

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

ZSLY/LYI-临沂/启阳 LINYI/Qiyang

ZSLY 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 | N35°03.0' E118°24.8' 1200m inward THR01 |
| 2 | 机场基准点与城市的位置关系 Direction and distance from city | 108° GEO, 7km from city center |
| 3 | 机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature | 67.7 m/30.5°C(JUL)/-4.3°C(JAN) |
| 4 | 机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN | |
| 5 | 磁差(测量年份)及年变率 VAR(Year)/Annual change | 6°24'W(2022)/-4'34" |
| 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 | Shandong Province Airport Group Linyi International Airport CO. LTD. Linyi Airport , Hedong district, Linyi, Shandong province, China Post code:276034 TEL:86-539-8082767 FAX:86-539-8082766 AFS:ZSLYZPZX |
| 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/4D |
| 9 | 备注 Remarks | Nil |

ZSLY 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 | HS or O/R |
| 4 | 航空情报服务讲解室 AIS Briefing Office | HS or O/R |
| 5 | 空中交通服务报告室 ATS Reporting Office | HS or O/R |

| | | |
|----|--------------------------------|-----------|
| 6 | 气象服务讲解室 MET Briefing Office | HS or O/R |
| 7 | 空中交通服务 Air Traffic Service | HS or O/R |
| 8 | 加油服务 Fuelling | HS or O/R |
| 9 | 地勤服务 Handling | HS or O/R |
| 10 | 安保服务 Security | HS or O/R |
| 11 | 除冰服务 De-icing | HS or O/R |
| 12 | 备注 Remarks | Nil |

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

| | | |
|---|---|---|
| 1 | 货物装卸设施 Cargo-handling facilities | Pallet tow-truck, elevation platform, pallet truck, container tractor |
| 2 | 燃油牌号 Fuel types | Jet Fuel No.3 |
| 3 | 滑油牌号 Oil types | Nil |
| 4 | 加油设施/能力 Fuelling facilities & Capacity | refueller (35000liters), refueling truck; 17L/s |
| 5 | 除冰设施 De-icing facilities | De-icers, de-icing fluid, deicing stands |
| 6 | 过站航空器机库 Hangar space for visiting aircraft | Nil |
| 7 | 过站航空器的维修设施 Repair facilities for visiting aircraft | Line maintenance available for CAT I, service available for B737-300/700/800, A319/320/321, CRJ-200 |
| 8 | 备注 Remarks | Power unit, air supply unit, tow-truck, ground power unit, passenger boarding stairs, baggage transporter, potable water supply vehicles, lavatory service vehicles, ferry, ground air preconditioning unit |

ZSLY AD 2.5 旅客设施 Passenger facilities

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

| | | |
|---|-------------------------------|--|
| 4 | 医疗设施 Medical facilities | First-aid equipment and ambulances at AD, hospital in the city |
| 5 | 银行和邮局 Bank and Post Office | In the city |
| 6 | 旅行社 Tourist Office | In the city |
| 7 | 备注 Remarks | Nil |

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

| | | |
|---|---|---|
| 1 | 机场消防等级 AD category for fire fighting | CAT 8 |
| 2 | 援救设备 Rescue equipment | Ambulance, rescue command car, material supply unit, rapid intervention vehicle, primary foam tender, multi-purpose vehicle, heavy-load foam tender, illumination truck, command car, equipment support vehicle |
| 3 | 搬移受损航空器的能力 Capability for removal of disabled aircraft | MTWA up to B767-300 and below. Removal equipment: mobile surface operation devices, jack, aircraft tow-truck, traction rack, steel, crosstie, steel cable |
| 4 | 备注 Remarks | Tow truck, uplift air cushion, hoisting equipment and transport equipment can be callable |

ZSLY 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, small snow ploughs, snow fluid truck |
| 2 | 扫雪顺序 Clearance priorities | RWY , TWY, Apron |
| 3 | 备注 Remarks | Nil |

ZSLY 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 910/R/B/W/T : Stands Nr.9-14, 101-111, 201, 202 PCR 890/R/B/W/T : Stands Nr.7-8 PCR 750/R/B/W/T : Stands Nr.1-6 |
| 2 | 滑行道宽度、道面和强度 Taxiway width, surface and strength | 宽度 Width | 60m : G, L, M, N 39m : C, J 31m : B, K 28.5m : E, H 23m : A, D, F |

| | | | |
|---|---|----------------|---|
| | | 道面 Surface | CONC |
| | | 强度 Strength | PCR 960/R/B/W/T : A, B, C, G, J, K, L, M, N PCR 920/R/B/W/T : F PCR 810/R/B/W/T : E, H PCR 800/R/B/W/T : D |
| 3 | 高度表校正点的位置及其标高 ACL location and elevation | Nil | |
| 4 | VOR 校正点 VOR checkpoints | Nil | |
| 5 | INS 校正点 INS checkpoints | Nil | |
| 6 | 备注 Remarks | Nil | |

ZSLY 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. Marshalling assistance for all aircraft stands. | |
| 2 | 跑道和滑行道标志及灯光 RWY and TWY marking and LGT | 跑道标志 RWY markings | THR, RWY designation, edge line, RWY center line, TDZ, aiming point |
| | | 跑道灯光 RWY lights | RTHL, WBAR, REDL, RCLL, RENL |
| | | 滑行道标志 TWY markings | Edge line, center line, enhanced TWY center line, TWY shoulder marking, No-entry, RWY holding position, intermediate holding position |
| | | 滑行道灯光 TWY lights | Edge line lights, center line lights |
| 3 | 停止排灯和跑道警戒灯 Stop bars and runway guard lights | Runway guard lights | |
| 4 | 其它跑道保护措施 Other runway protection measures | Nil | |
| 5 | 备注 Remarks | BLUE apron edge line lights | |

ZSLY 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 |
| Pole 001 | Pole | 001/2230 | 76.0 | | |
| TOWER 002 | TOWER | 001/3214 | 93.9 | | |
| Pole 003 | Pole | 002/2277 | 76.4 | | |
| Pole 004 | Pole | 002/2328 | 76.5 | | |
| Pole 005 | Pole | 002/2383 | 79.3 | | |
| Antenna 006 | Antenna | 003/2384 | 78.0 | | RWY01 Take-off flight path |
| Antenna 007 | Antenna | 003/5491 | 116 | | |
| BLDG 008 | BLDG | 008/3881 | 96.0 | LGT | |
| BLDG 009 | BLDG | 011/2516 | 84.2 | LGT | |
| Antenna 010 | Antenna | 011/2691 | 87.0 | | |
| STACK 011 | STACK | 025/4016 | 123 | | RWY01/19 Arrival; Circling |
| Antenna 012 | Antenna | 045/2185 | 115 | LGT | |
| Antenna 013 | Antenna | 082/3149 | 121 | LGT | |
| Antenna 014 | Antenna | 089/2768 | 124.4 | | |

| 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 |
| Pole 015 | Pole | 120/4458 | 116.9 | | |
| BLDG 016 | BLDG | 145/2226 | 111 | | |
| BLDG 017 | BLDG | 176/3117 | 96 | LGT | |
| Antenna 018 | Antenna | 192/2205 | 86.5 | | RWY19 Take-off flight path |
| BLDG 019 | BLDG | 193/1470 | 71.7 | | |
| BLDG 020 | BLDG | 193/1765 | 80 | LGT | |
| BLDG 021 | BLDG | 194/2926 | 115 | | RWY19 departure |
| BLDG 022 | BLDG | 197/3864 | 114 | | |
| BLDG 023 | BLDG | 200/1582 | 101 | | |
| BLDG 024 | BLDG | 201/2859 | 129 | | |
| BLDG 025 | BLDG | 207/3193 | 114 | LGT | |
| BLDG 026 | BLDG | 208/2684 | 120 | | |
| BLDG 027 | BLDG | 209/4009 | 129 | | |
| BLDG 028 | BLDG | 213/3706 | 147 | | |
| Antenna 029 | Antenna | 230/830 | 131.5 | LGT | RWY01 GP INOP、 VOR/DME final approach; RWY19 ILS/DME final approach, missed approach |

| 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 |
| STACK 030 | STACK | 230/13982 | 253 | | RWY01 Initial approach |
| BLDG 031 | BLDG | 231/2848 | 140 | | |
| Pole 032 | Pole | 233/4816 | 183 | | RWY01 Initial approach |
| BLDG 033 | BLDG | 234/4790 | 144 | LGT | |
| BLDG 034 | BLDG | 237/4776 | 154 | LGT | |
| Pole 035 | Pole | 238/1990 | 136 | | |
| BLDG 036 | BLDG | 240/4824 | 181 | | |
| BLDG 037 | BLDG | 241/1199 | 116 | | |
| BLDG 038 | BLDG | 243/2864 | 140 | | |
| STACK 039 | STACK | 243/9441 | 278 | | |
| Pole 040 | Pole | 246/2417 | 147 | | |
| STACK 041 | STACK | 246/9287 | 278 | | |
| STACK 042 | STACK | 247/9216 | 303 | LGT | RWY01/19 Arrival |
| Antenna 043 | Antenna | 250/1543 | 121 | LGT | |
| BLDG 044 | BLDG | 252/4622 | 129 | | |
| Pole 045 | Pole | 254/2777 | 139 | | |

| 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 046 | BLDG | 267/4656 | 187 | | RWY01 Initial approach |
| BLDG 047 | BLDG | 272/2564 | 151 | | |
| BLDG 048 | BLDG | 279/5151 | 182 | | |
| BLDG 049 | BLDG | 280/5660 | 203 | LGT | |
| BLDG 050 | BLDG | 281/5004 | 202 | | |
| BLDG 051 | BLDG | 283/2685 | 156 | | |
| BLDG 052 | BLDG | 289/1938 | 119 | | |
| BLDG 053 | BLDG | 292/3087 | 155 | LGT | |
| BLDG 054 | BLDG | 294/5449 | 157 | | |
| BLDG 055 | BLDG | 299/3372 | 151 | | |
| BLDG 056 | BLDG | 300/6019 | 178 | | |
| Pole 057 | Pole | 304/6246 | 223 | | |
| BLDG 058 | BLDG | 305/6482 | 178 | | |
| TOWER 059 | TOWER | 314/5743 | 393 | LGT | RWY01/19 Arrival; RWY19 Initial approach; |
| BLDG 060 | BLDG | 316/1420 | 122 | | |
| BLDG 061 | BLDG | 317/4510 | 170 | | |

| 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 062 | BLDG | 319/3880 | 171 | | |
| BLDG 063 | BLDG | 319/8855 | 259 | | |
| BLDG 064 | BLDG | 325/2966 | 127 | | |
| BLDG 065 | BLDG | 329/5188 | 172 | | |
| BLDG 066 | BLDG | 330/3202 | 150 | | |
| BLDG 067 | BLDG | 332/3889 | 175 | LGT | |
| BLDG 068 | BLDG | 335/4776 | 156 | | |
| Antenna 069 | Antenna | 340/4207 | 123 | LGT | |
| BLDG 070 | BLDG | 342/2812 | 132 | | RWY19 GP INOP Final approach |
| BLDG 071 | BLDG | 344/4335 | 132 | | |
| BLDG 072 | BLDG | 347/6142 | 133 | | |
| BLDG 073 | BLDG | 348/7164 | 175 | | |
| Antenna 074 | Antenna | 350/3150 | 121 | LGT | |
| BLDG 075 | BLDG | 350/4773 | 120 | LGT | |
| Antenna 076 | Antenna | 353/4247 | 115 | LGT | |
| Antenna 077 | Antenna | 353/4994 | 123 | LGT | |

| 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 078 | Antenna | 354/5747 | 122 | | |
| BLDG 079 | BLDG | 355/4974 | 121 | LGT | |
| BLDG 080 | BLDG | 355/7048 | 140 | | |
| Pole 081 | Pole | 358/6008 | 127 | | |
| 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 |
| Radar 082 | Radar | 008/22330 | 307 | | RWY19 Initial approach |
| MT 083 | MT | 060/56587 | 662 | | |
| BLDG 084 | BLDG | 065/45378 | 478 | | sector |
| MT 085 | MT | 102/27992 | 314 | | |
| WINDMILL 086 | WINDMI LL | 102/28253 | 417 | | sector |
| MT 087 | MT | 117/27252 | 395 | | |
| MT 088 | MT | 118/28264 | 335 | | |
| MT 089 | MT | 156/47715 | 270 | | |

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 090 | MT | 262/27858 | 228 | | |
| MT 091 | MT | 265/27095 | 251 | | |
| MT 092 | MT | 268/26536 | 270 | | |
| WINDMILL 093 | WINDMILL | 284/44244 | 539 | | Sector; RWY01/19 arrival |
| MT 094 | MT | 285/31233 | 267 | | |
| MT 095 | MT | 285/42530 | 409 | | |
| MT 096 | MT | 293/33184 | 325 | | |
| MT 097 | MT | 293/37969 | 369 | | |
| MT 098 | MT | 293/45914 | 427 | | |
| MT 099 | MT | 309/40611 | 247 | | |
| BLDG 100 | BLDG | 331/58001 | 1001 | | |
| MT 101 | MT | 335/43165 | 728 | | |
| MT 102 | MT | 335/45242 | 762 | | sector |
| MT 103 | MT | 336/41553 | 583 | | |
| MT 104 | MT | 354/46730 | 475 | | |
| MT 105 | MT | 357/42083 | 413 | | |

Remarks:

ZSLY 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 | Linyi Airport MET Station |
| 2 | 气象服务时间、服务时间以外的责任气象台 Hours of service/MET Office outside hours | HO |
| 3 | 负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance | MET station observatory;9h |
| 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 forecast charts, upper W/T charts, satellite and radar materials |
| 8 | 提供气象情报的辅助设备 Supplementary equipment available for providing information | FAX, MET Service Terminal |
| 9 | 提供气象情报的空中交通服务单位 ATS units provided with information | TWR |
| 10 | 其他信息 Additional information | Nil |
| 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 | Irregular Hours plus special observation/Yes |
| 2 | 气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included | METAR, SPECI |
| 3 | 观测系统及安装位置 Observation system/Site(s) | RVR EQPT A: 110m E of RCL, 320m inward THR01; B: 100m E of RCL, 1600m inward THR01; C: 100m E of RCL, 320m inward THR19; |

| | | |
|---|---|---|
| | | SFC wind sensors: 110m E of RCL, 1600m inward THR01; Ceilometer: 1000m outward THR01; 920m 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 | Nil |

ZSLY 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 | 180° GEO 186° MAG | 3200×45 | PCR 940/R/B/W/T CONC/- | Nil | THR 67.7m | -0.19%(800m)/-0.08%(2400m) |
| 01 | 360° GEO 006° MAG | 3200×45 | PCR 940/R/B/W/T CONC/- | Nil | THR 64.3m | 0.08%(2400m)/0.19%(800m) |
| 跑道号码 RWY Designator | 停止道长宽 SWY dimensions (m) | 净空道长宽 CWY dimensions (m) | 升降带长宽 Strip dimensions (m) | 跑道端安全区 长宽 RESA dimensions (m) | 拦阻系统的 位置及描述 Location & Description of arresting system | 无障碍物区 OFZ |
| 1 | 8 | 9 | 10 | 11 | 12 | 13 |
| 19 | Nil | Nil | 3320×300 | 220×150 | Nil | Nil |
| 01 | Nil | Nil | 3320×300 | 220×150 | Nil | Nil |
| Remarks: blast pad: 60×60m on both ends of RWY. | | | | | | |

ZSLY 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 | 3200 | 3200 | 3200 | 3200 | Nil |
| 19 | 3008 | 3008 | 3008 | NOT AVBL | FM J |
| 01 | 3200 | 3200 | 3200 | 3200 | Nil |
| 01 | 2881 | 2881 | 2881 | NOT AVBL | FM C |

ZSLY 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 I SFL 900 m LIH | GREEN Yes | PAPI LEFT 407m inward THR19 3° 19.4m | Nil | 3200 m spacing 30m 0-2300m, WHITE 2300-2900m, RED/WHITE 2900-3200m, RED VRB LIH | 3200 m spacing 60m 0-2600m, WHITE 2600-3200m, YELLOW VRB LIH | RED | Nil |
| 01 | PALS CAT I SFL 900 m LIH | GREEN Yes | PAPI LEFT 391m inward THR01 3° 19.5m | Nil | 3200 m spacing 30m 0-2300m, WHITE 2300-2900m, RED/WHITE 2900-3200m, RED VRB LIH | 3200 m spacing 60m 0-2600m, WHITE 2600-3200m, YELLOW VRB LIH | RED | Nil |
| Remarks: | | | | | | | | |

ZSLY 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: 01:120m E of RCL, 420m inward THR; 19:120.5m E of RCL, 407m inward THR. |
| 3 | 滑行道边灯和滑行道中线灯 TWY edge and center line lighting | All TWYs: green center line lights, blue edge line lights |
| 4 | 备份电源及转换时间 Secondary power supply/Switch-over time | Two way power supply available, diesel generator≤15 sec |
| 5 | 备注 Remarks | Nil |

ZSLY 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 |

ZSLY 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 |
| Altimeter setting region and TL/TA | A circle with a radius of 20NM centered on Linyi VOR/DME(LNY) | TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa) | | | | |

ZSLY 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 | | 128.25 | | | H24 | D-ATIS available |
| TWR | Linyi Tower | 118.15 (130.0) | | | H24 | DCL available |
| OP-CTL | | 129.35 | | | H24 | |

ZSLY 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 |
| LINYI VOR/DME | LNy | 112.8 MHz CH 75X | H24 | N35°03.0' E118°24.8' | 74 m | |
| LOC 01 ILS CAT I | IXI | 110.7 MHz | | 006° MAG/285m FM RWY01 end | | |
| GP 01 | | 330.2 MHz | | 120m E of RCL, 308m inward THR01 | | Angle 3°, RDH 15 m |
| DME 01 | IXI | CH 44X (110.7 MHz) | | 126m E of RCL, 308m inward THR 01 | 69m | Co-located with GP 01 |
| LOC 19 ILS CAT I | ILY | 109.7 MHz | | 186° MAG/285m FM THR01 | | Beyond -33° of front course U/S |
| GP19 | | 333.2 MHz | | 120m E of RCL, 316m inward THR19 | | Angle 3°, RDH 15 m |
| DME 19 | ILY | CH 34X (109.7 MHz) | | | 74m | Co-located with GP19 |

ZSLY AD 2.20 本场规定

ZSLY AD 2.20 Local aerodrome regulations

1. 机场使用规定

1. Airport operations regulations

1.1 凡有飞行时任何车辆、人员禁止穿越跑道，如确需通过时必须经塔台管制员同意，并确保通信通畅。

1.1 Any vehicle or people are forbidden to cross RWY unless ATC permits.

- 1.2 飞机滑行时，任何人员、车辆应主动提早避让，停机坪、滑行道禁止无关人员入内或接近，各部门值勤人员应严守岗位。
- 1.3 飞行前，各保证飞机的特种车辆需在规定时间内到达规定停放点，驾驶员及工作人员不得擅自离工作区。
- 1.4 服务车道上行驶的服务车辆进入机坪前需在停止等待位置处观察，确认安全后再进入机坪。
- 1.5 本场最大可使用机型：B757-300、B767-300 及同类。
- 1.6 出港航班机组应在不早于预计起飞（ETD）前 20min 内申请 ATC 放行许可，优先使用数字放行 PDC 申请。
- 1.7 本机场放行时不再要求机组语音复诵已经通过数据链成功发布的放行许可。
- 2. 跑道和滑行道的使用**
- 2.1 机场运行期间，一切车辆、人员未经塔台管制室允许不得穿越跑道，进入、滞留滑行道和联络道。
- 2.2 所有进离港航空器严格按照塔台滑行指令沿滑行路线滑行。
- 2.3 滑行道 A、B、C、E、G、H、J、K、L、M、N 可供翼展长度小于 52m 的航空器滑行，D、F 可供翼展长度小于 36m 的航空器滑行。
- 2.4 着陆航空器脱离跑道注意事项
- 2.4.1 着陆航空器脱离跑道后应及时向塔台管制员报告已脱离跑道和脱离使用的滑行道。
- 2.4.2 着陆航空器使用 01 号跑道落地时应尽快由 H 快
- 1.2 While aircraft taxiing, any vehicle or people shall avoid in advance. Non-staff are not allowed to enter apron or TWY.
- 1.3 Before flight, special vehicles serve for aircraft shall wait at regulated parking location at the specified time.
- 1.4 Service vehicles shall observe at holding position to ensure safety, then enter apron.
- 1.5 Maximum aircraft to be available: B757-300, B767-300 and equivalent.
- 1.6 Departure aircraft shall contact ATC for delivery clearance no earlier than 20 minutes before ETD, use PDC via data link to apply in priority.
- 1.7 The delivery clearance successfully issued by data link is not required to repeat by flight crew.
- 2. Use of runways and taxiways**
- 2.1 During airport practical operation time, any vehicle and people are forbidden to cross RWY, enter or stay at TWY without ATC permission.
- 2.2 All arrival and departure aircraft shall strictly follow ATC instructions to taxi.
- 2.3 TWY A, B, C, E, G, H, J, K, L, M, N are available for aircraft with wingspan less than 52m, TWY D and F are available for aircraft with wingspan less than 36m.
- 2.4 Notes for arrival aircraft vacate RWY
- 2.4.1 Arrival aircraft shall report to TWR control 'RWY vacated' and TWY used after vacating RWY.
- 2.4.2 Arrival aircraft landing on RWY 01 shall vacate

速脱离道脱离跑道，如需选择其他道口脱离跑道，应在最后进近定位点前报告塔台管制员。

RWY via rapid exit TWY H, if choose other rapid exit TWY, aircraft shall report to TWR Control before final approach fix.

2.4.3 着陆航空器使用19号跑道落地时应尽快由E快速脱离道脱离跑道，如需选择其他道口脱离跑道，应在最后进近定位点前报告塔台管制员。

2.4.3 Arrival aircraft landing on RWY19 shall vacate RWY via rapid exit TWY E, if choose other rapid exit TWY, aircraft shall report to TWR Control before final approach fix.

2.5 进港航空器使用引导车引导滑行

2.5 Arrival aircraft shall be guided by follow-me vehicle

| 使用的跑道/RWY in use | 停放的机位/Stands in use | 使用的滑行道/TWY in use | 引导车等待位置/ follow-me vehicle holding position |
|------------------|---------------------|-------------------|--|
| 01 | 101-111 | G | G |
| 01 | 1-6 | L | L |
| 01 | 7-14 | M | M |
| 01 | 201-202 | N | N |
| 19 | 101-111 | L | L |
| 19 | 1-14 | M | M |
| 19 | 201-202 | N | N |

2.6 离港航空器注意事项

2.6 Notes for departure aircraft

2.6.1 使用的跑道和滑行道

2.6.1 RWY and TWYs in use

| 离场使用的跑道/Departure RWY | 进入跑道使用的滑行道/TWYs used for entering RWY |
|-----------------------|---------------------------------------|
| 01 | B or C |
| 19 | K or J |

2.6.2 滑行道设有等待标志时，未经 ATC 许可，禁止航空器通过。

2.6.2 Holding position marking on TWYs, aircraft is forbidden to pass through without ATC clearance.

2.6.3 严禁使用 D、E、F、H 滑行道进入跑道。

2.6.3 Forbidden to enter RWY via TWYs D, E, F, H.

2.7 对机组的要求

2.7 Flight crew requirements

2.7.1 复诵塔台管制员的滑行指令，尤其是界限性指令，如有疑问立即证实。

2.7.1 Flight crew shall listen carefully, repeat and follow the taxi clearances given by ATC. IF there is any questions, confirm immediately.

2.7.2 在低能见度的情况下，应根据塔台管制员要求报告已脱离跑道和所使用的滑行道等具体位置。

2.7.2 Under conditions of low visibility, arrival aircraft shall report to TWR control 'RWY vacated' and TWY used.

2.7.3 专机滑行路线以管制员通知为准。

2.7.3 Taxiing routes of special flight will be instructed by ATC.

2.8 起飞航空器从等待位置到对正跑道时间应控制在 60s 以内，落地航空器从接地到滑出跑道时间应控制在 50s 以内。如航空器驾驶员不能满足跑道占用时间要求的，应当及时通知塔台管制员。

2.8 Departure aircraft shall finish RWY alignment within 60s from holding position, landing aircraft shall fully vacate RWY within 50s after touchdown. If above requirement can't be executed, pilot shall inform TWR ATC as soon as possible.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 停机位使用限制

3.1 Limits for aircraft parking on the stands

| 停机位编号/Stands Nr. | 翼展限制 (m) /Wing span limits(m) | 机身长度限制 (m) /Fuselage limits(m) | 进出方式/Enter or Exit |
|---------------------|-------------------------------|--------------------------------|--------------------|
| 201 | <52 | | Taxi in, Push back |
| 2-4 | <36 | ≤44.6 | Taxi in, Push back |
| 1 | <36 | ≤39.5 | Taxi in, Push back |
| 5, 6 | <36 | ≤39.5 | Taxi in, Taxi out |
| 9, 10, 101-111, 202 | <36 | | Taxi in, Push back |

| | | | |
|-------|-----|-----|--------------------|
| 7, 8 | ≤36 | ≤45 | Taxi in, Push back |
| 11-14 | ≤36 | ≤45 | Taxi in, Taxi out |

3.2 机坪滑行线运行要求

3.2 Taxilane operation limits

| | |
|--------------|-------------------------------|
| 滑行线/Taxilane | 翼展限制 (m) /Wing span limits(m) |
| T | <52 |

4. 低能见度运行

4. Low visibility operation

无

Nil

5. 直升机飞行限制, 直升机停靠区

5. Helicopter operation restrictions and helicopter parking/docking area

无

Nil

6. 警告

6. Warning

无

Nil

ZSLY AD 2.21 减噪程序

ZSLY AD 2.21 Noise abatement procedures

无

Nil

ZSLY AD 2.22 飞行程序

ZSLY AD 2.22 Flight procedures

1. 总则

1. General

本场可使用传统飞行程序和 PBN 飞行程序, 由管制部门根据运行实际情况具体组织实施。

Conventional and PBN flight procedures are available in LINYI/Qiyang airport, follow ATC instructions during the flight.

2. 起落航线

2. Traffic circuits

起落航线通常在跑道东侧进行。起落航线高度: A、B 类 (QNH) 为 350m; C、D 类 (QNH) 为 550m。

Traffic circuits shall be made east of RWY, 350m (QNH) for aircraft CAT A/B, and 550m (QNH) for aircraft CAT C/D.

3. 仪表飞行程序

3.1 严格按照航图中公布的进、离场程序和进近程序飞行。如果需要，航空器在得到空中交通管制部门同意后，可以根据管制部门的指令做机动飞行。

3.2 等待：见标准程序进离场图。

4. 雷达程序和/或 ADS-B 程序

无

5. 无线电通信失效程序

5.1 航空器如果具有信号接收能力，根据接收到的管制指令继续飞行。

5.2 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。

6. 目视飞行程序

等待：在机场上空按起落航线进行等待。

7. 目视飞行航线

无

8. 其它规定

无

3. IFR flight procedures

3.1 Strict adherence is required to the relevant arrival/departure procedures and approach procedure. If necessary, aircraft may maneuver complying with ATC clearance with ATC permission.

3.2 Holding: refer to standard procedure arrival/departure charts.

4. Radar procedures and/or ADS-B procedures

Nil

5. Radio communication failure procedures

5.1 If radio receiver is available, aircraft shall follow the instruction to fly.

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

6. Procedures for VFR flights

Holding: follow the traffic circuits mentioned above.

7. VFR route

Nil

8. Other regulations

Nil

ZSLY AD 2.23 其它资料**鸟情资料**

机场常年有鸟类活动，机场飞行区内采用了拦鸟网、驱鸟声波和猎枪等方式驱鸟。迁徙路线为：本场处于鸟类迁徙的东部候鸟迁徙区上，每年 3-5 月由南向北

ZSLY AD 2.23 Other information**Bird's information**

Activities of bird flocks are found all the year round. Aerodrome Authority resorts to dispersal methods to reduce bird activities. Migratory birds fly S to N from

迁徙，9-11 月由北向南迁徙。

March to May and fly N to S from September to

机场飞行区内主要活动及危险鸟类的活动特征：

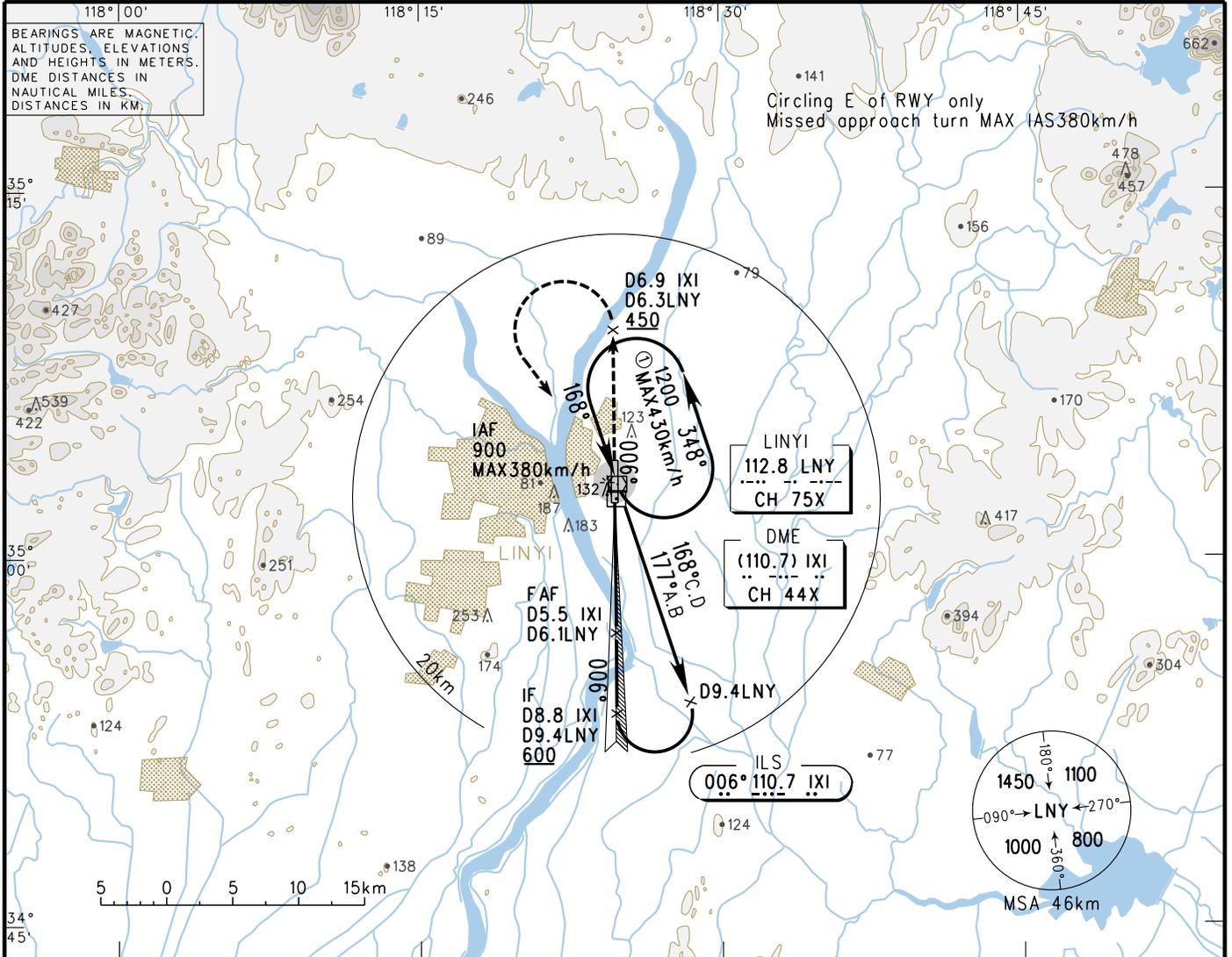
November. The details of bird activities are as follows:

| Birds | Activity period | Activity area | Flight height(m) |
|----------------|--------------------|------------------------------------|------------------|
| resident birds | All the year round | Flight area and surrounding rivers | 0-100 |
| | All the year round | Flight area and surrounding areas | 0-80 |
| | All the year round | Flight area and surrounding areas | 0-20 |
| | All the year round | Flight area and surrounding areas | 0-60 |
| | All the year round | Flight area and surrounding areas | 0-50 |
| | All the year round | Flight area and surrounding areas | 0-50 |
| | All the year round | Flight area and surrounding areas | 0-50 |
| migrant birds | Jun.-Sep. | Flight area and surrounding areas | 0-50 |
| | Sep.-Nov. | Flight area and surrounding areas | 0-80 |

INSTRUMENT APPROACH CHART-ICAO

VAR 6.4° W AERODROME ELEV 67.7 THR RWY01 ELEV 64.3 D-ATIS 128.25 TWR 118.15(130.0)

ZSLY LINYI/Qiyang ILS/DME y RWY01

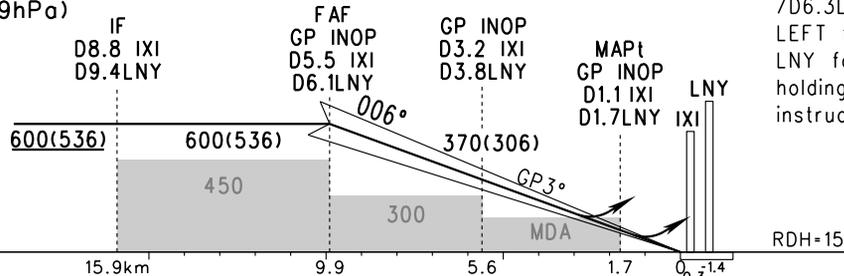


| GP INOP | DME (IXI) (NM) | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---------|----------------|---|---|-----|-----|-----|-----|---|
| | ALT (m) | | | 551 | 454 | 357 | 260 | |

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

MISSED APPROACH

Climb straight ahead to D6.9 IXI / D6.3 LNY, at 450 above, turn LEFT to LNY, at 900 above to LNY for approach, or join the holding pattern and follow ATC instruction.



| | | A | B | C | D | FAF-MAPT(GP INOP) 8.2km | | | | | | | |
|----------|-----------------------|----------------------|------------------|------------------|------------------|-------------------------|---------|------|------|------|------|------|------|
| ILS/DME | DA(H) RVR/VIS ⊙ | 124(60) ⊙ 800/800 | | | | GS in | kt | 80 | 100 | 120 | 140 | 160 | 180 |
| | GP INOP | MDA(H) VIS | 210(146) 2000 | 210(146) 2200 | 210(146) 2400 | Time | min:sec | 3:17 | 2:40 | 2:14 | 1:54 | 1:40 | 1:28 |
| CIRCLING | MDA(H) VIS | 250(182) 2800 | 300(232) 3600 | 300(232) 4000 | Rate of descent | m/s | 2.2 | 2.7 | 3.2 | 3.8 | 4.3 | 4.9 | |

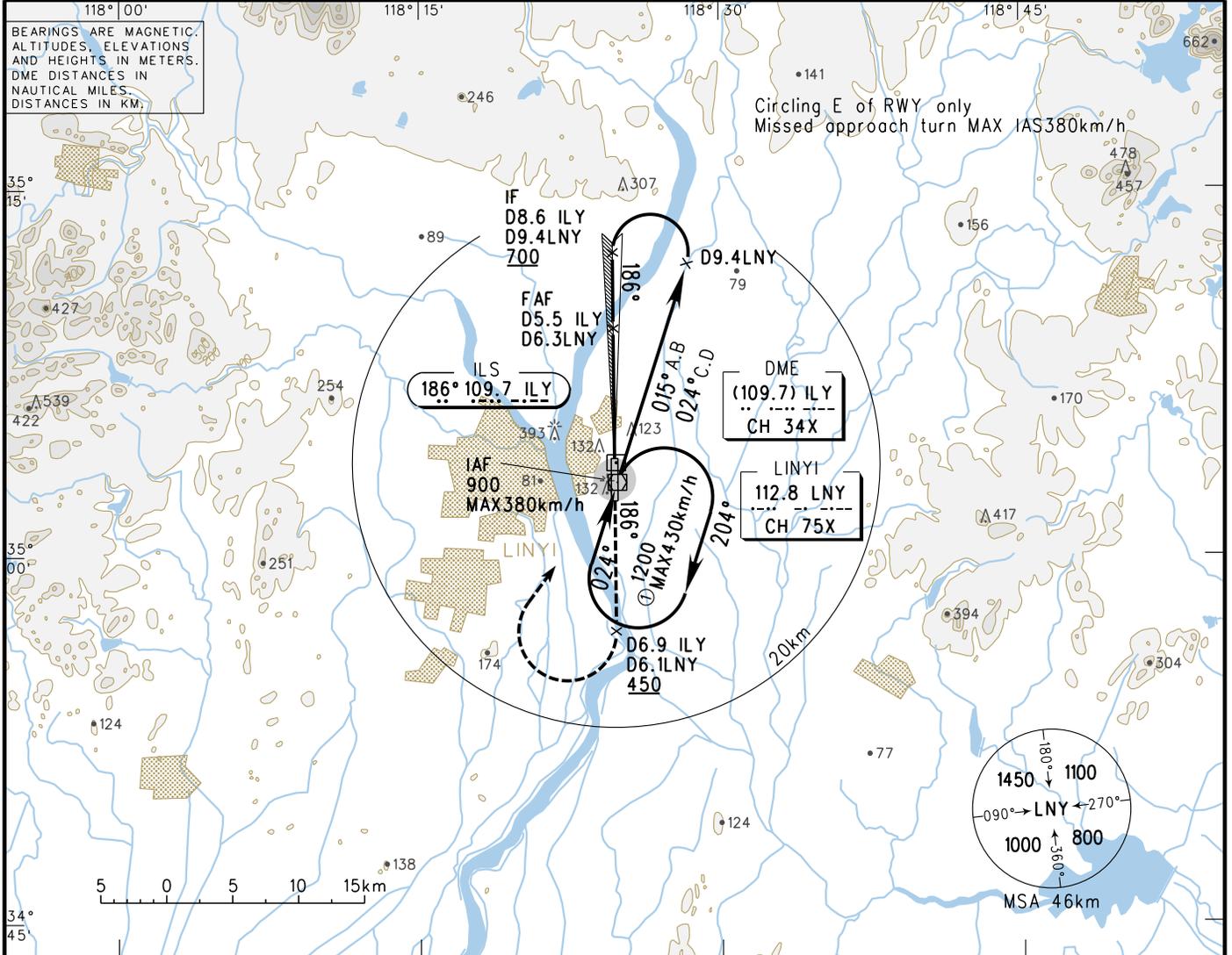
⊙ HUD special CAT I: (DH)(45), (RA)(46), RVR450m.
⊙ RVR550 can be implemented when using approved HUD or AP or FD for approach.
Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

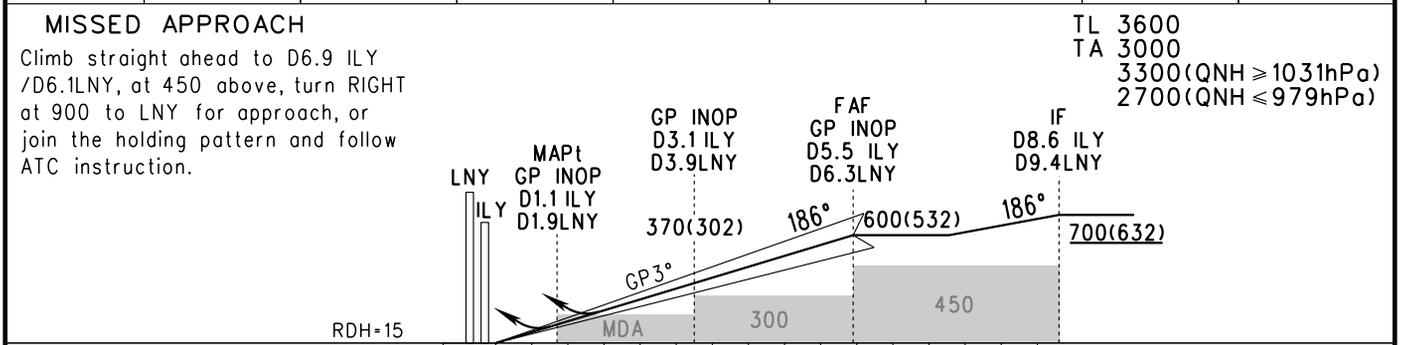
VAR6.4° W AERODROME ELEV 67.7 THR RWY19 ELEV 67.7

D-ATIS 128.25 TWR 118.15(130.0)

ZSLY LINYI/Qiyang ILS/DME y RWY19



| GP INOP | DME (ILY) (NM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---------|----------------|---|-----|-----|-----|-----|---|---|
| | ALT (m) | | 260 | 357 | 454 | 551 | | |



| ILS/DME | DA(H) RVR/VIS | A | B | C | D | FAF-MAPt(GP INOP) 8.1km | | | | | | |
|----------|------------------|--------------------|---|---------------------|------------------|-------------------------|------|----------|------|------|------|------|
| | | 133(65) 800/800 | | 138(70) 800/1000 | | | | GS in kt | 80 | 100 | 120 | 140 |
| | | | | | | km/h | 150 | 185 | 220 | 260 | 295 | 335 |
| | | | | | | Time min:sec | 3:14 | 2:38 | 2:13 | 1:52 | 1:39 | 1:27 |
| | | | | | | Rate of descent m/s | 2.2 | 2.7 | 3.2 | 3.8 | 4.3 | 4.9 |
| GP INOP | MDA(H) VIS | 210(142) 2000 | | 210(142) 2200 | 210(142) 2400 | | | | | | | |
| CIRCLING | MDA(H) VIS | 250(182) 2800 | | 300(232) 3600 | 300(232) 4000 | | | | | | | |

① RVR550 can be implemented when using approved HUD or AP or FD for approach.

Changes: New chart.

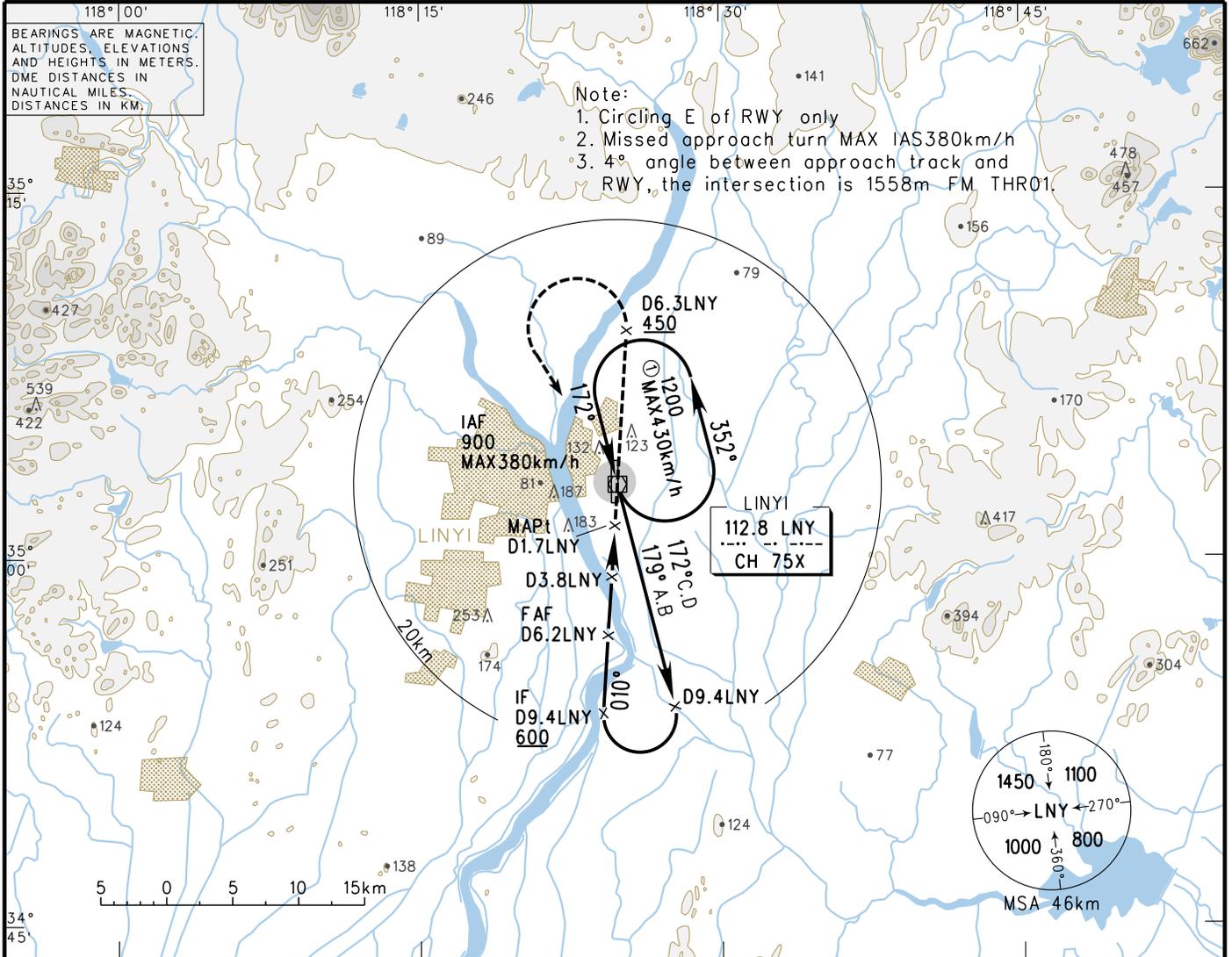
INSTRUMENT APPROACH CHART-ICAO

VAR 6.4° W

AERODROME ELEV 67.7
THR RWY01 ELEV 64.3

D-ATIS 128.25
TWR 118.15(130.0)

ZSLY LINYI/Qiyang
VOR/DME RWY01

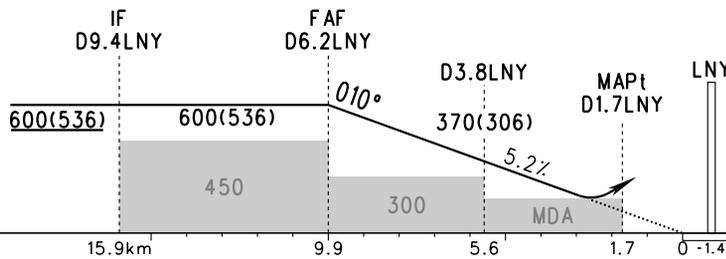


| | | | | | | | | |
|----------------|---|---|-----|-----|-----|-----|---|---|
| DME (LNY) (NM) | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| ALT (m) | | | 586 | 490 | 392 | 295 | | |

TL 3600
TA 3000
3300 (QNH ≥ 1031hPa)
2700 (QNH ≤ 979hPa)

MISSED APPROACH

Climb straight ahead to D6.3LNY, at 450 above, turn LEFT to LNY, at 900 above to LNY for approach, or join the holding pattern and follow ATC instruction.



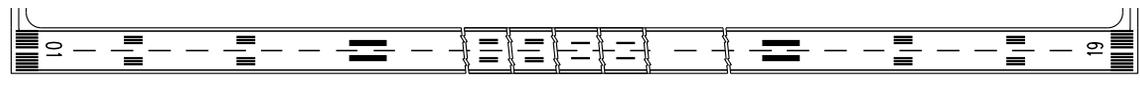
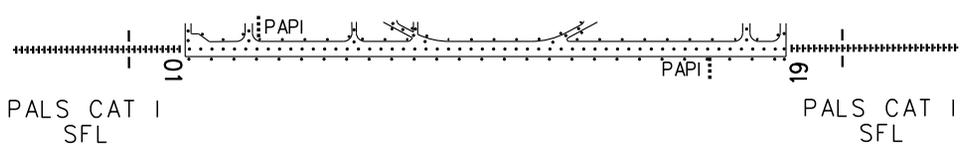
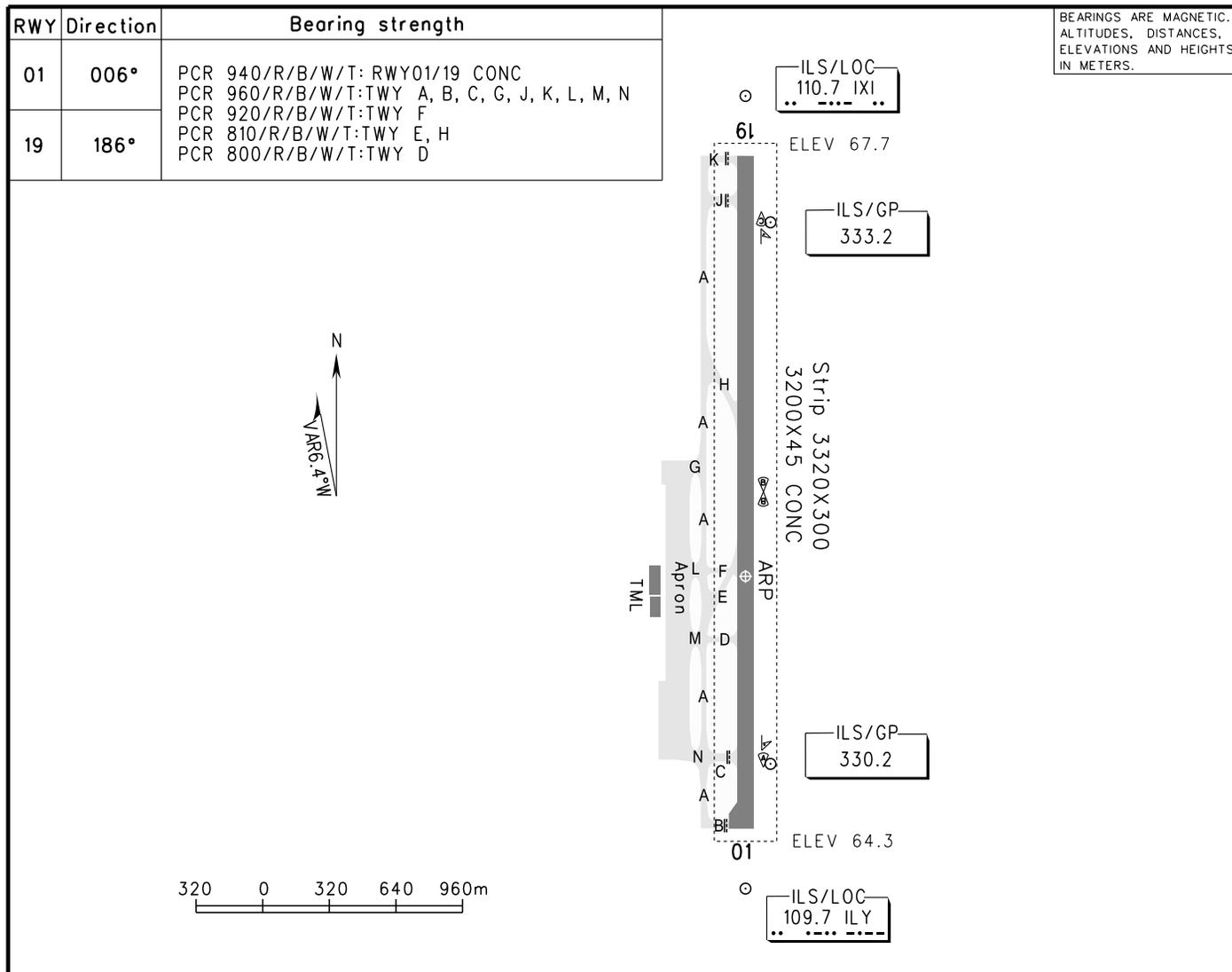
| | | A | B | C | D | FAF-MAPT 8.2km | | | | | | |
|----------|--------|----------|----------|----------|----------|---------------------|------|------|------|------|------|------|
| VOR/DME | MDA(H) | 210(146) | 210(146) | 210(146) | 210(146) | 80 | 100 | 120 | 140 | 160 | 180 | |
| | vis | 2000 | 2200 | 2400 | 2400 | 150 | 185 | 220 | 260 | 295 | 335 | |
| CIRCLING | MDA(H) | 250(182) | 300(232) | 300(232) | 300(232) | | | | | | | |
| | vis | 2800 | 3600 | 4000 | 4000 | | | | | | | |
| | | | | | | Time min:sec | 3:17 | 2:40 | 2:14 | 1:54 | 1:40 | 1:28 |
| | | | | | | Rate of descent m/s | 2.2 | 2.7 | 3.2 | 3.8 | 4.3 | 4.9 |

Changes: New chart.

AERODROME CHART

D-ATIS 128.25
TWR 118.15(130.0)(DCL AVBL)

ZSLY LINYI/Qiyang
N35° 03.0'E118° 24.8' ELEV 67.7m

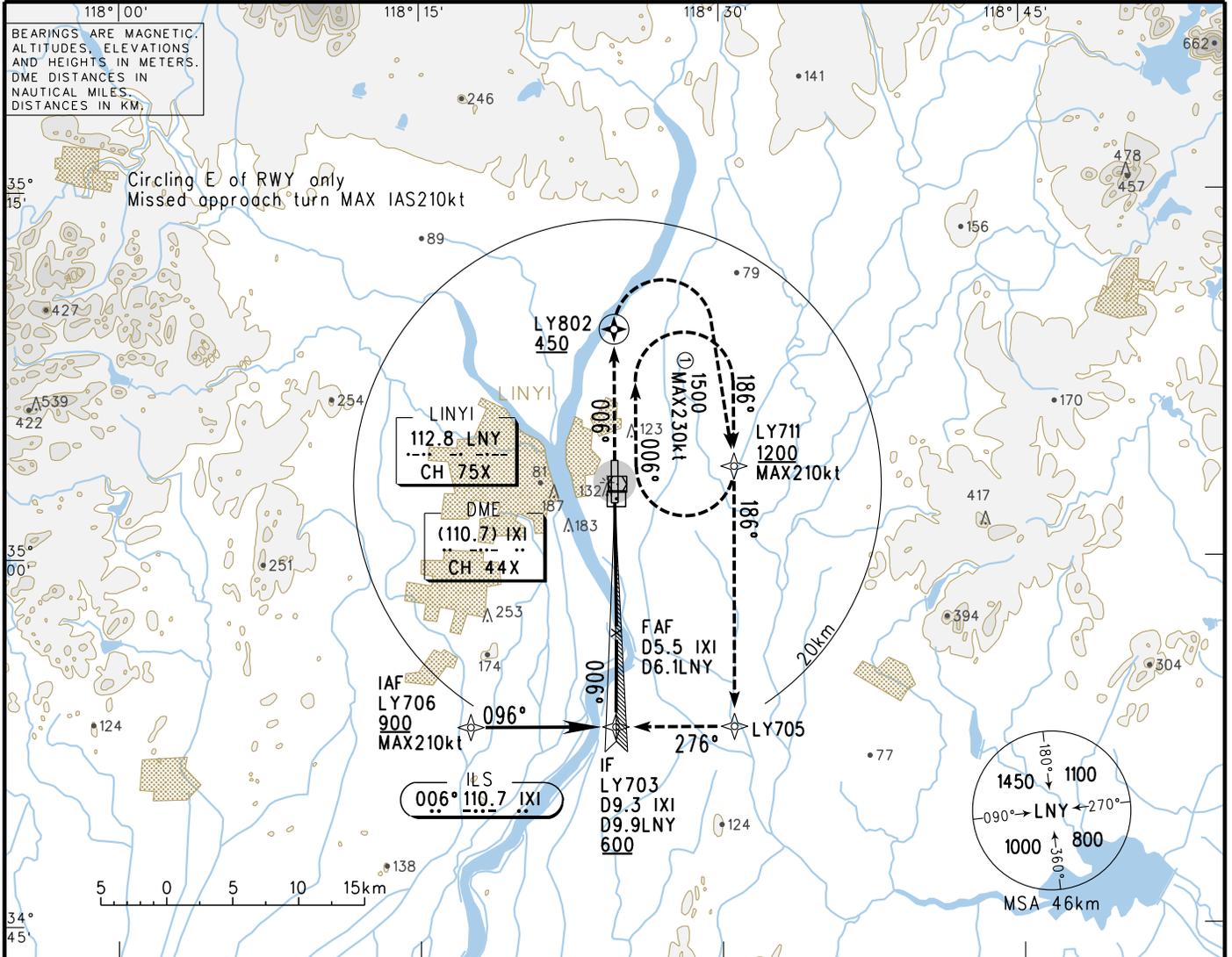


| TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m) | | | | | LIGHTS | |
|--|----------------------|---------------|--------|---------------|---|---|
| ACFT Type | RWY01 | | RWY19 | | RWY01 | RWY19 |
| | REDL | NIL(Day only) | REDL | NIL(Day only) | | |
| 2 TURB ENG or 3&4 ENG | A | | | | PALS CAT I SFL PAPI REDL RCLL RENL | PALS CAT I SFL PAPI REDL RCLL RENL |
| | B | RVR400 | RVR500 | RVR400 | | |
| | C | VIS800 | VIS800 | VIS800 | | |
| | D | | | | | |
| Other 1&2 ENG | Ceiling 100, VIS1600 | | | | | |
| Note: | | | | | | |
| Changes: Nil. | | | | | | |

INSTRUMENT APPROACH CHART-ICAO

VAR 6.4° W AERODROME ELEV 67.7 THR RWY01 ELEV 64.3 D-ATIS 128.25 TWR 118.15(130.0)

ZSLY LINYI/Qiyang RNP ILS/DME z RWY01

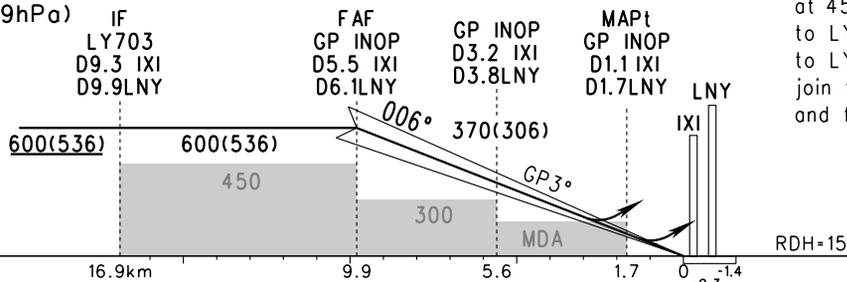


| GP INOP | DME (IXI) (NM) | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|---------|----------------|---|---|-----|-----|-----|-----|---|
| | ALT (m) | | | 551 | 454 | 357 | 260 | |

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

MISSED APPROACH

Climb straight ahead to LY802, at 450 above, turn RIGHT to LY711, at 1200 above to LY711 for approach, or join the holding pattern and follow ATC instruction.



| ILS/DME | DA(H) RVR/VIS ⊙ | 124(60) ⊙800/800 | | | |
|----------|-----------------------|---------------------|------------------|------------------|---|
| | | A | B | C | D |
| GP INOP | MDA(H) VIS | 210(146) 2000 | 210(146) 2200 | 210(146) 2400 | |
| CIRCLING | MDA(H) VIS | 250(182) 2800 | 300(232) 3600 | 300(232) 4000 | |

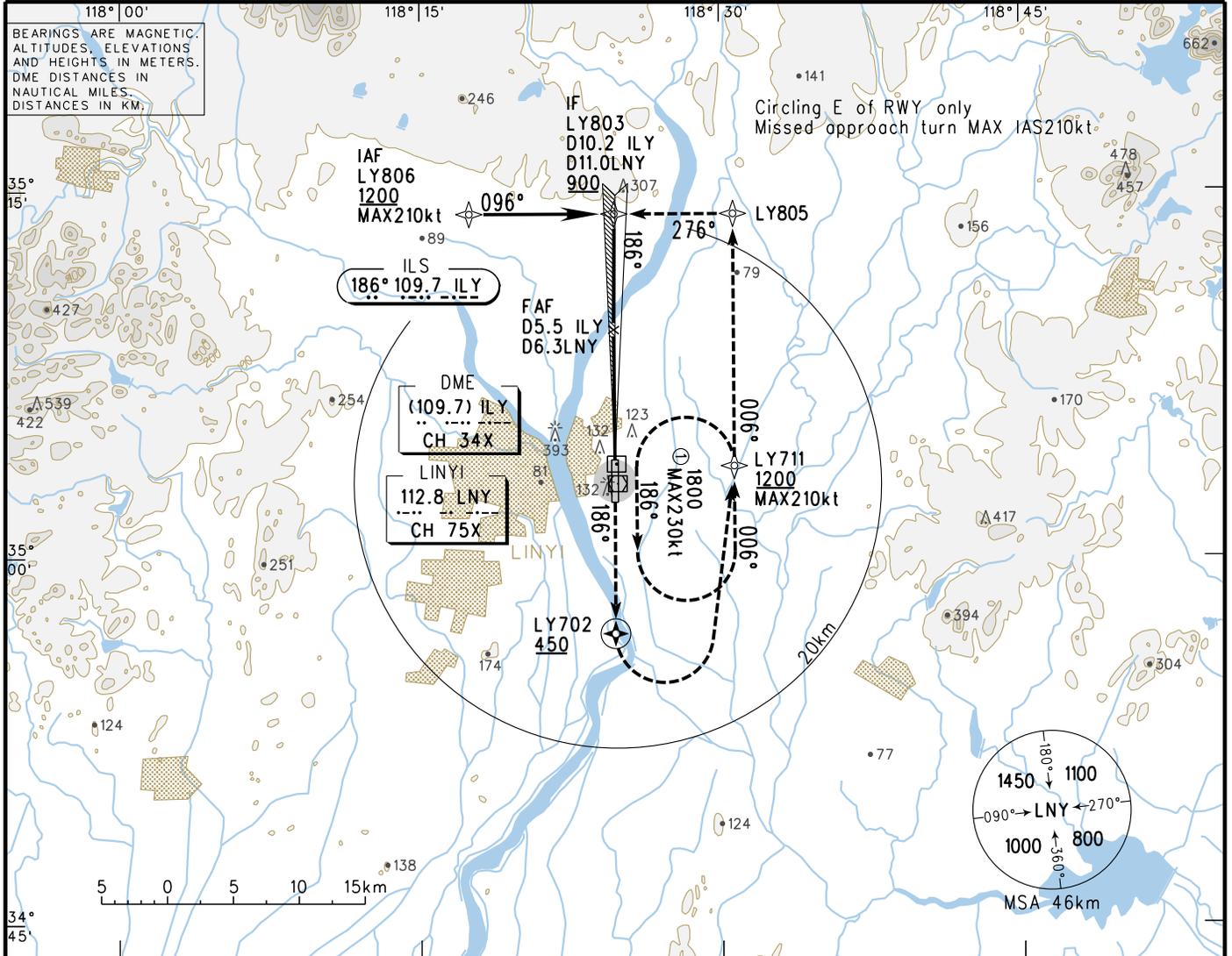
| FAF-MAPt(GP INOP) 8.2km | | | | | | |
|-------------------------|------|------|------|------|------|------|
| GS in kt | 80 | 100 | 120 | 140 | 160 | 180 |
| km/h | 150 | 185 | 220 | 260 | 295 | 335 |
| Time min:sec | 3:17 | 2:40 | 2:14 | 1:54 | 1:40 | 1:28 |
| Rate of descent m/s | 2.2 | 2.7 | 3.2 | 3.8 | 4.3 | 4.9 |

⊙ HUD special CAT I: (DH)(45),(RA)(46),RVR450m.
⊙ RVR550 can be implemented when using approved HUD or AP or FD for approach.
Changes: New chart.

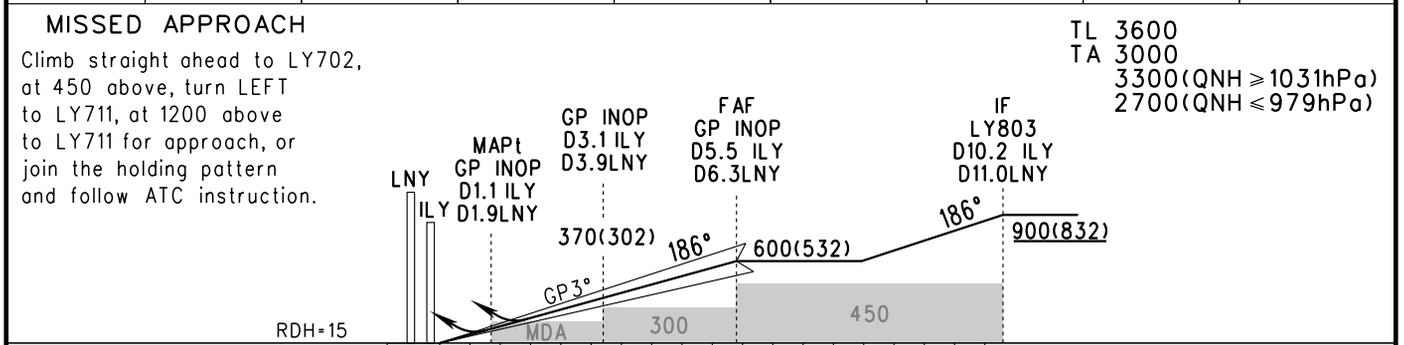
INSTRUMENT APPROACH CHART-ICAO

VAR 6.4° W AERODROME ELEV 67.7 THR RWY19 ELEV 67.7 D-ATIS 128.25 TWR 118.15(130.0)

ZSLY LINYI/Qiyang RNP ILS/DME z RWY19



| GP INOP | DME (ILY) (NM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---------|----------------|---|---|-----|-----|-----|-----|---|
| | ALT (m) | | | 260 | 357 | 454 | 551 | |



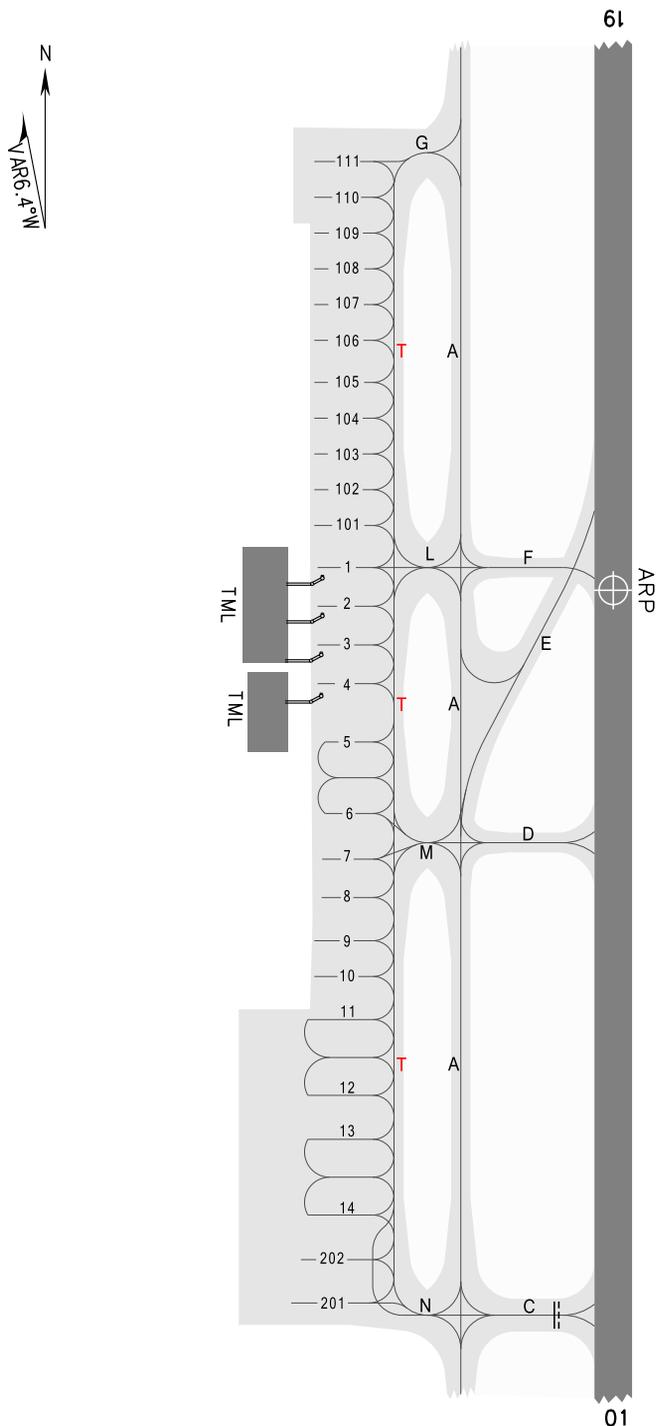
| ILS/DME | DA(H) | 133(65) | | 138(70) | | FAF-MAPt(GP INOP) 8.1km | | | | | | |
|----------|---------|----------|----------|----------|----------|---|----------|------|------|------|------|------|
| | RVR/VIS | 800/800 | 800/800 | | 800/1000 | | GS in kt | 80 | 100 | 120 | 140 | 160 |
| GP INOP | MDA(H) | 210(142) | 210(142) | 210(142) | | km/h | 150 | 185 | 220 | 260 | 295 | 335 |
| | VIS | 2000 | 2200 | 2400 | | Time min:sec | 3:14 | 2:38 | 2:13 | 1:52 | 1:39 | 1:27 |
| CIRCLING | MDA(H) | 250(182) | 300(232) | 300(232) | | Rate of descent m/s | 2.2 | 2.7 | 3.2 | 3.8 | 4.3 | 4.9 |
| | VIS | 2800 | 3600 | 4000 | | RVR550 can be implemented when using approved HUD or AP or FD for approach. | | | | | | |

AIRCRAFT PARKING CHART-ICAO

D-ATIS 128.25
TWR 118.15(130.0)(DCL AVBL)

ZSLY LINYI/Qiyang

PCR 910/R/B/W/T: Stands Nr.9-14, 101-111, 201, 202
PCR 890/R/B/W/T: Stands Nr.7-8
PCR 750/R/B/W/T: Stands Nr.1-6



Changes: Taxi lane T.

AERODROME OBSTACLE CHART-ICAO

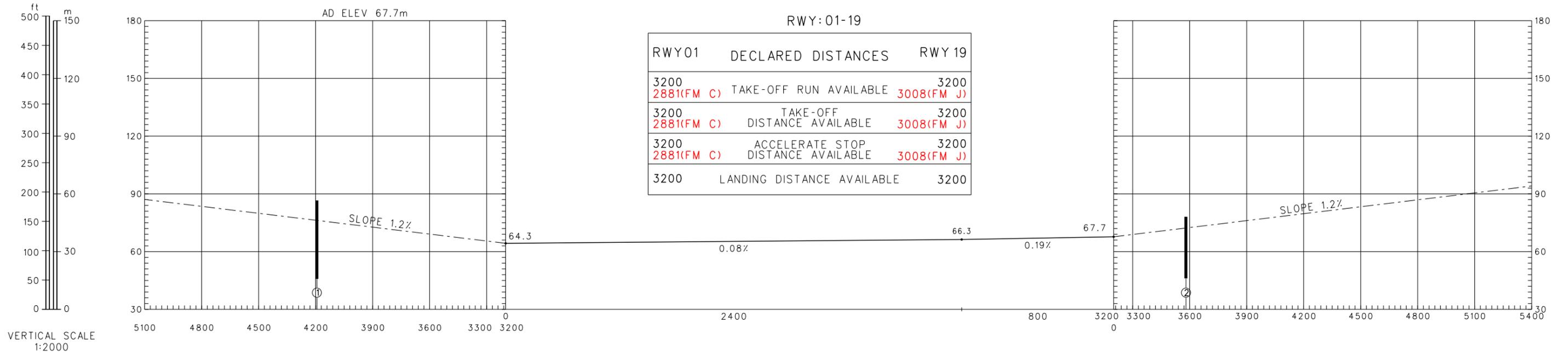
TYPE A(OPERATING LIMITATIONS)

ZSLY LINYI/Qiyang

DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 6.4° W

| RWY: 01-19 | |
|------------------------------------|------------|
| RWY01 | RWY19 |
| 3200 | 3200 |
| 2881(FM C) | 3008(FM J) |
| TAKE-OFF RUN AVAILABLE | |
| 3200 | 3200 |
| 2881(FM C) | 3008(FM J) |
| TAKE-OFF DISTANCE AVAILABLE | |
| 3200 | 3200 |
| 2881(FM C) | 3008(FM J) |
| ACCELERATE STOP DISTANCE AVAILABLE | |
| 3200 | 3200 |
| LANDING DISTANCE AVAILABLE | |



| LEGEND | |
|--------|---------|
| ① | OBST NR |
| ○ | POLE |
| | |
| | |
| | |

| AMENDMENT RECORD | | |
|------------------|------|------------|
| NR | DATE | ENTERED BY |
| | | |
| | | |

Changes: Declared distances.

STANDARD DEPARTURE CHART - INSTRUMENT

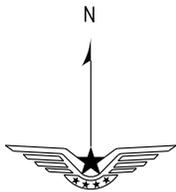
VAR 6.4° W

D-ATIS 128.25
TWR 118.15 (130.0)

ZSLY LINYI/Qiyang
RWY 01

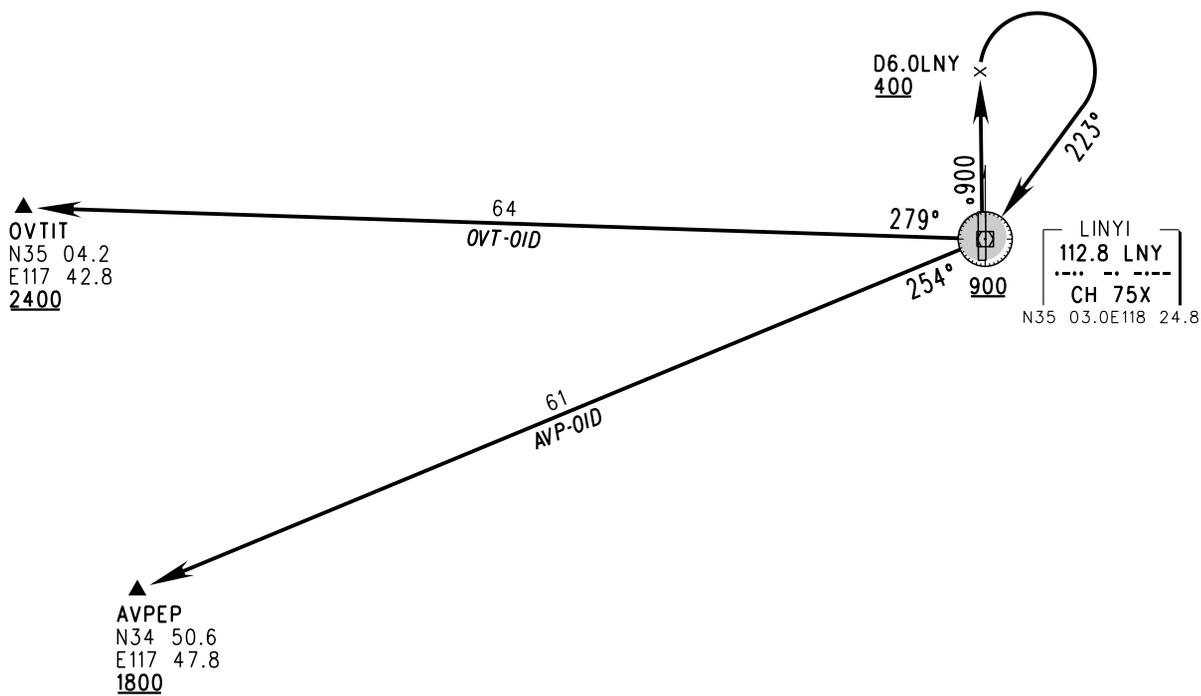
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300 (QNH ≥ 1031hPa)
2700 (QNH ≤ 979hPa)



NOT TO SCALE

Departure turn MAX IAS 430km/h



Changes: New chart.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR 6.4° W

D-ATIS 128.25
TWR 118.15 (130.0)

ZSLY LINYI/Qiyang
RWY 19

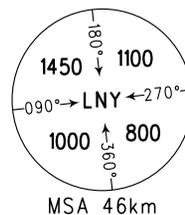
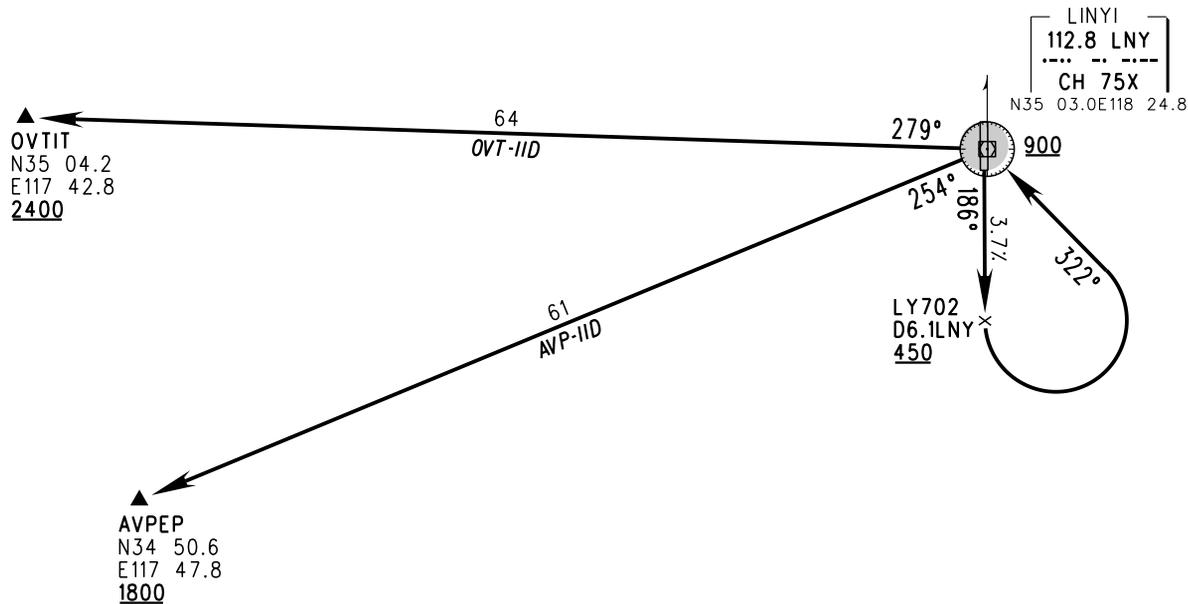
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300 (QNH ≥ 1031hPa)
2700 (QNH ≤ 979hPa)



NOT TO SCALE

Departure turn MAX IAS 430km/h



Changes: New chart.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR 6.4° W

D-ATIS 128.25
TWR 118.15(130.0)

ZSLY LINYI/Qiyang
RNP RWY19

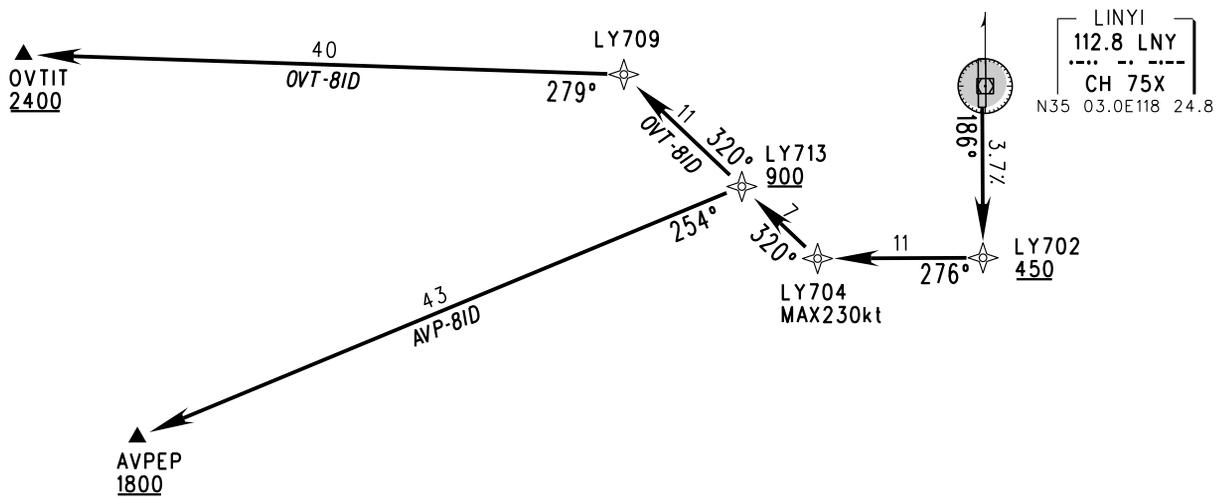
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)



NOT TO SCALE

RNP1
GNSS



| SID | Routing |
|---------|-------------------------------|
| AVP-81D | LY702-LY704-LY713-AVPEP |
| OVT-81D | LY702-LY704-LY713-LY709-OVTIT |

Changes: New chart.

STANDARD ARRIVAL CHART - INSTRUMENT

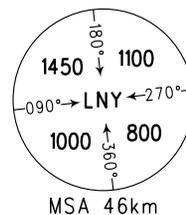
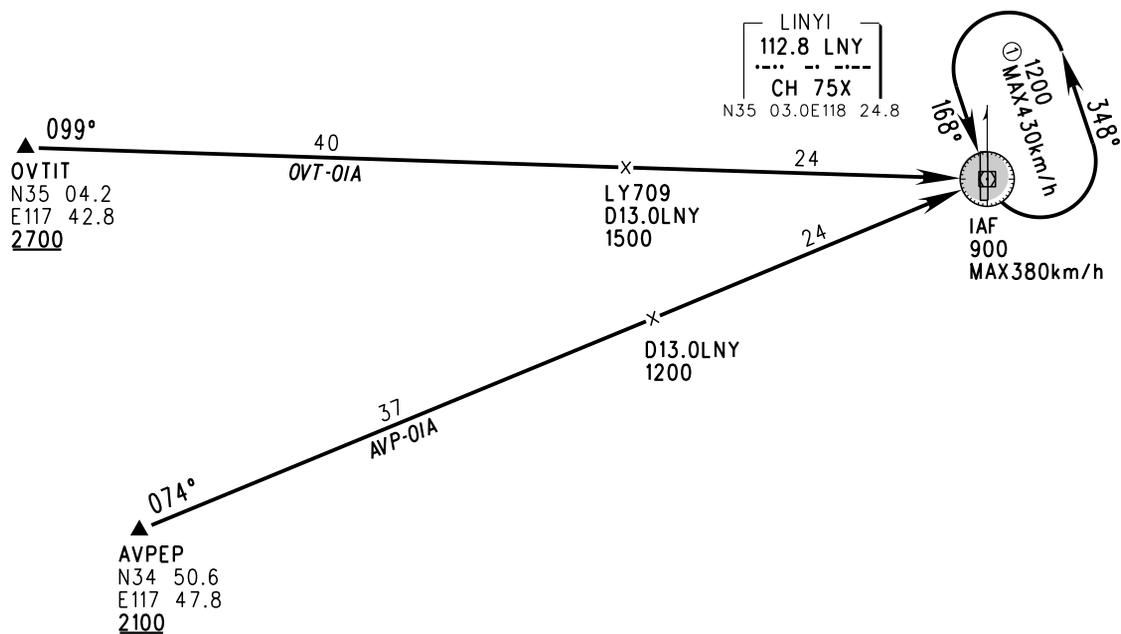
VAR 6.4° W

D-ATIS 128.25
TWR 118.15(130.0)

ZSLY LINYI/Qiyang
RWY01

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

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)



Changes: New chart.

STANDARD ARRIVAL CHART - INSTRUMENT

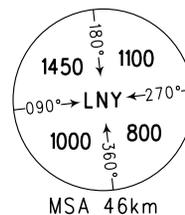
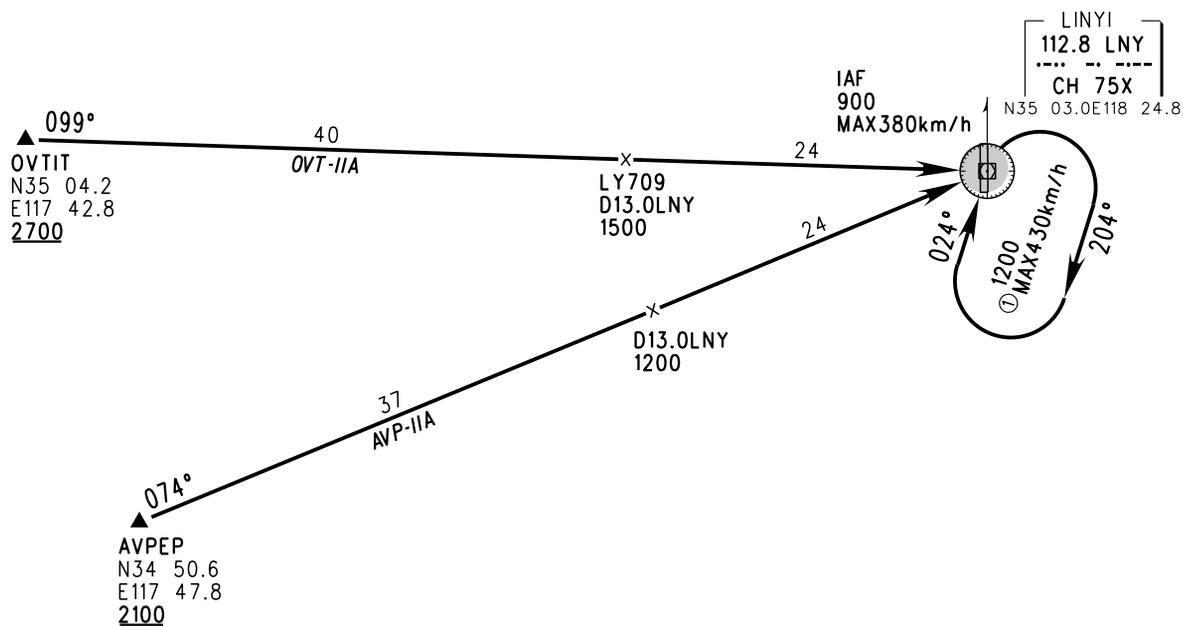
VAR 6.4° W

D-ATIS 128.25
TWR 118.15 (130.0)

ZSLY LINYI/Qiyang
RWY 19

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

TL 3600
TA 3000
3300 (QNH ≥ 1031hPa)
2700 (QNH ≤ 979hPa)



Changes: New chart.

STANDARD ARRIVAL CHART - INSTRUMENT

VAR6.4° W

D-ATIS 128.25
TWR 118.15(130.0)

ZSLY LINYI/Qiyang
RNP RWY01

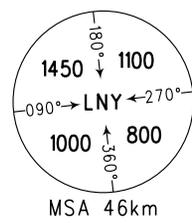
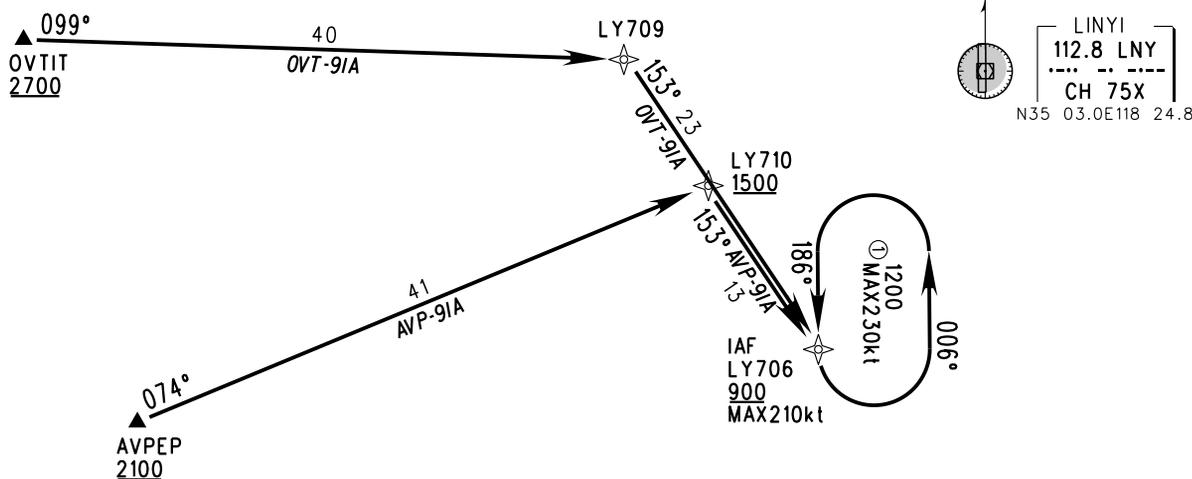
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)



NOT TO SCALE

RNP1
GNSS



| STAR | Routing |
|---------|-------------------|
| AVP-91A | AVPEP-LY710-LY706 |
| OVT-91A | OVTIT-LY709-LY706 |

Changes: New chart.

STANDARD ARRIVAL CHART - INSTRUMENT

VAR 6.4° W

D-ATIS 128.25
TWR 118.15 (130.0)

ZSLY LINYI/Qiyang
RNP RWY19

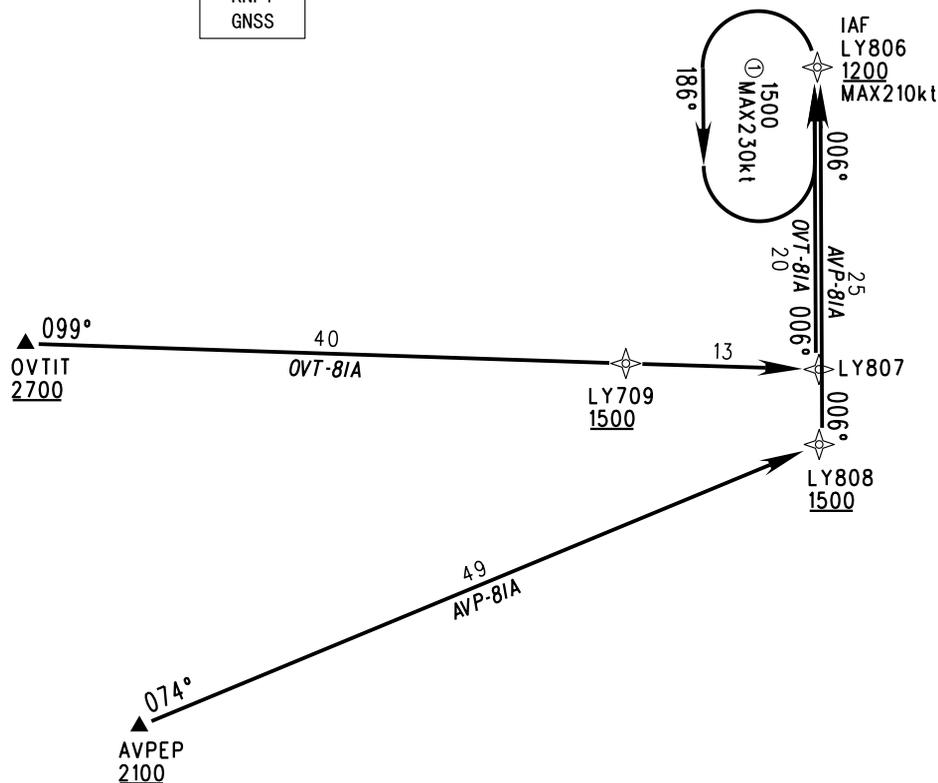
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

TL 3600
TA 3000
3300 (QNH ≥ 1031hPa)
2700 (QNH ≤ 979hPa)

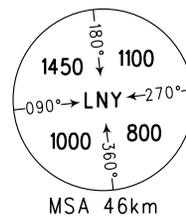


NOT TO SCALE

RNP1
GNSS



LINYI
112.8 LNY
CH 75X
N35 03.0E118 24.8



| STAR | Routing |
|---------|-------------------------|
| AVP-81A | AVPEP-LY808-LY806 |
| OVT-81A | OVTIT-LY709-LY807-LY806 |

Changes: New chart.

DATABASE CODING TABLE

LINYI/Qiyang

| Path Terminator | Waypoint ID | Fly over | Magnetic Course(°) | Turn Direction | Altitude (m) | IAS (kt) | VPA/TCH | Navigation Specification |
|--------------------|-------------|----------|--------------------|----------------|--------------|----------|---------|--------------------------|
| RWY01 SID AVP-91D | | | | | | | | |
| CF | LY802 | | 006 | | <u>400</u> | | | RNP1 |
| TF | LY804 | | | | | MAX230 | | RNP1 |
| TF | LY808 | | | | <u>900</u> | | | RNP1 |
| TF | AVPEP | | | | <u>1800</u> | | | RNP1 |
| RWY01 SID OVT-91D | | | | | | | | |
| CF | LY802 | | 006 | | <u>400</u> | | | RNP1 |
| TF | LY804 | | | | | MAX230 | | RNP1 |
| TF | LY807 | | | | <u>900</u> | | | RNP1 |
| TF | LY709 | | | | | | | RNP1 |
| TF | OVTIT | | | | <u>2400</u> | | | RNP1 |
| RWY19 SID AVP-81D | | | | | | | | |
| CF | LY702 | | 186 | | <u>450</u> | | | RNP1 |
| TF | LY704 | | | | | MAX230 | | RNP1 |
| TF | LY713 | | | | <u>900</u> | | | RNP1 |
| TF | AVPEP | | | | <u>1800</u> | | | RNP1 |
| RWY19 SID OVT-81D | | | | | | | | |
| CF | LY702 | | 186 | | <u>450</u> | | | RNP1 |
| TF | LY704 | | | | | MAX230 | | RNP1 |
| TF | LY713 | | | | <u>900</u> | | | RNP1 |
| TF | LY709 | | | | | | | RNP1 |
| TF | OVTIT | | | | <u>2400</u> | | | RNP1 |
| RWY01 STAR AVP-91A | | | | | | | | |
| IF | AVPEP | | | | <u>2100</u> | | | RNP1 |
| TF | LY710 | | | | <u>1500</u> | | | RNP1 |
| TF | LY706 | | | | <u>900</u> | MAX210 | | RNP1 |
| RWY01 STAR OVT-91A | | | | | | | | |
| IF | OVTIT | | | | <u>2700</u> | | | RNP1 |
| TF | LY709 | | | | | | | RNP1 |
| TF | LY706 | | | | <u>900</u> | MAX210 | | RNP1 |
| RWY19 STAR AVP-81A | | | | | | | | |
| IF | AVPEP | | | | <u>2100</u> | | | RNP1 |
| TF | LY808 | | | | <u>1500</u> | | | RNP1 |
| TF | LY806 | | | | <u>1200</u> | MAX210 | | RNP1 |
| RWY19 STAR OVT-81A | | | | | | | | |
| IF | OVTIT | | | | <u>2700</u> | | | RNP1 |
| TF | LY709 | | | | <u>1500</u> | | | RNP1 |
| TF | LY807 | | | | | | | RNP1 |
| TF | LY806 | | | | <u>1200</u> | MAX210 | | RNP1 |

Changes: New chart.

