

GEN 1.7 与国际民用航空组织标准、建议措施和程序的差异

DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED
PRACTICES AND PROCEDURES

附件 2 — 《空中规则》

Annex 2 — Rules of the Air

3.2.2.1 3.2.2.2 3.2.2.3 3.2.2.4	<p>两机在同一高度上对头相遇，应当各自向右避让，相互保持 500 米以上的间隔；两机在同一高度交叉相遇，航空器驾驶员从座舱左侧看到另一架航空器时应当下降高度，从座舱右侧看到另一架航空器时应当上升高度；在同一高度上超越前面航空器，应当从前面航空器右侧保持 500 米以上的间隔进行。</p> <p>When two aircraft are approaching head-on at the same level, each shall alter its course to the right, maintaining a separation of 500m or more between them. When two aircraft are converging at the same level, the pilot who sees from the cockpit the other aircraft on his left shall descend, while the pilot who sees the other aircraft on his right shall ascend. Overtaking preceding aircraft at the same level shall be made at a lateral distance of 500m or more to the right side of the aircraft being overtaken.</p>
3.2.2.7.1	<p>航空器应当按照指定路线滑行。航空器对头相遇，应当各自靠右侧滑行，并且保持必要的安全间隔；航空器交叉相遇，航空器驾驶员从座舱左侧看到另一架航空器时应当停止滑行，主动避让。</p> <p>Aircraft shall taxi along the assigned taxiing route. When two aircraft are approaching head-on, each shall keep to the right and maintain the required safe separation. When two aircraft are crossing, the pilot who sees the other aircraft on his left shall stop taxiing and give way to the other.</p>
3.3	<p>任何飞行均需向有关空中交通服务单位提供飞行计划。</p> <p>All flights are required to submit a flight plan to the appropriate air traffic services unit.</p>
3.6.2.4	<p>所有的空域为管制空域，因此不存在“离开管制空域”或“离开需要空中交通管制指令的空域”；目前尚没有规定机场附近的“特殊的 VFR 飞行”规则。</p> <p>All airspace is controlled airspace, therefore there is no question of ‘leaving the controlled airspace’ or ‘leaving the airspace within which an ATC clearance is required’. No rules on special VFR flights near an aerodrome have been established at present.</p>
4.1	<p>不分管制空域和非管制空域；目视气象条件随航空器速度不同而各有差异。</p> <p>Airspace is not divided into controlled airspace and uncontrolled airspace; Visual Meteorological Conditions (VMC) are dictated by the speeds of aircraft.</p>
4.6	<p>机场塔台管制区域内目视飞行巡航表速 250 千米/小时以下的航空器可在距离最高障碍物的真实高度不低于 100 米的高度飞行。</p> <p>An aircraft operating within an aerodrome tower control area with a cruising speed of 250km/h or less may fly at an altitude with a vertical clearance of not less than 100m above the highest obstacle.</p>
4.7	<p>未规定 VFR 巡航高度层。</p> <p>VFR cruising levels are pending.</p>
附录 2 Appendix 2	<p>附加规定：被强迫降落的民用航空器，只有得到中国民用航空局的许可，才能继续飞行。</p>

	Additional rule: An aircraft which has been forced to make a landing may continue its flight only after a clearance has been obtained from the Civil Aviation Administration of China.
附录 3 Appendix 3	巡航高度层与附录 3 有差异, 见 ENR 1.7、AIC Nr.02/07 和 AIC Nr.06/07。 Cruising levels allocation are different from those specified in Appendix 3. Ref. ENR 1.7, AIC Nr.02/07 and AIC Nr.06/07.
	2007 年 11 月 21 日 16 时 (世界时), 北京、广州、昆明、兰州、上海、沈阳、乌鲁木齐和武汉情报区, 以及三亚管制区 01 号扇区 (岛内空域) 将实施缩小垂直间隔。 Reduced Vertical Separation Minimum (RVSM) will be implemented in Beijing, Guangzhou, Kunming, Lanzhou, Shanghai, Shenyang, Urumqi and Wuhan FIRs and Sector AR01 (island airspace) of the Sanya CTA from 1600UTC on 21 Nov., 2007.
	在中国 RVSM 空域内运行, 机组应当经过差异性的培训, 掌握中国实施 RVSM 与在其它地区实施 RVSM 的差异。中国民航实施 RVSM 的政策和程序, 以及相应的 RVSM 培训指导材料, 可以从网站 http://www.atmb.net.cn/rvsm 英文版下载栏目中下载。 Flight crews shall be provided with the appropriate training on differences between China RVSM and RVSM practiced elsewhere prior to operating in China RVSM Airspace. All relevant materials on China RVSM Policy and Procedures for International Operators and associated Training Guidance material are available at the following website: http://www.atmb.net.cn/rvsm English Version Download section.

附件 3 — 《国际航空气象服务》 (第 73 次修订)

Annex 3 — Meteorological Service for International Air Navigation (73rd revision)

2.2.3	未建立质量管理体系。 No quality system has been established.
2.2.6	未建立质量管理体系。 No quality system has been established.
3.3.3	规定由气象当局而不是地区航行协议决定。 The aerodrome meteorological offices at which flight documentation is required, as well as the areas to be covered, are determined by the meteorological authority, not by regional air navigation agreement.
3.3.4	规定由气象当局而不是地区航行协议决定。 The aerodromes for which landing forecasts are required are determined by the meteorological authority, not by regional air navigation agreement.
3.4.2	不提供 g) 项所述的情报。 No information listed in item g) is supplied.
5.3.1	未执行。 Not implemented.
5.3.2	未执行。 Not implemented.
5.3.3	未执行。 Not implemented.
5.3.4	未执行。

	Not implemented.
5.3.5	未执行。 Not implemented.
5.4.1	未执行。 Not implemented.
5.4.2	未执行。 Not implemented.
5.7.1	未执行。 Not implemented.
5.8	空中报告没有实现向世界区域预报中心的转发。 Air-reports have not been relayed to WAFCs for the time being.
5.9	没有明确规定提供有关火山活动的表格。 The copy of volcanic activity form is not prescribed definitely to be included with the flight documentation provided to flights operating on routes yet.
7.1.6	未执行。 Not implemented.
9.4.2	TAF 没有采用表格形式。 TAF in tabular form is not provided.
11.1.6	没有其他形式的电信设备。 The telecommunications facilities are not supplemented by any other forms of visual or audio communications.

附件 4 — 《航图》（第 55 次修订）

Annex 4 — Aeronautical Charts (53rd revision)

2.5.7	只有机场障碍物 A 型图有米/英尺换算比例尺，其他图中不绘制米/英尺换算比例尺。 Conversion scale (meters/feet) is shown on Aerodrome Obstruction Chart-ICAO Type A only, not on other charts.
2.7	资料的有效日期由 AIP 修订单公布。 Effective date displays on AIP Amendment cover sheet only.
7.9.2	在航路图上只公布与国际飞行有关的禁区、限制区和危险区。 Prohibited, restricted and danger areas are shown on En-route Charts in so far as international operations are concerned.
7.9.3.1.1	不标注空域等级
8.9.4.1.1	The class of airspace not indicated.
9.9.4.1.1	坐标精确至 0.1 分
10.9.4.1.1	Geographical coordinates in degree and 0.1 minute.
7.9.4.2	AIP 的 ENR1.7 公布高度表拨正区域。 Altimeter setting regions shown in AIP ENR1.7.
8.9.4.1.1	不公布最低引导高度
9.9.4.1.1	Minimum vector altitudes not shown.
11.10.8.5	不公布下降角度 Descent angle not shown.

11.10.9	不执行 Not implemented.
Chapter 4, 5, 12, 14, 16, 17, 18, 19, 20, 21	不提供 Not applicable.

