ZBAD AD 2.1 机场地名代码和名称 Aerodrome location indicator(ICAO / IATA) and name

ZBAD/PKX-北京/大兴 BEIJING/Daxing

ZBAD AD 2.2 机场地理位置和管理资料 Aerodrome geographical and administrative data

1	机场基准点坐标及其在机场的位置 ARP coordinates and site at AD	N39°30.0′ E116°24.0′ Center of RWY17L/35R
2	机场基准点与城市的位置关系 Direction and distance from city	179 °GEO, 44.9km from Tian'anmen square
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	24.9 m/31.9℃(JUL)/-8.3℃(JAN)
4	机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN	
5	磁差（测量年份）及年变率 VAR(Year)/Annual change	7°29′W(2022)/-6′21″
6	机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址 AD administration/Address/Telephone/Telefax/ AFS/ E-mail/Website	Beijing Capital International Airport Group CO. Beijing Daxing International Airport, Nr. 66 Jinrong Road, Yufa Town, Daxing District, Beijing, China Post code:102604 TEL:86-10-81686666 FAX:86-10-81689336 E-mail:dxjcws@bdia.com.cn
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/RWY01L/19R, RWY11L/29R, RWY17L/35R: 4F; RWY17R/35L: 4E
9	备注 Remarks	Nil

ZBAD AD 2.3 工作时间 Operational hours

1	机场开放时间 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	航空情报服务讲解室 AIS Briefing Office	H24

5	空中交通服务报告室 ATS Reporting Office	H24
6	气象服务讲解室 MET Briefing Office	H24
7	空中交通服务 Air Traffic Service	H24
8	加油服务 Fuelling	H24
9	地勤服务 Handling	H24
10	安保服务 Security	H24
11	除冰服务 De-icing	H24
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Container lift truck (7.5-14t), container tractor, fork-lift (2.5-3.5t), conveyor truck, platform collation tractor, small towing vehicle
2	燃油牌号 Fuel types	Jet Fuel No.3,Jet A-1
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Refueling trucks; Airport can provide gravity refueling (6.7L/s) and pressure refueling (63L/s) service; Storage capacity: 160000m³; A pipe network of apron aircraft-refuelling equipment for all aircraft.
5	除冰设施 De-icing facilities	Deicing apron (Nr.1: DE1-DE9, Nr2: DS1-DS7, tempotary: DN1-DN3), 50 de-icers, deicing fluid (type I, type II)
6	过站航空器机库 Hangar space for visiting aircraft	Yes, available for aircraft maintenance.
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for various types of aircraft.
8	备注 Remarks	Nil

ZBAD AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	Adjacent to AD
2	餐饮 Restaurants	At AD
3	交通工具 Transportation	Passenger's coaches, taxies, airport express
4	医疗设施 Medical facilities	First-aid equipment at AD, comprehensive hospital adjacent to AD (Ambulances on duty)
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	At AD
7	备注 Remarks	Nil

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

1	机场消防等级 AD category for fire fighting	CAT 10
2	援救设备 Rescue equipment	Fire fighting facilities: primary foam tender, rescue and rapid intervention vehicle, demolition illumination rescue truck, equipment logistics truck, long distance water supply vehicle, Aircraft Interior Access Vehicle(AIAV), aerial ladder truck, command and communication vehicle; Rescue equipment: moveable trailer, hoisting rigging, uplift air cushion, landing gear hanger, mobile surface operation devices, jack, etc.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	A380 and below: self-propelled moveable platform trailer, dedicated hoisting rigging, high/low-pressure uplift air cushion, metal traction rack, flexible traction rack, mobile surface operation devices.
4	备注 Remarks	Nil

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

1	可用季节及扫雪设备类型 Seasonal availability/Types of clearing equipment	All seasons RWY snow removal vehicles, pre-snow rolling brush vehicles, ramp snow vehicles, snow slingers, snow fluid trucks, snow blowers
2	扫雪顺序 Clearance priorities	RWYs, TWYs and aprons simutaneously
3	备注 Remarks	Nil

ZBAD AD 2.8 停机坪、滑行道及校正位置数据 Aprons, taxiways and check locations data

1	停机坪道面和强度 Apron surface and strength	道面 Surface	CONC
		强度 Strength	PCR 1230/R/A/W/T : Stands Nr.501-526 PCR 1130/R/A/W/T : Stands Nr.321-332 PCR 1100/R/A/W/T : Stands Nr.361-373 PCR 1070/R/A/W/T : Stands Nr.454-457, ET41, ET42 PCR 1050/R/A/W/T : Stands Nr.301, 302, 304-309, 341, 342, 344-351 PCR 1020/R/A/W/T : Stands Nr.DE1-DE9 PCR 1010/R/A/W/T : Stands Nr.DN2 PCR 960/R/A/W/T : Stands Nr.701-706, ET31, ET32 PCR 950/R/A/W/T : Stands Nr.DN1 PCR 940/R/A/W/T : Stands Nr.DS1-DS7, K301-K308, K311, K312 PCR 930/R/A/W/T : Stands Nr.451-453 PCR 910/R/A/W/T : Stands Nr.601, 603-614, ET11, ET12, ET21 PCR 900/R/A/W/T : Stands Nr.151-156, 160-173, 445-447, 461-463, DN3 PCR 890/R/A/W/T : Stands Nr.140-150, 192-198, 431-439, 441-444 PCR 870/R/A/W/T : Stands Nr.464-469, 471-483 PCR 860/R/A/W/T : Stands Nr.401-408 PCR 850/R/A/W/T : Stands Nr.101-111, 120-125 PCR 840/R/A/W/T : Stands Nr.126-137, 180-188, 190, 191, 410-419, 421-423 PCR 740/R/A/W/T : Stands Nr.K017-K033, K119-K136, K201-K208 PCR 630/R/A/W/T : Stands Nr.K001-K016, K101-K118
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	69m : H10 58.8m : B3, B4 56m : B5, B8, B9, E4-E7, H5, K10-K14, L2, L3, Y0 53m : Y3, Z9 52.5m : B6, E1-E3, E8, E9, E12, H4, L5, L6, W3-W6, Y6, Y8, Z7 50m : Z3 49m : F1, F4, Y7, Z8 47.6m : L7 46m : F5 44m : H6 43m : L4 42m : H3, H11 41.5m : Q9 40m : E0, E13, F2, F3, W2 35.5m : F6 32m : B2 30m : A10, A12, U8 26m : Q7, Q8

			25m : A, A1-A8, B, B1, C, D, E, G, G0-G9, K, K1-K5, L, M, M1-M4, T3-T9, V, V13, V14, V17, W1, Y1, Z0, Z1, Z4, Z6 23m : B7, C1-C8, H, J, J1-J14, M0, P, P9, Q, T, T1, T2, U9, V12, V16, Y2, Y4, Y5, Z2, Z5 15m : E10, E11, Y9
		道面 Surface	CONC
		强度 Strength	PCR 1170/R/A/W/T : B9, C(north of M), K10-K14 PCR 1160/R/A/W/T : T3, V PCR 1110/R/A/W/T : B7, T6, T7(east of W6) PCR 1090/R/A/W/T : K3-K5 PCR 1070/R/A/W/T : A10, A12, B6 PCR 1060/R/A/W/T : K(west of K2) PCR 1050/R/A/W/T : C(T5-M) PCR 1040/R/A/W/T : C1, J10, J12, J14, P, P9, Q, Q7-Q9(west of F4), T1, T2, U8, U9 PCR 1030/R/A/W/T : B1, B2, B8, K1, K2, M1-M4 PCR 1010/R/A/W/T : B(south of T5), B3-B5, C(south of T5), E, E0-E9, E12, E13 PCR 1000/R/A/W/T : K(east of K2), L, L2-L7, M(east of L3) PCR 990/R/A/W/T : M0, Z7-Z9 PCR 980/R/A/W/T : C8, J9, J11, J13 PCR 970/R/A/W/T : D, F6, G7-G9, Q9(east of F4), T7(west of W6), T8, T9, W1-W6 PCR 950/R/A/W/T : G, V12-V14, V16, V17 PCR 940/R/A/W/T : M(west of L3) PCR 930/R/A/W/T : B(north of T5), T4, Z1-Z6 PCR 920/R/A/W/T : C2-C4, G3, G5 PCR 900/R/A/W/T : E10, E11, G0-G2, H3-H6, T, Y5(north of Y6), Y6-Y9 PCR 890/R/A/W/T : T5, Y0-Y4, Y5(south of Y6), Z0 PCR 870/R/A/W/T : A, C5-C7 PCR 860/R/A/W/T : G4, G6 PCR 850/R/A/W/T : H, H10, H11 PCR 830/R/A/W/T : J PCR 810/R/A/W/T : A1, A3, A5, A7, J1, J3, J5, J7 PCR 770/R/A/W/T : F4, F5, Q7(east of F4), Q8(F3-F4) PCR 750/R/A/W/T : J2, J4, J6, J8 PCR 740/R/A/W/T : A2, A4, A6, A8 PCR 650/R/A/W/T : F1-F3, Q8(east of F3)
3	高度表校正点的位置及其标高 ACL location and	Nil	

	elevation	
4	VOR 校正点 VOR checkpoints	Nil
5	INS 校正点 INS checkpoints	Nil
6	备注 Remarks	Nil

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

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 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. Guide lines at all TWYs. Guide lines at all aprons. Visual docking guidance system at aircraft stands Nr. 101-111, 120-137, 140-156, 160-173, 180-188, 190-198	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	Pre-threshold area, THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL(01L, 17L, 17R, 19R, 29R, 35L, 35R), WBAR(01L, 17L, 17R, 19R, 29R, 35L, 35R), REDL, RCLL, RTZL(01L, 35L), RENL
		滑行道标志 TWY markings	Edge line, center line, No-entry, RWY holding position, intermediate holding position
		滑行道灯光 TWY lights	Edge line retroreflective markers, edge line lights, center line lights, No-entry bar , RETILs, De-icing/anti-icing facility exit lights, aircraft stand manoeuvring guidance lights(Stands Nr.106-111, 120-125, 131-137, 140-147, 151-156, 160-166, 180-186, 193-198)
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: Stop bars at RWY holding positions pattern A and B, intermediate holding positions Runway guard lights	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	The slope of stands Nr. 108, 130, 147, 150, 169 is different from surrounding area, pay more attention when taxiing into these stands.	

ZBAD AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 (相对机场 ARP) Obstacles within a circle with a radius of 15km (centered on the ARP)					
障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
Antenna 001	Antenna	001/9548	67.2		RWY19R GP INOP Final approach
TRANSMISSION_LINE 002	TRANSMISSION_LINE	002/9150	106.8		RWY17R GP INOP Final approach
TRANSMISSION_LINE 003	TRANSMISSION_LINE	003/9328	106.7		RWY17L GP INOP Final approach
TRANSMISSION_LINE 004	TRANSMISSION_LINE	004/9448	85.2		
Antenna 005	Antenna	006/14273	82.7		
BLDG 006	BLDG	007/2797	40.9		
TRANSMISSION_LINE 007	TRANSMISSION_LINE	009/9858	88.7		
Antenna 008	Antenna	011/13959	81.1		
TRANSMISSION_LINE 009	TRANSMISSION_LINE	012/10057	89.4		
Antenna 010	Antenna	013/3225	57.5		
Antenna 011	Antenna	015/12782	99.7		
Antenna 012	Antenna	016/6352	78.8		

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Antenna 013	Antenna	016/8195	75.0		
TRANSMISSION _LINE 014	TRANSM ISSION_L INE	020/11084	81.5		
Antenna 015	Antenna	035/4384	57.0		
TRANSMISSION _LINE 016	TRANSM ISSION_L INE	036/10858	103.7		
TOWER 017	TOWER	061/2945	37.4		
Pole 018	Pole	073/2322	38.9		RWY01L Take-off path
Pole 019	Pole	073/2718	40.9		RWY01L Take-off path
Control TWR 020	Control TWR	078/749	96.8		
Antenna 021	Antenna	095/9206	62.2		RWY11L Take-off path
Antenna 022	Antenna	096/9450	58.6		
Antenna 023	Antenna	103/4073	56.2		
Control TWR 024	Control TWR	114/3416	99.6		
Antenna 025	Antenna	116/4240	58.3		
Pole 026	Pole	153/5104	36.1		RWY19R Take-off path

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
TRANSMISSION_LINE 027	TRANSMISSION_LINE	156/9383	97.8		
Antenna 028	Antenna	163/5223	58.7		
TRANSMISSION_LINE 029	TRANSMISSION_LINE	165/8984	70.5		
TRANSMISSION_LINE 030	TRANSMISSION_LINE	165/11734	77.9		
Antenna 031	Antenna	167/11550	65.9		
TRANSMISSION_LINE 032	TRANSMISSION_LINE	169/11446	78.0		
Antenna 033	Antenna	174/12196	63.0		
TRANSMISSION_LINE 034	TRANSMISSION_LINE	176/8297	94.9		
TRANSMISSION_LINE 035	TRANSMISSION_LINE	178/8452	109.7		RWY35L GP INOP final approach
Pole 036	Pole	179/1903	23.1		
Pole 037	Pole	181/1930	23.6		
Antenna 038	Antenna	185/12473	60.9		
Antenna 039	Antenna	189/8590	77.3		

半径 15 千米内主要障碍物 (相对机场 ARP)
Obstacles within a circle with a radius of 15km (centered on the ARP)

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Trees 040	Trees	190/3405	45.5		RWY17R Take-off path
Antenna 041	Antenna	194/3008	36.0		
Pole 042	Pole	201/2098	23.5		
Pole 043	Pole	202/2073	23.6		
Antenna 044	Antenna	206/3031	61.3		
TRANSMISSION _LINE 045	TRANSM ISSION_L INE	260/1292	60.8		
Pole 046	Pole	339/2074	23.6		
Pole 047	Pole	340/2035	23.2		
TRANSMISSION _LINE 048	TRANSM ISSION_L INE	351/9196	98.4		
TRANSMISSION _LINE 049	TRANSM ISSION_L INE	354/9362	92.1		
TRANSMISSION _LINE 050	TRANSM ISSION_L INE	357/14169	106.6		
TRANSMISSION _LINE 051	TRANSM ISSION_L INE	357/14297	60.7		
TRANSMISSION _LINE 052	TRANSM ISSION_L INE	357/14930	103.9		

半径 15 千米内主要障碍物 (相对机场 ARP)

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志，灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
TRANSMISSION_LINE 053	TRANSMISSION_LINE	358/14942	67.6		
Pole 054	Pole	360/1930	23.7		

半径 15 千米-50 千米内主要障碍物 (相对机场 ARP)

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

障碍物名称或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(º)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或(高) Elevation /(Height) (m)	障碍物标志、灯光类型及颜色 Obstacle marking /Lighting Type & Colour	影响的飞行程序及起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Antenna 055	Antenna	007/15509	67		
TOWER 056	TOWER	089/28127	215	LGT	
Antenna 057	Antenna	105/19257	108		
Antenna 058	Antenna	183/15644	62		
Antenna 059	Antenna	278/14483	229	LGT	
MT 060	MT	312/54439	1307		Sector
BLDG 061	BLDG	354/36884	198		
BLDG 062	BLDG	354/37006	247		
Antenna 063	Antenna	355/25484	175		

Remarks:

ZBAD AD 2.11 提供的气象情报、气象观测和报告
Meteorological information provided & meteorological observations and reports

提供的气象情报 Meteorological information provided		
1	相关气象台的名称 Associated MET Office	Beijing Daxing International Airport MET Center of CAAC
2	气象服务时间、服务时间以外的责任气象台 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 Daxing International Airport MET Center of CAAC;30h;6h
4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 30min
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T,others
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Chart, International MET Codes, Abbreviated Plain Language Text;Ch,En
7	讲解或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	Briefing provided: Synoptic charts, significant weather forecast charts, upper W/T charts, satellite and radar materials, AWOS real-time data, aerodrome present weather data, aerodrome forecast, aerodrome warnings
8	提供气象情报的辅助设备 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	ACC, APP, TWR
10	其他信息 Additional information	If necessary, periods of validity for TAF could be 9h, interval of issuance for TAF could be 3h.
气象观测和报告 Meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Half hourly plus special observation/Yes
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	RVR EQPT A: 107m E of RCL, 369m inward THR19R; B: 107m E of RCL, 1670m inward THR01L; C: 107m E of RCL, 324m inward THR01L; D: 107m S of RCL, 250m inward THR11L;

		E: 107m S of RCL, 1850m inward THR29R; F: 107m S of RCL, 357m inward THR29R; G: 107m W of RCL, 353m inward THR17L; H: 107m W of RCL, 1800m inward THR35R; I: 92m W of RCL, 322m inward THR35R; J: 107m E of RCL, 352m inward THR17R; K: 101m E of RCL, 1885m inward THR35L; L: 107m E of RCL, 323m inward THR35L. SFC wind sensors 01L: 114m E of RCL, 337m inward THR01L; 01L/19R Center: 105m E of RCL, 1663m inward THR01L; 19R: 116m E of RCL, 349m inward THR19R; 11L: 104m S of RCL, 243m inward THR11L; 11L/29R Center: 105m S of RCL, 1857m inward THR29R; 29R: 114m S of RCL, 357m inward THR29R; 17L: 117m W of RCL, 333m inward THR17L; 17L/35R Center: 106m W of RCL, 1793m inward THR35R; 35R: 117m W of RCL, 334m inward THR35R; 17R: 116m E of RCL, 332m inward THR17R; 17R/35L Center: 106m E of RCL, 1880m inward THR35L; 35L: 117m E of RCL, 335m inward THR35L. Ceilometer 01L: on the extension of RCL, 920m outward THR01L; 19R: on the extension of RCL, 920m outward THR19R; 17L: on the extension of RCL, 920m outward THR17L; 35R: on the extension of RCL, 920m outward THR35R; 17R: on the extension of RCL, 920m outward THR17R; 35L: on the extension of RCL, 920m outward THR35L; 11L: 400m N of RCL, 1200m outward THR11L; 29R: on the extension of RCL, 920m outward THR29R.
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24
5	气候资料 Climatological information	Climatological tables AVBL
6	其他信息 Additional information	Nil

ZBAD AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 RWY Designator	真方位和磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、跑道末端坐标、跑道入口大地水准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和精密进近跑道接地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
19R	173.05 °GEO 181 °MAG	3400×60	PCR 1010/R/A/W/T CONC/-	Nil	THR 24.9m TDZ 24.9m	-0.2%(1500m)/0 %(1900m)
01L	353.05 °GEO 001 °MAG	3400×60	PCR 1010/R/A/W/T CONC/-	Nil	THR 21.9m TDZ 21.9m	0%(1900m)/0.2% (1500m)
11L	103.05 °GEO 111 °MAG	3800×60	PCR 1000/R/A/W/T CONC/-	Nil	THR 20.7m	0.02%
29R	283.08 °GEO 291 °MAG	3800×60	PCR 1000/R/A/W/T CONC/-	Nil	THR 21.3m TDZ 21.3m	-0.02%
17L	173.03 °GEO 181 °MAG	3800×60	PCR 880/R/A/W/T CONC/-	Nil	THR 23.2m TDZ 23.4m	0.02%(1900m)/-0 .02%(1900m)
35R	353.03 °GEO 001 °MAG	3800×60	PCR 880/R/A/W/T CONC/-	Nil	THR 23.2m TDZ 23.4m	0.02%(1900m)/-0 .02%(1900m)
17R	173.02 °GEO 181 °MAG	3800×45	PCR 840/R/A/W/T CONC/-	Nil	THR 23.2m TDZ 23.4m	0.02%(1900m)/-0 .02%(1900m)
35L	353.03 °GEO 001 °MAG	3800×45	PCR 840/R/A/W/T CONC/-	Nil	THR 23.1m TDZ 23.3m	0.02%(1900m)/-0 .02%(1900m)

跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区长宽 RESA dimensions (m)	拦阻系统的位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
19R	Nil	Nil	3520×300	240×150	Nil	Nil
01L	Nil	Nil	3520×300	240×150	Nil	Nil
11L	Nil	Nil	3920×300	240×150	Nil	Nil
29R	Nil	Nil	3920×300	240×150	Nil	Nil
17L	Nil	Nil	3920×300	240×150	Nil	Nil
35R	Nil	Nil	3920×300	240×150	Nil	Nil

跑道号码 RWY Designator	停止道长宽 SWY dimensions (m)	净空道长宽 CWY dimensions (m)	升降带长宽 Strip dimensions (m)	跑道端安全区长宽 RESA dimensions (m)	拦阻系统的位置及描述 Location& Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
17R	Nil	Nil	3920×300	240×150	Nil	Nil
35L	Nil	Nil	3920×300	240×150	Nil	Nil

Remarks: 01L/19R:RWY shoulder:7.5m on each side
11L/29R:RWY shoulder:7.5m on each side
17L/35R:RWY shoulder:7.5m on each side
17R/35L:RWY shoulder:7.5m on each side
Distance between RCL of RWY17R/35L and RCL of RWY17L/35R is 760m; RWY35L THR is 0m north of RWY35R THR;
Distance between RCL of RWY17L/35R and RCL of RWY01L/19R is 2380m; RWY35R THR is 1700m north of RWY01L THR;
RWY11L THR is 1600m north of RWY19R, RWY11L THR is 600m east of RWY19R THR.

ZBAD 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
19R	3400	3400	3400	3400	Nil
19R	3300	3300	3300	3400	FM A10
19R	2900	2900	2900	3400	FM P9
01L	3400	3400	3400	3400	Nil
01L	3010	3010	3010	3400	FM B2
11L	3800	3800	3800	NOT AVBL	Nil
11L	3700	3700	3700	NOT AVBL	FM M2
11L	3400	3400	3400	NOT AVBL	FM M3,K2
11L	3300	3300	3300	NOT AVBL	FM M4
29R	NOT AVBL	NOT AVBL	NOT AVBL	3800	Nil
17L	3800	3800	3800	3800	Nil
17L	3700	3700	3700	3800	FM G8
17L	3410	3410	3410	3800	FM G7
17L	3300	3300	3300	3800	FM C7
17L	3060	3060	3060	3800	FM C6
35R	3800	3800	3800	3800	Nil
35R	3700	3700	3700	3800	FM G1
35R	3400	3400	3400	3800	FM C2

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
35R	3300	3300	3300	3800	FM G2
35R	3090	3090	3090	3800	FM C3
17R	3800	3800	3800	3800	Nil
17R	3400	3400	3400	3800	FM J12,U8
17R	3300	3300	3300	3800	FM J10
35L	3800	3800	3800	3800	Nil
35L	3400	3400	3400	3800	FM J11
35L	3300	3300	3300	3800	FM J9

ZBAD AD 2.14 进近和跑道灯光 Approach and runway lighting

跑道号码 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类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、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
19R	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 463m inward THR19R 3° 21.9m	Nil	3400 m spacing 15m 0-2500m, WHITE 2500-3100m, RED/WHITE 3100-3400m, RED VRB LIH	3400 m spacing 60m 0-2800m, WHITE 2800-3400m, YELLOW VRB LIH	RED	Nil
01L	PALS CAT III SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 452m inward THR01L 3° 21.9m	900 m	3400 m spacing 15m 0-2500m, WHITE 2500-3100m, RED/WHITE 3100-3400m, RED VRB LIH	3400 m spacing 60m 0-2800m, WHITE 2800-3400m, YELLOW VRB LIH	RED	Nil

跑道号码 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类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、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
11L	Nil	Nil	Nil	Nil	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
29R	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 455m inward THR29R 3 ° 21.9m	Nil	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
17L	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 450m inward THR17L 3 ° 21.9m	Nil	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
35R	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 449m inward THR35R 3 ° 21.9m	Nil	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil

跑道号码 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类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position /Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、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
17R	PALS CAT I SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 450m inward THR17R 3° 21.9m	Nil	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
35L	PALS CAT II SFL 900 m VRB LIH	GREEN Yes	PAPI LEFT 448m inward THR35L 3° 21.9m	900 m	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
Remarks:								

ZBAD AD 2.15 其它灯光,备份电源 Other lighting, secondary power supply

1	机场灯标或识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标和风向标位置和灯光 LDI/ WDI location and LGT	WDI: RWY01L:108m W of RCL, 350m inward THR01L, LGTD; RWY11L:108m N of RCL, 350m inward THR11L, LGTD; RWY17L:77.5m E of RCL, 350m inward THR17L, LGTD; RWY35L:90m W of RCL, 350m inward THR35L, LGTD; RWY17R:90m E of RCL, 350m inward THR17R, LGTD; RWY35R:108m W of RCL, 350m inward THR35R, LGTD. RWY19R:108m E of RCL, 400m inward THR19R, LGTD; RWY29R:108m S of RCL, 350m inward THR29R, LGTD;
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: green center line lights, blue retroreflective markers, blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Secondary power supply available/ < 1sec Diesel generator/≤15sec

5	备注 Remarks	Nil

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

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

ZBAD AD 2.17 空中交通服务空域 ATS airspace

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Beijing Control Zone	A circle, radius 15km centered at ARP of the aerodrome	600m MSL(inclusive) and below(include the Airport Maneuvering Area)				
Fuel Dumping Area	N4203E11614-N4156E11546-N4040E11625-N4048E11651-N4203E11614	Above 4000m				Refer to ZBAA AD2.24-6

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Prohibited Fly Over Area	N394900E1162830-N395900E1162830-N395900E1161500-N394900E1161500-N394900E1162830					No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
Altimeter setting region and TL/TA	Same as Beijing Terminal Control Area	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				ZBAA QNH shall be used below TL within Beijing Terminal Control Area (excluding ZBTJ APP Area). ZBAD QNH shall be used by ATC. Altimeter setting above TA still follow current rules.

