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List of pages in this Trip Kit

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: 2047 Z
Sunset: 1136 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 Non-English
ATIS: 128.650
ATIS: 131.450
Beijing Tower: 124.300
Beijing Tower: 118.600
Beijing Tower: 118.500
Beijing Tower: 118.300 Secondary
Beijing Tower: 118.050 Secondary
Beijing Ground: 121.850
Beijing Ground: 121.950 Secondary
Beijing Ground: 121.800
Beijing Ground: 121.750
Beijing Ground: 121.900
Beijing Ground: 121.700
Beijing Apron Ramp/Taxi: 122.675
Beijing Apron Ramp/Taxi: 122.125
Beijing Apron Ramp/Taxi: 121.950 Secondary
Beijing Apron Ramp/Taxi: 122.225
Beijing Apron Ramp/Taxi: 122.625
Beijing Clearance Delivery: 121.600
Beijing Clearance Delivery: 121.650
Capital Approach: 119.000
Beijing Approach: 119.425 Secondary
Beijing Approach: 120.600
Beijing Approach: 119.850
Beijing Approach: 121.100
Beijing Approach: 124.400
Capital Approach: 125.050 Secondary
Beijing Approach: 125.500
Beijing Approach: 125.800
Capital Approach: 126.100
Capital Approach: 120.200
Beijing Approach: 127.750 Secondary
Beijing Approach: 129.000
Beijing Approach: 119.700
Beijing De-Icing Operations: 128.200
Beijing De-Icing Operations: 127.025
Beijing De-Icing Operations: 126.225

1. GENERAL

1.1. ATIS

D-ATIS 128.65
127.6 (Chinese)

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, W2 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.

ACFT shall finish RWY crossing and fully vacate RWY within 50 seconds after receiving ATC instructions of crossing RWY.

If flight crew consider that they can not fulfill the process within the required time, pilot shall inform TWR ATC controller before reaching the RWY holding point.

Requirements for flight crew:

- Listen carefully and read back the taxi instructions of Apron controller, especially for boundry-related instructions, verify any questions in time.
- Report to controller "Approaching to XX TWY, request to change to XX frequency" before reaching at handover point.

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.

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, 816, 817, 951 thru 958, W103 thru W107 ACFT may taxi out by own power.

ACFT shall taxi in and be pushed back by tow tractors on stands 264, 267, 268, 622 thru 625, 630 thru 640, N110, N124, N128, N214, W101, W206, W301, W306, W501 thru 511, W612 thru W623. These stands are only available for ACFT parking, ground support activities such as passengers embarkation and disembarkation, refuelling, cargo loading and unloading is forbidden.

ACFT parking at business stands 636 thru 640 shall taxi in or be pushed back by tow tractor. Taxiing in and out by own power is strictly forbidden.

Visual docking guidance system available for stands 301 thru 337, 405 thru 410, 451 thru 466, 501 thru 536, 551 thru 556, 558 thru 565.

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, 104, 107 thru 111, 114thru 116, 205 thru 240, 301 thru 337, 401, 403, 405 thru 411, 413, 451thru466, 501 thru 536, 551 thru 556, 558 thru 565, 701 thru 704, 711thru714, 721 thru 735, 818 thru 821, 931thru940, N101 thru N110, N121thru N128, N201 thru N213, W201 thru W210, W301 and W311 shall follow the principle of 'use as much as possible', turn off APU and connect 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. GENERAL

1.9. OTHER INFORMATION

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

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.

1.9.2. RADAR CONTROL RULES

For ACFT with SSR transponder:

- Set to model A as required;
- Code and altitude should both set to open, except required by ATC;
- For ACFT with transponder malfunction (including non-display or display error), pilot shall report to ATC controller before entering BEIJING APP;
- ACFT without SSR transponder shall report to ATC before entering into BEIJING APP.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

2.1.1. SELECTION OF RWY

RWY 36R used for Northbound operations, RWY 01 will be selected when RWY 36R not in service.

RWY 18L used for Southbound operations, RWY 19 will be selected when RWY 18L not in service.

2.1.2. SELECTION OF FLIGHT PATH

Follow STAR to IAF of landing RWY and execute ILS/DME approach.

2.2. 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.

2.3. 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.

2.4. 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.

2.5. 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.

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.

2.6. OTHER INFORMATION

2.6.1. 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. ARRIVAL

2.6.2. EMERGENCY AVOIDANCE FOR RWY 18L

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

2.6.3. 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.

2.6.4. 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.

2.6.5. 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.

2.6.6. INDEPENDENT APPROACHES EMERGENCY AVOIDANCE FOR RWY 36R

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

2.6.7. PROCEDURES FOR VFR FLIGHTS

Visual separation can be implemented in Beijing Capital Intl APT. When using VFR separation on the final approach phase of IAPs, pilot shall follow the IAPs and keep visualizing to ensure a safety separation with other ACFT. When the ACFT descends to DA, some situations may be observed, such as the preceding ACFT is vacating the same RWY, or the departure ACFT is lifting off. Under such situation, pilot can make a missed approach at any moment if it is considered to be necessary and notify the controller immediately.

When visibility is not less than 6km, ceiling is not less than 600m, visual approach can be implemented in Beijing Capital Intl APT. ATC can conduct arrival ACFT of one or several RWYs to implement visual approach.

When pilot reports to ATC visual contact with APT, pilot or ATC can apply for visual approach and implement with mutual agreement.

When the pilot implements the visual approach indicates that another ACFT is in sight and accepts the visual separation, the pilot shall take the following responsibilities:

- Pilot shall maintain visual contact with relevant ACFT, make the necessary speed adjustment or maneuvering, and report flight operations to ATC if needed.
- Pilot shall keep ACFT away from wake turbulence affected area of preceding ACFT.
- When pilot cannot maintain visual contact with relevant ACFT, pilot shall report to ATC in order to get another available separation.

Pilot shall report to ATC in case of visual contact with APT but no visual contact with preceding ACFT in order for ATC to assign radar intervals or procedure intervals for the preceding and following ACFT.

During simultaneous approaches on parallel RWYs, ATC can conduct ACFT to implement visual approach on one RWY and ILS approach or visual approach on other RWYs.

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.

3.2.2.2. 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)	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

3. DEPARTURE

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.

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.

ACFT shall contact Aerodrome Delivery Control for departure clearance not earlier than 20 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. DEPARTURE

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. COMMUNICATION FAILURE PROCEDURES

3.5.1. WHEN CHOOSING TO RETURN

Follow SID to the last waypoint of the SID, select nearest STAR, join STAR at first waypoint to the IAF of the landing RWY, execute ILS/DME approach.

3.5.2. SELECTION OF FIRST WAYPOINT

Select first waypoint of STAR at the respective last waypoint of SID:

IDKEX	turn RIGHT and fly to OSUBA
DOTRA	
MUGLO	turn RIGHT and fly to DUMAP
IGMOR	
ELKUR	turn RIGHT and fly to AVBOX
RUSDO	turn RIGHT and fly to GUVBA
BOTPU	

3.6. RWY OPERATIONS

TWR controller shall arrange the departure ACFT to use partial RWY to take-off. If the departure ACFT needs full RWY to take-off, contact controller upon receiving delivery clearance.

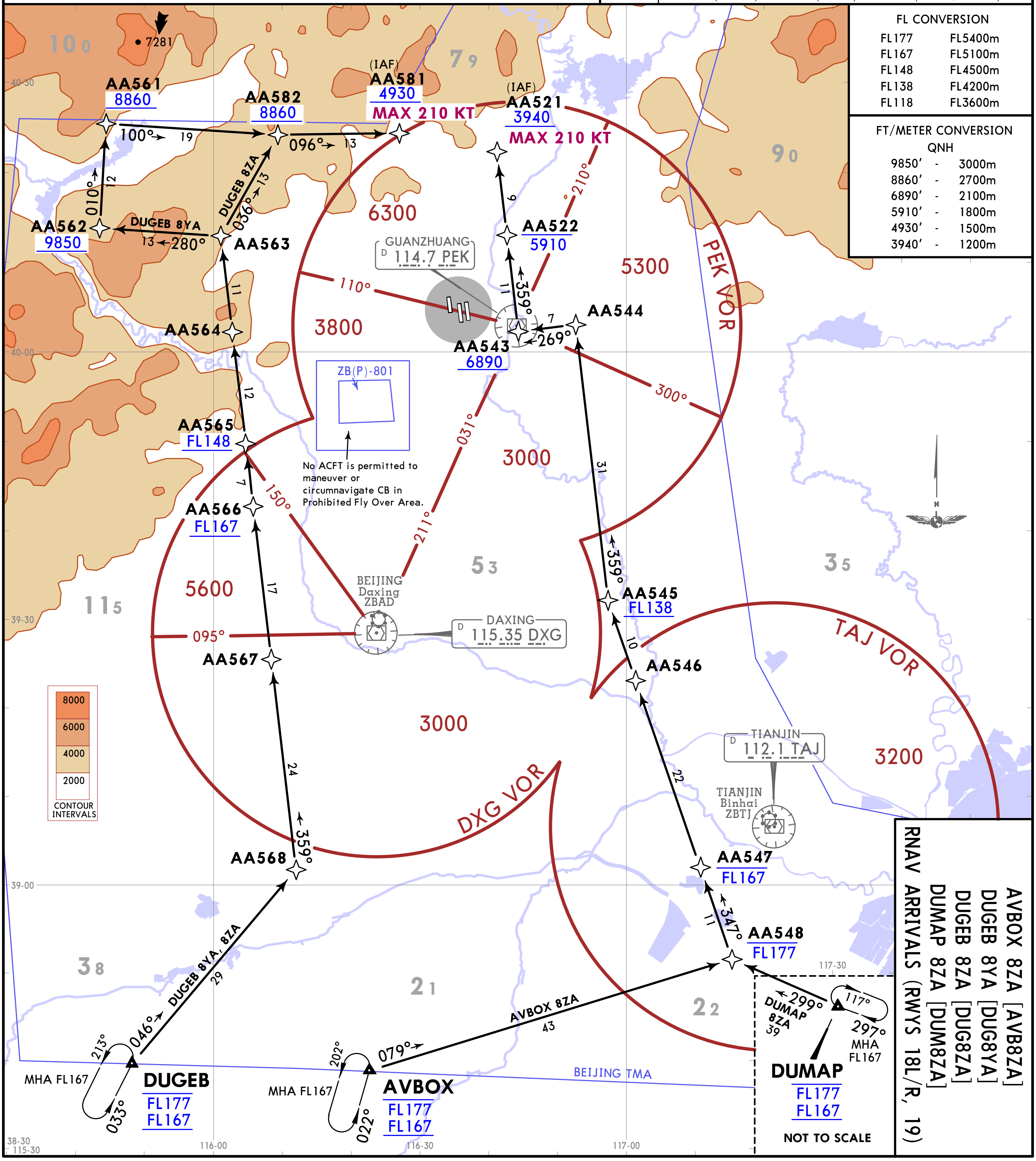
ACFT shall take off immediately after receiving take-off clearance by ATC, and keep watch on TWR frequency for further instructions.

D-ATIS	Apt Elev	
128.65 (Chinese 127.6)	116	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS
		1. RADAR required 2. 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

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

CHANGES: Communications, TAJ MSA.

D-ATIS	Apt Elev	
128.65 (Chinese 127.6)	116	Alt Set: hPa Trans level: FL118 RNAV 1 GNSS 1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact.

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-).

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

SPEED: MAX 280 KT WITHIN BEIJING TMA

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
3000
3200
DXG VOR
TAJ VOR
GUANZHUANG D 114.7 PEK
DAXING D 115.35 DXG
TIANJIN D 112.1 TAJ
TIANJIN Binhai ZBTJ
BEIJING Daxing ZBAD
ZB(P)-801
No ACFT is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
BEIJING TMA
CONTOUR INTERVALS 8000 6000 4000 2000

(IAF) AA441 7880 MAX 210 KT
(IAF) AA421 4930 MAX 210 KT
AA422 6890
AA425
AA426 FL138
AA427
AA428 FL177 FL167
AA429
AA442 8860
AA443 FL148
AA444 FL167
DUGEB FL177 FL167
AVBOX FL177 FL167
DUMAP FL177 FL167
MHA FL167
NOT TO SCALE

ZBAA/PEK CAPITAL
BEIJING, PR OF CHINA
RNAV STAR
JEPPESEN 14 APR 23 (10-2A) Eff 19 Apr 1600Z
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
128.65 (Chinese 127.6)	116

Alt Set: hPa Trans level: FL118

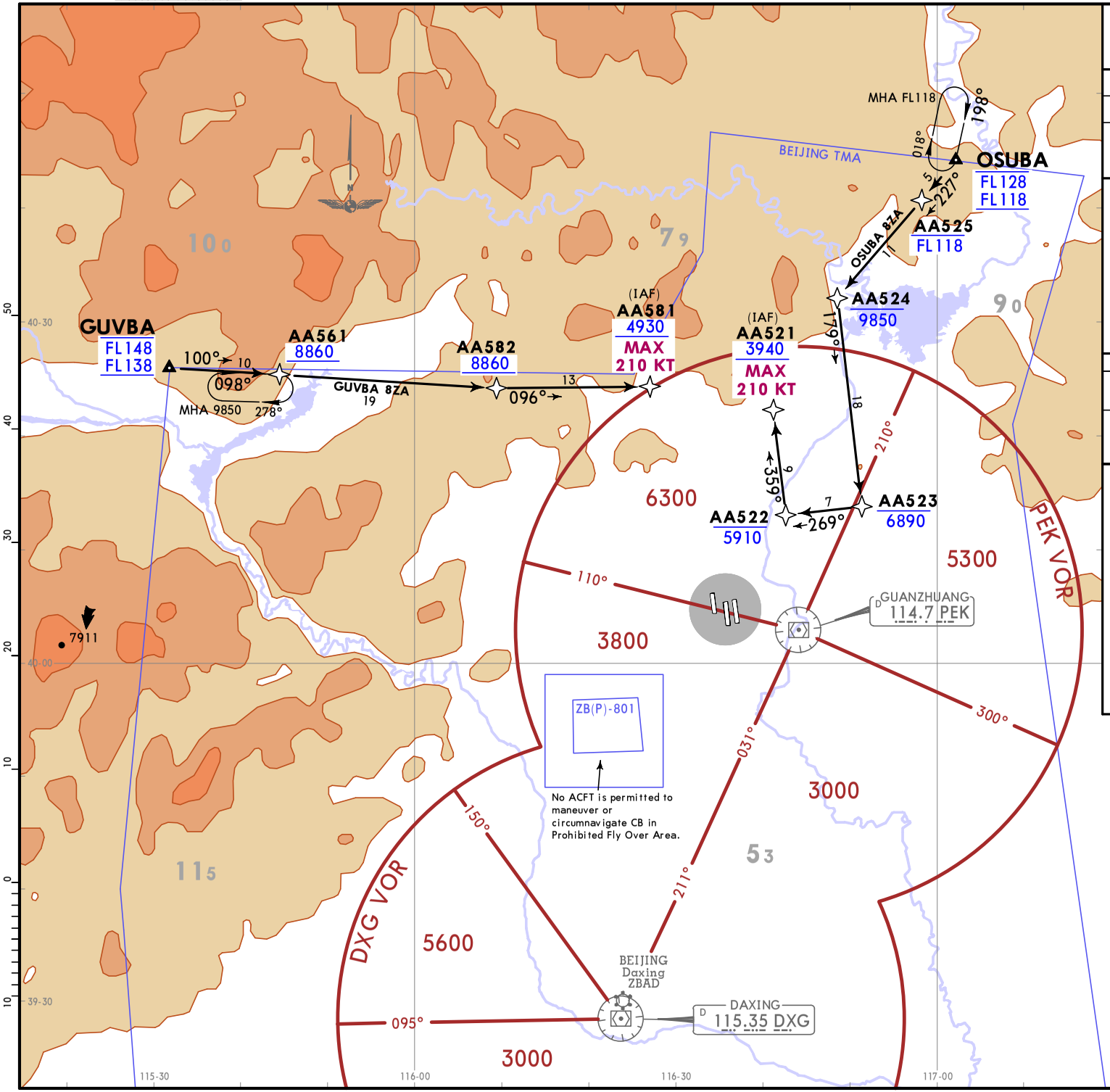
RNAV1 GNSS

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

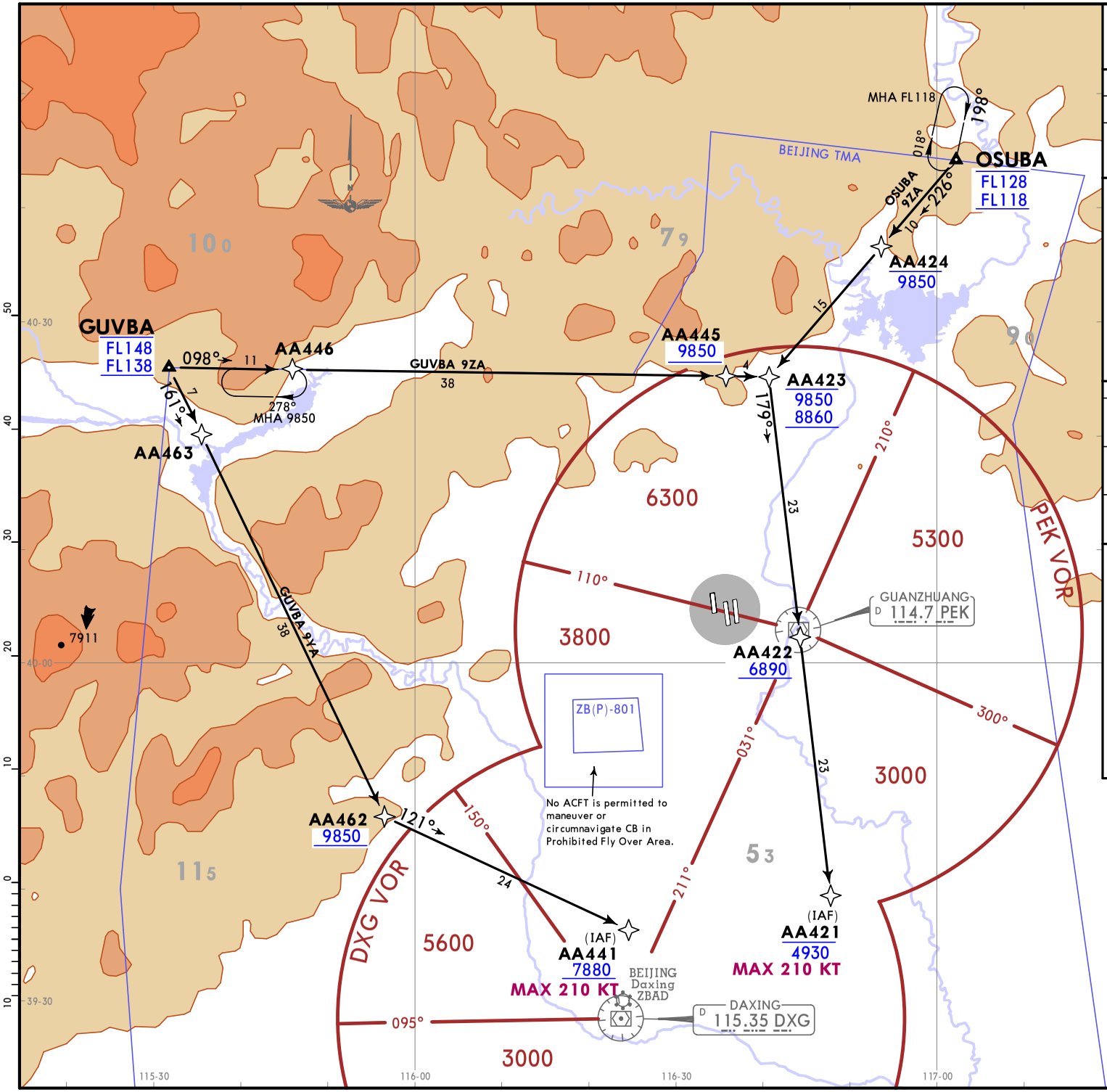
STAR	ROUTING
GUVBA 8ZA	GUVBA (FL148-; FL138+) - AA561 (8860+) - AA582 (8860+) - AA581 (K210-; 4930+).
OSUBA 8ZA	OSUBA (FL128-; FL118+) - AA525 (FL118-) - AA524 (9850-) - AA523 (6890-) - AA522 (5910-) - AA521 (K210-; 3940+).



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

CHANGES: Communications, TAJ MSA.



D-ATIS	Apt Elev
128.65 (Chinese 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-).

3200

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

CHANGES: Communications, TAJ MSA.

D-ATIS 128.65 (Chinese 127.6)

Apt Elev 116

Alt Set: hPa Trans level: FL118

RNAV1 GNSS

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

DUGEB 8XA [DUG8XA]
GUVBA 8YA [GUV8YA]
RNAV ARRIVALS
(RWYS 18L/R, 19)

ONLY USED FOR PMS

SPEED: MAX 280 KT WITHIN BEIJING TMA

GUVBA
MAX 250 KT
FL148
FL138

AA315 At 230 KT FL138 FL128

AA316 8860

AA317 6890

(IAF) **AA581** 4930 MAX 210 KT

AA321 At 230 KT FL118 9850

AA322

AA314

AA313

AA312

AA323

AA 324

AA 320

AA325 At 230 KT FL118 9850

AA311 At 230 KT FL138 FL128

AA565 FL148

AA566 FL167

AA567

AA568

DUGEB FL177 FL167

MHA 9850

MHA FL167

PEK VOR

DXG VOR

TAJ VOR

BEIJING TMA

ZB(P)-801

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

GUANZHUANG D 114.7 PEK

BEIJING Daxing ZBAD

DAXING D 115.35 DXG

TIANJIN Binhai ZBTJ

TIANJIN D 112.1 TAJ

6300 5300 3800 3000 5600 3000 3200

CONTOUR INTERVALS: 8000 6000 4000 2000

FL CONVERSION	
FL177	FL5400m
FL167	FL5100m
FL148	FL4500m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH		
9850′	-	3000m
8860′	-	2700m
6890′	-	2100m
4930′	-	1500m

STAR	ROUTING
DUGEB 8XA	DUGEB (FL177-; FL167+) - AA568 - AA567 - AA566 (FL167+) - AA565 (FL148+) - AA311 (K230; FL138-; FL128+) - AA312 - AA313 - AA314 - AA315 (K230; FL138-; FL128+) - AA316 (8860+) - AA317 (6890+) - AA581 (K210-; 4930+).
GUVBA 8YA	GUVBA (K250-; FL148-; FL138+) - AA321 (K230; FL118-; 9850+) - AA322 - AA323 - AA324 - AA325 (K230; FL118-; 9850+) - AA317 (6890+) - AA581 (K210-; 4930+).

DUGEB 8XA [DUG8XA]
GUVBA 8YA [GUV8YA]
RNAV ARRIVALS
(RWYS 18L/R, 19)

BEIJING, PR OF CHINA
RNAV STAR

BEIJING, PR OF CHINA

RNAV SID

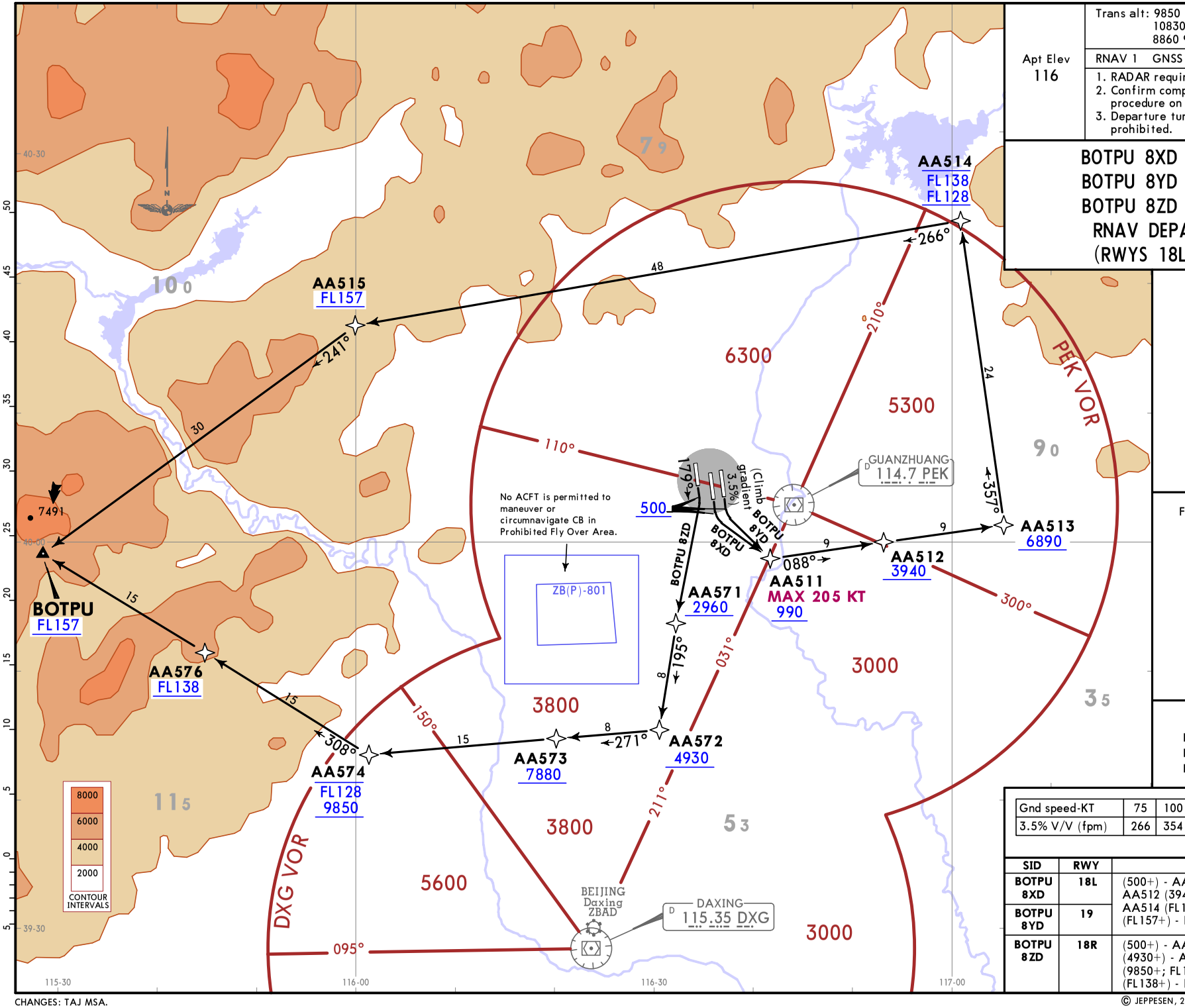
Apt Elev
116

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

RNAV 1 GNSS

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

BOTPU 8XD [BOT8XD]
BOTPU 8YD [BOT8YD]
BOTPU 8ZD [BOT8ZD]
RNAV DEPARTURES
(RWYS 18L/R, 19)



3200

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+).

CHANGES: TAJ MSA.

