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

ZLLL/LHW-兰州/中川 LANZHOU/Zhongchuan

ZLLL 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	N36°30.9′ E103°37.2′ Center of RWY 18R/36L
2	机场基准点与城市的位置关系 Direction and distance from city	339° GEO, 55.6km from Dongfanghong Square, Lanzhou
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	1948.7 m/26.4℃(JUL)/-14.8℃(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	2°59′W(2023)/06′00″
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	Lanzhou Zhongchuan International Airport CO.LTD. Lanzhou Zhongchuan International Airport, Lanzhou New Area Nr.15, Lanzhou city, Gansu province, China. Post code:730087 TEL:86-931-8168815 FAX:86-931-8168809 AFS:ZLLLYDYX E-mail:zlllygw@163.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

ZLLL AD 2.3 工作时间 Operational hours

1	机场开放时间 AD Operational hours	H24
2	海关和移民 Customs and immigration	HS or O/R
3	卫生健康部门 Health and sanitation	H24
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	O/R
10	安保服务 Security	HS or O/R
11	除冰服务 De-icing	O/R
12	备注 Remarks	Nil

ZLLL 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 (7t,14t), conveyor belt, baggage tow-tracker, dollies, container pallet
2	燃油牌号 Fuel types	Jet Fuel No.3
3	滑油牌号 Oil types	MOBIL JET OIL II,TURBO2197,TURBO2389
4	加油设施/能力 Fuelling facilities & Capacity	45000L Refueling truck, 47L/s; 20000L Refueling truck, 23L/s; 4100L Refueling truck, 8L/s; Hydrant cart, 64L/s; Apron refueling well, 32L/s; Unpoweed refueling tank, 32L/s.
5	除冰设施 De-icing facilities	20 De-icers Deicing fluid: KHF-I, Cleanwing I, Cleanwing II
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 MAINT AVBL for A320 series, B737NG series, B737-8 series, and A330-200/300 series; 1500FH/1000FC/6 months(inclusive) and below regular MAINT for A320 series and B737NG series; general maintenance for other aircraft types. Hainan Airlines Technology provides line MAINT and general services for B737NG series, B737-8 series, B787-8/9 series, A320 series, and A330 series.

8	备注 Remarks	Power unit, air supply vehicle, oxygen supply tender, air conditioning unit, potable water supply vehicle, sewage vehicle, passenger boarding stairs, tow truck, shuttle bus, follow-me vehicle, lift truck for the disabled; Bridge stands Nr.301-368, 501-520 are equipped with 400Hz ground power units(pit-mounted) and ground air conditioning units(pit-mounted).

ZLLL AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD, in the city and Lanzhou new district
2	餐饮 Restaurants	At AD, in the city and Lanzhou new district
3	交通工具 Transportation	Passenger's coaches, intercity railway,high-speed railway, taxies, app-based taxis, buses, long-distance buses
4	医疗设施 Medical facilities	Emergency medical center at AD, one first aid station and four emergency rooms in T3 Terminal. The facilities are equipped with: resuscitation ambulance, standard ambulance, medical equipment transport vehicle, personnel transport vehicle for medical staff, emergency medical command vehicle, monitoring defibrillators, ventilators, electrocardiogram (ECG) Machines, first aid kits, stretchers, etc. These facilities provide emergency medical services for incidents occurring at the airport and in its surrounding areas, as well as medical assistance to passengers and staff at the airport.
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	At AD and in the city
7	备注 Remarks	Nil

ZLLL 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 tender: rapid intervention vehicle, primary foam tender, heavy-load foam tender, illumination truck, communication command vehicle, disassembly rescue truck, logistics truck; Rescue equipment: ambulance, rescue command vehicle, airport passenger bus,.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to B747 Moving Equipment: uplift air cushion, tow truck, lifting equipment, tie-down equipment, rubber crosstie, mobile surface operation devices, towing rake

4	备注 Remarks	Nil

ZLLL 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 blower, snow pusher, spreader
2	扫雪顺序 Clearance priorities	RWY, TWY, APN
3	备注 Remarks	Nil

ZLLL 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 850/R/A/W/T : Stands Nr.301-368, 369, 405-413, 407L/R, 408L/R, 413L/R, 414L/R, 414-417, 418-420, 501, 502, 508-511, 517-520 PCR 670/R/A/W/T : Stands Nr. 503-507,512-516
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	70m : F2-F4, F5-F9(west of TWY F), F10-F14, G7(west of TWY G, east of TWY T4), G10(west of TWY G, east of stand Nr.366), J1-J4(north of TWY K), L(short vertical strip), P1(south of TWY P), P2(south of TWY P) 66m : G2-G6, G7-G10(east of TWY G), G11-G13 65m : F8(east of TWY F, west of TWY T2), G9(west of TWY G, east of TWY T3) 64m : F5(east of TWY F, west of TWY T1) 60m : F7(east of TWY F, west of TWY T1), G8(west of TWY G, east of TWY T4) 53m : F9(east of TWY F, west of stand Nr.303) 46.5m : F1, F15 44.5m : G1, G14 38m : E2-E4, E9-E11, H2, H3, H10, H11 30.5m : E1, E12, H1, H12 23m : E, E5-E8, F, G, H, H4-H9, J, K, P, Q
		道面 Surface	CONC
		强度 Strength	PCR 1000/R/A/W/T : E, E1-E4, E9-E12, F, F1-F15, G, G1-G14, H, H1-H3, H10-H12, J, J1-J4, K, L, P, P1, P2, Q, T1-T4, Z2-Z4 PCR 830/R/A/W/T : E5-E8, H4-H9
3	高度表校正点的位置及其标高	Nil	

	ACL location and elevation	
4	VOR 校正点 VOR checkpoints	Nil
5	INS 校正点 INS checkpoints	Nil
6	备注 Remarks	Nil

ZLLL AD 2.9 地面活动引导和管制系统与标识
Surface movement guidance and control system and markings

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWY and RWY. Taxiing guidance signs at all holding positions. Aircraft stand identification sign boards at all stands. Guide lines at all TWYs. Guide lines at all aprons. Marshalling assistance for aircraft stands Nr. 369, 405-407, 407L, 407R, 408, 408L, 408R, 409-413, 413L, 413R, 414, 414L, 414R, 415-420, 501-520, Visual docking guidance system at other aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	Pre-threshold area, THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RTZL(RWY19), RENL
		滑行道标志 TWY markings	Edge line, center line, enhanced TWY center line, No-entry(E4-E9, H4-H9), RWY holding position, intermediate holding position
		滑行道灯光 TWY lights	Edge line lights, center line lights, No-entry bar , RETILs, intermediate holding position lights
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: E1-E3, E10-E12, G1-G3, H1-H3, H10-H12, on RWY holding position Runway guard lights: E1-E3, E10-E12, H1-H3, H10-H12, on both sides of the RWY holding position	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	BLUE apron edge line lights	

ZLLL 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
Antenna 001	Antenna	004/9297	2078.5		RWY36R Take-off flight path
Pole 002	Pole	006/4391	1994.1		RWY36R Take-off flight path
Pole 003	Pole	006/4434	1994.9		RWY36R Take-off flight path
Pole 004	Pole	007/4059	1987.4		RWY36R Take-off flight path
Pole 005	Pole	007/4096	1989.6		RWY36R Take-off flight path
TRANSMISSION_LINE 006	TRANSMISSION_LINE	008/4684	2006.0		RWY36R Take-off flight path
TRANSMISSION_LINE 007	TRANSMISSION_LINE	009/4695	2003.5		RWY36R Take-off flight path
BLDG 008	BLDG	009/6112	2023.7		RWY36R Take-off flight path
BLDG 009	BLDG	010/5753	2012.9		
BLDG 010	BLDG	017/8331	2040.5		
BLDG 011	BLDG	018/7337	2028.0		RWY01 Take-off flight path
Pole 012	Pole	018/7655	2034.3		RWY01 Take-off flight path
BLDG 013	BLDG	019/5669	1994.6		RWY01 Take-off flight path
BLDG 014	BLDG	019/7545	2032		RWY01 Take-off flight path

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志,灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 015	BLDG	019/7677	2034.4		RWY01 Take-off flight path
STACK 016	STACK	019/7913	2038.3		RWY01 Take-off flight path
Antenna 017	Antenna	021/10542	2079.4		RWY01 Traditional departure
BLDG 018	BLDG	023/7417	2030.7		
Pole 019	Pole	029/5161	1979.5		RWY01 Take-off flight path
Moving OBST 020	Moving OBST	029/5174	1980.4		RWY01 Take-off flight path
Antenna 021	Antenna	032/4087	1957.7		RWY01 Take-off flight path
TRANSMISSION _LINE 022	TRANSM ISSION_L INE	032/5338	2004.3		RWY01 Departure
BLDG 023	BLDG	034/1794	1976.4		
Antenna 024	Antenna	034/4146	1957.3		RWY01 Take-off flight path
BLDG 025	BLDG	035/3774	1952.8		RWY01 Take-off flight path
Antenna 026	Antenna	036/3837	1953.0		RWY01 Take-off flight path
Antenna 027	Antenna	045/3973	1994.5		
Control TWR 028	Control TWR	069/1036	2049.9	RED	RWY18L ILS/DME final approach
BLDG 029	BLDG	089/1544	1972.1		

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Antenna 030	Antenna	098/3893	2011.2		
BLDG 031	BLDG	136/5803	1990.6		
BLDG 032	BLDG	145/4837	1958.2		RWY19 Traditional departure
BLDG 033	BLDG	149/7550	2003.2		
TRANSMISSION _LINE 034	TRANSM ISSION_L INE	157/7508	1981.8		
Bridge 035	Bridge	158/3510	1937.3		
Pole 036	Pole	159/2041	1956.7		
TRANSMISSION _LINE 037	TRANSM ISSION_L INE	161/8940	1992.2		RWY01 GP INOP final approach
TRANSMISSION _LINE 038	TRANSM ISSION_L INE	166/10250	2068.5		RWY19 Take-off flight path
CRANE 039	CRANE	166/10867	2084.4		RWY19 Take-off flight path
MT 040	MT	170/9115	2024.0		
BLDG 041	BLDG	174/5253	1972.9		
Bridge 042	Bridge	177/3158	1939.7		
BLDG 043	BLDG	177/3845	1961.4		RWY18L Take-off flight path, PBN departure

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志,灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 044	BLDG	179/4020	1964.4	RED	RWY18L Take-off flight path
Antenna 045	Antenna	188/4803	1979.5		
Pole 046	Pole	191/1994	1950.3		
Antenna 047	Antenna	195/4017	1987.5		
Pole 048	Pole	198/4763	1991.4		
Pole 049	Pole	199/1323	1963.7		
Antenna 050	Antenna	199/3451	1998.9		
BLDG 051	BLDG	212/1096	1986.6		
MT 052	MT	214/13842	2033.7		RWY18L PBN departure
Control TWR 053	Control TWR	237/660	2000.0	RED	
Antenna 054	Antenna	243/2275	2068.4	RED	
Pole 055	Pole	316/746	1972.7		
Pole 056	Pole	327/735	1970.4		
Antenna 057	Antenna	332/1258	1986.7	RED	
Antenna 058	Antenna	345/1346	1966.7		
Pole 059	Pole	350/1958	1970.7		

半径 15 千米内主要障碍物 (相对机场 ARP) Obstacles within a circle with a radius of 15km (centered on the ARP)					
障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Antenna 060	Antenna	357/4635	2008.6		RWY36R PBN departure
Antenna 061	Antenna	357/8624	2054.3		RWY18L GP INOP final 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
Antenna 062	Antenna	001/27640	2312		RWY19 ILS/DME final approach
MT 063	MT	003/33633	2484		RWY19 RNAV-ILS intermediate approach
Antenna 064	Antenna	008/15820	2173		RWY18L/19 GP INOP final approach; RWY36R Departure
MT 065	MT	014/64535	3321		Surveillance Vectoring Sector Nr.11
TRANSMISSION_LINE 066	TRANSMISSION_LINE	017/39848	2545		RWY18L ILS/DME initial approach
MT 067	MT	019/30094	2356		RWY18L/19 Traditional arrival
MT 068	MT	019/45369	2553		RWY01 Traditional departure
MT 069	MT	020/25759	2290		RWY01 PBN departure

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP) Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)					
障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 070	MT	021/33570	2443		RWY18L/19 RNAV-ILS initial approach
MT 071	MT	021/46196	2505		RWY36R PBN departure
MT 072	MT	025/23932	2241		RWY01 PBN departure
MT 073	MT	026/34744	2324		RWY18L/19 PBN arrival
MT 074	MT	028/23770	2215		Surveillance Vectoring Sector Nr.01
MT 075	MT	030/33010	2306		RWY01 PBN departure
MT 076	MT	059/99224	3017		Surveillance Vectoring Sector Nr.10
MT 077	MT	060/30307	2281		RWY19 PBN departure
MT 078	MT	091/135049	2850		Surveillance Vectoring Sector Nr.09
MT 079	MT	118/46922	2315		RWY01 PBN arrival
MT 080	MT	120/46817	2345		Holding(DZH)
MT 081	MT	150/21886	2102		RWY19 PBN departure
MT 082	MT	154/22610	2185		RWY01 Traditional arrival
MT 083	MT	161/20085	2304		RWY19 Departure
MT 084	MT	161/20087	2289		
MT 085	MT	162/92283	3671		Surveillance Vectoring Sector Nr.08

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 086	MT	164/88999	3515		Traditional MSA sector
MT 087	MT	165/86785	3280		Surveillance Vectoring Sector Nr.07
MT 088	MT	166/15692	2113		RWY01 GP INOP final approach
MT 089	MT	166/19101	2280		RWY18L PBN departure
MT 090	MT	166/28015	2076		
MT 091	MT	167/19484	2215		
MT 092	MT	168/29064	2048		RWY18L PBN departure
MT 093	MT	168/32270	2097		RWY01 ILS/DME initial approach; RWY18L PBN departure
MT 094	MT	170/15647	2104		
MT 095	MT	173/18616	2062		
MT 096	MT	177/61850	2840		Traditional MSA sector
MT 097	MT	179/68663	2950		Surveillance Vectoring Sector Nr.06
MT 098	MT	196/26320	2100		RWY18L departure
MT 099	MT	200/24346	2136		RWY18L PBN departure
MT 100	MT	202/23327	2128		RWY18L/36R PBN departure
MT 101	MT	218/39565	2080		RWY01 PBN arrival

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 102	MT	223/38220	2085		RWY01 PBN arrival
MT 103	MT	242/42584	2233		RWY01 PBN arrival
MT 104	MT	251/28594	2363		RWY18L/36R PBN departure; RWY01 traditional arrival
MT 105	MT	254/17027	2038		RWY36R PBN departure
MT 106	MT	257/117324	4484		Surveillance Vectoring Sector Nr.16
MT 107	MT	262/30697	2462		RWY18L/19 PBN arrival
MT 108	MT	270/43813	2475		RWY18L/19 Traditional arrival; RWY01 PBN arrival; RWY36R Traditional departure
MT 109	MT	272/35949	2562		RWY01 PBN departure
MT 110	MT	274/16879	2066		RWY01 Traditional arrival
MT 111	MT	274/49921	2509		RWY18L Traditional departure; RWY01 PBN arrival
MT 112	MT	278/44516	2572		RWY18L/19 PBN arrival; RWY36R PBN departure
MT 113	MT	288/33991	2444		RWY18L/19 PBN arrival
MT 114	MT	289/46722	2669		RWY36R PBN departure
MT 115	MT	289/72509	2950		Surveillance Vectoring Sector Nr.14
MT 116	MT	293/48616	2695		Traditional MSA sector

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 117	MT	297/40089	2656		RWY18L/19 Traditional arrival; RWY36R Traditional departure
MT 118	MT	299/17258	2130		RWY01 Traditional arrival
MT 119	MT	303/60095	3250		Surveillance Vectoring Sector Nr.12
MT 120	MT	305/58215	3115		Traditional MSA sector
MT 121	MT	309/176516	4580		Surveillance Vectoring Sector Nr.15
MT 122	MT	316/24020	2091		RWY18L PBN departure
MT 123	MT	325/41103	2465		RWY18L/19 PBN arrival
MT 124	MT	328/19648	2239		RWY36R PBN departure
MT 125	MT	328/41306	2545		RWY18L /19 Traditional arrival
MT 126	MT	330/32958	2335		RWY36R Traditional departure
MT 127	MT	331/43880	2705		Surveillance Vectoring Sector Nr.05
MT 128	MT	333/84522	4074		Surveillance Vectoring Sector Nr.13
MT 129	MT	336/47107	2954		Holding(DJC); PBN sector; Surveillance Vectoring Sector Nr.04; RWY18L/19 initial approach; RWY36R traditional departure
MT 130	MT	339/79053	3859		Traditional MSA sector

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Antenna 131	Antenna	348/16434	2177		
WINDMILL 132	WINDMILL	349/47475	2937		RWY18L/19 Traditional initial approach; RWY36R traditional departure
MT 133	MT	351/31005	2392		RWY36R PBN departure
MT 134	MT	352/31363	2407		RWY18L/19 RNAV-ILS initial approach
WINDMILL 135	WINDMILL	352/42484	2904		RWY36R PBN departure
WINDMILL 136	WINDMILL	354/40949	2867		RWY36R PBN departure
WINDMILL 137	WINDMILL	354/41754	2900		RWY18L/19 ILS/DME intermediate approach; RWY36R PBN departure
MT 138	MT	355/37977	2655		Surveillance Vectoring Sector Nr.03
MT 139	MT	356/35548	2520		Surveillance Vectoring Sector Nr.02
WINDMILL 140	WINDMILL	356/47263	2842		RWY18L ILS/DME initial approach
WINDMILL 141	WINDMILL	358/44213	2857		RWY19 ILS/DME initial approach
MT 142	MT	359/31485	2384		RWY18L RNAV-ILS intermediate approach
WINDMILL 143	WINDMILL	359/38318	2807		RWY36R Departure
MT 144	MT	360/33729	2520		RWY18L Traditional departure, GP INOP final approach

Remarks:

ZLLL 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	Gansu ATM Sub-bureau MET Office of Northwest ATMB, 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	H24
3	负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance	Gansu ATM Sub-bureau MET Office of Northwest ATMB, CAAC;24h;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, En
7	讲解或咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, significant weather charts, upper W/T charts, numerical weather forecast data, meteorological satellite and radar information, AWOS Real-time Data
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	FAX, MET Service Terminal, Synoptic radar display terminal, satellite cloud display terminal, AWOS data display terminal
9	提供气象情报的空中交通服务单位 ATS units provided with information	Lanzhou ACC, Lanzhou APP, Lanzhou TWR, flight service office
10	其他信息 Additional information	Forecast room service TEL: 86-0931-6699223
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Hourly plus special observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 115m W of RCL, 354m inward THR18L; B: 100m W of RCL, 1985m inward THR36R; C: 115m W of RCL, 325m inward THR36R. D: 95m E of RCL, 343m inward THR19.

		E: 105m E of RCL, 2135m inward THR19. F: 95m E of RCL, 307m inward THR01. SFC wind sensors 18L: 100m W of RCL, 345m inward THR18L. RWY18L/36R center: 120m W of RCL, 2000m inward THR18L/36R. 36R: 100m W of RCL, 325m inward THR36R. 19: 105m E of RCL, 343m inward THR19. RWY01/19 center: 105m E of RCL, 2120m inward THR01/19. 01: 105m E of RCL, 307m inward THR01. Ceilometer 18L: on RCL extension line, 910m outward THR18L. 36R: on RCL extension line, 700m outward THR36R. 01: on RCL extension line, 910m outward THR01 19: on RCL extension line, 910m outward THR19.
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24
5	气候资料 Climatological information	Climatological tables AVBL
6	其他信息 Additional information	Observation room service TEL: 86-0931-6699233

ZLLL 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
19	177.13° GEO 180° MAG	4000×45	PCR 1000/R/A/W/T CONC/-	Nil	THR 1948.7m TDZ 1944.6m	-0.45%
01	357.13° GEO 360° MAG	4000×45	PCR 1000/R/A/W/T CONC/-	Nil	THR 1930.6m TDZ 1934.7m	0.45%
18L	177.12° GEO 180° MAG	4000×45	PCR 1000/R/A/W/T CONC/-	Nil	THR 1945.5m TDZ 1941.6m	-0.45%(3149m)/-0.5%(851m)
36R	357.12° GEO 360° MAG	4000×45	PCR 1000/R/A/W/T CONC/-	Nil	THR 1926.9m TDZ 1931.4m	0.5%(851m)/0.45%(3149m)

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
19	Nil	Nil	4120×280	240×280	Nil	Yes
01	Nil	Nil	4120×280	240×280	Nil	Yes
18L	Nil	Nil	4120×280	240×280	Nil	Yes
36R	Nil	Nil	4120×280	240×280	Nil	Yes
Remarks: RWY18L/36R and RWY01/19 grooved at full length. The grooving is trapezoidal in shape, with a top width of 6mm, bottom width of 4mm, and depth of 6mm. Runway18L/36R shoulder: 7.5m on each side; Runway01/19 shoulder: 15m on each side. RWY18L/36R and RWY01/19 are parallel runways. Distance between RCL of RWY18L/36R and RCL of RWY01/19 is 1870m. THR RWY18L is 800m south of THR RWY 19. Within the RESA, 220m from the end of the CWY, there is an antenna array using frangible structures, and measures have been taken to eliminate vertical surfaces.						

ZLLL 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
19	4000	4000	4000	4000	Nil
01	4000	4000	4000	4000	Nil
18L	4000	4000	4000	4000	Nil
36R	4000	4000	4000	4000	Nil

ZLLL 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
19	PALS CAT III SFL 900 m LIH	GREEN Yes	PAPI LEFT 439m inward THR19 3° 19.1m	900 m	4000 m spacing 15m 0-3100m, WHITE 3100-3700m, RED/WHITE 3700-4000m, RED VRB LIH	4000 m spacing 60m 0-3400m, WHITE 3400-4000m, YELLOW VRB LIH	RED	Nil
01	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 365m inward THR01 3° 19.2m	Nil	4000 m spacing 15m 0-3100m, WHITE 3100-3700m, RED/WHITE 3700-4000m, RED VRB LIH	4000 m spacing 60m 0-3400m, WHITE 3400-4000m, YELLOW VRB LIH	RED	Nil
18L	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 410m inward THR18L 3° 17.9m	Nil	4000 m spacing 15m 0-3100m, WHITE 3100-3700m, RED/WHITE 3700-4000m, RED VRB LIH	4000 m spacing 60m 0-3400m, WHITE 3400-4000m, YELLOW VRB LIH	RED	Nil
36R	PALS CAT I SFL 720 m LIH	GREEN Yes	PAPI LEFT 366m inward THR36R 3° 19.4m	Nil	4000 m spacing 15m 0-3100m, WHITE 3100-3700m, RED/WHITE 3700-4000m, RED VRB LIH	4000 m spacing 60m 0-3400m, WHITE 3400-4000m, YELLOW VRB LIH	RED	Nil
Remarks:								

ZLLL 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: 18L: 87.5m E of RCL, 396.5m inward THR18L, LGT. 36R: 87.5m W of RCL, 356.5m inward THR23L, LGT. 01: 87.5m W of RCL, 351.5m inward THR01, LGT. 19: 87.5m E of RCL, 439m inward THR19, LGT.
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: yellow center line lights, green center line lights, blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Aeronautical lighting: Dual feed, UPS available, diesel engine driven generator/less than 15s; RWY19 PALS 300m before THR, RTHL, RENL, RTZL, and stop bar LGT, UPS available/1s.
5	备注 Remarks	Nil

ZLLL 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

ZLLL 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
Lanzhou tower control area	N364019E1033316-N364040E1034128-N362156E1034242-N362135E1033429-N364019E1033316	SFC to 2700m(QNH)				
Fuel dumping area	N372800E1032500-N372800E1034400-N364000E1034100-N364400E1031500-N372800E1032500	Above 6000m				
Altimeter setting region and TL/TA	N373115E1030059-N373736E1040951-N370601E1051110-N360437E1051110-N353000E1043000-N353000E1040000-N354656E1024555-N373115E1030059	TL 5400m TA 4800m 5100m(QNH≥1031hPa) 4500m(QNH≤979hPa)				

ZLLL 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		126.8 (English)			H24	D-ATIS available
		128.45 (Chinese)			H24	D-ATIS available
APP	Lanzhou Approach	APP01:120.25 (125.025)			H24	
		APP02:119.15 (125.025)			by ATC	
		APP03:124.2 (127.9)			by ATC	
		APP04:119.45 (127.9)			by ATC	

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
		APP05:119.825 (125.025)			H24	
		APP06:121.15 (121.05)			by ATC	
		APP07:124.725 (121.05)			by ATC	
		APP08:125.475 (121.05)			by ATC	
TWR	Lanzhou Tower	TWR01:118.4 (118.025)			H24	RWY01/19
		TWR02:118.1 (118.025)			by ATC	RWY18R/36L
		TWR03:130.3 (118.025)			by ATC	RWY18L/36R
GND	Lanzhou Ground	GND01:122.2			0700-2400	
		GND02:121.95			by ATC	
		GND03:122.6			by ATC	
APN	Lanzhou Apron	121.8 (121.625)			H24	
Delivery	Lanzhou Delivery	121.7			by ATC	DCL available
EMG		121.5			H24	

ZLLL 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
Lanzhou VOR/DME	DNC	114.0 MHz CH 87X	H24	N36°32.5′ E103°37.1′ 360°MAG/2994m FM the ARP	1965 m	
Wangjiachuan VOR/DME	DJC	115.2 MHz CH 99X	H24	N36°46.2′ E103°26.5′ 333°MAG/32578m FM the ARP	2304 m	
Zhonghe VOR/DME	DZH	116.0 MHz CH 107X	H24	N36°14.1′ E103°47.9′ 156°MAG/34903m FM the ARP	1857 m	Beyond VOR 001° radial direction 25NM U/S, beyond DME 001° radial direction 18NM U/S, beyond DME 276° radial direction 42NM U/S. Beyond VOR 001° radial direction 25NM U/S, beyond DME 001° radial direction 18NM U/S, beyond DME 276° radial direction 42NM U/S.
IM 19		75 MHz	H24	360°MAG/320m outside THR19		
LOC 19 ILS CAT III	IJF	110.3 MHz	H24	180°MAG/280m FM RWY19 end		Operated according to CAT-II standard
GP 19		335.0 MHz	H24	120m E of RCL, 334m inside THR19		Angle 3° , RDH 15.6 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 19	IJF	CH 40X (110.3 MHz)	H24		1954m	Co-located with GP 19
LOC 18L ILS CAT I	IXC	108.9 MHz	H24	180°MAG/280m FM RWY18L end		
GP 18L		329.3 MHz	H24	120m W of RCL, 340m inside THR18L		Angle 3° , RDH 16.2 m
DME 18L	IXC	CH 26X (108.9 MHz)	H24		1952m	Co-located with GP 18L
LOC 01 ILS CAT I	IYG	111.5 MHz	H24	360°MAG/280m FM RWY01 end		
GP 01		332.9 MHz	H24	120m E of RCL, 282m inside THR01		Angle 3° , RDH 16.7 m
DME 01	IYG	CH 52X (111.5 MHz)	H24		1939m	Co-located with GP 01

ZLLL AD 2.20 本场规定

1. 机场使用规定

1.1 禁止未安装二次雷达应答机的航空器起降。特殊情况下，经批准，可允许无雷达应答机的航空器起降；航空器地面运行阶段应将应答机设置为地面模式。

1.2 所有技术试飞需事先申请，并在得到 ATC 许可后方可进行。

1.3 需要 DCL 服务的航空器，在 ETD 前 20min 至 30min 向 ATC 申请 DCL 服务。

ZLLL AD 2.20 Local aerodrome regulations

1.Airport operations regulations

1.1 TKOF/LDG of aircraft without SSR transponder are forbidden. Aircraft without a radar transponder may be permitted to take off and land under special circumstances and with approval. During ground operations, the transponder shall be set to ground mode.

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

1.3 Aircraft requesting DCL service shall apply to ATC 20-30 minutes prior to ETD.

1.4 可使用最大机型：B747-400（含）及 A340-600（含）以下机型，01/19 跑道满足 A380 备降需求。

1.4 Maximum aircraft to be available: B747-400 (inclusive) and A340-600 (inclusive); RWY 01/19 is available for the diversion of A380.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 有飞行活动时，禁止任何车辆、人员穿越跑道。如确需通过跑道时，须经塔台管制室同意后方可穿越。

2.1 No vehicles or personnel is allowed to cross the runway in use. Flight crew shall contact TWR Control for crossing clearance if indeed necessary.

2.2 航空器滑行速度一般不得大于 50km/h，在机坪内滑行速度不超过 15km/h。

2.2 Taxiing speed on TWY shall not exceed 50 km/h; taxiing speed on APN shall not exceed 15km/h.

2.3 滑行道及机坪滑行通道翼展限制

2.3 Wing span limits for TWYs and apron taxiing lanes

滑行道/TWYs	航空器翼展限制（m）/Wing span limits for aircraft(m)
G10(east of TWY T3), H, H1, H12	＜80
E, E1-E12, F, F1-F8, F9(west of TWY T2), F10-F15, G, G1-G9, G11-G14, H2-H11, J, J1-J4(north of TWY L), K, L, P, P1, P2, Q, T1-T4, Z2-Z4	＜65
F9(east of TWY T2), G10(west of TWY T3), J1-J4(south of TWY L)	＜36

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

2.4 To minimize the takeoff and landing intervals of aircraft, maximize RWY utilization, and reduce instances where prolonged runway occupancy by landing aircraft causes subsequent approaching aircraft to perform a missed approach:

2.4.1 着陆航空器应就近选择合适的快速脱离道，尽可能快速退出跑道，或者遵从管制员的指令退出。当机组不能使用管制员建议的快速脱离道退出跑道时，

2.4.1 Landing aircraft shall choose the nearest suitable rapid exit taxiway and vacate the runway as soon as possible, or follow the instructions of the controller. If

应尽早告知管制员。

unable to comply with the rapid exit taxiway instructed by the controller, the crew shall inform the controller as early as possible.

2.4.2 通常情况下，起飞航空器从等待位置到对正跑道时间应控制在 60s 以内；着陆航空器从接地到滑出跑道应控制在 50s 以内。

2.4.2 Under normal conditions, DEP aircraft shall finish RWY alignment within 60s after receiving ATC instruction of entering RWY; LDG aircraft shall fully vacate RWY within 50s after touchdown.

2.5 跑道运行规则

2.5 General rules for the use of runways

2.5.1 根据空中流量、天气状况、空域限制、起降分布等情况，本场灵活采用隔离平行运行模式或单跑道运行。

2.5.1 Segregated parallel operation mode or single-runway operation mode may be selectively adopted according to air traffic flow volume, weather conditions, airspace restrictions, and takeoff/landing distribution.

2.5.2 隔离运行主用模式：18L/36R 跑道用于离港，01/19 跑道用于进港。

2.5.2 During segregated parallel operations, RWY 18L/36R are mainly used for departure, RWY 01/19 are mainly used for arrival.

2.5.3 单跑道运行：主用 01/19 号跑道。

2.5.3 During single-runway operations, RWY 01/19 are mainly used.

2.6 顺风起降规定

2.6 Rules for downwind take off and landing

2.6.1 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。

2.6.1 When the downwind component reaches 3.5 m/s and shows a trend of increasing, ATC will initiate directions changing procedures for RWY in use.

2.6.2 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。

2.6.2 During changing the direction of RWY in use, if downwind is more than 3.5 m/s but not more than 5 m/s, ATC will notify the crew of ground wind direction and speed. If unable to comply due to aircraft performance limitations or other reasons, the crew shall immediately inform the controller and follow further instructions.

2.7 机组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，必须向管制员报告脱离的跑道和所使用的滑行道等具体位置。	2.7 Upon first contacting Ground Control after exiting the RWY, the crew shall report the position, specifying the runway vacated and the taxiway being used, especially when operating under low visibility conditions.
2.8 航空器在跑道等待位置等待时，机头应靠近跑道等待位置标志，但不能超过此标识。	2.8 When holding at the RWY holding positions, the aircraft nose shall approach the holding position markings without exceeding it.
2.9 航空器驾驶员在收到起飞指令后，应尽快开始滑跑并保持常守塔台频率，不允许自动脱波。	2.9 After receiving the takeoff clearance, pilots shall begin the takeoff roll promptly and remain on the tower frequency without automatically switching frequencies.
2.10 地面及滑行道使用规则	2.10 Rules for ground movements and the use of taxiways
2.10.1 禁止航空器在滑行道上做 180°转弯。	2.10.1 180° turnaround on TWY is strictly forbidden for all aircrafts.
2.10.2 机组须听清并重复管制员的滑行指令，尤其是界限性指令，发现疑问及时证实。	2.10.2 The crew shall listen carefully to and read back the taxi instructions issued by ATC, especially those concerning boundaries or limitations, and promptly verify any uncertainties.
2.10.3 机组须在进入交接点前主动报告接近某滑行道，等待管制员的进一步指令。	2.10.3 The crew shall repor tapproaching a TWY before entering the intersection, and wait for further instructions from ATC.
2.10.4 机组如在地面管制扇区移交后联系不畅，应在等待线前停止滑行，并应向原管制频率报告。	2.10.4 If communication is poor after the transfer between ground control sectors, the crew shall hold position at the holding line and report to the original control frequency.
2.10.5 机组须密切观察地面相关活动，及时依照管制员的活动通报进行观察，要将观察到的不明活动情况	2.10.5 The crew shall closely monitor ground activities and promptly observe in accordance with activity

及时通报管制员。

notifications from ATC. Any observed unclear or unusual activities shall be immediately reported to ATC.

2.10.6 当机组误操作滑错方向时，应该立即停止滑行并向管制员报告。

2.10.6 If a wrong turn is made,the crew shall immediately stop and report to ATC.

2.10.7 航空器滑行经过机动区冲突多发地带时机组需要加强观察，严格按照管制指令滑行。

2.10.7 When taxiing through hotspots in the maneuvering area, the crew shall proceed with extreme caution and strictly follow ATC instructions.

2.11 机动区冲突多发地带运行需注意如下事项：

2.11 Hot spots operating requirements:

HS1：货机坪停放的航空器，推出开车时会影响 F 滑行道，存在航空器剐蹭和滑行堵塞风险，此处 P、Q 滑行道与 F 滑行道交叉，存在滑行堵塞风险。

HS1：Aircraft parked on the cargo apron may affect TWY F during pushback and start up, posing risks of aircraft scraping and taxiway blockages. The intersection of TWYs P, Q, and F poses a risk of TWY blockages.

HS2：使用 F 滑行道与 F8 滑行道（与机坪相连接）进入 F 滑行道的航空器，应注意观察，避让从 E5 脱离进入 F 滑行道的航空器。

HS2：Aircraft using TWYs F and F8 (connected to theapron) to enter TWY F shall proceed with extreme caution and give way to aircraft vacating via TWY E5 to TWY F.

HS3：E、F、T2 与 J、K、L 滑行道的交汇处，地面交叉滑行较多，存在滑行堵塞风险。

HS3：The intersection of TWYs E, F, T2 with TWYs J, K, L has frequent crossing taxi movements, posing a risk of TWY blockages.

HS4：J1、J2、J3、J4 与 J、K、L 滑行道的交汇处，地面交叉滑行较多，存在滑行堵塞风险。

HS4：The intersection of TWY J1, J2, J3, J4 with TWYs J, K, L has frequent crossing taxi movements, posing a risk of TWY blockages.

HS5：H、G、T3 与 J、K、L 滑行道的交汇处，地面交叉滑行较多，存在滑行堵塞风险。

HS5：The intersection of TWYs H, G, T3 with TWYs J, K, L has frequent crossing taxi movements, posing a risk of TWY blockages.

HS6：使用 G 滑行道与 G9 滑行道（与机坪相连接）进入 G 滑行道的航空器，应注意观察，避让从 H6 脱

HS6：Aircraft using TWYs G and G9 (connected to theapron) to enter TWY G shall proceed with extreme

离进入 G 滑行道的航空器。

caution and give way toaircraft vacating via H6 to TWY G.

2.12 翼展 65-80m 航空器进出港滑行路线及停靠机位详见航图手册 ZLLL-2R-1。

2.12 For aircraft with wingspans of 65-80 meters, taxi routes and stands are detailed in aerodrome chart manual ZLLL-2R-1.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 发动机试车，需经机场公司同意后，申请塔台许可，并在指定的地点进行。严禁在客机坪试大车。

3.1 Engine run-ups are subject to airport corporation, with TWR Control clearance, and shall be carried out at a designated location. Fast engine run-ups on apron are strictly forbidden.

3.2 停机位限制

3.2 Limits for parking stands:

停机位编号/Stands Nr.	航空器翼展限制/Wing span limits for aircraft	机身长度限制/Fuselage limits	航空器进出机位规定/Entry and exit;
366	＜80m	≤77m	Taxi in, push-back
303, 306, 308-311, 322-324, 345-347, 358-360, 364, 365, 414	＜65m	≤76m	Taxi in, push-back
369 (For engine run-ups)	＜65m	≤76m	Push in, tow out
369 (For isolated aircraft)	＜65m	≤76m	Taxi in, push-back
407, 408, 413, 418, 518, 519	＜65m	≤76m	Taxi in/out
301, 302, 304, 305, 306L/R, 307, 312-321, 323L/R, 324L/R, 325-344, 345L/R, 346L/R, 348-357,	＜36m	≤45m	Taxi in, push-back

361-363, 365L/R, 367, 368, 414L/R, 415-417			
405, 406, 407L/R, 408L/R, 409-412, 413L/R, 419, 420, 501, 502, 508-511, 517, 520	＜36m	≤45m	Taxi in/out
503-507, 512-516	＜36m	≤45m	Taxi in, push-back

3.3 试车坪 369 号停机位停放隔离航空器时，其净距 100m 范围内不应该有其他航空器和物体。

3.3 While stand Nr.369 with isolated aircraft, other aircrafts and OBSTs are forbidden within 100m.

3.4 航空器不能同时使用的机位

3.4 Pair of areas forbidden to use simultaneously

使用机位/Stands in use	不能同时使用的机位/ Stands forbidden to be used	使用机位/Stands in use	不能同时使用的机位/ Stands forbidden to be used
306	306L and 306R	306L or 306R	306
323	323L and 323R	323L or 323R	323
324	324L and 324R	324L or 324R	324
345	345L and 345R	345L or 345R	345
346	346L and 346R	346L or 346R	346
365	365L and 365R	365L or 365R	365
407	407L and 407R	407L or 407R	407
408	408L and 408R	408L or 408R	408
413	413L and 413R	413L or 413R	413
414	414L and 414R	414L or 414R	414

3.5 机位停放航空器机头朝向

3.5 Nose direction of aircraft in stands

使用中的停机位/Stands in use	机头朝向/ Nose direction
369 (For engine run-up), 405-407, 407L/R, 408L/R, 408-410, 414L/R, 414-417, 508-511, 517-520	E
369 (For isolated aircraft), 411-413 , 413L/R, 418-420, 501, 502	W
503-507, 512-516	N

3.6 机组须在 5min 内执行推出开车指令，如果超时该管制指令自动取消，机组须重新向机坪管制申请推出开车。

3.6 The crew shall push back and start up within 5 minutes after receiving the clearance. If this time limit is exceeded, the clearance will automatically expire, and the crew must request again to the apron control for push-back and start-up.

3.7 机位分类使用

3.7 Stand classification and usage

除冰机位/De-icing stand	405-407, 407L/R, 408L/R, 408-410, 411-413, 413L/R, 418-420
货机机位/Cargo stand	414L/R, 414-417
试车机位/Engine Run-up Stand	369(also serve as isolated stand)

4. 低能见度运行

4. Low visibility operation

4.1 低能见度运行标准种类及可使用跑道

4.1 Low visibility operation modes and RWY in use

运行标准种类/Low visibility operation modes		可使用的跑道/ RWY in use
Standard ILS Cat II		RWY19
Low Visibility Take-Off	Low Visibility Take-Off(RVR200m)	RWY19/01 Aircraft CAT A/B/C
	Low Visibility Take-Off(RVR250m)	RWY19/01 Aircraft CAT D

	HUD Low Visibility Take-Off(RVR150m)	RWY18L/36R, RWY01/19

4.2 启动阶段

1）当兰州机场跑道视程（RVR）测报值大于等于 150m（天气转好），或者小于 600m（天气转坏）；

2）兰州机场云底高测报值大于等于 30m（天气转好），或小于 60m（天气转好）；

3）经空管确认，机场和空管具备低能见度程序保障能力。

4.2 Initiation Phase

1) When the reported Runway Visual Range (RVR) at Lanzhou Airport is greater than or equal to 150m (weather improving), or less than 600m (weather deteriorating);

2) When the reported ceiling at Lanzhou Airport is greater than or equal to 30m (weather improving), or less than 60m (weather deteriorating);

3) When ATC has confirmed that the airport and ATC have the capability to implement Low Visibility Procedures(LVP).

4.3 结束阶段

1）当兰州机场跑道视程（RVR）测报值上升至 800m，且云底高抬升至 90m，并预计有好转趋势或稳定 20min 后；

2）跑道视程（RVR）测报值小于 150m，或云底高小于 30m 时，并且预计未来 1h 以上无法好转；

3）在低能见度程序运行期间因设备或其他原因不具备低能见度程序保障能力时。

4.3 Termination Phase

1) When the reported RVR at Lanzhou Airport increases to 800m, and the ceiling rises to 90m, with an expected trend of improvement or after 20 minutes stability;

2) When the reported RVR is less than 150m, or the ceiling is less than 30m, and it is forecasted that conditions will not improve within the next hour;

3) During LVP operations, if the airport loses its LVP support capability due to equipment failure orother reasons.

4.4 低能见度运行时，机组须收听 ATIS，并审核天气标准，尽早将意图告知管制员；

4.4 During LVP operations, the crew shall monitor ATIS and review the applicable weather standards, and inform ATC of their intentions as soon as possible.

4.5 在兰州中川机场低能见度运行期间，所有航空器

4.5 During LVP operations at Lanzhou Zhongchuan

在执行跑道外等待指令时需在 B 型等待位置外等待。

Airport, all aircraft shall hold at the Type B holding position when instructed to hold short of the RWY.

4.6 兰州中川机场为航空器提供引导服务，所有进港航空器由引导车提供引导，出港航空器在滑出前或滑行过程中，均可向当前管制频率提出引导车引导服务申请，引导车依据管制员指令实施引导。

4.6 Lanzhou Zhongchuan Airport provides guidance services for aircraft. All inbound aircraft are guided by follow-me vehicles. Outbound aircraft can request follow-me vehicle service before taxiing out or during taxiing on the current control frequency. The follow-me vehicle operates according to instructions from the controller.

5. 直升机飞行限制，直升机停靠区

5. Helicopter operation restrictions and helicopter parking/docking area

无

Nil

6. 警告

6. Warning

6.1 本机场地势北高南低，且高差较大。由北向南着陆时，应及时调整进场的高度和速度。

6.1 High terrain in north and low terrain in south at the airport, large difference in elevation. Pilot should pay more attention to adjust the altimeter.

6.2 机场跑道北端以北地势呈平缓上坡状态，特别是 RWY19 进近灯光北侧地形高出跑道入口标高约 20m，进近灯光中线的两侧各约 200m 处的地形高出跑道入口标高约 10m，目视着陆时，机组注意观察。

6.2 North of the runway's northern end, the terrain rises gently. Specifically, north of RWY19’s Precision Approach Lighting System (PALS), the terrain is about 20 meters higher than the runway threshold elevation. Additionally, approximately 200 meters on either side of the PALS centerline, the terrain is about 10 meters higher than the runway threshold elevation. Pilots should be aware of these conditions during visual approaches.

6.3 RWY19 入口前约 1.8km 处有一条呈东西走向的公路，在其上行驶的车辆按照 4.2m 限高（总高度见东跑道机场障碍物图-A 型，ZLLL-6A-2），且公路安装

6.3 An east-west oriented road is situated approximately 1.8 kilometers before RWY19’s threshold. Vehicles traveling on this road are subject to aheight restriction of

有照明灯，机组注意观察。

4.2 meters (refer to the Aerodrome Obstruction Chart -Type A for East Runway, ZLLL-6A-2 for altitude information). The road is equipped with lighting. Pilots should proceed with caution.

6.4 机场跑道南端外约 1km 处有一座呈东西走向（横跨跑道延长线）的高架桥，进近着陆时机组注意观察。

6.4 An east-west oriented overpass (spanning the extended centerline of the runway) is situated approximately 1 kilometer south of the runway's southern end. Pilots should proceed with caution.

6.5 双跑道启用后，原 18/36 号跑道（后更名为 18R/36L 号跑道）关闭进行施工改造，请机组注意辨别。

6.5 With the commissioning of the dual runways, the original Runway 18/36 (later renamed to Runway 18R/36L) is to be closed for construction and renovation. Pilots should take note of this change.

6.6 本机场为平行多跑道机场，机组落地时应加强观察，防止跑道混淆。

6.6 The airport operates with parallel multiple runways. Pilots should proceed withcaution during landing to prevent runway confusion.

ZLLL AD 2.21 减噪程序

ZLLL AD 2.21 Noise abatement procedures

无

Nil

ZLLL AD 2.22 飞行程序

ZLLL AD 2.22 Flight procedures

1. 总则

1. General

1.1 本场进离场程序以 RNAV 飞行程序为主用程序（仅提供水平引导），传统飞行程序为备份程序。

1.1 RNAV flight procedures (lateral guidance only) are used as the primary ARR/DEP procedures for the airport. Conventional flight procedures are available as backup procedures.

1.2 除经兰州进近或兰州塔台（适用时）特殊许可外，在兰州进近管制区或兰州塔台机场管制地带的飞行，均须按照仪表飞行规则进行。

1.2 Flights within Lanzhou APP Control Area and Lanzhou TWR Control Area shall operate under IFR unless special clearance has been obtained from

Lanzhou APP Control or Lanzhou TWR Control (if applicable).

2. 起落航线

起落航线在 01/19 跑道东侧进行，高度 A、B 类航空器为 2350m，C、D 类为 2450m。

2. Traffic circuits

Traffic circuits shall be made to the east of RWY, at ALT 2350m for aircraft CAT A/B, and 2450m for aircraft CAT C/D.

3. 仪表飞行程序

3.1 进离场程序

3.1.1 严格按照航图中公布的标准进、离场程序飞行，当 ATC 指令高度与进离场程序中各类限制高度不一致时，以管制员的指令高度为准。

3.1.2 兰州中川机场周围地形复杂，航图公布的程序高度为最低越障高度，实际高度以 ATC 指令高度为准。

3.1.3 进场航空器在加入传统进场程序前需要管制提供雷达引导，否则应严格按照航路飞行，并保持不低于航路安全高度过进场程序起始点（与航路衔接点）后加入传统进场程序。

3.1.4 按照传统离场程序离场的航空器，在加入航路后需要管制提供雷达引导，否则应在传统离场程序结束点（与航路衔接点）至少达到后续航路最低安全高度并严格按照航路飞行。

3. IFR flight procedures

3.1 ARR/DEP procedures

3.1.1 Strict adherence is required to the relevant ARR/DEP procedures published on aeronautical charts. When the ATC-instructed altitude differs from the various altitude restrictions specified in the ARR/DEP procedures, the altitude instructed by ATC shall be followed.

3.1.2 Given the complex terrain surrounding Lanzhou Zhongchuan Airport, the published procedure altitudes on the aeronautical charts are OCA. The actual altitude shall comply with ATC instructions.

3.1.3 Aircraft should be provided with radar vectors from ATC before joining the conventional ARR procedures; otherwise, ATS routes shall be strictly followed and flight altitudes no lower than MFA shall be maintained unti lpassing the initial fix (intersecting with ATS routes) of the conventional ARR procedure.

3.1.4 Aircraft departing according to conventional DEP procedures should be provided with radar vectors from ATC after joining the ATS routes; otherwise, altitudes no lower than the MFA of the following route segment shall be reached before passing the final fix (intersecting with ATSroutes) of the conventional DEP procedure, and ATS routes shall be strictly followed.

3.2 等待程序

3.2 Holding procedure

3.2.1 等待程序见标准仪表进场图和仪表进近图。所有等待程序需经 ATC 许可，等待高度以 ATC 指令高度为准。

3.2.1 Holding procedures are specified on STAR and Instrument Approach Charts. All holding procedures require ATC clearance, and the holding altitude shall be as instructed by ATC.

3.2.2 当位于本场西北方向约 56km 有空域限制时,管制员应及时引导航空器避开该区域。

3.2.2 When there are airspace restrictions at approximately 56km northwest of the airport, ATC shall promptly vector aircraft to avoid this area.

3.3 本场离港航空器首次联系兰州进近时须通报起飞跑道号。

3.3 Departing aircraft shall report takeoff RWY number upon first contacting Lanzhou Approach.

4. 雷达程序和/或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

4.1 兰州进近管制区垂直上限为 7200（含）m，在进近管制区域内实施雷达管制。

4.1 The upper limit of the Lanzhou APP Area is 7200m(inclusive). Radar control within Lanzhou APP has been implemented.

4.2 雷达引导与排序

4.2 Radar vectors and sequencing

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

4.2.1 Instructions for radar vectors, ascent/descent or speed adjustment will be issued for radar separation and wake turbulence separation, taking into account aircraft performance or control rules. These instructions shall be strictly followed when aircraft performance allows.

4.2.2 雷达引导航迹不同于公布的进、离场程序。航空器在得到雷达引导后，严格按管制指令飞行。

4.2.2 Radar vectoring tracks differ from published ARR/DEP procedures. Aircraft under radar vectors shall strictly follow ATC instructions.

4.3 应急程序

4.3 Contingency procedures

4.3.1 通信设备故障：确认航空器具有接受能力时，可继续提供雷达管制服务。

4.3.1 Communication equipment failure: Radar control may continue to be provided if it is confirmed that the aircraft still has reception capability.

4.3.2 雷达设备故障：

4.3.2 Radar Equipment Failure:

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

4.3.2.1 Upon termination of radar control services, aircraft will be instructed to establish non-radar separation and resume own navigation.

4.3.2.2 程序管制时，默认使用 RNAV 程序，如航空器不具备 RNP1 能力请告知管制员。

4.3.2.2 RNAV procedures are used by default for procedural control. If unable RNP1, the crew shall inform ATC.

4.3.2.3 尽快配备规定的高度层，必要时，实施流量控制。

4.3.2.3 Assigned flight levels shall be reached as soon as possible. If necessary, flow control measures are taken.

4.1 最低监视引导高度扇区

4.1 Surveillance Minimum Altitude Sectors

Sector Nr.01	ALT limit: 2700m or above
N363542.28E1032335.26- N363553.52E1033504.54- N363940.86E1033503.63- N363919.97E1034708.76- N361023.98E1040443.24- N360247.65E1035709.84- N361130.01E1032801.17- N361058.37E1031625.71- N361426.37E1031635.5- N362441.5E1032519.1- N363542.28E1032335.26	
Sector Nr.02	ALT limit: 3000m or above
N364533.44E1031810.09- N364547.78E1032922.68- N364618.7E1033102.72- N364644.77E1033227.14- N364701.35E1033806.07- N364820.28E1033947.92- N364839.33E1034618.74- N365807.62E1035315.65- N365849.4E1041028.9- N365017.18E1042745.41- N364945.2E1044628.6- N361216.13E1050253.43- N360956.45E1051109.99- N360437.0E1051110.0- N353704.76E1043820.87- N355951.96E1040153.74- N355827.56E1035153.13- N360751.52E1032504.4- N360730.04E1030214.0- N362358.3E1030437.15- N362822.93E1031934.82- N364533.44E1031810.09	
Sector Nr.03	ALT limit: 3200m or above
N365738.36E1034146.13-N365807.62E1035315.65- N364839.33E1034618.74- N364820.28E1033947.92-	

N364701.35E1033806.07- N364644.77E1033227.14- N364618.7E1033102.72-N364800.17E1033150.53- N364821.65E1033822.85- N365349.44E1034148.38- N365738.36E1034146.13	
Sector Nr.04	ALT limit: 3500m or above
N370027.8E1032505.31-N365738.36E1034146.13-N365349.44E1034148.38- N364821.65E1033822.85-N364800.17E1033150.53- N364753.42E1031235.41- N365602.82E1031814.38- N370027.8E1032505.31	
Sector Nr.05	ALT limit: 3300m or above
N364753.42E1031235.41- N364800.17E1033150.53- N364618.7E103312.72- N364547.78E1032922.68- N364533.44E1031810.09- N362822.93E1031934.82- N362358.3E1030437.15- N360730.04E1030214- N360747.84E1032048.53- N354138.36E1030929.93- N354416.94E1025746.55- N361533.45E1025640.89- N363639.06E1025942.93- N363633.62E1030920.97- N364120.35E1031238.31- N364753.42E1031235.41	
Sector Nr.06	ALT limit: 3600m or above
N360747.84E1032048.53- N360751.52E1032504.4- N360016.85E1034643.22- N353318.5E1034549.6- N354138.36E1030929.93- N360747.84E1032048.53	
Sector Nr.07	ALT limit: 3850m or above
N360016.85E1034643.22- N355827.56E1035153.13- N355951.96E1040153.74- N353704.76E1043820.87- N353004.57E1043005.37- N355106.53E1035951.26- N355102.71E1034624.82- N360016.85E1034643.22	
Sector Nr.08	ALT limit: 4350m or above
N355102.71E1034624.82- N355106.53E1035951.26- N353004.57E1043005.37- N353000.0E1043000.0- N353000.0E1040000.0- N353318.5E1034549.6- N355102.71E1034624.82	
Sector Nr.09	ALT limit: 3500m or above
N364945.2E1044628.6- N364858.5E1051109.98- N360956.45E1051109.99- N361216.13E1050253.43- N364945.2E1044628.6	
Sector Nr.10	ALT limit: 3700m or above
N373515.91E1034339.16- N373736E1040951- N370601E1051110- N364858.5E1051109.98- N364945.2E1044628.6- N365017.18E1042745.41- N365849.4E1041028.9- N365822.71E1035921.48- N373515.91E1034339.16	

Sector Nr.11	ALT limit: 4000m or above
N373401.3E1033008.09- N373515.91E1034339.16- N365822.71E1035921.48- N365738.36E1034146.13- N370027.8E1032505.31- N373401.3E1033008.09	
Sector Nr.12	ALT limit: 3900m or above
N370226.5E1030715.65- N370027.8E1032505.31- N365602.82E1031814.38- N364753.42E1031235.41- N364120.35E1031238.31- N363633.62E1030920.97- N363637.03E1030329.42- N370226.5E1030715.65	
Sector Nr.13	ALT limit: 4750m or above
N373115E1030059- N373401.3E1033008.09- N370027.8E1032505.31- N370226.5E1030715.65- N363637.03E1030329.42- N363643.8E1024954.08- N361713.53E1024706.62- N362455.01E1020153.06- N364339.32E1020204.01- N364343E1022837- N364805E1023208- N365643E1023004- N365951.39E1025623.32- N373115E1030059	
Sector Nr.14	ALT limit: 3600m or above
N363643.8E1024954.08- N363639.06E1025942.93- N361533.45E1025640.89- N361713.53E1024706.62- N363643.8E1024954.08	
Sector Nr.15	ALT limit: 5250m or above
N372618E1020228- N373115E1030059- N365951.39E1025623.32- N365643E1023004- N364805E1023208- N364343E1022837- N364339.32E1020204.01- N372618E1020228	
Sector Nr.16	ALT limit: 5150m or above
N362455.01E1020153.06-N361533.45E1025640.89- N354416.94E1025746.55- N354656E1024555-N354641E1020130- N362455.01E1020153.06	

5. 无线电通信失效程序

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

5.2 在本场运行的航空器，如遇有空中无线电通信故障时，机组可尝试联系兰州进近电话：0931-6699363

5. Radio communication failure procedures

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

5.2 In the event of radio communication failure while operating at the airport, the crew should try to contact

或 0931-6699368。

Lanzhou APP by telephone at 86-931-6699363 or 86-931-6699368.

6. 目视飞行程序

6. Procedures for VFR flights

6.1 等待：在 01/19 跑道东侧按起落航线进行等待。

6.1 Holding: aircraft could hold east of RWY01/19 following the traffic circuits mentioned above.

6.2 目视间隔和目视进近

6.2 Visual Separation and Visual Approaches

6.2.1 在兰州进近管制区域 6000（含）m 以下和兰州塔台管制范围内可实施目视间隔和目视进近。

6.2.1 Visual separation can be applied and visual approaches may be conducted below 6,000 meters (inclusive) within Lanzhou APP Control Area and Lanzhou Tower Control Area.

6.2.2 目视进近只在昼间实施，当兰州中川机场能见度不小于 5km，云底高不低于 300m 时，可以实施目视进近。

6.2.2 Visual approaches are only applicable during daylight hours when visibility at Lanzhou Zhongchuan Airport is no less than 5km and the ceiling is no lower than 300m.

6.3 当实施目视进近的航空器驾驶员明确表示能够目视另一架航空器并接受目视间隔时，航空器驾驶员应当负以下职责：

6.3 When the pilot conducting a visual approach has reported having the preceding aircraft in sight and accepts visual separation, the pilot shall assume the following responsibilities:

6.3.1 始终保持对相关航空器的目视监控，并保持与相关航空器间的安全间隔。

6.3.1 Continuously maintain visual monitoring of the relevant traffic and maintain own separation.

6.3.2 为保持与相关航空器的安全间隔作必要的调速、机动飞行及避开尾流影响区域。

6.3.2 Perform necessary speed adjustments, manoeuvres, and take actions to avoid wake turbulence areas to maintain safe separation from relevant aircraft.

6.3.3 当无法目视相关航空器或为保持与相关航空器间的安全间隔所采取的各种措施必须及时通报管制员，以便重新为其配备其他的安全间隔。

6.3.3 If no visual contact can be established with the traffic, or if various measures are taken to maintain safe separation, the crew shall promptly inform the ATC unit accordingly. This allows ATC to re-establish appropriate separation.

6.3.4 在仪表进近程序的最后进近阶段使用目视间隔时，航空器驾驶员应按照仪表程序进近，并保持目视判断与其他相关航空器间的安全间隔。

6.3.4 When visual separation is applied during the final approach segment of the instrument approach procedure, the pilot shall follow the instrument approach procedures while maintaining visual separation from other traffic.

7. 目视飞行航线

无

7. VFR route

Nil

8. 其它规定

无

8. Other regulations

Nil

ZLLL AD 2.23 其它资料

ZLLL AD 2.23 Other information

鸟情资料

1.1 鸟情资料：本场活动危险鸟种 17 种，主要有环颈雉、赤麻鸭、灰山鹑、斑翅山鹑、家鸽、山斑鸠、丘鹬、苍鹰、白尾鹞、普通鵟、长耳鸮、短耳鸮、红隼、猎隼、游隼、喜鹊、红嘴山鸦，其中旅鸟 4 种，为赤麻鸭、苍鹰、普通鵟、丘鹬，每年 3-5、9-10 月迁徙，其迁徙期间活动的时间为 6:00-10:00、18:00-次日清晨，飞行高度 10-200m；在 4-8 月期间主要活动时间为 6:00-10:00、18:00-20:00，飞行高度 10-100m；本地常留鸟 13 种，主要活动时间为白天，活动高度达 0-100m；非危险鸟种 33 种，主要以鹌鹑、灰斑鸠、棕斑鸠、小杜鹃、金眶鸻、大沙锥、扇尾沙锥、纵纹腹小鸮、戴胜、小斑啄木鸟、灰背隼、燕隼、棕背伯劳、灰喜鹊、大山雀等，其中旅鸟 16 种，每年 3-5、9-10 月迁徙，活动时间为全天，高度 0-100m；留鸟 17 种，活动时间为全天，高度 0-100m，群鸟主要以短趾百灵为主，其活动时间为 4、9 月，在多云、阴

Bird's information

1.1 Bird information: There are 17 dangerous bird species in this activity, mainly including Phasianus colchicus、Tadorna ferruginea、Perdix perdix、Perdix dauurica、Columba livia domestica、Streptopelia orientalis、Scolopax rusticola、Accipiter gentilis、Circus cyaneus、Buteo japonicus、Asio otus、Asio flammeus、Falco tinnunculus、Falco cherrug、Falco peregrinus、Pica pica、Pyrrhocorax pyrrhocorax. Among them, there are 4 species of traveling birds, which are Tadorna ferruginea、Accipiter gentilis、Buteo japonicus、Scolopax rusticola, which migrate from March to May and September to October every year, and their activity time during the migration period is 22:00-02:00(next day), 10:00-early morning of the next day, and the flight height is 10-200m; 13 species of local resident birds, the main activity time is daytime, activity height of 0-100m.

天时活动数量较多，活动时间为全天，活动高度0-50m。

33 species of non-dangerous birds, Mainly to Coturnix japonica、Streptopelia decaocto、Spilopelia senegalensis、Cuculus poliocephalus、Charadrius dubius、Gallinago megala、Gallinago gallinago、Athene noctua、Upupa epops、Dendrocopos minor、Falco columbarius、Falco subbuteo、Lanius schach、Cyanopica、Parus major etc. Among them, there are 16 species of migratory birds, which migrate from March to May and September to October every year, the main activity time is daytime, activity height of 0-100m. 17 species of resident birds, which are active for a whole day and a height of 0-100m. The flock is dominated by Short-toed Larks, the activity time is April and September, and the number of activities is more in cloudy and cloudy days, and the activity time is all day, and the activity height is 0-50m.

1.2 迁徙路线：本场处于西北候鸟迁徙通道，旅鸟迁徙路线及活动区域：主要集中在跑道南端、芦井水湿地公园；普通鵟主要活动区域集中在跑道北端；留鸟在全场均有活动，南端较为频繁。

1.2 Migration route: This field is located in the northwest migratory bird migration channel, and the migration route and activity area of the traveling birds: mainly concentrated at the south end of the runway, Lushuijing Wetland Park; Buteo japonicus the main activity area is concentrated at the north end of the runway, and the resident birds are active throughout the course, and the south end is more frequent.

1.3 主要防范措施：鸟击防范工作通过开展中川机场周围半径8km范围生态调研，科学系统分析鸟类、昆虫、植物信息，通过喷洒鸟类趋避剂、杀虫剂、除草剂、割草及碾压等多种措施，控制飞行区内生态环境，

1.3 Main preventive measures: bird strike prevention work through the ecological survey of a radius of 8km around Zhongchuan Airport, scientific and systematic analysis of birds, insects, plant information, through

同时结合季节变化，科学运用煤气炮、驱鸟车、定向声波驱鸟器、电子音爆、全向声波驱鸟器、自动喷药机、拦鸟网、猎枪、锣、高空驱鸟器等驱鸟设备，提高人为干预，最大限度地降低鸟击风险。

spraying bird repellents, insecticides, herbicides, mowing, rolling and other measures, to control the ecological environment in the flight area, at the same time, combined with seasonal changes, the scientific use of gas cannons, bird repellents, directional sonic bird repellents, electronic sonic booms, omnidirectional sonic bird repellents, automatic spraying machines, Bird repellent equipment such as bird nets, shotguns, gongs, and high-altitude bird repellents can improve human intervention and minimize the risk of bird strikes.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY01 SID OLSU9H								
VA			360		2100			RNAV1
DF	LL802			R	2500	MAX220		RNAV1
TF	LL803				3300			RNAV1
TF	LL806				3900			RNAV1
TF	OLSUG							RNAV1
RWY01 SID ADPU9H								
VA			360		2100			RNAV1
DF	LL802			R	2500	MAX220		RNAV1
TF	LL807				3300			RNAV1
TF	AGITU				3600			RNAV1
TF	ADPUX							RNAV1
RWY01 SID LELU9H								
VA			360		2100			RNAV1
DF	LL802			R	2500	MAX220		RNAV1
TF	LL803				3300			RNAV1
TF	LL804				4200			RNAV1
TF	EMTOV				4800			RNAV1
TF	LL805				5400			RNAV1
TF	ANDIM				5700			RNAV1
TF	LELUX							RNAV1
RWY01 SID UKBN9H								
VA			360		2100			RNAV1
DF	LL802	Y		R	2500	MAX220		RNAV1
CF	LL808		180	R	3300	MAX220		RNAV1
TF	LL809							RNAV1
TF	BIGUX							RNAV1
TF	UKBIN							RNAV1
RWY01 SID IRMU8Z (by ATC)								
VA			360		2100			RNAV1
DF	LL802	Y		R	2500	MAX220		RNAV1
CF	LL808		180	R	3300	MAX220		RNAV1
TF	LL809							RNAV1
TF	VIKOV				4500			RNAV1
TF	IRMUB							RNAV1
RWY01 SID IRMU9H								
VA			360		2100			RNAV1
DF	LL802	Y		R	2500	MAX220		RNAV1
CF	LL808		180	R	3300	MAX220		RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	LL809							RNAV1
TF	BIGUX							RNAV1
TF	VIKOV				4500			RNAV1
TF	IRMUB							RNAV1
RWY19 SID OLSU5H								
VA			180		2100			RNAV1
DF	LL602	Y		L	2400	MAX220		RNAV1
CF	LL603		360	L	3300	MAX220		RNAV1
TF	LL604				4500			RNAV1
TF	OLSUG							RNAV1
RWY19 SID ADPU5H								
VA			180		2100			RNAV1
DF	LL602	Y		L	2400	MAX220		RNAV1
CF	LL603		360	L	3300	MAX220		RNAV1
TF	LL604				4500			RNAV1
TF	AGITU							RNAV1
TF	ADPUX							RNAV1
RWY19 SID LELU5H								
VA			180		2100			RNAV1
DF	LL602	Y		L	2400	MAX220		RNAV1
CF	LL603		360	L	3300	MAX220		RNAV1
TF	LL604				4500			RNAV1
TF	EMTOV				5400			RNAV1
TF	LL805							RNAV1
TF	ANDIM				5700			RNAV1
TF	LELUX							RNAV1
RWY19 SID UKBN5H								
VA			180		2100			RNAV1
DF	LL602			L	2400	MAX220		RNAV1
TF	LL605				3300			RNAV1
TF	BIGUX							RNAV1
TF	UKBIN							RNAV1
RWY19 SID IRMU4Z (by ATC)								
VA			180		2100			RNAV1
DF	LL602			L	2400	MAX220		RNAV1
TF	LL607				3300			RNAV1
TF	VIKOV				4500			RNAV1
TF	IRMUB							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY19 SID IRMU5H								
VA			180		2100			RNAV1
DF	LL602			L	2400	MAX220		RNAV1
TF	LL605				3300			RNAV1
TF	BIGUX							RNAV1
TF	VIKOV				4500			RNAV1
TF	IRMUB							RNAV1
RWY18L SID OLSU6W								
CF	LL612	Y	180		2400			RNAV1
CF	LL614		360	R	3600	MAX220		RNAV1
TF	DJC				4500			RNAV1
TF	OLSUG							RNAV1
RWY18L SID ADPU6W								
CF	LL612	Y	180		2400			RNAV1
CF	LL614		360	R	3600	MAX220		RNAV1
TF	DJC				4500			RNAV1
TF	LL604							RNAV1
TF	AGITU							RNAV1
TF	ADPUX							RNAV1
RWY18L SID LELU6W								
CF	LL612	Y	180		2400			RNAV1
CF	LL614		360	R	3600	MAX220		RNAV1
TF	DJC				4500			RNAV1
TF	EMTOV				5400			RNAV1
TF	LL805							RNAV1
TF	ANDIM				5700			RNAV1
TF	LELUX							RNAV1
RWY18L SID UKBN6W								
CF	LL612		180		2400			RNAV1
TF	LL613				2700	MAX230		RNAV1
TF	LL618				3300			RNAV1
TF	BIGUX							RNAV1
TF	UKBIN							RNAV1
RWY18L SID IRMU5Z (by ATC)								
CF	LL612		180		2400			RNAV1
TF	LL613				2700	MAX230		RNAV1
TF	LL617				3300			RNAV1
TF	VIKOV				4500			RNAV1
TF	IRMUB							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY18L SID IRMU6W								
CF	LL612		180		2400			RNAV1
TF	LL613				2700	MAX230		RNAV1
TF	LL618				3300			RNAV1
TF	BIGUX							RNAV1
TF	VIKOV				4500			RNAV1
TF	IRMUB							RNAV1
RWY36R SID OLSU8W								
CF	LL812		360		2400			RNAV1
TF	LL813				2700			RNAV1
TF	LL814				3300			RNAV1
TF	LL817				3900			RNAV1
TF	OLSUG							RNAV1
RWY36R SID ADPU8W								
CF	LL812		360		2400			RNAV1
TF	LL813				2700			RNAV1
TF	LL814				3300			RNAV1
TF	LL807							RNAV1
TF	AGITU				3600			RNAV1
TF	ADPUX							RNAV1
RWY36R SID LELU8W								
CF	LL812		360		2400			RNAV1
TF	LL813				2700			RNAV1
TF	LL814				3300			RNAV1
TF	LL816				4100			RNAV1
TF	EMTOV				4800			RNAV1
TF	LL805				5400			RNAV1
TF	ANDIM				5700			RNAV1
TF	LELUX							RNAV1
RWY36R SID UKBN8W								
CF	LL812	Y	360		2400			RNAV1
CF	LL823		180	L	3600	MAX220		RNAV1
TF	LL824							RNAV1
TF	LL809							RNAV1
TF	BIGUX							RNAV1
TF	UKBIN							RNAV1
RWY36R SID IRMU7Z (by ATC)								
CF	LL812	Y	360		2400			RNAV1
CF	LL823		180	L	3600	MAX220		RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	LL824							RNAV1
TF	VIKOV				4500			RNAV1
TF	IRMUB							RNAV1
RWY36R SID IRMU8W								
CF	LL812	Y	360		2400			RNAV1
CF	LL823		180	L	3600	MAX220		RNAV1
TF	LL824							RNAV1
TF	LL809							RNAV1
TF	BIGUX							RNAV1
TF	VIKOV				4500			RNAV1
TF	IRMUB							RNAV1
RWY01 STAR IDSU9K								
IF	IDSUD							RNAV1
TF	OVTIB							RNAV1
TF	GUGAD							RNAV1
TF	LL904				3000			RNAV1
TF	DZH				2700	MAX220		RNAV1
RWY01 STAR ORUN7Z (by ATC)								
IF	ORUNA							RNAV1
TF	LL920				4200			RNAV1
TF	LL921				3600			RNAV1
TF	LL922							RNAV1
TF	LL923				3000	MAX220		RNAV1
RWY01 STAR ORUN8M								
IF	ORUNA							RNAV1
TF	LAXAL				4200			RNAV1
TF	LL910				3900			RNAV1
TF	LEBEP				3600			RNAV1
TF	LL911				3200			RNAV1
TF	LL912				3100	MAX220		RNAV1
RWY01 STAR ORUN9K								
IF	ORUNA							RNAV1
TF	LAXAL				4200			RNAV1
TF	LL910				3900			RNAV1
TF	LEBEP				3600			RNAV1
TF	LL921				3600			RNAV1
TF	LL922							RNAV1
TF	LL923				3000	MAX220		RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY01 STAR ESME9K								
IF	ESMEX							RNAV1
TF	AVBUD				5400			RNAV1
TF	PANRA				4800			RNAV1
TF	LL916				4500			RNAV1
TF	LL917				3900			RNAV1
TF	LL918				3300			RNAV1
TF	LL922							RNAV1
TF	LL923				3000	MAX220		RNAV1
RWY01 Holding(Outbound Time:1min)								
HM	DZH	Y	180	L	3000			RNAV1
RWY18L/19 STAR IDSU5J								
IF	IDSUD							RNAV1
TF	LL701							RNAV1
TF	OMLAL							RNAV1
TF	LL704							RNAV1
TF	LL705				3000	MAX230		RNAV1
RWY18L/19 STAR ORUN4Z (by ATC)								
IF	ORUNA							RNAV1
TF	LL920				4200			RNAV1
TF	LL921				3600			RNAV1
TF	LL722							RNAV1
TF	LL723							RNAV1
TF	LL724							RNAV1
TF	DJC				3300	MAX230		RNAV1
RWY18L/19 STAR ORUN5J								
IF	ORUNA							RNAV1
TF	LAXAL				4200			RNAV1
TF	LL910				3900			RNAV1
TF	LEBEP							RNAV1
TF	LL921				3600			RNAV1
TF	LL722							RNAV1
TF	LL723							RNAV1
TF	LL724							RNAV1
TF	DJC				3300	MAX230		RNAV1
RWY18L/19 STAR ESME5J								
IF	ESMEX							RNAV1
TF	AVBUD				5400			RNAV1
TF	PANRA				4800			RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	LL718				4500			RNAV1
TF	LL720				3900			RNAV1
TF	LL723							RNAV1
TF	LL724							RNAV1
TF	DJC				3300	MAX230		RNAV1
RWY18L/19 Holding(Outbound Time:1min)								
HM	DJC	Y	360	L	3600			RNAV1
RWY01 Approach Transition DZH								
IF	DZH				2700	MAX220		RNAV1
TF	LL905				2700			RNAV1
RWY01 Approach Transition LL912								
IF	LL912				3100	MAX220		RNAV1
TF	LL909				2700			RNAV1
TF	LL905				2700			RNAV1
RWY01 Approach Transition LL923								
IF	LL923				3000	MAX220		RNAV1
TF	LL905				2700			RNAV1
RWY01 Missed Approach								
CF	LL871	Y	360					RNAV1
CF	LL872	Y	030	R	2400	MAX210		RNAV1
DF	LL873			R	3000	MAX230		RNAV1
TF	LL904							RNAV1
TF	DZH				2700	MAX220		RNAV1
RWY19 Approach Transition DJC								
IF	DJC				3300	MAX230		RNAV1
TF	LL706				3000			RNAV1
RWY19 Approach Transition LL705								
IF	LL705				3000	MAX230		RNAV1
TF	LL706				3000			RNAV1
RWY19 Missed Approach								
CF	LL881	Y	180					RNAV1
CF	LL882	Y	150	L	2400	MAX210		RNAV1
DF	LL873			L	3000	MAX230		RNAV1
TF	LL704							RNAV1
TF	LL705				3000	MAX230		RNAV1
RWY18L Approach Transition DJC								
IF	DJC				3300	MAX230		RNAV1
TF	LL711				3000			RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY18L Approach Transition LL705								
IF	LL705				3000	MAX230		RNAV1
TF	LL711				3000			RNAV1
RWY18L Missed Approach								
CF	LL714	Y	180		2400			RNAV1
DF	LL723			R	3300	MAX230		RNAV1
TF	LL724							RNAV1
TF	DJC				3300	MAX230		RNAV1

Changes: New chart.

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
LL602	N36°23'08.0"E103°44'34.6"	LL871	N36°34'14.1"E103°38'32.2"	UKBIN	N35°53'51"E104°58'16"
LL603	N36°33'04.2"E103°53'29.5"	LL872	N36°40'00.5"E103°42'12.5"	VIKOV	N35°49'54"E104°21'09"
LL604	N36°52'08.2"E103°52'21.6"	LL873	N36°33'09.0"E103°58'44.6"		
LL605	N36°18'02.3"E104°01'02.8"				
LL607	N36°11'51.8"E103°57'03.7"	LL881	N36°28'43.2"E103°38'52.9"		
		LL882	N36°23'16.3"E103°43'14.3"		
LL612	N36°22'04.7"E103°38'02.4"				
LL613	N36°17'09.6"E103°38'06.1"	LL904	N36°14'30.1"E103°59'48.3"		
LL614	N36°32'01.0"E103°27'20.9"	LL905	N36°13'43.2"E103°39'48.5"		
LL617	N36°08'52.6"E103°51'16.9"	LL909	N36°10'28.8"E103°40'00.5"		
LL618	N36°15'33.1"E103°51'18.4"	LL910	N35°55'31.8"E103°57'40.0"		
		LL911	N36°01'34.7"E103°40'33.3"		
LL701	N36°26'20.6"E104°33'00.8"	LL912	N36°05'04.8"E103°40'20.4"		
LL704	N36°47'22.0"E103°57'55.5"	LL916	N36°43'14.1"E102°58'29.4"		
LL705	N36°46'54.4"E103°45'59.0"	LL917	N36°31'40.9"E103°06'03.8"		
LL706	N36°46'34.6"E103°37'46.0"	LL918	N36°21'40.9"E103°12'34.9"		
LL711	N36°46'31.6"E103°36'30.7"	LL920	N35°43'32.3"E103°48'38.0"		
LL714	N36°20'34.5"E103°38'08.0"	LL921	N36°05'36.1"E103°18'48.5"		
LL718	N36°42'50.5"E102°57'21.8"	LL922	N36°12'49.1"E103°18'19.9"		
		LL923	N36°13'15.3"E103°28'33.4"		
LL720	N36°31'31.4"E103°02'13.9"				
LL722	N36°25'41.4"E103°17'28.3"	DJC	N36°46.2'E103°26.5'		
LL723	N36°31'55.6"E103°17'03.3"	DZH	N36°14.1'E103°47.9'		
LL724	N36°45'40.0"E103°16'07.8"				
		ADPUX	N37°19'09"E104°45'41"		
LL802	N36°40'08.8"E103°43'35.7"	AGITU	N36°57'11"E104°14'26"		
LL803	N36°52'31.5"E103°43'17.0"	ANDIM	N37°21'30"E102°26'23"		
LL804	N37°01'03.5"E103°30'13.6"	AVBUD	N37°06'54"E102°18'56"		
LL805	N37°13'52.8"E102°58'26.1"	BIGUX	N36°11'52"E104°20'47"		
LL806	N37°00'49.4"E103°43'04.3"	EMTOV	N37°09'14"E103°17'38"		
LL807	N36°53'54.1"E103°52'23.4"	ESMEX	N37°10'47"E102°02'19"		
LL808	N36°29'11.0"E103°53'45.9"	GUGAD	N36°30'24"E104°13'25"		
LL809	N36°15'44.8"E103°54'33.2"	IDSUD	N36°18'16"E105°11'10"		
		IRMUB	N35°30'01"E104°21'28"		
LL812	N36°39'15.1"E103°36'58.0"	LAXAL	N35°49'44"E104°06'48"		
LL813	N36°44'07.3"E103°36'25.0"	LEBEP	N35°59'34"E103°51'17"		
LL814	N36°51'24.5"E103°35'57.4"	LELUX	N37°26'15"E102°02'07"		
LL816	N36°59'30.9"E103°27'38.9"	OLSUG	N37°35'21"E103°42'11"		
LL817	N37°02'09.1"E103°37'28.2"	OMLAL	N36°37'04"E104°15'12"		
		ORUNA	N35°30'00"E104°06'43"		
LL823	N36°28'07.9"E103°27'36.0"	OVTIB	N36°24'00"E104°44'10"		
LL824	N36°19'32.8"E103°28'09.2"	PANRA	N36°48'58"E102°54'43"		

Changes: New chart.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART

ZLLL/LHW

1M-1

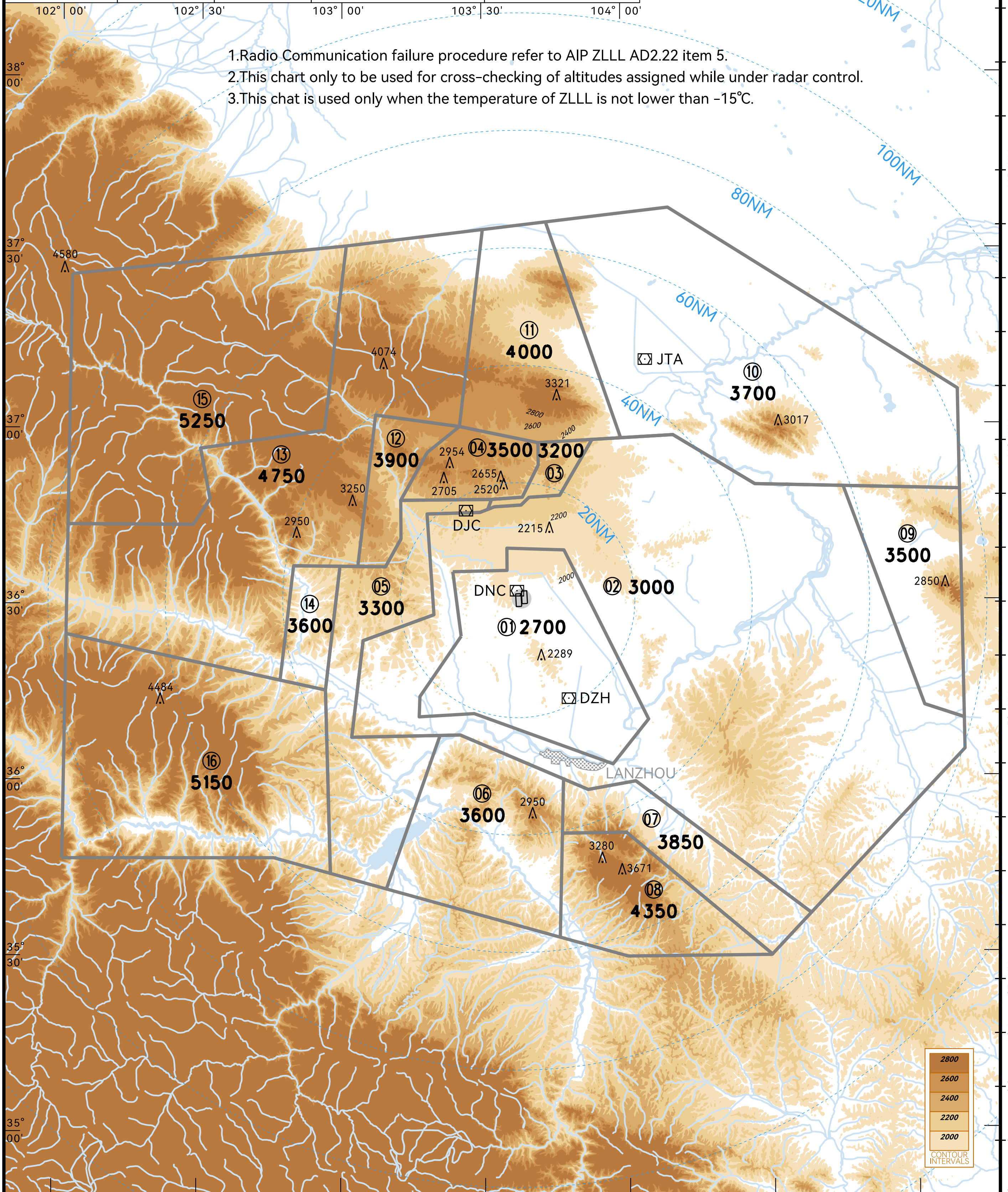
VAR3.0°W

LANZHOU/Zhongchuan

AD ELEV 1948.7m

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05	APP06	APP07
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)	121.15 (121.05)	124.725 (121.05)

Lanzhou Approach APP08	Lanzhou Tower TWR01	Lanzhou Tower TWR03		
125.475 (121.05)	118.4 (118.025)	130.3 (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)	BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. ALL DISTANCES IN NAUTICAL MILES.



Changes: New chart

AERODROME CHART

ZLLL/LHW

D-ATIS(Chinese) 128.45
D-ATIS(English) 126.8
APN 121.8(121.625)
Delivery 121.7(DCL AVBL)

2A-1

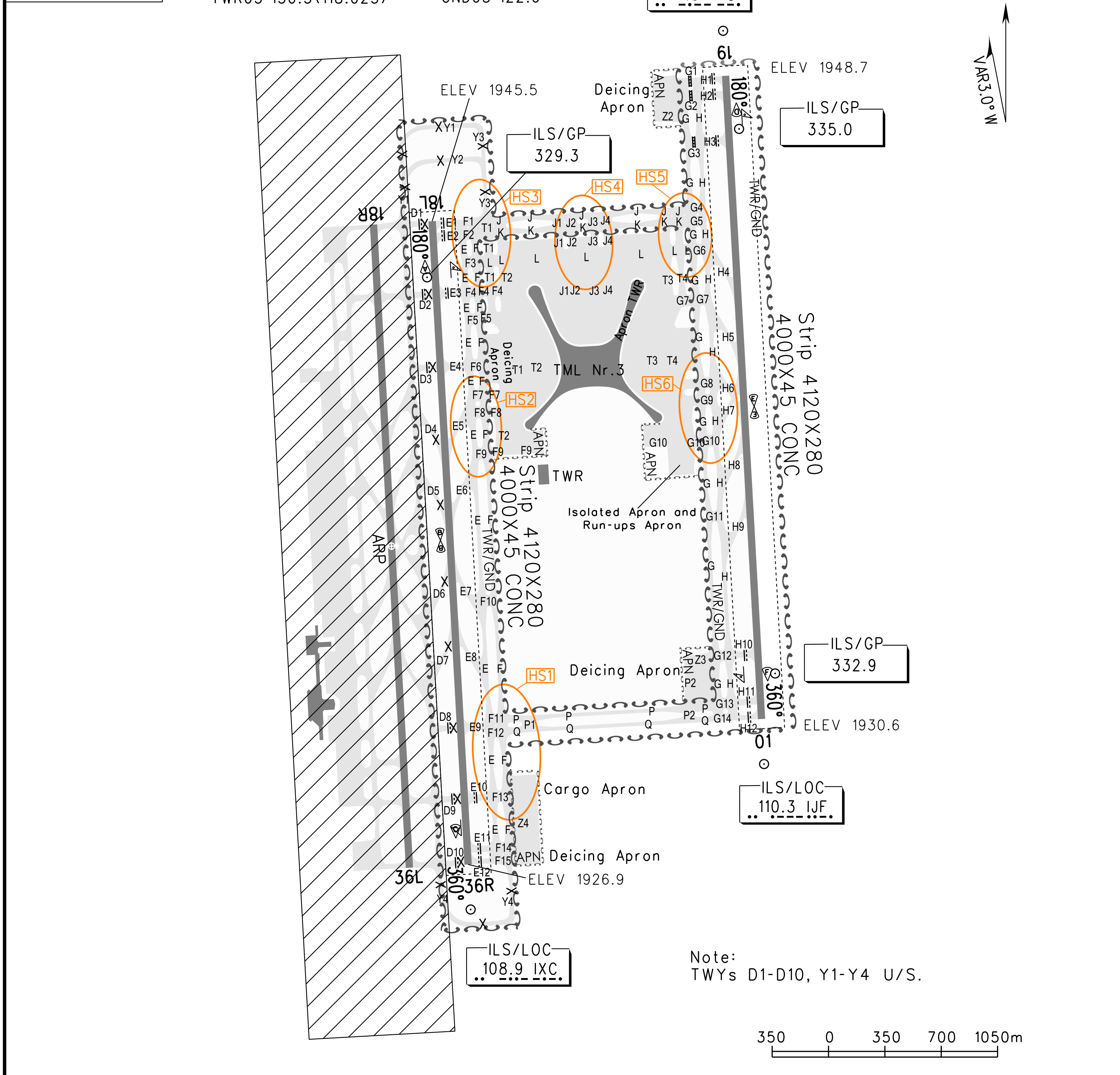
LANZHOU/Zhongchuan

N36°30.9'E103°37.2' ELEV 1948.7m

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

TWR01 118.4(118.025)
TWR02 118.1(118.025)
TWR03 130.3(118.025)

GND01 122.2
GND02 121.95
GND03 122.6

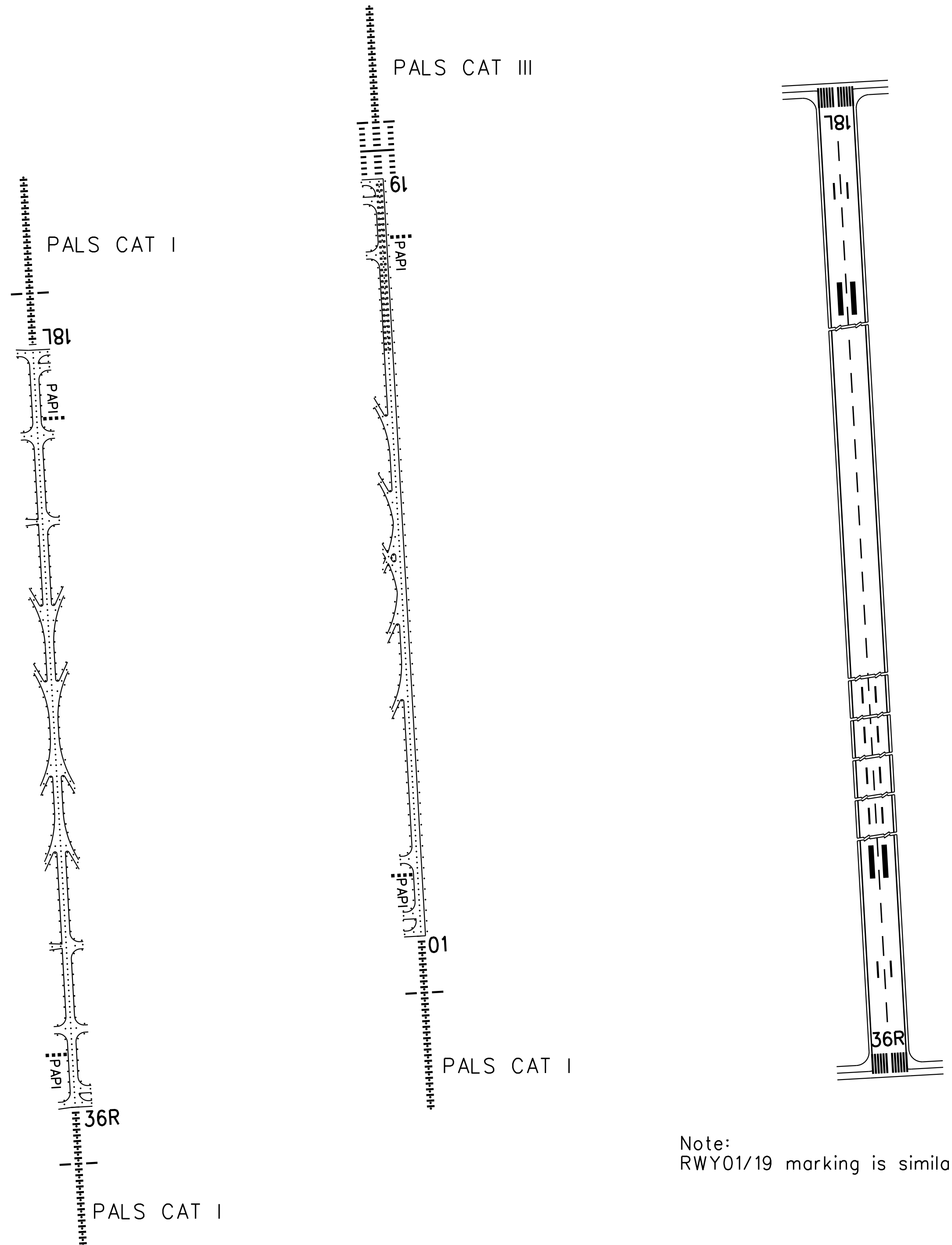


RWY	Direction	Bearing strength
19/18L	180°	PCR 1000/R/A/W/T: RWY01/19 CONC; PCR 1000/R/A/W/T: RWY18L/36R CONC; PCR 1000/R/A/W/T: TWY E,E1-E4,E9-E12, F,F1-F15,G,G1-G14, H,H1-H3,H10-H12, J,J1-J4,K,L,P,P1,P2, Q,T1-T4,Z2-Z4 PCR 830/R/A/W/T: TWY E5-E8,H4-H9
01/36R	360°	

LEGEND

Construction area

Changes: New chart



Note:
RWY01/19 marking is similar to RWY18L/36R.

TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)						LIGHTS	
ACFT Type		RWY01/19,18L/36R			RWY01/19	RWY01/18L/36R	RWY19
		REDL	NIL(Day only)	LVP in force REDL RCLL RENL	LVP in force REDL RCLL RENL		
2 TURB ENG or 3&4 ENG	A	RVR400 VIS800	RVR500 VIS800	HUD RVR150	RVR200	PALS CAT I SFL PAPI REDL RCLL RENL	PALS CAT III SFL PAPI RTZL REDL RCLL RENL
	B						
	C						
	D				RVR250		
Other 1&2 ENG		RVR1600/VIS1600					
Note:							

Changes: New chart

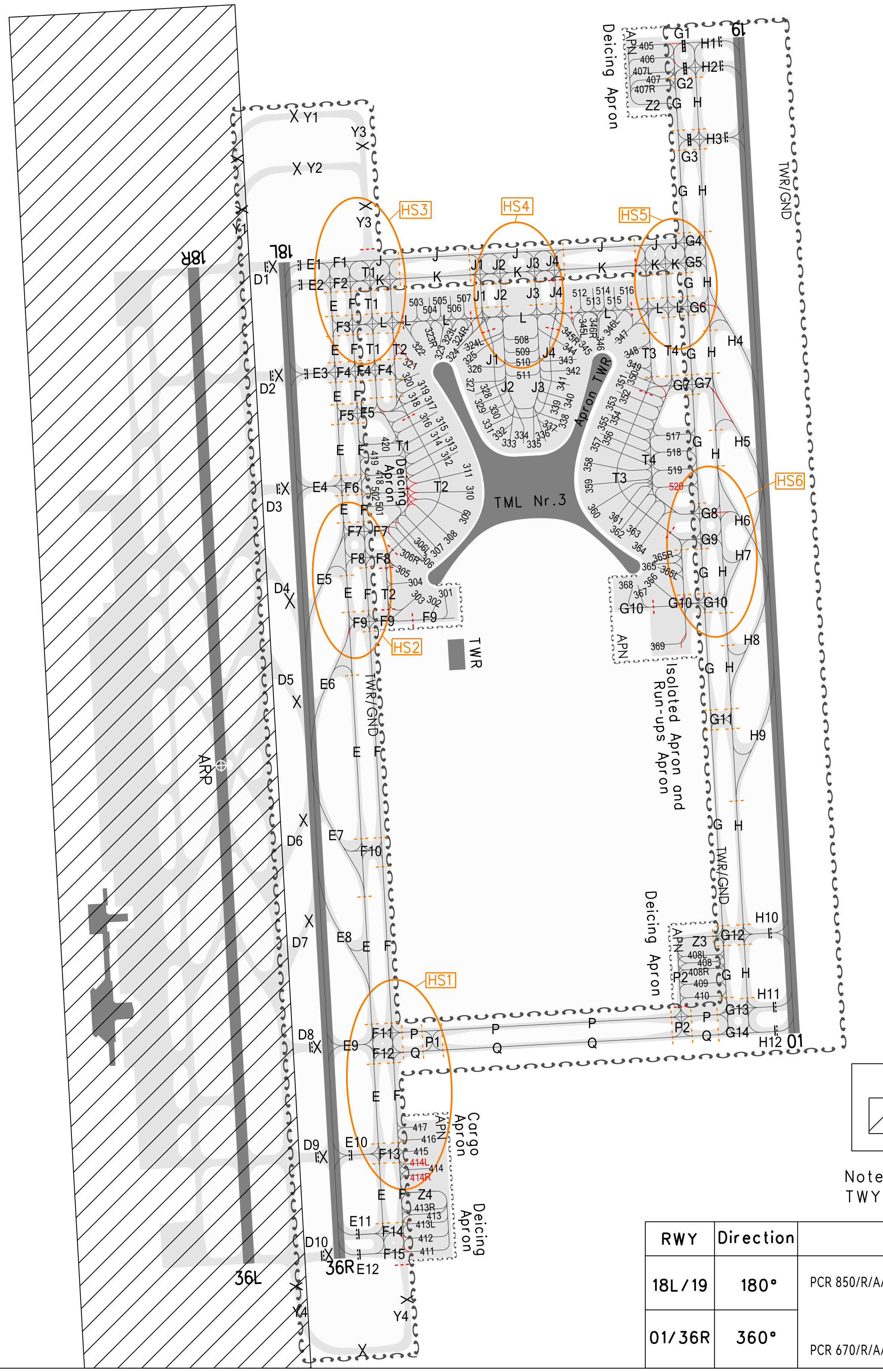
AIRCRAFT PARKING CHART-ICAO

ZLLL/LHW

2P-1

LANZHOU/Zhongchuan

D-ATIS(Chinese) 128.45
D-ATIS(English) 126.8
APN 121.8(121.625)
Delivery 121.7(DCL AVBL)
TWR01 118.4(118.025)
TWR02 118.1(118.025)
TWR03 130.3(118.025)
GND01 122.2
GND02 121.95
GND03 122.6



LEGEND

Construction Area

Notes:
TWYs D1-D10, Y1-Y4 U/S.

RWY	Direction	Bearing strength
18L/19	180°	PCR 850/R/A/W/T: Stands Nr.301-368, 369, 405-413, 407L/R, 408L/R, 413L/R, 414L/R, 414-420, 501, 502, 508-511, 517-520
01/36R	360°	PCR 670/R/A/W/T: Stands Nr. 503-507,512-516

Changes: Holding position, taxi line, stand number.

AERODROME GROUND MOVEMENT CHART-ICAO

ZLLL/LHW

2R-1

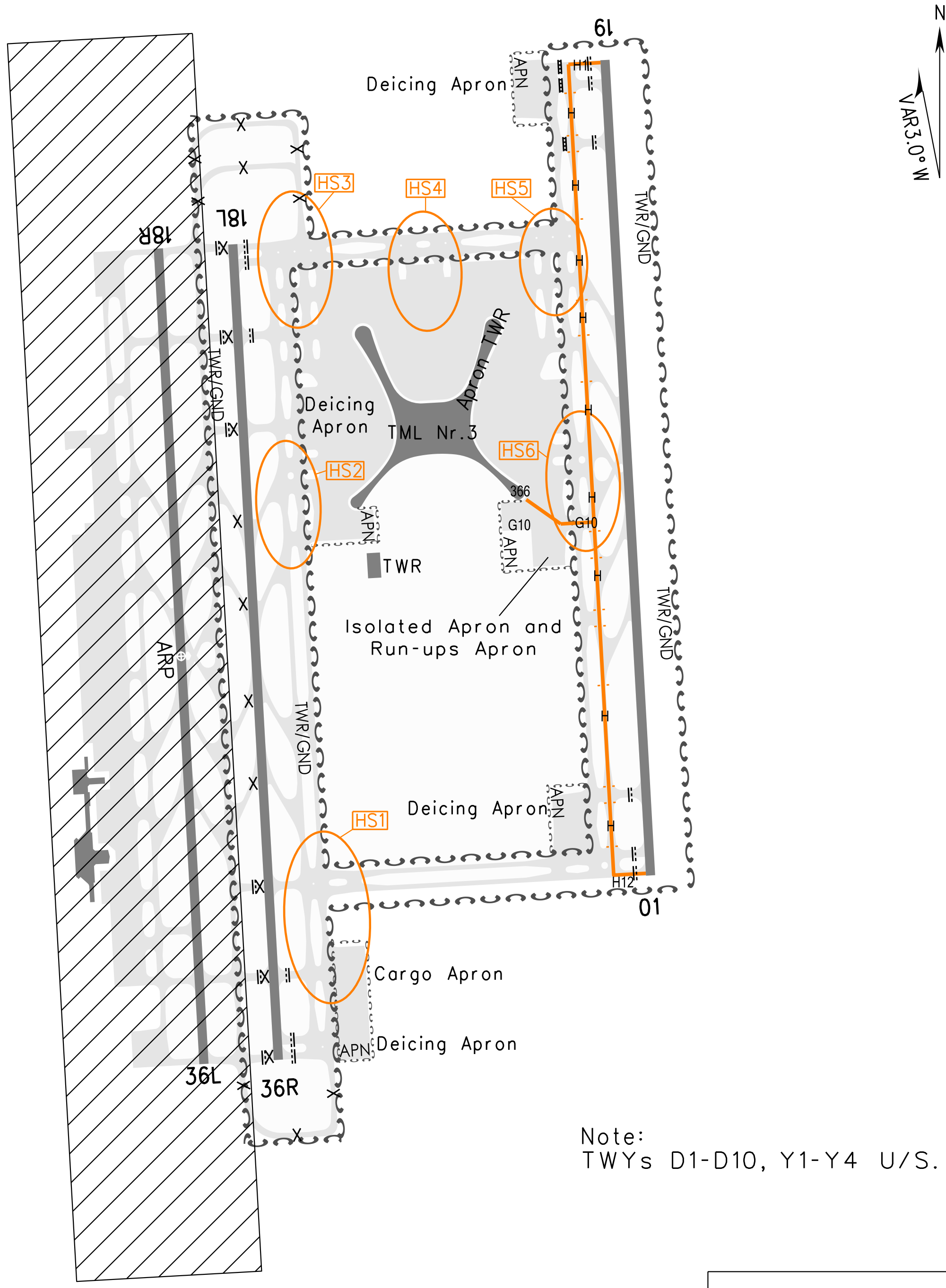
D-ATIS(Chinese) 128.45
D-ATIS(English) 126.8

APN 121.8(121.625)
Delivery 121.7(DCL AVBL)

LANZHOU/Zhongchuan

TWR01 118.4(118.025) GND01 122.2
TWR02 118.1(118.025) GND02 121.95
TWR03 130.3(118.025) GND03 122.6

Taxiing Routes Chart
(Aircraft with a wingspan of 65-80m)



Note:
TWYs D1-D10, Y1-Y4 U/S.

LEGEND
Taxiing Route
Construction area

Changes: New chart

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	118.4 (118.025)

TL 5400
TA 4800
5100(QNH≥1031hPa)
4500(QNH≤979hPa)

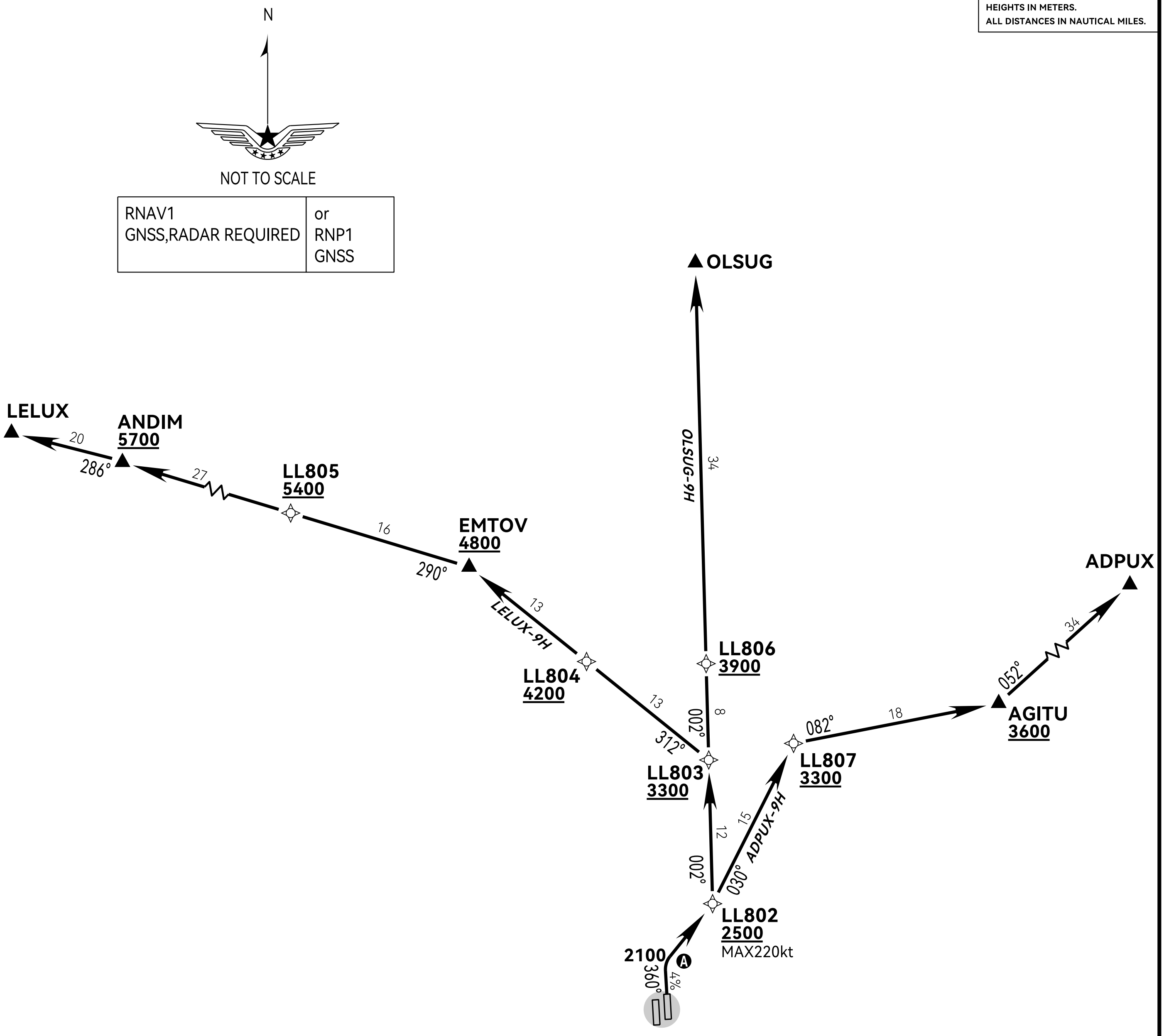
MSA 25NM: 090°–270° (north) 3600; 270°–090° (south) 3300 (ARP)

1.The actual flight altitude follow ATC instructions under radar control.
2.Ⓐ Departure turn before DER is prohibited.

ADPUX-9H
LELUX-9H
OLSUG-9H

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

RNAV1 GNSS,RADAR REQUIRED	or RNP1 GNSS



RWY	SID	Database ID	ROUTING
01	OLSUG-9H	OLSU9H	2100-LL802-LL803-LL806-OLSUG
	ADPUX-9H	ADPU9H	2100-LL802-LL807-AGITU-ADPUX
	LELUX-9H	LELU9H	2100-LL802-LL803-LL804-EMTOV-LL805-ANDIM-LELUX

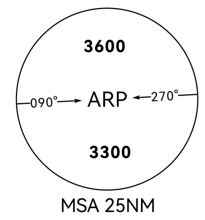
Changes: New chart

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

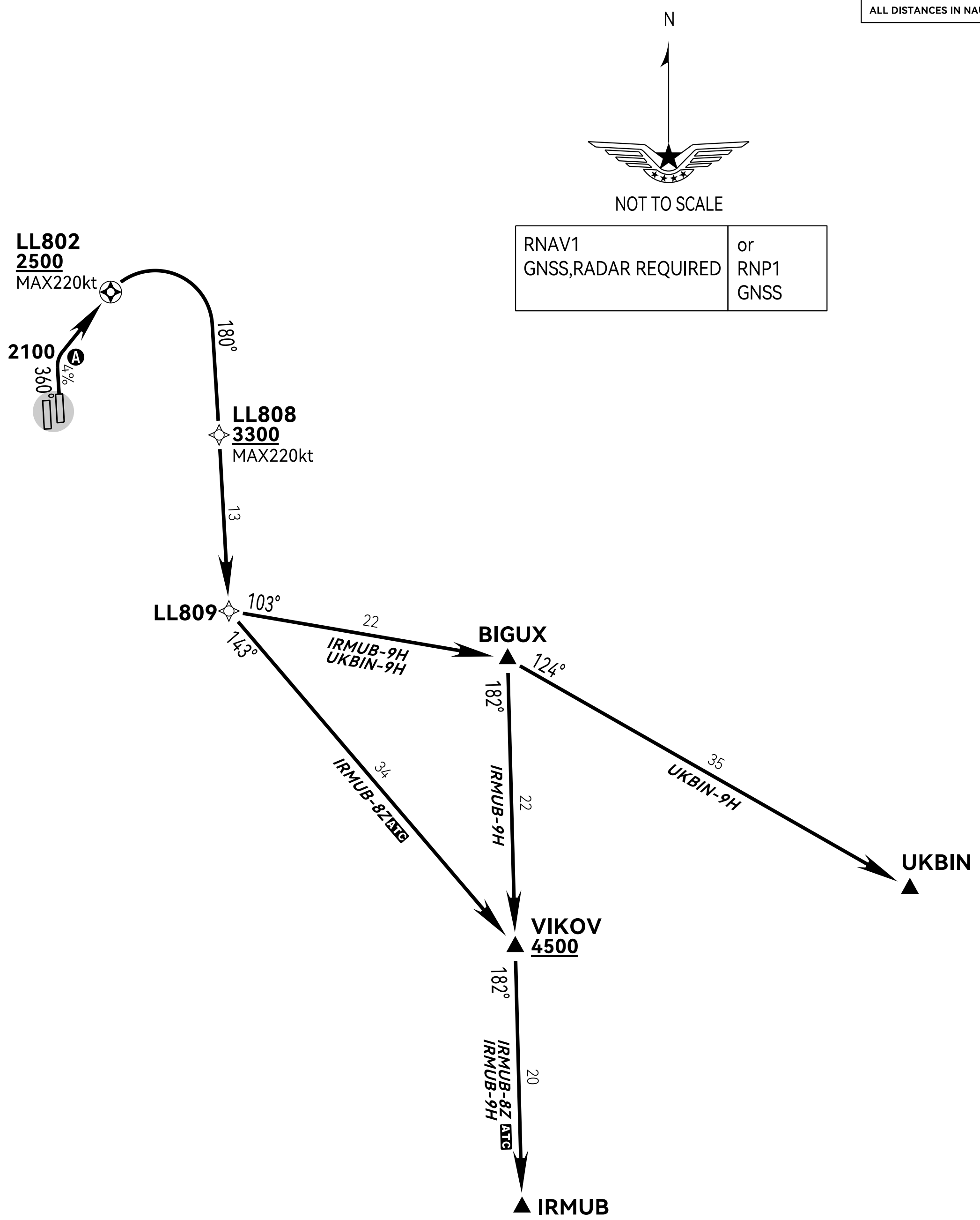
Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01	TL / TA
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	118.4 (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)

1.The actual flight altitude follow ATC instructions under radar control.
2.Ⓐ Departure turn before DER is prohibited.

IRMUB-8Z ATC
IRMUB-9H
UKBIN-9H



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



RWY	SID	Database ID	ROUTING
01	UKBIN-9H	UKBN9H	2100-LL802-LL808-LL809-BIGUX-UKBIN
	ATC IRMUB-8Z	ATC IRMU8Z	2100-LL802-LL808-LL809-VIKOV-IRMUB
	IRMUB-9H	IRMU9H	2100-LL802-LL808-LL809-BIGUX-VIKOV-IRMUB

Changes: New chart

VAR3.0°W AD ELEV 1948.7

3P-3

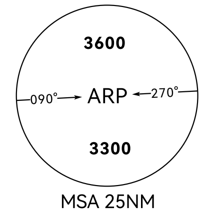
LANZHOU/Zhongchuan
RNAV RWY19(OLSUG/ADPUX/LELUX)

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

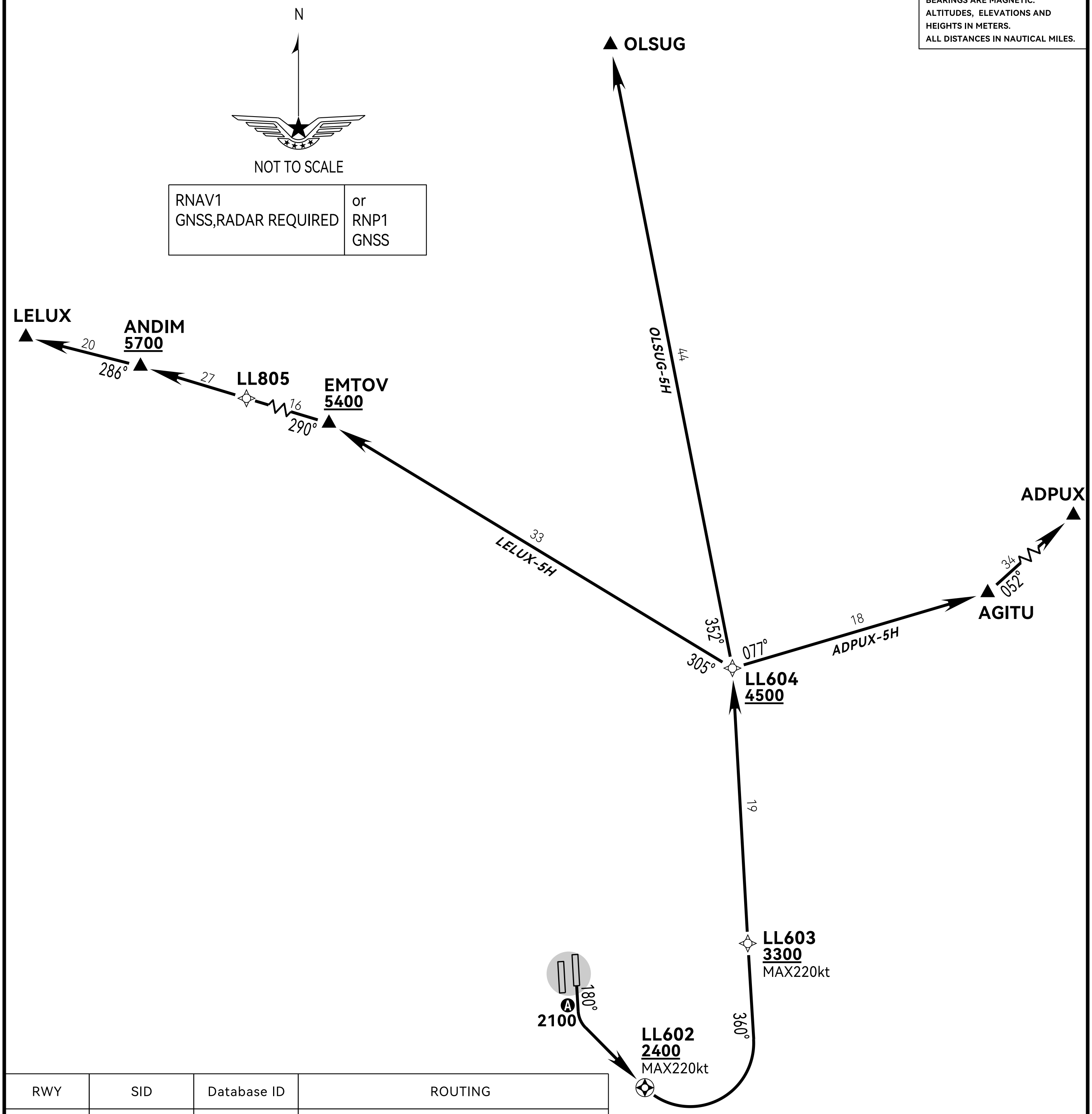
Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01	
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	118.4 (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)

1.The actual flight altitude follow ATC instructions under radar control.
2.Ⓐ Departure turn before DER is prohibited. The climb gradient of the departure should more than 4.5%, when independent parallel departure.

ADPUX-5H
LELUX-5H
OLSUG-5H



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



RWY	SID	Database ID	ROUTING
19	OLSUG-5H	OLSU5H	2100-LL602-LL603-LL604-OLSUG
	ADPUX-5H	ADPU5H	2100-LL602-LL603-LL604-AGITU-ADPUX
	LELUX-5H	LELU5H	2100-LL602-LL603-LL604-EMTOV-LL805-ANDIM-LELUX

Changes: New chart

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01	
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	118.4 (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)

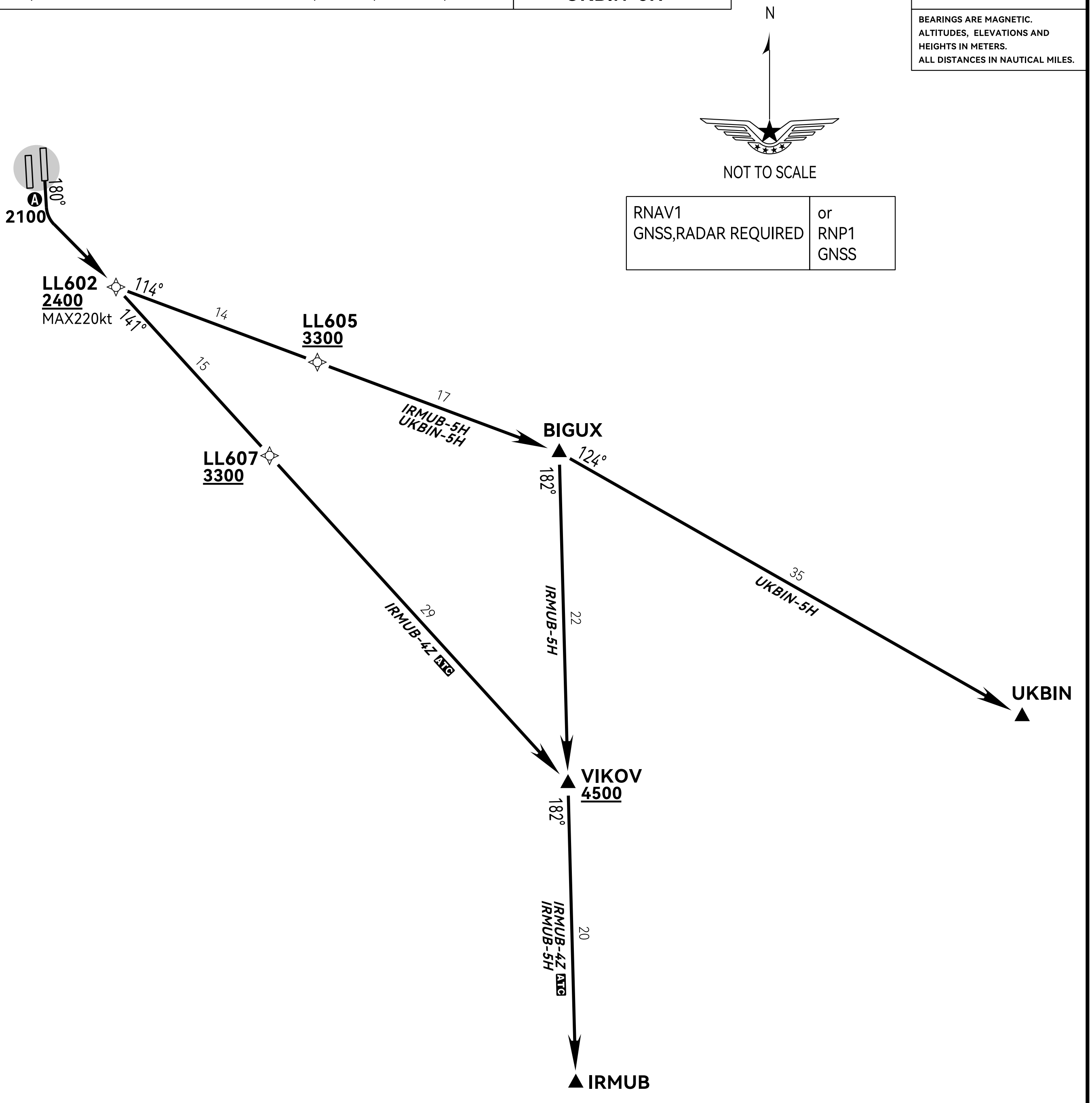
MSA 25NM: 3600 (090°–270° north), 3300 (south), ARP

1.The actual flight altitude follow ATC instructions under radar control.
2.Ⓐ Departure turn before DER is prohibited. The climb gradient of the departure should more than 4.5%, when independent parallel departure.

IRMUB-4Z ATC
IRMUB-5H
UKBIN-5H

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

RNAV1 GNSS,RADAR REQUIRED	or RNP1 GNSS

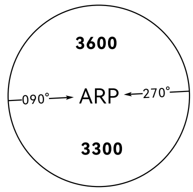


RWY	SID	Database ID	ROUTING
19	UKBIN-5H	UKBN5H	2100-LL602-LL605-BIGUX-UKBIN
	ATC IRMUB-4Z	ATC IRMU4Z	2100-LL602-LL607-VIKOV-IRMUB
	IRMUB-5H	IRMU5H	2100-LL602-LL605-BIGUX-VIKOV-IRMUB

Changes: New chart

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	Lanzhou Approach APP02	Lanzhou Approach APP03	Lanzhou Approach APP04	Lanzhou Approach APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

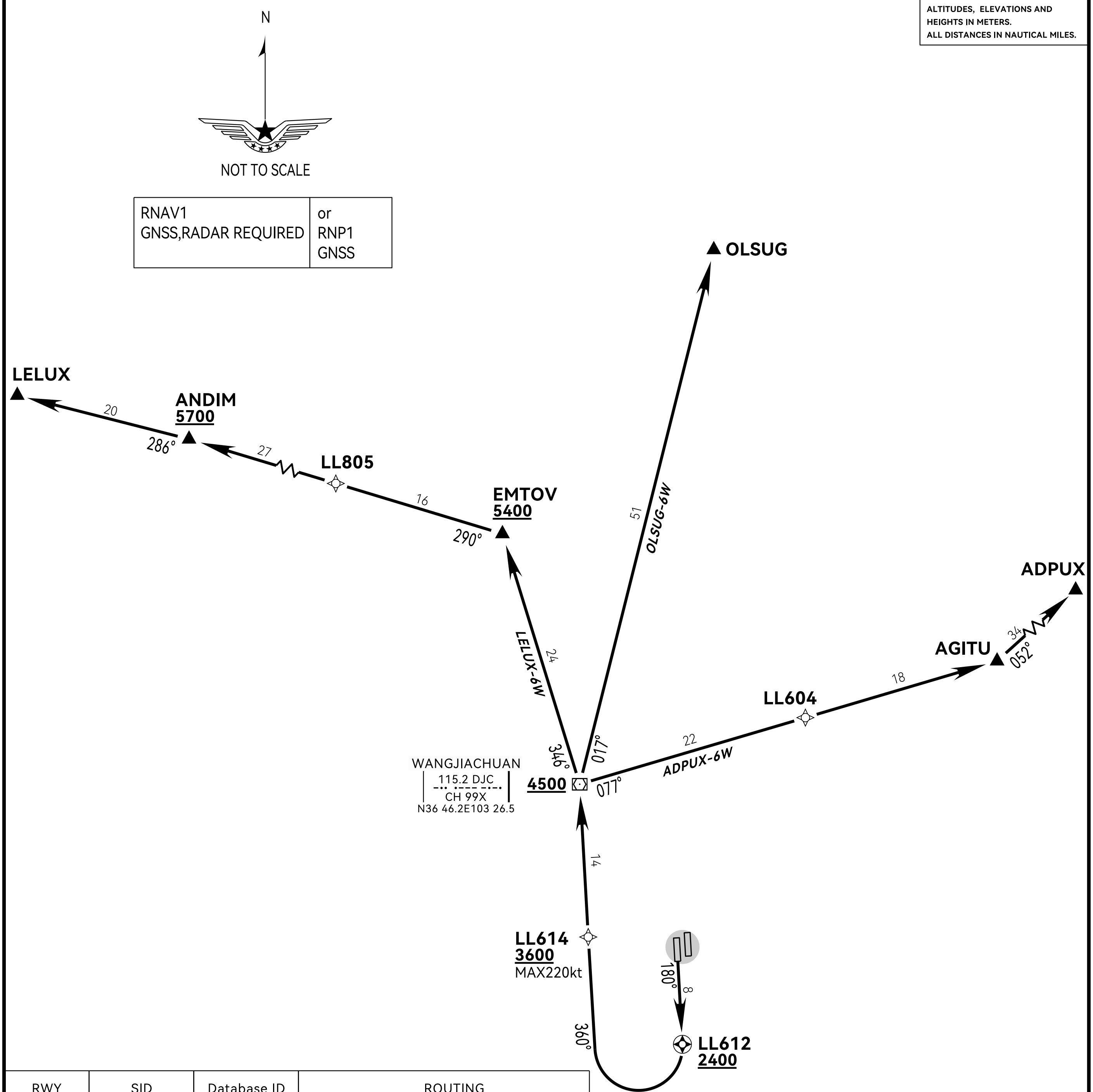
Lanzhou Approach APP06	Lanzhou Approach APP07	Lanzhou Approach APP08	Lanzhou Tower TWR03	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**130.3** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)



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

Note: The actual flight altitude follow ATC instruction under radar control.

ADPUX-6W
LELUX-6W
OLSUG-6W

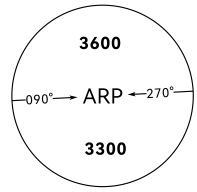


RWY	SID	Database ID	ROUTING
18L	OLSUG-6W	OLSU6W	LL612-LL614-DJC-OLSUG
	ADPUX-6W	ADPU6W	LL612-LL614-DJC-LL604-AGITU-ADPUX
	LELUX-6W	LELU6W	LL612-LL614-DJC-EMTOV-LL805 -ANDIM-LELUX

Changes: New chart

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	Lanzhou Approach APP02	Lanzhou Approach APP03	Lanzhou Approach APP04	Lanzhou Approach APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

Lanzhou Approach APP06	Lanzhou Approach APP07	Lanzhou Approach APP08	Lanzhou Tower TWR03	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**130.3** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)



MSA 25NM

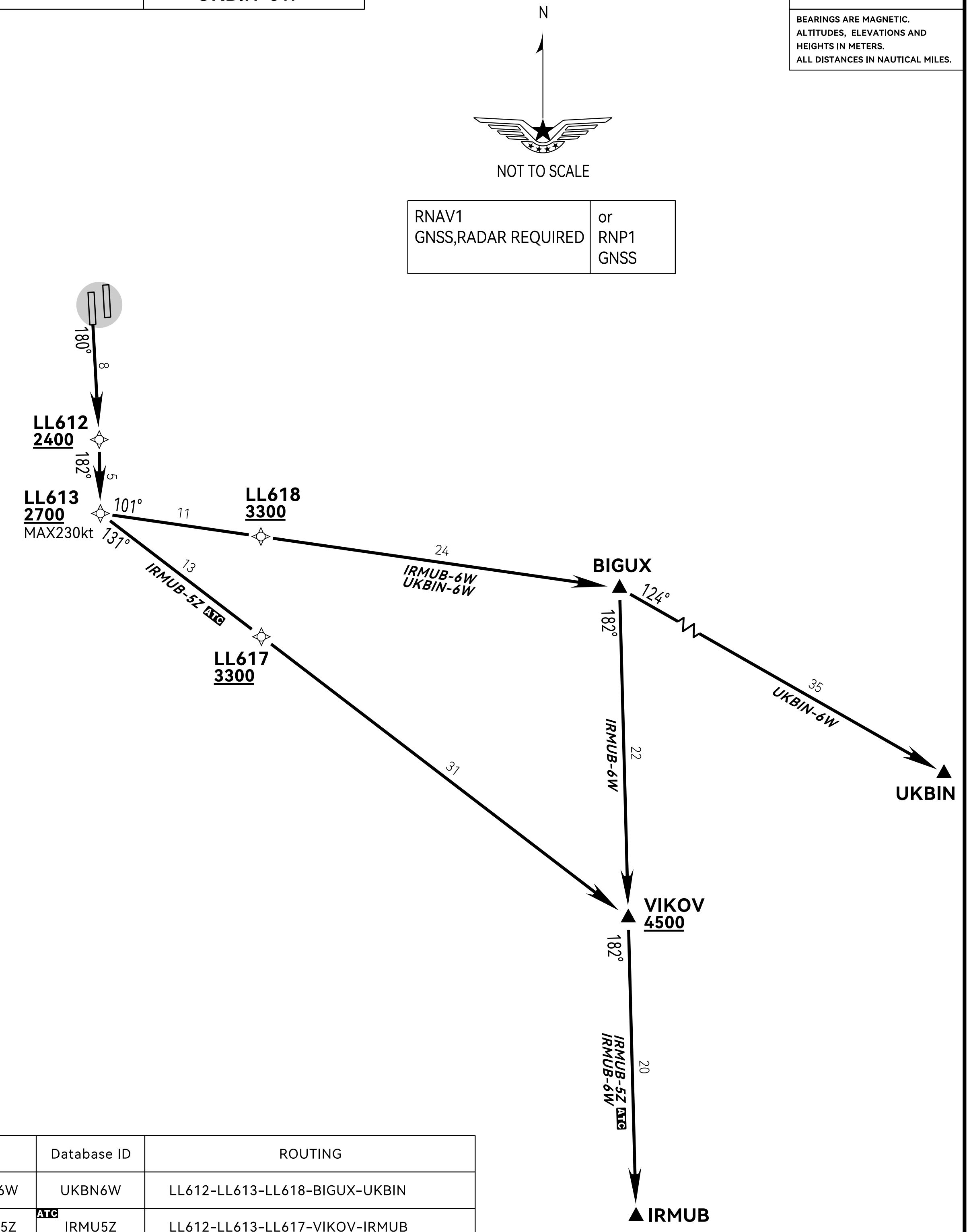
Note: The actual flight altitude follow ATC instructions under radar control.

IRMUB-5Z ATC
IRMUB-6W
UKBIN-6W

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

NOT TO SCALE

RNAV1 GNSS,RADAR REQUIRED	or RNP1 GNSS



RWY	SID	Database ID	ROUTING
18L	UKBIN-6W	UKBN6W	LL612-LL613-LL618-BIGUX-UKBIN
	ATC IRMUB-5Z	ATC IRMU5Z	LL612-LL613-LL617-VIKOV-IRMUB
	IRMUB-6W	IRMU6W	LL612-LL613-LL618-BIGUX-VIKOV-IRMUB

Changes: New chart

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

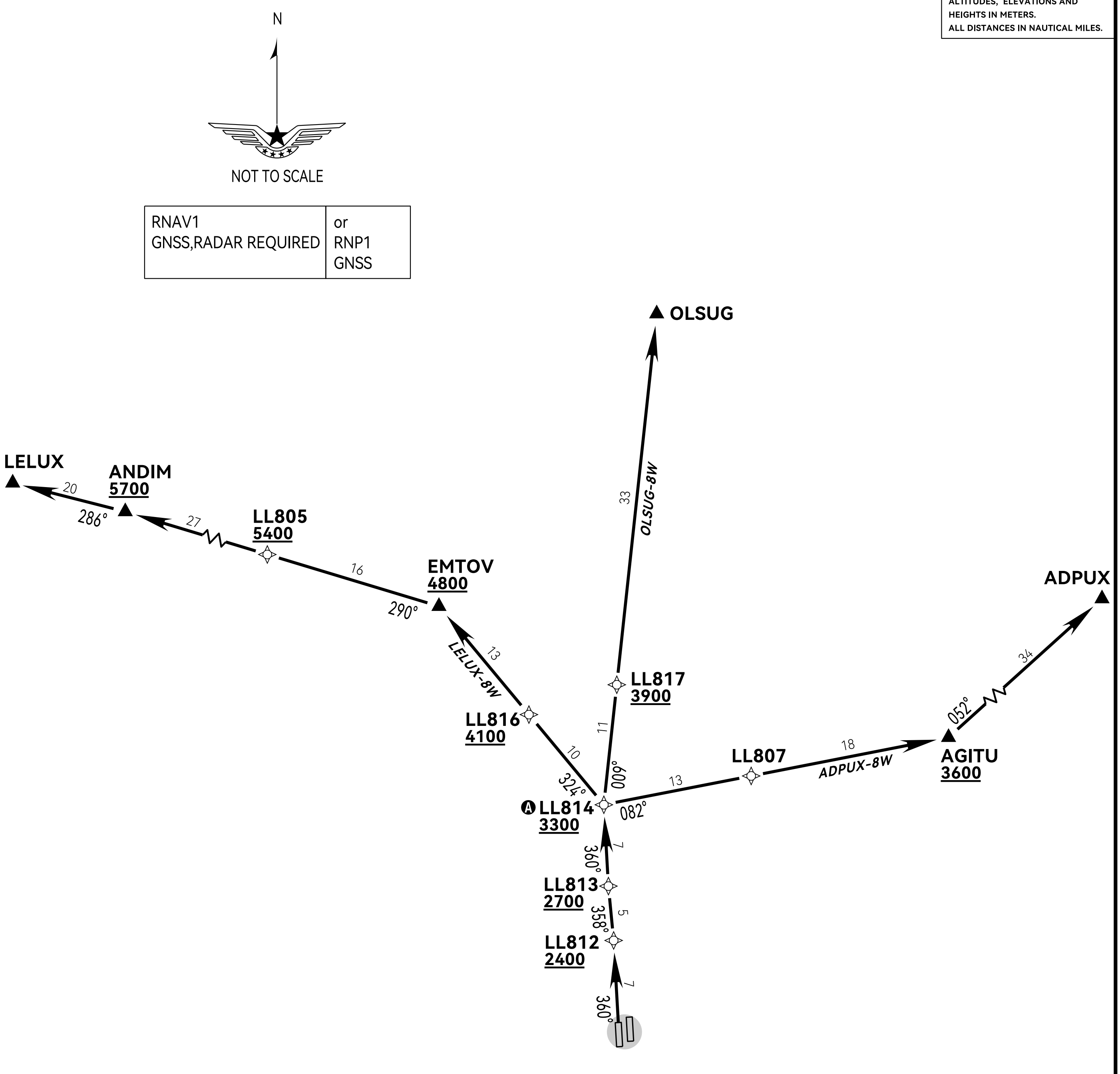
Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR03	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**130.3** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)

MSA 25NM: 3600 (090°–270° north of ARP), 3300 (south of ARP)

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

1.The actual flight altitude follow ATC instructions under radar control.
2.Ⓐ The climb gradient before DER to LL814 should more than 3.8%.

ADPUX-8W
LELUX-8W
OLSUG-8W

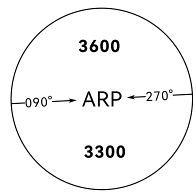


RWY	SID	Database ID	ROUTING
36R	OLSUG-8W	OLSU8W	LL812-LL813-LL814-LL817-OLSUG
	ADPUX-8W	ADPU8W	LL812-LL813-LL814-LL807-AGITU-ADPUX
	LELUX-8W	LELU8W	LL812-LL813-LL814-LL816-EMTOV-LL805-ANDIM-LELUX

Changes: New chart

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	Lanzhou Approach APP02	Lanzhou Approach APP03	Lanzhou Approach APP04	Lanzhou Approach APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

Lanzhou Approach APP06	Lanzhou Approach APP07	Lanzhou Approach APP08	Lanzhou Tower TWR03	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**130.3** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)



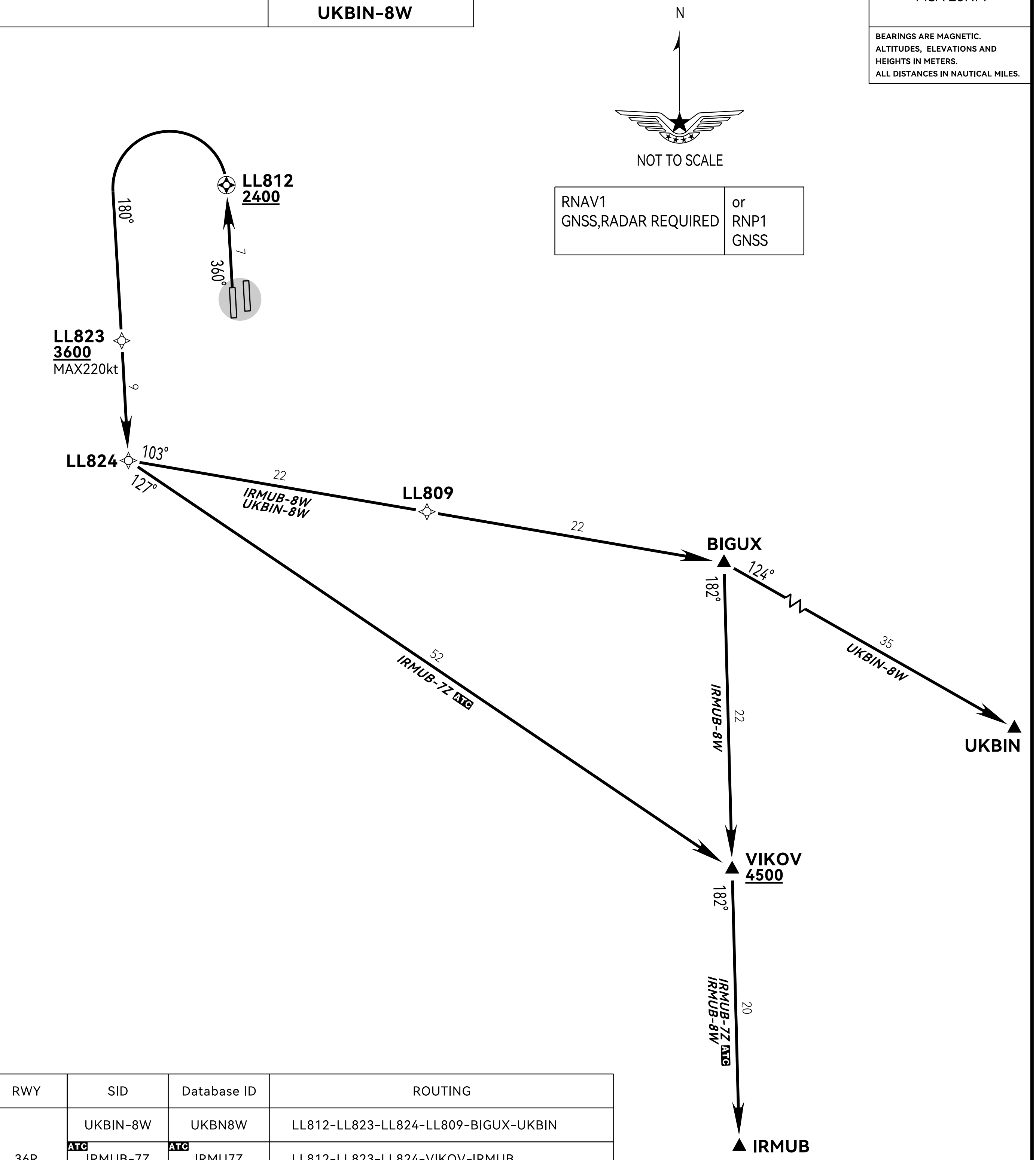
MSA 25NM

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

Note: The actual flight altitude follow ATC instructions under radar control.

IRMUB-7Z ATC
IRMUB-8W
UKBIN-8W

RNAV1 GNSS,RADAR REQUIRED	or RNP1 GNSS



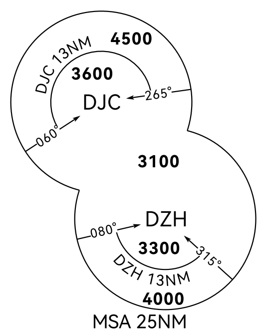
RWY	SID	Database ID	ROUTING
36R	UKBIN-8W	UKBN8W	LL812-LL823-LL824-LL809-BIGUX-UKBIN
	ATC IRMUB-7Z	ATC IRMU7Z	LL812-LL823-LL824-VIKOV-IRMUB
	IRMUB-8W	IRMU8W	LL812-LL823-LL824-LL809-BIGUX-VIKOV-IRMUB

Changes: New chart

VAR3.0°W AD ELEV 1948.7

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	Lanzhou Approach APP02	Lanzhou Approach APP03	Lanzhou Approach APP04	Lanzhou Approach APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

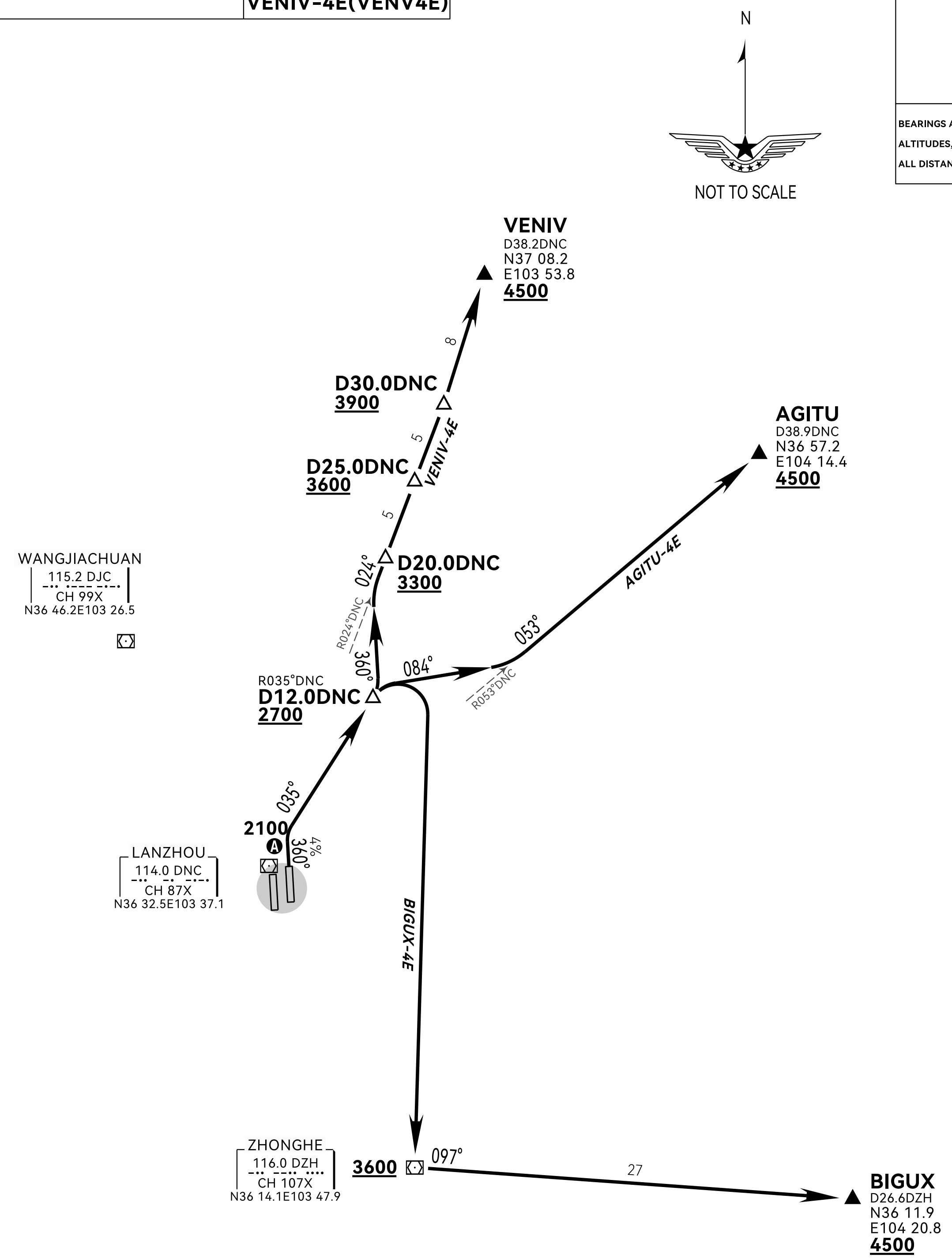
Lanzhou Approach APP06	Lanzhou Approach APP07	Lanzhou Approach APP08	Lanzhou Tower TWR01	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**118.4** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)



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

1.Departure turn MAX IAS220kt.
2.Ⓐ Turning is prohibited before DER.

AGITU-4E(AGIT4E)
BIGUX-4E(BIGU4E)
VENIV-4E(VENV4E)



Changes: New chart

STANDARD DEPARTURE CHART-INSTRUMENT

ZLLL/LHW

3V-2

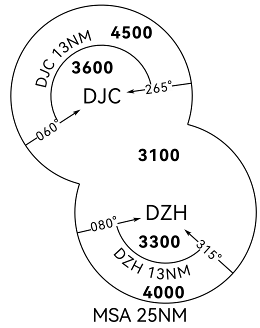
VAR3.0°W   AD ELEV 1948.7

LANZHOU/Zhongchuan

RWY19(UPKOD/BIGUX/VIKOV)

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

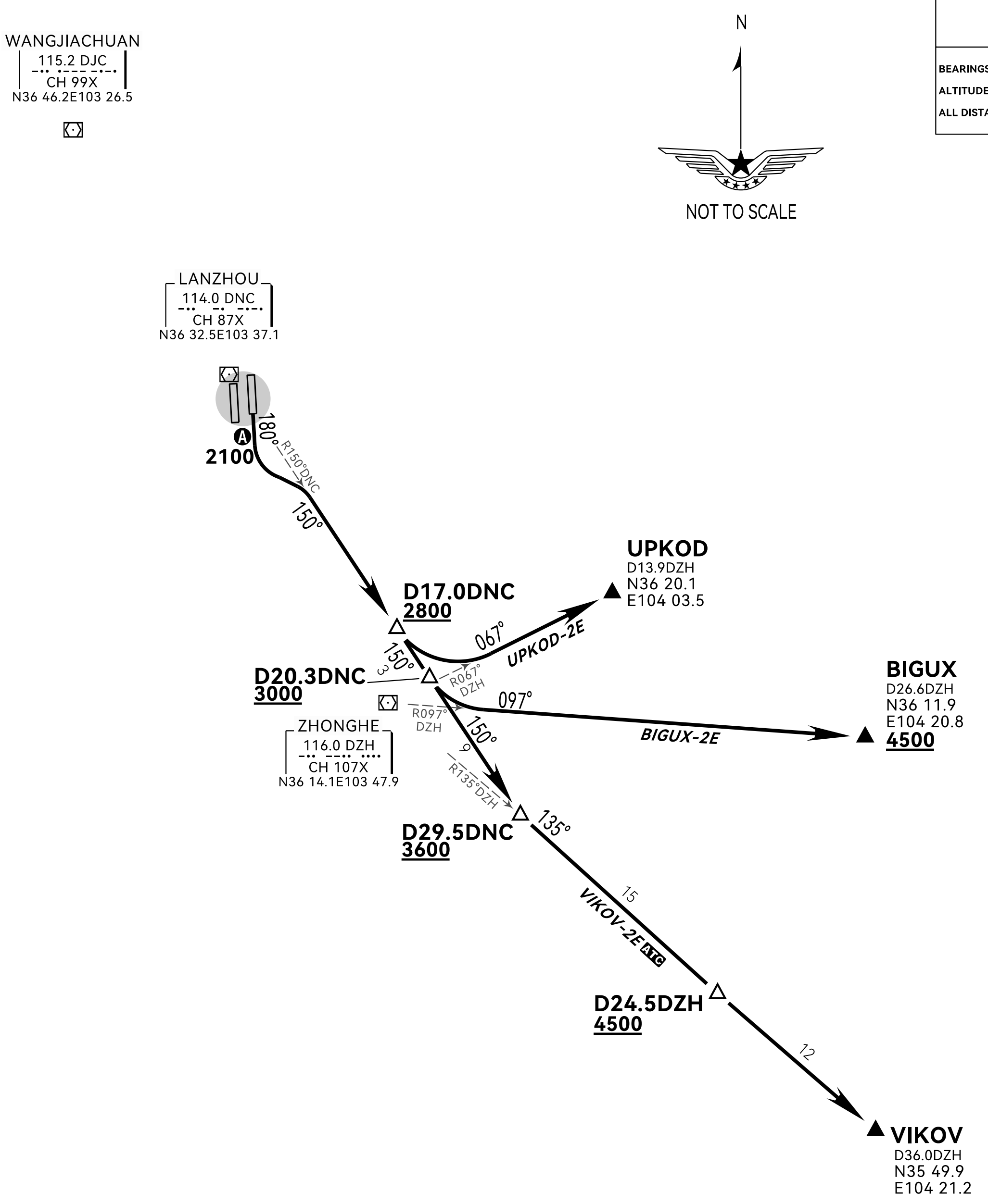
Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**118.4** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)



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

1.Departure turn MAX IAS220kt.
2.A Turning is prohibited before DER. During the independent parallel approaches, climb gradient of the straight climb phase should be at or above 4.5%.

BIGUX-2E(BIGU2E)
UPKOD-2E(UPKD2E)
VIKOV-2E(VIKV2E) ATC



Changes: New chart

STANDARD DEPARTURE CHART-INSTRUMENT

3V-3

ZLLL/LHW

VAR3.0°W AD ELEV 1948.7

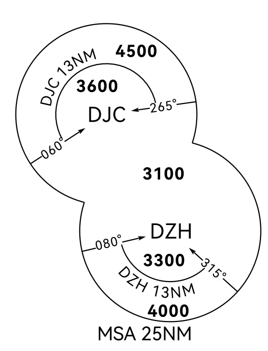
LANZHOU/Zhongchuan

RWY18L(OLSUG/AGITU/BUKPU)

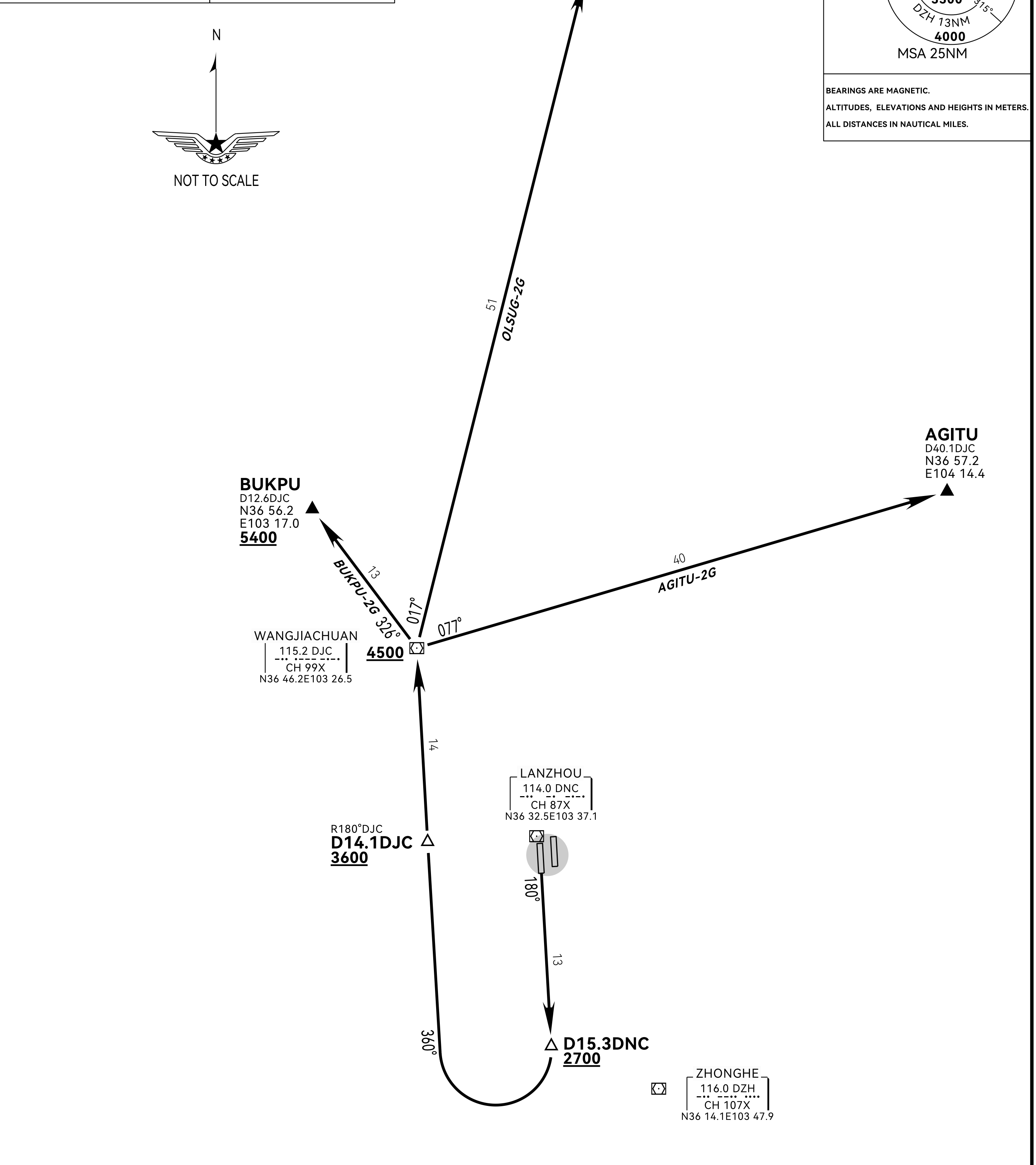
D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	Lanzhou Approach APP02	Lanzhou Approach APP03	Lanzhou Approach APP04	Lanzhou Approach APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

Lanzhou Approach APP06	Lanzhou Approach APP07	Lanzhou Approach APP08	Lanzhou Tower TWR03	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**130.3** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)

Departure turn MAX IAS220kt.	**AGITU-2G(AGIT2G)** **BUKPU-2G(BUKP2G)** **OLSUG-2G(OLSU2G)**



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



Changes: New chart

STANDARD DEPARTURE
CHART-INSTRUMENT
ZLLL/LHW

3V-4

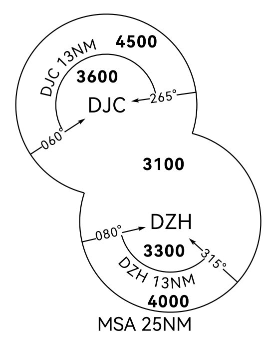
VAR3.0°W　AD ELEV 1948.7

LANZHOU/Zhongchuan
RWY18L(BIGUX/VIKOV)

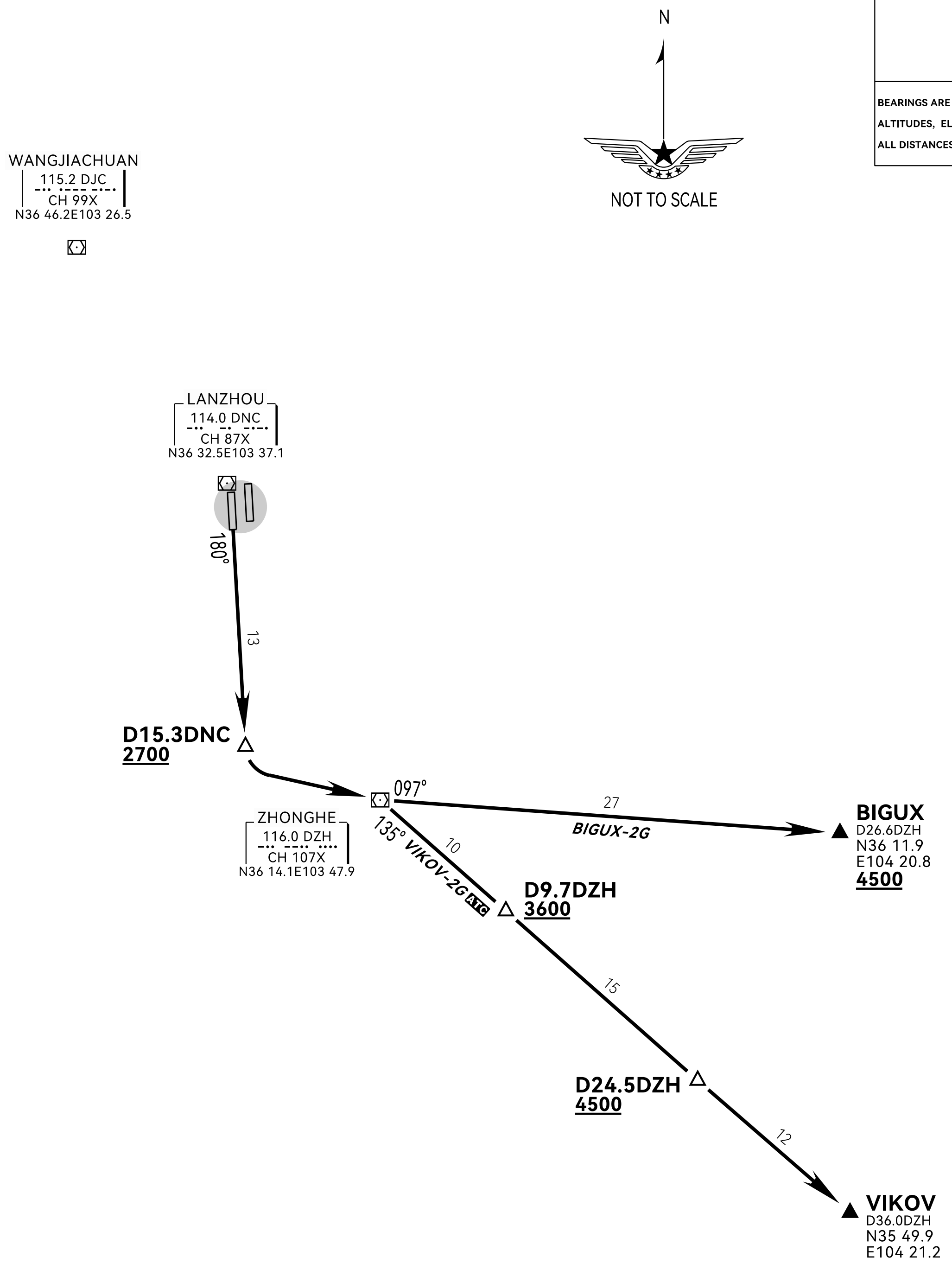
D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	Lanzhou Approach APP02	Lanzhou Approach APP03	Lanzhou Approach APP04	Lanzhou Approach APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

Lanzhou Approach APP06	Lanzhou Approach APP07	Lanzhou Approach APP08	Lanzhou Tower TWR03	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**130.3** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)

Departure turn MAX IAS220kt.	**BIGUX-2G(BIGU2G)** **VIKOV-2G(VIKV2G)** ATC



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



Changes: New chart

STANDARD DEPARTURE
CHART-INSTRUMENT
ZLLL/LHW

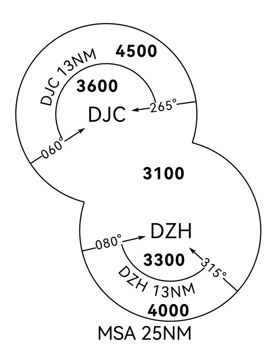
3V-5

VAR3.0°W AD ELEV 1948.7

LANZHOU/Zhongchuan
RWY36R(VENIV/AGITU)

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	Lanzhou Approach APP02	Lanzhou Approach APP03	Lanzhou Approach APP04	Lanzhou Approach APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

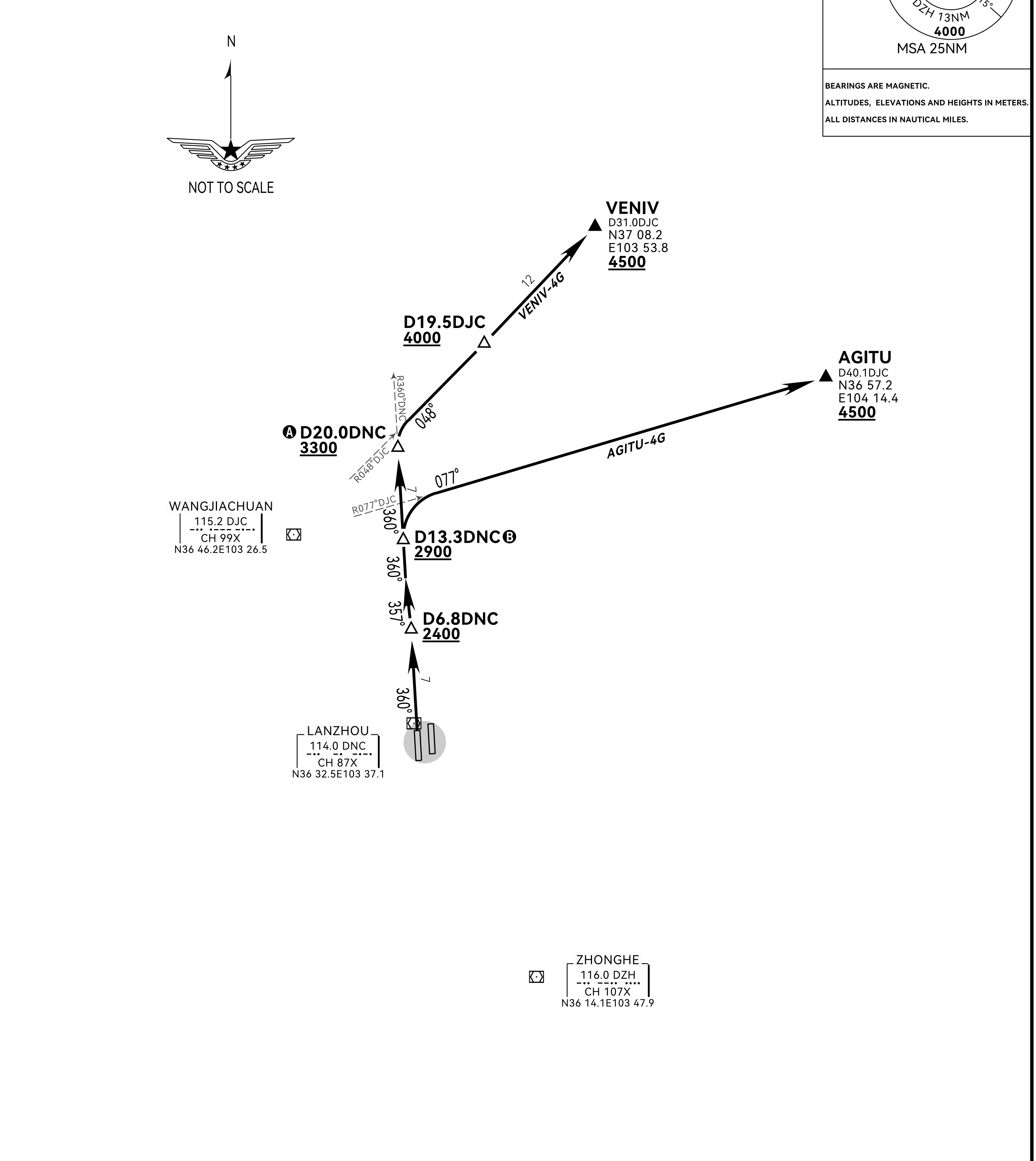
Lanzhou Approach APP06	Lanzhou Approach APP07	Lanzhou Approach APP08	Lanzhou Tower TWR03	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**130.3** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)



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

1.Departure turn MAX IAS220kt.
2.Ⓐ In VENIV-4G, aircraft should climb with a 3.6% climbing gradient or above from DER to D20.0DNC.
3.Ⓑ In AGITU-4G, aircraft should climb with a 3.6% climbing gradient or above from DER to D13.3DNC.

AGITU-4G(AGIT4G)
VENIV-4G(VENV4G)



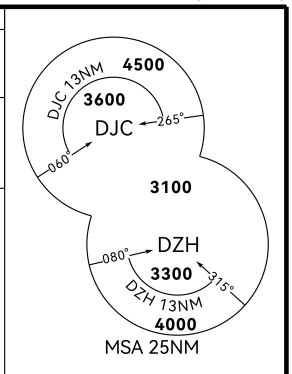
Changes: New chart

VAR3.0°W AD ELEV 1948.7

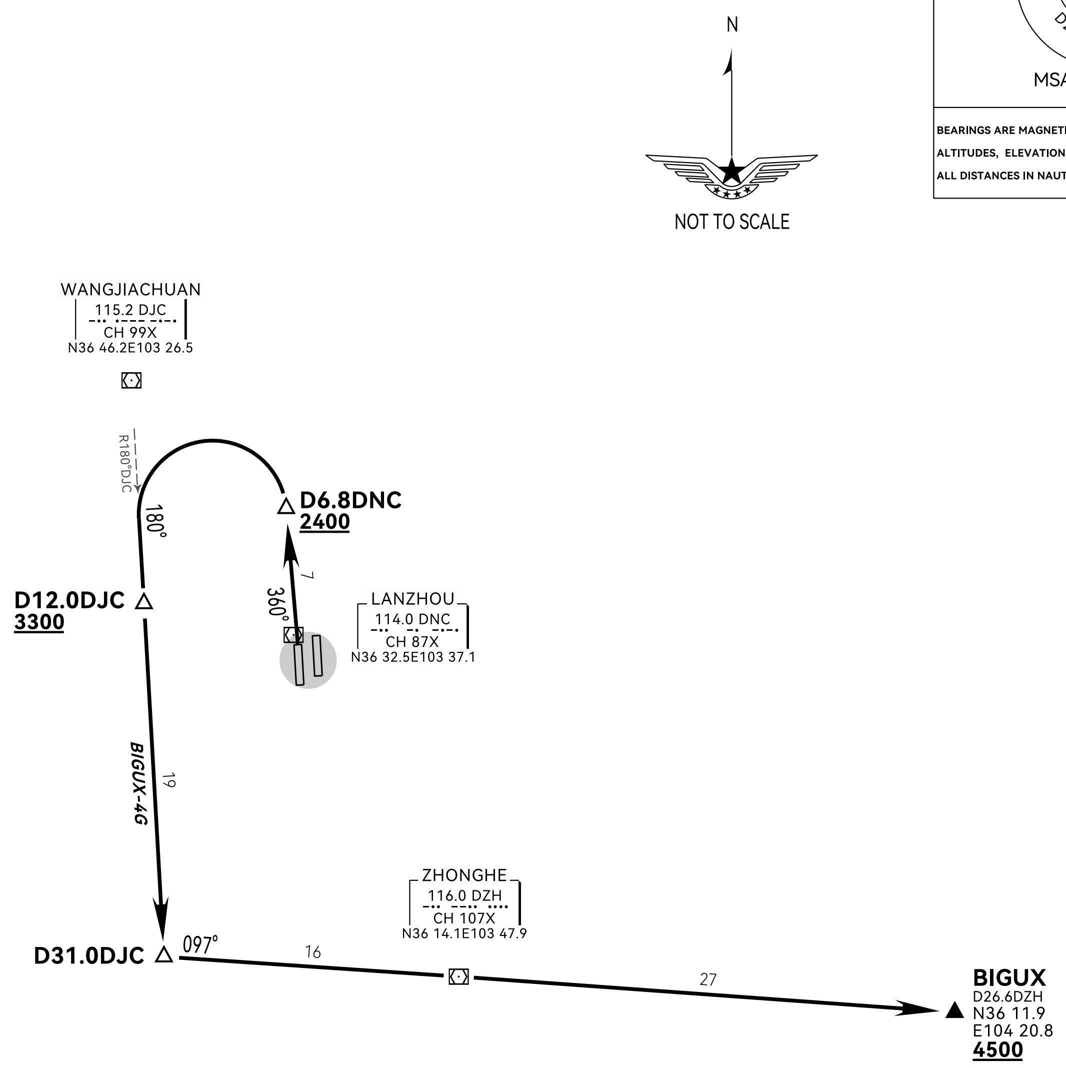
D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR03	
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	130.3 (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)

Initial departure turn MAX IAS220kt.	**BIGUX-4G(BIGU4G)**



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



Changes: New chart

STANDARD DEPARTURE CHART-INSTRUMENT

3V-7

ZLLL/LHW

VAR3.0°W

AD ELEV 1948.7

LANZHOU/Zhongchuan

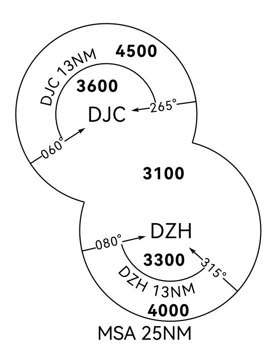
RWY36R(BUKPU)

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

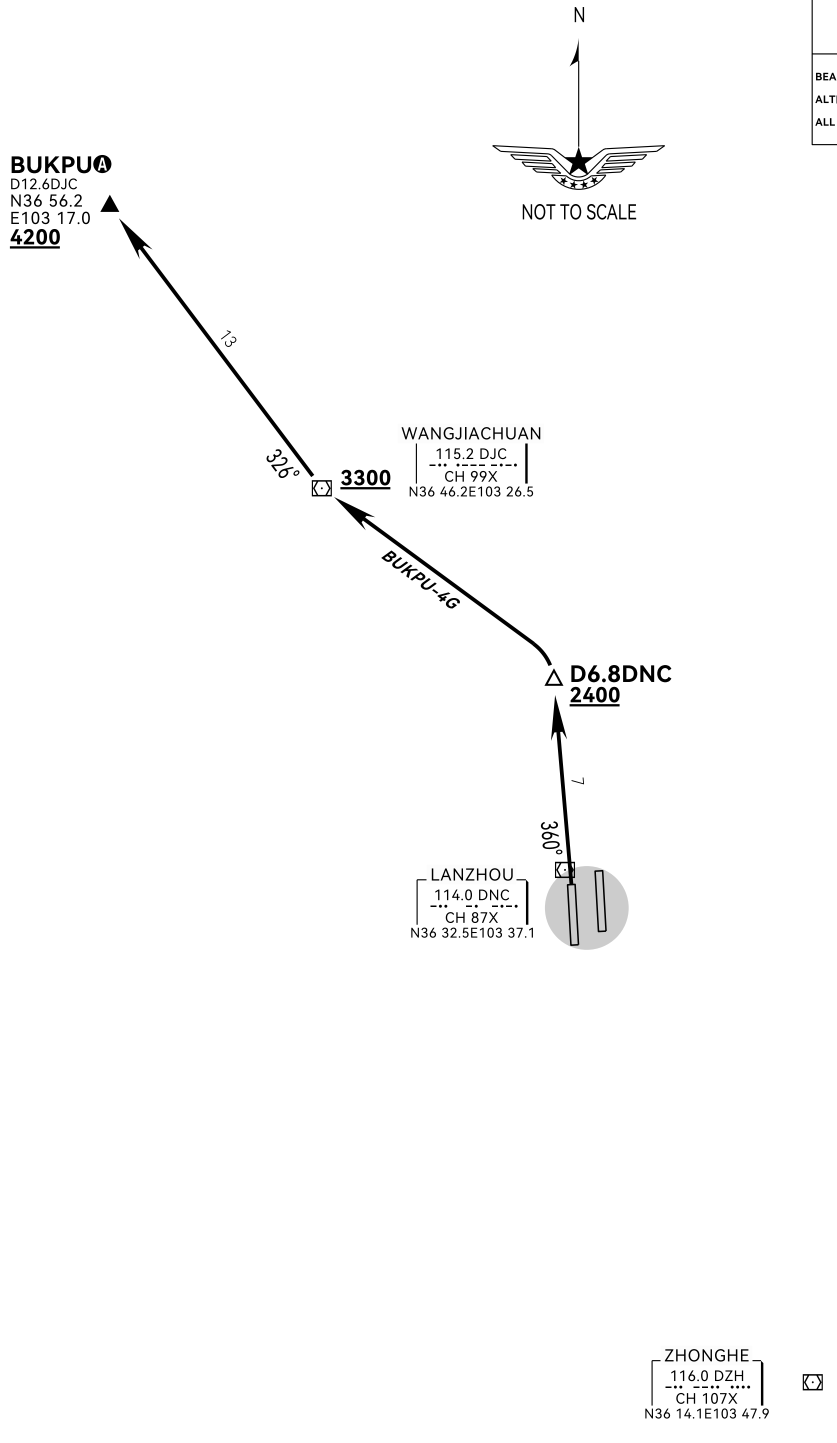
Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR03	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**130.3** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)

1.Departure turn MAX IAS220kt.
2.Ⓐ ATC should provide radar vector after BUKPU; If radar vector is unaviable, aircraft should climb to 4976m or above with a 5.2% climbing gradient or above.

BUKPU-4G(BUKP4G)



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



Changes: New chart

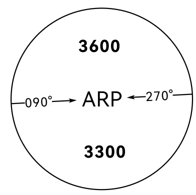
VAR3.0°W   AD ELEV 1948.7

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	Lanzhou Approach APP02	Lanzhou Approach APP03	Lanzhou Approach APP04	Lanzhou Approach APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

Lanzhou Approach APP06	Lanzhou Approach APP07	Lanzhou Approach APP08	Lanzhou Tower TWR01	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**118.4** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)

1.The actual flight altitude follow ATC instructions under radar control.
2.Holding procedure requires by ATC permission.

IDSUD-9K

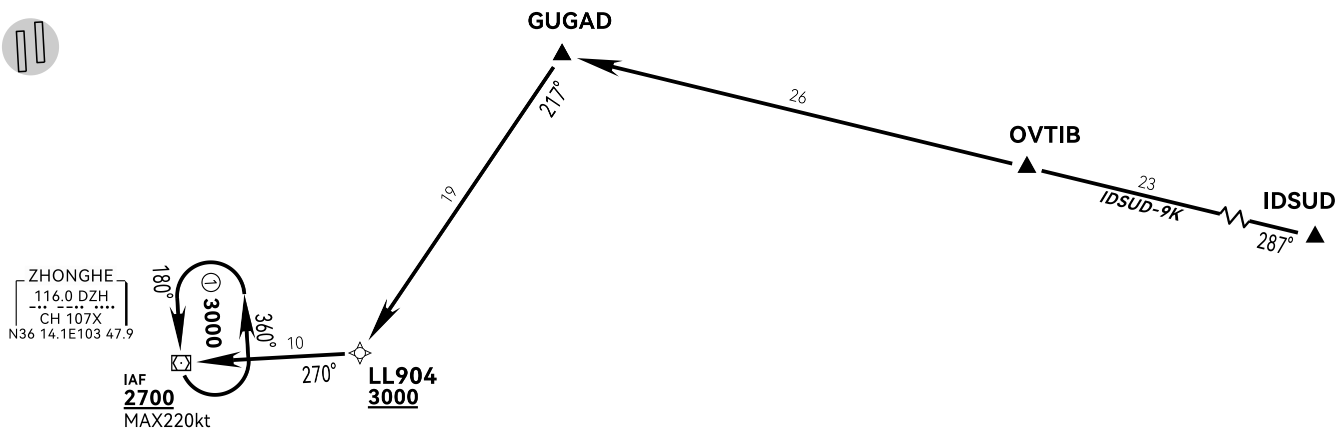


BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
ALL DISTANCES IN NAUTICAL MILES.

N

NOT TO SCALE

RNAV1 GNSS,RADAR REQUIRED	or RNP1 GNSS



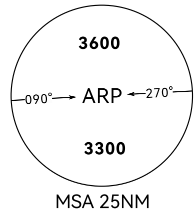
RWY	STAR	Database ID	ROUTING
01	IDSUD-9K	IDSU9K	IDSUD-OVTIB-GUGAD-LL904-DZH

Changes: Delete TWR03.

VAR3.0°W AD ELEV 1948.7

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

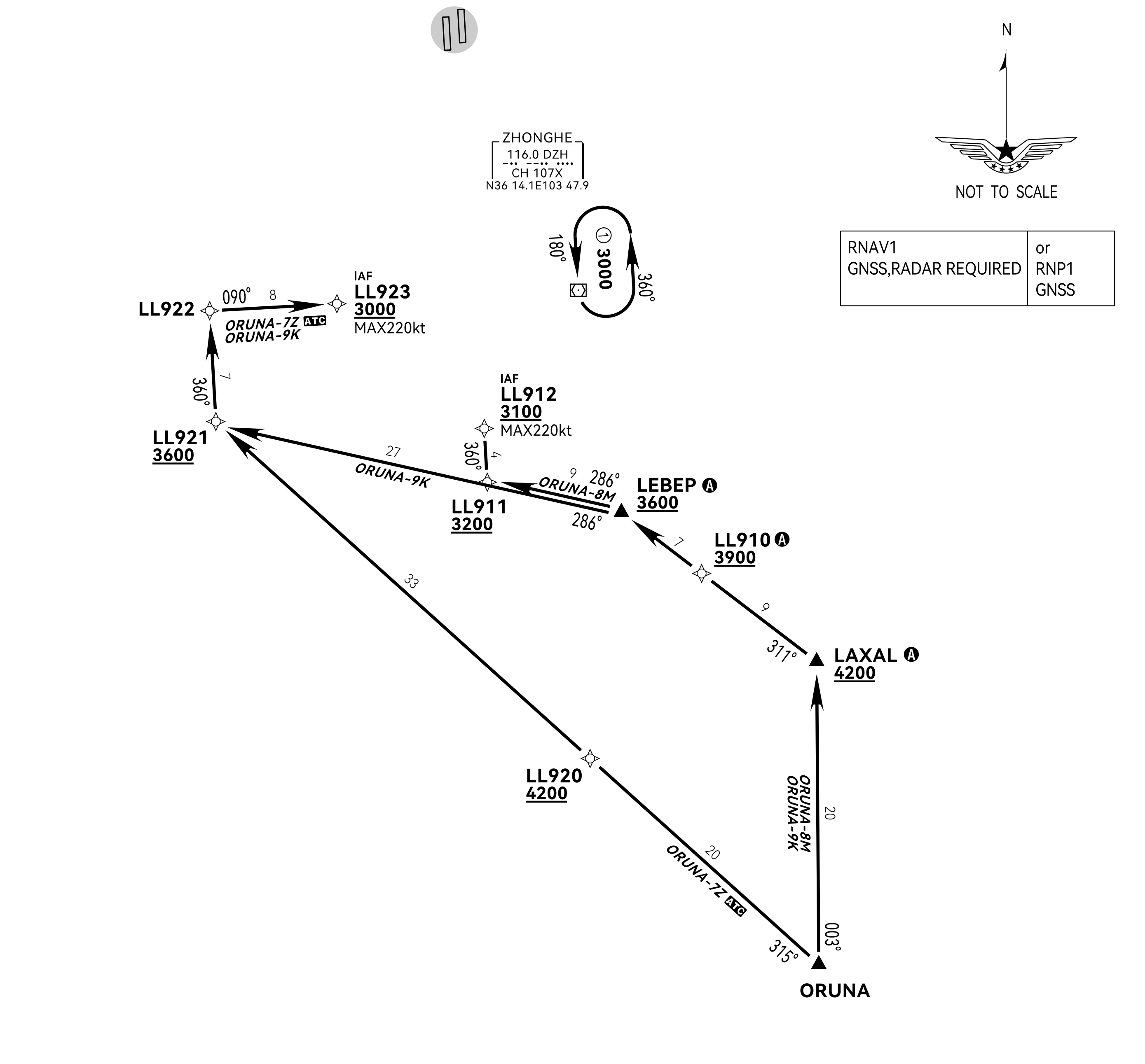
Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**118.4** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)



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

1. The actual flight altitude follow ATC instructions under radar control.
2. Holding procedure requires by ATC permission and vector.
3. Ⓐ When airspace restrictions, ALT 6600 or above at LAXAL, ALT 6300 or above at LL910 and LEBEP, and *ORUNA-8M* U/S.

ORUNA-7Z ATC
ORUNA-8M
ORUNA-9K

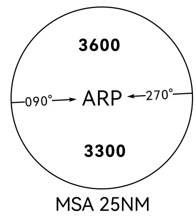


RWY	STAR	Database ID	ROUTING
01	ATC ORUNA-7Z	ATC ORUN7Z	ORUNA-LL920-LL921-LL922-LL923
	ORUNA-8M	ORUN8M	ORUNA-LAXAL-LL910-LEBEP-LL911-LL912
	ORUNA-9K	ORUN9K	ORUNA-LAXAL-LL910-LEBEP-LL921-LL922-LL923

Changes: Delete TWR03.

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

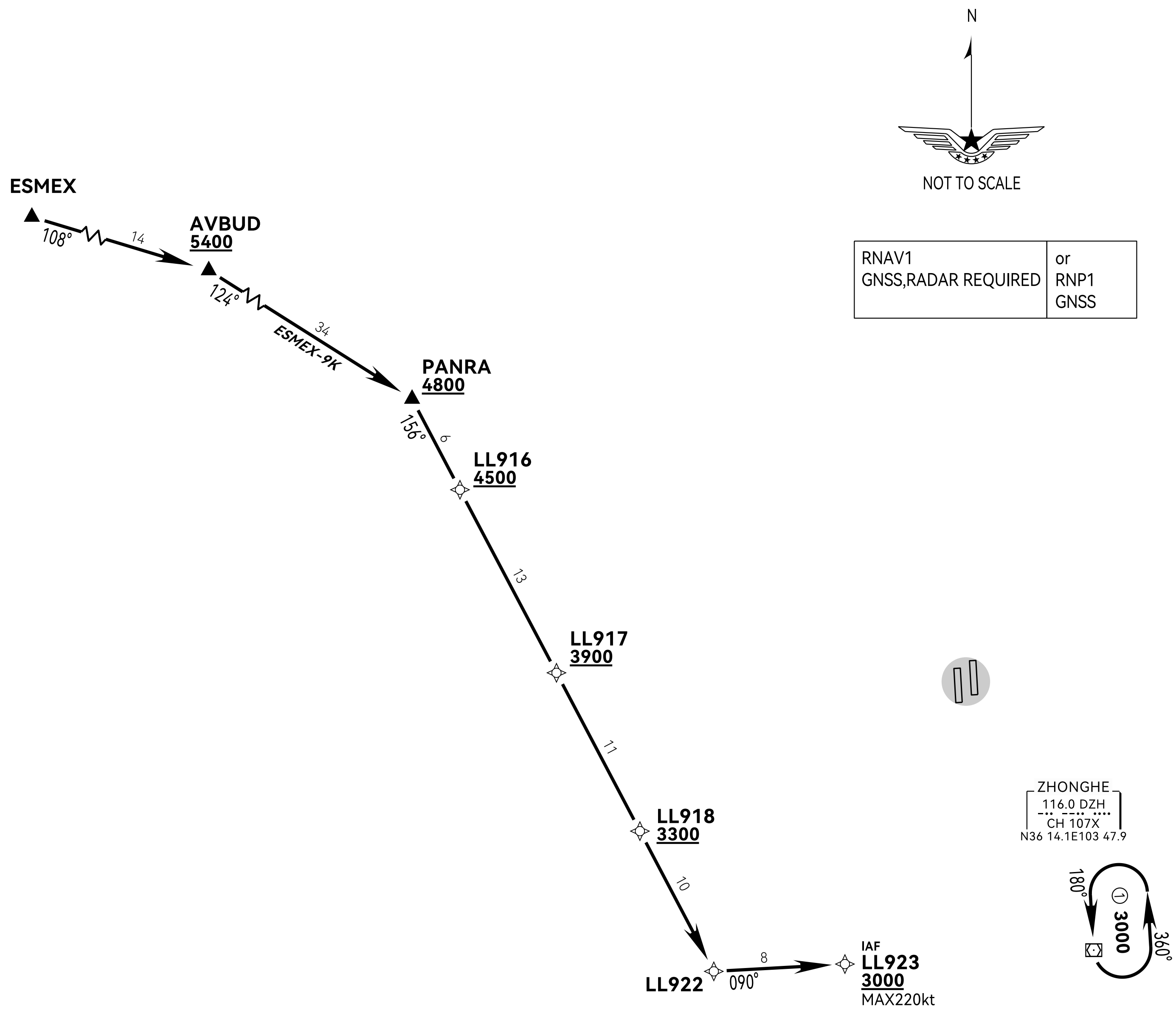
Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**118.4** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)



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

1.The actual flight altitude follow ATC instructions under radar control.
2.Holding procedure requires by ATC permission and vector.

ESMEX-9K



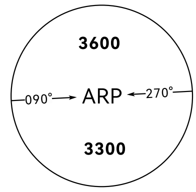
RWY	STAR	Database ID	ROUTING
01	ESMEX-9K	ESME9K	ESMEX-AVBUD-PANRA-LL916-LL917-LL918-LL922-LL923

Changes: Delete TWR03.

VAR3.0°W AD ELEV 1948.7

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach				
		APP01	APP02	APP03	APP04	APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

Lanzhou Approach			Lanzhou Tower		
APP06	APP07	APP08	TWR01	TWR03	TL 5400
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**118.4** (118.025)	**130.3** (118.025)	TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)

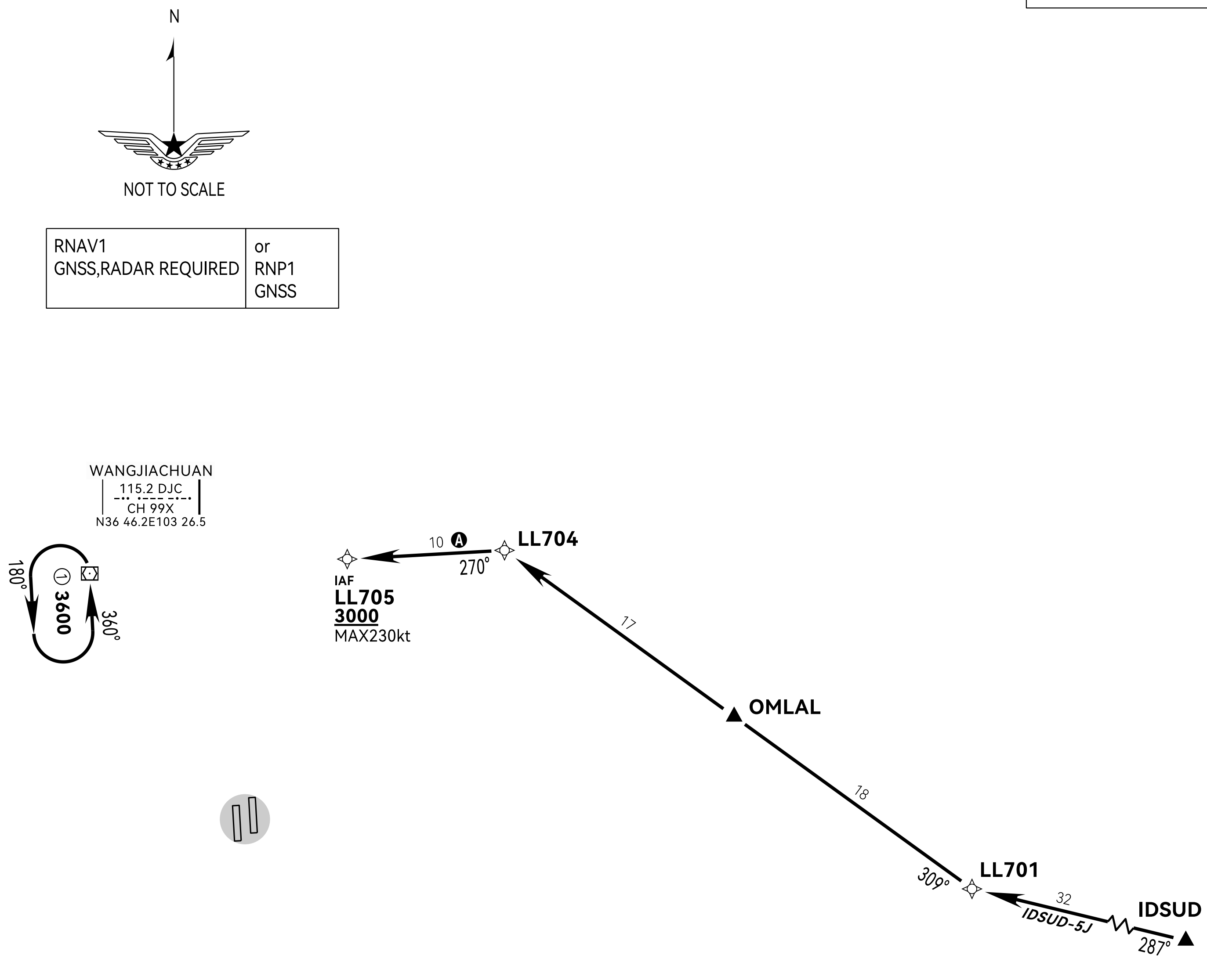


MSA 25NM

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

IDSUD-5J

1.Under radar control service, actual flight ALT instructed by ATC.
2.Holding procedure should be permitted by ATC.
3.Ⓐ While flying between LL704 and LL705, because of the mountains on the north of the airport, deviation to the north is strictly prohibited without the permission by ATC.



RWY	STAR	Database ID	ROUTING
18L,19	IDSUD-5J	IDSU5J	IDSUD-LL701-OMLAL-LL704-LL705

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

4P-5

LANZHOU/Zhongchuan

RNAV RWY18L/19(ORUNA)

VAR3.0°W AD ELEV 1948.7

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach				
		APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

Lanzhou Approach			Lanzhou Tower	
APP06	APP07	APP08	TWR01	TWR03
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	118.4 (118.025)	130.3 (118.025)

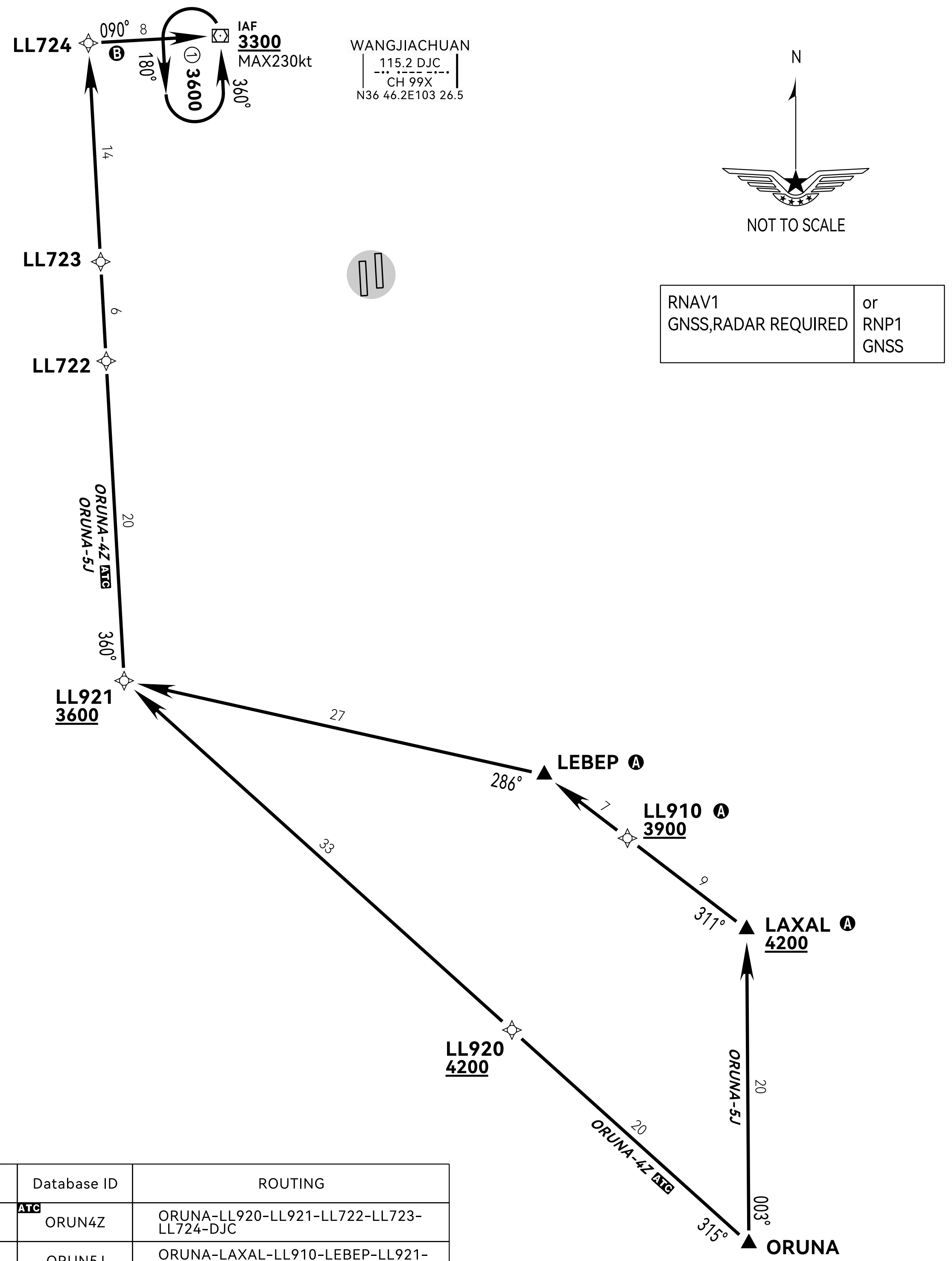
TL 5400
TA 4800
5100(QNH≥1031hPa)
4500(QNH≤979hPa)

MSA: 3600 / 090° ARP 270° / 3300
MSA 25NM

1.The actual flight altitude follow ATC instructions under radar control.
2.Holding procedure requires by ATC permission.
3.Ⓐ Due airspace restrictions, ALT 6600 or above at LAXAL, ALT 6300 or above at LL910 and LEBEP.
4.Ⓑ While flying between LL724 and DJC, because of the mountains on the north of the airport, deviation to the north is strictly prohibited without the permission by ATC.

ORUNA-4Z ATC
ORUNA-5J

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



RNAV1	or
GNSS,RADAR REQUIRED	RNP1 GNSS

RWY	STAR	Database ID	ROUTING
18L,19	ATC ORUNA-4Z	ATC ORUN4Z	ORUNA-LL920-LL921-LL722-LL723-LL724-DJC
	ORUNA-5J	ORUN5J	ORUNA-LAXAL-LL910-LEBEP-LL921-LL722-LL723-LL724-DJC

Changes: New chart.

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01	TWR03
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	118.4 (118.025)	130.3 (118.025)

TL 5400
TA 4800
5100(QNH≥1031hPa)
4500(QNH≤979hPa)

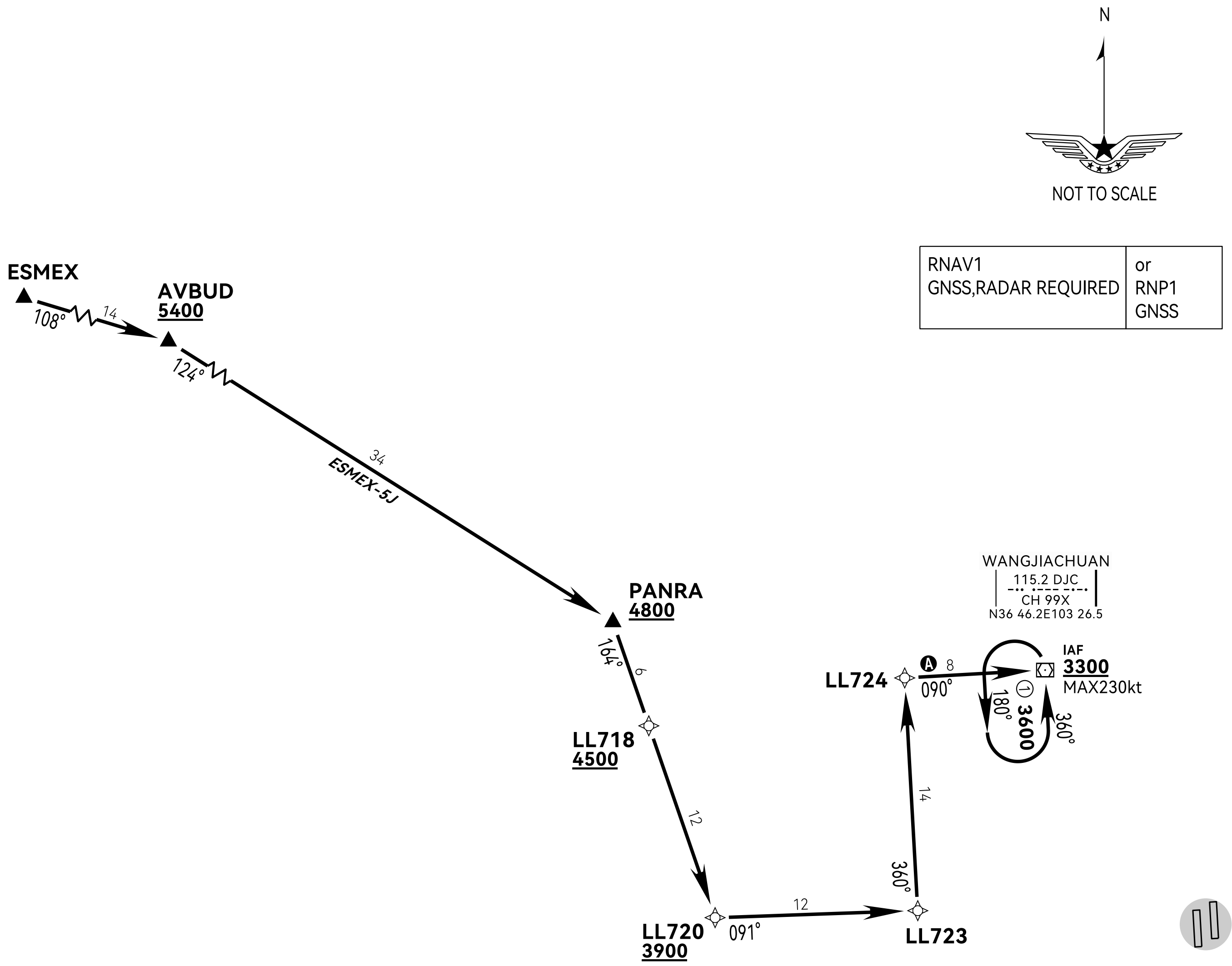
MSA 25NM: 3600 (090°→ARP←270°) 3300

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

1.Under radar control service, actual flight ALT instructed by ATC.
2.Holding procedure should be permitted by ATC.
3.Ⓐ While flying between LL724 and DJC, because of the mountains on the north of the airport, deviation to the north is strictly prohibited without the permission by ATC.

ESMEX-5J

RNAV1 GNSS,RADAR REQUIRED	or RNP1 GNSS



RWY	STAR	Database ID	ROUTING
18L,19	ESMEX-5J	ESME5J	ESMEX-AVBUD-PANRA-LL718-LL720-LL723-LL724-DJC

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

4V-1

LANZHOU/Zhongchuan

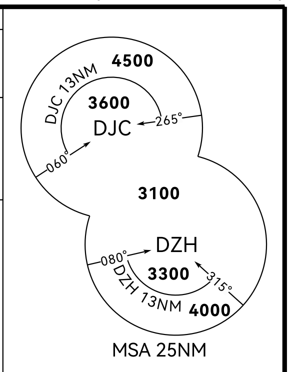
ZLLL/LHW — VAR3.0°W — AD ELEV 1948.7 — RWY01(APESU/IKOMU)

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**118.4** (118.025)

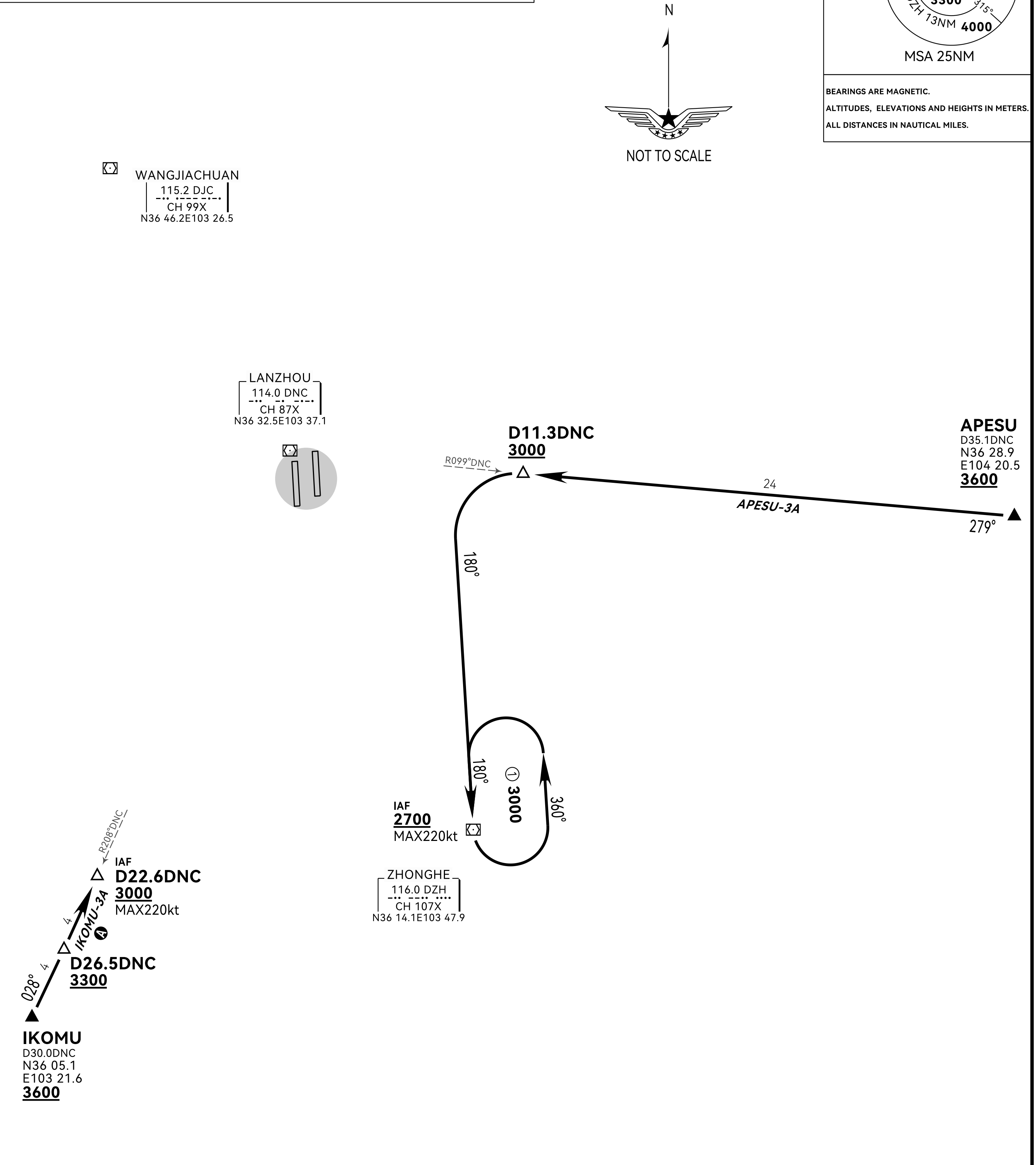
TL 5400
TA 4800
5100(QNH≥1031hPa)
4500(QNH≤979hPa)

APESU-3A(APES3A)
IKOMU-3A(IKOM3A)



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

1.Holding procedure should be permitted by ATC.
2.Ⓐ*IKOMU-3A* for arrival from LEBEP. Radar vectoring required before *IKOMU-3A*.
Keep ALT ont below MFA at IKOMU if radar vectoring is not AVBL.



Changes: New chart.

STANDARD ARRIVAL
CHART-INSTRUMENT
ZLLL/LHW

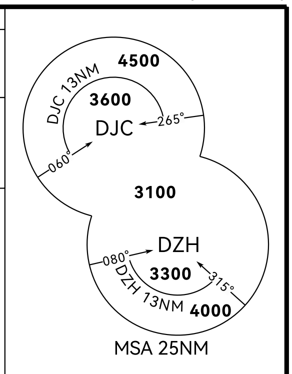
4V-2

LANZHOU/Zhongchuan
RWY01(PANRA)

VAR3.0°W AD ELEV 1948.7

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	Lanzhou Approach APP02	Lanzhou Approach APP03	Lanzhou Approach APP04	Lanzhou Approach APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

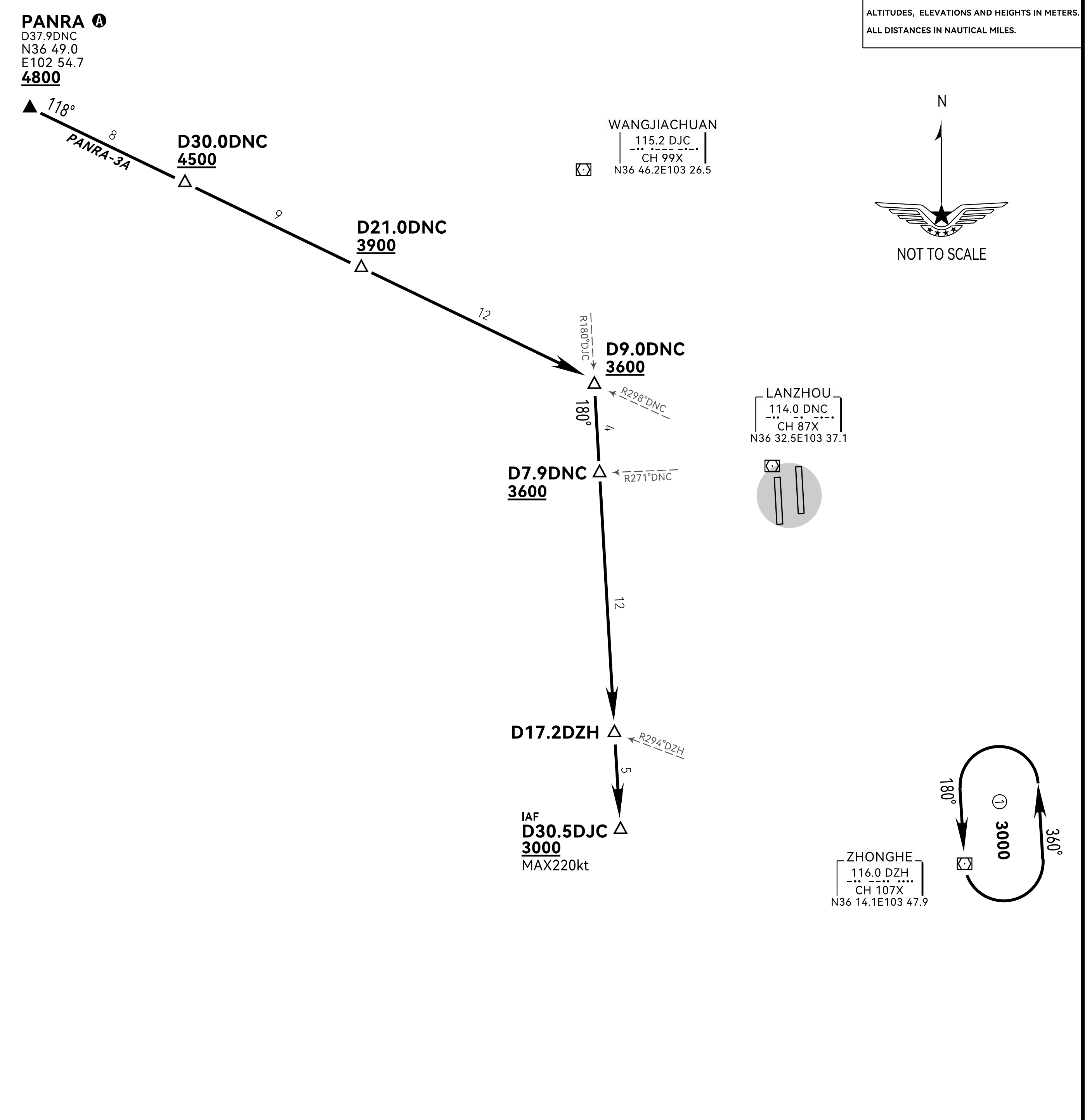
Lanzhou Approach APP06	Lanzhou Approach APP07	Lanzhou Approach APP08	Lanzhou Tower TWR01	
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	118.4 (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)



1.Holding procedure should be permitted by ATC and vector.
2.Ⓐ Radar vectoring required before PANRA. Keep ALT NOT below MFA(4976m) if radar vectoring is not AVBL.

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

PANRA-3A(PANR3A)



Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

4V-3

ZLLL/LHW

VAR3.0°W

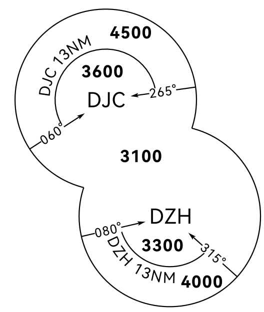
AD ELEV 1948.7

LANZHOU/Zhongchuan

RWY18L/19(APESU/IKOMU)

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	Lanzhou Approach APP02	Lanzhou Approach APP03	Lanzhou Approach APP04	Lanzhou Approach APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

Lanzhou Approach APP06	Lanzhou Approach APP07	Lanzhou Approach APP08	Lanzhou Tower TWR01	Lanzhou Tower TWR03	
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**118.4** (118.025)	**130.3** (118.025)	TL 5400 TA 4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)



MSA 25NM

BEARINGS ARE MAGNETIC.

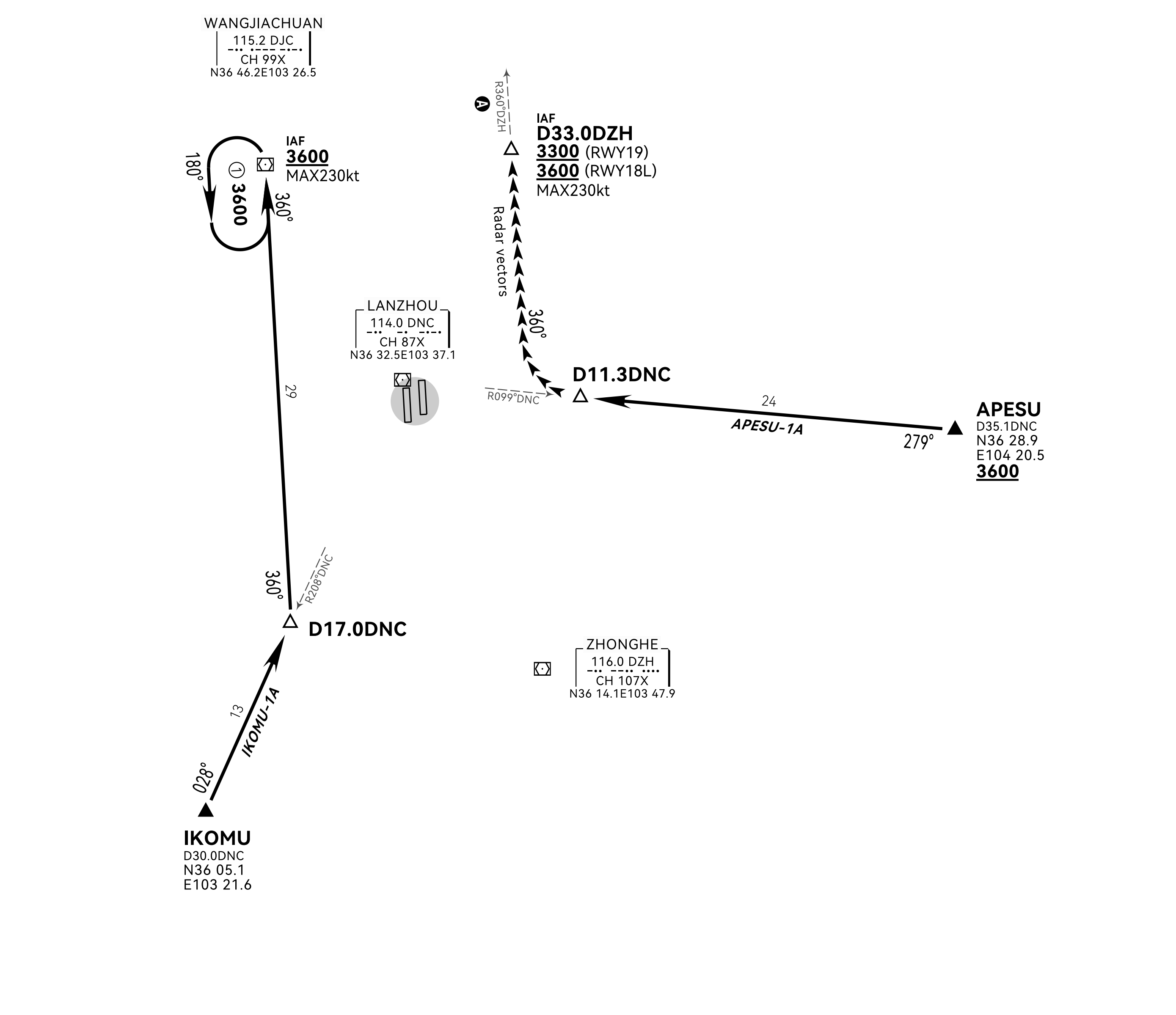
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.

ALL DISTANCES IN NAUTICAL MILES.

1.Holding procedure requires by ATC permission.

2.Ⓐ Beyond DZH 360° radial direction 18.0NM need radar vector.

APESU-1A(APES1A)
IKOMU-1A(IKOM1A)



Changes: New chart.

STANDARD ARRIVAL
CHART-INSTRUMENT
ZLLL/LHW

4V-4

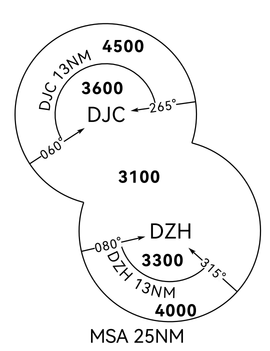
LANZHOU/Zhongchuan
RWY18L/19(PANRA)

VAR3.0°W   AD ELEV 1948.7

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	Lanzhou Approach APP02	Lanzhou Approach APP03	Lanzhou Approach APP04	Lanzhou Approach APP05
128.45	**126.8**	**120.25** (125.025)	**119.15** (125.025)	**124.2** (127.9)	**119.45** (127.9)	**119.825** (125.025)

Lanzhou Approach APP06	Lanzhou Approach APP07	Lanzhou Approach APP08	Lanzhou Tower TWR01	Lanzhou Tower TWR03
121.15 (121.05)	**124.725** (121.05)	**125.475** (121.05)	**118.4** (118.025)	**130.3** (118.025)

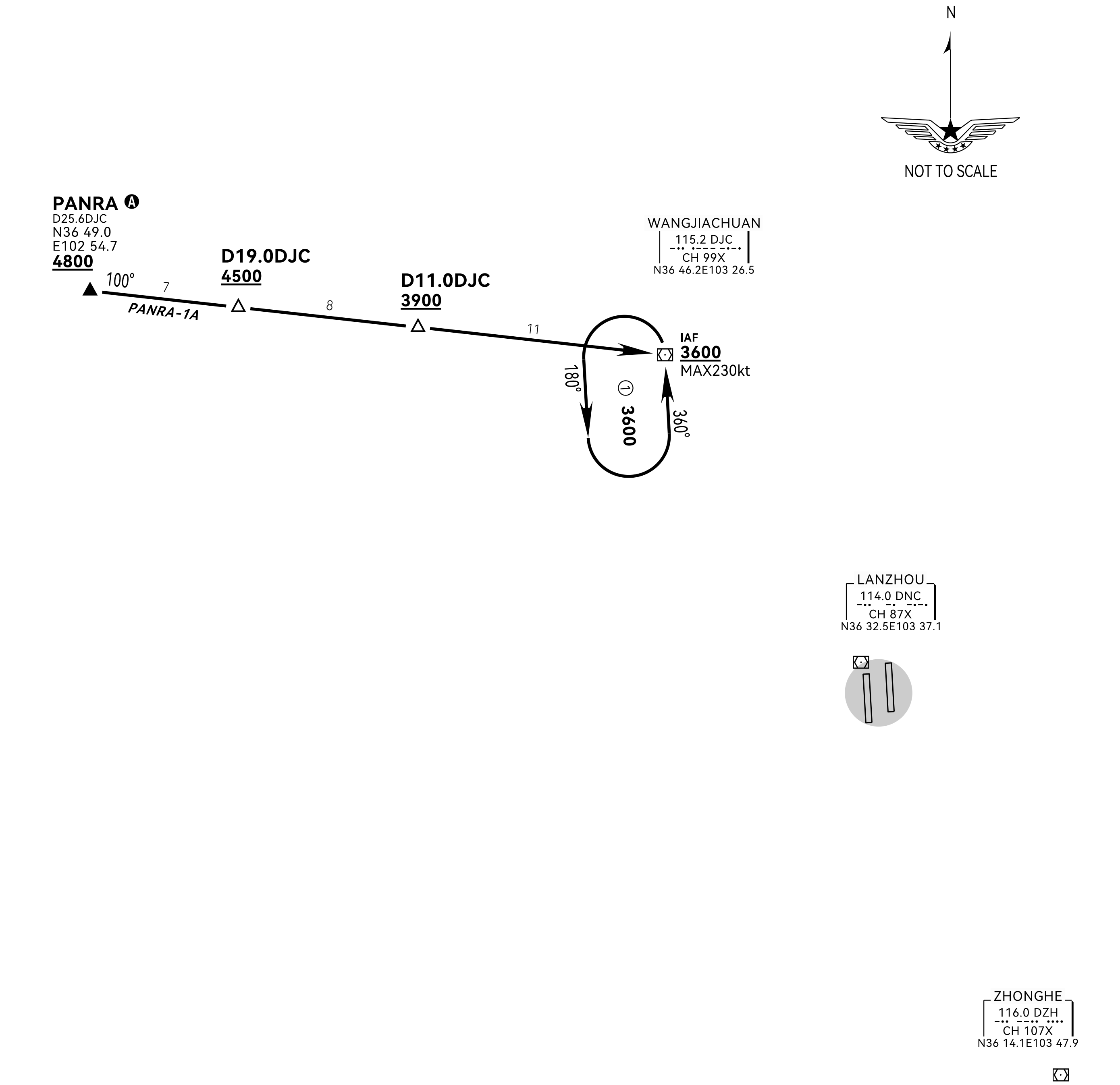
TL 5400
TA 4800
5100(QNH≥1031hPa)
4500(QNH≤979hPa)



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

1.Holding procedure should be permitted by ATC.
2.Ⓐ Radar vectoring required before PANRA. Keep ALT NOT below MFA(4976m) if radar vectoring is not AVBL.

PANRA-1A(PANR1A)



Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZLLL/LHW VAR3.0°W

5L-1

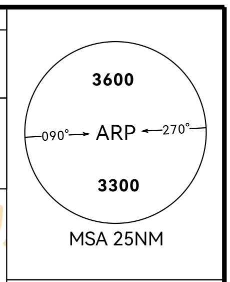
AD ELEV 1948.7
THR ELEV 1930.6

LANZHOU/Zhongchuan

RNAV ILS/DME z RWY01

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01	LOC IYG	Final Apch Crs	FAF
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	118.4 (118.025)	111.5	360°	D7.9 IYG 2700(769)

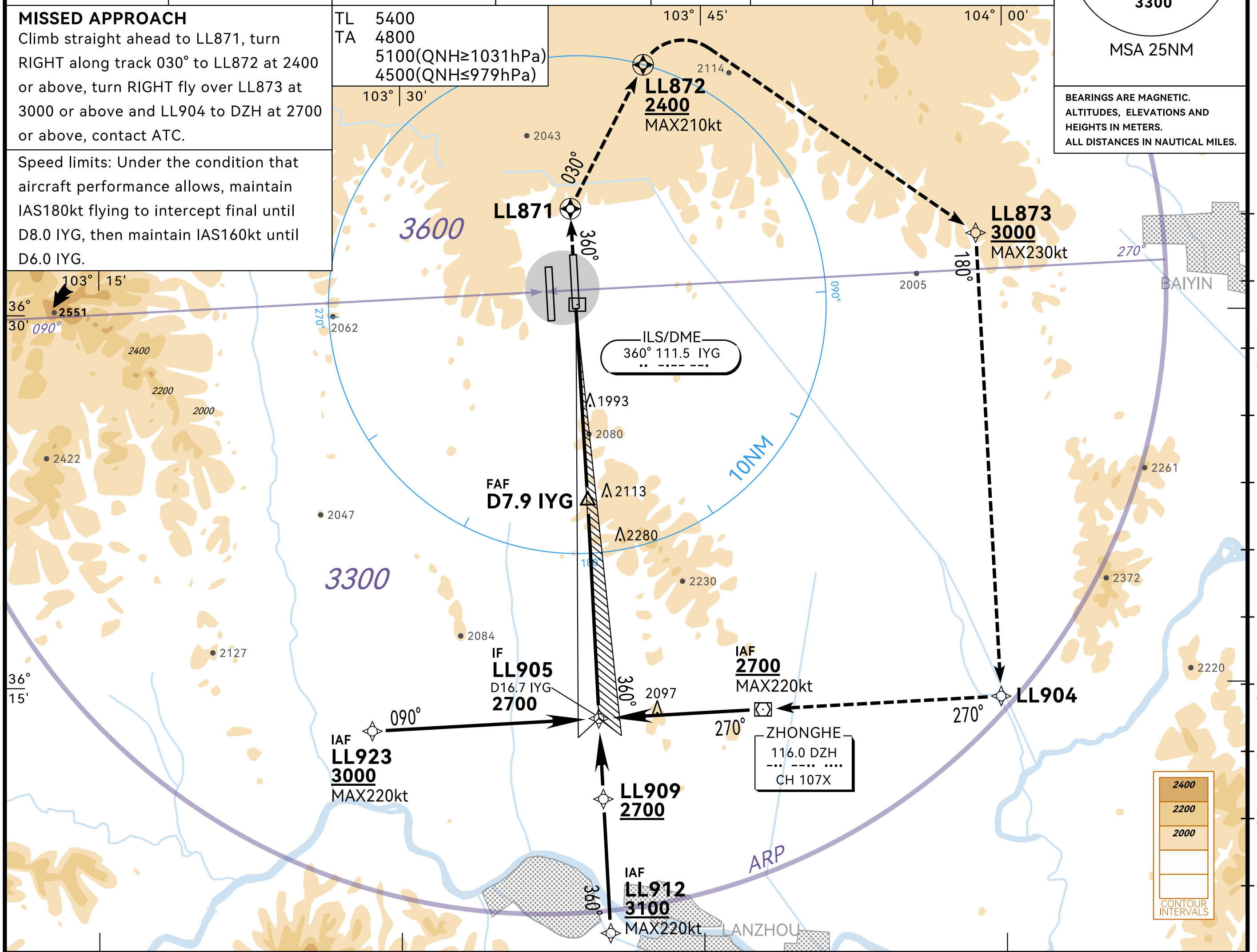


BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
ALL DISTANCES IN NAUTICAL MILES.

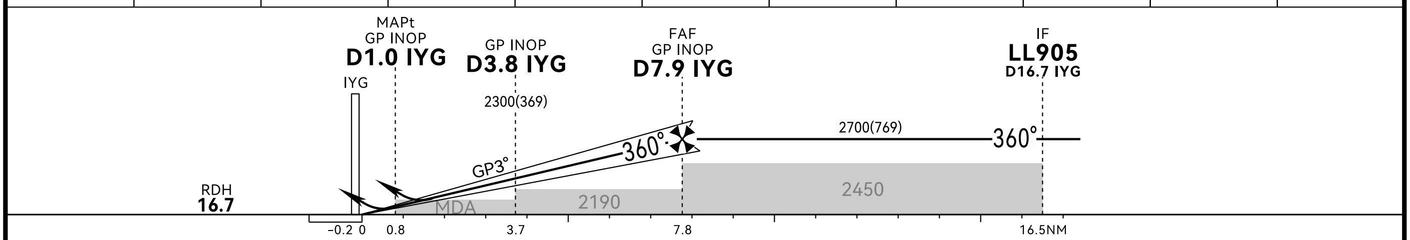
MISSED APPROACH
Climb straight ahead to LL871, turn RIGHT along track 030° to LL872 at 2400 or above, turn RIGHT fly over LL873 at 3000 or above and LL904 to DZH at 2700 or above, contact ATC.

Speed limits: Under the condition that aircraft performance allows, maintain IAS180kt flying to intercept final until D8.0 IYG, then maintain IAS160kt until D6.0 IYG.

TL 5400
TA 4800
5100(QNH≥1031hPa)
4500(QNH≤979hPa)



GP INOP	DME (IYG)	2	3	4	5	6	7			
	HGT (m)	2127	2224	2321	2418	2515	2612			



FAF-MAPt 6.9NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	5:11	4:08	3:27	2:57	2:35	2:18
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR550 can be implemented when using approved HUD or AP or FD for approach.

PALS CAT I
PAPI

LL871	RT	030°	LL872	2400	210kt MAX
		&	&	&	

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	RVR	VIS	CIRCLING MDA(H)	OCA(H)	VIS
A	1991(60)	1991(60)	Ⓐ800	800	2080(149)	2080(149)	2000	2000	2225(276)	2225(276)	2700
B									2260(311)	2260(311)	3000
C									2305(356)	2305(356)	4400
D									2305(356)	2305(356)	5000

ILS HUD Special CAT I MACG 3%	A,B,C,D
(DH)	(45)
(RA)	(50)
RVR	450

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZLLL/LHW   VAR3.0°W

5L-2

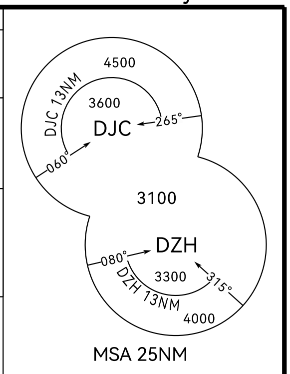
AD ELEV 1948.7
THR ELEV 1930.6

LANZHOU/Zhongchuan

ILS/DME y RWY01

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01	LOC	Final Apch Crs	FAF
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	118.4 (118.025)	IYG 111.5	360°	D7.9 IYG 2700(769)

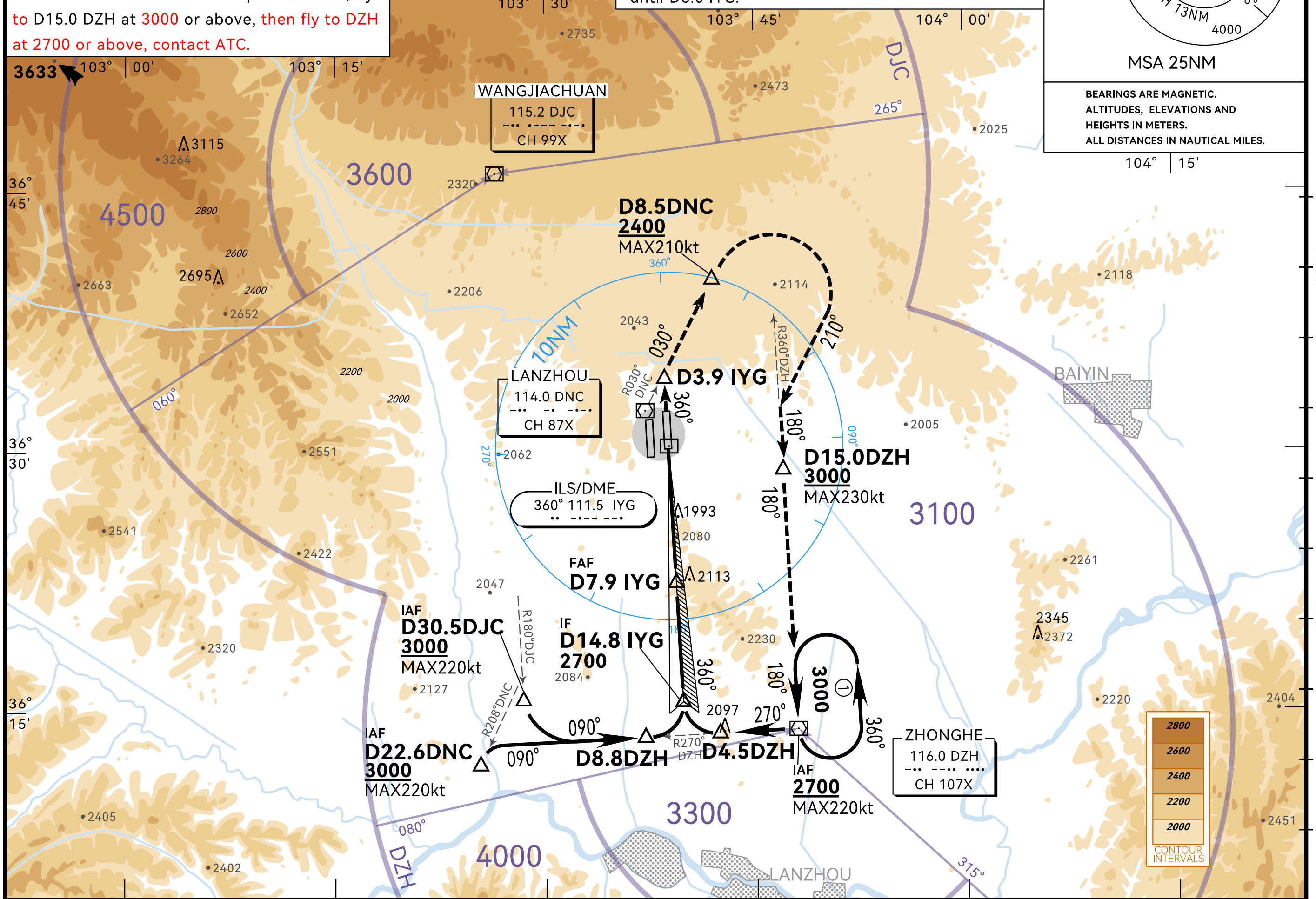


BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS.
ALL DISTANCES IN NAUTICAL MILES.

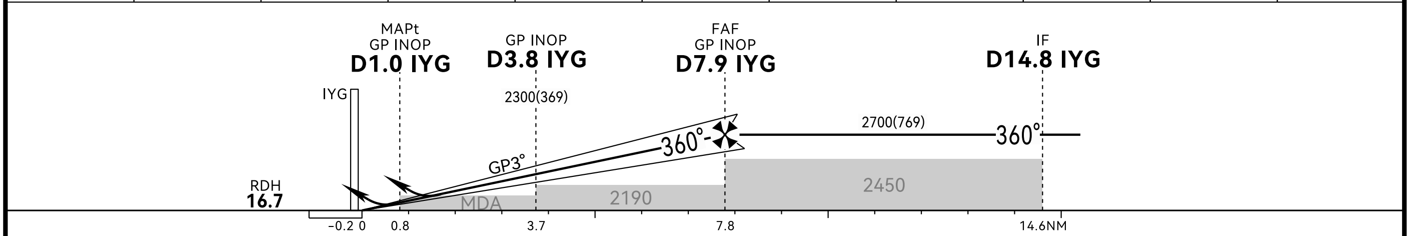
MISSED APPROACH
Climb straight ahead to D3.9 IYG, turn RIGHT on R030°DNC to D8.5DNC at 2400 or above, turn RIGHT on track 210° to intercept R360°DZH, fly to D15.0 DZH at 3000 or above, then fly to DZH at 2700 or above, contact ATC.

TL	5400
TA	4800 5100(QNH≥1031hPa) 4500(QNH≤979hPa)

Speed limits: Under the condition that aircraft performance allows, maintain IAS180kt flying to intercept final until D8.0 IYG, then maintain IAS160kt until D6.0 IYG.



GP INOP	DME (IYG)	2	3	4	5	6	7
	HGT (m)	2127	2224	2321	2418	2515	2612



FAF-MAPt 6.9NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	5:11	4:08	3:27	2:57	2:35	2:18
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

❶ RVR550 can be implemented when using approved HUD or AP or FD for approach.

PALS CAT I
PAPI

D3.9 IYG	RT	030° &	D8.5 DNC &	2400 &	210kt MAX

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	RVR	VIS	CIRCLING MDA(H)	OCA(H)	VIS
A	1991(60)	1991(60)	❶ 800	800	2080(149)	2080(149)	2000	2000	2225(276)	2225(276)	2700
B									2260(311)	2260(311)	3000
C									2305(356)	2305(356)	4400
D									2305(356)	2305(356)	5000

ILS HUD Special CAT I	MACG 3% A,B,C,D
(DH)	(45)
(RA)	(50)
RVR	450

Changes: Missed approach.

INSTRUMENT APPROACH CHART-ICAO

ZLLL/LHW VAR3.0°W

5L-3

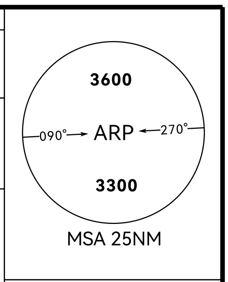
AD ELEV 1948.7
THR ELEV 1948.7

LANZHOU/Zhongchuan

RNAV CAT-I/II ILS/DME z RWY19

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01	LOC IJF	Final Apch Crs	FAF D7.8 IJF
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	118.4 (118.025)	110.3	180°	2700(751)

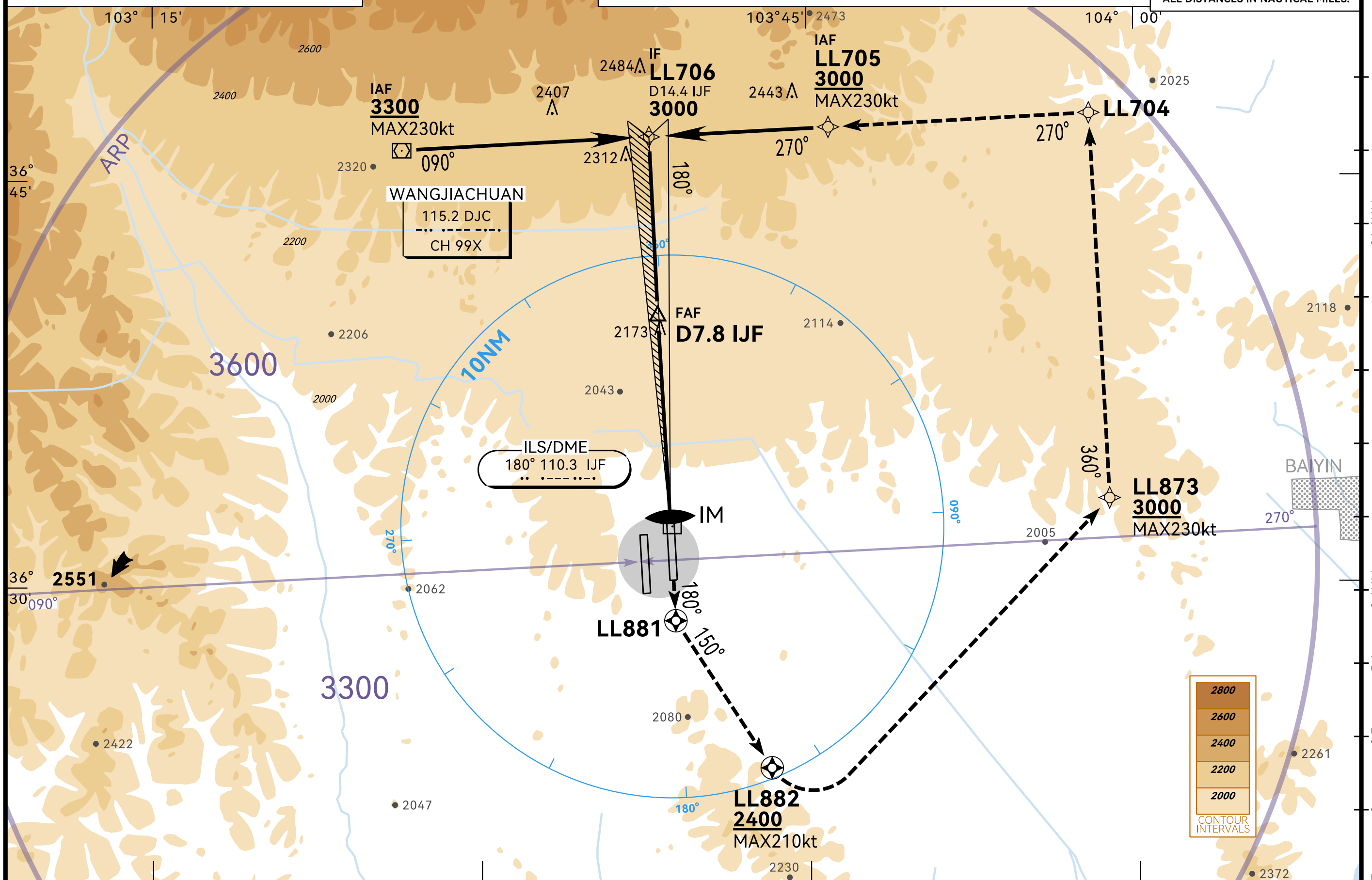


MISSED APPROACH
Climb straight ahead to LL881, turn LEFT along track 150° to LL882 at 2400 or above, turn LEFT fly over LL873 at 3000 or above and LL704 to LL705 at 3000 or above, contact ATC.

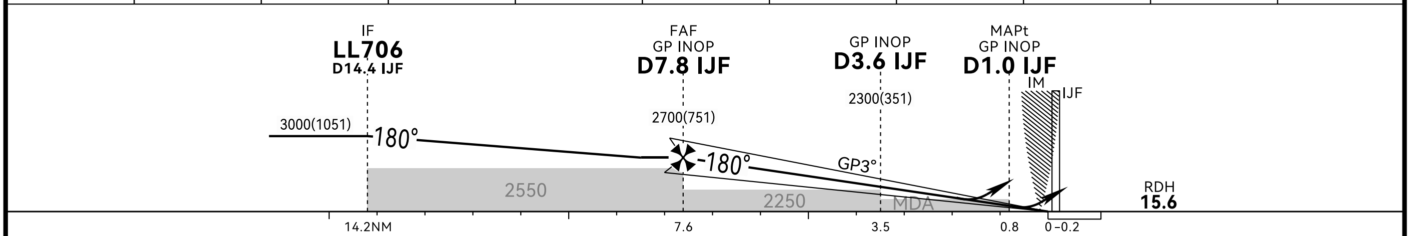
TL 5400
TA 4800
5100(QNH≥1031hPa)
4500(QNH≤979hPa)

1.While flying on the leg DJC-LL706 and LL704-LL705-LL706, because of the mountains on the north of the airport, deviation to the north is strictly prohibited without the permission by ATC.
2.Speed limits:Under the condition that aircraft performance allows, maintain 180kt to intercept final until D8.0IJF, then maintain IAS160kt until D6.0IJF.

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



GP INOP	DME (IJF)	7	6	5	4	3	2
	HGT (m)	2626	2529	2432	2335	2238	2141



FAF-MAPt 6.8NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	5:06	4:05	3:24	2:55	2:33	2:16
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

PALS CAT III PAPI | LL881 | LT | 150° & LL882 & 2400 & 210kt MAX

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	VIS	CIRCLING MDA(H)	OCA(H)	VIS
A	2009(60)	2009(60)	550	800	2120(171)	2120(171)	2400	2225(276)	2225(276)	2700
B								2260(311)	2260(311)	3000
C								2305(356)	2305(356)	4400
D								2305(356)	2305(356)	5000

ILS CAT II	A,B,C,D	ILS HUD Special CAT I	A,B,C,D
(DH)	(35)	(DH)	(45)
(RA)	(34)	(RA)	(42)
Autopilot to DH and below RVR	300	RVR	450
Manual operation below DH RVR	A,B,C 300 / D 350		

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZLLL/LHW VAR3.0°W

5L-4

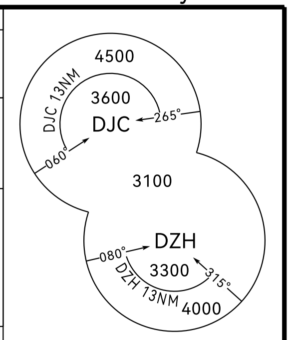
AD ELEV 1948.7
THR ELEV 1948.7

LANZHOU/Zhongchuan

CAT-I/II ILS/DME y RWY19

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR01	LOC IJF	Final Apch Crs	FAF
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	118.4 (118.025)	110.3	180°	D14.0 IJF 3300(1351)



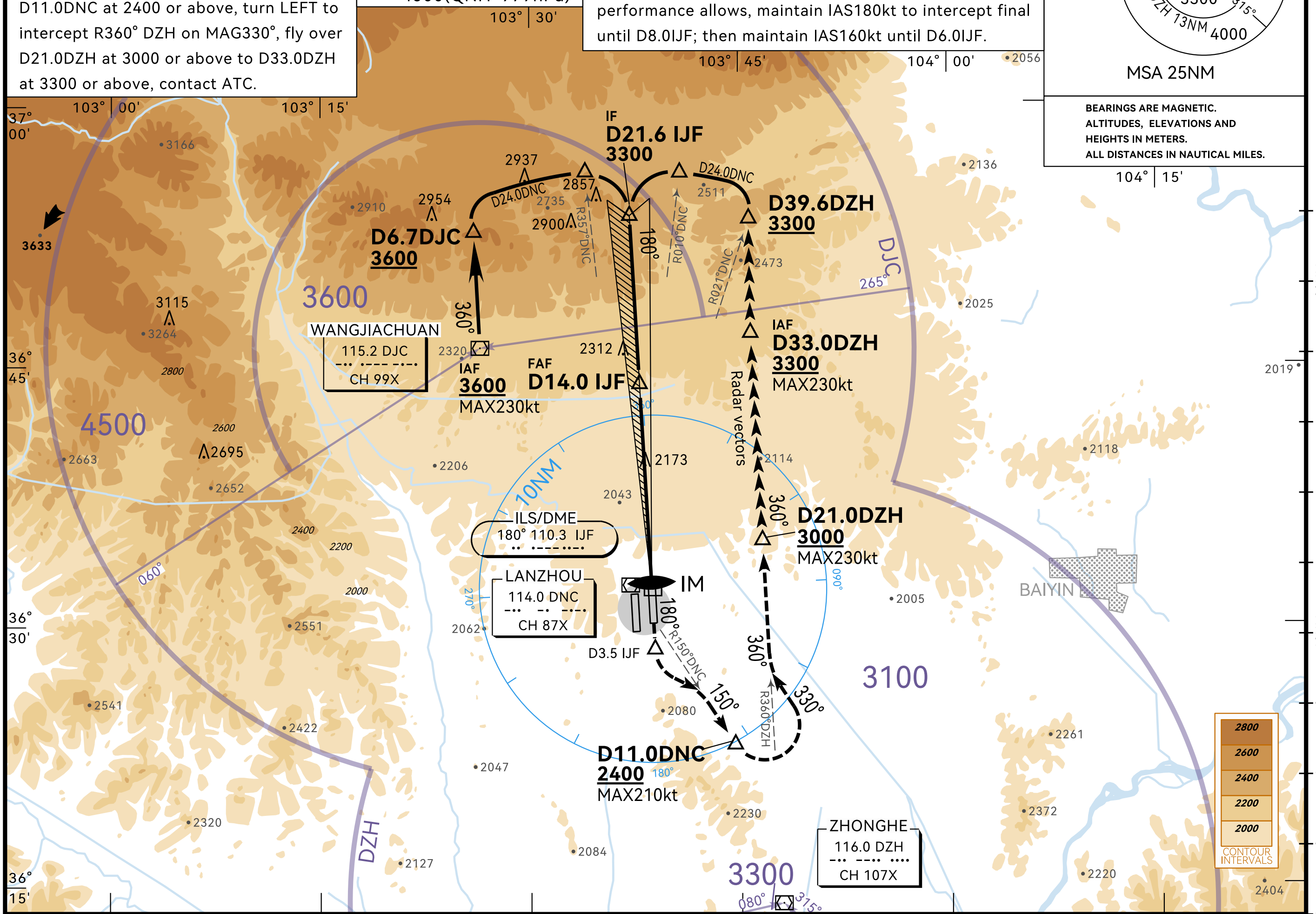
MSA 25NM

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

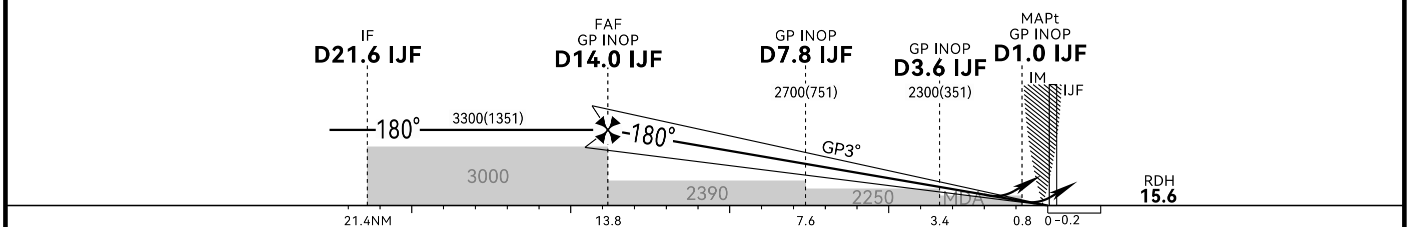
MISSED APPROACH
Climb straight ahead to D3.5 IJF, turn LEFT to intercept R150°DNC, climb to D11.0DNC at 2400 or above, turn LEFT to intercept R360° DZH on MAG330°, fly over D21.0DZH at 3000 or above to D33.0DZH at 3300 or above, contact ATC.

TL 5400
TA 4800
5100(QNH≥1031hPa)
4500(QNH≤979hPa)

1.The aircraft beyond 18nm on R360°DZH should be provided with radar vector.
2.Speed limits: Under the condition that aircraf performance allows, maintain IAS180kt to intercept final until D8.0IJF; then maintain IAS160kt until D6.0IJF.



GP INOP	DME (IJF)	13	11	9	7	6	5	4	3	2
	HGT (m)	3208	3014	2820	2626	2529	2432	2335	2238	2141



FAF-MAPt 13.0NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	9:45	7:48	6:30	5:34	4:53	4:20
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

PALS CAT III PAPI | D3.5 IJF | LT | R 150° DNC

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	VIS	CIRCLING MDA(H)	OCA(H)	VIS
A	2009(60)	2009(60)	550	800	2120(171)	2120(171)	2400	2225(276)	2225(276)	2700
B								2260(311)	2260(311)	3000
C								2305(356)	2305(356)	4400
D								2305(356)	2305(356)	5000

ILS CAT II	A,B,C,D
(DH)	(35)
(RA)	(34)
Autopilot to DH and below RVR	300
Manual operation below DH RVR	A,B,C 300 / D 350

ILS HUD Special CAT I	A,B,C,D
(DH)	(45)
(RA)	(42)
RVR	450

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZLLL/LHW

VAR3.0°W

5L-5

AD ELEV 1948.7
THR ELEV 1945.5

LANZHOU/Zhongchuan

RNAV ILS/DME z RWY18L

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR03	LOC IXC	Final Apch Crs	FAF D7.8 IXC
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	130.3 (118.025)	108.9	180°	2700(755)

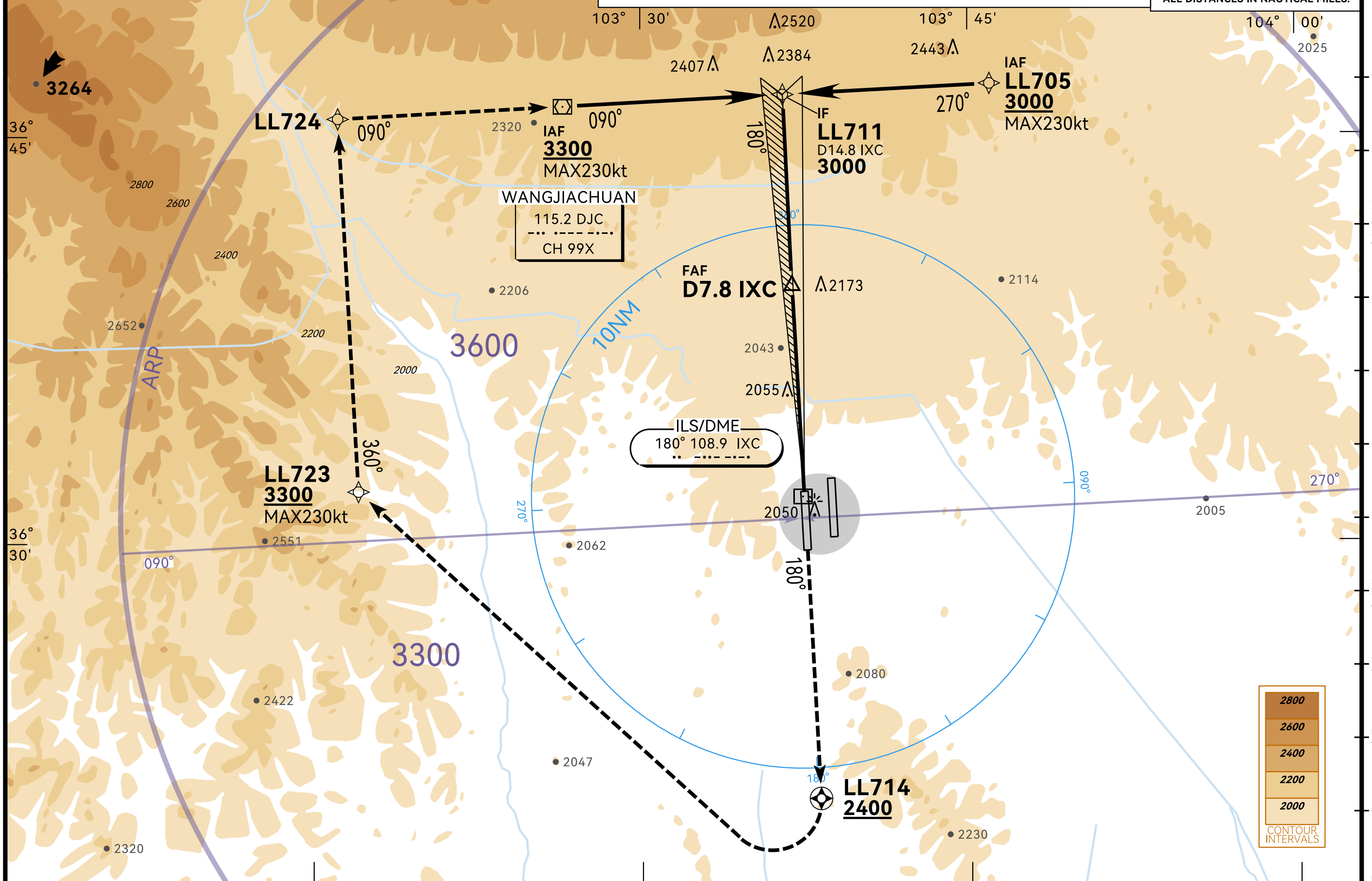
MSA 25NM: 3600 (bearings 090°–270° north of ARP), 3300 (south of ARP)

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

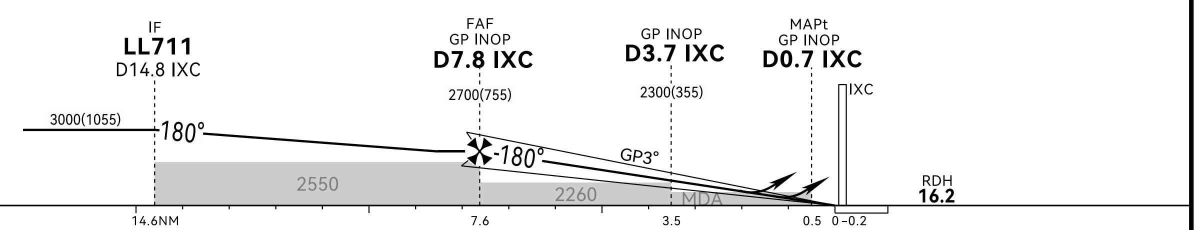
MISSED APPROACH
Climb straight ahead to LL714 at 2400 or above, turn RIGHT fly over to LL723 at 3300 or above and LL724, and fly to DJC at 3300 or above, contact ATC.

TL 5400
TA 4800
5100(QNH≥1031hPa)
4500(QNH≤979hPa)

1.While flying on the leg LL724-DJC-LL711 and LL705-LL711, because of the mountains on the north of the airport, deviation to the north is strictly prohibited without the permission by ATC.
2.Speed limits:Under the condition that aircraft performance allows, maintain 180kt to intercept final until D8.0 IXC, then maintain IAS160kt until D6.0 IXC.



GP INOP	DME (IXC)	7	6	5	4	3	2			
	HGT (m)	2623	2526	2429	2332	2235	2138			



FAF-MAPt 7.1NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	5:20	4:16	3:33	3:03	2:40	2:22
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

PALS CAT I

PAPI

2400 LL714 & RT LL723 & 3300 & 230kt MAX

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	VIS	CIRCLING MDA(H)	OCA(H)	VIS
A	2051(105)	2051(105)	1200	1200	2130(185)	2130(185)	2700	2225(276)	2225(276)	2700
B	2051(105)	2051(105)	1200	1200	2130(185)	2130(185)	2700	2260(311)	2260(311)	3000
C	2056(110)	2056(110)	1200	1200	2130(185)	2130(185)	2700	2305(356)	2305(356)	4400
D	2061(115)	2061(115)	1300	1300	2130(185)	2130(185)	2700	2305(356)	2305(356)	5000

Changes: New chart.

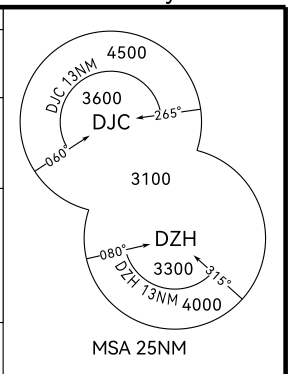
INSTRUMENT APPROACH CHART-ICAO
ZLLL/LHW VAR3.0°W

5L-6
AD ELEV 1948.7
THR ELEV 1945.5

LANZHOU/Zhongchuan
ILS/DME y RWY18L

D-ATIS(Chinese)	D-ATIS(English)	Lanzhou Approach APP01	APP02	APP03	APP04	APP05
128.45	126.8	120.25 (125.025)	119.15 (125.025)	124.2 (127.9)	119.45 (127.9)	119.825 (125.025)

Lanzhou Approach APP06	APP07	APP08	Lanzhou Tower TWR03	LOC IXC	Final Apch Crs	FAF
121.15 (121.05)	124.725 (121.05)	125.475 (121.05)	130.3 (118.025)	108.9	180°	D17.1 IXC 3600(1655)

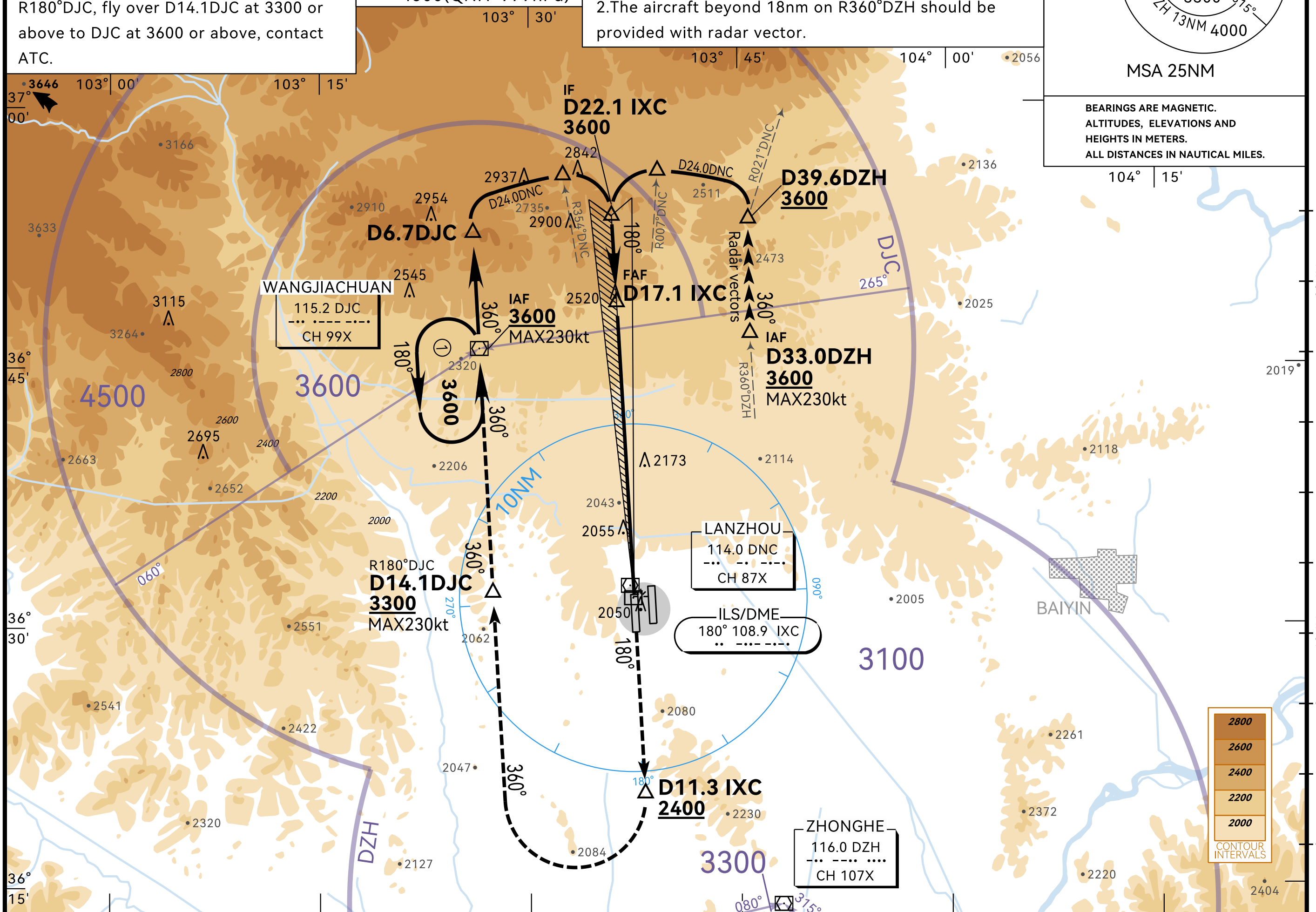


MISSED APPROACH
Climb straight ahead to D11.3 IXC at 2400 or above, turn RIGHT to intercept R180°DJC, fly over D14.1DJC at 3300 or above to DJC at 3600 or above, contact ATC.

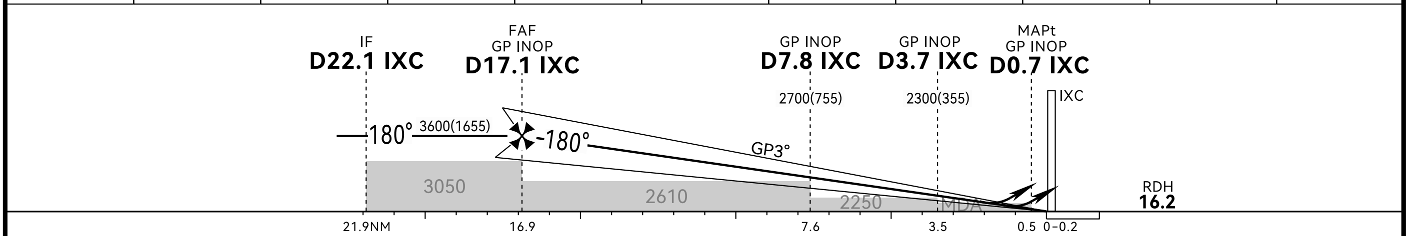
TL	5400
TA	4800
	5100(QNH≥1031hPa)
	4500(QNH≤979hPa)

1.Speed limits:Under the condition that aircraft performance allows, maintain 180kt to intercept final until D8.0IXC, then maintain 160kt until D6.0IXC.
2.The aircraft beyond 18nm on R360°DZH should be provided with radar vector.

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



GP INOP	DME (IXC)	17	16	14	12	10	8	6	4	2
	HGT (m)	3594	3497	3303	3109	2914	2720	2526	2332	2138



FAF-MAPt 16.4NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	12:18	9:50	8:12	7:02	6:09	5:28
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

PALS CAT I
PAPI

2400 &	D11.3 IXC	RT	360° &	D14.1 DJC	3300 &	230kt MAX

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	VIS	CIRCLING MDA(H)	OCA(H)	VIS
A	2051(105)	2051(105)	1200	1200	2130(185)	2130(185)	2700	2225(276)	2225(276)	2700
B								2260(311)	2260(311)	3000
C	2056(110)	2056(110)	1200	1200				2305(356)	2305(356)	4400
D	2061(115)	2061(115)	1300	1300				2305(356)	2305(356)	5000

Changes: New chart.

AERODROME OBSTACLE CHART-ICAO (6A-1)

TYPE A(OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 3.0° W

RWY:18L-36R

RWY18L	DECLARED DISTANCES	RWY36R
4000	TAKE-OFF RUN AVAILABLE	4000
4000	TAKE-OFF DISTANCE AVAILABLE	4000
4000	ACCELERATE STOP DISTANCE AVAILABLE	4000
4000	LANDING DISTANCE AVAILABLE	4000

1:20000
HORIZONTAL SCALE

LEGEND	
①	OBST NR
⊙	POLE
▬	BUILD OR LARGE STRUCTURE
Ä	TOWER

AMENDMENT RECORD		
NR	DATE	ENTERED BY

Changes: New chart.

AERODROME OBSTACLE CHART-ICAO (6A-2)

TYPE A(OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 3.0°W

RWY:19-01

RWY19	DECLARED DISTANCES	RWY01
4000	TAKE-OFF RUN AVAILABLE	4000
4000	TAKE-OFF DISTANCE AVAILABLE	4000
4000	ACCELERATE STOP DISTANCE AVAILABLE	4000
4000	LANDING DISTANCE AVAILABLE	4000

LEGEND

①	OBST NR
⊙	POLE
▬	BUILD OR LARGE STRUCTURE
Ѧ	TOWER
▭	Moving OBST

AMENDMENT RECORD

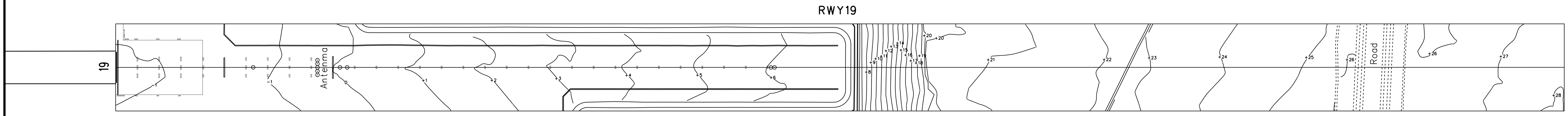
NR	DATE	ENTERED BY

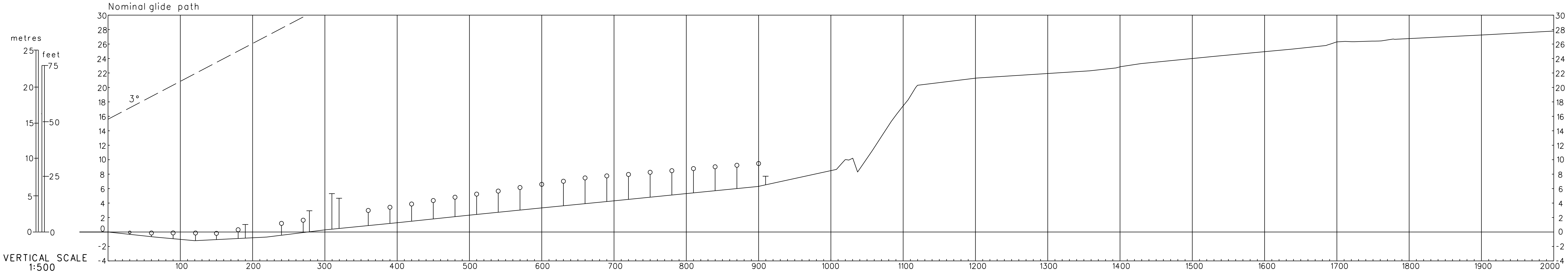
Changes: New chart.

DISTANCES AND HEIGHTS IN METERS

PRECISION APPROACH TERRAIN CHART-ICAO (6D-1)

MAGNETIC VARIATION 3.0° W

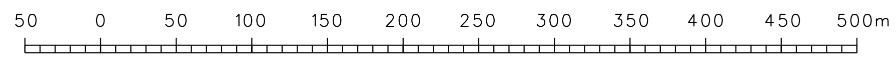




LEGEND
Pole. Antenma
APP Light
Contour
Road
Canal
Boundary

CONTOURS AND HEIGHTS ARE
RELATED TO ELEVATION OF RWY THR

HORIZONTAL SCALE 1:5000



AMENDMENT RECORD

NR	DATE	ENTERED BY

Changes: New chart.