ZBAD AD 2.18 空中交通服务通信设施 ATS communication facilities

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
ATIS		127.225 (Chinese)			H24	D-ATIS available
		128.4 (English)			H24	D-ATIS available
APP	Beijing Approach	APP09:121.1 (127.75)			by ATC	
		APP10:129.0 (127.75)			by ATC	
		APP11:119.7 (127.75)			by ATC	
		APP12:119.85 (119.425)			H24	
		APP13:121.25 (119.425)			by ATC	
		APP14:126.3 (119.425)			by ATC	
		APP15:125.8 (119.425)			by ATC	
		APP16:124.4 (127.75)			by ATC	
		APP17:120.6 (127.75)			H24	
		APP18:125.5 (119.425)			by ATC	
	Daxing Approach	APP05:126.5 (119.625)			by ATC	
		APP06:119.925 (119.625)			by ATC	
		APP07:120.0 (119.625)			by ATC	
	Capital Approach	APP01:126.1 (125.05)			by ATC	
		APP02:119.0 (125.05)			by ATC	

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
		APP03:120.2 (125.05)			by ATC	
TWR	Daxing Tower	TWR01:118.825 (124.35)			HO	
		TWR02:118.375 (124.35)			H24	
		TWR03:130.425 (130.3)			HO	
		TWR04:118.725 (130.3)			HO	
GND	Daxing Ground	GND01:121.975 (121.775)			HO	
		GND02:121.625 (121.775)			H24	
		GND03:121.7			HO	
		GND04:122.6			HO	
	Daxing Delivery	Delivery01:121.875 (121.775)			H24	DCL available Via OMDEK, PEGSO
		Delivery02:122.825			HO	DCL available Via ELKUR, MUGLO, IDKEX, DOTRA; contact Delivery01 when Delivery02 U/S
APN	Daxing Apron	APN01:122.15 (121.775)			HO	
		APN02:122.7 (121.775)			H24	
EMG		121.5			H24	

ZBAD AD 2.19 无线电导航和着陆设施 Radio navigation and landing aids

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Daxing VOR/DME	DXG	115.35 MHz CH 100Y	H24	N39°28.5′ E116°23.6′ 1031m outward THR35L, 45m east of extended RCL	36 m	
IM 01L		75 MHz		On the extension of RCL, 320m outward THR01L		
LOC 01L ILS CAT III	IDN	110.55 MHz		On the extension of RCL, 3685m N of THR01L		
GP 01L		329.45 MHz		125m E of RCL, 316m inside THR01L		Angle 3 °, RDH 17.4 m
DME 01L	IDN	CH 42Y (110.55 MHz)		121m E of RCL, 322m inside THR01L	28m	Co-located with GP 01L
LOC 19R ILS CAT I	IDZ	108.7 MHz		On the extension of RCL, 3685m S of THR19R		Beyond 19.6NM of front course U/S
GP 19R		330.5 MHz		125m E of RCL, 331m inside THR19R		Angle 3 °, RDH 17.2 m
DME 19R	IDZ	CH 24X (108.7 MHz)		121m E of RCL, 337m inside THR19R	31m	Co-located with GP 19R
LOC 29R ILS CAT I	IBP	108.7 MHz		On the extension of RCL, 4085m W of THR29R		
GP 29R		330.5 MHz		120m S of RCL, 316m inside THR29R		Angle 3 °, RDH 17.6 m
DME 29R	IBP	CH 24X (108.7 MHz)		116m S of RCL, 322m inside THR29R	28m	Co-located with GP 29R
LOC 17L ILS CAT I	IXA	110.75 MHz		On the extension of RCL, 4085m S of THR17L		Beyond 19NM of front course, beyond +13 °and -33 °of front course U/S
GP 17L		330.05 MHz		125m W of RCL, 318m inside THR17L		Angle 3 °, RDH 17.6 m

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR,Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
DME 17L	IXA	CH 44Y (110.75 MHz)		121m W of RCL, 324m inside THR17L	30m	Co-located with GP 17L
LOC 35R ILS CAT I	IXO	110.75 MHz		On the extension of RCL, 4085m N of THR35R		
GP 35R		330.05 MHz		125m W of RCL, 317m inside THR35R		Angle 3 °, RDH 17.2 m
DME 35R	IXO	CH 44Y (110.75 MHz)		121m W of RCL, 323m inside THR35R	29m	Co-located with GP 35R
LOC 17R ILS CAT I	IXE	111.9 MHz		On the extension of RCL, 4085m S of THR17R		Beyond 19NM of front course, beyond +27 °and -33 °of front course U/S
GP 17R		331.1 MHz		125m E of RCL, 315m inside THR17R		Angle 3 °, RDH 16.8 m
DME 17R	IXE	CH 56X (111.9 MHz)		121m E of RCL, 321m inside THR17R	30m	Co-located with GP 17R
IM 35L		75 MHz		On the extension of RCL, 320m outward THR35L		
LOC 35L ILS CAT II	IXR	109.15 MHz		On the extension of RCL, 4085m N of THR35L		
GP 35L		331.25 MHz		125m E of RCL, 315m inside THR35L		Angle 3 °, RDH 16.3 m
DME 35L	IXR	CH 28Y (109.15 MHz)		121m E of RCL, 321m inside THR35L	30m	Co-located with GP 35L

ZBAD AD 2.20 本场规定

1. 机场使用规定

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

ZBAD AD 2.20 Local aerodrome regulations

1.Airport operations regulations

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

circumstances.

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

1.2 Arrival/Departure aircraft shall keep ADS-B equipment on while taxiing and pushed-back.

1.3 航空器在本场地面滑行、拖行及推出时，须开启应答机且应答机不应向外报告高度，进入停机位后，须关闭应答机。

1.3 Transponder shall turn on and shall not report its altitude to public while aircraft is taxiing, dragging or pushing back. Aircraft shall turn off the transponder after entering the stand.

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

1.4 Aircraft without ACAS II are not allowed to take off or land during 0000-1300(UTC) at this airport when meet one of these following conditions: Maximum take off weight greater than 15t, Civil turbine fixed-wing aircraft with more than 30 authorized seats.

1.5 所有技术试飞需事先申请，并在得到空中交通管制部门批准后方可进行。

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

1.6 本场可供 A380 及其以下机型使用。

1.6 Maximum aircraft to be available: A380 and equivalent.

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

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

1.8 出港航班机组申请 ATC 放行许可应不早于该航班的 EOBT 之前 40min。

1.8 Departure aircraft shall not apply for ATC delivery clearance 40min earlier than EOBT.

1.9 大兴机场塔台数字化放行（DCL）全天提供服务。出港航空器可通过数据链通信（DCL）和放行频率人工话音播发两种方式取得放行许可。通过数据链通信

1.9 Departure aircraft shall obtain delivery clearance from DCL or voice broadcast by Daxing Delivery, DCL is available for 24h. When obtained delivery clearance,

电文发布的管制许可和指令，双方应当以数据链通信方式回复，无需使用话音方式复述或确认。

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

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

1.12 当航空器在大兴机场进近或起飞过程中，可能会遇到 T1、T2 或 T3 滑行道上有航空器正在滑行或拖行，航空器驾驶员需加强目视观察，避免视觉误差。

1.13 航空器使用 35L 跑道仪表进近时，默认使用 RNAV ILS/DME z RWY35L、RNAV CAT II ILS/DME z RWY35L 程序。

1.14 若机组需要使用 RNAV ILS/DME y RWY35L、RNAV CAT II ILS/DME y RWY35L 程序，请机组向管制员申请，得到管制员同意后方可使用。

2. 跑道和滑行道的使用

2.1 跑道运行规则

2.1.1 01L/19R 号跑道主要用于进港。

2.1.2 11L 号跑道主要用于出港。

2.1.3 17R/35L 号跑道主要用于进港。

2.1.4 17L/35R 号跑道主要用于出港。

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

aircraft shall reply by DATA-LINK. Repeat or confirm by voice is not necessary.

1.10 RWY17R/35L and RWY17L/35R are parallel runways spacing 760m, pilot shall pay attention to not landing on the wrong runway.

1.11 Located at 1750m west of RWY17R/35L, a runway is under construction and not available. Pilot shall pay attention to not land on the wrong runway.

1.12 While an aircraft is approaching or taking off, it may encounter other aircraft taxiing or towing on TWY T1, T2 or T3, pilot shall strengthen visual observation.

1.13 While approaching to RWY35L, aircraft conduct RNAV ILS/DME z RWY35L and RNAV CAT II ILS/DME z RWY35L procedure by default.

1.14 If flight crew choose RNAV ILS/DME y RWY35L and RNAV CAT II ILS/DME y RWY35 procedure, crew shall apply and conduct procedure with ATC clearance.

2. Use of runways and taxiways

2.1 Rules for the use of runways

2.1.1 RWY01L/19R are mainly used for arrival.

2.1.2 RWY11L is mainly used for departure.

2.1.3 RWY17R/35L are mainly used for arrival.

2.1.4 RWY17L/35R are mainly used for departure.

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

2.1.6 17L/35R 跑道穿越规则：

2.1.6.1 机组如需穿越 17L/35R 跑道，需滑行至 17L/35R 跑道等待点外等待。

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

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

2.1.6.4 17L/35R 跑道的常用穿越滑行道是：C2-C7。向北运行时，通常使用 C5-C7 由西向东穿越 35R 跑道；向南运行时，通常使用 C2-C4 由西向东穿越 17L 跑道。

2.1.6.5 等待穿越跑道的航空器需在跑道外提前联系塔台频率，由塔台管制员负责指挥穿越跑道。

2.1.7 航空器脱离后，机组需向塔台报告“已脱离跑道”。

2.1.8 大兴机场非全跑道起飞：

2.1.8.1 出港航空器必须使用全跑道起飞时，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

2.1.6 RWY 17L/35R crossing rules:

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

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

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

2.1.6.4 TWYs C2-C7 are generally available for crossing RWY17L/35R. When RWY35R is in use, aircraft commonly cross RWY35R via C5-C7 from west to east. When RWY17L is in use, aircraft commonly cross RWY17L via C2-C4 from west to east.

2.1.6.5 Aircraft waiting for crossing RWY shall hold short of RWY and contact TWR frequence. TWR controller is responsible for conducting to cross RWY.

2.1.7 Once aircraft vacated RWY, flight crew shall report to TWR “RWY vacated”.

2.1.8 Non full-length runway taking-off:

2.1.8.1 If departure aircraft have to use full-length runway to take off, pilot shall contact Delivery

请。

Controller upon receiving delivery clearance.

2.1.8.2 塔台管制员向出港航空器发布进跑道指令前会明确进跑道所经由的联络道，当航空器驾驶员认为此位置的可用起飞滑跑距离不满足起飞离场安全要求时应及时提出。

2.1.8.2 Tower controller will allocate taxiway for the departure aircraft before entering runway. If the TORA from the allocated taxiway cannot meet safety departure, pilot should inform ATC timely.

2.1.9 降雪天气本场运行规则:

2.1.9 Airport operation rules during snow weather:

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

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

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

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

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

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

2.1.10.1 起飞航空器

2.1.10.1 For departure aircraft

a.起飞航空器从跑道外等待位置至对正跑道时间应不超过 60s;

a. Departure aircraft shall finish RWY alignment within 60s from the RWY holding position.

b.起飞航空器在对正跑道并接收到塔台起飞许可后，应在 10s 内起飞滑跑;

b. Aircraft shall begin to takeoff run within 10s after aligning with the runway centerline and receiving takeoff clearance.

c.如机组认为无法在上述要求的时间内完成，须在到达跑道外等待点之前向塔台管制员说明。

c. If flight crew consider they cannot fulfill the process within the required time, flight crew shall inform TWR before reaching the RWY holding position.

2.1.10.2 落地航空器

2.1.10.2 For landing aircraft

为减少起飞和着陆航空器占用跑道时间，增加跑道使

In order to reduce RWY occupancy time and increase

用效率，机组在做进近简令时，需提前计划落地后使用的快速脱离道口，落地后尽快脱离跑道。

RWY efficeincy, when flight crew carry out approach procedure, they shall plan the rapid exit TWY which to use in advance, and vacate RWY after landing as soon as possible.

