

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

ZBAA/PEK-北京/首都 BEIJING/Capital

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

1	机场基准点坐标及其在机场的位置 ARP coordinates and site at AD	N40°04.4' E116°35.9' Center of RWY 18L/36R
2	机场基准点与城市的位置关系 Direction and distance from city	044 °GEO, 25.4km from Tiananmen Square
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	35.3 m/31.8°C(JUL)/-9.6°C(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°30'W(2022)/-6'22"
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 CO. LTD. Beijing Capital International Airport, Siwei Road, Beijing, China Post code:100621 TEL:86-10-64535801 FAX:86-10-64531114 AFS:ZBAAYDYX
7	允许飞行种类 Types of traffic permitted(IFR/VFR)	IFR-VFR
8	机场性质/飞行区指标 Military or civil airport/Reference code	CIVIL/RWY01/19, RWY18L/36R: 4F; RWY18R/36L: 4E
9	备注 Remarks	Nil

ZBAA AD 2.3 工作时间 Operational hours

1	机场开放时间 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

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

1	货物装卸设施 Cargo-handling facilities	Container lift truck (5t), baggage transporter, unit load device (ULD) tractor, container tractor, fork-lift (2.5-3.5 tonnes), tow tractor, etc.
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 truck ; Airport can provide gravity refuelling (400L/min) and pressure refuelling(3800L/min) service; Storage capacity: 220000m ³ ; A pipe network of apron aircraft-refuelling equipment for all aircraft.
5	除冰设施 De-icing facilities	72 De-icers. Deicing fluid (FCY-1 BIO+), anti-icing fluid (FCY-2).
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, engine changes available for various types of aircraft on request. Spare parts and other maintenance work by prior arrangement.
8	备注 Remarks	Nil

ZBAA 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, taxis, airport express
4	医疗设施 Medical facilities	First-aid equipment at AD, comprehensive hospital adjacent to AD (4 ambulances on duty)
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	At AD
7	备注 Remarks	Nil

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

1	机场消防等级 AD category for fire fighting	CAT 10
2	援救设备 Rescue equipment	Fire fighting facilities: rapid intervention vehicle, combined foam and powder extinguishing vehicle, heavy-duty water vehicle, main foam vehicle, etc; Rescue equipment: uplift air cushion, air pump, platform tractor, crane, mobile surface operation devices, fork lift, etc.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to A380 and below. Removal equipment: uplift air cushion, moving trailer, mobile surface, etc.
4	备注 Remarks	Nil

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

1	可用季节及扫雪设备类型 Seasonal availability/Types of clearing equipment	All seasons Snow blowers, RWY snow removal vehicles, pre-snow rolling brush vehicles, ramp snow vehicles, throwing snow mobile.s, de-icing fluid spreading trucks, power supply vehicles, trucks, forklift trucks
2	扫雪顺序 Clearance priorities	Three runways, taxiways access to runways, operating aprons
3	备注 Remarks	Nil

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

1	停机坪道面和强度 Apron surface and strength	道面 Surface	CONC
		强度 Strength	PCR 1300/R/B/W/T : Apron W1 PCR 1250/R/B/W/T : Stands Nr. 602, 603, 608-612 PCR 1240/R/B/W/T : Stands Nr. 701-704, 706-710 PCR 1200/R/B/W/T : Stands Nr. W308-W311 PCR 1190/R/B/W/T : Stands Nr. 951-958 PCR 1180/R/B/W/T : Stands Nr. 711-714, 931-940 PCR 1160/R/B/W/T : Stands Nr. 721-735 PCR 1150/R/B/W/T : Stands Nr. 816, 817 PCR 1100/R/B/W/T : Stands Nr. 801-815 PCR 1090/R/B/W/T : Stands Nr. 205-221, 223-240 PCR 1030/R/B/W/T : Stands Nr. N121-N128 PCR 1020/R/B/W/T : Stands Nr. 301-307, 331-337, 510-529, 558, 559, W301-W307 PCR 1010/R/B/W/T : Apron Nr.1, Apron W2 PCR 990/R/B/W/T : Apron M PCR 950/R/B/W/T : Stands Nr. 818-821 PCR 940/R/B/W/T : Stands Nr. 251-254 PCR 900/R/B/W/T : Stands Nr. 622-640 PCR 890/R/B/W/T : Stands Nr. 261-264, 267, 268 PCR 840/R/A/W/T : Apron N1, Apron N2, Apron Nr.4, Stands Nr. 308-330, Stands Nr. 351-361, Stands Nr. 501-509, Stands Nr. 530-536, Stands Nr. 551-556, Stands Nr. 560-565 PCR 570/R/B/W/T : Apron W5, Apron W6
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	宽度 Width	70m : C6, C7 68m : S3 52m : D7, D8, G5-G7, H0-H2, K4-K7, M0, M1 50m : K3 48m : H4-H7, J1, J4 44m : E1, E2, E7, G0-G2, K0-K2, Q0, Q1, Q8, Q9, U3, U4, Z12 34m : D3-D5(BTN Z6 & M), D6, F2, F3, M2-M6, P1, P8, W2, W7, Z6 30m : D3-D5(BTN Z4 & M), P3 29m : E3-E6, E8, Q2-Q7, W9 28.5m : C4, C5, D2(S of Z20), P2, P4, P5 27m : P6, P7 25m : E0, F(N of S4), G, G3, G4, H, J, J2, J3, J5, J6, K, M7, S6, S7, T1-T6, U2, U5-U9, Y8, Y9, Z3, Z9 24m : F0, P9, Z15, Z23, Z24 23m : A0, A1, A8, A9, C, C1-C3, C8, D1, D2(N of Z20), F(S of S4), F1, F4, F7, M, P0, S4, S5, W0, W3-W6, Y1-Y7, Z0-Z2, Z4, Z7, Z8, Z10

			18m : Z20-Z22 10.5m : Z16
		道面 Surface	CONC_ASPH
		强度 Strength	PCR 1410/R/B/W/T : D2(S of Z10) PCR 1360/R/B/W/T : Z10 PCR 1340/R/B/W/T : P8, P9 PCR 1300/R/B/W/T : F(BTN Z2 & S4) PCR 1290/R/B/W/T : Z0 PCR 1280/R/B/W/T : C6-C8 PCR 1270/F/B/X/T : P2, P6, P7 PCR 1260/R/B/W/T : P1 PCR 1250/F/B/X/T : A0, A1, A8, A9, E0-E8, W2, W7 PCR 1250/R/B/W/T : Z3(N of Z4) PCR 1240/R/A/W/T : W3-W6 PCR 1240/R/B/W/T : D2(N of Z10), S3 PCR 1230/R/B/W/T : D3-D6, P0 PCR 1220/R/B/W/T : M2-M6 PCR 1200/R/B/W/T : F(N of S4) PCR 1170/R/B/W/T : M PCR 1150/R/B/W/T : M7, Y8, Y9 PCR 1140/R/B/W/T : Z8 PCR 1130/R/B/W/T : Z4, Z6 PCR 1110/R/B/W/T : Y3, Y6 PCR 1060/R/B/W/T : D1, Z7, Z9, Z18 PCR 1050/R/B/W/T : C1, C2, J2, J3, Z3(S of Z2) PCR 1040/R/B/W/T : C PCR 1030/R/B/W/T : D7, D8, J(N of U2), S4, S5 PCR 1020/R/A/W/T : M0, M1 PCR 1020/R/B/W/T : Q2-Q7, Z3(BTN Z2 & Z4) PCR 1010/R/B/W/T : F(S of Z2), Z2 PCR 960/R/B/W/T : Z12 PCR 940/R/A/W/T : Q0, Q1, Q8, Q9, U2 PCR 920/R/B/W/T : C3-C5 PCR 910/R/A/W/T : J(S of U2), J1, J4, K, K0-K7, S6, S7 PCR 900/R/A/W/T : U3-U9 PCR 900/R/B/W/T : P3 PCR 880/R/A/W/T : F0-F4, F7, J5, J6, T1-T6 PCR 870/R/A/W/T : W0, W9, Y1, Y2, Y4, Y5, Y7 PCR 850/R/A/W/T : G, G0-G7, H, H0-H2, H4-H7 PCR 820/F/B/X/T : P4, P5 PCR 780/R/B/W/T : Z15, Z16 PCR 710/R/A/W/T : Z1

			PCR 590/R/B/W/T : Z20-Z24
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR 校正点 VOR checkpoints	Nil	
5	INS 校正点 INS checkpoints	Nil	
6	备注 Remarks	Nil	

ZBAA AD 2.9 地面活动引导和管制系统与标识

Surface movement guidance and control system and markings

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	<p>Taxiing guidance signs at all intersections of TWY and RWY.</p> <p>Taxiing guidance signs at all holding positions.</p> <p>Aircraft stand identification sign boards at all stands.</p> <p>Guide lines at all TWYs.</p> <p>Guide lines at all aprons.</p> <p>Marshalling assistance for aircraft stands Nr. 103, 104, 107, 108, 110, 111, 114-116, 205-221, 223-240, 251-254, 261-264, 267, 268, 351-361, 401, 403, 411, 413, 602, 603, 608-612, 622-640, 701-704, 706-714, 721-735, 801-821, 931-940, 951-958, A106, A113, M01-M11, N101-N104, N104L, N104R, N105, N105L, N105R, N106, N106L, N106R, N107-N110, N121-N128, N201-N214, W101, W103-W113, W201-W213, W301-W311, Visual docking guidance system at aircraft stands Nr. 301-337, 405-410, 451-466, 501-536, 551-556, 558-565</p>	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR(01, 18R, 19, 36L), REDL, RCLL, RTZL(01, 36L, 36R), RENL
		滑行道标志 TWY markings	Edge line, center line, RWY holding position(A0, A1, A8, A9, E0-E2, E7, E8, P0, P1, P8, P9, Q0, Q1, Q8, Q9, U2, W0-W2, W7-W9), intermediate holding position
		滑行道灯光 TWY lights	Edge line retroreflective markers, edge line lights, center line lights, No-entry bar(C2-C5, E3-E6, P2-P7, Q2-Q7, W3-W6) , RETILs
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Runway guard lights	
4	其它跑道保护措施 Other runway protection measures	Nil	

5	备注 Remarks	BLUE apron edge line lights Apron guidance lights
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ZBAA 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
STACK 001	STACK	009/6881	86.3		
TRANSMISSION _LINE 002	TRANSMISSION_LINE	011/8025	91.4		RWY19 GP INOP
BLDG 003	BLDG	014/4629	77.5	LGT	
BLDG 004	BLDG	015/4641	78.3	LGT	RWY01 Take-off path
BLDG 005	BLDG	016/5081	76.3	LGT	RWY01 Take-off path
BLDG 006	BLDG	017/4808	75.3		RWY01 Take-off path
Antenna 007	Antenna	021/2895	87		RWY01 GP INOP
Pole 008	Pole	026/2099	47.6	LGT	RWY01 Departure
BLDG 009	BLDG	029/6572	77.8	LGT	
BLDG 010	BLDG	030/6500	72.2	LGT	
Antenna 011	Antenna	036/3605	85.5		
BLDG 012	BLDG	048/6248	104.2		

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
Control TWR 013	Control TWR	051/1166	110.6		
TV TWR 014	TV TWR	052/7540	142.9	LGT	RWY36R/01 Departure
STACK 015	STACK	062/5500	99.2		
BLDG 016	BLDG	063/5840	106.9		
BLDG 017	BLDG	091/2363	74.0		
Antenna 018	Antenna	091/2592	89.1		
BLDG 019	BLDG	093/2365	74.1		
TOWER 020	TOWER	121/5977	106.5	LGT	
STACK 021	STACK	157/7279	83.8		
BLDG 022	BLDG	159/2981	58.0	LGT	RWY19 Departure
BLDG 023	BLDG	162/2229	75.8		
STACK 024	STACK	166/5090	72.5		
Antenna 025	Antenna	172/6207	87		
Antenna 026	Antenna	180/2888	36.4		
STACK 027	STACK	185/3121	54.5		RWY18L Departure; RWY36R Final approach
TOWER 028	TOWER	191/3037	62.5		

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
BLDG 029	BLDG	195/2856	68		
Antenna 030	Antenna	197/13076	89.5		
BLDG 031	BLDG	214/1096	73.8		
Antenna 032	Antenna	223/1836	69.8		
Antenna 033	Antenna	224/7663	106.8		
STACK 034	STACK	227/1231	75.8		
Antenna 035	Antenna	232/1423	76.5		
BLDG 036	BLDG	238/2261	61.4	LGT	RWY18R Take-off path
BLDG 037	BLDG	241/2462	47.4		
STACK 038	STACK	242/2270	53.7		
STACK 039	STACK	244/2644	54.6		
STACK 040	STACK	244/2669	56.5		
STACK 041	STACK	244/6083	77		
BLDG 042	BLDG	245/2887	48.6		
STACK 043	STACK	247/1942	49.1		
BLDG 044	BLDG	248/1197	72.2		

