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/Gonggar

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℃(JUN)/-8.7℃(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)/-
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/Gonggar 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	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	HS or O/R
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	Nr.3 jet fuel
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	餐馆 Restaurants	At AD and in the city
3	交通工具 Transportation	Passenger's coaches, taxis
4	医疗设施 Medical facilities	First aid at AD, hospitals in the city

5	银行和邮局 Bank and Post Office	At AD and in the 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	PCN 80/R/B/W/T:Stands Nr. 27-34 PCN 75/R/B/W/T:Stands Nr.14-26, 25L/R PCN 71/R/B/W/T:Stands Nr. 8-13 PCN 70/R/B/W/T:Stands Nr. 4-7 PCN 60/R/B/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:A2(FM N to S 0-80m), A3(FM N to S 0-80m), A6(FM N to S 0-110m) CONC:A, A1, A2(FM N to S 80-230m), 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
		强度 Strength	PCN 80/R/B/W/T:B(W of B1), E(E of E2), E1-E8, E12, E19, N PCN 79/R/B/W/T:A(W of A2), A1, A7 PCN 76/R/B/W/T:A4, A5 PCN 75/R/B/W/T:B1, C1, C2 PCN 72/R/B/W/T:A(E of A2), E(W of E2), F PCN 71/R/B/W/T:B(BTN stands Nr.8 & 12), C(BTN stands Nr.8 & 12) PCN 70/R/B/W/T:B(BTN stands Nr.4 & 7), C(BTN stands Nr.5 & 7) PCN 65/F/B/W/T:A3(FM N to S 0-80m) PCN 61/R/B/W/T:A3(FM N to S 80-135m), B3 PCN 60/R/B/W/T:B(BTN stands Nr.1 & 3) PCN 44/F/B/W/T:A6(FM N to S 0-110m) PCN 43/F/B/W/T:A2(FM N to S 0-80m) PCN 33/R/B/W/T:A2(FM N to S 80-230m), A6(FM N to S 110-160m), B2
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	

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,RETILs(E3-E6),Takeoff Hold Light(10L,28R),Runway Entrance Light(10L,28R)
		滑行道标志 TWY markings	Edge line,center line,Runway turn pad,TWY shoulder marking,No-entry bars,RWY holding position,intermediate holding position
		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)
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. Unsuitable area lights added in the runway project(E13, E14, E17, E18).	

ZULS AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物
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	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type and 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_HIGHPOINT	NATURAL_HIGHPOINT	006/6552	4320		
MT	MT	098/14851	4009		RWY28L/28R VSS
NATURAL_HIGHPOINT	NATURAL_HIGHPOINT	100/6131	3680		
NATURAL_HIGHPOINT	NATURAL_HIGHPOINT	101/14736	4160		RWY28R VSS
MT	MT	102/6346	3784		RWY10L/10R traditional departure
MT	MT	102/14643	4207		RWY28L/28R VOR/DME Final approach RWY28L VSS

半径 15 千米内主要障碍物

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	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type and 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	MT	137/11256	4815		
NATURAL_HIGHPOINT	NATURAL_HIGHPOINT	192/1713	3889		RWY28L ILS/DME Final approach
MT	MT	197/13294	5020		
NATURAL_HIGHPOINT	NATURAL_HIGHPOINT	200/1190	3760		
MT	MT	218/3164	3654		
MT	MT	247/4658	3889		RWY28R ILS/DME Final approach
NATURAL_HIGHPOINT	NATURAL_HIGHPOINT	255/4659	3700		
NATURAL_HIGHPOINT	NATURAL_HIGHPOINT	259/4671	3630		
NATURAL_HIGHPOINT	NATURAL_HIGHPOINT	278/13500	3640		
MT	MT	298/10067	4231		
NATURAL_HIGHPOINT	NATURAL_HIGHPOINT	301/13032	3700		
MT	MT	313/7668	4389		

