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General Information

Location: BEIJING CHN
ICAO/IATA: ZBAA / PEK
Lat/Long: N40° 04.40', E116° 35.90'
Elevation: 116 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 6.0° W

Fuel Types: Jet, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2135 Z
Sunset: 1052 Z

Runway Information

Runway: 01
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 90 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18L
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 115 ft
Lighting: Edge, ALS, Centerline

Runway: 18R
Length x Width: 10499 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 115 ft
Lighting: Edge, ALS, Centerline

Runway: 19
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 98 ft
Lighting: Edge, ALS, Centerline

Runway: 36L
Length x Width: 10499 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 110 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36R
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 106 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 127.600 Arrival Service
ATIS: 131.450
ATIS: 128.650 Departure Service
Beijing Tower: 124.300
Beijing Tower: 118.600
Beijing Tower: 118.500
Beijing Tower: 118.300 Secondary
Beijing Tower: 118.050 Secondary
Beijing Ground: 121.900
Beijing Ground: 121.850
Beijing Ground: 121.800
Beijing Ground: 121.700
Beijing Ground: 121.750
Beijing Ground: 121.950 Secondary
Beijing Apron Ramp/Taxi: 122.225
Beijing Apron Ramp/Taxi: 122.675
Beijing Apron Ramp/Taxi: 122.625
Beijing Apron Ramp/Taxi: 122.125
Beijing Apron Ramp/Taxi: 121.950 Secondary
Beijing Clearance Delivery: 121.600
Beijing Clearance Delivery: 121.650
Beijing Approach: 129.000
Capital Approach: 120.200
Capital Approach: 119.000
Beijing Approach: 119.425 Secondary
Beijing Approach: 120.600
Beijing Approach: 121.100
Beijing Approach: 124.400
Capital Approach: 125.050 Secondary
Beijing Approach: 125.500
Beijing Approach: 119.850

Beijing Approach: 125.800
Capital Approach: 126.100
Beijing Approach: 127.750 Secondary
Beijing Approach: 119.700
Beijing De-Icing Operations: 119.425
Beijing De-Icing Operations: 120.200

1. GENERAL

1.1. ATIS

D-ATIS Arrival 127.6
D-ATIS Departure 128.65

1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)

For RECAT-CN Separation Standards see ATC pages.

1.3. LOW VISIBILITY OPERATIONS (LVO)

1.3.1. LVO CRITERIA

RWY 01 meets LVO CAT II operating standards, RWY 36R meets LVO CAT II/IIIA operating standards.

During LVO CAT III operation, all arrival ACFT shall apply to APN or TWR for Follow-me.

During LVO CAT II operation, arrival and departure ACFT can apply to TWR for Follow-me.

When VIS is less than 800m or RVR of any RWY that can implement LVO is less than 550m, or when ceiling is less than 60m TWR will implement LVO procedures.

When RVR of RWY 36R is lower than 300m, and shows downward trend, TWR will implement CAT IIIA operation and select the RWY according following rules:

<table>
<tr><th>RVR (m)</th><th>RWY 36L</th><th>RWY 36R</th><th>RWY 01</th></tr>
<tr><td>550-400</td><td>take-off</td><td rowspan="3">take-off, landing</td><td rowspan="2">take-off, landing</td></tr>
<tr><td>400-300</td><td></td></tr>
<tr><td>300-200</td><td></td><td>take-off</td></tr>
<tr><td>200-175</td><td></td><td>HUD take-off, landing</td><td rowspan="3">HUD take-off</td></tr>
<tr><td>175-150</td><td></td><td>HUD take-off</td></tr>
<tr><td>150-90</td><td></td><td></td></tr>
</table>

1.3.2. LOW VISIBILITY TAKE-OFF BASED ON HUD

RWY 36R conducting take-off with RVR 150m based on HUD and RWY 01 conducting take-off with RVR 90m based on HUD shall satisfy following conditions:

- Special authorization for airlines, on-board HUD and crew members.

When conducting LVO, flight crew shall pay attention to ATIS and do self-check of HUD capabilities and weather conditions.

Flight crew shall report to ATC when applying for delivery clearance if it is capable of HUD take-off.

Flight crew will decide whether departure or not before entering into RWY according to the actual RVR situation. If flight crew decide to continue departing or taxiing back, Follow-me vehicle will detach or guide ACFT back.

All ACFT conducting take-off with HUD shall taxi on fixed route and be guided by Follow-me. For fixed routes refer to 10-9 charts.

During RWY 36R CAT IIIA operations, without any TWR permission, ACFT are forbidden to enter:

- TWY F (South of M7, including TWYs F0 thru F4, F7 between TWY F and TWY Z3).
- TWY G (South of T5, including TWYs T1 thru T4, G3 thru G7, W0 thru W4, E0 thru E6, A0 and A1 between TWY G and TWY H).

During RWY 01 conducting HUD RVR 90m take-off, without any TWR permission, ACFT are forbidden to enter:

- TWY K (South of TWY K7, including TWYs T1 thru T6, K3 thru K6, Y4, Y6, Q0 thru Q7 between TWY K and TWY J).

1. GENERAL

1.4. RWY OPERATIONS

General rules for use of RWYs:

- RWY 01/19 is mainly used for arrival.
- RWY 18L/36R is mainly used for departure.
- RWY 18R/36L is used for departure and arrival.

The three parallel RWYs will be used for departure upon departure rush hour.

The three parallel RWYs will be used for arrival upon arrival rush hour.

Daily from 2330-0530LT, landing on RWY 01 and take-off on RWY 19 prohibited.

During changing the direction of RWY-in-use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC shall inform ACFT about ground wind direction and speed and instruct downwind take-off or landing for short time. If pilot decides not to take off or land on downwind RWY due to performance limits, inform ATC immediately.

1.5. TAXI PROCEDURES

For taxiing routings refer to 10-9 charts.

180^ turnaround on TWYs is strictly forbidden.

Take-off and landing ACFT shall keep ADS-B equipment on while taxiing.

Set transponder on mode Sierra while taxiing.

RWY 18L/36R crossing rules:

- TWYs A0, A1, A8, A9 are available for crossing RWY 18L/36R.
  - Taxi following the instruction of GND Control to the holding position and hold short of RWY 18L/36R.
  - Request TWR Control for crossing clearance.
  - Verify any questions prior to crossing.
  - Repeat all the ATC instructions for clarity, then put in practice as soon as possible.
  - Finally, report to TWR Control 'RWY vacated'.

Flight crew shall monitor the TWR freq and watch the activities on the RWY 18L/36R and around.

While crossing RWY 18L/36R after the take-off ACFT, flight crew shall be responsible for the safety distance with the ACFT to avoid the effect of wake turbulence.

If failure to change the assigned GND frequency, stop prior to the intersection of the two GND sectors and contact the original GND frequency.

When a stop bar is extinguished but the centerline lights beyond the stop bar are not illuminated, or a conflict occurs between stop bar and ATC guidance, DO NOT cross the stop bar and contact ATC to reaffirm.

When a stop bar cannot be extinguished due to malfunction, radio communication will be used as follows:

a. Controller: (ACFT ID) stop bar unserviceable, cross red stop bar at (TWY number).
   Pilot: Cross red stop bar at (TWY number), (ACFT ID).
b. Controller: (ACFT ID) stop bar unserviceable, cross red stop bar, via (TWY number) line up RWY (RWY number).
   Pilot: Cross red stop bar, via (TWY number) line up RWY (RWY number), (ACFT ID).

Taxiing routes of special flight will be instructed by ATC.

Simultaneous taxiing on TWYs Y1 and Y2 (South part of TWY G1) is strictly forbidden.

When the mean wind speed reaches 10.8m/s or more at the APT, single engine taxi is strictly forbidden.

1. GENERAL

1.6. PARKING INFORMATION

Push-back required for all stands, except stands 251, 252, 261 thru 263, W103 thru W107, 816, 817 and 951 thru 958.

ACFT shall taxi in and be pushed back by tow tractors on stands W101, W206, W301, W306, W501 thru W511, W612 thru W623, N110, N124, N128, N214, 264, 267, 268, 622 thru 625 and 630 thru 640. Taxiing in and out by own power is strictly forbidden.

These stands are only available for ACFT parking, ground support activities such as passengers embarkation and disembarkation, refuelling, cargo loading and unloading is forbidden.

Visual docking guidance system available for stands at apron 3 thru 5. For other stands ACFT shall be guided by marshaller.

Wing lights of A330-200 are forbidden to turn on while rear door connecting with air bridge, contact Terminal Airfield Management Control Center for the clearance of turning on the wing lights and conduct after the air bridge retracted.

Taxi lights are forbidden to turn on unless the ground personnel have evacuated from the front of the taxi lights.

1.7. AUXILIARY POWER UNITS (APU)

APU alternative facility (include 400Hz power unit and ground air conditioner) using requirements.

For reducing carbon emission and noises, on stands 103 thru 116, 205 thru 240, 301 thru 337, 401, 403, 405 thru 411, 413, 451 thru 466, 501 thru 536, 551thru556, 558 thru 565, 701 thru 704, 711 thru 714, 721 thru 735, 818 thru 821, 931thru940, N101 thru N110, N121 thru N128, N201 thru N213, W201 thru W210, W301 and W311 shall follow the principle of 'use as much as possible', turn off APU and conncet 400Hz power unit and ground air conditioner system.

Except for the following special situation, ACFT is forbidden to use APU during parking at above stands:

- 400Hz power unit and air conditioning system is unserviceable;
- ACFT needs APU to start up engine;
- APU is under maintainance;
- In case of exceptional circumstance influencing the regularity and safety of operation, such as extreme weather.
- In case of strong winds stop using ground air conditioners. The equipment connected to the ACFT shall be removed immediately.
- In lightning conditions, ground power and air conditioning equipment shall not be connected and removed.

In order to improve the efficiency of APU alternative docking operation, Beijing Capital APT will provide APU alternative operation service by "default docking", i.e. after the ACFT has stopped, the maintenance personnel will give the permission to dock and start the equipment docking operation.

The docking operation will begin after the ACFT has stopped.

1.8. FUEL DUMPING AREA

For fuel dumping area refer to chart 10-3Z.

1.9. OTHER INFORMATION

RWYs 01 and 18R right-hand circuit.
Birds.

1. GENERAL

1.9.1. SIMULTANEOUS OPERATIONS ON PARALLEL RWYs

RWYs 36L, 36R and 01 may be used for dependent parallel ILS approaches.

RWYs 36L and 01 may be used for independent parallel approaches, if operating condition requirements are met.

All parallel RWYs may be used for independent parallel departures. In order to keep the safety separation, the ACFT departing from RWY 36R/18L shall follow SID or departure instruction after take-off. And it is forbidden to deflect to both sides. The ACFT departing from RWY 36L/18R or RWY 01/19 shall follow SID or departure instruction as soon as possible after take-off. And it is forbidden to deflect to RWY 36R/18L.

Landing ACFT shall vacate the RWY as soon as possible (within 50 seconds from flying over RWY THR to vacating the RWY), otherwise inform TWR controller before landing.

Upon receipt of APCH clearance, the pilot shall monitor the operating situations of other ACFT in the vicinity using airborne equipment such as ACAS and establish the visual separation as practicable. Then report "visual separation established" when the controller notifies the relative position to other ACFT.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

- MAX 280 KT when flying below FL 197 (6000m) and above 9850' (3000m).
- MAX 250 KT when flying at 9850' (3000m) or below.
- MIN 180 KT until 8NM from touchdown point.
- MIN 160 KT until 6NM from touchdown point.

If these speed limitations can not be implemented, report to ATC as soon as possible.

2.2. NOISE ABATEMENT PROCEDURES

RWY 01/19 operation restriction for night noise control, landing ACFT perhaps shall circle for holding, suggest to increase reserve fuel capacity during 2330-0100LT daily.

2.3. CAT II/IIIA OPERATIONS

RWY 01 is approved for CAT II operations, RWY 36R is approved for CAT II/IIIA operations. Special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

Requirements as follows to increase RWY operation capacity (this does not apply to wet or contaminated RWY):

- ACFT shall finish fully vacating the RWY within 50 seconds (70 seconds for heavy type or above) after flying over RWY THR.
- If crew suppose they cannot fulfill the process within the required time, they have to inform ATC while they are contacting final frequency (no later than base turn or before establishing the LOC).

After vacating RWY, especially under conditions of low visibility, report the RWY designation and TWY designation on initial contact with GND.

TWY C4 is used by ACFT turn to North from TWY P4.

TWY C5 is used by ACFT turn to South from TWY P5.

2. ARRIVAL

Operation during Snow Weather

Arriving ACFT with 4 engines (or more) shall keep the outside engines in idle state after vacating RWY until entering into stand.

For APN control areas refer to 10-9 pages. ACFT taxiing and other operations in the APN control area shall follow instructions of APN.

ACFT within APN control area shall contact APN for stands information and further taxiing clearance before entering apron.

2.5. OTHER INFORMATION

2.5.1. INDEPENDENT APPROACHES EMERGENCY AVOIDANCE FOR RWY 01

- ACFT beyond 5.4NM/10km from RWY THR, radar-vectoring, contact BEIJING Approach.
- ACFT within 5.4NM/10km from RWY THR, climb and maintain 1970'/600m, turn RIGHT, heading 090^. Contact BEIJING Approach.

2.5.2. EMERGENCY AVOIDANCE FOR RWY 18L

- ACFT climb along final course and maintain 6890'/2100m. Contact BEIJING Approach.

2.5.3. EMERGENCY AVOIDANCE FOR RWY 18R

- ACFT beyond 5.4NM/10km from RWY THR, radar-vectoring, contact BEIJING Approach.
- ACFT within 5.4NM/10km from TWY THR, climb and maintain 2960'/900m, turn RIGHT, heading 270^. Contact BEIJING Approach.

2.5.4. EMERGENCY AVOIDANCE FOR RWY 19

- ACFT beyond 5.4NM/10km from RWY THR, radar-vectoring, contact BEIJING Approach.
- ACFT within 5.4NM/10km from RWY THR, climb and maintain 1970'/600m, turn LEFT, heading 090^. Contact BEIJING Approach.

2.5.5. INDEPENDENT APPROACHES EMERGENCY AVOIDANCE FOR RWY 36L

- ACFT beyond 5.4NM/10km from RWY THR, climb and maintain 6890'/2100m, radar-vectoring. Contact BEIJING Approach.
- ACFT within 5.4NM/10km from RWY THR, climb and maintain 6890'/2100m, turn LEFT, heading 300^. Contact BEIJING Approach.

2.5.6. INDEPENDENT APPROACHES EMERGENCY AVOIDANCE FOR RWY 36R

- ACFT climb along final course and maintain 6890'/2100m. Contact BEIJING Approach.

2.5.7. INDEPENDENT VISUAL APPROACHES (IVA)

IVA may be used during parallel operations in RWY 36L/36R/01 or RWY 18R/18L/19 direction. Depending on meteorological conditions they may be initiated from a turning to final or from an ILS APCH once the pilot is visual.

Important instructions and advisory information for pilots:

- Report preceding ACFT and/or RWY in sight as soon as possible.
- ATC shall give IVA expectation and assigned RWY to flight crew at initial contact. If no objection, that has been accepted.
- Manage IAS on base leg to ensure you do not overshoot centerline and on final to keep the intervals between ACFT. Standard terminal area speeds apply, 180 KT 10NM from THR and 160 KT 5NM from THR. If flight crew cannot fulfil required speed, inform ATC immediately.
- Fly accurate headings when being vectored to final. The vector for final will not be greater than 30^.
- The phraseology will include "Cleared Independent Visual Approach".

2. ARRIVAL

- ATC will provide separations until cleared for a visual APCH. If ACFT is to follow a preceding ACFT to make the visual APCH, you will be responsible for the separation with the preceding ACFT, or you just have the RWY in sight to make the visual APCH but not the preceding ACFT, ATC will provide separations between you and the preceding ACFT.
- It is not necessary to apply any other type of separation with the other ACFT approaching on adjacent final after one ACFT is cleared for an IVA.
- Once the visual APCH has been issued and pilot has acknowledged receipt of the visual APCH clearance, the separation between ACFT and obstacles is in the charge of the flight crew.
- Do not pass through your assigned RWY centerline. Other ACFT will be operating on the adjacent APCH.
- ATC will provide type and wake turbulence category of preceding ACFT for all landing ACFTs which are tailing after heavy ACFTs and above (or B757).
- If necessary, ATC shall inform the traffic information of other relevant ACFT.
- Flight crew must respond to any TCAS alert in accordance with the procedures in the ACFT's flight manual.
- Accurately track extended RWY centerline during final.
- 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 final APCH course for the RWY assigned, then an ACFT shall initiate a turn in order to track the extended centerline of the RWY assigned and contact TWR.
- All medium ACFTs and below shall fully vacate RWY within 50 seconds after touchdown, and all heavy ACFTs and above shall fully vacate RWY within 70 seconds after touchdown. If flight crew cannot fulfil the process within the required time, pilot shall inform ATC in advance.

3. DEPARTURE

3.1. DEPARTURE CLEARANCE VIA DATA LINK (DCL)

DCL service provided by TWR will be put into use. Pilot shall request DCL 30 minutes in prior before ETD.

3.2. DE-ICING

3.2.1. GENERAL

Two ways applied for de-icing:

- De-icing at de-icing positions;
- De-icing at stands.

Contact TWR or AOC to confirm de-icing way.

When exiting de-icing stands, aircrew shall control throttle carefully, avoiding exhausted gas causing damage to support personnel and equipment.

If APU failure is detected for engine-off ACFT, aircrew shall report to TWR before push-back and contact AOC to apply for de-icing at parking stand and de-icing vehicle. When APU fails during de-icing at de-icing position, aircrew shall report to de-icing guide immediately and operate with suggestions.

3.2.2. DE-ICING AT DE-ICING POSITIONS

3.2.2.1. DE-ICING DEMAND

Before applying for delivery clearance, ACFT with de-icing demand shall report to AOC, then report to Delivery the de-icing demands.

3. DEPARTURE

3.2.2.2. PUSH-BACK AND TAXIING

ACFT shall follow ATC instructions to push back and taxi to de-icing holding position.

3.2.2.3. DE-ICING HOLDING

Refer also to 10-9 pages for depiction of de-icing areas and holding positions.

RWY	Corresponding De-icing Area	Holding Position Number	Light Guidance available	Line-up	De-icing Frequency (MHz)
36L	1 (W211 thru W213)	11	Yes	TWY Z2 (East of TWY Z7)	128.200
		12	Yes	TWY D1 (North of TWY C1)	
36R	2 (706 thru 710)	21	Yes	TWY Z9 (South of TWY F4)	128.200
		23	Yes	TWY Z3 (North of TWY F7)	
36R	3 (G1, G2, 371 thru 373)	31	Yes	TWY Y2 (South of TWY G1)	127.025
		32	Yes	TWY Y2 (North of TWY U6)	
01	4 (K1, K2, 381, 382)	41	Yes	TWY Y5 (South of TWY K1)	126.225
		42	Yes	TWY Y5 (North of TWY U9)	
18L/R	7 (W103 thru W107, D2)	71	Yes	TWY D4 (South of TWY S4)	128.200
		72	Yes	TWY S4 (East of TWY D4)	
18L	8 (951 thru 954)	81	Yes	TWY H (South of TWY J5)	127.025
19	9 (955 thru 958)	91	Yes	TWY J (South of TWY J6)	126.225

ACFT shall follow the light to the de-icing stands when "flight number, FOLLOW THE LIGHT" is displayed.

If the light guidance of the deicing holding position is not available, ACFT waiting at the deicing holding position shall follow the Follow-me vehicle to the deicing stands.

3.2.2.4. ENGINE IDLE DE-ICING

No marshaller guidance. Follow the guidance to de-icing stands.

Observe "STOP" sign on the ground at LEFT side (10m/33' of RWY centerline). When "STOP" sign at 9 o'clock direction of left pilot, brake and keep engine idle. When ACFT arrived de-icing holding position, aircrew shall change one VHF equipment according to table 3.2.2.3. and contact engine idle de-icing guide via VHF, then confirm de-icing/anti-icing demand with de-icing guide.

When ACFT parked already, keep idle set parking brake and do de-icing preparations.

During de-icing period, aircrew shall keep engine idle, ACFT is prohibited to get moved, and keep engine idle de-icing frequency on.

If aircrew fails to contact personnel via VHF, turn off engine and turn on all lights on ACFT to inform de-icing guide.

3. DEPARTURE

When de-icing is completed, obtain change frequency clearance from de-icing guide and contact APN applying for taxiing out of de-icing stand.

If engine turned off during engine idle de-icing, engine-off de-icing shall be implemented with the instructions of de-icing guide.

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

Departure ACFT shall not apply for ATC delivery clearance 30 minutes earlier than ETD (target TSAT when CDM works).

ACFT shall contact Aerodrome Delivery Control for departure clearance not earlier than 10 minutes prior to push out for engine start-up.

Fast engine run-ups in the vicinity of boarding bridges, on apron or TWYs are strictly forbidden.

For APN control areas refer to 10-9 pages. ACFT push-back, start-up, taxiing and other operations in the APN control area shall follow instructions of APN.

Within APN control areas ACFT pushing back shall:

- Obtain delivery, push-back and start-up clearance from delivery when ACFT standby.
- Flight crew shall inform stand number on initial contact with APN.
- ACFT shall push back and start up after APN clearance. Push-back direction and procedures shall be verified with APN. Follow APN instructions within 5 minutes, otherwise re-apply.
- Obtain taxiing clearance from APN after pushing back.

Requirements as follows to increase RWY operation capacity (this does not apply to wet or contaminated RWY):

- While preceding ACFT is departing or if RWY is not occupied, ACFT shall finish RWY alignment within 45 seconds (60 seconds for RWY 18L/36R) after receiving ATC instructions of entering RWY.
- While preceding ACFT is landing, ACFT shall finish RWY alignment within 50 seconds after receiving ATC instructions of entering RWY.
- If crew suppose they cannot fulfill the process within the required time, they have to inform ATC before reaching RWY holding point.

Operation during Snow Weather:

Departing ACFT with 4 engines (or more) shall keep the outside engines in idle state after pushing out until entering into RWY.

3.4. NOISE ABATEMENT PROCEDURES

Beijing Capital uses NADP1 issued by ICAO.

Upon condition of ensuring the safety of flight, all pilots are required to execute the following noise abatement procedures:

Take-off to 500m (1650')	- Take-off power; - take-off flaps; - climb at V_2 + 20km/h (10 KT).
At 500m (1650')	- Reduce engine power to climb thrust and maintain the original flaps and speed.
At 950m (3120')	- Complete transition to normal enroute climb speed and retract flaps.

3.5. RWY OPERATIONS

ACFT shall take off immediately after receiving take-off clearance by ATC, and keep watch on TWR frequency for further instructions.

D-ATIS	Apt Elev
127.6	115

Alt Set: hPa Trans level: FL118
1. RADAR required. 2. GNSS required. 3. RNAV1.
4. Confirm compliance with RNAV procedure on initial contact.

AVBOX 8ZA [AVB8ZA], DUGEB 8YA [DUG8YA]
DUGEB 8ZA [DUG8ZA], DUMAP 8ZA [DUM8ZA]
RNAV ARRIVALS
(RWYS 18L/R, 19)

.SPEED: MAX 280 KT WITHIN BEIJING TMA

STAR	ROUTING
AVBOX 8ZA	AVBOX (FL177-; FL167+) - AA548 (FL177-) - AA547 (FL167-) - AA546 - AA545 (FL138+) - AA544 - AA543 (6890+) - AA522 (5910-) - AA521 (K210-; 3940+).
DUGEB 8YA	DUGEB (FL177-; FL167+) - AA568 - AA567 - AA566 (FL167+) - AA565 (FL148+) - AA564 - AA563 - AA562 (9850+) - AA561 (8860+) - AA582 (8860+) - AA581 (K210-; 4930+).
DUGEB 8ZA	DUGEB (FL177-; FL167+) - AA568 - AA567 - AA566 (FL167+) - AA565 (FL148+) - AA564 - AA563 - AA582 (8860+) - AA581 (K210-; 4930+).
DUMAP 8ZA	DUMAP (FL177-; FL167+) - AA548 (FL177-) - AA547 (FL167-) - AA546 - AA545 (FL138+) - AA544 - AA543 (6890+) - AA522 (5910-) - AA521 (K210-; 3940+).

FL CONVERSION

FL177	FL5400m
FL167	FL5100m
FL148	FL4500m
FL138	FL4200m
FL118	FL3600m

FT/METER CONVERSION
QNH

9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m

AA561 8860
AA582 8860
AA581 4930 MAX 210 KT
AA521 3940 MAX 210 KT
AA562 9850
AA563
AA522 5910
AA564
AA544
AA543 6890
AA565 FL148
AA566 FL167
AA567
AA545 FL138
AA546
AA568
AA547 FL167
AA548 FL177
DUGEB FL177 FL167
AVBOX FL177 FL167
DUMAP FL177 FL167

PEK VOR
DXG VOR
TAJ VOR
PEK
DXG
TAJ
GUANZHUANG PEK
DAXING DXG
TIANJIN TAJ
BEIJING Daxing ZBAD
TIANJIN Binhai ZBTJ
ZB(P)-801
No ACFT is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
BEIJING TMA
MHA 9850
MHA FL167
CONTOUR INTERVALS 8000 6000 4000 2000
NOT TO SCALE

ZBAA/PEK
CAPITAL .Eff.13.Jul.1600Z.
8 JUL 22 10-2
JEPPESEN

BEIJING, PR OF CHINA .RNAV.STAR.
AVBOX 8ZA [AVB8ZA]
DUGEB 8YA [DUG8YA]
DUGEB 8ZA [DUG8ZA]
DUMAP 8ZA [DUM8ZA]
RNAV ARRIVALS (RWYS 18L/R, 19)

CHANGES: Crossings.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118
127.6	115	1. RADAR required. 2. GNSS required. 3. RNAV1. 4. Confirm compliance with RNAV procedure on initial contact.

AVBOX 9ZA [AVB9ZA], DUGEB 9ZA [DUG9ZA] DUMAP 9ZA [DUM9ZA] RNAV ARRIVALS (RWYS 01, 36L/R)

.SPEED: MAX 280 KT WITHIN BEIJING TMA

STAR	ROUTING
AVBOX 9ZA	AVBOX (FL177-; FL167+) - AA443 (FL148+) - AA442 (8860+) - AA441 (K210-; 7880+).
DUGEB 9ZA	DUGEB (FL177-; FL167+) - AA444 (FL167+) - AA443 (FL148+) - AA442 (8860+) - AA441 (K210-; 7880+).
DUMAP 9ZA	DUMAP (FL177-; FL167+) - AA429 - AA428 (FL177-; FL167+) - AA427 - AA426 (FL138+) - AA425 - AA422 (6890+) - AA421 (K210-; 4930-).

FL CONVERSION

FL177	FL5400m
FL167	FL5100m
FL148	FL4500m
FL138	FL4200m
FL118	FL3600m

FT/METER CONVERSION

QNH

8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
4930'	-	1500m

PEK VOR
6300
5300
3800
3000
5600
DXG VOR
TAJ VOR
3000
3000
PEK
GUANZHUANG
114.7 PEK
DXG
DAXING
115.35 DXG
TAJ
TIANJIN
112.1 TAJ
TIANJIN Binhai ZBTJ
ZB(P)-801
No ACFT is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
BEIJING Daxing ZBAD
7281
AA425
AA422
6890
(IAF)
AA441
7880
MAX
210 KT
(IAF)
AA421
4930
MAX
210 KT
AA442
8860
AA443
FL148
AA444
FL167
AA426
FL138
AA427
AA428
FL177
FL167
AA429
DUGEB
FL177
FL167
AVBOX
FL177
FL167
DUMAP
FL177
FL167
MHA FL167
MHA FL167
MHA FL167
BEIJING TMA
NOT TO SCALE
CONTOUR INTERVALS
8000
6000
4000
2000

ZBAA/PEK CAPITAL
JEPPESEN 8 JUL 22 (10-2A) Eff.13.Jul.1600Z.
BEIJING, PR OF CHINA .RNAV.STAR.
AVBOX 9ZA [AVB9ZA] DUGEB 9ZA [DUG9ZA] DUMAP 9ZA [DUM9ZA] RNAV ARRIVALS (RWYS 01, 36L/R)

BEIJING, PR OF CHINA
.RNAV.STAR.

D-ATIS	Apt Elev
127.6	116

Alt Set: hPa Trans level: FL118

RNAV1 GNSS

1. RADAR required.
2. Confirm compliance with RNAV procedure on initial contact.

GUVBA 8ZA [GUV8ZA]
OSUBA 8ZA [OSU8ZA]
RNAV ARRIVALS
(RWYS 18L/R, 19)

.SPEED: MAX 280 KT WITHIN BEIJING TMA

STAR	ROUTING
GUVBA 8ZA	GUVBA (FL148-; FL138+) - AA561 (8860+) - AA582 (8860+) - AA581 (K210-; 4930+).
OSUBA 8ZA	OSUBA (FL128-; FL118+) - AA525 (FL118-) - AA524 (9850-) - AA523 (6890-) - AA522 (5910-) - AA521 (K210-; 3940+).

3000

MSA 112.1 TAJ VOR

FL CONVERSION

FL148	FL4500m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION

QNH

9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m

GUVBA
FL148
FL138

AA561
8860

AA582
8860

(IAF)
AA581
4930
MAX
210 KT

(IAF)
AA521
3940
MAX
210 KT

AA524
9850

AA525
FL118

OSUBA
FL128
FL118

AA523
6890

AA522
5910

MHA FL118

MHA 9850

BEIJING TMA

PEK VOR

DXG VOR

PEK
GUANGHUANG
114.7 PEK

BEIJING
Daxing
ZBAD

DXG
DAXING
115.6 DXG

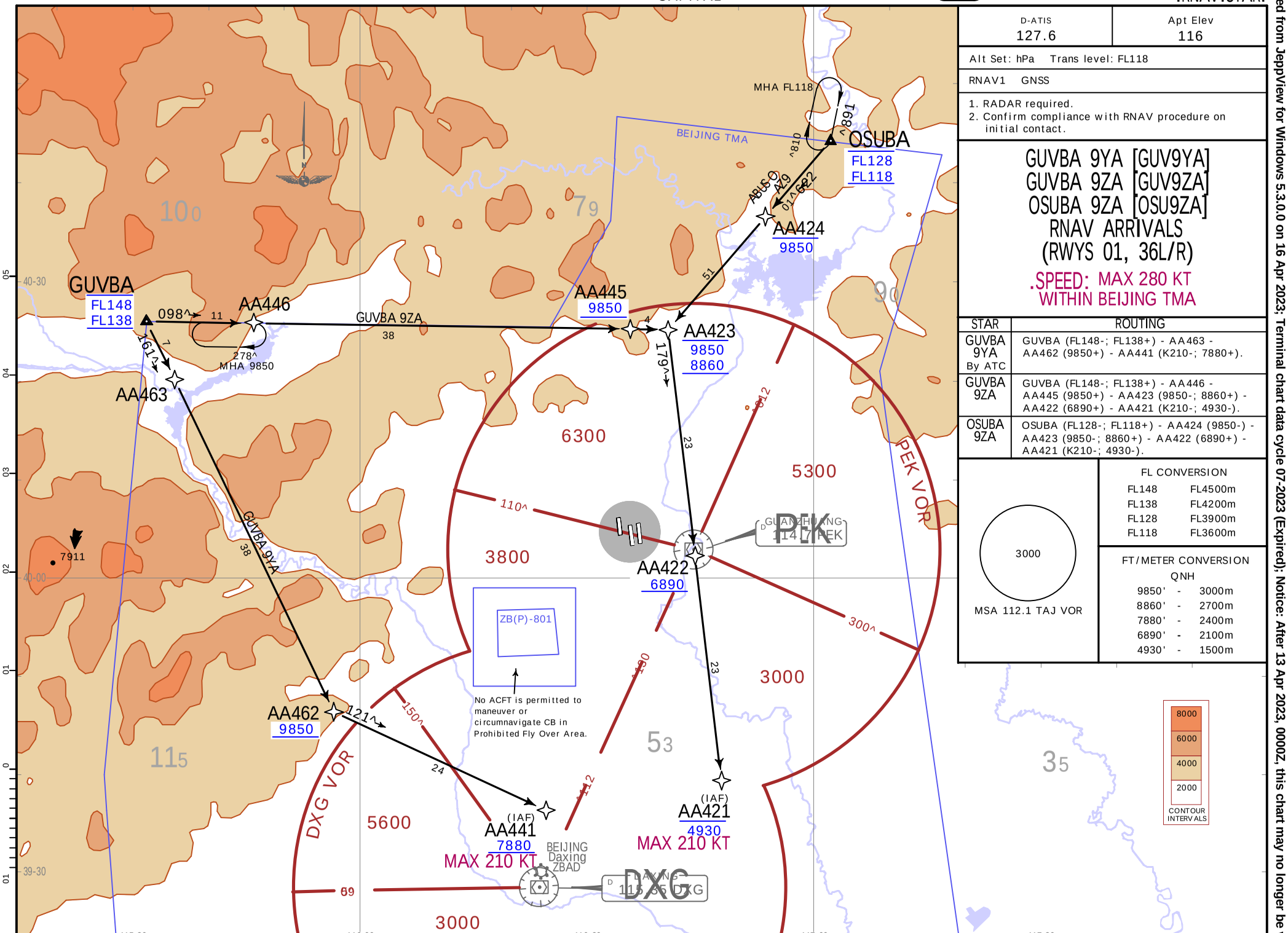
ZB(P)-801

No ACFT is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.