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
TRANSMISSION _LINE 045	TRANSMISSION_L INE	248/5185	72.4		
Antenna 046	Antenna	250/2089	43.1		
STACK 047	STACK	253/6839	65.5		
STACK 048	STACK	260/827	79.1		
Antenna 049	Antenna	264/1153	70.4		
WATER_TOWER 050	WATER_TOWER	270/2770	52.7		
STACK 051	STACK	276/5116	83		
STACK 052	STACK	278/3133	77.8		
Control TWR 053	Control TWR	317/1347	134.6		
STACK 054	STACK	327/4986	59.3		
Pole 055	Pole	334/4923	43.6		
BLDG 056	BLDG	334/6117	81.1		
Pole 057	Pole	335/4967	43.9		
Pole 058	Pole	335/5011	43.3		
STACK 059	STACK	335/5437	58.1		

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
STACK 060	STACK	337/5029	49.6		
TOWER 061	TOWER	340/9456	114.8		RWY36L Departure
WATER_TOWER 062	WATER_T OWER	355/7042	71.8		RWY36L Departure

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(°)/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
MT 063	MT	000/48000	1535		Sectors; RWY18L Initial approach
MT 064	MT	002/42771	1039		RWY19 Initial approach
MT 065	MT	009/35674	800		RWY18R RNAV ILS/DME z Intermediate approach
MT 066	MT	010/35811	815		RWY18L RNAV ILS/DME y, RWY19 RNAV ILS/DME y Intermediate approach
TOWER 067	TOWER	022/16307	134		
MT 068	MT	069/63300	1230		Sectors
MT 069	MT	094/57400	865		
BLDG 070	BLDG	172/17935	214		RWY36R RNAV ILS/DME y Intermediate approach

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(°)/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
BLDG 071	BLDG	190/17852	106		
Antenna 072	Antenna	192/20816	222		RWY36L RNAV ILS/DME Intermediate approach
STACK 073	STACK	193/16315	92		
STACK 074	STACK	203/21400	274		
Antenna 075	Antenna	220/15769	185		
BLDG 076	BLDG	223/20974	257	LGT	
TOWER 077	TOWER	243/30623	449	LGT	
TOWER 078	TOWER	248/22490	377		
MT 079	MT	264/40042	797		Sectors
MT 080	MT	279/47000	1291		RWY18R Initial approach
MT 081	MT	310/49000	1067		
MT 082	MT	343/30744	859		RWY18L/R Initial approach
MT 083	MT	349/27603	659		RWY19 RNAV ILS/DME z, RWY18L RNAV ILS/DME, RWY18R RNAV ILS/DME z Intermediate approach
MT 084	MT	351/25965	400		RWY19 RNAV ILS/DME z, RWY18R RNAV ILS/DME y Intermediate approach

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(°)/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
MT 085	MT	352/25546	300		
Remarks:					

ZBAA 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 Capital Airport MET Center of CAAC
2	气象服务时间、服务时间以外的责任气象台 Hours of service/MET Office outside hours	H24
3	负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance	Beijing Capital Airport MET Center of CAAC;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
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	Synoptic charts, significant weather charts, upper W/T Charts, satellite and radar material, AWOS Real-time Data
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	Beijing ACC, Beijing APP, Beijing TWR
10	其他信息 Additional information	When special requirement, Periods of validity/Interval of issuance: 9h/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)	<p>RVR EQPT</p> <p>A: 105m W of RCL, 315m inward THR36L; B: 105m W of RCL, 1685m inward THR18R; C: 105m W of RCL, 360m inward THR18R; D: 110m W of RCL, 301m inward THR36R; E: 100m W of RCL, 1830m inward THR18L; F: 115m W of RCL, 328m inward THR18L; G: 115m E of RCL, 325m inward THR01; H: 115m E of RCL, 1800m inward THR19; J: 115m E of RCL, 331m inward THR19.</p> <p>SFC wind sensors</p> <p>01: 109m E of RCL, 355m inward THR01; 01/19 Center: 110m E of RCL, 1802m inward THR19; 19: 109m E of RCL, 331m inward THR19; 18L: 120m W of RCL, 330m inward THR18L; 18L/36R Center: 100m W of RCL, 1835m inward THR18L; 36R: 100m W of RCL, 306m inward THR36R; 18R: 105m W of RCL, 320m inward THR18R; 18R/36L Center: 105m W of RCL, 1645m inward THR18R; 36L: 105m W of RCL, 305m inward THR36L.</p> <p>Ceilometer</p> <p>01: 25m W of RCL, 1050m outward THR01; 19: 5m W of RCL, 973m outward THR19; 18L: 25m W of RCL, 1085m outward THR18L; 36R: 25m W of RCL, 1066m outward THR36R; 18R: 25m W of RCL, 1085m outward THR18R; 36L: 25m W of RCL, 1066m outward THR36L.</p>
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

ZBAA 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
19	172.98 °GEO 181 °MAG	3800×60	PCR 930/R/A/W/T CONC/-	Nil	THR 28.5m TDZ 29.8m	0.09%(700m)/0.0 9%(700m)/-0.24 %(500m)/-0.17% (600m)/-0.16%(7 00m)/-0.15%(600 m)
01	352.98 °GEO 001 °MAG	3800×60	PCR 930/R/A/W/T CONC/-	Nil	THR 25.5m TDZ 27.3m	0.15%(600m)/0.1 6%(700m)/0.17% (600m)/0.24%(50 0m)/-0.09%(700 m)/-0.09%(700m)
18L	172.98 °GEO 181 °MAG	3800×60	PCR 1010/R/B/W/T ASPH/-	Nil	THR 33.4m TDZ 35.2m	0.3%(600m)/-0.1 5%(1300m)/0.13 %(300m)/-0.18% (600m)/-0.23%(4 00m)/-0.3%(600 m)
36R	352.98 °GEO 001 °MAG	3800×60	PCR 1010/R/B/W/T ASPH/-	Nil	THR 29.9m TDZ 32.4m	0.3%(600m)/0.23 %(400m)/0.18%(600m)/-0.13%(30 0m)/0.15%(1300 m)/-0.3%(600m)
18R	172.98 °GEO 181 °MAG	3200×50	PCR 1020/R/B/W/T CONC_ASPH/-	Nil	THR 35.1m TDZ 35.1m	-0.04%(700m)/0 %(100m)/-0.09% (1700m)/0%(200 m)/-0.16%(500m)
36L	352.98 °GEO 001 °MAG	3200×50	PCR 1020/R/B/W/T CONC_ASPH/-	Nil	THR 32.5m TDZ 33.5m	0.16%(500m)/0% (200m)/0.09%(17 00m)/0%(100m)/ 0.04%(700m)

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
19	Nil	Nil	3920×280	215×120	Nil	Nil
01	Nil	500×300	3920×280	240×120	Nil	Nil
18L	Nil	200×300	3920×280	240×120	Nil	Nil
36R	Nil	200×300	3920×280	240×120	Nil	Nil
18R	Nil	Nil	3320×280	240×100	Nil	Nil
36L	Nil	Nil	3320×280	240×100	Nil	Nil
Remarks: 01/19:Distance between RCL of RWY01/19 and RCL of RWY18L/36R is 1525m; THR01 is 200m north of THR36R. 18L/36R:Distance between RCL of RWY18L/36R and RCL of RWY18R/36L is 1960m; THR18R is 1650m north of THR18L.						

ZBAA AD 2.13 公布距离 Declared distances

跑道号码 RWY Designator	可用起飞滑跑距离 TORA(m)	可用起飞距离 TODA(m)	可用加速停止距离 ASDA(m)	可用着陆距离 LDA(m)	备注 Remarks
1	2	3	4	5	6
19	3800	3800	3800	3800	Nil
19	3725	3725	3725	3800	FM Q9
19	3525	3525	3525	3800	FM Q8
01	3800	4300	3800	3800	Nil
01	3725	4225	3725	3800	FM Q1
18L	3800	4000	3800	3800	Nil
18L	3725	3925	3725	3800	FM E7
18L	3420	3620	3420	3800	FM W7
36R	3800	4000	3800	3800	Nil
36R	3725	3925	3725	3800	FM E1
36R	3625	3825	3625	3800	FM E2
36R	3420	3620	3420	3800	FM W2
18R	3200	3200	3200	3200	Nil
18R	2980	2980	2980	3200	FM P8
36L	3200	3200	3200	3200	Nil
36L	2980	2980	2980	3200	FM P1

ZBAA 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
19	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 414m inward THR19 3.2° 22.5m	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
01	PALS CAT III SFL 900 m LIH	GREEN Yes	PAPI LEFT 438m inward THR01 3° 21.5m	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
18L	PALS CAT I SFL 900 m LIH	GREEN Nil	PAPI LEFT 423m inward THR18L 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
36R	PALS CAT III SFL 900 m LIH	GREEN Nil	PAPI LEFT 420m inward THR36R 3° 22.7m	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

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
18R	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 420m inward THR18R 3° 22m	Nil	3200 m spacing 15m 0-2300m, WHITE 2300-2900m, RED/WHITE 2900-3200m, RED VRB LIH	3200 m spacing 60m 0-2600m, WHITE 2600-3200m, YELLOW VRB LIH	RED	Nil
36L	PALS CAT II SFL 900 m LIH	GREEN Yes	PAPI LEFT 420m inward THR36L 3° 22.7m	900 m	3200 m spacing 15m 0-2300m, WHITE 2300-2900m, RED/WHITE 2900-3200m, RED VRB LIH	3200 m spacing 60m 0-2600m, WHITE 2600-3200m, YELLOW VRB LIH	RED	Nil
Remarks:								

ZBAA 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: 01:99m W of RCL, 354m inward THR01; 19:100m W of RCL, 348m inward THR19; 18L:133m E of RCL, 353m inward THR18L; 36L:110m E of RCL, 361m inward THR36L. 18R:114m E of RCL, 363m inward THR18R; 36R:118m W of RCL, 530m inward THR36R;
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	Dual feed, diesel engine driven generator/≤15s
5	备注 Remarks	Nil

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

1	TLOF 坐标或 FATO 入口坐标及大地水准面波幅 Coordinates TLOF or THR of FATO, Geoid undulation	Nil
2	TLOF 和 (或) FATO 标高 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

ZBAA 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 AD ARP	600m MSL(inclusive) and below (include the Airport Maneuvering Area)				
Fuel Dumping Area	N4156E11546-N4040E11625-N4048E11651-N4203E11614-N4156E11546	Above 4000m				See Fuel Dumping Area Chart

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 this area
Altimeter setting region and TL/TA	Same as Beijing TMA	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				

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

服务名称 Service designation	呼号 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		127.6 (Chinese)			H24	D-ATIS available
		128.65 (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	

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星语音通信 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
		APP16:124.4 (127.75)			by ATC	
		APP17:120.6 (127.75)			H24	
		APP18:125.5 (119.425)			by ATC	
	Capital Approach	APP01:126.1 (125.05)			by ATC	
		APP02:119.0 (125.05)			by ATC	
		APP03:120.2 (125.05)			by ATC	
TWR	Beijing Tower	TWR01:124.3 (118.3)			HO	for RWY18R/36L
		TWR02:118.5 (118.05)			H24	for RWY18L/36R
		TWR03:118.6 (118.3)			HO	for RWY01/19
GND	Beijing Ground	GND01:121.9 (121.95)			HO	
		GND02:121.8 (121.95)			H24	
		GND03:121.7 (121.95)			HO	
		GND04:121.75 (121.95)			HO	
		GND05:121.85 (121.95)			HO	
	Beijing Delivery	DELIVERY01:121. 6			H24	DCL available West of RWY18L/36R
		DELIVERY02:121. 65			HO	DCL available East of RWY18L/36R
APN	Beijing Apron	APN01:122.225 (121.95)			H24	

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星语音通信 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
		APN02:122.625 (121.95)			H24	
		APN03:122.675 (121.95)			H24	
		APN04:122.125 (121.95)			H24	
EMG		121.5			H24	

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

设施名称及类型、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
Huairou VOR/DME	HUR	113.6 MHz CH 83X	H24	N40°19.8' E116°44.9'	62 m	
Guanzhuang VOR/DME	PEK	114.7 MHz CH 94X	H24	N40°02.9' E116°44.1'	62 m	R195 °R285 ° clockwise U/S
Shaziying VOR/DME	SZY	117.2 MHz CH 119X		N40°06.4' E116°25.8'	72 m	R160 °R250 ° clockwise U/S
Liangxiang NDB	JR	475 kHz	H24	N39°43.2' E116°05.7'		
Chedaoyu NDB	CDY	292 kHz	H24	N40°34.7' E117°13.4'		U/S.
Shigezhuang NDB	VM	280 kHz	H24	N39°17.8' E116°54.1'		U/S.
Zangangzhen NDB	JB	403 kHz	H24	N39°02.6' E116°11.9'		
Huairou NDB	OB	380 kHz		N40°17.3' E116°32.1'		U/S.

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
Shahe NDB	CU	555 kHz		N40°07.3' E116°22.3'		
Xiliuhetun NDB	WF	395 kHz		N39°56.7' E116°52.5'		U/S
MM 01		75 MHz		On the extension of RCL, 1052m S of THR01		U/S.
IM 01		75 MHz		On the extension of RCL, 350m S of THR01		
LOC 01 ILS CAT II	INJ	108.5 MHz		On the extension of RCL, 310m N of RWY01 end		
GP 01		329.9 MHz		125m E of RCL, 305m inside THR01		Angle 3 °, RDH 15 m
DME 01	INJ	CH 22X (108.5 MHz)		120m E of RCL, 309m inside THR01	31m	Co-located with GP 01
MM 19		75 MHz		On the extension of RCL, 950m N of THR19		U/S.
LOC 19 ILS CAT I	ISZ	108.9 MHz		On the extension of RCL, 279m S of RWY19 end		
GP 19		329.3 MHz		125m E of RCL, 290m inside THR19		Angle 3.2 °, RDH 15 m
DME 19	ISZ	CH 26X (108.9 MHz)		120m E of RCL, 294m inside THR19		Co-located with GP 19
LOM 18L	OR	196 kHz		On the extension of RCL, 3650m N of THR18L		U/S.
MM 18L		75 MHz		On the extension of RCL, 850m N of THR18L		U/S.
LOC 18L ILS CAT I	IOR	109.3 MHz		On the extension of RCL, 327m S of RWY18L end		Coverage 45km
GP 18L		332.0 MHz		125m W of RCL, 288m inside THR18L		Angle 3 °, RDH 16.3 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 18L	IOR	CH 30X (109.3 MHz)		125m W of RCL, 288m inside THR18L	38m	Co-located with GP 18L Coverage 35.5km
LOM 36R	QU	240 kHz		On the extension of RCL, 7000m S of THR36R		U/S.
MM 36R		75 MHz		On the extension of RCL, 1000m S of THR36R		U/S.
IM 36R		75 MHz		On the extension of RCL, 276m S of THR36R		
LOC 36R ILS CAT IIIA	IQU	111.55 MHz		On the extension of RCL, 307m N of RWY36R end		Coverage 45km
GP 36R		332.75 MHz		125m W of RCL, 300m inside THR36R		Angle 3°, RDH 15.8 m Coverage 25km
DME 36R	IQU	CH 52Y (111.55 MHz)		125m W of RCL, 300m inside THR36R	34m	Co-located with GP 36R Coverage 47.6km
OM 18R		75 MHz		On the extension of RCL, 4160m N of THR18R		U/S.
MM 18R		75 MHz		On the extension of RCL, 1085m N of THR18R		U/S.
LOC 18R ILS CAT I	ILG	110.3 MHz		On the extension of RCL, 441m S of RWY18R end		Coverage 45km
GP 18R		335.0 MHz		110m W of RCL, 300m inside THR18R		Angle 3°, RDH 15.8 m Coverage 25km
DME 18R	ILG	CH 40X (110.3 MHz)			45m	Co-located with GP 18R
LOM 36L	DK	354 kHz		On the extension of RCL, 4120m S of THR36L		U/S.
MM 36L		75 MHz		On the extension of RCL, 1066m S of THR36L		U/S.
LOC 36L ILS CAT I	IDK	111.7 MHz		On the extension of RCL, 402m N of RWY36L end		Coverage 45km

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
GP 36L		333.5 MHz		110m W of RCL, 285m inside THR36L		Angle 3 °, RDH 15.5 m Coverage 25km
DME 36L	IDK	CH 54X (111.7 MHz)		110m W of RCL, 285m inside THR36L	36m	Co-located with GP 36L Coverage 49.9km

ZBAA 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；
- 1.2 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；
- 1.3 可使用最大机型：A380 及其同类机型；
- 1.4 每日 15:30-21:30(UTC)，01 号跑道不允许航空器降落，19 号跑道不允许航空器起飞。
- 1.5 飞行员在收到起飞指令后，应尽快开始滑跑并保持常守塔台频率直到收到管制员进一步指令。
- 1.6 出港航班机组申请 ATC 放行许可应不早于该航班的 ETD 之前 40min。
- 1.7 首都机场塔台数字化放行 (DCL) 服务正式运行。申请数字化放行 (DCL) 服务的机组应在预计起飞时

ZBAA AD 2.20 Local aerodrome regulations

1.Airport operations regulations

- 1.1 Take off/landing of aircraft without SSR transponder are forbidden;
- 1.2 Each and every technical test flight shall be filed in advance and conducted only after clearance has been obtained from ATC;
- 1.3 Maximum aircraft to be available: A380 and equivalent;
- 1.4 In 15:30-21:30 (UTC) daily, landing on RWY01 and take-off on RWY19 are forbidden.
- 1.5 Aircraft shall take off immediately after receiving take-off clearance by ATC, and keep watch on TWR frequency for further instructions.
- 1.6 Departure aircraft shall not apply for ATC delivery clearance 40min earlier than ETD.
- 1.7 DCL service provided by TWR will be put into use. Pilot shall request DCL 40 minutes in prior before ETD.

间（ETD）前 40min 内申请。管制员发布数字放行许可后，机组以数据链通信电文方式回复，无需语音方式复诵 PDC 内容，除非另有要求。

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

1.9 航空器在地面滑行时，飞行员应将应答机设置在 S 模式。

2. 跑道和滑行道的使用

2.1 跑道运行规则

2.1.1 36L/18R 号跑道进、出港混合运行；

2.1.2 36R/18L 号跑道主要用于出港；

2.1.3 01/19 号跑道主要用于进港；

2.1.4 出港高峰时三条跑道同时用于离港；

2.1.5 进港高峰时三条跑道同时用于进港；

2.1.6 满足下列条件之一时，须转换跑道方向：

2.1.6.1 当气象自动观测系统显示跑道顺风分量达到 3m/s，且有继续增大趋势时；

2.1.6.2 湿跑道或者污染跑道条件下，当气象自动观测系统显示跑道为顺风，且有继续增大趋势时。

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

When obtained delivery clearance sent by ATC tower via data link, pilot shall reply by data link. Voice repeat of PDC shall not be required unless required by the appropriate ATS authority,

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

1.9 Aircraft shall set transponder on mode sierra while taxiing.

2. Use of runways and taxiways

2.1 General rules for the use of runways

2.1.1 36L/18R is used for departure and arrival;

2.1.2 36R/18L is mainly used for departure;

2.1.3 01/19 is mainly used for arrival;

2.1.4 The three parallel runways will be used for departure upon departure rush hour;

2.1.5 The three parallel runways will be used for arrival upon arrival rush hour;

2.1.6 The direction of runway in use shall be changed if one of the following conditions is met:

2.1.6.1 Downwind speed is shown 3m/s with an increasing trend by AWOS;

2.1.6.2 Under wet RWY or contaminated RWY condition, RWY is shown downwind with an increasing speed trend by AWOS.

2.1.7 During changing the direction of RWY in use, if downwind speed is more than 3m/s and not exceeding 5m/s, ATC shall inform ACFT the ground wind direction

飞或顺风着陆，如果因航空器性能限制等原因无法接受时，航空器驾驶员应立即告知管制员。

2.1.8 穿越 18L/36R 跑道规定：

2.1.8.1 按照地面管制员指挥滑行至跑道等待点外等待。

2.1.8.2 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”。

2.1.8.3 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。

2.1.8.4 穿越跑道的滑行道为：A0, A1, A8, A9；

2.1.9 根据首都机场导航设备及联络道结构，塔台管制员会安排出港航空器使用非全跑道起飞。如出港的航空器需要使用全跑道起飞，请航空器驾驶员在抄收 ATC 放行许可时向管制员提出申请。

2.1.10 降雪天气本场运行规则

2.1.10.1 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；

and speed, instruct downwind take-off or downwind landing for short time. If pilot decide not to take-off or land on downwind RWY due to performance limits, inform ATC immediately.

2.1.8 RWY18L/36R crossing rules:

2.1.8.1 Taxi following the instruction of GND Control to the holding position and hold short of RWY 18L/36R.

2.1.8.2 Request TWR Control for crossing clearance; verify any questions prior to crossing; repeat all the ATC instructions for clarity, then put in practice as soon as possible; finally, report to TWR Control 'RWY vacated'.

2.1.8.3 Flight crew shall monitor the TWR FREQ and watch the activities on the RWY18L/36R and around; While crossing RWY18L/36R after the take-off aircraft, flight crew shall be responsible for the safety distance with the aircraft to avoid the effect of wake turbulence.

2.1.8.4 TWYs A0, A1, A8, A9 are available for crossing RWY 18L/36R;

2.1.9 According to navigation aids and the structure of TWY, TWR controller shall arrange the departure aircraft to use partial runway to take-off. If the departure aircraft needs full runway to take-off, contact controller upon receiving delivery clearance.

2.1.10 General rules for operation during snow weather

2.1.10.1 Arrival aircraft with 4 engines (or more) shall keep the outside engines in idle state after vacating RWY until entering into stand;

- 2.1.10.2 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；
- 2.1.10.2 Departure aircraft with 4 engines (or more) shall keep the outside engines in idle state after pushing out until entering into RWY;
- 2.1.11 为规范跑道占用时间，提高跑道容量，做出以下规定(湿跑道或污染跑道除外):
- 2.1.11 Except for wet RWY or contaminated RWY, requirement as follows to increase RWY operation capacity:
- 2.1.11.1 起飞航空器
- 2.1.11.1 For departure aircraft
- a.在前机为起飞航空器或跑道未被占用时，使用 18R/36L 或 01/19 跑道起飞的航空器从接到管制员进跑道指令至对正跑道应不超过 45 秒；使用 18L/36R 跑道起飞的航空器从接到管制员进跑道指令至对正跑道应不超过 60 秒；
- a.While preceding aircraft is departure aircraft or the RWY is not occupied, departure aircraft using RWY18R/36L or RWY01/19 shall finish RWY alignment within 45 seconds after receiving ATC instructions of entering RWY, and departure aircraft using RWY18L/36R shall finish RWY alignment within 60 seconds after receiving ATC instructions of entering RWY.
- b.在前机为落地航空器时，使用任何跑道起飞的航空器从接到管制员进跑道指令至对正跑道应不超过 50 秒；
- b.While preceding aircraft is landing aircraft, departure aircraft using any RWY shall finish RWY alignment within 50 seconds after receiving ATC instructions of entering RWY.
- c.如果机组认为无法在上述要求的时间内完成，须在到达跑道外等待点之前向塔台管制员说明。
- c.If flight crew consider that they can not fulfill the process within the required time, pilot shall inform TWR ATC controller before reaching the RWY holding point.
- 2.1.11.2 落地航空器
- 2.1.11.2 For landing aircraft
- a.中型机（含）以下机型从飞越跑道入口至完全脱离跑道应不超过 50 秒；
- a.Aircraft of medium type and below shall fully vacate RWY within 50 seconds after flying over RWY threshold.
- b.重型机（含）以上机型从飞越跑道入口至完全脱离
- b.Aircraft of heavy type and above shall fully vacate

跑道应不超过 70 秒;	RWY within 70 seconds after flying over RWY threshold.
c.如果机组认为无法在上述要求的时间内完成,须在联系北京进近 APP01 或 APP02 频率时(最晚不迟于三转弯或建立航向道之前)通知进近管制员。	c.If flight crew consider that they can not fulfill the process within the required time, pilot shall inform APP ATC controller while they are contacting Beijing approach APP01 or APP02 frequency (no later than base turn or the localizer is established).
2.1.11.3 穿越航空器	2.1.11.3 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.
2.2 滑行道使用规则	2.2 General rules for the use of taxiways
2.2.1 可以通过地面管制申请引导车和拖车服务;	2.2.1 Follow-me vehicle service and towing service are available via Ground Control;
2.2.2 禁止航空器在滑行道上做 180 度转弯;	2.2.2 180° turnaround on TWY is strictly forbidden for all aircraft;
2.2.3 G1 滑行道以南的 Y1,Y2 滑行道不允许航空器同时滑行;	2.2.3 Taxiing on TWY Y1 and Y2 (south part of G1) simultaneously is strictly forbidden;
2.2.4 本场设立固定滑行路线, 参见 AD2.24-2A/2B;	2.2.4 Fixed taxi-routes are established, Refer to AD2.24-2A/2B;
2.2.5 对机组的要求:	2.2.5 Requirements for flight crew:
2.2.5.1 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。	2.2.5.1 Listen carefully and read back the taxi instructions of Apron controller, especially for

- boundry-related instructions, verify any questions in time.

