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

ZBAA-北京/首都 BEIJING/Capital

ZBAA 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	N40 °04.4' E116 °35.9' Center of RWY 18L/36R
2	方向、距离 Direction and distance from city	044 °GEO, 25.4km from Tiananmen Square
3	标高/参考气温 Elevation / Reference temperature	35.3m/31.7 ℃(JUL)
4	机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation	-/-
5	磁差/年变率 MAG VAR/ Annual change	6 °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 CO. LTD. Beijing Capital International Airport, Siwei Road, Beijing, China Post code:100621 TEL:86-10-64535801 FAX:86-10-64531114 AFS:ZBAAYDYX
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/RWY01/19、RWY18L/36R：4F；RWY18R/36L：4E
9	备注 Remarks	Nil

ZBAA 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

ZBAA 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 (5 tonnes), baggage transporter, unit load device (ULD) tractor, container tractor, fork-lift (2.5-3.5 tonnes), tow tractor, etc.
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 truck ; Airport can provide gravity refuelling (400L/min) and pressure refuelling(3800L/min) service; A pipe network of apron aircraft-refuelling equipment for all aircraft.
4	除冰设施 De-icing facilities	52 De-icers
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, engine changes available for various types of aircraft on request. Spare parts and other maintenance work by prior arrangement.

7	备注 Remarks	Nil

ZBAA 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, taxis, airport express
4	医疗设施 Medical facilities	First-aid equipment at AD, comprehensive hospital adjacent to AD (4 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

ZBAA 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: rapid intervention vehicle, combined foam and powder extinguishing vehicle , heavy-duty water vehicle, heavy-duty foam vehicle, main foam vehicle, etc; Rescue equipment: uplift air cushion, air pump, platform tractor, crane, mobile surface operation devices, fork lift, etc.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTOW up to 120 tonnes
4	备注 Remarks	Nil

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

1	可用季节及扫雪设备类型 Types of clearing equipment	All seasons Snow blowers, RWY snow removal vehicles, pre-snow rolling brush vehicles, ramp snow vehicles, throwing snow mobiles, de-icing fluid

		spreading trucks, power supply vehicles, trucks, forklift trucks
2	扫雪顺序 Clearance priorities	Three runways, taxiways access to runways, operating aprons
3	备注 Remarks	Nil

ZBAA 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 117/R/B/W/T(Stands Nr.225, 308-330, 351-361, 501-509, 530-536, 551-556, 560-565, N101-N110, Apron N2, Nr.4) PCN 100/R/B/W/T(Apron Nr.9) PCN 95/R/B/W/T(Stands Nr.205-221, 223, 224, 226-240, 301-307, 331-337, 510-529, 558, 559, 801-815) PCN 90/R/B/W/T(Apron Nr.1) PCN 88/R/B/W/T(Stands Nr.931-935) PCN 86/R/B/W/T(Stands Nr.936-940) PCN 85/R/B/W/T(Apron M) PCN 83/R/B/W/T(Stands Nr.602-605, 608-612, Apron W1, W2) PCN 82/R/B/W/T(Stands Nr.W308-W311) PCN 78/R/B/W/T(Stands Nr.816, 817) PCN 71/R/B/W/T(Stands Nr.251-254) PCN 70/R/B/W/T(Apron Nr.7) PCN 62/R/B/W/T(Stands Nr.636-640) PCN 60/R/B/W/T(Stands Nr.N121-N128, W301-W307) PCN 57/R/B/W/T(Stands Nr.622-635, 641-652) PCN 53/R/B/W/T(Stands Nr.818-821, Apron W5, W6) PCN 38/R/B/W/T(Stands Nr.261-268)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	68m : S3, 52m: D7, D8, G5-G7, H0-H2, K4-K7, M0, M1; 50m: K3; 48m: H4-H7, J1, J4, S8; 44m: E1, E2, E7, G0-G2, K0-K2, Q0, Q1, Q8, Q9, U3, U4, Z12; 34m: D3-D5（BTN Z6 & M）, D6, F2, F3, M2-M6, P1, P8, W1, W2, W7, W8, Z6; 30m: D3-D5（BTN Z4 & M）, P3; 29m: E3-E6, E8, Q2-Q7, W9;

			28.5m: C4, C5, D2, P4, P5; 27m: P2, P6, P7; 25.3m: D9; 25m:D10, E0, F（north of S4）, G, G3, G4, H, J, J2, J3, J5, J6, K, M7, S6, S7, T1-T6, U2, U5-U9, Y8, Y9, Z3, Z9; 24m: F0, Z15, Z23, Z24; 23m: others; 18m: Z20-Z22; 10.5m: Z11, Z16;
		Surface:	Cement concrete
		Strength:	PCN 117/R/B/W/T(D9, F(north of S4), G, G0-G7, H, H0-H2, H4-H7, J(South of stand M01), J1, J4, K, K0-K7, M0, M1, Q0, Q1, Q8, Q9, S6-S8, T1-T6, U2-U9, Y1, Y2, Y4, Y5, Y7, Z3(north of S4)) PCN 108/F/B/W/T(A0, A1, A8, A9, E0-E8, F2, F3, W2, W7) PCN 100/R/B/W/T(J5, J6, Z2（BTN stand Nr. 254 and TWY Z7）) PCN 97/R/B/W/T(M7) PCN 95/R/B/W/T(D3-D8, J2, J3, M, M2, S4, S5, W1, W8, Y3, Y6, Z6（east of Z3）) PCN 93/R/B/W/T(F0) PCN 90/R/B/W/T(F(south of S4), F4, F7, M3-M6, W0, W3-W6, W9, Z2(west of Z7), Z2(BTN stand Nr. 254 and TWY Z3, Z4(east of Z3)) PCN 88/R/B/W/T(Y8) PCN 86/F/B/W/T(P1, P8) PCN 86/R/B/W/U(Y9) PCN 85/R/B/W/T(C3, J（north of stands Nr.M01）, P2, P3, P6, P7, Q2-Q7) PCN 83/R/B/W/T(C1, C2, D1, D2, Z0, Z3(south of S4), Z7, Z10) PCN 82/R/B/W/T(S3) PCN 73/R/B/W/T(C, P0, P9, Z2(east of Z3), Z4(west of Z3), Z6(west of Z3)) PCN 70/F/B/W/T(C4, C5, P4, P5) PCN 60/R/B/W/T(D10) PCN 57/R/B/W/T(Z11, Z12) PCN 53/R/B/W/T(Z20-Z24) PCN 38/R/B/W/T(Z1, Z15, Z16)

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

ZBAA AD 2.9 地面活动引导和管制系统与标识
Surface movement guidance and control system and markings

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWY and RWY and at all holding positions. Guide lines at all TWYs and aprons. Aircraft stand identification sign board at apron. Stand Nr.513 refer AD2.24 2E-2H,stands Nr. 301-337, 405-410, 451-466, 501-512, 514-536 and 551-565 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	THR, RWY designation, TDZ, center line, edge line, aiming point marking
		RWY lights	Center line, edge line, THR, TDZ (01/18R/36R), RWY end
		TWY markings	RWY holding positions, intermediate holding positions, center line, edge line
		TWY lights	Edge line, center line, apron guidance lights, runway guard lights
3	停止排灯 Stop bars	Nil	
4	备注 Remarks	Blue apron edge line lights; rapid exit taxiway indicator lights(W3-W6, E3-E6); No-entry bars are set on the intersection of TWY W5 and Z2	

ZBAA AD 2.10 机场障碍物 Aerodrome obstacles

Obstacles within a circle with a radius of 15km centered on the center of ARP

序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	Chimney	008	6881	86.3		
2	Power TWR	009	8025	91.4	RWY19 GP INOP	
3	*BLDG	012	4629	77.5		
4	*BLDG	014	4641	78.3	RWY01 Take-off path	
5	*BLDG	015	5081	76.3	RWY01 Take-off path	
6	BLDG	016	4808	75.3	RWY01 Take-off path	
7	TWR	019	2895	87.0	RWY01 GP INOP	
8	*Light Pole	024	2099	47.6	RWY01 Departure	
9	*BLDG	027	6572	77.8		
10	*BLDG	028	6500	72.2		
11	TWR	034	3605	85.5		
12	Control TWR	043	1308	110.6		
13	BLDG	046	6248	104.2		
14	*TV TWR	051	7540	142.9	RWY36R/01 Departure	
15	Chimney	062	5500	99.2		
16	BLDG	062	5840	106.9		
17	TWR	089	2592	89.1		
18	BLDG	090	2363	74.0		
19	BLDG	092	2365	74.1		
20	*TWR	120	5977	106.5		
21	Antenna	131	706	81.4	Circling	
22	*BLDG	157	2981	58	RWY19 Departure	
23	Chimney	157	7279	83.8		
24	BLDG	160	2229	75.8		
25	Chimney	164	5090	72.5		
26	Chimney	169	2784	53.7		

Obstacles within a circle with a radius of 15km centered on the center of ARP						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
27	TWR	170	6207	87		
28	Antenna	180	2888	36.4		
29	Chimney	185	3121	54.5	RWY18L Departure; RWY36R Final approach	
30	Chimney	186	2216	54		
31	TWR	189	3037	62.5		
32	Chimney	191	1775	50.2		
33	Chimney	192	2114	59.6		
34	BLDG	194	2856	68		
35	Antenna	197	13076	89.5		
36	BLDG	213	1096	73.8		
37	Antenna	223	1836	69.8		
38	Antenna	223	7663	106.8		
39	Chimney	227	1231	75.8		
40	Antenna	231	1423	76.5		
41	*BLDG	235	2261	61.4	RWY18R Take-off path	
42	BLDG	240	2462	47.4		
43	Chimney	242	2270	53.7		
44	Chimney	243	2669	56.5		
45	Chimney	244	2644	54.6		
46	BLDG	244	2887	48.6		
47	Chimney	244	6083	77		
48	Chimney	247	1942	49.1		
49	Power TWR	247	5185	72.4		

Obstacles within a circle with a radius of 15km centered on the center of ARP

序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
50	BLDG	248	1197	72.2		
51	Antenna	250	2089	43.1		
52	Chimney	253	6839	65.5		
53	Chimney	260	827	79.1		
54	Antenna	263	1153	70.4		
55	Water TWR	269	2770	52.7		
56	Chimney	275	5116	83		
57	Chimney	277	3133	77.8		
58	Control TWR	317	1347	134.6		
59	Chimney	327	4986	59.3		
60	BLDG	332	6117	81.1		
61	Chimney	333	5437	58.1		
62	Pole	334	4923	43.6		
63	Pole	335	4967	43.9		
64	Pole	335	5011	43.3		
65	Chimney	336	5029	49.6		
66	TWR	339	9456	114.8	RWY36L Departure	
67	Water TWR	353	7042	71.8	RWY36L Departure	
68	Trees	359	1000	60.1	RWY36R Departure	

Others:

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

序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	MT	001	42771	1039	RWY19 Initial approach	
2	MT	009	35811	815	RWY18L/19 Intermediate approach	
3	TWR	021	16307	134		
4	MT	068	63300	1230	Sectors	
5	MT	092	57400	865		
6	BLDG	188	17852	106		
7	Antenna	191	20816	222		
8	Chimney	193	16315	92		
9	Chimney	201	21400	274	RWY36L/R/01 Initial & Intermediate approach、sectors	
10	Antenna	219	15769	185		
11	*BLDG	222	20974	257		
12	*TV TWR	242	30623	449		
13	TWR	246	22490	377		
14	MT	263	40042	797	Sectors	
15	MT	278	47000	1291	RWY18R Initial approach	
16	MT	310	49000	1067		
17	MT	341	30744	859	RWY18L/R Initial approach	
18	MT	348	27603	659	RWY18L/R Intermediate approach	
19	MT	358	47760	1534	Sectors	
20	MT	359	48000	1535	Sectors; RWY18L Initial approach	

Obstacles between two circles with the radius of 15km and 50km centered on the center of ARP						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
Others:						

ZBAA AD 2.11 提供的气象信息、机场观测与报告
Meteorological information provided & aerodrome observations and reports

1	相关气象台的名称 Associated MET Office	Beijing Capital Airport MET Center 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	Beijing Capital Airport MET Center of CAAC 9HR, 24 HR
4	趋势预报发布间隔 Issuance interval of trend forecast	Trend 30 MIN
5	所提供的讲解/咨询服务 Briefing/consultation provided	P, T
6	飞行文件及其使用语言 Flight documentation, Languages used	Chart, International MET Codes, Abbreviated Plain Language Text Ch, En
7	讲解/咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, significant weather charts, upper W/T Charts, satellite and radar material, AWOS Real-time Data
8	提供信息的辅助设备 Supplementary equipment available for providing information	FAX, MET Service Terminal
9	提供气象情报的空中交通服务单位 ATS units provided with information	Beijing ACC, Beijing APP, Beijing TWR
10	观测类型与频率/自动观测设备	Half hourly plus special observation/ Yes

	Type & frequency of observation/Automatic observation equipment	
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)	RVR EQPT A: 105m W of RCL, 315m inward THR36L; B: 105m W of RCL, 1685m inward THR18R; C: 105m W of RCL, 360m inward THR18R; D: 110m W of RCL, 301m inward THR36R; E: 100m W of RCL, 1830m inward THR18L; F: 115m W of RCL, 328m inward THR18L; G: 115m E of RCL, 325m inward THR01; H: 115m E of RCL, 1800m inward THR19; J: 115m E of RCL, 331m inward THR19. SFC wind sensors 01: 109m E of RCL, 355m inward THR01; 01/19 Center: 110m E of RCL, 1802m inward THR19; 19: 109m E of RCL, 331m inward THR19; 18L: 120m W of RCL, 330m inward THR18L; 18L/36R Center: 100m W of RCL, 1835m inward THR18L; 36R: 100m W of RCL, 306m inward THR36R; 18R: 105m W of RCL, 320m inward THR18R; 18R/36L Center: 105m W of RCL, 1645m inward THR18R; 36L: 105m W of RCL, 305m inward THR36L; Ceilometer 01: 25m W of RCL, 1050m outward THR01; 19: 5m W of RCL, 973m outward THR19; 18L: 25m W of RCL, 1085m outward THR18L; 36R: 25m W of RCL, 1066m outward THR36R; 18R: 25m W of RCL, 1085m outward THR18R; 36L: 25m W of RCL, 1066m outward THR36L;
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

ZBAA AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 Designations RWY NR	真方位和磁方位 TRUE &MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度(PCN), 跑道道面/ 停止道道面 RWY strength (PCN), RWY surface / SWYsurface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	跑道入口标高,精密进近跑道接地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	352.98 °GEO 359 °MAG	3800×60	117/R/B/W/T CONC/-		THR25.5m TDZ27.3m
19	172.98 °GEO 179 °MAG	3800×60	117/R/B/W/T CONC/-		THR28.5m TDZ29.8m
18L	172.98 °GEO 179 °MAG	3800×60	108/F/B/W/T ASPH/-		THR33.4m TDZ35.2m
36R	352.98 °GEO 359 °MAG	3800×60	108/F/B/W/T ASPH/-		THR29.9m TDZ32.4m
18R	172.97 °GEO 179 °MAG	3200×50	95/F/B/W/T ASPH/-		THR35.1m TDZ35.1m
36L	352.98 °GEO 359 °MAG	3200×50	95/F/B/W/T ASPH/-		THR32.5m TDZ33.5m
跑道-停止道坡度 Slope of RWY-SWY	停止道长宽 SWY dimensions(m)	净空道长宽 CWY dimensions(m)	升降带长宽 Strip dimensions(m)	无障碍物区 OFZ	跑道端安全区长宽 RWY end safety area dimensions(m)
7	8	9	10	11	12
See AOC	Nil	500×300	4040×300	Nil	90×120
See AOC	Nil	Nil	4040×300	Nil	90×120
See AOC	Nil	200×300	4040×300	Nil	90×120
See AOC	Nil	200×300	4040×300	Nil	90×120

See AOC	Nil	Nil	3440×288	Nil	90×100
See AOC	Nil	Nil	3440×282	Nil	90×100

Remark:

Distance between RCL of RWY18L/36R and RCL of RWY18R/36L is 1960m; THR18R is 1650m north of THR18L;
Distance between RCL of RWY18L/36R and RCL of RWY01/19 is 1525m; THR19 is 200m north of THR18L.

ZBAA 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
18L	3800	4000	3800	3800	Nil
18L	3725	3925	3725	3800	FM E7
18L	3680	3880	3680	3800	FM W8
18L	3420	3620	3420	3800	FM W7
36R	3800	4000	3800	3800	Nil
36R	3725	3925	3725	3800	FM E1
36R	3680	3880	3680	3800	FM W1
36R	3625	3825	3625	3800	FM E2
36R	3420	3620	3420	3800	FM W2
18R	3200	3200	3200	3200	Nil
18R	2980	2980	2980	3200	FM P8
36L	3200	3200	3200	3200	Nil
36L	2980	2980	2980	3200	FM P1
01	3800	4300	3800	3800	Nil
01	3725	4225	3725	3800	FM Q1
19	3800	3800	3800	3800	Nil
19	3725	3725	3725	3800	FM Q9
19	3525	3525	3525	3800	FM Q8

Remarks:

ZBAA 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
18L	PALS CAT I 900m LIH	GREEN --	PAPI LEFT 420m inward THR18L 3° 21.9m	Nil	3800m** spacing 15m	3800m**** spacing 60m	RED	Nil
36R	PALS CAT III* 900m LIH	GREEN --	PAPI LEFT 420m inward THR36R 3° 22.7m	900m	3800m** spacing 15m	3800m**** spacing 60m	RED	Nil
18R	PALS CAT II* 900m LIH	GREEN --	PAPI LEFT 420m inward THR18R 3° 22m	900m	3200m*** spacing 30m	3200m***** spacing 60m	RED	Nil
36L	PALS CAT I 900m LIH	GREEN --	PAPI LEFT 420m inward THR36L 3° 22.7m	Nil	3200m*** spacing 30m	3200m***** spacing 60m	RED	Nil
01	PALS	GREEN	PAPI	900m	3800m**	3800m****	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
	CAT III* 900m LIH	Yes	LEFT 438m inward THR01 3°		spacing 15m	spacing 60m		
19	PALS CAT I* 900m LIH	GREEN Yes	PAPI LEFT 414m inward THR19 3.2°	Nil	3800m** spacing 15m	3800m**** spacing 60m	RED	Nil

Remarks:

*SFL

**up to 2900m WHITE VRB LIH, 2900-3500m RED/WHITE VRB LIH, 3500-3800m RED VRB LIH

***up to 2300m WHITE VRB LIH, 2300-2900m RED/WHITE VRB LIH, 2900-3200m RED VRB LIH

****up to 3200m WHITE VRB LIH, 3200-3800m YELLOW VRB LIH

*****up to 2600m WHITE VRB LIH, 2600-3200m YELLOW VRB LIH

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

1	机场灯标/识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标/风向标位置和灯光 LDI/WDI location and LGT	WDI: 01:99m W of RCL, 354m inward THR01; 19:100m W of RCL, 348m inward THR19; 18L:133m E of RCL, 353m inward THR18L; 36R:118m W of RCL, 530m inward THR36R; 18R:114m E of RCL, 363m inward THR18R; 36L:110m E of RCL, 361m inward THR36L.

		LDI: See AD Chart
3	滑行道边灯和中线灯 TWY edge and center line lighting	All TWYs:TWY edge lights, TWY center line lights, blue reflector markings.
4	备份电源/转换时间 Secondary power supply/switch-over time	Dual feed, diesel engine driven generator/≤15s
5	备注 Remarks	Nil

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

1	TLOF 坐标或 FATO 入口坐标及大地水准面波幅 Coordinates TLOF or THR of FATO Geoid undulation	Nil
2	TLOF 和/或 FATO 标高（m/ft） TLOF and/or FATO elevation (m/ft)	Nil
3	TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking	Nil
4	FATO 的真方位和磁方位 True and MAG BRG of FATO	Nil
5	公布距离 Declared distance available	Nil
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZBAA AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Beijing Control Zone	A circle, radius 15km centered at AD ARP (except APP Area)	600m MSL(inclusive) and below (include the Airport Maneuvering Area)	

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Fuel Dumping Area	N4156E11546 - N4040E11625 - N4048E11651 - N4203E11614 - N4156E11546	Above 4000m	See Fuel Dumping Area Chart
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 TMA	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)	

ZBAA 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		127.6Arrival	H24	D-ATIS available
ATIS		128.65Departure	H24	D-ATIS available
APP	Beijing Approach	126.1(125.05)APP01	by ATC	
APP	Beijing Approach	119.0(125.05)APP02	by ATC	
APP	Beijing Approach	126.5(125.8)APP03	by ATC	
APP	Beijing Approach	121.1(124.4)APP05	by ATC	
APP	Beijing Approach	119.7(129.0)APP06	by ATC	
APP	Beijing Approach	124.7(125.8)APP07	H24	
APP	Beijing Approach	127.75(124.4)APP08	by ATC	
APP	Beijing Approach	120.6(129.0)APP09	H24	
APP	Beijing Approach	125.5(125.8)APP10	by ATC	
TWR	Beijing Tower	124.3(118.3)TWR01	HO	for RWY18R/36L

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
TWR	Beijing Tower	118.5(118.05)TWR02	H24	for RWY18L/36R
TWR	Beijing Tower	118.6(118.3)TWR03	HO	for RWY01/19
GND	Beijing Delivery	121.6DELIVERY01	H24	West of RWY18L/36R; DCL available
GND	Beijing Delivery	121.65DELIVERY02	HO	East of RWY18L/36R; DCL available
GND	Beijing Ground	121.9(121.95)GND01	HO	
GND	Beijing Ground	121.8(121.95)GND02	H24	
GND	Beijing Ground	121.7(121.95)GND03	HO	
GND	Beijing Ground	121.75(121.95)GND04	HO	
GND	Beijing Ground	121.85(121.95)GND05	HO	
APN	Beijing Apron	122.225(121.95)APN01	H24	
APN	Beijing Apron	122.625(121.95)APN02	H24	
APN	Beijing Apron	122.675(121.95)APN03	H24	
APN	Beijing Apron	122.125(121.95)APN04	H24	
EMG		121.5	H24	

ZBAA 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
Shaziying VOR/DME	SZY	117.2MHz CH119X	N40°06.4' E116°25.8'	72m	R160°-R250°(except R189°)U/S
Guanzhuang VOR/DME	PEK	114.7MHz CH94X	N40°02.9' E116°44.1'	62m	R195°-R285° clockwise U/S
Huairou VOR/DME	HUR	113.6MHz CH83X	N40°19.8′ E116°44.9′	62m	
Xiliuhetun	WF	395kHz	N39°56.7'		Inner 15NM and

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
NDB			E116 °52.5'		beyond 23NM on bearing 004 °U/S; Inner 8NM on bearing 096 °U/S; beyond 5NM on bearing 115 °U/S; Inner 4NM on bearing 149 °U/S; BTN 15-17NM on bearing 190 °U/S; beyond 36NM on bearing 191 °U/S; beyond 32NM on bearing 209 °U/S
Shahe NDB	CU	555kHz	N40 °07.3' E116 °22.3'		
Huairou NDB	OB	380kHz	N40 °17.3' E116 °32.1'		Beyond 10NM on bearing 098 °U/S
Liangxiang NDB	JR	475kHz	N39°43.2′ E116°05.7′		
MM 01		75MHz	179 °MAG/ 1050m FM THR01		
IM 01		75MHz	179 °MAG/ 350m FM THR01		
LOC 01 ILS CAT IIIA	INJ	108.5MHz	359 °MAG/ 280m FM end RWY01		Beyond +15 °of front course U/S
GP 01		329.9MHz	125m E of RCL, 305m FM THR01		Angle3 °, RDH 15m
DME 01	INJ	CH22X (108.5MHz)	N40 °03.8' E116 °37.2' 120m E of RCL 305m FM THR01	31m	

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
LOM 18L	OR	196kHz	359 °MAG/ 3650m FM THR18L		BRG 320 °- 105 ° clockwise U/S
MM 18L		75MHz	359 °MAG/ 850m FM THR18L		
LOC 18L ILS CATI	IOR	109.3MHz	179 °MAG/ 327m FM end RWY18L		Coverage 45km
GP 18L		332.0MHz	125m W of RCL, 288m FM THR18L		Angle3 °, RDH 16.3m
OM 18R		75MHz	359 °MAG/ 4160m FM THR18R		
MM 18R		75MHz	359 °MAG/ 1085m FM THR18R		
LOC 18R ILS CAT I	ILG	110.3MHz	179 °MAG/ 441m FM end RWY18R		Coverage 45km
GP 18R		335.0MHz	110m W of RCL, 300m FM THR18R		Angle 3 °, RDH 15.8m Coverage 25km
DME 18R	ILG	CH40X (110.3MHz)	N40 °05.9' E116 °34.2'	45m	Co-located with GP 18R
MM 19		75MHz	359 °MAG/ 950m FM THR19		
LOC 19 ILS CAT I	ISZ	108.9MHz	179 °MAG/ 279m FM end RWY19		Beyond 19NM of front course U/S
GP 19		329.3MHz	125m E of RCL, 290m FM THR19		Angle3.2 °, RDH 15m
DME 19	ISZ	CH26X (108.9MHz)	N40 °05.5' E116 °36.9' 120m E of RCL , 294m FM THR19		
LOM 36L	DK	354kHz	179 °MAG/ 4120m FM THR36L		Beyond 3NM on BRG 359 °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
MM 36L		75MHz	179 °MAG/ 1066m FM THR36L		
LOC 36L ILS CAT I	IDK	111.7MHz	359 °MAG/ 402m FM end RWY36L		Coverage 45km, Beyond +10 °of front course U/S
GP 36L		333.5MHz	110m W of RCL, 285m FM THR36L		Angle 3 °, RDH 15.5m Coverage 25km
LOM 36R	QU	240kHz	179 °MAG/ 7000m FM THR36R		7-9NM on BRG 359 ° U/S; 5-8NM, 15-18NM on BRG 007 ℃U/S; beyond 40NM on BRG 357 °U/S
MM 36R		75MHz	179 °MAG/ 1000m, FM THR36R		
IM 36R		75MHz	179 °MAG/ 276m FM THR36R		
LOC 36R ILS CAT IIIA	IQU	109.9MHz	359 °MAG/ 307m FM end RWY36R		Coverage 45km Beyond +10 °of front course U/S
GP 36R		333.8MHz	125m W of RCL, 300m FM THR36R		Angle 3 °, RDH 15.8m Coverage 25km

ZBAA AD 2.20 本场飞行规定

ZBAA AD 2.20 Local traffic regulations

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；

1.2 所有技术试飞需事先申请，并在得到空中交通

1.Airport operations regulations

1.1 Take off/landing of aircraft without SSR transponder are forbidden;

1.2 Each and every technical test flight shall be filed

管制部门批准后方可进行；

in advance and conducted only after clearance has been obtained from ATC;

1.3 可使用最大机型：A380 及其同类机型；

1.3 Maximum aircraft to be available: A380 and equivalent;

1.4 首都机场塔台数字化放行（DCL）服务正式运行。申请数字化放行（DCL）服务的机组应在预计起飞（ETD）前 20 分钟内申请；

1.4 DCL service provided by TWR will be put into use. Pilot shall request DCL 20 minutes in prior before ETD;

1.5 进/出港航空器在本场地面滑行时，应保持开启 ADS-B 相关机载设备。

1.5 Takeoff/landing aircraft shall keep ADS-B equipment on while taxiing.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 可以通过地面管制申请引导车和拖车服务；

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

2.2 禁止航空器在滑行道上做 180 度转弯；

2.2 180 °turnaround on TWY is strictly forbidden for all aircraft;

2.3 跑道运行规则

2.3 General rules for the use of runways

36L/18R 号跑道进、出港混合运行；
36R/18L 号跑道主要用于出港；
01/19 号跑道主要用于进港；
出港高峰时三条跑道同时用于离港；
进港高峰时三条跑道同时用于进港；
每日 15:30-21:30(UTC)，01 号跑道不允许航空器降落，19 号跑道不允许航空器起飞。

36L/18R is used for departure and arrival;
36R/18L is mainly used for departure;
01/19 is mainly used for arrival;
The three parallel runways will be used for departure upon departure rush hour;
The three parallel runways will be used for arrival upon arrival rush hour；
In 15:30-21:30 (UTC) daily, landing on RWY01 and

take-off on RWY19 are forbidden.

2.4 穿越 18L/36R 跑道规定：

穿越跑道的滑行道为：A0, A1, A8, A9；
按照地面管制员指挥滑行至跑道等待点外等待；
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”。
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。

2.4 RWY18L/36R crossing rules:

TWYs A0, A1, A8, A9 are available for crossing RWY 18L/36R;
Taxi following the instruction of GND Control to the holding position and hold short of RWY 18L/36R; request TWR Control for crossing clearance; verify any questions prior to crossing; repeat all the ATC instructions for clarity, then put in practice as soon as possible; finally, report to TWR Control 'RWY vacated'.
Flight crew shall monitor the TWR FREQ and watch the activities on the RWY18L/36R and around;
While crossing RWY18L/36R after the take-off aircraft, flight crew shall be responsible for the safety distance with the aircraft to avoid the effect of wake turbulence.

2.5 跑道等待位置标志

航空器在进入跑道前必须在指定的跑道等待位置处等待机场管制塔台的指令。参见 AD2.24-1A/2A/2B。
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 类运行时，航空器停放在“B 型等待位置标志”处。
为避免等待进入跑道的航空器与其后方滑行航空

2.5 Runway-holding position marking

Aircraft shall stop and wait for the instruction of TWR Control at the relative runway-holding positions. Refer to AD2.24-1A/2A/2B.
The nose of A/C shall get close to the runway holding position marking without exceeding it when A/C is waiting at the RWY holding position. Pattern A for CAT I operation, pattern B for CAT II operation.

器相撞，相关部分跑道等待位置数据公布如下表：

The runway holding positions where conflicts may occur between holding aircraft and the aircraft operating on the parallel TWY behind are published as follows:

跑道等待位置所在滑行道及类型 TWY of RWY holding position/pattern		与跑道中心线距离(m) DIST to RCL (m)	与最近的平行滑行道中线距离(m) DIST to the nearest parallel TWY center line (m)	跑道等待位置所在滑行道及类型 TWY of RWY holding position/pattern		与跑道中心线距离(m) DIST to RCL (m)	与最近的平行滑行道中线距离(m) DIST to the nearest parallel TWY center line (m)
A0(east)	pattern A	107.5	92.5	E7	pattern A	107.5	92.5
	pattern B	137	63		pattern B	137	63
A0(west)	pattern A	107.5	92.5	E8	pattern A	107.5	92.5
	pattern B	137	63		pattern B	137	63
A1(east)	pattern A	107.5	92.5	P0	pattern A	90	96.5
	pattern B	137	63	P1	pattern A	90	96.5
A1(west)	pattern A	107.5	92.5	P8	pattern A	90	96.5
	pattern B	137	63	P9	pattern A	90	96.5
A8(east)	pattern A	107.5	92.5	Q0	pattern A	107.5	92.5
	pattern B	137	63		pattern B	137	63
A8(west)	pattern A	107.5	140.5	Q1	pattern A	107.5	92.5
	pattern B	137	111		pattern B	137	63
A9(east)	pattern A	107.5	92.5	Q8	pattern A	107.5	92.5

	pattern B	137	63	Q9	pattern A	107.5	92.5
A9(west)	pattern A	107.5	140.5	U2	pattern A	107.5	92.5
	pattern B	137	111	W0	pattern A	107.5	92.5
E0	pattern A	107.5	92.5	W1	pattern A	107.5	92.5
	pattern B	137	63	W2	pattern A	107.5	92.5
E1	pattern A	107.5	92.5		pattern B	137	63
	pattern B	137	63	W7	pattern A	107.5	140.5
E2	pattern A	107.5	92.5	W8	pattern A	107.5	140.5
	pattern B	137	63	W9	pattern A	107.5	92.5

2.6 中间等待位置标志

首都机场现有 18 个中间等待位置，供航空器滑行中等待使用。其中 HP1-HP8 等待点的使用依据塔台指令等待，航空器经过 HP9 等待点时需听从机场管制塔台指令转频。HP17、HP18 分别为进出西五号坪、西六号坪飞机指挥交接点，飞机到达 HP17、HP18 时须联系机场管制塔台。参见 AD2.24-1A/2A/2B；

2.6 Intermediate holding position marking

18 Intermediate holding position HP1-HP18 are established. HP1-HP8 shall be used by TWR control instructions. Aircraft holding at HP9 should follow the instructions of ATC to change frequency. Aircraft arrive at HP17 and HP18 shall contact with TWR control. Refer to AD2.24-1A/2A/2B;

等待位置 Holding point	滑行方向 Taxiing direction	等待位置 Holding point	滑行方向 Taxiing direction	等待位置 Holding point	滑行方向 Taxiing direction
HP1	S to N	HP6	N to S	HP11	N to S
HP2	S to N	HP7	E to W	HP12	N to S
HP3	W to E	HP8	N to S	HP13	N to S
HP4	N to S	HP9	W to E & E to W	HP14	N to S

HP5	N to S	HP10	S to N	HP15	N to S& S to N
HP16	N to S				

2.7 本场设立固定滑行路线，参见 AD2.24-2A/2B;

2.7 Fixed taxi-routes are established, Refer to AD2.24-2A/2B;

2.8 G1 滑行道以南的 Y1,Y2 滑行道不允许航空器同时滑行;

2.8 Taxiing on TWY Y1 and Y2 (south part of G1) simultaneously is strictly forbidden;

2.9 A380 运行规则参见 AD2.24-2J/2K/2L.

2.9 Refer AD2.24-2J/2K/2L for “Operational Rules for A380.”

2.10 为规范跑道占用时间，提高跑道容量，做出以下规定(湿跑道或污染跑道除外):

2.10 Except for wet RWY or contaminated RWY, requirement as follows to increase RWY operation capacity:

2.10.1 起飞航空器

a.在前机为起飞航空器或跑道未被占用时，使用 18R/36L 或 01/19 跑道起飞的航空器从接到管制员进跑道指令至对正跑道应不超过 45 秒；使用 18L/36R 跑道起飞的航空器从接到管制员进跑道指令至对正跑道应不超过 60 秒;

2.10.1 For departure aircraft

a.While preceding aircraft is departure aircraft or the RWY is not occupied, departure aircraft using RWY18R/36L or RWY01/19 shall finish RWY alignment within 45 seconds after receiving ATC instructions of entering RWY, and departure aircraft using RWY18L/36R shall finish RWY alignment within 60 seconds after receiving ATC instructions of entering RWY.

b.在前机为落地航空器时，使用任何跑道起飞的航空器从接到管制员进跑道指令至对正跑道应不超

b.While preceding aircraft is landing aircraft, departure aircraft using any RWY shall finish RWY

过 50 秒；

alignment within 50 seconds after receiving ATC instructions of entering RWY.

c.如果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。

c.If flight crew consider that they can not fulfill the process within the required time, pilot shall inform TWR ATC controller before reaching the RWY holding point.

2.10.2 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 50 秒；

2.10.2 For landing aircraft

a.Aircraft of medium type and below shall fully vacate RWY within 50 seconds after flying over RWY threshold.

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 70 秒；

b.Aircraft of heavy type and above shall fully vacate RWY within 70 seconds after flying over RWY threshold.

c.如果机组认为无法在上述要求的时间内完成，须在联系北京进近 APP01 或 APP02 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。

c.If flight crew consider that they can not fulfill the process within the required time, pilot shall inform APP ATC controller while they are contacting Beijing approach APP01 or APP02 frequency (no later than base turn or the localizer is established).

2.11 当转换使用跑道方向过程中，使用跑道顺风分量大于 3 米/秒但不大于 5 米/秒时，管制员通知航空器驾驶员地面风向、风速后，指挥航空器短时顺风起飞或顺风着陆，如果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

2.11 During changing the direction of RWY in use, if downwind speed is more than 3m/s and not exceeding 5m/s, ATC shall inform ACFT the ground wind direction and speed, instruct downwind take-off or downwind landing for short time. If pilot

制员。

decide not to take-off or land on downwind RWY due to performance limits, inform ATC immediately.

2.12. 机场冲突多发地带运行要求

2.12. Hot spot procedure

2.12.1 机场区冲突多发地带位置见 ZBAA AD2.24-1A,2A/2B

2.12.1 Refer to ZBAA AD2.24-1A, 2A/2B

2.12.2 为减少运行差错,降低地面冲突和跑道入侵事件的发生概率,在机场活动区内运行的航空器需严格按照下述的要求运行。

2.12.2 For the purpose of reducing errors that lead to ground conflicts and RWY incursions, aircraft operating within the maneuvering area must follow the requirements below:

HS1 :Z2 滑与 F 滑交叉区域
航空器自 Z2 向东滑行转向 F 时，注意避免误入 W5.

HS1 : INTERSECTION OF TWYs Z2 AND F
Aircraft taxiing from TWY Z2 to F shall avoid entering W5 by mistake.

HS2 ： S4 滑与 F 滑交叉区域
航空器自 S4 向东滑行转向 F 时，注意避免误入 W9.

HS2 : INTERSECTION OF TWYs S4 AND F
Aircraft taxiing from TWY S4 to F shall avoid entering W9 by mistake.

HS3 ： RWY18L/36R 与 A8，A9 交叉区域
落地航空器不得使用 A8，A9 脱离跑道。

HS3 : INTERSECTION OF RWY18L/36R, TWYs A8 AND A9
Arrival aircraft must not exit RWY via TWY A8 and A9.

HS4 ： RWY18L/36R 与 A0，A1 交叉区域
落地航空器不得使用 A0，A1 脱离跑道。

HS4 : INTERSECTION OF RWY18L/36R, TWYs A0 AND A1
Arrival aircraft must not exit RWY via TWY A0 and A1.

HS5 ： M, Z4, D3 交叉区域

航空器自 Z4，M 向东滑行转入 D3 过程中，注意不得过早转弯误入 817,816 机位。

HS5 : INTERSECTION OF TWYs M, Z4 AND D3

Aircraft taxiing from TWY Z4 and M to D3 shall avoid turning early and entering stands Nr.816, 817 by mistake.

HS6 ： W3 和 A1 之间的 F 滑区域

在 18L 跑道落地的航空器经 W3 脱离时不要在此区域停留，避免与从 A1 穿跑道至西区的航空器产生冲突。

HS6 : TWY F BTN TWY W3 AND A1

RWY18L in use: after vacating RWY18L via W3,aircraft shall leave the area of HS6 as quickly as possible, otherwise a conflict may occur with the aircraft crossing RWY18L via A1 from E to W.

HS7 ： Z8 和 Z9 之间的 M7 滑

Z8 滑行道仅供翼展 36 米以下航空器使用，因此沿 Z9-M7-Z8 路线滑行的航空器受此限制。翼展大于此限制的航空器(除停靠 212 机位的航空器)不得进入 Z9 滑以西的 M7 滑。

HS7 : TWY M7 BTN Z9 AND Z8

The wing span limits for TWY Z8 is 36m, which result in the taxi route Z9-M7-Z8 is only available for the aircraft with wing span less than 36m (except the aircraft parking on stand Nr.212).Aircraft with wing span more than 36m shall avoid entering the area of HS7.

HS8 ： Z21 和 C 之间的 Z20 区域

经 Z20 进入 W5 机坪的航空器注意避免错过 Z21 滑行道。离场航空器经 Z20 进入 C 滑行道前需联系 ATC。

HS8 : TWY Z20 BTN Z21 AND C

Aircraft entering apron W5 via Z20 shall avoid missing taxi lane Z21. There is only one entry-exit way for apron W5, departing aircraft shall contact ATC before entering TWY C via Z20.

HS9 ： Z9 南端与 Z0 北端交汇区域

航空器自 Z0 向北滑行时，应主动避让 Z9 上向南滑行的航空器，同时避免影响与 Z3 交叉的 Z0。

HS9 : INTERSECTION OF TWY Z9 AND Z0

Aircraft taxiing northward via TWY Z0 shall avoid the aircraft taxiing southward on TWY Z9 and the aircraft taxiing on TWY Z0 that connect with TWY Z3.

HS10 ： M5、F、W5 交叉区域

航空器经 F 向南滑行经此区域时避免误入 W5; 航空器经 M5 右转加入 F 向南滑行时,避免误入 W5。

HS10 ： INTERSECTION OF TWY M5 ,TWY F AND W5

Aircraft taxiing southward via TWY F shall avoid entering TWY W5 by mistake; When aircraft truning from TWY M5 to TWY F and taxiing southward shall avoid entering TWY W5 by mistake.

HS11 ： M4 以北的 W6 与 M3-M4 间 F 围成的区域

在该三角区域内，不具备在 F 滑和 W6 滑上同时运行航空器的条件。经 F 滑行的航空器应在该区域以外避让从 W6 脱离的航空器。向北运行时，F 上滑行与拖行的航空器应避免在此区域停留等待。

HS11 : INTERSECTION OF TWY W6 NORTH OF TWY M4 ,TWY F BTN TWY M3 AND M4

Aircraft taxiing simultaneously on TWY F and TWY W6 shall be forbidden. Aircraft taxiing on TWY F shall keep away from this area to avoid the aircraft vacating from TWY W6. Aircraft taxiing northward on own power or by tow car shall avoid staying at this area.

HS12 ： M4、Z18、M5 交叉区域

Z18 仅用于航空器推出，航空器经 Z18 滑出时，在 M4 或 M5 转弯前需观察 Z3 上的航空器，避免冲突。

HS12 : INTERSECTION OF TWY M4, TWY Z18 and TWY M5

TWY Z18 only AVBL for aircraft be pushed back. While turning to TWY Z3 from TWY M4 or TWY M5, aircraft shall observe TWY Z3 before turnning and avoid any conflicts.

HS13 ： Y2 南端与 Y1 交叉区域

G1 以南的 Y1 与 Y2 滑行道间距逐渐缩小最终交叉, 禁止 G1 以南的 Y1 与 Y2 同时有航空器运行。

HS13 : INTERSECTION BTN TWY Y2 AND TWY Y1

Aircraft taxiing simultaneously on TWY Y1 south of TWY G1 and TWY Y2 south of TWY G1 shall be forbidden.

2.13 HP16 与 Z6 滑行道之间的 Z3 滑行道上航空器禁止停留。

2.13 Aircraft are forbidden to park on Z3(BTN HP16 & Z6).

2.14 红色停止排灯的使用

2.14 Use of red stop bars

2.14.1 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；

2.14.1 When a stop bar is illuminated, any crossing is prohibited.

2.14.2 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。

2.14.2 When a stop bar is extinguished, crossing is allowed upon ATC clearance.

2.14.3 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。

2.14.3 When a stop bar is extinguished but the center line lights beyond the stop bar are not illuminated, or a conflict occurs between stop bar and ATC guidance, DO NOT cross the stop bar and contact ATC to reaffirm.

2.14.4 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：

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

a.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）。

a. Controller: (AC ID) stop-bar unserviceable, cross red stop-bar at (taxiway number).
Pilot: Cross red stop-bar at (taxiway number), (AC ID).

b.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进跑道（跑道编号）。
飞行员：从（滑行道编号）穿越红色亮起的停止排灯进跑道（跑道编号），（航空器呼号）。

b. Controller: (AC ID) stop-bar unserviceable, cross red stop-bar, via (taxiway number) line up runway (runway number).
Pilot: Cross red stop-bar, via (taxiway number) line up runway (runway number), (AC ID).

2.15 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。

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

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 3-5 号坪提供泊位引导系统服务，其余机位采用人工引导入位；

3.1 Docking guidance system is available for stands at aprons Nr.3-5, marshaller is available for other stands;

3.2 离场飞行的航空器，在推出开车前必须联系机场放行管制申请放行许可。空中交通管制放行许可的申请不早于发动机开车前 10 分钟进行；

3.2 Departing aircraft shall contact Aerodrome Delivery Control for departure clearance not earlier than 10 minutes prior to push-out for engine start-up;

3.3 在 251、252、261-263、W103-W107、816、817、951-958 号机位停靠的航空器可自行滑出，在其它停机坪停靠的航空器须由牵引车推出；航空器须由牵引车拖拽进离 636-640 号公务机位，严禁自滑入位；

3.3 The aircraft parking at stands Nr. 251, 252, 261-263, W103-W107, 816, 817, 951-958 may taxi out on its own power; Aircraft parking/docking at other aprons need to be pushed-back by tow tractors; Aircraft parking at business stands Nr.636-640 shall taxi in or be pushed back by tow tractors, taxiing in these stands by its own power is strictly forbidden.

3.4 发动机试车，须经航空公司机务代理向首都机场飞行区管理部运行监控室申请并获得许可后，在指定的地点进行。严禁在廊桥附近、客机坪和滑行道上试大车；

3.4 The maintenance agency of the airlines should ask for the clearance of engine run-ups from Aircraft Operation Control Center of Aerodrome (AOCC, tel: 64535867 or 64535868), and it shall be carried out at a designated location. Fast engine run-ups in the vicinity of boarding bridges, on apron or TWYs are strictly forbidden;

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

使用机位/The stand in use	不能同时使用的机位/ The stands forbidden to be used	使用机位/The stand in use	不能同时使用的机位/ The stands forbidden to be used
105	A106	N206	N206L and N206R
106	A106	N206L or N206R	N206
A106	105. 106	N207	N207L and N207R
112	A113	N207L or N207R	N207
113	A113	951	951L and 951R
A113	112. 113	951L or 951R	951
N104	N104L and N104R	952	952L and 952R
N104L or N104R	N104	952L or 952R	952
N105	N105L and N105R	953	953L and 953R
N105L or N105R	N105	953L or 953R	953
N106	N106L and N106R	M09	M09L and M09R
N106L or N106R	N106	M09L or M09R	M09
N205	N205L and N205R	M10	M10L and M10R
N205L or N205R	N205	M10L or M10R	M10

3.6 W211-W213 机位仅用于除冰；

3.6 Stands W211-W213 are only used for aircraft de-icing;

3.7 本场设立了多个推出等待点（PB），详见AD2.24-2A/2B；

3.7 Push-back holding points (PB) are established, Refer to AD2.24-2A/2B for details;

3.8 为降低碳排放及噪音,停靠 301-337、401-414、501-536 机位的航空器建议关闭 APU，接驳地面 400HZ 电源及空调系统；

3.8 Aircraft parking on stands Nr.301-337, 401-414, 501-536 should close APU, and use ground 400HZ ground unit and air conditioning systems, so as to

reduce carbon emission and noise.

3.9 机位使用限制

3.9 Limits for aircraft parking on the following stands:

3.9.1 近机位/ Bridge stands

停机位/Stands	航空器翼展限制/ Wing span limits for aircraft
Nr. 212, 221, 308, 507-509	80m
Nr. 405, 531, 536	69m
Nr. 107, A113, 208, 210, 214, 217, 220, 224, 301-303, 307, 331, 335-337, 406-410, 510-514, 516, 518, 521, 525, 526, 528-530, 532, 535	65m
Nr. 219, 523	64m
Nr. A106, 223	61m
Nr. 515, 517, 519, 520, 522, 524, 533, 534	52m
Nr. 113, 209, 213, 233, 234, 237	48m
Nr. 218, 227, 332, 333	45m
Nr. 111, 112, 114, 207, 306, 527	44m
Nr. 105, 106, 226, 228-230, 232, 235, 236, 304, 305, 315, 317, 319, 321, 334, 501, 503, 505	38m
Nr. 103, 104, 108, 110, 115, 205, 206, 211, 215, 216, 225, 231, 238-240, 309-314, 316, 318, 320, 322-330, 401-404, 411-414, 502, 504, 506	36m
Nr. 116	34m

3.9.2 远机位/ Remote stands

停机位/Stands	航空器翼展限制/

	Wing span limits for aircraft
Nr. 701, 702, 951, 955, N103-N106, N205-N207, M01, M02, 361, 463	80m
Nr. 931,932,938, 939	80m(fuselage≤80m)
Nr. N109, 561	69m
Nr. 254, 455, 462, 565, 603, 604, 608-612, 703, 704, 706-710, 807-811, 952-954, 956-958, W105, W107, W109, W111, W203, W205, W207-W213,N107, N108, N203, N204, N208-N211, M03, M05, M07, M09, M10	65m
Nr. 933,934,936, 937， W308-W311	65m(fuselage≤76m)
Nr. 554, 555, 563, 605, W103, W104, N103, N202	61m
Nr. 454, 457, 552, 553, N101, N102, N201, M04, M06, M08	52m
Nr. 351, 352, 358, 465, 558-560, 801-806, 812-814, W106, W108A	48m
Nr. W113	45m
Nr. 602	44m
Nr. 353-356, 360, 456, 458, 464, 466, 551, 815	38m
Nr. 253, 357, 359, 451-453, 459-461, 556, 562, 564, 639, 640, 711-714, 721-725, 731-735, 816, 817, 951L/R, 952L/R, 953L/R, W101, W108, W110, W112, W201, W202, W204, W206,N104L/R, N105L/R, N106L/R, N110, N205L/R, N206L/R, N207L/R, N212, N213, M09L/R, M10L/R, M11	36m
Nr. 935,940,W301-W307	36m (fuselage≤47m)
Nr. N121-N128	36m (fuselage<45m)
Nr. 818-821	36m (fuselage≤40m)
Nr. 636-638	32m

Nr. 626	30.5m
Nr. 251, 252, 622-625, 627-635, 726-730, N215-N220	29m
Nr. 261-264, 267, 268, 641-652, N214	24m

3.10 公务机机位使用限制/Limits for business aircraft parking on the following stands:

停机位/Stands	航空器翼展限制/ Wing span limits for aircraft
Nr. N104L-106L, N104R-106R, M09L, M09R, M10L, M10R, 639, 640	36m
Nr. 636-638	32m
Nr. 626	30.5m
Nr. 622-625, 627-635, 726-730, N215-N218	29m
Nr. 261-264, 267, 268, 641-652,N214	24m

3.11 仅供航空器停放的机位/Stands only parking for aircraft

停机位/Stands	使用规则/Operational rules
Nr. W101, W108A, W206, W501-W511, N110, N214-N218, M09L, M09R, M10L, M10R, M12-M14, 264, 267, 622-625, 630-640, 641-652, 951L-953L, 951R-953R.	1. Aircraft shall taxi in and be pushed back by tow tractors, taxiing in and out by its own power is strictly forbidden; 2. These stands are only available for aircraft parking, ground support activities such as passengers embarkation and disembarkation, refueling, cargo loading and unloading is forbidden.

3.12 航空器除冰规定

3.12 Aircraft deicing rules

3.12.1 一般要求：根据不同运行情况，首都机场采用机位除冰和定点除冰两种除冰模式，机组如需确认除冰模式可联系本公司运控或塔台。

3.12.1 General rules: Two ways of deicing depending on different situations: deicing at designated location and deicing at parking stands. Aircrew shall contact TWR or AOC to confirm deicing ways.

3.12.2 首都机场启动定点除冰时，采用定点除冰为主，机位除冰为辅的模式，机组如需确认除冰模式可联系本公司运控或塔台。

3.12.2 When deicing at designated location implemented, it is the mainly way for deicing. Aircrew shall contact TWR or AOC to confirm deicing ways.

3.12.3 定点除冰航空器到达定点除冰位

3.12.3 Procedures of deicing at designated location

3.12.3.1 确定除冰需求并说明：有除冰需求的航空器在申请放行许可前告知公司运控，需向放行席说明有除冰需求。

3.12.3.1 Deicing demand: Before applying for delivery clearance, aircraft with deicing demand shall report to AOC, then report to Delivery the deicing demands.

3.12.3.2 推出滑行：按管制单位指令推出并滑行至对应的除冰等待点。

3.12.3.2 Push-back and taxi: aircraft shall follow ATC instructions to push-back and taxi to deicing holding position.

3.12.3.3 除冰等待

3.12.3.3 Deicing holding

a.除冰等待点:本场共设置 12 个除冰等待点(详见 AD2.24-2A/2B)/Deicing holding position: there are 12 deicing holding positions (refer AD2.24-2A/2B)

起飞跑道 RWY	对应除冰区域 Corresponding Deicing Areas	等待位置编号 Holding position Nr.	排队区域 line-up
36L	Nr.1 deicing area	11	TWY Z2(east of TWY Z7)

		12	TWY D1(north of TWY C1)
36R	Nr.2 deicing area	21	TWY Z9(south of TWY F4)
		23	TWY Z3(north of TWY F7)
36R	Nr.3 deicing area	31	TWY Y2(south of TWY G1)
		32	TWY Y2(north of TWY U6)
01	Nr.4 deicing area	41	TWY Y5(south of TWY K1)
		42	TWY Y5(north of TWY U9)
18L/18R	Nr.7 deicing area	71	TWY D4(south of TWY S4)
		72	TWY S4(east of TWY D4)
18L	Nr.8 deicing area	81	TWY H(south of TWY J5)
19	Nr.9 deicing area	91	TWY J(south of TWY J6)

b.在除冰等待点等待的航空器跟随引导车，引导进入除冰位。

b. Aircraft shall follow the follow-me vehicle to the deicing stands.

3.12.4 可执行慢车除冰的机型有：B737、A310、A318、A319、A320、A321、EMB190/195、B757、

3.12.4 Aircraft types applicable for engine idle deicing: B737, A310, A318, A319, A320, A321,

B767、A330、A350、B777、B787。首都机场原则上在定点除冰坪仅执行慢车除冰，且可执行慢车除冰的航空器默认执行慢车除冰,如所属航空公司不参与慢车除冰、航空器故障等情况,执行关车除冰，应申请在机位内除冰。

EMB190/195, B757, B767, A330, A350, B777, B787. In principle, aircraft shall implement engine idle deicing at the designated location. With airlines's request or aircraft failure, engine off deicing can be implemented at stands.

3.12.5 慢车除冰流程

3.12.5 Procedures of engine idle deicing

3.12.5.1 引导入位：机位无引导人员，除冰航空器跟随引导车到达除冰位，引导车脱离后，机组注意观察左侧地面的“STOP”停止标志（位于中线左侧 10 米处），当“STOP”标志位于左座机组 9 点钟方向时，可刹停飞机，保持慢车状态，将一部 VHF 设备转频至 128.2MHz（适用于 1 号、2 号、7 号除冰区使用）/127.025MHz（适用于 3 号、8 号除冰区使用）/126.225MHz（适用于 4 号、9 号除冰区使用），并通过 VHF 设备与慢车除冰指挥员建立联系，左前方 LED 信息板显示为：“DEICING STAND xxx, CONTACT 12x.xxx”。

3.12.5.1 No marshaller guidance, aircraft shall follow the follow-me vehicle to the deicing stands. aircrew shall observe the “STOP” sign on the ground at left side(10m left to RCL). When “STOP” sign at the 9 o'clock direction of left pilot, pilot shall brake and keep the engine idle, change one VHF frequency to 128.2MHz(for Nr. 1, 2, 7 deicing area)/127.025MHz(for Nr. 3, 8 deicing area)/126.225MHz(for Nr. 4, 9 deicing area), and then contact engine idle deicing guide, front-left LED information board shows: “DEICING STAND xxx, CONTACT 12x.xxx”.

3.12.5.2 除冰准备：航空器入位停好后，设置停留刹车，做好除冰准备，向慢车除冰指挥员确认除/防冰需求。LED 显示内容为“FLIGHT NUMBER, KEEP IDLE PARKING BREAK”。

3.12.5.2 When aircraft parked already, keep idle, set parking break and do deicing preparations, then confirm deicing/anti-icing demands with deicing guide. LED information board shows: “FLIGHT NUMBER, KEEP IDLE PARKING BREAK”.

3.12.5.3 除冰作业：慢车除冰作业期间，机组应保持发动机慢车，禁止移动航空器，并长守慢车除冰频率，LED 信息板显示内容为“FLIGHT

3.12.5.3 During the engine idle deicing period, aircrew shall keep the engine idle, aircraft is prohibited to get moved, and keep the engine idle

NUMBER，KEEP IDLE ，DEICING”。如遇紧急情况，机组应立即与慢车除冰指挥员取得联系。

deicing frequency on. LED information board shows:“FLIGHT NUMBER, KEEP IDLE, DEICING”. If any emergency, contact engine idle deicing guide immediately.

3.12.5.4 除冰结束：慢车除冰结束后，慢车除冰指挥员向机组通报除冰信息，包括 I 型液用量、II 型液用量、除冰起止时间、除冰后的保持时间，机组按需记录并在接到慢车除冰指挥员的转频指令后，将 VHF 设备转频至 GND（适用于 36R/18L 跑道以西区域）或 APN（适用于 36R/18L 跑道以东区域）频段，通过 VHF 设备申请滑出除冰位。LED 信息板显示内容为“FLIGHT NUMBER，START TIME xx: xx，HOT xx MIN”。当除冰信息通报完毕后，LED 信息板显示内容为“CONTACT GND 或 APN”。

3.12.5.4 When engine idle deicing completed, deicing guide will inform aircrew the deicing data on the LED information board, aircrew record it on demand. After obtained change frequency clearance from deicing guide, contact GND(for west area of RWY36R/18L) or APN(for east area of RWY36R/18L) and apply for taxiing out deicing stands. LED information board shows: “FLIGHT NUMBER，START TIME xx: xx，HOT xx MIN”. When the information report finished, the LED information board shows: “CONTACT GND or APN”.

3.12.6 除冰注意事项

3.12.6 Notes for deicing

3.12.6.1 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。

3.12.6.1 Aircrew shall control the throttle carefully, avoiding the exhausted gas causing damage to support personnel and equipment, when aircraft exit the deicing stands.

3.12.6.2 本场有部分定点除冰位与运行机位重合，入位除冰位时跟随引导车，并关注地面上对应除冰位的入位标志，除冰位入位标志为：该标识与正常机位入位标志不同，标志底色为红色，文字为黄色，文字内容为：“DEICING XXX”。滑行时

3.12.6.2 Some parking stands also use as deicing stands. Aircraft shall follow the follow-me vehicle and pay attention to the marking “DEICING XXX” written in yellow with red background. The marking is different from normal stands. Make sure taxi into

注意确保准确进入正确的除冰位。

the correct deicing stand.

3.12.6.3 慢车除冰过程中，机组发现无法通过甚高频通信工具与除冰指挥员联系时，应立即关闭飞机发动机，并开启机上全部灯光作为信号，提示除冰指挥员。

3.12.6.3 During the engine idle deicing period, if aircrew fail to contact with the personnel via VHF, aircrew shall turn off engine and turn on all the lights on the aircraft to inform the de-icing guide.

3.12.6.4 慢车除冰过程中，若机组关闭了航空器发动机，则按除冰指挥员指令进行关车除冰作业。

3.12.6.4 If engine turned off during the engine idle deicing period, engine off deicing shall be implemented with the instructions of de-icing guide.

3.12.7 APU 故障航空器除冰

3.12.7 APU failure aircraft deicing

3.12.7.1 若需关车除冰的航空器已知 APU 故障，机组须在推出前向塔台进行说明并联系本公司运控申请机位除冰及除冰车。

3.12.7.1 Aircraft planning to implement engine off deicing , if APU failure detected, aircrew shall report to TWR before pushed-back and contact AOC to apply for deicing at parking stand and deicing vehicle.

3.12.7.2 计划参与慢车除冰航空器，APU 故障不影响执行定点除冰。

3.12.7.2 Aircraft planning to implement engine idle deicing , deicing at designated location does not affected by APU failure.

3.12.7.3 若在定点除冰期间突发 APU 故障，机组应立即向除冰指挥员进行说明，按照机务建议操作。

3.12.7.3 When APU fails during deicing at designated location, aircrew shall report to de-icing guide immediately, and operate with suggestions.

3.13 机场机坪运行管理规定

3.13 Apron operations rules

3.13.1 本场航空器 36R/18L 跑道以东全部投用的停机位及相邻滑行道(具体滑行道包括:Y1 滑行道

3.13.1 APN control implements in area east of RWY18L/36R including all the parking stands and

(不含 G 与 H 之间段),G0 以南的 G 滑行道,Y4 滑行道(不含 J 与 K 之间段),K0 以南的 K 滑行道,Y2、Y5 滑行道全段,G0、G1、G2、K0、K1、K2 滑行道全段,J(不含)与 Y2 之间的 T1 滑行道,Y5 与 H(不含)之间的 T2 滑行道,J(不含)与 Y1 之间的 T3 滑行道,Y4 与 H(不含)之间的 T4 滑行道,J1(不含)以东的 Y3 滑行道,J4(不含)以西的 Y6 滑行道,Y8、Y9、J5、J6、S8 滑行道全段,H2(不含)以北的 Y7 滑行道,Y7 与 H 之间(不含)的 S7、S6、H0、H1 滑行道,U2(不含)以北的 J 滑行道)实施机坪运行管理;本场一号航站楼近机位、二号航站楼近机位、2 号坪远机位、6 号坪、7 号坪、8 号坪、W1 坪、W2 坪、W3 坪、W5 坪、W6 坪、N1 坪、N12 坪及上述停机位相邻滑行道（具体滑行道包括：Z6（含）与 M7（含）之间的 F，Z6（含）与 F2 之间的 Z3，Z4，Z6，D3（含）以东的 M，F（含）与 HP9 之间的 Z2，S3（含）以南的 D4，S5 以北的 D4，D1，D3，D5，D6，D10, F（含）以西的 M3/M4/M5/M6/M7，F 以西的 F7/F4/F3，Z0，Z1，Z7-Z12，Z15，Z16，Z18，C1，S3，W5 和 W6 坪内滑行道）实施机坪运行管理。北京机坪(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。

TWYs (Y1 excludes segment BTN G and H, G south of G0, Y4 excludes segment BTN J and K, K south of K0, Y2, Y5, G0, G1, G2, K0, K1, K2, T1 BTN J(excluded) and Y2, T2 BTN Y5 and H(excluded), T3 BTN J(excluded) and Y1, T4 BTN H(excluded) and Y4, Y3 east of J1(excluded), Y6 west of J4(exclude), Y8,Y9, J5, J6, S8, Y7 north of H2(excluded), segments of S6, S7, H0, H1 BTN Y7 and H(excluded), J north of U2(excluded)); Bridge stands of Terminal 1 and Terminal 2, remote stands of Apron Nr.2, Apron Nr.6-8, W1-W3, W5, W6, N1, N12 including all the parking stands and TWYs(F BTN Z6(included) and M7(included), Z3 BTN Z6(included) and F2, Z4, Z6, M east of D3(included), Z2 BTN F(included) and HP9, D4 south of S3(included), D4 north of S5, D1, D3, D5, D6, D10, M3-M7 west of F(included), F3/F4/F7 west of F, Z0, Z1, Z7-Z12, Z15, Z16, Z18, C1, S3, TWYs in Apron Nr.W5 and W6).Aircraft push-back, start-up, taxiing and other operations in the APN control area shall follow the instructions of APN.

3.13.2 18L/36R 跑道以东为东区机坪管制区域,T2 滑行道(含)以南为东区机坪管制“APN01”区,T2 滑行道(不含)以北为东区机坪管制“APN02”区。

3.13.2 APN east of RWY18L/36R divided into two APN areas, which are APN01 south of TWY T2(inclusive) and APN02 north of TWY T2.

3.13.3 机坪运行管理范围内离港航空器推出开车滑行:

3.13.3 Within APN control area, departure aircraft pushing back shall:

a.航空器向北京放行(DEL)申请放行许可;

a. Obtain delivery clearance from DEL.

b.航空器准备完毕,经北京放行(DEL)同意后,向北京机坪(APN)申请推出开车许可;

b. Obtain push-back and start-up clearance from DEL when aircraft standby.

c.离港航空器首次联系北京机坪(APN)时,机组应向机坪运行指挥员通报停机位编号;

c. Flight crew shall inform parking stands Nr. to controller on the initial contact with APN.

d.航空器取得北京机坪(APN)许可后方可推出开车,推出时需向北京机坪(APN)证实推出方向或程序,北京机坪(APN)发布许可指令后,机组应在5min之内执行;超过 5min 仍未推出开车视为指令失效,机组需要重新申请推出开车;

d. Aircraft shall push-back and start-up after APN clearance. When push back, verify pushing-back direction and/or pushing-back procedures with APN. Aircraft shall follow the APN instructions within 5 minutes or re-apply the clearance if not fulfill in time.

e.航空器推出开车后,向北京机坪(APN)申请滑行许可。

e. Obtain taxiing clearance from APN after pushing back.

3.13.4 机坪运行管理范围内进港航空器滑行:
航空器进入机坪前,联系北京机坪(APN)取得停机位信息,并申请进一步滑行许可。

3.13.4 Within apron operation control areas, arrival aircraft shall contact APN for stands information and further taxiing clearance before entry apron.

4. 进、离场管制规定

4. Air traffic control regulations

无

Nil

5. 机场的 II/III 类运行

5. CAT II/III operations at AD

5.1 36R 和 01 号跑道满足低能见度 II 类运行标准,36R 跑道满足低能见度IIIA 类运行标准;

5.1 RWY36R and RWY01 meet LVO CAT II operating standards, and RWY36R meets the LVO CAT IIIA operating standards;

5.2 在低能见度 II 类运行期间，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。

5.2 During LVO CAT II operation, if needed, arrival and departure aircraft can apply to TWR for follow-me vehicle;

5.3 在低能见度 IIIA 类运行期间，所有进港航空器在本场滑行，机组须向机坪管制、塔台申请“FOLLOW ME”引导车引导。

5.3 During LVO CAT III operation, all arrival aircraft shall apply to APN or TWR for follow-me vehicle ;

5.4 当机场能见度（VIS）小于 800m 或任一可实施低能见度运行跑道的跑道视程（RVR）小于 550m，或云底高低于 60m 时，华北空管局塔台将启动低能见度运行程序；当 36R 跑道视程 RVR 数值低于 300m，且气象部门预测有持续降低的趋势时，华北空管局塔台根据运行需要启动 IIIA 类运行，按照如下规则选用跑道：

5.4 When VIS is less than 800m or RVR of any runway that can implement LVO is less than 550m, or when the ceiling is less than 60m, TWR will implement Low Visibility Operation Procedures; when the RVR of RWY36R is lower than 300m, and shows downward trend, TWR will implemnet CAT IIIA operation and select the runway according to the following rules:

RVR(m) RWY	550-400	400-300	300-200	200-175	175-150	150-90
36L	take-off	-	-	-	-	-
36R	take-off, landing	take-off, landing	take-off, landing	landing, HUD take-off	HUD take-off	-
01	take-off, landing	take-off, landing	take-off	HUD take-off	HUD take-off	HUD take-off

5.5 基于平视显示系统（HUD）的起飞

5.5 Low visibility take-off based on HUD

5.5.1 本场 36R 跑道可实施基于使用 HUD 的 RVR150m 起飞,01 跑道可实施基于使用 HUD 的

5.5.1 RWY36R conducting take-off with RVR 150m based on HUD and RWY01 conducting take-off with

RVR90m 起飞,须满足以下执行条件:

a. 航空公司经过局方特殊批准;

b. 航空公司具备机载 HUD,且经过局方批准;

c. 机组经过培训,具备资质。

5.5.2 注意事项

5.5.2.1 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。

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

5.5.2.3 航班进入跑道前,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。

5.5.2.4 使用 HUD 起飞的航班,地面滑行应按照固定路线滑行,在地面滑行时须由引导车引导。

01/36R 跑道出港航班地面引导路线:

RVR 90m based on HUD shall satisfy the following conditions:

a. Special authorization for airlines;

b. Special authorization for on-board HUD;

c. Special authorization for crew members.

5.5.2 Notes:

5.5.2.1 When conducting low visibility operation, flight crew shall pay attention to ATIS and do self-check of HUD capabilities and weather conditions.

5.5.2.2 Flight crew shall report to ATC when applying for delivery clearance, if it is capable of HUD take-off.

5.5.2.3 Flight crew will decide whether departure or not before entering into the RWY according to the RVR actual situations. If flight crew decide to continue departing or taxiing back, follow-me vehicle will detach or guide aircraft back.

5.5.2.4 All aircraft conducting take-off with HUD shall taxi on fixed route and be guided by follow-me vehicle. Fixed route for take-off from RWY01/36R:

RWY	RVR	Route
01	RVR≥150m	(TWY J→T3)/T3/T1→TWY

		K→TWY K(BTN TWY Q1 and TWY Q0); or /T3/T1→TWY Y4→TWY K1 (beyond TWY K)
36R (East)	RVR≥150m	TWY T2/T4→TWY Y1→TWY G0→TWY G0 (beyond TWY G) ; or (TWY H→TWY T4)/T4/T2→TWY G→TWY G(BTN TWY G1 and TWY G0)
36R (West)	RVR≥150m	TWY Z3 (north of TWY Z2)/Z2→TWY F→TWY F (north of TWY W2)/TWY F (north of TWY W0); or TWY Z3 (north of TWY Z2)/ Z2→TWY Z3→TWY Z3 (north of TWY F0)
01	RVR≥90m	TWY (J→T3)/T3/T1→TWY K→TWY K(BTN TWY Q1 and TWY Q0)

5.5.2.5 36R 跑道 IIIA 类运行期间，除塔台管制员许可外，任何车辆、航空器不得进入 M7 以南的 F 滑，包括 F 滑与 Z3 之间的 F0-F4、F7；T5 以南的 G 滑，包括 G 滑与 H 滑之间的 T1-T4、G3-G7 和 W0-W4、E0-E6、A0、A1 所含区域。

5.5.2.5 During RWY36R implement CAT-IIIA operation, without any TWR's permission, aircraft are forbidden to enter TWY F(south of M7, including F0-F4, F7 between TWY F and TWY Z3) and TWY G (south of T5, including T1-T4, G3-G7, W0-W4,E0-E6, A0 ,A1 between TWY G and TWY H)

5.5.2.6 01 跑道使用 HUD 实施 RVR90m 起飞期间，除塔台管制员许可外，任何车辆、航空器不得进入 K7 以南的 K 滑，包括 K 滑与 J 滑之间的 T1-T6、K3-K6、Y4、Y6 以及 Q0-Q7 所含区域。

5.5.2.6 During RWY01 conducting HUD RVR90m take off, without any TWR's permission, aircraft are forbidden to enter TWY K(south of K7, including T1-T6,K3-K6,Y4,Y6, Q0-Q7 between TWY K and TWY J)

6. 除冰规则

无

6. Rules for deicing

Nil

7. 平行跑道同时仪表运行

7.1 平行跑道全部实施独立平行离场，为了保障与相邻跑道离场航空器之间的安全间隔，所有使用中间跑道（36R/18L）离场的航空器应在起飞后按照标准离场程序(SID)或离场指令飞行，禁止向两侧偏转；所有使用两侧跑道（36L/18R 和 01/19）离场的航空器应在起飞后尽早按照标准离场程序(SID)或离场指令实施转弯，禁止向中间跑道（36R/18L）偏转。

7. Simultaneous operations on parallel runways

7.1 All parallel runways are implement independent parallel departures. In order to keep the safety separation, the aircraft departing from the middle runway (RWY36R/18L) shall follow SID procedure or departure instruction after take-off. And it is forbidden to deflect to both sides. The aircraft departing from RWY36L/18R or RWY01/19 shall follow SID procedure or departure instruction as soon as possible after take-off. And it is forbidden to deflect to the middle runway(RWY36R/18L).

7.2 36L/36R/01 号跑道可实施相关平行仪表进近，独立平行仪表离场。若运行条件符合要求，36L、01 跑道实施独立平行仪表进近。

7.2 RWY36L/36R/01 may be used for dependent parallel ILS approaches, independent parallel departures. If the operating conditions meet the requirements, RWY36L/01 may be used for independent parallel approaches.

7.3 18L/18R/19 号跑道可实施相关平行仪表进近，

7.3 RWY18L/18R/19 may be used for dependent

独立平行仪表离场。

parallel ILS approaches, independent parallel departures.

7.4 使用同一跑道的航空器间的间隔：

7.4 Separation of aircraft using the same runway:

7.4.1 使用同一跑道进近的航空器之间的着陆间隔为 12km 或尾流间隔；当使用 36R/18L 跑道时，着陆间隔为 15km 或尾流间隔。

7.4.1 Aircrafts using the same runway for approach and landing shall keep 12km or wake turbulence separation; 15km or wake turbulence separation are required when Aircraft use RWY36R/18L for approach and landing.

7.4.2 离场航空器在开始起飞滑跑时，向同一跑道运行的进场航空器应距跑道入口端 5 公里（含）以上。

7.4.2 When departing aircraft begins to conduct take-off run, the aircraft approaching to the same runway shall be not less than 5km from the runway threshold.

7.4.3 航空器着陆后应尽快（飞越跑道入口端置完全脱离跑道应在 50 秒内）脱离跑道，如需使用更长的时间占用跑道应尽可能在着陆前通知塔台管制员。

7.4.3 Landing aircraft shall vacate the runway as soon as possible (within 50 seconds from flying over RWY THR to vacating the RWY), otherwise inform TWR controller before landing.

7.5 航空器驾驶员得到仪表进近的指令后，尽可能根据机载设备（如 ACAS）监控周边航空器的运行状态，并尽最大可能建立目视间隔；同时在管制员通报其它航空器的相对位置时，向管制员报告已建立目视间隔。

7.5 Upon receipt of approaching clearance, the pilot shall monitor the operating situations of other aircraft in the vicinity using airborne equipment such as ACAS and establish the visual separation as practicable, then report ‘visual separation established' when the controller notifies the relative position to other aircraft.

7.6 当发现航空器进入非侵入区时，进近或雷达监

7.6 when an aircraft is observed penetrating the No

控管制员会立即通过塔台频率超控塔台管制员的正常指令，指挥受影响的航空器进行紧急避让。当其它航空器驾驶员听到这样的指挥时，应尽可能在不影响进近或雷达监控管制员的指令的前提下与塔台管制员进行通信。

Transgression Zone, the approach controller or the final radar monitor controller will override the tower controller on the tower frequency immediately and instruct the aircraft on the adjacent ILS localizer course to avoid the deviating aircraft; at the same time, other pilots listening watch on tower frequency shall avoid unnecessary radio transmissions.

7.7 当出现风切变、颠簸、下降气流、强侧风或雷暴天气等可能会加大航空器偏离仪表着陆系统航向道的程度时，航空器驾驶员应立即向管制员报告。根据收到的机组报告和气象信息，空中交通管制部门将决定是否终止平行跑道同时仪表进近/离场，实施隔离平行运行。

7.7 Under certain adverse weather conditions (e.g. windshear, turbulence, downdrafts, crosswind or thunderstorm) which might increase ILS localizer course deviations to the extent that safety may be impaired and/or an unacceptable number of deviation alerts would be generated, report the situation to controller immediately. According to the reports and weather information, ATC unit will decide the necessity to terminate the dependent/ independent parallel ILS approaches or independent parallel departures and implement the segregated parallel approaches/departures.

7.8 实施相关平行进近时，管制员在指挥航空器转向五边前，会根据流量指挥机组改用另一条落地跑道进近，机组在下降过程中应做好充分准备，如不能接受更改跑道，机组需及时报告，管制员根据空中情况决定航空器是否继续进近。

7.8 As dependent parallel approaches in force, before turning onto final, the ATC may conduct the A/C to change to another RWY. If it can not be accepted, flight crew shall report to ATC soon and follow the instructions to continue the approach or not.

8. 警告

8. Warning

机场围界全线安装照明灯，不要将围界照明灯光

Do not mistake the airport freeway lights and airport

及机场高速路的灯光误认为跑道灯光。

boundary lights for runway lights.

9. 直升机飞行限制，直升机停靠区

9. Helicopter operation restrictions and helicopter parking / docking area

直升机进、出停机位必须由引导车引导。

Helicopters shall be guided by follow-me vehicle for entry into/exit from parking stands.

ZBAA AD 2.21 噪音限制规定及减噪程序

ZBAA AD 2.21 Noise restrictions and Noise abatement procedures

1 在保证安全超障和飞行程序最低爬升梯度的条件下，执行如下起飞减噪程序：

1 Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following operating procedures for the take-off climb shall be implemented:

1.1 从起飞至高度 500 米(1600 英尺)，用起飞推力和起飞襟翼并以 V2+20km/h（10 海里/小时）速度爬升；

1.1 From taking off to the altitude 500m (1600ft), use take-off power and take-off setting flaps/slats, maintain a climb speed of V2 plus 20km/h(10kt) ;

1.2 在高度 500 米(1600 英尺)时，减小功率至爬升功率，保持原有襟翼和速度继续爬升；

1.2 At altitude 500m (1600ft), reduce engine power/thrust to climb power/thrust and maintain a speed of V2 plus 20km/h(10kt) with flaps and slats in the take-off configuration;

1.3 高度 950 米(3100 英尺)时，转为正常航路爬升速度并按规定收襟翼。

1.3 At altitude 950m (3100ft), accelerate and retract flaps/slats on schedule while maintaining a positive rate of climb, and complete the transition to normal en-route climb speed.

2 因 01/19 号跑道夜间噪音控制限制运行，可能导

2 RWY01/19 operation restriction for night noise

致每日 15:30-17:00 时段进港航空器出现盘旋等待的情况，建议预计此时段进港的航空器增加备用油量。

control, landing aircraft perhaps shall circle for holding, suggest to increase reserve fuel capacity during 15:30-17:00 DLY.

ZBAA AD 2.22 飞行程序

ZBAA AD 2.22 Flight procedures

1. 总则

除经北京进近、进离场或塔台特殊许可外，在北京进近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。

1. General

Flights within Beijing Approach 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

01/19 跑道在跑道东侧进行，高度 350-500 米;18R/36L 跑道在跑道西侧进行，高度 350-650 米。

2. Traffic circuits

For RWY 01/19, Traffic circuits shall be made to the east of RWY, at the altitudes of 350m-500m; for RWY 18R/36L, traffic circuits shall be made to the west of RWY, at the altitudes of 350m-650m.

3. 仪表飞行程序

3.1 正常情况下，严格按照航图中公布的进、离场程序和 ENR 中公布的有关规定飞行。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

3.1 On normal conditions, strict adherence is required to the relevant arrival/departure procedures published in the aeronautical charts and the relevant regulations published in subsection ENR2.2.1. Aircraft may, if necessary, hold or maneuver on an airway, over a navigation facility or a fix designated by ATC.

3.2 进场航空器飞行速度限制如下：

3.2.1 飞行高度 6000m 至 3000m(不含)航空器最大飞行表速不得超过 280kt。

3.2.2 飞行高度 3000m 或以下航空器最大飞行表速不得超过 250kt。

3.2.3 五边进近时,航空器应保持 IAS 不小于 180kt 至距接地点 10NM,应保持 IAS 不小于 160kt 至距接地点 5NM。如果不能执行,机组应在 IAF 前通知 ATC 可用的速度。

3.2.4 当航空器表速超过上述规定,或者不能执行管制员的速度限制要求时,飞行员应及时通报管制员。

3.2 Speed limitations for arrival:

3.2.1 When flying BTN 6000m and 3000m (exclusive), the IAS of A/C should be no more than 280kt.

3.2.2 When flying at 3000m or below, the IAS of A/C should be no more than 250kt.

3.2.3 When approaching on final course, A/C should keep IAS no less than 180kt until 10NM from the touch down point, and keep IAS no less than 160kt until 5NM from the touch down point. If it can not be implemented, report to ATC the available speed before reaching IAF.

3.2.4 If the above-mentioned speed limitations can not be implemented, report to ATC soon.

4. 雷达程序和/或 ADS-B 程序

4.1 北京进近管制区域内实施雷达管制。航空器最小水平间隔为 6km,最小垂直间隔为 300m。

4.2 雷达引导与排序

4.2.1 通常,航空器从 GUVBA、DUGEB、AVBOX、DUMAP、OSUBA 或管制移交点得到进近雷达引

4. Radar procedures and/or ADS-B procedures

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

4.2 Radar vectoring and sequencing

4.2.1 Normally, aircraft will be vectored and sequenced from GUVBA, DUGEB, AVBOX,

导和排序,直至相应的最后进近航迹或目视跑道。管制员根据航空器性能或管制规定,发布雷达引导、上升或下降高度及速度调整的指令,使航空器之间保持规定的雷达间隔或尾流间隔,直至相应的最后进近航迹或目视跑道。

DUMAP, OSUBA or transfer of control points to the appropriate final approach track or to the time when RWY is in sight. Taking into account aircraft characteristics or control regulations, instructions about radar vector, ascent/descent altitudes or speed adjustment will be issued for spacing and separating the aircraft so that stipulated radar intervals and wake intervals are maintained, to the appropriate final approach track or to the time when RWY is in sight.

4.2.2 离场航空器,将按照公布的离场程序运行;或由管制员雷达引导加入标准离场航线。

4.2.2 Departing aircraft shall operate according to SID procedures; or be vectored to join in the standard departure routes by radar controller.

4.2.3 在繁忙时段,进近管制员会对进场航空器进行雷达引导。雷达引导航迹将不同于公布的进场程序。

4.2.3 During rush hour, arrival aircraft will be vectored, radar vectoring track will be different with that of STAR published.

5. 无线电通信失效程序

5. Radio communication failure procedures

无

Nil

6. 目视飞行程序

6. Procedures for VFR flights

无

Nil

7. 目视飞行航线

7. VFR route

无

Nil

8. 目视参考点

无

8. Visual reference point

Nil

9. 其它规定

9.1 对机组的要求

9.1.1 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；

9.1.2 如在地面管制扇区之间移交时出现联系不畅，应在交界点停止滑行，并向原先联系的扇区报告；

9.1.3 专机滑行路线以管制员通知为准；

9.1.4 飞往本场的公务机需自带拖把；

9.1.5 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，须向机场运行监控指挥中心（TAMCC, 电话：64535801，传真：64531114）提出申请，待廊桥撤离后，方可开启灯光；

9.1.6 地面操作人员完全撤离地面滑行灯前方后，

9. Other regulations

9.1 Requirements for pilots:

9.1.1 After vacating RWY, especially under conditions of low visibility, report the RWY designation and TWY designation on initial contact with GND;

9.1.2 If failure to change the assigned GND frequency, stop prior to the intersection of the two GND sectors and contact the original GND frequency;

9.1.3 Taxiing routes of special flight will be instructed by ATC;

9.1.4 Tow bar is not available for business aircraft;

9.1.5 Wing Lights of A330-200 aircraft are forbidden to turn on while rear door connecting with air bridge; contact Terminal Airfield Management Control Center (TAMCC, tel: 64535801, fax: 64531114) for the clearance of turning on the Wing Lights and conduct after the air bridge retracted;

9.1.6 Taxi Lights are forbidden to turn on unless the

方可开启地面滑行灯；

ground personnel have evacuated from the front of the Taxi Lights;

9.1.7 当本场平均风速达到或超过 10.8 米/秒时，航空器在地面运行过程中，禁止使用单侧发动机滑行；

9.1.7 When the mean wind speed reaches to or more than 10.8m/s at the airport, single-engine taxi is strictly forbidden;

9.1.8 降雪天气在本场运行时：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；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；

9.1.8 Operation during snow weather:1) Arrival aircraft with 4 engines (or more) shall keep the outside engines in idle state after vacating RWY until entering into stand.2) Departure aircraft with 4 engines (or more) shall keep the outside engines in idle state after pushing out until entering into RWY;

9.1.9 314-324 号机位的停机线至机尾安全线之间的区域存在能量为+5.4087°至-55.5524°磁偏角 D 空间分布异常。航空器推出至后方滑行道时罗盘恢复正常；

9.1.9 The abnormity of distributing of magnetic declination D space is +5.4087°to -55.5524°, which located in space between stands line of Nr.314-324 and safety line of tail. Aircraft compass return to normal until aircraft are pushed back to the relative TWY;

9.1.10 飞行员在收到起飞指令后，应尽快开始滑跑并保持常守塔台频率直到收到管制员进一步指令。

9.1.10 Aircraft shall take off immediately after receiving take-off clearance by ATC, and keep watch on TWR frequency for further instructions.

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

1. Waypoint list

ID	COORDINATES	ID	COORDINATES
AA405	N401339.0 E1163259.8	AA512	N400000.7 E1165308.6

AA406	N401303.1 E1162634.7	AA513	N400120.3 E1170513.7
AA410	N401344.0 E1164655.0	AA514	N402449.0 E1170053.0
AA411	N401527.7 E1170237.3	AA515	N401645.2 E1155957.9
AA412	N402449.0 E1170053.0	AA516	N390626.6 E1172127.0
AA413	N402936.4 E1165501.5	AA520	N402141.3 E1163410.1
AA414	N403045.0 E1165714.0	AA521	N402220.0 E1164111.6
AA420	N393844.8 E1164052.4	AA522	N401302.6 E1164238.2
AA421	N393923.0 E1164748.0	AA523	N401348.6 E1165122.6
AA422	N400217.0 E1164418.0	AA524	N403206.8 E1164833.6
AA423	N402511 E1164045.0	AA525	N404041.2 E1165815.6
AA424	N403636.1 E1165337.3	AA531	N395245.2 E1163740
AA425	N400303 E1165241.0	AA532	N393838.7 E1163948.9
AA426	N393209.0 E1165720.0	AA533	N391934.5 E1164244.8
AA427	N392305.6 E1170123.7	AA534	N390816.0 E1164428.0
AA428	N390208.2 E1171042.9	AA535	N390726.8 E1170135.4
AA429	N385133.0 E1171523	AA536	N390506.0 E1174627
AA430	N401859.0 E1163330.0	AA537	N385451.1 E1164224.5
AA431	N401856.8 E1155543.0	AA538	N384347.0 E1164043.2
AA432	N400257.2 E1155240.7	AA543	N400217.5 E1164417.9
AA433	N394553.1 E1154927.5	AA544	N400303 E1165241.0
AA434	N391025.7 E1155420.7	AA545	N393209.0 E1165720.0
AA435	N391009 E1160119.0	AA546	N392305.6 E1170123.4
AA436	N390816.0 E1164428.0	AA547	N390159.5 E1171046.7
AA437	N401854 E1154437.0	AA548	N385133.0 E1171523
AA440	N393739.5 E1163835.4	AA553	N393508.1 E1160301.5
AA441	N393620.6 E1162433.9	AA554	N393557.2 E1155019.6
AA442	N392959.0 E1162534.0	AA561	N402525.1 E1154426.8

AA443	N390325.0 E1162943.0	AA562	N401349.0 E1154330.8
AA444	N385048.9 E1160731.1	AA563	N401258.0 E1160106.0
AA445	N402516.0 E1163544.0	AA564	N400213.3 E1160246.5
AA446	N402553.3 E1154558.5	AA565	N394942.1 E1160442.8
AA450	N401333.0 E1162616	AA566	N394240.5 E1160547.8
AA451	N401334.0 E1160144.0	AA567	N392530.5 E1160825.5
AA452	N394554.0 E1155627.0	AA568	N390144.0 E1161201
AA453	N401333 E1155123.0	AA571	N395343 E1163214.0
AA454	N401014.9 E1154828.2	AA572	N394526.2 E1163033.8
AA455	N395103.9 E1153134.2	AA573	N394445.9 E1162010.4
AA462	N394623.3 E1155632.6	AA574	N394330.8 E1160119.5
AA463	N402008.1 E1153531.6	AA575	N394428.8 E1154612.3
AA492	N393747.2 E1163959.0	AA576	N395126.2 E1154448.4
AA493	N401007.0 E1163456.6	AA580	N402423.1 E1163115.7
AA494	N401050.3 E1164247.1	AA581	N402421.3 E1162701.3
AA505	N402006.3 E1162527.1	AA582	N402412.0 E1160923.0
AA510	N395935 E1163636	AA591	N402135.6 E1163308.1
AA511	N395844 E1164144	GUVBA	N4026.0 E11531.8
AVBOX	N3838.9 E11622.7	IGMOR	N3849.9 E11801.9
BOTPU	N3959.1 E11528.5	IDKEX	N4046.7 E11634.0
DOTRA	N4045.4 E11648.1	MUGLO	N3904.2 E11802.1
DUGEB	N3839.7 E11548.2	OSUBA	N4044.2 E11702.2
DUMAP	N3835.5 E11801.8	PEK	N4002.9 E11644.1
ELKUR	N3838.4 E11639.9	RUSDO	N3945.7 E11526.9
ELPOB	N3958.4 E11712.9	SZY	N4006.4 E11625.8

2. Database coding table

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/ TCH	Navigation Specification
RWY01 Departure IDKEX-9ZD								
CA			359		170			RNAV1
DF	AA410			R	↑900			RNAV1
TF	AA411				↑2100	MAX250		RNAV1
TF	AA412				↓4200 ↑3000			RNAV1
TF	AA413				↑3600			RNAV1
TF	IDKEX				↑4200			RNAV1
RWY01 Departure DOTRA-9ZD								
CA			359		170			RNAV1
DF	AA410			R	↑900			RNAV1
TF	AA411				↑2100	MAX250		RNAV1
TF	AA412				↓4200 ↑3000			RNAV1
TF	AA414				↑3600			RNAV1
TF	DOTRA				↑4200			RNAV1
RWY01 Departure ELPOB-9ZD(by ATC)								
CA			359		170			RNAV1
DF	AA410			R	↑900			RNAV1
TF	AA411				↑2100	MAX250		RNAV1
TF	ELPOB				↑2400			RNAV1
RWY01 Departure MUGLO-9YD(by ATC)								
CA			359		170			RNAV1
DF	AA410			R	↑900			RNAV1
TF	AA411				↑2100	MAX250		RNAV1

TF	ELPOB				↑2400			RNAV1
TF	AA516				↑6000			RNAV1
TF	MUGLO				↑6000			RNAV1
RWY01 Departure IGMOR-9YD(by ATC)								
CA			359		170			RNAV1
DF	AA410			R	↑900			RNAV1
TF	AA411				↑2100	MAX250		RNAV1
TF	ELPOB				↑2400			RNAV1
TF	AA516				↑6000			RNAV1
TF	IGMOR				↑6000			RNAV1
RWY36R Departure IDKEX-9YD								
CA			359		900			RNAV1
DF	AA410			R	↑900			RNAV1
TF	AA411				↑2100	MAX250		RNAV1
TF	AA412				↓4200 ↑3000			RNAV1
TF	AA413				↑3600			RNAV1
TF	IDKEX				↑4200			RNAV1
RWY36R Departure DOTRA-9YD								
CA			359		900			RNAV1
DF	AA410			R	↑900			RNAV1
TF	AA411				↑2100	MAX250		RNAV1
TF	AA412				↓4200 ↑3000			RNAV1
TF	AA414				↑3600			RNAV1
TF	DOTRA				↑4200			RNAV1
RWY36R Departure ELPOB-9YD(by ATC)								

CA			359		900			RNAV1
DF	AA410			R	↑900			RNAV1
TF	AA411				↑2100	MAX250		RNAV1
TF	ELPOB				↑2400			RNAV1
RWY36R Departure MUGLO-9ZD								
CF	AA430		359		↑1500			RNAV1
TF	AA431				4200			RNAV1
TF	AA432				5400			RNAV1
TF	AA433				↑6000			RNAV1
TF	AA434							RNAV1
TF	AA435							RNAV1
TF	AA436							RNAV1
TF	MUGLO				↑6000			RNAV1
RWY36R Departure MUGLO-9WD(by ATC)								
CA			359		900			RNAV1
DF	AA410			R	↑900			RNAV1
TF	AA411				↑2100	MAX250		RNAV1
TF	ELPOB				↑2400			RNAV1
TF	AA516				↑6000			RNAV1
TF	MUGLO				↑6000			RNAV1
RWY36R Departure IGMOR-9ZD								
CF	AA430		359		↑1500			RNAV1
TF	AA431				4200			RNAV1
TF	AA432				5400			RNAV1
TF	AA433				↑6000			RNAV1
TF	AA434							RNAV1
TF	AA435							RNAV1

TF	AA436							RNAV1
TF	IGMOR				↑6000			RNAV1
RWY36R Departure IGMOR-9WD(by ATC)								
CA			359		900			RNAV1
DF	AA410			R	↑900			RNAV1
TF	AA411				↑2100	MAX250		RNAV1
TF	ELPOB				↑2400			RNAV1
TF	AA516				↑6000			RNAV1
TF	IGMOR				↑6000			RNAV1
RWY36R Departure ELKUR-9ZD								
CF	AA430		359		↑1500			RNAV1
TF	AA431				4200			RNAV1
TF	AA432				5400			RNAV1
TF	AA433				↑6000			RNAV1
TF	AA434							RNAV1
TF	AA435							RNAV1
TF	ELKUR				↑6000			RNAV1
RWY36R Departure RUSDO-9YD								
CA			359		900			RNAV1
DF	AA450			L	↑900			RNAV1
TF	AA451				↑3000			RNAV1
TF	AA453				3900			RNAV1
TF	AA454				↑4200			RNAV1
TF	RUSDO				↑5700			RNAV1
RWY36R Departure BOTPU-9ZD								
CF	AA430		359		↑1500			RNAV1
TF	AA431				4200			RNAV1

TF	AA437				↑4500			RNAV1
TF	BOTPU				6000			RNAV1
RWY36L Departure MUGLO-9XD								
CA			359		160			RNAV1
DF	AA450			L	↑900			RNAV1
TF	AA451				↑3000			RNAV1
TF	AA452				5400			RNAV1
TF	AA435				↑6000			RNAV1
TF	AA436							RNAV1
TF	MUGLO				↑6000			RNAV1
RWY36L Departure IGMOR-9XD								
CA			359		160			RNAV1
DF	AA450			L	↑900			RNAV1
TF	AA451				↑3000			RNAV1
TF	AA452				5400			RNAV1
TF	AA435				↑6000			RNAV1
TF	AA436							RNAV1
TF	IGMOR				↑6000			RNAV1
RWY36L Departure ELKUR-9YD								
CA			359		160			RNAV1
DF	AA450			L	↑900			RNAV1
TF	AA451				↑3000			RNAV1
TF	AA452				5400			RNAV1
TF	AA435				↑6000			RNAV1
TF	ELKUR				↑6000			RNAV1
RWY36L Departure RUSDO-9ZD								
CA			359		160			RNAV1

DF	AA450			L	↑900			RNAV1
TF	AA451				↑3000			RNAV1
TF	AA453				3900			RNAV1
TF	AA454				↑4200			RNAV1
TF	RUSDO				↑5700			RNAV1
RWY19 Departure IDKEX-8ZD								
CA			179		150			RNAV1
DF	AA511			L	↑300	MAX205		RNAV1
TF	AA512				↑1200			RNAV1
TF	AA513				↑2100			RNAV1
TF	AA514				↓4200 ↑3900			RNAV1
TF	IDKEX				↑4200			RNAV1
RWY19 Departure DOTRA-8ZD								
CA			179		150			RNAV1
DF	AA511			L	↑300	MAX205		RNAV1
TF	AA512				↑1200			RNAV1
TF	AA513				↑2100			RNAV1
TF	AA514				↓4200 ↑3900			RNAV1
TF	DOTRA				↑4200			RNAV1
RWY19 Departure ELPOB-8ZD(by ATC)								
CA			179		150			RNAV1
DF	AA511			L	↑300	MAX205		RNAV1
TF	AA512				↑1200			RNAV1
TF	AA513				↑2100			RNAV1
TF	ELPOB				↑2400			RNAV1

RWY19 Departure MUGLO-8YD(by ATC)								
CA			179		150			RNAV1
DF	AA511			L	↑300	MAX205		RNAV1
TF	AA512				↑1200			RNAV1
TF	AA513				↑2100			RNAV1
TF	ELPOB				↑2400			RNAV1
TF	AA516				↑6000			RNAV1
TF	AA536							RNAV1
TF	MUGLO				↑6000			RNAV1
RWY19 Departure IGMOR-8YD(by ATC)								
CA			179		150			RNAV1
DF	AA511			L	↑300	MAX205		RNAV1
TF	AA512				↑1200			RNAV1
TF	AA513				↑2100			RNAV1
TF	ELPOB				↑2400			RNAV1
TF	AA516				↑6000			RNAV1
TF	AA536							RNAV1
TF	IGMOR				↑6000			RNAV1
RWY19 Departure BOTPU-8YD								
CA			179		150			RNAV1
DF	AA511			L	↑300	MAX205		RNAV1
TF	AA512				↑1200			RNAV1
TF	AA513				↑2100			RNAV1
TF	AA514				↓4200 ↑3900			RNAV1
TF	AA515				↑4800			RNAV1
TF	BOTPU				6000			RNAV1

RWY18L Departure IDKEX-8YD								
CA			179		150			RNAV1
DF	AA511			L	↑300	MAX205		RNAV1
TF	AA512				↑1200			RNAV1
TF	AA513				↑2100			RNAV1
TF	AA514				↓4200 ↑3900			RNAV1
TF	IDKEX				↑4200			RNAV1
RWY18L Departure DOTRA-8YD								
CA			179		150			RNAV1
DF	AA511			L	↑300	MAX205		RNAV1
TF	AA512				↑1200			RNAV1
TF	AA513				↑2100			RNAV1
TF	AA514				↓4200 ↑3900			RNAV1
TF	DOTRA				↑4200			RNAV1
RWY18L Departure MUGLO-8ZD								
CF	AA531		179		↑1200			RNAV1
TF	AA532				↑2400			RNAV1
TF	AA533				↑4200			RNAV1
TF	AA534				↑5100			RNAV1
TF	AA535				↑5700			RNAV1
TF	AA536							RNAV1
TF	MUGLO				↑6000			RNAV1
RWY18L Departure IGMOR-8ZD								
CF	AA531		179		↑1200			RNAV1
TF	AA532				↑2400			RNAV1

TF	AA533				↑4200			RNAV1
TF	AA534				↑5100			RNAV1
TF	AA535				↑5700			RNAV1
TF	AA536							RNAV1
TF	IGMOR				↑6000			RNAV1
RWY18L Departure ELKUR-8ZD								
CF	AA531		179		↑1200			RNAV1
TF	AA532				↑2400			RNAV1
TF	AA533				↑4200			RNAV1
TF	AA534				↑5100			RNAV1
TF	AA537				↑5700			RNAV1
TF	ELKUR				↑5700			RNAV1
RWY18L Departure RUSDO-8YD								
CF	AA531		179		↑1200			RNAV1
TF	AA532				↑2400			RNAV1
TF	AA553				↓4800 ↑4200			RNAV1
TF	AA554				↑4500			RNAV1
TF	RUSDO				↑5700			RNAV1
RWY18L Departure BOTPU-8XD								
CA			179		150			RNAV1
DF	AA511			L	↑300	MAX205		RNAV1
TF	AA512				↑1200			RNAV1
TF	AA513				↑2100			RNAV1
TF	AA514				↓4200 ↑3900			RNAV1
TF	AA515				↑4800			RNAV1

TF	BOTPU				6000			RNAV1
RWY18R Departure RUSDO-8ZD								
CA			179		150			RNAV1
DF	AA571			R	↑900			RNAV1
TF	AA572				↑1500			RNAV1
TF	AA573				↑2400			RNAV1
TF	AA574				↓3900 ↑3000			RNAV1
TF	AA575				↑4200			RNAV1
TF	RUSDO				↑5700			RNAV1
RWY18R Departure BOTPU-8ZD								
CA			179		150			RNAV1
DF	AA571			R	↑900			RNAV1
TF	AA572				↑1500			RNAV1
TF	AA573				↑2400			RNAV1
TF	AA574				↓3900 ↑3000			RNAV1
TF	AA576				↑4200			RNAV1
TF	BOTPU				↑4800			RNAV1
Holding for Departure (outbound time: 1.5min)								
HM	IDKEX	Y	002	R	4500			RNAV1
HM	IGMOR	Y	107	L	6000			RNAV1
HM	AA455	Y	221	L	5400			RNAV1
HM	AA538	Y	193	L	5700			RNAV1
HM	AA575	Y	281	R	4500	MAX250		RNAV1
RWY01 Arrival OSUBA-9ZA								
IF	OSUBA				↓3900 ↑3600			RNAV1

TF	AA424				↓3000			RNAV1
TF	AA423				↓3000 ↑2700			RNAV1
TF	AA422				↓2400			RNAV1
TF	AA421				↓1500	MAX210		RNAV1
RWY01 Arrival DUMAP-9ZA								
IF	DUMAP				↓5400 ↑5100			RNAV1
TF	AA429				↓5400 ↑5100			RNAV1
TF	AA428				5100			RNAV1
TF	AA427				4500			RNAV1
TF	AA426				↑4200			RNAV1
TF	AA425				2400			RNAV1
TF	AA422				↓2400			RNAV1
TF	AA421				↓1500	MAX210		RNAV1
RWY01 Arrival GUVBA-9ZA								
IF	GUVBA				↓4500 ↑4200			RNAV1
TF	AA445				3000			RNAV1
TF	AA423				↓3000 ↑2700			RNAV1
TF	AA422				↓2400			RNAV1
TF	AA421				↓1500	MAX210		RNAV1
RWY01 Transition AA421								
IF	AA421				↓1500	MAX210		RNAV1
TF	AA420				1200			RNAV1
RWY01 Missed Approach								

CA			359		230			RNAV1
DF	PEK			R	600			RNAV1
RWY01 Holding (outbound time: 1min)								
HM	PEK	Y	179	L	600			RNAV1
RWY36L/36R Arrival AVBOX-9ZA								
IF	AVBOX				↓5400 ↑5100			RNAV1
TF	AA443				4500			RNAV1
TF	AA442				2700			RNAV1
TF	AA441				2400	MAX210		RNAV1
RWY36L/36R Arrival DUGEB-9ZA								
IF	DUGE B				↓5400 ↑5100			RNAV1
TF	AA444				↑5100			RNAV1
TF	AA443				4500			RNAV1
TF	AA442				2700			RNAV1
TF	AA441				2400	MAX210		RNAV1
RWY36L/36R Arrival GUVBA-9YA(by ATC)								
IF	GUVBA				↓4500 ↑4200			RNAV1
TF	AA463				3900			RNAV1
TF	AA462				3000			RNAV1
TF	AA441				2400	MAX210		RNAV1
RWY36R Transition AA441								
IF	AA441				2400	MAX210		RNAV1
TF	AA492				2100			RNAV1
RWY36R Missed Approach								
CF	AA493		359		↑300			RNAV1

TF	AA494				↑700			RNAV1
TF	PEK				1200	MAX210		RNAV1
RWY36R Holding (outbound time: 1min)								
HM	PEK	Y	179	L	1200			RNAV1
RWY36L Transition AA441								
IF	AA441				2400	MAX210		RNAV1
TF	AA440				2100			RNAV1
RWY36L Missed Approach								
CF	AA405		359		↑400			RNAV1
TF	AA406				↑600			RNAV1
TF	SZY				900	MAX190		RNAV1
TF	PEK				1800			RNAV1
RWY36L Holding (outbound time: 1min)								
HM	PEK	Y	179	L	1800			RNAV1
RWY19/18L Arrival OSUBA-8ZA								
IF	OSUBA				↓3900 ↑3600			RNAV1
TF	AA525				↓3600			RNAV1
TF	AA524				↓3000			RNAV1
TF	AA523				↓2100			RNAV1
TF	AA522				↓1800			RNAV1
TF	AA521				1200	MAX210		RNAV1
RWY19/18L Arrival DUMAP-8ZA								
IF	DUMAP				↓5400 ↑5100			RNAV1
TF	AA548				↓5400			RNAV1
TF	AA547				↓5100			RNAV1

TF	AA546				4500			RNAV1
TF	AA545				4200			RNAV1
TF	AA544				2400			RNAV1
TF	AA543				↓2400			RNAV1
TF	AA522				↓1800			RNAV1
TF	AA521				1200	MAX210		RNAV1
RWY19/18L Arrival AVBOX-8ZA								
IF	AVBOX				↓5400 ↑5100			RNAV1
TF	AA548				↓5400			RNAV1
TF	AA547				↓5100			RNAV1
TF	AA546				4500			RNAV1
TF	AA545				4200			RNAV1
TF	AA544				2400			RNAV1
TF	AA543				↓2400			RNAV1
TF	AA522				↓1800			RNAV1
TF	AA521				1200	MAX210		RNAV1
RWY19 Transition AA521								
IF	AA521				1200	MAX210		RNAV1
TF	AA520				1200			RNAV1
RWY19 Missed Approach								
CA			179		200			RNAV1
DF	PEK			L	600			RNAV1
RWY19 Holding (outbound time: 1min)								
HM	PEK	Y	359	R	600			RNAV1
RWY18L Transition AA521								
IF	AA521				1200	MAX210		RNAV1

TF	AA591				1200			RNAV1
RWY18L Missed Approach								
CF	AA510	Y	179		↑300	MAX210		RNAV1
DF	PEK			L	1200			RNAV1
RWY18L Holding (outbound time: 1min)								
HM	PEK	Y	359	R	1200			RNAV1
RWY18R Arrival DUGEB-8ZA								
IF	DUGEB				↓5400 ↑5100			RNAV1
TF	AA568				5100			RNAV1
TF	AA567							RNAV1
TF	AA566				5100			RNAV1
TF	AA565				↑4500			RNAV1
TF	AA564				3600			RNAV1
TF	AA563				3000			RNAV1
TF	AA582				2700			RNAV1
TF	AA581				1500	MAX210		RNAV1
RWY18R Arrival DUGEB-8YA								
IF	DUGEB				↓5400 ↑5100			RNAV1
TF	AA568				5100			RNAV1
TF	AA567							RNAV1
TF	AA566				5100			RNAV1
TF	AA565				↑4500			RNAV1
TF	AA564				3600			RNAV1
TF	AA563				3000			RNAV1
TF	AA562				↑3000			RNAV1

TF	AA561				↑2700			RNAV1
TF	AA582				2700			RNAV1
TF	AA581				1500	MAX210		RNAV1
RWY18R Arrival GUVBA-8ZA								
IF	GUVBA				↓4500 ↑4200			RNAV1
TF	AA582				2700			RNAV1
TF	AA581				1500	MAX210		RNAV1
RWY18R Transition AA581								
IF	AA581				1500	MAX210		RNAV1
TF	AA580				1500			RNAV1
RWY18R Missed Approach								
CA			179		170			RNAV1
DF	SZY			R	↑700	MAX210		RNAV1
TF	AA505				1200			RNAV1
Holding for Arrival (outbound time: 1min)								
HM	OSUBA	Y	198	R	3600			RNAV1
HM	AA446	Y	098	R	3000			RNAV1
HM	AA561	Y	098	R	3000			RNAV1
Holding for Arrival (outbound time: 1.5min)								
HM	DUGEB	Y	033	L	5100			RNAV1
HM	AVBOX	Y	022	L	5100			RNAV1
HM	DUMAP	Y	297	R	5100			RNAV1

ZBAA AD 2.23 其它资料

全年有鸟类活动。机场当局采取了驱赶措施，鸟

ZBAA AD 2.23 Other information

Activities of bird flocks are found in the whole year.

的活动情况如下：

Aerodrome Authority resorts to dispersal methods to reduce bird activities. The details of bird activities as follows:

Migratory Season	Direction of activity	Flight height within AD	Characteristic
Spring (day)	migrate S to N	20-500m	Group, all size
	migrate W to northeast	20-100m	Group, medium size
		20-500m	Group, big bird
Spring (night)	migrate S to N	10-500m	Group, big and medium size
		0-50m	Scattered, medium size
Summer (day)	(in the airport)	10-200m	Group, small and medium size
Summer (night)	(in the airport)	5-50m	A few, small and medium size
Autumn (day)	migrate northeast to southwest or N to S	10-200m	Group, small and medium size
Autumn (night)	migrate N to S	10-500m	Group, medium and big size
Autumn	(in the airport)	0-100m	Group, small size
Winter	(in the airport)	10-500m	Scattered, big bird
	(in the airport)	0-100m	Group, small size