

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/大地水准面波幅 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 Jiangbei International Airport CO.LTD. Chongqing Jiangbei International Airport, China. Post code:401120 TEL:86-23-67151333 FAX:86-23-67212820 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	refueling trucks(45000L), hydrant dispensers: 20L/s
4	除冰设施 De-icing facilities	De-icer, de-icing fluid: type I / 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	Power supply truck, air supply truck, tug, cleaning truck, oxygen etc. are

	Remarks	available
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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	Fire fighting facilities: primary foam tender, heavy-duty form tender, water tank truck, dry-chemical tender, disassembly rescue truck, command car, rapid intervention vehicle, etc. Rescue equipment: hydraulic spread cutting pliers, toothless cutter, rescue cushion, ambulance, materials transport cart, electrocardiograph, AED, ventilator, etc.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to 747-400 uplift air cushion, steel plate, steel wire rope, jack, big platform lorry, lifting rack, multifunctional load vehicle
4	备注 Remarks	Nil

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

1	可用季节及扫雪设备类型 Types of clearing equipment	All seasons Snow blowers, de-icing fluid spreading trucks
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2	扫雪顺序 Clearance priorities	RWY03/21-TWY J, TWY H, TWY G-RWY02L/20R-TWY B, 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:	CONC
		Strength:	PCN 93/R/B/W/T(Stands Nr. 436-437, 440-442) PCN 86/R/B/W/T(Stands Nr. 206-212, 455, 456) PCN 84/R/B/W/T(Stands Nr. 308-316, 353-362, 501-504, 511-514, 701-714) PCN 74/R/B/W/T(Stands Nr. 421-435, 438, 439) PCN 70/R/B/W/T(Stands Nr. 201-205, 213-230, 451-454) PCN 63/R/B/W/T(Stands Nr. 411-413, 415-420, 443) PCN 57/R/B/W/T(Stands Nr. 301-307, 317-352, 505-510) PCN 52/R/B/W/T(Stands Nr. 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 TWYB); 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); CONC: 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.401-420,440,441,512,513); 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.	
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(RWY02L and RWY21)

		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	TWY B1(west of RWY02L/20R); TWYs(west of RWY03/21)H1,H2,Z1,H5,H6,H7(Stop bar at TWY H5 U/S)	
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 ARP						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞 航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	MT	002	10181	571		
2	MT	013	13306	559.6		
3	*MT	014	13826	583	RWY20L/20R 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		
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		
14	Antenna	062	2372	433.4	RWY03 ILS/DME final	

Obstacles within a circle with a radius of 15km centered on ARP						
序号 Serial Nr.	障碍物类型(*代表 有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞 航径区 Flight procedure / take - off flight path area affected	备注 Remarks
					approach	
15	MT	072	10030	843.1	Circling for CAT C/D	
16	Control TWR	074	1387	506.7	RWY02R/21 ILS/DME final approach, RWY02L/ 02R/03/20L/20R GP INOP, RWY20L VOR/DME missed 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	Radar	122	7796	716.2		
22	Light Pole	125	753	439.6	RWY20L ILS/DME final approach	
23	MT	125	7315	690		
24	BLDG	127	1327	456.8		
25	BLDG	128	8537	697		
26	MT	159	12136	587.8		
27	Antenna	173	1145	426.6		
28	BLDG	190	6229	478	RWY20L take-off path	
29	MT	190	6243	475.2	RWY02L/02R ILS/DME, GP INOP final approach	
30	Antenna	193	1302	428		
31	TWR	222	1681	460.5		
32	TWR	225	4480	547.5	RWY20L/20R missed	

Obstacles within a circle with a radius of 15km centered on ARP						
序号 Serial Nr.	障碍物类型(*代表 有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞 航径区 Flight procedure / take - off flight path area affected	备注 Remarks
					approach, RWY02L/02R VOR/DME final approach; Circling CAT A	
33	Iron TWR	226	4515	538.0		
34	MT	227	4372	514		
35	TV TWR	240	3254	503.4		
36	BLDG	253	1945	485.6		
37	BLDG	257	2495	478.3		
38	BLDG	268	783	446.6		
39	BLDG	279	1448	487		
40	BLDG	288	1506	477.8		
41	Control TWR	325	739	478	RWY02L ILS/DME final approach	
42	MT	325	9183	515		
43	BLDG	333	1079	463.4		
44	BLDG	334	3040	499		
45	BLDG	335	947	456		
46	MT	336	11122	671		
47	BLDG	344	1186	446.1		
48	Lightning Rod	344	2629	471.2		
49	MT	346	13101	745		
50	MT	355	14974	901		
Others:						

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

序号 Serial Nr.	障碍物类型(*代表 有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞 航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	MT	002	37390	1057	MVA SECTOR	
2	MT	002	39395	1316		
3	MT	007	19048	1042	RWY02L/02R departure, missed approach, MVA sector	
4	MT	010	22084	993	RWY20L/20R initial approach	
5	MT	010	45236	1596		
6	Contour line	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	Water 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	

Obstacles between two circles with the radius of 15km and 50km centered on ARP						
序号 Serial Nr.	障碍物类型(*代表 有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞 航径区 Flight procedure / take - off flight path area affected	备注 Remarks
25	MT	099	34556	992		
26	MT	108	98278	2034	MVA SECTOR	
27	MT	115	69694	1348	MVA SECTOR	
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		
Others:						
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	相关气象台的名称 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	Forecast Office of MET center 9 HR, 24 HR
4	趋势预报发布间隔 Issuance interval of trend forecast	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	提供气象情报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)	RVR EQPT A: 105m E of RCL, 380m inward THR02L B: 115m E of RCL, 380m inward THR02L C: 105m E of RCL, 1610m inward THR02L D: 105m E of RCL, 320m inward THR20R

		E: 100m E of RCL,530m inward THR02R F: 110m E of RCL,540m inward THR02R G: 100m E of RCL,1790m inward THR02R H: 100m E of RCL,560m inward THR20L J: 100m E of RCL,370m inward THR03 K: 110m E of RCL,370m inward THR03 L: 100m E of RCL,1930m inward THR03 M: 100m E of RCL,320m inward THR21 SFC wind sensors 02L: 120m E of RCL,350m inward THR 02L/20R Center: 110m E of RCL,1580m inward THR02L 20R: 120m E of RCL,330m inward THR 02R: 120m E of RCL,530m inward THR 02R/20L Center: 110m E of RCL,1800m inward THR02R 20L: 120m E of RCL,530m inward THR 03: 120m E of RCL,340m inward THR 03/21 Center: 110m E of RCL,1900m inward THR03 21: 120m E of RCL,320m inward THR Ceilometer 02L: 110m E of RCL,350m inward THR 20R: 110m E of RCL,330m inward THR 02R: 110m E of RCL,530m inward THR 20L: 110m E of RCL,530m inward THR 03: 110m E of RCL,340m inward THR 21: 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	真方位和磁方位 位	跑道长宽 Dimensions of	跑道强度(PCN), 跑道道面/ 停止	着陆入口坐标及 高程异常	跑道入口标高,精密进近 跑道接地带最高标高
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RWY NR	TRUE & MAG BRG	RWY(m)	道道面 RWY strength (PCN), RWY surface / SWY surface	THR coordinates and geoid undulation	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) ASPH 77/F/B/W/T (200-500m) ASPH 76/F/B/W/T (500-2700m) ASPH 77/F/B/W/T (2700-3000m) ASPH 79/F/A/W/T (3000-3200m) ASPH/-		THR411.8m TDZ413.3m
20R	197 °GEO 199 °MAG	3200×45	79/F/A/W/T (0-200m) ASPH 77/F/B/W/T (200-500m) ASPH 76/F/B/W/T (500-2700m) ASPH 77/F/B/W/T (2700-3000m) ASPH 79/F/A/W/T (3000-3200m)		THR411.2m TDZ415.2m

			ASPH/-		
02R	017 °GEO 019 °MAG	3600×45	80/R/A/W/T (0-1200m) CONC 74/R/A/W/T (1200-2400m) CONC 80/R/A/W/T (2400-3600m) CONC/-		THR410.9m DTHR411.3m TDZ412.6m
20L	197 °GEO 199 °MAG	3600×45	80/R/A/W/T (0-1200m) CONC 74/R/A/W/T (1200-2400m) CONC 80/R/A/W/T (2400-3600m) CONC/-		THR409.2m DTHR409.7m TDZ412.4m
03	017 °GEO 019 °MAG	3800×60	84/R/B/W/T CONC/-		THR405.3m TDZ405.6m
21	197 °GEO 199 °MAG	3800×60	84/R/B/W/T CONC/-		THR397.3m TDZ400.5m
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)	无障碍物区 OFZ	跑道端安全区长宽 RWY end safety area dimensions(m)
7	8	9	10	11	12
See Remark	Nil	Nil	3320×300	Yes	148×150
See Remark	Nil	Nil	3320×300	Yes	148×150
See AOC	Nil	Nil	3720×300	Yes	220×120
See AOC	Nil	Nil	3720×300	Yes	220×120
See Remark	Nil	Nil	3920×300	Yes	240×120
See Remark	Nil	Nil	3920×300	Yes	240×120

Remark:

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) ;
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
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, THR displaced 200m inwards
02R	3250	3250	3250	3400	FM E2, THR displaced 200m inwards
02R	2911	2911	2911	3400	FM B4(east of RWY02R/20L), THR displaced 200m inwards
20L	3600	3600	3600	3400	THR displaced

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
					200m inwards
20L	3400	3400	3400	3400	FM E9, THR displaced 200m inwards
20L	3250	3250	3250	3400	FM E8, THR displaced 200m inwards
20L	2955	2955	2955	3400	FM E7(east of RWY02R/20L), THR displaced 200m inwards
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	PALS CAT II* 900m VRB	GREEN Yes	PAPI LEFT 446m inward THR02L	900m	3200m** spacing 15m	3200m***** 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
	LIH		3 °					
20R	PALS CAT I* 900m VRB LIH	GREEN Yes	PAPI LEFT 411m inward THR20R 3 °	Nil	3200m** spacing 15m	3200m***** spacing 60m	RED	Nil
02R	PALS CAT I* 720m VRB LIH	GREEN Yes	PAPI LEFT 440m inward displaced THR02R 3 °	Nil	3400m*** spacing 30m	3600m***** spacing 60m	RED	Nil
20L	PALS CAT I* 900m VRB LIH	GREEN Yes	PAPI LEFT 428m inward displaced THR20L 3 °	Nil	3400m*** spacing 30m	3600m***** spacing 60m	RED	Nil
03	PALS CAT I* 900m VRB LIH	GREEN Yes	PAPI LEFT 451m inward THR03 3 °	Nil	3800m**** spacing 15m	3800m***** spacing 60m	RED	Nil
21	PALS CAT III* 900m	GREEN Yes	PAPI LEFT 416m inward	900m	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
	VRB LIH		THR21 3°					
Remarks: *SFL **up to 2300m WHITE VRB LIH, 2300-2900m RED/WHITE VRB LIH, 2900-3200m RED VRB LIH ***up to 2500m WHITE VRB LIH, 2500-3100m RED/WHITE VRB LIH, 3100-3400m RED VRB LIH ****up to 2900m WHITE VRB LIH, 2900-3500m RED/WHITE VRB LIH, 3500-3800m RED VRB LIH *****up to 2600m WHITE VRB LIH, 2600-3200m YELLOW VRB LIH *****up to 3000m WHITE VRB LIH, 3000-3600m YELLOW VRB LIH *****up to 3200m WHITE VRB LIH, 3200-3800m YELLOW VRB LIH								

