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Airport Information For ZBAD

Terminal Charts For ZBAD

Revision Letter For Cycle 23-2019

Change Notices

Notebook

General Information

Location: BEIJING CHN
ICAO/IATA: ZBAD / PKX
Lat/Long: N39° 30.0', E116° 24.0'
Elevation: 83 ft

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

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

Sunrise: 2312 Z
Sunset: 0852 Z

Runway Information

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

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

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

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

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

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

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

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

Communication Information

ATIS: 127.225 Arrival Service
ATIS: 128.400 Departure Service
Daxing Tower: 118.375
Daxing Tower: 124.350 Secondary
Daxing Tower: 118.825
Daxing Ground: 121.975
Daxing Ground: 121.625
Daxing Ground: 121.775 Secondary
Daxing Apron Ramp/Taxi: 122.700
Daxing Apron Ramp/Taxi: 121.775 Secondary
Daxing Apron Ramp/Taxi: 122.150
Daxing Clearance Delivery: 121.875
Beijing Approach: 119.000
Beijing Approach: 121.100
Beijing Approach: 124.400 Secondary
Beijing Approach: 124.700
Beijing Approach: 125.050 Secondary
Beijing Approach: 125.500
Beijing Approach: 125.800 Secondary
Beijing Approach: 126.100
Beijing Approach: 129.000 Secondary
Beijing Approach: 127.750
Beijing Approach: 126.500
Beijing Approach: 120.600
Beijing Approach: 119.700

ZBAD/PKX
DAXING

JEPPESEN

BEIJING, PR OF CHINA

27 SEP 19

20-1P

Eff 9 Oct 1600Z

AIRPORT BRIEFING

1. GENERAL**1.1. ATIS**

D-ATIS Arrival 127.225

D-ATIS Departure 128.4

1.2. LOW VISIBILITY PROCEDURES (LVP)**1.2.1. GENERAL**

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

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

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

During LVP, RWY lights and approach lighting for RWY 17L/35R are switched off. ACFT operators conducting LVP shall be authorized by relative authorities.

Pilot shall obtain following information:

- weather forecasts;
- LVP is implementing.

1.2.2. USE OF RWYs

RWY 01L is usable for low visibility take-off (HUD RVR 75m) and CAT II/IIIA/IIIB ILS.

RWY 35L is usable for CAT II ILS.

RWYs 01L and 35L are used for operations to North.

Operations to South not available.

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

1.2.3. TAXIING

All TWYs are available during LVP.

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

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

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

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

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

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

- RVR is less than 200m, but no less than 75m;
- special authorization for airlines, on-board HUD and flight crew.

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

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

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20-1P1

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AIRPORT BRIEFING

1. GENERAL

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

ACFT conducting take-off with RVR 75m based on HUD shall be guided by Follow-me vehicle while taxiing.

Flight crew shall decide whether to continue on departure or not before entering RWY according to RVR actual situation informed by TWR. If continue on departing is confirmed by flight crew, Follow-me vehicle will detach. If taxiing back, Follow-me vehicle will guide ACFT back to parking stand.

1.3. RWY OPERATIONS

General rules for use of RWYs:

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

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

1.4. TAXI PROCEDURES

1.4.1. GENERAL

180° turnaround on RWY is forbidden for all ACFT.

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

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

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

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

A380 shall be instructed to taxi by ATC.

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

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

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

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

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

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

Taxi routes of special flight will be instructed by ATC.

1.4.2. RWY 17L/35R CROSSING RULES

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

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

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

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

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20-1P2**Eff 9 Oct 1600Z****AIRPORT BRIEFING**

1. GENERAL

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

ACFT landing on RWY 35L need to cross RWY:

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

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

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

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

ACFT landing on RWY 17R need to cross RWY:

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

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

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

1.4.3. USE OF RED STOP BARS ON RWY

When red stop bars are illuminated, any crossing is strictly forbidden.

When red stop bars are extinguished, crossing is allowed upon ATC clearance.

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

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

Controller: "(ACFT ID) stop bar unserviceable, cross red stop bar at (TWY number)."

Pilot: "Cross red stop bar at (TWY number), (ACFT ID)."

1.5. PARKING INFORMATION

Visual Docking Guidance System available at stands 101, 102, 104 thru 111, 120 thru 129, 132 thru 137, 140 thru 145, 147, 148, 150 thru 156, 160 thru 170, 172, 173, 180 thru 188 and 190 thru 198.

ACFT parking at boarding bridge stands shall keep APU off and use ground unit and ground air conditioning system.

1.6. OTHER

Birds.

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20-1P3

Eff 9 Oct 1600Z

AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

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

2.2. RWY OPERATIONS

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

- Medium ACFT or below shall fully vacate RWY within 50 seconds after flying over RWY THR.
- Heavy ACFT or above shall fully vacate RWY within 70 seconds after flying over RWY THR.
- If flight crew considers that they cannot fulfil the process within the required time, they shall inform Approach controller when contacting final approach frequency (no later than base-turn or established on LOC).

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

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

2.3. TAXI PROCEDURES

ACFT shall keep ADS-B and relative airborne equipment on when taxiing.

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

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

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

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

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20-1P4**Eff 9 Oct 1600Z****AIRPORT BRIEFING**

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

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

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

3.1.2. DE-ICING PROCEDURES AT DESIGNATED LOCATION

3.1.2.1. DE-ICING DEMAND

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

3.1.2.2. PUSH-BACK AND TAXIING

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

3.1.2.3. DE-ICING HOLDING

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

3.1.2.4. TAXIING ON DE-ICING APRON

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

3.1.2.5. ENGINE-OFF DE-ICING

ACFT shall follow marshaller guidance to taxi into de-icing stands and brake.

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

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

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

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

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

3.1.2.6. ENGINE IDLE DE-ICING

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

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

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

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

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

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27 SEP 19

20-1P5**Eff 9 Oct 1600Z****AIRPORT BRIEFING**

3. DEPARTURE

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

ACFT shall not apply for ATC delivery clearance 20 minutes earlier than ETD (target TSAT when CDM works).

If ACFT needs full RWY length to take-off, contact Delivery Control upon receiving delivery clearance.

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

Push-back and taxi within APN control areas:

- ACFT shall request delivery clearance to DAXING DEL.
- When ACFT is getting prepared and obtain clearance from DEL, request push-back and engine start-up clearance to APN.
- Flight crew shall report parking stand number to APN on initial contact with APN.
- ACFT can be pushed back and get engine start-up after APN clearance, and flight crew shall confirm push-back direction and procedures with APN. Flight crew shall follow instructions within 3 minutes after obtaining clearance from APN. Clearance will be invalid if it exceeds 3 minutes, flight crew shall re-apply for clearance.
- ACFT shall apply for taxiing clearance to APN after push-back and start-up.

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

ACFT shall keep ADS-B and relative airborne equipment on when pushing back and taxiing.

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

ACFT at boarding bridge stands with wingspan of 52m or more shall follow Follow-me vehicle to TWYs used for departures after they are pushed back to holding position.

For ACFT parking at boarding bridge stands, engine start-up during push-back is recommended; when taxiing out by themselves, keep engine idle while taxiing.

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

3.3. RWY OPERATIONS

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

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

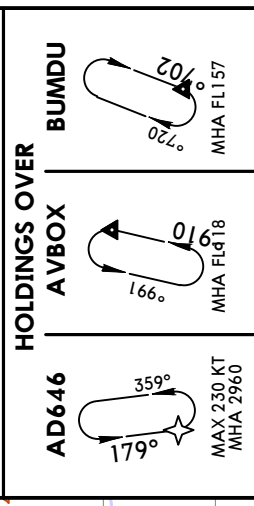
Generally, no initial heading will be issued in take-off clearance. ACFT not receiving initial heading, shall strictly follow SID procedures issued by ATC. Pilot shall begin to take-off run immediately upon receiving take-off clearance and stay on TWR frequency until receiving further ATC instructions.

BEIJING, PR OF CHINA
RNAV STAR

D-ATIS
127.225

Alt Set: hPa
 Trans level: FL118
 1. RNAV 1.
 2. RADAR required.
 3. GNSS, IRU required.

AVBOX 01A [AVB01A]
AVBOX 02A [AVB02A]
BUMDU 01A [BUM01A]
DUMAP 01A [DUM01A]
RNAV ARRIVALS

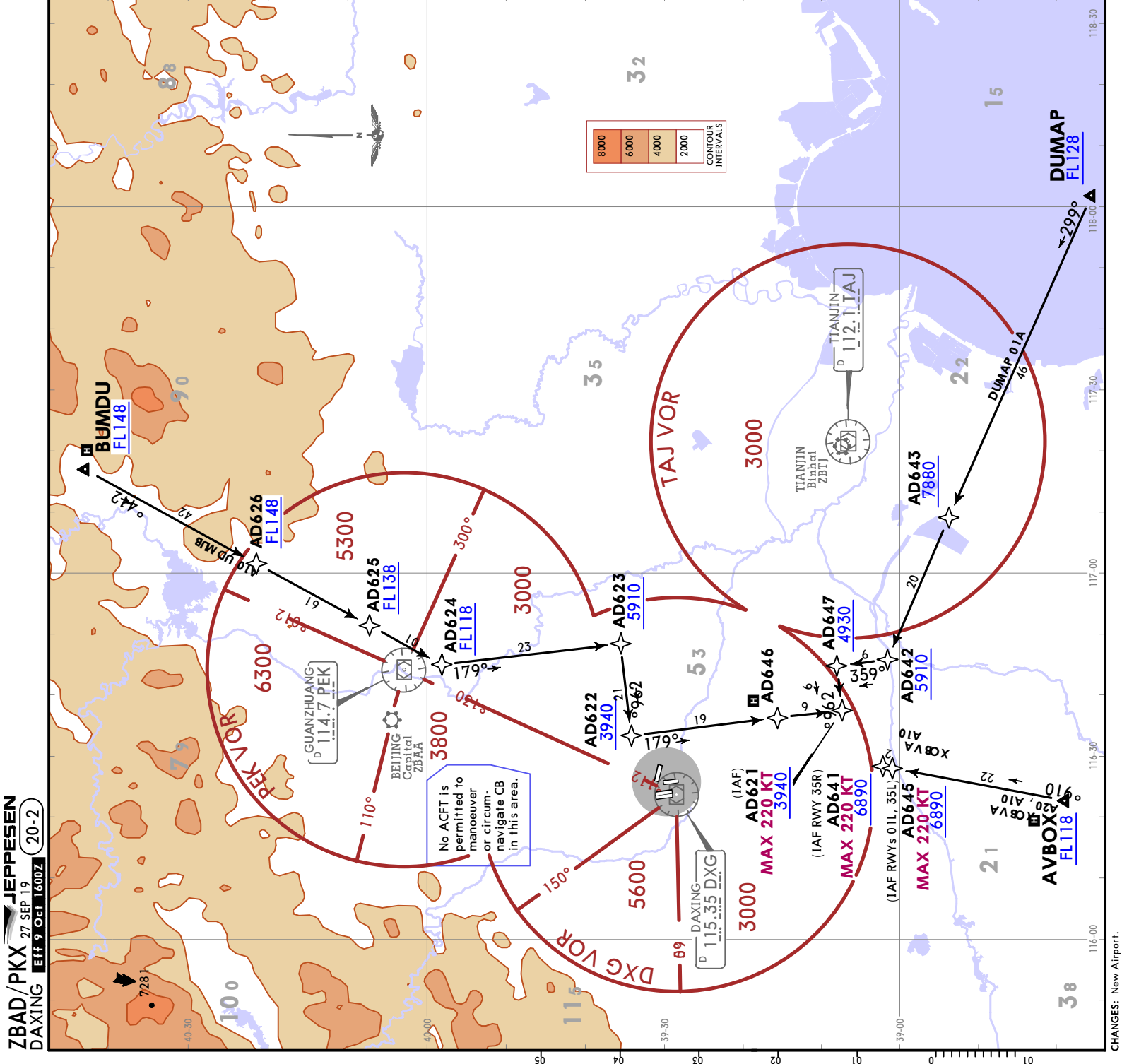


LOST COMMS >>> LOST COMMS >>> LOST COMMS >>> LOST
 Keep track to IAF and conduct RWY01L
 ILS/DME approach procedure.
 LOST COMMS <<< LOST COMMS <<< LOST COMMS <<< LOST

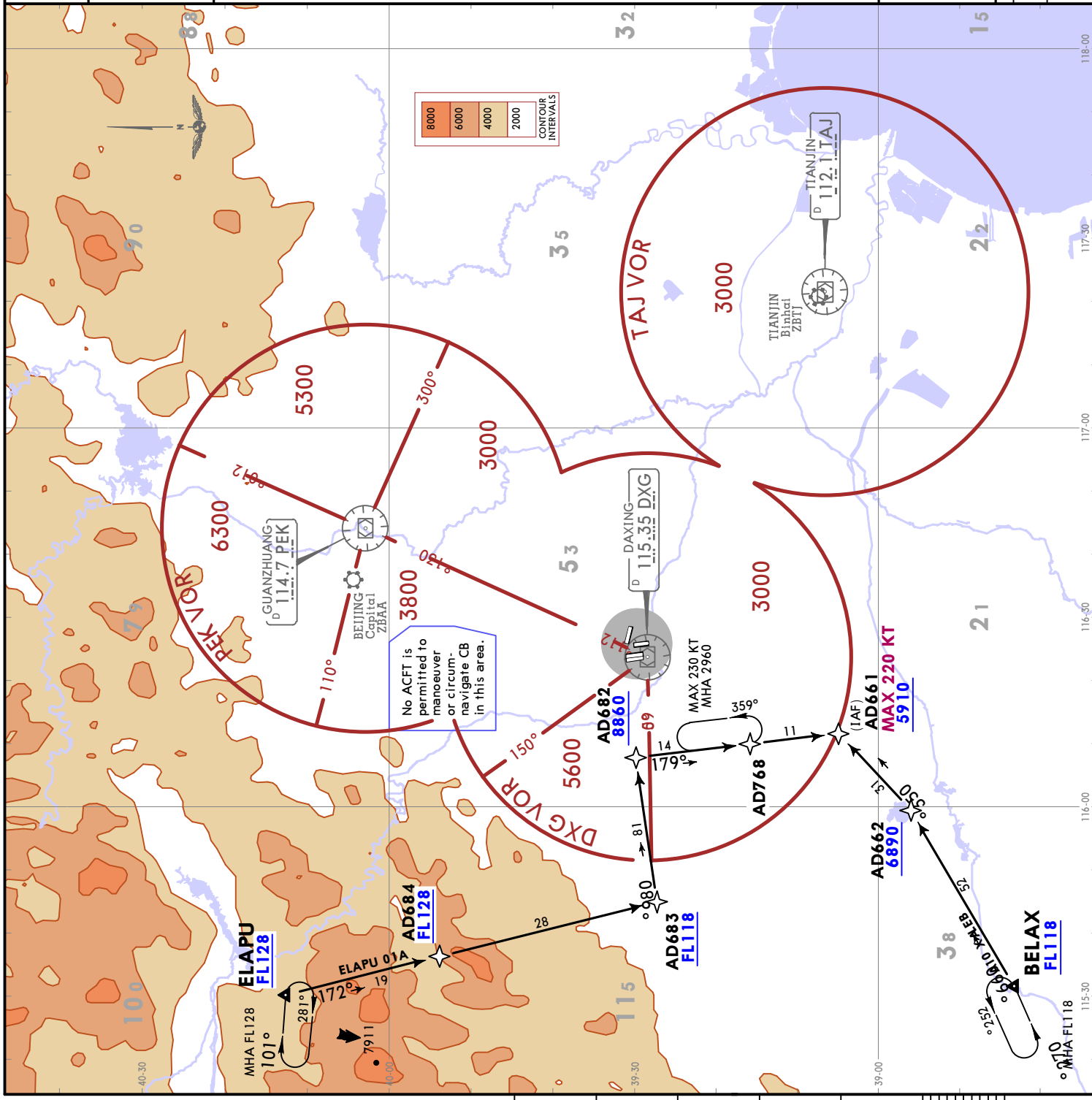
FL CONVERSION
 FL157 FL4800m
 FL148 FL4500m
 FL138 FL4200m
 FL128 FL3900m
 FL118 FL3600m

FT/METER CONVERSION
 QNH
 7880' - 2400m
 6890' - 2100m
 5910' - 1800m
 4930' - 1500m
 3940' - 1200m
 2960' - 900m

STAR	RWY	ROUTING
AVBOX 01A	35R	AVBOX (FL118+) - AD641 (K220-; 6890+).
AVBOX 02A	01L	AVBOX (FL118+) - AD645 (K220-; 6890+).
BUMDU 01A	01L 35L/R	BUMDU (FL148+) - AD626 (FL148+) - AD625 (FL138+) - AD624 (FL118+) - AD623 (5910+) - AD622 (3940+) - AD646 - AD621 (K220-; 3940+).
DUMAP 01A		DUMAP (FL128+) - AD643 (7880+) - AD642 (5910+) - AD647 (4930+) - AD621 (K220-; 3940+).



D-ATIS 127.225	Apt Elev 83	Alt Set: hPa Trans level: FL118 1. RNAV 1. 2. RADAR required. 3. GNSS, IRU required.
BELAX 01A [BEL01A] ELAPU 01A [ELA01A] RNAV ARRIVALS (RWYS 01L, 35L/R)		



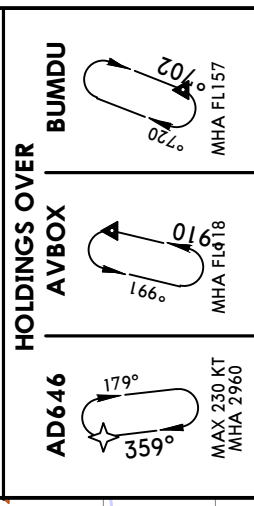
FL CONVERSION FL128 FL3900m FL118 FL3600m	FT/METER CONVERSION QNH 8860' - 2700m 6890' - 2100m 5910' - 1800m 2960' - 900m
STAR BELAX 01A ELAPU 01A	ROUTING BELAX (FL118+) - AD662 (6890+) - AD661 (K220+; 5910+). ELAPU (FL128+) - AD684 (FL128+) - AD683 (FL118+) - AD682 (8860+) - AD768 - AD661 (K220+; 5910+).

BEIJING, PR OF CHINA
RNAV STAR

D-ATIS
127.225

Alt Set: hPa
 Trans level: FL118
 1. RNAV 1.
 2. RADAR required.
 3. GNSS, IRU required.

AVBOX 11A [AVB11A]
BUMDU 11A [BUM11A]
DUMAP 11A [DUM11A]
RNAV ARRIVALS
(RWYS 17L/R, 19R)

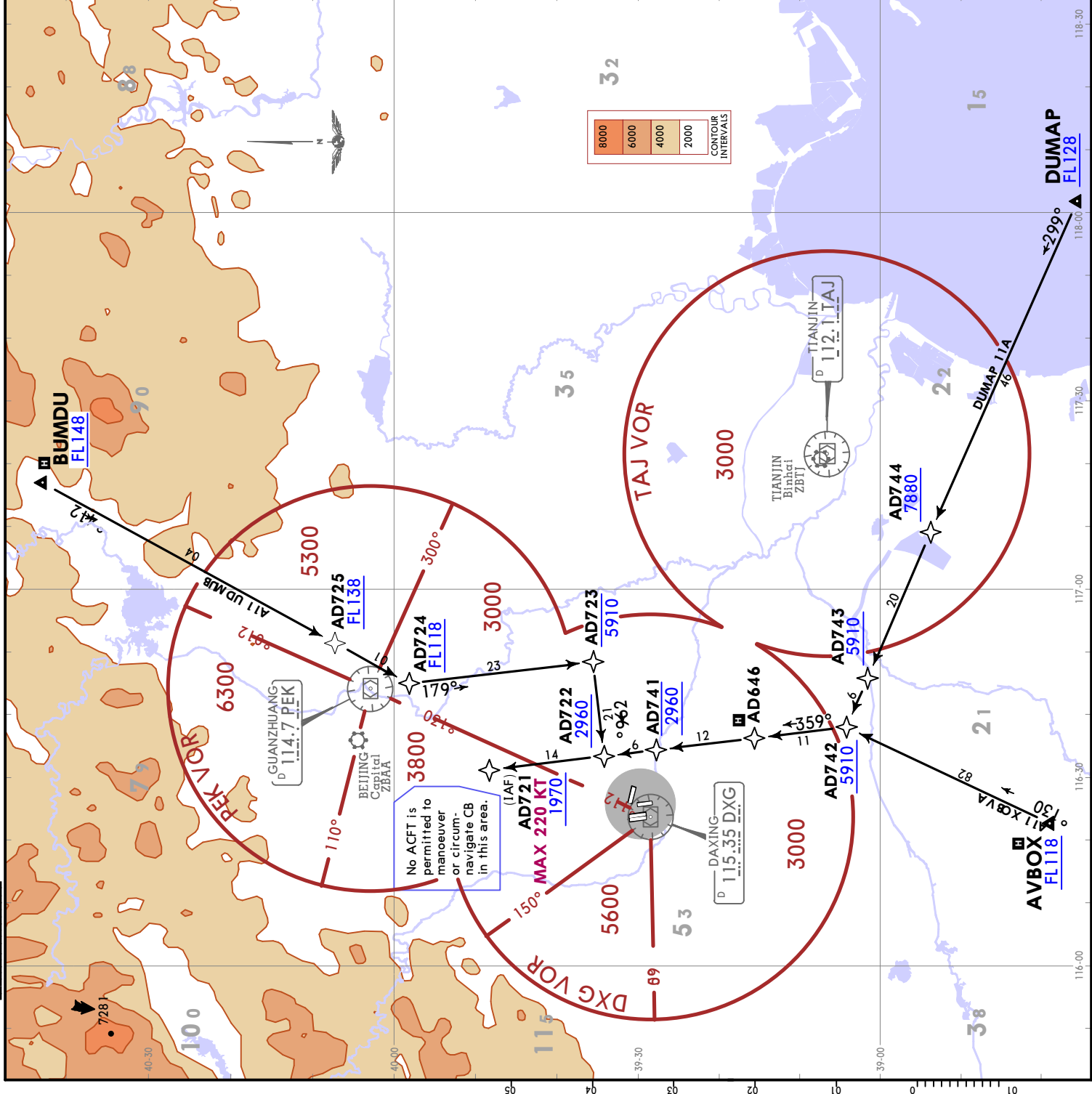


Keep track to IAF and conduct RWY19R
 ILS/DME approach procedure.

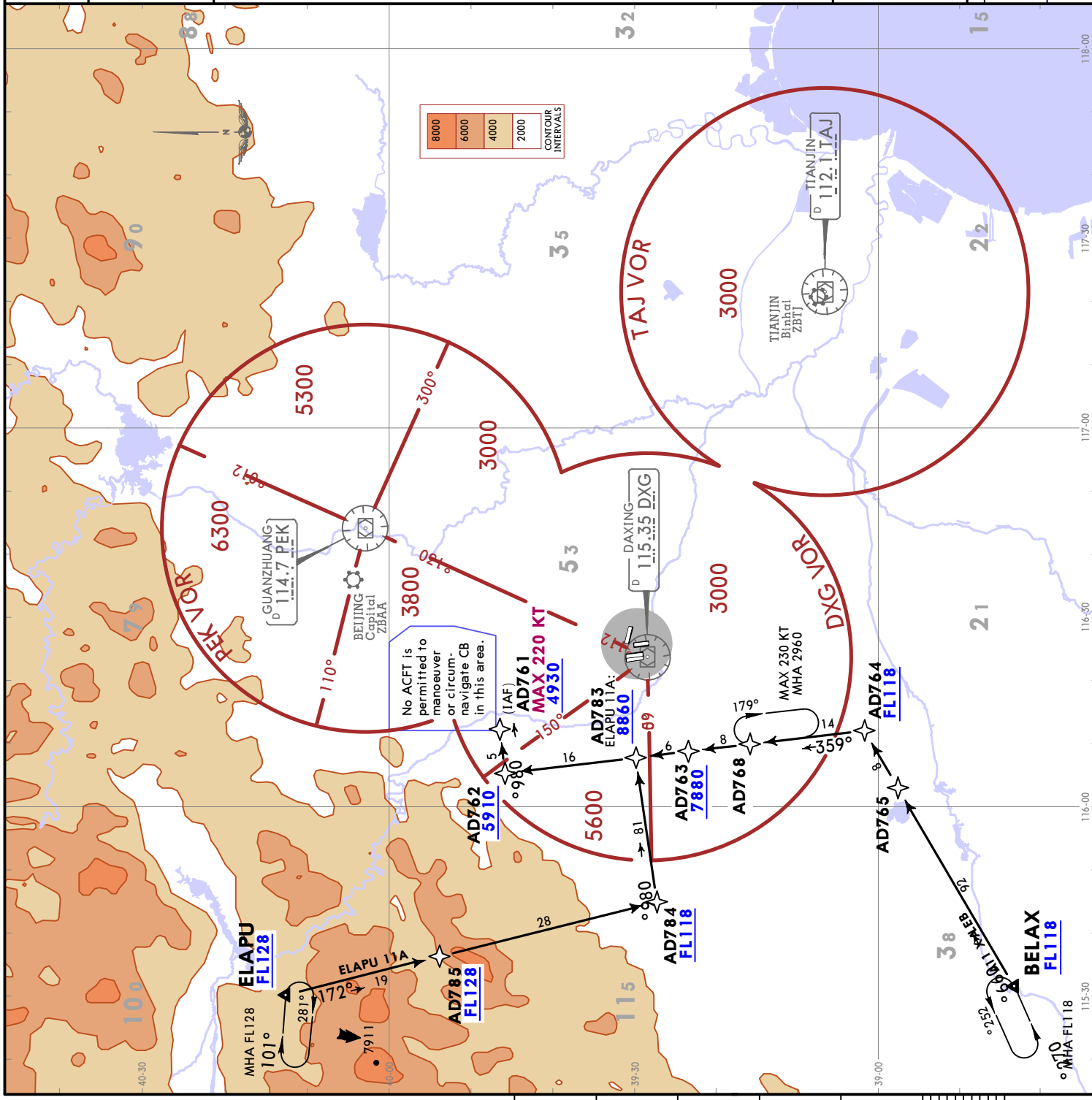
LOST COMMS
 LOST COMMS
 LOST COMMS
 LOST COMMS
 LOST COMMS
 LOST COMMS

FL CONVERSION	FT./METER CONVERSION
FL157	FL4800m
FL148	FL4500m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m

STAR	ROUTING
AVBOX 11A	AVBOX (FL118+) - AD742 (5910+) - AD646 - AD741 (2960) - AD722 (2960+) - AD721 (K220-; 1970+).
BUMDU 11A	BUMDU (FL148+) - AD725 (FL138+) - AD724 (FL118+) - AD723 (5910+) - AD722 (2960+) - AD721 (K220-; 1970+).
DUMAP 11A	DUMAP (FL128+) - AD744 (7880+) - AD743 (5910+) - AD742 (5910+) - AD646 - AD741 (2960) - AD722 (2960+) - AD721 (K220-; 1970+).

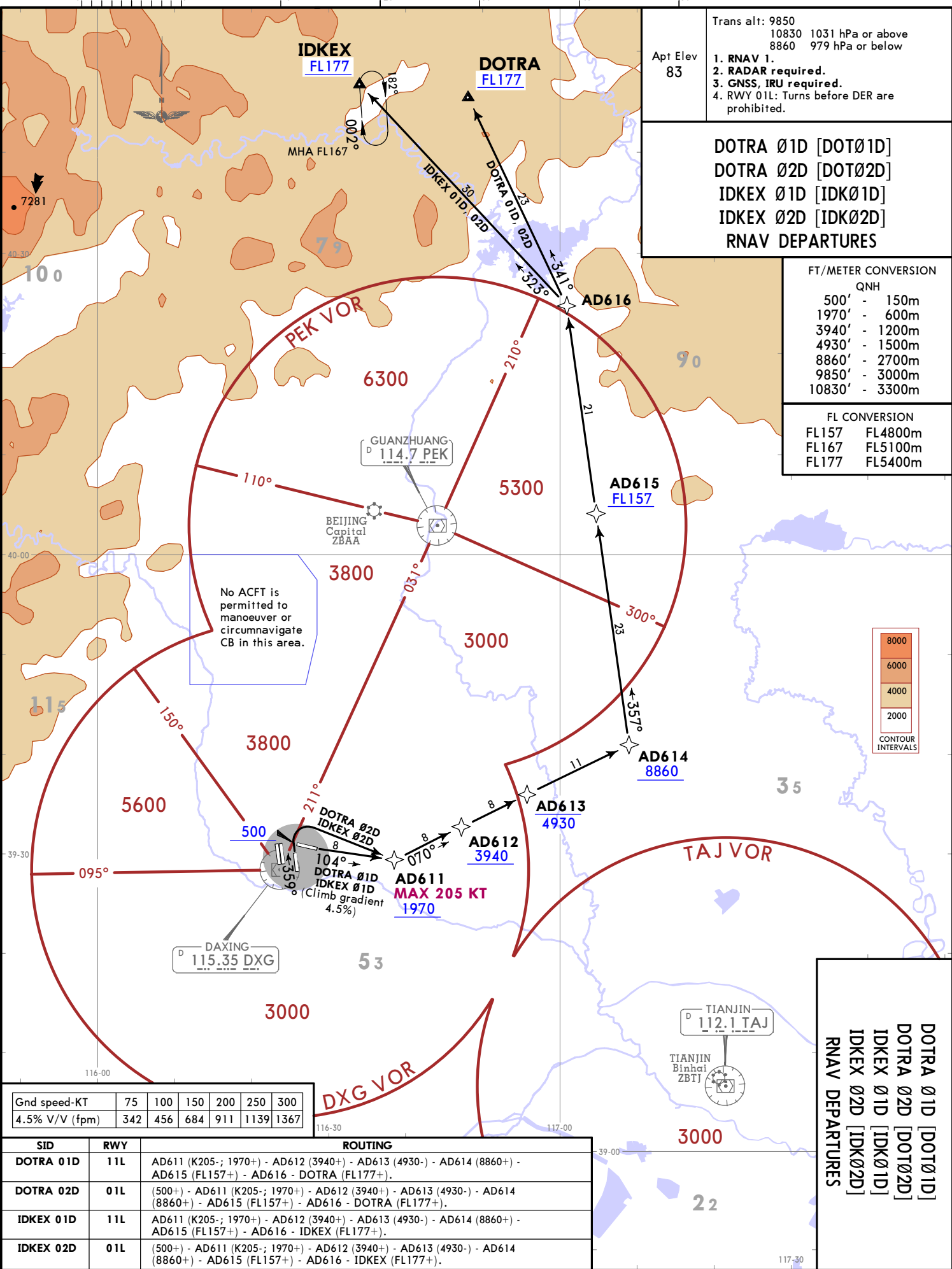


D-ATIS 127.225	Apt Elev 83	Alt Set: hPa Trans level: FL118 1. RNAV 1. 2. RADAR required. 3. GNSS, IRU required.
BELAX 11A [BEL11A] ELAPU 11A [ELA11A] RNAV ARRIVALS (RWYS 17L/R, 19R)		
FL CONVERSION FL128 FL3900m FL118 FL3600m		
FT/METER CONVERSION QNH 8860' - 2700m 7880' - 2400m 5910' - 1800m 4930' - 1500m 2960' - 900m		
ROUTING STAR BELAX 11A BELAX (FL118+) - AD765 - AD764 (FL118+) - AD768 - AD763 (7880+) - AD783 - AD762 (5910+) - AD761 (K220-; 4930+). ELAPU 11A ELAPU (FL128+) - AD785 (FL128+) - AD784 (FL118+) - AD783 (8860+) - AD762 (5910+) - AD761 (K220-; 4930+).		



CHANGES: New airport.

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27 SEP 19
EFF 9 Oct 1600Z
20-3



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

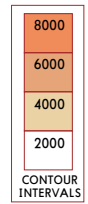
DOTRA 01D [DOT01D]
DOTRA 02D [DOT02D]
IDKEX 01D [IDK01D]
IDKEX 02D [IDK02D]
RNAV DEPARTURES

FT/METER CONVERSION

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

FL CONVERSION

FL157	FL4800m
FL167	FL5100m
FL177	FL5400m



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

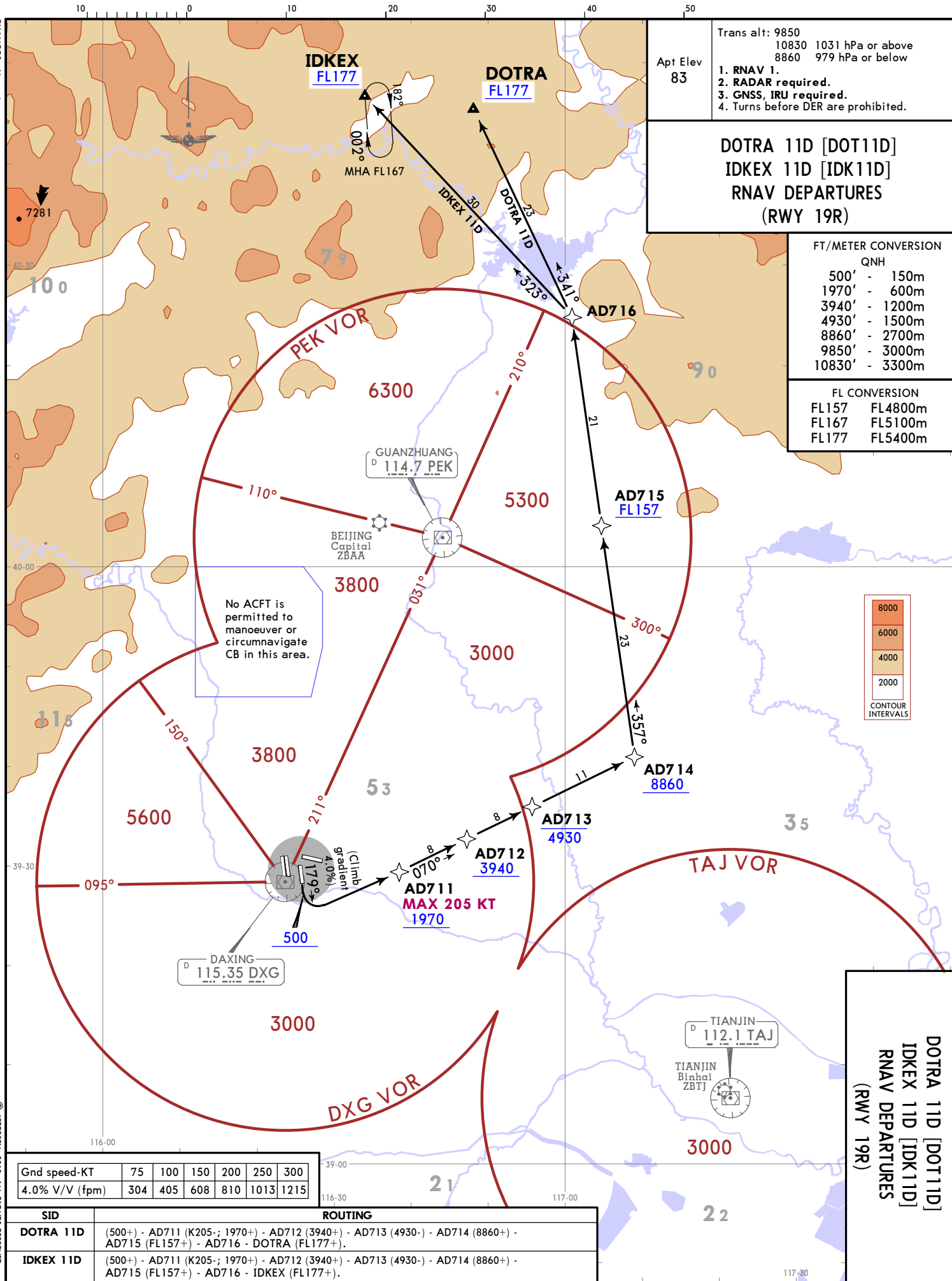
SID	RWY	ROUTING
DOTRA 01D	11L	AD611 (K205-; 1970+) - AD612 (3940+) - AD613 (4930-) - AD614 (8860+) - AD615 (FL157+) - AD616 - DOTRA (FL177+).
DOTRA 02D	01L	(500+) - AD611 (K205-; 1970+) - AD612 (3940+) - AD613 (4930-) - AD614 (8860+) - AD615 (FL157+) - AD616 - DOTRA (FL177+).
IDKEX 01D	11L	AD611 (K205-; 1970+) - AD612 (3940+) - AD613 (4930-) - AD614 (8860+) - AD615 (FL157+) - AD616 - IDKEX (FL177+).
IDKEX 02D	01L	(500+) - AD611 (K205-; 1970+) - AD612 (3940+) - AD613 (4930-) - AD614 (8860+) - AD615 (FL157+) - AD616 - IDKEX (FL177+).

DOTRA 01D [DOT01D]
DOTRA 02D [DOT02D]
IDKEX 01D [IDK01D]
IDKEX 02D [IDK02D]
RNAV DEPARTURES

BEIJING, PR OF CHINA
RNAV SID

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CHANGES: New airport.



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

Apt Elev 83

1. RNAV 1.
2. RADAR required.
3. GNSS, IRU required.
4. Turns before DER are prohibited.

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

FT/METER CONVERSION

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

FL CONVERSION

FL157	FL4800m
FL167	FL5100m
FL177	FL5400m

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

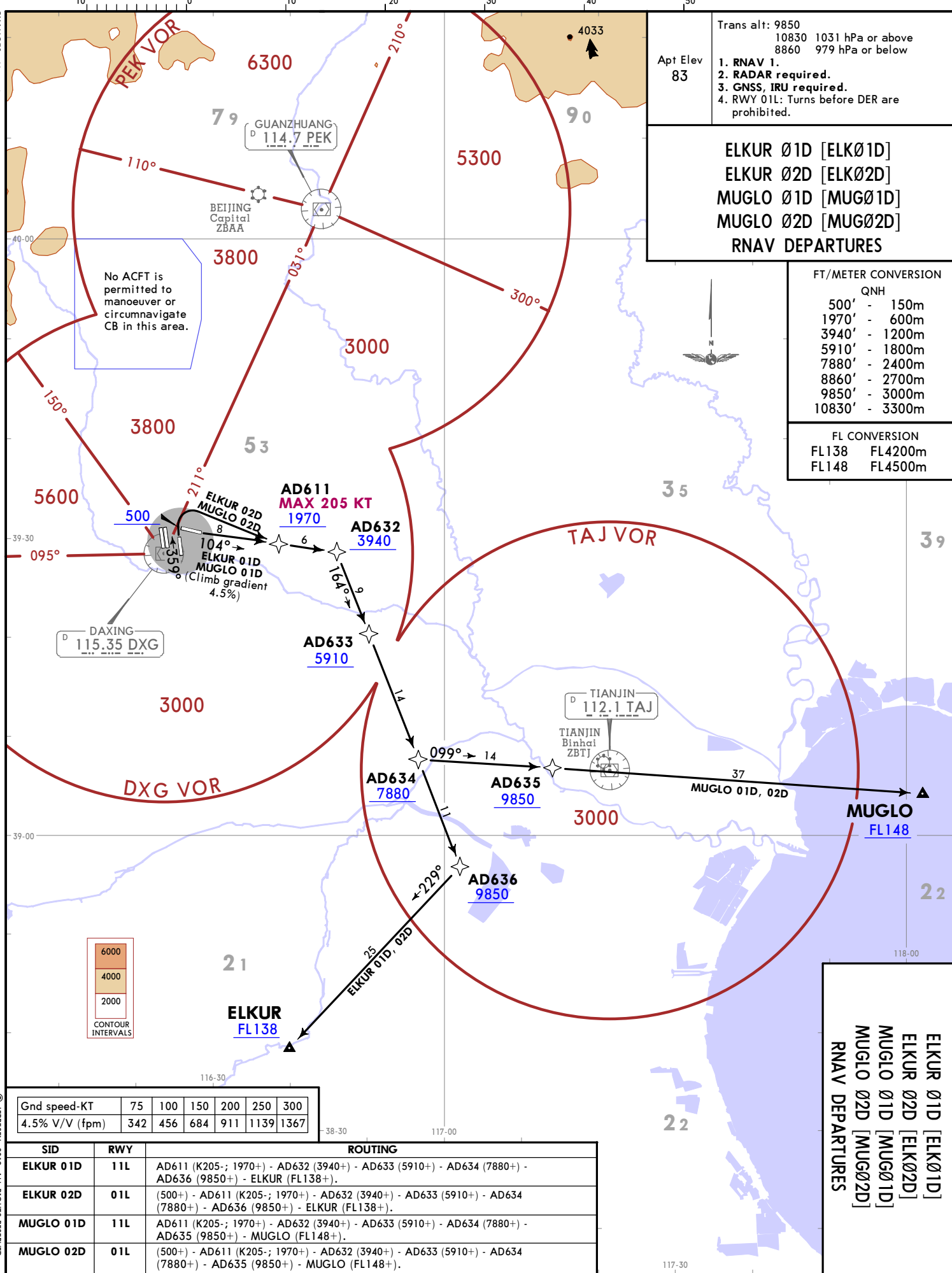
SID	ROUTING
DOTRA 11D	(500+) - AD711 (K205-; 1970+) - AD712 (3940+) - AD713 (4930-) - AD714 (8860+) - AD715 (FL157+) - AD716 - DOTRA (FL177+).
IDKEX 11D	(500+) - AD711 (K205-; 1970+) - AD712 (3940+) - AD713 (4930-) - AD714 (8860+) - AD715 (FL157+) - AD716 - IDKEX (FL177+).

ZBAD/PKX
DAXING
JEPPESSEN
 27 SEP 19 00.3A
 EFT 9 Oct 1600Z
BEIJING, PR OF CHINA
RNAV SID

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CHANGES: New airport.

ZBAD/PKX
DAXING
Eff 9 Oct 1600Z
JEPPesen
27 SEP 19
20-3B



Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Apt Elev 83

1. RNAV 1.
2. RADAR required.
3. GNSS, IRU required.
4. RWY 01L: Turns before DER are prohibited.

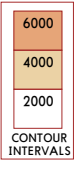
ELKUR 01D [ELK01D]
ELKUR 02D [ELK02D]
MUGLO 01D [MUG01D]
MUGLO 02D [MUG02D]
RNAV DEPARTURES

FT/METER CONVERSION

QNH	
500'	150m
1970'	600m
3940'	1200m
5910'	1800m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

FL138	FL4200m
FL148	FL4500m



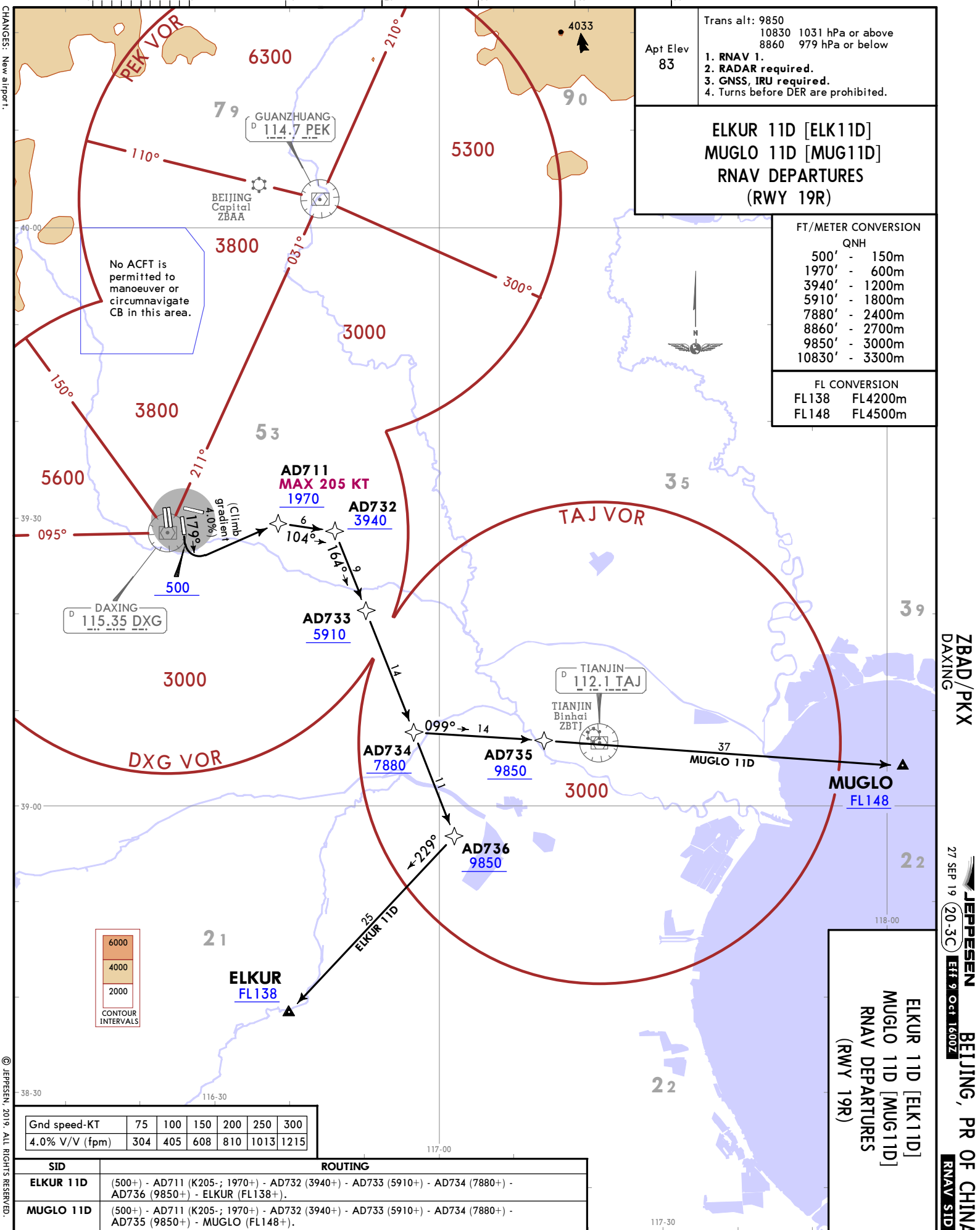
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	RWY	ROUTING
ELKUR 01D	11L	AD611 (K205-; 1970+) - AD632 (3940+) - AD633 (5910+) - AD634 (7880+) - AD636 (9850+) - ELKUR (FL138+).
ELKUR 02D	01L	(500+) - AD611 (K205-; 1970+) - AD632 (3940+) - AD633 (5910+) - AD634 (7880+) - AD636 (9850+) - ELKUR (FL138+).
MUGLO 01D	11L	AD611 (K205-; 1970+) - AD632 (3940+) - AD633 (5910+) - AD634 (7880+) - AD635 (9850+) - MUGLO (FL148+).
MUGLO 02D	01L	(500+) - AD611 (K205-; 1970+) - AD632 (3940+) - AD633 (5910+) - AD634 (7880+) - AD635 (9850+) - MUGLO (FL148+).

ELKUR 01D [ELK01D]
ELKUR 02D [ELK02D]
MUGLO 01D [MUG01D]
MUGLO 02D [MUG02D]
RNAV DEPARTURES

BEIJING, PR OF CHINA
RNAV SID

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

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

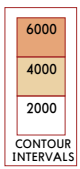
FT/METER CONVERSION

QNH	
500'	- 150m
1970'	- 600m
3940'	- 1200m
5910'	- 1800m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION

FL138	FL4200m
FL148	FL4500m

No ACFT is permitted to manoeuvre or circumnavigate CB in this area.



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

SID	ROUTING
ELKUR 11D	(500+) - AD711 (K205; 1970+) - AD732 (3940+) - AD733 (5910+) - AD734 (7880+) - AD736 (9850+) - ELKUR (FL138+).
MUGLO 11D	(500+) - AD711 (K205; 1970+) - AD732 (3940+) - AD733 (5910+) - AD734 (7880+) - AD735 (9850+) - MUGLO (FL148+).

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

BEIJING, PR OF CHINA
RNAV SID

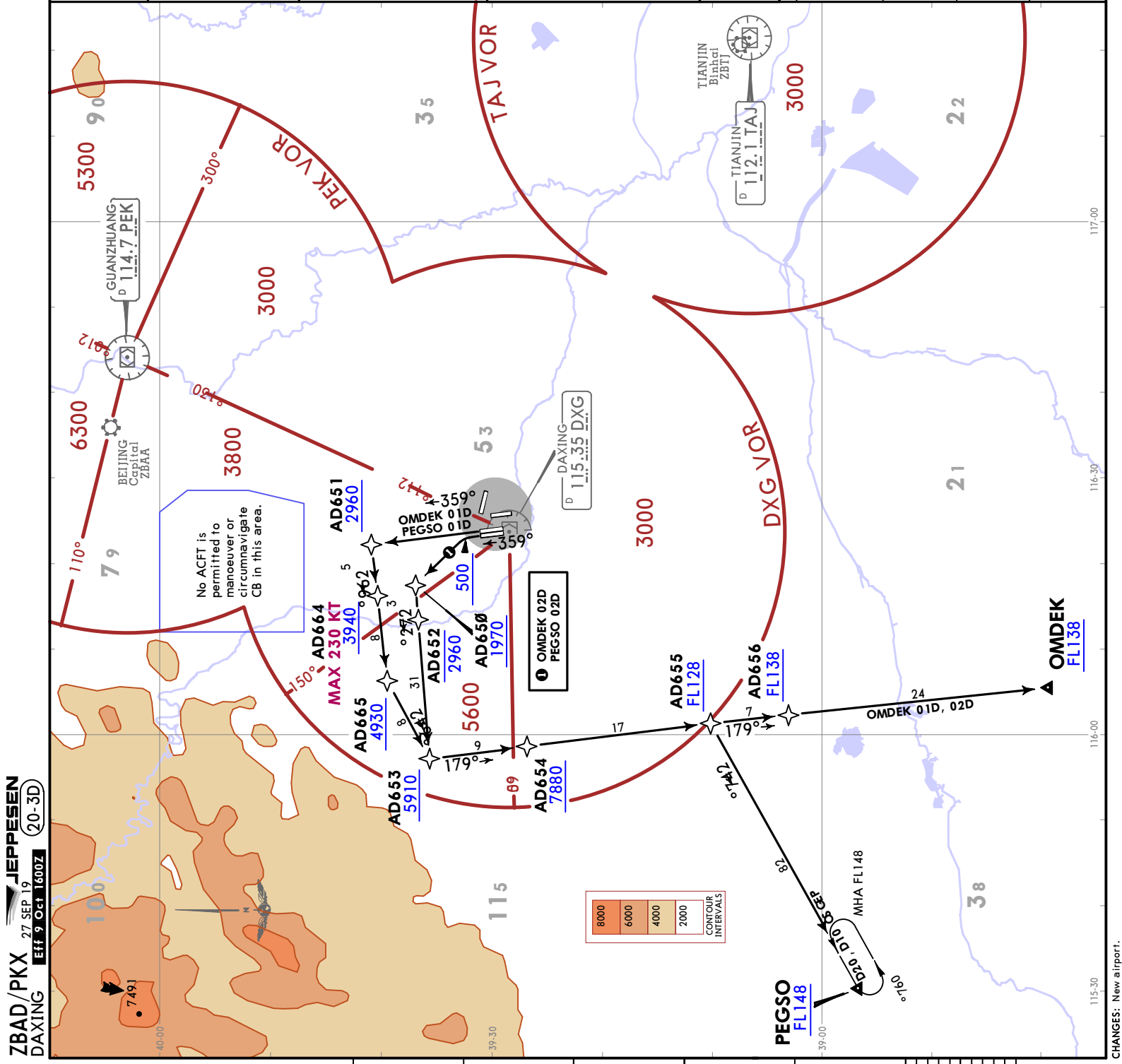
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Apt Elev 83
1. RNAV 1.
2. RADAR required.
3. GNSS, IRU required.

OMDEK 01D [OMD01D]
OMDEK 02D [OMD02D]
PEGSO 01D [PEG01D]
PEGSO 02D [PEG02D]
RNAV DEPARTURES

FT./METER CONVERSION	
QNH	
500'	150m
1970'	600m
2960'	900m
3940'	1200m
4930'	1500m
5910'	1800m
7880'	2400m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION	
FL128	FL3900m
FL138	FL4200m
FL148	FL4500m

SID	RWY	ROUTING
OMDEK 01D	35R	AD651 (2960+) - AD664 (K230; 3940+) - AD665 (4930+) - AD653 (5910+) - AD654 (7880+) - AD655 (FL128+) - AD656 (FL138+) - OMDEK (FL138+).
OMDEK 02D	35L	(500+) - AD650 (1970+) - AD652 (2960+) - AD653 (5910+) - AD654 (7880+) - AD655 (FL128+) - AD656 (FL138+) - OMDEK (FL138+).
PEGSO 01D	35R	AD651 (2960+) - AD664 (K230; 3940+) - AD665 (4930+) - AD653 (5910+) - AD654 (7880+) - AD655 (FL128+) - PEGSO (FL148+).
PEGSO 02D	35L	(500+) - AD650 (1970+) - AD652 (2960+) - AD653 (5910+) - AD654 (7880+) - AD655 (FL128+) - PEGSO (FL148+).

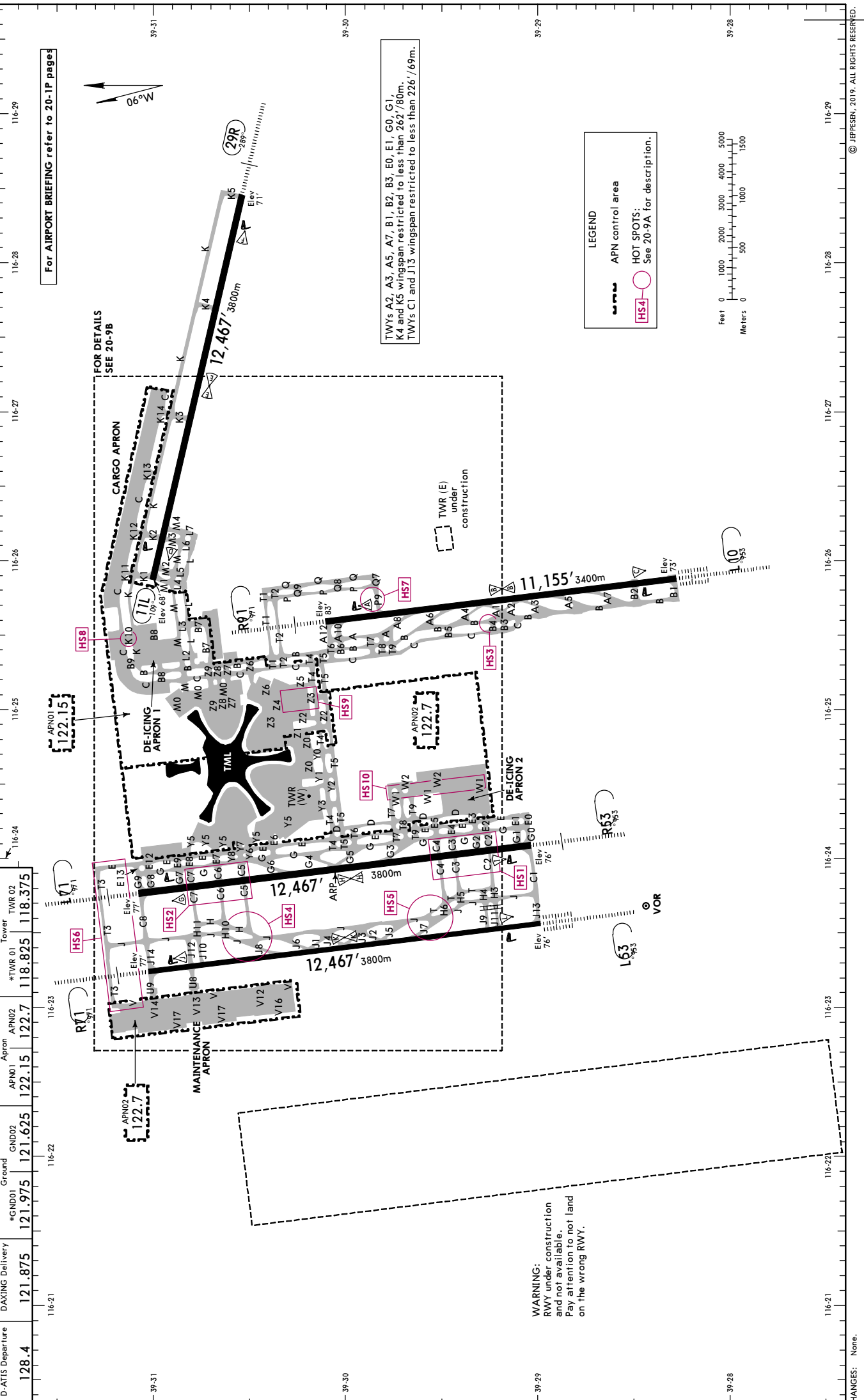


ZBAD/PKX
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27 SEP 19
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20-3D
Eff 9 Oct 1600Z

ZBAD/PKX
Apt Elev 83'
N39 30.0 E116 24.0

JEPPESEN BEIJING, PR OF CHINA
1 NOV 19 (20-9) EFF 6 Nsv 1600Z
DAXING

D-ATIS Departure	128.4	DAXING Delivery	121.875	*CND01	121.975	Ground	GND02	121.625	APND1	122.15	APND2	122.7	*TWR 01	118.825	Tower TWR 02	118.375
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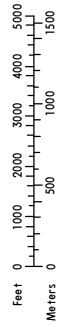
For AIRPORT BRIEFING refer to 20-1P pages

FOR DETAILS SEE 20-9B

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

LEGEND

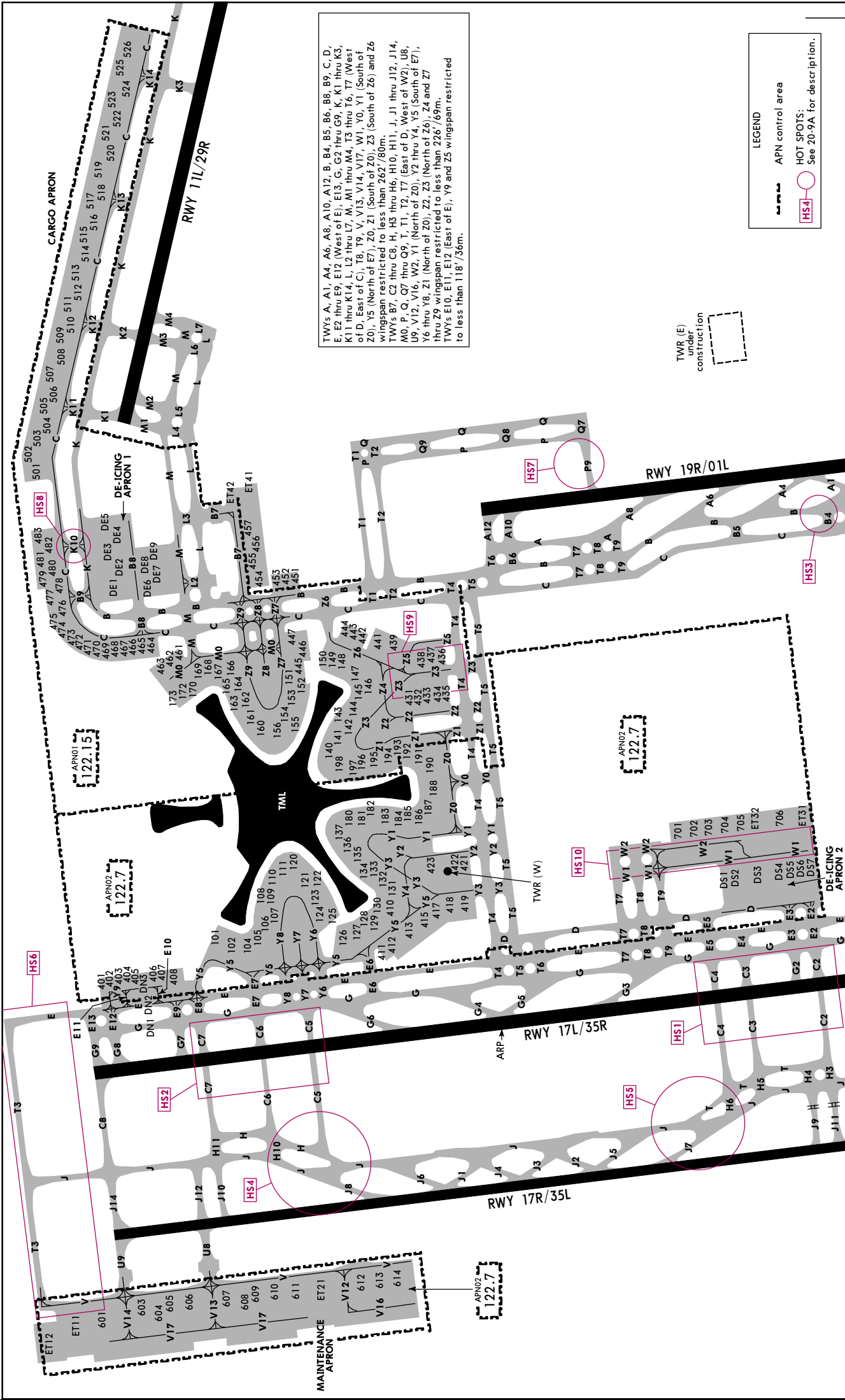
- APN control area
- HOT SPOTS: See 20-9A for description.



JEPPesen BEIJING, PR OF CHINA
DAXING

1 NOV 19 (20-9B) EFF 6 Nov 1600Z

ZBAD/PKX



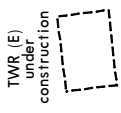
TWYs A, A1, A4, A6, A8, A10, A12, B, B4, B5, B6, B8, B9, C, D, E, E2 thru E9, E12 (West of E), E13, G, G2 thru G9, K, K1 thru K3, K11 thru K14, L, L2 thru L7, M, M1 thru M4, T3 thru T6, T7 (West of D), East of C, T8, T9, V, V13, V14, V17, W1, Y0, Y1 (South of Z0), Y5 (North of E7), Z0, Z1 (South of Z0), Z3 (South of Z6) and Z6 wingspan restricted to less than 262'/80m.

TWYs B7, C2 thru C8, H, H3 thru H6, H10, H11, J, J1 thru J12, J14, M0, P, Q, Q7 thru Q9, T1, T2, T7 (East of D, West of W2), U8, U9, V12, V16, W2, Y1 (North of Z0), Y2 thru Y4, Y5 (South of E7), Y6 thru Y8, Z1 (North of Z0), Z2, Z3 (North of Z6), Z4 and Z7 thru Z9 wingspan restricted to less than 226'/69m.

TWYs E10, E11, E12 (East of E), Y9 and Z5 wingspan restricted to less than 118'/36m.

LEGEND

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



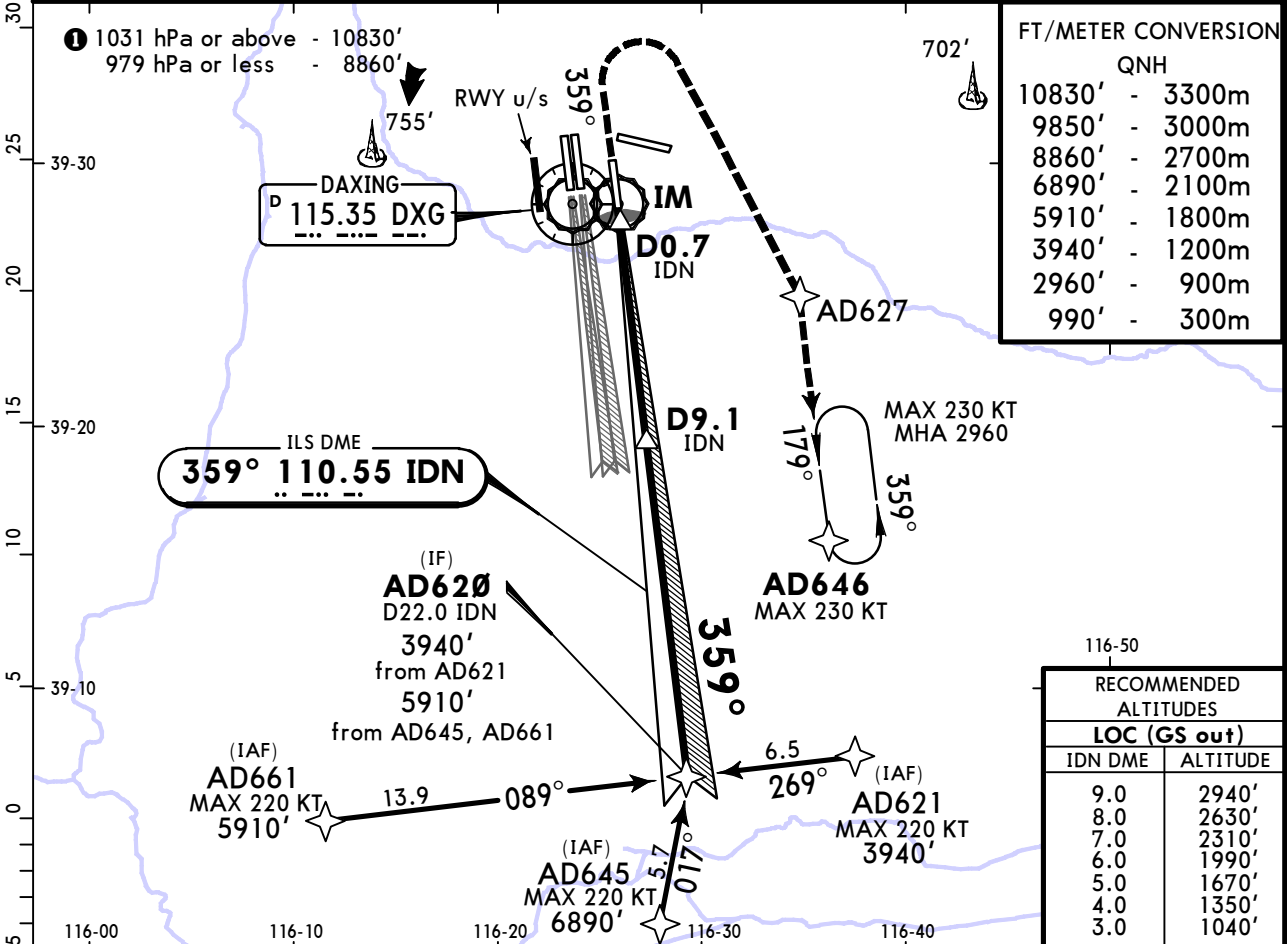
ZBAD/PKX DAXING

27 SEP 19
Eff 9 Oct 1600Z

(21-1)

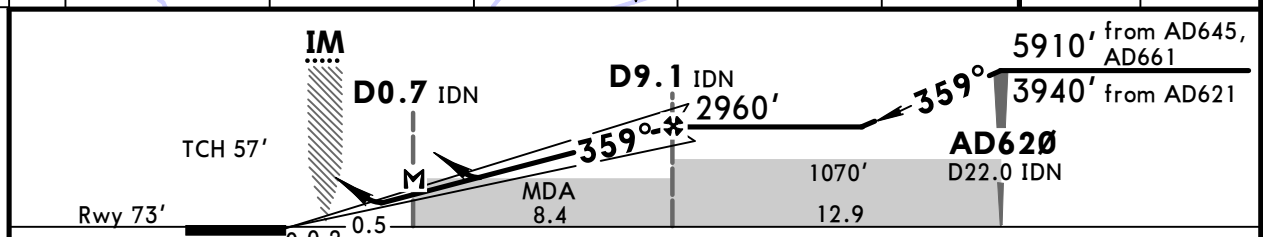
BEIJING, PR OF CHINA RNAV ILS DME Rwy 01L

D-ATIS Arrival	*AP01	*AP02	*AP03	*AP05	*AP06	AP07	*AP08	AP09	*AP10
127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
DAXING Tower					Ground				
*TWR01	TWR02			*GND01			GND02		
118.825	118.375			121.975			121.625		
LOC IDN	Final Apch Crs	GS	ILS DA(H)	Apt Elev	Rwy		MSA DXG VOR		
110.55	359°	No altitude published	273' (200')	83'	73'				
MISSED APCH: Climb STRAIGHT AHEAD to 990', turn RIGHT to AD627 at 2960', then on 179° to AD646 at 2960', join holding and contact ATC.									
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA DXG VOR	



FT/METER CONVERSION	
QNH	
10830'	3300m
9850'	3000m
8860'	2700m
6890'	2100m
5910'	1800m
3940'	1200m
2960'	900m
990'	300m

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



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	990'	2960'	AD627	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					849
MAP at D0.7 IDN											

PANS OPS	STRAIGHT-IN LANDING RWY 01L				CIRCLE-TO-LAND							
	ILS		LOC (GS out)		Max Kts	MDA(H)	VIS					
	DA(H) 273' (200')		CDFA MDA(H) 820' (747')									
	FULL	TDZ or CL out	ALS out	ALS out	100	870' (787')	3400m					
	A							135	970' (887')	3600m		
B	RVR 550m	RVR 550m	1200m	180							970' (887')	4000m
C	VIS 800m	VIS 800m										
D												

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: New procedure. © JEPPESEN, 2019. ALL RIGHTS RESERVED.

ZBAD/PKX
DAXING

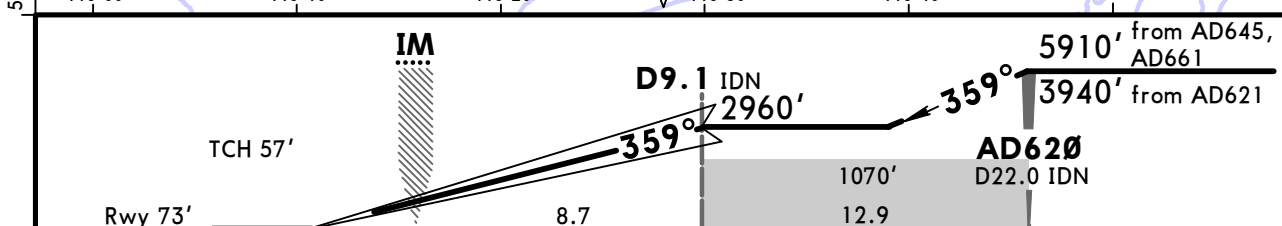
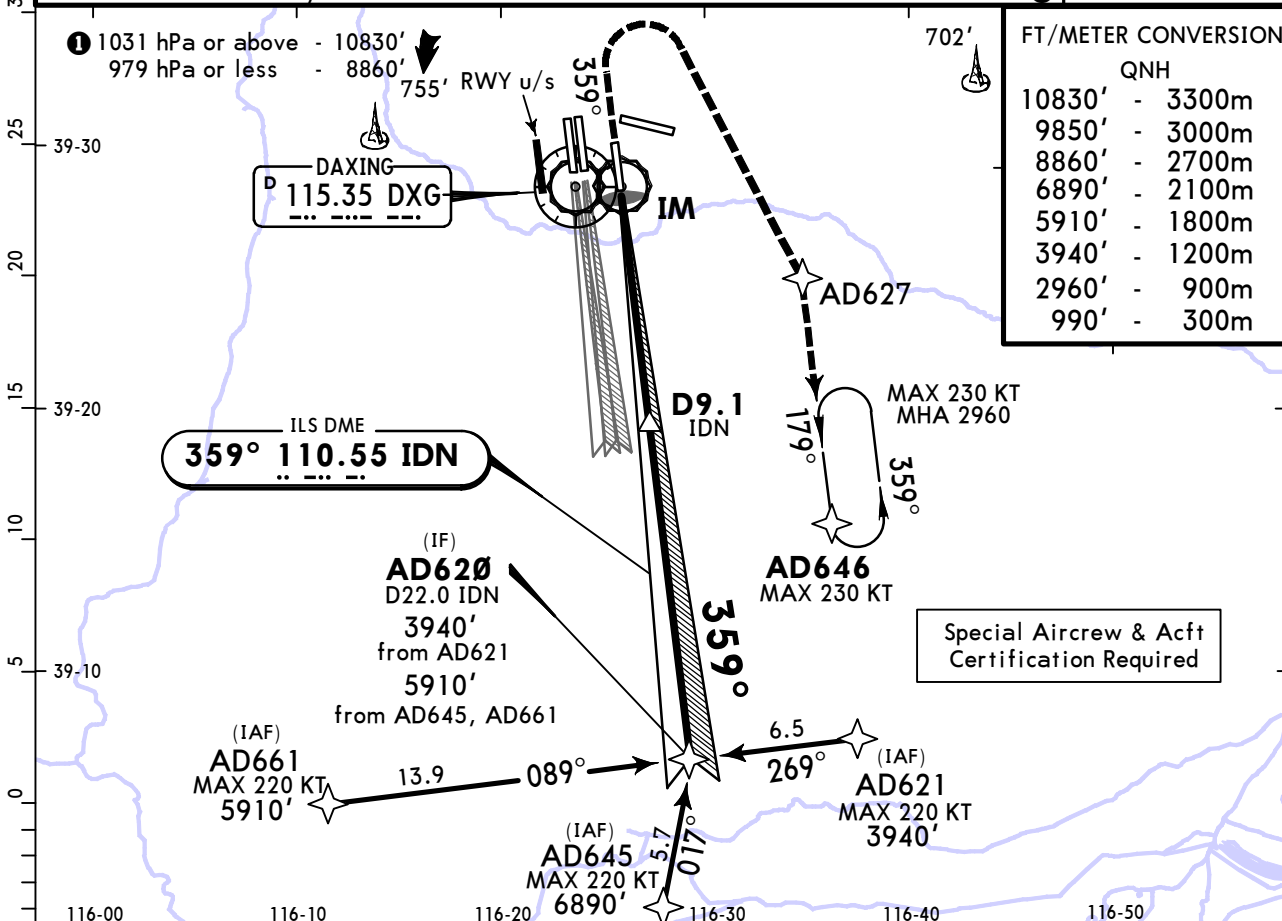
27 SEP 19
 Eff 9 Oct 1600Z

JEPPESSEN

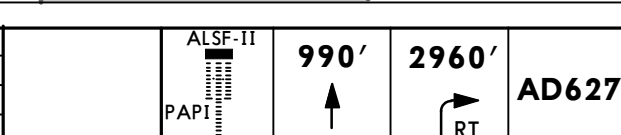
(21-1A)

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

BRIEFING STRIP™	D-ATIS Arrival									
	127.225	*AP01 126.1	*AP02 119.0	*AP03 126.5	*AP05 121.1	*AP06 119.7	AP07 124.7	*AP08 127.75	AP09 120.6	*AP10 125.5
	DAXING Tower					Ground				
	*TWR01 118.825		TWR02 118.375			*GND01 121.975		GND02 121.625		
LOC IDN 110.55	Final Apch Crs 359°	GS No altitude published		CAT IIIB, IIIA & II ILS Refer to Minimums		Apt Elev Rwy 83' 73'				
MISSED APCH: Climb STRAIGHT AHEAD to 990', turn RIGHT to AD627 at 2960', then on 179° to AD646 at 2960', join holding and contact ATC.										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' 1		MSA DXG VOR		



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



Standard			STRAIGHT-IN LANDING RWY 01L		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS			
	DH RA 50'	RA 98' DA(H) 173' (100')			
RVR 75m	RVR 200m	RVR 300m 1			

1 CAT D: RVR 350m for manual operation below DH.

PANS OPS

ZBAD/PKX DAXING

27 SEP 19
Eff 9 Oct 1600Z

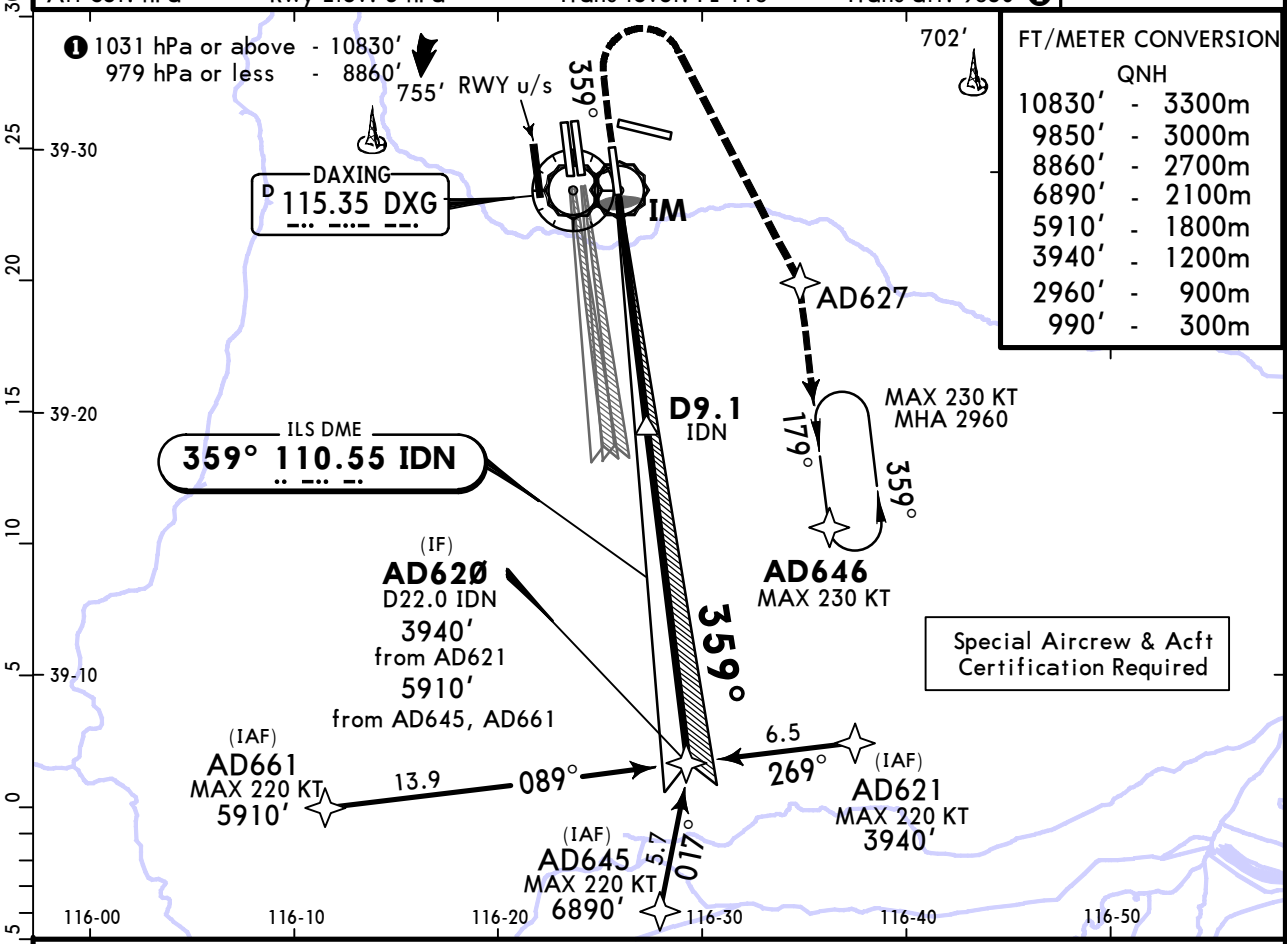
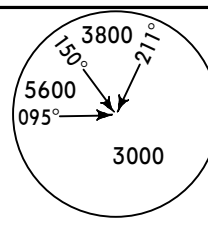


(21-1B)

BEIJING, PR OF CHINA

SA CAT I RNAV ILS DME Rwy 01L

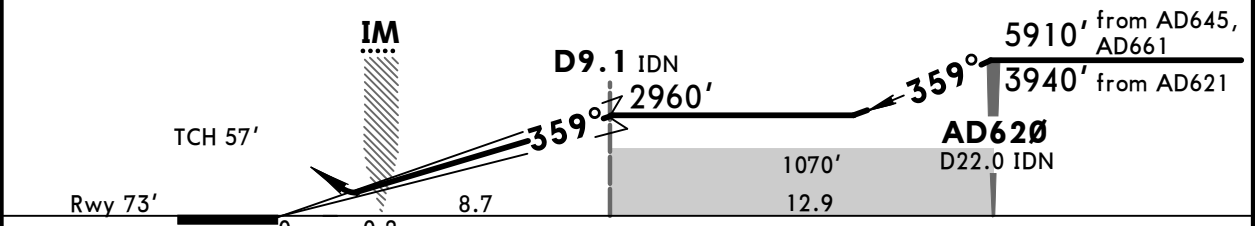
BRIEFING STRIP™	D-ATIS Arrival									
	*AP01	*AP02	*AP03	*AP05	*AP06	AP07	*AP08	AP09	*AP10	
	127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
	DAXING Tower					Ground				
	*TWR01		TWR02		*GND01		GND02			
	118.825		118.375		121.975		121.625			
	LOC IDN	Final Apch Crs	GS	SA CAT I ILS RA 148'	Apt Elev	83'				
	110.55	359°	No altitude published	DA(H) 223' (150')	Rwy	73'				
<p>MISSED APCH: Climb STRAIGHT AHEAD to 990', turn RIGHT to AD627 at 2960', then on 179° to AD646 at 2960', join holding and contact ATC.</p>										
	Alt Set: hPa	Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850'					MSA DXG VOR	



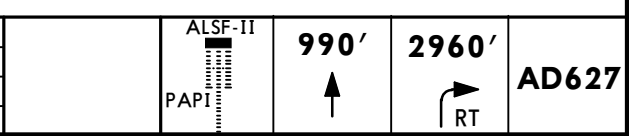
FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
3940'	-	1200m
2960'	-	900m
990'	-	300m

Special Aircrew & Acft Certification Required



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



Standard STRAIGHT-IN LANDING RWY 01L
SA CAT I ILS **RA 148'**
DA(H) **223'** (150')

RVR 450m
HUD required.

PANS OPS

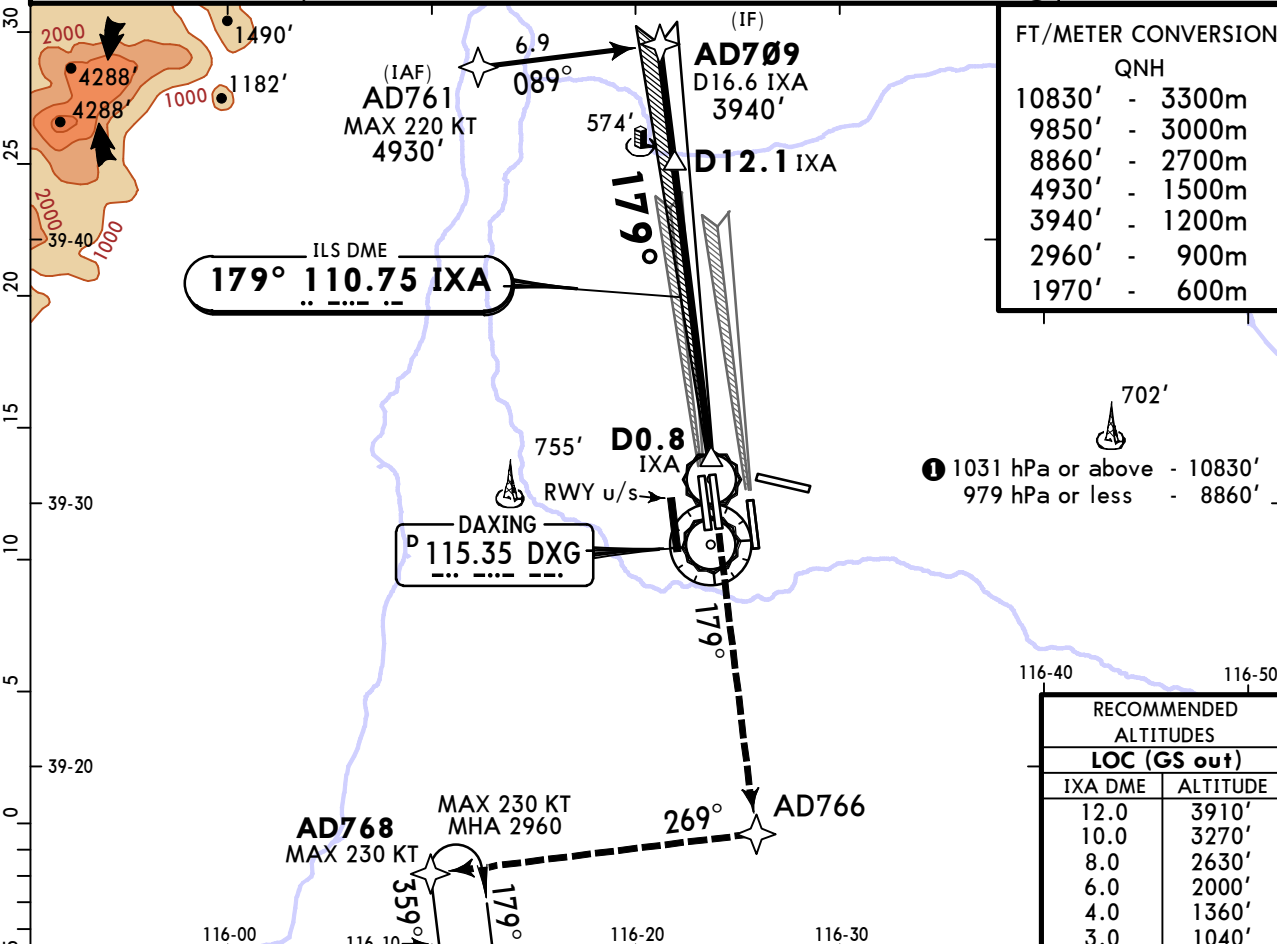
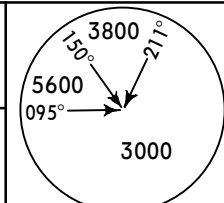
ZBAD/PKX DAXING

27 SEP 19
Eff 9 Oct 1600Z

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

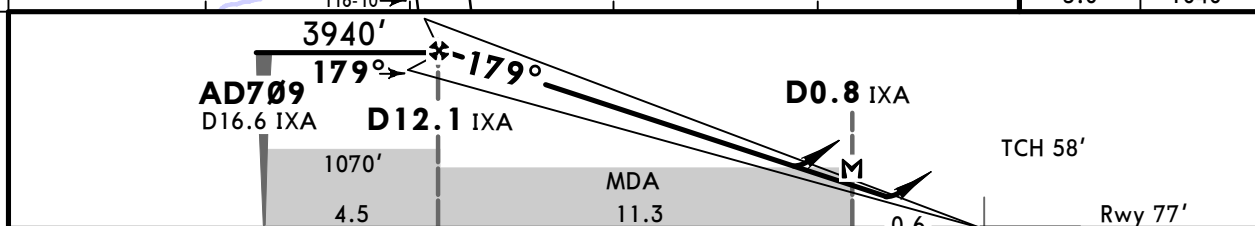
21-2

D-ATIS Arrival	*AP01	*AP02	*AP03	BEIJING Approach		AP07	*AP08	AP09	*AP10
127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
DAXING Tower				Ground					
*TWR01	TWR02		*GND01		GND02				
118.825	118.375		121.975		121.625				
LOC IXA	Final Apch Crs	GS	ILS DA(H)		Apt Elev	83'			
110.75	179°	No altitude published	Refer to Minimums		Rwy	77'			
MISSED APCH: Climb STRAIGHT AHEAD on 179° to AD766 at 1970', turn RIGHT to AD768 at 2960', join holding and contact ATC.									
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' 1		MSA DXG VOR	



FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
1970'	- 600m

RECOMMENDED ALTITUDES		
LOC (GS out)		
IXA DME	ALTITUDE	
12.0	3910'	
10.0	3270'	
8.0	2630'	
6.0	2000'	
4.0	1360'	
3.0	1040'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI AD766 at 1970'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.8 IXA							

	STRAIGHT-IN LANDING RWY 17L		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	Max Kts	MDA(H) VIS
A	DA(H) AB: 290' (213') CD: 307' (230')	CDFA MDA(H) 820' (743')	100	870' (787') 3400m
B	FULL ALS out	ALS out	135	970' (887') 3600m
C	RVR 550m VIS 800m	1200m	180	970' (887') 4000m
D			205	970' (887') 4000m

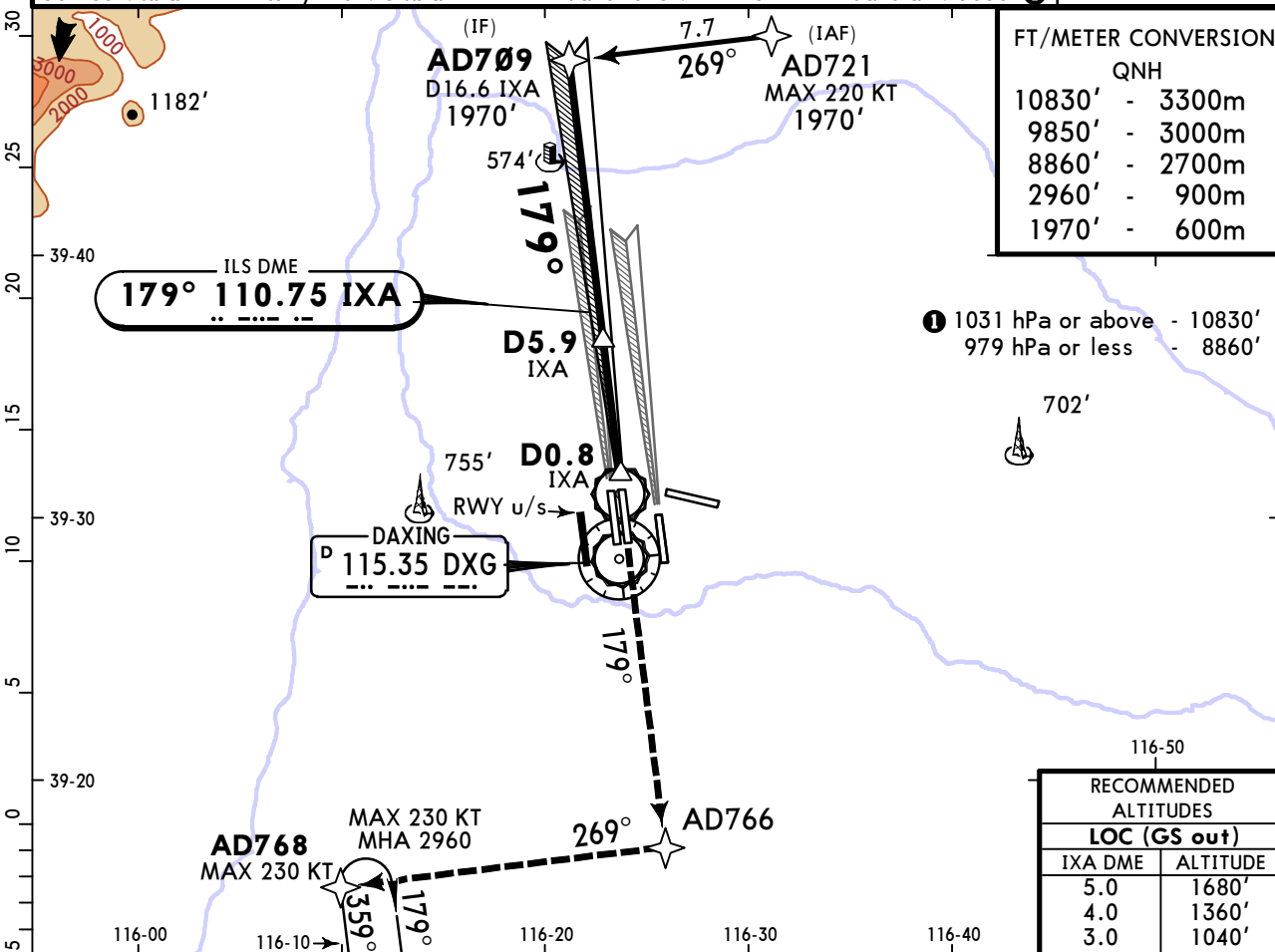
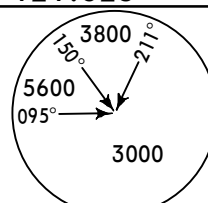
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: New procedure. © JEPPESEN, 2019. ALL RIGHTS RESERVED.

ZBAD/PKX DAXING

27 SEP 19
Eff 9 Oct 1600Z (21-3)

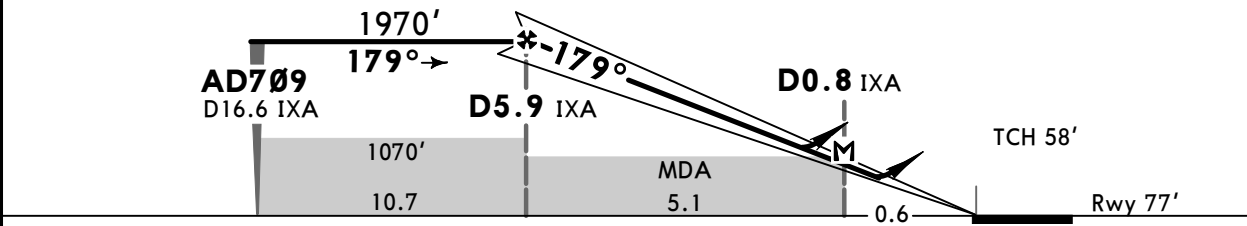
BEIJING, PR OF CHINA RNAV ILS DME Y Rwy 17L

BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	*AP03	BEIJING Approach		*AP08	AP09	*AP10	
	127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
	*TWR01 118.825		DAXING Tower TWR02 118.375		*GND01 121.975		Ground GND02 121.625			
LOC IXA	Final Apch Crs	GS No altitude published		ILS DA(H) Refer to Minimums		Apt Elev 83'		Rwy 77'		
110.75	179°									
MISSED APCH: Climb STRAIGHT AHEAD on 179° to AD766 at 1970', turn RIGHT to AD768 at 2960', join holding and contact ATC.										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA DXG VOR		



FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
2960'	- 900m
1970'	- 600m

RECOMMENDED ALTITUDES	
LOC (GS out)	
IXA DME	ALTITUDE
5.0	1680'
4.0	1360'
3.0	1040'



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

PANS OPS	STRAIGHT-IN LANDING RWY 17L				CIRCLE-TO-LAND		
	ILS		LOC (GS out)		Max Kts	MDA(H)	VIS
	DA(H)	AB: 290' (213') FULL	CD: 307' (230') ALS out	CDFA MDA(H) 820' (743')			
	A				100	870' (787')	3400m
B				135			
C	RVR 550m ① VIS 800m		1200m		180	970' (887')	3600m
D					205	970' (887')	4000m

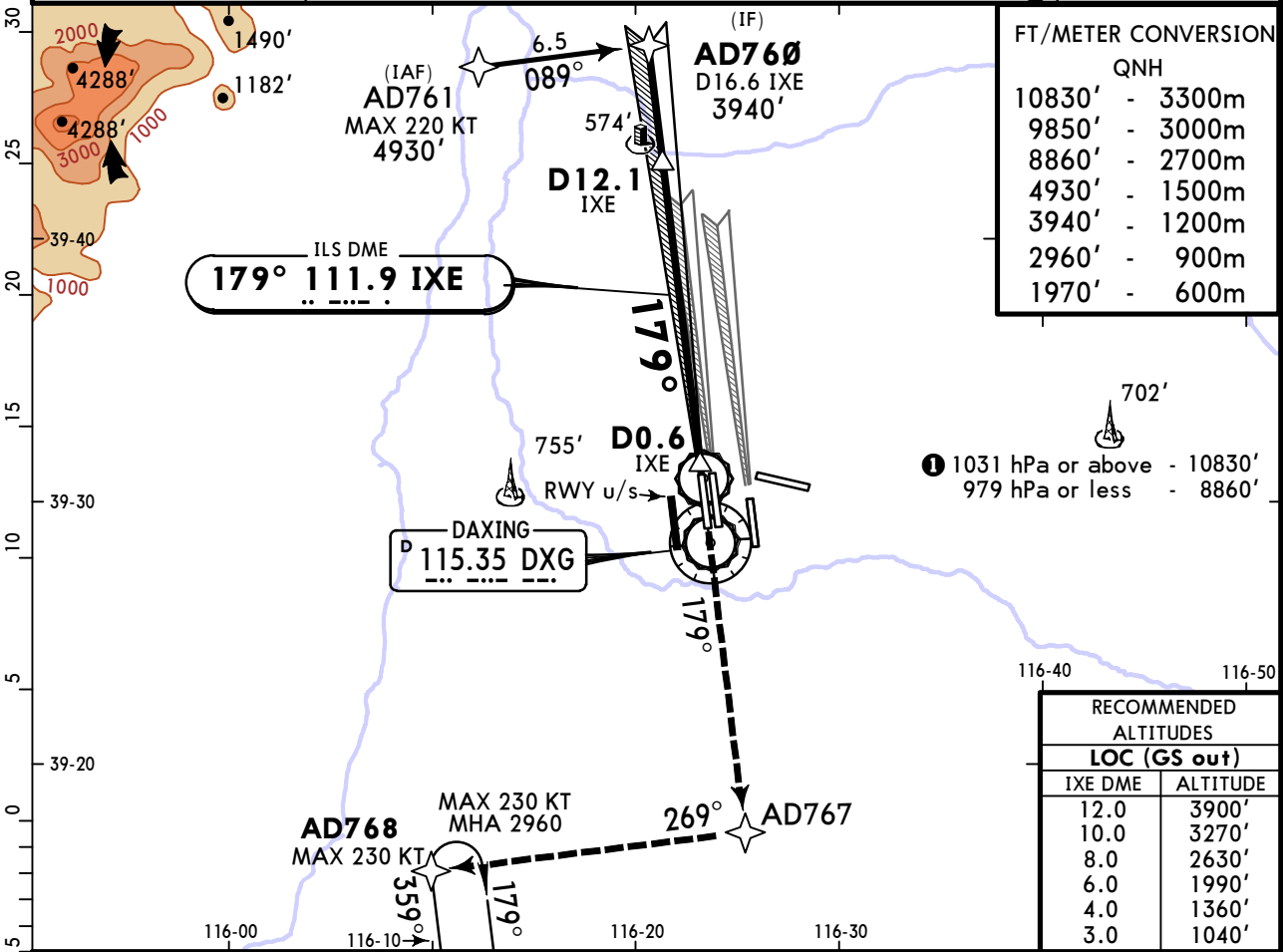
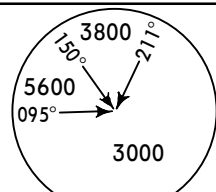
① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

ZBAD/PKX DAXING

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Eff 9 Oct 1600Z (21-4)

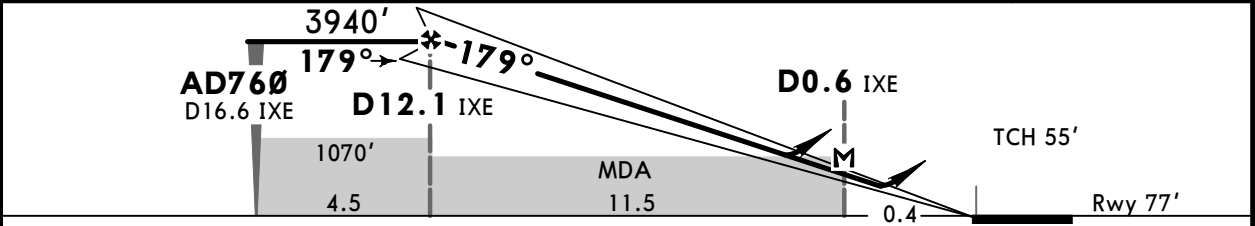
BEIJING, PR OF CHINA RNAV ILS DME Z Rwy 17R

D-ATIS Arrival	*AP01	*AP02	*AP03	BEIJING Approach *AP05	*AP06	AP07	*AP08	AP09	*AP10
127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
DAXING Tower					Ground				
*TWR01		TWR02			*GND01		GND02		
118.825		118.375			121.975		121.625		
LOC IXE	Final Apch Crs	GS		ILS DA(H)	Apt Elev	83'			
111.9	179°	No altitude published		277' (200')	Rwy	77'			
MISSED APCH: Climb STRAIGHT AHEAD on 179° to AD767 at 1970', turn RIGHT to AD768 at 2960', join holding and contact ATC.									
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850'		MSA DXG VOR	



FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
1970'	- 600m

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI AD767 at 1970'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.6 IXE								

	STRAIGHT-IN LANDING RWY 17R		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	Max Kts	MDA(H) VIS
	DA(H) 277' (200')	CDFA MDA(H) 820' (743')		
	FULL	ALS out		
A			100	870' (787') 3400m
B	RVR 550m		135	970' (887') 3600m
C	VIS 800m	1200m	180	970' (887') 4000m
D			205	970' (887') 4000m

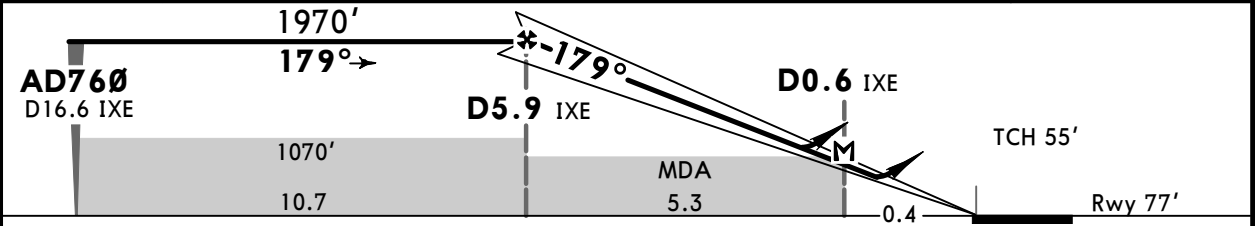
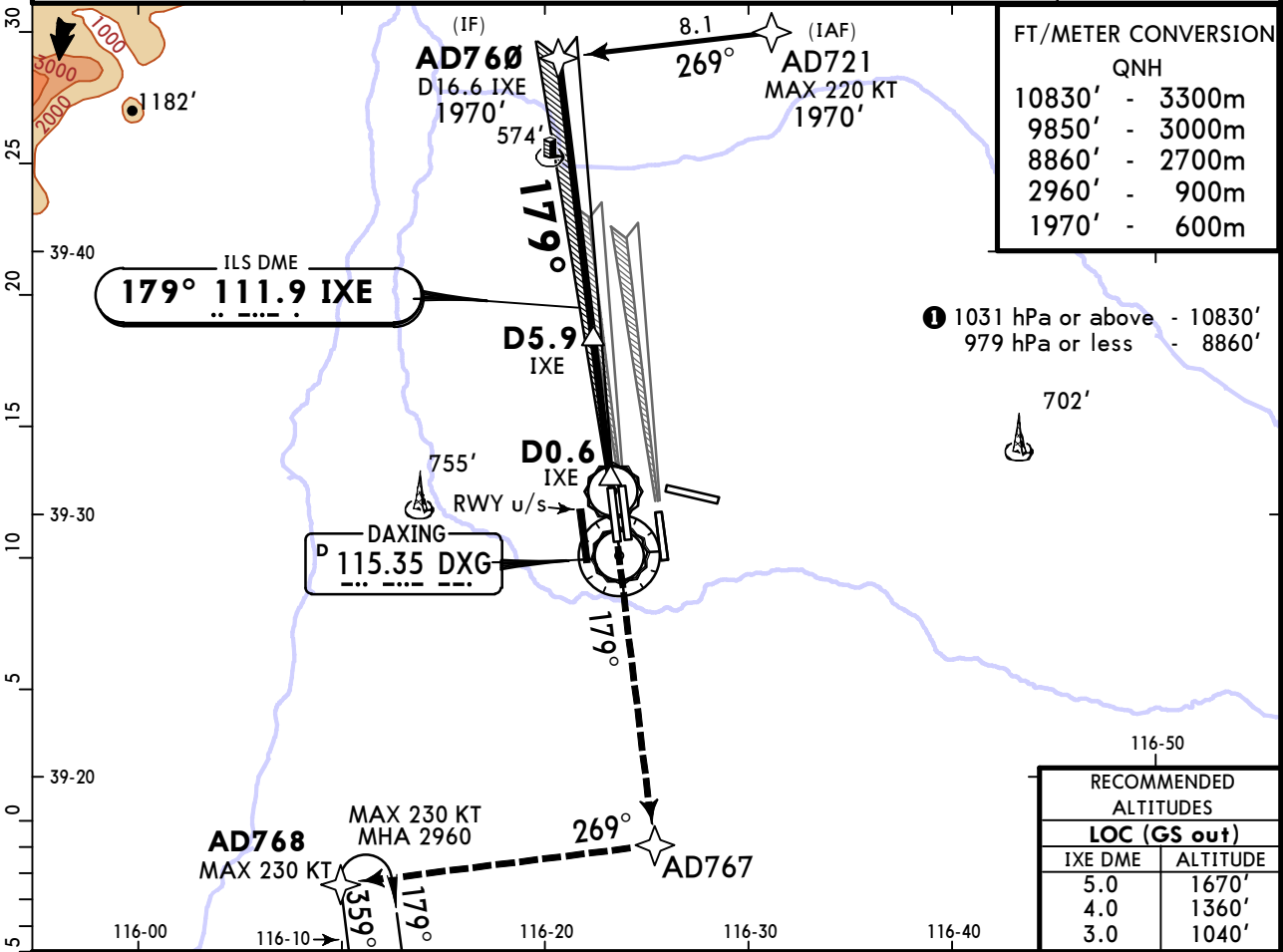
CHANGES: New procedure. © JEPPESEN, 2019. ALL RIGHTS RESERVED.

ZBAD/PKX DAXING

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Eff 9 Oct 1600Z (21-5)

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

D-ATIS Arrival	*AP01	*AP02	*AP03	BEIJING Approach *AP05	*AP06	AP07	*AP08	AP09	*AP10
127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
*TWR01	DAXING Tower		TWR02	*GND01		Ground	GND02		
118.825			118.375	121.975			121.625		
LOC IXE	Final Apch Crs	GS	ILS DA(H)	Apt Elev	83'				
111.9	179°	No altitude published	277' (200')	Rwy	77'				
MISSED APCH: Climb STRAIGHT AHEAD on 179° to AD767 at 1970', turn RIGHT to AD768 at 2960', join holding and contact ATC.									
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA DXG VOR	



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

Standard				STRAIGHT-IN LANDING RWY 17R		CIRCLE-TO-LAND	
ILS		LOC (GS out)		CDFA		Max Kts	
DA(H) 277' (200')		MDA(H) 820' (743')		ALS out		MDA(H) VIS	
FULL		ALS out		ALS out			
A						100	870' (787') 3400m
B						135	
C	RVR 550m ① VIS 800m		1200m		3400m	180	970' (887') 3600m
D						205	970' (887') 4000m

① RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: New procedure. © JEPPESEN, 2019. ALL RIGHTS RESERVED.

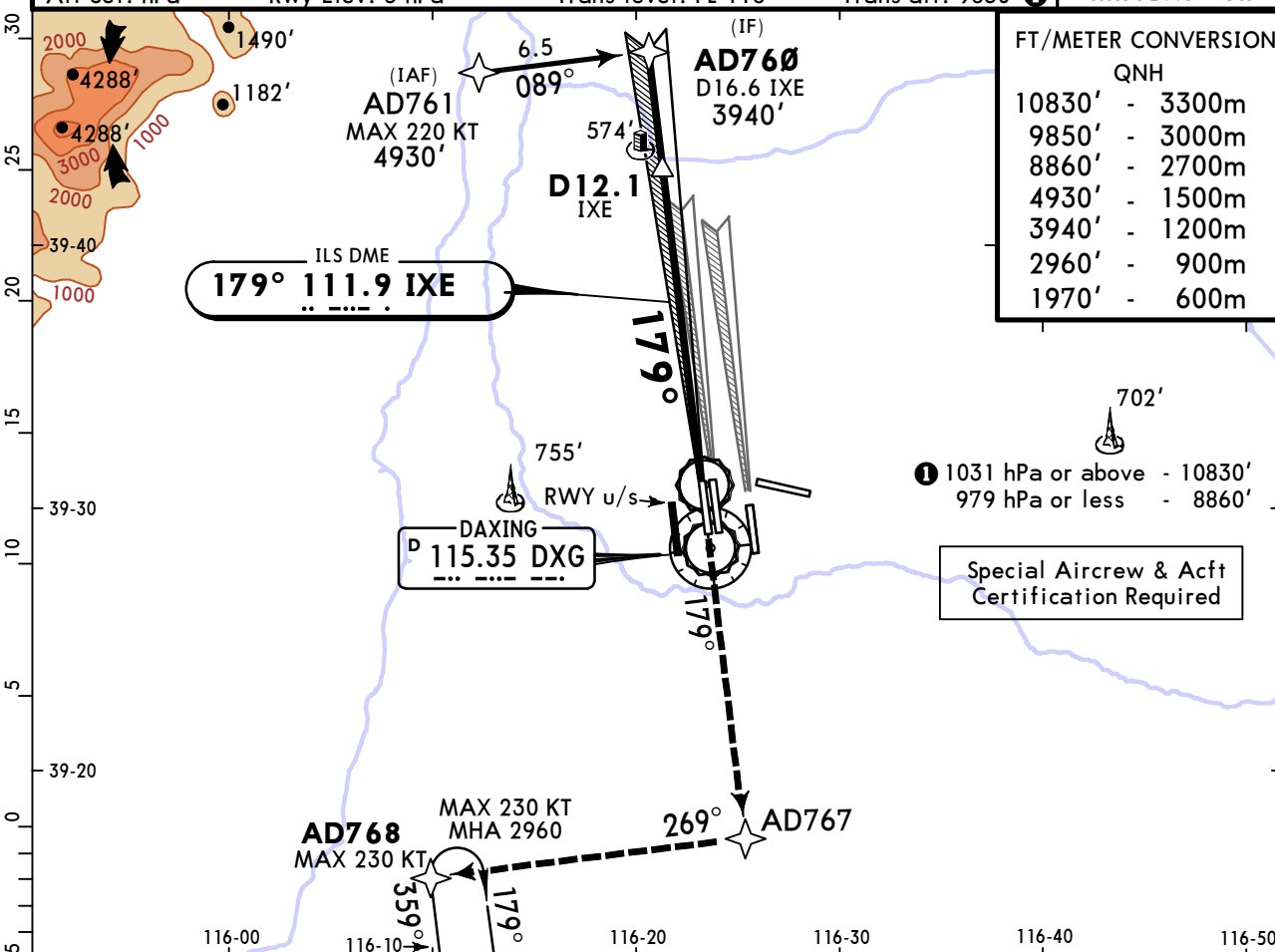
ZBAD/PKX
DAXING

27 SEP 19
Eff 9 Oct 1600Z

JEPPESEN
21-5A

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

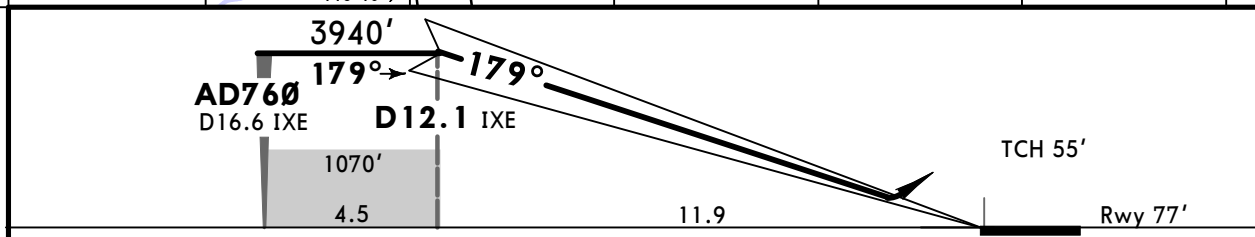
BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	*AP03	BEIJING Approach *AP05	*AP06	AP07	*AP08	AP09	*AP10
	127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
	*TWR01 118.825	DAXING Tower TWR02 118.375		*GND01 Ground 121.975			GND02 121.625			
LOC IXE 111.9	Final Apch Crs 179°	GS No altitude published	SA CAT I ILS RA 148' DA(H) 227' (150')	Apt Elev 83'	Rwy 77'					
MISSED APCH: Climb STRAIGHT AHEAD on 179° to AD767 at 1970', turn RIGHT to AD768 at 2960', join holding and contact ATC.										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' 1		MSA DXG VOR		



FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m
1970'	- 600m

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

Special Aircrew & Acft
Certification Required



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	AD767 ↑ at 1970'
GS	3.00°	372	478	531	637	743		

Standard STRAIGHT-IN LANDING RWY 17R
SA CAT I ILS **1**
RA 148'
DA(H) 227' (150')

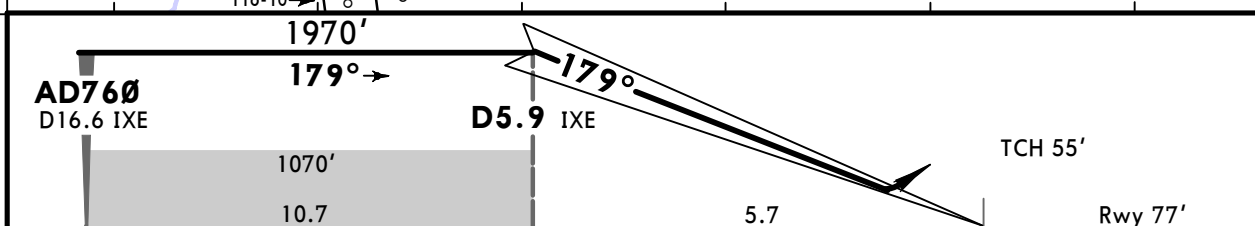
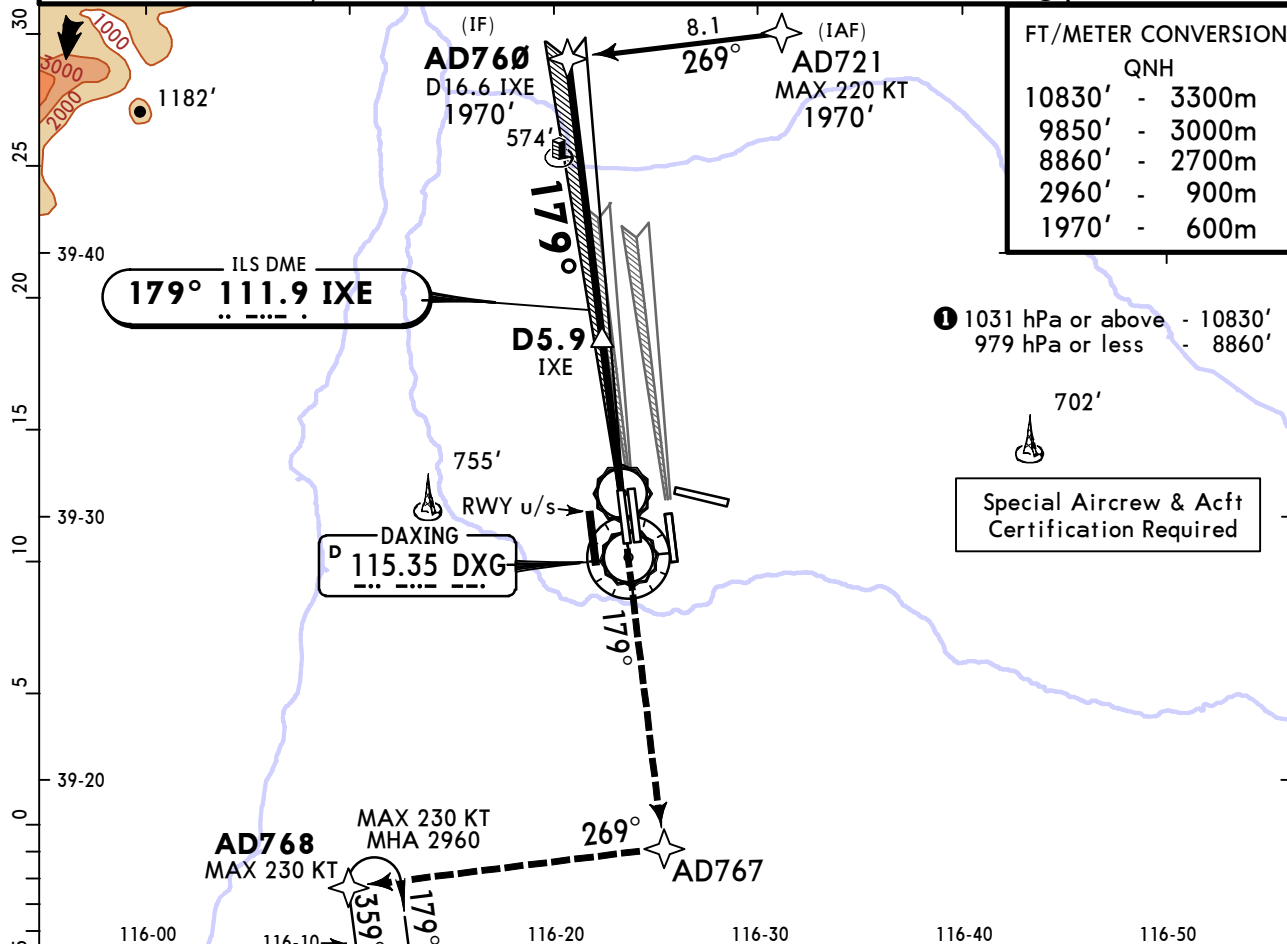
RVR 450m
1 HUD required.

PANS OPS

ZBAD/PKX 27 SEP 19 **BEIJING, PR OF CHINA**
DAXING **Eff 9 Oct 1600Z** **(21-5B)** SA CAT I RNAV ILS DME Y Rwy 17R



BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	*AP03	BEIJING Approach *AP05	*AP06	AP07	*AP08	AP09	*AP10
	127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
	*TWR01 118.825	DAXING Tower		TWR02 118.375	*GND01 121.975		Ground	GND02 121.625		
LOC IXE 111.9	Final Apch Crs 179°	GS No altitude published	SA CAT I ILS RA 148' DA(H) 227' (150')	Apt Elev 83'	Rwy 77'					
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850' ①		MSA DXG VOR				



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAP	AD767 ↑ at 1970'
GS	3.00°	372	478	531	637	743		

Standard STRAIGHT-IN LANDING RWY 17R
 SA CAT I ILS ①
RA 148'
 DA(H) **227'** (150')

RVR 450m
 ① HUD required.

PANS OPS

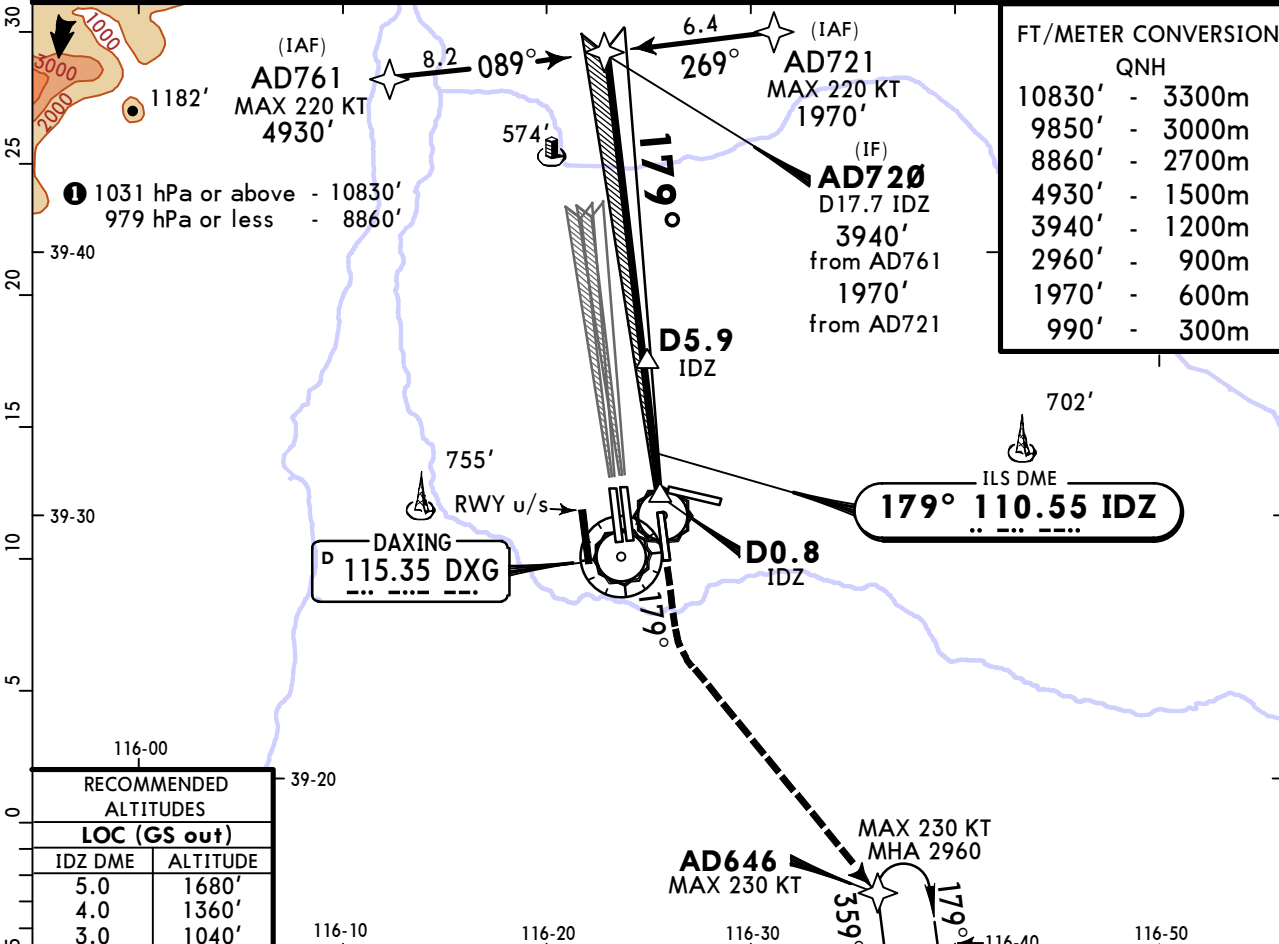
ZBAD/PKX DAXING

27 SEP 19
Eff 9 Oct 1600Z

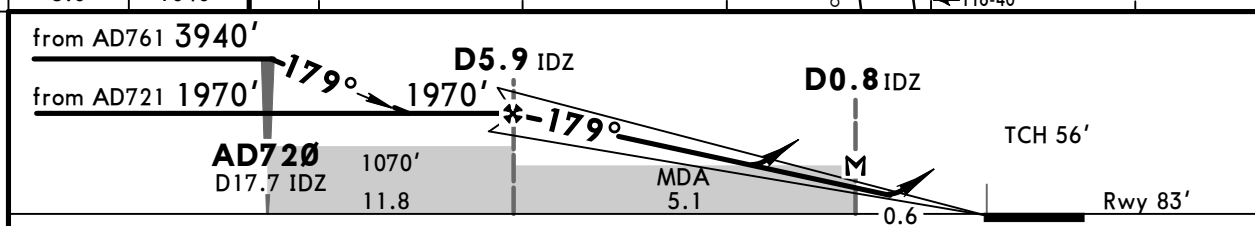
(21-6)

BEIJING, PR OF CHINA RNAV ILS DME Rwy 19R

D-ATIS Arrival		BEIJING Approach							
127.225	*AP01 126.1	*AP02 119.0	*AP03 126.5	*AP05 121.1	*AP06 119.7	AP07 124.7	*AP08 127.75	AP09 120.6	*AP10 125.5
*TWR01 118.825 DAXING Tower				TWR02 118.375		*GND01 121.975 Ground		GND02 121.625	
LOC IDZ 110.55	Final Apch Crs 179°	GS No altitude published	ILS DA(H) 283' (200')	Apt Elev 83'	Rwy 83'				
MISSED APCH: Climb STRAIGHT AHEAD to 990', turn LEFT to AD646 at 2960', join holding and contact ATC.									
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' !		MSA DXG VOR	



RECOMMENDED ALTITUDES	
LOC (GS out)	
IDZ DME	ALTITUDE
5.0	1680'
4.0	1360'
3.0	1040'



Gnd speed-Kts	70	90	100	120	140	160		990' ↑ AD646 LT at 2960'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.8 IDZ									

PANS OPS	STRAIGHT-IN LANDING RWY 19R				CIRCLE-TO-LAND		
	ILS		LOC (GS out)		Max Kts	MDA(H)	VIS
	DA(H) 283' (200')		CDFA MDA(H) 830' (747')				
	FULL	ALS out	ALS out	ALS out	100	870' (787')	3400m
A				135			
B	RVR 550m !				180	970' (887')	3600m
C	VIS 800m	1200m			205	970' (887')	4000m
D			3400m				

! RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

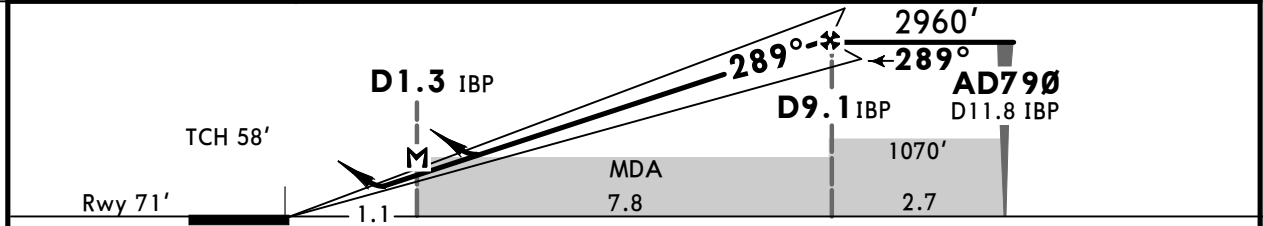
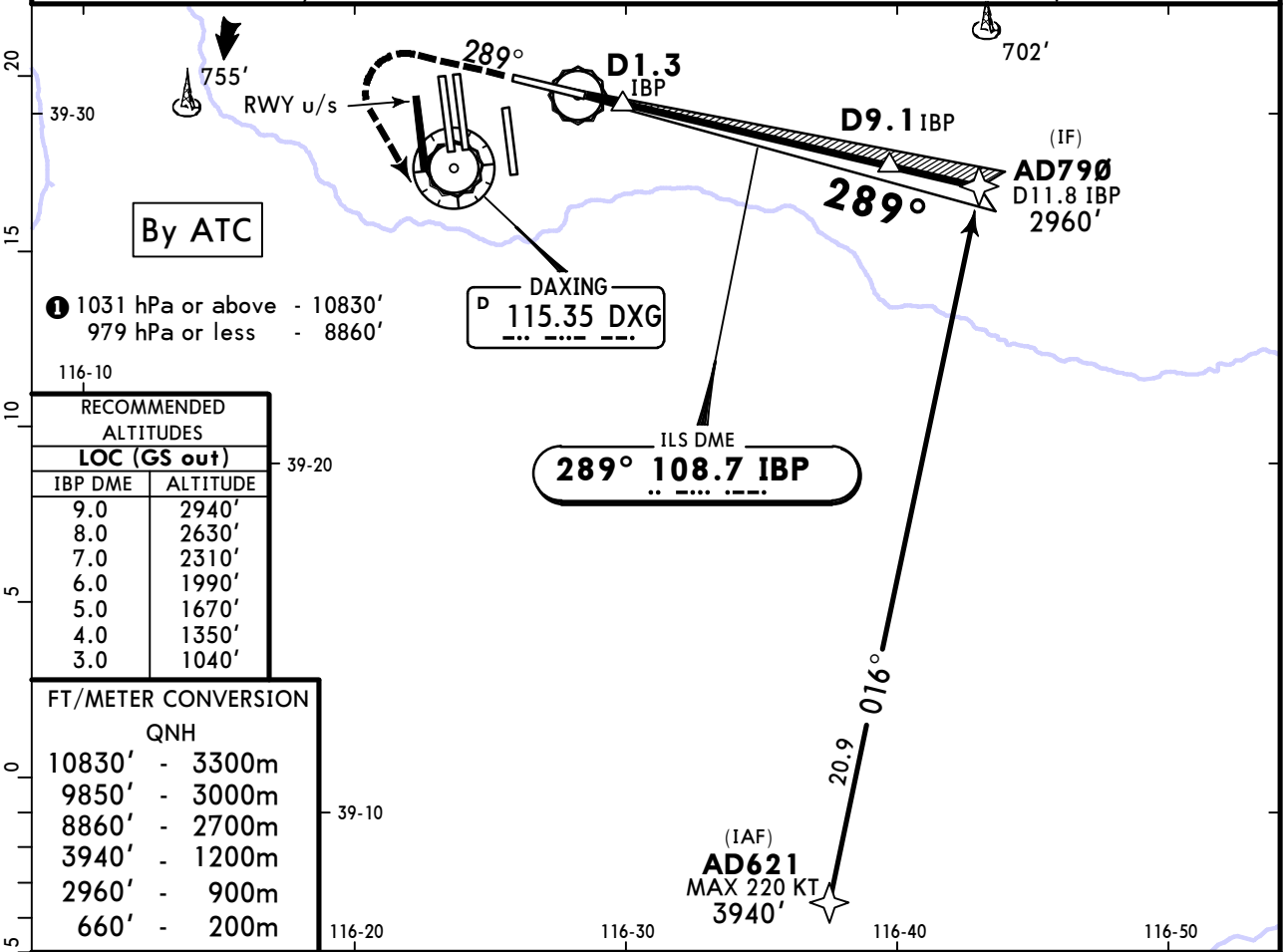
ZBAD/PKX DAXING

27 SEP 19
Eff 9 Oct 1600Z

21-7

BEIJING, PR OF CHINA RNAV ILS DME Rwy 29R

BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	*AP03	BEIJING Approach *AP05	*AP06	AP07	*AP08	AP09	*AP10
	127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
	*TWR01 118.825	DAXING Tower		TWR02 118.375	*GND01 121.975		Ground		GND02 121.625	
LOC IBP 108.7	Final Apch Crs 289°		GS No altitude published		ILS DA(H) Refer to Minimums		Apt Elev 83' Rwy 71'			
MISSED APCH: Climb STRAIGHT AHEAD to 660', turn LEFT (MAX 230 KT) to AD621 at 3940' and contact ATC.										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' 1		MSA DXG VOR		



Gnd speed-Kts	70	90	100	120	140	160		660' ↑ 230 KT MAX ← LT	AD621 at 3940'						
ILS GS or LOC Descent Angle	3.00°									372	478	531	637	743	849
MAP at D1.3 IBP															

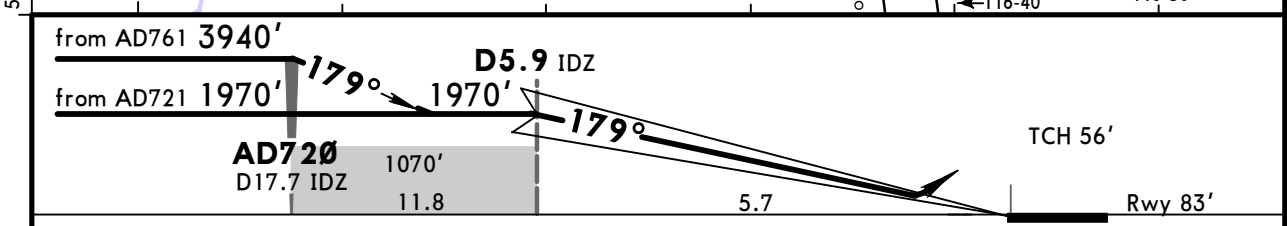
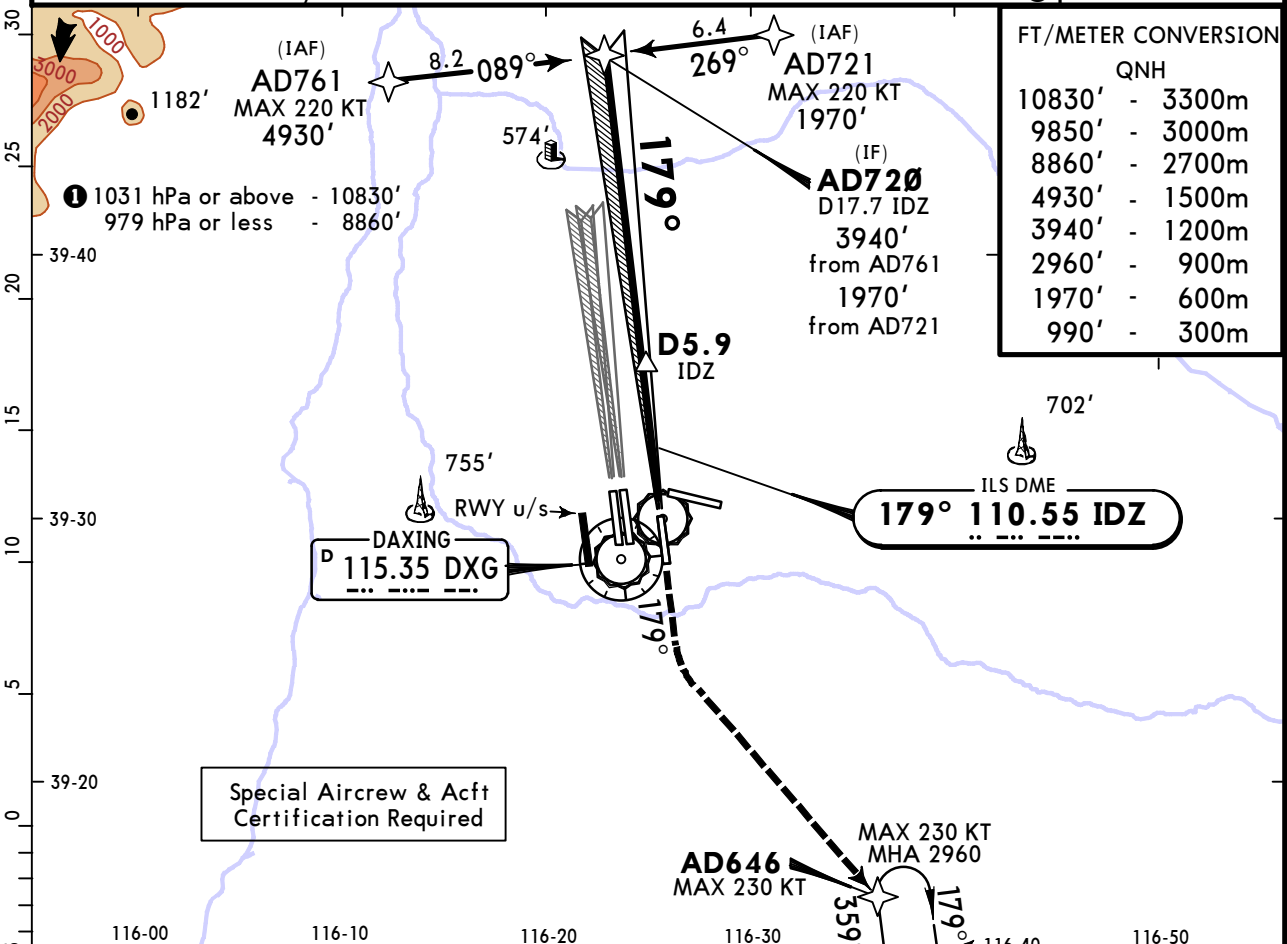
PANS OPS	STRAIGHT-IN LANDING RWY 29R				CIRCLE-TO-LAND		
	ILS		LOC (GS out)		Max Kts	MDA(H)	VIS
	DA(H)	AB: 448' (377')	CD: 465' (394')	MDA(H)			
A	1400m	FULL	ALS out	ALS out	100	870' (787')	3400m
B		1500m	3400m	135			
C	1800m			180	970' (887')	3600m	
D				205	970' (887')	4000m	

**ZBAD/PKX
DAXING**

27 SEP 19
Eff 9 Oct 1600Z

JEPPESSEN BEIJING, PR OF CHINA
(21-7A) SA CAT I RNAV ILS DME Rwy 19R

BRIEFING STRIP™	D-ATIS Arrival										BEIJING Approach																		
	127.225		*AP01 126.1		*AP02 119.0		*AP03 126.5		*AP05 121.1		*AP06 119.7		AP07 124.7		*AP08 127.75		AP09 120.6		*AP10 125.5										
	*TWR01 118.825					DAXING Tower					TWR02 118.375					*GND01 121.975					Ground					GND02 121.625			
LOC IDZ 110.55		Final Apch Crs 179°		GS No altitude published		SA CAT I ILS RA 151'		Apt Elev 83'		Rwy 83'																			
MISSED APCH: Climb STRAIGHT AHEAD to 990', turn LEFT to AD646 at 2960', join holding and contact ATC.																													
Alt Set: hPa					Rwy Elev: 3 hPa					Trans level: FL 118					Trans alt: 9850' ①					MSA DXG VOR									



Gnd speed-Kts	70	90	100	120	140	160	HTALS	990'	AD646 at 2960'
GS	3.00°	372	478	531	637	743			

Standard STRAIGHT-IN LANDING Rwy 19R
SA CAT I ILS ①
RA 151'
DA(H) 233' (150')

RVR 450m
① HUD required.

PANS OPS

ZBAD/PKX DAXING

27 SEP 19
Eff 9 Oct 1600Z

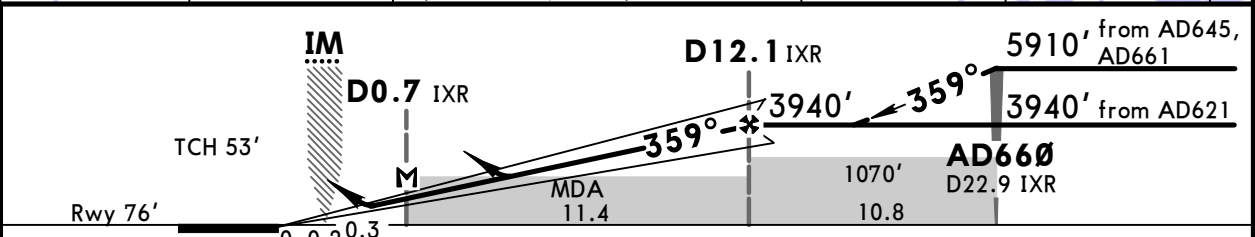
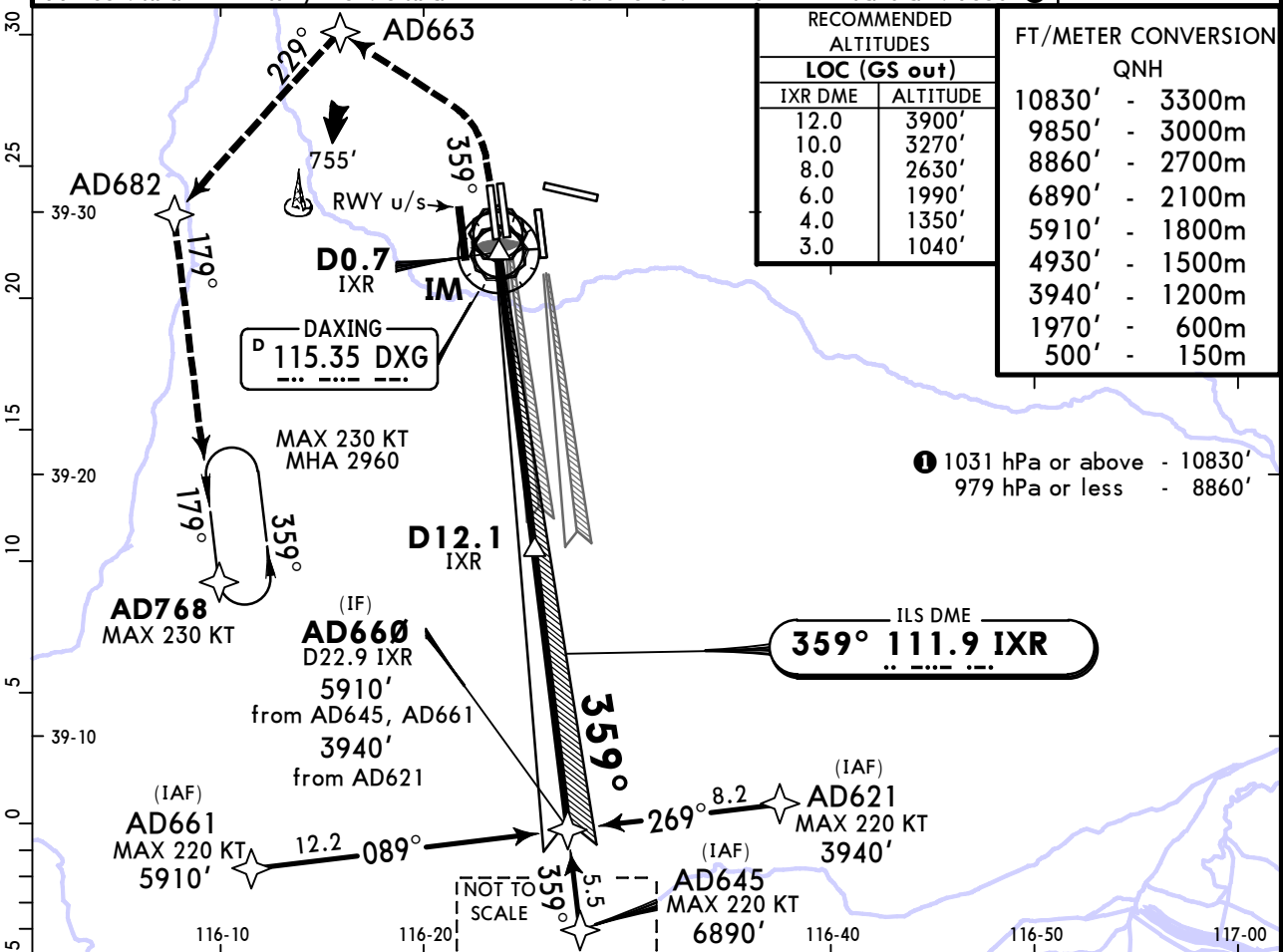
BEIJING, PR OF CHINA RNAV ILS DME Rwy 35L

(21-8)

D-ATIS Arrival 127.225		*AP01 126.1	*AP02 119.0	*AP03 126.5	BEIJING Approach *AP05 121.1 *AP06 119.7		AP07 124.7	*AP08 127.75	AP09 120.6	*AP10 125.5
*TWR01 118.825			DAXING Tower TWR02 118.375		*GND01 121.975			Ground GND02 121.625		
LOC IXR 111.9	Final Apch Crs 359°	GS No altitude published		ILS DA(H) 276' (200')	Apt Elev 83'	Rwy 76'				

MISSED APCH: Climb STRAIGHT AHEAD to 500', turn LEFT to AD663 at 1970' or above, turn LEFT to AD682 at 4930' or above, then to AD768, join holding and contact ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 118 Trans alt: 9850' **1** MSA DXG VOR



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	500'	AD663	at 1970' or above
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				
MAP at D0.7 IXR										

PANS OPS	STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts	MDA(H) _____ VIS _____
	FULL	TDZ or CL out	ALS out	CDFA		
A				DA(H) 276' (200')	MDA(H) 820' (744')	
B						100 870' (787') 3400m
C	RVR 550m VIS 800m	RVR 550m 1 VIS 800m	1200m			135 970' (887') 3600m
D						180 970' (887') 4000m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

ZBAD/PKX
DAXING

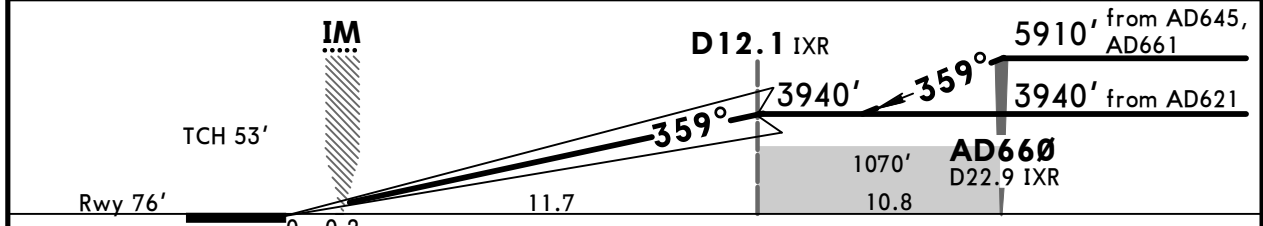
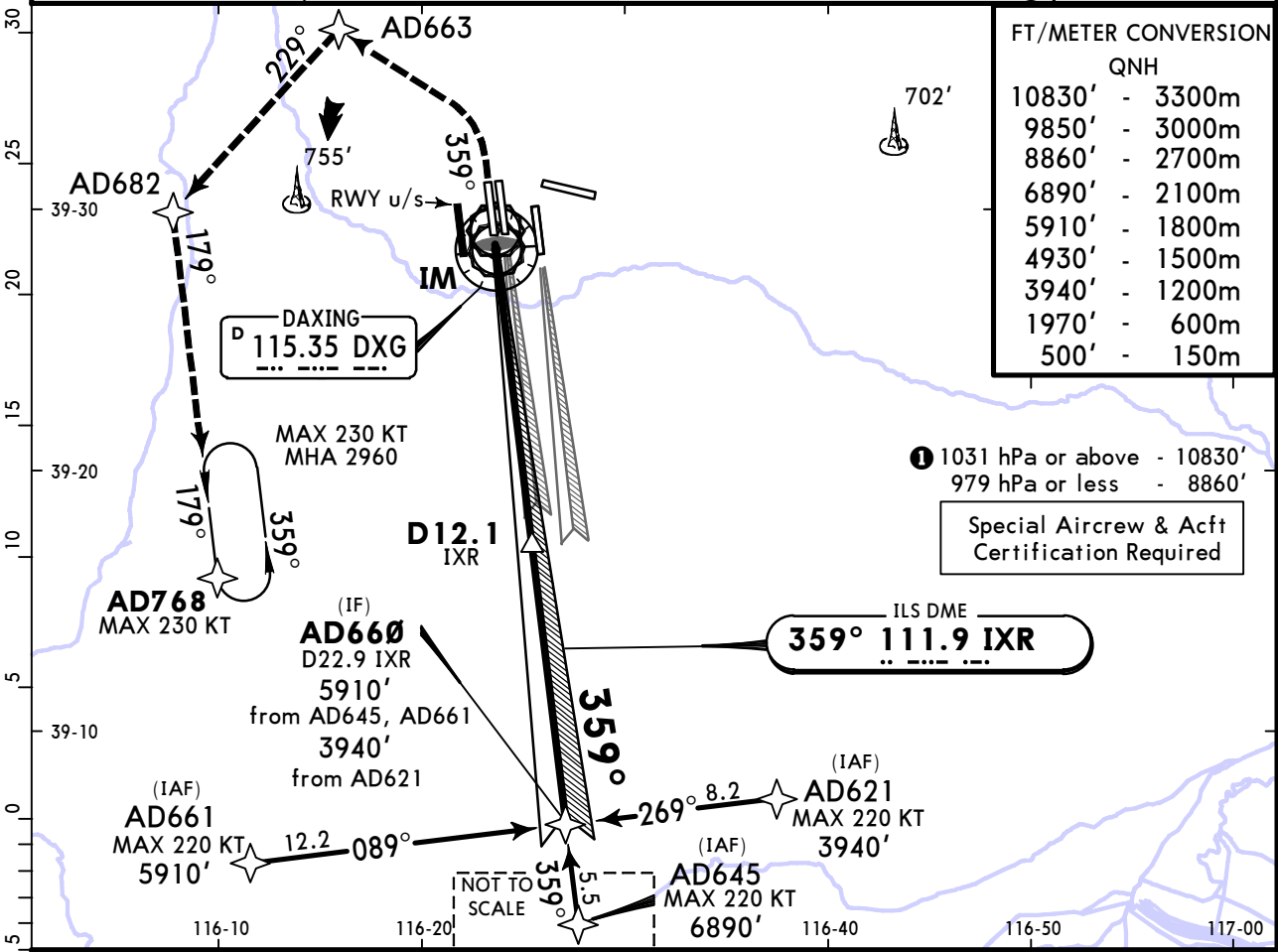
27 SEP 19
Eff 9 Oct 1600Z

JEPPESEN

(21-8A)

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

BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	*AP03	BEIJING Approach *AP05	*AP06	AP07	*AP08	AP09	*AP10
	127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
	*TWR01	DAXING Tower		TWR02	*GND01		Ground	GND02		
	118.825			118.375	121.975			121.625		
	LOC IXR	Final Apch Crs	GS	CAT II ILS RA 102' DA(H) 176'(100')		Apt Elev	83'			
	111.9	359°	No altitude published			Rwy	76'			
<p>MISSED APCH: Climb STRAIGHT AHEAD to 500', turn LEFT to AD663 at 1970' or above, turn LEFT to AD682 at 4930' or above, then to AD768, join holding and contact ATC.</p>										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' ①		MSA DXG VOR		



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	500'	AD663	at 1970'
GS	3.00°	372	478	531	637	743				

Standard STRAIGHT-IN LANDING Rwy 35L
CAT II ILS
RA 102'
DA(H) 176'(100')

RVR 300m ①

① CAT D: RVR 350m for manual operation below DH.

PANS OPS

ZBAD/PKX
DAXING

27 SEP 19
Eff 9 Oct 1600Z

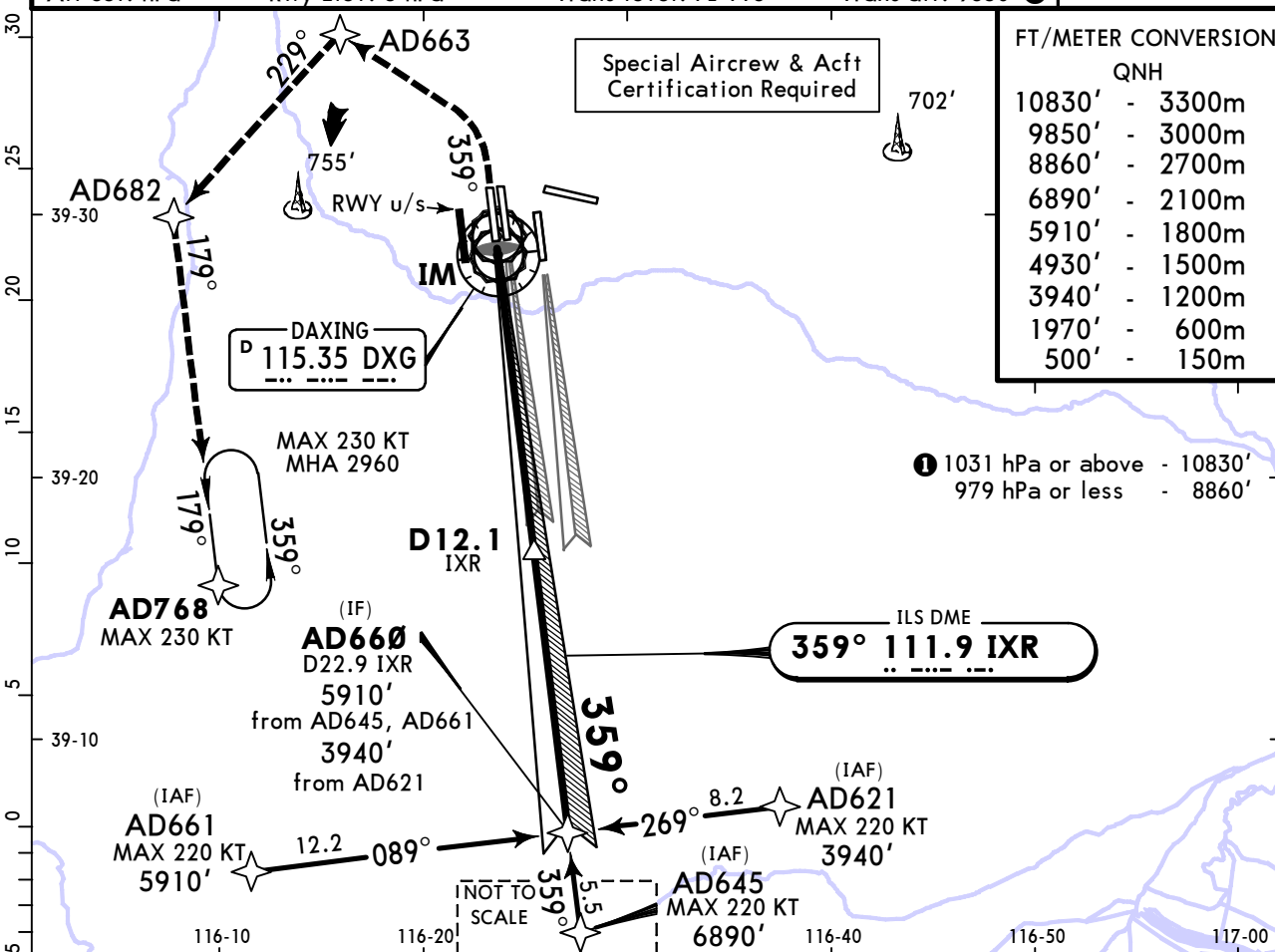
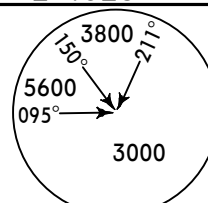
JEPPESSEN

(21-8B)

BEIJING, PR OF CHINA

SA CAT I RNAV ILS DME Rwy 35L

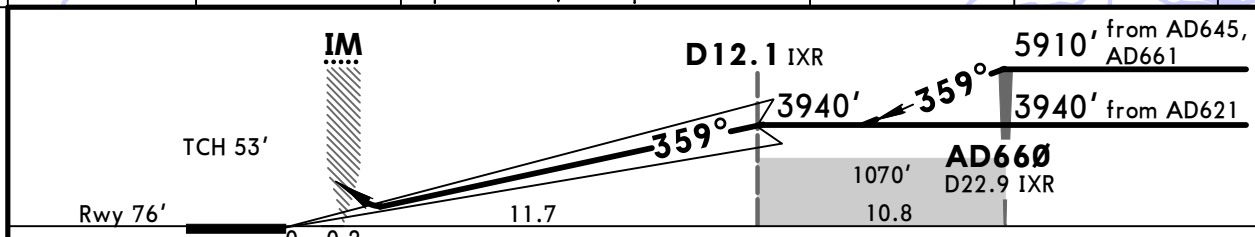
BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	*AP03	BEIJING Approach *AP05	*AP06	AP07	*AP08	AP09	*AP10
	127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
	*TWR01	DAXING Tower		TWR02	*GND01		Ground		GND02	
	118.825			118.375		121.975			121.625	
	LOC IXR	Final Apch Crs	GS No altitude published		SA CAT I ILS RA 151' DA(H) 226'(150')	Apt Elev	83'	Rwy	76'	
	111.9	359°								
<p>MISSED APCH: Climb STRAIGHT AHEAD to 500', turn LEFT to AD663 at 1970' or above, turn LEFT to AD682 at 4930' or above, then to AD768, join holding and contact ATC.</p>										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' 1		MSA DXG VOR		



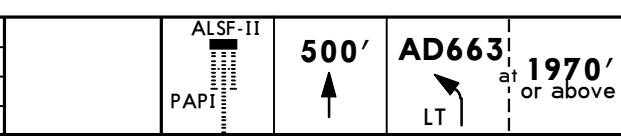
FT/METER CONVERSION
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
4930'	-	1500m
3940'	-	1200m
1970'	-	600m
500'	-	150m

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



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



Standard STRAIGHT-IN LANDING RWY 35L
SA CAT I ILS **1**
RA 151'
DA(H) **226'** (150')

RVR 450m
1 HUD required.

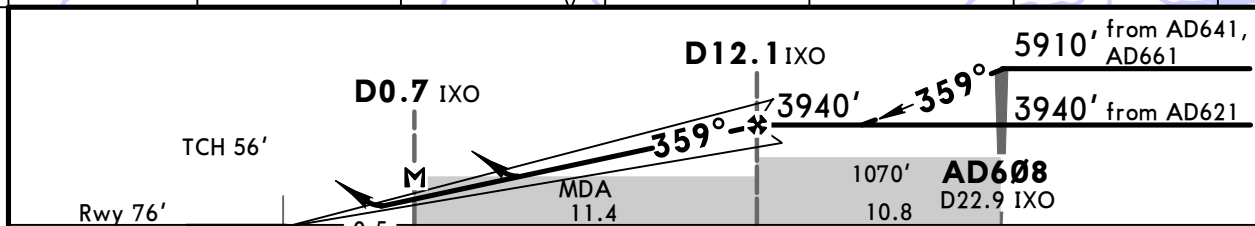
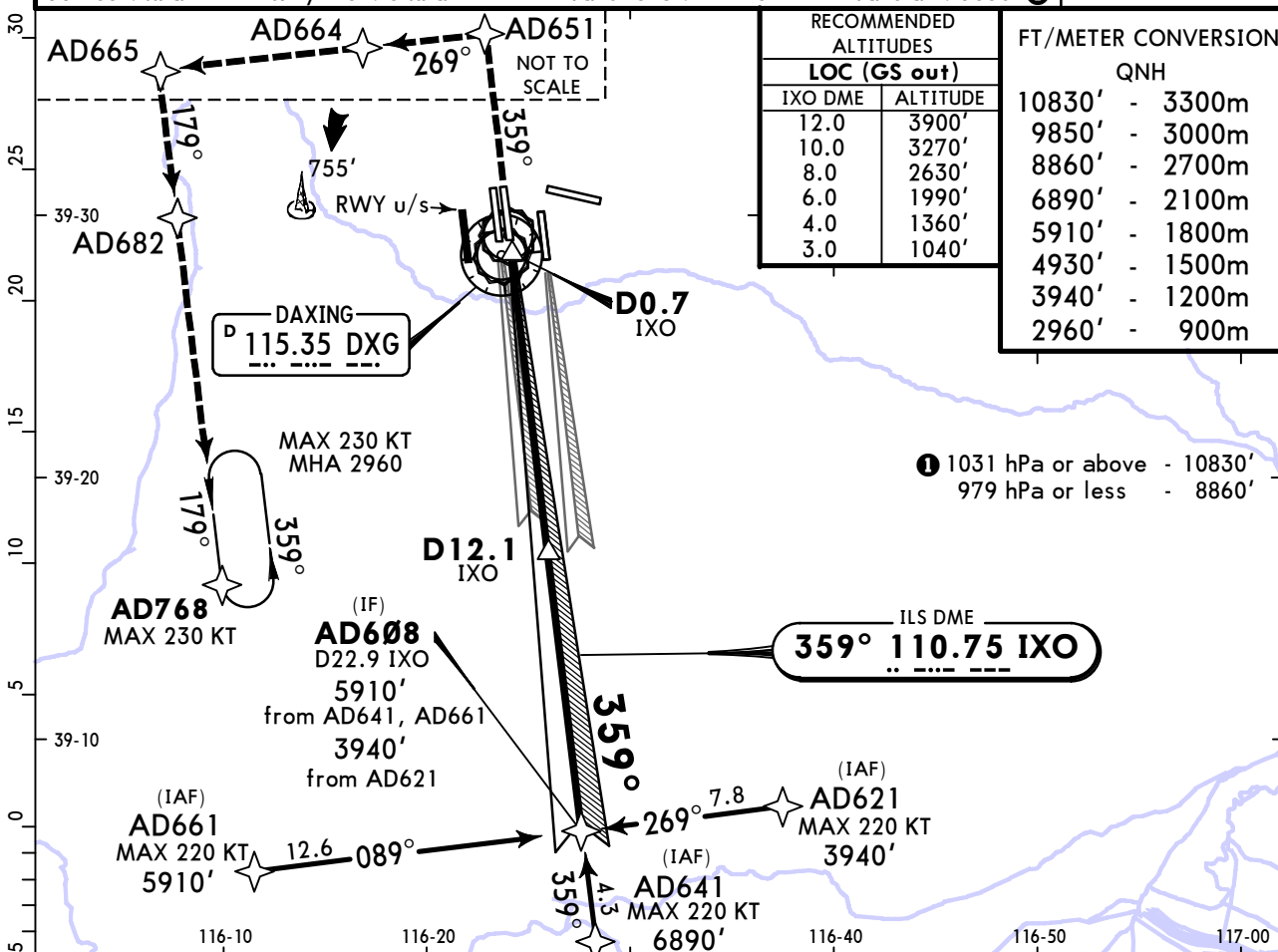
PANS OPS

ZBAD/PKX DAXING

27 SEP 19
Eff 9 Oct 1600Z

BEIJING, PR OF CHINA RNAV ILS DME Rwy 35R

BRIEFING STRIP™	D-ATIS Arrival	*AP01	*AP02	*AP03	BEIJING Approach *AP05	*AP06	AP07	*AP08	AP09	*AP10
	127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
	*TWR01 118.825	DAXING Tower		TWR02 118.375	*GND01 121.975		Ground		GND02 121.625	
LOC IXO 110.75	Final Apch Crs 359°	GS No altitude published		ILS DA(H) 276' (200')	Apt Elev 83'	Rwy 76'				
MISSED APCH: Climb STRAIGHT AHEAD on 359° to AD651 at 2960', turn LEFT to AD664 at 3940' or above, then to AD665 at 4930' or above, turn LEFT to AD682 at 4930' or above, then to AD768, join holding and contact ATC.										
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' 1		MSA DXG VOR		



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.7 I XO								AD651 at 2960'

PANS OPS	STRAIGHT-IN LANDING RWY 35R		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	CDFA	CDFA
	DA(H) 276' (200')	MDA(H) 820' (744')	MDA(H)	VIS
	FULL	ALS out	ALS out	
A				Max Kts
B				100
C	RVR 550m 1 VIS 800m	1200m	3400m	135
D				180
				205

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: New procedure. © JEPPESEN, 2019. ALL RIGHTS RESERVED.

ZBAD/PKX DAXING

27 SEP 19
Eff 9 Oct 1600Z

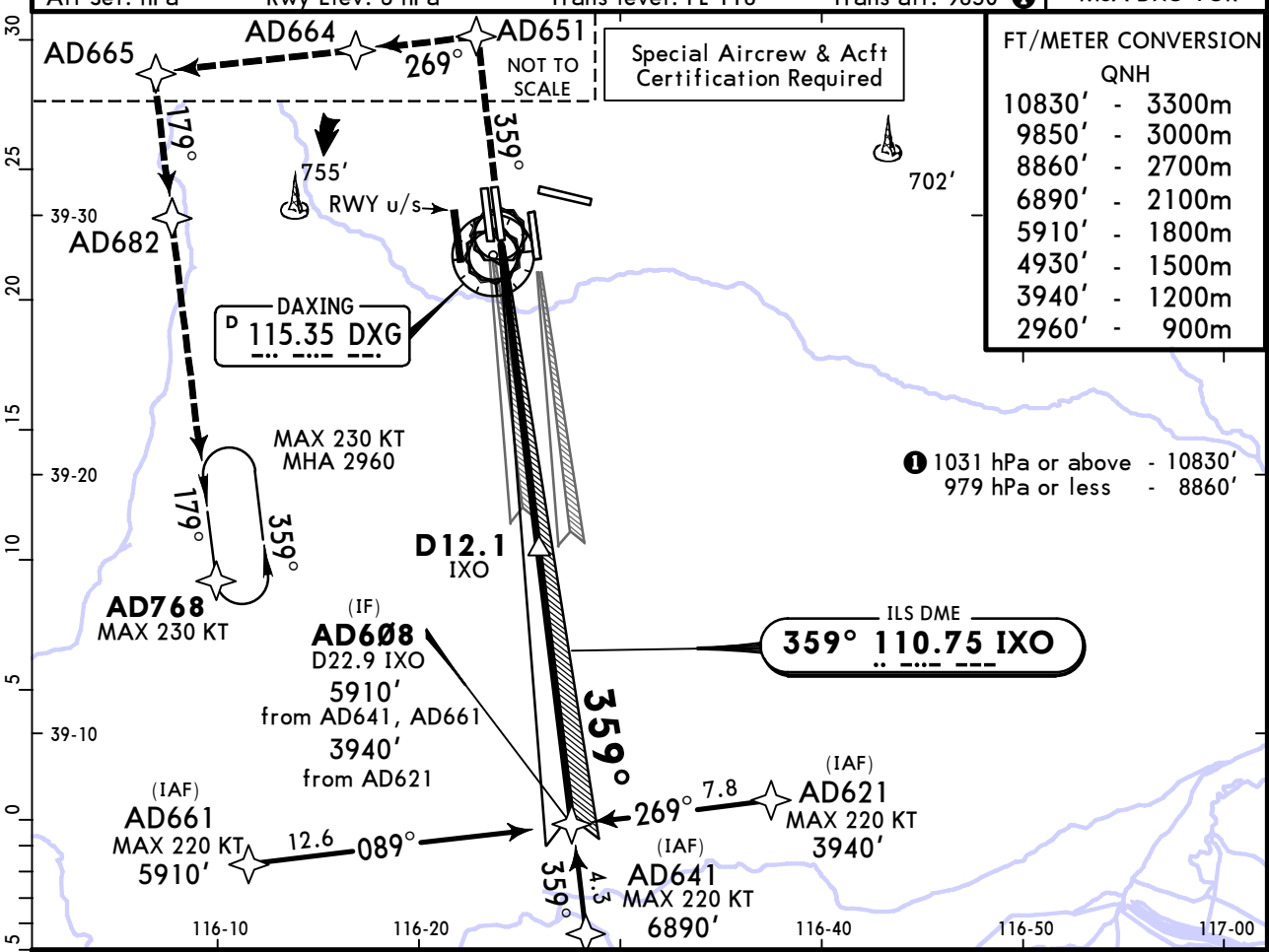
JEPPESSEN

(21-9A)

BEIJING, PR OF CHINA

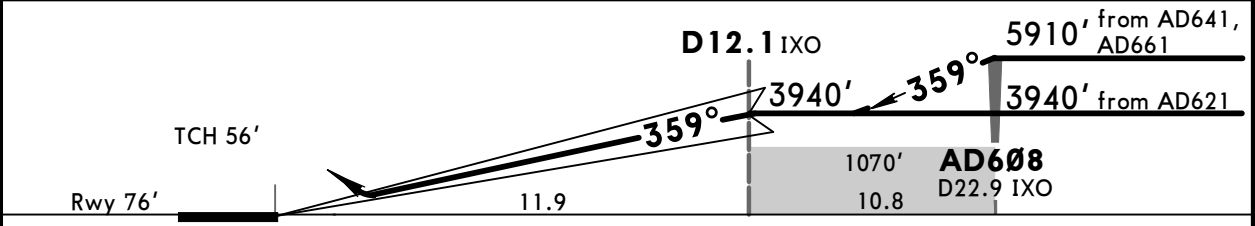
SA CAT I RNAV ILS DME Rwy 35R

D-ATIS Arrival	*AP01	*AP02	*AP03	BEIJING Approach *AP05	*AP06	AP07	*AP08	AP09	*AP10
127.225	126.1	119.0	126.5	121.1	119.7	124.7	127.75	120.6	125.5
*TWR01	DAXING Tower		TWR02	*GND01		Ground		GND02	
118.825			118.375	121.975				121.625	
LOC IXO	Final Apch Crs	GS No altitude published		SA CAT I ILS RA 148' DA(H) 226' (150')	Apt Elev	83'			
110.75	359°				Rwy	76'			
MISSED APCH: Climb STRAIGHT AHEAD on 359° to AD651 at 2960', turn LEFT to AD664 at 3940' or above, then to AD665 at 4930' or above, turn LEFT to AD682 at 4930' or above, then to AD768, join holding and contact ATC.									
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: FL 118		Trans alt: 9850' 1		MSA DXG VOR	

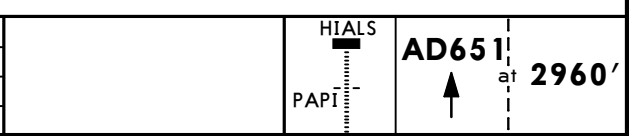


FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m
5910'	- 1800m
4930'	- 1500m
3940'	- 1200m
2960'	- 900m

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



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



Standard STRAIGHT-IN LANDING RWY 35R
SA CAT I ILS **1**

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

RVR 450m

1 HUD required.

PANS OPS

Chart changes since cycle 22-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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BEIJING, (DAXING - ZBAD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZBAD

Chart Change Notices for Country CHN

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: 20190227

End Date: 20191230

From 27 FEB 2019 1600Z until 30 DEC 2019 1600Z trial CDM Information Data-link Service available for 27 airports, per AIC 003-19. For details refer to ATC pages.