半径 15 千米-50 千米内主要障碍物

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	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type and 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	MT	034/164042	6142		
MT	MT	039/27637	5499		
MT	MT	044/65698	4602		
MT	MT	053/45910	5658		
MT	MT	055/80206	5511		
MT	MT	057/115072	5529		
MT	MT	065/80109	5731		
MT	MT	072/113710	5456		
NATURAL_HIGHPOINT	NATURAL_HIGHPOINT	081/26655	4040		RWY28R GP INOP Final approach
MT	MT	082/26622	4015		RWY28L GP INOP Final approach
MT	MT	082/31422	4591		RWY28R GP INOP Final approach
MT	MT	082/32828	4551		RWY28L GP INOP Final approach
MT	MT	082/39858	5169		RWY28L/28R ILS/DME Initial, intermediate approach
NATURAL_HIGHPOINT	NATURAL_HIGHPOINT	083/39989	5140		RWY28L/28R VOR/DME Initial approach
NATURAL_HIGHPOINT	NATURAL_HIGHPOINT	083/40134	4940		RWY28L/28R VOR/DME Intermediate approach
MT	MT	089/15866	3782		
Other	Other	089/80767	5326		ZEDANG Traditional arrival
MT	MT	091/135430	5997		
MT	MT	092/15680	3794		
MT	MT	094/144978	6068		'DM' Traditional holding
MT	MT	101/28997	4299		RWY28L/28R VOR/DME Final approach
MT	MT	106/111174	5693		
MT	MT	113/115831	5948		
MT	MT	114/56717	4640		

半径 15 千米-50 千米内主要障碍物

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	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type and 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	MT	118/116263	6558		
NATURAL_HIGHPOINT	NATURAL_HIGHPOINT	120/54692	5280		
MT	MT	131/59424	5487		MSA
MT	MT	136/38274	5381		
MT	MT	159/20254	5254		
MT	MT	164/23808	5448		
MT	MT	194/15029	4995		
MT	MT	233/23065	5232		
MT	MT	236/37872	5349		
MT	MT	242/81327	7191		
MT	MT	245/75506	6148		
MT	MT	262/59808	5724		
MT	MT	265/55622	6071		
MT	MT	267/124588	5693		
MT	MT	268/56223	6109		'LXA' Traditional holding, IKUBI Traditional arrival
MT	MT	269/90121	5745		
MT	MT	291/41459	5862		
MT	MT	311/46918	5788		
MT	MT	313/47045	5937		MSA
MT	MT	319/17303	4788		RWY28L/28R ILS/DME Missed approach
MT	MT	326/28538	5462		
MT	MT	330/65257	5946		
MT	MT	331/22578	5373		
MT	MT	332/38655	5800		
MT	MT	340/43465	5698		MSA

Remarks:Nil.

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,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 & 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	80/R/B/W/T CONC/-	Nil	THR 3570.8m	-0.06%
28R	269° GEO 269° MAG	4000×45	80/R/B/W/T CONC/-	Nil	THR 3568.6m	0.06%
10R	089° GEO 089° MAG	4000×45	71/R/B/W/T ASPH/-	Nil	THR 3569.6m	0%(800m)/0.1%(2200m)/0%(1000m)
28L	269° GEO 269° MAG	4000×45	71/R/B/W/T ASPH/-	Nil	THR 3567.5m	0%(1000m)/-0.1%(2200m)/0%(800m)
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

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 & 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
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: 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 Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
1	2	3	4	5	6	7	8	9
10L	SALS 420 m VRB LIH	GREEN Yes	PAPI LEFT 384m inward THR10L 3°	Nil	4000 m spacing15m 0-3080m,WHITE 3080-3680m,RED/ WHITE 3680-4000m,RED VRB LIH	4000 m spacing 60m 0-3400m,WHITE 3400-4000m,YEL LOW VRB LIH	RED	Nil

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
28R	PALS CAT I SFL 720 m VRB LIH	GREEN Yes	PAPI LEFT 405m inward THR28R 3°	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,YEL LOW VRB LIH	RED	Nil
10R	SALS 420 m LIH	GREEN Yes	PAPI LEFT 341m inward THR10R 3°	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,YEL LOW VRB LIH	RED	Nil
28L	PALS CAT I SFL 720 m LIH	GREEN Yes	PAPI LEFT 337m inward THR28L 3°	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,YEL LOW 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	TWYsB,E,E1-E8,E12,E19,F,N,N1:green center line lights TWYsA1-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 THRs and all lines tangential to the adjacent 2 arcs.	Below QNH 5400m (included)				
Altimeter setting region and TL/TA	A circle with a radius of 100km(54NM) centered on Lhasa VOR/DME(LXA).	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
		126.625(departure)			H24	D-ATIS available
		131.45			H24	D-ATIS available
APP	Lhasa Approach	119.0(120.2)			H24	
TWR	Lhasa Tower	118.05(124.3)			by ATC	130.0MHz used for coordination with other users
		118.25(124.3)			H24	130.0MHz used for coordination with other users
GND	Lhasa Ground	121.55(124.3)			by ATC	
		121.65(124.3)			H24	
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.
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

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
DME 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		269°MAG/280m FM RWY28L end		
GP 28L		335.0 MHz		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)			3581m	Co-located with GP 28L

ZULS AD 2.20 本场规定

1. 机场使用规定

1.1 所有技术试飞需事先申请，并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，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。

1.3 本场的夜航基于 RNP AR 运行，不具备此条件的航空器只能在日出时刻后、日落时刻前起降（包括返航）。

ZULS AD 2.20 Local traffic regulations

1.Airport operations regulations

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

1.2 Aircraft without SSR transponder is forbidden to take off or land here except specially authorized by CAAC Southwest Regional Administration.

1.3 Night flight is only available for RNP AR operation, otherwise, departure and landing shall be conducted after sunrise and before sunset(returning to base included).

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。

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

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 跑道运行规则

2.1 Runway operation rules

2.2.1 航空器必须使用全跑道起飞。

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

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。

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

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。

2.1.3 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 跑道更换方向规定

2.1.4 Regulations on runway change direction.

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。

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

2.1.5 Requirements for runway occupancy time for

道或污染跑道除外）：	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	2.1.6.3 Aircraft pilots must fully repeat all waiting

和穿越跑道指令，穿越结束后须向管制员报告“ 已脱离跑道 ”。	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 the TWR must be obtained before crossing.
2.2 滑行道使用规定	2.2 Taxiway usage regulations

2.2.1 航空器地面滑行路线以管制员指令为准。除管制员特别要求外，地面常规滑行路线如下：

2.2.1 The ground taxiing route of the aircraft shall be subject to the instructions of the controller. Unless otherwise required by the controller, the conventional taxiing routes on the ground are as follows:

起降跑道/DER&ARR RWY	路线编号/Route	常规滑行路线/Regular Taxiing Route
10R Departure	Route 1	Wait at A-A1
10L Arrival	Route 2	Wait at E-N-B-B1
28R Departure	Route 3	Wait at B-N-E-E8
28L Arrival	Route 4	

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 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 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。

2.3.1 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 滑行道使用限制

2.4 Taxiway limitation

滑行道/TWY	航空器翼展限制/Wing span limits for aircraft	机身长度限制/Fuselage limits
B、B1、N	≤65m	≤73.9m
C1, C2, C、F	≤36m	≤34m

2.5 当 B1（B 以南）有航空器滑行时，C1 和 C2 不得使用。

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

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.2 发动机试车，需经塔台管制许可，并在指定的地点进行。

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

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

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	
Nr.11-23	≤36m	≤34m	
Nr.24, 25	≤60.9m	≤73.9m	
Nr.25L/R	≤24m		Taxi in and push back
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。

3.3 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.

3.4 起飞及着陆的航空器占用跑道时间要求：起飞航空器从等待位置到对正跑道时间应在 1min 内，着陆航空器从接地到完全脱离跑道的时间应在 1min 内。

3.4 RWY occupancy time requirements: Departure aircraft shall finish RWY alignment within 1 minute from holding position; landing aircraft shall fully vacate

运行中航空器驾驶员不能满足上述占用跑道时间要求的，应尽早通知塔台。

RWY within 1 minute after touchdown. If above requirements can't be executed, inform TWR as soon as possible.

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。

3.5 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 uesd.

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。

3.6 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 27 号停机位限停 A330-300 ，28-34 号停机位限停 A319、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 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。

3.8 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

无

4. Low visibility operation

Nil

5. 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。

5. Helicopter operation restrictions and helicopter parking/docking area

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

6. 警告

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. Warning

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

无

ZULS AD 2.21 Noise abatement procedures

Nil

ZULS AD 2.22 飞行程序

1. 总则

在拉萨塔台管制区内飞行，必须按照仪表飞行规则进行。

2. 起落航线

无

3. 仪表飞行程序

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

4. 雷达程序和/或 ADS-B 程序

无

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。

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

ZULS AD 2.22 Flight procedures

1. General

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

2. Traffic circuits

Nil

3. IFR flight procedures

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

4. Radar procedures and/or ADS-B procedures

Nil

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.

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

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，跟随引导车进机位。

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 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 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。

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) 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。

5.2.4 After confirming aircraft communication failure, if aircraft has not flown over IAF and 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 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。

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

5.3.2 When aircraft communication failure is confirmed, if departure aircraft decide to fly to the destination

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，飞往目的地机场。

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. 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

能见度≥8km、云底高≥1800m。

6. Procedures for VFR flights

RVR≥8km, ceiling≥1800m.

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

鸟情资料

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：

ZULS AD 2.23 Other information

Bird’s information

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).