2.2.5.2 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”。

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

2.2.5.3 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;

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

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

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

2.2.5.5 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。

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

2.2.5.6 专机滑行路线以管制员通知为准;

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

2.2.6 跑道等待位置标志

2.2.6 Runway-holding position marking

2.2.6.1 航空器在进入跑道前必须在指定的跑道等待位置处等待机场管制塔台的指令。参见 AD2.24-1A/2A/2B。

2.2.6.1 Aircraft shall stop and wait for the instruction of TWR Control at the relative runway-holding positions. Refer to AD2.24-1A/2A/2B.

2.2.6.2 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。

2.2.6.2 The nose of A/C shall get close to the runway holding position marking without exceeding it when A/C is waiting at the RWY holding position. Pattern A for CAT I operation.

跑道等待位置所在滑行道及类型	与跑道中心线距离	与最近的平行滑行道中线距	跑道等待位置所在滑行道及类型	与跑道中心线距离	与最近的平行滑行道中线距
TWY of RWY holding	(m)		TWY of RWY holding	(m)	

position/pattern		DIST to RCL (m)	离(m) DIST to the nearest parallel TWY center line (m)	position/pattern		DIST to RCL (m)	离(m) DIST to the nearest parallel TWY center line (m)
A0(east)	pattern A	107.5	92.5	E7	pattern A	107.5	92.5
	pattern B	137	63	E8	pattern A	107.5	92.5
A0(west)	pattern A	107.5	92.5				
	pattern B	137	63				
A1(east)	pattern A	107.5	92.5	P0	pattern A	90	96.5
	pattern B	137	63	P1	pattern A	90	96.5
A1(west)	pattern A	107.5	92.5	P8	pattern A	90	96.5
	pattern B	137	63	P9	pattern A	90	96.5
A8(east)	pattern A	107.5	92.5	Q0	pattern A	107.5	92.5
	pattern B	137	63		pattern B	137	63
A8(west)	pattern A	107.5	140.5	Q1	pattern A	107.5	92.5
	pattern B	137	111		pattern B	137	63
A9(east)	pattern A	107.5	92.5	Q8	pattern A	107.5	92.5
	pattern B	137	63	Q9	pattern A	107.5	92.5
A9(west)	pattern A	107.5	140.5	U2	pattern A	107.5	92.5
	pattern B	137	111	W0	pattern A	107.5	92.5
E0	pattern A	107.5	92.5	W2			
	pattern B	137	63		pattern A	107.5	92.5
E1	pattern A	107.5	92.5		pattern B	137	63

	pattern B	137	63	W7	pattern A	107.5	140.5
E2	pattern A	107.5	92.5				
	pattern B	137	63	W9	pattern A	107.5	92.5

2.2.6.3 首都机场现有 13 个滑行位置识别点，供航空器滑行中等待使用。其中 HP1-HP7、HP16、HP27 等待点的使用依据塔台指令等待，航空器经过 HP7、HP21 等待点时需听从机场管制塔台指令转频。航空器到达 HP17、HP18 时须依据机场管制塔台指令等待。参见 AD2.24-1A/2A/2B；

2.2.7 滑行道翼展限制：

2.2.6.3 There are 13 intermediate holding positions in the airport. HP1-HP7, HP16, HP27 shall be used by TWR control instructions. Aircraft holding at HP7 or HP21 should follow the instructions of ATC to change frequency. Aircraft arrive at HP17, HP18 shall wait according to TWR control instructions. Refer to AD2.24-1A/2A/2B;

2.2.7 Taxiing limits:

TWY	Wingspan limits for A/C
A0, A1, E0-E8, F(north of W2), F2, F3, F4(east of Z3), F7(east of Z3), G, G0-G7, H, H0-H2, H4-H7, J, J1, J2(BTN T5&T6), J3(BTN T5&T6), J4, J5(south of Nr.951), J6(south of Nr.955), K, K0-K7, M0, M1, M4(east of Z3), M5(east of Z3), M7(east of Nr.212), Q0-Q9, S6, S7, T1-T6, U2-U4, W2, W3, W6, W7, W9, Y1, Y2, Y3(BTN H&J1), Y4, Y5, Y6(BTN J&J4), Y7(south of S7), Y8(west of Nr.932), Y9(east of Nr.938), Z3(BTN F2&M4), Z3(north of M1)	≤80m
W0, F(south of W2), F0, F1, F4(west of Z3), Z0(BTN F0&HP14), Z3(south of F2), F7(west of Z3), Z9(BTN Nr.714&F7)	≤69m
A8, A9, C, C1-C8, D1, D2(south of C8), D3(north of	≤65m

Z4), D4(north of Z4), D5(north of Z4), D6-D8, J2(south of T5), J3(south of T5), J5(north of Nr.951), J6(north of Nr.955), M, M2, M3, M4(west of Z3), M5(west of Z3), M6, M7(west of Nr.212), P0-P9, S3-S5, U5-U9, W4, W5, Y3(east of J1), Y6(west of J4), Y8(east of Nr.932), Y9(west of Nr.938), Z0(BTN Nr.612 & F0, north of HP14), Z2, Z3(BTN M1&M4), Z4, Z6, Z7, Z9(north of F7, south of Nr.714), Z10, Z18	
Z1	≤48m
D2(north of C8), D3(south of Z4), D4(south of Z4), D5(south of Z4), Y7(north of S7), Z0(south of Nr.612), Z8, Z12(east of Z0), Z15, Z23(west of Nr.W620)	≤36m
Z23(east of Nr.W620)	≤32m
Z12(west of Z0), Z20-Z22	≤31m
Z24	≤29m
Z16	≤24m

2.2.8 下滑信标台临界区与敏感区，未经 ATC 许可任何航空器禁止进入该区域，该区域具体范围为：

36R 端下滑信标台临界区与敏感区：W0 滑行道；

18L 端下滑信标台临界区与敏感区：W9 滑行道。

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；

2.4 A380、B747-8、AN124 本场运行规则：

2.2.8 GP critical area and sensitive area, A/C are forbidden to enter without ATC clearance.

GP critical area and sensitive area of THR36R: TWY W0;

GP critical area and sensitive area of THR18L: TWY W9.

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

2.4 Operation Rules for A380, B747-8, AN124

2.4.1 跑道：01/19 跑道、18L/36R 跑道。

2.4.1 RWY 01/19, RWY 18L/36R.

2.4.2 滑行道：

2.4.2 TWY：

2.4.2.1 18L/36R 跑道中线以西区域：A0、A1、F、F2-F4、F7、M0、M1、M4（Z3 以东）、M5（Z3 以东）、M7、S4（F 以东）、S6、S7、W0、W2、W3、W6、W7、W9、Z3（F2 与 M4 之间，M1 与 S7 之间）、Z9（F7 与 714 机位之间）。

2.4.2.1 West part of RWY 18L/36R: A0, A1, F, F2-F4, F7, M0, M1, M4(east of Z3), M5(east of Z3), M7, S4(east of F), S6, S7, W0, W2, W3, W6, W7, W9, Z3(BTN F2 M4, M1 S7), Z9(BTN F7 and stand Nr. 714).

2.4.2.2 18L/36R 跑道中线以东区域：A0、A1、E0-E8、G、G0-G7、H、H0-H2、H4-H7、J、J1、J2（T5 以北）、J3（T5 以北）、J4、J5（951 机位以南）、J6（955 机位以南）、K、K0-K7、Q0-Q9、T1-T6、U2-U4、Y1、Y2、Y3（J1 以西）、Y4、Y5、Y6（J4 以东）、Y7（S7 以南）、Y8（H 与 932 机位之间）、Y9（J 与 938 机位之间）。

2.4.2.2 East part of RWY 18L/36R: A0, A1, E0-E8, G, G0-G7, H, H0-H2, H4-H7, J, J1, J2(north of T5), J3(north of T5), J4, J5(south of stand Nr. 951), J6(south of stand Nr. 955), K, K0-K7, Q0-Q9, T1-T6, U2-U4, Y1, Y2, Y3(west of J1), Y4, Y5, Y6(east of J4), Y7(south of S7), Y8(BTN H and stand Nr. 932), Y9(BTN J and stand Nr.938).

2.4.2.3 限制运行滑行道

2.4.2.3 TWYs with operation limits

运行 A380、B747-8、AN124 的滑行道/TWYs for A380, B747-8 and AN124 taxiing	受限的滑行道/TWYs with operation limits	受限类型/Limit type
Y1(BTN T2 & G1)	Y2(BTN T2 & G1)	Wingspan for A/C \leq 52m
Y2(BTN T2 & G1)	Y1(BTN T2 & G1)	Wingspan for A/C \leq 52m
Y1(south of G1)	Y2(south of G1)	A/C forbidden to taxiing
Y2(south of G1)	Y1(south of G1)	A/C forbidden to taxiing
Z3(BTN M7 & F2)		A380, B747-8 and AN124 taxiing speed \leq 20km/h
F4(west of Z3)		B747-8 taxiing speed \leq 20km/h
F(south of W2), F0, F1, F4(west of		only B747-8 taxiing

Z3), F7(west of Z3), W0, Z0(BTN F0 & HP14), Z3(south of F2), Z9(BTN F7 & stand Nr.714)		
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2.4.3 停机位

A380: 507-509、701、702、931、932、938、939、
951、955、M01、M02;

B747-8: 308、403、405、410、507-509、530、531、
536、701、702、709、710、931、932、938、939、
951、955、M01、M02、N104-N106、N109、N205-N207、
N214;

AN124: N205、N206。

2.4.4 A380、B747-8、AN124 在首都机场运行，除按
管制员指令或引导车引领的路线滑行外，还应：

a.进港航空器，应在脱离跑道后将外侧发动机（1 号、
4 号发动机）置于怠速状态；

b.出港航空器，应使外侧发动机（1 号、4 号发动机）
置于怠速状态，直至进入跑道。

2.4.5 A380、B747-8、AN124 转弯滑行限制

2.4.3 Stands:

A380: 507-509、701、702、931、932、938、939、
951、955、M01、M02

;

B747-8: Nr. 308, 403, 405, 410, 507-509, 530, 531, 536,
701, 702, 709, 710, 931, 932, 938, 939, 951, 955, M01,
M02, N104-N106, N109, N205-N207, N214;

AN124: Nr. N205, N206.

2.4.4 When operating within the above area, A380,
B747-8, AN124 shall taxi following ATC instructions or
follow-me vehicle, and shall obey the followings:

a. Arrival aircraft shall keep the outboard engines(Nr. 1
and Nr. 4) in idle state after vacating RWY.

b. Departure aircraft shall keep the outboard engines(Nr.
1 and Nr. 4) in idle state until entering RWY.

2.4.5 Rule for A380, B747-8 and AN124 taxi-turning

	滑行道/TWY	航空器转弯限制/Taxi-turning limits for A/C
West part of RWY 18L/36R	W2	Turning south to TWY F is forbidden
	A0	Turning to TWY F is forbidden

	A1	Turning south to TWY F is forbidden
	F4	Turning north to TWY F from east to west is forbidden
	M4	Turning to TWY F from east to west is forbidden
	S6	Turning north to TWY F from east to west is forbidden Turning to TWY F from west to east is forbidden
	S7	Turning to TWY F from west to east is forbidden
East part of RWY 18L/36R	A0, A1	Turning to TWY G is forbidden
	G0	Turning to TWY Y1 is forbidden

2.5 机场冲突多发地带运行要求

2.5.1 机场区冲突多发地带位置见 ZBAA AD2.24-1A,2A/2B。
为减少运行差错,降低地面冲突和跑道入侵事件的发生概率,在机场活动区内运行的航空器需严格按照下述的要求运行。

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

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

2.5 Hot spot procedure

2.5.1 Refer to ZBAA AD2.24-1A, 2A/2B.
For the purpose of reducing errors that lead to ground conflicts and RWY incursions, aircraft operating within the maneuvering area must follow the requirements below:

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

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

HS3: RWY18L/36R 与 A8, A9 交叉区域落地航空器不得使用 A8, A9 脱离跑道; 起飞航空器不得使用 A8, A9 进入跑道。由 Z4, M 加入 F 的航空器, 避免误入 A8, A9; 由 H6, H7 加入 G 的航空器, 避免误入 A8, A9。A8, A9 东西两侧跑道等待位置处的道面设置有红色灯光, 未经 ATC 许可, 任何航空器不得穿越。	HS3: INTERSECTION OF RWY18L/36R, TWYs A8 AND A9 Arrival aircraft must not exit RWY via A8 and A9; Departure aircraft must not enter RWY via A8 and A9. Aircraft taxiing from Z4/M to F shall avoid entering A8/A9 by mistake; Aircraft taxiing from H6/H7 to G shall avoid entering A8/A9 by mistake. Red lights are set at the RWY holding position on both sides of RWY at TWYs A8 and A9, aircraft are forbidden to cross the RWY holding position without ATC permission.
HS4: RWY18L/36R 与 A0, A1 交叉区域落地航空器不得使用 A0, A1 脱离跑道; 起飞航空器不得使用 A0, A1 进入跑道。由 F2, F3 加入 F 的航空器, 避免误入 A0, A1 穿越道; 由 T1, T2 加入 G 的航空器, 避免误入 A0, A1 穿越道。	HS4: INTERSECTION OF RWY18L/36R, TWYs A0 AND A1 Arrival aircraft must not exit RWY via A0 and A1. Departure aircraft must not enter RWY via A0 and A1. Aircraft taxiing from F2/F3 to F shall avoid entering A0/A1 by mistake; Aircraft taxiing from T1/T2 to G shall avoid entering A0/A1 by mistake.
HS5: M, Z4, D3 交叉区域航空器自 Z4, M 向东滑行转入 D3 过程中, 注意不得过早转弯误入 817,816 机位。	HS5: INTERSECTION OF TWYs M, Z4 AND D3 Aircraft taxiing from TWY Z4 and M to D3 shall avoid turning early and entering stands Nr.816, 817 by mistake.
HS6: W3 和 A1 之间的 F 滑区域在 18L 跑道落地的航空器经 W3 脱离时不要在此区域停留, 避免与从 A1 穿跑道至西区的航空器产生冲突。	HS6: TWY F BTN TWY W3 AND A1 RWY18L in use: after vacating RWY18L via W3, aircraft shall leave the area of HS6 as quickly as possible, otherwise a conflict may occur with the aircraft crossing RWY18L via A1 from E to W.
HS7: Z8 和 Z9 之间的 M7 滑Z8 滑行道仅供翼展 36 米以下航空器使用, 因此沿 Z9-M7-Z8 路线滑行的航空器受此限制。翼展大于此	HS7: TWY M7 BTN Z9 AND Z8 The wing span limits for TWY Z8 is 36m, which result in the taxi route Z9-M7-Z8 is only available for the

限制的航空器(除停靠 212 机位的航空器)不得进入 Z9 滑以西的 M7 滑。

aircraft with wing span less than 36m (except the aircraft parking on stand Nr.212). Aircraft with wing span more than 36m shall avoid entering the area of HS7.

HS9: Z9 南端与 Z0 北端交汇区域

HS9: INTERSECTION OF TWY Z9 AND Z0

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

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

HS10: M5、F、W5 交叉区域

HS10: INTERSECTION OF TWY M5 ,TWY F AND W5

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

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

HS11: M4 以北的 W6 与 M3-M4 间 F 围成的区域

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

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

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

HS12: M4、Z18、M5 交叉区域

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

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

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

HS13: Y2 南端与 Y1 交叉区域

HS13: INTERSECTION BTN TWY Y2 AND TWY Y1

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

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

HS14: 航空器在 S5 滑行时，应避免在 HP21 点的区域长时间停留，以避免与 P5 脱离的航空器的冲突。航空器在此复杂区域运行时需格外小心，S4 滑行道由东向西运行，航空器由西向东滑行应避免错误加入 S4 滑行道，而形成对头冲突。

HS14: Aircraft taxiing on S5 shall leave the area of HP21 as quickly as possible to avoid conflict with aircraft vacating rapid exit taxiway P5. Aircraft taxiing through this area shall observe cautiously. TWY S4 is operated westbound. Aircraft from west to east shall avoid entering S4, otherwise a conflict may occur.

HS15: 此区域内的 W9 属于 18L 跑道的临界区，未得到管制员的许可，航空器不得进入 W9 滑行道。

HS15: TWY W9 is in ILS critical area of RWY18L. Aircraft shall be forbidden to enter W9 without authorization.

HS16: 此区域内的 W0 属于 36R 跑道的临界区，未得到管制员的许可，航空器不得进入 W0 滑行道。

HS16: TWY W0 is in ILS critical area of RWY36R. Aircraft shall be forbidden to enter W0 without authorization.

HS17: 航空器在此复杂区域运行时需格外小心，T5 滑行道由东向西运行，航空器由西向东滑行应避免错误加入 T5 滑行道，而形成对头冲突。

HS17: Aircraft taxiing through this area shall observe cautiously. TWY T5 is operated westbound. Aircraft from west to east shall avoid entering T5, otherwise a conflict may occur.

HS18: 航空器在此复杂区域运行时需格外小心，T6 滑行道由西向东运行，航空器由东向西滑行应避免错误加入 T6 滑行道，而形成对头冲突。

HS18: Aircraft taxiing through this area shall observe cautiously. TWY T6 is operated eastbound. Aircraft from east to west shall avoid entering T6, otherwise a conflict may occur.

2.6 离场飞行的航空器，在推出开车前必须联系机场放行管制申请放行许可。空中交通管制放行许可的申请不早于发动机开车前 20 分钟进行；

2.6 Departing aircraft shall contact Aerodrome Delivery Control for departure clearance not earlier than 20 minutes prior to push-out for engine start-up;

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 3-5 号坪提供泊位引导系统服务，其余机位采用人

3.1 Docking guidance system is available for stands at

工引导入位；	aprons Nr.3-5, marshaller is available for other stands;
3.2 引导要求	3.2 General rules for guidance
3.2.1 在 251、252、261-263、816、817、951-958、W103-W107 号机位停靠的航空器可自行滑出，在其它停机坪停靠的航空器须由牵引车推出；航空器须由牵引车拖拽进离 636-640 号公务机位，严禁自滑入位；	3.2.1 The aircraft parking at stands Nr. 251, 252, 261-263, 816, 817, 951-958, W103-W107 may taxi out on its own power; Aircraft parking/docking at other aprons need to be pushed-back by tow tractors; Aircraft parking at business stands Nr.636-640 shall taxi in or be pushed back by tow tractors, taxiing in these stands by its own power is strictly forbidden.
3.2.2 仅供航空器停放的机位	3.2.2 Stands only parking for aircraft

停机位/Stands	使用规则/Operational rules
264, 267, 268, 622-625, 630-640, N110, N124, N128, N214, W101, W206, W301, W306, W501-W511, W612-W623	1. Aircraft shall taxi in and be pushed back by tow tractors, taxiing in and out by its own power is strictly forbidden; 2. These stands are only available for aircraft parking, ground support activities such as passengers embarkation and disembarkation, refueling, cargo loading and unloading is forbidden.

3.2.3 本场设立了多个推出等待点（PB），详见 AD2.24-2A/2B；	3.2.3 Push-back holding points (PB) are established, Refer to AD2.24-2A/2B for details;
3.3 机位使用限制	3.3 Limits for aircraft parking on the following stands:
3.3.1 航空器翼展限制	3.3.1 Aircraft wingspan limits
3.3.1.1 近机位	3.3.1.1 Bridge stands

停机位/Stands	航空器翼展限制/
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	Wing span limits for aircraft
Nr. 507-509	80m
Nr. 308,403,405, 410, 530, 531, 536	69m
Nr. 107, A113, 208, 210, 212, 214, 217, 219, 220, 221, 224, 301-303, 307, 331, 335-337, 401, 406-409, 411, 413, 510-514, 516, 518, 520, 521, 523, 525, 526, 528, 529, 532, 535	65m
Nr. A106, 223, 233	61m
Nr. 515, 517, 519, 522, 524	52m
Nr. 207	44m
Nr. 209	42m
Nr. 103, 104, 108, 110, 111, 114-116, 205, 206, 211, 213, 215, 216, 218, 225-232, 234-240, 304-306, 309-330, 332-334, 501-506, 527, 533, 534	36m

3.3.1.2 远机位

3.3.1.2 Remote stands

停机位/Stand	航空器翼展限制/Wing span limits for aircraft
Nr. 701, 702, 931, 932, 938, 939, 951, 955, M01, M02	80m
Nr. N205, N206	74m
Nr. 709, 710, N104-N106, N109, N207, N214	69m
Nr. 254, 361, 455, 463, 561, 565, 603,608-612, 703, 704, 706-708, 807-811, 933, 934, 936, 937, 952-954, 956-958, M03, M05, M07, M09, M10, N103, N107, N108, N202-N204, N208-N211, W105, W107, W109, W111, W205, W207-W210, W308-W311	65m
Nr. 554, 555, 563, 602, W103, W104	61m

Nr. M04, M06, M08, N101, N102, N201	52m
Nr. 802, 804, W203, W204	51m
Nr. 253, W202	48m
Nr. 803, 805	45m
Nr. W201	42m
Nr. 351-360, 451-454, 456-462, 464-466, 551-553, 556, 558-560, 562, 564, 636-640, 711-714, 722-726, 731-735, 801, 806, 812-821, 935, 940, M11, N104L/R, N105L/R, N106L/R, N110, N121-N128, N212, N213, W101, W106, W108, W110, W112, W113, W206, W301-W307	36m
Nr. 251, 252, 727, 729	32m
Nr. 626, 728, 730	31m
Nr. 622-625, 627, 628, 630-635	29m
Nr. 721	28m
Nr. 261-264, 267, 268, 629	24m

3.3.1.3 公务机机位:

可容纳停场公务机 45 架, 具体停放限制如下:

3.3.1.3 Limits for business aircraft parking on the

following stands:

停机位/Stands	航空器翼展限制/ Wing span limits for aircraft
Nr. 636-640, N121-N128, N104L/R-N106L/R	36m
Nr. 626, 728, 730	31m
Nr. 251, 252, 622-625, 627, 628, 630-635, 727, 729	29m
Nr. 261-264, 267, 268, 269	24m

3.3.2 航空器不能同时使用的机位：

3.3.2 Pair of stands forbidden to use simultaneously:

使用机位/The stand in use	不能同时使用的机位/The stands forbidden to be used	使用机位/The stand in use	不能同时使用的机位/The stands forbidden to be used
N104	N104L and N104R	N104L or N104R	N104
N105	N105L and N105R	N105L or N105R	N105
N106	N106L and N106R	N106L or N106R	N106
W622	W622L and W622R	W622L or W622R	W622
W623	W623L and W623R	W623L or W623R	W623

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

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

3.5 APU 替代设施（含 400Hz 电源和地面空调设备）使用要求

3.5 APU alternative facility(include 400Hz power unit and ground air conditioner) using requirements

3.5.1 为降低碳排放及噪音，航空器停靠 103、104、107-111、114-116、205-240、301-337、401、403、405-411、413、451-466、501-536、551-556、558-565、701-704、711-714、721-735、818-821、931-940、N101-N110、N121-N128、N201-N213、W201-W210、W301-W311 机位时，须按照“应用尽用”原则要求，关闭航空器 APU，接驳 400Hz 电源和地面空调设备。

3.5.1 For reducing carbon emission and noises, aircraft parking on stands Nr. 103, 104, 107-111, 114-116, 205-240, 301-337, 401, 403, 405-411, 413, 451-466, 501-536, 551-556, 558-565, 701-704, 711-714, 721-735, 818-821, 931-940, N101-N110, N121-N128, N201-N213, W201-W210, W301-W311 shall follow the

	principle of 'use as much as possible', turn off APU, and connect 400Hz power unit and ground air conditioner system.
3.5.2 除以下特殊情况外，航空器在上述机位停靠期间禁止使用 APU：	3.5.2 Except for the following special situation, aircraft is forbidden to use APU during parking at above stands:
3.5.2.1 所停靠机位不能提供有效的 400Hz 电源和地面空调设备服务；	3.5.2.1 400Hz power unit and ground air conditioner systems is unserviceable;
3.5.2.2 航空器因启动发动机而需开启 APU；	3.5.2.2 Aircraft needs APU to start up engine;
3.5.2.3 航空器进行 APU 的维修检测活动；	3.5.2.3 APU is under maintained;
3.5.2.4 遇到影响航班安全、正常运行的特殊情形，例如极端天气等有关情况。大风情况下（以首都机场启动大风预警为准），停止使用地面空调。已连接飞机的设备立即撤除。雷电天气下（以首都机场启动雷电预警为准）不进行地面电源、空调设备接驳撤除操作。	3.5.2.4 In case of exceptional circumstance influencing the regularity and safety of operation, such as extreme weather aircraft can use APU. In case of strong winds (subject to the activation of gale warning at the Beijing Capital Airport), stop using ground air conditioners. The equipment connected to the aircraft shall be removed immediately. In lightning conditions (subject to the lightning warning at Beijing Capital Airport), ground power and air conditioning equipment shall not be connected and removed.
3.5.3 为提高 APU 替代设施对接操作效率，首都机场将以“默认对接”方式提供 APU 替代设施操作服务，即在航空器停稳后，接机机务给出允许对接手势（手势含义同时包括对接登机桥或客梯车、APU 替代设施接驳许可）后开始设备对接操作。	3.5.3 In order to improve the efficiency of APU alternative docking operation, Beijing Capital Airport will provide APU alternative operation service by "default docking", i.e. after the aircraft has stopped, the Maintenance personnel will give the permission to dock and start the equipment docking operation (the meaning of the gesture also includes the permission to dock the boarding bridge or mobile aircraft landing stairs, APU alternative docking facility). The docking operation will

	begin after the aircraft has stopped.
3.6 机翼照明灯和地面滑行灯的使用:	3.6 Rules for Wing Lights and Taxi Lights:
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, 须向机场运行监控指挥中心 (TAMCC, 电话: 64535801, 传真: 64531114) 提出申请, 待廊桥撤离后, 方可开启灯光;	3.6.1 Wing Lights of A330-200 aircraft are forbidden to turn on while rear door connecting with air bridge; contact Terminal Airfield Management Control Center (TAMCC, tel: 64535801, fax: 64531114) for the clearance of turning on the Wing Lights and conduct after the air bridge retracted;
3.6.2 地面操作人员完全撤离地面滑行灯前方后, 方可开启地面滑行灯;	3.6.2 Taxi Lights are forbidden to turn on unless the ground personnel have evacuated from the front of the Taxi Lights;
3.7 314-324 号机位的停机线至机尾安全线之间的区域存在能量为+5.4087°至-55.5524°磁偏角 D 空间分布异常。航空器推出至后方滑行道时罗盘恢复正常;	3.7 The abnormality of distributing of magnetic declination D space is +5.4087° to -55.5524°, which located in space between stands line of Nr.314-324 and safety line of tail. Aircraft compass return to normal until aircraft are pushed back to the relative TWY;
3.8 机场机坪运行管理规定	3.8 Apron operations rules
3.8.1 18L/36R 跑道以东全部投用的停机位及相邻滑行道 (具体滑行道包括: Y1 滑行道 (不含 G 与 H 之间段), G0 以南的 G 滑行道, Y4 滑行道 (不含 J 与 K 之间段), K0 以南的 K 滑行道, G0-G2、K0-K2、Y2、Y5 滑行道全段, J (不含) 与 Y2 之间的 T1 滑行道, Y5 与 H (不含) 之间的 T2 滑行道, J (不含) 与 Y1 之间的 T3 滑行道, Y4 与 H (不含) 之间的 T4 滑行道, J1 (不含) 以东的 Y3 滑行道, J4 (不含) 以西的 Y6 滑行道, J5、J6、Y8、Y9 滑行道全段, H1 (含) 以北的 Y7 滑行道, H1 (含) 以北的 H 滑行道, H0 滑行道, Y7 与 H 之间的 H1 滑行道, U2	3.8.1 APN control implements in area east of RWY18L/36R including all the parking stands and adjacent TWYs (Y1(excludes segment BTN G and H), G(south of G0), Y4(excludes segment BTN J and K), K(south of K0), G0-G2, K0-K2, Y2, Y5, T1(BTN J(excluded) and Y2), T2(BTN Y5 and H(excluded))), T3(BTN J(excluded) and Y1), T4(BTN H(excluded) and Y4), Y3(east of J1(excluded)), Y6(west of J4(exclude)), J5, J6, Y8, Y9, Y7(north of H1(included)), H(north of H1(included)), H0, H1(BTN Y7 and H), J(north of U2(excluded))); Bridge stands of Terminal 1 and

(不含)以北的J滑行道)实施机坪运行管理;本场一号航站楼近机位、二号航站楼近机位、2号坪远机位、6-8号坪、N1坪、N12坪、W1-W3坪、W5坪、W6坪及上述停机位相邻滑行道(具体滑行道包括:Z6(含)与M7(含)之间的F滑行道,S4(含)以北的F滑行道,Z3、Z4、Z6滑行道全段,D3(含)以东的M滑行道,F(含)与HP7之间的Z2滑行道,D1-D8滑行道全段,F(含)以西的M3-M7滑行道,F以西的F3/F4/F7滑行道,C1、C2、M0、M1、S3、S4、HP21以东的S5、S6、S7、Z0、Z1、Z7-Z10、Z12、Z15、Z16、Z18滑行道全段,W5和W6坪内滑行道)实施机坪运行管理。北京机坪(APN)负责该区域航空器推出开车、滑行和其他涉及航空器运行的指挥工作。

3.8.2 18L/36R跑道以东(不含N2坪)为东区机坪管制区域,T2滑行道(含)以南为东区机坪管制“APN01”区,T2滑行道(不含)以北为东区机坪管制“APN02”区。

18L/36R跑道以西以及N2坪为西区机坪管制区域,229机位(不含)以北、以西以及N2坪为西区机坪管制“APN03”区,229机位(含)以南为西区机坪管制“APN04”区。

3.8.3 机坪运行管理范围内离港航空器推出开车滑行:

- a.航空器向北京放行(DEL)申请放行许可;
- b.航空器准备完毕,经北京放行(DEL)同意后,向北京机坪(APN)申请推出开车许可;
- c.离港航空器首次联系北京机坪(APN)时,机组应向机

Terminal 2, remote stands of Apron Nr.2, Apron Nr.6-8, N1, N12, W1-W3, W5, W6 including all the parking stands and adjacent TWYs(F(BTN Z6(included) and M7(included))), F(north of S4(included)), Z3, Z4, Z6, M(east of D3(included)), Z2(BTN F(included) and HP7), D1-D8, M3-M7(west of F(included)), F3/F4/F7(west of F), C1, C2, M0, M1, S3, S4, S5(east of HP21), S6, S7, Z0, Z1, Z7-Z10, Z12, Z15, Z16, Z18, TWYs in Apron Nr.W5 and W6). Aircraft push-back, start-up, taxiing and other operations in the APN control area shall follow the instructions of APN.

3.8.2 APN east of RWY18L/36R(exclude Apron N2) is east APN control area. APN01 includes area south of TWY T2(included). APN02 includes area north of TWY T2(excluded).

APN west of RWY18L/36R and Apron N2 is west APN control area. APN03 includes Apron N2 and area north and west of Stand Nr.229(excluded). APN04 includes area south of Stand Nr.229(included).

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

- a. Obtain delivery clearance from DEL.
- b. Obtain push-back and start-up clearance from DEL when aircraft standby.
- c. Flight crew shall inform parking stands Nr. to

坪运行指挥员通报停机位编号;

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

e. 航空器推出开车后,向北京机坪(APN)申请滑行许可。

3.8.4 机坪运行管理范围内进港航空器滑行:

航空器进入机坪前,联系北京机坪(APN)取得停机位信息,并申请进一步滑行许可。

3.9 航空器除冰规定

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

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

3.9.3 航空器定点除冰流程

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

3.9.3.2 推出滑行: 按管制单位指令推出并滑行至对应的除冰等待点。

controller on the initial contact with APN.

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

e. Obtain taxiing clearance from APN after pushing back.

3.8.4 Within APN control area, arrival aircraft taxiing shall:

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

3.9 Aircraft deicing rules

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

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

3.9.3 Procedures of deicing at designated location

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

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

3.9.3.3 除冰等待

3.9.3.3 Deicing holding

a.除冰等待点：本场共设置 12 个除冰等待点（详见航图手册停机位置图）

Deicing holding position: there are 12 deicing holding positions (refer AD2.24-2A/2B)

起飞跑道 RWY	对应除冰区域 Corresponding Deicing Areas	等待位置编号 Holding position Nr.	是否具备灯光引导 Light guidance is available	排队区域 line-up
36L	Nr.1deicing area(W211-W213)	11	Yes	TWY Z2(east of TWY Z7)
		12	Yes	TWY D1(north of TWY C1)
18L/18R, 36L/36R	Nr.2deicing area(TWY F7 (BTN Z3 & Z9), 706-710)	21	Yes	TWY Z9(south of TWY F4)
		23	Yes	TWY Z3(north of TWY F7)
36R	Nr.3deicing area(G1,G2,371-373)	31	Yes	TWY Y2(south of TWY G1)
		32	Yes	TWY Y2(north of TWY U6)
01	Nr.4deicing area(K1,K2,381,382)	41	Yes	TWY Y5(south of TWY K1)
		42	Yes	TWY Y5(north of TWY U9)
18L/18R, 36L/36R	Nr.7deicing area(W103-W107)	71	Yes	TWY D4(south of TWY S4)
		72	Yes	TWY S4(east of TWY D4)

18L	Nr.8deicing area(951-954)	81	Yes	TWY H(south of TWY J5)
19	Nr.9deicing area(955-958)	91	Yes	TWY J(south of TWY J6)

b.具备灯光引导除冰等待点设置有灯光引导提示牌，提示牌设置在等待的航空器左侧或右侧，当提示牌显示“flight number, FOLLOW THE LIGHT”时，航空器跟随灯光引导进入除冰位。

c.如除冰等待点的灯光引导无法提供使用，等待的航空器跟随引导车，引导进入除冰位。

3.9.3.4 航空器到达除冰等待点后，机组将一部 VHF 设备转频至 128.2MHz（适用于 1 号、2 号、7 号除冰区使用）/127.025MHz（适用于 3 号、8 号除冰区使用）/126.225MHz（适用于 4 号、9 号除冰区使用），并通过 VHF 设备与慢车除冰指挥员建立联系，向慢车除冰指挥员确认除/防冰需求。

3.9.4 定点除冰模式

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

3.9.4.2 可执行慢车除冰的机型有：B737、A310、A318、A319、A320、A321、EMB190/195、B757、B767、A330、A350、B777、B787、C919。

b.Deicing holding position with light guidance is set up with a light guidance sign, which is set on the left or right side of the waiting aircraft. Aircraft shall follow the light to the deicing stands when "flight number, FOLLOW THE LIGHT" is displayed.

c.If the light guidance of the deicing holding position is not available, the aircraft waiting at the deicing holding position shall follow the follow-me vehicle to the deicing stands.

3.9.3.4 When aircraft arrived deicing holding position, aircrew shall change one VHF equipment to 128.2MHz (for Nr. 1, 2, 7 deicing area) /127.025MHz (for Nr. 3, 8 deicing area) /126.225MHz (for Nr. 4, 9 deicing area), and contact engine idle deicing guide via VHF, then confirm deicing/anti-icing demand with deicing guide.

3.9.4 Mode of deicing at designated location

3.9.4.1 In principle, aircraft shall implement engine idle deicing at the designated location. With airlines's request or aircraft failure, engine off deicing can be implemented at stands.

3.9.4.2 Aircraft types applicable for engine idle deicing: B737, A310, A318, A319, A320, A321, EMB190/195, B757, B767, A330, A350, B777, B787, C919.

3.9.5 慢车除冰流程

3.9.5.1 引导入位：机位无引导人员，除冰航空器跟随引导入位后，机组注意观察左侧地面的“STOP”停止标志（位于中线左侧 10 米处），当“STOP”标志位于左座机组 9 点钟方向时，可刹停航空器，保持慢车状态。

3.9.5.2 除冰准备：航空器入位停好后，设置停留刹车，做好除冰准备。LED 显示内容为“FLIGHT NUMBER, KEEP IDLE PARKING BREAK”。

3.9.5.3 除冰作业：慢车除冰作业期间，机组应保持发动机慢车，禁止移动航空器，并长守慢车除冰频率，LED 信息板显示内容为“FLIGHT NUMBER, KEEP IDLE, DEICING”。如遇紧急情况，机组应立即与慢车除冰指挥员取得联系。

3.9.5.4 除冰结束：慢车除冰结束后，慢车除冰指挥员向机组通报除冰起止时间，机组按需记录并在接到慢车除冰指挥员的转频指令后，将 VHF 设备转频至 APN 频段，通过 VHF 设备申请滑出除冰位。LED 信息板显示内容为“FLIGHT NUMBER, START TIME xx: xx, HOT xx MIN”。当除冰信息通报完毕后，LED 信息板显示内容为“CONTACT APN”。

3.9.6 除冰注意事项

3.9.6.1 航空器进入除冰位时，请机组注意观察机头方

3.9.5 Procedures of engine idle deicing

3.9.5.1 No marshaller guidance, aircraft shall follow the guidance to the deicing stands. After that, aircrew shall observe the “STOP” sign on the ground at left side(10m left to RCL). When “STOP” sign at the 9 o'clock direction of left pilot, pilot shall brake and keep the engine idle.

3.9.5.2 When aircraft parked already, keep idle, set parking break and do deicing preparations. LED information board shows: “FLIGHT NUMBER, KEEP IDLE PARKING BREAK”.

3.9.5.3 During the engine idle deicing period, aircrew shall keep the engine idle, aircraft is prohibited to get moved, and keep the engine idle deicing frequency on. LED information board shows:“FLIGHT NUMBER, KEEP IDLE, DEICING”. If any emergency, contact engine idle deicing guide immediately.

3.9.5.4 When engine idle deicing completed, deicing guide will inform aircrew the deicing starting and ending time, aircrew record it on demand. After obtained change frequency clearance from deicing guide, contact APN and apply for taxiing out deicing stands. LED information board shows: “FLIGHT NUMBER, START TIME xx: xx, HOT xx MIN”. When the information report finished, the LED information board shows: “CONTACT APN”.

3.9.6 Notes for deicing

3.9.6.1 Aircrew shall control the throttle carefully,

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。

avoiding the exhausted gas causing damage to support personnel and equipment, when aircraft exit the deicing stands.

3.9.6.2 本场有部分定点除冰位与运行机位重合，入位除冰位时，关注地面上对应除冰位的入位标志，该标识与正常机位入位标志不同，标志底色为红色，文字为黄色，文字内容为：“DEICING XXX”。滑行时注意确保准确进入正确的除冰位。

3.9.6.2 Some parking stands also use as deicing stands. Aircraft shall pay attention to the marking “DEICING XXX” written in yellow with red background, when taxi into the deicing stand. The marking is different from normal stands. Make sure taxi into the correct deicing stand.

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

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

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

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

3.9.7 APU 故障航空器除冰

3.9.7 APU failure aircraft deicing

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

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

3.9.7.2 计划参与慢车除冰航空器，APU 故障不影响执行定点除冰。

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

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

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

4. 低能见度运行

4. Low visibility operation

4.1 首都机场 RWY36L 提供使用 HUD 实施特殊批准 I 类精密进近运行和 RVR400m 以上的放行起飞；RWY36R 提供使用 HUD 实施特殊批准 I 类精密进近运行、标准 II 类精密进近运行、标准 IIIA 类精密进近运行、RVR200m 以上的放行起飞和使用 HUD 实施 RVR 不低于 150m 的放行起飞；RWY01 提供使用 HUD 实施特殊批准 I 类精密进近运行、标准 II 类精密进近运行、RVR200m 以上的放行起飞和使用 HUD 实施 RVR 不低于 90m 的放行起飞。

4.2 当机场能见度 (VIS) 小于 800m 或任一可实施低能见度运行跑道的跑道视程 (RVR) 小于 550m, 或云底高低于 60m 时, 华北空管局首都塔台将启动低能见度运行程序, 按照如下规则选用跑道:

4.1 RWY36L allows "HUD special CAT I" operation and take-off with RVR above 400m. RWY36R allows "HUD special CAT I", CAT II, and CAT IIIA operations and take-off with RVR above 200m and HUD-based take-off with RVR no less than 150m. RWY01 allows "HUD special CAT I" and CAT II operations, take-off with RVR above 200m, and HUD-based take-off with RVR no less than 90m.

4.2 When VIS is less than 800m or RVR of any runway that can implement LVO is less than 550m, or when the ceiling is less than 60m, TWR will implement Low Visibility Operation Procedures and select the runway according to the following rules:

RWY RVR (m)	36L	36R	01
550-450	take-off, landing(HUD special CAT I)	take-off, landing(CAT II, HUD special CAT I)	take-off, landing(CAT II, HUD special CAT I)
450-400	take-off	take-off, landing(CAT II)	take-off, landing(CAT II)
400-300	-	take-off, landing(CAT II)	take-off, landing(CAT II)
300-200	-	take-off, landing(CAT IIIA)	take-off
200-175	-	HUD take-off, landing(CAT IIIA)	HUD take-off
175-150	-	HUD take-off	HUD take-off

150-90	-	-	HUD take-off
<90	-	-	-

- 4.3 准备实施 IIIA 类进近的机组应在与进近管制的首次联系中明确提出申请，以便于管制员掌握机组执行的进近标准，并及时对保护区进行调整和保护。

4.3 The flight crew intending to conduct CAT IIIA approach shall explicitly request it during their first contact with the approach control to facilitate the controller's understanding of the operational approach standards to be executed and timely adjust and protect the relevant protected areas.
- 4.4 在北京首都国际机场低能见度运行期间，所有离场航空器在执行跑道外等待指令时需在 B 型等待位置外等待。

4.4 During low visibility operations at Beijing Capital International Airport, all departing aircraft must hold short of the runway on the pattern B holding position.
- 4.5 36R 跑道 IIIA 类运行期间，除塔台管制员许可外，任何车辆、航空器不得进入 M7 以南的 F 滑，包括 F 滑与 Z3 之间的 F0-F4、F7；T5 以南的 G 滑，包括 G 滑与 H 滑之间的 T1-T4、G3-G7 和 W0、W2-W4、E0-E6、A0、A1 所含区域。

4.5 During RWY36R implement CAT IIIA operation, without any TWR's permission, aircraft are forbidden to enter TWY F(south of M7, including F0-F4, F7 between TWY F and TWY Z3) and TWY G (south of T5, including T1-T4, G3-G7, W0, W2-W4, E0-E6, A0 ,A1 between TWY G and TWY H).
- 4.6 航空器引导

4.6 Aircraft guidance
- 4.6.1 引导车依据塔台、机坪管制的指令，对提出引导需求的航空器实施引导。

4.6.1 The Follow-me vehicle provides guidance for aircraft that request assistance, based on instructions from the TWR or APN.
- 4.6.2 引导车在引导航空器时，车辆行驶速度不得超过 20km/h。

4.6.2 The speed of Follow-me vehicles should be less than 20km/h.
- 4.6.3 引导车提供在 IIIA 类进近、使用 HUD 实施 RVR 不低于 150m 和使用 HUD 实施 RVR 不低于 90m 起飞期间的地面滑行引导。其他时段航空器进出港按照机组需求提供引导车引导。

4.6.3 The Follow-me vehicle provides guidance services for aircraft that conducting CAT IIIA approaches and landings, take-off using HUD with RVR not below 150m, and take-off using HUD with RVR not below

4.7 基于平视显示系统（HUD）的起飞

4.7.1 本场 36R 跑道可实施基于使用 HUD 的 RVR150m 起飞,01 跑道可实施基于使用 HUD 的 RVR90m 起飞,须满足以下执行条件:

- a. 航空公司经过局方特殊批准;
- b. 航空公司具备机载 HUD,且经过局方批准;
- c. 机组经过培训,具备资质。

4.7.2 注意事项

4.7.2.1 低能见度运行时，机组须注意收听 ATIS，并审核自身 HUD 能力和天气标准。如机组确定自身具备 HUD 起飞运行能力，应在申请放行许可时向管制部门申请。

4.7.2.2 使用 HUD 起飞的航班,地面滑行应按照固定路线滑行,在地面滑行时须由引导车引导。01/36R 跑道出港航班地面引导路线:

90m. For others, the Follow-me vehicle will provide guidance services based on the flight crew's requests.

4.7 Low visibility take-off based on HUD

4.7.1 RWY36R conducting take-off with RVR 150m based on HUD and RWY01 conducting take-off with RVR 90m based on HUD shall satisfy the following conditions:

- a. Special authorization for airlines;
- b. Special authorization for on-board HUD;
- c. Special authorization for crew members.

4.7.2 Notes:

4.7.2.1 When conducting low visibility operation, flight crew shall pay attention to ATIS and do self-check of HUD capabilities and weather conditions. Flight crew shall report to ATC when applying for delivery clearance, if it is capable of HUD take-off.

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

RWY	RVR	Route
01	RVR≥150m	(TWY J→T3)/T3/T1→TWY K→TWY K(BTN TWY Q1 and TWY Q0); or /T3/T1→TWY Y4→TWY K1 (beyond TWY K)
36R	RVR≥150m	TWY T2/T4→TWY Y1→TWY

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

4.7.2.3 01 跑道使用 HUD 实施 RVR90m 起飞期间,除塔台管制员许可外,任何车辆、航空器不得进入 K7 以南的 K 滑,包括 K 滑与 J 滑之间的 T1-T6、K3-K6、Y4、Y6 以及 Q0-Q7 所含区域。

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

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

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

5. 直升机飞行限制, 直升机停靠区

5. Helicopter operation restrictions and helicopter parking/docking area

直升机进、出停机位必须由引导车引导。

Helicopters shall be guided by follow-me vehicle for

entry into/exit from parking stands.

6. 警告

6.1 一切飞行严禁进入禁区 ZB(P)801。

6.2 机场围界全线安装照明灯，不要将围界照明灯光及机场高速路的灯光误认为跑道灯光。

6. Warning

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

6.2 Do not mistake the airport freeway lights and airport boundary lights for runway lights.

ZBAA AD 2.21 减噪程序

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

1.2 北京首都国际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。

2.1 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：

2.1.1 在航空器性能允许情况下，尽可能使用减推力起飞。

2.1.2 从离场至高度 500m(1600ft)，用起飞推力和起飞襟翼并以 $V_2+20\text{km/h}$ (10kt) 速度爬升；

2.1.3 高度达到 500m(1600ft)时，减油门至爬升推力，保持原有襟翼和速度；

2.1.4 高度达到 950m(3100ft)时，转为正常航路爬升速度，收襟翼。

ZBAA AD 2.21 Noise abatement procedures

1.1 Departure aircraft noise abatement procedures are applied during the takeoff climbing phase, for the purpose of reducing noise hazards to the ground under the precondition of safety.

1.2 Beijing Capital International Airport use the noise abatement procedure(NADP1 issued by ICAO).

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

2.1.1 Under the condition that aircraft performance allows, use the reduced thrust to take-off.

2.1.2 From departure to the altitude 500m (1600ft), use take-off power and take-off setting flaps, maintain a climb speed of V_2 plus 20km/h(10kt);

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

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

ZBAA AD 2.22 飞程序**ZBAA AD 2.22 Flight procedures****1. 总则**

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

2. 起落航线

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

3. 仪表飞程序

3.1 正常情况下，严格按照航图中公布的进、离场程序和 ENR 中公布的有关规定飞行。如果需要，航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行。

3.2 等待

等待程序见标准仪表进场图。

3.3 进场航空器飞行速度限制如下：

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

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

3.3.3 五边进近时,航空器应保持 IAS180kt 至距接地

1. General

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

2. Traffic circuits

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

3. IFR flight procedures

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

3.2 Holding

Holding procedures refer to STAR.

3.3 Speed limitations for arrival:

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

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

3.3.3 When approaching on final course, A/C should

点 8NM,应保持 IAS160kt 至距接地点 6NM。如果不能执行,机组应在 IAF 前通知 ATC 可用的速度。

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

3.3.5 本场 RNAV 进场/离场可用,机组首次与管制员联络时确认能否执行 RNAV 程序。

4. 雷达程序和/或 ADS-B 程序

4.1 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。

4.2 雷达引导与排序

4.2.1 通常,航空器从 GUVBA、DUGEB、AVBOX、DUMAP、OSUBA 或管制移交点得到进近雷达引导和排序,直至相应的最后进近航迹或目视跑道。

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

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

keep IAS 180kt until 8NM from the touch down point, and keep IAS 160kt until 6NM from the touch down point. If it can not be implemented, report to ATC the available speed before reaching IAF.

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

3.3.5 RNAV Arrival/Departure is available, advise on initial contact confirm you will comply RNAV procedures.

4. Radar procedures and/or ADS-B procedures

4.1 Radar control within Beijing Terminal Control Area has been implemented. The minimum horizontal radar separation is 5.6km and the minimum vertical radar separation is 300m.

4.2 Radar vectoring and sequencing

4.2.1 Normally, aircraft will be vectored and sequenced from GUVBA, DUGEB, AVBOX, DUMAP, OSUBA or transfer of control points to the appropriate final approach track or to the time when RWY is in sight.

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

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

	published.
4.2.3 离场航空器,将按照公布的离场程序运行;或由管制员雷达引导加入标准离场航线。	4.2.3 Departing aircraft shall operate according to SID procedures; or be vectored to join in the standard departure routes by radar controller.
4.3 雷达管制规定	4.3 Radar control rules
4.3.1 有 SSR 应答机的航空器	4.3.1 For A/C with SSR transponder
4.3.1.1 按照管制员要求开放 A 模式;	4.3.1.1 Set to model A as required;
4.3.1.2 开放应答机时应同时开放编码和高度,除非管制员另有要求;	4.3.1.2 Code and altitude should both set to open, except required by ATC;
4.3.1.3 如机组已知应答机故障(包括无显示或显示错误),在进入北京管制区时应主动向管制员报告;	4.3.1.3 For A/C with transponder malfunction (including non-display or display error), pilot shall report to ATC controller before entering Beijing APP;
4.3.2 无 SSR 应答机的航空器进入北京管制区时,应主动向管制员报告机上未装应答机。	4.3.2 A/C without SSR transponder shall report to ATC before entering into Beijing APP.
4.4 首都机场实施平行跑道同时仪表运行的规定	4.4 Rules for simultaneous operations on parallel runways
4.4.1 平行跑道全部实施独立平行离场,为了保障与相邻跑道离场航空器之间的安全间隔,所有使用中间跑道(36R/18L)离场的航空器应在起飞后按照标准离场程序(SID)或离场指令飞行,禁止向两侧偏转;所有使用两侧跑道(36L/18R 和 01/19)离场的航空器应在起飞后尽早按照标准离场程序(SID)或离场指令实施转弯,禁止向中间跑道(36R/18L)偏转。	4.4.1 All parallel runways are implement independent parallel departures. In order to keep the safety separation, the aircraft departing from the middle runway (RWY36R/18L) shall follow SID procedure or departure instruction after take-off. And it is forbidden to deflect to both sides. The aircraft departing from RWY36L/18R or RWY01/19 shall follow SID procedure or departure instruction as soon as possible after take-off. And it is forbidden to deflect to the middle runway(RWY36R/18L).
4.4.2 36L/36R/01 号跑道可实施相关平行仪表进近,独立平行仪表离场。若运行条件符合要求,36L、01	4.4.2 RWY36L/36R/01 may be used for dependent parallel ILS approaches, independent parallel

跑道实施独立平行仪表进近。

departures. If the operating conditions meet the requirements, RWY36L/01 may be used for independent parallel approaches.

4.4.3 首都机场由北向南运行时（18L/18R/19），实施相关平行仪表进近，独立平行仪表离场。若运行条件符合要求，18R、19号跑道实施独立平行仪表进近。

4.4.3 RWY18L/18R/19 may be used for dependent parallel ILS approaches, independent parallel departures. If the operating conditions meet the requirements, RWY18R/19 may be used for independent parallel approaches.

4.4.4 使用同一跑道的航空器间的间隔：

4.4.4 Separation of aircraft using the same runway:

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

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

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

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

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

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

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

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

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

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

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

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

4.4.6 When an aircraft is observed penetrating the No Transgression Zone, the approach controller or the final radar monitor controller will override the tower controller on the tower frequency immediately and instruct the aircraft on the adjacent ILS localizer course to avoid the deviating aircraft; at the same time, other pilots listening watch on tower frequency shall avoid unnecessary radio transmissions.

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

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

5. Radio communication failure procedures

5.1 In case of the aircraft under instrument flight rule with air-ground two-way radio communication failure in

行规则航空器地空双向无线电通信失效通用程序。

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 Selection of landing runway

5.2.1 首都机场向北运行时选择 36R 跑道；当 36R 跑道不提供使用时，选择 01 跑道。

5.2.1 RWY36R will be selected when northbound operations; RWY01 will be selected when RWY36R is not in service.

5.2.2 首都机场向南运行时选择 18L 跑道；当 18L 跑道不提供使用时，选择 19 跑道。

5.2.2 RWY18L will be selected when southbound operations; RWY19 will be selected when RWY18L is not in service.

5.3 飞行路径选择

5.3 Selection of flight path

5.3.1 进港航空器：

5.3.1 Arrival aircraft:

沿标准仪表进场程序至着陆跑道 IAF，执行 ILS/DME 仪表进近。

Follow the Standard Instrument Arrival(STAR) to the IAF of the landing runway and execute the ILS/DME instrument approach.

5.3.2 离港航空器如选择返回首都机场落地：

5.3.2 If departure aircraft chooses to return to Beijing Capital Airport for landing:

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。

Follow the Standard Instrument Departure (SID) to the last waypoint of the SID, select the nearest STAR, and join the STAR at its first waypoint to the IAF of the landing runway, then execute 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：

Advise aircraft select the STAR start point to join in at the respective end point of the SID:

5.3.2.1 首都机场向北运行

5.3.2.1 North operation

1.IDKEX：右转飞向 OSUBA，加入 OSUBA7X 程序；

1. IDKEX: Turn right and fly to OSUBA, follow

- OSUBA7X;
- 2.DOTRA: 右转飞向 OSUBA, 加入 OSUBA7X 程序; 2. DOTRA: Turn right and fly to OSUBA, follow OSUBA7X;
- 3.MUGLO: 右转飞向 DUMAP, 加入 DUMAP9Z 程序; 3. MUGLO: Turn right and fly to DUMAP, follow DUMAP9Z;
- 4.IGMOR: 右转飞向 DUMAP, 加入 DUMAP9Z 程序; 4. IGMOR: Turn right and fly to DUMAP, follow DUMAP9Z;
- 5.ELKUR: 右转飞向 AVBOX, 加入 AVBOX8Y 程序; 5. ELKUR: Turn right and fly to AVBOX, follow AVBOX8Y;
- 6.RUSDO: 右转飞向 GUVBA, 加入 GUVBA7X 程序; 6. RUSDO: Turn right and fly to GUVBA, follow GUVBA7X;
- 7.BOTPU: 右转飞向 GUVBA, 加入 GUVBA7X 程序。 7. BOTPU: Turn right and fly to GUVBA, follow GUVBA7X.
- 5.3.2.2 首都机场向南运行 5.3.2.2 South operation
- 1.IDKEX: 右转飞向 OSUBA, 加入 OSUBA6J 程序; 1. IDKEX: Turn right and fly to OSUBA, follow OSUBA6J;
- 2.DOTRA: 右转飞向 OSUBA, 加入 OSUBA6J 程序; 2. DOTRA: Turn right and fly to OSUBA, follow OSUBA6J;
- 3.MUGLO: 右转飞向 DUMAP, 加入 DUMAP2G 程序; 3. MUGLO: Turn right and fly to DUMAP, follow DUMAP2G;
- 4.IGMOR: 右转飞向 DUMAP, 加入 DUMAP2G 程序; 4. IGMOR: Turn right and fly to DUMAP, follow DUMAP2G;
- 5.ELKUR: 右转飞向 AVBOX, 加入 AVBOX6J 程序; 5. ELKUR: Turn right and fly to AVBOX, follow AVBOX6J;
- 6.RUSDO: 右转飞向 GUVBA, 加入 GUVBA6J(PMS) 程序; 6. RUSDO: Turn right and fly to GUVBA, follow GUVBA6J(PMS);
- 7.BOTPU: 右转飞向 GUVBA, 加入 GUVBA6J(PMS) 程序; 7. BOTPU: Turn right and fly to GUVBA, follow

程序。

GUVBA6J(PMS).

6. 目视飞行程序

6. Procedures for VFR flights

6.1 首都机场实施目视间隔。在仪表进近程序的最后进近阶段使用目视间隔时，航空器驾驶员应按照仪表程序进近，并保持目视判断与其他相关航空器的安全间隔。当航空器进近至决断高度时，可能会遇到在同一跑道上前面着陆的航空器正在脱离，或者正在起飞的航空器即将离地的情况。当航空器驾驶员认为必要时，随时可以复飞并立即通报管制员。

6.1 Visual separation can be implemented in Beijing Capital international airport. When using VFR separation on the final approach phase of instrument approach procedures, pilot shall follow the instrument approach procedures and keep visualizing to ensure a safety separation with other aircraft. When the aircraft descends to DA, some situations may be observed, such as the preceding aircraft is vacating the same RWY, or the departure aircraft is lifting off. Under such situation, pilot can make a missed approach at any moment if it is considered to be necessary and notify the controller immediately.

6.2 目视进近程序

6.2 Procedure of Visual Approaches

6.2.1 当首都机场主导能见度大于 5km，云底高 750m 以上，首都机场可以发布实施目视进近，管制员可以指挥 36L/18R、36R/18L、01/19 任意一条跑道单独运行，也可在两条平行跑道同时运行（注：首都机场短五边目视进近仅在机场东侧实施）。

6.2.1 When reported ceiling at Beijing Capital International Airport is more than 750m and visibility is more than 5000m, all runways at Beijing Capital International Airport may be used for vectored visual approaches separately or simultaneously.

6.2.2 目视进近的转换和中止进近方法

6.2.2 Emergency procedures:

6.2.2.1 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（APV）、精密进近或复飞。

6.2.2.1 When the pilot cannot complete the visual approach due to the inability to visually inspect the runway or the following aircraft in the forward sequence: the controller shall assist the pilot to turn to instrument approach or command the pilot to go around or stop the approach according to the actual situation. Establish aspecified interval as soon as possible.

6.2.2.2 航空器不能继续目视进近,中止进近方法与同跑道仪表进近程序的复飞方法一致。

6.2.3 航空器驾驶员须知

6.2.3.1 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)。

6.2.3.2 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。

6.2.3.3 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,飞向着陆机场。

6.2.3.4 航空器驾驶员可借助仪表着陆系统等导航设备对准跑道。

6.2.3.5 目视进近过程中,航空器驾驶员因无法持续目视机场或同跑道前序航空器等原因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。

6.2.3.6 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,速度应为 160kt。如果不能执行,应提前通知管制员。

6.2.3.7 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。

6.2.3.8 航空器驾驶员着陆后应尽快脱离跑道,避免影

6.2.2.2 If the aircraft cannot continue to approach due to weather, runway and other factors, the approach suspension method is as same approach procedure as instrument approach procedure .

6.2.3 Notes to Pilots

6.2.3.1 When conducting Short Final visual approach, downwind should be less than 5NM(9.3km).

6.2.3.2 Pilots should maintain continuous visual to airport of intended landing or the proceeding aircraft during visual approach.

6.2.3.3 Pilots conducting visual approaches should be familiar with the topography of the airport and its surroundings and ensure continuous visual of the ground. After receiving the visual approach clearance, the pilot is responsible for obstacle clearance.

6.2.3.4 Pilots may refer to the instrument landing system to align with the runway center line.

6.2.3.5 If continuous visual to airport of intended landing or proceeding aircraft cannot be maintained, pilots should promptly switch to an instrument approach or go-around and advise ATC.

6.2.3.6 Pilots should comply with the following speed restrictions until otherwise instructed, IAS 180kt to 8NM to touchdown, IAS 160kt to 6NM to touchdown. Advise ATC if unable to comply.

6.2.3.7 Pilots should control the aircraft to avoid crossing the extended runway centerline.

6.2.3.8 Vacate runway as soon as able after landing.

响后随航空器落地。

6.2.3.9 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。

6.2.3.10 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

飞往本场的公务机需自带拖把；

6.2.3.9 In case of radio communication lost on base leg prior to the issuance of visual approach clearance, complete the final turn then commence the ILS approach to the designated runway and contact tower.

6.2.3.10 After visual approach clearance is issued, it is not necessary for ATC to apply any other type of separation with aircraft on the adjacent extended runway centerline.

7. VFR route

Nil

8. Other regulations

Tow bar is not available for business aircraft;

ZBAA AD 2.23 其它资料

ZBAA AD 2.23 Other information

鸟情资料

Bird’s information

全年有鸟类活动。机场当局采取了驱赶措施，鸟的活
动情况如下：

Activities of bird flocks are found in the whole year.
Aerodrome Authority resorts to dispersal methods to
reduce bird activities. The details of bird activities as
follows:

Migratory Season	Active Time	Direction of activity	Flight height within AD	Characteristic
Spring (Mar-May)	Day	Runway and surrounding soil area	0-100m	Group, small size; A few, medium and big size
	Night	Aircraft movement area and surrounding clearance protection area	0-2000 m	Group, small and medium size
Summer (Jun- Aug)	Day	Runway and surrounding soil area	0-200m	Group, small size
	Night	Runway and surrounding soil area	0-50m	A few, small size; Bat
Autumn (Sep-Nov)	Day	Runway and surrounding soil area	0-100m	Group, small size; A few, medium and big size
	Night	Aircraft movement area and surrounding clearance protection area	0-2000m	Group, small and medium size

Winter (Dec-Feb)	Day	Runway and surrounding soil area	0-100m	Group, small size; A few, medium and big size
	During snow cover in soil area	Inhabit on the runway and taxiway	0-50m	Group,small size