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Airport Information For ZBAA

Terminal Charts For ZBAA

Revision Letter For Cycle 05-2025

Change Notices

Notebook

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: 8.0° 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: 2058 Z
Sunset: 1122 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: 128.650
ATIS: 127.600 Non-English
ATIS: 131.450
Beijing Tower: 118.500
Beijing Tower: 118.300 Secondary
Beijing Tower: 118.600
Beijing Tower: 124.300
Beijing Tower: 118.050 Secondary
Beijing Ground: 121.900
Beijing Ground: 121.850
Beijing Ground: 121.800
Beijing Ground: 121.750
Beijing Ground: 121.950 Secondary
Beijing Ground: 121.700
Beijing Apron Ramp/Taxi: 121.950 Secondary
Beijing Apron Ramp/Taxi: 122.125
Beijing Apron Ramp/Taxi: 122.225
Beijing Apron Ramp/Taxi: 122.625
Beijing Apron Ramp/Taxi: 122.675
Beijing Clearance Delivery: 121.650
Beijing Clearance Delivery: 121.600
Capital Approach: 120.200
Beijing Approach: 120.600
Capital Approach: 119.000
Beijing Approach: 119.425 Secondary
Beijing Approach: 119.700
Beijing Approach: 121.100
Beijing Approach: 121.250
Beijing Approach: 124.400
Capital Approach: 125.050 Secondary
Beijing Approach: 119.850
Beijing Approach: 125.500
Beijing Approach: 125.800
Capital Approach: 126.100
Beijing Approach: 126.300
Beijing Approach: 127.750 Secondary
Beijing Approach: 129.000
Beijing De-Icing Operations: 126.225
Beijing De-Icing Operations: 127.025
Beijing De-Icing Operations: 128.200

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 36L allows "HUD special CAT I" operation and take-off with RVR above 400m. RWY 36R allows "HUD special CAT I", CAT II, and CAT IIIA operations and take-off with RVR above 200m and HUD-based take-off with RVR no less than 150m. RWY 01 allows "HUD special CAT I" and CAT II operations, take-off with RVR above 200m, and HUD-based take-off with RVR no less than 90m.

During low visibility operations, all departing ACFT must hold short of the RWY on the pattern B holding position.

When VIS is less than 800m or RVR of any RWY that can implement LVO is less than 550m, or when the ceiling is less than 60m, TWR will implement LVO procedures and select the RWY according to the following rules:

RVR (m)	RWY 36L	RWY 36R	RWY 01
550-450	take-off, landing (HUD special CAT I)	take-off, landing (CAT II, HUD special CAT I)	take-off, landing (CAT II, HUD special CAT I)
450-400	take-off	take-off, landing (CAT II)	take-off, landing (CAT II)
400-300	-	take-off, landing (CAT IIIA)	take-off
300-200		HUD take-off, landing (CAT IIIA)	HUD take-off
200-175		HUD take-off	
175-150		-	
150-90		-	
less than 90			-

The flight crew intending to conduct CAT IIIA approach shall explicitly request it during their first contact with the approach control to facilitate the controller's understanding of the operational approach standards to be executed and timely adjust and protect the relevant protected areas.

The Follow-me provides guidance for ACFT that request assistance, based on instructions from the TWR or APN.

The Follow-me provides guidance services for ACFT that conducting CAT IIIA approaches and landings, take-off using HUD with RVR not below 150m, and take-off using HUD with RVR not below 90m.

For others, the Follow-me will provide guidance services based on the flight crew's requests.

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 TWYZ3).
- 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).

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2 AUG 24

10-1P1

Eff 7 Aug 1600Z

AIRPORT BRIEFING

1. GENERAL

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 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).

1.4. 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.

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10-1P2

Eff 30 Oct 1600Z

AIRPORT BRIEFING

1. GENERAL

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.

1.6. 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, 114 thru 116, 205 thru 240, 301 thru 337, 401, 403, 405 thru 411, 413, 451 thru 466, 501 thru 536, 551 thru 556, 558 thru 565, 701 thru 704, 711 thru 714, 721 thru 735, 818 thru 821, 931 thru 940, N101 thru N110, N121 thru N128, N201 thru N213, W201 thru W210, W301 and W311 shall follow the principle of 'use as much as possible', turn off APU and 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.

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AIRPORT BRIEFING

1. GENERAL

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

The docking operation will begin after the ACFT has stopped.

1.8. FUEL DUMPING AREA

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

1.9. OTHER INFORMATION

RWYs 01 and 18R right-hand circuit.

Birds.

1.9.1. SIMULTANEOUS OPERATIONS ON PARALLEL RWYs

All RWYs may be used for dependent parallel ILS approaches.

RWYs 36L, 18R, 19 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.

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25 OCT 24

10-1P4

Eff 30 Oct 1600Z

AIRPORT BRIEFING

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.

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AIRPORT BRIEFING**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 reported ceiling is more than 750m and visibility is more than 5000m, all RWYs may be used for vectored visual approaches separately or simultaneously.

ACFT having the APT insight but not having a proceeding ACFT insight, ATC is responsible for providing standard separation between ACFT concerned.

Advise ATC as soon as possible when the ACFT of intended landing or the proceeding ACFT is insight.

Pilots should maintain continuous visual to APT of intended landing or the proceeding ACFT during visual approach. Visual approach must be cleared by ATC.

After receiving the visual approach clearance, the pilot is responsible for obstacle clearance.

Do not cross the extended centerline of the landing RWY to avoid ACFT which is approaching on the adjacent RWY.

Pilots should comply with the following speed restrictions until otherwise instructed:

- IAS 180 KT to 8NM to touchdown;
- IAS 160 KT to 5NM to touchdown.

Advise ATC if unable to comply.

Lost of Radio Communication

In case of radio communication lost on base leg prior to the issuance of visual approach clearance, complete the final turn then commence the ILS approach to the designated RWY and contact Tower.

Vacate RWY as soon as able after landing. The time from the ACFT crossing the RWY THR to the ACFT vacating the RWY should not exceed 60 seconds.

Advise ATC as early as possible if unable to comply.

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10-1P6

Eff 19 Feb 1600Z

AIRPORT BRIEFING

2. ARRIVAL

Advise ATC as soon as possible of the following:

- Continuous visual to APT of intended landing; or
- Proceeding ACFT cannot be maintained;
- Clear of clouds cannot be maintained or a climbing is required.

Pilots may refer to the instrument landing system to align with the RWY centerline. If a visual approach cannot be completed, pilots should promptly switch to an instrument approach or go-around and advise ATC.

Termination of Visual Approach

If termination of visual approach is required on pilot's discretion due to weather, RWY or any other factors, the following procedure shall be used:

North operation

- RWY 36L: follow published missed approach procedure of instrument approach.
- RWY 36R: climb on extended RWY centerline to 2100m, then follow radar vectors.
- RWY 01: follow published missed approach procedure of instrument approach.

South operation

- RWY 18R: follow published missed approach procedure of instrument approach.
- RWY 18L: climb on extended RWY centerline to 2100m, then follow radar vectors.
- RWY 19: follow published missed approach procedure of instrument approach.

Emergency Procedures

In case of visual approach ACFT crossing the extended RWY centerline, ATC may:

- Instruct the deviating ACFT to return to the final leg immediately;
- Provide traffic information to ACFT on adjacent approach to establish visual separation;
- If necessary, instruct the affected ACFT to avoid immediately.

3. DEPARTURE

3.1. DEPARTURE CLEARANCE VIA DATA LINK (DCL)

DCL service provided by TWR will be put into use. Pilot shall request DCL 40 minutes in prior before ETD. When obtained delivery clearance sent by ATC tower via data link, pilot shall reply by data link. Voice repeat of PDC shall not be required unless required by the appropriate ATS authority.

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)	
18L/R 36L/R	2 (TWY F7 (between Z3 and Z9), 706 thru 710)	21	Yes	TWY Z9 (South of TWY F4)	127.025
		23	Yes	TWY Z3 (North of TWY F7)	
36R	3 (G1, G2, 371 thru 373)	31	Yes	TWY Y2 (South of TWY G1)	126.225
		32	Yes	TWY Y2 (North of TWY U6)	
01	4 (K1, K2, 381, 382)	41	Yes	TWY Y5 (South of TWY K1)	128.200
		42	Yes	TWY Y5 (North of TWY U9)	
18L/R 36L/R	7 (W103 thru W107)	71	Yes	TWY D4 (South of TWY S4)	128.200
		72	Yes	TWY S4 (East of TWY D4)	

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AIRPORT BRIEFING

3. DEPARTURE

RWY	Corresponding De-icing Area	Holding Position Number	Light Guidance available	Line-up	De-icing Frequency (MHz)
18L	8 (951 thru 954)	81	Yes	TWY H (South of TWY J5)	127.025
19	9 (955 thru 958)	91	Yes	TWY J (South of TWY J6)	126.225

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

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

3.2.2.4. ENGINE IDLE DE-ICING

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

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

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

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

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

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 40 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.

3. DEPARTURE

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

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

Operation during Snow Weather:

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

3.4. NOISE ABATEMENT PROCEDURES

Beijing Capital uses NADP1 issued by ICAO.

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

- Take-off to 500m (1650') - Take-off power;
 - take-off flaps;
 - climb at $V_2 + 20\text{km/h}$ (10 KT).
- At 500m (1650') - Reduce engine power to climb thrust and maintain the original flaps and speed.
- At 950m (3120') - Begin 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.

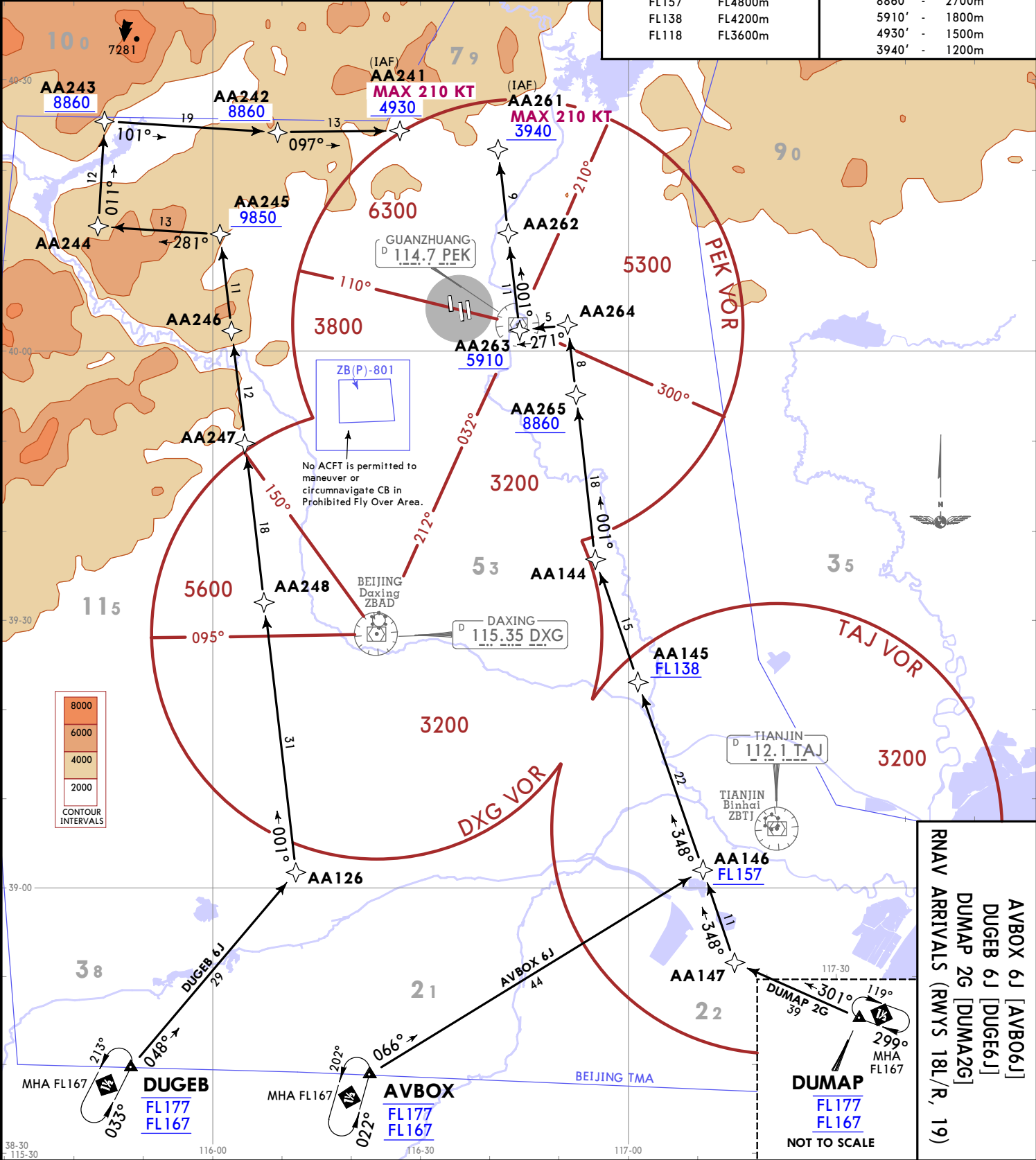
ACFT shall take off immediately after receiving take-off clearance by ATC, and keep watch on TWR frequency for further instructions.

CHANGES: None

ZBAA/PEK
CAPITAL
JEPPESSEN
31 JAN 25
10-2

D-ATIS 128.65 (Chinese 127.6)	Apt Elev 116	Alt Set: hPa Trans level: FL118 RNAV 1 GNSS or DME/DME/IRU	STAR AVBOX 6J	ROUTING AVBOX (FL177+; FL167+) - AA146 (FL157+) - AA145 (FL138+) - AA144 - AA265 (8860+) - AA264 - AA263 (5910+) - AA262 - AA261 (K210+; 3940+)
		1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact.	DUGE6J DUGE6J	DUGE6J (FL177+; FL167+) - AA126 - AA248 - AA247 - AA246 - AA245 (9850+) - AA244 - AA243 (8860+) - AA242 (8860+) - AA241 (K210+; 4930+)
AVBOX 6J [AVB06J], DUGE6J [DUGE6J] DUMAP 2G [DUMA2G] RNAV ARRIVALS (RWYS 18L/R, 19)			DUMAP 2G DUMAP 2G	DUMAP (FL177+; FL167+) - AA147 - AA146 (FL157+) - AA145 (FL138+) - AA144 - AA265 (8860+) - AA264 - AA263 (5910+) - AA262 - AA261 (K210+; 3940+)
			FL CONVERSION FL177 FL5400m FL167 FL5100m FL157 FL4800m FL138 FL4200m FL118 FL3600m	FT/METER CONVERSION QNH 9850' - 3000m 8860' - 2700m 5910' - 1800m 4930' - 1500m 3940' - 1200m

SPEED: MAX 280 KT WITHIN BEIJING TMA



AVBOX 6J [AVB06J]
 DUGE6J [DUGE6J]
 DUMAP 2G [DUMA2G]
 RNAV ARRIVALS (RWYS 18L/R, 19)

BEIJING, PR OF CHINA
 RNAV STAR

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CHANGES: Text description of RNAV STAR DUMAP 9Z - crossing at IAF changed to 4930'.

D-ATIS 128.65 (Chinese 127.6)	Apt Elev 116	Alt Set: hPa Trans level: FL118 RNAV 1 GNS or DME/DME/IRU 1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact.
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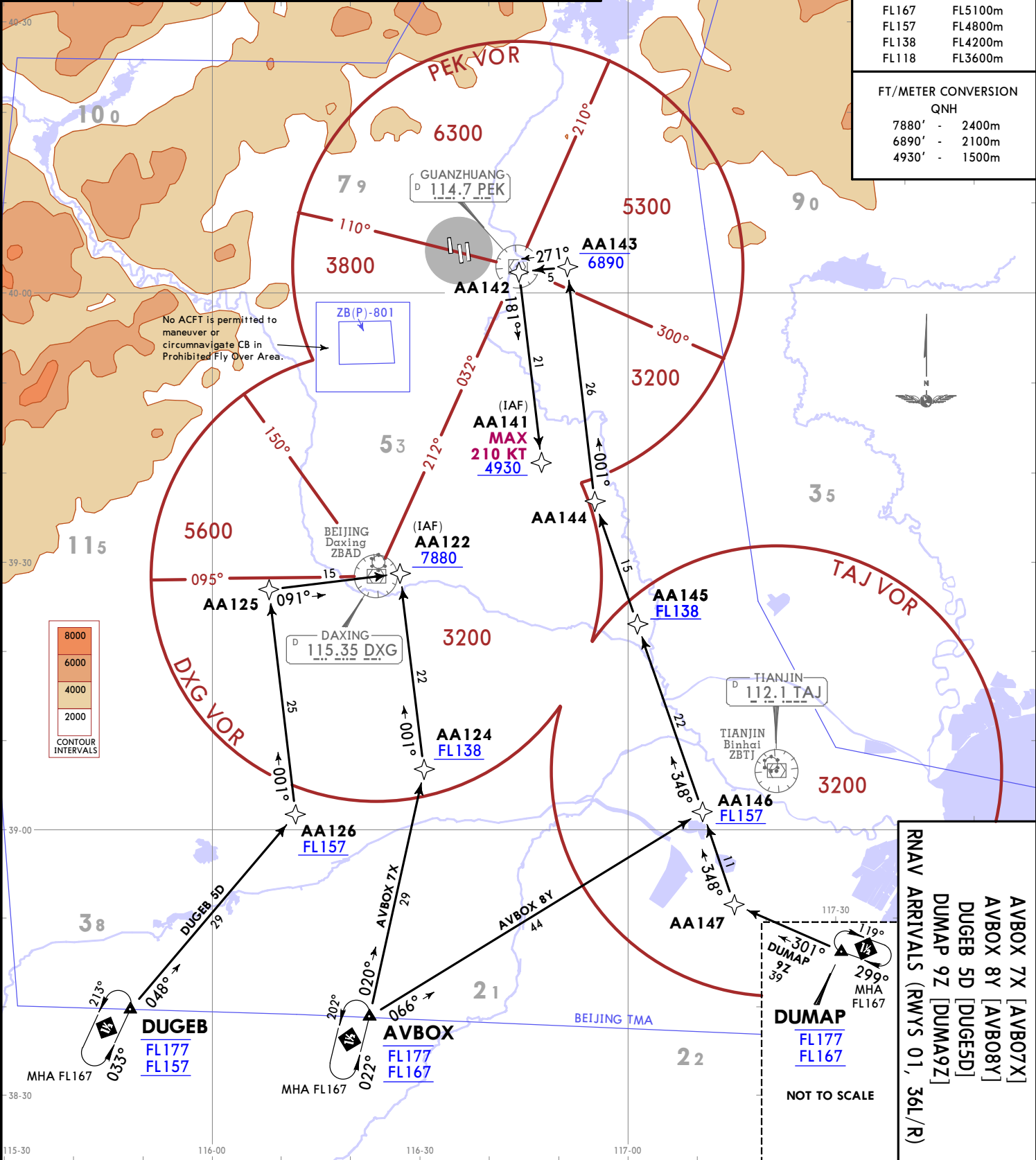
AVBOX 7X [AVB07X], AVBOX 8Y [AVB08Y]
 DUGEB 5D [DUGE5D], DUMAP 9Z [DUMA9Z]
 RNAV ARRIVALS
 (RWYS 01, 36L/R)

SPEED: MAX 280 KT WITHIN BEIJING TMA

STAR	ROUTING
AVBOX 7X By ATC	AVBOX (FL177-; FL167+) - AA124 (FL138+) - AA122 (7880+).
AVBOX 8Y	AVBOX (FL177-; FL167+) - AA146 (FL157+) - AA145 (FL138+) - AA144 - AA143 (6890-) - AA142 - AA141 (K210-; 4930+).
DUGEB 5D	DUGEB (FL177-; FL157+) - AA126 (FL157+) - AA125 - AA122 (7880+).
DUMAP 9Z	DUMAP (FL177-; FL167+) - AA147 - AA146 (FL157+) - AA145 (FL138+) - AA144 - AA143 (6890-) - AA142 - AA141 (K210-; 4930+).

FL CONVERSION	
FL177	FL5400m
FL167	FL5100m
FL157	FL4800m
FL138	FL4200m
FL118	FL3600m

FT/METER CONVERSION	
QNH	
7880'	2400m
6890'	2100m
4930'	1500m



RNAV ARRIVALS (RWYS 01, 36L/R)

AVBOX 7X [AVB07X] AVBOX 8Y [AVB08Y] DUGEB 5D [DUGE5D] DUMAP 9Z [DUMA9Z]	AVBOX 7X [AVB07X] AVBOX 8Y [AVB08Y] DUGEB 5D [DUGE5D] DUMAP 9Z [DUMA9Z]	AVBOX 7X [AVB07X] AVBOX 8Y [AVB08Y] DUGEB 5D [DUGE5D] DUMAP 9Z [DUMA9Z]	AVBOX 7X [AVB07X] AVBOX 8Y [AVB08Y] DUGEB 5D [DUGE5D] DUMAP 9Z [DUMA9Z]
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NOT TO SCALE

ZBAA/PEK
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 RNAV STAR

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BEIJING, PR OF CHINA
RNAV STAR

D-ATIS
128.65
 (Chinese 127.6)

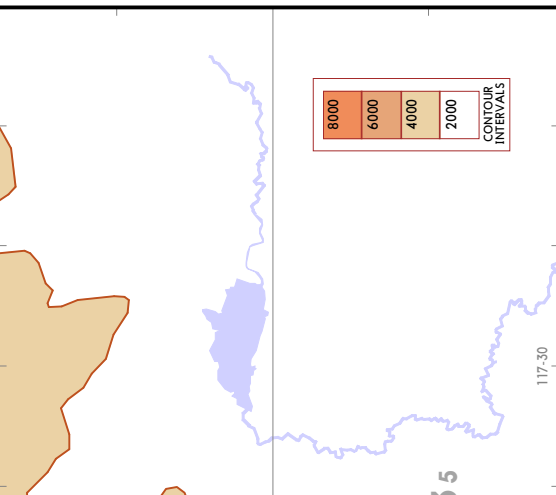
Alt Set: hPa Trans level: FL118

RNAV1 GNSS or DME/DME/IRU

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

GUVBA 4E [GUVB4E]
OSUBA 6J [OSUB6J]
RNAV ARRIVALS
(RWYS 18L/R, 19)
SPEED: MAX 280 KT
WITHIN BEIJING TMA

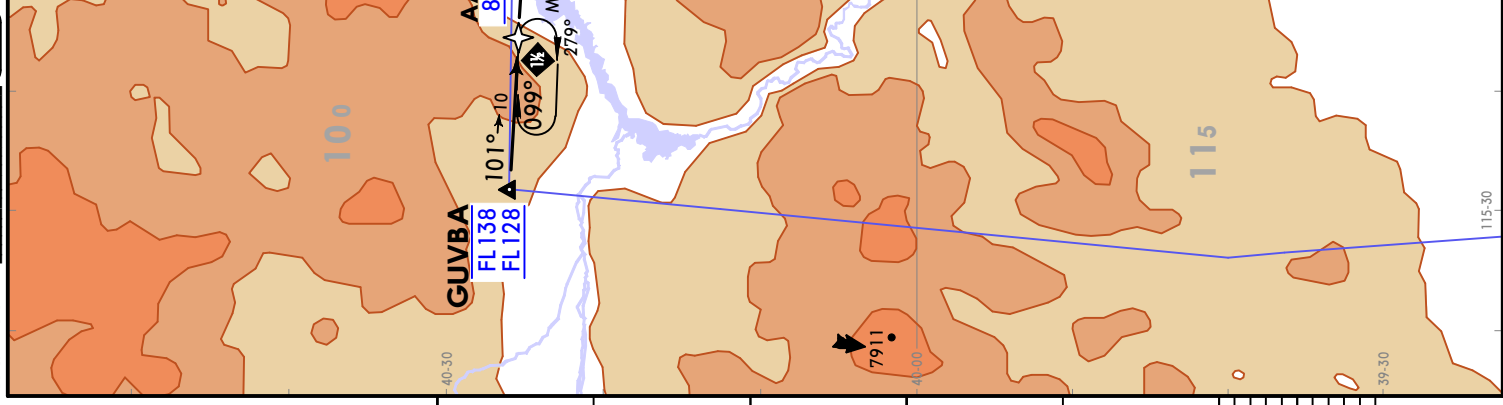
STAR	ROUTING
GUVBA 4E	GUVBA (FL138+; FL128+) - AA243 (8860+) - AA242 (8860+) - AA241 (K210+; 4930+).
OSUBA 6J	OSUBA (FL128+; FL118+) - AA169 - AA284 (6890+) - AA283 - AA262 - AA261 (K210+; 3940+).



FL CONVERSION	FT./METER CONVERSION
FL148	FL4500m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m
QNH	
8860'	2700m
6890'	2100m
4930'	1500m
3940'	1200m

MSA 112.1 TAJ VOR

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CAPITAL
JEPPesen
 25 OCT 24
 EFF 30 Oct 1600Z (10-2B)



JEYPESEN
 25 OCT 24 (10-2C) Eff 30 Oct 1600Z
BEIJING, PR OF CHINA
RNAV STAR

ZBAA/PEK
 CAPITAL

D-ATIS
 128.65
 (Chinese 127.6)

Alt Set: hPa Trans level: FL118

RNAV1 GNS5 or DME/DME/IRU

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

GUUBA 7X [GUVB7X]
GUUBA 9Y [GUVB9Y]
OSUBA 7X [OSUB7X]
RNAV ARRIVALS
(RWYS 01, 36L/R)

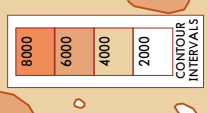
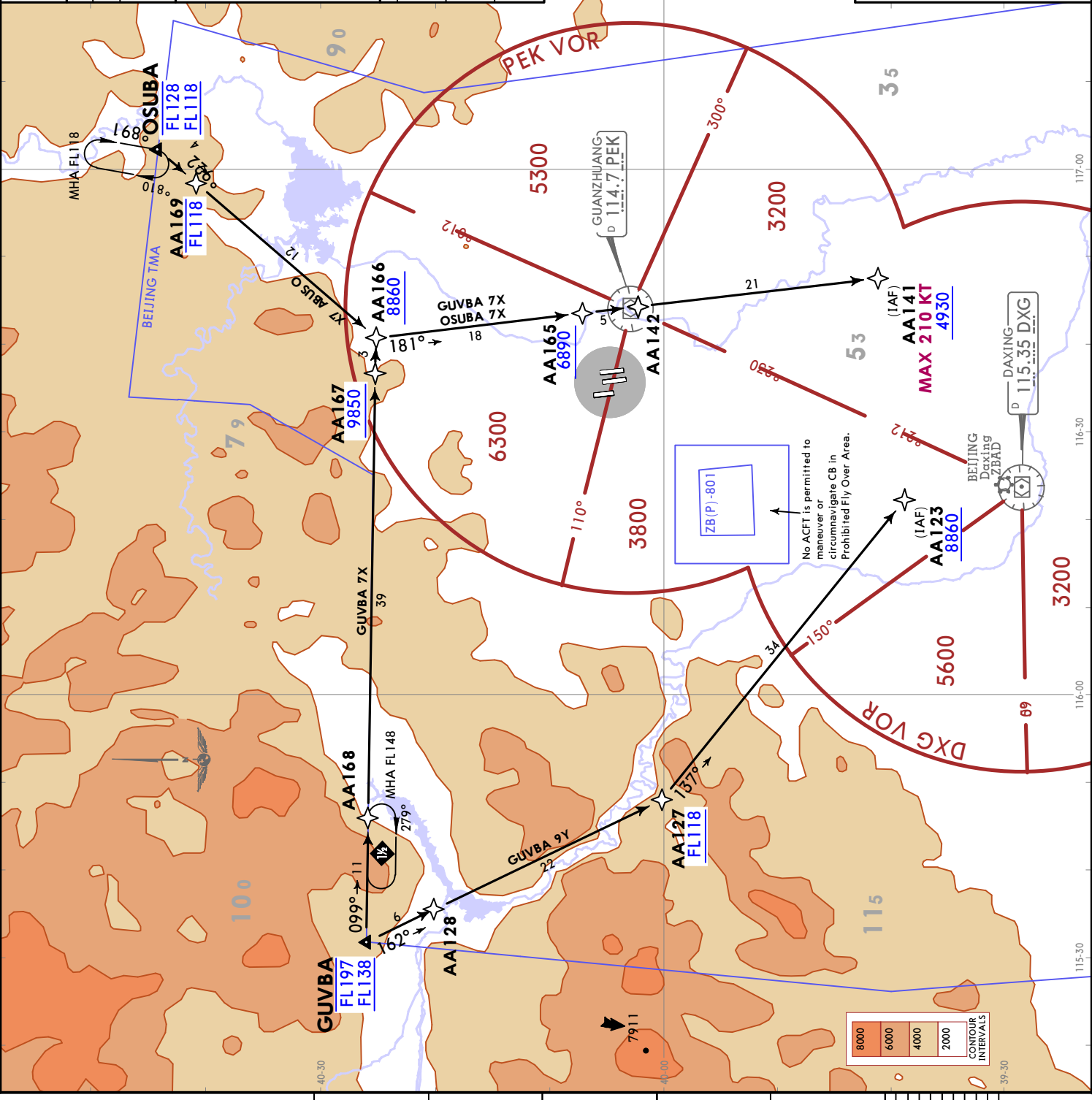
SPEED: MAX 280 KT
WITHIN BEIJING TMA

STAR	ROUTING
GUUBA 7X	GUUBA (FL197; FL138+) - AA168 - AA167 (9850+) - AA166 (8860+) - AA165 (6890+) - AA142 - AA141 (K210+; 4930+).
GUUBA 9Y By ATC	GUUBA (FL197; FL138+) - AA128 - AA127 (FL118+) - AA123 (8860+).
OSUBA 7X	OSUBA (FL128; FL118+) - AA169 (FL118+) - AA166 (8860+) - AA165 (6890+) - AA142 - AA141 (K210+; 4930+).

FL CONVERSION	FT./METER CONVERSION
FL197	FL6000m
FL148	FL4500m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m
QNH	
9850'	3000m
8860'	2700m
6890'	2100m
4930'	1500m

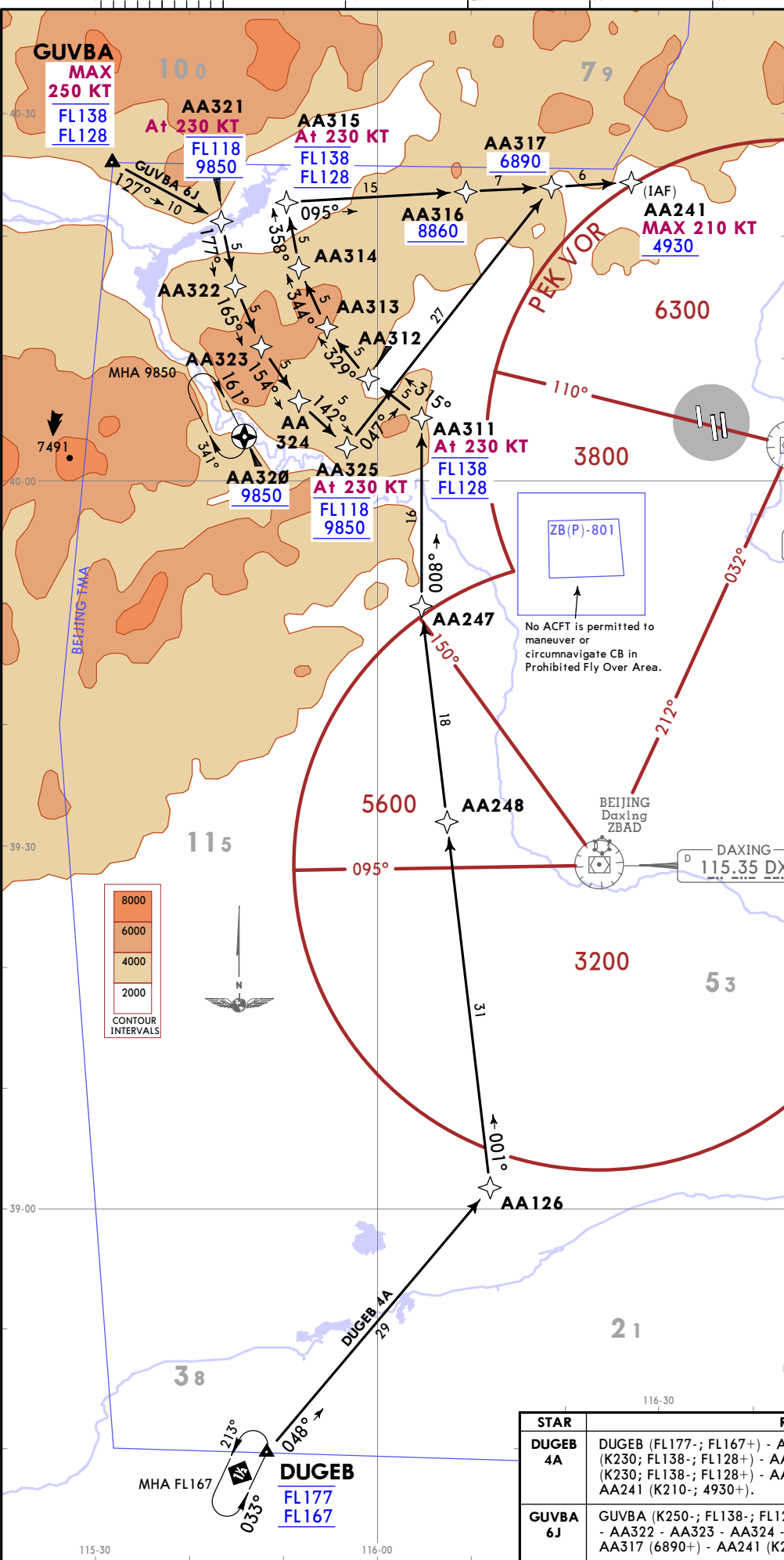
3200

MSA 112.1 TAJ VOR



CHANGES: RNAV STARs revised and renumbered; sensor requirements.

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25 OCT 24
JEPPESSEN
10-2D



D-ATIS 128.65 (Chinese 127.6)	Apt Elev 116
Alt Set: hPa Trans level: FL118	
RNAV1 GNSS or DME/DME/IRU	
1. RADAR required. 2. Confirm compliance with RNAV procedure on initial contact.	
DUGEB 4A [DUGE4A] GUVBA 6J [GUVB6J] RNAV ARRIVALS (RWYS 18L/R, 19) ONLY USED FOR PMS SPEED: MAX 280 KT WITHIN BEIJING TMA	

FL CONVERSION	
FL177	FL5400m
FL167	FL5100m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m
FT/METER CONVERSION	
QNH	
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
4930'	- 1500m

STAR	ROUTING
DUGEB 4A	DUGEB (FL177-; FL167+) - AA126 - AA248 - AA247 - AA311 (K230; FL138-; FL128+) - AA312 - AA313 - AA314 - AA315 (K230; FL138-; FL128+) - AA316 (8860+) - AA317 (6890+) - AA241 (K210-; 4930+).
GUVBA 6J	GUVBA (K250-; FL138-; FL128+) - AA321 (K230; FL118-; 9850+) - AA322 - AA323 - AA324 - AA325 (K230; FL118-; 9850+) - AA317 (6890+) - AA241 (K210-; 4930+).

DUGEB 4A [DUGE4A]
GUVBA 6J [GUVB6J]
RNAV ARRIVALS
(RWYS 18L/R, 19)

BEIJING, PR OF CHINA
RNAV STAR

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BEIJING, PR OF CHINA
RNAV SID

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

RNAV 1 GNSS or DME/DME/IRU

Apt Elev **116**

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

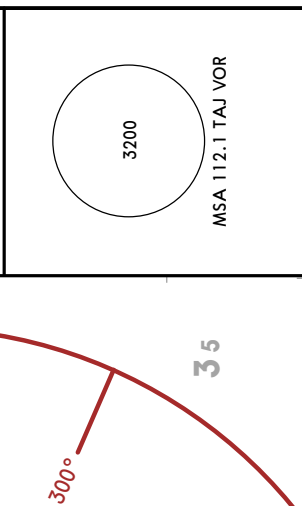
BOTPU 4E [BOTP4E]
BOTPU 2G [BOTP2G]
BOTPU 6J [BOTP6J]
RNAV DEPARTURES
(RWYS 18L/R, 19)

FT./METER CONVERSION

QNH	500'	150m
1970'	600m	
2960'	900m	
4930'	1500m	
6890'	2100m	
8860'	2700m	
9850'	3000m	
10830'	3300m	

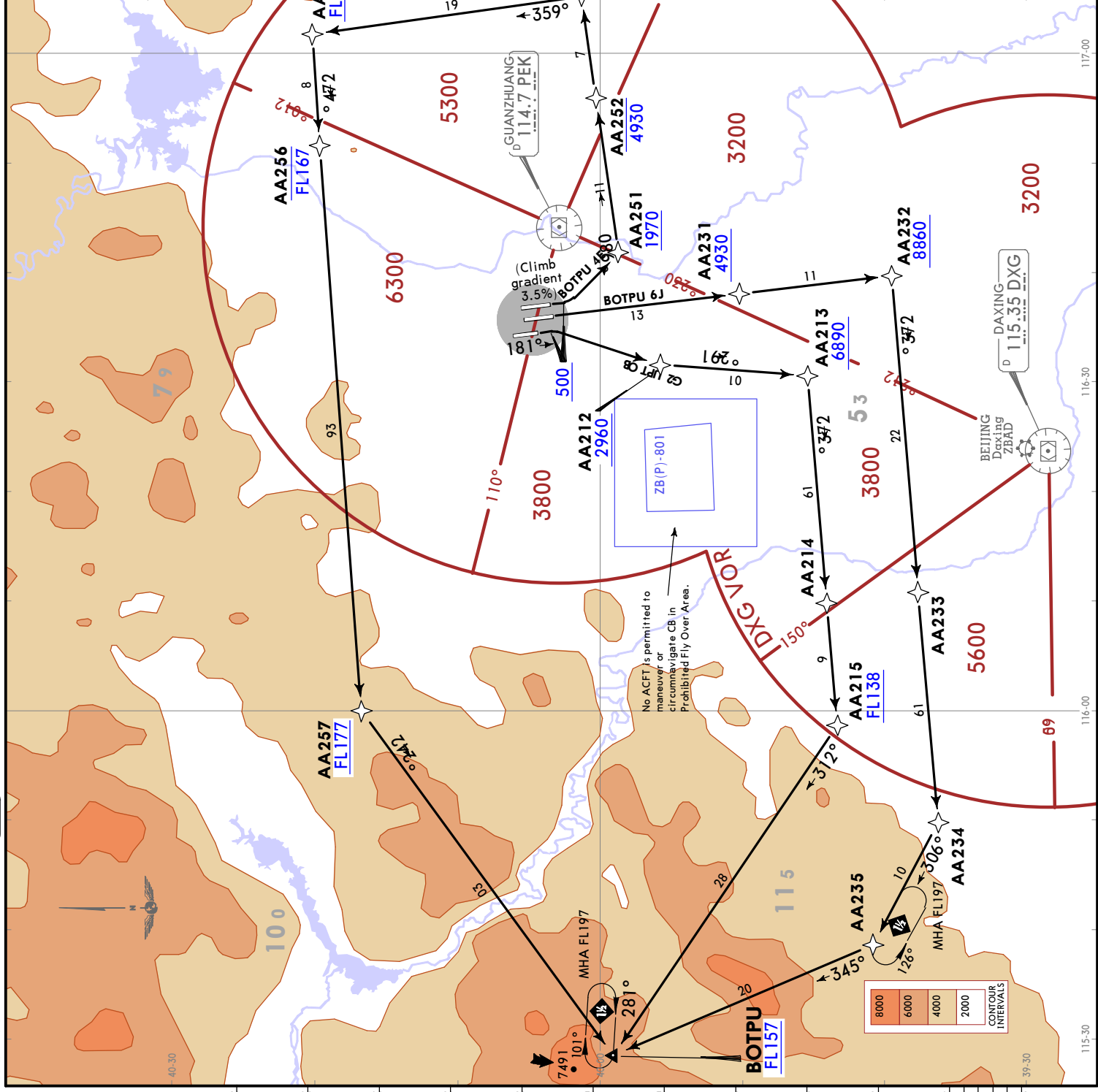
FL CONVERSION

FL128	FL3900m
FL138	FL4200m
FL157	FL4800m
FL167	FL5100m
FL177	FL5400m
FL197	FL6000m



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

SID	RWY	ROUTING
BOTPU 4E By ATC	19	(500+) - AA251 (1970+) - AA252 (4930+) - AA253 (6890+) - AA254 (FL128+) - AA256 (FL167+) - AA257 (FL177+) - BOTPU (FL157+).
BOTPU 2G By ATC	18R	(500+) - AA212 (2960+) - AA213 (6890+) - AA214 - AA215 (FL138+) - BOTPU (FL157+).
BOTPU 6J By ATC	18L	AA231 (4930+) - AA232 (8860+) - AA233 - AA234 - AA235 - BOTPU (FL157+).



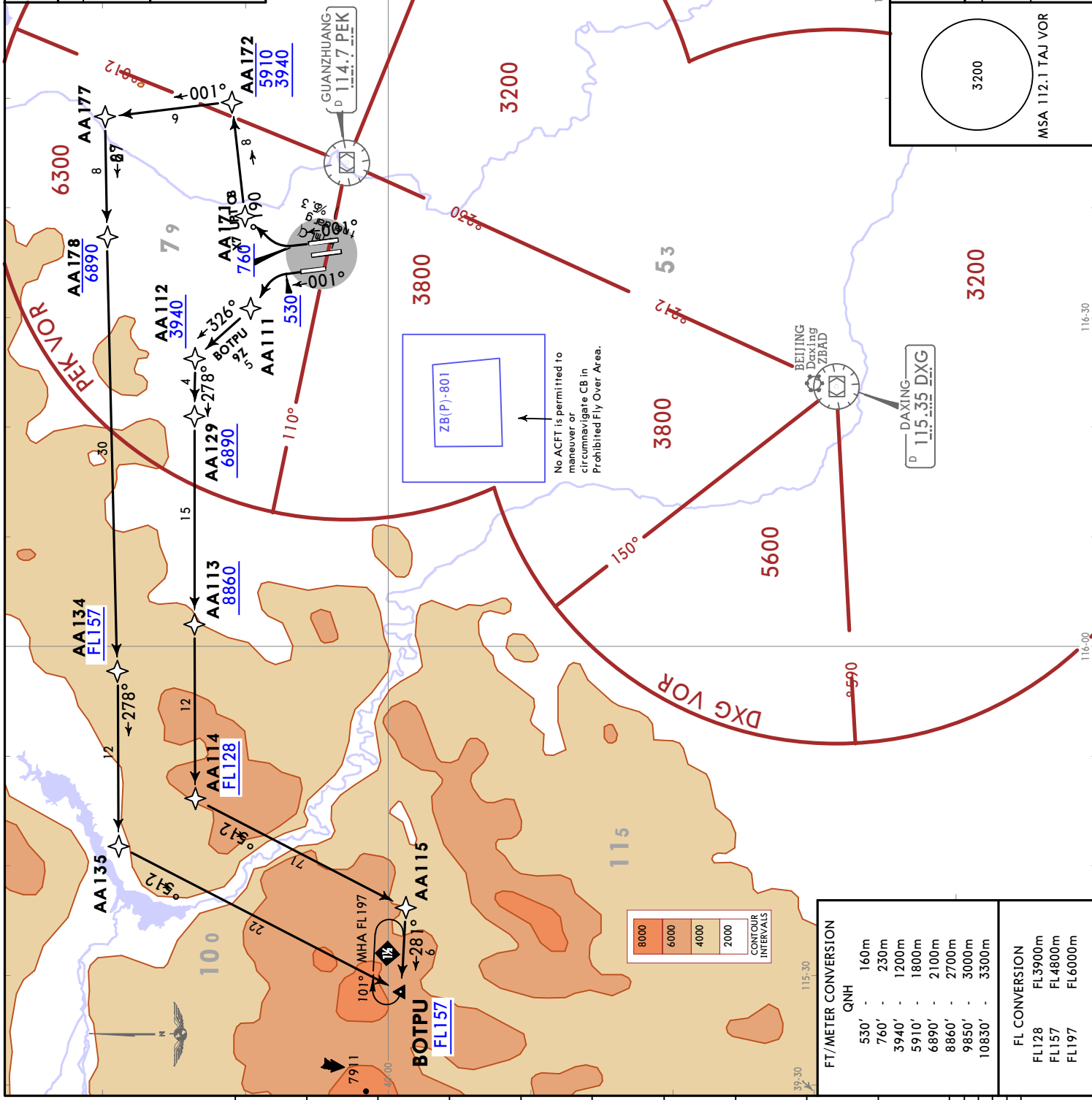
JEPPESSEN
 25 OCT 24 (10-3A) Eff 30 Oct 1600Z
BEIJING, PR OF CHINA
RNAV SID

Apt Elev
 116
 Trans alt: 9850
 10830 1031 hPa or above
 8860 979 hPa or below

RNAV 1 GNSS or DME/DME/IRU

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

**BOTPU 7X [BOTP7X]
 BOTPU 9Z [BOTP9Z]
 RNAV DEPARTURES
 (RWYS 01, 36L)**



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

SID	RWY	ROUTING
BOTPU 01	01	(760+) - AA171 - AA172 (3940+; 5910+) - AA177 - AA178 (6890+) - AA134 (FL157+) - AA135 - BOTPU (FL157+).
BOTPU 36L	36L	(530+) - AA111 - AA112 (3940+) - AA129 (6890+) - AA113 (8860+) - AA114 (FL128+) - AA115 - BOTPU (FL157+).

3200

MSA 112.1 TAJ VOR

FT/METER CONVERSION	
530'	160m
760'	230m
3940'	1200m
5910'	1800m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

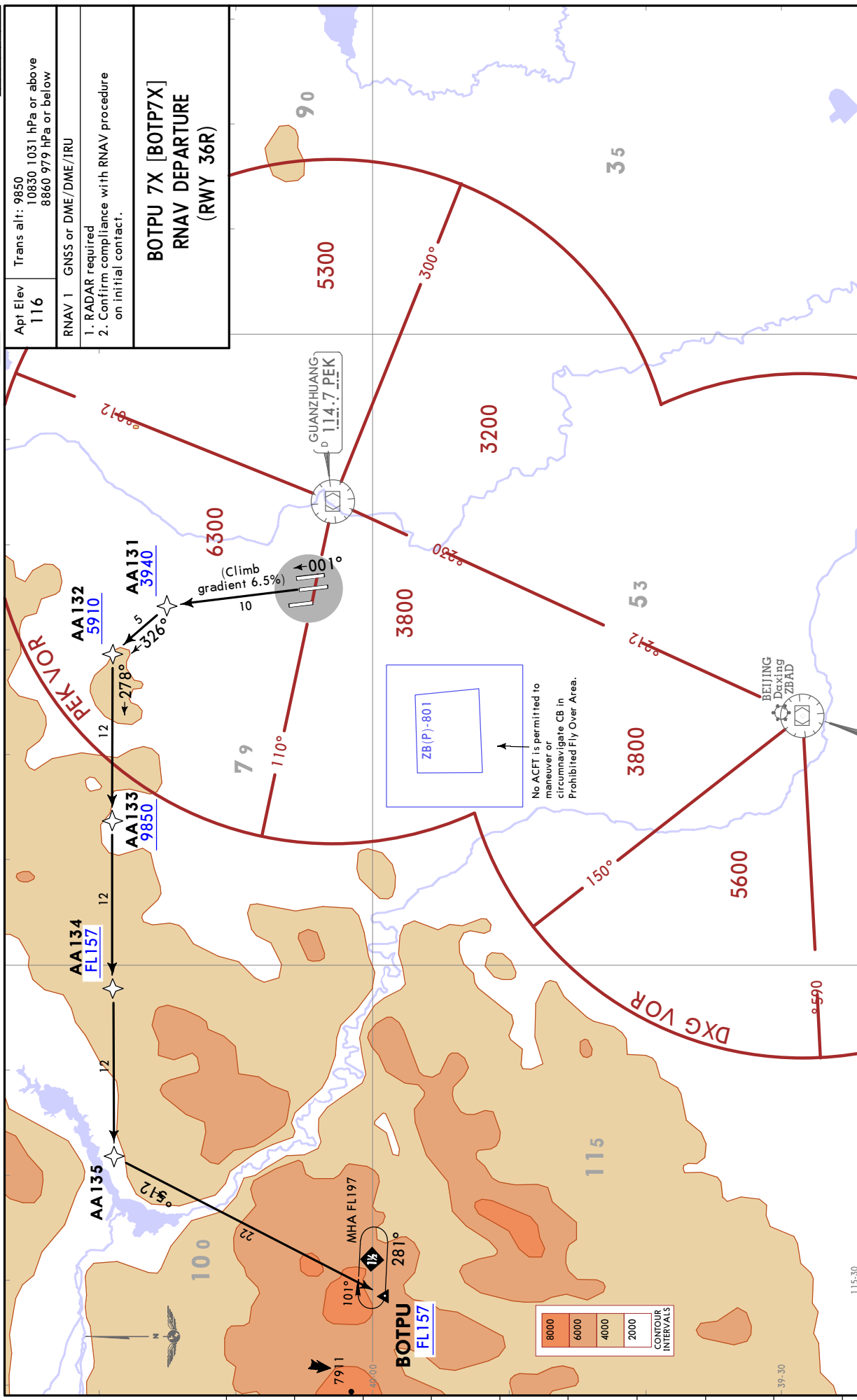
FL CONVERSION	
FL128	FL3900m
FL157	FL4800m
FL197	FL6000m

ZBAA/PEK
 CAPITAL

ZBAA/PEK
CAPITAL

JEPPesen
25 OCT 24 (10-3B) Eff 30 Oct 1600Z

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 or DME/DME/IRU			
1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact.			
BOTPU 7X [BOTP7X] RNAV DEPARTURE (RWY 36R)			

This SID requires a climb gradient of 6.5% due to airspace restrictions.	
Grnd speed-KT	75 100 150 200 250 300
6.5% V/V (fpm)	494 658 987 1316 1646 1975

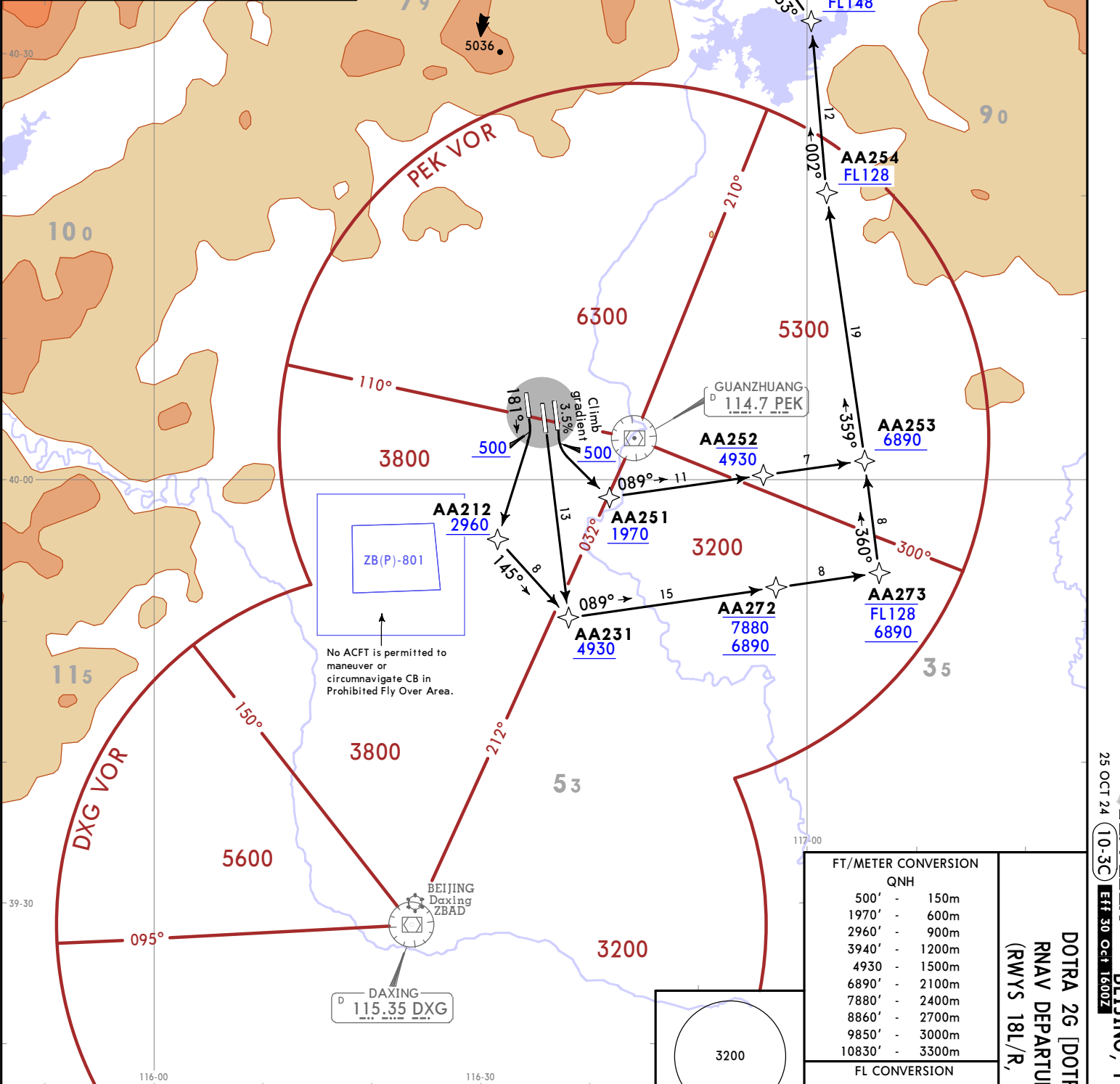
ROUTING	
AA131 (3940+) - AA132 (5910+) - AA133 (9850+) -	
AA134 (FL157+) - AA135 - BOTPU (FL157+).	

MSA 112.1 TAJ VOR	
3200	

FT./METER CONVERSION	
QNH	
3940'	1200m
5910'	1800m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL157	FL4800m
FL197	FL6000m

ZBAA/PEK
CAPITAL

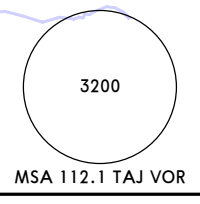
Apt Elev 116	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
RNAV 1 GNSS or DME/DME/IRU	
1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.	
DOTRA 2G [DOTR2G] RNAV DEPARTURES (RWYS 18L/R, 19)	



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



FT/METER CONVERSION	
QNH	
500'	150m
1970'	600m
2960'	900m
3940'	1200m
4930'	1500m
6890'	2100m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL128	FL3900m
FL138	FL4200m
FL148	FL4500m

SID	RWY	ROUTING
DOTRA 2G	18L By ATC	AA231 (4930+) - AA272 (6890+; 7880-) - AA273 (6890+; FL128-) - AA253 (6890+) - AA254 (FL128+) - AA175 (FL148+) - DOTRA (FL138+).
	18R By ATC	(500+) - AA212 (2960+) - AA231 (4930+) - AA272 (6890+; 7880-) - AA273 (6890+; FL128-).
	19	(500+) - AA251 (1970+) - AA252 (4930-).

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

DOTRA 2G [DOTR2G]
RNAV DEPARTURES
(RWYS 18L/R, 19)

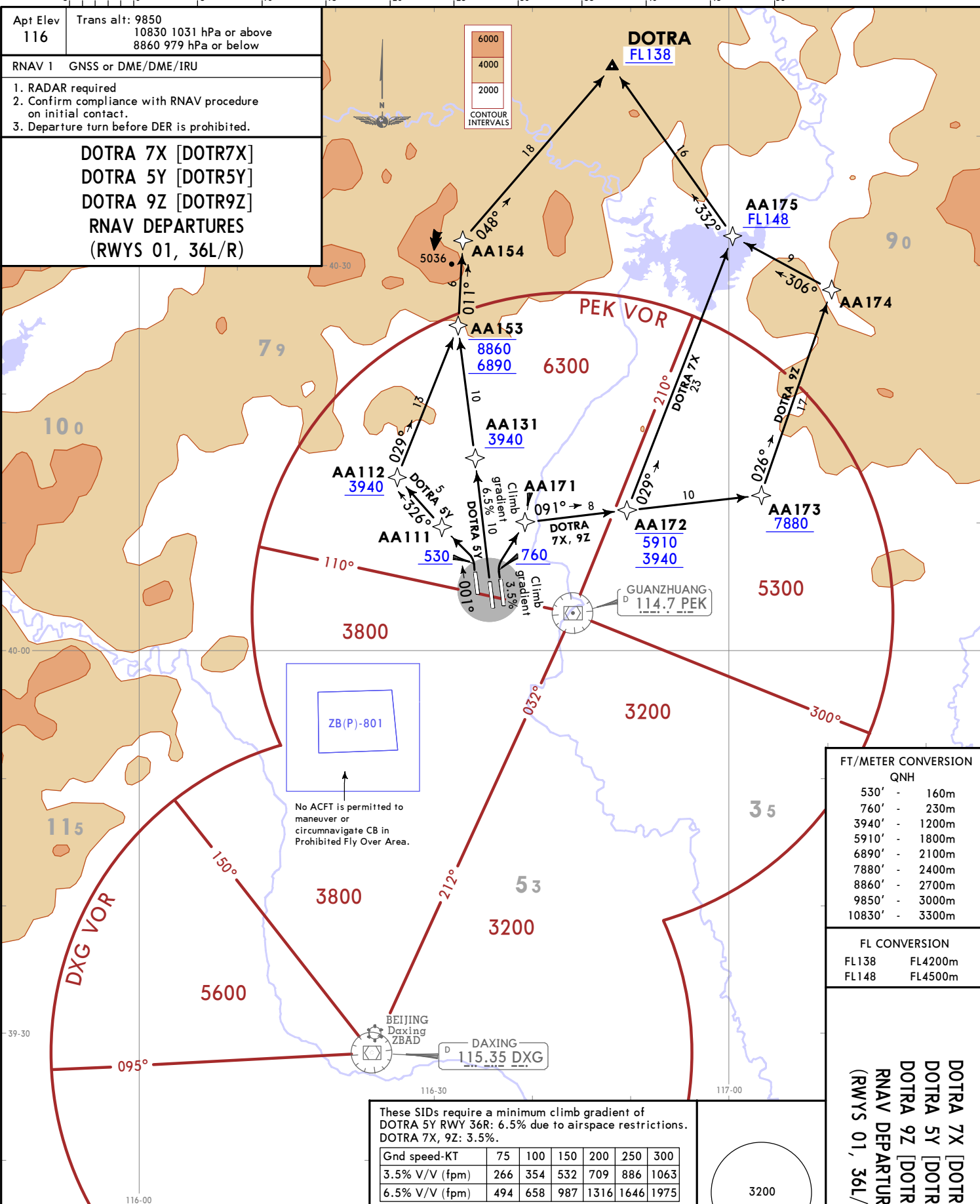
25 OCT 24
JEPPESSEN
10-3C
EFF 30 Oct 1600Z
BEIJING, PR OF CHINA
RNAV SID

Apt Elev 116
 Trans alt: 9850
 10830 1031 hPa or above
 8860 979 hPa or below

RNAV 1 GNSS or DME/DME/IRU

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

DOTRA 7X [DOTR7X]
DOTRA 5Y [DOTR5Y]
DOTRA 9Z [DOTR9Z]
RNAV DEPARTURES
(RWYS 01, 36L/R)



ZB(P)-801

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

FT/METER CONVERSION QNH

530'	-	160m
760'	-	230m
3940'	-	1200m
5910'	-	1800m
6890'	-	2100m
7880'	-	2400m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL138	FL4200m
FL148	FL4500m

These SIDs require a minimum climb gradient of
 DOTRA 5Y RWY 36R: 6.5% due to airspace restrictions.
 DOTRA 7X, 9Z: 3.5%.

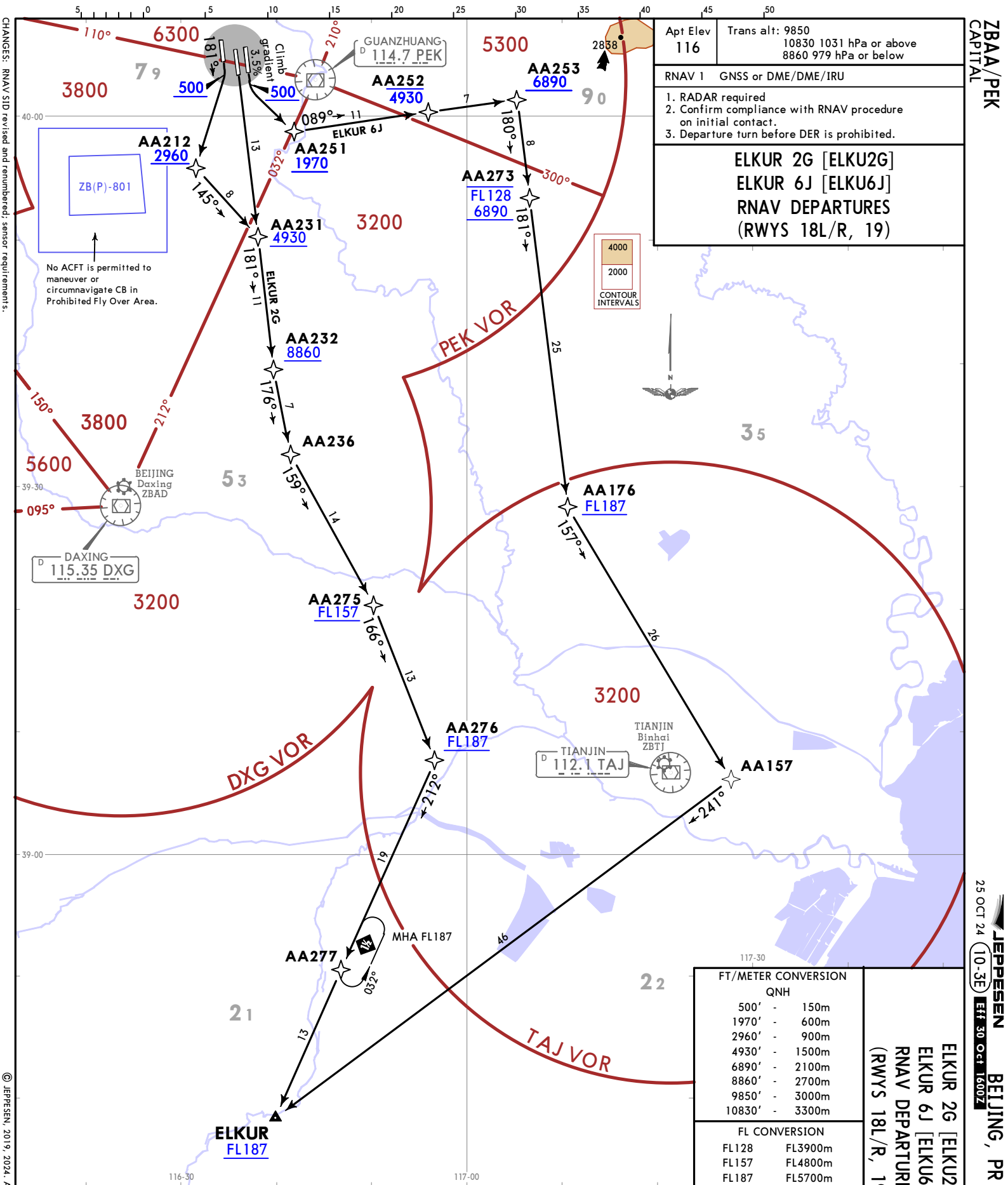
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	RWY	ROUTING
DOTRA 7X	01	(760+) - AA171 - AA172 (3940+; 5910+) - AA175 (FL148+) - DOTRA (FL138+).
DOTRA 5Y	36L	(530+) - AA111 - AA112 (3940+).
	36R	AA153 (6890+; 8860-) - AA154 - DOTRA (FL138+).
		AA131 (3940+).
DOTRA 9Z	01	(760+) - AA171 - AA172 (3940+; 5910+) - AA173 (7880+) - AA174 - AA175 (FL148+) - DOTRA (FL138+).
	By ATC	

3200

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DOTRA 7X [DOTR7X]
DOTRA 5Y [DOTR5Y]
DOTRA 9Z [DOTR9Z]
RNAV DEPARTURES
(RWYS 01, 36L/R)



Apt Elev 116	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
RNAV 1 GNSS or DME/DME/IRU	
1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.	
ELKUR 2G [ELKU2G] ELKUR 6J [ELKU6J] RNAV DEPARTURES (RWYS 18L/R, 19)	

FT/METER CONVERSION	
QNH	
500'	150m
1970'	600m
2960'	900m
4930'	1500m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL128	FL3900m
FL157	FL4800m
FL187	FL5700m

SID	RWY	ROUTING	
ELKUR 2G	18L	AA231 (4930+).	AA232 (8860+) - AA236 - AA275 (FL157+) - AA276 (FL187+) - AA277 - ELKUR (FL187+).
	18R By ATC	(500+) - AA212 (2960+) - AA231 (4930+).	
ELKUR 6J	19	(500+) - AA251 (1970+) - AA252 (4930-) - AA253 (6890+) - AA273 (6890+; FL128-) - AA176 (FL187+) - AA157 - ELKUR (FL187+).	

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

ELKUR 2G [ELKU2G]
 ELKUR 6J [ELKU6J]
 RNAV DEPARTURES
 (RWYS 18L/R, 19)

ZBAA/PEK
CAPITAL

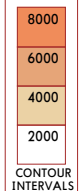
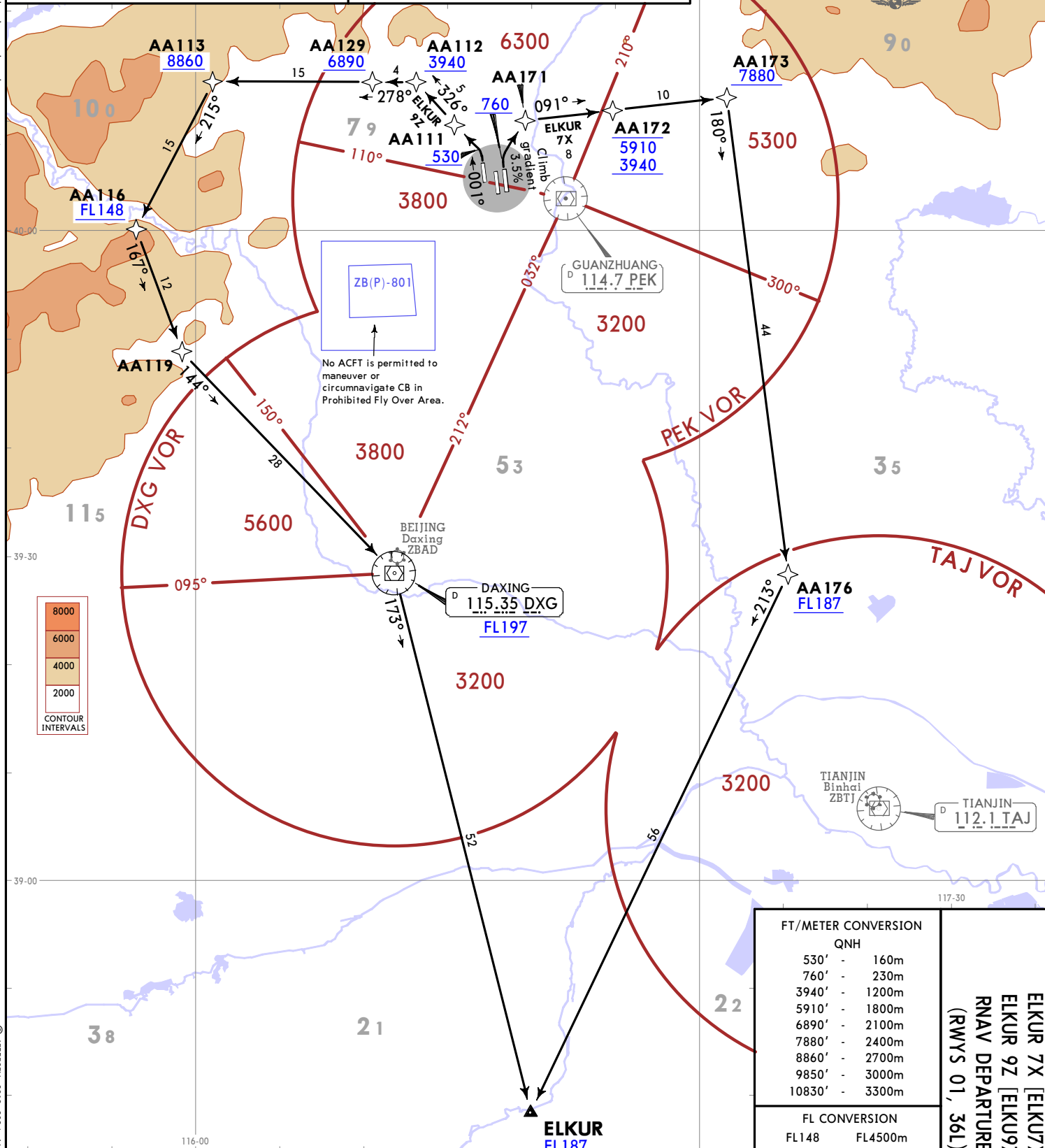
JEPPESSEN BEIJING, PR OF CHINA
25 OCT 24 10:3E1 Eff 30 Oct 1600Z
RNAV SID

Apt Elev 116
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS or DME/DME/IRU

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

ELKUR 7X [ELKU7X]
ELKUR 9Z [ELKU9Z]
RNAV DEPARTURES
(RWYS 01, 36L)



FT/METER CONVERSION	
QNH	
530'	160m
760'	230m
3940'	1200m
5910'	1800m
6890'	2100m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL 148	FL4500m
FL 187	FL5700m
FL 197	FL6000m

ELKUR 7X [ELKU7X]
ELKUR 9Z [ELKU9Z]
RNAV DEPARTURES
(RWYS 01, 36L)

SID	RWY	ROUTING
ELKUR 7X	01	(760+) - AA171 - AA172 (3940+; 5910-) - AA173 (7880+) - AA176 (FL187+) - ELKUR (FL187+).
ELKUR 9Z	36L	(530+) - AA111 - AA112 (3940+) - AA129 (6890+) - AA113 (8860+) - AA116 (FL148+) - AA119 - DXG (FL197+) - ELKUR (FL187+).

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

ZBAA/PEK
CAPITAL

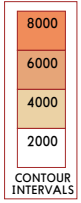
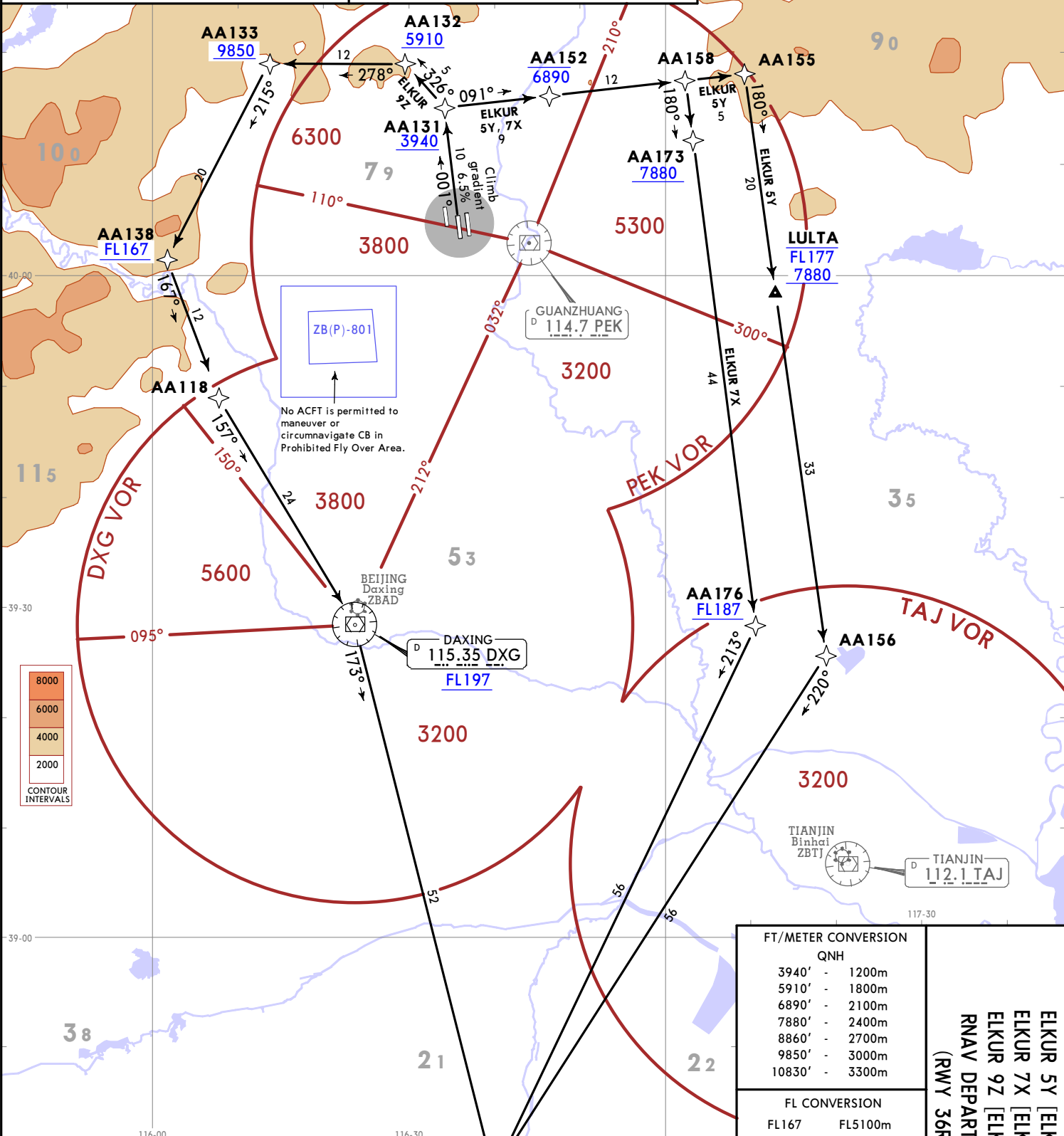
Apt Elev
116

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

RNAV 1 GNSS or DME/DME/IRU

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

ELKUR 5Y [ELKU5Y]
ELKUR 7X [ELKU7X]
ELKUR 9Z [ELKU9Z]
RNAV DEPARTURES
(RWY 36R)



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

FT/METER CONVERSION	
QNH	
3940'	1200m
5910'	1800m
6890'	2100m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL167	FL5100m
FL177	FL5400m
FL187	FL5700m
FL197	FL6000m

SID	ROUTING
ELKUR 7X	AA131 (3940+) - AA152 (6890-) - AA158 - AA173 (7880+) - AA176 (FL187+) - ELKUR (FL187+).
ELKUR 5Y	AA131 (3940+) - AA152 (6890-) - AA158 - AA155 - LULTA (7880+; FL177-) - AA156 - ELKUR (FL187+).
ELKUR 9Z	AA131 (3940+) - AA132 (5910+) - AA133 (9850+) - AA138 - (FL167+) - AA118 - DXG (FL197+) - ELKUR (FL187+).

These SID's require a climb gradient of 6.5% due to airspace restrictions.

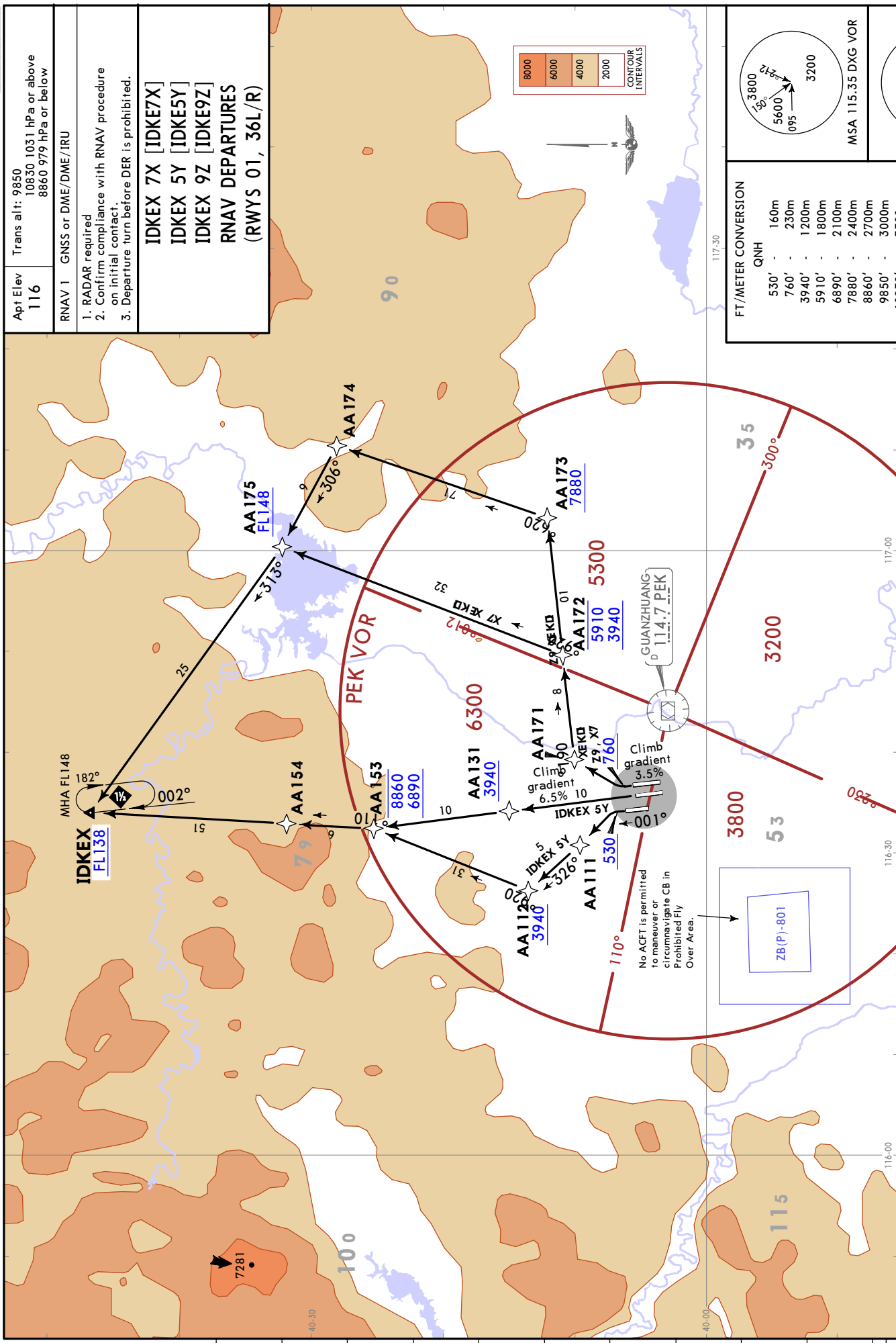
Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

25 OCT 24 10:35Z
JEPPESSEN
BEIJING, PR OF CHINA
RNAV SID

ZBAA/PEK
CAPITAL

JEPPESEN
25 OCT 24 (10-3C) Eff 30 Oct 1600Z

BEIJING, PR OF CHINA
RNAV SID



SID	RWY	ROUTING
IDKEX 7X	01	(760+) - AA171 - AA172 (3940+; 5910+) - AA175 (FL148+) - IDKEX (FL138+).
IDKEX 5Y	36L	(530+) - AA111 - AA112 (3940+).
IDKEX 9Z By ATC	36R	AA131 (3940+).
	01	(760+) - AA171 - AA172 (3940+; 5910+) - AA173 (7880+) - AA174 - AA175 (FL148+) - IDKEX (FL138+).

FT/METER CONVERSION	QNH
530' - 160m	
760' - 230m	
3940' - 1200m	
5910' - 1800m	
6890' - 2100m	
7880' - 2400m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	

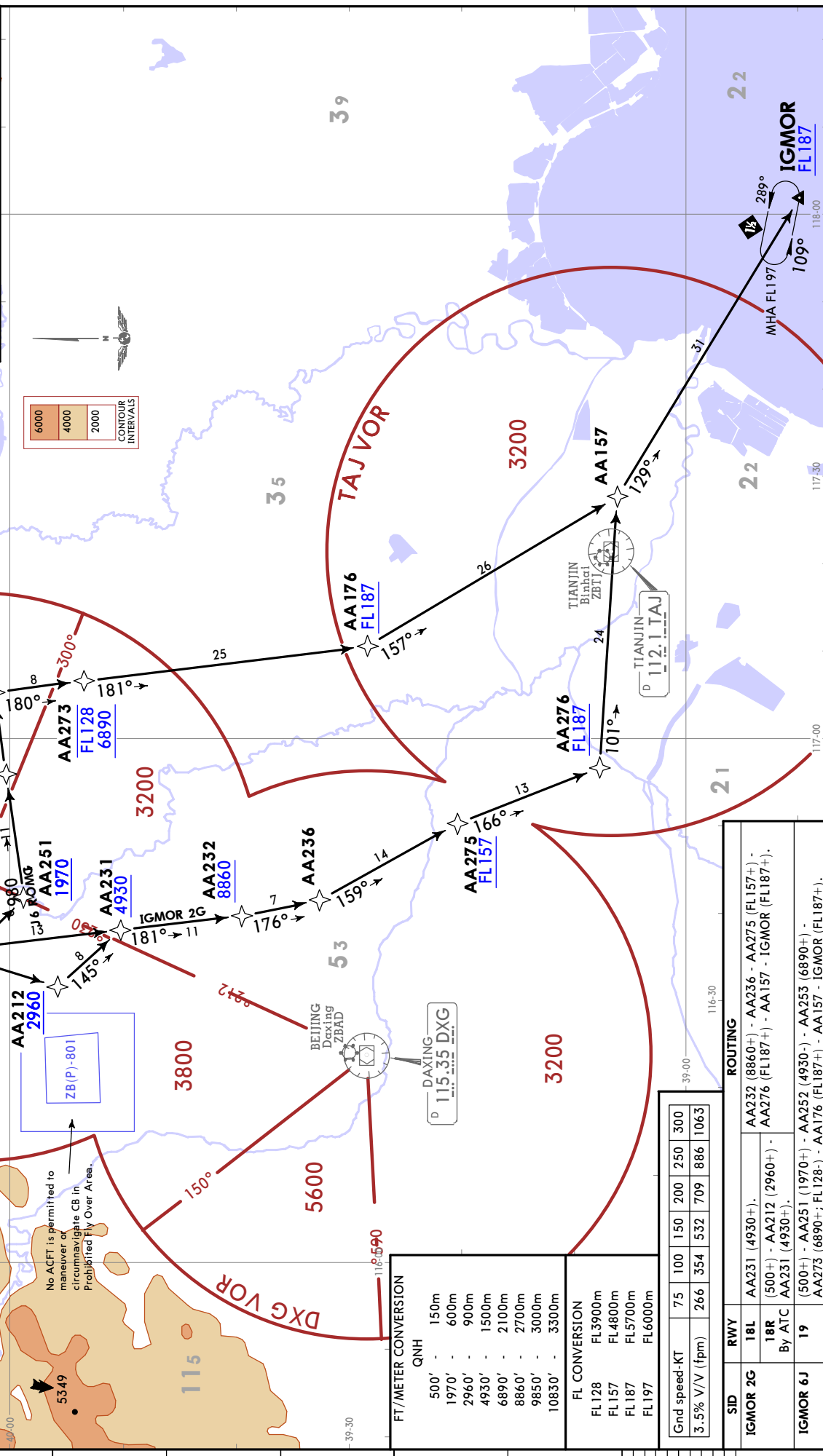
FL CONVERSION
FL138
FL148
FL4200m
FL4500m

These SIDs require a minimum climb gradient of
IDKEX 5Y RWY 36R: 6.5% due to airspace requirements.
IDKEX 7X, 9Z: 3.5%.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
6.5% V/V (fpm)	494	658	987	1316	1646	1975

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 or DME/DME/IRU
1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.	
IGMOR 2G [IGM02G] IGMOR 6J [IGM06J] RNAV DEPARTURES (RWYS 18L/R, 19)	



JEPESEN
25 OCT 24 (10-3H) Eff. 30 Oct 1600Z

ZBAA/PEK
CAPITAL

FT./METER CONVERSION	
QNH	
500'	150m
1970'	600m
2960'	900m
4930'	1500m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL	FL CONVERSION
FL128	FL3900m
FL157	FL4800m
FL187	FL5700m
FL197	FL6000m

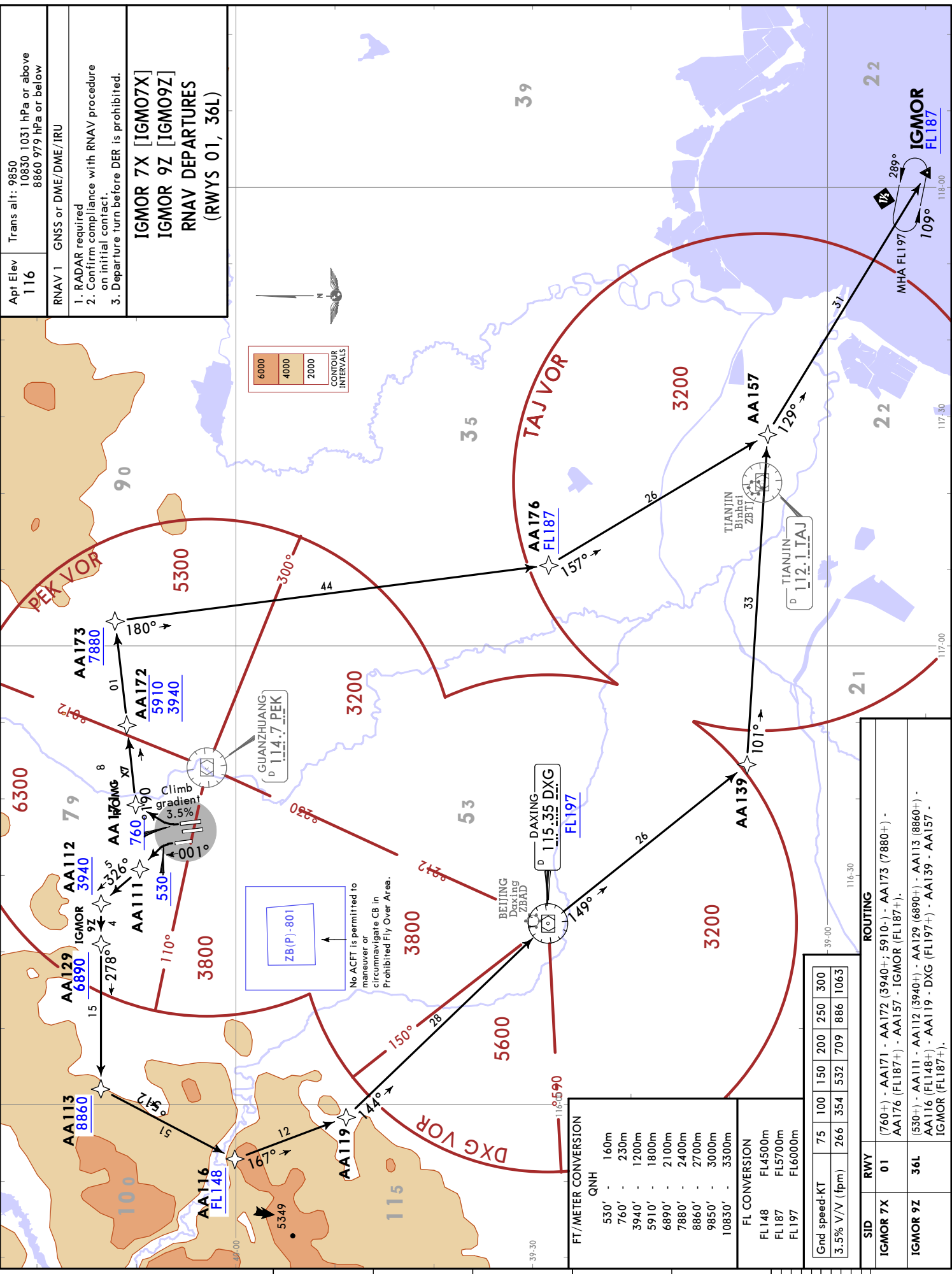
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

ROUTING	
IGMOR 2G	AA232 (8860+) - AA236 - AA275 (FL157+) - AA276 (FL187+) - AA157 - IGMOR (FL187+).
IGMOR 6J	AA252 (1970+) - AA251 (1970+) - AA253 (6890+) - AA273 (6890+) - FL128 - AA176 (FL187+) - AA157 - IGMOR (FL187+).

ZBAA/PEK
CAPITAL

JEPPESEN
25 OCT 24 (10-3J) Eff 30 Oct 1600Z

BEIJING, PR OF CHINA
RNAV SID



CONTOUR INTERVALS

6000
4000
2000

FT./METER CONVERSION

QNH	FT.	METER
530'	160m	
760'	230m	
3940'	1200m	
5910'	1800m	
6890'	2100m	
7880'	2400m	
8860'	2700m	
9850'	3000m	
10830'	3300m	

FL CONVERSION

FL	CONVERSION
FL148	FL4500m
FL187	FL5700m
FL197	FL6000m

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

ROUTING

SID	RWY	ROUTING
IGMOR 7X	01	(760+) - AA171 - AA172 (3940+; 5910+) - AA173 (7880+) - AA176 (FL187+) - AA157 - IGMOR (FL187+).
IGMOR 9Z	36L	(530+) - AA111 - AA112 (3940+) - AA129 (6890+) - AA113 (8860+) - AA116 (FL148+) - AA119 - DXG (FL197+) - AA139 - AA157 - IGMOR (FL187+).

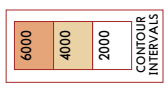
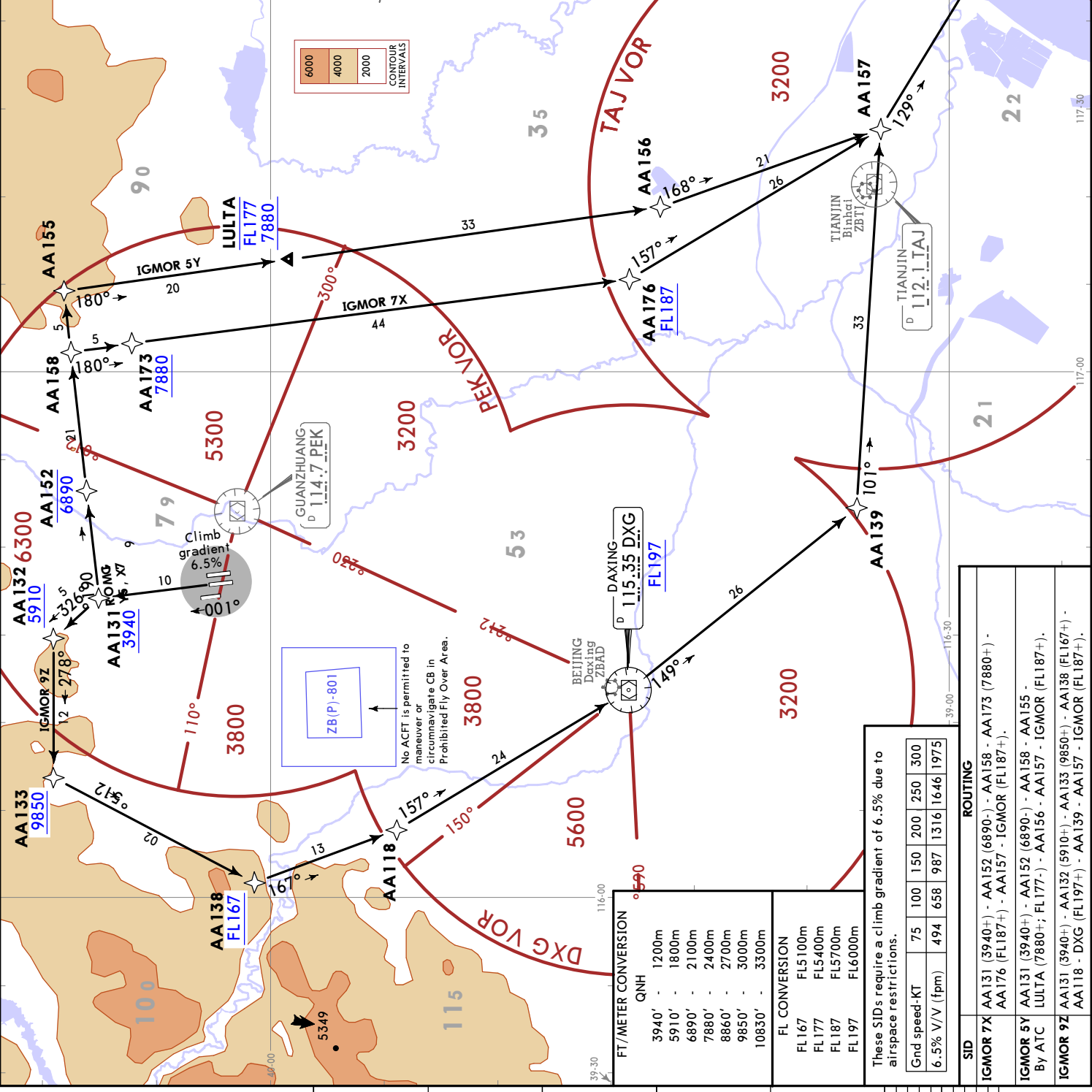
ZBAA/PEK
CAPITAL
JEPPESEN
25 OCT 24 (10-3K) Eff 30 Oct 1600Z
BEIJING, PR OF CHINA
RNAV SID

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

RNAV 1 GNSS or DME/DME/IRU

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

**IGMOR 7X [IGM07X]
IGMOR 5Y [IGM05Y]
IGMOR 9Z [IGM09Z]
RNAV DEPARTURES
(RWY 36R)**



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

FT./METER CONVERSION	QNH
3940'	1200m
5910'	1800m
6890'	2100m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	FL
FL167	FL5100m
FL177	FL5400m
FL187	FL5700m
FL197	FL6000m

These SIDs require a climb gradient of 6.5% due to airspace restrictions.

Grnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

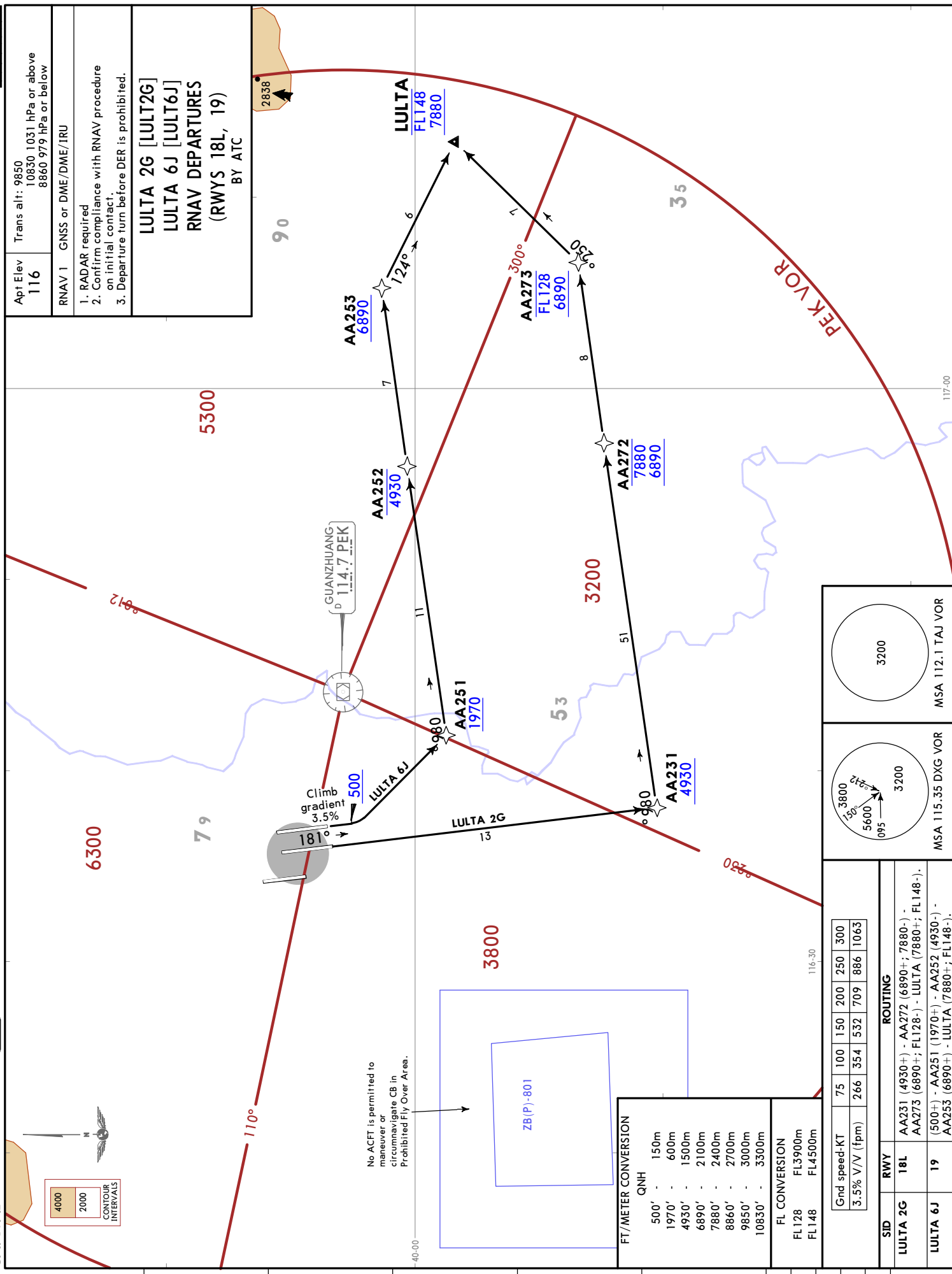
SID	ROUTING
IGMOR 7X	AA131 (3940+) - AA152 (6890+) - AA158 - AA173 (7880+) - AA176 (FL187+) - AA157 - IGMOR (FL187+).
IGMOR 5Y	AA131 (3940+) - AA152 (6890+) - AA158 - AA155 - By ATC LULTA (7880+; FL177+) - AA156 - AA157 - IGMOR (FL187+).
IGMOR 9Z	AA131 (3940+) - AA132 (5910+) - AA133 (9850+) - AA138 (FL167+) - AA118 - DXG (FL197+) - AA139 - AA157 - IGMOR (FL187+).

BEIJING, PR OF CHINA

RNAV SID

ZBAA/PEK
CAPITAL

JEPPESEN
25 OCT 24 10-3L Eff. 30 Oct 1600Z



Apt Elev
116

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

RNAV 1 GNSS or DME/DME/IRU

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

**LULTA 2G [LULT2G]
LULTA 6J [LULT6J]
RNAV DEPARTURES
(RWYS 18L, 19)
BY ATC**

2838

90

5300

**AA253
6890**

**AA252
4930**

**AA273
FL128
6890**

**AA272
7880
6890**

**AA231
4930**

**AA251
1970**

LULTA 6J

LULTA 2G

124°

300°

230°

181°

110°

7

6

8

51

13

11

117-00

**LULTA
FL148
7880**

35

PEK VOR

3200

MSA 112.1 TAJ VOR

MSA 115.35 DXG VOR

3200

3800

5600

150°

095°

FT./METER CONVERSION

QNH

500'	150m
1970'	600m
4930'	1500m
6890'	2100m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

FL128	FL3900m
FL148	FL4500m

116-30

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

SID RWY ROUTING

LULTA 2G	18L	AA231 (4930+) - AA272 (6890+; 7880-) - AA273 (6890+; FL128-) - LULTA (7880+; FL148-).
LULTA 6J	19	(500+) - AA251 (1970+) - AA252 (4930-) - AA253 (6890+) - LULTA (7880+; FL148-).

4000

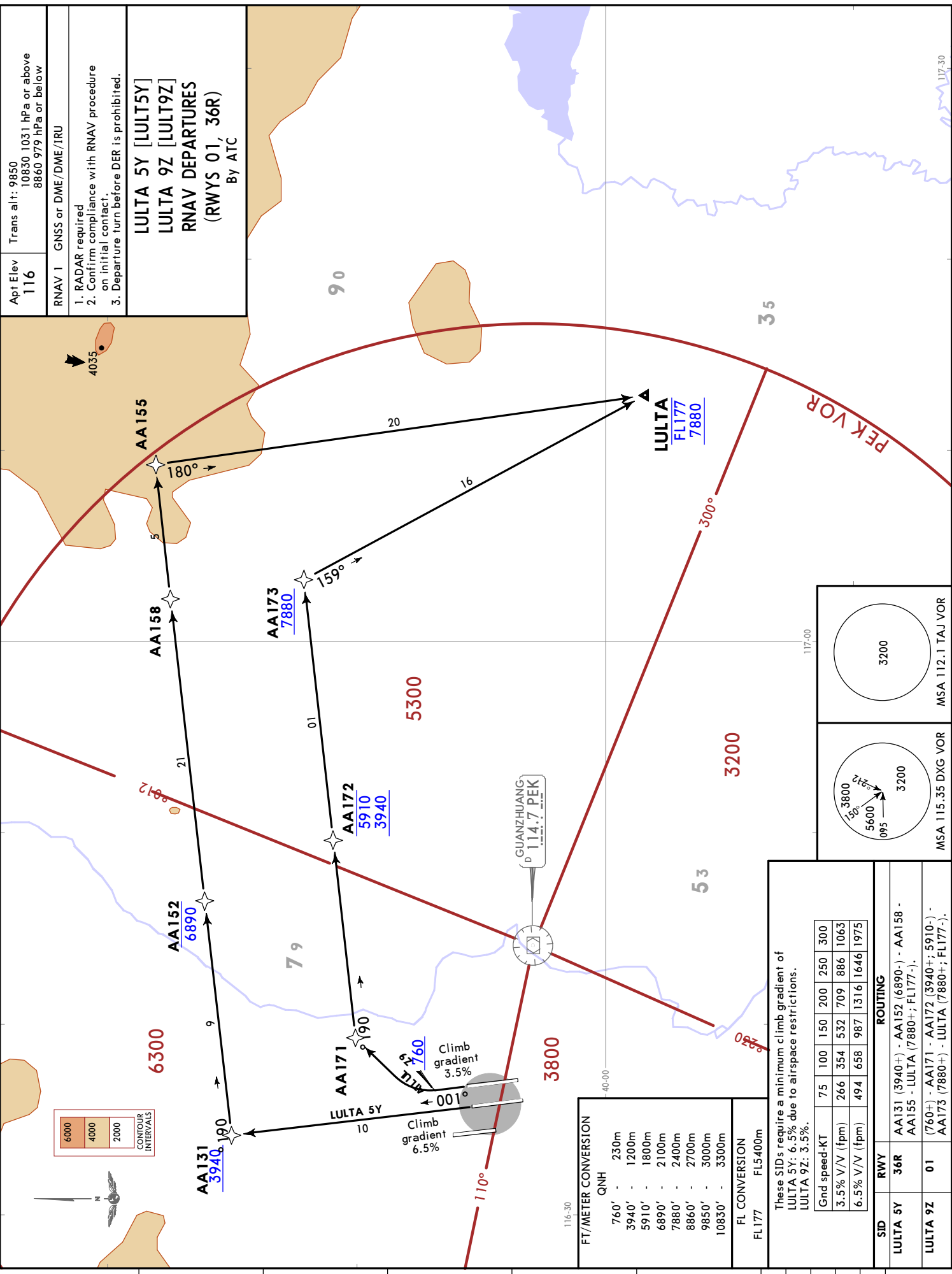
2000

CONTOUR INTERVALS

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

ZB(P)-801

ZBAA/PEK CAPITAL **JEPPESEN** 25 OCT 24 (10-3M) Eff: 30 Oct 1600Z **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 or DME/DME/IRU

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

**LULTA 5Y [LULT5Y]
LULTA 9Z [LULT9Z]
RNAV DEPARTURES
(RWYS 01, 36R)
By ATC**

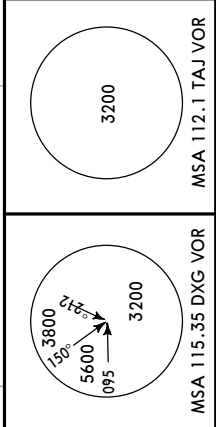
FT./METER CONVERSION	
QNH	
760'	230m
3940'	1200m
5910'	1800m
6890'	2100m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL177	FL5400m

These SIDs require a minimum climb gradient of
LULTA 5Y: 6.5% due to airspace restrictions.
LULTA 9Z: 3.5%.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	RWY	ROUTING
LULTA 5Y	36R	AA131 (3940+) - AA152 (6890-) - AA158 - AA155 - LULTA (7880+; FL177-).
LULTA 9Z	01	(760+) - AA171 - AA172 (3940+; 5910-) - AA173 (7880+) - LULTA (7880+; FL177-).

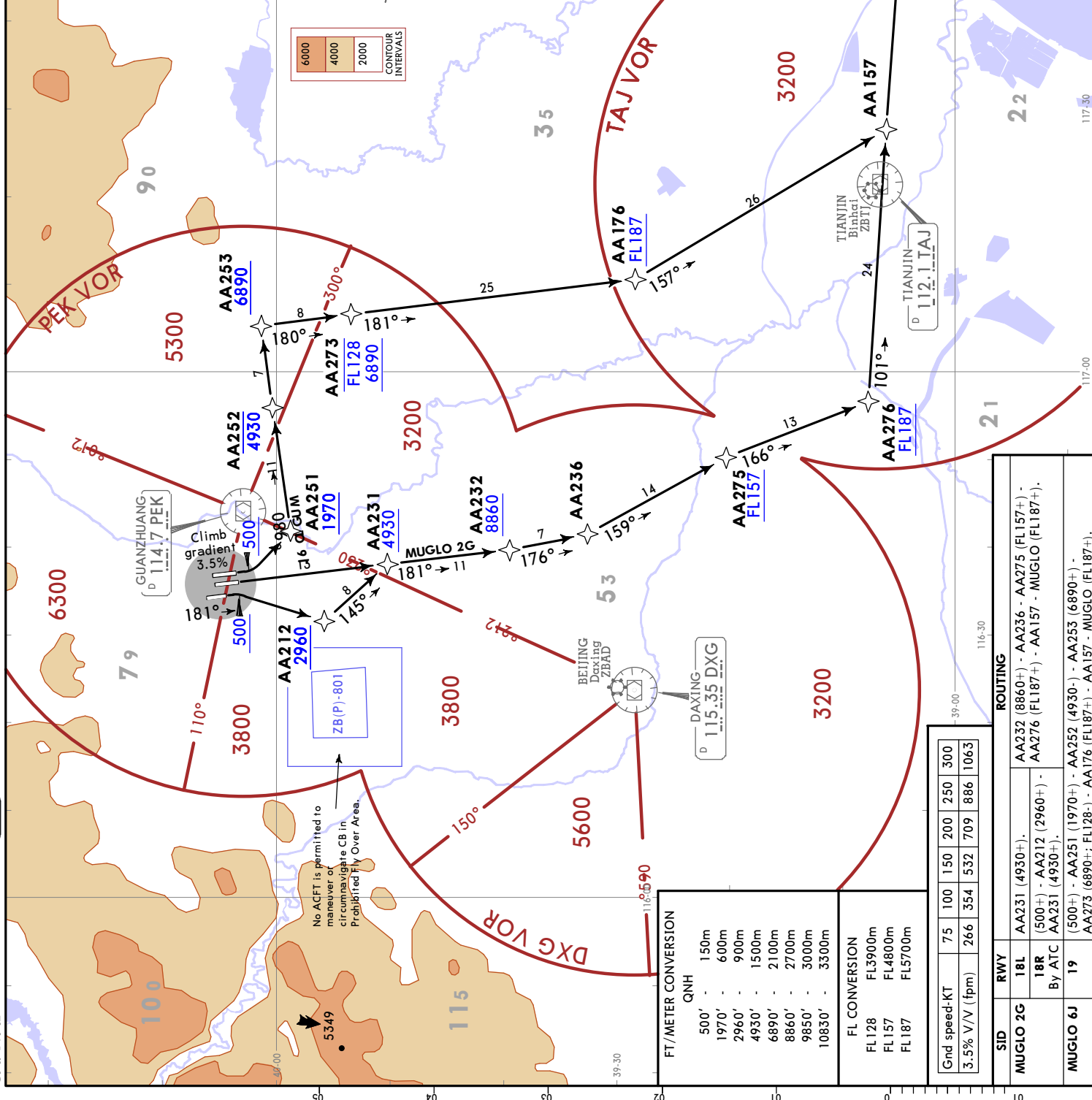
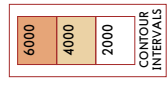


BEIJING, PR OF CHINA
RNAV SID

JEPPESEN
 25 OCT 24 (10-3N) Eff. 30 Oct 1600Z

ZBAA/PEK
 CAPITAL

Apt Elev 116	Trans alt: 9850 10830, 1031 hPa or above 8860 979 hPa or below
RNAV 1	GNSS or DME/DME/IRU
1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.	
MUGLO 2G [MUGL2G] MUGLO 6J [MUGL6J] RNAV DEPARTURES (RWYS 18L/R, 19)	



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

FT./METER CONVERSION	
500'	150m
1970'	600m
2960'	900m
4930'	1500m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL128	FL3900m
FL157	FL4800m
FL187	FL5700m

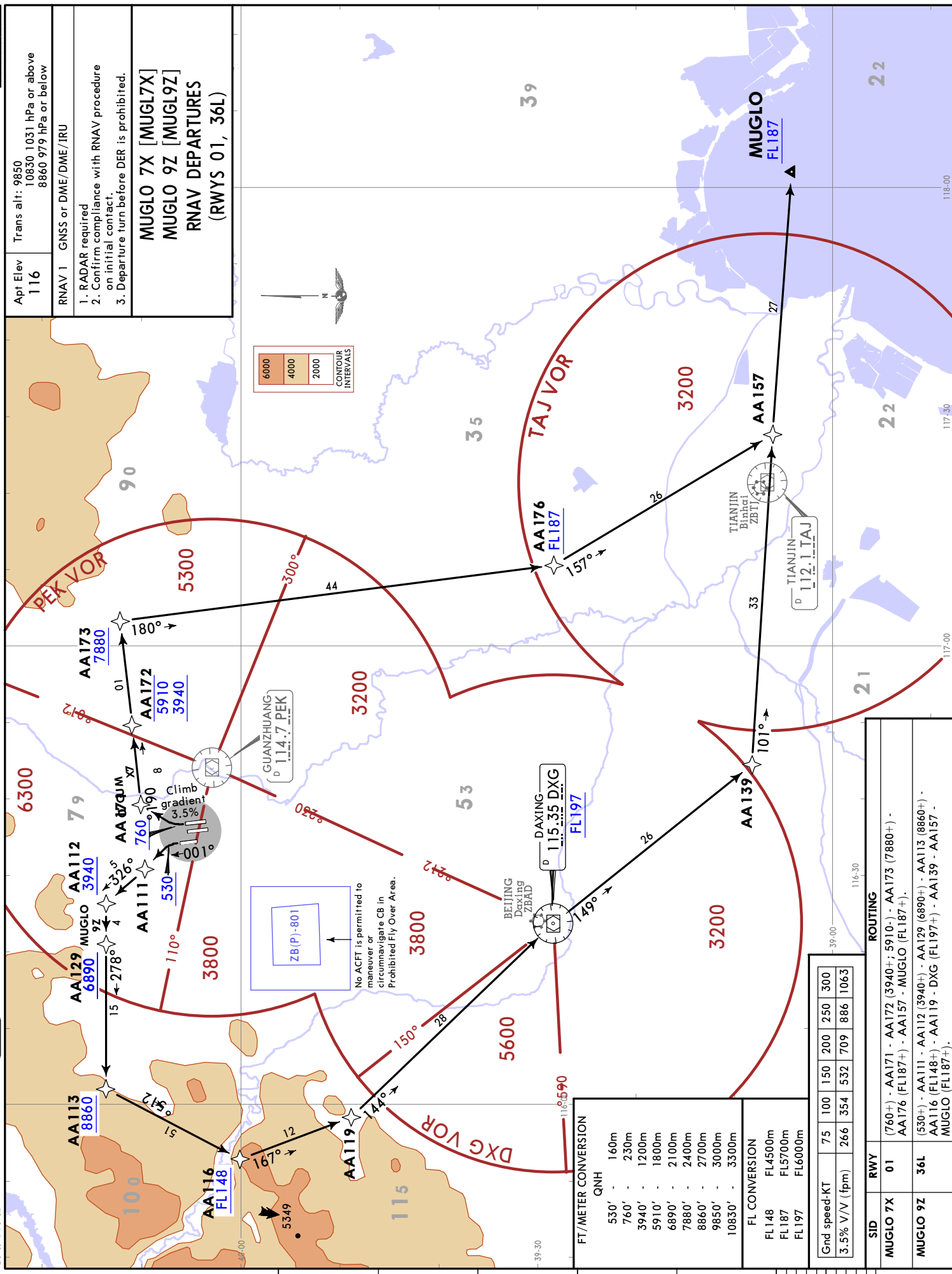
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

SID		RWY		ROUTING	
MUGLO 2G	18L	AA231 (4930+)	AA232 (8860+) - AA236 - AA275 (FL157+) - AA276 (FL187+) - AA157 - MUGLO (FL187+)		
	18R	(500+) - AA212 (2960+) - AA231 (4930+)			
	By ATC	(500+) - AA251 (1970+) - AA252 (4930+) - AA253 (6890+) - AA273 (6890+) - FL128 - AA176 (FL187+) - AA157 - MUGLO (FL187+)			
MUGLO 6J	19	(500+) - AA251 (1970+) - AA252 (4930+) - AA253 (6890+) - AA273 (6890+) - FL128 - AA176 (FL187+) - AA157 - MUGLO (FL187+)			

ZBAA/PEK
CAPITAL

JEPPESEN
25 OCT 24 (10-3N1) Eff 30 Oct 1600Z

BEIJING, PR OF CHINA
RNAV SID



RNAV 1 GNSS or DME/DME/IRU

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

MUGLO 7X [MUGL7X]
MUGLO 9Z [MUGL9Z]
RNAV DEPARTURES
(RWYS 01, 36L)

6000
4000
2000
CONTOUR INTERVALS

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

FT./METER CONVERSION	
QNH	
530' - 160m	
760' - 230m	
3940' - 1200m	
5910' - 1800m	
6890' - 2100m	
7880' - 2400m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	
FL148	FL4500m
FL187	FL5700m
FL197	FL6000m

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

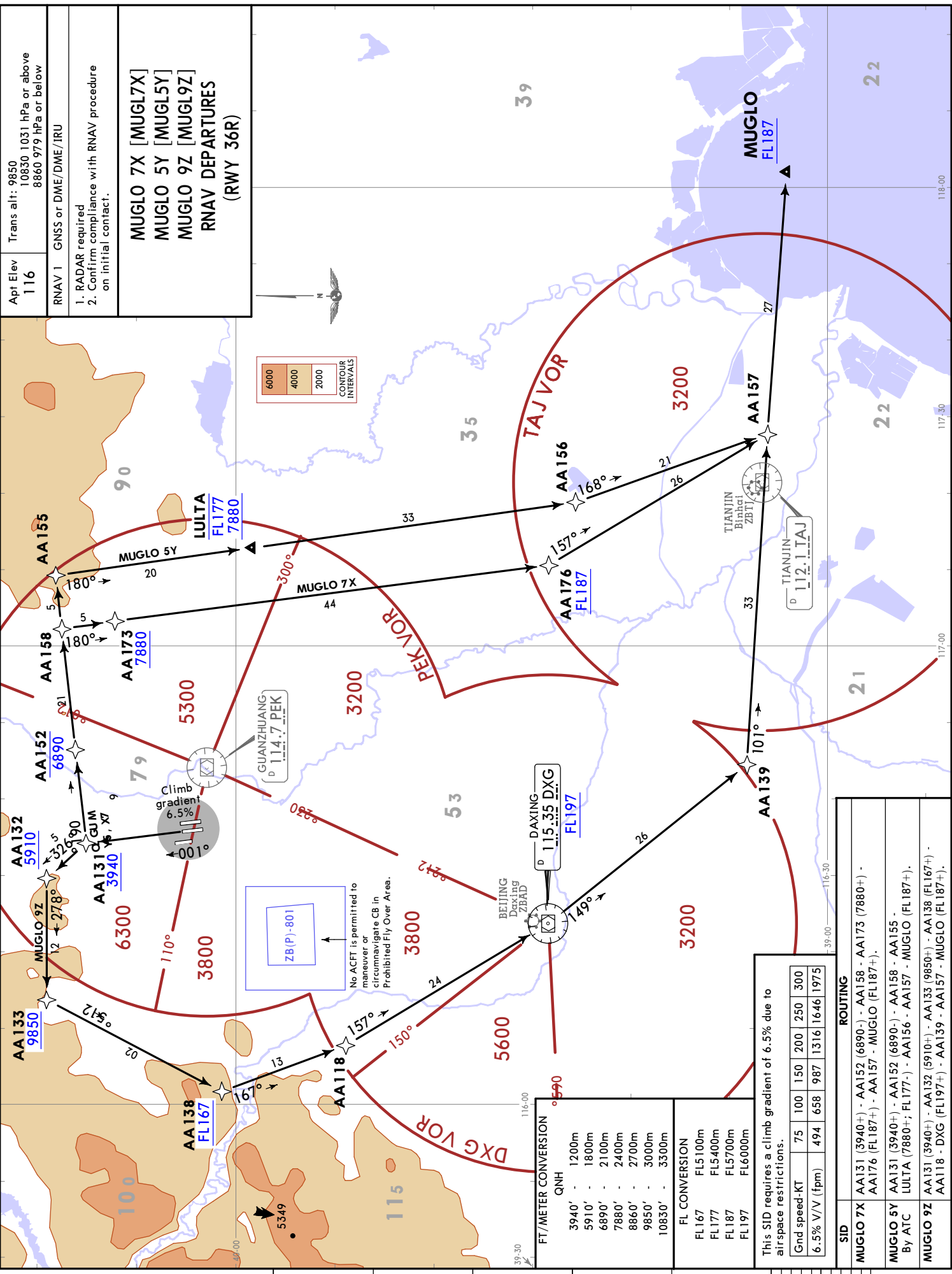
SID	RWY	ROUTING
MUGLO 7X	01	(760+) - AA171 - AA172 (3940+; 5910+) - AA173 (7880+) - AA176 (FL187+) - AA157 - MUGLO (FL187+).
MUGLO 9Z	36L	(530+) - AA111 - AA112 (3940+) - AA129 (6890+) - AA113 (8860+) - AA116 (FL148+) - AA119 - DXG (FL197+) - AA139 - AA157 - MUGLO (FL187+).

ZBAA/PEK
CAPITAL

25 OCT 24 (10-3N2) Eff 30 Oct 1600Z

JEPPESEN

BEIJING, PR OF CHINA
RNAV SID



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

RNAV 1 GNSS or DME/DME/IRU

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

MUGLO 7X [MUGL7X]
MUGLO 5Y [MUGL5Y]
MUGLO 9Z [MUGL9Z]
RNAV DEPARTURES
(RWY 36R)

6000
4000
2000
CONTOUR INTERVALS

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

FT./METER CONVERSION	
QNH	QNH
3940' - 1200m	
5910' - 1800m	
6890' - 2100m	
7880' - 2400m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	

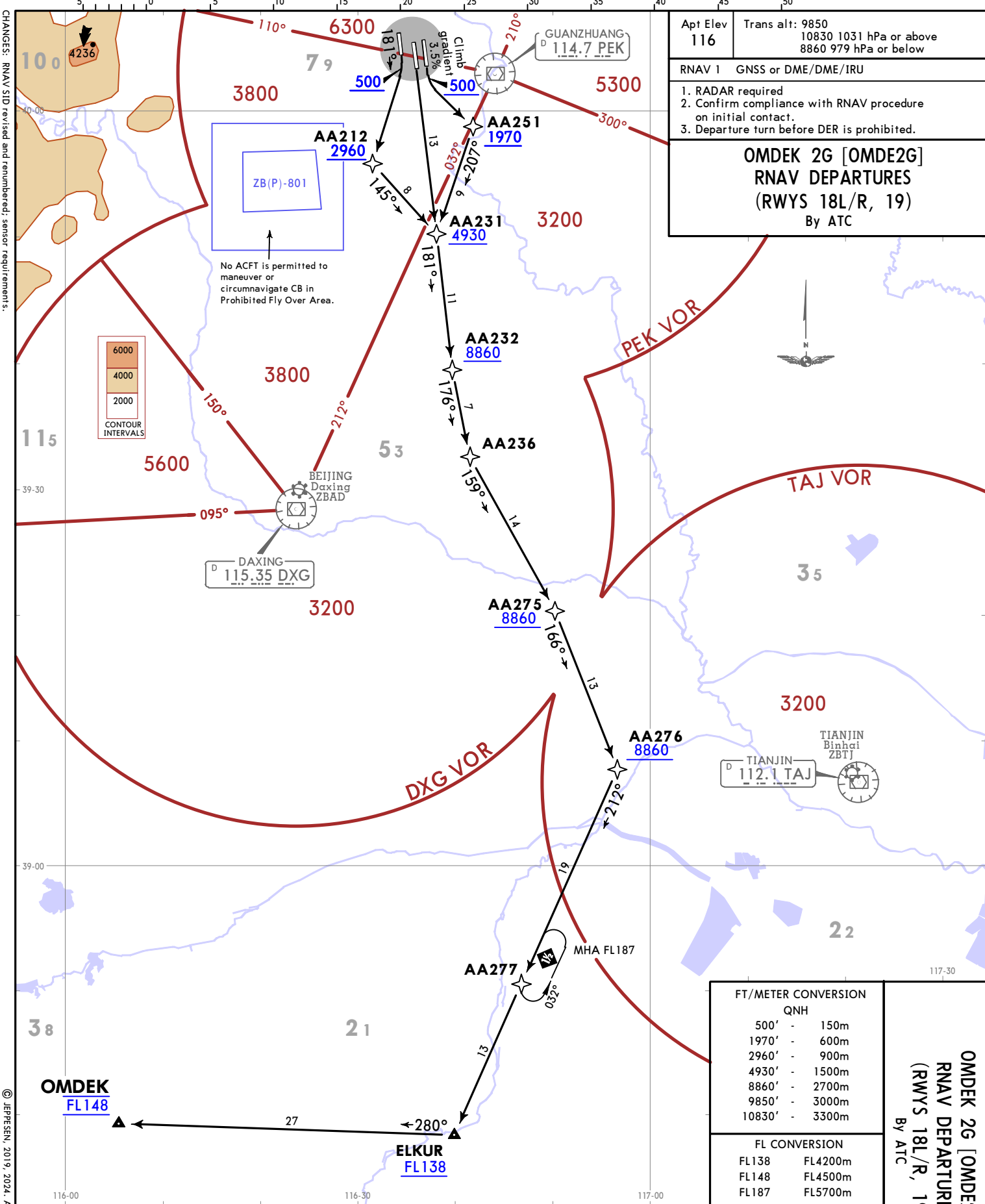
FL CONVERSION	
FL167	FL5100m
FL177	FL5400m
FL187	FL5700m
FL197	FL6000m

This SID requires a climb gradient of 6.5% due to airspace restrictions.

Grnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	ROUTING					
	MUGLO 7X	AA131 (3940+) - AA152 (6890-) - AA158 - AA173 (7880+) - AA176 (FL187+) - AA157 - MUGLO (FL187+).				
MUGLO 5Y	AA131 (3940+) - AA152 (6890-) - AA158 - AA155 - LULTA (7880+) - FL177 - AA156 - AA157 - MUGLO (FL187+).					
MUGLO 9Z	AA131 (3940+) - AA132 (5910+) - AA133 (9850+) - AA138 (FL167+) - AA118 - DXG (FL197+) - AA139 - AA157 - MUGLO (FL187+).					

ZBAA/PEK
CAPITAL



Apt Elev 116	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
RNAV 1 GNSS or DME/DME/IRU	
1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.	
OMDEK 2G [OMDE2G] RNAV DEPARTURES (RWYS 18L/R, 19) By ATC	

FT/METER CONVERSION	
QNH	
500'	150m
1970'	600m
2960'	900m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

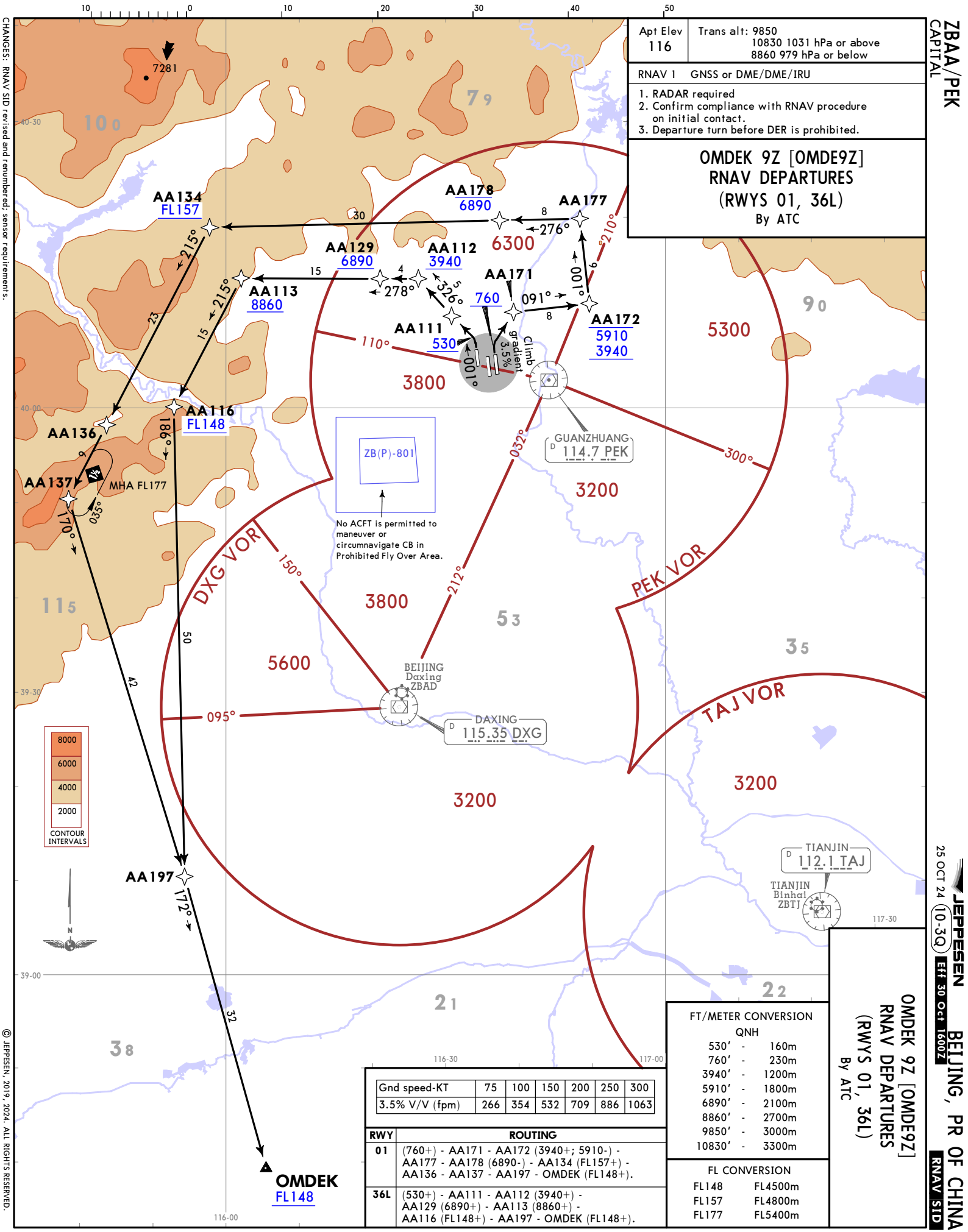
FL CONVERSION	
FL138	FL4200m
FL148	FL4500m
FL187	FL5700m

RWY	ROUTING
18L	AA231 (4930+).
18R	(500+) - AA212 (2960+) - AA231 (4930+).
19	(500+) - AA251 (1970+) - AA231 (4930+).

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

OMDEK 2G [OMDE2G]
RNAV DEPARTURES
(RWYS 18L/R, 19)
 By ATC

25 OCT 24 10-3P
 JEPPESEN 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 or DME/DME/IRU	
1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.	
OMDEK 9Z [OMDE9Z] RNAV DEPARTURES (RWYS 01, 36L) By ATC	

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
RWY	ROUTING					
01	(760+) - AA171 - AA172 (3940+; 5910-) - AA177 - AA178 (6890-) - AA134 (FL157+) - AA136 - AA137 - AA197 - OMDEK (FL148+).					
36L	(530+) - AA111 - AA112 (3940+) - AA129 (6890+) - AA113 (8860+) - AA116 (FL148+) - AA197 - OMDEK (FL148+).					

