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Airport Information For ZBAD

Terminal Charts For ZBAD

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: BEIJING CHN
ICAO/IATA: ZBAD / PKX
Lat/Long: N39° 30.00', E116° 24.00'
Elevation: 83 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: 2137 Z
Sunset: 1052 Z

Runway Information

Runway: 01L
Length x Width: 11155 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 73 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 11L
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 68 ft
Lighting: Edge, Centerline

Runway: 17L
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 77 ft
Lighting: Edge, ALS, Centerline

Runway: 17R
Length x Width: 12467 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 77 ft
Lighting: Edge, ALS, Centerline

Runway: 19R
Length x Width: 11155 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 83 ft
Lighting: Edge, ALS, Centerline

Runway: 29R
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 71 ft
Lighting: Edge, ALS, Centerline

Runway: 35L
Length x Width: 12467 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 77 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35R
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 77 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 128.400 Departure Service
ATIS: 127.225 Arrival Service
Daxing Tower: 118.375
Daxing Tower: 118.725
Daxing Tower: 130.425
Daxing Tower: 130.300 Secondary
Daxing Tower: 124.350 Secondary
Daxing Tower: 118.825
Daxing Ground: 121.775 Secondary
Daxing Ground: 121.700
Daxing Ground: 121.625
Daxing Ground: 121.975
Daxing Ground: 122.600
Daxing Apron Ramp/Taxi: 121.775 Secondary
Daxing Apron Ramp/Taxi: 122.700
Daxing Apron Ramp/Taxi: 122.150
Daxing Clearance Delivery: 122.825

Daxing Clearance Delivery: 121.875
Daxing Clearance Delivery: 121.775 Secondary
Beijing Approach: 129.000
Beijing Approach: 127.750 Secondary
Daxing Approach: 126.500
Beijing Approach: 125.800
Beijing Approach: 125.500
Beijing Approach: 124.400
Beijing Approach: 121.100
Beijing Approach: 120.600
Daxing Approach: 120.000
Daxing Approach: 119.925
Beijing Approach: 119.850
Beijing Approach: 119.700
Beijing Approach: 119.425 Secondary
Daxing Approach: 119.625 Secondary

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.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS Arrival 127.225

D-ATIS Departure 128.4

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

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

When VIS reduced to 1000m and still going to reduce in weather forecast, or ceiling is reduced to 90m and still going to reduce in weather forecast, TWR issues to commence preparation for LVP.

When RVR is less than 550m, or ceiling is less than 60m, and aerodrome and ATC have the capabilities of LVP after confirming, implementation of LVP will be issued by TWR.

When RVR is 550m or greater, or ceiling is 60m or greater and still going to be better in weather forecast, or aerodrome and ATC have no capability of LVP, TWR will terminate LVP.

ACFT operators conducting LVP shall be authorized by relative authorities.

Pilot shall obtain following information:

- weather forecasts;
- LVP is implementing.

When LVP is implementing, ACFT take-off with RVR not less than 400m and ACFT equipped with HUD landing with RVR not less 450m are also permitted.

When LVP is implementing, ACFT shall be guided by A-SMGCS IV, taxi along the green lights.

ACFT shall determine landing mode (CAT I, CAT II, CAT III) based on RVR, report to ATC when take off run, rolling, airborne and vacate RWY.

1.3.2. USE OF RWYs

RWY 01L is usable for CAT II/IIIA/IIIB ILS.

RWY 01L and 35R is usable for low visibility take-off (HUD RVR 75m).

RWY 35L is usable for CAT II ILS.

Generally, RWYs 11L and 35R are used for departure, RWYs 01L and 35L are used for arrival. When RVR is less than 300m, RWYs 11L and 35R are used for departure, RWY 01L is used for arrival. When RVR is less than 150m, RWY 35R is used for departure, RWY 01L is used for arrival.

During LVP, A380 shall follow ATC instructions to use RWY 01L.

1.3.3. TAXIING

All TWYs are available during LVP.

All ACFT shall hold short of RWY for departure at CAT II/III holding positions.

All departure/arrival ACFT may, if necessary, apply to TWR for Follow-me vehicle.

For arrival ACFT, Follow-me vehicle holds at designated holding position near THR by ATC, and guides ACFT to parking stand via designated taxi routes.

For departure ACFT, Follow-me vehicle guides ACFT from taxiing beginning position to main TWY via taxi routes designated by ATC.

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1. GENERAL

1.3.4. LOW VISIBILITY TAKE-OFF WITH RVR 75 m BASED ON HUD

Conducting take-off with RVR 75m based on HUD shall satisfy following conditions:

- RVR is less than 150m, but no less than 75m;
- special authorization for airlines, on-board HUD and flight crew.

When preparing for LVP, airlines shall report to aerodrome AOC the flight information of applicable low visibility take-off flights.

When conducting LVP, flight crew shall pay attention to ATIS and conduct self-check over HUD capabilities and weather conditions.

If flight crew confirm it is capable of conducting take-off with RVR 75m based on HUD, flight crew shall report to ATC when applying for delivery clearance.

ACFT conducting take-off with RVR 75m based on HUD shall be guided by A-SMGCS while taxiing, if necessary could be guided by Follow-me vehicle.

1.3.5. LIGHT GUIDANCE

During operation of A-SMGCS, ACFT should taxi along green centerline lights. When centerline lights are not in operation, ACFT shall stop taxiing immediately until centerline lights resume normal.

If green centerline lights lead to two (include) or more directions are on, ACFT shall stop taxiing immediately, and report to ATC and confirm taxiing route.

Pilot should ensure ATC clearance is in accordance with lights while taxiing along the green light guidance. Otherwise, stop taxiing and re-confirm the clearance. ATC clearance always takes precedence over Green Light Guidance System. Pilot should observe surroundings carefully, monitor and comply with ATC instructions strictly, maintain sufficient situational awareness, and avoid errors or conflicts in taxiing caused by relying solely on green light guidance.

When an ACFT is holding ahead, the A-SMGCS may not provide the safety separation. Pilot shall pay attention and keep safety separation with other ACFT, especially when LVP is implementing.

1.3.6. LIGHT GUIDANCE OF A-SMGCS

During the operation of A-SMGCS IV, ACFT should follow the light guidance of A-SMGCS IV with green centerline light:

- Controller: " (ACFT call sign) follow green light."
- Pilot: " Follow green light, (ACFT call sign)."

Hold position due to green light guidance failure:

- Controller: " (ACFT call sign) hold position due to green light guidance failure."
- Pilot: " Hold position, (ACFT call sign)"

Cancel green light guidance, hold position (for further instruction):

- Controller: " (ACFT call sign), cancel green light guidance, hold position (for further instruction)."
- Pilot: " Cancel green light guidance, hold position, (ACFT call sign)."

Cancel green light guidance, follow voice instructions:

- Controller: " (ACFT call sign) cancel green light guidance, follow voice instructions, (appropriate instructions as necessary)."
- Pilot: " Cancel green light guidance, (appropriate instructions as necessary)."

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

- Controller: " (ACFT Call sign) stop-bar unserviceable, cross red stop-bar at (TWY number), (appropriate instructions as necessary)."
- Pilot: " Cross red stop-bar at (TWY number), (appropriate instructions as necessary), (ACFT Call sign)."

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.AIRPORT.BRIEFING.

1. GENERAL

1.4. RWY OPERATIONS

General rules for use of RWYs:

- RWYs 01L/19R and 17R/35L are mainly used for arrival.
- RWYs 11L and 17L/35R are mainly used for departure.

When ATC informs pilot that downwind component exceeds 3.5m/s (7 KT), but less than 5m/s (10 KT) and this is not acceptable due to ACFT performance, pilot shall report to ATC immediately.

During operation to North, ACFT approaching and landing on RWY 35L, 35R and 01L will encounter other ACFT taxiing or towing on TWYs T1 thru T3. Pilot shall strengthen visual observation.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

180° turnaround on RWY is forbidden for all ACFT.

ACFT shall hold short of RWY at assigned holding position before entering RWY and wait for TWR clearance.

Once flight crew crossed RWY, report to TWR "RWY vacated" .

No ACFT shall taxi into TWYs T1 thru T3 without TWR clearance.

When the mean wind speed is 10.8m/s (21 KT) or greater, taxiing with single engine is strictly forbidden.

A380 shall be instructed to taxi by ATC.

A330-200: While rear-door of ACFT is connecting with boarding bridge, wing illumination lights must be switched off. If it needs lights, request to APT operation management department. Wing illumination lights can be switched on after boarding bridge is disconnected.

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

Listen carefully and read back taxi instructions of Apron controller, especially for boundary-related instructions, verify any questions in time.

Confirm consistency of ATC instructions and light information when taxiing by light guidance, or hold for confirming ATC instructions again. Stop immediately when taxiing the wrong way or into wrong stand, and inform ATC for next instruction.

Report to controller " Approaching to XX TWY, request to change to XX frequency" before reaching handover point.

If fail to change to assigned GND frequency, flight crew shall stop taxiing at handover point and report to previous controller.

Flight crew shall keep watching ATC-related activities and report observed activities to GND in time.

Taxi routes of special flight will be instructed by ATC.

ACFT taxiing speed limits: less than 30 KT on straight TWYs, less than 40 KT on rapid exit TWYs.

While taxiing on TWYs parallel and next to RWY, pilots shall pay attention to other ACFT vacating RWY, keep safety separation and avoid ground conflicts.

TWY W2 wingspan restricted to less than 210'/64m when A380 on TWY W1 (South of T8). Use caution to avoid ground conflicts.

1.5.2. RWY 17L/35R CROSSING RULES

ACFT shall taxi to RWY 17L/35R holding position and hold short of RWY if ACFT needs to cross RWY 17L/35R.

Flight crew shall apply for RWY crossing clearance via TWR frequency, once clearance received, cross RWY immediately, and verify any questions prior to crossing. Flight crew shall read back all ATC crossing instructions for clarity and report to TWR "RWY vacated" once finished.

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1. GENERAL

Flight crew shall monitor TWR frequency and watch activities on RWY and around. While crossing RWY after take-off ACFT, flight crew shall be responsible for separation with the ACFT to avoid effect of wake turbulence.

TWYs C2 thru C7 are generally available for crossing RWY 17L/35R.

When RWYs 35L/35R/01L are in use, ACFT coming from East to West shall cross RWY 35R via TWY C3 or C4. ACFT coming from West to East shall cross RWY 35R via TWYs C5 thru C7.

ACFT landing on RWY 35L need to cross RWY:

Instructed by West GND, taxi via TWYs J - H - C5, or J - H10 - C6, or J - H11 - C7, and hold short of RWY 35R, then contact TWR and, instructed by TWR, cross RWY 35R. If ACFT cross RWY via TWY C5, turn right to TWY G and continue taxiing South, then hold short of TWY E6.

ACFT taking-off from RWY 35L need to cross RWY:

Instructed by West GND, hold short of RWY 35R via TWY C2 or C3, then contact TWR and, instructed by TWR, cross RWY 35R.

When RWYs 17L/17R/19R are in use, ACFT coming from East to West shall cross RWY 17L via TWYs C6 and C7. ACFT coming from West to East cross RWY 17L via TWYs C2 thru C4.

ACFT landing on RWY 17R need to cross RWY:

Instructed by West GND, taxi via TWYs J - T - C4, or J - H5 - C3, or J - H3 - C2, and hold short of RWY 17L, then contact TWR and, instructed by TWR, cross RWY 17L.

ACFT taking-off from RWY 17R need to cross RWY:

Instructed by West GND, hold short of RWY 17L via TWY C6 or C7, then contact TWR and, instructed by TWR, cross RWY 17L.

1.5.3. USE OF STOP BARS

Any crossing is strictly forbidden when red stop bars are illuminated until the red stop bar lights are off and the green centerline lights on. Crossing the red stop bar lights is forbidden without ATC clearance.

When entering or crossing RWY, pilot should ensure the red stop bars are extinguished and received ATC instructions, then crossing red stop-bars is allowed.

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

1.6. PARKING INFORMATION

Visual Docking Guidance System available at stands 101 thru 111, 120 thru 137, 140 thru 156, 160 thru 173, 180 thru 188 and 190 thru 198.

When ACFT taxi in stands 101 thru 173 by visual docking/parking guidance system, ground support vehicles are allowed to travel between ACFT and berth systems. If the signal reception is abnormal, flight crew switch to manual guidance.

ACFT parking at stands 101 thru 111, 120 thru 137, 140 thru 156, 160 thru 170, 172, 173, 180 thru 188, 190 thru 198, 401 thru 408, 411 thru 413, 415, 417 thru 419, 439, 441 thru 444, 446, 447, 451 thru 457, 461 thru 469, 471 thru 483, 501 thru 526, K312 and K331 shall keep APU off and use ground unit and ground air conditioning system.

ACFT with wingspan MAX 101.7' /31m parking within business apron shall set ground anchor on front wheel and both sides of main wheel.

1.7. OTHER

Birds.

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AIRPORT BRIEFING.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 01L is approved for CAT II/III operations, RWY 35L is approved for CAT II operations. Special aircrew and ACFT certification required.

2.2. RWY OPERATIONS

RWY 17R/35L and RWY 17L/35R are parallel RWYs, spacing 760m, pilot shall pay attention to not landing on wrong RWY.

Located at 1750m West of RWY 17R/35L, a RWY is under construction and not available. Pilot shall pay attention to not land on the wrong RWY.

Requirements as follows to increase RWY operation capacity (except for wet or contaminated RWY):

- When carrying out approach procedure, flight crew shall plan which rapid exit TWY to use in advance and vacate RWY after landing as soon as possible.
- If ACFT will miss expected rapid exit TWY, speed up to vacate RWY.
- ACFT forbidden to hold on rapid exit TWY. If no next taxi instruction is received (voice or light guidance), landing ACFT shall continue taxi after vacating RWY until first parallel TWY.
- ACFT suggested to use following or closer TWY to vacate RWY after landing. If unable, inform APP controller before establishing on LOC.

RWY	ACFT Type	RECAT-CN Type	Rapid Exit TWY	Dist to THR
01L	Light	L	A2	5003' / 1525m
	Medium	M	A4	6152' / 1875m
	Heavy	B, C	A6	7300' / 2225m
	Super	J	A8	8448' / 2575m
19R	Light	L	A1	5003' / 1525m
	Medium	M	A3	6152' / 1875m
	Heavy	B, C	A5	7300' / 2225m
	Super	J	A7	8448' / 2575m
17L	Light	L	G5	6152' / 1875m
	Medium	M		
	Heavy	B, C	G3	7795' / 2376m
	Super	J		
35R	Light	L	G4	6148' / 1874m
	Medium	M		
	Heavy	B, C	G6	7785' / 2373m
	Super	J		
17R	Light	L	J1	4921' / 1500m
	Medium	M	J3	6070' / 1850m
	Heavy	B, C	J5	7218' / 2200m
	Super	J	NA	NA
35L	Light	L	J2	4921' / 1500m
	Medium	M	J4	6070' / 1850m
	Heavy	B, C	J6	7218' / 2200m
	Super	J	NA	NA

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.AIRPORT.BRIEFING.

2. ARRIVAL

2.3. TAXI PROCEDURES

ACFT shall keep ADS-B equipment on while taxiing.

ACFT shall turn transponder on S mode after landing.

When vacating RWY and initially contact GND, especially in low visibility conditions, flight crew shall report to GND which RWY is vacated from and TWYs in use.

For APN control areas refer to 20-9 charts. DAXING APN is responsible for taxiing and other control issues related to ACFT operation within these areas.

ACFT within APN control areas shall contact APN to obtain parking stand information and request further taxi instructions before entering apron areas.

During snow weather ACFT with four (or more) engines shall keep the outermost engines in idle state after vacating RWY until entering parking stands.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

ACFT shall de-ice at designated location. De-icing at stands is forbidden. Flight crew shall confirm whether de-icing is necessary when entering, and contact their own airline's AOC if de-icing is needed. De-icing tag for ACFT will be added into A-CDM by their airline's AOC or GND agency.

When taxiing into de-icing stands, flight crew shall keep watching carefully on support personnel in front of nose of ACFT. When taxiing out of de-icing stands, flight crew shall control throttle carefully and avoid exhausted gas causing damages to support personnel and equipment.

3.1.2. DE-ICING PROCEDURES AT DESIGNATED LOCATION

3.1.2.1. DE-ICING DEMAND

ACFT with de-icing demands shall report to Delivery controller when requesting delivery clearance.

3.1.2.2. PUSH-BACK AND TAXIING

ACFT shall be instructed by APN to push-back and taxi to de-icing holding point.

3.1.2.3. DE-ICING HOLDING

There are three de-icing holding positions:

For De-icing Apron 1

- holding area: TWY B, 197' /60m South of TWY B8;
- holding area: TWY C, 197' /60m North of TWY B8.

For De-icing Apron 2

- holding area: TWY W1 North of stand 703.

During period of holding at de-icing holding point, ACFT shall be forbidden to change VHF equipment frequency to de-icing frequency.

3.1.2.4. TAXIING ON DE-ICING APRON

Follow-me vehicle is available within de-icing apron. When Follow-me vehicle is just in front of ACFT, flight crew shall confirm with APN, then taxi following the Follow-me vehicle.

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3. DEPARTURE

3.1.2.5. ENGINE-OFF DE-ICING

When ACFT parked at de-icing stand, change VHF frequency to de-icing frequency, contact De-icing controller via VHF, confirm de-icing demands and be prepared.

During de-icing, if any emergency, flight crew shall contact GND personnel immediately.

When de-icing ends, De-icing controller will inform flight crew de-icing code. Flight crew record code on demand.

Start up engine as instructed by GND personnel. Upon receiving changeover clearance from GND personnel, contact GND to apply for taxiing out.

If APU malfunction detected, flight crew shall report to their own airline's AOC before push-back, and AOC need to notify de-icing company to prepare GND electricity or gas source equipment. If APU malfunction detected during de-icing at designated location, flight crew shall report to De-icing controller immediately.

3.1.2.6. ENGINE IDLE DE-ICING

No marshaller guidance, flight crew shall observe the "STOP" sign on the ground at LEFT side. When "STOP" sign at 9 o'clock direction of LEFT pilot, pilot shall brake and keep engine idle.

When ACFT parked at de-icing stand, change VHF frequency to de-icing frequency, contact De-icing controller via VHF, confirm de-icing demands and be prepared.

During de-icing, flight crew shall keep engine idle, do not move and keep de-icing frequency on. If any emergency, flight crew shall contact De-icing controller.

When de-icing ends, De-icing controller will inform flight crew de-icing code. Flight crew record code on demand.

Upon receiving changeover clearance from De-icing controller, contact previous GND to apply for taxiing out.

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

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

ACFT shall obtain delivery clearance from DCL or voice broadcast by DAXING Delivery, DCL is available for 24h. When obtained delivery clearance, ACFT shall reply by DATA-LINK. Repeat or confirm by voice is not necessary.

If ACFT needs full RWY length to take-off, contact Delivery Control upon receiving delivery clearance. TWR controller will arrange ACFT to take-off using no-full length RWY. Flight crew shall inform controller if they do not accept it.

For APN control areas refer to 20-9 charts. DAXING APN is responsible for push-back, taxiing and other control issues related to ACFT operation within these areas.

Push-back and taxi within APN control areas:

- ACFT shall request delivery clearance to DAXING Delivery.
- When ACFT is getting prepared and obtain clearance from DAXING Delivery, request push-back and engine start-up clearance to APN. "Getting prepared" means flight crew should ensure:
 - ACFT hatch is closed;
 - while ACFT pushing-back or starting up, nothing is in the safety area;
 - ACFT is ready for start-up;
 - ACFT connected with tow vehicle (except at stands taxiing in/out by own power).
- Flight crew shall report parking stand number to APN on initial contact with APN.
- ACFT can be pushed back and get engine start-up after APN clearance, and flight crew shall confirm push-back direction and procedures with APN. Flight crew shall follow instructions within 3 minutes after obtaining clearance from APN. Clearance will be invalid if it exceeds 3 minutes, flight crew shall re-apply for clearance.
- ACFT shall apply for taxiing clearance to APN after push-back and start-up.

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3. DEPARTURE

Contact APN controller to confirm RWY-in-use and push-back direction when pushed back.

ACFT shall keep ADS-B equipment on while taxiing and push-back.

All stands, except stands on de-icing aprons, maintenance apron, stands 421 thru 423, 431 thru 438, K001 thru K016 and K101 thru K118 are push-back.

Stands K017 thru K033, K119 thru K136 and K305 thru K308 are push in/out. Taxiing in/out by its own power at these stands is strictly forbidden.

Stand K208 is push in/out and only used for engine run-ups.

ACFT parking at following stands for departure shall contact APN controller to obtain red/blue push-back instructions.

Bridge Stands

Stand	TWY/Push-back with Nose facing	
	Red	Blue
101	Y5/SE	Y5/NE
102, 103	Y5/SW	
104		Y5/S
105	Y5/NW	
126		Y5/SE
127 thru 130	Y4/W	
131, 132		Z4/E
146	Z6/NE	
147		M0/S
148, 149	M0/SE	
150		Z0/W
167, 168	Z0/E	
169		Z1/S
170, 171		
187, 188		
190, 191		
192		

Remote Stands

Stand	TWY/Push-back with Nose facing	
	Red	Blue
401, 402	E12/E	Y9/N
403 thru 405	Y9/S	
406, 407		E/S
408	Y5/NW	
410 thru 415		Y5/SE
417	Y5/NW	
418, 419		Y3/S
439, 441 thru 444	Z6/NE	
451 thru 453		B/N
454	B7/W	
455 thru 457		B7/E
461, 462	M0/SE	
464 thru 469, 471		C/N

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3. DEPARTURE

Stand	TWY/Push-back with Nose facing	
	Red	Blue
472 thru 476	C/NE	C/SW
477 thru 483, 501 thru 525	C/E	C/W
701 thru 704	W2/N	W2/S
705	W1/N	W1/S
302, 304 thru 308	T6/W	T6/E
329 thru 331	T7/W	T7/E
345 thru 350	T6/E	T6/W
368, 370 thru 372	T7/E	T7/W

Within business apron ACFT shall be pushed back to stand K208 to conduct fast engine run-ups. ACFT shall conduct idle engine run-ups after informing business apron TWR and it shall be carried out at a designated stand.

When ACFT parking at stands 110, 111, 120, 123, 135 thru 137, 140, 141, 153, 156, 160, 161, 180, 183, 195 and 198 are fully pushed in place, flight crew shall taxi along blue taxiing lines by ATC instructions. If flight crew consider that they can not taxi by themselves, pilot shall apply for Follow-me vehicle service.

For ACFT parking at boarding bridge stands, keep engine idle while taxiing out.

For ACFT parking at boarding bridge stands, engine start-up during push-back is required. Boarding bridge stands may not be available for ACFT which can not fulfil this requirement.

During snow weather ACFT with four (or more) engines shall keep the outermost engines in idle state after pushing back until entering RWY.

3.3. RWY OPERATIONS

Requirements as follows to increase RWY operation capacity (except for wet or contaminated RWY):

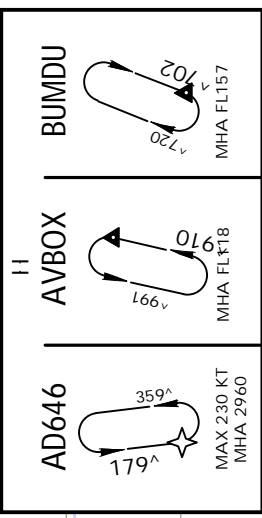
- ACFT shall finish RWY alignment within 60 seconds from RWY holding position.
- ACFT shall begin to take-off run within 10 seconds after aligning with RWY centerline and receiving take-off clearance.
- If flight crew considers they can not fulfil the process within the required time, they shall inform TWR before reaching RWY holding position.

Generally, no initial heading will be issued in take-off clearance. ACFT not receiving initial heading, shall strictly follow SID procedures issued by ATC. Pilot shall begin to take-off run immediately upon receiving take-off clearance and stay on TWR frequency until receiving further ATC instructions.

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D-ATIS 127.225	Apt Elev 83	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS RADAR required.

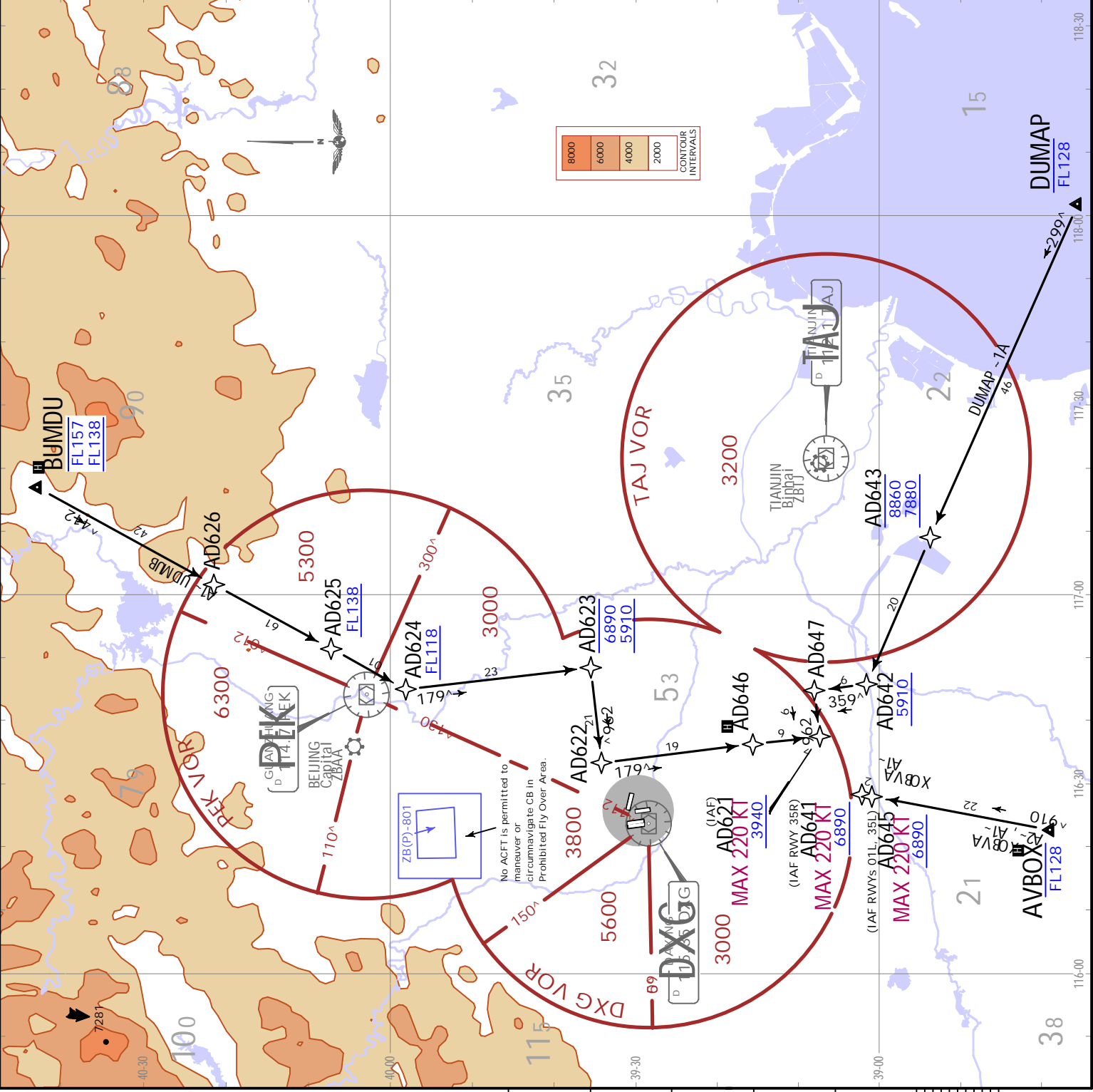
AVBOX ~1A [AVB~1A]
AVBOX ~2A [AVB~2A]
BUMDU ~1A [BUM~1A]
DUMAP ~1A [DUM~1A]
RNAV ARRIVALS
(RWYS 01L, 35L/R)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 When landing on RWY 35L/35R/01L follow AVBOX ~2A, DUMAP ~1A or BUMDU ~1A to IAF, then conduct RWY 01L ILS/DME approach. Under the condition of communication failure, contact the Beijing Approach emergency number: 86-10-64597574.
 ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

FL CONVERSION		FT/METER CONVERSION	
FL157	FL4800m	ONH	8860' - 2700m
FL138	FL4200m		7880' - 2400m
FL128	FL3900m		6890' - 2100m
FL118	FL3600m		5910' - 1800m
			3940' - 1200m
			2960' - 900m

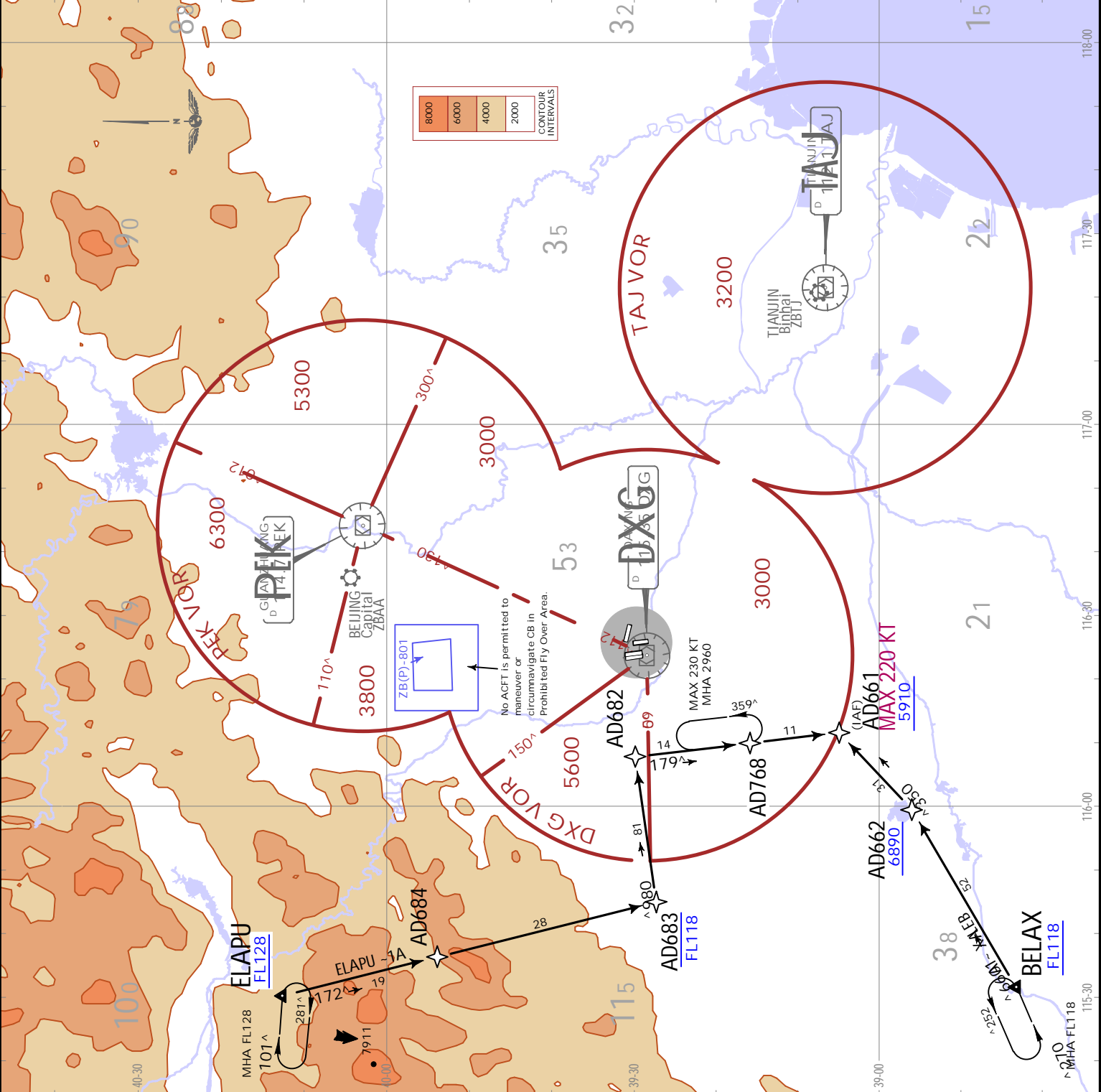
STAR	RWY	ROUTING
AVBOX ~1A	35R	AVBOX (FL128-) - AD641 (K220-; 6890+).
AVBOX ~2A	01L	AVBOX (FL128-) - AD645 (K220-; 6890+).
BUMDU ~1A	01L	BUMDU (FL157-; FL138+) - AD626 - AD625 (6890+; 5910+) - AD622 - AD646 - AD621 (K220-; 3940+).
DUMAP ~1A	01L	DUMAP (FL128-) - AD643 (8860+; 7880+) - AD642 (5910+) - AD647 - AD621 (K220-; 3940+).



D-ATIS 127.225	Apt Elev 83	Alt Set: hPa Trans level: FL118
		RNAV 1 - GNSS RADAR required.
BELAX ~1A [BEL~1A] ELAPU ~1A [ELA~1A] RNAV ARRIVALS (RWYS 01L, 35L/R)		

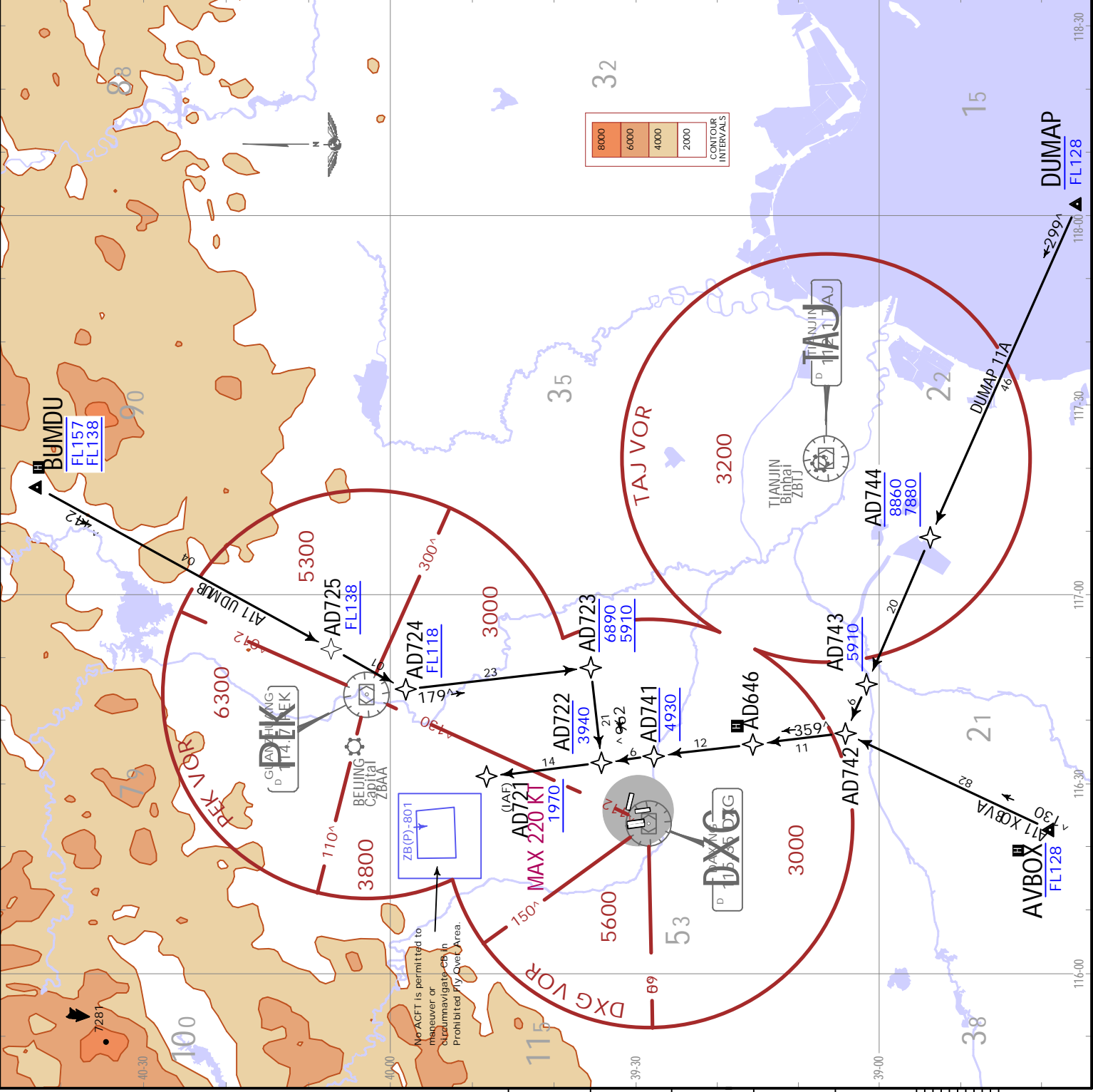
▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST
 Keep track to IAF and conduct RWY01L
 ILS/DME approach procedure.
 Under the condition of communication
 failure, contact the Beijing Approach
 emergency number: 86-10-64597574.
 ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST

FL CONVERSION		FT/METER CONVERSION	
FL128	FL3900m	ONH	2100m
FL118	FL3600m	6890'	1800m
		2960'	900m
STAR		ROUTING	
BELAX ~1A	BELAX (FL118+) - AD662 (6890+) - AD661 (K220-) 5910+)		
ELAPU ~1A	ELAPU (FL128+) - AD684 - AD683 (FL118-) - AD682 - AD768 - AD661 (K220-) 5910+)		



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JEPPESSEN
 20-2B



D-ATIS 127.225	Apt Elev 83	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS RADAR required.
AVBOX 11A [AVB11A] BUMDU 11A [BUM11A] DUMAP 11A [DUM11A] RNAV ARRIVALS (RWYS 17L/R, 19R)		
AD646 MAX 230 KT MHA 2960 	AVBOX MHA FL118 	BUMDU MHA FL157

LOST COMMS LOST COMMS LOST COMMS LOST
 Keep track to IAF and conduct RWY19R
 ILS/DME approach procedure.
 Under the condition of communication failure, contact the Beijing Approach emergency number: 86-10-64597574.
 LOST COMMS LOST COMMS LOST COMMS LOST

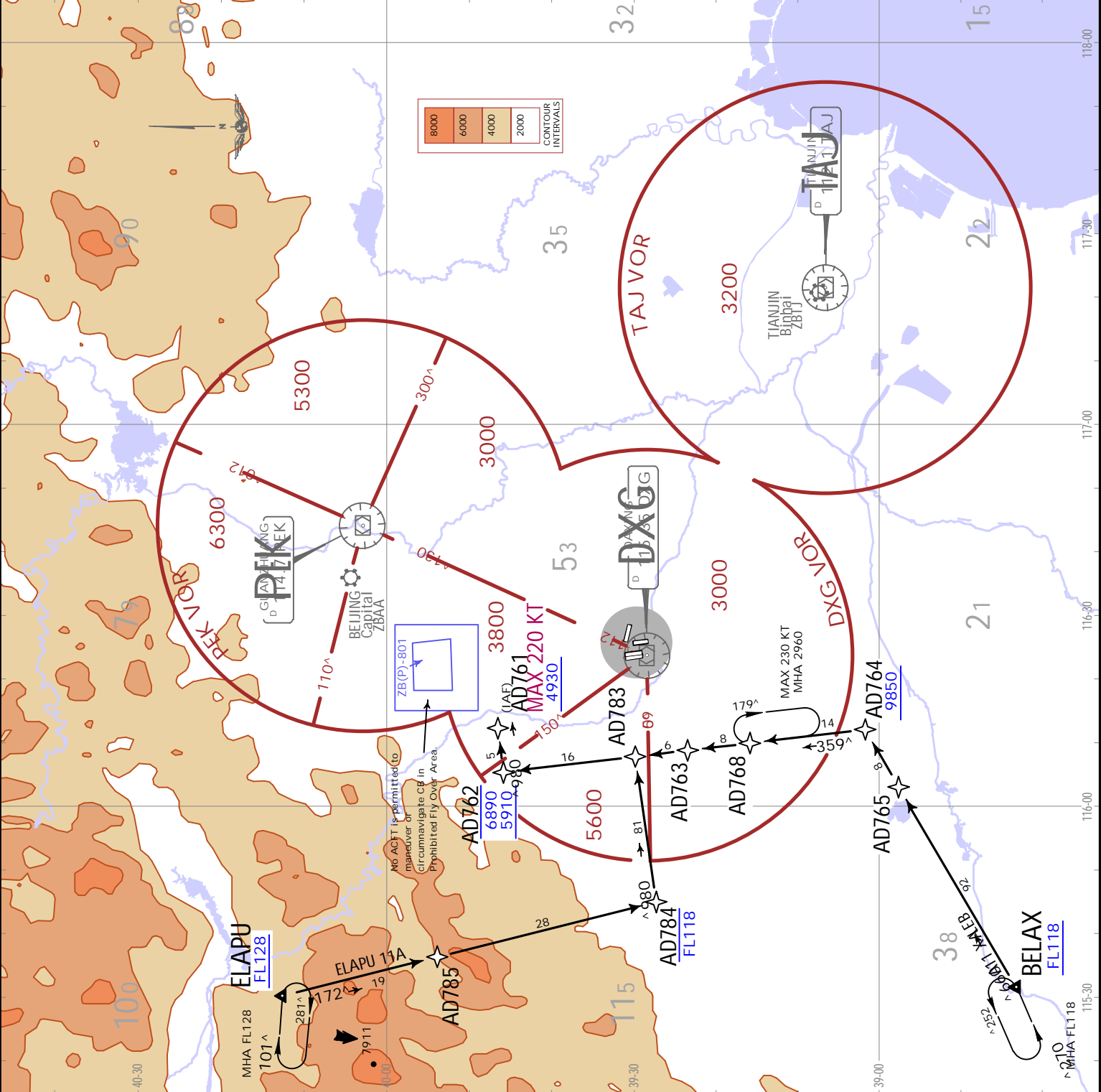
FL CONVERSION		FT/METER CONVERSION	
FL157	FL4800m	8860'	2700m
FL138	FL4200m	7880'	2400m
FL128	FL3900m	6890'	2100m
FL118	FL3600m	5910'	1800m
		4930'	1500m
		3940'	1200m
		2960'	900m
		1970'	600m

STAR	ROUTING
AVBOX 11A	AVBOX (FL128-) - AD742 - AD646 - AD741 (4930) - AD722 (3940-) - AD721 (K220-, 1970+).
BUMDU 11A	BUMDU (FL157-, FL138+) - AD725 (FL138+) - AD724 (FL118+) - AD723 (6890+; 5910-) - AD722 (3940-) - AD721 (K220-, 1970+).
DUMAP 11A	DUMAP (FL128-) - AD744 (8860-; 7880+) - AD743 (5910+) - AD742 - AD646 - AD741 (4930) - AD722 (3940-) - AD721 (K220-, 1970+).

