

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

ZULS/LXA-拉萨/贡嘎 LHASA/Konggar

ZULS 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	N29°17.8' E090°54.7' 10R/28L Center of RWY
2	机场基准点与城市的位置关系 Direction and distance from city	206° GEO, 44.6km from Potala Palace
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	3570.8 m/25.9°C(JUN)/-8.7°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	18°W(2022)/-2°17"
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	Civil Aviation Xizang Autonomous Region Airport Group Co.,Ltd Lhasa/Konggar Airport Post code:850050 TEL:86-891-6218501 FAX:86-891-6218571
7	允许飞行种类 Types of traffic permitted(IFR/VFR)	IFR-VFR
8	机场性质/飞行区指标 Military or civil airport/Reference code	CIVIL/4E
9	备注 Remarks	Nil

ZULS 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	H24
3	卫生健康部门 Health and sanitation	H24
4	航空情报服务讲解室 AIS Briefing Office	H24
5	空中交通服务报告室 ATS Reporting Office	H24
6	气象服务讲解室 MET Briefing Office	H24

7	空中交通服务 Air Traffic Service	H24
8	加油服务 Fuelling	H24
9	地勤服务 Handling	H24
10	安保服务 Security	H24
11	除冰服务 De-icing	H24
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Container lift truck (7t), baggage transporter, container tractor, fork (5t), tow tractor, container lift platform(14t), bulk pallet, collection paneling trailer
2	燃油牌号 Fuel types	Jet Fuel No.3
3	滑油牌号 Oil types	(Oil)
4	加油设施/能力 Fuelling facilities & Capacity	Refueling trucks :45000L, 20 L/s
5	除冰设施 De-icing facilities	De-icers, nebulizer
6	过站航空器机库 Hangar space for visiting aircraft	Nil
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for B757-200, B737-700, A330-200, A330-300, A340 and A319.
8	备注 Remarks	Stepladders vehicle, ferry vehicle, potable water supply vehicle, sewage disposal vehicle, air supply vehicle, power unit, oxygen supply tender, follow-me vehicle

ZULS AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD and in the city
2	餐饮 Restaurants	At AD and in the city
3	交通工具 Transportation	Passenger's coaches, taxis

4	医疗设施 Medical facilities	First aid at AD, hospitals in the city
5	银行和邮局 Bank and Post Office	At AD and in the city
6	旅行社 Tourist Office	At AD and in the city
7	备注 Remarks	Nil

ZULS 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	Fire fighting facilities: primary foam tender, rapid intervention vehicle, heavy-load foam tender, dry-chemical tender, rescue truck, illumination truck, rescue command car, tool car, multifunctional fire fighting truck; Rescue equipment: steel cable, sleeper, aircraft emergency hanging and wire cable.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	Emergency hanging, wire cable, lifting equipment, towing tractor, fork, uplift air cushion, gas distributor, nose landing gear upper mounting, air compressor, five axle moving trailer
4	备注 Remarks	Nil

ZULS 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 plough, de-icing fluid spreading truck, snow slinger
2	扫雪顺序 Clearance priorities	RWY→TWY→Apron
3	备注 Remarks	Nil

ZULS 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 800/R/A/W/T : Stands Nr. 8-13 PCR 730/R/A/W/T : Stands Nr.14-26, 25L/R PCR 700/R/A/W/T : Stands Nr. 4-7 PCR 650/R/A/W/T : Stands Nr. 27-34 PCR 390/R/A/W/T : Stands Nr. 1-3
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	45m : A, A1, E1, E8 39.5m : E12 34m : E2, E7 28.5m : E19, N 27m : A4, A5 26m : A7 23m : A2, A3, A6, B, B1-B3, E, E3-E6 22.5m : C, C1, C2 15m : F
		道面 Surface	ASPH : A3(FM N to S 0-80m), A6(FM N to S 0-110m) CONC : A, A1, A2, A3(FM N to S 80-135m), A4, A5, A6(FM N to S 110-160m), A7, B, B1-B3, C, C1, C2, E, E1-E8, E12, E19, F, N, N1
		强度 Strength	PCR 1390/F/A/X/T : E12(FM N to S 133.5-173.5m), E19(FM N to S 133.5-173.5m) PCR 950/R/B/W/T : A(FM W to E 400-4000m) PCR 910/R/A/W/T : A(FM W to E 0-400m) PCR 830/R/A/W/T : A7 PCR 820/R/B/W/T : A3(FM N to S 80-135m) PCR 810/R/B/W/T : A5 PCR 800/R/B/W/T : A4 PCR 790/R/A/W/T : A1, B(FM W to E 725-1118m), B1 PCR 740/R/A/W/T : C(BTN stands Nr.8 & 12) PCR 730/R/B/W/T : A3(FM N to S 0-80m) PCR 700/R/A/W/T : B(FM W to E 1118-1419m) PCR 690/R/A/W/T : C1, C2 PCR 680/R/A/W/T : A2, E1, E8 PCR 660/R/A/W/T : B(FM W to E 0-725m), E, E2, E7, E12(FM N to S 0-133.5m), E19(FM N to S 0-133.5m), N, N1 PCR 650/R/A/W/T : A6(FM N to S 110-160m), C(BTN stands Nr.5 & 7) PCR 640/R/A/W/T : E3-E6 PCR 640/R/C/W/T : B2 PCR 620/R/A/W/T : F(FM N to S 472-686m) PCR 570/R/A/W/T : F(FM N to S 0-472m) PCR 480/R/A/W/T : B3

		PCR 460/R/A/W/T : A6(FM N to S 0-110m)
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	A3: A330-300 overloading frequency at A3(FM N to S 0-110m) no more than 5% of total operational sorties. A6: Aircraft CAT C TWY B3: Aircraft CAT C TWY B2: Aircraft CAT C TWY C1: Aircraft CAT C TWY C2: Aircraft CAT C TWY C: Aircraft CAT C TWY F: Aircraft CAT C TWY

ZULS 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	Aircraft stand identification sign boards at all stands. Guide lines at all TWYs. Guide lines at all aprons. Marshalling assistance for all aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RTZL(28R), RENL, THLs(10L, 28R), RELs(10L, 28R)
		滑行道标志 TWY markings	Edge line, center line, TWY shoulder marking, No-entry, RWY holding position, intermediate holding position, runway turn pad
		滑行道灯光 TWY lights	Edge line lights(A1-A5, B, E, E1-E8, E12, E19, F, N, N1), center line lights(B, E, E1-E8, E12, E19, F, N, N1), No-entry bar(A4, A5, E3-E6) , RETILs(E3-E6)
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: A1-A3, A6, A7, E, E1, E2, E7, E8, E12, E19, N, N1 Runway guard lights: A1-A3, E, E1, E2, E7, E8, E12, E19	
4	其它跑道保护措施 Other runway protection measures	Nil	

5	备注 Remarks	Edge lights at TWY A4 U/S. Edge lights at TWY A5 U/S. Unserviceability lights (E13, E14, E17, E18).
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ZULS 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
NATURAL_HIG HPOINT 001	NATURA L_HIGHP OINT	006/6552	4320		
MT 002	MT	098/14851	4009		RWY28L/28R VSS
NATURAL_HIG HPOINT 003	NATURA L_HIGHP OINT	100/6131	3680		
NATURAL_HIG HPOINT 004	NATURA L_HIGHP OINT	101/14736	4160		RWY28R VSS
MT 005	MT	102/6346	3784		RWY10L/10R traditional departure
MT 006	MT	102/14643	4207		RWY28L/28R VOR/DME Final approach RWY28L VSS
MT 007	MT	137/11256	4815		
NATURAL_HIG HPOINT 008	NATURA L_HIGHP OINT	192/1713	3889		RWY28L ILS/DME Final approach
MT 009	MT	197/13294	5020		
NATURAL_HIG HPOINT 010	NATURA L_HIGHP OINT	200/1190	3760		

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 011	MT	218/3164	3654		
MT 012	MT	247/4658	3889		RWY28R ILS/DME Final approach
NATURAL_HIG HPOINT 013	NATURA L_HIGHP OINT	255/4659	3700		
NATURAL_HIG HPOINT 014	NATURA L_HIGHP OINT	259/4671	3630		
NATURAL_HIG HPOINT 015	NATURA L_HIGHP OINT	278/13500	3640		
MT 016	MT	298/10067	4231		
NATURAL_HIG HPOINT 017	NATURA L_HIGHP OINT	301/13032	3700		
MT 018	MT	313/7668	4389		

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 019	MT	034/164042	6142		
MT 020	MT	039/27637	5499		

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 021	MT	044/65698	4602		
MT 022	MT	053/45910	5658		
MT 023	MT	055/80206	5511		
MT 024	MT	057/115072	5529		
MT 025	MT	064/80073	5736		Surveillance Vectoring Sector Nr.01
MT 026	MT	065/80109	5731		
MT 027	MT	072/93094	5530		Surveillance Vectoring Sector Nr.02
MT 028	MT	072/113710	5456		
MT 029	MT	074/219733	6286		Surveillance Vectoring Sector Nr.04
NATURAL_HIG HPOINT 030	NATURA L_HIGHP OINT	081/26655	4040		RWY28R GP INOP Final approach
MT 031	MT	082/26622	4015		RWY28L GP INOP Final approach
MT 032	MT	082/31422	4591		RWY28R GP INOP Final approach
MT 033	MT	082/32828	4551		RWY28L GP INOP Final approach
MT 034	MT	082/39858	5169		RWY28L/28R ILS/DME Initial, intermediate approach
NATURAL_HIG HPOINT 035	NATURA L_HIGHP OINT	083/39989	5140		RWY28L/28R VOR/DME Initial approach

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_HIG HPOINT 036	NATURA L_HIGHP OINT	083/40134	4940		RWY28L/28R VOR/DME Intermediate approach
MT 037	MT	089/15866	3782		
Other 038	Other	089/80767	5326		ZEDANG Traditional arrival
MT 039	MT	091/135430	5997		
MT 040	MT	092/15680	3794		
MT 041	MT	094/144978	6068		'DM' Traditional holding
MT 042	MT	101/28997	4299		RWY28L/28R VOR/DME Final approach
MT 043	MT	105/111146	5675		Surveillance Vectoring Sector Nr.05
MT 044	MT	106/111174	5693		
MT 045	MT	113/115831	5948		
MT 046	MT	114/56717	4640		
MT 047	MT	118/116230	6635		Surveillance Vectoring Sector Nr.06
MT 048	MT	118/116263	6558		
NATURAL_HIG HPOINT 049	NATURA L_HIGHP OINT	120/54692	5280		
MT 050	MT	131/59424	5487		MSA Surveillance Vectoring Sector Nr.07

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 051	MT	136/38274	5381		
MT 052	MT	157/84512	6017		Surveillance Vectoring Sector Nr.08
MT 053	MT	159/20254	5254		
MT 054	MT	164/23808	5448		
MT 055	MT	194/15029	4995		
MT 056	MT	233/23065	5232		
MT 057	MT	236/37872	5349		
MT 058	MT	242/81327	7191		Surveillance Vectoring Sector Nr.09
MT 059	MT	245/75506	6148		
MT 060	MT	262/59808	5724		
MT 061	MT	265/55622	6071		
MT 062	MT	267/56169	6126		Surveillance Vectoring Sector Nr.10
MT 063	MT	267/124588	5693		
MT 064	MT	268/56223	6109		'LXA' Traditional holding, IKUBI Traditional arrival
MT 065	MT	269/90121	5745		
MT 066	MT	274/44464	5681		Surveillance Vectoring Sector Nr.11

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 067	MT	291/41459	5862		
MT 068	MT	311/46918	5788		
MT 069	MT	313/47045	5937		MSA
MT 070	MT	317/108783	6366		Surveillance Vectoring Sector Nr.12
MT 071	MT	319/17303	4788		RWY28L/28R ILS/DME Missed approach
MT 072	MT	326/28538	5462		
MT 073	MT	330/65257	5946		
MT 074	MT	331/22578	5373		
MT 075	MT	332/38655	5800		
MT 076	MT	340/43465	5698		MSA
Remarks:					

ZULS 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	Meteorological Service Department of ATC Center of Tibet Autonomous Regional Administration of CAAC
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	HO
3	负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance	MET Forecast Office of Meteorological Service Department of ATC Center of Tibet Autonomous Regional Administration of CAAC 9 HR, 24HR;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
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
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	Nil
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	FAX, MET Service Terminal, satellite cloud monitor, AWOS Real-time Data, doppler radar
9	提供气象情报的空中交通服务单位 ATS units provided with information	ACC, TWR
10	其他信息 Additional information	TEL: 86-891-6216772
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/AWOS
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 100m N of RWY10R/28L RCL, 341m inward THR10R; B: 102m N of RWY10R/28L RCL, 2100m inward THR28L; C: 112m N of RWY10R/28L RCL, 337m inward THR28L; D: 110m N of RWY10L/28R RCL, 300m inward THR10L;

		E: 110m N of RWY10L/28R RCL, 1995m inward THR28R; F: 110m N of RWY10L/28R RCL, 340m inward THR28. SFC wind sensors 109m N of RWY 10R/28L RCL, 331m inward THR10R; 110m N of RWY10L/28R RCL, 310m inward THR10L; 116m N of RWY10R/28L RCL, 332m inward THR28L; 110m N of RWY10L/28R RCL, 345m inward THR28R; 111m N of RWY10R/28L RCL, 2100m inward THR28L; 110m N of RWY10L/28R RCL, 2000m inward THR28R.
4	观测系统的工作时间 Hours of operation for meteorological observation system	HO
5	气候资料 Climatological information	Climatography AVBL
6	其他信息 Additional information	Nil

ZULS 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
10L	089° GEO 089° MAG	4000×45	PCR 650/R/A/W/T CONC/-	Nil	THR 3570.8m	-0.06%
28R	269° GEO 269° MAG	4000×45	PCR 650/R/A/W/T CONC/-	Nil	THR 3568.6m	0.06%
10R	089° GEO 089° MAG	4000×45	(0-500m) PCR 670/R/A/W/T (500-3500m) PCR 700/R/B/W/T (3500-4000m) PCR 670/R/A/W/T ASPH/-	Nil	THR 3569.6m	0%(800m)/0.1%(2200m)/0%(1000 m)

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
28L	269° GEO 269° MAG	4000×45	(0-500m) PCR 670/R/A/W/T (500-3500m) PCR 700/R/B/W/T (3500-4000m) PCR 670/R/A/W/T ASPH/-	Nil	THR 3567.5m	0%(1000m)/-0.1 %(2200m)/0%(80 0m)
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
10L	Nil	Nil	4120×280	240×150	Nil	Nil
28R	Nil	Nil	4120×280	240×150	Nil	Nil
10R	Nil	Nil	4120×280	109×90	Nil	Nil
28L	Nil	Nil	4120×280	217×90	Nil	Nil
Remarks: Distance between RCL of RWY10L/28R and RCL of RWY10R/28L is 380m; THR10L/28R is 350m away from the THR10R/28L.						
Forced landing area: 4000×80m, gravel, located at north of RWY 10L/28R.						
RWY shoulder:7.5m on each side						

ZULS 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
10L	4000	4000	4000	4000	Nil
28R	4000	4000	4000	4000	Nil
10R	4000	4000	4000	4000	Nil
28L	4000	4000	4000	4000	Nil

ZULS 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
10L	SALS 420 m VRB LIH	GREEN Yes	PAPI LEFT 384m inward THR10L 3° 17.7m	Nil	4000 m spacing 15m 0-3080m, WHITE 3080-3680m, RED/WHITE 3680-4000m, RED VRB LIH	4000 m spacing 60m 0-3400m, WHITE 3400-4000m, YELLOW VRB LIH	RED	Nil
28R	PALS CAT I SFL 720 m VRB LIH	GREEN Yes	PAPI LEFT 405m inward THR28R 3° 20.3m	900 m	4000 m spacing 15m 0-3080m, WHITE 3080-3680m, RED/WHITE 3680-4000m, RED VRB LIH	4000 m spacing 60m 0-3400m, WHITE 3400-4000m, YELLOW VRB LIH	RED	Nil
10R	SALS 420 m LIH	GREEN Yes	PAPI LEFT 341m inward THR10R 3° 16.3m	Nil	4000 m spacing 30m 0-3080m, WHITE 3080-3680m, RED/WHITE 3680-4000m, RED VRB LIH	4000 m spacing 60m 0-3400m, WHITE 3400-4000m, YELLOW VRB LIH	RED	Nil
28L	PALS CAT I SFL 720 m LIH	GREEN Yes	PAPI LEFT 337m inward THR28L 3° 16.1m	Nil	4000 m spacing 30m 0-3080m, WHITE 3080-3680m, RED/WHITE 3680-4000m, RED VRB LIH	4000 m spacing 60m 0-3400m, WHITE 3400-4000m, YELLOW VRB LIH	RED	Nil
Remarks:								

ZULS 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: RWY10R: 134m N of RCL, 370m inward THR09L, LGT RWY28L: 135m N of RCL, 480m inward THR27R, LGT RWY10L: 127.5m N of RCL, 384m inward THR10L, LGT RWY28R: 97.5m S of RCL, 405m inward THR28R, LGT
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	TWYs B, E, E1-E8, E12, E19, F, N, N1: green center line lights TWYs A1-A5, B, E, E1-E8, E12, E19, F, N, N1: blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Diesel engine driven generator /15 sec
5	备注 Remarks	Nil

ZULS 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

ZULS 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
Lhasa tower control area	A circuit, 2 arcs with radius 15km centered at centers of two RWY THR _s and all lines tangential to the adjacent 2 arcs.	Below QNH 5400m (included)				
Altimeter setting region and TL/TA	Same as Lhasa Approach Control Area.	TL 8100m TA 7500m 7200m(QNH≤979hPa) 7800m(QNH≥1031hPa)				

ZULS 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 (arrival)			H24	D-ATIS available VOICE BROADCAST U/S
		126.625 (departure)			H24	D-ATIS available VOICE BROADCAST U/S
		131.45			H24	D-ATIS available
APP	Lhasa Approach	119.0 (120.2)			by ATC	
TWR	Lhasa Tower	TWR01:118.25 (124.3)			H24	130.0MHz used for coordination with other users
		TWR02:118.05 (124.3)			by ATC	130.0MHz used for coordination with other users
GND	Lhasa Ground	GND01:121.65 (124.3)			H24	
		GND02:121.55 (124.3)			by ATC	
EMG		121.5			H24	

ZULS 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
Lhasa VOR/DME	LXA	113.1 MHz CH 78X	H24	N29°17.8' E090°59.9' 090°MAG/8236m FM the Center of RWY28L	3571 m	For VOR:R175°-R185° clockwise U/S; For DME:R168°-R220° clockwise 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
LOC 28R ILS CAT I	IGA	108.7 MHz		269°MAG/405m FM RWY28R end		Beyond +15° and beyond -8° of front course U/S.
GP 28R		330.5 MHz		120m N of RCL, 315m inside THR28R		Angle 3°, RDH 16.8 m
DME 28R	IGA	CH 24X (108.7 MHz)			3576m	Co-located with GP 28R
Zedang NDB	DM	435 kHz	H24	N29°15.3' E091°45.9' 093°MAG/80919m FM THR28L		For NDB: U/S beyond 200KM
LOC 28L ILS CAT I	ISS	110.3 MHz	H24	269°MAG/280m FM RWY28L end		Beyond +12° and beyond -5° of front course U/S.
GP 28L		335.0 MHz	H24	115m N of RCL, 310m inside THR28L		Angle 3°, RDH 15 m Beyond -6° for GP U/S.
DME 28L	ISS	CH 40X (110.3 MHz)	H24		3581m	Co-located with GP 28L

ZULS AD 2.20 本场规定

ZULS AD 2.20 Local aerodrome regulations

1. 机场使用规定

1.Airport operations regulations

- 1.1 所有技术试飞需事先申请，并得到空中交通管制部门批准后方可进行。

1.1 Each and every technical test flight shall be filed in advance and conducted only after clearance has been obtained from ATC.
- 1.2 禁止未安装二次雷达应答机的航空器起降，在特殊情况下，经西南局批准，可允许无二次应答机的航空器起降。

1.2 Aircraft without SSR transponder is forbidden to take off or land here except specially authorized by CAAC Southwest Regional Administration.
- 1.3 本场的夜航基于 RNP AR 运行，不具备此条件的

1.3 Night flight is only available for RNP AR operation,

航空器只能在日出时刻后、日落时刻前起降（包括返航）。

1.4 进场航空器在着陆后，离场航空器在申请推出开车前，均应开启应答机地面模式。

2. 跑道和滑行道的使用

2.1 跑道运行规则

2.2.1 航空器必须使用全跑道起飞。

2.1.2 滑行道的使用原则：可以使用跑道滑行，具体滑行路线以塔台管制员指令为准。

2.1.3 根据实际情况，管制单位可采用单跑道或双跑道运行。机组应提前收听通播信息，最终使用跑道以管制员指令为准。

2.1.4 跑道更换方向规定

当跑道顺风分量达到 3.5m/s，且有继续增大趋势时，管制员将启动跑道转换工作。在转换使用跑道方向过程中，使用跑道的顺风分量大于 3.5m/s 但不大于 5m/s 时，管制员通知机组地面风向、风速后，如果因航空器性能限制等原因无法接受时，机组应立即告知管制员，并听从其进一步指令。当跑道顺风分量大于 5m/s，应停止顺风起降。

otherwise, departure and landing shall be conducted after sunrise and before sunset(returning to base included).

1.4 After arrival aircraft landing and departure aircraft before applying for launch and departure, should activate the ground mode of the transponder.

2. Use of runways and taxiways

2.1 Runway operation rules

2.2.1 The full RWY shall be used for take-off.

2.1.2 RWY can be used for taxiing. Aircraft shall follow ATC instructions to taxi.

2.1.3 According to the actual situation, the control unit may use single or dual runway operations. The crew should listen to the broadcast information in advance, and the final use of the runway shall be subject to the instructions of the controller.

2.1.4 Regulations on runway change direction.

When the downwind component of the runway reaches 3.5m/s and there is a trend of further increase, the controller will initiate the runway transition work. During the process of changing the direction of the runway, when the downwind component of the runway is greater than 3.5m/s but not greater than 5m/s, the controller notifies the crew of the ground wind direction and speed. If it is not acceptable due to aircraft performance limitations or other reasons, the crew should immediately inform the controller and follow their further instructions. When the downwind

	component of the runway exceeds 5m/s, the downwind takeoff and landing should be stopped.
2.1.5 起飞及着陆的航空器占用跑道时间要求（湿跑道或污染跑道除外）:	2.1.5 Requirements for runway occupancy time for takeoff and landing aircraft (excluding wet or contaminated runways):
2.1.5.1 起飞航空器从等待位置到对正跑道时间应控制在 60s 以内。航空器驾驶员得到起飞许可后，应当立即起飞；在 60s 内不能起飞的，航空器驾驶员应再次请求起飞许可。	2.1.5.1 The time from the holding position to the runway alignment for takeoff aircraft should be controlled within 60s. After obtaining takeoff permission, the aircraft pilot shall taking off immediately; If the aircraft cannot take off within 60s, the pilot of the aircraft should request another takeoff permit.
2.1.5.2 着陆航空器从接地到完全脱离跑道的时间应在 60s 内，且尽量使用快速脱离道脱离跑道，如机组认为无法在上述要求的时间内完成，需在着陆前通知管制员。	2.1.5.2 The time from touchdown to complete departure from the runway for landing aircraft should be within 60s, and it is recommended to use rapid TWY to vacate RWY as much as possible. If the crew believes that it cannot be completed within the required time, they need to notify the controller before landing.
2.1.5.3 运行中，航空器驾驶员若不能满足上述占用跑道时间要求，应尽早通知管制员。	2.1.5.3 During operation, if the aircraft pilot cannot meet the above requirements for runway occupancy time, they should notify the controller as soon as possible.
2.1.6 穿越跑道规定	2.1.6 Runway crossing regulations
2.1.6.1 穿越跑道须按照管制员指令滑行至跑道等待点外等待。	2.1.6.1 When crossing the runway, it is necessary to follow the instructions of the controller and taxi to wait outside the runway holding point.
2.1.6.2 收到穿越指令后须在 50s 内完成穿越，不得延误，如有疑问请在穿越前证实，若不能达到此要求，应提前通知管制单位。	2.1.6.2 After receiving the crossing instruction, the crossing must be completed within 50s without delay. If there are any questions, please confirm before crossing. If this requirement cannot be met, the control

- unit should be notified in advance.
- 2.1.6.3 航空器驾驶员须完整复诵所有跑道外等待点和穿越跑道指令，穿越结束后须向管制员报告“已脱离跑道”。
- 2.1.6.3 Aircraft pilots must fully repeat all waiting points outside the runway and instructions for crossing the runway. After the crossing is completed, they must report to the controller that they have vacated runway.
- 2.1.6.4 穿越跑道时，航空器驾驶员应注意监听其它有关跑道指令或信息，并注意观察跑道及附近的活动。跟随起飞航空器后穿越跑道时，航空器驾驶员自行负责与起飞航空器之间的距离，以免受喷流影响。
- 2.1.6.4 When crossing a runway, aircraft pilots should pay attention to monitoring other runway related instructions or information, and pay attention to observing activities on the runway and nearby areas. When following the takeoff aircraft and crossing the runway, the aircraft pilot is responsible for the distance between the aircraft and the takeoff aircraft to avoid being affected by the jet.
- 2.1.6.5 穿越完成后，航空器驾驶员注意收听滑行路线和等待位置。
- 2.1.6.5 After completing the crossing, the aircraft pilot should pay attention to listening to the taxiing route and waiting position.
- 2.1.7 跑道等待位置及使用规定
- 2.1.7 Runway holding positions and usage regulations
- 2.1.7.1 航空器在进入跑道前，必须在指定的跑道等待位置等待管制员的指令。
- 2.1.7.1 Before entering the runway, the aircraft must wait for instructions from the controller at the designated runway holding position.
- 2.1.7.2 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。
- 2.1.7.2 If the aircraft does not obtain permission from the controller and the nose crosses the runway waiting position sign, it should immediately report to the controller.
- 2.1.8 人员、车辆要求：禁止任何人员、车辆在本场运行时段穿越跑道、A 滑、B 滑、E 滑。必须穿越时，须事先经过空管塔台同意后才能穿越。
- 2.1.8 Personnel and vehicle requirements: It is prohibited for any personnel or vehicle to cross the runway, TWY A, B, or E during the operation period of the site. When crossing is necessary, prior consent from

2.2 滑行道使用规定

2.2.1 航空器地面滑行路线以管制员指令为准。

2.3 为减少跑道侵入事件发生，保障跑道安全，航空器在进入 A1、A2、A3、A7、E1、E2、E7、E8、E12、E19 和跑道时注意以下事项：

2.3.1 注意观察 A1、A2、A3、A7、E1、E2、E7、E8、E12、E19 的等待线，如未收到明确进跑道指令，严禁越过等待线。

2.4 滑行道使用限制

the TWR must be obtained before crossing.

2.2 Taxiway usage regulations

2.2.1 The ground taxiing route of the aircraft shall be subject to the instructions of the controller.

2.3 To reduce runway intrusion incidents and ensure runway safety, aircraft should pay attention to the following when entering A1, A2, A3, A7, E1, E2, E7, E8, E12, E19, and the runway:

2.3.1 Pay attention to observing the holding lines of A1, A2, A3, A7, E1, E2, E7, E8, E12, and E19. If you have not received clear instructions to enter the runway, it is strictly prohibited to cross the holding line.

2.4 Taxiway limitation

滑行道/TWY	航空器翼展限制/Wing span limits for aircraft
B、B1、N	≤65m
C1, C2, C、F	≤36m

2.5 当 B1（B 以南）有航空器滑行时，C1 和 C2 不得使用。

3. 机坪和机位的使用

3.2 发动机试车，需经塔台管制许可，并在指定的地点进行。

3.1 机位使用限制/Limits for aircraft parking on the following stands:

2.5 When B1(S of TWY B) is in use, TWYs C1 and C2 are not available

3. Use of aprons and parking stands

3.2 Engine run-ups are subject to Tower Control clearance, and shall be carried out at a designated location.

Nil

停机位/Stands	航空器翼展限制/Wing span limits for aircraft	机身长度限制/Fuselage limits	滑进、滑出方式/Enter or exit
Nr.5-10	≤60.3m	≤63.7m	Taxi in and push back
Nr.11-23	≤36m	≤34m	
Nr.24, 25	≤60.9m	≤73.9m	
Nr.25L/R	≤24m		
Nr.26	≤36m	≤39.5m	
Nr.27	≤60.3m	≤63.7m	
Nr.28-34	≤36m	≤34m	

- 3.3 机组在收到塔台发布的推出开车指令后，须在 5min 内执行指令，否则，该管制指令自动取消，需重新申请。

3.5 25 号停机位是 25L、25R 停机位的组合机位，25 号停机位使用时，25L、25R 停机位不得使用，25L、25R 号任一机位使用时，25 号机位不得使用。

3.6 14、16、18-20、22 号停机位限停 A319，15、17、21、23 号停机位限停 A319、B737-700。

3.7 27 号停机位限停 A330-300，28-34 号停机位限停 A319、B737-700。

3.8 32-34 号机位兼做试车机位，有试车活动时 32-34 号机位不能停放任何设施。

3.3 The clearance of push-back and start-up issued by TWR shall be performed within 5 minutes. Otherwise, the clearance will be cancelled automatically and a new clearance shall be applied.

3.5 Stand Nr.25 is combined stand which can not be used with stands Nr.25L or 25R simultaneously. When stands Nr. 25L or 25R using, stand Nr.25 can not be used.

3.6 Stands Nr.14, 16, 18-20, 22 are only available for A319. Stands Nr.15, 17, 21, 23 are only available for A319 and B737-700.

3.7 Stand Nr.27 is only available for A330-300, stands Nr.28-34 are only available for A319 and B737-700.

3.8 Stands Nr.32-34 are test stands, Nr.32-34 can not park any equipments when test events.

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**

直升机进、出停机位必须由引导车引导。

Helicopters shall be guided by follow-me vehicle to entering /exiting the parking stands.

6. 警告**6. Warning**

6.1 拉萨机场为特殊机场，航空公司需做好航班安排及油料保障，严格听从 ATC 指挥，因进出港航班部分时段需较长时间在地面及空中等待。

6.1 Airlines shall pay attention to flight arrangement and oil supply due to long time holding on the ground or in the air for aircraft. Pilots shall strictly follow the ATC instructions.

6.2 拉萨机场有两条平行跑道，同时有两条平行滑行道，请航空公司及驾驶员做好飞行前准备，避免跑道混淆。

6.2 Lhasa Airport has 2 parallel runways, meanwhile there has 2 parallel taxiways, please airlines and pilots prepare preflight to avoid runway confusion.

ZULS AD 2.21 减噪程序**ZULS AD 2.21 Noise abatement procedures**

无

Nil

ZULS AD 2.22 飞行程序**ZULS AD 2.22 Flight procedures****1. 总则****1. General**

在拉萨塔台管制区内飞行，必须按照仪表飞行规则进行。

Flight within the control area of Lhasa TWR must follow IFR.

2. 起落航线**2. Traffic circuits**

无

Nil

3. 仪表飞行程序**3. IFR flight procedures**

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。

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

4. 雷达程序和/或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

Sector Nr.1	ALT limit: 6300m or above
N302300 E0914403-N295547 E0915813-N293318 E0922341-N292356 E0920608-N292849 E0915412-N293009 E0914127-N292557 E0911754-N292546 E0911009 -N293217 E0905405-N292755 E0904809-N292532 E0904454-N293959 E0904528-N295230 E0904238-N300240 E0904019-N302300 E0914403	
Sector Nr.2	ALT limit: 6100m or above
N292356 E0920608-N292849 E0915412-N293009 E0914127-N292557 E0911754-N292546 E0911009-N293217 E0905405-N292755 E0904809-N292023 E0910102-N291639 E0914347-N292057 E0920554-N292356 E0920608	
Sector Nr.3	ALT limit: 7650m or above
N304240 E0924745-N300012 E0930430-N294431 E0931037-N294328 E0922822-N303028 E0920801-N304240 E0924745, 7650m or above;-Shadow area:-N302146 E0925602-N300012 E0930430-N295457 E0930633-N295138 E0924055-N300328 E0923117-N302146 E0925602, vectoring is not available.	
Sector Nr.4	ALT limit: 6900m or above
N303028 E0920801-N294328 E0922822-N294431 E0931037-N284132 E0923403-N284218 E0920425-Sector Nr.06 boundary-N285040 E0914913-N285613 E0915119-N290121 E0915605-N290857 E0920455-N292057 E0920554-N292356 E0920608-N293318 E0922341-N295547 E0915813-N302300 E0914403-N303028 E0920801	
Sector Nr.5	ALT limit: 6200m or above
N290857 E0920455-N290121 E0915605-N285613 E0915119-N285040 E0914913- Sector Nr.06 boundary-N284909 E0914850-N284914 E0914152-N291111 E0915206-N290857 E0920455	
Sector Nr.6	ALT limit: 7250m or above
A circle with radius of 15KM centered at N284806 E0915758 and boundary of Lhasa Approach Control Area.	
Sector Nr.7	ALT limit: 6000m or above
N292057 E0920554-N290857 E0920455-N291111 E0915206-N284914 E0914152-N284939 E0903222-N292532 E0904454-N292755 E0904809-N292023 E0910102-N291639 E0914347-N292057 E0920554	
Sector Nr.8	ALT limit: 6600m or above

N284909 E0914850- Sector Nr.06 boundary-N284236 E0915104-N284336 E0905806-N284453 E0902228-N284940 E0902201-N284939 E0903222-N284914 E0914152-N284909 E0914850	
Sector Nr.9	ALT limit: 7800m or above
N290941 E0902617-N285823 E0902113-N284940 E0902201-N284453 E0902228-N284518 E0901008-N290951 E0901110-N290941 E0902617	
Sector Nr.10	ALT limit: 6700m or above
N295230 E0904238-N293959 E0904528-N292532 E0904454-N290941 E0902617-N290951 E0901110-N294241 E0901233-N295230 E0904238	
Sector Nr.11	ALT limit: 6200m or above
N292532 E0904454-N284939 E0903222-N284940 E0902201-N285823 E0902113-N290941 E0902617-N292532 E0904454	
Sector Nr.12	ALT limit: 6950m or above
N300240 E0904019-N295230 E0904238-N294241 E0901233-N295346 E0901301-N300240 E0904019	

5. 无线电通信失效程序

5.1 机组在确认无线电通信失效后，尝试使用卫星电话或移动电话联系塔台

86-891-6216767/86-891-6216768，拉萨区调
86-891-6216765/86-891-6216766，拉萨进近
86-891-6216673/86-891-6216674。

5.1.1 机组在确认无线电通信失效后，将应答机设置为 7600。

5.2 进港航空器无线电通信失效程序

5.2.1 航空器在确定机载通信设备失效后，已飞越起始进近定位点的航空器，若机组决定到拉萨机场着陆时，保持应答机编码 7600，按管制员给定的仪表进近程序自主领航着陆。航空器着陆后，跟随引导车进机

5. Radio communication failure procedures

5.1 After confirming aircraft communication failure, pilot shall use satellite phone or TEL:

86-891-6216767/86-891-6216768 to contact TWR, or
86-891-6216765/86-891-6216766 to contact ACC, or
86-891-6216673/86-891-6216674 to contact APP.

5.1.1 After confirming aircraft communication failure, set the SSR transponder code 7600.

5.2 Arrival aircraft communication failure

5.2.1 After confirming aircraft communication failure, if aircraft having passed through IAF shall follow IAP decide to land at Lhasa Airport, maintain the transponder code 7600 and land according to IAP by

位。

own navigation. And follow the guidance vehicle into the stand after landing.

5.2.2 航空器在确定机载通信设备失效后，已飞越起始进近定位点的航空器，按标准仪表进近程序自主领航着陆，若机组决定到备降机场着陆时，将应答机编码在 7600 和 7602 间以 30s 间隔重复调整两次并最终设置为 7600，按管制员给定的仪表进近程序执行复飞程序上升至修正海平面气压高度 6900m 后飞至拉萨 VOR/DME(LXA)，随后加入申报的计划航路，根据申报的飞行计划调整高度与速度，飞往备降机场。

5.2.2 After confirming aircraft communication failure, if aircraft having passed through IAF decide to land at the alternate airport, the transponder code will be adjusted twice at a 30s interval between 7600 and 7602, and finally set to 7600. According to the IAP given by the controller, the aircraft will perform the missed approach and climb to 6900m(QNH) before flying to Lhasa VOR/DME(LXA), and then join the declared planned route. Adjust the altitude and speed according to the declared flight plan and fly to the alternate airport.

5.2.3 航空器在确定机载通信设备失效后，未飞越起始进近定位点的航空器，若机组决定到拉萨机场着陆时，保持应答机编码 7600，按照管制员给定的最后一个指令高度沿计划航路飞行至拉萨

5.2.3 After confirming aircraft communication failure, if the aircraft has not flown over IAF and decides to land at Lhasa Airport, maintain the transponder code 7600 and fly along the planned route to Lhasa

VOR/DME(LXA)，加入标准等待程序盘旋下降至修正海压高度 7200m，首次过台后 10mins 退出等待程序。机组根据航行通告自行选择未关闭的跑道，并结合通播或风向风速自行确定着陆方向，按照标准仪表进近程序自主领航着陆。航空器着陆后，跟随引导车进机位。

VOR/DME(LXA) according to the last altitude given by the controller. Join the holding procedure and circle down to 7200m(QNH), stop circling 10 minutes after overflying 'LXA' first time. Pilot shall choose unclosed RWY according to NOTAM and decide landing direction and based on ATIS or wind speed/wind direction, then follow the relative IAP to land by own navigation.

After landing, aircraft shall enter to stands by the guidance of follow-me vehicle.

5.2.4 航空器在确定机载通信设备失效后，未飞越起始进近定位点的航空器，若机组决定到备降机场着陆

5.2.4 After confirming aircraft communication failure, if aircraft has not flown over IAF and decide to land at the

时, 将应答机编码在 7600 和 7602 间以 30s 间隔重复调整两次并最终设置为 7600, 按照管制员给定的最后一个指令高度沿计划航路飞行至拉萨 VOR/DME(LXA), 随后加入申报的计划航路, 根据申报的飞行计划调整高度与速度, 飞往备降机场。

alternate airport, the transponder code will be adjusted twice at a 30s interval between 7600 and 7602, and finally set to 7600. According to the last altitude given by the controller, the aircraft will fly along the planned route to Lhasa VOR/DME(LXA), and then join the declared planned route. Adjust the altitude and speed according to the declared flight plan and fly to the alternate airport.

5.3 离港航空器无线电通信失效程序

5.3 Departure aircraft communication failure

5.3.1 离港航空器起飞后发现无线电失效, 若机组决定返回拉萨机场落地时, 将应答机编码在 7600 和 7601 间以 30s 间隔重复调整两次并最终设置为 7600, 按照管制员给定的离场程序上升至修正海压高度 6900m 保持后转向拉萨 VOR/DME(LXA) (向东离港的航空器左转飞至拉萨 VOR/DME(LXA), 向西离港的航空器右转飞至拉萨 VOR/DME(LXA)), 过台后加入标准等待程序, 首次过台后 10mins 退出等待程序。机组根据航行通告自行选择未关闭的跑道, 并结合通报或风向风速自行确定着陆方向, 按照标准仪表进近程序自主领航着陆。航空器着陆后, 跟随引导车进机位。

5.3.1 When aircraft communication failure is confirmed, if departure aircraft decide to land Lhasa Airport, the transponder code will be adjusted twice at a 30s interval between 7600 and 7601, and finally set to 7600. And climb to and keep 6900m(QNH) according to the departure procedure assigned by the controller, then turn to Lhasa VOR/DME 'LXA'(aircraft departing to east will turn LEFT to 'LXA', aircraft departing to west turn RIGHT to 'LXA') and join the holding procedure, stop circling 10 minutes after first overflying 'LXA'. Pilot shall choose unclosed RWY according to NOTAM and decide landing direction based on ATIS or wind speed/wind direction, then follow the relative IAP to land by own navigation.

5.3.2 离港航空器起飞后发现无线电失效时, 若机组决定飞往目的地机场时, 保持应答机编码 7600, 按照管制员给定的离场程序上升至修正海压高度 6900m 保持飞行至 SID 程序终点, 随后加入申报的计划航路, 根据申报的飞行计划调整高度与速度, 飞往目的

5.3.2 When aircraft communication failure is confirmed, if departure aircraft decide to fly to the destination airport, maintain the transponder code 7600 and follow the departure procedure given by the controller to climb to 6900m(QNH) and fly to the end of SID procedure.

地机场。

Then join the declared planned route and adjust the altitude and speed according to the declared flight plan, fly to the destination airport.

5.3.3 离港航空器起飞后发现无线电失效时，若机组决定飞往备降机场时，将应答机编码在 7600 和 7602 间以 30s 间隔重复调整两次并最终设置为 7600，按照管制员给定的离场程序上升至修正海压高度 6900m 保持飞行至 SID 程序终点，随后加入申报的计划航路，根据申报的飞行计划调整高度与速度，飞往备降机场。

5.3.3 When aircraft communication failure is confirmed, if departure aircraft decide to fly the alternate aircraft, the transponder code will be adjusted twice at a 30s interval between 7600 and 7602, and the finally set to 7600. Follow the departure procedure given by the controller to climb to 6900m(QNH) and fly to the end of SID procedure. Then join the declared planned route and adjust the altitude and speed according to the declared flight plan, fly to the alternate airport.

6. 目视飞行程序

无

6. Procedures for VFR flights

Nil

7. 目视飞行航线

无

7. VFR route

Nil

8. 其它规定

无

8. Other regulations

Nil

ZULS AD 2.23 其它资料

ZULS AD 2.23 Other information

鸟情资料

Bird's information

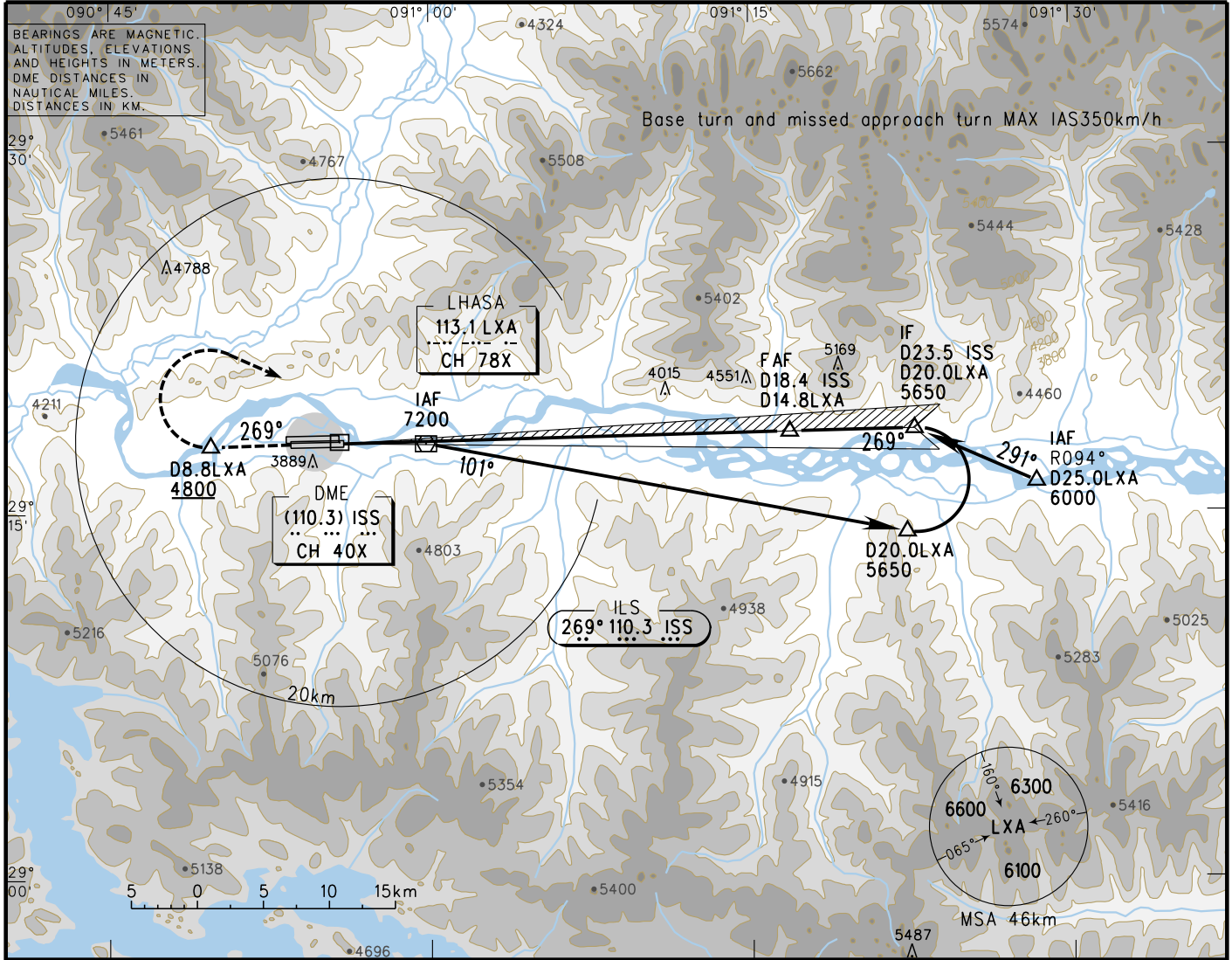
1 全年有鸟类活动，机场当局采取了驱赶措施，以减少鸟群活动。鸟的活动情况如下：

1 Activities of bird flocks are found all the year round. Aerodrome Authority resorts to dispersal methods to reduce bird activities. Details of bird activities as follows:

Type of bird	Migratory Season	Flight height	Weight of bird	Length of bird
Yellow duck	Oct.-Apr.; 23:30-01:00, 03:00-06:00, 09:00-13:30	0-500m	2500g	60cm
Barhead goose		0-500m	3000g	70cm
Black-necked crane		0-500m	6000g	120cm
Hoopoe	Apr.-Nov.; 23:00-01:30, 02:30-06:00, 09:00-13:00	0-100m		
Sparrow	The whole year; 22:30-13:30	0-200m		
Fish gull		0-200m		
Kestrel, lammergeier		0-500m		
Narrow lark		0-180m		
Rock pigeon		0-150m		
Turtledove		0-120m		
Shrike		0-100m		

2 机场设置激光驱鸟器，发出绿色激光驱赶鸟类，设备开放时间：22:00-01:00,11:00-16:00(UTC); 设置超声波驱鸟器，发出超声波刺激鸟类神经系统驱赶鸟类，设备开放时间：22:00-16:00(UTC); 远距离定向声波仪，发射远距离定向声波驱赶鸟类，设备开放时间：22:00-16:00(UTC)。

2 Laser equipment installed, transmitting green light to ground when operating. Operation time: 22:00-01:00(next day),11:00-16:00(UTC); Ultrasonic equipment are installed. Ultrasonic waves stimulate the nervous system of birds. Operation time:22:00-16:00(next day)(UTC). Long-range directional acoustic equipment installed, emitting long-range directional acoustic wave to drive away birds. Operation time: 22:00-16:00(next day)(UTC).



GP INOP	DME (ISS) (NM)	7	8	10	12	14	16	18
	ALT (m)	4246	4342	4537	4731	4925	5119	5313

MISSED APPROACH

Climb straight ahead to D8.8LXA at 4800 or above, then turn RIGHT to LXA at 6300 or above, contact ATC.

ISS

LXA

GP INOP D6.5 ISS D3.0LXA

GP INOP D13.7 ISS D10.2LXA

FAF GP INOP D18.4 ISS D14.8LXA

IF D23.5 ISS D20.0LXA

TL 8100

TA 7500

7800(QNH ≥ 1031hPa)

7200(QNH ≤ 979hPa)

RDH=15

0

6.2

11.8

25.1

33.7

43.3km

GP 3°

4900(1333)

5350(1783)

5650(2083)

MDA

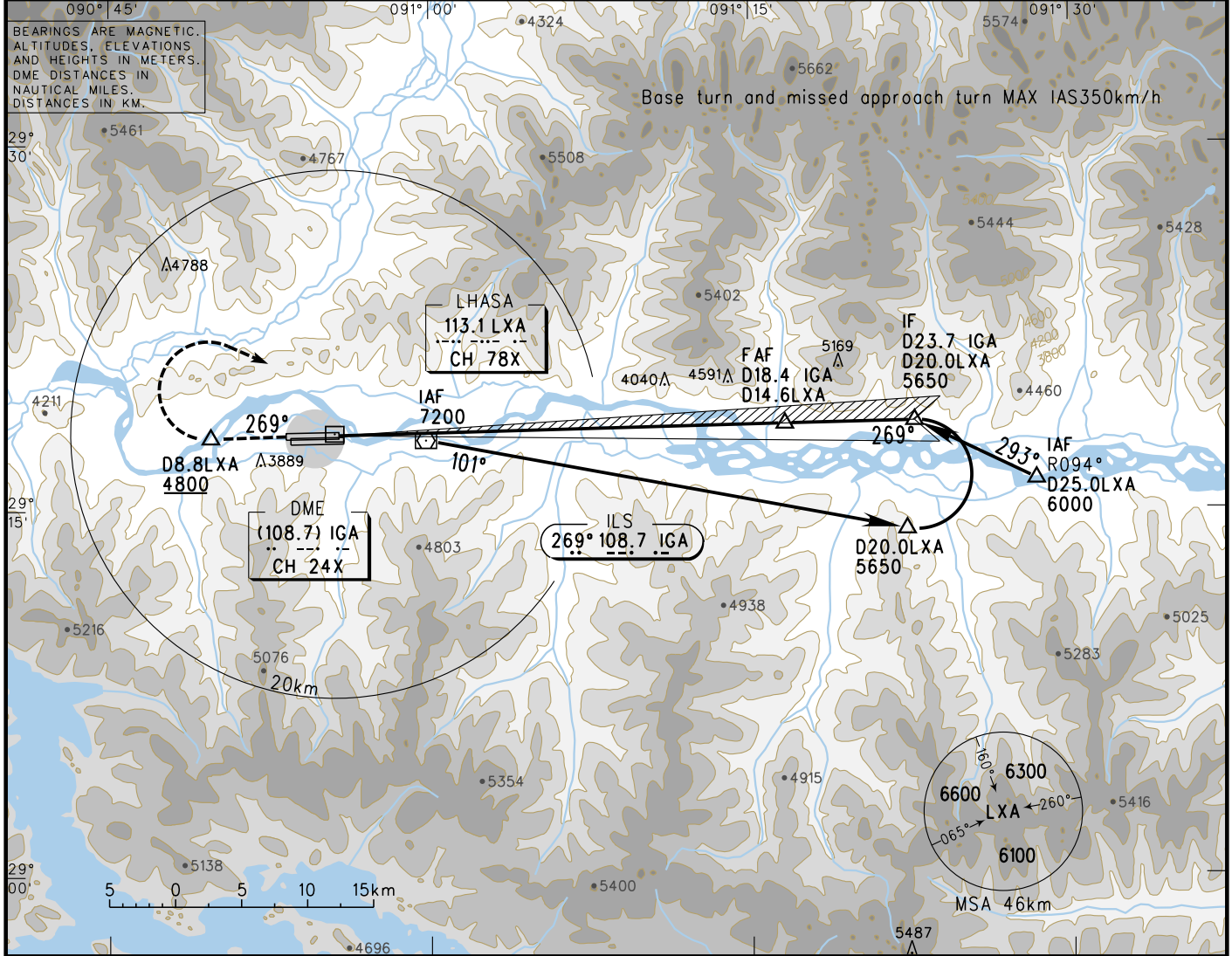
4700

5350

	A	B	C	D	
ILS/DME	DA(H)	4178(610)			
	VIS	8000			
GP INOP	MDA(H)	4200(633)			
	VIS	8000			

FAF-MAPt(GP INOP) 21.9km							
GS in	kt	80	100	120	140	160	180
	km/h	150	185	220	260	295	335
Time	min:sec	8:52	7:06	5:55	5:04	4:26	3:57
Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

Changes: D-ATIS, TWR, Aerodrome name.



GP INOP	DME (IGA) (NM)	7	8	10	12	14	16	18
	ALT (m)	4248	4345	4539	4734	4928	5122	5316

MISSED APPROACH

Climb straight ahead to D8.8LXA at 4800 or above, then turn RIGHT to LXA at 6300 or above, contact ATC.

IGA

LXA

MAPt GP INOP D6.5 IGA D2.8LXA

GP INOP D13.7 IGA D10.0LXA

FAF GP INOP D18.4 IGA D14.6LXA

IF D23.7 IGA D20.0LXA

TL 8100
TA 7500
7800(QNH ≥ 1031hPa)
7200(QNH ≤ 979hPa)

RDH=16.8

MDA

4900(1332)

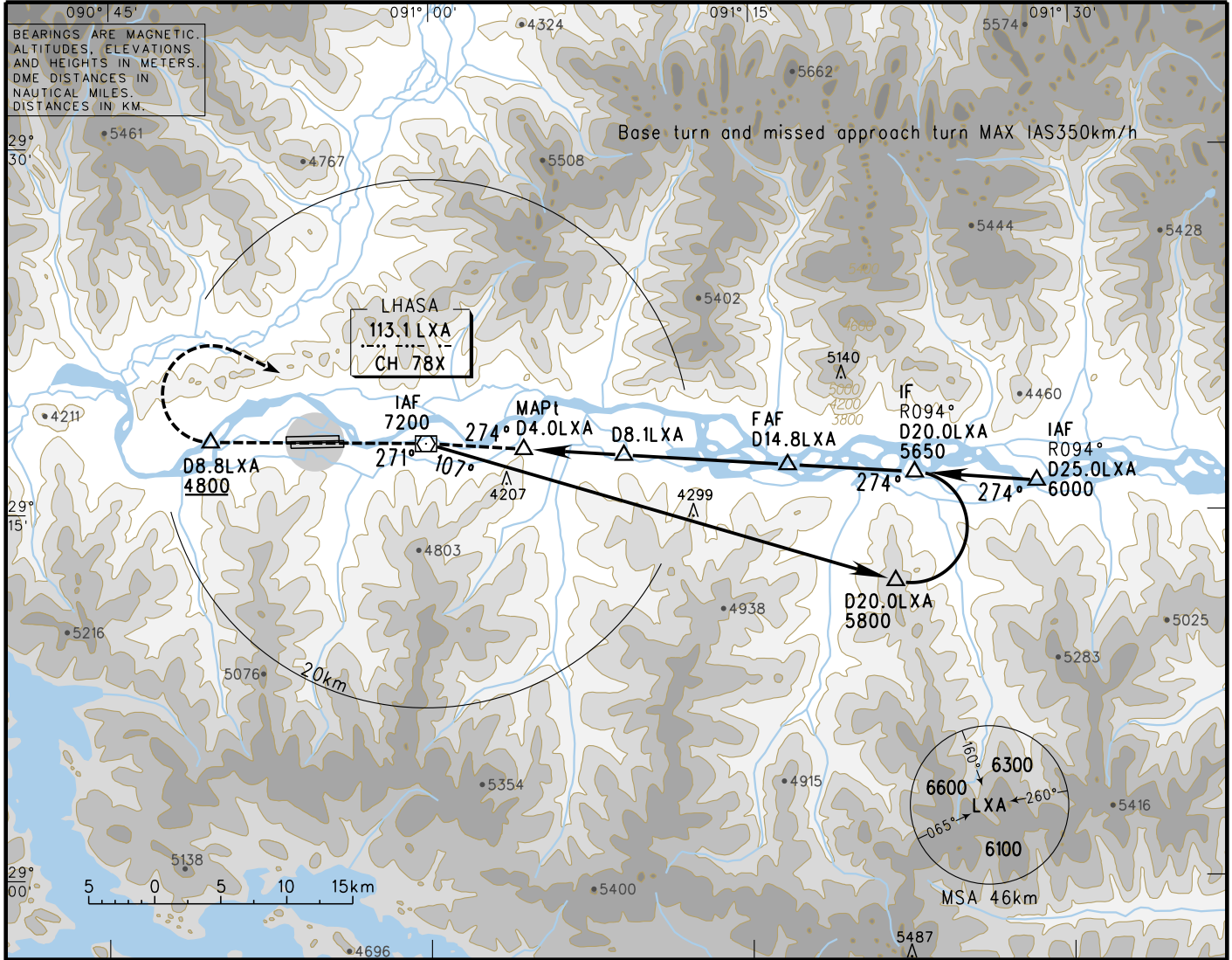
5350(1782)

5650(2082)

0 6.6 11.7 25.1 33.7 43.6km

ILS/DME	DA(H)	4179(610) 8000				FAF-MAPt(GP INOP) 22.0km					
	VIS					GS in kt	80	100	120	140	160
GP INOP	MDA(H)	4200(632) 8000				min:sec	8:55	7:08	5:56	5:05	4:27
	VIS					Rate of descent m/s	2.2	2.7	3.2	3.8	4.3

Changes: D-ATIS, TWR, Aerodrome name.



DME (LXA) (NM)	6	8	10	12	14			
ALT (m)	4492	4686	4880	5074	5268			

MISSED APPROACH

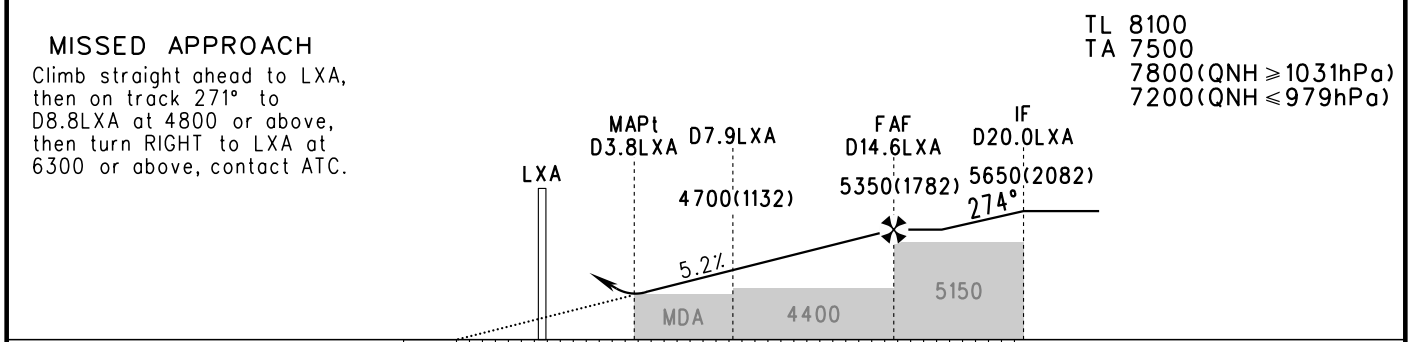
Climb straight ahead to LXA,
then on track 271° to
D8.8LXA at 4800 or above,
then turn RIGHT to LXA at
6300 or above, contact ATC.

TL 8100
TA 7500
7800(QNH ≥ 1031hPa)
7200(QNH ≤ 979hPa)

06.213.721.333.743.3km												
	A	B	C	D	FAF - MAPt 20.0km							
VOR/DME	MDA(H)	4300(733)			GS in	kt	80	100	120	140	160	180
	VIS	8000				km/h	150	185	220	260	295	335
					Time	min:sec	8:06	6:29	5:24	4:38	4:03	3:36
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
					Changes: D-ATIS, TWR, Aerodrome name.							



DME (LXA) (NM)	4	6	8	10	12	14		
ALT (m)	4318	4512	4707	4901	5095	5289		



	A	B	C	D	FAF - MAPt 20.0km					
VOR/DME	4300(732)				GS in	kt	80	100	120	140
	8000				km/h		150	185	220	260
					Time	min:sec	8:06	6:29	5:24	4:38
					Rate of descent	m/s	2.2	2.7	3.2	3.8
								4.3	4.9	

Changes: D-ATIS, TWR, Aerodrome name.

