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灵活选择进出境点飞行管理办法
The Management Rules Of Operations For The Flexible Use Of The Specified
Entry/Exit Points

1. 为保证灵活选择进出境点飞行的安全与顺畅，制定本办法。

Article 1. These rules are developed with the intention to enhance the efficiency and safety of flexible use of the specified entry/exit points operations.

2. 本办法适用于航空运输企业灵活选择下列进出境点以及相衔接航路航线进行的飞行活动。

Article 2. These rules are applied to the air transport operations, in which case the operator has a flexible choice for the specified entry/exit points listed below and the relative connecting routes within China FIRs.

沿极地航路及其备份航路实施运输飞行，可以灵活选择使用中俄进出境点 SIMLI、ARGUK、MAGIT 和中蒙进出境点 POLHO、MORIT 和 AKARA-福江空中走廊 SADLI 以及我国飞行情报区内相衔接的航路和航线。

Air transport operation along polar routes and its alternative route has a flexible choice for entry/exit points among SIMLI (between China and Russia), ARGUK (between China and Russia), MAGIT (between China and Russia), POLHO (between China and Mongolia), MORIT (between China and Mongolia) and SADLI (AKARA-Fukue corridor), as well as the connecting routes within China FIRs.

欧洲方向往返我国内地、香港、澳门及以远方向的定期航班可以灵活选择使用 MORIT、SARIN、RULAD、GOPTO 四个国境进出点以及我国飞行情报区内相衔接的航路和航线。

Scheduled flight between Europe and China mainland, Hong Kong, Macao or beyond them has a flexible choice for entry/exit points among MORIT (between China and Mongolia), SARIN (China and Kazakhstan), RULAD (China and Kazakhstan), GOPTO (between China and Russia), as well as the connecting routes within China FIRs.

3. 灵活选择进出境点飞行的航空运输企业，应当按照有关规定在执行前提出预先飞行计划申请。预先飞行计划申请应当注明为灵活飞行，并提出所选择的进出境点和航路、航线。

Article 3. Air transport operator who intends to conduct flight operations by flexibly choosing the specified entry/exit points is requested to submit initial flight plan application prior to implementation according to relevant regulations. The application shall indicate 'flexible operation', the entry/exit points and the routes to be used.

沿极地及其备份航路实施加班和不定期航班的预先飞行计划申请应当明确一个主

For air transport operation along polar routes and its alternative route, the initial flight plan application of additional flight or a

用进出境点和不多于两个备用进出境点。

4. 预先飞行计划申请的审批办法按照现行规定执行。预先飞行计划申请批准后，在我国境内的班机航线必须按照审批后的执行。

5. 航空器营运人或当地空中交通服务单位应当不晚于航空器预计起飞时间前1小时，向中国民用航空局空中交通管理局运行管理中心（ZBBBZGZX）、沿线有关的中国民航管制单位以及航班计划中的备选进出境点所在的区域管制中心发送领航计划报（FPL）。

6. 灵活选择进出境点飞行的航班入境前15分钟，航空器营运人或机组应当主动向进出境点所在的区域管制中心通报航空器预计飞经进出境点的时间和飞行高度，并且在飞越进出境点之前必须取得入境许可。

7. 领航计划报（FPL）发出后不得随意更改，如因特殊情况需要更改时，必须在更改电报发出后1小时才能起飞。航空器起飞后不得再更改飞行计划。未经批准或者没有按照领航计划报（FPL）实施的飞行，相关的空中交通管制单位可以拒绝接受航空器，由此造成的损失由航空器营运人负责。

8. 使用中蒙进出境点 INTIK 和中俄进出境点 TELOK、GOPTO 跨越极地航路飞行，以及使用 POLHO、INTIK、NIXAL、KAMUD 实施欧洲往返中国的飞行时，仍然按照现行规定执行。

non-scheduled flight shall indicate one primary entry/exit point and not more than two alternative points.

Article 4. The approval procedure of initial flight plan application shall be applied according to the existing regulations. Once the initial flight plan application of a scheduled flight has got approved, the flight route within China FIRs must be implemented in accordance with that approved.

Article 5. Aircraft operator or local ATS units shall submit flight plan (FPL) message in not less than one hour prior to the Estimated Time of Departure, to the Operations Management Center of Air Traffic Management Bureau of CAAC (ZBBBZGZX), Air Traffic Control units concerned along the routes within China FIRs as well as the Area Control Centers related to the alternative entry/exit points in the initial flight plan.

Article 6. For the flight of conducting the flexible operation, within a time limit from 15 minutes prior to its entry into China FIR, the aircraft operator or the air crew members shall inform the relevant Area Control Centre of the flight's estimated flyover time and altitude at the entry/exit point, and obtain permission for its entry.

Article 7. Once the FPL message is transmitted, amendments are not allowed except for the special circumstances. If the amendments to the FPL message are made for special reasons, aircraft cannot take off within one hour after the amendment message is transmitted. Once the aircraft takes off, the amendments to the flight plan are not allowed. The Air Traffic Control units concerned can refuse to accept the flights without approval or failed to adhere to the FPL, and the operator shall be responsible for the consequences.

Article 8. The polar route operations via the entry/exit points of INTIK (between China and Mongolia), TELOK (between China and Russia) and GOPTO (between China and Russia) and operations between Europe and China via POLHO (between China and Mongolia), INTIK (between China and Mongolia), NIXAL (between China and Mongolia), KAMUD (between China and Kyrgyzstan) shall comply with the current rules.