

CKG-ZUCK

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 10**Fuel:** Nr. 3 Jet Fuel**PCN:** RWY 02L/20R: 79/F/A/W/T (0-200m / 656ft inward THR and RWY end)

77/F/B/W/T (200-500m / 656-1640ft)

76/F/B/W/T (central part)

RWY 02R/20L: 80/R/A/W/T (0-1200m / 0-3937ft inward THR and RWY end)

74/R/A/W/T (central part)

RWY 03/21: 84/R/B/W/T

**Customs:** HS or O/R**Operation****Low Visibility Procedure**

LVP in force:

LDG: 300m ≤ RVR (touch down zone and middle) &lt; 550m, 30m ≤ height of cloud base or vertical VIS.

TKOF: ACFT CAT A-C: 200m ≤ RVR &lt; 400m, CAT D: 250m ≤ RVR (touchdown zone) &lt; 400m.

**Standard Taxi Route during LVP**

Arrival	RWY in use	TWYs vacating RWY	Follow-me
	RWY 02L	A5, A6, B8, A10, A11	B and A6
Departure	RWY in use	Parking stands	Taxi Routes
	RWY 02L	South of stand 226 (not included)	Follow-me-A-A1(report)
		North of stand 226	Follow-me-A-A4(report)
	RWY 20R	South of stand 226 (not included)	Follow-me-A-A4(report)
		North of stand 226	Follow-me-A-A11(report)

**RWY Restriction**

Inform ATC as soon as possible if unable to perform 180°-turns on RWY.

**TWY Restriction**

TWYs B4, B5, B7, A9 used for crossing RWY 02L/20R.

TWYs E3, Z1, E6 used for crossing RWY 02R/20L.

Do not enter/exit RWY 02L/20R via TWY B4, B5, B7, A9.

Do not enter/exit RWY 02R/20L via TWY E3, Z1, E6.

Do not enter RWY 03/31 via TWY H3, H4, Z6, Z9, do not exit via H3, Z9.

180°-turns on TWYs prohibited.

**GENERAL****Taxi/Parking**

Follow-me mandatory on APN except parking on stands:  
103-104, 107, 206-209, 216-218, 225-227, 455-456.

Visual Docking Guidance System (VDGS) AVBL at stands:

201-212, 301-353, 354, 354R, 355, 355R, 356, 356R, 357, 357R, 358-362.

**Fuel Dumping Area**

The vertical limit for fuel dumping PROC is MNM FL164 (5000m).

The lateral limits are:

N 29 41.9 E107 22.6

N 29 28.0 E108 08.5

N 29 07.9 E108 01.3

N 29 24.1 E107 18.3

N 29 41.9 E107 22.6

**Engine Run-up**

Engine run-ups shall be conducted at stands 440, 441, 512, 513 or other designated location.

**Warnings****OS NDB unusable:**

- beyond 10NM on bearing 196° for ARR
- within 4NM on bearing 315° for initial APCH
- on bearing 002° for ARR
- beyond 5NM on bearing 048° for DEP
- beyond 10NM on bearing 097° for ARR
- beyond 5NM on bearing 179° for DEP
- beyond 7NM on bearing 179° for DEP
- on bearing 092° for ARR
- beyond 4NM on bearing 351° for initial APCH
- 3-5NM and 7-8NM on bearing 356° for initial APCH
- 4-7NM on bearing 352° for initial APCH

**OS NDB unusable:**

- within and beyond 7.5NM on bearing 002°, 014°.
- within 4NM on bearing 139°.

Mountainous area 20km / 10NM north of AD.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT before APCH to DS, BONBO and QJG.

MNM IAS 180KT before APCH to IF.

MAX IAS160KT between IF and FAF.

If unable to comply, advise ATC at first contact.

For visual APCH speed restrictions do not apply.

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**GENERAL****Taxi/Parking**

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**Visual Docking Guidance System (VDGS) AVBL at stands:**

201-212, 301-353, 354, 354R, 355, 355R, 356, 356R, 357, 357R, 358-362.

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The vertical limit for fuel dumping PROC is MNM FL164 (5000m).

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N 29 41.9 E107 22.6  
N 29 28.0 E108 08.5  
N 29 07.9 E108 01.3  
N 29 24.1 E107 18.3  
N 29 41.9 E107 22.6

**Engine Run-up**

Engine run-ups shall be conducted at stands 440, 441, 512, 513 or other designated location.

**Warnings****FLG DME unusable:**

- R247 beyond 17NM
- R199-R240

**OS NDB unusable:**

- beyond 5NM on bearing 359° for DEP
- beyond 10NM on bearing 016° for ARR
- on bearing 272° for ARR
- on bearing 182° for ARR
- within 4NM on bearing 135°, 171°, 172° for initial APCH
- between 2.5-5NM and beyond 6.5NM on bearing 176° for initial APCH.

**DS NDB unusable:**

- between 0-5NM on bearing 002°, 139°
- between 8-22NM on bearing 002°

Mountainous area 20km / 10NM north of AD.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT before APCH to DS, BONBO and QJG.

MNM IAS 180KT before APCH to IF.

MAX IAS160KT between IF and FAF.

If unable to comply, advise ATC at first contact.

For visual APCH speed restrictions do not apply.

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**ARRIVAL****Communication****COM Failure****Approach CLR received**

Continue APCH and land at AD.

**Approach CLR not received**

Pilot shall decide to return, alternate or continue to destination by themselves according to the latest ATIS information, NOTAM, wind speed and wind direction. If the pilot decide to land at AD the RWY in use is preferred.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 02L/20R, 02R/20L right-hand circuit, ALT 800-1200m / 2625-3937ft.

**Minimum Runway Occupancy Time (MROT):**

Ensure standard MROT procedures and in addition;

Vacate RWY within 50sec after touching down and fully cross RWY within 42sec after CLR.

If unable to comply, advise ATC at first contact.

**DEPARTURE****Take-off Minima**

RWY		02L/20R, 03/21		
A, B, C	2 Turbine or 3+4 ENG	ft-m/km	0 - 200R	REDL, RCLL, LVP
D			0 - 250R	
All ACFT			0 - 400R	REDL
Other			0 - 1.6V	-

RWY		02R/20L		
All ACFT	2 Turbine or 3+4 ENG	ft-m/km	0 - 400R	REDL
Other			0 - 1.6V	-

**Departure Procedure****Start-up/Push-back**

When towing tractor is ready, contact GND for push-back/start-up CLR, and conduct within 5min, otherwise new CLR necessary.

Report to ATC when reaching RWY HLDG position.

**Minimum Runway Occupancy Time (MROT):**

Ensure standard MROT procedures and in addition;

Finish RWY alignment within 60sec after receiving ATC instruction of entering RWY. If unable to comply, advise ATC at first contact.

**DEPARTURE****ATC Slot, Clearance****Data Link Departure Clearance (DCL)**

DEP CLR via data link is preferred. Pilot shall repeat RWY designator in use and initial climb information to controller.

Listen to ATIS FREQ and report ATIS code to controller when requesting DLV CLR.

**De-Icing**

AVBL.

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AGC

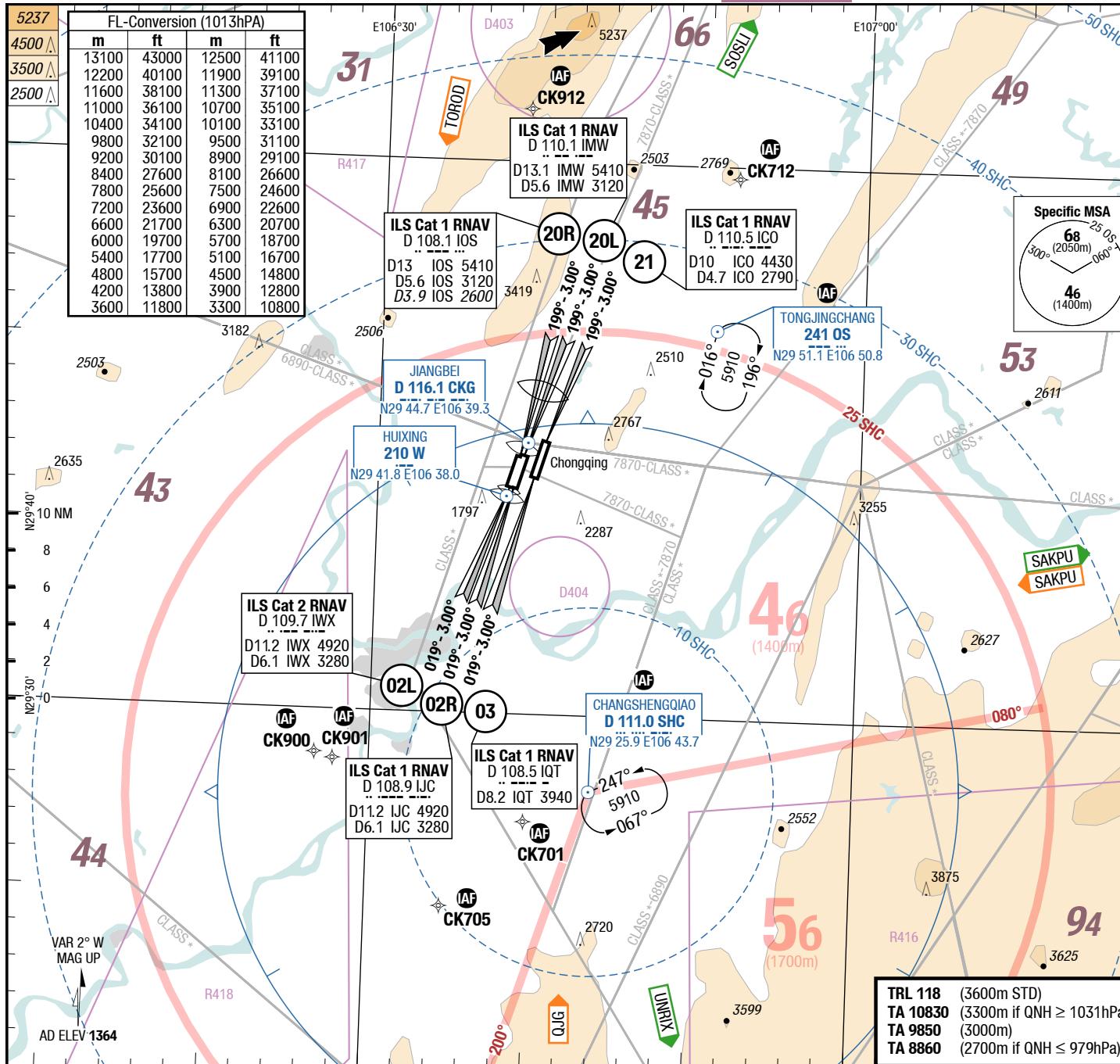
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Jiangbei Chongqing China

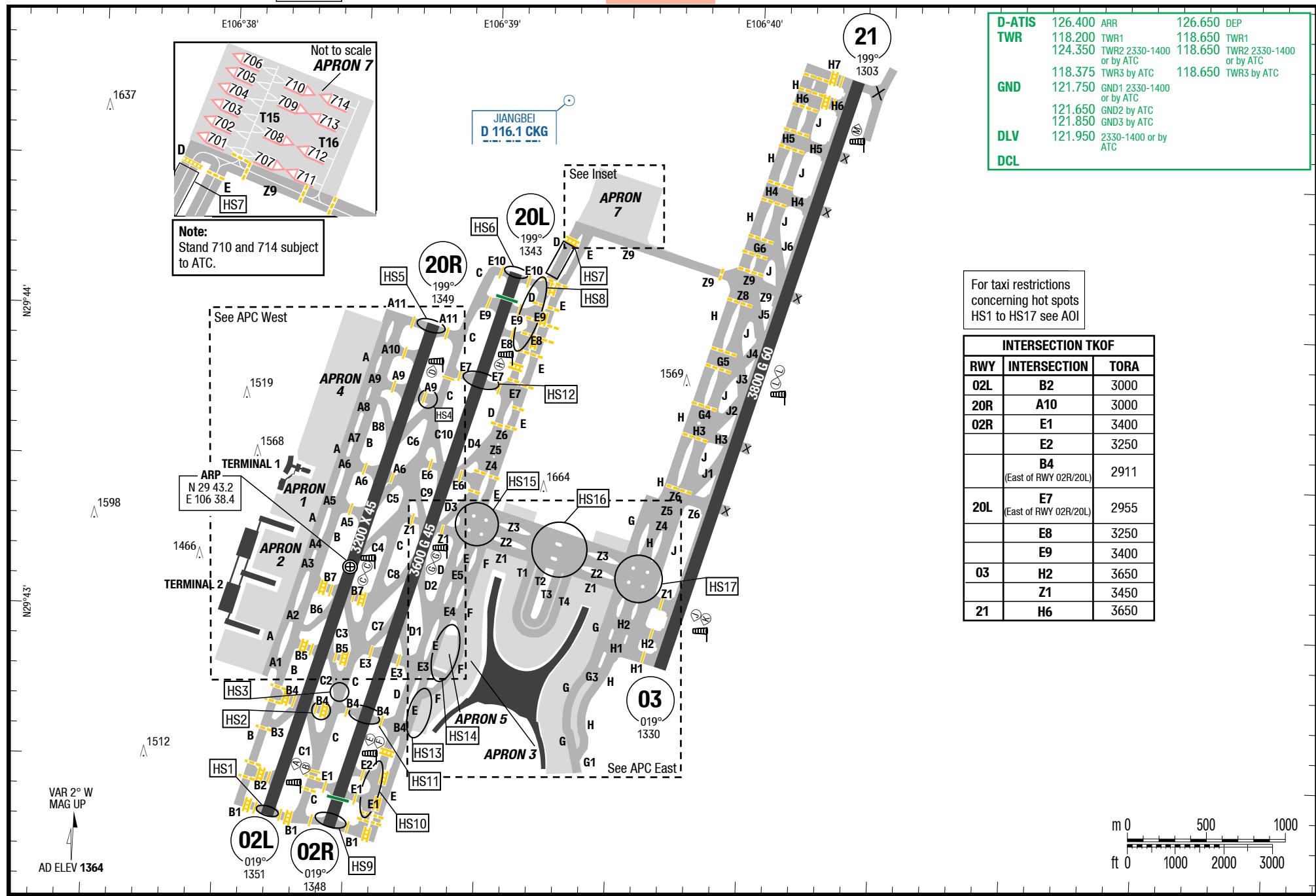
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AFC

2-10



Changes: MGA, FREQ, OBST



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3-30

China Chongqing Jiangbei  
APC East

APC  
APC  
APC West  
APC East

Jiangbei Chongqing China

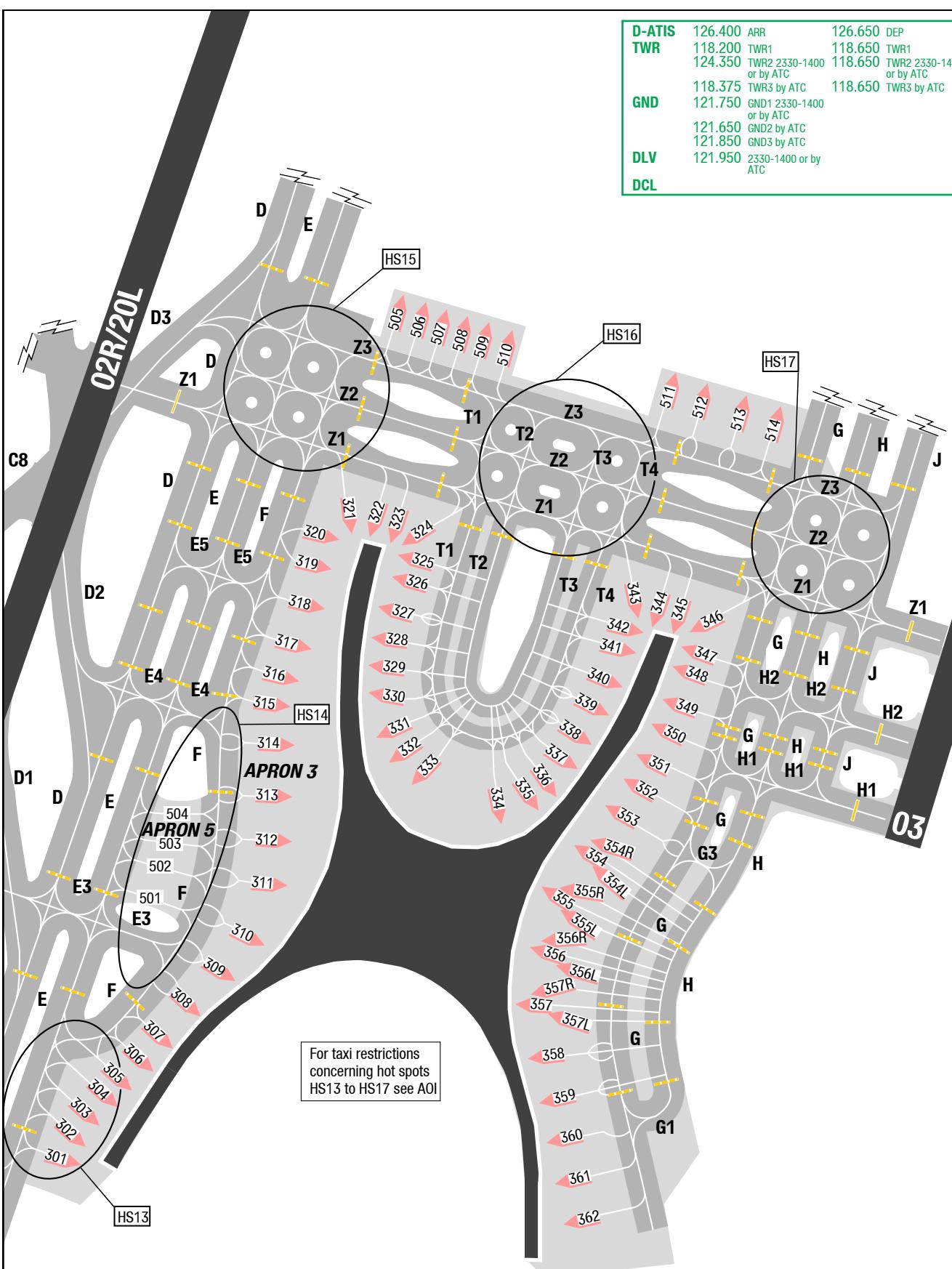
CKG-ZUCK

Not to scale

D-ATIS	126.400 ARR	126.650 DEP
TWR	118.200 TWR1	118.650 TWR1
	124.350 TWR2 2330-1400 or by ATC	118.650 TWR2 2330-1400 or by ATC
GND	118.375 TWR3 by ATC	118.650 TWR3 by ATC
	121.750 GND1 2330-1400 or by ATC	
DLV	121.650 GND2 by ATC	
DCL	121.850 GND3 by ATC	
	121.950 2330-1400 or by ATC	

Changes: FREQ

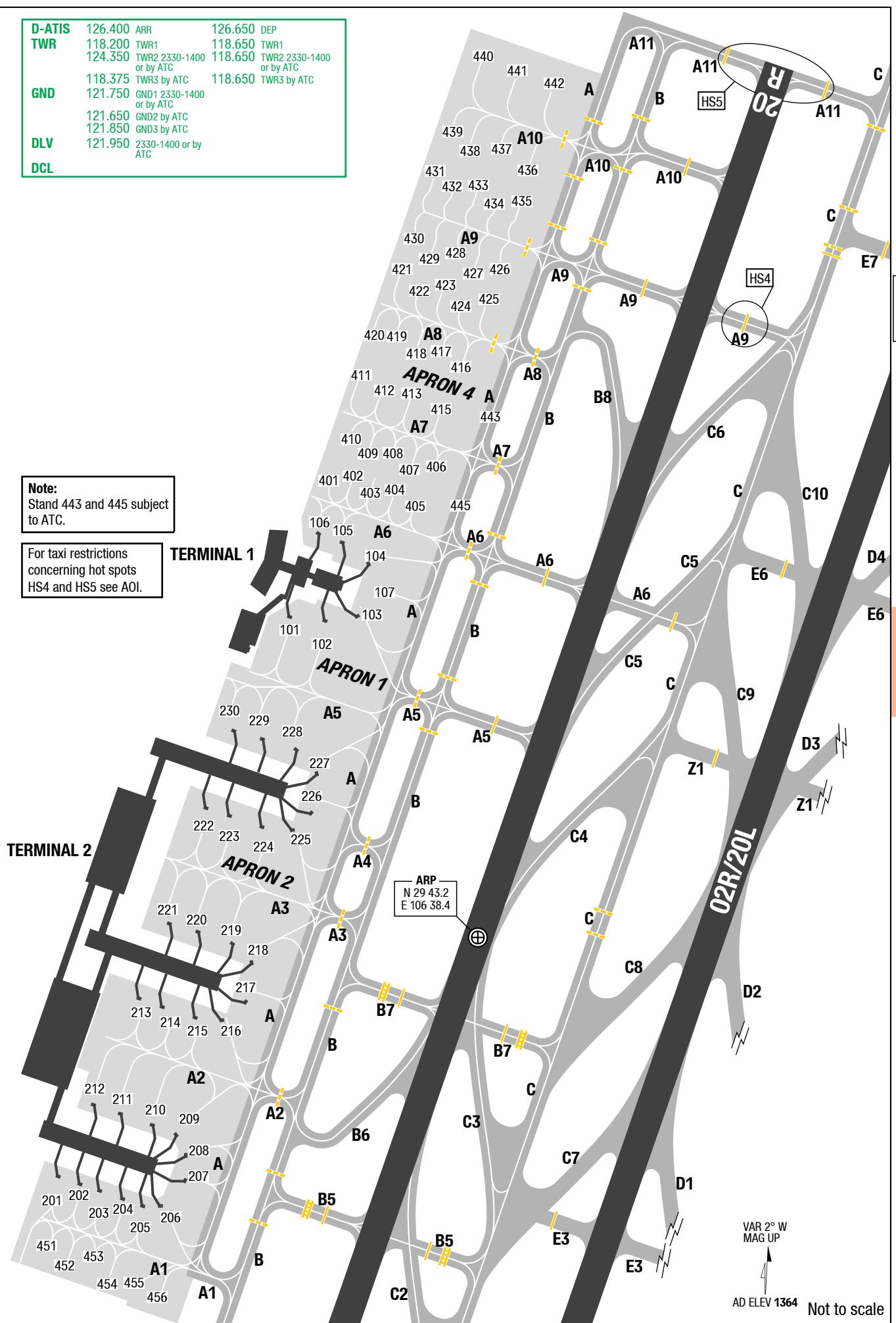
022R/20L



D-ATIS	126.400 ARR	126.650 DEP
TWR	118.200 TWR1	118.650 TWR1
	124.350 TWR2 2330-1400 or by ATC	118.650 TWR2 2330-1400 or by ATC
	118.375 TWR3 by ATC	118.650 TWR3 by ATC
GND	121.750 GND1 2330-1400 or by ATC	
	121.650 GND2 by ATC	
	121.850 GND3 by ATC	
DLV	121.950 2330-1400 or by ATC	
DCL		

Note:  
Stand 443 and 445 subject to ATC.

For taxi restrictions concerning hot spots HS4 and HS5 see AOI.



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RNAV SIDs RWY 03

4-10

RNAV SIDs RWYs 02L/R

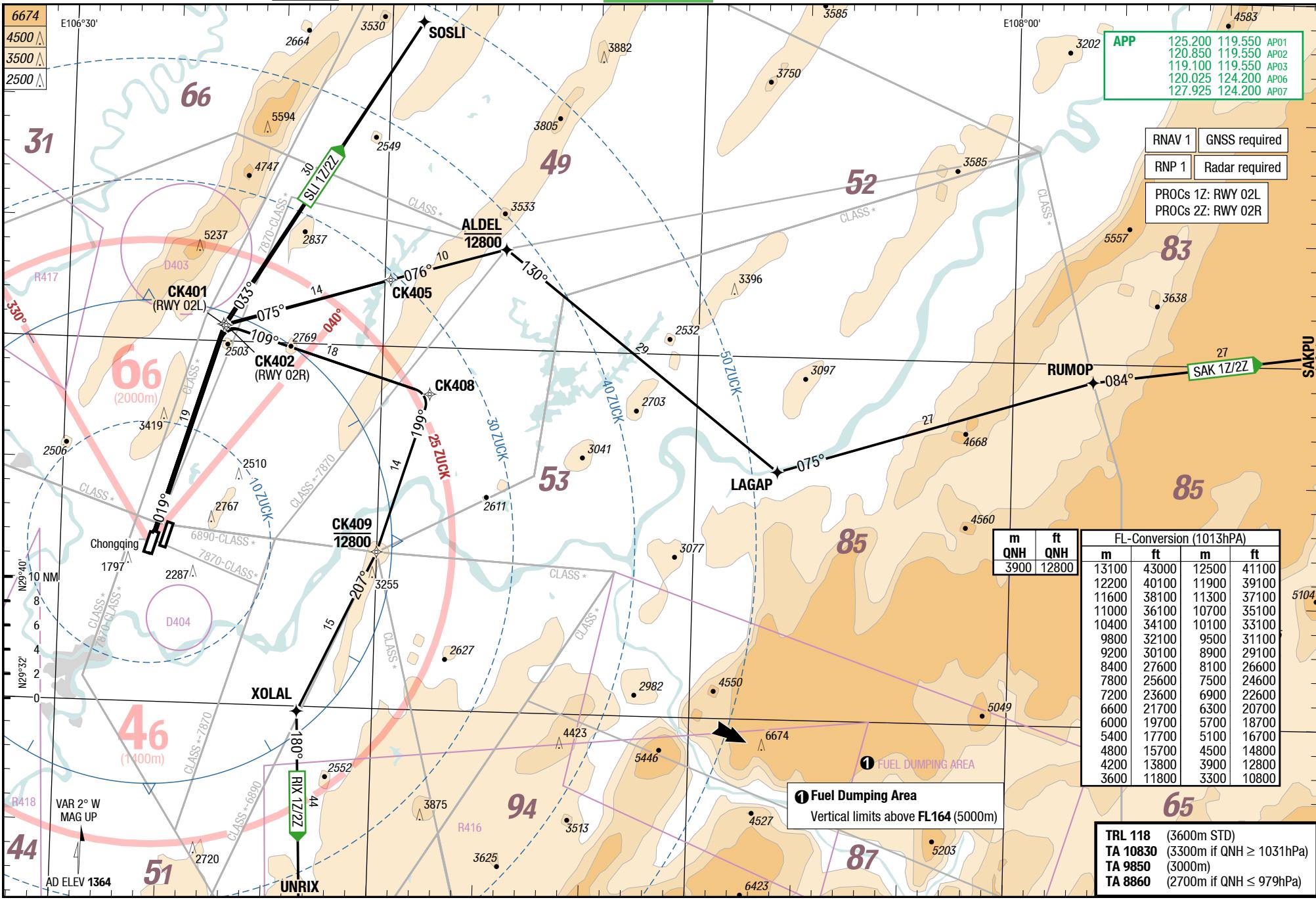
SID

SID

Jiangbei Chongqing China

RNAV SIDs RWY 03

RNAV SIDs RWYs 02L/R



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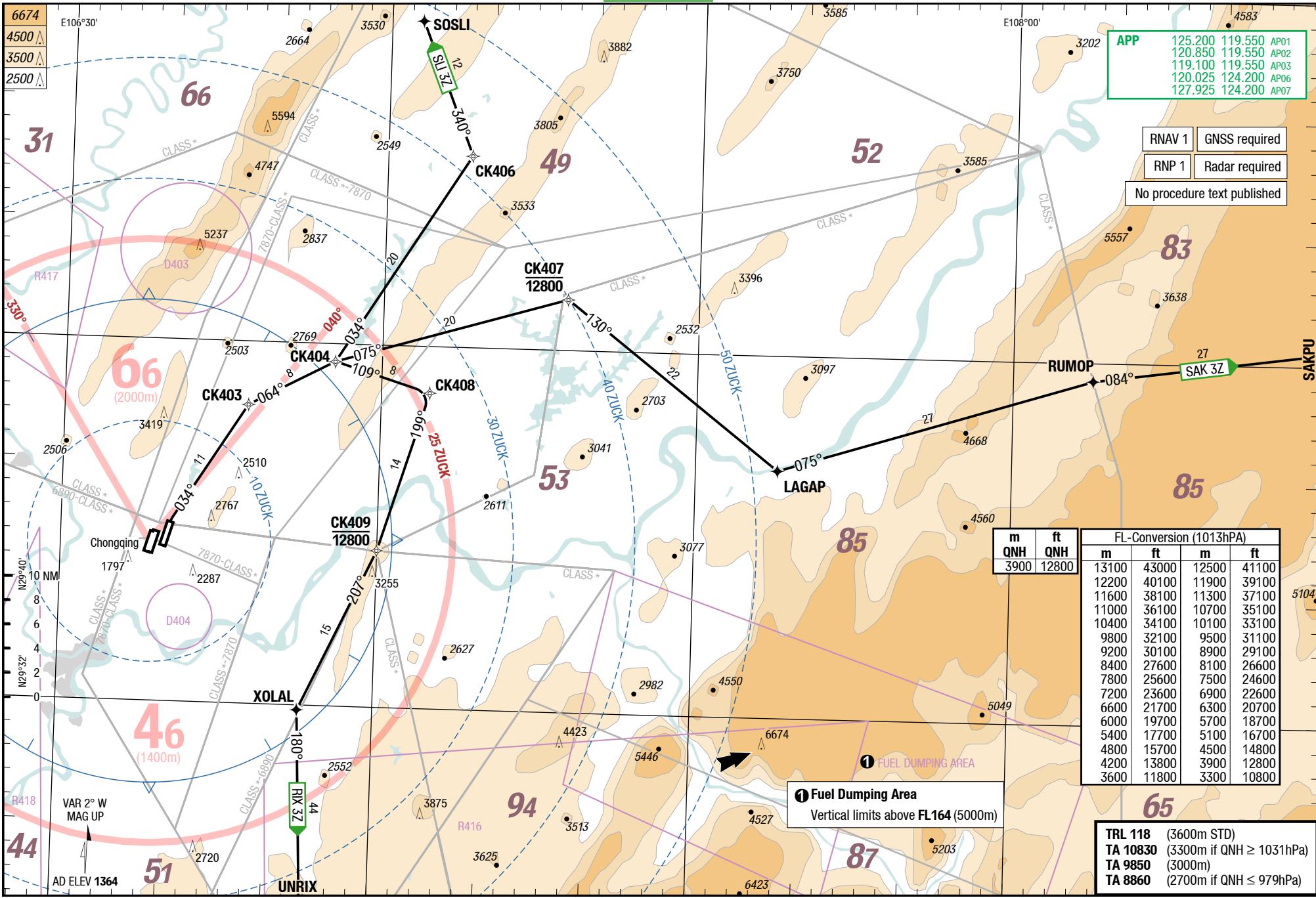
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RNAV SIDs RWY 03

