机动区冲突多发地带运行要求
HOT SPOT PROCEDURE

机动区冲突多发地带位置见ZBAA AD2.24-1A, 2A, 2B, 2P, 2Q：

Refer to ZBAA AD2.24-1A, 2A, 2B, 2P, 2Q：

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。

For the purpose of reducing errors that lead to ground conflicts and runway incursions, aircraft operating within the maneuvering area must follow the requirements below.

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。

HS1: INTERSECTIONS OF TWYs Z2 AND F

Aircraft taxiing from TWY Z2 to F shall avoid entering W5 by mistake.

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。

HS2: INTERSECTIONS 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。

HS3: INTERSECTIONS OF RWY18L/36R, TWYs A8 AND A9

Arrival aircraft must not exit RWY via TWY A8 and A9.

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。

HS4: INTERSECTIONS OF RWY18L/36R, TWYs A0 AND A1

Arrival aircraft must not exit RWY via TWY A0 and A1.

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: INTERSECTIONS 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.

Changes: New chart.