

**GENERAL****Operational Hours**

**ATS Hours / AD OPS Hours / AD ADMIN Hours:** H24

**Airport Information**

**RFF:** CAT 9

**PCN:** RWY 16R/34L: 79/F/B/W/T

RWY 16L/34R: 93/R/B/W/T (0-1000m / 0-3280ft from both end), 74/R/B/W/T (central part)

**Operation****RWY Restriction**

When segregated parallel APCH/DEP implemented, RWY 16R/34L is used for DEP, RWY 16L/34R is used for LDG (except ACFT with wingspan above 68.5m / 225ft), please pay attention to the ATIS information. ACFT with wingspan above 68.5m / 225ft are only allowed to use RWY 16R/34L for DEP/LDG followed by ATC instructions.

**TWY Restriction**

TWY A4, A6 (E of A), M1 width 18m / 59ft.

TWY Q between stand 601 and 610 MAX wingspan 36m / 118ft.

**Taxi/Parking**

Follow-me/Towing AVBL via GND.

180° turns on TWY is prohibited for all ACFT.

Turn pad at RWY 34L end, only AVBL for ACFT with MAX wingspan 52m / 170ft.

**Warnings**

**CG NDB** unusable: Within 3NM of bearing 340°.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 280KT (520km/h) from FL100 / 3000m up to FL197 / 6000m.

MAX IAS 250KT (460km/h) below FL100 / 3000m.

**Arrival Procedure****VFR Traffic Pattern**

RWY 34L/R right-hand circuit, ALT 300m / 984ft CAT A/B, ALT 300m - 500m / 984ft -1640ft CAT C/D.

**Non-standard GP Intercept Position on****RWY 34L**

GP intercepts RWY 34L at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 3286m / 10781ft.

**RWY 34R**

GP intercepts RWY 34R at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2886m / 9469ft.

**DEPARTURE****| Take-off Minima**

| RWY                     |           | 16L/34R, 16R/34L |                |
|-------------------------|-----------|------------------|----------------|
| 2 Turbine or<br>3+4 ENG | ft - m/km | 0 - 450R         | REDL+RCLL, LVP |
|                         |           | 0 - 500R         | REDL           |
| 0 - 500R                |           | wo LGT, HJ only  |                |
| Others<br>1+2 ENG       |           | 0 - 1.6V         | -              |

**Speed**

MAX IAS 280KT (520km/h) from FL100 / 3000m up to FL197 / 6000m.

MAX IAS 250KT (460km/h) below FL100 / 3000m.

**De-Icing**

De-Icing at stand designated by GND; contact TWR when finished.

South de-icing APN contact 128.850.

Effective 13-SEP-2018

06-SEP-2018

TSN-ZBTJ

2-10

China Tianjin Binhai

AGC

AFC

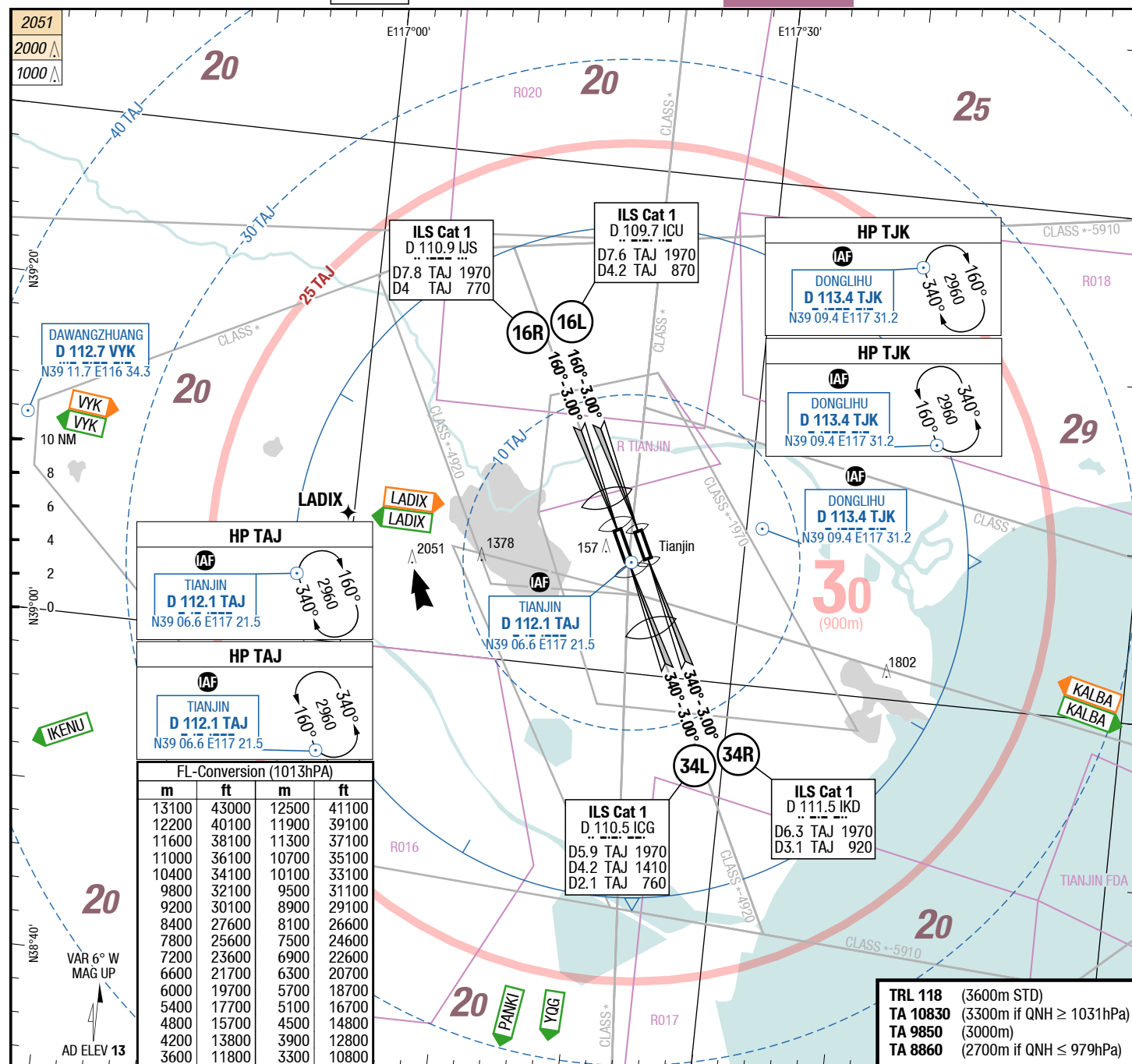
AFC

AFC

Binhai Tianjin China

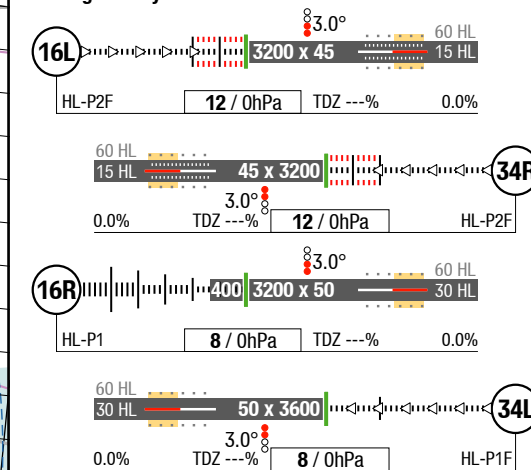
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AFC



**ATIS** 126.400  
**APP** 127.900 AP01 120.900  
 125.250 AP02, 0000-1000 120.900  
**TWR** 118.200 130.000  
 118.875 118.425  
**GND** 121.950 121.650  
**APN** 128.850  
**DLV** 121.800

## Landing RWY system:



Changes: Nil

Effective 13-SEP-2018

06-SEP-2018

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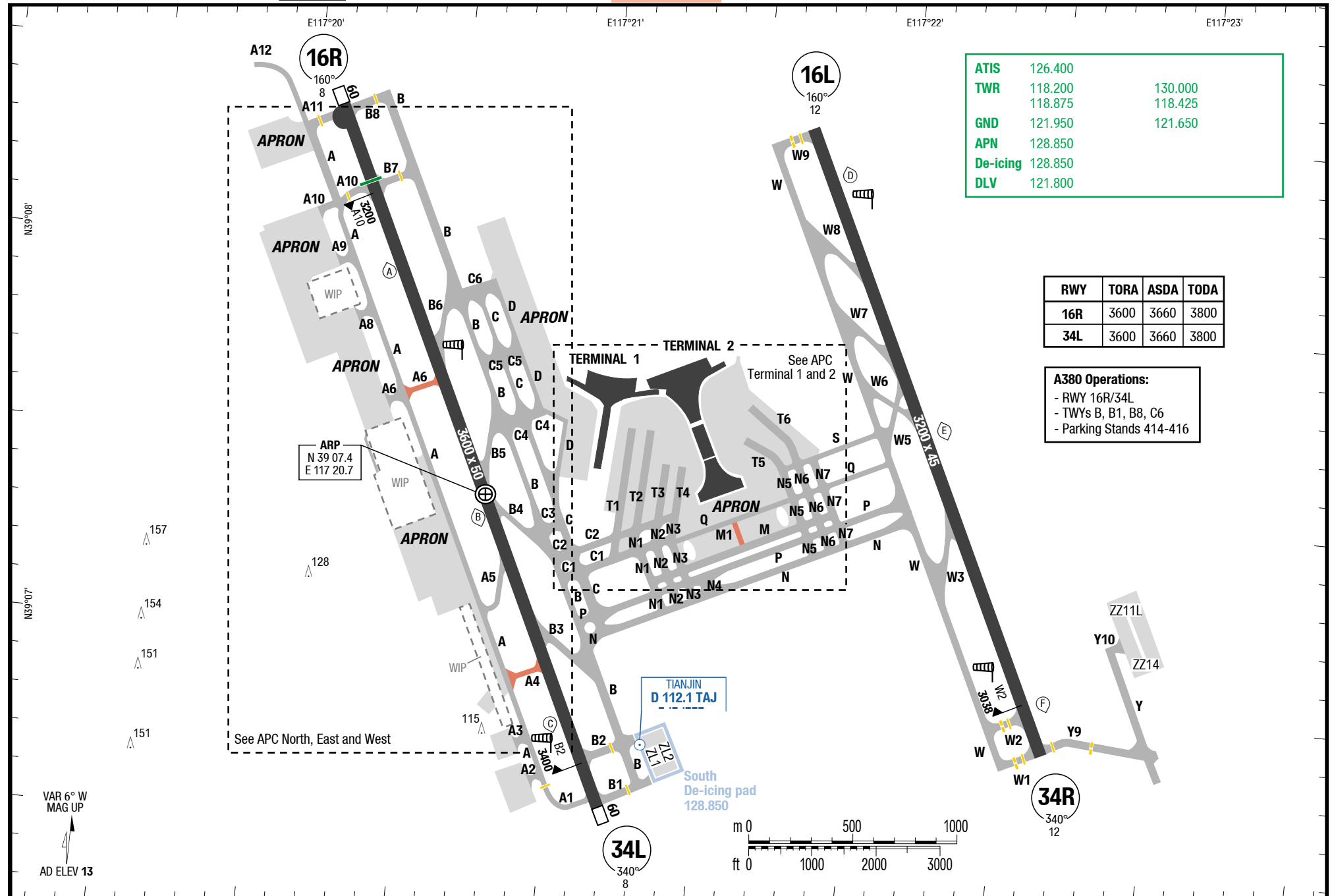
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3-20



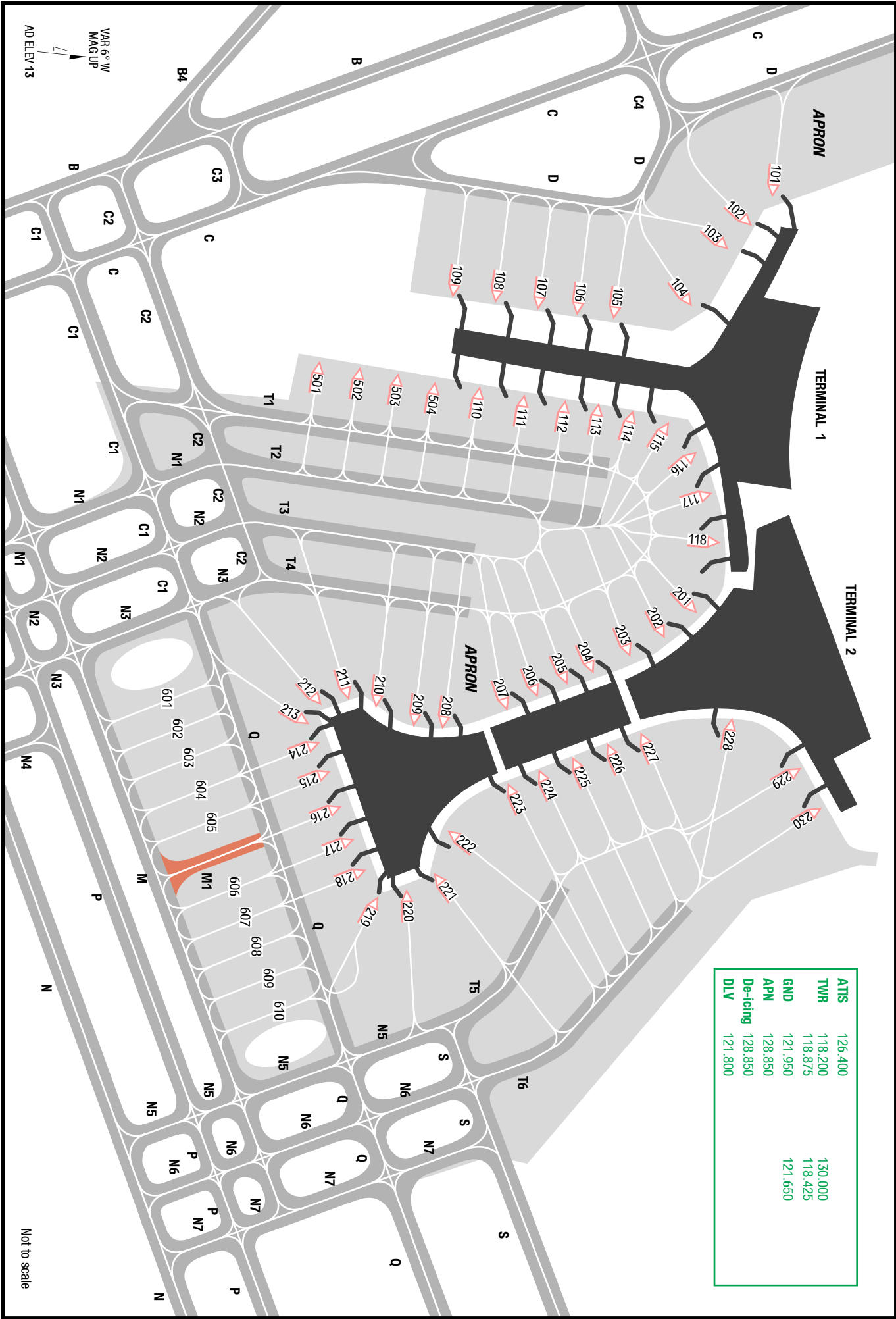
|          |         |         |
|----------|---------|---------|
| ATIS     | 126.400 |         |
| TWR      | 118.200 | 130.000 |
|          | 118.875 | 118.425 |
| GND      | 121.950 | 121.650 |
| APN      | 128.850 |         |
| De-icing | 128.850 |         |
| DLV      | 121.800 |         |

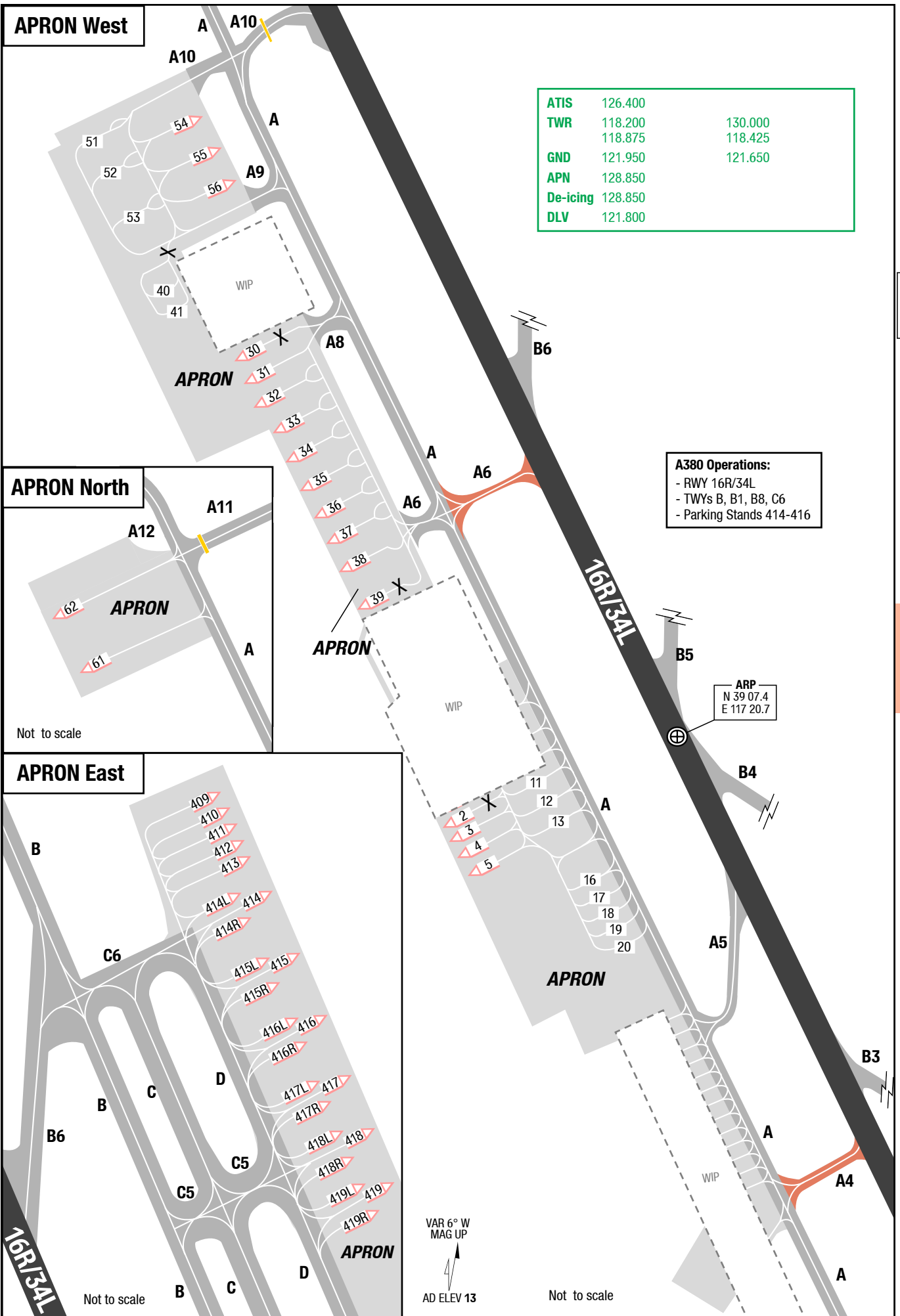
| RWY | TORA | ASDA | TODA |
|-----|------|------|------|
| 16R | 3600 | 3660 | 3800 |
| 34L | 3600 | 3660 | 3800 |

|                          |
|--------------------------|
| <b>A380 Operations:</b>  |
| - RWY 16R/34L            |
| - TWYs B, B1, B8, C6     |
| - Parking Stands 414-416 |

Changes: WIP

|          |         |         |
|----------|---------|---------|
| ATIS     | 126.400 |         |
| TWR      | 118.200 | 130.000 |
|          | 118.875 | 118.425 |
| GND      | 121.950 | 121.650 |
| APN      | 128.850 |         |
| De-icing | 128.850 |         |
| DLV      | 121.800 |         |





