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

ZBAD-北京/大兴 BEIJING/Daxing

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

1	机场基准点坐标及其在机场的位置 ARP coordinates and site at AD	N39 °30.0' E116 °24.0' Center of RWY17L/35R
2	方向、距离 Direction and distance from city	179 °GEO, 44.9km from Tian'anmen square
3	标高/参考气温 Elevation / Reference temperature	25.2m/31.9 ℃(JUL)
4	机场标高位置/大地水准面波幅 AD ELEV PSN / geoid undulation	THR19R/-
5	磁差/年变率 MAG VAR/ Annual change	5°58′W(1980)/-
6	机场管理部门、地址、电话、传真、AFS、电子邮箱、网址 AD administration, address, telephone,telefax, AFS, E - mail, website	Beijing Capital International Airport Group CO. Beijing Daxing International Airport Management Center, Nr. 66 Jinrong Road, Yufa Town, Daxing District, Beijing, China Post code:102602 TEL:86-10-89229612 FAX:86-10-60263336
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/4F：17L/35R、01L/19R、11L/29R，4E：17R/35L
9	备注 Remarks	Nil

ZBAD AD 2.3 工作时间 Operational hours

1	机场当局(机场开放时间) AD Administration (AD operational hours)	H24
2	海关和移民 Customs and immigration	H24
3	卫生健康部门 Health and sanitation	H24
4	航行情报服务讲解室	H24

	AIS Briefing Office	
5	空中交通服务报告室 ATS Reporting Office (ARO)	H24
6	气象讲解室 MET Briefing Office	H24
7	空中交通服务 ATS	H24
8	加油 Fuelling	H24
9	地勤服务 Handling	H24
10	保安 Security	H24
11	除冰 De-icing	H24
12	备注 Remarks	Nil

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

1	货物装卸设施 Cargo-handling facilities	Container lift truck (7.5-14t), container tractor, fork-lift (2.5-3.5t), conveyor truck, platform collation tractor, small towing vehicle
2	燃油/滑油牌号 Fuel/oil types	Jet A-1, Nr.3 Jet fuel
3	加油设施/能力 Fuelling facilities/capacity	Refueling trucks; Airport can provide gravity refueling (6.7L/s) and pressure refueling (63L/s) service; Storage capacity: 160000m³; A pipe network of apron aircraft-refuelling equipment for all aircraft.
4	除冰设施 De-icing facilities	Deicing apron (Nr.1: DE1-DE9, Nr2: DS1-DS7, tempotary: DN1-DN3), 18 de-icers, deicing fluid (type I, type II)
5	过站航空器机库 Hangar space for visiting aircraft	Yes, available for aircraft maintenance.
6	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance available for various types of aircraft.

7	备注 Remarks	Nil

ZBAD AD 2.5 旅客设施 Passenger facilities

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

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

1	机场消防等级 AD category for fire fighting	CAT 10
2	援救设备 Rescue equipment	Fire fighting facilities: general primary foam tender, HRET primary foam tender, demolition illumination rescue truck, logistics truck, passenger step truck, aerial ladder truck; Rescue equipment: uplift air cushion, air pump, towing platform, crane, mobile surface operation devices, fork.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTOW up to 145 tonnes
4	备注 Remarks	Nil

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

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

2	扫雪顺序 Clearance priorities	RWYs, TWYs access to RWYs, operating aprons
3	备注 Remarks	Nil

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

1	停机坪道面和强度 Apron surface and strength	Surface:	CONC
		Strength:	PCN 90/R/B/W/T (Cargo apron, run-ups stands (excluding ET11, ET12, ET21), deicing aprons (excluding DS1), stands Nr.101, 102, 104, 110, 111, 120, 123, 126-129, 135-137, 140, 141, 146-150, 153, 156, 160, 161, 169, 170, 180, 183, 188, 190, 195, 198, 301-302, 304-309, 321-332, 341-342, 344-351, 361-373, 408, 412-419, 439, 441, 446, 447, 454-457, 480-483, 701-706) PCN 70/R/B/W/T (Stands Nr.105-109, 121, 122, 124, 125, 130-134, 142-145, 151, 152, 154, 155, 162-168, 172, 173, 181, 182, 184-187, 191-194, 196, 197, 401-407, 410, 411, 421-423, 431-438, 442-445, 451-453, 461-469, 471-479, DS1) PCN 60/R/B/W/T (Maintenance apron (including ET11, ET12, ET21)) PCN 40/R/B/W/T(Business apron)
2	滑行道宽度、道面和强度 Taxiway width, surface and strength	Width:	69m: H10; 58.8m: B3, B4; 56m: B5, B8, B9, E4-E7, H5, K10-K14, L2, L3, Y0; 53m: Y3, Z9; 52.5m: B6, E1-E3, E8, E9, E12, H4, L5, L6, W3-W6, Y6, Y8, Z7; 50m: Z3; 49m: F1, F4, Y7, Z8; 47.6m: L7; 46m: F5; 44m: H6; 43m: L4; 42m: H3, H11; 41.5m: Q9; 40m: E0, E13, F2, F3, W2; 35.5m: F6; 32m: B2; 30m: A10, A12, U8;

			26m: Q7, Q8; 25m: A, A1-A8, B, B1, C, D, E, G, G0-G9, K, K1-K5, L, M, M1-M4, T3-T9, V, V13, V14, V17, W1, Y1, Z0, Z1, Z4, Z6; 23m: B7, C1-C8, H, J, J1-J14, M0, P, P9, Q, T, T1, T2, U9, V12, V16, Y2, Y4, Y5, Z2, Z5; 15m: E10, E11, Y9.
		Surface:	CONC
		Strength:	PCN 90/R/B/W/T (Others) PCN 70/R/B/W/T (A1-A8, G3-G6, J1-J8)
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR/INS 校正点 VOR/INS checkpoints	Nil	
5	备注 Remarks	Nil	

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

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWYs & RWYs. Guide lines at all TWYs and apron. Stands are equipped with Visual Docking Guidance System and guidance lights: Nr.106-111, 120-125, 131-137, 140-147, 151-156, 160-166, 180-186, 193-198; Stands are only equipped with Visual Docking Guidance System: Nr.101, 102, 104, 105, 126-130, 148-150, 167-170, 172, 173, 187, 188, 190-192.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	RWY markings	Pre-threshold, THR, RWY designation, aiming point, TDZ, center line, edge line
		RWY lights	Center line, edge line, THR, RWY TDZ (RWY01L, 35L), simple TDZ (RWY17L, 17R, 19R, 29R, 35R), RWY end, THR wing bar
		TWY markings	RWY holding positions, intermediate holding positions, center line, edge line, No-entry marking
		TWY lights	Center line, edge line, apron guidance, RWY guard lights, rapid exit taxiway indicator, NO ENTRY bar
3	停止排灯 Stop bars	Stop bars at RWY holding positions pattern A and B, intermediate holding positions	
4	备注	Exit lights at deicing apron.	

	Remarks	

ZBAD AD 2.10 机场障碍物 Aerodrome obstacles

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

序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	Trees	001	2427	30.7	RWY35R Take-off path	
2	Power TWR	001	9150	106.9	RWY17R GP INOP Final approach	
3	Power TWR	002	9328	107.2	RWY17L GP INOP Final approach	
4	BLDG	003	2858	37.3	RWY35R Take-off path	
5	Power TWR	003	9450	105.2		
6	TWR	004	14270	81.3		
7	Power TWR	008	9858	89.0		
8	TWR	008	13971	124.3		
9	Power TWR	010	10057	89.9		
10	TWR	014	6351	78.6		
11	TWR	014	8194	75.1		
12	TWR	014	12782	101.4		
13	TWR	015	3196	62.9		
14	Power TWR	019	11209	94.1		
15	TWR	034	4384	54.0		
16	Power TWR	035	10814	128.8	Circling CAT D	
17	BLDG	060	3098	35.1		
18	Light Pole	071	2322	39.0	RWY01L Take-off path	
19	Light Pole	071	2718	41.8	RWY01L Take-off	

Obstacles within a circle with a radius of 15km centered on ARP						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
					path	
20	Control TWR	077	749	98.2		
21	Pole	091	7183	31.3	RWY11L Take-off path	
22	Pole	091	7373	33.7	RWY11L Take-off path	
23	Pole	091	7415	34.1	RWY11L Take-off path	
24	Power TWR	091	7862	38.6	RWY11L Take-off path	
25	TWR	094	9205	62.1	RWY11L Take-off path	
26	TWR	094	9397	58.6		
27	TWR	101	4082	56.2		
28	TWR	106	3434	108.5		
29	TWR	114	4236	58.3		
30	Lightning Rod	151	5104	34.5	RWY19R Take-off path	
31	Power TWR	154	9392	97.8		
32	TWR	161	5222	52.7		
33	Power TWR	164	8986	70.8		
34	Power TWR	164	11667	78.4		
35	TWR	166	11520	65.9		
36	Power TWR	167	11441	78.1		
37	TWR	173	12192	63.0		
38	Power TWR	175	8105	95.1		
39	Power TWR	177	8312	109.7	RWY35L GP INOP final	

Obstacles within a circle with a radius of 15km centered on ARP						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
					approach	
40	Light Pole	178	1902	23.4		
41	Light Pole	179	1930	23.8		
42	TWR	183	12473	61.1		
43	Power TWR	187	8177	109.8	RWY17R Take-off path	
44	Trees	191	3425	50.9	RWY17R Take-off path	
45	Antenna	193	3029	36.7		
46	Light Pole	200	2070	23.8		
47	Light Pole	201	2058	23.5		
48	Trees	201	2338	30.2	RWY17R Take-off path	
49	TWR	204	3031	61.4		
50	TWR	258	1292	61.0		
51	Light Pole	337	2075	23.8		
52	Light Pole	338	2039	23.4		
53	Power TWR	350	9196	98.4		
54	Power TWR	352	9362	93.0		
55	Power TWR	356	14293	62.3		
56	Power TWR	356	14938	67.6		
57	Light Pole	359	1930	23.8		
58	TWR	359	9581	94.1	RWY19R GP INOP Final approach	
Others:						

Obstacles between two circles with the radius of 15km and 50km centered on ARP						
序号 Serial Nr.	障碍物类型(*代表有灯光) Obstacle type(*Lighted)	磁方位 BRG (MAG)(degree)	距离 DIST(m)	海拔高度 Elevation(m)	影响的飞行程序及起飞航径区 Flight procedure / take - off flight path area affected	备注 Remarks
1	TWR	005	15508	67		
2	*TWR	087	28071	214		
3	TWR	104	19257	108		
4	TWR	182	15637	61		
5	*TWR	277	14494	230		
6	MT	310	54451	1307	Sector	
7	BLDG	352	36881	197		
8	BLDG	352	37001	247		
9	TWR	354	25484	175		
Others:						

