



PEOPLE'S REPUBLIC OF CHINA

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CIVIL AVIATION ADMINISTRATION OF CHINA

P.O.BOX2272 CHAOYANG DISTRICT BEIJING CHINA

Summary

NOTAM

Series E

JUL 25, 2019

The following NOTAM were still in force on 2019-07-25 05:18. NOTAM not included have either been canceled, time expired or superseded by AIP supplement, or incorporated into the AIP CHINA.

E 5022/14 A) ZBAA

NOTAMN B) 2014/10/27/1600 C) PERM

E) INDEPENDENT VISUAL APPROACHES (IVA) MAY BE USED AT BEIJING CAPITAL INTERNATIONAL AIRPORT DURING PARALLEL OPERATIONS IN THE RWY36L/36R/01 OR RWY 18R/18L/19 DIRECTION. DEPENDING ON THE METEOROLOGICAL CONDITIONS THEY MAY BE INITIATED FROM A TURNING TO FINAL OR FROM AN ILS APPROACH ONCE THE PILOT IS VISUAL.

IMPORTANT INSTRUCTIONS AND ADVISORY INFORMATION FOR PILOTS:

1. REPORT PRECEDING AIRCRAFT AND/OR THE RUNWAY IN SIGHT AS SOON AS POSSIBLE.

2. APPROACH CONTROLLER SHALL GIVE IVA EXPECTATION AND ASSIGNED RWY TO THE FLIGHT CREW AT THE INITIAL CONTACT. IF NO OBJECTION THAT HAS BEEN ACCEPTED.

3. MANAGE IAS ON BASE LEG TO ENSURE YOU DO NOT OVERSHOOT THE CENTERLINE AND ON FINAL TO KEEP THE INTERVALS BETWEEN AIRCRAFT. STANDARD TERMINAL AREA SPEEDS APPLY, 180KT 10NM FROM THRESHOLD AND 160KT 5NM FROM THRESHOLD. IF FLIGHT CREW CANNOT FULFILL THE REQUIRED SPEED, INFORM ATC IMMEDIATELY.

4. FLY ACCURATE HEADINGS WHEN BEING VECTORED TO FINAL. THE VECTOR FOR FINAL WILL NOT BE GREATER THAN 30 DEGREES.

5. THE PHRASEOLOGY WILL INCLUDE 'CLEARED INDEPENDENT VISUAL APPROACH'.

6. ATC WILL PROVIDE SEPARATIONS UNTIL CLEARED FOR AN VISUAL APPROACH. IF THE AIRCRAFT IS TO FOLLOW A PRECEDING AIRCRAFT TO MAKE THE VISUAL APPROACH, YOU WILL RESPONSIBLE FOR THE SEPARATION WITH THE PRECEDING AIRCRAFT, OR YOU JUST HAVE THE RUNWAY IN SIGHT TO MAKE THE VISUAL APPROACH BUT NOT THE PRECEDING AIRCRAFT, ATC WILL PROVIDE SEPARATIONS BETWEEN YOU AND THE PRECEDING AIRCRAFT.

7. IT IS NOT NECESSARY TO APPLY ANY OTHER TYPE OF SEPARATION WITH THE OTHER AIRCRAFT APPROACHING ON THE ADJACENT FINAL AFTER ONE AIRCRAFT IS CLEARED FOR AN INDEPENDENT VISUAL APPROACH.

8. ONCE THE VISUAL APPROACH HAS BEEN ISSUED AND THE PILOT HAS ACKNOWLEDGED RECEIPT OF THE VISUAL APPROACH CLEARANCE, THE SEPARATION BETWEEN AIRCRAFT AND OBSTACLES IS IN THE CHARGE OF THE

FLIGHT CREW.

9. DO NOT PASS THROUGH YOUR ASSIGNED RUNWAY CENTERLINE. OTHER AIRCRAFT WILL BE OPERATING ON THE ADJACENT APPROACH.

10. ATC WILL PROVIDE THE TYPE AND WAKE TURBULENCE CATEGORY OF THE PRECEDING AIRCRAFT FOR ALL LANDING AIRCRAFTS WHICH ARE TAILING AFTER THE HEAVY AIRCRAFTS AND ABOVE (OR B757).

11. IF NECESSARY, ATC SHALL INFORM THE TRAFFIC INFORMATION OF OTHER RELEVANT AIRCRAFT.

12. FLIGHT CREW MUST RESPOND TO ANY TCAS ALERT IN ACCORDANCE WITH THE PROCEDURES IN THE AIRCRAFT'S FLIGHT MANUAL.

13. ACCURATELY TRACK THE EXTENDED RUNWAY CENTERLINE DURING THE FINAL.

14. IF FOR ANY REASON, INCLUDING RADIO FAILURE OR RADIO CONGESTION, CONTACT CANNOT BE ESTABLISHED OR MAINTAINED WITH FINAL ATC SUCH THAT IT PREVENTS AN INSTRUCTION BEING ISSUED BY ATC OR A VECTORING REQUEST BEING MADE BY THE FLIGHT CREW TO ENABLE INTERCEPT OF THE FINAL APPROACH COURSE FOR THE RUNWAY ASSIGNED, THEN AN AIRCRAFT SHALL INITIATE A TURN IN ORDER TO TRACK THE EXTENDED CENTERLINE OF THE RUNWAY ASSIGNED AND CONTACT THE TWR.

15. ALL MEDIUM AIRCRAFTS AND BELOW SHALL FULLY VACATE RWY WITHIN 50S AFTER TOUCHDOWN, AND ALL HEAVY AIRCRAFTS AND ABOVE SHALL FULLY VACATE RWY WITHIN 70S AFTER TOUCHDOWN, IF FLIGHT CREW CANNOT FULFILL THE PROCESS WITHIN THE REQUIRED TIME, PILOT SHALL INFORM ATC IN ADVANCE.

E 2682/17 A) ZBYN

NOTAMN B) 2017/12/06/1600 C) PERM

E) REF CHINA AIP ZBYN-10A ILS/DME Y RWY13/ZBYN-20A RNAV ILS/DME Z RWY13 (2017-11-1 EFF2017-12-6), LANDING MINIMA FOR RWY13 ILS/DME CHANGED AS FLW:

ACFT TYPE	A	B AND C	D
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RVR/VIS	800/800	800/800	800/900
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OTHER REMAINS.

E 0715/19 A) ZBTJ

NOTAMN B) 2019/05/08/0831 C) PERM

E) RWY16L/34R AVBL FOR ACFT WING SPAN 73.3M AND BELOW TO TAKE-OFF AND LANDING.

E 1038/19 A) ZBTJ

NOTAMN B) 2019/06/19/1600 C) PERM

E) REFER AIP CHINA AD ZBTJ-TIANJIN/BINHAI, ZBTJ AD 2.8: TWY A4 WIDTH IS 23M.

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