FT/METER CONVERSION	
QNH	
530'	160m
760'	230m
3940'	1200m
5910'	1800m
6890'	2100m
8860'	2700m
9850'	3000m
10830'	3300m
FL CONVERSION	
FL148	FL4500m
FL157	FL4800m
FL177	FL5400m

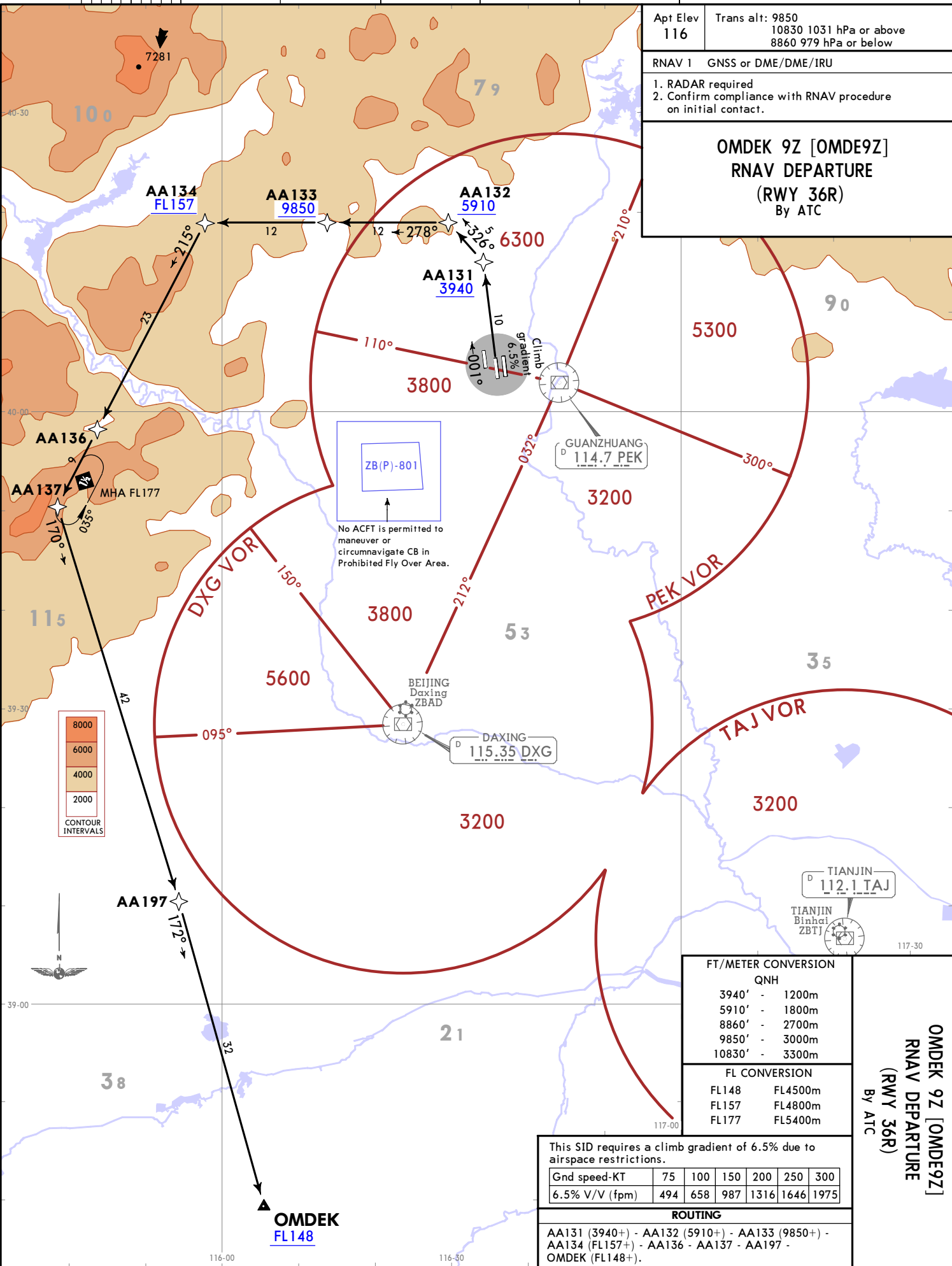
OMDEK 9Z [OMDE9Z]
RNAV DEPARTURES
 (RWYS 01, 36L)
 By ATC

CHANGES: RNAV SID revised and renumbered; sensor requirements.

CHANGES: New procedures at this airport.

ZBAA/PEK
CAPITAL

Apt Elev 116	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
RNAV 1 GNSS or DME/DME/IRU	
1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact.	
OMDEK 9Z [OMDE9Z] RNAV DEPARTURE (RWY 36R) By ATC	



FT/METER CONVERSION	
QNH	
3940'	- 1200m
5910'	- 1800m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL148	FL4500m
FL157	FL4800m
FL177	FL5400m

This SID requires a climb gradient of 6.5% due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

ROUTING	
AA131 (3940+)	- AA132 (5910+) - AA133 (9850+) - AA134 (FL157+) - AA136 - AA137 - AA197 - OMDEK (FL148+).

**OMDEK 9Z [OMDE9Z]
RNAV DEPARTURE
(RWY 36R)
By ATC**

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 JEPPESEN BEIJING, PR OF CHINA
 25 OCT 24 10-35 EFF 30 Oct 1600Z
 RNAV SID

CHANGES: New procedures at this airport.

Apt Elev 116 Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS or DME/DME/IRU

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

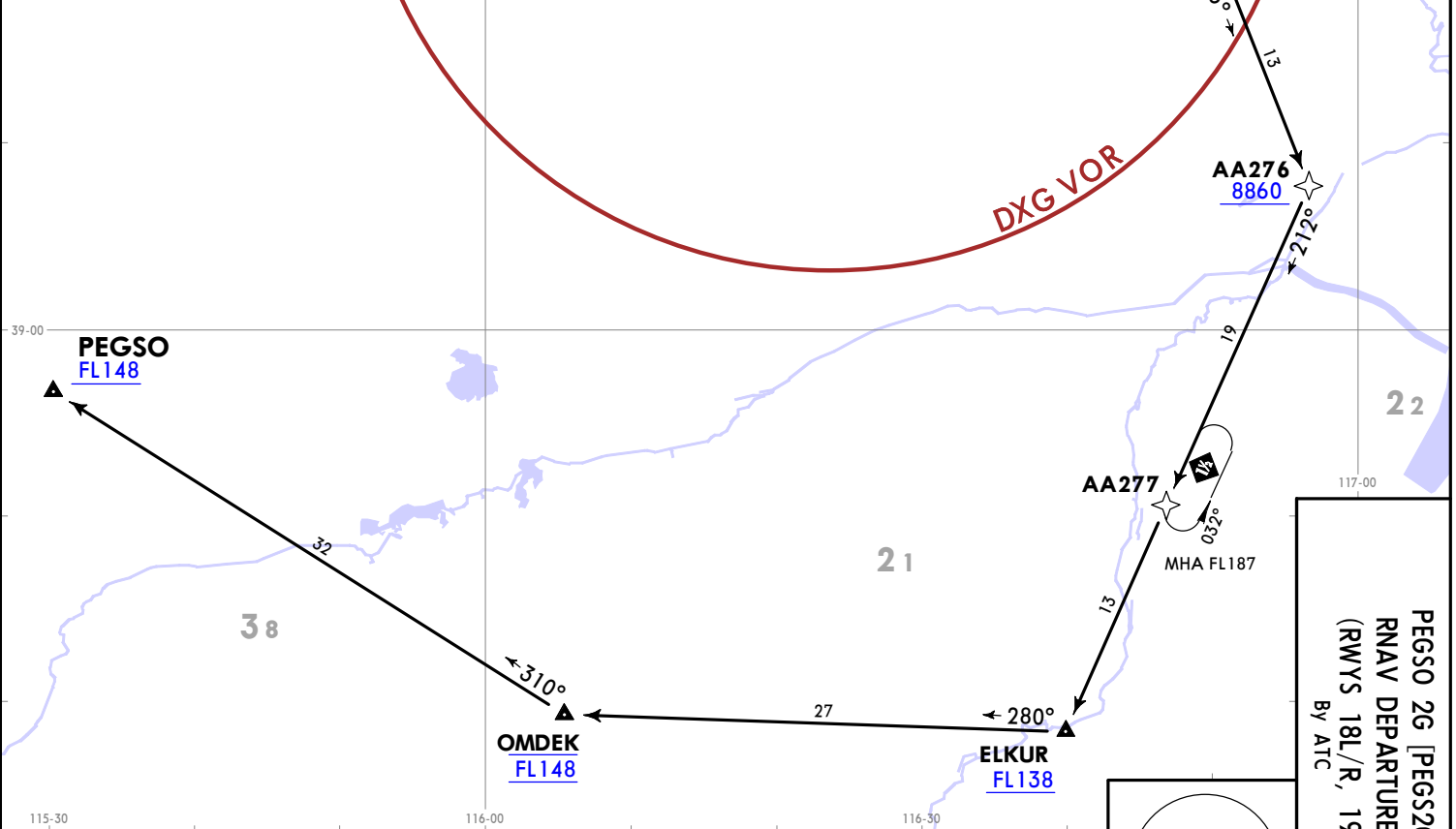
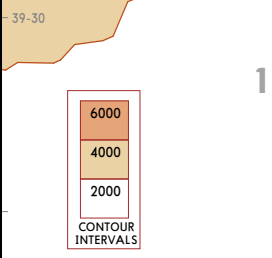
**PEGSO 2G [PEGS2G]
RNAV DEPARTURES
(RWYS 18L/R, 19)
By ATC**

FT/METER CONVERSION

QNH	
500'	150m
1970'	600m
2960'	900m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

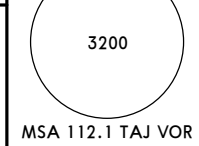
FL138	FL4200m
FL148	FL4500m
FL187	FL5700m



RWY	ROUTING
18L	AA231 (4930+).
18R	(500+) - AA212 (2960+) - AA231 (4930+).
19	(500+) - AA251 (1970+) - AA231 (4930+).

ROUTING
AA232 (8860+) - AA236 - AA275 (8860+) - AA276 (8860+) - AA277 - ELKUR (FL138+) - OMDEK (FL148) - PEGSO (FL148+).

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



**PEGSO 2G [PEGS2G]
RNAV DEPARTURES
(RWYS 18L/R, 19)
By ATC**

ZBAA/PEK
CAPITAL

CHANGES: New procedures at this airport.

Apt Elev
116

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

RNAV 1 GNSS or DME/DME/IRU

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

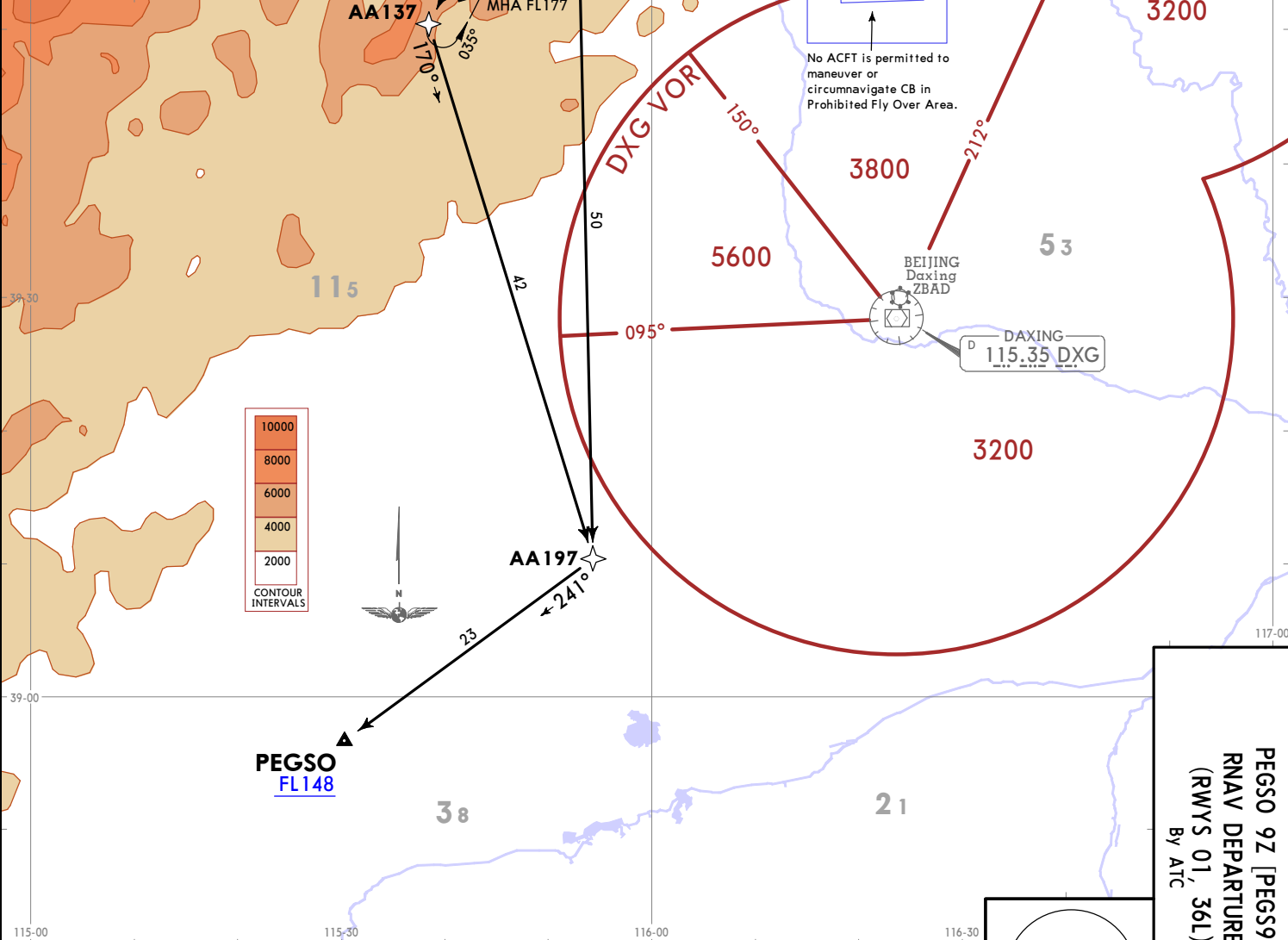
**PEGSO 9Z [PEG9Z]
RNAV DEPARTURES
(RWYS 01, 36L)
By ATC**

FT/METER CONVERSION
QNH

530'	-	160m
760'	-	230m
3940'	-	1200m
5910'	-	1800m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL148	FL4500m
FL157	FL4800m
FL177	FL5400m



RWY	ROUTING
01	(760+) - AA171 - AA172 (3940+; 5910-) - AA177 - AA178 (6890-) - AA134 (FL157+) - AA136 - AA137 - AA197 - PEGSO (FL148+).
36L	(530+) - AA111 - AA112 (3940+) - AA129 (6890+) - AA113 (8860+) - AA116 (FL148+) - AA197 - PEGSO (FL148+).

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

3200

MSA 112.1 TAJ VOR

**PEGSO 9Z [PEG9Z]
RNAV DEPARTURES
(RWYS 01, 36L)
By ATC**

25 OCT 24 (10-31) **JEPPESSEN** BEIJING, PR OF CHINA
EFF: 30 Oct 1600Z **RNAV SID**

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ZBAA/PEK
CAPITAL

CHANGES: New procedure at this airport.

Apt Elev 116 Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS or DME/DME/IRU

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

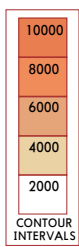
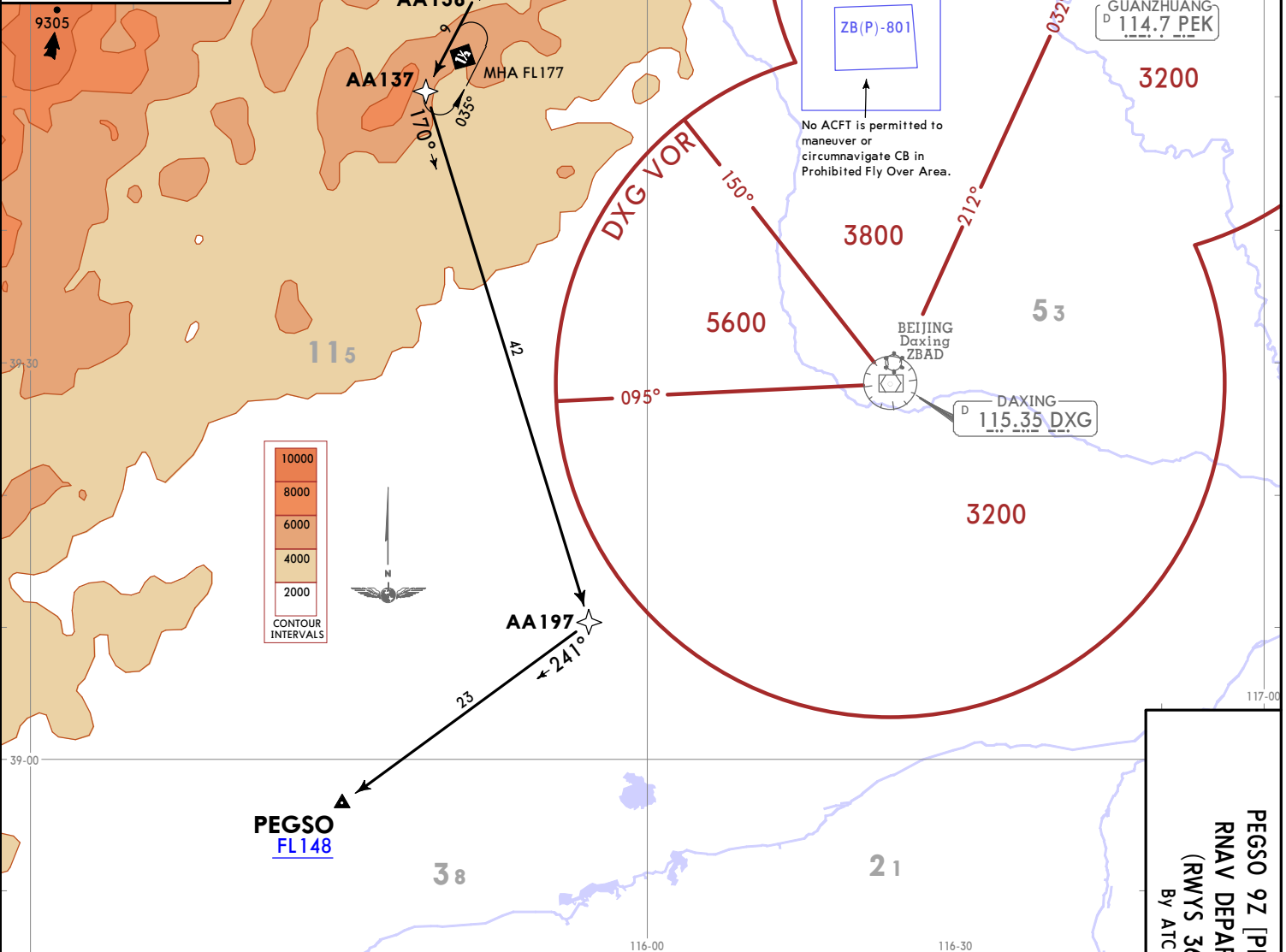
**PEGSO 9Z [PEGS9Z]
RNAV DEPARTURE
(RWYS 36R)
By ATC**

FT/METER CONVERSION
QNH

3940'	-	1200m
5910'	-	1800m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

FL CONVERSION

FL148	FL4500m
FL157	FL4800m
FL177	FL5400m



This SID requires a climb gradient of 6.5% due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

ROUTING
AA131 (3940+) - AA132 (5910+) - AA133 (9850+) - AA134 (FL157+) - AA136 - AA137 - AA197 - PEGSO (FL148+)

3200

MSA 112.1 TAJ VOR

**PEGSO 9Z [PEGS9Z]
RNAV DEPARTURE
(RWYS 36R)
By ATC**

25 OCT 24 10-31Z
JEPPESSEN
BEIJING, PR OF CHINA
RNAV SID

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BEIJING, PR OF CHINA
RNAV SID

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

RNAV 1 GNSS or DME/DME/TRU

Apt Elev **116**

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

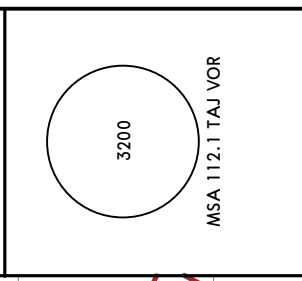
RUSDO 4E [RUSD4E]
RUSDO 2G [RUSD2G]
RUSDO 6J [RUSD6J]
RNAV DEPARTURES
(RWYS 18L/R, 19)

FT/METER CONVERSION

QNH	500'	150m
1970'	600m	
2960'	900m	
4930'	1500m	
6890'	2100m	
8860'	2700m	
9850'	3000m	
10830'	3300m	

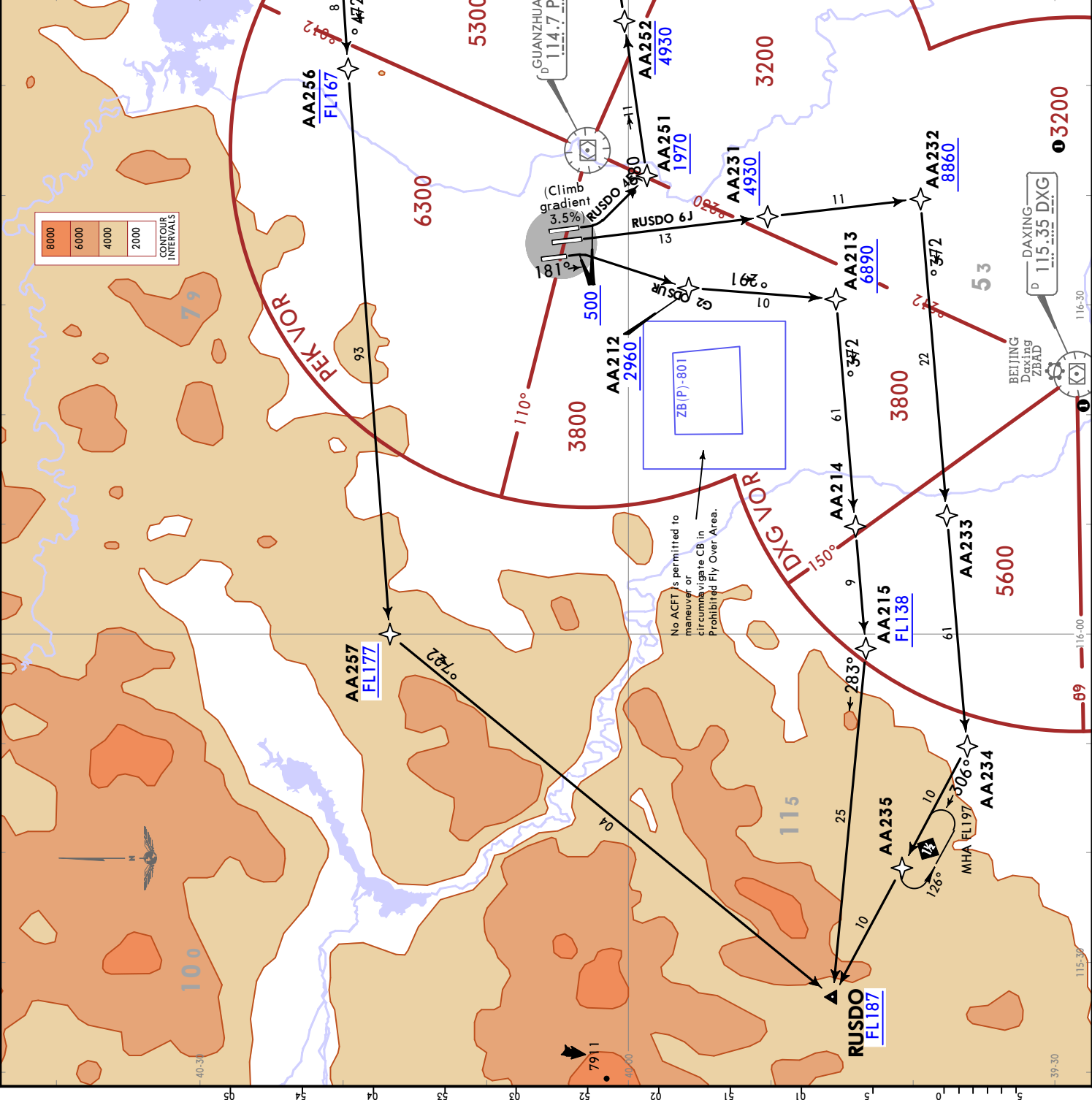
FL CONVERSION

FL128	FL3900m
FL138	FL4200m
FL167	FL5100m
FL177	FL5400m
FL187	FL5700m
FL197	FL6000m



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

SID	RWY	ROUTING
RUSDO 4E	19	(500+) - AA251 (1970+) - AA252 (4930+) - AA253 (6890+) - AA254 (FL128+) - AA256 (FL167+) - AA257 (FL177+) - RUSDO (FL187+).
RUSDO 2G	18R	(500+) - AA212 (2960+) - AA213 (6890+) - AA214 - AA215 (FL138+) - RUSDO (FL187+).
RUSDO 6J	18L	AA231 (4930+) - AA232 (8860+) - AA233 - AA234 - AA235 - RUSDO (FL187+).



ZBAA/PEK CAPITAL
JEPPESEN
25 OCT 24 (10-3U) Eff. 30 Oct 1600Z

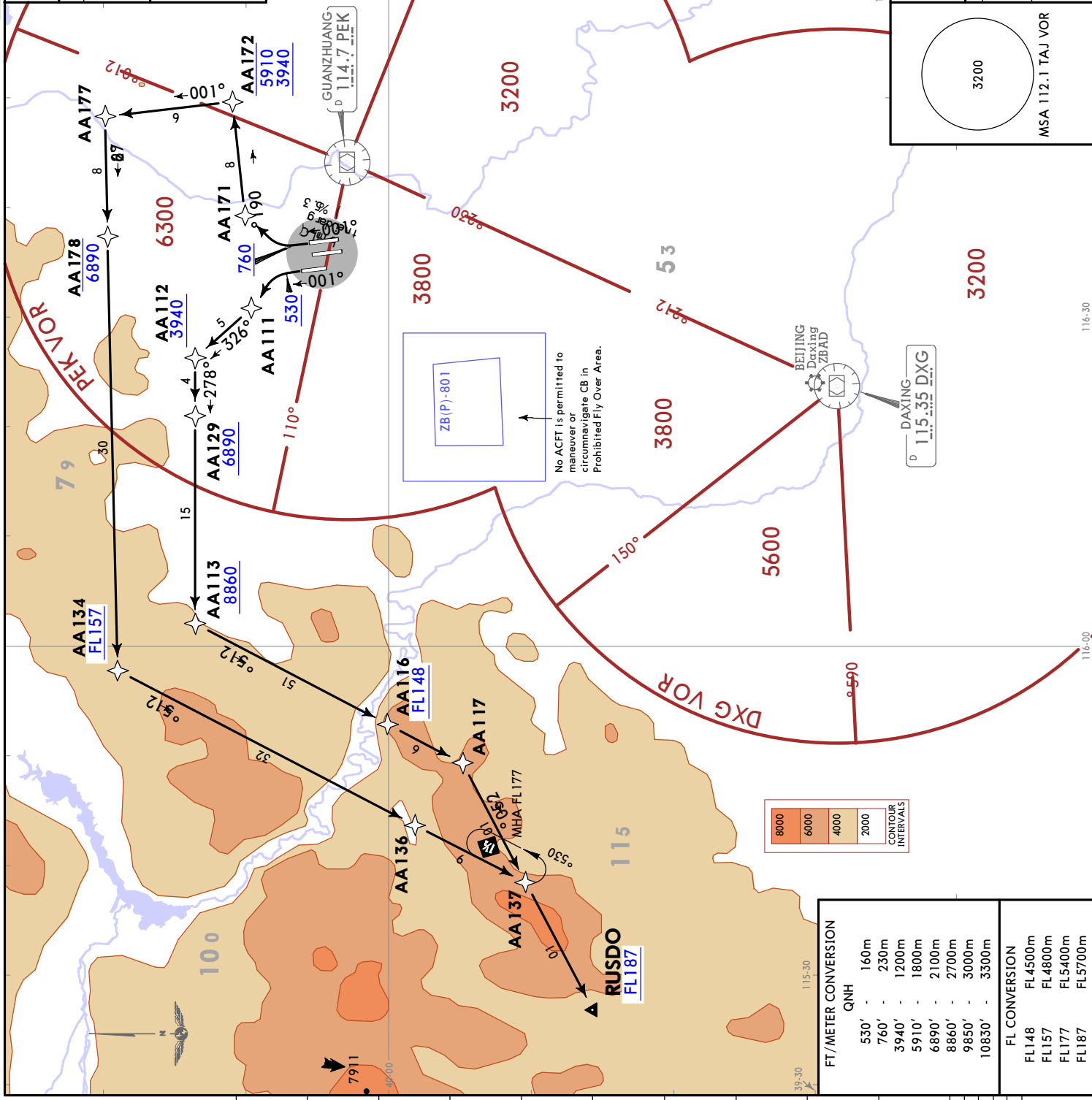
JEPPESSEN **BEIJING, PR OF CHINA** **RNAV SID**
 25 OCT 24 (10-3V) **Eff 30 Oct 1600Z**

Apt Elev
 116
 Trans alt: 9850
 10830, 1031 hPa or above
 8860, 979 hPa or below

RNAV 1 GNSS or DME/DME/IRU

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

RUSDO 9Z [RUSD9Z]
RNAV DEPARTURES
(RWYS 01, 36L)



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

RWY	ROUTING
01	(760+) - AA171 - AA172 (3940+; 5910-) - AA177 - AA178 (6890-) - AA134 (FL157+) - AA136 - AA137 - RUSDO (FL187+).
36L	(530+) - AA111 - AA112 (3940+) - AA129 (6890+) - AA113 (8860+) - AA116 (FL148+) - AA117 - AA137 - RUSDO (FL187+).

FT./METER CONVERSION	QNH
530' - 160m	
760' - 230m	
3940' - 1200m	
5910' - 1800m	
6890' - 2100m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	

FL CONVERSION	FL CONVERSION
FL148	FL4500m
FL157	FL4800m
FL177	FL5400m
FL187	FL5700m

BEIJING Daxing ZBAD
 DAXING 115.35 DXG

GUANZHUANG ZBZH
 GUANZHUANG 114.7 PEK

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

MSA 112.1 TAJ VOR

CONTOUR INTERVALS
 8000
 6000
 4000
 2000

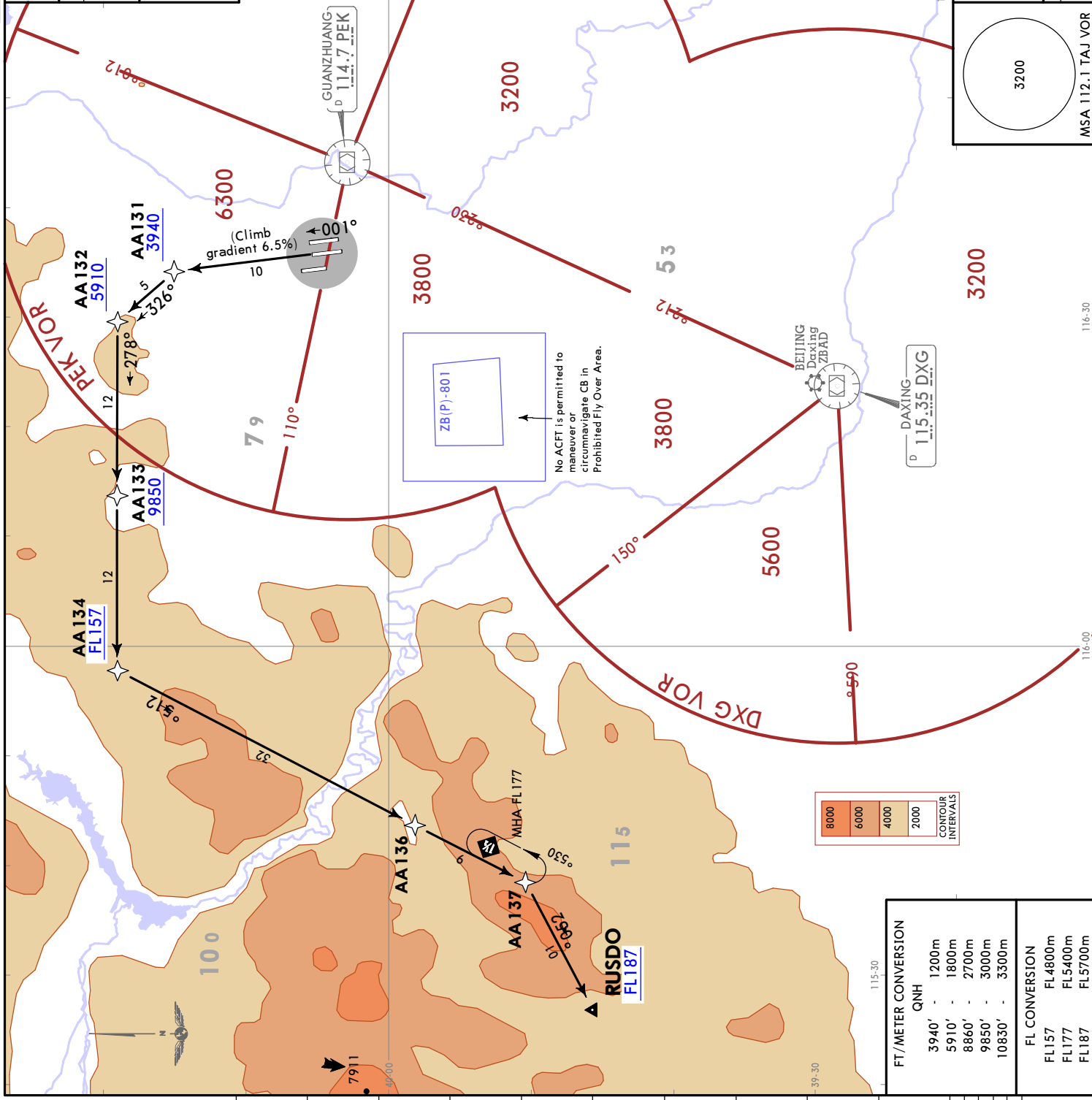
JEPPESSEN
 25 OCT 24 (10-3W) **Eff 30 Oct 1600Z**
BEIJING, PR OF CHINA
RNAV SID

Apt Elev
 116
 Trans alt: 9850
 10830, 1031 hPa or above
 8860, 979 hPa or below

RNAV 1 GNSS or DME/DME/IRU

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

RUSDO 9Z [RUSD9Z]
RNAV DEPARTURE
(RWY 36R)



CONTOUR INTERVALS

8000
6000
4000
2000

115-30

FT./METER CONVERSION	
QNH	
3940'	1200m
5910'	1800m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL157	FL4800m
FL177	FL5400m
FL187	FL5700m

This SID requires a climb gradient of 6.5% due to airspace restrictions.

Grnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

ROUTING

AA131 - (3940+) - AA132 (5910+) - AA133 (9850+) - AA134 (FL157+) - AA136 - AA137 - RUSDO (FL187+)

MSA 112.1 TAJ VOR

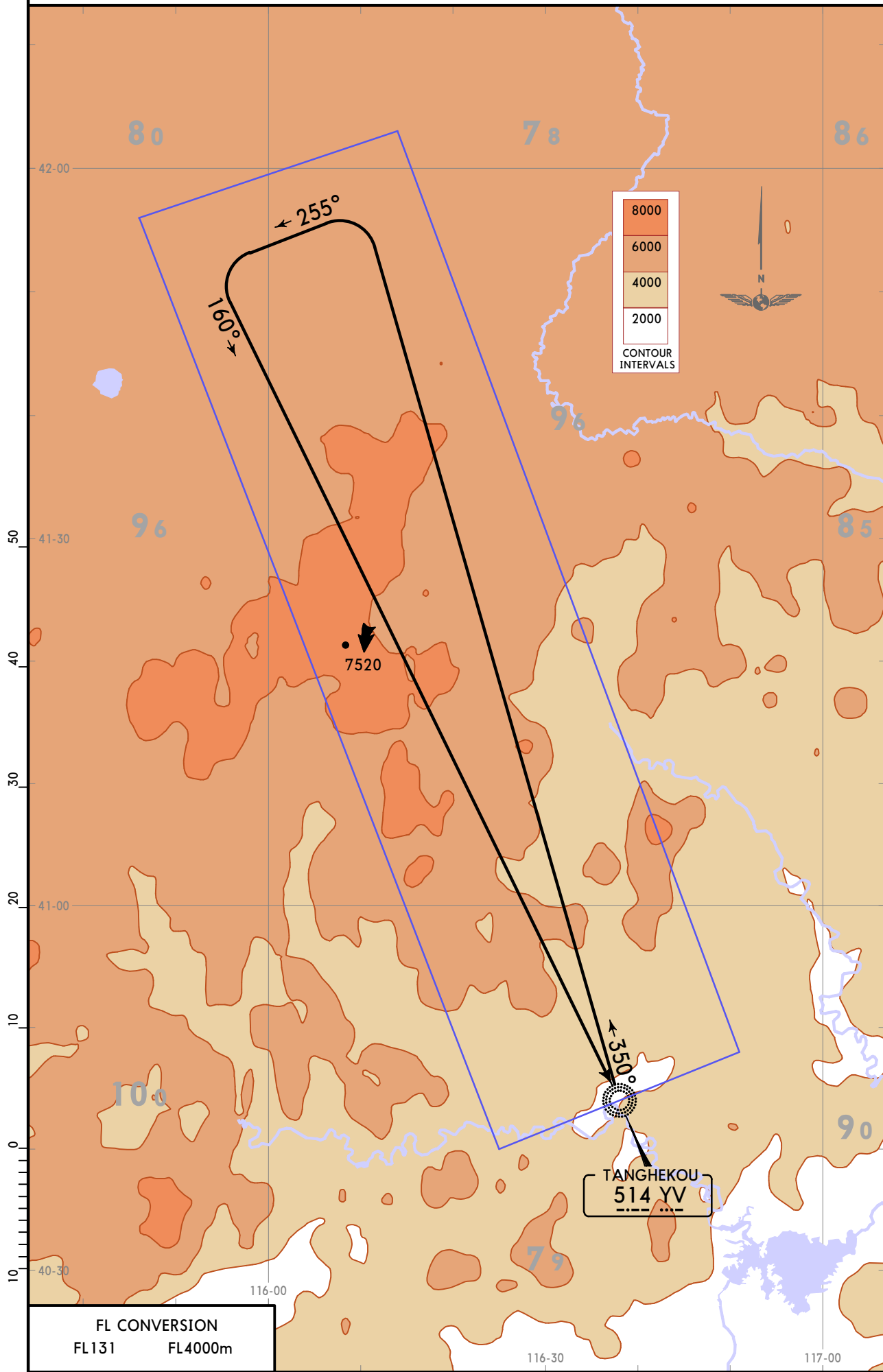
ZBAA/PEK
 CAPITAL

ZBAA/PEK
CAPITAL

JEPPESEN
17 AUG 18 (10-3Z)

BEIJING, PR OF CHINA
FUEL DUMPING AREA

ALTITUDE: MAIN FUEL DUMPING AREA ABOVE FL131

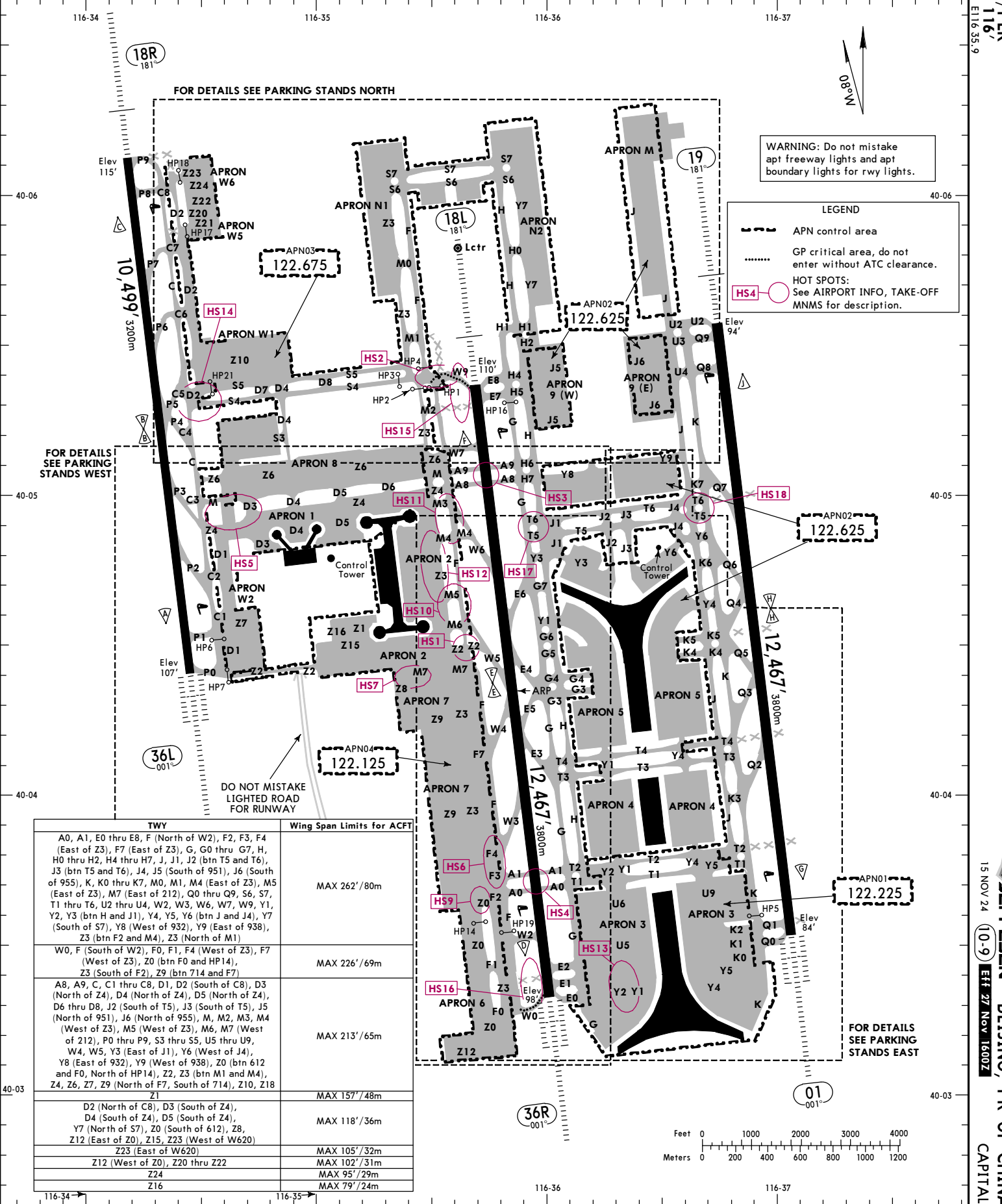


FL CONVERSION
FL131 FL4000m

CHANGES: Apron NI designation.

D-ATIS 128.65 (Chinese 127.6)	ACARS: D-ATIS DCL	DELIVERY 01 West of Rwy 18L/36R 121.6	BEIJING Delivery	*DELIVERY 02 East of Rwy 18L/36R 121.65	*GND 01 121.9	GND 02 121.8	BEIJING Ground *GND 03 121.7	*GND 04 121.75	*GND 05 121.85	Apron APN 01 122.225	APN 02 122.625	APN 03 122.675	APN 04 122.125	*TWR 01 Rwys 18R, 36L 124.3	Tower TWR 02 Rwys 18L, 36R 118.5	*TWR 03 Rwys 01, 19 118.6
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ZBAA/PEK
Apt Elev
116'
M0 04.4 E116 35.9



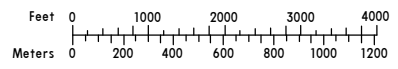
WARNING: Do not mistake apt freeway lights and apt boundary lights for rwy lights.

LEGEND

- APN control area
- GP critical area, do not enter without ATC clearance.
- HOT SPOTS:** 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 (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 Z1	MAX 213' / 65m
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 157' / 48m
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

15 NOV 24 (0-9) EFT 27 NOV 1600Z
JEPPESSEN BEIJING, PR OF CHINA
CAPITAL



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RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS	
	LANDING BEYOND				Threshold	TAKE-OFF
01	① HIRL ② CL ③ HIALS-II SFL TDZ ④ PAPI ⑤ RVR	① HIRL ② CL ③ HIALS-II SFL TDZ ④ PAPI ⑤ RVR	① HIRL ② CL ③ HIALS-II SFL TDZ ④ PAPI ⑤ RVR	① HIRL ② CL ③ HIALS-II SFL TDZ ④ PAPI ⑤ RVR	11,466' 3495m 11,516' 3510m	197' 60m
① spacing 60m ② spacing 15m ③ length 900m ④ PAPI-L(3.0°) ⑤ HSTIL. HST-Q4, Q3 & Q2 Inform ATC upon receiving delivery clearance if full runway length is required. From rwy head 12,467' (3800m) twy Q1 int 12,221' (3725m) RWY 01: From rwy head 12,467' (3800m) twy Q9 int 12,221' (3725m) twy Q8 int 11,565' (3525m)						
18L	① HIRL ② CL ③ HIALS SFL PAPI-L(3.0°) ④ RVR	① HIRL ② CL ③ HIALS SFL PAPI-L(3.0°) ④ RVR	① HIRL ② CL ③ HIALS SFL PAPI-L(3.0°) ④ RVR	① HIRL ② CL ③ HIALS SFL PAPI-L(3.0°) ④ RVR	11,522' 3512m 11,483' 3500m	197' 60m
① spacing 60m ② spacing 15m ③ length 900m ④ HSTIL. HST-E4, E3, W4 & W3 ⑤ PAPI-L(3.0°) Inform ATC upon receiving delivery clearance if full runway length is required. From rwy head 12,467' (3800m) twy E7 int 12,221' (3725m) twy W7 int 11,220' (3420m) RWY 18L: 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	① HIRL ② CL ③ HIALS SFL PAPI-L(3.0°) ④ RVR	① HIRL ② CL ③ HIALS SFL PAPI-L(3.0°) ④ RVR	① HIRL ② CL ③ HIALS SFL PAPI-L(3.0°) ④ RVR	① HIRL ② CL ③ HIALS SFL PAPI-L(3.0°) ④ RVR	9515' 2900m 9564' 2915m	164' 50m
① spacing 60m ② spacing 15m ③ length 900m ④ HSTIL. HST-P2, P3 & P4 ⑤ PAPI-L(3.0°) Inform ATC upon receiving delivery clearance if full runway length is required. From rwy head 10,499' (3200m) twy P8 int 9777' (2980m) RWY 18R: From rwy head 10,499' (3200m) twy P1 int 9777' (2980m)						

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

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 H57. 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 turning 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.

CHANGES: Apron N1 designation.

ZBAA/PEK

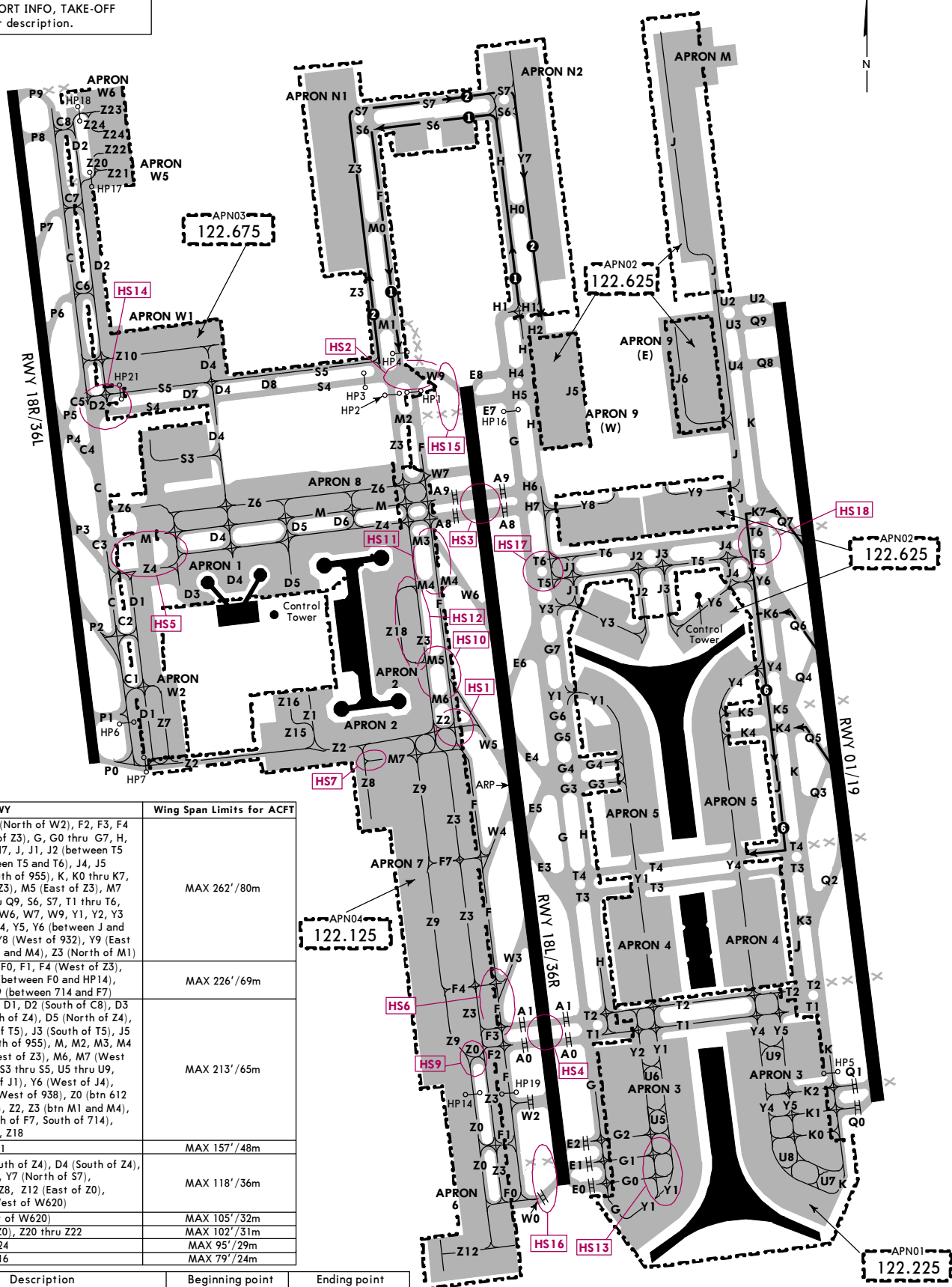
TAXI ROUTES FOR RWYS 01, 36L, 36R

LEGEND

--- APN control area

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

HS4

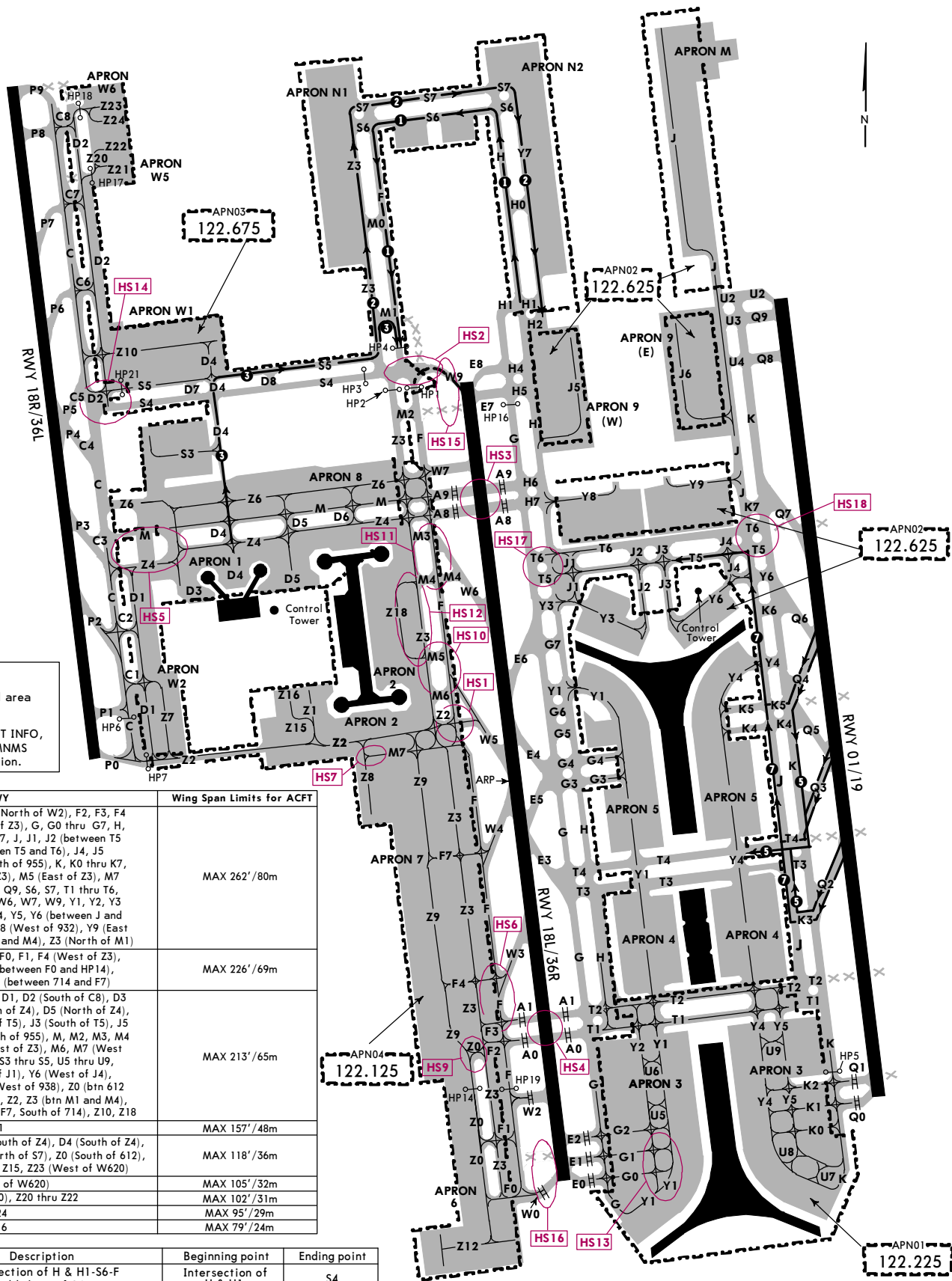


TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), 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 (btwn 612 and F0, North of HP14), Z2, Z3 (btwn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213' / 65m
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 1	Intersection of H & H1-S6-F-hold short of S4	Intersection of H & H1	S4
Route 2	Intersection of S5 & Z3-S7-Y7-hold short of H2	Intersection of S5 & Z3	H2
Route 3	Q7-K7/Q6-K6/Q5-K4/- J-T4 - hold short of Y4	Q7/Q6/Q5	Y4

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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 (btwn 612 and F0, North of HP14), Z2, Z3 (btwn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213' / 65m
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 1	Intersection of H & H1-S6-F hold short of S4	Intersection of H & H1	S4
Route 2	Intersection of S5 & Z3-S7-Y7 hold short of H2	Intersection of S5 & Z3	H2
Route 3	D4-S5-Z3-M1-F hold short of S4	D4	S4
Route 4	Q4-K/Q3-K/Q2-K3-J/-T4 - hold short of Y4	Q4/Q3/Q2	Y4
Route 5	Q4-K5/Q3-K-T4/Q2-K3/-J - T5 - hold short of J3	Q4/Q3/Q2	J3

CHANGES: Apron N1 designation.

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ZBAA/PEK

15 NOV 24

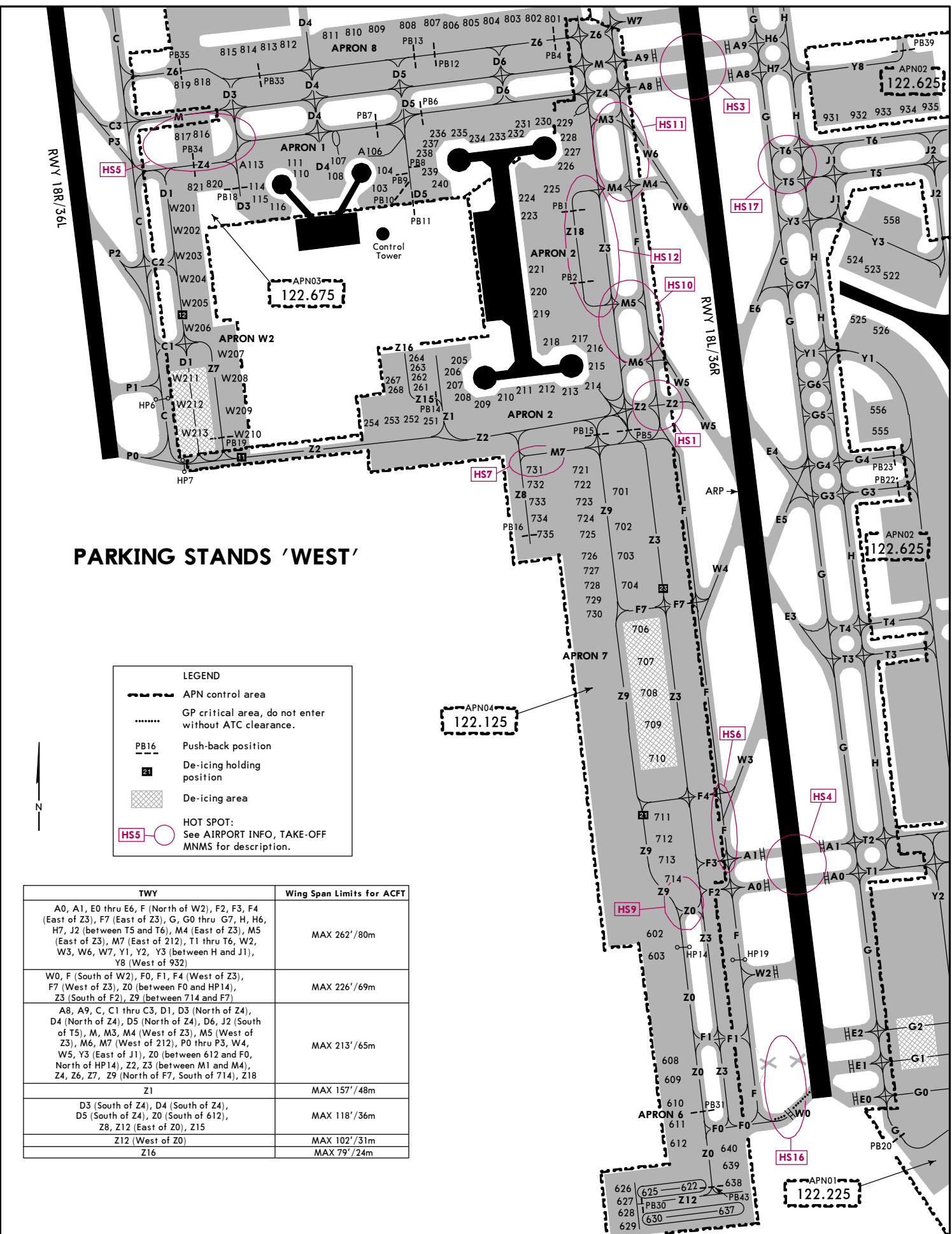
JEPPESEN BEIJING, PR OF CHINA

(10-9C) EFF 27 NOV 1600Z

CAPITAL

CHANGES: Guidelines.

ZBAA/PEK



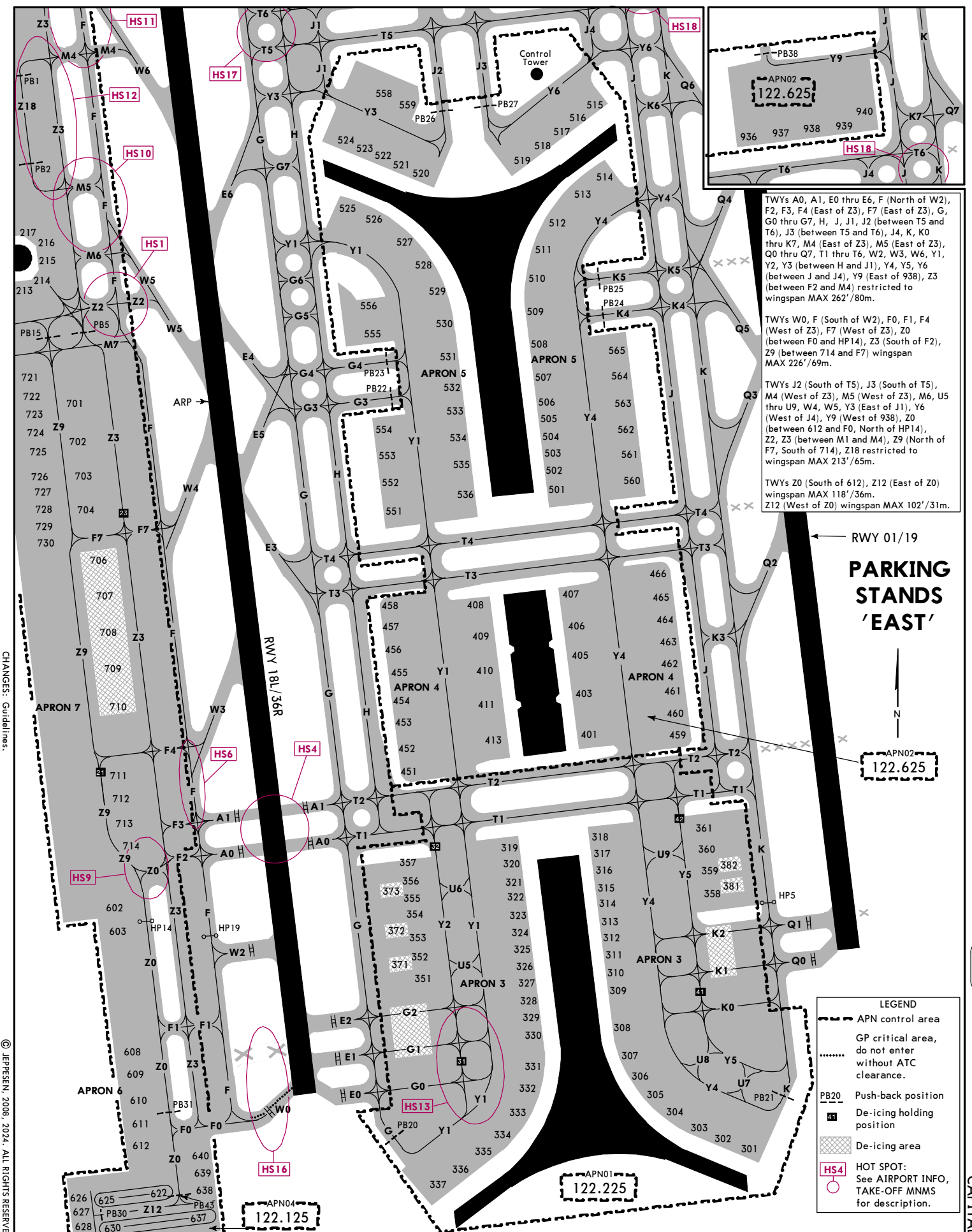
PARKING STANDS 'WEST'

LEGEND

- APN control area
- GP critical area, do not enter without ATC clearance.
- Push-back position
- De-icing holding position
- De-icing area
- HOT SPOT: See AIRPORT INFO, TAKE-OFF MNMS for description.

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 Z12), 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 Z12), 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

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TWYs A0, A1, E0 thru E6, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, K, K0 thru K7, M4 (East of Z3), M5 (East of Z3), Q0 thru Q7, T1 thru T6, W2, W3, W6, Y1, Y2, Y3 (between H and J1), Y4, Y5, Y6 (between J and J4), Y9 (East of 938), Z3 (between F2 and M4) restricted to wingspan MAX 262'/80m.

TWYs 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) wingspan MAX 226'/69m.

TWYs J2 (South of T5), J3 (South of T5), M4 (West of Z3), M5 (West of Z3), M6, U5 thru U9, W4, W5, Y3 (East of J1), Y6 (West of J4), Y9 (West of 938), Z0 (between 612 and F0, North of HP14), Z2, Z3 (between M1 and M4), Z9 (North of F7, South of 714), Z18 restricted to wingspan MAX 213'/65m.

TWYs Z0 (South of 612), Z12 (East of Z0) wingspan MAX 118'/36m.
Z12 (West of Z0) wingspan MAX 102'/31m.

PARKING STANDS 'EAST'

LEGEND

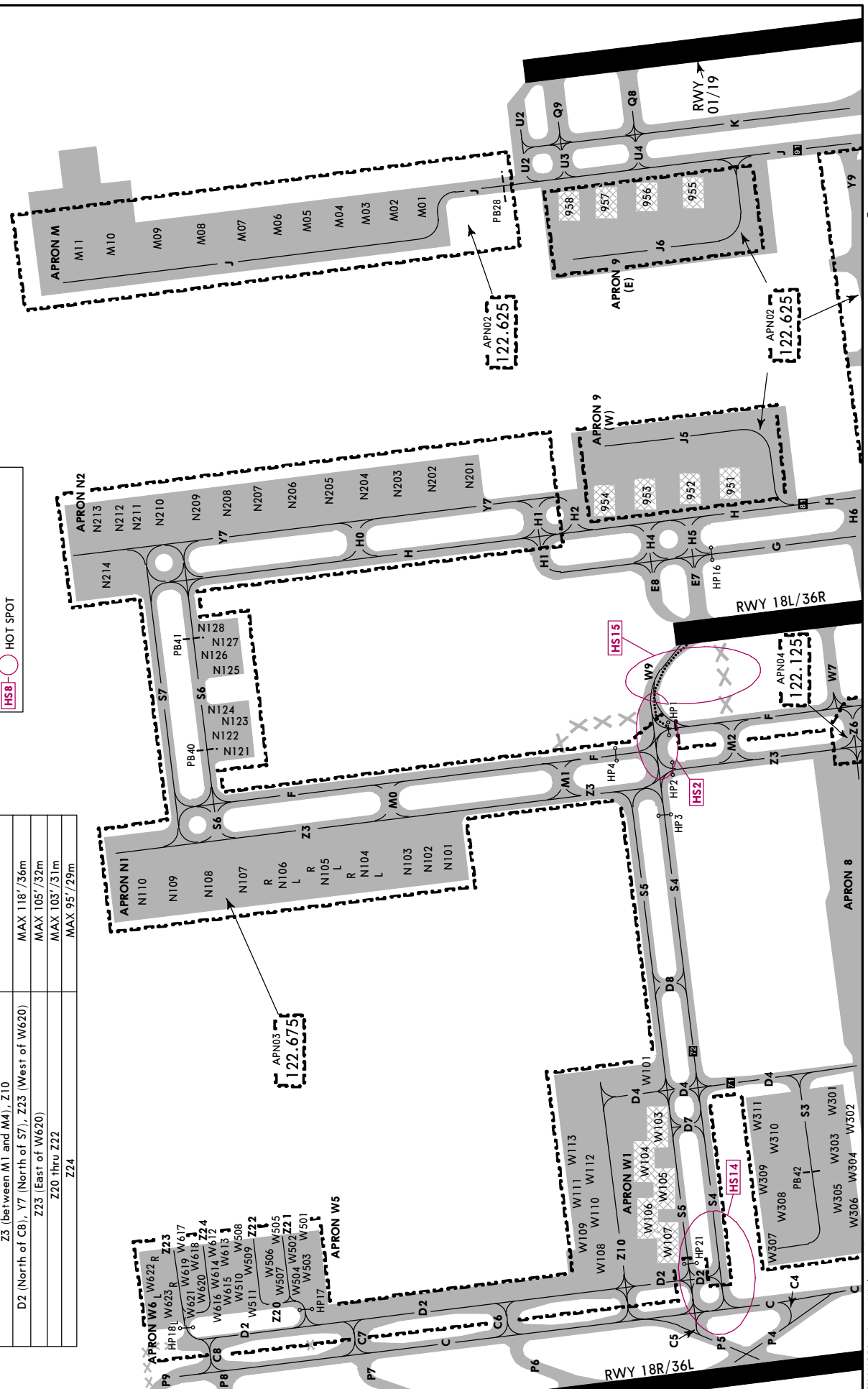
- APN control area
- GP critical area, do not enter without ATC clearance.
- PB20 Push-back position
- Z1 De-icing holding position
- De-icing area
- HS4 HOT SPOT: See AIRPORT INFO, TAKE-OFF MNMS for description.

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

LEGEND

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



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 JEPPESEN

BEIJING, PR OF CHINA

16 FEB 24 (10-9G) Eff 21 Feb 1600Z

CAPITAL

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			

ZBAA/PEK

 **JEPPESSEN**

BEIJING, PR OF CHINA

16 FEB 24

10-9H

Eff 21 Feb 1600Z

CAPITAL

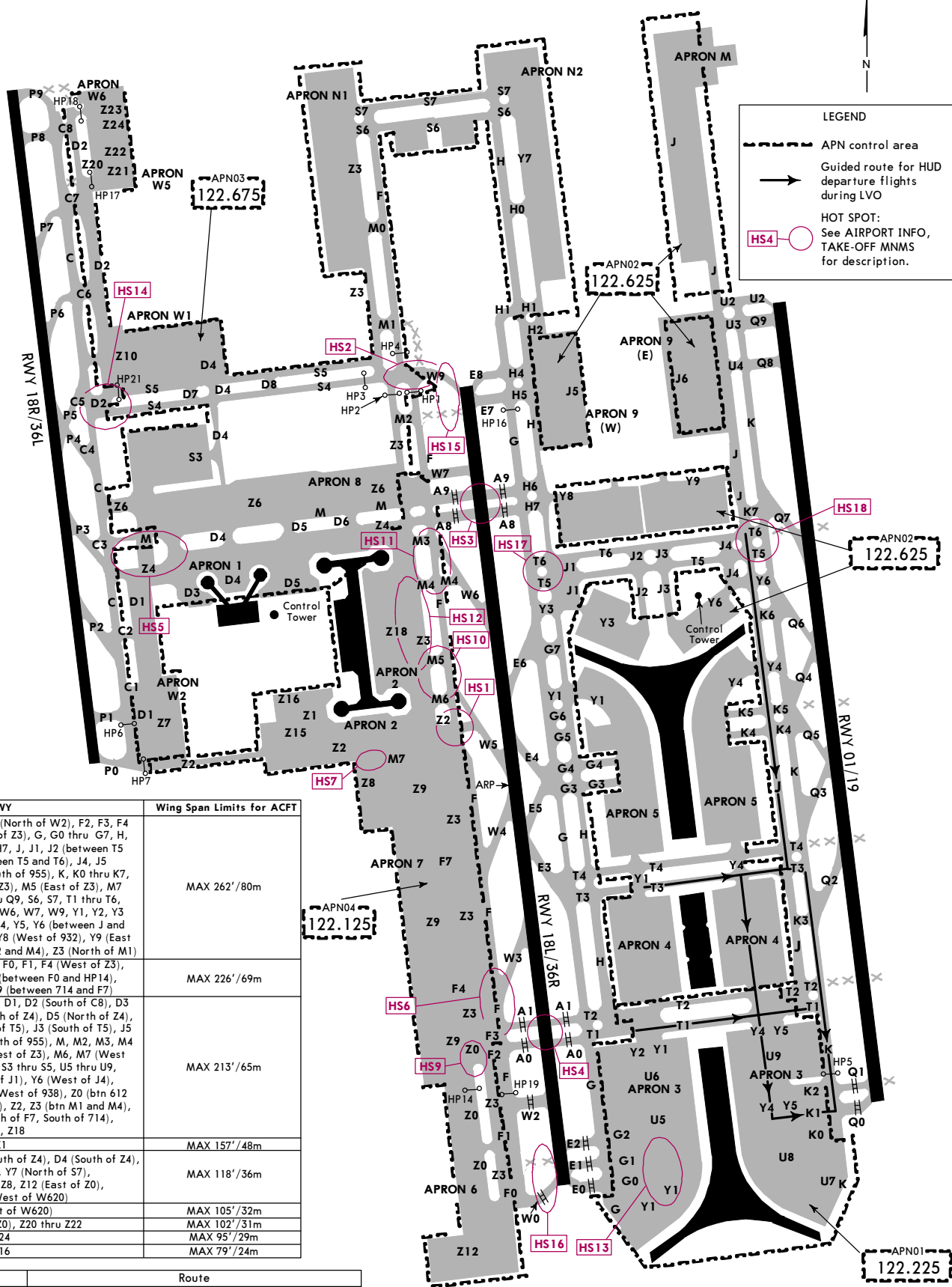
INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
710	N40 03.9	E116 35.7	N209 thru N211	N40 06.1	E116 35.9
711	N40 03.8	E116 35.7	N212, N213	N40 06.2	E116 35.9
712, 713	N40 03.7	E116 35.7	N214	N40 06.1	E116 35.8
714	N40 03.7	E116 35.6	W101	N40 05.4	E116 34.9
721, 722	N40 04.4	E116 35.5	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: Apron NI designation.

LOW VISIBILITY OPERATION ROUTES RWY 01 DEPARTURE

Apply to RVR ≥ 90m and RVR ≥ 150m

ZBAA/PEK



LEGEND

- APN control area
- Guided route for HUD departure flights during LVO
- HOT SPOT:
See AIRPORT INFO, TAKE-OFF MNMS for description.

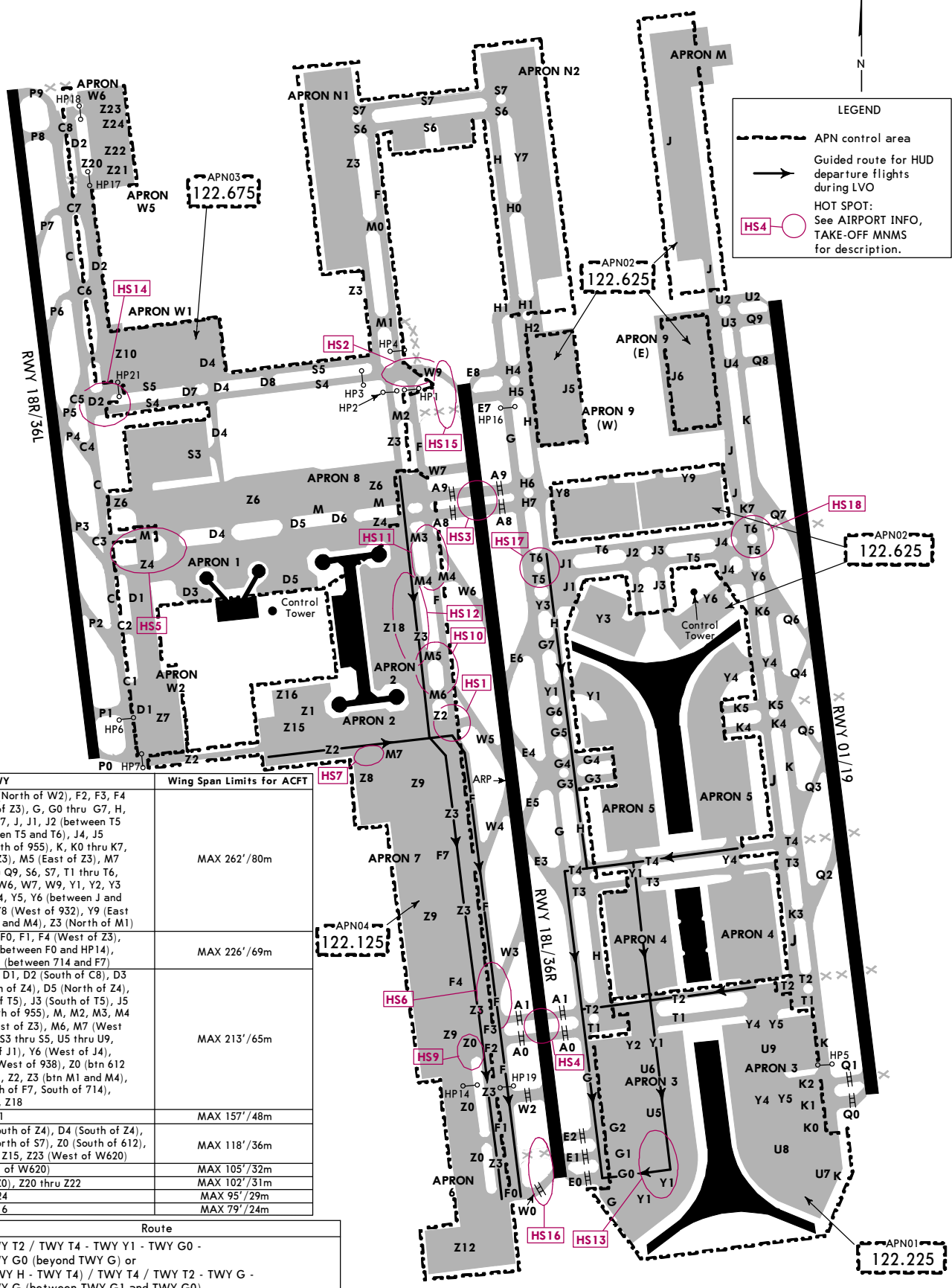
TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), 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 (btwn 612 and F0, North of HP14), Z2, Z3 (btwn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213' / 65m
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)

15 NOV 24
 JEPPESSEN BEIJING, PR OF CHINA
 10-9J
 EFF 27 NOV 1600Z
 CAPITAL

LOW VISIBILITY OPERATION ROUTES RWY 36R DEPARTURE

Apply to RVR ≥ 150m



LEGEND

- APN control area
- Guided route for HUD departure flights during LVO
- HS4 ○ HOT SPOT:
See AIRPORT INFO, TAKE-OFF MNMS for description.

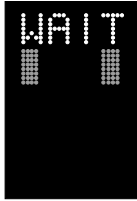
CHANGES: Apron N1 designation.

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 (btwn 612 and F0, North of HP14), Z2, Z3 (btwn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213'/65m
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), Z23 (East of W620)	MAX 118'/36m
Z12 (West of Z0), Z20 thru Z22	MAX 105'/32m
Z24	MAX 102'/31m
Z16	MAX 95'/29m
Z16	MAX 79'/24m

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

ZBAA/PEK
 15 NOV 24
 JEPPESSEN BEIJING, PR OF CHINA
 10-9K EFF 27 NOV 1600Z
 CAPITAL

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 overshoot the stop-position, "TOO FAR" will be displayed.

WAIT

If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show "WAIT". The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SLOW

The display will show "SLOW" when the DGS lose the aircraft very near the STOP position or visibility for DGS is reduced.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING-RATE BAR IS SHOWN.

AIRCRAFT VERIFICATION FAILURE

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR

GATE BLOCKED

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

VIEW BLOCKED

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

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SBU-STOP

Any unrecoverable error during the docking procedure will generate an "SBU (safety back-up)" condition. The display will show red stop bar and the text "STOP", "SBU".

A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

TOO FAST

If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP (with red squares)" and "TOO FAST" will be displayed.

THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.

EMERGENCY STOP

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

CHOCKS ON

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

ERROR

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

SYSTEM BREAKDOWN

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

POWER FAILURE

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

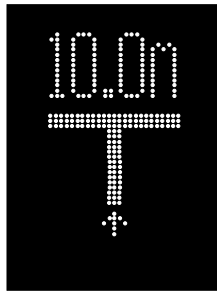
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513



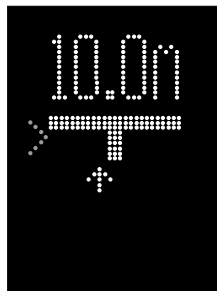
START-OF-DOCKING
When the system is started, "WAIT" will be displayed.



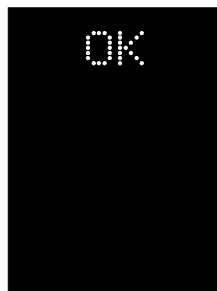
TRACKING
When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centerline.



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



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

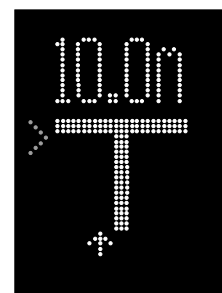


DOCKING COMPLETED
When the aircraft has parked, "OK" will be displayed.

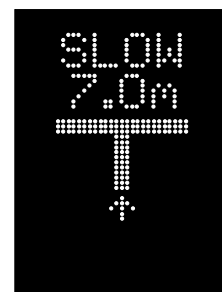
CAPTURE
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.



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



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



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



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



VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513

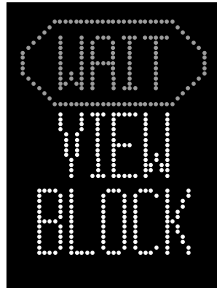
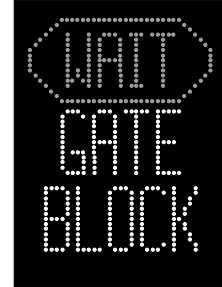


AIRCRAFT VERIFICATION FAILURE

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.

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.

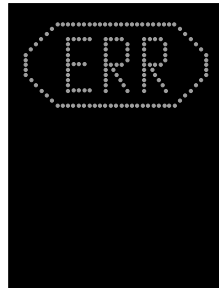


VIEW BLOCKED

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.

ABNORMAL DOCKING PROCEED

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



SPEED LIMIT

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

ZBAA/PEK



EASA AIR OPS

25 OCT 24
Eff 30 Oct 1600Z (10-9S)

**BEIJING, PR OF CHINA
 CAPITAL**

STRAIGHT-IN RWY	A	B	C	D
01 CAT 2 RNAV ILS DME Z or Y	184' (100') RA112' R300m	184' (100') RA112' R300m	184' (100') RA112' R300m	184' (100') RA112' R300m
② SA CAT 1 ILS DME Z or Y	234' (150') RA148' R450m	234' (150') RA148' R450m	234' (150') RA148' R450m	234' (150') RA148' R450m
③ RNAV ILS DME Z or Y TDZ or CL out ALS out	284' (200') R550m V800m ④ R550m V800m R/V1200m	284' (200') R550m V800m ④ R550m V800m R/V1200m	284' (200') R550m V800m ④ R550m V800m R/V1200m	284' (200') R550m V800m ④ R550m V800m R/V1200m
⑤ ILS DME Z or Y TDZ or CL out ALS out	314' (230') R550m V800m ④ R550m V800m R/V1400m	331' (247') R550m V800m ④ R550m V800m R/V1500m	331' (247') R550m V800m ④ R550m V800m R/V1500m	347' (263') R/V800m R/V800m R/V1600m
⑥ LOC ALS out	560' (476') R/V1900m R/V2800m	560' (476') R/V1900m R/V2800m	560' (476') R/V1900m R/V2800m	560' (476') R/V1900m R/V2800m
18L RNAV ILS DME Z or Y ALS out	310' (200') ⑦ R550m V800m R/V1200m	310' (200') ⑦ R550m V800m R/V1200m	310' (200') ⑦ R550m V800m R/V1200m	310' (200') ⑦ R550m V800m R/V1200m
⑥ LOC ALS out	510' (400') R/V1500m R/V2400m	510' (400') R/V1500m R/V2400m	510' (400') R/V1500m R/V2400m	510' (400') R/V1500m R/V2400m
18R RNAV ILS DME Z or Y ALS out	315' (200') ⑦ R550m V800m R/V1200m	315' (200') ⑦ R550m V800m R/V1200m	328' (213') ⑦ R550m V800m R/V1300m	328' (213') ⑦ R550m V800m R/V1300m
⑥ LOC ALS out	500' (385') R/V1300m R/V2200m	500' (385') R/V1300m R/V2200m	500' (385') R/V1300m R/V2200m	500' (385') R/V1300m R/V2200m
19 RNAV ILS DME Z or Y ALS out	294' (200') ⑦ R550m V800m R/V1200m	294' (200') ⑦ R550m V800m R/V1200m	294' (200') ⑦ R550m V800m R/V1200m	294' (200') ⑦ R550m V800m R/V1200m
⑥ LOC ALS out	560' (466') R/V1700m R/V2600m	560' (466') R/V1700m R/V2600m	560' (466') R/V1700m R/V2600m	560' (466') R/V1700m R/V2600m
36L ② SA CAT 1 ILS DME Z or Y	257' (150') RA154' R450m	257' (150') RA154' R450m	257' (150') RA154' R450m	257' (150') RA154' R450m
③ RNAV ILS DME Z or Y TDZ or CL out ALS out	307' (200') R550m V800m ④ R550m V800m R/V1200m	307' (200') R550m V800m ④ R550m V800m R/V1200m	307' (200') R550m V800m ④ R550m V800m R/V1200m	307' (200') R550m V800m ④ R550m V800m R/V1200m
⑤ RNAV ILS DME Z or Y TDZ or CL out ALS out	307' (200') R550m V800m ④ R550m V800m R/V1200m	307' (200') R550m V800m ④ R550m V800m R/V1200m	307' (200') R550m V800m ④ R550m V800m R/V1200m	320' (213') R550m V800m ④ R550m V800m R/V1300m
⑥ LOC ALS out	460' (353') R/V1200m R/V2100m	460' (353') R/V1200m R/V2100m	460' (353') R/V1200m R/V2100m	460' (353') R/V1200m R/V2100m

- ① Requires autoland or HUDLS, otherwise: R350m.
- ② HUD required.
- ③ Missed approach climb gradient MIN 5.0% (304'/NM).
- ④ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ⑤ Missed approach climb gradient MIN 2.5% (152'/NM).
- ⑥ Continuous Descent Final Approach.
- ⑦ R800m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ⑧ Missed approach climb gradient MIN 3.0% (183'/NM).

ZBAA/PEK

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EASA AIR OPS

25 OCT 24
Eff 30 Oct 1600Z (10-9S1)

BEIJING, PR OF CHINA
CAPITAL

STRAIGHT-IN RWY		A	B	C	D
36R	CAT 3A RNAV ILS DME Z or Y	RA50' R175m	RA50' R175m	RA50' R175m	RA50' R175m
	CAT 2 RNAV ILS DME Z or Y	198'(100') RA108' R300m	198'(100') RA108' R300m	198'(100') RA108' R300m	198'(100') RA108' R300m
	② SA CAT 1 ILS DME Z or Y	248'(150') RA157' R450m	248'(150') RA157' R450m	248'(150') RA157' R450m	248'(150') RA157' R450m
	RNAV ILS DME Z or Y	298'(200') R550m V800m	298'(200') R550m V800m	298'(200') R550m V800m	298'(200') R550m V800m
	TDZ or CL out ALS out	③ R550m V800m R/V1200m	③ R550m V800m R/V1200m	③ R550m V800m R/V1200m	③ R550m V800m R/V1200m
	④ LOC	430'(332') R/V1100m	430'(332') R/V1100m	430'(332') R/V1100m	430'(332') R/V1100m
	ALS out	R/V2000m	R/V2000m	R/V2000m	R/V2000m

- ① Requires autoland or HUDLS, otherwise: R350m.
- ② HUD required.
- ③ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ④ Continuous 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		R250m		R250m		
	C						
	D						
Other 1 & 2 Eng		Minimums not established by CAAC				V1600m	

CHANGES: None.

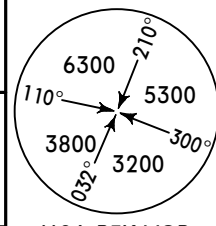
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ZBAA/PEK CAPITAL

25 OCT 24
Eff 30 Oct 1600Z (11-1)

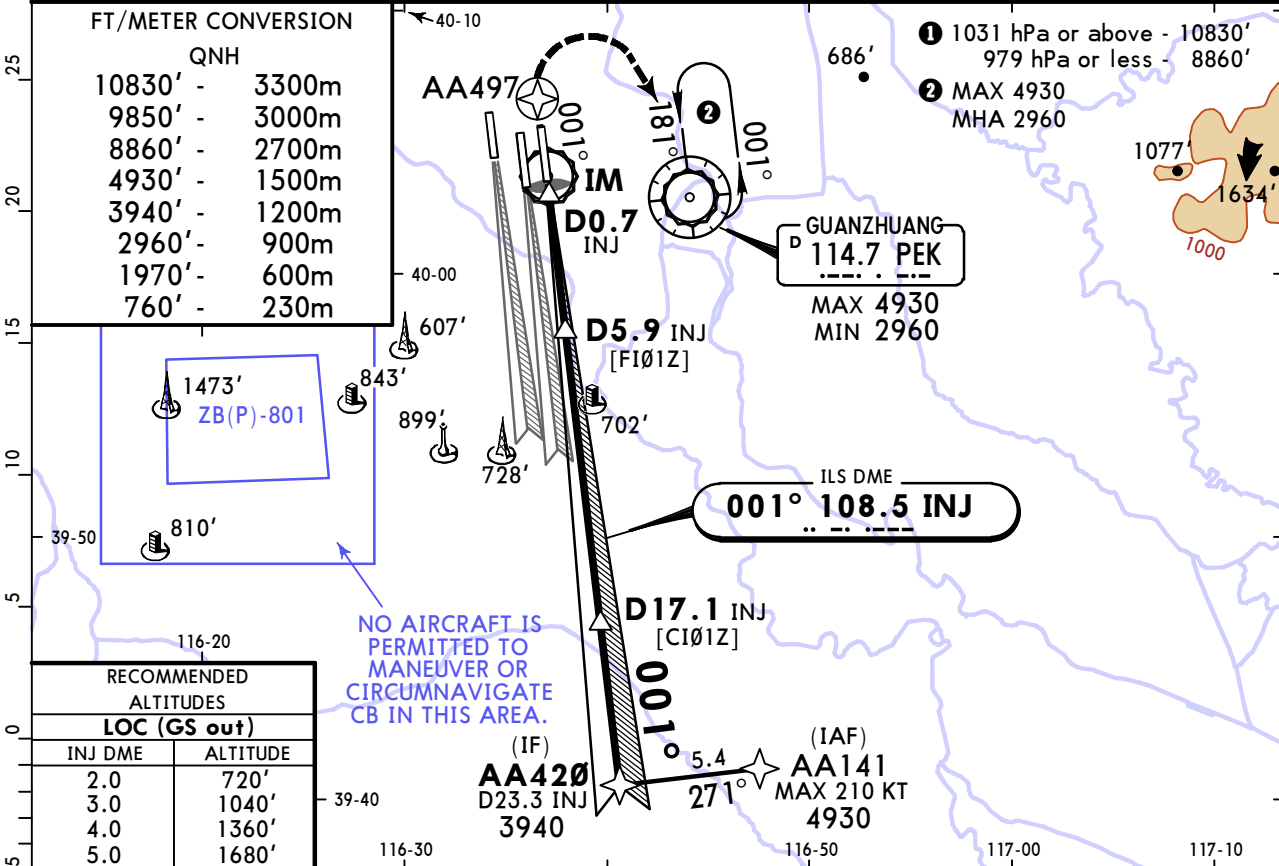
BEIJING, PR OF CHINA RNAV ILS DME Z Rwy 01

BRIEFING STRIP™	D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)					
	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X		
	BEIJING Approach (R)			*BEIJING Tower		Ground				
APP14 126.3X	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 108.5	Final Apch Crs 001°	D5.9 INJ 1970' (1886')		ILS DA(H) Refer to Minimums		Apt Elev 116' Rwy 84'				
<p>MISSED APCH: Climb STRAIGHT AHEAD to AA497 at 760' or above, turn RIGHT to PEK VOR at MIN 2960'/MAX 4930', join the holding or as directed. Refer to minimums for missed apch climb gradient.</p>										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118			Trans alt: 9850' ①			MSA PEK VOR



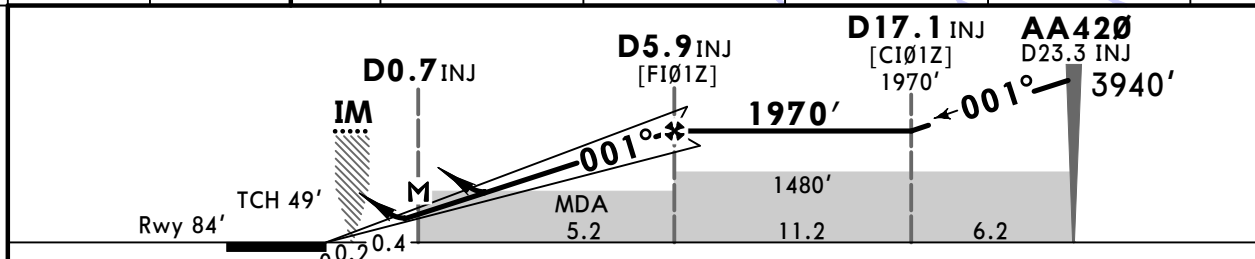
FT/METER CONVERSION

FT	METER
10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
3940'	1200m
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'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	AA497	MIN	MAX 4930'	PEK
ILS GS or LOC Descent Angle	3.00°						PAPI	↑	at 760'	MIN 2960'	114.7
MAP at D0.7 INJ											

PANS OPS	State		ILS STRAIGHT-IN LANDING		LOC (GS out)	
	MACG MIN 5.0% (304'/NM)		MACG MIN 2.5% (152'/NM)		CDFA	
	DA(H) 284' (200')		DA(H) BC: 331' (247') A: 314' (230') D: 347' (263')		MDA(H) 560' (476')	
	ALS out		ALS out		ALS out	
A	R550m	V1200m	R550m	V1400m	R/V1900m	V2800m
B	V800m		V800m	V1500m		
C						
D			R/V800m	V1600m		

ZBAA/PEK
CAPITAL

25 OCT 24
Eff 30 Oct 1600Z

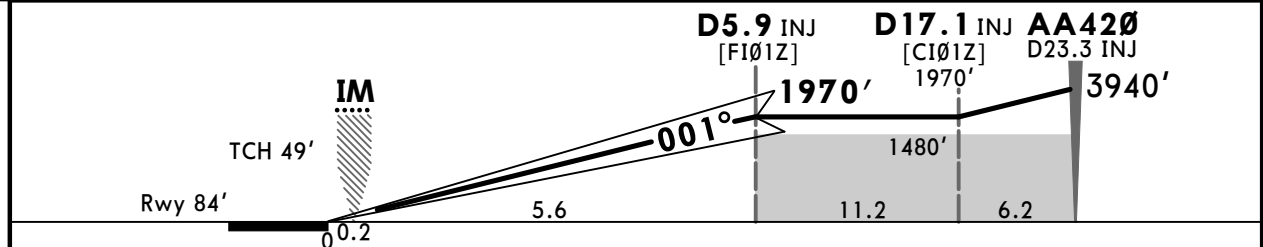
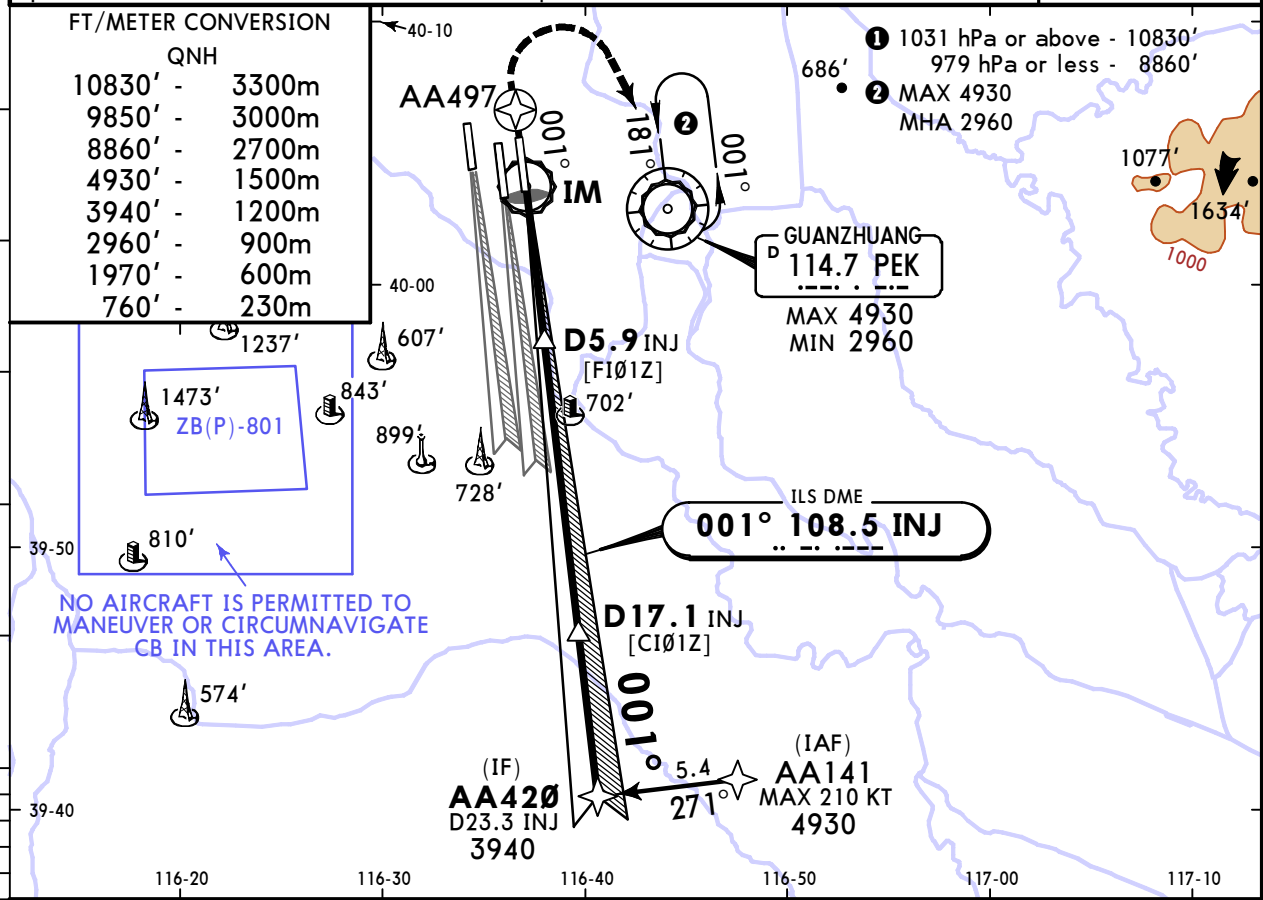
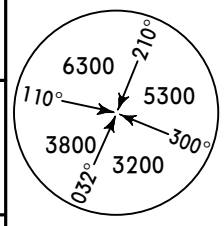
JEPPESSEN

11-1AA

BEIJING, PR OF CHINA

CAT II RNAV ILS DME Z Rwy 01

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)			BEIJING Approach (R)					
		APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP13	
		126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	121.25X	
BEIJING Approach (R)					*BEIJING Tower	Ground				
APP14	APP15	APP16	APP17	APP18	118.6	*GND01	GND02	*GND03	*GND04	*GND05
126.3X	125.8X	124.4X	120.6	125.5X		121.9	121.8	121.7	121.75	121.85
LOC INJ 108.5	Final Apch Crs 001°	D5.9 INJ 1970' (1886')			CAT II ILS RA 112' DA(H) 184' (100')	Apt Elev 116' Rwy 84'				
MISSED APCH: Climb STRAIGHT AHEAD to AA497 at 760' or above, turn RIGHT to PEK VOR at MIN 2960'/MAX 4930', join the holding or as directed. 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' ①	
Special Aircrew and Aircraft Certification Required.										



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		AA497	MIN	MAX 4930'	PEK
GS	3.00°	372	478	531	637	849	PAPI		↑	at 760'	MIN 2960'	114.7

State STRAIGHT-IN LANDING
CAT II ILS
RA 112'
DA(H) 184' (100')

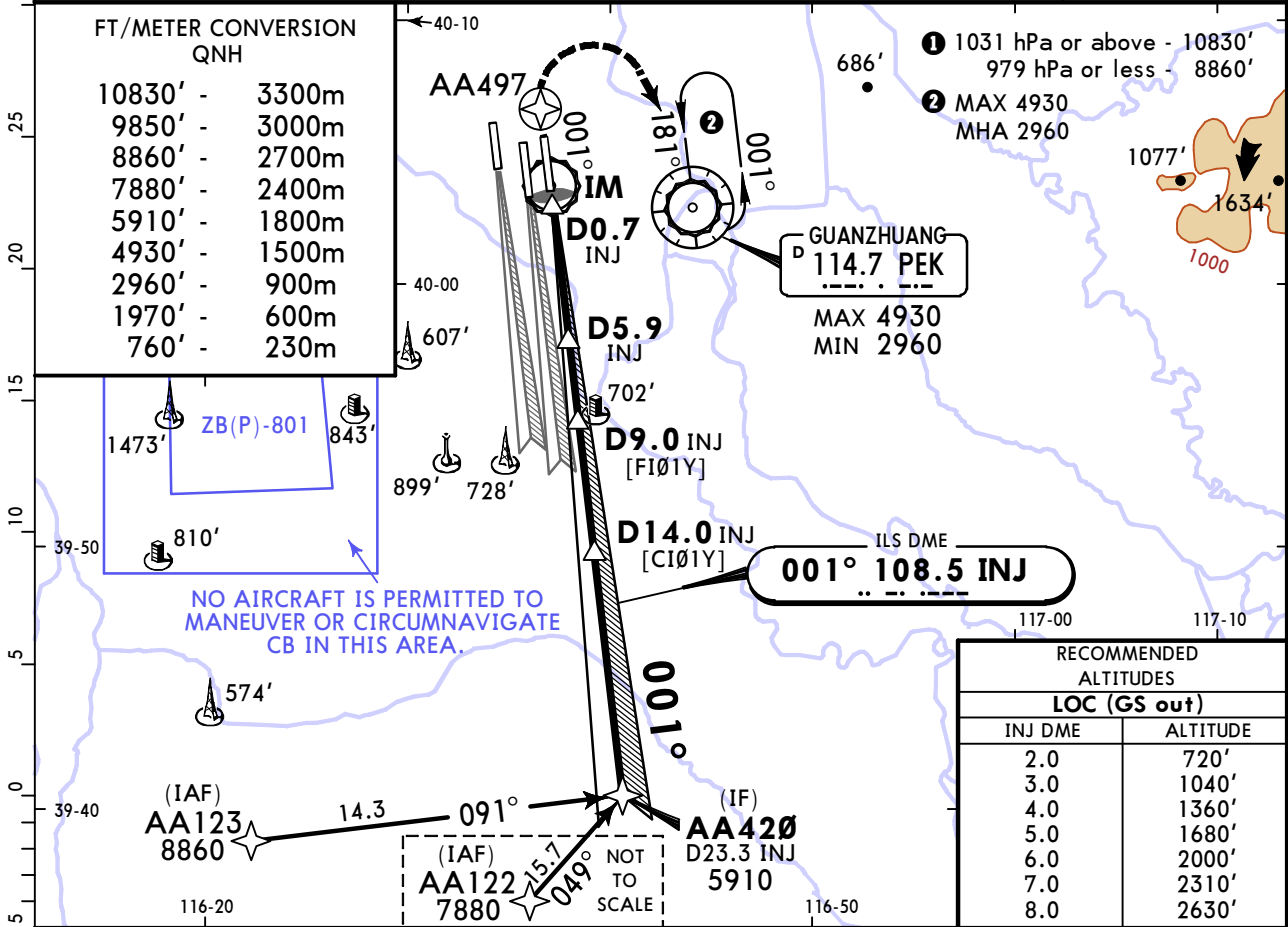
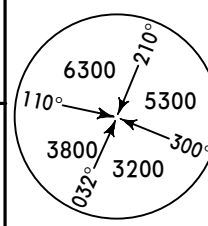
PANS OPS
R300m
CAT D: R350m for manual operation below DH.

ZBAA/PEK CAPITAL

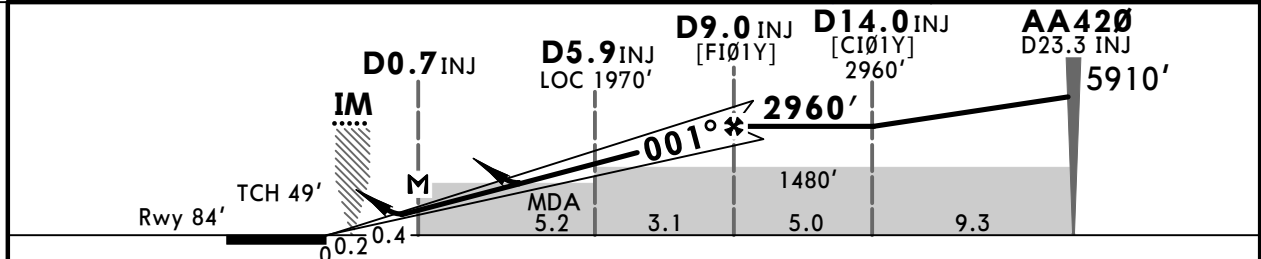
25 OCT 24
Eff 30 Oct 1600Z (11-2)

BEIJING, PR OF CHINA RNAV ILS DME Y Rwy 01

BRIEFING STRIP™	D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)					
	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X		
	BEIJING Approach (R)			*BEIJING Tower		Ground				
APP14 126.3X	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 108.5	Final Apch Crs 001°	D9.0 INJ 2960' (2876')		ILS DA(H) Refer to Minimums		Apt Elev 116' Rwy 84'				
MISSED APCH: Climb STRAIGHT AHEAD to AA497 at 760' or above, turn RIGHT to PEK VOR at MIN 2960'/MAX 4930', join the holding or as directed. Refer to minimums for missed apch climb gradient.										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA PEK VOR		



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	HIALS-II	AA497	MIN	MAX 4930'	PEK
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	at 760'	MIN 2960'	114.7
MAP at D0.7 INJ											

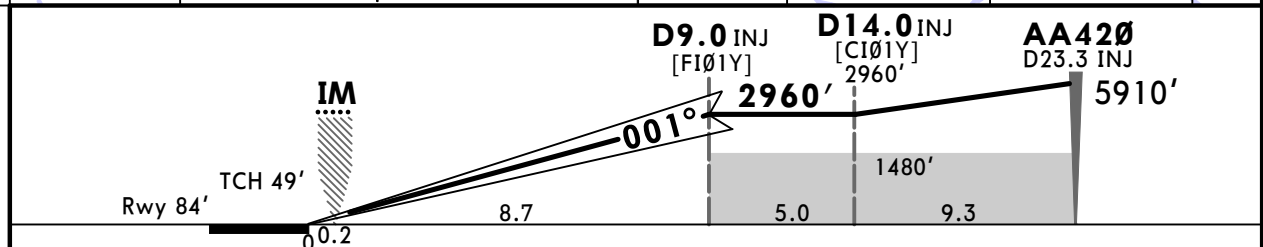
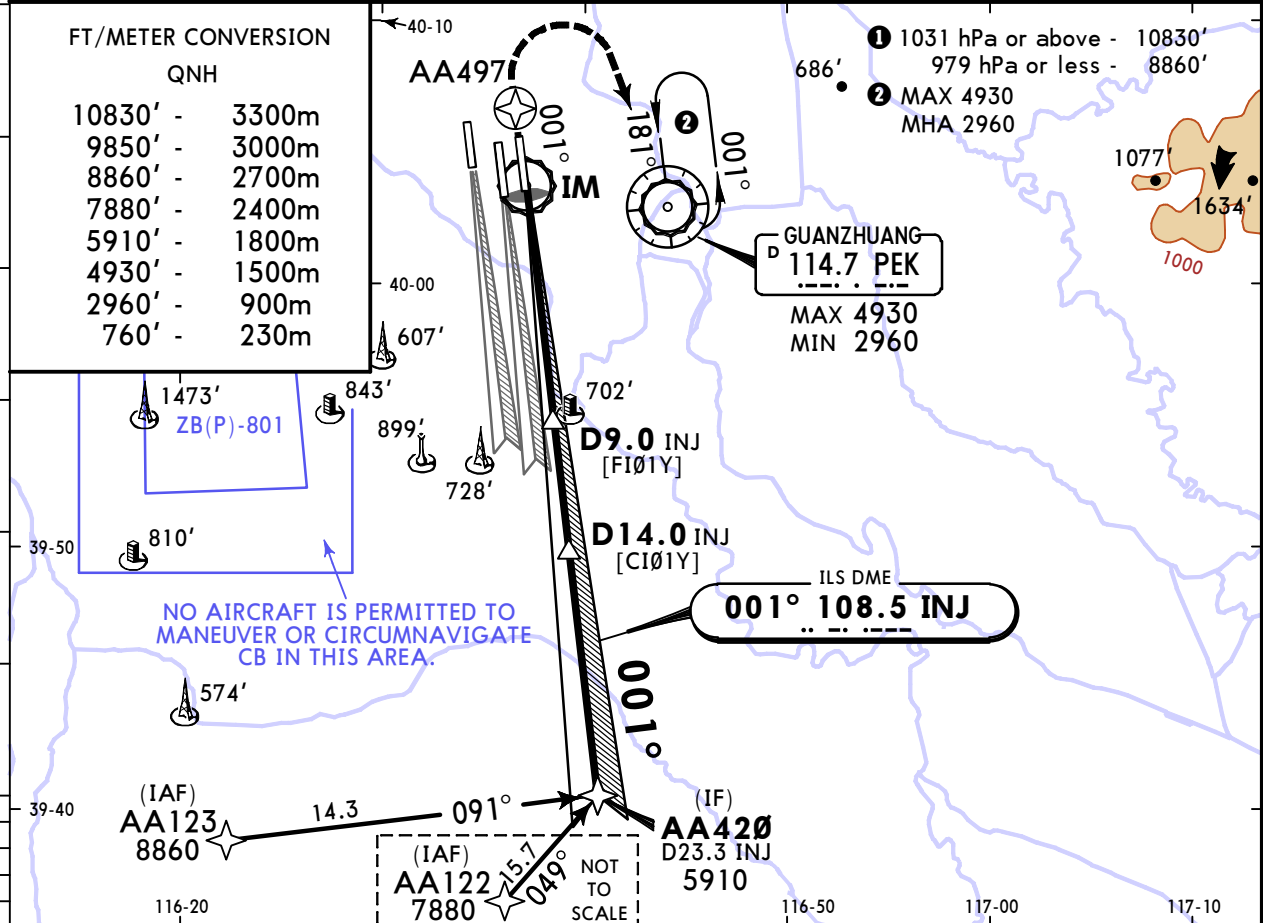
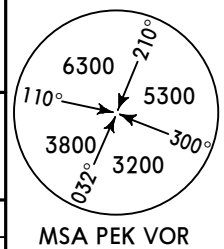
PANS OPS	State		STRAIGHT-IN LANDING		LOC (GS out)	
	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
A						
B	R550m	V1200m	R550m	V800m	V1400m	R/V1900m
C	V800m		V800m		V1500m	V2800m
D			R/V800m		V1600m	

ZBAA/PEK CAPITAL

25 OCT 24
Eff 30 Oct 1600Z **11-2AA**

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

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)			BEIJING Approach (R)						
		APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP13		
		126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	121.25X		
BRIEFING STRIP™	BEIJING Approach (R)				*BEIJING Tower	Ground					
	APP14	APP15	APP16	APP17	APP18		*GND01	GND02	*GND03	*GND04	*GND05
	126.3X	125.8X	124.4X	120.6	125.5X	118.6	121.9	121.8	121.7	121.75	121.85
	LOC INJ 108.5		Final Apch Crs 001°		D9.0 INJ 2960' (2876')		CAT II ILS RA 112' DA(H) 184' (100')		Apt Elev 116' Rwy 84'		
MISSED APCH: Climb STRAIGHT AHEAD to AA497 at 760' or above, turn RIGHT to PEK VOR at MIN 2960'/MAX 4930', join the holding or as directed. 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' ①				
Special Aircrew and Aircraft Certification Required.											



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	AA497 ↑ at 760'	MIN MIN 2960'	PEK 114.7
Gs	3.00°	372	478	531	637	849				

State STRAIGHT-IN LANDING
CAT II ILS
RA 112'
DA(H) **184'** (100')

R 300m
① CAT D: R350m for manual operation below DH.

ZBAA/PEK
CAPITAL

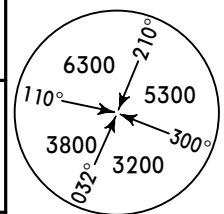
25 OCT 24
Eff 30 Oct 1600Z

JEPPESEN

BEIJING, PR OF CHINA

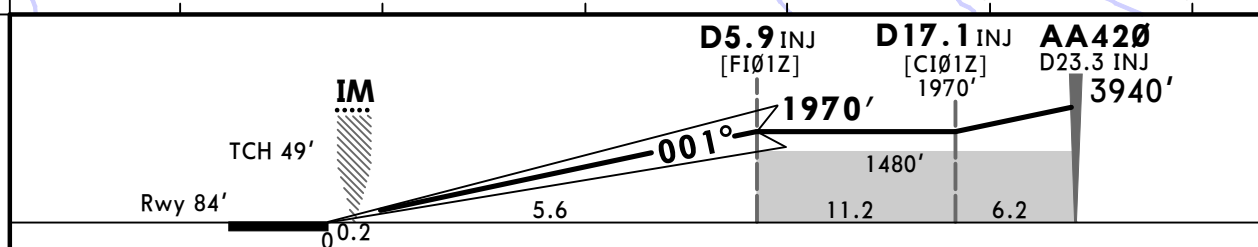
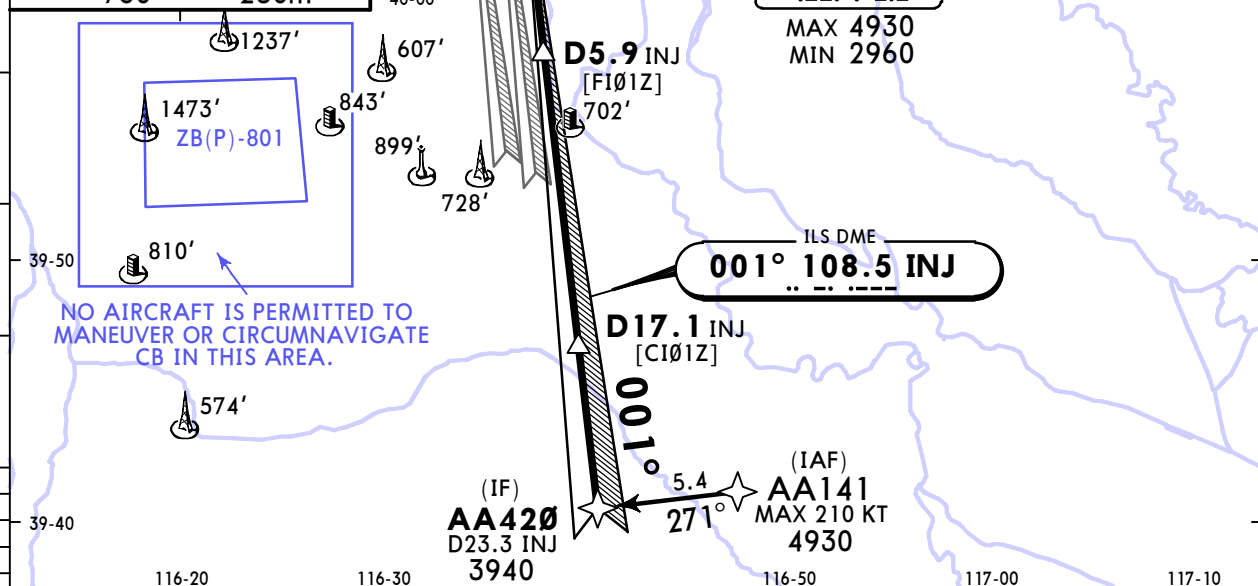
11-2BB SA CAT I RNAV ILS DME Z Rwy 01

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)			BEIJING Approach (R)			BEIJING Approach (R)				
		APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP13			
		126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	121.25X			
		BEIJING Approach (R)			*BEIJING Tower	Ground						
		APP14	APP15	APP16	APP17	APP18	*GND01	GND02	*GND03	*GND04	*GND05	
		126.3X	125.8X	124.4X	120.6	125.5X	118.6	121.9	121.8	121.7	121.75	121.85
LOC INJ 108.5		Final Apch Crs 001°		D5.9 INJ 1970' (1886')		SA CAT I ILS RA 148' DA(H) 234' (150')		Apt Elev 116' Rwy 84'				
MISSED APCH: Climb STRAIGHT AHEAD to AA497 at 760' or above, turn RIGHT to PEK VOR at MIN 2960'/MAX 4930', join the holding or as directed. 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' !					
Special Aircrew and Aircraft Certification Required.												



FT/METER CONVERSION

FT	METER
10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
3940'	1200m
2960'	900m
1970'	600m
760'	230m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		AA497	MIN	MAX 4930'	PEK
GS	3.00°	372	478	531	637	849	PAPI		↑	at 760'	MIN 2960'	114.7

State STRAIGHT-IN LANDING
SA CAT I ILS
RA 148'
 DA(H) **234'** (150')

R450m
HUD required.

ZBAA/PEK CAPITAL

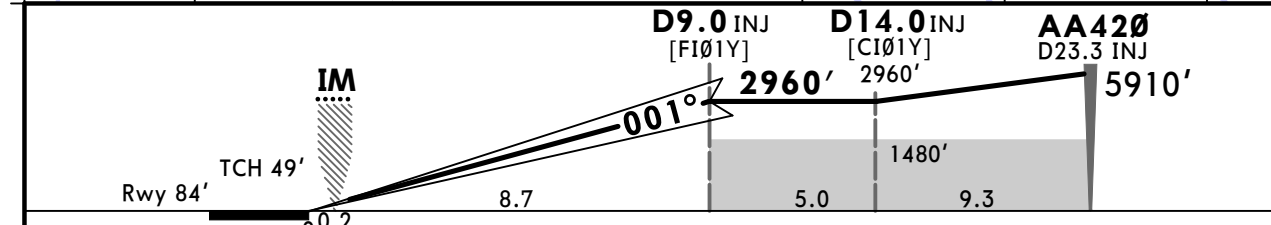
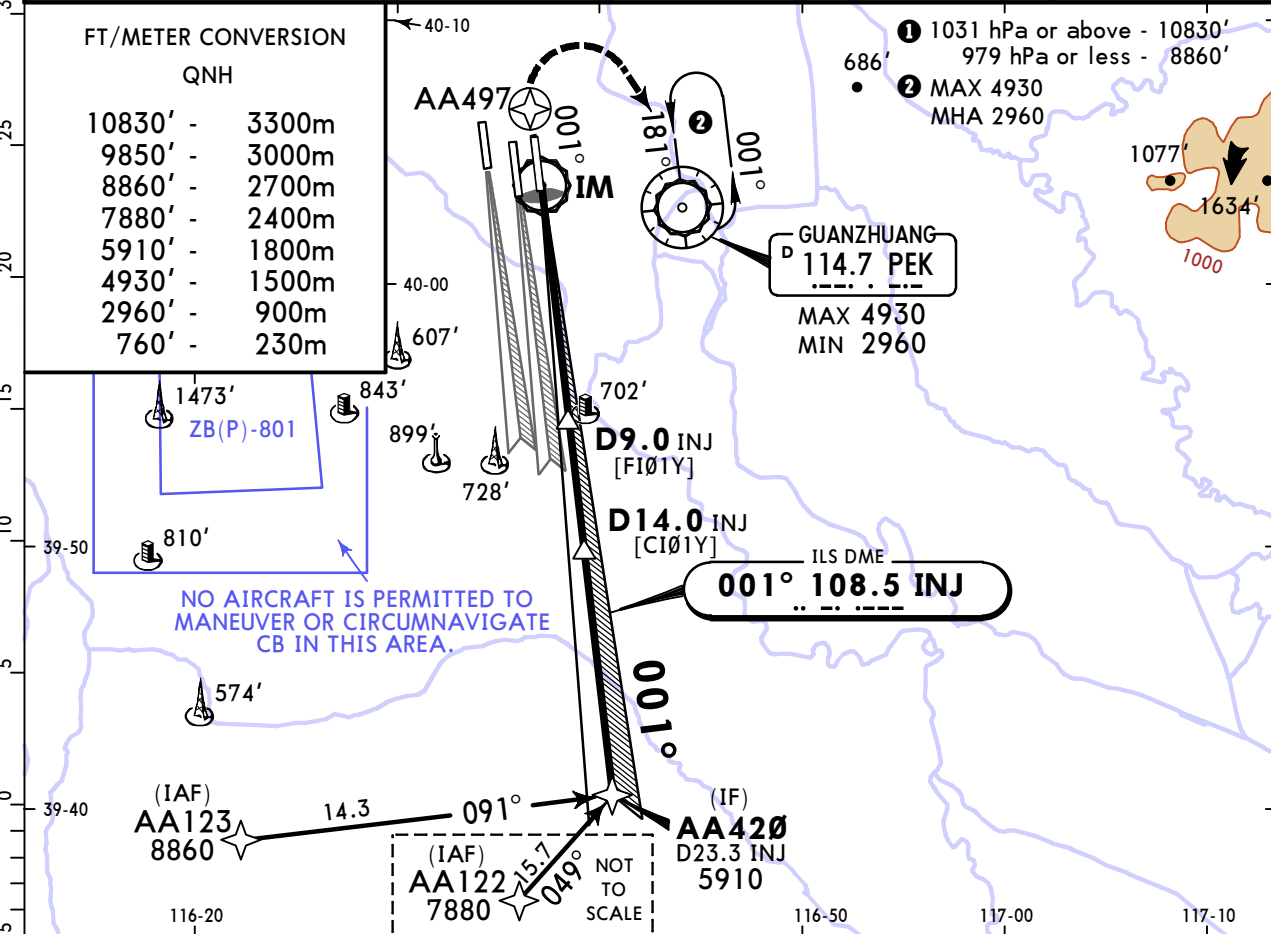
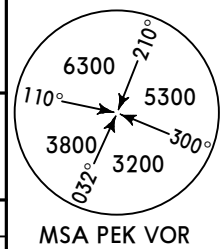
25 OCT 24
Eff 30 Oct 1600Z



BEIJING, PR OF CHINA

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

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R) APP01 126.1X APP02 119.0X APP03 120.2X			BEIJING Approach (R) APP09 121.1X APP10 129.0X APP11 119.7X APP12 119.85 APP13 121.25X				
APP14 126.3X APP15 125.8X		BEIJING Approach (R) APP16 124.4X APP17 120.6 APP18 125.5X			*BEIJING Tower 118.6		Ground *GND01 121.9 GND02 121.8 *GND03 121.7 *GND04 121.75 *GND05 121.85		
LOC INJ 108.5		Final Apch Crs 001°		D9.0 INJ 2960' (2876')		SA CAT I ILS RA 148' DA(H) 234' (150')		Apt Elev 116' Rwy 84'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to AA497 at 760' or above, turn RIGHT to PEK to VOR at MIN 2960'/MAX 4930', join the holding or as directed. Missed apch requires a minimum climb gradient of 5.0% (304'/NM).</p>									
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118		Trans alt: 9850' ①			
Special Aircrew and Aircraft Certification Required.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	AA497 ↑ at 760'	MIN MIN 2960'	MAX 4930'	PEK 114.7
GS	3.00°	372	478	531	637	743					

State STRAIGHT-IN LANDING
① SA CAT I ILS
RA 148'
 DA(H) **234'** (150')

R450m
① HUD required.

ZBAA/PEK CAPITAL

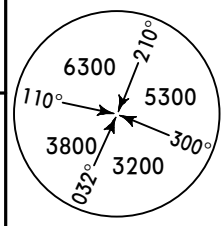
25 OCT 24
Eff 30 Oct 1600Z (11-3)

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

D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)				
	APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP13
	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	121.25X

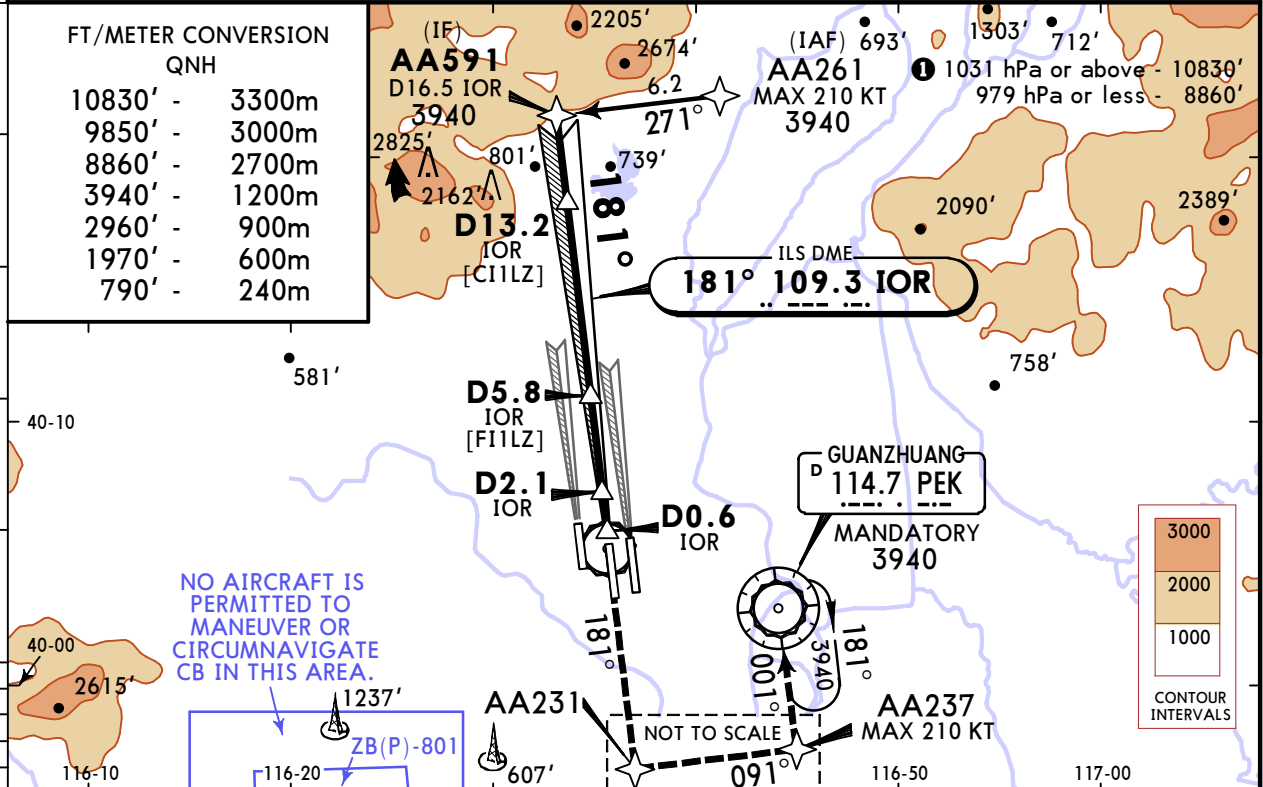
BEIJING Approach (R)					BEIJING Tower	Ground				
APP14	APP15	APP16	APP17	APP18		*GND01	GND02	*GND03	*GND04	*GND05
126.3X	125.8X	124.4X	120.6	125.5X	118.5	121.9	121.8	121.7	121.75	121.85

LOC IOR 109.3	Final Apch Crs 181°	D5.8 IOR 1970' (1860')	ILS DA(H) 310' (200')	Apt Elev 116' Rwy 110'
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MISSED APCH: Climb STRAIGHT AHEAD to AA231 at 2960' or above, turn LEFT and fly to AA237, then fly to PEK VOR at 3940', join holding or as directed.

