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

ZBAD-北京 / 大兴 BEIJING/Daxing

ZBAD 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	N39° 30.0' E116° 24.0' Center of RWY 17L /35R
2	方向、距离 Direction and distance from city	179° GEO, 44.9km from Tian'anmen square
3	标高 / 参考气温 Elevation/Reference temperature	25.2m/ 31.9° C (JUL)
4	机场标高位置 / 高程异常 AD ELEV PSN/ geoid undulation	THR19R/ -
5	磁差 / 年变率 MAG VAR/Annual change	5° 58' W (1980) / -
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	Beijing Capital International Airport Group CO. Beijing Daxing International Airport Management Ceter, 102602, Nr. 66 Jinrong Road, Yufa Town, Daxing District, Beijing, China TEL: 86-10-60263194 FAX: 86-10-60263336
7	允许飞行种类 Types of traffic permitted(IFR/VFR)	IFR/VFR
8	机场性质 / 飞行区指标 Military or civil airport & Reference code	Civil/(4F: 17L/35R, 01L/19R, 11L/29R, 4E: 17R/35L)
9	备注 Remarks	Nil

ZBAD 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

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

1	货物装卸设施 Cargo-handling facilities	Container lift truck (7.5-14t), container tractor, fork-lift (2.5-3.5t), conveyor truck, platform collation tractor, small towing vehicle
2	燃油 / 滑油牌号 Fuel/oil types	Jet A-1, Nr.3 Jet fuel
3	加油设施 / 能力 Fuelling facilities/capacity	Refueling trucks; Airport can provide gravity refueling (6.7L/s) and pressure refueling (63L/s) service; Storage capacity: 160000m3; A pipe network of apron aircraft-refuelling equipment for all aircraft.
4	除冰设施 De-icing facilities	Deicing apron (Nr.1: DE1-DE9, Nr2: DS1-DS7, tempotary: DN1-DN3), 18 de-icers, deicing fluid (type I, type II)
5	过站航空器机库 Hangar space for visiting aircraft	Yes, available for aircraft maintenance.
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for various types of aircraft.
7	备注 Remarks	Nil

ZBAD AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	Adjacent to AD
2	餐馆 Restaurants	At AD
3	交通工具 Transportation	Passenger's coaches, taxies, airport express
4	医疗设施 Medical facilities	First-aid equipment at AD, comprehensive hospital adjacent to AD (Ambulances on duty)
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

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

1	机场消防等级 AD category for fire fighting	CAT 10
2	援救设备 Rescue equipment	Fire fighting facilities: general primary foam tender, HRET primary foam tender, demolition illumination rescue truck, logistics truck, passenger step truck, aerial ladder truck; Rescue equipment: uplift air cushion, air pump, towing platform, crane, mobile surface operation devices, fork.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTOW up to 145 tonnes
4	备注 Remarks	Nil

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

1	扫雪设备类型 Types of clearing equipment	All seasons RWY snow removal vehicles, pre-snow rolling brush vehicles, ramp snow vehicles, snow slingers, snow fluid trucks, snow blowers

2	扫雪顺序 Clearance priorities	RWYs, TWYs access to RWYs, Operating Aprons
3	备注 Remarks	Nil

ZBAD 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:	Cement concrete
		Strength:	PCN 90/R/B/W/U (Cargo apron, run-ups stands (excluding ET11, ET12, ET21), deicing aprons (excluding DS1), stands Nr.101, 102, 104, 110, 111, 120, 123, 126-129, 135-137, 140, 141, 146-150, 153, 156, 160, 161, 169, 170, 180, 183, 188, 190, 195, 198, 408, 412-419, 439, 441, 446, 447, 454-457, 480-483, 701-706) PCN 70/R/B/W/U (Stands Nr.105-109, 121, 122, 124, 125, 130-134, 142-145, 151, 152, 154, 155, 162-168, 172, 173, 181, 182, 184-187, 191-194, 196, 197, 401-407, 410, 411, 421-423, 431-438, 442-445, 451-453, 461-479, DS1) PCN 60/R/B/W/U (Maintenance apron (including ET11, ET12, ET21)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	69m: H10; 58.8m: B3, B4; 56m: B5, B8, B9, E4-E7, H5, K10-K14, L2, L3, Y0; 53m: Y3, Z9; 52.5m: B6, E1-E3, E8, E9, E12, H4, L5, L6, Y6, Y8, Z7; 50m: Z3; 49m: Y7, Z8; 47.6m: L7; 44m: H6; 43m: L4; 42m: H3, H11; 41.5m: Q9; 40m: E0, E13, W2; 32m: B2; 30m: A10, A12, U8; 26m: Q7, Q8; 25m: A, A1-A8, B, B1, C, D, E, G, G0-G9, K, K1-K5, L, M, M1-M4, T3-T9, V, V13, V14, V17, W1, Y1, Z0, Z1, Z4, Z6; 23m: B7, C1-C8, H, J, J1-J14, M0, P, P9, Q, T, T1, T2, U9, V12, V16, Y2, Y4, Y5, Z2, Z5; 15m: E10, E11, Y9.
		Surface:	Cement concrete
		Strength:	PCN 90/R/B/W/U (Others) PCN 70/R/B/W/U (A1-A8, G3-G6, J1-J8)
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	

ZBAD 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 / 停放位置引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWYs & RWYs and at all holding positions. Guide lines at all TWYs and apron. Aircraft stand identification sign board at all stands. Stands Nr.101, 102, 104-111, 120-129, 132-137, 140-145, 147, 148, 150-156, 160-170, 172, 173, 180-188, 190-198 refer AD1.1 for Visual Docking Guidance System. 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	Pre-threshold, THR, RWY designation, aiming point, TDZ, center line, edge line
		RWY lights	Center line, edge line, THR, RWY TDZ (RWY01L, 35L), simple TDZ (RWY17L, 17R, 19R, 29R, 35R), RWY end, THR wing bar
		TWY markings	RWY holding positions, intermediate holding positions, center line, edge line, No-entry marking
		TWY lights	Center line, edge line, apron guidance, RWY guard lights, intermediate holding positions, rapid exit taxiway indicator
3	停止排灯 Stop bars	Stop bars at holding positions type A and B, intermediate holding positions and RWY rapid exit TWY(direction from TWY to RWY)	
4	备注 Remarks	Exit lights at deicing apron.	

ZBAD AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on the 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**
1	Trees	001	2427	30.7	RWY35R Take-off path
2	TWR	001	3960	82.0	
3	TWR	001	3961	82.0	RWY35R Departure
4	TWR	001	9150	106.9	RWY17R GP INOP final approach
5	Pole	002	3068	43.9	RWY35R Take-off path
6	TWR	002	9328	107.2	RWY17L GP INOP final approach
7	BLDG	003	2858	37.3	RWY35R Take-off path
8	TWR	003	9450	105.2	
9	TWR	004	14270	81.3	
10	TWR	008	9858	89.0	
11	TWR	008	13971	124.3	
12	TWR	010	10057	89.9	
13	TWR	014	6351	78.6	
14	TWR	014	8194	75.1	

Obstacles within a circle with a radius of 15km centered on the 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
15	TWR	014	12782	101.4	
16	TWR	015	3196	62.9	
17	TWR	019	11209	94.1	
18	TWR	034	4384	54.0	
19	TWR	035	10814	128.8	CAT D circling
20	TWR	047	5287	81.2	
21	Pole	059	2599	52.5	RWY01L Take-off path
22	TWR	060	3098	35.1	
23	Pole	071	2322	39.0	RWY01L Take-off path
24	Pole	071	2718	41.8	RWY01L Take-off path
25	Control TWR	077	749	98.2	
26	TWR	088	7680	65.6	RWY11L Departure
27	TWR	090	6313	92.4	RWY29R GP INOP final approach
28	Trees	090	8021	42.8	RWY11L Take-off path
29	Trees	090	8031	43.0	RWY11L Take-off path
30	Pole	091	7183	31.3	RWY11L Take-off path
31	Pole	091	7373	33.7	RWY11L Take-off path
32	Pole	091	7415	34.1	RWY11L Take-off path
33	TWR	091	7862	38.6	RWY11L Take-off path
34	Trees	091	7954	41.6	RWY11L Take-off path
35	TWR	093	7269	57.6	RWY11L Departure
36	TWR	094	9205	62.1	RWY11L Take-off path
37	TWR	094	9397	58.6	
38	TWR	101	4082	56.2	
39	BLDG	106	3434	108.5	
40	TWR	114	4236	58.3	
41	TWR	114	7502	111.8	CAT A circling
42	Lighting Rod	151	5104	34.5	RWY19R Take-off path
43	TWR	154	9392	97.8	
44	TWR	156	5889	69.5	
45	TWR	156	9141	116.9	CAT C circling
46	TWR	157	7315	67.7	RWY19R Take-off path
47	TWR	158	8775	113.7	
48	TWR	161	5222	52.7	

Obstacles within a circle with a radius of 15km centered on the 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
49	TWR	161	8385	115.8	RWY 01L GP INOP final approach CAT B circling
50	TWR	163	8135	91.0	
51	TWR	164	8986	70.8	
52	TWR	164	11667	78.4	
53	TWR	165	3185	80.0	
54	TWR	166	11520	65.9	
55	TWR	167	8109	89.4	
56	TWR	167	11441	78.1	
57	TWR	173	12192	63.0	
58	Trees	175	3186	44.9	RWY17L Take-off path
59	TWR	175	8105	95.1	
60	Trees	176	2250	28.8	RWY17L Take-off path
61	TWR	177	8312	109.7	RWY35L GP INOP final approach
62	Light	178	1902	23.4	
63	Light	179	1930	23.8	
64	TWR	183	12473	61.1	
65	TWR	187	8177	109.8	RWY17R Take-off path
66	Trees	191	3425	50.9	RWY17R Take-off path
67	Antenna	193	3029	36.7	
68	BLDG	194	515	38.8	
69	Light	200	2070	23.8	
70	Light	201	2058	23.5	
71	Trees	201	2338	30.2	RWY17R Take-off path
72	BLDG	204	494	43.4	
73	TWR	204	3031	61.4	
74	Lighting Rod	210	462	44.9	
75	Lighting Rod	211	440	45.2	
76	TWR	258	1292	61.0	
77	Light	337	2075	23.8	
78	Light	338	2039	23.4	
79	Trees	340	2512	34.4	RWY35L Take-off path
80	TWR	350	9196	98.4	
81	TWR	352	9362	93.0	
82	TWR	356	4372	82.3	

Obstacles within a circle with a radius of 15km centered on the 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
83	TWR	356	14293	62.3	
84	TWR	356	14938	67.6	
85	Light	359	1930	23.8	
86	TWR	359	9581	94.1	RWY19R GP INOP final approach
Remarks:					

Obstacles between two circles with the radius of 15km and 50km centered on the 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
1	TWR	005	15508	67	
2	* TWR	087	28071	214	
3	TWR	104	19257	108	
4	TWR	182	15637	61	
5	* TWR	277	14494	230	
6	MT	310	54451	1307	Sector
7	BLDG	352	36881	197	
8	BLDG	352	37001	247	
9	BLDG	354	25484	175	
Remark:					

ZBAD 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	相关气象室的名称 Associated MET Office	Beijing Daxing International Airport MET Center of CAAC
2	气象服务时间、服务时间以外的责任气象室 Hours of service, MET Office outside hours	H24 --
3	负责编发 TAF 的办公室；有效期 Office responsible for TAF preparation,Periods of validity	Beijing Daxing International Airport MET Center of CAAC; 9 HR, 24 HR
4	着陆预报类型、发布间隔 Type of landing forecast, Interval of issuance	Trend 30 min
5	所提供的讲解 / 咨询服务 Briefing/consultation provided	P, T, others
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 forecast charts, upper W/T charts, satellite and radar materials, AWOS real-time data, aerodrome present weather data, aerodrome forecast, aerodrome warnings

8	提供信息的辅助设备 Supplementary equipment available for providing information	FAX, MET Service Terminal
9	接收气象信息的空中交通服务单位 ATS units provided with information	ACC， APP， TWR
10	观测类型与频率 / 自动观测设备 Type & frequency of observation/ Automatic observation equipment	Half 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
12	观测系统及位置 Observation System & Site(s)	SFC wind sensors: RWY01L: 105m E of RCL, 1663m inward THR01L; RWY19R: 116m E of RCL, 349m inward THR19R; RWY 11L: 104m S of RCL, 243m inward THR11L; RWY 11L/29R center: 105m S of RCL, 1857m inward THR29R; RWY 29R: 114m S of RCL, 357m inward THR29R; RWY 17L: 117m W of RCL, 333m inward THR17L; RWY 17L/35R center: 106m W of RCL, 1793m inward THR35R; RWY 17R: 116m E of RCL, 332m inward THR17R; RWY 17R/35L center: 106m E of RCL, 1880m inward THR35L. RVR EQPT: A: 107m E of RCL, 369m inward THR19R; B: 107m E of RCL, 1670m inward THR01L; C: 107m E of RCL, 324m inward THR01L; D: 107m S of RCL, 250m inward THR11L; E: 107m S of RCL, 1850m inward THR29R; F: 107m S of RCL, 357m inward THR29R; G: 107m W of RCL, 353m inward THR17L; H: 107m W of RCL, 1800m inward THR35R; I: 92m W of RCL, 322m inward THR35R; J: 107m E of RCL, 352m inward THR17R; K: 101m E of RCL, 1885m inward THR35L; L: 107m E of RCL, 323m inward THR35L. Ceilometer: RWY19R: on the extension of RCL, 920m outward THR19R; RWY01L: on the extension of RCL, 920m outward THR01L; RWY29R: on the extension of RCL, 920m outward THR29R; RWY17L: on the extension of RCL, 920m outward THR17L; RWY35R: on the extension of RCL, 920m outward THR35R; RWY17R: on the extension of RCL, 920m outward THR17R; RWY35L: on the extension of RCL, 920m outward THR35L.
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

ZBAD 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/SWY surface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	跑道着陆入口标高，精密进近跑道接地地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01L	353.05° GEO 359° MAG	3400 × 60	90/R/B/W/U Concrete	Nil	THR 22.2m TDZ 22.2m
19R	173.05° GEO 179° MAG	3400 × 60	90/R/B/W/U Concrete	Nil	THR 25.2m TDZ 25.2m

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/SWY surface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	跑道着陆入口标高，精密进近跑道接地地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
11L	103.05° GEO 109° MAG	3800 × 60	90/R/B/W/U Concrete	Nil	THR 20.8m
29R	283.08° GEO 289° MAG	3800 × 60	90/R/B/W/U Concrete	Nil	THR 21.6m TDZ 21.6m
17L	173.03° GEO 179° MAG	3800 × 60	90/R/B/W/U Concrete	Nil	THR 23.4m TDZ 23.6m
35R	353.03° GEO 359° MAG	3800 × 60	90/R/B/W/U Concrete	Nil	THR 23.3m TDZ 23.5m
17R	173.03° GEO 179° MAG	3800 × 45	90/R/B/W/U Concrete	Nil	THR 23.4m TDZ 23.6m
35L	353.03° GEO 359° MAG	3800 × 45	90/R/B/W/U Concrete	Nil	THR 23.3m TDZ 23.5m

跑道 - 停止道坡度 Slope of RWY-SWY	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	无障碍物地带 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	3520 × 300	Nil	240 × 150
See AOC	Nil	Nil	3520 × 300	Nil	240 × 150
See AOC	Nil	Nil	3920 × 300	Nil	240 × 150
See AOC	Nil	Nil	3920 × 300	Nil	240 × 150
See AOC	Nil	Nil	3920 × 300	Nil	240 × 150
See AOC	Nil	Nil	3920 × 300	Nil	240 × 150
See AOC	Nil	Nil	3920 × 300	Nil	240 × 150
See AOC	Nil	Nil	3920 × 300	Nil	240 × 150

Remarks: Distance between RWY17L/35R and RWY01L/19R is 2380m; THR01L is 1700m south of THR35R; THR19R is 2100m south of THR17L.
RWY17L/35R, 17R/35L, 01L/19R, 11L/29R shoulders: 7.5m on each side.

ZBAD AD 2.13 公布距离 Declared distances

跑道代号 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

跑道代号 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
01L	3400	3400	3400	3400	Nil
01L	3010	3010	3010	3400	FM B2
19R	3400	3400	3400	3400	Nil
19R	3300	3300	3300	3400	FM A10
19R	2900	2900	2900	3400	FM P9
11L	3800	3800	3800	NOT AVBL	Nil
11L	3700	3700	3700	NOT AVBL	FM M2
11L	3400	3400	3400	NOT AVBL	FM M3, K2
11L	3300	3300	3300	NOT AVBL	FM M4
29R	NOT AVBL	NOT AVBL	NOT AVBL	3800	Nil
17L	3800	3800	3800	3800	Nil
17L	3700	3700	3700	3800	FM G8
17L	3410	3410	3410	3800	FM G7
17L	3300	3300	3300	3300	FM C7
17L	3060	3060	3060	3800	FM C6
35R	3800	3800	3800	3800	Nil
35R	3700	3700	3700	3800	FM G1
35R	3410	3410	3410	3800	FM C2
35R	3300	3300	3300	3800	FM G2
35R	3090	3090	3090	3800	FM C3
17R	3800	3800	3800	3800	Nil
17R	3400	3400	3400	3800	FM J12, U8
17R	3300	3300	3300	3800	FM J10
35L	3800	3800	3800	3800	Nil
35L	3400	3400	3400	3800	FM J11
35L	3300	3300	3300	3800	FM J9
Remarks:					

ZBAD 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
17R	CAT I* 900m VRB/ LIH	Green Yes	PAPI Left/3°	Nil	3800m** Spacing 15m	3800m**** Spacing 60m	Red --	Nil
35L	CAT Ⅲ* 900m VRB/ LIH	Green Yes	PAPI Left/3°	900m	3800m** Spacing 15m	3800m**** Spacing 60m	Red --	Nil
17L	CAT I* 900m VRB/ LIH	Green Yes	PAPI Left/3°	Nil	3800m** Spacing 15m	3800m**** Spacing 60m	Red --	Nil
35R	CAT I* 900m VRB/ LIH	Green Yes	PAPI Left/3°	Nil	3800m** Spacing 15m	3800m**** Spacing 60m	Red --	Nil
01L	CAT Ⅲ* 900m VRB/ LIH	Green Yes	PAPI Left/3°	900m	3400m*** Spacing 15m	3400m***** Spacing 60m	Red --	Nil
19R	CAT I* 900m VRB/ LIH	Green Yes	PAPI Left/3°	Nil	3400m*** Spacing 15m	3400m***** Spacing 60m	Red --	Nil
11L	Nil	-- --	Nil	Nil	3800m** Spacing 15m	3800m**** Spacing 60m	Red --	Nil
29R	CAT I* 900m VRB/ LIH	Green Yes	PAPI Left/3°	Nil	3800m** Spacing 15m	3800m**** Spacing 60m	Red --	Nil

跑道代号 RWY Designator	进近灯类型、长度、强度 APCH LGT type LEN INTST	入口灯颜色、翼排灯 THR LGT colour WBAR	目视进近坡度指示系统 (跑道入口最低眼高), 精密进近航道指示器 VASIS (MEHT) PAPI	接地地带灯长度 TDZ LGT LEN	跑道中心线灯长度、间隔、颜色、强度 RWY Center line LGT LEN, spacing, colour, INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN, spacing, colour, INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN, colour
Remarks: * SFL. ** up to 2900m White VRB LIH, 2900-3500m Red/White VRB LIH, 3500-3800m Red VRB LIH. *** up to 2500m White VRB LIH, 2500-3100m Red/White VRB LIH, 3100-3400m Red VRB LIH. **** up to 3200m White VRB LIH, 3200-3800m Yellow VRB LIH. ***** up to 2800m White VRB LIH, 2800-3400m Yellow VRB LIH.								

ZBAD AD 2.15 其它灯光 , 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	着陆方向指示器位置和灯光 ; 风速表位置和灯光 LDI location and LGT, Anemometer location and LGT	WDI: RWY17R: 90m E of RCL, 350m inward THR17R, LGTD; RWY35L: 90m W of RCL, 350m inward THR35L, LGTD; RWY17L: 108m E of RCL, 350m inward THR17L, LGTD; RWY35R: 108m W of RCL, 350m inward THR35R, LGTD; RWY19R: 108m E of RCL, 400m inward THR19R, LGTD; RWY01L: 108m W of RCL, 350m inward THR01L, LGTD; RWY11L: 108m N of RCL, 350m inward THR11L, LGTD; RWY29R: 108m S of RCL, 350m inward THR29R, LGTD.
3	滑行道边灯和中心线灯光 TWY edge and center line lighting	All TWYs: Blue edge line lights/Green center line lights
4	备份电源 / 转换时间 Secondary power supply/switch-over time	Secondary power supply available/ ＜ 1sec Diesel generator/ ⩽ 15sec
5	备注 Remarks	Nil

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

1	TLOF 坐标或 FATO 入口坐标及高程异常 Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF 和 / 或 FATO 标高 (m) TLOF and/or FATO elevation (m)	Nil

3	TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking	Nil
4	FATO 的真方位和磁方位 True and MAG BRG of FATO	Nil
5	公布距离 Declared distance available	Nil
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZBAD AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	横向界限 Lateral limits	垂直界限 Vertical limits	备注 Remarks
Beijing Tower Control Area	A circle, radius 15km centered at ARP of the aerodrome	600m MSL(inclusive) and below(include the Airport Maneuvering Area)	
Fuel Dumping Area	N4203E11614- N4156E11546- N4040E11625- N4048E11651- N4203E11614	Above 4000m	Refer to ZBAA-6
Prohibited Fly Over Area	N395200E1162830- N395730E1162830- N400000E1162600- N400000E1161200- N394700E1161200- N394700E1162700- N395200E1162830		See SID charts and STAR charts
Altimeter Setting Region and TL/TA	Same as Beijing Terminal Control Area	TL 3600m TA 3000m 2700m(QNH ⩽ 979hPa) 3300m(QNH ⩾ 1031hPa)	

ZBAD 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		127.225 (ARR)	H24	D-ATIS available
ATIS		128.4 (DEP)	H24	D-ATIS available
APP	Beijing Approach	126.1 (125.05) AP01	BY ATC	Nil
APP	Beijing Approach	119.0 (125.05) AP02	BY ATC	Nil
APP	Beijing Approach	126.5 (125.8) AP03	BY ATC	Nil

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
APP	Beijing Approach	121.1 (124.4) AP05	BY ATC	Nil
APP	Beijing Approach	119.7 (129.0) AP06	BY ATC	Nil
APP	Beijing Approach	124.7 (125.8) AP07	H24	Nil
APP	Beijing Approach	127.75 (124.4) AP08	BY ATC	Nil
APP	Beijing Approach	120.6 (129.0) AP09	H24	Nil
APP	Beijing Approach	125.5 (125.8) AP10	BY ATC	Nil
TWR	Daxing Tower	118.825(124.35) TWR01	22:30-15:59	Nil
TWR	Daxing Tower	118.375(124.35) TWR02	H24	Nil
GND	Daxing Ground	121.975(121.775) GND01	22:30-15:59	Nil
GND	Daxing Ground	121.625(121.775) GND02	H24	Nil
GND	Daxing Delivery	121.875	H24	Nil
APN	Daxing Apron	122.15(121.775) APN01	H24	Nil
APN	Daxing Apron	122.7 (121.775) APN02	H24	Nil
EMG	Daxing Apron	121.5	H24	Nil

ZBAD 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
Daxing VOR/DME	DXG	115.35MHz CH 100Y	N39° 28.5′ E116° 23.6′ 1031m outward THR35L, 45m east of extended RCL	36m	
IM 01L		75MHz	On the extension of RCL, 320m outward THR01L		
LOC 01L ILS CAT III	IDN	110.55MHz	On the extension of RCL, 3685m N of THR01L		
GP 01L		329.45MHz	125m E of RCL, 316m inward THR01L		Angle 3°, RDH 17.4m
DME 01L	IDN	CH 42Y (110.55MHz)	121m E of RCL, 322m inward THR01L	28m	Co-located with GP 01L
LOC 19R ILS CAT I	IDZ	110.55MHz	On the extension of RCL, 3685m S of THR19R		Beyond 20NM of front course U/S

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
GP 19R		329.45MHz	125m E of RCL, 331m inward THR19R		Angle 3°, RDH 17.2m
DME 19R	IDZ	CH 42Y (110.55MHz)	121m E of RCL, 337m inward THR19R	31m	Co-located with GP 19R
LOC 17L ILS CAT I	IXA	110.75MHz	On the extension of RCL, 4085m S of THR17L		Beyond 19NM of front course, beyond +13° and -33° of front course U/S
GP 17L		330.05MHz	125m W of RCL, 318m inward THR17L		Angle 3°, RDH 17.6m
DME 17L	IXA	CH 44Y (110.75MHz)	121m W of RCL, 324m inward THR17L	30m	Co-located with GP 17L
LOC 35R ILS CAT I	IXO	110.75MHz	On the extension of RCL, 4085m N of THR35R		
GP 35R		330.05MHz	125m W of RCL, 317m inward THR35R		Angle 3°, RDH 17.2m
DME 35R	IXO	CH 44Y (110.75MHz)	121m W of RCL, 323m inward THR35R	29m	Co-located with GP 35R
LOC 17R ILS CAT I	IXE	111.9MHz	On the extension of RCL, 4085m S of THR17R		Beyond 19NM of front course, beyond +27° and -33° of front course U/S
GP 17R		331.1MHz	125m E of RCL, 315m inward THR17R		Angle 3°, RDH 16.8m
DME 17R	IXE	CH 56X (111.9MHz)	121m E of RCL, 321m inward THR17R	30m	Co-located with GP 17R
IM 35L		75MHz	On the extension of RCL, 320m outward THR35L		
LOC 35L ILS CAT III	IXR	111.9MHz	On the extension of RCL, 4085m N of THR35L		
GP 35L		331.1MHz	125m E of RCL, 315m inward THR35L		Angle 3°, RDH 16.3m
DME 35L	IXR	CH 56X (111.9MHz)	121m E of RCL, 321m inward THR35L	30m	Co-located with GP 35L

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
LOC 29R ILS CAT I	IBP	108.7MHz	On the extension of RCL, 4085m W of THR29R		
GP 29R		330.5MHz	120m S of RCL, 316m inward THR29R		Angle 3° , RDH 17.6m
DME 29R	IBP	CH 24X (108.7MHz)	116m S of RCL, 322m inward THR29R	28m	Co-located with GP 29R
Remarks:					

ZBAD AD 2.20 本场飞行规定

1. 机场使用规定

1.1 禁止未安装二次雷达应答机的航空器起降，在特殊情况下，经局方批准，可允许无二次雷达应答机的航空器起降。

1.2 对所有无 ACAS II，最大起飞重量大于 15t 或批准的旅客座位数量超过 30 的民用固定翼涡轮发动机飞机，于每日 0 时至 13 时（UTC）期间，不得在本场起降。

1.3 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。

1.4 本场可供A380及其以下机型使用。

1.5一般情况下，起飞前不再发布起始航向。没有收到起始航向指令的航班，严格按照管制员指令的标准离场程序执行。航空器驾驶员在收到起飞指令后，应尽快开始滑跑并保持长守塔台频率，直到收到管制员进一步指令。

1.6 出港航班机组申请 ATC 放行许可应不早于该航班的 ETD（当 CDM 系统正常运行时，为被锁定的 TSAT）之前 20min。

1.7 进/出港航空器在本场地面滑行及推出时，须保持开启 ADS-B 相关机载设备。

2. 跑道和滑行道的使用

2.1 跑道运行规则

ZBAD AD 2.20 Local traffic regulations

1. Airport operations regulations

1.1 Aircraft without SSR transponder are forbidden to takeoff/ land. Takeoff or landing are allowed if authorized by relative authorities in special circumstances.

1.2 Aircraft are not allowed to takeoff or land during 0000-1300(UTC) at this airport when meet one of these following conditions: No ACAS II, Maximum takeoff weight greater than 15t, Civil turbine fixed-wing aircraft with more than 30 authorized seats.

1.3 Each and every technical flight test shall be filed in advance and shall be made only after clearance has been obtained from ATC.

1.4 Maximum aircraft to be available: A380 and equivalent.

1.5 Generally, no initial heading will be issued in takeoff clearance. Aircraft not receiving initial heading, shall strictly follow SID procedures issued by ATC. Pilot shall begin to takeoff run immediately upon receiving takeoff clearance and stay on the TWR frequency until receiving further ATC instructions.

1.6 Departure aircraft shall not apply for ATC delivery clearance 20min earlier than ETD (target TAST when CDM works).

1.7 Departure/Arrival aircraft shall keep ADS-B and relative airborne equipment on when pushing-back and taxiing in this airport.

2. Use of runways and taxiways

2.1 Rules for the use of runways

2.1.1 01L/19R 号跑道主要用于进港。

2.1.1 RWY01L/19R are mainly used for arrival.

2.1.2 11L号跑道主要用于出港。

2.1.2 RWY11L is mainly used for departure.

2.1.3 17R/35L 号跑道主要用于进港。

2.1.3 RWY17R/35L are mainly used for arrival.

2.1.4 17L/35R 号跑道主要用于出港。

2.1.4 RWY17L/35R are mainly used for departure.

2.1.5 使用跑道顺风分量大于 3.5m/s 但小于 5m/s 时，管制员通知航空器驾驶员地面风向,风速后，如果因航空器性能限制等原因无法接受时，航空器驾驶员应立即告知管制员。

2.1.5 When ATC informs pilot downwind component exceeds 3.5m/s, but less than 5m/s, if this is not acceptable due to aircraft performance, pilot shall report to ATC immediately.

2.1.6 17L/35R 跑道穿越规则：

2.1.6 RWY 17L/35R crossing rules:

2.1.6.1 机组如需穿越 17L/35R 跑道，需滑行至17L/35R跑道等待点外等待。
2.1.6.2 机组向“塔台频率”提出穿越申请，收到塔台管制员穿越指令后，需尽快实施穿越，如有疑问，请在穿越前证实；机组应注意完整复诵管制员有关穿越跑道和跑道外等待的指令；穿越结束后，机组需向塔台报告 “已脱离跑道”。

2.1.6.3 穿越跑道时，机组应注意监听塔台频率中其他有关跑道的指令或信息通报，并注意观察跑道及附近的活动；紧跟在起飞航空器后穿越跑道时，机组自行负责其与起飞航空器之间的距离以免受起飞航空器喷流的影响。

2.1.6.4 17L/35R 跑道的常用穿越滑行道是：C2-C7。

2.1.6.5 机场向北运行的时候，由东向西穿越航班使用C3, C4穿越35R跑道，由西向东穿越航班使用C5-C7穿越35R跑道。

35L落地穿越航空器：西地面指挥其经过J, H, C5或J, H10, C6或J, H11, C7跑道外等待，联系塔台频率，塔台指挥穿越35R跑道。如果航空器经过C5穿越之后，右转G，向南滑行，在E6以外等待。 35L起飞穿越航空器：西区地面指挥其经过C2或C3跑道外等待，联系塔台频率，塔台指挥穿越35R跑道。

机场向南运行的时候，由东向西穿越航班使用C6, C7穿越17L跑道，由西向东穿越航班使用C2-C4穿越17L跑道。

17R落地穿越航空器：西地面指挥其经过J, T, C4或J, H5, C3或J, H3, C2跑道外等待，联系塔台频率。塔台指挥穿越17L跑道。
17R起飞穿越航空器：西区地面指挥其经过C6或C7 跑道外等待，联系塔台频率，塔台指挥穿越17L跑道。

2.1.7 穿越结束后，机组需向塔台报告 “已脱离跑道”。

2.1.8 出港的航空器需要使用全跑道起飞时，请航空器驾驶员在抄收ATC放行许可时向放行管制席提出申请。

2.1.9 降雪天气本场运行规则：

2.1.6.1 Aircraft shall taxi to 17L/35R holding position and hold short of runway if aircraft need to cross the RWY 17L/35R.

2.1.6.2 Flight crew shall apply for runway crossing clearance via TWR frequency, once clearance received, cross the runway immediately, and verify any questions prior to crossing. Flight crew shall read back all the ATC crossing instructions for clarity and report to TWR “RWY vacated” once finished.

2.1.6.3 Flight crew shall monitor the TWR frequency and watch the activities on the RWY and around. While crossing the runway after the takeoff aircraft, flight crew shall be responsible for the separation with the aircraft to avoid the effect of wake turbulence.

2.1.6.4 TWYs C2-C7 are generally available for crossing RWY 17L/35R.

2.1.6.5 When RWYs 35L/35R/01L are in use, aircraft coming from east to west shall cross RWY 35R via C3 or C4. Aircraft coming from west to east shall cross RWY 35R via C5-C7.

Aircraft landing on 35L need to cross runway: instructed by west GND, taxi via J, H, C5 or J, H10, C6 or J, H11, C7 and hold short of RWY 35R, then contact TWR and instructed by TWR to cross RWY 35R. If aircraft cross the runway via C5, then turn right to G and continue taxiing to south, then hold short of E6.

Aircraft taking-off from 35L need to cross runway: instructed by west GND, hold short of RWY 35R via C2 or C3, then contact TWR and instructed by TWR to cross RWY 35R.

When RWYs 17L/17R/19R are in use, aircraft coming from east to west shall cross RWY 17L via C6 and C7. Aircraft coming from west to east cross RWY 17L via C2-C4.

Aircraft landing on 17R need to cross runway: instructed by west GND, taxi via J, T, C4 or J, H5, C3 or J, H3, C2 and hold short of RWY 17L, then contact TWR and instructed by TWR to cross RWY 17L.

Aircraft taking-off from 17R need to cross runway: instructed by west GND, hold short of RWY 17L via C6 or C7, then contact TWR and instructed by TWR to cross RWY 17L.

2.1.7 Once flight crew crossed runway, report to TWR “RWY vacated” .

2.1.8 If the departure aircraft needs full runway length to take-off, contact Delivery Control upon receiving delivery clearance.

2.1.9 Airport operation rules during snow weather:

2.1.9.1 进港的4发（或以上）航空器，应在脱离跑道后将最外侧发动机置于怠速状态，直至进入停机位。

2.1.9.1 Arriving aircraft with four (or more) engines shall keep the outermost engines in idle state after vacating runway untill entering parking stands.

2.1.9.2 出港的4发（或以上）航空器，应在推出后将最外侧发动机置于怠速状态，直至进入跑道。

2.1.9.2 Arriving aircraft with four (or more) engines shall keep the outermost engines in idle state after pushing-back untill entering runway.

2.1.10 为规范航空器接收起飞指令后开始滑跑和落地后跑道占用时间，提高跑道容量，根据跑道及其快速脱离道布局，做如下要求（湿跑道或污染跑道除外）：

2.1.10 For optimizing runway occupancy time and increasing runway capacity, according to runways and rapid exiting taxiways layout, requirements as follows except for wet or contaminated runway:

2.1.10.1 起飞航空器

起飞航空器在对正跑道并接收到塔台起飞许可后，应在 10s 内起飞滑跑。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。

2.1.10.1 For departure aircraft

Aircraft shall begin to takeoff run within 10s after aligning with the runway centerline and receiving takeoff clearance. If flight crew consider they cannot fulfill the process within the required time, flight crew shall inform TWR before reaching the RWY holding position.

2.1.10.2 落地航空器

a. 中型机（含）以下机型从飞越跑道入口至完全脱离跑道应不超过50s；

b. 重型机（含）以上机型从飞越跑道入口至完全脱离跑道应不超过70s；

c. 如机组认为无法在上述要求的时间内完成，须在联系五边频率时（最晚不迟于三转弯或建立航向道之前）通知进近管制员。

2.1.10.2 For landing aircraft

a. Medium aircraft or below shall fully vacate runway within 50s after flying over RWY threshold.

b. Heavy aircraft or above shall fully vacate runway within 70s after flying over RWY threshold.

c. If flight crew consider that they cannot fulfill the process within the required time, flight crew shall inform Approach Controller when contact final approach frequency (no later than base-turn or established on the localizer).

2.2滑行道的使用规则

2.2 Rules for the use of TWY:

2.2.1 可以提供地面引导车，拖车服务。

2.2.1 Follow-me vehicle service and towing service are available.

2.2.2 禁止航空器在滑行道上做180° 转弯。

2.2.2 180° turn-around on runway is forbidden for all aircraft.

2.2.3 跑道等待位置及中间等待位置使用规则

2.2.3 Rules of runway-holding position and intermediate holding positions.

2.2.3.1 航空器在进入跑道前必须在指定的跑道等待位置处等待塔台的指令。跑道等待位置和跑道的对应，详见机场图。

2.2.3.1 Aircraft shall hold short of runway at assigned holding position before entering runway and wait for TWR clearance. Refer to Aerodrome Chart for correspondence of runway-holding positions and runways.

2.2.3.2 跑道等待位置：航空器在跑道等待位置等待时，机头应尽量靠近跑道等待位置标志，但不能超过此标识。当 I 类运行时，航空器应停放在“A 型等待位置标志”处，II 类，III类运行时，航空器应停放在 “B 型等待位置标志”处。

2.2.3.2 Runway-holding postions: the nose of aircraft shall get close enough to runway-holding position marking without exceeding it when aircraft is waiting at the RWY holding position. Aircraft shall hold at “pattern A runway-holding postion marking” for CAT I operation and hold at “pattern B runway-holding postion marking” for CAT II operation.

2.2.4滑行道运行限制

2.2.4 Taxiways operation limits:

滑行道 /TWYs	航空器翼展限制 / Aircraft wingspan limits
A, A1-A8, A10, A12, B, B1-B6, B8, B9, C, D, E, E0-E9, E13, G, G0-G9, K, K1-K5, K11-K14, L, L2-L7, M, M1-M4, T3-T5, T8, T9, V, V13, V14, V17, W1, Y0, Z0, Z6	<80m

B7, C1-C8, H, H3-H6, H10, H11, J, J1-J14, M0, P, P9, Q, T, T1, T2, T6 (east of D, west of C) , T7 (east of D, west of C) , U9, U8, V12, V16, W2, Y1 (north of Z0, south of T5) , Y2, Y3 (north of T4, south of T5) , Y4, Y5 (south of E7), Y6-Y8, Z1 (north of Z0, south of T5) , Z2, Z3 (north of Z6, south of T5) , Z4, Z7-Z9	<69m
E10, E11, E12 (east of E) , Q7 (east of Q) , Q8 (east of Q) , Q9, Y9, Z5	<36m

2.2.5未经塔台管制员许可，任何航空器不允许进入T1-T3。

2.2.5 No aircraft shall taxi into T1-T3 without TWR clearance.

2.3 当本场平均风速达到或超过10.8m/s时，航空器在地面运行过程中，禁止使用单侧发动机滑行。

2.3 When the mean wind speed is 10.8m/s or greater, taxiing with single engine is strictly forbidden.

2.4 A380本场按照管制员指令滑行。

2.4 A380 shall be instructed to taxi by ATC.

2.5 机动区冲突多发地带位置见AD2.24-1A，途经这些区域的航空器需注意如下事项：

2.5 Hot spot positions refer to AD2.24-1A, and be aware of following requirements when taxi through these areas.

2.5.1 HS1：RWY17L/35R与C2、C3、C4交叉区域。着陆航空器不得使用C4脱离跑道，不得使用C2、C3向西侧脱离跑道。

2.5.1 HS1: Intersection of RWY 17L/35R and TWYs C2/C3/C4. Landing aircraft shall not vacate runway via TWY C4 or vacate runway to west via C2 and C3.

2.5.2 HS2：RWY17L/35R与C5、C6、C7交叉区域。着陆航空器不得使用C5脱离跑道，不得使用C6、C7向西侧脱离跑道。

2.5.2 HS2: Intersection of RWY 17L/35R and TWYs C5/C6/C7. Landing aircraft shall not vacate runway via C5 or vacate runway to west via C6 and C7.

2.5.3 HS3：位于B与B4滑行道交叉区域。向北运行时，从01L跑道经A2脱离的航空器不得误入B4滑行道，否则容易与去往01L跑道起飞的航空器产生冲突。

2.5.3 HS3: Intersection of TWY B and B4. When RWYs 35L/35R/01L are in use, aircraft vacating RWY 01L via A2 shall avoid entering B4, otherwise a conflict with departure aircraft taxiing to RWY 01L may occur.

2.5.4 HS4：位于H10和J6之间的J滑行道区域。向北运行时脱离跑道的航空器不要在此区域停留，否则容易与35L落地航空器产生冲突。

2.5.4 HS4: TWY J between TWY H10 and J6. When RWY 35L/35R/01L are in use, aircraft vacating from runway shall leave this area as quickly as possible, otherwise a conflict with landing aircraft on RWY 35L may occur.

2.5.5 HS5：位于J5和H6之间的J滑行道区域。向南运行时脱离跑道的航空器不要在此区域停留，否则容易与17R落地航空器产生冲突。

2.5.5 HS5: TWY J between TWY J5 and H6. When 17L/17R/19R are in use, aircraft vacating from runway shall leave this area as quickly as possible, otherwise a conflict with landing aircraft on RWY 17R may occur.

2.5.6 HS6：位于E13以北的E与T3与C8以北的J与U9以北V组成的矩形滑行区域。航空器进入此区域前必须向塔台报告，否则容易产生滑行对头冲突。

2.5.6 HS6: Rectangular area intersected by TWYs E (N of E13), T3, J (N of C8) and V(N of U9). Flight crew shall report to ATC before entering this area, otherwise a conflict may occur.

2.5.7 HS7：位于P9滑行道区域。航空器仅能使用P9脱离跑道向东滑行，不能用于航空器进入01L/19R跑道。

2.5.7 HS7: TWY P9. Aircraft are only allowed to vacate runway to east via TWY P9 and not used for entering RWY01L/19R.

2.5.8 HS8：一号除冰坪在运行时，C和K之间的K10区域。航空器在进入K10前需确认对面方向无航空器，或需要向管制员确认通过顺序后快速通过。

2.5.8 HS8: TWY K10 between TWY C and K during deicing apron Nr.1 is in use. Flight crew shall confirm with ATC there is no aircraft on the opposite before entering TWY K10, or confirm with ATC the taxiing sequence, and then expedite to taxi through this area.

2.5.9 HS9：位于Z4和T4之间的Z3滑行道区域。进入机位439的航空器不要在此区域停留，并应尽快入位，否则容易与Z3出港航空器产生冲突。

2.5.9 HS9: TWY Z3 between TWY Z4 and T4. Aircraft taxiing to parking stand Nr.439 shall not stop in this area, and expedite to taxi into stands, otherwise a conflict with departing aircraft may occur on TWY Z3.

2.5.10 HS10：当T9与705机位之间的W1滑行道上有翼展大于69m的飞机运行时， T9以南的W2滑行道上禁止翼展大于69m的飞机运行,当T9以南的W2滑行道上有翼展大于69m的飞行运行时，T9与705机位之间的W1滑行道禁止翼展大于69m的飞机运行。

2.5.10 HS10: When aircraft wingspan is greater than 69m and taxi on the TWY W1(between TWY T9 and Stand Nr.705), aircraft with wingspan greater than 69m shall be forbidden to taxi on the TWY W2(S of T9), When aircraft wingspan is greater than 69m and taxi on the TWY W2(S of T9), aircraft with wingspan greater than 69m shall be forbidden to taxi on the TWY W1(between TWY T9 and Stand Nr.705).

2. 6跑道区域红色停止排灯的使用:

2.6 Use of red stop bars on RWY:

2.6.1 红色停止排灯亮起时，航空器,车辆及人员禁止穿越停止排灯。

2.6.1 When red stop bars are illuminated, any crossing is strictly forbidden.

2.6.2 红色停止排灯熄灭且收到管制员进入或穿越跑道指令，方可穿越停止排灯。

2.6.2 When red stop bars are extinguished, crossing is allowed upon ATC clearance.

2.6.3 当红色停止排灯熄灭，而其后的绿色滑行道中线灯没有亮起时，或停止排灯指示和塔台管制员许可不一致时，不得穿越停止排灯，并通报塔台管制员，在重新确认指令后方可按新的管制指令执行。

2.6.3 When red stop bars are extinguished but the centerline lights beyond the stop bars are not illuminated, or a conflict occurs between stop bar and ATC guidance, DO NOT cross the stop bar and contact ATC to reaffirm.

2.6.4 当红色停止排灯因故不能熄灭时，管制员可发布如下指令指挥航空器穿越红色亮起的停止排灯:
管制员:（航空器呼号）停止排灯不可用，从（滑行道编号）穿越红色亮起的停止排灯。
飞行员：从（滑行道编号）穿越红色亮起的停止排灯，（航空器呼号）。

2.6.4 When a stop bar cannot be extinguished due to malfunction, radio communication will be used as follow:

Controller: (A/C ID) stop-bar unserviceable, cross red stop-bar at (taxiway number).

Pilot: Cross red stop-bar at (taxiway number), (A/C ID).

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 本场近机位港湾内翼展≥ 52m 的航空器在推出至等待点后，应跟随引导车加入出港滑行道，其他航空器在推出至等待点后，应自行加入出港滑行道。

3.1 Aircrafts with wing span longer than 52m (inclusive) at boarding bridge stands of the airport shall follow follow-me vehicle to the taxiways used for departures after they are pushed back to the holding postion. Others taxi to the taxiways used for departures by themselves after they are pushed back to the holding postion.

3.2除冰坪、维修坪以及421-423、431-438机位可自行滑出，其它机位的航空器需由牵引车推出。

3.2 The aircraft parking at deicing aprons, maintenance apron, stands Nr. 421-423 and Nr. 431-438 may taxi out on its own power; Aircraft parking/docking at other stands need to be pushed-back by tow tractors.

3.3机位使用规定

3.3 Use of parking stands

3.3.1航空器停机位翼展限制:

3.3.1 Wing span limits for aircraft parking stands

3.3.1.1 近机位 :Bridge stands:

停机位 /Stands Nr.	航空器翼展限制 /Wing span limits for aircraft
101, 102, 188, 190	80m

110, 111, 120, 123, 126, 135-137, 140, 141, 148, 153, 156, 160, 161, 170, 180, 183, 195, 198	65m
145	52m
105, 187	49m
104, 106-109, 121, 122, 124, 125, 127-134, 142-144, 146, 147, 149-152, 154, 155, 162-169, 172, 173, 181, 182, 184-186, 191-194, 196, 197,	36m

3.3.1.2 远机位 :Remote stands:

停机位 /Stands Nr.	航空器翼展限制 /Wing span limits for aircraft
408, 439	80m
412, 413, 415, 441, 454-457	69m
418, 419, 446, 447, 480-483, 502, 701-705	65m
401-407, 410, 411, 417, 421-423, 431-438, 442-445, 451-453, 461-479, 501	36m

3.3.1.3 货机位 :Cargos stands:

停机位 /Stands Nr.	航空器翼展限制 /Wigspan limits for aircraft
508, 514, 520, 526	80m
503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525	69m
504, 506, 510, 512, 516, 518, 522, 524	65m

3.3.1.4 维修机位 :Maintenance stands:

停机位 /Stands Nr.	航空器翼展限制 /Wing span limits for aircraft
601, 610	80m
603, 605, 609, 611-614	65m
601R, 601L, 604, 608	36m

3.3.1.5 除冰位 :Deicing stands:

停机位 /Stands Nr.	航空器翼展限制 /Wing span limits for aircraft
DS3, DE1, DN1, DN2	80m
DS2, DE2, DE3, DE6	69m
DS1, DS4-DS7, DE4, DE5, DE7-DE9, DN3	36m

3.3.1.6 试车位 :Run-ups stands:

停机位 /Stands Nr.	航空器翼展限制 /Wing span limits for aircraft
ET11, ET12, ET21, ET31, ET32	80m
ET41, ET42	36m

3.3.1.7 隔离机位 :Isolated stands:

停机位 /Stands Nr.	航空器翼展限制 /Wing span limits for aircraft
706	80m

3.3.1.8 清洗机位 :Cleaning stands:

停机位 /Stands Nr.	航空器翼展限制 /Wing span limits for aircraft
606, 607	65m

3.3.2航空器不能同时使用机位:

当 ET31 或 ET32 试车位有航空器进行试车作业时， 706 机位禁止使用；当 706 机位内有航空器时， ET31或ET32试车位禁止使用。

3.3.2 Stands forbidden to use simultaneously:

When engine run-ups at stand ET31 or ET32, stand Nr.706 is U/S. When aircraft parking at stand Nr.706, stand ET31 and/or ET32 are U/S.

3.3.3 近机位港湾内航空器在推出过程中建议进行开车作业。

3.3.3 For aircraft parking at boarding bridge stands, engine start-up during push-back is recommended.

3.3.4 近机位港湾内航空器应采用慢车滑行的方式滑出。

3.3.4 For aircraft parking at boarding bridge stands, keep the engine idle while taxiing out.

3.4 为降低碳排放及噪音，所有停靠近机位的航空器必须关闭APU，接驳飞机地面静变电源和飞机地面空调，本场航站楼地面设备的具体参数:

3.4 For reducing carbon emission and noise, all aircraft parking at boarding bridge stands shall keep APU off, and use ground unit and ground air conditioning system. Detail parameters as follows:

机位 / Parking stands	飞机地面静变电源总功 (KVA)/ Total power of aircraft ground static power supply(KVA)	飞机地面静变电源插头数 / Power plugs quantity of aircraft ground static power supply	飞机地面空调总功率 (KW)/ Total power of aircraft ground air-conditioning (KW)	飞机地面空调送风软管 / Air supply hose quantity of aircraft ground air-conditioning
101, 102, 188, 190	360	4	777.6	4
110, 111, 120, 123, 126, 135-137, 140, 141, 148, 153, 156, 160, 161, 170, 180, 183, 195, 198	180	2	388.8	2
104-109, 121, 122, 124, 125, 127-134, 142-147, 149-152, 154, 155, 162-169, 172, 173, 181, 182, 184-187, 191-194, 196, 197	90	1	194.4	1

3.5 机翼照明灯和地面滑行灯的使用:

3.5 Use of wing illumination lights and taxi lights of aircraft:

3.5.1 A330-200 型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，机组须向运行管理部提出申请，待廊桥撤离后，方可开启灯光，以免对廊桥推棚造成损伤。

3.5.1 Aircraft of A330-200, while the rear-door of aircraft is connecting with boarding bridge, wing illumination lights must be switched off. If it need lights, request to airport operation management department. Wing illumination lights can be switched on after boarding bridge disconnected, in case of any damages to boarding bridge.

3.5.2 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，以免对操作人员眼睛造成损伤。

3.5.2 Taxi lights are forbidden to turn on unless the ground personnel have evacuated from the front of the Taxi lights, in case of any damages to ground support personnel's eyes.

3.6机坪管制运行管理规定:

3.6.1 除北除冰坪DN1, DN2以外全部机坪区域实施机坪管制，大兴机坪（APN）负责该区域航空器推出开车 ,滑行和其他涉及航空器运行的指挥工作。

3.6.2 以下滑行道实施机坪管制，由大兴机坪（APN）负责该区域航空器滑行和其他涉及航空器运行的指挥工作:
35L/17R 跑道以西全部投用的停机位及相邻滑行道，具体滑行道包括: V、V12-V14、V16、V17滑行道全段; 35R/17L跑道以东，01L/19R跑道以西全部投用的停机位及部分相邻滑行道，具体滑行道包括: D、W1、W2、Y0-Y4、Y9、Z0-Z6滑行道全段，E滑（不含）以东的E2、E3、E5-E7、E10、E11、Y5、Y6、Y8滑行道，Y5（含）以东的Y7滑行道，D滑（含）以东、C滑（含）以西之间的T4滑行道，E滑（不含）以东、C滑（不含）以西的T6、T7，E滑（不含）以东、Z3滑（含）以西之间的T5滑行道，E滑（不含）以东、W2滑（含）以西的T8滑行道，D滑（含）以东、W2滑（含）以西的T9滑行道; 东侧港湾及货机坪以南区域全部投用的停机位及部分相邻滑行道，具体滑行道包括: B7-B9、L2、L3、M0、K10、Z7-Z9滑全段，T4（含）以北的C滑，T1（不含）以北的B滑，K1（不含）以西的K滑，M1（不含）以西的M滑，L4（不含）以西的L滑，K（不含）以北的K11-K14滑。

3.6.3机坪管制范围内离港航空器推出开车滑行:

3.6.3.1. 航空器向大兴放行（DEL）申请放行许可。
3.6.3.2.航空器准备完毕，经大兴放行（DEL）同意后，向北京大兴机坪（APN）申请推出开车许可。
3.6.3.3. 离港航空器首次联系大兴机坪（APN）时，机组应向机坪运行指挥员通报停机位编号。
3.6.3.4.航空器取得大兴机坪（APN）许可后方可推出开车，推出时需向大兴机坪（APN）证实推出方式或程序。大兴机坪（APN）发布许可指令后，机组应在3min之内执行; 超过3min仍未推出开车视为指令失效，机组需要重新申请推出开车。
3.6.3.5.航空器推出开车后，向大兴机坪（APN）申请滑行许可。

3.6 Apron operation rules:

3.6.1 Apron control is implemented in the whole apron area only except north deicing apron DN1 and DN2. Beijing Daxing APN is responsible for aircraft push-back, taxiing, and other control issues related to aircraft operation.

3.6.2 Apron control is implemented in the following TWYs, and Daxing APN is responsible for aircraft taxiing, and other control issues related to aircraft operation within these areas:

All the parking stands in use and adjacent TWYs located at west of RWY35L/17R are within APN control. TWYs as follows: full length of TWYs V, V12-V14, V16, V17; All the parking stands in use and adjacent TWYs located east of RWY35R/17L and west of RWY01L/19R are within APN control. TWYs as follows: full length of TWYs D, W1, W2, Y0-Y4, Y9, Z0-Z6, TWYs E2, E3, E5-E7, E10, E11, Y5, Y6, Y8 located at east of TWY E (exclusive), TWY Y7 at east of TWY Y5 (inclusive), TWY T4 located between east of TWY D (inclusive) and west of TWY C (inclusive), TWYs T6 and T7 located between east of TWY E (exclusive) and west of TWY C (exclusive), TWY T5 located between east of TWY E (exclusive) and west of TWY Z3 (inclusive), TWY T8 located between east of TWY E (exclusive) and west of TWY W2 (inclusive), TWY T9 located between east of TWY D (inclusive) and west of TWY W2 (inclusive); All the parking stands in use and part of adjacent TWYs at east of terminal and south of cargo apron are within APN control. TWYs as follows: full length of TWYs B7-B9, L2, L3, M0, K10, Z7-Z9, TWY C at north of TWY T4 (inclusive), TWY B at north of TWY T1 (exclusive), TWY K at west of TWY K1 (exclusive), TWY M at west of TWY M1 (exclusive), TWY L at west of TWY L4 (exclusive), TWYs K11-K14 at north of TWY K (exclusive).

3.6.3 Departure aircraft be pushed back and taxi within APN control areas:

3.6.3.1 Aircraft shall request delivery clearance to Daxing DEL;

3.6.3.2 When aircraft is getting prepared and obtain clearance from DEL, request push-back and engine start-up clearance to APN.

3.6.3.3 Flight crew shall report parking stand number to APN on the initial contact with APN.

3.6.3.4 Aircraft can be pushed back and get engine start-up after APN clearance, and flight crew shall confirm the push-back direction and procedures with APN. Flight crew shall follow the instructions within 3min after obtaining clearance from APN. Clearance will be invalid if exceeds 3min, flight crew shall re-apply for clearance.

3.6.3.5 Aircraft shall apply for taxiing clearance to APN after push-back and start-up.

3.6.4.机坪管制范围内进港航空器滑行:
航空器进入机坪前，联系大兴机坪（APN）获取停机位信息，并申请进一步滑行许可。

3.6.4 Arrival aircraft taxiing within the APN control areas:
Aircraft shall contact APN to obtain parking stand information, and request further taxiing instructions before entering apron areas.

4. 进、离场管制规定

无

4. Air traffic control regulations

Nil

5. 机场的 II/III 类运行

5. CAT II/III operations at AD

5.1 低能见度运行（Ⅱ/ⅢA/ⅢB）程序的准备，实施和结束

5.1 LVP (II/IIIA/IIIB): preparation, implementation and termination.

5.1.1 当能见度数值降至 1000m 且气象预报能见度呈下降趋势，或者云高降至90m 且气象预报云高呈下降趋势时，大兴塔台宣布启动低能见度运行准备工作。

5.1.1 When VIS reduced to 1000m and still going to reduce in weather forecast, or ceiling is reduced to 90m and still going to reduce in weather forecast, Daxing Tower issues to commence preparation for LVP.

5.1.2 当跑道视程 RVR 小于 550m，或云高小于60m 时，经确认机场和空管具备低能见度运行条件，大兴塔台宣布正式实施低能见度运行。

5.1.2 When RVR is less than 550, or ceiling is less than 60m, and aerodrome and ATC have the capabilities of LVP after confirming, implementation of LVP will be issued by Daxing Tower.

5.1.3 当跑道视程RVR大于等于550m且云高大于等于60m且气象预报呈好转趋势时，或机场或空管不具备低能见度运行条件，大兴塔台结束低能见度运行。

5.1.3 When RVR is 550m or greater, or ceiling is 60m or greater and still going to be better in weather forecast, or aerodrome and ATC have no capability of LVP, Daxing Tower will terminate LVP.

5.2 跑道的使用

5.2 Use of runways

5.2.1跑道的运行等级

5.2.1 Runway operation category

运行标准 /Operation Standards	可使用跑道 /Available RWYs
Standard ILS CAT II	35L, 01L
Standard ILS CAT IIIA/IIIB	01L
Low visibility take-off (HUD RVR 75m)	01L

5.2.2跑道的运行模式

5.2.2 Runway operation modes

运行方向 /Operation direction	可使用跑道 /Available RWYs
to North	35L, 01L
to South	NIL

5.2.3 本场实施低能见度运行时， A380 航空器应听从ATC指令使用01L跑道。

5.2.3 When LVP implemented at the airport, A380 shall follow ATC instructions to use RWY01L.

5.3. 本场全部滑行道满足低能见度低能见度运行标准。

5.3 All taxiways at the airport are available for LVP

5.4 基于平视显示系统（HUD）的RVR75m起飞

5.4 Low visibility take-off with RVR 75m based on HUD

5.4.1本场实施基于使用HUD的RVR75m起飞，须满足以下执行条件:

5.4.1 Conducting take-off with RVR 75m based on HUD at the airport shall satisfy following conditions:

5.4.1.1 RVR小于200m但不低于75m。

5.4.1.1 RVR is less than 200m, but no less than 75m.

5.4.1.2 航空公司经过局方特殊批准。

5.4.1.2 Special authorization for airlines.

5.4.1.3 航空器具备机载HUD，且经过局方批准。

5.4.1.3 Special authorization for on-board HUD.

5.4.1.4 机组经过培训，具备资质。

5.4.1.4 Special authorization for flight crew.

5.4.2 注意事项

5.4.2 Notes

5.4.2.1 低能见度运行程序准备时，航空公司应提前向机场 AOC 报备可执行低能见度起飞（LVTO）的航班信息。

5.4.2.1 When prepare for LVP, airlines shall report to aerodrome AOC the flight information of applicable LVTO flights.

5.4.2.2 低能见度运行时，机组须注意收听ATIS，并审核自身HUD能力和天气标准。

5.4.2.2 When conducting LVP, flight crew shall pay attention to ATIS and conduct self-check over HUD capabilities and weather conditions.

5.4.2.3 如机组确定自身具备 HUD RVR75m 起飞运行能力，应在申请放行许可时向管制部门予以说明。

5.4.2.3 If flight crew confirm it is capable of conducting take-off with RVR 75m based on HUD, flight crew shall report to ATC when applying for delivery clearance.

5.4.2.4 实施HUD RVR75m起飞的航班，在地面滑行时须由引导车引导。

5.4.2.4 Aircraft conducting take-off with RVR 75m based on HUD shall be guided by follow-me vehicle while taxiing.

5.4.2.5 航空器进入跑道前，机组应根据塔台通报的跑道RVR实况决定是否继续出港。如机组决定出港，引导车将脱离；如机组决定滑回，引导车将引导航空器滑回机位。

5.4.2.5 Flight crew shall decide whether to continue on departure or not before entering runway according to RVR actual situation informed by TWR. If continue on departing is confirmed by flight crew, follow-me vehicle will detach. If taxiing back, follow-me vehicle will guide aircraft back to parking stand.

5.5地面标志及灯光

5.5 Ground markings and lights

5.5.1本场低能见度运行期间，所有起飞航空器在B类等待位置等待起飞。

5.5.1 During conducting LVP, all aircraft shall hold short of runway for departure at patter B runway-holding position.

5.5.2本场低能见度运行期间， 17L/35R跑道将关闭跑道灯光和进近灯光。

5.5.2 During conducting LVP, runway lights and approach lighting for RWY 17L/35R are closed.

5.6 本场实施低能见度运行的航空器营运人必须获得所在国民航当局的运行批准。

5.6 Aircraft operators conducting LVP at the airport shall be authorized by relative authorities.

5.7航空器驾驶员应该获得如下信息:

5.7 Pilot shall obtain following information :

5.7.1气象预报

5.7.1 Weather forecasts.

5.7.2低能见度程序正在实施

5.7.2 LVP is implementing.

5.8 航空器引导

5.8 Aircraft guidance

5.8.1 在低能见度运行期间，所有进 / 离港航空器在本场滑行，如需要，机组可向塔台申请“FOLLOW ME”引导车引导。

5.8.1 During conducting LVP, all departure/arrival aircrafts may, if necessary, apply to TWR for “FOLLOW ME” vehicle.

5.8.2对于进港航空器，引导车在跑道端附近管制员指定的位置等待，将脱离跑道的航空器沿指定路线引导至停机位。对于离港飞机，引导车从航空器起始滑行位置起沿管制员指定的路线引导至使用跑道的主滑行道。

5.8.2 For arrival aircrafts, follow-me vehicle holds at deginated holding position near THR by ATC, and guide aircraft to parking stand via designated taxiing routes. For departure aircrafts, follow-me vehicle guides aircraft from taxiing beginning postion to main TWY via taxiing routes designated by ATC.

6. 除冰规则

6.1 一般要求

6.1.1 本场全部采用定点除冰模式。出港机组进场后，确认是否需要除冰，并通知所在航空公司运控部门，后续由航空公司运控或地面代理运控在A-CDM系统中为该航班添加除冰标签。

6.1.2 可执行慢车除冰机型: B737、A318、A319、A320、 A321、 EMB190/195、 B757、 B767。

6.1.3 航空器进入除冰位时，请机组注意观察机头方向保障人员；航空器离位时，请机组注意控制发动机油门，防止尾流对附近保障人员和设备造成伤害。

6.2 定点除冰流程

6.2.1 除冰需求说明: 有除冰需求的航空器在申请放行许可时，须向放行席说明有除冰需求。

6.2.2 推出滑行: 按机坪管制指令推出并滑行至除冰等待点。

6.2.3 除冰等待

6.2.3.1 除冰等待点

6.2.3.2 航空器在除冰等待点等待期间，禁止提前将VHF设备频率转频至除冰频率。

6.2.4 除冰坪内滑行: 除冰坪内有引导车提供引导，当引导车位于航空器正前方时，机组与及机坪管制确认后，跟随引导车滑行。

6.2.5 入位

关车除冰：关车除冰采用人工引导入位，机组按入位引导员给出的信号刹停航空器。

慢车除冰：慢车除冰无人工引导，机组注意观察左侧地面的 “STOP”标志，当 “STOP”标志位于左座机组9点钟方向时刹停飞机，设置停留刹车，保持发动机慢车状态。

6. Rules for deicing

6.1 General rules:

6.1.1 Aircraft at this airport shall deice at designated location. Departure flight crew shall confirm wether deicing is necessary when they entered, and contact their own airline's AOC if deicing is needed. Deicing tag for the aircraft will be added into A-CDM by their airline's AOC or gound agency.

6.1.2 Aircraft types applicable for deicing with engine idle: B737, A318, A319, A320, A321, EMB190/195, B757, B767.

6.1.3 When taxiing into deicing stands, flight crew shall keep watching carefully on the support personnel in front of the nose of aircraft. When taxiing out of deicing stands, flight crew shall control the throttle carefully and avoid the exhausted gas causing damages to support personnel and equipment.

6.2 Deicing procedures at designated location

6.2.1 Deicing demands: aircraft with deicing demands shall report to Delivery controller when request delivery clearance.

6.2.2 Push back and taxi: aircraft shall be instructed by APN to push back and taxi to deicing holding point.

6.2.3 Deicing holding

6.2.3.1 Deicing holding point

6.2.3.2 During the period of holding at deicing holding point, aircraft shall be forbidden to change VHF equipment frequency to deicing frequency.

6.2.4 Taxiing on the deicing apron: follow-me vehicle is available within the deicing apron. When follow-me vehicle is just in front of aircraft, flight crew shall confirm with APN, then taxi follow the follow-me vehicle.

6.2.5 Taxiing into deicing stands

Deicing with aircraft engine off: aircraft shall follow marshaller guidance to taxi into the deicing stands and brake.

Deicing with aircraft engine idle: no marshaller guidance, flight crew shall observe the “STOP” sign on the ground at left side. When “STOP” sign at the 9 o'clock direction of the left pilot, pilot shall brake and keep engine idle.

6.2.6 明确除冰需求
航空器入位停好后，将一部VHF设备转频至除冰频率，通过VHF与除冰指挥塔联系，明确除冰需求，做好除冰准备。

6.2.7 除冰作业
关车除冰：关车除冰作业期间，如有紧急情况，机组应立即通知地面工作人员。
慢车除冰：慢车除冰作业期间，机组应保持发动机慢车状态，禁止移动航空器，并长守除冰频率，如遇紧急情况，机组应立即通知除冰指挥塔。

6.2.8 除冰结束
除冰结束后，除冰指挥塔告知机组除冰代码，机组按需记录。

6.2.9 滑出
关车除冰：按地面工作人员指令开启发动机，接到地面工作人员的转频指令后，联系地面管制申请滑出除冰位。
慢车除冰：接到除冰指挥塔的转频指令后，联系除冰前的地面管制频率申请滑出除冰位。

6.3 APU故障航空器除冰

6.3.1 关车除冰航空器，若APU已知故障，机组需在推出前向所在航空公司运控进行说明，由航空公司运控通知除冰公司提前准备地面电 ,气源设备；若在定点除冰期间突发APU故障，机组应立即向除冰指挥塔进行说明。

6.3.2 慢车除冰航空器，APU故障不影响其执行定点除冰。

6.2.6 Confirm deicing demands

When aircraft parked at deicing stand already, change VHF frequency to deicing frequency, contact deicing controller via VHF, confirm deicing demands and be prepared.

6.2.7 Deicing operation

Deicing with aircraft engine off: during the period of deicing with aircraft engine off, if any emergency, flight crew shall contact gound personnel immediately.

Deicing with aircraft engine idle: during the period of deicing with aircraft engine idle, flight crew shall keep engine idle, do not move and keep the deicing frequency on. If any emergency, flight crew shall contact deicing controller.

6.2.8 Deicing end

When deicing end, deicing controller will inform flight crew deicing code. Flight crew record the code on demand.

6.2.9 Taxi out

Deicing with aircraft engine off: start up engine as instructed by ground personnel. Upon receiving changeover clearance from gound personnel, contact GND to apply for taxiing out.

Deicing with aircraft engine idle: Upon receiving changeover clearance from deicing controller, contact previous GND to apply for taxiing out.

6.3 APU failure aircraft deicing

6.3.1 Deicing aircraft with engine off, if APU malfunction detected, flight crew shall report to their own airline's AOC before pushed-back, and AOC need to notify deicing company to prepare ground electricity or gas source equipment. If APU malfunction detected during the deicing at designated location, flight crew shall report to deicing controller immediately.

6.3.2 Deicing aircraft with engine idle at designated location will not influenced by APU malfunction.

7. 平行跑道同时仪表运行

无

7. Simultaneous operations on parallel runways

Nil

8. 警告

8.1 一切飞行严禁进入禁区ZB(P)001。

8.2 本场17R/35L与17L/35R跑道为间距760m的平行跑道，航空器驾驶员注意不要落错跑道。

8.3 本场在位于17R/35L跑道西侧1750m处有一条建设中跑道不提供使用，航空器驾驶员注意不要落错跑道。

8. Warning

8.1 All flights are strictly forbidden to fly into ZB(P)001.

8.2 RWY 17R/35L and RWY 17L/35R are parallel runways spacing 760m, pilot shall pay attention to not landing on the wrong runway.

8.3 Located at 1750m west of RWY 17R/35L, a runway is under construction and not available. Pilot shall pay attention to not land on the wrong runway.

9. 直升机飞行限制，直升机停靠区

无

9. Helicopter operation restrictions and helicopter parking/docking area

Nil.

ZBAD AD 2.21 噪音限制规定及减噪程序

无

ZBAD AD 2.21 Noise restrictions and Noise abatement procedures

Nil.

ZBAD AD 2.22 飞行程序

1. 总则

除经北京进近，进离场或塔台特殊许可外，在北京终端管制区和机场管制地带内的飞行，必须按照仪表飞行规则进行。

ZBAD AD 2.22 Flight procedures

1. General

Flights within Beijing Terminal Control Area and Aerodrome Control Zone shall operate under IFR unless special clearance has been obtained from Beijing Approach Control, Beijing Arrival/Departure or Tower Control.

2. 起落航线

无

2. Traffic circuits

Nil.

3. 仪表飞行程序

3.1 本场周围机场密集，北面距 ZB(P)001 禁区 50km，应严格按照航图中公布的进，离场程序和进近程序飞行。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。

3.2 正常情况下，所有进出港飞机按空中交通管制员指令的程序进场或离场。

3.3 本场使用区域导航进离场程序。

3. IFR flight procedures

3.1 ZBAD is surrounded by many airports and 50km away north from ZB(P)001. Aircraft shall strictly follow SID, STAR, APP flight procedures published in AIP. If necessary, Aircraft may hold or maneuver on an airway, over a navigation facility or a fix designated by ATC.

3.2 In normal circumstances, departure and arrival aircrafts shall be instructed by ATC to takeoff or land.

3.3 SID and STAR with RNAV at the airport.

4. 雷达程序和 / 或 ADS-B 程序

北京终端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 is implemented in Beijing TMA. The minimum horizontal radar separation is 6km, and the minimum vertical radar separation is 300m.

5. 无线电通信失效程序

参见航图 AD2.24-9A/9B。

5. Radio communication failure procedures

Refer to AD2.24-9A/9B.

6. 目视飞行程序

无

6. Procedures for VFR flights

Nil

7. 目视飞行航线

无

7. VFR route

Nil

8. 目视参考点

无

8. Visual reference point

Nil.

9. 其它规定

9.1 对机组的要求:

9.1.1 听清并重复机坪管制员的滑行指令，尤其是界限性指令，发现疑问及时证实。

9.1.2 在推出时向机坪管制员证实使用跑道，推出方向。

9.1.3 在进入交接点前主动报告 “接近某某滑行道，请求转至某某频率”。

9.1.4 在脱离跑道首次与地面管制联系时，尤其在低能见度情况下，必须向地面管制报告脱离的跑道和所使用的滑行道等具体位置。

9.1.5 如在地面管制扇区移交时联系不畅，应在交接点停止滑行，并向原先联系的扇区报告。

9.1.6 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情况通报给地面管制员。

9.1.7 专机滑行路线以管制员通知为准。

9. Other regulations

9.1 Requirements for flight crew:

9.1.1 Listen carefully and read back the taxi instructions of Apron controller, especially for boundry-related instructions, verify any questions in time.

9.1.2 Contact Apron Controller to confirm runway-in-use and push-back direction when pushed back.

9.1.3 Report to controller “approaching to XX taxiway, request to change to XX frequency” before reaching at handover point.

9.1.4 When vacating runway and initially contact GND, especially in low visibility conditions, flight crew shall report to GND which runway is vacated from and taxiways in use.

9.1.5 If fail to change to the assigned GND frequency, flight crew shall stop taxing at the handover point and report to the previous controller.

9.1.6 Flight crew shall keep watching ATC-related activities and report the observed activities to GND in time.

9.1.7 Taxiing routes of special flight will be instructed by ATC.

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

Waypoint list

ID	COORDINATES(WGS-84)	ID	COORDINATES(WGS-84)
AD608	N390629 E1162736	AD716	N402449 E1170053
AD611	N392926 E1163829	AD720	N394732 E1162250
AD612	N393245 E1164712	AD721	N394819 E1163108
AD613	N393559 E1165543	AD722	N393414 E1163321
AD614	N394058 E1170858	AD723	N393533 E1164826
AD615	N400407 E1170443	AD724	N395810 E1164456
AD616	N402449 E1170053	AD725	N400715 E1165123
AD620	N390638 E1162913	AD732	N392837 E1164602
AD621	N390724 E1163729	AD733	N392021 E1165014
AD622	N393414 E1163321	AD734	N390742 E1165637
AD623	N393533 E1164826	AD735	N390650 E1171403
AD624	N395810 E1164456	AD736	N385653 E1170203
AD625	N400715 E1165123	AD741	N392747 E1163421
AD626	N402127 E1170130	AD742	N390412 E1163759
AD627	N392457 E1163447	AD743	N390136 E1164545
AD632	N392837 E1164602	AD744	N385344 E1170859
AD633	N392021 E1165014	AD751	N392027 E1162524
AD634	N390742 E1165637	AD752	N390439 E1162752
AD635	N390650 E1171403	AD753	N385011 E1161502
AD636	N385653 E1170203	AD754	N390408 E1162725
AD641	N390214 E1162817	AD760	N394720 E1162039
AD642	N390136 E1164545	AD761	N394632 E1161216
AD643	N385344 E1170859	AD762	N394552 E1160518
AD645	N390059 E1162757	AD763	N392327 E1160844
AD646	N391537 E1163614	AD764	N390144 E1161201
AD647	N390805 E1164446	AD765	N385738 E1160300
AD650	N393656 E1161728	AD766	N391725 E1162555
AD651	N394055 E1162213	AD767	N391722 E1162523
AD652	N393642 E1161326	AD768	N391553 E1160956
AD653	N393541 E1155711	AD771	N392014 E1162454
AD654	N392652 E1155837	AD772	N391223 E1160632
AD655	N391009 E1160119	AD773	N390915 E1155915
AD656	N390305 E1160216	AD783	N392953 E1160745

AD660	N390626 E1162704	AD784	N392718 E1154457
AD661	N390456 E1161132	AD785	N395354 E1153618
AD662	N385601 E1155928	AD790	N392755 E1164301
AD663	N393651 E1161554	AVBOX	N3838.9 E11622.7
AD664	N394023 E1161613	BELAX	N3843.2 E11531.6
AD665	N393929 E1160617	BUMDU	N4042.8 E11716.9
AD682	N392953 E1160745	DOTRA	N4045.4 E11648.1
AD683	N392718 E1154457	DUMAP	N3835.5 E11801.8
AD684	N395354 E1153618	ELAPU	N4012.6 E11530.2
AD709	N394723 E1162111	ELKUR	N3838.4 E11639.9
AD711	N392926 E1163829	IDKEX	N4046.7 E11634.0
AD712	N393245 E1164712	MUGLO	N3904.2 E11802.1
AD713	N393559 E1165543	OMDEK	N3839.3 E11605.5
AD714	N394058 E1170858	PEGSO	N3856.7 E11530.3
AD715	N400407 E1170443		

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/ TCH	Navigation Specification
RWY19R Departure IDKEX-11D								
CA			179		150			RNAV1
DF	AD711			L	600	MAX205		RNAV1
TF	AD712				1200			RNAV1
TF	AD713				↓ 1500			RNAV1
TF	AD714				2700			RNAV1
TF	AD715				4800			RNAV1
TF	AD716							RNAV1
TF	IDKEX				5400			RNAV1
RWY19R Departure DOTRA-11D								
CA			179		150			RNAV1
DF	AD711			L	600	MAX205		RNAV1
TF	AD712				1200			RNAV1
TF	AD713				↓ 1500			RNAV1
TF	AD714				2700			RNAV1
TF	AD715				4800			RNAV1
TF	AD716							RNAV1
TF	DOTRA				5400			RNAV1
RWY19R Departure MUGLO-11D								

CA			179		150			RNAV1
DF	AD711			L	600	MAX205		RNAV1
TF	AD732				1200			RNAV1
TF	AD733				↑ 1800			RNAV1
TF	AD734				2400			RNAV1
TF	AD735				3000			RNAV1
TF	MUGLO				↑ 4500			RNAV1
RWY19R Departure ELKUR-11D								
CA			179		150			RNAV1
DF	AD711			L	600	MAX205		RNAV1
TF	AD732				1200			RNAV1
TF	AD733				↑ 1800			RNAV1
TF	AD734				2400			RNAV1
TF	AD736				3000			RNAV1
TF	ELKUR				4200			RNAV1
RWY17L Departure OMDEK-11D								
CF	AD751		179		600			RNAV1
TF	AD752				2100			RNAV1
TF	AD753				↓ 3600			RNAV1
TF	OMDEK				4200			RNAV1
RWY17R Departure OMDEK-12D								
CF	AD771		179		600			RNAV1
TF	AD754				2100			RNAV1
TF	AD753				↓ 3600			RNAV1
TF	OMDEK				4200			RNAV1
RWY17L Departure PEGSO-11D								
CF	AD751		179		600			RNAV1
TF	AD772				1800			RNAV1
TF	AD773				2400			RNAV1
TF	PEGSO				4500			RNAV1
RWY17R Departure PEGSO-12D								
CF	AD771		179		600			RNAV1
TF	AD772				1800			RNAV1
TF	AD773				2400			RNAV1
TF	PEGSO				4500			RNAV1
RWY01L Departure IDKEX-02D								
CA			359		150			RNAV1
DF	AD611			R	600	MAX205		RNAV1

TF	AD612				1200			RNAV1
TF	AD613				↓ 1500			RNAV1
TF	AD614				2700			RNAV1
TF	AD615				4800			RNAV1
TF	AD616							RNAV1
TF	IDKEX				5400			RNAV1
RWY01L Departure DOTRA-02D								
CA			359		150			RNAV1
DF	AD611			R	600	MAX205		RNAV1
TF	AD612				1200			RNAV1
TF	AD613				↓ 1500			RNAV1
TF	AD614				2700			RNAV1
TF	AD615				4800			RNAV1
TF	AD616							RNAV1
TF	DOTRA				5400			RNAV1
RWY01L Departure MUGLO-02D								
CA			359		150			RNAV1
DF	AD611			R	600	MAX205		RNAV1
TF	AD632				1200			RNAV1
TF	AD633				↑ 1800			RNAV1
TF	AD634				2400			RNAV1
TF	AD635				3000			RNAV1
TF	MUGLO				↑ 4500			RNAV1
RWY01L Departure ELKUR-02D								
CA			359		150			RNAV1
DF	AD611			R	600	MAX205		RNAV1
TF	AD632				1200			RNAV1
TF	AD633				↑ 1800			RNAV1
TF	AD634				2400			RNAV1
TF	AD636				3000			RNAV1
TF	ELKUR				4200			RNAV1
RWY35R Departure OMDEK-01D								
CF	AD651		359		900			RNAV1
TF	AD664				↑ 1200	MAX230		RNAV1
TF	AD665				↑ 1500			RNAV1
TF	AD653				↑ 1800			RNAV1
TF	AD654				2400			RNAV1
TF	AD655				3900			RNAV1

TF	AD656				4200			RNAV1
TF	OMDEK				4200			RNAV1
RWY35L Departure OMDEK-02D								
CA			359		150			RNAV1
DF	AD650			L	↑ 600			RNAV1
TF	AD652				↓ 900			RNAV1
TF	AD653				↑ 1800			RNAV1
TF	AD654				2400			RNAV1
TF	AD655				3900			RNAV1
TF	AD656				4200			RNAV1
TF	OMDEK				4200			RNAV1
RWY35R Departure PEGSO-01D								
CF	AD651		359		900			RNAV1
TF	AD664				↑ 1200	MAX230		RNAV1
TF	AD665				↑ 1500			RNAV1
TF	AD653				↑ 1800			RNAV1
TF	AD654				2400			RNAV1
TF	AD655				3900			RNAV1
TF	PEGSO				4500			RNAV1
RWY35L Departure PEGSO-02D								
CA			359		150			RNAV1
DF	AD650			L	↑ 600			RNAV1
TF	AD652				↓ 900			RNAV1
TF	AD653				↑ 1800			RNAV1
TF	AD654				2400			RNAV1
TF	AD655				3900			RNAV1
TF	PEGSO				4500			RNAV1
RWY11L Departure IDKEX-01D								
CF	AD611		104		600	MAX205		RNAV1
TF	AD612				1200			RNAV1
TF	AD613				↓ 1500			RNAV1
TF	AD614				2700			RNAV1
TF	AD615				4800			RNAV1
TF	AD616							RNAV1
TF	IDKEX				5400			RNAV1
RWY11L Departure DOTRA-01D								
CF	AD611		104		600	MAX205		RNAV1
TF	AD612				1200			RNAV1

TF	AD613				↓ 1500			RNAV1
TF	AD614				2700			RNAV1
TF	AD615				4800			RNAV1
TF	AD616							RNAV1
TF	DOTRA				5400			RNAV1
RWY11L Departure MUGLO-01D								
CF	AD611		104		600	MAX205		RNAV1
TF	AD632				1200			RNAV1
TF	AD633				↑ 1800			RNAV1
TF	AD634				2400			RNAV1
TF	AD635				3000			RNAV1
TF	MUGLO				↑ 4500			RNAV1
RWY11L Departure ELKUR-01D								
CF	AD611		104		600	MAX205		RNAV1
TF	AD632				1200			RNAV1
TF	AD633				↑ 1800			RNAV1
TF	AD634				2400			RNAV1
TF	AD636				3000			RNAV1
TF	ELKUR				4200			RNAV1
Departure Holding (outbound time: 1.5min)								
HM	PEGSO	Y	247	L	4500			RNAV1
HM	IDKEX	Y	002	R	5100			RNAV1
RWY17L/17R/19R Arrival BUMDU-11A								
IF	BUMDU				4500			RNAV1
TF	AD725				4200			RNAV1
TF	AD724				3600			RNAV1
TF	AD723				↓ 1800			RNAV1
TF	AD722				900			RNAV1
TF	AD721				600	MAX220		RNAV1
RWY17L/17R/19R Arrival DUMAP-11A								
IF	DUMAP				3900			RNAV1
TF	AD744				2400			RNAV1
TF	AD743				1800			RNAV1
TF	AD742				1800			RNAV1
TF	AD646							RNAV1
TF	AD741				@ 900			RNAV1
TF	AD722				900			RNAV1
TF	AD721				600	MAX220		RNAV1

RWY17L/17R/19R Arrival AVBOX-11A								
IF	AVBOX				3600			RNAV1
TF	AD742				1800			RNAV1
TF	AD646							RNAV1
TF	AD741				@ 900			RNAV1
TF	AD722				900			RNAV1
TF	AD721				600	MAX220		RNAV1
RWY17L/17R/19R Arrival BELAX-11A								
IF	BELAX				3600			RNAV1
TF	AD765							RNAV1
TF	AD764				3600			RNAV1
TF	AD768							RNAV1
TF	AD763				2400			RNAV1
TF	AD783							RNAV1
TF	AD762				1800			RNAV1
TF	AD761				1500	MAX220		RNAV1
RWY17L/17R/19R Arrival ELAPU-11A								
IF	ELAPU				3900			RNAV1
TF	AD785				3900			RNAV1
TF	AD784				3600			RNAV1
TF	AD783				2700			RNAV1
TF	AD762				1800			RNAV1
TF	AD761				1500	MAX220		RNAV1
RWY17L/17R/19R Arrival Holding (outbound time: 1min)								
HM	AD646	Y	359	R	900	MAX230		RNAV1
HM	AD768	Y	359	R	900	MAX230		RNAV1
RWY35L/35R/01L Arrival BUMDU-01A								
IF	BUMDU				4500			RNAV1
TF	AD626				4500			RNAV1
TF	AD625				4200			RNAV1
TF	AD624				3600			RNAV1
TF	AD623				1800			RNAV1
TF	AD622				1200			RNAV1
TF	AD646							RNAV1
TF	AD621				1200	MAX220		RNAV1
RWY35L/35R/01L Arrival DUMAP-01A								
IF	DUMAP				3900			RNAV1
TF	AD643				2400			RNAV1

TF	AD642				1800			RNAV1
TF	AD647				1500			RNAV1
TF	AD621				1200	MAX220		RNAV1
RWY35R Arrival AVBOX-01A								
IF	AVBOX				3600			RNAV1
TF	AD641				2100	MAX220		RNAV1
RWY35L/01L Arrival AVBOX-02A								
IF	AVBOX				3600			RNAV1
TF	AD645				2100	MAX220		RNAV1
RWY35L/35R/01L Arrival BELAX-01A								
IF	BELAX				3600			RNAV1
TF	AD662				↑ 2100			RNAV1
TF	AD661				1800	MAX220		RNAV1
RWY35L/35R/01L Arrival ELAPU-01A								
IF	ELAPU				3900			RNAV1
TF	AD684				3900			RNAV1
TF	AD683				3600			RNAV1
TF	AD682				2700			RNAV1
TF	AD768							RNAV1
TF	AD661				1800	MAX220		RNAV1
RWY35L/35R/01L Arrival Holding (outbound time: 1min)								
HM	AD646	Y	179	L	900	MAX230		RNAV1
HM	AD768	Y	179	L	900	MAX230		RNAV1
Arrival Holding (outbound time: 1min)								
HM	ELAPU	Y	101	R	3900			RNAV1
HM	BELAX	Y	072	L	3600			RNAV1
HM	AVBOX	Y	019	L	3600			RNAV1
Arrival Holding (outbound time: 1.5min)								
HM	BUMDU	Y	207	R	4800			RNAV1
RWY01L Transition (From AD621)								
IF	AD621				1200	MAX220		RNAV1
TF	AD620				1200			RNAV1
RWY01L Transition (From AD645)								
IF	AD645				2100	MAX220		RNAV1
TF	AD620				1800			RNAV1
RWY01L Transition (From AD661)								
IF	AD661				1800	MAX220		RNAV1
TF	AD620				1800			RNAV1

RWY01L Missed Approach								
CA			359		300			RNAV1
DF	AD627			R	900			RNAV1
TF	AD646				900	MAX230		RNAV1
RWY17L Transition (From AD761)								
IF	AD761				1500	MAX220		RNAV1
TF	AD709				1200			RNAV1
RWY17L Transition (From AD721)								
IF	AD721				600	MAX220		RNAV1
TF	AD709				600			RNAV1
RWY17L Missed Approach								
CF	AD766		179		600			RNAV1
TF	AD768				900	MAX230		RNAV1
RWY17R Transition (From AD761)								
IF	AD761				1500	MAX220		RNAV1
TF	AD760				1200			RNAV1
RWY17R Transition (From AD721)								
IF	AD721				600	MAX220		RNAV1
TF	AD760				600			RNAV1
RWY17R Missed Approach								
CF	AD767		179		600			RNAV1
TF	AD768				900	MAX230		RNAV1
RWY19R Transition (From AD761)								
IF	AD761				1500	MAX220		RNAV1
TF	AD720				1200			RNAV1
RWY19R Transition (From AD721)								
IF	AD721				600	MAX220		RNAV1
TF	AD720				600			RNAV1
RWY19R Missed Approach								
CA			179		300			RNAV1
DF	AD646			L	900	MAX230		RNAV1
RWY35L Transition (From AD621)								
IF	AD621				1200	MAX220		RNAV1
TF	AD660				1200			RNAV1
RWY35L Transition (From AD645)								
IF	AD645				2100	MAX220		RNAV1
TF	AD660				1800			RNAV1
RWY35L Transition (From AD661)								

IF	AD661				1800	MAX220		RNAV1
TF	AD660				1800			RNAV1
RWY35L Missed Approach								
CA			359		150			RNAV1
DF	AD663			L	↑ 600			RNAV1
TF	AD682				↑ 1500			RNAV1
TF	AD768					MAX230		RNAV1
RWY35R Transition (From AD621)								
IF	AD621				1200	MAX220		RNAV1
TF	AD608				1200			RNAV1
RWY35R Transition (From AD641)								
IF	AD641				2100	MAX220		RNAV1
TF	AD608				1800			RNAV1
RWY35R Transition (From AD661)								
IF	AD661				1800	MAX220		RNAV1
TF	AD608				1800			RNAV1
RWY35R Missed Approach								
CF	AD651		359		900			RNAV1
TF	AD664				↑ 1200			RNAV1
TF	AD665				↑ 1500			RNAV1
TF	AD682				↑ 1500			RNAV1
TF	AD768					MAX230		RNAV1
RWY29R Transition (From AD621)								
IF	AD621				1200	MAX220		RNAV1
TF	AD790				900			RNAV1
RWY29R Missed Approach								
CA			289		200			RNAV1
DF	AD621			L	1200	MAX230		RNAV1

ZBAD AD 2.23 其它资料

全年皆有鸟群活动。机场配备了驱鸟设备，并采取了驱赶措施以减少鸟群活动。

ZBAD AD 2.23 Other information

Activities of bird flocks are found in the whole year, Aerodrome Authority resorts to dispersal methods to reduce bird activities.