SID

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RNAV SIDs RWY 03



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RNAV SIDs RWY 21

4-30

## RNAV SIDs RWYs 20L/R

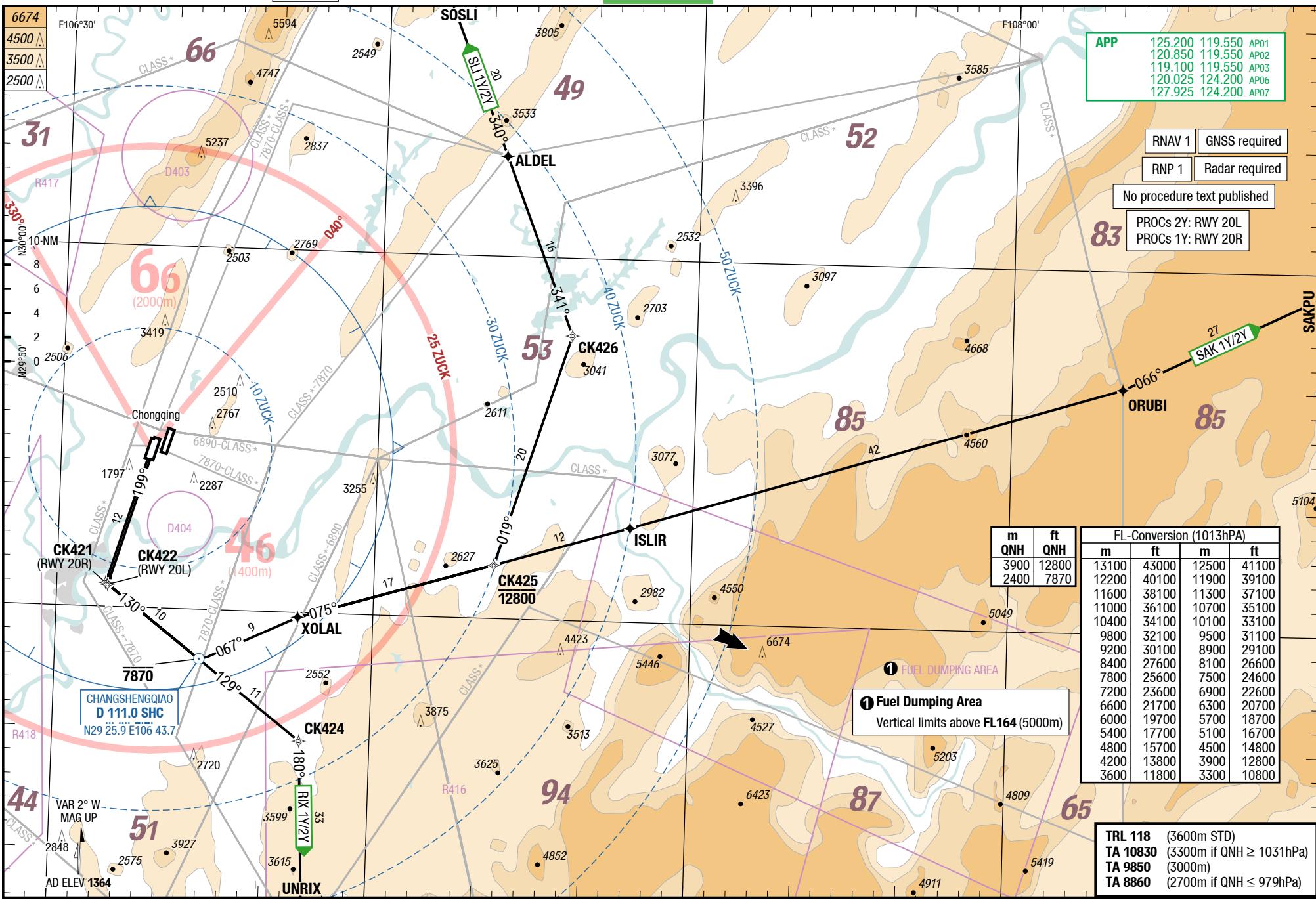
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SID

## Jiangbei Chongqing China

RNAV SIDs RWY 21

## RNAV SIDs RWYs 20L/R



Changes: FREQ, MGA, OBST, Note

Effective 21-JUN-2018

14-JUN-2018

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Jiangbei Chongqing China

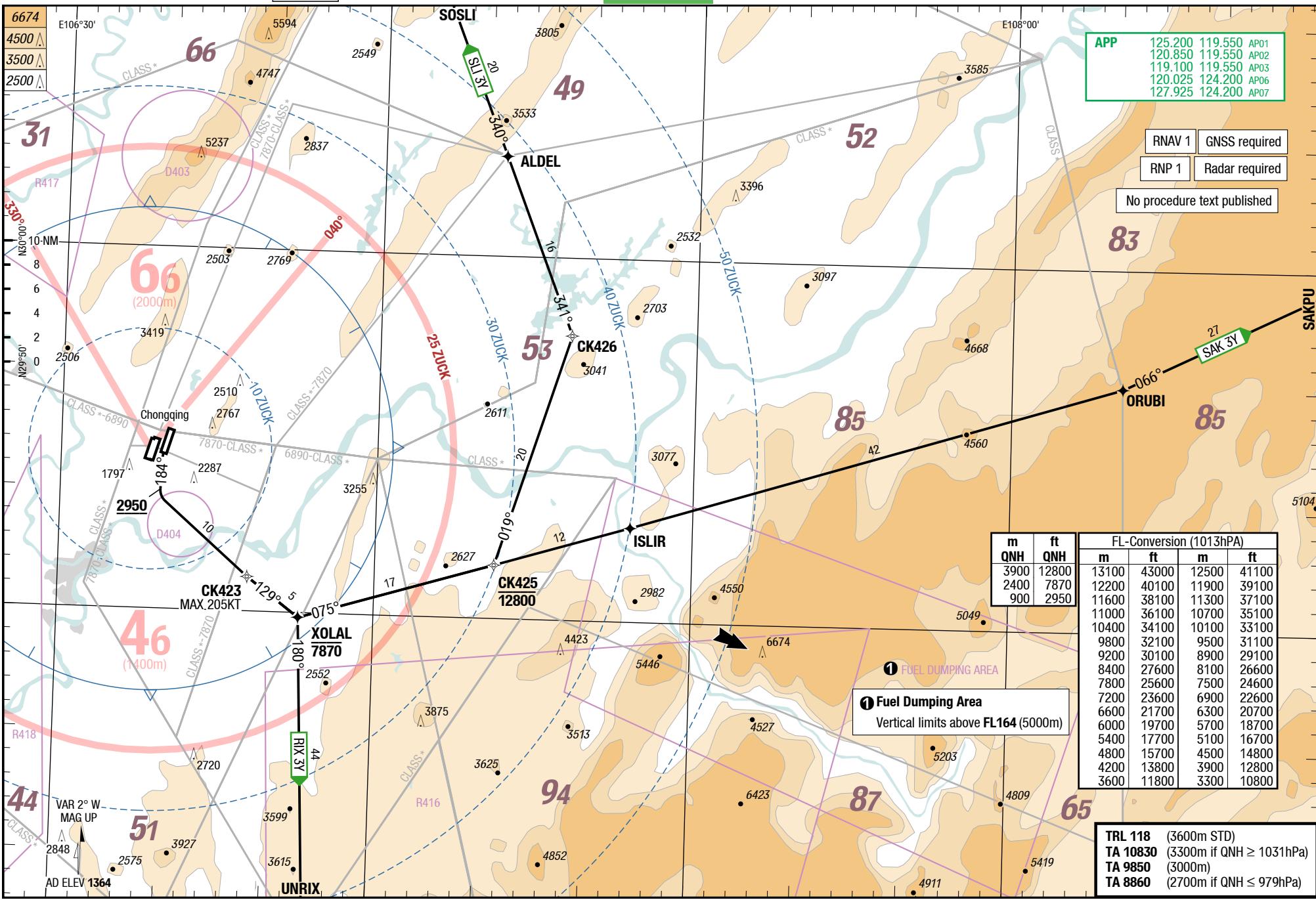
4-40

RNAV SIDs RWY 21

SID

SID

RNAV SIDs RWY 21



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## China Chongqing Jiangbei

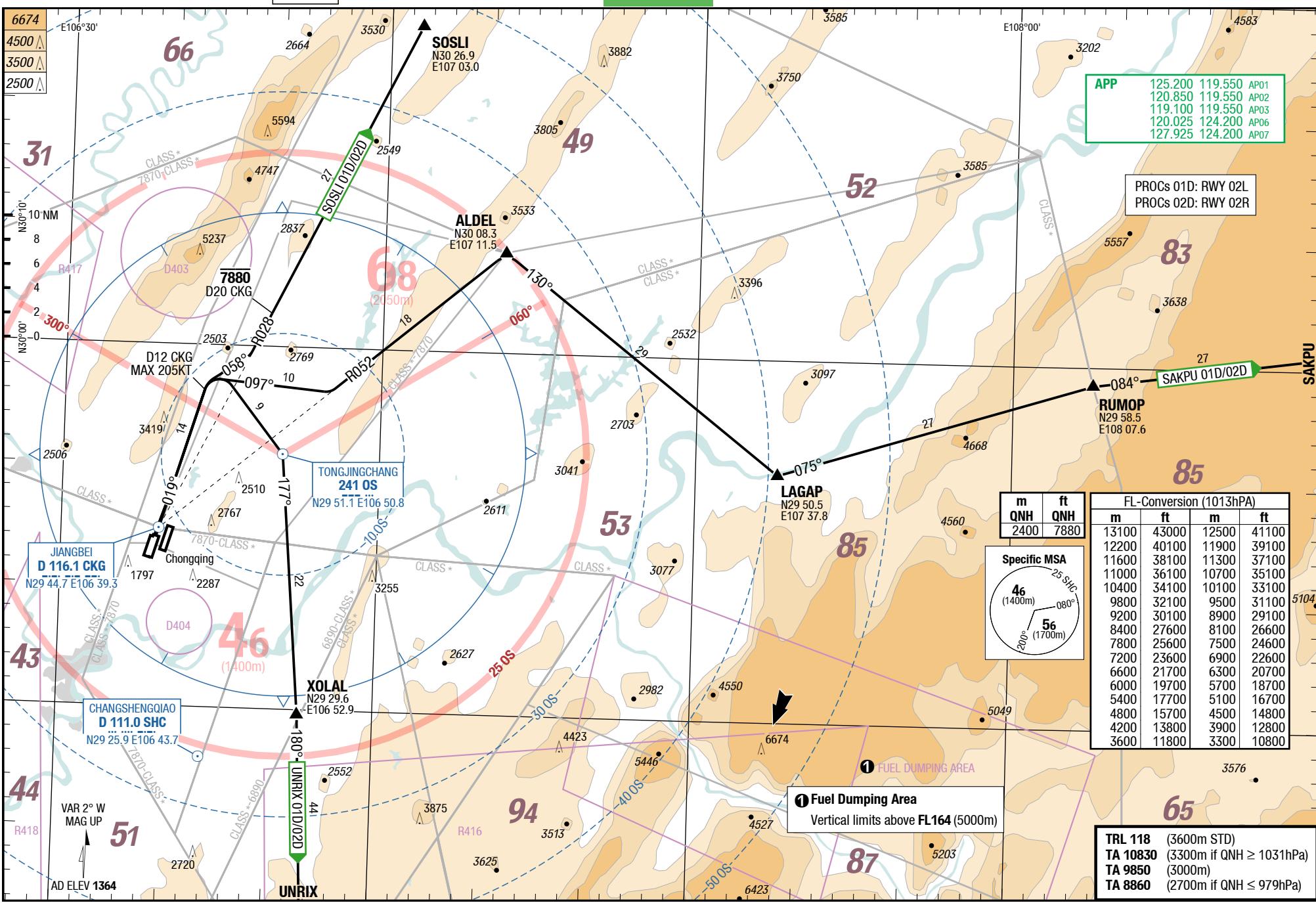
SIDs RWY 03

SIDs RWYs 02L/R

## Jiangbei Chongqing China

SIDs RWY 03

SIDs RWYs 02L/R



Changes: FREQ, MGA, ALT, PROC, OBST

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14-JUN-2018

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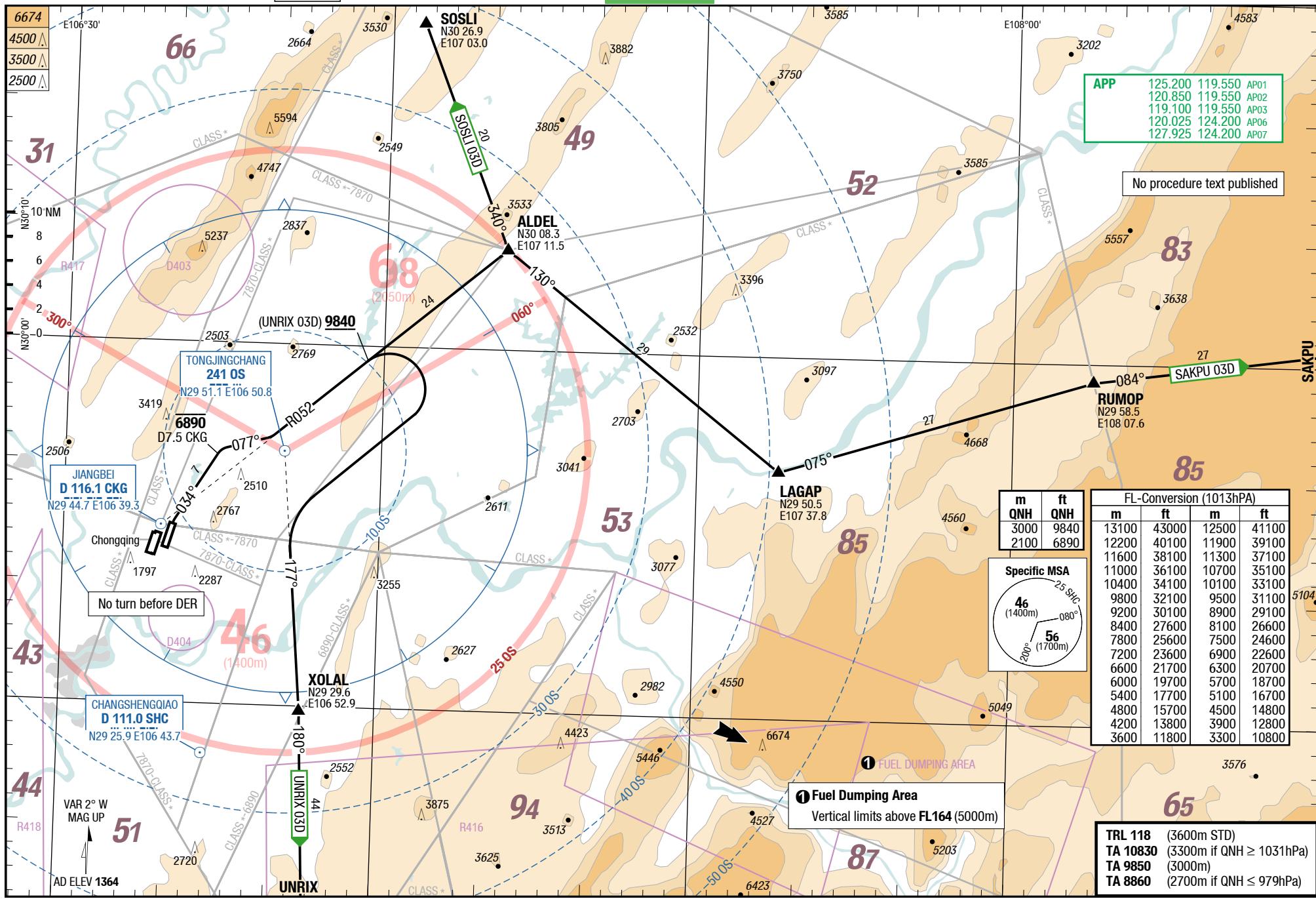
## China Chongqing Jiangbei