**APRON West**

**APRON North**

**APRON East**

Not to scale

Not to scale

Not to scale

**TSN-ZBTJ**

SIDs RWYs 34L/R

## SIDs RWYs 16L/R

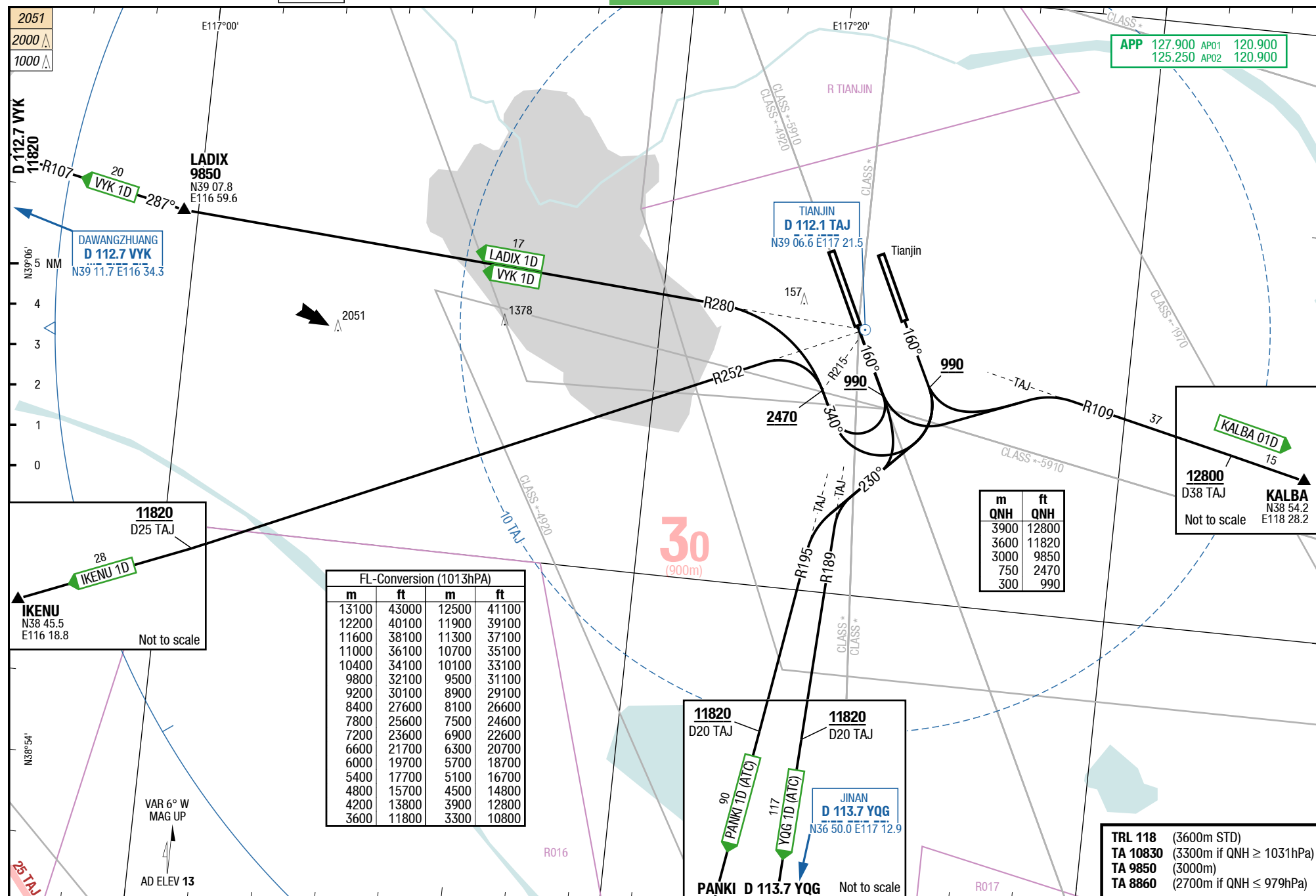
SID

SID

SIDs RWYs 34L/R

## SIDs RWYs 16L/R

4-10



Changes: ALT, ASP, OBST, Editorial

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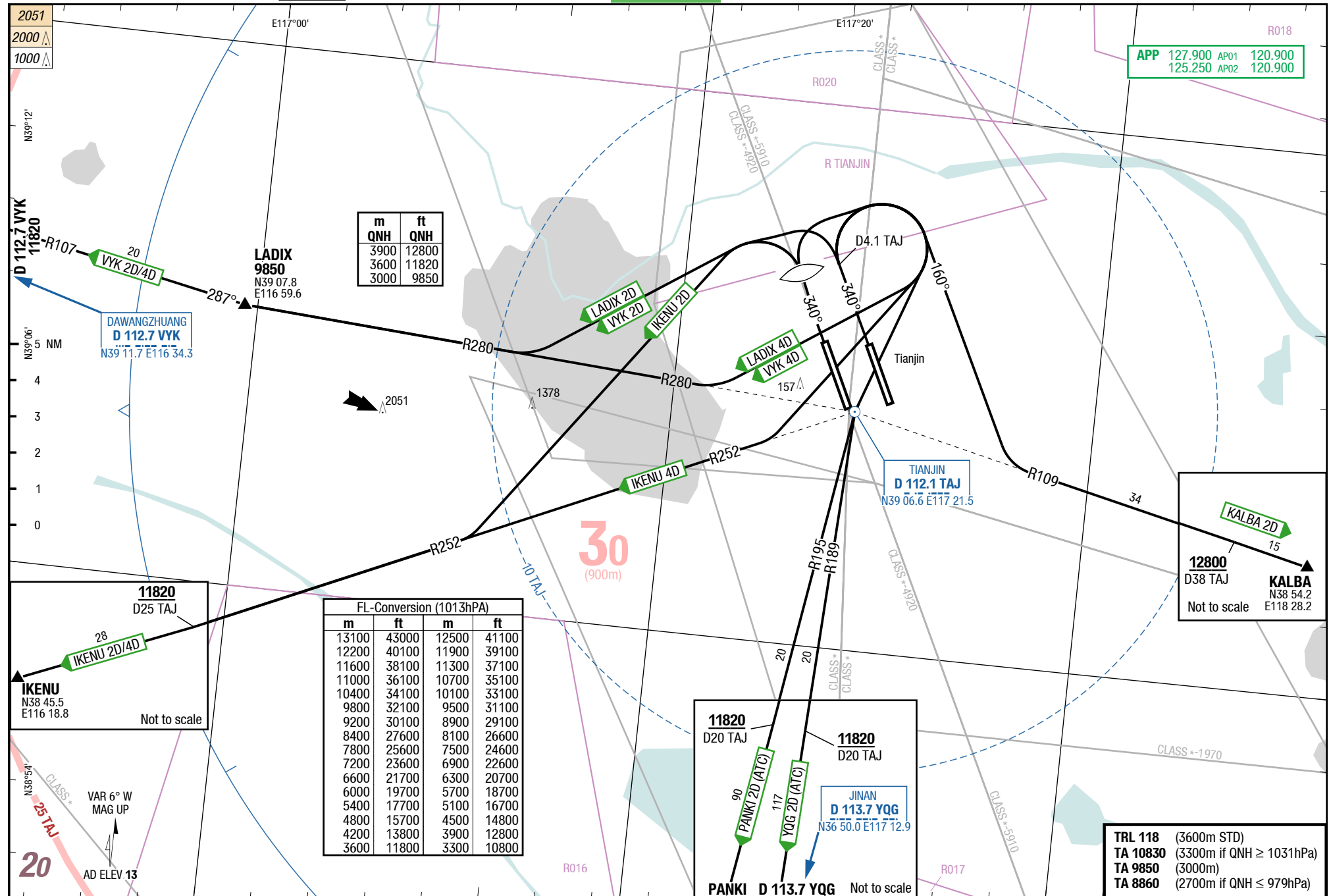
**TSN-ZBTJ**

## SIDs RWYs 34L/R

SID

SID

## SIDs RWYs 34L/R





10-AUG-2017

TSN-ZBTJ

5-10

SIDs RWYs 16L/R

IKENU 1D / KALBA 01D / LADIX 1D / PANKI 1D / VYK 1D / YQG 1D

RWY 16L (160°)

|      |        |     |     |     |     |     |      |
|------|--------|-----|-----|-----|-----|-----|------|
|      | GS     | 120 | 150 | 180 | 210 | 240 | 270  |
| 3.4% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1000 |

| DESIGNATOR  | ROUTING                     | ALTITUDES                                   |
|---|-----------------------------|---|
|   | <b>Runway 16L</b>           |   |
| <b>IKENU 1D</b><br>3.4% to 990<br><b>127.900</b>          | No procedure text published | R252/D25 <b>TAJ MNM 11820</b>               |
| <b>KALBA 01D</b><br>3.4% to 990<br><b>127.900</b>         | No procedure text published | R109/D38 <b>TAJ MNM 12800</b>               |
| <b>LADIX 1D</b><br>3.4% to 990<br><b>127.900</b>          | No procedure text published | LADIX at <b>9850</b>                        |
| <b>PANKI 1D</b><br>3.4% to 990<br>(ATC)<br><b>127.900</b> | No procedure text published | R195/D20 <b>TAJ MNM 11820</b>               |
| <b>VYK 1D</b><br>3.4% to 990<br><b>127.900</b>            | No procedure text published | LADIX at <b>9850</b><br><b>VYK at 11820</b> |
| <b>YQG 1D</b><br>3.4% to 990<br>(ATC)<br><b>127.900</b>   | No procedure text published | R189/D20 <b>TAJ MNM 11820</b>               |

10-AUG-2017

**TSN-ZBTJ****5-20****SIDs RWYs 16L/R****IKENU 1D / KALBA 01D / LADIX 1D / PANKI 1D / VYK 1D / YQG 1D****RWY 16R (160°)**

|      |        |     |     |     |     |     |      |
|------|--------|-----|-----|-----|-----|-----|------|
|      | GS     | 120 | 150 | 180 | 210 | 240 | 270  |
| 3.4% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1000 |

| <b>DESIGNATOR</b>   | <b>ROUTING</b>              | <b>ALTITUDES</b>                            |
|---|-----------------------------|---|
|   | <b>Runway 16R</b>           |   |
| <b>IKENU 1D</b><br>3.4% to 990<br><b>127.900</b>          | No procedure text published | R252/D25 <b>TAJ MNM 11820</b>               |
| <b>KALBA 01D</b><br>3.4% to 990<br><b>127.900</b>         | No procedure text published | R109/D38 <b>TAJ MNM 12800</b>               |
| <b>LADIX 1D</b><br>3.4% to 990<br><b>127.900</b>          | No procedure text published | LADIX at <b>9850</b>                        |
| <b>PANKI 1D</b><br>3.4% to 990<br>(ATC)<br><b>127.900</b> | No procedure text published | R195/D20 <b>TAJ MNM 11820</b>               |
| <b>VYK 1D</b><br>3.4% to 990<br><b>127.900</b>            | No procedure text published | LADIX at <b>9850</b><br><b>VYK at 11820</b> |
| <b>YQG 1D</b><br>3.4% to 990<br>(ATC)<br><b>127.900</b>   | No procedure text published | R189/D20 <b>TAJ MNM 11820</b>               |

10-AUG-2017

TSN-ZBTJ

5-30

SIDs RWYs 34L/R

IKENU 2D / IKENU 4D / KALBA 2D / LADIX 2D / LADIX 4D / PANKI 2D / VYK 2D / VYK 4D / YQG 2D

RWY 34L (340°)

|      |        |     |     |     |      |      |      |
|------|--------|-----|-----|-----|------|------|------|
|      | GS     | 120 | 150 | 180 | 210  | 240  | 270  |
| 4.5% | ft/MIN | 600 | 700 | 900 | 1000 | 1100 | 1300 |

| DESIGNATOR   | ROUTING                     | ALTITUDES                                   |
|--|-----------------------------|---|
|  | <b>Runway 34L</b>           |   |
| <b>IKENU 2D</b><br>4.5%<br><b>127.900</b>          | No procedure text published | R252/D25 <b>TAJ MNM 11820</b>               |
| <b>IKENU 4D</b><br>4.5%<br><b>127.900</b>          | No procedure text published | R252/D25 <b>TAJ MNM 11820</b>               |
| <b>KALBA 2D</b><br>4.5%<br><b>127.900</b>          | No procedure text published | R109/D38 <b>TAJ MNM 12800</b>               |
| <b>LADIX 2D</b><br>4.5%<br><b>127.900</b>          | No procedure text published | LADIX at <b>9850</b>                        |
| <b>LADIX 4D</b><br>4.5%<br><b>127.900</b>          | No procedure text published | LADIX at <b>9850</b>                        |
| <b>PANKI 2D</b><br>4.5%<br>(ATC)<br><b>127.900</b> | No procedure text published | R195/D20 <b>TAJ MNM 11820</b>               |
| <b>VYK 2D</b><br>4.5%<br><b>127.900</b>            | No procedure text published | LADIX at <b>9850</b><br><b>VYK at 11820</b> |
| <b>VYK 4D</b><br>4.5%<br><b>127.900</b>            | No procedure text published | LADIX at <b>9850</b><br><b>VYK at 11820</b> |
| <b>YQG 2D</b><br>4.5%<br>(ATC)<br><b>127.900</b>   | No procedure text published | R189/D20 <b>TAJ MNM 11820</b>               |

10-AUG-2017

TSN-ZBTJ

5-40

SIDs RWYs 34L/R

IKENU 2D / IKENU 4D / KALBA 2D / LADIX 2D / LADIX 4D / PANKI 2D / VYK 2D / VYK 4D / YQG 2D

RWY 34R (340°)

|      |        |     |     |     |      |      |      |
|------|--------|-----|-----|-----|------|------|------|
|      | GS     | 120 | 150 | 180 | 210  | 240  | 270  |
| 4.5% | ft/MIN | 600 | 700 | 900 | 1000 | 1100 | 1300 |

| DESIGNATOR   | ROUTING                     | ALTITUDES                                   |
|--|-----------------------------|---|
|  | <b>Runway 34R</b>           |   |
| <b>IKENU 2D</b><br>4.5%<br><b>127.900</b>          | No procedure text published | R252/D25 <b>TAJ MNM 11820</b>               |
| <b>IKENU 4D</b><br>4.5%<br><b>127.900</b>          | No procedure text published | R252/D25 <b>TAJ MNM 11820</b>               |
| <b>KALBA 2D</b><br>4.5%<br><b>127.900</b>          | No procedure text published | R109/D38 <b>TAJ MNM 12800</b>               |
| <b>LADIX 2D</b><br>4.5%<br><b>127.900</b>          | No procedure text published | LADIX at <b>9850</b>                        |
| <b>LADIX 4D</b><br>4.5%<br><b>127.900</b>          | No procedure text published | LADIX at <b>9850</b>                        |
| <b>PANKI 2D</b><br>4.5%<br>(ATC)<br><b>127.900</b> | No procedure text published | R195/D20 <b>TAJ MNM 11820</b>               |
| <b>VYK 2D</b><br>4.5%<br><b>127.900</b>            | No procedure text published | LADIX at <b>9850</b><br><b>VYK at 11820</b> |
| <b>VYK 4D</b><br>4.5%<br><b>127.900</b>            | No procedure text published | LADIX at <b>9850</b><br><b>VYK at 11820</b> |
| <b>YQG 2D</b><br>4.5%<br>(ATC)<br><b>127.900</b>   | No procedure text published | R189/D20 <b>TAJ MNM 11820</b>               |

