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

ZSCN/KHN-南昌/昌北 NANCHANG/Changbei

## ZSCN 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<br>ARP coordinates and site at AD | N28°51.8′ E115°54.0′<br>On RCL, 1400m inward THR 03 |
| 2 | 机场基准点与城市的位置关系<br>Direction and distance from city | 0 °GEO, 21km FM city center |
| 3 | 机场标高、基准温度、低温均值<br>ELEV/Reference temperature/Mean low temperature | 43.7 m/33.9℃/4.9℃(JAN) |
| 4 | 机场标高位置的大地水准面波幅<br>Geoid undulation at AD ELEV PSN | |
| 5 | 磁差（测量年份）及年变率<br>VAR(Year)/Annual change | 2°48′W/- |
| 6 | 机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址<br>AD administration/Address/Telephone/Telefax/ AFS/ E-mail/Website | Jiangxi Province Airport Group CO. LTD.<br>Nanchang Changbei Airport, Nanchang Post code:330114<br>TEL:86-791-8615/87652239、8615/87652134<br>FAX:86-791-87652273/87652143<br>AFS:ZSCNYDYX<br>E-mail:jxws@cahs.com.cn |
| 7 | 允许飞行种类<br>Types of traffic permitted(IFR/VFR) | IFR-VFR |
| 8 | 机场性质/飞行区指标<br>Military or civil airport/Reference code | CIVIL/4E |
| 9 | 备注<br>Remarks | Nil |

## ZSCN AD 2.3 工作时间 Operational hours

| | | |
|---|---|---|
| 1 | 机场开放时间<br>AD Operational hours | H24 |
| 2 | 海关和移民<br>Customs and immigration | 2 hours before take-off, 0.5-1 hour after take-off |
| 3 | 卫生健康部门<br>Health and sanitation | 2 hours before take-off, 0.5-1 hour after take-off |
| 4 | 航空情报服务讲解室<br>AIS Briefing Office | H24 |
| 5 | 空中交通服务报告室<br>ATS Reporting Office | H24 |

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

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

| | | |
|---|---|---|
| 1 | 货物装卸设施<br>Cargo-handling facilities | Luggage towing vehicle, luggage transmission truck, electric fork-lift truck, electric trailer, fork lift, platform lift |
| 2 | 燃油牌号<br>Fuel types | Jet Fuel No.3 |
| 3 | 滑油牌号<br>Oil types | MOBIL JET OIL II,TURBO2197,MOBIL JET OIL 387 |
| 4 | 加油设施/能力<br>Fuelling facilities & Capacity | Tank vehicle(18500L,25000L,50000L), hydrant dispenser. |
| 5 | 除冰设施<br>De-icing facilities | De-icing apron (stands Nr. 108, 110, 112, 602), 12 de-icers, de-icing fluid(FCY-1, FCY-2) |
| 6 | 过站航空器机库<br>Hangar space for visiting aircraft | Nil |
| 7 | 过站航空器的维修设施<br>Repair facilities for visiting aircraft | Line maintenance TYPE I for B737NG、A319/320/321 spare parts and engine replacing service is not provided. |
| 8 | 备注<br>Remarks | Ground power unit, ground air unit, ground air preconditioning unit, guided vehicle, passenger shuttle bus, aircrew bus, potable water vehicle, sewage disposal vehicle, mobile aircraft landing stair, aircraft garbage truck, aircraft tractor, gallery bridge 400Hz, aircraft external air preconditioning |

## ZSCN AD 2.5 旅客设施 Passenger facilities

| | | |
|---|---|---|
| 1 | 宾馆<br>Hotels | At AD |
| 2 | 餐饮<br>Restaurants | At AD |
| 3 | 交通工具<br>Transportation | Passenger's coaches, taxis |
| 4 | 医疗设施<br>Medical facilities | First-aid center at AD |
| 5 | 银行和邮局<br>Bank and Post Office | At AD |
| 6 | 旅行社<br>Tourist Office | In the city |
| 7 | 备注<br>Remarks | Nil |

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

| | | |
|---|---|---|
| 1 | 机场消防等级<br>AD category for fire fighting | CAT 9 |
| 2 | 援救设备<br>Rescue equipment | Fire fighting facilities: primary foam tender, dry-chemical tender, heavy-duty foam tender, command car, illumination truck, rapid intervention vehicle, logistics truck, disassembly rescue truck;<br>Rescue equipment: rescue air cushion, descent control device, air respirator, cutter, stretching plier, Fire & Hot resistant clothes, combustible gas detector, medicine kit, jacks, mobile surface operation devices, aircraft recovery towing couplings etc. |
| 3 | 搬移受损航空器的能力<br>Capability for removal of disabled aircraft | MTWA up to B747-8F and below(operation rules for cargo aircraft refers to AD2.20.2.5). Removal equipment: mobile surface operation devices, jack, tow truck, traction rack (available for B737/747/757/767/777/787, A319/320/321/310/300/330/340, EMB145, CRJ-200, MD80/90/11 etc.) |
| 4 | 备注<br>Remarks | Nil |

## ZSCN AD 2.7 可用季节- 扫雪 Seasonal availability-clearing

| | | |
|---|---|---|
| 1 | 可用季节及扫雪设备类型<br>Seasonal availability/Types of clearing equipment | All seasons<br>Snow blower, fluid spreading truck, snow ploughs, snow pusher |
| 2 | 扫雪顺序<br>Clearance priorities | RWY, TWY, APN |
| 3 | 备注<br>Remarks | Nil |

## ZSCN 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<br>Apron surface and strength | 道面<br>Surface | CONC |
| | | 强度<br>Strength | PCR 1200/R/B/W/T : Stand Nr.701<br>PCR 1130/R/B/W/T : Apron Nr.1<br>PCR 1090/R/A/W/T : Apron Nr.2(stands Nr. 226, 521)<br>PCR 1060/R/A/W/T : Stand Nr.602<br>PCR 1020/R/B/W/T : Apron Nr.2(stands Nr.210, 211, 501-511), Apron Nr.3<br>PCR 820/R/A/W/T : Apron Nr.2(stands Nr. 221-225, 519, 520)<br>PCR 720/R/B/W/T : Apron Nr.2(stands Nr. 201-209, 212-220)<br>PCR 700/R/B/W/T : Maintenance Apron |
| 2 | 滑行道宽度、道面和强度<br>Taxiway width, surface and strength | 宽度<br>Width | 38m : A2, A8<br>36m : A7<br>34m : A3<br>30.5m : A9, T4<br>28.5m : A1, A4, A6, B1-B3<br>23m : A, A5, B, G, G1-G4, H<br>10.5m : R |
| | | 道面<br>Surface | ASPH : A2, A5<br>CONC : A, A1, A3, A4, A6-A9, B, B1-B3, G, G1-G4, H, R, T4 |
| | | 强度<br>Strength | PCR 1480/F/B/X/T : A5<br>PCR 1200/R/B/W/T : A1, B1, B2<br>PCR 1140/R/A/W/T : G(BTN TWY G3 & TWY G4), G4(BTN stand Nr.521 & TWY H), H(BTN TWY G3 & TWY G4)<br>PCR 1090/R/B/W/T : A9<br>PCR 1000/F/B/X/T : A2<br>PCR 960/R/A/W/T : A, B, B3, G(BTN TWY A & TWY G3), G1, H(BTN TWYA & TWY G3)<br>PCR 900/R/B/W/T : A7<br>PCR 860/R/A/W/T : G4(BTN stand Nr.219 & stand Nr.521)<br>PCR 830/R/B/W/T : A8, T4<br>PCR 760/R/B/W/T : G2, G3 |