D-ATIS 127.225	Apt Elev 83	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS RADAR required.
BELAX 11A [BEL11A] ELAPU 11A [EL11A] RNAV ARRIVALS (RWYS 17L/R, 19R)		

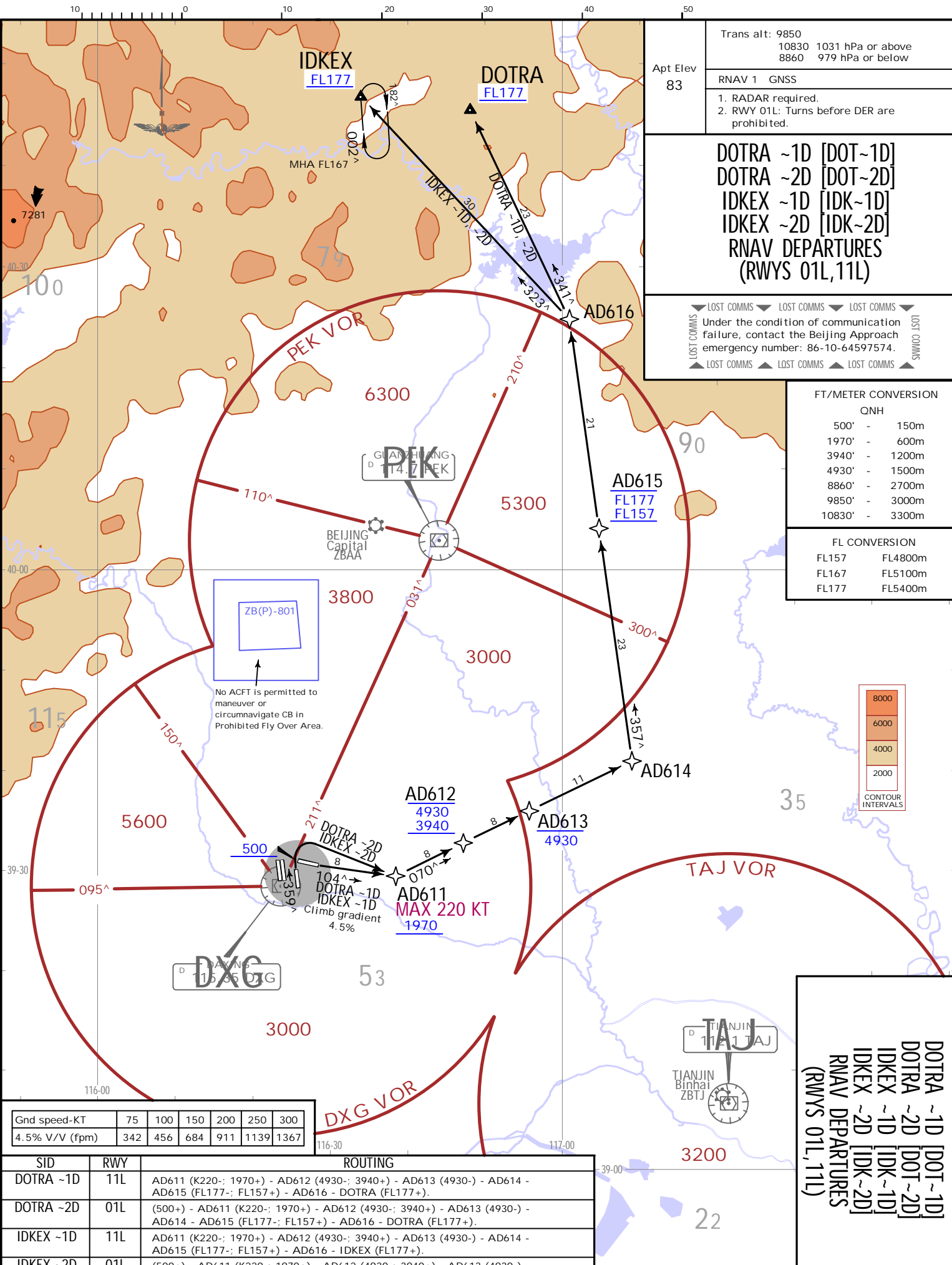
▲ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Keep track to IAF and conduct RWY19R
 ILS/DME approach procedure.
 Under the condition of communication
 failure, contact the Beijing Approach
 emergency number: 86-10-64597574.
 ▲ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

FL CONVERSION FL128 FL118	CNH 9850' - 3000m 6890' - 2100m 5910' - 1800m 4930' - 1500m 2960' - 900m
ROUTING	
STAR BELAX 11A	BELAX (FL118+) - AD765 - AD764 (9850+) - AD768 - AD763 - AD783 - AD762 (6890+; 5910+) - AD761 (K220+; 4930+).
ELAPU 11A	ELAPU (FL128+) - AD785 - AD784 (FL118-) - AD783 - AD762 (6890-; 5910+) - AD761 (K220-; 4930+).



CHANGES: TAJ MSA raised

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20-3



Apt Elev 83	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
RNAV 1 GNSS	
1. RADAR required.	
2. RWY 01L: Turns before DER are prohibited.	

DOTRA ~1D [DOT~1D]
DOTRA ~2D [DOT~2D]
IDKEX ~1D [IDK~1D]
IDKEX ~2D [IDK~2D]
RNAV DEPARTURES
(RWYS 01L, 11L)

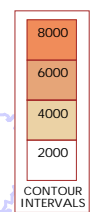
LOST COMMS
Under the condition of communication failure, contact the Beijing Approach emergency number: 86-10-64597574.
LOST COMMS

FT/METER CONVERSION

QNH	
500'	150m
1970'	600m
3940'	1200m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

FL157	FL4800m
FL167	FL5100m
FL177	FL5400m



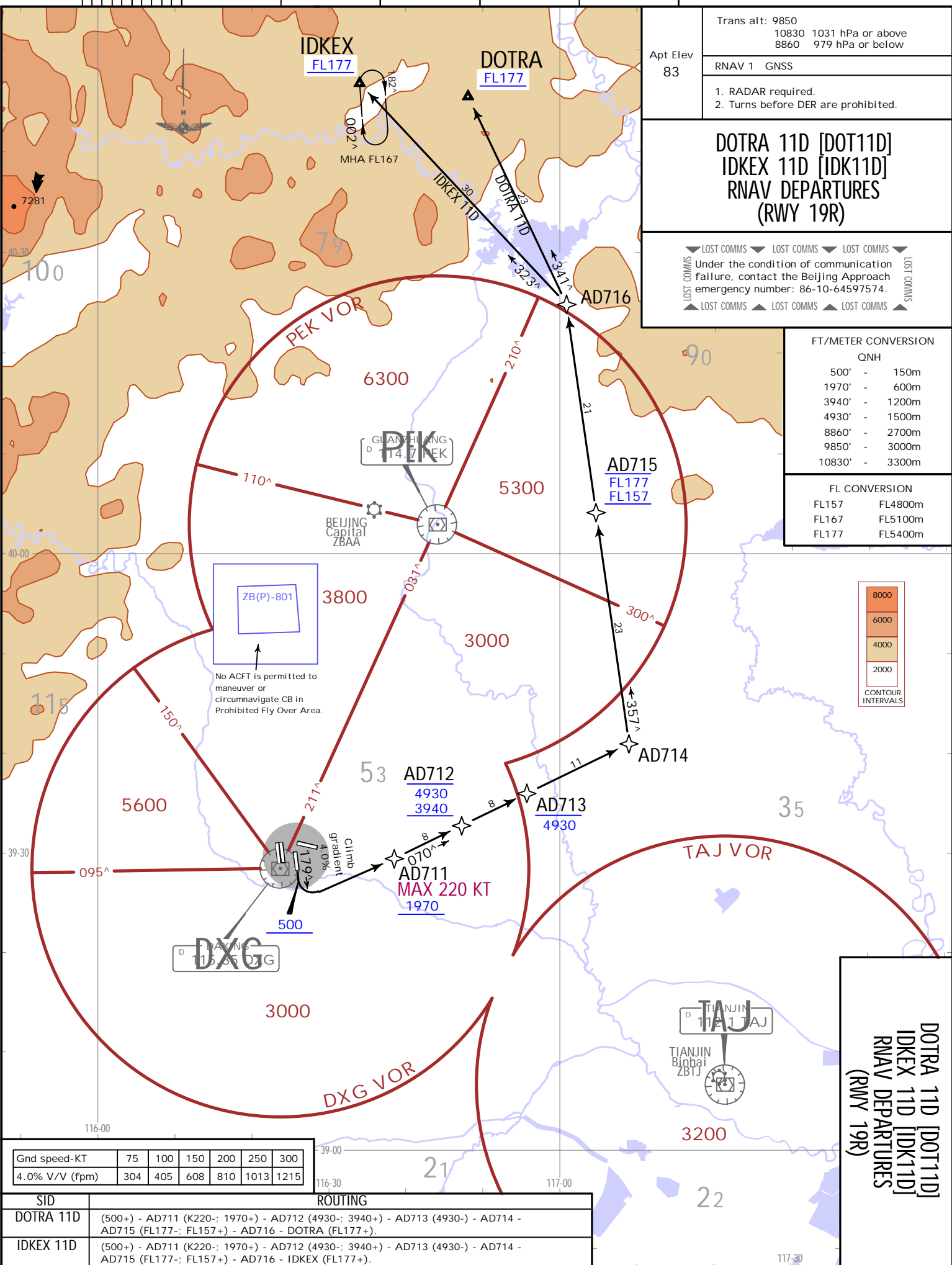
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	RWY	ROUTING
DOTRA ~1D	11L	AD611 (K220-; 1970+) - AD612 (4930-; 3940+) - AD613 (4930-) - AD614 - AD615 (FL177-; FL157+) - AD616 - DOTRA (FL177+).
DOTRA ~2D	01L	(500+ - AD611 (K220-; 1970+) - AD612 (4930-; 3940+) - AD613 (4930-) - AD614 - AD615 (FL177-; FL157+) - AD616 - DOTRA (FL177+).
IDKEX ~1D	11L	AD611 (K220-; 1970+) - AD612 (4930-; 3940+) - AD613 (4930-) - AD614 - AD615 (FL177-; FL157+) - AD616 - IDKEX (FL177+).
IDKEX ~2D	01L	(500+ - AD611 (K220-; 1970+) - AD612 (4930-; 3940+) - AD613 (4930-) - AD614 - AD615 (FL177-; FL157+) - AD616 - IDKEX (FL177+).

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RNAV SID
DOTRA ~1D [DOT~1D]
DOTRA ~2D [DOT~2D]
IDKEX ~1D [IDK~1D]
IDKEX ~2D [IDK~2D]
RNAV DEPARTURES
(RWYS 01L, 11L)

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CHANGES: TAJ MSA raised

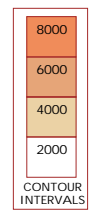


Apt Elev 83	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
RNAV 1 GNSS	
1. RADAR required. 2. Turns before DER are prohibited.	

**DOTRA 11D [DOT11D]
IDKEX 11D [IDK11D]
RNAV DEPARTURES
(RWY 19R)**

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Under the condition of communication failure, contact the Beijing Approach emergency number: 86-10-64597574.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

FT/METER CONVERSION	
QNH	
500'	- 150m
1970'	- 600m
3940'	- 1200m
4930'	- 1500m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m
FL CONVERSION	
FL157	FL4800m
FL167	FL5100m
FL177	FL5400m



ZB(P)-801
No ACFT is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.

Climb gradient 4.0%
AD711
MAX 220 KT
1970
500

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

ROUTING	
DOTRA 11D	(500+) - AD711 (K220-; 1970+) - AD712 (4930-; 3940+) - AD713 (4930-) - AD714 - AD715 (FL177-; FL157+) - AD716 - DOTRA (FL177+).
IDKEX 11D	(500+) - AD711 (K220-; 1970+) - AD712 (4930-; 3940+) - AD713 (4930-) - AD714 - AD715 (FL177-; FL157+) - AD716 - IDKEX (FL177+).

**DOTRA 11D [DOT11D]
IDKEX 11D [IDK11D]
RNAV DEPARTURES
(RWY 19R)**

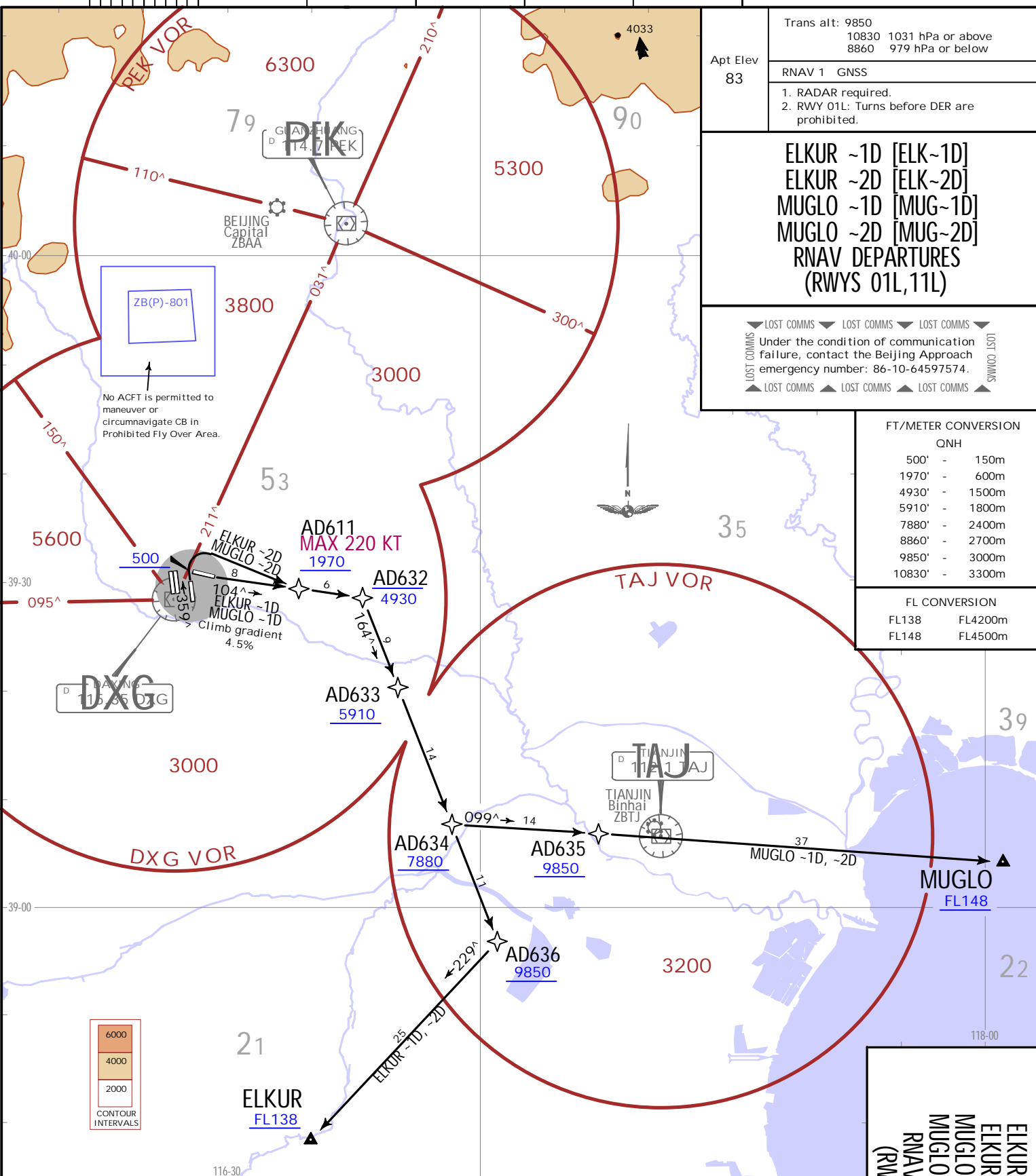
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20-3A

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RNAV.SID.

CHANGES: TAJ MSA raised

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DAXING
JEPPESSEN
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20-3B



Apt Elev 83	Trans alt: 9850
	10830 1031 hPa or above 8860 979 hPa or below
RNAV 1 GNSS	
1. RADAR required.	
2. RWY 01L: Turns before DER are prohibited.	

ELKUR ~1D [ELK~1D]
ELKUR ~2D [ELK~2D]
MUGLO ~1D [MUG~1D]
MUGLO ~2D [MUG~2D]
RNAV DEPARTURES
(RWYS 01L, 11L)

LOST COMMS
Under the condition of communication failure, contact the Beijing Approach emergency number: 86-10-64597574.

FT/METER CONVERSION	
QNH	
500'	150m
1970'	600m
4930'	1500m
5910'	1800m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL138	FL4200m
FL148	FL4500m

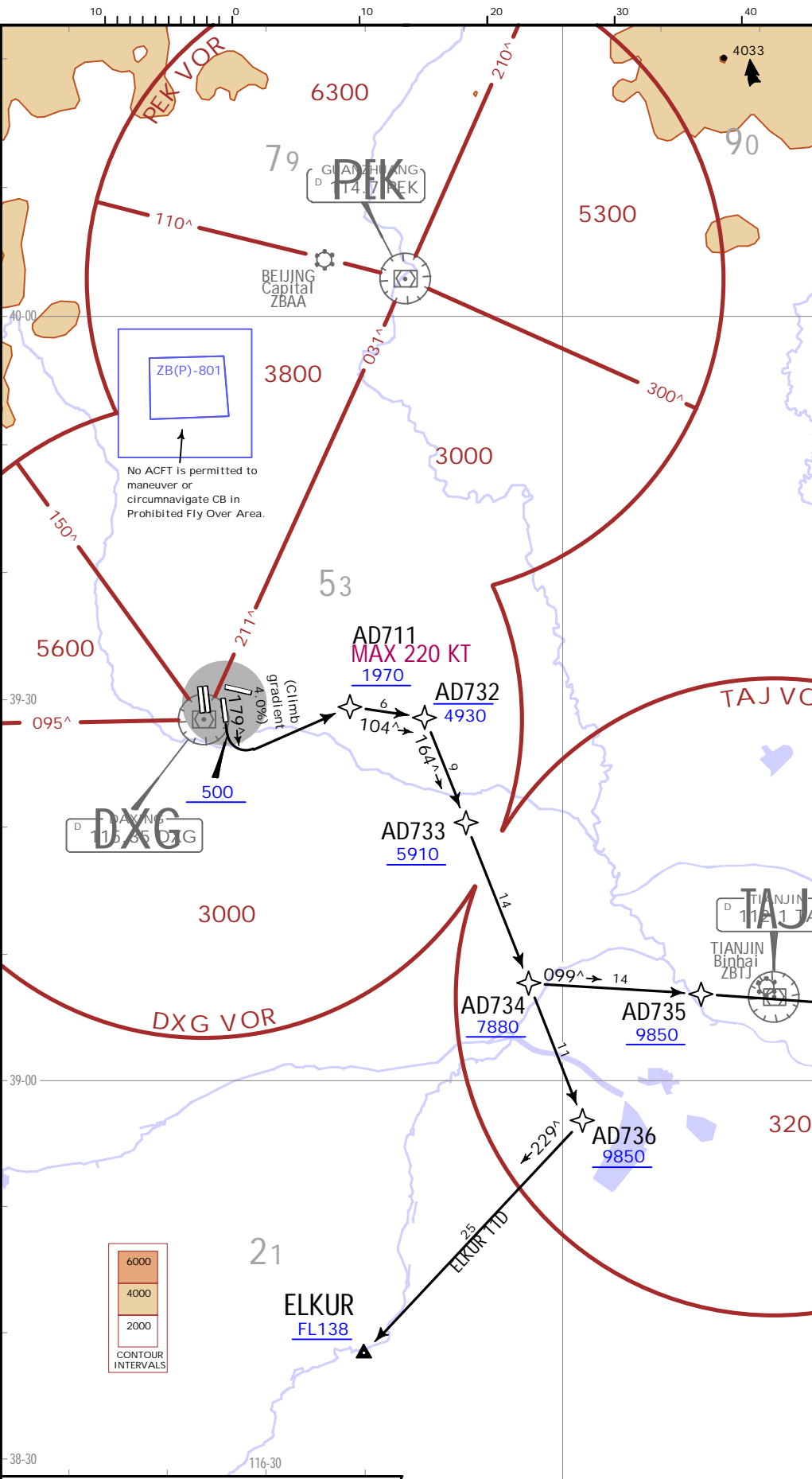
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	RWY	ROUTING
ELKUR ~1D	11L	AD611 (K220-; 1970+) - AD632 (4930-) - AD633 (5910+) - AD634 (7880+) - AD636 (9850+) - ELKUR (FL138+).
ELKUR ~2D	01L	(500+) - AD611 (K220-; 1970+) - AD632 (4930-) - AD633 (5910+) - AD634 (7880+) - AD636 (9850+) - ELKUR (FL138+).
MUGLO ~1D	11L	AD611 (K220-; 1970+) - AD632 (4930-) - AD633 (5910+) - AD634 (7880+) - AD635 (9850+) - MUGLO (FL148+).
MUGLO ~2D	01L	(500+) - AD611 (K220-; 1970+) - AD632 (4930-) - AD633 (5910+) - AD634 (7880+) - AD635 (9850+) - MUGLO (FL148+).

ELKUR ~1D [ELK~1D]
ELKUR ~2D [ELK~2D]
MUGLO ~1D [MUG~1D]
MUGLO ~2D [MUG~2D]
RNAV DEPARTURES
(RWYS 01L, 11L)

BEIJING, PR OF CHINA
RNAV.SID.

CHANGES: TAJ MSA raised.



Apt Elev 83	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS
1. RADAR required. 2. Turns before DER are prohibited.	

ELKUR 11D [ELK11D] MUGLO 11D [MUG11D] RNAV DEPARTURES (RWY 19R)

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 Under the condition of communication failure, contact the Beijing Approach emergency number: 86-10-64597574.
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

FT/METER CONVERSION	
QNH	
500'	150m
1970'	600m
4930'	1500m
5910'	1800m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL138	FL4200m
FL148	FL4500m

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DAXING

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JEPPESSEN
20-3C

BEIJING, PR OF CHINA
RNAV.SID.

6000
4000
2000

CONTOUR INTERVALS

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

SID	ROUTING
ELKUR 11D	(500+) - AD711 (K220-; 1970+) - AD732 (4930-) - AD733 (5910+) - AD734 (7880+) - AD736 (9850+) - ELKUR (FL138+).
MUGLO 11D	(500+) - AD711 (K220-; 1970+) - AD732 (4930-) - AD733 (5910+) - AD734 (7880+) - AD735 (9850+) - MUGLO (FL148+).

ELKUR 11D [ELK11D]
MUGLO 11D [MUG11D]
RNAV DEPARTURES
(RWY 19R)

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 .RNAV.SID.

Apt Elev 83	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNS RADAR required.

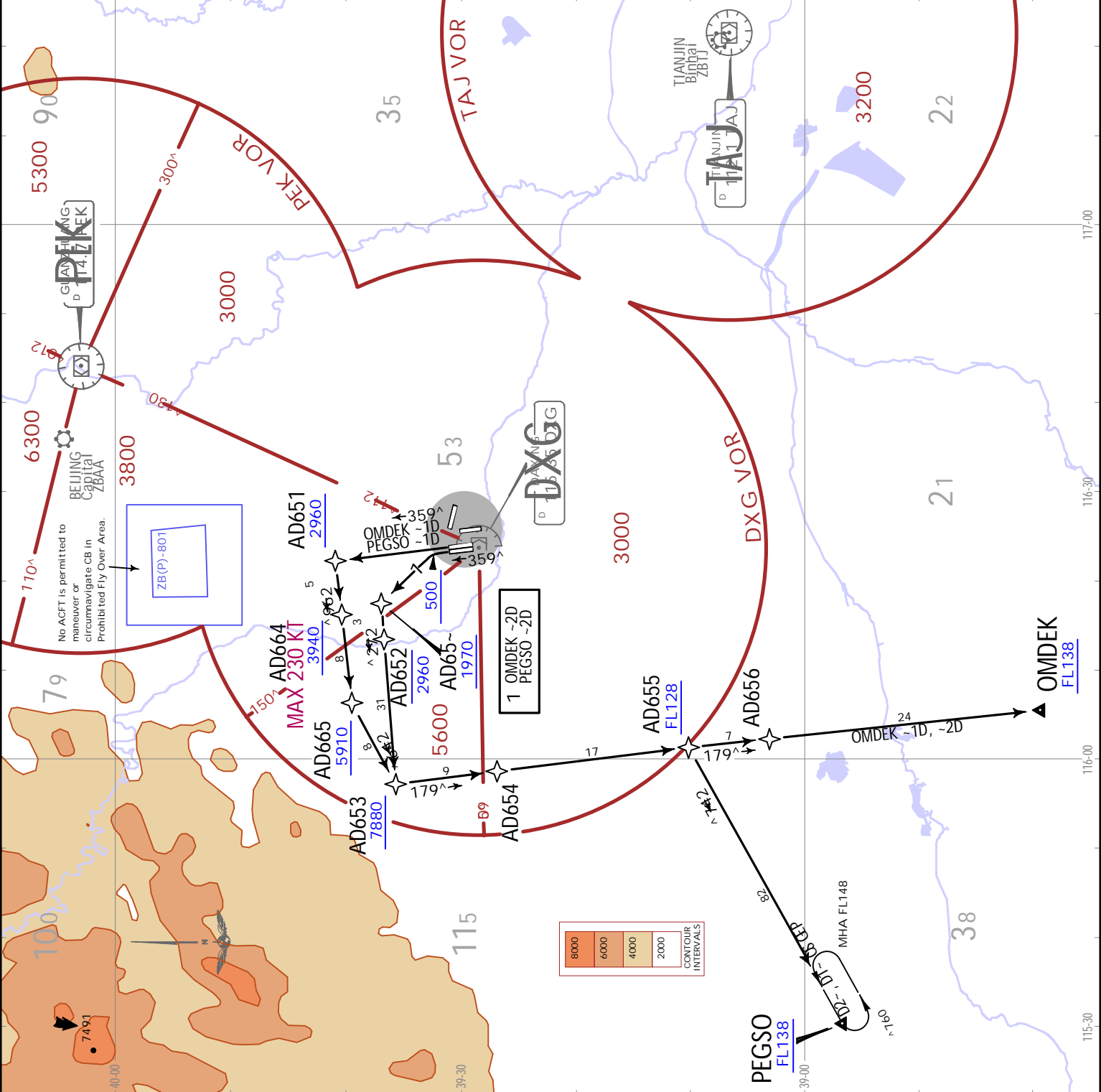
OMDEK ~1D [OMD~1D]
 OMDEK ~2D [OMD~2D]
 PEGSO ~1D [PEG~1D]
 PEGSO ~2D [PEG~2D]
 RNAV DEPARTURES
 (RWYS 35L/R)

LOST COMMS
 Under the condition of communication failure, contact the Beijing Approach emergency number: 86-10-64597574.

FT/METER CONVERSION	
QNH	
500'	150m
1970'	600m
2960'	900m
3940'	1200m
5910'	1800m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL128	FL3900m
FL138	FL4200m
FL148	FL4500m

SID	RWY	ROUTING
OMDEK ~1D	35R	AD651 (2960+) - AD664 (K230-; 3940+) - AD665 (5910+ - AD653 (7880+) - AD654 - AD655 (FL128+) - AD656 - OMDEK (FL138+).
OMDEK ~2D	35L	(500+) - AD65- (1970+) - AD652 (2960-) - AD653 (7880+) - AD654 - AD655 (FL128+) - OMDEK (FL138+).
PEGSO ~1D	35R	AD651 (2960+) - AD664 (K230-; 3940+) - AD665 (5910+ - AD653 (7880+) - AD654 - AD655 (FL128+) - PEGSO (FL138+).
PEGSO ~2D	35L	(500+) - AD65- (1970+) - AD652 (2960-) - AD653 (7880+) - AD654 - AD655 (FL128+) - PEGSO (FL138+).



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 DAXING
 17 MAR 23
 20-3D

BEIJING, PR OF CHINA
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JEPPESEN
 17 MAR 23 20-3E

ZBAD/PKX
 DAXING

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

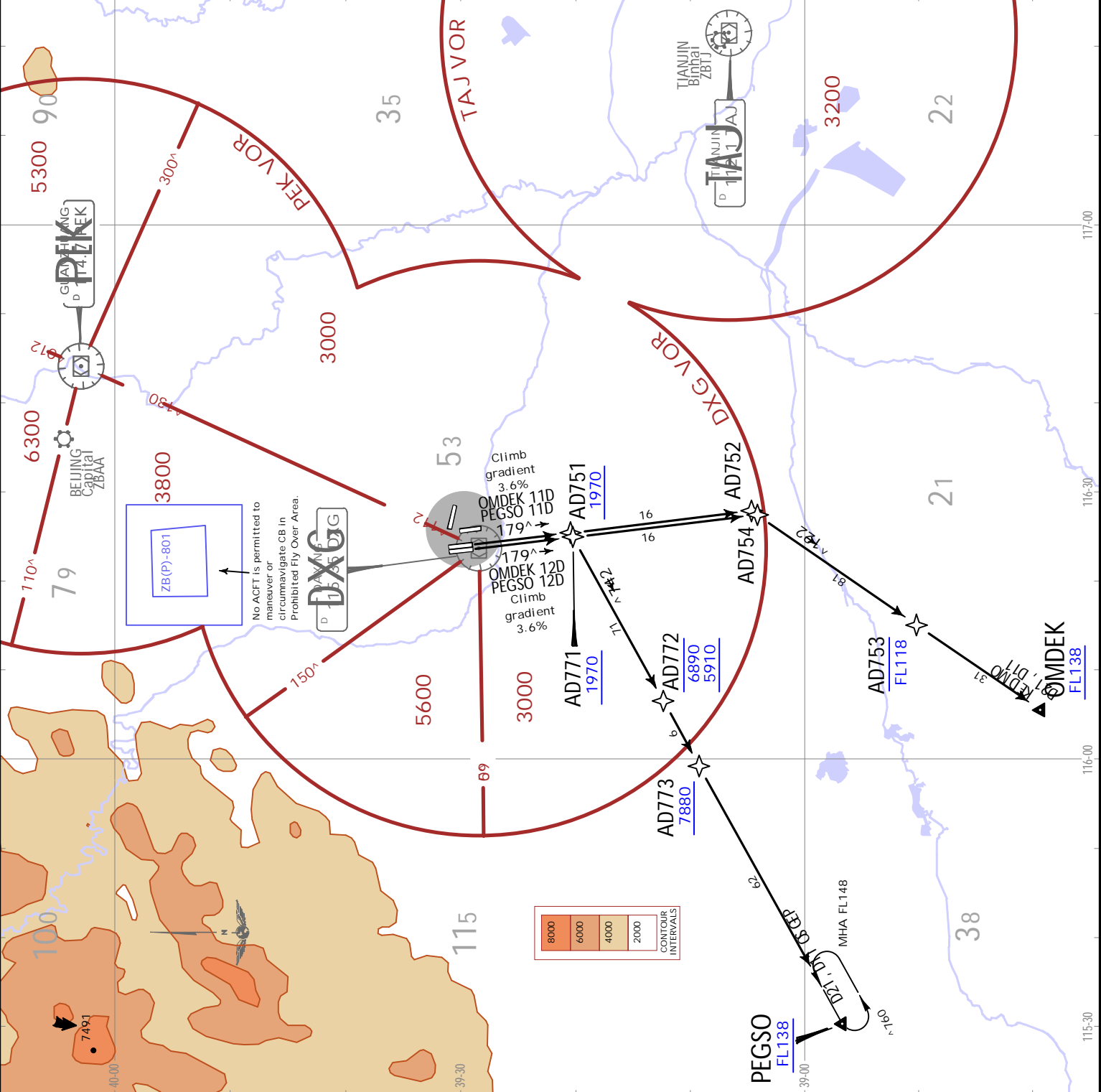
Apt Elev
 83

RNAV 1 GNSS
 RADAR required.

OMDEK 11D [OMD11D]
OMDEK 12D [OMD12D]
PEGSO 11D [PEG11D]
PEGSO 12D [PEG12D]
RNAV DEPARTURES
(RWYS 17L/R)

LOST COMMS
 under the condition of communication failure, contact the Beijing Approach emergency number: 86-10-64597574.

LOST COMMS
 under the condition of communication failure, contact the Beijing Approach emergency number: 86-10-64597574.



FT/METER CONVERSION	
QNH	
1970' -	600m
5910' -	1800m
6890' -	2100m
7880' -	2400m
8860' -	2700m
9850' -	3000m
10830' -	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m

Grnd speed-KT	
3.6% V/V (fpm)	75 100 150 200 250 300
	273 365 547 729 911 1094

SID	RWY	ROUTING
OMDEK 11D	17L	AD751 (1970+) - AD752 - AD753 (FL118-) - OMDEK (FL138+)
OMDEK 12D	17R	AD771 (1970+) - AD754 - AD753 (FL118-) - OMDEK (FL138+)
PEGSO 11D	17L	AD751 (1970+) - AD772 (6890-; 5910+) - AD773 (7880+; - PEGSO (FL138+))
PEGSO 12D	17R	AD771 (1970+) - AD772 (6890-; 5910+) - AD773 (7880+; - PEGSO (FL138+))

ZBAD/PKX
 DAXING

ZBAD/PKX
Apt Elev 83

D-ATIS Departure
N39.30.0 E116.24.0

D-ATIS Comm
D-ATIS
128.4 DCL

DAXING Delivery
DLV01
121.875

*GND01
121.975

GND02
121.625

*GND03
121.7

*GND04
122.6

APN01
122.15

APN02
122.7

*TWR01
118.825

TWR02
118.375

*TWR03
130.425

*TWR04
118.725

JEPPESEN BEIJING, PR OF CHINA
25 NOV 22 (20-9) Eff. 30 Nov. 1600Z. DAXING

116-29 116-28 116-27 116-26 116-25 116-24 116-23 116-22 116-21

39-31 39-30 39-29 39-28

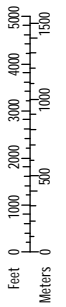
FOR AIRPORT BRIEFING refer to 20-TP pages



TWYs A2, A3, A5, A7, B1, B2, B3, E0, E1, G0, G1, K4 and K5 wingspan restricted to less than 262'/80m.
TWYs C1 and J13 wingspan restricted to less than 226'/69m.

LEGEND

- APN control area
- HOT SPOTS: See 20-9A for description.



RWY under construction and not available. Pay attention to not land on the wrong RWY.

ZBAD/PKX

JEPPESEN BEIJING, PR OF CHINA
 25 NOV 22 (20-9A). Eff. 30 Nov. 1600. DAXING

HOT SPOTS

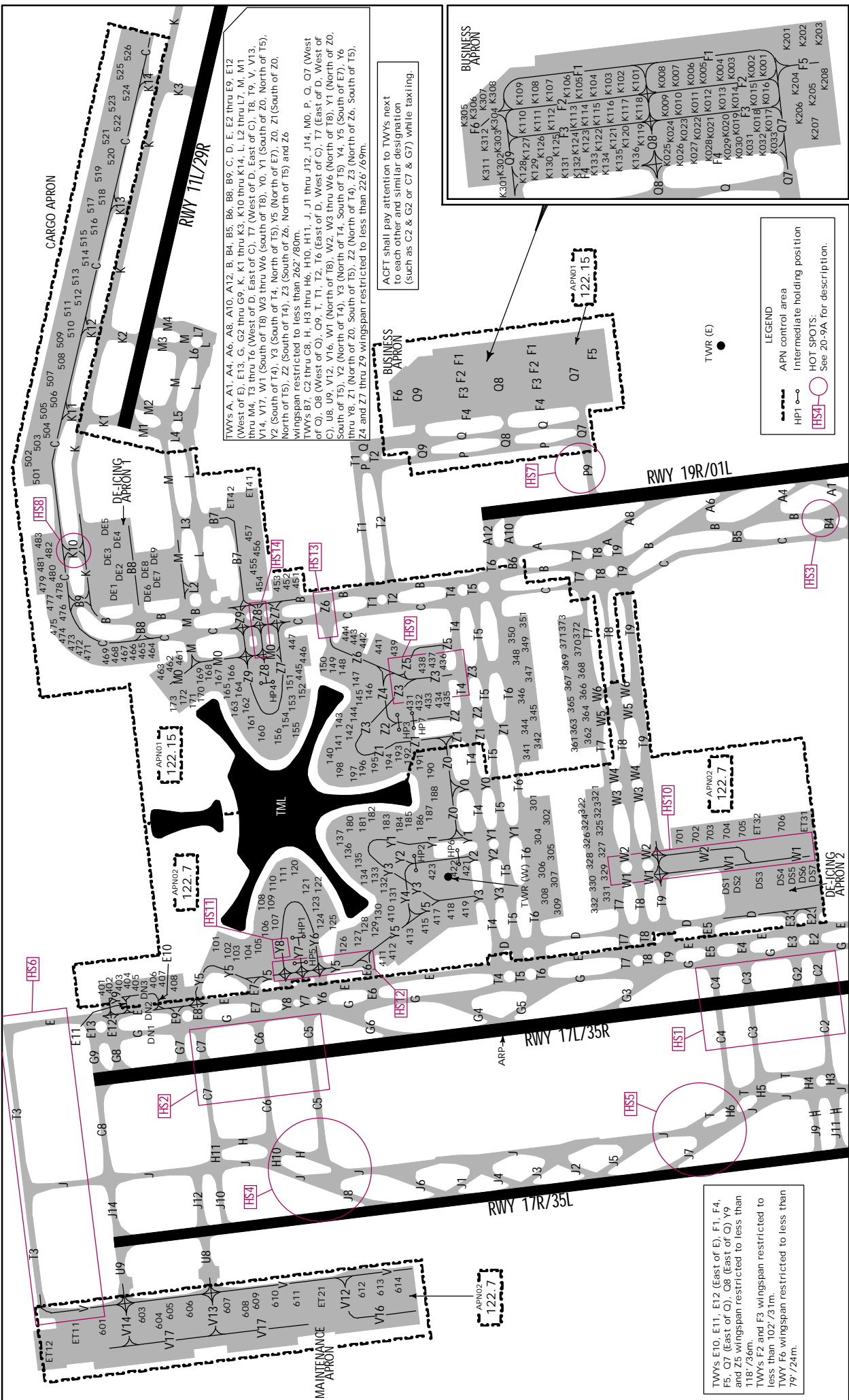
(For information only, not to be construed as ATC instructions.)

- [HS1]** Intersection of RWY 17L/35R and TWYs C2/C3/C4:
Landing ACFT shall not vacate RWY via TWY C4 and not to West via TWYs C2 or C3.
- [HS2]** Intersection of RWY 17L/35R and TWYs C5/C6/C7:
Landing ACFT shall not vacate RWY via TWY C5 and not to West via TWYs C6 or C7.
- [HS3]** Intersection of TWY B and B4:
When RWYs 35L/35R/01L are in use, ACFT vacating RWY 01L via TWY A2 shall avoid entering TWY B4, otherwise a conflict with departure ACFT taxiing to RWY 01L may occur.
- [HS4]** TWY J between TWY H10 and J6:
When RWYs 35L/35R/01L are in use, ACFT vacating RWY shall leave this area as quickly as possible, otherwise a conflict with landing ACFT on RWY 35L may occur.
- [HS5]** TWY J between TWY J5 and H6:
When RWYs 17L/17R/19R are in use, ACFT vacating RWY shall leave this area as quickly as possible, otherwise a conflict with landing ACFT on RWY 17R may occur.
- [HS6]** Rectangular area intersected by TWYs E (North of E13), T3, J (North of C8) and V (North of U9):
Flight crew shall report to ATC before entering this area, otherwise a conflict may occur.
- [HS7]** TWY P9:
ACFT are only allowed to vacate RWY to East via TWY P9.
TWY P9 cannot be used for entering RWY 01L/19R.
- [HS8]** TWY K10 between TWY C and K during De-icing Apron 1 is in use:
Flight crew shall confirm with ATC there is no ACFT on the opposite before entering TWY K10, or confirm with ATC the taxiing sequence, and then expedite to taxi through this area.
- [HS9]** TWY Z3 between TWY Z4 and T4:
ACFT taxiing to stand 439 shall not stop in this area, and expedite to taxi into stands, otherwise a conflict with departing ACFT may occur on TWY Z3.
- [HS10]** When ACFT with wingspan greater than 226'/69m taxiing on TWY W1 (between TWY T9 and stand 705), ACFT with wingspan greater than 226'/69m shall be forbidden to taxi on TWY W2 (South of T9).
When ACFT with wingspan greater than 226'/69m taxiing on TWY W2 (South of T9), ACFT with wingspan greater than 226'/69m shall be forbidden to taxi on TWY W1 (between TWY T9 and stand 705).
- [HS11]** Area of TWY Y8 South of stand 105:
When ACFT taxi or pushed-back from stand 105, it is forbidden to taxi within this area.
- [HS12]** Area of TWY Y5 between TWY E6 and Y8:
While operating to North, ACFT taxiing through this area shall observe cautiously. In case make a conflict with the ACFT holding on TWY E6 and taxiing in/out the Northwest apron.
- [HS13]** Intersection of TWY Z6 and B:
When ACFT enter stands 148 thru 150 or 442 thru 444 through this area, confirm no ACFT on the opposite direction before entering TWY Z6 or taxi through it quickly after confirming the taxiing sequence from ATC.
- [HS14]** TWY Z8 between TWY M0 and B:
ACFT taxiing through this area from TWY B and C shall observe cautiously. In case make a conflict with the arrival ACFT holding on TWY Z8.

RWY	HIRL	CL	HIALS-II		SFL		TDZ		PAPI-L(3.0°)		RVR		USABLE LENGTHS	
			Threshold	Glide Slope	Take-off	Width	Landing	Beyond						
01L	19R	HIRL 1	CL 2	HIALS-II	SFL	TDZ	PAPI-L(3.0°)	RVR				197'	60m	
		1 spacing 60m	2 spacing 15m									10.118' 308.6m	10.069' 306.9m	
3 TAKE-OFF RUN AVAILABLE Inform ATC upon receiving delivery clearance if full runway length is required.														
		RWY 01L												
		From rwy head	11,155' (3400m)											
		twy B2 Int	9875' (3010m)											
		From rwy head	11,155' (3400m)											
		twy A10 Int	10,827' (3300m)											
		twy P9 Int	9514' (2900m)											
		RWY 19R												
11L	29R	HIRL 4	CL 5	HIALS	SFL	PAPI-L(3.0°)	RVR					197'	60m	
		4 spacing 60m	5 spacing 15m									11.430' 348.3m	NA	
6 TAKE-OFF RUN AVAILABLE Inform ATC upon receiving delivery clearance if full runway length is required.														
		RWY 11L												
		From rwy head	12,467' (3800m)											
		twy M2 Int	12,139' (3700m)											
		twy K2/M3 Int	11,155' (3400m)											
		twy M4 Int	10,827' (3300m)											
17L	35R	HIRL 7	CL 8	HIALS	SFL	PAPI-L(3.0°)	RVR					197'	60m	
		7 spacing 60m	8 spacing 15m									11.424' 348.2m	11.427' 348.3m	
9 TAKE-OFF RUN AVAILABLE Inform ATC upon receiving delivery clearance if full runway length is required.														
		RWY 17L												
		From rwy head	12,467' (3800m)											
		twy G8 Int	12,139' (3700m)											
		twy G1 Int	11,188' (3410m)											
		twy G2 Int	10,827' (3300m)											
		twy C7 Int	10,039' (3060m)											
		twy C6 Int	10,039' (3060m)											
		twy C3 Int	10,138' (3090m)											
17R	35L	HIRL 0	CL 1	HIALS	SFL	PAPI-L(3.0°)	RVR					148'	45m	
		0 spacing 60m	1 spacing 15m									11.434' 348.5m	"	
0 TAKE-OFF RUN AVAILABLE Inform ATC upon receiving delivery clearance if full runway length is required.														
		RWY 35L												
		From rwy head	12,467' (3800m)											
		twy J12/J08 Int	11,155' (3400m)											
		twy J10 Int	10,827' (3300m)											
		twy J9 Int	10,827' (3300m)											

State.

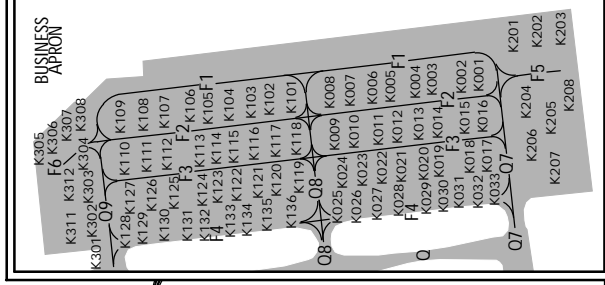
RWY	TAKE-OFF		RWY	TAKE-OFF	
	Length	Width		Length	Width
Rwy 01L, 35R	3500m	35m	Rwy 01L, 11L, 35L/R	3500m	35m
RL & CL & RNL & HUD			RL & CL & 3 RWYS		
R150m			R150m		
R75m			R200m		
R200m			R250m		
Minimums not established by CAAC					
All Rwy's					
R400m		R500m		R800m	
V1600m					



TWYs A, A1, A4, A6, A8, A10, A12, B, B4, B5, B6, B8, B9, C, D, E, E2 thru E9, E12 (West of E), E13, G, G2 thru G9, K, K1 thru K3, K10 thru K14, L, L2 thru L7, M, M1 thru M4, T3 thru T6 (West of D, East of C), T7 (West of D, East of C), T8, T9, V, V13, V14, V17, W1 (South of T8) W3 thru W6 (south of T8), Y0, Y1 (South of Z0, North of T5), Y2 (South of T4), Y3 (South of T4, North of T5), Y5 (North of E7), Z0, Z1 (South of Z0, North of T5), Z2 (South of T4), Z3 (South of Z6, North of T5) and Z6 wingspan restricted to less than 262' / 80m.

TWYs B7, C2 thru C8, H, H3 thru H6, H10, H11, J, J1 thru J12, J14, M0, P, Q, Q7 (West of Q), Q8 (West of Q), Q9, T, T1, T2, T6 (East of D, West of C), T7 (East of D, West of C), U8, U9, V12, V16, W1 (North of T8), W2, W3 thru W6 (North of T8), Y1 (North of Z0, South of T5), Y2 (North of T4), Y3 (North of T4, South of T5), Y4, Y5 (South of E7), Y6 thru Y8, Z1 (North of Z0, South of T5), Z2 (North of T4), Z3 (North of Z6, South of T5), thru Y8, Z1 (North of Z0, South of T5) and Z7 thru Z9 wingspan restricted to less than 226' / 69m.

ACFT shall pay attention to TWYs next to each other and similar designation (such as C2 & G2 or C7 & G7) while taxiing.



ZBAD/PKX

JEPPESEN
 .Eff. 29 JUL 22
 .Eff. 10 Aug. 1600Z. (20-9S)

FASA AIR OPS
 BEIJING, PR OF CHINA
 DAXING

STRAIGHT-IN RWY	A	B	C	D
01L CAT 3B RNAV ILS DME	No DH R75m	No DH R75m	No DH R75m	No DH R75m
CAT 3A RNAV ILS DME	DH50' R200m	DH50' R200m	DH50' R200m	DH50' R200m
CAT 2 RNAV ILS DME	173' (100') RA100' R300m	173' (100') RA100' R300m	173' (100') RA100' R300m	173' (100') RA100' 1 R300m
RNAV ILS DME	273' (200') R550m V800m	273' (200') R550m V800m	273' (200') R550m V800m	273' (200') R550m V800m
FULL				
TDZ or CL out	2 R550m V800m	2 R550m V800m	2 R550m V800m	2 R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
3 LOC	820' (747') R/V3400m	820' (747') R/V3400m	820' (747') R/V3400m	820' (747') R/V3400m
ALS out	R/V4300m	R/V4300m	R/V4300m	R/V4300m
17L RNAV ILS DME Z or Y	290' (213') 4 R550m V800m	290' (213') 4 R550m V800m	307' (230') 4 R550m V800m	307' (230') 4 R550m V800m
FULL				
ALS out	R/V1300m	R/V1300m	R/V1400m	R/V1400m
3 LOC Z or Y	820' (743') R/V3400m	820' (743') R/V3400m	820' (743') R/V3400m	820' (743') R/V3400m
ALS out	R/V4300m	R/V4300m	R/V4300m	R/V4300m
17R RNAV ILS DME Z or Y	277' (200') 4 R550m V800m	277' (200') 4 R550m V800m	277' (200') 4 R550m V800m	277' (200') 4 R550m V800m
FULL				
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
3 LOC Z or Y	820' (743') R/V3400m	820' (743') R/V3400m	820' (743') R/V3400m	820' (743') R/V3400m
ALS out	R/V4300m	R/V4300m	R/V4300m	R/V4300m
19R RNAV ILS DME	283' (200') 4 R550m V800m	283' (200') 4 R550m V800m	283' (200') 4 R550m V800m	283' (200') 4 R550m V800m
FULL				
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
3 LOC	830' (747') R/V3400m	830' (747') R/V3400m	830' (747') R/V3400m	830' (747') R/V3400m
ALS out	R/V4300m	R/V4300m	R/V4300m	R/V4300m
29R RNAV ILS DME	448' (377') R/V1400m	448' (377') R/V1400m	465' (394') R/V1400m	465' (394') R/V1400m
FULL				
ALS out	R/V2200m	R/V2200m	R/V2300m	R/V2300m
3 LOC	820' (749') R/V3400m	820' (749') R/V3400m	820' (749') R/V3400m	820' (749') R/V3400m
ALS out	R/V4300m	R/V4300m	R/V4300m	R/V4300m
35L CAT 2 RNAV ILS DME	176' (100') RA102' R300m	176' (100') RA102' R300m	176' (100') RA102' R300m	176' (100') RA102' 1 R300m
RNAV ILS DME	276' (200') R550m V800m	276' (200') R550m V800m	276' (200') R550m V800m	276' (200') R550m V800m
FULL				
TDZ or CL out	2 R550m V800m	2 R550m V800m	2 R550m V800m	2 R550m V800m
ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
3 LOC	820' (744') R/V3400m	820' (744') R/V3400m	820' (744') R/V3400m	820' (744') R/V3400m
ALS out	R/V4300m	R/V4300m	R/V4300m	R/V4300m

1 Without Autoland: R350m.

2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

3 Continuous Descent Final Approach.

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

ZBAD/PKX



29 JUL 22
 .Eff. 10. Aug. 1600Z. 20-9S1

FASA AIR OPS.
 BEIJING, PR OF CHINA
 DAXING

STRAIGHT-IN RWY		A	B	C	D
35R	RNAV ILS DME	276' (200')	276' (200')	276' (200')	276' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	1 R550mV800m	1 R550mV800m	1 R550mV800m	1 R550mV800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	2 LOC	820' (744')	820' (744')	820' (744')	820' (744')
	ALS out	R/V3400m R/V4300m	R/V3400m R/V4300m	R/V3400m R/V4300m	R/V3400m R/V4300m

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

2 Continuous Descent Final Approach.

TAKE-OFF

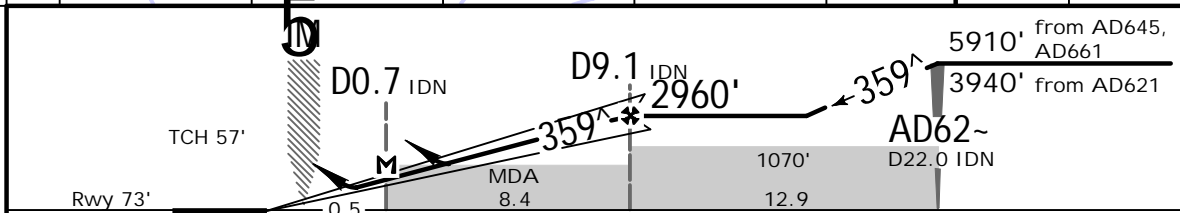
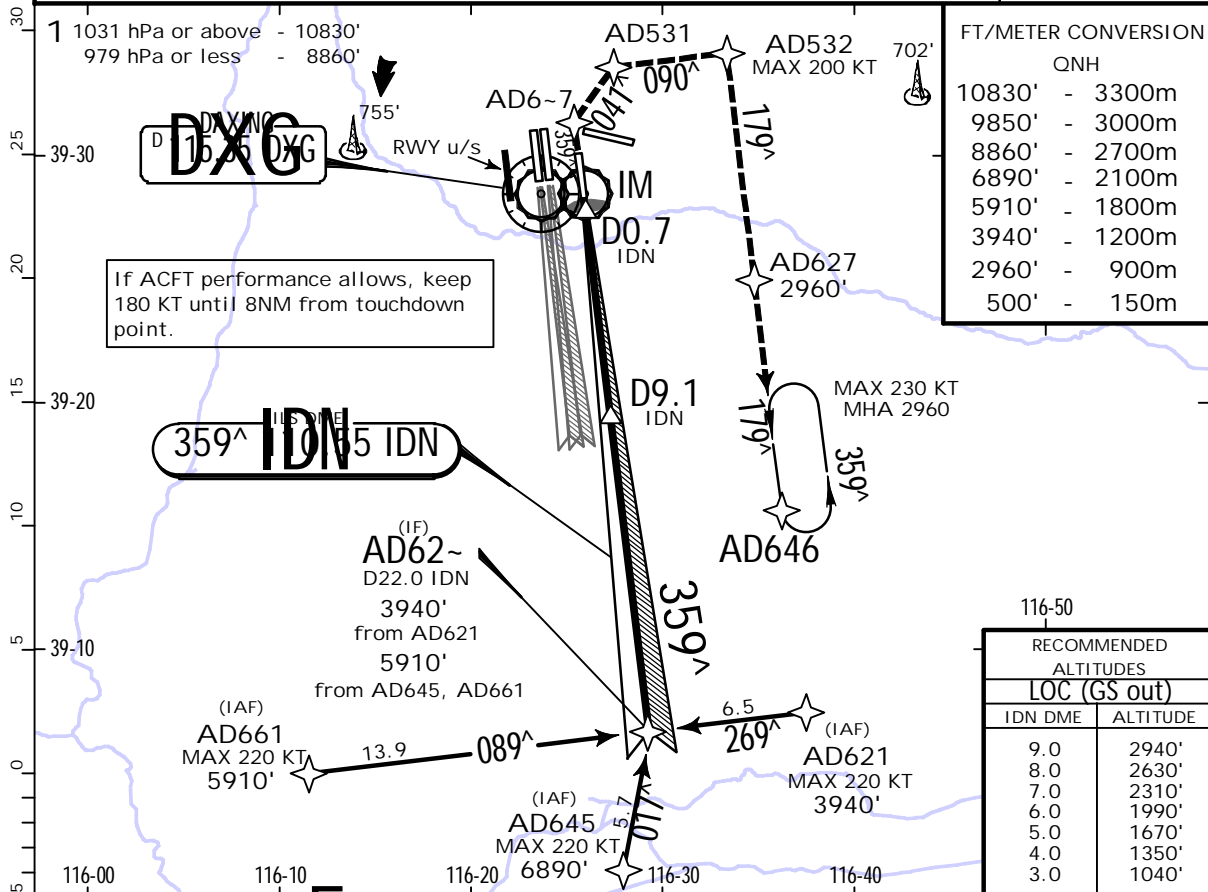
		LVP must be in force				All Rwys	
		Rwy 01L, 35R	Rwy 11L, 35L	Rwy 01L, 11L, 35L/R			
		RL & CL & RENL & HUD	RL & CL & RENL & HUD	RL & CL & 3 RVRs	RL & CL	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	R75m	R150m	R150m	R200m	R400m V800m	R500m V800m
	B			R200m	R250m		
	C						
	D						
Other 1 & 2 Eng		Minimums not established by CAAC				V1600m	

ZBAD/PKX DAXING

JEPPESSEN
25 NOV 22
Eff. 30. Nov. 1600Z. (21-1)

BEIJING, PR OF CHINA RNAV ILS DME Rwy 01L

D-ATIS Arrival 127.225	DAXING Approach APP05 126.5 by ATC	APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	DAXING Tower *TWR01 118.825	TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IDN 110.55	Final Apch Crs 359 [^]	D9.1 IDN 2960' (2887')	ILS DA(H) 273' (200')	Apt Elev 83'	Rwy 73'	
MISSED APCH: Climb AHEAD to AD6~7 at 500' or above on 359 [^] , turn RIGHT to AD531 on 041 [^] , then to AD532 on 090 [^] and continue to AD627, then to AD646 at 2960' or above on 179 [^] , join holding or by ATC.						
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' 1



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI	AD6~7 500' at or above	AD531 on 041 [^] RT	
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743				849
MAP at D0.7 IDN	0.2	0.5	0.5	0.5	0.5	0.5				0.5

PANS OPS	.State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS DA(H) 273' (200')		CDFA MDA(H) 820' (747')		CDFA MDA(H) 820' (747')	
	FULL	ALS out	ALS out	ALS out	ALS out	ALS out
	A					
B						
C	R550m V800m	V1200m	V3400m	V4300m		
D						

ZBAD/PKX
DAXING

25 NOV 22
Eff. 30 Nov 1600Z. (21-1A)

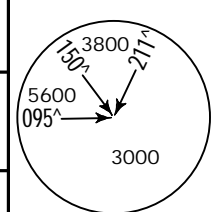
BEIJING, PR OF CHINA
CAT II/III RNAV ILS DME Rwy 01L

D-ATIS Arrival 127.225	DAXING Approach APP05 126.5 by ATC	APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
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BRIEFING STRIP

Ground			
*GND01 121.975	GND02 121.625	*GND03 121.7	*GND04 122.6

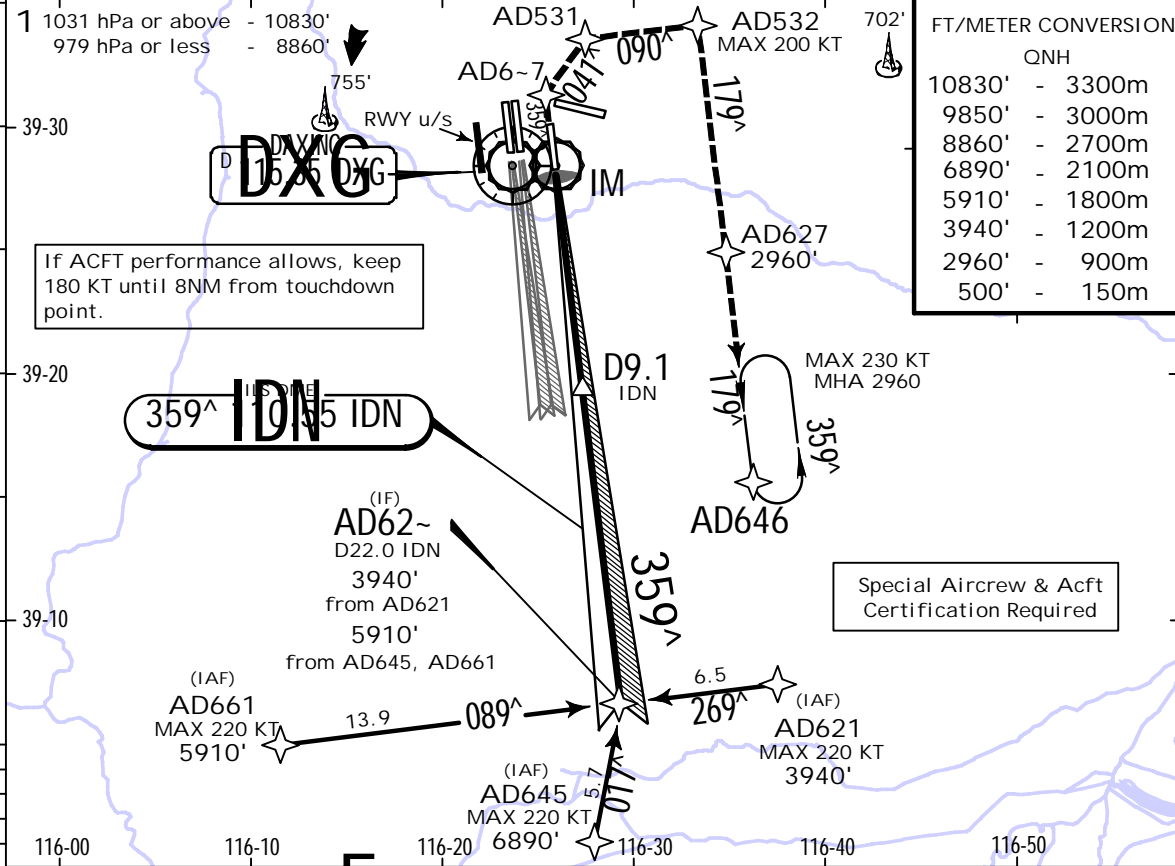
LOC IDN 110.55	Final Apch Crs 359 [^]	D9.1 IDN 2960' (2887')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 83' Rwy 73'
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MISSED APCH: Climb AHEAD to AD6-7 at 500' or above on 359[^], turn RIGHT to AD531 on 041[^], then to AD532 on 090[^] and continue to AD627, then to AD646 at 2960' or above on 179[^], join holding or by ATC.

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

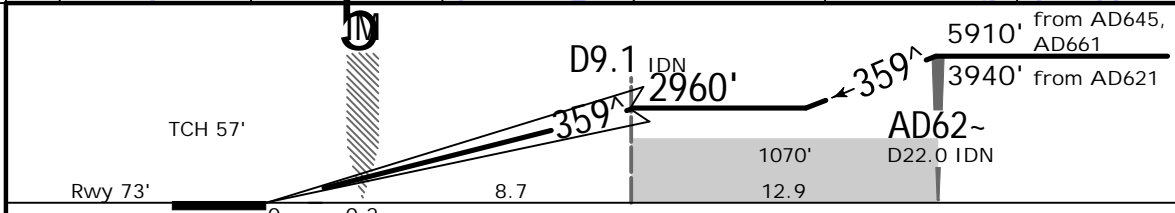
30
25
20
15
10
5
0
5



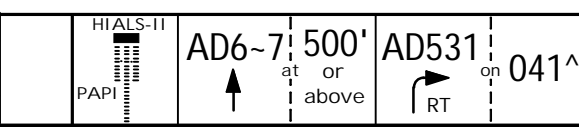
FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
3940'	- 1200m
2960'	- 900m
500'	- 150m

If ACFT performance allows, keep 180 KT until 8NM from touchdown point.

Special Aircrew & Acft Certification Required



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



STRAIGHT-IN LANDING		
CAT IIIB ILS	CAT IIIA ILS DH RA 50'	CAT II ILS RA 100' DA(H) 173' (100')
R75m	R175m	1 R300m

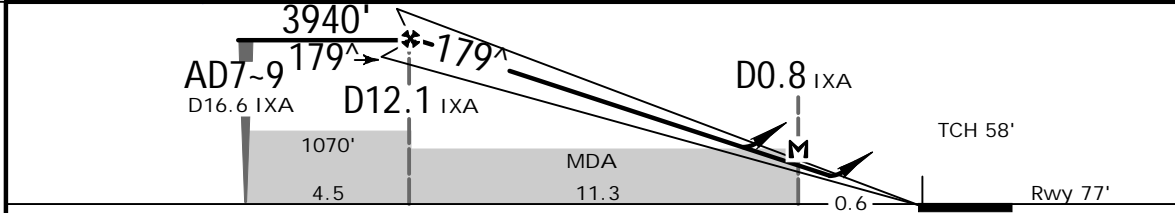
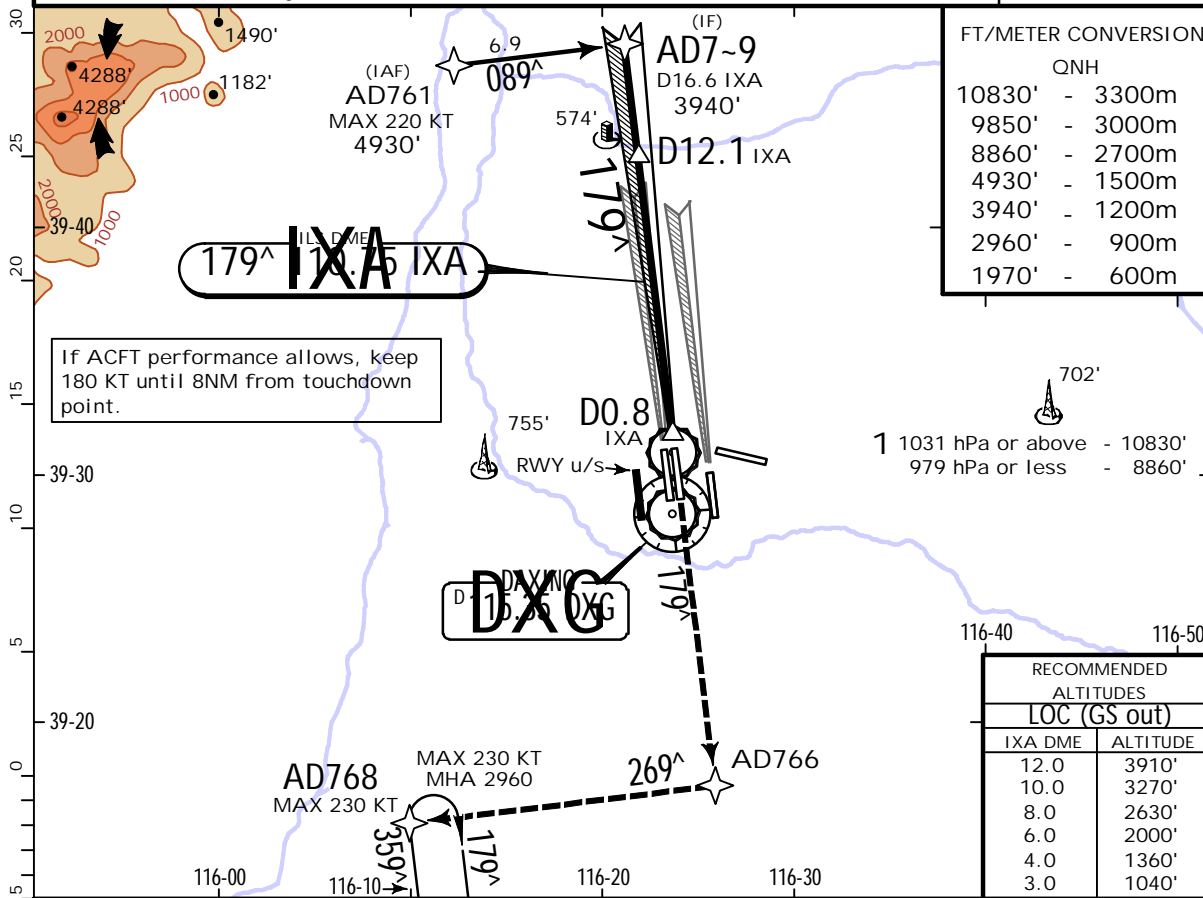
1 CAT D: R350m for manual operation below DH.

ZBAD/PKX DAXING

26 AUG 22
Eff. 7.Sep.1600Z. (21-2)

BEIJING, PR OF CHINA RNAV ILS DME Z Rwy 17L

D-ATIS Arrival 127.225	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	DAXING Tower TWR01 118.825	TWR02 118.375	TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IXA 110.75	Final Apch Crs 179^	D12.1 IXA 3940' (3863')	ILS DA(H) Refer to Minimums	Apt Elev 83'	Rwy 77'	
<p>MISSED APCH: Climb STRAIGHT AHEAD on 179^ to AD766 at 1970' or above, turn RIGHT to AD768 at 2960' or above, join holding or by ATC.</p>						
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' 1



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 IXA								

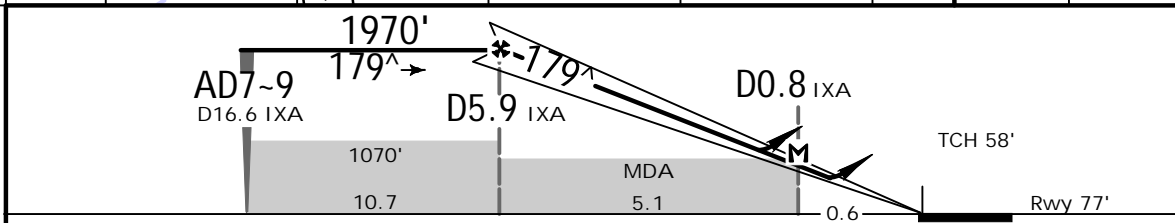
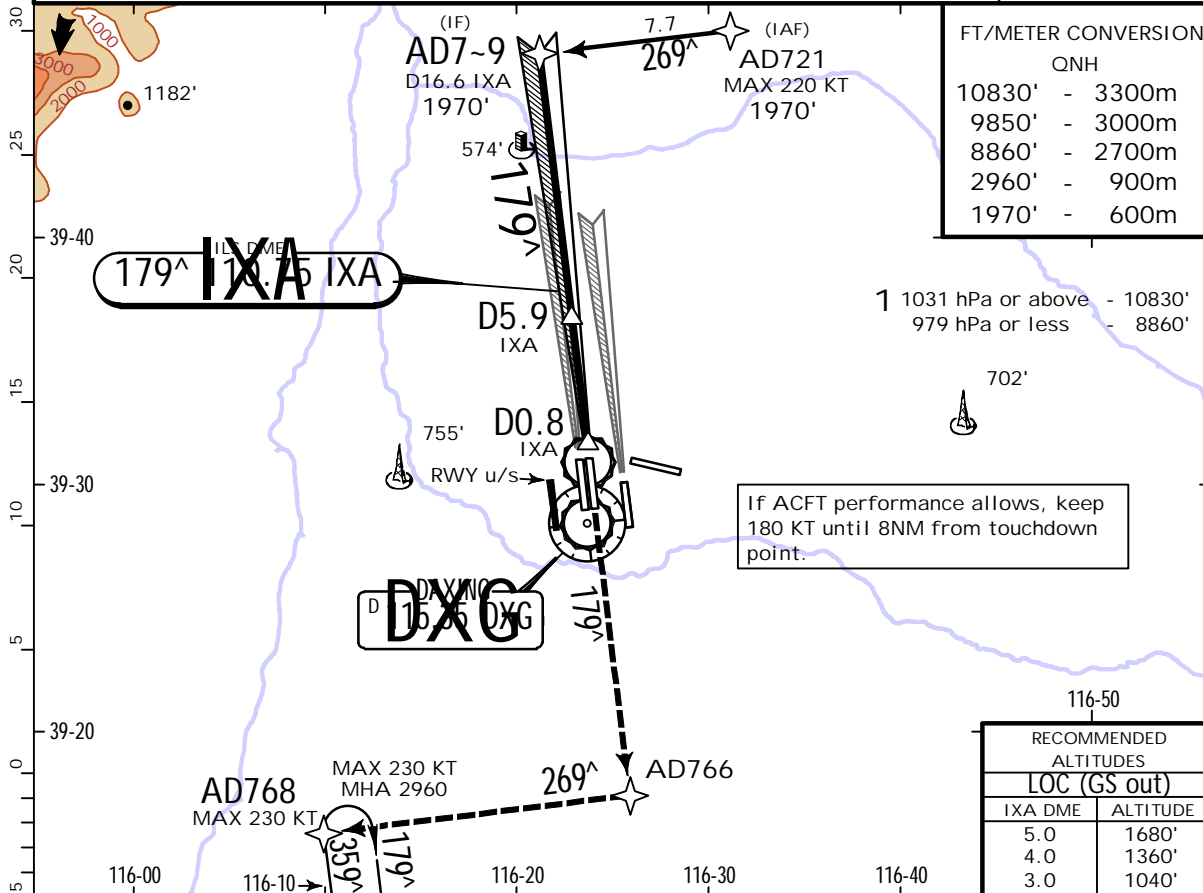
PANS OPS	.State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS		LOC (GS out)		CDFA	
	DA(H) AB: 290' (213')	CD: 307' (230')	MDA(H) 820' (743')		ALS out	
	FULL	ALS out			ALS out	
A	V1300m		V3400m		V4300m	
B						
C	1 R550m V800m					
D	V1400m					

1 R800m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Speed-note. | JEPPESEN, 2019, 2022. ALL RIGHTS RESERVED.

ZBAD/PKX DAXING

26 AUG 22
Eff. 7.Sep.1600Z. (21-3)
BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 17L

D-ATIS Arrival 127.225	DAXING Approach APP05 126.5 by ATC	APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IXA 110.75	Final Apch Crs 179 [^]	D5.9 IXA 1970' (1893')	ILS DA(H) Refer to Minimums	Apt Elev 83'	Rwy 77'	
MISSED APCH: Climb STRAIGHT AHEAD on 179 [^] to AD766 at 1970' or above, turn RIGHT to AD768 at 2960' or above, join holding or by ATC.						
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL118	Trans alt: 9850' 1		



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or	3.00 [^]	372	478	531	637	743	
LOC Descent Angle							

PANS OPS	.State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS		CDFA		CDFA	
	DA(H) AB: 290' (213') CD: 307' (230')		MDA(H) 820' (743')		MDA(H) 820' (743')	
	FULL		ALS out		ALS out	
A			V1300m			
B						
C	1 R550m V800m				V3400m	
D			V1400m		V4300m	

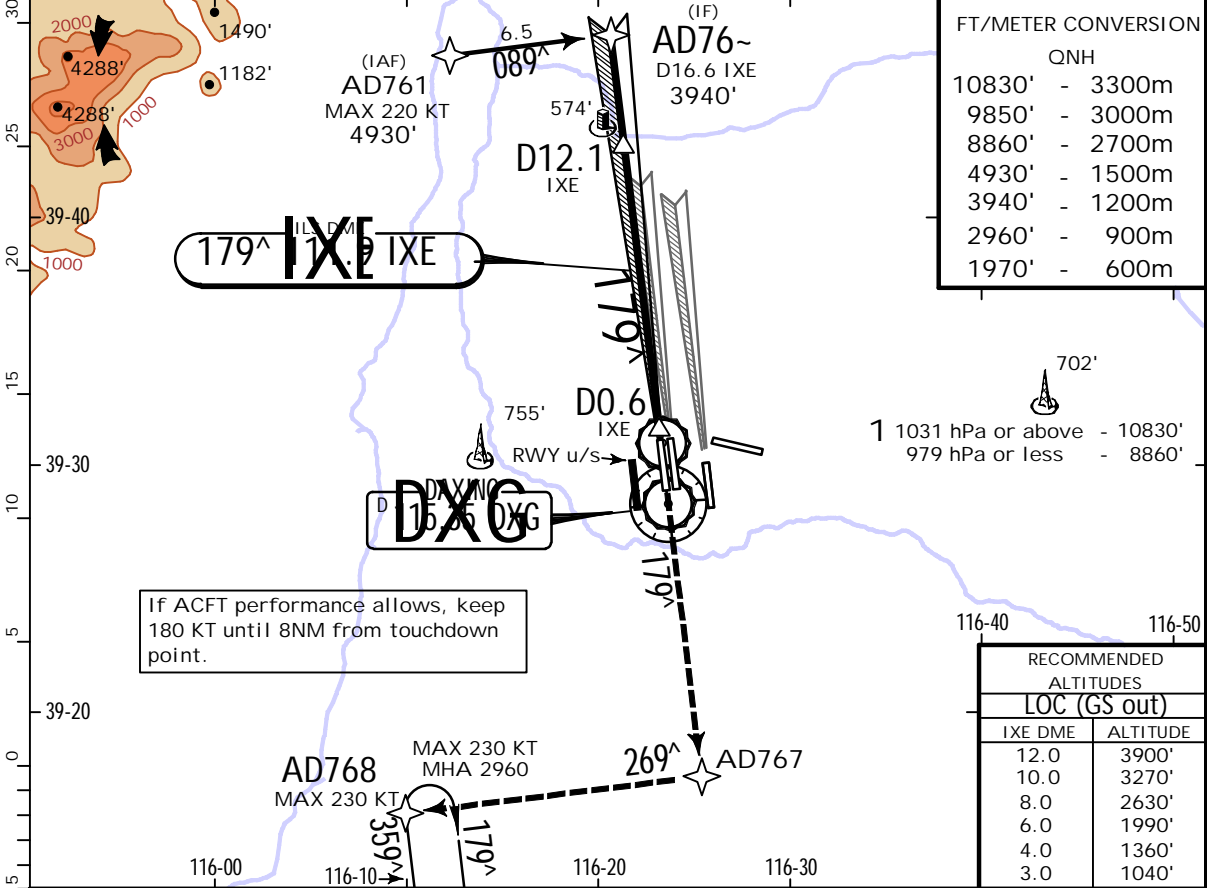
1 R800m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Speed-note. | JEPPESEN, 2019, 2022. ALL RIGHTS RESERVED.

ZBAD/PKX DAXING

26 AUG 22
Eff. 7.Sep.1600Z. (21-4)

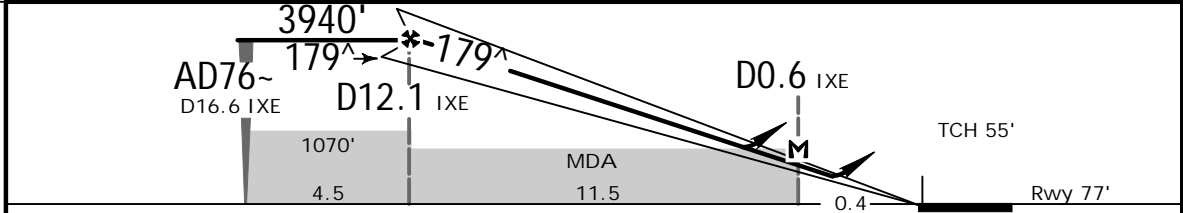
BEIJING, PR OF CHINA RNAV ILS DME Z Rwy 17R

D-ATIS Arrival 127.225	DAXING Approach APP05 126.5 by ATC	APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	DAXING Tower TWR01 118.825	TWR02 118.375	TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IXE 111.9	Final Apch Crs 179 [^]	D12.1 IXE 3940' (3863')	ILS DA(H) 277' (200')	Apt Elev 83'	Rwy 77'	
MISSED APCH: Climb STRAIGHT AHEAD on 179 [^] to AD767 at 1970' or above, turn RIGHT to AD768 at 2960' or above, join holding or by ATC.						
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
2960'	- 900m
1970'	- 600m

RECOMMENDED ALTITUDES	
LOC (GS out)	
IXE DME	ALTITUDE
12.0	3900'
10.0	3270'
8.0	2630'
6.0	1990'
4.0	1360'
3.0	1040'



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 IXE							

PANS OPS	.State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS		CDA		CDA	
	DA(H) 277' (200')		MDA(H) 820' (743')		MDA(H) 820' (743')	
	FULL	ALS out			ALS out	
A						
B						
C	1 R550m V800m		V1200m	V3400m		V4300m
D						

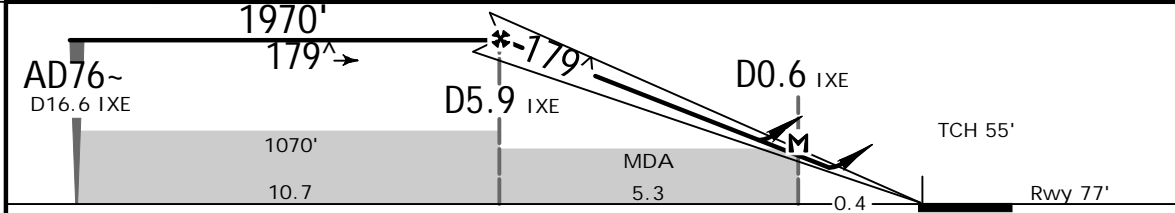
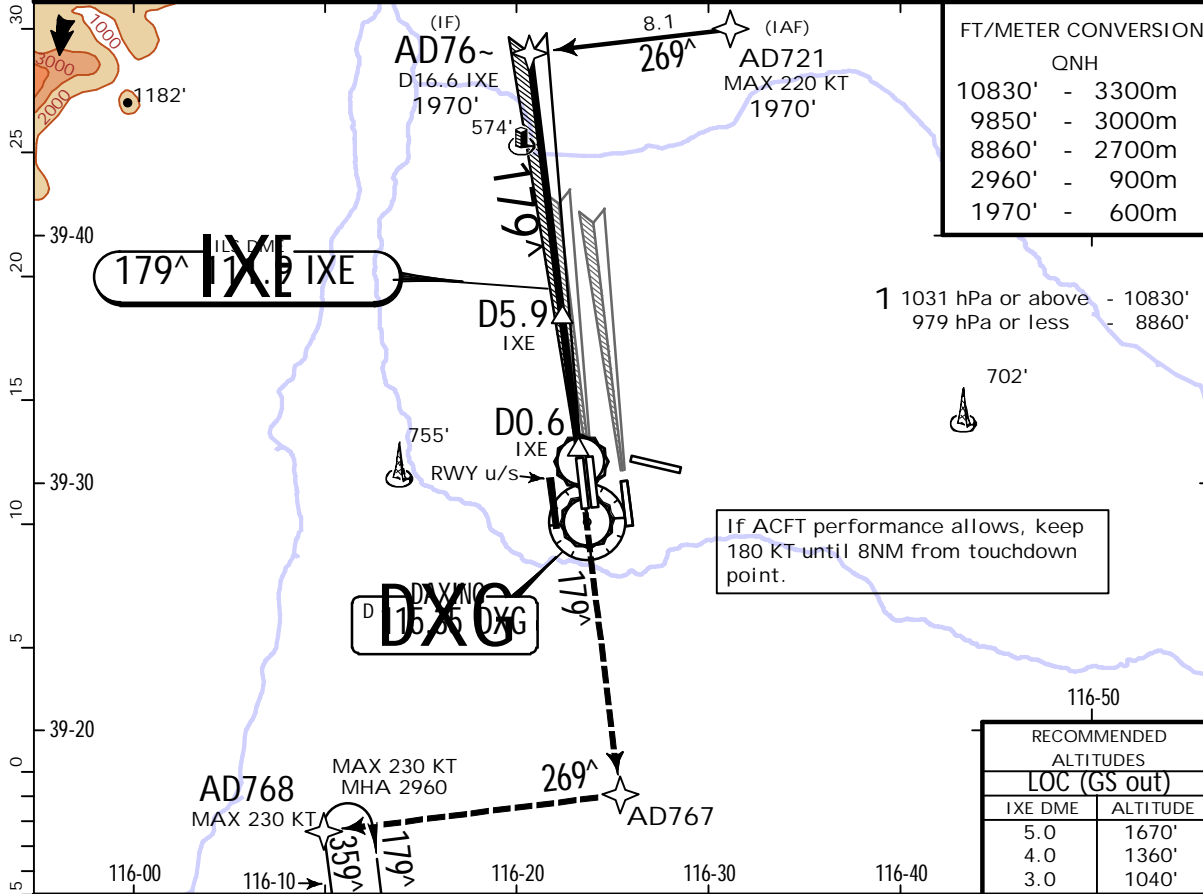
1 R800m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Speed-note. | JEPPESEN, 2019, 2022. ALL RIGHTS RESERVED.

ZBAD/PKX DAXING

26 AUG 22
Eff. 7.Sep.1600Z. (21-5)

BEIJING, PR OF CHINA RNAV ILS DME Y Rwy 17R

D-ATIS Arrival 127.225	DAXING Approach APP05 126.5 by ATC	APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground		*GND03 121.7	*GND04 122.6	
LOC IXE 111.9	Final Apch Crs 179 [^]	D5.9 IXE 1970' (1893')	ILS DA(H) 277' (200')	Apt Elev 83'	Rwy 77'	
<p>MISSED APCH: Climb STRAIGHT AHEAD on 179[^] to AD767 at 1970' or above, turn RIGHT to AD768 at 2960' or above, join holding or by ATC.</p>						
<p>Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL118 Trans alt: 9850' 1</p>						



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 IXE								

PANS OPS	.State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS		CDEFA		MDA(H) 820' (743')	
	DA(H) 277' (200')					
	FULL	ALS out			ALS out	
A						
B						
C	1 R550m V800m		V1200m	V3400m		V4300m
D						

1 R800m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Speed-note. | JEPPESEN, 2019, 2022. ALL RIGHTS RESERVED.

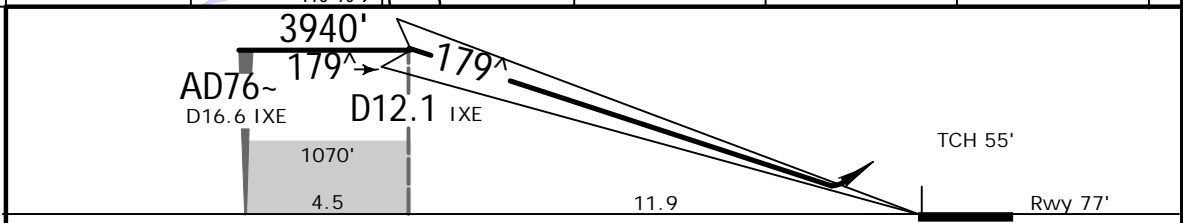
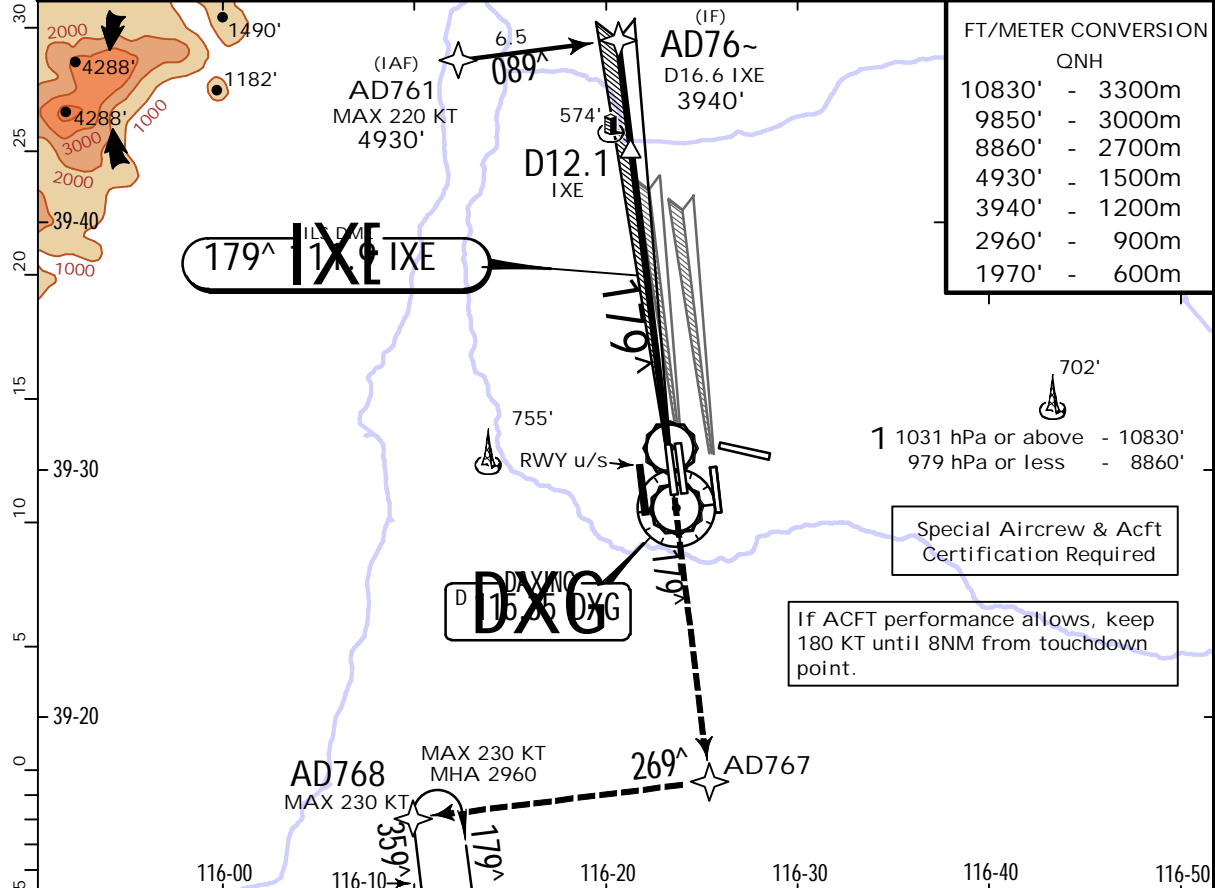
ZBAD/PKX
DAXING

26 AUG 22
Eff. 7 Sep. 1600Z.

JEPPESSEN
(21-5A)

BEIJING, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 17R

D-ATIS Arrival 127.225	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625		Ground *GND03 121.7	*GND04 122.6		
LOC IXE 111.9	Final Apch Crs 179^	D12.1 IXE 3940' (3863')	SA CAT I ILS RA 148' DA(H) 227' (150')	Apt Elev 83'	Rwy 77'	
MISSED APCH: Climb STRAIGHT AHEAD on 179^ to AD767 at 1970' or above, turn RIGHT to AD768 at 2960' or above, join holding or by ATC.						
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' 1



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI AD767 at MIN 1970'
Gs	3.00^	372	478	531	637	743	

.State. STRAIGHT-IN LANDING SA CAT I ILS 1
RA 148'
DA(H) 227' (150')

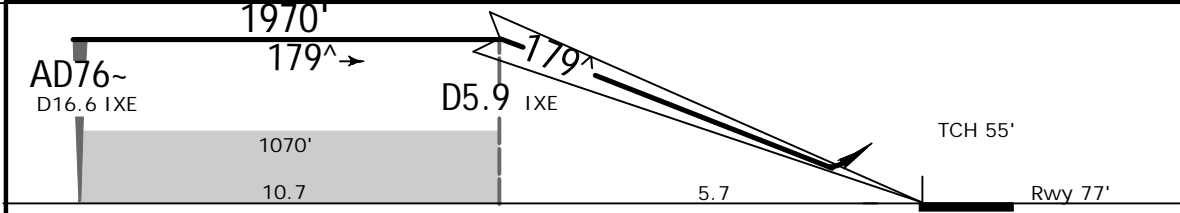
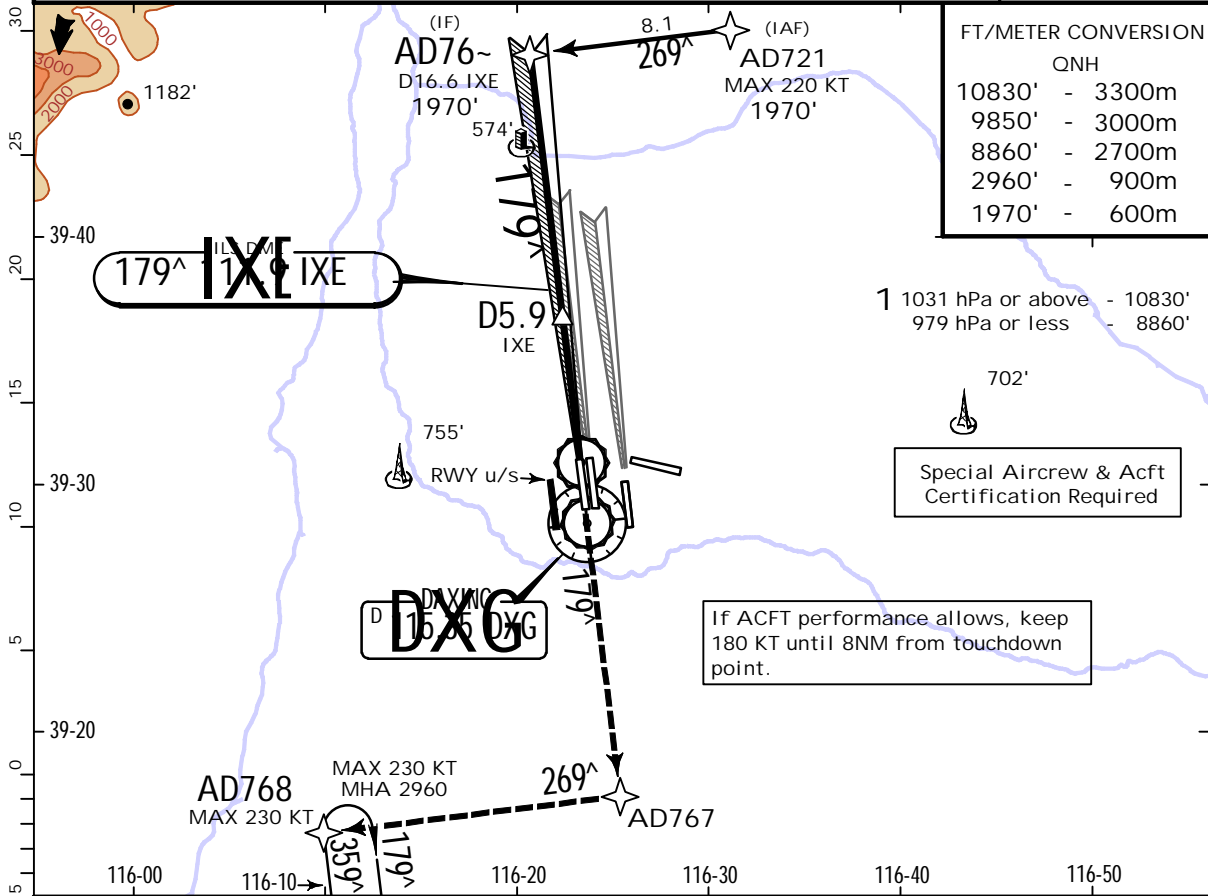
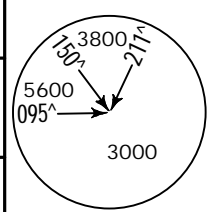
R450m
1 HUD required.

PANS OPS

ZBAD/PKX **BEIJING, PR OF CHINA**
DAXING *26 AUG 22* **SA CAT I RNAV ILS DME Y Rwy 17R**
Eff. 7.Sep.1600Z. **(21-5B)**



D-ATIS Arrival 127.225	DAXING Approach APP05 126.5 by ATC	DAXING Approach APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	Ground GND02 121.625		*GND03 121.7	*GND04 122.6		
LOC IXE 111.9	Final Apch Crs 179 [^]	D5.9 IXE 1970' (1893')	SA CAT I ILS RA 148' DA(H) 227' (150')	Apt Elev 83'	Rwy 77'	
MISSED APCH: Climb STRAIGHT AHEAD on 179 [^] to AD767 at 1970' or above, turn RIGHT to AD768 at 2960' or above, join holding or by ATC.						
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' 1



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI AD767 at MIN 1970'
GS	3.00 [^]	372	478	531	637	743	

.State. STRAIGHT-IN LANDING SA CAT I ILS 1
 RA 148'
 DA(H) 227' (150')

R450m
 1 HUD required.

PANS OPS

ZBAD/PKX DAXING

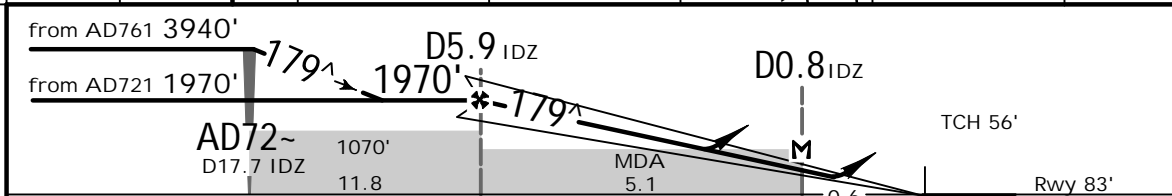
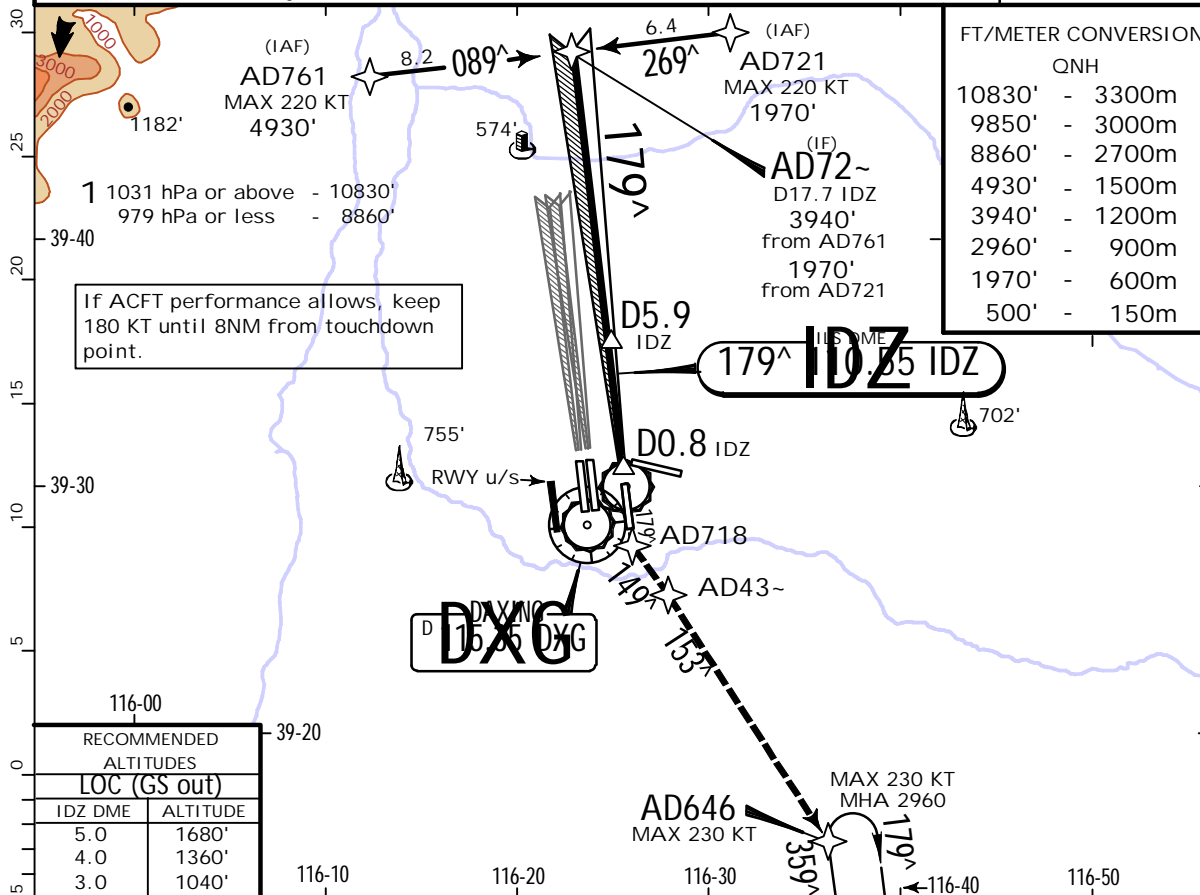
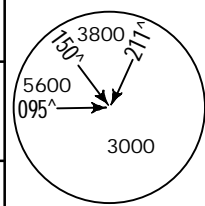
JEPPESSEN
25 NOV 22
Eff. 30. Nov. 1600Z. (21-6)

BEIJING, PR OF CHINA
RNAV ILS DME Rwy 19R

D-ATIS Arrival 127.225	DAXING Approach APP05 126.5 by ATC	APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	TWR02 118.375	*TWR04 118.725
*GND01 121.975	Ground GND02 121.625		*GND03 121.7	*GND04 122.6		
LOC IDZ 110.55	Final Apch Crs 179^	D5.9 IDZ 1970' (1887')	ILS DA(H) 283' (200')	Apt Elev 83'	Rwy 83'	

MISSED APCH: Climb AHEAD to AD718 at 500' or above on 179^, turn LEFT to AD43~ on 149^, turn RIGHT to AD646 at 2960' or above on 153^, join holding or by ATC.

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



Gnd speed-Kts	70	90	100	120	140	160		AD718: 500'	AD43~: 149^	
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743		849	at or above	LT
MAP at D0.8 IDZ										

PANS OPS	.State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS		CDFA		CDFA	
	DA(H) 283' (200')		MDA(H) 830' (747')		MDA(H) 830' (747')	
	FULL	ALS out	ALS out	ALS out	ALS out	ALS out
A						
B						
C	1 R550m V800m		V1200m	V3400m	V4300m	
D						

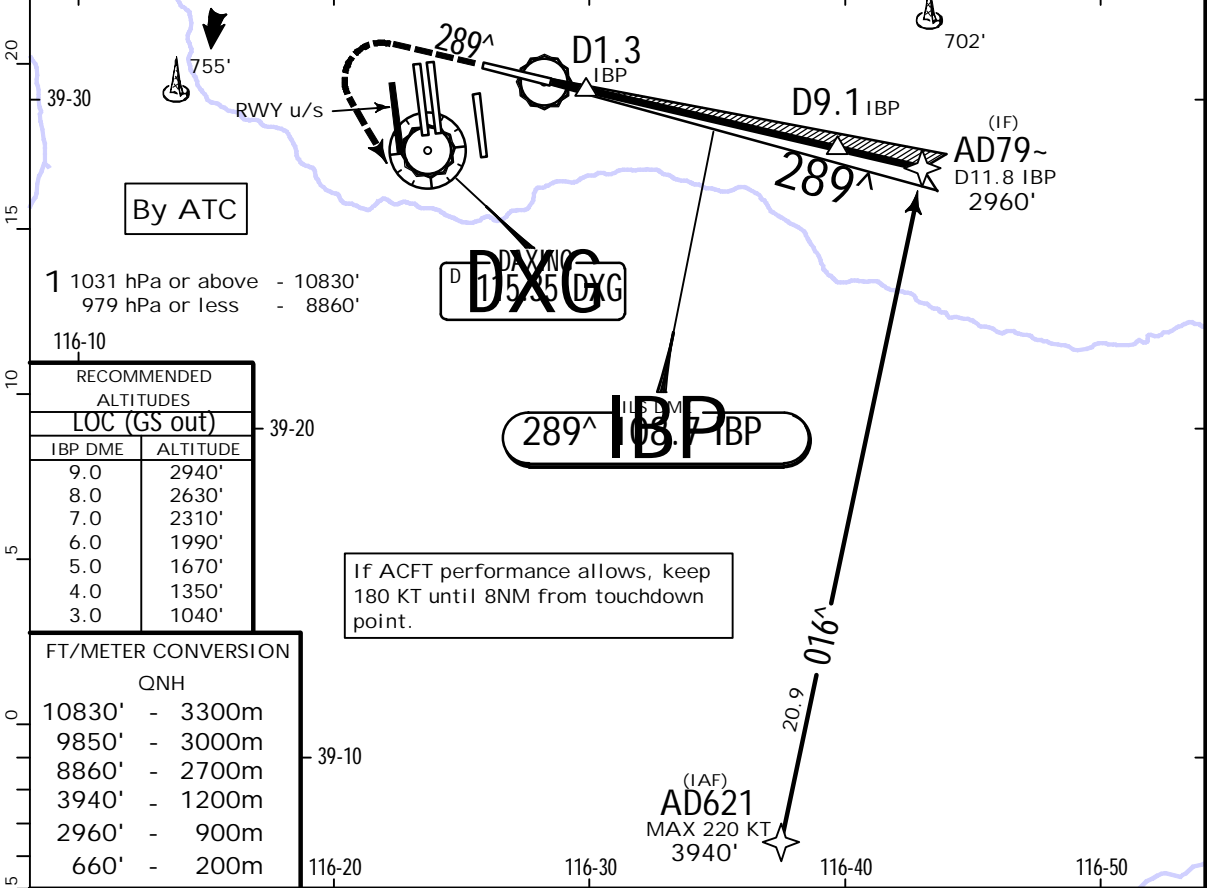
1 R800m when a Flight Director or Autopilot or HUD to DA is not used.

ZBAD/PKX DAXING

JEPPESSEN
25 NOV 22
Eff. 30. Nov. 1600Z. (21-7)

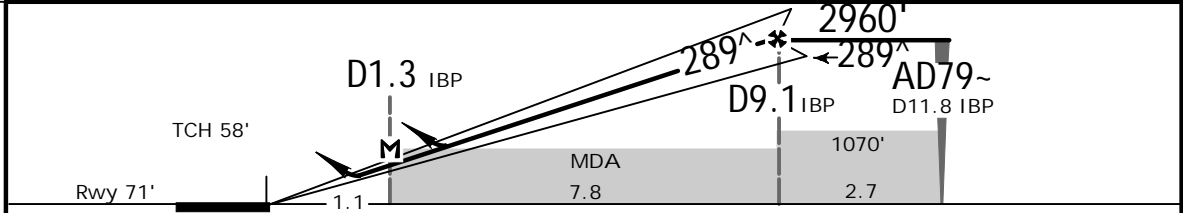
BEIJING, PR OF CHINA
RNAV ILS DME Rwy 29R

D-ATIS Arrival 127.225	DAXING Approach APPO5 126.5 by ATC	DAXING Approach APPO6 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	Ground GND02 121.625		*GND03 121.7	*GND04 122.6		
LOC IBP 108.7	Final Apch Crs 289 [^]	D9.1 IBP 2960' (2889')	ILS DA(H) Refer to Minimums	Apt Elev 83'	Rwy 71'	
MISSED APCH: Climb STRAIGHT AHEAD to 660', turn LEFT (MAX 230 KT) to AD621 at 3940', or by ATC. Do not turn before threshold.						
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL118 Trans alt: 9850' 1						



RECOMMENDED ALTITUDES	
LOC (GS out)	
IBP DME	ALTITUDE
9.0	2940'
8.0	2630'
7.0	2310'
6.0	1990'
5.0	1670'
4.0	1350'
3.0	1040'

FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
3940'	- 1200m
2960'	- 900m
660'	- 200m



Gnd speed-Kts	70	90	100	120	140	160	HIALS	660'	230 KT	AD621 at 3940'
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743	849	PAPI	MAX LT	

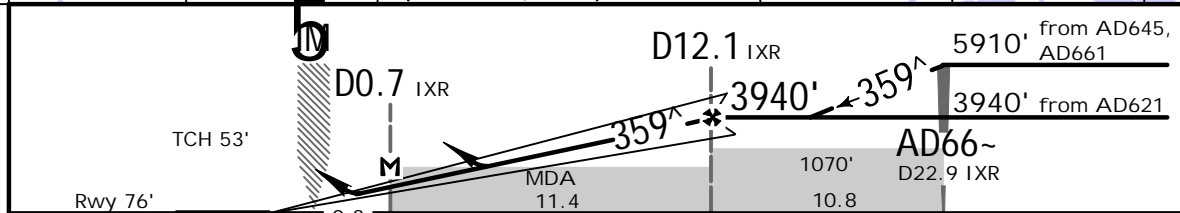
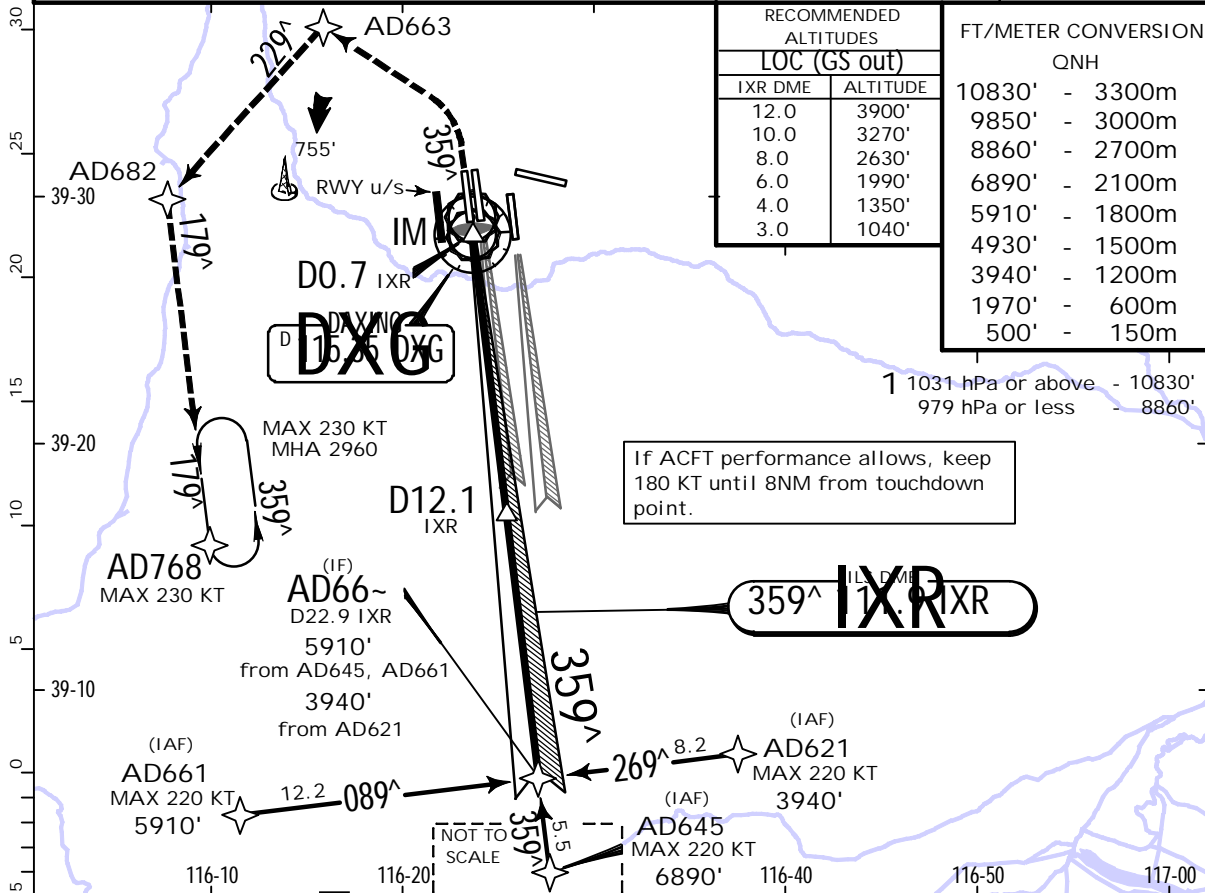
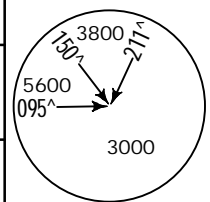
PANS OPS	.State.		STRAIGHT-IN LANDING		LOC (GS out)	
	FULL	ALS out	DA(H) AB: 448' (377')	CD: 465' (394')	MDA(H) 820' (749')	ALS out
A	R/V1400m	V2200m	V3400m	V4300m		
B						
C		V2300m				
D						

ZBAD/PKX DAXING

26 AUG 22
JEPPESSEN
Eff. 7. Sep. 1600Z. (21-8)

BEIJING, PR OF CHINA
RNAV ILS DME Rwy 35L

D-ATIS Arrival 127.225	DAXING Approach APPO5 126.5 by ATC	APPO6 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	TWR02 118.375	*TWR04 118.725
*GND01 121.975	Ground GND02 121.625		*GND03 121.7	*GND04 122.6		
LOC IXR 111.9	Final Apch Crs 359^	D12.1 IXR 3940' (3864')	ILS DA(H) 276' (200')	Apt Elev 83'	Rwy 76'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to 500', turn LEFT to AD663 MIN 1970' and MAX 3940', turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC. Do not turn before threshold.</p>						
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL118		Trans alt: 9850' 1	



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or	3.00^	372	478	531	637	849	
LOC Descent Angle							

PANS OPS	.State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS		CDFA		CDFA	
	DA(H) 276' (200')		MDA(H) 820' (744')		MDA(H) 820' (744')	
	FULL	ALS out			ALS out	
A						
B						
C	R550m V800m		V1200m		V3400m	V4300m
D						

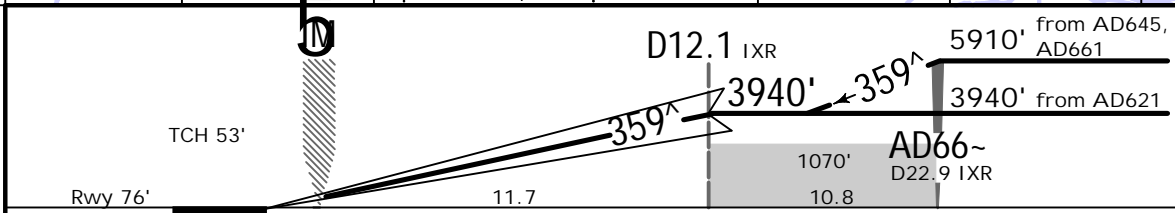
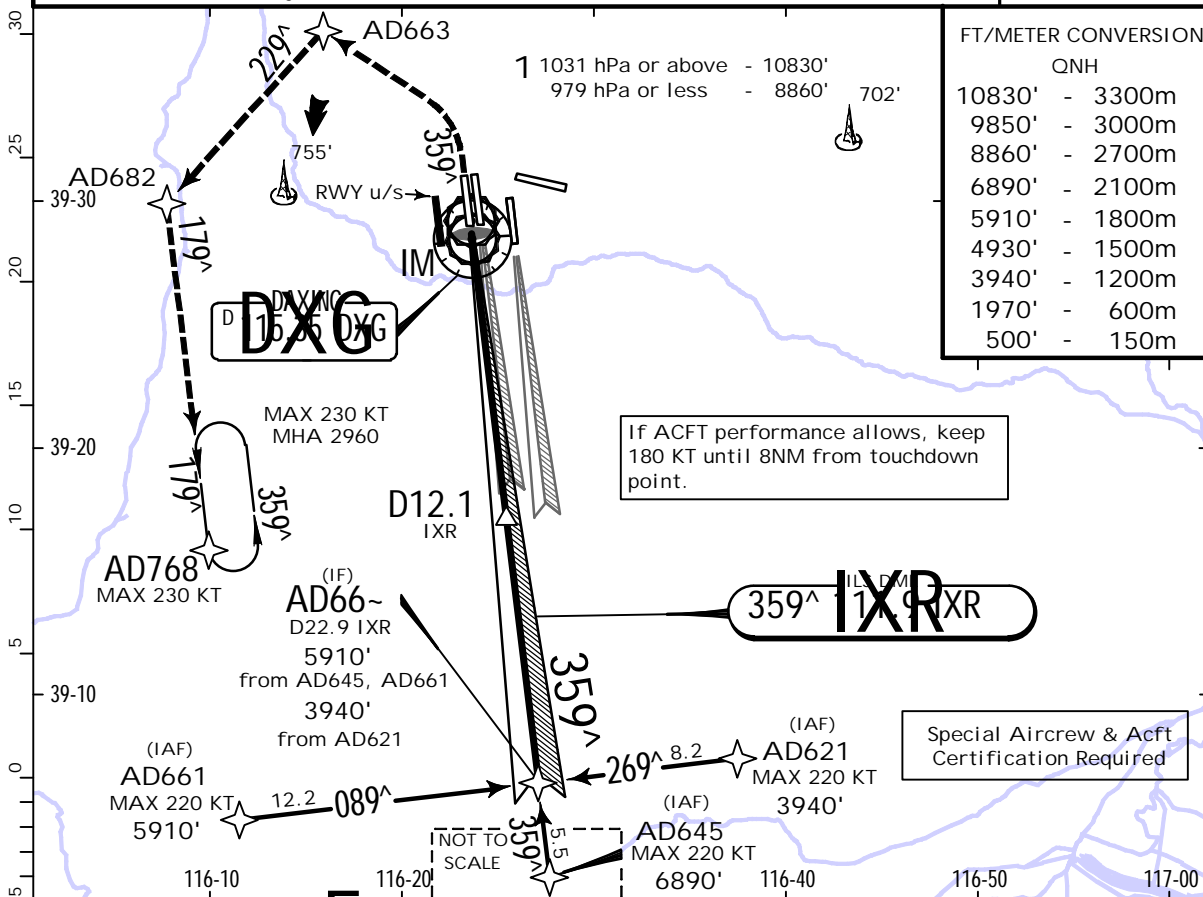
ZBAD/PKX
DAXING

26 AUG 22
Eff. 7 Sep. 1600Z. (21-8A)

JEPPESSEN

BEIJING, PR OF CHINA
CAT II RNAV ILS DME Rwy 35L

D-ATIS Arrival 127.225	DAXING Approach APP05 126.5 by ATC	APP06 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625		Ground *GND03 121.7	*GND04 122.6		
LOC IXR 111.9	Final Apch Crs 359 [^]	D12.1 IXR 3940' (3864')	CAT II ILS RA 102' DA(H) 176' (100')	Apt Elev 83'	Rwy 76'	
MISSED APCH: Climb STRAIGHT AHEAD to 500', turn LEFT to AD663 MIN 1970' and MAX 3940', turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC. Do not turn before threshold.						<p>MSA DXG VOR</p>
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL118	Trans alt: 9850' 1			



Gnd speed-Kts	70	90	100	120	140	160		500' ↑ AD663 at 3940' MIN 1970'
GS	3.00 [^]	372	478	531	637	743		

State. STRAIGHT-IN LANDING
CAT II ILS
RA 102'
DA(H) 176' (100')

1 R300m

1 CAT D: R350m for manual operation below DH.

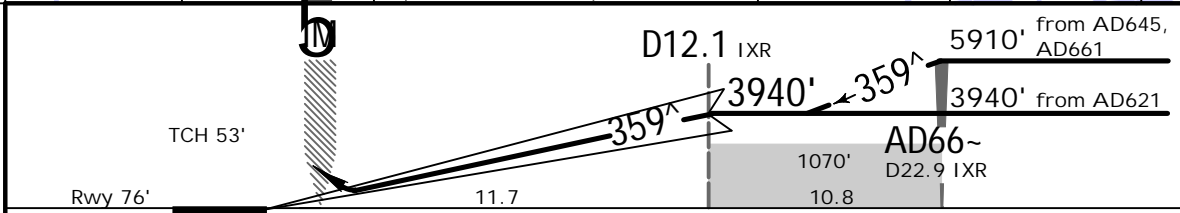
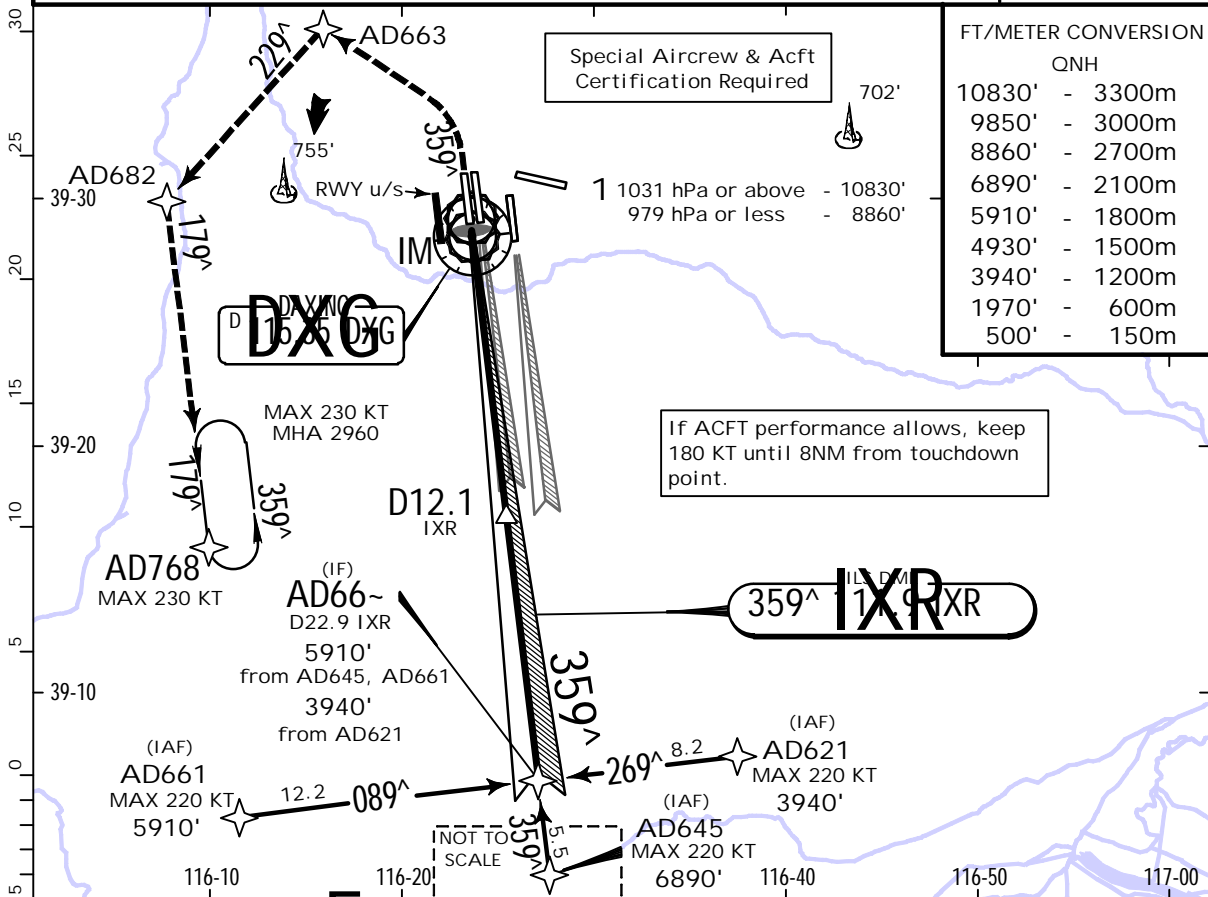
ZBAD/PKX
DAXING

26 AUG 22
Eff. 7 Sep. 1600Z. (21-8B)

JEPPESEN

BEIJING, PR OF CHINA
SA CAT I RNAV ILS DME Rwy 35L

D-ATIS Arrival 127.225	DAXING Approach APPO5 126.5 by ATC	APPO6 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6		
LOC IXR 111.9	Final Apch Crs 359^	D12.1 IXR 3940' (3864')	SA CAT I ILS RA 151^ DA(H) 226' (150')	Apt Elev 83'	Rwy 76'	
MISSED APCH: Climb STRAIGHT AHEAD to 500', turn LEFT to AD663 MIN 1970' and MAX 3940', turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC. Do not turn before threshold.						<p>MSA DXG VOR</p>
Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL118	Trans alt: 9850' 1			



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

State. STRAIGHT-IN LANDING
SA CAT I ILS 1
RA 151'
DA(H) 226' (150')

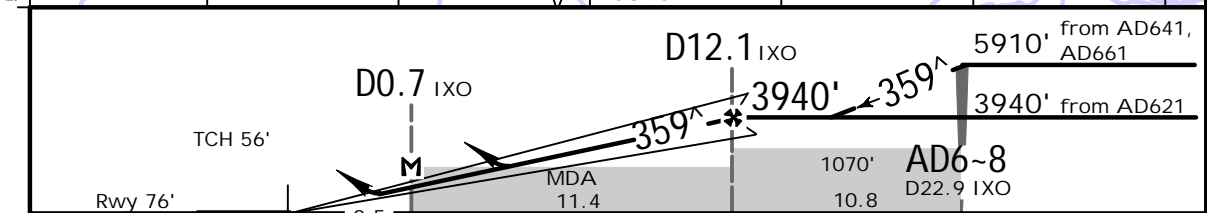
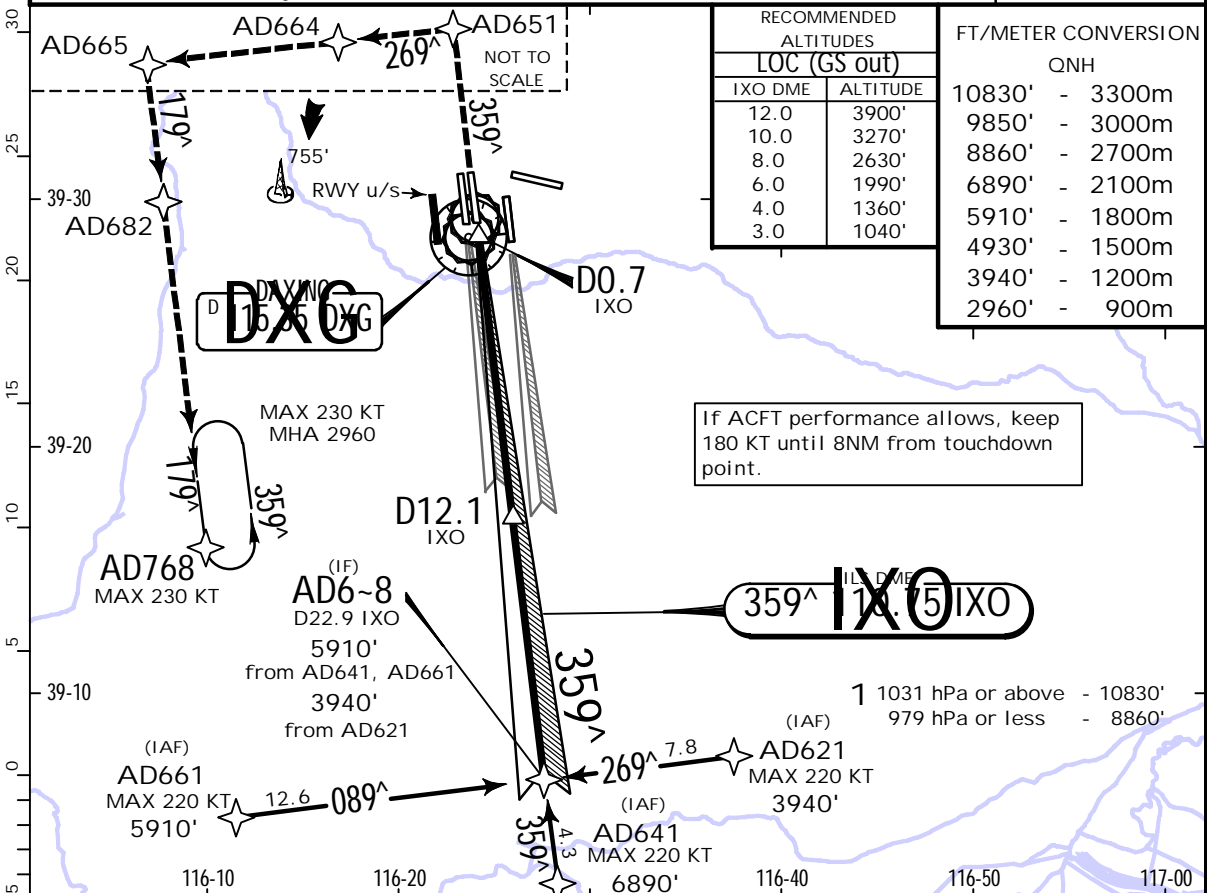
R450m
1 HUD required.

ZBAD/PKX DAXING

26 AUG 22
JEPPESSEN
.Eff. 7.Sep.1600Z. (21-9)

BEIJING, PR OF CHINA
RNAV ILS DME Rwy 35R

D-ATIS Arrival 127.225	DAXING Approach APPO5 126.5 by ATC	APPO6 119.925 by ATC	BEIJING Approach APP15 125.8 by ATC	*TWR01 118.825	DAXING Tower TWR02 118.375	*TWR04 118.725
*GND01 121.975	GND02 121.625	Ground	*GND03 121.7	*GND04 122.6	<p>MSA DXG VOR</p>	
LOC IXO 110.75	Final Apch Crs 359^	D12.1 IXO 3940' (3864')	ILS DA(H) 276' (200')	Apt Elev 83'		
<p>MISSED APCH: Climb STRAIGHT AHEAD on 359^ to AD651 at 2960' or above, turn LEFT to AD664 at 3940' or above, then to AD665 at 4930' or above, turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC.</p>						
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL118		Trans alt: 9850' 1	



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

PANS OPS	.State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS		CDFA		CDFA	
	DA(H) 276' (200')		MDA(H) 820' (744')		MDA(H) 820' (744')	
	FULL	ALS out	ALS out	ALS out	ALS out	ALS out
A						
B						
C	1 R550m V800m		V1200m	V3400m	V4300m	
D						

1 R800m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Speed-note. | JEPPESSEN, 2019, 2022. ALL RIGHTS RESERVED.

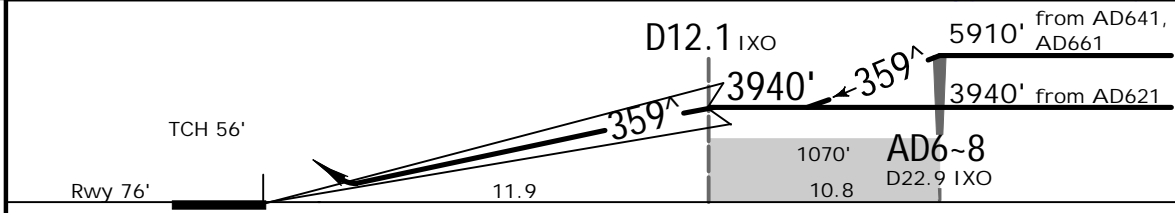
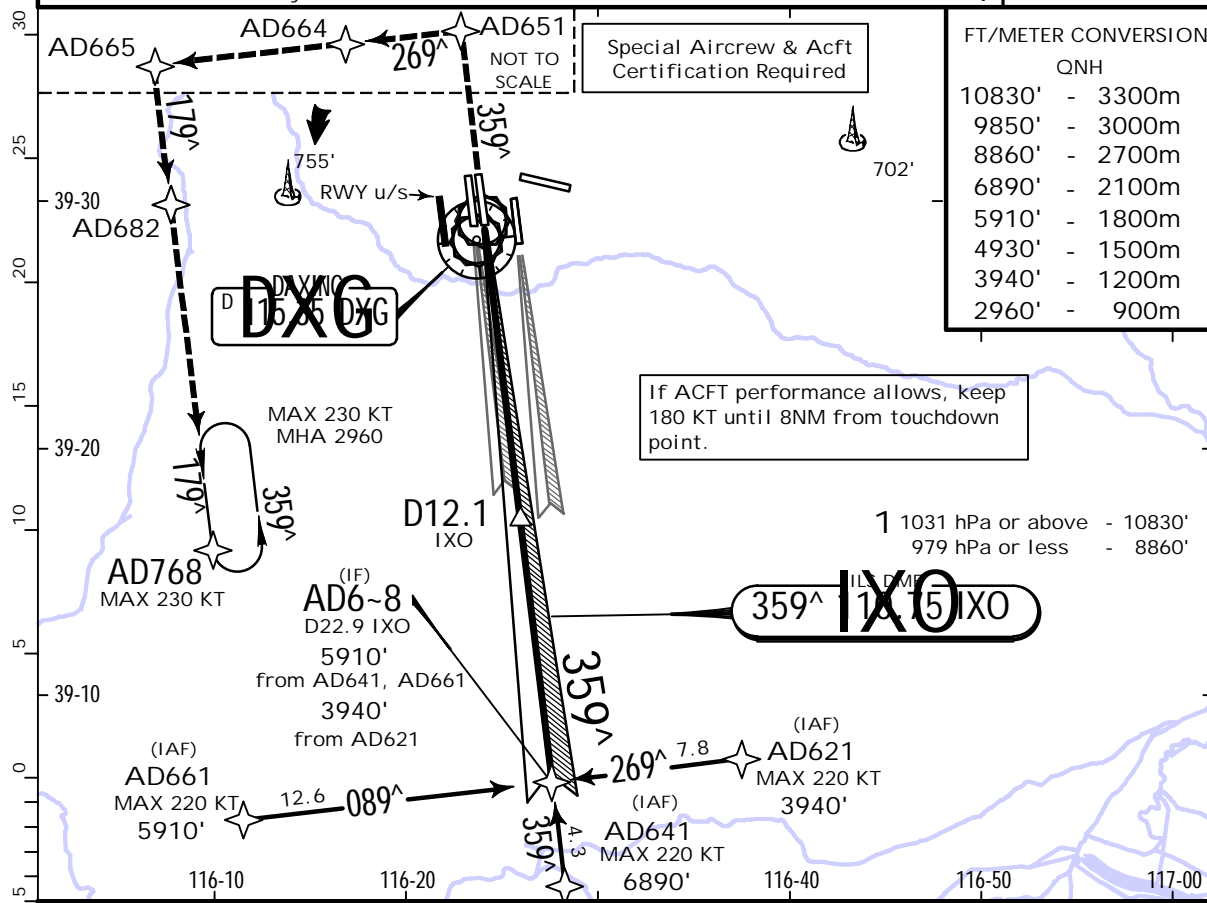
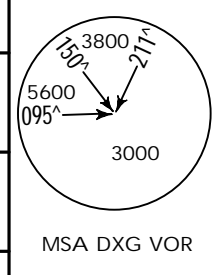
ZBAD/PKX
DAXING

26 AUG 22
Eff. 7 Sep. 1600Z. (21-9A)

JEPPESSEN

BEIJING, PR OF CHINA
SA CAT I RNAV ILS DME Rwy 35R

D-ATIS Arrival 127.225	DAXING Approach APP05 126.5 by ATC APP06 119.925 by ATC		BEIJING Approach APP15 125.8 by ATC	DAXING Tower *TWR01 118.825 TWR02 118.375 *TWR04 118.725		
*GND01 121.975	GND02 121.625		*GND03 121.7	*GND04 122.6		
LOC IXO 110.75	Final Apch Crs 359 [^]	D12.1 IXO 3940' (3864')	SA CAT I ILS RA 148' DA(H) 226' (150')	Apt Elev 83'	Rwy 76'	
<p>MISSED APCH: Climb STRAIGHT AHEAD on 359[^] to AD651 at 2960' or above, turn LEFT to AD664 at 3940' or above, then to AD665 at 4930' or above, turn LEFT to AD682 at 4930' or above, then to AD768, join holding or by ATC.</p>						
<p>Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL118 Trans alt: 9850' 1</p>						



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

RA 148'
DA(H) 226' (150')

R450m

1 HUD required.

Chart changes since cycle 06-2023

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

BEIJING, (DAXING - ZBAD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZBAD

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.