6300
5300
3800
3000
5600
3000

CONTOUR INTERVALS
8000
6000
4000
2000

CHANGES: Crossing at AA561.



D-ATIS	Apt Elev
127.6	116

Alt Set: hPa Trans level: FL118

RNAV1 GNSS

1. RADAR required.
2. Confirm compliance with RNAV procedure on initial contact.

GUVBA 9YA [GUV9YA]
GUVBA 9ZA [GUV9ZA]
OSUBA 9ZA [OSU9ZA]
RNAV ARRIVALS
(RWYS 01, 36L/R)

.SPEED: MAX 280 KT WITHIN BEIJING TMA

STAR	ROUTING
GUVBA 9YA By ATC	GUVBA (FL148-; FL138+) - AA463 - AA462 (9850+) - AA441 (K210-; 7880+).
GUVBA 9ZA	GUVBA (FL148-; FL138+) - AA446 - AA445 (9850+) - AA423 (9850-; 8860+) - AA422 (6890+) - AA421 (K210-; 4930-).
OSUBA 9ZA	OSUBA (FL128-; FL118+) - AA424 (9850-) - AA423 (9850-; 8860+) - AA422 (6890+) - AA421 (K210-; 4930-).

3000

MSA 112.1 TAJ VOR

FL CONVERSION

FL148	FL4500m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION
QNH

9850'	-	3000m
8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
4930'	-	1500m

8000
6000
4000
2000
CONTOUR INTERVALS

CHANGES: Use of waypoint AA446.

BEIJING, PR OF CHINA
.RNAV.SID.

Apt Elev
115

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required. 2. GNSS required.
3. RNAV1.
4. Confirm compliance with RNAV procedure on initial contact.
5. Departure turn before DER is prohibited.

BOTPU 8XD [BOT8XD]
BOTPU 8YD [BOT8YD]
BOTPU 8ZD [BOT8ZD]
RNAV DEPARTURES

AA514
FL138
FL128

AA515
FL157

AA513
6890

AA512
3940

AA511
MAX 205 KT
990

AA571
2960

AA572
4930

AA573
7880

AA574
FL128
9850

AA576
FL138

BOTPU
FL157

7491

PEK VOR
DXG VOR

GUANGZHOU
114.7 PEK

BEIJING
Daxing
ZBAD

DXG

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ZB(P)-801

(Climb gradient 3.5%)

BOTPU 8XD

DZ UPT CB

6300
5300
3000
3800
5600

3000
MSA 112.1 TAJ VOR

FT / METER CONVERSION
QNH

500'	-	150m
990'	-	300m
2960'	-	900m
3940'	-	1200m
4930'	-	1500m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL128	FL3900m
FL138	FL4200m
FL157	FL4800m

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

SID	RWY	ROUTING
BOTPU 8XD	18L	(500+) - AA511 (K205-; 990+) - AA512 (3940+) - AA513 (6890+) - AA514 (FL128+; FL138-) - AA515 (FL157+) - BOTPU (FL157+).
BOTPU 8YD	19	
BOTPU 8ZD	18R	(500+) - AA571 (2960+) - AA572 (4930+) - AA573 (7880+) - AA574 (9850+; FL128-) - AA576 (FL138+) - BOTPU (FL157+).

8000
6000
4000
2000
CONTOUR INTERVALS

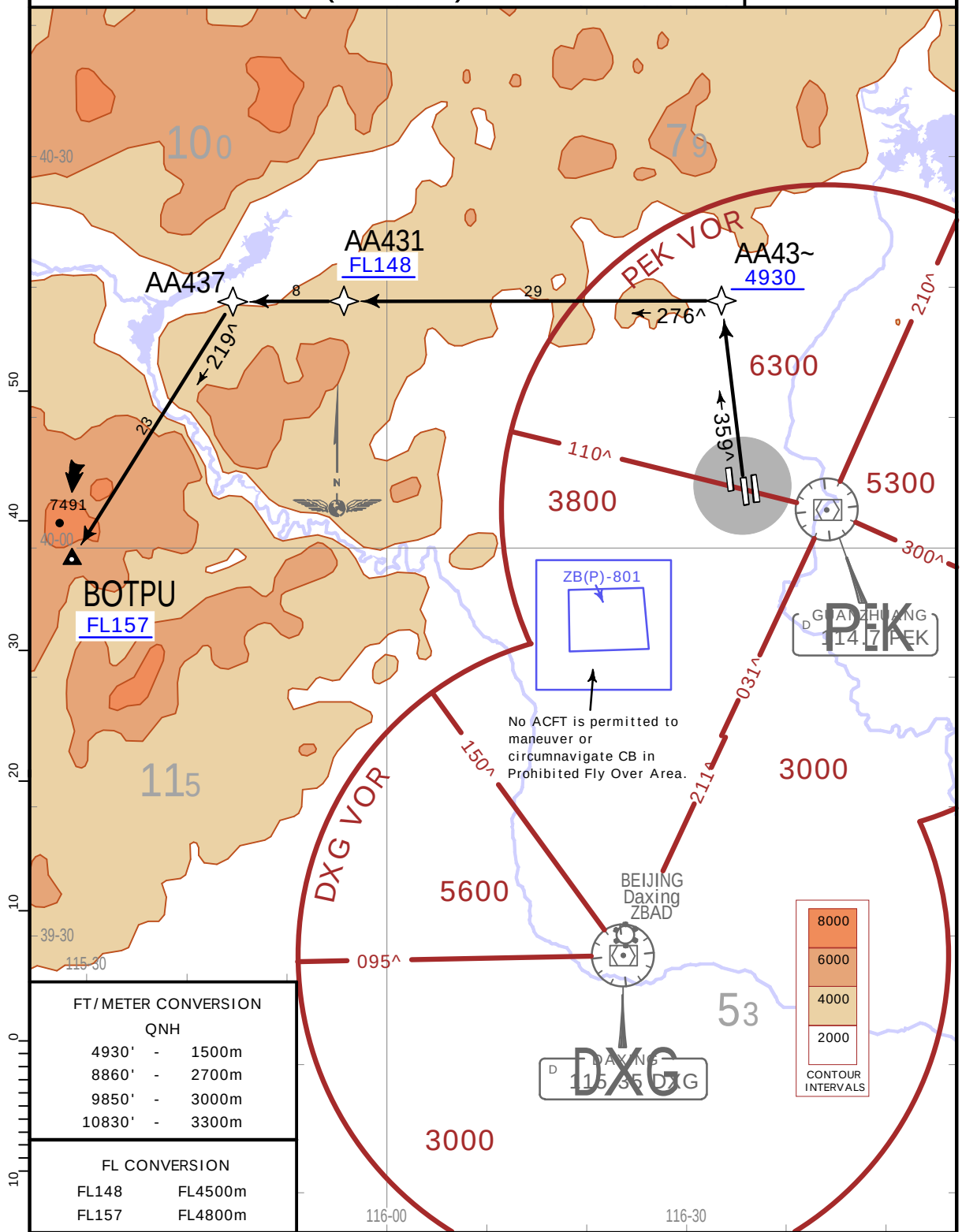
CHANGES: Crossing at BOTPU.

Apt Elev
115

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required. 2. GNSS requied. 3. RNAV1.
4. Confirm compliance with RNAV procedure on initial contact.
5. Departure turn before DER is prohibited.

3000
MSA 112.1 TAJ VOR

BOTPU 9ZD [BOT9ZD]
RNAV DEPARTURE
(RWY 36R)



FT/METER CONVERSION
QNH

4930'	-	1500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL148	FL4500m
FL157	FL4800m

ROUTING

AA43~ (4930+) - AA431 (FL148+) - AA437 - BOTPU (FL157+).

CHANGES: Crossings.

Apt Elev
115

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required. 2. GNSS required. 3. RNAV1.
4. Confirm compliance with RNAV procedure on initial contact.
5. Departure turn before DER is prohibited.

MSA 115.35 DXG VOR
3800
150^
211^
5600
095^
3000

MSA 112.1 TAJ VOR
3000

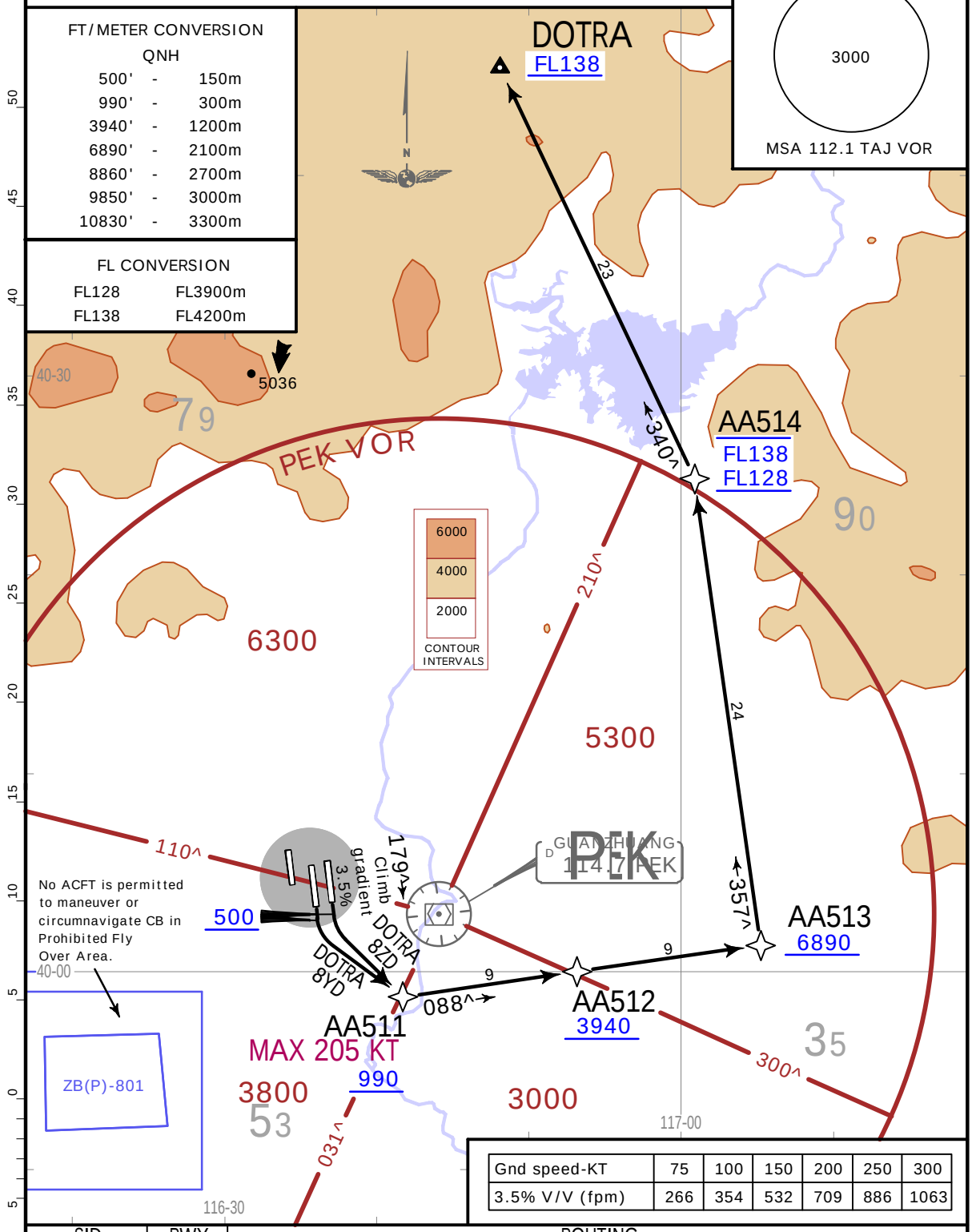
DOTRA 8YD [DOT8YD]
DOTRA 8ZD [DOT8ZD]
RNAV DEPARTURES

FT/METER CONVERSION
QNH

500'	-	150m
990'	-	300m
3940'	-	1200m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL128	FL3900m
FL138	FL4200m



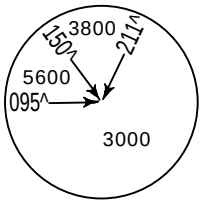
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

SID	RWY	ROUTING
DOTRA 8YD	18L	(500+) - AA511 (K205-; 990+) - AA512 (3940+) - AA513 (6890+) - AA514 (FL128+; FL138-) - DOTRA (FL138+).
DOTRA 8ZD	19	

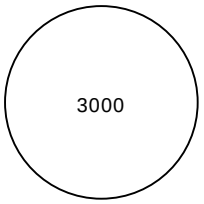
CHANGES: None.

Apt Elev
115

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required. 2. GNSS required. 3. RNAV1.
4. Confirm compliance with RNAV procedure on initial contact.
5. Departure turn before DER is prohibited.



MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

DOTRA 9YD [DOT9YD]
DOTRA 9ZD [DOT9ZD]
RNAV DEPARTURES

FT/METER CONVERSION

QNH

760'	-	230m
2960'	-	900m
3940'	-	1200m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m

DOTRA
FL138
AA414
FL118
AA412
FL138
9850
AA41~
3940
AA411
6890
AA171
AA172
2960
3940
760
5036
PEK VOR
6000
4000
2000
CONTOUR INTERVALS
6300
5300
3800
3000
16
340^
7
210^
9
357^
12
088^
11
072^
090^
DOTRA 9YD
DOTRA 9ZD
8
359^
110^
3.5% Climb gradient
No ACFT is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
ZB(P)-801
GUANZHUANG
114.7 PEK
031^
300^
40-30
40-00
116-30
117-00

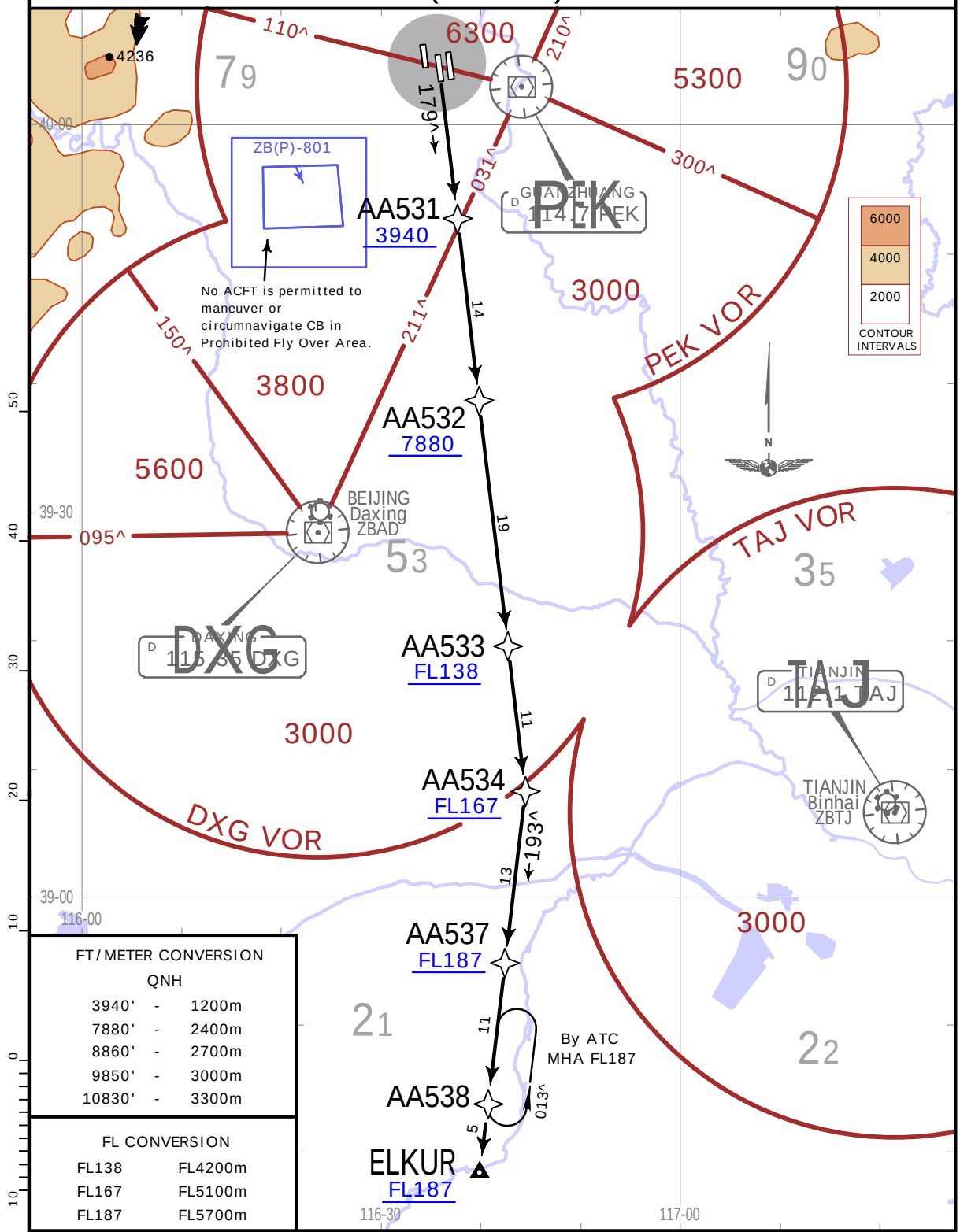
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

SID	RWY	ROUTING
DOTRA 9YD	36R	(3940+) - AA41~ (3940+) - AA411 (6890+) - AA412 (9850+; FL138-) - AA414 (FL118+) - DOTRA (FL138+).
DOTRA 9ZD	01	(760+) - AA171 - AA172 (2960+) - AA411 (6890+) - AA412 (9850+; FL138-) - AA414 (FL118+) - DOTRA (FL138+).

CHANGES: Speed restriction at AA411 withdrawn.

Apt Elev	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below	1. RADAR required. 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.
116	RNAV1 GNSS	

ELKUR 8ZD [ELK8ZD]
RNAV DEPARTURE
(RWY 18L)



FT/METER CONVERSION QNH	
3940'	1200m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL138	FL4200m
FL167	FL5100m
FL187	FL5700m

ROUTING

AA531 (3940+) - AA532 (7880+) - AA533 (FL138+) - AA534 (FL167+) - AA537 (FL187+) - AA538 - ELKUR (FL187+).

CHANGES: Use of waypoint AA538.

Apt Elev 116

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

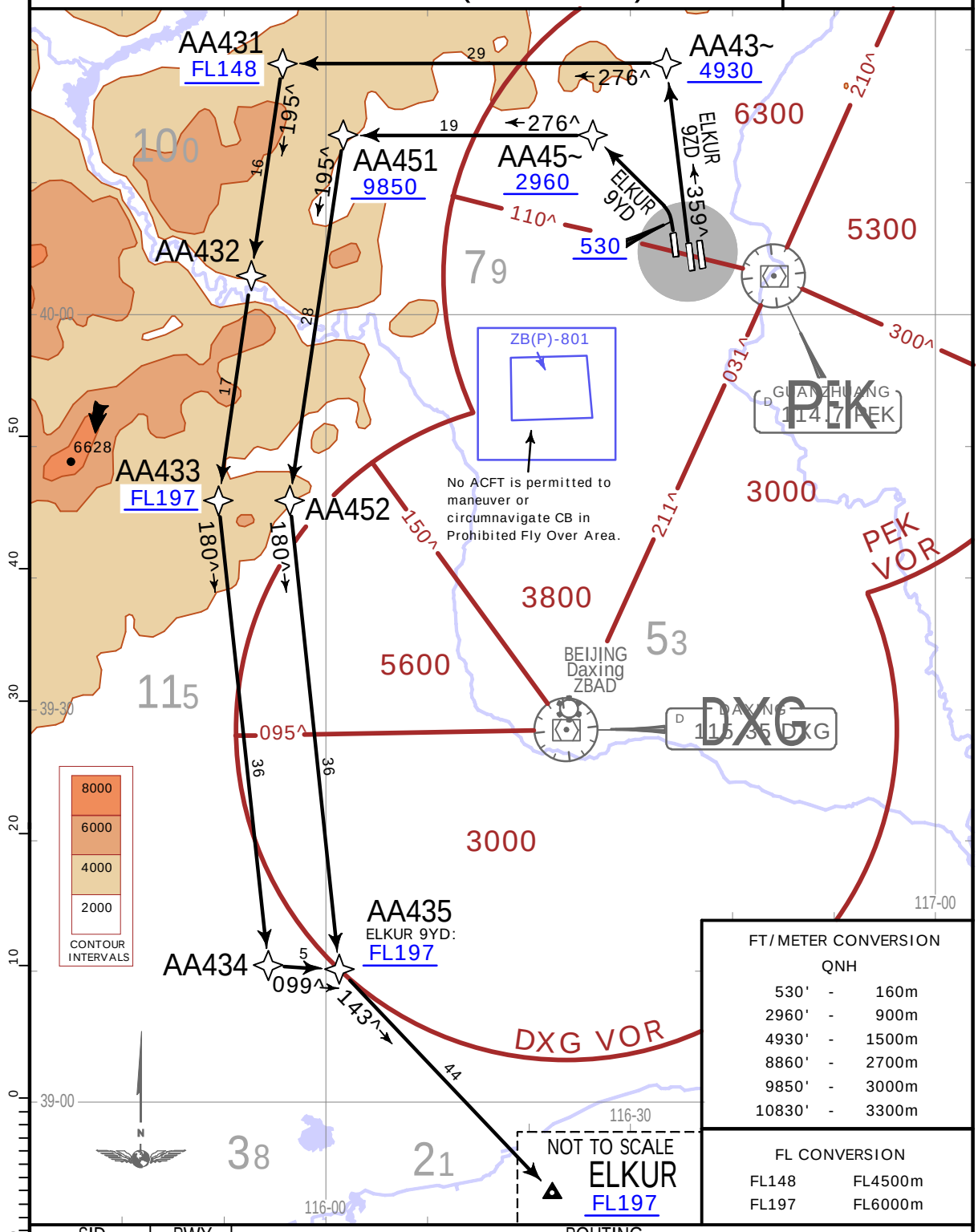
RNAV1 GNSS

1. RADAR required.
2. Confirm compliance with RNAV procedure on initial contact.
3. Departure turn before DER is prohibited.

3000

MSA
112.1 TAJ VOR

ELKUR 9YD [ELK9YD], ELKUR 9ZD [ELK9ZD] RNAV DEPARTURES (RWYS 36L/R)



FT/METER CONVERSION
QNH

530'	-	160m
2960'	-	900m
4930'	-	1500m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL148	FL4500m
FL197	FL6000m

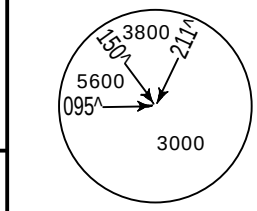
SID	RWY	ROUTING
ELKUR 9YD	36L	(530+) - AA45~ (2960+) - AA451 (9850+) - AA452 - AA435 (FL197+) - ELKUR (FL197+).
ELKUR 9ZD	36R	AA43~ (4930+) - AA431 (FL148+) - AA432 - AA433 (FL197+) - AA434 - AA435 - ELKUR (FL197+).

CHANGES: None.

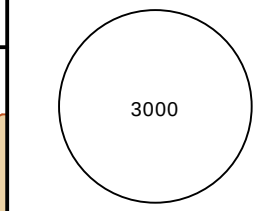
Apt Elev
115

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required. 2. GNSS required. 3. RNAV1.
4. Confirm compliance with RNAV procedure on initial contact.
5. Departure turn before DER is prohibited.

IDKEX 8YD [IDK8YD]
IDKEX 8ZD [IDK8ZD]
RNAV DEPARTURES



MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

IDKEX
FL138
182^
002^
MHA FL148
4765
116-30
30
N
40-30
PEK VOR
323^
AA514
FL138
FL128
210^
24
357^
AA513
6890
9
AA512
3940
088^
AA511
MAX 205 KT
990
3800
3000
5300
6300
7 9
9 0
3 5
5 3
6000
4000
2000
CONTOUR INTERVALS
110^
179^
Climb gradient 3.5%
IDKEX 8ZD
IDKEX 8YD
500
No ACFT is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
ZB(P)-801
GUANZHUANG
114.7 PEK
PEK
300^
031^
117-00
40-00
116-30

FT/METER CONVERSION
QNH

500'	-	150m
990'	-	300m
3940'	-	1200m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL128	FL3900m
FL138	FL4200m
FL148	FL4500m

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

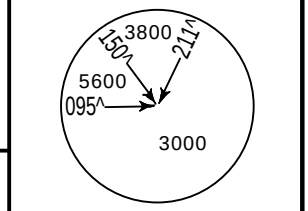
SID	RWY	ROUTING
IDKEX 8YD	18L	(500+) - AA511 (K205-; 990+) - AA512 (3940+) - AA513 (6890+) - AA514 (FL128+; FL138-) - IDKEX (FL138+).
IDKEX 8ZD	19	

CHANGES: None.

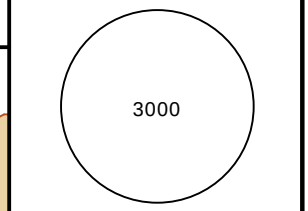
Apt Elev
115

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required. 2. GNSS required. 3. RNAV1.
4. Confirm compliance with RNAV procedure on initial contact.
5. Departure turn before DER is prohibited.

IDKEX 9YD [IDK9YD]
IDKEX 9ZD [IDK9ZD]
RNAV DEPARTURES



MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

FT/METER CONVERSION
QNH

760'	-	230m
2960'	-	900m
3940'	-	1200m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

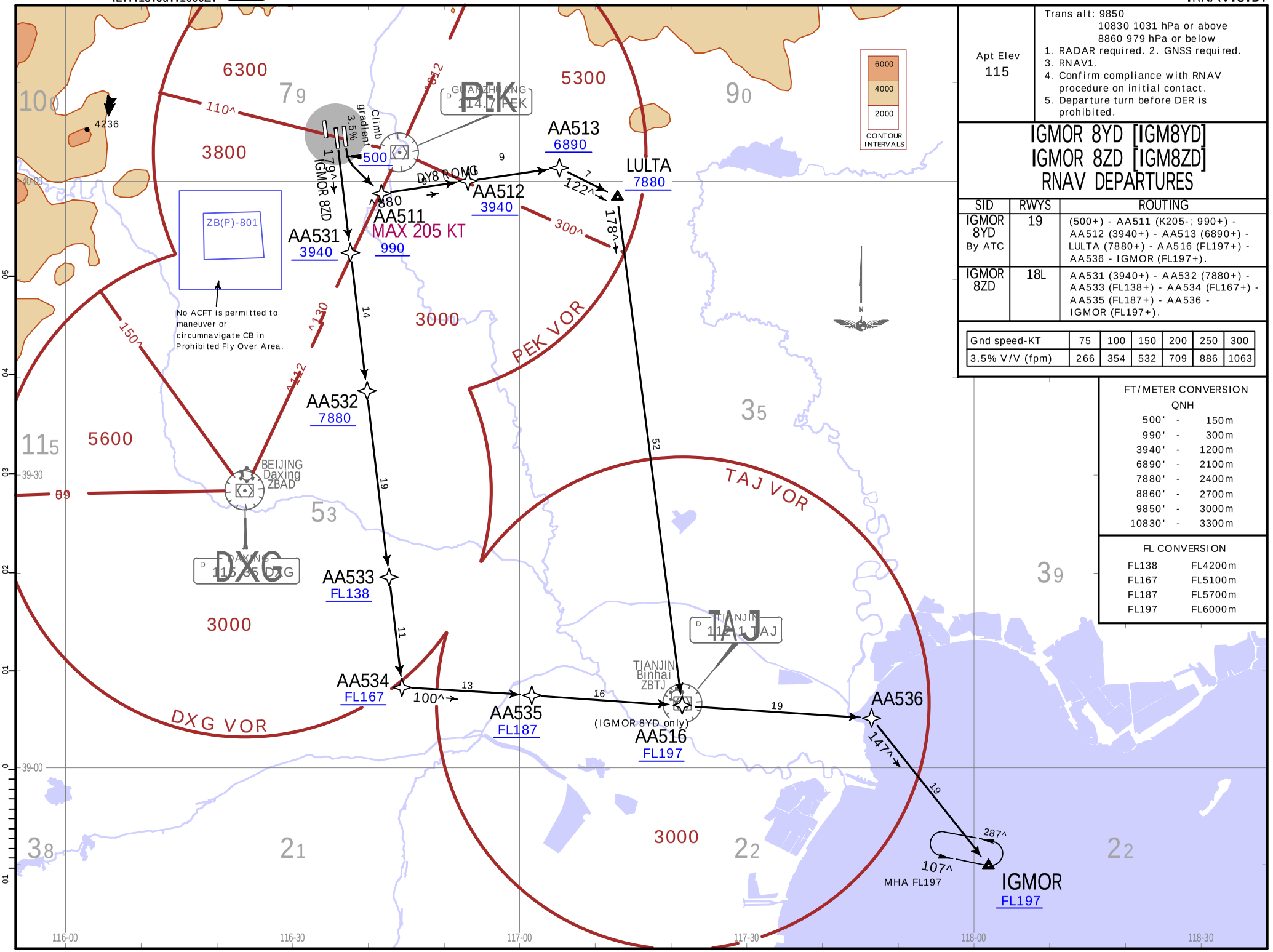
FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL148	FL4500m

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

SID	RWY	ROUTING
IDKEX 9YD	36R	(3940+) - AA41~ (3940+) - AA411 (6890+) - AA412 (9850+; FL138-) - AA413 (FL118+) - IDKEX (FL138+).
IDKEX 9ZD	01	(760+) - AA171 - AA172 (2960+) - AA411 (6890+) - AA412 (9850+; FL138-) - AA413 (FL118+) - IDKEX (FL138+).

CHANGES: Speed restriction at AA411 withdrawn.



Apt Elev
115

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required. 2. GNSS required.
3. RNAV1.
4. Confirm compliance with RNAV procedure on initial contact.
5. Departure turn before DER is prohibited.

IGMOR 8YD [IGM8YD]
IGMOR 8ZD [IGM8ZD]
RNAV DEPARTURES

SID	RWYS	ROUTING
IGMOR 8YD By ATC	19	(500+) - AA511 (K205-; 990+) - AA512 (3940+) - AA513 (6890+) - LULTA (7880+) - AA516 (FL197+) - AA536 - IGMOR (FL197+).
IGMOR 8ZD	18L	AA531 (3940+) - AA532 (7880+) - AA533 (FL138+) - AA534 (FL167+) - AA535 (FL187+) - AA536 - IGMOR (FL197+).

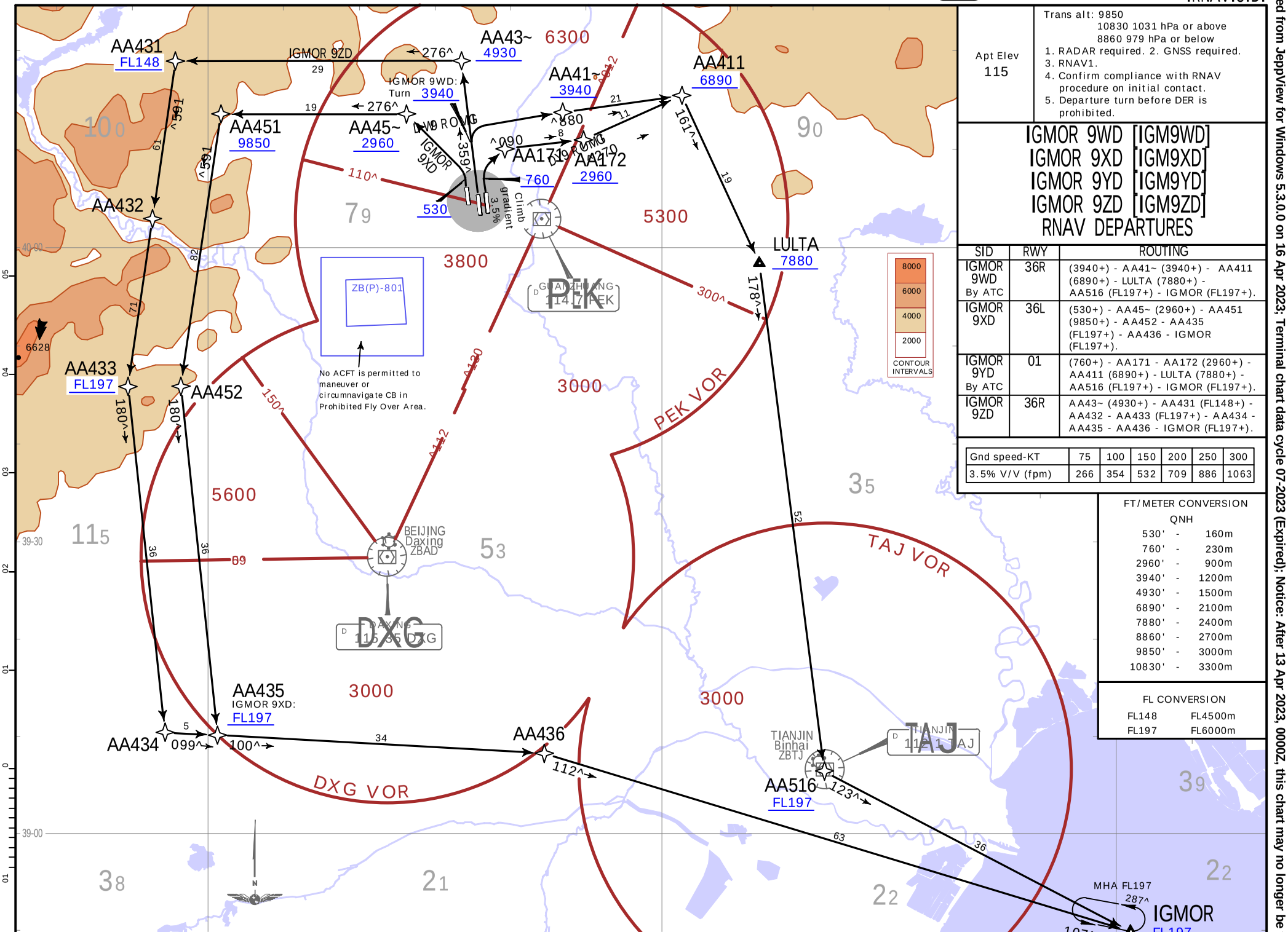
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

FT/METER CONVERSION
QNH

500'	-	150m
990'	-	300m
3940'	-	1200m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL138	FL4200m
FL167	FL5100m
FL187	FL5700m
FL197	FL6000m



Apt Elev
115

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required. 2. GNSS required.
3. RNAV1.
4. Confirm compliance with RNAV procedure on initial contact.
5. Departure turn before DER is prohibited.

IGMOR 9WD [IGM9WD]
IGMOR 9XD [IGM9XD]
IGMOR 9YD [IGM9YD]
IGMOR 9ZD [IGM9ZD]
RNAV DEPARTURES

SID	RWY	ROUTING
IGMOR 9WD By ATC	36R	(3940+) - AA41~ (3940+) - AA411 (6890+) - LULTA (7880+) - AA516 (FL197+) - IGMOR (FL197+).
IGMOR 9XD	36L	(530+) - AA45~ (2960+) - AA451 (9850+) - AA452 - AA435 (FL197+) - AA436 - IGMOR (FL197+).
IGMOR 9YD By ATC	01	(760+) - AA171 - AA172 (2960+) - AA411 (6890+) - LULTA (7880+) - AA516 (FL197+) - IGMOR (FL197+).
IGMOR 9ZD	36R	AA43~ (4930+) - AA431 (FL148+) - AA432 - AA433 (FL197+) - AA434 - AA435 - AA436 - IGMOR (FL197+).

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

FT/METER CONVERSION
QNH

530'	-	160m
760'	-	230m
2960'	-	900m
3940'	-	1200m
4930'	-	1500m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL148	FL4500m
FL197	FL6000m

CHANGES: Crossings; speed restriction at AA411 withdrawn.

CHANGES: None.

Apt Elev	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. RADAR required. 2. GNSS required. 3. RNAV1. 4. Confirm compliance with RNAV procedure on initial contact. 5. Departure turn before DER is prohibited.
115	

LULTA 8ZD [LUL8ZD]
RNAV DEPARTURE
(RWY 19)
BY ATC

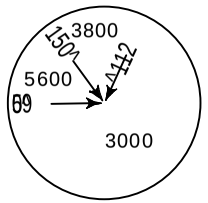
ROUTING

(500+) - AA511 (K205-; 990+) - AA512 (3940+) - AA513 (6890+) - LULTA (7880+).

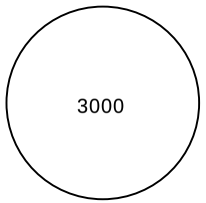
FT/METER CONVERSION

QNH

500'	-	150m
990'	-	300m
3940'	-	1200m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

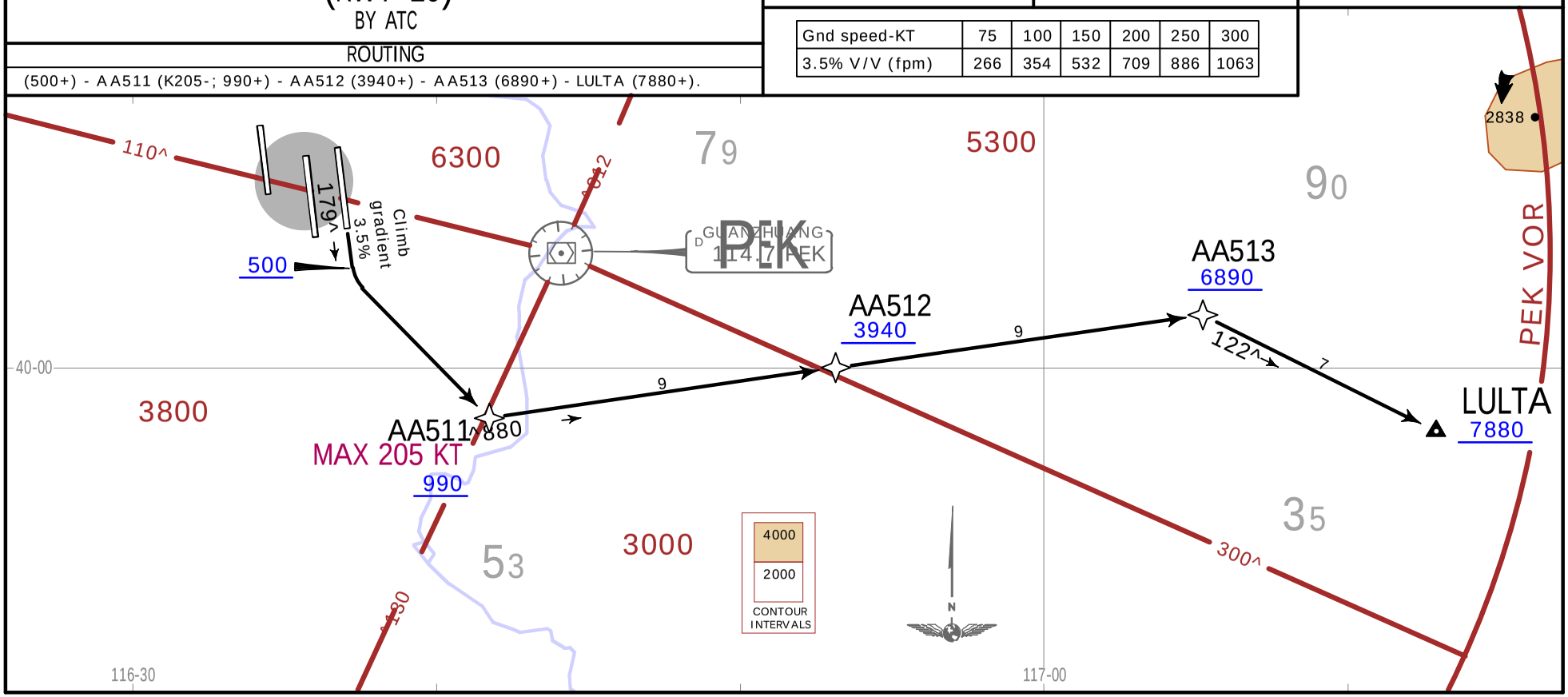


MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063



BEIJING, PR OF CHINA

Apt Elev
115

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required. 2. GNSS required. 3. RNAV1.
4. Confirm compliance with RNAV procedure on initial contact.
5. Departure turn before DER is prohibited.

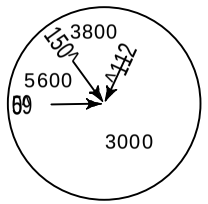
LULTA 9YD [LUL9YD], LULTA 9ZD [LUL9ZD] RNAV DEPARTURES

BY ATC

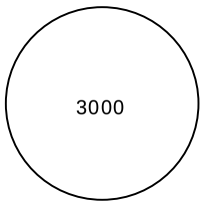
SID	RWYS	ROUTING
LULTA 9YD	36R	(3940+) - AA41~ (3940+) - AA411 (6890+) - LULTA (7880+).
LULTA 9ZD	01	(760+) - AA171 - AA172 (2960+) - AA411 (6890+) - LULTA (7880+).

FT/METER CONVERSION
QNH

760'	-	230m
2960'	-	900m
3940'	-	1200m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

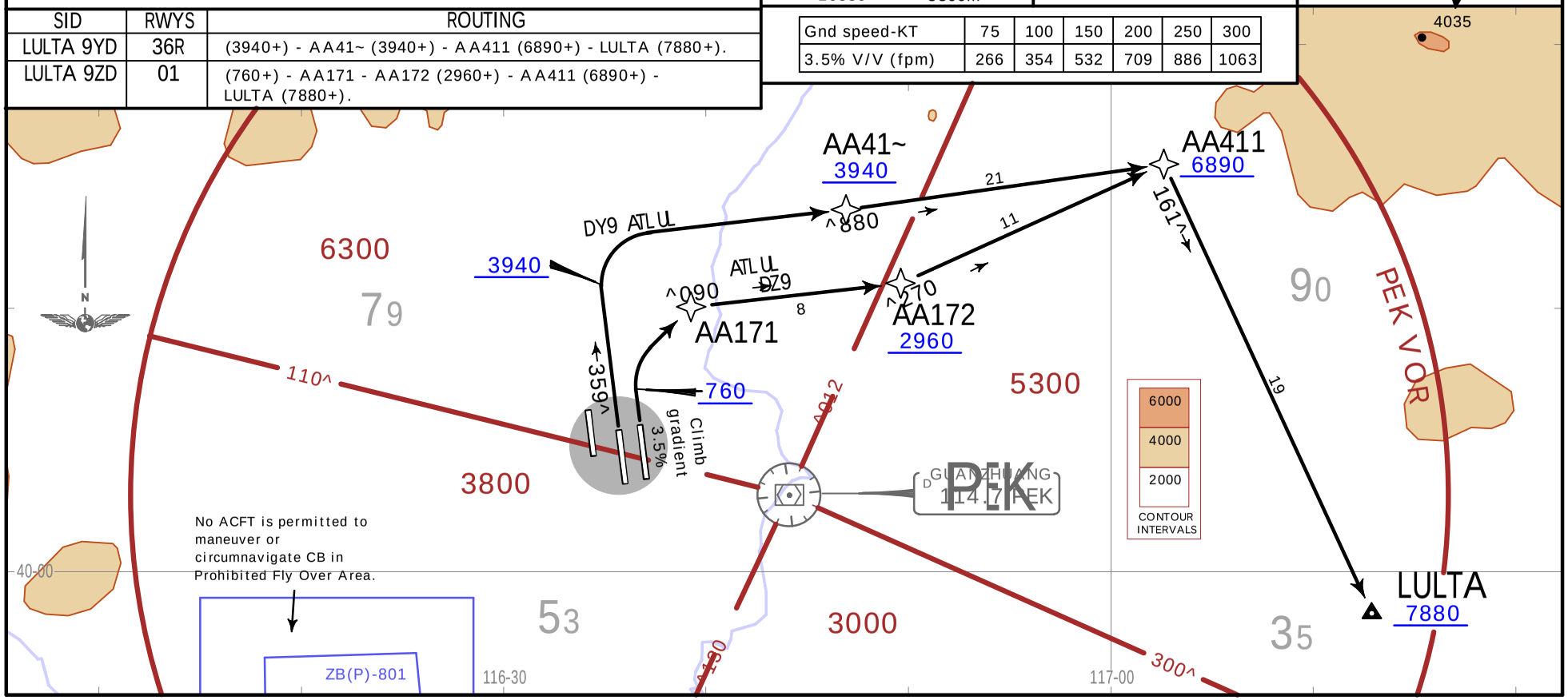


MSA 115.35 DXG VOR

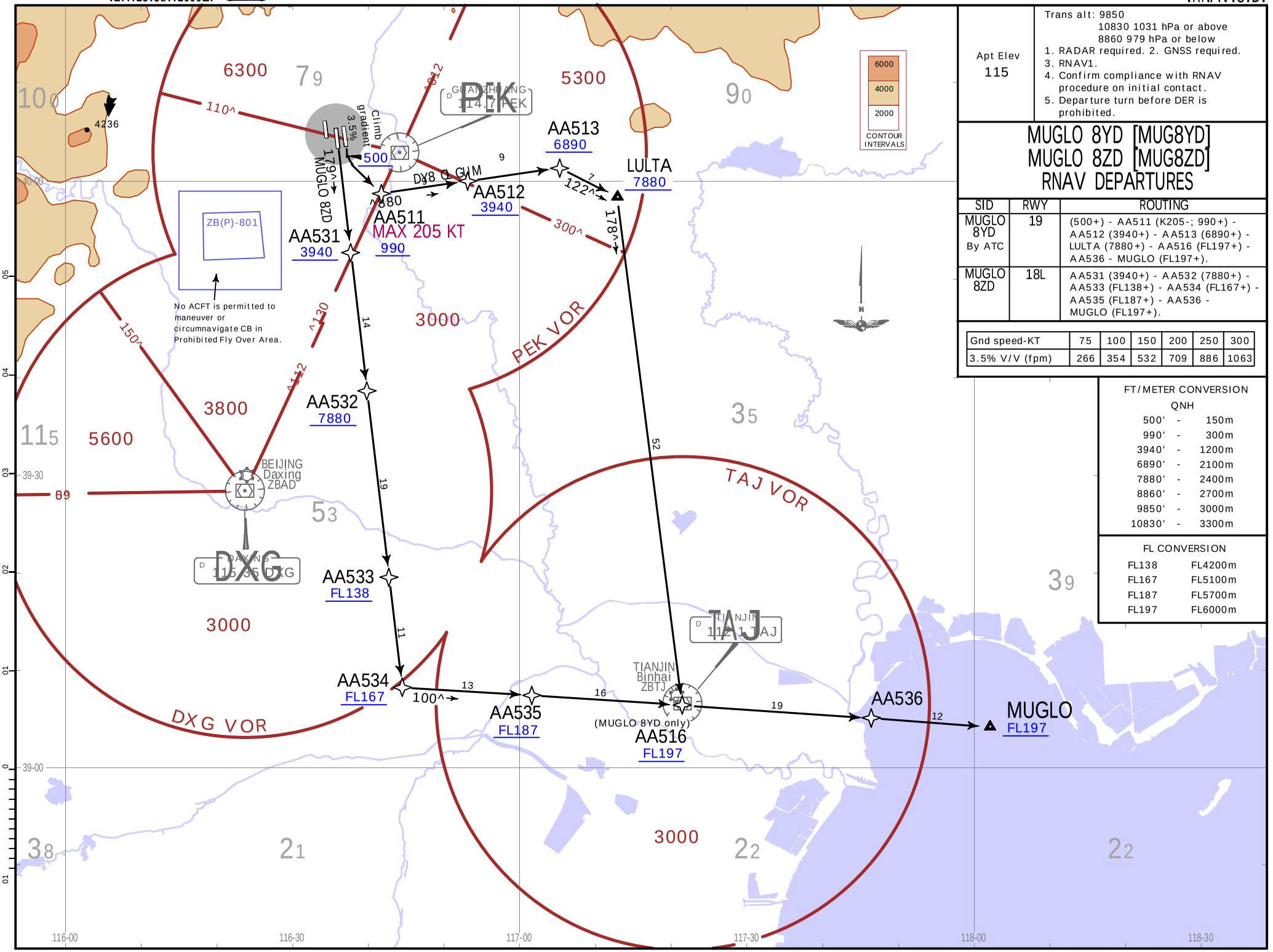


MSA 112.1 TAJ VOR

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063



BEIJING, PR OF CHINA
.RNAV.SID.



Apt Elev
115

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required. 2. GNSS required.
3. RNAV1.
4. Confirm compliance with RNAV procedure on initial contact.
5. Departure turn before DER is prohibited.

MUGLO 8YD [MUG8YD]
MUGLO 8ZD [MUG8ZD]
RNAV DEPARTURES

SID	RWY	ROUTING
MUGLO 8YD By ATC	19	(500+) - AA511 (K205-; 990+) - AA512 (3940+) - AA513 (6890+) - LULTA (7880+) - AA516 (FL197+) - AA536 - MUGLO (FL197+).
MUGLO 8ZD	18L	AA531 (3940+) - AA532 (7880+) - AA533 (FL138+) - AA534 (FL167+) - AA535 (FL187+) - AA536 - MUGLO (FL197+).

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

FT/METER CONVERSION
QNH

500'	-	150m
990'	-	300m
3940'	-	1200m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL138	FL4200m
FL167	FL5100m
FL187	FL5700m
FL197	FL6000m

Apt Elev
115

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RADAR required. 2. GNSS required.
3. RNAV1.
4. Confirm compliance with RNAV procedure on initial contact.
5. Departure turn before DER is prohibited.

MUGLO 9WD [MUG9WD]
MUGLO 9XD [MUG9XD]
MUGLO 9YD [MUG9YD]
MUGLO 9ZD [MUG9ZD]
RNAV DEPARTURES

SID	RWY	ROUTING
MUGLO 9WD By ATC	36R	(3940+) - AA41~ (3940+) - AA411 (6890+) - LULTA (7880+) - AA516 (FL197+) - MUGLO (FL197+).
MUGLO 9XD	36L	(530+) - AA45~ (2960+) - AA451 (9850+) - AA452 - AA435 (FL197+) - AA436 - MUGLO (FL197+).
MUGLO 9YD By ATC	01	(760+) - AA171 - AA172 (2960+) - AA411 (6890+) - LULTA (7880+) - AA516 (FL197+) - MUGLO (FL197+).
MUGLO 9ZD	36R	AA43~ (4930+) - AA431 (FL148+) - AA432 - AA433 (FL197+) - AA434 - AA435 (FL197+) - AA436 - MUGLO (FL197+).

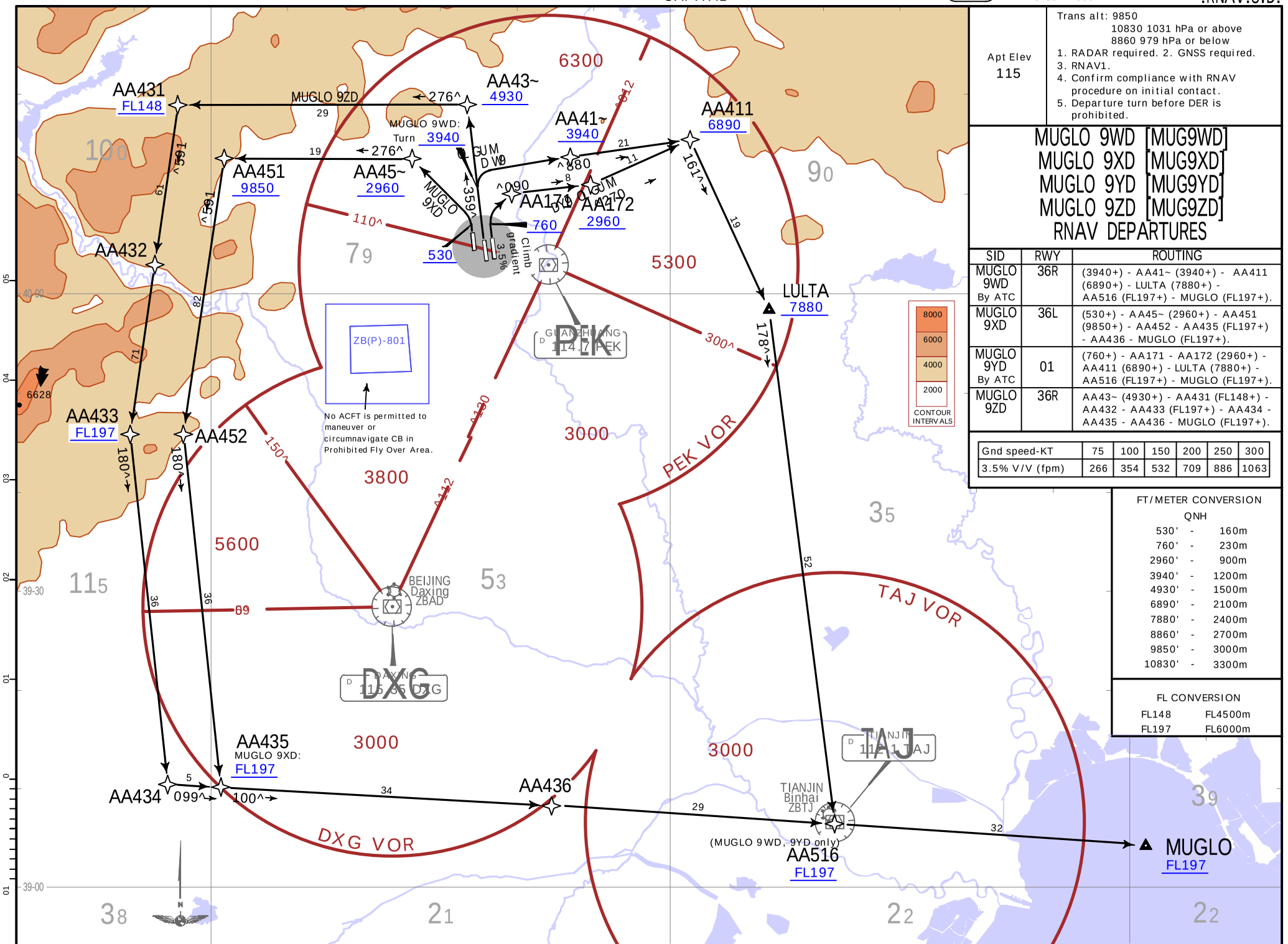
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

FT/METER CONVERSION
QNH

530'	-	160m
760'	-	230m
2960'	-	900m
3940'	-	1200m
4930'	-	1500m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL148	FL4500m
FL197	FL6000m



CHANGES: Crossings; speed restriction at AA411 withdrawn.

CHANGES: None.

Apt Elev		
116	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below	1. RADAR required. 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.
	RNAV1 GNSS	

RUSDO 8YD [RUS8YD], RUSDO 8ZD [RUS8ZD] RNAV DEPARTURES (RWYS 18L/R)

SID	RWY	ROUTING
RUSDO 8YD	18L	AA531 (3940+) - AA532 (7880+) - AA553 (FL138+; FL157-) - AA554 (FL148+) - RUSDO (FL187+).
RUSDO 8ZD	18R	(500+) - AA571 (2960+) - AA572 (4930+) - AA573 (7880+) - AA574 (9850+; FL128-) - AA575 (FL138+) - RUSDO (FL187+).

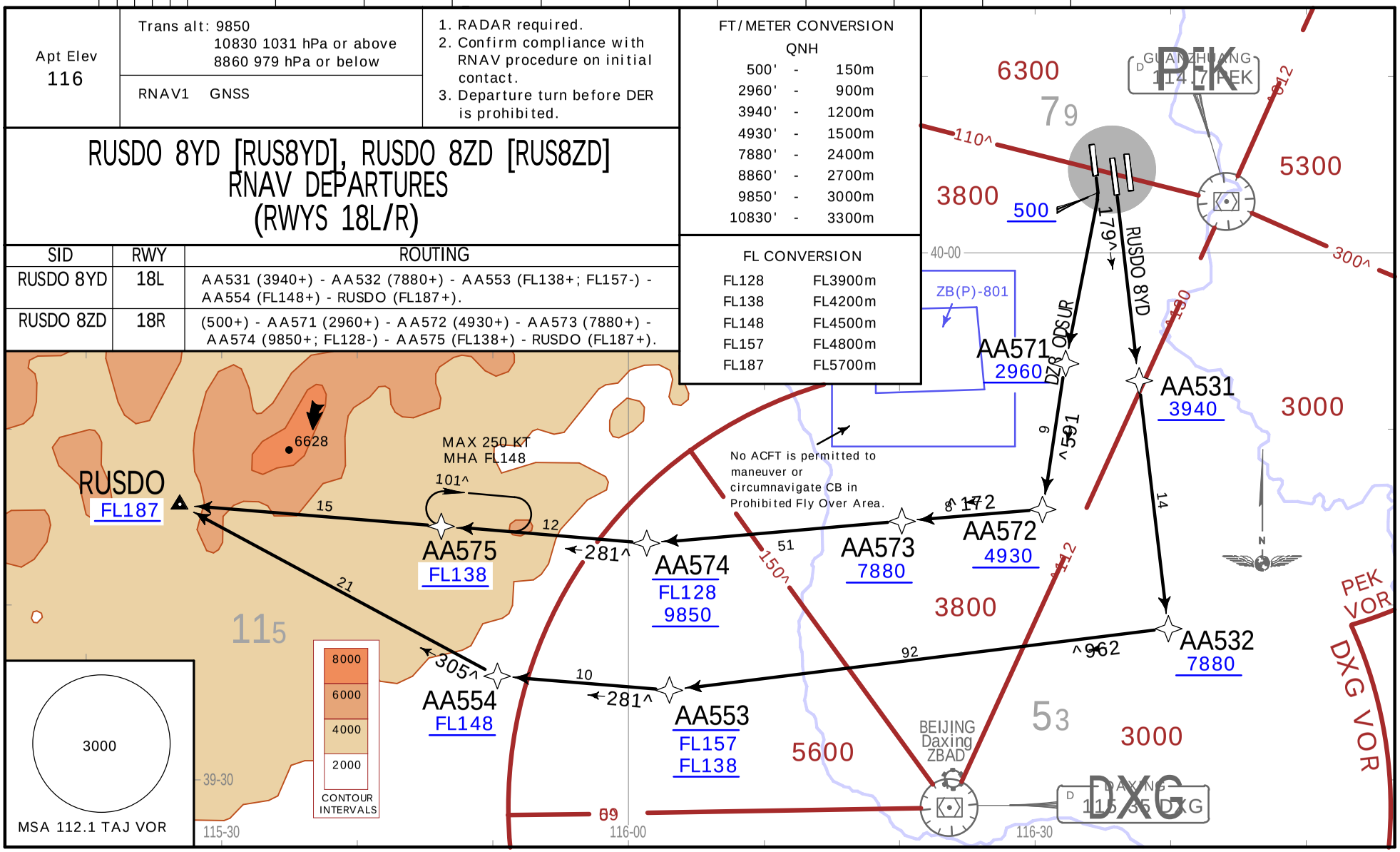
FT/METER CONVERSION

QNH

500'	-	150m
2960'	-	900m
3940'	-	1200m
4930'	-	1500m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL128	FL3900m
FL138	FL4200m
FL148	FL4500m
FL157	FL4800m
FL187	FL5700m



RUSDO 9YD [RUS9YD], RUSDO 9ZD [RUS9ZD]
RNAV DEPARTURES
(RWYS 36L/R)

Apt Elev 116

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV1 GNSS

1. RADAR required.
2. Confirm compliance with RNAV procedure on initial contact.
3. Departure turn before DER is prohibited.

FT/METER CONVERSION
QNH

530' -	160m
2960' -	900m
3940' -	1200m
8860' -	2700m
9850' -	3000m
10830' -	3300m

FL CONVERSION

FL138	FL4200m
FL177	FL5400m
FL187	FL5700m

MSA 112.1 TAJ VOR
3000

MSA 115.35 DXG VOR
3000
3800
5600

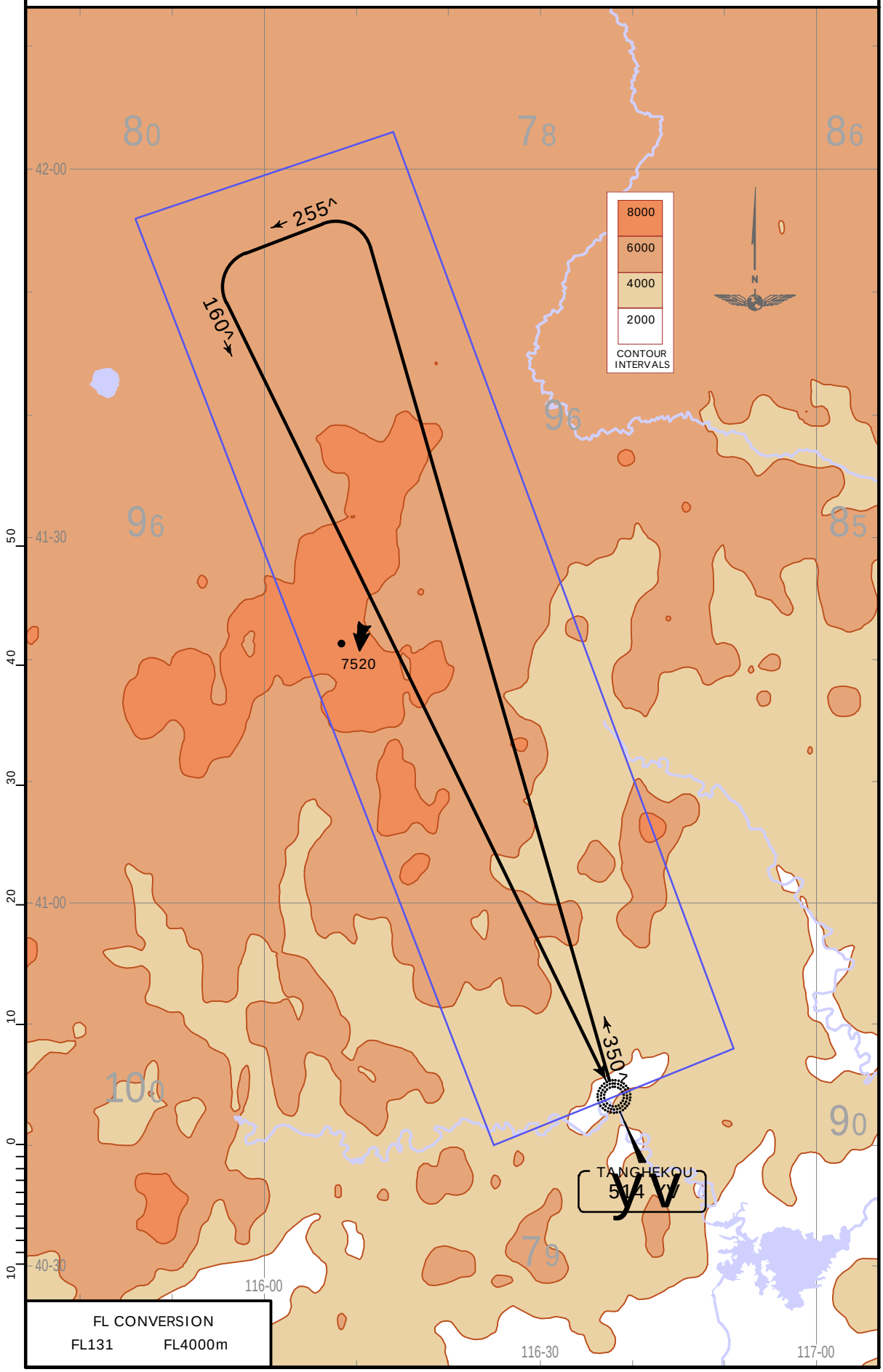
PEK VOR

RUSDO 9YD
RUSDO 9ZD
359^
530
3940
AA45~
RUSDO 9ZD: 2960
276^
AA451
9850
AA453
FL138
AA454
FL138
AA455
RUSDO
FL187
110^
300^
No ACFT is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
ZB(P)-801
By ATC
MHA FL177
6628
140^
32
CONTOUR INTERVALS
8000
6000
4000
2000
5300
6300
3000
3800
53
79
115
100
PEK

SID	RWY	ROUTING
RUSDO 9YD	36R	(3940+) - AA45~ - AA451 (9850+) - AA453 (FL138-) - AA454 (FL138+) - AA455 - RUSDO (FL187+).
RUSDO 9ZD	36L	(530+) - AA45~ (2960+) - AA451 (9850+) - AA453 (FL138-) - AA454 (FL138+) - AA455 - RUSDO (FL187+).

CHANGES: Use of waypoint AA455.

.ALTITUDE: MAIN FUEL DUMPING AREA ABOVE FL131



CHANGES: Reissue.

D-ATIS Departure	ACARS: D-ATIS DCL	BEIJING Delivery: DELIVERY 01 West of Rwy 18L/36R	BEIJING Delivery: *DELIVERY 02 East of Rwy 18L/36R	BEIJING Ground: *GND 01	BEIJING Ground: GND 02	BEIJING Ground: *GND 03	BEIJING Ground: *GND 04	BEIJING Ground: *GND 05	Apron: APN 01	Apron: APN 02	Apron: APN 03	Apron: APN 04	Tower: *TWR 01 Rwys18R,36L	Tower: TWR 02 Rwys18L,36R	Tower: *TWR 03 Rwys 01,19
128.65		121.6	121.65	121.9	121.8	121.7	121.75	121.85	122.225	122.625	122.675	122.125	124.3	118.5	118.6

ZBAA/PEK 116'
Apt Elev
N40 04.4 E116 35.9

CHANGES: GP critical area, wingspan restrictions Twy Y7.

116-34 116-35 116-36 116-37

40-06 40-05 40-04 40-03

For AIRPORT BRIEFING refer to 10-1P pages

FOR DETAILS SEE 10-9F

FOR DETAILS SEE 10-9D

FOR DETAILS SEE 10-9E

WARNING: Do not mistake apt freeway lights and apt boundary lights for rwy lights.

LEGEND
- APN control area
- GP critical area, do not enter without ATC clearance.
- HS4 HOT SPOTS: See 10-9A for description.

18R 179° — 10,499' 3200m — 36L 359°
18L 179° — 12,467' 3800m — 36R 359°
19 179° — 12,467' 3800m — 01 359°

APRON W1 APRON W2 APRON W5 APRON W6 APRON 1 APRON 2 APRON 2 APRON 3 APRON 4 APRON 4 APRON 5 APRON 5 APRON 6 APRON 7 APRON 7 APRON 8 APRON M APRON N2 APRON 9 (W) APRON 9 (E)

APN01 122.225 — APN02 122.625 — APN03 122.675 — APN04 122.125

Control Tower — Control Tower

Elev 115' — Elev 107' — Elev 110' — Elev 98' — Elev 94' — Elev 84'

DO NOT MISTAKE LIGHTED ROAD FOR RUNWAY

TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (btn T5 and T6), J3 (btn T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), M7 (East of 212), Q0 thru Q9, S6, S7, T1 thru T6, U2 thru U4, W2, W3, W6, W7, W9, Y1, Y2, Y3 (btn H and J1), Y4, Y5, Y6 (btn J and J4), Y7 (South of S7), Y8 (West of 932), Y9 (East of 938), Z3 (btn F2 and M4), Z3 (North of M1)	MAX 262'/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (btn F0 and HP14), Z3 (South of F2), Z9 (btn 714 and F7)	MAX 226'/69m
A8, A9, C, C1 thru C5, D1, D2, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D9, J2 (South of T5), J3 (South of T5), J5 (North of 951), J6 (North of 955), M, M2, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P9, S3 thru S5, U5 thru U9, W1, W4, W5, W8, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btn HP15 and F0, North of HP14), Z2, Z3 (btn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213'/65m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z1	MAX 157'/48m
Y7 (North of S7), Z0 (South of HP15), Z8, Z12 (East of Z0), Z15, Z23 (West of 620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z12 (West of Z0), Z20 thru Z22	MAX 102'/31m
Z24	MAX 95'/29m
Z16	MAX 79'/24m

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

JEPPESEN
25 NOV 22 (10-9) .Eff.30.Nov.1600Z.
BEIJING, PR OF CHINA
CAPITAL

HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Acft taxiing from TWY Z2 to F shall avoid entering W5 by mistake.

HS2 Acft taxiing from TWY S4 to F shall avoid entering W9 by mistake.

HS3 Arriving acft must not exit via TWY A8 and A9.

HS4 Arriving acft must not exit via TWY A0 and A1.

HS5 Acft taxiing from TWY Z4 and M to D3 shall avoid turning early and entering stands 816, 817 by mistake.

HS6 When exiting Rwy 18L via W3, leave area as quickly as possible to avoid conflict with acft taxiing from TWY A1 to the West.

HS7 Acft with wingspan of more than 118'/36m shall avoid entering the area of HS7. Taxi route Z9-M7-Z8 is only for acft with wingspan less than 118'/36m, except acft parking on stand 212.

HS8 Acft entering apron W5 via Z20 shall avoid missing taxilane Z21. There is only one entry/exit way for apron W5, departing acft shall contact ATC before entering TWY C via Z20.

HS9 Acft taxiing northward via TWY Z0 shall avoid the acft taxiing southward on TWY Z9 and the aircraft taxiing on TWY Z0 that connect with TWY Z3.

HS10 Acft taxiing southward via TWY F shall avoid entering TWY W5 by mistake. When acft truning from TWY M5 to TWY F and taxiing southward shall avoid entering TWY W5 by mistake.

HS11 Acft taxiing simultaneously on TWY F and TWY W6 shall be forbidden. Acft taxiing on TWY F shall keep away from this area to avoid the acft vacating from TWY W6. Acft taxiing northward on own power or by tow car shall avoid staying at this area.

HS12 TWY Z18 only AVBL for acft be pushed back. While turning to TWY Z3 from TWY M4 or TWY M5, acft shall observe TWY Z3 before turning and avoid any conflicts.

HS13 Acft taxiing simultaneously on TWY Y1 south of TWY G1 and TWY Y2 south of TWY G1 shall be forbidden.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	LANDING BEYOND: Glide Slope	TAKE-OFF	WIDTH
01	1 HIRL 2 CL HIALS-II SFL TDZ 3 PAPI 4 RVR		11,466' 3495m	6	197' 60m
19	1 HIRL 2 CL HIALS SFL PAPI-L(3.2^) 5 RVR		11,516' 3510m		

1 spacing 60m 2 spacing 15m 3 PAPI-L(3.0^) 4 HSTIL. HST-Q5, Q6 & Q7 5 HSTIL. HST-Q4, Q3 & Q2
6 TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if full runway length is required.

RWY 01:
From rwy head 12,467' (3800m)
twy Q1 int 12,221' (3725m)

RWY 19:
From rwy head 12,467' (3800m)
twy Q9 int 12,221' (3725m)
twy Q8 int 11,565' (3525m)

18L	7 HIRL 8 CL HIALS SFL PAPI-L(3.0^) 9 RVR		11,522' 3512m	"	197' 60m
36R	7 HIRL 8 CL HIALS-II SFL TDZ 0 PAPI ! RVR		11,483' 3500m		

7 spacing 60m 8 spacing 15m 9 HSTIL. HST-E4, E3, W4 & W3 0 PAPI-L(3.0^)
! HSTIL. HST-E5, E6, W5 & W6
" TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if full runway length is required.

RWY 18L:
From rwy head 12,467' (3800m)
twy E7 int 12,221' (3725m)
twy W8 int 12,073' (3680m)
twy W7 int 11,220' (3420m)

RWY 36R:
From rwy head 12,467' (3800m)
twy E1 int 12,221' (3725m)
twy W1 int 12,073' (3680m)
twy E2 int 11,893' (3625m)
twy W2 int 11,220' (3420m)

18R	# HIRL $ CL HIALS SFL PAPI-L(3.0^) % RVR		9515' 2900m	(	164' 50m
36L	# HIRL $ CL HIALS-II SFL TDZ & PAPI ' RVR		9564' 2915m		

spacing 60m $ spacing 15m % HSTIL. HST-P2, P3 & P4 & PAPI-L(3.0^) ' HSTIL. HST-P5, P6 & P7
(TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if full runway length is required.

RWY 18R:
From rwy head 10,499' (3200m)
twy P8 int 9777' (2980m)

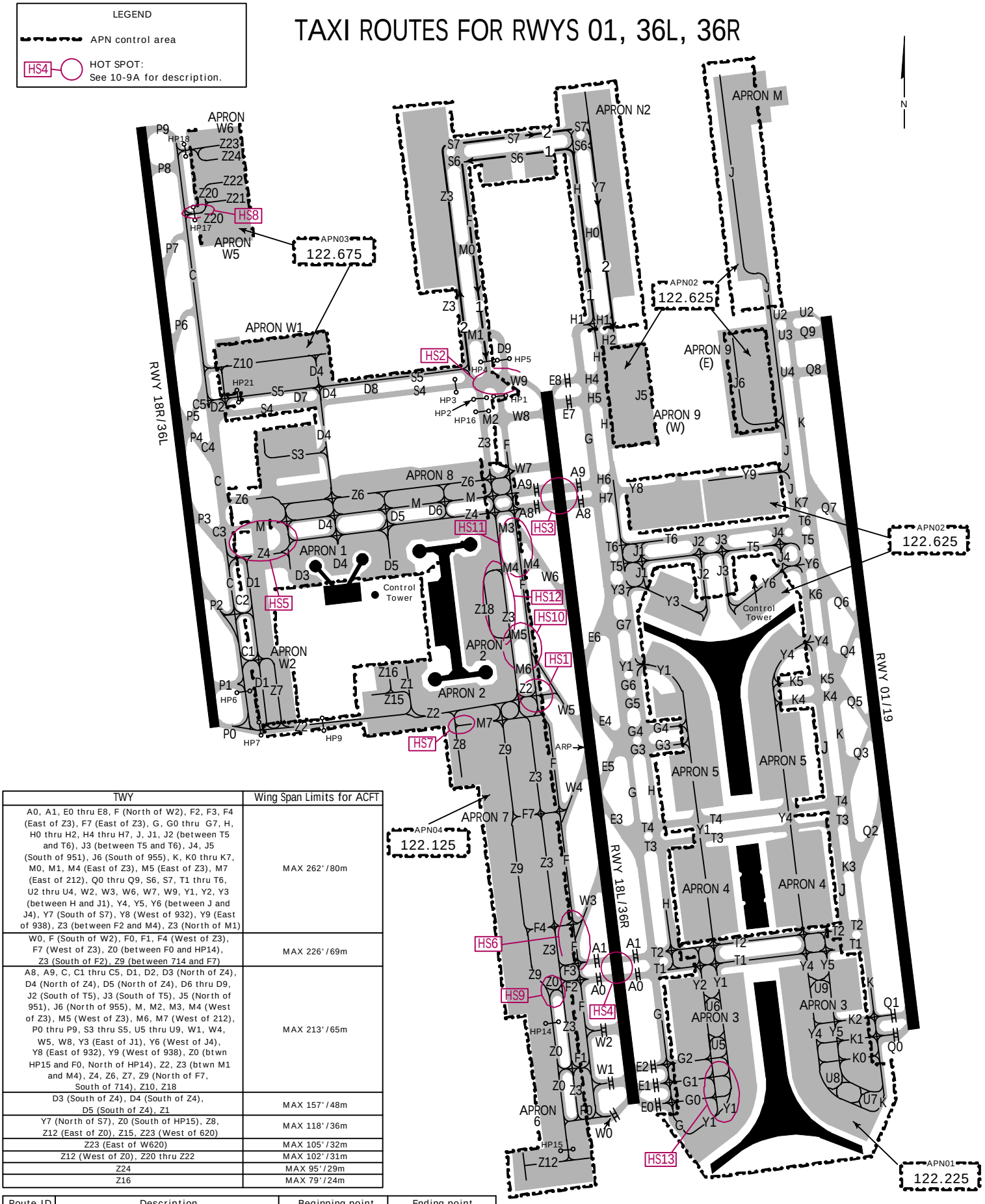
RWY 36L:
From rwy head 10,499' (3200m)
twy P1 int 9777' (2980m)

.State.

		TAKE-OFF (with reliable alternate)					
		Rwy 01		Rwy 36R		All Rwys	
		Low Visibility Take-off				RL	NIL (DAY only)
		HUD & RL & CL	RL & CL	HUD & RL & CL	RL & CL		
2 TURB Eng or 3 & 4 Eng	A	R90m	R200m	R150m	R200m	R400m V800m	R500m V800m
	B						
	C		R250m		R250m		
	D						
Other 1 & 2 Eng		Minimums not established by CAAC				V1600m	

CHANGES: None.

TAXI ROUTES FOR RWYS 01, 36L, 36R



TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), M7 (East of 212), Q0 thru Q9, S6, S7, T1 thru T6, U2 thru U4, W2, W3, W6, W7, W9, Y1, Y2, Y3 (between H and J1), Y4, Y5, Y6 (between J and J4), Y7 (South of S7), Y8 (West of 932), Y9 (East of 938), Z3 (between F2 and M4), Z3 (North of M1)	MAX 262'/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (between F0 and HP14), Z3 (South of F2), Z9 (between 714 and F7)	MAX 226'/69m
A8, A9, C, C1 thru C5, D1, D2, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D9, J2 (South of T5), J3 (South of T5), J5 (North of 951), J6 (North of 955), M, M2, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P9, S3 thru S5, U5 thru U9, W1, W4, W5, W8, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btwn HP15 and F0, North of HP14), Z2, Z3 (btwn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213'/65m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z1	MAX 157'/48m
Y7 (North of S7), Z0 (South of HP15), Z8, Z12 (East of Z0), Z15, Z23 (West of 620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z12 (West of Z0), Z20 thru Z22	MAX 102'/31m
Z24	MAX 95'/29m
Z16	MAX 79'/24m

Route ID	Description	Beginning point	Ending point
Route 1	Intersection of H & H1-S6-F-hold short of S4	Intersection of H & H1	S4
Route 2	Intersection of S5 & Z3-S7-Y7-hold short of H2	Intersection of S5 & Z3	H2

CHANGES: Holding position Twy W7 decommissioned. wingspan restrictions.

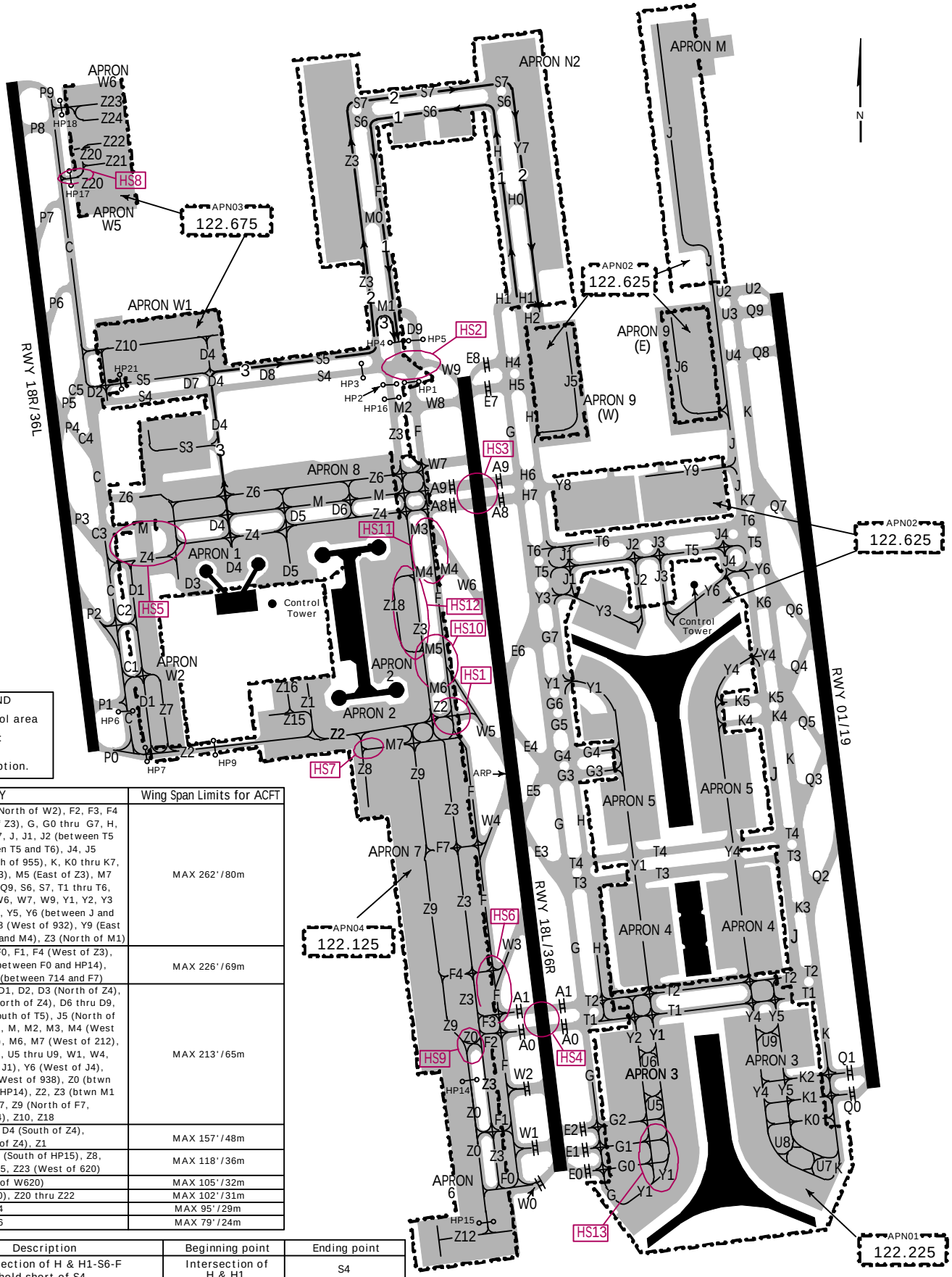
ZBAA/PEK

JEPPESEN BEIJING, PR OF CHINA

25 NOV 22 (10-9B) .Eff.30.Nov.1600Z.

CAPITAL

TAXI ROUTES FOR RWYS 18L, 18R, 19



LEGEND

APN control area

HS4 — HOT SPOT: See 10-9A for description.

TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), M7 (East of 212), Q0 thru Q9, S6, S7, T1 thru T6, U2 thru U4, W2, W3, W6, W7, W9, Y1, Y2, Y3 (between H and J1), Y4, Y5, Y6 (between J and J4), Y7 (South of S7), Y8 (West of 932), Y9 (East of 938), Z3 (between F2 and M4), Z3 (North of M1)	MAX 262'/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (between F0 and HP14), Z3 (South of F2), Z9 (between 714 and F7)	MAX 226'/69m
A8, A9, C, C1 thru C5, D1, D2, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D9, J2 (South of T5), J3 (South of T5), J5 (North of 951), J6 (North of 955), M, M2, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P9, S3 thru S5, U5 thru U9, W1, W4, W5, W8, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btwn HP15 and F0, North of HP14), Z2, Z3 (btwn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213'/65m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z1	MAX 157'/48m
Y7 (North of S7), Z0 (South of HP15), Z8, Z12 (East of Z0), Z15, Z23 (West of 620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z12 (West of Z0), Z20 thru Z22	MAX 102'/31m
Z24	MAX 95'/29m
Z16	MAX 79'/24m

Route ID	Description	Beginning point	Ending point
Route 1	Intersection of H & H1-S6-F hold short of S4	Intersection of H & H1	S4
Route 2	Intersection of S5 & Z3-S7-Y7- hold short of H2	Intersection of S5 & Z3	H2
Route 3	D4-S5-Z3-M1-F hold short of S4	D4	S4

CHANGES: Holding position Twy W7 decommissioned, wingspan restrictions Twy Y7.

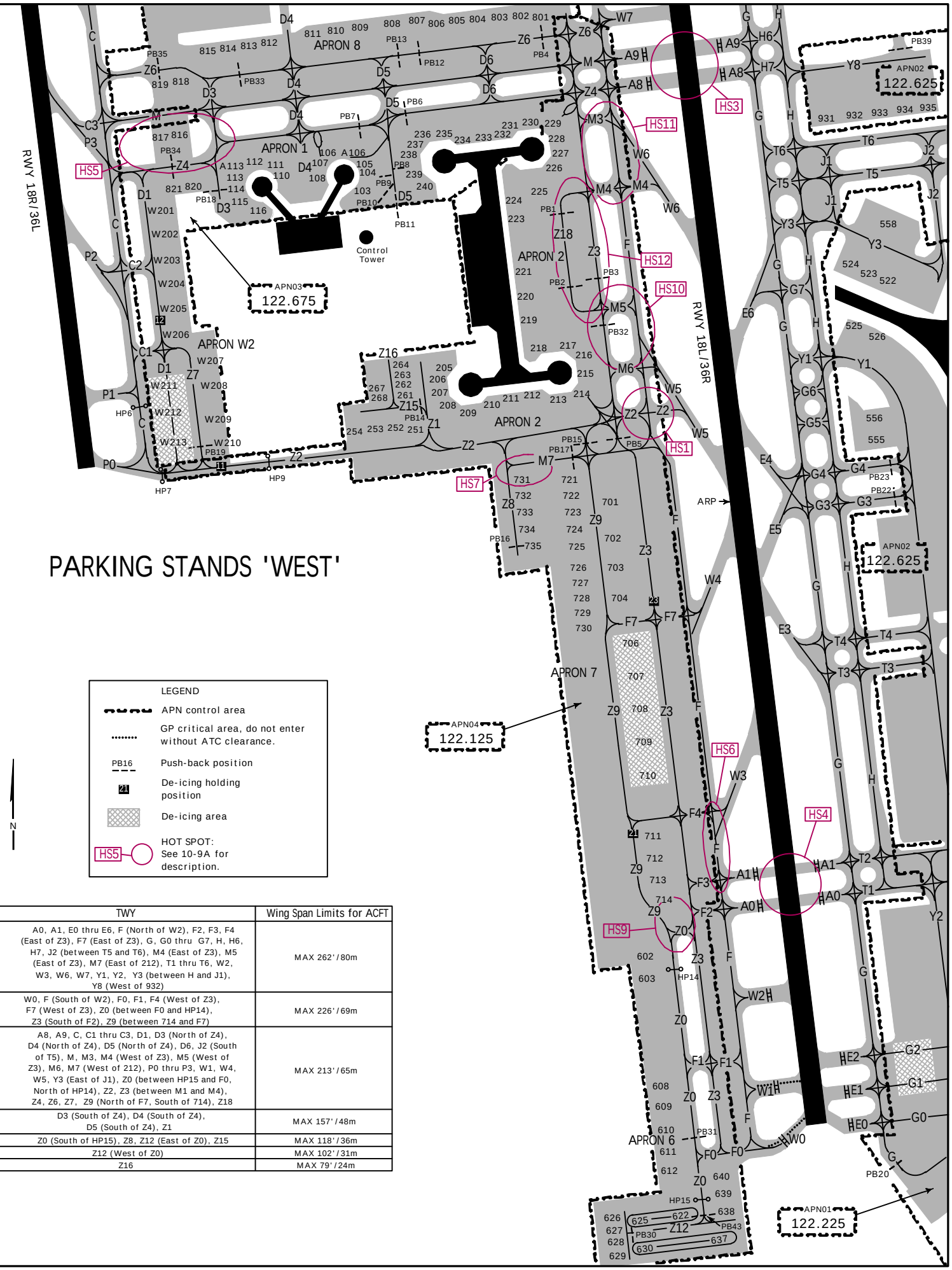
ZBAA/PEK

JEPPESEN BEIJING, PR OF CHINA

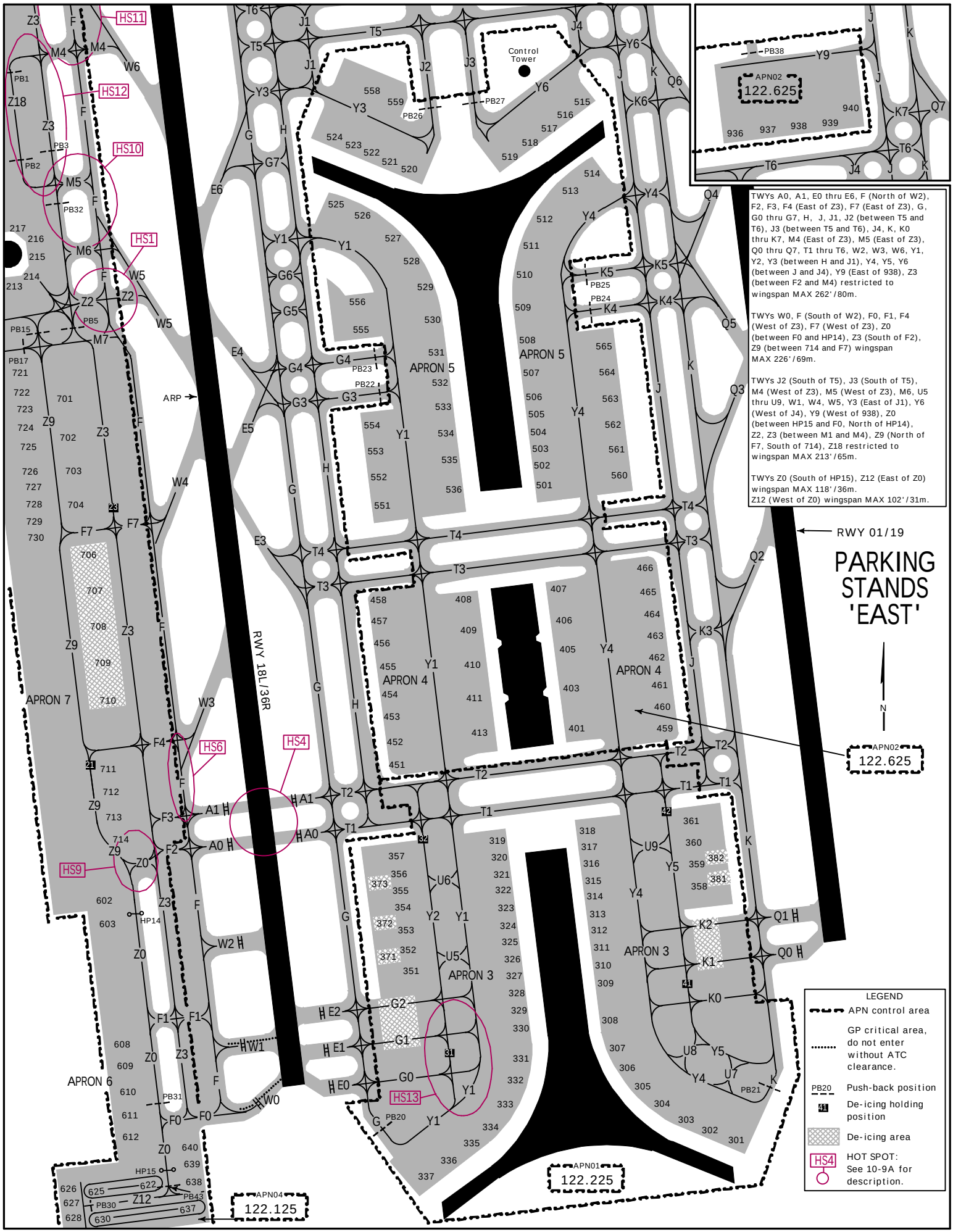
25 NOV 22 (10-9C) Eff.30.Nov.1600Z.

CAPITAL

PARKING STANDS 'WEST'



TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E6, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H6, H7, J2 (between T5 and T6), M4 (East of Z3), M5 (East of Z3), M7 (East of 212), T1 thru T6, W2, W3, W6, W7, Y1, Y2, Y3 (between H and J1), Y8 (West of 932)	MAX 262'/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (between F0 and HP14), Z3 (South of F2), Z9 (between 714 and F7)	MAX 226'/69m
A8, A9, C, C1 thru C3, D1, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6, J2 (South of T5), M, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P3, W1, W4, W5, Y3 (East of J1), Z0 (between HP15 and F0, North of HP14), Z2, Z3 (between M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z18	MAX 213'/65m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z1	MAX 157'/48m
Z0 (South of HP15), Z8, Z12 (East of Z0), Z15	MAX 118'/36m
Z12 (West of Z0)	MAX 102'/31m
Z16	MAX 79'/24m



CHANGES: GP critical area limited to Twys W0 and W1.

ZBAA/PEK

JEPPESEN BEIJING, PR OF CHINA

25 NOV 22 (10-9E) .Eff.30.Nov.1600Z.

CAPITAL

PARKING STANDS 'NORTH'

TWY	Wing Span Limits for ACFT
E7, E8, F, G, H, H0 thru H2, H4 thru H6, J, J5 (South of 951), J6 (South of 955), K, M0, M1, Q8, Q9, S6, S7, U2 thru U4, W7, W9, Y7 (South of J7), Y9 (East of 938), Z3 (North of M1)	MAX 262'/80m
C, C4, C5, D2, D4 (North of Z4), D7 thru D9, J5 (North of 951), J6 (North of 955), M2, P4 thru P9, S3 thru S5, W8, Y9 West of 938), Z3 (between M1 and M4), Z10	MAX 213'/65m
Y7 (North of S7), Z23 (West of 620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z20 thru Z22	MAX 103'/31m
Z24	MAX 95'/29m

LEGEND
- APN control area
- PB28 Push-back position
- De-icing holding position
- GP critical area, do not enter without ATC clearance.
- De-icing stand
- HS8 HOT SPOT

APRON W6 APRON W5 APRON W1 APRON N2 APRON M APRON 9 (E) APRON 9 (W) APRON 8
APN03 122.675 APN04 122.125 APN02 122.625 APN02 122.625
RWY 18R/36L RWY 18L/36R RWY 01/19
CHANGES: Holding position Twy W7 decommissioned, GP critical area, wingspan restrictions Twy Y7.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
103	N40 04.9 E116 35.0	456 thru 458	N40 04.0 E116 36.2
104	N40 04.9 E116 35.1	459 thru 462	N40 03.9 E116 36.7
105 thru 108	N40 04.9 E116 35.0	463 thru 465	N40 04.0 E116 36.7
110	N40 04.9 E116 34.9	466	N40 04.1 E116 36.7
111 thru 114	N40 04.9 E116 34.8	501, 502	N40 04.2 E116 36.5
115, 116	N40 04.8 E116 34.8	503 thru 506	N40 04.3 E116 36.5
205, 206	N40 04.6 E116 35.2	507, 508	N40 04.4 E116 36.5
207, 208	N40 04.5 E116 35.2	509, 510	N40 04.5 E116 36.5
209, 210	N40 04.5 E116 35.3	511, 512	N40 04.6 E116 36.5
211, 212	N40 04.5 E116 35.4	513	N40 04.6 E116 36.6
213, 214	N40 04.5 E116 35.5	514	N40 04.7 E116 36.6
215 thru 217	N40 04.6 E116 35.5	515	N40 04.8 E116 36.6
218, 219	N40 04.6 E116 35.4	516	N40 04.8 E116 36.5
220, 221	N40 04.7 E116 35.4	517, 518	N40 04.7 E116 36.5
223, 224	N40 04.8 E116 35.4	519	N40 04.7 E116 36.4
225, 226	N40 04.9 E116 35.4	520	N40 04.7 E116 36.3
227, 228	N40 04.9 E116 35.5	521, 522	N40 04.7 E116 36.2
229 thru 231	N40 05.0 E116 35.4	523, 524	N40 04.7 E116 36.1
232 thru 234	N40 05.0 E116 35.3	525	N40 04.6 E116 36.1
235, 236	N40 05.0 E116 35.2	526, 527	N40 04.6 E116 36.2
237, 238	N40 04.9 E116 35.1	528	N40 04.5 E116 36.2
239, 240	N40 04.9 E116 35.2	529, 530	N40 04.5 E116 36.3
251 thru 253	N40 04.5 E116 35.1	531, 532	N40 04.4 E116 36.3
254	N40 04.5 E116 35.0	533, 534	N40 04.3 E116 36.3
261, 262	N40 04.5 E116 35.1	535, 536	N40 04.2 E116 36.3
263, 264	N40 04.6 E116 35.1	551 thru 553	N40 04.2 E116 36.2
267, 268	N40 04.5 E116 35.1	554	N40 04.3 E116 36.2
301	N40 03.2 E116 36.9	555	N40 04.4 E116 36.1
302, 303	N40 03.3 E116 36.8	556	N40 04.5 E116 36.1
304 thru 306	N40 03.3 E116 36.7	558, 559	N40 04.8 E116 36.2
307, 308	N40 03.4 E116 36.6	560	N40 04.2 E116 36.6
309 thru 312	N40 03.5 E116 36.6	561 thru 563	N40 04.3 E116 36.6
313 thru 316	N40 03.6 E116 36.6	564, 565	N40 04.4 E116 36.6
317, 318	N40 03.7 E116 36.6	602	N40 03.6 E116 35.6
319, 320	N40 03.7 E116 36.4	603	N40 03.5 E116 35.7
321 thru 324	N40 03.6 E116 36.4	608, 609	N40 03.4 E116 35.7
325 thru 328	N40 03.5 E116 36.4	610, 611	N40 03.3 E116 35.7
329 thru 331	N40 03.4 E116 36.4	612, 622 thru 623	N40 03.2 E116 35.7
332 thru 334	N40 03.3 E116 36.4	624 thru 627	N40 03.2 E116 35.6
335 thru 337	N40 03.2 E116 36.3	628 thru 631	N40 03.1 E116 35.6
351 thru 353	N40 03.5 E116 36.2	632 thru 634	N40 03.1 E116 35.7
354 thru 356	N40 03.6 E116 36.2	635 thru 637	N40 03.1 E116 35.8
357	N40 03.7 E116 36.2	638 thru 640	N40 03.2 E116 35.8
358, 359	N40 03.6 E116 36.8	701	N40 04.4 E116 35.6
360, 361	N40 03.7 E116 36.8	702	N40 04.3 E116 35.6
401	N40 03.9 E116 36.6	703, 704	N40 04.2 E116 35.6
403	N40 03.9 E116 36.5	706, 707	N40 04.1 E116 35.6
405, 406	N40 04.0 E116 36.5	708, 709	N40 04.0 E116 35.6
407	N40 04.1 E116 36.5		
408, 409	N40 04.0 E116 36.3		
410	N40 03.9 E116 36.3		
411	N40 03.9 E116 36.4		
413	N40 03.8 E116 36.4		
451, 452	N40 03.8 E116 36.2		
453 thru 455	N40 03.9 E116 36.2		

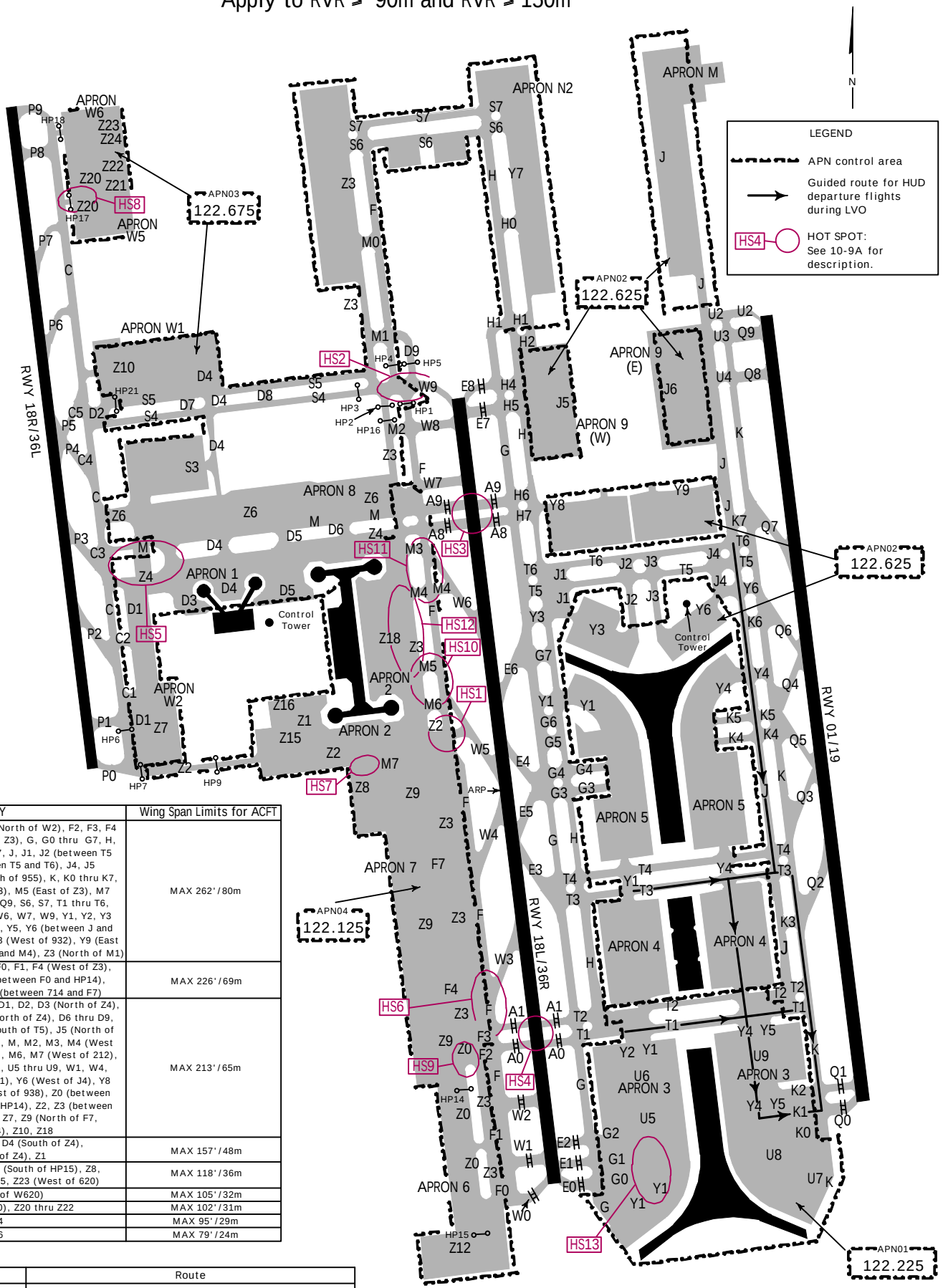
CHANGES: None.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
710	N40 03.9 E116 35.7	N209 thru N211	N40 06.1 E116 35.9
711	N40 03.8 E116 35.7	N212, N213	N40 06.2 E116 35.9
712, 713	N40 03.7 E116 35.7	N214	N40 06.1 E116 35.8
714	N40 03.7 E116 35.6	W101	N40 05.4 E116 34.9
721, 722	N40 04.4 E116 35.5	W103	N40 05.4 E116 34.8
723 thru 725	N40 04.3 E116 35.5	W104, W105	N40 05.4 E116 34.7
726 thru 729	N40 04.2 E116 35.5	W106	N40 05.4 E116 34.6
730	N40 04.1 E116 35.5	W107	N40 05.4 E116 34.5
731, 732	N40 04.4 E116 35.4	W108	N40 05.5 E116 34.5
733 thru 735	N40 04.3 E116 35.4	W109 thru W111	N40 05.5 E116 34.6
801, 802	N40 05.1 E116 35.4	W112, W113	N40 05.5 E116 34.7
803 thru 805	N40 05.1 E116 35.3	W201	N40 04.8 E116 34.6
806, 807	N40 05.1 E116 35.2	W202	N40 04.8 E116 34.7
808	N40 05.1 E116 35.1	W203 thru W205	N40 04.7 E116 34.7
809, 810	N40 05.1 E116 35.0	W206 thru W208	N40 04.6 E116 34.7
811	N40 05.1 E116 34.9	W209	N40 04.5 E116 34.7
812, 813	N40 05.1 E116 34.8	W210	N40 04.5 E116 34.8
814, 815	N40 05.1 E116 34.7	W301, W302	N40 05.2 E116 34.8
816	N40 04.9 E116 34.7	W310	N40 05.2 E116 34.7
817	N40 04.9 E116 34.6	W311	N40 05.2 E116 34.8
818	N40 05.0 E116 34.7	W501 thru W503	N40 05.9 E116 34.5
819	N40 05.0 E116 34.6	W504	N40 05.9 E116 34.4
820	N40 04.9 E116 34.7	W505, W506	N40 05.9 E116 34.5
821	N40 04.9 E116 34.6	W507	N40 05.9 E116 34.4
931	N40 05.0 E116 36.0	W508, W509	N40 06.0 E116 34.5
932, 933	N40 05.0 E116 36.1	W510, W511	N40 06.0 E116 34.4
934	N40 05.0 E116 36.2	W612 thru W614	N40 06.0 E116 34.5
935, 936	N40 05.0 E116 36.3	W615, W616	N40 06.0 E116 34.4
937, 938	N40 05.0 E116 36.4	W617, W618	N40 06.1 E116 34.5
939, 940	N40 05.0 E116 36.5	W619	N40 06.0 E116 34.5
951, 952	N40 05.3 E116 36.0	W620, W621	N40 06.0 E116 34.4
953	N40 05.4 E116 36.0	W622, W622L	N40 06.1 E116 34.4
954	N40 05.5 E116 35.9	W622R	N40 06.1 E116 34.5
955	N40 05.3 E116 36.5	W623 thru W623R	N40 06.1 E116 34.4
956	N40 05.4 E116 36.5		
957, 958	N40 05.5 E116 36.5		
M01 thru M03	N40 05.8 E116 36.5		
M04	N40 05.9 E116 36.5		
M05	N40 05.9 E116 36.4		
M06 thru M08	N40 06.0 E116 36.4		
M09 thru M10L/R	N40 06.1 E116 36.4		
M11	N40 06.2 E116 36.4		
N101, N102	N40 05.7 E116 35.3		
N103 thru N104L/R	N40 05.8 E116 35.3		
N105, N105L/R	N40 05.9 E116 35.3		
N106, N106L/R	N40 05.9 E116 35.2		
N107, N108	N40 06.0 E116 35.2		
N109, N110	N40 06.1 E116 35.2		
N121 thru N124	N40 06.0 E116 35.5		
N125, N126	N40 06.0 E116 35.6		
N127, N128	N40 06.0 E116 35.7		
N201 thru N203	N40 05.7 E116 36.0		
N204 thru N205L/R	N40 05.8 E116 36.0		
N206, N206L/R	N40 05.9 E116 36.0		
N207 thru N208	N40 06.0 E116 35.9		

CHANGES: Stands N215 thru N218 withdrawn, N214 rearranged.

LOW VISIBILITY OPERATION ROUTES RWY 01 DEPARTURE
Apply to RVR ≥ 90m and RVR ≥ 150m



TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), M7 (East of 212), Q0 thru Q9, S6, S7, T1 thru T6, U2 thru U4, W2, W3, W6, W7, W9, Y1, Y2, Y3 (between H and J1), Y4, Y5, Y6 (between J and J4), Y7 (South of S7), Y8 (West of 932), Y9 (East of 938), Z3 (between F2 and M4), Z3 (North of M1)	MAX 262'/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (between F0 and HP14), Z3 (South of F2), Z9 (between 714 and F7)	MAX 226'/69m
A8, A9, C, C1 thru C5, D1, D2, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D9, J2 (South of T5), J3 (South of T5), J5 (North of 951), J6 (North of 955), M, M2, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P9, S3 thru S5, U5 thru U9, W1, W4, W5, W8, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (between HP15 and F0, North of HP14), Z2, Z3 (between M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213'/65m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z1	MAX 157'/48m
Y7 (North of S7), Z0 (South of HP15), Z8, Z12 (East of Z0), Z15, Z23 (West of 620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z12 (West of Z0), Z20 thru Z22	MAX 102'/31m
Z24	MAX 95'/29m
Z16	MAX 79'/24m

RVR	Route
RVR greater or equal 90m	(TWY J - TWY T3) / TWY T3 / TWY T1 - TWY K - TWY K (between TWY Q1 and TWY Q0)
RVR greater or equal 150m	(TWY J - TWY T3) / TWY T3 / TWY T1 - TWY K - TWY K (between TWY Q1 and TWY Q0) or TWY T3 / TWY T1 - TWY Y4 - TWY K1 (beyond TWY K)

CHANGES: Holding position Twy W7 decommissioned. wingspan restrictions Twy Y7.

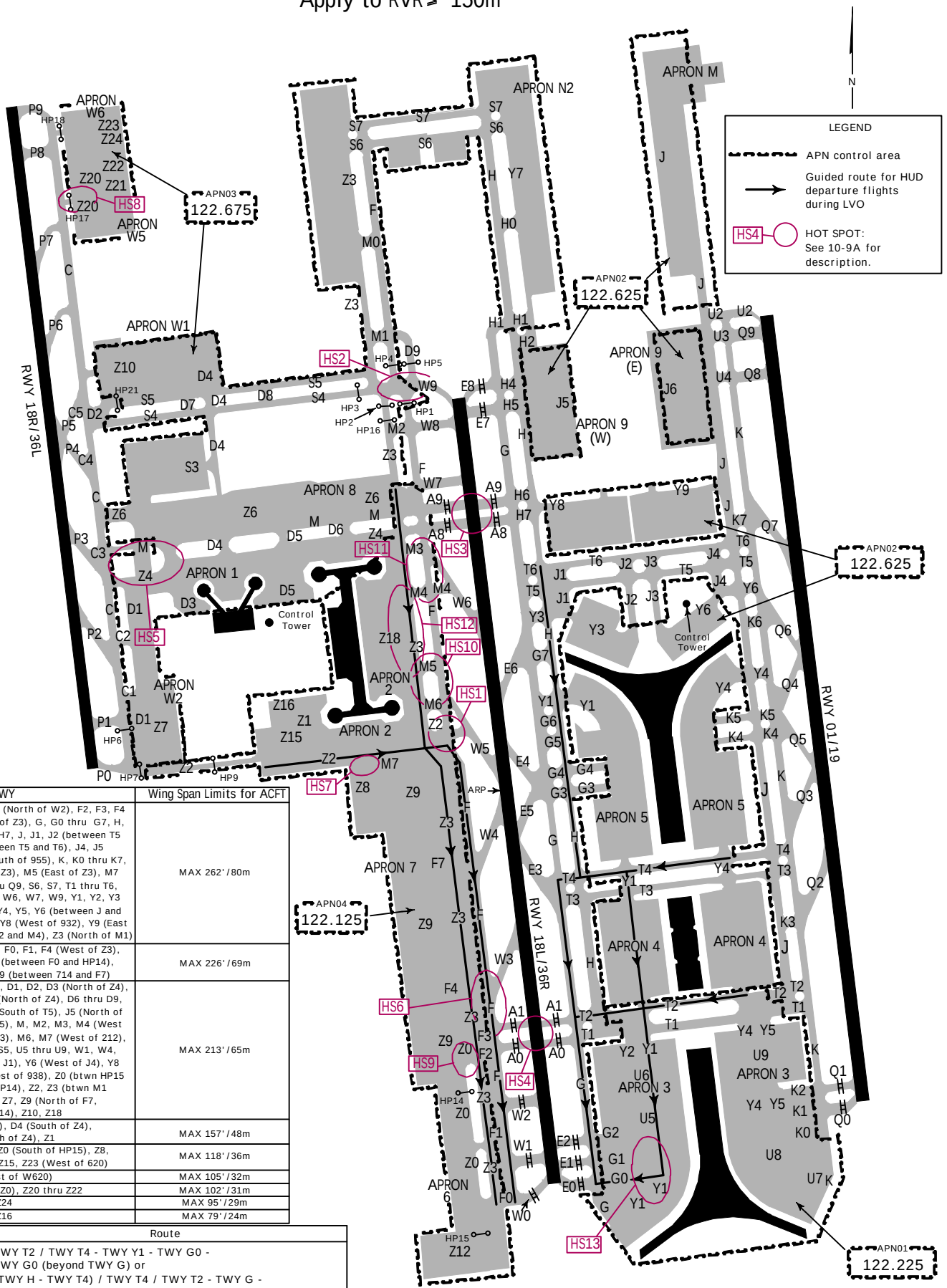
ZBAA/PEK

JEPPESEN BEIJING, PR OF CHINA

25 NOV 22 (10-9J) .Eff.30.Nov.1600Z.

CAPITAL

LOW VISIBILITY OPERATION ROUTES RWY 36R DEPARTURE
Apply to RVR ≥ 150m



TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), M7 (East of 212), Q0 thru Q9, S6, S7, T1 thru T6, U2 thru U4, W2, W3, W6, W7, W9, Y1, Y2, Y3 (between H and J1), Y4, Y5, Y6 (between J and J4), Y7 (South of S7), Y8 (West of 932), Y9 (East of 938), Z3 (between F2 and M4), Z3 (North of M1)	MAX 262'/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (between F0 and HP14), Z3 (South of F2), Z9 (between 714 and F7)	MAX 226'/69m
A8, A9, C, C1 thru C5, D1, D2, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D9, J2 (South of T5), J3 (South of T5), J5 (North of 951), J6 (North of 955), M, M2, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P9, S3 thru S5, U5 thru U9, W1, W4, W5, W8, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btwn HP15 and F0, North of HP14), Z2, Z3 (btwn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213'/65m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z1	MAX 157'/48m
Y7 (North of S7), Z0 (South of HP15), Z8, Z12 (East of Z0), Z15, Z23 (West of 620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z12 (West of Z0), Z20 thru Z22	MAX 102'/31m
Z24	MAX 95'/29m
Z16	MAX 79'/24m

RWY	Route
36R (East)	TWY T2 / TWY T4 - TWY Y1 - TWY G0 - TWY G0 (beyond TWY G) or (TWY H - TWY T4) / TWY T4 / TWY T2 - TWY G - TWY G (between TWY G1 and TWY G0)
36R (West)	TWY Z3 (North of TWY Z2) / TWY Z2 - TWY F - TWY F (North of TWY W2) / TWY F (North of TWY W0) or TWY Z3 (North of TWY Z2) / TWY Z2 - TWY Z3 - TWY Z3 (North of TWY F0)

ZBAA/PEK

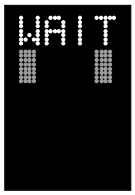
JEPPESEN BEIJING, PR OF CHINA

25 NOV 22 (10-9K) .Eff.30.Nov.1600Z.

CAPITAL

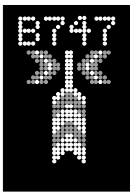
CHANGES: Holding position Twy W7 decommissioned, wingspan restrictions Twy Y7.

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



START-OF-DOCKING

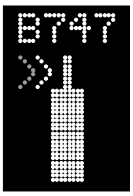
When the system is started, "WAIT" will be displayed.



CAPTURE

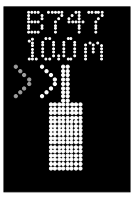
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.

IT SHALL BE CHECKED THAT THE CORRECT AIRCRAFT TYPE IS DISPLAYED. THE LEAD-IN LINE SHALL BE FOLLOWED.



TRACKING

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.
A flashing red arrow indicates the direction to turn.
The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.



CLOSING RATE

Display of digital countdown will start when the aircraft is 98'/30m from stop position.
When the aircraft is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last row is turned off, 2'/0.5m remains to stop.

ALIGNED TO CENTER

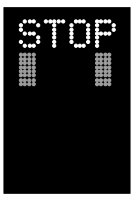
The aircraft is 26'/8m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.

SLOW DOWN

If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" as a warning to the pilot.

AZIMUTH GUIDANCE

The aircraft is 13'/4m from the stop-position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.



STOP POSITION REACHED

When the correct stop-position is reached, the display will show "STOP" and red lights will be lit.

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5

DOCKING COMPLETED
When the aircraft has parked, "OK" will be displayed.

OVERSHOOT
If the aircraft has overshot the stop-position, "TOO FAR" will be displayed.

WAIT
If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show "WAIT". The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SLOW
The display will show "SLOW" when the DGS lose the aircraft very near the STOP position or visibility for DGS is reduced.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING-RATE BAR IS SHOWN.

AIRCRAFT VERIFICATION FAILURE
During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR

GATE BLOCKED
If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

VIEW BLOCKED
If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a view blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SBU-STOP
Any unrecoverable error during the docking procedure will generate an "SBU (safety back-up)" condition. The display will show red stop bar and the text "STOP", "SBU".
A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

TOO FAST
If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP (with red squares)" and "TOO FAST" will be displayed.
THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.

EMERGENCY STOP
When the Emergency "Stop" button is pressed, "STOP" is displayed.

CHOCKS ON
"CHOCK ON" will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.

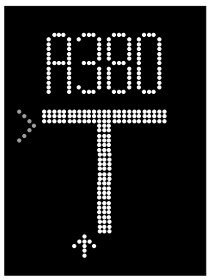
ERROR
If a system error occurs, the message "ERROR" is displayed with an error code. The code is used for maintenance purposes.

SYSTEM BREAKDOWN
In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

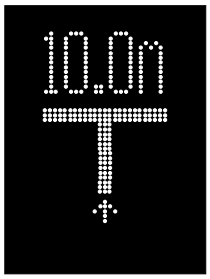
POWER FAILURE
In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513

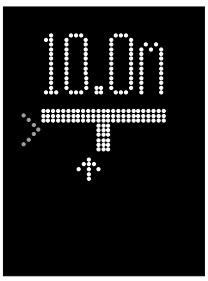
START-OF-DOCKING
When the system is started, "WAIT" will be displayed.



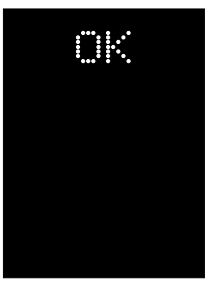
TRACKING
When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centerline.



ALIGNED TO CENTER
The aircraft is 33'/10m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.

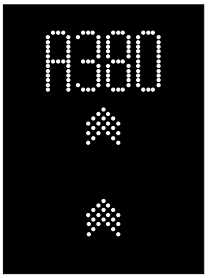


AZIMUTH GUIDANCE
The aircraft is 33'/10m from the stop-position. The yellow arrow indicates an aircraft to the left of the centerline, and the red flashing arrow indicates the direction to turn.

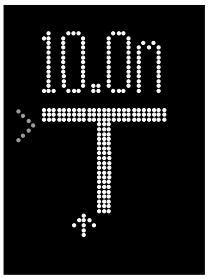


DOCKING COMPLETED
When the aircraft has parked, "OK" will be displayed.

CAPTURE
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.



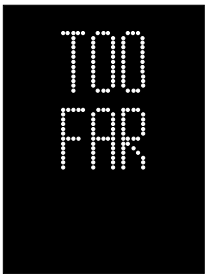
CLOSING RATE
Display of digital count-down will start when the aircraft is 98'/30m from stop position. When the aircraft is less than 49'/15m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last row is turned off, 2'/0.5m remains to stop.



SLOW DOWN
If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" or "SLOW" as a warning to the pilot.

STOP POSITION REACHED
When the correct stop-position is reached, the display will show "STOP" and red lights will be lit.

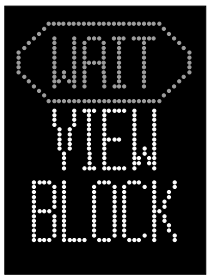
OVERSHOOT
If the aircraft has overshot the stop-position, "TOO FAR" will be displayed.



VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513

AIRCRAFT VERIFICATION FAILURE

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails, "STOP" and "ID FAIL" will be displayed. The pilot must not proceed beyond the bridge without manual guidance.

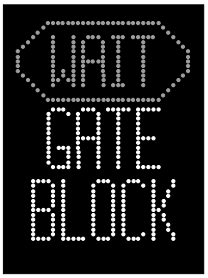


VIEW BLOCKED

If the view towards the aircraft is hindered, for instance by dirt on the window, the DGS will report a View blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.

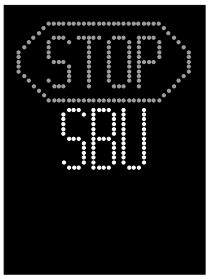
GATE BLOCKED

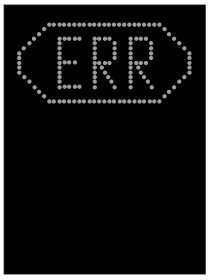
If an object is found blocking the view from the DGS to the planned stop-position, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed. The pilot must not proceed beyond the bridge without manual guidance, unless the "WAIT" message has been superseded by the closing rate bar.

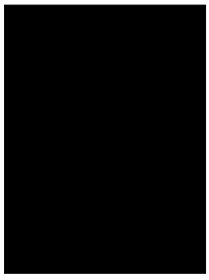


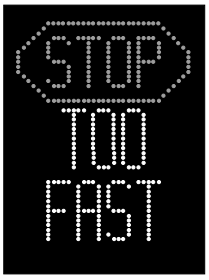
ABNORMAL DOCKING PROCEED

If the system displays the following information, the aircraft must not proceed without manual guidance.









SPEED LIMIT

The speed limit for the Visual Docking Guidance System is 2m/s.
Aircraft can't approach faster.

ZBAA/PEK

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z. 10-9S

EASA AIR OPS.

BEIJING, PR OF CHINA

CAPITAL

STRAIGHT-IN RWY		A	B	C	D
01	CAT 2 ILS DME Z & Y	184'(100') RA112' R300m	184'(100') RA112' R300m	184'(100') RA112' R300m	184'(100') RA112' 1 R300m
	2 ILS DME Z & Y	284'(200')	284'(200')	284'(200')	284'(200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	3 R550m V800m	3 R550m V800m	3 R550m V800m	3 R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	4 ILS DME Z & Y	314'(230')	331'(247')	331'(247')	347'(263')
	FULL	R550m V800m	R550m V800m	R550m V800m	R/V800m
	TDZ or CL out	3 R550m V800m	3 R550m V800m	3 R550m V800m	R/V800m
	ALS out	R/V1400m	R/V1500m	R/V1500m	R/V1600m
	5 LOC	560'(476')	560'(476')	560'(476')	560'(476')
		R/V1900m	R/V1900m	R/V1900m	R/V1900m
	ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m
18L	ILS DME Z & Y	310'(200')	310'(200')	310'(200')	310'(200')
		6 R550m V800m	6 R550m V800m	6 R550m V800m	6 R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	5 LOC	510'(400')	510'(400')	510'(400')	510'(400')
		R/V1500m	R/V1500m	R/V1500m	R/V1500m
	ALS out	R/V2400m	R/V2400m	R/V2400m	R/V2400m
18R	ILS DME Z & Y	315'(200')	315'(200')	328'(213')	328'(213')
		6 R550m V800m	6 R550m V800m	6 R550m V800m	6 R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1300m	R/V1300m
	5 LOC	500'(385')	500'(385')	500'(385')	500'(385')
		R/V1300m	R/V1300m	R/V1300m	R/V1300m
	ALS out	R/V2200m	R/V2200m	R/V2200m	R/V2200m
19	ILS DME Z & Y	294'(200')	294'(200')	294'(200')	294'(200')
		6 R550m V800m	6 R550m V800m	6 R550m V800m	6 R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	5 LOC	560'(466')	560'(466')	560'(466')	560'(466')
		R/V1700m	R/V1700m	R/V1700m	R/V1700m
	ALS out	R/V2600m	R/V2600m	R/V2600m	R/V2600m
36L	7 ILS DME Z & Y	307'(200')	307'(200')	307'(200')	307'(200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	3 R550m V800m	3 R550m V800m	3 R550m V800m	3 R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	4 ILS DME Z & Y	307'(200')	307'(200')	307'(200')	320'(213')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	3 R550m V800m	3 R550m V800m	3 R550m V800m	3 R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1300m
	5 LOC	460'(353')	460'(353')	460'(353')	460'(353')
		R/V1100m	R/V1100m	R/V1100m	R/V1200m
	ALS out	R/V2100m	R/V2100m	R/V2100m	R/V2100m

1 R350m for manual operation below DH.
2 Missed approach climb gradient MIN 5.0%.
3 R750m when a Flight Director or Autopilot or HUD to DA is not used.
4 Missed approach climb gradient MIN 2.5%.
5 Contiunuous Descent Final Approach.
6 R800m when a Flight Director or Autopilot or HUD to DA is not used.
7 Missed approach climb gradient MIN 3.0%.

CHANGES: Reissue.

BEIJING, PR OF CHINA

CAPITAL

STRAIGHT-IN RWY		A	B	C	D
36R	CAT 3A ILS DME Z & Y	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS DME Z & Y	198'(100') RA108' R300m	198'(100') RA108' R300m	198'(100') RA108' R300m	198'(100') RA108' 1 R300m
	ILS DME Z & Y FULL TDZ or CL out ALS out	298'(200') R550m V800m 2 R550m V800m R/V1200m	298'(200') R550m V800m 2 R550m V800m R/V1200m	298'(200') R550m V800m 2 R550m V800m R/V1200m	298'(200') R550m V800m 2 R550m V800m R/V1200m
	3 LOC ALS out	430'(332') R/V1100m R/V2000m	430'(332') R/V1100m R/V2000m	430'(332') R/V1100m R/V2000m	430'(332') R/V1200m R/V2000m

1 R350m for manual operation below DH.
2 R750m when a Flight Director or Autopilot or HUD to DA is not used.
3 Contiunuous Descent Final Approach.

TAKE-OFF

		Rwy 01		Rwy 36R		All Rwys	
		Low Visibility Take-off				RL	NIL (DAY only)
		HUD & RL & CL	RL & CL	HUD & RL & CL	RL & CL		
2 TURB Eng or 3 & 4 Eng	A	R90m	R200m	R150m	R200m	R400m V800m	R500m V800m
	B						
	C						
	D		R250m		R250m		
Other 1 & 2 Eng		Minimums not established by CAAC				V1600m	

CHANGES: None.

ZBAA/PEK
CAPITAL

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z.

11-1

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 01

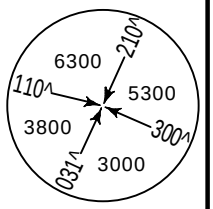
BRIEFING STRIP ™

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)					
Arrival	APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R)		*BEIJING Tower	Ground				
APP17	APP18		*GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.6	121.9	121.8	121.7	121.75	121.85

LOC	Final	D12.1 INJ	ILS	Apt Elev 116'
INJ	Apch Crs	3940' (3856')	DA(H)	
108.5	359^		Refer to Minimums	Rwy 84'

MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT to VOR at 1970' or above. Join the holding or as directed.
No turn permitted before THR. Refer to minimums for missed apch climb gradient.



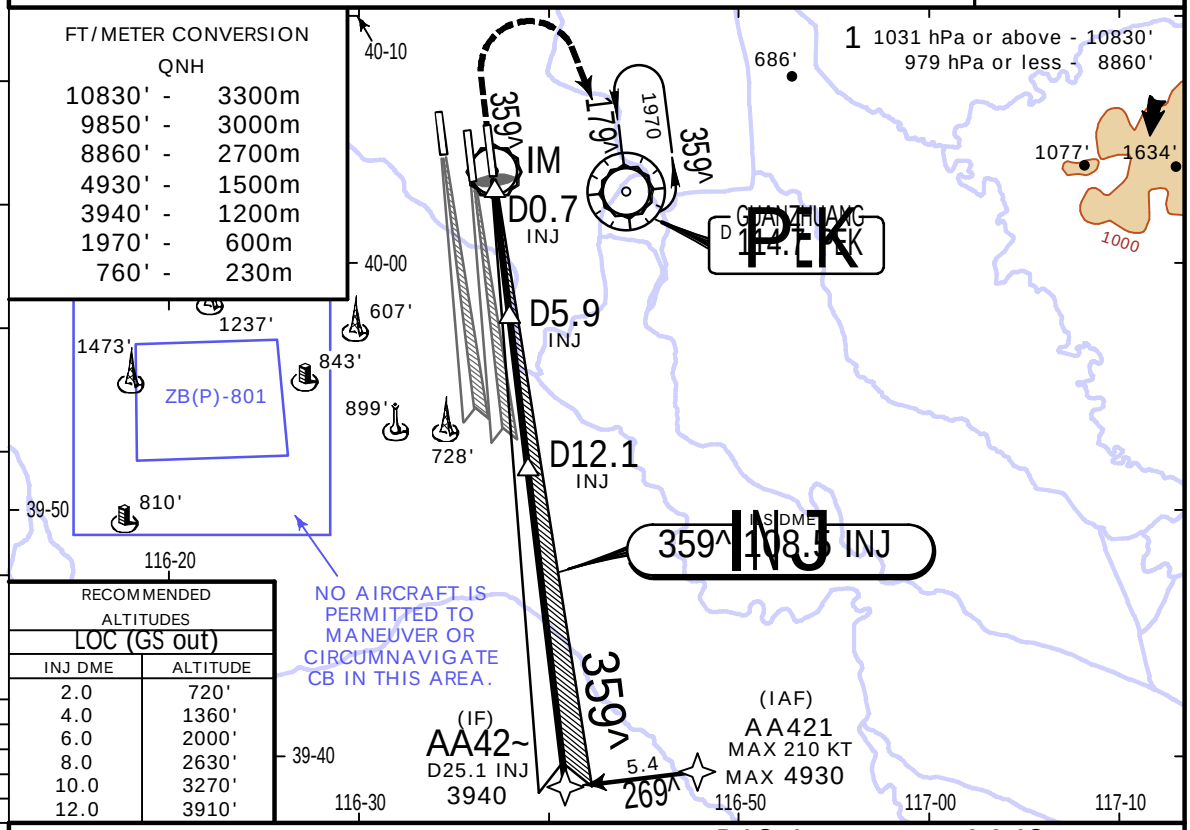
MSA PEK VOR

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850' 1

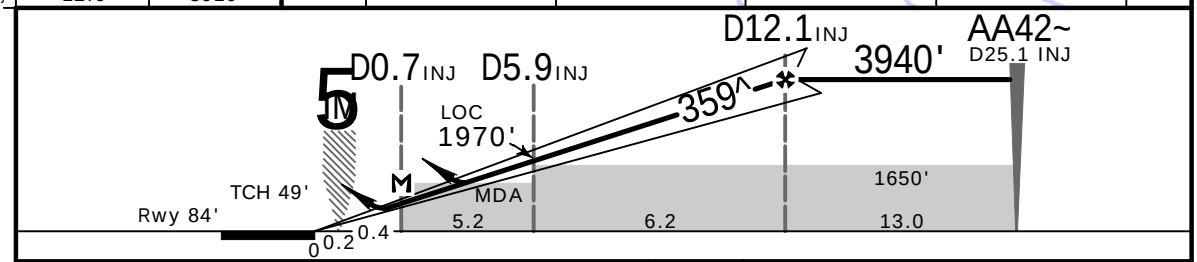
FT/METER CONVERSION

QNH	
10830' -	3300m
9850' -	3000m
8860' -	2700m
4930' -	1500m
3940' -	1200m
1970' -	600m
760' -	230m

1 1031 hPa or above - 10830'
979 hPa or less - 8860'



RECOMMENDED ALTITUDES	
LOC (GS out)	
INJ DME	ALTITUDE
2.0	720'
4.0	1360'
6.0	2000'
8.0	2630'
10.0	3270'
12.0	3910'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.7 INJ							

HIALS-II
PAPI

760'

MIN 1970' RT

PEK 114.7

.State.

STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	MACG MIN 5.0%	MACG MIN 2.5%		
	DA(H) 284' (200')	DA(H) A: 314' (230') BC: 331' (247') D: 347' (263')	MDA(H) CDFA 560' (476')	
PANS OPS	FULL	ALS out	FULL	ALS out		ALS out
A	R550m V800m	V1200m	R550m V800m	V1400m	R/V1900m	V2800m
B				V1500m		
C						
D			R/V800m	V1600m		

CHANGES: Note, recommended altitudes.

ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN 23 DEC 22 .Eff.28.Dec.1600Z. 11-1AA 1

CAT II RNAV ILS DME Z Rwy 01

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	BEIJING Approach (R) APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	*BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.6	121.9	121.8	121.7	121.75	121.85

LOC INJ	Final Apch Crs	D12.1 INJ	CAT II ILS	Apt Elev 116'
108.5	359^	3940' (3856')	RA 112' DA(H) 184'(100')	Rwy 84'

MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT to VOR at 1970' or above. Join the holding or as directed.
No turn permitted before THR. Missed apch requires a minimum climb gradient of 5.0% (304'/NM).

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850' 2

Special Aircrew and Aircraft Certification Required.

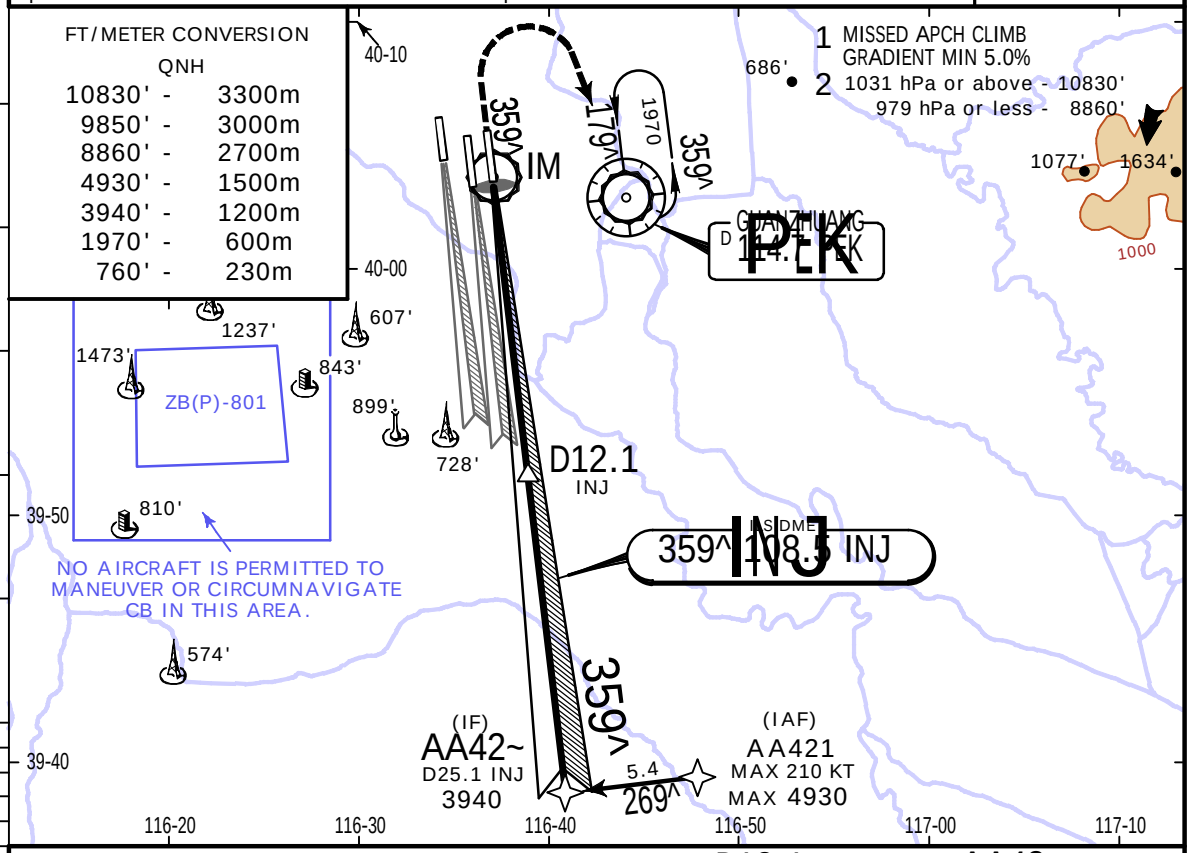
MSA PEK VOR: 6300 (210^–110^), 5300 (110^–300^), 3800 (300^–031^), 3000 (031^–210^)

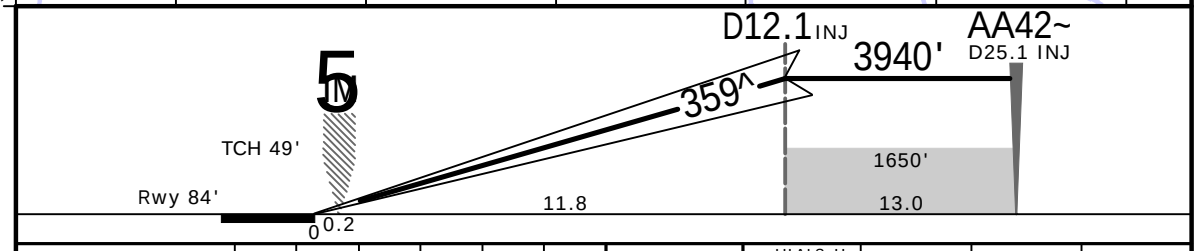
FT/METER CONVERSION

QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
4930' -	1500m
3940' -	1200m
1970' -	600m
760' -	230m

1 MISSED APCH CLIMB GRADIENT MIN 5.0%
2 1031 hPa or above - 10830'
979 hPa or less - 8860'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II PAPI | 760' | MIN 1970' RT | PEK 114.7

.State.

STRAIGHT-IN LANDING
CAT II ILS

RA 112'
DA(H) 184' (100')

1 R300m

PANS OPS

1 CAT D: R350m for manual operation below DH.

CHANGES: Note, missed apch minimum climb gradient.

ZBAA/PEK
CAPITAL

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z.

11-2

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 01

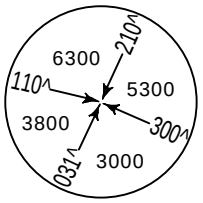
BRIEFING STRIP ™

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	APP09	APP10	BEIJING Approach (R) APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	*BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.6	121.9	121.8	121.7	121.75	121.85

LOC INJ	Final Apch Crs	D21.4 INJ	ILS DA(H) Refer to Minimums	Apt Elev 116' Rwy 84'
108.5	359^	6890' (6806')		

MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT to VOR at 1970' or above. Join the holding or as directed.
No turn permitted before THR. Refer to minimums for missed apch climb gradient.



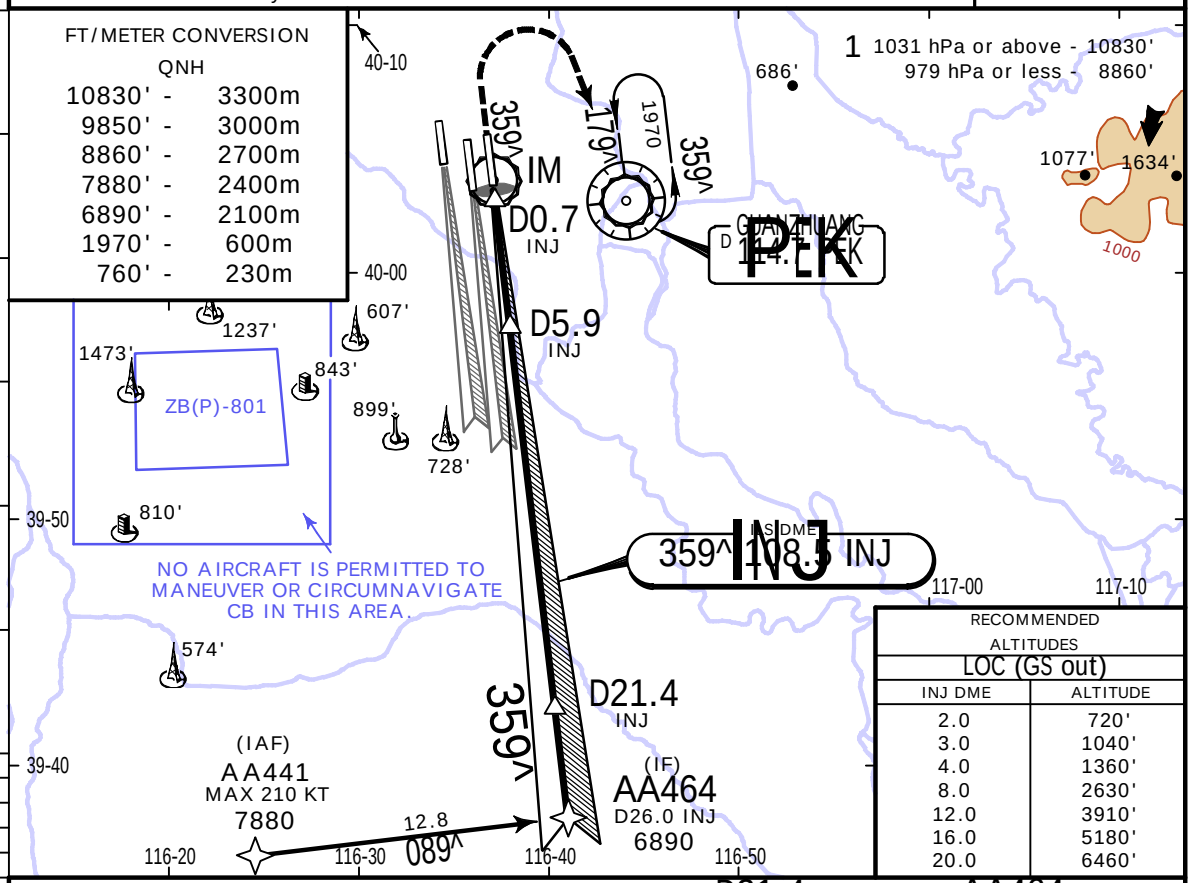
MSA PEK VOR

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850' 1

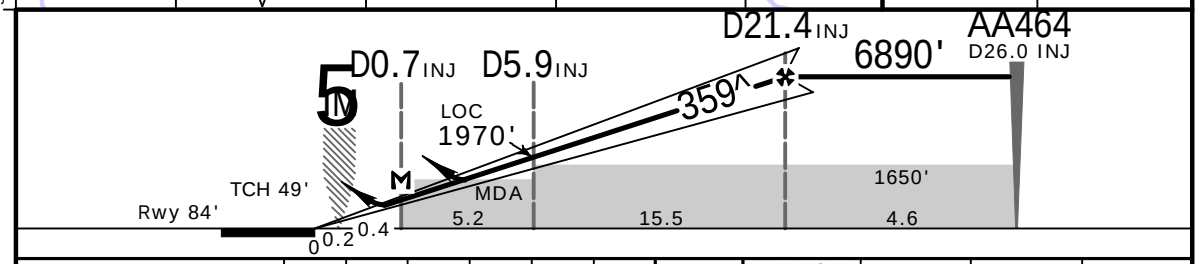
FT/METER CONVERSION

QNH	
10830' -	3300m
9850' -	3000m
8860' -	2700m
7880' -	2400m
6890' -	2100m
1970' -	600m
760' -	230m

1 1031 hPa or above - 10830'
979 hPa or less - 8860'



RECOMMENDED ALTITUDES LOC (GS out)	
INJ DME	ALTITUDE
2.0	720'
3.0	1040'
4.0	1360'
8.0	2630'
12.0	3910'
16.0	5180'
20.0	6460'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.7 INJ							

HIALS-II
PAPI
760'
MIN
1970'
RT
PEK
114.7

.State.

STRAIGHT-IN LANDING

ILS MACG MIN 5.0% DA(H) 284' (200')		ILS MACG MIN 2.5% DA(H) A: 314' (230') BC: 331' (247') D: 347' (263')		LOC (GS out) CDFA MDA(H) 560' (476')	
FULL	ALS out	FULL	ALS out		ALS out
A	R550m V800m	V1200m	R550m V800m	V1400m	R/V1900m	V2800m
B				V1500m		
C						
D			R/V800m	V1600m		

PANS OPS

CHANGES: Note, recommended altitudes.

ZBAA/PEK CAPITAL

JEPPESEN

23 DEC 22 .Eff.28.Dec.1600Z.

11-2AA

BEIJING, PR OF CHINA

1 CAT II RNAV ILS DME Y Rwy 01

D-ATIS Arrival	CAPITAL Approach (R)			BEIJING Approach (R)					
	APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R)		*BEIJING Tower	Ground				
APP17	APP18		*GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.6	121.9	121.8	121.7	121.75	121.85

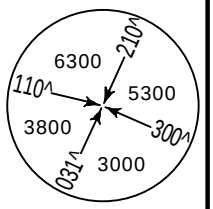
BRIEFING STRIP ™

LOC INJ	Final Apch Crs	D21.4 INJ	CAT II ILS	Apt Elev 116'
108.5	359^	6890' (6806')	RA 112' DA(H) 184'(100')	Rwy 84'

MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT to VOR at 1970' or above. Join the holding or as directed. No turn permitted before THR. Missed apch requires a minimum climb gradient of 5.0% (304'/NM).

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850' 2

Special Aircrew and Aircraft Certification Required.



MSA PEK VOR

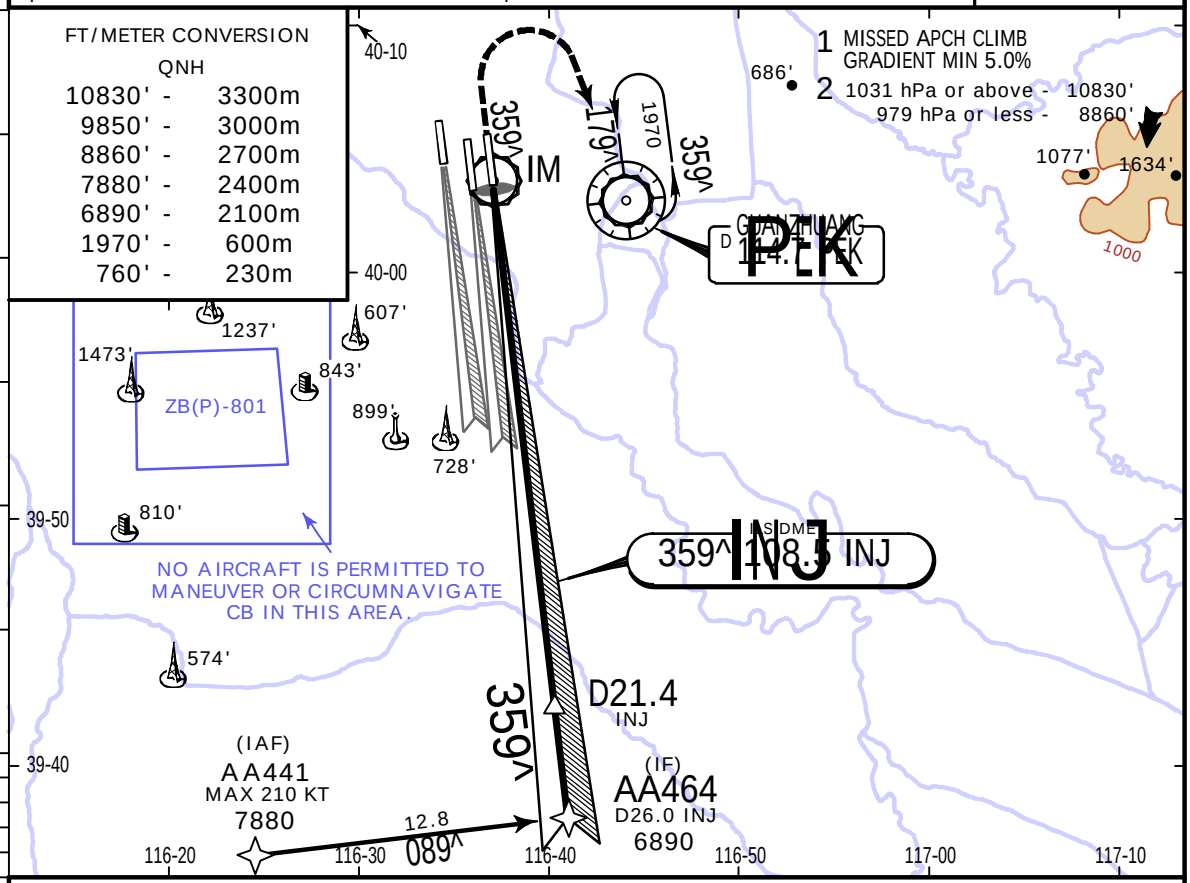
FT/METER CONVERSION

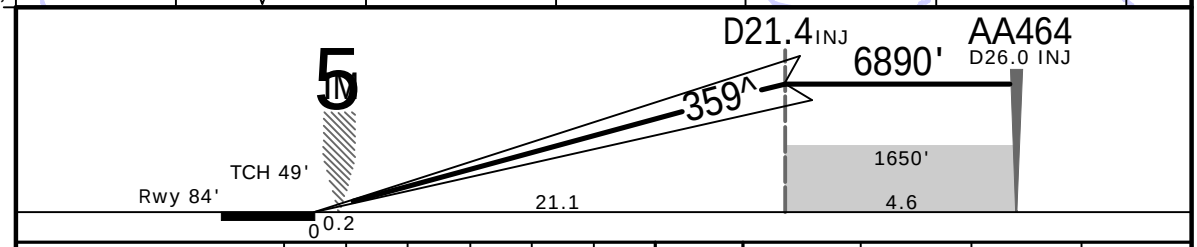
QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
7880' -	2400m
6890' -	2100m
1970' -	600m
760' -	230m

1 MISSED APCH CLIMB GRADIENT MIN 5.0%

2 1031 hPa or above - 10830'
979 hPa or less - 8860'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II PAPI | 760' | MIN 1970' RT | PEK 114.7

.State.

STRAIGHT-IN LANDING
CAT II ILS

RA 112'
DA(H) 184' (100')

1 R300m

PANS OPS

1 CAT D: R350m for manual operation below DH.

CHANGES: Note, missed apch minimum climb gradient.

ZBAA/PEK BEIJING, PR OF CHINA

CAPITAL .Eff.28.Dec.1600Z. 23 DEC 22 JEPPESEN 11-2BB 1 SA CAT I RNAV ILS DME Z Rwy 01

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	APP09	APP10	BEIJING Approach (R) APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	*BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.6	121.9	121.8	121.7	121.75	121.85

LOC INJ	Final Apch Crs	D12.1 INJ	SA CAT I ILS RA 148' DA(H)	Apt Elev 116' Rwy 84'
108.5	359^	3940' (3856')	234'(150')	

MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT to VOR at 1970' or above. Join the holding or as directed.
No turn permitted before THR. Missed apch requires a minimum climb gradient of 5.0% (304'/NM).

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 118 | Trans alt: 9850' 2

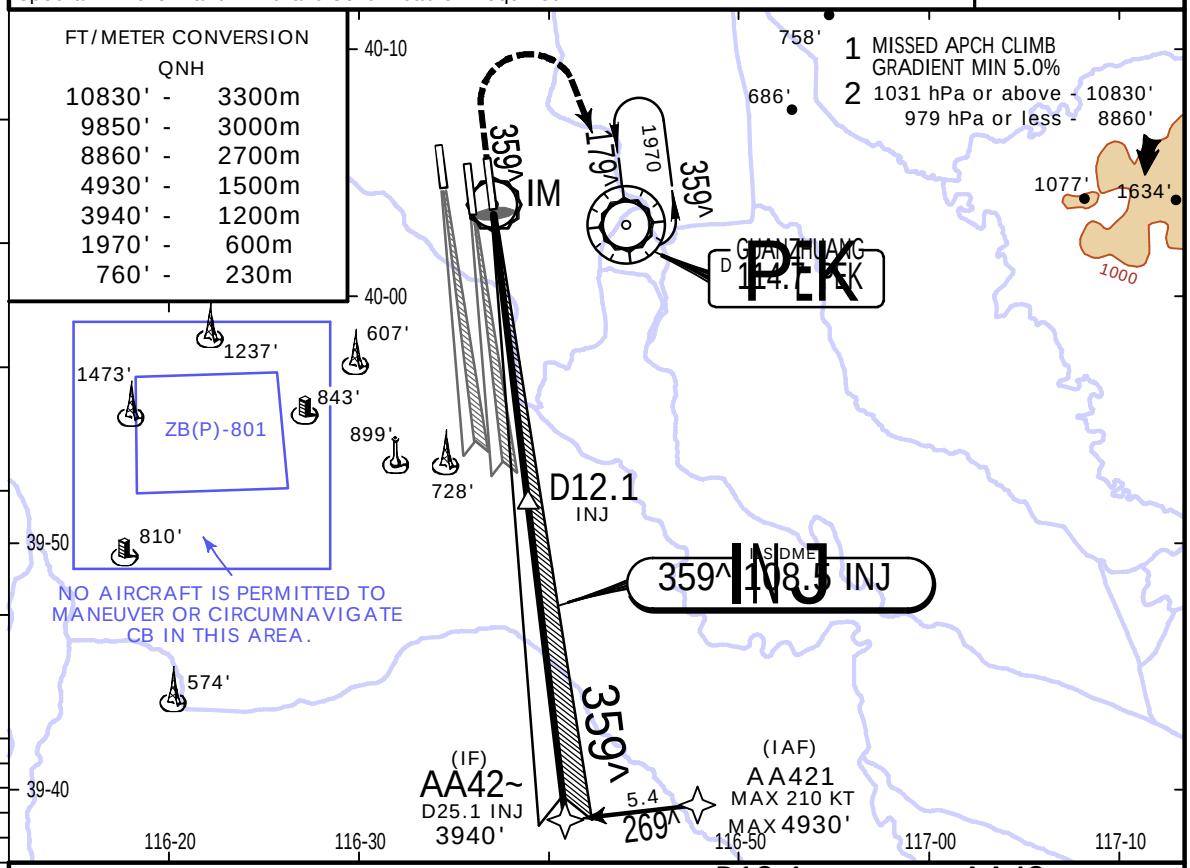
Special Aircrew and Aircraft Certification Required.

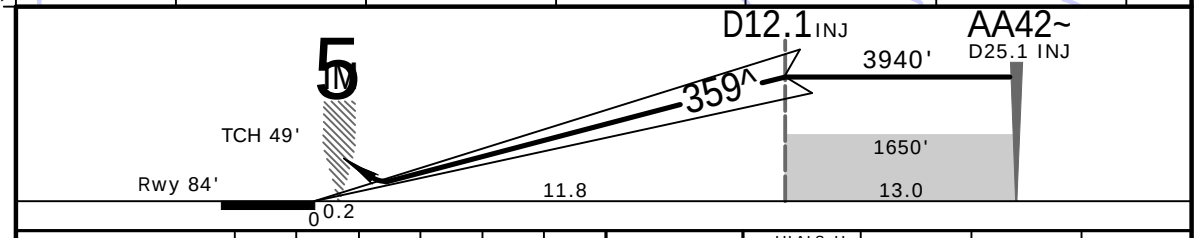
MSA PEK VOR: 6300 (210^–110^), 5300 (110^–300^), 3800 (300^–031^), 3000 (031^–210^)

FT/METER CONVERSION QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
4930' -	1500m
3940' -	1200m
1970' -	600m
760' -	230m

1 MISSED APCH CLIMB GRADIENT MIN 5.0%
2 1031 hPa or above - 10830'
979 hPa or less - 8860'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II PAPI | 760' ↑ | MIN 1970' RT | PEK 114.7

.State.

STRAIGHT-IN LANDING
1 SA CAT I ILS

RA 148'
DA(H) 234' (150')

R450m

1 HUD required.

BRIEFING STRIP ™ PANS OPS

CHANGES: Note.

ZBAA/PEK CAPITAL — BEIJING, PR OF CHINA

JEPPESEN

23 DEC 22 .Eff.28.Dec.1600Z.

11-2CC 1 SA CAT I RNAV ILS DME Y Rwy 01

BRIEFING STRIP ™

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	APP09	APP10	BEIJING Approach (R) APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

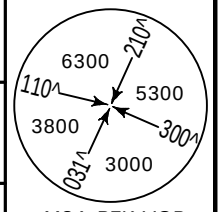
BEIJING Approach (R) APP17	APP18	*BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.6	121.9	121.8	121.7	121.75	121.85

LOC INJ	Final Apch Crs	D21.4 INJ	SA CAT I ILS	Apt Elev 116'
108.5	359^	6890' (6806')	RA 148' DA(H) 234'(150')	Rwy 84'

MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT to VOR at 1970' or above. Join the holding or as directed.
No turn permitted before THR. Missed apch requires a minimum climb gradient of 5.0% (304'/NM).

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 118 | Trans alt: 9850' 2

Special Aircrew and Aircraft Certification Required.

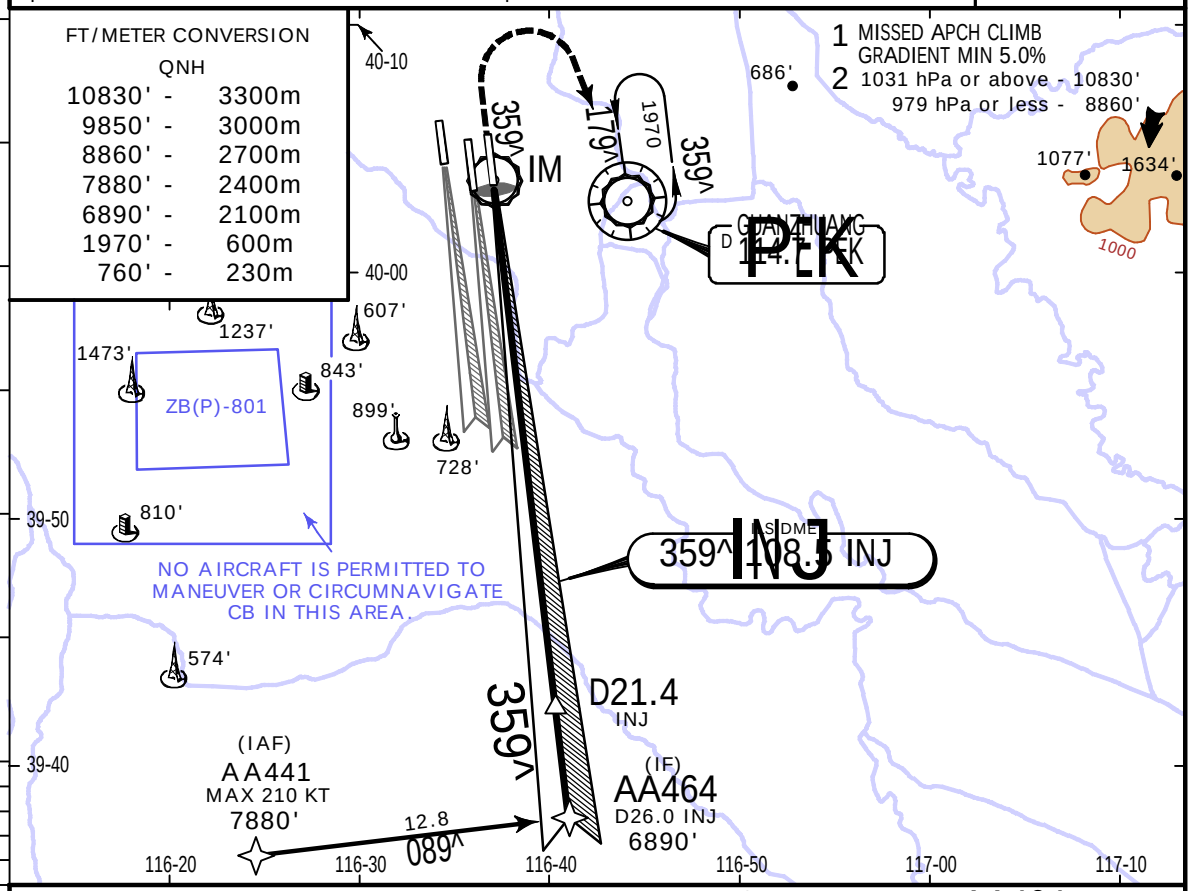


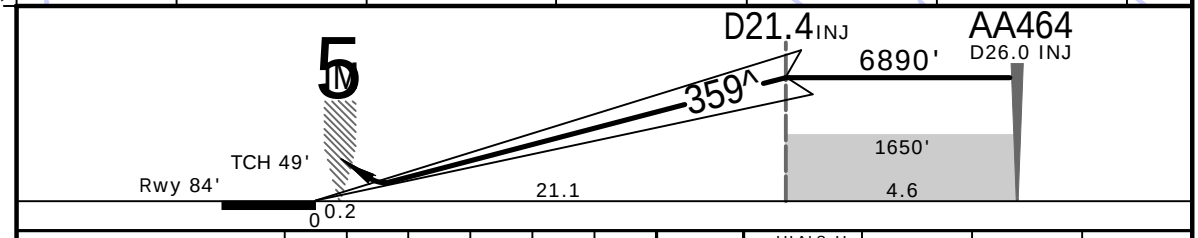
MSA PEK VOR

FT/METER CONVERSION

QNH	
10830' -	3300m
9850' -	3000m
8860' -	2700m
7880' -	2400m
6890' -	2100m
1970' -	600m
760' -	230m

1 MISSED APCH CLIMB GRADIENT MIN 5.0%
2 1031 hPa or above - 10830'
979 hPa or less - 8860'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II PAPI | 760' | MIN 1970' RT | PEK 114.7

PANS OPS

.State.

STRAIGHT-IN LANDING
1 SA CAT I ILS

RA 148'
DA(H) 234' (150')

R450m

1 HUD required.

CHANGES: Note.

ZBAA/PEK
CAPITAL

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z.

11-3

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 18L

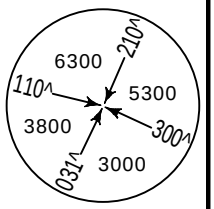
D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	APP09	APP10	BEIJING Approach (R) APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.5	121.9	121.8	121.7	121.75	121.85

BRIEFING STRIP™

LOC IOR	Final Apch Crs	D12.0 IOR	ILS DA(H)	Apt Elev 116'
109.3	179^	3940' (3830')	310' (200')	Rwy 110'

MISSED APCH: Climb STRAIGHT AHEAD to AA51~ (MAX 210 KT) at 990' or above, then turn LEFT and climb to PEK VOR at 3940' with climb gradient 4.5%. Join the holding or as directed.

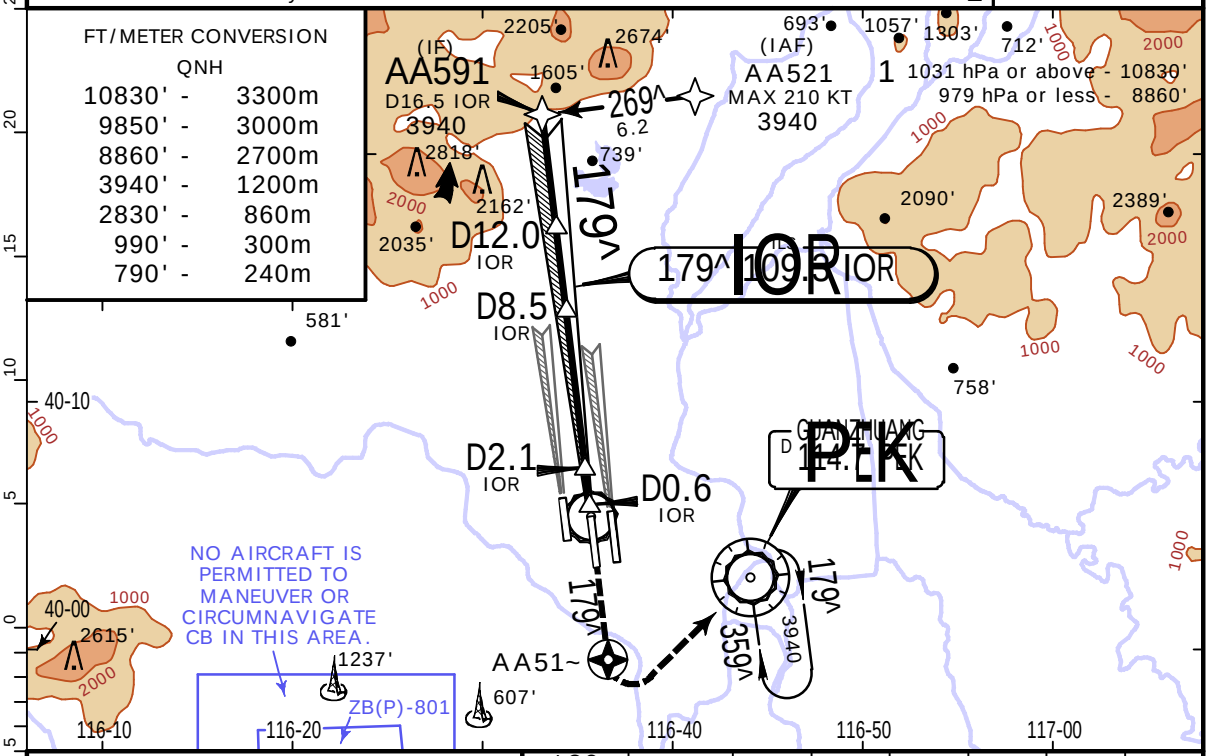


MSA PEK VOR

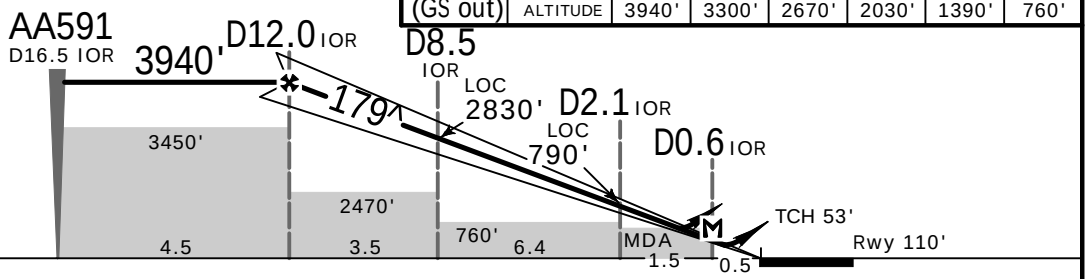
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850' 1

FT/METER CONVERSION

QNH	
10830' -	3300m
9850' -	3000m
8860' -	2700m
3940' -	1200m
2830' -	860m
990' -	300m
790' -	240m



LOC (GS out)	IOR DME	12.0	10.0	8.0	6.0	4.0	2.0
	ALTITUDE	3940'	3300'	2670'	2030'	1390'	760'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.6 IOR							

HIALS
PAPI

MAX 210 KT

AA51~

.State.

STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	DA(H) 310' (200')		MDA(H) CDFA 510' (400')	
	FULL	ALS out		ALS out
A	1 R550m V800m	V1200m	R/V1500m	V2400m
B				
C				
D				

PANS OPS

1 R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Procedure, note.

ZBAA/PEK
CAPITAL

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z.

11-4

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 18L

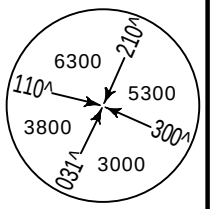
D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	BEIJING Approach (R) APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.5	121.9	121.8	121.7	121.75	121.85

BRIEFING STRIP ™

LOC IOR	Final Apch Crs	D15.1 IOR	ILS DA(H)	Apt Elev 116'
109.3	179^	4930' (4820')	310' (200')	Rwy 110'

MISSED APCH: Climb STRAIGHT AHEAD to AA51~ (MAX 210 KT) at 990' or above, then turn LEFT and climb to PEK VOR at 3940' with climb gradient 4.5%. Join the holding or as directed.

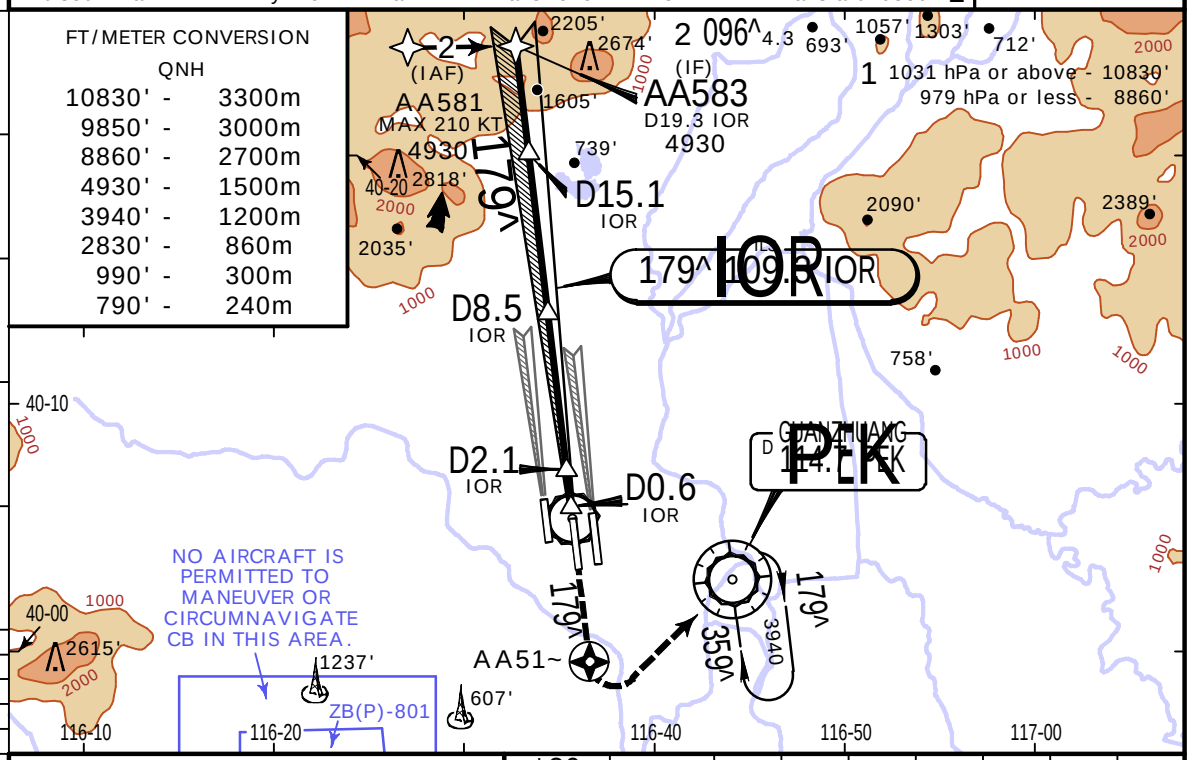


MSA PEK VOR

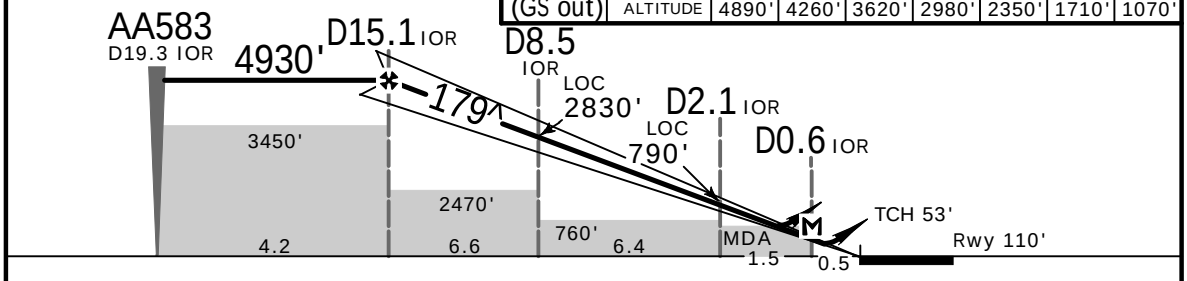
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850' 1

FT/METER CONVERSION

QNH	
10830' -	3300m
9850' -	3000m
8860' -	2700m
4930' -	1500m
3940' -	1200m
2830' -	860m
990' -	300m
790' -	240m



LOC (GS out)	IOR DME	15.0	13.0	11.0	9.0	7.0	5.0	3.0
	ALTITUDE	4890'	4260'	3620'	2980'	2350'	1710'	1070'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.6 IOR							

HIALS
PAPI

MAX 210 KT

AA51~

.State.

STRAIGHT-IN LANDING

	ILS DA(H) 310' (200')		LOC (GS out) CDFA MDA(H) 510' (400')	
	FULL	ALS out		ALS out
A	1 R550m V800m	V1200m	R/V1500m	V2400m
B				
C				
D				

PANS OPS

1 R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Procedure, note.

ZBAA/PEK CAPITAL

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z.

11-5

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 18R

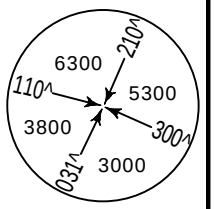
D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	BEIJING Approach (R) APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	*BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	124.3	121.9	121.8	121.7	121.75	121.85

BRIEFING STRIP ™

LOC ILG	Final Apch Crs	D12.0 ILG	ILS DA(H) Refer to Minimums	Apt Elev 116' Rwy 115'
110.3	179^	3940' (3825')		

MISSED APCH: Climb STRAIGHT AHEAD to 560', then turn RIGHT to SZY VOR at 2300' or above, fly to AA5~5 at 3940' or above or as directed. No turn permitted before THR.



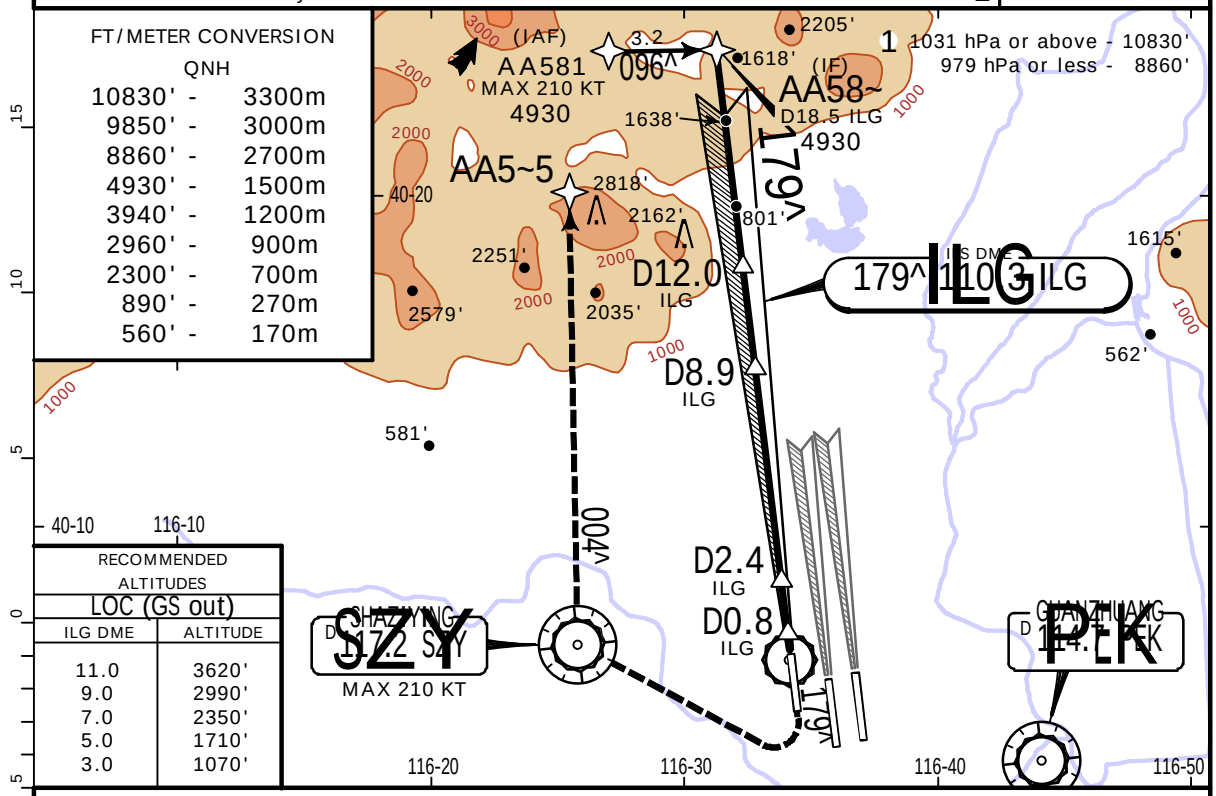
MSA PEK VOR

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850' 1

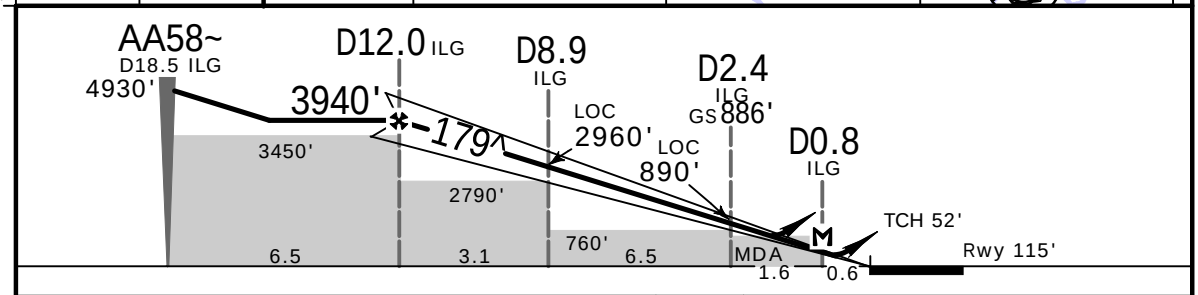
FT/METER CONVERSION

QNH	
10830' -	3300m
9850' -	3000m
8860' -	2700m
4930' -	1500m
3940' -	1200m
2960' -	900m
2300' -	700m
890' -	270m
560' -	170m

1 1031 hPa or above - 10830'
979 hPa or less - 8860'



RECOMMENDED ALTITUDES LOC (GS out) ILG DME	ALTITUDE
11.0	3620'
9.0	2990'
7.0	2350'
5.0	1710'
3.0	1070'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at D0.8 ILG						

HIALS PAPI | 560' | MIN 2300' RT | SZY 117.2

.State.

STRAIGHT-IN LANDING

ILS DA(H)	LOC (GS out) MDA(H)
AB: 315' (200') CD: 328' (213')	CDFA 500' (385')

PANS OPS

	FULL	ALS out		ALS out
A	1 R550m V800m	V1200m	R/V1300m	V2200m
B				
C		V1300m		
D				

1 R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Note, recommended altitudes.

ZBAA/PEK
CAPITAL

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z.

11-6

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 18R

BRIEFING STRIP ™

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	APP09	APP10	BEIJING Approach (R) APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	*BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	124.3	121.9	121.8	121.7	121.75	121.85

LOC ILG	Final Apch Crs	D12.0 ILG	ILS DA(H) Refer to Minimums	Apt Elev 116' Rwy 115'
110.3	179^	3940' (3825')		

MISSED APCH: Climb STRAIGHT AHEAD to 560', then turn RIGHT to SZY VOR at 2300' or above, fly to AA5~5 at 3940' or above or as directed. No turn permitted before THR.

MSA PEK VOR

6300 5300 3800 3000 210^ 110^ 300^ 031^

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850' 1

FT/METER CONVERSION

QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
3940' -	1200m
2960' -	900m
2300' -	700m
890' -	270m
560' -	170m

1 1031 hPa or above - 10830'
979 hPa or less - 8860'

(IF) AA585 D15.6 ILG 3940

(IAF) AA521 MAX 210 KT 3940

AA5~5

D12.0 ILG

D8.9 ILG

D2.4 ILG

D0.8 ILG

179^ 110.3 ILG

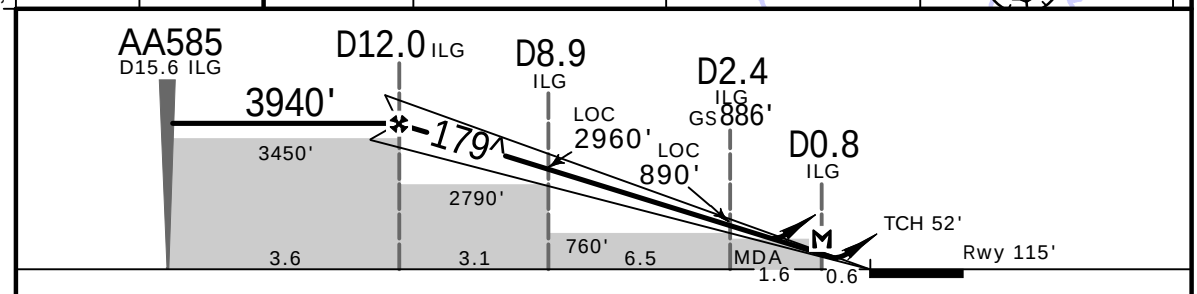
004^

SZY 117.2 SZY MAX 210 KT

PEK 114.1 PEK

RECOMMENDED ALTITUDES
LOC (GS out)

ILG DME	ALTITUDE
11.0	3620'
9.0	2990'
7.0	2350'
5.0	1710'
3.0	1070'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at D0.8 ILG						

HIALS PAPI

560'

MIN 2300' RT

SZY 117.2

.State.

STRAIGHT-IN LANDING

ILS	LOC (GS out)
DA(H) AB: 315' (200') CD: 328' (213')	CDFA MDA(H) 500' (385')

PANS OPS

	FULL	ALS out		ALS out
A	1 R550m V800m	V1200m	R/V1300m	V2200m
B				
C		V1300m		
D				

1 R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Note, recommended altitudes.

ZBAA/PEK
CAPITAL

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z.

11-7

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 19

BRIEFING STRIP ™

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)					
Arrival	APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R)		*BEIJING Tower	Ground				
APP17	APP18		*GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.6	121.9	121.8	121.7	121.75	121.85

LOC	Final	D11.3 ISZ	ILS	Apt Elev 116'
ISZ	Apch Crs	3940' (3846')	DA(H)	Rwy 94'
108.9	179^		294' (200')	

MISSED APCH: Climb to 660', then turn LEFT to PEK VOR at 1970' or above. Join holding or as directed. No turn permitted before THR.

MSA PEK VOR

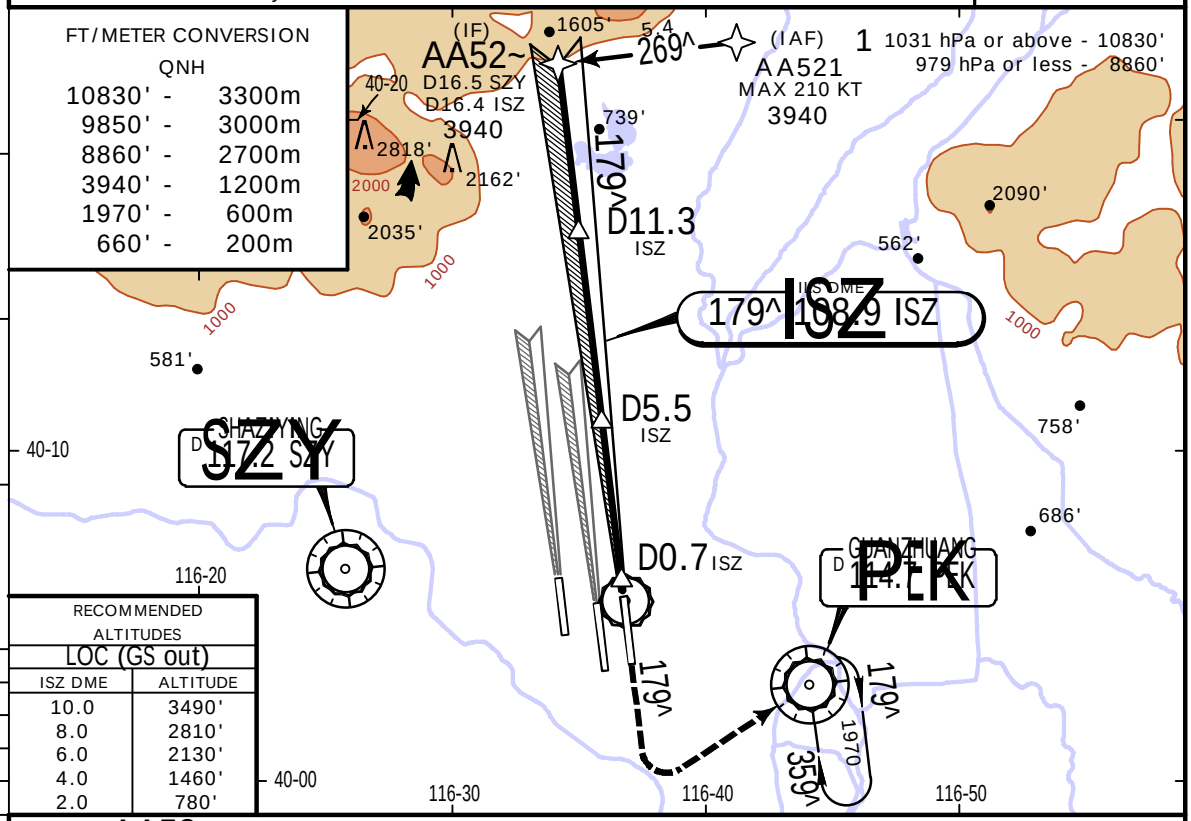
6300 (210^ – 110^)
5300 (110^ – 300^)
3800 (300^ – 031^)
3000 (031^ – 210^)

Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL118	Trans alt: 9850' 1

FT/METER CONVERSION

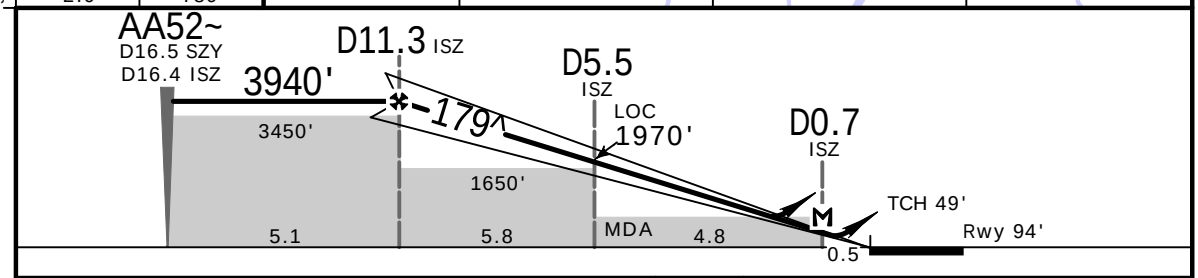
QNH	
10830' -	3300m
9850' -	3000m
8860' -	2700m
3940' -	1200m
1970' -	600m
660' -	200m

1 1031 hPa or above - 10830'
979 hPa or less - 8860'



RECOMMENDED ALTITUDES
LOC (GS out)

ISZ DME	ALTITUDE
10.0	3490'
8.0	2810'
6.0	2130'
4.0	1460'
2.0	780'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.20^	396	510	566	679	793	906
MAP at D0.7 ISZ							

HIALS
PAPI

660'

MIN
1970'
LT

PEK
114.7

.State.

STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	DA(H) 294' (200')		CDFA MDA(H) 560' (466')	
	FULL	ALS out		ALS out
A	1 R550m V800m	V1200m	R/V1700m	V2600m
B				
C				
D				

PANS OPS

1 R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Note.

ZBAA/PEK
CAPITAL

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z.

11-8

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 19

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	APP09	APP10	BEIJING Approach (R) APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

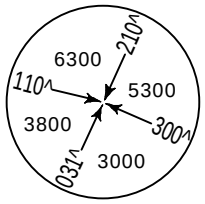
BEIJING Approach (R) APP17	APP18	*BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.6	121.9	121.8	121.7	121.75	121.85

BRIEFING STRIP ™

LOC ISZ	Final Apch Crs	D14.2 ISZ	ILS DA(H)	Apt Elev 116'
108.9	179^	4930' (4836')	294' (200')	Rwy 94'

MISSED APCH: Climb to 660', then turn LEFT to PEK VOR at 1970' or above. Join holding or as directed. No turn permitted before THR.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850' 1



MSA PEK VOR

FT/METER CONVERSION

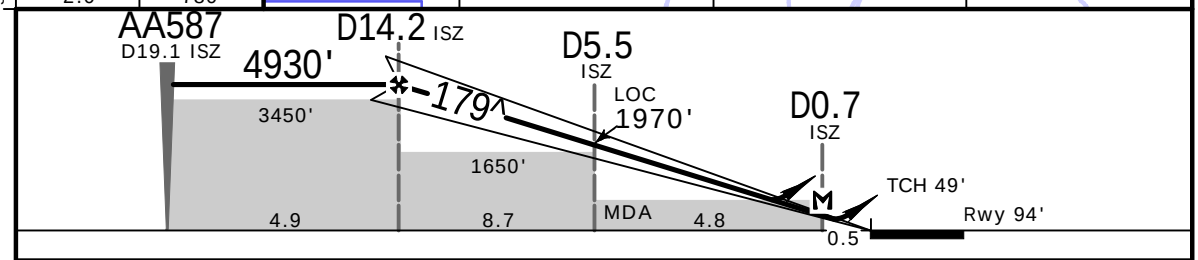
QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
4930' -	1500m
1970' -	600m
660' -	200m

5.2
096^
1618'
(IAF)
AA581
MAX 210 KT
4930
40-20
2818'
2162'
2000
2035'
2127'
2579'
2000
1000
581'
2000
2674'
(IF)
AA587
D19.1 ISZ
4930
1605'
179^
739'
D14.2
ISZ
1057'
1000
712'
1 1031 hPa or above - 10830'
979 hPa or less - 8860'
2090'
562'
ISZ
ILS DME
179^ 108.9 ISZ
1000
758'
D5.5
ISZ
40-10
686'
116-20
D0.7 ISZ
179^
179^
1970
359^
NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.
40-00
116-30
116-40
116-50

RECOMMENDED ALTITUDES
LOC (GS out)

ISZ DME	ALTITUDE
14.0	4850'
12.0	4170'
10.0	3490'
8.0	2810'
6.0	2130'
4.0	1460'
2.0	780'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.20^	396	510	566	679	793	906
MAP at D0.7 ISZ							

HIALS
PAPI

660'

MIN
1970'
LT

PEK
114.7

.State.

STRAIGHT-IN LANDING

ILS DA(H) 294' (200')		LOC (GS out) CDFA MDA(H) 560' (466')	
FULL	ALS out		ALS out
A B C D — 1 R550m V800m	V1200m	R/V1700m	V2600m

PANS OPS

1 R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Note.

ZBAA/PEK
CAPITAL

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z.

11-9

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 36L

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	APP09	APP10	BEIJING Approach (R) APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	*BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	124.3	121.9	121.8	121.7	121.75	121.85

LOC IDK	Final Apch Crs	D18.2 IDK	ILS DA(H) Refer to Minimums	Apt Elev 116' Rwy 107'
111.7	359^	5910' (5803')		

MISSED APCH: Climb STRAIGHT AHEAD to 530', turn LEFT to AA46~, fly to AA45~, turn LEFT and fly over AA461 at 6890' or above, turn LEFT to SZY VOR at 6890' or above, turn LEFT to PEK VOR at 6890' or above. Join the holding or as directed. 1

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850' 2

MSA PEK VOR
6300 (210^–110^)
5300 (110^–300^)
3800 (300^–031^)
3000 (031^–210^)

BRIEFING STRIP ™

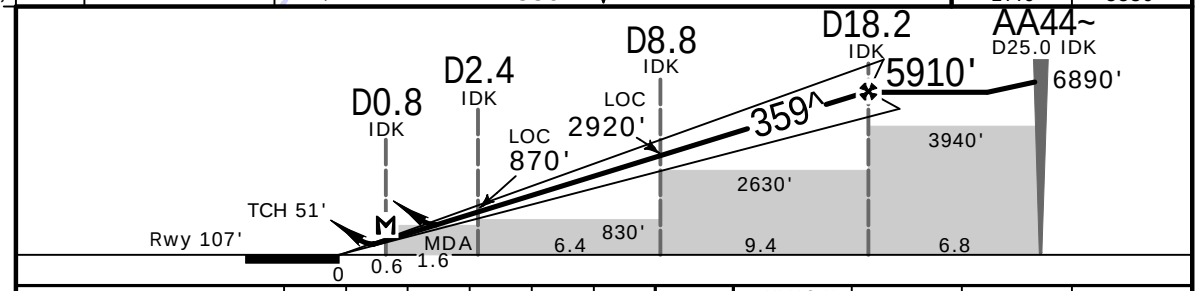
FT/METER CONVERSION
QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
7880' -	2400m
6890' -	2100m
5910' -	1800m
2920' -	890m
870' -	265m
530' -	160m

1 No turn permitted before THR. Refer to minimums for missed apch climb gradient.
2 1031 hPa or above - 10830'
979 hPa or less - 8860'

276^ AA45~
AA461
581'
325^
AA46~
110^
179^
6890
359^
SZY
CHANGYING
D 112.2 SZY
D0.8 IDK
D2.4 IDK
D8.8 IDK
D18.2 IDK
PEK
GUANZHUANG
D 114.4 PEK
ZB(P)-801
1237'
607'
1473'
843'
899'
728'
359^ 11.1 IDK
NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.
NOT TO SCALE
(IAF) AA441 MAX 210 KT 7880
11.1
078^
(IF) AA44~ D25.0 IDK 6890
40-10
40-00
39-50
116-00
116-10
116-50
2028'
2615'
3213'
2150'
2176'
1024'
1182'
1000
2000
3000
758'
686'

RECOMMENDED ALTITUDES LOC (GS out)	
IDK DME	ALTITUDE
2.0	750'
5.0	1700'
8.0	2660'
11.0	3620'
14.0	4570'
17.0	5530'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.8 IDK							

HIALS-II
PAPI
530'
LT
AA46~

.State.

STRAIGHT-IN LANDING

ILS		LOC (GS out)
MACG MIN 3.0%	MACG MIN 2.5%	
DA(H) 307' (200')	DA(H) ABC: 307' (200') D: 320' (213')	CDFA MDA(H) 460' (353')

PANS OPS

	ILS FULL	ILS ALS out	STRAIGHT-IN LANDING FULL	STRAIGHT-IN LANDING ALS out	LOC (GS out)	LOC (GS out) ALS out
A	R550m V800m	V1200m	R550m V800m	V1200m	R/V1100m	V2100m
B						
C				V1300m	R/V1200m	
D						

CHANGES: Procedure, note.

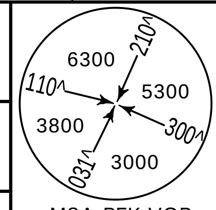
RNAV ILS DME Y Rwy 36L

BRIEFING STRIP ™

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	BEIJING Approach (R) APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	*BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	124.3	121.9	121.8	121.7	121.75	121.85

LOC	Final Apch Crs	D15.1 IDK	ILS DA(H)	Apt Elev 116'
IDK 111.7	359^	4930' (4823')	Refer to Minimums	Rwy 107'



MISSED APCH: Climb STRAIGHT AHEAD to 530', turn LEFT to AA46~, fly to AA45~, turn LEFT and fly over AA461 at 6890' or above, turn LEFT to SZY VOR at 6890' or above, turn LEFT to PEK VOR at 6890' or above. Join the holding or as directed. 1

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850' 2

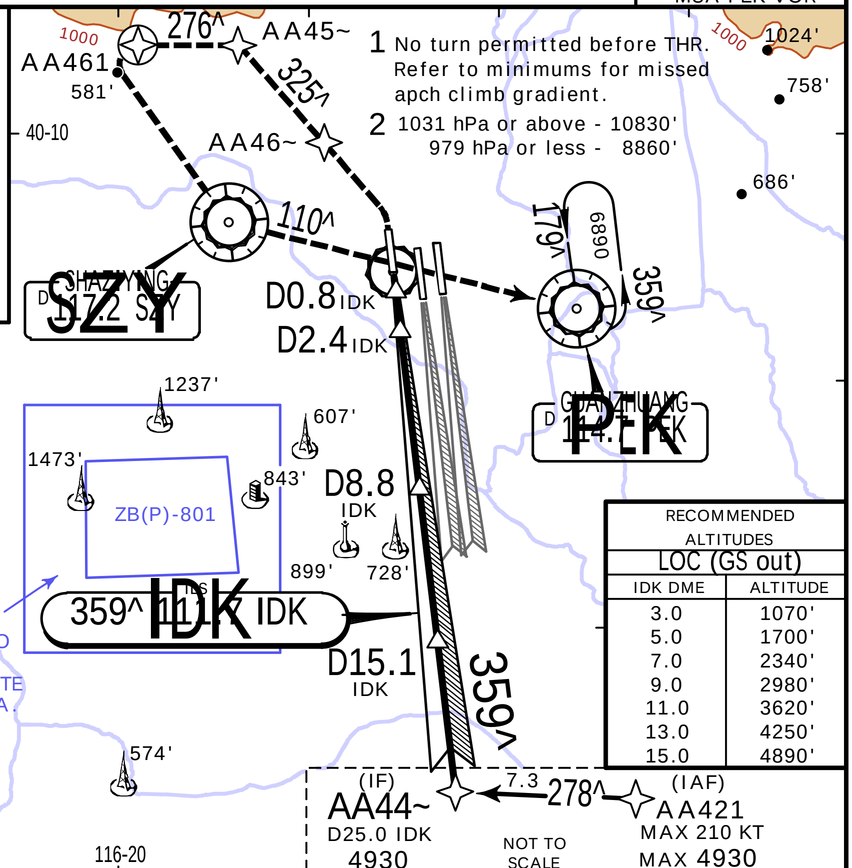
MSA PEK VOR

FT/METER CONVERSION

QNH	
10830' -	3300m
9850' -	3000m
8860' -	2700m
6890' -	2100m
4930' -	1500m
2920' -	890m
870' -	265m
530' -	160m

1 No turn permitted before THR. Refer to minimums for missed apch climb gradient.

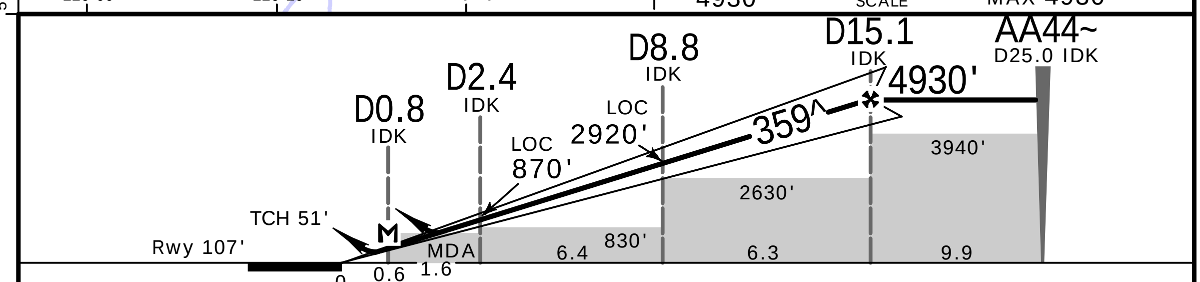
2 1031 hPa or above - 10830'
979 hPa or less - 8860'



RECOMMENDED ALTITUDES

LOC (GS out)

IDK DME	ALTITUDE
3.0	1070'
5.0	1700'
7.0	2340'
9.0	2980'
11.0	3620'
13.0	4250'
15.0	4890'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.8 IDK							

HIALS-II | PAPI | 530' ↑ | LT | AA46~

.State.

STRAIGHT-IN LANDING

ILS				LOC (GS out)	
MACG MIN 3.0% DA(H) 307' (200')		MACG MIN 2.5% DA(H) ABC: 307' (200') D: 320' (213')		CDFA MDA(H) 460' (353')	
FULL	ALS out	FULL	ALS out		ALS out
A/B/C/D: R550m V800m	V1200m	R550m V800m	A, B, C: V1200m; D: V1300m	A, B, C: R/V1100m; D: R/V1200m	V2100m

PANS OPS

CHANGES: Procedure, note.

ZBAA/PEK BEIJING, PR OF CHINA

CAPITAL .Eff.28.Dec.1600Z. 23 DEC 22 JEPPESEN 11-10A 1 SA CAT I RNAV ILS DME Z Rwy 36L

BRIEFING STRIP ™

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	APP09	APP10	BEIJING Approach (R) APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	*BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	124.3	121.9	121.8	121.7	121.75	121.85

LOC IDK	Final Apch Crs	D18.2 IDK	SA CAT I ILS	Apt Elev 116'
111.7	359^	5910' (5803')	RA 154' DA(H) 257'(150')	Rwy 107'

MISSED APCH: Climb STRAIGHT AHEAD to 530', turn LEFT to AA46~, fly to AA45~, turn LEFT and fly over AA461 at 6890' or above, turn LEFT to SZY VOR at 6890' or above, turn LEFT to PEK VOR at 6890' or above. Join the holding or as directed. 2

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL 118 | Trans alt: 9850' 3

MSA PEK VOR: 6300 (210^–110^), 5300 (110^–300^), 3800 (300^–031^), 3000 (031^–210^)

FT/METER CONVERSION

QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
7880' -	2400m
6890' -	2100m
5910' -	1800m
530' -	160m

1 MISSED APCH CLIMB GRADIENT MIN 3.0%

2 No turn permitted before THR. Missed apch requires a minimum climb gradient of 3.0%.

3 1031 hPa or above - 10830'
979 hPa or less - 8860'

276^ AA45~ 325^ AA461 581' 40-10 AA46~ 110^ 179^ 6890 359^ SHAZHONG D17.2 SZY SZY 1000 1024' 758' 686' 1237' 607' 1473' 843' ZB(P)-801 899' 728' 3000 2000 2615' 40-00 2028' 3213' 2176' 2150' 39-50 1000 1024' 1182' 359^ 11.1 IDK D18.2 IDK 359^ GUANZHUANG D14.4 PEK PEK

NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.

Special Aircrew and Aircraft Certification Required.

NOT TO SCALE

(IAF) AA441 MAX 210 KT 7880

(IF) AA44~ D25.0 IDK 6890

116-00 116-10 116-50

D18.2 IDK 5910' 359^ AA44~ D25.0 IDK 6890' 3940' TCH 51' Rwy 107' 18.0 6.8 0

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II PAPI 530' LT AA46~

.State.

STRAIGHT-IN LANDING

1 SA CAT I ILS

RA 154'

DA(H) 257' (150')

R450m

PANS OPS

1 HUD required.

CHANGES: Procedure, note.

ZBAA/PEK BEIJING, PR OF CHINA

CAPITAL .Eff.28.Dec.1600Z. 23 DEC 22 JEPPESEN (11-10B) 1 SA CAT I RNAV ILS DME Y Rwy 36L

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	BEIJING Approach (R) APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	*BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	124.3	121.9	121.8	121.7	121.75	121.85

LOC IDK	Final Apch Crs	D15.1 IDK	SA CAT I ILS
111.7	359^	4930' (4823')	RA 154' DA(H) 257'(150')

Apt Elev 116'
Rwy 107'

MISSED APCH: Climb STRAIGHT AHEAD to 530', turn LEFT to AA46~, fly to AA45~, turn LEFT and fly over AA461 at 6890' or above, turn LEFT to SZY VOR at 6890' or above, turn LEFT to PEK VOR at 6890' or above. Join the holding or as directed. 2

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL 118 | Trans alt: 9850' 3

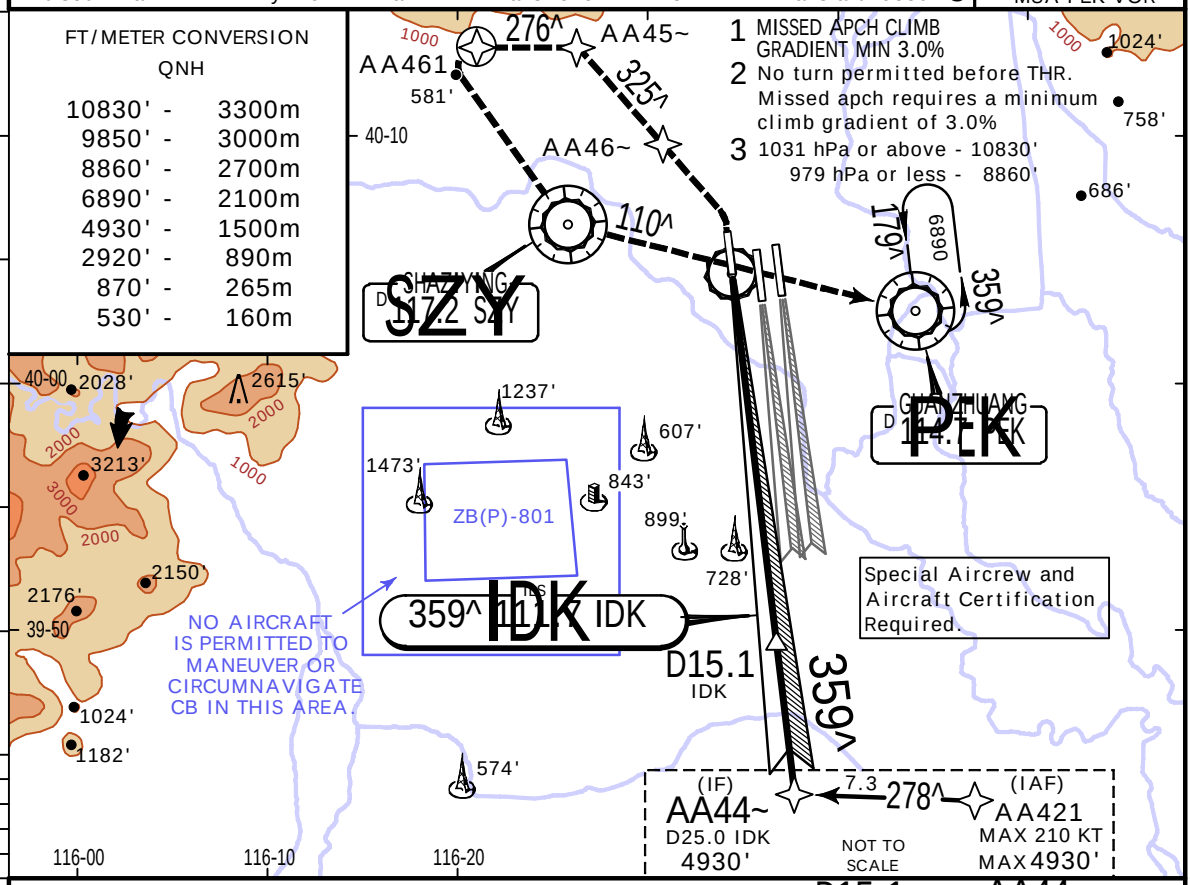
MSA PEK VOR: 6300 (210^–110^), 5300 (110^–300^), 3800 (300^–031^), 3000 (031^–210^)

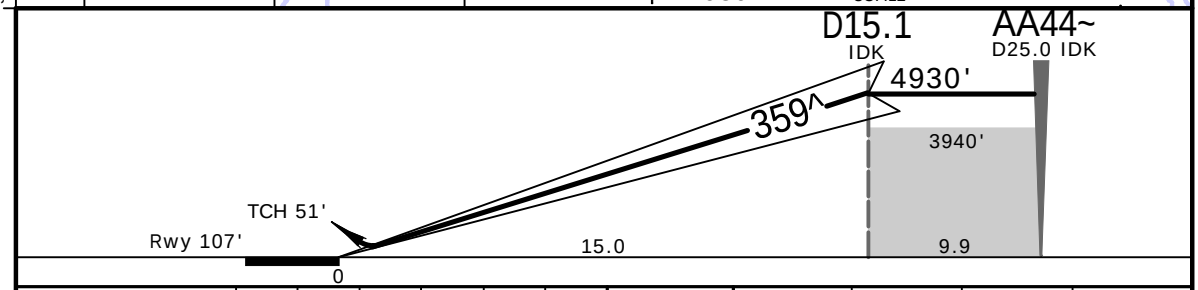
BRIEFING STRIP ™

FT/METER CONVERSION
QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
6890' -	2100m
4930' -	1500m
2920' -	890m
870' -	265m
530' -	160m

1 MISSED APCH CLIMB GRADIENT MIN 3.0%
2 No turn permitted before THR. Missed apch requires a minimum climb gradient of 3.0%
3 1031 hPa or above - 10830'
979 hPa or less - 8860'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II PAPI | 530' | LT | AA46~

.State.

STRAIGHT-IN LANDING
1 SA CAT I ILS

RA 154'
DA(H) 257' (150')

R450m

PANS OPS

1 HUD required.

CHANGES: Procedure, note.

ZBAA/PEK
CAPITAL

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z.

11-11

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 36R

BRIEFING STRIP ™

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)					
Arrival	APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R)		BEIJING Tower	Ground				
APP17	APP18		*GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.5	121.9	121.8	121.7	121.75	121.85

LOC IQU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 116'
111.55	359^	No Alt published	298' (200')	Rwy 98'

MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990' or above, then turn RIGHT to AA494 at 2300' or above, fly to VOR at 3940' with climb gradient 4.0%. Join the holding or as directed.

MSA PEK VOR
6300 (210^ – 110^)
5300 (110^ – 300^)
3800 (300^ – 031^)
3000 (031^ – 210^)

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850' 1

1 1031 hPa or above - 10830'
979 hPa or less - 8860'

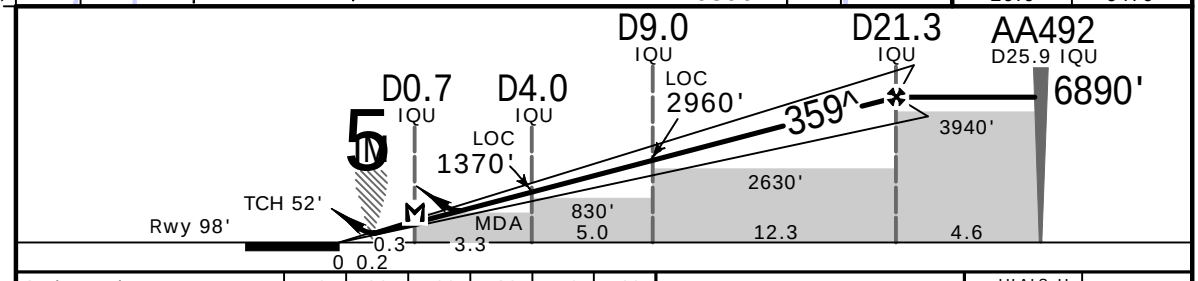
FT/METER CONVERSION

QNH	
10830' -	3300m
9850' -	3000m
8860' -	2700m
7880' -	2400m
6890' -	2100m
3940' -	1200m
2960' -	900m
2300' -	700m
1370' -	415m
990' -	300m

AA493 089^ AA494
359^ 179^ 3940
IM
D0.7 IQU
D4.0 IQU
D9.0 IQU
D21.3 IQU
GUANZHUANG
D 14.2 PEK
MAX 210 KT
359^ LOC 111.55 IQU
ZB(P)-801
NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.
686' 1077' 1000' 607' 843' 1473' 899' 728' 810' 574'
40-10 40-00 39-50 39-40 117-00 116-10 116-50

RECOMMENDED ALTITUDES	
LOC (GS out)	
IQU DME	ALTITUDE
2.0	740'
5.0	1690'
8.0	2650'
11.0	3610'
14.0	4560'
17.0	5520'
20.0	6470'

(IAF) AA441 MAX 210 KT 7880 — 12.0 — 089^ — (IF) AA492 D25.9 IQU 6890
NOT TO SCALE



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.7 IQU							

HIALS-II
PAPI
AA493

.State.

STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	DA(H) 298' (200')		CDFA MDA(H) 430' (332')	
	FULL	ALS out		ALS out
A	R550m V800m	V1200m	R/V1100m	V2000m
B				
C				
D			R/V1200m	

PANS OPS

CHANGES: Procedure, note.

ZBAA/PEK CAPITAL

JEPPESEN

23 DEC 22 .Eff.28.Dec.1600Z.

11-11A

BEIJING, PR OF CHINA
CAT II/III RNAV ILS DME Z Rwy 36R

BRIEFING STRIP ™

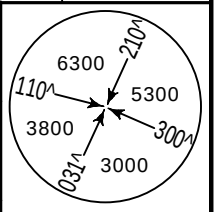
D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	BEIJING Approach (R) APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.5	121.9	121.8	121.7	121.75	121.85

LOC IQU	Final Apch Crs	GS	CAT IIIA	CAT II ILS	Apt Elev 116'
111.55	359^	No Alt published	Refer to Minimums	RA 108' DA(H) 198'(100')	Rwy 98'

MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990' or above, then turn RIGHT to AA494 at 2300' or above, fly to VOR at 3940' with climb gradient 4.0%. Join the holding or as directed.

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850' 1



MSA PEK VOR

FT/METER CONVERSION

QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
7880' -	2400m
6890' -	2100m
3940' -	1200m
2300' -	700m
990' -	300m

1 1031 hPa or above - 10830'
979 hPa or less - 8860'

AA493 089^ AA494

359^ 179^ 3940

IM

359^

Special Aircrew and Aircraft Certification Required.

GUANZHUANG D 114.1 PEK

MAX 210 KT

40-10 40-00 39-50 39-40

686' 1077' 1237' 607' 1473' 843' 899' 728' 810' 574'

2000 1000

ZB(P)-801

NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.

359^ 11.65 IQU

359^

D21.3 IQU

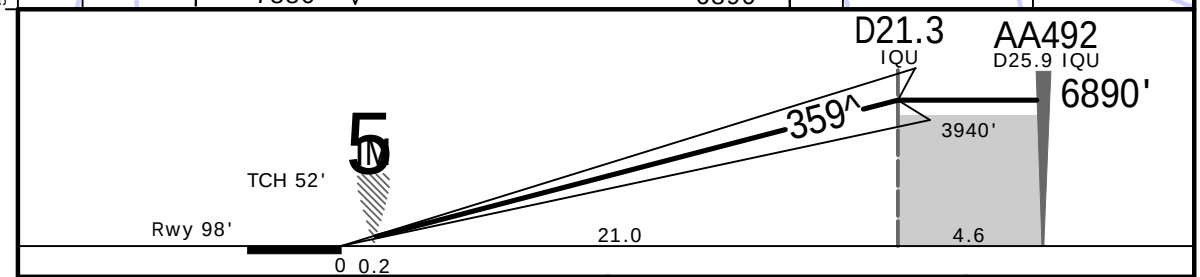
(IAF) AA441 MAX 210 KT 7880

NOT TO SCALE

12.0 089^

(IF) AA492 D25.9 IQU 6890

116-10 116-50 117-00



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II PAPI AA493

.State.

STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH RA 50'	RA 108' DA(H) 198' (100')
R175m	1 R300m

1 CAT D: R350m for manual operation below DH

PANS OPS

CHANGES: Procedure, note.

ZBAA/PEK
CAPITAL

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z.

11-12

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 36R

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	BEIJING Approach (R) APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.5	121.9	121.8	121.7	121.75	121.85

LOC IQU	Final Apch Crs	D15.2 IQU	ILS DA(H)	Apt Elev 116'
111.55	359^	4930' (4832')	298' (200')	Rwy 98'

MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990' or above, then turn RIGHT to AA494 at 2300' or above, fly to VOR at 3940' with climb gradient 4.0%. Join the holding or as directed.

MSA PEK VOR: 6300 (210^–110^), 5300 (110^–300^), 3800 (300^–031^), 3000 (031^–210^)

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850' 1

1 1031 hPa or above - 10830'
979 hPa or less - 8860'

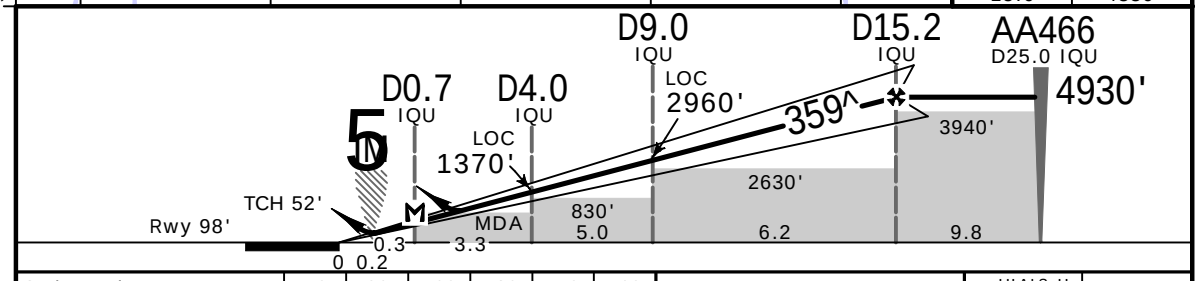
FT/METER CONVERSION

QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
4930' -	1500m
3940' -	1200m
2960' -	900m
2300' -	700m
1370' -	415m
990' -	300m

AA493 089^ AA494
359^ 179^ 3940
686'
1077'
1000
IM
D0.7 IQU
D4.0 IQU
607' 843' 899' 728' 1473'
ZB(P)-801
GUANZHUANG D 14.2 PEK
MAX 210 KT
D9.0 IQU
359^ 111.55 IQU
D15.2 IQU
810'
NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.
574'
(IAF) AA421 MAX 210 KT MAX 4930
(IF) AA466 D25.0 IQU 4930
269^ 6.2
359^
40-10 40-00 39-50 39-40 117-00 116-10 116-20 116-30 116-50

RECOMMENDED ALTITUDES LOC (GS out) IQU DME	ALTITUDE
3.0	1060'
5.0	1690'
7.0	2330'
9.0	2960'
11.0	3610'
13.0	4240'
15.0	4880'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.7 IQU							

HIALS-II
PAPI
AA493

.State.

STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	DA(H) 298' (200')		CDFA MDA(H) 430' (332')	
	FULL	ALS out		ALS out
A	R550m V800m	V1200m	R/V1100m	V2000m
B				
C				
D			R/V1200m	

PANS OPS

CHANGES: Procedure, note.

ZBAA/PEK CAPITAL

JEPPESEN

23 DEC 22 .Eff.28.Dec.1600Z.

11-12A

BEIJING, PR OF CHINA
CAT II/III RNAV ILS DME Y Rwy 36R

BRIEFING STRIP ™

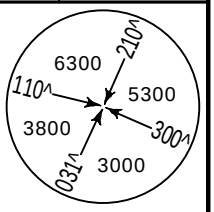
D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	APP09	APP10	BEIJING Approach (R) APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.5	121.9	121.8	121.7	121.75	121.85

LOC IQU	Final Apch Crs	D15.2 IQU	CAT IIIA Refer to Minimums	CAT II ILS RA 108' DA(H) 198'(100')	Apt Elev 116' Rwy 98'
111.55	359^	4930' (4832')			

MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990' or above, then turn RIGHT to AA494 at 2300' or above, fly to VOR at 3940' with climb gradient 4.0%. Join the holding or as directed.

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850' 1



MSA PEK VOR

FT/METER CONVERSION

QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
4930' -	1500m
3940' -	1200m
2960' -	900m
2300' -	700m
1370' -	415m
990' -	300m

1 1031 hPa or above - 10830'
979 hPa or less - 8860'

Special Aircrew and Aircraft Certification Required.

AA493 089^ AA494

359^ 179^ 3940

IM

40-10 40-00 39-50 39-40

686' 1077' 1000 607' 843' 1473' 899' 728' 810' 574'

ZB(P)-801

NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.

GUANZHUANG D 114.1 PEK

MAX 210 KT

359^ 11.65 IQU

D15.2 IQU

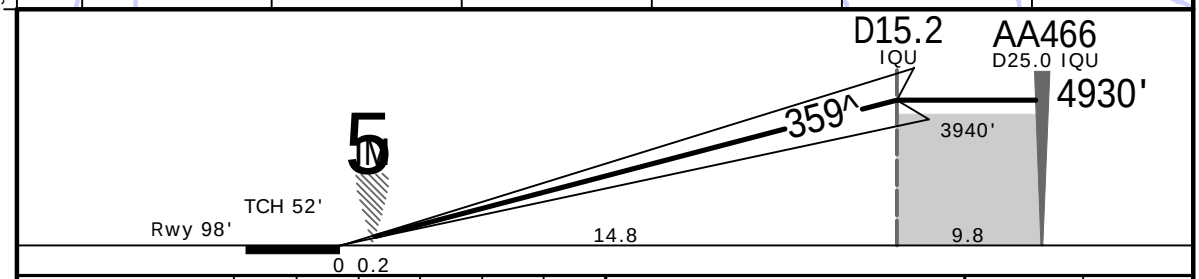
359^

(IF) AA466 D25.0 IQU 4930

6.2 269^

(IAF) AA421 MAX 210 KT MAX 4930

116-10 116-20 116-30 116-50 117-00



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II PAPI AA493

PANS OPS

STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH RA 50'	RA 108' DA(H) 198' (100')
R175m	1 R300m

1 CAT D: R350m for manual operation below DH

.State.

CHANGES: Procedure, note.

ZBAA/PEK CAPITAL

JEPPESEN

23 DEC 22
.Eff.28.Dec.1600Z.

11-12B

BEIJING, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 36R

BRIEFING STRIP ™

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	BEIJING Approach (R) APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.5	121.9	121.8	121.7	121.75	121.85

LOC IQU	Final Apch Crs	D21.3 IQU	SA CAT I ILS
111.55	359^	6890' (6792')	RA 157' DA(H) 248'(150')

Apt Elev 116'
Rwy 98'

MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990' or above, then turn RIGHT to AA494 at 2300' or above, fly to VOR at 3940' with climb gradient 4.0%. Join the holding or as directed.

MSA PEK VOR
6300 (210^)
5300 (110^)
3800 (300^)
3000 (031^)

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL 118 | Trans alt: 9850' 1

FT/METER CONVERSION
QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
7880' -	2400m
6890' -	2100m
3940' -	1200m
2300' -	700m
990' -	300m

1 1031 hPa or above - 10830'
979 hPa or less - 8860'

AA493 089^ AA494
359^ 179^ 3940
IM
359^
686'
1077'
1000
Special Aircrew and Aircraft Certification Required.
GUANZHUANG
D 114.1 PEK
MAX 210 KT
40-10
40-00
39-50
39-40
116-10
116-50
117-00
2000
1000
1237'
607'
1473'
843'
899'
728'
810'
ZB(P)-801
NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.
574'
359^ IQU 111.55 IQU
359^
D21.3 IQU
(IAF) AA441 MAX 210 KT 7880'
NOT TO SCALE
12.0
089^
(IF) AA492 D25.9 IQU 6890'

D21.3 IQU
AA492 D25.9 IQU
6890'
359^
3940'
5
TCH 52'
Rwy 98'
21.0
4.6
0 0.2

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II
PAPI
AA493

.State.

STRAIGHT-IN LANDING
1 SA CAT I ILS

RA 157'
DA(H) 248' (150')

R450m

PANS OPS

1 HUD required.

CHANGES: Procedure, note.

ZBAA/PEK CAPITAL

JEPPESEN

23 DEC 22 .Eff.28.Dec.1600Z.

11-12C

BEIJING, PR OF CHINA

SA CAT I RNAV ILS DME Y Rwy 36R

BRIEFING STRIP ™

D-ATIS Arrival	CAPITAL Approach (R) APP01	APP02	APP03	BEIJING Approach (R) APP09	APP10	APP11	APP12	APP15	APP16
127.6	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	125.8X	124.4X

BEIJING Approach (R) APP17	APP18	BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
120.6	125.5X	118.5	121.9	121.8	121.7	121.75	121.85

LOC IQU	Final Apch Crs	D15.2 IQU	SA CAT I ILS RA 157' DA(H)	Apt Elev 116' Rwy 98'
111.55	359^	4930' (4832')	248'(150')	

MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990' or above, then turn RIGHT to AA494 at 2300' or above, fly to VOR at 3940' with climb gradient 4.0%. Join the holding or as directed.

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL 118 | Trans alt: 9850' 1

MSA PEK VOR

6300 5300 3800 3000

FT/METER CONVERSION

QNH

10830' -	3300m
9850' -	3000m
8860' -	2700m
4930' -	1500m
3940' -	1200m
2960' -	900m
2300' -	700m
990' -	300m

1 1031 hPa or above - 10830'
979 hPa or less - 8860'

AA493 089^ AA494

359^ 179^ 3940

IM

359^

Special Aircrew and Aircraft Certification Required.

GUANZHUANG D 114.1 PEK

MAX 210 KT

ZB(P)-801

NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.

359^ 11.65 IQU

D15.2 IQU

(IF) AA466 D25.0 IQU 4930'

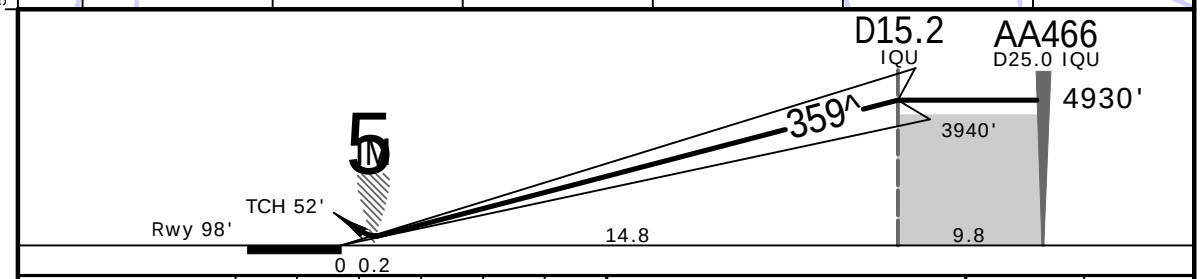
(IAF) AA421 MAX 210 KT MAX 4930'

269^ 6.2

359^

40-10 40-00 39-50 39-40

116-10 116-20 116-30 116-50 117-00



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II PAPI

AA493

.State.

STRAIGHT-IN LANDING

1 SA CAT I ILS

RA 157'

DA(H) 248' (150')

PANS OPS

R450m

1 HUD required.

CHANGES: Procedure, note.

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BEIJING, (BEIJING CAPITAL - ZBAA)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ZBAA

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20230419

(STARs, SIDs) Overlapping Southeastern MSA sector of DXG, PEK and TAJ raised to 3200. Charts will be issued REV 14 APR 23/EFF 19 APR 1600Z.

Chart Change Notices for Country CHN

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: 20210716
End Date: Until Further Notice

ZSPD: For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.