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SID SID

Jiangbei Chongqing China

SIDs RWY 03



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14-JUN-2018

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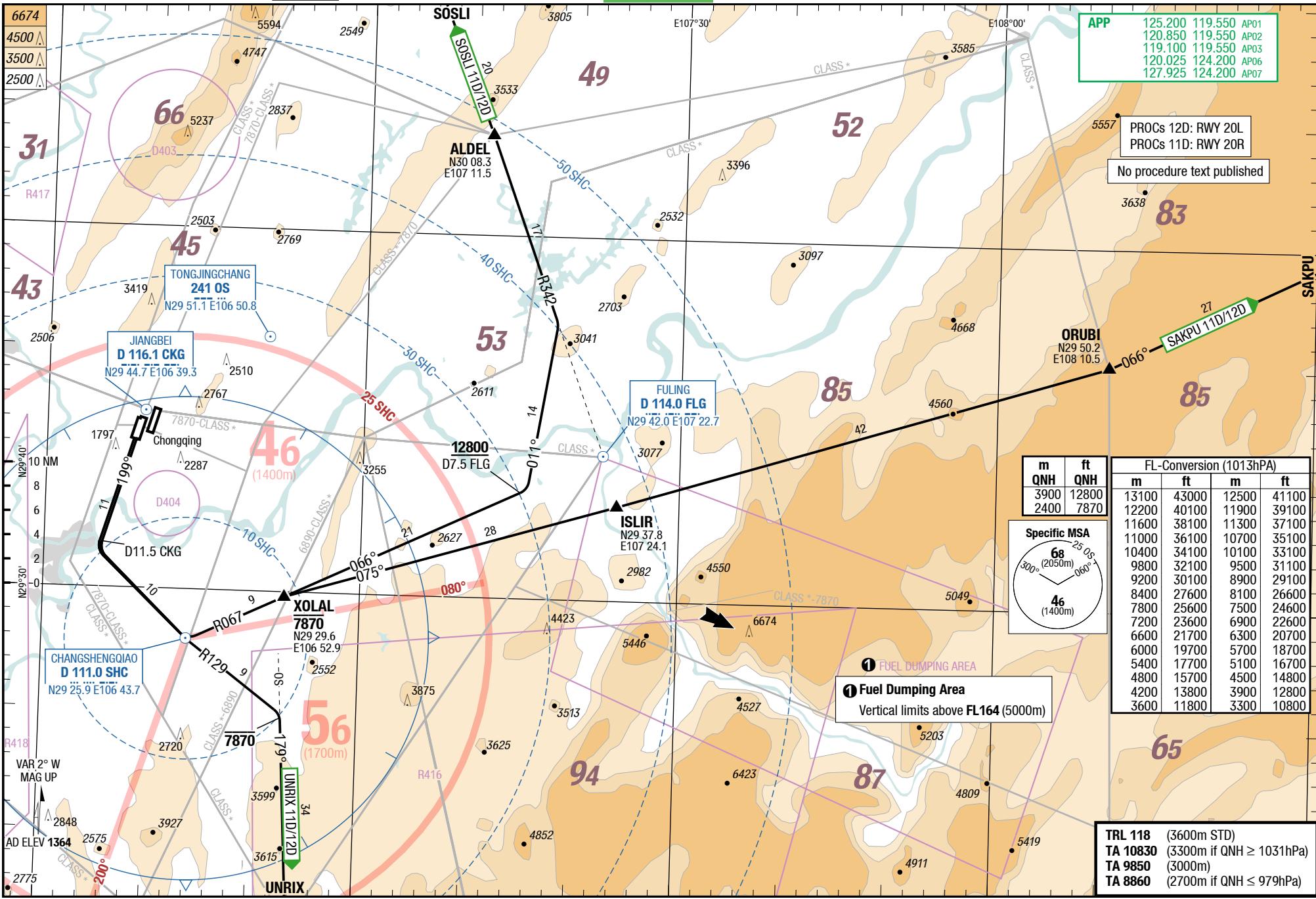
SIDs RWY 21

Jiangbei Chongqing China

SIDs RWY 21

SIDs RWYs 20L/R

4-70



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Jiangbei Chongqing China

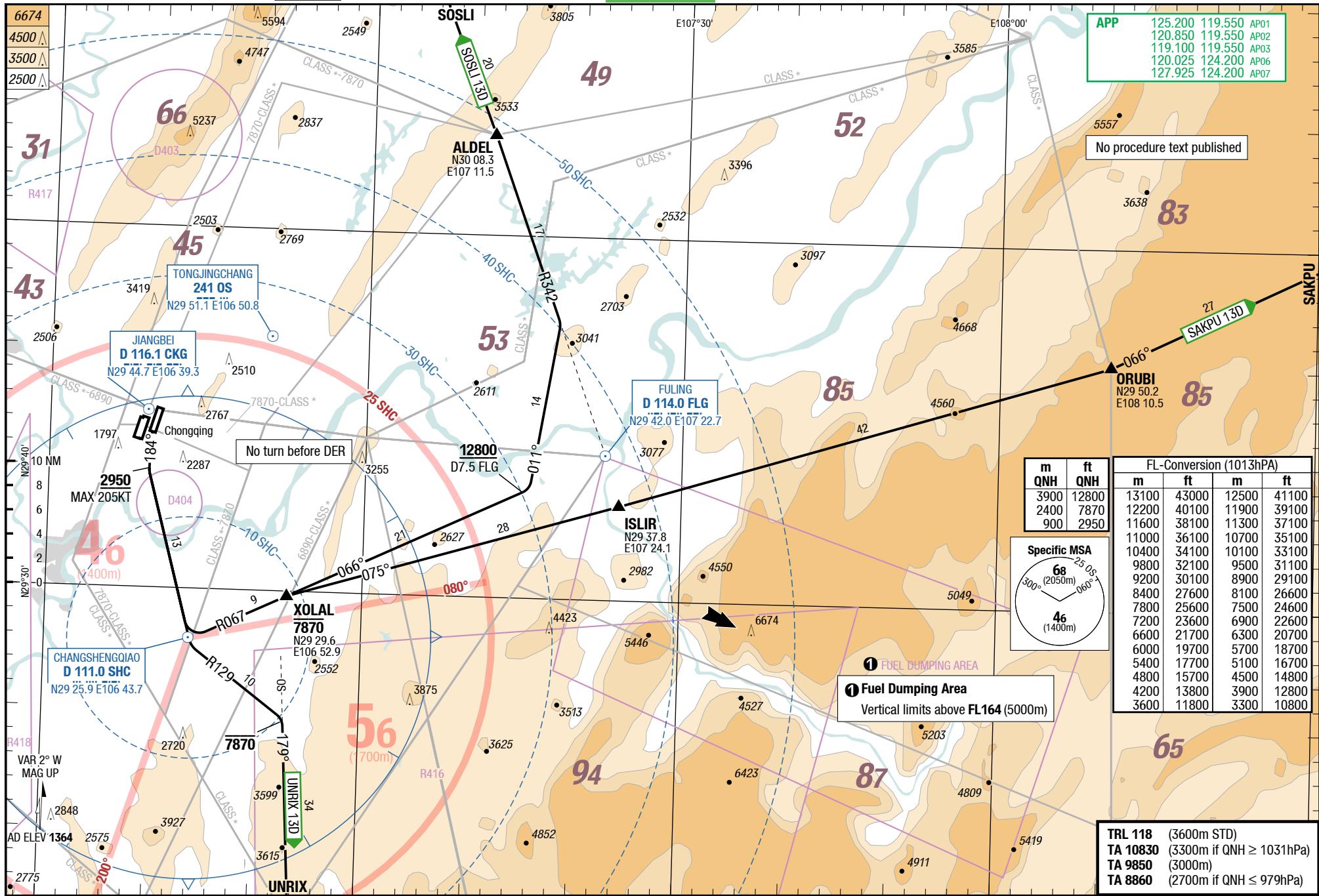
4-80

SIDs RWY 21

SID

SID

SIDs RWY 21



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5-10

RNAV SIDs RWYs 02L/R

RIX 1Z / SAK 1Z / SLI 1Z / RIX 2Z / SAK 2Z / SLI 2Z

RWYs 02L/R (019°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 02L</b>		
<b>RIX 1Z</b> 3.5% to CK401	No procedure text published	CK409 MAX <b>12800</b>
<b>SAK 1Z</b> 3.5% to CK401	No procedure text published	ALDEL MAX <b>12800</b>
<b>SLI 1Z</b> 3.5% to CK401	No procedure text published	
<b>Runway 02R</b>		
<b>RIX 2Z</b>	No procedure text published	CK409 MAX <b>12800</b>
<b>SAK 2Z</b>	No procedure text published	ALDEL MAX <b>12800</b>
<b>SLI 2Z</b>	No procedure text published	

CKG-ZUCK

5-20

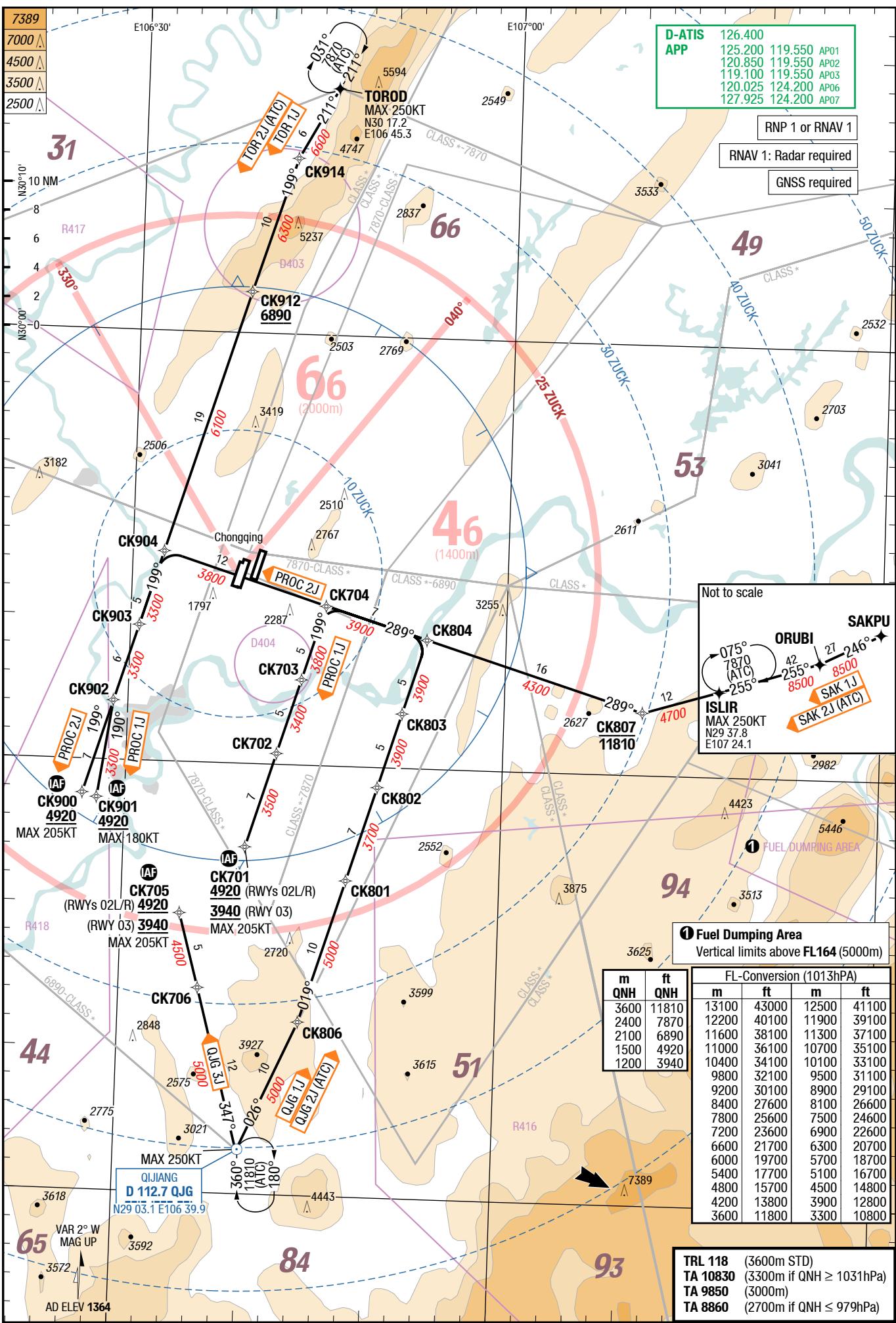
SIDs RWYs 02L/R

SAKPU 01D / SAKPU 02D / SOSLI 01D / SOSLI 02D / UNRIX 01D / UNRIX 02D

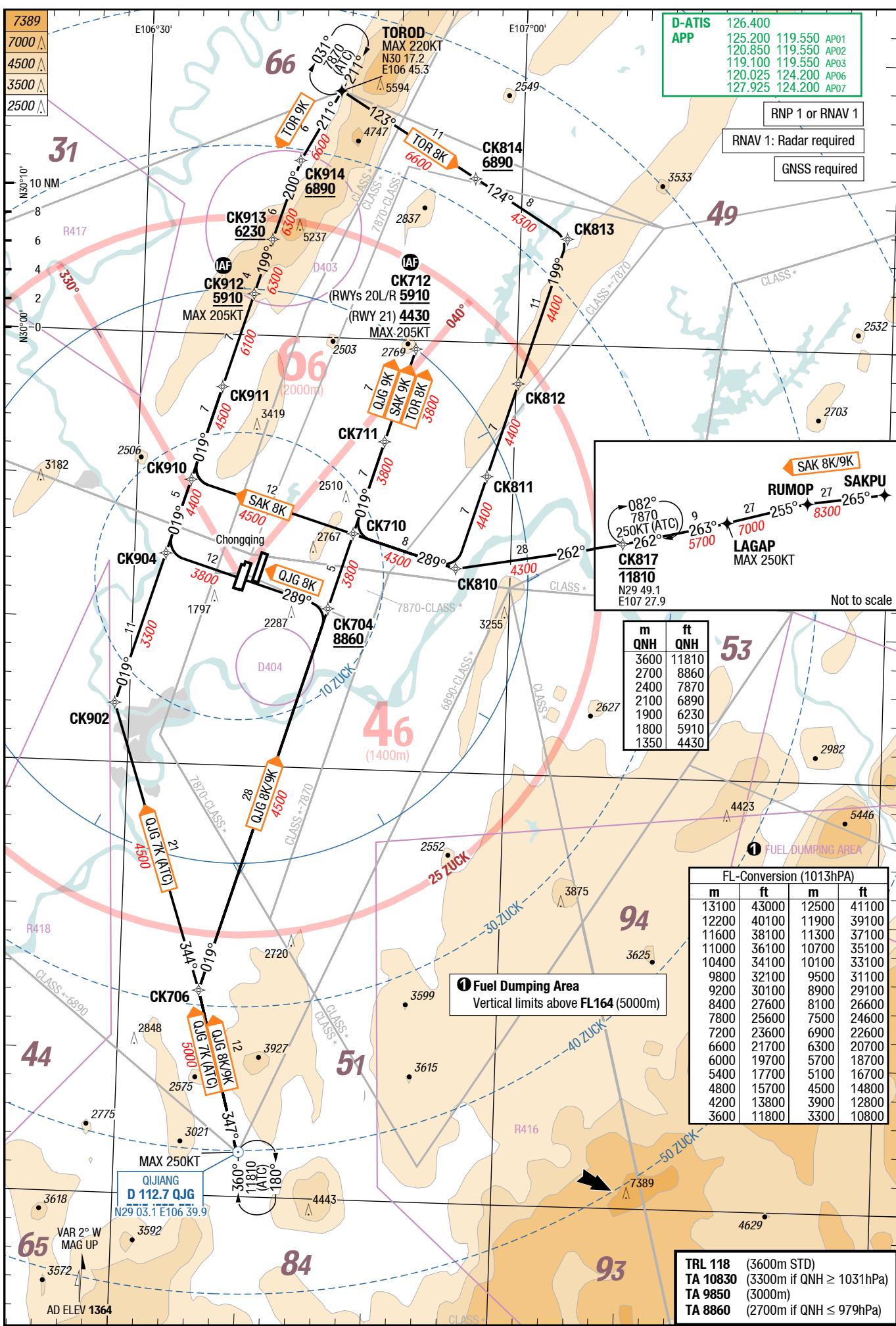
RWYs 02L/R (019°)

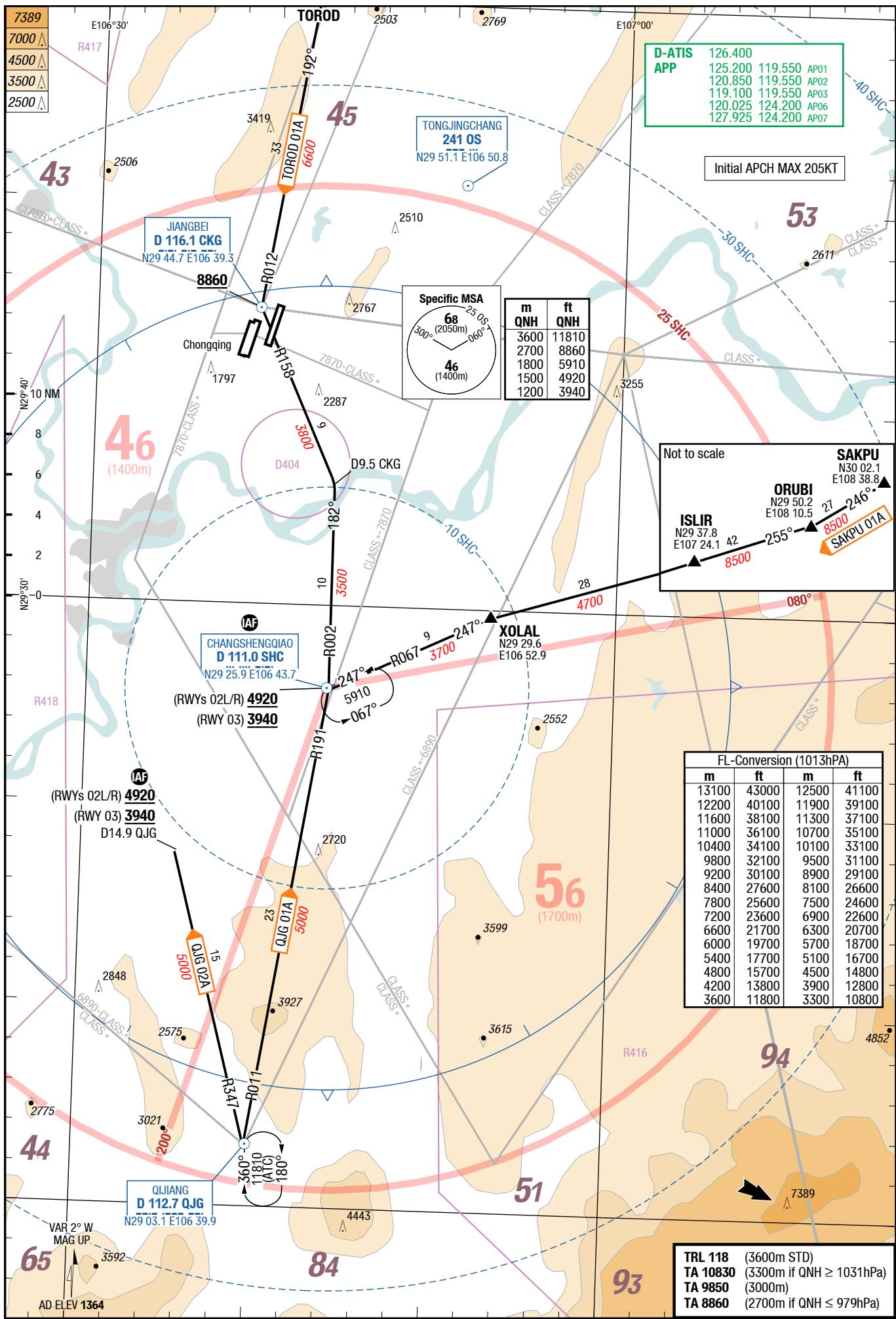
	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.7%	ft/MIN	600	800	900	1000	1200	1300

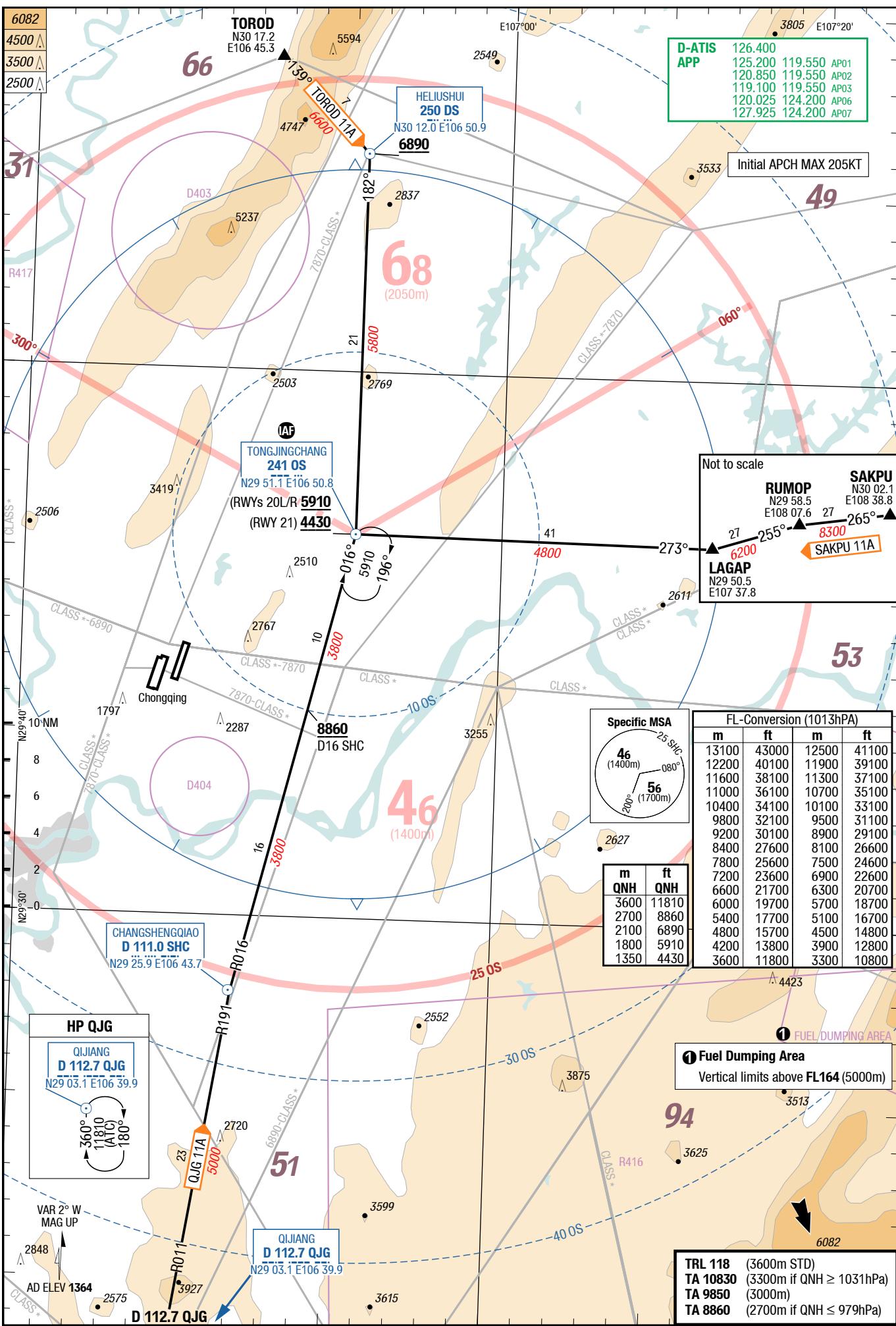
DESIGNATOR	ROUTING	ALTITUDES
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<b>SOSLI 01D</b> 4.7% to D12 CKG	No procedure text published	R028/D20 <b>CKG MAX 7880</b>
<b>UNRIX 01D</b> 4.7% to D12 CKG	No procedure text published	
<b>Runway 02R</b>		
<b>SAKPU 02D</b> 3.5% to D12 CKG	No procedure text published	
<b>SOSLI 02D</b> 3.5% to D12 CKG	No procedure text published	R028/D20 <b>CKG MAX 7880</b>
<b>UNRIX 02D</b> 3.5% to D12 CKG	No procedure text published	



### Changes: Note







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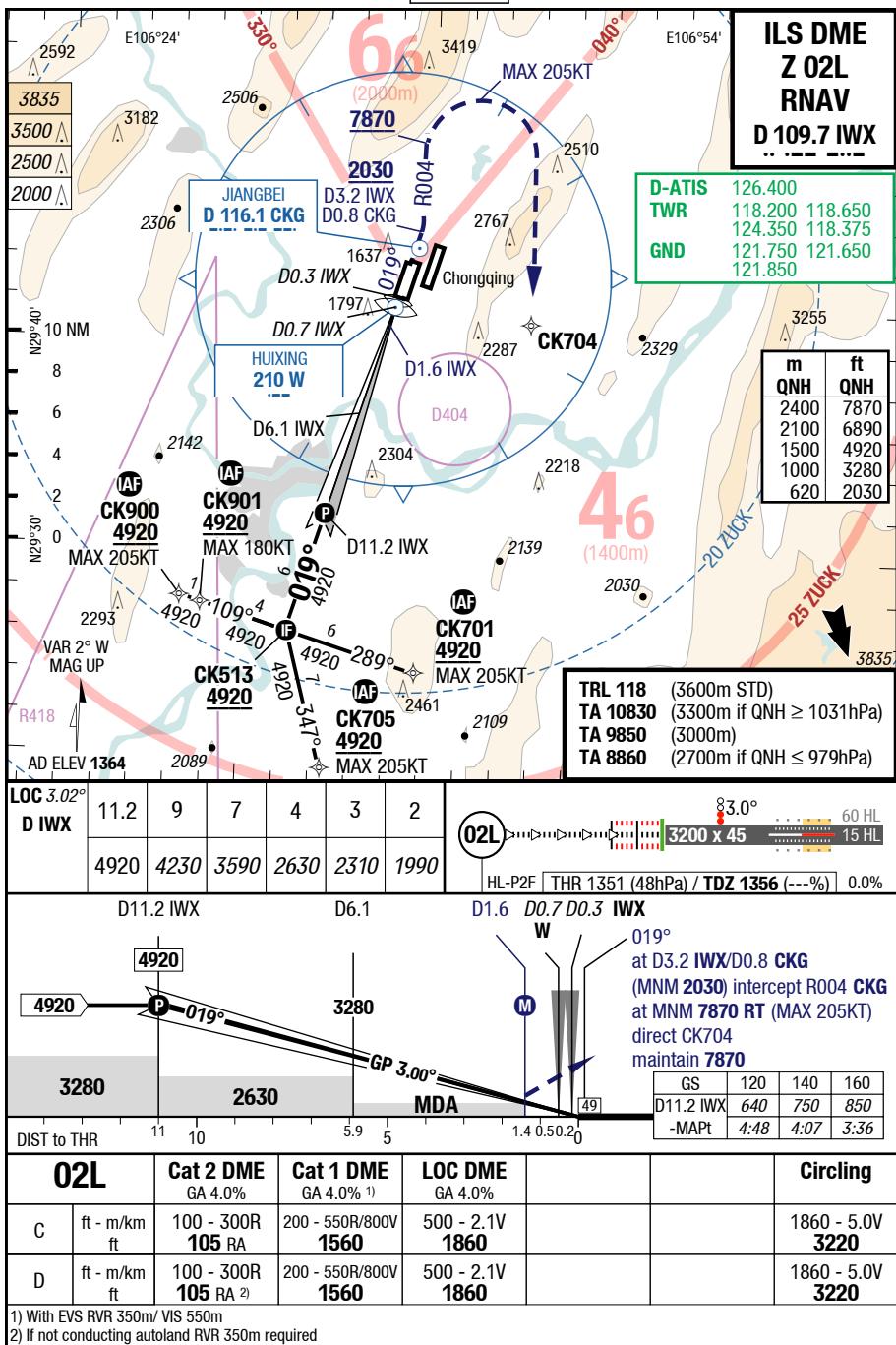
## CKG-ZUCK

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7-10

## ILS DME Z 02L RNAV

IAC



Changes: MISAP text

Effective 21-JUN-2018

14-JUN-2018

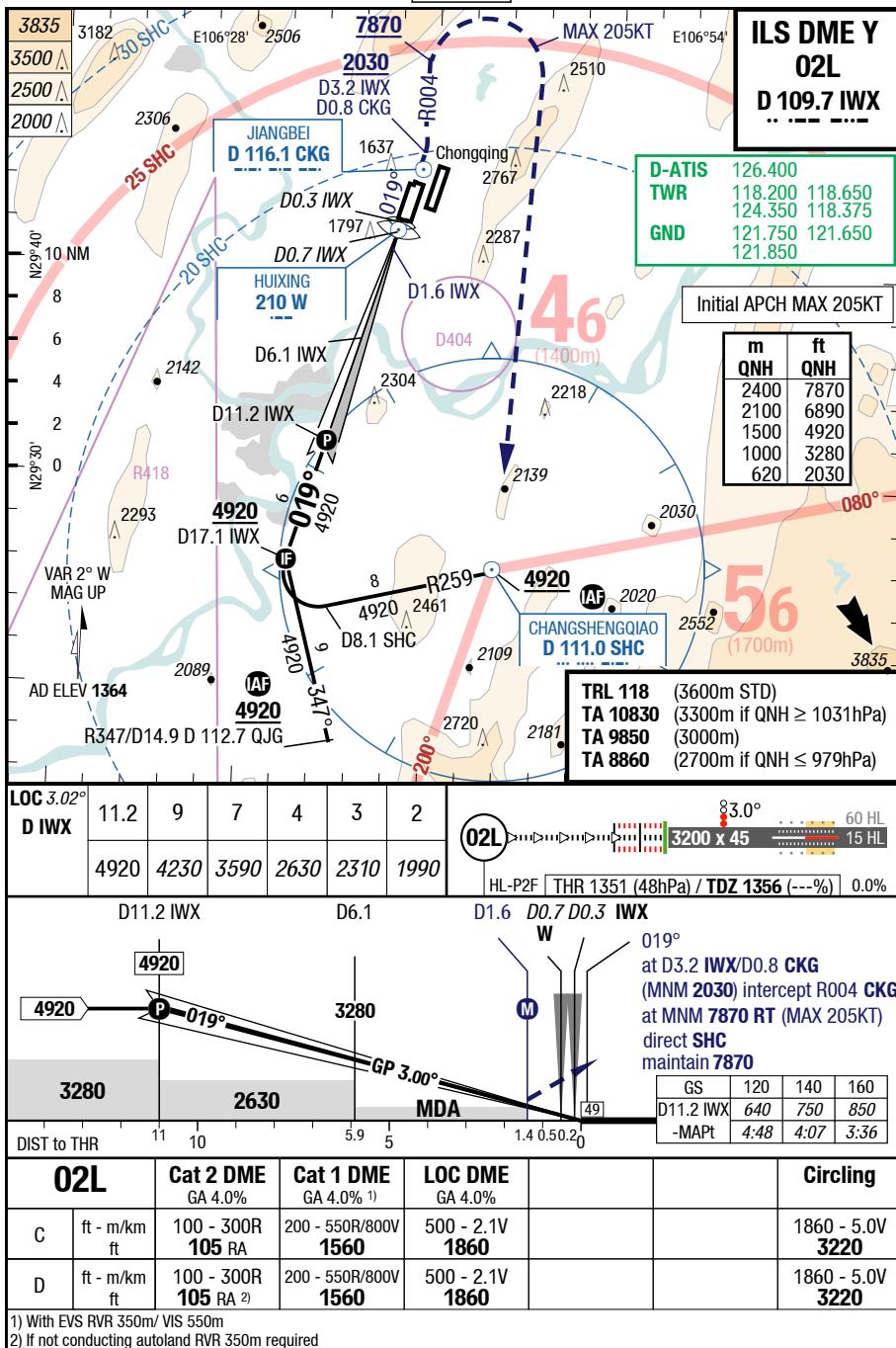
## CKG-ZUCK

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7-20

ILS DME Y 02L



Changes: MIN, MISAP text

Effective 16-AUG-2018

09-AUG-2018

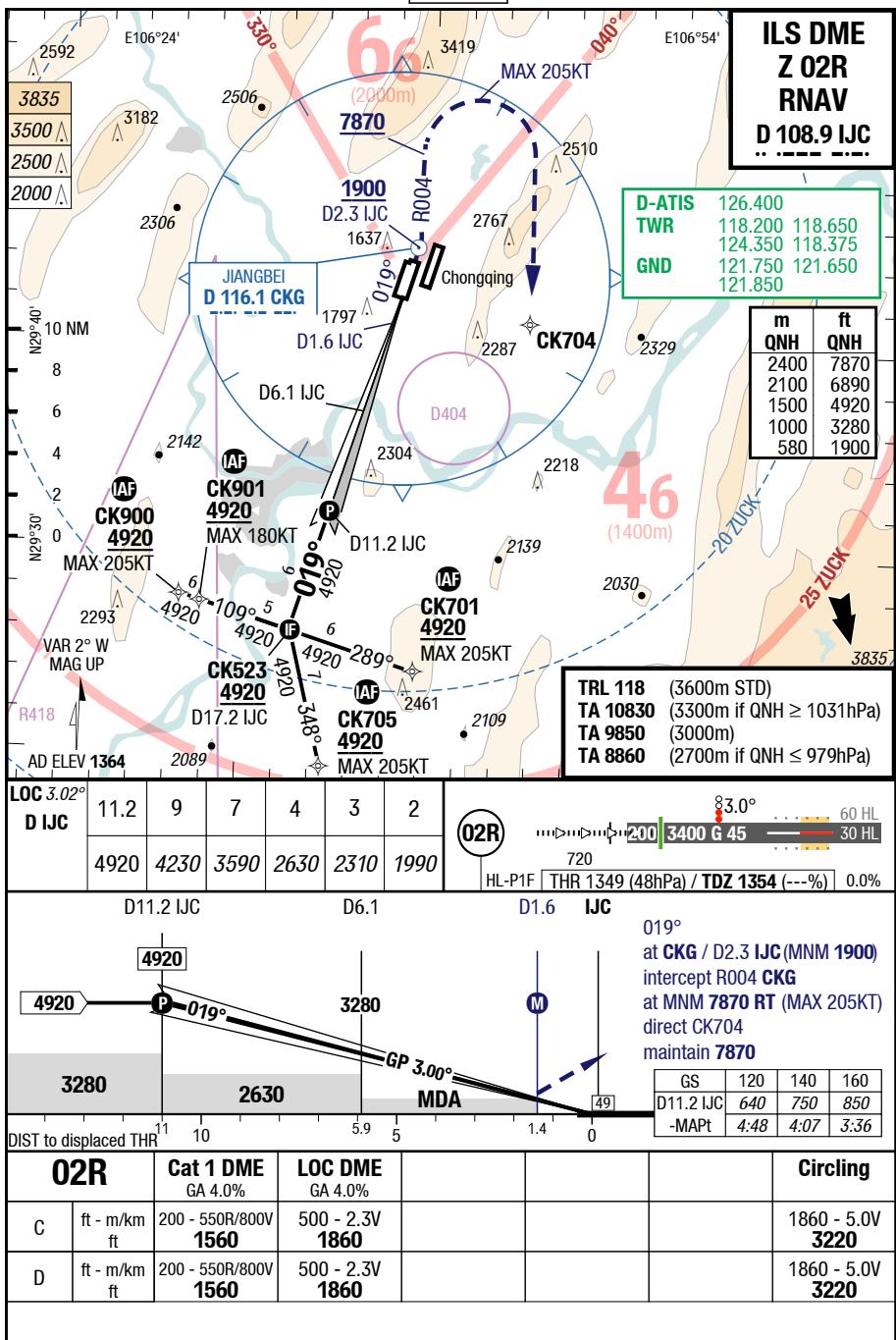
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7-30

IAC

ILS DME Z 02R RNAV



Changes: MISAP text

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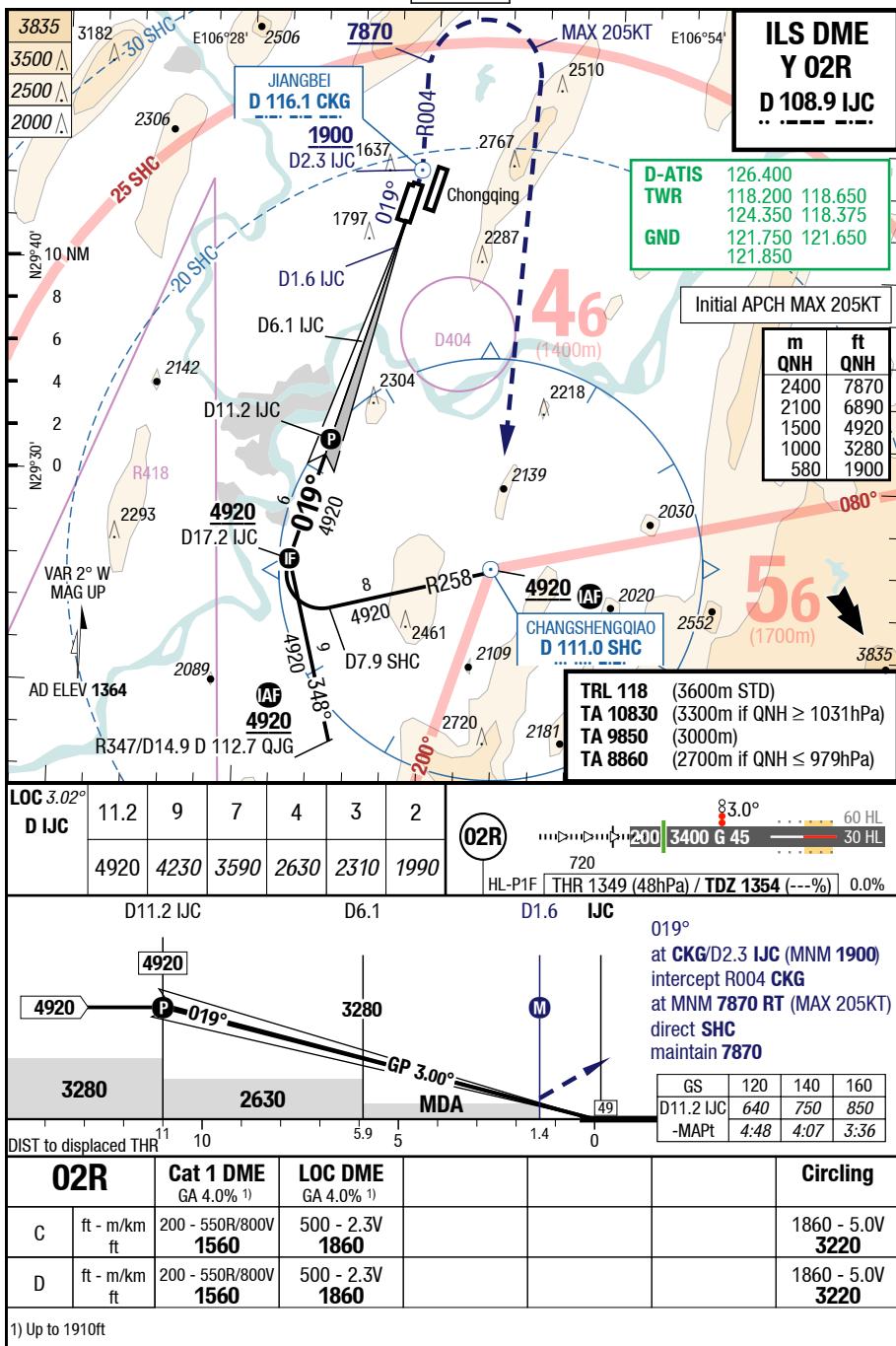
## CKG-ZUCK

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7-40

ILS DME Y 02R

IAC



Changes: Nil

Effective 21-JUN-2018

14-JUN-2018

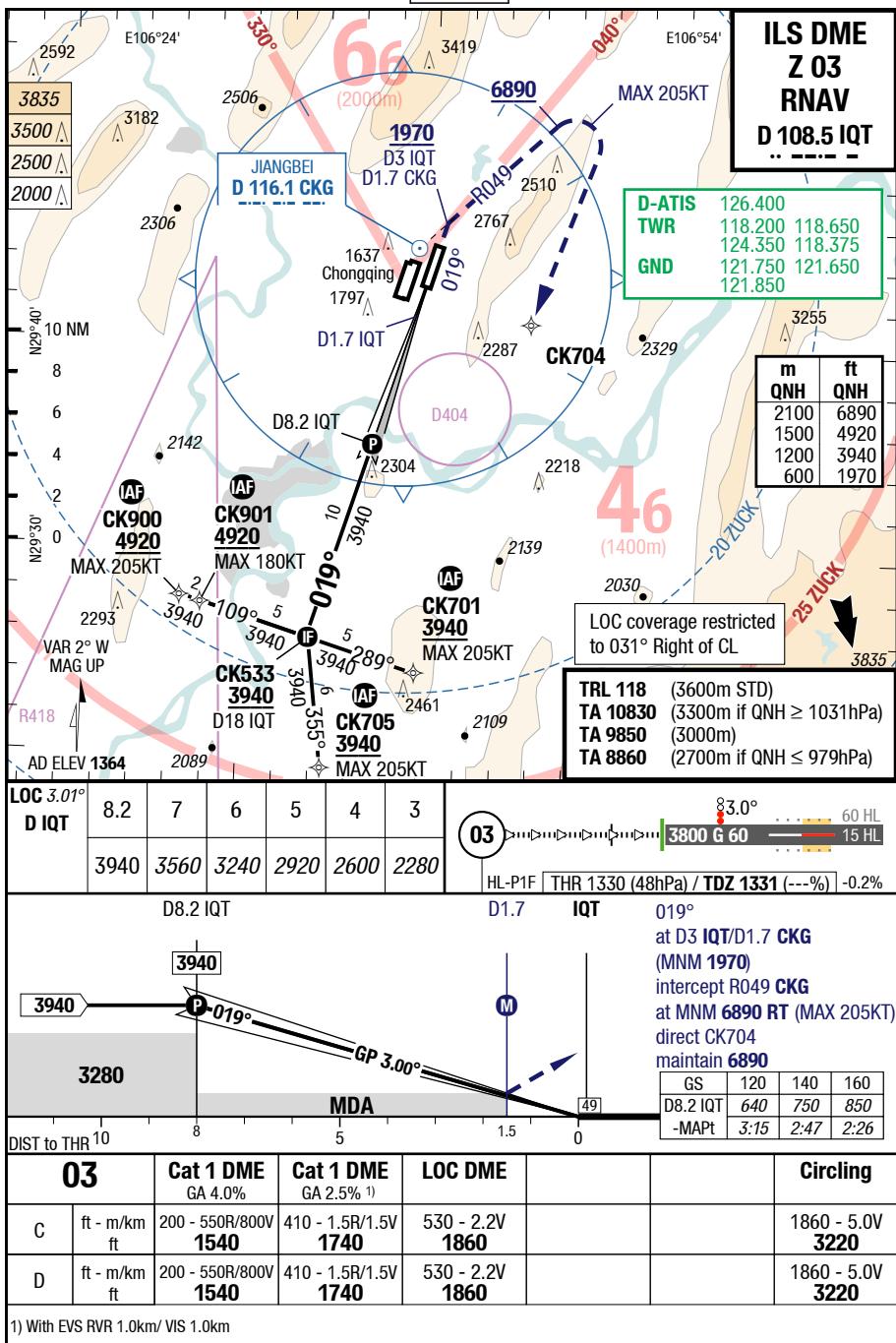
CKG-ZUCK

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7-50

ILS DME Z 03 RNAV



Changes: MISAP text

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14-JUN-2018

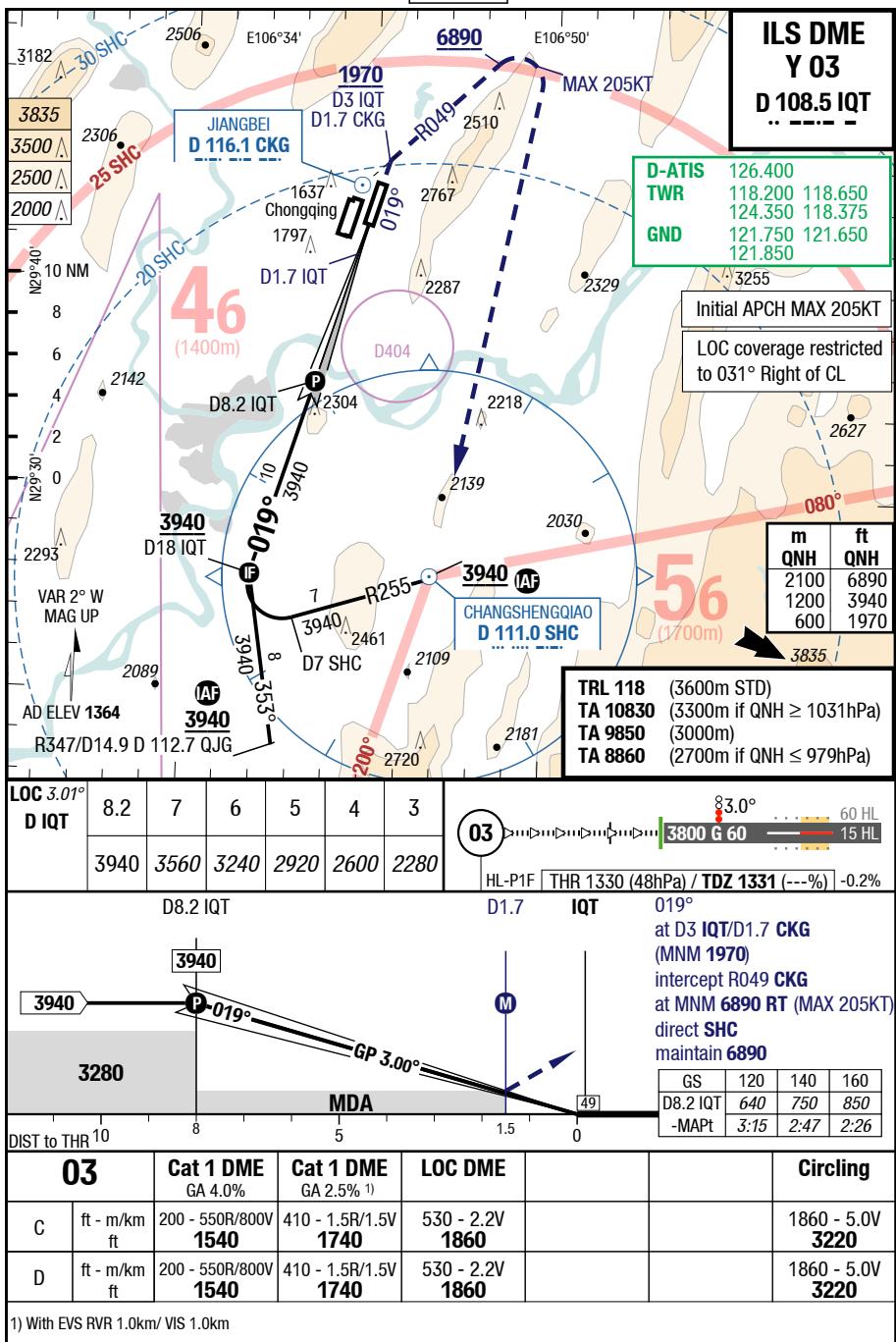
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7-60

ILS DME Y 03



Changes: MISAP text

Effective 14-SEP-2017

07-SEP-2017

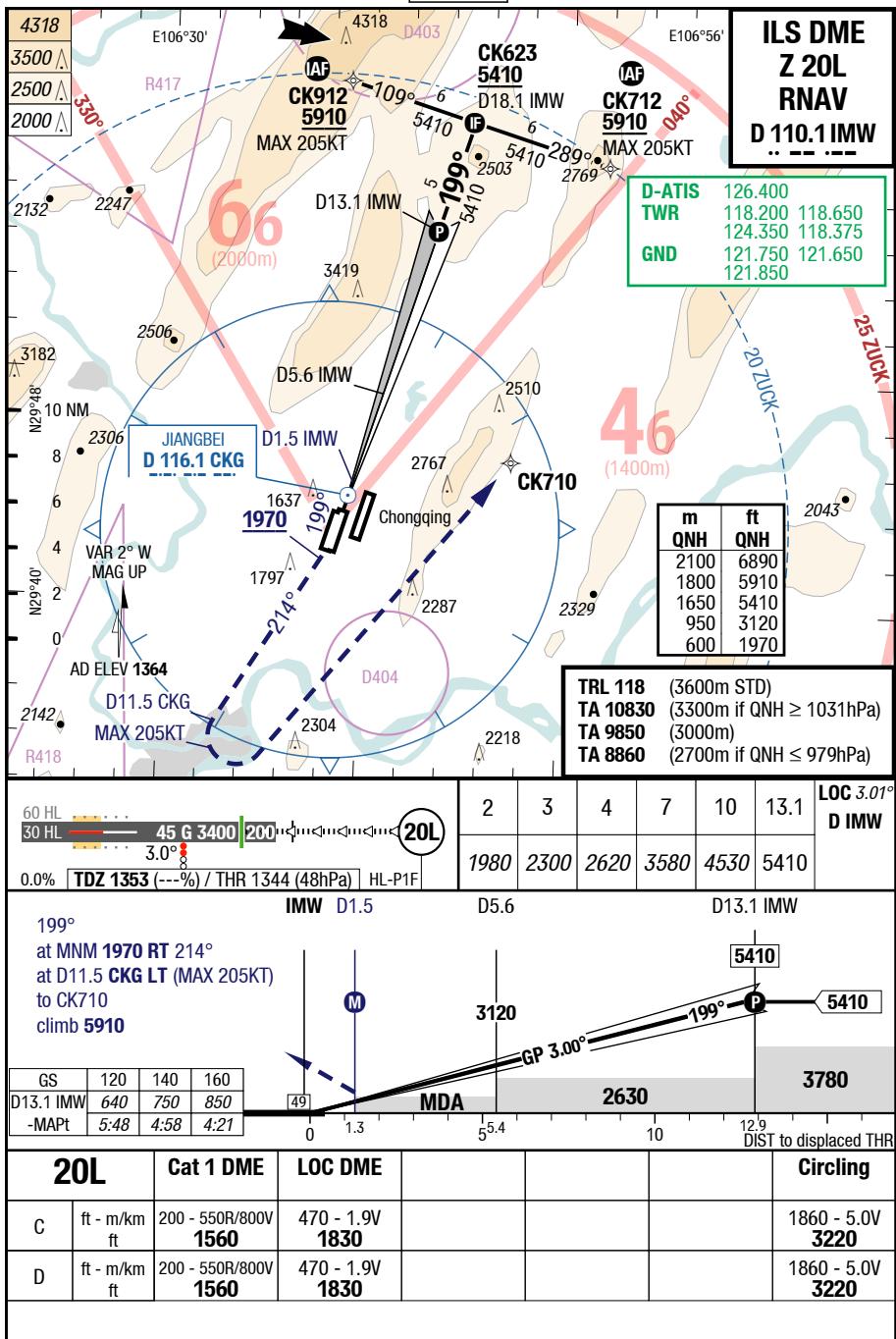
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7-70

## ILS DME Z 20L RNAV

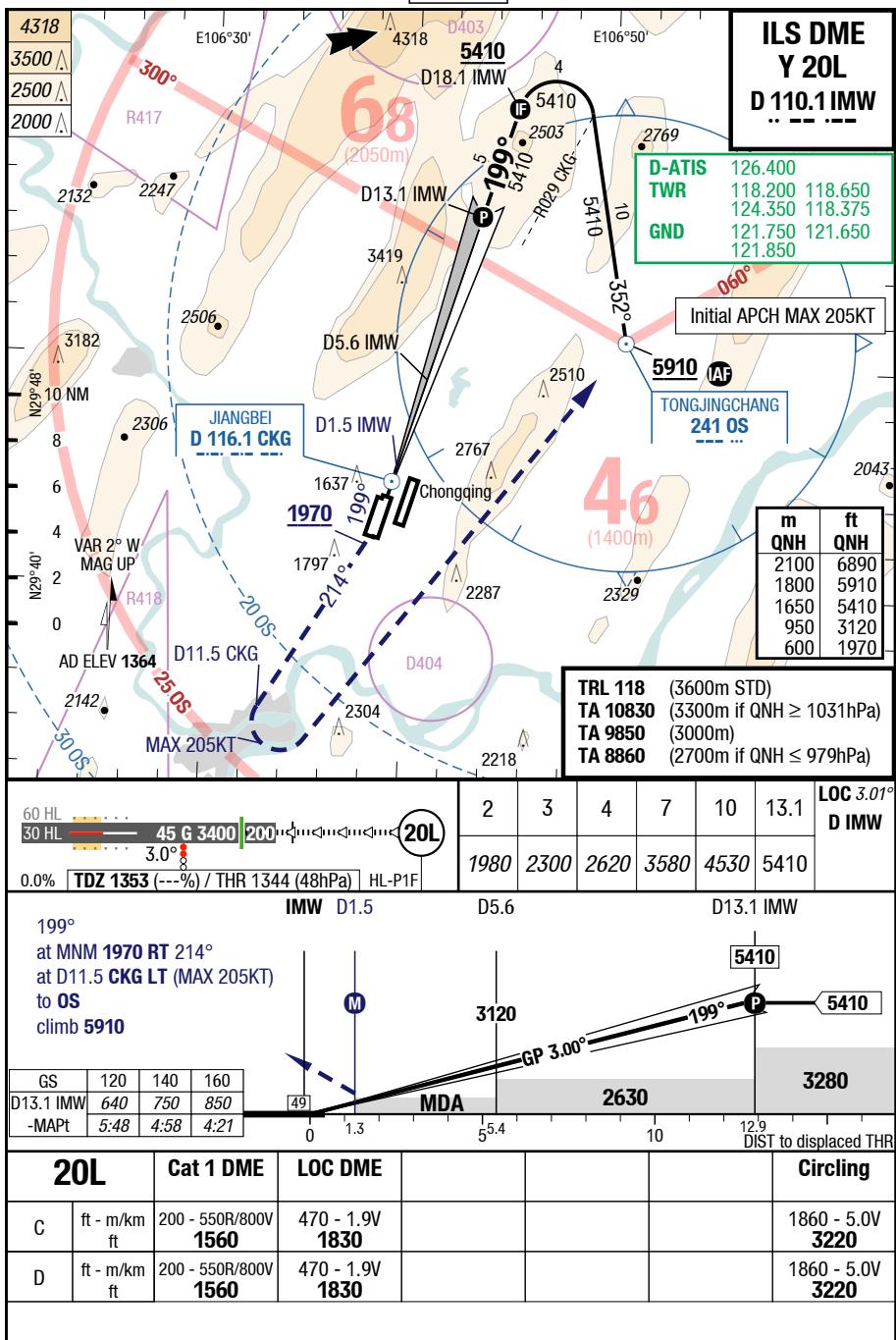


07-SEP-2017

CKG-ZUCK

7-80

ILS DME Y 20L



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14-JUN-2018

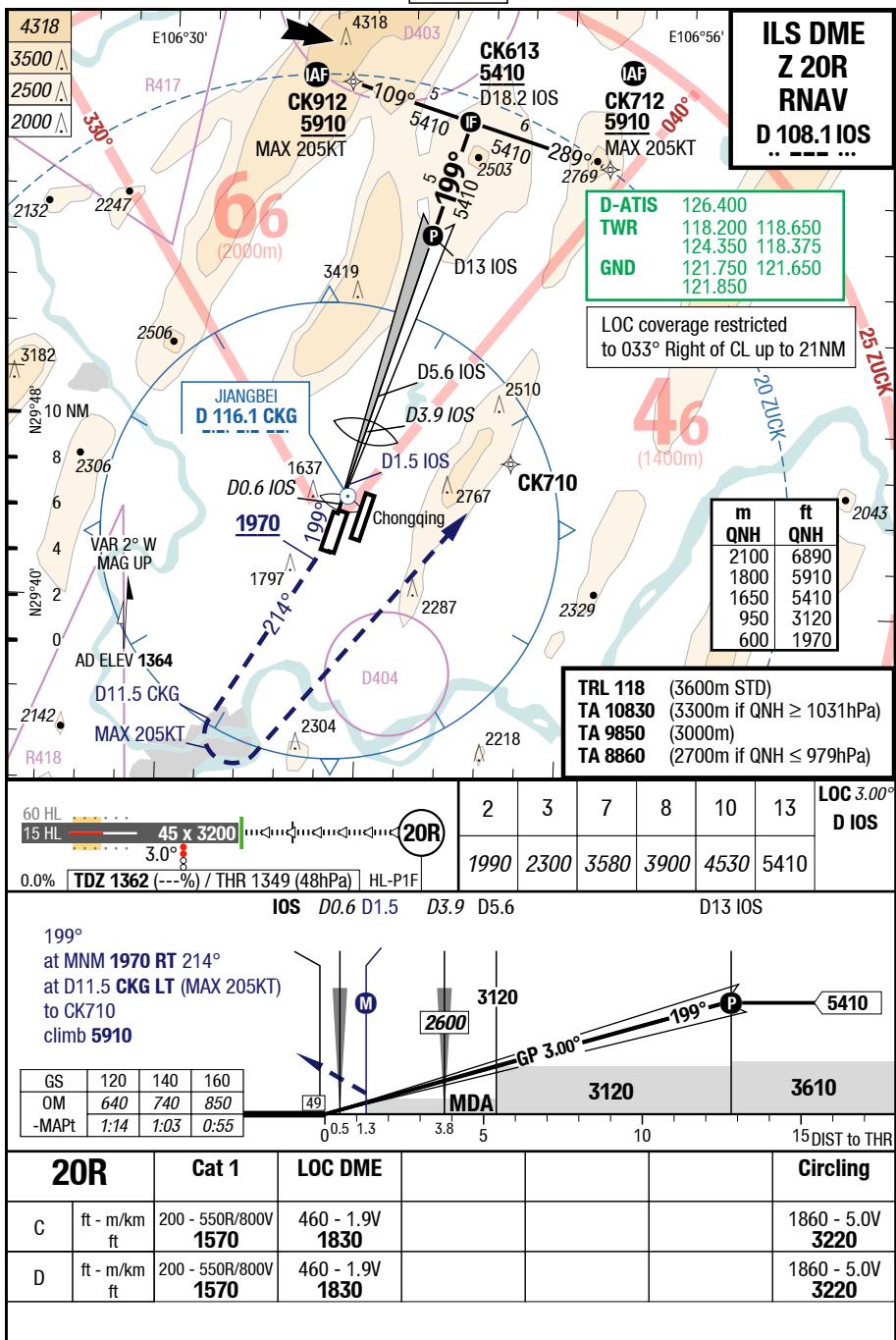
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7-90

## ILS DME Z 20R RNAV



Changes: MOCA

Effective 21-JUN-2018

14-JUN-2018

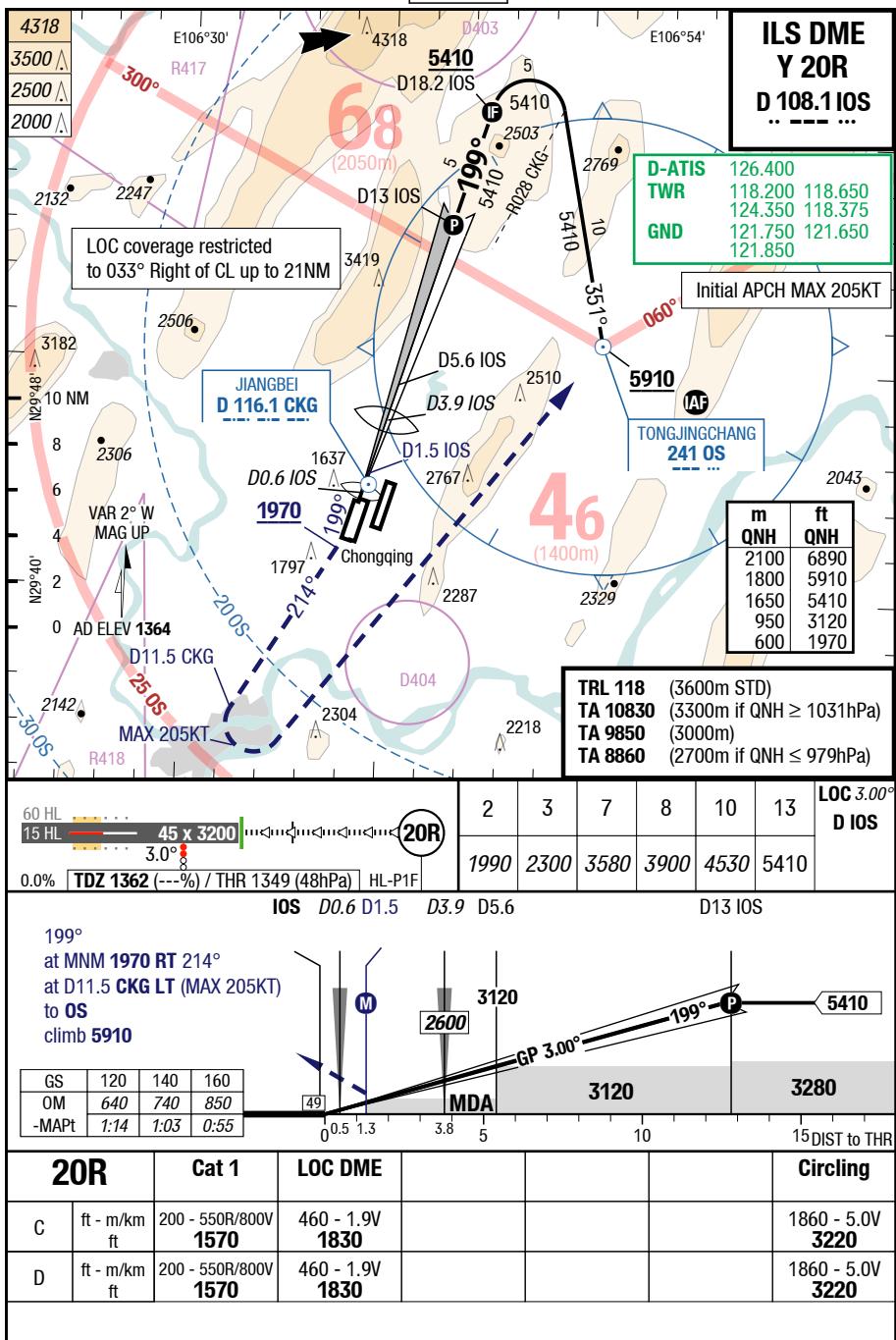
CKG-ZUCK

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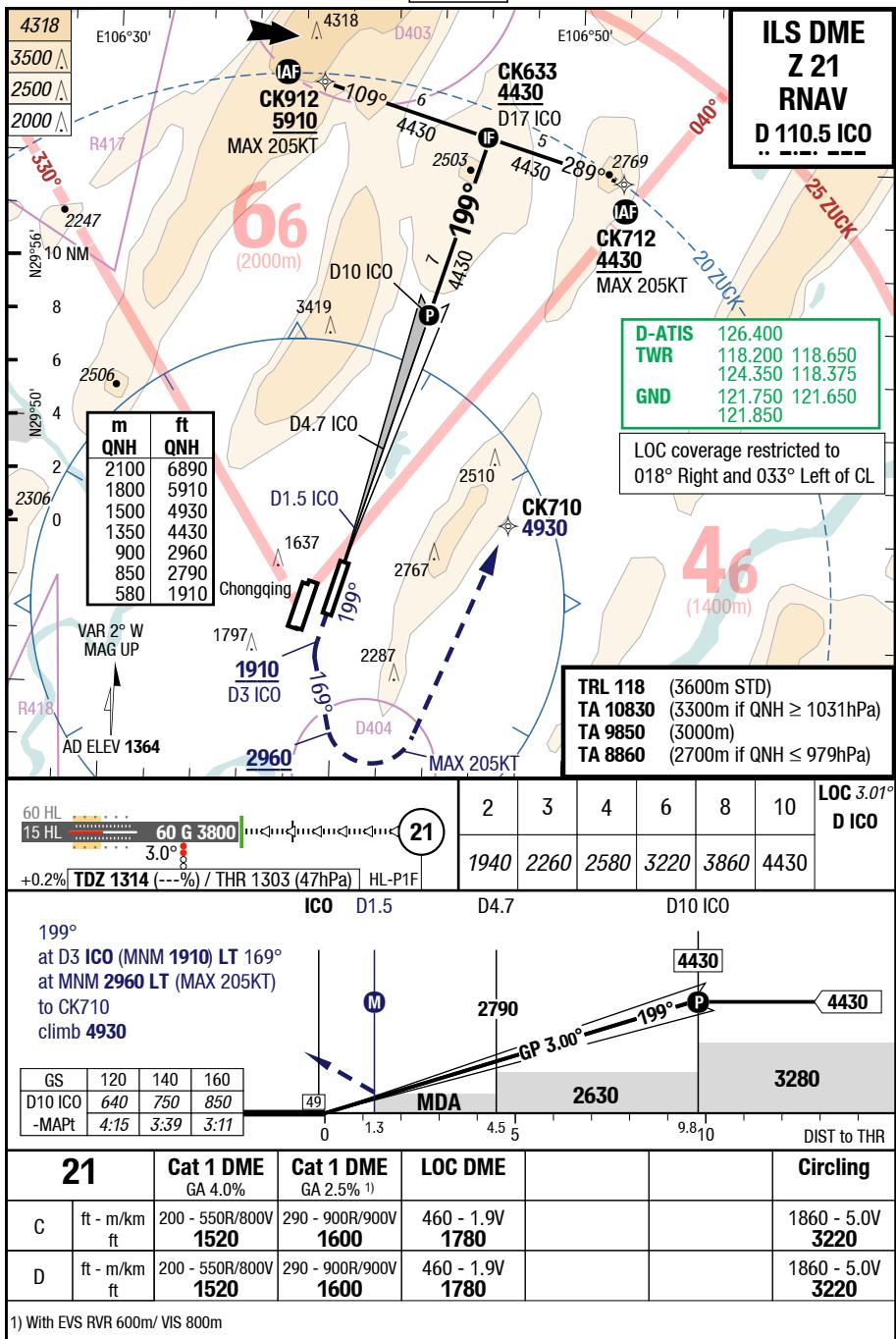
7-100

ILS DME Y 20R



7-110

ILS DME Z 21 RNAV



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14-JUN-2018

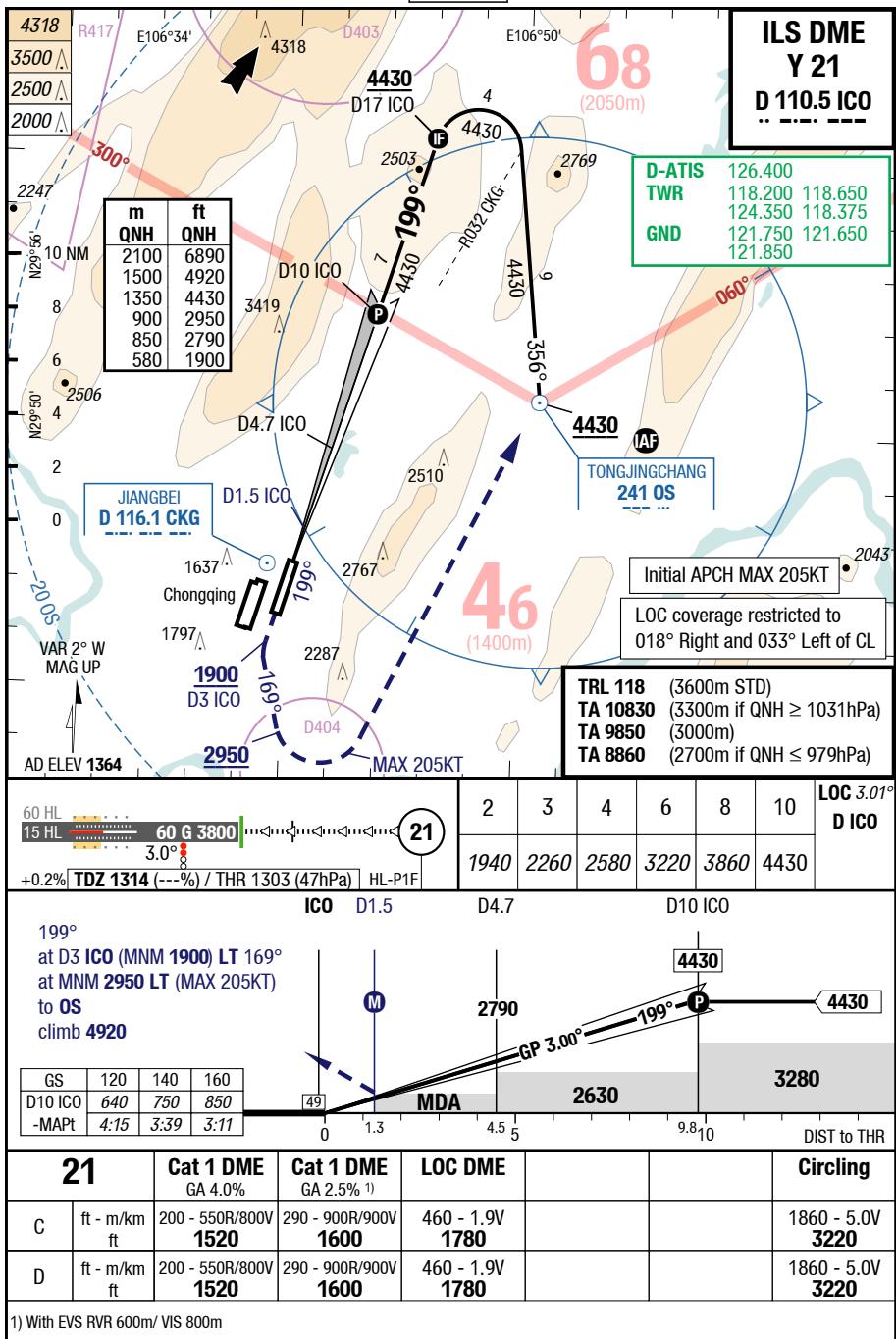
CKG-ZUCK

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7-120

ILS DME Y 21

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Changes: Nil

Effective 14-SEP-2017

07-SEP-2017

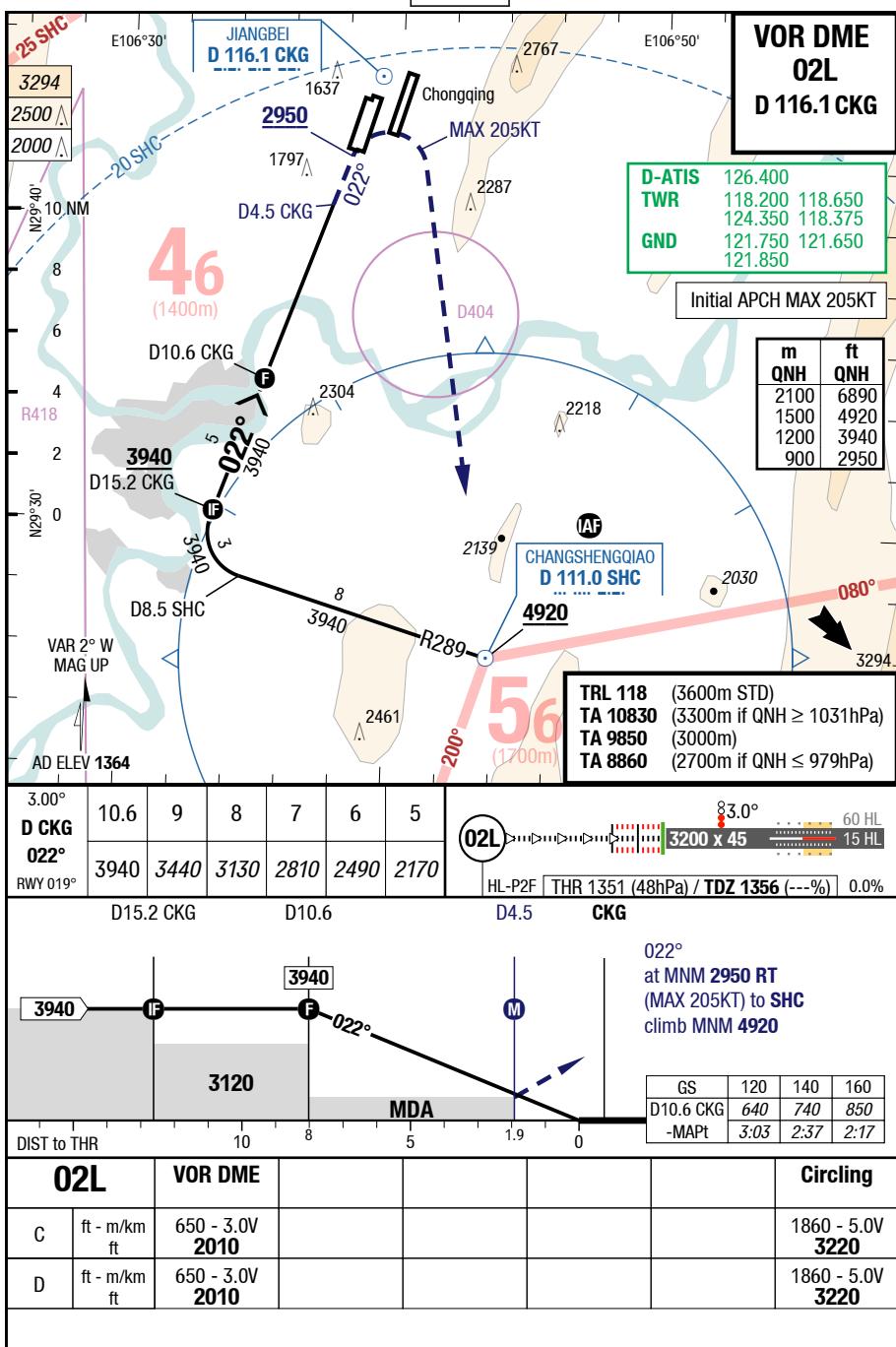
## CKG-ZUCK

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7-130

## VOR DME 02L



Changes: FREQ, OBST

Effective 14-SEP-2017

07-SEP-2017

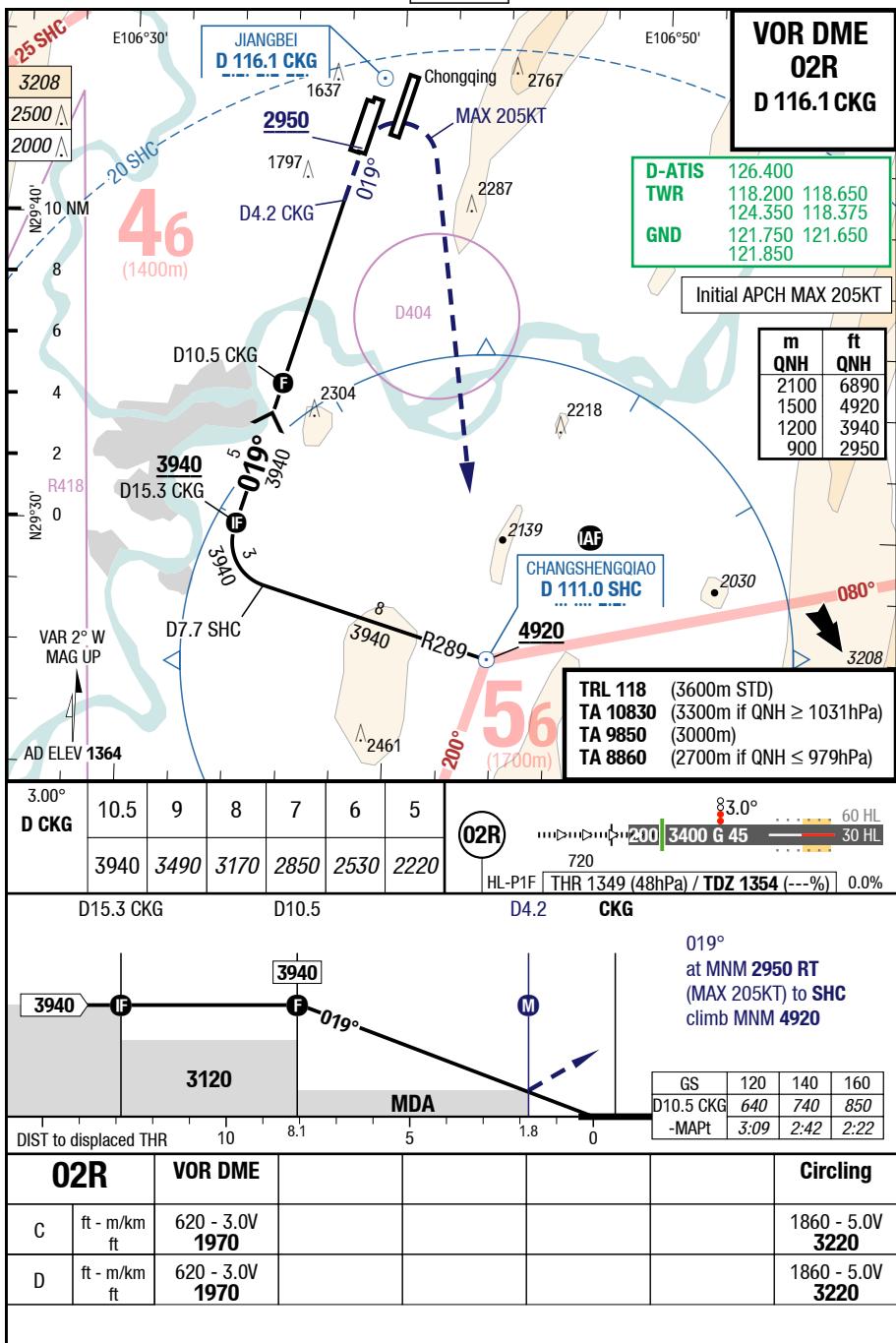
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7-140

VOR DME 02R



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07-SEP-2017

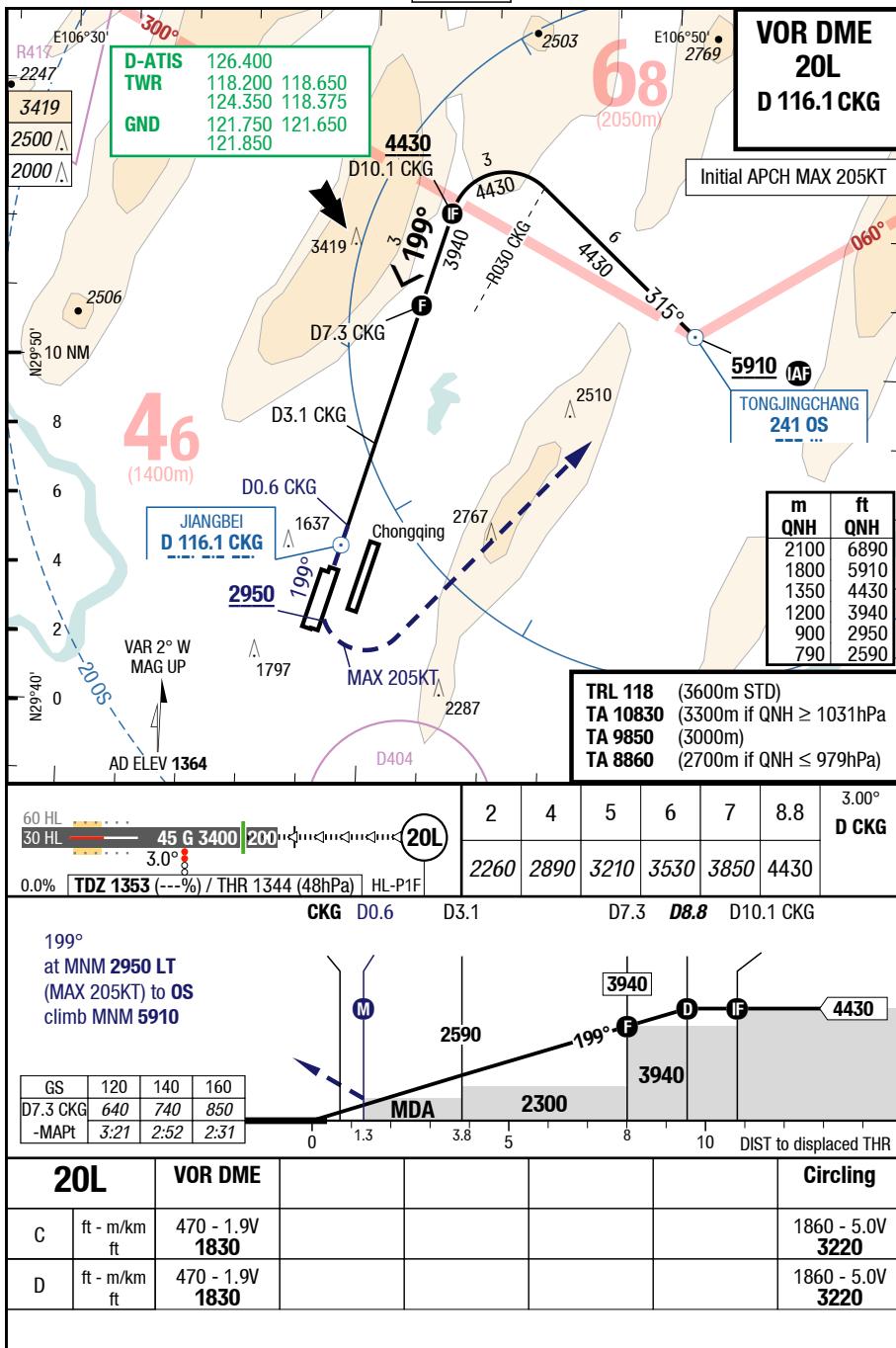
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7-150

VOR DME 20L

IAC



Changes: FREQ, OBST