10-AUG-2017

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China **Tianjin** Binhai

RNAV STARs RWY 34L

## RNAV STARs RWY 16R

# STAR

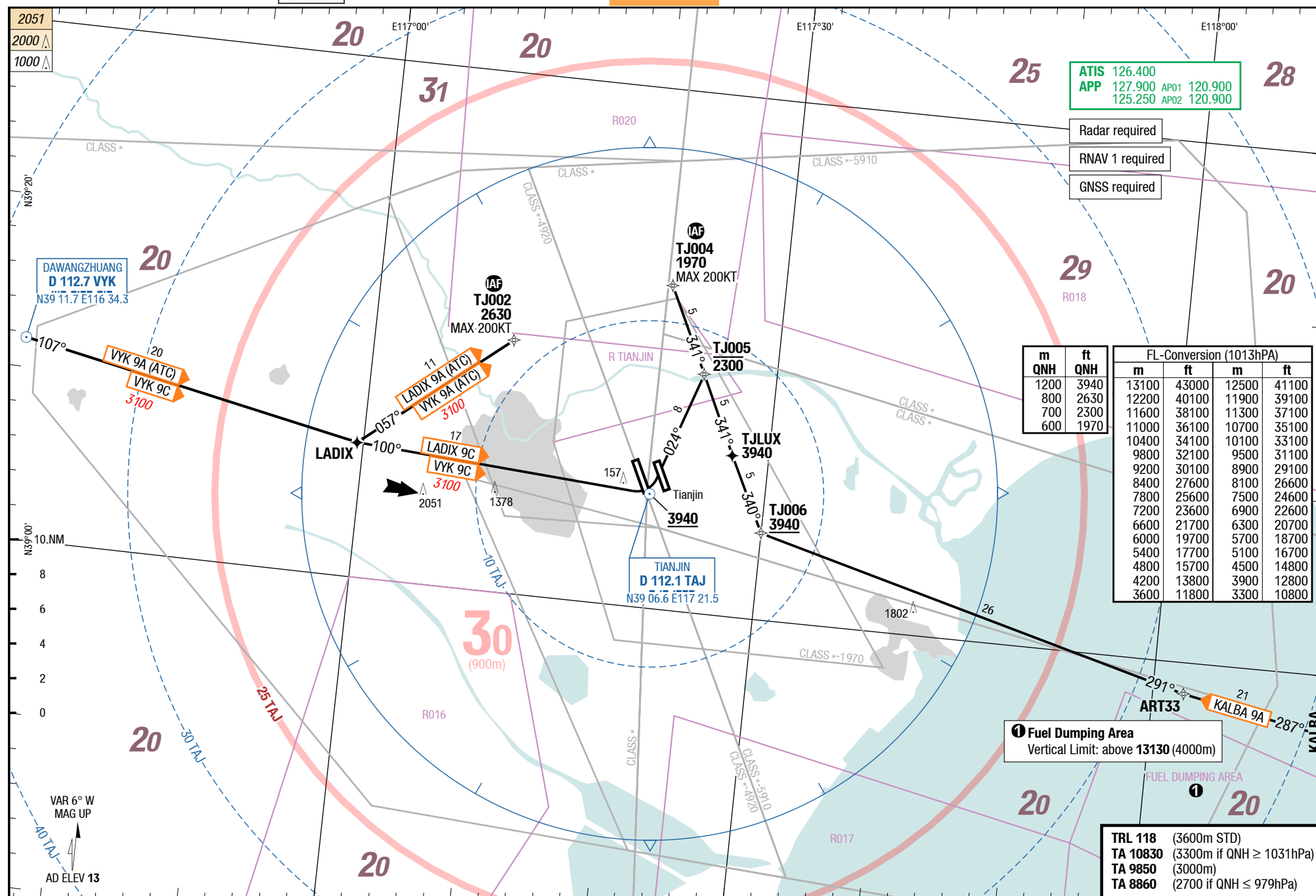
# STAR

Binhai **Tianjin** China

RNAV STARs RWY 34L

## RNAV STARs RWY 16R

6-10



Changes: MTCA, MGA, ASP, WPT CF16R removed, OBST

Effective 17-AUG-2017

10-AUG-2017

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6-20

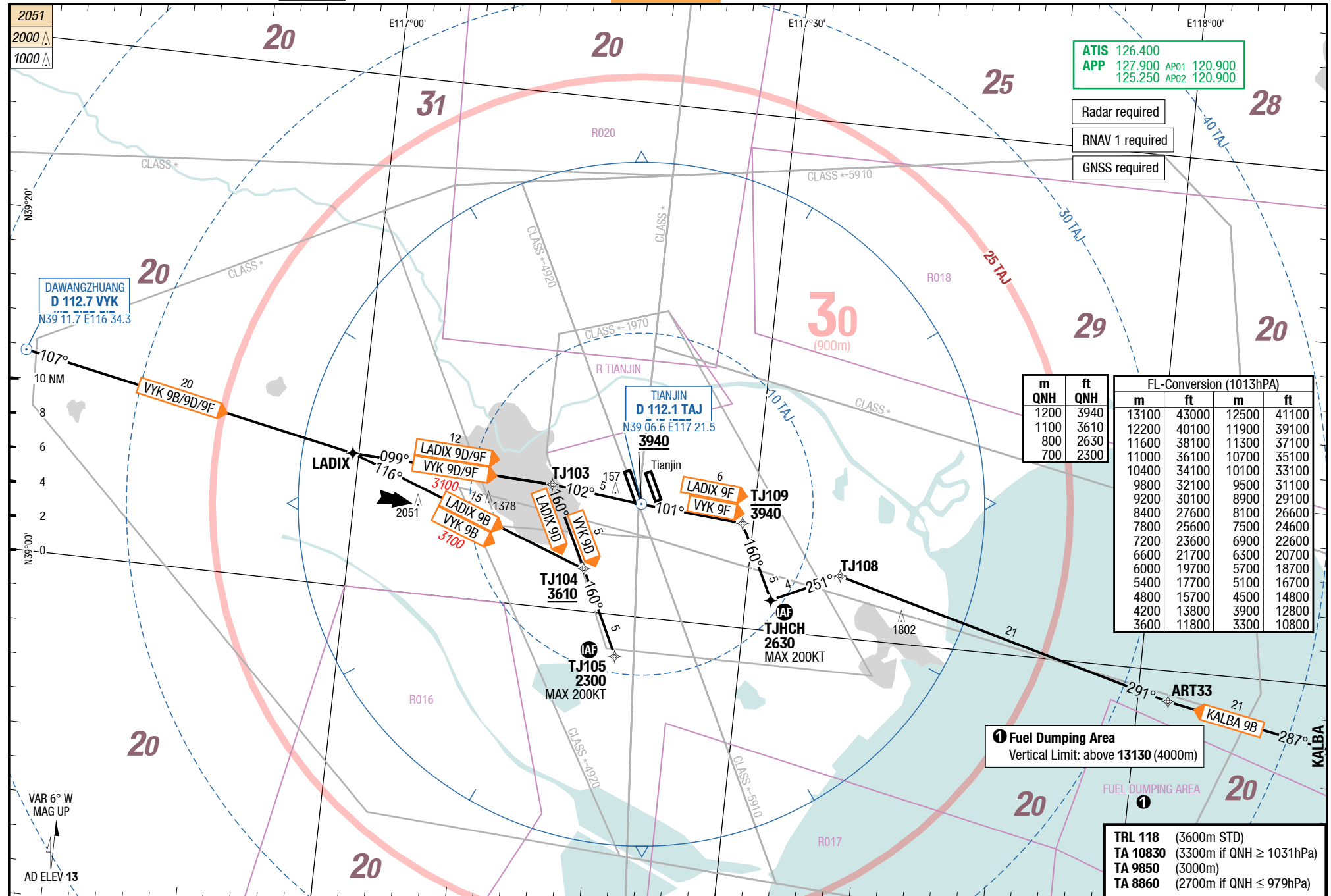
RNAV STARs RWY 34L

STAR

STAR

Binhai Tianjin China

RNAV STARs RWY 34L



Changes: MTCA, MGA, ASP, WPT CF34L removed, OBST

Effective 17-AUG-2017

10-AUG-2017

TSN-ZBTJ

6-30

China Tianjin Binhai

STARs RWYs 34L/R

STARs RWYs 16L/R

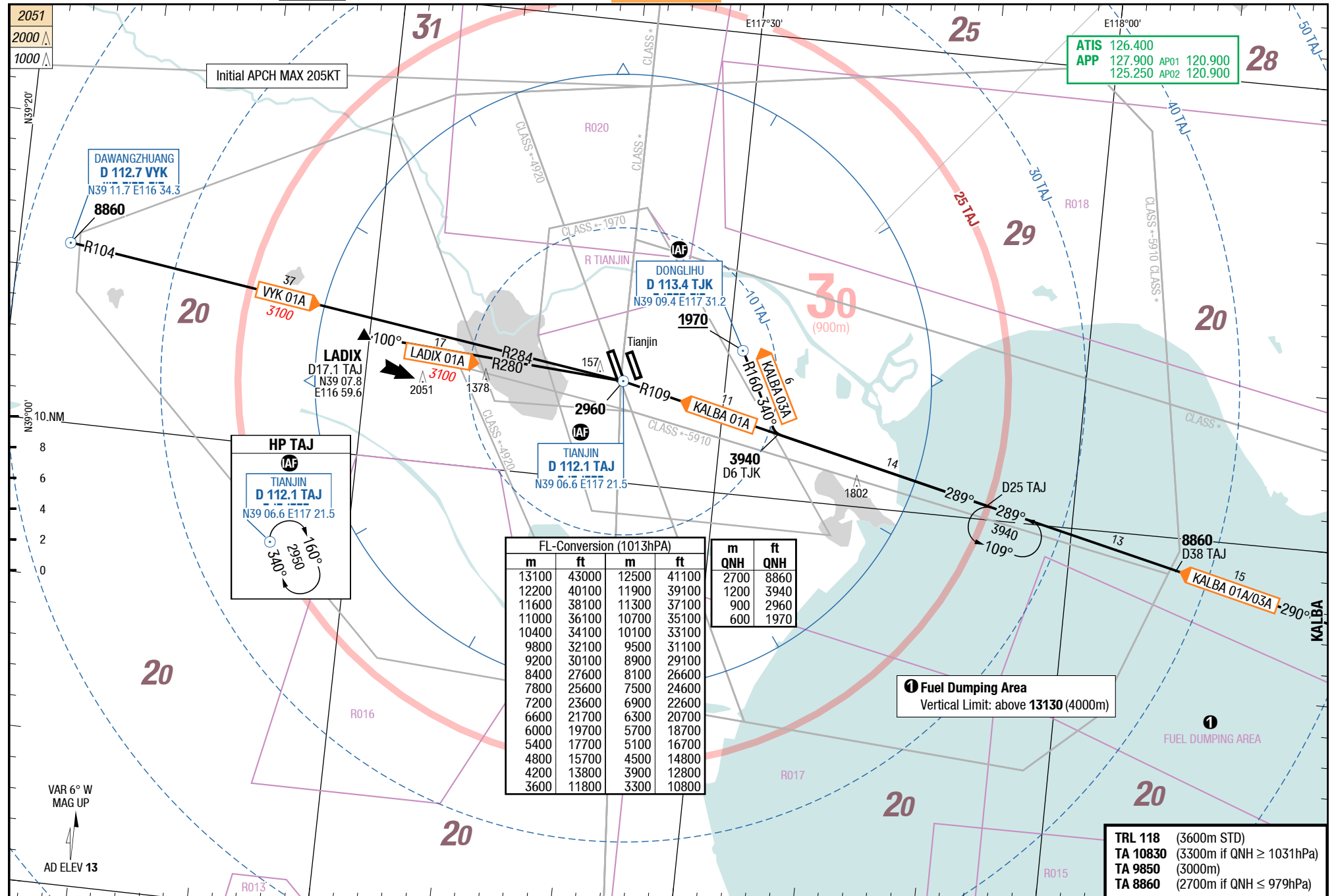
STAR

STAR

Binhai Tianjin China

STARs RWYs 34L/R

STARs RWYs 16L/R



Changes: ASP, MGA, MTCA, Note, OBST



Effective 17-AUG-2017

10-AUG-2017

TSN-ZBTJ

6-40

China Tianjin Binhai

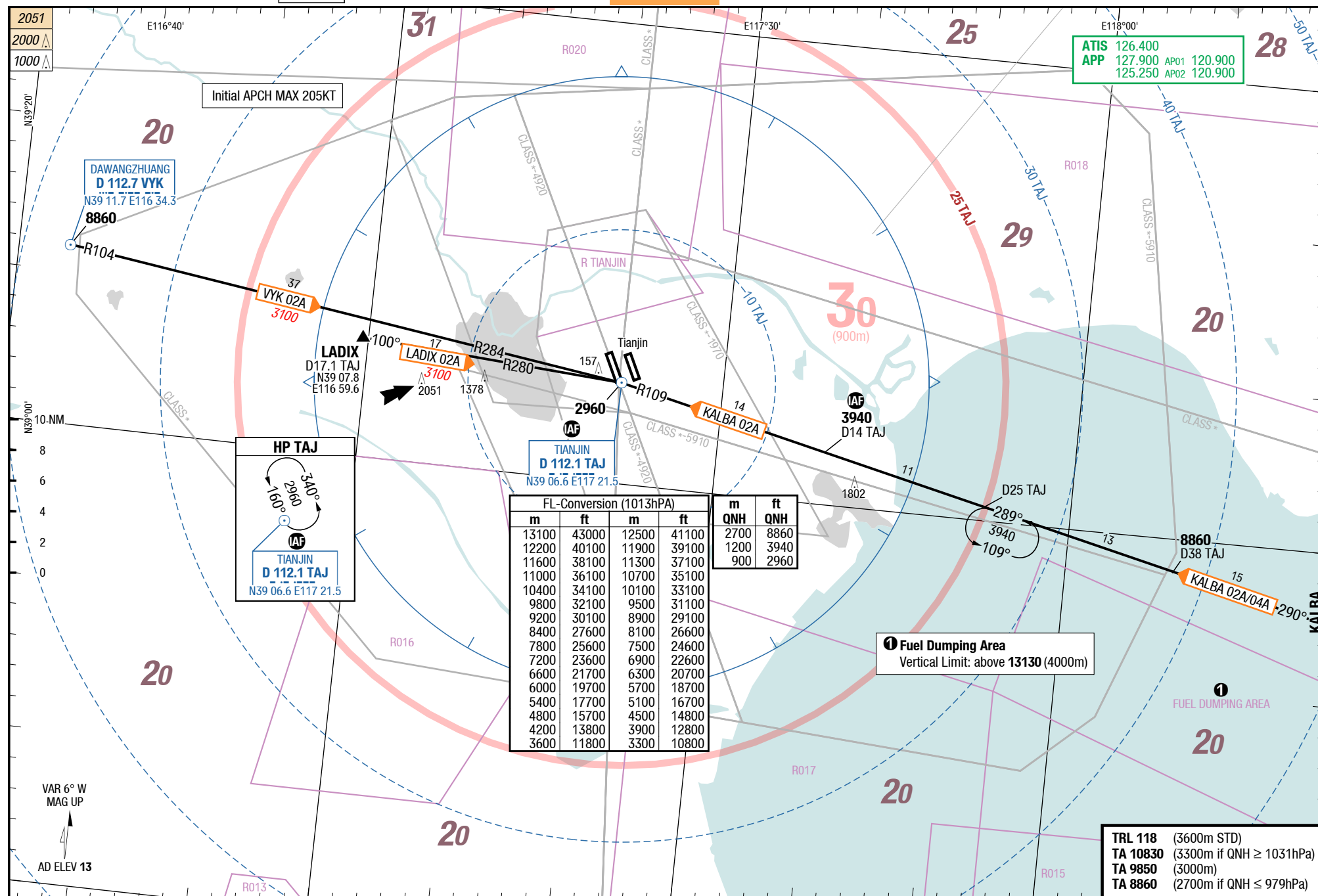
STARs RWYs 34L/R

STAR

STAR

Binhai Tianjin China

STARs RWYs 34L/R



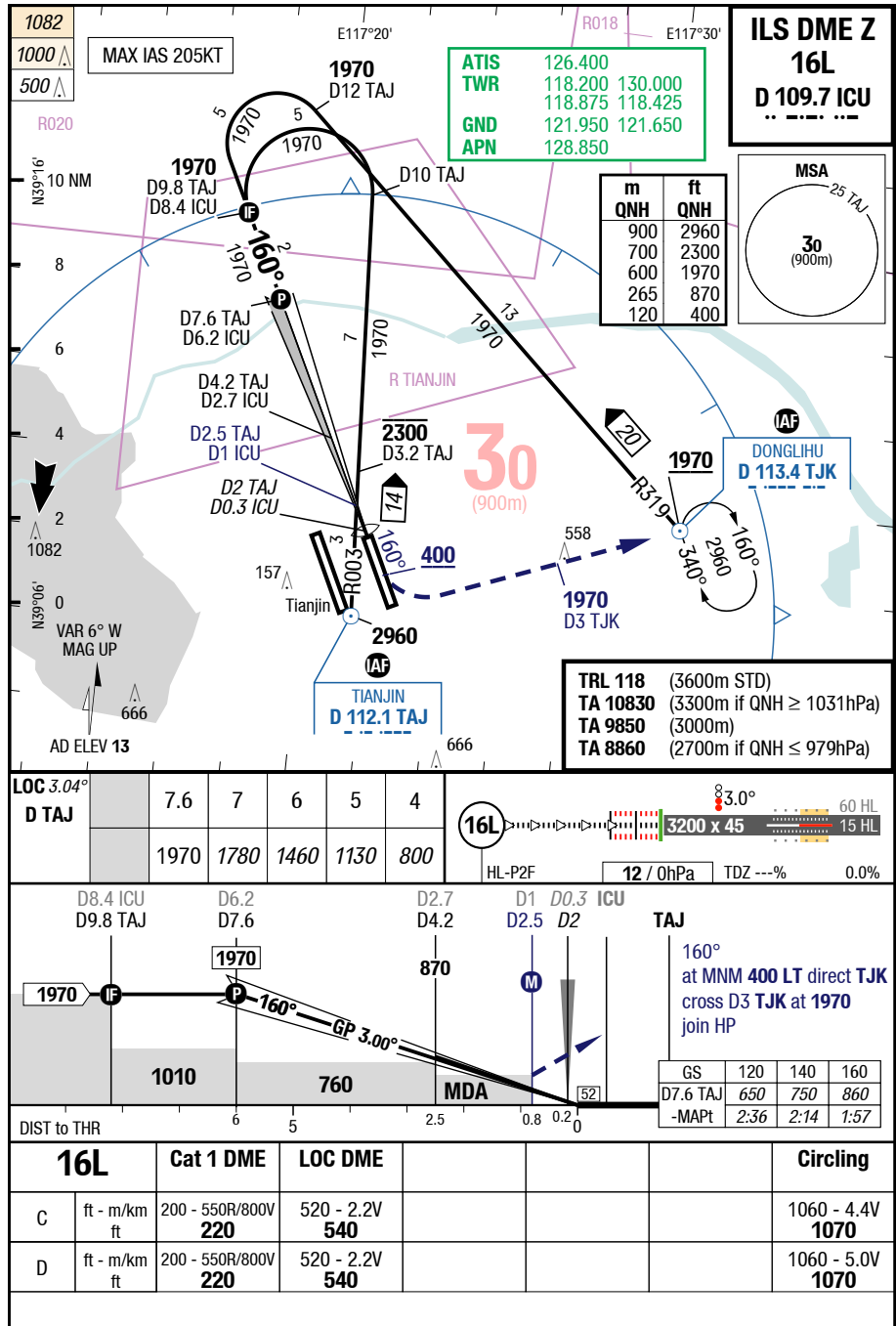
Changes: MTCA, MGA, ASP, Note, OBST

06-SEP-2018

TSN-ZBTJ

7-10

ILS DME Z 16L



## ILS DME Y 16L

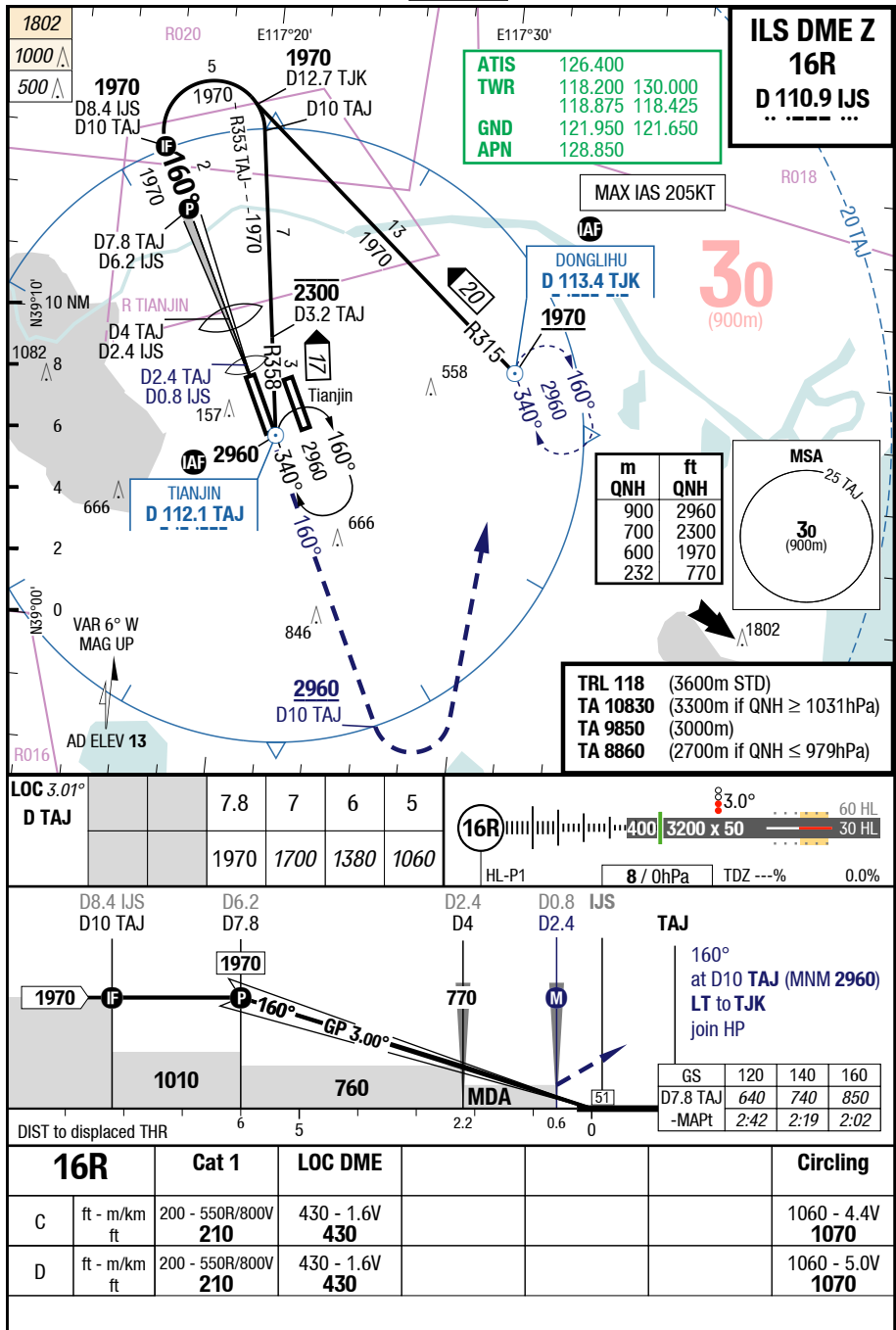


Changes: MISAP, HLDG, MISAP text

TSN-ZBTJ

7-30

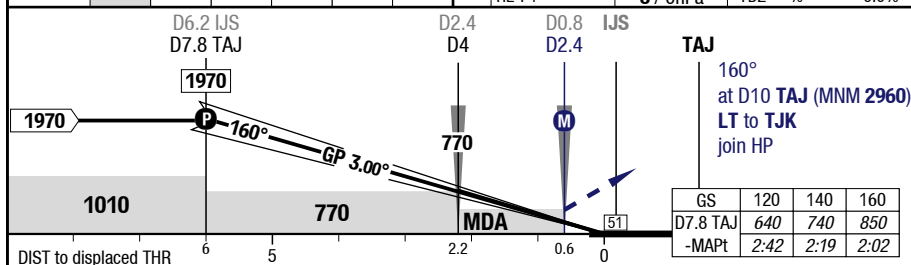
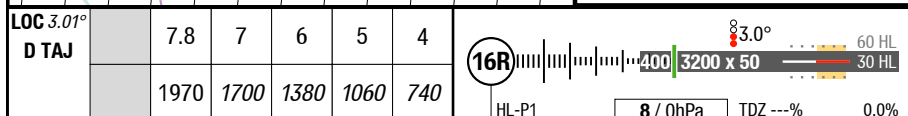
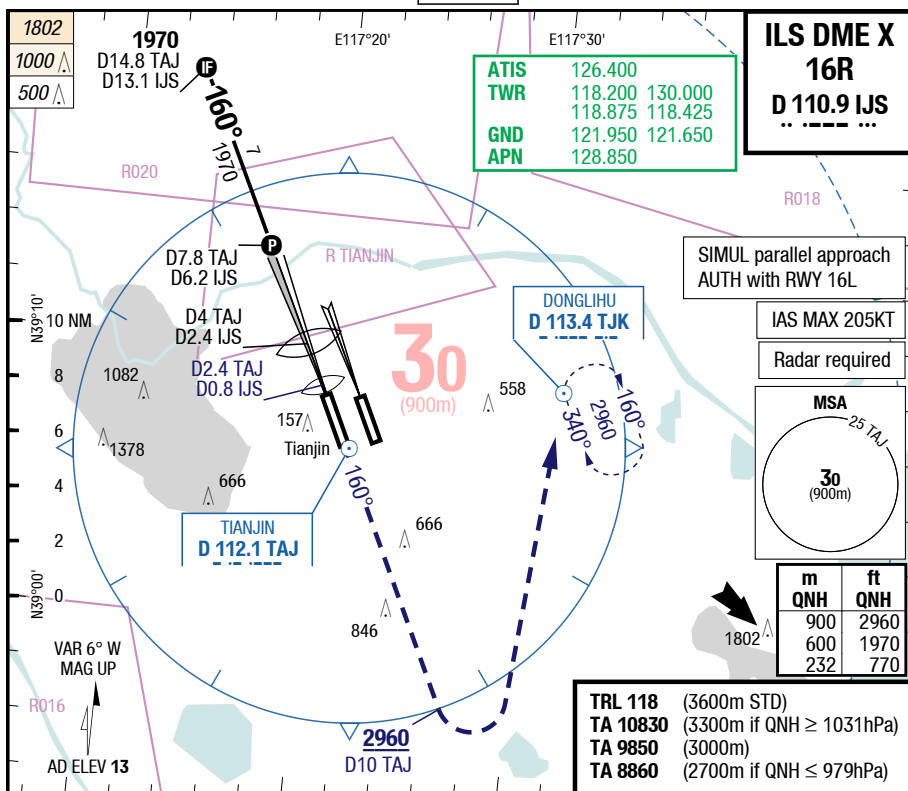
ILS DME Z 16R



TSN-ZBTJ

7-40

ILS DME X 16R

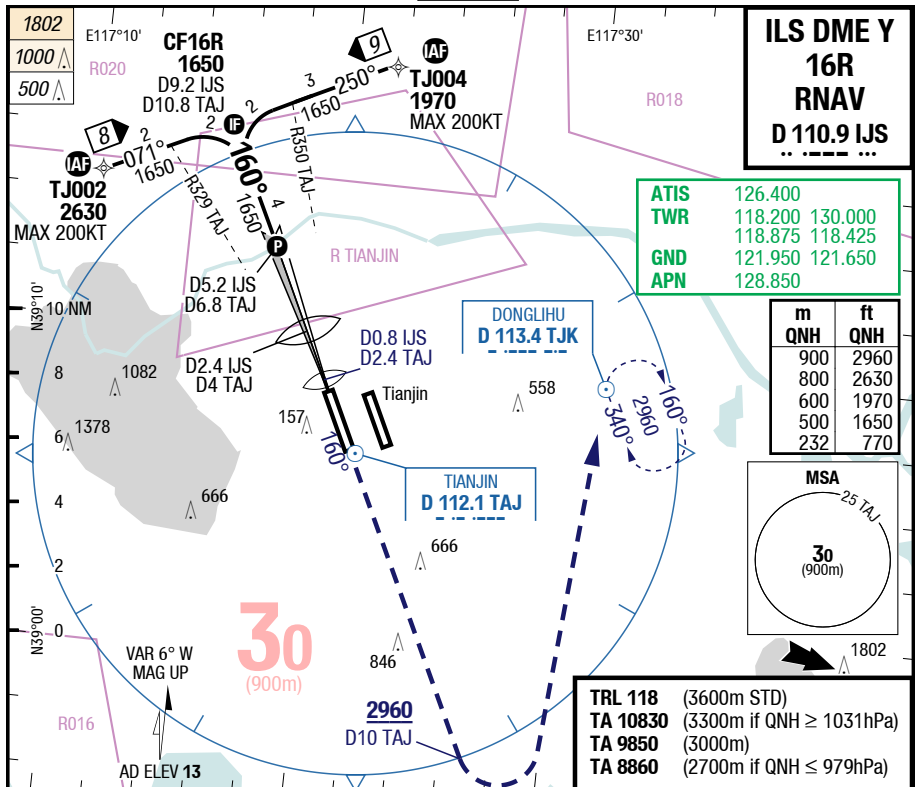



| 16R |                 | Cat 1                  | LOC DME           | Circling            |  |
|-----|-----------------|------------------------|-------------------|---------------------|--|
| C   | ft - m/km<br>ft | 200 - 550R/800V<br>210 | 430 - 1.6V<br>430 | 1060 - 4.4V<br>1070 |  |
| D   | ft - m/km<br>ft | 200 - 550R/800V<br>210 | 430 - 1.6V<br>430 | 1060 - 5.0V<br>1070 |  |

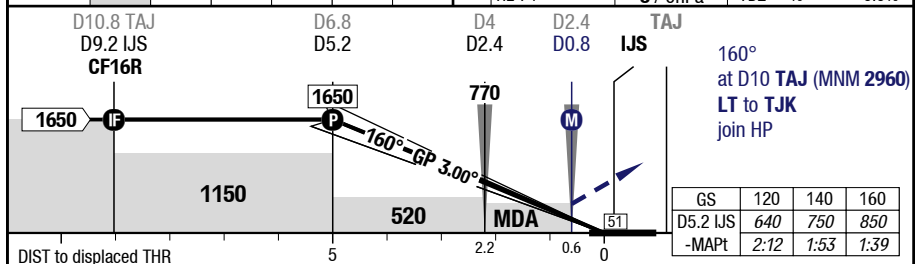
# TSN-ZBTJ

**7-50**

## ILS DME Y 16R RNAV



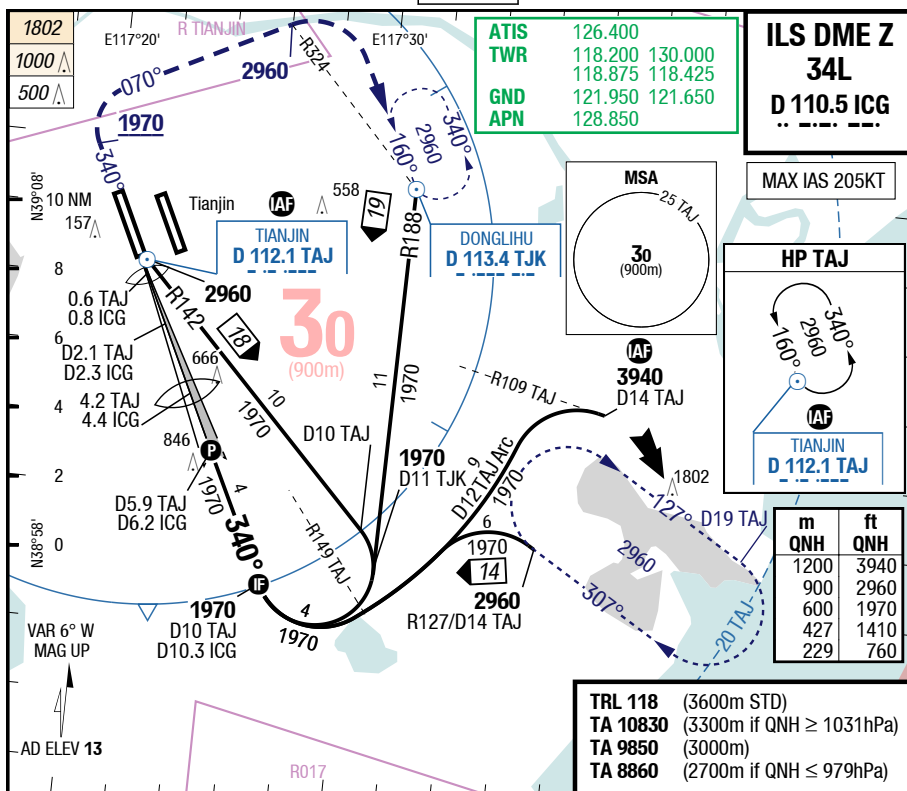
|                    |      |      |      |     |     |   |
|--------------------|------|------|------|-----|-----|---|
| LOC 3.01°<br>D IJS | 5.2  | 5    | 4    | 3   | 2   |  |
|                    | 1650 | 1600 | 1280 | 960 | 640 |   |



| <b>16R</b> |                 | <b>Cat 1</b>                  | <b>LOC DME</b>           |  |  |  | <b>Circling</b>            |
|------------|-----------------|-------------------------------|--------------------------|--|--|--|----------------------------|
| C          | ft - m/km<br>ft | 200 - 550R/800V<br><b>210</b> | 430 - 1.6V<br><b>430</b> |  |  |  | 1060 - 4.4V<br><b>1070</b> |
| D          | ft - m/km<br>ft | 200 - 550R/800V<br><b>210</b> | 430 - 1.6V<br><b>430</b> |  |  |  | 1060 - 5.0V<br><b>1070</b> |
|            |                 |                               |                          |  |  |  |                            |

**7-60**

## ILS DME Z 34L



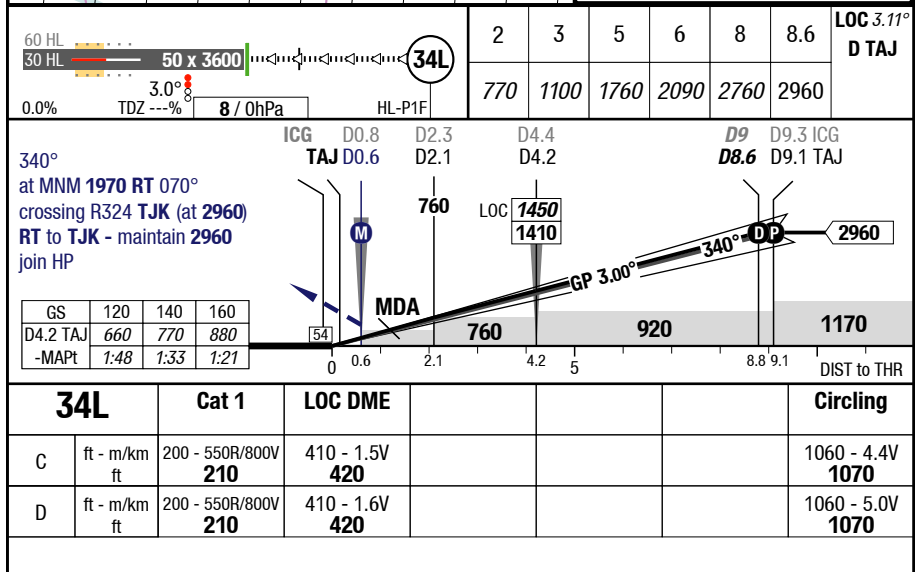
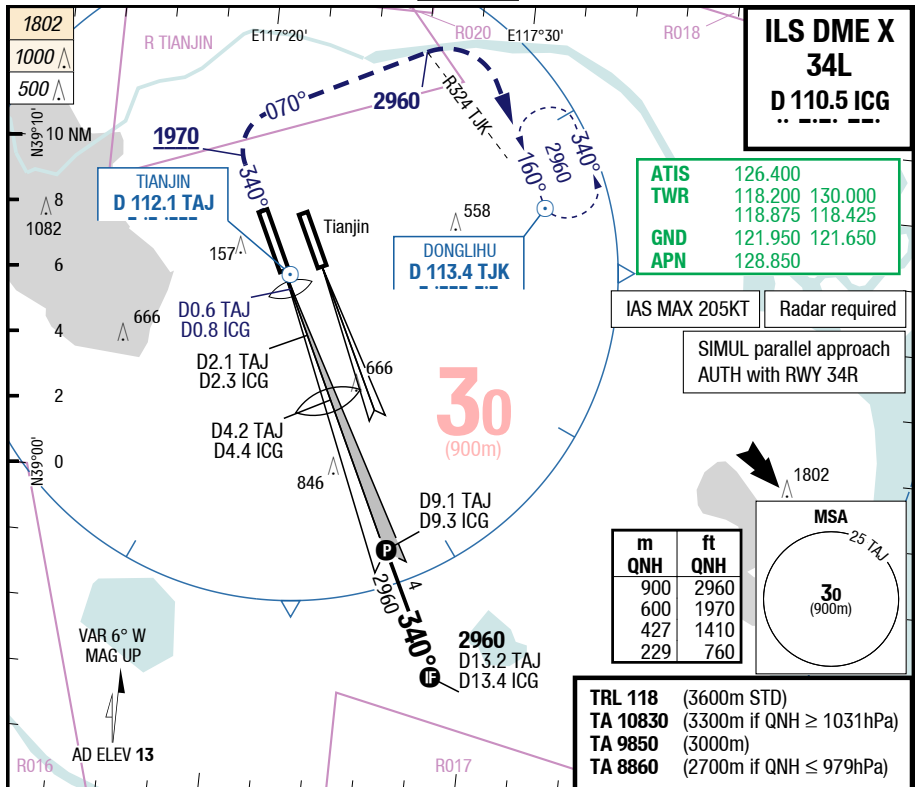
|   |                 |                        |                   |  |     |                    |  |                     |   |   |    |     |     |     |                    |     |      |      |       |      |      |      |   |     |     |     |   |     |   |             |  |  |  |  |  |  |
|---|-----------------|------------------------|-------------------|--|-----|--------------------|--|---------------------|---|---|----|-----|-----|-----|--------------------|-----|------|------|-------|------|------|------|---|-----|-----|-----|---|-----|---|-------------|--|--|--|--|--|--|
| <div>60 HL<br/>30 HL</div> <div>50 x 3600</div> <div>3.0°</div> <div>0.0% TDZ ---% 8 / 0hPa</div> <div>HL-P1F</div> |                 |                        |                   | <table><tr><td>1</td><td>3</td><td>4</td><td>5</td><td>5.6</td><td></td><td rowspan="2">LOC 3.11°<br/>D TAJ</td></tr><tr><td>440</td><td>1100</td><td>1430</td><td>1760</td><td>1970</td><td></td></tr></table>  |     |                    |  |                     | 1 | 3 | 4  | 5   | 5.6 |     | LOC 3.11°<br>D TAJ | 440 | 1100 | 1430 | 1760  | 1970 |      |      |   |     |     |     |   |     |   |             |  |  |  |  |  |  |
| 1   | 3               | 4                      | 5                 | 5.6  |     | LOC 3.11°<br>D TAJ |  |                     |   |   |    |     |     |     |                    |     |      |      |       |      |      |      |   |     |     |     |   |     |   |             |  |  |  |  |  |  |
| 440   | 1100            | 1430                   | 1760              | 1970   |     |                    |  |                     |   |   |    |     |     |     |                    |     |      |      |       |      |      |      |   |     |     |     |   |     |   |             |  |  |  |  |  |  |
| <div>340°<br/>at MNM 1970 RT 070°<br/>crossing R324 TJK (at 2960)<br/>RT to TJK - maintain 2960<br/>join HP</div>   |                 |                        |                   | <div>ICG D0.8 TAJ D0.6 D2.3 D2.1 D4.4 D4.2 D6 D5.6 D6.2 D5.9 ICG TAJ</div> <div></div> <div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D4.2 TAJ</td><td>660</td><td>770</td><td>880</td></tr><tr><td>-MAPt</td><td>1:48</td><td>1:33</td><td>1:21</td></tr></table></div> <div><table><tr><td>0</td><td>0.6</td><td>2.1</td><td>4.2</td><td>5</td><td>5.8</td><td>6</td></tr><tr><td colspan="7">DIST to THR</td></tr></table></div> |     |                    |  |                     |   |   | GS | 120 | 140 | 160 | D4.2 TAJ           | 660 | 770  | 880  | -MAPt | 1:48 | 1:33 | 1:21 | 0 | 0.6 | 2.1 | 4.2 | 5 | 5.8 | 6 | DIST to THR |  |  |  |  |  |  |
| GS  | 120             | 140                    | 160               |  |     |                    |  |                     |   |   |    |     |     |     |                    |     |      |      |       |      |      |      |   |     |     |     |   |     |   |             |  |  |  |  |  |  |
| D4.2 TAJ  | 660             | 770                    | 880               |  |     |                    |  |                     |   |   |    |     |     |     |                    |     |      |      |       |      |      |      |   |     |     |     |   |     |   |             |  |  |  |  |  |  |
| -MAPt   | 1:48            | 1:33                   | 1:21              |  |     |                    |  |                     |   |   |    |     |     |     |                    |     |      |      |       |      |      |      |   |     |     |     |   |     |   |             |  |  |  |  |  |  |
| 0   | 0.6             | 2.1                    | 4.2               | 5  | 5.8 | 6                  |  |                     |   |   |    |     |     |     |                    |     |      |      |       |      |      |      |   |     |     |     |   |     |   |             |  |  |  |  |  |  |
| DIST to THR   |                 |                        |                   |  |     |                    |  |                     |   |   |    |     |     |     |                    |     |      |      |       |      |      |      |   |     |     |     |   |     |   |             |  |  |  |  |  |  |
| 34L   |                 | Cat 1                  | LOC DME           |  |     |                    |  | Circling            |   |   |    |     |     |     |                    |     |      |      |       |      |      |      |   |     |     |     |   |     |   |             |  |  |  |  |  |  |
| C   | ft - m/km<br>ft | 200 - 550R/800V<br>210 | 410 - 1.5V<br>420 |  |     |                    |  | 1060 - 4.4V<br>1070 |   |   |    |     |     |     |                    |     |      |      |       |      |      |      |   |     |     |     |   |     |   |             |  |  |  |  |  |  |
| D   | ft - m/km<br>ft | 200 - 550R/800V<br>210 | 410 - 1.6V<br>420 |  |     |                    |  | 1060 - 5.0V<br>1070 |   |   |    |     |     |     |                    |     |      |      |       |      |      |      |   |     |     |     |   |     |   |             |  |  |  |  |  |  |



## TSN-ZBTJ

7-70

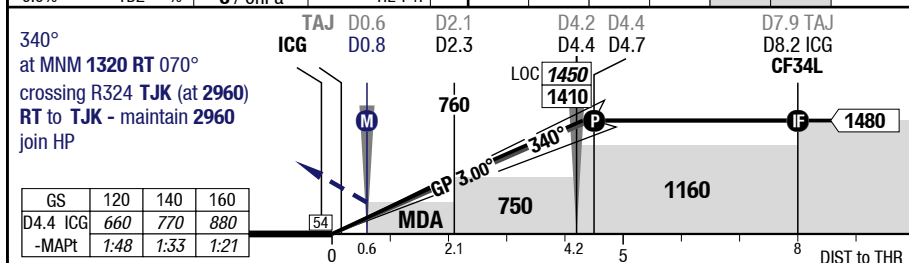
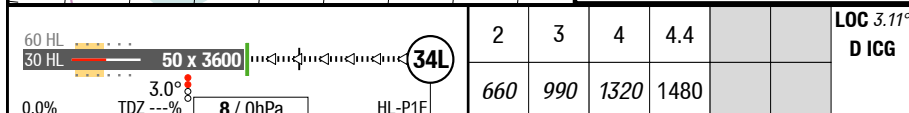
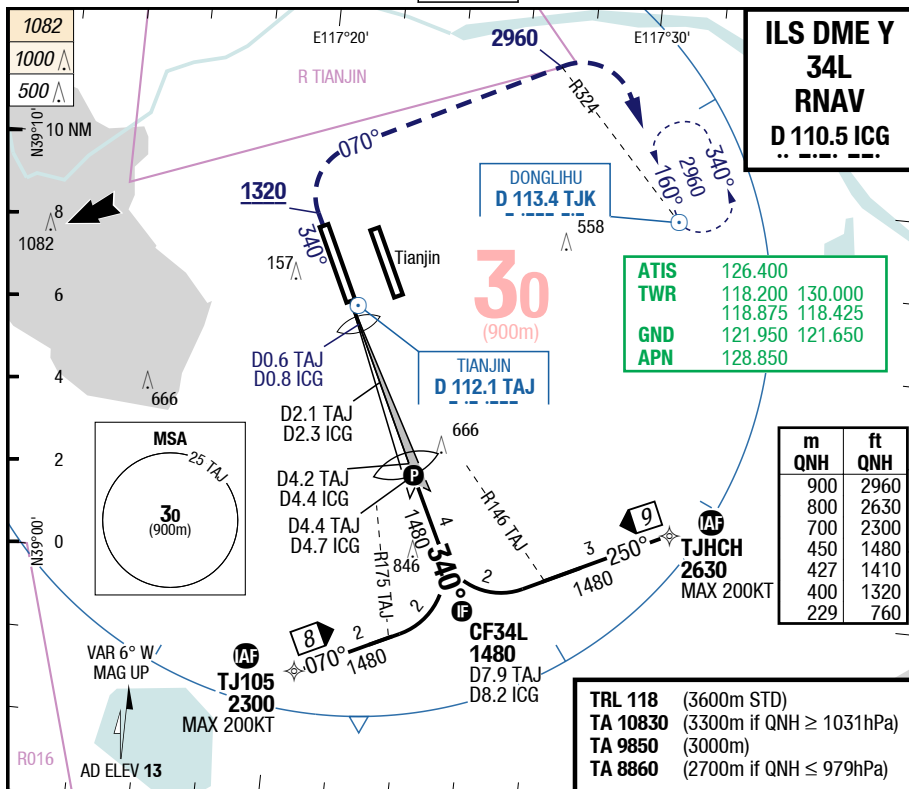
## ILS DME X 34L



TSN-ZBTJ

7-80

ILS DME Y 34L RNAV



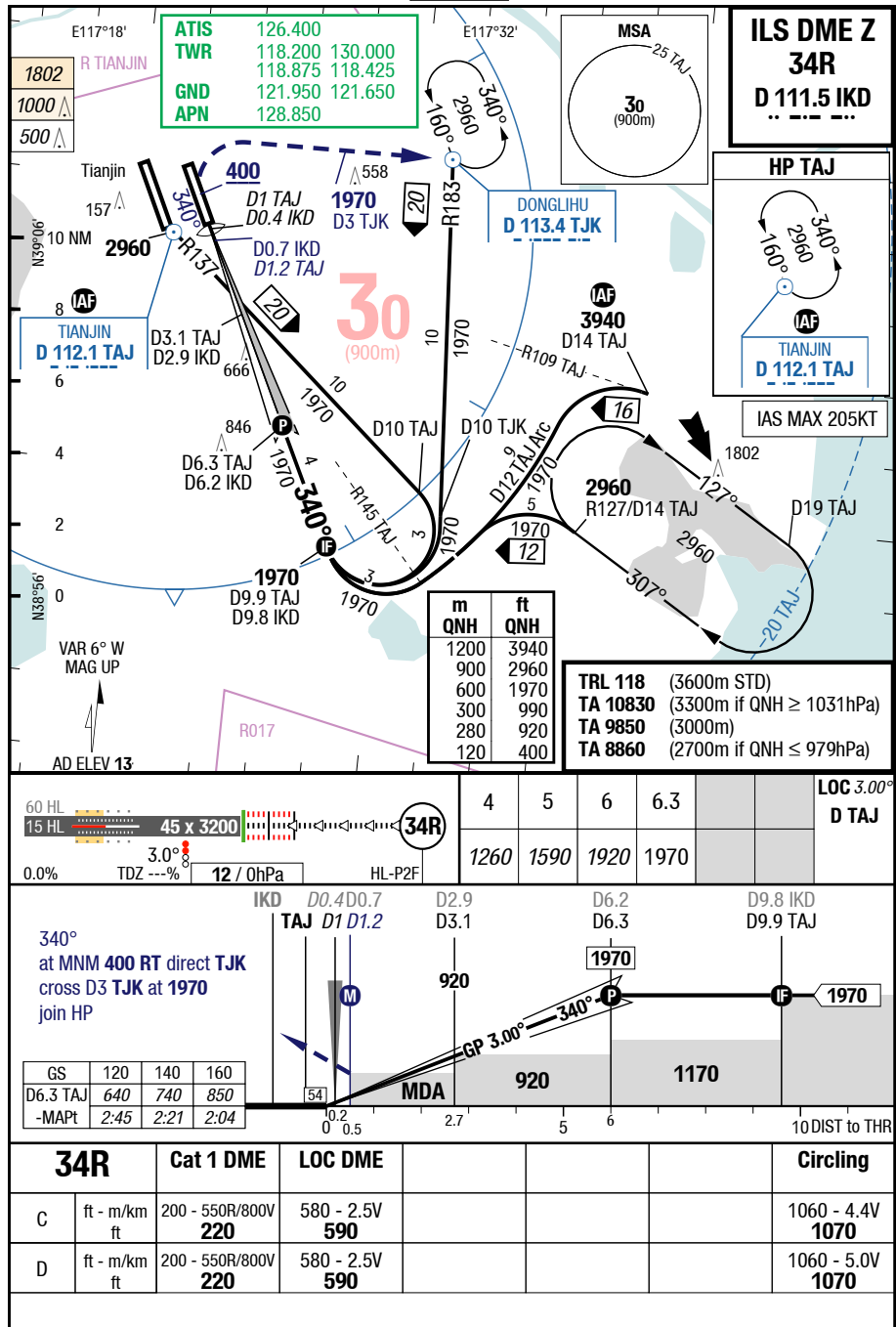
| 34L |                 | Cat 1                  | LOC DME           |  |  |  | Circling            |
|-----|-----------------|------------------------|-------------------|--|--|--|---------------------|
| C   | ft - m/km<br>ft | 200 - 550R/800V<br>210 | 410 - 1.5V<br>420 |  |  |  | 1060 - 4.4V<br>1070 |
| D   | ft - m/km<br>ft | 200 - 550R/800V<br>210 | 410 - 1.6V<br>420 |  |  |  | 1060 - 5.0V<br>1070 |

06-SEP-2018

TSN-ZBTJ

7-90

ILS DME Z 34R



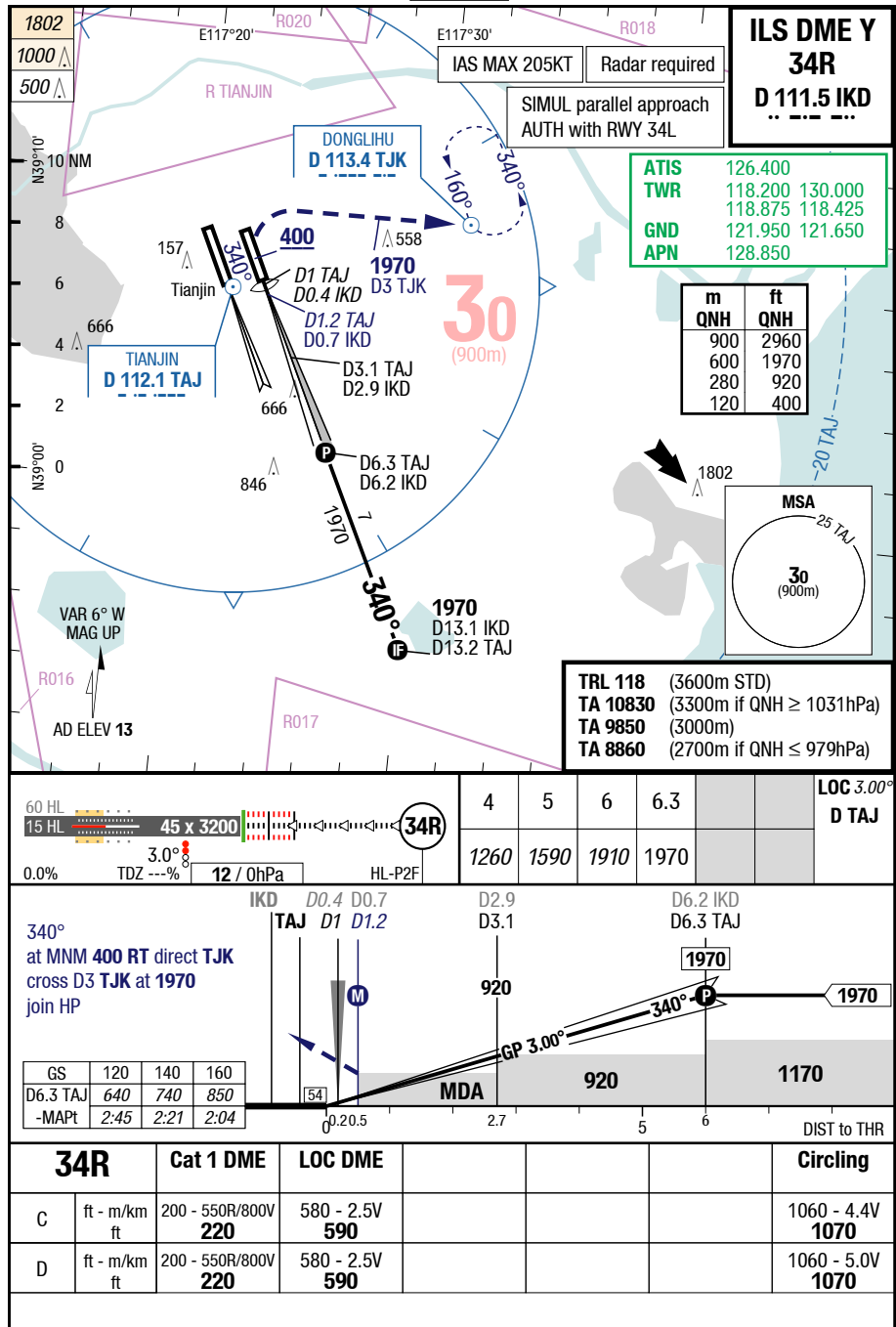
Changes: MISAP, HLDG, MISAP text

06-SEP-2018

TSN-ZBTJ

7-100

ILS DME Y 34R

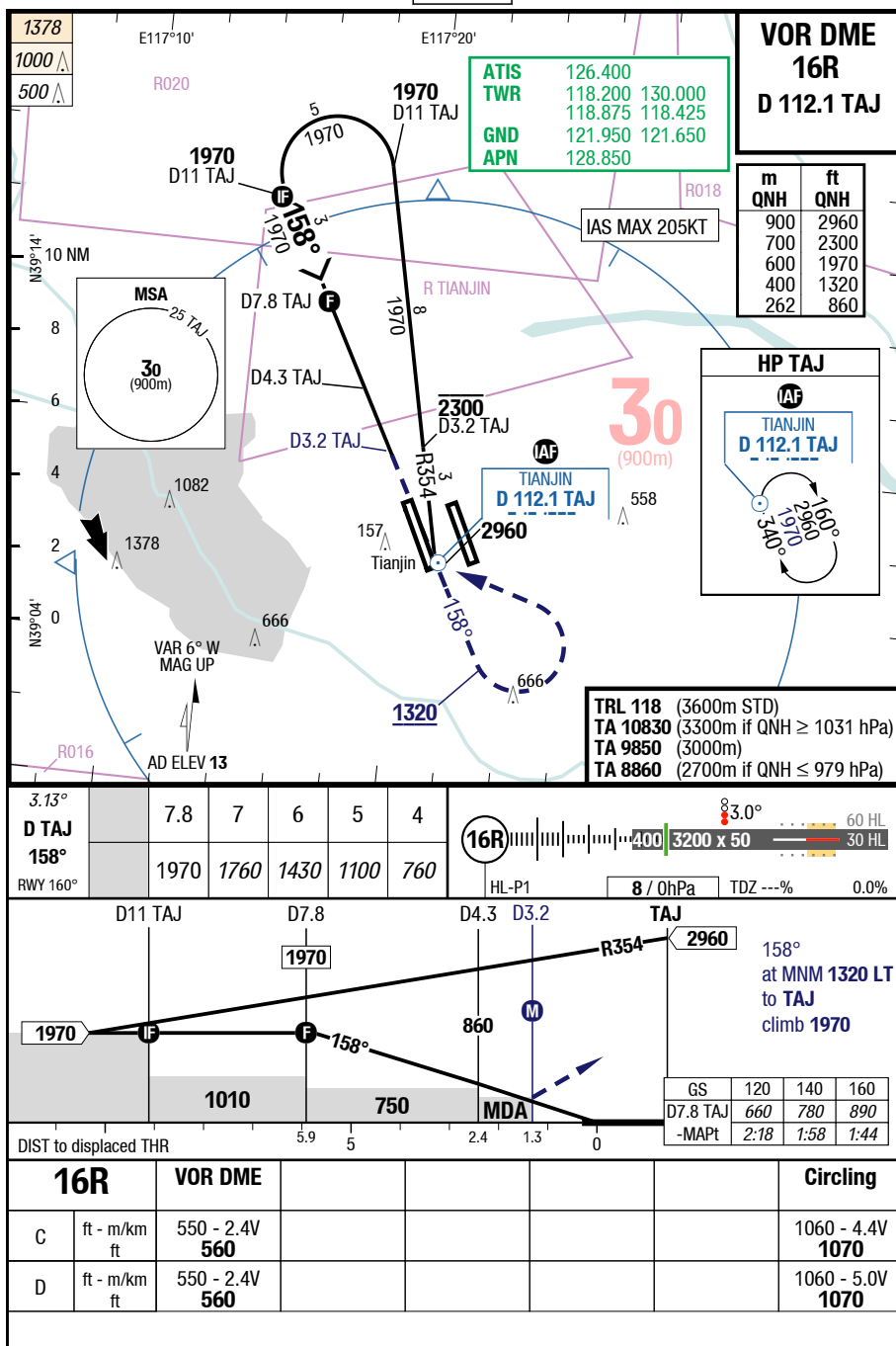


Changes: MISAP, HLDG, MISAP text

TSN-ZBTJ

7-110

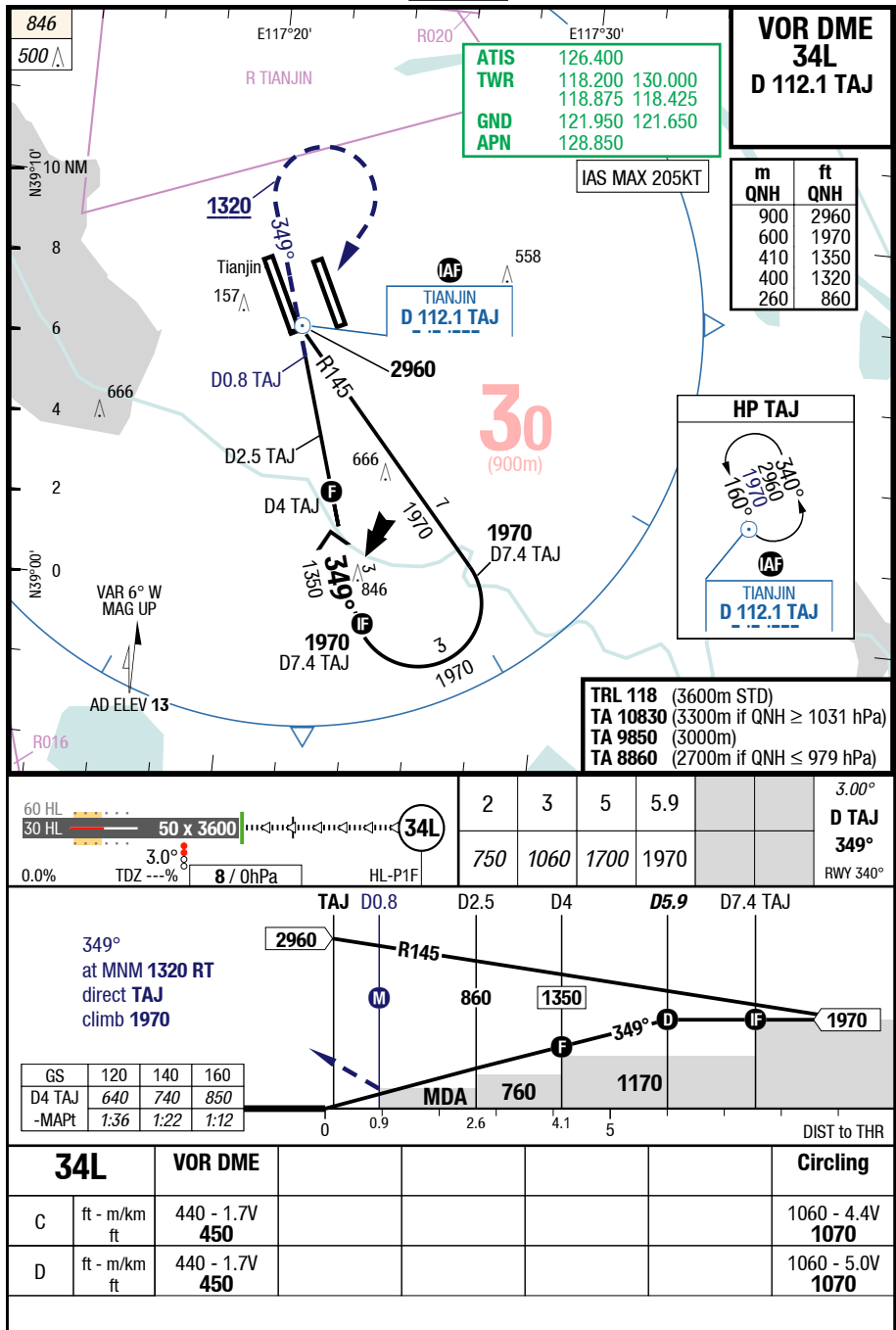
VOR DME 16R



## TSN-ZBTJ

7-120

## VOR DME 34L



Changes: ALT, OBST