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

ZSNJ-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	方向、距离 Direction and distance from city	171°GEO, 35.8km FM city center
3	标高/参考气温 Elevation / Reference temperature	14.9m/33.0℃(JUL)
4	机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation	RWY06/24 center/2.30m(8ft)
5	磁差/年变率 MAG VAR/ Annual change	4°W(2001)/-0.5′
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	China East Airport Co. LTD. TEL:86-25-69820256 FAX:86-25-69820258 AFS:ZSNJYDYX Email: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/RWY06/24: 4E, RWY07/25: 4F
9	备注 Remarks	Nil

ZSNJ AD 2.3 工作时间 Operational hours

1	机场当局(机场开放时间) AD Administration (AD operational hours)	H24
2	海关和移民 Customs and immigration	H24
3	卫生健康部门 Health and sanitation	H24

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

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	Luggage towing vehicle, cargo handling vehicle, cargo platform lorry, lift platform fork, forklift, container platform lorry, luggage towing vehicle
2	燃油/滑油牌号 Fuel/oil types	Nr.3 jet fuel(JetA-1)
3	加油设施/能力 Fuelling facilities/capacity	Tank refueling truck, hydrant cart, refueling well and oil pump: 300L/S
4	除冰设施 De-icing facilities	14 de-icers, Deicing fluid: I type FCY-1A, II type FCY-2, KHF-1, Cleanwing I, Cleanwing II, FCY-1B
5	过站航空器机库 Hangar space for visiting aircraft	Nil
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for various types(Boeing and Airbus) of aircraft on request. No aircraft parts suppliment, and no equipment for changing engine.

7	备注 Remarks	Ground power unit, ground air supply unit, ground air preconditioning unit, bridge load power supply and aircraft preconditioning in Terminal 1 and Terminal 2

ZSNJ AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	Near by AD
2	餐馆 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, illumination truck, logistics truck, medium-load foam tender, Light-duty fire tender. Rescue equipment: heavy-duty towing truck, emergency tow palting rack, mobile surface operation devices, heavy-duty lifting equipment, removal equipment and uplift air cushion, etc
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	Device: mobile pavement, rescue towing tractor, hoisting equipment, uplift air cushion, tow rope, tractor, crane. MTOW up to A380.
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 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	Surface:	CONC
		Strength:	PCN 102/R/B/W/T: Stands Nr.206-216, 274-277 PCN 92/R/B/W/T: Stands Nr.51, 52, 54, 55, 58, 59, 62, 63, 67A, 66-69, 621-628, 631-635, 641-654 PCN 88/R/B/W/T ： Stands Nr. 98, 99 PCN 82/R/B/W/T: Stands Nr.53, 70-72, 74, 74A, 114-116、118-131, 201-205, 217-231, 260-273, 278-280 PCN 74/R/B/W/T: Stands Nr.56, 57, 60, 61, 64, 65 PCN 64/R/B/W/T: Stands Nr.601-614 PCN 30/R/B/X/T ： Stands Nr.91-94
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	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（north of main A） 25m: C3, D, D1-D6, N 24m: E 23m: main A, A4, A7, A8, A10, B(BTN Q&A7), C, K（south of main A), L, P, Q, R, R1, Z1-Z7
		Surface:	CONC
		Strength:	PCN 102/R/B/W/T: B(BTN N&Q), C, C1-C14, D, N, P, Q(south of Q6), Q2(BTN N&Q), Q3(BTN N&Q), Q4(BTN N&Q), Q5(BTN N&Q), Q6; PCN 92/R/B/W/T ： A8, K(south of main A), L, Z1, Z2, Z5-Z7; PCN 90/R/B/W/T: E PCN 82/R/B/W/T: A, A1, A7, A9, B(BTN Q&A7), D1-D6, K(north of main A), Q(north of Q6), Q4(BTN Q&R), Q5(BTN

			Q&R), R, R1 ; PCN 64/R/B/W/T ： Z3, Z4; PCN 55/R/B/W/T: A2-A6, A10
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	

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 guide signs at all intersections of TWY(except for C3) and RWY and at all holding positions. Guide lines at apron. Aircraft stand identification sign board at apron. Refer AD1.1 for Visual Docking Guidance System(for stands Nr.206-216, 114-115, 130, 131). Marshalling assistance for other aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	THR, RWY designation, TDZ, center line, edge line, aiming point
		RWY lights	RWY06/24: center line, edge line, THR, RWY end,THR wing bar; RWY07/25: center line, edge line, THR,RWY end, THR wing bar
		TWY markings	Center line, edge line, RWY holding positions, intermediate holding positions, compulsive instruction marking, information marking, TWY shoulder
		TWY lights	RWY06/24: edge line, center line, guard light, intermediate holding positions(for part of area), rapid exit taxiway indicator lights RWY07/25: edge line, center line, guard light, intermediate holding positions, rapid exit taxiway indicator lights
3	停止排灯 Stop bars	RWY06/24:No-entry bar lights at the intersection of TWY A2-A6 and TWY A,stop bar lights at TWY K and A1 before the entrance of RWY06 and TWY A before the entrance of RWY24; RWY07/25:No-entry bar lights at the intersection of TWY C3-C4, TWY	

		C11-C12, rapid exit TWY D1-D6 and TWY D, stop bar lights at TWY C1 and C2 before the entrance of RWY07 and TWY C13 and C14 before the entrance of RWY25.
4	备注 Remarks	Nil

ZSNJ 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	*GP Antenna	057	1503	27.2		
2	TWR	061	3067	29.4	RWY06 Take-off path	
3	*Antenna	062	2848	28.1	RWY06 Take-off path	
4	MT	083	10475	89		
5	Pole	091	5477	55.3		
6	Pole	091	5559	53.9		
7	Pole	091	6683	68.7		
8	TWR	092	6936	81.8	RWY07 departure	
9	TWR	098	5957	70.7		
10	Pole	100	5239	54.9		
11	Pole	102	5978	61.7		
12	TWR	103	6452	76.4		
13	TWR	127	5908	48.5		
14	TWR	127	6913	77.2		
15	*GP Antenna	139	2177	27.9		
16	*Antenna	140	605	87.7	RWY06/24 ILS/DME Final approach	
17	Trees	151	13525	182.4		
18	Pole	153	6137	60.1		
19	Pole	154	6324	68.1		

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
20	*Control TWR	158	1116	102.5	RWY24 VOR/DME, GP INOP Final approach; RWY24 VOR/DME, GP INOP missed approach	
21	Pole	165	4419	51		
22	MT	170	6849	196.3	Circling CAT A/B; RWY07 ILS/DME missed approach	
23	MT	180	10280	295		
24	MT	183	9974	244.5		
25	MT	186	10418	270.3	Circling CAT C	
26	Pole	192	4383	54.6		
27	Pole	197	5419	50.7		
28	MT	197	11237	305.9		
29	MT	199	9087	144.5		
30	MT	199	12186	364.3	Circling CAT D	
31	*GP Antenna	202	3270	28.8		
32	MT	202	11127	214.9		
33	MT	208	8505	155.7	RWY25 departure	
34	MT	210	8981	160.9	RWY25 departure	
35	MT	211	14738	318.7		
36	MT	212	14189	339.1		
37	MT	218	12638	217.7		
38	MT	222	9882	123.8		
39	MT	222	14444	165		
40	TWR	223	5771	46.3	RWY25 Take-off path	

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
41	TWR	225	7924	65.8	RWY06 VOR/DME Final approach; RWY07 GP INOP Final approach; RWY25 Take-off path	
42	Other	227	4976	45.4		
43	Pole	227	5209	45.4		
44	MT	227	11717	103.4		
45	BLDG	227	14690	188.2		
46	Pole	230	6751	49		
47	Pole	233	6583	53.6		
48	Pole	241	6922	73.8	RWY06 GP INOP Final approach	
49	*GP Antenna	247	1497	28.3		
50	Pole	248	6190	67.9	RWY24 Take-off path	
51	MT	260	14475	181.6		
52	MT	264	13960	273		
53	MT	273	13569	319.4	RWY24 departure; RWY24 ILS/DME missed approach	
54	Pole	276	4657	56		
55	MT	276	12902	235.2		
56	Other	290	14525	195.5		
57	BLDG	328	5275	77.2		
58	BLDG	329	5198	78.8		
59	Pole	334	4575	59.3		
60	MT	334	10000	100.9		

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
61	Pole	341	4153	60.2		
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	Lightning Rod	001	36685	460		
2	MT	014	26487	222		
3	MT	016	29970	275		
4	Antenna	016	47390	346		
5	MT	017	24989	201		
6	MT	019	26082	259		
7	MT	021	28421	283		
8	MT	021	30567	286		
9	*Chimney	021	49887	245		
10	BLDG	024	31817	276		
11	MT	026	39662	343		
12	MT	029	37867	293		
13	BLDG	029	47911	396		
14	Antenna	033	48895	472		
15	MT	036	43981	434		
16	MT	058	22258	229	RWY06 ILS/DME missed approach	

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
17	*TWR	058	41945	256		
18	MT	075	16900	94	RWY24/25 ILS/DME Intermediate approach; RWY24 VOR/DME Intermediate approach	
19	TWR	088	42799	384		
20	TWR	098	43134	361		
21	MT	105	42646	411		
22	MT	110	40171	352		
23	MT	118	26582	289		
24	MT	130	39123	289		
25	MT	137	27534	281		
26	MT	138	21578	210		
27	MT	139	25154	243		
28	Trees	140	38643	295		
29	*TV TWR	167	45651	241		
30	MT	208	15297	459	RWY24/25 departure	
31	MT	208	15540	459		
32	MT	217	15275	258		
33	MT	232	41604	372		
34	MT	242	29889	252		
35	Other	252	26681	211		
36	MT	256	19471	229		
37	*Bridge	256	46698	191		
38	MT	258	17039	285	RWY06/07 ILS/DME, VOR/DME Intermediate	

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
					approach	
39	*Chimney	273	35316	199		
40	MT	274	27931	217		
41	MT	284	15169	244		
42	*TWR	320	33776	266		
43	*TWR	321	31792	266		
44	MT	323	47215	442		
45	MT	327	17309	236		
46	MT	327	46769	329		
47	MT	330	20349	255		
48	Trees	332	15506	176		
49	Antenna	332	47862	427		
50	*BLDG	336	31583	321		
51	*BLDG	339	31448	239		
52	*BLDG	341	32156	210		
53	*TV TWR	347	37749	346		
54	*Antenna	351	34299	264		
55	*BLDG	351	34688	336		
56	*BLDG	351	36404	468		
57	*BLDG	352	33982	259		
58	MT	355	43231	199		
59	*TWR	357	44826	281		
Others:						

ZSNJ 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	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 9 HR, 24 HR； 3 HR, 6 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、Phone consultation
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, MET Service Terminal
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: 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 THR 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
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	Nil

ZSNJ AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 Designations RWY NR	真方位和磁方位 TRUE &MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度(PCN), 跑道道面/ 停止道道面 RWY strength (PCN), RWY surface / SWYsurface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	跑道入口标高,精密进近跑道接地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	058 °GEO 062 °MAG	3600×45	82/R/B/W/T (0-200m) CONC 82/R/B/W/T (200-3500m)		THR13.0m TDZ13.6m

			ASPH 82/R/B/W/T (3500-3600m) CONC/-		
24	238°GEO 242°MAG	3600×45	82/R/B/W/T (0-100m) CONC 82/R/B/W/T (100-3400m) ASPH 82/R/B/W/T (3400-3600m) CONC/-		THR11.6m TDZ12.7m
07	058°GEO 062°MAG	3600×60	102/R/B/W/T (0-1000m) ASPH 82/R/B/W/T (1000-2600m) CONC 102/R/B/W/T (2600-3600m) ASPH/-		THR12.5m TDZ12.5m
25	238°GEO 242°MAG	3600×60	102/R/B/W/T (0-1000m) ASPH 82/R/B/W/T (1000-2600m) CONC 102/R/B/W/T (2600-3600m) ASPH/-		THR11.8m TDZ12.0m
跑道-停止道坡度 Slope of RWY-SWY	停止道长宽 SWY dimensions(m)	净空道长宽 CWY dimensions(m)	升降带长宽 Strip dimensions(m)	无障碍物区 OFZ	跑道端安全区长宽 RWY end safety area dimensions(m)
7	8	9	10	11	12

See AOC	Nil	Nil	3720×300	Nil	220×120
See AOC	Nil	Nil	3720×300	Nil	220×120
See AOC	Nil	Nil	3720×300	Nil	240×120
See AOC	Nil	Nil	3720×300	Nil	240×120

Remark:

1.Distance between RCL of RWY07/25 and RCL of RWY06/24 is 2000m; RWY07 THR is 1000m west of RWY06 THR.

2.RWY shoulder: 7.5m on each side.

3.RWY06/24 grooved at 200m inward THR06 and 100m inward THR24(depth: 6mm, width: 6mm, space between centerline: 32mm); other part(3300m) no groove.

4.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	Enter RWY06 to take off via TWY A1
24	3600	3600	3600	3600	Nil
07	3600	3600	3600	3600	Nil
07	3500	3500	3500	3600	Enter RWY07 to take off via TWY C2
25	3600	3600	3600	3600	Nil
25	3500	3500	3500	3600	Enter RWY25 to take off via TWY C13

Remarks:

ZSNJ 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
06	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 425m inward THR06 3°	Nil	3600m** spacing 15m	3600m*** spacing 60m	RED	Nil
24	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 420m inward THR24 3°	Nil	3600m** spacing 15m	3600m*** spacing 60m	RED	Nil
07	PALS CAT II* 900m LIH	GREEN Yes	PAPI LEFT 450m inward THR07 3° 22m	900m	3600m** spacing 15m	3600m*** spacing 60m	RED	Nil
25	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 450m inward THR25 3° 22m	Nil	3600m** spacing 15m	3600m*** spacing 60m	RED	Nil

Remarks: *SFL

** up to 2700m White VRB LIH, 2700-3300m Red/White VRB LIH, 3300-3600m Red VRB LIH

***up to 3000m White VRB LIH, 3000-3600m Yellow VRB LIH

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

1	机场灯标/识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标/风向标位置和灯光 LDI/WDI location and LGT	WDI: The end of RWY06/24,07/25 with lights.
3	滑行道边灯和中线灯 TWY edge and center line lighting	All TWYs
4	备份电源/转换时间 Secondary power supply/switch-over time	RWY06/24: Dual feed, UPS available, diesel engine driven generator/1sec; RWY07/25: Dual feed, UPS available, diesel engine driven generator/1sec.
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	无
2	TLOF 和/或 FATO 标高（m/ft） TLOF and/or FATO elevation (m/ft)	无
3	TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking	无
4	FATO 的真方位和磁方位 True and MAG BRG of FATO	无
5	公布距离 Declared distance available	无
6	进近灯光和 FATO 灯光 APP and FATO lighting	无
7	备注 Remarks	无

ZSNJ 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
Nanjing tower control area	A circuit, 4 arcs with radius 13km centered at center of all RWY THRs, and 2 parallel line of 13km from RWY06/24 and RWY07/25 center line.	SFC-600m(QNH)	
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)	
Fuel Dumping Area	N3113.0E12300.0 - N3130.0E12400.0 - N3110.0E12400.0 - N3100.0E12300.0 - N3113.0E12300.0	3000m or above	Refer ZSPD and ZSSS Fuel Dumping Area Chart

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 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5
ATIS		126.25	H24	D-ATIS available
APP	Nanjing Approach	APP01:119.25(120.35)	H24	
APP	Nanjing Approach	APP02:126.55(120.35)	H24	
APP	Nanjing Approach	APP03:119.675(120.35)	by ATC	
APP	Nanjing Approach	APP04:121.3(119.525)	2330-1559(next day) (UTC)	Contact ZSNJAP01 when ZSNJAP04 U/S.
TWR	Nanjing Tower	TWR(N):118.85(118.225)	HO	
TWR	Nanjing Tower	TWR(S):118.475(118.225)	HO	
GND	Nanjing Ground	GND(N):121.7(118.225)	HO	
GND	Nanjing Ground	GND(S):121.6(118.225)	HO	
APN	Nanjing Apron	APN(N):121.975	H24	
APN	Nanjing Apron	APN（S）:121.80	H24	
Delivery	Nanjing Delivery	121.90	HO	

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
EMG	Nanjing	121.50	H24	

ZSNJ 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
Moling VOR/DME	MLJ	117.05MHz CH117Y	N31°50.7′ E118°51.3′	19m	
Shiqiu VOR/DME	SNQ	115.75MHz CH104Y	N31°40.8′ E118°58.1′	27m	
Lukou VOR/DME	NJL	113.6MHz CH83X	N31°45.3′ E118°53.2′	24m	R300°-R315° clockwise and R335°-R345° clockwise U/S.
Daxiaochang NDB	A	511kHz	N31°59.1' E118°47.6'		
NDB	Z	420kHz	N3142.6 E11850.3 970m outward THR 07		
Xiaodanyang NDB	ID	440kHz	N31°40.0' E118°43.0' 295m N of RWY06/24 RCL,14165m outward THR06		U/S
LOC 06 ILS CAT I	IMI	110.3MHz	062°MAG / 280m FM end RWY 06		Beyond 25°rightside of front course U/S
GP 06		335.0MHz	130m N of RCL, 308m inward THR06		Angle 3°, RDH 16.5m Coverage 17NM
DME 06	IMI	CH40X	135m N of RCL	17m	Co-located with GP 06

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
		(110.3MHz)	308m inward THR 06		
IM 07		75MHz	N31°42.8' E118°50.8' 242°MAG/345m FM THR 07		
LOC 07 ILS CAT II	IZZ	108.7MHz	062°MAG / 315m FM end RWY 07		Beyond 25°rightside of front course U/S
GP 07		330.5MHz	120m S of RCL, 310m inward THR 07		Angle 3°, RDH 16.5m
DME 07	IZZ	CH24X (108.7MHz)	125m S of RCL 310m inward THR 07	16m	Co-located with GP 07
LOC 24 ILS CAT I	IGG	110.9MHz	242°MAG / 280m FM end RWY 24		
GP 24		330.8MHz	130m N of RCL, 302m inward THR 24		Angle 3°, RDH 16.5m Coverage 17NM
DME 24	IGG	CH46X (110.9MHz)	135m N of RCL 302m inward THR 24	16m	Co-located with GP 24
LOC 25 ILS CAT I	IPX	111.3MHz	242°MAG / 315m FM end RWY 25		
GP 25		332.3MHz	120m S of RCL, 304m inward THR 25		Angle 3°, RDH 16.5m
DME 25	IPX	CH50X (111.3MHz)	125m S of RCL, 304m inward THR 25	16m	Co-located with GP 25

ZSNJ AD 2.20 本场飞行规定

ZSNJ 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;

1.1 Takeoff/landing of aircraft without SSR transponder

are forbidden;

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 shall be made only after clearance has been obtained from ATC;

1.3 可使用最大机型：A380。

1.3 Maximum aircraft to be available: A380 and equivalent.

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”。

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

1.5 管制范围

1.5 Area of control

1.5.1 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 滑行道及东航自建机坪）。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。

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

1.5.2 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 滑行道及东航自建机坪以外的地面区域。空管塔台负责该范围内的地面运行指挥及本场所有航空器的放行许可发布和离场排序。

1.5.2 Tower control area: Ground area except for APN Control Area, apron Nr.5, TWY A10, TWY E and China Eastern Airlines apron. Tower control is in charge of ground operations in this area, Delivery clearance and departure sequence for all aircraft.

1.5.3 邮航负责邮航自建机坪（5 号机坪）的运行管理。

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

1.5.4 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。

1.5.4 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

1.5.5 东航江苏公司负责 A10、E 滑行道及东航自建机坪的运行管理。

1.5.5 Jiangsu Branch of China Eastern Airlines is responsible for the operation of TWYs A10, E and self-built apron.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 机组可向机坪管制员申请引导车和拖车服务。

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

2.2 禁止航空器在滑行道上做 180°转弯。

2.2 180° turn around on TWY is forbidden for all aircraft.

2.3 滑行道和滑行线翼展限制/ Wing span limits for taxilines and taxiways

滑行道/Taxiways	翼展限制（m）/Wingspan limits(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, Z6, Z7	＜52
A10, E, L, R, Z3, Z4	＜36
滑行线/Taxilines	翼展限制（m）/Wingspan limits(m)
T6	＜80
T1, T8, T14, T15, T17, T23	＜65
T7, T9	＜52
T20-T22	≤48
T2, T4, T5, T10-T12	＜36

T13	＜24

2.4.1 B747-8、B777-300 和 A340-600 三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/B747-8, B777-300 , and A340-600 shall offset-centerline taxi at the corner of following TWYs.

K(north of main A) and main A	A9 and main A
A(connect with RWY) and main A	A10 and main A
A3 and main A	A9 and T8
A7 and main A	A10 and T8
B and Q	Q2 and Q
Q3 and Q	

2.4.2 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/A340-600, A350-1000, B777-300, B777-300ER shall offset-centerline taxi at the corner of following TWYs.

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

2.5 落地航空器从接地到脱离跑道的时间应控制在50s 以内。如不能执行此要求，应不晚于接地前 5min 报告空管塔台管制员(湿跑道或污染跑道除外)。

2.5 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(except for wet or contaminated RWY).

2.6 起飞航空器从等待位置到对正跑道的时间应控制在 60s 以内。如不能执行此要求，应在进跑道前报告空管塔台管制员(湿跑道或污染跑道除外)。

2.6 Departure aircraft shall finish RWY alignment within 60s from holding position. If flight crew considers that they can not fulfill , pilot shall inform

TWR before entering the RWY(except for wet or contaminated RWY).

2.7 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，空管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。

2.7 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.

2.8 着陆航空器落地许可的最晚发布时机可以在着陆航空器飞越跑道入口前。

2.8 The latest time to issue landing clearance can be before aircraft flying over RWY THR.

2.9 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。南京禄田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:

2.9 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 T, wait before TWY A	HP4	Taxiing north along TWY P, wait before TWY Q3
HP2	Taxiing north along TWY	HP5	Taxiing north along TWY

	L, wait before TWY A		Q, wait before TWY Q3
HP3	Taxiing sorth along TWY N, wait before TWY Q4	HP15	Taxiing west along TWY E, wait before HP15

2.10 A380 航空器运行规则

2.10.1 A380 运行区：包括 RWY07/25，滑行道 C1-C14,D,D1-D6,T6;停机位 210、212，其他区域禁止运行。212 号机位可以临时停放 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。

2.10.2 A380 航空器运行规则

2.10.2.1 在 A380 运行区按所在管制范围管制员指令滑行。

2.10.2.2 进港由引导车引领滑行，出港按所在管制范围管制员指令执行。

2.10.2.3 A380 不能提供除冰雪服务。

2.11 B747-8 航空器运行规则

2.11.1 B747-8 运行区

RWY06/24、RWY07/25;停机位 67（经允许后方可使用）、206-214,274-275;供 E 类航空器滑行的区域。

2.10 Operational rules for A380

2.10.1 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.

2.10.2 Operational rules for A380

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

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

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

2.11 Operational rules for B747-8

2.11.1 Operational areas for B747-8 RWY06/24,RWY07/25; Stand Nr.67(avialable after optaining permission), Nr.206-214,274,275;TWYs for aircraft CAT E.

2.11.2 塔台地面管制区域按塔台管制员指令滑行。

2.11.2 Aircraft shall taxi by Nanjing Tower instruction in Tower Ground Control Area.

2.12 起飞的航空器从接到空管塔台管制员进跑道指令到对正跑道完成起飞准备的时间应控制在 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塔台管制员说明。

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

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 进入停机坪的航空器均由引导车引导。在远机位、专机位、货机位、维修机位停靠的航空器由地面人员指挥其进、出机位。

3.1 Aircraft taxiing into apron shall be guided by follow-me vehicle. Aircraft parking/docking on stand-off stand, VIP flight parking stand, cargo aircraft parking stand or maintenance parking stand will be guided by a marshaller for entry /exit;

3.2 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。

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

3.3 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。

3.3 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;

3.4 禁止相邻机位的航空器同时进入、同时推出以及一进一出。

3.4 On adjacent parking stands, two ACFT forbidden to move (including taxi into/out by own power, pushed back) simultaneously.

3.5 为确保运行安全，一般进港入位的航空器应避让推出航空器。

3.5 For operation safety, entering ACFT should yield to exiting ACFT.

3.6 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。

3.6 Arrival ACFT and 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.

3.7 航空器不能同时使用的机位/Pair of stands forbidden to use simultaneously:

The stand in use	The stands forbidden to be used
Nr.74	Nr.72, 74A, 98, 99
Nr.74A	Nr.74,(Nr.98,99 forbidden to taxi in or out)
Nr.280	Nr.278,279

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

停机位/Stands	航空器翼展限制/ Wingspan limits for aircraft	机身长度限制/ Fuselage limits	滑入、滑出方式/ Enter or exit
Nr.51	<49m	<58m	Taxi in/ Taxi out
Nr.52-53	<52m	<62m	Taxi in/ Taxi out
Nr.54-65	<36m	<45m	Taxi in/ Taxi out
Nr.66	<52m	<62m	Taxi in/ Push-back
Nr.67-69,74,114-115,130,131,280	<65m	<76m	Taxi in/ Push-back
Nr.67A	<75m	<76m	Taxi in/ Taxi out
Nr.70-72	<36m	<50m	Taxi in/ Push-back
Nr.74A	<65m	<76m	Push in/push-back
Nr.91-94	<24m	<30m	Taxi in/ push-back
Nr.98-99	≤29m	<32m	Taxi in/Push-back
Nr.116、118-129	＜36m	＜45m	Taxi in/Push-back
Nr.201,202,221-231,260-268	<36m	≤45m	Taxi in/ Push-back

Nr.203-205,217-220,273,278,279	≤48m	≤55m	Taxi in/ Push-back
Nr.206-209,211-214,274,275	<68.4m	≤76.3m	Taxi in/ Push-back
Nr.215,216,276,277	<65m	≤76m	Taxi in/ Push-back
Nr.210	<80m	≤76.3m	Taxi in/ Push-back
Nr.269-272	<36m	≤47m	Taxi in/ Push-back
Nr.601-614	≤30.5m	<36m	Taxi in/Push-back
Nr.621-623,632	<48m	<52m	Taxi in/Push-back
Nr.631	<65m	<63m	Push-in/ taxi out
Nr.624-628	≤38m	<64m	Taxi in/ Push-back
Nr.633-635	<65m	<82.5m	Taxi in/ Push-back
Nr.641-649	≤38m	<55m	Taxi in/ Push-back
Nr.650-654	<36m	<53m	Taxi in/ Push-back

3.9 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 桥载电源及飞机专用空调设备。以下情况除外:

3.9 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:

3.9.1 服务方不能够提供有效的桥载设备服务;

3.9.1 Bridge equipment is unavailable

3.9.2 航空器因启动发动机而需开启 APU;

3.9.2 Aircraft needs APU to start up engine;

3.9.3 航空器进行 APU 的维修检查活动;

3.9.3 APU is under maintenance;

3.9.4 遇到影响航班安全、正常运行的特殊情况。

3.9.4 In case of exceptional circumstances influencing the operation safety.

3.10 74A 号机位仅作为试车机位。使用该机位时,98、

3.10 Stand Nr.74A only used as a test stand. When

99 号机位航空器不得进出,74 号机位不得停放航空器,航空器不得通过 E 滑行道道口。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 号机位。74、280 号机位仅作为航空器隔离使用。使用 74 号机位时,72、74A、98、99 号机位禁止停放航空器,航空器不得通过 E 滑行道道口。使用 280 号机位时,278、279 号机位禁止停放航空器。

stand Nr.74A is uesd, aircraft couldn't taxi in or out by stands Nr.98 and Nr.99. Aircraft shall not park at stand Nr.74A and taxi through TWY E. Aircraft for test run 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. Stands Nr.74 and Nr.280 only used as isolated stands. When stand Nr.74 is in use, stands Nr.72, 74A, 98, 99 are prohibited to park, aircraft is not allow to taxi through TWY E. When stand Nr.280 is in use, stands Nr.278 and Nr.279 are prohibited to park.

3.11 东航自建机坪仅用于航空器维修相关作业使用,不得用于航班保障。

3.11 The self-built apron of China Eatern Airlines is only used for aircraft maintenance and related operations, and shall not be used for flight security.

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 离场航空器在推出开车前必须向空管塔台管制放行席位申请放行许可。

4.1.1 Departure aircraft shall contact TWR Control for clearance before push-back and start-up;

4.1.2 当机坪管制员发布推出开车的指令后，机组需要在 5min 之内执行指令，若超过 5min，管制指令自动取消，机组需要重新申请。

4.1.2 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.

4.1.3 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必要的检查，并用最短的时间完成进跑道。

4.1.3 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.

4.2 着陆航空器

4.2 Landing aircraft

4.2.1 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;

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

4.2.2 着陆航空器使用 06 号跑道落地时应尽快由 A5 快速脱离道脱离，着陆航空器使用 24 号跑道落地时应尽快由 A3 快速脱离道脱离，着陆航空器使用 07 号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。

4.2.2 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.

5. 机场的 II/III 类运行

5. CAT II/III operations at AD

5.1 低能见度地面滑行

5.1 Low Visibility Taxing Procedure

5.1.1 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 滑限制运行:当 07 号跑道有航空器进近时，A380、AN124 如使用 07 号跑道离场，应当在 T6 或 N 滑等待。

5.1.1 In LVP, aircraft with vertical tail height more than 20m (such as A380, AN124) is limited in TWY D: A380, AN124 departing from RWY 07 should wait at TWY T6 or TWY N, when there is other aircraft in

approach.

5.1.2 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。

5.1.2 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.

5.2 在实施II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。

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

5.3 机组进行 07 号跑道标准 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。

5.3 Flight crew shall apply to ATC 40min earlier under the CAT II flight training using RWY 07. Flight crew shall prepare necessary measures in advance for the possible interference on ILS signal when Low Visibility Procedure NOT in operation.

5.4 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。

5.4 In SA CAT II operation, flight crew shall report to ATC for the first time.

5.5 当 RVR＜350m 时，滑行线路详见“低能见度滑行路线图”，停放 2 号机坪的离港航空器须由引导车提供引导。

5.5 When RVR＜350m, taxi route refer to AD2.24-2D, departure aircraft parking at apron Nr.2 shall be guided by follow-me vehicle.

6. 除冰规则

6. Rules for deicing

6.1 本场航空器采用机位除冰和定点除冰两种方式。一般采用机位除冰，视情况启用定点除冰，除冰点设在 C2-C3 之间的 C 滑。机组根据 ATC 指令开车至除冰点。

6.1 Aircraft can be de-iced at stands and a centralized deicing holding position is established on TWY C (BTN C2&C3), refer AD2.24-2 and by ATC instructions.

6.2 航空器除冰限制条件

6.2 Limitations for aircraft de-icing

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

6.2.1 Perflight, a long parking, severe icing and time-consuming de-icing are not suited to centralized deicing.

6.2.2 C 类以上（不含 C 类）的航空器不适用定点除冰。

6.2.2 Maximum aircraft suited to centralized deicing: CAT C.

6.2.3 APU 故障的航空器不适用定点除冰。

6.2.3 Aircraft with unavailable APU is not suited to centralized deicing.

6.2.4 除冰时应在航空器发动机关闭状态下进行。

6.2.4 Stop engine when de-icing.

7. 平行跑道同时仪表运行

7. Simultaneous operations on parallel runways

06/24 号跑道和 07/25 号跑道实施隔离平行运行模式。

Segregated parallel approaches/departures will be applied for RWY06/24 and RWY07/25.

8. 警告

8. Warning

无

Nil

9. 直升机飞行限制，直升机停靠区

9. Helicopter operation restrictions and helicopter parking / docking area

9.1 无

9.1 Nil

ZSNJ AD 2.21 噪音限制规定及减噪程序

ZSNJ AD 2.21 Noise restrictions and Noise abatement procedures

1 噪音限制规定:

1 Noise restrictions

1.1 在确保飞行安全的前提下，于起飞爬升阶段执行

1.1 In condition of the safety of aviation, the following

航空器起飞减噪操作程序。

noise abatement climb procedures shall be implemented in takeoff phase.

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）。

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

2 减噪程序

2 Noise abatement procedures

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

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;

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

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;

2.1.2 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 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。

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

2.2 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。

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

ZSNJ AD 2.22 Flight procedures

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,需在首次联系时告知管制员。

2. 起落航线

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

3. 仪表飞行程序

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。

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.

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

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.

4. 雷达程序和/或 ADS-B 程序

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 6km，最小垂直间隔为 300m。

4. Radar procedures and/or ADS-B procedures

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

5. 无线电通信失效程序

5.1 航空器单向通信失效

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。

5.1.2 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飞机避让。如有可能,管制员将通知航空器运营人使用其内部通信方式与该航空器联系。

5. Radio communication failure procedures

5.1 Aircraft communication partly failure

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 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 contact the operator to establish inner communication with the aircraft.

5.2 航空器双向通信失效

5.2.1 航空器双向通信失效时,如有可能,管制员将通知航空器运营人使用其内部通信方式(如卫星电话)与该航空器联系。

5.2.2 进场航空器

5.2.2.1 航空器在确定机载通信设备失效后，按照管制员给定的最后一个指令高度，沿标准仪表进场程

5.2 Aircraft communication totally failure

5.2.1 ATC shall contact the operator to establish inner communication with aircraft(eg: satellite phone), when bilateral communication failure.

5.2.2 Landing aircraft

5.2.2.1 Landing aircraft keep last altitude allocated by ATC, and fly to holding point in STAR procedure, then

序，保持指令高度飞至标准进场程序的等待位置，利用等待程序下降高度，机组根据管制员发布的指令或者通播，按照标准仪表进近程序自主领航着落；已飞越起始进近定位点的航空器，按标准仪表进近程序自主领航着落。

join the holding pattern to descend altitude. According to ATC clearance or ATIS, aircraft shall land in IAC procedure.Aircraft which has flied past IAF shall land in IAC procedure.

5.2.2.2 如果本场不具各落地条件,航空器驾驶员可自行决定返航或备降,管制员将迅速组织其它飞机进行避让。

5.2.2.2 If condition of airports not available for landing, the flight crew should decide to return or alternate by themselves. ATC will conduct the traffic accordingly.

5.2.3 离场航空器

5.2.3 Departure aircraft

5.2.3.1 航空器在确定机载通信设备失效后,航空器驾驶员可自行决定返航或备降。

5.2.3.1 After determining the radio communication equipment is failure，the flight crew should decide to return or alternate by themselves.

5.2.3.2 刚离地的航空器按照标准仪表进近图中的复飞程序飞行,加入标准等待程序等待或按照标准仪表进近程序自主领航着陆,飞行员自行决定返航或备降。

5.2.3.2 Departure aircraft shall execute IAC missed approach procedure, and join holding pattern or land in IAC procedure, then pilot decide to return or alternate.

5.2.3.3 已经无法执行复飞程序的航空器,应按照最后接收到的管制指令(程序)继续离场,管制员将迅速组织其它飞机进行避让。

5.2.3.3 If aircraft can't continue missed approach procedure, should continue departure according to the last commanding (procedure) by ATC . ATC will conduct the traffic accordingly.

5.2.3.4 如果航空器驾驶员判断无法继续实施离场飞行,可自行决定返航进近着陆,按照管制员给定的最后一个指令高度(如果指令高度低于 1800 米则上升至 1800 米),飞至该方向标准进场程序的等待位置(使

5.2.3.4 If aircraft can't continue departure procedure, can decide to return or alternate by itself, keep last altitude allocated by ATC(climb to 1800 if lower) and fly to holding point in STAR procedure(fly to NJ216

用 24/25 号跑道时,统一飞至 NJ216),利用等待程序下降高度,按照标准仪表进近程序自主领航着陆,管制员将迅速组织其它飞机进行避让。

when 24/25 available), then join the holding pattern to descend altitude. Aircraft shall land in IAC procedure, ATC will conduct the traffic accordingly.

5.3 无线电通信失效航空器可电话与管制员建立联系，电话：86-25-52480831。

5.3 Aircraft with communication failure can contact with ATC by telephone(86-25-52480831).

5.4 本场通信失效

5.4 Aerodrome communication failure

本场无线电收发功能失效,航空器无法与管制单位建立有效的通信联系时,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。

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

5.5 Radio communication resume to normal

失去通信联络的航空器已经着陆,或者已经恢复联络的,可恢复正常的管制运行,并立即通知相关管制单位。

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

无

Nil

7. 目视飞行航线

7. VFR route

无

Nil

8. 目视参考点

8. Visual reference point

无

Nil

9. 其它规定

9.1 对机组的要求

9.1.1 机组应当听清并重复地面管制员的滑行指令，尤其是界限性指令和跑道号，发现疑问及时证实；

9.1.2 地面滑行期间，机组应密切关注管制相关活动，及时依照管制员的活动通报观察或将观察到的不明活动通报给地面管制员；

9.1.3 专机滑行路线以管制员指令为准;

9.1.4 未经 ATC 许可，航空器不得飞越控制线以南。控制线为 B、C、D、E 四个点的连线，各点的坐标为:

B: N313950 E1175950

C: N313640 E1182930

D: N313400 E1184208

E: N313200 E1190200

9. Other regulations

9.1 Requirements for pilots

9.1.1 Verify and repeat the GND Control instruction;

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

9.1.3 Taxiing routes of special flight will be instructed by GND controller;

9.1.4 All aircraft flying across south of restriction line without ATC clearance is forbidden strictly. The restriction line is connection of B, C , D and E. The coordinate is as follow:

B: N313950 E1175950

C: N313640 E1182930

D: N313400 E1184208

E: N313200 E1190200

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

1. Waypoint list

NJ105	N313852.8 E1184109.2	NJ407	N314506 E1191203
NJ106	N313757.6 E1184149.7	NJ408	N315109.3 E1190635.3
NJ107	N313633 E1183911	NJ409	N315548.4 E1190320.2
NJ108	N313219 E1184217	NJ410	N315309.4 E1185704.5

NJ109	N313555.9 E1183539.4	NJ411	N315209.2 E1190602.7
NJ110	N314031.2 E1183217.3	NJ412	N315645 E1190243
NJ111	N313808 E1183003	NJ413	N315336 E1185647
NJ112	N313344.5 E1184455.0	NJ501	N314750 E1185754
NJ114	N314003 E1182509	NJ502	N314733 E1185949
NJ115	N314936 E1192251	NJ503	N314032 E1184422
NJ116	N314539 E1184151	NJ504	N314032 E1184640
NJ118	N315722 E1183916	NJ505	N313920 E1184422
NJ119	N320100 E1183828	NJ506	N314026 E1183730
NJ120	N320800 E1183656	NJ507	N314019 E1183002
NJ205	N314947.1 E1190135.1	OF	N3240.4 E11834.7
NJ206	N314852.3 E1190215.3	ZJ	N3156.5 E11942.6
NJ207	N315228.4 E1190639.0	HFE	N3146.5 E11718.1
NJ208	N315133.7 E1190718.9	MLJ	N3150.7 E11851.3
NJ209	N315704.7 E1190317.6	NJL	N3145.3 E11853.2
NJ210	N314720.0 E1191023.6	SNQ	N3140.8 E11858.1
NJ211	N315412 E1185015	AKSIG	N3230.0 E11832.0
NJ212	N315915 E1184834	ESBAG	N3137.2 E11940.4
NJ213	N320300 E1184719	GOSRO	N3133.4 E11913.3
NJ214	N321000 E1184458	KAKIS	N3029.0 E12008.8
NJ215	N314415 E1191931	LEGIV	N3136.5 E11734.5
NJ216	N314359 E1190408	OREVO	N3140.0 E11810.5
NJ217	N314554 E1184503	SUNBO	N3147.5 E11805.3
NJ218	N315011 E1184503	TESIG	N3111.8 E11923.3
NJ219	N313454 E1191203	VEMEX	N3147.7 E11818.1
NJ406	N313500 E1190303	XOGAX	N3148.7 E11841.2

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/ TCH	Navigation Specification
RWY06 SID OF-61X								
CF	NJ411	Y	062		↑850			RNP1
DF	NJ412			L	↑1200	MAX 210		RNP1
TF	NJ413				↑1500			RNP1
TF	MLJ				↑1800			RNP1
TF	NJ211				↑2100			RNP1
TF	NJ212				↑2700 or by ATC			RNP1
TF	NJ213				↑3000 or by ATC			RNP1
TF	NJ214				↑3600 or by ATC			RNP1
TF	OF							RNP1
RWY06 SID HFE-61X								
CF	NJ411	Y	062		↑850			RNP1
DF	NJ412			L	↑1200	MAX 210		RNP1
TF	NJ413				↑1500			RNP1
TF	MLJ				↑1800			RNP1
TF	NJ218				↑2100			RNP1
TF	VEMEX							RNP1
TF	SUNBO				↑4500			RNP1
TF	HFE							RNP1
RWY06 SID ESB-61X								

CF	NJ501	Y	062		↑300			RNP1
CF	NJ407		113	R	↑1500 or by ATC	MAX 210		RNP1
TF	ESBAG							RNP1
RWY06 SID TES-61X								
CF	NJ501	Y	062		↑300			RNP1
DF	SNQ			R	↑1200	MAX 210		RNP1
TF	NJ406							RNP1
TF	TESIG							RNP1
RWY07 SID OF-71X								
CF	NJ408	Y	062		↑850			RNP1
DF	NJ409			L	↑1200	MAX 210		RNP1
TF	NJ410				↑1500			RNP1
TF	MLJ				↑1800			RNP1
TF	NJ211				↑2100			RNP1
TF	NJ212				↑2700 or by ATC			RNP1
TF	NJ213				↑3000 or by ATC			RNP1
TF	NJ214				↑3600 or by ATC			RNP1
TF	OF							
RWY07 SID HFE-71X								
CF	NJ408	Y	062		↑850			RNP1
DF	NJ409			L	↑1200	MAX 210		RNP1

TF	NJ410				↑1500			RNP1
TF	MLJ				↑1800			RNP1
TF	NJ218				↑2100			RNP1
TF	VEMEX							RNP1
TF	SUNBO				↑4500			RNP1
TF	HFE							RNP1
RWY07 SID ESB-71X								
CF	NJ502	Y	062		↑400			RNP1
CF	NJ407		113	R	↑1500 or by ATC	MAX 210		RNP1
TF	ESBAG							RNP1
RWY07 SID TES-71X								
CF	NJ502	Y	062		↑400			RNP1
DF	SNQ			R	↑1200	MAX 210		RNP1
TF	NJ406							RNP1
TF	TESIG							RNP1
RWY24 SID OF-42X								
CF	NJ506	Y	257		↑900			RNP1
CF	XOGAX		059	R	↑2100 or by ATC	MAX 205		RNP1
TF	NJ118				↑2700 or by ATC			RNP1
TF	NJ119				↑3000 or by ATC			RNP1
TF	NJ120				↑3600 or by ATC			RNP1
TF	AKSIG							RNP1

TF	OF							RNP1
RWY24 SID HFE-42X								
CF	NJ506	Y	257		↑900			RNP1
TF	NJ507				↑1200 or by ATC			RNP1
TF	OREVO							RNP1
TF	LEGIV							RNP1
TF	HFE							RNP1
RWY24 SID ESB-42X								
CF	NJ503	Y	242		↑500			RNP1
DF	SNQ			L	↑1500	MAX 205		RNP1
TF	ESBAG							RNP1
RWY24 SID TES-42X								
CF	NJ503	Y	242		↑500			RNP1
DF	SNQ			L	↑1500	MAX 205		RNP1
TF	NJ406							RNP1
TF	TESIG							RNP1
RWY25 SID OF-52X								
CF	NJ504		242		↑400			RNP1
TF	NJ506	Y			↑900			RNP1
CF	XOGAX		059	R	↑2100 or by ATC	MAX 205		RNP1
TF	NJ118				↑2700 or by ATC			RNP1
TF	NJ119				↑3000 or by ATC			RNP1

TF	NJ120				↑3600 or by ATC			RNP1
TF	AKSIG							RNP1
TF	OF							RNP1
RWY25 SID HFE-52X								
CF	NJ504		242		↑400			RNP1
TF	NJ506	Y			↑900			RNP1
TF	NJ507				↑1200 or by ATC	MAX 205		RNP1
TF	OREVO							RNP1
TF	LEGIV							RNP1
TF	HFE							RNP1
RWY25 SID ESB-52X								
CF	NJ505	Y	242		↑600			RNP1
DF	SNQ			L	↑1500	MAX 205		RNP1
TF	ESBAG							RNP1
RWY25 SID TES-52X								
CF	NJ505	Y	242		↑600			RNP1
DF	SNQ			L	↑1500	MAX 205		RNP1
TF	NJ406							RNP1
TF	TESIG							RNP1
RWY06 STAR OF-61F RWY07 OF-71F								
IF	OF							RNP1
TF	AKSIG							RNP1
TF	NJ120				↑3600 or by ATC			RNP1

TF	NJ119				↑3000 or by ATC			RNP1
TF	NJ118				↑2700 or by ATC			RNP1
TF	XOGAX				↑2100 or by ATC			RNP1
TF	NJ116				1800 or by ATC	MAX 205		RNP1
RWY06 STAR HEF-61F RWY07 HEF-71F								
IF	HFE							RNP1
TF	LEGIV							RNP1
TF	OREVO							RNP1
TF	NJ114				↑1200	MAX 205		RNP1
RWY06 STAR ZJ-61F(BY ATC) RWY07 ZJ-71F(BY ATC)								
IF	ZJ							RNP1
TF	NJ115							RNP1
TF	SNQ				1800	MAX 205		RNP1
RWY06 STAR ESB-61F RWY07 ESB-71F								
IF	ESBAG							RNP1
TF	SNQ				1800	MAX 205		RNP1
RWY06 STAR KAK-61F RWY07 KAK-71F								
IF	KAKIS							RNP1
TF	GOSRO							RNP1
TF	SNQ				1800	MAX 205		RNP1

RWY06 ARRIVAL TRANSITION VIA NJ116								
IF	NJ116				1800 or by ATC	MAX 205		RNP1
TF	NJ110							RNP1
TF	NJ109				↑900			RNP1
TF	NJ105				600			RNP1
RWY06 ARRIVAL TRANSITION VIA NJ114								
IF	NJ114				↑1200	MAX 205		RNP1
TF	NJ111				1200 or by ATC			RNP1
TF	NJ109				↑900			RNP1
TF	NJ105				600			RNP1
RWY06 ARRIVAL TRANSITION SNQ								
IF	SNQ				1800	MAX 205		RNP1
TF	NJ112				900			RNP1
TF	NJ105				600			RNP1
RWY06 HOLDING（OUTBOUND TIME 1 MINUTE）								
HM	NJ116	Y	242	L	2100	MAX 215		RNP1
HM	NJ114	Y	095	L	1500	MAX 215		RNP1
HM	SNQ	Y	242	L	2100	MAX 215		RNP1
RWY07 ARRIVAL TRANSITION VIA NJ116								
IF	NJ116				1800 or by ATC	MAX 205		RNP1

TF	NJ110							RNP1
TF	NJ109				↑900			RNP1
TF	NJ106				600			RNP1
RWY07 ARRIVAL TRANSITION VIA NJ114								
IF	NJ114				↑1200	MAX 205		RNP1
TF	NJ111				1200 or by ATC			RNP1
TF	NJ109				↑900			RNP1
TF	NJ106				600			RNP1
RWY07 ARRIVAL TRANSITION VIA SNQ								
IF	SNQ				1800	MAX 205		RNP1
TF	NJ112				900			RNP1
TF	NJ106				600			RNP1
RWY07 ARRIVAL TRANSITION VIA NJ116 CAT-II								
IF	NJ116				1800 or by ATC	MAX 205		RNP1
TF	NJ110							RNP1
TF	NJ109				↑900			RNP1
TF	NJ107				600			RNP1
RWY07 ARRIVAL TRANSITION VIA NJ114 CAT-II								
IF	NJ114				↑1200	MAX 205		RNP1
TF	NJ111				1200 or by ATC			RNP1
TF	NJ109				↑900			RNP1
TF	NJ107				600			RNP1

RWY07 ARRIVAL TRANSITION VIA SNQ CAT-II								
IF	SNQ				1800	MAX 205		RNP1
TF	NJ108				900			RNP1
TF	NJ107				600			RNP1
RWY07HOLDING(OUTBOUND TIME 1 MINUTE)								
HM	NJ116	Y	242	L	2100	MAX 215		RNP1
HM	NJ114	Y	095	L	1500	MAX 215		RNP1
HM	SNQ	Y	242	L	2100	MAX 215		RNP1
RWY24 STAR OF-42F RWY25 OF-52F								
IF	OF							RNP1
TF	NJ214				↑3600 or by ATC			RNP1
TF	NJ213				↑3000 or by ATC			RNP1
TF	NJ212				↑2700 or by ATC			RNP1
TF	NJ211				↑2100 or by ATC			RNP1
TF	MLJ				1800			RNP1
TF	NJL							RNP1
TF	NJ216				1500			RNP1
TF	NJ210				1200	MAX 205		RNP1
RWY24 STAR OF-44F RWY25 OF-54F								

IF	OF							RNP1
TF	NJ214				↑3600 or by ATC			RNP1
TF	NJ213				↑3000 or by ATC			RNP1
TF	NJ212				↑2700 or by ATC			RNP1
TF	NJ211				↑2100 or by ATC			RNP1
TF	MLJ				1800			RNP1
TF	NJ209				↑1200 or by ATC	MAX 205		RNP1
RWY24 STAR HFE-42F RWY25 HFE-52F								
IF	HFE							RNP1
TF	SUNBO				↑4500			RNP1
TF	VEMEX							RNP1
TF	NJ217				↑2100 or by ATC			RNP1
TF	NJL							RNP1
TF	NJ216				1500			RNP1
TF	NJ210				1200	MAX 205		RNP1
RWY24 STAR HFE-44F RWY25 HFE-54F								
IF	HFE							RNP1
TF	SUNBO				↑4500			RNP1
TF	VEMEX							RNP1
TF	NJ218				↑2100 or by ATC			RNP1

TF	MLJ				1800			RNP1
TF	NJ209				↑1200 or by ATC	MAX 205		RNP1
RWY24 STAR ZJ-42F(BY ATC) RWY25 ZJ-52F(BY ATC)								
IF	ZJ							RNP1
TF	NJ115				1800			RNP1
TF	NJ210				1200	MAX 205		RNP1
RWY24 STAR ESB-42F RWY25 ESB-52F								
IF	ESBAG							RNP1
TF	NJ215				1800			RNP1
TF	NJ210				1200	MAX 205		RNP1
RWY24 STAR KAK-42F RWY25 KAK-52F								
IF	KAKIS							RNP1
TF	NJ219				1800			RNP1
TF	NJ210				1200	MAX 205		RNP1
RWY24 ARRIVAL TRANSITION VIA NJ210								
IF	NJ210				1200	MAX 205		RNP1
TF	NJ207				↑900			RNP1
TF	NJ205				600			RNP1
RWY24 ARRIVAL TRANSITION VIA NJ209								
IF	NJ209				↑1200 or by ATC	MAX 205		RNP1
TF	NJ207				↑900			RNP1
TF	NJ205				600			RNP1

RWY24 HOLDING (OUTBOUND TIME 1 MINUTE)								
HM	MLJ	Y	062	R	2100	MAX 215		RNP1
HM	NJ216	Y	062	R	1800	MAX 215		RNP1
RWY25 ARRIVAL TRANSITION VIA NJ210								
IF	NJ210				1200	MAX 205		RNP1
TF	NJ208				↑900			RNP1
TF	NJ206				600			RNP1
RWY25 ARRIVAL TRANSITION VIA NJ209								
IF	NJ209				↑1200 or by ATC	MAX 205		RNP1
TF	NJ208				↑900			RNP1
TF	NJ206				600			RNP1
RWY25 HOLDING (OUTBOUND TIME 1 MINUTE)								
HM	MLJ	Y	062	R	2100	MAX 215		RNP1
HM	NJ216	Y	062	R	1800	MAX 215		RNP1

ZSNJ AD 2.23 其它资料

1. 每年 7-9 月和 11-2 月鸟群活动频繁，对跑道运行影响较大。机场当局采取了驱赶措施，以减少鸟群活动。

ZSNJ AD 2.23 Other information

1. Activities of bird flocks take place frequently from July to September and November to February, operations of RWY are affected. Aerodrome Authority resorts to dispersal methods to reduce their activities.