Apt Elev
116

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

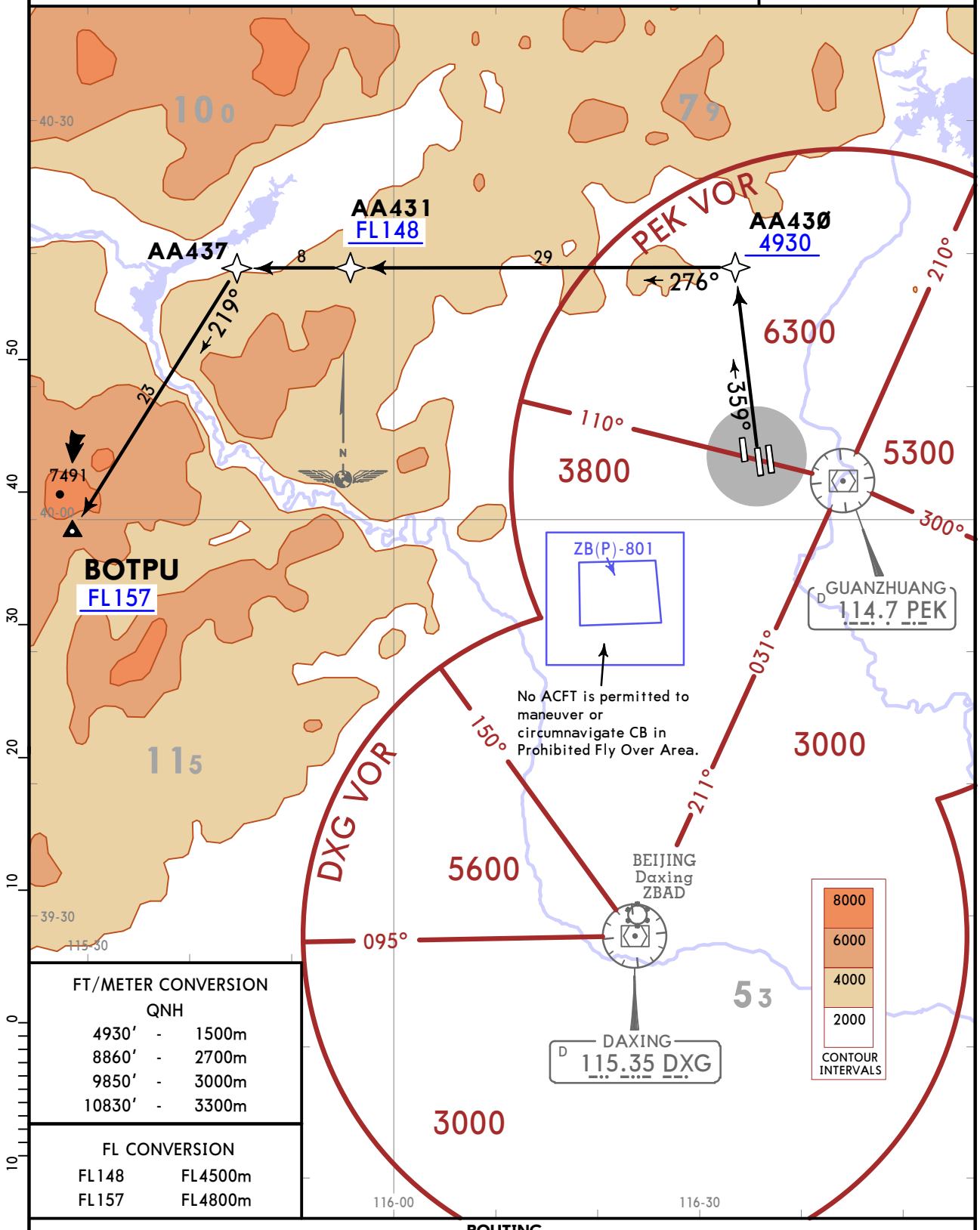
RNAV 1 GNSS

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

3200

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

AA43Ø (4930+) - AA431 (FL148+) - AA437 - BOTPU (FL157+).

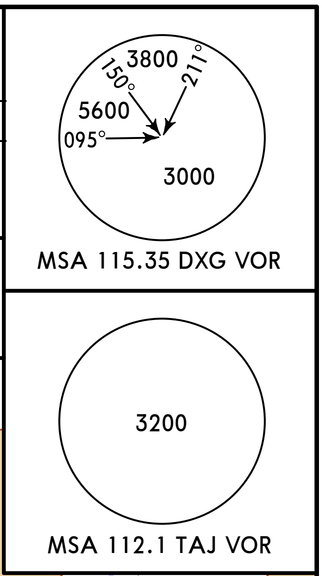
CHANGES: TAJ MSA.

Apt Elev
116

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

RNAV 1 GNSS

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



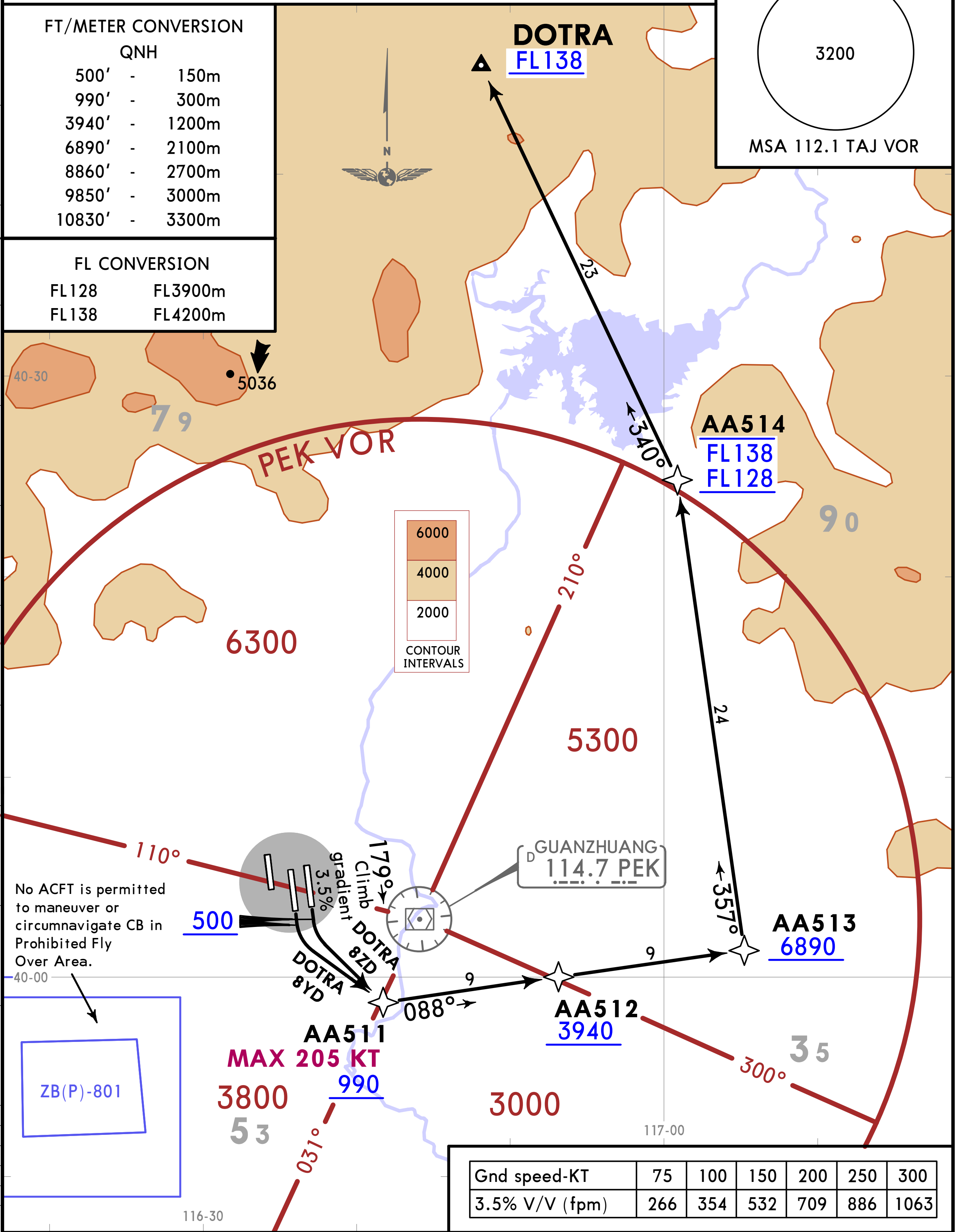
DOTRA 8YD [DOT8YD], DOTRA 8ZD [DOT8ZD]
RNAV DEPARTURES (RWYS 18L, 19)

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	

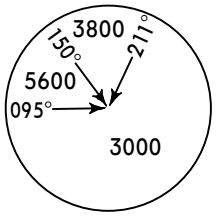
CHANGES: TAJ MSA.

Apt Elev
116

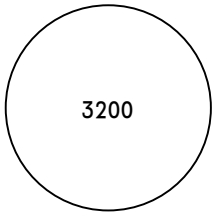
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS

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



MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

DOTRA 9YD [DOT9YD], DOTRA 9ZD [DOT9ZD] RNAV DEPARTURES (RWYS 01, 36R)

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

AA41Ø
3940

AA411
6890

AA171

AA172
2960

760

3940

5036

PEK VOR

6000
4000
2000
CONTOUR INTERVALS

6300

5300

3800

3000

DOTRA 9YD

DOTRA 9ZD

088°

090°

072°

340°

357°

359°

210°

110°

300°

031°

16

12

11

9

8

7

Climb gradient 3.5%

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

ZB(P)-801

GUANZHUANG
114.7 PEK

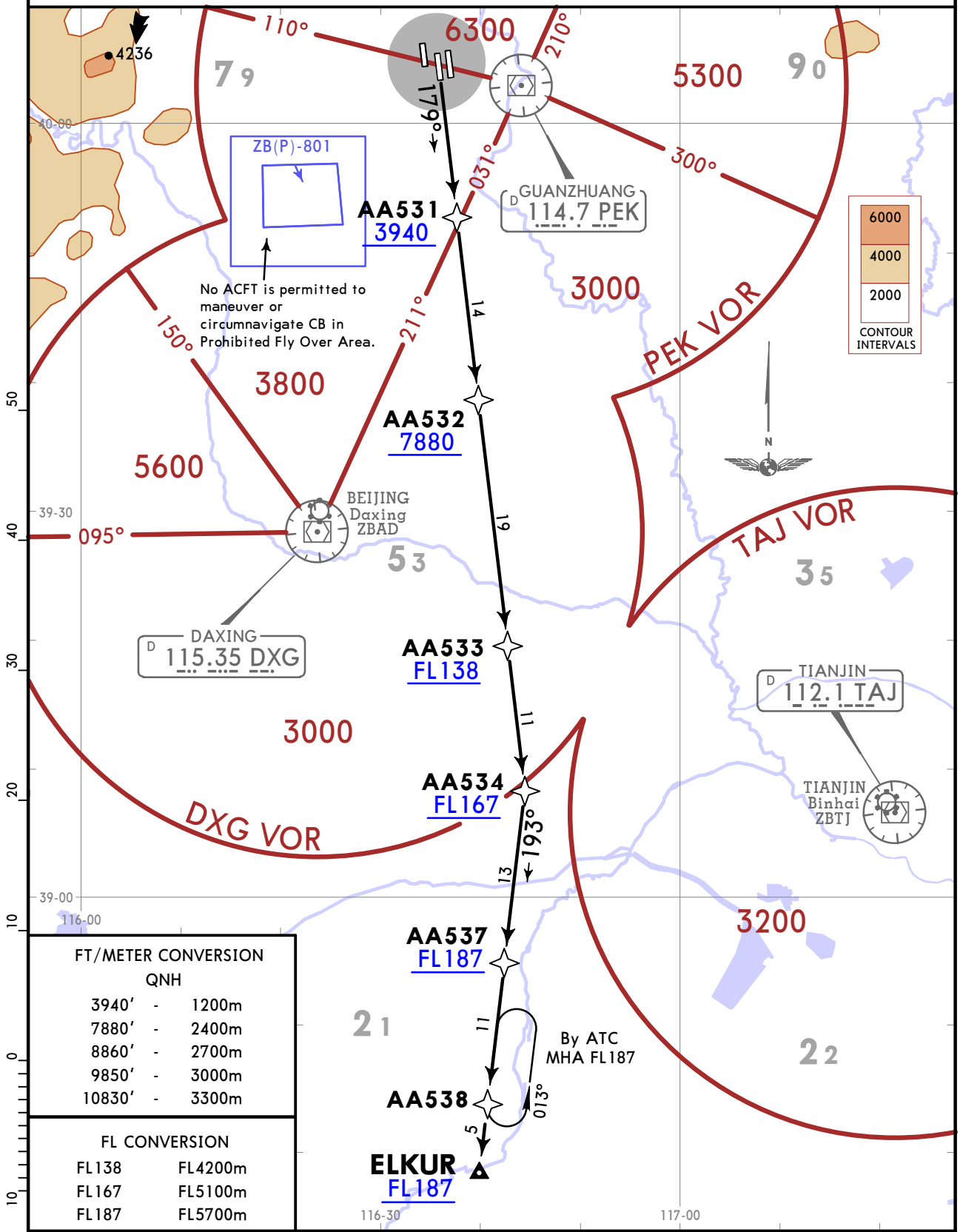
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

SID	RWY	ROUTING
DOTRA 9YD	36R	(3940+) - AA41Ø (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: TAJ MSA.

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

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: TAJ MSA.

Apt Elev
116

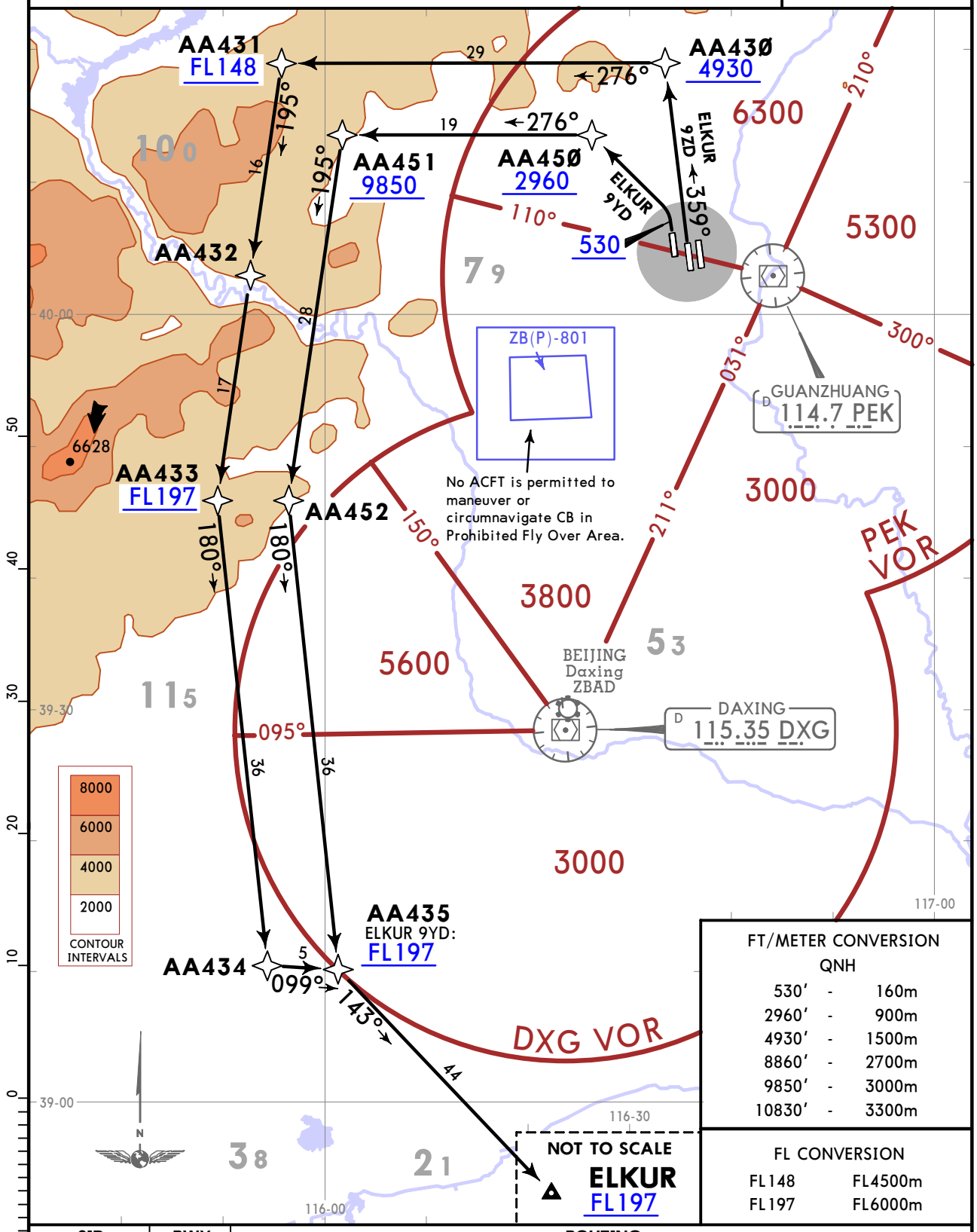
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV1 GNSS

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

3200
MSA
112.1 TAJ VOR

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



NOT TO SCALE
ELKUR
FL197

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+) - AA450 (2960+) - AA451 (9850+) - AA452 - AA435 (FL197+) - ELKUR (FL197+).
ELKUR 9ZD	36R	AA430 (4930+) - AA431 (FL148+) - AA432 - AA433 (FL197+) - AA434 - AA435 - ELKUR (FL197+).

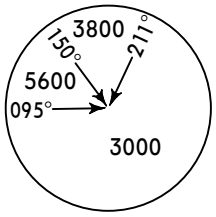
CHANGES: TAJ MSA.

Apt Elev
116

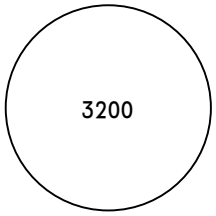
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS

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

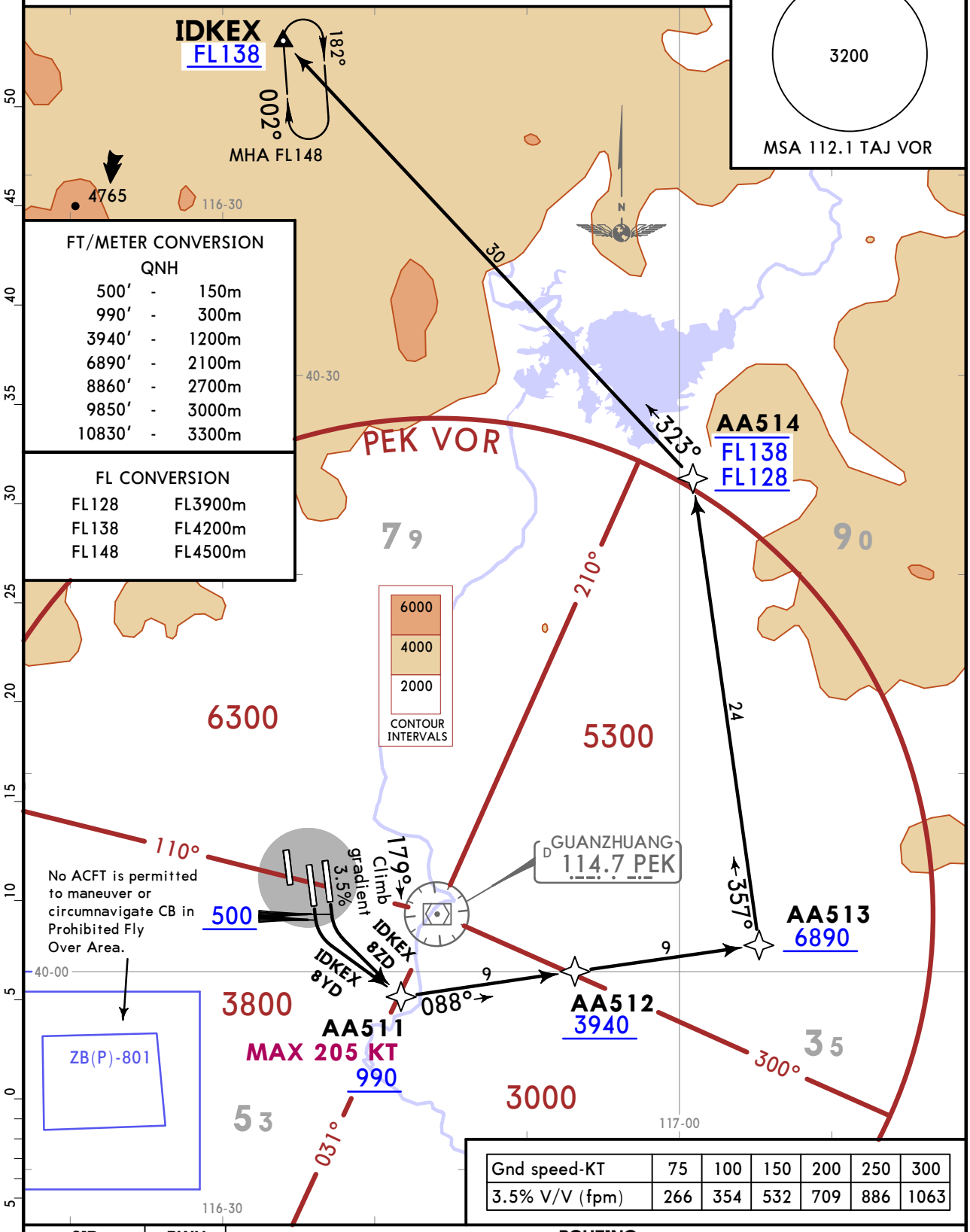


MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

IDKEX 8YD [IDK8YD], IDKEX 8ZD [IDK8ZD]
RNAV DEPARTURES (RWYS 18L, 19)



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	

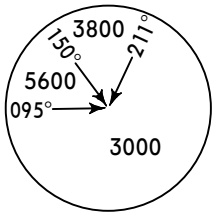
CHANGES: TAJ MSA.

Apt Elev
116

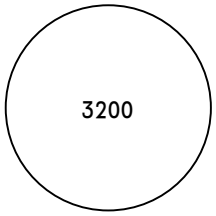
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS

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

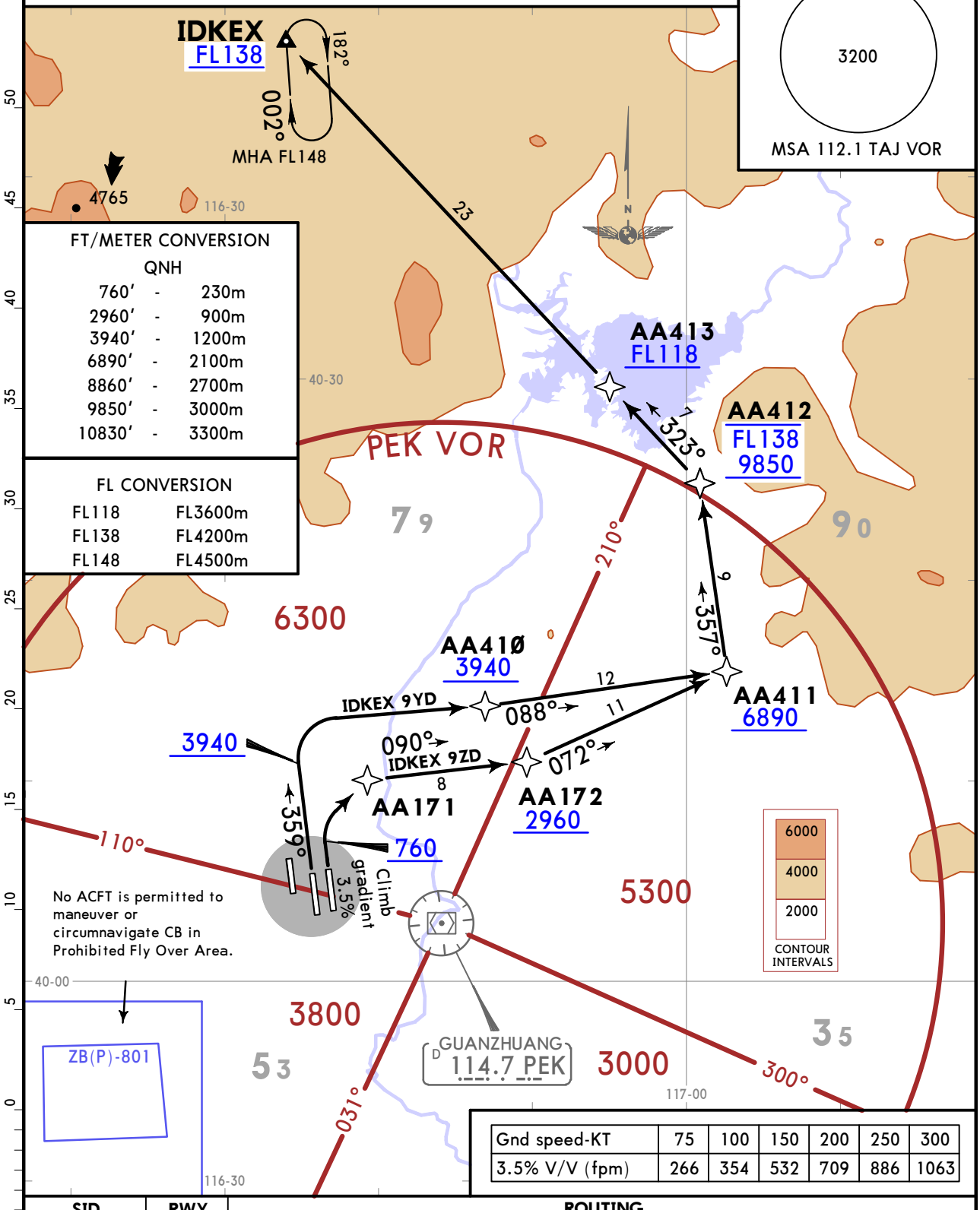


MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

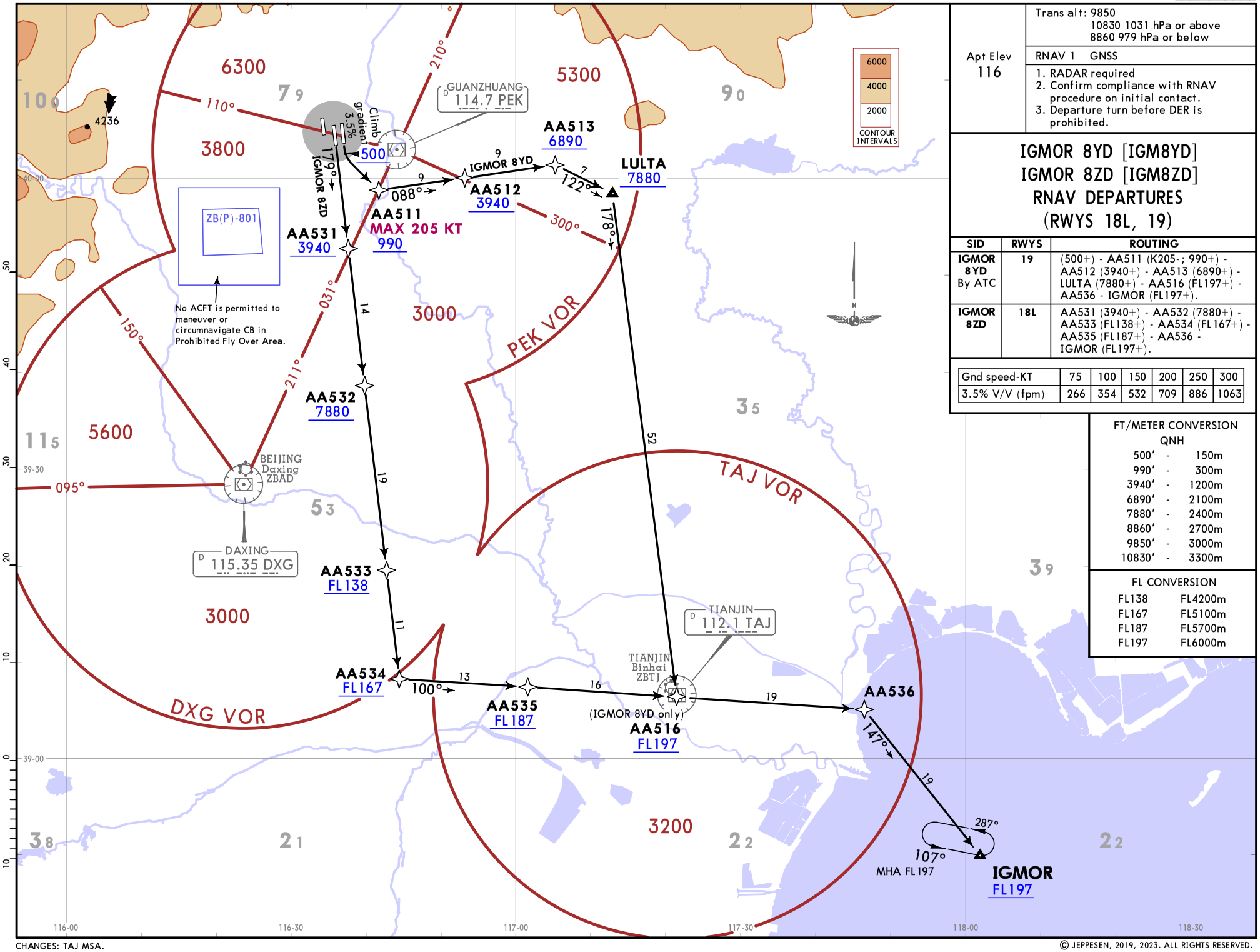
IDKEX 9YD [IDK9YD], IDKEX 9ZD [IDK9ZD]
RNAV DEPARTURES (RWYS 01, 36R)



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+) - AA41Ø (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: TAJ MSA.