落地后如果明显要错过预计使用的快速脱离道口时，在跑道上需加速滑行脱离。

If aircraft will miss the expected rapid exit TWY obviously, speed up to vacate RWY.

航空器严禁在快速脱离道等待，如未收到进一步滑行（语音或灯光引导）指令，落地的航空器脱离后应继续滑行至跑道第一平行滑行道。

Aircraft is forbidden to hold on the rapid exit TWY. If do not receive the next taxiing instruction(voice or light guidance), landing aircraft shall continue to taxi after vacating RWY until the first parallel TWY.

航空器落地后建议使用下列或更早道口脱离跑道（湿跑道或污染跑道除外），如无法在建议的脱离道（含）之前脱离时，须在建立航向道前通知进近管制员。

Aircraft is suggested to use the following or closer TWY to vacate RWY after landing(except for wet or contaminated RWY). If can not fulfill it, pilot shall inform APP controller before establishing the localizer.

着陆跑道/ Landing RWY	机型种类/ types of A/C	RECAT-CN 机型种类/ types of RECAT-CN	快速脱离道/ Rapid exit TWY	与跑道入口端距离(m)/ DIST to THR(m)
01L	LIGHT	L	A2	1525
	MEDIUM	M	A4	1875
	HEAVY	B,C	A6	2225
	SUPER	J	A8	2575
19R	LIGHT	L	A1	1525
	MEDIUM	M	A3	1875
	HEAVY	B,C	A5	2225
	SUPER	J	A7	2575
17L	LIGHT	L	G5	1875

	MEDIUM	M	G5	1875
	HEAVY	B,C	G3	2376
	SUPER	J	G3	2376
35R	LIGHT	L	G4	1874
	MEDIUM	M	G4	1874
	HEAVY	B,C	G6	2373
	SUPER	J	G6	2373
17R	LIGHT	L	J1	1500
	MEDIUM	M	J3	1850
	HEAVY	B,C	J5	2200
	SUPER	J	not available	not available
35L	LIGHT	L	J2	1500
	MEDIUM	M	J4	1850
	HEAVY	B,C	J6	2200
	SUPER	J	not available	not available

a. 中型机（含）以下机型从飞越跑道入口至完全脱离跑道应不超过 50s;

b. 重型机（含）以上机型从飞越跑道入口至完全脱离跑道应不超过 70s;

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

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

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

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 final frequency (no later than turning to base or the localizer is established).

2.1.10.3 穿越航空器

2.1.10.3 For crossing aircraft

a. 穿越航空器从接到管制员穿越指令至穿越完成应不超过 50s;

a. Crossing aircraft shall finish RWY crossing and fully vacate RWY within 50s after receiving ATC instructions of crossing RWY.

b. 如机组认为无法在上述要求的时间内完成穿越，应在到达跑道外等待点之前向塔台管制员说明。

b. 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.

2.1.10.4 T3 上滑行航空器

2.1.10.4 For taxiing aircraft on TWY T3

a. T3 上滑行的航空器滑行至 T32-V77 区域时，从接到管制指令到脱离该区域应不超过 60s;

a. When an aircraft taxiing on TWY T3 reaches T32-V77 area, it shall fully vacate this area within 60s after receiving ATC instruction.

b. T3 上滑行的航空器滑行至 T33-E77 区域时，从接到管制指令到脱离该区域应不超过 60s;

b. When an aircraft taxiing on T3 reaches T33-E77 area, it shall fully vacate this area within 60s after receiving ATC instruction.

c. 如机组认为无法在上述要求的时间内完成滑行，应在到达等待点之前向管制员说明。

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

2.2 滑行道的使用规则

2.2 Rules for the use of TWY:

2.2.1 可以提供地面引导车，拖车服务。

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

2.2.2 禁止航空器在滑行道上做 180°转弯。

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

2.2.3 对机组的要求:

2.2.3 Requirements for flight crew:

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

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

2.2.3.2 在推出时向机坪管制员证实使用跑道,推出方向。机组在使用灯光引导滑行时，必须确认管制员语音指令与灯光显示信息一致，否则原地等待并向管制员再次证实指令；机组发现滑错路线或入错机位时，应立即停止滑行，向管制员报告，并等待管制进一步指令。

2.2.3.2 Contact Apron Controller to confirm runway-in-use and push-back direction when pushed back.Confirm the consistency of ATC instruction and light information when taxiing by light guidance, or hold for confirming ATC insruction again. Stop immediately when taxiing on the wrong way or into wrong stand, and inform ATC for next instruction.

2.2.3.3 在进入交接点前主动报告“接近某某滑行道，请求转至某某频率”。

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

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

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

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

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

2.2.3.6 地面滑行期间，机组应密切关注管制相关活动,及时依照管制员的活动通报观察或将观察到的不明活动情况通报给地面管制员。

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

2.2.3.7 在紧邻跑道的平行滑行道滑行时,要密切注意脱离跑道的航空器动向，保证滑行间隔，避免冲突和刮碰。

2.2.3.7 While taxiing on the parallel TWYs next to RWY, pilots shall pay more attention to the aircraft vacating RWY, keep safety separation and avoid conflicts.

2.2.4 跑道等待位置及中间等待位置使用规则

2.2.4 Rules of runway-holding position and intermediate holding positions

2.2.4.1 航空器在进入跑道前必须在指定的跑道等待位置处等待塔台的指令。跑道等待位置和跑道的对

2.2.4.1 Aircraft shall hold short of runway at assigned holding position before entering runway and wait for

应，详见机场图。为避免等待进入跑道的航空器与其后方滑行航空器相撞，相关部分跑道等待位置数据公布如下表:

TWR clearance. Refer to Aerodrome Chart for correspondence of runway-holding positions and runways.

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 /patter		与跑道中线距离(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)
J13	pattern A	245	50	C1	pattern A	180	285
J11	pattern A	90	205	C2(east)	pattern A	107.5	82.5
	pattern B	204.5	90.5	C2(west)	pattern A	107.5	259.5
J9	pattern A	90	205	C3(east)	pattern A	107.5	82.5
	pattern B	201.5	93.5	C3(west)	pattern A	107.5	275.5
J10	pattern A	129	166	C4(east)	pattern A	107.5	82.5
J12	pattern A	128	167	C4(west)	pattern A	107.5	352
J14	pattern A	180	115	C5(east)	pattern A	107.5	82.5
U8	pattern A	128	167	C5(west)	pattern A	107.5	411.5
U9	pattern A	118	177	C6(east)	pattern A	107.5	82.5

G0	pattern A	107.5	82.5	C6(west)	pattern A	107.5	293.5
G1	pattern A	107.5	82.5	C7(east)	pattern A	107.5	82.5
G2	pattern A	107.5	82.5	C7(west)	pattern A	107.5	259.5
G7	pattern A	107.5	82.5	C8	pattern A	180	285
G8	pattern A	107.5	82.5	G9	pattern A	107.5	82.5
B1	pattern A	107.5	82.5	M1	pattern A	97	93
B2	pattern A	107.5	82.5	M2	pattern A	90	100
A10	pattern A	137	53	M3	pattern A	78	112
A12	pattern A	135.5	54.5	M4	pattern A	78	112
K1	pattern A	97	93	K2	pattern A	78	112
P9	pattern A	142.5	142.5				

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

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

2.2.5 滑行道运行限制

2.2.5 Taxiways operation limits:

2.2.5.1 翼展限制

2.2.5.1 Wing span limits

滑行道/TWYs	航空器翼展限制/ Aircraft wingspan limits
A, A1-A8, A10, A12, B, B1-B6, B8, B9, C, D, E, E0-E9, E12(west of E), E13, G, G0-G9, K, K1-K5, K10-K14, L, L2-L7, M, M1-M4, T3-T5, T6(west of D, east of C), T7(west of D, east of C), T8, T9, V, V13, V14, V17,	<80m

W1(south of T8), W3-W6(south of T8), Y0, Y1(south of Z0, north of T5), Y2(south of T4), Y3(south of T4, north of T5), Y5(north of E7), Z0, Z1(south of Z0, north of T5), Z2(south of T4), Z3(south of Z6, north of T5), Z6	
B7, C1-C8, H, H3-H6, H10, H11, J, J1-J14, M0, P, Q, Q7(west of Q), Q8(west of Q), Q9, T, T1, T2, T6(east of D, west of C), T7(east of D, west of C), U8, U9, V12, V16, W1(north of T8), W2, W3-W6(north of T8), Y1(north of Z0, south of T5), Y2(north of T4), Y3(north of T4, south of T5), Y4, Y5 (south of E7), Y6-Y8, Z1(north of Z0, south of T5), Z2(north of T4), Z3(north of Z6, south of T5), Z4, Z7-Z9	<69m
E10, E11, E12(east of E), F1, F4, F5, Q7(east of Q), Q8(east of Q), Y9, Z5	<36m
F2, F3	<31m
F6	<24m

2.2.5.2 滑行道的使用

2.2.5.2.1 Q 滑以东的 Q9 滑行道有翼展限制大于 36m、小于等于 69m 航空器滑行或拖行时，则 K109、K110、K127、K128、K301-K308 停用。

2.2.5.2.2 F6 滑行道使用时，如 K305 或 K306 机位使用，则 K304、K312 机位停用。

2.2.5.2.3 当空客 A380 使用 W1（T8 以南）滑行道时，W2 滑行道仅允许翼展小于 64m 的航空器滑行或拖行。同时应注意观察，防止与 W1 上滑行的 A380 发

2.2.5.2 Use of taxiways

2.2.5.2.1 Stands Nr.K109, K110, K127, K128 and K301-K308 are forbidden to use when the aircraft with wingspan more than 36m and no more than 69m taxiing or be pushed back on TWY Q9 (east of TWY Q).

2.2.5.2.2 When TWY F6 is used, stands Nr.K304 and K312 are forbidden to use if stands Nr.K305 or K306 is used.

2.2.5.2.3 When A380 taxiing on TWY W1(south of TWY T8), TWY W2 is only used for the aircraft with wingspan less than 64m taxiing or be pushed back.

生冲突。

Observe cautiously, in case make a conflict with A380 on TWY W1.

2.2.6 未经塔台管制员许可，任何航空器不允许进入 T1-T3。

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

2.2.7 机组在地面滑行时需要注意位置相近且名字近似的滑行道，避免误滑（例如滑行道 C2/G2，C7/G7）。

2.2.7 Aircraft shall pay attention to the TWY nearly and designation similar to each other(such as C2&G2，C7&G7) while taxiing.

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

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

2.4 A380 本场按照管制员指令滑行。

2.4 A380 shall be instructed to taxi by ATC.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.5.7 HS7: 位于 P9 滑行道区域。公务机坪运行航空器及保障车辆应熟练掌握附近运行环境，未得到塔台同意不得进入该区域，否则易造成跑道侵入。

2.5.7 HS7: TWY P9. Aircraft and vehicles operating on Business Apron shall acquire proficiency in this area operating environment. Entering into this area is forbidden without TWR permission , otherwise RWY incursion may occur.

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

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

2.5.9 HS9: 位于 Z4 和 T4 之间的 Z3 滑行道区域。进入机位 441 的航空器不要在此区域停留，并应尽快入位，否则容易与 Z3 出港航空器产生冲突。

2.5.9 HS9: TWY Z3 between TWY Z4 and T4. Aircraft taxiing to parking stand Nr.441 shall not stop in this area, and expedite to taxi into stands, otherwise a conflict with departing aircraft may occur on TWY Z3.

2.5.10 HS10: 当 T9 与 705 机位之间的 W1 滑行道上有翼展大于 69m 的航空器运行时，T9 以南的 W2 滑行道上禁止翼展大于 69m 的航空器运行,当 T9 以南的 W2 滑行道上有翼展大于 69m 的航空器运行时，T9 与 705 机位之间的 W1 滑行道禁止翼展大于 69m 的航空器运行。

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

than 69m shall be forbidden to taxi on the TWY W1(between TWY T9 and Stand Nr.705).

2.5.11 HS11：位于 105 机位入位线南侧的 Y8 滑行道区域，当有航空器在 105 机位入位线上推出或滑行时，禁止航空器在该区域运行。

2.5.11 HS11: The area of TWY Y8 south of stand Nr.105. When aircraft taxi or pushed-back from stand Nr.105, it is forbidden to taxi within this area.

2.5.12 HS12：位于 E6 与 Y8 之间的 Y5 滑行道区域，向北运行时，该区域航空器运行量较大，冲突较多，航空器在该区域滑行时需注意观察，否则容易与 E6 上等待和进出西北港湾的航空器产生剐蹭风险。

2.5.12 HS12: The area of TWY Y5 between TWY E6 and Y8. While operating to north, Aircraft taxiing through this area shall observe cautiously, in case make a conflict with the aircraft holding on TWY E6 and taxiing in/out the north-west apron.

2.5.13 HS13：位于 Z6 与 B 滑行道交叉区域，航空器经过该区域进入 148-150、442-444 机位时，需在 Z6 前确认对向无航空器，或需要向管制员确认通过顺序后快速通过。

2.5.13 HS13: Intersection of TWY Z6 and B. When aircraft enter stands Nr.148-150, 442-444 through this area, confirm no aircraft on the opposite direction before entering TWY Z6 or taxi through it quickly after confirming the taxiing sequence from ATC.

2.5.14 HS14：位于 M0 和 B 之间的 Z8 滑行道区域，航空器在 B 和 C 滑行道滑行经过该区域时，需注意观察，否则容易与 Z8 上排队的进港航空器产生剐蹭风险。

2.5.14 HS14: TWY Z8 between TWY M0 and B. Aircraft taxiing through this area from TWY B and C shall observe cautiously, in case make a conflict with the arrival aircraft holding on TWY Z8.

2.6 停止排灯的使用:

2.6 Use of stop-bars :

2.6.1 红色停止排灯亮起时，航空器、车辆及人员禁止穿越停止排灯。待红色停止排灯熄灭且前方绿色中线灯亮起，方可继续滑行，除非管制员明确指令航空器“通过（滑行道编号）上亮起的停止排灯”，否则任何航空器、车辆及人员不得穿越亮起的红色停止排灯。

2.6.1 Any crossing is strictly forbidden when red stop-bars are illuminated untill the red stop-bars lights off and the green center line lights on. Crossing the red stop-bar lights is forbidden without ATC instruction "Cross the red stop-bars on（TWY number)".

2.6.2 进入跑道或穿越跑道，航空器驾驶员须确认红色停止排灯熄灭且收到管制员进入或穿越跑道话音

2.6.2 When entering or crossing runway, pilot should ensure the red stop-bars are extinguished and received

指令，方可穿越停止排灯。

ATC instructions, then crossing red stop-bars is allowed.

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

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

2.6.4 管制员每次发布的穿越停止排灯指令只代表允许航空器穿越面前的第一排停止排灯，如果航空器需要穿越两排或者多排停止排灯，机组必须为每一次的穿越停止排灯获取单独的指令。

2.6.4 Every instruction of crossing the stop-bar can only be used of crossing the one in front of A/C. If A/C need to cross two or more stop-bars, the flight crew shall apply for more instructions to cross each stop-bar.

2.7 灯光引导使用提示

2.7 Light guidance

2.7.1 大兴机场 A-SMGCS 灯光引导提供使用期间，航空器跟随亮起的绿色中线灯滑行，如前方无亮起的中线灯，航空器须立即停止滑行，等待绿色中线灯亮起后方可继续滑行。

2.7.1 During the operation of A-SMGCS, aircrafts should taxi along green centerline lights.When the center line lights is not in operation, aircraft shall stop taxiing immediately until the center line lights resume normal.

2.7.2 如果航空器滑行前方出现两个（含以上）方向的滑行道绿色中线灯亮起等不正常情况，机组应立即停止滑行，并向管制单位报告和确认实际滑行路线。

2.7.2 If the green center line lights leads to two(include) or more directions are on, aircraft shall stop taxiing immediately, and report ATC and confirm the taxiing route.

2.7.3 航空器在使用灯光引导滑行时，机组必须确认管制员话音指令与灯光显示信息一致，否则须原地等待并向管制员再次证实指令。地面滑行期间机组要加强外部观察，注意严格守听管制指令，保持足够的情景意识，避免仅依赖地面灯光引导而造成的地面滑行错误或冲突。

2.7.3 Pilot should ensure ATC clearance in accordance with the lights while taxiing along the green light guidance. Otherwise, stop taxiing and re-confirm the clearance. Pilot should observe surroundings carefully, monitor and comply with ATC instructions strictly, maintain sufficient situational awareness, and avoid errors or conflicts in taxiing caused by relying solely on

green light guidance.

2.7.4 当前方有航空器等待或顺向跟随滑行时，机组注意目视观察，尤其是低能见度运行条件下，要注意与其他航空器保持足够的安全间隔。

2.7.4 When a aircraft is holding or forward-following taxiing ahead, pilot shall pay attention and keep safety separation with other aircrafts, especially when LVP is implementing.

2.8 灯光引导常用通话参考

2.8 Light guidances of A-SMGCS

2.8.1 A-SMGCS IV 级提供运行期间，航空器滑行根据 A-SMGCS IV 级灯光引导路线滑行，即跟随绿色中线灯滑行。

2.8.1 During the operation of A-SMGCS IV, aircrafts should follow the light guidance of A-SMGCS IV which green centerline light.

a.管制员：（航空器呼号）跟随绿灯滑行。

a. Controller: (A/C Call sign) follow green light.

b.航空器驾驶员：跟随绿灯滑行，（航空器呼号）。

b. Pilot: Follow green light, (A/C Call sign).

2.8.2 原地等待,由于灯光引导故障。

2.8.2 Hold position due to green light guidance failure.

a.管制员：（航空器呼号）原地等待，由于灯光引导系统故障。

a. Controller: (A/C Call sign) hold position due to green light guidance failure.

b.航空器驾驶员：原地等待，（航空器呼号）。

b. Pilot: Hold position, (A/C Call sign)

2.8.3 取消灯光引导，原地等待（进一步指令）。

2.8.3 Cancel green light guidance, hold position(for further instruction)

a.管制员：（航空器呼号）取消灯光引导，原地等待（进一步指令）。

a. Controller: (A/C Call sign), Cancel green light guidance, hold position(for further instruction).

b.航空器驾驶员：取消灯光引导，原地等待（航空器呼号）。

b. Pilot: Cancel green light guidance, hold position(A/C Call sign).

2.8.4 取消跟随灯光引导，按照语音发布的滑行路线滑行。

2.8.4 Cancel green light guidance, follow voice instructions

a.管制员：（航空器呼号），取消跟随灯光引导，按照语音指令滑行，（相应合适的指令）。

a. Controller: (A/C Call sign) Cancel green light guidance, follow voice instructions, (appropriate instructions as necessary).

b.航空器驾驶员：取消跟随灯光引导，（相应合适的指

b. Pilot: Cancel green light guidance, (appropriate

令）。

2.8.5 当红色停止排灯因故障不能熄灭时，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。

a.管制员:（航空器呼号）停止排灯故障，通过（滑行道编号）上亮起的停止排灯+(相应合适的指令)。

b.航空器驾驶员：通过（滑行道编号）上亮起的停止排灯+(相应合适的指令),（航空器呼号）。

3. 机坪和机位的使用

3.1 停放在 110、111、120、123、135-137、140、141、153、156、160、161、180、183、195、198 机位的所有航空器出港时，推出到位后，机组人员需按管制指令自行沿滑行线滑出。此外，101-173 机位在航空器目视停靠引导系统引导飞机入位时，地面保障车辆允许于飞机与泊位系统之间穿行。期间如遇信号接收异常情况,机组人员可按照 AD1.1 飞行员指南切换人工引导。请机组知悉。

3.2 航空器推出规则:

3.2.1 除冰坪、维修坪以及 K001-K016、K101-K118、421-423、431-438 机位可自行滑出，其它机位的航空器需由牵引车推出。K017-K033、K119-K136、K305-K308 航空器须由拖车拖曳进、拖曳出机位，禁止自滑进出。K208 仅用于航空器试车活动，航空器由拖车拖曳进出。

instructions as necessary).

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

a. Controller: (A/C Call sign) stop-bar unserviceable, cross red stop-bar at (taxiway number), (appropriate instructions as necessary).

b. Pilot: Cross red stop-bar at (taxiway number), (appropriate instructions as necessary), (A/C Call sign)

3. Use of aprons and parking stands

3.1 When departure aircrafts parking at stands Nr.110, 111, 120, 123, 135-137, 140, 141, 153, 156, 160, 161, 180, 183, 195, 198 are fully pushed in place, flight crew shall taxi along taxiing lines by ATC instructions. When aircrafts taxi in stands Nr.101-173 by visual docking/parking guidance system, ground support vehicles are allowed to tarvel between aircraft and berth systems. If the signal reception is abnormal, flight crew switch between manual boot according to AD1.1.

3.2 Rules for pushing back:

3.2.1 The aircraft parking at deicing aprons, maintenance apron, stands Nr. K001-K016, K101-K118, 421-423, 431-438 may taxi out on its own power; Aircraft parking/docking at other stands need to be pushed-back by tow tractors. The aircraft parking at stands Nr. K017-K033, K119-K136, K305-K308 shall be pushed in/out by tow tractors. Taxiing in/out by its own power at these stands is strictly forbidden. Stands

Nr. K208 is only used for engine run-ups, and the aircraft parking at this stand shall be pushed in/out by tow tractors.

3.2.2 本场停放在以下机位的航空器出港时，联系机坪管制获取“红蓝推”推出指令，并按要求推出至出港滑行道。

3.2.2 When aircraft parking at following stands for departure, contact APN controller to obtain red/blue push-back instruction, and follow the instruction to the TWY for departure.

3.2.2.1 近机位:

3.2.2.1 Bridge stands:

机位/Stands Nr.	推出后航空器所在滑行道编号/机头朝向 TWYs Nr. of pushed back A/C / Nose facing direction	
	红推/Red	蓝推/Blue
101	Y5/southeast	Y5/northeast
102, 103	Y5/southwest	Y5/northeast
104	Y5/southwest	Y5/north
105	Y5/south	Y5/north
126	Y5/northwest	Y5/south
127-130	Y5/northwest	Y5/southeast
131, 132	Y4/west	/
146	Z4/east	/
147	Z4/east	/
148, 149	Z6/northeast	Z6/southwest
150	Z6/northeast	Z6/west
167, 168	M0/south	M0/north
169	M0/southeast	M0/north
170, 171	M0/southeast	M0/northwest

187, 188	Z0/west	Z0/east
190, 191	Z0/east	Z0/west

3.2.2.2 远机位: 3.2.2.2 Remote stands:

机位/Stands Nr.	推出后航空器所在滑行道编号/机头朝向 TWYs Nr. of pushed back A/C / Nose facing direction	
	红推/Red	蓝推/Blue
402	E12/east	Y9/north
407	Y9/south	/
408	E/south	/
410-415	Y5/northwest	Y5/southeast
417	Y5/southeast	Y5/northwest
418, 419	Y3/south	Y3/north
439, 441-444	Z6/northeast	Z6/southwest
451-453	B/north	B/south
454	B7/west	B7/east
455-457	B7/east	B7/west
461, 462	M0/southeast	M0/northwest
464-469, 471	C/north	C/south
472-476	C/northeast	C/southwest
477-482, 501-525	C/east	C/west
483	/	C/west
701-704	W2/north	W2/south
705	W1/north	W1/south
302, 304-308	T6/west	T6/east

345-350	T6/east	T6/west
K204-K207	Q7/east	Q7/west

3.3 机位使用规定

3.3 Use of parking stands

3.3.1 航空器停机位翼展限制:

3.3.1 Wing span limits for aircraft parking stands:

3.3.1.1 近机位:

3.3.1.1 Bridge stands:

停机位/Stands Nr.	航空器翼展限制/Wing span limits for aircraft
101, 188, 190	80m
110, 111, 120, 123, 126, 135-137, 140, 141, 148, 153, 156, 160, 161, 180, 183, 195, 198	65m
105, 145, 187	39m
102-104, 106-109, 121, 122, 124, 125, 127-134, 142-144, 146, 147, 149-152, 154, 155, 162-173，181, 182, 184-186, 191-194, 196, 197,	36m

3.3.1.2 远机位:

3.3.1.2 Remote stands:

停机位/Stands Nr.	航空器翼展限制/Wing span limits for aircraft
408, 441	80m
412, 417, 455-457	69m
413, 415, 418, 419, 439, 446, 447, 480-483, 502, 701-705	65m
454	52m
401-407, 410, 411, 421-423, 431-438, 442-445, 451-453, 461-469, 471-479, 501	36m

3.3.1.3 货机位:

3.3.1.3 Cargos stands:

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

3.3.1.4 维修机位:

3.3.1.4 Maintenance stands:

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

3.3.1.5 除冰位:

3.3.1.5 Deicing stands:

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

3.3.1.6 试车位:

3.3.1.6 Run-ups stands:

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

ET41, ET42	36m

3.3.1.7 隔离机位:

3.3.1.7 Isolated stands:

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

3.3.1.8 清洗机位:

3.3.1.8 Cleaning stands:

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

3.3.1.9 卫星厅机位:

3.3.1.9 Satellite hall stands:

停机位/Stands Nr.	航空器翼展限制/Wing span limits for aircraft
301, 302, 304-306, 309, 332, 342, 344-348, 351, 363	69m
307, 308, 321-331, 341, 349, 350, 361, 362, 364-373	36m

3.3.1.10 公务机位:

3.3.1.10 Business stands:

停机位/Stands Nr.	航空器翼展限制/Wing span limits for aircraft
K311, K312	69m
K201-K208, K301-K304	36m
K001-K024, K026-K032, K102-K117, K120-K127, K129-K136	31m
K305-K308	24m

K025, K033, K101, K118, K119, K128	22m

3.3.2 航空器不能同时使用机位:

试车位:

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

公务机位:

3.3.2 Stands forbidden to use simultaneously:

Run-ups stands:

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

Business stands:

使用机位/Stands in use	影响机位/Stands influenced
K301	K311
K302	K311
K303	K312
K304	K305, K306, K312
K305	K304, K311, K312
K306	K304, K311, K312
K307	K311, K312
K308	K311, K312
K311	K109, K110, K127, K128, K301, K302, K305-K308
K312	K109, K110, K127, K128, K301-K308

3.3.3 近机位港湾内航空器在推出过程中建议进行开车作业。

3.3.4 近机位港湾内航空器应采用慢车滑行的方式滑出，使用发动机最大功率不应超过 35%N1。

3.3.3 For aircraft parking at boarding bridge stands, start up while be pushed back.

3.3.4 For aircraft parking at boarding bridge stands, keep the engine idle while taxiing out. The maximum engine power shall not exceed 35%N1.