AERODROME CHART

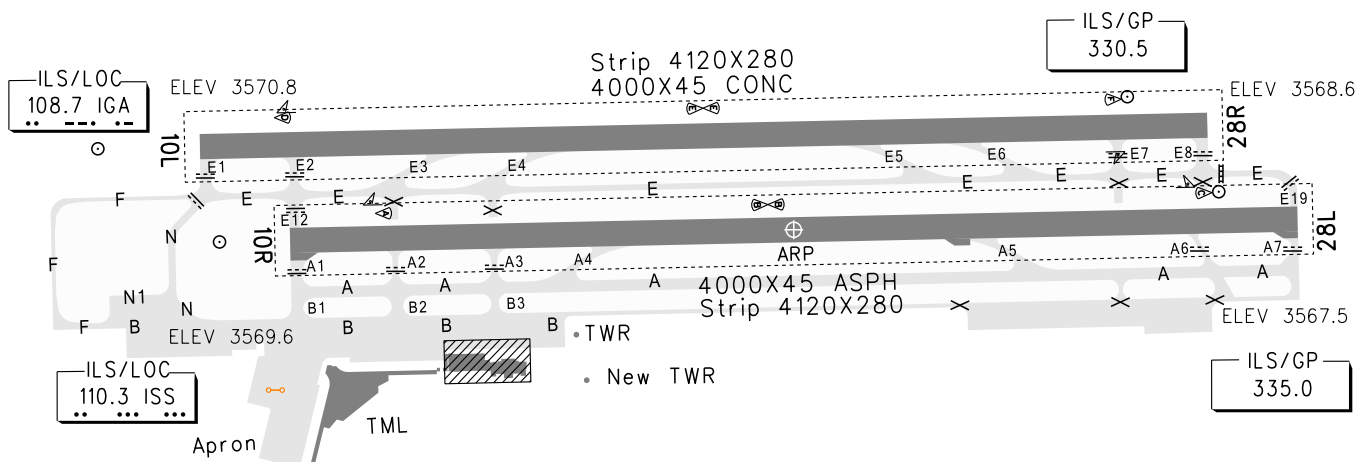
D-ATIS 131.45
D-ATIS(ARR) 126.2
D-ATIS(DEP) 126.625

TWR01 118.25(124.3)
TWR02 118.05(124.3)
GND01 121.65(124.3)
GND02 121.55(124.3)

ZULS LHASA/Konggar

N29° 17.8'E090° 54.7' ELEV 3570.8m

RWY	Direction	Bearing strength	BEARINGS ARE MAGNETIC. ALTITUDES, DISTANCES, ELEVATIONS AND HEIGHTS IN METERS.
10L/10R	089°	PCR 650/R/A/W/T: RWY10L/28R CONC PCR 670/R/A/W/T: RWY10R/28L(FM THR10R:0-500m) ASPH PCR 670/R/A/W/T: RWY10R/28L(FM THR10R:3500-4000m) ASPH PCR 700/R/B/W/T: RWY10R/28L(FM THR10R:500-3500m) ASPH PCR 1390/F/A/X/T: E12(FM N to S 133.5-173.5m), E19(FM N to S 133.5-173.5m) PCR 950/R/B/W/T: A(FM W to E 400-4000m) PCR 910/R/A/W/T: A(FM W to E 0-400m) PCR 830/R/A/W/T: A7 PCR 820/R/B/W/T: A3(FM N to S 80-135m) PCR 810/R/B/W/T: A5 PCR 800/R/B/W/T: A4 PCR 790/R/A/W/T: A1, B(FM W to E 725-1118m), B1 PCR 740/R/A/W/T: C(BTN stands Nr.8 & 12) PCR 730/R/B/W/T: A3(FM N to S 0-80m) PCR 700/R/A/W/T: B(FM W to E 1118-1419m) PCR 690/R/A/W/T: C1, C2 PCR 680/R/A/W/T: A2, E1, E8 PCR 660/R/A/W/T: B(FM W to E 0-725m), E, E2, E7, E12(FM N to S 0-133.5m), E19(FM N to S 0-133.5m), N, N1 PCR 650/R/A/W/T: A6(FM N to S 110-160m), C(BTN stands Nr.5 & 7) PCR 640/R/A/W/T: E3-E6 PCR 640/R/C/W/T: B2 PCR 620/R/A/W/T: F(FM N to S 472-686m) PCR 570/R/A/W/T: F(FM N to S 0-472m) PCR 480/R/A/W/T: B3 PCR 460/R/A/W/T: A6(FM N to S 0-110m)	
28L/28R	269°		



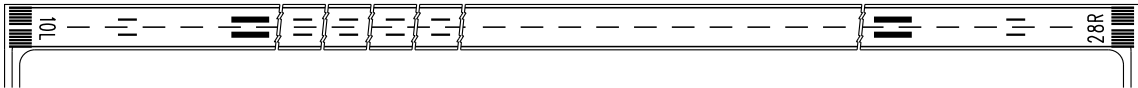
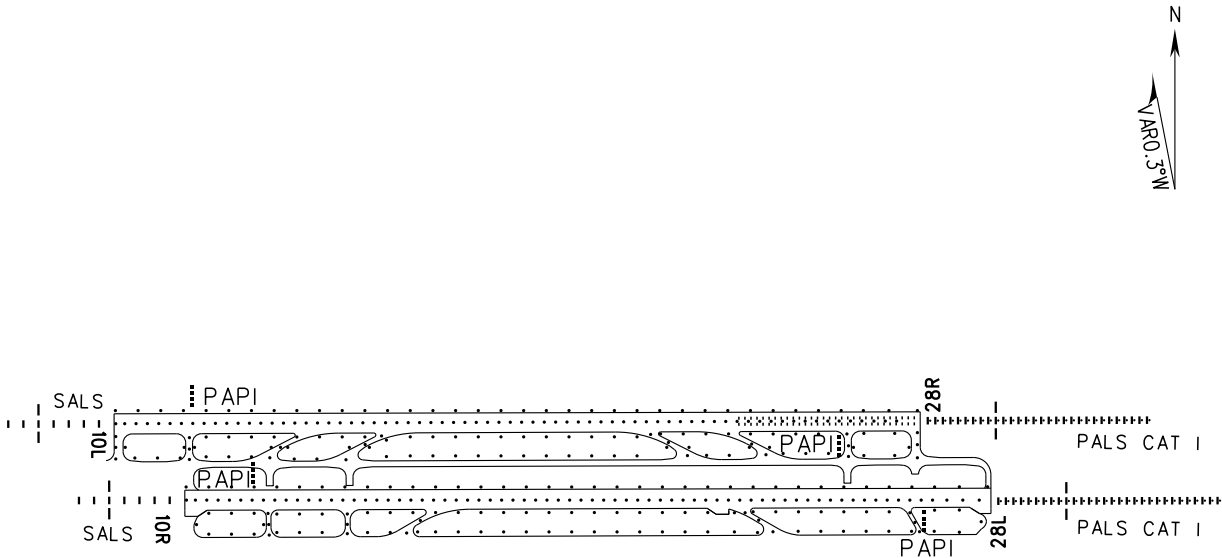
Notes:

1. 'X' U/S.
2. TWYs A(E of A3), A4, A5, A6 and A7 are not AVBL for night flight.
3. Do not mistake the parallel TWY A for RWY10R/28L.

LEGEND

- Construction area
- deicing position

Changes: PCR, D-ATIS, Aerodrome name.



RWY10R/28L marking is similar to RWY10L/28R.

TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)						LIGHTS		
ACFT Type		RWY10L/10R		RWY28L/28R		RWY10L/10R	RWY28L	RWY28R
		REDL	NIL(Day only)	REDL	NIL(Day only)			
2 TURB ENG or 3&4 ENG	A	RVR400 VIS800	RVR500 VIS800	NIL	NIL	SALS PAPI REDL RCLL RENL	PALS CAT I SFL PAPI REDL RCLL RENL	PALS CAT I SFL PAPI RTZL REDL RCLL RENL
	B							
	C							
	D							
Other 1&2 ENG		RVR1600/VIS1600						
Note:								

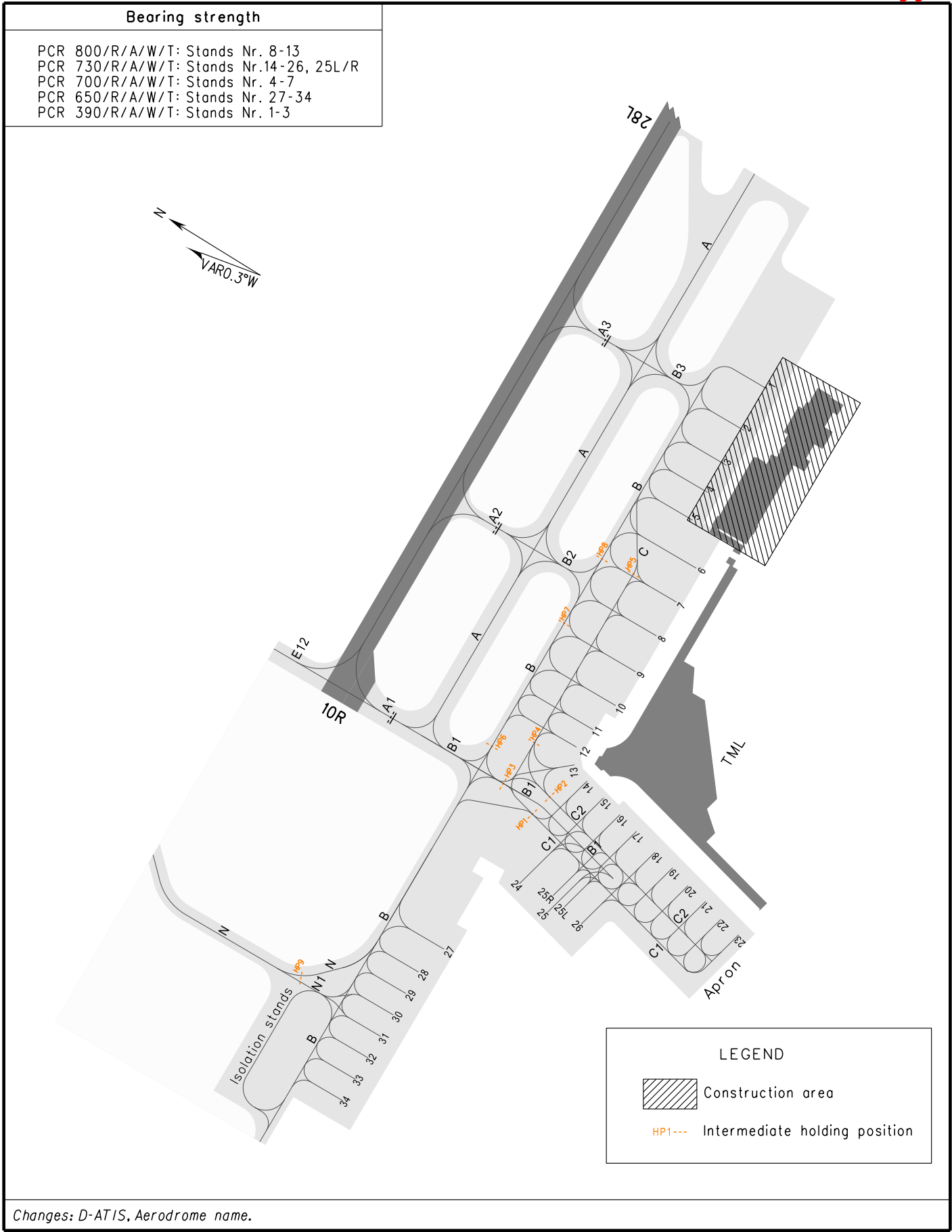
Changes: D-ATIS, Aerodrome name.