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

1	相关气象台的名称 Associated MET Office	Beijing Daxing International Airport MET Center of CAAC
2	气象服务时间；服务时间以外的责任气象台 Hours of service, MET Office outside hours	H24
3	负责编发 TAF 的气象台；有效时段；发布间隔 Office responsible for TAF preparation,Periods of validity; Interval of issuance	Beijing Daxing International Airport MET Center of CAAC; 9 HR, 24 HR； 3h, 6h
4	趋势预报发布间隔 Issuance interval of trend forecast	30 min
5	所提供的讲解/咨询服务 Briefing/consultation provided	P, T, others
6	飞行文件及其使用语言	Chart, International MET Codes, Abbreviated Plain Language Text;

	Flight documentation, Languages used	Ch, En
7	讲解/咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, significant weather forecast charts, upper W/T charts, satellite and radar materials, AWOS real-time data, aerodrome present weather data, aerodrome forecast, aerodrome warnings
8	提供信息的辅助设备 Supplementary equipment available for providing information	FAX, MET Service Terminal
9	提供气象情报的空中交通服务单位 ATS units provided with information	ACC，APP，TWR
10	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
11	气象报告类型及所包含的补充资料 Type of MET Report & supplementary information included	METAR, SPECI
12	观测系统及位置 Observation System & Site(s)	RVR EQPT A: 107m E of RCL, 369m inward THR19R; B: 107m E of RCL, 1670m inward THR01L; C: 107m E of RCL, 324m inward THR01L; D: 107m S of RCL, 250m inward THR11L; E: 107m S of RCL, 1850m inward THR29R; F: 107m S of RCL, 357m inward THR29R; G: 107m W of RCL, 353m inward THR17L; H: 107m W of RCL, 1800m inward THR35R; I: 92m W of RCL, 322m inward THR35R; J: 107m E of RCL, 352m inward THR17R; K: 101m E of RCL, 1885m inward THR35L; L: 107m E of RCL, 323m inward THR35L. SFC wind sensors 01L: 105m E of RCL, 1663m inward THR01L; 19R: 116m E of RCL, 349m inward THR19R; 11L: 104m S of RCL, 243m inward THR11L; 11L/29R Center: 105m S of RCL, 1857m inward THR29R; 29R: 114m S of RCL, 357m inward THR29R; 17L: 117m W of RCL, 333m inward THR17L;

		17L/35R Center: 106m W of RCL, 1793m inward THR35R; 17R: 116m E of RCL, 332m inward THR17R; 17R/35L Center: 106m E of RCL, 1880m inward THR35L. Ceilometer 01L: on the extension of RCL, 920m outward THR01L; 19R: on the extension of RCL, 920m outward THR19R; 17L: on the extension of RCL, 920m outward THR17L; 35R: on the extension of RCL, 920m outward THR35R; 17R: on the extension of RCL, 920m outward THR17R; 35L: on the extension of RCL, 920m outward THR35L; 29R: on the extension of RCL, 920m outward THR29R.
13	气象观测系统的工作时间 Hours of operation for meteorological observation system	H24
14	气候资料 Climatological information	Climatological tables AVBL
15	其他信息 Additional information	Nil

ZBAD AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 Designations RWY NR	真方位和磁方位 TRUE &MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度(PCN), 跑道道面/ 停止道道面 RWY strength (PCN), RWY surface / SWYsurface	着陆入口坐标及高程异常 THR coordinates and geoid undulation	跑道入口标高,精密进近跑道接地带最高标高 THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01L	353.05 °GEO 359 °MAG	3400×60	90/R/B/W/T CONC/-		THR22.2m TDZ22.2m
19R	173.05 °GEO 179 °MAG	3400×60	90/R/B/W/T CONC/-		THR25.2m TDZ25.2m
11L	103.05 °GEO 109 °MAG	3800×60	90/R/B/W/T CONC/-		THR20.8m
29R	283.08 °GEO	3800×60	90/R/B/W/T		THR21.6m

	289°MAG		CONC/-		TDZ21.6m
17L	173.03°GEO 179°MAG	3800×60	90/R/B/W/T CONC/-		THR23.4m TDZ23.6m
35R	353.03°GEO 359°MAG	3800×60	90/R/B/W/T CONC/-		THR23.3m TDZ23.5m
17R	173.03°GEO 179°MAG	3800×45	90/R/B/W/T CONC/-		THR23.4m TDZ23.6m
35L	353.03°GEO 359°MAG	3800×45	90/R/B/W/T CONC/-		THR23.3m TDZ23.5m
跑道-停止道坡度 Slope of RWY-SWY	停止道长宽 SWY dimensions(m)	净空道长宽 CWY dimensions(m)	升降带长宽 Strip dimensions(m)	无障碍物区 OFZ	跑道端安全区长宽 RWY end safety area dimensions(m)
7	8	9	10	11	12
See AOC	Nil	Nil	3520×300	Nil	240×150
See AOC	Nil	Nil	3520×300	Nil	240×150
See AOC	Nil	Nil	3920×300	Nil	240×150
See AOC	Nil	Nil	3920×300	Nil	240×150
See AOC	Nil	Nil	3920×300	Nil	240×150
See AOC	Nil	Nil	3920×300	Nil	240×150
See AOC	Nil	Nil	3920×300	Nil	240×150
See AOC	Nil	Nil	3920×300	Nil	240×150

Remark:

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

ZBAD AD 2.13 公布距离 Declared distances

跑道号码 RWY Designator	可用起飞滑跑距离 TORA(m)	可用起飞距离 TODA(m)	可用加速停止距离 ASDA(m)	可用着陆距离 LDA(m)	备注 Remarks
1	2	3	4	5	6
01L	3400	3400	3400	3400	Nil
01L	3010	3010	3010	3400	FM B2

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
19R	3400	3400	3400	3400	Nil
19R	3300	3300	3300	3400	FM A10
19R	2900	2900	2900	3400	FM P9
11L	3800	3800	3800	NOT AVBL	Nil
11L	3700	3700	3700	NOT AVBL	FM M2
11L	3400	3400	3400	NOT AVBL	FM M3 or K2
11L	3300	3300	3300	NOT AVBL	FM M4
29R	NOT AVBL	NOT AVBL	NOT AVBL	3800	Nil
17L	3800	3800	3800	3800	Nil
17L	3700	3700	3700	3800	FM G8
17L	3410	3410	3410	3800	FM G7
17L	3300	3300	3300	3800	FM C7
17L	3060	3060	3060	3800	FM C6
35R	3800	3800	3800	3800	Nil
35R	3700	3700	3700	3800	FM G1
35R	3410	3410	3410	3800	FM C2
35R	3300	3300	3300	3800	FM G2
35R	3090	3090	3090	3800	FM C3
17R	3800	3800	3800	3800	Nil
17R	3400	3400	3400	3800	FM J12 or U8
17R	3300	3300	3300	3800	FM J10
35L	3800	3800	3800	3800	Nil
35L	3400	3400	3400	3800	FM J11
35L	3300	3300	3300	3800	FM J9
Remarks:					

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

跑道代号 RWY Designator	进近灯类型、长度、强度 APCH LGT type LEN INTST	入口灯颜色、翼排灯 THR LGT colour WBAR	目视进近坡度指示系统(跑道入口最低眼高), 精密进近航道指示器 VASIS (MEHT) PAPI	接地地带灯长度 TDZ LGT LEN	跑道中心线灯长度、间隔、颜色、强度 RWY Center line LGT LEN, spacing, colour, INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN, spacing, colour, INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN, colour
1	2	3	4	5	6	7	8	9
01L	PALS CAT III* 900m VRB LIH	GREEN Yes	PAPI LEFT 452m inward THR01L 3° 21.9m	900m	3400m** spacing 15m	3400m**** spacing 60m	RED	Nil
19R	PALS CAT I* 900m VRB LIH	GREEN Yes	PAPI LEFT 463m inward THR19R 3° 21.9m	simple	3400m** spacing 15m	3400m**** spacing 60m	RED	Nil
11L	Nil	--	Nil	Nil	3800m*** spacing 15m	3800m***** spacing 60m	RED	Nil
29R	PALS CAT I* 900m VRB LIH	GREEN Yes	PAPI LEFT 455m inward THR29R 3° 21.9m	simple	3800m*** spacing 15m	3800m***** spacing 60m	RED	Nil
17L	PALS CAT I* 900m VRB LIH	GREEN Yes	PAPI LEFT 450m inward THR17L 3°	simple	3800m*** spacing 15m	3800m***** spacing 60m	RED	Nil

跑道代号 RWY Designator	进近灯类型、长度、强度 APCH LGT type LEN INTST	入口灯颜色、翼排灯 THR LGT colour WBAR	目视进近坡度指示系统(跑道入口最低眼高), 精密进近航道指示器 VASIS (MEHT) PAPI	接地地带灯长度 TDZ LGT LEN	跑道中心线灯长度、间隔、颜色、强度 RWY Center line LGT LEN, spacing, colour, INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN, spacing, colour, INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN, colour
			21.9m					
35R	PALS CAT I* 900m VRB LIH	GREEN Yes	PAPI LEFT 449m inward THR35R 3° 21.9m	simple	3800m*** spacing 15m	3800m***** spacing 60m	RED	Nil
17R	PALS CAT I* 900m VRB LIH	GREEN Yes	PAPI LEFT 450m inward THR17R 3° 21.9m	simple	3800m*** spacing 15m	3800m***** spacing 60m	RED	Nil
35L	PALS CAT II* 900m VRB LIH	GREEN Yes	PAPI LEFT 448m inward THR35L 3° 21.9m	900m	3800m*** spacing 15m	3800m***** spacing 60m	RED	Nil

*SFL

**up to 2500m WHITE VRB LIH, 2500-3100m RED/WHITE VRB LIH, 3100-3400m RED VRB LIH

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

****up to 2800m WHITE VRB LIH, 2800-3400m YELLOW VRB LIH

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

Simple TDZ LGT installed on RWY17L, RWY17R, RWY19R, RWY29R, RWY35R.

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

1	机场灯标/识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标/风向标位置和灯光 LDI/WDI location and LGT	WDI: RWY01L:108m W of RCL, 350m inward THR01L, LGTD; RWY19R:108m E of RCL, 400m inward THR19R, LGTD; RWY11L:108m N of RCL, 350m inward THR11L, LGTD; RWY29R:108m S of RCL, 350m inward THR29R, LGTD; RWY17L:108m E of RCL, 350m inward THR17L, LGTD; RWY35R:108m W of RCL, 350m inward THR35R, LGTD. RWY17R:90m E of RCL, 350m inward THR17R, LGTD; RWY35L:90m W of RCL, 350m inward THR35L, LGTD;
3	滑行道边灯和中线灯 TWY edge and center line lighting	All TWYs: Blue edge line lights/Green and yellow center line lights
4	备份电源/转换时间 Secondary power supply/switch-over time	Secondary power supply available/ < 1sec Diesel generator/≤15sec
5	备注 Remarks	Stop bars at RWY holding positions pattern A and B and intermediate holding positions. No-entry bars at RWY rapid exit TWY(direction from TWY to RWY). RWY guard lights installed for all RWYs. Apron guidance lights installed on some part of bridge stands.