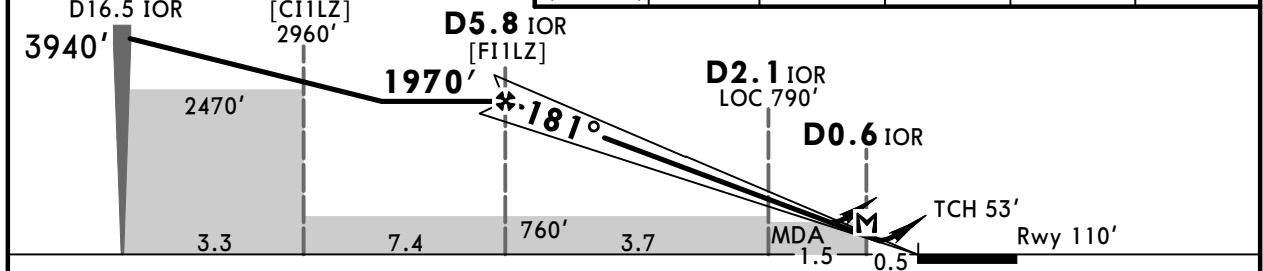
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' ① MSA PEK VOR



FT/METER CONVERSION QNH

10830'	3300m
9850'	3000m
8860'	2700m
3940'	1200m
2960'	900m
1970'	600m
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	HIALS PAPI AA231 ↑ MIN 2960'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.6 IOR							

State		STRAIGHT-IN LANDING	
ILS		LOC (GS out)	
DA(H) 310' (200')		CDFA MDA(H) 510' (400')	
ALS out		ALS out	

A	R550m V800m	V1200m	R/V1500m	V2400m
B				
C				
D				

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

ZBAA/PEK CAPITAL

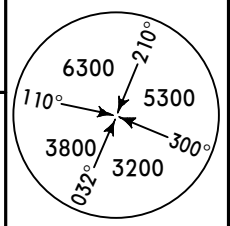
25 OCT 24
Eff 30 Oct 1600Z (11-4)

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

D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)				
	APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP13
	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	121.25X

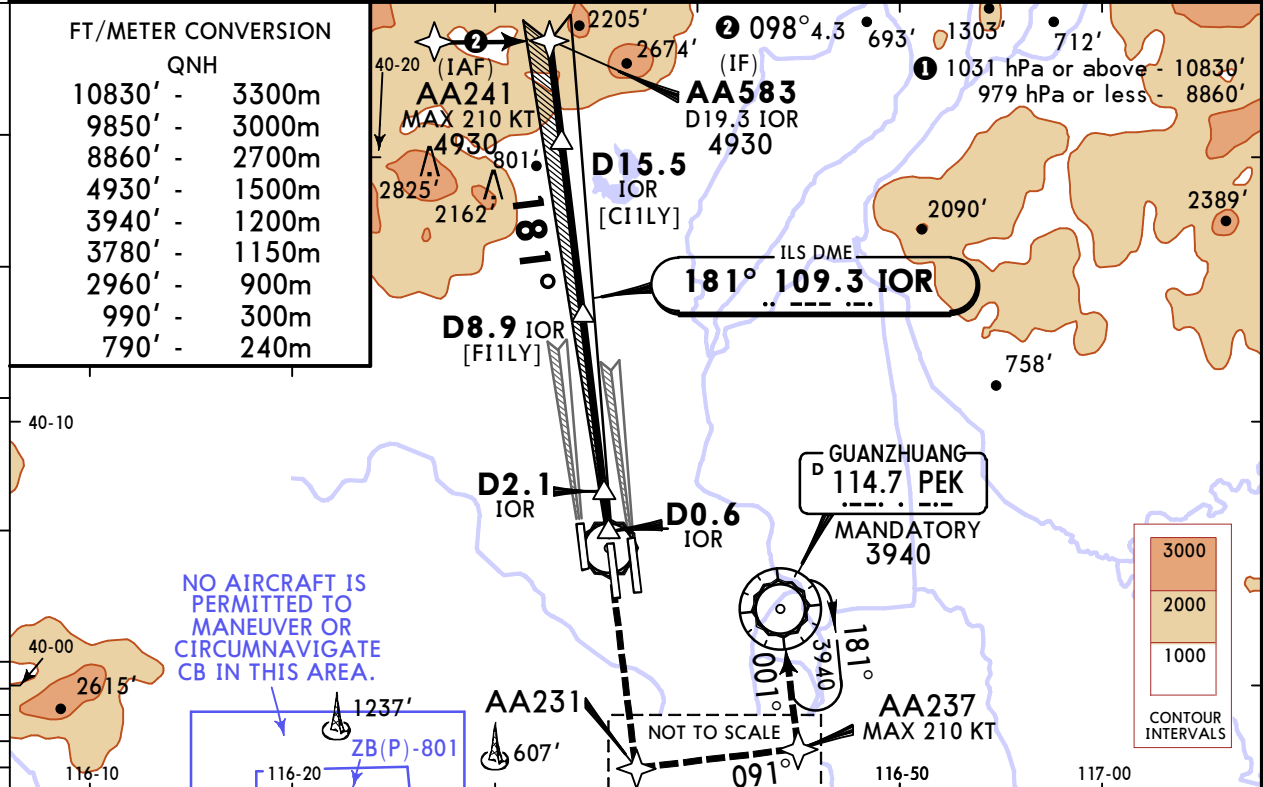
BEIJING Approach (R)					BEIJING Tower	Ground				
APP14	APP15	APP16	APP17	APP18		*GND01	GND02	*GND03	*GND04	*GND05
126.3X	125.8X	124.4X	120.6	125.5X	118.5	121.9	121.8	121.7	121.75	121.85

LOC IOR 109.3	Final Apch Crs 181°	D8.9 IOR 2960' (2850')	ILS DA(H) 310' (200')	Apt Elev 116' Rwy 110'
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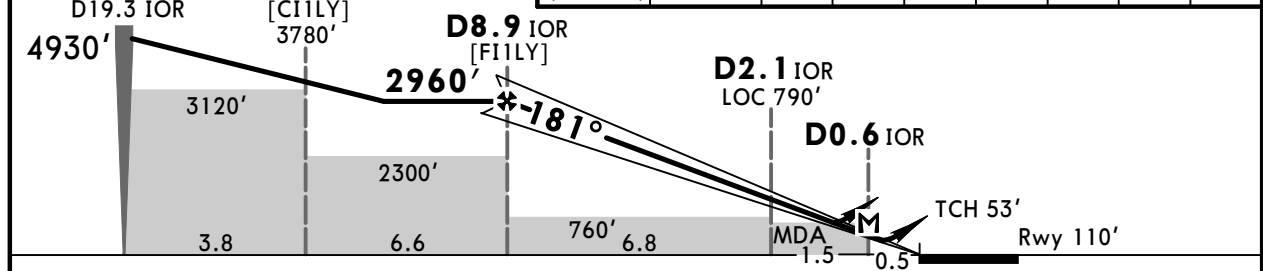


MISSED APCH: Climb STRAIGHT AHEAD to AA231 at 2960' or above, turn LEFT and fly to AA237, then fly to PEK VOR at 3940', join holding or as directed.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL118 Trans alt: 9850' MSA PEK VOR



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	HIALS PAPI AA231 MIN at 2960'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.6 IOR							

State		STRAIGHT-IN LANDING	
ILS		LOC (GS out)	
DA(H) 310' (200')		CDFA MDA(H) 510' (400')	
ALS out		ALS out	
A	R550m	V1200m	R/V1500m
B	V800m		V2400m
C			
D			

ZBAA/PEK CAPITAL

25 OCT 24
Eff 30 Oct 1600Z (11-5)

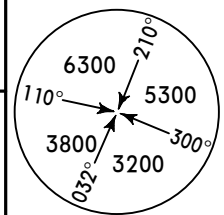
BEIJING, PR OF CHINA RNAV ILS DME Z Rwy 18R

D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)				
	APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP13
	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	121.25X

BEIJING Approach (R)					*BEIJING Tower	Ground				
APP14	APP15	APP16	APP17	APP18		*GND01	GND02	*GND03	*GND04	*GND05
126.3X	125.8X	124.4X	120.6	125.5X	124.3	121.9	121.8	121.7	121.75	121.85

LOC ILG 110.3	Final Apch Crs 181°	D8.9 ILG 2960' (2845')	ILS DA(H) Refer to Minimums	Apt Elev 116' Rwy 115'
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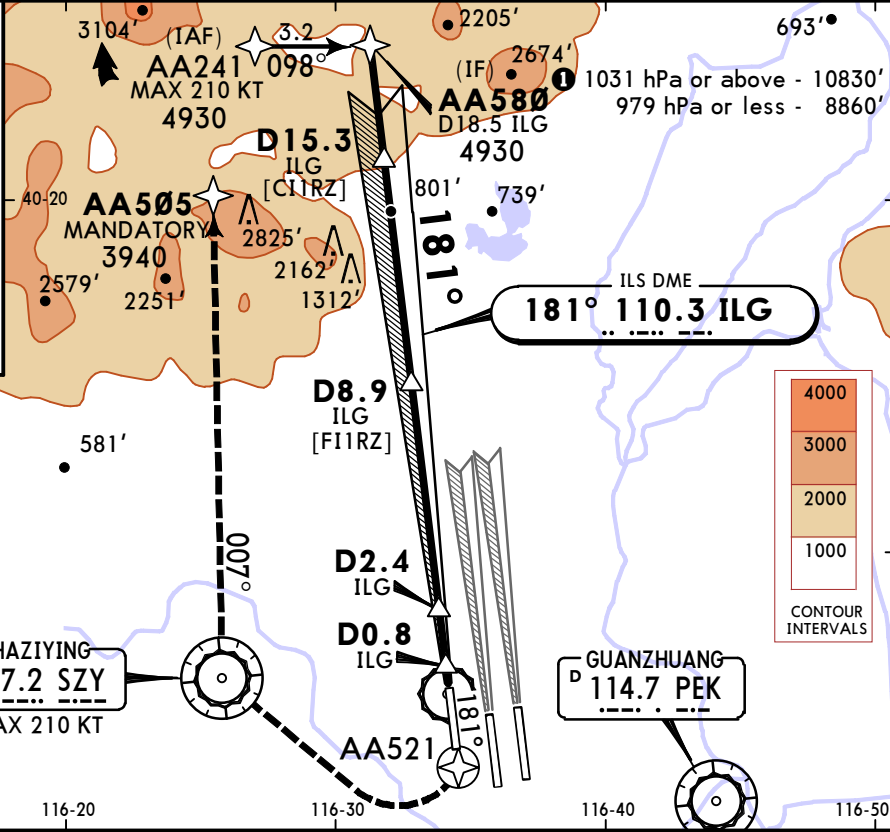
MISSED APCH: Climb STRAIGHT AHEAD to AA521 at 560' or above, turn RIGHT to SZY VOR at 2300' or above, fly to AA505 at 3940' or as directed.



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

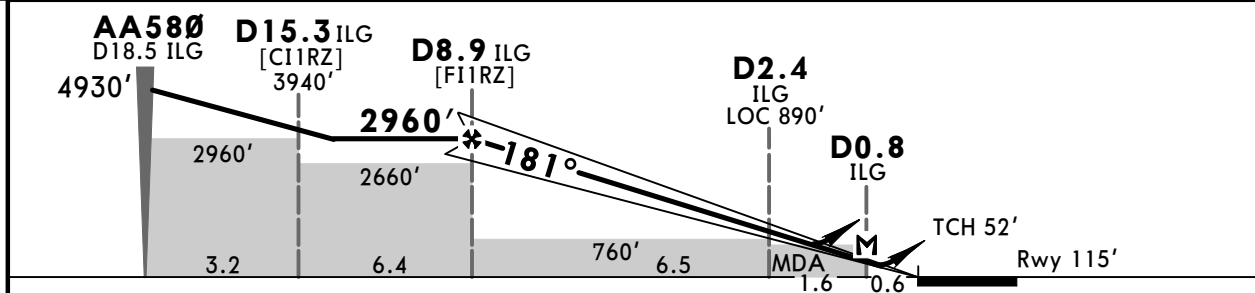
FT/METER CONVERSION

FT	METER
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	HIALS	AA521	MIN	MIN	SZY	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	at 560'	2300'	117.2
MAP at D0.8 ILG											RT	

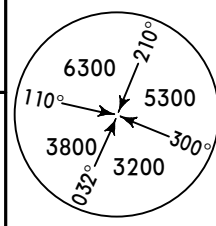
State	ILS		LOC (GS out)	
	DA(H)	AB: 315' (200') CD: 328' (213')	CDFA	MDA(H) 500' (385')
	ALS out		ALS out	
	A	R550m	V1200m	R/V1300m
B	V800m		V2200m	
C		V1300m		
D	R800m when a Flight Director or Autopilot or HUD to DA is not used.			

ZBAA/PEK CAPITAL

25 OCT 24
Eff 30 Oct 1600Z (11-6)

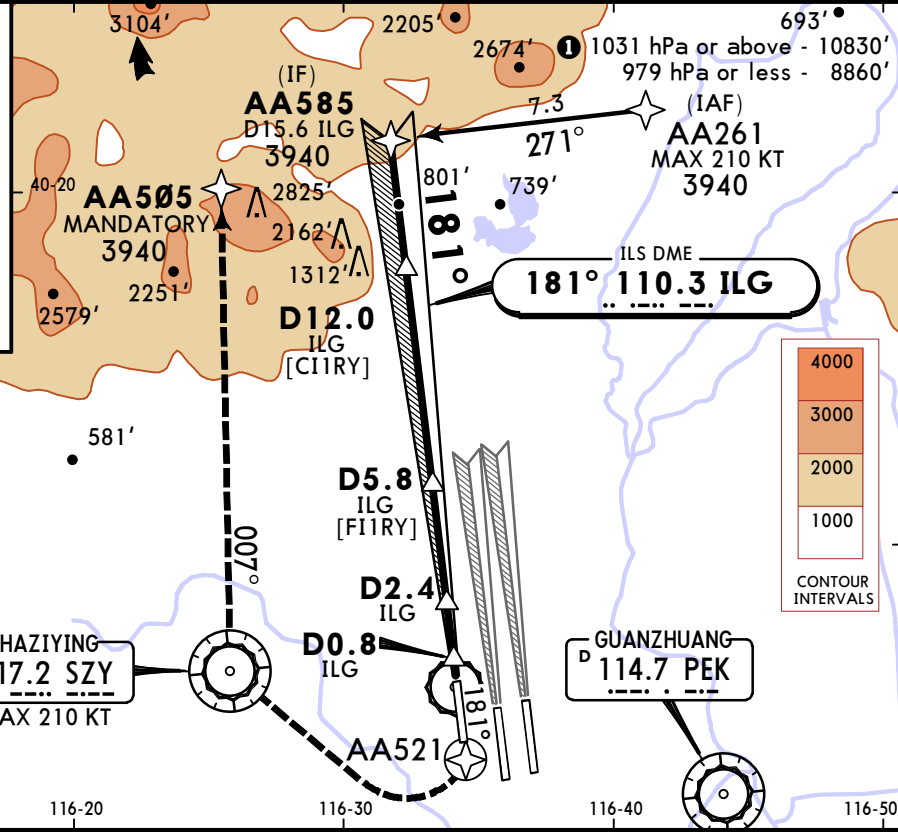
BEIJING, PR OF CHINA RNAV ILS DME Y Rwy 18R

BRIEFING STRIP™	D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)					
	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X		
	BEIJING Approach (R)			*BEIJING Tower	Ground					
APP14 126.3X	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 110.3	Final Apch Crs 181°	D5.8 ILG 1970' (1855')		ILS DA(H) Refer to Minimums		Apt Elev 116' Rwy 115'				
<p>MISSED APCH: Climb STRAIGHT AHEAD to AA521 at 560' or above, turn RIGHT to SZY VOR at 2300' or above, fly to AA505 at 3940' or as directed.</p>										
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL118		Trans alt: 9850' ①				



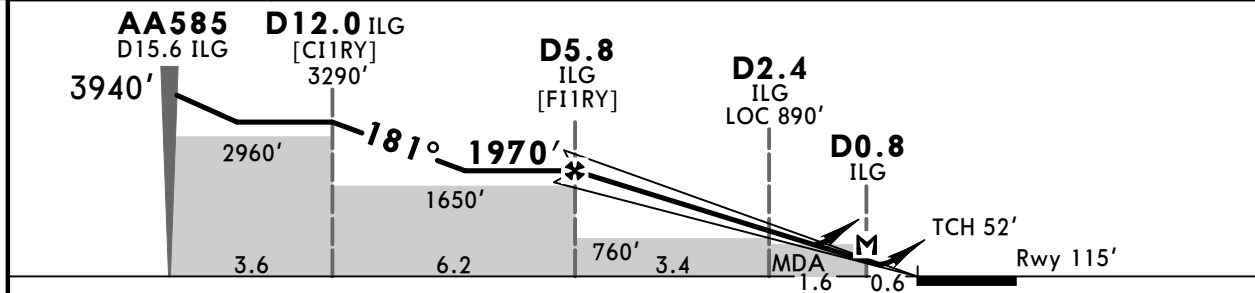
FT/METER CONVERSION
QNH

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



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	HIALS PAPI AA521 at MIN 560' MIN 2300' SZY 117.2 RT	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.8 ILG								

PANS OPS	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	R550m V800m	V1200m		R/V1300m	V2200m
B		V1300m			
C					
D					

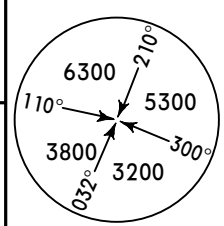
① R800m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Communications, MSA, missed apch, WPTs, bearings, altitudes. © JEPPESEN, 2021, 2024. ALL RIGHTS RESERVED.

ZBAA/PEK CAPITAL

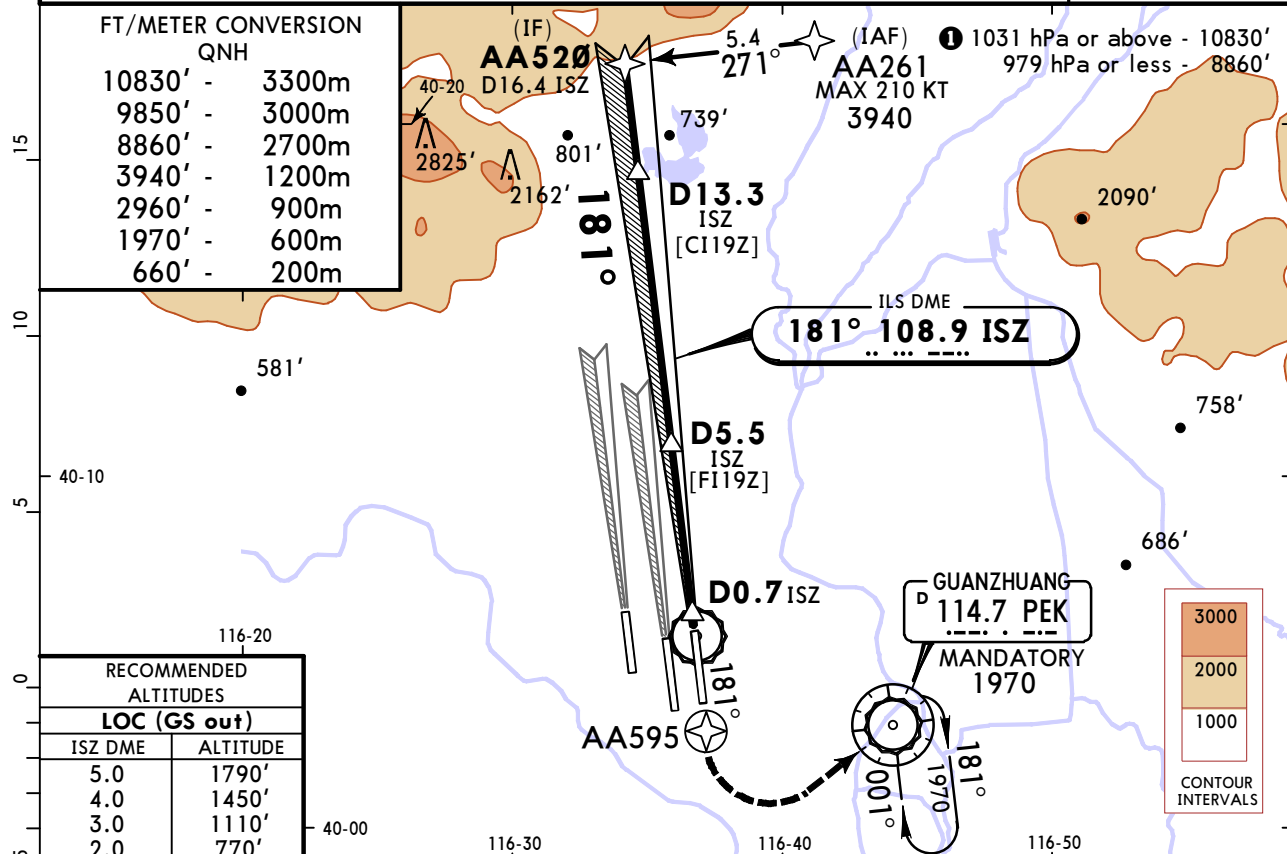
25 OCT 24
Eff 30 Oct 1600Z (11-7)

BEIJING, PR OF CHINA RNAV ILS DME Z Rwy 19

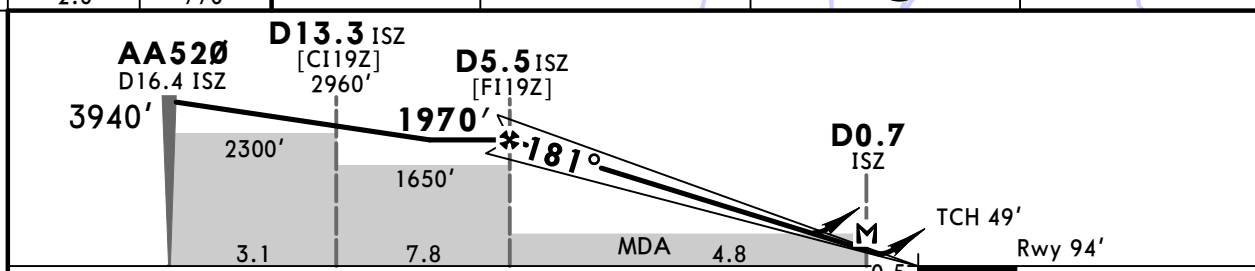
D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)			BEIJING Approach (R)						
		APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP13		
		126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	121.25X		
BRIEFING STRIP™	BEIJING Approach (R)				*BEIJING Tower	Ground					
	APP14	APP15	APP16	APP17	APP18	118.6	*GND01	GND02	*GND03	*GND04	*GND05
		126.3X	125.8X	124.4X	120.6	125.5X	121.9	121.8	121.7	121.75	121.85
LOC ISZ 108.9		Final Apch Crs 181°		D5.5 ISZ 1970' (1876')		ILS DA(H) 294' (200')		Apt Elev 116' Rwy 94'			
<p>MISSED APCH: Climb STRAIGHT AHEAD to AA595 at 660' or above, turn LEFT to PEK VOR at 1970', join holding or as directed.</p>											
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL118			Trans alt: 9850' !				



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



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	HIALS PAPI	AA595 ↑	MIN at 660'	1970'	PEK 114.7
ILS GS or LOC Descent Angle	3.20°	396	510	566	679	793					
MAP at D0.7 ISZ											

PANS OPS	State				STRAIGHT-IN LANDING			
	ILS		LOC (GS out)		ILS		LOC (GS out)	
	DA(H) 294' (200')		CDFA MDA(H) 560' (466')		ALS out		ALS out	
	A	R550m V800m		V1200m		R/V1700m		V2600m
D	R800m when a Flight Director or Autopilot or HUD to DA is not used.							

ZBAA/PEK CAPITAL

25 OCT 24
Eff 30 Oct 1600Z (11-8)

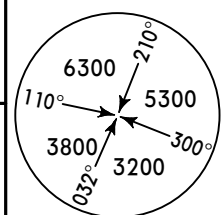
BEIJING, PR OF CHINA RNAV ILS DME Y Rwy 19

D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)				
	APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP13
	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	121.25X

BEIJING Approach (R)					*BEIJING Tower	Ground				
APP14	APP15	APP16	APP17	APP18		*GND01	GND02	*GND03	*GND04	*GND05
126.3X	125.8X	124.4X	120.6	125.5X	118.6	121.9	121.8	121.7	121.75	121.85

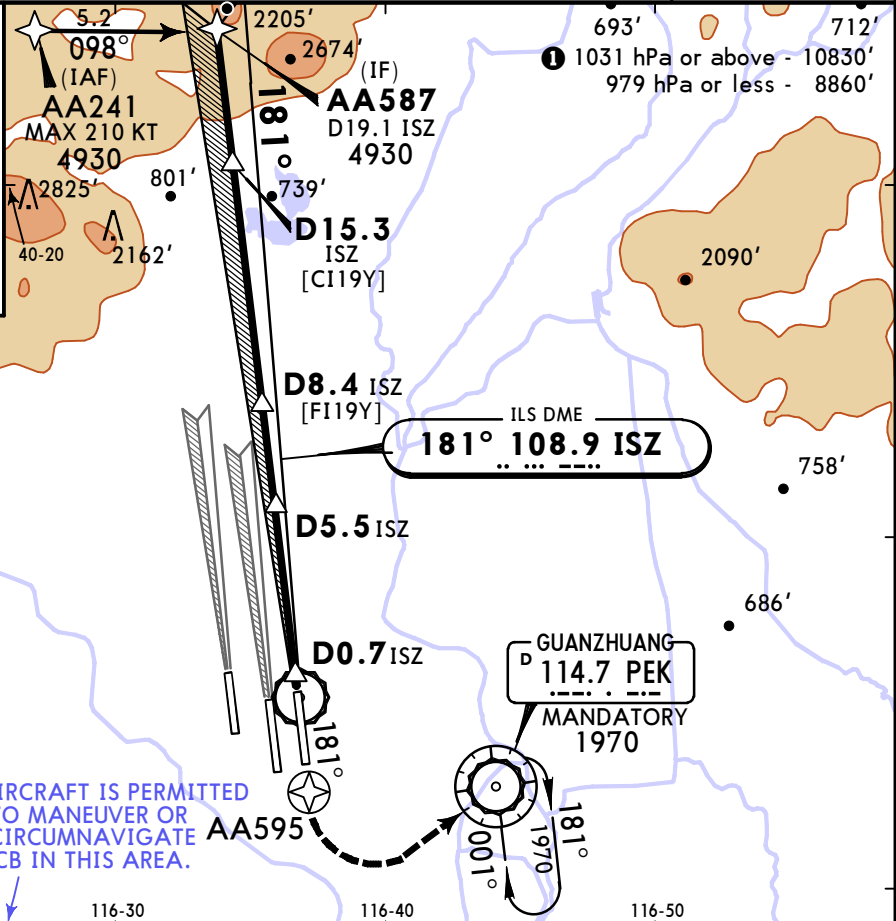
LOC ISZ 108.9	Final Apch Crs 181°	D8.4 ISZ 2960' (2866')	ILS DA(H) 294' (200')	Apt Elev 116' Rwy 94'
----------------------------	----------------------------------	----------------------------------	-----------------------------	--------------------------

MISSED APCH: Climb STRAIGHT AHEAD to AA595 at 660' or above, turn LEFT to PEK VOR at 1970', join holding or as directed.

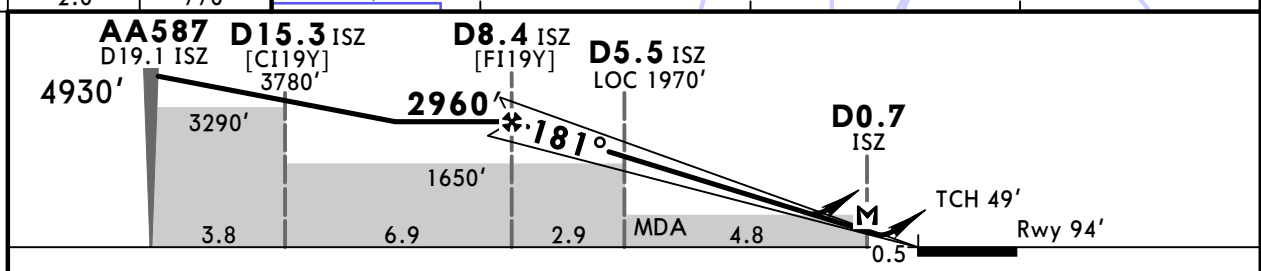


Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL118 Trans alt: 9850' MSA PEK VOR

FT/METER CONVERSION	
QNH	QNH
10830' - 3300m	
9850' - 3000m	
8860' - 2700m	
4930' - 1500m	
3780' - 1150m	
2960' - 900m	
1970' - 600m	
660' - 200m	



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	HIALS	AA595	MIN	1970'	PEK
ILS GS or LOC Descent Angle	3.20°	396	510	566	679	793	PAPI	↑	at	660'	←
MAP at D0.7 ISZ											

State	ILS	STRAIGHT-IN LANDING	LOC (GS out)
	DA(H) 294' (200')		CDFA
			MDA(H) 560' (466')
	ALS out		ALS out

A	R550m	V1200m	R/V1700m	V2600m
B	V800m			
C				
D				

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

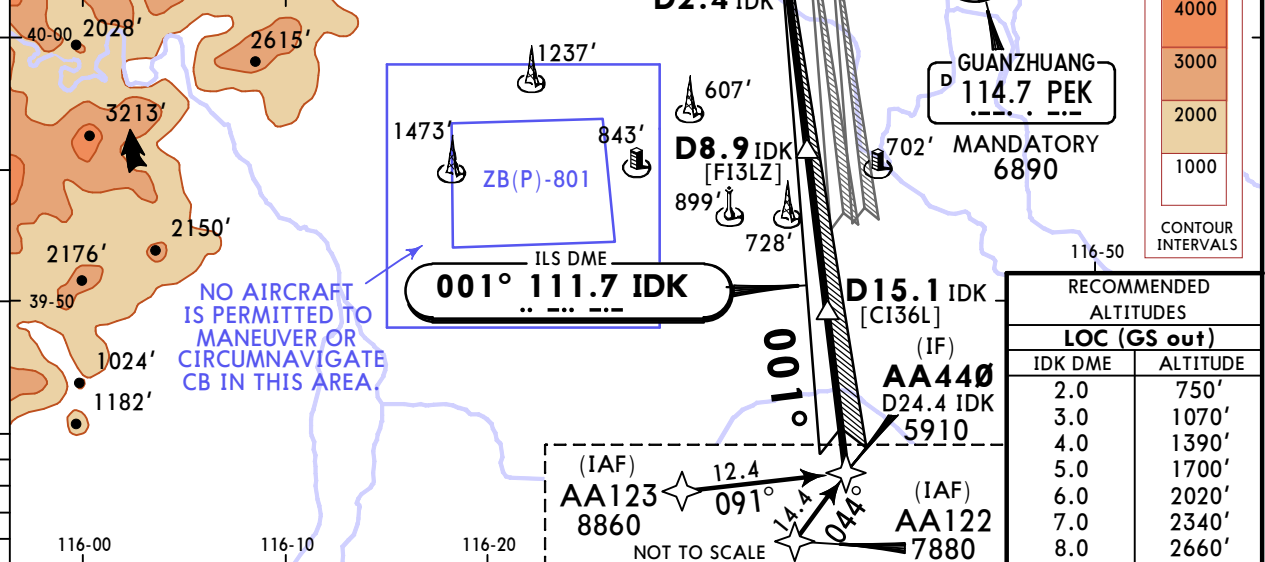
ZBAA/PEK CAPITAL

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Eff 30 Oct 1600Z (11-9)

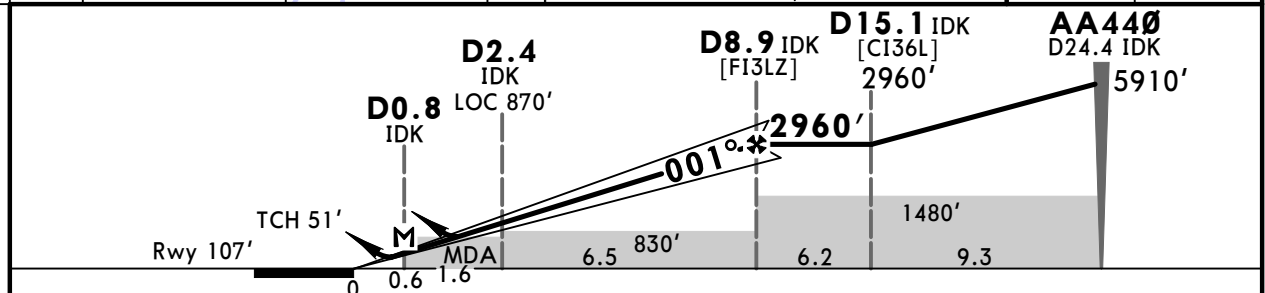
BEIJING, PR OF CHINA RNAV ILS DME Z Rwy 36L

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)			BEIJING Approach (R)			APP13										
APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP13	APP14	APP15	APP16	APP17	APP18	*BEIJING Tower	*GND01	GND02	*GND03	*GND04	*GND05
126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	121.25X	126.3X	125.8X	124.4X	120.6	125.5X	124.3	121.9	121.8	121.7	121.75	121.85
LOC IDK 111.7		Final Apch Crs 001°		D8.9 IDK 2960' (2853')		ILS DA(H) Refer to Minimums		Apt Elev 116' Rwy 107'										
MISSED APCH: Climb STRAIGHT AHEAD to AA410 at 530' or above, turn LEFT to AA460, fly to AA450, turn LEFT and fly over AA461 at 6890', turn LEFT to SZY VOR at 6890', turn LEFT to PEK VOR at 6890'. Join the holding or as directed.																		
Alt Set: hPa			Rwy Elev: 4 hPa			Trans level: FL118			Trans alt: 9850'			MSA PEK VOR						

FT/METER CONVERSION	
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
7880'	2400m
6890'	2100m
5910'	1800m
2960'	900m
870'	265m
530'	160m



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'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		AA410		MIN	AA460	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849	PAPI		↑ at 530'		LT		
MAP at D0.8 IDK													

State		STRAIGHT-IN LANDING		LOC (GS out)	
MACG MIN 3.0% (183'/NM) DA(H) 307' (200')		MACG MIN 2.5% (152'/NM) ABC: 307' (200') D: 320' (213')		CDFA MDA(H) 460' (353')	
ALS out		ALS out		ALS out	
A	R550m	V1200m	R550m	V1200m	R/V1200m
B	V800m		V1200m		V2100m
C			V1300m		
D					

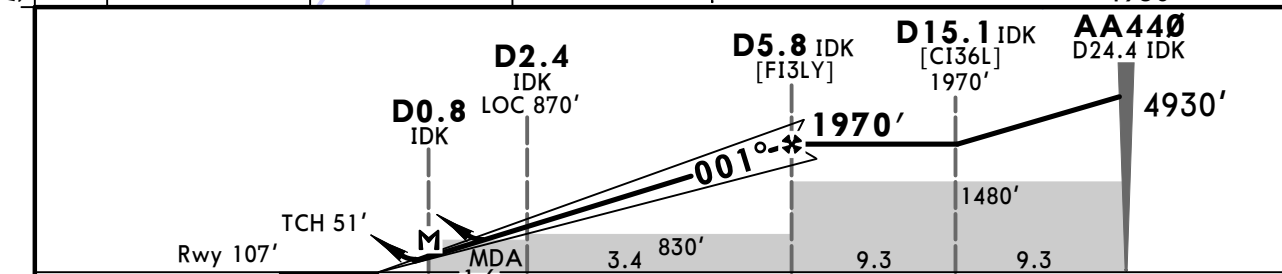
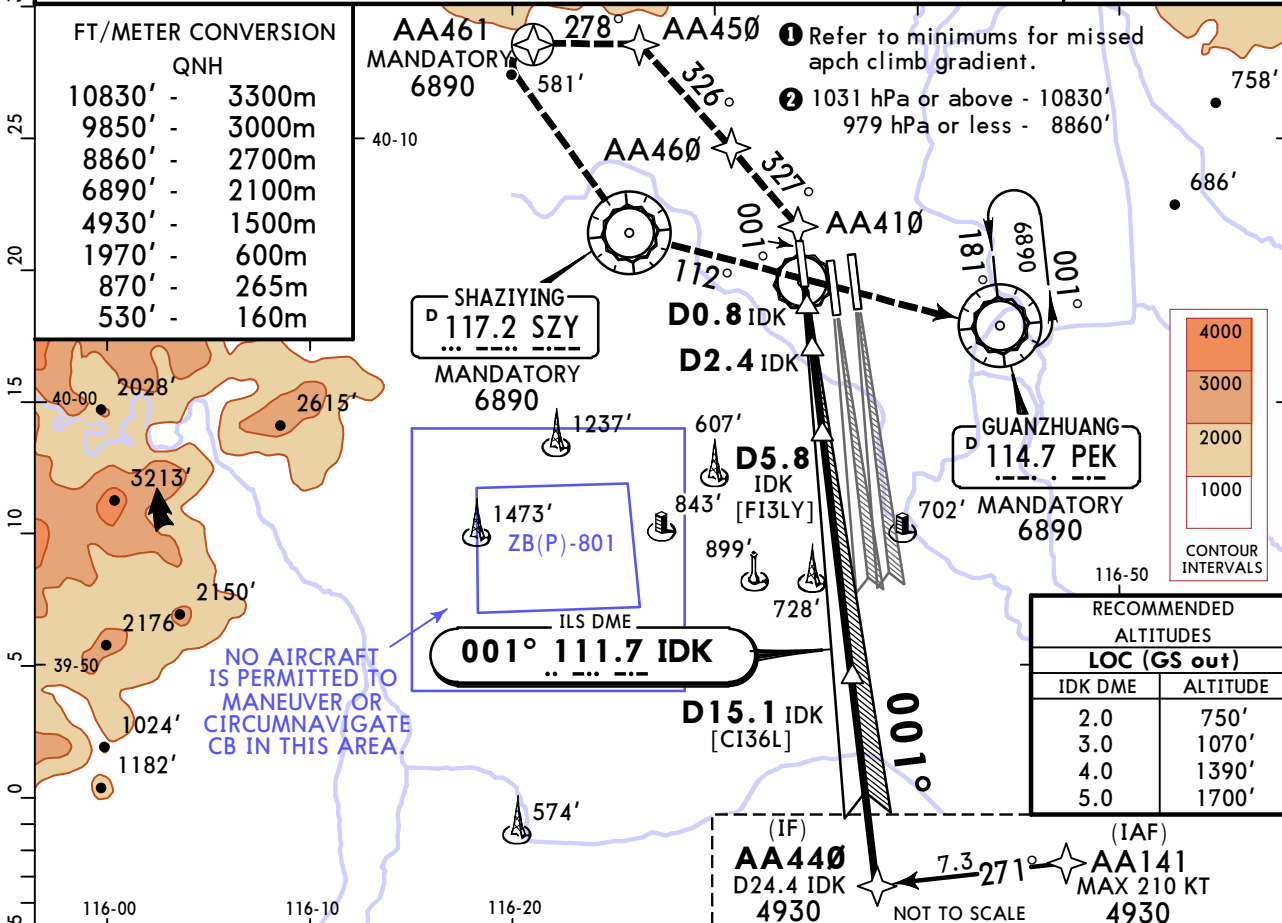
ZBAA/PEK CAPITAL

25 OCT 24
Eff 30 Oct 1600Z

11-10

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

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)			BEIJING Approach (R)			APP13										
APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP13	APP14	APP15	APP16	APP17	APP18	*BEIJING Tower	*GND01	GND02	*GND03	*GND04	*GND05
126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	121.25X	126.3X	125.8X	124.4X	120.6	125.5X	124.3	121.9	121.8	121.7	121.75	121.85
LOC IDK 111.7		Final Apch Crs 001°		D5.8 IDK 1970' (1863')		ILS DA(H) Refer to Minimums		Apt Elev 116' Rwy 107'										
MISSED APCH: Climb STRAIGHT AHEAD to AA410 at 530' or above, turn LEFT to AA460, fly to AA450, turn LEFT and fly over AA461 at 6890', turn LEFT to SZY VOR at 6890', turn LEFT to PEK VOR at 6890'. Join the holding or as directed. ①																		
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL118			Trans alt: 9850' ②			MSA PEK VOR								



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	AA410	MIN	AA460
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	↑	at 530'	LT
MAP at D0.8 IDK										

State		STRAIGHT-IN LANDING				LOC (GS out)	
MACG MIN 3.0% (183'/NM)		MACG MIN 2.5% (152'/NM)				CDFA	
DA(H) 307' (200')		DA(H) ABC: 307' (200') D: 320' (213')				MDA(H) 460' (353')	
ALS out		ALS out		ALS out		ALS out	
A	R550m	V1200m	R550m	V1200m	R/V1200m	V2100m	
B	V800m		V800m				
C							
D				V1300m			

ZBAA/PEK CAPITAL

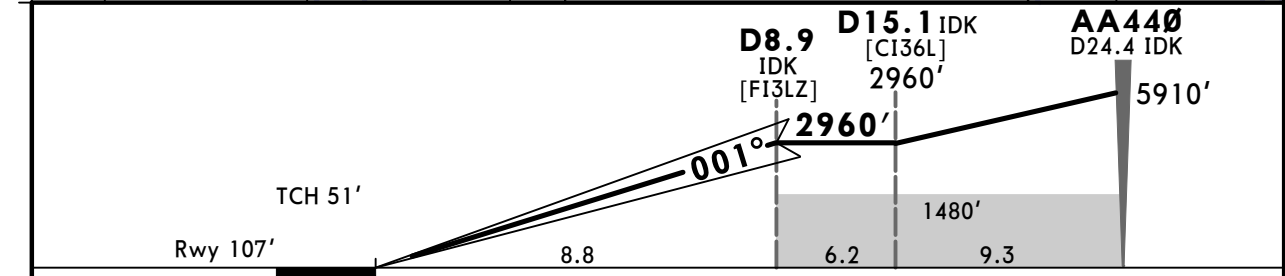
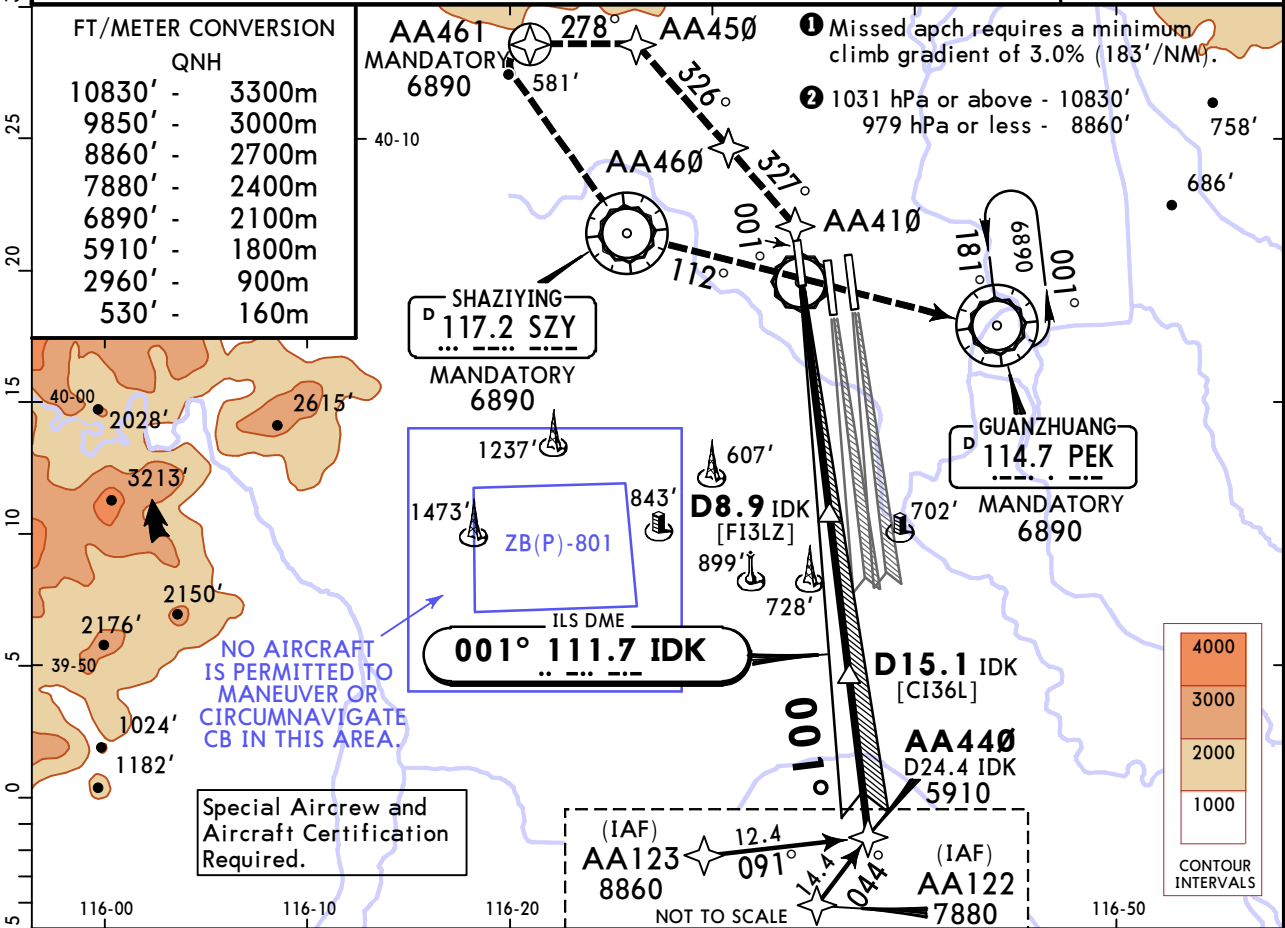
25 OCT 24
Eff 30 Oct 1600Z



BEIJING, PR OF CHINA

11-10A SA CAT I RNAV ILS DME Z Rwy 36L

BRIEFING STRIP™	D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)						
		APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X		
		BEIJING Approach (R)			*BEIJING Tower	Ground					
	APP14 126.3X	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 001°	D8.9 IDK 2960' (2853')		SA CAT I ILS RA 154' DA(H) 257' (150')		Apt Elev 116' Rwy 107'				
<p>MISSED APCH: Climb STRAIGHT AHEAD to AA410 at 530' or above, turn LEFT to AA460, fly to AA450, turn LEFT and fly over AA461 at 6890', turn LEFT to SZY VOR at 6890', turn LEFT to PEK VOR at 6890'. Join the holding or as directed. ①</p>											
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL118		Trans alt: 9850' ②		MSA PEK VOR			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	AA410	MIN	AA460
GS	3.00°	372	478	531	637	743				

State STRAIGHT-IN LANDING
 SA CAT I ILS
 RA 154'
 DA(H) 257' (150')
 R450m
 HUD required.

