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

ZSNJ/NKG-南京/禄口 NANJING/Lukou

ZSNJ 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	N31°44.6′ E118°51.8′ Center of RWY06/24
2	机场基准点与城市的位置关系 Direction and distance from city	171 °GEO, 35.8km FM city center
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	14.9 m/33.1℃(JUL)/-1.4℃(JAN)
4	机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN	
5	磁差（测量年份）及年变率 VAR(Year)/Annual change	6°16′W(2021)/-6′47″
6	机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址 AD administration/Address/Telephone/Telefax/ AFS/ E-mail/Website	China East Airport Co. LTD. TEL:86-25-69820256 FAX:86-25-69820258 AFS:ZSNJYDYX E-mail:JSFW@njairport.cn Website:www.njiairport.com
7	允许飞行种类 Types of traffic permitted(IFR/VFR)	IFR-VFR
8	机场性质/飞行区指标 Military or civil airport/Reference code	CIVIL/RWY07/25: 4F; RWY06/24: 4E
9	备注 Remarks	Nil

ZSNJ AD 2.3 工作时间 Operational hours

1	机场开放时间 AD Operational hours	H24
2	海关和移民 Customs and immigration	H24
3	卫生健康部门 Health and sanitation	H24
4	航空情报服务讲解室 AIS Briefing Office	H24

5	空中交通服务报告室 ATS Reporting Office	H24
6	气象服务讲解室 MET Briefing Office	H24
7	空中交通服务 Air Traffic Service	H24
8	加油服务 Fuelling	H24
9	地勤服务 Handling	H24
10	安保服务 Security	H24
11	除冰服务 De-icing	H24
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	container lift truck(6.8-13.8t), conveyor belt truck, container platform lorry, cargo handling vehicle, cargo platform lorry, forklift(1.5-8t), luggage towing vehicle
2	燃油牌号 Fuel types	Jet Fuel No.3
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Tank refueling truck, hydrant cart, refueling well and oil pump: 222L/S
5	除冰设施 De-icing facilities	20 de-icers
6	过站航空器机库 Hangar space for visiting aircraft	Nil
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for various types(Boeing and Airbus) of aircraft on request. No aircraft parts suppliment, and no equipment for changing engine.
8	备注 Remarks	Ground power unit, air supply unit, air conditioning unit

ZSNJ AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	Near by AD
2	餐饮 Restaurants	At AD
3	交通工具 Transportation	Passenger’s coaches, taxis
4	医疗设施 Medical facilities	First-aid equipment at AD, hospital near by AD
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

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

1	机场消防等级 AD category for fire fighting	CAT 9
2	援救设备 Rescue equipment	Fire fighting facilities: primary foam tender, heavy-duty foam tender, heavy-duty water tank truck, rapid intervention vehicle, command car, disassembly rescue truck, illumination truck, logistics truck, light-duty fire tender.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTOW up to A380 Device: mobile surface operation devices, rescue towing tractor, hoisting equipment, uplift air cushion, traction rack, tractor, crane
4	备注 Remarks	Nil

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

1	可用季节及扫雪设备类型 Seasonal availability/Types of clearing equipment	All seasons Snow blower
2	扫雪顺序 Clearance priorities	RWY, TWY, Apron
3	备注 Remarks	Nil

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

1	停机坪道面和强度 Apron surface and strength	道面 Surface	CONC
		强度 Strength	PCR 1280/R/B/W/T : Stands Nr. 274-277 PCR 1260/R/B/W/T : Stands Nr. 280A PCR 1250/R/B/W/T : Stands Nr. 621-628, 631-635, 641-654, E01-E03 PCR 1240/R/B/W/T : Stands Nr. 206-216 PCR 1160/R/B/W/T : Stands Nr. 100-116, 118-131 PCR 1080/R/B/W/T : Stands Nr. 201-205, 217-231, 260-273, 278-280 PCR 1070/R/B/W/T : Stands Nr. 51-54, 58, 62, 66-71, 67A, 74, 74A, 98-99 PCR 820/R/B/W/T : Stands Nr. 601-614 PCR 760/R/B/W/T : Stands Nr. 55-57, 59-61, 63-65 PCR 256/R/B/W/U : Stands Nr. 91-93
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	60m : C5-C10, Q6 38m : C4 34m : B(BTN N & Q), Q2-Q4 33m : Q5 31.5m : C1, C2, C11-C14 28.5m : A1-A3, A5, A6, A9, K(N of A) 25m : C3, D, D1-D6, E(E of A10), N 24m : E(W of A10) 23m : A, A4, A7, A8, A10, B(BTN Q & A7), C, K(S of A), L, P, Q, R1, R2, Z1-Z7
		道面 Surface	CONC
		强度 Strength	PCR 1290/R/B/W/T : C2 PCR 1280/R/B/W/T : C3-C12, D4, P, Q PCR 1260/R/B/W/T : A1, B, D1, L, Q2-Q4 PCR 1250/R/B/W/T : E, K, Z1, Z2, Z5-Z7 PCR 1230/R/B/W/T : C13, C14, N PCR 1220/R/B/W/T : C1 PCR 1190/R/B/W/T : C PCR 1180/R/B/W/T : D PCR 1170/R/B/W/T : A7, R1, R2 PCR 1160/R/B/W/T : A8, A9 PCR 1150/R/B/W/T : D6 PCR 1140/R/B/W/T : D2 PCR 1120/R/B/W/T : A2, D3 PCR 1100/R/A/W/T : Q5, Q6 PCR 1100/R/B/W/T : A PCR 1090/R/B/W/T : A10 PCR 1070/R/B/W/T : A6

			PCR 1040/R/B/W/T : A3, D5 PCR 1010/R/B/W/T : A5 PCR 980/R/B/W/T : A4 PCR 820/R/B/W/T : Z3, Z4
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR 校正点 VOR checkpoints	Nil	
5	INS 校正点 INS checkpoints	Nil	
6	备注 Remarks	Nil	

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

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWY and RWY. Taxiing guidance signs at all holding positions. Aircraft stand identification sign boards at stands Nr. 66-71, 100-116, 118-131, 201-231, 260-279, 601-614, 621-628, 631-635, 641-654. Guide lines at TWYs. Guide lines at aprons. Visual docking guidance system at aircraft stands Nr. 113-116, 130, 131, 206-216, Marshalling assistance for other aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR, REDL, RCLL, RTZL(07), RENL
		滑行道标志 TWY markings	Edge line, center line, TWY shoulder marking, mandatory instruction marking, information signs, RWY holding position(A, A1, C1, C2, C13, C14, K), intermediate holding position
		滑行道灯光 TWY lights	Edge line retroreflective markers, edge line lights, center line lights, No-entry bar(A2-A6, C3, C4, C11, C12, D1-D6) , RETILs(A2, A3, A5, A6, D1-D6), intermediate holding position lights
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: A, A1, C1, C2, C13, C14, K Runway guard lights	

4	其它跑道保护措施 Other runway protection measures	Nil
5	备注 Remarks	Edge line retroreflective markers installed at T20, T23.

ZSNJ AD 2.10 机场障碍物 Aerodrome obstacles

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志, 灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
Antenna 001	Antenna	059/1503	27.2	LGT	
Antenna 002	Antenna	063/3067	29.4		RWY06 take-off path
Antenna 003	Antenna	064/2848	28.1	LGT	RWY06 take-off path
BLDG 004	BLDG	083/6964	86.2		RWY07 take-off path
MT 005	MT	085/10475	89		
Antenna 006	Antenna	093/5477	56.3		
Antenna 007	Antenna	093/5559	53.9		
Antenna 008	Antenna	093/6683	68.7		
TRANSMISSION_LINE 009	TRANSMISSION_LINE	094/6936	81.8		
Antenna 010	Antenna	100/5957	70.7		
Antenna 011	Antenna	102/5239	54.9		

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Antenna 012	Antenna	104/5978	61.7		
Antenna 013	Antenna	105/6452	76.4		
Antenna 014	Antenna	129/5908	48.5		
Antenna 015	Antenna	129/6913	77.2		
Antenna 016	Antenna	141/2177	27.9	LGT	
Antenna 017	Antenna	142/605	87.7	LGT	RWY06/24 ILS/DME final approach
Trees 018	Trees	153/13525	182.4		
Antenna 019	Antenna	155/6137	60.1		
Antenna 020	Antenna	156/6324	68.1		
Control TWR 021	Control TWR	160/1116	102.5	LGT	RWY06/24 VOR/DME, GP INOP missed approach
Antenna 022	Antenna	167/4419	51		
MT 023	MT	172/6849	196.3		Circling CAT A/B
MT 024	MT	182/10280	295		Circling CAT C
MT 025	MT	185/9974	244.5		
MT 026	MT	188/10418	270.3		
Antenna 027	Antenna	194/4383	54.6		

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Antenna 028	Antenna	199/5419	50.7		
MT 029	MT	199/11237	305.9		
MT 030	MT	201/9087	144.5		
Pole 031	Pole	201/12172	380.8		Circling CAT D
MT 032	MT	201/12186	364.3		
Antenna 033	Antenna	204/3270	28.8	LGT	
MT 034	MT	204/11127	214.9		
MT 035	MT	210/8505	155.7		RWY25 departure
MT 036	MT	212/8981	160.9		
MT 037	MT	213/14738	318.7		
MT 038	MT	214/14189	339.1		
MT 039	MT	220/12638	217.7		
MT 040	MT	224/9882	123.8		
MT 041	MT	224/14444	165		
TRANSMISSION_LINE 042	TRANSMISSION_LINE	225/5773	47.7		RWY25 take-off path

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
TRANSMISSION_LINE 043	TRANSMISSION_LINE	225/11560	161.1		RWY06 VOR/DME final approach
Antenna 044	Antenna	227/7924	65.8		RWY07 GP INOP final approach
TRANSMISSION_LINE 045	TRANSMISSION_LINE	228/11606	133.5		RWY07 GP INOP final approach
TANK 046	TANK	229/4976	45.4		
Antenna 047	Antenna	229/5209	45.4		
MT 048	MT	229/11717	103.4		
Pole 049	Pole	229/14690	188.2		RWY07 CAT I ILS/DME, GP INOP intermediate approach
Antenna 050	Antenna	232/6751	49		
Antenna 051	Antenna	235/6583	53.6		
Antenna 052	Antenna	243/6922	73.8		RWY06 GP INOP, VOR/DME final approach
Antenna 053	Antenna	249/1497	28.3	LGT	
Antenna 054	Antenna	250/6189	69.8		RWY24 take-off path
MT 055	MT	262/14475	181.6		
MT 056	MT	266/13960	273		

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 057	MT	275/13569	319.4		RWY24 departure; RWY24 ILS/DME, GP INOP missed approach
Antenna 058	Antenna	278/4657	56		
MT 059	MT	278/12902	235.2		
DAM 060	DAM	292/14525	195.5		
BLDG 061	BLDG	330/5275	77.2		
BLDG 062	BLDG	331/5198	78.8		
Antenna 063	Antenna	336/4575	59.3		
MT 064	MT	336/10000	100.9		
Antenna 065	Antenna	343/4153	60.2		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Pole 066	Pole	003/36685	460		
MT 067	MT	016/26487	222		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)

Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 068	MT	018/29970	275		
Antenna 069	Antenna	018/47390	346		
BLDG 070	BLDG	019/24989	201		
MT 071	MT	021/26082	259		
MT 072	MT	023/28421	283		
MT 073	MT	023/30567	286		
STACK 074	STACK	023/49887	245	LGT	
DAM 075	DAM	026/31817	276		
MT 076	MT	028/39662	343		
BLDG 077	BLDG	031/37867	293		
BLDG 078	BLDG	031/47911	396		
Antenna 079	Antenna	035/48895	472		
MT 080	MT	038/43981	434		
MT 081	MT	060/22258	229		
Antenna 082	Antenna	060/22281	254		RWY24/25 initial approach
Antenna 083	Antenna	060/41945	256	LGT	

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 084	MT	077/16900	94		RWY24/25 ILS/DME, GP INOP intermediate approach; RWY24 VOR/DME intermediate approach
TOWER 085	TOWER	090/42799	384		
Antenna 086	Antenna	100/43134	361		
MT 087	MT	107/42646	411		
MT 088	MT	112/40171	352		
MT 089	MT	120/26582	289		
MT 090	MT	132/39123	289		
MT 091	MT	139/27534	281		
MT 092	MT	140/21578	210		
MT 093	MT	141/25154	243		
Trees 094	Trees	142/38643	295		
Antenna 095	Antenna	169/45651	241	LGT	
Radar 096	Radar	210/15248	478	LGT	RWY24/25 departure; RWY06/07 initial approach; RWY25 ILS/DME, GP INOP missed approach; MSA sector

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT 097	MT	210/15297	459		
MT 098	MT	210/15540	459		
MT 099	MT	219/15275	258		
MT 100	MT	234/41604	372		
Other 101	Other	241/25639	302		RWY07 CAT II ILS/DME intermediate approach
MT 102	MT	244/29889	252		
WINDMILL 103	WINDMILL	244/30633	378		RWY06/07 initial approach
WINDMILL 104	WINDMILL	244/31510	374		
MT 105	MT	254/26681	211		
MT 106	MT	258/19471	229		
Bridge 107	Bridge	258/46698	191	LGT	
MT 108	MT	260/17039	285		RWY06 ILS/DME, GP INOP, VOR/DME intermediate approach
STACK 109	STACK	275/35316	199	LGT	
MT 110	MT	276/27931	217		
MT 111	MT	286/15169	244		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
TRANSMISSION_LINE 112	TRANSMISSION_LINE	322/33776	266	LGT	
TRANSMISSION_LINE 113	TRANSMISSION_LINE	323/31792	266	LGT	
MT 114	MT	325/47215	442		
MT 115	MT	329/17309	236		
MT 116	MT	329/46769	329		
MT 117	MT	332/20349	255		
Trees 118	Trees	334/15506	176		
Antenna 119	Antenna	334/47862	427		
BLDG 120	BLDG	338/31583	321	LGT	
BLDG 121	BLDG	340/31225	315		
BLDG 122	BLDG	341/31448	239	LGT	
BLDG 123	BLDG	343/32156	210	LGT	
BLDG 124	BLDG	345/33613	368	LGT	
Antenna 125	Antenna	349/37749	346	LGT	
Antenna 126	Antenna	353/34299	264	LGT	

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles between two circles with the radius of 15km and 50km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
BLDG 127	BLDG	353/34688	336	LGT	
BLDG 128	BLDG	353/36404	468	LGT	
BLDG 129	BLDG	354/33982	259	LGT	
MT 130	MT	357/43231	199		
TRANSMISSION_LINE 131	TRANSMISSION_LINE	359/44826	281	LGT	

Remarks:

ZSNJ AD 2.11 提供的气象情报、气象观测和报告
Meteorological information provided & meteorological observations and reports

提供的气象情报
Meteorological information provided

1	相关气象台的名称 Associated MET Office	Jiangsu ATMB MET 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 Office responsible for TAF preparation/Periods of validity/Interval of issuance	Jiangsu ATMB MET Office;9h, 24h;3h, 6h
4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 1h
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T Consultation provided: T
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Chart, International MET Codes, Abbreviated Plain Language Text;Ch, En
7	讲解或咨询服务时可利用的图表和其它信息	Synoptic charts, significant weather charts, upper W/T Charts, satellite and

	Charts and other information available for briefing or consultation	radar material, AWOS Real-time Data
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	FAX, MET Service Terminal
9	提供气象情报的空中交通服务单位 ATS units provided with information	Nanjing APP, Nanjing Tower
10	其他信息 Additional information	Nil
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Hourly plus special observation/yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 100m N of RCL, 311m inward THR06; B: 100m N of RCL, 1790m inward THR06; C: 100m N of RCL, 335m inward THR24; D: 100m S of RCL, 313m inward THR07; E: 100m S of RCL, 1780m inward THR07; F: 100m S of RCL, 337m inward THR25. SFC wind sensors 06: 110m N of RCL, 321m inward THR; 06/24 Center: 110m N of RCL, 1800m inward THR24; 24: 110m N of RCL, 315m inward THR; 07: 110m S of RCL, 323m inward THR; 07/25 Center: 110m S of RCL, 1800m inward THR07; 25: 110m S of RCL, 317m inward THR. Ceilometer 06: 10m N of RCL, 1000m outward THR; 24: 110m N of RCL, 305m inward THR; 07: 30m N of RCL, 965m outward THR; 25: 140m N of RCL, 735m outward THR.
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24
5	气候资料 Climatological information	Climatological tables AVBL