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

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

	Declared distance available	
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZBAD AD 2.17 空中交通服务空域 ATS airspace

名称 Designation	水平范围 Lateral limits	垂直范围 Vertical limits	备注 Remarks
Beijing Control Zone	A circle, radius 15km centered at ARP of the aerodrome	600m MSL(inclusive) and below(include the Airport Maneuvering Area)	
Fuel Dumping Area	N4203E11614 - N4156E11546 - N4040E11625 - N4048E11651 - N4203E11614	Above 4000m	Refer to ZBAA AD2.24-6
Prohibited Fly Over Area	N394900E1162830 - N395900E1162830 - N395900E1161500 - N394900E1161500 - N394900E1162830		No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
Altimeter setting region and TL/TA	Same as Beijing Terminal Control Area	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)	

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

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5
ATIS		127.225（arrival）	H24	D-ATIS available
ATIS		128.4（departure）	H24	D-ATIS available
APP	Beijing Approach	APP01:126.1(125.05)	by ATC	
APP	Beijing Approach	APP02:119.0(125.05)	by ATC	
APP	Beijing Approach	APP03:126.5(125.8)	by ATC	

服务名称 Service Designation	呼号 Call sign	频率 Frequency (MHz)	工作时间 Hours of operation	备注 Remarks
APP	Beijing Approach	APP05:121.1(124.4)	by ATC	
APP	Beijing Approach	APP06:119.7(129.0)	by ATC	
APP	Beijing Approach	APP07:124.7(125.8)	H24	
APP	Beijing Approach	APP08:127.75(124.4)	by ATC	
APP	Beijing Approach	APP09:120.6(129.0)	H24	
APP	Beijing Approach	APP10:125.5(125.8)	by ATC	
TWR	Daxing Tower	TWR01:118.825(124.35)	2200-1559	
TWR	Daxing Tower	TWR02:118.375(124.35)	H24	
TWR	Daxing Tower	TWR03:130.425(130.3)	2200-1559	
TWR	Daxing Tower	TWR04:118.725(130.3)	2200-1559	
GND	Daxing Delivery	DLV01:121.875(121.775)	H24	Via OMDEK, PEGSO; DCL available
GND	Daxing Delivery	DLV02:122.825	HO	Via ELKUR, MUGLO, IDKEX, DOTRA; contact DLV01 when DLV02 U/S; DCL available
GND	Daxing Ground	GND01:121.975(121.775)	HO	
GND	Daxing Ground	GND02:121.625(121.775)	H24	
GND	Daxing Ground	GND03:121.7	HO	
GND	Daxing Ground	GND04:122.6	2200-1559	
APN	Daxing Apron	APN01:122.15(121.775)	H24	
APN	Daxing Apron	APN02:122.7(121.775)	H24	
EMG		121.5	H24	

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

设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks

设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6
Daxing VOR/DME	DXG	115.35MHz CH100Y	N39°28.5' E116°23.6' 1031m outward THR35L, 45m east of extended RCL	36m	
IM 01L		75MHz	On the extension of RCL, 320m outward THR01L		
LOC 01L ILS CAT III	IDN	110.55MHz	On the extension of RCL, 3685m N of THR01L		
GP 01L		329.45MHz	125m E of RCL, 316m inward THR01L		Angle 3°, RDH 17.4m
DME 01L	IDN	CH42Y (110.55MHz)	121m E of RCL, 322m inward THR01L	28m	Co-located with GP 01L
LOC 17L ILS CAT I	IXA	110.75MHz	On the extension of RCL, 4085m S of THR17L		Beyond 19NM of front course, beyond +13°and -33°of front course U/S
GP 17L		330.05MHz	125m W of RCL, 318m inward THR17L		Angle 3°, RDH 17.6m
DME 17L	IXA	CH44Y (110.75MHz)	121m W of RCL, 324m inward THR17L	30m	Co-located with GP 17L
LOC 17R ILS CAT I	IXE	111.9MHz	On the extension of RCL, 4085m S of THR17R		Beyond 19NM of front course, beyond +27°and -33°of front course U/S
GP 17R		331.1MHz	125m E of RCL, 315m inward THR17R		Angle 3°, RDH 16.8m
DME 17R	IXE	CH56X	121m E of RCL,	30m	Co-located with GP

设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
		(111.9MHz)	321m inward THR17R		17R
LOC 19R ILS CAT I	IDZ	110.55MHz	On the extension of RCL, 3685m S of THR19R		Beyond 20NM of front course U/S
GP 19R		329.45MHz	125m E of RCL, 331m inward THR19R		Angle 3°, RDH 17.2m
DME 19R	IDZ	CH42Y (110.55MHz)	121m E of RCL, 337m inward THR19R	31m	Co-located with GP 19R
LOC 29R ILS CAT I	IBP	108.7MHz	On the extension of RCL, 4085m W of THR29R		
GP 29R		330.5MHz	120m S of RCL, 316m inward THR29R		Angle 3°, RDH 17.6m
DME 29R	IBP	CH24X (108.7MHz)	116m S of RCL, 322m inward THR29R	28m	Co-located with GP 29R
IM 35L		75MHz	On the extension of RCL, 320m outward THR35L		
LOC 35L ILS CAT II	IXR	111.9MHz	On the extension of RCL, 4085m N of THR35L		
GP 35L		331.1MHz	125m E of RCL, 315m inward THR35L		Angle 3°, RDH 16.3m
DME 35L	IXR	CH56X (111.9MHz)	121m E of RCL, 321m inward THR35L	30m	Co-located with GP 35L
LOC 35R ILS CAT I	IXO	110.75MHz	On the extension of RCL, 4085m N of		

设施名称和类型 Name and type of aid	识别 ID	频率 Frequency	发射天线位置、坐标 Antenna site coordinates	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
			THR35R		
GP 35R		330.05MHz	125m W of RCL, 317m inward THR35R		Angle 3°, RDH 17.2m
DME 35R	IXO	CH44Y (110.75MHz)	121m W of RCL, 323m inward THR35R	29m	Co-located with GP 35R

ZBAD AD 2.20 本场飞行规定

ZBAD AD 2.20 Local traffic regulations

1. 机场使用规定

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

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

1.1.3 进港航空器在落地后须开启 S 模式应答机。

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

1.Airport operations regulations

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

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

1.1.3 Arrival ACFT shall turn transponder on S mode after landing.

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

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

1.4 本场可供 A380 及其以下机型使用。

1.4 Maximum aircraft to be available: A380 and equivalent.

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

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

1.6 出港航班机组申请 ATC 放行许可应不早于该航班的 ETD（当 CDM 系统正常运行时，为被锁定的 TSAT）之前 20min。

1.6 Departure aircraft shall not apply for ATC delivery clearance 20min earlier than ETD (target TAST when CDM works).

1.7 出港航空器可通过数字放行 PDC 和放行频率人工管制播发两种方式取得放行许可，PDC24h 可用。航空器在收到 PDC 数字放行许可后，应在报告准备好前向放行管制席复诵下列信息：呼号、跑道号、起始高度、离场程序。

1.7 Departure aircraft shall obtain delivery clearance from PCL or ATC instructions, PDC is available for 24h. After received delivery clearance, aircraft shall read back information to delivery ATC: callsign, RWY designation, initial altitude, departure procedure.

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

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

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

1.9 Located at 1750m west of RWY17R/35L, a runway is under construction and not available. Pilot shall pay

错跑道。

attention to not land on the wrong runway.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

2.1 跑道运行规则

2.1 Rules for the use of runways

2.1.1 01L/19R 号跑道主要用于进港。

2.1.1 RWY01L/19R are mainly used for arrival.

2.1.2 11L 号跑道主要用于出港。

2.1.2 RWY11L is mainly used for departure.

2.1.3 17R/35L 号跑道主要用于进港。

2.1.3 RWY17R/35L are mainly used for arrival.

2.1.4 17L/35R 号跑道主要用于出港。

2.1.4 RWY17L/35R are mainly used for departure.

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

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

2.1.6 17L/35R 跑道穿越规则:

2.1.6 RWY 17L/35R crossing rules:

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

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

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

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

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

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

2.1.6.4 17L/35R 跑道的常用穿越滑行道是：C2-C7。

2.1.6.4 TWYs C2-C7 are generally available for crossing RWY17L/35R.

2.1.6.5 机场向北运行的时候，由东向西穿越航班使用 C3, C4 穿越 35R 跑道，由西向东穿越航班使用 C5-C7 穿越 35R 跑道。

2.1.6.5 When RWYs 35L/35R/01L are in use, aircraft coming from east to west shall cross RWY 35R via C3 or C4. Aircraft coming from west to east shall cross RWY35R via C5-C7.

35L 落地穿越航空器：西地面指挥其经过 J, H, C5 或 J, H10, C6 或 J, H11, C7 跑道外等待，联系塔台频率，塔台指挥穿越 35R 跑道。如果航空器经过 C5 穿越之后，右转 G，向南滑行，在 E6 以外等待。

Aircraft landing on 35L need to cross runway: instructed by west GND, taxi via J, H, C5 or J, H10, C6 or J, H11, C7 and hold short of RWY 35R, then contact TWR and instructed by TWR to cross RWY35R. If aircraft cross the runway via C5, then turn right to G and continue taxiing to south, then hold short of E6.

35L 起飞穿越航空器：西区地面指挥其经过 C2 或 C3 跑道外等待，联系塔台频率，塔台指挥穿越 35R 跑道。

Aircraft taking-off from 35L need to cross runway: instructed by west GND, hold short of RWY35R via C2 or C3, then contact TWR and instructed by TWR to cross RWY35R.

机场向南运行的时候，由东向西穿越航班使用 C6,C7 穿越 17L 跑道，由西向东穿越航班使用 C2-C4 穿越 17L 跑道。

When RWYs 17L/17R/19R are in use, aircraft coming from east to west shall cross RWY 17L via C6 and C7. Aircraft coming from west to east cross RWY 17L via C2-C4.

17R 落地穿越航空器：西地面指挥其经过 J, T, C4 或 J, H5, C3 或 J, H3, C2 跑道外等待，联系塔台频率。塔台指挥穿越 17L 跑道。

Aircraft landing on 17R need to cross runway: instructed by west GND, taxi via J, T, C4 or J, H5, C3 or J, H3, C2 and hold short of RWY 17L, then contact TWR and instructed by TWR to cross RWY17L.

17R 起飞穿越航空器：西区地面指挥其经过 C6 或 C7 跑道外等待，联系塔台频率，塔台指挥穿越 17L 跑道。

Aircraft taking-off from 17R need to cross runway: instructed by west GND, hold short of RWY17L via C6 or C7, then contact TWR and instructed by TWR to cross RWY17L.

2.1.7 穿越结束后，机组需向塔台报告“已脱离跑道”。

2.1.7 Once flight crew crossed runway, report to TWR “RWY vacated”.

2.1.8 出港的航空器需要使用全跑道起飞时，请航空器驾驶员在抄收 ATC 放行许可时向放行管制席提出申请。

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

2.1.9 降雪天气本场运行规则：

2.1.9 Airport operation rules during snow weather:

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

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

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

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

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

2.1.10 For optimizing runway occupancy time and increasing runway capacity, according to runways and rapid exiting taxiways layout, requirements as follows

除外）:

2.1.10.1 起飞航空器

a.起飞航空器从跑道外等待位置至对正跑道时间应不超过 60s;

b.起飞航空器在对正跑道并接收到塔台起飞许可后，应在 10s 内起飞滑跑;

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

except for wet or contaminated runway:

2.1.10.1 For departure aircraft

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

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

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

2.1.10.2 落地航空器

为减少起飞和着陆航空器占用跑道时间，增加跑道使用效率，机组在做进近简令时，需提前计划落地后使用的快速脱离道口，落地后尽快脱离跑道。

落地后如果明显要错过预计使用的快速脱离道口时，在跑道上需加速滑行脱离。

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

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

2.1.10.2 For landing aircraft

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

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

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

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

着陆跑道/ Landing RWY	机型种类/ types of A/C	RECAT-CN 机型种类/ types of RECAT-CN	快速脱离道/ Rapid exit TWY	与跑道入口端距离(m)/ DIST to THR(m)
01L	LIGHT	L	A2	1525
	MEDIUM	M	A4	1875
	HEAVY	B,C	A6	2225
	SUPER	J	A8	2575
19R	LIGHT	L	A1	1525
	MEDIUM	M	A3	1875
	HEAVY	B,C	A5	2225
	SUPER	J	A7	2575
17L	LIGHT	L	G5	1875
	MEDIUM	M	G5	1875
	HEAVY	B,C	G3	2376
	SUPER	J	G3	2376
35R	LIGHT	L	G4	1874
	MEDIUM	M	G4	1874
	HEAVY	B,C	G6	2373
	SUPER	J	G6	2373
17R	LIGHT	L	J1	1500
	MEDIUM	M	J3	1850
	HEAVY	B,C	J5	2200
	SUPER	J	not available	not available
35L	LIGHT	L	J2	1500
	MEDIUM	M	J4	1850
	HEAVY	B,C	J6	2200
	SUPER	J	not available	not available

2.2 滑行道的使用规则

2.2 Rules for the use of TWY:

2.2.1 可以提供地面引导车，拖车服务。

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

2.2.2 禁止航空器在滑行道上做 180°转弯。

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

2.2.3 跑道等待位置及中间等待位置使用规则

2.2.3 Rules of runway-holding position and intermediate holding positions.

2.2.3.1 航空器在进入跑道前必须在指定的跑道等待位置处等待塔台的指令。跑道等待位置和跑道的对应，详见机场图。为避免等待进入跑道的航空器与其后方滑行航空器相撞，相关部分跑道等待位置数据公布如下表:

2.2.3.1 Aircraft shall hold short of runway at assigned holding position before entering runway and wait for TWR clearance. Refer to Aerodrome Chart for correspondence of runway-holding positions and runways.

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

跑道等待位置所在滑行道及类型 TWY of RWY holding position /pattern	与跑道中线距离(m) DIST to RCL(m)	与最近的平行滑行道中线距离(m) DIST to the nearest parallel TWY	跑道等待位置所在滑行道及类型 TWY of RWY holding position /patter	与跑道中线距离(m) DIST to RCL(m)	与最近的平行滑行道中线距离(m) DIST to the nearest parallel TWY

			center line (m)				center line(m)
J13	pattern A	245	50	C1	pattern A	180	285
J11	pattern A	90	205	C2(east)	pattern A	107.5	82.5
	pattern B	204.5	90.5	C2(west)	pattern A	107.5	259.5
J9	pattern A	90	205	C3(east)	pattern A	107.5	82.5
	pattern B	201.5	93.5	C3(west)	pattern A	107.5	275.5
J10	pattern A	129	166	C4(east)	pattern A	107.5	82.5
J12	pattern A	128	167	C4(west)	pattern A	107.5	352
J14	pattern A	180	115	C5(east)	pattern A	107.5	82.5
U8	pattern A	128	167	C5(west)	pattern A	107.5	411.5
U9	pattern A	118	177	C6(east)	pattern A	107.5	82.5
G0	pattern A	107.5	82.5	C6(west)	pattern A	107.5	293.5
G1	pattern A	107.5	82.5	C7(east)	pattern A	107.5	82.5
G2	pattern A	107.5	82.5	C7(west)	pattern A	107.5	259.5
G7	pattern A	107.5	82.5	C8	pattern A	180	285
G8	pattern A	107.5	82.5	G9	pattern A	107.5	82.5
B1	pattern A	107.5	82.5	M1	pattern A	97	93
B2	pattern A	107.5	82.5	M2	pattern A	90	100
A10	pattern A	137	53	M3	pattern A	78	112
A12	pattern A	135.5	54.5	M4	pattern A	78	112
K1	pattern A	97	93	K2	pattern A	78	112
P9	pattern A	142.5	142.5				

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

2.2.3.2 Runway-holding postions: the nose of aircraft shall get close enough to runway-holding position marking without exceeding it when aircraft is waiting at

待位置标志”处，II 类，III类运行时，航空器应停放在“B 型等待位置标志”处。

the RWY holding position. Aircraft shall hold at “pattern A runway-holding postion marking” for CAT I operation and hold at “pattern B runway-holding postion marking” for CAT II operation.

2.2.4 滑行道运行限制

2.2.4 Taxiways operation limits:

2.2.4.1 翼展限制

2.2.4.1 Wing span limits

滑行道/TWYs	航空器翼展限制/ Aircraft wingspan limits
A, A1-A8, A10, A12, B, B1-B6, B8, B9, C, D, E, E0-E9, E12(west of E), E13, G, G0-G9, K, K1-K5, K10-K14, L, L2-L7, M, M1-M4, T3-T5, T6(west of D, east of C), T7(west of D, east of C), T8, T9, V, V13, V14, V17, W1(south of T8), W3-W6(south of T8), Y0, Y1(south of Z0, north of T5), Y2(south of T4), Y3(south of T4, north of T5), Y5(north of E7), Z0, Z1(south of Z0, north of T5), Z2(south of T4), Z3(south of Z6, north of T5), Z6	<80m
B7, C1-C8, H, H3-H6, H10, H11, J, J1-J14, M0, P, Q, Q7(west of Q), Q8(west of Q), Q9, T, T1, T2, T6(east of D, west of C), T7(east of D, west of C), U8, U9, V12, V16, W1(north of T8), W2, W3-W6(north of T8), Y1(north of Z0, south of T5), Y2(north of T4), Y3(north of T4, south of T5), Y4, Y5 (south of E7), Y6-Y8, Z1(north of Z0, south of T5), Z2(north of T4), Z3(north of Z6, south of T5), Z4, Z7-Z9	<69m
E10, E11, E12(east of E), F1, F4, F5, Q7(east of Q), Q8(east of Q), Y9, Z5	<36m

F2, F3	<31m
F6	<24m

2.2.4.2 滑行道的使用

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

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

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

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

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

2.2.4.2.3 When A380 taxiing on TWY W1(south of TWY T8), TWY W2 is only used for the aircraft with wingspan less than 64m taxiing or be pushed back. Observe cautiously, in case make a conflict with A380 on TWY W1.

2.2.5 未经塔台管制员许可，任何航空器不允许进入 T1-T3。

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

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

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

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

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

2.4 A380 本场按照管制员指令滑行。

2.4 A380 shall be instructed to taxi by ATC.

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

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

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

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

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

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

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

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

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

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

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

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

2.5.6 HS6: 位于 E13 以北的 E 与 T3 与 C8 以北的 J

2.5.6 HS6: Rectangular area intersected by TWYs E (N

与 U9 以北 V 组成的矩形滑行区域。航空器进入此区域前必须向塔台报告，否则容易产生滑行对头冲突。

of E13), T3, J (N of C8) and V(N of U9). Flight crew shall report to ATC before entering this area, otherwise a conflict may occur.

2.5.7 HS7: 位于 P9 滑行道区域。航空器仅能使用 P9 脱离跑道向东滑行，不能用于航空器进入 01L/19R 跑道。

2.5.7 HS7: TWY P9. Aircraft are only allowed to vacate runway to east via TWY P9 and not used for entering RWY01L/19R.

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

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

2.5.9 HS9: 位于 Z4 和 T4 之间的 Z3 滑行道区域。进入机位 439 的航空器不要在此区域停留，并应尽快入位，否则容易与 Z3 出港航空器产生冲突。

2.5.9 HS9: TWY Z3 between TWY Z4 and T4. Aircraft taxiing to parking stand Nr.439 shall not stop in this area, and expedite to taxi into stands, otherwise a conflict with departing aircraft may occur on TWY Z3.

2.5.10 HS10: 当 T9 与 705 机位之间的 W1 滑行道上有翼展大于 69m 的飞机运行时，T9 以南的 W2 滑行道上禁止翼展大于 69m 的飞机运行,当 T9 以南的 W2 滑行道上有翼展大于 69m 的飞行运行时，T9 与 705 机位之间的 W1 滑行道禁止翼展大于 69m 的飞机运行。

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

2.5.11 HS11: 位于 Y5 和 106 机位间的 Y8 滑行道区域，当有航空器在 105 机位入位线上推出或滑行时，

2.5.11 HS11: TWY Y8 between TWY Y5 and stand Nr.106. When aircraft taxi or pushed-back from stand

禁止航空器在该区域运行。

Nr.105, it is forbidden to taxi within this area.

2.5.12 HS12：位于 E6 与 Y5 滑行道交叉区域，航空器在 Y5 滑行道滑行经过此区域时需注意观察，否则容易与 E6 上等待的航空器产生剐蹭风险。

2.5.12 HS12: Intersection of TWY E6 and Y5. Aircraft taxiing through this area from TWY Y5 shall observe cautiously, in case make a conflict with the aircraft holding on TWY E6.

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

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

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

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

2.6 跑道区域红色停止排灯的使用：

2.6 Use of red stop bars on RWY:

2.6.1 红色停止排灯亮起时，航空器，车辆及人员禁止穿越停止排灯。

2.6.1 When red stop bars are illuminated, any crossing is strictly forbidden.

2.6.2 红色停止排灯熄灭且收到管制员进入或穿越跑道指令，方可穿越停止排灯。

2.6.2 When red stop bars are extinguished, crossing is allowed upon ATC clearance.

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

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

2.6.4 当红色停止排灯因故不能熄灭时，管制员可发布如下指令指挥航空器穿越红色亮起的停止排灯:

a.管制员:（航空器呼号）停止排灯不可用，从（滑行道编号）穿越红色亮起的停止排灯。

b.航空器驾驶员: 从（滑行道编号）穿越红色亮起的停止排灯，（航空器呼号）。

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

a. Controller: (A/C ID) stop-bar unserviceable, cross red stop-bar at (taxiway number).

b. Pilot: Cross red stop-bar at (taxiway number), (A/C ID).

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 北京大兴国际机场停放在 110、111、120、123、135-137、140、141、153、156、160、161、180、183、195、198 机位的翼展≥52m 的航空器出港时，需由引导车引导，沿蓝色滑行线滑行加入滑行道；其他航空器出港自行沿蓝色滑行线加入滑行道。

3.1 Aircrafts with wing span no less than 52m parking at stands Nr.110, 111, 120, 123, 135-137, 140, 141, 153, 156, 160, 161, 180, 183, 195, 198 shall follow Follow-me vehicle along blue taxiing lines to TWYs for departures. Others taxi along blue taxiing lines to TWYs for departures by themselves.

3.2 航空器推出规则:

3.2 Rules for pushing back

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

3.2.1 The aircraft parking at deicing aprons, maintenance apron, stands Nr. K001-K016, K101-K118, 421-423, 431-438 may taxi out on its own power; Aircraft parking/docking at other stands need to be pushed-back by tow tractors. The aircraft parking at stands Nr. K017-K033, K119-K136, K305-K308 shall be pushed in/out by tow tractors. Taxiing in/out by its own power at these stands is strictly forbidden. Stands Nr. K208 is only used for engine run-ups, and the aircraft parking at this stand shall be pushed in/out by

tow tractors.

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

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

3.2.2.1 近机位/Bridge stands ：

机位/Stands Nr.	推出后航空器所在滑行道编号/机头朝向 TWYs Nr. of pushed back A/C / Nose facing direction	
	红推/Red	蓝推/Blue
101	Y5/southeast	Y5/northeast
102	Y5/southwest	Y5/northeast
104	Y5/southwest	Y5/north
105	Y5/south	Y5/north
126	Y5/northwest	Y5/south
127-130	Y5/northwest	Y5/southeast
131, 132	Y4/west	Y4/east
146	Z4/east	Z4/west
147	Z4/east	Z6/southwest
148, 149	Z6/northeast	Z6/southwest
150	Z6/northeast	Z6/west
167, 168	M0/south	M0/north
169	M0/southeast	M0/north
170	M0/southeast	M0/northwest
187, 188	Z0/west	Z0/east
190, 191	Z0/east	Z0/west
192	Z1/south	Z1/north

3.2.2.2 远机位/Remote stands ：

机位/Stands Nr.	推出后航空器所在滑行道编号/机头朝向 TWYs Nr. of pushed back A/C / Nose facing direction	
	红推/Red	蓝推/Blue
401, 402	E12/east	Y9/north
403-405	Y9/south	Y9/north
406, 407	Y9/south	E10/east
408	E/south	E/north
410-415	Y5/northwest	Y5/southeast
417	Y5/southeast	Y5/northwest
418, 419	Y3/south	Y3/north
439, 441-444	Z6/northeast	Z6/southwest
451-453	B/south	B/north
454-457	B7/west	B7/east
461, 462	M0/southeast	M0/northwest
464-469, 471	C/north	C/south
472-476	C/northeast	C/southwest
477-483, 501-525	C/east	C/west
701-704	W2/north	W2/south
705	W1/north	W1/south
302, 304-308	T6/west	T6/east
329-331	T7/west	T7/east
345-350	T6/east	T6/west
368, 370-372	T7/east	T7/west

3.3 机位使用规定 3.3 Use of parking stands

3.3.1 航空器停机位翼展限制: 3.3.1 Wing span limits for aircraft parking stands

3.3.1.1 近机位:Bridge stands:

停机位/Stands Nr.	航空器翼展限制/Wing span limits for aircraft
101, 102, 188, 190	80m
110, 111, 120, 123, 126, 135-137, 140, 141, 148, 153, 156, 160, 161, 170, 180, 183, 195, 198	65m
105, 145, 187	39m
104, 106-109, 121, 122, 124, 125, 127-134, 142-144, 146, 147, 149-152, 154, 155, 162-169, 172, 173, 181, 182, 184-186, 191-194, 196, 197,	36m

3.3.1.2 远机位:Remote stands:

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

3.3.1.3 货机位:Cargos stands:

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

3.3.1.4 维修机位:Maintenance stands:

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

601, 610	80m
603, 605, 609, 611-614	65m
604, 608	36m

3.3.1.5 除冰位:Deicing stands:

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

3.3.1.6 试车位:Run-ups stands:

停机位/Stands Nr.	航空器翼展限制/Wing span limits for aircraft
ET11, ET12, ET21, ET31, ET32	80m
ET41, ET42	36m

3.3.1.7 隔离机位:Isolated stands:

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

3.3.1.8 清洗机位:Cleaning stands:

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

3.3.1.9 卫星厅机位： Satellite hall stands:

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

3.3.1.10 公务机位： Business stands:

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

K129-K136	
K305-K308	24m
K025, K033, K101, K118, K119, K128	22m

3.3.2 航空器不能同时使用机位:

3.3.2 Stands forbidden to use simultaneously:

试车位:

Run-ups stands:

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

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

公务机位:

Business stands:

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

3.3.3 近机位港湾内航空器在推出过程中建议进行开车作业。

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

3.3.4 近机位港湾内航空器应采用慢车滑行的方式滑出。

3.3.4 For aircraft parking at boarding bridge stands, keep the engine idle while taxiing out.

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

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

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

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

3.4 为降低碳排放及噪音，所有停靠近机位的航空器必须关闭 APU，接驳飞机地面静变电源和飞机地面空调，本场航站楼地面设备的具体参数:

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

机位/ Parking stands	飞机地面静变电源总功(KVA)/ Total power of aircraft ground static power supply(KVA)	飞机地面静变电源插头数/ Power plugs quantity of aircraft ground static power supply	飞机地面空调总功率(KW)/ Total power of aircraft ground air-conditioning (KW)	飞机地面空调送风软管/ Air supply hose quantity of aircraft ground air-conditioning
101, 102, 188, 190	360	4	777.6	4
110, 111, 120, 123, 126, 135-137, 140, 141, 148, 153, 156, 160, 161, 170, 180,	180	2	388.8	2

183, 195, 198				
104-109, 121, 122, 124, 125, 127-134, 142-147, 149-152, 154, 155, 162-169, 172, 173, 181, 182, 184-187, 191-194, 196, 197	90	1	194.4	1

3.5 机翼照明灯和地面滑行灯的使用:

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

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

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

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

3.5.2 Taxi lights are forbidden to turn on unless the ground personnel have evacuated from the front of the Taxi lights, in case of any damages to ground support personnel's eyes.

3.6 机坪管制运行管理规定:

3.6 Apron operation rules:

3.6.1 除北除冰坪 DN1,DN2 以外全部机坪区域实施机坪管制，大兴机坪（APN）负责该区域航空器推

3.6.1 Apron control is implemented in the whole apron area only except north deicing apron DN1 and DN2.

出开车,滑行和其他涉及航空器运行的指挥工作。

Beijing Daxing APN is responsible for aircraft push-back, taxiing, and other control issues related to aircraft operation.

以下滑行道实施机坪管制，由大兴机坪（APN）负责该区域航空器滑行和其他涉及航空器运行的指挥工作: 35L/17R 跑道以西全部投用的停机位及相邻滑行道，具体滑行道包括：V、V12-V14、V16、V17 滑行道全段；35R/17L 跑道以东，01L/19R 跑道以西全部投用的停机位及部分相邻滑行道，具体滑行道包括：D、Y0-Y5、Y9、Z0-Z6、W1-W6 滑行道全段，E 滑（不含）以东的 E2、E3、E5-E7、E10、E11、T5、Y6、Y8 滑行道，Y5（含）以东的 Y7 滑行道，B 滑（含）以西的 T1、T2 滑行道，D 滑（含）以东的 T4 滑行道，E 滑（不含）以东、B 滑（含）以西的 T6 滑行道，E 滑（不含）以东、C 滑（不含）以西的 T7 滑行道，E 滑（不含）以东、W6 滑（含）以西的 T8 滑行道，D 滑（含）以东、C 滑（不含）以西之间的 T9 滑行道。东侧港湾及货机坪以南区域全部投用的停机位及部分相邻滑行道，具体滑行道包括：B7-B9、L2、L3、M0、K10、Z7-Z9 滑全段，T7（不含）以北的 C 滑，B6（不含）以北的 B 滑，K1（不含）以西的 K 滑，M1（不含）以西的 M 滑，L4（不含）以西的 L 滑，K（不含）以北的 K11-K14 滑。公务机机坪区域全部投用的停机位及部分相邻滑行道。具体滑行道包括：F1-F6、Q8、Q9 滑全段，P 滑（不含）以东的 Q7 滑，T2 滑（不含）以南的 Q 滑，Q8（含）至 Q9（含）之间的 P 滑。

Apron control is implemented in the following TWYs, and Daxing APN is responsible for aircraft taxiing, and other control issues related to aircraft operation within these areas:All the parking stands in use and adjacent TWYs located at west of RWY35L/17R are within APN control. TWYs as follows: full length of TWYs V, V12-V14, V16, V17; All the parking stands in use and adjacent TWYs located east of RWY35R/17L and west of RWY01L/19R are within APN control. TWYs as follows: full length of TWYs D, Y0-Y5, Y9, Z0-Z6, W1-W6, TWYs E2, E3, E5-E7, E10, E11, T5, Y6, Y8 located at east of TWY E (exclusive), TWY Y7 at east of TWY Y5 (inclusive), TWYs T1, T2 at west of TWY B (inclusive),TWY T4 at east of TWY D (inclusive), TWY T6 located between east of TWY E (exclusive) and west of TWY B (inclusive), TWY T7 located between east of TWY E (exclusive) and west of TWY C (exclusive), TWY T8 located between east of TWY E (exclusive) and west of TWY W6 (inclusive), TWY T9 located between east of TWY D (inclusive) and west of TWY C (exclusive); All the parking stands in use and part of adjacent TWYs at east of terminal and south of cargo apron are within APN control. TWYs as follows: full length of TWYs B7-B9, L2, L3, M0, K10, Z7-Z9, TWY C at north of TWY T7 (exclusive), TWY B at

	north of TWY B6 (exclusive), TWY K at west of TWY K1 (exclusive), TWY M at west of TWY M1 (exclusive), TWY L at west of TWY L4 (exclusive), TWYs K11-K14 at north of TWY K (exclusive); All the parking stands in use and part of adjacent TWYs at business apron are within APN control. TWYs as follows: full length of TWYs F1-F6, Q8, Q9, TWY Q7 at east of TWY P (exclusive), TWY Q at south of TWY T2 (exclusive), TWY P located between TWY Q8 (inclusive) and TWY Q9 (inclusive).
3.6.2 扇区划分	3.6.2 Sector partition
机坪管制 01 扇区:停机位包括中轴线以东的全部投用的停机位不包含 190、191 机位。滑行道包括中轴线以东的机坪责任区域滑行道，不包含 Y0 与 Z1 之间的 Z0 滑行道，Y0 与 Z1 之间的 T4 滑行道，E 滑（不含）以东、W6 滑（含）以西的 T8 滑行道，D 滑（含）以东、C 滑（不含）以西之间的 T9 滑行道。	APN01: All the parking stands in use at east of axis line, excluding stands Nr. 190, 191. All the TWYs at east of axis line within APN control area, excluding TWY Z0 located between TWY Y0 and TWY Z1, TWY T4 located between TWY Y0 and TWY Z1, TWY T8 located between east of TWY E (exclusive) and west of TWY W6 (inclusive), TWY T9 located between east of TWY D (inclusive) and west of TWY C (exclusive).
机坪管制 02 扇区:停机位包括中轴线以西的全部投用的停机位及 190、191 机位。滑行道包括中轴线以西的机坪责任区域滑行道，及 Y0 与 Z1 之间的 Z0 滑行道，Y0 与 Z1 之间的 T4 滑行道，E 滑（不含）以东、W6 滑（含）以西的 T8 滑行道，D 滑（含）以东、C 滑（不含）以西之间的 T9 滑行道。	APN02: All the parking stands in use at west of axis line, including stands Nr. 190, 191. All the TWYs at west of axis line within APN control area, and TWY Z0 located between TWY Y0 and TWY Z1, TWY T4 located between TWY Y0 and TWY Z1, TWY T8 located between east of TWY E (exclusive) and west of

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

3.6.3 机坪管制范围内离港航空器推出开车滑行:

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

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

3.6.3.1 Aircraft shall request delivery clearance to Daxing Delivery;

3.6.3.2 航空器准备完毕，经大兴放行（Daxing Delivery）同意后，向大兴机坪（APN）申请推出开车许可；“准备完毕”意味着飞行机组确保:
a.航空器舱门锁闭;
b.航空器安全区域没有车辆、设备、障碍物及地面无关保障人员;
c.航空器已完全做好开车准备。
d.航空器牵引车已经连接上了航空器（自滑机位除外）。

3.6.3.2 When aircraft is getting prepared and obtain clearance from Daxing Delivery, request push-back and engine start-up clearance to APN. "Getting prepared" means flight crew should ensure:
a. Aircraft cabin door is locked;
b. No vechiles, equipments, obstacles or unnecessary ground staff at the aircraft safe area;
c. Aircraft is ready to start-up.
d. Aircraft connected with tow vehicle (except at stands taxiing in/out by own power).

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

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

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

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

3.6.3.5 航空器推出开车后，向大兴机坪（APN）申请滑行许可。

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

3.6.4 机坪管制范围内进港航空器滑行：航空器进入机坪前，联系大兴机坪（APN）获取停机位信息，并申请进一步滑行许可。

3.6.4 Arrival aircraft taxiing within the APN control areas:Aircraft shall contact APN to obtain parking stand information, and request further taxiing instructions before entering apron areas.

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

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

4. 进、离场管制规定

4. Air traffic control regulations

无

Nil

5. 机场的 II/III 类运行

5. CAT II/III operations at AD

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

5.1 LVP (LVTO/II/IIIA/IIIB): take-off, preparation, implementation and termination.

5.1.1 当能见度数值降至 1000m 且气象预报能见度呈下降趋势，或者云高降至 90m 且气象预报云高呈下降趋势时，大兴塔台宣布启动低能见度运行准备工作。

5.1.1 When VIS reduced to 1000m and still going to reduce in weather forecast, or ceiling is reduced to 90m and still going to reduce in weather forecast, Daxing Tower issues to commence preparation for LVP.

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

5.1.2 When RVR is less than 550, or ceiling is less than 60m, and aerodrome and ATC have the capabilities of LVP after confirming, implementation of LVP will be

issued by Daxing Tower.

5.1.3 当跑道视程RVR大于等于550m且云高大于等于60m且气象预报呈好转趋势时，或机场或空管不具备低能见度运行条件，大兴塔台结束低能见度运行。

5.1.3 When RVR is 550m or greater, or ceiling is 60m or greater and still going to be better in weather forecast, or aerodrome and ATC have no capability of LVP, Daxing Tower will terminate LVP.

5.2 跑道的使用

5.2 Use of runways

5.2.1 跑道的运行等级

5.2.1 Runway operation category

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

5.2.2 跑道的运行模式

5.2.2 Runway operation modes

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

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

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

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

5.3 本场全部滑行道满足低能见度运行标准。

5.3 All taxiways at the airport are available for LVP

5.4 基于平视显示系统（HUD）的 RVR75m 起飞

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

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

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

5.4.1.1 RVR 小于 150m 但不低于 75m。

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

5.4.1.2 航空公司经过局方特殊批准。

5.4.1.2 Special authorization for airlines.

5.4.1.3 航空器具备机载 HUD，且经过局方批准。

5.4.1.3 Special authorization for on-board HUD.

5.4.1.4 机组经过培训，具备资质。

5.4.1.4 Special authorization for flight crew.

5.4.2 注意事项

5.4.2 Notes

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

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

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

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

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

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

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

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

vehicle.

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

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

5.4.2.6 其他要求

5.4.2.6 Other requirement

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

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

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

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

5.5 地面标志及灯光

5.5 Ground markings and lights

5.5.1 本场低能见度运行期间，所有起飞航空器在 B 类等待位置等待起飞。

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

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

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

5.7 航空器驾驶员应该获得如下信息:

5.7 Pilot shall obtain following information :

5.7.1 气象预报

5.7.1 Weather forecasts

5.7.2 低能见度程序正在实施

5.7.2 LVP is implementing.

5.8 航空器引导

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

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

5.8 Aircraft guidance

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

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

5.9 A-SMGCS IV 级灯光引导使用提示

5.9.1 当前方有航空器等待时，灯光引导系统有时不能自动给出安全间隔，需要机组注意目视观察，尤其是低能见运行条件下，要注意与其他航空器保持足够的安全间隔。

5.9.2 正常情况下航空器跟随亮起的绿色中线灯滑行，如前方无亮起的中线灯，航空器须立即停止滑行，等待中线灯亮起后方可继续滑行。

5.9.3 如果航空器滑行前方出现两个方向的滑行道灯光被同时点亮或中线灯光全部亮起等不正常情况机组应立即停止滑行，并向管制单位报告和确认实际滑行路线。

5.9 A-SMGCS IV guidance

5.9.1 When a aircraft is holding ahead, the A-SMGCS IV may not provide the safety separation. Pilots shall pay attention and keep safety separation with other aircrafts, especially when LVP is implementing.

5.9.2 Aircraft shall taxi along the green center line lights. When the center line lights is not in operation, aircraft shall stop taxiing immediately until the center line lights resume normal.

5.9.3 If the green center line lights leads to two directions or all the green center line lights are on, aircraft shall stop taxiing, report to the ATC and confirm the taxiing route.

5.9.4 航空器地面滑行时，如果前方红色停止排灯亮起，航空器必须原地等待，待红色停止排灯熄灭且前方绿色中线灯亮起，方可继续滑行，除非管制员明确指令航空器穿越，否则任何航空器不得穿越亮起的红色停止排灯。

a.管制员：（航空器呼号）停止排灯不可用，从（滑行道编号）穿越红色亮起的停止排灯。

b.航空器驾驶员：从（滑行道编号）穿越红色亮起的停止排灯，（航空器呼号）。

5.9.4 If the red stop bar lights are on while taxiing, aircraft shall stop and hold on until the red stop bar lights are off and TWY green enterline lights are on. Crossing the red stop bar lights is forbidden without ATC clearance.

a. Controller: (A/C Call sign) stop bar unserviceable, cross present red stop bar at(taxiway number)

b.Pilot: Cross present red stop-bar at (taxiway number), （A/C Call sign）。

5.9.5 航空器在使用灯光引导滑行时，机组必须确认管制员语音指令与灯光显示信息一致，否则须原地等待并向管制员再次证实指令。

5.9.5 While guided by A-SMGCS IV, aircraft shall confirm the ATC instruction same with the guidence, otherwise contact with ATC.

6. 除冰规则

6. Rules for deicing

6.1 一般要求

6.1 General rules:

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

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

6.1.2 可执行慢车除冰机型：A310、A318、A319、A320、A321、B737、B757、B767、EMB190/195。

6.1.2 Aircraft types applicable for deicing with engine idle: A310, A318, A319, A320, A321, B737, B757, B767, EMB190/195.

6.1.3 航空器进入除冰位时，请机组注意观察机头方向保障人员；航空器离位时，请机组注意控制发动机油门，防止尾流对附近保障人员和设备造成伤害。

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

6.2 定点除冰流程

6.2 Deicing procedures at designated location

6.2.1 除冰需求说明：有除冰需求的航空器在申请放行许可时，须向放行席说明有除冰需求。

6.2.1 Deicing demands: aircraft with deicing demands shall report to Delivery controller when request delivery clearance.

6.2.2 推出滑行：按机坪管制指令推出并滑行至除冰等待点。

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

6.2.3 除冰等待

6.2.3 Deicing holding

6.2.3.1 本场共设置 3 个除冰等待点

6.2.3.1 Three Deicing holding position

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

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

6.2.3.2 During the period of holding at deicing holding point, aircraft shall be forbidden to change VHF

equipment frequency to deicing frequency.

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

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

6.2.5 入位

关车除冰：关车除冰采用人工引导入位，机组按入位引导员给出的信号刹停航空器，并关闭发动机。慢车除冰：慢车除冰无人工引导，机组注意观察左侧地面的 “STOP”标志，当“STOP”标志位于左座机组 9 点钟方向时刹停飞机，设置停留刹车，保持发动机慢车状态。

6.2.5 Taxiing into deicing stands

Deicing with aircraft engine off: aircraft shall follow marshaller guidance to taxi into the deicing stands and brake, then turn off engine. Deicing with aircraft engine idle: no marshaller guidance, flight crew shall observe the “STOP” sign on the ground at left side. When “STOP” sign at the 9 o'clock direction of the left pilot, pilot shall brake and keep engine idle.

6.2.6 明确除冰需求

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

6.2.6 Confirm deicing demands

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

6.2.7 除冰作业

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

6.2.7 Deicing operation

Deicing with aircraft engine off: during the period of deicing with aircraft engine off, if any emergency, flight crew shall contact gound personnel immediately.Deicing with aircraft engine idle: during the period of deicing with aircraft engine idle, flight crew shall keep engine idle, do not move and keep the

deicing frequency on. If any emergency, flight crew shall contact deicing controller.

6.2.8 除冰结束

除冰结束后，除冰指挥塔告知机组除冰代码，机组按需记录。

6.2.8 Deicing end

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

6.2.9 滑出关车

除冰：按地面工作人员指令开启发动机，接到地面工作人员的转频指令后，联系地面管制申请滑出除冰位。慢车除冰：接到除冰指挥塔的转频指令后，联系除冰前的地面管制频率申请滑出除冰位。

6.2.9 Taxi out

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

6.3 APU 故障航空器除冰

6.3 APU failure aircraft deicing

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

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

6.3.2 慢车除冰航空器，APU 故障不影响其执行定点除冰。

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

7. 平行跑道同时仪表运行

无

8. 警告

8.1 一切飞行严禁进入禁区 ZB(P)001。

9. 直升机飞行限制，直升机停靠区

无

ZBAD AD 2.21 噪音限制规定及减噪程序

无

ZBAD AD 2.22 飞行程序

1. 总则

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

2. 起落航线

无

7. Simultaneous operations on parallel runways

Nil

8. Warning

8.1 All flights are strictly forbidden to fly into ZB(P)001.

9. Helicopter operation restrictions and helicopter parking / docking area

Nil.

ZBAD AD 2.21 Noise restrictions and Noise abatement procedures

Nil.

ZBAD AD 2.22 Flight procedures

1. General

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

2. Traffic circuits

Nil.

3. 仪表飞行程序

3.1 本场周围机场密集,北面距ZB(P)001禁区50km,应严格按照航图中公布的进、离场程序和进近程序飞行。如果需要，航空器可在空中交通管制部门指定的航路, 导航台或定位点上空等待或做机动飞行。

3.2 正常情况下,所有进出港航空器按空中交通管制员指令的程序进场或离场。

3.3 本场使用区域导航进离场程序。

4. 雷达程序和/或 ADS-B 程序

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

5. 无线电通信失效程序

5.1 机组应通过全部可用手段了解机场运行方向等重要信息，必要时可联系北京进近 86-10-64597574 通报情况。

5.2 向南运行，进港航班按 ELAPU-11A/BELAX-11A/AVBOX-11A/DUMAP-11A/BUMDU-11A 至起始进近定位点，向 19R 跑道做 ILS/DME 进近。

3. IFR flight procedures

3.1 ZBAD is surrounded by many airports and 50km away north from ZB(P)001. Aircraft shall strictly follow SID, STAR, APP flight procedures published in AIP. If necessary, Aircraft may hold or maneuver on an airway, over a navigation facility or a fix designated by ATC.

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

3.3 SID and STAR with RNAV at the airport.

4. Radar procedures and/or ADS-B procedures

Radar control is implemented in Beijing TMA. The minimum horizontal radar separation is 6km, and the minimum vertical radar separation is 300m.

5. Radio communication failure procedures

5.1 Air crew shall take all kinds of ways to obtain airport operation information, contact with Beijing Approach on telephone number 86-10-64597574 if necessary.

5.2 Aircraft landing on RWY17R/17L/19R shall conduct ELAPU-11A/BELAX-11A/AVBOX-11A/DUMAP-11A/BUMDU-11A to IAF, then conduct RWY19R

ILS/DME approach procedure.

5.3 向北运行，进港航班按ELAPU-01A/BELAX-01A/AVBOX-02A/DUMAP-01A/BUMDU-01A 至起始进近定位点，向 01L 跑道做 ILS/DME 进近。

5.3 Aircraft landing on RWY35L/35R/01L shall conduct ELAPU-01A/BELAX-01A/AVBOX-02A/DUMAP-01A/BUMDU-01A to IAF, then conduct RWY01L ILS/DME approach procedure.

5.4 参见航图 AD2.24-9A/9B。

5.4 Refer to AD2.24-9A/9B.

6. 目视飞行程序

6. Procedures for VFR flights

无

Nil

7. 目视飞行航线

7. VFR route

无

Nil

8. 目视参考点

8. Visual reference point

无

Nil.

9. 其它规定

9. Other regulations

9.1 对机组的要求:

9.1 Requirements for flight crew:

9.1.1 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。

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

9.1.2 在推出时向机坪管制员证实使用跑道，推出方

9.1.2 Contact Apron Controller to confirm

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

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

9.1.3 在进入交接点前主动报告“接近某某滑行道，请求转至某某频率”。

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

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

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

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

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

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

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

9.1.7 专机滑行路线以管制员通知为准。

9.1.7 Taxiing routes of special flight will be instructed by ATC.

9.1.8.1 航空器地面滑行速度限制要求为，直线滑行30kt，脱离道 40kt，公司另有限制的，须报告管制员。

9.1.8.1 Aircraft taxiing speed limits: less than 30kt on straight TWYs, less than 40kt on rapid exit TWYs.

9.1.8.2 在紧邻跑道的平行滑行道滑行时，要密切注

9.1.8.2 While taxiing on the TWYs parallel and next to

意脱离跑道的航空器动向，保证滑行间隔，避免冲突和刮碰。

RWY, pilots shall pay attention to the other ACFT vacating RWY, keep safety separation and avoid ground conflicts.

10. 区域导航飞行程序相关数据

10. Data for RNAV flight procedures

Waypoint list

ID	COORDINATES(WGS-84)	ID	COORDINATES(WGS-84)
AD608	N390629 E1162736	AD716	N402449 E1170053
AD611	N392926 E1163829	AD720	N394732 E1162250
AD612	N393245 E1164712	AD721	N394819 E1163108
AD613	N393559 E1165543	AD722	N393414 E1163321
AD614	N394058 E1170858	AD723	N393533 E1164826
AD615	N400407 E1170443	AD724	N395810 E1164456
AD616	N402449 E1170053	AD725	N400715 E1165123
AD620	N390638 E1162913	AD732	N392837 E1164602
AD621	N390724 E1163729	AD733	N392021 E1165014
AD622	N393414 E1163321	AD734	N390742 E1165637
AD623	N393533 E1164826	AD735	N390650 E1171403
AD624	N395810 E1164456	AD736	N385653 E1170203
AD625	N400715 E1165123	AD741	N392747 E1163421
AD626	N402127 E1170130	AD742	N390412 E1163759
AD627	N392457 E1163447	AD743	N390136 E1164545
AD632	N392837 E1164602	AD744	N385344 E1170859
AD633	N392021 E1165014	AD751	N392027 E1162524
AD634	N390742 E1165637	AD752	N390439 E1162752
AD635	N390650 E1171403	AD753	N385011 E1161502
AD636	N385653 E1170203	AD754	N390408 E1162725

AD641	N390214 E1162817	AD760	N394720 E1162039
AD642	N390136 E1164545	AD761	N394632 E1161216
AD643	N385344 E1170859	AD762	N394552 E1160518
AD645	N390059 E1162757	AD763	N392327 E1160844
AD646	N391537 E1163614	AD764	N390144 E1161201
AD647	N390805 E1164446	AD765	N385738 E1160300
AD650	N393656 E1161728	AD766	N391725 E1162555
AD651	N394055 E1162213	AD767	N391722 E1162523
AD652	N393642 E1161326	AD768	N391553 E1160956
AD653	N393541 E1155711	AD771	N392014 E1162454
AD654	N392652 E1155837	AD772	N391223 E1160632
AD655	N391009 E1160119	AD773	N390915 E1155915
AD656	N390305 E1160216	AD783	N392953 E1160745
AD660	N390626 E1162704	AD784	N392718 E1154457
AD661	N390456 E1161132	AD785	N395354 E1153618
AD662	N385601 E1155928	AD790	N392755 E1164301
AD663	N393651 E1161554	AVBOX	N3838.9 E11622.7
AD664	N394023 E1161613	BELAX	N3843.2 E11531.6
AD665	N393929 E1160617	BUMDU	N4042.8 E11716.9
AD682	N392953 E1160745	DOTRA	N4045.4 E11648.1
AD683	N392718 E1154457	DUMAP	N3835.5 E11801.8
AD684	N395354 E1153618	ELAPU	N4012.6 E11530.2
AD709	N394723 E1162111	ELKUR	N3838.4 E11639.9
AD711	N392926 E1163829	IDKEX	N4046.7 E11634.0
AD712	N393245 E1164712	MUGLO	N3904.2 E11802.1
AD713	N393559 E1165543	OMDEK	N3839.3 E11605.5
AD714	N394058 E1170858	PEGSO	N3856.7 E11530.3

AD715	N400407 E1170443		

Path Terminator	Waypoint ID	Fly over	Magnetic Course (°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/ TCH	Navigation Specification
RWY19R Departure IDKEX-11D								
CA			179		150			RNAV1
DF	AD711			L	600	MAX205		RNAV1
TF	AD712				1200			RNAV1
TF	AD713				↓1500			RNAV1
TF	AD714				2700			RNAV1
TF	AD715				4800			RNAV1
TF	AD716							RNAV1
TF	IDKEX				5400			RNAV1
RWY19R Departure DOTRA-11D								
CA			179		150			RNAV1
DF	AD711			L	600	MAX205		RNAV1
TF	AD712				1200			RNAV1
TF	AD713				↓1500			RNAV1
TF	AD714				2700			RNAV1
TF	AD715				4800			RNAV1
TF	AD716							RNAV1
TF	DOTRA				5400			RNAV1
RWY19R Departure MUGLO-11D								
CA			179		150			RNAV1
DF	AD711			L	600	MAX205		RNAV1
TF	AD732				1200			RNAV1

TF	AD733				↑1800			RNAV1
TF	AD734				2400			RNAV1
TF	AD735				3000			RNAV1
TF	MUGLO				↑4500			RNAV1
RWY19R Departure ELKUR-11D								
CA			179		150			RNAV1
DF	AD711			L	600	MAX205		RNAV1
TF	AD732				1200			RNAV1
TF	AD733				↑1800			RNAV1
TF	AD734				2400			RNAV1
TF	AD736				3000			RNAV1
TF	ELKUR				4200			RNAV1
RWY17L Departure OMDEK-11D								
CF	AD751		179		600			RNAV1
TF	AD752				2100			RNAV1
TF	AD753				↓3600			RNAV1
TF	OMDEK				4200			RNAV1
RWY17R Departure OMDEK-12D								
CF	AD771		179		600			RNAV1
TF	AD754				2100			RNAV1
TF	AD753				↓3600			RNAV1
TF	OMDEK				4200			RNAV1
RWY17L Departure PEGSO-11D								
CF	AD751		179		600			RNAV1
TF	AD772				1800			RNAV1
TF	AD773				2400			RNAV1
TF	PEGSO				4500			RNAV1

RWY17R Departure PEGSO-12D								
CF	AD771		179		600			RNAV1
TF	AD772				1800			RNAV1
TF	AD773				2400			RNAV1
TF	PEGSO				4500			RNAV1
RWY01L Departure IDKEX-02D								
CA			359		150			RNAV1
DF	AD611			R	600	MAX205		RNAV1
TF	AD612				1200			RNAV1
TF	AD613				↓1500			RNAV1
TF	AD614				2700			RNAV1
TF	AD615				4800			RNAV1
TF	AD616							RNAV1
TF	IDKEX				5400			RNAV1
RWY01L Departure DOTRA-02D								
CA			359		150			RNAV1
DF	AD611			R	600	MAX205		RNAV1
TF	AD612				1200			RNAV1
TF	AD613				↓1500			RNAV1
TF	AD614				2700			RNAV1
TF	AD615				4800			RNAV1
TF	AD616							RNAV1
TF	DOTRA				5400			RNAV1
RWY01L Departure MUGLO-02D								
CA			359		150			RNAV1
DF	AD611			R	600	MAX205		RNAV1
TF	AD632				1200			RNAV1

TF	AD633				↑1800			RNAV1
TF	AD634				2400			RNAV1
TF	AD635				3000			RNAV1
TF	MUGLO				↑4500			RNAV1
RWY01L Departure ELKUR-02D								
CA			359		150			RNAV1
DF	AD611			R	600	MAX205		RNAV1
TF	AD632				1200			RNAV1
TF	AD633				↑1800			RNAV1
TF	AD634				2400			RNAV1
TF	AD636				3000			RNAV1
TF	ELKUR				4200			RNAV1
RWY35R Departure OMDEK-01D								
CF	AD651		359		900			RNAV1
TF	AD664				↑1200	MAX230		RNAV1
TF	AD665				↑1500			RNAV1
TF	AD653				↑1800			RNAV1
TF	AD654				2400			RNAV1
TF	AD655				3900			RNAV1
TF	AD656				4200			RNAV1
TF	OMDEK				4200			RNAV1
RWY35L Departure OMDEK-02D								
CA			359		150			RNAV1
DF	AD650			L	↑600			RNAV1
TF	AD652				↓900			RNAV1
TF	AD653				↑1800			RNAV1
TF	AD654				2400			RNAV1

TF	AD655				3900			RNAV1
TF	AD656				4200			RNAV1
TF	OMDEK				4200			RNAV1
RWY35R Departure PEGSO-01D								
CF	AD651		359		900			RNAV1
TF	AD664				↑1200	MAX230		RNAV1
TF	AD665				↑1500			RNAV1
TF	AD653				↑1800			RNAV1
TF	AD654				2400			RNAV1
TF	AD655				3900			RNAV1
TF	PEGSO				4500			RNAV1
RWY35L Departure PEGSO-02D								
CA			359		150			RNAV1
DF	AD650			L	↑600			RNAV1
TF	AD652				↓900			RNAV1
TF	AD653				↑1800			RNAV1
TF	AD654				2400			RNAV1
TF	AD655				3900			RNAV1
TF	PEGSO				4500			RNAV1
RWY11L Departure IDKEX-01D								
CF	AD611		104		600	MAX205		RNAV1
TF	AD612				1200			RNAV1
TF	AD613				↓1500			RNAV1
TF	AD614				2700			RNAV1
TF	AD615				4800			RNAV1
TF	AD616							RNAV1
TF	IDKEX				5400			RNAV1

RWY11L Departure DOTRA-01D								
CF	AD611		104		600	MAX205		RNAV1
TF	AD612				1200			RNAV1
TF	AD613				↓1500			RNAV1
TF	AD614				2700			RNAV1
TF	AD615				4800			RNAV1
TF	AD616							RNAV1
TF	DOTRA				5400			RNAV1
RWY11L Departure MUGLO-01D								
CF	AD611		104		600	MAX205		RNAV1
TF	AD632				1200			RNAV1
TF	AD633				↑1800			RNAV1
TF	AD634				2400			RNAV1
TF	AD635				3000			RNAV1
TF	MUGLO				↑4500			RNAV1
RWY11L Departure ELKUR-01D								
CF	AD611		104		600	MAX205		RNAV1
TF	AD632				1200			RNAV1
TF	AD633				↑1800			RNAV1
TF	AD634				2400			RNAV1
TF	AD636				3000			RNAV1
TF	ELKUR				4200			RNAV1
Departure Holding (outbound time: 1.5min)								
HM	PEGSO	Y	247	L	4500			RNAV1
HM	IDKEX	Y	002	R	5100			RNAV1
RWY17L/17R/19R Arrival BUMDU-11A								
IF	BUMDU				4500			RNAV1

TF	AD725				4200			RNAV1
TF	AD724				3600			RNAV1
TF	AD723				↓1800			RNAV1
TF	AD722				900			RNAV1
TF	AD721				600	MAX220		RNAV1
RWY17L/17R/19R Arrival DUMAP-11A								
IF	DUMAP				3900			RNAV1
TF	AD744				2400			RNAV1
TF	AD743				1800			RNAV1
TF	AD742				1800			RNAV1
TF	AD646							RNAV1
TF	AD741				@ 900			RNAV1
TF	AD722				900			RNAV1
TF	AD721				600	MAX220		RNAV1
RWY17L/17R/19R Arrival AVBOX-11A								
IF	AVBOX				3600			RNAV1
TF	AD742				1800			RNAV1
TF	AD646							RNAV1
TF	AD741				@ 900			RNAV1
TF	AD722				900			RNAV1
TF	AD721				600	MAX220		RNAV1
RWY17L/17R/19R Arrival BELAX-11A								
IF	BELAX				3600			RNAV1
TF	AD765							RNAV1
TF	AD764				3600			RNAV1
TF	AD768							RNAV1
TF	AD763				2400			RNAV1

TF	AD783							RNAV1
TF	AD762				1800			RNAV1
TF	AD761				1500	MAX220		RNAV1
RWY17L/17R/19R Arrival ELAPU-11A								
IF	ELAPU				3900			RNAV1
TF	AD785				3900			RNAV1
TF	AD784				3600			RNAV1
TF	AD783				2700			RNAV1
TF	AD762				1800			RNAV1
TF	AD761				1500	MAX220		RNAV1
RWY17L/17R/19R Arrival Holding (outbound time: 1min)								
HM	AD646	Y	359	R	900	MAX230		RNAV1
HM	AD768	Y	359	R	900	MAX230		RNAV1
RWY35L/35R/01L Arrival BUMDU-01A								
IF	BUMDU				4500			RNAV1
TF	AD626				4500			RNAV1
TF	AD625				4200			RNAV1
TF	AD624				3600			RNAV1
TF	AD623				1800			RNAV1
TF	AD622				1200			RNAV1
TF	AD646							RNAV1
TF	AD621				1200	MAX220		RNAV1
RWY35L/35R/01L Arrival DUMAP-01A								
IF	DUMAP				3900			RNAV1
TF	AD643				2400			RNAV1
TF	AD642				1800			RNAV1
TF	AD647				1500			RNAV1

TF	AD621				1200	MAX220		RNAV1
RWY35R Arrival AVBOX-01A								
IF	AVBOX				3600			RNAV1
TF	AD641				2100	MAX220		RNAV1
RWY35L/01L Arrival AVBOX-02A								
IF	AVBOX				3600			RNAV1
TF	AD645				2100	MAX220		RNAV1
RWY35L/35R/01L Arrival BELAX-01A								
IF	BELAX				3600			RNAV1
TF	AD662				↑2100			RNAV1
TF	AD661				1800	MAX220		RNAV1
RWY35L/35R/01L Arrival ELAPU-01A								
IF	ELAPU				3900			RNAV1
TF	AD684				3900			RNAV1
TF	AD683				3600			RNAV1
TF	AD682				2700			RNAV1
TF	AD768							RNAV1
TF	AD661				1800	MAX220		RNAV1
RWY35L/35R/01L Arrival Holding (outbound time: 1min)								
HM	AD646	Y	179	L	900	MAX230		RNAV1
HM	AD768	Y	179	L	900	MAX230		RNAV1
Arrival Holding (outbound time: 1min)								
HM	ELAPU	Y	101	R	3900			RNAV1
HM	BELAX	Y	072	L	3600			RNAV1
HM	AVBOX	Y	019	L	3600			RNAV1
Arrival Holding (outbound time: 1.5min)								
HM	BUMDU	Y	207	R	4800			RNAV1

RWY01L Transition (From AD621)								
IF	AD621				1200	MAX220		RNAV1
TF	AD620				1200			RNAV1
RWY01L Transition (From AD645)								
IF	AD645				2100	MAX220		RNAV1
TF	AD620				1800			RNAV1
RWY01L Transition (From AD661)								
IF	AD661				1800	MAX220		RNAV1
TF	AD620				1800			RNAV1
RWY01L Missed Approach								
CA			359		300			RNAV1
DF	AD627			R	900			RNAV1
TF	AD646				900	MAX230		RNAV1
RWY17L Transition (From AD761)								
IF	AD761				1500	MAX220		RNAV1
TF	AD709				1200			RNAV1
RWY17L Transition (From AD721)								
IF	AD721				600	MAX220		RNAV1
TF	AD709				600			RNAV1
RWY17L Missed Approach								
CF	AD766		179		600			RNAV1
TF	AD768				900	MAX230		RNAV1
RWY17R Transition (From AD761)								
IF	AD761				1500	MAX220		RNAV1
TF	AD760				1200			RNAV1
RWY17R Transition (From AD721)								
IF	AD721				600	MAX220		RNAV1

TF	AD760				600			RNAV1
RWY17R Missed Approach								
CF	AD767		179		600			RNAV1
TF	AD768				900	MAX230		RNAV1
RWY19R Transition (From AD761)								
IF	AD761				1500	MAX220		RNAV1
TF	AD720				1200			RNAV1
RWY19R Transition (From AD721)								
IF	AD721				600	MAX220		RNAV1
TF	AD720				600			RNAV1
RWY19R Missed Approach								
CA			179		300			RNAV1
DF	AD646			L	900	MAX230		RNAV1
RWY35L Transition (From AD621)								
IF	AD621				1200	MAX220		RNAV1
TF	AD660				1200			RNAV1
RWY35L Transition (From AD645)								
IF	AD645				2100	MAX220		RNAV1
TF	AD660				1800			RNAV1
RWY35L Transition (From AD661)								
IF	AD661				1800	MAX220		RNAV1
TF	AD660				1800			RNAV1
RWY35L Missed Approach								
CA			359		150			RNAV1
DF	AD663			L	↑600			RNAV1
TF	AD682				↑1500			RNAV1
TF	AD768					MAX230		RNAV1

RWY35R Transition (From AD621)								
IF	AD621				1200	MAX220		RNAV1
TF	AD608				1200			RNAV1
RWY35R Transition (From AD641)								
IF	AD641				2100	MAX220		RNAV1
TF	AD608				1800			RNAV1
RWY35R Transition (From AD661)								
IF	AD661				1800	MAX220		RNAV1
TF	AD608				1800			RNAV1
RWY35R Missed Approach								
CF	AD651		359		900			RNAV1
TF	AD664				↑1200			RNAV1
TF	AD665				↑1500			RNAV1
TF	AD682				↑1500			RNAV1
TF	AD768					MAX230		RNAV1
RWY29R Transition (From AD621)								
IF	AD621				1200	MAX220		RNAV1
TF	AD790				900			RNAV1
RWY29R Missed Approach								
CA			289		200			RNAV1
DF	AD621			L	1200	MAX230		RNAV1

ZBAD AD 2.23 其它资料

全年皆有鸟群活动。机场配备了驱鸟设备,并采取了驱赶措施以减少鸟群活动。

ZBAD AD 2.23 Other information

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