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Summary
NOTAM
Series E
NOV26, 2019

The following NOTAM were still in force on 2019-11-26 17:00. NOTAM not included have either been canceled, time expired or superseded by AIP supplement, or incorporated into the AIP CHINA.

E 5022/14 A) ZBAA
NOTAMN B) 2014/10/27/1600 C) PERM
E) INDEPENDENT VISUAL APPROACHES (IVA) MAY BE USED AT BEIJING CAPITAL INTERNATIONAL AIRPORT DURING PARALLEL OPERATIONS IN THE RWY36L/36R/01 OR RWY 18R/18L/19 DIRECTION. DEPENDING ON THE METEOROLOGICAL CONDITIONS THEY MAY BE INITIATED FROM A TURNING TO FINAL OR FROM AN ILS APPROACH ONCE THE PILOT IS VISUAL.IMPORTANT INSTRUCTIONS AND ADVISORY INFORMATION FOR PILOTS:1. REPORT PRECEDING AIRCRAFT AND/OR THE RUNWAY IN SIGHT AS SOON AS POSSIBLE.2. APPROACH CONTROLLER SHALL GIVE IVA EXPECTATION AND ASSIGNED RWY TO THE FLIGHT CREW AT THE INITIAL CONTACT. IF NO OBJECTION THAT HAS BEEN ACCEPTED.3. MANAGE IAS ON BASE LEG TO ENSURE YOU DO NOT OVERSHOOT THE CENTERLINE AND ON FINAL TO KEEP THE INTERVALS BETWEEN AIRCRAFT. STANDARD TERMINAL AREA SPEEDS APPLY, 180KT 10NM FROM THRESHOLD AND 160KT 5NM FROM THRESHOLD. IF FLIGHT CREW CANNOT FULFILL THE REQUIRED SPEED, INFORM ATC IMMEDIATELY.4. FLY ACCURATE HEADINGS WHEN BEING VECTORED TO FINAL. THE VECTOR FOR FINAL WILL NOT BE GREATER THAN 30 DEGREES.5. THE PHRASEOLOGY WILL INCLUDE 'CLEARED INDEPENDENT VISUAL APPROACH'.6. ATC WILL PROVIDE SEPARATIONS UNTIL CLEARED FOR AN VISUAL APPROACH. IF THE AIRCRAFT IS TO FOLLOW A PRECEDING AIRCRAFT TO MAKE THE VISUAL APPROACH, YOU WILL RESPONSIBLE FOR THE SEPARATION WITH THE PRECEDING AIRCRAFT, OR YOU JUST HAVE THE RUNWAY IN SIGHT TO MAKE THE VISUAL APPROACH BUT NOT THE PRECEDING AIRCRAFT, ATC WILL PROVIDE SEPARATIONS BETWEEN YOU AND THE PRECEDING AIRCRAFT.7. IT IS NOT NECESSARY TO APPLY ANY OTHER TYPE OF SEPARATION WITH THE OTHER AIRCRAFT APPROACHING ON THE ADJACENT FINAL AFTER ONE AIRCRAFT IS CLEARED FOR AN INDEPENDENT VISUAL APPROACH.8. ONCE THE VISUAL APPROACH HAS BEEN ISSUED AND THE PILOT HAS ACKNOWLEDGED RECEIPT OF THE VISUAL APPROACH CLEARANCE, THE SEPARATION BETWEEN AIRCRAFT AND OBSTACLES IS IN THE CHARGE OF THE FLIGHT CREW.9. DO NOT PASS THROUGH YOUR ASSIGNED RUNWAY CENTERLINE. OTHER AIRCRAFT WILL BE OPERATING ON THE ADJACENT APPROACH.10. ATC WILL PROVIDE THE TYPE AND WAKE TURBULENCE CATEGORY OF THE PRECEDING AIRCRAFT FOR ALL LANDING AIRCRAFTS WHICH ARE TAILING AFTER THE HEAVY AIRCRAFTS AND ABOVE (OR B757).11. IF NECESSARY, ATC SHALL INFORM THE TRAFFIC INFORMATION OF OTHER

RELEVANT AIRCRAFT.12. FLIGHT CREW MUST RESPOND TO ANY TCAS ALERT IN ACCORDANCE WITH THE PROCEDURES IN THE AIRCRAFT'S FLIGHT MANUAL.13. ACCURATELY TRACK THE EXTENDED RUNWAY CENTERLINE DURING THE FINAL.14. IF FOR ANY REASON, INCLUDING RADIO FAILURE OR RADIO CONGESTION, CONTACT CANNOT BE ESTABLISHED OR MAINTAINED WITH FINAL ATC SUCH THAT IT PREVENTS AN INSTRUCTION BEING ISSUED BY ATC OR A VECTORING REQUEST BEING MADE BY THE FLIGHT CREW TO ENABLE INTERCEPT OF THE FINAL APPROACH COURSE FOR THE RUNWAY ASSIGNED, THEN AN AIRCRAFT SHALL INITIATE A TURN IN ORDER TO TRACK THE EXTENDED CENTERLINE OF THE RUNWAY ASSIGNED AND CONTACT THE TWR.15. ALL MEDIUM AIRCRAFTS AND BELOW SHALL FULLY VACATE RWY WITHIN 50S AFTER TOUCHDOWN, AND ALL HEAVY AIRCRAFTS AND ABOVE SHALL FULLY VACATE RWY WITHIN 70S AFTER TOUCHDOWN, IF FLIGHT CREW CANNOT FULFILL THE PROCESS WITHIN THE REQUIRED TIME, PILOT SHALL INFORM ATC IN ADVANCE.

- E 2682/17**
NOTAMN A) ZBYN
 B) 2017/12/06/1600 C) PERM
 E) REF CHINA AIP ZBYN-10A ILS/DME Y RWY13/ZBYN-20A RNAV ILS/DME Z RWY13 (2017-11-1 EFF2017-12-6), LANDING MINIMA FOR RWY13 ILS/DME CHANGED AS

FLW:ACFT TYPE	A	B AND C	DRVR/VIS
800/800	800/800	800/900	OTHER REMAINS.
- E 0715/19**
NOTAMN A) ZBTJ
 B) 2019/05/08/0831 C) PERM
 E) RWY16L/34R AVBL FOR ACFT WING SPAN 73.3M AND BELOW TO TAKE-OFF AND LANDING.
- E 1038/19**
NOTAMN A) ZBTJ
 B) 2019/06/19/1600 C) PERM
 E) REFER AIP CHINA AD ZBTJ-TIANJIN/BINHAI, ZBTJ AD 2.8: TWY A4 WIDTH IS 23M.
- E 1496/19**
NOTAMN A) ZBAA
 B) 2019/07/26/0800 C) PERM
 E) AD REFERENCE CODE CHANGE TO:1.RWY01/19 AND RWY18L/36R:4F2.RWY18R/36L:4E.
- E 1885/19**
NOTAMN A) ZBAA
 B) 2019/10/09/1600 C) PERM
 E) REF AIP CHINA ZBAA AD2.24-20B(2019-9-1), THE DME DATA OF AA492 CHANGED FROM 'D24.5PEK' TO 'D25.4PEK'.OTHERS REMAIN.
- E 1987/19** A) ZBHH

NOTAMN B) 2019/10/09/1600 C) PERM
E) REF AIP CHINA ZBHH AD2.24-20B(2019-9-1), THE DME DATA OF HH705 CHANGED FROM 'D22.9IKJ' TO 'D22.4IKJ',OTHERS REMAIN.

E 2021/19 A) ZBDS
NOTAMN B) 2019/10/09/1600 C) PERM
E) REF AIP CHINA ZBDS AD2.24-7A (2019-9-1), AD2.24-7B(2019-9-1), THE DME DATA OF POINT(N3914.1E10914.0) CHANGED FROM 'D30.0HDS' TO 'D33.0HDS',OTHERS REMAIN.

E 2064/19 A) ZBTJ
NOTAMN B) 2019/10/09/1600 C) PERM
E) NEW TEMPORARY OBST ERECTED AS FLW, ALL DATA BASED ON

ARP	OBSTACLE TYPE	BRG(MAG)(DEG)	DIST(M)	ELEVATION(M)
CHIMNEY	103	25,621	210.30	CHIMNEY
117	37,318	157.48	TWR	122 30,515
470.10	BUILDING	159	47,254	171.14 BUILDING
247	10,147	297.70	BUILDING	275 11,578
344.00				

E 2065/19 A) ZBTJ
NOTAMN B) 2019/09/28/1600 C) PERM
E) 1. ADD NEW COMBINED STAND NR.61L,61R,62L,62R, PSN: ON ORIGINAL STAND NR.61,62, PCN 88/R/B/W/T.2. OPERATION LIMITATIONPARKING STAND 61R,62L ONLY AVBL FOR ACFT WITH WINGSPAN NOT MORE THAN 38.1M, PARKING STAND 61L,62R ONLY AVBL FOR ACFT WITH WINGSPAN NOT MORE THAN 36M. WHILE PARKING STAND NR.61 IN USE, STAND NR.61L,61R ARE FORBIDDEN TO BE USED. WHILE PARKING STAND NR.61L OR NR.61R IN USE, STAND NR.61 IS FORBIDDEN TO BE USED. WHILE PARKING STAND NR.62 IN USE, STAND NR.62L,62R ARE FORBIDDEN TO BE USED. WHILE PARKING STAND NR.62L OR NR.62R IN USE, STAND NR.62 IS FORBIDDEN TO BE USED.

E 2072/19 A) ZBAD
NOTAMN B) 2019/10/09/1600 C) PERM
E) REF ZBAD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS, TWY LGTS:DELETE INTERMEDIATE HOLDING POSITIONS, ADD NO ENTRY BAR.

E 2074/19 A) ZBAD
NOTAMN B) 2019/10/09/1600 C) PERM
E) REF ZBAD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY,TWY EDGE AND CENTER LINE LIGHTING.ALL TWYS:BLUE EDGE LINE LIGHTS/GREEN CENTER LINE LIGHTS CHANGED TO BLUE EDGE LINE LIGHTS/GREEN CENTER LINE LIGHTS(PART YELLOW)

E 2192/19 A) ZBAA
NOTAMN B) 2019/10/12/0825 C) PERM
E) ENGINE IDLE DEICING FREQ CHANGE AS FLW:1.128.200MHZ:NR.1,2,7 DEICING AREA.2.127.025MHZ:NR.3,8 DEICING AREA.3.126.225MHZ:NR.4,9 DEICING AREA.

E 2272/19 A) ZBAD
NOTAMR B) 2019/10/19/0824 C) PERM
E 2084/19 E) REF ZBAD AD 2.14 APPROACH AND RUNWAY LIGHTING REMARKS:
RWY17R,17L,19R,35R,29R INSTALLED SIMPLE RTZL.

E 2294/19 A) ZBTJ
NOTAMN B) 2019/10/24/0154 C) PERM
E) REF AIP CHINA ZBTJ AD2-15 (2019-9-1), ITEM 5.1 CHANGED TO AIRCRAFT EQUIPED WITH HUD CAN CARRY OUT SPECIAL CAT I ON RWY16L, OTHERS REMAIN.

E 2352/19 A) ZBAA
NOTAMN B) 2019/10/29/0658 C) PERM
E) SID FOR RWY36R: INITIAL TURNING ALT FOR RUSDO-9YD, IDKEX-9YD, DOTRA-9YD, ELPOB-9YD, MUGLO-9WD, IGMOR-9WD CHANGED FM 900M TO 1200M.

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