3.3.5 在公务机坪，航空器试大车必须将航空器拖曳至 K208 试车机位执行。航空器试慢车需要通知公务机站坪塔台后，在指定机位试慢车。

3.3.5 Within buniness apron, aircraft shall be pushed back to stands Nr.K208 to conduct fast engine run-ups. Aircraft shall conduct idle engine run-ups after informing business apron TWR and it shall be carried out at a designated stand.

在公务机坪，翼展限制 31m 及以下航空器停放时，应在前轮及双侧主轮拴挂地锚。

The aircraft with wing span no more than 31m parking within buniness apron shall be set ground anchor on front wheel and both sides of main wheels.

3.4 除冰规则:

3.4 Rules for deicing:

3.4.1 一般要求

3.4.1 General rules

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

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

b: 可执行慢车除冰机型：A310、A318、A319、A320、A321、A330、A350、B737、B757、B767、B777、B787、EMB190/195。

b: Aircraft types applicable for deicing with engine idle: A310, A318, A319, A320, A321, A330, A350, B737, B757, B767, B777, B787, EMB190/195.

c: 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。

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

3.4.2 定点除冰流程

3.4.2 Deicing procedures at designated location

3.4.2.1 除冰需求说明:有除冰需求的航空器在申请放

3.4.2.1 Deicing demands: aircraft with deicing demands

行许可时，须向放行席说明有除冰需求。

shall report to Delivery controller when request delivery clearance.

3.4.2.2 推出滑行: 按机坪管制指令推出并滑行至除冰等待点。

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

3.4.2.3 除冰等待

3.4.2.3 Deicing holding

3.4.2.3.1 本场共设置 3 个除冰等待点

3.4.2.3.1 Three Deicing holding position

对应除冰坪 De-icing Apron	排队区域 Holding area
De-icing Apron Nr.1	TWY B(60m south of TWY B8)
	TWY C(60m north of TWY B8)
De-icing Apron Nr.2	TWY W1(north of stand Nr.703)

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

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

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

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

3.4.2.5 入位

3.4.2.5 Taxiing into deicing stands

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

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

3.4.2.6 明确除冰需求

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

3.4.2.6 Confirm deicing demands

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

3.4.2.7 除冰作业

关车除冰：关车除冰作业期间，如有紧急情况，机组应立即通知地面工作人员。

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

3.4.2.7 Deicing operation

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

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

3.4.2.8 除冰结束

除冰结束后，除冰指挥塔告知机组除冰代码，机组按需记录。

3.4.2.8 Deicing end

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

3.4.2.9 滑出

关车除冰：按地面工作人员指令开启发动机，接到地面工作人员的转频指令后，联系地面管制申请滑出除冰位。

慢车除冰：接到除冰指挥塔的转频指令后，联系除冰前的地面管制频率申请滑出除冰位。

3.4.2.9 Taxi out

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

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

3.4.3 APU 故障航空器除冰

3.4.3 APU failure aircraft deicing

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

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

3.4.3.2 慢车除冰航空器，APU 故障不影响其执行定点除冰。

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

3.5 为降低碳排放及噪音，所有停靠下列机位的航空器必须关闭 APU,接驳飞机地面静变电源和飞机地面空调，本场航站楼 APU 替代设施的具体参数:

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

机位/Parking stands	飞机地面静变电源总功率(KVA)/Total power of aircraft ground static power supply(KVA)	飞机地面静变电源插头数/Power plugs quantity of aircraft ground static power supply	飞机地面空调总功率(KW)/Total power of aircraft ground air-conditioning(KW)	飞机地面空调送风软管/Air supply hosequantity of aircraft ground air-conditioning
101, 188, 190	360	4	777.6	4
110, 111, 120, 123, 126, 135-137, 140, 141, 148, 153, 156, 160, 161, 180, 183, 195, 198, 408, 412, 413, 415, 417-419, 439, 441, 446, 447, 454-457, 480-483,	180	2	388.8	2

502, K311, K312(remote stands CAT E)				
503-526	180	2	/	/
102-109, 121, 122, 124, 125, 127-134, 142-147, 149-152, 154, 155, 162-173, 181, 182, 184-187, 191-194, 196, 197, 401-407, 411, 442-444, 451-453, 461-469, 471-479, 501(remote stands CAT C)	90	1	194.4	1

3.6 机翼照明灯和地面滑行灯的使用:

3.6.1 A330-200 型航空器后舱门与廊桥对接期间，禁止开启机翼照明灯；如需开启机翼照明灯，机组须向运行管理部提出申请，待廊桥撤离后，方可开启灯光，以免对廊桥推棚造成损伤。

3.6.2 地面操作人员未完全撤离航空器地面滑行灯前方期间，机组禁止开启地面滑行灯，以免对操作人员眼睛造成损伤。

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

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

3.6.2 Taxi lights are forbidden to turn on unless the ground personnel have evacuated from the front of the Taxi lights, in case of any damages to ground support

personnel's eyes.

3.7 机坪管制运行管理规定:

3.7 Apron operation rules:

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

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

以下滑行道实施机坪管制，由大兴机坪（APN）负责该区域航空器滑行和其他涉及航空器运行的指挥工作:

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

35L/17R 跑道以西全部投用的停机位及相邻滑行道，具体滑行道包括: V、V12-V14、V16、V17 滑行道全段；35R/17L 跑道以东，01L/19R 跑道以西全部投用的停机位及部分相邻滑行道，具体滑行道包括: D、Y0-Y5、Y9、Z0-Z6、W1-W6 滑行道全段，E 滑（不含）以东的 E2、E3、E5-E7、E10、E11、T5、Y6、Y8 滑行道，Y5 滑（含）以东的 Y7 滑行道，B 滑（含）以西的 T1、T2 滑行道，D 滑（含）以东的 T4 滑行道，E 滑（不含）以东、B 滑（含）以西的 T6 滑行道，E 滑（不含）以东、C 滑（不含）以西的 T7 滑行道，E 滑（不含）以东、W6 滑（含）以西的 T8 滑行道，D 滑（含）以东、C 滑（不含）以西之间的 T9 滑行道。东侧港湾及货机坪以南区域全部投用的停机位及部分相邻滑行道，具体滑行道包括: B7-B9、L2、L3、M0、K10、Z7-Z9 滑行道全段，T7 滑（不含）以北的 C 滑行道，B6 滑（含）以北的 B 滑行道，K1 滑（不含）以西的 K 滑行道，M1 滑（不含）以

All the parking stands in use and adjacent TWYs located at west of RWY35L/17R are within APN control. TWYs as follows: full length of TWYs V, V12-V14, V16, V17; All the parking stands in use and adjacent TWYs located east of RWY35R/17L and west of RWY01L/19R are within APN control. TWYs as follows: full length of TWYs D, Y0-Y5, Y9, Z0-Z6, W1-W6, TWYs E2, E3, E5-E7, E10, E11, T5, Y6, Y8 located at east of TWY E (exclusive), TWY Y7 at east of TWY Y5 (inclusive), TWYs T1, T2 at west of TWY B (inclusive),TWY T4 at east of TWY D (inclusive), TWY T6 located between east of TWY E (exclusive) and west of TWY B (inclusive), TWY T7 located between east of TWY E (exclusive) and west of TWY C (exclusive), TWY T8 located between east of TWY E (exclusive) and west of TWY W6 (inclusive), TWY T9 located between east of TWY D (inclusive) and west of TWY C (exclusive); All

西的 M 滑行道，L4 滑（不含）以西的 L 滑行道，K 滑（不含）以北的 K11-K14 滑行道。公务机机坪区域全部投用的停机位及部分相邻滑行道。具体滑行道包括：F1-F6、Q7、Q8、Q9 滑行道全段，Q9 滑（含）以南的 P 滑行道，T2 滑（不含）以南的 Q 滑行道。

the parking stands in use and part of adjacent TWYs at east of terminal and south of cargo apron are within APN control. TWYs as follows: full length of TWYs B7-B9, L2, L3, M0, K10, Z7-Z9, TWY C at north of TWY T7 (exclusive), TWY B at north of TWY B6 (inclusive), TWY K at west of TWY K1 (exclusive), TWY M at west of TWY M1 (exclusive), TWY L at west of TWY L4 (exclusive), TWYs K11-K14 at north of TWY K (exclusive); All the parking stands in use and part of adjacent TWYs at business apron are within APN control. TWYs as follows: full length of TWYs F1-F6, Q7，Q8, Q9, TWY P at south of TWY Q9(inlusive), TWY Q at south of TWY T2 (exclusive).

3.7.2 扇区划分

机坪管制 01 扇区:停机位包括中轴线以东的全部投用的停机位不包含 190、191 机位。滑行道包括中轴线以东的机坪责任区域滑行道，不包含 Y0 与 Z1 之间的 Z0 滑行道，Y0 与 Z1 之间的 T4 滑行道，E 滑（不含）以东、W6 滑（含）以西的 T8 滑行道，D 滑（含）以东、C 滑（不含）以西之间的 T9 滑行道。

3.7.2 Sector partition

APN01: All the parking stands in use at east of axis line, excluding stands Nr. 190, 191. All the TWYs at east of axis line within APN control area, excluding TWY Z0 located between TWY Y0 and TWY Z1, TWY T4 located between TWY Y0 and TWY Z1, TWY T8 located between east of TWY E (exclusive) and west of TWY W6 (inclusive), TWY T9 located between east of TWY D (inclusive) and west of TWY C (exclusive).

机坪管制 02 扇区:停机位包括中轴线以西的全部投用的停机位及 190、191 机位。滑行道包括中轴线以西的机坪责任区域滑行道，及 Y0 与 Z1 之间的 Z0 滑行道，Y0 与 Z1 之间的 T4 滑行道，E 滑（不含）以东、W6 滑（含）以西的 T8 滑行道，D 滑（含）以东、C 滑（不含）以西之间的 T9 滑行道。

APN02: All the parking stands in use at west of axis line, including stands Nr. 190, 191. All the TWYs at west of axis line within APN control area, and TWY Z0 located between TWY Y0 and TWY Z1, TWY T4 located between TWY Y0 and TWY Z1, TWY T8 located between east of TWY E (exclusive) and west of

TWY W6 (inclusive), TWY T9 located between east of TWY D (inclusive) and west of TWY C (exclusive).

3.7.3 机坪管制范围内离港航空器推出开车滑行:

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

3.7.3.1 航空器向大兴放行（Daxing Delivery）申请放行许可。

3.7.3.1 Aircraft shall request delivery clearance to Daxing Delivery.

3.7.3.2 航空器准备完毕，经大兴放行（Daxing Delivery）同意后，向大兴机坪（APN）申请推出开车许可；“准备完毕”意味着飞行机组确保:

3.7.3.2 When aircraft is getting prepared and obtain clearance from Daxing Delivery, request push-back and engine start-up clearance to APN. "Getting prepared" means flight crew should ensure:

a.航空器舱门锁闭;

a. Aircraft cabin door is locked;

b.航空器安全区域没有车辆、设备、障碍物及地面无关保障人员;

b. No vechiles, equipments, obstacles or unnecessary ground staff at the aircraft safe area;

c.航空器已完全做好开车准备;

c. Aircraft is ready to start-up;

d.航空器牵引车已经连接上了航空器（自滑机位除外）。

d. Aircraft connected with tow vehicle (except at stands taxiing in/out by own power).

