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CIVIL AVIATION ADMINISTRATION OF CHINA
AERONAUTICAL INFORMATION SERVICE
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AIP CHINA
Supplement
Nr.08/19
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临沂/沭埠岭

LINYI/Shubuling

临沂/沭埠岭机场自 201901301600 (UTC) 起至 201907301559 (UTC) 对外临时开放使用, 有关机场、飞行程序等资料共 25 页附后。

LINYI/Shubuling airport will open to foreign flights from 201901301600 (UTC) to 201907301559 (UTC). A total of 25 pages about relevant information with regard to the airport and flight procedures are attached herewith.

校核单:

ZSLY AD-1/2
ZSLY AD-3/4
ZSLY AD-5/6
ZSLY AD-7/8
ZSLY AD-9/10
ZSLY AD-11/12
ZSLY AD-13/14
ZSLY AD2.24-1/2
ZSLY AD2.24-4/BLK
ZSLY AD2.24-7A/7B
ZSLY AD2.24-9A/9B
ZSLY AD2.24-10A/10B
ZSLY AD2.24-10C/10D

Checklist:

ZSLY AD-1/2
ZSLY AD-3/4
ZSLY AD-5/6
ZSLY AD-7/8
ZSLY AD-9/10
ZSLY AD-11/12
ZSLY AD-13/14
ZSLY AD2.24-1/2
ZSLY AD2.24-4/BLK
ZSLY AD2.24-7A/7B
ZSLY AD2.24-9A/9B
ZSLY AD2.24-10A/10B
ZSLY AD2.24-10C/10D

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

ZSLY—临沂/沭埠岭 LINYI/Shubuling

ZSLY AD 2.2 机场地理位置和管理资料 Aerodrome geographical and administrative data

1	机场基准点坐标及其在机场的位置 ARP coordinates and site at AD	N35°02.9' E118°24.8' (1200m inward THR01)
2	方向、距离 Direction and distance from city	108° GEO, 7km from city center
3	标高/参考气温 Elevation/Reference temperature	68m/ 30.5°C(JUL)
4	机场标高位置/高程异常 AD ELEV PSN/ geoid undulation	THR19/-
5	磁差/年变率 MAG VAR/Annual change	6° W(2016)/-
6	机场管理部门、地址、电话、传真、 AFS、电子邮箱、网址 AD administration, address, telephone, telefax, AFS, E-mail, website	Linyi Airport CO. LTD. Linyi Airport , Hedong district, Linyi, Shandong province, China, 276034 TEL: 86-539-8082767 FAX: 86-539-8082766 AFS: ZSLYZPZX
7	允许飞行种类 Types of traffic permitted(IFR/VFR)	IFR/VFR
8	机场性质/飞行区指标 Military or civil airport & Reference code	Civil/4D
9	备注 Remarks	Nil

ZSLY AD 2.3 工作时间 Operational hours

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

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

1	货物装卸设施 Cargo-handling facilities	Pallet tow-truck, elevation platform, pallet truck, container tractor
2	燃油/滑油牌号 Fuel/oil types	Nr.3 jet fuel
3	加油设施/能力 Fuelling facilities/capacity	Refueling truck(20000liters); 17L/s
4	除冰设施 De-icing facilities	De-icer, de-icing fluid, deicing location
5	过站航空器机库 Hangar space for visiting aircraft	Nil
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for CAT I, Ground service available on request for B737-300/700/800, A319/320/321, CRJ-200
7	备注 Remarks	Power unit, air supply unit, tow-truck, ground power unit, passenger boarding stairs, baggage transporter, potable water supply vehicles, lavatory service vehicles

ZSLY AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	In the city
2	餐馆 Restaurants	At AD
3	交通工具 Transportation	Taxis, buses
4	医疗设施 Medical facilities	First-aid equipment and ambulances at AD, hospital in the city
5	银行和邮局 Bank and Post Office	In the city
6	旅行社 Tourist Office	In the city
7	备注 Remarks	Nil

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

1	机场消防等级 AD category for fire fighting	CAT 7
2	援救设备 Rescue equipment	ambulance, rescue command car, rapid intervention vehicle, primary foam tender, multi-purpose vehicle, heavy-load foam tender, illumination truck, command car
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	tow-truck, traction rack (available for B737NG, A320, E190), mobile surface operation devices, rescue steel, crosstie, steel cable
4	备注 Remarks	Nil

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

1	扫雪设备类型 Types of clearing equipment	All seasons snow blower
2	扫雪顺序 Clearance priorities	RWY , TWY, Apron
3	备注 Remarks	Nil

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

1	停机坪道面和强度 Apron surface and strength	Surface: Cement concrete Stands Nr.7-8: PCN 29/R/B/W/T Strength: Stands Nr.1-6: PCN 54/R/B/W/T Stands Nr.9-10, 101-111, 201-202, 301-312: PCN 78/R/B/W/T
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width: 60m: G、L、M、N 39m:C、J 31m:B、K 28.5m : E、H 23m: A、D、F Surface: Cement concrete PCN78/R/B/W/T : A、B、C、G、J、K、L、M、N Strength: PCN62/R/B/W/T : E、H PCN55/R/B/W/T : D PCN54/R/B/W/T : F
3	高度表校正点的位置及其标高 ACL location and elevation	Nil
4	VOR/INS 校正点 VOR/INS checkpoints	Nil
5	备注 Remarks	Nil

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

1	航空器停放位置识别符号、滑行道引导线、航空器目视停靠/停放位置引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of RWY and TWY; Taxiing guidance lines at TWYs and aprons; Ground stand markings at stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	THR, TDZ, center line, edge line, anti-blast pad, aiming point, RWY designations
		RWY lights	THR, center line, RWY end, edge line, wing bar
		TWY markings	Center line, taxiing holding positions, edge line, RWY shoulder, No-entry marking
		TWY lights	Center line, edge line, runway guard lights
3	停止排灯 Stop bars	Stop bars on intersections of TWYs, intersections of apron and TWY, rapid exit TWY	

4	备注 Remarks	Blue apron edge line
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ZSLY AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on ARP					
序号 Serial Nr.	障碍物类型 (*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation (m)	影响的飞行程序及起飞航径区 Flight procedure/take-off flight path area affected
1	TWR	003	5491	116	RWY01 take-off path
2	BLDG	025	4016	123	Circling; RWY 01/19 arrival
3	* TWR	045	2185	115	
4	* TWR	082	3149	121	
5	BLDG	145	2226	111	
6	* BLDG	176	3117	96	
7	* BLDG	193	1765	80	
8	BLDG	194	2926	115	RWY19 departure
9	BLDG	197	3864	114	
10	BLDG	200	1582	101	
11	BLDG	201	2859	129	RWY01 GP INOP, VOR/DME final approach
12	* BLDG	207	3193	114	
13	BLDG	208	2684	120	
14	BLDG	209	4009	129	
15	BLDG	213	3706	147	
16	Chimney	230	13982	253	RWY01 initial approach
17	BLDG	231	2848	140	
18	Lightning rod	233	4816	183	RWY01 initial approach
19	* BLDG	234	4790	144	
20	* BLDG	237	4776	154	
21	Lightning rod	238	1990	136	
22	BLDG	240	4824	181	
23	BLDG	241	1199	116	
24	BLDG	243	2864	140	
25	Chimney	243	9441	278	
26	Lightning rod	246	2417	147	
27	Chimney	246	9287	278	
28	* Chimney	247	9216	303	RWY 01/19 arrival
29	* Antenna	250	1543	121	
30	BLDG	252	4622	129	

序号 Serial Nr.	障碍物类型 (*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation (m)	影响的飞行程序及起飞航径区 Flight procedure/take-off flight path area affected
31	Lightning rod	254	2777	139	
32	BLDG	267	4656	187	RWY01 initial approach
33	BLDG	272	2564	151	
34	BLDG	279	5151	182	
35	* BLDG	280	5660	203	
36	BLDG	281	5004	202	
37	BLDG	283	2685	156	
38	BLDG	289	1938	119	
39	* BLDG	292	3087	155	
40	BLDG	294	5449	157	
41	BLDG	299	3372	151	
42	BLDG	300	6019	178	
43	Lightning rod	304	6246	223	
44	BLDG	305	6482	178	
45	* TWR	314	5743	393	RWY 01/19 arrival; RWY19 initial approach
46	BLDG	316	1420	122	
47	BLDG	317	4510	170	
48	BLDG	319	8855	259	
49	BLDG	319	3880	171	
50	BLDG	325	2966	127	
51	BLDG	329	5188	172	
52	BLDG	330	3202	150	
53	* BLDG	332	3889	175	
54	BLDG	335	4776	156	
55	* Antenna	340	4207	123	
56	BLDG	342	2812	132	RWY19 GP INOP final approach
57	BLDG	344	4335	132	
58	BLDG	347	6142	133	
59	BLDG	348	7164	175	RWY19 VOR/DME final approach
60	* BLDG	350	4773	120	
61	* Antenna	350	3150	121	
62	* Antenna	353	4247	115	
63	* Antenna	353	4994	123	
64	TWR	354	5747	122	
65	* BLDG	355	4974	121	
66	BLDG	355	7048	140	

序号 Serial Nr.	障碍物类型 (*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation (m)	影响的飞行程序及起飞航径区 Flight procedure/take-off flight path area affected
67	Lightning rod	358	6008	127	
Obstacles between two circles with the radius of 15km and 50km centered on ARP					
序号 Serial Nr.	障碍物类型 (*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation (m)	影响的飞行程序及起飞航径区 Flight procedure/take-off flight path area affected
1	MT	008	22302	227	RWY19 initial approach
2	MT	060	56587	662	
3	MT	065	45378	478	Sector
4	MT	102	27992	314	
5	MT	117	27252	395	Sector
6	MT	118	28264	335	
7	MT	156	47715	270	
8	MT	262	27858	228	
9	MT	265	27095	251	
10	MT	268	26536	270	
11	MT	284	44681	422	Sector
12	MT	285	42530	409	
13	MT	285	31233	267	
14	MT	293	33184	325	
15	MT	293	37969	369	
16	MT	293	45914	427	
17	MT	309	40611	247	
18	MT	331	58001	1001	
19	MT	335	43165	728	
20	MT	335	45242	762	Sector
21	MT	336	41553	583	
22	MT	354	46730	475	
23	MT	357	42083	413	
Remarks:					

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

1	相关气象室的名称 Associated MET Office	Linyi Airport MET Station
2	气象服务时间、服务时间以外的责任气象室 Hours of service, MET Office outside hours	HO
3	负责编发 TAF 的办公室;有效期 Office responsible for TAF preparation, Periods of validity	MET station observatory 9 HR
4	着陆预报类型、发布间隔 Type of landing forecast, Interval of issuance	Trend 1 HR

5	所提供的讲解/咨询服务 Briefing/consultation provided	P, T
6	飞行文件及其使用语言 Flight documentation, Languages used	Chart, International MET Codes, Abbreviated Plain Language Text Ch, En
7	讲解/咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material
8	提供信息的辅助设备 Supplementary equipment available for providing information	FAX, MET Service Terminal
9	提供气象信息的空中交通服务单位 ATS units provided with information	TWR
10	观测类型与频率/自动观测设备 Type & frequency of observation/ Automatic observation equipment	Irregular hours plus special observation/ Yes
11	气象报告类型及所包含的补充资料 Type of MET Report & supplementary information included	METAR, SPECI
12	观测系统及位置 Observation System& Site(s)	RVR EQPT: A: 110m E of RCL, 320m inward THR01; B: 100m E of RCL, 1600m inward THR01; C: 100m E of RCL, 320m inward THR19; SFC wind sensors: 110m E of RCL, 1600m inward THR01; Ceilometer: RWY01: 1000m outward THR; RWY 19: 920m outward THR.
13	气象观测系统的工作时间 Hours of operation for Meteorological	H24
14	气候资料 Climatological information	YES
15	其他信息 Additional information	Nil

ZSLY AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 Designations RWY NR	真方位和 磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY (m)	跑道和停止道强度、道面 Strength (PCN) and surface of RWY and SWY	着陆入口坐标 及高程异常 THR coordinates	跑道着陆入口标高, 精密进近跑道 接地地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	360° GEO 006° MAG	3200×45	55/R/B/W/T Cement	Nil	THR 64.3m --
19	180° GEO 186° MAG	3200×45	55/R/B/W/T Cement	Nil	THR 67.7m --
跑道-停止道坡度 Slope of RWY-SWY	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	无障碍物地带 OFZ	跑道端安全区 RWY end safety area (m)
7	8	9	10	11	12
0.08% (0-2400m) /0.1875% (2400-3200m)	Nil	Nil	3320×300	Nil	220×150

-0.1875% (0-800m) /-0.08% (800-3200m)	Nil	Nil	3320×300	Nil	220×150
Remarks: Anti-blast pad: 60 × 45m on both ends of RWY.					

ZSLY AD 2.13 公布距离 Declared distances

跑道代号 RWY Designator	可用起飞滑跑距离 TORA (m)	可用起飞距离 TODA (m)	可用加速停止距离 ASDA (m)	可用着陆距离 LDA (m)	备注 Remarks
1	2	3	4	5	6
01	3200	3200	3200	3200	Nil
19	3200	3200	3200	3200	Nil

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

跑道 代号 RWY Designator	进近灯类型、长度、强度 APCH LGT type LEN INTST	入口灯颜色, 翼排灯 THR LGT colour WBAR	目视进近坡度指示系统 (跑道入口最低眼高), 精密进近航道指示器 VASIS (MEHT) PAPI	接地地带灯长度 TDZ LGT LEN	跑道中心线灯长度、间隔、颜色、强度 RWY Center line LGT LEN, spacing, colour, INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN, spacing, colour, INTST	跑道末端灯颜色 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
01	PALS CAT I* 900m LIH	Green Yes	PAPI 391m inward left THR/3°	Nil	3200m** spacing 30m	3200m*** spacing 60m	Red	Nil
19	PALS CAT I* 900m LIH	Green Yes	PAPI 407m inward left THR/3°	Nil	3200m** spacing 30m	3200m*** spacing 60m	Red	Nil
Remarks: * SFL ** up to 2300m White, 2300-2900m Red/ White, 2900-3200m Red VRB LIH. *** up to 2600m White, 2600-3200m Yellow VRB LIH.								

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

1	机场灯标/识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向指示器位置和灯光; 风速表位置和灯光 LDI location and LGT, Anemometer location and LGT	RWY01: 120m E of RCL, 420m inward THR; RWY19: 102.5m E of RCL, 407m inward THR.
3	滑行道边灯和中心线灯光 TWY edge and center line lighting	All TWYs: blue edge line light and green centre line light
4	备份电源/转换时间 Secondary power supply/switch-over time	Two way power supply available, diesel-driven generator ≤ 15 sec

5	备注 Remarks	Nil
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ZSLY AD 2.16 直升机着陆区域 Helicopter landing area

1	TLOF 坐标或 FATO 入口坐标及高程异常 Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF 和/或 FATO 标高 (m) TLOF and/or FATO elevation (m)	Nil
3	TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking	Nil
4	FATO 的真方位和磁方位 True and MAG BRG of FATO	Nil
5	公布距离 Declared distance available	Nil
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZSLY AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	水平界限 Lateral limits	垂直界限 Vertical limits	备注 Remarks
Altimeter setting region and TL/TA	20NM from VOR/DME(LNY)	TL 3600m TA 3000m 2700(QNH ≤ 979hPa) 3300(QNH ≥ 1031hPa)	Nil

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

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHZ)	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5
TWR	Linyi Tower	118.15 (130.0)	H24	Nil

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

设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、 坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	5	6	7
Linyi VOR/DME	LNy	112.8MHz CH75X	N35°03.0' E118°24.8'	74m	210m E of RCL, 1416m inward THR01
LOC 01 ILS CAT I	IXI	110.7MHz	006° MAG/285m FM RWY01 end		
GP 01		330.2MHz	120m E of RCL, 308m inward THR01		Angle 3° , RDH 15m
DME 01	IXI	CH44X (110.7MHz)		69m	Co-located with GP 01
LOC 19 ILS CAT I	ILY	109.7MHz	186° MAG/285m FM RWY01 THR		
GP 19		333.2MHz	120m E of RCL, 316m inward THR19		Angle 3° , RDH 15m
DME 19	ILY	CH34X (109.7MHz)		74m	Co-located with GP 19

ZSLY AD 2.20 本场飞行规定**1. 机场使用规定**

1.1. 本场最大可使用机型：A300、B757、B767
及以下机型。

2. 跑道和滑行道的使用

2.1 滑行通道对航空器翼展的限制/Wing span limits for A/C taxiing on the Taxiing lane:

滑行道/ Taxiing lane	航空器翼展限制/Wing span limits for aircraft
A、B、C、E、G、H、J、K、L、M、N	< 52m
D、F	< 36m

2.2 着陆航空器脱离跑道注意事项

2.2.1 着陆航空器脱离跑道后应及时向塔台管制员
报告已脱离跑道和脱离使用的滑行道。

2.2.2 着陆航空器使用 01 号跑道落地时应尽快由
H 快速脱离道脱离跑道，如需选择其他道口脱离
跑道，应在最后进近定位点前报告塔台管制员。

2.2.3 着陆航空器使用 19 号跑道落地时应尽快由
E 快速脱离道脱离跑道，如需选择其他道口脱离

ZSLY AD 2.20 Local traffic regulations**1. AD operation regulations**

1.1 Maximum aircraft to be available: A300、B757、B767
and equivalent.

2. Use of runways and taxiways**2.2 Requirements for arrival aircraft clear the RWY**

2.2.1 Aircraft shall report to TWR Control the RWY has
cleared and TWY used after clear the RWY.

2.2.2 Arrival aircraft landing on RWY01 shall via rapid exit
TWY H clear the RWY; If choose other rapid exit TWY,
aircraft shall report to TWR Control before final approach fix.

2.2.3 Arrival aircraft landing on RWY19 shall via rapid exit
TWY E clear the RWY; If choose other rapid exit TWY,
aircraft shall report to TWR Control before final approach fix.

跑道，应在最后进近定位点前报告塔台管制员。

2.3 进港航空器使用引导车引导滑行

使用的跑道/RWY in use	停放的机位/Stands in use	使用的滑行道/TWY in use	引导车等待位置/ follow-me vehicle holding point
01	101-111	G	G
01	1-10	L	L
01	201-202	N	N
19	101-111	L	L
19	1-10	M	M
19	201-202	N	N

2.3 Arrival aircraft shall be guided by follow-me vehicle

2.4 离港航空器注意事项

使用的跑道/RWY in use	使用的滑行道/TWYs used for entering RWY
01	B/C
19	K/J

2.4 Rules for departure aircraft

2.5 滑行道设有等待标志时，未经 ATC 许可，禁止航空器通过。

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

2.6 严禁使用 D、E、F、H 滑行道进入跑道。

2.6 Forbidden entering RWY via TWYs D, E, F, H.

2.7 对机组的要求

2.7 Flight crew requirements:

2.7.1 复诵塔台管制员的滑行指令，尤其是界限性指令，如有疑问立即证实。

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

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

2.7.2 Flight crew shall report to TWR Control the RWY has cleared and TWYs used.

3. 机坪和机位的使用

3. Use of aprons and parking stands

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

停机位/Stands Nr.	航空器翼展限制/Wing span limits for aircraft	机身长度限制/Fuselage limits	滑入、滑出方式/Enter or exit
101-111, 9, 10, 202	<36m		Stands Nr.1-4, 9, 10, 101-111, 201, 202: Taxi in and push-back;
301, 302	<36m	≤ 30m	
303-312	<24m		
201	<52m		Stands Nr.301-312: Push-in and taxi out;
1, 5, 6	<36m	≤ 39.5m	
2, 3, 4	<36m	≤ 44.5m	
7, 8	<24m	≤ 36.25m	

4. 机场的 II/III 类运行

4. CAT II/III operations at AD

无

Nil

5. 警告

5. Warning

无

Nil

6. 直升机飞行限制，直升机停靠区

6. Helicopter operation restrictions and helicopter parking/docking area

无

Nil

ZSLY AD 2.21 减噪程序

无

ZSLY AD 2.21 Noise abatement procedures

Nil

ZSLY AD 2.22 飞行程序**1. 总则**

无

ZSLY AD 2.22 Flight procedures**1. General**

Nil

2. 起落航线

2.1 起落航线在跑道东侧进行, A、B 类航空器起落航线高度 (QNH) 350m, C、D 类航空器起落航线高度 (QNH) 550m。

2. Traffic circuits

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

3. 仪表飞行程序

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

3. IFR flight procedures

3.1 Strict adherence is required to the relevant arrival/departure procedures. Aircraft may, by ATC, hold or maneuver on designated airway, noaid or fix.

4. 雷达程序

无

4. Radar procedures

Nil

5. 无线电通信失效程序**5.1 航空器通信失效**

5.1.1 如果航空器具备信号接收能力,根据接收到的管制指令继续飞行;

5.1.2 如果航空器不具备信号接收能力,航空器应按下下列特定的进近程序继续进近并尽快落地;如果本场不具备落地条件,飞行员可自行决定返航或者备降;

a. 向北着陆

航空器按照最后接收到的管制指令高度进近,如果已经过起始进近定位点且加入程序,可以按照 01 号跑道仪表进近图着陆。如果未过起始进近定位点,保持指令高度飞向 'LNY',进入等待程序,下降至起始进近高度 900m,然后按 01 号跑道仪表进近图着陆。

b. 向南着陆

航空器按照最后接收到的管制指令高度进近,如果已经过起始进近定位点且加入程序,可以按照 19 号跑道仪表进近图着陆。如果未过起始进近定位

5. Radio communication failure procedures**5.1 Aircraft communication failure**

5.1.1 If radio receiver is available, aircraft shall follow the instruction to fly;

5.1.2 If radio receiver is not available, aircraft shall continue to approach according to the following procedures and land as soon as possible; If landing conditions are not met, pilot can decide to return or alternate by themselves;

a. Landing to north

Approach according to the last ATC ALT. Landing according to RWY01 IAC if aircraft has passed IAF and joined procedure. If aircraft has not passed IAF, maintain ATC ALT to 'LNY' and join holding procedure, descend to the initial approach altitude 900m and land according to RWY01 IAC.

b. Landing to south

Approach according to the last ATC ALT. Landing according to RWY19 IAC if aircraft has passed IAF and joined procedure. If aircraft has not passed IAF, maintain ATC ALT to 'LNY' and join holding procedure, descend to the initial

点,保持指令高度飞向'LNY',进入等待程序,下降至起始进近高度 900m,然后按 19 号跑道仪表进近图着陆。

5.2 本场通信失效

本场无线电收发功能失效,航空器无法与管制单位建立有效的通讯联系时,航空器应联系上一管制单位,并按照接收管制单位的管制指令继续飞行;

5.3 无线电通信恢复

失去通信联络的航空器已经着陆,或者已经恢复联络的,可恢复正常的管制运行,并立即通知相关管制单位。

approach altitude 900m and land according to RWY19 IAC.

5.2 Aerodrome communication failure

If not able to establish communication with the aerodrome control unit, aircraft shall contact the previous control unit and follow the instruction;

5.3 Radio communication resume

Resume normal operation when aircraft has landed or established communication. Inform related ATC offices immediately.

6. 目视飞行规定

6.1 等待: 在机场上空按起落航线进行等待。

7. 目视飞行航线

无

8. 目视参考点

无

9. 其它规定

无

6. Procedures for VFR flights

6.1 Holding: follow the traffic circuits mentioned above.

7. VFR route

Nil

8. Visual reference point

Nil

9. Other regulations

Nil

ZSLY AD 2.23 其它资料

1. 全年有鸟类活动, 机场当局采取了驱赶措施, 以减少鸟群活动。

2. 日出日落表 Sunrise/sunset tables

日出/日落表中公布的时间为北京标准时间。

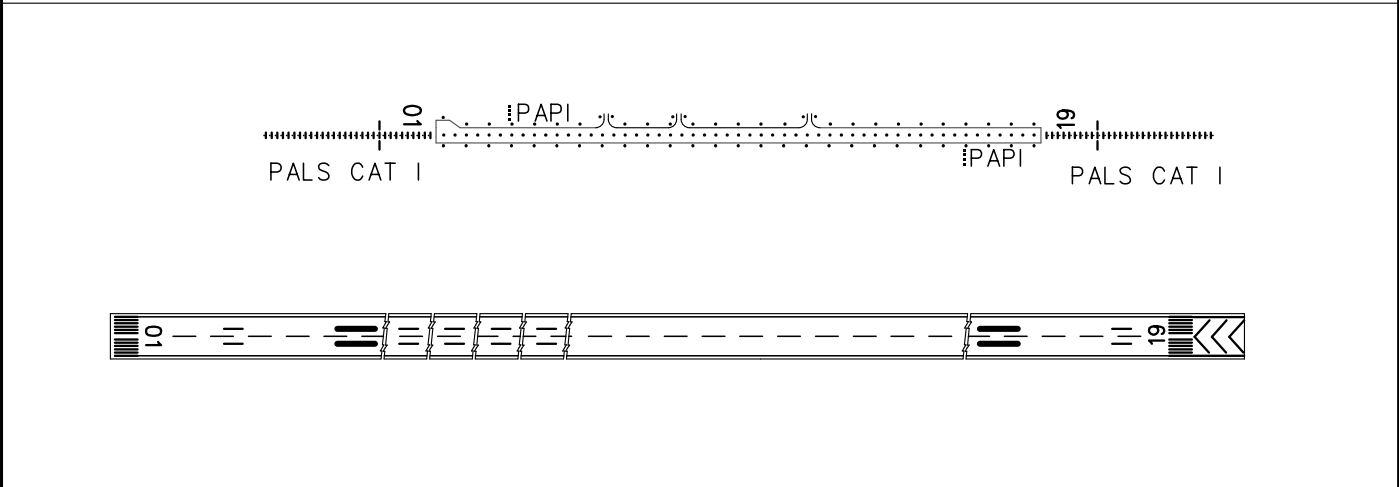
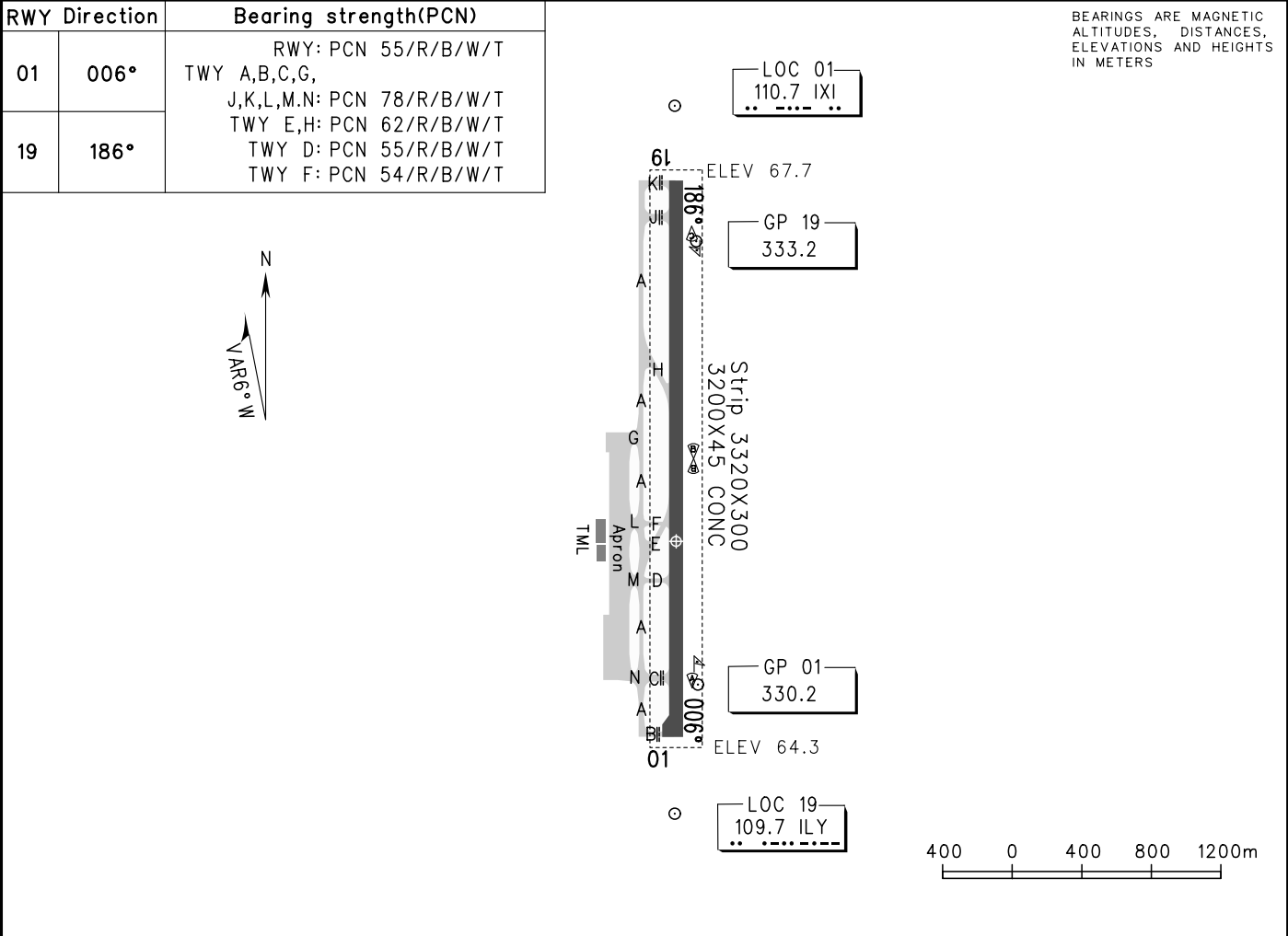
The time issued in sunrise/sunset tables is Beijing Standard Time.

月/日	日出	日落	月/日	日出	日落	月/日	日出	日落	月/日	日出	日落
Date	Sunrise	Sunset	Date	Sunrise	Sunset	Date	Sunrise	Sunset	Date	Sunrise	Sunset
01/01	07:14	17:05	04/01	05:54	18:27	07/01	04:56	19:24	10/01	06:01	17:51
01/10	07:15	17:13	04/10	05:42	18:34	07/10	05:00	19:23	10/10	06:08	17:39
01/20	07:13	17:22	04/20	05:29	18:43	07/20	05:07	19:19	10/20	06:16	17:26
02/01	07:06	17:34	05/01	05:16	18:51	08/01	05:15	19:10	11/01	06:27	17:13

ZSLY AD 2.23 Other information

1. Activities of bird flocks are found all the year round, Aerodrome Authority resorts to dispersal methods to reduce bird activities.

02/10	06:58	17:44	05/10	05:07	18:59	08/10	05:22	19:01	11/10	06:36	17:05
02/20	06:47	17:53	05/20	05:00	19:07	08/20	05:30	18:49	11/20	06:45	16:58
03/01	06:37	18:01	06/01	04:54	19:15	09/01	05:39	18:34	12/01	06:56	16:55
03/10	06:25	18:09	06/10	04:52	19:20	09/10	05:45	18:21	12/10	07:03	16:55
03/20	06:11	18:18	06/20	04:52	19:23	09/20	05:52	18:07	12/20	07:10	16:58



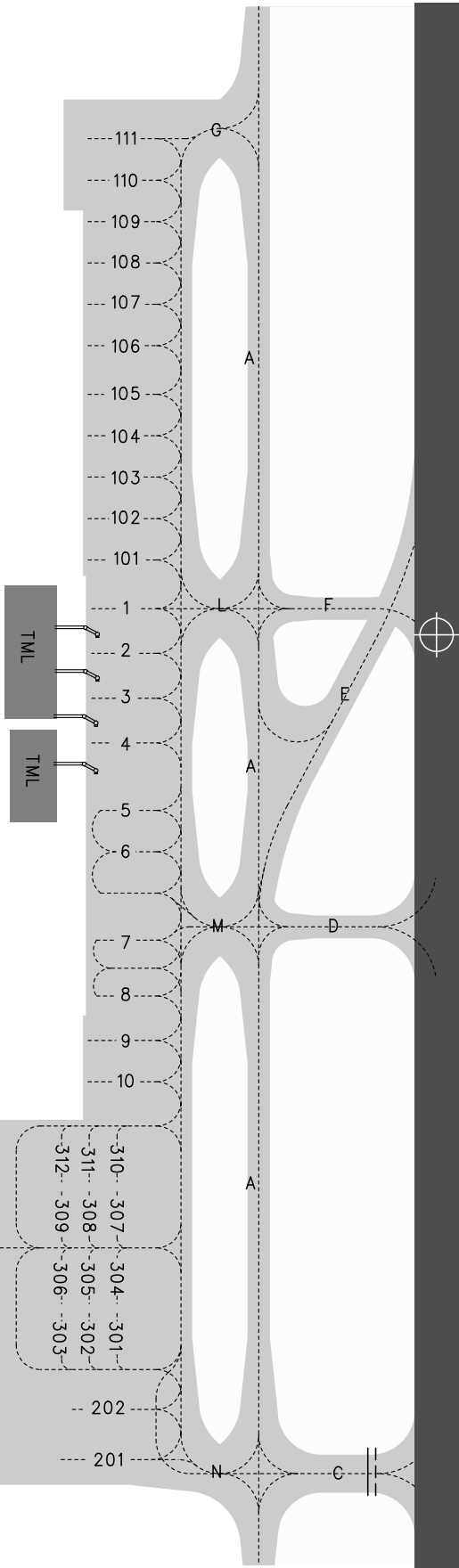
TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)					LIGHTS	
	RWY01		RWY19		RWY01	RWY19
	REDL	NIL(Day only)	REDL	NIL(Day only)		
A	RVR 500 VIS 800	RVR 500 VIS 800	RVR 500 VIS 800	RVR 500 VIS 800	PALS CAT I SFL PAPI REDL RCLL	PALS CAT I SFL PAPI REDL RCLL
B						
C						
D						

Changes: new chart.

AIRCRAFT PARKING
CHART-ICAO

TWR118.15(130.0)

ZSLY LINYI/Shubuling



Stands 1-6: PCN 54/R/B/W/T
Stands 7-8: PCN 29/R/B/W/T
Stands 9-10,101-111,
201-202,301-312: PCN 78/R/B/W/T

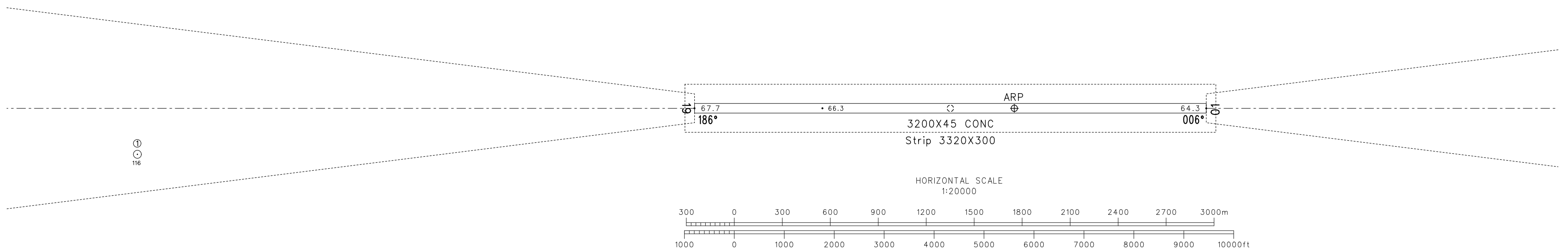
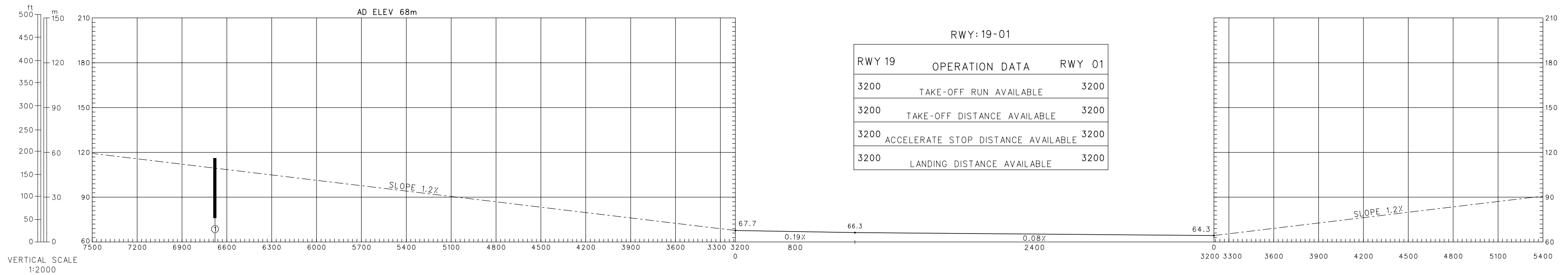
Changes: new chart.

AERODROME OBSTRUCTION CHART-ICAO

ZSLY LINYI/Shubuling
RWY01/19

DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 6° W



LEGEND	
①	IDENTIFICATION NR
⊙	POLE

AMENDMENT RECORD		
Nr	DATE	ENTERED BY

Changes: New chart.

STANDARD DEPARTURE
CHART-INSTRUMENT

VAR6° W TWR 118.15(130.0)

ZSLY LINYI/Shubuling
RWY01

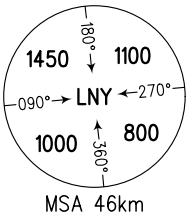
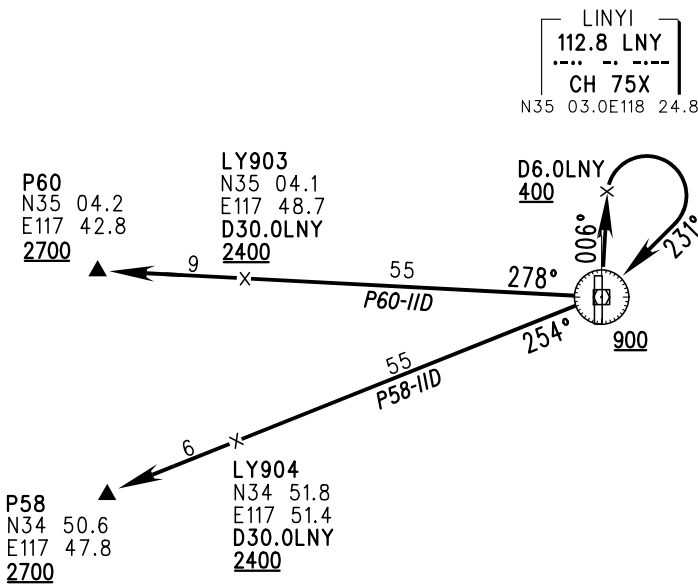
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM



NOT TO SCALE

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

Departure turn MAX IAS 380kmH



Changes: new chart.

STANDARD DEPARTURE CHART-INSTRUMENT

TWR 118.15(130.0)

ZSLY LINYI/Shubuling
RWY19

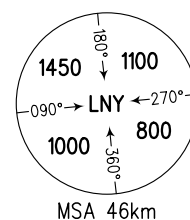
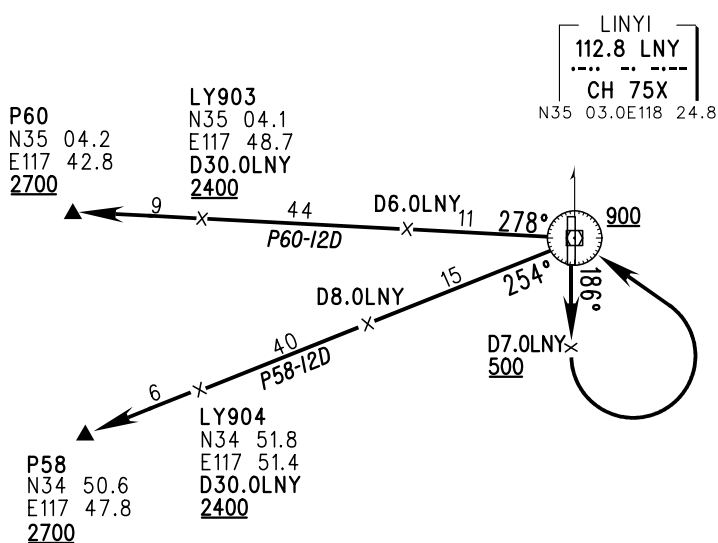
BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS
DME DISTANCES IN
NAUTICAL MILES
DISTANCES IN KM



NOT TO SCALE

TL 3600
TA 3000
3300(QNH $\geq$ 1031hPa)
2700(QNH $\leq$ 979hPa)

Departure turn MAX IAS 380kmH



Changes: new chart.

STANDARD ARRIVAL CHART-INSTRUMENT

ZSLY LINYI/Shubuling
RWY01

VAR6° W TWR 118.15(130.0)

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

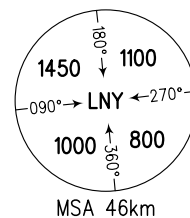
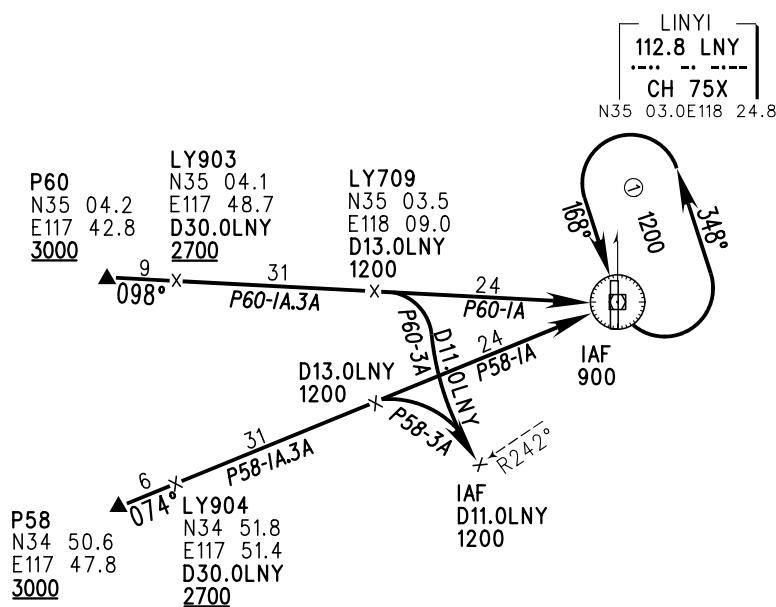


NOT TO SCALE

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

Holding MAX IAS 400kmH

Initial approach MAX IAS 380kmH



Changes: new chart.

STANDARD ARRIVAL CHART-INSTRUMENT

TWR 118.15(130.0)

ZSLY LINYI/Shubuling

RWY 19

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

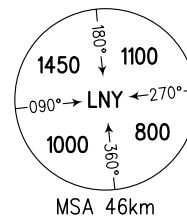
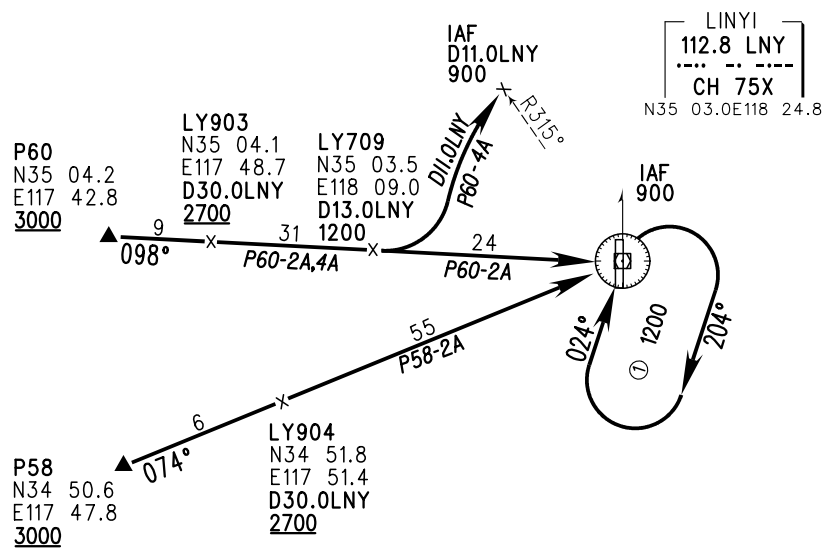


NOT TO SCALE

TL 3600
TA 3000
3300(QNH $\geq 1031\text{hPa}$)
2700(QNH $\leq 979\text{hPa}$)

Holding MAX IAS 400kmH

Initial approach MAX IAS 380kmH

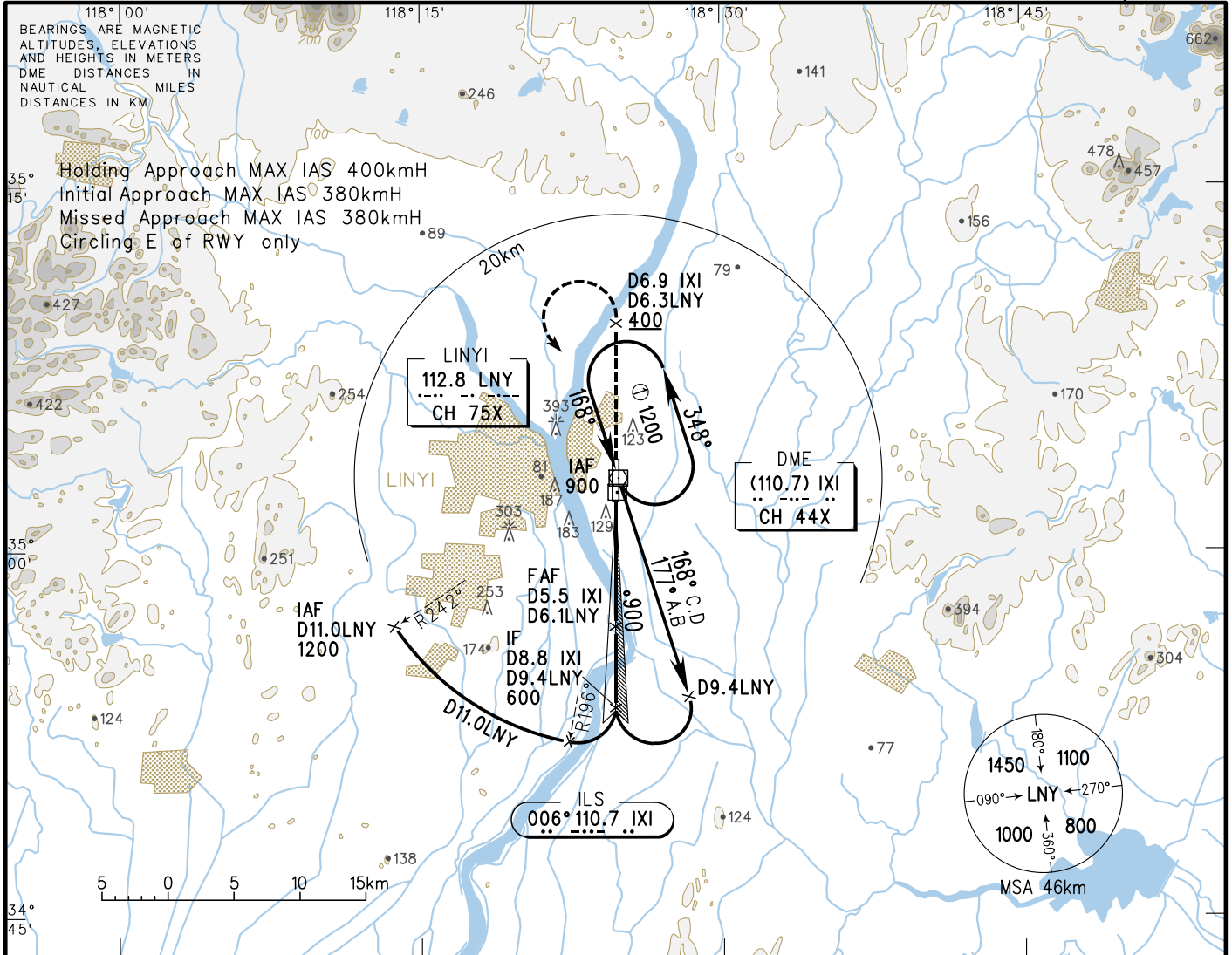


Changes: new chart.

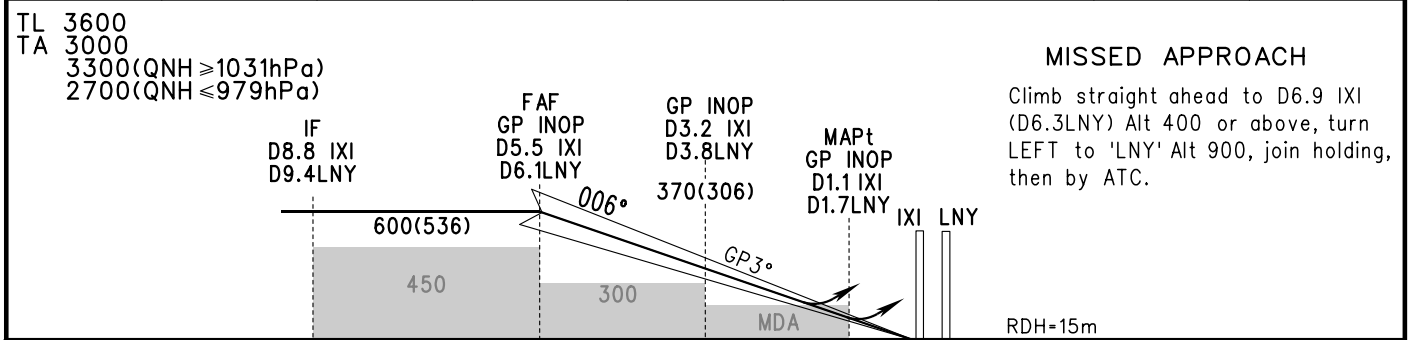
INSTRUMENT
APPROACH
CHART-ICAO

VAR6° W AERODROME ELEV 68m
THR RWY 01 ELEV 64.3m TWR 118.15(130.0)

ZSLY LINYI/Shubuling
ILS/DME y RWY01



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

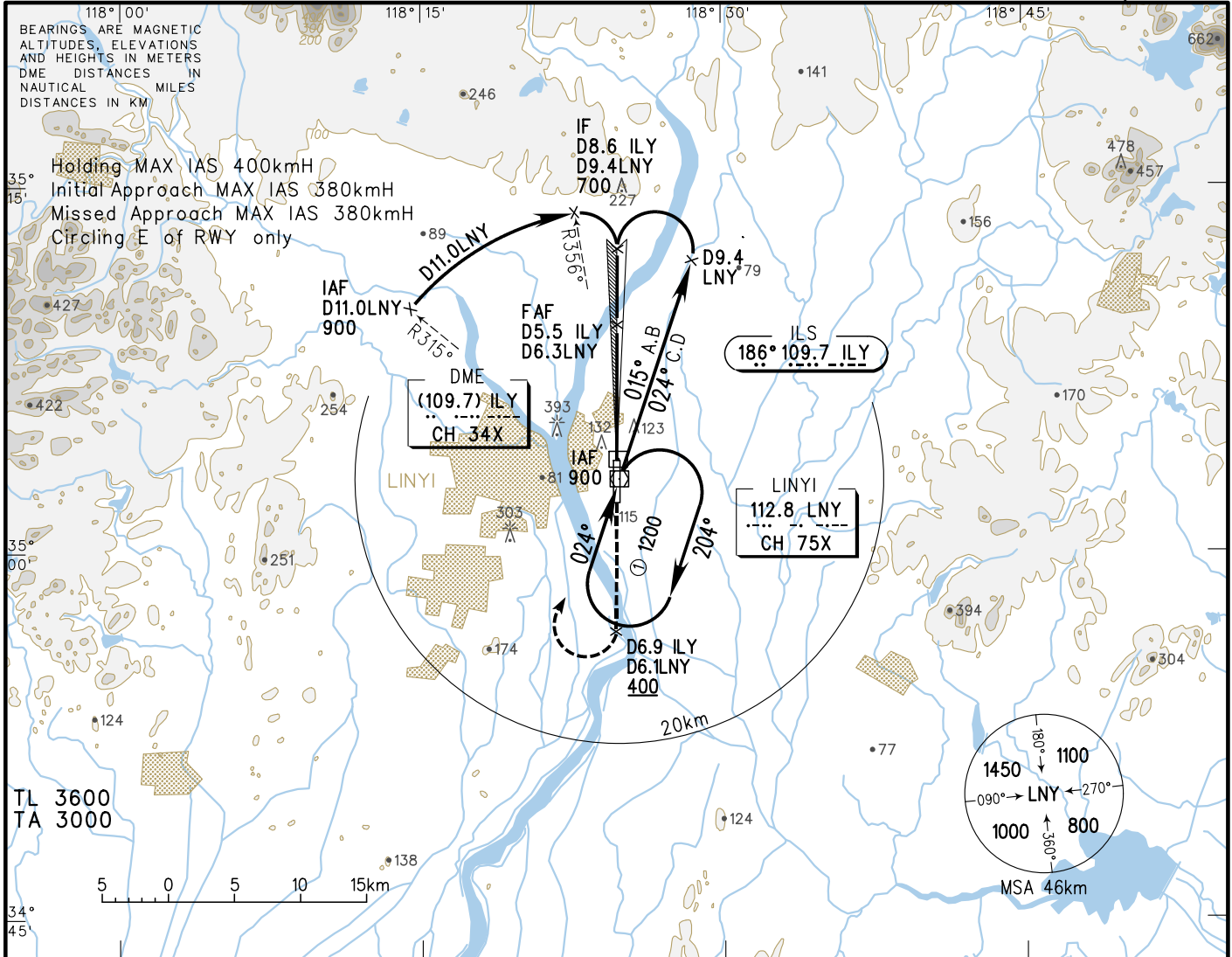


	A	B	C	D	FAF-MAPt(GP INOP) 8.2km						
	ILS/DME DA(H) RVR/VIS	124(60) 550/800			GS in kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP MDA(H) VIS	210(146) 2000	210(146) 2200	210(146) 2400		Time min:sec	3:17	2:40	2:14	1:54	1:40	1:28
					Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING MDA(H) VIS	250(182) 2800	300(232) 3600	300(232) 4000		Changes: new chart.						

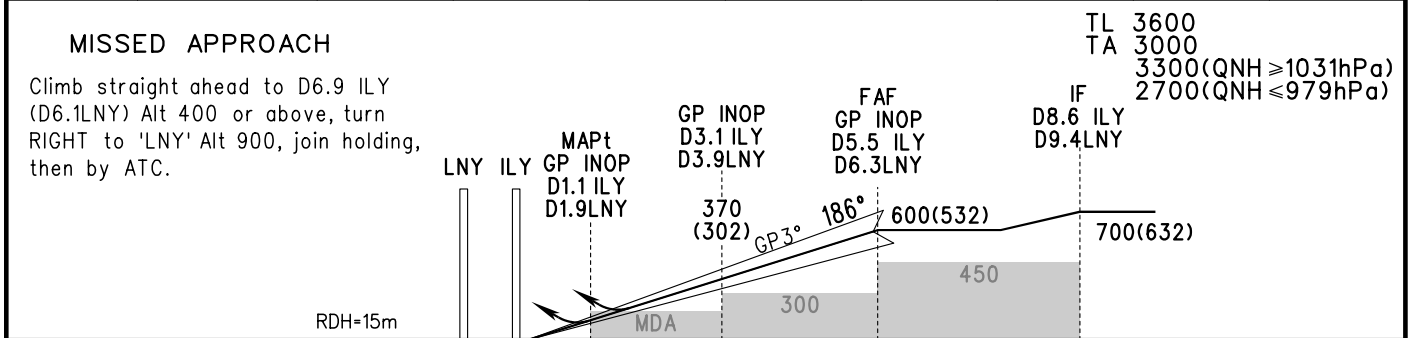
INSTRUMENT
APPROACH
CHART-ICAO

ZSLY LINYI/Shubuling
ILS/DME y RWY19

VAR6° W AERODROME ELEV 68m
THR RWY19 ELEV 67.7m TWR 118.15(130.0)



GP INOP	DME (ILY) (NM)	1	2	3	4	5	6	7	8
	ALT (m)		260	357	454	551			

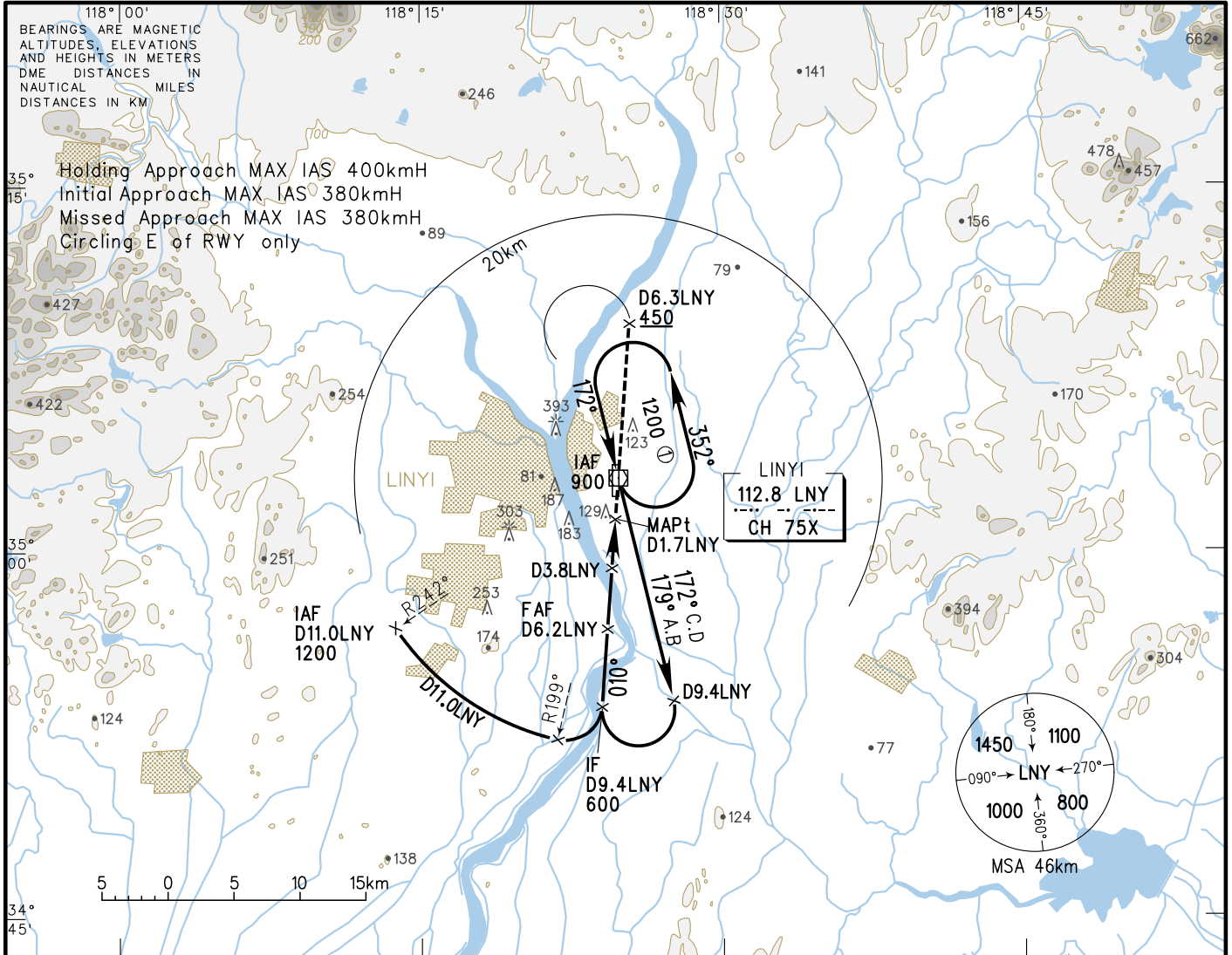


-1.78 -0.30 1.8 5.5 9.9 15.6km												
	A	B	C	D	FAF-MAPt(GP INOP) 8.1km							
ILS/DME DA(H) RVR/VIS	128(60) 550/800				GS in	kt kmH	80 150	100 185	120 220	140 260	160 295	180 335
GP INOP MDA(H) VIS	210(142) 2000		210(142) 2200	210(142) 2400	Time	min:sec	3:14	2:38	2:13	1:52	1:39	1:27
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
CIRCLING MDA(H) VIS	250(182) 2800		300(232) 3600	300(232) 4000	Changes: new chart.							

INSTRUMENT
APPROACH
CHART-ICAO

ZSLY LINYI/Shubuling
VOR/DME RWY01

VAR6° W AERODROME ELEV 68m
THR RWY01 ELEV 64.3m TWR 118.15(130.0)

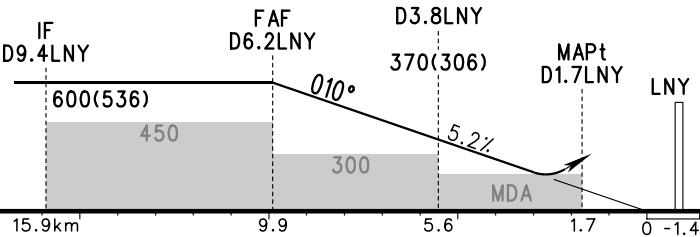


DME (LNY) (NM)	9	8	7	6	5	4	3	2	1
ALT (m)				586	490	392	295		

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

MISSED APPROACH

Climb straight ahead to D6.3LNY
Alt 450 or above, turn LEFT to
'LNY' Alt 900, join holding, then
by ATC.



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

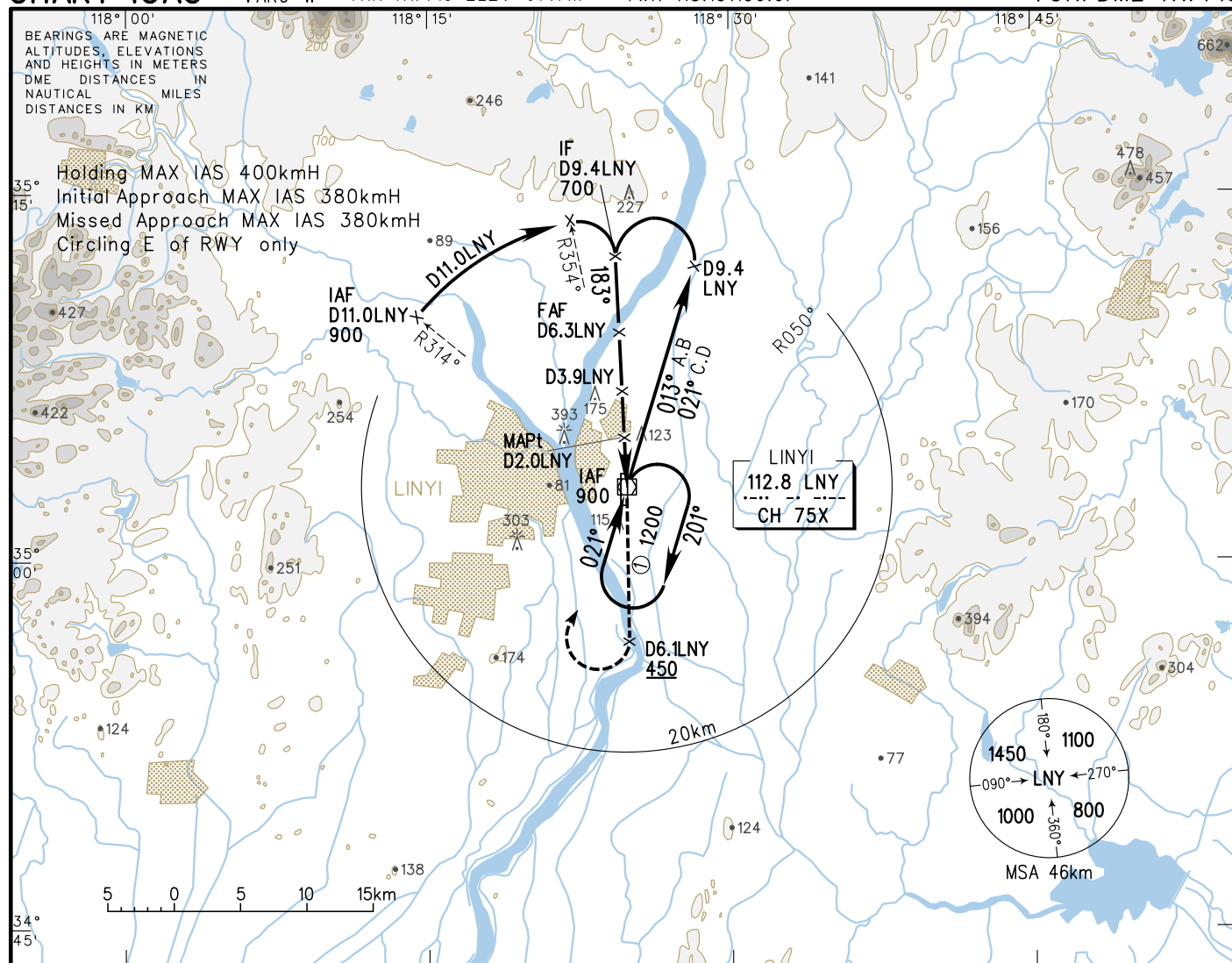
Changes: new chart.

INSTRUMENT APPROACH CHART-ICAO

VAR6° W AERODROME ELEV 68m
THR RWY19 ELEV 67.7m TWR 118.15(130.0)

ZSLY LINYI/Shubuling

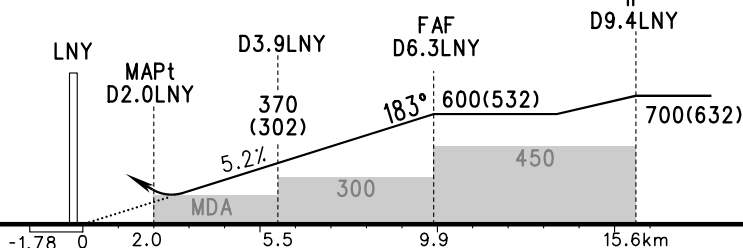
VOR/DME RWY19



MISSSED APPROACH

Climb straight ahead to D6.1LNY
Alt 450 or above, turn RIGHT to
'LNY' Alt 900, join holding, then
by ATC.

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



	A	B	C	D	FAF-MAPt(GP INOP) 7.9km							
VOR/DME ^{MDA(H)} VIS	230(162) 2300		230(162) 2400	230(162) 2600	GS in	kt	80	100	120	140	160	180
						kmH	150	185	220	260	295	335
CIRCLING ^{MDA(H)} VIS	250(182) 2800		300(232) 3600	300(232) 4000	Time	min:sec	3:10	2:34	2:09	1:49	1:36	1:25
					Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9
					Changes: new chart.							

Changes: new chart.