附件 6 — 《航空器的运行》

Annex 6 — Operation of Aircraft

Chapter 1	通用航空，是指使用民用航空器从事公共航空运输以外的民用航空活动，包括从事工业、农业、林业、渔业和建筑业的作业飞行以及医疗卫生、抢险救灾、气象探测、海洋监测、科学试验、教育训练、文化体育等方面的飞行活动。 “General Aviation” means civil aviation operations other than public air transport with civil aircraft, including aerial work in the fields of industry, agriculture, forestry, fishery and building industry, and flight operations in the fields of medical and health work, emergency and disaster relief, meteorological service, ocean monitoring, scientific experiment, education and training, culture and sports.
6.18.1	从 2000 年 12 月 31 日起。 From 31 December 2000.
6.18.2	从 2003 年 12 月 31 日起。 From 31 December 2003.

附件 9 — 《简化手续》

Annex 9 — Facilitation

2.4	当国外有检疫传染病大流行时，我国可以下令封锁有关的国境或者采取其他紧急措施。 When a quarantinable infectious disease is prevalent abroad, Chinese government may order the closure of relevant sections of the border or adopt other emergency measures.
2.5	除实施电讯检疫的航空器，均要求向检验检疫机构提供总申报单。所提供的总申报单中，卫生检疫申报部分应当填写完整并有机组成员签字。 General declaration needs to be submitted to the inspection and quarantine agency except for aircraft applying radio pratique. The health quarantine section in the general declaration is required to be filled in full and signed by a crew member.
2.7	除实施电讯检疫的航空器，均要求提供旅客舱单(也可用旅客名单电报代替)。 Except for aircraft applying radio pratique, a passenger manifest, which may be submitted by telegram, is required.
2.8	除实施电讯检疫的航空器，均要求提供货物舱单。 Cargo manifest is required except for aircraft applying radio pratique.
2.9	货物舱单应采用纸质和电子文本格式提交。 The cargo manifest shall be presented in paper or electronic pro forma.
3.12	根据境外传染病流行病学依据，对入境人员的身体检查可能会超出三种检疫传染病的范围。 Physical examination on those coming from abroad may be performed beyond the scope of three

	quarantinable diseases in accordance with the epidemiological evidences of communicable diseases.
3.16	海关将根据不同情况, 采取书面申报及免于申报的不同作法。 Customs may adopt different methods including written declaration and exemption from declaration according to different situations.
4.15	缔约方可要求对空运出口货运包括非伴随行李进行检查。 Contracting States may require physical examination of cargo, including unaccompanied baggage, to be exported by air.
7.1	来自外国的航空器因故被迫降落在国际机场以外地点时, 如果该地没有设置卫生检疫部门, 航空器的机长或其它负责人员应尽力向就近的海关、卫生防疫主管部门、航空站和当地政府报告。 When an aircraft from a foreign country is compelled under particular circumstances to land elsewhere other than at one of the international airports, and if there are no health and quarantine agencies at the landing place, the pilot-in-command or any other responsible person shall endeavor to report as soon as practicable to the nearby Customs office, health and quarantine agencies, airport authority and local government.
8.14	在航空器到达后检疫人员到达前, 任何人不准上、下飞机, 机长有义务维持好机内秩序, 防止传染病扩散。 After the landing of aircraft and before the arrival of quarantine officers, no persons are allowed to embark or disembark the aircraft. To prevent the infectious disease from spreading, the pilot-in-command has the obligation to keep order in the aircraft.

附件 10 — 《航空电信》（第 79 次修订）

Annex 10 — Aeronautical Telecommunications (79th revision)

第一卷 Volume 1	
3.2	精密进近雷达未采用。 Precision approach Radar is not implemented.
3.11	微波着陆系统未采用。 Microwave Landing System (MLS) is not implemented.
2.4 3.7 Attachment D	全球导航卫星系统部分应用。 Global Navigation Satellite System is partly implemented.
3.9.1.1	自动定向机系统未采用。 ADF is not implemented.
第二卷 Volume 2	
4.5	公共数据交换系统不采用。 Common ICAO Data Interchange Network is not implemented.
第三卷第一部分 Volume 3 Part I	
Chapter 3	航空电信网系统未采用。 ATN system is not implemented.
Chapter 4	航空移动卫星服务部分使用。 Aviation mobile satellite service is partly implemented.
Chapter 5	地面二次雷达 S 模式部分应用。 Ground SSR mode S is partly implemented.

Chapter 11	高频数据链未采用。 HF Datalink is not implemented.
第三卷第二部分 Volume 3 Part II	
Attachment A	选择呼叫系统部分应用。 SELCAL is partly implemented.

附件 11 — 《空中交通服务》（第 42 次修订）

Annex 11 — Air Traffic Services (42nd revision)

definition	航路需设有无线电导航设施或者对沿该航道飞行的航空器存在导航要求。
Airway	Radio navigation aid or other navigation requirement is required.
2.6.3	空域没有分类，所有空域都是管制空域。 Airspace classification is not implemented. All airspace is controlled.
2.9.3.3& 2.9.5.5	VFR 飞行按照 IFR 巡航高度层飞行。 VFR flights are conducted according to IFR cruising levels.
2.9.5.2	规定了更多具体的划分方法。 More detailed methods of delineating are prescribed.
2.12.1	距离达到 200 千米及以上的航段才应当设置转换点。 Change-over points should be limited to route segments of 200km or more.
2.18.5	部分使用。 Partly implemented.
2.18.6	部分使用。 Partly implemented.
2.24.3	未明确校准时间精度。 The time accuracy is not specified.
3.1&3.3.3	空域没有分类，所有空域都是管制空域。 Airspace classification is not implemented at present. All airspace is controlled.
4.3.1.2	正在试验中，目前未正式使用。 The broadcast is on testing, and it can not be put into use at present.
4.3.2.5	不提供航路天气情报广播。 a) En-route weather information broadcast is not provided.
4.3.3.2	e)和 g)不适用。 e) and g) not applicable.
4.3.4.7	中、英文在同一波道中。 English and Chinese are in the same channel.
5.4	当监视设备无法确定航空器位置时使用标图法。 Plotting aircraft on a chart will be used in case the position of aircraft can not be determined by surveillance equipment.

附件 12 — 《搜寻与援救》（第 17 次修订）

Annex 12 — Search and Rescue (17th revision)

2.6.8	部分实施。
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	Partially implemented.
3.1.2.1	未实施。 Not implemented.
3.1.3	部分实施。 Partially implemented.
3.1.5	未实施。 Not implemented.
3.1.6	部分实施。 Partially implemented.
3.1.7	部分实施。 Partially implemented.
3.1.9	未实施。 Not implemented.
3.3.1	未实施。 Not implemented.
3.3.2	未实施。 Not implemented.
4.2.2	未实施。 Not implemented.
4.2.3	部分实施。 Partially implemented.
4.2.4	部分实施。 Partially implemented.
4.2.5	部分实施。 Partially implemented.
4.3.2	部分实施。 Partially implemented.
5.6.2.1	部分实施。 Partially implemented.
5.6.3	部分实施。 Partially implemented.
5.6.4	部分实施。 Partially implemented.
5.6.5	部分实施。 Partially implemented.
5.7	部分实施。 Partially implemented.

附件 13 —《航空器失事调查》（第 11 次修订）**Annex 13 —Aircraft Accident investigation (11th revision)**

7.7	对于最大重量超过 5700 公斤的航空器的事故征候调查报告，国家不选择报告国际民
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	<p>航组织。</p> <p>The Incident Data Report on aircraft of which maximum weight over 5700kg is not required to be sent to the International Civil Aviation Organization.</p>
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附件 14 — 《机场》卷 I （第 7 次修订）

Annex 14 — Aerodromes, volume I (7th revision)

1.3.2	<p>没有定义。</p> <p>No definition.</p>
1.3.3.1	<p>没有规定。</p> <p>No requirement.</p>
1.3.3.2	<p>没有规定。</p> <p>No requirement.</p>
2.1.3	<p>没有规定。</p> <p>No requirement.</p>
2.2.2	<p>位于跑道中心线的中心。</p> <p>It is located at the centre along the Runway centerline.</p>
2.3.2	<p>适用于所有民用机场。</p> <p>Applied to all civil airports.</p>
2.3.3	<p>适用于所有民用机场。</p> <p>Applied to all civil airports.</p>
2.6.8	<p>对于小型航空器没有规定。</p> <p>No specification for small aircraft.</p>
3.1.25	<p>纹理深度为 0.8mm。</p> <p>Surface texture depth should not less than 0.8mm.</p>
3.13.5	<p>最大坡度不超过 0.8%。</p> <p>The maximum slope should not exceed 0.8 per cent.</p>
5.2.3.4	<p>无论任何情况都要求 0.45 米。</p> <p>0.45m is to be used on all non-precision approach runways irrespective of the code number and precision approach category II runways.</p>
5.2.4.1 5.2.4.2 5.2.4.3	<p>在跑道入口应提供入口标志。</p> <p>A threshold marking shall be provided at the runway threshold.</p>
5.2.5.3	<p>对于非仪表跑道没有要求。</p> <p>No such requirement for non-instrument runways.</p>
5.3.4.3	<p>没有规定。</p> <p>No requirement.</p>
5.3.4.4	<p>没有使用 30 米间隔。</p> <p>Intervals of 30m are not used.</p>
5.3.5.1	<p>配备了助航灯光的跑道应安装目视进近坡度指示系统。</p> <p>A visual approach slope indicator system should be provided for a runway equipped with airfield lighting.</p>

5.3.5.1	代字为 3 或者 4 的应提供 PAPI。 PAPI shall be provided where the code number is 3 or 4.
5.3.5.4	代字为 1 或者 2 的应提供 PAPI。 PAPI shall be provided where the code number is 1 or 2.
5.3.5.5	配有助航灯光的跑道的应提供 PAPI 或 APAPI。 PAPI or APAPI, as appropriate, shall be provided on a runway with airfield lighting.
5.3.9.2	对于仅供起飞使用的跑道没有要求。 No specific provision exists for runways intended for take-off only.
5.3.16.11	允许的偏置为 60 米， 不是 30 米。 The offset permitted is 60cm instead of 30cm.
5.4.3.15	采用 30 米， 不是 40 米。 30m is used instead of 40m.
6.2.12	没有规定。 No requirement.
6.2.13	没有规定。 No requirement.
6.2.14	没有规定。 No requirement.
7.1.2	必须配备关闭标志，即使有充分的空管警告。 The marking should be displayed even if adequate warning by ATS is provided.
9.1.6	没有规定。 No requirement.
9.2.28	没有规定。 No requirement.
9.4.2	没有规定。 No requirement.
10.3.1	没有规定。 No requirement.
10.3.2	没有规定。 No requirement.
10.3.3	没有规定。 No requirement.
10.3.4	没有规定。 No requirement.

附件 14 — 《机场》卷 II（第 3 次修订）**Annex 14 — Aerodromes, volume II (3rd revision)**

1.3.2.1	没有规定。 No requirement.
1.3.3.1	没有规定。 No requirement.
1.3.3.2	没有规定。 No requirement.
2.1.3	没有规定。 No requirement.
2.1.4	没有规定。 No requirement.
2.4.5	没有规定。 No requirement.
2.6.1	没有规定。 No requirement.
2.6.2	没有规定。 No requirement.
2.6.3	没有规定。 No requirement.
2.6.4	没有规定。 No requirement.

附件 15 — 《航行情报服务》（第 36 次修订）**Annex 15 — Aeronautical Information Services (34th revision)**

4.1.3	暂未出版雷达最低高度图。 For the time being, no radar minimum altitude chart are published.
4.3.4	有效日期由 AIP 修订单公布。 Effective date displays on AIP Amendment cover sheet only.
7.1.1.2	不提供扫雪计划。 Snow plan is not provided.
Chapter 10	暂不提供电子地形和障碍物数据。 For the time being, electronic terrain and obstacle data are not provided.
GEN 3.4.3	不提供广播电台。 Radio broadcast stations are not provided.