

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 :

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。

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。

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。

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。

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。

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

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: INTERSECTIONS OF TWYs Z2 AND F

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

HS2: INTERSECTIONS OF TWYs S4 AND F

Aircraft taxiing from TWY S4 to F shall avoid entering W9 by mistake.

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

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

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

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

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: 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.