3.7.3.3 离港航空器首次联系大兴机坪（APN）时，机组应向机坪管制通报停机位编号。

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

3.7.3.4 航空器取得大兴机坪（APN）许可后方可推出开车，推出时需向大兴机坪（APN）证实推出方式或程序。大兴机坪（APN）发布许可指令后，机组应在 3min 之内执行; 超过 3min 仍未推出开车视为指令失效，机组需要重新申请推出开车。

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

3.7.3.5 航空器推出开车后，向大兴机坪（APN）申请滑行许可。

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

3.7.4 机坪管制范围内进港航空器滑行:

航空器进入机坪前，联系大兴机坪（APN）获取停机位信息，并申请进一步滑行许可。

3.7.5 近机位港湾内航空器须在推出过程中进行开车作业，不能在推出过程中进行开车作业的，机场不保证优先提供近机位使用。

4. 低能见度运行

4.1 低能见度运行（LVTO/II/IIIA/IIIB）程序的准备、实施和结束

4.1.1 当符合下列任一条件时，大兴塔台宣布启动低能见度运行准备工作:

1.当机场主导能见度 1000m 或云高 90m，并呈下降趋势时。

2.当日天气会商预报次日有低能见度天气时。注：此时准备程序需提前于次日 01:00 前完成，以确保次日 01:00-08:00 期间针对单跑道可随时实施低能见度运行。

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

4.1.3 当跑道视程 RVR 大于等于 550m 且云高大于等于 60m 且气象预报呈好转趋势时，或机场或空管不具

3.7.4 Arrival aircraft taxiing within the APN control areas:

Aircraft shall contact APN to obtain parking stand information, and request further taxiing instructions before entering apron areas.

3.7.5 For aircraft parking at boarding bridge stands, engine start-up during push-back is required. Boarding bridge stands may not available for aircarft which can not fulfill the requirement.

4. Low visibility operation

4.1 LVP (LVTO/II/IIIA/IIIB): preparation, implementation and termination

4.1.1 When any of the following conditions is met, Daxing Tower will issue that LVP preparation has been initiated:

1. When the prevailing VIS at the airport is 1000m or ceiling is 90m, and it is showing a downward trend.

2. When the weather forecast indicates that low visibility conditions will occur on the next day. Note: The preparation procedures shall be completed before 17:00 (UTC) in order to ensure that LVP can be carried out for single RWY at any time from 17:00-24:00 (UTC).

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

4.1.3 When RVR is 550m or greater, or ceiling is 60m or greater and still going to be better in weather forecast,

备低能见度运行条件，大兴塔台结束低能见度运行。

or aerodrome and ATC have no capability of LVP, Daxing Tower will terminate LVP.

4.2 跑道的使用

4.2 Use of runways

4.2.1 跑道的运行等级

4.2.1 Runway operation category

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

4.2.2 跑道的运行模式

4.2.2 Runway operation modes

原则上 11L、35R 跑道用于起飞，01L、35L 跑道用于降落。当 RVR 低于 300m 时，运行模式改为 11L、35R 用于起飞，01L 用于降落；当 RVR 低于 150m 时，运行模式更改为 35R 用于起飞，01L 用于降落。

Generally, RWY11L/35R are used for departure, RWY01L/35L are used for arrival. When RVR is less than 300m, RWY11L/35R are used for departure, RWY01L is used for arrival. When RVR is less than 150m, RWY35R is used for departure, RWY01L is used for arrival.

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

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

4.3 本场全部滑行道满足低能见度运行标准。

4.3 All taxiways at the airport are available for LVP

4.4 基于平视显示系统（HUD）的 RVR75m 起飞

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

4.4.1 本场实施基于使用 HUD 的 RVR75m 起飞，须满足以下执行条件:

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

4.4.1.1 RVR 小于 150m 但不低于 75m。

4.4.1.1 RVR is less than 150m, but no less than 75m.

4.4.1.2 航空公司经过局方特殊批准。

4.4.1.2 Special authorization for airlines.

4.4.1.3 航空器具备机载 HUD，且经过局方批准。

4.4.1.3 Special authorization for on-board HUD.

4.4.1.4 机组经过培训，具备资质。

4.4.2 注意事项

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

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

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

4.4.2.4 实施 HUD RVR75m 起飞的航班，地面滑行时使用 A-SMGCS 引导,按需由机场提供引导车引导。

4.4.2.5 在实施低能见度运行时,不代表只能实施 CAT II/III 类运行，机组可在满足标准的情况下实施 RVR 不低于 400m 的起飞，或使用 HUD 设备实施 RVR 不低于 450m 的特殊 I 类着陆。

4.4.2.6 其他要求

4.4.2.6.1 在低能见度运行期间，航空器滑行路线根据 A-SMGCS IV 级灯光引导路线滑行,即滑行跟随绿灯。

4.4.2.6.2 航空器驾驶员按照具体跑道视程选择进近着陆方式（CAT I，CAT II，CAT III），并且在起飞滑跑、离地、接地及脱离跑道时向塔台管制员强制报告。

4.5 地面标志及灯光

4.4.1.4 Special authorization for flight crew.

4.4.2 Notes

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

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

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

4.4.2.4 Aircraft conducting take-off with RVR 75m based on HUD shall be guided by A-SMGCS while taxiing, if necessary, could be guidied by Follow-me vehicle.

4.4.2.5 When LVP is implementing, aircraft take-off with RVR not less than 400m and aircraft equipped with HUD landing with RVR not less 450m are also permitted.

4.4.2.6 Other requirement

4.4.2.6.1 When LVP is implementing, aircraft shall be guided by A-SMGCS IV, taxi along the green lights.

4.4.2.6.2 Aircraft shall determine landing mode(CAT I, CAT II, CAT III) based on RVR, report to ATC when take off run, rolling ,airborne and vacate RWY.

4.5 Ground markings and lights

4.5.1 本场低能见度运行期间，所有起飞航空器在B类等待位置等待起飞。

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

4.7 航空器驾驶员应该获得如下信息:

4.7.1 气象预报

4.7.2 低能见度程序正在实施

4.8 航空器引导

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

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

5. 直升机飞行限制，直升机停靠区

无

6. 警告

一切飞行严禁进入禁区 ZB(P)801。

ZBAD AD 2.21 减噪程序

1. 起飞减噪程序

1.1 噪音限制规定

4.5.1 During conducting LVP, all aircraft shall hold short of runway for departure at pattern B RWY holding position.

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

4.7 Pilot shall obtain following information :

4.7.1 Weather forecasts

4.7.2 LVP is implementing.

4.8 Aircraft guidance

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

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

5. Helicopter operation restrictions and helicopter parking/docking area

Nil.

6. Warning

All flights are strictly forbidden to fly into ZB(P)801.

ZBAD AD 2.21 Noise abatement procedures

1. Departure noise abatement procedures

1.1 Noise restrictions

1.1.1 航空器起飞减噪操作程序，用于起飞爬升阶段，目的是在确保飞行安全的前提下，尽量减少噪音对地面的影响。

1.1.1 Departure aircraft noise abatement procedures are applied during the take-off climbing phase, for the purpose of reducing noise hazards to the ground under the precondition of safety.

1.1.2 大兴机场采用国际民航组织制定的消噪声离场程序 1（NADP1），旨在降低起飞跑道末端附近区域的噪音。

1.1.2 Beijing Daxing International Airport uses the Noise Abatement Departure Procedure 1 (NADP1 issued by ICAO) to reduce the noise near DER.

1.2 减噪程序

1.2 Noise abatement procedures

在保证飞行安全的情况下，要求所有航空器驾驶员执行以下减噪飞行操作程序:

In condition of ensuring the flight safety, all pilots are required to execute the following noise abatement procedures.

1.2.1 从起飞至高度 500m（1600ft）（QNH），用起飞推力和起飞襟翼保持速度 V2+20km/h（10kt）爬升。

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

1.2.2 高度达到 500m（1600ft）（QNH）高度时，减油门至爬升推力，保持原有襟翼和速度。

1.2.2 At altitude 500m (1600ft) (QNH), reduce engine power to climb thrust and maintain the original flaps and speed;

1.2.3 达到 950m（3100ft）（QNH）高度时，转为正常航路爬升速度，收襟翼。

1.2.3 At altitude 950m (3100ft) (QNH), complete the transition to normal en-route climb speed and retract flaps.

由于非管制原因不执行减噪飞行操作程序，航空器驾驶员须在起飞前告知 ATC 并说明理由（校验飞行等特殊飞行除外）。

If the noise abatement procedures could not be implemented due to any reason except ATC, pilot shall inform ATC with a reasonable explanation before take-off (except for special flight such as flight inspection).

2. 降落减噪程序

2. Landing noise abatement procedures

2.1 噪音限制规定

2.1 Noise restrictions

在不利的运行条件下，不应要求遵守公布的减噪进近

Compliance with published noise abatement approach

程序，例如:

a)如果跑道不清洁和干燥，即受到雪、雪浆、冰或水、泥、胶、油或其他物质的不利影响;

b)在云底低于机场标高之上 150m（500ft）或水平能见度小于 1.9km（1NM）的条件下;

c)当侧风分量(包括阵风)超过 28km/h（15kt）时;

d)当顺风分量(包括阵风)超过 9km/h（5kt）时;

e)当已报告或预报有风切变时，或当恶劣天气条件(如雷暴)预计将影响进近时。

procedures should not be required in adverse operating conditions such as:

a) if the runway is not clear and dry, i.e. it is adversely affected by snow, slush, ice or water, mud, rubber, oil or other substances;

b) when the ceiling is lower than 150m (500ft) above aerodrome elevation, or the horizontal visibility is less than 1.9km (1NM);

c) when the crosswind component(including gusts) exceeds 28km/h (15kt);

d) when the tailwind component (including gusts) exceeds 9km/h (5kt);

e) when wind shear has been reported or forecast, or when adverse weather conditions (e.g. thunderstorms) are expected to affect the approach.

2.2 减噪程序

2.2.1 反推使用

在 2300-0600 期间：在安全允许的前提下，建议着陆后在所有跑道上使用慢车反推。为实现最高可能的跑道容量，应尽量减少跑道占用时间。

2.2 Noise abatement procedures

2.2.1 Reverse thrust

Between 1500-2200(UTC): After landing, the use of idle reverse thrust is advised on all RWYs, safety permitting. To achieve the highest possible RWY capacity, RWY occupancy times are to be reduced to a minimum.

2.2.2 减少襟翼

推荐使用减少襟翼的着陆程序来减少噪音。但是，是否使用此程序由机长决定，安全始终优先。

2.2.2 Reduced flaps

For noise abatement, using a reduced flaps landing procedure is recommended. However, the use of this procedure is subject to captain's decision and safety prevails at all times.

2.2.3 19R 跑道 ILS 可用

2.2.3 ILS available for RWY19R

在速度允许的情况下，建议截获盲降下滑道前使用最小襟翼，起落架收起。但是，是否使用此程序由机长决定，安全始终优先。

When speed permits, it is recommended to use a minimum flap setting with landing gear retracted before intercepting the ILS glideslope. However, the use of this procedure is subject to captain's decision and safety prevails at all times.

ZBAD AD 2.22 飞行程序

1. 总则

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

2. 起落航线

无

3. 仪表飞行程序

3.1 本场周围机场密集,北面距 ZB(P)801 禁区 50km，应严格按照航图中公布的进、离场程序和进近程序飞行。如果需要，航空器可在空中交通管制部门指定的航路,导航台或定位点上空等待或做机动飞行。

3.2 正常情况下，所有进出港航空器按空中交通管制员指令的程序进场或离场。

3.3 本场使用区域导航进离场程序。如果航空器驾驶员无法执行发布的区域导航程序，须在首次联系时报告有关情况。

3.4 如需使用任何 by ATC 程序需提前向管制员申请，得到管制员同意后方可使用。

ZBAD AD 2.22 Flight procedures

1. General

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

2. Traffic circuits

Nil.

3. IFR flight procedures

3.1 ZBAD is surrounded by many airports and 50km away north from ZB(P)801. Aircraft shall strictly follow SID, STAR, APP flight procedures published in AIP. If necessary, Aircraft may hold or maneuver on an airway, over a navigation facility or a fix designated by ATC.

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

3.3 SID and STAR with RNAV at the airport. If unable to comply with cleared RNAV SID or STAR, report to ATC on initial contact.

3.4 Procedures by ATC shall be applied in advance and implemented after clearance has been obtained from

ATC.

4. 雷达程序和/或 ADS-B 程序

北京终端管制区域内实施雷达管制，航空器最小水平间隔为 5.6km，最小垂直间隔为 300m。

4. Radar procedures and/or ADS-B procedures

Radar control is implemented in Beijing TMA. The minimum horizontal radar separation is 5.6km, and the minimum vertical radar separation is 300m.

5. 无线电通信失效程序

5.1 仪表飞行航空器在北京管制空域内发生地空双向无线电通信失效时，参见 AIP GEN3.4.5 中的仪表飞行规则航空器地空双向无线电通信失效通用程序。

5. Radio communication failure procedures

5.1 In case of air-ground two-way radio communication failure of aircraft conducting instrument flight in Beijing controlled airspace, refer to AIP GEN3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure.

5.2 着陆跑道选择

5.2 Landing RWY selection

5.2.1 向北运行时选择 01L 跑道；当 01L 跑道不提供使用时，选择 35R 跑道。

5.2.1 RWY01L should be selected when northbound operations; RWY35R should be selected when RWY01L is not in service.

5.2.2 向南运行时选择 19R 跑道；当 19R 跑道不提供使用时，选择 17L 跑道。

5.2.2 RWY19R should be selected when southbound operations; RWY17L should be selected when RWY19R is not in service.

5.3 飞行路径选择

5.3 Flight path selection

5.3.1 进港航空器：沿标准仪表进场程序至着陆跑道 IAF，执行 ILS/DME 仪表进近。

5.3.1 Arrival aircrafts: Follow the Standard instrument arrival procedure(STAR) to the IAF and execute the ILS/DME instrument approach.

5.3.2 离港航空器如选择返回大兴机场落地：
按照标准仪表离场（SID）飞至 SID 终点，就近选择标准仪表进场（STAR），从 STAR 起点加入程序至着陆跑道 IAF，执行 ILS/DME 仪表进近。

5.3.2 If departing aircrafts choose to return to Beijing Daxing Airport for landing:
Follow the Standard instrument departure(SID) to the end of the SID, select the nearest Standard instrument arrival(STAR), follow the procedure from the STAR

start point to the IAF, and execute the ILS/DME instrument approach.

建议航空器在各SID终点选择的STAR起点并加入程序:

The recommended STAR start point to join in the procedure from each SID end point:

5.3.2.1 大兴机场向北运行:

5.3.2.1 Operation northward:

1.IDKEX: 右转飞向 BUMDU，加入 BUMDU-6M 程序;

1. IDKEX: turn right and fly to BUMDU, follow BUMDU-6M;

2.DOTRA: 右转飞向 BUMDU，加入 BUMDU-6M 程序;

2. DOTRA: turn right and fly to BUMDU, follow BUMDU-6M;

3.MUGLO: 右转飞向 DUMAP，加入 DUMAP-6M 程序;

3. MUGLO: turn right and fly to DUMAP, follow DUMAP-6M;

4.ELKUR: 右转飞向 AVBOX，加入 AVBOX-9M 程序;

4. ELKUR: turn right and fly to AVBOX, follow AVBOX-9M;

5.OMDEK: 左转飞向 AVBOX，加入 AVBOX-9M 程序;

5. OMDEK: turn left and fly to AVBOX, follow AVBOX-9M;

6.PEGSO: 左转飞向 BELAX，加入 BELAX-6M 程序。

6. PEGSO: turn left and fly to BELAX, follow BELAX-6M.

5.3.2.2 大兴机场向南运行:

5.3.2.2 Operation southward:

1.IDKEX: 右转飞向 BUMDU，加入 BUMDU-5L 程序;

1. IDKEX: turn right and fly to BUMDU, follow BUMDU-5L;

2.DOTRA: 右转飞向 BUMDU，加入 BUMDU-5L 程序;

2. DOTRA: turn right and fly to BUMDU, follow BUMDU-5L;

3.MUGLO: 右转飞向 DUMAP，加入 DUMAP-5L 程序;

3. MUGLO: turn right and fly to DUMAP, follow DUMAP-5L;

4.ELKUR: 右转飞向 AVBOX，加入 AVBOX-5L 程序;

4. ELKUR: turn right and fly to AVBOX, follow AVBOX-5L;

5.OMDEK: 左转飞向 AVBOX，加入 AVBOX-5L 程

5. OMDEK: turn left and fly to AVBOX, follow

序;

6.PEGSO: 左转飞向 BELAX，加入 BELAX-5L 程序。

AVBOX-5L;

6. PEGSO: turn left and fly to BELAX, follow BELAX-5L.

6. 目视飞行程序

6. Procedures for VFR flights

6.1 为了提高运行安全和运行效率，管制员通过航空器驾驶员或管制员目视的方式为两架航空器之间配备目视间隔。

6.1 In order to improve safety and efficiency, the controller will equip a visual interval between two aircrafts through pilot or controller visually.

6.1.1 航空器驾驶员在得到仪表进近指令后，应随时利用机载设备或目视监控周边航空器的运行状态，并尽最大可能建立航空器间的目视能见。当管制员通报相关航空器的相对位置时，航空器驾驶员应及时向管制员报告建立目视能见。若航空器驾驶员报告不能目视相关航空器，管制员将视情况指挥该航空器中止进近或复飞。

6.1.1 After receiving the instrument approaching instructions, pilot should use airborne equipment or visually monitor the operation status of surrounding aircraft at any time, and establish visual visibility between aircraft as possible. When controller informs the relative position of the relevant aircraft, pilot shall report to the controller in time to establish visual visibility. If pilot cannot be visualised, controller will diret aircraft to suspend approach or missed approach as appropriate.

6.1.2 当航空器进近至决断高度时，会遇到在同一跑道上前面着陆的航空器正在着陆滑跑，或者正在起飞的航空器即将离地的情况，航空器驾驶员需加强目视观察。

6.1.2 As approaching to DA, aircraft will encounter other aircraft which sliding at RWY. Pilot should strengthen visual observation.

6.1.3 当航空器进近至落地过程中，会遇到相邻或侧向跑道上的航空器正在起飞滑跑，航空器驾驶员需加强目视观察。

6.1.3 As apporaching and landing, aircraft will encounter other take-off sliding aircraft on adjacent or lateral runway. Pilot should strengthen visual observation.

6.2 航空器驾驶员明确表示能够目视另一架航空器并接受目视间隔时，航空器驾驶员应当负以下职责:

6.2 When visualising another aircraft and accepting visual intervals, pilot shall assume the following responsibilities:

6.2.1 始终保持对相关航空器的目视，并保持与相关航空器间的安全间隔;

6.2.1 maintain a visualisation and a safe interval of the relevant aircraft.

6.2.2 为保持与相关航空器的安全间隔作必要的调速、机动飞行，并事先向管制员通报为飞行安全所采取的机动操作;

6.2.2 Make the necessary speed regulation and manoeuvrable flight to maintain a safe interval with the relevant aircraft, and inform the controller in advance of the manoeuvrisation actions taken for flight safety.

6.2.3 当无法目视相关航空器或为保持与相关航空器间的安全间隔采取复飞措施时，立即通报塔台管制员，以便重新为其配备其他的安全间隔。

6.2.3 When the relevant aircraft unvisualised or missed approach taken to maintain a safe interval with the relevant aircraft, notify TWR Controller to re-equip safety intervals.

6.3 塔台会视情况对 11L 跑道起飞和 01L/19R 跑道进近实施管制员目视指挥程序。

6.3 The TWR Controllers will implement the controller's visual command procedure for take-off of RWY11L and approach of RWY01L/19R as appropriate.

6.3.1 当航空器在 01L/19R 跑道进近至落地过程中，会遇到 11L 跑道上的航空器正在起飞滑跑。

6.3.1 When approaching and landing on RWY01L/19R, aircraft encounter other aircraft takeing off and sliding on RWY11L.

6.4 目视进近程序

6.4 Procedures for visual approcah

6.4.1 当大兴机场主导能见度大于 5km，云底高 600m 以上，目视进近或引导目视进近可在大兴机场任意一条跑道单独运行，也可在两条平行跑道同时运行。

6.4.1 When ceiling is more than 600m, and prevailing visibility is more than 5km in Daxing airport, each RWY can be implemented visual approach or vector for visual approach separately or simultaneously.

6.4.2 目视进近的转换和中止进近方法

6.4.2 Conversion and abort of visual approach:

6.4.2.1 目视进近或引导目视进近过程中，航空器驾驶员失去目视参照物（机场、跑道或前序航空器），管制员可根据航空器驾驶员意图协助其转为其他目视进近、有垂直引导的进近、精密进近或复飞;

6.4.2.1 During a visual approach or vector for visual approach, if the pilot loses a visual reference (airport, runway or pre-sequence aircraft), the controller may assist the pilot to switch to another visual approach, vertically guided approach (APV), precision approach or missed approach procedure depending on the pilot's

intentions.

6.4.2.2 航空器不能继续目视进近，中止进近方法如下:

6.4.2.2 If aircraft cannot continue visual approach, the method of aborting the approach is as follows:

a. 35L 跑道: 同 ILS/DME z RWY35L 复飞程序;

a. RWY 35L: follow the missed approach procedure of ILS/DME z RWY35L.

b. 其他跑道: 同仪表进近程序复飞程序。

b. Other RWYs: follow the missed approach procedure of instrument approach.

6.4.3 驾驶员须知

6.4.3 Notes to Pilots

6.4.3.1 实施短五边目视进近时,航空器三边飞行距离通常应不大于 5NM（9.3km）。

6.4.3.1 When implementing a short final visual approach, downwind flight distance of the aircraft shall normally not be more than 5NM (9.3km).

6.4.3.2 目视进近时航空器驾驶员应保持对同跑道前序航空器或预计着陆机场持续能见。

6.4.3.2 During the visual approach, pilots shall maintain continuous visual to the intended landing airport or the pre-sequence aircraft.

6.4.3.3 实施目视进近的航空器驾驶员应熟悉机场及机场周边的地形地貌并确保持续能见地面。接受目视进近许可后，应保持航空器与地面障碍物之间的安全间隔。

6.4.3.3 Pilots conducting visual approaches shall be familiar with the terrain of the airport and its surroundings and ensure continuous visual of the ground. After receiving the visual approach clearance, the pilot shall maintain safe separation between the aircraft and ground obstacles.

6.4.3.4 航空器驾驶员可借助仪表着陆系统等导航设备对准跑道。

6.4.3.4 Pilots may refer to navigation equipment such as the instrument landing system to align to the RWY.

6.4.3.5 航空器驾驶员不能完成目视进近时应及时转为其他进近或复飞，并及时通报管制员。

6.4.3.5 If a visual approach cannot be completed, the pilot shall promptly switch to other approach or missed approach and report to the controller.

6.4.3.6 除非管制员已发布速度指令,航空器驾驶员应当对航空器进近速度进行控制: 五边航空器距接地点 8NM 时，速度应为 180kt; 距接地点 6NM 时，速度

6.4.3.6 Pilots shall comply with the following speed restrictions unless ATC issued speed instructions, 180kt IAS to 8NM to touchdown, 160kt IAS to 6NM to

应为 160kt；如果不能执行，应提前通知管制员。

6.4.3.7 航空器驾驶员在目视进近过程中应控制航空器姿态，避免切过指定着陆跑道的五边。

6.4.3.8 航空器驾驶员着陆后应尽快脱离跑道,避免影响后随航空器落地。

6.4.3.9 引导目视进近的航空器在四边发生通讯失效时，应及时转弯切入指定跑道的五边，继续实施目视进近或转为其他进近并联系相应的塔台频率；在其他位置发生通讯失效时按照公布的通讯失效公共程序处置。

6.4.3.10 发布目视进近许可后，管制员不再为该航空器与相邻跑道上进近的航空器配备间隔。

7. 目视飞行航线

无

8. 其它规定

无

touchdown. Inform ATC if unable to comply.

6.4.3.7 Pilots shall control aircraft attitude under visual approach to avoid crossing the extended center line of the landing RWY.

6.4.3.8 After landing, the aircraft shall vacate the RWY as soon as possible to avoid any effect on other landing aircrafts.

6.4.3.9 In case of radio communication lost on base leg under the vector for visual approach, complete the final turn on time, then continue the visual approach or other approach to the designated RWY and contact TWR. In the event of a communication failure in other locations, it shall be handled as the general procedures for communication failure.

6.4.3.10 When a visual approach clearance is issued, the controller no longer spaced the aircraft from the aircraft approaching on the adjacent RWY.

7. VFR route

Nil.

8. Other regulations

Nil.

ZBAD AD 2.23 其它资料

鸟情资料

全年皆有鸟群活动。机场配备了驱鸟设备,并采取了驱赶措施以减少鸟群活动。

ZBAD AD 2.23 Other information

Bird’s information

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