ZBAA/PEK CAPITAL

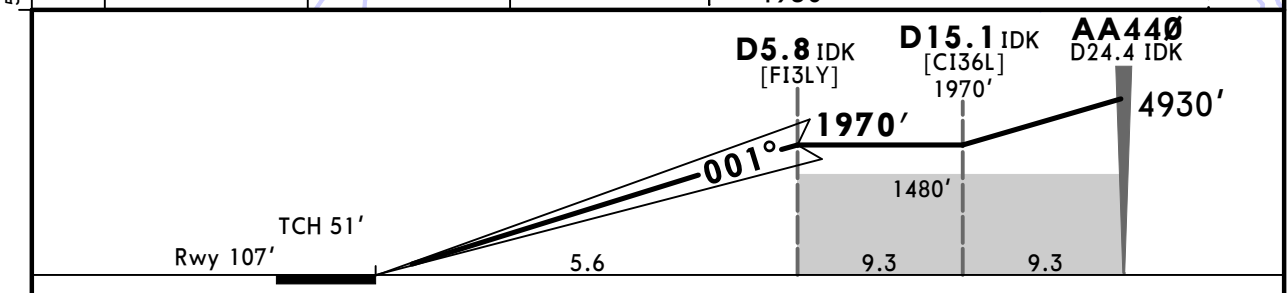
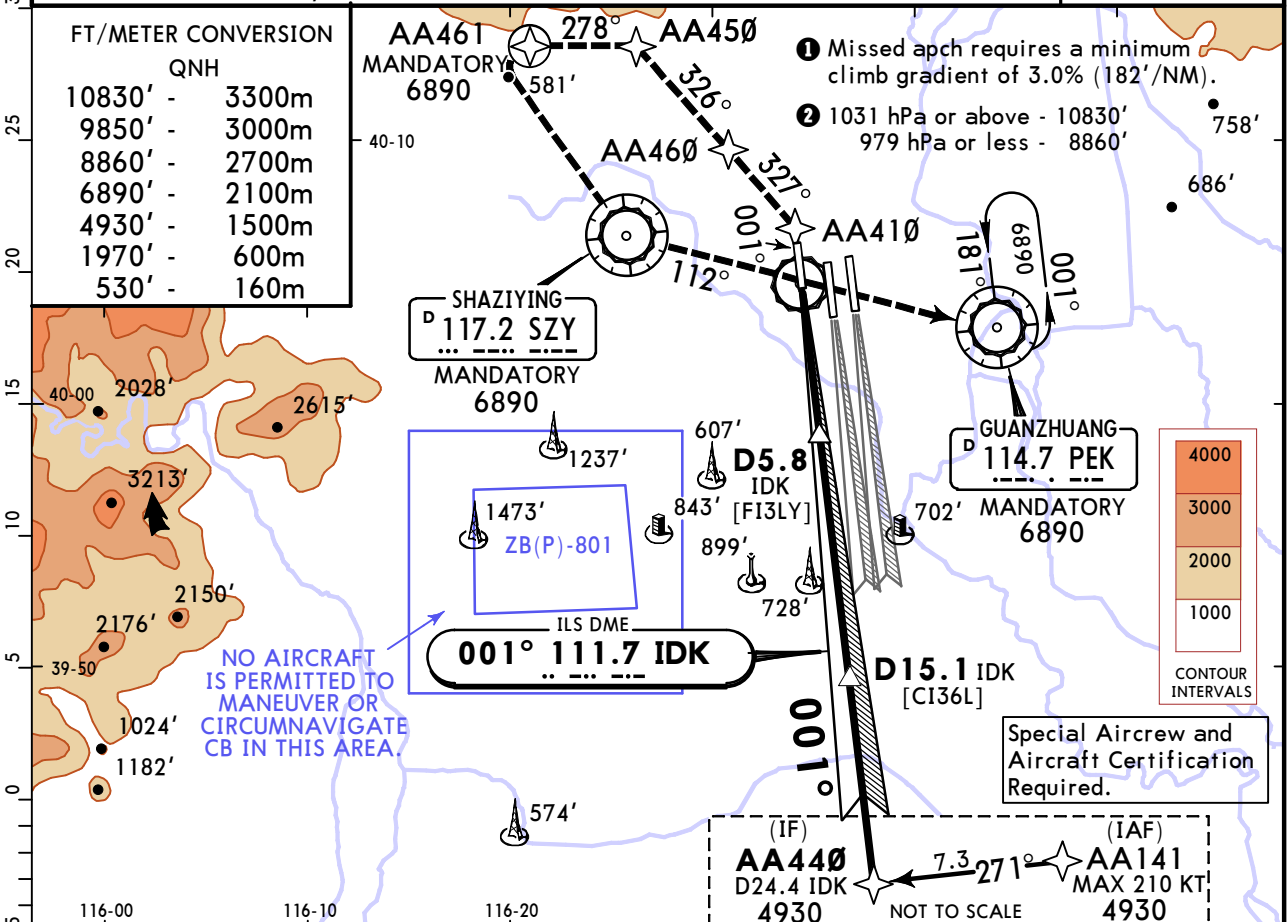
25 OCT 24
Eff 30 Oct 1600Z



BEIJING, PR OF CHINA

11-10B SA CAT I RNAV ILS DME Y Rwy 36L

BRIEFING STRIP	D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)			BEIJING Approach (R)		
	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X		
	APP14 126.3X	APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	*BEIJING Tower 124.3	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75
LOC IDK 111.7	Final Apch Crs 001°	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 AA410 at 530' or above, turn LEFT to AA460, fly to AA450, turn LEFT and fly over AA461 at 6890', turn LEFT to SZY VOR at 6890', turn LEFT to PEK VOR at 6890'. Join the holding or as directed.										
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL118		Trans alt: 9850'		MSA PEK VOR		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	AA410	MIN	AA460
GS	3.00°	372	478	531	637	743				

State

STRAIGHT-IN LANDING

SA CAT I ILS

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

R450m

HUD required.

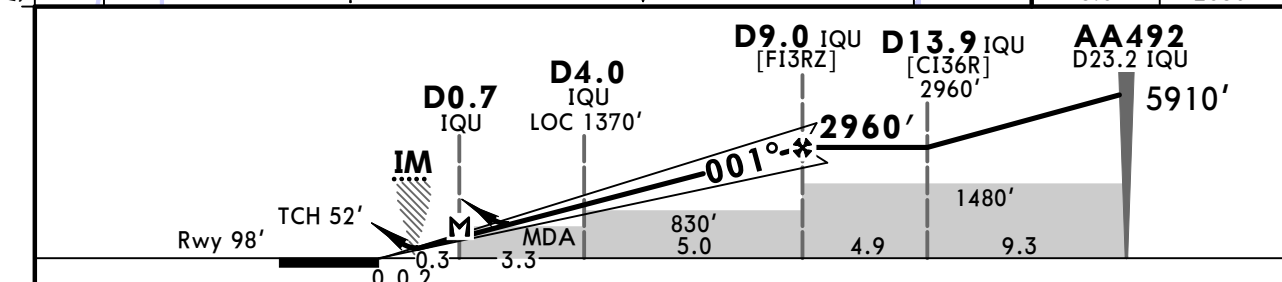
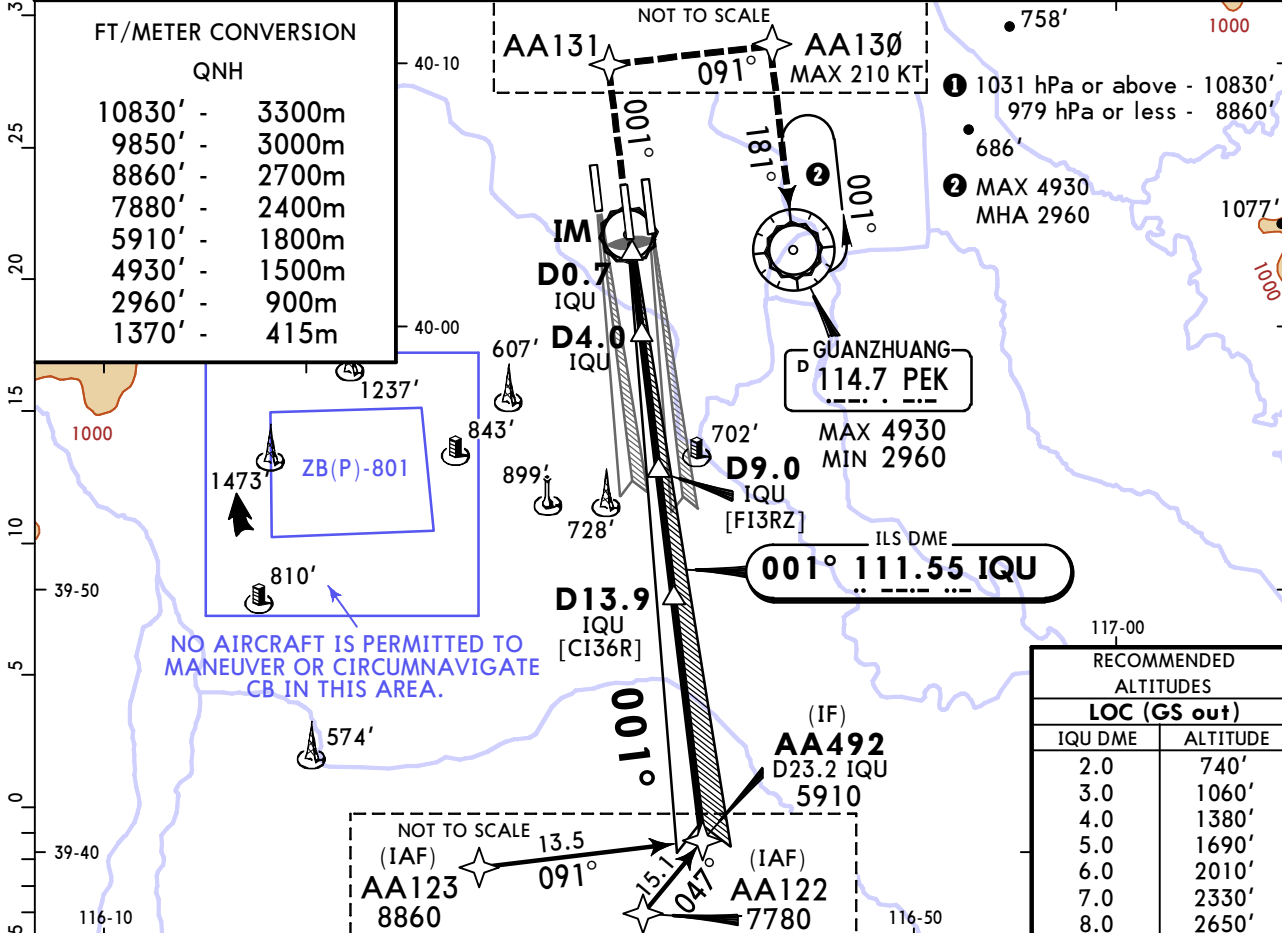
ZBAA/PEK CAPITAL

25 OCT 24
Eff 30 Oct 1600Z

11-11

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

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)			BEIJING Approach (R)			APP13										
APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP13	APP14	APP15	APP16	APP17	APP18	APP19	APP20	APP21	APP22	APP23	
126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	121.25X	126.3X	125.8X	124.4X	120.6	125.5X	118.5	*GND01	GND02	*GND03	*GND04	*GND05
LOC IQU 111.55		Final Apch Crs 001°		D9.0 IQU 2960' (2862')		ILS DA(H) 298' (200')		Apt Elev 116' Rwy 98'										
MISSED APCH: Climb STRAIGHT AHEAD to AA131 at 2960' or above, turn RIGHT and fly to AA130, continue to turn RIGHT and fly to PEK VOR at MIN 2960'/MAX 4930'. Join the holding or as directed.																		
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA PEK VOR										



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	AA131 ↑ at MIN 2960'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.7 IQU									
MAP at D0.7 IQU									

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

ZBAA/PEK

25 OCT 24
Eff 30 Oct 1600Z

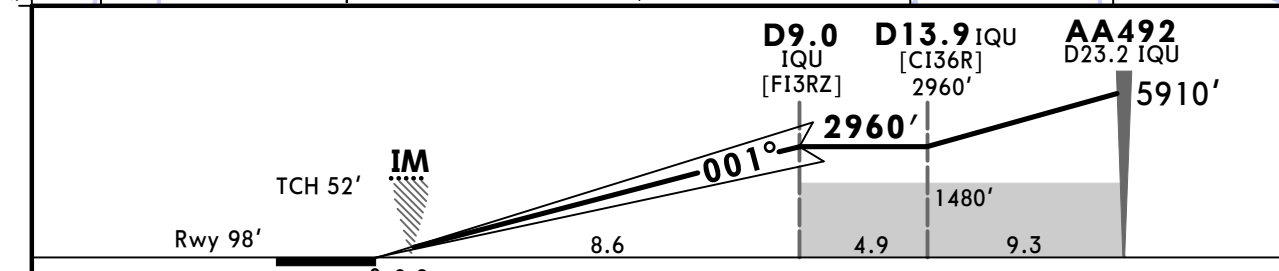
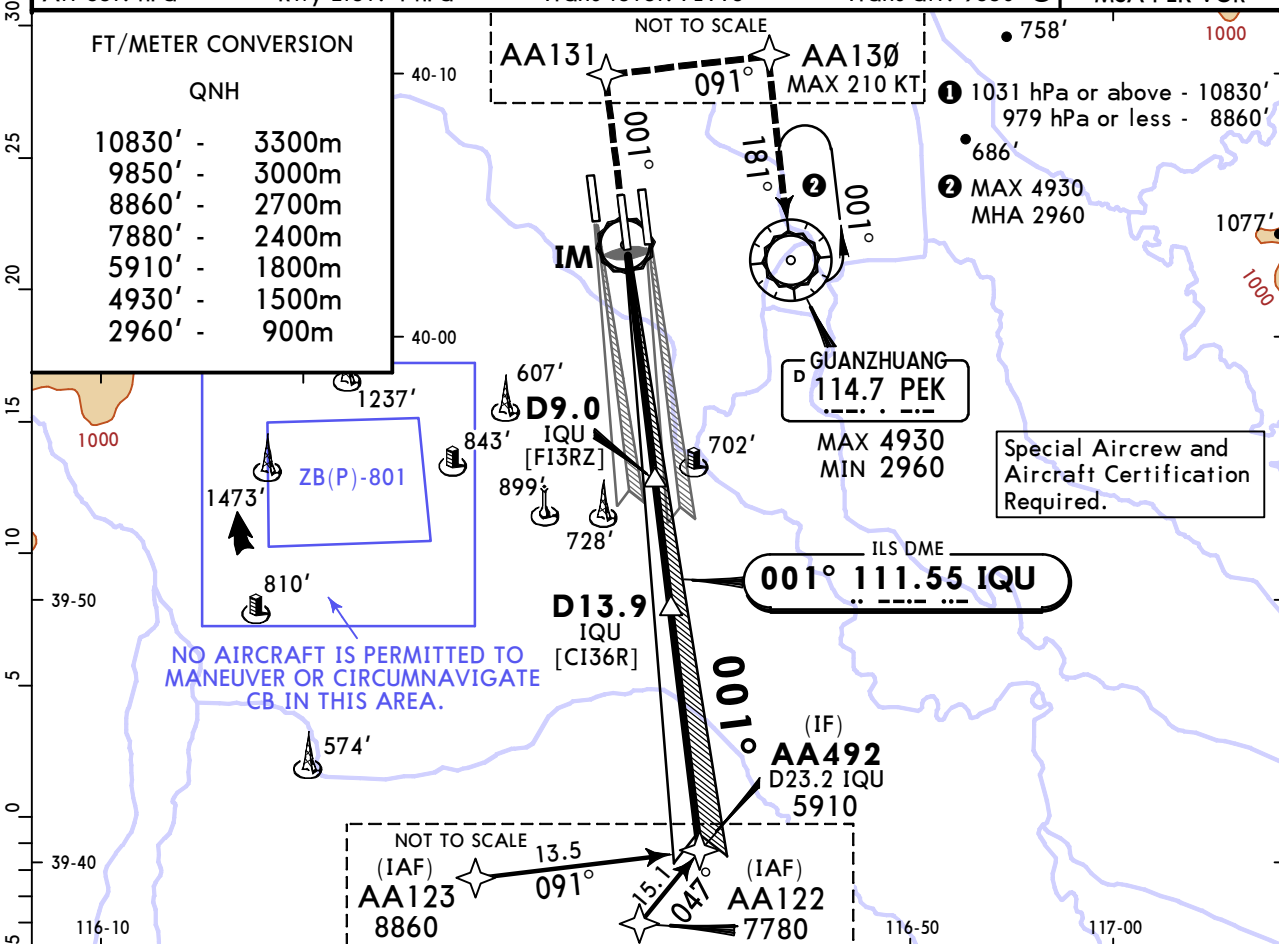


11-11A

BEIJING, PR OF CHINA

CAT II/III RNAV ILS DME Z Rwy 36R

BRIEFING STRIP™	D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)						
	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X			
	APP14 126.3X	APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	BEIJING Tower 118.5	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85
LOC IQU 111.55	Final Apch Crs 001°	D9.0 IQU	CAT IIIA Refer to Minimums	CAT II ILS RA 108' DA(H) 198'(100')	Apt Elev 116'	Rwy 98'					
MISSED APCH: Climb STRAIGHT AHEAD to AA131 at 2960' or above, turn RIGHT and fly to AA130, continue to turn RIGHT and fly to PEK VOR at MIN 2960'/MAX 4930'. Join the holding or as directed.											
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA PEK VOR			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	AA131 ↑ at 2960'
Gs	3.00°	372	478	531	637	743		

PANS OPS	State	STRAIGHT-IN LANDING	
	CAT IIIA ILS	CAT II ILS	
	DH RA 50'	RA 108' DA(H) 198'(100')	
	R175m	R300m	
① CAT D: R350m for manual operation below DH			

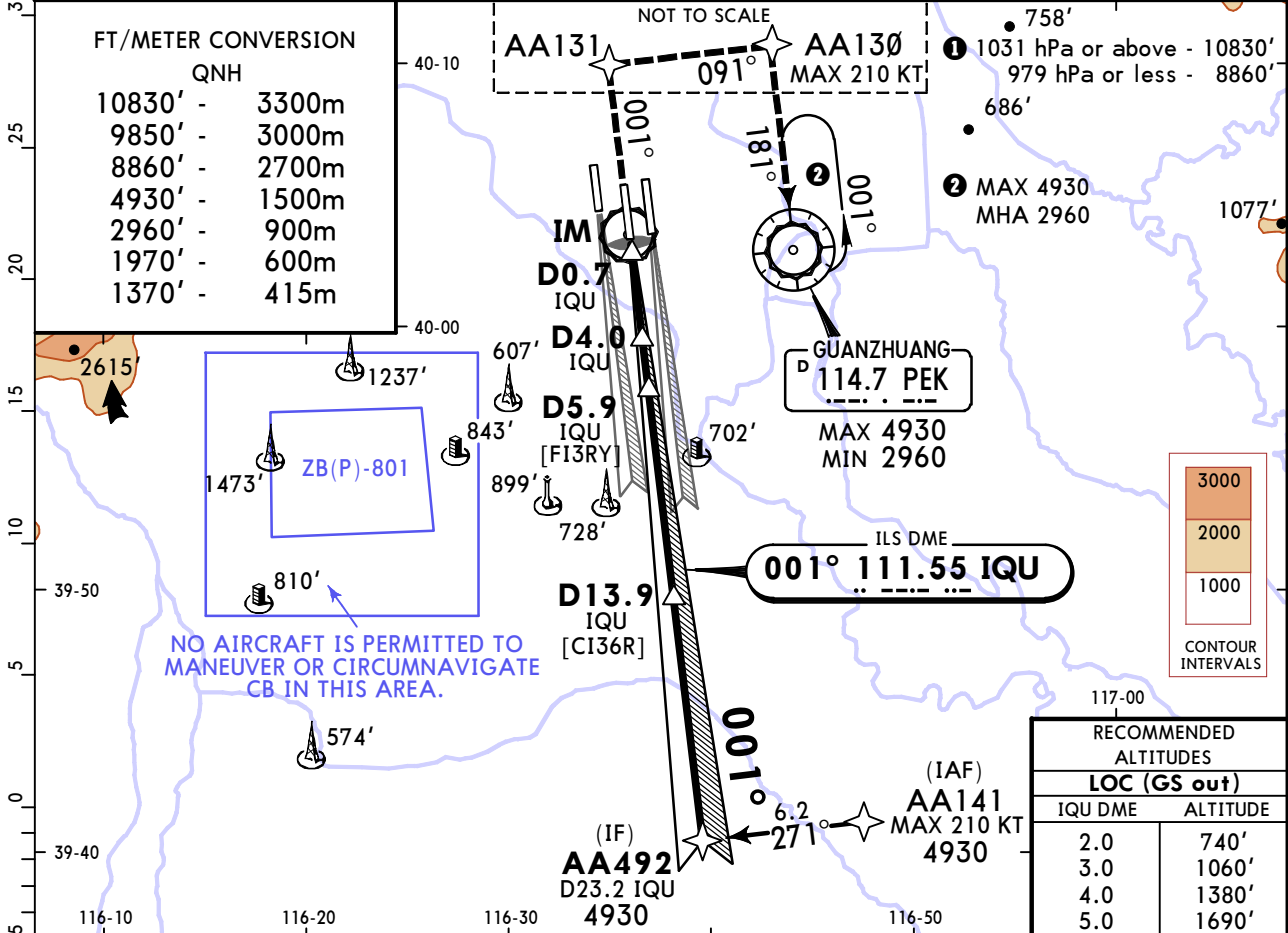
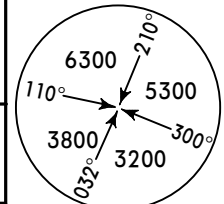
ZBAA/PEK CAPITAL

25 OCT 24
Eff 30 Oct 1600Z

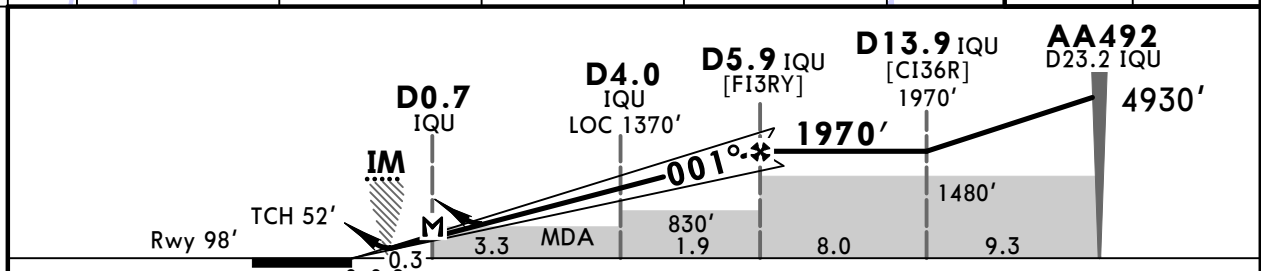
11-12

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

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)			BEIJING Approach (R)						
		APP01	APP02	APP03	APP09	APP10	APP11	APP12	APP13		
		126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85	121.25X		
BRIEFING STRIP™	BEIJING Approach (R)				BEIJING Tower	Ground					
	APP14	APP15	APP16	APP17	APP18	118.5	*GND01	GND02	*GND03	*GND04	*GND05
		126.3X	125.8X	124.4X	120.6	125.5X	121.9	121.8	121.7	121.75	121.85
LOC IQU 111.55		Final Apch Crs 001°		D5.9 IQU 1970' (1872')		ILS DA(H) 298' (200')		Apt Elev 116' Rwy 98'			
MISSED APCH: Climb STRAIGHT AHEAD to AA131 at 2960' or above, turn RIGHT and fly to AA130, continue to turn RIGHT and fly to PEK VOR at MIN 2960'/MAX 4930'. Join the holding or as directed.											
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA PEK VOR			



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	HIALS-II PAPI	AA131 ↑ at MIN 2960'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.7 IQU									

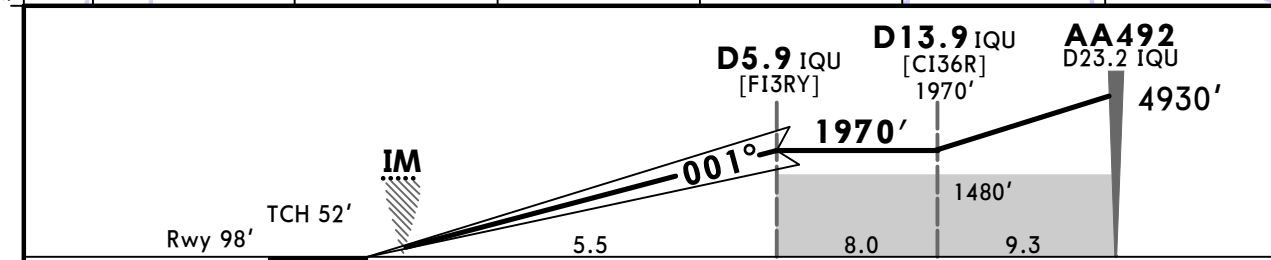
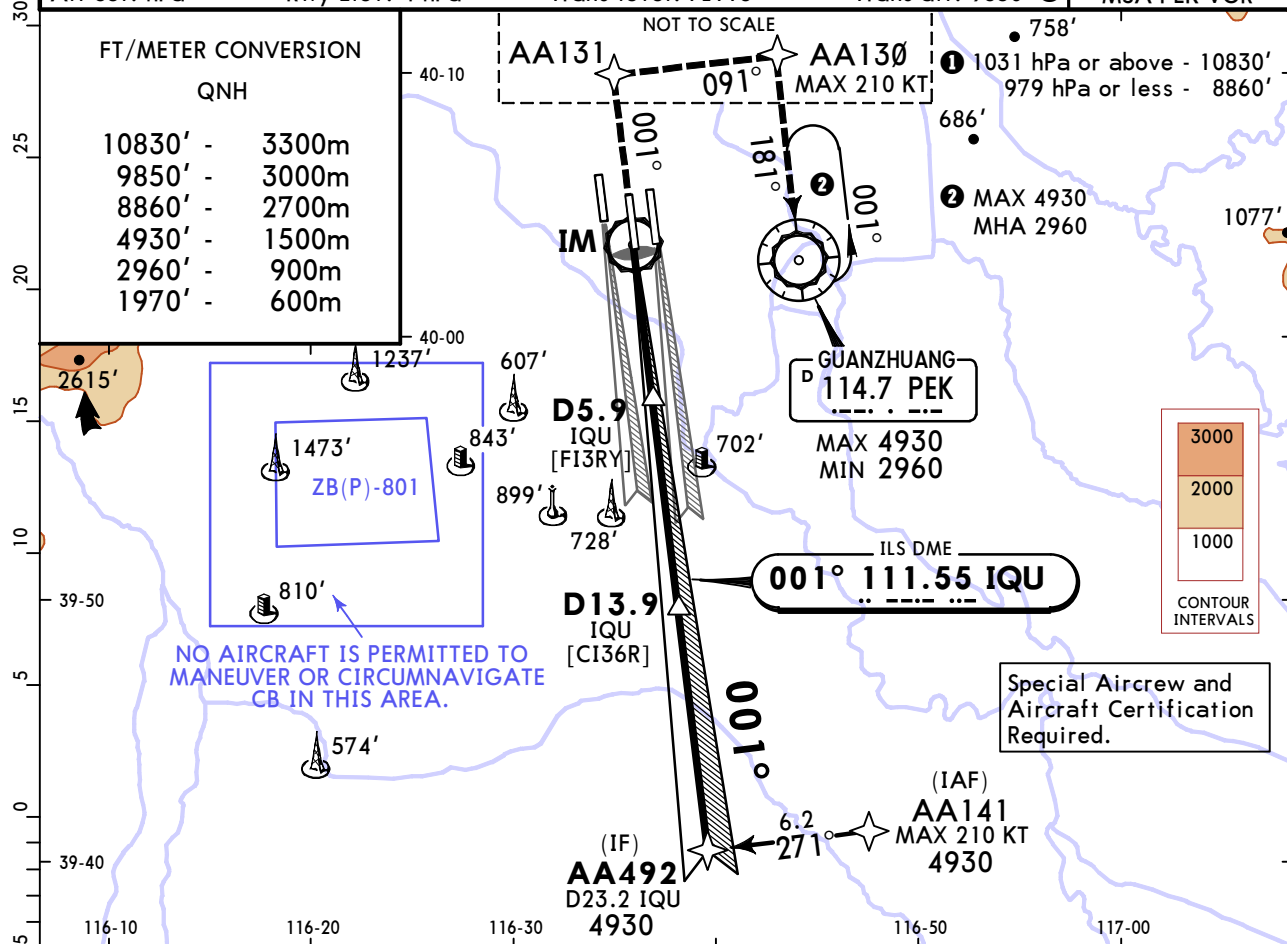
State				STRAIGHT-IN LANDING				
ILS		LOC (GS out)		ILS		LOC (GS out)		
DA(H) 298' (200')		CDFA		MDA(H) 430' (332')				
ALS out		ALS out		ALS out		ALS out		
A	R550m		V1200m		R/V1100m		V2000m	
B	V800m				R/V1200m			
C								
D								

ZBAA/PEK BEIJING, PR OF CHINA

CAPITAL **Eff 30 Oct 1600Z** (11-12A) CAT II/III RNAV ILS DME Y Rwy 36R



BRIEFING STRIP™	D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)					
	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X		
	BEIJING Approach (R)			BEIJING Tower		Ground				
APP14 126.3X	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 111.55	Final Apch Crs 001°	D5.9 IQU 1970' (1872')		CAT IIIA Refer to Minimums	CAT II ILS RA 108' DA(H) 198'(100')	Apt Elev 116' Rwy 98'				
MISSED APCH: Climb STRAIGHT AHEAD to AA131 at 2960' or above, turn RIGHT and fly to AA130, continue to turn RIGHT and fly to PEK VOR at MIN 2960'/MAX 4930'. Join the holding or as directed.										
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA PEK VOR		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI AA131 MIN at 2960'
GS	3.00°	372	478	531	637	743	

PANS OPS	State		STRAIGHT-IN LANDING	
	CAT IIIA ILS		CAT II ILS	
	DH RA 50'		RA 108' DA(H) 198'(100')	
R175m		R300m		
CAT D: R350m for manual operation below DH				

ZBAA/PEK

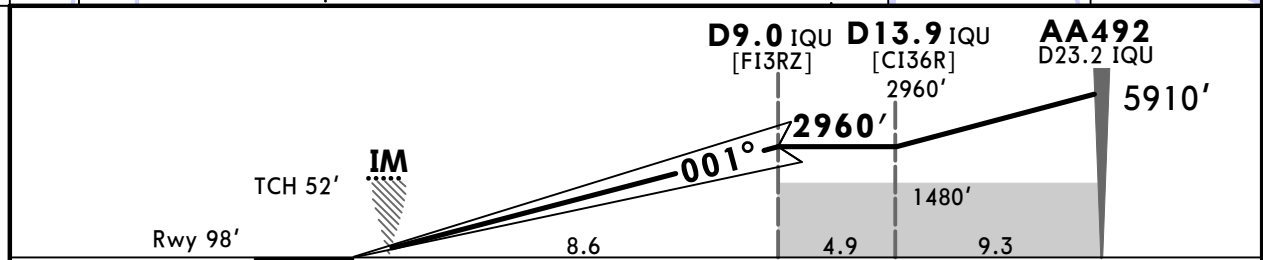
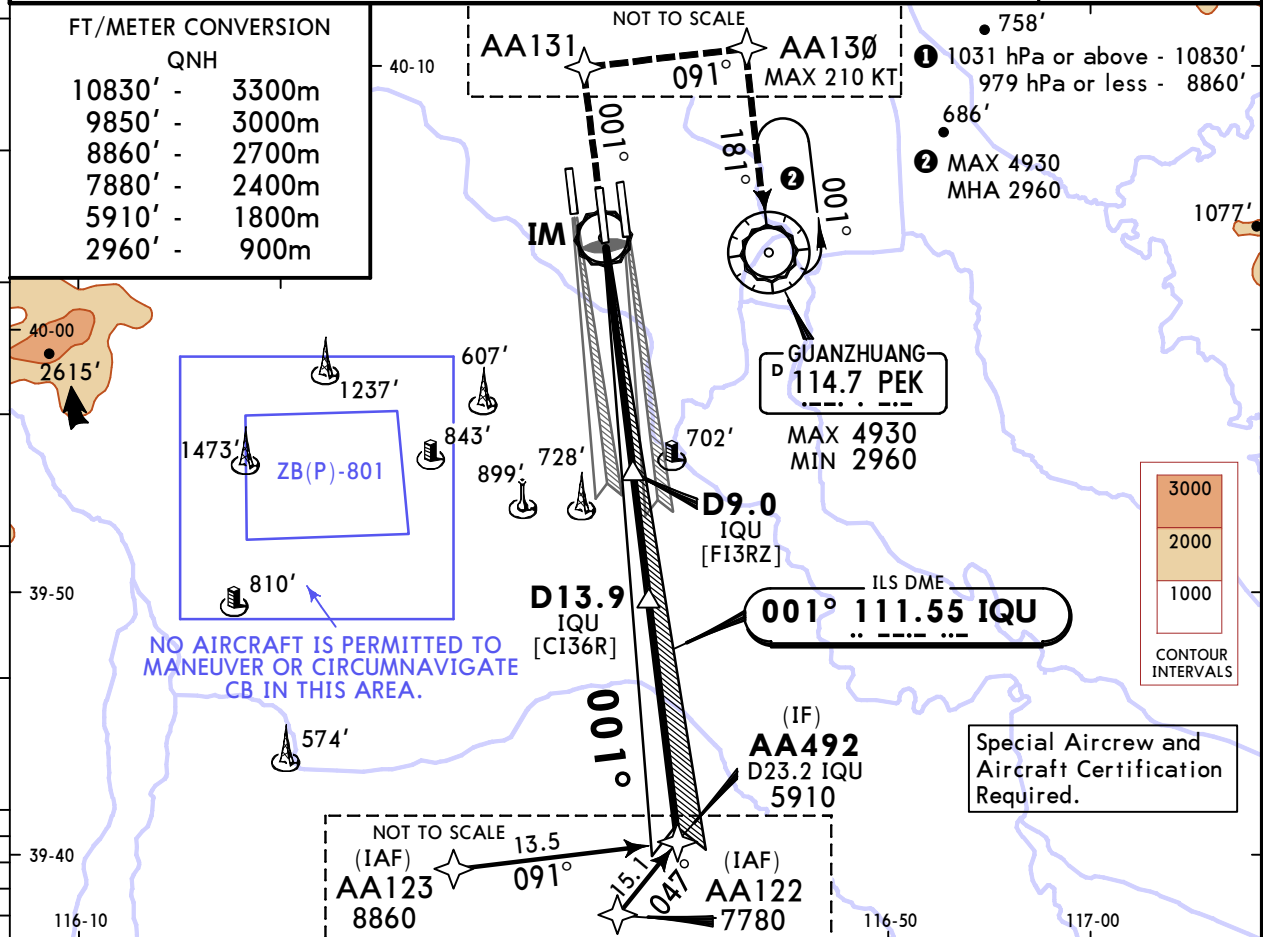
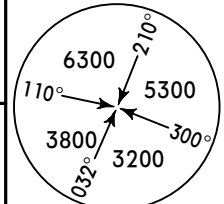
25 OCT 24
 Eff 30 Oct 1600Z

JEPPESSEN

BEIJING, PR OF CHINA

(11-12B) SA CAT I RNAV ILS DME Z Rwy 36R

BRIEFING STRIP™	D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)						
		APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X		
		BEIJING Approach (R)			BEIJING Tower	Ground					
	APP14 126.3X	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 111.55	Final Apch Crs 001°	D9.0 IQU 2960' (2862')		SA CAT I ILS RA 157' DA(H) 248' (150')		Apt Elev 116' Rwy 98'				
MISSED APCH: Climb STRAIGHT AHEAD to AA131 at 2960' or above, turn RIGHT and fly to AA130, continue to turn RIGHT and fly to PEK VOR at MIN 2960'/MAX 4930'. Join the holding or as directed.											
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA PEK VOR			



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI	AA131 ↑ at 2960'
Gs	3.00°	372	478	531	637	743		

State STRAIGHT-IN LANDING
 SA CAT I ILS
 RA 157'
 DA(H) 248' (150')
 R450m
 HUD required.

ZBAA/PEK BEIJING, PR OF CHINA

CAPITAL **Eff 30 Oct 1600Z** (11-12C) SA CAT I RNAV ILS DME Y Rwy 36R

JEPPESSEN

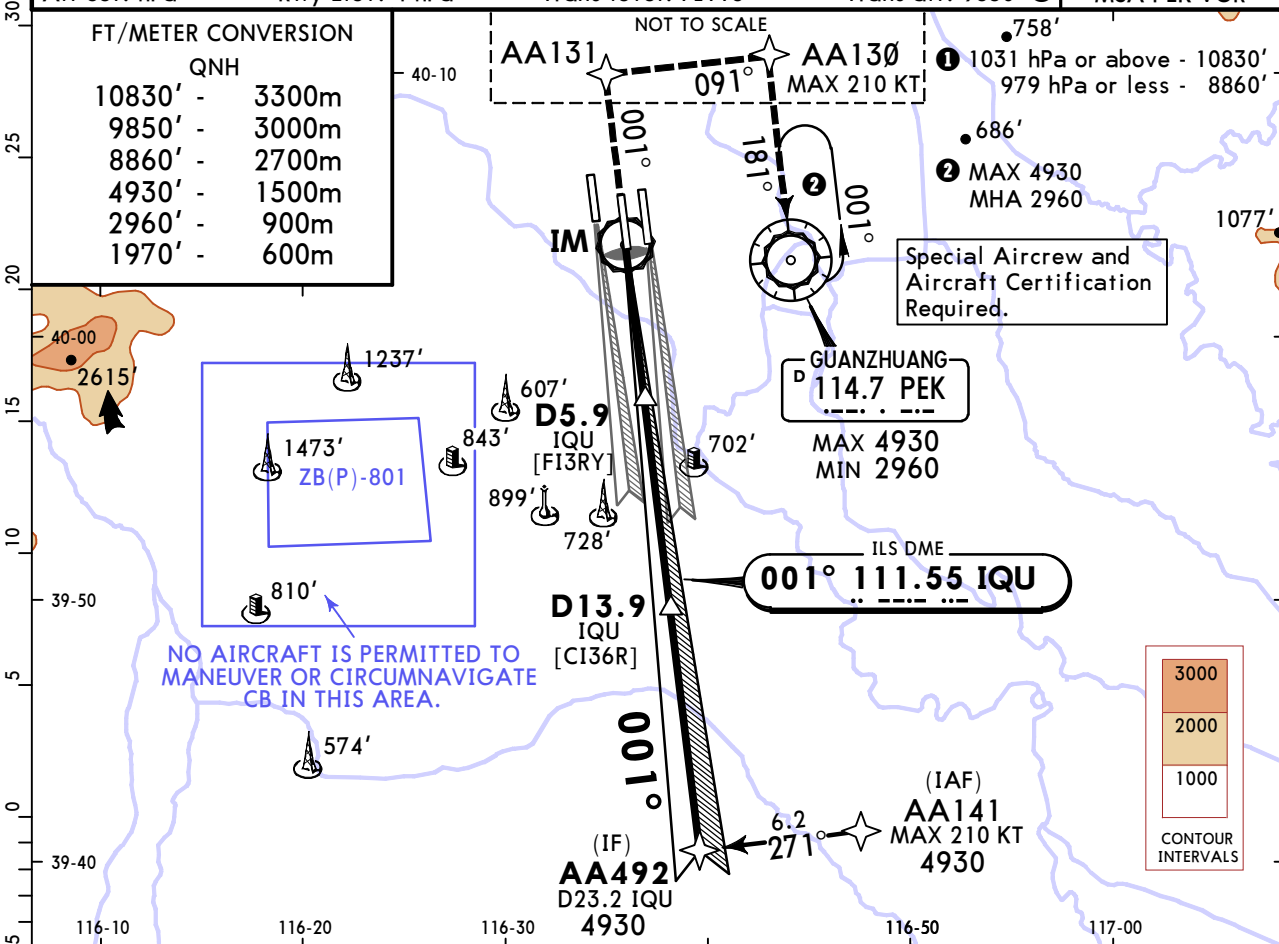
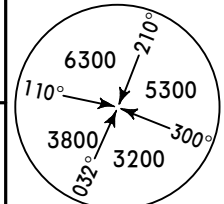
25 OCT 24

Eff 30 Oct 1600Z

(11-12C)

SA CAT I RNAV ILS DME Y Rwy 36R

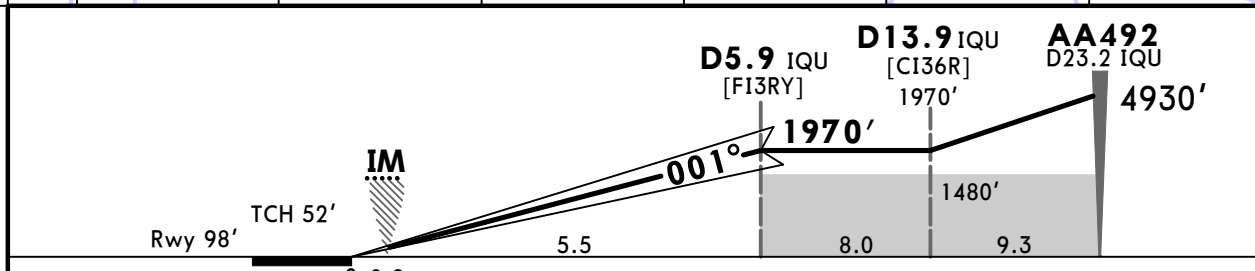
BRIEFING STRIP™	D-ATIS 128.65 (Chinese 127.6)	CAPITAL Approach (R)			BEIJING Approach (R)					
	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85	APP13 121.25X		
	APP14 126.3X	APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	BEIJING Tower 118.5	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75
LOC IQU 111.55	Final Apch Crs 001°	D5.9 IQU 1970' (1872')		SA CAT I ILS RA 157' DA(H) 248' (150')		Apt Elev 116' Rwy 98'				
MISSED APCH: Climb STRAIGHT AHEAD to AA131 at 2960' or above, turn RIGHT and fly to AA130, continue to turn RIGHT and fly to PEK VOR at MIN 2960'/MAX 4930'. Join the holding or as directed.										
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL118		Trans alt: 9850' ①		MSA PEK VOR		



FT/METER CONVERSION

QNH

10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
2960'	900m
1970'	600m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	AA131 ↑ at 2960'
GS	3.00°	372	478	531	637	743		

State STRAIGHT-IN LANDING

① SA CAT I ILS

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

R450m

① HUD required.

PANS OPS

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BEIJING, (CAPITAL - ZBAA)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZBAA