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

ZUGY/KWE-贵阳/龙洞堡 GUIYANG/Longdongbao

ZUGY 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	N26°32.2′ E106°48.0′ 1600m inward THR01L
2	机场基准点与城市的位置关系 Direction and distance from city	114° GEO, 11.0km from Guiyang railway station
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	1138.9 m/31.0°C(AUG)/2.6°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	1°48′W(2020)/4′
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	Guizhou Guiyang Longdongbao International Airport LLC. Longdongbao Airport, Guiyang, Guizhou Province, CHN Post code:550012 TEL:86-851-85498256 FAX:86-851-85499466 AFS:ZUGYYDYX E-mail:gzjcws@cahs.com.cn Website:http://www.gzgyairport.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

ZUGY 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

ZUGY 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 platform lift (14t), baggage transporter, big and small pallets, luggage towing vehicle, fork, platform lorry
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	Refueling pipeline: 139L/s, refueling pipeline truck: one pipe 17L/s, double pipes 50L/s, refueling tank truck: one pipe 20L/s, double pipes 40L/s.
5	除冰设施 De-icing facilities	10 de-icers, deicing fluid type I and 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	Routine maintenance, other maintenance and spare parts service on request in advance.
8	备注 Remarks	Passenger stairs, shuttle bus, disable vehicle

ZUGY AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD and in vicinity

2	餐饮 Restaurants	At AD and in vicinity
3	交通工具 Transportation	Bus, passenger's coaches, taxies, merto
4	医疗设施 Medical facilities	Airport emergence center (ambulance, first-aid equipment), comprehensive hospital adjacent to AD
5	银行和邮局 Bank and Post Office	At AD and in vicinity
6	旅行社 Tourist Office	At AD and in vicinity
7	备注 Remarks	Nil

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

1	机场消防等级 AD category for fire fighting	CAT 9
2	援救设备 Rescue equipment	Fire fighting: rapid intervention vehicle, heavy foam tender, primary foam tender, illumination truck ， logistics truck, command car, dry-chemical tender. Rescue equipments: fire rescue air-cushion, air breather, air bottle, air pump, toothless cutting saw, fume extractor manual/hydraulic expander, hydraulic pressure scissor, fire crowbar, pickaxe, fire axe, door opener, life detector, foam generator, thermal imager, temperature tester, no-spark tool set, portable fire pump set, glass cutting saw, chemical protective clothing, heat-isolation suit.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTOW 248t and below. Removal equipment: platform trailer, uplift air cushion, mobile surface operation devices, traction rack, tow-tractor, crane, hoisting rigging.
4	备注 Remarks	Nil

ZUGY 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 Jet snow blowers, snow plough, snow fluid truck
2	扫雪顺序 Clearance priorities	RWY→TWY and taxi-lane→apron
3	备注 Remarks	Nil

ZUGY 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 1350/R/A/W/T : Stands Nr. 812-813 PCR 1330/R/A/W/T : Stands Nr. 413-417 PCR 1280/R/A/W/T : Stands Nr. 414L/R, 415L/R, 416L/R, 417L/R, 418, 619 PCR 1240/R/A/W/T : Stands Nr. 901 PCR 1230/R/A/W/T : Stands Nr. 618 PCR 1070/R/A/W/T : Stands Nr. 206, 304, 306 PCR 1060/R/A/W/T : Stands Nr. 605-606 PCR 1050/R/A/W/T : Stands Nr. 401-406, 408-412, 419 PCR 1040/R/A/W/T : Stands Nr. 204, 701-705, 707-711 PCR 1010/R/A/W/T : Stands Nr. 801-811 PCR 970/R/A/W/T : Stands Nr. 206L/R, 207-209, 301-303, 304L/R, 306L/R, 307, 601, 605L/R, 606L/R, 607-617 PCR 950/R/A/W/T : Stands Nr. 101-108, 201-203, 204L/R PCR 910/R/A/W/T : Stands Nr. 904-908 PCR 880/R/A/W/T : Stands Nr. 902-903 PCR 860/R/A/W/T : Stands Nr. 420 PCR 810/R/A/W/T : Stands Nr. 602-604 PCR 760/R/A/W/T : Stands Nr. 706 PCR 750/R/A/W/T : Stands Nr. 407 PCR 730/R/A/W/T : Stands Nr. 308 PCR 710/R/A/W/T : Stands Nr. 501-508 PCR 610/R/A/W/T : Stands Nr. 205 PCR 600/R/A/W/T : Stands Nr. 305
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	77m : B17 70m : B2, B3, B12-B16 60m : B4 43m : B6 39m : B7, B10, B11 38m : A2, A4, A11, A12, B1, C2-C4, C7, C10, C22-C24, C26, C31, C32, D10, D11 36m : A3, B18 34m : A7, B5, B8, B9 31m : A13 30.5m : A1, C1, C11, C21, C33, D12 28.5m : A6, A9, A10 23m : A, A5, B, C, C5, C6, C8, C9, C27-C30, D, E, Q
		道面 Surface	ASPH : C4(50m east FM the eage line of RWY01L/19R), C5(120m northeast FM the eage line of RWY01L/19R), C7(50m east FM the eage line of

			RWY01L/19R) CONC
		强度 Strength	PCR 1530/F/B/W/T : C5(120m northeast FM the eage line of RWY01L/19R) PCR 1380/R/A/W/T : B2, B3 PCR 1370/R/A/W/T : C1, C2 PCR 1340/R/A/W/T : B14-B18, C10 PCR 1330/R/A/W/T : A2, B1, C4, C24, C26, C31, C32 PCR 1310/R/A/W/T : C22 PCR 1300/R/A/W/T : B13, C7 PCR 1290/R/A/W/T : A11, A12 PCR 1280/R/A/W/T : D, D10-D12, E PCR 1260/R/A/W/T : A4, C3, C23 PCR 1230/R/A/W/T : B12 PCR 1210/R/A/W/T : A1, C11 PCR 1190/R/A/W/T : C8 PCR 1180/R/A/W/T : C(BTN C3-C8) PCR 1170/R/A/W/T : B(BTN Q & B4), C33 PCR 1160/R/A/W/T : Q, T2 PCR 1150/R/A/W/T : C(N of C1, BTN C9 & C11), C5, C6 PCR 1140/R/A/W/T : C9 PCR 1130/R/A/W/T : A(N of A1), C21 PCR 1120/R/A/W/T : B(BTN B4 & B5) PCR 1100/R/A/W/T : B(BTN B11 & B18) PCR 1090/F/B/W/T : C4(50m east FM the eage line of RWY01L/19R), C7(50m east FM the eage line of RWY01L/19R) PCR 1070/R/A/W/T : A5, C(BTN C1 & C3, C8 & C9) PCR 1060/R/A/W/T : B6 PCR 1050/R/A/W/T : B5, B7, B10 PCR 1040/R/A/W/T : B9, B11 PCR 1040/R/B/W/T : B(BTN B6 & B9) PCR 1020/R/A/W/T : B8 PCR 990/R/A/W/T : A3, A7 PCR 980/R/A/W/T : A(BTN A1 & A3), C27-C30 PCR 950/R/A/W/T : A6, A9, A10 PCR 940/R/A/W/T : A13 PCR 890/R/A/W/T : A(S of A6) PCR 880/R/A/W/T : B(BTN B5 & B6, B9 & B11), B4, T3-T6 PCR 870/R/A/W/T : T12, T13 PCR 840/R/A/W/T : A(BTN A3 & A6) PCR 810/R/A/W/T : T1, T7-T9 PCR 790/R/A/W/T : T10, T11
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	TWY shoulders: 10.5m on each side.

ZUGY 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 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, displaced THR(19R, 19L)
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RTZL(19R), RENL
		滑行道标志 TWY markings	Edge line, center line, No-entry, 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: A1-A4, A7, A11-A13, C1-C4, C7, C10, C11, C21-C24, C26, C31-C33, D10-D12 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.	

ZUGY 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
MT 001	MT	012/7992	1258.4		01L/R take-off path
MT 002	MT	015/8135	1288.2		01L/R take-off path
MT 003	MT	017/8343	1330		01L/R take-off path
MT 004	MT	019/8526	1335.1		01R take-off path
MT 005	MT	021/8940	1351		01L/R departure
MT 006	MT	021/9257	1364		01L/R departure, 19L/R GP INOP, VOR/DME final approach
MT 007	MT	029/14204	1434.3		19L/R VOR/DME final approach
MT 008	MT	052/2328	1231.7		19L/R GP INOP missed approach
MT 009	MT	068/5686	1357		Circling for CAT B
MT 010	MT	097/10830	1488.1		Circling for CAT D
MT 011	MT	103/2300	1295		Circling for CAT A
MT 012	MT	109/2318	1290.6		
MT 013	MT	165/9299	1459.3		Circling for CAT C
MT 014	MT	174/5303	1298		

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 015	MT	177/11203	1411.7		19L/R departure
MT 016	MT	180/10809	1408.7		19L/R departure
MT 017	MT	181/8618	1317		01L VOR/DME final approach
MT 018	MT	183/14480	1478		01R GP INOP, 01L VOR/DME final approach
MT 019	MT	187/5594	1245.4		19L/R take-off path
MT 020	MT	187/9217	1274.3		19L/R take-off path
MT 021	MT	188/6087	1248.8		19L/R take-off path
MT 022	MT	188/11564	1361.1		19L/R take-off path
MT 023	MT	192/6513	1253.1		19L/R take-off path
MT 024	MT	194/7124	1275.2		19L/R take-off path, 01L/R GP INOP final approach
MT 025	MT	197/3967	1205.9		19R take-off path
MT 026	MT	197/7754	1242.9		19R take-off path
Antenna 027	Antenna	198/8997	1259.2		19R take-off path
Control TWR 028	Control TWR	326/1192	1221.9		
MT 029	MT	351/7953	1375.5		19R VOR/DME final approach
MT 030	MT	357/8081	1300.8		19L VOR/DME 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 031	Antenna	002/23526	1680		19L/R ILS/DME, VOR/DME intermediate approach
Antenna 032	Antenna	079/20929	1712		
TRANSMISSION _LINE 033	TRANSM ISSION_L INE	085/19372	1864		
TRANSMISSION _LINE 034	TRANSM ISSION_L INE	086/18806	1825		
TRANSMISSION _LINE 035	TRANSM ISSION_L INE	087/16897	1806		
TRANSMISSION _LINE 036	TRANSM ISSION_L INE	087/17540	1804		
TRANSMISSION _LINE 037	TRANSM ISSION_L INE	087/22680	1861		
TRANSMISSION _LINE 038	TRANSM ISSION_L INE	087/23325	1836		
TRANSMISSION _LINE 039	TRANSM ISSION_L INE	087/23937	1882		
TRANSMISSION _LINE 040	TRANSM ISSION_L INE	087/24262	1895		
TRANSMISSION _LINE 041	TRANSM ISSION_L INE	087/24834	1887		

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
TRANSMISSION _LINE 042	TRANSM ISSION_L INE	088/24556	1897		MSA, 19L/R ILS/DME, VOR/DME initial approach, ATC-SMAC sector 1 K001
TRANSMISSION _LINE 043	TRANSM ISSION_L INE	089/20876	1859		
TRANSMISSION _LINE 044	TRANSM ISSION_L INE	089/21174	1878		
TRANSMISSION _LINE 045	TRANSM ISSION_L INE	089/21432	1879		
TRANSMISSION _LINE 046	TRANSM ISSION_L INE	089/21982	1890		
MT 047	MT	098/141037	2179		ATC-SMAC sector 2 K002 with plants 15m
MT 048	MT	113/57205	1961		ATC-SMAC sector 3 K003 with plants 15m
TRANSMISSION _LINE 049	TRANSM ISSION_L INE	135/30421	1807		
TRANSMISSION _LINE 050	TRANSM ISSION_L INE	139/20918	1759		
TRANSMISSION _LINE 051	TRANSM ISSION_L INE	141/28389	1786		

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
TRANSMISSION_LINE 052	TRANSMISSION_LINE	142/21322	1734		
TRANSMISSION_LINE 053	TRANSMISSION_LINE	142/22013	1734		
TRANSMISSION_LINE 054	TRANSMISSION_LINE	145/27117	1808		
TRANSMISSION_LINE 055	TRANSMISSION_LINE	147/25808	1796		
TRANSMISSION_LINE 056	TRANSMISSION_LINE	150/23727	1782		
TRANSMISSION_LINE 057	TRANSMISSION_LINE	150/24907	1800		
TRANSMISSION_LINE 058	TRANSMISSION_LINE	152/24868	1836		01L/R ILS/DME, 01L VOR/DME initial approach, ATC-SMAC sector 4 K004
TRANSMISSION_LINE 059	TRANSMISSION_LINE	153/23256	1781		
TRANSMISSION_LINE 060	TRANSMISSION_LINE	154/23097	1789		
TRANSMISSION_LINE 061	TRANSMISSION_LINE	157/22707	1757		

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
TRANSMISSION_LINE 062	TRANSMISSION_LINE	158/22676	1736		
TRANSMISSION_LINE 063	TRANSMISSION_LINE	161/48705	1700		
TRANSMISSION_LINE 064	TRANSMISSION_LINE	165/48537	1820		ATC-SMAC sector 5 K005
TRANSMISSION_LINE 065	TRANSMISSION_LINE	167/24589	1795		ATC-SMAC sector 6 K006
TRANSMISSION_LINE 066	TRANSMISSION_LINE	167/26359	1822		
TRANSMISSION_LINE 067	TRANSMISSION_LINE	169/23602	1768		
TRANSMISSION_LINE 068	TRANSMISSION_LINE	170/23559	1782		
TRANSMISSION_LINE 069	TRANSMISSION_LINE	170/23731	1780		
TRANSMISSION_LINE 070	TRANSMISSION_LINE	171/24872	1771		
TRANSMISSION_LINE 071	TRANSMISSION_LINE	172/29649	1710		
TRANSMISSION_LINE 072	TRANSMISSION_LINE	173/23529	1781		19L/R departure, 01L/R ILS/DME, 01L VOR/DME intermediate 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
TRANSMISSION_LINE 073	TRANSMISSION_LINE	175/29792	1689		
TRANSMISSION_LINE 074	TRANSMISSION_LINE	179/28825	1711		
TRANSMISSION_LINE 075	TRANSMISSION_LINE	181/28414	1715		
TRANSMISSION_LINE 076	TRANSMISSION_LINE	185/28181	1743		
MT 077	MT	187/18115	1474		01L GP INOP final approach
TRANSMISSION_LINE 078	TRANSMISSION_LINE	188/29317	1750		
Remarks:					

ZUGY 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	Guizhou ATMB MET Observatory of CAAC
2	气象服务时间、服务时间以外的责任气象台 Hours of service/MET Office outside hours	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	Guizhou ATMB MET Observatory Forecast Office of 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	art, 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	Briefing provided: Synoptic charts, significant weather charts, upper W/T Charts, satellite and radar material, AWOS Real-time Data, numerical weather prediction chart
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	ACC, APP, FIS, TWR
10	其他信息 Additional information	Aerodrome warning, terminal area warning, windshear alarm/warning TEL: 86-851-88632876
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Hourly plus special observation/AWOS
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 110m E of RCL01L/19R, 410m inward THR01L B: 110m E of RCL01L/19R, 1600m inward DTHR19R C: 110m E of RCL01L/19R, 440m inward DTHR19R D: 120m E of RCL01L/19R, 410m inward THR01L E: 110m E of RCL01L/19R, 1580m inward DTHR19R F: 120m E of RCL01L/19R, 410m inward DTHR19R G: 110m E of RCL01R/19L, 381m inward THR01R H: 110m E of RCL01R/19L, 1885m inward THR01R J: 110m E of RCL01R/19L, 359m inward DTHR19L SFC wind sensors 01L: 120m E of RCL01L, 395m inward THR01L 19R: 120m E of RCL19R, 395m inward DTHR19R Center of 01L/19R: 120m E of RCL01L/19R, 1590m inward DTHR19R 01R: 115m E of RCL01R, 416m inward THR01R 19L: 115m E of RCL19L, 364m inward DTHR19L centre of 01R/19L: 115m E of RCL01R/19L, 1925m inward THR01R Ceilometer 01L: 110m E of RCL01L, 395m inward THR01L

		19R: 110m E of RCL19R, 395m inward DTHR19R 01R: 110m E of RCL01R, 371m inward THR01R 19L: 110m E of RCL19L, 319m inward DTHR19L
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 AVBL
6	其他信息 Additional information	Nil

ZUGY 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
01L	009.92° GEO 012° MAG	3500×45	PCR 800/R/A/W/T CONC/-	Nil	THR 1138.9m TDZ 1138.9m	-0.51%(1750m)/0.49%(1450m)/0.15%(300m)
19R	189.92° GEO 192° MAG	3500×45	PCR 800/R/A/W/T CONC/-	Nil	THR 1137.5m DTHR 1137.1m TDZ 1137.1m	-0.15%(300m)/-0.49%(1450m)/0.51%(1750m)
01R	009.92° GEO 012° MAG	4000×45	PCR 1090/R/A/W/T CONC/-	Nil	THR 1137.6m TDZ 1136.7m	-0.34%(2030m)/0.46%(1053m)/-0.15%(717m)/-0.35%(200m)
19L	189.92° GEO 192° MAG	4000×45	PCR 1090/R/A/W/T CONC/-	Nil	THR 1133.6m DTHR 1134.3m TDZ 1135.3m	0.35%(200m)/0.15%(717m)/-0.46%(1053m)/0.34%(2030m)

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
01L	Nil	Nil	3620×280	160×150	Nil	Nil
19R	Nil	220×150	3620×280	230×150	Nil	Nil
01R	Nil	Nil	4120×280	230×150	Nil	Nil
19L	Nil	Nil	4120×280	230×120	Nil	Nil
Remarks: RWY01L/19R and RWY01R/19L: both grooved, shoulder width: 7.5m on each side. The distance between the two parallel RCL is 365m. The end of RWY01R is 500m northwards to the end of RWY01L. THR19L displaced 200m inwards. THR19R displaced 300m inwards.						

ZUGY 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
01L	3500	3500	3500	3500	Nil
01L	3363	3363	3363	3500	FM A12
01L	2900	2900	2900	3500	FM A11,C10
19R	3500	3720	3500	3200	THR displaced 300m inwards
19R	3363	3583	3363	3200	FM A2,C2,THR displaced 300m inwards
19R	3188	3408	3188	3200	FM A3,C3,THR displaced 300m inwards
01R	4000	4000	4000	4000	Nil
01R	3863	3863	3863	4000	FM C32,D11
01R	3400	3400	3400	4000	FM C31,D10
19L	4000	4000	4000	3800	THR displaced 200m inwards
19L	3863	3863	3863	3800	FM C22,THR displaced 200m inwards

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
19L	3488	3488	3488	3800	FM C23,THR displaced 200m inwards
19L	3188	3188	3188	3800	FM C24,THR displaced 200m inwards

ZUGY 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
01L	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 430m inward THR01L 3° 17.7m	Nil	3500 m spacing 15m 0-2600m, WHITE 2600-3200m, RED/WHITE 3200-3500m, RED VRB LIH	3500 m spacing 60m 0-2900m, WHITE 2900-3500m, YELLOW VRB LIH	RED	Nil
19R	PALS CAT III SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 467m inward DTHR19R 3° 19.5m	900 m	3200 m spacing 15m 0-2300m, WHITE 2300-2900m, RED/WHITE 2900-3200m, RED VRB LIH	3500 m spacing 60m 0-2900m, WHITE 2900-3500m, YELLOW VRB LIH	RED	Nil
01R	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 445m inward THR01R 3° 18.4m	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

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
19L	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 377m inward DTHR19L 3° 18.7m	Nil	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	4000 m spacing 60m 0-3400m, WHITE 3400-4000m, YELLOW VRB LIH	RED	Nil
Remarks:								

ZUGY 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: 01L: 90m W of RCL01L, 440m inward THR01L; 19R: 78m E of RCL19R, 467m inward DTHR19R; 01R: 78m W of RCL01R, 515m inward THR01R; 19L: 78m E of RCL19L, 418m inward DTHR19L.
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	Secondary power supply available/UPS 1s, Diesel generator 15s
5	备注 Remarks	Nil

ZUGY 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

ZUGY 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
Guiyang tower control area	A circuit, 4 arcs with radius 13km centered at all THR centers and 2 parallel lines of 13km from all RCL.	GND-1800m(QNH)				
Fuel Dumping Area	N270420E1071430-N270420E1072820-N264200E1073030-N263440E1071430-N270420E1071430	Above 5100m(excluded)				
Altimeter setting region and TL/TA	Same as Guiyang APP area.	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				

ZUGY 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		126.825 (departure)			H24	D-ATIS available
		127.05 (arrival)			H24	D-ATIS available
APP	Guiyang Approach	APP01:120.075 (119.45)			by ATC	Contact APP02 when APP01 U/S.
		APP02:126.05 (119.45)			H24	
		APP03:119.025 (119.725)			by ATC	Contact APP02 when APP03 U/S.
		APP04:119.15 (119.725)			by ATC	Contact APP02 when APP04 U/S.
TWR	Guiyang Tower	TWR:118.3 (118.05)			H24	
		TWR:118.525 (118.05)			by ATC	
GND	Guiyang Ground	GND:121.6 (121.65)			2330-1600(Next day) or by ATC	
		GND:121.9 (121.65)			by ATC	
	Guiyang Delivery	Delivery:121.8 (121.65)			by ATC	DCL available
APN	Guiyang Apron	APN:121.7 (121.975)			H24	
OP-CTL	Guiyang Operational	130.65			H24	
EMG		121.5			H24	

ZUGY 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
Guiyang VOR/DME	KWE	114.3 MHz CH 90X	H24	N26°31.4′ E106°47.7′ 204°MAG/1942m FM ARP	1178 m	
OM 01L		75 MHz		192°MAG/9067m FM THR01L		CLSD
MM 01L		75 MHz		192°MAG/1005m FM THR01L		CLSD
IM 01L		75 MHz		192°MAG/260m FM THR01L		CLSD
LOC 01L ILS CAT I	IGG	111.1 MHz		012°MAG/290m FM RWY01L end		
GP 01L		331.7 MHz		130m E of RCL, 348m inside THR01L		Angle 3° , RDH 16.3 m
DME 01L	IGG	CH 48X (111.1 MHz)		132m E of RCL, 348m inside THR01L	1140m	Co-located with GP 01L
OM 19R		75 MHz		012°MAG/10720m FM THR19R		CLSD
MM 19R		75 MHz		012°MAG/1150m FM THR19R		CLSD
IM 19R		75 MHz		012°MAG/440m FM DTHR19R		
LOC 19R ILS CAT III	IGY	109.3 MHz		192°MAG/220m FM RWY19R end		Operate as CAT II
GP 19R		332.0 MHz		130m E of RCL, 348m inside DTHR19R		Angle 3° , RDH 16.9 m
DME 19R	IGY	CH 30X (109.3 MHz)		130m E of RCL, 348m inside DTHR19R	1140m	Co-located with GP 19R
LOC 01R ILS CAT I	ILR	111.35 MHz		012°MAG/290m FM RWY01R end		

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
GP 01R		332.15 MHz		120m E of RCL01R, 366m inward THR01R		Angle 3° , RDH 17.1 m
DME 01R	ILR	CH 50Y (111.35 MHz)		122m E of RCL, 366m inside THR01R	1165m	Co-located with GP 01R
LOC 19L ILS CAT I	IDL	111.55 MHz		192°MAG/290m FM RWY19L end		
GP 19L		332.75 MHz		120m E of RCL, 314m inside (D)THR19L		Angle 3° , RDH 16.3 m
DME 19L	IDL	CH 52Y (111.55 MHz)		120m E of RCL, 314m inside (D)THR19L	1165m	Co-located with GP 19L

ZUGY AD 2.20 本场规定

1. 机场使用规定

1.1 除经西南管理局批准外，禁止未安装二次雷达应答机的航空器起降。

1.2 所有技术试飞须事先申请，并在得到空中交通管制部门批准后方可进行;

1.3 前往本场落地的重型机或 B757 在首次联系进近及塔台管制员时，应主动报告航空器机型和尾流类型。

1.4 本场提供数字化放行系统（DCL）服务。

1.4.1 航空器计划起飞（ETD）前 35min 内可开始向空中交通管制部门（ATC）发送 DCL 申请，收到 DCL

ZUGY AD 2.20 Local aerodrome regulations

1.Airport operations regulations

1.1 Take-off/landing of aircraft without SSR transponder is forbidden unless authorized by CAAC Southwest Regional Administration.

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 Heavy aircraft or B757 should report the aircraft's type and wake category when contact APP or TWR at the first time.

1.4 DCL service is implemented at this aerodrome.

1.4.1 Flight crews shall send the DCL request to ATC within 35min before ETD. When the flight crew receive

后需向放行席复述跑道号、离场程序、应答机编码并守听（放行席关闭后由地面席或塔台席代理放行工作）。

the DCL, repeat RWY designation, departure procedure, transponder code and keep listening to Delivery (GND or TWR will work if Delivery closed).

1.4.2 当 DCL 申请失败或者无法使用 DCL 时，航空器驾驶员可联系管制员申请语音放行。语音放行许可前必须收听通播，申请放行许可时须向管制员通报通播代号，收到管制放行许可后进行逐一复诵。

1.4.2 If DCL request failed or DCL service is not available, the flight crew can contact ATC for voice clearance. Listen to ATIS before applying for ATC clearance, report to ATC about the ATIS code, and repeat after receiving the clearance.

1.5 进场航空器在着陆脱离跑道后，离场航空器在申请推出开车并挂好拖车后，均应开启应答机地面模式。

1.5 The transponder should be set on ground mode after the landing aircraft vacating RWY or the departure aircraft with push-back and start-up clearance obtained hanging up the trailer.

1.6 本场相邻机位禁止两架航空器同时运行，包括同时进入、同时推出、同时一进一出。

1.6 Two aircrafts on adjacent parking stands are forbidden to move(including taxi in/out by own power, pushed back) simultaneously.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 跑道运行规则

2.1 RWY operation rules

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

2.1.1 ATC will decide single or parallel RWY operation. Flight crew shall pay attention to received ATIS information in advance. The RWY actual used will be instructed by ATC.

2.1.2 跑道更换方向规定

2.1.2 RWY conversion procedure

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

If downwind speed reaches 3.5m/s with a tendency to continue to increase, ATC starts to change the direction of RWY in use. If the downwind speed is more than 3.5m/s but not more than 5m/s, ATC will notify the flight crew about the wind speed and direction. If can not accept ATC's instructions because of the aircraft's

应停止顺风起降。

performance or other reasons, the flight crew should inform ATC as soon as possible, and follow further instructions. If downwind is more than 5m/s, stop to take off or land.

2.1.3 起飞及着陆的航空器占用跑道时间要求

2.1.3 Time requirements of RWY occupancy

2.1.3.1 起飞航空器从等待位置到对正跑道时间应控制在 60s 以内。航空器驾驶员得到起飞许可后，应当立即起飞，在 60s 内不能起飞的，航空器驾驶员应再次请求起飞许可。

2.1.3.1 Time needed for the take-off aircraft from RWY holding position to finishing RWY alignment shall be less than 60s. After getting take-off clearance, the aircraft shall take off as soon as possible. If it can't take off within 60s, the flight crew shall apply for take-off clearance again.

2.1.3.2 着陆航空器从接地到完全脱离跑道的时间应在 50s 内，并尽量使用快速脱离道。如机组认为无法在上述要求的时间内完成，需在着陆前通知管制员。

2.1.3.2 The landing aircraft should fully vacate RWY within 50s after touching down, and try to use the rapid exit taxiway. Flight crew must inform ATC if can not fulfil the requirements before landing.

2.1.3.3 使用快速脱离道滑出时速度限制为 93km/h 以下。通常禁止航空器在快速脱离道上等待，以免影响后续航空器的起降。

2.1.3.3 The speed of exiting from the rapid exit taxiway should be less than 93km/h. Normally it's forbidden for aircrafts to hold on the rapid taxiway, so as not to affect further taking-off or landing.

2.1.3.4 运行中，航空器驾驶员若不能满足上述占用跑道时间要求，应尽早通知管制员。

2.1.3.4 If the flight crew can not fulfil the time requirements of RWY occupancy, inform ATC as soon as possible.

2.1.4 穿越跑道规定

2.1.4 Rules of crossing RWY

2.1.4.1 穿越跑道须按照管制员指令滑行至跑道等待点外等待。

2.1.4.1 RWY crossing shall strictly follow ATC instruction, taxi to the holding position and hold short of RWY.

2.1.4.2 收到穿越指令后须在 50s 内完成穿越，不得延误，如有疑问请在穿越前证实，若不能达到此要求，

2.1.4.2 Complete RWY crossing within 50s without delay after receiving crossing clearance from ATC;

应提前通知管制单位。

verify any problem before crossing. If flight crew can not fulfil such requirement, inform ATC in advance.

2.1.4.3 航空器驾驶员需完整复诵所有跑道外等待点和穿越跑道指令，穿越结束后须向管制员报告“已脱离跑道”。

2.1.4.3 Flight crew shall repeat all the ATC instructions for clarity, and report to ATC 'RWY vacated' after crossing.

2.1.4.4 穿越跑道时，航空器驾驶员应注意监听其它有关跑道指令或信息，并注意观察跑道及附近的活动。跟随起飞航空器后穿越跑道时，航空器驾驶员自行负责与起飞航空器之间的距离，以免受喷流影响。

2.1.4.4 Flight crew shall monitor the ATC instructions or information about RWY and watch the activities onand aroundRWY. While crossing RWY after the take-off aircraft, flight crew shall be responsible for the separetion with the aircraft to avoid the effect of wake turbulence.

2.1.4.5 穿越完成后,航空器驾驶员注意收听滑行路线和等待位置。

2.1.4.5 Flight crew shall monitor taxiing route and holding position after crossing.

2.1.5 跑道等待位置及使用规定

2.1.5 RWY holding positions and the rules

2.1.5.1 航空器在进入跑道前,必须在指定的跑道等待位置等待管制员的指令。

2.1.5.1 The aircraft must hold for ATC instructions at the designated RWY holding position before entering RWY.

2.1.5.2 航空器未获得管制员许可,机头越过跑道等待位置标志时，应立即向管制员报告。

2.1.5.2 Ifnose ofthe aircraft exceeds the RWY holding position marking without ATC clearance, report to ATC as soon as possible.