ZUCK AD 2.15 其他灯光,备份电源 Other lighting, secondary power supply

1	机场灯标/识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标/风向标位置和灯光 LDI/WDI location and LGT	Nil
3	滑行道边灯和中线灯 TWY edge and center line lighting	All TWYs: Blue edge line light, green&yellow center line light
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 入口坐标及大地水准面	Nil
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	波幅 Coordinates TLOF or THR of FATO Geoid undulation	
2	TLOF 和/或 FATO 标高 (m/ft) TLOF and/or FATO elevation (m/ft)	Nil
3	TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking	Nil
4	FATO 的真方位和磁方位 True and MAG BRG of FATO	Nil
5	公布距离 Declared distance available	Nil
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZUCK AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Chongqing tower control	By ATC	By ATC	Nil
Fuel Dumping Area	N29 41.9E107 22.6— N2928.0E108 08.5— N2907.9E108 01.3— N2924.1E107 18.3— N2941.9E107 22.6	Above 5000m	After obtaining ATC permission, aircraft can enter the fuel dumping area under radar vectors or by own navigation.
Altimeter setting region and TL/TA	Same as Chongqing Approach Control Area	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)	Nil

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

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
ATIS		(ARR):126.4	H24	D-ATIS available
ATIS		(DEP):126.65	H24	D-ATIS available
APP	Chongqing Approach	APP01:125.2(119.55)	H24	
APP	Chongqing Approach	APP02:120.85(119.55)	by ATC	
APP	Chongqing Approach	APP03:119.1(119.55)	by ATC	
APP	Chongqing Approach	APP04:127.925(124.2)	by ATC	
APP	Chongqing Approach	APP05:120.45(124.2)	by ATC	
APP	Chongqing Approach	APP06:120.025(124.2)	by ATC	
TWR	Chongqing Tower	TWR01:118.2(118.65)	H24	
TWR	Chongqing Tower	TWR02:124.35(118.65)	2330-1400(next day) or by ATC	
TWR	Chongqing Tower	TWR03:118.375(118.65)	by ATC	
GND	Chongqing Ground	GND01:121.75	2330-1400(next day) or by ATC	
GND	Chongqing Ground	GND02:121.65	by ATC	
GND	Chongqing Ground	GND03:121.85	by ATC	
GND	Chongqing Delivery	121.95	2330-1400(next day) or by ATC	DCL available
APN	Jiangbei Apron	APN01:121.6	H24	
APN	Jiangbei Apron	APN02:121.7	by ATC	

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
Qijiang	QJG	112.7MHz	N29°03.1'	426m	VOR/DME on R011 ° in arrival procedure:

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
VOR/DME		CH74X	E106°39.9'		beyond 20NM for VOR U/S; beyond 18NM for DME U/S.
Jiangbei VOR/DME	CKG	116.1MHz CH108X	N29°44.8' E106°39.2' 025°MAG/3191m FM 02L/20R center	418m	For VOR: BTN 0.6NM-6NM of R019°U/S.
Fuling VOR/DME	FLG	114.0MHz CH87X	N29°42.0' E107°22.7'		For DME: R199°-R240° clockwise U/S, beyond 17NM of R247°U/S.
Changshengqiao VOR/DME	SHC	111.0MHz CH47X	N29°25.9' E106°43.7' 167°MAG/33111m FM 02L/20R center	500m	BTN 2-3NM of R255°, R258°, R259°, R289°U/S.
Nanjintai NDB	W	210kHz	199°MAG/ 965m FM THR RWY 02L		U/S
Tongjingchang NDB	OS	241kHz	N29°51.1' E106°50.8'		Range:100km Beyond 5NM on bearing 359°for departure U/S. Beyond 10NM on bearing 016°for arrival U/S; On bearing 182°and 272°for arrival U/S; Beyond 4NM on bearing 135°, 171° and 172°for initial approach U/S; 3NM-5NM and beyond 6.5NM on bearing 176°for initial

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
					approach U/S;
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.
MM 02L		75MHz	199°MAG/965m FM THR 02L		Nil
IM 02L		75MHz	199°MAG/310m FM THR 02L		Nil
LOC 02L ILS CAT II	IWX	109.7MHz	019°MAG/210m FM end RWY 02L		Range: 46.3km
GP 02L		333.2MHz	120m east of RCL RWY02L, 303m inwards THR 02L		Angle 3° RDH 15m
DME 02L	IWX	CH34X (109.7MHz)		419m	Co-located with GP 02L
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	CH26X (108.9MHz)		416m	Co-located with GP 02R
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	CH22X		411m	Co-located with GP

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
		(108.5MHz)			03
LOC 20L ILS CAT I	IMW	110.1MHz	199 °MAG/260m FM end RWY 20L		Range: 46.3km
GP 20L		334.4MHz	120m east of RCL RWY20L,304m inwards DTHR 20L		Angle 3 ° RDH 15m
DME 20L	IMW	CH38X (110.1MHz)		415m	Co-located with GP 20L
OM 20R		75MHz	019 °MAG/6981m FM THR 20R		U/S
MM 20R		75MHz	019 °MAG/883m FM THR 20R		U/S
LOC 20R ILS CAT I	IOS	108.1MHz	199 °MAG/210m FM end RWY 20R		Beyond 21NM 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	CH18X (108.1MHz)		417m	Co-located with GP 20R
IM 21		75MHz	019 °MAG/300m FM THR RWY 21		Nil
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	CH42X (110.5MHz)		404m	Co-located with GP 21

ZUCK AD 2.20 本场飞行规定**ZUCK AD 2.20 Local traffic regulations****1. 机场使用规定****1. Airport operations regulations**

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。航空器地面运行阶段应将应答机设置为地面模式。

1.1 Take-off/landing of aircraft without SSR transponder is forbidden unless obtaining approval on exceptional circumstances. Aircraft shall set responder on ground mode in the stage of ground operation.

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。

1.2 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 is forbidden to turnaround 180° on TWY. Aircraft should inform ATC as early as possible, if it can not turnaround 180° on RWY.

2.2 穿越跑道规则：**2.2 Rules for crossing RWY:**

穿越 RWY02L/20R 的滑行道为 B4, B5, B7, A9；

TWYs B4, B5, B7, A9 only used for crossing RWY02L/20R;

穿越 RWY02R/20L 的滑行道为 E3, Z1, E6；

TWYs E3, Z1, E6 only used for crossing RWY02R/20L;

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；

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;

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”。

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

2.3 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,H5	H3,Z9

2.4 当跑道 02L/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

2.5.4 If aircraft can not execute such operation

通知管制单位。

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。

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。

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。

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: INTERSECTION OF TWY B1 AND RWY02L/20R

Aircraft shall receive ATC clearance before entering the area for taking-off or crossing RWY02L/20R.

HS2: HOLDING POSITION ON TWY 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 TWY 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, RWY20L 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, RWY20L 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	HS9: INTERSECTION OF TWY B1 AND RWY02R/20L Aircraft shall receive ATC clearance before entering the

察跑道标志，避免穿越 RWY02R。

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

HS10: TWY D, RWY02R ILS PROTECTED AREA

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。

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

HS11: INTERSECTION OF TWY B4 AND RWY02R/20L

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。

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

HS12: INTERSECTION OF TWY E7 AND RWY02R/20L

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。

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

HS13: TWY E BTN B4&E3

航空器滑行经过该区域时，注意 301-304 机位推出的航空器。

Aircraft shall notice aircraft pushed back from stands 301-304.

HS14: E3 和 E4 滑之间的区域

HS14: TWY BTN E3&E4

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。航空器禁止从 E 滑行道直接进入 501-504 机位。

Departure aircraft shall avoid a conflict with aircraft vacating RWY. Aircraft is forbidden to enter stands Nr.501-504 via TWY E.

HS15: Z1、Z2、Z3 与 D、E、F 滑的交汇区域

HS15: INTERSECTION OF TWY Z1、Z2、Z3 and D、E、F

航空器滑行经过该区域时，注意交叉滑行冲突。

Aircraft shall avoid a conflict with others.

HS16: Z1、Z2、Z3 与 T1、T2、T3、T4 滑的交汇区域 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.
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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

3.4 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

3.5 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. Air traffic control regulations

4.1 离场航空器

4.1 Departure aircraft

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;

4.1.1 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 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;

4.1.2 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 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。
- 4.1.3 Departure aircraft shall contact Delivery Control for delivery clearance 10 minutes prior to the cabin door closed.
- 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。
- 4.1.4 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 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。
- 4.1.5 Taxiing following the ATC instructions, pilot shall report position on RWY holding position.
- 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。
- 4.1.6 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 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。
- 4.1.7 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
- 4.2 Arrival aircraft
- 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
- 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

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。

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. CAT II/III operations at AD

5.1 重庆江北国际机场 02L、21 跑道供航空器 II 类精密进近和着陆，02R、20L 跑道供航空器特殊 II 类 HUD 精密进近和着陆；02L、20R、03、21 跑道供航空器低能见度起飞，02L、21 跑道供航空器 HUD 低能见度起飞。

5.1 RWY02L and RWY21 are equipped with ILS CAT II. RWY02R/20L are available for HUD special CAT II operation. RWY02L/20R/03/21 are available for low-visibility take-off, RWY02L/21 are available for HUD low-visibility take-off.

5.2 低能见度运行的气象条件

5.2 LVO weather condition

5.2.1 II 类精密进近和着陆：300m≤跑道视程（RVR）<550m、30m≤云高或垂直能见度。

5.2.1 ILS CAT II approach and landing: 300m≤RVR<550m, 300m≤ceiling or vertical visibility.

5.2.2 低能见度起飞：A、B、C 类航空器：200m≤起始端跑道视程（RVR）<400m，D 类航空器 250m≤起始端跑道视程（RVR）<400m。

5.2.2 Low-visibility taking-off: Aircraft CAT A/B/C:200m≤RVR < 400m, CAT D:250m≤RVR < 400m.

5.2.3 特殊 II 类 HUD 精密进近和着陆：350m≤跑道视程（RVR）<550m、30m≤云高或垂直能见度。

5.2.3 HUD special CAT II approach and landing: 350m≤RVR < 550m, 30m≤Ceilling or vertical visibility.

5.2.4 HUD 低能见度起飞：150m≤跑道视程（RVR）<400m。

5.2.4 HUD low-visibility taking-off: 150m≤RVR < 400m.

5.3 航空器滑行及引导

5.3 Aircraft taxiing and guidance

5.3.1 江北机场为航空器提供引导服务。所有进港航空器由引导车提供引导；出港航空器，原则上视机组申请，引导车按机组申请提供引导。

5.3.1 Follow-me vehicle service are available. For all arrival aircrafts, follow-me vehicle are available. Generally,for all departure aircrafts, follow-me vehicle service are available if crew request .

5.3.2 航空器按空管塔台、机坪塔台指令开展地面滑行活动。

5.3.2 ACFT shall follow ATC TWR and APN instruction to taxi on the ground.

5.4 当 20R 和 20L 跑道缺少停止排灯或停止排灯故障时，向南运行西区机动区内仅允许一架航空器处于运行状态，当 20R 和 20L 跑道停止排灯完善且可用时，取消此项限制。

5.4 If stop bars on RWY20R/20L are deficient or broken down,only one aircraft is allowed operating southwards in West Area(west of TWY E, south of TWY Z9).

5.5 航空公司在有需要实施II类运行精密进近着陆练习时，应在预计实施日期 7 日前向机场现场运行指挥中心提出书面实施申请，申请包括预计实施机型、航班号、飞机注册号、机组资质、预计实施时段及练习要求等。

5.5 Application in writing to OP-CTL in 7 days advance if the airline need ILS CAT II training. The Application include: Type of the aircraft, flight number, aircraft register number, flight crew qualification, estimated implementation period, training requirements and so on.