Apt Elev
116

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

RNAV 1 GNSS

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

IGMOR 8YD [IGM8YD]
IGMOR 8ZD [IGM8ZD]
RNAV DEPARTURES
(RWYS 18L, 19)

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

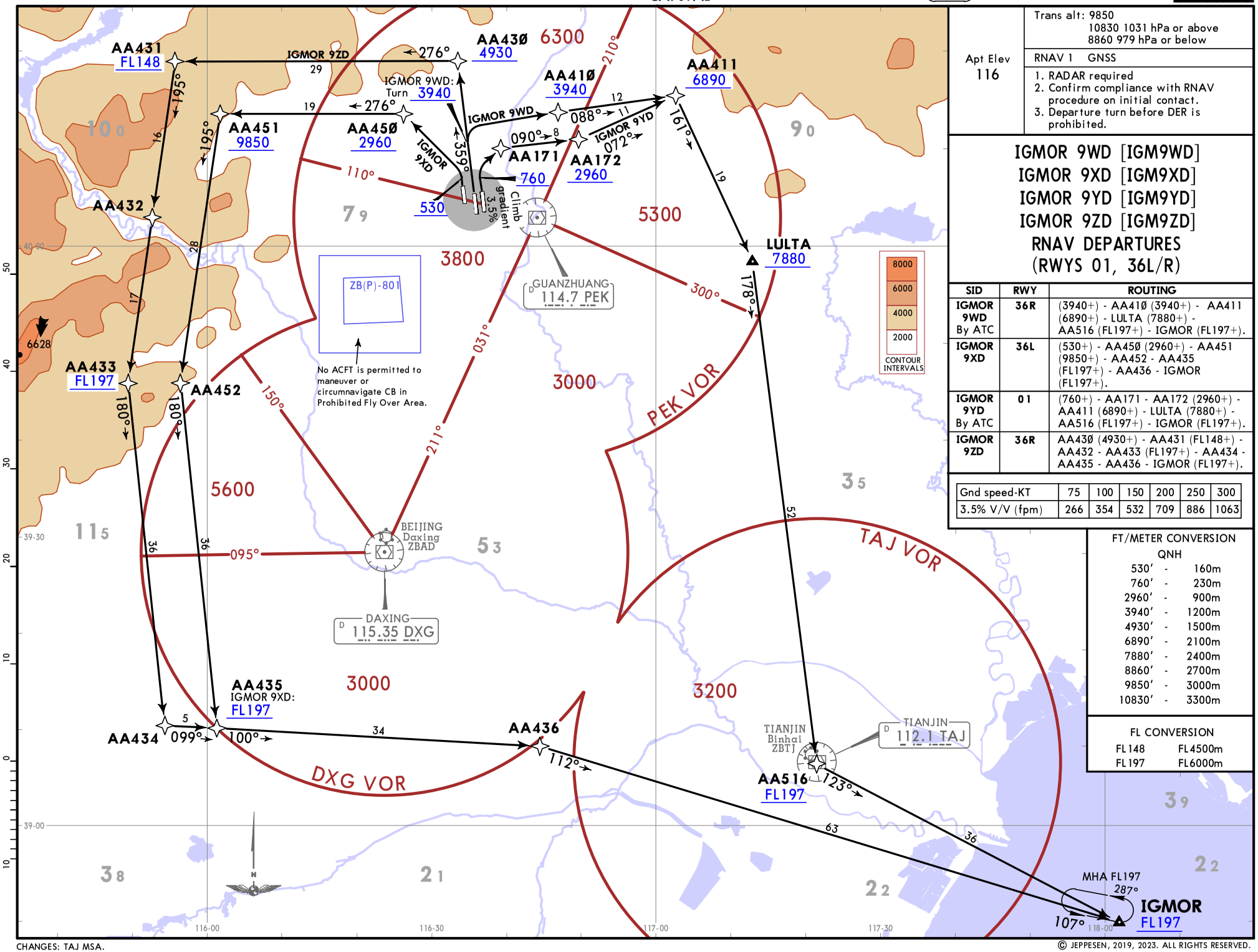
FT/METER CONVERSION
QNH

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

CHANGES: TAJ MSA.



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

IGMOR 9WD [IGM9WD]
IGMOR 9XD [IGM9XD]
IGMOR 9YD [IGM9YD]
IGMOR 9ZD [IGM9ZD]
RNAV DEPARTURES
(RWYS 01, 36L/R)

SID	RWY	ROUTING
IGMOR 9WD By ATC	36R	(3940+) - AA410 (3940+) - AA411 (6890+) - LULTA (7880+) - AA516 (FL197+) - IGMOR (FL197+).
IGMOR 9XD	36L	(530+) - AA450 (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	AA430 (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: TAJ MSA.

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

BY ATC

Apt Elev 116

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

RNAV 1 GNSS

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

ROUTING

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

MSA 112.1 TAJ VOR
3200

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

FT/METER CONVERSION
QNH

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

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

PEK VOR
2838
LULTA 7880
AA513 6890
AA512 3940
AA511 990
MAX 205 KT
GUANZHUANG D 114.7 PEK
Climb gradient 3.5%
179°
500
088°
122°
300°
031°
210°
110°
5300
6300
3800
3000
90
79
53
35
9
7
CONTOUR INTERVALS
4000
2000
117-00
116-30
40-00

CHANGES: TAJ MSA.

JEPPESEN
14 APR 23 (10-3L)

BEIJING, PR OF CHINA

RNAV SID

Apt Elev
116

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

RNAV 1 GNSS

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

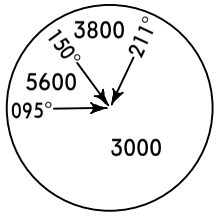
LULTA 9YD [LUL9YD], LULTA 9ZD [LUL9ZD] RNAV DEPARTURES (RWYS 01, 36R)

BY ATC

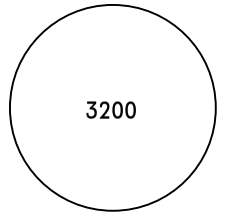
SID	RWYS	ROUTING
LULTA 9YD	36R	(3940+) - AA41Ø (3940+) - AA411 (6890+) - LULTA (7880+).
LULTA 9ZD	01	(760+) - AA171 - AA172 (2960+) - AA411 (6890+) - LULTA (7880+).

FT/METER CONVERSION
QNH

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

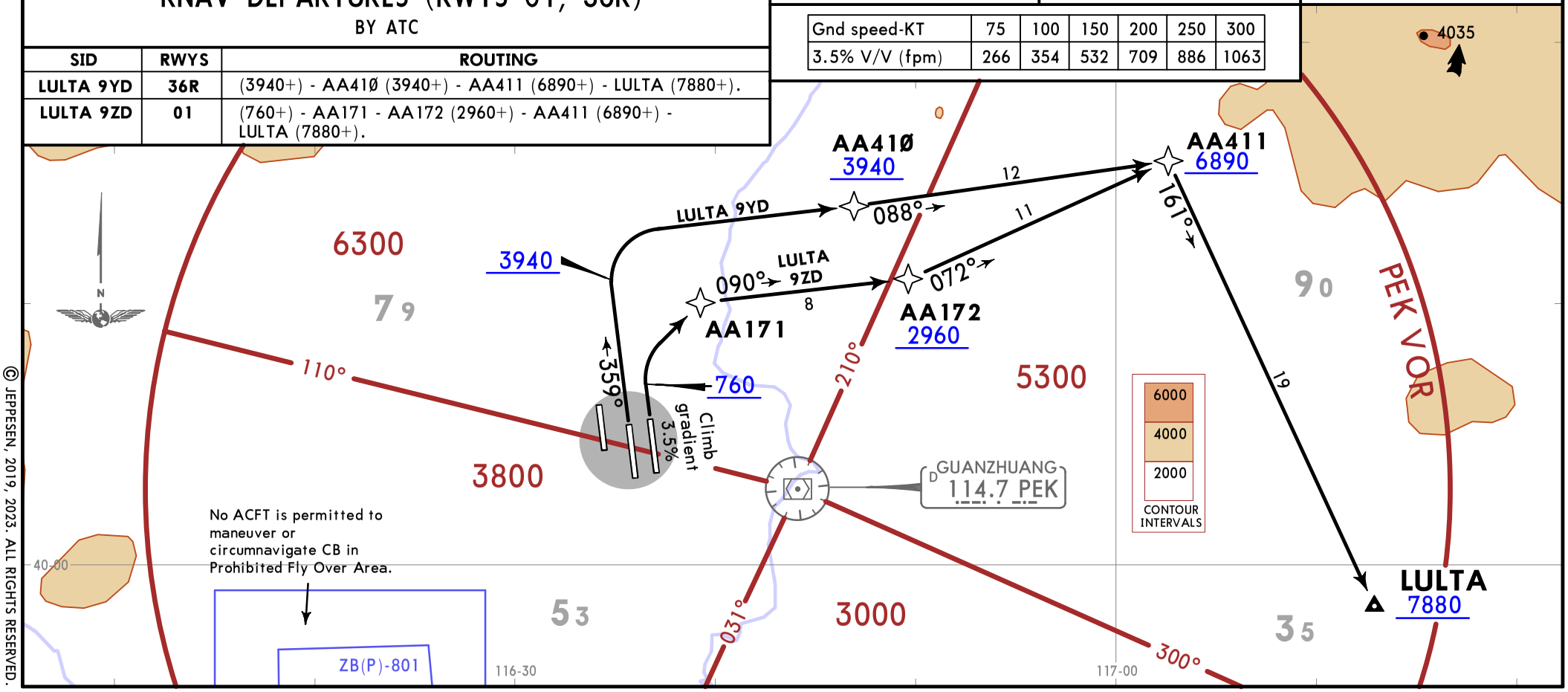


MSA 115.35 DXG VOR

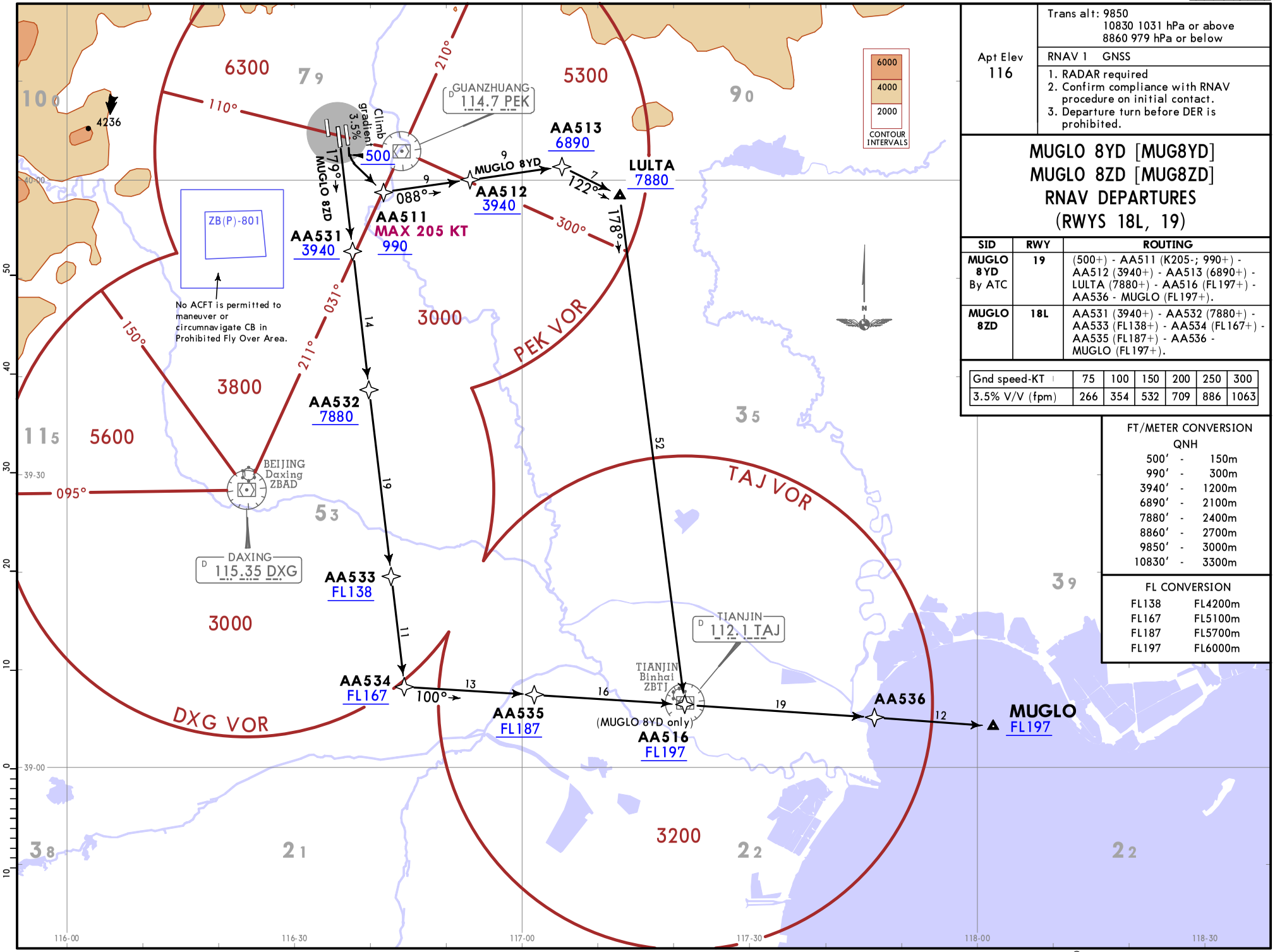


MSA 112.1 TAJ VOR

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



CHANGES: TAJ MSA.



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

MUGLO 8YD [MUG8YD]
MUGLO 8ZD [MUG8ZD]
RNAV DEPARTURES
(RWYS 18L, 19)

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

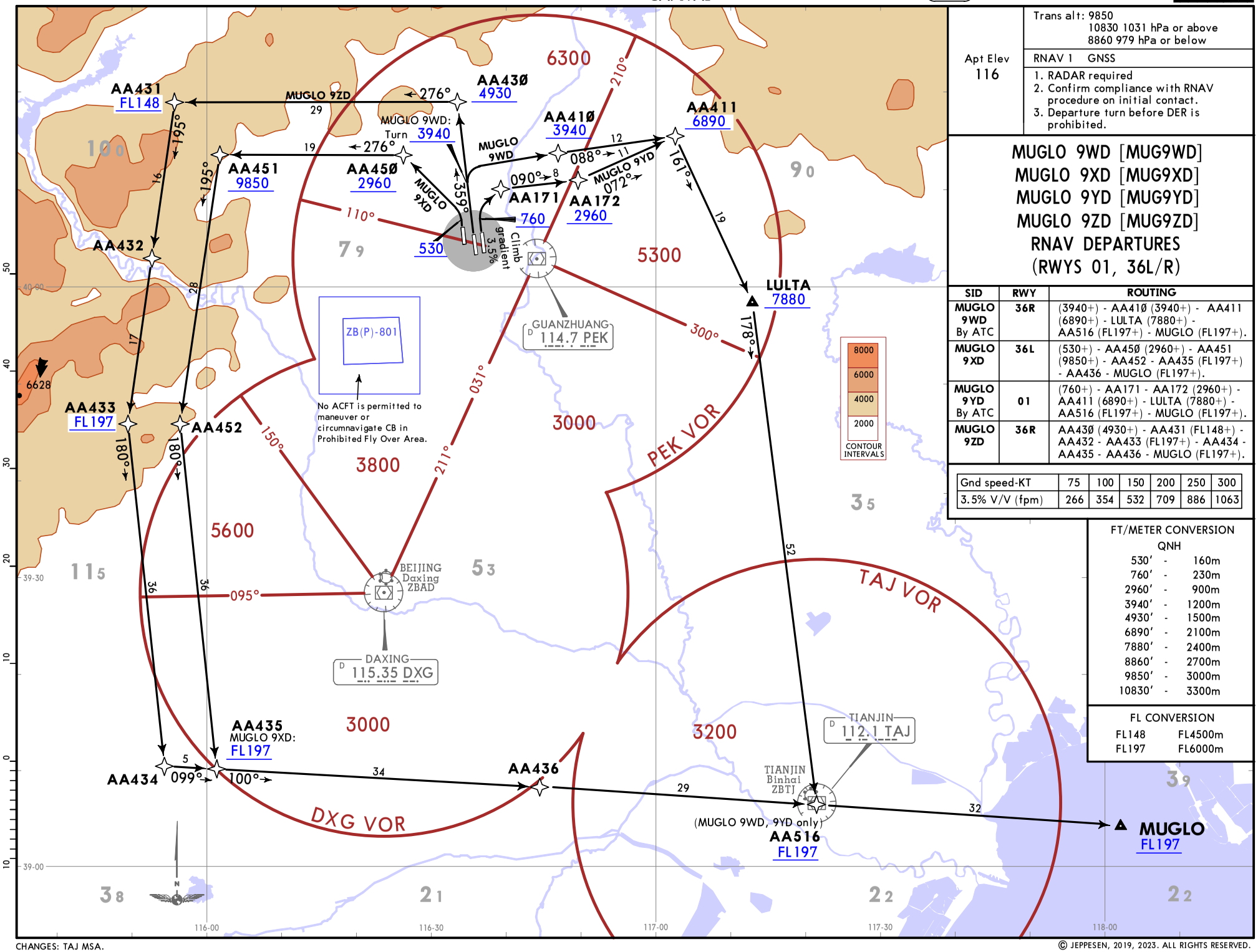
FT/METER CONVERSION
QNH

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

CHANGES: TAJ MSA.



Apt Elev
116

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

RNAV 1 GNSS

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

MUGLO 9WD [MUG9WD]
MUGLO 9XD [MUG9XD]
MUGLO 9YD [MUG9YD]
MUGLO 9ZD [MUG9ZD]
RNAV DEPARTURES
(RWYS 01, 36L/R)

SID	RWY	ROUTING
MUGLO 9WD By ATC	36R	(3940+) - AA410 (3940+) - AA411 (6890+) - LULTA (7880+) - AA516 (FL197+) - MUGLO (FL197+).
MUGLO 9XD	36L	(530+) - AA450 (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	AA430 (4930+) - AA431 (FL148+) - AA432 - AA433 (FL197+) - AA434 - AA435 - 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: TAJ MSA.

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	

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+).

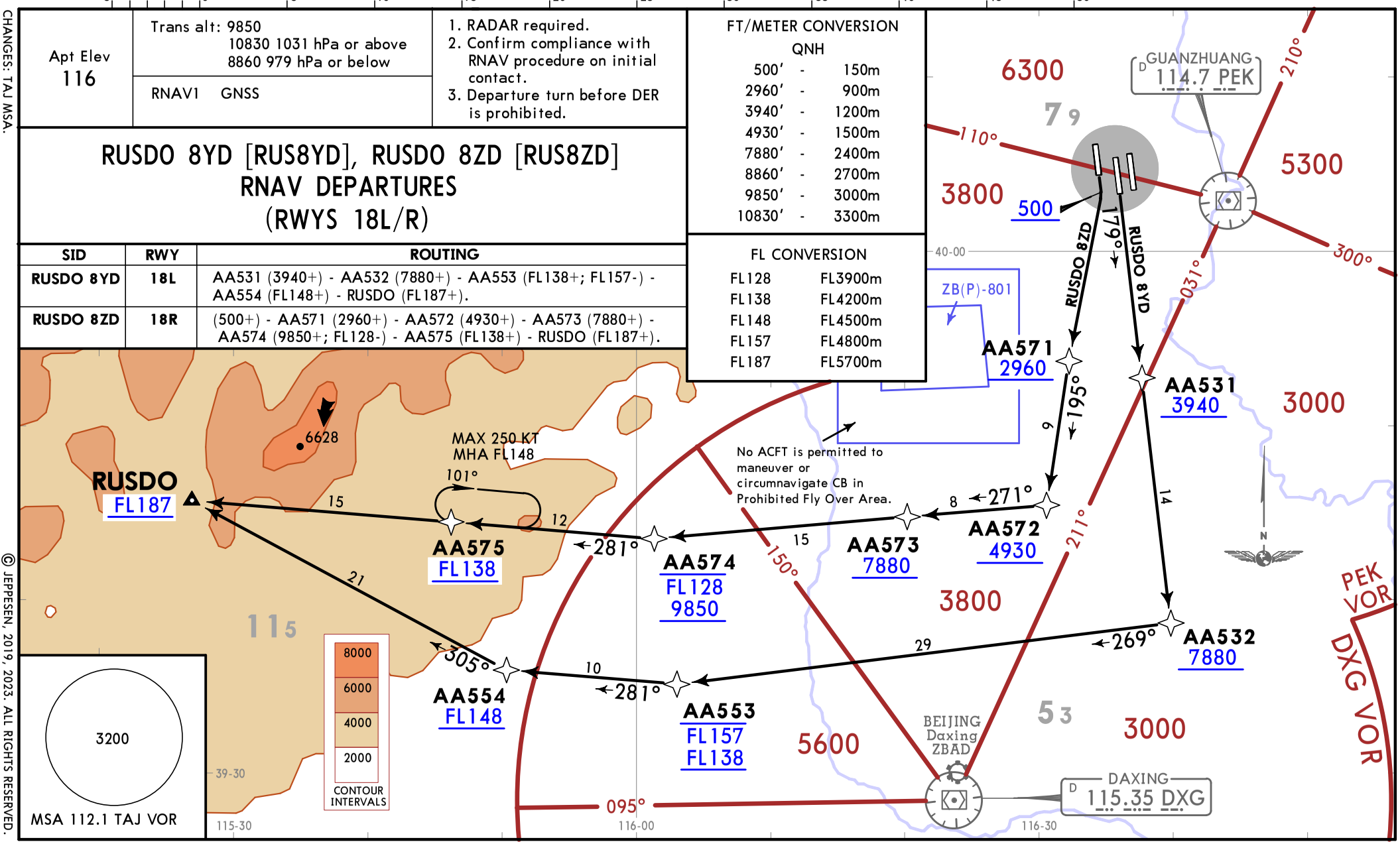
FT/METER CONVERSION

QNH

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

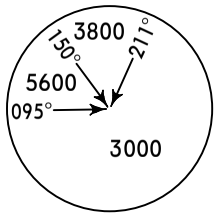
FL CONVERSION

FL128	FL3900m
FL138	FL4200m
FL148	FL4500m
FL157	FL4800m
FL187	FL5700m

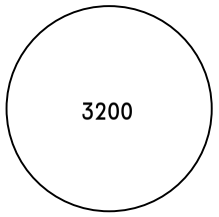


Apt Elev	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below	1. RADAR required. 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.
116	RNAV1 GNSS	

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



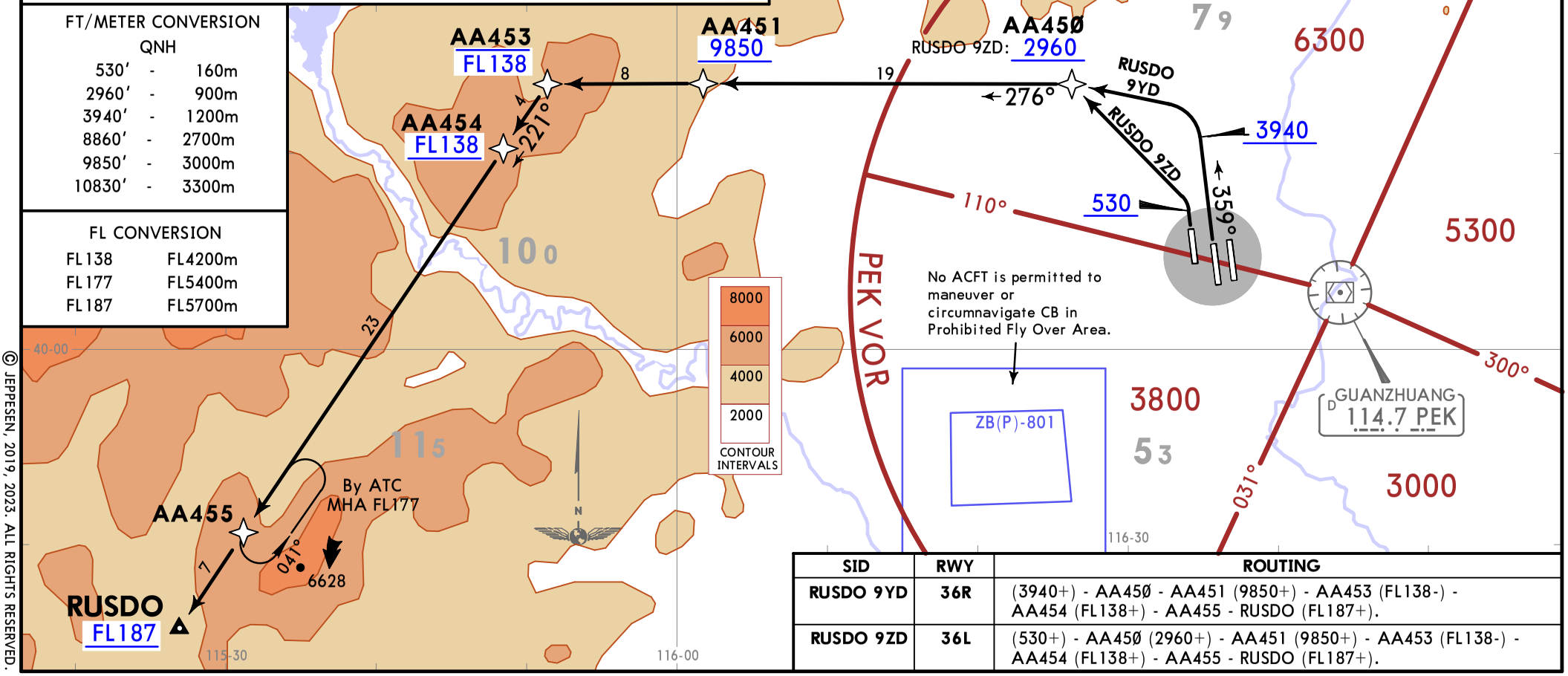
MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

FT/METER CONVERSION QNH		
530′	-	160m
2960′	-	900m
3940′	-	1200m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

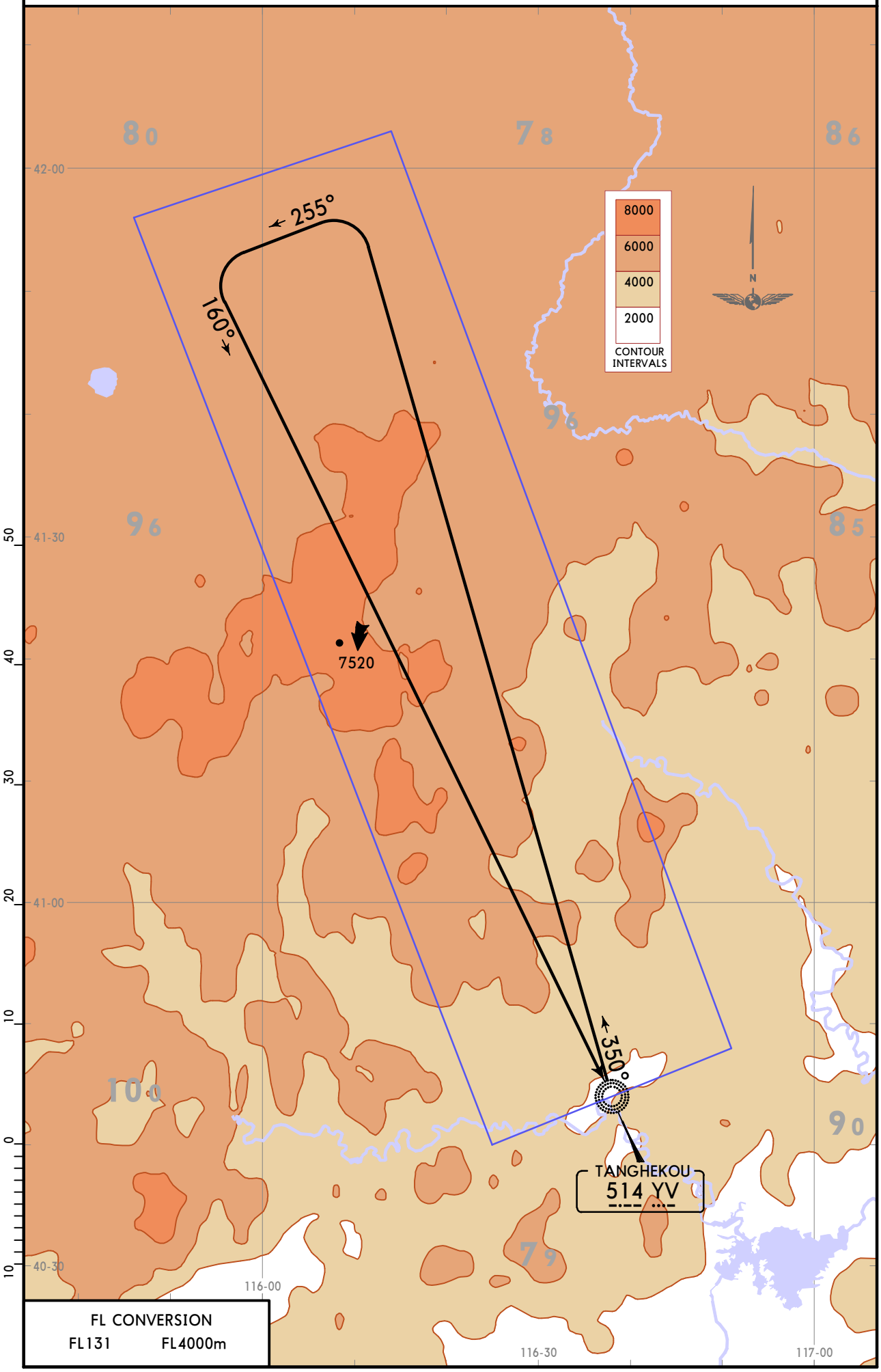
FL CONVERSION	
FL138	FL4200m
FL177	FL5400m
FL187	FL5700m



SID	RWY	ROUTING
RUSDO 9YD	36R	(3940+) - AA450 - AA451 (9850+) - AA453 (FL138-) - AA454 (FL138+) - AA455 - RUSDO (FL187+).
RUSDO 9ZD	36L	(530+) - AA450 (2960+) - AA451 (9850+) - AA453 (FL138-) - AA454 (FL138+) - AA455 - RUSDO (FL187+).

CHANGES: TAJ MSA.

ALTITUDE: MAIN FUEL DUMPING AREA ABOVE FL131



FL CONVERSION
FL131 FL4000m

CHANGES: Reissue.

D-ATIS	ACARS:	DELIVERY 01	BEIJING	*DELIVERY 02	BEIJING Ground					Apron				Tower		
128.65 (Chinese 127.6)	D-ATIS DCL	West of Rwy 18L/36R 121.6	Delivery	East of Rwy 18L/36R 121.65	*GND 01 121.9	GND 02 121.8	*GND 03 121.7	*GND 04 121.75	*GND 05 121.85	APN 01 122.225	APN 02 122.625	APN 03 122.675	APN 04 122.125	*TWR 01 Rwys18R,36L 124.3	TWR 02 Rwys18L,36R 118.5	*TWR 03 Rwys 01,19 118.6

ZBAA/PEK Apt Elev 116′ N40 04.4 E116 35.9

CHANGES: Closed TWYs, HPs, wing span limits.

FOR DETAILS SEE PARKING STANDS NORTH

FOR DETAILS SEE PARKING STANDS WEST

FOR DETAILS SEE PARKING STANDS EAST

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 AIRPORT INFO, TAKE-OFF MNMS for description.

18R 179° — 19 179° — 18L 179° — 36L 359° — 01 359° — 36R 359°

10,499′ 3200m — 12,467′ 3800m — 12,467′ 3800m

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

Control Tower — Lctr — ARP

APN01 122.225 — APN02 122.625 — APN03 122.675 — APN04 122.125

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 C8, D1, D2 (South of C8), D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D8, 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, W4, W5, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btn 612 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
Z1	MAX 157′/48m
D2 (North of C8), D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Y7 (North of S7), Z0 (South of 612), Z8, Z12 (East of Z0), Z15, Z23 (West of W620)	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 BEIJING, PR OF CHINA CAPITAL
3 MAY 24 (10-9) Eff 15 May 1600Z

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 RWY via TWY A8 and A9.
Departing ACFT must not enter RWY via TWY A8 and A9.
ACFT taxiing from TWY Z4 or M to TWY F shall avoid entering TWY A8 or A9 by mistake.
ACFT taxiing from TWY H6 or H7 to TWY G shall avoid entering TWY A8 or A9 by mistake.
Red lights are set at RWY holding position on both sides of RWY at TWY A8 and A9.
ACFT are forbidden to cross the RWY holding position without ATC permission.

HS4 Arriving ACFT must not exit RWY via TWY A0 and A1.
Departing ACFT must not enter RWY via TWY A0 and A1.
ACFT taxiing from TWY F2 or F3 to TWY F shall avoid entering TWY A0 or A1 by mistake.
ACFT taxiing from TWY T1 or T2 to TWY G shall avoid entering TWY A0 or A1 by mistake.

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.

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.

HS14 ACFT taxiing on TWY S5 shall leave the area of HP21 as quickly as possible to avoid conflict with ACFT vacating rapid exit TWY P5.
ACFT taxiing through this area shall observe cautiously. TWY S4 is operated westbound.
ACFT from West to East shall avoid entering TWY S4, otherwise a conflict may occur.

HS15 TWY W9 are in ILS critical area of RWY 18L.
ACFT shall be forbidden to enter W9 without authorization.

HS16 TWY W0 are in ILS critical area of RWY 36R.
ACFT shall be forbidden to enter TWY W0 without authorization.

HS17 ACFT taxiing through this area shall observe cautiously. TWY T5 is operated westbound.
ACFT from West to East shall avoid entering TWY T5, otherwise a conflict may occur.

HS18 ACFT taxiing through this area shall observe cautiously. TWY T6 is operated eastbound.
ACFT from East to West shall avoid entering TWY T6, otherwise a conflict may occur.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
01	❶HIRL ❷CL ❸HIALS-II SFL TDZ ❹PAPI ❺RVR		11,466' 3495m	❼	197' 60m
19	❶HIRL ❷CL ❸HIALS SFL PAPI-L(3.2°) ❻RVR		11,516' 3510m		

❶ spacing 60m ❷ spacing 15m ❸ length 900m ❹ PAPI-L(3.0°) ❺ HSTIL. HST-Q5, Q6 & Q7
❻ HSTIL. HST-Q4, Q3 & Q2
❼ 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	❽HIRL ❾CL ❿HIALS SFL PAPI-L(3.0°) ⓫RVR		11,522' 3512m	⓮	197' 60m
36R	❽HIRL ❾CL ❿HIALS-II SFL TDZ ⓬PAPI ⓭RVR		11,483' 3500m		

❽ spacing 60m ❾ spacing 15m ❿ length 900m ⓫ HSTIL. HST-E4, E3, W4 & W3 ⓬ PAPI-L(3.0°)
⓭ HSTIL. HST-E5, E6, W5 & W6
⓮ 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 W7 int 11,220' (3420m)

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

18R	⓯HIRL ⓰CL ⓱HIALS SFL PAPI-L(3.0°) ⓲RVR		9515' 2900m	㉑	164' 50m
36L	⓯HIRL ⓰CL ⓱HIALS-II SFL TDZ ⓳PAPI ⓴RVR		9564' 2915m		

⓯ spacing 60m ⓰ spacing 15m ⓱ length 900m ⓲ HSTIL. HST-P2, P3 & P4 ⓳ PAPI-L(3.0°)
⓴ HSTIL. HST-P5, P6 & P7
㉑ 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

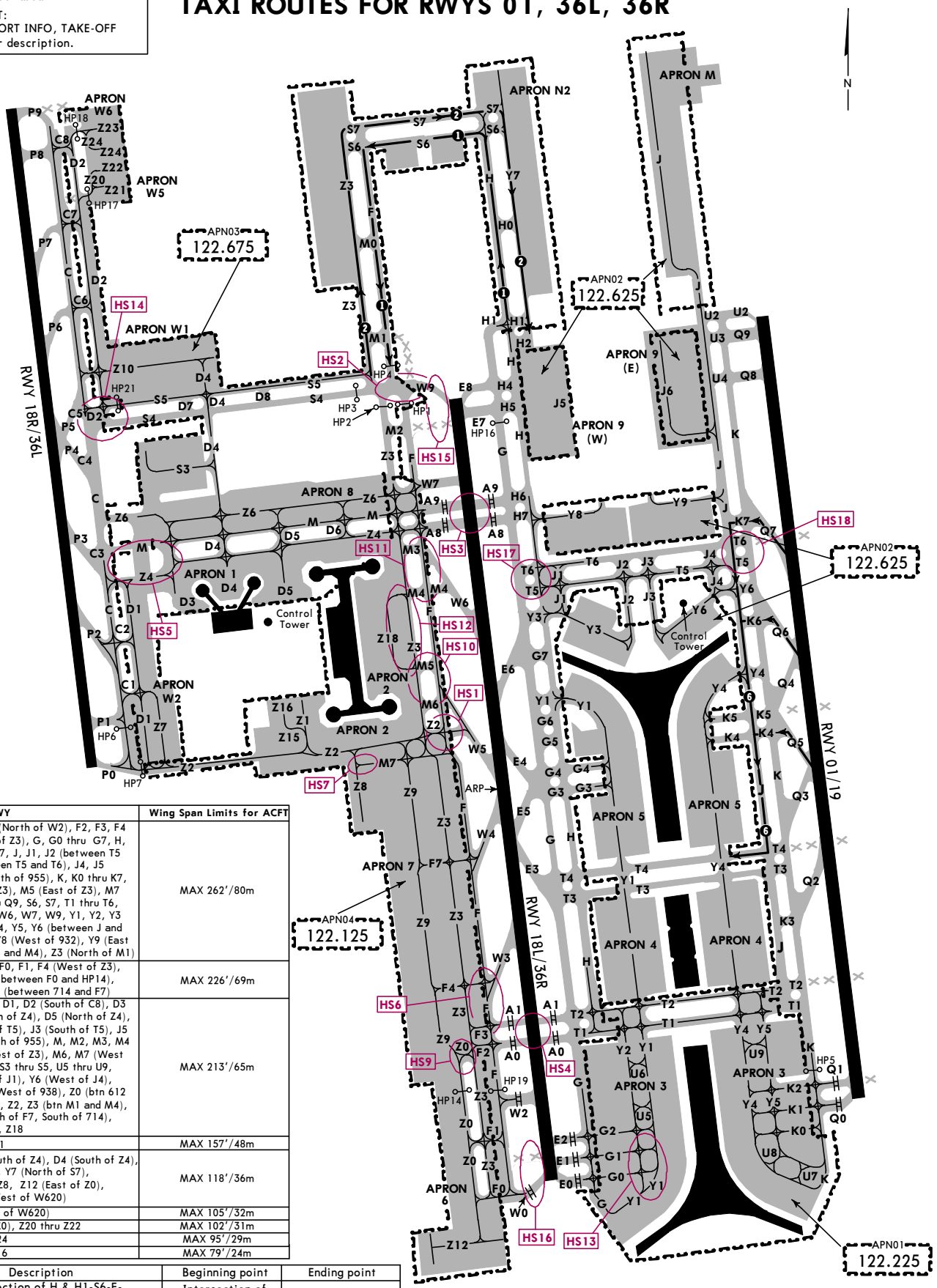
TAKE-OFF (with reliable alternate)

		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: HS3.

TAXI ROUTES FOR RWYS 01, 36L, 36R

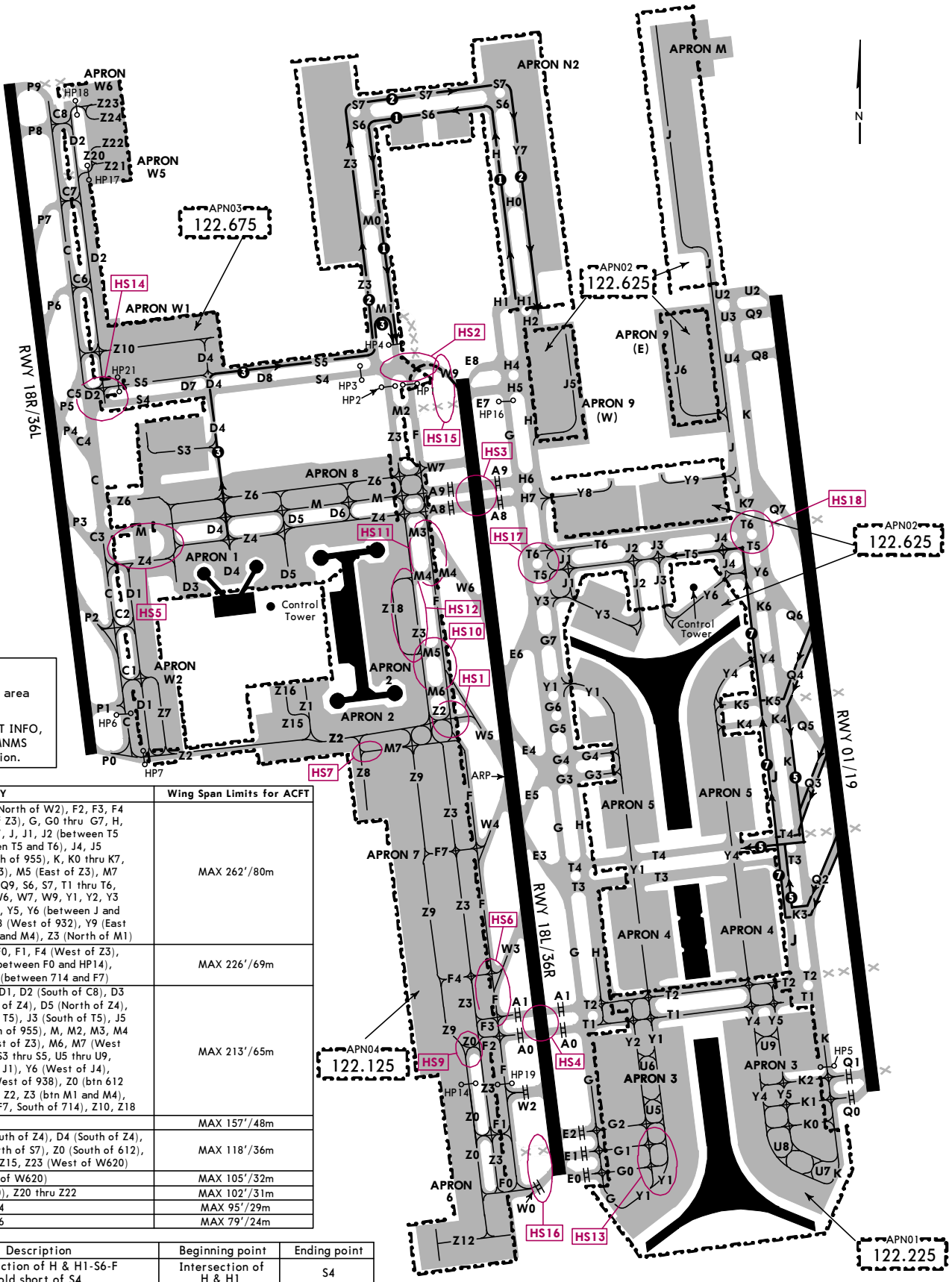
LEGEND
APN control area
HOT SPOT: See AIRPORT INFO, TAKE-OFF MNMS for description.



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 C8, D1, D2 (South of C8), D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D8, 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, W4, W5, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btn 612 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
Z1	MAX 157'/48m
D2 (North of C8), D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Y7 (North of S7), Z0 (South of 612), Z8, Z12 (East of Z0), Z15, Z23 (West of W620)	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 ❶	Intersection of H & H1-S6-F- hold short of S4	Intersection of H & H1	S4
Route ❷	Intersection of S5 & Z3-S7-Y7- hold short of H2	Intersection of S5 & Z3	H2
Route ❻	Q7-K7/Q6-K6/Q5-K4/ - J -T4 - hold short of Y4	Q7/Q6/Q5	Y4

TAXI ROUTES FOR RWYS 18L, 18R, 19



LEGEND

APN control area

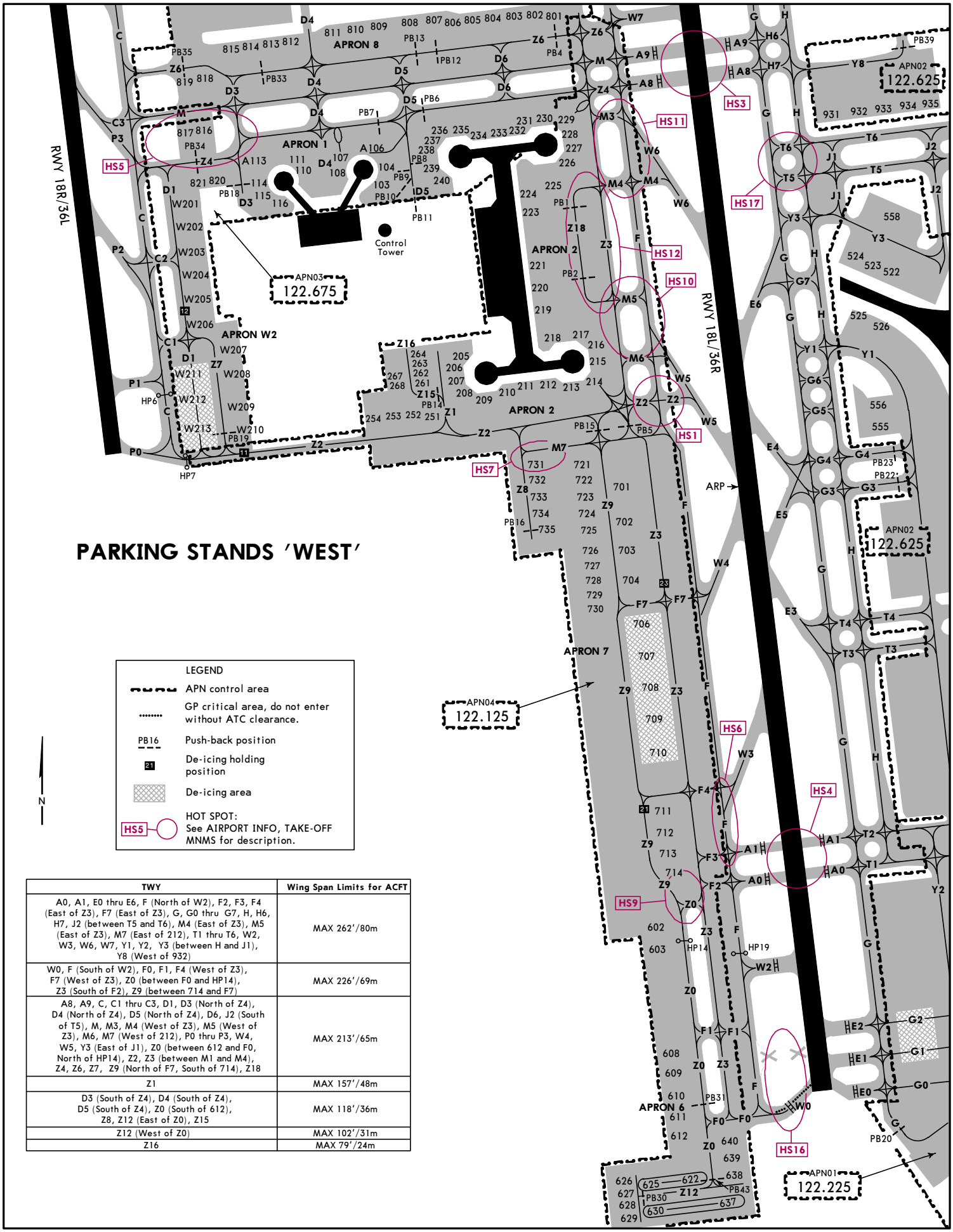
HOT SPOT: See AIRPORT INFO, TAKE-OFF MNMS for description.

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 C8, D1, D2 (South of C8), D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D8, 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, W4, W5, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btn 612 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
Z1	MAX 157'/48m
D2 (North of C8), D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Y7 (North of S7), Z0 (South of 612), Z8, Z12 (East of Z0), Z15, Z23 (West of W620)	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

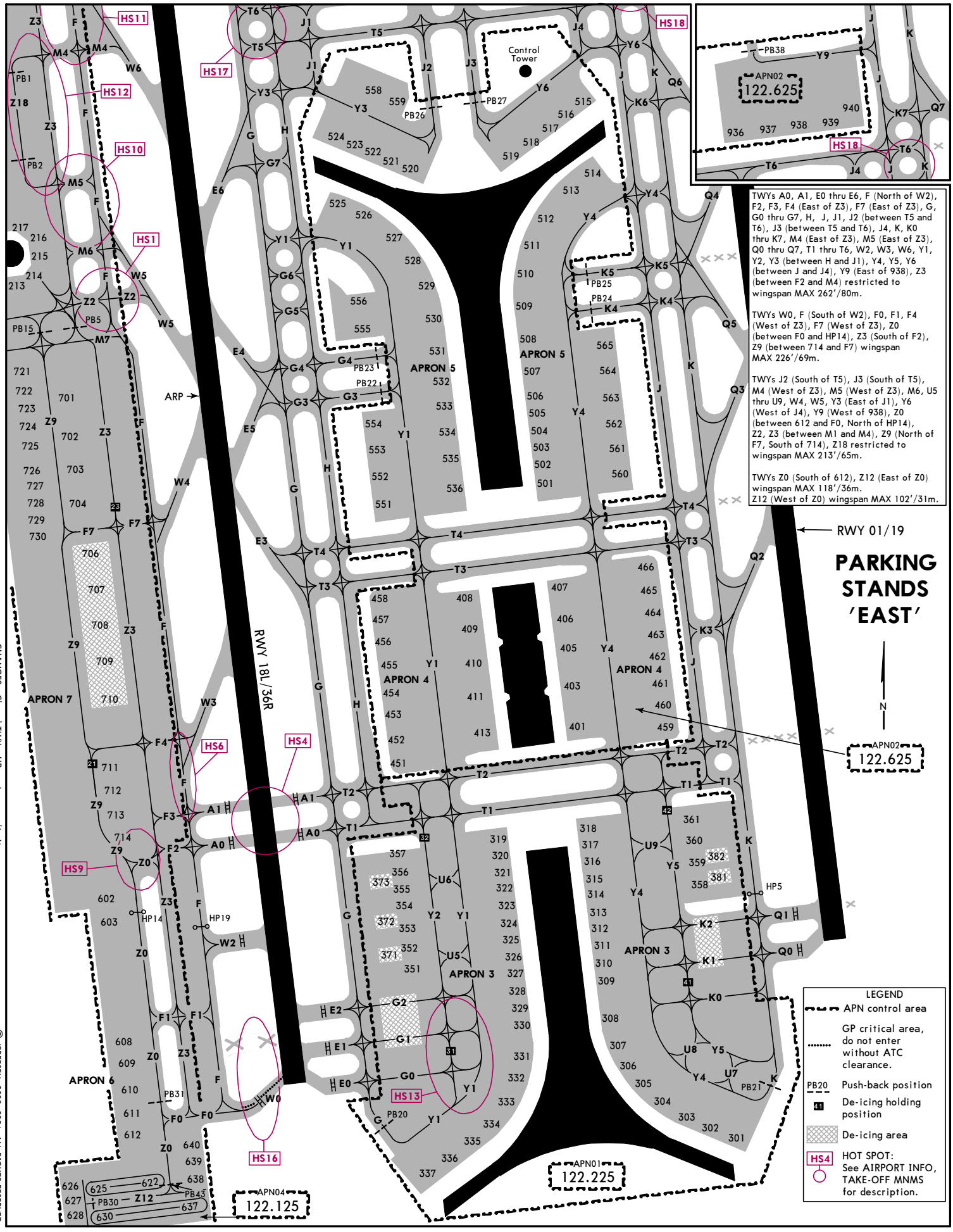
Route ID	Description	Beginning point	Ending point
Route ❶	Intersection of H & H1-S6-F hold short of S4	Intersection of H & H1	S4
Route ❷	Intersection of S5 & Z3-S7-Y7- hold short of H2	Intersection of S5 & Z3	H2
Route ❸	D4-S5-Z3-M1-F hold short of S4	D4	S4
Route ❺	Q4-K/Q3-K/Q2-K3-J/ - T4 - hold short of Y4	Q4/Q3/Q2	Y4
Route ❼	Q4-K5/Q3-K-T4/Q2-K3/ -J - T5 - hold short of J3	Q4/Q3/Q2	J3

CHANGES: Re-issue.

ZBAA/PEK
JEPPESEN BEIJING, PR OF CHINA
CAPITAL
10 MAY 24
10-9C
Eff 15 May 1600Z



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, W4, W5, Y3 (East of J1), Z0 (between 612 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
Z1	MAX 157'/48m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z0 (South of 612), Z8, Z12 (East of Z0), Z15	MAX 118'/36m
Z12 (West of Z0)	MAX 102'/31m
Z16	MAX 79'/24m



ZBAA/PEK

JEPPESEN BEIJING, PR OF CHINA

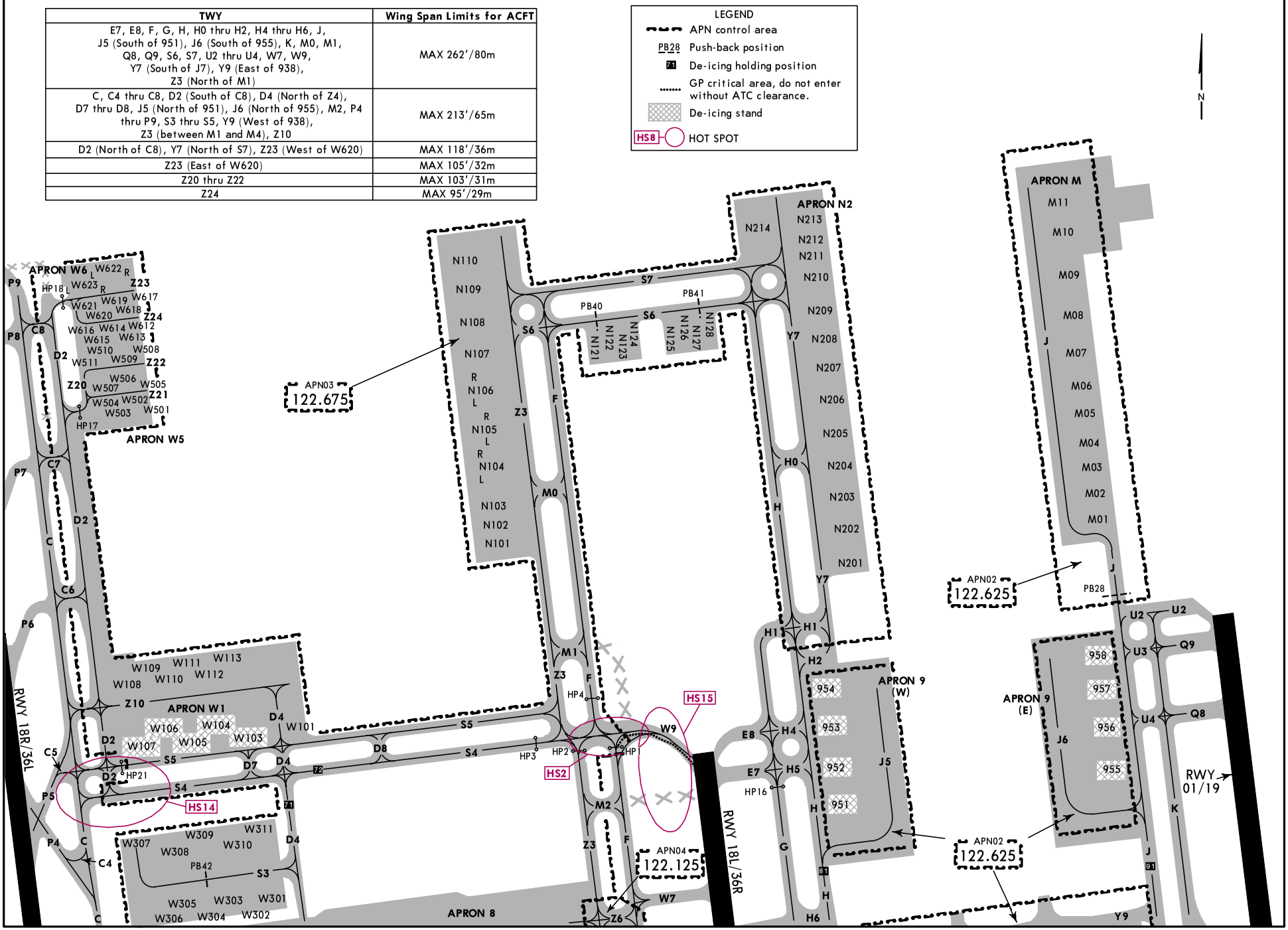
3 MAY 24 (10-9E) Eff 15 May 1600Z

CAPITAL

CHANGES: Closed TWYs, HPs, wing span limits.

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 thru C8, D2 (South of C8), D4 (North of Z4), D7 thru D8, J5 (North of 951), J6 (North of 955), M2, P4 thru P9, S3 thru S5, Y9 (West of 938), Z3 (between M1 and M4), Z10	MAX 213'/65m
D2 (North of C8), Y7 (North of S7), Z23 (West of W620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z20 thru Z22	MAX 103'/31m
Z24	MAX 95'/29m



CHANGES: Closed TWYs, HP16.

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
A106 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, A113, 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		

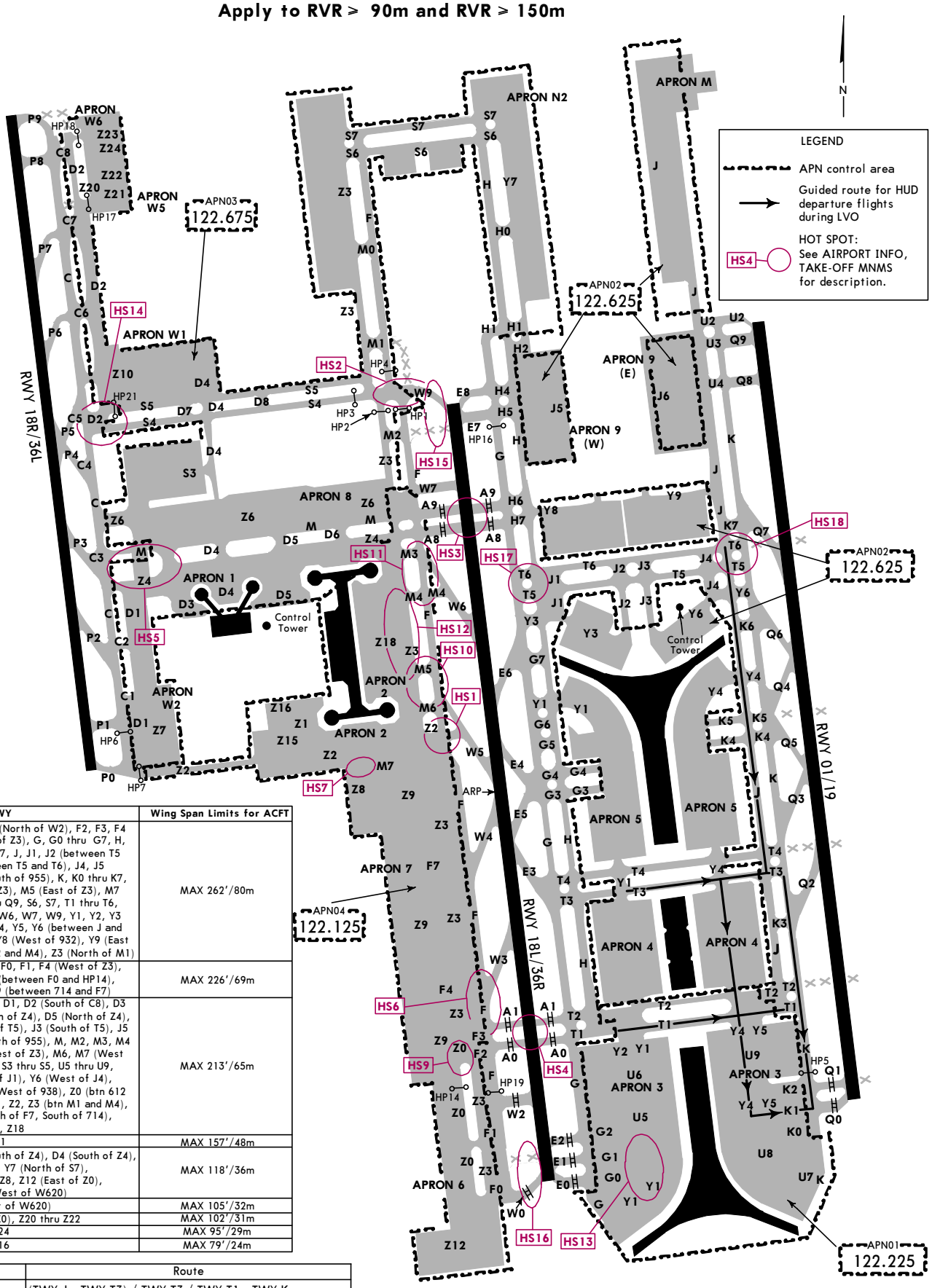
CHANGES: Stands 105, 106, 112 and 113 withdrawn.

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, M10	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, N205	N40 05.8 E116 36.0		
N206	N40 05.9 E116 36.0		
N207, N208	N40 06.0 E116 35.9		

CHANGES: Stands M09 L/R, M10 L/R, N205 L/R thru N207 L/R withdrawn.

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

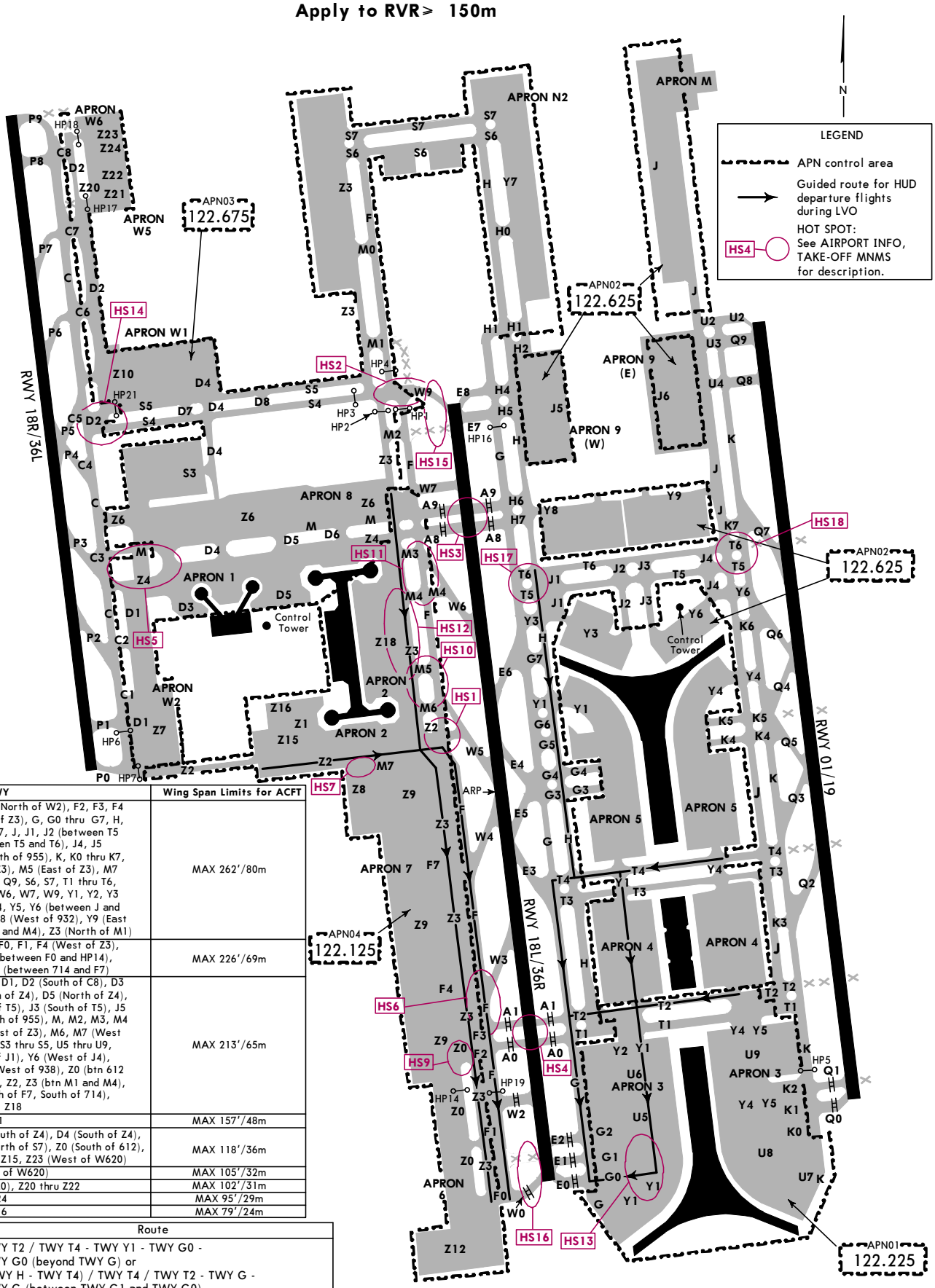


TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), 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 C8, D1, D2 (South of C8), D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D8, 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, W4, W5, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btn 612 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
Z1	MAX 157'/48m
D2(North of C8), D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Y7 (North of S7), Z0 (South of 612), Z8, Z12 (East of Z0), Z15, Z23 (West of W620)	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)

JEPPESEN BEIJING, PR OF CHINA
CAPITAL
3 MAY 24
10-9J
Eff 15 May 1600Z

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 C8, D1, D2 (South of C8), D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D8, 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, W4, W5, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btn 612 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
Z1	MAX 157'/48m
D2 (North of C8), D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Y7 (North of S7), Z0 (South of 612), Z8, Z12 (East of Z0), Z15, Z23 (West of W620)	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)

CHANGES: Closed TWYs, HPs, wing span limits.

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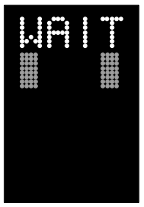
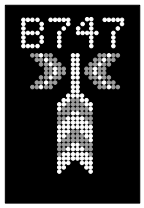
3 MAY 24 (10-9K) Eff 15 May 1600Z

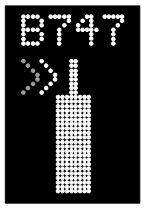
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



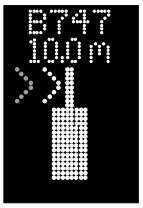
START-OF-DOCKING
When the system is started, "WAIT" will be displayed.



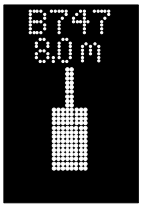
CAPTURE
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.
IT SHALL BE CHECKED THAT THE CORRECT AIRCRAFT TYPE IS DISPLAYED. THE LEAD-IN LINE SHALL BE FOLLOWED.



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.



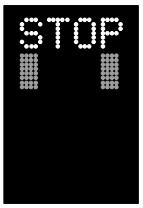
CLOSING RATE
Display of digital countdown will start when the aircraft is 98'/30m from stop position.
When the aircraft is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last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

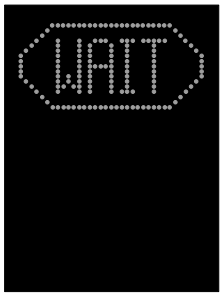
CHOCKS ON
"CHOCK ON" will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.

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

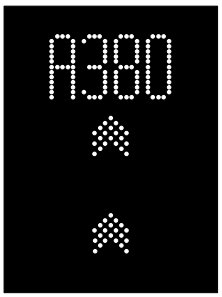
SYSTEM BREAKDOWN
In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

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

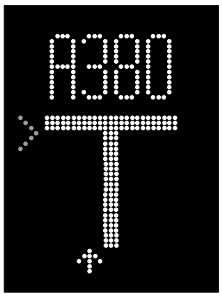
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513



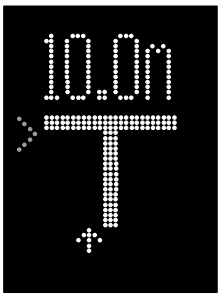
START-OF-DOCKING
When the system is started, "WAIT" will be displayed.



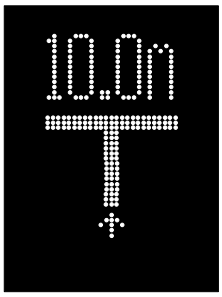
CAPTURE
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.



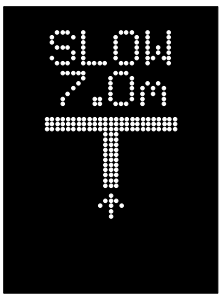
TRACKING
When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centerline.



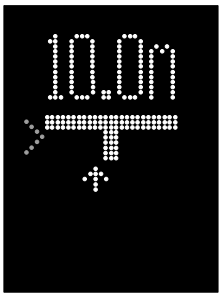
CLOSING RATE
Display of digital count-down will start when the aircraft is 98'/30m from stop position. When the aircraft is less than 49'/15m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last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



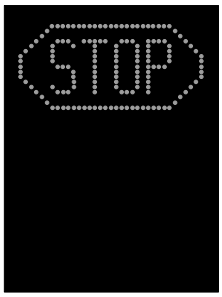
ALIGNED TO CENTER
The aircraft is 33'/10m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.



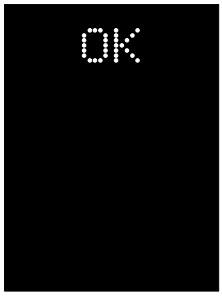
SLOW DOWN
If the aircraft is approaching faster than the accepted speed, the system will show "SLOW DOWN" or "SLOW" as a warning to the pilot.



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.



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

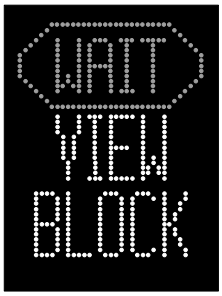


DOCKING COMPLETED
When the aircraft has parked, "OK" will be displayed.

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

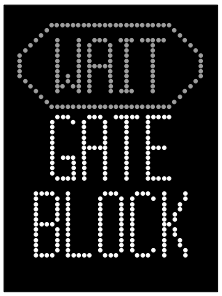
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513

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.



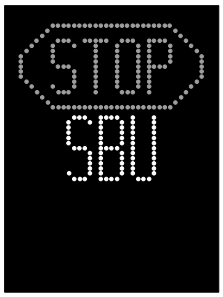
VIEW BLOCKED
If the view towards the aircraft is hindered, for instance by dirt on the window, the DGS will report a View blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.

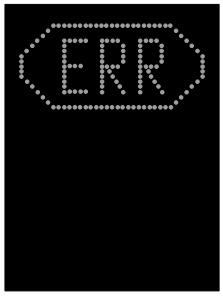
GATE BLOCKED
If an object is found blocking the view from the DGS to the planned stop-position, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed. The pilot must not proceed beyond the bridge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

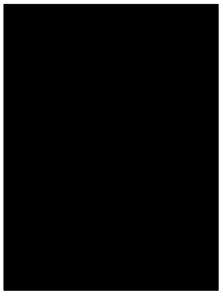


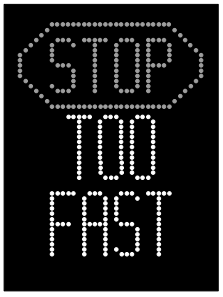
ABNORMAL DOCKING PROCEED

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.

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**′❶R300m
	❷ 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	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	❹ 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	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m	R/V800m
	ALS out	R/V1400m	R/V1500m	R/V1500m	R/V1600m
	❺LOC	**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′)
		❻ R550m V800m	❻ R550m V800m	❻ R550m V800m	❻ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	❺LOC	**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′)
		❻ R550m V800m	❻ R550m V800m	❻ R550m V800m	❻ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1300m	R/V1300m
	❺LOC	**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′)
		❻ R550m V800m	❻ R550m V800m	❻ R550m V800m	❻ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	❺LOC	**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	❼ 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	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	❹ 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	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1300m
	❺LOC	**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

❶ R350m for manual operation below DH.
❷ Missed approach climb gradient MIN 5.0%.
❸ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❹ Missed approach climb gradient MIN 2.5%.
❺ Contiunuous Descent Final Approach.
❻ R800m when a Flight Director or Autopilot or HUD to DA is not used.
❼ Missed approach climb gradient MIN 3.0%.

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**′ ❶R300m
	ILS DME Z & Y FULL TDZ or CL out ALS out	**298**′(200′) R550m V800m ❷ R550m V800m R/V1200m	**298**′(200′) R550m V800m ❷ R550m V800m R/V1200m	**298**′(200′) R550m V800m ❷ R550m V800m R/V1200m	**298**′(200′) R550m V800m ❷ R550m V800m R/V1200m
	❸LOC 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

❶ R350m for manual operation below DH.
❷ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❸ 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

22 DEC 23
Eff 27 Dec 1600Z

11-1

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 01

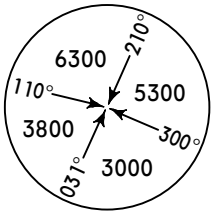
BRIEFING STRIP

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.6	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC INJ	Final Apch Crs	D5.9 INJ	ILS DA(H) Refer to Minimums	Apt Elev 116′
108.5	359°	1970′ (1886′)		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.



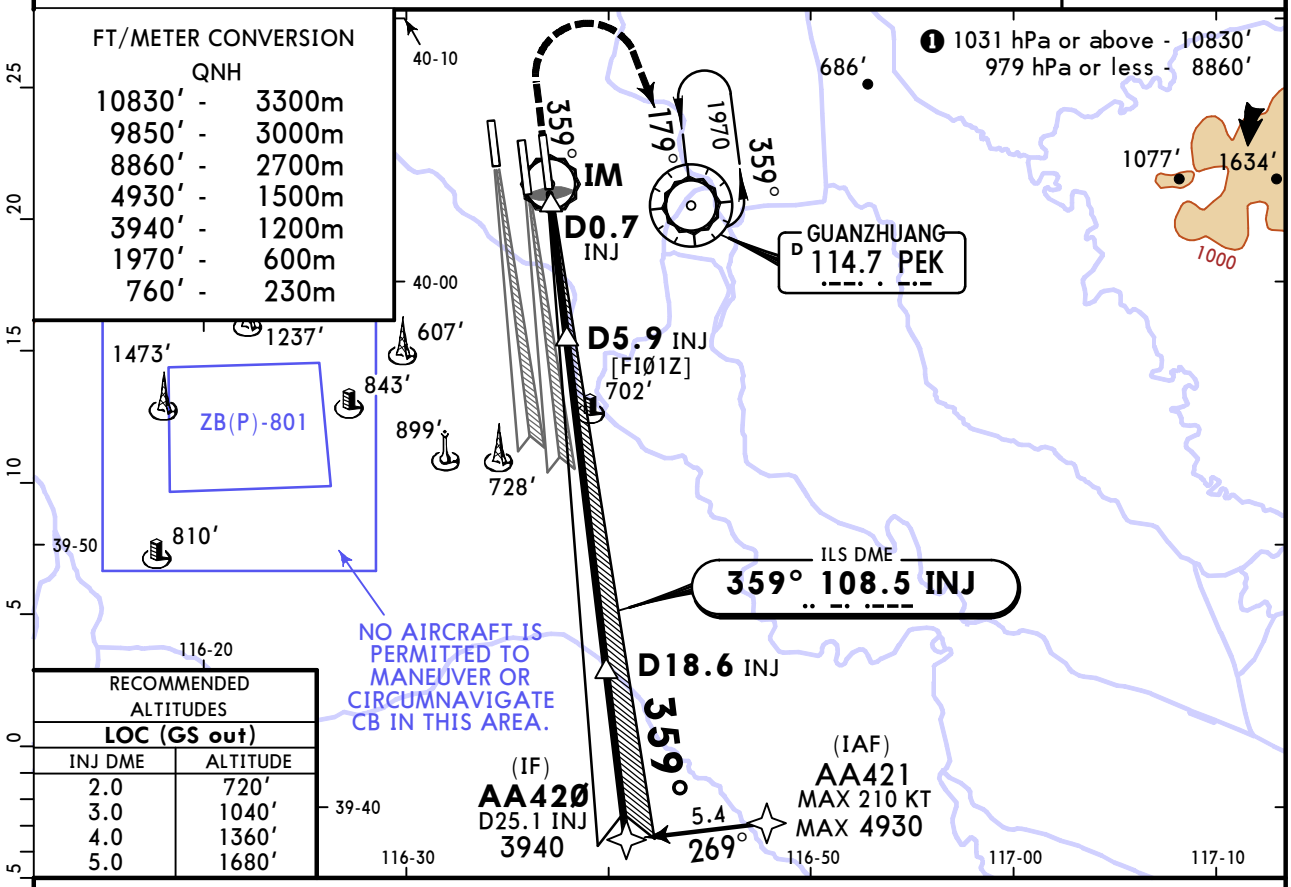
MSA PEK VOR

Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL118	Trans alt: 9850′ ❶

FT/METER CONVERSION

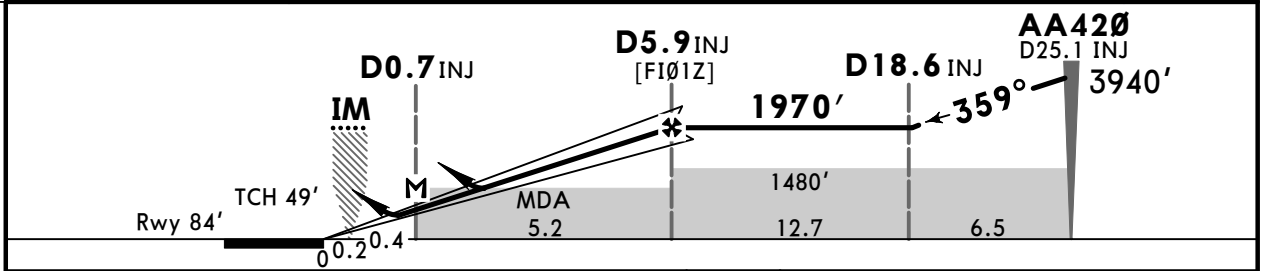
QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
4930′ -	1500m
3940′ -	1200m
1970′ -	600m
760′ -	230m

❶ 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′
5.0	1680′



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

PANS OPS

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

22 DEC 23
Eff 27 Dec 1600Z

JEPPESEN
11-1AA

BEIJING, PR OF CHINA
CAT II RNAV ILS DME Z Rwy 01

BRIEFING STRIP ™

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

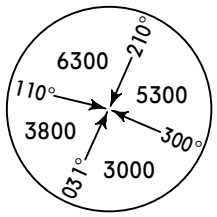
BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.6	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC INJ	Final Apch Crs	D5.9 INJ	CAT II ILS	Apt Elev 116′
108.5	359°	1970′ (1886′)	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′ ❶

Special Aircrew and Aircraft Certification Required.



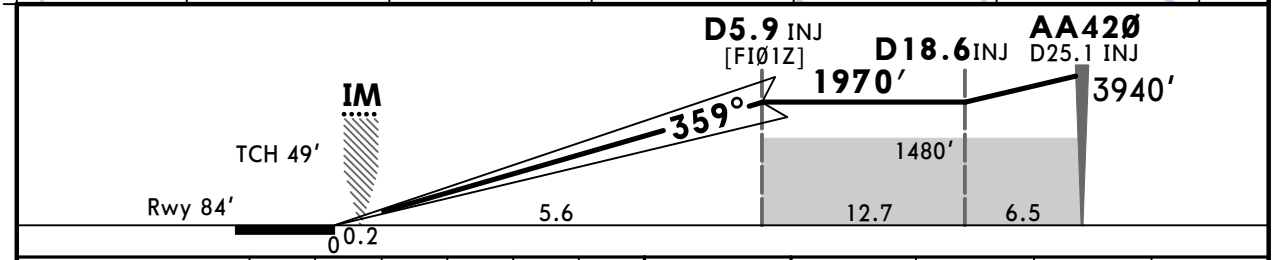
MSA PEK VOR

FT/METER CONVERSION

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

❶ 1031 hPa or above - 10830′
686′ 979 hPa or less - 8860′

359° IM
179°
1970
359°
GUANZHUANG
D 114.7 PEK
D5.9 INJ
[FIØ1Z]
ZB(P)-801
NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.
ILS DME
359° 108.5 INJ
D18.6 INJ
359°
(IF)
AA42Ø
D25.1 INJ
3940
5.4
269°
(IAF)
AA421
MAX 210 KT
MAX 4930
1237′
607′
1473′
843′
899′
702′
728′
810′
574′
1077′
1634′
1000
40-10
40-00
39-50
39-40
25
20
15
10
5
0
5
116-20
116-30
116-40
116-50
117-00
117-10



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′)

❶ R300m

PANS OPS

❶ CAT D: R350m for manual operation below DH.

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

JEPPESEN

22 DEC 23
Eff 27 Dec 1600Z

11-2

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 01

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.6	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC INJ	Final Apch Crs	D9.0 INJ	ILS DA(H) Refer to Minimums	Apt Elev 116′
108.5	359°	2960′ (2876′)		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

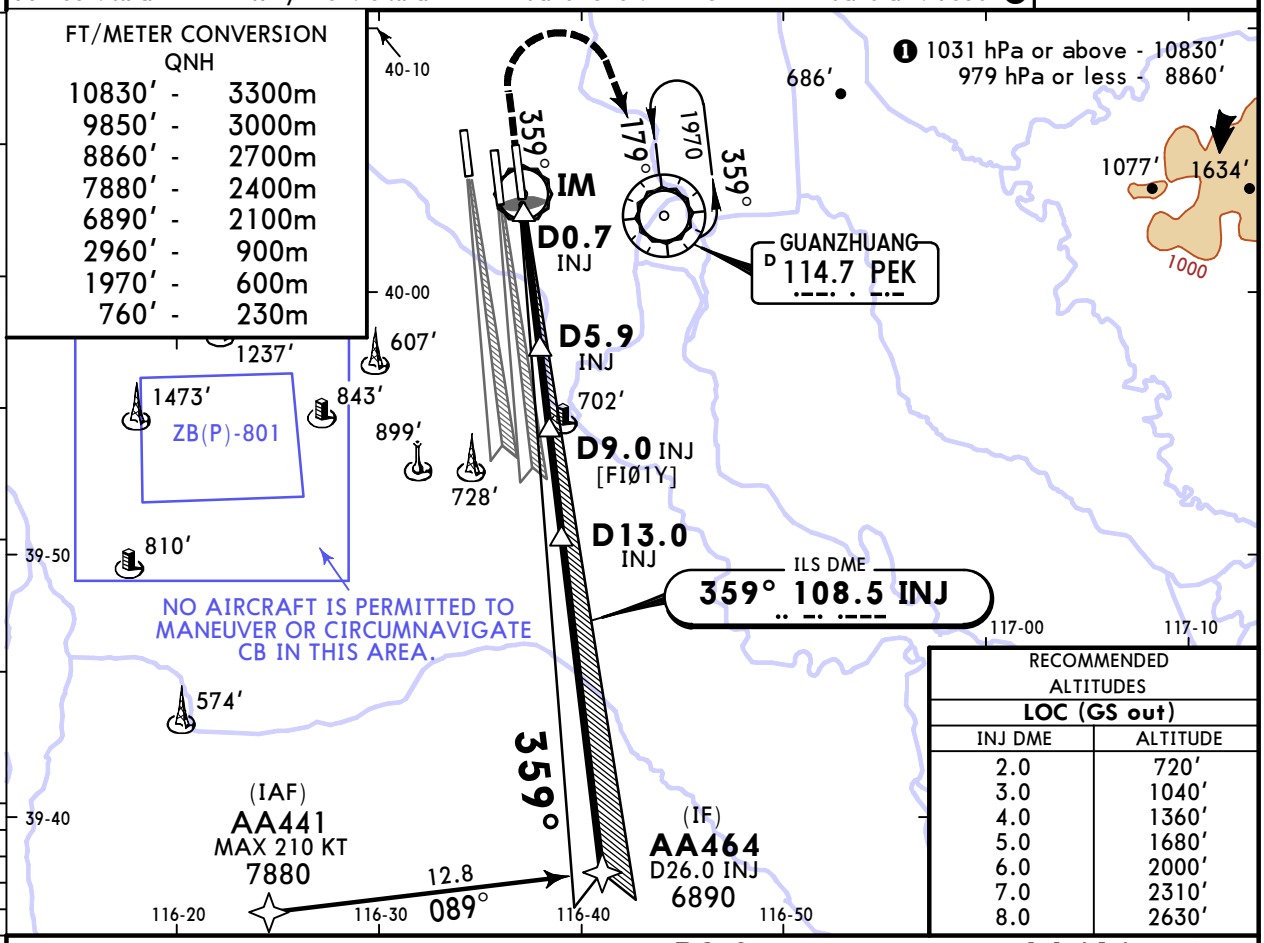
6300 · 5300 · 3800 · 3000 · 210° · 110° · 300° · 031°

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

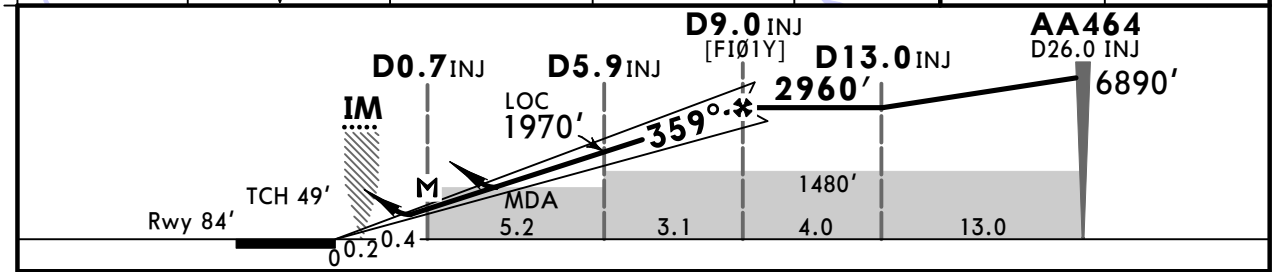
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

FT/METER CONVERSION
QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
7880′ -	2400m
6890′ -	2100m
2960′ -	900m
1970′ -	600m
760′ -	230m



RECOMMENDED ALTITUDES	
LOC (GS out)	
INJ DME	ALTITUDE
2.0	720′
3.0	1040′
4.0	1360′
5.0	1680′
6.0	2000′
7.0	2310′
8.0	2630′



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′)	CDFA MDA(H) 560′ (476′)	
	ALS out	ALS out		ALS out
A	R550m V800m	R550m V800m	V1400m	R/V1900m V2800m
B			V1500m	
C	V1200m			
D		R/V800m	V1600m	

PANS OPS

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

22 DEC 23
Eff 27 Dec 1600Z

JEPPESEN

11-2AA

BEIJING, PR OF CHINA
CAT II RNAV ILS DME Y Rwy 01

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.6	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

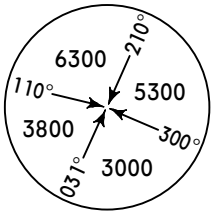
BRIEFING STRIP

LOC INJ	Final Apch Crs	D9.0 INJ	CAT II ILS	Apt Elev 116′
108.5	359°	2960′ (2876′)	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′ ❶

Special Aircrew and Aircraft Certification Required.

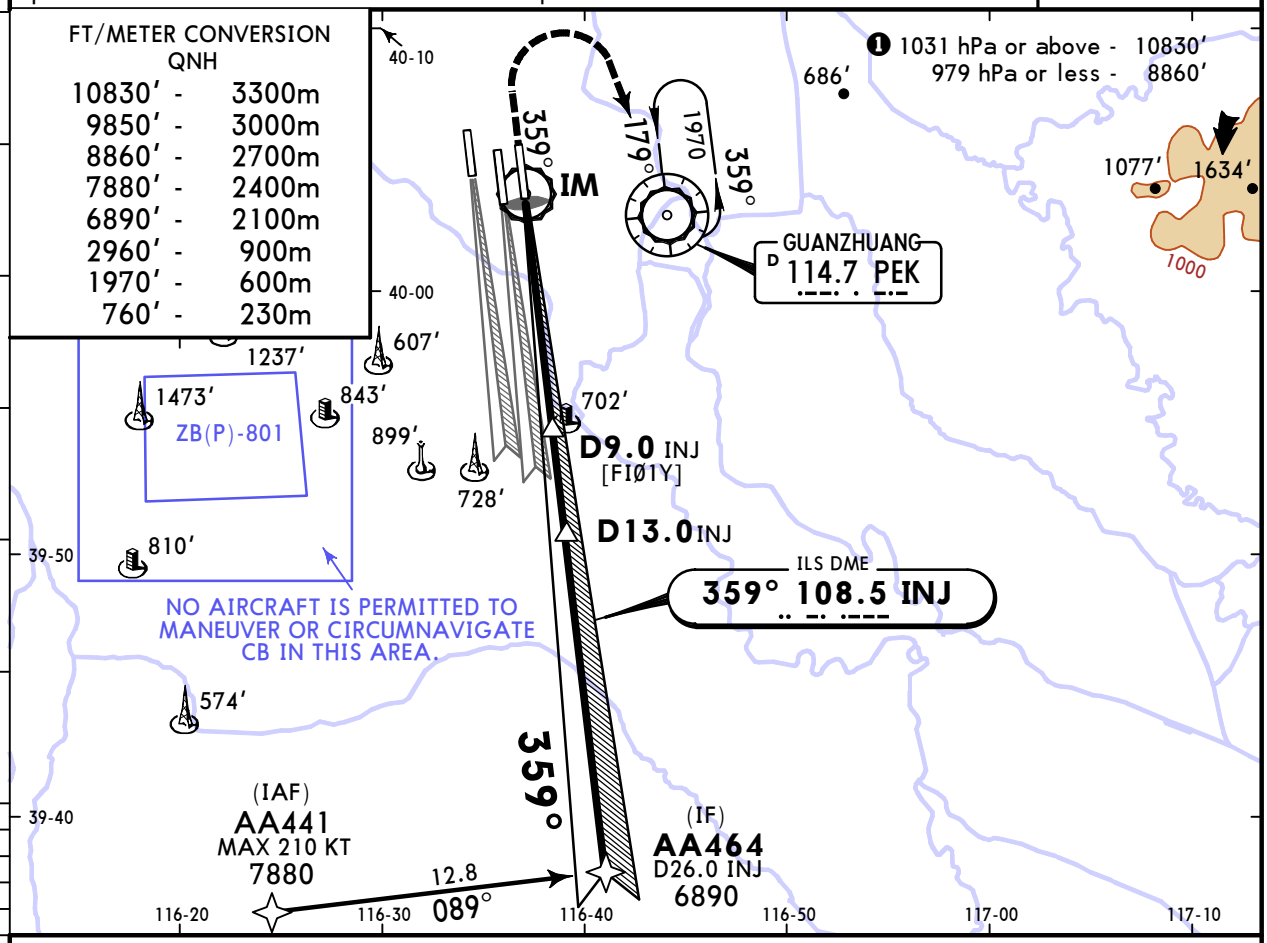


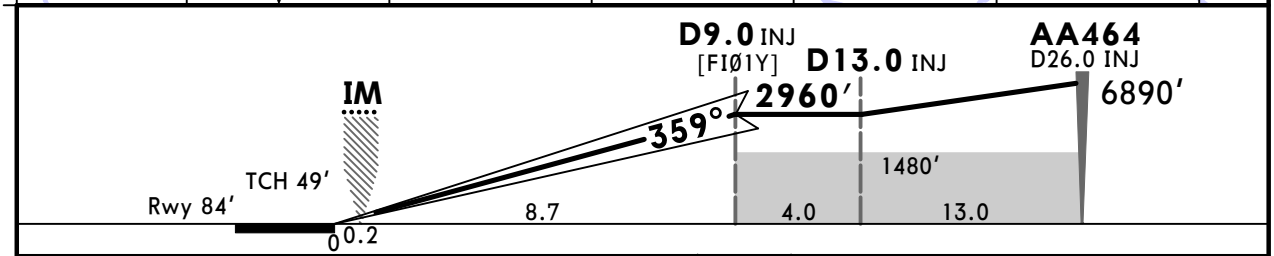
MSA PEK VOR

FT/METER CONVERSION
QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
7880′ -	2400m
6890′ -	2100m
2960′ -	900m
1970′ -	600m
760′ -	230m

❶ 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′)

❶ R300m

PANS OPS

❶ CAT D: R350m for manual operation below DH.

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

22 DEC 23
Eff 27 Dec 1600Z

JEPPESEN

11-2BB

BEIJING, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 01

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.6	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC INJ	Final Apch Crs	D5.9 INJ	SA CAT I ILS	Apt Elev 116′
108.5	359°	1970′ (1886′)	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: FL118 | Trans alt: 9850′ ❶

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

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

40-10 | 40-00 | 39-50 | 39-40 | 116-20 | 116-30 | 116-50 | 117-00 | 117-10

758′ 686′ 1077′ 1634′ 1000

359° IM 179° 1970 359°

GUANZHUANG D 114.7 PEK

D5.9 INJ [FIØ1Z]

1237′ 607′ 1473′ 843′ 899′ 702′ 728′ 810′ 574′

ZB(P)-801

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

ILS DME 359° 108.5 INJ

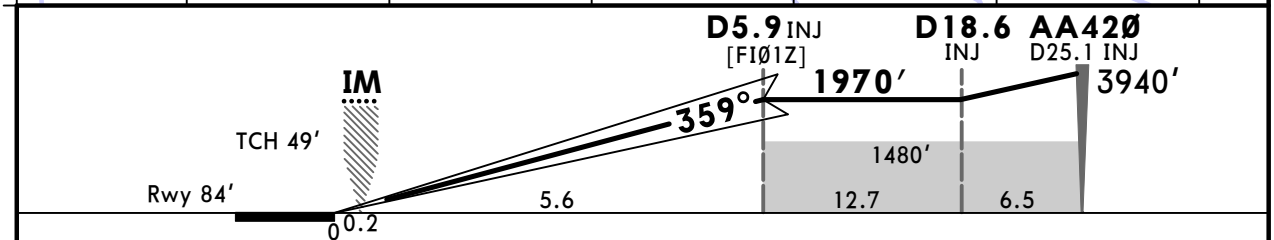
D18.6 INJ

359°

(IF) AA42Ø D25.1 INJ 3940

(IAF) AA421 MAX 210 KT MAX 4930

5.4 269°



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
❶ SA CAT I ILS

RA 148′
DA(H) 234′ (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

22 DEC 23
Eff 27 Dec 1600Z

JEPPESEN
11-2CC

BEIJING, PR OF CHINA
SA CAT I RNAV ILS DME Y Rwy 01

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.6	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC INJ	Final Apch Crs	D9.0 INJ	SA CAT I ILS	Apt Elev 116′
108.5	359°	2960′ (2876′)	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: FL118 | Trans alt: 9850′ ❶

Special Aircrew and Aircraft Certification Required.

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
2960′ -	900m
1970′ -	600m
760′ -	230m

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

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

686′ 1077′ 1634′ 1000

359° 179° 1970 359°

IM

GUANZHUANG D 114.7 PEK

1473′ 1237′ 607′ 843′ 899′ 728′ 702′ 810′ 574′

ZB(P)-801

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

D9.0 INJ [FIØ1Y]

D13.0 INJ

ILS DME 359° 108.5 INJ

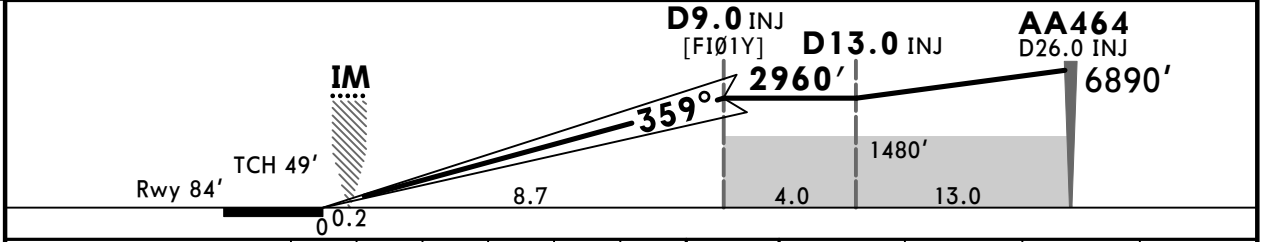
359°

(IAF) AA441 MAX 210 KT 7880

12.8 089°

(IF) AA464 D26.0 INJ 6890

116-20 | 116-30 | 116-40 | 116-50 | 117-00 | 117-10



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
❶ SA CAT I ILS

RA 148′
DA(H) 234′ (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

JEPPESEN

1 SEP 23
Eff 6 Sep 1600Z

11-3

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

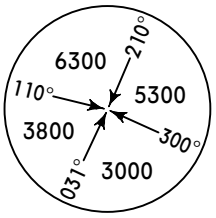
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.5	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

BRIEFING STRIP™

LOC IOR	Final Apch Crs	D5.8 IOR	ILS DA(H)	Apt Elev 116′
109.3	179°	1970′ (1860′)	310′ (200′)	Rwy 110′

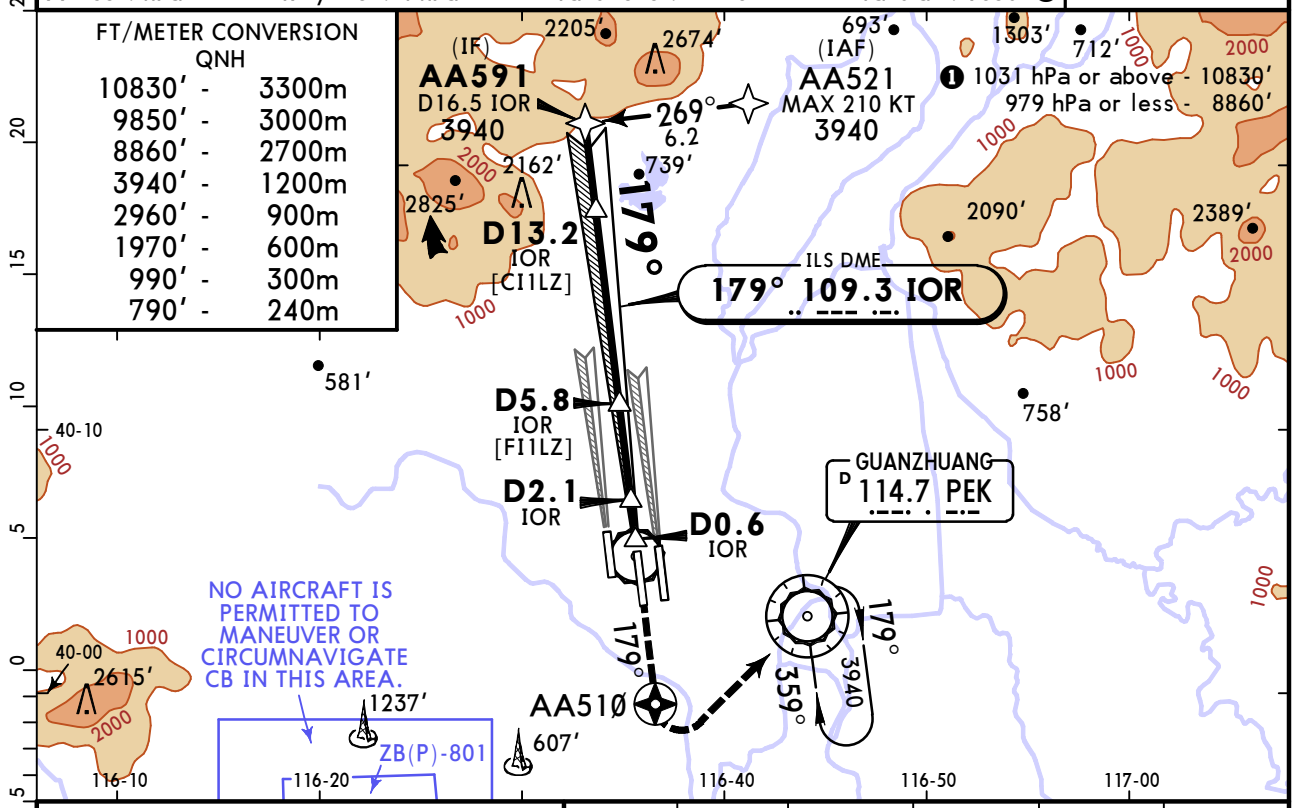
MISSED APCH: Climb STRAIGHT AHEAD to AA51Ø (MAX 210 KT) at 990′ or above, then turn LEFT and climb to PEK VOR at 3940′ with climb grad 4.5% (273′/NM). Join holding or as directed.



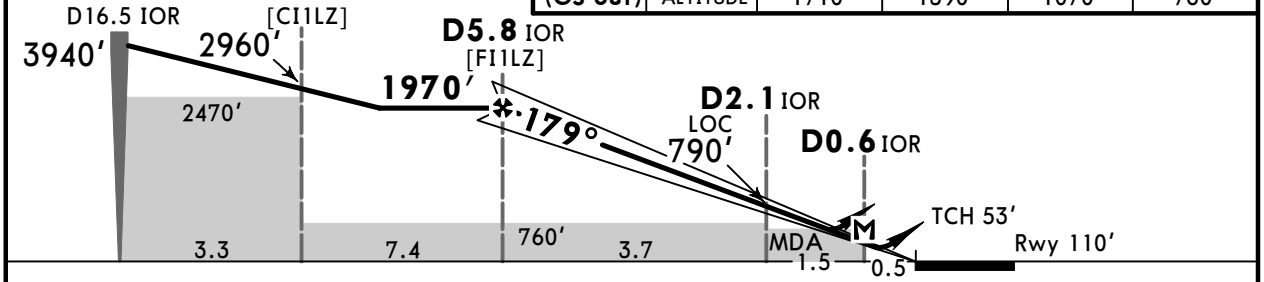
MSA PEK VOR

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

FT/METER CONVERSION QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
3940′ -	1200m
2960′ -	900m
1970′ -	600m
990′ -	300m
790′ -	240m



LOC (GS out)	IOR DME	5.0	4.0	3.0	2.0
	ALTITUDE	1710′	1390′	1070′	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

AA51Ø

State — STRAIGHT-IN LANDING

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

PANS OPS

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

CHANGES: Final approach segment, recommended altitudes.

ZBAA/PEK
CAPITAL

JEPPESEN
1 SEP 23
Eff 6 Sep 1600Z
11-4

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

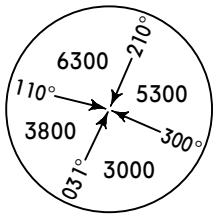
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.5	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

BRIEFING STRIP TM

LOC IOR	Final Apch Crs	D8.9 IOR	ILS DA(H)	Apt Elev 116′
109.3	179°	2960′ (2850′)	310′ (200′)	Rwy 110′

MISSED APCH: Climb STRAIGHT AHEAD to AA51Ø (MAX 210 KT) at 990′ or above, then turn LEFT and climb to PEK VOR at 3940′ with climb grad 4.5% (273′/NM). Join holding or as directed.

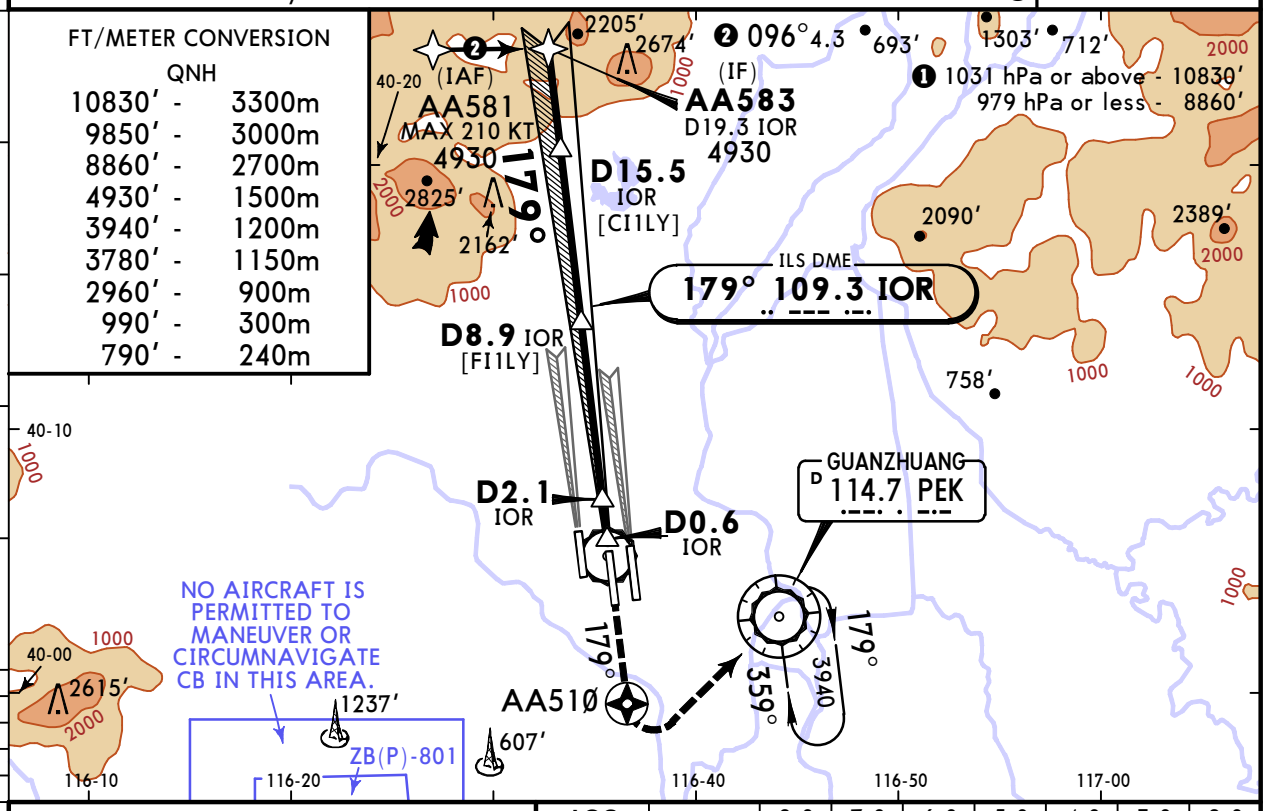


MSA PEK VOR

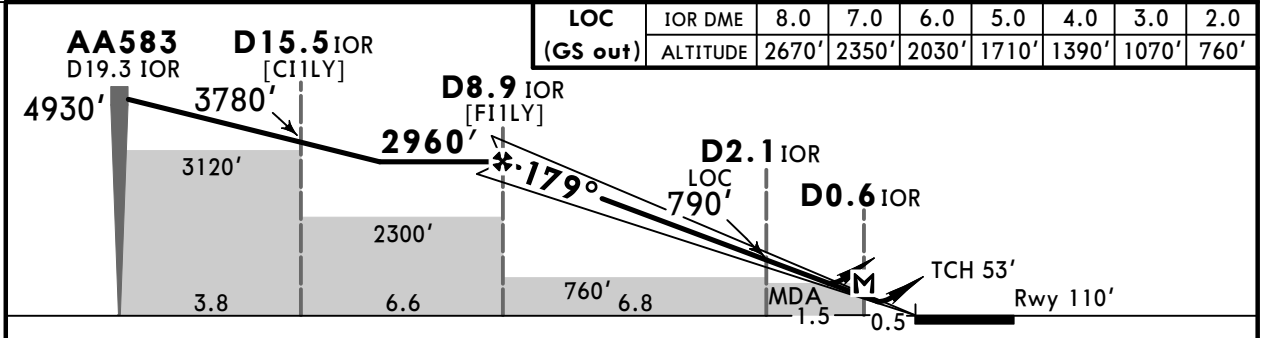
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

FT/METER CONVERSION

QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
4930′ -	1500m
3940′ -	1200m
3780′ -	1150m
2960′ -	900m
990′ -	300m
790′ -	240m



LOC (GS out)	IOR DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2670′	2350′	2030′	1710′	1390′	1070′	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

AA51Ø

PANS OPS

State — STRAIGHT-IN LANDING

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

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

CHANGES: Final approach segment, recommended altitudes.

ZBAA/PEK CAPITAL — JEPPESEN — BEIJING, PR OF CHINA

1 SEP 23 **Eff 6 Sep 1600Z** (11-5)

RNAV ILS DME Z Rwy 18R

D-ATIS	CAPITAL Approach (R) APP01	APP02	APP03	BEIJING Approach (R) APP09	APP10	APP11	APP12
128.65 (Chinese 127.6)	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85

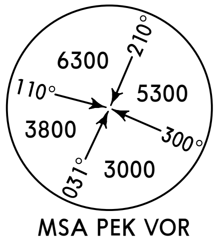
BEIJING Approach (R) APP15	APP16	APP17	APP18	*BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
125.8X	124.4X	120.6	125.5X	124.3	121.9	121.8	121.7	121.75	121.85

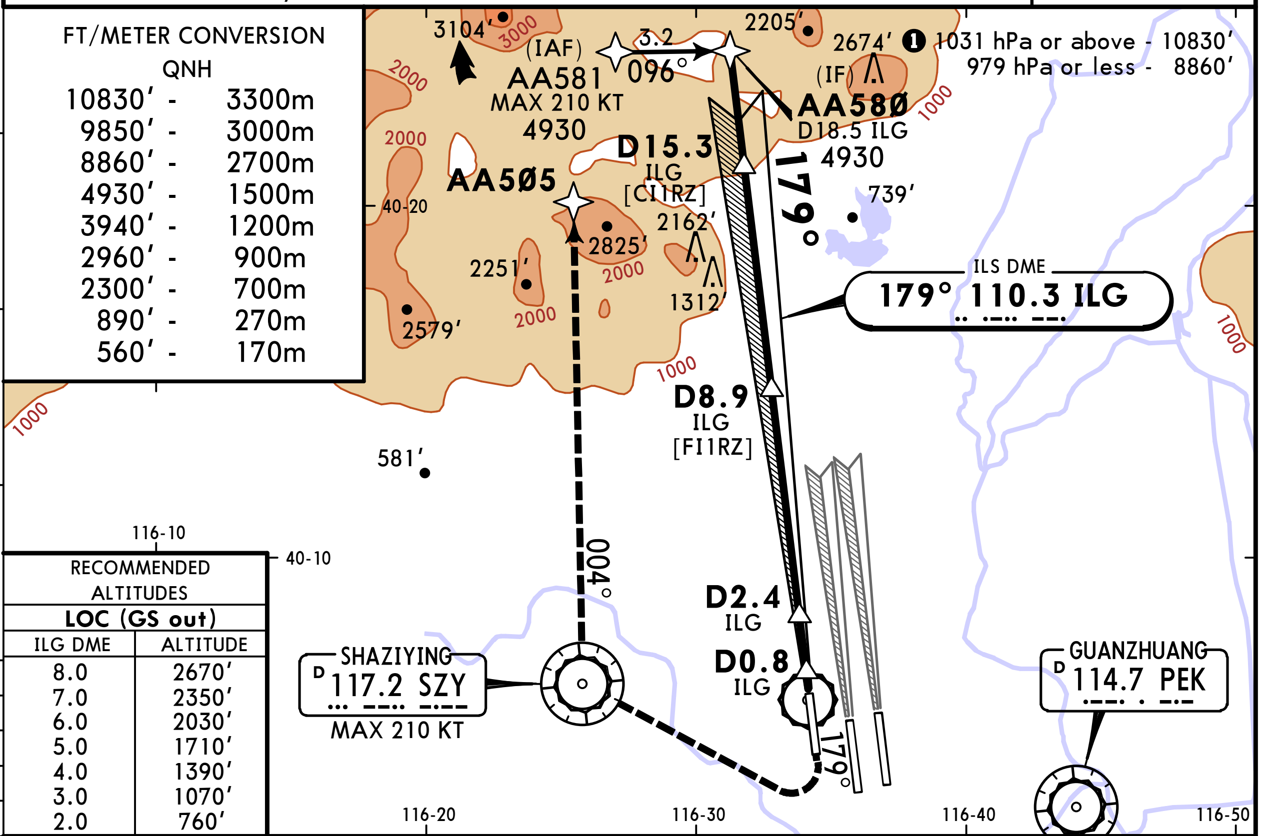
BRIEFING STRIP ™

LOC ILG	Final Apch Crs	D8.9 ILG	ILS DA(H)	Apt Elev 116'
110.3	179°	2960' (2845')	Refer to Minimums	Rwy 115'

MISSED APCH: Climb STRAIGHT AHEAD to 560', then turn RIGHT to SZY VOR at 2300' or above, fly to AA5Ø5 at 3940' or above or as directed. No turn permitted before THR.

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





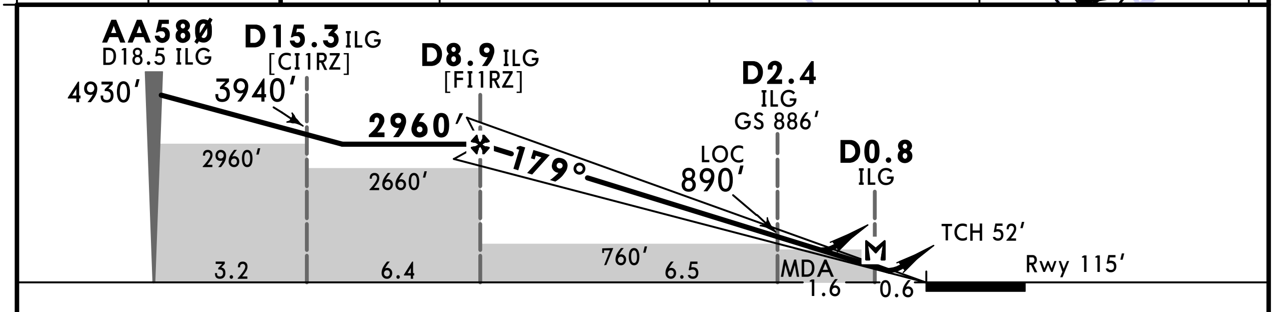
FT/METER CONVERSION QNH

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

RECOMMENDED ALTITUDES

LOC (GS out)

ILG DME	ALTITUDE
8.0	2670'
7.0	2350'
6.0	2030'
5.0	1710'
4.0	1390'
3.0	1070'
2.0	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 D0.8 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')	
		ALS out		ALS out
A	❶ R550m V800m	V1200m	R/V1300m	V2200m
B				
C		V1300m		
D				

PANS OPS

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

CHANGES: Final approach segment, recommended altitudes.

ZBAA/PEK
CAPITAL

JEPPESEN
1 SEP 23
Eff 6 Sep 1600Z
11-6

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

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	124.3	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC ILG	Final Apch Crs	D5.8 ILG	ILS DA(H) Refer to Minimums	Apt Elev 116′ Rwy 115′
110.3	179°	1970′ (1855′)		

MISSED APCH: Climb STRAIGHT AHEAD to 560′, then turn RIGHT to SZY VOR at 2300′ or above, fly to AA5Ø5 at 3940′ or above or as directed. No turn permitted before THR.

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

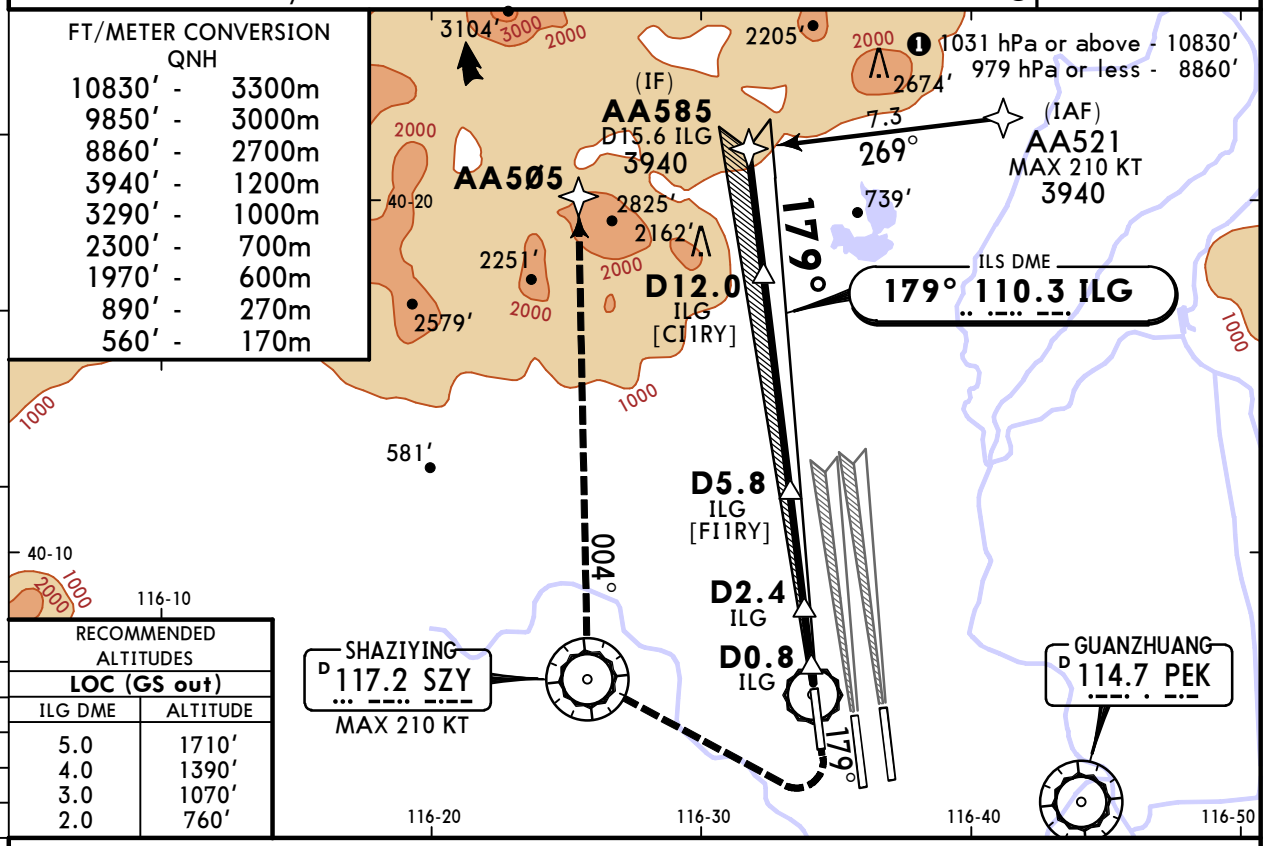
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

BRIEFING STRIP ™

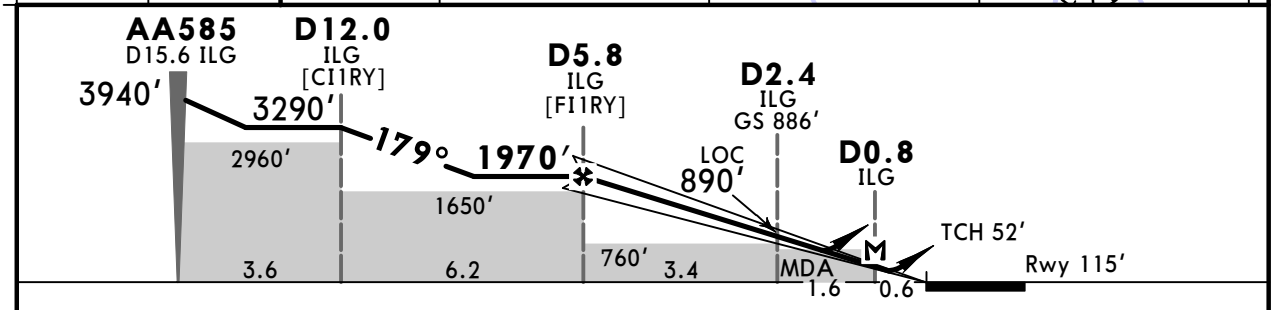
FT/METER CONVERSION
QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
3940′ -	1200m
3290′ -	1000m
2300′ -	700m
1970′ -	600m
890′ -	270m
560′ -	170m

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′



RECOMMENDED ALTITUDES	
LOC (GS out)	
ILG DME	ALTITUDE
5.0	1710′
4.0	1390′
3.0	1070′
2.0	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 D0.8 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′)	
		ALS out		ALS out
A	❶ R550m V800m	V1200m	R/V1300m	V2200m
B				
C		V1300m		
D				

PANS OPS

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

CHANGES: Final approach segment, recommended altitudes.

ZBAA/PEK CAPITAL

JEPPESEN

1 SEP 23
Eff 6 Sep 1600Z

11-7

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 19

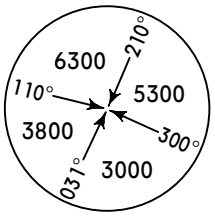
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.6	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

BRIEFING STRIP ™

LOC ISZ	Final Apch Crs	D5.5 ISZ	ILS DA(H)	Apt Elev 116′
108.9	179°	1970′ (1876′)	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.

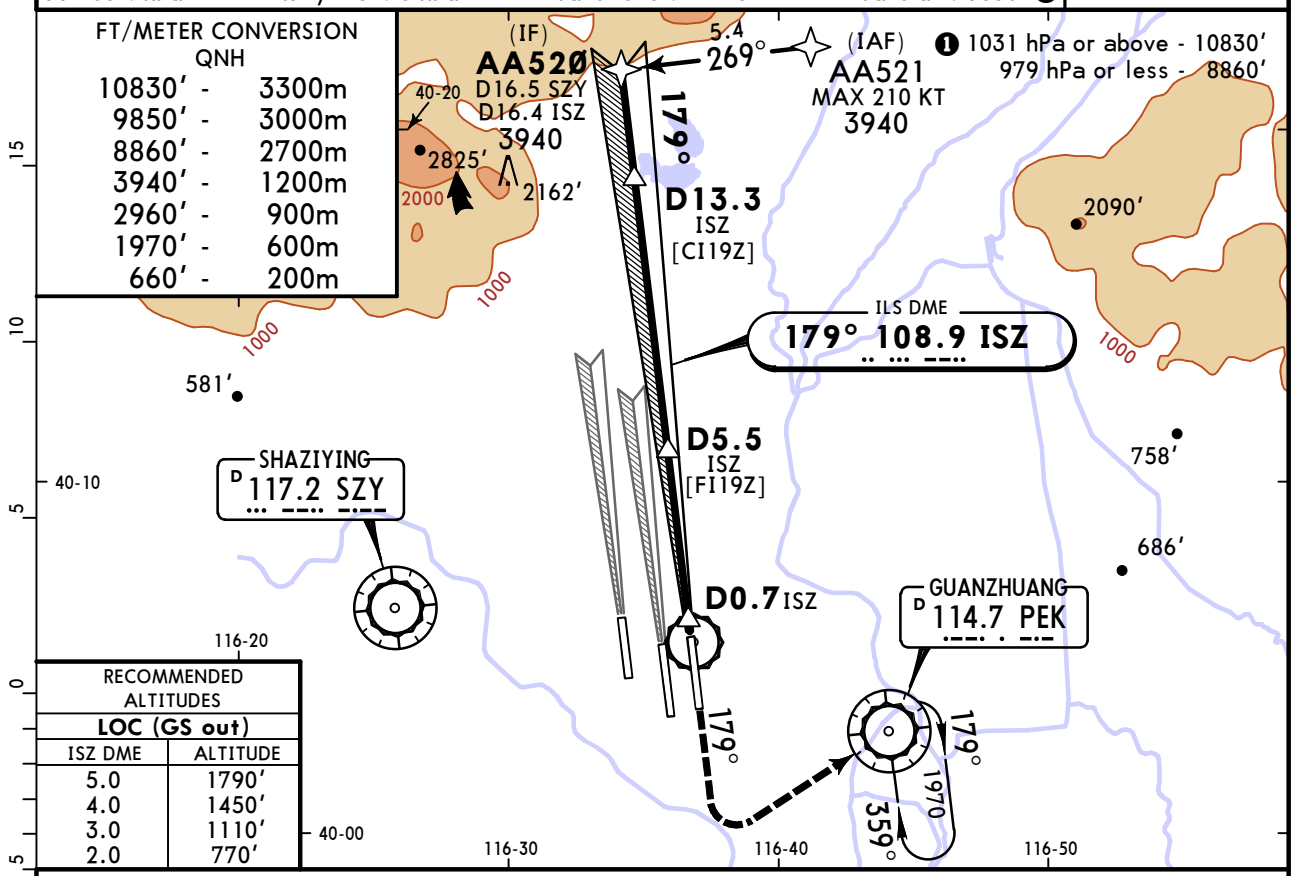


MSA PEK VOR

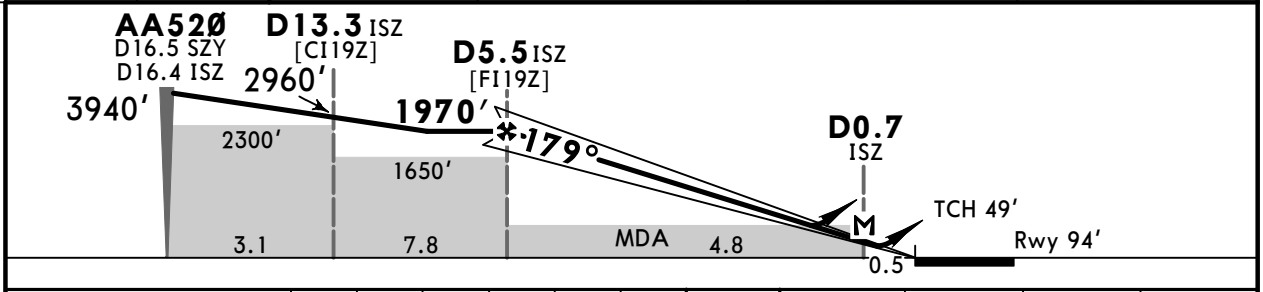
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

FT/METER CONVERSION
QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
3940′ -	1200m
2960′ -	900m
1970′ -	600m
660′ -	200m



RECOMMENDED ALTITUDES	
LOC (GS out)	
ISZ DME	ALTITUDE
5.0	1790′
4.0	1450′
3.0	1110′
2.0	770′



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

PANS OPS

State — STRAIGHT-IN LANDING

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

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

CHANGES: Final approach segment, recommended altitudes.

ZBAA/PEK CAPITAL

JEPPESEN

1 SEP 23
Eff 6 Sep 1600Z

11-8

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 19

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.6	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

BRIEFING STRIP

LOC ISZ	Final Apch Crs	D8.4 ISZ	ILS DA(H)	Apt Elev 116′
108.9	179°	2960′ (2866′)	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.

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′ ❶

FT/METER CONVERSION
QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
4930′ -	1500m
3780′ -	1150m
2960′ -	900m
1970′ -	600m
660′ -	200m

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

5.2°
096°
(IAF)
AA581
MAX 210 KT
4930

179°
(IF)
AA587
D19.1 ISZ
4930

D15.3
ISZ
[CI19Y]

D8.4 ISZ
[FI19Y]

ILS DME
179° 108.9 ISZ

D5.5 ISZ

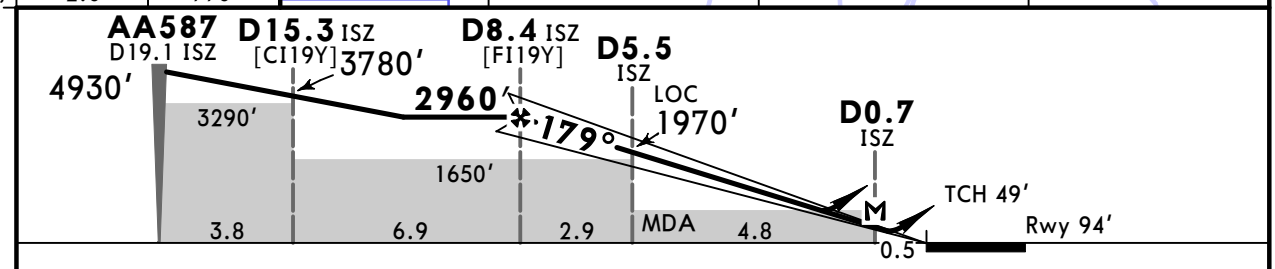
D0.7 ISZ

D GUANZHUANG
114.7 PEK

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

RECOMMENDED ALTITUDES
LOC (GS out)

ISZ DME	ALTITUDE
8.0	2810′
7.0	2470′
6.0	2130′
5.0	1790′
4.0	1450′
3.0	1110′
2.0	770′



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

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

PANS OPS

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

CHANGES: Final approach segment, recommended altitudes.

ZBAA/PEK CAPITAL

JEPPESEN

22 DEC 23
Eff 27 Dec 1600Z

11-9

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

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	124.3	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

BRIEFING STRIP™

LOC IDK 111.7	Final Apch Crs 359°	D8.9 IDK 2960′ (2853′)	ILS DA(H) Refer to Minimums	Apt Elev 116′ Rwy 107′

MISSED APCH: Climb STRAIGHT AHEAD to 530′, turn LEFT to AA46Ø, fly to AA45Ø, 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. ❶

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❷

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
2960′ -	900m
870′ -	265m
530′ -	160m

❶ No turn permitted before THR. Refer to minimums for missed apch climb gradient.
❷ 1031 hPa or above - 10830′
979 hPa or less - 8860′

AA461 581′ | 276° | AA45Ø | 325° | AA46Ø | 110° | SHAZIYING D 117.2 SZY | D0.8 IDK | D2.4 IDK | 179° | 6890 | 359° | GUANZHUANG D 114.7 PEK | D8.9 IDK [FI3LZ] | D12.0 IDK | 359°

ZB(P)-801 | ILS DME 359° 111.7 IDK

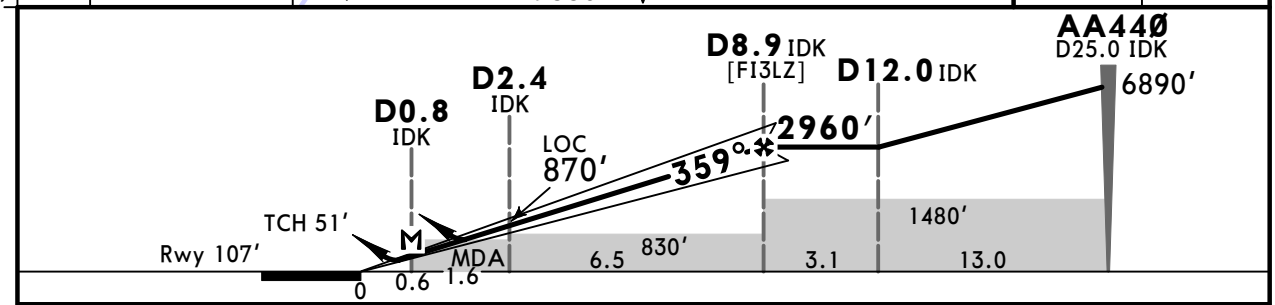
NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.

RECOMMENDED ALTITUDES
LOC (GS out)

IDK DME	ALTITUDE
2.0	750′
3.0	1070′
4.0	1390′
5.0	1700′
6.0	2020′
7.0	2340′
8.0	2660′

NOT TO SCALE

(IAF) AA441 MAX 210 KT 7880 — 11.1 — 078° — (IF) AA44Ø D25.0 IDK 6890



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 | AA46Ø

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′)	
	ALS out	ALS out		ALS out
A	R550m V800m	V1200m	R550m V800m	V1200m	R/V1100m	V2100m
B						
C				V1300m	R/V1200m	
D						

PANS OPS

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

JEPPESEN

22 DEC 23
Eff 27 Dec 1600Z

11-10

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

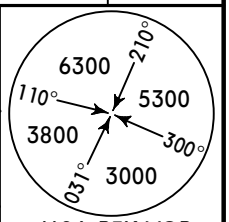
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	124.3	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC IDK	Final Apch Crs	D5.8 IDK	ILS DA(H) Refer to Minimums	Apt Elev 116′ Rwy 107′
111.7	359°	1970′ (1863′)		

MISSED APCH: Climb STRAIGHT AHEAD to 530′, turn LEFT to AA46Ø, fly to AA45Ø, 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. ❶

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❷



MSA PEK VOR

BRIEFING STRIP ™

FT/METER CONVERSION

QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
6890′ -	2100m
4930′ -	1500m
1970′ -	600m
870′ -	265m
530′ -	160m

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

❷ 1031 hPa or above - 10830′
979 hPa or less - 8860′

AA461 581′ | 276° | AA45Ø | 325° | AA46Ø | 110° | 179° | 6890 | 359°

SHAZIYING D 117.2 SZY

D0.8 IDK | D2.4 IDK | D5.8 IDK [FI3LY] | D15.3 IDK

GUANZHUANG D 114.7 PEK

ILS DME 359° 111.7 IDK

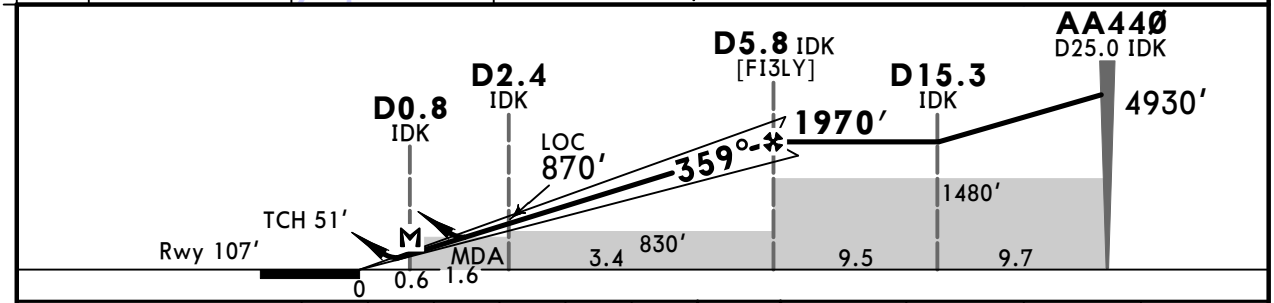
ZB(P)-801

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

RECOMMENDED ALTITUDES LOC (GS out)	
IDK DME	ALTITUDE
2.0	750′
3.0	1070′
4.0	1390′
5.0	1700′

(IF) AA44Ø D25.0 IDK 4930 | 7.3 | 278° | (IAF) AA421 MAX 210 KT MAX 4930

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 D0.8 IDK							

HIALS-II | PAPI | 530′ | LT | AA46Ø

State

STRAIGHT-IN LANDING

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

PANS OPS

	ALS out		ALS out		ALS out
A	R550m V800m	V1200m	R550m V800m	V1200m	R/V1100m	V2100m
B						
C				V1300m	R/V1200m	
D						

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

22 DEC 23
Eff 27 Dec 1600Z

JEPPESEN

11-10A

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

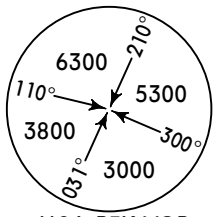
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	124.3	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC IDK	Final Apch Crs	D8.9 IDK	SA CAT I ILS	Apt Elev 116′
111.7	359°	2960′ (2853′)	RA 154′ DA(H) 257′ (150′)	Rwy 107′

MISSED APCH: Climb STRAIGHT AHEAD to 530′, turn LEFT to AA46Ø, fly to AA45Ø, 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. ❶

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❷



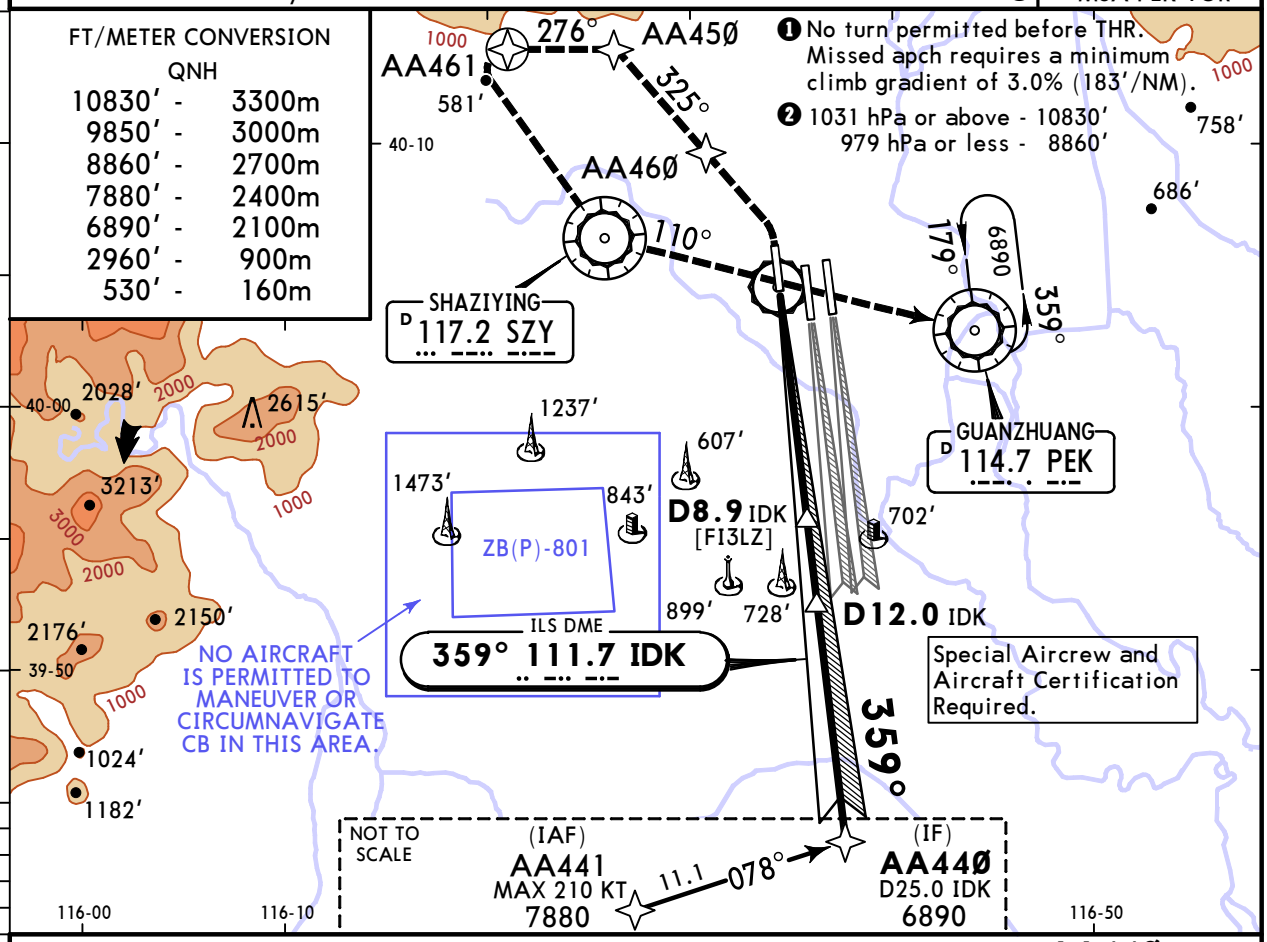
MSA PEK VOR

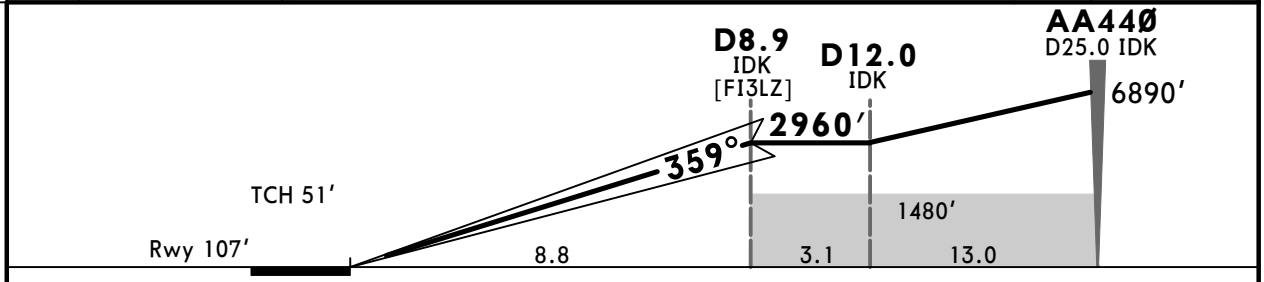
BRIEFING STRIP ™

FT/METER CONVERSION
QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
7880′ -	2400m
6890′ -	2100m
2960′ -	900m
530′ -	160m

❶ No turn permitted before THR. Missed apch requires a minimum climb gradient of 3.0% (183′/NM).
❷ 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 | AA46Ø

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 154′
DA(H) 257′ (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

22 DEC 23
Eff 27 Dec 1600Z

JEPPESEN

11-10B

BEIJING, PR OF CHINA
SA CAT I RNAV ILS DME Y Rwy 36L

BRIEFING STRIP™

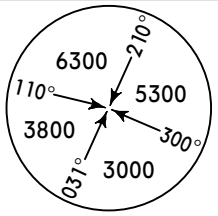
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	124.3	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC IDK 111.7	Final Apch Crs 359°	D5.8 IDK 1970′ (1863′)	SA CAT I ILS RA 154′ DA(H) 257′ (150′)	Apt Elev 116′ Rwy 107′

MISSED APCH: Climb STRAIGHT AHEAD to 530′, turn LEFT to AA46Ø, fly to AA45Ø, 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. ❶

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❷



MSA PEK VOR

FT/METER CONVERSION
QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
6890′ -	2100m
4930′ -	1500m
1970′ -	600m
530′ -	160m

❶ No turn permitted before THR. Missed apch requires a minimum climb gradient of 3.0% (182′/NM).
❷ 1031 hPa or above - 10830′
979 hPa or less - 8860′

AA461 581′ 276° AA45Ø 325° AA46Ø 110° SHAZIYING D 117.2 SZY 179° 6890 359° GUANZHUANG D 114.7 PEK

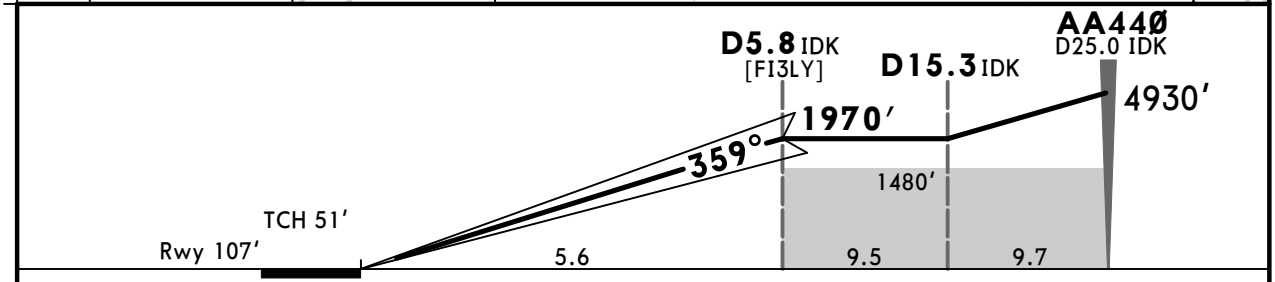
D5.8 IDK [FI3LY] 607′ 843′ 1473′ 1237′ ZB(P)-801 ILS DME 359° 111.7 IDK D15.3 IDK 359° 899′ 728′ 702′

Special Aircrew and Aircraft Certification Required.

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

(IF) AA44Ø D25.0 IDK 4930 — 7.3 — 278° — (IAF) AA421 MAX 210 KT MAX 4930

NOT TO SCALE



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

HIALS-II PAPI | 530′ | LT | AA46Ø

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 154′
DA(H) 257′ (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

JEPPESEN

22 DEC 23
Eff 27 Dec 1600Z

11-11

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

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.5	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC IQU	Final Apch Crs	D9.0 IQU	ILS DA(H)	Apt Elev 116′
111.55	359°	2960′ (2862′)	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 grad 4.0% (243′/NM). Join the holding or as directed.

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

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
3940′ -	1200m
2960′ -	900m
2300′ -	700m
1370′ -	415m
990′ -	300m

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

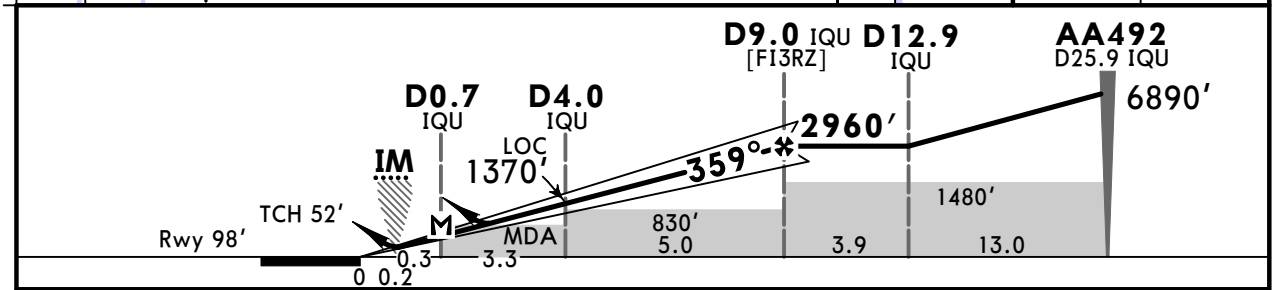
AA493 089° AA494
359° 179° 3940 359°
IM
D0.7 IQU
D4.0 607′ IQU
D9.0 IQU [FI3RZ]
D12.9 IQU
ILS DME 359° 111.55 IQU
GUANZHUANG D 114.7 PEK MAX 210 KT
ZB(P)-801
NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.
758′ 686′ 1077′ 843′ 702′ 728′ 899′ 1473′ 810′ 574′
40-10 40-00 39-50 39-40 116-10 116-50 117-00

RECOMMENDED ALTITUDES

LOC (GS out)	
IQU DME	ALTITUDE
2.0	740′
3.0	1060′
4.0	1380′
5.0	1690′
6.0	2010′
7.0	2330′
8.0	2650′

NOT TO SCALE

(IAF) AA441 MAX 210 KT 7880 — 12.0 — 089° — (IF) AA492 D25.9 IQU 6890



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

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

CHANGES: Step down fix added.

CAT II/III RNAV ILS DME Z Rwy 36R

D-ATIS	CAPITAL Approach (R) APP01	APP02	APP03	BEIJING Approach (R) APP09	APP10	APP11	APP12
128.65 (Chinese 127.6)	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85

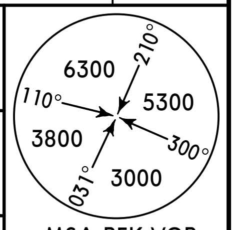
BEIJING Approach (R) APP15	APP16	APP17	APP18	BEIJING Tower	Ground *GND01	GND02	*GND03	*GND04	*GND05
125.8X	124.4X	120.6	125.5X	118.5	121.9	121.8	121.7	121.75	121.85

BRIEFING STRIP ™

LOC IQU	Final Apch Crs	D9.0 IQU	CAT IIIA	CAT II ILS	Apt Elev 116′
111.55	359°	2960′(2862′)	Refer to Minimums	RA 108′ DA(H) 198′(100′)	Rwy 98′

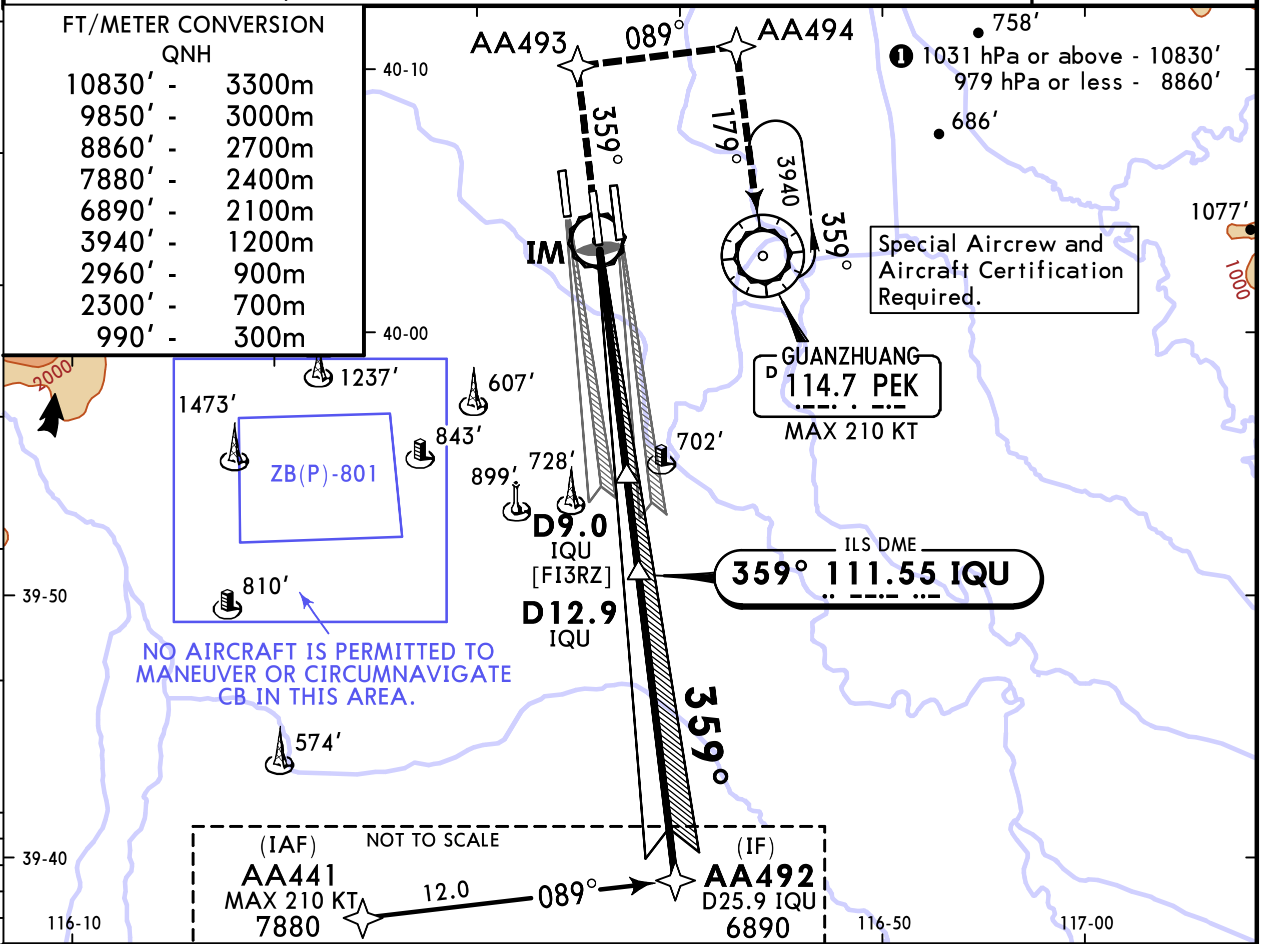
MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990′ or above, then turn RIGHT to AA494 at 2300′ or above, fly to VOR at 3940′ with climb grad 4.0% (243′/NM). Join the holding or as directed.

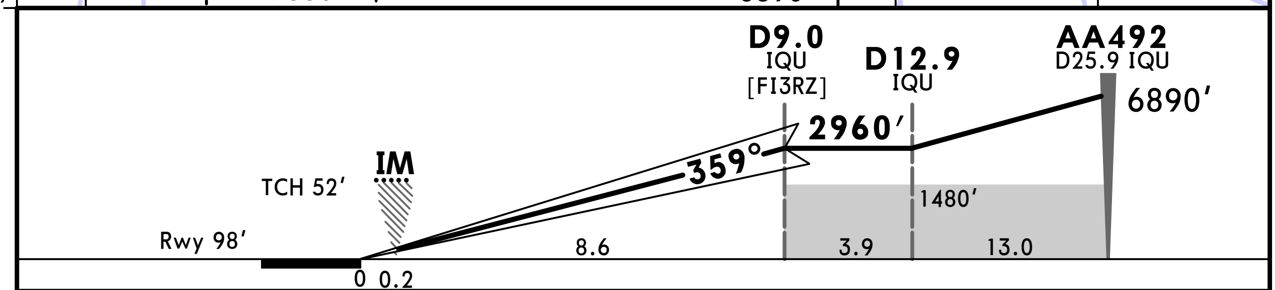
Alt Set: hPa   Rwy Elev: 4 hPa   Trans level: FL118   Trans alt: 9850′ ❶



FT/METER CONVERSION QNH

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





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	❶ R300m

❶ CAT D: R350m for manual operation below DH

PANS OPS

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

JEPPESEN

22 DEC 23
Eff 27 Dec 1600Z

11-12

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

D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.5	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC IQU	Final Apch Crs	D5.9 IQU	ILS DA(H)	Apt Elev 116′
111.55	359°	1970′ (1872′)	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 grad 4.0% (243′/NM). Join the holding or as directed.

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

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
4930′ -	1500m
3940′ -	1200m
2300′ -	700m
1970′ -	600m
1370′ -	415m
990′ -	300m

AA493 089° AA494

359° 179° 3940

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

758′ 686′ 1077′

IM

D0.7 IQU

D4.0 IQU

D5.9 IQU [FI3RY]

GUANZHUANG D 114.7 PEK MAX 210 KT

607′ 843′ 702′ 899′ 728′ 1473′ 810′

ZB(P)-801

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

ILS DME 359° 111.55 IQU

D15.3 IQU

574′

359°

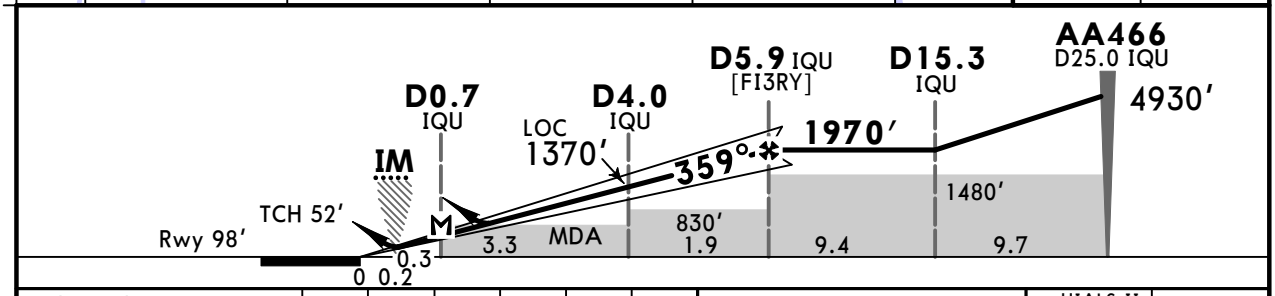
(IAF) AA421 MAX 210 KT MAX 4930

(IF) AA466 D25.0 IQU 4930

6.2 269°

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
2.0	740′
3.0	1060′
4.0	1380′
5.0	1690′



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

PANS OPS

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

22 DEC 23
Eff 27 Dec 1600Z

JEPPESEN

11-12A

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

BRIEFING STRIP

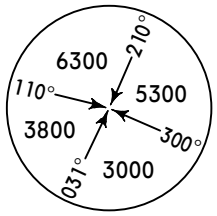
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.5	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC IQU	Final Apch Crs	D5.9 IQU	CAT IIIA Refer to Minimums	CAT II ILS	Apt Elev 116′
111.55	359°	1970′ (1872′)		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 grad 4.0% (243′/NM). Join the holding or as directed.

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



MSA PEK VOR

FT/METER CONVERSION QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
4930′ -	1500m
3940′ -	1200m
2300′ -	700m
1970′ -	600m
990′ -	300m

❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

Special Aircrew and Aircraft Certification Required.

GUANZHUANG D 114.7 PEK
MAX 210 KT

ILS DME 359° 111.55 IQU

AA493 089° AA494

359° 179° 3940 359°

IM

D5.9 IQU [FI3RY]

D15.3 IQU

ZB(P)-801

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

(IF) AA466 D25.0 IQU 4930

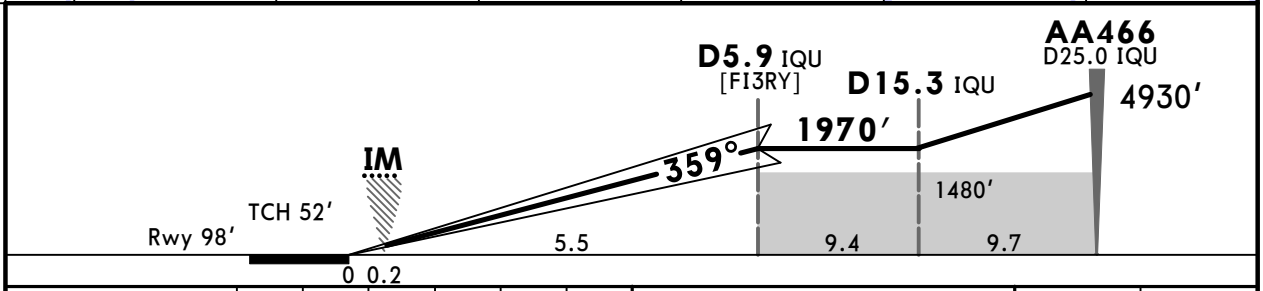
(IAF) AA421 MAX 210 KT MAX 4930

6.2 269°

758′ 686′ 1077′ 1237′ 607′ 843′ 702′ 1473′ 899′ 728′ 810′ 574′

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

PANS OPS

State STRAIGHT-IN LANDING

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

❶ CAT D: R350m for manual operation below DH

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

22 DEC 23
Eff 27 Dec 1600Z

JEPPESEN

11-12B

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

BRIEFING STRIP

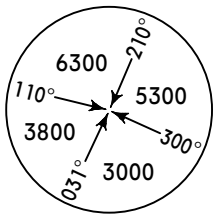
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.5	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC IQU	Final Apch Crs	D9.0 IQU	SA CAT I ILS	Apt Elev 116′
111.55	359°	2960′ (2862′)	RA 157′ DA(H) 248′ (150′)	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 grad 4.0% (243′/NM). Join the holding or as directed.

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

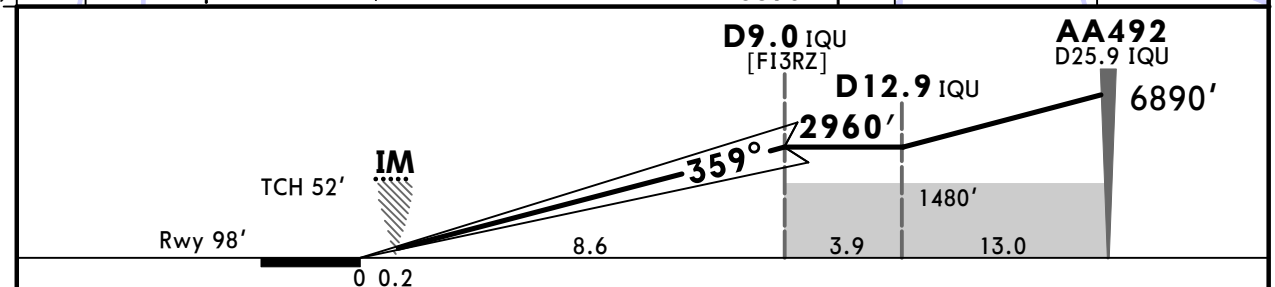


MSA PEK VOR

FT/METER CONVERSION
QNH

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

AA493 089° AA494
359° 179° 3940 359°
IM
758′
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′
686′
1077′
1000
Special Aircrew and Aircraft Certification Required.
GUANZHUANG
D 114.7 PEK
MAX 210 KT
40-10
40-00
39-50
39-40
116-10
116-50
117-00
2000
1000
1237′
607′
843′
1473′
ZB(P)-801
728′
702′
899′
D9.0
IQU
[FI3RZ]
D12.9
IQU
ILS DME
359° 111.55 IQU
810′
NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.
574′
359°
NOT TO SCALE
(IAF)
AA441
MAX 210 KT
7880
12.0
089°
(IF)
AA492
D25.9 IQU
6890



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
❶ SA CAT I ILS

RA 157′
DA(H) 248′ (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: Step down fix added.

ZBAA/PEK CAPITAL

22 DEC 23
Eff 27 Dec 1600Z

JEPPESEN

11-12C

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

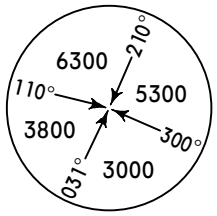
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

BEIJING Approach (R)				BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.5	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

BRIEFING STRIP ™

LOC IQU	Final Apch Crs	D5.9 IQU	SA CAT I ILS	Apt Elev 116′
111.55	359°	1970′ (1872′)	RA 157′ DA(H) 248′ (150′)	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 grad 4.0% (243′/NM). Join the holding or as directed.



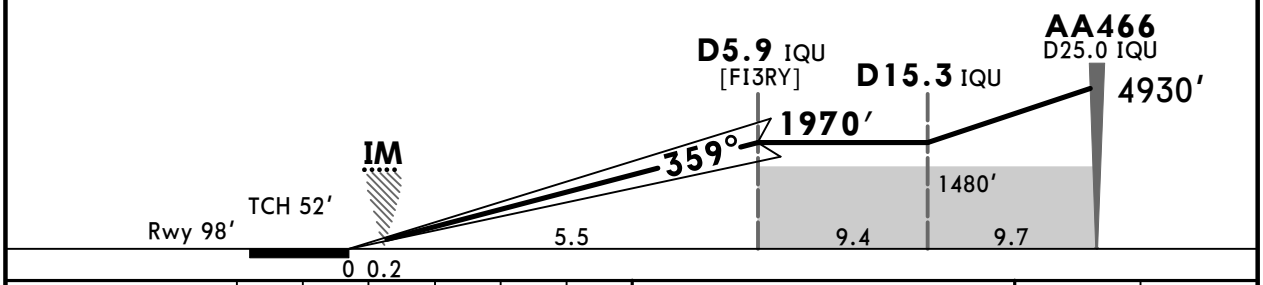
MSA PEK VOR

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

FT/METER CONVERSION
QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
4930′ -	1500m
3940′ -	1200m
2300′ -	700m
1970′ -	600m
990′ -	300m

AA493 089° AA494
758′
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′
686′
1077′
359°
179°
3940
359°
IM
Special Aircrew and Aircraft Certification Required.
GUANZHUANG
D 114.7 PEK
MAX 210 KT
40-10
40-00
39-50
39-40
2000
1000
1237′
607′
1473′
843′
D5.9
IQU
[FI3RY]
702′
899′
728′
ZB(P)-801
810′
NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.
ILS DME
359° 111.55 IQU
D15.3
IQU
574′
359°
(IAF)
AA421
MAX 210 KT
MAX 4930
6.2
269°
(IF)
AA466
D25.0 IQU
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

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 157′
DA(H) 248′ (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: Step down fix added.

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BEIJING, (CAPITAL - ZBAA)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport ZBAA

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20240630

(SIDs) ACFT departing RWY 36R shall climb to 3940 (1200m) with a minimum climb gradient of 6.0%, then follow corresponding SID; or climb to AA430 at or above 4930 (1500m) with a minimum climb gradient of 6.0%, then follow corresponding SID. ACFT departing RWY 36L shall climb to 530 (160m) with a minimum climb gradient of 3.3%, then fly to AA450 at or above 2960 (900m) with a minimum climb gradient of 5.0%, then enter SID.