2.1.6 非全跑道起飞运行规定

2.1.6 Partial RWY take-off regulations

因管制调配等原因需要或航空器驾驶员在申请放行许可时提出申请，经塔台管制员同意后，离场航空器可以使用非全跑道起飞。

Due to ATC control allocation and other reasons or flight crew request, it's available to use partial RWY to take-off when flight crew get permission from TWR.

2.2 滑行道使用规定

2.2 TWY rules

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

2.2.1 Aircraft taxiing routes will be instructed by ATC. The regular taxiing routes are listed as follows:

Take-off/Landing	Route number	Route description(TWYs in use)
01L Take-off	Route 1	A-hold short in front of A13
01R Landing	Route 2	C-Q-B-hold short in front of B1
	Route 3	C-Q-B-B1-A-hold short in front of B8
19L Take-off	Route 4	A-B1-B-Q-C-hold short in front of C21
	Route 5	B-Q-C-hold short in front of C21
19R Landing	Route 6	A-hold short in front of B17
	Route 7	A-hold short in front of B10

2.2.2 D11、D12 以及 01R 跑道下滑台以南的 E 滑行道区域为 01R 跑道 ILS 下滑台保护区，航空器使用 01R 跑道盲降时，地面航空器进入此区域前注意听从管制指令，避免误入此区域干扰 01R 跑道 ILS 下滑台信号。

2.2.2 The critical area for GP signals of ILS 01R includes TWYs D11, D12 and E(S of GP 01R). When RWY01R ILS procedure in use, aircraft on the ground shall follow ATC instructions before entering this area to avoid interfering with GP signals.

2.2.3 C1、C2、C3、C23、C24 以及 C22 至 C26 之间的 C 滑行道区域为 19R 跑道 ILS 下滑台保护区，航空器使用 19R 盲降时，地面航空器进入此区域前注意听从管制指令，避免误入此区域干扰 19R 跑道 ILS 下滑台信号。

2.2.3 The critical area for GP signals of ILS 19R includes TWYs C1, C2, C3, C23, C24 and C(BTN C22 C26). When RWY19R ILS procedure in use, aircraft on the ground shall follow ATC instructions before entering into this area to avoid interfering with GP signals.

2.2.4 C11、C32、C33 以及 01L 跑道下滑台以南的 C 滑行道区域为 01L 跑道 ILS 下滑台保护区，航空器使用 01L 跑道盲降时，地面航空器进入此区域前注意听从管制指令，避免误入此区域干扰 01L 跑道 ILS 下滑台信号。

2.2.4 The critical area for GP signals of ILS 01L includes TWYs C11, C32, C33 and C(S of GP 01L). When RWY01L ILS procedure in use, aircraft on the ground shall follow ATC instructions before entering into this area to avoid interfering with GP signals.

2.2.5 T12 滑行道仅供自西向东单向滑行。

2.2.5 TWY T12 is only available for aircraft taxiing

from west to east.

2.3 机动区冲突多发地带运行要求

航空器在以下区域运行时需格外小心，进入时须识别滑行道标志，注意听从管制员指令。

2.3.1 HS1（C31、D10 与跑道 01R/19L 连接区域）：此区域为航空器进出停机位 901-908 的地面滑行路线，由于要穿越跑道 01R/19L，运行风险极大，航空器须加强对管制指令的监听和对此区域的观察。

2.3.2 HS2（C10 与跑道 01L/19R 连接区域）：由停机位 901-908 滑出的航空器穿越跑道 01R/19L 后，注意观察地面滑行路线，避免滑错由 C10 侵入跑道 01L/19R。

2.3.3 HS3（B16 与 A11 连接区域）：由 B16 上 A 滑行道的航空器注意观察滑行路线，避免误入跑道 01L/19R。

2.3.4 HS4（B 与 T12 连接区域）：停机位在 701-706 的航空器，只能由 T13 滑进入，T12 滑行道只用于滑出，注意加强对滑行路线的观察和管制指令的监听，避免进入 NO ENTER 区域。

2.3.5 HS5（B9 与 A7 连接区域）：由 B9 上 A 滑行道的航空器注意观察滑行路线，避免误入跑道 01L/19R。

2.3 Hot spot procedure

Pay more attention in these areas below, identify TWY markings and follow ATC instructions.

2.3.1 HS1(the connection BTN TWY C31, D10 & RWY01R/19L): This area is a part of the taxiing route for aircrafts to/from parking stands Nr.901-908. It has got very high risk to cross 01R/19L. Flight crew shall listen to ATC instructions and intensify observation of this area.

2.3.2 HS2(the connection BTN TWY C10 & RWY01L/19R): The aircraft from parking stands Nr.901-908 after crossing RWY01R/19L should pay attention to taxiing route. Avoid RWY01L/19R incursion via TWY C10 by mistake.

2.3.3 HS3(the connection BTN TWY B16 & A11): The aircraft from TWY B16 to TWY A should pay attention to taxiing route and avoid RWY01L/19R incursion by mistake.

2.3.4 HS4(the connection BTN TWY B & T12): The aircraft on parking stands Nr.701-706 should taxi in via TWY T13 and taxi out via TWY T12. Flight crew shall listen to ATC instructions and intensify observation of taxiing route to avoid entering NO ENTER area.

2.3.5 HS5(the connection BTN TWY B9 & A7): The aircraft from TWY B9 to TWY A should pay attention to taxiing route and avoid RWY01L/19R incursion by mistake.

2.3.6 HS6（C29、C7 与跑道 01L/19R 连接区域）：使用 C29 脱离的航空器注意加强对地面滑行路线的观察和对管制指令的监听，避免滑错侵入跑道 01L/19R。

2.3.6 HS6(the connection BTN TWY C29, C7 RWY01L/19R): The aircraft vacate RWY01R via TWY C29 must listen to ATC instructions and intensify observation of taxiing route to avoid RWY01L/19R incursion.

2.3.7 HS7（C27、C4 与跑道 01L/19R 连接区域）：使用 C27 脱离的航空器注意加强对地面滑行路线的观察和对管制指令的监听，避免滑错侵入跑道 01L/19R。

2.3.7 HS7(the connection BTN TWY C27, C4 RWY01L/19R): The aircraft vacate RWY01R via TWY C27 must listen to ATC instructions and intensify observation of taxiing route to avoid RWY01L/19R incursion.

2.3.8 HS8（B4 与 A3 连接区域）：由 B4 上 A 滑行道的航空器注意观察滑行路线，避免误入跑道 01L/19R。

2.3.8 HS8(the connection BTN TWY B4 & A3): The aircraft from TWY B4 to TWY A should pay attention to taxiing route and avoid RWY01L/19R incursion.

2.3.9 HS9（B3 与 A2 连接区域）：由 B3 上 A 滑行道的航空器注意观察滑行路线，避免误入跑道 01L/19R。

2.3.9 HS9(the connection BTN TWY B3 & A2): The aircraft from TWY B3 to TWY A should pay attention to taxiing route and avoid RWY01L/19R incursion.

2.3.10 HS10（B2 与 A1 连接区域）：由 B2 上 A 滑行道的航空器注意观察滑行路线，避免误入跑道 01L/19R。

2.3.10 HS10(the connection BTN TWY B2 & A1): The aircraft from TWY B2 to TWY A should pay attention to taxiing route and avoid RWY01L/19R incursion.

2.3.11 HS11(B 与 T2 连接区域)：停机位在 414-418 的航空器，只能由 T2 滑进入，注意加强对滑行路线的观察和管制指令的监听，避免滑错。

2.3.11 HS11(the connection BTN TWY B & T2): The aircraft on parking stands Nr.414-418 should taxi in via TWY T2. Flight crew shall listen to ATC instructions and intensify observation of taxiing route to avoid taxiing by mistake.

2.3.12 HS12（A、B 与 B1 连接区域）：使用跑道 01R 落地滑行的航空器在此区域注意观察滑行道及其标志，避免滑错滑行路线造成地面冲突。

2.3.12 HS12(the connection BTN A, B B1): The aircraft landing on RWY01R taxiing via this area shall pay attention to TWY and markings to avoid ground conflicts.

2.4 滑行道使用限制

2.4 Taxiing limits:

2.4.1 滑行道翼展限制

2.4.1 Taxiway Wingspan Restrictions

滑行道/TWYs	航空器翼展限制（m）/Wing span limits for aircraft(m)
A, A1-A7, A9-A13, B, B1-B18, C, C1-C11, C21-C24, C26-C33, D, D10-D12, E, Q, T2	< 65
T10, T11	< 52
T1, T3-T9, T12, T13	< 36

2.4.2 翼展大于 52m(含)或主起落架外轮外边距大于 9m(含)的航空器在以下区域滑行时，飞行员自行判断采用过线转弯的滑行方法:

2.4.2 When aircraft with wingspan more than 52m(included) or outer distance of the outer wheels of the main landing gear more than 9m(included)taxiing in the following areas, pilot shall turning after passing through the centerline of the taxiway at own discretion:

2.4.2.1 在 A3 滑与 RWY01L/19R, A7 滑与 RWY01L/19R 的交叉道口进行任一方向转弯时;

2.4.2.1 When turning in any direction at the intersection of TWY A3 and RWY01L/19R, TWY A7 and RWY01L/19R;

2.4.2.2 在 A10 滑与 A 滑，B6 滑与 A 滑，B6 滑与 B 滑，B7 滑与 A 滑，B7 滑与 B 滑,B9 滑与 A 滑,B9 滑与 B 滑，B10 滑与 A 滑，B10 滑与 B 滑，B11 滑与 A 滑，B11 与 B 滑行道滑行转弯口进行任一方向转弯时。

2.4.2.2 When turning in any direction at the intersection of TWY A10 and A, TWY B6 and A, TWY B6 and B, TWY B7 and A, TWY B7 and B, TWY B9 and A, TWY B9 and B, TWY B10 and A, TWY B10 and B, TWY B11 and A, TWY B11 and B.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 贵阳机坪（APN）管制范围

B 滑行道（含）以西的 T1-T13 滑行道（不包含 B1 以北的 B 滑行道）及 1-8 号机坪区域; D10 以北的 E 滑行道及 9 号机坪区域。

3.1 Guiyang Apron (APN) control areas:

Apron Control Areas are TWYs T1-T13 (exclusive TWYB in the north of B1) and Aprons Nr.1-8 on the W of TWY B(included), TWY E(N of TWY D10) and

Apron Nr.9.

3.2 贵阳机坪运行规则

3.2 Guiyang Apron Control rules

3.2.1 出港的航空器，向贵阳塔台（塔台席或放行席）申请放行许可，取得放行许可后，按照贵阳塔台（塔台席或放行席）的管制指令转频联系贵阳机坪，贵阳机坪进行排序并指挥出港航空器推出、开车，滑行至移交点前，按贵阳机坪管制指令转频联系贵阳塔台（塔台席或地面席）。

3.2.1 Departure aircraft shall apply for delivery clearance to TWR(Guiyang Tower or Guiyang Delivery), execute instructions of TWR(Guiyang Tower or Guiyang Delivery) to contact APN when obtans delivery clearance. APN will sequence departure aircrafts and give instructions for push-back, start-up and taxiing. Execute instructions of APN to contact TWR(Guiyang Tower or GND) before reaching hand-over point.

3.2.2 进港的航空器，在移交点前听管制指令转频联系贵阳机坪，航空器按照机坪管制员指令滑行至停机位。

3.2.2 Arrival aircraft shall follow ATC instruction to contact APN before reaching hand-over point, then follow APN instructions and taxi to parking stand.

3.2.3 出港航空器收到推出、开车、滑行指令后 5min 未执行的，指令取消并需要再次申请。

3.2.3 Departure aircraft shall apply again if fail to execute in 5min after receiving push-back, start-up, taxiing clearance.

3.2.4 进港航空器跟随引导车按照管制员指令进位，禁止未收到管制指令自行进位；出港航空器在重要及特殊保障任务、特殊天气、管制运行需要时，需根据管制指令跟随引导车滑行。

3.2.4 Arrival aircraft shall strictly follow ATC instructions and taxi into parking stands with follow-me vehicle. Departure aircraft shall taxi with follow-me vehicle according to ATC instruction when important/special flight mission, special weather or operation needed.

3.3 航空器拖曳和试车

航空器试车和拖曳须经贵阳机场运行指挥中心同意。再使用甚高频向贵阳机坪管制申请。试车的时机和拖曳路线以贵阳机坪管制员指令为准，拖行期间需保持甚高频长守。

3.3 Aircraft towing and engine run-ups

Aircraft engine run-ups or be towed must get permission from Guiyang Airport Operation Command Center(AOCC), then apply to APN via VHF. The time of engine run-ups and the route of towing shall follow

APN insructions. While towing, flight crew shall keep the VHF on.

3.4 停机位使用限制:

3.4 Limits for aircraft parking on the following 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
413-417	≤68.5	≤77	Taxi in, Push back
813	≤68.5	≤77	Taxi in, Taxi out
204, 206, 304, 306, 605, 606, 619, 901	< 65	< 76	Taxi in, Push back
812	< 65	< 76	Taxi in, Taxi out
602-604	< 52	< 62	Taxi in, Push back
107	< 52	< 55	Taxi in, Push back
102	< 48	< 49	Taxi in, Push back
106	≤39	< 55	Taxi in, Push back
108	≤39	< 44.5	Taxi in, Push back
101, 103, 202, 203, 207, 208, 302, 303, 304L, 304R, 306L, 306R, 401-406, 408-412, 414L, 414R, 415L, 415R, 416L, 416R, 417L, 417R, 418, 501-508, 601, 605L, 605R, 606L, 606R, 607-618, 707-711, 801-811, 902-908	< 36	< 45	Taxi in, Push back
419, 701-705	< 36	< 45	Taxi in, Taxi out

201, 204L, 206L, 209, 301, 307	< 36	< 44.5	Taxi in, Push back
104, 105, 204R, 206R	< 36	≤39.5	Taxi in, Push back
407	< 34.5	< 45	Taxi in, Push back
308	< 29	< 37	Taxi in, Push back
706	< 29	< 37	Taxi in, Taxi out
205, 305	≤28.72	≤36.4	Taxi in, Push back
420	< 27	< 37	Taxi in, Taxi out

3.4.1 停机位 813 作为隔离机位使用时，812 不提供使用。

3.4.1 Stand Nr.812 U/S when stand Nr.813 is used as isolated stand.

3.4.2 停机位 416L 停放 A319 时，油井不提供使用。

3.4.2 Fuel hydrant U/S when A319 is parked on stand Nr.416L.

3.5 自滑机位应严格按照滑行路线滑出，禁止占用相邻机位原地掉头或利用自身动力倒滑进入 B 滑行道。

3.5 Aircraft parking on stands taxi in and out by itself shall taxi out strictly follow taxiing routes. Forbid to use adjacent stand to make 180° turn or taxi back to TWY B by own power.

3.6 航空器具体推出朝向以管制指令为准。

3.6 Aircraft actual nose direction after push-back shall follow ATC instructions.

停机位/Stands	顶推出机头方向/Nose direction after push-back
Nr. 101-103, 106-108, 201-203, 204L, 206R, 207-209, 301-303, 304L, 306R, 409, 414-418, 414L/R, 415L/R, 416L/R, 417L/R, 501-508, 601-604, 707-711	E
Nr. 307, 308, 401-403, 901-908	S
Nr. 404-408	N
Nr. 105, 204R, 205, 206L, 304R, 305, 306L, 411, 412,	S, N

605-619, 605L/R, 606L/R, 801-811	
Nr. 104, 204, 206, 304, 306, 410, 413	S, N, E
当 204、206、304 停放翼展 36m（含）以上航空器时，机头推出朝向只能为南、北。/When aircraft with wing span ≥36m park on stand Nr. 204/206/304, the nose direction after push back can only be S or N.	

3.7 航空器不能同时使用的机位:

3.7 Stands forbidden to use simultaneously:

使用机位/ Stand in use	不能同时使用的机位/ Stands forbidden to be used	使用机位/ Stand in use	不能同时使用的机位/ Stands forbidden to be used
Nr. 204	Nr. 204L & 204R	Nr. 204L or 204R	Nr. 204
Nr. 206	Nr. 206L & 206R	Nr. 206L or 206R	Nr. 206
Nr. 304	Nr. 304L & 304R	Nr. 304L or 304R	Nr. 304
Nr. 306	Nr. 306L & 306R	Nr. 306L or 306R	Nr. 306
Nr. 605	Nr. 605L & 605R	Nr. 605L or 605R	Nr. 605
Nr. 606	Nr. 606L & 606R	Nr. 606L or 606R	Nr. 606
Nr. 414	Nr. 414L & 414R	Nr. 414L or 414R	Nr. 414
Nr. 415	Nr. 415L & 415R	Nr. 415L or 415R	Nr. 415
Nr. 416	Nr. 416L & 416R	Nr. 416L or 416R	Nr. 416
Nr. 417	Nr. 417L & 417R	Nr. 417L or 417R	Nr. 417

3.8 桥载设备参数

3.8 Parameters of bridge power supply equipment

停机位/Stands	400Hz 电源功率（kVA）/ Power(400Hz) Rate	400Hz 电源台数/ Power(400Hz) Quantity	桥载空调功率（冷吨）/ Bridge carried air	桥载空调台数/ Bridge carried air conditioner Quantity

	of work(kVA)		conditioner (RT)	
Nr. 101-108, 201-203, 204R, 206R, 207-209, 301-303, 304R, 306R, 307, 308	90	27	60	21
Nr. 204L, 206L, 304L, 306L	90	4	90	4
401-412、418	90	13	116	13
413L、414L、415L、416L、417L	90	5	134	5
414R、415R、416R、417R	180	4	116	4
413R	180	1	134	1

4. 低能见度运行

4.1 贵阳龙洞堡国际机场 19R 跑道供航空器 II 类精密进近和着陆。

4.2 低能见度运行的气象条件

4.2.1 II 类精密进近和着陆：300m≤跑道视程（RVR）＜550m、30m≤云高或垂直能见度＜60m。

4.2.2 低能见度起飞：A、B、C 类航空器：200m≤起始端跑道视程（RVR）＜400m，D 类航空器:250m≤起始端跑道视程（RVR）＜400m。

4.2.3 贵阳龙洞堡国际机场 01L、19R、01R、19L 跑道供航空器低能见度起飞，19R 跑道供航空器 HUD

4. Low visibility operation

4.1 RWY19R is available for CAT II precision approach and landing.

4.2 Weather condition of Low Visibility Operation

4.2.1 CAT II precision approcah and landing: 300m≤RVR < 550m, 30m≤Ceiling or vertical VIS < 60m.

4.2.2 Low visibility take-off:Aircraft CAT A/B/C: 200m≤Touchdown RVR < 400m, Aircraft CAT D: 250m≤Touchdown RVR < 400m.

4.2.3 Low visibility take-off available for all RWYs, HUD low visibility take-off only available for

低能见度起飞。

RWY19R.

4.2.4 HUD 低能见度起飞：A、B、C、D 类航空器：150m≤跑道视程（RVR）＜400m。

4.2.4 HUD low visibilitytake-off aircraft CAT A/B/C/D: 150m≤RVR＜400m

4.3 航空器滑行及引导

4.3 Aircraft taxiing and guidance

4.3.1 实施低能见度运行程序时，所有进、出港航空器的地面滑行由引导车提供引导。

4.3.1 During the implementation of Low Visibility Operation Procedures, all depature/arrival aircraft shall be guided by follow-me vehicle.

4.3.2 引导车在引导航空器时行驶速度不超过 20km/h。

4.3.2 The speed of follow-me vehicle is no more than 20km/h in service.

4.3.3 引导路线局部能见度低于 100m 或者在难以保证安全的情况下，不提供引导服务。

4.3.3 If partial visibility is less than 100m or it's hard to ensure safety along guiding route, guidance U/S.

4.4 低能见度运行程序的准备、实施和结束

4.4 Preparation, implementation and termination of Low Visibility Operation Procedures

4.4.1 当跑道视程数值降至 1000m 且呈下降趋势时，或者云高降至 90m 并呈下降趋势时，空管分局将发布准备实施低能见度运行程序的指令;

4.4.1 When RVR descend to 1000m(or ceilingdescend to90m) and forecast shows a decreasing trend, ATC will instruct the preparation of Low Visibility Operation Procedures.

4.4.2 当 RVR<550m，或云高<60m 时，经确认机场和空管具备低能见度运行条件，空管分局将发布开始实施低能见度运行程序的指令;

4.4.2 When RVR<550m or ceiling<60m, aerodrome and ATC satisfy the requirement of Low Visibility Operation, ATC will instruct the implementation of Low Visibility Operation Procedures.

4.4.3 当 RVR≥550m 且呈上升趋势时，或者云高≥60m 且呈上升趋势时，或机场或空管不具备低能见度运行条件，空管分局将发布结束低能见度运行程序的指令。

4.4.3 When RVR≥550m(or ceiling≥60m) and forecast shows a increasing trend, or aerodrome or ATC cannot satisfy the requirement of Low Visibility Operation, ATC will instruct the termination of Low Visibility Operation Procedures.

4.4.4 当天气状况满足 19R 跑道实施低能见度运行程序条件时，空管分局可决定 19R 跑道实施低能见度 II

4.4.4 When weather condition is satisfied for RWY19R to implement Low Visibility Operation Procedure, the

类运行，航空器起降标准见机场图和仪表进近图。

implementation of low visibility CAT II shall follow ATC instructions. Take-off minima refer to ADC; landing minima refer to IAC.

4.5 低能见度运行程序时的注意事项

4.5 Notice for implementing Low Visibility Operation Procedure

4.5.1 当天气条件满足相应的低能见度运行标准时，航空器起降标准和使用跑道情况见机场图和仪表进近图。

4.5.1 When the wearther conditions satisfythe requirement of Low Visibility Operation,take-off minima refer to ADC, landing minima and RWY in use refer to relative IAC.

4.5.2 II 类运行时，离场航空器应在空管塔台指定滑行道的等待位置进行等待，避免进入仪表着陆系统敏感区；进场航空器必须在塔台管制员指定的滑行位置点进行报告，以便塔台管制员确认航空器已完全离开仪表着陆系统敏感区。

4.5.2 During CAT II operation, departure aircraft should hold at designated TWY holding position issued by TWR to avoid entering ILS sensitive area. Arrival aircraft must report atdesignatedtaxiing position issued by TWR so as to confirm aircraft has already vacated ILS sensitive area.

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

ZUGY AD 2.21 减噪程序

ZUGY AD 2.21 Noise abatement procedures

无

Nil

ZUGY AD 2.22 飞行程序

ZUGY AD 2.22 Flight procedures

1. 总则

1. General

除经贵阳进近或塔台特殊许可外，在贵阳进近管制区

Flights within Guiyang Approach Control Area and

和塔台管制区内的飞行，必须按照仪表飞行规则进行。

Tower Control Area shall operate under IFR unless special clearance has been obtained from Guiyang Approach Control or Tower Control.

2. 起落航线

起落航线在跑道两侧均可，A、B 类航空器高度 1450-1550m(QNH)，C、D 类航空器高度 1650-1750m(QNH)。

2. Traffic circuits

Traffic circuits could be made to both sides of RWY, at the altitude of 1450-1550m(QNH) for aircraft CAT A/B, and 1650-1750m(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、离场程序飞行。如果需要，航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行。

3.2 本场以 RNAV-1（RNP-1）飞行程序为主用程序，传统飞行程序为备份程序。

3.3 除非特殊说明，航空器执行 RNAV-1（RNP-1）飞行程序时，飞行高度仍以管制员发布高度为准。

3.4 前往本场落地的航空器，除 ATC 有明确要求外，统一使用 RNAV ILS 进近。如果机组不能执行 RNAV ILS 进近，须在首次联系 ATC 时提出申请，经 ATC 同意后方可实施其他进近方式。

3.5 对于已建立盲降的航空器，当管制员要求机组进行位置报告时，如无特殊要求，均使用与盲降合装的 DME 台为测距台。

3. IFR flight procedures

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

3.2 PBN procedures(RNAV-1 or RNP-1) are primary ones used at this aerodrome, and the traditional procedures are standby.

3.3 Unless otherwise stated, the flight altitude designated by ATC must be used in PBN procedures(RNAV-1 or RNP-1).

3.4 RNAV ILS approach procedures are implemented in Guiyang/longdongbaoaerodromeby default unless otherwise instructed by ATC. If flight crew can not carry out RNAV ILS approach, they must apply for other ways of approach at the first contact with ATC, and carry out with ATC clearance.

3.5 When ILS established, to ATC requirements, the flight crew should report the position with the DME co-located with the ILS.

4. 雷达程序和/或 ADS-B 程序

4.1 贵阳进近管制区域内实施雷达管制，进近管制范围内航路、航线上飞行的航空器间最小水平间隔为 5.6km。当采用 ADS-B 间隔标准时，同高度飞行的航空器之间的最小水平间隔不得小于 10km。

4.2 贵阳（区域、进近）雷达和 ADS-B 监视信号同时有效覆盖范围内，高度 8,400m（不含）以下实施雷达与 ADS-B 管制融合运行:

4.2 最低监视引导高度扇区

4.2.1 水平间隔标准与雷达管制水平间隔标准一致，最小垂直间隔为 300m。

4.2.2 融合运行空域内，主用监视手段：雷达。辅助监视手段：广播式自动相关监视。

4.2.3 当航空器不具备 ADS-B 能力或与 ADS-B 运行相关的机载设备不正常工作时，航空器驾驶员应及时向管制员报告。

4.3 最低监视引导高度扇区

4. Radar procedures and/or ADS-B procedures

4.1 Radar control has been implemented, with 5.6km horizontal separation minima en-route in Guiyang Approach Control Area. When ADS-B separation standards in use, the horizontal separation between aircrafts at the same altitude is no less than 10km.

4.2 Radar control service and ADS-B are combined below 8400m(exclusive) within Guiyang Area/Approach signal coverage control area:

4.2 Surveillance minimum altitude sectors

4.2.1 Use radar horizontal separation, minimum vertical separation is 300m.

4.2.2 In combined area,radar as primary surveillance measure and ADS-B as auxiliarysurveillance measure.

4.2.3 If aircraft cannot satisfy the requirement of ADS-B or ADS-B equipment doesn't work properly, flight crew shall report to ATC in time.

4.3 Surveillance Minimum Altitude Sectors

Sector 1	ALT limit: 2200m or above
N263714 E1065515-N263626 E1070707-N262907 E1070612-N262933 E1065345-N263714 E1065515	
Sector 2	ALT limit: 2700m or above
ELKAL -N261913 E1075756 -VOR 'KHP' -N274653 E1071436-N272153 E1061411 -VOR 'QNX' -N261551 E1055248 -N260920 E1053405 -N274452 E1055442 -OTLEK -N265852 E1081953 -ELKAL	
Sector 3	ALT limit: 2400m or above
ELKAL -N261913 E1075756 -VOR 'KHP' -N274653 E1071436-N272153 E1061411 -VOR 'QNX' -N261551 E1055248 -N260920 E1053405-N253548 E1061331-N271436 E1064130 -N270922 E1071425 -N260710	

E1071000 -N254117 E1073850 -ELKAL	
Sector 4	ALT limit: 2150m or above
N262352 E1065417-N262438 E1070539-N261825 E1070452-N261500 E1065225-N261533 E1064851-N261850 E1064820-N262034 E1064903-N262352 E1065417	
Sector 5	ALT limit: 2150m or above
A circle with radius of 6KM centered at N260706 E1065622.	
Sector 6	ALT limit: 2100m or above
N253548 E1061331-N271436 E1064130-N270922 E1071425-N260710 E1071000-N254117 E1073850-N251019 E1064304-N253548 E1061331	

5. 无线电通信失效程序

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. Radio communication failure procedures

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

6. 目视飞行程序

6.1 贵阳管制区域范围内飞行高度 6000m（含）以下空域实施目视间隔。

6.2 贵阳进近管制区范围 6000m（含）以下空域以及贵阳龙洞堡国际机场塔台管制区范围内空域实施目视进近。在实施过程中机组应注意:

6.2.1 进近管制员在首次联系时，将向机组通报预计目视进近和跑道，机组无异议即认为该机组接受目视进近。

6.2.2 目视着陆跑道或目视前机后，尽快报告管制员。

6. Procedures for VFR flights

6.1 Visual separation can be implemented within Guiyang Control Area (6000m and below).

6.2 Visual approach can be implemented within Guiyang Approach Control Area(6000m and below) and Guiyang airport TWR Control Area.The important instructions and advisory information for flight crew are as follows:

6.2.1 The approach controller shall give estimated visual approach implementation and assigned RWY to the flight crew on the initial contact. No objection from flight crew is deemed acceptable.

6.2.2 Flight crew shall report the preceding aircraft and/or the landing RWY to the controller as soon as they

are/that is in sight.

7. 目视飞行航线

无

7. VFR route

Nil

8. 其它规定

无

8. Other regulations

Nil

ZUGY AD 2.23 其它资料

鸟情资料

全年有鸟类活动。机场当局采取了驱赶措施，鸟的活动情况如下:

ZUGY AD 2.23 Other information

Bird's information

Activities of bird flocks are found in the whole year. Aerodrome Authority resorts to dispersal methods to reduce bird activities.The details of bird activities as follows:

Bird name	Time of activity	Flight height
Kestrel	All seasons	0-500m
Amur falcon	Apr.15-May.15	0-500m
Bird of prey	Oct.	10-2000m
Waterfowl	Feb.-May, Sep.-Oct.	0-100m

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY01L/01R SID ESLI1A (by ATC)								
RWY01L Runway Transition								
CF	GY401	Y	012		1580			RNAV1
DF	LIDMA			R				RNAV1
RWY01R Runway Transition								
CF	GY411	Y	012		1580			RNAV1
DF	LIDMA			R				RNAV1
Common								
IF	LIDMA							RNAV1
TF	ESLIR							RNAV1
RWY01L/01R SID AVBO1A								
RWY01L Runway Transition								
CF	GY401	Y	012		1580			RNAV1
DF	MASRO			R		MAX230		RNAV1
RWY01R Runway Transition								
CF	GY411	Y	012		1580			RNAV1
DF	MASRO			R		MAX230		RNAV1
Common								
IF	MASRO					MAX230		RNAV1
TF	UBDID							RNAV1
TF	AVBOB							RNAV1
RWY01L/01R SID DAGV1A								
RWY01L Runway Transition								
CF	GY401	Y	012		1580			RNAV1
DF	MASRO			R		MAX230		RNAV1
RWY01R Runway Transition								
CF	GY411	Y	012		1580			RNAV1
DF	MASRO			R		MAX230		RNAV1
Common								
IF	MASRO					MAX230		RNAV1
TF	IGLUD							RNAV1
TF	DAGVO							RNAV1
RWY01L/01R SID IDEP1A								
RWY01L Runway Transition								
CF	GY401	Y	012		1580			RNAV1
DF	MASRO			R		MAX230		RNAV1
RWY01R Runway Transition								
CF	GY411	Y	012		1580			RNAV1
DF	MASRO			R		MAX230		RNAV1
Changes: Database ID.								

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
Common								
IF	MASRO					MAX230		RNAV1
TF	IGLUD							RNAV1
TF	GY668							RNAV1
TF	IDEPO							RNAV1
RWY01L/01R SID BIPI1A								
RWY01L Runway Transition								
CF	GY401	Y	012		1580			RNAV1
DF	GY407			L				RNAV1
RWY01R Runway Transition								
CF	GY411	Y	012		1580			RNAV1
DF	GY407			L				RNAV1
Common								
IF	GY407							RNAV1
TF	BIPIP							RNAV1
RWY01L/01R SID AGTI1A								
RWY01L Runway Transition								
CF	GY401	Y	012		1580			RNAV1
DF	GY407			L				RNAV1
RWY01R Runway Transition								
CF	GY411	Y	012		1580			RNAV1
DF	GY407			L				RNAV1
Common								
IF	GY407							RNAV1
TF	AGTIS							RNAV1
RWY19L/19R SID ESLI3C (by ATC)								
RWY19L Runway Transition								
CA			192		2000			RNAV1
DF	IVTEX			L				RNAV1
RWY19R Runway Transition								
CA			192		2000			RNAV1
DF	IVTEX			L				RNAV1
Common								
IF	IVTEX							RNAV1
TF	LEBIV							RNAV1
TF	UBDID							RNAV1
TF	ESLIR							RNAV1

Changes: Database ID.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY19L/19R SID AVBO3C								
RWY19L Runway Transition								
CA			192		2000			RNAV1
DF	IVTEX			L				RNAV1
RWY19R Runway Transition								
CA			192		2000			RNAV1
DF	IVTEX			L				RNAV1
Common								
IF	IVTEX							RNAV1
TF	LEBIV							RNAV1
TF	UBDID							RNAV1
TF	AVBOB							RNAV1
RWY19L/19R SID DAGV3C								
RWY19L Runway Transition								
CA			192		2000			RNAV1
DF	IVTEX			L				RNAV1
RWY19R Runway Transition								
CA			192		2000			RNAV1
DF	IVTEX			L				RNAV1
Common								
IF	IVTEX							RNAV1
TF	DAGVO							RNAV1
RWY19L/19R SID IDEP3C								
RWY19L Runway Transition								
CA			192		2000			RNAV1
DF	GY410			L				RNAV1
RWY19R Runway Transition								
CA			192		2000			RNAV1
DF	GY410			L				RNAV1
Common								
IF	GY410							RNAV1
TF	IDEPO							RNAV1
RWY19L/19R SID BIPI3C								
RWY19L Runway Transition								
CF	GY511	Y	192		1580			RNAV1
DF	GY406			R		MAX205		RNAV1
RWY19R Runway Transition								
CF	GY501	Y	192		1580			RNAV1
DF	GY406			R		MAX205		RNAV1

Changes: Database ID.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
Common								
IF	GY406					MAX205		RNAV1
TF	GY507							RNAV1
TF	BIPIP							RNAV1
RWY19L/19R SID AGTI3C								
RWY19L Runway Transition								
CF	GY511	Y	192		1580			RNAV1
DF	GY406			R		MAX205		RNAV1
RWY19R Runway Transition								
CF	GY501	Y	192		1580			RNAV1
DF	GY406			R		MAX205		RNAV1
Common								
IF	GY406					MAX205		RNAV1
TF	GY507							RNAV1
TF	AGTIS							RNAV1
RWY01L/01R STAR UBGU9Z								
IF	UBGUP							RNAV1
TF	BURGI							RNAV1
TF	IGLUD							RNAV1
TF	RUPIL							RNAV1
TF	EPDIX				2400	MAX205		RNAV1
RWY01L/01R STAR ELKA9Z								
IF	ELKAL							RNAV1
TF	GY805							RNAV1
TF	GY668							RNAV1
TF	RUPIL							RNAV1
TF	EPDIX				2400	MAX205		RNAV1
RWY01L/01R STAR QNX8Y (by ATC)								
IF	QNX							RNAV1
TF	GY816							RNAV1
TF	GY812							RNAV1
TF	GY813				2400	MAX205		RNAV1
RWY01L/01R STAR QNX9Z								
IF	QNX							RNAV1
TF	GY816							RNAV1
TF	GY812							RNAV1
TF	KWE							RNAV1
TF	GY802							RNAV1
TF	EPDIX				2400	MAX205		RNAV1

Changes: Database ID.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY01L/01R STAR MEMA8Y (by ATC)								
IF	MEMAG							RNAV1
TF	LIKRI							RNAV1
TF	GY811							RNAV1
TF	GY812							RNAV1
TF	GY813				2400	MAX205		RNAV1
RWY01L/01R STAR MEMA9Z								
IF	MEMAG							RNAV1
TF	LIKRI							RNAV1
TF	GY802							RNAV1
TF	EPDIX				2400	MAX205		RNAV1
RWY19L/19R STAR MEMA7X								
IF	MEMAG							RNAV1
TF	GY822							RNAV1
TF	GY818				2400	MAX205		RNAV1
RWY19L/19R STAR UBGU7X								
IF	UBGUP							RNAV1
TF	GY814							RNAV1
TF	LIDMA				2400	MAX205		RNAV1
RWY19L/19R STAR ELKA7X								
IF	ELKAL							RNAV1
TF	GY805							RNAV1
TF	GY668							RNAV1
TF	RUPIL							RNAV1
TF	EPDIX							RNAV1
TF	GY802							RNAV1
TF	LIKRI				2400	MAX205		RNAV1
RWY19L/19R STAR ELKA6W (by ATC)								
IF	ELKAL							RNAV1
TF	GY805							RNAV1
TF	GY668							RNAV1
TF	RUPIL							RNAV1
TF	EPDIX							RNAV1
TF	GY820							RNAV1
TF	GY817							RNAV1
TF	GY823				2400	MAX205		RNAV1
RWY19L/19R STAR QNX7X								
IF	QNX							RNAV1
TF	GY827							RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	GY826							RNAV1
TF	GY823				2400	MAX205		RNAV1
RWY01L/01R Holding(Outbound Time:1min)								
HM	BURGI	Y	237	L	3900			RNAV1
HM	GY805	Y	280	L	3000			RNAV1
HM	GY816	Y	129	L	2700	MAX210		RNAV1
HM	LIKRI	Y	179	L	2700	MAX210		RNAV1
RWY19L/19R Holding(Outbound Time:1min)								
HM	MEMAG	Y	181	L	3900	MAX210		RNAV1
HM	GY814	Y	269	L	3900			RNAV1
HM	GY805	Y	280	L	3000			RNAV1
HM	GY826	Y	102	L	2700			RNAV1
RWY01L Approach Transition EPDIX								
IF	EPDIX				2400	MAX205		RNAV1
TF	GY804							RNAV1
TF	GY604							RNAV1
TF	GY603				2100			RNAV1
RWY01L Approach Transition GY813								
IF	GY813				2400	MAX205		RNAV1
TF	GY603				2100			RNAV1
RWY01L Missed Approach								
CA			012		1700			RNAV1
DF	GY802			R	2400	MAX205		RNAV1
RWY01R Approach Transition EPDIX								
IF	EPDIX				2400	MAX205		RNAV1
TF	GY804							RNAV1
TF	GY614							RNAV1
TF	GY613				2100			RNAV1
RWY01R Approach Transition GY813								
IF	GY813				2400	MAX205		RNAV1
TF	GY613				2100			RNAV1
RWY01R Missed Approach								
CA			012		1700			RNAV1
DF	GY802			R	2400	MAX205		RNAV1
RWY19L Approach Transition GY818								
IF	GY818				2400	MAX205		RNAV1
TF	GY714							RNAV1
TF	GY713				2100			RNAV1

Changes: New chart.

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY19L Approach Transition LIDMA								
IF	LIDMA				2400	MAX205		RNAV1
TF	GY714							RNAV1
TF	GY713				2100			RNAV1
RWY19L Approach Transition LIKRI								
IF	LIKRI				2400	MAX205		RNAV1
TF	GY713				2100			RNAV1
RWY19L Approach Transition GY823								
IF	GY823				2400	MAX205		RNAV1
TF	GY713				2100			RNAV1
RWY19L Missed Approach								
CA			192		1900			RNAV1
DF	GY802			L	2400	MAX205		RNAV1
RWY19R Approach Transition GY818								
IF	GY818				2400	MAX205		RNAV1
TF	GY704							RNAV1
TF	GY703				2100			RNAV1
RWY19R Approach Transition LIDMA								
IF	LIDMA				2400	MAX205		RNAV1
TF	GY704							RNAV1
TF	GY703				2100			RNAV1
RWY19R Approach Transition LIKRI								
IF	LIKRI				2400	MAX205		RNAV1
TF	GY703				2100			RNAV1
RWY19R Approach Transition GY823								
IF	GY823				2400	MAX205		RNAV1
TF	GY703				2100			RNAV1
RWY19R Missed Approach RNAV ILS/DME z								
CA			192		1400			RNAV1
DF	GY812			R	1800	MAX205		RNAV1
TF	GY823				2400			RNAV1

Changes: New chart.

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
GY401	N26°39'11.0"E106°49'21.6"	KWE	N26°31.4'E106°47.7'		
GY406	N26°30'42.0"E106°40'39.9"	QNX	N27°02.5'E106°01.8'		
GY407	N26°51'56.4"E106°46'34.1"				
		AGTIS	N27°22'08"E106°45'00"		
GY410	N26°15'00.5"E106°59'57.3"	AVBOB	N27°09'52"E108°11'51"		
GY411	N26°39'09.6"E106°49'37.8"	BIPIP	N27°11'57"E106°22'31"		
		BURGI	N26°51'53"E108°05'51"		
GY501	N26°25'21.3"E106°46'43.4"	DAGVO	N26°24'11"E108°22'28"		
GY507	N26°56'17.0"E106°45'40.1"	ELKAL	N26°05'48"E108°23'50"		
		EPDIX	N26°16'05"E106°53'16"		
GY511	N26°25'19.9"E106°46'56.5"	ESLIR	N27°33'02"E107°54'50"		
		IDEPO	N25°42'55"E107°40'44"		
GY603	N26°17'22.0"E106°45'10.5"	IGLUD	N26°28'27"E107°31'06"		
GY604	N26°12'01.9"E106°44'08.8"	IVTEX	N26°23'17"E107°09'25"		
		LEBIV	N26°32'44"E107°20'59"		
GY613	N26°17'20.0"E106°45'23.4"	LIDMA	N26°56'00"E107°00'59"		
GY614	N26°11'59.9"E106°44'21.5"	LIKRI	N26°49'03"E107°01'19"		
		MASRO	N26°37'59"E107°08'34"		
GY668	N26°11'38"E107°33'34"	MEMAG	N27°28'30"E106°59'14"		
		RUPIL	N26°14'14"E107°10'15"		
GY703	N26°50'34.7"E106°51'38.2"	UBDID	N26°46'53"E107°36'48"		
GY704	N26°57'16.1"E106°52'56.8"	UBGUP	N27°00'29"E108°18'42"		
GY713	N26°50'32.7"E106°51'51.2"				
GY714	N26°57'14.1"E106°53'09.8"				
GY802	N26°29'03.3"E106°56'25.2"				
GY804	N26°10'44.9"E106°52'12.6"				
GY805	N26°09'47.6"E107°49'38.9"				
GY811	N26°45'55.8"E106°43'38.5"				
GY812	N26°35'25.9"E106°41'35.4"				
GY813	N26°18'27.4"E106°38'17.1"				
GY814	N26°59'18.9"E107°57'13.2"				
GY816	N26°47'38.3"E106°23'35.2"				
GY817	N26°27'38.4"E106°40'04.2"				
GY818	N27°02'19.5"E106°55'10.5"				
GY820	N26°20'38.7"E106°38'42.6"				
GY822	N27°12'24.8"E106°59'24.1"				
GY823	N26°51'42.3"E106°44'46.1"				
GY826	N26°54'40.1"E106°20'49.7"				
GY827	N26°56'12.1"E106°10'52.2"				

Changes: New chart.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART

ZUGY/KWE

1M-1

GUIYANG/Longdongbao

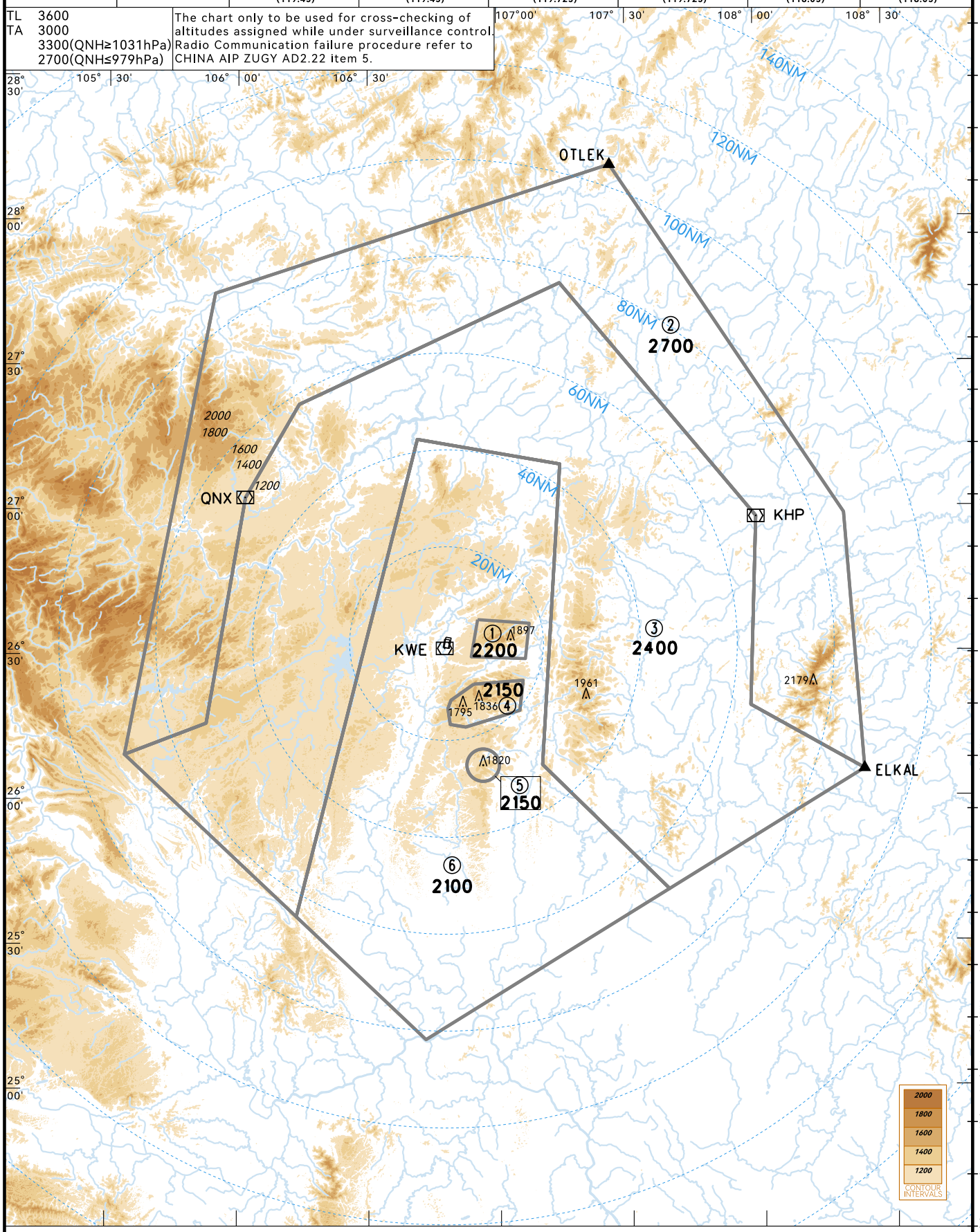
AD ELEV 1138.9m

VAR1.8°W

D-ATIS(ARR)	D-ATIS(DEP)	Guiyang Approach				Guiyang Tower	
		APP01	APP02	APP03	APP04	TWR	TWR
127.05	126.825	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

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

The chart only to be used for cross-checking of altitudes assigned while under surveillance control. Radio Communication failure procedure refer to CHINA AIP ZUGY AD2.22 item 5.



Changes: New chart.

AERODROME CHART
ZUGY/KWE

D-ATIS(ARR) 127.05
D-ATIS(DEP) 126.825
TWR 118.525(118.05)
TWR 118.3(118.05)

2A-1

Delivery 121.8(121.65)(DCL AVBL)
GND 121.9(121.65)
GND 121.6(121.65)
APN 121.7(121.975)

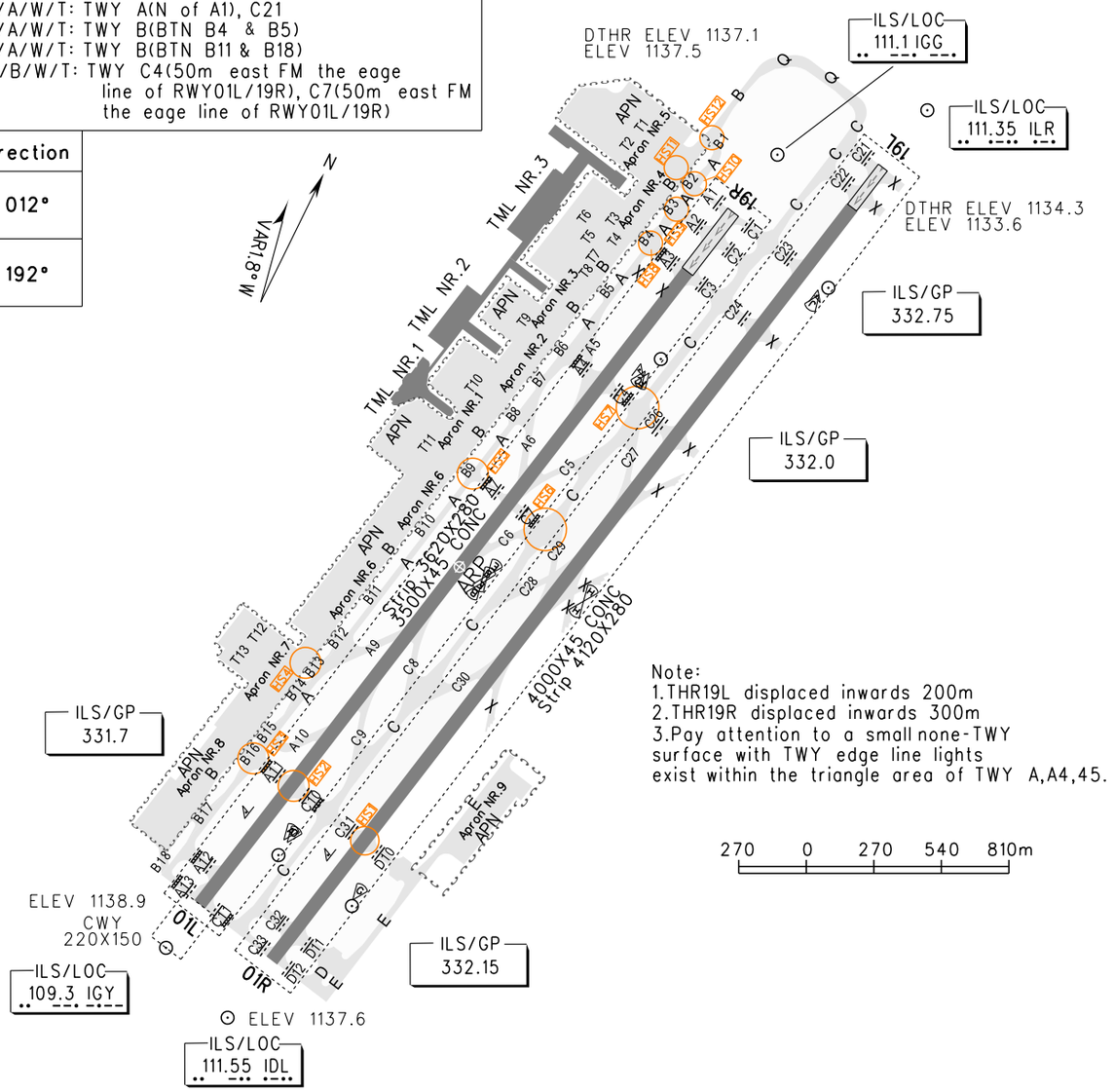
GUIYANG/Longdongbao
N26°32.2'E106°48.0' ELEV 1138.9m

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

Bearing strength
PCR 800/R/A/W/T: RWY01L/19R CONC
PCR 1090/R/A/W/T: RWY01R/19L CONC
PCR 1530/F/B/W/T: TWY C5(120m northeast FM the eage line of RWY01L/19R)
PCR 1380/R/A/W/T: TWY B2, B3
PCR 1370/R/A/W/T: TWY C1, C2
PCR 1340/R/A/W/T: TWY B14-B18, C10
PCR 1330/R/A/W/T: TWY A2, B1, C4, C24, C26, C31, C32
PCR 1310/R/A/W/T: TWY C22
PCR 1300/R/A/W/T: TWY B13, C7
PCR 1290/R/A/W/T: TWY A11, A12
PCR 1280/R/A/W/T: TWY D, D10-D12, E
PCR 1260/R/A/W/T: TWY A4, C3, C23
PCR 1230/R/A/W/T: TWY B12
PCR 1210/R/A/W/T: TWY A1, C11
PCR 1190/R/A/W/T: TWY C8
PCR 1180/R/A/W/T: TWY C(BTN C3-C8)
PCR 1170/R/A/W/T: TWY B(BTN Q & B4), C33
PCR 1160/R/A/W/T: TWY Q, T2
PCR 1150/R/A/W/T: TWY C(N of C1, BTN C9 & C11), C5, C6
PCR 1140/R/A/W/T: TWY C9
PCR 1130/R/A/W/T: TWY A(N of A1), C21
PCR 1120/R/A/W/T: TWY B(BTN B4 & B5)
PCR 1100/R/A/W/T: TWY B(BTN B11 & B18)
PCR 1090/F/B/W/T: TWY C4(50m east FM the eage line of RWY01L/19R), C7(50m east FM the eage line of RWY01L/19R)

Bearing strength
PCR 1070/R/A/W/T: TWY A5, C(BTN C1 & C3, C8 & C9)
PCR 1060/R/A/W/T: TWY B6
PCR 1050/R/A/W/T: TWY B5, B7, B10
PCR 1040/R/A/W/T: TWY B9, B11
PCR 1040/R/B/W/T: TWY B(BTN B6 & B9)
PCR 1020/R/A/W/T: TWY B8
PCR 990/R/A/W/T: TWY A3, A7
PCR 980/R/A/W/T: TWY A(BTN A1 & A3), C27-C30
PCR 950/R/A/W/T: TWY A6, A9, A10
PCR 940/R/A/W/T: TWY A13
PCR 890/R/A/W/T: TWY A(S of A6)
PCR 880/R/A/W/T: TWY B(BTN B5 & B6, B9 & B11), B4, T3-T6
PCR 870/R/A/W/T: TWY T12, T13
PCR 840/R/A/W/T: TWY A(BTN A3 & A6)
PCR 810/R/A/W/T: TWY T1, T7-T9
PCR 790/R/A/W/T: TWY T10, T11

RWY	Direction
01L,01R	012°
19L,19R	192°

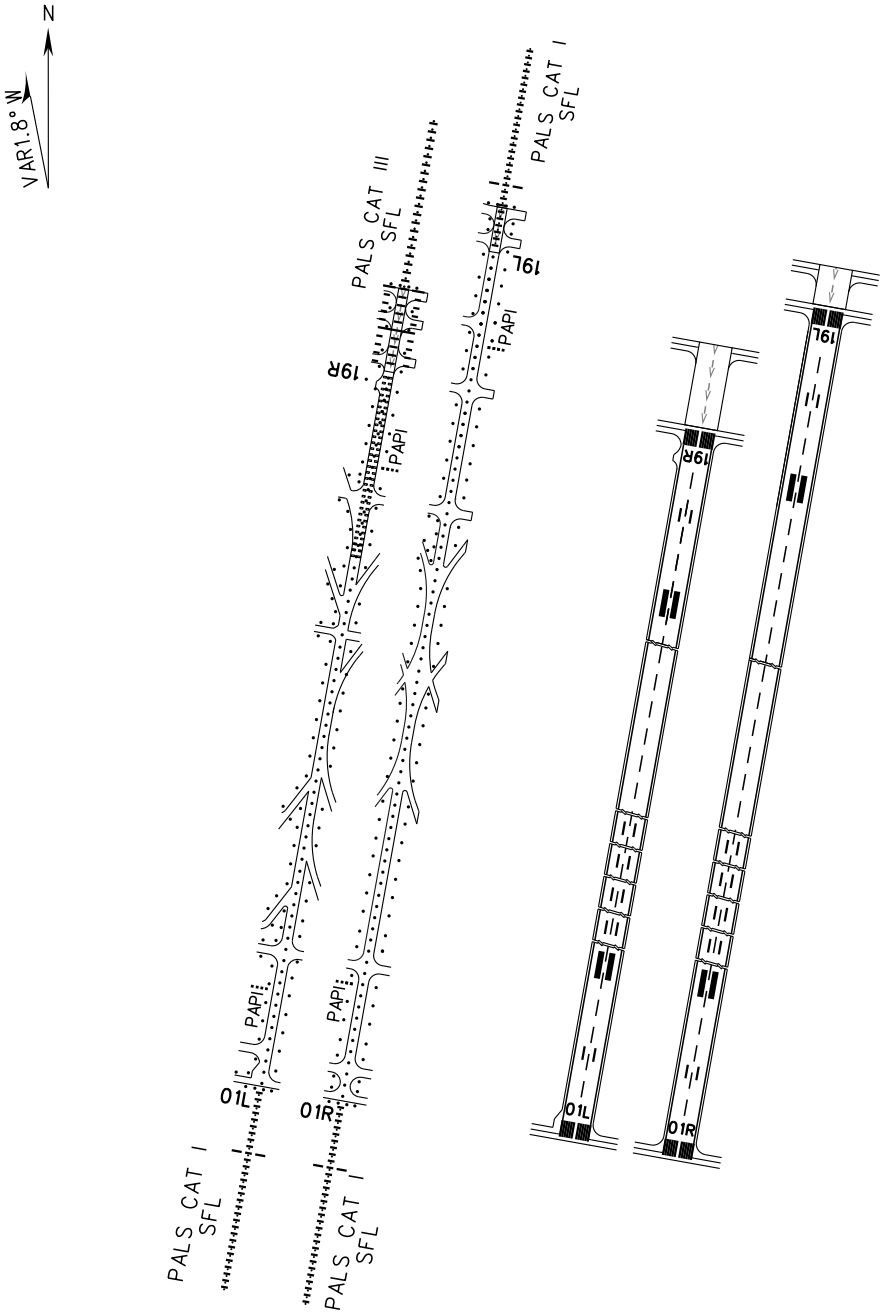


Note:
1.THR19L displaced inwards 200m
2.THR19R displaced inwards 300m
3.Pay attention to a small none-TWY surface with TWY edge line lights exist within the triangle area of TWY A,A4,45.

270 0 270 540 810m

Changes: New chart.

D-ATIS(ARR) 127.05 Delivery 121.8(121.65)(DCL AVBL)
D-ATIS(DEP) 126.825 GND 121.9(121.65)
TWR 118.525(118.05) GND 121.6(121.65)
TWR 118.3(118.05) APN 121.7(121.975)

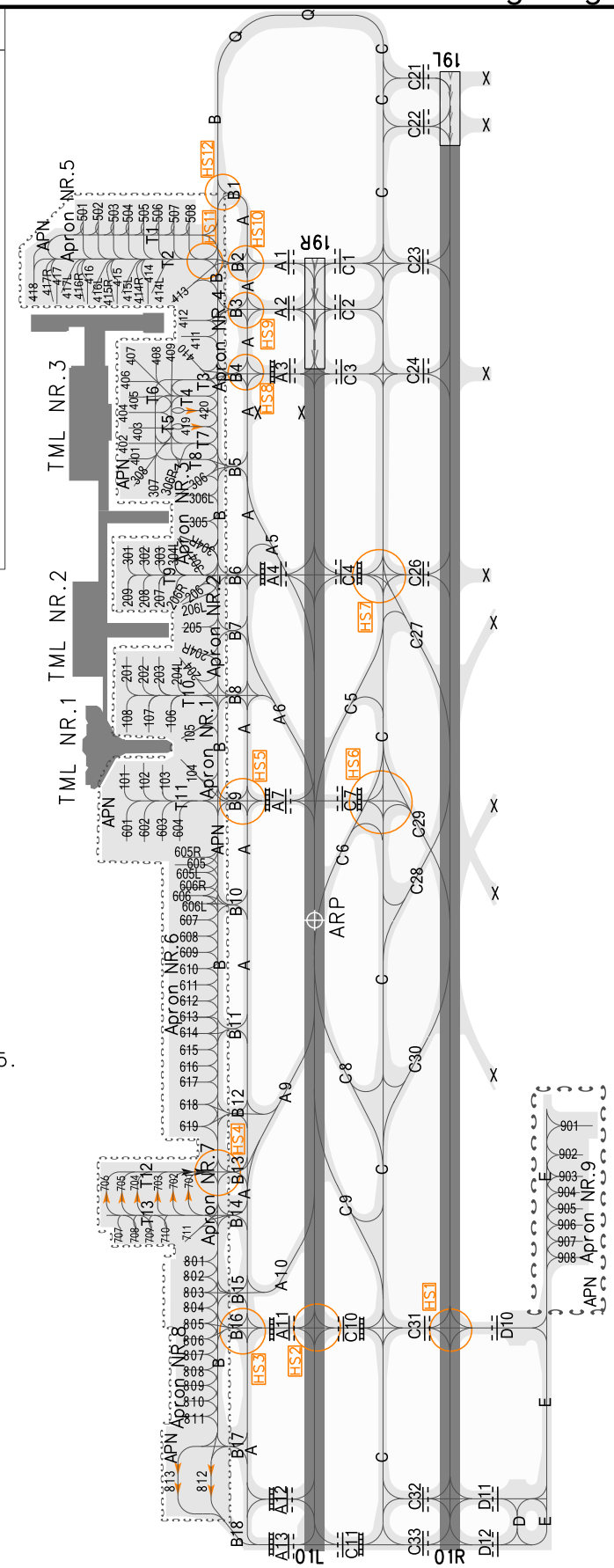


TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)						LIGHTS	
ACFT Type		RWY01L/19R, 01R/19L		LVP in force 01L/19R, 01R/19L		RWY01L/01R/19L	RWY19R
		REDL	NIL(Day only)	REDL RCLL	REDL RCLL		
2 TURB ENG or 3&4 ENG	A	RVR400	RVR500	RVR200	RWY19R HUD RVR150	PALS CAT I SFL PAPI REDL RCLL RENL	PALS CAT III SFL PAPI RTZL REDL RCLL RENL
	B						
	C						
	D			RVR250			
Other 1&2 ENG		RVR1600/VIS1600					
Note:							

Changes: New chart.

Bearing strength

PCR 1350/R/A/W/T: Stands Nr. 812-813
PCR 1330/R/A/W/T: Stands Nr. 413-417
PCR 1280/R/A/W/T: Stands Nr. 414L/R, 415L/R, 416L/R, 417L/R, 418, 619
PCR 1240/R/A/W/T: Stands Nr. 901
PCR 1230/R/A/W/T: Stands Nr. 618
PCR 1070/R/A/W/T: Stands Nr. 206, 304, 306
PCR 1060/R/A/W/T: Stands Nr. 605、606
PCR 1050/R/A/W/T: Stands Nr. 401-406, 408-412, 419
PCR 1040/R/A/W/T: Stands Nr. 204, 701-705, 707-711
PCR 1010/R/A/W/T: Stands Nr. 801-811
PCR 970/R/A/W/T: Stands Nr. 206L/R, 207-209, 301-303, 304L/R, 306L/R, 307, 601, 605L/R, 606L/R, 607-617
PCR 950/R/A/W/T: Stands Nr. 101-108, 201-203, 204L/R
PCR 910/R/A/W/T: Stands Nr. 904-908
PCR 880/R/A/W/T: Stands Nr. 902、903
PCR 860/R/A/W/T: Stands Nr. 420
PCR 810/R/A/W/T: Stands Nr. 602-604
PCR 760/R/A/W/T: Stands Nr. 706
PCR 750/R/A/W/T: Stands Nr. 407
PCR 730/R/A/W/T: Stands Nr. 308
PCR 710/R/A/W/T: Stands Nr. 501-508
PCR 610/R/A/W/T: Stands Nr. 205
PCR 600/R/A/W/T: Stands Nr. 305



Note:
1.THR19L displaced inwards 200m.
2.THR19R displaced inwards 300m.
3.Pay attention to a small none-TWY surface with TWY edge line lights exist within the triangle area of TWY A,A4,45.

LEGEND
One-way taxiing direction

Changes: New chart.

STANDARD DEPARTURE CHART-INSTRUMENT

3P-1

GUIYANG/Longdongbao

ZUGY/KWE VAR1.8°W AD ELEV 1138.9 RNAV RWY01L/R(ESLIR/AVBOB/DAGVO/IDEPO)

D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
126.825	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

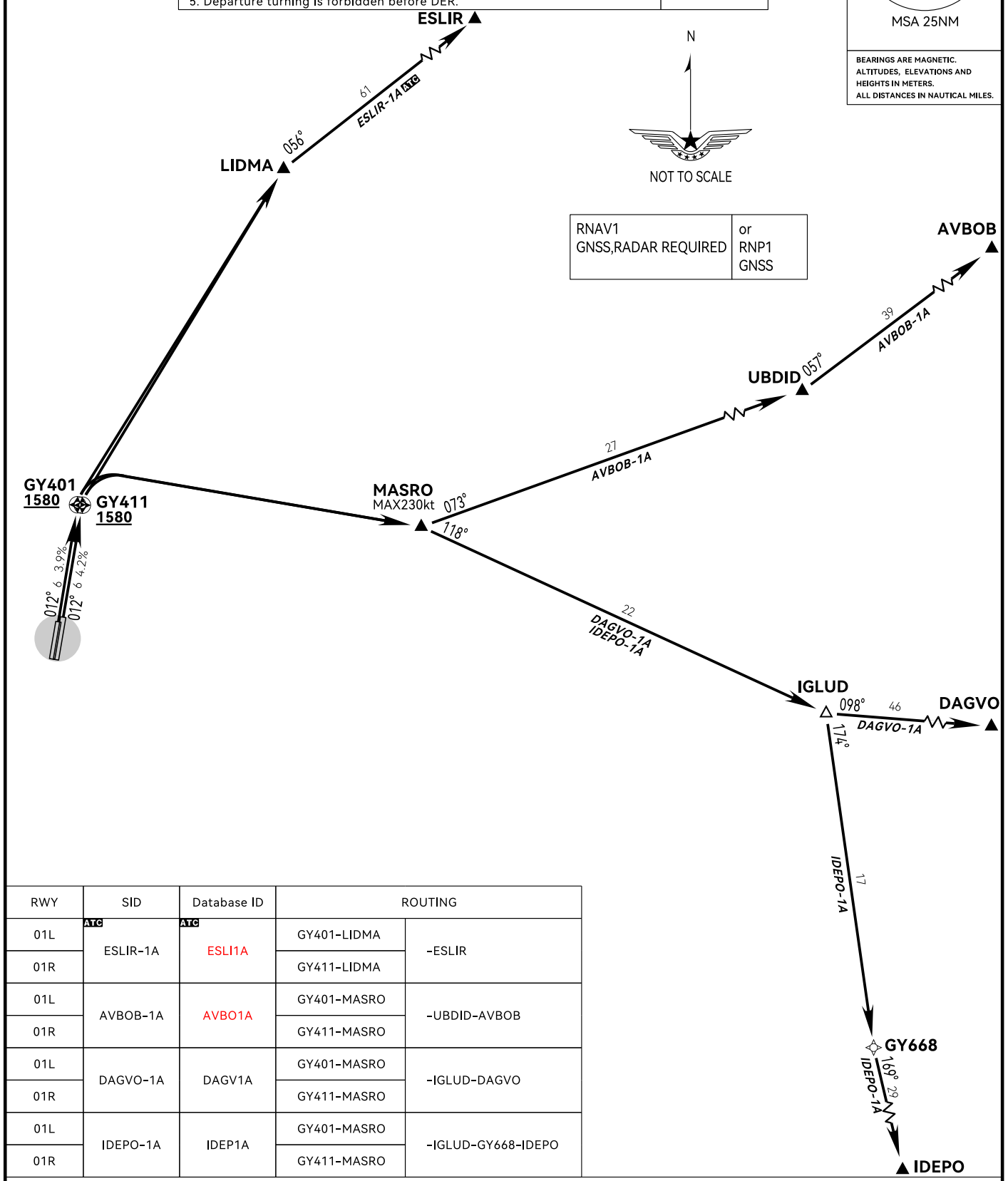
TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

1. Under radar control service, actual ALT by ATC.
2. When ATC clearance is received, *AVBOB-1A* can execute the CCO procedure.
3. The operating hours of CCO are from 1630 to 2300 UTC.
4. CCO terminated once ATC give heading instructions.
5. Departure turning is forbidden before DER.

AVBOB-1A
DAGVO-1A
ESLIR-1A ATC
IDEPO-1A

2400
ARP
MSA 25NM

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



RWY	SID	Database ID	ROUTING	
01L	ATC ESLIR-1A	ATC ESLI1A	GY401-LIDMA	-ESLIR
01R			GY411-LIDMA	
01L	AVBOB-1A	AVBO1A	GY401-MASRO	-UBDID-AVBOB
01R			GY411-MASRO	
01L	DAGVO-1A	DAGV1A	GY401-MASRO	-IGLUD-DAGVO
01R			GY411-MASRO	
01L	IDEPO-1A	IDEP1A	GY401-MASRO	-IGLUD-GY668-IDEPO
01R			GY411-MASRO	

Changes: Database ID.

STANDARD DEPARTURE CHART-INSTRUMENT

3P-2

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RNAV RWY01L/R(BIPIP/AGTIS)

D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
126.825	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

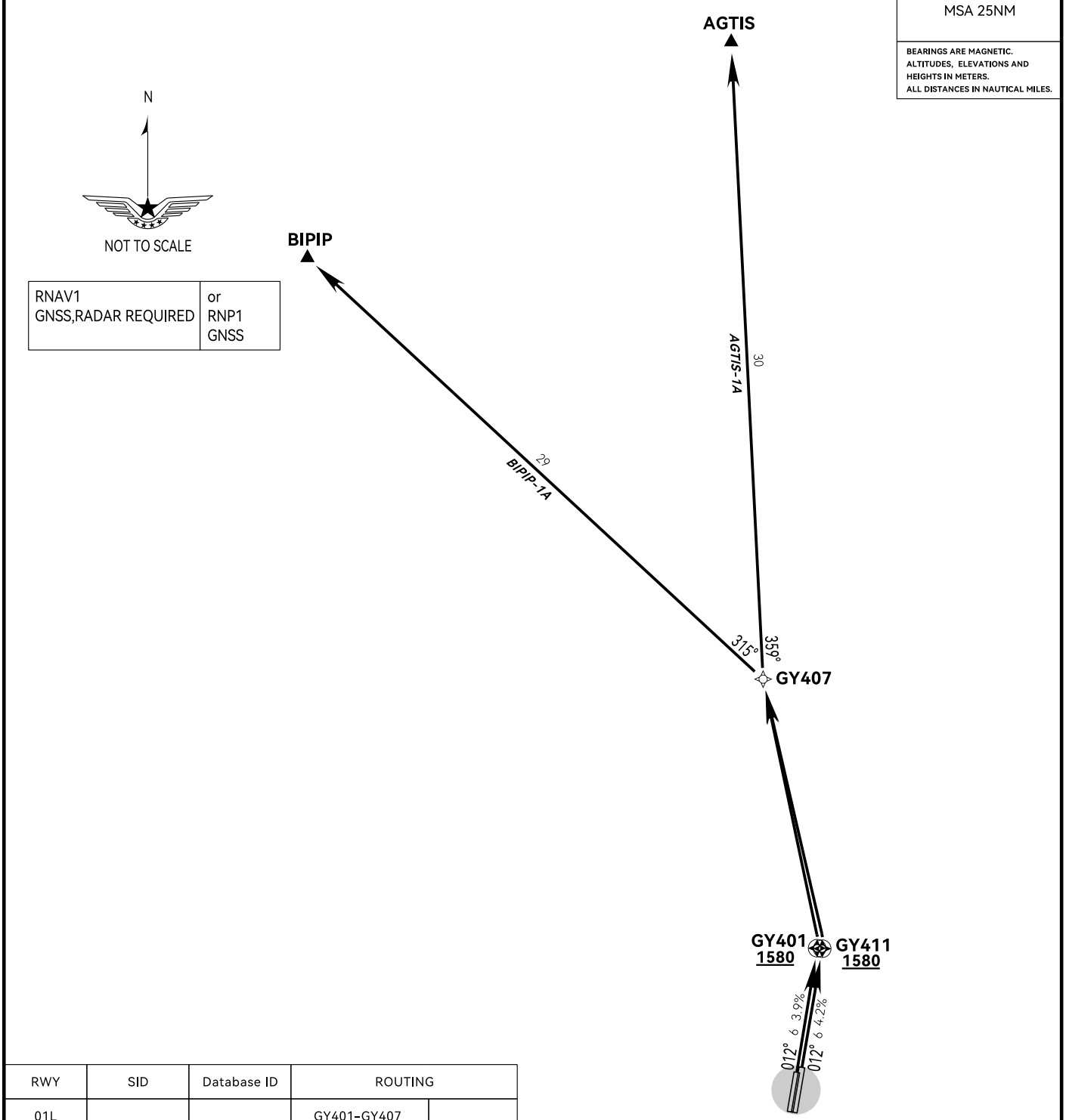
TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

1. Under radar control service, actual ALT by ATC.
2. When ATC clearance is received, *BIPIP-1A* and *AGTIS-1A* can execute the CCO procedure.
3. The operating hours of CCO are from 1630 to 2300 UTC.
4. CCO terminated once ATC give heading instructions.
5.Departure turning is forbidden before DER.

AGTIS-1A
BIPIP-1A

2400
ARP
MSA 25NM

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	
01L	BIPIP-1A	BIPI1A	GY401-GY407	-BIPIP
01R			GY411-GY407	
01L	AGTIS-1A	AGTI1A	GY401-GY407	-AGTIS
01R			GY411-GY407	

Changes: Database ID.

STANDARD DEPARTURE CHART-INSTRUMENT

3P-3

GUIYANG/Longdongbao

RNAV RWY19L/R

ZUGY/KWE VAR1.8°W AD ELEV 1138.9

RNAV RWY19L/R(ESLIR/AVBOB/DAGVO/IDEPO)

D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
126.825	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

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

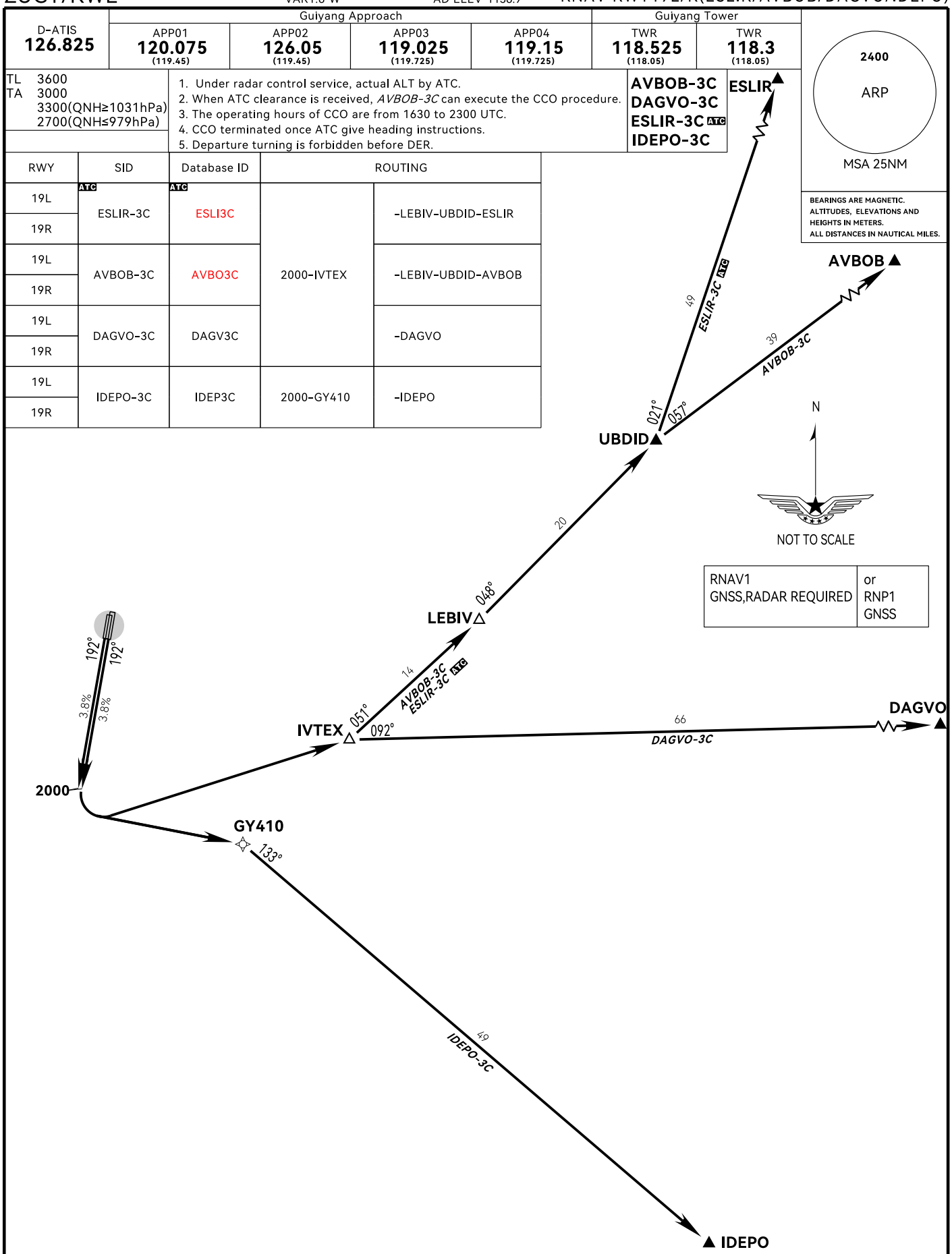
1. Under radar control service, actual ALT by ATC.
2. When ATC clearance is received, *AVBOB-3C* can execute the CCO procedure.
3. The operating hours of CCO are from 1630 to 2300 UTC.
4. CCO terminated once ATC give heading instructions.
5. Departure turning is forbidden before DER.

AVBOB-3C
DAGVO-3C
ESLIR-3C ATC
IDEPO-3C

RWY	SID	Database ID	ROUTING	
19L / 19R	ESLIR-3C (ATC)	ESLI3C (ATC)	2000-IVTEX	-LEBIV-UBDID-ESLIR
19L / 19R	AVBOB-3C	AVBO3C	2000-IVTEX	-LEBIV-UBDID-AVBOB
19L / 19R	DAGVO-3C	DAGV3C	2000-IVTEX	-DAGVO
19L / 19R	IDEPO-3C	IDEP3C	2000-GY410	-IDEPO

2400
ARP
MSA 25NM

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



RNAV1 GNSS,RADAR REQUIRED	or RNP1 GNSS

Changes: Database ID.

STANDARD DEPARTURE CHART-INSTRUMENT

3P-4

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RNAV RWY19L/R(BIPIP/AGTIS)

D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
126.825	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

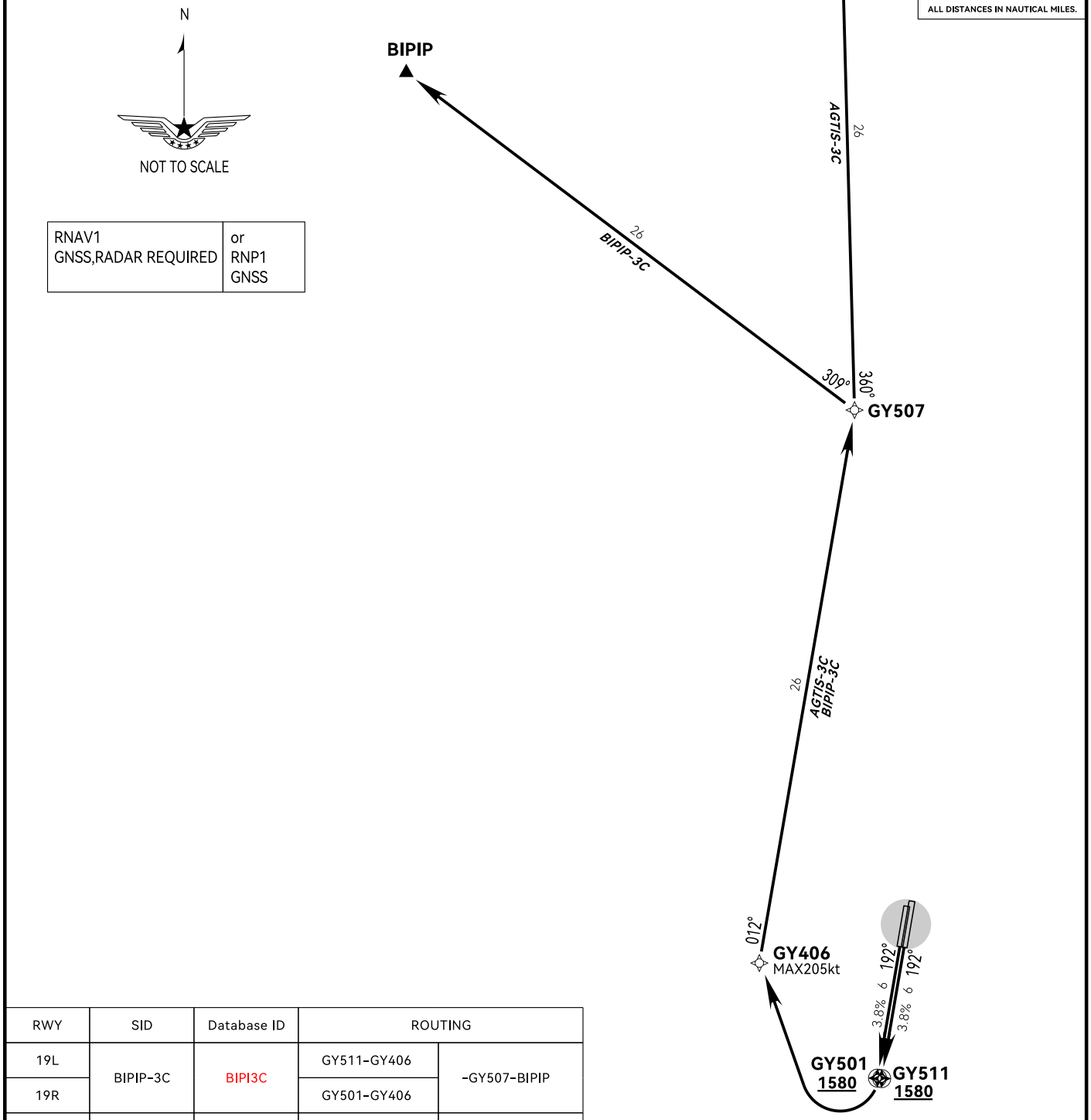
TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

1.Under radar control service, actual ALT by ATC.
2.When ATC clearance is received, *BIPIP-3C* and *AGTIS-3C* can execute the CCO procedure.
3.The operating hours of CCO are from 1630 to 2300 UTC.
4.CCO terminated once ATC give heading instructions.
5.Departure turning is forbidden before DER.

AGTIS-3C
BIPIP-3C

2400
ARP
MSA 25NM

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	
19L	BIPIP-3C	BIPI3C	GY511-GY406	-GY507-BIPIP
19R			GY501-GY406	
19L	AGTIS-3C	AGTI3C	GY511-GY406	-GY507-AGTIS
19R			GY501-GY406	

Changes: Database ID.

STANDARD DEPARTURE CHART-INSTRUMENT

3V-1

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RWY01L/R

D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
126.825	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

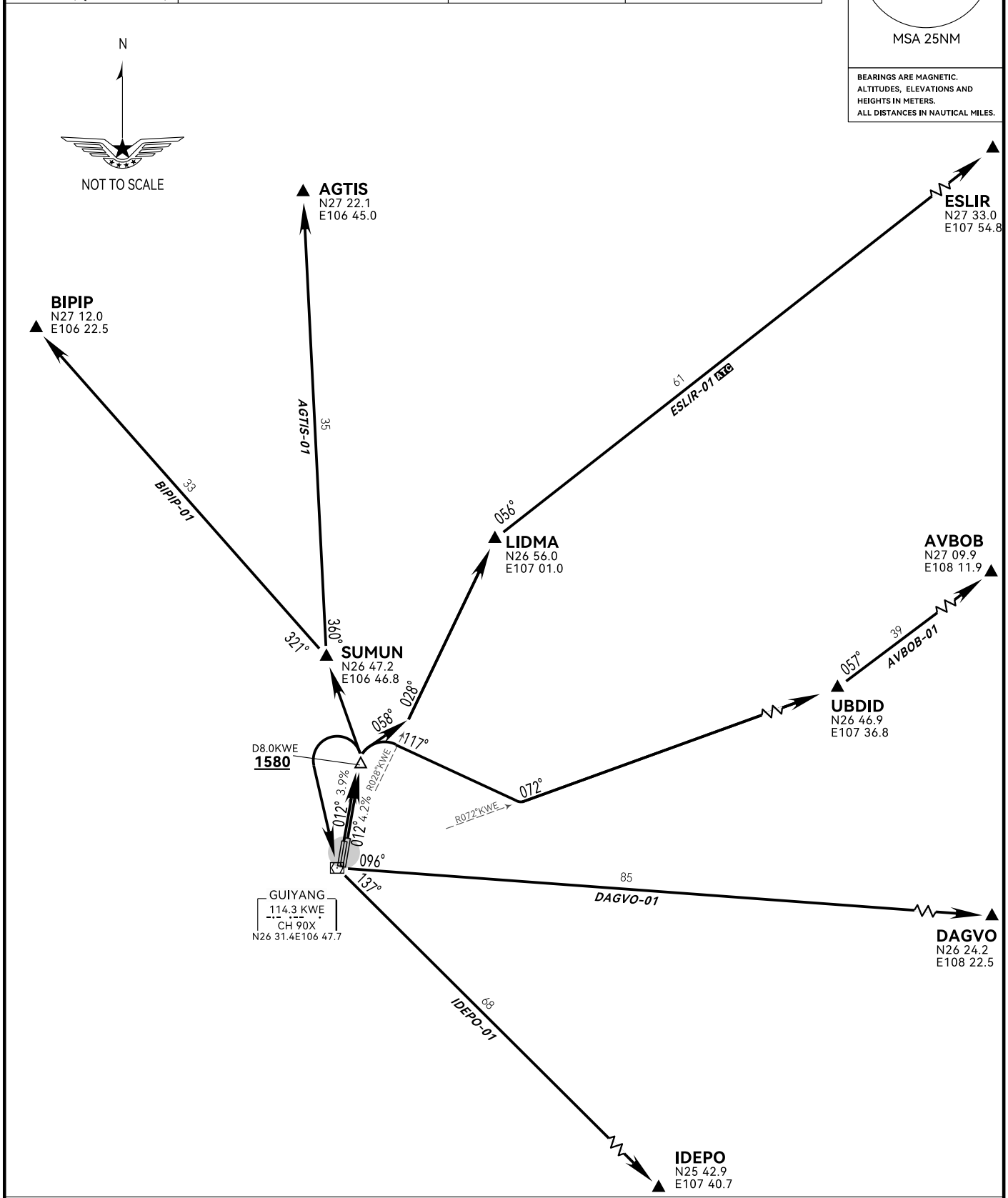
TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)	Departure turning MAX IAS 205kt.	AGTIS-01(AGTI01) AVBOB-01(AVBO01) BIPIP-01(BIPI01)	DAGVO-01(DAGV01) ESLIR-01(ESLI01) ATC IDEPO-01(IDEP01)

2400

KWE

MSA 25NM

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



Changes: Database ID.

STANDARD DEPARTURE CHART-INSTRUMENT

3V-2

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RWY19L/R

D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
126.825	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

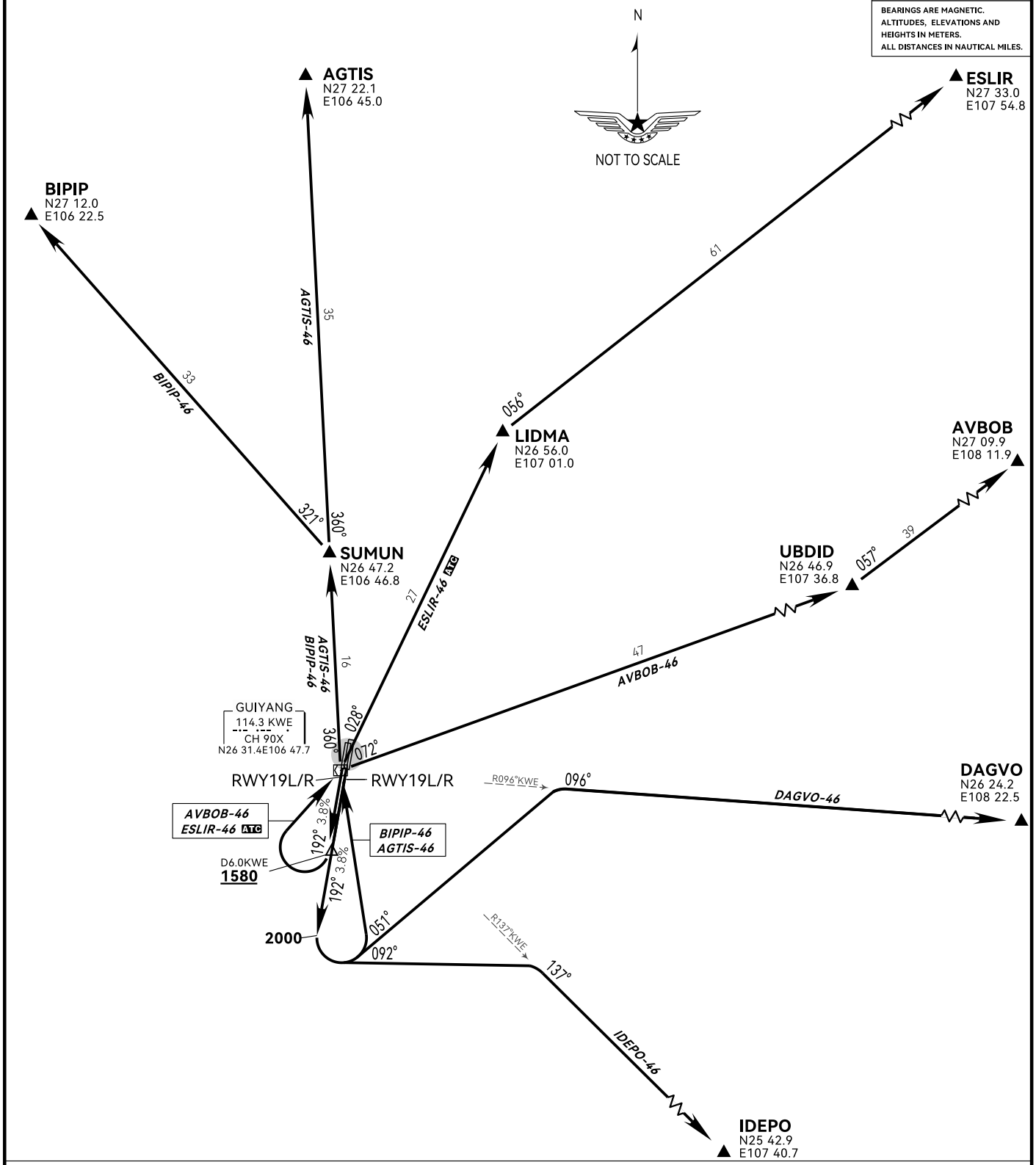
TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)	Departure turning MAX IAS 205kt.	AGTIS-46(AGTI46) AVBOB-46(AVBO46) BIPIP-46(BIPI46)	DAGVO-46(DAGV46) ESLIR-46(ESLI46) ATC IDEPO-46(IDEP46)

2400

KWE

MSA 25NM

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



Changes: Database ID.

STANDARD ARRIVAL CHART-INSTRUMENT

4P-1

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RNAV RWY01L/R(UBGUP/ELKAL)

D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)	1. Under radar control service, actual ALT by ATC. 2. Holding procedure by ATC.	**ELKAL-9Z** **UBGUP-9Z**

2400

ARP

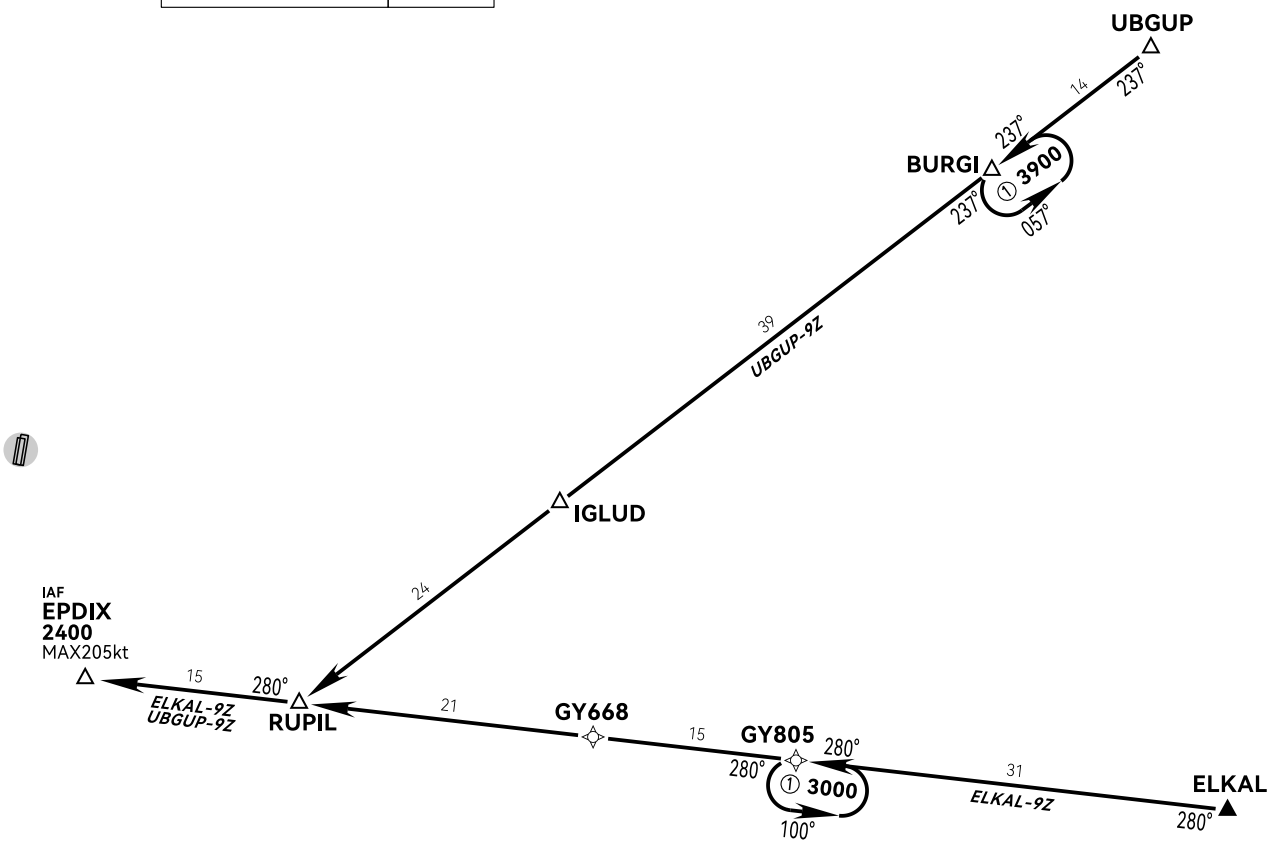
MSA 25NM

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
01L,01R	UBGUP-9Z	UBGU9Z	UBGUP-BURGI-IGLUD-RUPIL-EPDIX
	ELKAL-9Z	ELKA9Z	ELKAL-GY805-GY668-RUPIL-EPDIX

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

4P-2

GUIYANG/Longdongbao

ZUGY/KWE VAR1.8°W AD ELEV 1138.9

RNAV RWY01L/R(QNX)

D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

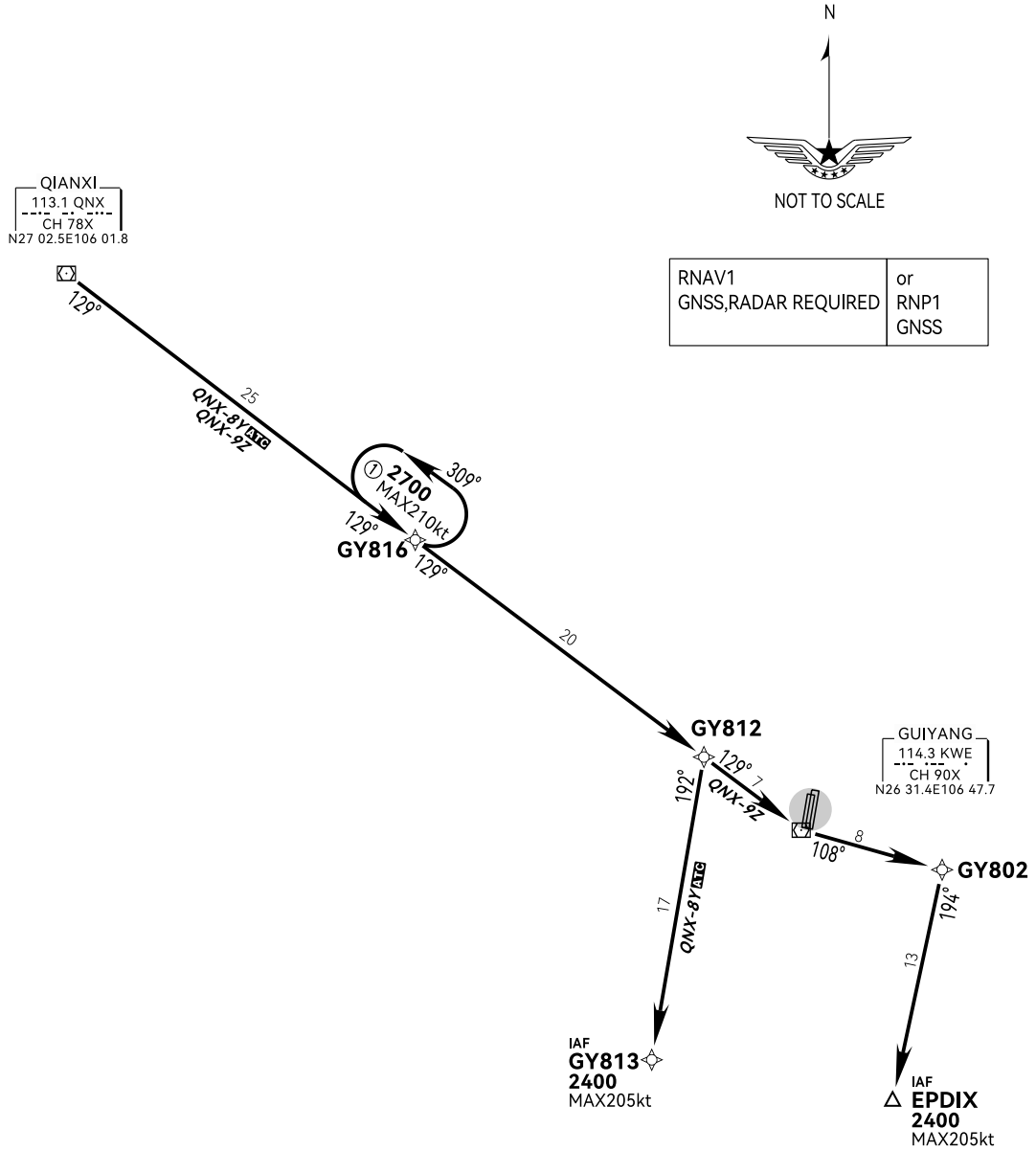
TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)	1. Under radar control service actual ALT by ATC. 2. Holding procedure by ATC.	QNX-8Y ATC QNX-9Z

2400

ARP

MSA 25NM

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



RNAV1 GNSS,RADAR REQUIRED	or RNP1 GNSS

RWY	STAR	Database ID	ROUTING
01L,01R	ATC QNX-8Y	ATC QNX8Y	QNX-GY816-GY812-GY813
	QNX-9Z	QNX9Z	QNX-GY816-GY812-KWE-GY802-EPDIX

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

4P-3

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RNAV RWY01L/R(MEMAG)

D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	**120.075** (119.45)	**126.05** (119.45)	**119.025** (119.725)	**119.15** (119.725)	**118.525** (118.05)	**118.3** (118.05)

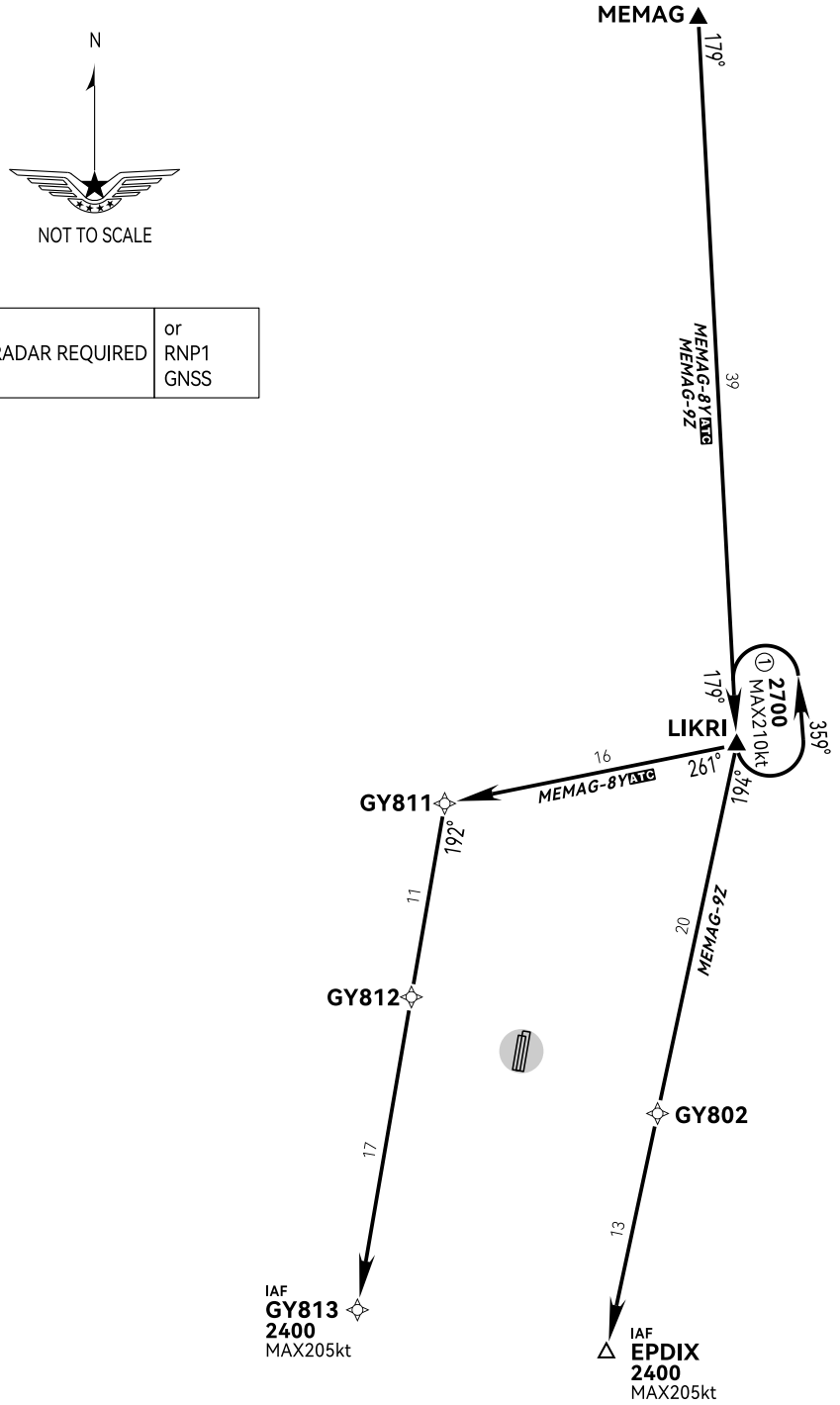
TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)	1. Under radar control service actual ALT by ATC. 2. Holding procedure by ATC.	**MEMAG-8Y** ATC **MEMAG-9Z**

2400

ARP

MSA 25NM

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



RNAV1 GNSS,RADAR REQUIRED	or RNP1 GNSS

RWY	STAR	Database ID	ROUTING
01L,01R	ATC MEMAG-8Y	ATC MEMA8Y	MEMAG-LIKRI-GY811-GY812-GY813
	MEMAG-9Z	MEMA9Z	MEMAG-LIKRI-GY802-EPDIX

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

4P-4

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RNAV RWY19L/R(MEMAG/UBGUP)

D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

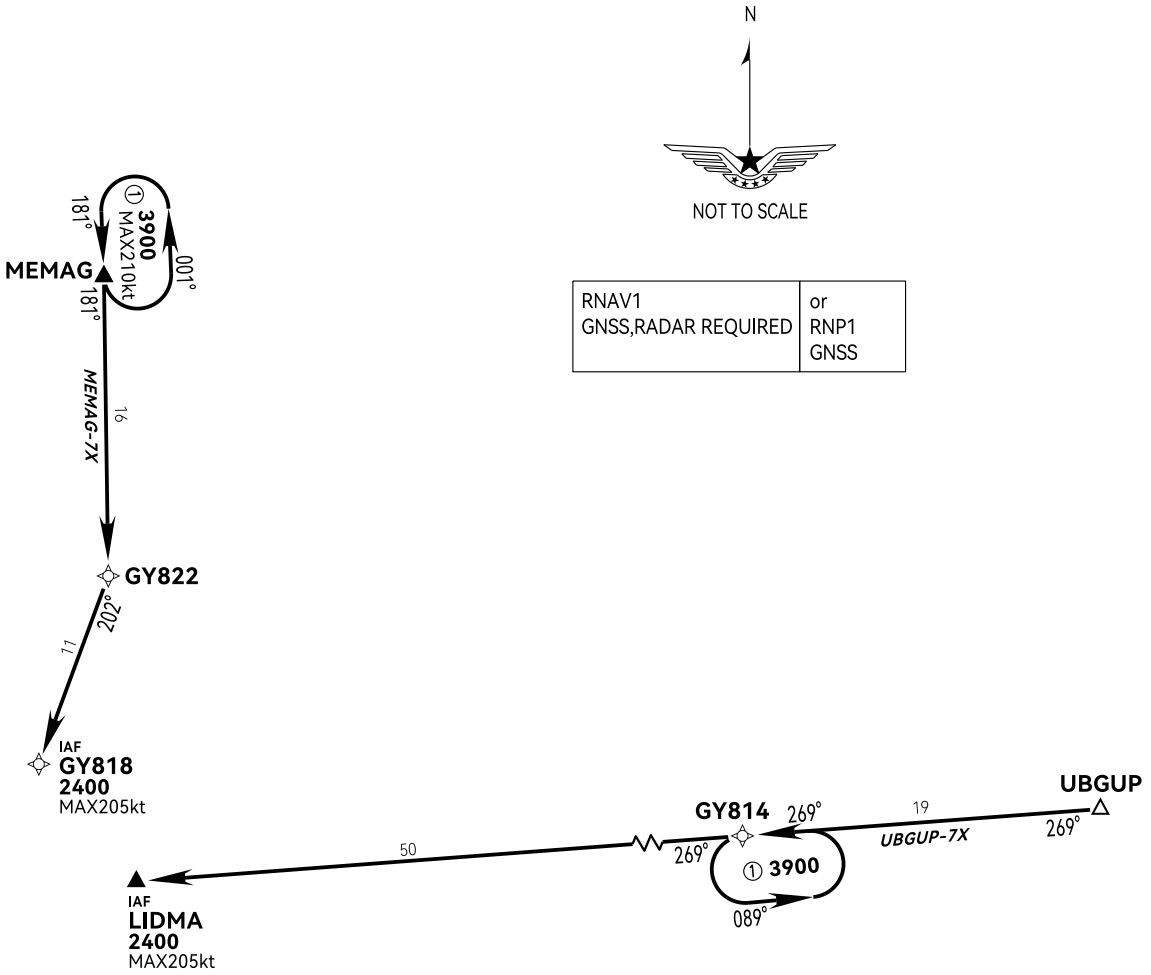
TL 3600
TA 3000
3300(QNH≥1031hPa)
2700(QNH≤979hPa)

1. Under radar control service, actual ALT by ATC.
2. Holding procedure by ATC.
3. When ATC clearance is received, MEMAG-7X can execute the CDO procedure.
4. The operating hours of CDO are from 1630 to 2300 UTC.
5.CDO terminated once ATC give heading instructions.

MEMAG-7X
UBGUP-7X

2400
ARP
MSA 25NM

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



RWY	STAR	Database ID	ROUTING
19L,19R	MEMAG-7X	MEMA7X	MEMAG-GY822-GY818
	UBGUP-7X	UBGU7X	UBGUP-GY814-LIDMA

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

4P-5

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RNAV RWY19L/R(ELKAL)

D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	**120.075** (119.45)	**126.05** (119.45)	**119.025** (119.725)	**119.15** (119.725)	**118.525** (118.05)	**118.3** (118.05)

TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)	1. Under radar control service actual ALT by ATC. 2. Holding procedure by ATC.	**ELKAL-6W** ATC **ELKAL-7X**

2400

ARP

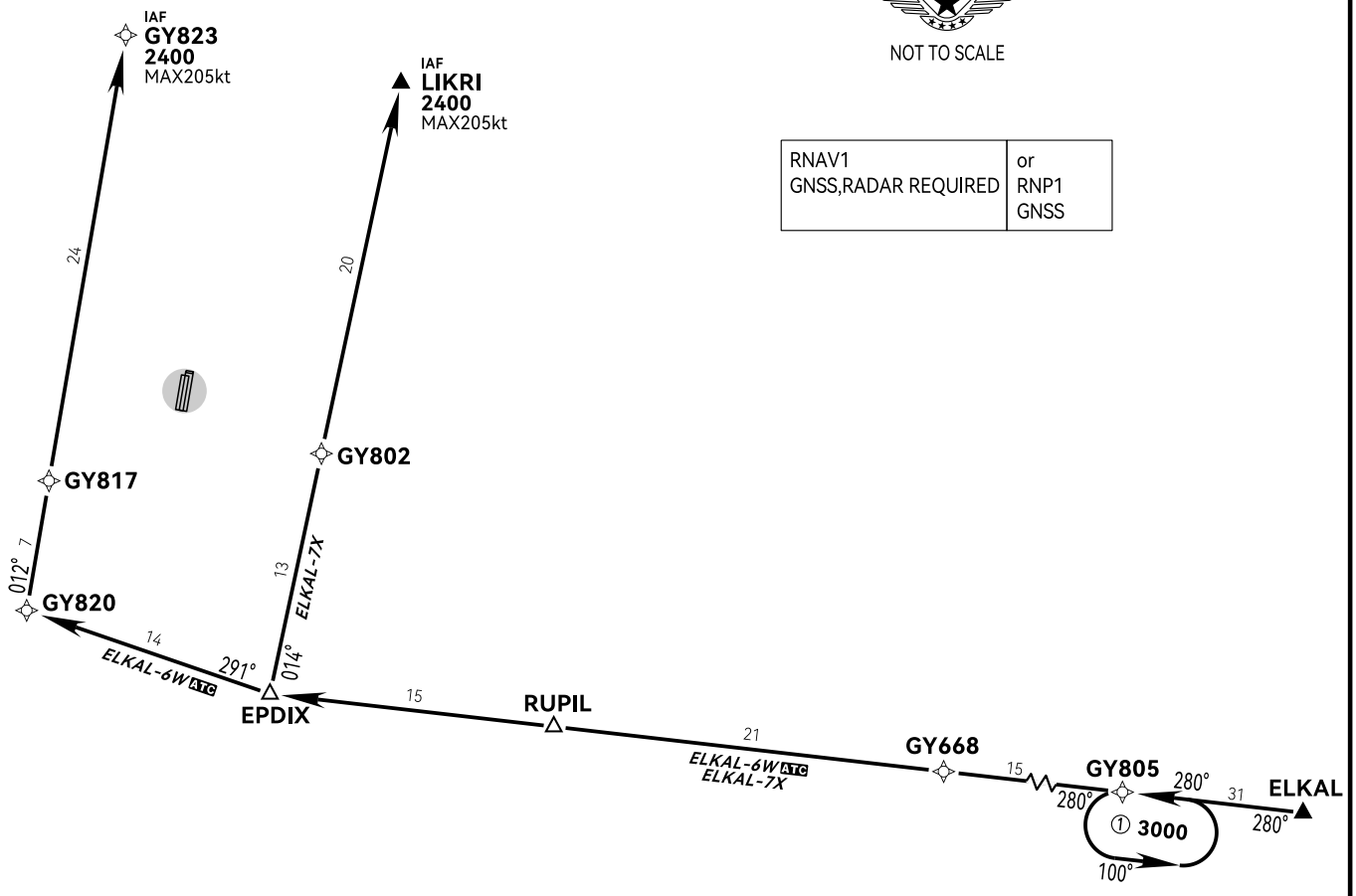
MSA 25NM

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
19L,19R	ELKAL-7X	ELKA7X	ELKAL-GY805-GY668-RUPIL-EPDIX-GY802-LIKRI
	ATC ELKAL-6W	ATC ELKA6W	ELKAL-GY805-GY668-RUPIL-EPDIX-GY820-GY817-GY823

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

4P-6

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RNAV RWY19L/R(QNX)

D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	**120.075** (119.45)	**126.05** (119.45)	**119.025** (119.725)	**119.15** (119.725)	**118.525** (118.05)	**118.3** (118.05)

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

1. Under radar control service, actual ALT by ATC.
2. Holding procedure by ATC.
3. When ATC clearance is received, QNX-7X can execute the CDO procedure.
4.The operating hours of CDO are from 1630 to 2300 UTC.
5. CDO terminated once ATC give heading instructions.

QNX-7X

2400

ARP

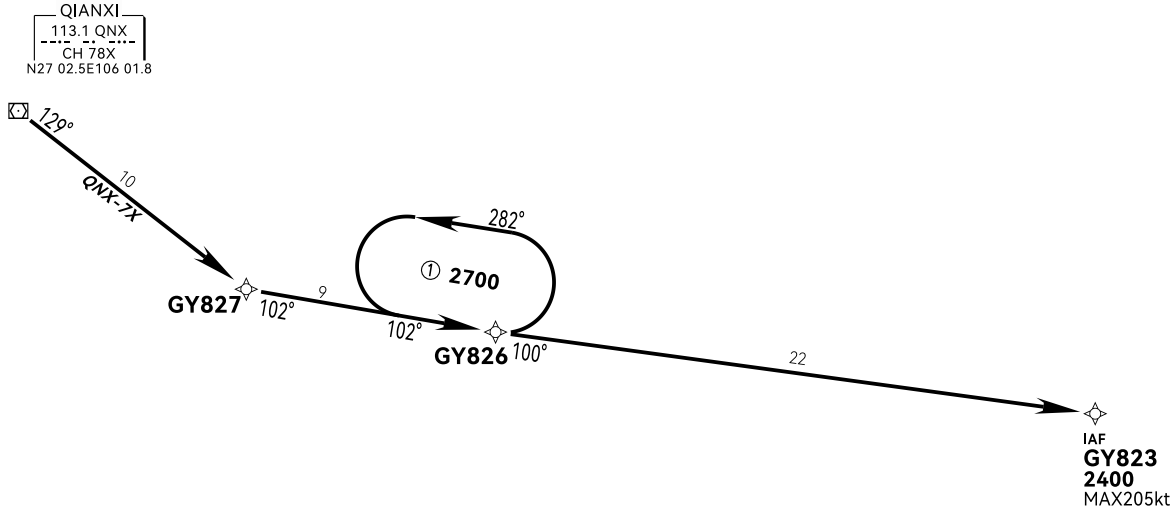
MSA 25NM

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
19L,19R	QNX-7X	QNX7X	QNX-GY827-GY826-GY823

Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

4V-1

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RWY01L/R(UBGUP/ELKAL)

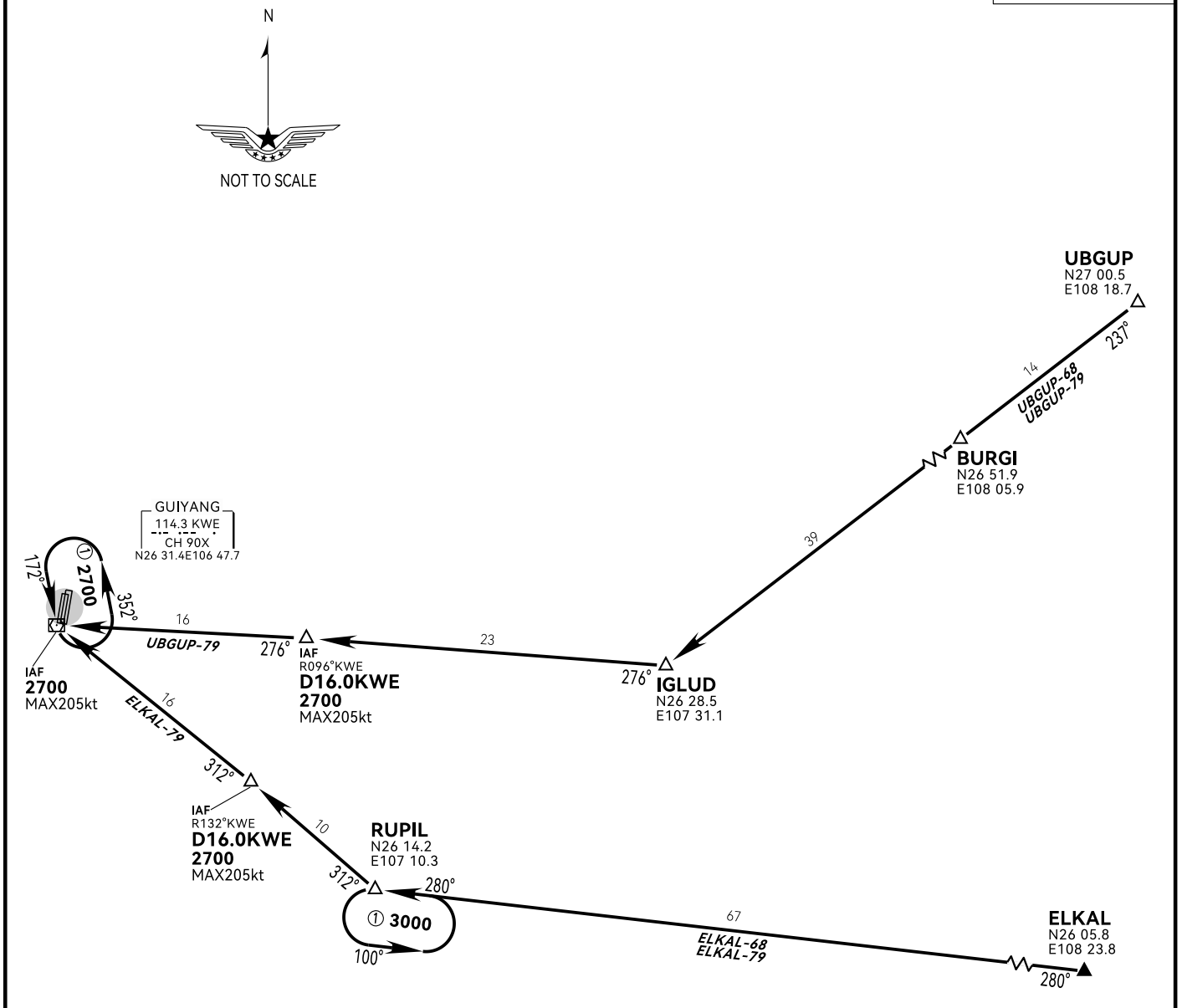
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	**120.075** (119.45)	**126.05** (119.45)	**119.025** (119.725)	**119.15** (119.725)	**118.525** (118.05)	**118.3** (118.05)

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

ELKAL-68(ELKA68)
ELKAL-79(ELKA79)
UBGUP-68(UBGU68)
UBGUP-79(UBGU79)

2400
KWE
MSA 25NM

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



Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

4V-2

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RWY01L/R(QNX/MEMAG)

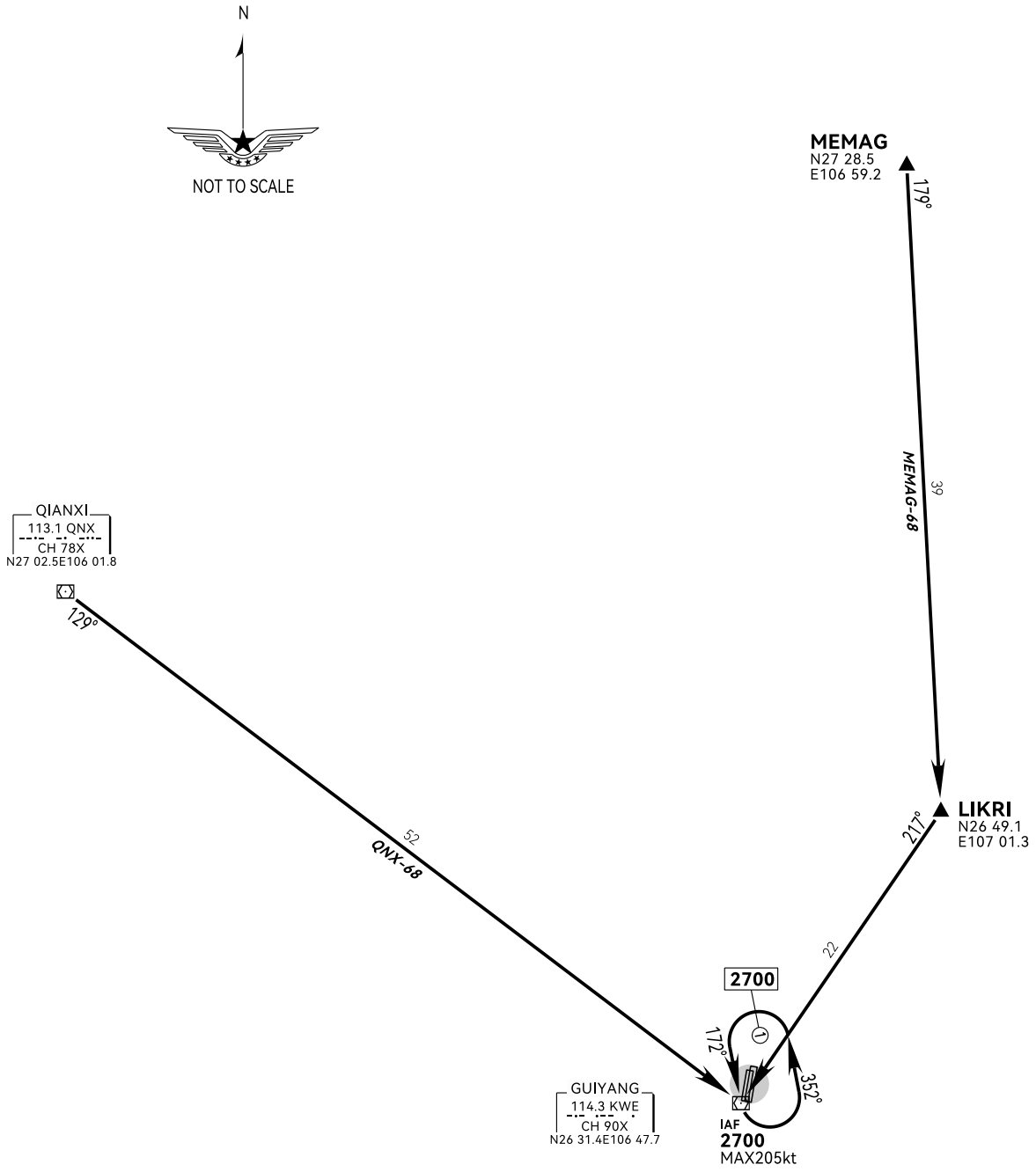
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	**120.075** (119.45)	**126.05** (119.45)	**119.025** (119.725)	**119.15** (119.725)	**118.525** (118.05)	**118.3** (118.05)

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

MEMAG-68(MEMA68)
QNX-68(QNX68)

2400
KWE
MSA 25NM

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



Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

4V-3

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RWY19L/R(MEMAG/UBGUP)

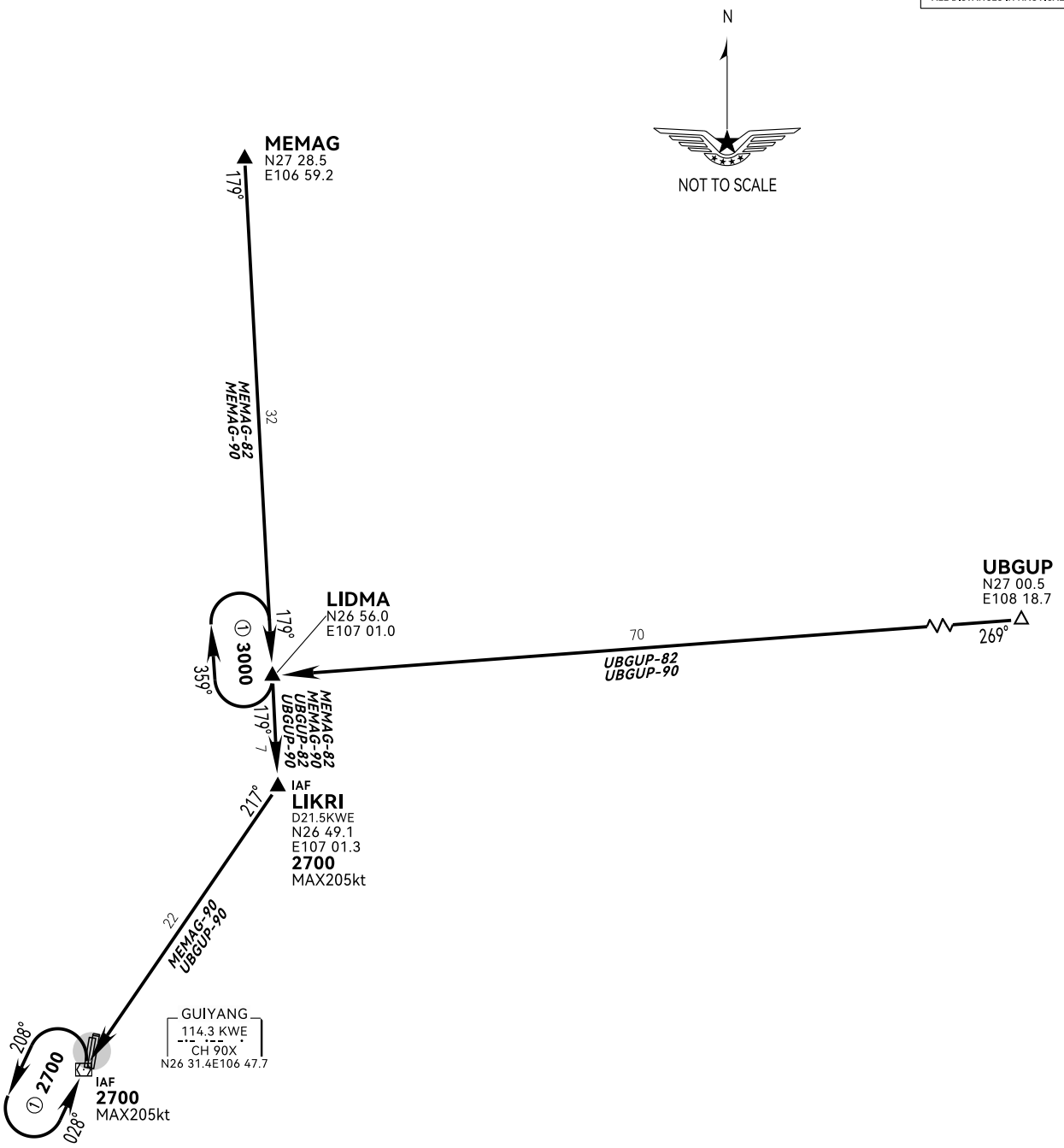
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	**120.075** (119.45)	**126.05** (119.45)	**119.025** (119.725)	**119.15** (119.725)	**118.525** (118.05)	**118.3** (118.05)

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

MEMAG-82(MEMA82)
MEMAG-90(MEMA90)
UBGUP-82(UBGU82)
UBGUP-90(UBGU90)

2400
KWE
MSA 25NM

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



Changes: New chart.

STANDARD ARRIVAL CHART-INSTRUMENT

4V-4

GUIYANG/Longdongbao

ZUGY/KWE

VAR1.8°W

AD ELEV 1138.9

RWY19L/R(QNX/ELKAL)

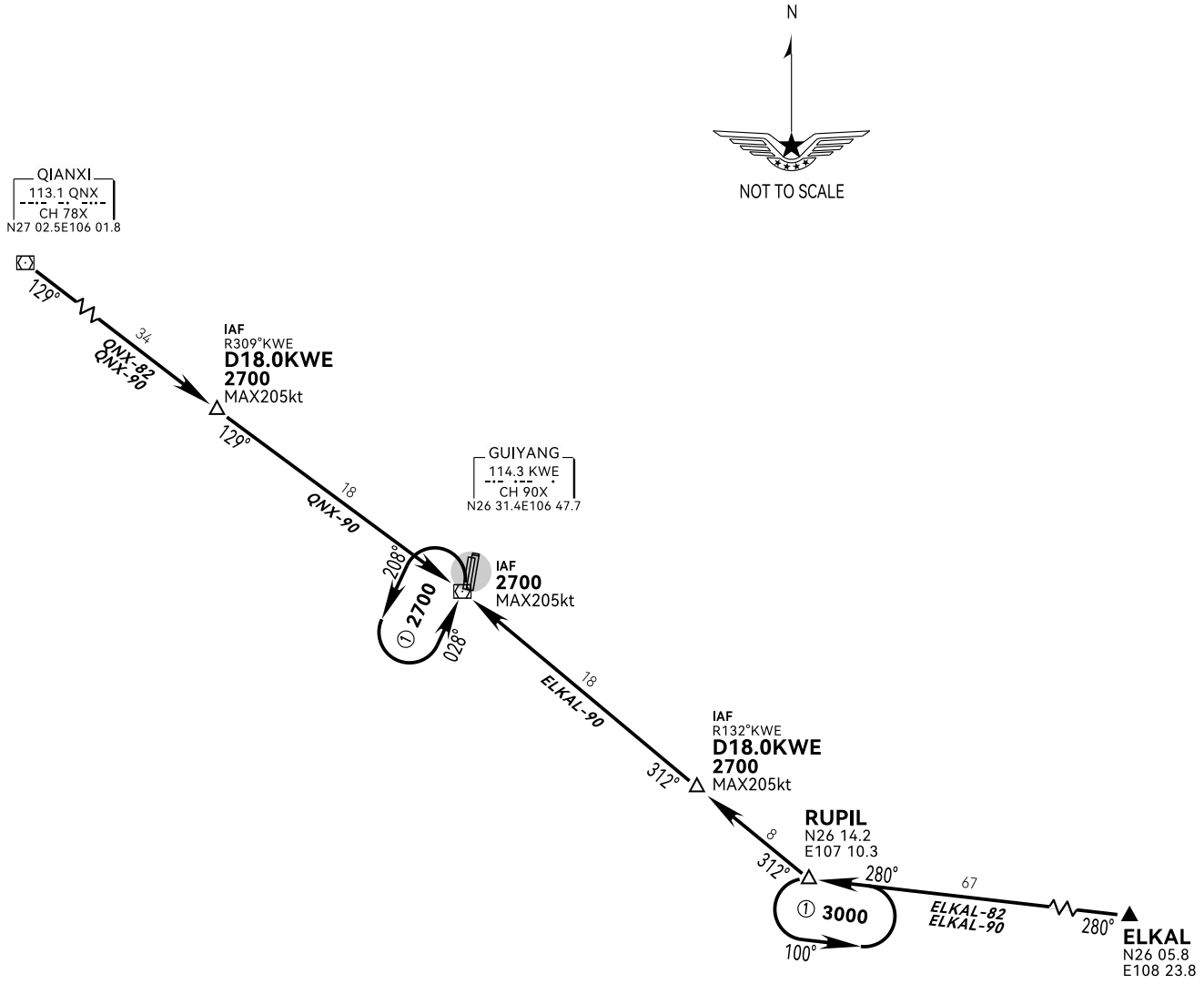
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	**120.075** (119.45)	**126.05** (119.45)	**119.025** (119.725)	**119.15** (119.725)	**118.525** (118.05)	**118.3** (118.05)

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

ELKAL-82(ELKA82)
ELKAL-90(ELKA90)
QNX-82(QNX82)
QNX-90(QNX90)

2400
KWE
MSA 25NM

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



Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZUGY/KWE

VAR1.8°W

5L-1

AD ELEV 1138.9
THR ELEV 1138.9

GUIYANG/Longdongbao

RNAV ILS/DME z RWY01L

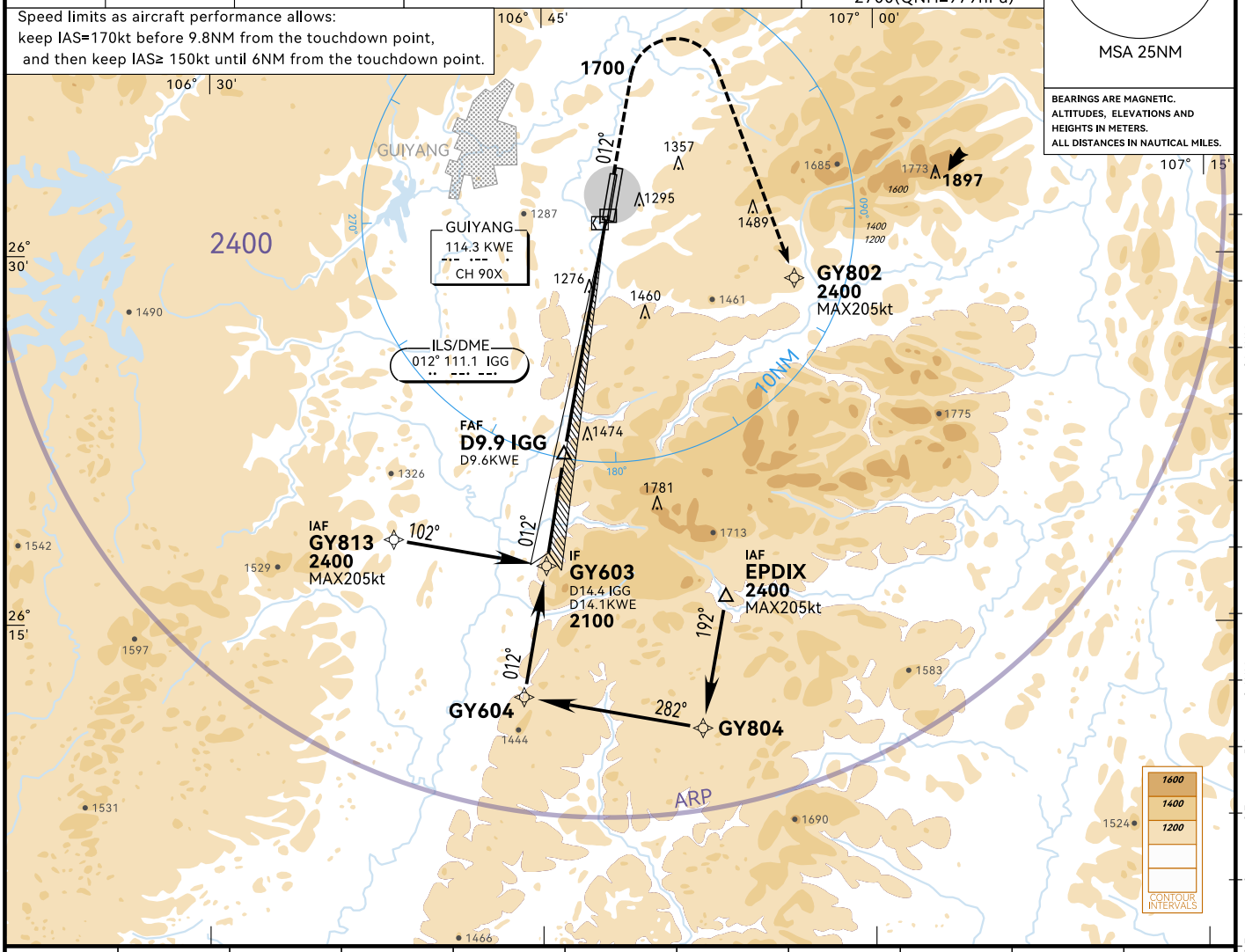
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

LOC	Final Apch Crs	FAF	MISSED APPROACH	
IGG 111.1	012°	D9.9 IGG 2100(961)	Climb straight ahead to 1700, turn RIGHT to GY802 at 2400, contact ATC.	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

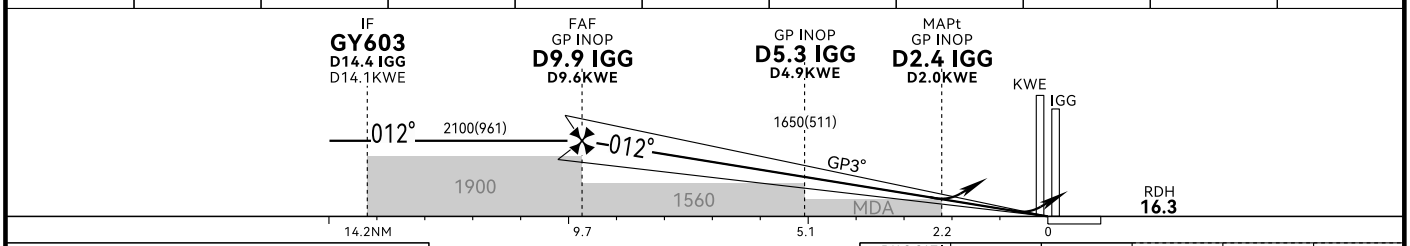
Speed limits as aircraft performance allows:
keep IAS=170kt before 9.8NM from the touchdown point,
and then keep IAS≥ 150kt until 6NM from the touchdown point.

2400
ARP
MSA 25NM

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



GP INOP									
DME (IGG)	9	8	7	6	5	4	3		
HGT (m)	2010	1913	1816	1719	1622	1525	1428		



FAF-MAPt 7.5NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	5:38	4:30	3:45	3:13	2:49	2:30
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550 can be implemented when using approved HUD or AP or FD for approach.

PALS CAT I					
PAPI	1700	RT	GY802	2400	205kt MAX
			&	&	

	ILS/DME				GP INOP			CIRCLING			ILS HUD Special CAT I	
	DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS		A,B,C,D
A	1199(60)	1199(60)	Ⓐ 800	800	1365(227)	1364(226)	3500	1400(261)	1385(247)	4200	(DH)	(45)
B								1450(311)	1447(309)	4200	(RA)	(87)
C								1580(441)	1579(441)	5000		
D								1610(471)	1608(470)	5000	RVR	450

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZUGY/KWE

VAR1.8°W

5L-2

AD ELEV 1138.9
THR ELEV 1138.9

GUIYANG/Longdongbao

ILS/DME y RWY01L

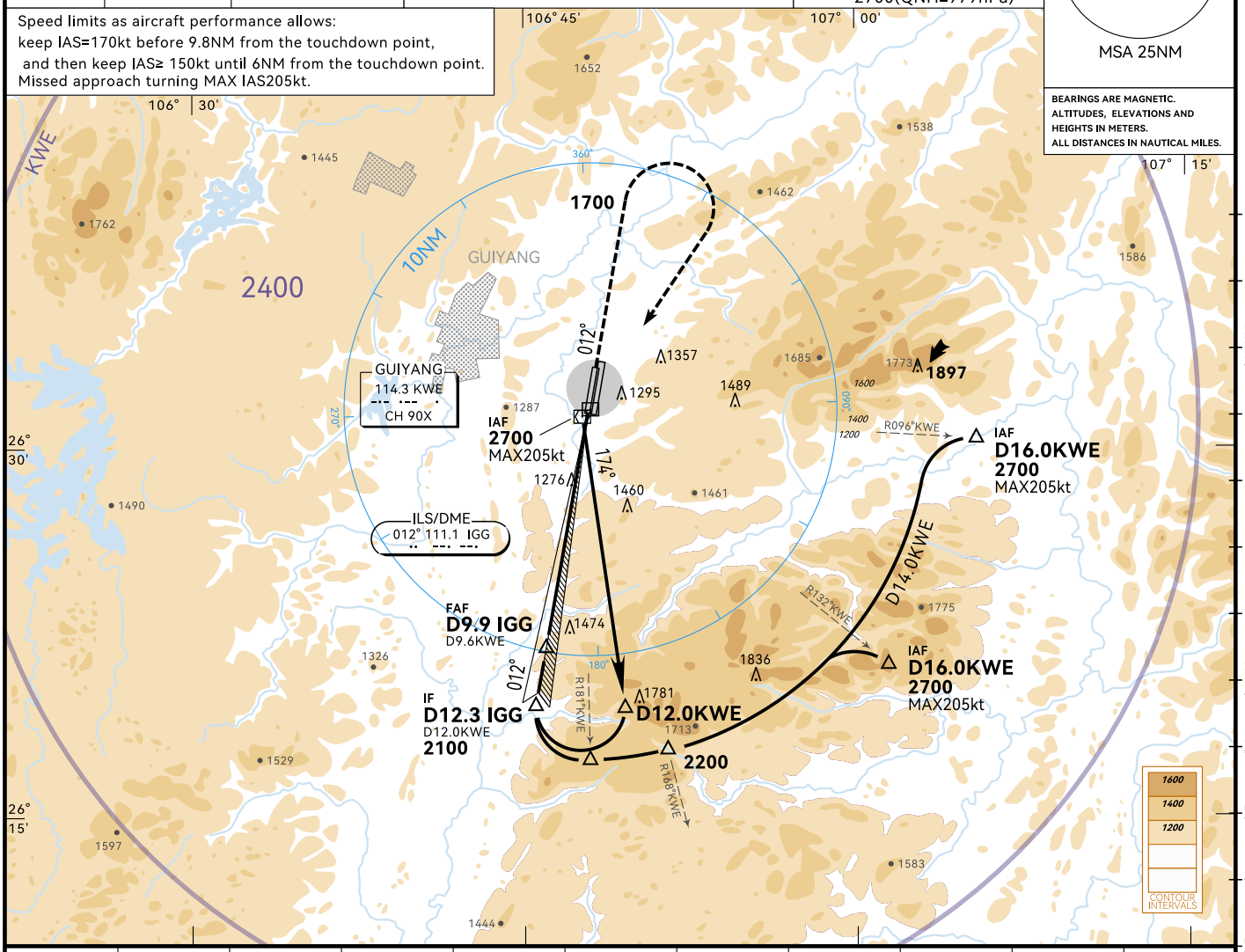
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

LOC	Final Apch Crs	FAF	MISSED APPROACH	
IGG 111.1	012°	D9.9 IGG 2100(961)	Climb straight ahead to 1700, turn RIGHT to KWE at 2400 , contact ATC.	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

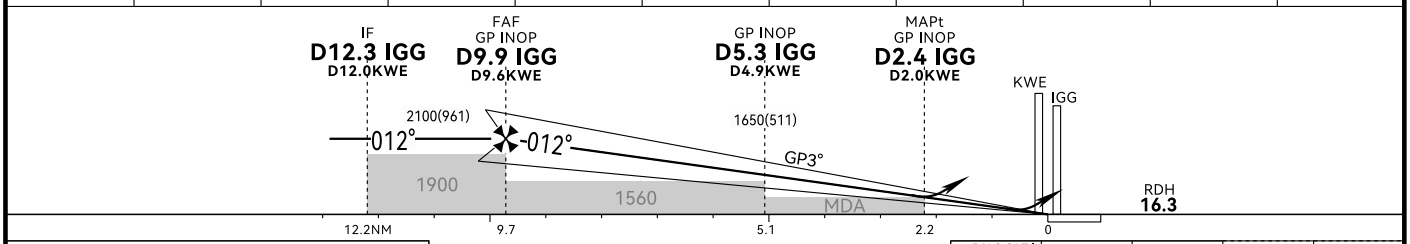
Speed limits as aircraft performance allows:
keep IAS=170kt before 9.8NM from the touchdown point,
and then keep IAS≥ 150kt until 6NM from the touchdown point.
Missed approach turning MAX IAS205kt.

2400
KWE
MSA 25NM

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



GP INOP										
	DME (IGG)	9	8	7	6	5	4	3		
	HGT (m)	2010	1913	1816	1719	1622	1525	1428		



FAF-MAPt 7.5NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	5:38	4:30	3:45	3:13	2:49	2:30
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550 can be implemented when using approved HUD or AP or FD for approach.

PALS CAT I			
PAPI	1700	205kt MAX RT	KWE 114.3 & 2400

	ILS/DME				GP INOP			CIRCLING			ILS HUD Special CAT I	
	DA(H)	OCA(H)	RVR	VIS	MDA(H)	OCA(H)	VIS	MDA(H)	OCA(H)	VIS		A,B,C,D
A	1199(60)	1199(60)	Ⓐ 800	800	1365(227)	1364(226)	3500	1400(261)	1385(247)	4200	(DH)	(45)
B								1450(311)	1447(309)	4200	(RA)	(87)
C								1580(441)	1579(441)	5000		
D								1610(471)	1608(470)	5000	RVR	450

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZUGY/KWE

VAR1.8°W

5L-3

AD ELEV 1138.9
THR ELEV 1137.6

GUIYANG/Longdongbao

RNAV ILS/DME z RWY01R

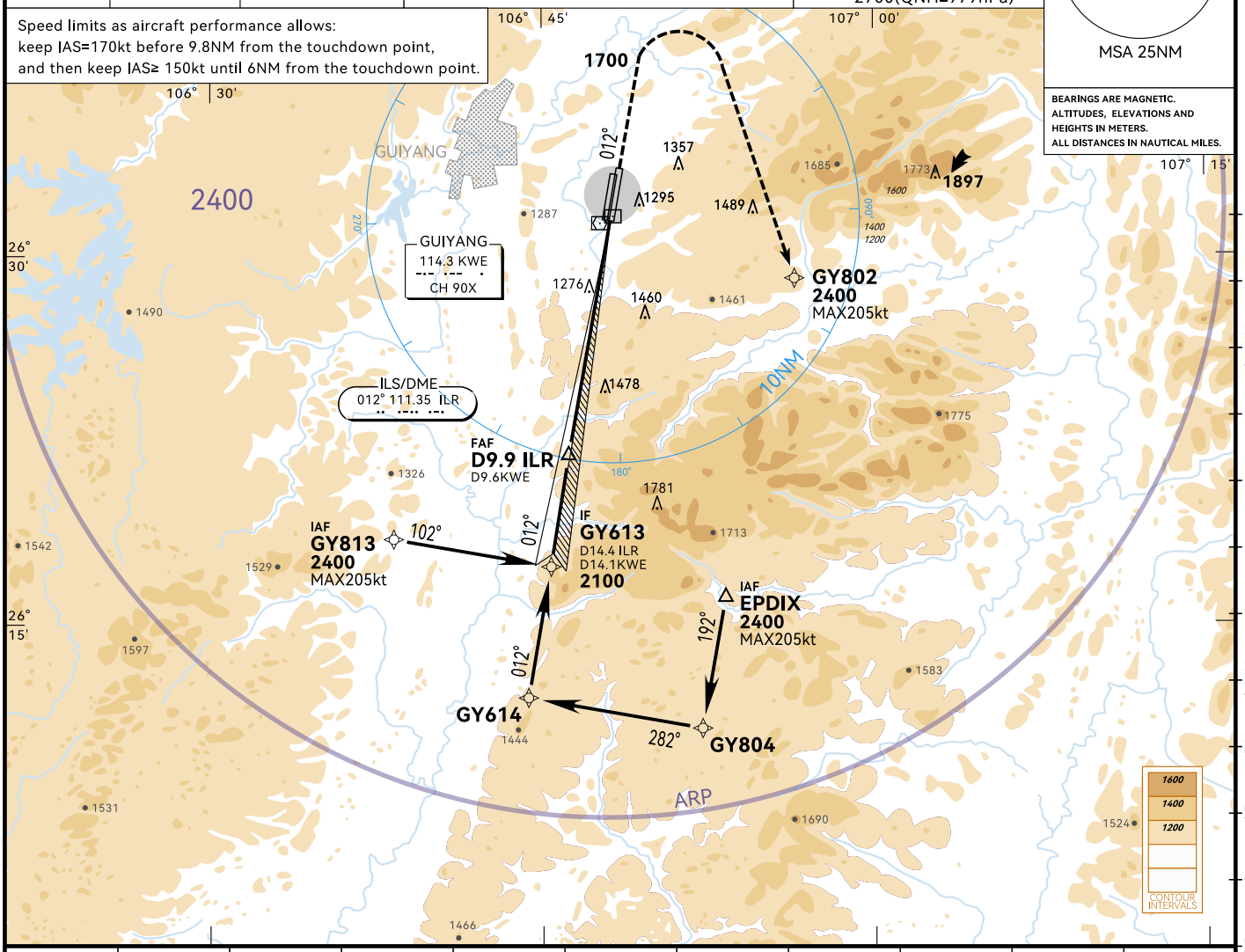
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

LOC ILR 111.35	Final Apch Crs 012°	FAF D9.9 ILR 2100(962)	MISSED APPROACH Climb straight ahead to 1700, turn RIGHT to GY802 at 2400, contact ATC.	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

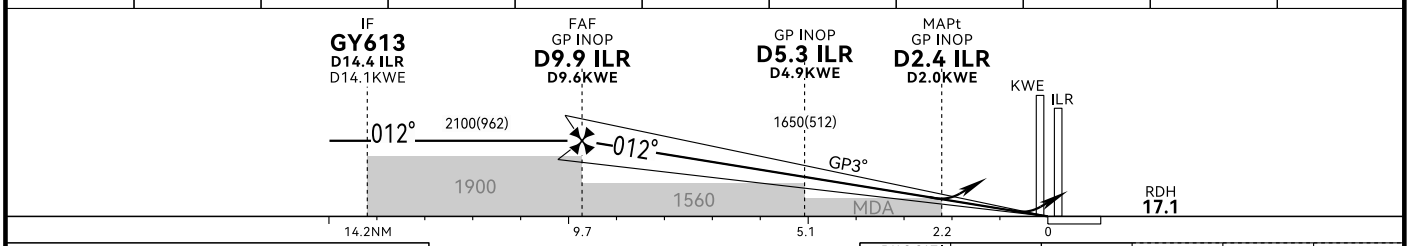
2400 ARP MSA 25NM

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

Speed limits as aircraft performance allows:
keep IAS=170kt before 9.8NM from the touchdown point,
and then keep IAS≥ 150kt until 6NM from the touchdown point.



GP INOP	DME (ILR)	9	8	7	6	5	4	3		
	HGT (m)	2009	1912	1815	1718	1621	1524	1427		



FAF-MAPt 7.5NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	5:38	4:30	3:45	3:13	2:49	2:30
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550 can be implemented when using approved HUD or AP or FD for approach.

PALS CAT I PAPI | 1700 | RT | GY802 & | 2400 & | 205kt MAX

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	VIS	CIRCLING MDA(H)	OCA(H)	VIS	ILS HUD Special CAT I	A,B,C,D
A	1198(60)	1198(60)	Ⓐ800	800	1365(228)	1364(227)	3500	1400(261)	1385(247)	4200	(DH)	(45)
B								1450(311)	1447(309)	4200	(RA)	(92)
C								1580(441)	1579(441)	5000		
D								1610(471)	1608(470)	5000	RVR	450

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZUGY/KWE

VAR1.8°W

5L-4

AD ELEV 1138.9
THR ELEV 1137.6

GUIYANG/Longdongbao

ILS/DME y RWY01R

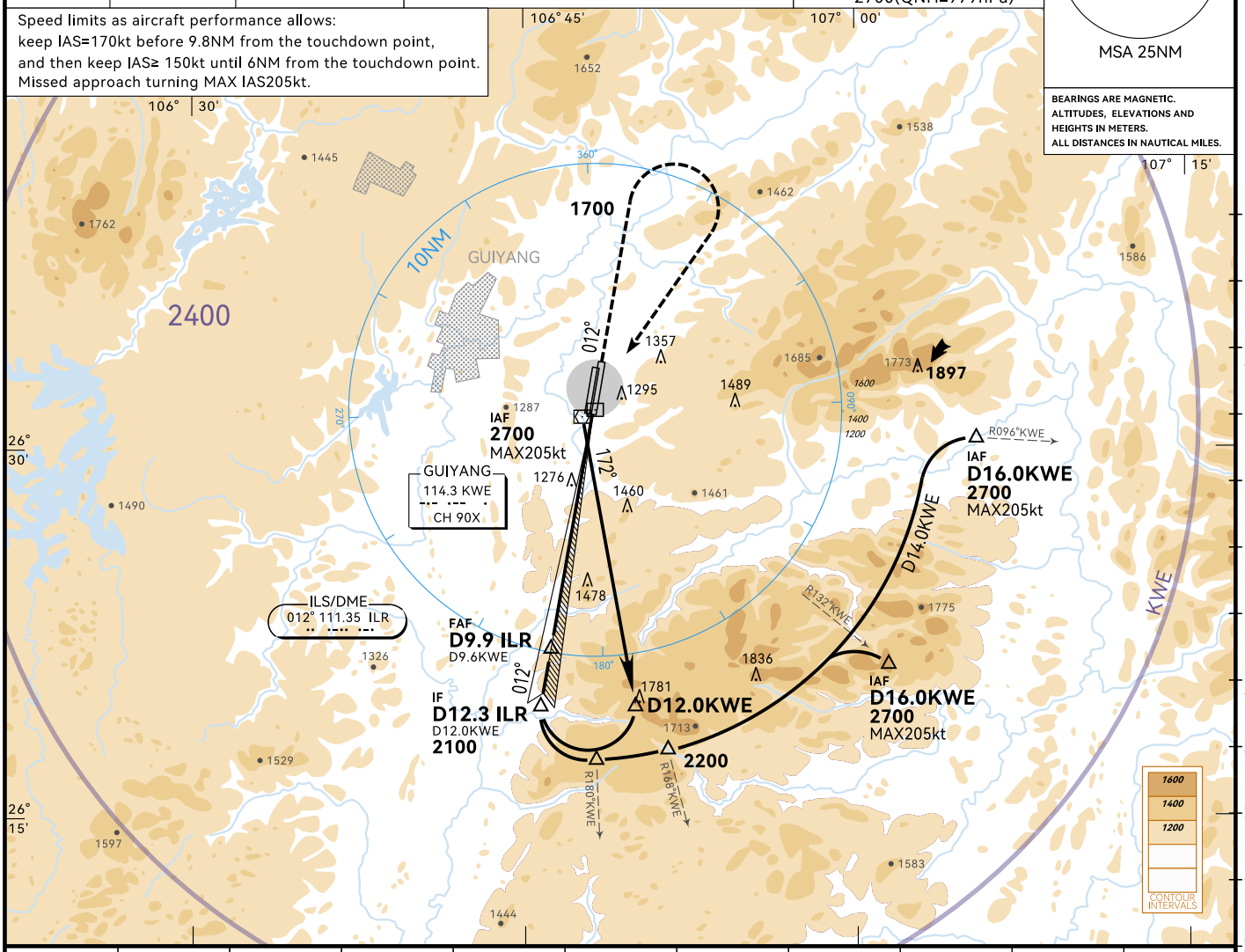
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

LOC	Final Apch Crs	FAF	MISSED APPROACH	
ILR 111.35	012°	D9.9 ILR 2100(962)	Climb straight ahead to 1700, turn RIGHT to KWE at 2400, contact ATC.	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

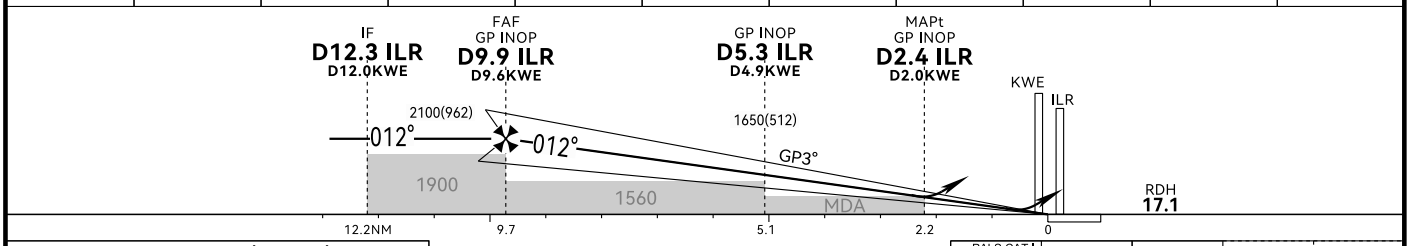
Speed limits as aircraft performance allows:
keep IAS=170kt before 9.8NM from the touchdown point,
and then keep IAS≥ 150kt until 6NM from the touchdown point.
Missed approach turning MAX IAS205kt.

2400
KWE
MSA 25NM

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



GP INOP	DME (ILR)	9	8	7	6	5	4	3		
	HGT (m)	2009	1912	1815	1718	1621	1524	1427		



FAF-MAPt 7.5NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	5:38	4:30	3:45	3:13	2:49	2:30
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550 can be implemented when using approved HUD or AP or FD for approach.

PALS CAT I				
PAPI	1700	205kt MAX RT	KWE 114.3	2400 &

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	VIS	CIRCLING MDA(H)	OCA(H)	VIS	ILS HUD Special CAT I	A,B,C,D
A								1400(261)	1385(247)	4200	(DH)	(45)
B	1198(60)	1198(60)	Ⓐ800	800	1365(228)	1364(227)	3500	1450(311)	1447(309)	4200	(RA)	(92)
C								1580(441)	1579(441)	5000		
D								1610(471)	1608(470)	5000	RVR	450

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZUGY/KWE

VAR1.8°W

5L-5

AD ELEV 1138.9
THR ELEV 1134.3

GUIYANG/Longdongbao

RNAV ILS/DME z RWY19L

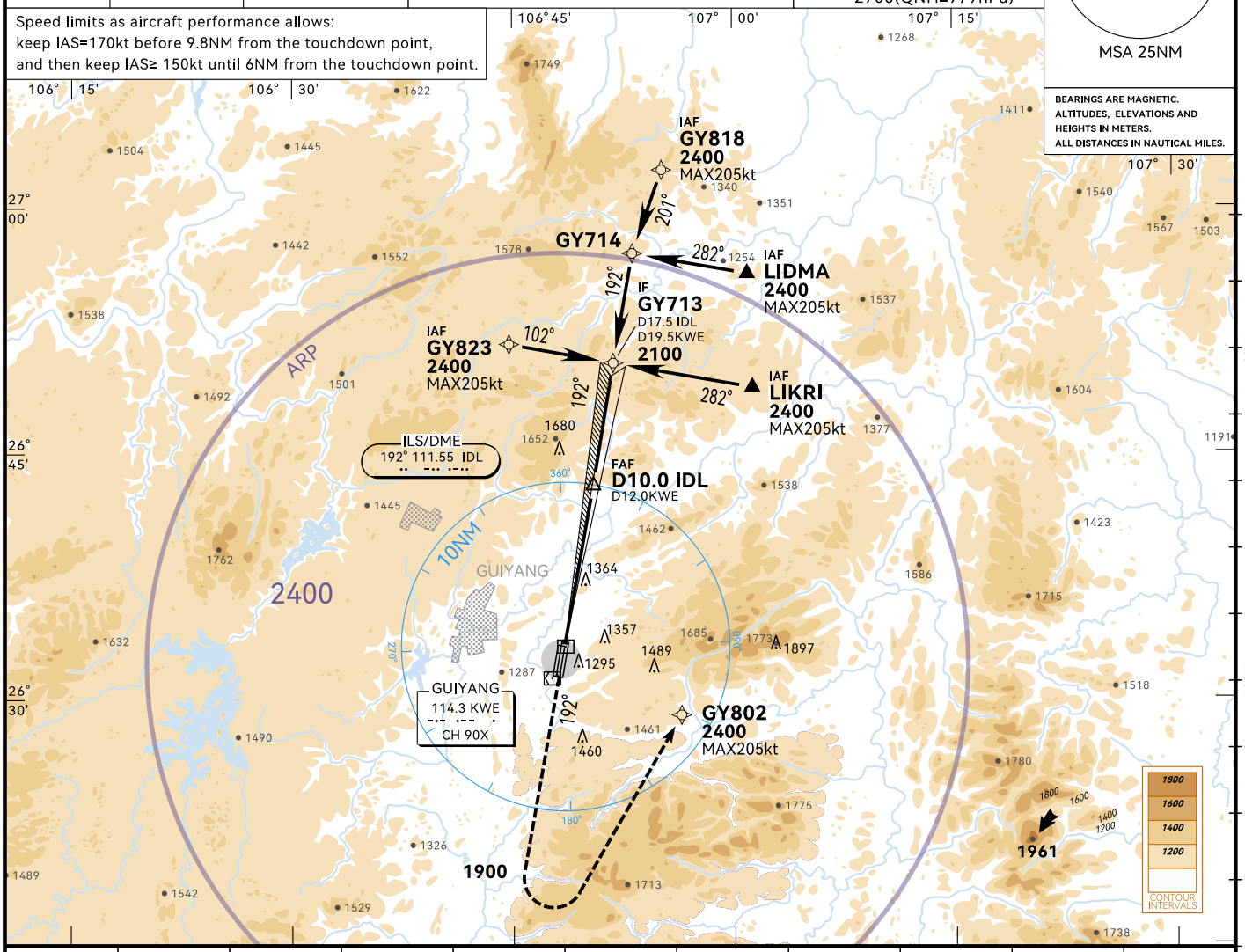
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

LOC	Final Apch Crs	FAF	MISSED APPROACH	
IDL 111.55	192°	D10.0 IDL 2100(966)	Climb straight ahead to 1900, turn LEFT to GY802 at 2400, contact ATC.	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

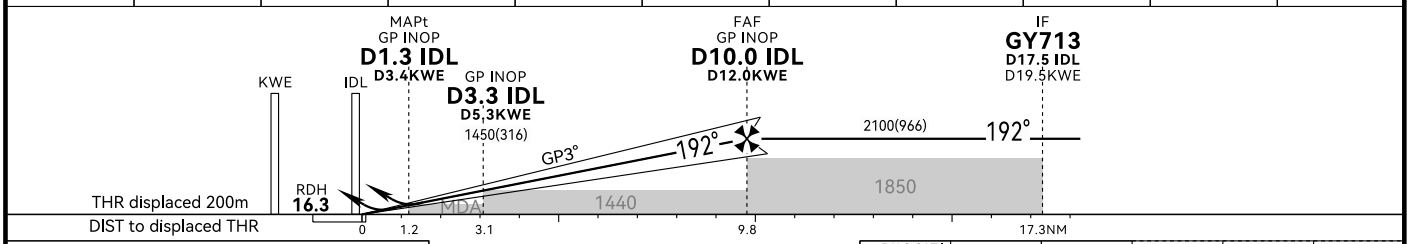
Speed limits as aircraft performance allows:
keep IAS=170kt before 9.8NM from the touchdown point,
and then keep IAS≥ 150kt until 6NM from the touchdown point.

2400
ARP
MSA 25NM

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



GP INOP	DME (IDL)	2	3	4	5	6	7	8		
	HGT (m)	1328	1425	1522	1619	1716	1814	1911		



FAF-MAPt 8.6NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	6:27	5:10	4:18	3:41	3:14	2:52
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550 can be implemented when using approved HUD or AP or FD for approach.

PALS CAT I
PAPI

1900	LT	GY802	2400	205kt MAX
↑	↰	&	&	

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	RVR	VIS	CIRCLING MDA(H)	OCA(H)	VIS
A	1195(60)	1195(60)	Ⓐ800	800	1265(131)	1262(128)	1600	1600	1400(261)	1385(247)	4200
B									1450(311)	1447(309)	4200
C									1580(441)	1579(441)	5000
D									1610(471)	1608(470)	5000

ILS HUD Special CAT I	A,B,C,D
(DH)	(45)
(RA)	(115)
RVR	450

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZUGY/KWE

VAR1.8°W

5L-6

AD ELEV 1138.9
THR ELEV 1134.3

GUIYANG/Longdongbao

ILS/DME y RWY19L

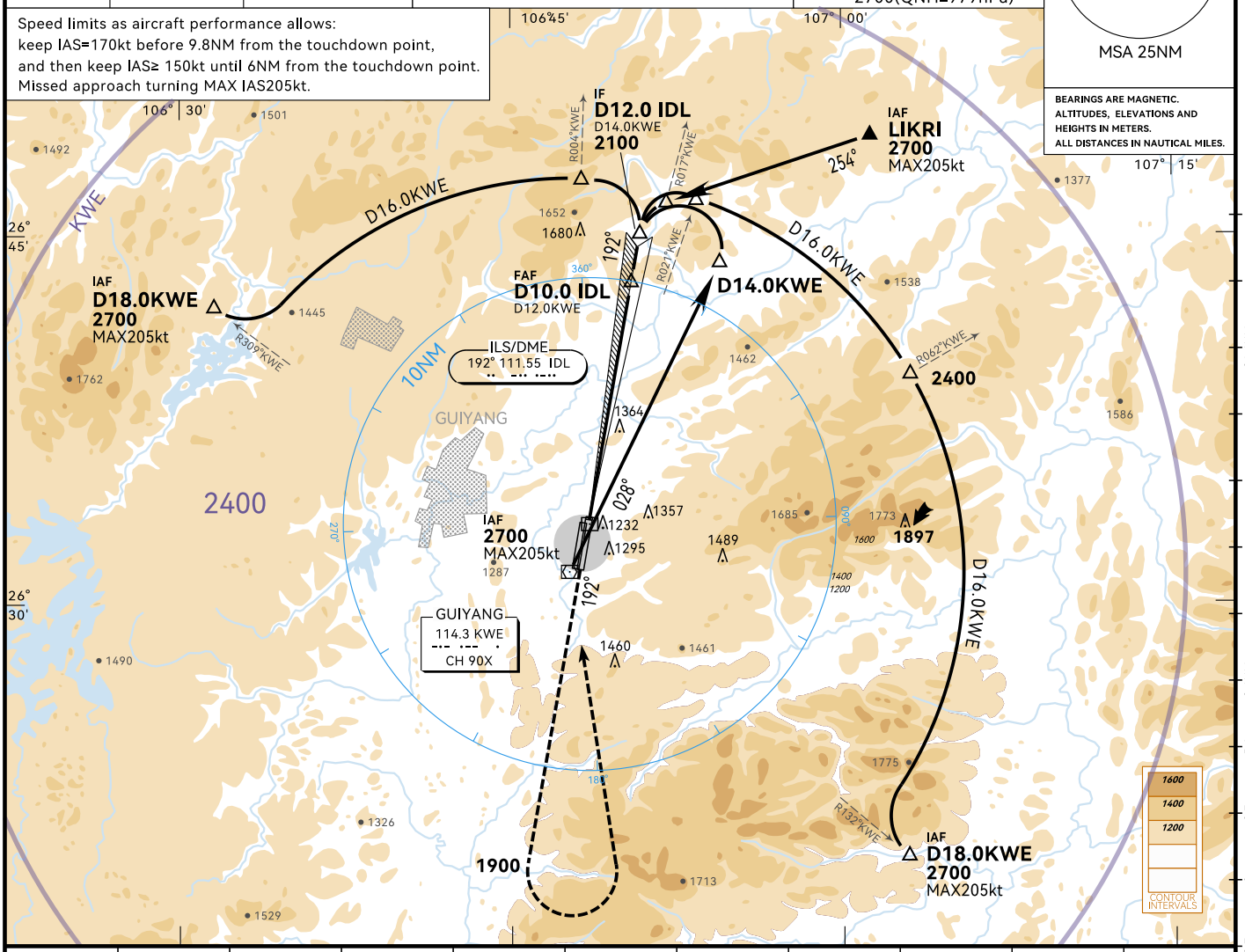
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

LOC	Final Apch Crs	FAF	MISSED APPROACH	
IDL 111.55	192°	D10.0 IDL 2100(966)	Climb straight ahead to 1900, turn LEFT to KWE at 2400 , contact ATC.	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

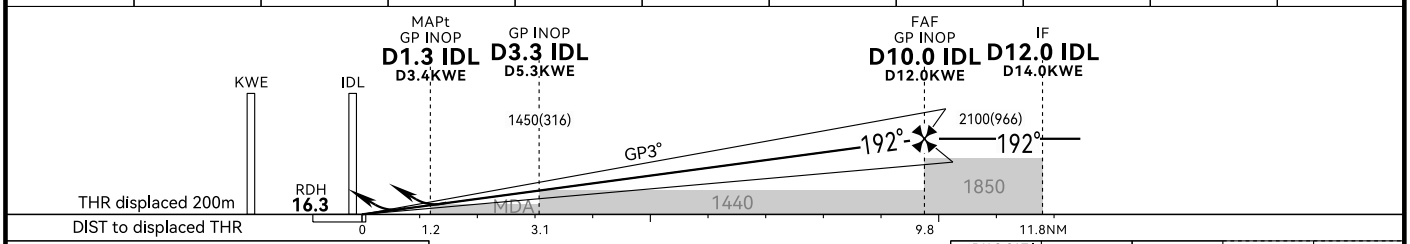
Speed limits as aircraft performance allows:
keep IAS=170kt before 9.8NM from the touchdown point,
and then keep IAS≥ 150kt until 6NM from the touchdown point.
Missed approach turning MAX IAS205kt.

2400
KWE
MSA 25NM

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



GP INOP	DME (IDL)	2	3	4	5	6	7	8		
	HGT (m)	1328	1425	1522	1619	1716	1814	1911		



FAF-MAPt 8.6NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	6:27	5:10	4:18	3:41	3:14	2:52
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

Ⓐ RVR 550 can be implemented when using approved HUD or AP or FD for approach.

PALS CAT I
PAPI

1900

205kt MAX
LT

KWE 114.3 & 2400

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	RVR	VIS	CIRCLING MDA(H)	OCA(H)	VIS
A	1195(60)	1195(60)	Ⓐ800	800	1265(131)	1262(128)	1600	1600	1400(261)	1385(247)	4200
B									1450(311)	1447(309)	4200
C									1580(441)	1579(441)	5000
D									1610(471)	1608(470)	5000

ILS HUD Special CAT I	A,B,C,D
(DH)	(45)
(RA)	(115)
RVR	450

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZUGY/KWE

VAR1.8°W

5L-7

AD ELEV 1138.9
THR ELEV 1137.1

GUIYANG/Longdongbao

RNAV CAT I/II ILS/DME z RWY19R

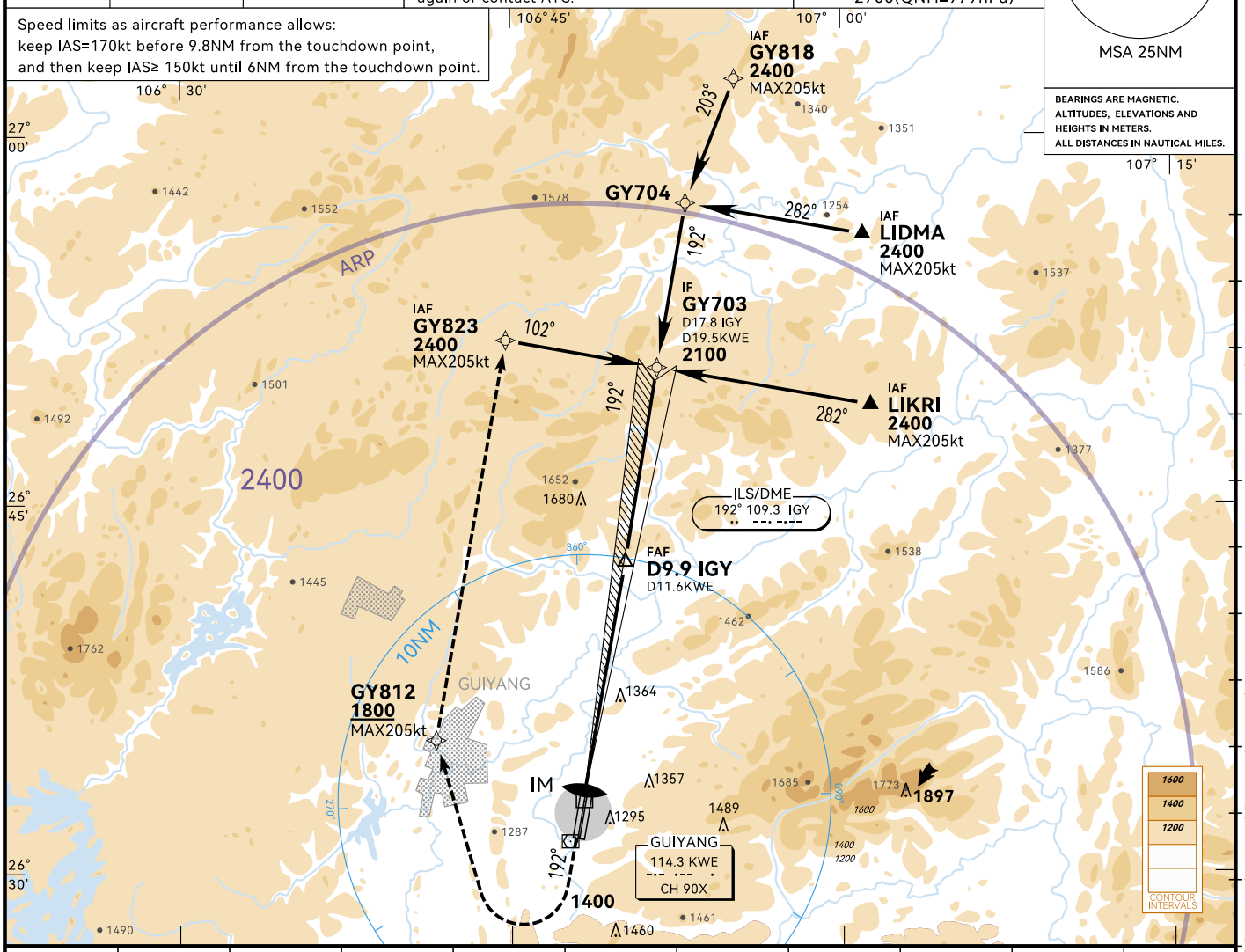
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

LOC	Final Apch Crs	FAF	MISSED APPROACH	
IGY 109.3	192°	D9.9 IGY 2100(963)	Climb straight to 1400, turn RIGHT to GY812 at 1800 or above ,fly to GY823 at 2400, approach again or contact ATC.	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

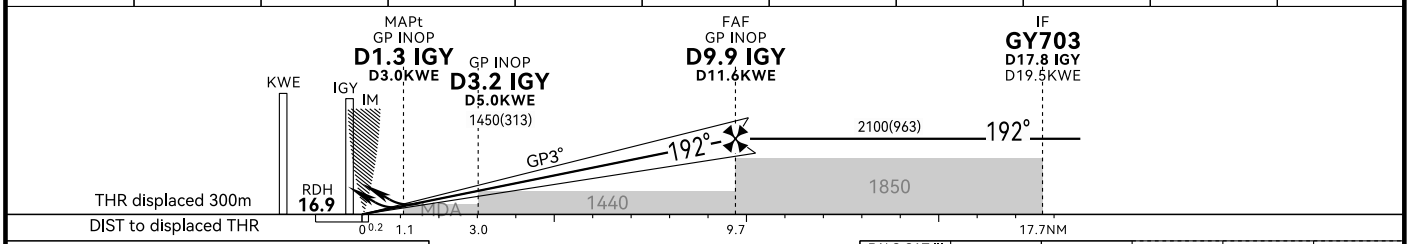
Speed limits as aircraft performance allows:
keep IAS=170kt before 9.8NM from the touchdown point,
and then keep IAS≥ 150kt until 6NM from the touchdown point.

2400 ARP MSA 25NM

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



GP INOP	DME (IGY)	2	3	4	5	6	7	8		
	HGT (m)	1329	1426	1523	1620	1717	1814	1911		



FAF-MAPt 8.6NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	6:27	5:10	4:18	3:41	3:14	2:52
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

PALS CAT III
PAPI

1400	RT	GY812	1800	205kt MAX
↑		&	&	

	ILS/DME MACG 3% DA(H)	OCA(H)	RVR	VIS	ILS/DME MACG 2.5% DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	RVR	VIS	CIRCLING MDA(H)	OCA(H)	VIS
A	1198(60)	1198(60)	550	800	1228(90)	1228(90)	900	900	1265(128)	1265(128)	1600	1600	1400(261)	1385(247)	4200
B													1450(311)	1447(309)	4200
C													1580(441)	1579(441)	5000
D													1610(471)	1608(470)	5000

ILS CAT II MACG 3%	A,B,C,D
(DH)	(30)
(OCH)	(30)
(RA)	(30)
Autopilot to DH and below RVR	300
Manual operation below DH RVR	A,B,C 300 / D 350

ILS HUD Special CAT I MACG 3%	A,B,C,D
(DH)	(45)
(RA)	(47)
RVR	450

Changes: Add MACG.

INSTRUMENT APPROACH CHART-ICAO

ZUGY/KWE

VAR1.8°W

5L-8

AD ELEV 1138.9
THR ELEV 1137.1

GUIYANG/Longdongbao

CAT I/II ILS/DME y RWY19R

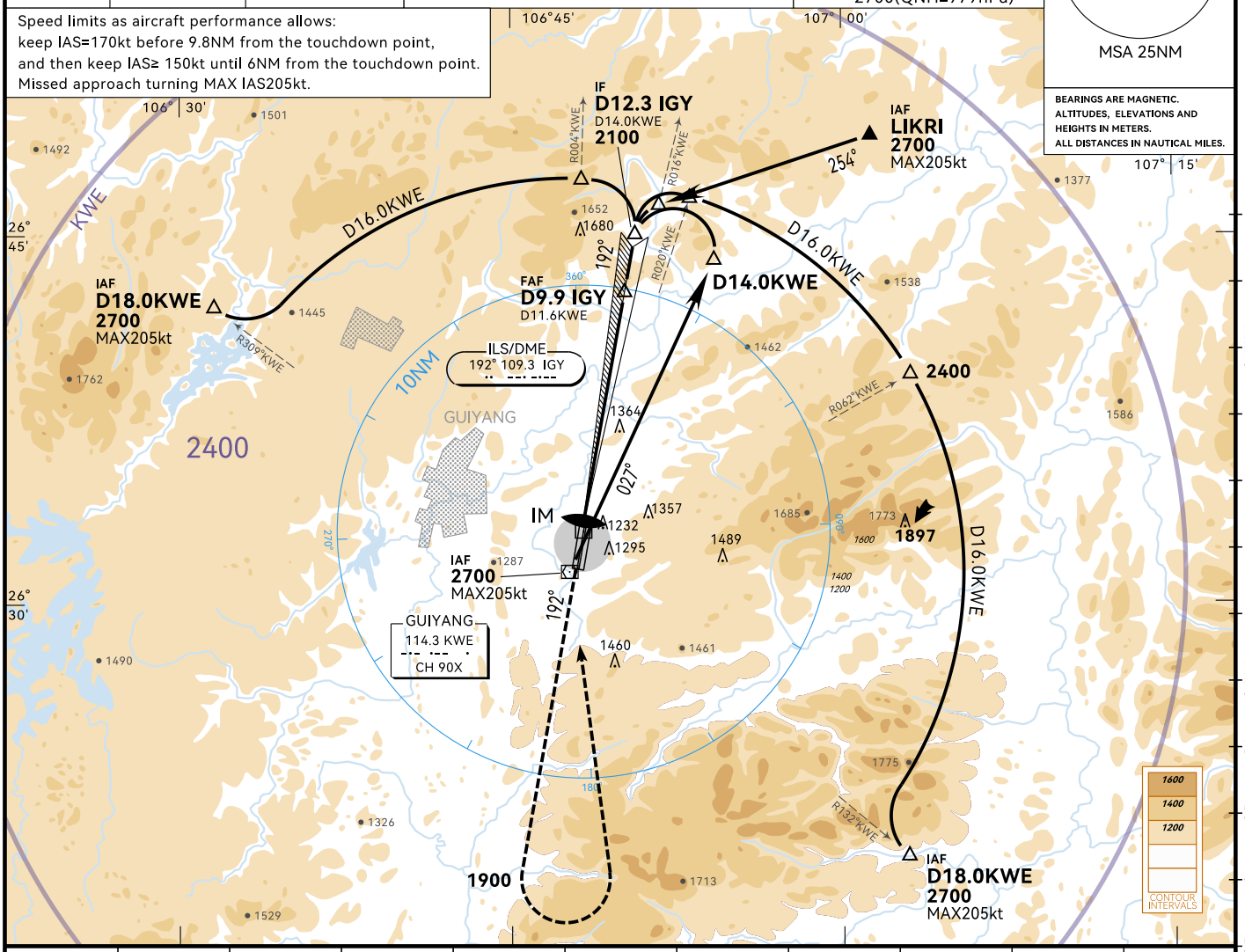
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

LOC	Final Apch Crs	FAF	MISSED APPROACH	
IGY 109.3	192°	D9.9 IGY 2100(963)	Climb straight ahead to 1900, turn LEFT to KWE at 2400, contact ATC.	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

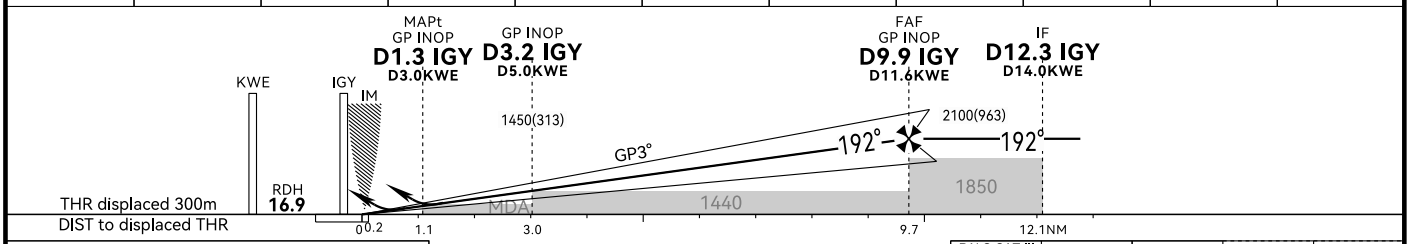
Speed limits as aircraft performance allows:
keep IAS=170kt before 9.8NM from the touchdown point,
and then keep IAS≥ 150kt until 6NM from the touchdown point.
Missed approach turning MAX IAS205kt.

2400
KWE
MSA 25NM

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



GP INOP										
	DME (IGY)	2	3	4	5	6	7	8		
	HGT (m)	1329	1426	1523	1620	1717	1814	1911		



FAF-MAPt 8.6NM (GP INOP)						
GS kt	80	100	120	140	160	180
min:sec	6:27	5:10	4:18	3:41	3:14	2:52
GP 3°m/s	2.1	2.7	3.3	3.8	4.3	4.9

PALS CAT III
PAPI

1900

205kt MAX
LT

KWE 114.3 & 2400

	ILS/DME DA(H)	OCA(H)	RVR	VIS	GP INOP MDA(H)	OCA(H)	RVR	VIS	CIRCLING MDA(H)	OCA(H)	VIS
A	1198(60)	1198(60)	550	800	1265(128)	1265(128)	1600	1600	1400(261)	1385(247)	4200
B									1450(311)	1447(309)	4200
C									1580(441)	1579(441)	5000
D									1610(471)	1608(470)	5000

ILS CAT II	A,B,C,D	ILS HUD Special CAT I	A,B,C,D
(DH)	(30)	(DH)	(45)
(OCH)	(30)		
(RA)	(30)	(RA)	(47)
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

ZUGY/KWE

VAR1.8°W

5V-1

AD ELEV 1138.9
THR ELEV 1138.9

GUIYANG/Longdongbao

VOR/DME RWY01L

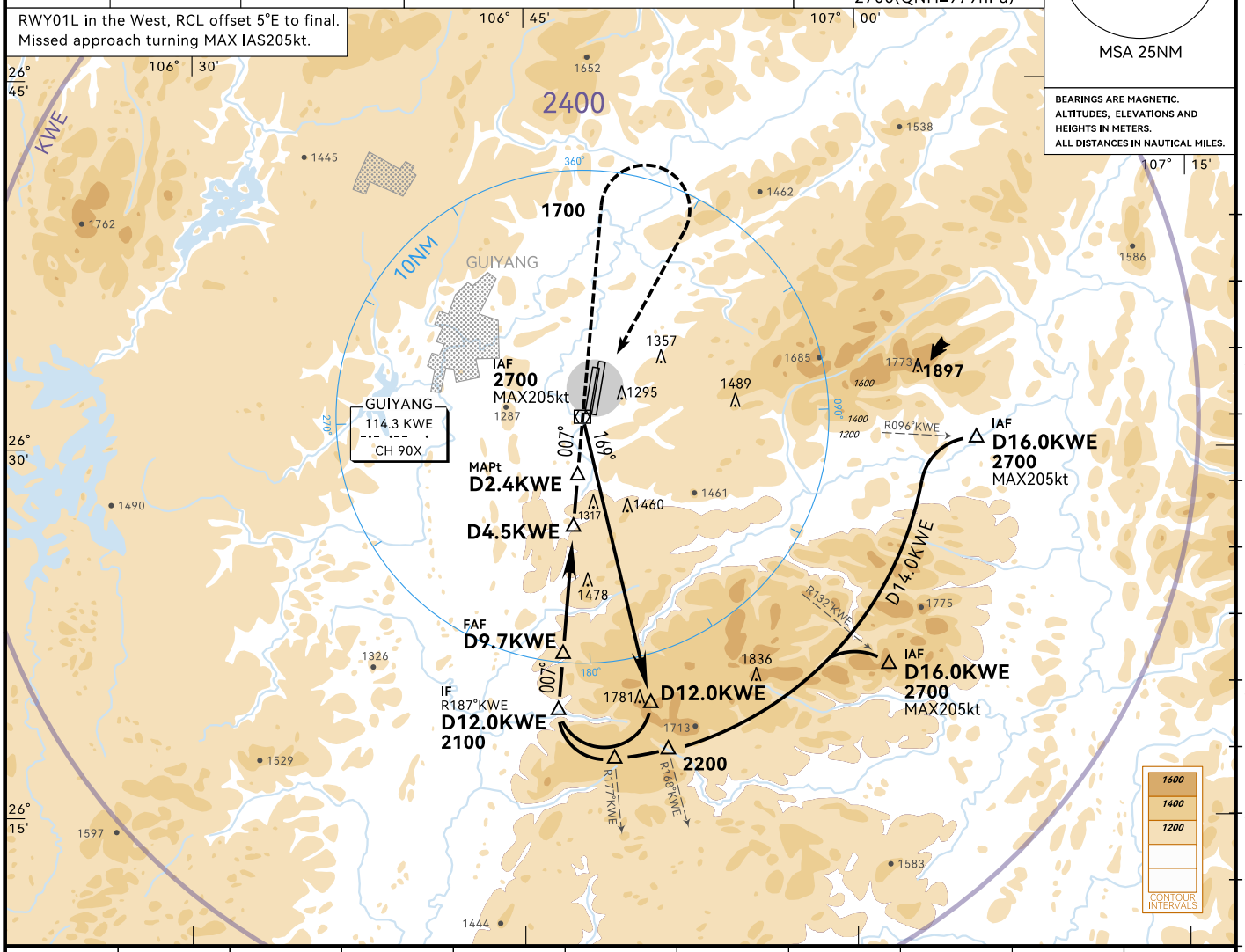
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

VOR	Final Apch Crs	FAF	MISSED APPROACH	
KWE 114.3	007°	D9.7 KWE 2100(961)	Climb straight ahead to 1700, turn RIGHT to KWE at 2400, contact ATC.	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

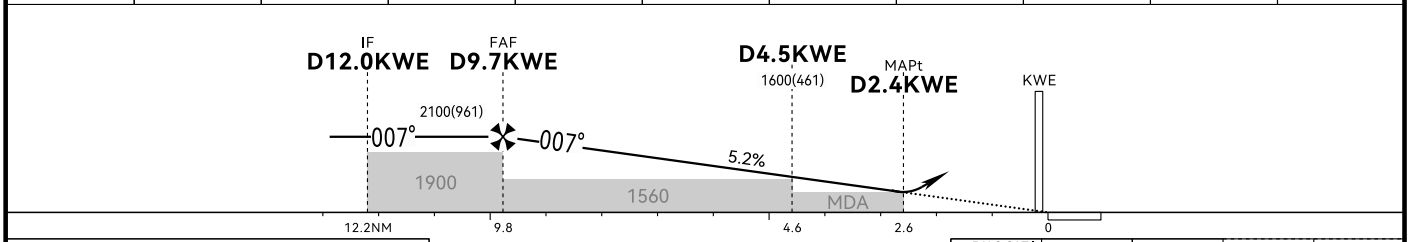
RWY01L in the West, RCL offset 5°E to final.
Missed approach turning MAX IAS205kt.

2400
KWE
MSA 25NM

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



DME (KWE)	9	8	7	6	5	4	3			
HGT (m)	2036	1940	1844	1747	1651	1555	1458			



FAF-MAPt 7.2NM						
GS kt	80	100	120	140	160	180
min:sec	5:24	4:19	3:36	3:05	2:42	2:24
5.2%m/s	2.1	2.7	3.3	3.8	4.3	4.9

PALS CAT I
PAPI

1700

205kt MAX RT

KWE 114.3 & 2400

	VOR/DME MDA(H)	VOR/DME OCA(H)	VOR/DME VIS	CIRCLING MDA(H)	CIRCLING OCA(H)	CIRCLING VIS
A	1400(262)	1392(254)	4200	1400(261)	1385(247)	4200
B				1450(311)	1447(309)	4200
C				1580(441)	1579(441)	5000
D				1610(471)	1608(470)	5000

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZUGY/KWE

VAR1.8°W

5V-2

AD ELEV 1138.9
THR ELEV 1134.3

GUIYANG/Longdongbao

VOR/DME RWY19L

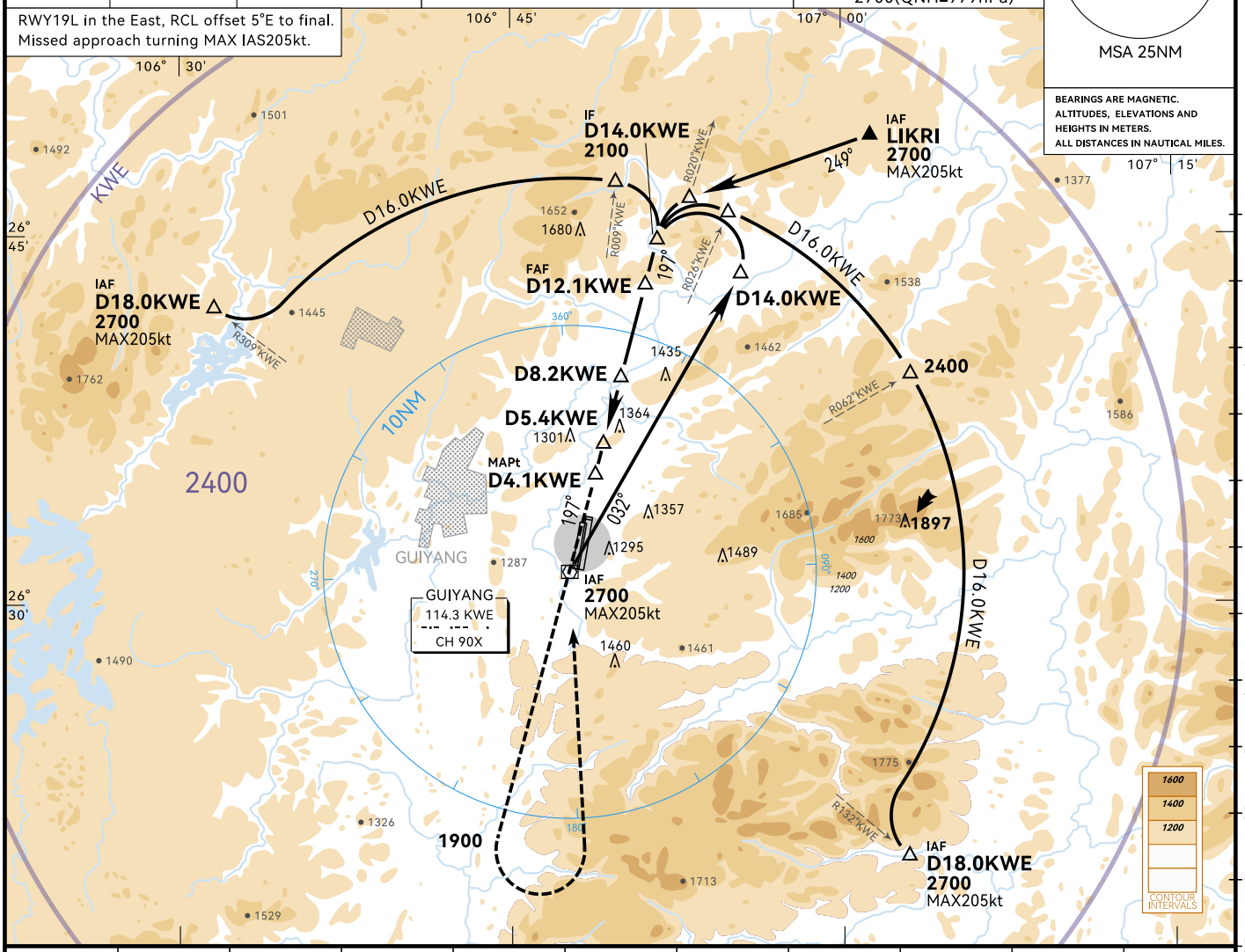
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

VOR	Final Apch Crs	FAF	MISSED APPROACH	
KWE 114.3	197°	D12.1 KWE 2100(966)	Climb straight ahead to 1900, turn LEFT to KWE at 2400, contact ATC.	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

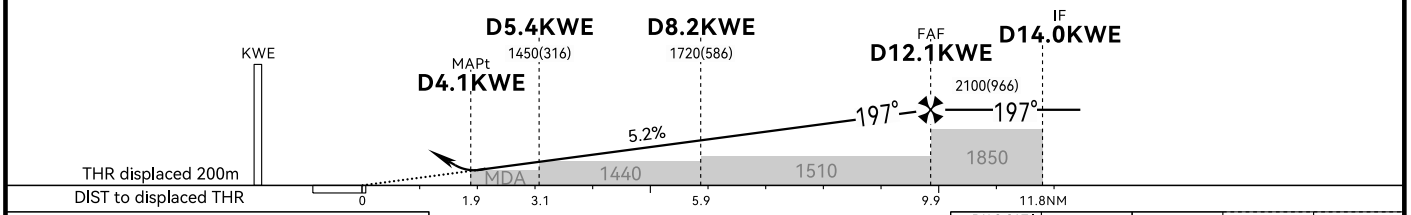
RWY19L in the East, RCL offset 5°E to final.
Missed approach turning MAX IAS205kt.

2400
KWE
MSA 25NM

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



DME (KWE)	5	6	7	8	9	10	11			
HGT (m)	1415	1511	1607	1704	1800	1896	1993			



FAF-MAPt 8.0NM						
GS kt	80	100	120	140	160	180
min:sec	6:00	4:48	4:00	3:26	3:00	2:40
5.2%m/s	2.1	2.7	3.3	3.8	4.3	4.9

PALS CAT I | PAPI | 1900 | 205kt MAX LT | KWE 114.3 | 2400 &

	VOR/DME MDA(H)	VOR/DME OCA(H)	VOR/DME VIS	CIRCLING MDA(H)	CIRCLING OCA(H)	CIRCLING VIS
A	1330(196)	1328(194)	2900	1400(261)	1385(247)	4200
B				1450(311)	1447(309)	4200
C				1580(441)	1579(441)	5000
D				1610(471)	1608(470)	5000

Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

ZUGY/KWE

VAR1.8°W

5V-3

AD ELEV 1138.9
THR ELEV 1137.1

GUIYANG/Longdongbao

VOR/DME RWY19R

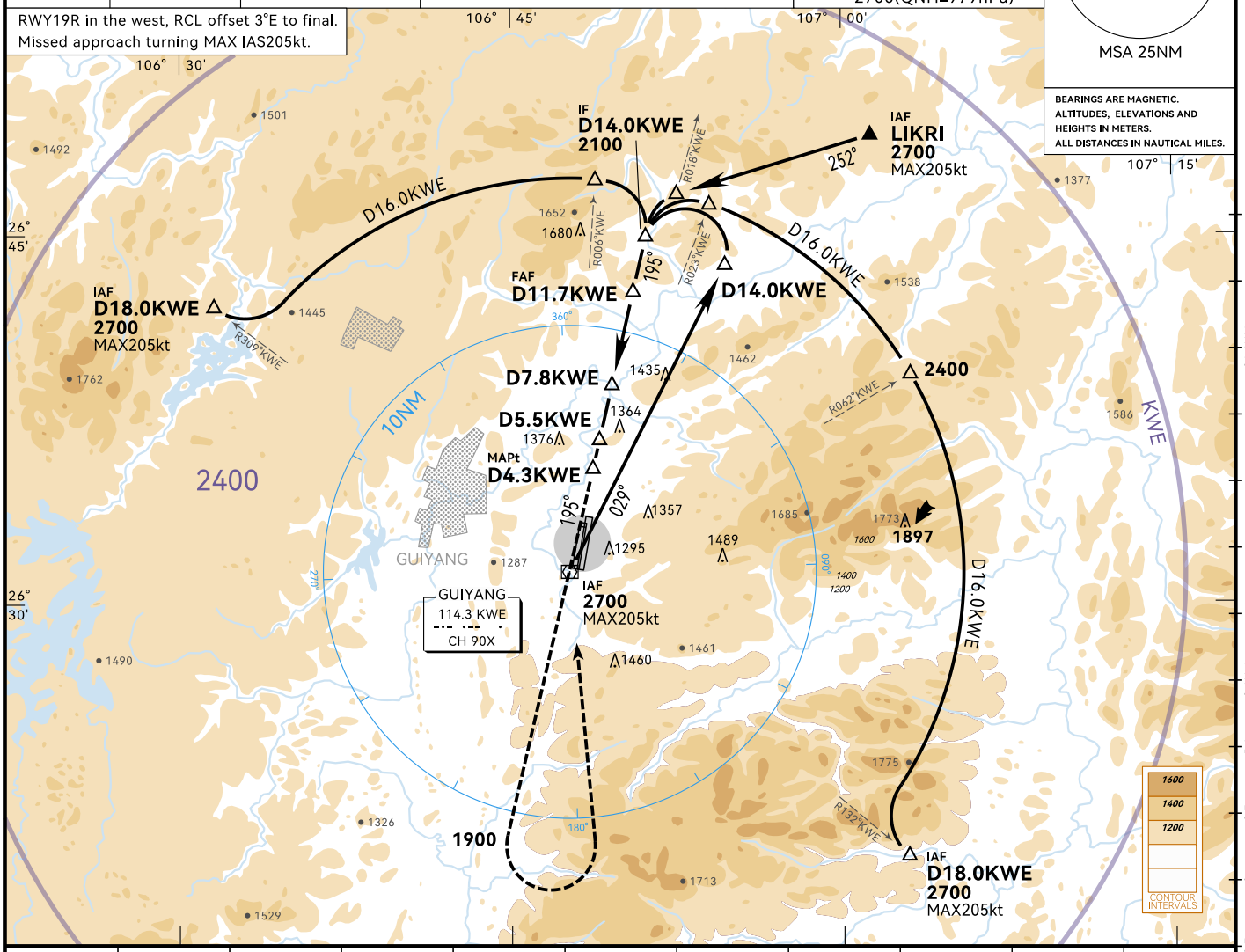
D-ATIS	Guiyang Approach				Guiyang Tower	
	APP01	APP02	APP03	APP04	TWR	TWR
127.05	120.075 (119.45)	126.05 (119.45)	119.025 (119.725)	119.15 (119.725)	118.525 (118.05)	118.3 (118.05)

VOR	Final Apch Crs	FAF	MISSED APPROACH	
KWE 114.3	195°	D11.7 KWE 2100(963)	Climb straight ahead to 1900, turn LEFT to KWE at 2400, contact ATC.	TL 3600 TA 3000 3300(QNH≥1031hPa) 2700(QNH≤979hPa)

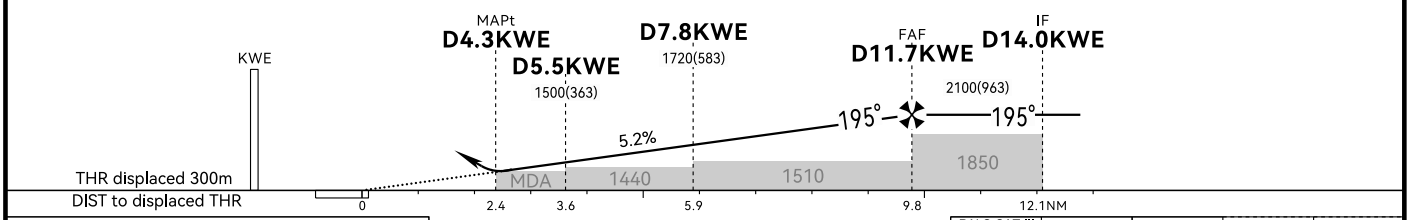
RWY19R in the west, RCL offset 3°E to final.
Missed approach turning MAX IAS205kt.

2400
KWE
MSA 25NM

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



DME (KWE)	5	6	7	8	9	10	11			
HGT (m)	1450	1547	1643	1739	1836	1932	2028			



FAF-MAPt 7.4NM						
GS kt	80	100	120	140	160	180
min:sec	5:33	4:26	3:42	3:10	2:46	2:28
5.2%m/s	2.1	2.7	3.3	3.8	4.3	4.9

PALS CAT III | PAPI | 1900 | 205kt MAX LT | KWE 114.3 | 2400 &

	VOR/DME MDA(H)	VOR/DME OCA(H)	VOR/DME VIS	CIRCLING MDA(H)	CIRCLING OCA(H)	CIRCLING VIS
A	1385(248)	1385(248)	3900	1400(261)	1385(247)	4200
B				1450(311)	1447(309)	4200
C				1580(441)	1579(441)	5000
D				1610(471)	1608(470)	5000

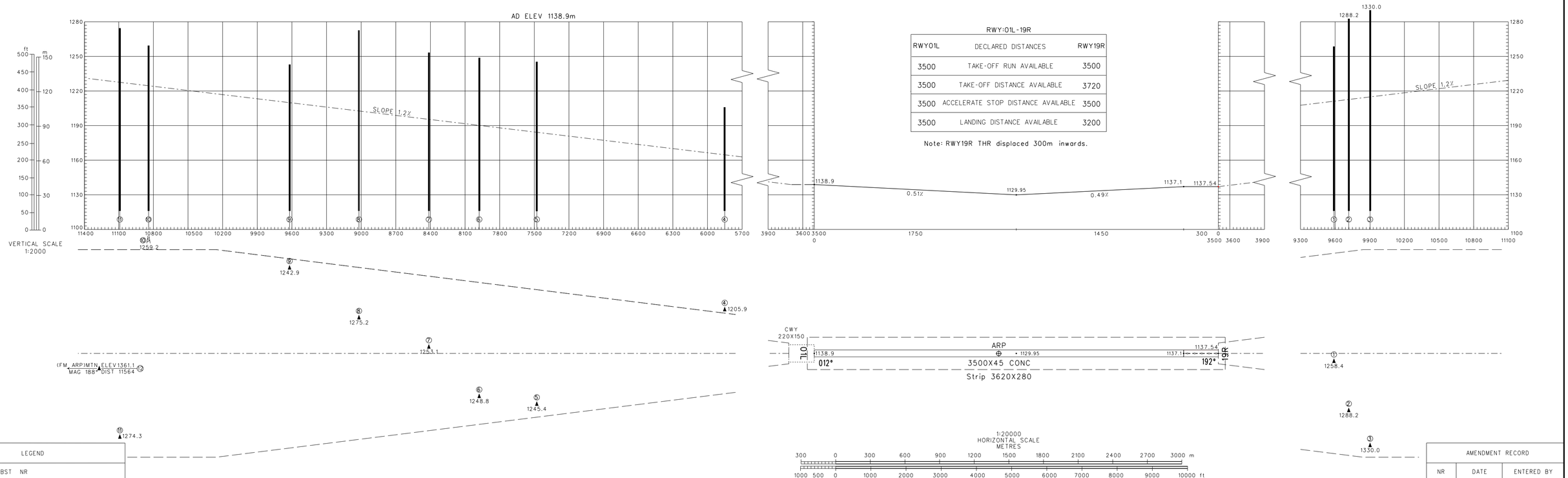
Changes: New chart.

AERODROME OBSTACLE CHART-ICAO (6A-1)

TYPE A(OPERATING LIMITATIONS)

DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 1.8° W



RWY:01L-19R

RWY01L	DECLARED DISTANCES	RWY19R
3500	TAKE-OFF RUN AVAILABLE	3500
3500	TAKE-OFF DISTANCE AVAILABLE	3720
3500	ACCELERATE STOP DISTANCE AVAILABLE	3500
3500	LANDING DISTANCE AVAILABLE	3200

Note: RWY19R THR displaced 300m inwards.

LEGEND	
①	OBST NR
▲	MT
	IRON TOWER

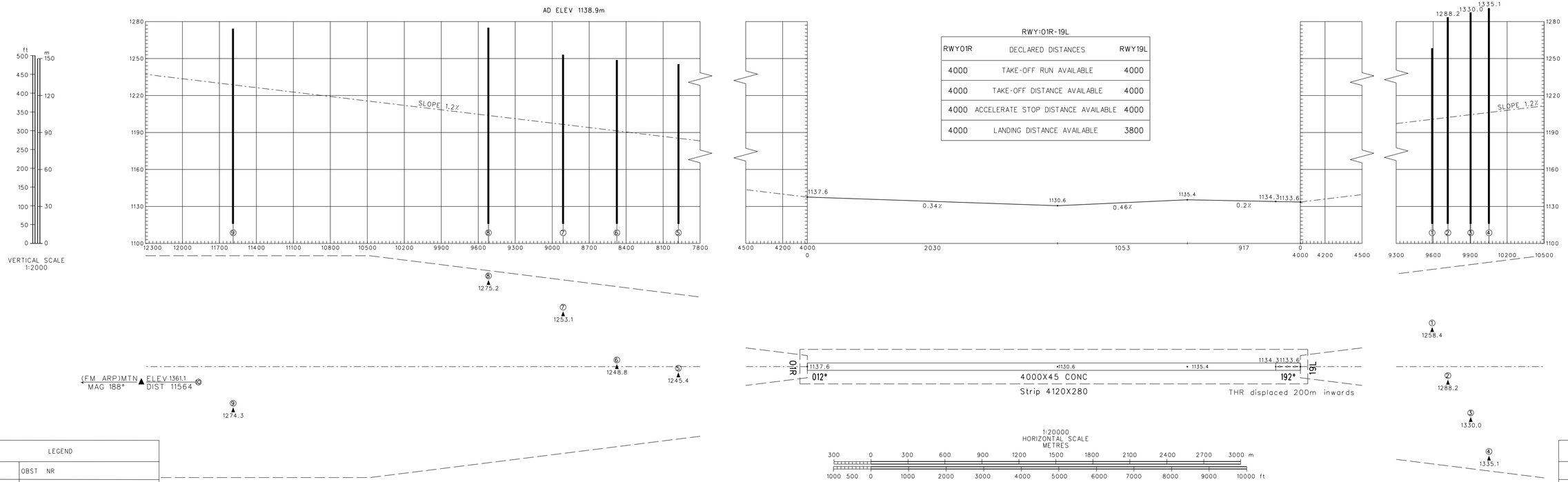
AMENDMENT RECORD		
NR	DATE	ENTERED BY

Changes: New chart.

AERODROME OBSTACLE CHART-ICAO 6A-2

TYPE A(OPERATING LIMITATIONS)

MAGNETIC VARIATION 1.8° W



RWY:01R-19L

RWY01R	DECLARED DISTANCES	RWY19L
4000	TAKE-OFF RUN AVAILABLE	4000
4000	TAKE-OFF DISTANCE AVAILABLE	4000
4000	ACCELERATE STOP DISTANCE AVAILABLE	4000
4000	LANDING DISTANCE AVAILABLE	3800

LEGEND	
①	OBST NR
▲	MT

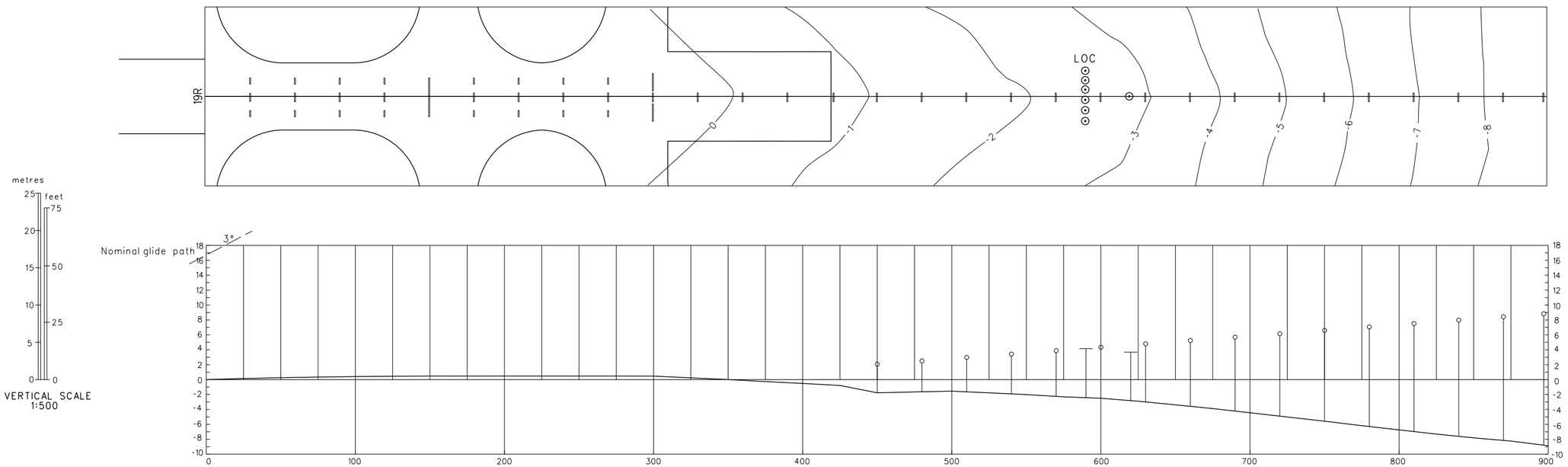
AMENDMENT RECORD		
NR	DATE	ENTERED BY

Changes: New chart.

DISTANCES AND HEIGHT IN METERS

PRECISION APPROACH TERRAIN CHART-ICAO 6D-1

MAGNETIC VARIATION 1.8° W



CONTOURS AND HEIGHTS ARE
RELATED TO ELEVATION OF RWY DTHR

HORIZONTAL SCALE 1:2500

25 0 25 50 75 100 125 150 175 200 225 250m

LEGEND	
	Contour
	APP Light
	Profile of extended RCL
	Antenna

AMENDMENT RECORD		
NR	DATE	ENTERED BY
Changes: New chart.		