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AIP CHINA
Supplement
Nr.29/19
JUL. 5, 2019

珠海/金湾

ZHUHAI/Jinwan

珠海/金湾机场自即日起至 201908301600
(UTC) 临时对外开放使用, 有关机场、飞行
程序等资料共 28 页附后。

ZHUHAI/Jinwan Airport will open to foreign flights from now on
to 201908301600 (UTC). A total of 28 pages about relevant
information with regard to the airport and flight procedures are
attached herewith.

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Checklist:

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

ZGSD—珠海/金湾 ZHUHAI/Jinwan

ZGSD 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	N22° 00.5' E113° 22.7' Center of RWY
2	方向、距离 Direction and distance from city	218° GEO, 36.5km from city center
3	标高/参考气温 Elevation/Reference temperature	6m/ 33.8° C (JUN)
4	机场标高位置/高程异常 AD ELEV PSN/ geoid undulation	RWY center/ -
5	磁差/年变率 MAG VAR/Annual change	2° W (1992) / -
6	机场管理部门、地址、电话、传真、AFS、电子邮箱、网址 AD administration, address, telephone, telefax, AFS, E-mail, website	Zhugang Airport CO. LTD, Zhuhai/Jinwan Airport, 519040, Guangdong Province, China TEL: 86-756-7778888/7771222 FAX: 86-756-7778325 AFS: ZGSDYDYX Website: www.zhairport.com
7	允许飞行种类 Types of traffic permitted(IFR/VFR)	IFR/VFR
8	机场性质/飞行区指标 Military or civil airport & Reference code	Civil/4E
9	备注 Remarks	Nil

ZGSD AD 2.3 工作时间 Operational hours

1	机场当局 (机场开放时间) AD Administration (AD operational hours)	H24
2	海关和移民 Customs and immigration	HS or O/R
3	卫生健康部门 Health and sanitation	HS or O/R
4	航行情报服务讲解室 AIS Briefing Office	HS or O/R
5	空中交通服务报告室 ATS Reporting Office (ARO)	HS or O/R
6	气象讲解室 MET Briefing Office	HS or O/R
7	空中交通服务 ATS	HS or O/R
8	加油 Fuelling	HS or O/R
9	地勤服务 Handling	HS or O/R
10	保安 Security	HS or O/R
11	除冰 De-icing	Nil
12	备注 Remarks	Nil

ZGSD 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, conveyor belt truck, pallet trailer, container trailer, fork, baggage towing vehicle
2	燃油/滑油牌号 Fuel/oil types	Nr.3 Jet fuel/Mobil Jet Oil-II, Mobil Jet Oil-254, BP Turbo Oil-2197, BP Turbo Oil-2389
3	加油设施/能力 Fuelling facilities/capacity	Refueling trucks: 17.6 litres/sec
4	除冰设施 De-icing facilities	Nil
5	过站航空器机库 Hangar space for visiting aircraft	Nil
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for aircraft B737-300/400/500/700/800, B757-200, A319, A320, A321.
7	备注 Remarks	Ground power unit, ground air supply unit, bridge-air supply unit.

ZGSD AD 2.5 旅客设施 Passenger facilities

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

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

1	机场消防等级 AD category for fire fighting	CAT 8
2	援救设备 Rescue equipment	Fire fighting facilities: emergency rescue fire fighting vehicle, rapid intervention vehicle, heavy-foam tender, heavy-load fire-crash water tender, rescue vehicle, equipment safeguard vehicle and logistics truck; Rescue equipment: hydraulic support bar, wire nipper, dicing saw, crosstie, steel plate, fork.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	Nil
4	备注 Remarks	Nil

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

1	扫雪设备类型 Types of clearing equipment	Not applicable
2	扫雪顺序 Clearance priorities	Nil
3	备注 Remarks	Nil

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

1	停机坪道面和强度 Apron surface and strength	Surface: Cement concrete Strength: PCN 70/R/B/W/T (Apron Nr.1) PCN 66/R/B/W/T (Apron Nr.2) PCN 60/R/B/W/T (Exhibition apron)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width: 45m: J, K; 39m: L(east of S1); 38.5m: R; 38m: P, Q; 36m: B, G; 29.5m: A(connect with RWY), H; 29m: C, D, E, F; 23m: main A, S(east of P); 18m: W, Y Surface: Cement concrete Strength: PCN 80/R/B/W/T (L, S) PCN 70/R/B/W/T (A, B, G, H, P, Q, R) PCN 60/R/B/W/T (J, K) PCN 55/R/B/X/T (C, F) PCN 48/R/B/X/T (D, E)
3	高度表校正点的位置及其标高 ACL location and elevation	Nil
4	VOR/INS 校正点 VOR/INS checkpoints	Nil
5	备注 Remarks	Temporary construction at intersections of TWY Y and main TWY A shoulder, it's not available for civil aircraft.

ZGSD 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	航空器停放位置识别符号、滑行道引导线、航空器目视停靠/停放位置引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWYs & RWY and at all holding positions. Guide lines at all TWYs and apron. Aircraft stand identification sign board at all stands. Marshaller is available at all stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	Pre-threshold, THR, RWY designation, TDZ, center line, edge line, aiming point
		RWY lights	Center line, edge line, THR, TDZ(RWY05), RWY end
		TWY markings	Edge line, enhanced center line, center line, intermediate holding positions, RWY holding positions, TWY shoulder, mandatory instruction
		TWY lights	Center line, edge line, RWY guard lights, holding positions
3	停止排灯 Stop bars	Nil	
4	备注 Remarks	Holding position lights are set at TWYs L, P, Q, R, S	

ZGSD AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on RWY center					
序号 Serial Nr.	障碍物类型 Obstacle type (*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation (m)	影响的跑道/区域 RWY/Area affected
1	MT	005	2850	195	
2	MT	024	7400	193	
3	MT	025	3550	151	RWY05 missed approach
4	MT	047	14650	182	
5	MT	079	4900	106	
6	Antenna	086	2792	119	
7	MT	089	2750	87	
8	MT	283	2200	238	
9	*Control TWR	299	784	52	
10	MT	319	2400	298	RWY23 missed approach
11	*Meteorological radar	345	2295	269.5	
Obstacles between two circles with the radius of 15km and 50km centered on RWY center					
1	MT	012	47000	530	
2	MT	032	25200	394	
3	MT	055	18100	500	RWY23 initial approach; RWY23 intermediate approach
4	MT	060	15900	286	
5	MT	223	15700	356	
6	MT	224	16500	261	
7	MT	236	16600	418	RWY05 final approach
8	MT	238	29500	385	
9	MT	259	45000	805	
10	MT	294	46700	1010	
11	MT	302	23900	320	
12	MT	302	45000	770	
13	MT	328	25000	465	
14	MT	334	29000	581	
Remark:					

ZGSD AD 2.11 提供的气象信息 Meteorological information provided

1	相关气象室的名称 Associated MET Office	Zhuhai ATMB MET office
2	气象服务时间、服务时间以外的责任气象室 Hours of service, MET Office outside hours	HO --
3	负责编发 TAF 的办公室;有效期 Office responsible for TAF preparation, Periods of validity	Zhuhai ATMB MET office 9 HR
4	着陆预报类型、发布间隔 Type of landing forecast, Interval of issuance	TREND 1 HR
5	所提供的讲解/咨询服务 Briefing/consultation provided	P, T
6	飞行文件及其使用语言 Flight documentation, Languages used	Chart, International MET Codes, Abbreviated Plain Language Text Ch, En
7	讲解/咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, significant weather forecast charts, upper W/T charts, satellite and radar materials, AWOS real-time data
8	提供信息的辅助设备 Supplementary equipment available for providing information	FAX, MET Service Terminal
9	提供气象信息的空中交通服务单位 ATS units provided with information	TWR
10	观测类型与频率/自动观测设备 Type & frequency of observation/ Automatic observation equipment	Hourly plus special observation/ Yes
11	气象报告类型及所包含的补充资料 Type of MET Report & supplementary information included	METAR, SPECI, TREND
12	观测系统及位置 Observation System& Site(s)	SFC wind sensors: RWY05: 120m E of RCL, 325m inward THR05; RWY23: 120m E of RCL, 325m inward THR23; RWY center: 120m E of RCL, 2005m inward THR05; RVR EQPT: A: 110m E of RCL, 355m inward THR05; B: 110m E of RCL, 2035m inward THR05; C: 110m E of RCL, 325m inward THR23; Ceilometer: RWY05: 120m E of RCL, 335m inward THR05; RWY23: 120m E of RCL, 335m inward THR23.
13	气象观测系统的工作时间 Hours of operation for Meteorological Observations system	H24
14	气候资料 Climatological information	Climatological tables AVBL
15	其他信息 Additional information	Nil

ZGSD AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 Designations RWY NR	真方位和 磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY (m)	跑道和停止道强度、道面 Strength (PCN) and surface of RWY and SWY	着陆入口坐标 THR coordinates	跑道着陆入口标高, 精密进近跑道 接地地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	045° GEO 047° MAG	4000×45	70/R/B/W/T Concrete/ Concrete	Nil	THR 5.8m TDZ 5.8m
23	225° GEO 227° MAG	4000×45	70/R/B/W/T Concrete/ Concrete	Nil	THR 5.6m TDZ 5.7m
跑道-停止道坡度 Slope of RWY-SWY	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	无障碍物地带 OFZ	跑道端安全区长宽 RWY end safety area dimensions (m)
7	8	9	10	11	12
See AOC	60×45	Nil	4120×300	Nil	240×300
	60×45	Nil	4120×300	Nil	240×300

ZGSD AD 2.13 公布距离 Declared distances

跑道代号 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	4000	4000	4060	4000	Nil
05	3860	3860	3920	4000	FM G
23	4000	4000	4060	4000	Nil
23	3860	3860	3920	4000	FM B

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

跑道 代号 RWY Designator	进近灯 类型、 长度、 强度 APCH LGT type LEN	入口灯 颜色, 翼排灯 THR LGT colour WBAR	目视进近坡 度指示系统 (跑道入口最 低眼高), 精密进近航 道指示器 VASIS (MEHT)	接地地带 灯长度 TDZ LGT LEN	跑道中心线灯 长度、间隔、 颜色、强度 RWY Center line LGT LEN, spacing, colour, INTST	跑道边灯长 度、间隔、颜 色、强度 RWY edge LGT LEN, spacing, colour, INTST	跑道端灯 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	PALS* CAT II 900m LIH	Green Yes	PAPI Left/3°	900m	4000m** spacing 30m	4000m*** spacing 60m	Red	Nil
23	PALS* CAT I 900m LIH	Green Yes	PAPI Left/3°	Nil	4000m** spacing 30m	4000m*** spacing 60m	Red	Nil
Remarks: * SFL. ** up to 3100m White VRB LIH, 3100-3700m Red/White VRB LIH, 3700-4000m Red VRB LIH. ***up to 3400m White VRB LIH, 3400-4000m Yellow VRB LIH. RWY05 CAT II degraded to CAT I.								

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

1	机场灯标/识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	ABN At TWR building , during night or low VIS
2	着陆方向指示器位置和灯光;风速表位置和灯光 LDI location and LGT, Anemometer location and LGT	WDI: RWY05: 120m E of RCL, 380m inward THR05; RWY23: 120m E of RCL, 380m inward THR23; Center of RWY: 120m E of RCL, 2050m inward THR23.
3	滑行道边灯和中心线灯光 TWY edge and center line lighting	All TWYs: Blue edge line lights/Green center line lights
4	备份电源/转换时间 Secondary power supply/switch-over time	Secondary power supply available/2 sec Standby diesel driven generators/7 sec
5	备注 Remarks	Single direction centerline lights in yellow and green alternately are set at TWYs C, D, E, F

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

1	TLOF 坐标或FATO 入口坐标及高程异常 Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF 和/或FATO 标高 (m) TLOF and/or FATO elevation (m)	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

ZGSD AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	横向界限 Lateral limits	垂直界限 Vertical limits	备注 Remarks
Zhuhai tower control area	A circle, radius 15km centered at ARP of the aerodrome (except APP control area)	SFC-450m when arrival SFC-150m when departure	
Altimeter setting region and TL/TA	Same as Zhuhai APP control Area	TL 3300m(QNH $\geq$ 980hPa) 3600m(QNH<980hPa) TA 2700m	

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

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHZ)	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5
ATIS		127.825	H24	D-ATIS available
APP	Zhuhai Approach	APP01 120.35(127.95)	0030-1700	Contact APP04 when APP01 U/S;
		APP 02 124.25(126.00)	H24	Contact APP02 when APP03/04 U/S;
		APP 03 123.85(126.00)	0000-1800	
		APP 04 124.75(127.95)	0030-1400	Contact APP03 when APP05 U/S;
		APP 05 119.025(119.55)	0030-1400	
TWR	Jinwan Tower	118.65 (124.35, 130.0)	H24	
GND	Jinwan Ground	121.75	By ATC	DCL available
EMG		121.5	H24	

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

设施类型 Type of aid	识别 ID	频率 Frequency	发射天线位置、 坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	5	6	7
Lianshengwei VOR/DME	ZUH	116.7 MHz CH114X	N22° 13.3' E113° 28.0' 023°MAG/25725m FM RWY center	26m	
Gaolan NDB	UJ	204 kHz	N21° 55.2' E113° 17.6' 10883m outward THR05, 565m S of RCL		
LMM 05	U	272 kHz	227° MAG/1050m FM THR05		
LOC 05 ILS CAT I	IZH	108.55MHz	047° MAG/305m FM End RWY05		
GP 05		329.75MHz	308m inward THR05, 120m E of RCL		Angle 3°; RDH 16.9m; Coverage 10NM
DME 05	IZH	CH22Y (108.55MHz)		19m	Co-located with GP05; Coverage 10NM
LOC 23 ILS CAT I	IMA	108.3 MHz	227° MAG/305m FM end RWY23		Beyond 5° leftside BTN 17NM and 25NM, beyond 17° rightside of front course U/S
GP 23		334.1 MHz	310m inward THR23, 120m E of RCL		Angle 3°; RDH 15.4m; Coverage 10NM
DME 23	IMA	CH20X (108.3MHz)		20m	Co-located with GP23; Coverage 10NM

ZGSD AD 2.20 本场飞行规定

1. 机场使用规定

1.1 所有技术试飞需事先申请，并得到空中交通管制部门批准后方可进行；

1.2 禁止未安装二次雷达应答机的航空器起降。

ZGSD AD 2.20 Local traffic regulations

1. AD operations regulations

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

1.2 Take-off and landing of aircraft without SSR transponder are forbidden.

2. 跑道和滑行道的使用

2.1 航空器可通过珠海机场现场指挥中心(129.35MHz)申请引导车和拖车服务;

2.2 禁止航空器在跑道、滑行道上做 180° 转弯;

2.3 进港航空器管制规定

2.3.1 着陆许可

2.3.1.1 着陆航空器驾驶员认为有必要时, 可以复飞, 并通知塔台管制员复飞原因和机组意图。

2.3.1.2 着陆或者复飞由航空器驾驶员最后决定, 并且对其决定负责。

2.3.2 快速脱离

2.3.2.1 使用 05 号跑道落地时, 应使用 D 快速联络道快速脱离, 从飞越跑道入口至完全脱离跑道应不超过 60s。

2.3.2.2 使用 23 号跑道落地时, 应使用 E 快速联络道快速脱离, 从飞越跑道入口至完全脱离跑道应不超过 70s。

2.3.2.3 如机组认为无法在上述要求的时间内完成, 须在首次与塔台联系时通知塔台管制员。

2.3.3 机组须在脱离跑道首次与地面管制联系时, 尤其在低能见度情况下, 向地面管制报告脱离的道口名称及当前具体位置。

2.4 离港航空器管制规定

2.4.1 放行许可

2.4.1.1 离港航空器在推出开车前必须联系塔台申请放行许可。

2.4.1.2 提供数字化放行系统 (DCL) 服务:

a. 预计撤轮挡时间 (EOBT) 前 30min 至 10min, 航空器驾驶员应当优先使用数字化放行系统 (DCL) 向空中交通管制部门 (ATC) 申请放行许可;

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

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

d. DCL 报文中 "NEXT FREQ" 标示下一频率, 机组可通过此频率向 ATC 复述相关内容; DCL 报文中 "DEP FREQ" 标示进近频率, 是航空器离地后的首个联系频率。

2.4.2 离港航空器根据管制员指令推出开车滑行。

2. Use of runways and taxiways

2.1 Follow-me vehicle and towing service are available via Operation Control Center of Aerodrome (129.35MHz);

2.2 180° turnaround on RWY and TWY are forbidden for all aircraft;

2.3 For landing ACFT

2.3.1 Landing clearance

2.3.1.1 If a missed approach is considered necessary during landing period by pilot, the pilot shall inform the reason and intention of the missed approach to TWR controller.

2.3.1.2 Pilot shall take the decision of landing or missed approach and shall take the responsibility for the decision.

2.3.2 Rapid vacating

2.3.2.1 ACFT landing at RWY05 shall vacate RWY05 from rapid exit TWY D and shall fully vacate RWY05 within 60s.

2.3.2.2 ACFT landing at RWY23 shall vacate RWY23 from rapid exit TWY E and shall fully vacate RWY23 within 70s.

2.3.2.3 If flight crew consider that they can not fulfill the process within the required time, pilot shall inform TWR ATC controller at the first contact.

2.3.3 Flight crew shall report the TWY in use and current position to GND at first time contacting with GND when aircraft vacated from runway, especially under the low visibility condition .

2.4 For taking off ACFT

2.4.1 Departure Clearance

2.4.1.1 Departure aircraft shall contact TWR Control for departure clearance before pushed-back.

2.4.1.2 Departure Clearance (DCL):

a. Within 10-30 minutes before Estimated Off-block Time (EOBT), pilot shall use DCL to require ATC clearance in priority;

b. At the first contact with ATC, pilot shall repeat runway designator in use and initial climb altitude to controller after successful DCL service;

c. If the DCL service is not available, pilots shall contact controller for verbal ATC clearance;

d. The "NEXT FREQ" in the message of DCL is next FREQ, aircraft can repeat relative information to ATC by this FREQ, the "DEP FREQ" in the message of DCL that represents approach FREQ is the first FREQ for aircraft to contact after taking off.

2.4.2 Departure aircraft shall follow ATC instructions to push back and start-up.

2.4.3 通常情况下,离场航空器获得进跑道许可后,从跑道外等待点滑行至对正跑道完成准备起飞的时间应控制在 60s 以内。如需更长时间,航空器驾驶员应在进跑道前通知管制员。

2.4.4 管制移交

2.4.4.1 航空器起飞后按照塔台管制员的指令脱波,并根据塔台管制员提供的频率联系珠海进近管制。

2.4.4.2 航空器起飞离地后首次与珠海进近联系时,应通报起飞跑道号。

2.4.5 对机组的要求

2.4.5.1 管制员滑行指令带有方向或左右要求时,机组应复诵并将管制员的要求转告地面机务人员。

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

2.4.5.3 机组如在地面管制频率联系不畅,应停止滑行并在塔台管制频率联系并报告航空器当前位置。

2.4.5.4 地面滑行期间,机组应密切关注管制相关活动,及时依照管制员的活动通报观察或将观察到的不明活动情况通报给地面管制员。

2.5 跑道更换方向规定

2.5.1 满足下列条件之一时,须转换跑道方向:

2.5.1.1 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;

2.5.1.2 湿跑道或者污染跑道条件下,当气象自动观测系统显示跑道为顺风,且有继续增大趋势时。

2.5.2 在转换使用跑道方向过程中,使用跑道顺风分量大于 3.5m/s 但小于 5m/s 时,管制员应当通知航空器驾驶员。航空器驾驶员根据机型性能或者航空公司运行手册决定是否使用管制员安排的顺风跑道起飞或者着陆。如果无法接受时,航空器驾驶员应立即告知管制员。

2.6 非全跑道起飞运行规定

2.6.1 在航空器提出非全跑道起飞申请后,管制员可根据实际情况批准并提供管制服务。

2.6.2 管制员在征得航空器同意后,可实施非全跑道起飞管制程序。

2.7 跑道等待位置及使用规定

2.7.1 航空器在进入跑道前必须在指定的跑道等待位置处等待机场管制塔台的指令,跑道等待位置详见

2.4.3 Departure aircraft shall finish runway alignment within 60s after receiving ATC instructions of entering runway. If flight crew consider that they can not fulfill the alignment within the required time, pilot shall inform ATC before entering runway.

2.4.4 Rules of handover

2.4.4.1 After taking off, ACFT shall leave the frequency under ATC instruction, and contact Zhuhai Approach frequency that provide by TWR controller.

2.4.4.2 After taking off, ACFT shall inform the runway in use for takeoff to Zhuhai Approach at the first contact.

2.4.5 Requirements for flight crew

2.4.5.1 Being required by ATC instruction with taxiing route direction, flight crew shall repeat the whole instruction to GND crew.

2.4.5.2 ACFT shall repeat the whole taxiing instruction issued by GND, especially the boundary information, and make it clear when there is a doubt.

2.4.5.3 IF fail to contact with GND frequency, ACFT shall stop taxiing and report the current position to TWR controller.

2.4.5.4 During taxiing period, flight crew shall pay attention to the activity related to ATC, and report to GND controller immediately if there is an unclear motion.

2.5 Rules of changing direction of runway in use

2.5.1 The direction of runway in use shall be changed if one of the following conditions is met:

2.5.1.1 Downwind speed is shown 3.5m/s with an increasing trend by AWOS;

2.5.1.2 Under wet RWY or contaminated RWY condition, RWY is shown downwind with an increasing speed trend by AWOS.

2.5.2 During changing the direction of runway in use, if downwind speed is more than 3.5m/s but not exceeding 5m/s, ATC controller shall inform pilot. And pilot shall decide whether or not use the downwind RWY to take-off or land by the aircraft performance or Airline Operation Manual. If pilot can not accept the conditions, inform ATC immediately.

2.6 Rules of non-full length RWY take-off

2.6.1 After filing for non-full RWY take-off by flight crew, ATC controller should approve the application and provide ATC service in accordance with the RWY actual operation situation.

2.6.2 Reaching the agreement with flight crew, ATC controller can implement non-full length RWY take-off procedure.

2.7 RWY holding position marking

2.7.1 ACFT shall wait for TWR ATC instruction at the runway holding position before entering RWY. Holding position refer

ZGSD AD2.24-1/2。

2.7.2 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。

2.7.3 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。

2.8 滑行道中间等待位置及使用规定

本场设有 21 个滑行道中间等待位置，供航空器滑行中等待使用。HP 等待点位置详 ZGSD AD2.24-1/2。

to AD2.24-1/2.

2.7.2 The nose of ACFT shall reach the holding position as close as possible when ACFT is waiting here.

2.7.3 If crossing the holding position without ATC clearance, ACFT shall report ATC immediately.

2.8 Intermediate holding position marking

There are 21 intermediate holding position markings for ACFT waiting during taxiing period. Refer to AD2.24-1/2.

Holding position	Taxiing direction	Holding position	Taxiing direction	Holding position	Taxiing direction
HP1	FM SW to NE	HP8	FM SW to NE	HP15	FM NE to SW
HP2	FM NE to SW	HP9	FM NE to SW	HP16	FM NW to SE
HP3	FM SW to NE	HP10	FM NW to SE	HP17	FM SW to NE
HP4	FM NE to SW	HP11	FM SW to NE	HP18	FM SW to NE
HP5	FM SW to NE	HP12	FM NE to SW	HP19	FM SW to NE
HP6	FM NE to SW	HP13	FM NW to SE	HP20	FM NE to SW
HP7	FM NW to SE	HP14	FM SW to NE	HP21	FM NE to SW

2.9 滑行道使用限制/TWY limits:

TWY	Wing span	Limits
TWY W, Y		Only used for CNAC aircraft operation
TWY J, K	<65m	Only used for exhibition aircraft to taxi into/out exhibition apron during Zhuhai Air Exhibition.
TWY Q(west of TWY S3)	<52m	
TWY L(west of TWY S2), TWY S(west of TWY P), TWY S1, S2	<36m	
TWY P(west of TWY S3)	One side<32.5m	
TWY R(west of TWY S3)	One side<26m	
TWY S3	One side <18m	
TWY C, D, E, F		Only one direction for ACFT vacating from RWY

2.10 冲突多发地带

机动区冲突多发地带位置见 ZGSD AD2.24-1。为减少运行差错，降低地面冲突事件的发生概率，在机场活动区内运行的航空器需严格按照下述要求运行：

HS1: D、P 及 A 滑行道交叉区域

航空器自 P 滑右转上 A 滑时，应在 A 滑外注意观

2.10 Hot spot

Refer to ZGSD AD2.24-1. For purpose of reducing errors that lead to ground conflicts RWY incursions, ACFT operating within the maneuvering area must follow the requirements below:

HS1: Intersection of TWY D, P and TWY A

ACFT taxiing via TWY P to TWY A shall avoid entering TWY D by mistake.

察，避免从 D 滑误入跑道，按照管制员指令和避让原则运行（原则上避让由 D 滑脱离的航空器）。HS1 涉及 10、12、14、16、23 号停机位，航空器在 HS1 区域运行时，需仔细观察，避免造成对头滑行。

2.11 停机位 10、12、14、16 后方的机位滑行通道为塔台不可视区域，机组滑行时仔细观察并严格执行管制指令。

3. 机坪和机位的使用

3.1 航空器跟随引导车在接机员指挥下滑入停机位

3.2 1-17、201-208 号停机位航空器获得管制员许可后使用拖车推出，按管制员指令开车滑出；18-23、209（209L、209R）、210（210L、210R）停机位航空器获得管制员许可后原地开车滑出；

3.3 发动机试车必须得到现场指挥中心同意后在指定的时间和位置进行试车。

3.4 机位使用条件/ Use of stands

停机位 Stands	翼展限制 wing span Limits for aircraft (m)	机身长度限制 fuselage Limits for aircraft (m)	进出方式 Enter/Exit	其他使用条件 Other operational rules
12, 14	< 65	70.6	Taxi in and push back	Parking ACFT type E simultaneously is forbidden
2-6, 16	< 52	44.5	Taxi in and push back	Parking ACFT type D in adjacent stand simultaneously is forbidden
209, 210	< 36	39.5	Taxi in and out	
201-208	< 36	44.5	Taxi in and push back	
18-23	< 36	44.5	Taxi in and out	
1, 7-11, 13, 15, 17	< 36	44.5	Taxi in and push back	
209L/R, 210L/R	< 24	33	Taxi in and out	

Parking stands NR. 10, 12, 14, 16, 23 are involved in HS1 area. ACFT taxiing in the area shall avoid taxiing face to face.

2.11 The taxiway (TWY P west of TWY S) behind of parking stands NR. 10, 12, 14, 16 is not covered in TWR vision. Therefore ACFT shall follow ATC instruction strictly while taxiing on the taxiway.

3. Use of aprons and parking stands

3.1 Aircraft entering into apron must be guided by Follow-me vehicle and marshaller conducting.

3.2 After obtaining ATC clearance, aircraft parking at stands Nr.1-17, 201-208 shall be pushed back by tow tractor and start up by ATC instruction, and aircraft parking at stands 18-23,209(209L,209R), 210(210L,210R) shall taxi out by own power;

3.3 Engine run-ups are subject to Operation Control Center of Aerodrome (129.35MHz) clearance, and shall be carried out at a designated time and location;

3.5 组合机位的使用模式/Use of combined stands:

组合模式/ Combined mode	模式包含机位及使用限制/ Stands included in use mode and limits	
	航空器使用限制/Limits for aircraft parking at stands	其他规定/Othert rules
18-20 stands in use	Only one aircraft type E parking is permitted	Guided by follow-me vehicle taxi in and park parallel with RWY
21-23 stands in use	Only one aircraft type E parking is permitted	Guided by follow-me vehicle taxi in and park parallel with RWY
209, 210 Stands in use	Only one aircraft type C parking is permitted	
	Two aircrafts type B or below parking at the same time is permitted	

3.6 停机坪内航空器的移位（牵引或滑行）须经现场指挥中心（129.35MHz）许可，并按照塔台指令进行。

4. 机场的 II/III 类运行

无

5. 警告

5.1 防止误入香港和澳门管制空域；

5.2 进离场飞机要听从管制指挥，严格按照飞行程序飞行。

6. 直升机飞行限制，直升机停靠区

直升机进、出停机位必须由引导车引导。

3.6 ACFT parking apron shall be subject to Operation Control Center of Aerodrome (129.35MHz) clearance for being towed and taxiing under TWR controller instructions.

4. CAT II/III operations at AD

Nil

5. Warning

5.1 Avoid entry into Hong Kong and MACAO Control Airspace by mistake;

5.2 Arrival/Departure aircraft shall operate strictly in accordance with the flight procedures or by ATC.

6. Helicopter operation restrictions and helicopter parking/docking area

Follow-me vehicle is available for helicopter to taxi into/out stands.

ZGSD AD 2.21 减噪程序

无

ZGSD AD 2.21 Noise abatement procedures

Nil

ZGSD AD 2.22 飞行程序

1. 总则

除经珠海进近或珠海塔台特殊许可外，在珠海终端管制区和珠海塔台管制区内的飞行，必须按照仪表飞行规则进行。

ZGSD AD 2.22 Flight procedures

1. General

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

2. 起落航线

起落航线在跑道东南侧，A、B 类航空器高度 400 米，C、D 类航空器高度 500 米。

2. Traffic circuits

Traffic circuits shall be normally made to the southeast of RWY, at the altitudes of 400m for CAT A/B and 500m for CAT C/D.

3. 珠海终端管制区和塔台管制区内的仪表飞程序

严格按照航图中公布的进、离场程序和 ENR2.2.2 中公布的广州进近管制区/珠海终端管制区有关规定飞行。如果需要，航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行。

3. IFR flight procedures within Zhuhai TMA and Tower Control Area

Strict adherence is required to the relevant arrival/departure procedures published in the aeronautical charts and the relevant regulations for Guangzhou APP Area/Zhuhai TMA published in subsection ENR2.2.2. 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

无

4. Radar procedures

Nil

5. 无线电通信失效程序

无

5. Radio communication failure procedures

Nil

6. 目视飞程序

无

6. Procedures for VFR flights

Nil

7. 目视飞行航线

无

7. VFR route

Nil

8. 目视参考点

无

8. Visual reference point

Nil

9. 其它规定

无

9. Other regulations

Nil

ZGSD AD 2.23 其它资料

ZGSD AD 2.23 Other information

日出日落表 Sunrise/sunset tables

日出/日落表中公布的时间为北京标准时间。

The time issued in sunrise/sunset tables is Beijing Standard Time.

月/日 Date	日出 Sunrise	日落 Sunset	月/日 Date	日出 Sunrise	日落 Sunset	月/日 Date	日出 Sunrise	日落 Sunset	月/日 Date	日出 Sunrise	日落 Sunset
01/01	07:05	17:54	04/01	06:20	18:41	07/01	05:46	19:14	10/01	06:18	18:15
01/10	07:07	18:00	04/10	06:12	18:44	07/10	05:50	19:14	10/10	06:21	18:06
01/20	07:08	18:07	04/20	06:03	18:48	07/20	05:54	19:12	10/20	06:24	17:58
02/01	07:05	18:15	05/01	05:55	18:52	08/01	05:59	19:07	11/01	06:30	17:50
02/10	07:01	18:21	05/10	05:50	18:56	08/10	06:02	19:01	11/10	06:35	17:46
02/20	06:55	18:26	05/20	05:45	19:01	08/20	06:06	18:54	11/20	06:41	17:43
03/01	06:48	18:30	06/01	05:43	19:06	09/01	06:09	18:44	12/01	06:48	17:42
03/10	06:40	18:34	06/10	05:42	19:09	09/10	06:12	18:35	12/10	06:54	17:44
03/20	06:31	18:37	06/20	05:44	19:12	09/20	06:15	18:25	12/20	07:00	17:48

AERODROME CHART

D-ATIS 127.825
TWR 118.65(124.35, 130.0)
GND 121.75(DCL AVBL)

ZGSD ZHUHAI/Jinwan

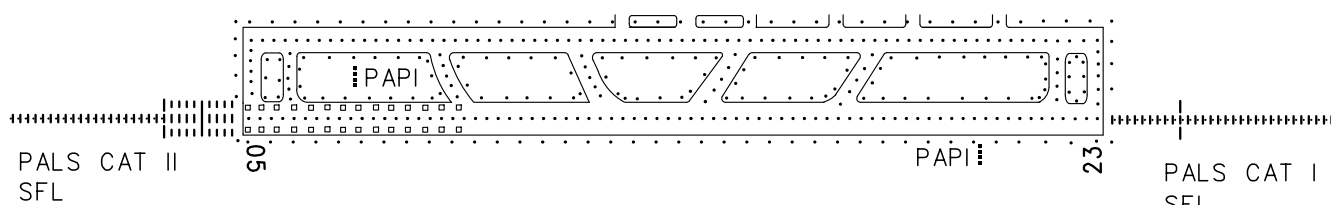
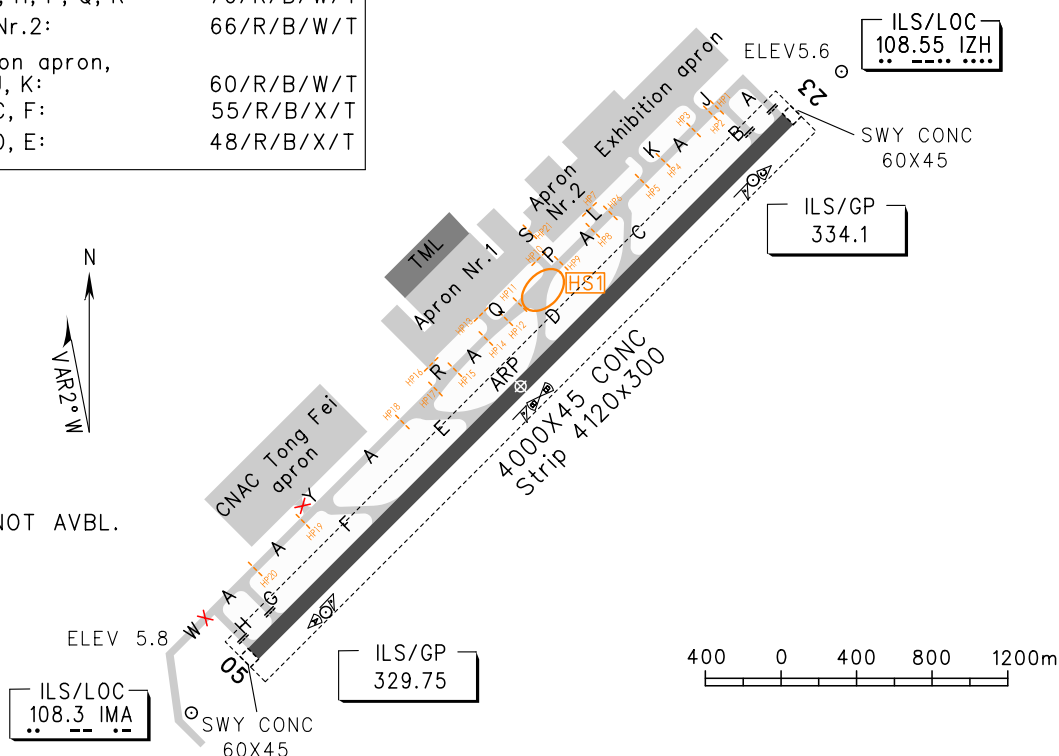
N22°00.5'E113°22.7' ELEV 6m

RWY	Direction	Bearing strength(PCN)	
05	047°	TWYs L, S:	80/R/B/W/T
		RWY, Apron Nr.1, TWYs A, B, G, H, P, Q, R:	70/R/B/W/T
		Apron Nr.2:	66/R/B/W/T
		Exhibition apron, TWYs J, K:	60/R/B/W/T
23	227°	TWYs C, F:	55/R/B/X/T
		TWYs D, E:	48/R/B/X/T

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



NOTE: TWY W&Y NOT AVBL.



(RWY05 CAT II degraded to CAT I)

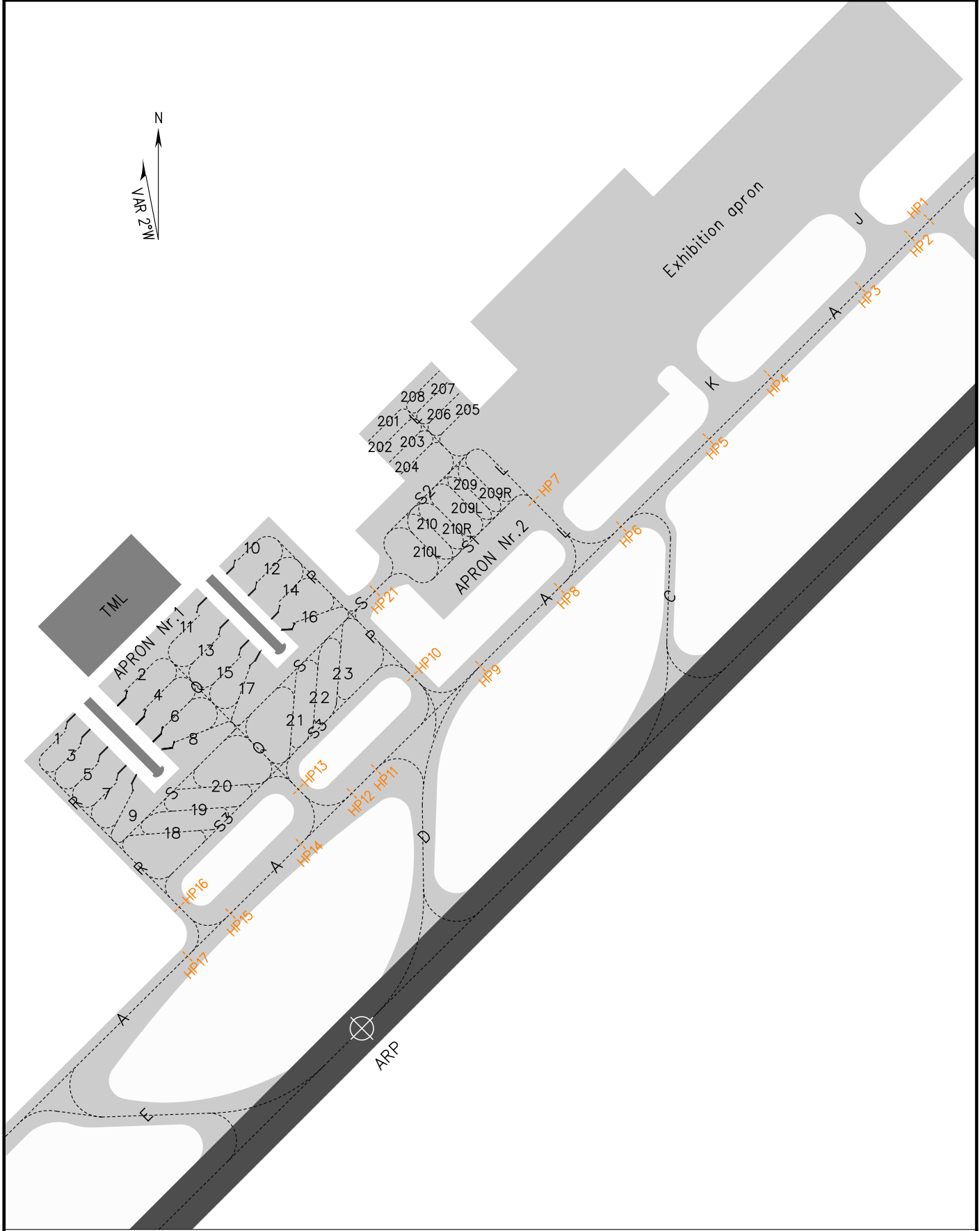


TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)					LIGHTS		
ACFT Type		RWY05		RWY23		RWY05	RWY23
		REDL	NIL(Day only)	REDL	NIL(Day only)		
2 TURB ENG or 3&4 ENG	A	RVR400	RVR500	RVR400	RVR500	PALS CAT II SFL PAPI REDL RCLL TDZL	PALS CAT I SFL PAPI REDL RCLL
	B						
	C						
	D						
Other 1&2 ENG		VIS1600		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

AIRCRAFT-PARKING
CHART-ICAO

D-ATIS 127.825
TWR 118.65(124.35, 130.0)
GND 121.75(DCL AVBL)

ZGSD ZHUHAI/Jinwan

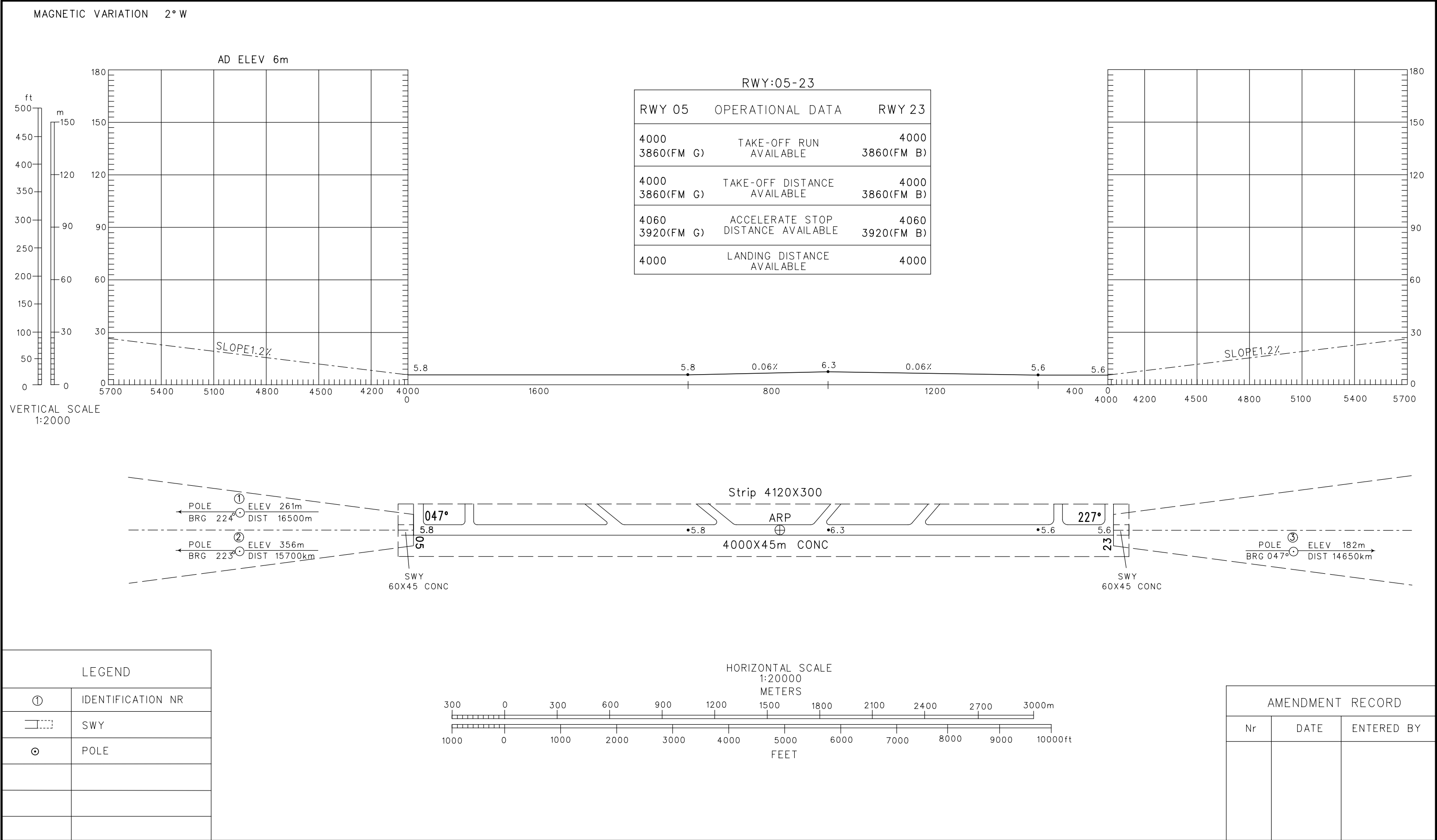


Changes:

DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

AERODROME OBSTRUCTION CHART-ICAO
TYPE A(OPERATING LIMITATIONS)

ZGSD ZHUHAI/Jinwan



DEPARTURE & ARRIVAL ROUTES

1. NOLON——平洲VOR——连胜围——珠海金湾机场。

1. NOLON—— Pingzhou VOR "POU" —— Lianshengwei —— Zhuhai/Jinwan Airport (ZGSD).

2. 闸坡——高栏NDB——珠海金湾机场。

2. BIGRO —— Gaolan NDB "UJ" —— Zhuhai/Jinwan Airport (ZGSD).

3. 高要VOR——平洲VOR——连胜围——珠海金湾机场。

3. Gaoyao VOR "GYA" —— Pingzhou VOR "POU" —— Lianshengwei —— Zhuhai/Jinwan Airport (ZGSD).

4. P点(N21° 58.7' E113° 39.4')——F点(N21° 45.6' E113° 22.0')——高栏NDB——珠海金湾机场。

4. Fix P (N21 58.7 E113 39.4) —— Fix F (N21 45.6 E113 22.0) —— Gaolan NDB "UJ" —— Zhuhai/Jinwan Airport (ZGSD).

5. 九洲VOR——连胜围——珠海金湾机场。

5. Jiuzhou VOR "ZAO" —— Lianshengwei —— Zhuhai/Jinwan Airport (ZGSD).

6. 南朗VOR——连胜围——珠海金湾机场。

6. Nanlang VOR "NLG" —— Lianshengwei —— Zhuhai/Jinwan Airport (ZGSD).

7. 珠海金湾机场——赤溪——闸坡。

7. Zhuhai/Jinwan Airport (ZGSD) —— BOKAT —— BIGRO.

8. 珠海金湾机场——九洲VOR——观澜VOR——石龙VOR;
或珠海金湾机场——连胜围——观澜VOR——石龙VOR。

8. Zhuhai/Jinwan Airport (ZGSD) —— Jiuzhou VOR "ZAO" —— Guanlan VOR "GLN" ——
Shilong VOR "SHL" or Zhuhai/Jinwan Airport (ZGSD) —— Lianshengwei —— Guanlan VOR "GLN"
—— Shilong VOR "SHL".

D-ATIS 127.825
 APP01 120.35(127.95)
 APP02 124.25(126.00)
 APP03 123.85(126.00)
 APP04 124.75(127.95)
 APP05 119.025(119.55)
 TWR 118.65(124.35, 130.0)

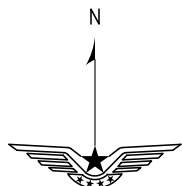
STANDARD DEPARTURE CHART-INSTRUMENT

VAR2° W

ZGSD ZHUHAI/Jinwan
RWY05

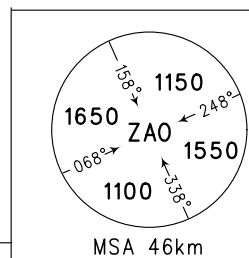
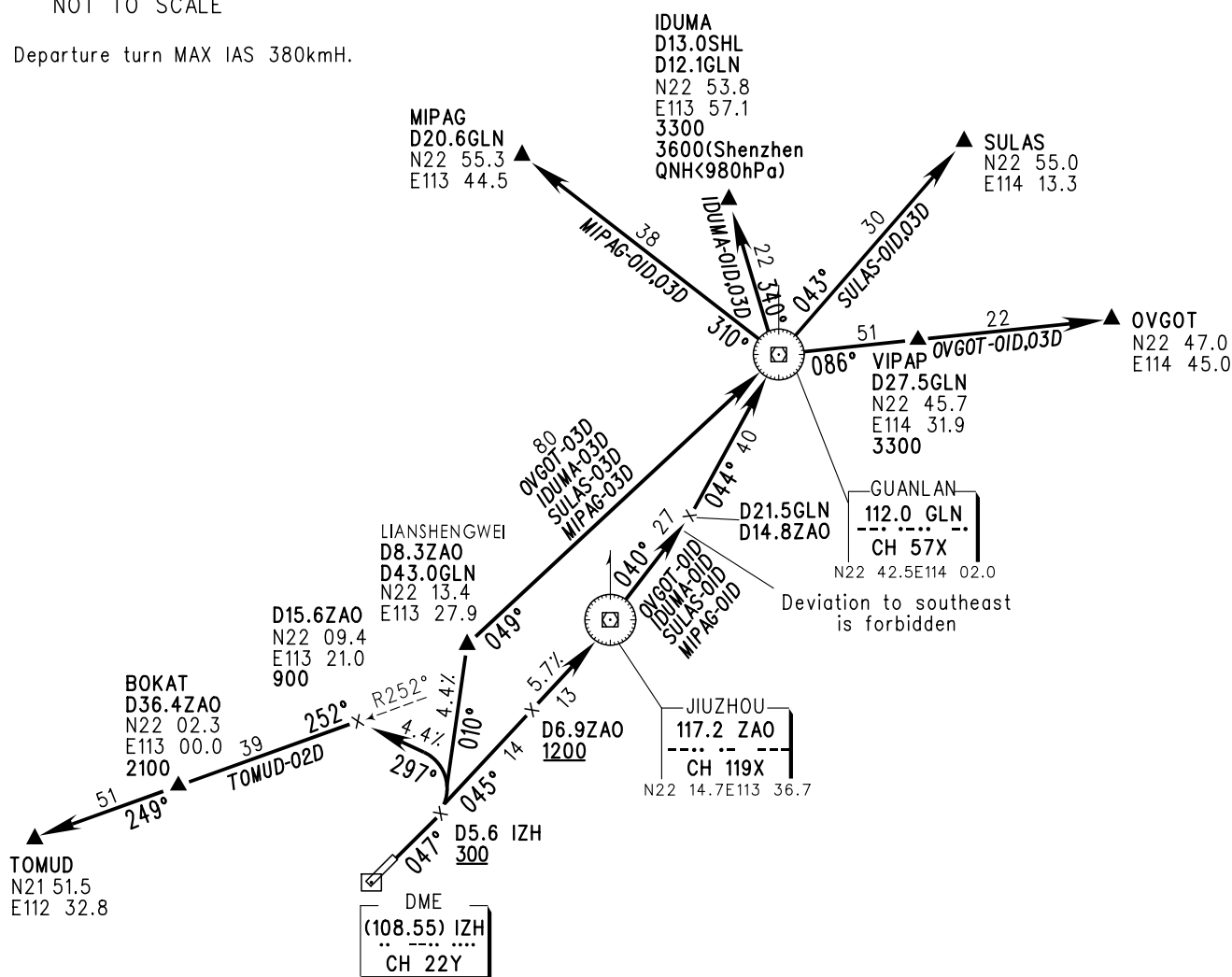
BEARINGS ARE MAGNETIC
 ALTITUDES, ELEVATIONS
 AND HEIGHTS IN METERS
 DME DISTANCES IN
 NAUTICAL MILES
 DISTANCES IN KM

TL 3600(QNH<980hPa)
 3300(QNH>980hPa)
 TA 2700
 (QNH use Zhuhai terminal control area QNH)



NOT TO SCALE

Departure turn MAX IAS 380kmH.



Changes:

2019-7-5

中国民用航空局CAAC

ZGSD AD2.24-7A

D-ATIS 127.825
 APP01 120.35(127.95)
 APP02 124.25(126.00)
 APP03 123.85(126.00)
 APP04 124.75(127.95)
 APP05 119.025(119.55)
 TWR 118.65(124.35, 130.0)

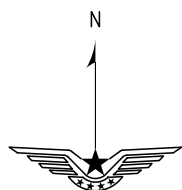
STANDARD DEPARTURE CHART-INSTRUMENT

VAR2° W

ZGSD ZHUHAI/Jinwan
 RWY23

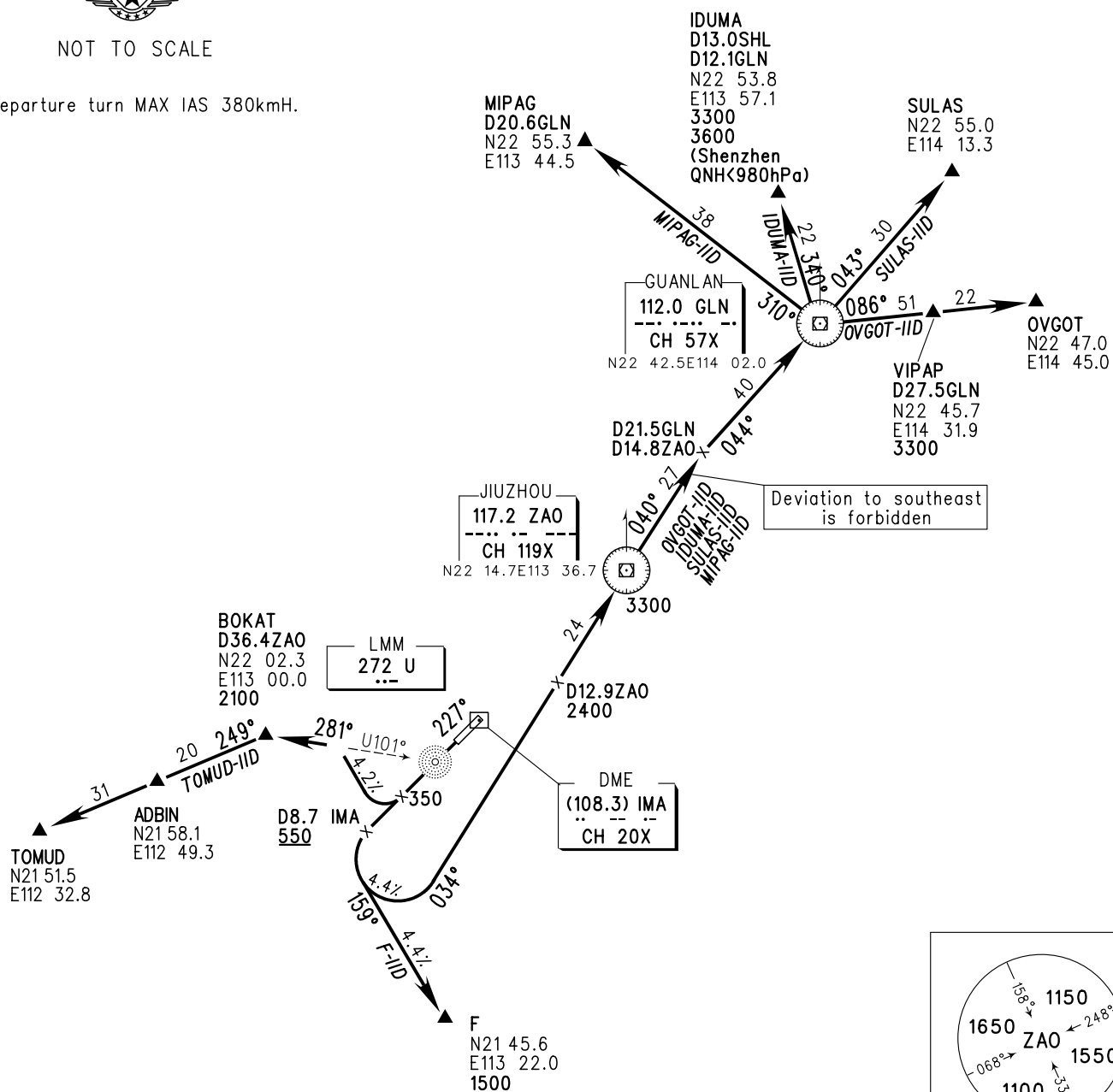
BEARINGS ARE MAGNETIC
 ALTITUDES, ELEVATIONS
 AND HEIGHTS IN METERS
 DME DISTANCES IN
 NAUTICAL MILES
 DISTANCES IN KM

TL 3600(QNH<980hPa)
 3300(QNH>980hPa)
 TA 2700
 (QNH use Zhuhai terminal control area QNH)



NOT TO SCALE

Departure turn MAX IAS 380kmH.



Changes:

D-ATIS 127.825
 APP01 120.35(127.95)
 APP02 124.25(126.00)
 APP03 123.85(126.00)
 APP04 124.75(127.95)
 APP05 119.025(119.55)
 TWR 118.65(124.35, 130.0)

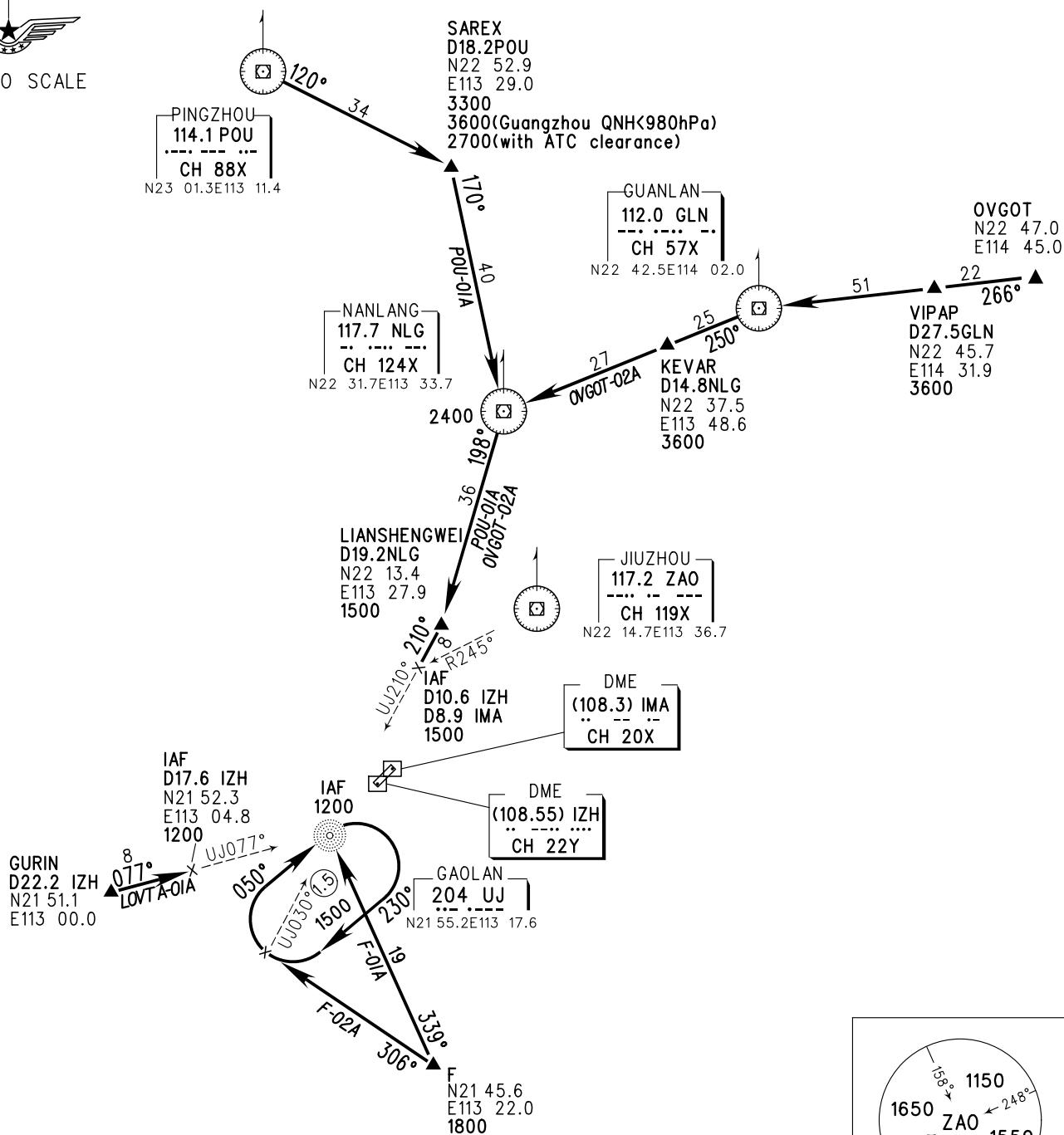
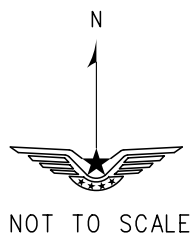
STANDARD ARRIVAL CHART-INSTRUMENT

VAR2° W

ZGSD ZHUHAI/Jinwan
RWY05

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

TL 3600(QNH<980hPa)
 3300(QNH>980hPa)
 TA 2700
 (QNH use Zhuhai terminal control area QNH)



Changes:

2019-7-5

中国民用航空局CAAC

ZGSD AD2.24-9A

D-ATIS 127.825
 APP01 120.35(127.95)
 APP02 124.25(126.00)
 APP03 123.85(126.00)
 APP04 124.75(127.95)
 APP05 119.025(119.55)
 TWR 118.65(124.35, 130.0)

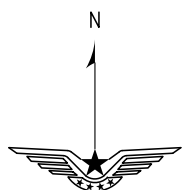
STANDARD ARRIVAL CHART-INSTRUMENT

VAR2° W

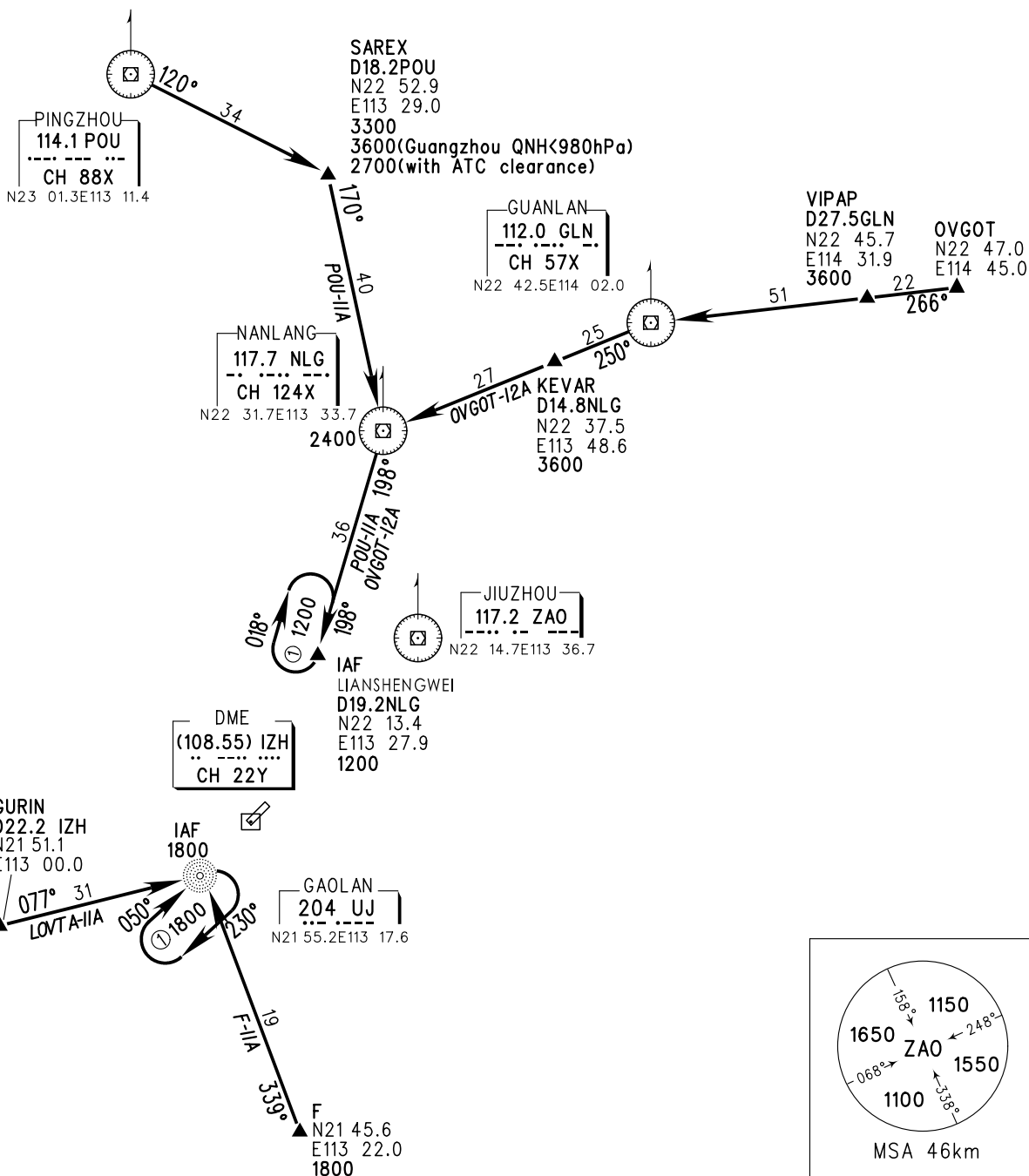
ZGSD ZHUHAI/Jinwan
RWY23

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

TL 3600(QNH<980hPa)
 3300(QNH>980hPa)
 TA 2700
 (QNH use Zhuhai terminal control area QNH)



NOT TO SCALE



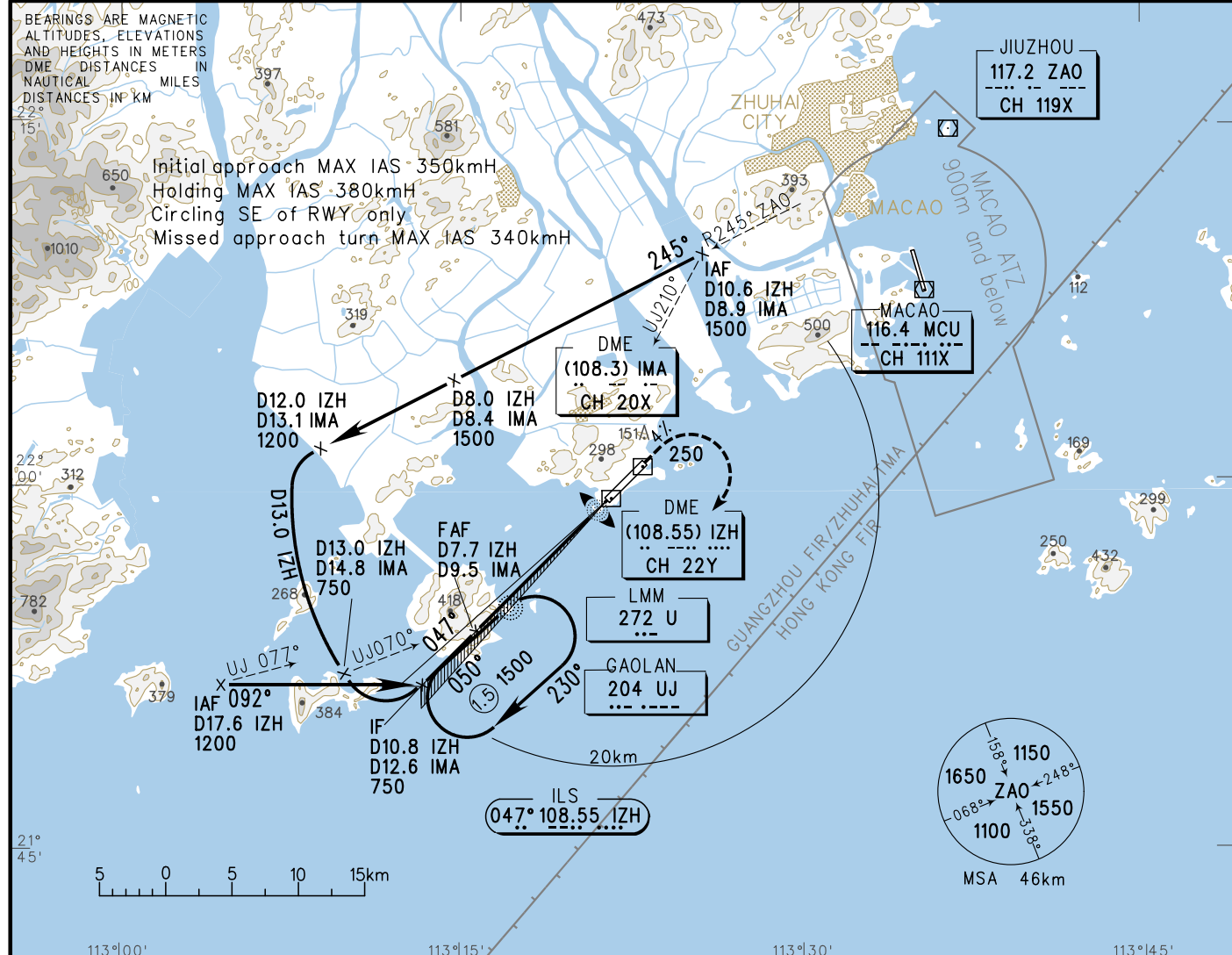
Changes:

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 6
VAR 2° W THR RWY05 ELEV 5.8

D-ATIS 127.825
APP01 120.35(127.95)
APP02 124.25(126.0)
APP03 123.85(126.0)
APP04 124.75(127.95)
APP05 119.025(119.55)
TWR 118.65(124.35, 130.0)

ZGSD ZHUHAI/Jinwan
ILS/DME RWY05

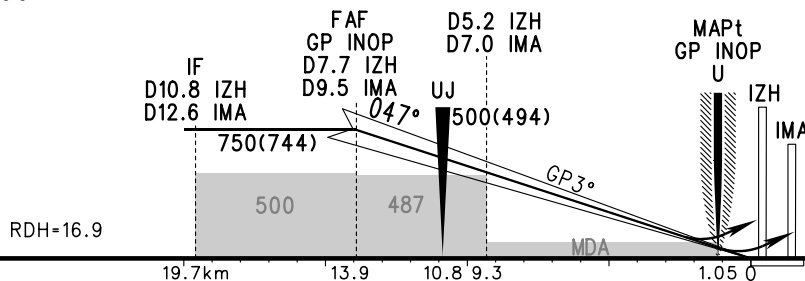


GP INOP	DME (IZH)	7	6	5	4	3	2	1
	ALT (m)	679	583	486	390	294	197	101

TL 3600(QNH <980hPa)
3300(QNH ≥980hPa)
TA 2700

MISSSED APPROACH
With gradient 4%,climb straight ahead to 250,turn RIGHT inbound to UJ at 1200, join the holding pattern or by ATC.

ALTIMETER SETTING
— Initial approach and missed approach segment:use ZHUHAI TERMINAL CONTROL AREA QNH;
— Intermediate and final approach segment:use ZHUHAI aerodrome QNH.

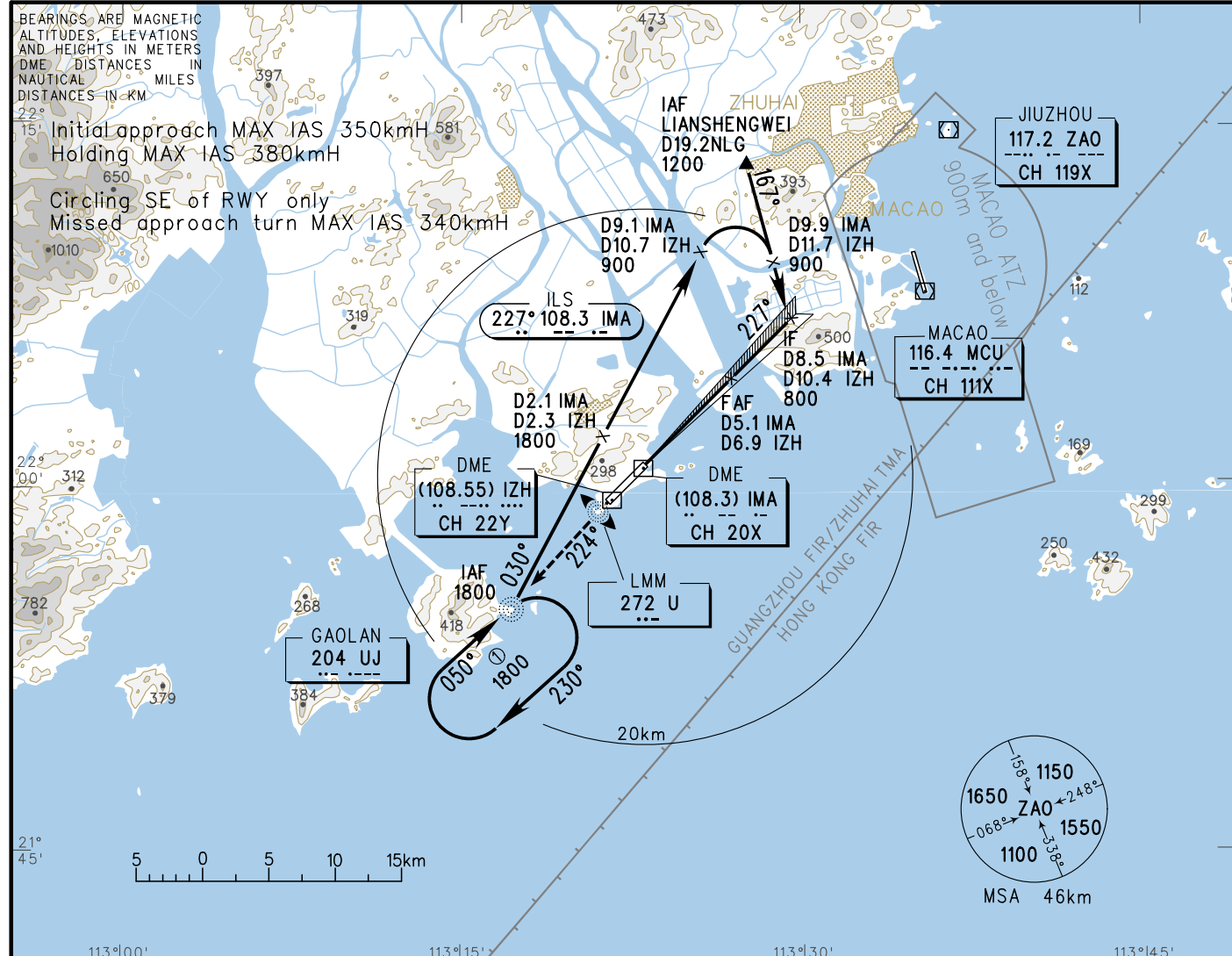


		A	B	C	D	FAF-MAPt(GP INOP) 12.85km							
ILS/DME	DA(H) RVR/VIS	66(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
						Time	min:sec	5:12	4:10	3:28	2:58	2:36	2:19
GP INOP		100(94) 900				Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING		315(309) 5000				Note: A Missed approach climb gradient 4.0% B Missed approach climb gradient 2.5% SA CAT I: (DH)(45).(RA)(45).RVR450							

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

D-ATIS 127.825
APP01 120.35(127.95)
APP02 124.25(126.0)
APP03 123.85(126.0)
APP04 124.75(127.95)
APP05 119.025(119.55)
TWR 118.65(124.35, 130.0)

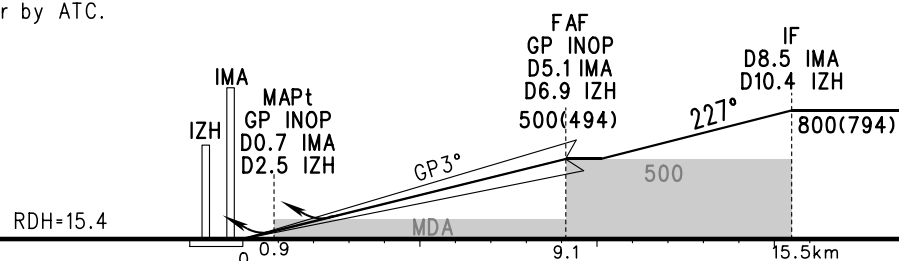
ZGSD ZHUHAI/Jinwan
ILS/DME RWY23



GP INOP	DME (IMA)	1	2	3	4	5	6	7
	ALT (m)		198	296	393	490		

Climb straight over U on bearing 224°
to UJ at 750, join the holding pattern
or by ATC.

TL	3600(QNH < 980hPa)
	3300(QNH ≥ 980hPa)
TA	2700



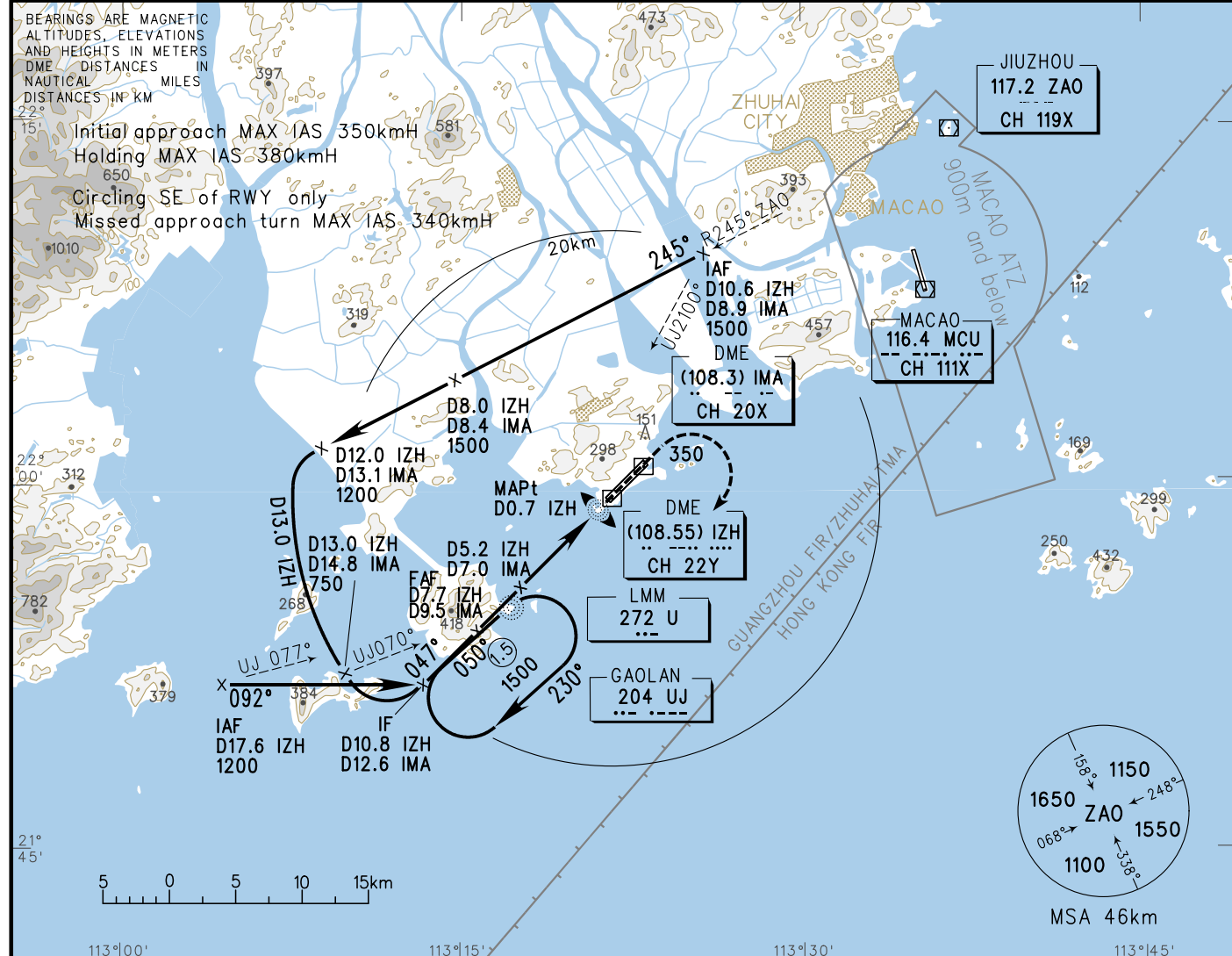
- Initial approach and missed approach segment:use ZHUHAI TERMINAL CONTROL AREA QNH;
- Intermediate and final approach segment:use ZHUHAI aerodrome QNH.

	A	B	C	D	FAF-MAPt(GP INOP) 8.2km							
ILS/DME ^{DA(DH)} RVR/VIS HUD	66(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
					Time	min:sec	3:19	2:39	2:13	1:54	1:40	1:29
					Rate of descent m/s		2.2	2.7	3.2	3.8	4.3	4.9
GP INOP ^{MDA(H)} VIS	125(119) 1400				HUD SA CAT I: (DH)(45),(RA)(47),RVR450 <i>Changes:</i>							
CIRCLING ^{MDA(H)} VIS	315(309) 5000											

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

D-ATIS 127.825
APP01 120.35(127.95)
APP02 124.25(126.0)
APP03 123.85(126.0)
APP04 124.75(127.95)
APP05 119.025(119.55)
TWR 118.65(124.35, 130.0)

ZGSD ZHUHAI/Jinwan
NDB/DME RWY05



DME (IZH)	7	6	5	4	3	2	1	
ALT (m)	679	583	486	390				

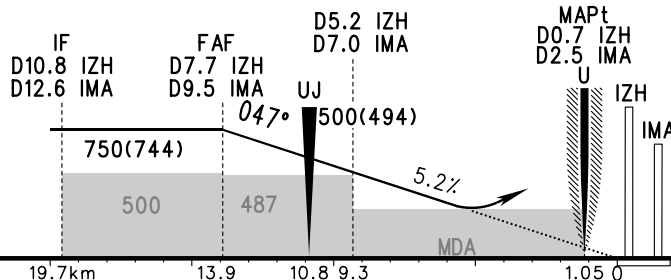
TL	3600(QNH < 980hPa)
	3300(QNH ≥ 980hPa)
TA	2700

MISSED APPROACH

Climb straight ahead to 350, turn RIGHT inbound to UJ at 1200, join the holding pattern or by ATC.

ALTIMETER SETTING

- Initial approach and missed approach segment: use ZHUHAI TERMINAL CONTROL AREA QNH;
- Intermediate and final approach segment: use ZHUHAI aerodrome QNH.



	A	B	C	D	FAF-MAPt 12.85km							
NDB/DME ^{MDA(DH)} VIS	310(304) 5000				GS in	kt	80	100	120	140	160	180
					kmH		150	185	220	260	295	335
CIRCLING ^{MDA(H)} VIS	315(309) 5000				Time	min:sec	5:12	4:10	3:28	2:58	2:36	2:19
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
					<i>Changes:</i>							

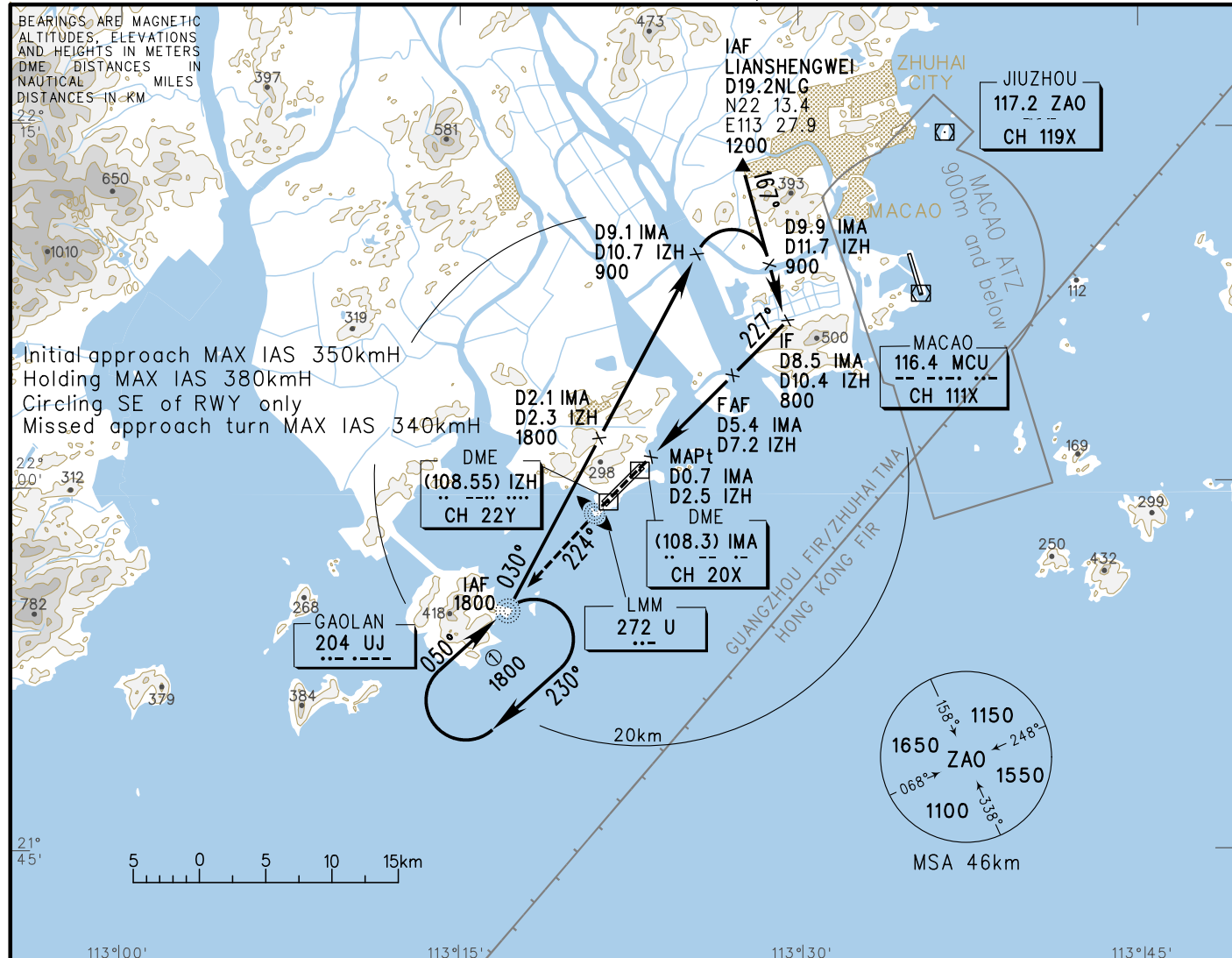
Changes:

INSTRUMENT APPROACH CHART-ICAO

AERODROME ELEV 6
VAR2°W THR RWY 23 ELEV 5.6

D-ATIS 127.825
APP01 120.35(127.95)
APP02 124.25(126.0)
APP03 123.85(126.0)
APP04 124.75(127.95)
APP05 119.025(119.55)
TWR 118.65(124.35, 130.0)

ZGSD ZHUHAI/Jinwan
NDB/DME RWY23

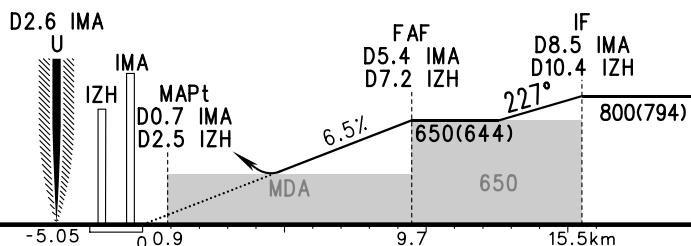


DME (IMA)	1	2	3	4	5	6	7
ALT (m)			362	482	602		

MISSED APPROACH

Climb straight over U on bearing 224°
to UJ at 750, join the holding pattern
or by ATC.

TL 3600(QNH <980hPa)
3300(QNH ≥980hPa)
TA 2700



ALTIMETER SETTING

- Initial approach and missed approach segment: use ZHUHAI TERMINAL CONTROL AREA QNH;
- Intermediate and final approach segment: use ZHUHAI aerodrome QNH.

NDB/DME ^{MDA(H)} VIS	A B C D				FAF-MAPt(GP INOP) 8.8km						
	315(309) 5000				GS in kt	80 150	100 185	120 220	140 260	160 295	180 335
CIRCLING ^{MDA(H)} VIS	315(309) 5000				Time min:sec	3:34	2:51	2:23	2:02	1:47	1:35
					Rate of descent m/s	2.7	3.3	4.0	4.7	5.4	6.0

Changes: