

ZBAA/Beijing: New departure rules

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There are some new rules at ZBAA about how to go about getting clearance to depart. The new guidance doesn't seem to have been officially published anywhere yet, but ground handling agents have been handing out a bit of paper translated from Chinese. Check out the image below for original version, which shows what you need to do. Here's the short version:

1. Make sure your tow tug is in position.
2. Contact the **delivery** frequency for ATC clearance. Tell them you're ready to go.
3. Next, contact the **ground** frequency to apply for clearance to push-back and start-up. (This clearance can only be given by controllers on the ground frequency, not the delivery frequency.)

Also, it's been reported by an Opsgroup member that if you do not then push-back within 5 minutes of getting your clearance, you will get bumped to the bottom of the pile. Same thing happens if your EOBT is more than 15 minutes early or late from the filed time in the FPL.

Remember, slots are required at ZBAA, and GA aircraft are not permitted to arrive/depart between peak hours 0700-0900 local. There's also only 24 hours maximum parking time allowed at ZBAA for foreign GA.

航班号 Flight Number: _____

飞行员须知 Information to Pilot:

一. 在北京首都机场, 出港飞行机组接受空中交通管制服务的步骤:

Steps how pilot obtains air traffic control service for departure at BCIA:

1. 联系塔台“放行许可”频率申请并抄收放行许可并复诵
Firstly, contact on “Beijing delivery” frequency to copy ATC clearance, then make read-back;
2. 在“放行许可频率”中向管制员报告: “已经做好出港准备”
Report to ATC controller on delivery frequency: “READY FOR DEPARTURE!” when you are fully ready.
3. 按照管制员的指挥联系“地面管制频率”
Contact “Ground control” frequency by delivery control’s instruction.
4. 在“地面管制频率”中向管制员申请“推出、开车许可”
Apply clearance for “push-back and start-up” on “Ground control” frequency.
5. 获得地面管制的“推出、开车许可”后, 联系地面机务, 推出飞机、启动发动机
Obtain the “push-back and start-up” clearance by ATC on “Ground control” frequency, then contact and follow the instruction of maintenance staff to move aircraft and start engine.
6. 向地面管制申请并获得滑行许可后, 开始滑行
Start to taxi out after pilot apply and has obtained the taxi clearance by ATC.

二. 其它提示信息 other information

1. 在首都机场运行时, 所有的推出、开车和滑行申请必须在地面管制频率中得到地面管制员的许可。
All operational movements regarding push-back, start-up and taxi maneuvers at Beijing International Airport **MUST BE** requested on the ATC frequency, and permitted by ATC controllers.
2. 出港前, 在放行频率中只是抄收放行许可内容。放行管制员不会给飞行员推出、滑行指令。
Prior to departure, delivery clearances are copied on delivery frequency and would only contain information of delivery clearance. Push-back and taxi clearance would **NEVER** be issued by controllers on the delivery frequency.
3. 在放行席位, 当放行管制员询问飞行员“是否有拖车?”时的含义是指“拖车是否到位?”; 而不是“可以推出”的含义。推出指令必须是在转频地面管制后由地面管制员给出。
On delivery frequency, when controllers ask pilots by *do you have a towing tractor or are your tugs ready*, what they mean are whether your towing tractors are in position. This **DOES NOT** authorize clearance to push-back maneuvers, and push-back maneuvers could only be authorized by controllers on ground frequency after pilots transferred frequency.
4. 当飞行员报告“我已准备好开车”, 管制员回复“稍等”时。管制员所代表的含义是“推出和开车都要稍等”; 而不是“可以推出, 开车稍等”的含义。
When pilots report ready for start-up maneuvers on ground frequency, controllers responds with “stand-by”, which means stand-by for **BOTH** push-back **AND** start-up maneuvers. This **DOES NOT** mean stand-by for start-up maneuvers only and cleared for push-back.

以上几点请在首都机场地面运行时严格遵守!

谢谢您的配合!

All the above should be complied with strictly at Beijing International Airport,

Thank you for your cooperation.

签名 Signature:

日期 Date: