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

ZUCK-重庆/江北 CHONGQING/Jiangbei

ZUCK 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	N29° 43.2' E106° 38.4' Center of RWY 02L/20R
2	方向、距离 Direction and distance from city	018° GEO, 19.3 km from city center (People's Liberation Monument)
3	标高 / 参考气温 Elevation/Reference temperature	415.6m/ 32.1° C (JUL)
4	机场标高位置 / 高程异常 AD ELEV PSN/ geoid undulation	480m north of ARP/-
5	磁差 / 年变率 MAG VAR/Annual change	2° W/ -
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	Chongqing Airport CO.LTD. Chongqing Jiangbei International Airport, Chongqing 401120, China TEL: 86-23-67152355 FAX: 86-23-67823075 AFS: ZUCKYDYX Website: www.cqa.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/4F
9	备注 Remarks	Nil

ZUCK 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	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	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

ZUCK 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 lift, collection paneling trailer, bulk cargo platform lorry, baggage dolly, fork, hydraulic dolly, conveyor belt truck, towing vehicle
2	燃油 / 滑油牌号 Fuel/oil types	Nr.3 jet fuel/Nr.2 fei ma ,2197,Shell,Mobile Nr.2
3	加油设施 / 能力 Fuelling facilities/capacity	3 refueling trucks, 7 hydrant dispensers: 472.2 liters/sec
4	除冰设施 De-icing facilities	1 De-icer using deicing fluid type I and deicing fluid type Ⅱ
5	过站航空器机库 Hangar space for visiting aircraft	Limited, by prior arrangement
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. Spare parts and other maintenance work by prior arrangement.
7	备注 Remarks	Power supply truck, air supply truck, tug, cleaning truck, oxygen etc. are available

ZUCK AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	At AD and in the city
2	餐馆 Restaurants	At AD and in the city
3	交通工具 Transportation	Passenger's coaches, taxis
4	医疗设施 Medical facilities	First aid at airport, hospitals near AD and in the city.
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	At AD TEL: 86-23-67747338
7	备注 Remarks	Nil

ZUCK 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 10
2	援救设备 Rescue equipment	Yes, including fire fighting facilities (foam tender, dry-chemical tender, foam tender, water tank truck, disassembly rescue truck, command car, chemical supply tender, etc); and rescue equipment (mobile surface operation devices, uplift air cushion, platform lorry, etc).
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to 747-400
4	备注 Remarks	Nil

ZUCK 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 blowers, de-icing fluid spreding trucks
2	扫雪顺序 Clearance priorities	RWY03/21-TWY J, TWY H, TWY G-RWY02L/20R-TWYB, TWY A-RWY02R/20L-TWY C-other TWYs-Apron
3	备注 Remarks	Nil

ZUCK 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:	Concrete
		Strength:	PCN 93/R/B/W/T(stands 436-437, 440-442) PCN 86/R/B/W/T(stands 206-212, 455, 456) PCN 84/R/B/W/T(stands 308-316,353-362,501-504,511-514,701-714) PCN 74/R/B/W/T(stands 421-435, 438, 439) PCN 70/R/B/W/T(stands 201-205, 213-230, 451-454) PCN 63/R/B/W/T(stands 411-413, 415-420, 443) PCN 57/R/B/W/T(stands 301-307,317-352,505-510) PCN 52/R/B/W/T(stands 101-107,401-410,445)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	70m: E4,E5,Z3-Z5,Z6(west of TWY J),A11(west of TWY B); 56m:Z8,G4-G6;38m:B4, B5, B7, A9, E1, E3, Z1, E6, E7, E8, E9, A6(east of RWY02L/20R),H2,H4-H6,Z6(east of TWY J);31.5m:H1,H7;30.5m:E10; 28.5m:B1, A11 (east of TWY B); 25m:Z2,H,J,G1,G3,H3,J1,J2,J3,J4,J5,J6; 23m: others.
		Surface:	Asphalt :B4(BTN B & C), B5, B7, A9(east of TWY B), C1-C6, B1&A6& A11(97.5m E of RWY02L/20R); Concrete: Others.
		Strength:	PCN 90/R/B/W/T:A9(west of TWY B) PCN 84/R/B/W/T:D,E,F,G,H,J,E4,E5,Z2-Z5,Z8,T15,T16,G1,G3-G6,H1,H2,H4-H7; B1,B4,E1-E3,E7-E10,Z1（TWYs east of TWY D）;Z6,Z9,H3（TWYs west of TWY J）;T1-T4（TWYs north of TWY Z1）. PCN 81/R/A/W/T:C(from south to north 0-340m,3350-3600m). PCN 80/R/A/W/T:A(BTN A8 & A11),E10（west of TWY D）; E1&E9(west of RWY02R/20L). PCN 74/R/A/W/T:C(from south to north 340-3350m). PCN 74/F/B/W/T:A9（east of TWY B）,B4（BTN B & C）,B5,B7,C1-C6; B1 & A11(within 97.5m east of RWY02L/20R). PCN 72/R/A/W/T:C7,C8,C9,C10. PCN 65/R/B/W/T:A(BTN A2 & A8),B,B1（west of RWY02L/20R）,B2. PCN 64/R/A/W/T:E7(west of RWY02R/20L). PCN 63/R/A/W/T:A(BTN A1 & A2),A1,A3,A4,A5,A7,A8,A10; A6&A11(west of RWY02L/20R). PCN 63/R/B/W/T: J1-J6. PCN 57/R/B/W/T:T1-T4（south of TWY Z1）. PCN 50/R/B/W/T:B3, B6, B8; Z6, Z9, H3（east of TWY J）. PCN 42/R/A/W/T:A2. PCN 74/R/B/W/T: others.
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	

ZUCK 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 / 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 or ground information signs at all intersections with TWY & RWY and at all holding positions; Guide lines at all TWYs and aprons; Aircraft stand identification sign boards at all stands(except stands Nr.401-420,511-514); Nose-in guidance at aircraft stands; Stands Nr.201-212,301-353,354,354R,355,355R,356,356R,357,357R,358-362 for Visual Docking Guidance System refer AD1.1	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	RWY designation, THR, TDZ, center line, edge line, aiming point
		RWY lights	THR, center line, edge line, RWY end, wing bar,TDZ(02L and 21)
		TWY markings	RWY holding position, intermediate holding position, center line & enhanced center line, edge line, shoulder, mandatory instruction signs, unserviceability markers,close signs
		TWY lights	Edge line, center line, intermediate holding position, guard lights, rapid exit TWY indicator, unserviceability lights,no-entry bars
3	停止排灯 Stop bars	B1(west of 02L/20R);TWYs(west of RWY03/21)H1,H2,Z1,H5,H6,H7	
4	备注 Remarks	Nil	

ZUCK AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on the 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	002	10181	571	
2	MT	013	13306	559.6	
3	*MT	014	13826	583	RWY20L/R final approach
4	MT	016	14123	569.6	
5	BLDG	019	14486	573.9	
6	BLDG	020	6844	450.6	
7	MT	021	14471	575.5	
8	Antenna	024	1322	429.0	
9	Antenna	036	1634	425.3	
10	MT	045	12166	495	
11	Antenna	050	4146	412.7	
12	MT	050	8624	463.4	
13	MT	060	6446	468.6	

Obstacles within a circle with a radius of 15km centered on the 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
14	Antenna	062	2372	433.4	RWY03 ILS/DME final approach
15	MT	072	10030	843.1	Circling for CAT C/D
16	TWR	074	1387	506.7	RWY02L/02R/03/20L/20R GP INOP; RWY02L/21 ILS/DME final approach; RWY20L VOR/ DME miss approach
17	MT	078	8999	773.4	
18	MT	082	8373	733.4	
19	MT	094	7153	664.1	
20	Antenna	099	2153	419.7	
21	Light	125	753	439.6	RWY20L ILS/DME final approach
22	MT	125	7315	690	
23	BLDG	127	1327	456.8	
24	BLDG	128	8537	697	
25	MT	159	12136	587.8	
26	Antenna	173	1145	426.6	
27	BLDG	190	6229	478	RWY20L Take-off path
28	MT	190	6243	475.2	RWY02L/R ILS/DME and GP INOP final approach
29	Antenna	193	1302	428.0	
30	TWR	222	1681	460.5	
31	TWR	225	4480	547.5	RWY20L/20R missed approach; RWY02L/20R VOR/DME final approach; CAT A Circling
32	MT	227	4372	514	
33	TWR	240	3254	503.4	
34	BLDG	253	1945	485.6	
35	BLDG	257	2495	478.3	
36	BLDG	268	783	446.6	
37	BLDG	279	1448	487	
38	BLDG	288	1506	477.8	
39	Control TWR	325	739	478.0	RWY02L ILS/DME final approach
40	MT	325	9183	515.0	
41	BLDG	333	1079	463.4	
42	MT	334	3040	499.0	
43	BLDG	335	947	456.0	

Obstacles within a circle with a radius of 15km centered on the 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
44	MT	336	11122	671.0	
45	BLDG	344	1186	446.1	
46	Lightning rod	344	2629	471.2	
47	MT	346	13101	745.0	
48	MT	355	14974	901.0	
Remarks:					

Obstacles between two circles with the radius of 15km and 50km centered on the 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	002	37390	1057	MVA SECTOR
2	MT	002	39395	1316	
3	MT	007	19048	1042	RWY02L/02R departure and missed approach, MVA SECTOR
4	MT	010	22084	993	RWY20L/R initial approach
5	MT	010	45236	1596	
6	Antenna	016	52775	920	MVA SECTOR
7	MT	016	66578	1705	MVA SECTOR
8	MT	019	18894	595	
9	MT	020	16433	592	
10	TWR	020	18983	610	
11	TWR	021	17742	564	
12	MT	022	15744	560	
13	MT	022	18725	583	
14	MT	024	16336	549	
15	MT	025	17745	564	
16	BLDG	027	19182	581	
17	TWR	028	17761	559	
18	MT	033	16642	549	
19	MT	037	36555	841	
20	MT	043	102386	1183	MVA SECTOR
21	MT	055	16806	765	
22	MT	055	42403	985	
23	MT	059	36357	1036	MVA SECTOR
24	MT	066	97872	1035	MVA SECTOR
25	MT	099	34556	992	
26	MT	108	98278	2034	MVA SECTOR
27	MT	115	69694	1348	MVA SECTOR

Obstacles between two circles with the radius of 15km and 50km centered on the 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
28	MT	134	58552	1181	MVA SECTOR
29	MT	137	47797	1004	
30	MT	147	22230	676	
31	MT	147	93071	2252	MVA SECTOR
32	MT	172	47992	829	
33	MT	173	81276	1354	MVA SECTOR
34	MT	180	37261	750	MVA SECTOR
35	MT	189	17853	702	RWY03 intermediate approach
36	MT	189	18728	682	
37	MT	192	59980	868	MVA SECTOR
38	MT	221	38884	699	
39	MT	249	41424	716	MVA SECTOR
40	MT	249	70395	1025	MVA SECTOR
41	MT	269	46556	803	
42	MT	270	20990	702	
43	MT	296	28382	970	
44	MT	299	37748	790	
45	MT	349	29283	866	
Remark: Other obstacles refer to AD OBST chart.					

ZUCK 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	相关气象室的名称 Associated MET Office	MET center of Chongqing ATMB, CAAC
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	H24 --
3	负责编发 TAF 的办公室；有效期 Office responsible for TAF preparation,Periods of validity	Forecast Office of MET center 9 HR, 24 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, AWOS real-time data
8	提供信息的辅助设备 Supplementary equipment available for providing information	Fax and weather integrated display system,SIPDS system
9	接收气象信息的空中交通服务单位 ATS units provided with information	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)	SFC wind sensors: RWY02L: 120m E of RCL, 350m inward THR; RWY20R: 120m E of RCL, 330m inward THR; RWY02R: 120m E of RCL, 530m inward THR; RWY20L: 120m E of RCL, 530m inward THR; RWY03: 120m E of RCL, 340m inward THR; RWY21: 120m E of RCL, 320m inward THR; RWY02L/20R center: 110m E of RCL, 1580m inward THR02L; RWY02R/20L center: 110m E of RCL, 1800m inward THR02R; RWY03/21 center: 110m E of RCL, 1900m inward THR03; RVR EQPT: A: 105m E of RWY02L/20R, 380m inward THR02L; B: 115m E of RWY02L/20R, 380m inward THR02L; C: 105m E of RWY02L/20R, 1610m inward THR02L; D: 105m E of RWY02L/20R, 320m inward THR20R; E: 100m E of RWY02R/20L, 530m inward THR02R F: 110m E of RWY02R/20L, 540m inward THR02R; G: 100m E of RWY02R/20L, 1790m inward THR02R; H: 100m E of RWY02R/20L, 560m inward THR20L; J: 100m E of RWY03/21, 370m inward THR03; K: 110m E of RWY03/21, 370m inward THR03; L: 100m E of RWY03/21, 1930m inward THR03; M: 100m E of RWY03/21, 320m inward THR21. Ceilometer: RWY02L: 110m E of RCL, 350m inward THR; RWY20R: 110m E of RCL, 330m inward THR; RWY02R: 110m E of RCL, 530m inward THR; RWY20L: 110m E of RCL, 530m inward THR; RWY03: 110m E of RCL, 340m inward THR; RWY21: 110m E of RCL, 320m inward THR.
13	气象观测系统的工作时间 Hours of operation for meteorological observation system	H24
14	气候资料 Climatological information	Climatological tables AVBL
15	其他信息 Additional information	MET tel:+86-23-67152038

ZUCK 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/SWY surface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	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
02L	017° GEO 019° MAG	3200 × 45	79/F/A/W/T (0-200m inward THR and RWY end); 77/F/B/W/T (200-500m inward THR and RWY end); 76/F/B/W/T(central part); Asphalt	Nil	THR 411.8m TDZ 413.3m

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/SWY surface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	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
20R	197° GEO 199° MAG	3200 × 45	79/F/A/W/T (0-200m inward THR and RWY end); 77/F/B/W/T (200-500m inward THR and RWY end); 76/F/B/W/T(central part); Asphalt	Nil	THR 411.2m TDZ 415.2
02R	017° GEO 019° MAG	3600 × 45	80/R/A/W/T (0-1200m inward THR and RWY end); 74/R/A/W/T(central part); Concrete	Nil	THR 410.9m TDZ 412.6m DTHR 411.3m
20L	197° GEO 199° MAG	3600 × 45	80/R/A/W/T (0-1200m inward THR and RWY end); 74/R/A/W/T(central part); Concrete	Nil	THR 409.2m TDZ 412.4m DTHR 409.7m
03	017° GEO 019° MAG	3800 × 60	84/R/B/W/T Concrete	Nil	THR 405.3m TDZ 405.6m
21	197° GEO 199° MAG	3800 × 60	84/R/B/W/T Concrete	Nil	THR 397.3m TDZ 400.5m

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	跑道端安全区长宽 RWY end safety area dimensions (m)
7	8	9	10	11	12
See AOC	Nil	Nil	3320 × 300	Yes	148 × 150m
See AOC	Nil	Nil	3320 × 300	Yes	148 × 150m
See Remarks	Nil	Nil	3720 × 300	Yes	240 × 120m
See Remarks	Nil	Nil	3720 × 300	Yes	240 × 120m

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	跑道端安全区长宽 RWY end safety area dimensions (m)
See Remarks	Nil	Nil	3920 × 300	Yes	240 × 120m
See Remarks	Nil	Nil	3920 × 300	Yes	240 × 120m

Remarks:

1.RWY shoulder with width 7.5m are set at both sides of all RWYs.

2.Whole surface of RWY 02R/20L and 03/21 are grooved.

3.Whole RWYs can be used for forced landing.

4.Distance BTN RCL of RWY 02R/20L and RCL of RWY 02L/20R is 380m; THR 02R is 60m north of THR 02L; THR 20L is 460m north of THR 20R.

5.Distance BTN RCL of RWY 03/21 and RCL of RWY 02R/20L is 1620m; THR 03 is 1600m north of THR 02R.

6.02L → 20R Slope:0.14%（50m）/ 0.09%（150m）/ 0.2%（1830m）/0.05%（50m）/-0.02%（50m）/-0.39%（870m）/-0.54%（200m）

02R → 20L Slope:0.15%（221.5m）/ 0.14%（1588.5m）/ 0%（240m）/ -0.27%（1348.5m）/-0.3%（221.5m）

03 → 21 Slope: 0.15%（165m）/0 %（235m）/-0.15%（1740m）/-0.34%（1660m）

ZUCK 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
02L	3200	3200	3200	3200	Nil
02L	3000	3000	3000	3200	FM B2
20R	3200	3200	3200	3200	Nil
20R	3000	3000	3000	3200	FM A10
02R	3600	3600	3600	3400	THR displaced 200m inwards
02R	3400	3400	3400	3400	FM E1
02R	3250	3250	3250	3400	FM E2
02R	2911	2911	2911	3400	FM B4(east of RWY02R/20L)
20L	3600	3600	3600	3400	THR displaced 200m inwards
20L	2955	2955	2955	3400	FM E7(east of RWY02R/20L)
20L	3250	3250	3250	3400	FM E8
20L	3400	3400	3400	3400	FM E9

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
03	3800	3800	3800	3800	Nil
03	3650	3650	3650	3800	FM H2
03	3450	3450	3450	3800	FM Z1
21	3800	3800	3800	3800	Nil
21	3650	3650	3650	3800	FM H6
Remarks: Aircraft using shorten RWY take-off/landing shall follow ATC instructions.					

ZUCK 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
02L	CAT II* 900m SFL VRB	Green Yes	PAPI Left/3°	900m	3200m** spacing 15m	3200m**** spacing 60m	Red	Nil
20R	CAT I* 900m VRB LIH	Green Yes	PAPI Left/3°	Nil	3200m** spacing 15m	3200m**** spacing 60m	Red	Nil
02R	CAT I* 720m VRB LIH	Green Yes	PAPI Left/3°	Nil	3600m*** spacing 30m	3600m***** spacing 60m	Red	Nil
20L	CAT I* 900m VRB LIH	Green Yes	PAPI Left/3°	Nil	3600m*** spacing 30m	3600m***** spacing 60m	Red	Nil
03	CAT I* 900m SFL VRB	Green Yes	PAPI Left/3°	Nil	3800m****** Spacing 15m	3800m******* Spacing 60m	Red	Nil

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
21	CAT III* 900m SFL VRB	Green Yes	PAPI Left/3°	900m	3800m****** Spacing 15m	3800m******* Spacing 60m	Red	Nil
Remarks: *SFL **0-2300m White VRB LIH, 2300-2900m Red/White VRB LIH, 2900m-3200m Red VRB LIH; ***0-2700m White VRB LIH, 2700-3300m Red/White VRB LIH, 3300m-3600m Red VRB LIH; ****0-2600m White VRB LIH, 2600-3200m Yellow VRB LIH; *****0-200m Red VRB LIH, 200-2800m White VRB LIH, 2800-3400m Yellow VRB LIH, 3400m-3600m Red VRB LIH; ******0-2900m White VRB LIH,2900-3500m Red/White VRB LIH,3500-3800m Red VRB LIH; *******0-3200m White VRB LIH,3200-3800m Yellow VRB LIH Actural use of RWY21 is PALS CAT II.								

ZUCK 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	Nil
3	滑行道边灯和中心线灯光 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, diesel generator/ 15 sec; continuity power supply available/ 1 sec.
5	备注 Remarks	Nil

ZUCK 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

ZUCK AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	横向界限 Lateral limits	垂直界限 Vertical limits	备注 Remarks
Chongqing tower control area	By ATC	By ATC	
Fuel Dumping Area	N29 41.9E107 22.6 – N29 28.0E108 08.5 – N29 07.9E108 01.3 – N29 24.1E107 18.3 – N29 41.9E107 22.6	Above 5000m	
Altimeter setting region and TL/TA	ANSAR-SULEP-N301432E1074627-N285243E1071700-QJG-N291745E1054306-DAZHU- ANSAR	TL 3600m TA 3000m 3300m(QNH ⩾ 1031hPa) 2700m(QNH ⩽ 979hPa)	

ZUCK 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		126.4(for arrival)	H24	D-ATIS available
ATIS		126.65(for departure)	H24	D-ATIS available
APP	Chongqing Approach	125.2 (119.55) AP01	H24	Nil
APP	Chongqing Approach	120.85 (119.55) AP02	BY ATC	Contact ZUCKAP01 or AP07 when ZUCKAP02 U/S.
APP	Chongqing Approach	119.1 (119.55) AP03	BY ATC	Contact ZUCKAP01 or AP07 when ZUCKAP03 U/S.
APP	Chongqing Approach	120.025 (124.2) AP06	2300-1600(next day)	Nil

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
APP	Chongqing Approach	127.925 (124.2) AP07	BY ATC	Nil
TWR	Chongqing Tower	TWR01: 118.2（118.65）	H24	Nil
TWR	Chongqing Tower	TWR02: 124.35 (118.65)	2330-1400(next day) or by ATC	Nil
TWR	Chongqing Tower	TWR03: 118.375(118.65)	by ATC	Nil
GND	Chongqing Ground	GND01: 121.75	2330-1400(next day) or by ATC	Nil
GND	Chongqing Ground	GND02: 121.65	by ATC	Nil
GND	Chongqing Ground	GND03: 121.85	by ATC	Nil
GND	Chongqing Delivery	121.95	2330-1400(next day) or by ATC	DCL available
APN	Jiangbei Apron	APN01：121.6	H24	Nil
APN	Jiangbei Apron	APN02：121.7	by ATC	Nil

ZUCK 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
Fuling VOR/DME	FLG	114.0MHz CH 87X	N29° 42.0′ E107° 22.7′		For DME: R199° -R240° clockwise U/S, beyond 33NM of R256° U/S, beyond 17NM of 247° U/S.
Jiangbei VOR/DME	CKG	116.1MHz CH 108X	N29° 44.8′ E106° 39.2′ 025° MAG/ 3191m FM 02L/ 20R center	418m	
Changshengqiao VOR/DME	SHC	111.0MHz CH 47X	N29° 25.9′ E106° 43.7′ 167° MAG/ 33111m FM 02L/ 20R center	500m	
Tongjingchang NDB	OS	241kHz	N29° 51.1′ E106° 50.8′		Range:100km*
Huixing NDB	W	210kHz	29° 41.8′ 106° 38.0′ 199° MAG/ 965m FM THR RWY 02L		
Heliushui NDB	DS	250kHz	N30° 12.0′ E106° 50.9′		Within 5NM and beyond 7.5NM on BRG 002° , BRG 014° , within 4NM on BRG 139° U/S.

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
MM 02L		75MHz	199° MAG/ 965m FM THR 02L		
IM 02L		75MHz	199° MAG/ 310m FM THR 02L		
LOC 02L ILS CAT II	IWX	109.7MHz	019° MAG/ 210m FM end RWY 02L		Range: 46km
GP 02L		333.2MHz	120m east of RCL RWY02L,303m inwards THR 02L		Angle 3° RDH 15m
DME 02L	IWX	CH 34X (109.7MHz)		419m	Co-located with GP 02L
OM 20R		75MHz	019° MAG/ 6981m FM THR 20R		
MM 20R		75MHz	019° MAG/ 883m FM THR 20R		
LOC 20R ILS CAT I	IOS	108.1MHz	199° MAG/ 210m FM end RWY 20R		Range: 46.3km Beyond 21NM of front course U/S, beyond 033° rightside of front course U/S
GP 20R		334.7MHz	120m east of RCL RWY20R ,284m inwards THR 20R		Angle 3° RDH 15m
DME 20R	IOS	CH 18X (108.1MHz)		417m	Co-located with GP 20R
LOC 02R ILS CAT I	IJC	108.9MHz	019° MAG/ 260m FM end RWY 02R		Range: 46.3km
GP 02R		329.3MHz	120m east of RCL RWY02R ,311m inwards DTHR 02R		Angle 3° RDH 15m
DME 02R	IJC	CH 26X (108.9MHz)		416m	Co-located with GP 02R
LOC 20L ILS CAT I	IMW	110.1MHz	199° MAG/ 260m FM end RWY 20L		Range: 46.3km

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
GP 20L		334.4MHz	120m east of RCL RWY20L,304m inwards DTHR 20L		Angle 3° RDH 15m
DME 20L	IMW	CH 38X (110.1MHz)		415m	Co-located with GP 20L
LOC 03 ILS CAT I	IQT	108.5MHz	019° MAG/ 285m FM end RWY 03		Range: 46.3km Beyond 031° rightside of front course U/S
GP 03		329.9MHz	120m east of RCL RWY03,314m inwards THR 03		Angle 3° RDH 15m
DME 03	IQT	CH 22X (108.5MHz)		411m	Co-located with GP 03
IM 21		75MHz	019° MAG/ 300m FM THR RWY 21		
LOC 21 ILS CAT II	ICO	110.5MHz	199° MAG/ 285m FM end RWY 21		Range: 38.9km Beyond 018° rightside and 033° leftside of front course U/S
GP 21		329.6MHz	120m east of RCL RWY21,298m inwards THR 21		Angle 3° RDH 16.4m
DME 21	ICO	CH 42X (110.5MHz)		404m	Co-located with GP 21
Remarks: * : Beyond 10NM on bearing 016° for arrival U/S; Within 4NM on bearing 135° ,171° and 172° for initial approach U/S; 2.5NM-5NM and beyond 6.5NM on bearing 176° for initial approach U/S; On bearing 182° and 272 ° for arrival U/S; Beyond 5NM on bearing 359° for departure U/S.					

ZUCK AD 2.20 本场飞行规定

1. 机场使用规定

1.1 禁止未安装二次雷达应答机的航空器起降。特殊情况下，经批准，可允许无雷达应答机的航空器起降。

1.2 航空器地面运行阶段应将应答机设置为地面模式: 空客系航空器地面运行阶段设置为XPNDR模式，波音系航空器地面运行阶段设置为STANDBY模式，其他机型航空器应参照执行。

ZUCK AD 2.20 Local traffic regulations

1. Airport operations regulations

1.1 Takeoff/landing of aircraft without SSR tansponder is forbidden unless obtaining approval on exceptional circumstances.

1.2 Aircraft shall set responder on ground mode in the stage of ground operation: Airbus aircrafts shall set responder on XPNDR mode while Boeing aircrafts on STANDBY mode.

1.3 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。

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

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 禁止航空器在滑行道上做180° 转弯；
航空器接到在跑道上进行 180° 转弯的指令后，如不能实施应尽早告知管制员；

2.1 Aircraft are forbidden to turnaround 180° on TWY. Aircraft should inform ATC as early as possible, if they can not turnaround 180° on RWY;

2.2 穿越跑道规则: 穿越02L/20R跑道的滑行道为B4, B5, B7, A9 ； 穿越 02R/20L 跑道的滑行道为E3, Z1, E6;
航空器应按照地面管制员指挥，滑行至跑道等待点外等待，然后向 “塔台管制”提出穿越申请，收到塔台管制员穿越指令后，需尽快实施穿越，如有疑问，请在穿越前证实;
机组应注意完整复诵管制员有关穿越跑道和跑道外等待的指令。
穿越结束后，机组需向塔台报告“已脱离跑道”；

2.2 Rules for crossing RWY: TWYs B4, B5, B7, A9 only used for crossing RWY02L/20R; TWYs E3, Z1, E6 only used for crossing RWY02R/20L;

Following the instruction of GND Control, aircraft shall taxi to the holding position and hold short of RWY, then request TWR Control for crossing clearance; conduct crossing upon approval; verify any questions prior to crossing;

Pilot shall repeat all the ATC instructions for clarity, then put in practice as soon as possible;

Finally, report to TWR Control ‘RWY vacated';

2.3 滑行道进出跑道限制 / Limitation for A/C enter/vacate RWY

RWY in use	TWYs are forbidden to enter RWY	TWYs are forbidden to vacate RWY
RWY02L/20R	B4,B5,B7,A9	B4,B5,B7,A9
RWY02R/20L	E3,Z1,E6	E3,Z1,E6
RWY03/21	H3,H4,Z6,Z9,	H3,Z9

2.4 当 RWY02L/20R 用于进港时，除经管制员许可外，跑道 02L/20R 与 C 滑行道之间的 B1-B4、A11和E7之间区域不允许有航空器运行;

2.4 When RWY02L/20R is used for arrival, aircraft operation is strictly forbidden in TWYs B1-B4、A11& E7 between RWY 02L/20R and TWY C without ATC permission;

2.5 为规范跑道占用时间,提高跑道容量,做出以下规定:

2.5 Requirement as follows to increase RWY operation capacity:

2.5.1 起飞航空器从等待位置到对正跑道应不超过60s;

2.5.1 Departure aircraft shall finish RWY alignment within 60 seconds after leaving the holding positions;

2.5.2 落地航空器从接地到完全脱离跑道应不超过50s;

2.5.2 Landing aircraft shall fully vacate RWY within 50 seconds after touch down;

2.5.3 接到穿越跑道指令的航空器应在42s内完成穿越;

2.5.3 Aircraft shall fully cross RWY within 42 seconds after getting ATC clearance;

2.5.4 航空器在运行中不能满足以上要求的，应提前通知管制单位。

2.5.4 If aircraft can not execute such operation requirement, flight crew shall inform ATC in advance.

2.6 当转换使用跑道方向过程中,使用跑道顺风分量大于3.5m/s但不大于5m/s时,管制员通知航空器驾驶员地面风向、风速后，指挥航空器短时顺风起飞或顺风着陆,如果航空器不执行该操作,机组应立即告知管制员并等待进一步指令。

2.6 When changing the direction of RWY in use, if downwind speed is more than 3.5m/s and not exceeding 5m/s, ATC shall inform ACFT the ground wind direction and speed, instruct downwind take-off or downwind landing for short time. If flight crew decide not to take-off or land on downwind RWY, inform ATC immediately and wait for further instruction.

2.7 滑行道使用限制

2.7 Limits for TWYs

2.7.1 机位443、 445号为临时机位，限制使用。

2.7.1 Stands Nr.443,445 are temporary stands.

滑行道 /TWY	航空器翼展限制 / Wing span limits for aircraft
A7, A8	⩽ 36.3m when stand Nr.443 is in use
A6, A7	< 36m when stand Nr.445 is in use

使用中的滑行道 /TWYs in use	不能同时使用的位置 /Area forbidden to use simultaneously
Hold at E6(west of RWY02R/20L)	C10
Hold at E6(east of RWY 02R/20L)	D4
Hold at Z1(west of RWY 02R/20L)	C9
Hold at Z1(BTN RWY 02R/20L&D)	D3
Hold at E3(west of RWY02R/20L)	C7
Hold at E3(east of RWY02R/20L)	D1
Hold at B5(east of RWY02L/20R)	C2
Hold at A6(east of RWY02L/20R)	C5
Hold at A9(east of RWY02L/20R)	C6
C10	Hold at E6(west of RWY02R/20L)
D4	Hold at E6(east of RWY 02R/20L)
C9	Hold at Z1(west of RWY 02R/20L)
D3	Hold at Z1(BTN RWY 02R/20L&D)
C7	Hold at E3(west of RWY02R/20L)
D1	Hold at E3(east of RWY02R/20L)
C2	Hold at B5(east of RWY02L/20R)
C5	Hold at A6(east of RWY02L/20R)
C6	Hold at A9(east of RWY02L/20R)

2.8 机场冲突多发地带运行要求

为减少运行差错，降低地面冲突和跑道入侵事件的发生概率，在机场活动区内运行的航空器需严格按照下述的要求运行。

2.8 Hot spot procedure

For the purpose of reducing errors that lead to ground conflicts and RWY incursions, aircraft operating within the maneuvering area must follow the requirements below:

HS1: B1滑与跑道02L/20R交叉区域
航空器通过此区域进入02L跑道起飞或穿越02L/20R跑道前，必须得到塔台管制员的许可。

HS1: INTERSECTION OF TWY B1 AND RWY02L/20R
Aircraft shall receive ATC clearance before entering the area for taking-off or crossing RWY02L/20R.

HS2: B4滑穿越20R跑道等待区域
航空器通过此区域穿越跑道前，必须得到塔台管制员的许可。

HS2: HOLDING POSITION ON B4 BEFORE CROSSING RWY20R
Aircraft holding at B4 shall contact ATC before crossing RWY20R.

HS3: B4和C交叉区域

HS3: INTERSECTION OF TWY B4 AND C

HS4: A9滑穿越02L跑道等待区域
航空器通过此区域穿越跑道前，必须得到塔台管制员的许可。

HS4: HOLDING POSITION ON A9 BEFORE CROSSING RWY02L
Aircraft holding at A9 shall contact ATC before crossing RWY02L.

HS5: A11滑与跑道02L/20R交叉区域
航空器通过此区域进入20R跑道起飞或穿越02L/20R跑道前，必须得到塔台管制员的许可。

HS5: INTERSECTION OF TWY A11 AND RWY02L/20R
Aircraft shall receive ATC clearance before entering the area for taking-off or crossing RWY02L/20R.

HS6: E10滑与跑道02R/20L交叉区域
航空器通过此区域进入20L跑道起飞或穿越02R/20L 跑道前，必须得到塔台管制员的许可。航空器经E10进入RWY20L时，注意观察跑道标志，避免穿越RWY20L。

HS6: INTERSECTION OF TWY E10 AND RWY02R/20L
Aircraft shall receive ATC clearance before entering the area for taking-off or crossing RWY02R/20L. Pilot shall notice runway markings when aircraft entering RWY20L via TWY E10 and avoid crossing RWY20L.

HS7: D滑， 20L跑道 ILS保护区
航空器通过此区域进入跑道前，必须得到塔台管制员的许可。

HS7: TWY D & Runway20L ILS PROTECTED AREA
Aircraft shall contact ATC before entering RWY20L.

HS8: D滑， 20L跑道 ILS保护区
航空器通过此区域进入跑道前，必须得到塔台管制员的许可。

HS8: TWY D & Runway20L ILS PROTECTED AREA
Aircraft shall contact ATC before entering RWY20L.

HS9: B1与RWY02R/20L交叉区域
航空器穿越此区域进入跑道前，必须得到塔台管制员的许可。航空器经B1进入RWY02R时，注意观察跑道标志，避免穿越RWY02R。

HS9: INTERSECTION OF TWY B1 AND RWY02R/20L
Aircraft shall receive ATC clearance before entering the area for taking-off or crossing RWY02R/20L. Pilot shall notice runway markings when aircraft entering RWY02R via TWY B1 and avoid crossing RWY02R.

HS10: D滑, RWY02R ILS保护区
航空器穿越此区域进入跑道前，必须得到塔台管制员的许可。

HS10: TWY D & RWY 02R ILS PROTECTED AREA
Aircraft shall receive ATC clearance before entering the area for taking-off or crossing RWY02R/20L.

HS11: B4与RWY02R/20L交叉区域
航空器穿越此区域进入跑道前，必须得到塔台管制员的许可。

HS11: INTERSECTION OF TWY B4 AND RWY02R/20L
Aircraft shall receive ATC clearance before entering the area for taking-off or crossing RWY02R/20L.

HS12: E7与RWY02R/20L交叉区域
航空器穿越此区域进入跑道前，必须得到塔台管制员的许可。

HS12: INTERSECTION OF TWY E7 AND RWY02R/20L
Aircraft shall receive ATC clearance before entering the area for taking-off or crossing RWY02R/20L.

HS13: B4与E3之间的E滑区域
航空器滑行经过该区域时，注意 301-304 机位推出的航空器。

HS13: TWY E BTN B4&E3
Aircraft shall notice aircraft pushed back from stands 301-304.

HS14：E3和E4滑之间的区域
离场航空器滑出时，注意与脱离跑道航空器的对头滑行冲突。

HS14: TWY BTN E3&E4
Departure aircraft shall avoid a conflict with aircraft vacating RWY.

HS15: Z1、Z2、Z3与D、E、F滑行道的交汇区域
航空器滑行经过该区域时，注意交叉滑行冲突。

HS15: INTERSECTION OF TWY Z1、Z2、Z3 and D、E、F
Aircraft shall avoid a conflict with others.

HS16: Z1、Z2、Z3与T1、T2、T3、T4滑行道的交汇区域
航空器滑行经过该区域时，注意交叉滑行冲突。

HS16: INTERSECTION OF TWY Z1、 Z2、 Z3 and T1、 T2、 T3、 T4
Aircraft shall avoid a conflict with others.

HS17: Z1、Z2、Z3与G、H、J滑行道的交汇区域
航空器滑行经过该区域时，注意交叉滑行冲突。

HS17: INTERSECTION OF TWY Z1、Z2、Z3 and G、H、J
Aircraft shall avoid a conflict with others.

HS18：Z1与D3滑行道的交汇区域
进场航空器经D3滑行道脱离RWY02R时注意不要误滑进入Z1滑行道。

HS18: INTERSECTION OF TWY Z1&D3
Arrival aircraft shall be careful not to enter TWY Z1 when vacating RWY02R via TWY D3.

HS19：T1与F滑行道之间的Z1区域
航空器滑行经过此区域时，注意观察南侧机坪停靠航空器的推出情况，注意目视保持间隔，如判断机坪航空器推出影响滑行时，停止滑行并报告管制员。

HS19: Z1 BTN TWY T1&F
Pilot shall notice aircraft pushed back from aprons in the south and keep separation in visual. Stop taxiing and report to ATC if potential conflict exists.

HS20：T4与G滑行道之间的Z1区域
航空器滑行经过此区域时，注意观察南侧机坪停靠航空器的推出情况，注意目视保持间隔，如判断机坪航空器推出影响滑行时，停止滑行并报告管制员。

HS20: Z1 BTN TWY T4&G
Pilot shall notice aircraft pushed back from aprons in the south and keep separation in visual. Stop taxiing and report to controller if potential conflict exists.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 除 103-104,107,206-209,216-218,225-227,455-456,301-305， 321-324， 343-346， 505-514 机位外，进入停机坪的航空器必须由地面引导车引导；如有需要，机组可通过对应管制频率申请引导车或拖车服务。

3.1 Aircraft taxiing on apron shall be guided by follow-me vehicles except parking on stands Nr.103-104,107,206-209,216-218,225-227,455-456,301-305,321-324，343-346，505-514. Follow-me vehicle service and towing service are available via requesting corresponding ATC.

3.2 航空器试车

3.2 Engine run-up

3.2.1 发动机试车，在440、441、512、513号机位或其他指定地点须经现场运行指挥中心许可，严禁在非指定位置试车。

3.2.1 Engine run-up is subject to AOC clearance and shall be conducted at stands Nr.440, 441, 512, 513 or designated locations. Engine run-up on other parking stands is strictly forbidden.

3.3 江北机坪管制范围（APN）：

3.3 Area of Jiangbei APN control:

3.3.1 A滑（含）以西的机坪和滑行道；

3.3.1 The aprons and TWYs in the west of TWY A (inclusive);

3.3.2 Z9滑（不含）以北的机坪和滑行道；

3.3.2 The aprons and TWYs in the north of TWY Z9 (exclusive);

3.3.3 E滑（不含）以东、G滑（含）以西、Z4滑（不含）延长线以南的机坪和滑行道，Z3滑（不含）以北的G滑除外，H1滑（不含）以南的H滑以及G滑以东的机坪和滑行道。

3.3.3 The aprons and TWYs in the east of TWY E (exclusive), west of TWY G (inclusive), south of extended line of TWY Z4 (exclusive) , east of TWY G, TWY H in the south of TWY H1 (exclusive), except the TWY G in the north of TWY Z3 (exclusive).

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

停机位 /Stands	航空器翼展限制 / Wing span limits for aircraft	机身长度限制 / Fuselage limits	备注 / Remarks
Nr.504	⩽ 24m	⩽ 30m	
Nr.334	⩽ 34.4m	⩽ 45m	B737-800/900 not available
Nr.101,201-205,207-208,212,215,217,222,225-226,230,451-454,456	<36m		
Nr.322, 323, 344, 345,503	⩽ 36m	⩽ 42.5m	
Nr.301-307,317-320,325,326,328, 329,331-333,335-337,340-342,347-350,354L,354R,355L,355R,356L,356R,357L,357R,361,362,501,502,505-511,702,704,706	⩽ 36m	⩽ 45m	
Nr.216,412	<38.1m		
Nr.514	⩽ 39m	⩽ 55m	
Nr.327	⩽ 45m	⩽ 55m	
Nr.102,206,209,211,218,220-221,223,227,229,413,415	<47.6m		
Nr.314-316, 330, 338, 339, 351, 352	⩽ 48m	⩽ 55m	
Nr.213-214	<52m		
Nr.701,703,705	⩽ 52m	⩽ 62m	
Nr.103,210,224,455	<65m		
Nr.321,324,343,346	⩽ 65m	⩽ 70.7m	
Nr.219,228	⩽ 68.4m		
Nr.309,311,313,354,355,357,360,708-710,712-714	⩽ 68.5m	⩽ 76.4m	
Nr.707,711	⩽ 59.4m	⩽ 76.4m	
Nr.710,714	<36m	⩽ 39.5m	by ATC
Nr.308,310,312,353,358,359,512,513	⩽ 65m	⩽ 76m	
Nr.356	⩽ 80m	⩽ 76.4m	
Nr.401-411,416-420	⩽ 36m		
Nr.106	⩽ 36m	⩽ 39.5m	
Nr.105	⩽ 36m	⩽ 44.51m	
Nr.421-435,438,439	⩽ 36m	⩽ 45m	

Nr.107	⩽ 36m	⩽ 47m	
Nr.436,437,441	⩽ 52m	⩽ 62m	
Nr.104,440,442	⩽ 65m	⩽ 76m	

3.5 航空器不能同时使用的机位 /Stands are forbidden to use simultaneously

使用机位 / Stands in use	不能同时使用机位 / Stands forbidden to use simultaneously	使用机位 / Stands in use	不能同时使用机位 / Stands forbidden to use simultaneously
354	354L and 354R	354L or 354R	354
355	355L and 355R	355L or 355R	355
356	356L and 356R	356L or 356R	356
357	357L and 357R	357L or 357R	357

4. 进、离场管制规定

4.1 离场航空器

4.1.1 优先使用数字放行(DCL)，并按照数字放行规程要求证实使用跑道代号和起始爬升高度、离场程序;

4.1.2 申请语音放行许可（121.95 波道）前必须收听通播，申请放行许可时须证实通播代号，听清管制放行许可后，进行逐一重复;

4.1.3 离场航空器在预计关舱门前 10min 联系塔台放行管制，并申请管制放行许可。

4.1.4 机组须在 5min 内执行推出开车指令，如果超时该管制指令自动取消，机组须重新向江北机坪申请推出开车。

4.1.5 按管制指令给出的滑行路线滑行，进入跑道前的等待点必须报告。

4.1.6 离港航空器取得放行许可后，须按照放行指令转频到江北机坪管制席，按照江北机坪管制指令推出、开车和滑行，其中 301-305 号机位航空器推出须获得空管塔台许可。

4.1.7 停靠在江北机坪管制范围以外的离港航空器取得放行许可后，须继续在放行频率守听。机组准备完毕申请推出开车时，应按照放行席指令转频到地面管制席，地面管制席负责该航空器的推出、开车和滑行。

4. Air traffic control regulations

4.1 Departure aircraft

4.1.1 Departure clearance (DCL) via data link is preferred, and pilot shall repeat runway designator in use and initial climb information and departure procedure to controller after successful DCL service.

4.1.2 Listen to ATIS before applying for verbal delivery clearance on 121.95MHz. Report the ATIS code to controller when request for delivery clearance and repeat the information after obtaining delivery clearance.

4.1.3 Departure aircraft shall contact Delivery Control for delivery clearance 10 minutes prior to the cabin door closed.

4.1.4 Flight crew shall conduct Push-back and Start-up clearance within 5 minutes, otherwise, request Jiangbei APN Control for the clearance once more.

4.1.5 Taxiing following the ATC instructions, pilot shall report position on RWY holding position.

4.1.6 When departure aircraft obtains delivery clearance, pilot shall change FREQ from Delivery's FREQ to Jiangbei APN's FREQ. Jiangbei APN Control is responsible for push-back, start-up and taxi of the aircraft. Aircrafts pushed back from stands Nr.301-305 shall get permission from TWR Control.

4.1.7 Aircraft out of the area of Jiangbei APN Control shall keep listening on the delivery FREQ after obtaining delivery clearance. When ready for push-back and start-up, flight crew shall change FREQ from Delivery's FREQ to the GND's FREQ. GND Control is responsible for push-back, start-up and taxi of the aircraft.

4.2 进场航空器

除非管制员提前通知，落地航空器应选择就近快速脱离滑行道快速脱离跑道，脱离跑道后必须立即向塔台管制员报告脱离所使用的滑行道及位置，如果航空器不能使用快速脱离道脱离跑道时，机组应提前通知管制员。

4.2 Arrival aircraft

Except informed by controller the rapid exit TWY to be used, landing aircraft shall vacate runway using the nearest rapid exit TWY and report the used TWY and position to the TWR Controller immediately after vacating RWY ； If the aircraft can not use the rapid exit TWY, pilot shall inform the controller as earlier as possible.

5. 机场的 II/III 类运行

5.1 02L、 21 号跑道供航空器 II 类精密进近和着陆，02L、20R、03、21号跑道供航空器低能见度起飞。

5.2 限定的气象条件，根据该气象条件启动、使用和终止低能见度程序:

着陆：300 米≤ RVR < 550 米 （接地区和中间点 RVR)、 30 米≤云高或垂直能见度;

起飞：A、 B、 C类航空器：200 米≤ RVR < 400 米， D类航空器250 米≤ RVR < 400 米 （接地区 RVR ）。

5.3 滑行的相关规定

5. CAT II/III operations at AD

5.1 RWY02L and RWY21 are equipped with ILS CAT II, RWY 02L/20R/03/21 are available for Low Visibility Operation procedure.

5.2 Low Visibility Operation procedure will be implemented with following conditions:

Landing: 300m ≤ RVR(touth down zone&middle) < 550m, 30m ≤ height of cloud base or vertical visibility;

Taking-off: Aircraft CAT A/B/C:200m ≤ RVR < 400m, CAT D:250m ≤ RVR(touth down zone) < 400m.

5.3Taxiing limits for Low Visibility Operation:

Arrival	RWY in use	TWYs vacating RWY	Follow-me vehicle
	RWY02L	A5、A6、B8、A10、A11	B&A6
Departure	RWY in use	Parking stands	Taxiing routes
	RWY02L	South of stand Nr.226(not include)	Follow-me vehicle-A-A1(report)
		North of stand Nr.226	Follow-me vehicle-A-A4(report)
	RWY20R	South of stand Nr.226(not include)	Follow-me vehicle-A-A4(report)
		North of stand Nr.226	Follow-me vehicle-A-A11(report)
	Remarks:Follow-me vehicle is not necessary for aircraft parking at stand Nr.226		

6. 除冰规则

无

6. Rules for deicing

Nil

7. 平行跑道同时仪表运行

7.1 跑道运行模式

7. Simultaneous operations on parallel runways

7.1 The operation mode of RWY

7.1.1 本场采用相关平行进近、独立平行离场、隔离平行运行、RWY02L/20R与RWY 02R/20L按近距跑道进行控制的运行模式。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。

7.1.1 Dependent parallel approaches, independent parallel departures, segregated parallel approaches/departures are applied within the aerodrome. RWY 02L/20R and RWY 02R/20L are operated as closely spaced RWYs. Flight crew shall listen to ATIS in advance and use RWY allocated by ATC.

7.1.2 本场以及本场附近上空恶劣天气对平行跑道运行造成影响时，管制员会将跑道混合运行模式降级为半混合运行、隔离运行或单跑道运行。

7.1.2 Under certain adverse weather conditions, the parallel RWY operations may be impacted, ATC shall downgrade RWY hybrid operation to RWY semi-hybrid operation, segregated operation or single RWY operation.

7.1.3 机组在复诵管制指令时，应复诵跑道号码。

7.1.3 Pilot shall repeat ATC clearance with RWY designation.

8. 警告

机场以北20千米为山区。

8. Warning

20km north of aerodrome are mountainous area;

9. 直升机飞行限制，直升机停靠区

无

9. Helicopter operation restrictions and helicopter parking/docking area

Nil

ZUCK AD 2.21 噪音限制规定及减噪程序

无

ZUCK AD 2.21 Noise restrictions and Noise abatement procedures

Nil

ZUCK AD 2.22 飞行程序

1. 总则

除经重庆进近或塔台特殊许可外，在重庆进近管制区和塔台管制区内的飞行，必须按照仪表飞行规则进行。

ZUCK AD 2.22 Flight procedures

1. General

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

2. 起落航线

起落航线高度800-1200。02L/20R和02R/20L跑道起落航线在跑道西侧进行， 03/21 跑道起落航线在跑道东侧进行，所有起落航线飞行需经过有关部门许可。

2. Traffic circuits

Traffic circuitsat the altitudes of 800m-1200m. For RWY 02L/20R,RWY02R/20L,traffic circuits shall be made to the west of RWY.For RWY 03/21,traffic circuits shall be made to the east of ,Ttaffic circuits are subject to ATC clearance.

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 所有进出港航空器按空中交通管制员指令的程序进场或离场。

3.3 进场航空器飞行速度限制如下:

3.3.1 飞行高度6000m至3000m（不含）航空器最大飞行表速不得超过520km/h。

3.3.2 过TOROD, ISLIR，LAGAP，QJG之前，IAS统一调至470km/h(250 kt)，除公布的飞行程序中有特殊要求或管制指令要求。

3.3.3 过五边 IF 之前， IAS 不低于 330 km/h (180 kt)。

3.3.4 五边 IF 至 FAF， IAS 调至并保持 300 km/h (160 kt) 。

3.3.5 如因机型性能或其他原因不能执行上述速度限制的，应在初次联系进近时通知管制员。

3.3.6 实施目视间隔和目视进近的航空器不适用该限制。

3. IFR flight procedures

3.1 Strict 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 Every arrival/departure aircarft shall follow the procedures allocated by ATC for arrival/departure.

3.3 Flight speed limits for arrival aircrafts,

3.3.1 If 3000m < the flight altitude ⩽ 6000m, MAX IAS for aircraft shall not exceed 520km/h.

3.3.2 IAS shall be adjusted to 470km/h(250kt) before approach to 'TOROD'/ 'ISLIR'/ 'LAGAP'/'QJG' except special requirement on published flight procedures or ATC clearance.

3.3.3 IAS shall be adjusted to 330km/h(180kt) or above before approach to IF.

3.3.4 IAS shall be adjusted to 300km/h(160kt) and kept between IF and FAF.

3.3.5 Inform ATC on initial contact with Approach Control if aircraft cannot fulfill the IAS limitations above.

3.3.6 Aircrafts implement visual separation and visual approach are not suitable for the IAS limitations above.

4. 雷达程序和 / 或 ADS-B 程序

4.1 重庆进近管制区域内实施雷达管制。在进近管制区域内，最小水平间隔为 6km，最小垂直间隔为300m。

4.2 雷达引导与排序

4.2.1 航空器在6000m(不含)以下，进入进近管制区域边界后，管制员对已识别的航空器提供雷达引导和排序，直至相应的最后进近航迹或目视跑道。根据航空器性能或管制规定，发布雷达引导、上升或下降高度及速度调整指令，使航空器之间保持规定的雷达间隔或尾流间隔。

4.2.2 繁忙时段，雷达引导航迹将不同于公布的进、离场程序。航空器在得到雷达引导后，严格按管制员指令飞行;

4.2.3 离场航空器在起飞前收到 ATC 放行或塔台管制员给出起飞限制，起飞后将由管制员雷达引导加入标准或非标准离场航线。

4. Radar procedures and/or ADS-B procedures

4.1 Radar control within Chongqing APP has been implemented.The minimum horizontal radar separation is 6km, and the minimum vertical radar separation is 300m.

4.2 Radar vectoring and sequencing

4.2.1 When entering Chongqing APP below 6000m(exclusive), identified aircraft will be vectored and sequenced to the appropriate final approach track or to the time when RWY is in sight. Instructions about radar vectors, ascending/descending altitudes or speed adjustment will be issued so that stipulated radar intervals and wake turbulence intervals are maintained, taking into account aircraft characteristics or control regulations;

4.2.2 During rush hour, radar vectoring track will be different with the track of STAR/SID published. Aircraft shall strictly follow the ATC instructions when obtaining radar vectoring service;

4.2.3 Take-off limitation will be issued by delivery controller or TWR controller before take-off, and aircraft will be vectored to the standard or non-standard departure routes.

4.3 雷达管制规定

4.3.1 有SSR应答机的航空器
a. 按照管制员要求开放A模式;
b. 开放应答机时应同时开放编码和高度，除非管制员另有要求。

4.3.2 无 SSR 应答机的航空器，进入进近管制区时，应主动向管制员报告。

4.3.3 如机组已知应答机故障（包括无显示或显示错误），航空器在进入进近管制区域时应主动向管制员报告。

4.3 Radar control rules

4.3.1 For aircraft with SSR transponder

a. Set to model A as required;

b. Code and altitude should both set to open, except requird by ATC.

4.3.2 Aircraft without SSR transponder shall report to ATC controller before entering Chongqing APP.

4.3.3 For aircraft with transponder mulfunction (including non-display or display error), pilot shall report to ATC controller before entering Chongqing APP.

4.4 最低监视引导高度扇区 /Surveillance Minimum Altitude Sectors

Sector 1	ALT limit: 1650m or above
N300625E1062947-N300231E1064430-N295654E1063806-N300010E1062547-N300625E1062947	
Sector 2	ALT limit: 1400m or above
A circle with a radius of 6km centered on N295325E1063931	
Sector 3	ALT limit: 1800m or above
N300420E1064545-N301152E1064626-N301002E1065317-N300447E1064853-N300420E1064545	
Sector 4	ALT limit: 2050m or above
N300625E1062947-N304226E1065255-N304204E1065803-N303532E1071450-N301002E1065317-N301152E1064626-N300420E1064545-N300231E1064430-N300625E1062947	
Sector 5	ALT limit: 1500m or above
N300447E1064853-N301002E1065317-N303532E1071450-N301730E1080200-N301414E1080258-N300545E1075313-N301447E1072137-N300032E1071223-N300447E1064853	
Sector 6	ALT limit: 1400m or above
A circle with a radius of 6km centered on N295350E1065726	
Sector 7	ALT limit: 1350m or above
N294232E1061511-N300010E1062547-N295654E1063806-N300231E1064430-N300420E1064545-N300447E1064853-N300032E1071223-N301447E1072137-N300545E1075313-N295439E1074503-N295415 E1073328-N294231E1072913-N293745E1071059-N292818E1070741-N293251E1065055-N293908E1064819-N294537E1062407-N294037E1062223-N294232E1061511	
Sector 8	ALT limit: 2400m or above
N291033E1070849-N294231E1072913-N295415E1073328-N295439E1074503-N300545E1075313-N301414E1080258-N295828E1080735-N295011E1081028-N285301E1081151-N291033E1070849	
Sector 9	ALT limit: 1800m or above
N291223E1070208-N292818E1070741-N293745E1071059-N294231E1072913-N291033E1070849- N291223E1070208	
Sector 10	ALT limit: 1500m or above
N290612E1063057-N291549E1063416-N292142E1064053-N292457E1064810-N293251E1065055-N292818E1070741-N291223E1070208-N290252E1065609-N290919E1064256-N290343E1063924-N290612 E1063057	
Sector 11	ALT limit: 2600m or above
N283506E1054130-N275100E1061300-N282615E1081230-N285301E1081151-N291033E1070849-N291223E1070208-N290252E1065609-N284516E1064509-N283506E1054130	
Sector 12	ALT limit: 1800m or above

N283506E1054130-N291959E1054310-N291551E1055740-N290612E1063057-N290343E1063924 -N290919E1064256-N290252E1065609-N284516E1064509-N283506E1054130	
Sector 13	ALT limit: 1100m or above
N292308E1063531-N292641E1063634-N292457E1064810-N292142E1064053-N292308E1063531	
Sector 14	ALT limit: 1200m or above
N291551E1055740-N292942E1061054-N292308E1063531-N292142E1064053-N291549E1063416-N290612E1063057-N291551E1055740	
Sector 15	ALT limit: 1500m or above
N291959E1054310-N294206E1054400-N304420E1062439-N304226E1065255-N300625E1062947-N300010E1062547-N294232E1061511-N292942E1061054-N291551E1055740-N291959E1054310	
Sector16	ALT limit: 1050m or above
N292942E1061054-N294232E1061511-N294037E1062223-N294537E1062407-N293908E1064819-N293251E1065055-N292457E1064810-N292641E1063634-N292308E1063531-N292942E1061054	

5. 无线电通信失效程序

5.1 如果航空器具备信号接收能力,机组应按照接收到的管制指令执行。

5.2 如航空器不具备信号接收能力，机组应按照下列工作程序执行:

5.2.1 已获得进近许可的航空器，继续按获得的管制指令自主领航着陆。

5.2.2 未获得进近许可的航空器，机组根据最新接收到的通播、航行通告或风向风速等信息自行决定返航、备降或继续飞向目的地机场。如选择重庆江北国际机场着陆，应根据接收到的信息自行选择落地跑道（优选在用落地跑道）。

5.3 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信联系时，航空器应联系上一管制单位，并按照管制单位的管制指令继续飞行。

5.4 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。

6. 目视飞行程序

进近和塔台管制范围可实施目视间隔。

5. Radio communication failure procedures

5.1 Aircraft shall follow the instructions when the radio receiver available.

5.2 If the radio receiver out of service, aircraft shall conduct instructions as follows:

5.2.1 Aircraft shall continue to landing implemently approach procedure when get the approach permission.

5.2.2 If aircraft without approach clearance, pilot shall decide to return, alternate, or continue to the destination airport by themselves according to the latest ATIS information, NOTAM, wind speed and wind direction. If landing in Chongqing/Jiangbei airport, runway in use is preferred.

5.3 Aerodrome communication failure

If aircraft cannot establish communication with the aerodrome contol until,aircraft shall contat the previous contol until,and follow the instruction to continue.

5.4 Radio communication resume to normal

It is available to resume activities when the aircraft that lose touch via Communication Channel has landed or get in touth agian.Inform the ATC office immediately.

6. Procedures for VFR flights

Visual separation put into operation within APP and TWR control area.

7. 目视飞行航线

无

7. VFR route

Nil

8. 目视参考点

无

8. Visual reference point

Nil

9. 其它规定

无

9. Other regulations

Nil

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

Waypoint list

Waypoint ID	COORDINATES	Waypoint ID	COORDINATES
CK401	N300123 E1064448	CK804	N293900 E1065341
CK402	N300119 E1064502	CK806	N291205 E1064422
CK403	N295446 E1064726	CK807	N293422 E1071102
CK404	N295832 E1065533	CK810	N294412 E1065539
CK405	N300530 E1070033	CK811	N295042 E1065755
CK406	N301553 E1070802	CK812	N295712 E1070011
CK407	N300413 E1071731	CK813	N300724 E1070346
CK408	N295608 E1070436	CK814	N301124 E1065616
CK409	N294257 E1070000	CK817	N294904 E1072751
CK421	N293157 E1063438	CK900	N292738 E1062637
CK422	N293149 E1063450	CK901	N292720 E1062746
CK423	N293251 E1064758	CK902	N293406 E1062851
CK424	N291922 E1065323	CK903	N293926 E1063042
CK425	N293426 E1071118	CK904	N294439 E1063230
CK426	N295335 E1071808	CK910	N294949 E1063419
CK513	N292603 E1063236	CK911	N295621 E1063634
CK523	N292600 E1063250	CK912	N300253 E1063850
CK533	N292545 E1063348	CK913	N300643 E1064010
CK613	N300118 E1064447	CK914	N301216 E1064212
CK623	N300114 E1064500	CKG	N2944.8 E10639.2
CK633	N300059 E1064558	QJG	N2903.1 E10639.9

CK701	N292411 E1063943	SHC	N2925.9 E10643.7
CK702	N293047 E1064159	ALDEL	N3008.3 E10711.5
CK703	N293558 E1064347	ISLIR	N2937.8 E10724.1
CK704	N294109 E1064534	LAGAP	N2950.5 E10737.8
CK705	N291928 E1063441	ORUBI	N2950.2 E10810.5
CK706	N291418 E1063619	RUMOP	N2958.5 E10807.6
CK710	N294623 E1064723	SAKPU	N3002.1 E10838.8
CK711	N295253 E1064939	SOSLI	N3026.9 E10703.0
CK712	N295924 E1065155	TOROD	N3017.2 E10645.3
CK801	N292202 E1064749	UNRIX	N2846.0 E10655.0
CK802	N292838 E1065006	XOLAL	N2929.6 E10652.9
CK803	N293349 E1065153		

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/ TCH	Navigation Specification
RWY02L Departure SAK-1Z								
CF	CK401		019					RNP1
TF	CK405							RNP1
TF	ALDEL				↓ 3900			RNP1
TF	LAGAP							RNP1
TF	RUMOP							RNP1
TF	SAKPU							RNP1
RWY02L Departure RIX-1Z								
CF	CK401		019					RNP1
TF	CK408							RNP1
TF	CK409				↓ 3900			RNP1
TF	XOLAL							RNP1
TF	UNRIX							RNP1
RWY02L Departure SLI-1Z								
CF	CK401		019					RNP1
TF	SOSLI							RNP1
RWY02R Departure SAK-2Z								
CF	CK402		019					RNP1
TF	CK405							RNP1
TF	ALDEL				↓ 3900			RNP1
TF	LAGAP							RNP1
TF	RUMOP							RNP1

TF	SAKPU							RNP1
RWY02R Departure RIX-2Z								
CF	CK402		019					RNP1
TF	CK408							RNP1
TF	CK409				↓ 3900			RNP1
TF	XOLAL							RNP1
TF	UNRIX							RNP1
RWY02R Departure SLI-2Z								
CF	CK402		019					RNP1
TF	SOSLI							RNP1
RWY03 Departure SAK-3Z								
CF		Y	019					RNP1
DF	CK403			R				RNP1
TF	CK404							RNP1
TF	CK407				↓ 3900			RNP1
TF	LAGAP							RNP1
TF	RUMOP							RNP1
TF	SAKPU							RNP1
RWY03 Departure RIX-3Z								
CF		Y	019					RNP1
DF	CK403			R				RNP1
TF	CK404							RNP1
TF	CK408							RNP1
TF	CK409				↓ 3900			RNP1
TF	XOLAL							RNP1
TF	UNRIX							RNP1
RWY03 Departure SLI-3Z								
CF		Y	019					RNP1
DF	CK403			R				RNP1
TF	CK404							RNP1
TF	CK406							RNP1
TF	SOSLI							RNP1
RWY21 Departure SAK-3Y								
CF		Y	199					RNP1
CA			184		900			RNP1
DF	CK423			L		MAX205		RNP1
TF	XOLAL				↓ 2400			RNP1
TF	CK425				↓ 3900			RNP1

TF	ISLIR							RNP1
TF	ORUBI							RNP1
TF	SAKPU							RNP1
RWY21 Departure RIX-3Y								
CF		Y	199					RNP1
CA			184		900			RNP1
DF	CK423			L		MAX205		RNP1
TF	XOLAL				↓ 2400			RNP1
TF	UNRIX							RNP1
RWY21 Departure SLI-3Y								
CF		Y	199					RNP1
CA			184		900			RNP1
DF	CK423			L		MAX205		RNP1
TF	XOLAL				↓ 2400			RNP1
TF	CK425				↓ 3900			RNP1
TF	CK426							RNP1
TF	ALDEL							RNP1
TF	SOSLI							RNP1
RWY20L Departure SAK-2Y								
CF	CK422		199					RNP1
TF	SHC				↓ 2400			RNP1
TF	XOLAL							RNP1
TF	CK425				↓ 3900			RNP1
TF	ISLIR							RNP1
TF	ORUBI							RNP1
TF	SAKPU							RNP1
RWY20L Departure RIX-2Y								
CF	CK422		199					RNP1
TF	SHC				↓ 2400			RNP1
TF	CK424							RNP1
TF	UNRIX							RNP1
RWY20L Departure SLI-2Y								
CF	CK422		199					RNP1
TF	SHC				↓ 2400			RNP1
TF	XOLAL							RNP1
TF	CK425				↓ 3900			RNP1
TF	CK426							RNP1
TF	ALDEL							RNP1

TF	SOSLI							RNP1
RWY20R Departure SAK-1Y								
CF	CK421		199					RNP1
TF	SHC				↓ 2400			RNP1
TF	XOLAL							RNP1
TF	CK425				↓ 3900			RNP1
TF	ISLIR							RNP1
TF	ORUBI							RNP1
TF	SAKPU							RNP1
RWY20R Departure RIX-1Y								
CF	CK421		199					RNP1
TF	SHC				↓ 2400			RNP1
TF	CK424							RNP1
TF	UNRIX							RNP1
RWY20R Departure SLI-1Y								
CF	CK421		199					RNP1
TF	SHC				↓ 2400			RNP1
TF	XOLAL							RNP1
TF	CK425				↓ 3900			RNP1
TF	CK426							RNP1
TF	ALDEL							RNP1
TF	SOSLI							RNP1
RWY02L/02R Arrival SAK-1J(RWY02L/R)								
IF	SAKPU							RNP1
TF	ORUBI							RNP1
TF	ISLIR					MAX250		RNP1
TF	CK807				↓ 3600			RNP1
TF	CK804							RNP1
TF	CK704							RNP1
TF	CK703							RNP1
TF	CK702							RNP1
TF	CK701				1500	MAX205		RNP1
RWY03 Arrival SAK-1J(RWY03)								
IF	SAKPU							RNP1
TF	ORUBI							RNP1
TF	ISLIR					MAX250		RNP1
TF	CK807				↓ 3600			RNP1
TF	CK804							RNP1

TF	CK704							RNP1
TF	CK703							RNP1
TF	CK702							RNP1
TF	CK701				1200	MAX205		RNP1
RWY02L/02R/03 Arrival SAK-2J								
IF	SAKPU							RNP1
TF	ORUBI							RNP1
TF	ISLIR					MAX250		RNP1
TF	CK807				↓ 3600			RNP1
TF	CK804							RNP1
TF	CK704							RNP1
TF	CK904							RNP1
TF	CK903							RNP1
TF	CK902							RNP1
TF	CK900				1500	MAX205		RNP1
RWY02L/02R/03 Arrival TOR-1J								
IF	TOROD					MAX250		RNP1
TF	CK914							RNP1
TF	CK912				↑ 2100			RNP1
TF	CK904							RNP1
TF	CK903							RNP1
TF	CK902							RNP1
TF	CK901				1500	MAX180		RNP1
RWY02L/02R/03 Arrival TOR-2J								
IF	TOROD					MAX250		RNP1
TF	CK914							RNP1
TF	CK912				↑ 2100			RNP1
TF	CK904							RNP1
TF	CK903							RNP1
TF	CK902							RNP1
TF	CK900				1500	MAX205		RNP1
RWY02L/02R Arrival QJG-1J(RWY02L/R)								
IF	QJG					MAX250		RNP1
TF	CK806							RNP1
TF	CK801							RNP1
TF	CK802							RNP1
TF	CK803							RNP1
TF	CK804							RNP1

TF	CK704							RNP1
TF	CK703							RNP1
TF	CK702							RNP1
TF	CK701				1500	MAX205		RNP1
RWY03 Arrival QJG-1J(RWY03)								
IF	QJG					MAX250		RNP1
TF	CK806							RNP1
TF	CK801							RNP1
TF	CK802							RNP1
TF	CK803							RNP1
TF	CK804							RNP1
TF	CK704							RNP1
TF	CK703							RNP1
TF	CK702							RNP1
TF	CK701				1200	MAX205		RNP1
RWY02L/02R/03 Arrival QJG-2J								
IF	QJG					MAX250		RNP1
TF	CK806							RNP1
TF	CK801							RNP1
TF	CK802							RNP1
TF	CK803							RNP1
TF	CK804							RNP1
TF	CK704							RNP1
TF	CK904							RNP1
TF	CK903							RNP1
TF	CK902							RNP1
TF	CK900				1500	MAX205		RNP1
RWY02L/02R Arrival QJG-3J(02L/R)								
IF	QJG					MAX250		RNP1
TF	CK706							RNP1
TF	CK705				1500	MAX205		RNP1
RWY03 Arrival QJG-3J(RWY03)								
IF	QJG					MAX250		RNP1
TF	CK706							RNP1
TF	CK705				1200	MAX205		RNP1
Holding RWY02L/02R/03(by ATC)(Outbound time:1min)								
HM	ISLIR	Y	255	R	2400	MAX250		RNP1
HM	TOROD	Y	211	R	2400	MAX250		RNP1

HM	QJG	Y	360	R	3600	MAX250		RNP1
RWY20L/20R Arrival SAK-9K(RWY20L/R)								
IF	SAKPU							RNP1
TF	RUMOP							RNP1
TF	LAGAP					MAX250		RNP1
TF	CK817				↓ 3600			RNP1
TF	CK810							RNP1
TF	CK710							RNP1
TF	CK711							RNP1
TF	CK712				1800	MAX205		RNP1
RWY21 Arrival SAK-9K(RWY21)								
IF	SAKPU							RNP1
TF	RUMOP							RNP1
TF	LAGAP					MAX250		RNP1
TF	CK817				↓ 3600			RNP1
TF	CK810							RNP1
TF	CK710							RNP1
TF	CK711							RNP1
TF	CK712				1350	MAX205		RNP1
RWY21/20L/20R Arrival SAK-8K								
IF	SAKPU							RNP1
TF	RUMOP							RNP1
TF	LAGAP					MAX250		RNP1
TF	CK817				↓ 3600			RNP1
TF	CK810							RNP1
TF	CK710							RNP1
TF	CK910							RNP1
TF	CK911							RNP1
TF	CK912				1800	MAX205		RNP1
RWY21/20L/20R Arrival TOR-9K								
IF	TOROD					MAX220		RNP1
TF	CK914				↑ 2100			RNP1
TF	CK913				↑ 1900			RNP1
TF	CK912				1800	MAX205		RNP1
RWY20L/20R Arrival TOR-8K(RWY20L/R)								
IF	TOROD					MAX220		RNP1
TF	CK814				↑ 2100			RNP1
TF	CK813							RNP1

TF	CK812							RNP1
TF	CK811							RNP1
TF	CK810							RNP1
TF	CK710							RNP1
TF	CK711							RNP1
TF	CK712				1800	MAX205		RNP1
RWY21 Arrival TOR-8K(RWY21)								
IF	TOROD					MAX220		RNP1
TF	CK814				↑ 2100			RNP1
TF	CK813							RNP1
TF	CK812							RNP1
TF	CK811							RNP1
TF	CK810							RNP1
TF	CK710							RNP1
TF	CK711							RNP1
TF	CK712				1350	MAX205		RNP1
RWY20L/20R Arrival QJG-9K(RWY20L/R)								
IF	QJG					MAX250		RNP1
TF	CK706							RNP1
TF	CK704				↑ 2700			RNP1
TF	CK710							RNP1
TF	CK711							RNP1
TF	CK712				1800	MAX205		RNP1
RWY21 Arrival QJG-9K(RWY21)								
IF	QJG					MAX250		RNP1
TF	CK706							RNP1
TF	CK704				↑ 2700			RNP1
TF	CK710							RNP1
TF	CK711							RNP1
TF	CK712				1350	MAX205		RNP1
RWY21/20L/20R Arrival QJG-8K								
IF	QJG					MAX250		RNP1
TF	CK706							RNP1
TF	CK704				↑ 2700			RNP1
TF	CK904							RNP1
TF	CK910							RNP1
TF	CK911							RNP1
TF	CK912				1800	MAX205		RNP1

RWY21/20L/20R Arrival QJG-7K								
IF	QJG					MAX250		RNP1
TF	CK706							RNP1
TF	CK902							RNP1
TF	CK904							RNP1
TF	CK910							RNP1
TF	CK911							RNP1
TF	CK912				1800	MAX205		RNP1
Holding RWY21/20R/20L(by ATC)(Outbound time:1min)								
HM	CK817	Y	262	R	2400	MAX250		RNP1
HM	TOROD	Y	211	R	2400	MAX220		RNP1
HM	QJG	Y	360	R	3600	MAX250		RNP1
RWY02L Transition CK701								
IF	CK701				1500	MAX205		RNP1
TF	CK513				1500			RNP1
RWY02L Transition CK70								
IF	CK705				1500	MAX205		RNP1
TF	CK513				1500			RNP1
RWY02L Transition CK901								
IF	CK901				1500	MAX180		RNP1
TF	CK513				1500			RNP1
RWY02L Transition CK900								
IF	CK900				1500	MAX205		RNP1
TF	CK513				1500			RNP1
RWY02R Transition CK701								
IF	CK701				1500	MAX205		RNP1
TF	CK523				1500			RNP1
RWY02R Transition CK705								
IF	CK705				1500	MAX205		RNP1
TF	CK523				1500			RNP1
RWY02R Transition CK901								
IF	CK901				1500	MAX180		RNP1
TF	CK523				1500			RNP1
RWY02R Transition CK900								
IF	CK900				1500	MAX205		RNP1
TF	CK523				1500			RNP1
RWY03 Transition CK701								
IF	CK701				1200	MAX205		RNP1

TF	CK533				1200			RNP1
RWY03 Transition CK705								
IF	CK705				1200	MAX205		RNP1
TF	CK533				1200			RNP1
RWY03 Transition CK901								
IF	CK901				1500	MAX180		RNP1
TF	CK533				1200			RNP1
RWY03 Transition CK900								
IF	CK900				1500	MAX205		RNP1
TF	CK533				1200			RNP1
RWY21 Transition CK712								
IF	CK712				1350	MAX205		RNP1
TF	CK633				1350			RNP1
RWY21 Transition CK912								
IF	CK912				1800	MAX205		RNP1
TF	CK633				1350			RNP1
RWY20L Transition CK712								
IF	CK712				1800	MAX205		RNP1
TF	CK623				1650			RNP1
RWY20L Transition CK912								
IF	CK912				1800	MAX205		RNP1
TF	CK623				1650			RNP1
RWY20R Transition CK712								
IF	CK712				1800	MAX205		RNP1
TF	CK613				1650			RNP1
RWY20R Transition CK912								
IF	CK912				1800	MAX205		RNP1
TF	CK613				1650			RNP1

Note: The path code is TF except special explanation.

ZUCK AD 2.23 其它资料

全年有鸟类活动。机场当局采取了驱赶措施。

ZUCK AD 2.23 Other information

Activities of bird flocks are found in the whole year. Aerodrome Authority resorts to dispersal methods to reduce bird activities.