Outbound Time:1min)								
HM	MS901	Y	211	R	3300	MAX380		RNP1

Changes: New chart.