AIRCRAFT PARKING
CHART-ICAO

D-ATIS 131.45
D-ATIS(ARR) 126.2
D-ATIS(DEP) 126.625

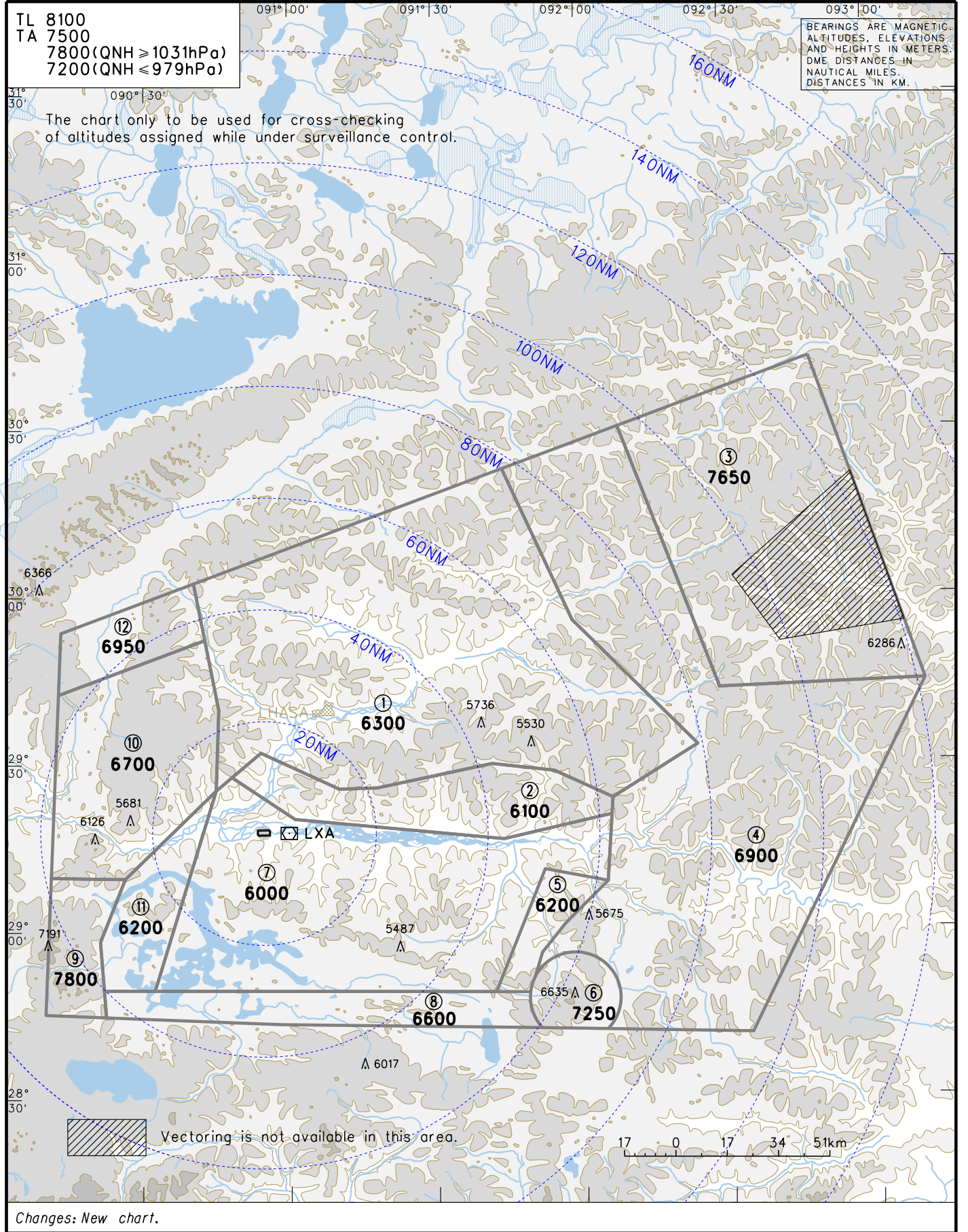
TWR01 118.25(124.3)
TWR02 118.05(124.3)
GND01 121.65(124.3)
GND02 121.55(124.3)

ZULS LHASA/Konggar



ATC SURVEILLANCE MINIMUM ALTITUDE CHART

D-ATIS 131.45 APP 119.0(120.2) ZULS LHASA/Konggar
D-ATIS(ARR) 126.2 TWR01 118.25(124.3)
D-ATIS(DEP) 126.625 TWR02 118.05(124.3)
VAR 0.3° W AD ELEV 3570.8m



Changes: New chart.

STANDARD DEPARTURE
CHART-INSTRUMENT

VAR0.3° W D-ATIS 131.45 TWR01 118.25(124.3)
D-ATIS 126.625 TWR02 118.05(124.3)

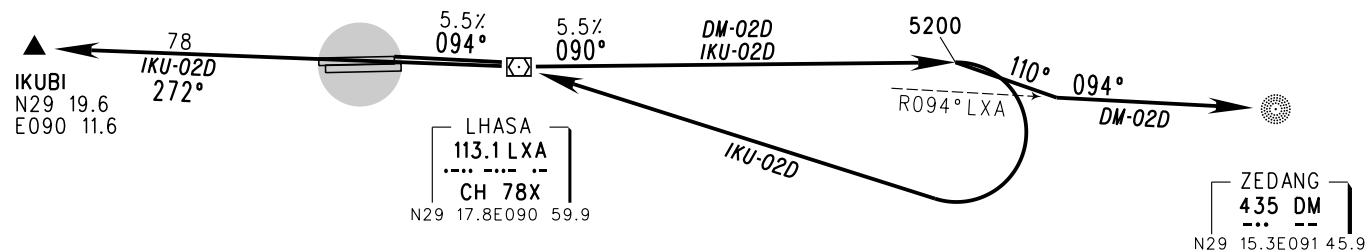
APP 119.0(120.2)

ZULS LHASA/Konggar
RWY10L

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

TL 8100
TA 7500
7800(QNH ≥ 1031hPa)
7200(QNH ≤ 979hPa)

Departure MAX IAS425km/h
If there is no reliable alternate airport,VIS8000m



Changes: D-ATIS, TWR, Aerodrome name.

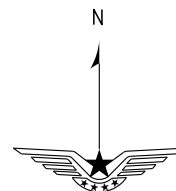
STANDARD DEPARTURE CHART-INSTRUMENT

RE APP 119.0(120.2)
VAR0.3° W D-ATIS 131.45 TWR01 118.25(124.3)
D-ATIS 126.625 TWR02 118.05(124.3)

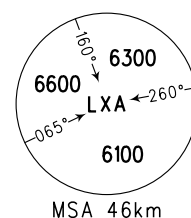
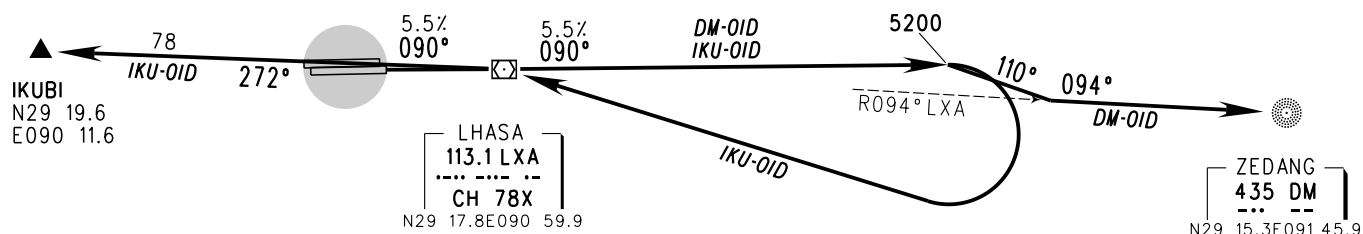
ZULS LHASA/Konggar
RWY10R

TL 8100
TA 7500
7800 (QNH $\geq 1031\text{hPa}$)
7200 (QNH $\leq 979\text{hPa}$)

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



NOT TO SCALE



Changes: D-ATIS, TWR, Aerodrome name.

STANDARD ARRIVAL
CHART-INSTRUMENT

VAR0.3° W

D-ATIS 131.45
D-ATIS 126.2

APP 119.0(120.2)
TWR01 118.25(124.3)
TWR02 118.05(124.3)

ZULS LHASA/Konggar
RWY28L/R

