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**AIC**  
**Nr.02/17**  
*Jan. 1, 2017*

**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.

北美方向往返我国内地、香港、澳门，以及韩国和东南亚的定期航班，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 和中老进出境点 SAGAG 和中越进出境点 TEBAK 和 AKARA-福江空中走廊 SADLI 和 TAMOT。

Scheduled flight between North America and China mainland, Hong Kong, Macao, South Korea, Southeast Asia 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), SAGAG (between China and Laos), TEBAK (between China and Vietnam), SADLI (AKARA-Fukue corridor) and TAMOT.

西亚、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 NIXAL、MORIT、GOPTO、SARIN、RULAD、KAMUD、ASSAD 七个国境进出点。

Scheduled flight between West Asia, Europe and China mainland, Hong Kong, Macao or beyond them has a flexible choice for entry/exit points among NIXAL (between China and Mongolia), MORIT (between China and Mongolia), GOPTO (between China and Russia), SARIN (China and Kazakhstan), RULAD (China and Kazakhstan), KAMUD (between China and Kyrgyzstan), ASSAD (between China and Vietnam).

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.

不定期航班的预先飞行计划申请应当

Non-scheduled flight shall indicate one primary entry/exit point

明确一个主用进出境点和不多于两个备用进出境点。

选择 RULAD、KAMUD、SAGAG 进出境点衔接 Y1、Y2、L888 航路实施运输飞行的航空运输企业，须向中国民用航空局空中交通管理局单独提出申请，经批准后实施运行。

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撤轮挡时间前 2 小时 30 分前提交飞行计划，当地空中交通管理单位应当不晚于航空器预计撤轮挡时间前 2 小时前向中国民用航空局空中交通管理局、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，必须先取消原 FPL 电报后重新拍发更新后的 FPL 电报，且在电报发出后 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。

and not more than two alternative points.

Air transport operator who intends to conduct flight operations via Y1, Y2, L888 by choosing the specified entry/exit points among RULAD, KAMUD, SAGAG is requested to submit an independent flight plan application prior to implementation according to relevant regulations.

**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 in not less than two and a half hours prior to the Estimated Time of Departure. Local ATS units shall submit flight plan (FPL) in not less than two hours prior to the Estimated Time of Departure to Air Traffic Management Bureau of CAAC, 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 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, a cancel message is to be sent. Aircraft cannot take off within one hour after a new flight plan 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.

8. 灵活使用进出境点相衔接的班机航线走向由相关单位研究决定，航空器营运人应在预先飞行计划批复范围内组织实施运行。

**Article 8.** Flexible use of the flight routes within China FIR that link the specified entry/exit points is determined by relevant unit of China, the aircraft operator shall organize and implement operation within the scope of approved initial flight plan.