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

ZSYT-烟台/蓬莱 YANTAI/Penglai

ZSYT 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	N37°39.7' E120°58.7' 1800m FM THR 05
2	方向、距离 Direction and distance from city	294°GEO, 43km FM city center
3	标高/参考气温 Elevation / Reference temperature	47.0m/28.7℃(JUL)
4	机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation	THR05/-
5	磁差/年变率 MAG VAR/ Annual change	7°11′W(2014)/
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	Yantai International Airport CO. LTD. Chaoshui Town, economic and technological develpoment zone, Yantai City, Shandong Province, China TEL:86-535-5139777 FAX:86-535-5139020 Email:yntcaac@126.com Website:www.ytairport.cn
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

ZSYT 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)	H24
2	海关和移民 Customs and immigration	H24
3	卫生健康部门	H24

	Health and sanitation	
4	航行情报服务讲解室 AIS Briefing Office	H24
5	空中交通服务报告室 ATS Reporting Office (ARO)	H24
6	气象讲解室 MET Briefing Office	H24
7	空中交通服务 ATS	H24
8	加油 Fuelling	H24
9	地勤服务 Handling	H24
10	保安 Security	H24
11	除冰 De-icing	H24
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Platform trailer, container, paneling trailer, elevation platform, conveyor belt truck, luggage towing vehicle, fork-lift, tow tractor, freight processing system, wheelbarrow, lift truck, etc.
2	燃油/滑油牌号 Fuel/oil types	Jeta.3
3	加油设施/能力 Fuelling facilities/capacity	Oil tank(1000m³,5000m³, 10000m³), tank refueling vehicle, refueling pipeline&piping system
4	除冰设施 De-icing facilities	6 De-icers, de-icing apron, deicing fluid (KHF-1, CLEANWING-II)
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 various types of aircraft on request. Lifting jack applicable for B737 and A320.

		overhead working truck
7	备注 Remarks	Nil

ZSYT AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	Adjacent to AD
2	餐馆 Restaurants	At AD
3	交通工具 Transportation	Passenger's coaches, taxis, airport express
4	医疗设施 Medical facilities	First-aid equipment at AD, comprehensive hospital adjacent to AD(4 ambulances on duty)
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	At AD
7	备注 Remarks	Nil

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

1	机场消防等级 AD category for fire fighting	CAT 8
2	援救设备 Rescue equipment	Fire tender, rapid intervention vehicle, foam tender, illumination truck, commander car, demolition rescue truck, logistics truck, ambulance, stretcher, first-aid case, defibrillator, transporter, spine-fixing plank,cardiopulmonary resuscitation machine
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	Mobile surface operation device, emergency tow truck rack, drag rod, emergency traction manual steering device, manual steering rod, tractor, cable traction, lifting equipment, emergency rescue airbag
4	备注 Remarks	Nil

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

1	可用季节及扫雪设备类型 Types of clearing equipment	All seasons

		Snow blowers, snow scraper, snow fluid truck
2	扫雪顺序 Clearance priorities	Runway, taxiways, aprons
3	备注 Remarks	Nil

ZSYT 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:	CONC
		Strength:	PCN 80/R/B/W/T (Stands Nr. 103-115, 201-209, 203A, 301-319, D1A, D1B, D1, D2A, D2B, D2) PCN 64/R/B/W/T (Stands Nr. 101-102, 116-119)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	39m: D; 31m: C, E; 28.5m: A1-A4; 23m: A, B1-B3
		Surface:	CONC
		Strength:	PCN 80/R/B/W/T(Others) PCN 64/R/B/W/T(A1-A4)
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	

ZSYT 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 and at all holding positions; Guide lines at all TWY and apron; Aircraft stand identification sign board for stands Nr.101-119, 201-209; Aircraft stand marking for stands Nr.301-319.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	THR, RWY designation, TDZ, center line, edge line, aiming point marking
		RWY lights	Center line, edge line, THR, RWY end, wing bar
		TWY markings	Intermediate holding position, center line, edge line, RWY holding positions, No-entry marking

		TWY lights	Edge line, center line, RWY guard lights, rapid exit TWY indicator, intermediate holding position, No-entry lights
3	停止排灯 Stop bars	Nil	
4	备注 Remarks	Nil	

ZSYT AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on the center of 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	备注 Remarks
1	TWR	010	5600	95.9		
2	TWR	021	6782	78.1		
3	MT	063	1409	59.7	RWY23/VOR/DME, ILS/DME(GP INOP) final approach	
4	BLDG	079	11400	323.9	RWY23/ base turn, RWY23/ holding, Sectors	
5	BLDG	079	12081	272.3		
6	BLDG	079	12428	321.8		
7	TWR	080	14897	213.2	RWY23 Initial approach	
8	Chimney	081	13441	260.1		
9	BLDG	082	11871	300.2		
10	TWR	091	6010	139.6		
11	MT	108	4186	165.8		
12	Antenna	120	8129	241.4		
13	TWR	129	2785	102.6		
14	TWR	149	5714	146.2		
15	TWR	150	5364	123.9		

Obstacles within a circle with a radius of 15km centered on the center of 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	备注 Remarks
16	BLDG	153	7125	262		
17	MT	154	12797	531.2	RWY23/ arrival Holding	
18	TWR	156	5214	128.4		
19	TWR	157	6849	217.2		
20	BLDG	159	6935	285.2		
21	MT	160	2262	91.3		
22	BLDG	162	2230	97.1		
23	TWR	163	3559	155.5		
24	MT	168	8995	306.5		
25	MT	168	9113	315.8		
26	BLDG	169	7946	383.5		
27	BLDG	170	11518	395.4		
28	*BLDG	171	5558	151.2		
29	BLDG	171	8515	403.2		
30	MT	172	7220	256.2		
31	BLDG	172	10483	442.6		
32	BLDG	174	11299	436.7		
33	BLDG	176	11571	416.7		
34	TWR	179	4850	140.2		
35	TWR	183	10055	291		
36	MT	186	1619	85	RWY05 ILS/DME(GP INOP) Final approach	
37	MT	186	11435	311.7		
38	BLDG	187	13313	459.7	RWY23/ ILS/DME(GP INOP), VOR/DME missed approach	

Obstacles within a circle with a radius of 15km centered on the center of 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	备注 Remarks
					/departure turn.	
39	MT	188	11253	372.4		
40	TWR	196	3587	124.1		
41	Antenna	200	5466	136.8	RWY05 VOR/DME Final approach	
42	MT	211	5537	96.8		
43	MT	219	3759	63.8		
44	MT	238	9289	245.7	RWY23/ departure; RWY23/ take-off path	
45	TWR	257	4235	88.3	Circling CAT A	
46	MT	312	7955	251		
47	TWR	312	8348	307.8	RWY23 Arrival; Circling CAT D	
48	MT	315	4780	231.7		
49	BLDG	315	4942	269.5	Circling CAT B	
50	BLDG	321	6904	270.8	RWY23/ initial approach; Circling CAT C	
51	MT	342	5097	151.2		
52	MT	353	5214	159.7		
Others:						

Obstacles between two circles with the radius of 15km and 50km centered on the center of 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	备注 Remarks
1	TWR	081	15203	112		
2	MT	106	35866	295	RWY23 Arrival	
3	TWR	123	40299	470	RWY05/23 Arrival	
4	MT	151	21680	384		
5	TWR	156	41633	653	RWY05/23 Arrival	
6	BLDG	175	30458	454		
7	MT	179	41761	528		
8	MT	179	50067	811	RWY23 Arrival	
9	MT	187	41675	577		
10	MT	193	41223	722	RWY05/ arrival, RWY23/ PBN arrival	
11	MT	200	41804	536		
12	Antenna	205	19059	205		
13	Antenna	206	17992	239		
14	Antenna	207	16222	223		
15	MT	207	35474	314		
16	MT	222	29481	420		
17	MT	223	17087	251	RWY05 Final approach	
18	MT	223	32412	814	RWY05/ initial approach; RWY05/ holding; RWY23/ PBN missed approach& departure turn	
19	MT	224	33616	723		
20	TWR	227	20063	289		
21	MT	227	35134	662		
22	Pole	228	15988	235		

Obstacles between two circles with the radius of 15km and 50km centered on the center of 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	备注 Remarks
23	TWR	230	15367	261	Take-off path	
24	MT	233	28892	558		
25	MT	234	32098	534		
26	MT	239	26154	328	RWY05/ PBN intermediate approach	
27	TWR	243	17458	292		
28	MT	248	25703	556	RWY05/ ILS/DME, GP INOP, VOR/DME intermediate approach	
29	TWR	251	48243	827	RWY05/23 Arrival	
30	MT	253	23395	337		
31	MT	255	23697	371		
32	MT	259	38657	611	RWY05/23 Arrival	
33	MT	273	19937	442		
34	MT	292	15555	465	RWY23/ arrival; Holding for fix A	
35	MT	294	30935	361	RWY05 Arrival	
Others:						

ZSYT AD 2.11 提供的气象信息、机场观测与报告
Meteorological information provided & aerodrome observations and reports

1	相关气象台的名称 Associated MET Office	Yantai Penglai International Airport MET service office
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	Yantai Penglai International Airport MET service office; 9HR, 24 HR;

	Office responsible for TAF preparation,Periods of validity; Interval of issuance	3HR, 6HR
4	趋势预报发布间隔 Issuance interval of trend forecast	Trend 1HR
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, AWOS Real-time data, data forecast product.
8	提供信息的辅助设备 Supplementary equipment available for providing information	FAX, MET Service Terminal
9	提供气象情报的空中交通服务单位 ATS units provided with information	ACC, APP, TWR
10	观测类型与频率/自动观测设备 Type & frequency of observation/Automatic observation equipment	Hourly plus special observation/Yes
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, TEND
12	观测系统及位置 Observation System & Site(s)	RVR EQPT A: 100m W of RCL,351m inward THR05 B: 100m W of RCL,1780m inward THR05 C: 100m W of RCL,352m inward THR23 Ceilometer 05: 15m W of RCL,954m outward THR 23: 15m E of RCL,1260m outward THR Independent wind meter Station 05: 110m W of RCL,1800m inward THR
13	气象观测系统的工作时间 Hours of operation for meteorological	H24

	observation system	
14	气候资料 Climatological information	Climatological tables AVBL
15	其他信息 Additional information	Nil

ZSYT 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)	跑道强度(PCN), 跑道道面/ 停止道道面 RWY strength (PCN), RWY surface / SWYsurface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	跑道入口标高,精密进近跑道接地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	042.88 °GEO 050 °MAG	3400×45	80/R/B/W/T CONC/-	Nil	THR47.0m
23	222.88 °GEO 230 °MAG	3400×45	80/R/B/W/T CONC/-	Nil	THR44.0m
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)	无障碍物区 OFZ	跑道端安全区长宽 RWY end safety area dimensions(m)
7	8	9	10	11	12
See AOC	Nil	Nil	3520×300	Nil	250×150
See AOC	Nil	Nil	3520×300	Nil	250×150
Remark:					

ZSYT 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
05	3400	3400	3400	3400	Nil
23	3400	3400	3400	3400	Nil

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
Remarks:					

ZSYT 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
05	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT/3 °	Nil	3400m** spacing 30m	3400m*** spacing 60m	RED	Nil
23	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT/3 °	Nil	3400m** spacing 30m	3400m*** spacing 60m	RED	Nil
Remarks: * SFL ** up to 2500m White VRB LIH, 2500-3100m Red/White VRB LIH, 3100-3400m Red VRB LIH *** up to 2800m White VRB LIH, 2800-3400m Yellow VRB LIH								

ZSYT AD 2.15 其他灯光,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	着陆方向标/风向标位置和灯光 LDI/WDI location and LGT	WDI: 05:125m W of RCL, 395m inward THR05, with light; 23:125m E of RCL, 393m inward THR23, with light;
3	滑行道边灯和中线灯 TWY edge and center line lighting	All TWYs

4	备份电源/转换时间 Secondary power supply/switch-over time	Secondary power supply available/1 sec, diesel engine/ ＜15 sec, UPS/ ＜1 sec
5	备注 Remarks	Nil

ZSYT 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（m/ft） TLOF and/or FATO elevation (m/ft)	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

ZSYT AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Tower control area	N3751.0E12104.0 - N3744.0E12114.0 - N3728.0E12055.0 - N3735.0E12045.0	GND-900m(QNH)	Nil

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Terminal area	N3751.8E12020.7 - N3744.2E12021.8 - N3738.5E12021.8 - N3725.6E12018.6 - N3712.4E12055.3 - N3718.5E12110.8 - N3727.0E12110.8 - N3735.8E12125.7 - N3804.0E12125.7 - N3804.0E12101.5 - N3751.8E12020.6	Below 3600m(exclusive)	
Altimeter setting region and TL/TH	Within Yantai approach control area	TL 3600m TA 3000m 2700m(QNH ≤ 979hPa) 3300m(QNH ≥ 1031hPa)	

ZSYT 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
ATIS		126.45	H24	
APP	Yantai Approach	119.15(120.85)	H24	
TWR	Yantai Tower	118.45(118.1)	H24	
GND	Yantai Ground	121.6	H24	
EMG		121.5	H24	

ZSYT 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	4	5	6
Penglai VOR/DME	YCS	116.4MHz CH111X	N37 °40.7' E121 °00.0' RCL extended	48m	

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
			line,1295m outward THR23		
Huangcheng VOR/DME	HCH	116.1MHz CH108X	N37°39.3′ E120°32.7′	34m	
Tunli NDB	FZ	247kHz	N37°27.1′ E121°10.7′		13-16NM on bearing 073° U/S
LOC05 ILS CAT I	IYN	108.9MHz	RCL extended line, 312m outward RWY05 end		Between17-25NM of front course U/S; Beyond -5 °U/S.
GP05		329.3MHz	120m W of RCL, 340m inward THR05		Angle 3 °, RDH 15m
DME 05	IYN	CH26X (108.9MHz)		50m	Co-located with GP
LOC23 ILS CAT I	IYT	108.5MHz	RCL extended line, 312m outward RWY23 end		
GP23		329.9MHz	120m W of RCL, 310m inward THR23		Angle 3 °, RDH 15m
DME 23	IYT	CH22X (108.5MHz)		49m	Co-located with GP

ZSYT AD 2.20 本场飞行规定

ZSYT AD 2.20 Local traffic regulations

1. 机场使用规定

1.1 禁止未安装二次雷达应答机的航空器起降;

1.2 所有技术试飞需事先申请,并在得到空中交通管制部门批准后方可进行;

1.Airport operations regulations

1.1 Take-off/landing of aircraft without SSR transponder are forbidden;

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 航空器地面运行期间（推出、开车、滑行、拖行）应答机开地面模式，航空器进入停机位后关闭应答机地面模式。

1.3 Set transponder in ground mode, when aircraft operate on the ground (push-back, start-up,taxiing, towing), and then shut it down after entering in stand.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 滑行道翼展限制

2.1 Wing span limits for TWYs

滑行道/ TWYs	翼展限制/Wingspan limit
A1-A4	<52m

2.2 着陆航空器快速脱离跑道程序

2.2 Procedure for Rapidly vacating RWY

2.2.1 落地航空器应选择就近快速脱离道脱离跑道。并在脱离后立即告知管制员，除非管制员在此前另有要求；

2.2.1 Landing aircraft shall vacate runway rapidly using the appropriate rapid exit TWY and report to ATC immediately after vacating RWY unless ATC make other instruction before.

2.2.2 航空器脱离跑道后，如需转换频率，应按照管制员指令尽快转换频率，并根据管制员后续指令滑行，未经管制员许可，不得在快速脱离道停止；

2.2.2 After vacating RWY, aircraft shall transmit the frequency immiediately according to ATC instruction if necessary. Then taxi within following instruction by ATC. Aircraft is forbidden to stop on rapid exit TWY, without ATC clearance.

2.2.3 落地航空器从接地到脱离跑道的时间应该控制在 50s 以内，如不能满足，航空器驾驶员应在最后进近定位点前通报管制员（湿跑道和污染跑

2.2.3 Landing aircraft shall fully vacate RWY within 50s after touchdown. If flight crew considers that they can not fulfill the process within the required

道除外）；

time, pilot shall inform ATC before the FAF (except for wet or contaminated RWY).

2.2.4 起飞航空器从等待位置到对正跑道的时间应控制在 60s 以内，如不能满足，航空器驾驶员应在进跑道前通报管制员（湿跑道和污染跑道除外）。

2.2.4 Departure aircraft shall finish RWY alignment within 60s after holding position. If flight crew considers that they can not fulfill the process within the required time, pilot shall inform ATC before entering the RWY (except for wet or contaminated RWY).

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 停机位对航空器限制

3.1 Wing span limit for A/C parking on the stands

停机位/Stands	航空器翼展限制/Wing span limits for aircraft	滑入、滑出方式/Enter or Exit
Nr.101,102,104,107,108,111-114,116-119,203,204,301-315,317,318,D1A, D1B, D2A, D2B	<36m	Taxi in and push back: Nr.101-119,201-209,203A; Taxi in and out by own power: Nr.301-319,D1A, D1B, D1, D2A, D2B, D2
Nr.319	<39m	
Nr.207, 208, 209, 316	<48m	
Nr.103,105,109,110,115,201,202	<52m	
Nr.106,205,203A,206,D1, D2	<65m	

3.2 203A 号机位不可与 203、204 号机位同时使用；停靠 203A、205、206 号机位的航空器仅使用 B3 滑行道进入机坪。当 203A、205、206 号机位停靠 E 类航空器时，仅能使用 B3 道口滑出。

3.2 Stand 203A is forbidden to be used with stands Nr.203, 204 simultaneously; Aircraft parking at stands Nr.203A, 205, 206 via TWY B3 into apron only. Aircraft CAT E parking at stands Nr.203A, 205, 206 via TWY B3 taxi out only.

3.3 106、203A、205、206 号机位的航空器滑入和推出时,推出等待点两侧的 T1 和 T2 滑行道不可用;208 和 209 号停机位的航空器推出后,推出等待点两侧的 T1 和 T2 滑行道不可用；

3.3 When aircraft taxi in or pushed back from stands Nr.106, 203A, 205, 206, TWYs T1&T2 is unavailable for use; When aircraft pushed back from stands Nr.208, 209, TWYs T1&T2 is unavailable for use;

3.4 翼展大于等于 52m 的机型推出后，推出等待点两侧的 T1 、T2 滑行道不允许有航空器通过。

3.4 When aircraft with wing span ≥52m pushed back, TWYs T1&T2 is unavailable for use;

3.5 101,102,104,107,112,113,115-117,119 号机位不可供 MD 系列机型使用;105 号机位不可供 MD-90 机型使用。

3.5 Stands Nr.101,102,104,107,112,113,115-117,119 are not available for aircraft MD; stand Nr.105 is not available for MD-90.

3.6 相邻机位禁止两架航空器同时运行。

3.6 Simultaneous operations are forbidden for two adjacent stands.

3.7 南北除冰机位为 1E2C 的组合机位，E 类除冰主机位分别编为 D1（南除冰机位）、D2（北除冰机位），C 类除冰副机位相应编为 D1A/D1B（南除冰机位）和 D2A/D2B（北除冰机位）。除冰主机位与除冰副机位不可同时使用，每组除冰机位原则上不得同时进出。

3.7 Stands Nr.D1, D2 for CAT E, Stands Nr. D1A, D1B, D2A, D2B for CAT C. D1, D2 and D1A/ D1B, D2A/D2B are forbidden to use simultaneously. Simultaneous operations are forbidden for D1/D2, D1A/D1B and D2A/D2B.

4. 进、离场管制规定

4. Air traffic control regulations

无

5. 机场的 II/III 类运行

5.1 低能见度运行（低能见度起飞/HUD II 类）

5.1.1 RWY05/23 可使用 HUD 实施 RVR150m 低能见度起飞，RWY23 可使用 HUD 实施 II 类运行。（1）低能见度起飞运行准备条件：RVR 预计低于 400m，或由 0m 上升至 150m 前。（2）使用 HUD 实施特殊批准II类运行准备条件：RVR 下降至 550m 且预计 30min 内下降至 450m 以下，或者云高（或垂直能见度）下降至 60m 且预计 30min 内将下降至 45m 以下时；RVR 由 0m 上升至 350m 前，或者云高（或垂直能见度）上升至 30m 前。

5.1.2 当 RVR 持续高于 550m 或低于 150m，或经检查确认机场不具备运行保障条件时，低能见度运行终止。

5.1.3 低能见度运行由机场运控中心通知塔台和各保障单位，实施低能见度运行的航空器应主动向管制员报告。

5.2 低能见度运行滑行路线

5. CAT II/III operations at AD

5.1 LVP (Low visibility take-off /CAT II based on HUD)

5.1.1 Low visibility takeoff with RVR 150m available based on HUD for RWY05/23. CAT II operation available based on HUD for RWY23 .LVP should be prepared under following conditions

(1) Low visibility takeoff RVR estimated below 400m, or Before RVR ascend from 0 to 150m

(2) CAT II based on HUD

RVR descend to 550m and continue to 450m within 30min, or ceiling(or vertical visibility) descend to 60m and continue to 45m within 30min. Or before RVR ascend from 0 to 350m, or ceiling (or vertical visibility) ascend to 30m.

5.1.2 LVP operation should be terminated When RVR remain above 550m or below 150m or confirmed not satisfy the requirements of the Operation.

5.1.3 Operation Control Center should notify Tower and other related units when implementing LVP. Aircrews should report ATC when prepare for LVP.

5.2 Low Visibility Operation Taxiing route

5.2.1 起飞航班

RWY05 机坪 → B1 → A → C → 跑道 RWY23 机坪 → B3 → A → E → 跑道

5.2.1 Departure aircraft

05 Apron → TWY B1 → TWY A → TWY C → RWY

23 Apron → TWY B3 → TWY A → TWY E → RWY

5.2.2 落地航班

RWY05 跑道 → E → A → B3 →机坪 RWY23 跑道 → C → A → B1 →机坪

5.2.2 Landing aircraft

05 RWY → TWY E → TWY A → TWY B3 → Apron

23 RWY → TWY C → TWY A → TWY B1 → Apron

6. 除冰规则

6. Rules for deicing

6.1 除冰模式

6.1 Deicing mode:

6.1.1 根据不同运行情况，烟台机场采用机位除冰、滑行道除冰和除冰坪除冰三种除冰模式。

6.1.1 According to different situations, aircraft at this airport could deicing at stands, TWYs and deicing apron.

6.1.2 除冰坪慢车或关车除冰适用时间听 ATC 通知。

6.1.2 Deicing with engine idle or engine off shall by ATC.

6.1.3 慢车除冰适用机型为发动机在机翼的国内 C 类航空器。

6.1.3 Aircraft types applicable for deicing with engine idle is CAT C.

6.1.4 机场航空器除冰领导小组根据机场运行特点决定适用的除冰方式，由机场运行部门（128.9MHz）、塔台（118.45MHz）通知机组，如需了解航空器除冰相关业务，详询烟台机场机务保障部 0535—5139358 或 0535—5139189。

6.1.4 According to different situations, relevant department of the airport will choose the deicing mode. Airport operation department(128.9MHz) and TWR(118.45MHz) will notify aircrew. If aircrew need to acquire more related business, please call

	86-535-5139358/86-535-5139189.
6.2 一般要求	6.2 General rules:
6.2.1 RWY05 起飞的航空器使用南除冰坪 D1A、D1B 除冰位，RWY23 起飞的航空器使用北除冰坪 D2A、D2B 除冰位。D1、D2 除冰位暂不提供使用。	6.2.1 Aircraft take-off from RWY05 shall use D1A and D1B deicing stands. Aircraft take-off from RWY23 shall use D2A and D2B deicing stands. Stands Nr.D1 and D2 are not available temporarily.
6.2.2 有除冰需求的航空器，在推出、开车前向塔台申请，按管制指令滑行到指定除冰坪，根据机务指挥进入除冰机位实施除冰作业，除冰结束后向塔台申请滑出。除冰坪可容纳 2 架 C 类航空器同时除冰，当除冰坪饱和时应在除冰坪外 A 滑等待点等待。	6.2.2 Aircraft with deicing demands shall apply to TWR before push-back and runs-up, then taxi-in the appointed deicing apron according to the controller. Aircrafts shall according to the instruction of maintenance to deicing stands for deicing, and apply for push-out to TWR after deicing. Deicing apron could accommodate two aircrafts of CAT C. When deicing apron fully used, aircraft shall waiting outside TWY A.
6.2.3 航空器进入除冰坪时，请机组注意观察机头方向保障人员；航空器离位时,机组应注意控制好油门，防止尾流对附近保障人员和设备造成损伤。	6.2.3 When taxiing into deicing stands, flight crew shall keep watching carefully on the support personnel in front of the nose of aircraft. When taxiing out of deicing stands, aircrew shall control the throttle carefully and avoid the weak turbulance causing damage to support personnel and equipment.
6.3 除冰流程	6.3 Deicing procedures
6.3.1 关车除冰开始：航空器入位停好后，首先关闭发动机，再与机务沟通确认除冰需求，除冰构	6.3.1 Deicing with aircraft engine off: When aircraft parked at deicing stand already, shut down the

型设置后，开始除冰作业。	engine, confirm deicing demands and be prepared.
6.3.2 慢车除冰开始：航空器入位停好后，机组需保持发动机慢车状态，与机务沟通确认除冰需求，除冰构型设置后，开始慢车除冰作业，慢车除冰期间机组需与机务保持通讯畅通。	6.3.2 Deicing aircraft with engine idle: When aircraft parked at deicing stand already, flight crew shall keep engine idle, confirm deicing demands and be prepared. During deicing, crew shall keep the communication open.
6.3.3 除冰结束：机组与机务确认除冰完成后联系塔台申请滑出。	6.3.3 When deicing end: Aircraft shall apply for taxiing out to TWR after that crew and ground crew confirm with deicing completion.
6.4 APU 故障航空器除冰	6.4 APU failure aircraft deicing
6.4.1 关车除冰：若航空器 APU 已知故障，机组需提前向塔台说明，申请原位或滑行道除冰，若在除冰坪突发 APU 故障，机组需立即联系地面机务，由机务提供电源车或气源车。	6.4.1 Deicing aircraft with engine off: If APU malfunction detected, flight crew shall report to TWR, and apply for deicing at original position and TWY. If APU malfunction detected at deicing apron, flight crew shall report to ground maintenance immediately, and ground maintenance will provide ground power unit and ground air preconditioning unit.
6.4.2 慢车除冰：APU 故障不影响慢车除冰作业。	6.4.2 Deicing aircraft with engine idle at designated location will not influenced by APU malfunction.

7. 平行跑道同时仪表运行

7. Simultaneous operations on parallel runways

无

Nil

8. 警告

8. Warning

该机场所处区域的空域环境复杂。机场西、南面山较高，周边有多处风电风机。

The areodrome has a complex airspace enviornment. There are some generators nearby and high mountains in the west and south bound.

9. 直升机飞行限制，直升机停靠区

9. Helicopter operation restrictions and helicopter parking / docking area

无

Nil

ZSYT AD 2.21 噪音限制规定及减噪程序

ZSYT AD 2.21 Noise restrictions and Noise abatement procedures

1. 起飞减噪程序

1. Noise abatement procedures for departure

无

Nil

ZSYT AD 2.22 飞行程序

ZSYT AD 2.22 Flight procedures

1. 总则

1. General

除经塔台特殊许可外，在机场塔台管制区内的飞行，必须按照仪表飞行规则进行。

Flights within Tower Control Area shall operate under IFR unless special clearance has been obtained from Tower Control.

2. 起落航线

2. Traffic circuits

起落航线限制在跑道西侧进行，A、B 类航空器高度 450m，C、D 类航空器 550m。

Traffic circuits shall be made to the west of RWY, at the altitude of 450m for aircraft CAT A/B, or at the altitude of 550m for aircraft CAT C/D.

3. 仪表飞行程序

3. IFR flight procedures

严格按照航图中公布的程序飞行。

Strict adherence is required to the relevant procedures published.

4. 雷达程序和/或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

4.1 烟台进近管制区域内实施 ADS-B 管制，航空器最小水平间隔 12km。

4.1 ADS-B control within Yantai APP has been implemented. The minimum horizontal radar separation is 12km.

4.2 最低监视引导高度区域

4.2 Surveillance Minimum Altitude Sectors

1 号区域：
N373619E1212540-N373654E1211138-
N374845E1205356-N375315E1204119-
N374824E1203216-N373950E1203015-
N374033E1202146-N374413E1202146-
N375148E1202033-N380400E1210130-
N380400E1212540
连线范围内，引导高度 650m（含）以上；

Sector 1:
N373619E1212540-N373654E1211138-
N374845E1205356-N375315E1204119-
N374824E1203216-N373950E1203015-
N374033E1202146-N374413E1202146-
N375148E1202033-N380400E1210130-
N380400E1212540.
ALT limit: 650m or above.

2 号区域：
N373619E1212540-N373549E1212540-
N372700E1211048-N372252E1210353-
N372411E1205454-N373157E1205144-
N374219E1210334-N373654E1211138
连线范围内，引导高度 900m（含）以上；

Sector 2:
N373619E1212540-N373549E1212540-
N372700E1211048-N372252E1210353-
N372411E1205454-N373157E1205144-
N374219E1210334-N373654E1211138
ALT limit: 900m or above.

3 号区域：
N372700E1211048-N371830E1211048-
N371226E1205516-N372536E1201834-

Sector 3: N372700E1211048-N371830E1211048-
N371226E1205516-N372536E1201834-
N373541E1202104-N373650E1203036-

N373541E1202104-N373650E1203036-
N372955E1205234-N372411E1205454-
N372252E1210353
连线范围内，引导高度 1150m（含）以上；

N372955E1205234-N372411E1205454-
N372252E1210353
ALT limit: 1150m or above.

4 号区域：
N373541E1202104-N373650E1203036-
N372955E1205234-N373812E1204910-
N374033E1202146-N373827E1202146 连线范围内，引导高度 950m（含）以上；

Sector 4: N373541E1202104-N373650E1203036-
N372955E1205234-N373812E1204910-
N374033E1202146-N373827E1202146
ALT limit: 950m or above.

5 号区域：
N373950E1203015-N373812E1204910-
N373157E1205144-N374219E1210334-
N374845E1205356-N375315E1204119-
N374824E1203216
连线范围内，引导高度 800m（含）以上。

Sector 5: N373950E1203015-N373812E1204910-
N373157E1205144-N374219E1210334-
N374845E1205356-N375315E1204119-
N374824E1203216
ALT limit: 800m or above.

4.3 ADS-B 引导与排序

4.3 ADS-B vector and sequence

4.3.1 通常航空器从 HCH，FZ 或管制移交点得到进近 ADS-B 引导和排序，直至相应的最后进近航迹或目视跑道。

4.3.1 Aircraft will receive ADS-B vector and sequence from HCH, FZ or transfer of control point, to final approach track or visual runway.

4.3.2 离场航空器，将主要按照公布的离场程序飞行。若在起飞前 ATC 放行或塔台管制员给出起飞限制条件，起飞后将由管制员 ADS-B 引导加入标准离场航线。

4.3.2 Aircraft shall follow the published departure procedure. If ATC inform take-off restriction condition before depature, ATC will vector aircraft joining in standard departure via ADS-B.

4.3.3 ADS-B 引导结束

4.3.3 ADS-B vector finish

当航空器得到目视进近许可或进近管制员已指示航空器与塔台建立通讯联络时，ADS-B 管制服务终止。

When aircraft got visual approach clearance or APP controller indicated aircraft to communicate with Tower control, ADS-B service finish.

4.4 ADS-B 管制规定

4.4 ADS-B service requirements

4.4.1 有 ADS-B 机载设备的航空器，按照要求检查 ADS-B 下行数据，如三字码公司代号，输入高度等。

4.4.1 Aircraft with ADS-B equipment shall check the data, such as three-character company code and altitude.

4.4.2 无 ADS-B 机载设备或 ADS-B 机载设备故障的航空器，进入烟台进近管制区之前，主动向管制员报告未安装 ADS-B 机载设备或 ADS-B 机载设备故障。

4.4.2 Aircraft without ADS-B equipment or ADS-B equipment failure shall inform ATC before entering Yantai APP.

4.5 应急程序

4.5 Emergency procedure

4.5.1 通讯设备故障

4.5.1 Communication equipment failure

确认航空器具有接收能力后，可继续提供 ADS-B 管制服务。

Implement ADS-B control after confirming that aircraft receiver functional.

4.5.2 ADS-B 设备故障

4.5.2 ADS-B equipment failure

ADS-B 管制服务终止，航空器恢复自主导航。

ADS-B service terminated. Aircraft swithes to autonomous navigation.

4.5.3 机载应答机故障

4.5.3 Airborne transponder failure

实施程序管制。

Implement procedure control.

5. 无线电通信失效程序

5. Radio communication failure procedures

5.1 航空器失效程序

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，航空器应按照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；

5.1.2.1 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05号跑道仪表进近图着陆。如果未过起始进近定位点，保持指令高度飞向起始进近定位点，进入标准等待程序，待二次过起始进近定位点后，下降至起始进近高度，然后按05号跑道仪表进近图着陆。

5.1.2.2 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23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YCS台，进入标准等待程序，然后下降至修正海压1800米保持，再次过

5.1 Aircraft communication failure

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

5.1.2 If the radio receiver not available, aircraft shall continue to approach according to the following specific procedures and land as soon as possible; If the condition of airport is not available for landing, the aircraft can decide to return or alternate by themselves;

5.1.2.1 Landing to north

Aircraft approach according to the last command by ATC, land according to RWY05 STAR if it has passed IAF and joined procedure, maintain the designated ALT and fly to IAF to join standard holding procedure if it has not passed IAF, descend to the initial approach altitude and land according RWY05 instrument approach procedure when has passed IAF twice.

5.1.2.2 landing to south

Aircraft approach according to the last command by ATC, land according to RWY23 STAR if it has passed IAF and joined procedure, maintain the designated ALT and fly to YCS to join standard holding procedure if it has not passed IAF, then

YCS 后，按 23 号跑道仪表进近图着陆；

descend and maintain on QNH1800m , land according RWY23 instrument approach procedure when has passed YCS;

5.2 本场通信失效

5.2 Aerodrome communication failure

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；

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

5.3 无线电通信恢复

5.3 Radio communication resume to normal

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。

Radio communication return to normalIt is available to resume activities when the aircraft that lose touch via Communication Channel has landed or get in touch again. Inform the ATC office immediately.

6. 目视飞行程序

6. Procedures for VFR flights

无

Nil

7. 目视飞行航线

7. VFR route

无

Nil

8. 目视参考点

8. Visual reference point

无

Nil

9. 其它规定

9. Other regulations

无 Nil

10. 区域导航飞行程序相关数据 **10. Data for RNAV flight procedures**

ID	COORDINATES	ID	COORDINATES
PL204	N372920 E1204701	PL409	N375500 E1205641
PL205	N372619 E1204336	NIXEP	N3815.0 E12059.3
PL206	N371910 E1204937	IGDEG	N3800.4 E12048.3
PL208	N372410 E1212209	KARPI	N3815.0 E12043.0
PL209	N374413 E1202146	WEH	N3711.0 E12213.6
PL210	N373827 E1202146	GUMED	N3801.0 E12034.3
PL214	N373404 E1205224	REPOL	N3735.5 E11940.7
PL215	N373209 E1203841	YCS	N3740.7 E12100.0
PL403	N374728 E1210744	FZ	N3727.1 E12110.7
PL404	N374350 E1211246	HCH	N3739.3 E12032.7
PL405	N373352 E1210121	OSVEN	N3815.0 E12021.2
PL407	N375106 E1210242	DOVIV	N3806.7 E11932.0
PL408	N375501 E1205133		

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/ TCH	Navigation Specification
RWY05 Departure NIX-61X								
CF	PL403		050		↑650			RNP1
TF	PL407				↑1000	MAX205		RNP1
TF	PL409				↑1800			RNP1
TF	IGDEG				3000			RNP1
TF	NIXEP							RNP1

RWY05 Departure OSV-61X								
CF	PL403		050		↑650			RNP1
TF	PL407				↑1000	MAX205		RNP1
TF	HCH				3000			RNP1
TF	OSVEN							RNP1
RWY05 Departure DOV-61X								
CF	PL403		050		↑650			RNP1
TF	PL407				↑1000	MAX205		RNP1
TF	HCH				3000			RNP1
TF	PL209				↑3900			RNP1
TF	DOVIV							RNP1
RWY05 Departure REP-61X								
CF	PL403		050		↑650			RNP1
TF	PL407				↑1000	MAX205		RNP1
TF	HCH				3000			RNP1
TF	PL210				↑3900			RNP1
TF	REPOL							RNP1
RWY05 Departure WEH-61X								
CA			050		400			RNP1
CF	PL405		228	R	↑1200	MAX205		RNP1
TF	FZ				3300 or by ATC			RNP1
TF	PL208				4200			RNP1
TF	WEH							RNP1
RWY05 Departure holding(outbound time:1min)								
HM	PL407	Y	320	R				RNP1

HM	PL405	Y	228	L		MAX205		RNP1
RWY23 Departure NIX-62X								
CF	PL214	Y	230		↑500			RNP1
CF	YCS		012	L	↑1500	MAX205		RNP1
TF	PL408				↑1800			RNP1
TF	IGDEG				3000			RNP1
TF	NIXEP							RNP1
RWY23 Departure OSV-62X								
CF	PL214	Y	230		↑500			RNP1
CF	YCS		012	L	↑1500	MAX205		RNP1
TF	HCH				3000			RNP1
TF	OSVEN							RNP1
RWY23 Departure OSV-64X								
CF	PL214	Y	230		↑500			RNP1
DF	PL205				↑1200	MAX205		RNP1
TF	HCH				3000			RNP1
TF	OSVEN							RNP1
RWY23 Departure DOV-62X								
CF	PL214	Y	230		↑500			RNP1
CF	YCS		012	L	↑1500	MAX205		RNP1
TF	HCH				3000			RNP1
TF	PL209				↑3900			RNP1
TF	DOVIV							RNP1
RWY23 Departure DOV-64X								
CF	PL214	Y	230		↑500			RNP1
DF	PL205				↑1200	MAX205		RNP1
TF	HCH				3000			RNP1

TF	PL209				↑3900			RNP1
TF	DOVIV							RNP1
RWY23 Departure REP-62X								
CF	PL214	Y	230		↑500			RNP1
CF	YCS		012	L	↑1500	MAX205		RNP1
TF	HCH				3000			RNP1
TF	PL210				↑3900			RNP1
TF	REPOL							RNP1
RWY23 Departure REP-64X								
CF	PL214	Y	230		↑500			RNP1
DF	PL205				↑1200	MAX205		RNP1
TF	HCH				3000			RNP1
TF	PL210				↑3900			RNP1
TF	REPOL							RNP1
RWY23 Departure WEH-62X								
CF	PL214	Y	230		↑500			RNP1
DF	PL205				↑1200	MAX205		RNP1
TF	PL206							RNP1
TF	FZ				3300 or by ATC			RNP1
TF	PL208				4200			RNP1
TF	WEH							RNP1
RWY23 Departure WEH-64X								
CF	PL214	Y	230		↑500			RNP1
DF	FZ			L	3300 or by ATC	MAX205		RNP1

TF	PL208				4200			RNP1
TF	WEH							RNP1
RWY23 Departure holding(outbound time: 1min)								
HM	PL206	Y	154	L		MAX205		RNP1
RWY05 Arrival KAR-51F								
IF	KARPI							RNP1
TF	GUMED							RNP1
TF	HCH				3600			RNP1
TF	PL215				↑2100	MAX205		RNP1
RWY05 Arrival OSV-51F								
IF	OSVEN							RNP1
TF	HCH				3600			RNP1
TF	PL215				↑2100	MAX205		RNP1
RWY05 Arrival DOV-51F								
IF	DOVIV							RNP1
TF	PL209				↑4200			RNP1
TF	HCH				3600			RNP1
TF	PL215				↑2100	MAX205		RNP1
RWY05 Arrival REP-51F								
IF	REPOL							RNP1
TF	PL210				↑4200			RNP1
TF	HCH				3600			RNP1
TF	PL215				↑2100	MAX205		RNP1
RWY05 Arrival WEH-51F								
IF	WEH							RNP1
TF	PL208				4500			RNP1
TF	FZ				3600			RNP1

					or by ATC			
TF	Pl206				2400	MAX205		RNP1
RWY05 Approach transition via PL206								
IF	PL206				2400	MAX205		RNP1
TF	PL205				↑1500			RNP1
TF	PL204				1150			RNP1
RWY05 Approach transition via PL215								
IF	PL215				↑2100	MAX205		RNP1
TF	PL205				↑1500			RNP1
TF	PL204				1150			RNP1
RWY05 Holding(outbound time: 1min)								
HM	PL206	Y	334	R	2400	MAX216		RNP1
HM	PL215	Y	154	L	2100	MAX216		RNP1
RWY23 Arrival KAR-52F								
IF	KARPI							RNP1
TF	GUMED							RNP1
TF	PL408				↑1800			RNP1
TF	PL407				↑900	MAX205		RNP1
RWY23 Arrival OSV-52F								
IF	OSVEN							RNP1
TF	HCH				3600			RNP1
TF	PL407				↑900	MAX205		RNP1
RWY23 Arrival DOV-52F								
IF	DOVIV							RNP1
TF	PL209				↑4200			RNP1
TF	HCH				3600			RNP1

TF	PL407				↑900	MAX205		RNP1
RWY23 Arrival REP-52F								
IF	REPOL							RNP1
TF	PL210				↑4200			RNP1
TF	HCH				3600			RNP1
TF	PL407				↑900			RNP1
RWY23 Arrival WEH-52F								
IF	WEH							RNP1
TF	PL208				4500			RNP1
TF	FZ				3600 or by ATC			RNP1
TF	PL405				↑2400	MAX205		RNP1
RWY23 Approach transition via PL405								
IF	PL405				↑2400	MAX205		RNP1
TF	PL404				↑1100			RNP1
TF	PL403				600			RNP1
RWY23 Approach transition via PL407								
IF	PL407				↑900	MAX205		RNP1
TF	PL403				600			RNP1
RWY23 Holding(outbound time: 1min)								
HM	PL405	Y	050	R	2400	MAX216		RNP1
HM	PL407	Y	140	R	1200	MAX216		RNP1

ZSYT AD 2.23 其它资料 ZSYT AD 2.23 Other information

全年有鸟类活动,机场当局采取了驱赶措施,以减 Activities of bird flocks are found all the year round,

少鸟群活动。

Aerodrome Authority resorts to dispersal methods to reduce bird activities.

Typeof bird	Timeof activity	Flight height within AD
Egret, aigret	Spring & Summer:2300-0000, 0800-1030	20-30m
Ringdove	Autumn & Winter:1100-2100	20m
Hawk	Autumn & Winter:1100-2100	50m
Owl	Autumn & Winter:1100-2100	40m