

ENR 1 总则和程序**ENR 1. GENERAL RULES AND PROCEDURES****ENR 1.1 总则****ENR 1.1 GENERAL RULES****1. 总则**

1.1 航空器在中华人民共和国飞行情报区内飞行，应遵守国际民用航空公约附件 2、附件 11 和 4444 文件中的有关规定和程序。

注：具体差异详见 GEN1.7

1.2 航空器在中华人民共和国飞行情报区内飞行，还必须遵守《中华人民共和国民用航空法》、《中华人民共和国飞行基本规则》，以及《中国民用航空空中交通管理规则》等法规。

1.3 一般规定

1.3.1 航空器进、出中华人民共和国飞行情报区，必须按照规定向中华人民共和国有关机关提出申请，经批准后方可执行。

1.3.2 未经批准擅自进、出中华人民共和国领空的航空器，中华人民共和国有关机关有权采取必要措施，令其在指定的机场降落。

1.3.3 航空器在中华人民共和国飞行情报区内的航路飞行时，由中国民用航空局负责提供空中交通管制服务、飞行情报服务和告警服务。

1.3.4 航空器进、出中华人民共和国飞行情报区违反 ENR 1.1 第 1.1 和 1.2 款规定的，中华人民共和国有关空中交通管制部门有权采取措施，令其纠正。情节严重的，有关部门可以采取必要措施，直至迫使其在指定机场降落。

1.4 空中交通管制运行管理**1.4.1 一般规定**

a. 在中华人民共和国飞行情报区内飞行，航空器必须按照批准的航路、机场飞行。

b. 航空器必须在指定的无线电频率上与中华人民共和国有关空中交通管制部门联络并接受管制。如需改变规定的航行诸元，必须向空中交通管制部门提出申请，经批准后方可执行。

1.4.2 位置报告**1. General rules**

1.1 All aircraft operating within the FIRs of the People's Republic of China shall follow the rules and procedures of ICAO Annex 2, Annex 11 and Doc 4444.

Note: Please refer to subsection GEN1.7 for specific differences.

1.2 All aircraft operating within the FIRs of the People's Republic of China shall also abide by the Civil Aviation Law of the People's Republic of China, the General Flight Rules of the People's Republic of China, and the Rules Governing the Air Traffic Management of China Civil Aviation etc.

1.3 General regulations

1.3.1 All aircraft shall be subject to approval in accordance with the relevant provisions of the People's Republic of China for entry into or exit from the FIRs of the People's Republic of China.

1.3.2 The relevant authority of the People's Republic of China has the right to take necessary actions against any aircraft if it flies into or out of the territorial airspace of the People's Republic of China without authorization and order it to land at a designated aerodrome.

1.3.3 When aircraft fly along airways within the FIRs of the People's Republic of China, the Civil Aviation Administration of China shall provide the aircraft with the air traffic control service, flight information service and alerting service.

1.3.4 Where an aircraft in entry into or exit from the FIRs of the People's Republic of China is found in violation of the provisions of subsection ENR 1.1, item 1.1 and item 1.2, the relevant air traffic control department of the People's Republic of China has the right to take actions and order it to make remedial action and, in serious case, to take necessary measures to the extent of forcing it to land at a designated aerodrome.

1.4 ATC operational management**1.4.1 General regulations**

a. All aircraft flying within the FIRs of the People's Republic of China are required to operate along the approved airways and at the designated airports.

b. All aircraft shall establish contact with the relevant ATC department of the People's Republic of China on the assigned radio frequencies and accept its control.

Any change in the specified parameters of air navigation shall be filed with the ATC and subject to its approval prior to implementation.

1.4.2 Position reporting

1.4.2.1 航空器飞入或者飞出中华人民共和国飞行情报区必须按照规定的航路飞入或者飞出。飞入或者飞出的前 20 至 15 分钟，其机组必须向中华人民共和国有关空中交通管制部门报告，并取得飞入或者飞出领空的许可；未经许可，不得飞入或者飞出。

1.4.2.2 航空器飞越规定的位置报告点，应当立即向有关的空中交通管制部门作位置报告。位置报告的内容：

- a. 航空器呼号；
- b. 位置；
- c. 时间；
- d. 飞行高度（飞行高度层）和飞行条件；
- e. 预计飞越下一位置的时间或者预计到达降落机场的时间；
- f. 空中交通管制部门要求的或者机组认为需要报告的其他事项。

1.4.2.3 航空器飞越管制区边界前，应向前方管制室报告预计进入时间、飞行高度（飞行高度层）和飞行条件。飞越管制区边界时，应分别向飞离和飞入的区域管制室作位置报告。

1.4.3 机场塔台管制区域内的飞行

1.4.3.1 机组自起飞前开车至飞离机场塔台管制区域止，或者自进入机场塔台管制区域起到着陆后关车止，必须同机场塔台空中交通管制员保持无线电通信联络，并严格遵守通信规定。

1.4.3.2 航空器开车，必须经过机场塔台空中交通管制员许可。航空器驾驶员应当在得到开车许可后五分钟内开车；如果不能按时开车，则原开车许可失效，应当重新请求开车许可。

1.4.2.1 When an aircraft flies into or out of the FIRs of the People's Republic of China, it shall fly on the specified airways. Within a time limit of 15 - 20 minutes before entry or exit, the aircrew of the aircraft shall report to the relevant air traffic control department of the People's Republic of China, and obtain a clearance to fly across the the FIRs boundaries in entry or exit. Without such clearance no aircraft is permitted to make entry into or exit from the FIRs boundaries.

1.4.2.2 Aircraft flying over a specified reporting point shall immediately make a position report to the relevant ATC unit. A position report shall contain:

- a. Aircraft call sign;
- b. Position;
- c. Time in hours and minutes;
- d. Flight altitude (or flight level) and flight conditions;
- e. Estimated time of flying over the next reporting point or estimated time of arrival at the aerodrome of landing;
- f. Any other particulars requested by the ATC unit or deemed necessary to be reported by the aircrew.

1.4.2.3 An aircraft shall report to the next ATC unit prior to crossing the boundaries of controlled areas such information as the expected crossing time, flight altitude (or flight level) and flight conditions. While crossing the boundaries of controlled areas, the aircrew shall make position reports respectively to the controlled ACCs they are entering and leaving.

1.4.3 Flight within aerodrome tower control areas

1.4.3.1 The flight crew shall maintain radio communication with the air traffic controller of the control tower and strictly observe the prescribed communication procedures, from the time of starting aircraft engines for take-off up to the time of leaving the aerodrome tower control area, or from the time of entering the aerodrome tower control area up to the time of stopping aircraft engines after landing.

1.4.3.2 Start-up of aircraft engines shall be subject to clearance from the air traffic controller of the control tower. The pilot shall start engines within five minutes after receipt of such clearance. In case he fails to do so, such clearance will become invalid and he shall request anew.

1.4.3.3 航空器滑行（牵引），必须经过机场塔台空中交通管制员许可。滑行或者牵引时，应当遵守下列规定：

- a. 按照规定的或者空中交通管制员指定的路线滑行或者牵引；
 - b. 滑行速度应当按照相应航空器的飞行手册或者飞行员驾驶守则执行；在障碍物附近滑行，速度不得超过每小时 15 千米；
 - c. 航空器对头相遇，应当各自靠右侧滑行，并且保持必要的安全间隔；航空器交叉相遇，航空器驾驶员从座舱左侧看到另一架航空器时应当停止滑行，主动避让；
 - d. 两架以上航空器跟进滑行，后航空器不得超越前航空器，后航空器与前航空器的距离，不得小于 50 米；
 - e. 夜间滑行或者牵引，应当打开航空器上的航行灯；
 - f. 直升机可以用 1 米至 10 米高度的飞行代替滑行。
- 水上航空器在滑行或者牵引中，与船只对头或者交叉相遇，应当按照航空器滑行或者牵引时相遇的避让方法避让。

1.4.3.4 航空器的起飞许可

- a. 航空器滑进跑道前，航空器驾驶员应当做好起飞前的检查和准备。经过塔台管制员许可，方可滑进起飞位置。航空器驾驶员得到起飞许可后，应当立即起飞；如果在 1 分钟内不能起飞时，航空器驾驶员必须再次请求起飞许可。
- b. 航空器起飞，应当使用全跑道。只有得到空中交通管制员的许可，方可不使用全跑道。

1.4.3.5 航空器的着陆许可

航空器进近至机场着陆，应当经过机场塔台空中交通管制员许可。着陆后，应当迅速脱离跑道。

1.4.3.6 等待

为了便于安排航空器降落的顺序，在航路和机场塔台管制范围的上空划有等待区域。

1.4.3.6.1 等待空域的高度层：

8 400 米以下以及 8 900 米至 12 500 米每 300 米为一个等待高度层，12 500 米（不含）以上每 600 米为一个等待高度层。最低等待高度层距离地面最高障碍物的真实高度不得小于 600 米，距离起始进近高度或高不得小于 300 米。

1.4.3.6.2 在等待空域内飞行的航空器，必须按照管制员的管制指令，严格保持在规定的等待空域内并在指定的高度层飞行。

1.4.3.3 Taxiing (towing) of aircraft shall be conducted with permission from the air traffic controller of the control tower and in compliance with the following provisions:

- a. An aircraft shall taxi or be towed along the specified route or the route assigned by the air traffic controller;
- b. Aircraft, when taxiing, shall comply with the taxi speed restrictions laid down in the corresponding aircraft operations manual or pilot flight rules; the taxiing speed shall not exceed 15 kilometers per hour while taxiing in the proximity of obstructions;
- c. When two aircraft are approaching head-on, each shall keep to the right and maintain the required safe separation. When two aircraft are crossing, the pilot who sees the other aircraft on his left shall stop taxiing and give way to the other;
- d. When two or more aircraft are taxiing in succession, the succeeding aircraft shall not overtake the preceding one, and the longitudinal separation between them shall not be less than 50 meters;
- e. When taxiing or being towed during nighttime, aircraft shall switch on their navigation lights;
- f. Helicopters may fly at a height of 1 to 10 meters instead of ground taxiing.

Seaplanes, when approaching head-on or crossing with a ship while taxiing or being towed, shall follow the avoidance procedures as appropriate for such occasions when two aircraft meet.

1.4.3.4 Take-off clearance

- a. Before an aircraft taxis into the runway in use, the pilot shall complete his preflight preparations and checks. Taxiing into the take-off position is not allowed until the clearance from the aerodrome tower controller is obtained. An aircraft shall take off at once upon receipt of take-off clearance. If it fails to take off in one minute, the pilot shall request another clearance.
- b. When taking off, an aircraft shall commence its take-off run from the take-off position near the runway threshold unless obtaining a clearance from ATC.

1.4.3.5 Landing clearance

An aircraft may approach to land, only after a clearance has been obtained from the ATC controller of the control tower and shall break away from the runway as soon as the landing is completed.

1.4.3.6 Holding

To facilitate arrangement for aircraft's landing sequence, holding patterns are established along airways and within aerodrome tower control area.

1.4.3.6.1 Levels in holding patterns:

8 400m or below and from 8 900m up to 12 500m, each level is separated by 300m; above 12 500m by 600m. A minimum holding level will at least provide a clearance of 600m above the highest obstacle on the ground and at least 300m higher than the initial approach altitude/height.

1.4.3.6.2 An aircraft in a holding pattern shall comply with the instructions issued by the air traffic controller to fly strictly at a designated flight level and within designated holding pattern.

1.4.3.7 进、离场飞行

航空器起飞后在机场塔台管制区域内的上升, 降落前在机场塔台管制区域内的下降, 都应当根据机场塔台或进近管制室管制员的指令, 按标准进离场程序飞行。

1.5 通信与联络

1.5.1 所有按照仪表飞行规则或目视飞行规则飞行的航空器, 都应当配备必需的通信导航设备, 以保证其能够与相关空中交通管制部门保持不间断的通信联络。

1.5.2 航空器与空中交通管制员之间的无线电通话使用英语或汉语, 并执行中国民用航空局规定的通话用语标准。

1.5.3 当航空器无线电通信设备发生故障时, 应当及时向空中交通管制部门报告, 并按照空中交通管制部门发布的程序及《辅助指挥、联络的符号和信号》(详见表 1.1-1、1.1-2) 中的规定执行。

1.6 起飞和着陆的尾流间隔

1.6.1 起飞间隔

- a. 航空器起飞时, 后面航空器应当与前面航空器保持安全的时间间隔, 以防止后面航空器受前面航空器尾流的影响。
- b. 使用同一跑道或者间隔小于 760 米的平行跑道、交叉跑道以及预计起飞后航迹交叉的跑道起飞, 最小时间间隔如下:

前面航空器 preceding aircraft	重型 heavy	重型 heavy	重型 heavy	中型 medium	中型 medium	中型 medium
后面航空器 succeeding aircraft	重型 heavy	中型 medium	轻型 light	重型 heavy	中型 medium	轻型 light
间隔 separation	2 分钟 2min	2 分钟 2min	3 分钟 3min	2 分钟 2min	2 分钟 2min	2 分钟 2min

注: 重型航空器: 起飞全重大于 136 吨;

中型航空器: 起飞全重 7-136 吨;

轻型航空器: 起飞全重等于或者小于 7 吨。

c. 前面起飞的航空器与后面着陆的航空器之间的时间间隔, 按照起飞间隔的规定执行。

d. 在正侧风风速大于 3 米/秒时, 起飞的时间间隔不少于一分半钟。

1.4.3.7 Arrival and departure flights

Climb after take-off or descent before landing within an aerodrome tower control area shall be carried out in accordance with the instructions from the air traffic controller of the control tower or approach control office, and in compliance with the standard instrument arrival and departure procedures.

1.5 Communication and contact

1.5.1 All aircraft operating under IFR or VFR shall be equipped with the necessary communication and navigation equipment in order to ensure uninterrupted liaison with the relevant ATC department.

1.5.2 Aircraft and ATC unit shall establish radio communication contact in English or Chinese, and shall abide by the standard phraseology specified in the CAAC's Radiotelephony Communications for Air Traffic Services.

1.5.3 In the event of failure of aircraft radio communication equipment, the pilot shall duly report this to ATC unit and comply with the procedures issued by ATC and the provisions specified in appendix (1) (2) "Symbols and Signals for Auxiliary Command and Liaison" (see Table 1.1-1, 1.1-2).

1.6 Wake turbulence separation minima for take-off and landing

1.6.1 Take-off separation minima

- a. When an aircraft takes off behind another aircraft, a safe time separation shall be maintained between them, so as to avoid the effect of wake turbulence.
- b. For aircraft taking off from the same runway, or parallel runways with a separation of less than 760m, intersecting runways or the runways from which the flight tracks may be expected to cross each other after taking off, the minimum time separations are as follows:

Note: Heavy aircraft is an aircraft with all-up weight of greater than 136 tonnes;

Medium aircraft, with all-up weight of 7-136 tonnes;

Light aircraft, with all-up weight of 7 tonnes or less.

c. Take-off separation minima shall be applied between the preceding aircraft, which is taking off, and the succeeding aircraft, which is landing.

d. When a 90-degree crosswind exceeds 3m/sec, the time separation for take-off shall not be less than one and a half minutes.

1.6.2 着陆间隔

- a. 航空器着陆时，后面航空器应当与前面航空器保持安全的时间间隔，以防止后面航空器受前面航空器尾流的影响。
- b. 使用同一跑道或间隔小于 760 米的平行跑道，进近着陆的最小时间间隔：

前面航空器 preceding aircraft	重型 heavy	重型 heavy	重型 heavy	中型 medium	中型 medium	中型 medium
后面航空器 succeeding aircraft	重型 heavy	中型 medium	轻型 light	重型 heavy	中型 medium	轻型 light
间隔 separation	2 分钟 2min	3 分钟 3min	4 分钟 4min	2 分钟 2min	2 分钟 2min	3 分钟 3min

注：航空器的分类见 ENR 1.1 第 1.6.1 款 b。

- c. 在正侧风大于 3 米 / 秒时，着陆的时间间隔不少于一分半钟。

1.6.2 Landing separation minima

- a. When an aircraft lands behind another aircraft, a safe time separation shall be maintained between them, so as to avoid the effect of wake turbulence.
- b. For aircraft approaching to land on the same runway or parallel runways with a separation of less than 760m, the minimum time separations are as follows:

Note: Categories of aircraft, see subsection ENR 1.1, item 1.6.1.b.

- c. When a 90-degree crosswind exceeds 3m/sec, the time separation between landings shall not be less than one and a half minutes.

2. 最低飞行高度

见 GEN 3.3 第 5 款。

2. Minimum flight altitude

See subsection GEN 3.3, item 5.

3. 物品的投掷

3.1 除在有关当局规定的条件下，并经有关空中交通服务部门以有关的资料、通知或许可予以指明，不得从飞行中的航空器上进行空投物品或者喷洒液体。

3.2 航空器在飞行中，不得向下投掷或者任其坠下能传播传染病的任何物品。

3. Dropping of objects

3.1 Nothing shall be dropped or sprayed from an aircraft in flight except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services department.

3.2 No articles capable of causing a communicable disease shall be thrown out or allowed to fall from an aircraft when it is in flight.

4. 特技飞行

除在有关当局规定的条件下，并经有关空中交通服务部门以有关的资料、通知或许可予以指明，航空器不得作特技飞行。

4. Acrobatic flight

No aircraft shall be flown acrobatically except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services department.

5. 拖曳和广告飞行

除在有关当局规定的条件下，并经有关空中交通服务部门以有关的资料、通知或许可予以指明，航空器不得拖曳航空器或者其他物件。

5. Towing and advertising flights

No aircraft or other object shall be towed by an aircraft, except in accordance with requirements prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic service department.

6. 时间和计量单位

航空器在中国境内飞行均使用协调世界时和公制计量单位。必要时，可以提供英制计量单位供航空器驾驶员参考。

7. 空域结构

7.1 为提供飞行情报服务和告警服务，中国民用航空局划设了飞行情报区，具体内容参见 ENR 2。

7.2 为提供空中交通管制服务，中国民用航空局在飞行情报区内划设了管制区域、管制地带。

8. 空中禁区和飞行限制区

8.1 为了防止对公众安全和秩序造成损害，特别是出于对飞行安全的考虑，在必要的情况下，划设空中禁区、空中限制区和空中危险区。这些区域在航行资料汇编中公布。

8.2 航空器在飞行中，无论在任何情况下，均不准飞入划定的空中禁区。中国民用航空局对飞入空中禁区的航空器驾驶员，将给予严肃处理，并且对该航空器飞入空中禁区所产生的一切后果，不负任何责任。

8.3 航空器必须遵守限制区的各项限制，避免发生危险影响飞行安全。

8.4 在危险区有活动期间，航空器均不准进入危险区，以免发生危险影响飞行安全。

9. 跳伞

除在有关当局规定的条件下，并经有关空中交通服务部门以有关的资料、通知或许可予以指明外，不得进行跳伞活动。紧急情况下需要跳伞除外。

10. 滑翔机的云中飞行

(待定)

6. Times and units of measurement

Coordinated Universal Time and Metric System shall be used within the territory of the People's Republic of China. When necessary, the British System Measurement Units may be provided to pilots for reference.

7. Airspace structure

7.1 For the provision of flight information service and alerting service, the Civil Aviation Administration of China has established flight information regions, which are published in the section ENR 2.

7.2 For the provision of air traffic control service, the Civil Aviation Administration of China has established control areas and control zones within the Flight Information Regions.

8. Prohibited areas and flight restricted areas

8.1 Prohibited areas, restricted areas and danger areas are established, if necessary, for the prevention of harm to public safety or order, especially for the safety of air traffic. Such areas that have already been established are published in the AIP.

8.2 Under no circumstances, shall an aircraft enter a prohibited area. The Civil Aviation Administration of China will take serious disciplinary measures against the pilot of the aircraft entering such prohibited area and will take no responsibility for whatever consequences that may occur therefrom to the aircraft.

8.3 An aircraft shall obey various restrictions in connection with restricted areas, so as to avoid dangerous situation that may affect flight safety.

8.4 During the period of activation of a danger area, an aircraft shall not enter the area, so as to avoid dangerous situation that may affect flight safety.

9. Parachute jumping

Parachute jumping, other than emergency parachute jumping, shall not be made except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services department.

10. Cloud flights with gliders

(to be developed)

11. 气球、风筝、自我驱动的飞行模型和飞行物的放飞

(待定)

11. Ascents of balloons, kites, self-propelled flying models and flying bodies

(to be developed)

表 1.1-1 辅助指挥、联络的符号和信号 (1)
Table 1.1-1 SYMBOLS AND SIGNALS FOR AUXILIARY COMMAND AND LIAISON (1)

顺序 Nr.	含义 Meaning	昼间 Day Time	夜间 Night Time
1	请求起飞 Request take-off	飞行员向上举手 Pilot arm up	闪烁航行灯 Flashing navigational lights
2	允许起飞 Cleared for take-off	用白色信号旗向上指, 然后指向起飞方向。 White flag up, then pointing to the take-off direction	打开绿色信号灯 Switching on green signal lights
3	禁止起飞 (或者滑行) Do not take off (or taxi)	用红色信号旗向上指或者向航空器前方发射红色信号弹 Red flag up or firing red signal cartridge ahead of the aircraft	打开红色信号灯或者向航空器前方发射红色信号弹 Switching on red signal lights or firing red signal cartridge ahead of the aircraft
4	请求着陆 Request landing	航空器通过跑道上空并且摇摆航空器 Flying over the runway and rocking the aircraft	航空器通过跑道上空并且闪烁航行灯或者打开着陆灯 Flying over the runway and flashing the navigational lights or switching on landing lights
5	允许着陆 Cleared to land	着陆地带铺设“T”字布或者发射绿色信号弹 Laying a "T" sign cloth at the touchdown zone or firing green signal cartridge.	打开“T”字灯或者发射绿色信号弹 Switching on "T" light or firing green signal cartridge.
6	禁止着陆 Do not land	将“T”字布摆成“十”字形或者发射红色信号弹 Displaying a "+" sign instead of "T" sign cloth or firing red signal cartridge.	将“T”字灯改成“十”字形或者发射红色信号弹 Displaying a "+" light instead of "T" light or firing red signal cartridge.
7	命令全部飞机立即降落 All aircraft are ordered to land immediately	在“T”字布前5米处与横布平行放一横布 Laying a lateral cloth 5m beyond the "T" sign cloth.	连续发射绿色信号弹 Firing green signal cartridge continually.
8	请求立即强迫着陆 Request immediate forced landing	航空器通过跑道上空并且发出一颗或者数颗信号弹 Flying over the runway and firing one or several signal cartridge.	航空器通过跑道上空并且发出一颗或者数颗信号弹 Flying over the runway by the aircraft and firing one or several signal cartridge.
9	命令在备降机场着陆 Order to land at the alternate aerodrome.	在“T”字布位置摆一箭头式布, 箭头指向备降机场 Laying an arrow-like cloth at the position of the "T" sign cloth with the arrowhead towards the alternate aerodrome.	在“T”字灯位置摆一箭头式灯光, 箭头指向备降机场 Laying an arrow-like light at the position of "T" light with the arrowhead towards the alternate aerodrome.
10	命令在迫降地带着陆 Order to land at a forced landing strip.	将“T”字布摆在迫降地带 Displaying a "T" sign cloth at the forced landing strip.	关闭“T”字灯, 用探照灯照射迫降地带 Switching off the "T" light and illuminating the forced landing strip with the searchlight.
11	在机场上空做右起落航线飞行 Make right-hand circuit over the aerodrome	在“T”字布前五米处用布摆一个三角形 Laying a cloth triangle 5m before the "T" sign cloth.	在“T”字灯前五米处用灯光摆一个三角形 Laying a lighting triangle 5m before the "T" light.

12	起落架未放下 Landing gear not down	将“T”字布分开五米或者发射红色信号弹 Separating the "T" sign cloth 5m longitudinally apart or firing red signal cartridge.	将“T”字灯分开五米或者发射红色信号弹 Separating the "T" light 5m longitudinally apart or firing red signal cartridge.
13	右起落架故障 Right landing gear out of order	将“T”字布横布右端折起 Folding the lateral right end of the "T" sign cloth.	
14	左起落架故障 Left landing gear out of order	将“T”字布横布左端折起 Folding the lateral left end of the "T" sign cloth	
15	前起落架故障 Nose landing gear out of order	在“T”字布前, 纵布延长线上 10 米处, 平行跑道铺设一纵布 Laying a longitudinal cloth parallel to the runway, 10m before the "T" sign cloth and right on its extended longitudinal center line.	
备注: “T”字布的尺寸: 纵布的长度为 12 米, 宽度为 2 米; 横布及辅助布的长度为 9 米, 宽度为 2 米; “T”字布的颜色: 地面有雪用红色或者黑色, 没有雪用白色。 Note: Size of the "T" sign cloth: The longitudinal cloth is 12m in length, 2m in width; the lateral cloth and its auxiliaries are 9m in length and 2m in width. The colour of the "T" sign cloth: Red or black if the ground is snow-covered; white if not snow-covered.			

表 1.1-2 辅助指挥、联络的符号和信号 (2)

Table 1.1-2 SYMBOLS AND SIGNALS FOR AUXILIARY COMMAND AND LIAISON (2)

序号 Nr.	信号类别 Types of signals	信号含义 Meanings of signals	
		飞行中的航空器 Aircraft in flight	地面上的航空器 Aircraft on ground
1	绿色灯光指向航空器 Green light directed to the aircraft	可以着陆 Cleared to land	可以起飞 Cleared to take off
2	红色灯光指向航空器 Red light directed to the aircraft	避让其他航空器并继续盘旋 Giving way to other aircraft and keeping on circling	停止 Stop
3	一连串绿色闪光指向航空器 Series of green flashing light directed to the aircraft	返回着陆 Turning back for landing	可以滑行 cleared to taxi
4	一连串红色闪光指向航空器 Series of red flashing lights directed to the aircraft	机场不安全, 不要着陆 Aerodrome is unsafe. Do not land	滑离起飞滑跑位置 Taxi away from the take-off position
5	一连串白色闪光指向航空器 Series of white flashing light directed to the aircraft	在此机场着陆并滑行到停机坪 Land at this aerodrome and taxi to the apron	滑回起飞滑跑位置 Taxi back to the take-off position
6	红色信号弹 Red signal cartridge	暂不要着陆 Do not land for the moment	