6. 除冰规则

6. Rules for deicing

无

Nil

7. 平行跑道同时仪表运行

7. Simultaneous operations on parallel runways

7.1 跑道运行模式

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 RWY02R/20L 接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。

7.1.2 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。

7.1.3 机组在复诵管制指令时，应复诵跑道号码。

8. 警告

机场以北 20km 为山区。

9. 直升机飞行限制，直升机停靠区

无

ZUCK AD 2.21 噪音限制规定及减噪程序

1. 噪音限制规定

航空器起飞减噪操作程序用于起飞爬升阶段，目的

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 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 Pilot shall repeat ATC clearance with RWY designation.

8. Warning

20km north of aerodrome are mountainous area.

9. Helicopter operation restrictions and helicopter parking / docking area

Nil

ZUCK AD 2.21 Noise restrictions and Noise abatement procedures

1. Noise restriction

Noise abatement departure procedure is used while

在于确保飞行安全的前提下，尽量减少噪音对地面的影响。

2. 减噪程序

2.1 在航空器起飞性能允许情况下，尽可能使用减推力起飞。

2.2 在达到机场标高以上 450m (1500ft) 时，起始爬升速度达到 $V_2+20\text{km/h}$ (10kt) 时，开始减功率/推力，减小机身角/俯仰角，保持可靠上升率和起飞襟翼/缝翼继续爬升。

2.3 保持减功率/推力和可靠的上升率，达到机场标高以上 900m (3000ft) 时，平稳加速至航路爬升速度，按规定收襟翼/缝翼。

climbing. Under condition of insuring flight safety, reduce the impact of noise on ground.

2. Noise abatement procedure

2.1 Use the reduced thrust to take off if aircraft performance permits.

2.2 At flight height of 450m(1500ft)(QFE), with a climb speed of V_2 plus 20km/h(10kt), reduce engine power/thrust and angle of fuselage/pitch, maintain a positive rate of climb and flaps/slats in the take-off configuration.

2.3 Maintain reduced engine power/thrust and positive rate of climb. While flight height is more than 900m(3000ft)(QFE), accelerate smoothly to en-route climb speed and retract flaps/slats on schedule.

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。

2. 起落航线

起落航线高度 800-1200m。02L/20R 和 02R/20L 跑道

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. Traffic circuits

Traffic circuits at the altitudes of 800m-1200m. For

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。

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 等待

等待程序见仪表进场、进近图

3.3 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。

3.4 江北机场离港航空器首次联系重庆进近离港管制时须通报起飞跑道号。

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。

RWY02L/20R, RWY02R/20L, traffic circuits shall be made to the west of RWY. For RWY03/21, traffic circuits shall be made to the east of RWY, traffic circuits are subject to ATC clearance.

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 Holding

Refer instrument arrival/approach chart AD2.24 for details.

3.3 Every arrival/departure aircraft shall follow the procedures allocated by ATC for arrival/departure.

3.4 Departure aircraft shall report RWY designator at the first contact with ATC.

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 雷达引导与排序

4.2 Radar vectoring and sequencing

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。

4.2.1 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 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;

4.2.2 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 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。

4.2.3 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 Radar control rules

4.3.1 有 SSR 应答机的航空器

4.3.1 For aircraft with SSR transponder

a. 按照管制员要求开放 A 模式;

a. Set to model A as required;

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。

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

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。

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

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。

4.3.3 For aircraft with transponder malfunction (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

4.4 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-N295415E1073328-N294231E1072913-N293745E1071059-N292818E1070741-N293251E1065055-N293908E1064819	

-N294537E1062407-N294037E1062223-N294232E1061511	
Sector 8	ALT limit: 2400m or above
N291033E1070849-N294231E1072913-N295415E1073328-N295439E1074503-N300545E1075313-N301414 E1080258-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-N292818 E1070741-N291223E1070208-N290252E1065609-N290919E1064256-N290343E1063924-N290612 E1063057	
Sector 11	ALT limit: 2600m or above
N283506E1054130-N275100E1061300-N282615E1081230-N285301E1081151-N291033E1070849-N291223 E1070208-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-N290612 E1063057- N291551E1055740	
Sector 15	ALT limit: 1500m or above
N291959E1054310-N294206E1054400-N304420E1062439-N304226E1065255-N300625E1062947-N300010 E1062547-N294232E1061511-N292942E1061054-N291551E1055740-N291959E1054310	
Sector16	ALT limit: 1050m or above
N292942E1061054-N294232E1061511-N294037E1062223-N294537E1062407-N293908E1064819-N293251 E1065055-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。

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 control unit, aircraft shall contact the previous control unit, 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 touch again. Inform the ATC office immediately.

6. 目视飞行程序

进近和塔台管制范围可实施目视间隔。

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 ID	COORDINATES	Waypoint ID	COORDINATES
CK401	N300122.6 E1064448.5	CK711	N295253.3 E1064939.0
CK402	N300119.1 E1064502.1	CK712	N295923.6 E1065154.9
CK403	N295445.8 E1064726.4	CK801	N292202.4 E1064748.5
CK404	N295832.4 E1065533.2	CK802	N292824.6 E1065000.7
CK405	N300845.0 E1070250.7	CK803	N293335.4 E1065148.0
CK406	N301323.3 E1070612.4	CK804	N293859.8 E1065341.4
CK407	N301555.4 E1065512.5	CK805	N293335.3 E1071256.9
CK408	N295608.5 E1070435.5	CK806	N291204.7 E1064422.2
CK409	N295042.9 E1070241.5	CK807	N293335.9 E1070312.5
CK410	N294257.0 E1070000.0	CK808	N295715.4 E1071128.0
CK411	N302232.3 E1064808.0	CK809	N293900.5 E1065351.1

CK421	N293156.7 E1063437.8	CK810	N294411.8 E1065538.5
CK422	N293148.7 E1063449.8	CK811	N295042.0 E1065754.7
CK423	N293251.4 E1064757.8	CK812	N295712.2 E1070011.1
CK424	N291921.8 E1065322.9	CK813	N300723.9 E1070345.7
CK425	N293223.6 E1070825.9	CK814	N301326.7 E1065732.2
CK426	N293720.9 E1070850.3	CK817	N294219.8 E1070916.1
CK427	N295052.5 E1070953.2	CK900	N292737.8 E1062637.1
CK428	N301407.4 E1064244.2	CK901	N292719.6 E1062746.4
CK510	N294531.0 E1063918.7	CK902	N293406.0 E1062851.0
CK513	N292603.4 E1063236.4	CK903	N293926.1 E1063041.6
CK520	N294443.5 E1063917.0	CK904	N294439.0 E1063230.0
CK523	N292559.9 E1063249.9	CK910	N294949.4 E1063419.0
CK530	N294555.4 E1064044.9	CK911	N295621.3 E1063634.4
CK533	N292544.8 E1063347.5	CK912	N300253.2 E1063850.1
CK610	N293955.4 E1063722.8	CK914	N301216.0 E1064212.0
CK613	N300118.0 E1064446.9	QJG	N2903.1 E10639.9
CK620	N293958.2 E1063738.5	SHC	N2925.9 E10643.7
CK623	N300114.4 E1064500.5	AKBEK	N3027.8 E10651.2
CK630	N294147.7 E1063919.2	ALDEL	N3008.3 E10711.5
CK633	N300059.1 E1064558.3	EMSOV	N2959.0 E10721.9
CK634	N300156.1 E1064224.5	GUTVI	N2953.9 E10741.5
CK701	N292411.0 E1063942.7	MEKEP	N2928.3 E10653.0
CK702	N293033.3 E1064154.4	OPAMU	N2939.1 E10733.7
CK703	N293544.2 E1064341.7	PINAB	N3034.8 E10618.3
CK704	N294108.8 E1064534.3	SOSLI	N3026.9 E10703.0
CK705	N291928.4 E1063441.0	UGOPO	N3006.4 E10648.4
CK706	N291418.0 E1063618.7	UNRIX	N2846.0 E10655.0

CK710	N294622.9 E1064723.3	XOLAL	N2929.6 E10652.9
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Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/ TCH	Navigation Specification
RWY02L SID SOSLI-1Z								
CF	CK401		019					RNP1
TF	UGOPO							RNP1
TF	CK407							RNP1
TF	SOSLI							RNP1
RWY02L SID GUTVI-1Z								
CF	CK401		019					RNP1
TF	CK408							RNP1
TF	EMSOV							RNP1
TF	GUTVI							RNP1
RWY02L SID UNRIX-1Z								
CF	CK401		019					RNP1
TF	CK408							RNP1
TF	CK410							RNP1
TF	XOLAL							RNP1
TF	UNRIX							RNP1
RWY02L SID UNRIX-4Z(by ATC)								
CA			019		1800	MAX205		RNP1
DF	CK903			L				RNP1
TF	UNRIX							RNP1
RWY02L SID PINAB-1Z								
CF	CK401		019					RNP1

TF	UGOPO							RNP1
TF	CK407							RNP1
TF	CK411							RNP1
TF	PINAB							RNP1
RWY02R SID SOSLI-2Z								
CF	CK402		019					RNP1
TF	UGOPO							RNP1
TF	CK407							RNP1
TF	SOSLI							RNP1
RWY02R SID GUTVI-2Z								
CF	CK402		019					RNP1
TF	CK408							RNP1
TF	EMSOV							RNP1
TF	GUTVI							RNP1
RWY02R SID UNRIX-2Z								
CF	CK402		019					RNP1
TF	CK408							RNP1
TF	CK410							RNP1
TF	XOLAL							RNP1
TF	UNRIX							RNP1
RWY02R SID UNRIX-5Z(by ATC)								
CA			019		1800	MAX205		RNP1
DF	CK903			L				RNP1
TF	UNRIX							RNP1
RWY02R SID PINAB-2Z								
CF	CK402		019					RNP1
TF	UGOPO							RNP1

TF	CK407							RNP1
TF	CK411							RNP1
TF	PINAB							RNP1
RWY03 SID SOSLI-3Z								
CF	CK403		034					RNP1
TF	CK404							RNP1
TF	CK406							RNP1
TF	SOSLI							RNP1
RWY03 SID GUTVI-3Z								
CF	CK403		034					RNP1
TF	CK409							RNP1
TF	GUTVI							RNP1
RWY03 SID UNRIX-3Z								
CF	CK403		034					RNP1
TF	CK409							RNP1
TF	CK410							RNP1
TF	XOLAL							RNP1
TF	UNRIX							RNP1
RWY03 SID PINAB-3Z								
CF	CK403		019					RNP1
TF	CK404							RNP1
TF	CK405							RNP1
TF	CK411							RNP1
TF	PINAB							RNP1
RWY20R SID SOSLI-1Y								
CF	CK421		199					RNP1
TF	SHC				↓2400			RNP1

TF	MEKEP							RNP1
TF	CK425							RNP1
TF	CK427							RNP1
TF	ALDEL							RNP1
TF	SOSLI							RNP1
RWY20R SID SOSLI-4Y(by ATC)								
CA			199		1800	MAX205		RNP1
DF	CK910			R				RNP1
TF	SOSLI							RNP1
RWY20R SID GUTVI-1Y								
CF	CK421		199					RNP1
TF	SHC				↓2400			RNP1
TF	MEKEP							RNP1
TF	CK425							RNP1
TF	CK427							RNP1
TF	GUTVI							RNP1
RWY20R SID UNRIX-1Y								
CF	CK421		199					RNP1
TF	SHC				↓2400			RNP1
TF	CK424							RNP1
TF	UNRIX							RNP1
RWY20R SID PINAB-1Y								
CF	CK421		199					RNP1
TF	SHC				↓2400			RNP1
TF	MEKEP							RNP1
TF	CK425							RNP1
TF	CK427							RNP1

TF	CK428							RNP1
TF	PINAB							RNP1
RWY20R SID PINAB-4Y(by ATC)								
CA			199		1800	MAX205		RNP1
DF	CK910			R				RNP1
TF	CK428							RNP1
TF	PINAB							RNP1
RWY20L SID SOSLI-2Y								
CF	CK422		199					RNP1
TF	SHC				↓2400			RNP1
TF	MEKEP							RNP1
TF	CK425							RNP1
TF	CK427							RNP1
TF	ALDEL							RNP1
TF	SOSLI							RNP1
RWY20L SID SOSLI-5Y(by ATC)								
CA			199		1800	MAX205		RNP1
DF	CK910			R				RNP1
TF	SOSLI							RNP1
RWY20L SID GUTVI-2Y								
CF	CK422		199					RNP1
TF	SHC				↓2400			RNP1
TF	MEKEP							RNP1
TF	CK425							RNP1
TF	CK427							RNP1
TF	GUTVI							RNP1
RWY20L SID UNRIX-2Y								

CF	CK422		199					RNP1
TF	SHC				↓2400			RNP1
TF	CK424							RNP1
TF	UNRIX							RNP1
RWY20L SID PINAB-2Y								
CF	CK422		199					RNP1
TF	SHC				↓2400			RNP1
TF	MEKEP							RNP1
TF	CK425							RNP1
TF	CK427							RNP1
TF	CK428							RNP1
TF	PINAB							RNP1
RWY20L SID PINAB-5Y(by ATC)								
CA			199		1800	MAX205		RNP1
DF	CK910			R				RNP1
TF	CK428							RNP1
TF	PINAB							RNP1
RWY21 SID SOSLI-3Y								
CA			184		900			RNP1
DF	CK423			L	↓2400	MAX205		RNP1
TF	CK426							RNP1
TF	CK427							RNP1
TF	ALDEL							RNP1
TF	SOSLI							RNP1
RWY21 SID GUTVI-3Y								
CA			184		900			RNP1
DF	CK423			L	↓2400	MAX205		RNP1

TF	CK426							RNP1
TF	CK427							RNP1
TF	GUTVI							RNP1
RWY21 SID UNRIX-3Y								
CA			184		900			RNP1
DF	CK423			L	↓2400	MAX205		RNP1
TF	MEKEP							RNP1
TF	UNRIX							RNP1
RWY21 SID PINAB-3Y								
CA			184		900			RNP1
DF	CK423			L	↓2400	MAX205		RNP1
TF	CK426							RNP1
TF	CK427							RNP1
TF	PINAB							RNP1
RWY02L/02R/03 STAR AKBK-1J								
IF	AKBEK							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 STAR AKBK-2J(by ATC)								
IF	AKBEK							RNP1
TF	CK914							RNP1
TF	CK912				↑2100			RNP1
TF	CK904							RNP1

TF	CK903							RNP1
TF	CK902							RNP1
TF	CK900				1500	MAX205		RNP1
RWY02L/02R STAR AKBK-3J								
IF	AKBEK							RNP1
TF	ALDEL				↓2400 ↑1800			RNP1
TF	CK808							RNP1
TF	CK807							RNP1
TF	CK803							RNP1
TF	CK703							RNP1
TF	CK702							RNP1
TF	CK701				1500	MAX205		RNP1
RWY03 STAR AKBK-3J								
IF	AKBEK							RNP1
TF	ALDEL				↓2400 ↑1800			RNP1
TF	CK808							RNP1
TF	CK807							RNP1
TF	CK803							RNP1
TF	CK703							RNP1
TF	CK702							RNP1
TF	CK701				1200	MAX205		RNP1
RWY02L/02R STAR OPAMU-1J								
IF	OPAMU							RNP1
TF	CK805							RNP1
TF	CK803							RNP1

TF	CK703							RNP1
TF	CK702							RNP1
TF	CK701				1500	MAX205		RNP1
RWY03 STAR OPAMU-1J								
IF	OPAMU							RNP1
TF	CK805							RNP1
TF	CK803							RNP1
TF	CK703							RNP1
TF	CK702							RNP1
TF	CK701				1200	MAX205		RNP1
RWY02L/02R/03 STAR OPAMU-2J(by ATC)								
IF	OPAMU							RNP1
TF	CK804							RNP1
TF	CK704							RNP1
TF	CK904							RNP1
TF	CK903							RNP1
TF	CK902							RNP1
TF	CK900				1500	MAX205		RNP1
RWY02L/02R STAR QJG-1J								
IF	QJG							RNP1
TF	CK806							RNP1
TF	CK801				↑1500			RNP1
TF	CK802							RNP1
TF	CK803							RNP1
TF	CK703							RNP1
TF	CK702							RNP1
TF	CK701				1500	MAX205		RNP1

RWY03 STAR QJG-1J								
IF	QJG							RNP1
TF	CK806							RNP1
TF	CK801				↑1500			RNP1
TF	CK802							RNP1
TF	CK803							RNP1
TF	CK703							RNP1
TF	CK702							RNP1
TF	CK701				1200	MAX205		RNP1
RWY02L/02R/03 STAR QJG-2J(by ATC)								
IF	QJG							RNP1
TF	CK806							RNP1
TF	CK801				↑1500			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 STAR QJG-3J								
IF	QJG							RNP1
TF	CK706				↑1500			RNP1
TF	CK705				1500	MAX205		RNP1
RWY03 STAR QJG-3J								
IF	QJG							RNP1

TF	CK706				↑1500			RNP1
TF	CK705				1200	MAX205		RNP1
RWY02L/02R/03 Holding (Outbound time: 1min)								
HM	AKBEK	Y	209	R	2400			RNP1
HM	OPAMU	Y	255	R	2400			RNP1
HM	QJG	Y	360	R	3600			RNP1
RWY20L/20R STAR AKBEK-9K								
IF	AKBEK							RNP1
TF	CK411							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 STAR AKBEK-9K								
IF	AKBEK							RNP1
TF	CK411							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/21 STAR AKBK-8K								
IF	AKBEK							RNP1
TF	CK411							RNP1
TF	CK814				↑2100			RNP1
TF	CK813							RNP1
TF	CK812							RNP1
TF	CK811							RNP1
TF	CK810							RNP1
TF	CK809							RNP1
TF	CK704							RNP1
TF	CK904							RNP1
TF	CK910							RNP1
TF	CK911							RNP1
TF	CK912				1800	MAX205		RNP1
RWY20L/20R STAR OPAMU-9K								
IF	OPAMU							RNP1
TF	CK817							RNP1
TF	CK810							RNP1
TF	CK710							RNP1
TF	CK711							RNP1
TF	CK712				1800	MAX205		RNP1
RWY21 STAR OPAMU-9K								
IF	OPAMU							RNP1
TF	CK817							RNP1
TF	CK810							RNP1
TF	CK710							RNP1

TF	CK711							RNP1
TF	CK712				1350	MAX205		RNP1
RWY20L/20R/21 STAR OPAMU-8K								
IF	OPAMU							RNP1
TF	CK817							RNP1
TF	CK809							RNP1
TF	CK704							RNP1
TF	CK904							RNP1
TF	CK910							RNP1
TF	CK911							RNP1
TF	CK912				1800	MAX205		RNP1
RWY20L/20R STAR QJG-9K								
IF	QJG							RNP1
TF	CK706							RNP1
TF	CK704				↑2700			RNP1
TF	CK710							RNP1
TF	CK711							RNP1
IF	CK712				1800	MAX205		RNP1
RWY21 STAR QJG-9K								
IF	QJG							RNP1
TF	CK706							RNP1
TF	CK704				↑2700			RNP1
TF	CK710							RNP1
TF	CK711							RNP1
IF	CK712				1350	MAX205		RNP1
RWY20L/20R/21 STAR QJG-8K								
IF	QJG							RNP1

TF	CK706							RNP1
TF	CK704				↑2700			RNP1
TF	CK904							RNP1
TF	CK910							RNP1
TF	CK911							RNP1
TF	CK912				1800	MAX205		RNP1
RWY20L/20R/21 STAR QJG-7K(by ATC)								
IF	QJG							RNP1
TF	CK706							RNP1
TF	CK902							RNP1
TF	CK904							RNP1
TF	CK910							RNP1
TF	CK911							RNP1
TF	CK912				1800	MAX205		RNP1
RWY20L/20R/21 Holding (Outbound time: 1min)								
HM	AKBEK	Y	209	R	2400			RNP1
HM	OPAMU	Y	255	R	2400			RNP1
HM	QJG	Y	360	R	3600			RNP1
RWY02L Approach transition CK701								
IF	CK701				1500	MAX205		RNP1
TF	CK513				1500			RNP1
RWY02L Approach transition CK705								
IF	CK705				1500	MAX205		RNP1
TF	CK513				1500			RNP1
RWY02L Approach transition CK901								
IF	CK901				1500	MAX180		RNP1
TF	CK513				1500			RNP1

RWY02L Approach transition CK900								
IF	CK900				1500	MAX205		RNP1
TF	CK513				1500			RNP1
RWY02L Missed approach								
CF	CK510		019		↑620			RNP1
CA			004		1800			RNP1
DF	CK704			R		MAX205		RNP1
RWY02R Approach transition CK701								
IF	CK701				1500	MAX205		RNP1
TF	CK523				1500			RNP1
RWY02R Approach transition CK705								
IF	CK701				1500	MAX205		RNP1
TF	CK523				1500			RNP1
RWY02R Approach transition CK901								
IF	CK901				1500	MAX180		RNP1
TF	CK523				1500			RNP1
RWY02R Approach transition CK900								
IF	CK900				1500	MAX205		RNP1
TF	CK523				1500			RNP1
RWY02R Missed approach								
CF	CK520		019		↑580			RNP1
CA			004		1800			RNP1
DF	CK704			R		MAX205		RNP1
RWY03 Approach transition CK701								
IF	CK701				1200	MAX205		RNP1
TF	CK533				1200			RNP1
RWY03 Approach transition CK705								

IF	CK705				1200	MAX205		RNP1
TF	CK533				1200			RNP1
RWY03 Approach transition CK901								
IF	CK901				1500	MAX180		RNP1
TF	CK533				1200			RNP1
RWY03 Approach transition CK900								
IF	CK900				1500	MAX205		RNP1
TF	CK533				1200			RNP1
RWY03 Missed approach								
CF	CK530		019		↑600			RNP1
CA			049		1500			RNP1
DF	CK704			R		MAX205		RNP1
RWY20R Approach transition CK712								
IF	CK712				1800	MAX205		RNP1
TF	CK613				1650			RNP1
RWY20R Approach transition CK912								
IF	CK912				1800	MAX205		RNP1
TF	CK613				1650			RNP1
RWY20R Missed approach								
CF	CK610		199		↑600			RNP1
CA			214		1800			RNP1
DF	CK710			L		MAX205		RNP1
RWY20L Approach transition CK712								
IF	CK712				1800	MAX205		RNP1
TF	CK623				1650			RNP1
RWY20L Approach transition CK912								
IF	CK912				1800	MAX205		RNP1

TF	CK613				1650			RNP1
RWY20L Missed approach								
CF	CK620		199		↑600			RNP1
CA			214		1800			RNP1
DF	CK710			L		MAX205		RNP1
RWY21 Approach transition CK712								
IF	CK712				1350	MAX205		RNP1
TF	CK633				1350			RNP1
RWY21 Approach transition CK912								
IF	CK912				1800	MAX205		RNP1
TF	CK634				1650			RNP1
TF	CK633				1350			RNP1
RWY21 Missed approach								
CF	CK630		199		↑580			RNP1
CA			169		1500			RNP1
DF	CK710			L		MAX205		RNP1

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.