| | | | |
|---|---|---|---|
| | | | PCR 700/R/B/W/T : A4, A6<br>PCR 690/R/B/W/T : A3 |
| 3 | 高度表校正点的位置及其标高<br>ACL location and elevation | Nil | |
| 4 | VOR 校正点<br>VOR checkpoints | Nil | |
| 5 | INS 校正点<br>INS checkpoints | Nil | |
| 6 | 备注<br>Remarks | R: TWY R U/S and have no PCR temporarily | |

## ZSCN 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<br>Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands | Taxiing guidance signs at all intersections of TWY and RWY.<br>Taxiing guidance signs at all holding positions.<br>Aircraft stand identification sign boards at stands Nr. 101-106, 201-226.<br>Guide lines at all TWYs.<br>Guide lines at all aprons.<br>Visual docking guidance system at aircraft stands Nr. 201-226 | |
| 2 | 跑道和滑行道标志及灯光<br>RWY and TWY marking and LGT | 跑道标志<br>RWY markings | THR, RWY designation, edge line, RWY center line, TDZ, aiming point |
| | | 跑道灯光<br>RWY lights | RTHL, WBAR, REDL, RCLL, RENL |
| | | 滑行道标志<br>TWY markings | Edge line, center line, TWY shoulder marking, No-entry, close signs, RWY holding position, intermediate holding position |
| | | 滑行道灯光<br>TWY lights | Edge line lights, center line lights |
| 3 | 停止排灯和跑道警戒灯<br>Stop bars and runway guard lights | Runway guard lights: TWY A1-A9 set runway guard lights. | |
| 4 | 其它跑道保护措施<br>Other runway protection measures | Nil | |
| 5 | 备注<br>Remarks | Ground stand markings at stands Nr.107-112, 113, 501-517, 519-521.<br>TWY centerline lights show green when entering the RWY and show alternating green and yellow when vacating the RWY. Exit TWY centerline lights show alternating green and yellow when vacating the RWY and show red when entering the RWY.<br>TWY G1: No TWY center line LGTs on G1(BTN B1&B2) | |

## ZSCN AD 2.10 机场障碍物 Aerodrome obstacles

| 半径 15 千米内主要障碍物 (相对机场 ARP)<br>Obstacles within 15km of ARP | | | | | |
|---|---|---|---|---|---|
| 障碍物名称<br>或编号<br>Obstacle ID/<br>Designation | 障碍物类<br>型<br>Obstacle<br>type | 障碍物位置<br>磁方位(°)/距离(m)<br>Obstacle position<br>MAG<br>BRG(degree)/DIST(m) | 标高或<br>(高)<br>Elevation<br>/(Height)<br>(m) | 障碍物标志，灯光<br>类型及颜色<br>Obstacle<br>marking<br>/Lighting Type<br>& Colour | 影响的飞行程序及<br>起飞航径区/备注<br>Flight procedure/take-off<br>path area affected<br>& Remarks |
| 1 | 2 | 3 | 4 | 5 | 6 |
| Trees<br>001 | Trees | 001/5507 | 95.8 | | |
| Antenna<br>002 | Antenna | 016/4107 | 84.9 | | RWY21 GP INOP FNA |
| Antenna<br>003 | Antenna | 022/1725 | 57.4 | LGT | |
| MT<br>004 | MT | 023/4155 | 67.9 | | |
| MT<br>005 | MT | 026/4140 | 69.2 | | RWY03 TKOF path |
| ELECTRICAL_E<br>XIT_LIGHT<br>006 | ELECTRI<br>CAL_EXI<br>T_LIGHT | 050/955 | 72.9 | LGT | RWY21 ILS/DME APCH (missed<br>APCH gradient 2.5%) |
| ELECTRICAL_E<br>XIT_LIGHT<br>007 | ELECTRI<br>CAL_EXI<br>T_LIGHT | 063/637 | 73.6 | LGT | |
| BLDG<br>008 | BLDG | 087/1041 | 85.1 | | |
| COOLING_TOW<br>ER<br>009 | COOLIN<br>G_TOWE<br>R | 092/7149 | 190.8 | LGT | |
| COOLING_TOW<br>ER<br>010 | COOLIN<br>G_TOWE<br>R | 092/7392 | 197.5 | LGT | |
| STACK<br>011 | STACK | 094/7312 | 284.6 | LGT | ATC SMAC |
| Antenna<br>012 | Antenna | 108/3343 | 94.7 | | |
| Control TWR<br>013 | Control<br>TWR | 142/976 | 121 | LGT | |

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within 15km of ARP

| 障碍物名称或编号 Obstacle ID/ Designation | 障碍物类型 Obstacle type | 障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m) | 标高或(高) Elevation /(Height) (m) | 障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour | 影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks |
|---|---|---|---|---|---|
| ELECTRICAL_EXIT_LIGHT 014 | ELECTRICAL_EXIT_LIGHT | 143/429 | 66.3 | LGT | RWY03 ILS/DME APCH (missed APCH gradient 2.5%) |
| Antenna 015 | Antenna | 181/2053 | 73.6 | LGT | |
| BLDG 016 | BLDG | 182/1139 | 49.5 | | |
| STACK 017 | STACK | 202/5973 | 86.1 | | RWY03 GP INOP, VOR/DME FNA |
| NAVAID 018 | NAVAID | 213/1084 | 53.5 | LGT | |
| NATURAL_HIGHPOINT 019 | NATURAL_HIGHPOINT | 225/10247 | 200.0 | | RWY03 VOR/DME FNA |
| MT 020 | MT | 235/10443 | 401.0 | | RWY21 RNP DEP |
| TOWER 021 | TOWER | 241/7042 | 218.3 | | |
| MT 022 | MT | 242/10017 | 458.0 | | ATC SMAC; Circling CAT D |
| MT 023 | MT | 242/11980 | 486.4 | | |
| TOWER 024 | TOWER | 243/8554 | 370.3 | | 170°-360°sector; Circling CAT C |
| Trees 025 | Trees | 252/3352 | 105.6 | | |
| MT 026 | MT | 256/4654 | 273.2 | | Circling CAT B |
| MT 027 | MT | 260/14947 | 551.0 | | ATC SMAC |
| MT 028 | MT | 269/12395 | 400.3 | | |

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within 15km of ARP

| 障碍物名称或编号 Obstacle ID/ Designation | 障碍物类型 Obstacle type | 障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m) | 标高或(高) Elevation /(Height) (m) | 障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour | 影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks |
|---|---|---|---|---|---|
| TOWER 029 | TOWER | 290/1942 | 114.9 | | |
| TOWER 030 | TOWER | 306/2535 | 115.2 | | |
| MT 031 | MT | 315/2680 | 205.6 | | |
| Antenna 032 | Antenna | 319/785 | 90.7 | | |
| MT 033 | MT | 338/3297 | 207 | | RWY21 VOR/DME FNA; Circling CAT A |
| MT 034 | MT | 344/7475 | 221.1 | | RWY21 base turn |
| MT 035 | MT | 345/5994 | 162.0 | | |
| Trees 036 | Trees | 353/5393 | 137.6 | | |

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles within 15 to 50km of ARP

| 障碍物名称或编号 Obstacle ID/ Designation | 障碍物类型 Obstacle type | 障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m) | 标高或(高) Elevation /(Height) (m) | 障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour | 影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks |
|---|---|---|---|---|---|
| MT 037 | MT | 007/71279 | 1474 | | ATC SMAC |
| MT 038 | MT | 041/66667 | 463 | | ATC SMAC |
| BLDG 039 | BLDG | 190/19486 | 245 | | |
| BLDG 040 | BLDG | 195/18946 | 252 | | |

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles within 15 to 50km of ARP

| 障碍物名称或编号 Obstacle ID/ Designation | 障碍物类型 Obstacle type | 障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m) | 标高或(高) Elevation /(Height) (m) | 障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour | 影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks |
|---|---|---|---|---|---|
| BLDG 041 | BLDG | 195/19032 | 265 | | |
| MT 042 | MT | 195/116661 | 1169 | | ATC SMAC |
| BLDG 043 | BLDG | 196/19187 | 230 | | |
| BLDG 044 | BLDG | 196/19541 | 268 | | |
| BLDG 045 | BLDG | 198/19792 | 325 | | RWY03 intermediate APCH; RWY03 RNP INA |
| BLDG 046 | BLDG | 198/19928 | 325 | | |
| MT 047 | MT | 235/37000 | 571 | | |
| MT 048 | MT | 236/16604 | 538 | | ATC SMAC; RWY03 base turn |
| MT 049 | MT | 237/33293 | 706 | | MVA; RWY03 traditional INA |
| MT 050 | MT | 242/20146 | 705 | | RWY21 DEP; RWY21 ILS/DME missed APCH (missed APCH gradient 2.5%); RWY21 GP INOP, VOR/DME missed APCH |
| MT 051 | MT | 243/26000 | 842 | | ATC SMAC |
| TOWER 052 | TOWER | 244/25935 | 949 | LGT | ATC SMAC; RWY21 DEP; RWY21 ILS/DME missed APCH (missed APCH gradient 4.0%) |
| MT 053 | MT | 274/93500 | 1794 | | ATC SMAC |
| Trees 054 | Trees | 289/43300 | 652 | | |

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)
Obstacles within 15 to 50km of ARP

| 障碍物名称或编号 Obstacle ID/ Designation | 障碍物类型 Obstacle type | 障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m) | 标高或(高) Elevation /(Height) (m) | 障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour | 影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks |
|---|---|---|---|---|---|
| MT 055 | MT | 298/50089 | 914 | | |
| MT 056 | MT | 313/42000 | 955 | | 360°-170°sector |

Remarks:

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

提供的气象情报
Meteorological information provided

| | | |
|---|---|---|
| 1 | 相关气象台的名称 Associated MET Office | Jiangxi ATMB MET office of 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 | Jiangxi ATMB MET office of CAAC;24h;6h |
| 4 | 趋势预报及发布间隔 Trend forecast/Interval of issuance | trend 1h |
| 5 | 所提供的讲解或咨询服务 Briefing/Consultation provided | Briefing provided: P, T, TV |
| 6 | 飞行文件及其使用语言 Flight documentation/Language(s) used | Chart, International MET Codes, Abbreviated Plain Language Text;Ch,En |
| 7 | 讲解或咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation | Briefing provided: Synoptic charts, significant weather charts, upper W/T charts, satellite and radar material, AWOS real-time data, data forecast product |
| 8 | 提供气象情报的辅助设备 Supplementary equipment available for providing information | MET Service Terminal, FAX |
| 9 | 提供气象情报的空中交通服务单位 ATS units provided with information | ACC, APP, TWR |

| | | |
|---|---|---|
| 10 | 其他信息<br>Additional information | TEL for Jiangxi ATMB MET Forecast: 86-791-85298008<br>TEL for Observation: 86-791-85298009 |
| 气象观测和报告<br>Meteorological observations and reports | | |
| 1 | 机场观测类型与频率、自动观测设备<br>Type & frequency of observation /Automatic observation equipment | Hourly plus special observation plus accident observation/Yes |
| 2 | 气象报告类型及所包含的补充资料<br>Type of MET Report/Supplementary information included | METAR, SPECI |
| 3 | 观测系统及安装位置<br>Observation system/Site(s) | RVR EQPT<br>A: 100m W of RCL, 314m inward THR21;<br>B: 100m W of RCL, 1690m inward THR03;<br>C: 100m W of RCL, 306m inward THR03.<br>SFC wind sensors<br>03: 110m W of RCL, 316m inward THR03;<br>03/21 Center: 110m W of RCL, 1700m inward THR03;<br>21: 110m W of RCL, 294m inward THR21.<br>Ceilometer<br>Near LMM of RWY03<br>Near LMM of RWY21 |
| 4 | 观测系统的工作时间<br>Hours of operation for meteorological observation system | H24 |
| 5 | 气候资料<br>Climatological information | Climatography AVBL |
| 6 | 其他信息<br>Additional information | Nil |

## ZSCN AD 2.12 跑道物理特征 Runway physical characteristics

| 跑道号码 RWY Designator | 真方位和磁方位 TRUE & MAG BRG | 跑道长宽 Dimensions of RWY(m) | 跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY | 跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation | 跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY | 跑道和停止道坡度 Slope of RWY/SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 03 | 023 °GEO 026 °MAG | 3400×45 | PCR 1120/R/B/W/T CONC/- | Nil | THR 37.1m | 0.19%(1000m)/0.3%(600m)/0.5%(600m)/-0.15%(600m)/-0.4%(600m) |
| 21 | 203 °GEO 206 °MAG | 3400×45 | PCR 1120/R/B/W/T CONC/- | Nil | THR 40.1m | 0.4%(600m)/0.15%(600m)/-0.5%(600m)/-0.3%(600m)/-0.19%(1000m) |

| 跑道号码 RWY Designator | 停止道长宽 SWY dimensions (m) | 净空道长宽 CWY dimensions (m) | 升降带长宽 Strip dimensions (m) | 跑道端安全区长宽 RESA dimensions (m) | 拦阻系统的位置及描述 Location& Description of arresting system | 无障碍物区 OFZ |
|---|---|---|---|---|---|---|
| 1 | 8 | 9 | 10 | 11 | 12 | 13 |
| 03 | Nil | Nil | 3520×280 | 250×150 | Nil | - |
| 21 | Nil | Nil | 3520×280 | 220×150 | Nil | - |
| Remarks: | | | | | | |

## ZSCN 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 |
| 03 | 3400 | 3400 | 3400 | 3400 | Nil |
| 03 | 3307 | 3307 | 3307 | - | FM A2 |
| 03 | 2917 | 2917 | 2917 | - | FM A3 |
| 21 | 3400 | 3400 | 3400 | 3400 | Nil |
| 21 | 3207 | 3207 | 3207 | - | FM A8 |

| 跑道号码<br>RWY Designator | 可用起飞滑跑距离<br>TORA(m) | 可用起飞距离<br>TODA(m) | 可用加速停止距离<br>ASDA(m) | 可用着陆距离<br>LDA(m) | 备注<br>Remarks |
|---|---|---|---|---|---|
| 21 | 2807 | 2807 | 2807 | - | FM A7 |

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

| 跑道号码<br>RWY Designator | 进近灯类型、长度、强度<br>APCH LGT type/ LEN/ /INTST | 入口灯颜色、翼排灯<br>THR LGT colour/ WBAR | 目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高<br>Type of VASIS/Position /Angle/MEHT | 接地带灯长度<br>TDZ LGT LEN | 跑道中线灯长度、间隔、颜色、强度<br>RWY center line LGT LEN/Spacing /Colour/INTST | 跑道边灯长度、间隔、颜色、强度<br>RWY edge LGT LEN/Spacing /Colour/INTST | 跑道末端灯颜色<br>RWY end LGT colour | 停止道灯长度、颜色<br>SWY LGT LEN /Colour |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 03 | PALS<br>CAT I<br>SFL<br>900 m<br>LIH | GREEN<br>Yes | PAPI<br>LEFT<br>370m inward<br>THR03<br>3 °<br>21.9m | Nil | 3400 m<br>spacing 30m<br>0-2500m, WHITE<br>2500-3100m, RED/WHITE<br>3100-3400m, RED<br>VRB LIH | 3400 m<br>spacing 60m<br>0-2800m, WHITE<br>2800-3400m, YELLOW<br>VRB LIH | RED | Nil |
| 21 | PALS<br>CAT I<br>SFL<br>720 m<br>LIH | GREEN<br>Yes | PAPI<br>LEFT<br>400m inward<br>THR21<br>3 °<br>22.7m | Nil | 3400 m<br>spacing 30m<br>0-2500m, WHITE<br>2500-3100m, RED/WHITE<br>3100-3400m, RED<br>VRB LIH | 3400 m<br>spacing 60m<br>0-2800m, WHITE<br>2800-3400m, YELLOW<br>VRB LIH | RED | Nil |
| Remarks: | | | | | | | | |

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

| | | |
|---|---|---|
| 1 | 机场灯标或识别灯标位置、特性和工作时间<br>ABN/IBN location, characteristics and hours of operation | Nil |
| 2 | 着陆方向标和风向标位置和灯光<br>LDI/ WDI location and LGT | WDI:<br>03: 110m W of RCL, 400m inward THR03, LGT;<br>21: 110m E of RCL, 400m inward THR21, LGT. |
| 3 | 滑行道边灯和滑行道中线灯<br>TWY edge and center line lighting | All TWYs: blue edge line lights, green center line lights |

| | | |
|---|---|---|
| 4 | 备份电源及转换时间<br>Secondary power supply/Switch-over time | Secondary power supply available/≤15s except RWY center line LGT, edge line LGT, end LGT 's switch time ≤1s. |
| 5 | 备注<br>Remarks | Nil |

## ZSCN 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<br>Coordinates TLOF or THR of FATO, Geoid undulation | Nil |
| 2 | TLOF 和（或）FATO 标高<br>TLOF and/or FATO elevation | Nil |
| 3 | TLOF 和 FATO 区域范围、道面、强度和标志<br>TLOF and FATO area dimensions,surface, strength, marking | Nil |
| 4 | FATO 的真方位和磁方位<br>True and MAG BRG of FATO | Nil |
| 5 | 公布距离<br>Declared distance available | Nil |
| 6 | 进近灯光和 FATO 灯光<br>APP and FATO lighting | Nil |
| 7 | 备注<br>Remarks | Nil |

## ZSCN AD 2.17 空中交通服务空域 ATS airspace

| 空域名称和水平范围<br>Designation and lateral limits | | 垂直范围<br>Vertical limits | 空域分类<br>Airspace class | 空中交通服务单位呼号和使用语言<br>ATS unit callsign Language | 工作时间<br>Hours of applicability | 备注<br>Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Nanchang Tower Control Area | A circuit, 2arcs with RAD 15km centered at ARP and 2 PARL lines of 10km FM RCL. | GND-600(QNH) | | | | |

| 空域名称和水平范围 Designation and lateral limits | | 垂直范围 Vertical limits | 空域分类 Airspace class | 空中交通服务单位呼号和使用语言 ATS unit callsign Language | 工作时间 Hours of applicability | 备注 Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Altimeter setting region and TL/TA | ISPUP-N294033E1164300-N292310E1163850-N284203E1164046-OSONO- ANISA-ISPUP | TL 3600m<br>TA 3000m<br>3300m(QNH≥1031hPa)<br>2700m(QNH≤979hPa) | | | | |

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

| 服务名称 Service designation | 呼号 Callsign | 频率 Frequency (MHz) | 卫星话音通信号码 SATVOICE number | 登录地址 Logon address | 工作时间 Hours of operation | 备注 Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ATIS | | 128.4 | | | H24 | D-ATIS available |
| APP | Nanchang Approach | APP01:119.95 (123.85) | | | H24 | |
| | | APP02:119.225 (123.85) | | | by ATC | |
| TWR | Nanchang Tower | 118.65 (130.0) | | | H24 | |
| GND | Nanchang Ground | 121.7 (130.0) | | | 0100-1500 | DCL available<br>Contact TWR when out of service |
| APN | Nanchang Apron | 121.85 (121.6) | | | H24 | |
| EMG | | 121.5 | | | H24 | |

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

| 设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS | 识别 ID | 频率、波道 Frequency/ Channel number | 工作时间 Hours of operation | 发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position | DME 发射天线标高 Elevation of DME transmitting antenna | 备注 Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Changbei VOR/DME | NCH | 115.1 MHz CH 98X | H24 | N28°53.1′ E115°54.7′ 026 °MAG/900m FM THR21 | 43 m | |
| Xiangtang VOR/DME | KHN | 112.7 MHz CH 74X | H24 | N28°25.8′ E115°55.4′ | 9 m | |
| LOC 03 ILS CAT I | IEE | 111.7 MHz | | 026 °MAG/310m FM end RWY03 | | Beyond 019 °leftside of front course U/S. |
| GP 03 | | 333.5 MHz | | 120m W of RCL, 324m inside THR03 | | Angle 3 ° RDH 15m |
| DME 03 | IEE | CH 54X (111.7 MHz) | | | 40m | Co-located with GP 03 |
| LOC 21 ILS CAT I | INC | 110.5 MHz | | 206 °MAG/280m FM RWY21 end | | |
| GP 21 | | 329.6 MHz | | 120m W of RCL, 281m inside THR21 | | Angle 3 ° RDH 15m |
| DME 21 | INC | CH 42X (110.5 MHz) | | | 45m | Co-located with GP 21 |

## ZSCN AD 2.20 本场规定

**1. 机场使用规定**

1.1 未安装二次雷达应答机的航空器需事先申请，并得到空中交通管制部门批准后方可在本场起降；

1.2 所有训练飞行和技术试飞需事先申请，并得到空中交通管制部门批准后方可进行。

## ZSCN AD 2.20 Local aerodrome regulations

**1.Airport operations regulations**

1.1 Takeoff/landing of aircraft without SSR transponder shall be filed in advance and conducted only after clearance has been obtained from ATC;

1.2 Each and every technical test flight and training flight shall be filed in advance and conducted only after

clearance has been obtained from ATC.

1.3 所有经停南昌昌北国际机场的靠桥航班，在保障期间除快速过站、恶劣天气、设备故障外必须使用APU 地面替代设备(含电源、空调)，禁止开启 APU。

1.3 All aircrafts parking on boarding bridge stands shall turn off APU，use ground equipment (power and special air conditioner), Except for insufficient flight transition time，extreme weather, equipment trouble.

1.4 本机场放行时不再要求机组话音复诵已经通过数据链成功发布的放行许可。

1.4 No readback required when the delivery clearance has been received through DCL.

**2. 跑道和滑行道的使用**

**2. Use of runways and taxiways**

2.1 滑行道使用限制

2.1 Limits for aircraft operating on the following TWYs:

| 滑行道/TWYs | 航空器翼展限制（m）/Wing span limits for aircraft(m) |
|---|---|
| A4-A6, G2(S of Stand Nr.211(include)), G3(S of Stand Nr.521(include)), T4 | ＜52 |
| A7(E of TWY B), G4(S of Stand Nr.521(include)), H(BTN TWY G1&G3) | ＜36 |
| R | ＜24 |

注：R 仅供江西快线通勤航空有限公司使用。

Note: TWY R is only used by Jiangxi Express Airlines.

2.2 航空器从 A1 滑进入 03 跑道后，B757-200 和翼展在 36m（不含）以下的机型可从 A2 滑脱离跑道，其他机型需由 A3 滑脱离跑道。

2.2 After aircraft entered RWY03 from TWY A1, B757-200 and the aircraft wing span ＜36m can vacate the RWY from TWY A2, other aircraft need vacate the RWY from TWY A3.

2.3 有航空器在 A2 滑等待进入跑道起飞时，禁止其它航空器穿越 A2 滑进入 A1 滑，需在 A2 滑北侧 A 平滑上的等待位置等待。

2.3 Aircraft is forbidden to bypass TWY A2 to TWY A1 and should hold at TWY A holding position when TWY A2 is occupied for take off.

2.4 跑道运行规则

2.4 General rules for using runways

2.4.1 起飞航空器从接到管制员进跑道指令到对正跑

2.4.1 Departure aircraft shall alignment RWY within 60s

道时间应控制在 60s 以内。如机组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(湿跑道或污染跑道除外)。

after receiving the information about entering the RWY from ATC. If flight crew considers that they cannot fulfill the process within the required time, pilot shall inform TWR ATC before entering the RWY (except for wet or contaminated RWY).

2.4.2 落地航空器应尽快退出跑道，从接地到滑出跑道用时 03 跑道应控制在 60s 以内，21 跑道应控制在 70s 以内，如机组认为无法在上述要求的时间内完成，须在首次联系塔台时向管制员说明(湿跑道或污染跑道除外)。

2.4.2 Landing aircraft shall vacate RWY03 within 60s after touchdown, and vacate RWY21 within 70s after touchdown. If flight crew can not fulfill the process within the required time, pilot shall inform TWR ATC at the first time (except for wet or contaminated RWY).

2.4.3 在转换跑道运行方向过程中，短时使用跑道顺风分量大于 3m/s，但不大于 5m/s 时，管制员应将该信息通知相关航空器驾驶员。航空器驾驶员根据机型性能或运行手册，决定是否使用管制员安排的顺风跑道起飞或着陆，并将决定告知管制员。

2.4.3 During changing the direction of RWY in use, if downwind speed is more than 3m/s and not exceeding 5m/s, ATC shall instruct this information to relative pilot. Pilot shall inform controller if decide not to take-off or landing on downwind RWY allocated according to aircraft performance or operation handbook.

2.5 B747-8F 运行规则

2.5 Operation rules for B747-8F

2.5.1 B747-8F 固定使用停机位 512 进行保障。

2.5.1 B747-8F is assigned to use stand Nr.512 for support.

2.5.2 B747-8F 仅限使用下列滑行道：A、A1-A3、A7(B 以西)、A8、A9、B(B2 以北)、B2(B 以西)。

2.5.2 TWY A, A1-A3, A7(W of TWY B), A8, A9, B(N of TWY B2), B2(W of TWY B) are available for B747-8F.

2.5.3 B747-8F 在滑行道 B(A7 以北)应限制滑行速度降低至 20km/h 以下。

2.5.3 The maximum taxiing speed for B747-8F is below 20km/h on TWY B(N of TWY A7).

2.5.4 B747-8F 运行限制重量 412t 以下。

2.5.4 The maximum operation weight for B747-8F is below 412t.

2.5.5 B747-8F 滑行程序

2.5.5 B747-8F taxiing procedures

2.5.5.1 离场滑行程序

a) 使用 03 跑道：512 停机位-B-B2-A-A1-03 跑道，其中 A1 滑转入 03 跑道的转弯部分，须采用偏置转弯。

b) 使用 21 跑道：512 停机位-B-A8-A-A9-21 跑道。

2.5.5.2 进场滑行程序

a) 使用 03 跑道：03 跑道-A8-B-停机位 512 或 03 跑道-A9-A-A8-B-停机位 512。

b) 使用 21 跑道：21 跑道-A3-A-A7-B-停机位 512(A3 滑转入 A 滑的转弯部分，须采用偏置转弯)或 21 跑道-A2-A-A7-B-停机位 512(21 跑道转入 A2 滑的转弯部分，须采用偏置转弯)。

2.5.6 B747-8F 应按照管制单位指令滑行，进入机坪须跟随 FOLLOW-ME 引导车滑行。

**3. 机坪和机位的使用**

3.1 航空器停机位由运行监控指挥中心(131.9MHz)分配；

3.2 通过塔台或运行监控指挥中心(131.9MHz)可以申请使用引导车和拖车；

3.3 离场飞行的航空器，在推出开车前必须联系塔台申请放行许可；

3.4 未经空中交通管制部门同意，严禁航空器利用自身动力倒滑；

3.5 严禁在廊桥附近试车。

2.5.5.1 Departure taxiing procedures

a) RWY03 departure: stand Nr.512-B-B2-A-A1-RWY03, offset turn is required to enter RWY03 from TWY A1.

b) RWY21 departure: stand Nr.512-B-A8-A-A9-RWY21.

2.5.5.2 Arrival taxiing procedures

a) RWY03 arrival: RWY03-A8-B-stand Nr.512, or RWY03-A9-A-A8-B-stand Nr.512.

b) RWY21 arrival: RWY21-A3-A-A7-B-stand Nr.512 (offset turn is required to enter TWY A from TWY A3), or RWY21-A2-A-A7-B-stand Nr.512 (offset turn is required to enter TWY A2 from RWY21).

2.5.6 B747-8F shall follow ATC instructions and guided by FOLLOW ME vehicle to apron.

**3. Use of aprons and parking stands**

3.1 Parking stand is assigned by Operation Control Center (131.9MHz);

3.2 Follow-me vehicle and tow tractor service are available via Tower Control or Operation Control Center (131.9MHz);

3.3 Departing aircraft shall contact Tower Control for departure clearance prior to push-out for engine start-up;

3.4 Push-back of aircraft on its own power is strictly forbidden without ATC clearance;

3.5 Engine run-ups in the vicinity of boarding bridges are strictly forbidden.

3.6 停机位使用限制

3.6 Limits for aircraft parking on the following stands:

| 停机位编号/Stands Nr. | 翼展限制（m）/Wing span limits(m) | 进出方式/Enter or Exit |
|---|---|---|
| 226, 512 | ＜68.5 | Taxi in, Push back |
| 101-103, 105, 210, 211, 513-515, 701 | ＜65 | Taxi in, Push back |
| 521, 602 | ＜65 | Taxi in, Taxi out |
| 106, 202, 205, 212, 213, 215, 216, 516 | ＜52 | Taxi in, Push back |
| 107, 112, 503, 504, 508 | ＜52 | Taxi in, Taxi out |
| 104, 201, 203, 204, 206-209, 214, 217-225 | ＜36 | Taxi in, Push back |
| 108-111, 113, 501, 502, 505-507, 509-511, 519, 520 | ＜36 | Taxi in, Taxi out |
| 517 | ＜36 | Push in, Taxi out |

备注：701 为隔离机位，602、108、110、112 为除冰机位。

Note: Stand Nr.701 is isolated stand, stands Nr.108, 110, 112, 602 are de-icing stands.

3.7 机翼照明灯和地面滑行灯的使用

3.7 Use of Wing Lights of aircraft and Taxi Lights

3.7.1 A330-200 航空器后舱门与廊桥对接期间禁止开启机翼照明灯，如需开启机翼照明灯，机组需向机场运行监控指挥中心(电话：87652239)提出申请，待廊桥撤离后方可开启灯光，以免对廊桥推蓬造成损伤。

3.7.1 Wing Lights of aircraft A330-200 are forbidden to turn on while rear door connecting with air bridge; contact Terminal Airfield Management Control Center(TAMCC, tel: 87652239) for the clearance of turning on the Wing Lights and conduct after the air bridge retracted;

3.7.2 地面操作人员未完全撤离航空器地面滑行灯前方期间，机组禁止开启地面滑行灯，以免对操作人员

3.7.2 Taxi Lights are forbidden to turn on unless the ground operator have evacuated from the front of

眼睛损伤。

**4. 低能见度运行**

4.1 使用 HUD 实施特殊批准的低能见度运行

4.1.1 可使用 HUD 在本场 RWY03/21 实施 RVR200m 低能见度起飞。

4.1.2 低能见度运行的准备、实施与终止

4.1.2.1 准备阶段

(1) 当跑道视程下降至 550m 且预计 30min 内下降至 400m 以下，由机场运行监控指挥中心通报各保障单位做好 HUD 低能见度运行准备工作。

(2) 各保障单位完成 HUD 低能见度运行准备工作后通报机场运行监控指挥中心。

4.1.2.2 实施阶段

(1) 当跑道视程预计低于 400m、不低于 200m 时，且经确认机场具备保障条件后，由机场运行监控指挥中心通报空管塔台、各保障单位启动 HUD 低能见度运行。

(2) 具备 HUD 低能见度运行能力的航班机组，由机组向空管塔台申请，空管塔台确认无影响后将机组需求通知机场运行监控指挥中心。

4.1.2.3 终止阶段

当 RVR 持续高于 400m 或低于 200m 或经检查确认机场不具备保障条件时，由机场运行监控指挥中心通报

theTaxi Lights.

**4. Low visibility operation**

4.1 Low visibility procedure (LVP) based on HUD special CAT I/II

4.1.1 Low visibility take-off with RVR200m based on HUD could be implemented in Nanchang airport for RWY03/21.

4.1.2 Preparation, implemention and termination of low visibility operation.

4.1.2.1 Preparation of LVP

(1) When RVR is down to 550m and expected to decline to 400m or below in 30min, the airport control center shall notify relevant units operate LVP based on HUD.

(2) After completing the preparation of LVP based on HUD, related units shall report to the airport control center.

4.1.2.2 Implemention of LVP

(1) When RVR expected below 400m, not below 200m and aerodrome have the capability of LVP after confirmation, airport control center shall notify TWR and other related units operate LVP based on HUD.

(2) Aircrew with ability of LVP operation shall apply to TWR. TWR notify the requirement to airport control center after confirming.

4.1.2.3 Termination of LVP

When RVR exceed 400m or below 200m or the airport condition hasn't got qualified for LVP, tower control

空管塔台、各保障单位终止 HUD 低能见度运行。

shall inform airport control center to terminate LVP.

4.2 低能见度运行滑行路线

4.2 Taxiing routes of LVP

使用 HUD 实施低能见度起飞时，按以下滑行路线进行滑行：

Aircraft taxiing route under Low visibility operation take-off:

| | |
|---|---|
| RWY03 | Apron→TWY B1→TWY A→TWY A1→RWY |
| RWY21 | Apron→TWY A8→TWY A→TWY A9→RWY |

4.3 航空器引导

4.3 Aircraft guidance

4.3.1 使用 HUD 实施低能见度起飞时，根据机组需求提供引导车引导，引导期间机组应严格按照引导路线滑行，经塔台许可后方可进入 A 滑行道。

4.3.1 Follow-me vehicle service is available according to aircrew's demand. When using the HUD for low visibility take-off, aircrew shall strictly follow the guiding route while taxiing, and taxi in TWY A after permission of TWR.

4.3.2 B1 滑至 B2 滑之间的 G1 滑无滑行道中线灯，使用 HUD 实施低能见度起飞时，航空器在该段滑行道滑行须由引导车引导。

4.3.2 Aircraft shall be guided by follow-me vehicle while taxiing on TWY G1(BTN TWY B1&B2) under operating low visibility take-off operation based on HUD.

4.4 其他

4.4 Other information

4.4.1 准备使用 HUD 实施低能见度运行的航空器机组应主动向管制员报告。

4.4.1 Aircrew shall report to TWR when preparing to implement LVP.

4.4.2 低能见度运行时，航空器滑行过程中如需中止，机组应立即报告管制员，按经管制员同意的处置方式退出低能见度运行。

4.4.2 Aircraft should stop taxiing, and report to ATC if teminate LVP，then follow ATC instructions.

**5. 直升机飞行限制，直升机停靠区**

**5. Helicopter operation restrictions and helicopter parking/docking area**

无

Nil

**6. 警告**

无

**6. Warning**

Nil

## ZSCN AD 2.21 减噪程序

## ZSCN AD 2.21 Noise abatement procedures

无

Nil

## ZSCN AD 2.22 飞行程序

## ZSCN AD 2.22 Flight procedures

**1. 总则**

1.1 除经南昌塔台特殊许可外，在塔台管制区域的飞行，均须按照仪表飞行规则进行。

1.2 本场运行期间，RNP 飞行程序为主程序，传统程序为备用程序。

1.3 不具备 RNP 运行能力的航空器，需在首次联系时告知管制员。

**1. General**

1.1 Flights within Tower Control Area shall operate under IFR unless special clearance has been obtained from Nanchang Tower Control.

1.2 RNP flight procedures are primary, conventional flight procedures are backup.

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. 起落航线**

起落航线通常在跑道西侧进行，A、B 类航空器高度 450m；C、D 类航空器高度 650m。经 ATC 许可，可在跑道东侧进行，A、B 类航空器高度 350m，C、D 类航空器高度 550m。

**2. Traffic circuits**

Traffic circuits shall be normally made to the west of RWY, at the altitudes of 450m for CAT A/B and 650m for CAT C/D. Under ATC clearance, traffic circuits could be made to the east of RWY, at the altitudes of 350m for CAT A/B and 550m for CAT C/D.

**3. 仪表飞行程序**

严格按照航图中公布的进、离场和进近程序飞行。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. IFR flight procedures**

Strict adherence is required to the relevant arrival/departure/approach 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**

进近管制区域内实施雷达管制，航空器最小水平间隔为 6km。

**4. Radar procedures and/or ADS-B procedures**

Radar control within Nanchang APP has been implemented, the minimum horizontal radar separation is 6km.

| | |
|---|---|
| Sector 1 | ALT limit: 600m or above |
| N291637E1154632-N291641E1160636-N290622E1161414-N285248E1161324-N285428E1155307-N291637E1154632 | |
| Sector 2 | ALT limit: 800m or above |
| N285428E1155307-N285248E1161324-N283147E1161207-N282542E1155518-N282403E1154227-N283912E1154346-N284355E1155100-N285046E1155315-N285049E1155155-N285428E1155307 | |
| Sector 3 | ALT limit: 900m or above |
| N285053E1155005-N285049E1155155-N285046E1155315-N284355E1155100-N284355E1154737-N285053E1155005 | |
| Sector 4 | ALT limit: 1500m or above |
| N284916E1153536-N284851E1154707-N284017E1154342-N284047E1153213-N284916E1153536 | |
| Sector 5 | ALT limit: 1200m or above |
| N291637E1154632-N285428E1155307-N285049E1155155-N285053E1155005-N284355E1154737-N284355E1155100-N283912E1154346-N282403E1154227-N282141E1152440-N284047E1153213-N284017E1154342-N284851E1154707-N284916E1153536-N291637E1154632 | |
| Sector 6 | ALT limit: 900m or above |
| N293025E1160730-N293057E1164042-N292310E1163850-N284203E1164046-N283147E1161207-N285248E1161324-N290622E1161414-N291641E1160636-N293025E1160730 | |
| Sector 7 | ALT limit: 2100m or above |
| ISPUP(N293547E1153812)-N293550E1160751-N293025E1160730-N291641E1160636-N291637E1154632-N284916E1153536-N284047E1153213-N282141E1152440-N281802E1145937-ISPUP(N293547E1153812) | |
| Sector 8 | ALT limit: 1800m or above |

| | |
|---|---|
| N281802E1145937-N282141E1152440-N282403E1154227-N282542E1155518-N283147E1161207-N284203E1164046-N281115E1161122-N273035E1153307-N281802E1145937 | |
| Sector 9 | ALT limit: 2400m or above |
| N300500E1155600-N295822E1164050-N294033E1164300-N293057E1164042-N293025E1160730-N293550E1160751-ISPUP(N293547E1153812)-N281802E1145937-N290200E1143400-N294728E1153305-N300500 E1155600 | |

**5. 无线电通信失效程序**

参见 AIP GEN3.4.5 中的仪表飞行规则航空器地空双向无线电通信失效通用程序。

**5. Radio communication failure procedures**

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

**6. 目视飞行程序**

6.1 等待：在机场上空、跑道西侧按起落航线进行等待。

6.2 目视进近

6.2.1 实施气象条件

6.2.1.1 昌北机场主导能见度大于 5km,机场云底高高于最低雷达引导高度 150m 以上。

6.2.1.2 当气象条件低于标准,但航空器驾驶员在起始进近高度或者在仪表进近程序中的任何时间报告气象条件能够保证完成目视进近和着陆时，管制员可以许可航空器实施目视进近。

6.2.2 航空器驾驶员须知

6.2.2.1 昌北机场在符合实施目视进近的条件下,航空器驾驶员主动告知可以实施的进近方式。

**6. Procedures for VFR flights**

6.1 Holding: aircraft could hold west of RWY following the traffic circuits mentioned above.

6.2 Airport visual approach regular operation

6.2.1 Implementation weather conditions

6.2.1.1 Aerodrome prevailing visibility is more than 5km, ceiling is not less than the minimum radar vector altitude above 150 meters.

6.2.1.2 When the weather conditions at ZSCN below the requirements, but the pilot report the visual approach and landing can be completed in the weather condition at the initial approach altitude or any time during instrument approach procedure, conduct the visual approach by ATC clearance.

6.2.2 Instructions for pilots

6.2.2.1 When the weather conditions at ZSCN meet the requirements for visual approach, the pilots will be

requested of the available approach methods.

6.2.2.2 短五边目视进近或引导目视进近可在昌北机场 RWY03/21 运行。

6.2.2.2 Short final visual approach or vector for visual approach can be conducted on both RWY03 and RWY21.

6.2.2.3 短五边目视进近、引导目视进近可以由航空器驾驶员申请或者由管制员发起，得到双方认可后实施。

6.2.2.3 Short final visual approach or vector for visual approach shall be applied by pilot or ATC, implemented after approved by the other side.

6.2.2.4 航空器驾驶员接受目视进近许可后，高度和航向由驾驶员自行掌握。飞向着陆机场或者跟随前机实施目视进近时，航空器驾驶员应负责航空器与地面障碍物之间的安全间隔，航空器驾驶员接受跟随前机的目视进近许可后，应负责与前机之间的安全间隔。

6.2.2.4 After receiving the visual approach clearance, the altitude and heading shall be controlled by pilot, the pilot is responsible for maintain safety separation between the aircraft and ground obstacles, and fly toward the landing airport or follow the preceding aircraft for approach. After receiving the visual approach following preceding aircraft clearance, the pilot is responsible for maintain safety separation between preceding aircraft.

6.2.2.5 目视进近的三边宽度通常不大于 6km(约 3.2NM)，当与五边进近航空器无影响时，最小宽度可使用 4.6km(约 2.5NM)，速度不大于 220kt。

6.2.2.5 The width of visual approach downwind shall not exceed 6km(about 3.2 NM), when clear of the aircraft on final, the minimum width of downwind can be 4.6km(about 2.5 NM), IAS no more than 220kt.

6.2.3 应急程序

6.2.3 Emergency procedures

6.2.3.1 目视进近的中止

6.2.3.1 Termination of visual approach

(1)短五边目视进近或引导目视进近过程中，航空器驾驶员失去目视参照物（机场、跑道或前序航空器），航空器驾驶员需立即向管制员报告，管制员可根据航空器驾驶员意图协助其转为其他目视进近、精密进近或复飞。

（1）During short final visual approach or vector for visual approach, if visual approach cannot be completed because of losing a visual reference (airport, runway or preceding aircraft), pilot shall inform ATC in time, ATC may assist the pilot to switch to other visual approach, precision approach or missed approach procedure

（2）航空器不能继续目视进近，中止进近后加入着

陆跑道的 RNAV ILS/DME z 的复飞程序。

depending on the pilot's intentions.

（2）If aircraft can not continue visual approach, join the RNAV ILS/DME z missed approach procedure of landing RWY after termination of visual approach.

6.2.3.2 通信失效处置

飞机在四边发生通讯失效时，机组应及时转弯切入指定跑道的五边，继续实施目视进近或转为其他进近并联系相应的塔台频率。在其他位置发生通讯失效按照公布的仪表飞行规则航空器地空双向无线电通信失效通用程序处置。

6.2.3.2 Communication failure

If aircraft has communication failure on the base, the pilot shall continue turn to final of the designated RWY, execute visual approach or other ways of approach and contact tower. When communication failure at other locations, follow general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure.

**7. 目视飞行航线**

无

**7. VFR route**

Nil

**8. 其它规定**

无

**8. Other regulations**

Nil

## ZSCN AD 2.23 其它资料

## ZSCN AD 2.23 Other information

**鸟情资料**

全年有鸟类活动。机场当局采取了驱赶措施，鸟的活动情况如下：

## Bird’s information

Activities of bird flocks are found in the whole year. Aerodrome Authority resorts to dispersal methods to reduce bird activities. The details of bird activities as follows:

| Period of a year | Flight height within AD(m) | Characteristic |
|---|---|---|
| The whole year | 1500 | Solitary |
| The whole year | 500 | Solitary |
| Jun.-Dec. | 500 | Solitary |

| | | |
|---|---|---|
| The whole year | 200 | Solitary and in group |
| The whole year | 150 | In group |
| The whole year | 100 | In group |
| The whole year | 80 | Solitary and in group |
| The whole year | 70 | In group |
| May-Oct. | 70 | In group |
| The whole year | 50 | Solitary |
| The whole year | 40 | Solitary and in group |
| The whole year | 30 | Solitary and in group |
| The whole year | 25 | Solitary |
| Jun.-Sep.<br>Dec.-Mar.(next year) | 25 | In group |
| The whole year | 15 | In group |