6	其他信息 Additional information	Nil

ZSNJ AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 RWY Designator	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
06	058.00 °GEO 064 °MAG	3600×45	(0-200m) PCR 1230/R/B/W/T CONC (200-3500m) PCR 1210/R/B/W/T ASPH (3500-3600m) PCR 1230/R/B/W/T CONC/-	Nil	THR 13m TDZ 13.6m	0.1%(1680m)/0%(340m)/-0.1%(80m)/-0.2%(1500m)
24	238.00 °GEO 244 °MAG	3600×45	(0-100m) PCR 1230/R/B/W/T CONC (100-3400m) PCR 1210/R/B/W/T ASPH (3400-3600m) PCR 1230/R/B/W/T CONC/-	Nil	THR 11.6m TDZ 12.7m	0.2%(1500m)/0.1%(80m)/0%(340m)/-0.1%(1680m)
07	058.00 °GEO 064 °MAG	3600×60	PCR 1110/R/B/W/T CONC/-	Nil	THR 12.5m TDZ 12.5m	-0.02%(1800m)/-0.02%(1800m)
25	238.00 °GEO 244 °MAG	3600×60	PCR 1110/R/B/W/T CONC/-	Nil	THR 11.8m TDZ 12.0m	0.02%(1800m)/0.02%(1800m)
跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区长宽 RESA dimensions (m)	拦阻系统的位置及描述 Location& Description of arresting system	无障碍物区 OFZ

1	8	9	10	11	12	13
06	Nil	Nil	3720×300	220×120	Nil	Nil
24	Nil	Nil	3720×300	220×120	Nil	Nil
07	Nil	Nil	3720×300	240×120	Nil	Nil
25	Nil	Nil	3720×300	240×120	Nil	Nil

Remarks: 06/24:RWY shoulder:7.5m on each side
Distance between RCL06/24 and RCL07/25 is 2000m; THR07 is 1000m W of THR06.
RWY06/24 grooved for 200m inward THR06 and 100m inward THR24(depth: 6mm, width: 6mm, space between centerline: 32mm); other part(3300m) no groove.
07/25:RWY shoulder:7.5m on each side
RWY07/25 grooved at full length(depth: 6mm, width: 6mm, space between centerline: 32mm).

ZSNJ 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
06	3600	3600	3600	3600	Nil
06	3470	3470	3470	3600	FM A1
24	3600	3600	3600	3600	Nil
07	3600	3600	3600	3600	Nil
07	3500	3500	3500	3600	FM C2
25	3600	3600	3600	3600	Nil
25	3500	3500	3500	3600	FM C13

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

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/ LEN/ /INTST	入口灯颜色、翼排灯 THR LGT colour/ WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN /Colour
1	2	3	4	5	6	7	8	9
06	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 425m inward THR06 3 ° 20.2m	Nil	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
24	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 420m inward THR24 3 ° 20.5m	Nil	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
07	PALS CAT II SFL 900 m LIH	GREEN Yes	PAPI LEFT 450m inward THR07 3 ° 21.9m	900 m	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
25	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 450m inward THR25 3 ° 21.3m	Nil	3600 m spacing 15m 0-2700m, WHITE 2700-3300m, RED/WHITE 3300-3600m, RED VRB LIH	3600 m spacing 60m 0-3000m, WHITE 3000-3600m, YELLOW VRB LIH	RED	Nil
Remarks:								

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

1	机场灯标或识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标和风向标位置和灯光 LDI/ WDI location and LGT	WDI: RWY06:110m S of RCL, 284m inward THR, LGT; RWY24:110m S of RCL, 466m inward THR, LGT; RWY07:118m S of RCL, 448m inward THR, LGT; RWY25:114m S of RCL, 450m inward THR, LGT.
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: green center line lights, blue retroreflective markers, blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	RWY06/24: Dual feed, diesel engine driven generator/ < 15s, UPS/ < 1s; RWY07/25: Dual feed, diesel engine driven generator/ < 15s, UPS/ < 1s.
5	备注 Remarks	Nil

ZSNJ AD 2.16 直升机着陆区域 Helicopter landing area

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

ZSNJ AD 2.17 空中交通服务空域 ATS airspace

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Nanjing tower control area	A circuit, 4 arcs with radius 13km centered at center of all THRs, and 2 parallel line of 13km from RWY06/24 and RWY07/25 center line.	SFC-600m(QNH)				
Fuel Dumping Area	N3113E12300- N3130E12400- N3100E12400- N3100E12300- N3113E12300	3000m or above				Refer ZSPD and ZSSS Fuel Dumping Area Chart
Altimeter setting region and TL/TA	A circle with a radius of 55km centered on Lukou VOR/DME(NJL).	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				

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

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
ATIS		126.25			H24	D-ATIS available
APP	Nanjing Approach	APP01:119.25 (120.35)			H24	
		APP02:126.55 (120.35)			by ATC	Contact APP01 when APP02 U/S.
		APP03:119.675 (120.35)			by ATC	
		APP04:121.3 (119.525)			H24	
		APP05:119.9 (120.35)			by ATC	

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
		APP06:124.775 (119.525)			by ATC	Contact APP04 when APP06 U/S.
TWR	Nanjing Tower	TWR(N):118.85 (118.225)			HO	
		TWR(S):118.475 (118.225)			HO	
GND	Nanjing Ground	GND(N):121.7 (118.225)			HO	
		GND(S):121.6 (118.225)			HO	
APN	Nanjing Apron	APN(N):121.975			H24	
		APN(S):121.8			H24	
Delivery	Nanjing Delivery	121.9			HO	DCL available
EMG	Nanjing	121.5			H24	

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

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Lukou VOR/DME	NJL	113.6 MHz CH 83X	H24	N31°45.3′ E118°53.2′ On RCL extended, 1056m FM THR24	24 m	R182°-R202° clockwise, R300°-R320° clockwise, R332°-R350° clockwise (except on R349° for ENR) U/S.
Moling VOR/DME	MLJ	117.05 MHz CH 117Y	H24	N31°50.7′ E118°51.3′	19 m	

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
Shiqiu VOR/DME	SNQ	115.75 MHz CH 104Y	H24	N31°40.8′ E118°58.1′	27 m	
Xiaodanyang VOR/DME	XDY	115.15 MHz CH 98Y	H24	N31°40.0′ E118°43.0′ 295m N of RWY06/24 RCL, 14165m outward THR06	51 m	
Daxiaochang NDB	A	511 kHz		N31°59.1′ E118°47.6′		
NDB	Z	420 kHz		N31°42.6′ E118°50.3′ 970m outward THR07		
LOC 06 ILS CAT I	IMI	110.3 MHz		064 °MAG/280m FM RWY06 end		Beyond 25 °rightside of front course U/S
GP 06		335.0 MHz		130m N of RCL, 308m inside THR06		Angle 3 °, RDH 16.5 m Coverage 17NM
DME 06	IMI	CH 40X (110.3 MHz)		135m N of RCL, 308m inside THR06	17m	Co-located with GP 06
LOC 24 ILS CAT I	IGG	110.9 MHz		244 °MAG/280m FM RWY24 end		
GP 24		330.8 MHz		130m N of RCL, 302m inside THR24		Angle 3 °, RDH 16.5 m Coverage 17NM
DME 24	IGG	CH 46X (110.9 MHz)		135m N of RCL, 302m inside THR24	16m	Co-located with GP 24
IM 07		75 MHz		244 °MAG/345m FM THR07		
LOC 07 ILS CAT II	IZZ	108.7 MHz		064 °MAG/315m FM RWY07 end		Beyond 25 °rightside of front course U/S
GP 07		330.5 MHz		120m S of RCL, 310m inside THR07		Angle 3 °, RDH 16.5 m
DME 07	IZZ	CH 24X (108.7 MHz)		125m S of RCL, 310m inside THR07	16m	Co-located with GP 07

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
LOC 25 ILS CAT I	IPX	111.3 MHz		244 °MAG/315m FM RWY25 end		
GP 25		332.3 MHz		120m S of RCL, 304m inside THR25		Angle 3 °, RDH 16.5 m
DME 25	IPX	CH 50X (111.3 MHz)		125m S of RCL, 304m inside THR25	16m	Co-located with GP 25

ZSNJ AD 2.20 本场规定

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。在特殊情况下，经局方批准，可允许无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。

1.3 本场可供 A380 及其以下机型使用。

1.4 重型机机组首次与南京进近或塔台建立通讯联系时，须主动报告机型为“重型”或“HEAVY”。

1.5 空管塔台负责本场所有航空器的放行许可发布和离场排序。本机场放行时不再要求机组话音复诵已经通过数据链成功发布的放行许可。如有备注信息，仅需复诵备注信息。

ZSNJ AD 2.20 Local aerodrome regulations

1.Airport operations regulations

1.1 Aircraft without SSR transponder are forbidden to take-off/land. Taking-off or landing is allowed if authorized by relative authorities in special circumstances.

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 Maximum aircraft to be available: A380 and equivalent.

1.4 Heavy aircraft crew should report aircraft "HEAVY" at first contact Nanjing APP or TWR.

1.5 Tower control is in charge of delivery clearance and departure sequence for all aircrafts. No readback required when the delivery clearance has been received through DCL. If there is a note, readback the note only.

1.6 管制范围

1.6.1 机坪管制范围：A 滑（不含）以南，D 滑（不含）以北，N 滑（含）以东所围成的机坪区域（除 A10、E 滑行道及东航维修机坪）。机坪管制负责该范围内的航空器推出、开车、滑行、拖曳、停放及其它地面运行指挥。

1.6.2 空管塔台管制范围：除机坪管制范围、邮航自建机坪（5 号机坪）、A10、E 滑行道及东航维修机坪以外的地面区域。

1.6.3 邮航负责邮航自建机坪(5 号机坪)的运行管理。

1.6.4 东航江苏公司负责 A10、E 滑行道及东航维修机坪的运行管理。

1.7 机场运行指挥中心负责 1-4 号机坪停机位的统一调配使用。邮航负责邮航自建机坪（5 号机坪）的停机位调配使用。

1.8 本场场务巡场车与航空器引导车涂装相似，请机组注意观察。

2. 跑道和滑行道的使用

2.1 06/24 跑道与 07/25 跑道实施隔离平行运行。

2.2 机组可向机坪管制员申请引导车和拖车服务。

2.3 一切车辆、人员未经所在管制范围管制员的允许，不得穿越跑道，进入、滞留滑行道和联络道。

1.6 Area of control

1.6.1 APN control area: The area of south of TWY A(not inclusive), north of TWY D(not inclusive)，east of TWY N(except for TWYs A10, E and China Eastern Airline maintenance apron). Aircraft push-out, start-up, taxiing, towing, parking and other ground operations in this area shall follow the instructions of APN.

1.6.2 TWR control area: The surface area except APN control, Nr.5 apron,TWY A10, TWY E and China east airline maintain apron.

1.6.3 China Post Airline is responsible for the operation of Apron Nr.5 .

1.6.4 Jiangsu Branch of China Eastern Airlines is responsible for the operation of TWYs A10, E and maintenance apron.

1.7 AOC is responsible for allocating all stands in apron Nr.1-Nr.4. China Post Airline is responsible for allocating all stands in apron Nr.5.

1.8 Patrol car look similar to tractor,caution while taxiing.

2. Use of runways and taxiways

2.1 Implement segregated parallel approaches/ departures between RWY06/24 and RWY07/25.

2.2 Follow-me vehicle service and towing service are available via APN Control.

2.3 Any vehicle or people are forbidden to cross RWY, enter and stay at TWYs without ATC permission.

2.4 管制员发布明确的指挥指令，机组与管制员之间的标准通话用语须简明、扼要。机组应听清并重复管制员的滑行指令，尤其是界限性指令和跑道号，发现疑问及时证实。

2.4 The standard communication phraseology between the controller and flight crew shall be clear, concise and brief. Flight crew shall listen carefully and repeat the taxiing instructions from the controller, especially the boundary instructions and runway number, and confirm any doubts in time.

2.5 机组收到进跑道指令后，必须在确保安全的前提下，在前机滑跑后立即按照标准运行程序从等待线滑至跑道内正确位置。任何情况下，机组必须确保在进跑道前完成所有座舱检查单以及其它必要的检查，并用最短的时间完成进跑道。

2.5 After getting ATC clearance for entering RWY, once previous aircraft start taxiing, the departure aircraft shall enter RWY from holding line immediately with standard operation procedure. In any case, pilot shall check all necessary examination before entering RWY, and then enter RWY in the shortest time.

2.6 起飞航空器从接到空管塔台管制员进跑道指令到对正跑道的时间应控制在 60s 以内(湿跑道或污染跑道除外)。如航空器驾驶员认为无法在上述要求的时间内完成，须在到达跑道外等待点之前向空管塔台管制员说明 。

2.6 Departure aircraft shall finish RWY alignment within 60s since receiving clearance of entering the RWY(except for wet or contaminated RWY). If flight crew considers that they can not fulfill, pilot shall inform TWR before arriving the RWY holding position.

2.7 着陆航空器

2.7 Landing aircraft

2.7.1 着陆航空器脱离跑道后应及时向空管塔台管制员报告已脱离跑道和脱离所使用的滑行道。

2.7.1 After vacating RWY, landing aircraft shall report the vacated RWY designation and the TWY in use to TWR controller in time.

2.7.2 着陆航空器使用 06 跑道落地时应尽快由 A5 快速脱离道脱离; 使用 24 跑道落地时应尽快由 A3 快速脱离道脱离; 使用 07 跑道落地时应尽快由 D5 快速脱离道脱离，如需选择其他道口脱离跑道，应在首次联系空管塔台时报告管制员。

2.7.2 Landing aircraft used RWY06 shall vacate RWY via TWY A5 as soon as possible, landing aircraft used RWY24 shall vacate RWY via TWY A3 as soon as possible, landing aircraft used RWY07 shall vacate RWY via TWY D5 as soon as possible. If landing aircraft want to choose other TWY to vacate RWY, pilot shall report ATC in the first contact with Control

TWR.

2.7.3 着陆航空器使用 06/24 跑道落地时，A4 脱离道除非得到空管塔台管制员许可，一般不提供使用。

2.7.3 When landing aircraft using RWY06/24, it is generally not allowed to use TWY A4 to vacate RWY unless approved by TWR controller.

2.8 通常情况下航空器接地后占用跑道的时间应控制在 50s 以内。不能执行此要求时，航空器驾驶员应在不晚于接地前 5min 通报空管塔台管制员(湿跑道或污染跑道除外)。

2.8 All landing aircraft shall fully vacate RWY within 50s after touchdown. If flight crew can not fulfill, pilot shall inform TWR no later than 5 minutes before landing. The controller will instruct the aircraft to abort approach or go around as appropriate(except for wet or contaminated RWY).

2.9 更换跑道运行方向过程中，当跑道顺风分量超过 3.5m/s，但小于 5m/s 时，塔台管制员可以短时指挥航空器顺风起飞或着陆。若航空器驾驶员根据机型性能或者运行手册限制不能执行，应明确告知空管塔台管制员。

2.9 During changing the operation direction of RWY, when downwind speed is more than 3.5m/s but less than 5m/s, TWR may instruct aircraft downwind take-off or landing in a short time. Flight crew shall inform TWR if they can not fulfill.

2.10 空管塔台管制员向着陆航空器发布落地许可的最晚时机可以在着陆航空器飞越跑道入口前，航空器驾驶员应听清管制指令。

2.10 The TWR controller will issue the landing clearance to the aircraft the latest when the aircraft flying over RWY threshold, the pilot shall hear the ATC instruction.

2.11 空管塔台管制员可以提出航空器使用部分跑道起飞的建议，航空器驾驶员有权决定是否采用，并对该决定负责。

2.11 TWR controller may suggest the use of part of a runway for take-off, but the pilot has the right to decide whether to follow this suggestion and is responsible for that decision.

2.12 禁止航空器在滑行道上做 180°转弯。

2.12 180 °turn around on TWY is strictly forbidden for all aircraft.

2.13 地面滑行期间，机组应密切关注管制相关活动，及时依照所在管制范围管制员的活动通报观察或将观察到的不明活动情况通报给所在管制范围管制员。

2.13 During aircraft taxiing on the ground, pilot shall observe carefully, and report unknown condition to GND controller.

2.14 专机滑行路线以管制员指令为准。

2.14 Taxiing routes of special flight will be instructed by GND controller.

2.15 严禁使用 A2-A6 滑行道进入跑道。

2.15 Entering RWY via TWY A2-A6 is forbidden.

2.16 使用 07 跑道端的航空器只允许从 C1、C2 滑行道进入跑道，从 C4、C11、C13、C14、D3、D5、D6 滑行道脱离跑道。使用 25 跑道端的航空器只允许从 C13、C14 滑行道进入跑道，从 C1、C2、C4、C12、D1、D2、D4 滑行道脱离跑道。

2.16 Aircraft used RWY 07 shall taxi into RWY via TWY C1/C2, and vacate RWY via TWY C4/C11/C13/C14/D3/D5/D6. Aircraft used RWY25 shall taxi into RWY via TWY C13/C14, and vacate RWY via TWY C1/C2/C4/C12/D1/D2/D4.

2.17 滑行道和滑行线翼展限制

2.17 Wing span limits for taxilines and taxiways

滑行道/TWYs	航空器翼展限制（m）/Wing span limits for aircraft(m)
C1-C14, D, D1-D6	< 80
A, A1-A6, A8, A9, B, C, K, N, P, Q, Q2-Q6, R1, Z1, Z2, Z5	< 65
A7	< 52
Z6, Z7	≤44
A10, E, L, R2, Z3, Z4	< 36

滑行线/Taxilines	翼展限制（m）/Wingspan limits(m)
T6	< 80
T1, T8, T14-T17, T23	< 65
T7, T9	< 52
T20-T22	≤48
T2-T5, T10-T12	< 36
T13	< 29

2.18 B747-8、B777-300、B777-300ER、A350-1000、A340-600 五种机型在下列滑行道的相交转弯处需要采取偏置转弯滑行方式。

2.18 B747-8, B777-300, B777-300ER, A350-1000 and A340-600 shall offset-centerline taxi at the corner of following TWYs.

K and RWY, main A	A2, A3, A5, A6 and main A
A(connect with RWY) and RWY, main A	A8, A9 and main A, T8
A1, A4 and RWY, main A	Q, R1 and main A, B
K and Z1, Z2	Z1 and Z5

2.19 A340-600、A350-1000、B777-300、B777-300ER 四种机型在下列滑行道交叉道口处转弯时应采取偏置转弯方式滑行。

2.19 A340-600, A350-1000, B777-300, B777-300ER shall offset-centerlinetaxi at the corner of following TWYs.

P and Q6	Q and Q6
P and C	Q and C
P and D	Q and D

2.20 当滑行道设有等待标志线时，未经所在管制范围管制员许可，禁止航空器通过。从停机坪滑出的航空器和在跑道等待位置外等待起飞的航空器，因故不能起飞时，应严格按照所在管制范围管制员指定的滑行路线滑至指定位置或滑回停机坪。南京禄口机场在滑行的关键位置设置了六个强制等待报告点，航空器滑行至该点前须等待，通报所在管制范围管制员，并按指令转换频率。具体报告点如下表:

2.20 It is prohibited for aircraft to pass through the taxiway with a waiting sign line without the permission of controller. Aircraft unable to take-off for some reason when taxiing out from apron or waiting for take-off on HP, shall taxiing to designated taxiing line or position accordance with controller or taxiing back to apron. Nanjing/lukou airport set up six HP. Aircraft shall wait before HP and when taxiing to this positon, and notify controller of the control area when they are located, and change frequency according to the instruction. Specific

report points are shown in the following table:

HP1	Taxiing north along TWY K, wait before TWY A	HP4	Taxiing north along TWY P, wait before TWY Q3
HP2	Taxiing north along TWY L, wait before TWY A	HP5	Taxiing north along TWY Q, wait before TWY Q3
HP3	Taxiing sorth along TWY N, wait before TWY Q4	HP15	Taxiing west along TWY E, wait before HP15

2.21 A380 运行规则

2.21.1 A380 运行区域：跑道 07/25；滑行道 C1-C14、D、D1-D6、T6；停机位 210、212，其它区域禁止运行。停机位 212 可以临时停放 A380 航空器，停放期间，禁止上下客、加油、装卸货物等地面保障作业。

2.21.2 在 A380 运行区按所在管制范围管制员指令滑行。

2.21.3 A380 航空器进港由引导车引导滑行，出港按所在管制范围管制员指令执行。

2.21.4 A380 不能提供除冰雪服务。

2.21 Operational rules for A380

2.21.1 Operational areas for A380 RWY07/25; TWY C1-C14, D, D1-D6, T6; Stands Nr.210, Nr.212, the others area are forbidden to operate. Stand Nr.212 is the temporary stand for A380, other ground operations are forbidden when A380 parking on stand Nr.212.

2.21.2 Aircraft shall taxi by ATC instruction in A380 operational area.

2.21.3 Arrival aircraft shall taxi by follow-me vehicle, Departure Aircraft shall taxi by ATC instruction.

2.21.4 Snow cleaning and de-icing service not available for A380.

2.22 B747-8 运行规则

2.22.1 B747-8 运行区域：跑道 06/24、07/25，滑行道 A、A1-A6、A8、A9、B、C、C1-C14、D、D1-D6、K、N、P、Q、Q2-Q6、R1、T1、T6、T8、T14-T17、T23、Z1、Z2、Z5，停机位 67（经允许后方可使用）、206-214、274、275。

2.22 Operational rules for B747-8

2.22.1 Operational areas for B747-8: RWY06/24, RWY07/25; TWYs A, A1-A6, A8, A9, B, C, C1-C14, D, D1-D6, K, N, P, Q, Q2-Q6, R1, T1, T6, T8, T14-T17, T23, Z1, Z2, Z5; Stand Nr.67(avialable after optaining permission), Nr.206-214, 274, 275.

2.22.2 在 B747-8 运行区域按所在管制范围管制员指令滑行。

2.22.2 Aircraft shall taxi by ATC instruction in B747-8 operational area.

2.23 机动区冲突多发地带运行要求:

机动区冲突多发地带位置详见 ZSNJ-2A/2B。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，在机场机动区内运行的航空器需严格按照下述的要求运行。

2.23 HOT SPOT PROCEDURE

Refer to ZSNJ AD2.24-1A, AD2.24-2A for Hot Spots location. For the purpose of reducing errors that lead to ground conflicts and runway incursions, aircraft operating within the maneuvering area of Nanjing airport must follow the requirements below:

2.23.1 HS1: K 滑(A 滑以南)与 A 滑，L 滑与 A 滑行道交叉区域

使用 06 号跑道时，5 号机坪离港航空器在该区域与主滑 A 上的航空器影响大，5 号机坪离港航空器在 K 滑 HP1 点、L 滑 HP2 点强制报告位置，得到管制员许可后，方可穿越 A 滑，同时注意加强左右两侧观察。

2.23.1 HS1: Intersection area of TWY K(south of main TWY A) and TWY A, TWY L and TWY A

When using RWY06, departure aircraft leaving Apron Nr.5 shall use TWY K or TWY L, then hold short of HP1 or HP2 (Compulsory Reporting Point) to avoid conflict and report. After getting ATC permission, aircraft shall proceed to taxi across TWY A. When taxiing across TWY A, pay attention to the traffic on the both side.

2.23.2 HS2: T21 与 T22 之间的 T20 区域

T22 上运行的航空器转向 T20 前需等待并报告位置，确认 T20 上航空器无影响后，方可继续滑行。

2.23.2 HS2: T20(BTN T21 & T22

Before taxi into T20, aircraft taxiing on T22 shall hold and report location to ATC controller, and pay attention to aircraft taxiing on T20, then make safty and continue to taxi.

2.23.3 HS3: C13 与 C14、T21 之间的区域

T6 上向东滑行的航空器，穿越 T21 前需等待并报告位置，确认 T21 上航空器无影响后，方可继续滑行;

T23 上向西滑行的航空器，穿越 T21 前需等待并报告位置，确认 T21 上航空器无影响后，方可继续滑行;

D 滑上向东滑行进入 269-279 机位的航空器，穿越 C13

2.23.3 HS3: TWY C13, C14 and T21

Before taxi across T21, aircraft taxiing to east on T6 shall hold and report location to ATC controller, and pay attention to aircraft taxiing on T21, then make safty and continue to taxi.

Before taxi across T21, aircraft taxiing to west on T23

滑前需等待并报告位置，确认 T23 上航空器无影响后，方可继续滑行;

C 滑上向东滑行的航空器，穿越 C13 滑前需等待并报告位置，确认 T21 及 T23 上航空器无影响后，方可继续滑行。

shall hold and report location to ATC controller, and pay attention to aircraft taxiing on T21, then make safty and continue to taxi.

Before taxi across TWT C13, aircraft taxiing to stands Nr.269-279 on TWY D(from west to esat) shall hold and report location to ATC controller, and pay attention to aircraft taxiing on T23, then make safty and continue to taxi.

Before taxi across TWY C13, aircraft taxiing to east on TWY C shall hold and report location to ATC controller, and pay attention to aircraft taxiing on T21 and T23, then make safty and continue to taxi.

2.23.4 HS4: C9 区域

D 滑转向 C9 滑的航空器，应当尽快穿越 C 滑行道。

C 滑上向西滑行的航空器，穿越 C9 滑前，注意观察右侧 C9 上航空器位置，确认无影响后，方可穿越 C9 滑。

2.23.4 HS4: C9

After taxi to TWY C9 from TWY D, aircraft shall taxi across TWY C as soon as possible, then taxi into apron.

Before taxi across TWY C9, aircraft taxiing to west on TWY C shall pay attention to aircraft taxiing on TWY C9, then make safty and continue to taxi across TWY C9.

2.23.5 HS5: Q6 与 C 之间的 N，P，Q

Q6 滑上向西滑行的航空器，穿越 Q 滑前，注意观察左侧 Q 滑上航空器位置，确认无影响后，方可穿越 Q 滑;

Q6 滑上向西滑行的航空器，加入 P 滑前，注意观察左侧 P 滑上航空器位置，确认无影响后，方可加入 P 滑;

P、Q 滑上向北滑行的航空器，穿越 C、Q6 滑前，注意观察右侧航空器位置，确认无影响后，方可穿越;

2.23.5 HS5: TWY N, P, Q(BTN Q6 & C)

Before taxi across TWY Q, aircraft taxiing to west on TWY Q6 shall pay attention to aircraft taxiing on TWY Q, then make safty and continue to taxi across TWY Q.

Before enter TWY P, aircraft taxiing to west on TWY Q6 shall pay attention to aircraft taxiing on TWY P, then make safty and continue to taxi across TWY P.

Before taxi across TWY C and Q6, aircraft taxiing to north on TWY P and Q shall pay attention to aircraft on

N 滑上向南滑行的航空器，穿越 C、Q6 滑前，注意观察附近航空器的位置，确认无影响后，方可穿越。

the rightside, then make safty and continue to taxi across.

Before taxi across TWY C and Q6, aircraft taxiing to north on TWY N shall pay attention to aircraft nearby, then make safty and continue to taxi across.

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 离场飞行的航空器，推出开车前必须联系空管塔台放行席申请放行许可，并按照放行指令转频至南京机坪管制，由机坪管制负责推出开车顺序。

3.1 Departure aircraft shall contact TWR for delivery clearance before push-back and start-up, then change frequency to APN for push-back and start-up sequence.

3.2 当机坪管制员发布可以推出开车的指令后，要求机组在 5min 之内执行指令，若超过 5min，管制指令自动取消，机组需重新申请。

3.2 After getting APN clearance for push-back and start-up, departure aircraft shall execute instruction within 5 minutes, otherwise, the clearance will be failure, and pilot shall apply for clearance again.

3.3 进入停机坪的航空器均由引导车引导。

3.3 Aircraft taxiing into apron shall be guided by follow-me vehicle.

3.4 航空器发动机试车，需经机坪管制员许可，并在指定的地点进行。严禁在廊桥附近试大车。

3.4 Engine run-ups are subject to APN Control, and only be carried out at a designated location. Fast engine run-ups near boarding bridges are strictly forbidden.

3.5 东航维修机坪仅用于航空器维修相关作业使用，不得用于航班保障。

3.5 The maintenance apron of China Eatern Airline is only used for aircraft maintenance and related operations, and shall not be used for flight security.

3.6 未经所在管制范围管制员同意，严禁航空器利用自身动力倒滑。

3.6 Push-back of aircraft on its own power is strictly forbidden without Ground Control clearance.

3.7 进港航空器由滑行道转入机位引入线之前（或进入热点区域等待位置前）必须停住观察，确认无安全风险的情况下方可滑入停机位。

3.7 Arrivalaircraftand follow-me vehicle shall stop on TWYs before turning into stands lead-in lines(or enter Hot spot waiting position), then observe and keep slow speed to stands.

3.8 在远机位、专机位、货机位、维修机位停靠的航

3.8 Aircraft parking/docking on stand-off stand, VIP

空器由地面人员指挥其进、出机位。

flight parking stand, cargo aircraft parking stand or maintenance parking stand will be guided by a marshaller for entry/exit.

3.9 T1、T2 航站楼廊桥桥位有桥载电源、航空器预空调等设备。

3.9 Bridge load power supply and aircraft preconditioning in Terminal 1 and Terminal 2.

3.10 停机位 71、74、74A 同时只允许使用其中一个停机位，其余两个停机位禁止停放航空器。停机位 74A、280A 仅作为试车机位使用。使用停机位 74A 时，98、99 停机位航空器不得进出，A9 滑行道以东的 T8 滑行线、HP15 以西的 E 滑行道不得使用。试车航空器应当服从机坪管制员和机务的指挥，翼展 36m 以下航空器应当在机位滑行线上指定位置等待，翼展 36m（含）以上航空器应当在指定机位等待，由机务牵引进、出 74A 停机位。使用 280A 停机位时，278、279 停机位航空器不得进、出，275-277 停机位航空器可以滑入不可推出，280 停机位禁止停放航空器。航空器在进入 280A 停机位前，先按机型限制停放 269-279 停机位，由机务沿 T23 滑行线推至 280A 试车。

3.10 Stands Nr.71, 74, 74A are allowed to use only one of the stands at the same time, and the other two stands are prohibited from parking aircraft. Stands Nr.74A, 280A are used as test stands. When stand Nr.74A is use, aircraft couldn't taxi in or out by stands Nr.98 and Nr.99, and taxiline T8(east of TWY A9), TWY E(west of HP15) are not available. Aircraft for test shall be subject to the command of apron controller. Aircraft with a wingspan of less than 36m shall wait at a designated stand on taxiing line, and aircraft with a wingspan of more than 36m(including) shall wait at the designated stand and be pushed out and in stand Nr.74A. When stand Nr.280A is use, aircraft couldn't taxi in or out by stands Nr.278 and Nr.279, aircraft couldn't push back by stands Nr.275-277, and stand Nr.280 is prohibited from parking aircraft. Before entering stand Nr.280A, aircraft should park at stands Nr.269-279 by type limit, then taxi in stand Nr.280A along T23 for run according clearance.

3.11 停机位 74、280 仅作为航空器隔离使用。使用停机位 74 时，停机位 71、74A、98、99 禁止停放航空器，70 停机位航空器不得推出，A9 滑行道、A9 滑行道以东的T8滑行线、HP15以西的E滑行道不得使用。使用 280 停机位时，278、279、280A 停机位禁止停

3.11 Stands Nr.74 and Nr.280 only used as isolated stands. When stand Nr.74 is in use, stands Nr.71, 74A, 98, 99 are prohibited from parking aircraft, aircraft is not allow to taxi out by stand Nr.70, TWY A9, TWY E(west of HP15), taxiline T8(east of TWY A9). When

放航空器，276 停机位航空器不得推出，277 停机位航空器不得进出。

stand Nr.280 is in use, stands Nr.278, 279, 280A are prohibited from parking aircraft. Aircraft couldn't taxi out by stand Nr.276. Aircraft couldn't taxi in or out by stand Nr.277.

3.12 禁止存在相互影响的相邻机位的航空器同时进入、同时推出以及一进一出。

3.12 On adjacent parking stands that have mutual influence, two aircrafts are forbidden to move (including taxi into/out by own power, pushed back) simultaneously.

3.13 为确保运行安全,机坪运行的航空器之间应相互观察、主动避让，一般进港入位的航空器避让推出航空器。

3.13 Aircraft shall observe each other and give way actively. Generally, arrival aircraft shall give way to push-back aircraft.

3.14 复合型停机位的使用原则：当使用 67A 复合型机位（临时机位、用于除冰）时，停机位 67-69 不得停放航空器。

3.14 The principle of using the combined type parking stands: When using the combined type parking stand Nr.67A (temporary parking stand, deicing), aircraft shall not park on stands Nr. 67-69.

3.15 停机位使用限制

3.15 Limits for aircraft parking on the following stands

停机位编号/Stands Nr.	翼展限制（m）/Wing span limits(m)	机身长度限制（m）/Fuselage limits(m)	进出方式/Enter or Exit
210	< 80	≤76.3	Taxi in, Push back
67A	< 75	< 76	Taxi in, Taxi out
206-209, 211-214, 274, 275	≤68.4	≤76.3	Taxi in, Push back
280A	≤68.4	≤76.3	Push in, Push back
633-635	< 65	< 82.5	Taxi in, Push back
67-71, 74, 113-115, 130, 131, 280	< 65	< 76	Taxi in, Push back

74A	< 65	< 76	Push in, Push back
215, 216, 276, 277	< 65	≤76	Taxi in, Push back
631	< 65	< 63	Push in, Taxi out
52, 53	< 52	< 62	Taxi in, Taxi out
66	< 52	< 62	Taxi in, Push back
51	< 49	< 58	Taxi in, Taxi out
621-623, 632	< 48	< 52	Taxi in, Push back
203-205, 217-220, 273, 278, 279	≤48	≤55	Taxi in, Push back
624-628	≤38	< 64	Taxi in, Push back
641-649	≤38	< 55	Taxi in, Push back
650-654	< 36	< 53	Taxi in, Push back
269-272	< 36	≤47	Taxi in, Push back
54-65	< 36	< 45	Taxi in, Taxi out
100-112, 116, 118-129	< 36	< 45	Taxi in, Push back
201, 202, 221-231, 260-268	< 36	≤45	Taxi in, Push back
E01-E03	< 36	≤45	Push in, Push back
601-614	≤30.5	< 36	Taxi in, Push back
91-93	< 29	< 29.4	Taxi in, Push back
98, 99	≤29	< 32	Taxi in, Push back

停机位 201 不提供使用。

Stand Nr.201 U/S.

3.16 机场除冰规定

3.16 Rules for deicing

3.16.1 本场航空器除冰采用机位除冰和定点除冰两种方式。一般采用机位除冰作业；当航空器表面冰、

3.16.1 Two ways of deicing depending on different situations: deicing at designated location and deicing at

雪、霜堆积严重时，视情况启用定点除冰作业方式，除冰点设在 C2-C3 之间的 C 滑。机组根据 ATC 指令开车滑至除冰点。

parking stands. Designated location is established on TWY C (BTN C2 & C3), refer AD2.24-2 and aircraft shall follow ATC instructions to taxi to deicing position.

3.16.2 航空器除冰限制条件

3.16.2 Limitations for aircraft de-icing

3.16.2.1 航前、长时间停场、积冰较厚、预计除/防冰耗时较长的航空器不适用定点除冰。

3.16.2.1 Perflight, long term parking, severe icing and time-consuming de-icing are not suited to deicing at designated location.

3.16.2.2 翼展 36m 及以上的航空器不适用定点除冰。

3.16.2.2 Maximum aircraft suited to centralized deicing: aircraft wing span ＜36m.

3.16.2.3 APU 故障的航空器不适用定点除冰。

3.16.2.3 Aircraft with APU malfunction is not suitable for deicing at designated location.

3.16.2.4 应在航空器发动机关闭状态下进行除冰。

3.16.2.4 Deicing should be carried out with the aircraft engine off.

3.17 为降低碳排放及噪声，所有停靠廊桥机位的航空器必须关闭 APU，使用 400Hz 桥载电源及航空器专用空调设备。以下情况除外:

3.17 All aircrafts parking on boarding bridge stands shall turn off APU and use bridge equipment (400Hz) and special air conditioning，so as to reduce carbon emission and noise. Except for the following circumstances:

3.17.1 服务方不能够提供有效的桥载设备服务;

3.17.1 Bridge equipment is unavailable;

3.17.2 航空器因启动发动机而需开启 APU;

3.17.2 Aircraft needs APU to start up engine;

3.17.3 航空器进行 APU 的维修检查活动;

3.17.3 APU is under maintenance;

3.17.4 遇到影响航班安全、正常运行的特殊情况。

3.17.4 In case of exceptional circumstances influencing the operation safety.

4. 低能见度运行

4. Low visibility operation

4.1 低能见度地面滑行

4.1 Low Visibility Taxing Procedure

4.1.1 本场实施低能见度运行时，垂直尾翼高度 20m 以上的航空器（如：A380、AN124）在 D 滑限制运

4.1.1 In LVP, aircraft with vertical tail height more than 20m (such as A380, AN124) is limited in TWY D.

行：当 07 跑道有航空器进近时，A380、AN124 如使用 07 跑道离场，应当在 T6 或 N 滑等待。

A380, AN124 departing from RWY07 should wait at TWY T6 or TWY N, when there is other aircraft in approach.

4.1.2 本场实施低能见度运行时，离场的航空器应当在跑道外“CAT II”跑道等待位置处等待，若停止排灯故障，航空器应当在跑道端部的平行滑行道上等待。

4.1.2 In LVP, departing aircraft shall wait at 'CAT II' holding position. If stop bars lights not in use, aircraft shall wait at the end of paralleled TWYs.

4.2 在实施类运行时，机组应根据当时天气实况及自身标准决定是否起降，并对其决定负责。管制员不再核实机组是否具备相应的资格。

4.2 In CAT II operation, flight crew is responsible for the decision on whether to take-off or land according to standards and weather condition.

4.3 机组进行 07 跑道标准 II 类精密进近训练飞行时，需提前 40min 向空管部门申请。当低能见度程序未实施时，机组应事先考虑到仪表着陆系统的信号可能受到干扰并准备必要的安全措施。

4.3 Flight crew shall apply to ATC 40min earlier under the CAT II flight training using RWY07. Flight crew shall prepare necessary measures in advance for the possible interference on ILS signal when Low Visibility Procedure NOT in operation.

4.4 使用 HUD 实施特殊批准 II 类运行，应在首次联系进近时向管制员报告。

4.4 In HUD special CAT II operation, flight crew shall report to ATC for the first time.

4.5 低能见度运行期间，滑行线路详见“低能见度滑行路线图”。

4.5 During LVP, taxiing route refer to AD2.24-2D.

5. 直升机飞行限制，直升机停靠区

5. Helicopter operation restrictions and helicopter parking/docking area

无

Nil

6. 警告

6. Warning

6.1 未经 ATC 许可，航空器不得飞越控制线以南。详见标准仪表进、离场图及仪表近图。控制线为 B、C、D、E 四个点的连线，各点的坐标为:

B 点 N313950E1175950

C 点 N313640E1182930

D 点 N313400E1184208

6.1 All aircraft flying across south of restriction line without ATC clearance is forbidden strictly. Refer to arrival/departure/approach chart. The restriction line is connection of B, C , D and E.

The coordinate is as follow:

B: N313950 E1175950

E 点 N313200E1190200

C: N313640 E1182930

D: N313400 E1184208

E: N313200 E1190200

ZSNJ AD 2.21 减噪程序

1 噪音限制规定

1.1 在确保飞行安全的前提下，于起飞爬升阶段执行航空器起飞减噪操作程序。

1.2 南京禄口机场采用国际民航组织制定的消噪声离场程序 1（NADP1）。

2 减噪程序

2.1 在保证飞行安全的情况下，要求所有飞行员执行以下减噪飞行操作程序:

2.1.1 在航空器起飞性能允许的情况下，尽可能使用减推力起飞;

2.1.2 航空器起飞爬升到 1500ft（QNH），调整和保持发动机爬升功率/推力，保持爬升速度 V2+10kt，保持襟翼和缝翼在起飞状态;

2.1.3 航空器起飞爬升到 3000ft（QNH）以上，转为正常航路爬升速度，并按程序收襟翼/缝翼。

2.2 由于非管制原因不执行减噪飞行程序，飞行员须在起飞前告知 ATC 并说明理由。

ZSNJ AD 2.21 Noise abatement procedures

1 Noise restrictions

1.1 In condition of the safety of aviation, the following noise abatement climb procedures shall be implemented in takeoff phase.

1.2 Noise abatement departure procedure(NADP1) stipulated by ICAO implemented in Nanjing/Lukou airport.

2 Noise abatement procedures

2.1 In condition of the safety of aviation, the following noise abatement climb procedures shall be implemented:

2.1.1 The derated take-off is strongly recommended if the take-off performance of aircraft permit;

2.1.2 At altitude 1500ft (QNH), adjust engine power/thrust to climb power/ thrust and maintain it, maintain climbing speed at V2+10kt with flaps and slats in the take-off configuration;

2.1.3 Above altitude 3000ft, maintain a positive rate of climb, accelerate tonormal en-route climb speed and retract flaps/slats on schedule.

2.2 If the procedures can not be implemented due to any reason except ATC, pilot shall inform the controller with a reasonable explanation.

ZSNJ AD 2.22 飞行程序

1. 总则

1.1 除经南京进近或塔台特殊许可外，在南京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。

1.2 每日 23:00-15:59(UTC)期间，本场 RNP 飞行程序为主用程序，传统程序为备用程序。

1.3 凡不符合 RNP 程序运行要求的航空器，机组应在首次联系时告知管制员。

1.4 落地南京禄口国际机场的航空器，经批准的自动驾驶仪和飞行指引仪均不能用于进近时，应在首次联系南京进近时主动告知进近管制员。

2. 起落航线

起落航线限在 07/25 跑道南侧进行，C、D 类航空器高度为 500m，A、B 类航空器高度为 300m；经 ATC 许可，起落航线也可在 06/24 跑道北侧进行，C、D 类航空器高度为 500m，A、B 类航空器高度为 300m。

3. 仪表飞行程序

3.1 严格按照航图中公布的进、离场程序和进近程序飞行，详见标准仪表进、离场图及进近图。当 ATC 指令高度与进离场程序中各类限制高度有冲突时以 ATC 部门的指令高度为准。

ZSNJ AD 2.22 Flight procedures

1. General

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

1.2 From 23:00-15:59(UTC) daily, RNP flight procedures are primary and conventional procedures are secondary procedures.

1.3 If the aircraft can not fulfill the equirements of the RNP procedures operation, pilot shall inform the controller at the first contact.

1.4 Aircraft landing at the airport, the approved AP and FD can not be used for approach, pilot shall inform the APP controller at the first contact.

2. Traffic circuits

The Traffic circuits shall be only in the south of RWY07/25, at the altitude of 500m for aircraft CAT C/D, and 300m for aircraft CAT A/B. With ATC clearance, the traffic circuits shall be also in the north of RWY06/24, at the altitude of 500m for aircraft CAT C/D, and 300m for aircraft CAT A/B.

3. IFR flight procedures

3.1 Strict adherence is required to the relevant arrival/departure/approach procedures published in the aeronautical charts.

Follow ATC instructions when the instructions have a

conflict with the height limits in the charts.

3.2 正常情况下，所有进出港航空器按空中交通管制员指定的程序进场或离场。

3.2 Aircraft shall arrival and departure follow procedure designated by ATC.

3.3 如有需要，航空器可在空中交通管制部门指定的航路、导航台和定位点上空等待或做机动飞行。

3.3 Aircraft may, if necessary, hold or maneuver on an airway, over a navigation facility or a fix designated by ATC.

3.4 等待程序见标准仪表进场图。

3.4 Holding procedures refer to STAR.

3.5 南京禄口机场往返合肥方向民航航班，进入南京进近管制区域前必须收听 ATIS 并提前确认使用跑道及进离场方式。

3.5 Aircraft arrival from or departure to HEFEI direction shall confirm RWY and arrival/departure mode by ATIS before enter Nanjing APP.

4. 雷达程序和/或 ADS-B 程序

4. Radar procedures and/or ADS-B procedures

南京进近管制区域内实施雷达管制。航空器最小水平间隔为 5.6km，最小垂直间隔为 300m。

Radar control within Nanjing APP has been implemented. The minimum horizontal radar separation5.6km, the minimum vertical radar separation is 300m.

5. 无线电通信失效程序

5. Radio communication failure procedures

5.1 航空器单向通信失效

5.1 Aircraft communication partly failure

5.1.1 航空器如果只具有信号接收能力，根据接收到的管制指令继续飞行，同时管制员将向沿途有关管制单位发送有关通信失效的情报。

5.1.1 If the radio receiver available, aircraft shall follow the instruction to fly, ATC should inform the concerned ATC unit at the same time.

5.1.2 航空器如果只具有信号发送能力，航空器驾驶员应当立即将飞行意图告知管制员，并及时报告位置和高度信息，管制员根据航空器驾驶员报告的意图迅速调配其他的航空器避让。如有可能，管制员将向航空器运营人通报航空器相关情况。

5.1.2 If the radio transmitter available, aircraft pilot shall notify her/his flight intention to ATC and report aircraft position and altitude. ATC will conduct the traffic accordingly. If possible, ATC shall report the aircraft operator about the aircraft situations.

5.2 航空器双向通信失效

5.2 Aircraft communication totally failure

5.2.1 航空器双向通信失效时，参见 AIP 总则 3.4.5

5.2.1 When aircraft communication totally failure, refer

中的仪表飞行规则航空器地空双向无线电通信失效通用程序。

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

5.2.2 进场航空器

使用 24/25 号跑道时，统一使用 NJ216 作为目的地机场提供服务的导航设备或定位点，先按通用程序飞行至最接近NJ216的点，直飞NJ216并在该定位点等待，之后按通用程序要求下降高度直至进近着陆。

5.2.2 Landing aircraft

When arriving aircraft landing on RWY24/25, use NJ216 as the NAVAID or fixed point of the DEST airport, fly to the point nearest to NJ216 by general procedures firstly, direct to NJ216 and hold on, then descend to approach and land by general procedures.

5.3 航空器双向通信失效时，如有可能，管制员将向航空器运营人通报航空器相关情况，无线电通信失效航空器也可通过电话向管制单位通报情况，电话：86-25-52487399。

5.3 When aircraft communication totally failure, if possible, ATC shall report the aircraft operator about the aircraft situations, the aircraft with communication failure can contact with ATC by telephone(86-25-52487399).

5.4 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 Aerodrome communication failure

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

5.5 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。

5.5 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 again.Inform the ATC office immediately.

6. 目视飞行程序

6. Procedures for VFR flights

6.1 目视飞行等待: 在机场上空按起落航线进行等待。

6.1 Visual flight holding: holding over the airport according to traffic circuit.

6.2 目视飞行进、离场：经 ATC 同意后，按目视规则

6.2 Visual for departure and arrive: with the approval of

进、离本机场。

7. 目视飞行航线

无

8. 其它规定

无

ATC,follow the visual rules.

7. VFR route

Nil

8. Other regulations

Nil

ZSNJ AD 2.23 其它资料

鸟情资料

机场及周边全年有鸟类活动。上半年主要危险鸟种有：绿头鸭、斑嘴鸭、灰头麦鸡、山斑鸠、白鹭、牛背鹭、家鸽、金腰燕等。下半年主要的危险鸟种有：斑嘴鸭、绿头鸭、绿翅鸭、苍鹭、家鸽、凤头麦鸡、云雀等。

飞行高度：绿头鸭、斑嘴鸭、绿翅鸭、苍鹭、白鹭、牛背鹭在航路上的迁徙高度在 200 米至 6000 米，日常飞行高度在 20 米至 50 米；灰头麦鸡、凤头麦鸡、云雀在航路上的迁徙高度在 200 米至 3000 米，日常飞行高度在 10 米至 30 米；家鸽、山斑鸠、金腰燕在航路上的迁徙高度在 1000 米以下，日常飞行高度在 30 米以下。机场 07-25 跑道有 3 条鸟类穿越路线，分别在 07 进近灯光系统、25 进近灯光系统、2 号消防站附近；机场 06-24 跑道有 2 条鸟类穿越路线，分别在 06 下滑台、24 进近灯光系统附近。

ZSNJ AD 2.23 Other information

Bird's information

Activities of bird flocks are found all year round at the airport and surrounding areas. From January to June, mainly species of dangerous birds are: green-headed duck, spot-billed duck, grey-headed Lapwing, turtle dove, egret, cattle egret, pigeon, gold swallow etc. From July to December, mainly species of dangerous birds are: spot-billed duck, green-headed duck, green-wing duck, heron, pigeon, vanellus, skylark etc.

Green-headed duck, spot-billed duck, green-wing duck, heron, egret, cattle egret migration altitude on the route ranges from 200m to 6,000m. Their daily flight altitude is between 20m and 50m. Grey-headed lapwing, vanellus, skylark migration altitude on the route ranges from 200m to 3,000m. Their daily flight altitude is between 10m and 30m. Pigeon, turtle dove, gold swallow migration altitude on the route is below 1,000 m. Their daily flight altitude is below 30m. The areas with frequent bird activity mainly involved : nearby RWY07 approach lighting system, nearby RWY25 approach lighting system, nearby Nr.2 fire station,

nearby RWY06 glide slope , nearby RWY24 approach lighting system.

鸟类治理方式。机场采取生态治理和巡视驱赶相结合的方式，减少鸟类活动数量。主要措施有:循环割草，严控草高，减少植物的结籽；监控虫情动态，适时选择农药灭虫，切断鸟类的食物源;通过回填碾压、盖网等方法控制水源；布设煤气炮、声波驱鸟设备、拦鸟网等，对鸟类栖息地进行干扰。

The airport adopts a combination of ecological management and patrol to drive away bird and reduce bird activities. Airport is equipped with bird repellent“cannons”, acoustic bird repellent devices, bird nets to interfere with bird habitats.

各航空公司机组在本场进近、着陆、起飞时应注意对肇事鸟种的观察和避让，如发现突发鸟情应及时通知塔台管制员，由其告知驱鸟人员及时处置，降低鸟击风险。

When landing and taking off, pilots should pay attention to observing and avoiding bird activities, and report to the controller promptly.