1. GENERAL

1.1. ATIS

ATIS Arrival 127.6
ATIS Departure 128.65

1.2. RWY OPERATIONS

General rules for use of RWYs
- 01/19 is mainly used for arrival.
- 18L/36R is mainly used for departure.
- 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 upn arrival rush hour.

1.3. TAXI PROCEDURES

For Taxiing Routings refer to 10-9 charts.

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; report to TWR after crossing.

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.

1.4. PARKING INFORMATION

Push-back required for all stands, except stands 261 thru 263, 265 thru 267, 701, 702 thru 718 (up to CAT C ACFT) and W104 thru W107.

ACFT shall be guided into stand by marshaller.

Visual docking guidance system available for stands 205 thru 240 and all stands at Apron 3, 4, 5 and 8.

1.5. OTHER INFORMATION

RWYs 01 & 18R right-hand circuit.

1.5.1. SIMULTANEOUS OPERATIONS ON PARALLEL RWYs

RWYs 36L, 36R & 01 may be used for independent parallel ILS approaches.
RWYs 18L, 18R & 19 may be used for dependent parallel ILS approaches.
All parallel RWYs may be used for independent parallel departures. Departing ACFT shall conduct first turn as soon as possible according to ATC instructions after become airborne when independent parallel departures implemented.

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 approaching 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 relativ position to other ACFT.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 280 KT between FL197 & 9850'.
MAX 250 KT at or below 9850'.
MAX 210 KT on initial approach.

2.2. CAT II OPERATIONS

RWY 36R is approved for CAT II operations, special aircrew and ACFT certification required.
All TWYs except S4, S5, Z10, Z3 and F north of S4 meet the requirements of CAT II operation.
Landing and departure ACFT shall be guided by Follow-me car.

2.3. TAXI PROCEDURES

TWY C4 is used by ACFT turn to North from TWY P4.
TWY C5 is used by ACFT turn to South from TWY P5.
After vacating RWY, especially under conditions of low visibility, report the RWY designation and TWY designation on initial contact with GND.

2.4. OTHER INFORMATION

2.4.1. 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, turn RIGHT, heading 090°, climb to 1970'/600m and maintain the altitude, contact BEIJING Approach.

2.4.2. EMERGENCY AVOIDANCE FOR RWY 18L

ACFT beyond 5.4NM/10km from RWY THR, radar vectoring, contact BEIJING Approach; ACFT within 5.4NM/10km from RWY THR, keep track 179°, climb to 3940'/1200m and maintain the altitude, contact BEIJING Approach.

2.4.3. EMERGENCY AVOIDANCE FOR RWY 18R

ACFT beyond 5.4NM/10km from RWY THR, radar vectoring, contact BEIJING Approach; ACFT within 5.4NM/10km from RWY THR, turn RIGHT, heading 270°, climb to 2960'/900m and maintain the altitude, contact BEIJING Approach.

2.4.4. 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, turn LEFT, heading 090°, climb to 1970'/600m and maintain the altitude, contact BEIJING Approach.

2.4.5. EMERGENCY AVOIDANCE FOR RWY 36L

ACFT beyond 5.4NM/10km from RWY THR, radar vectoring, contact BEIJING Approach; ACFT within 5.4NM/10km from RWY THR, turn LEFT, heading 300°, climb to 6890'/2100m and maintain the altitude, contact BEIJING Approach.

2.4.6. EMERGENCY AVOIDANCE FOR RWY 36R

ACFT beyond 5.4NM/10km from RWY THR, radar vectoring, contact BEIJING Approach; ACFT within 5.4NM/10km from RWY THR, keep track 359°, climb to 3940'/1200m (1970'/600m for RNAV ILS 36R) and maintain the altitude, contact BEIJING Approach.

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3. DEPARTURE

3.1. DE-ICING

3.1.1. PUSH-BACK AND TAXIING

Contact Tower before push-back and follow ATC instructions to taxi to de-icing holding position.

3.1.2. TAXIING TO DE-ICING POSITION

Taxi behind Follow-me car to de-icing position.

3.1.3. BEFORE DE-ICING

Stop ACFT and follow marshallers instructions, shut down engines and release brakes after notification to be blocked by ground staff.

3.1.4. AFTER DE-ICING

Contact Tower for start-up.
If APU failure happens on the de-icing position, notify maintenance person immediately.

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

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

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

While pushed-back from parking stand, verify the pushing dirction and the approved RWY designation to GND control.

3.3. NOISE ABATEMENT PROCEDURES

Upon condition of complying with the requirements of obstacle clearance and climb gradient required by flight procedure, the following operating procedures for take-off climb shall be implemented:

Take-off to 500m (1650′)	- take-off power; - take-off flaps/slats; - climb at V_2 + 20 km/h (10 KT);
At 500m (1650′)	- reduce thrust to not less than climb power; - climb at V_2 + 20 km/h (10 KT) with flaps/slats in take-off configuration;
At 950m (3120′)	- accelerate to en-route climb speed and retract flaps/slats on schedule while maintaining a positive rate of climb.

CHANGES: New page.

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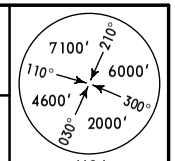
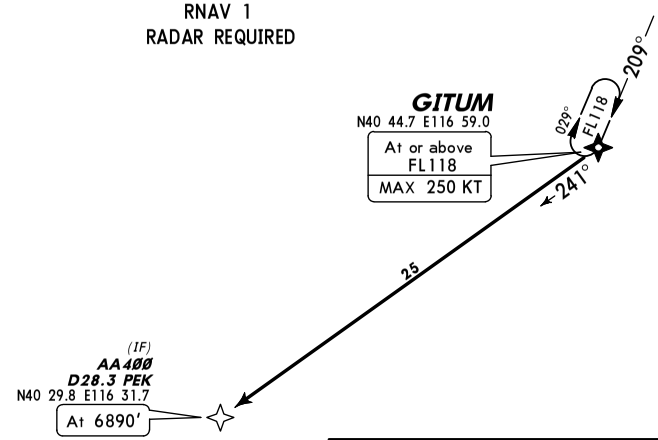
ATIS	Apt Elev	
127.6	115′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below



MSA
PEK VOR

GITUM 7E *[GITU7E]*
RWY 18L RNAV ARRIVAL

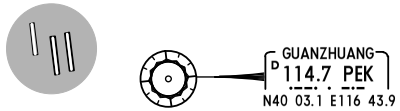
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED



RNAV CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Arrival":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Arrival and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

NOT TO SCALE



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

FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m

ROUTING

GITUM (FL118+; K250-) - AA400 (6890′).

CHANGES: STARs transferred; RNAV STAR estbld; chart redrawn.

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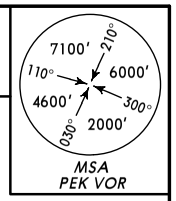
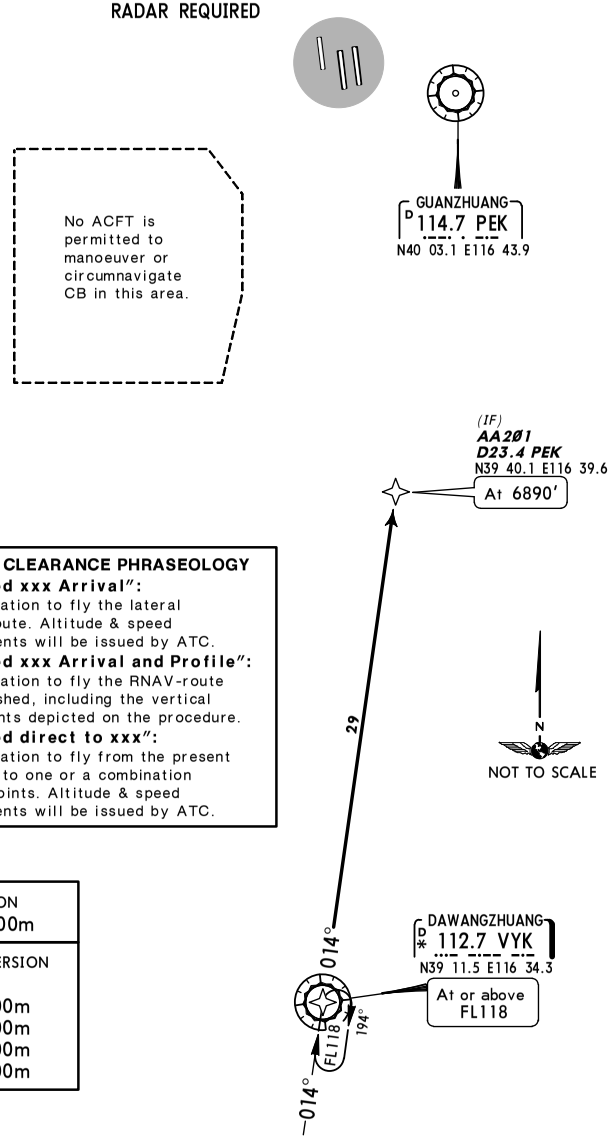
ATIS	Apt Elev	
127.6	115′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below



VYK 7A
RWY 36R RNAV ARRIVAL
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED



RNAV CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Arrival":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Arrival and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION	
QNH	
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m

ROUTING

VYK (FL118+) - AA201 (6890′).

CHANGES: STARs transferred; RNAV STAR estbld; chart redrawn.

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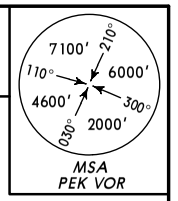
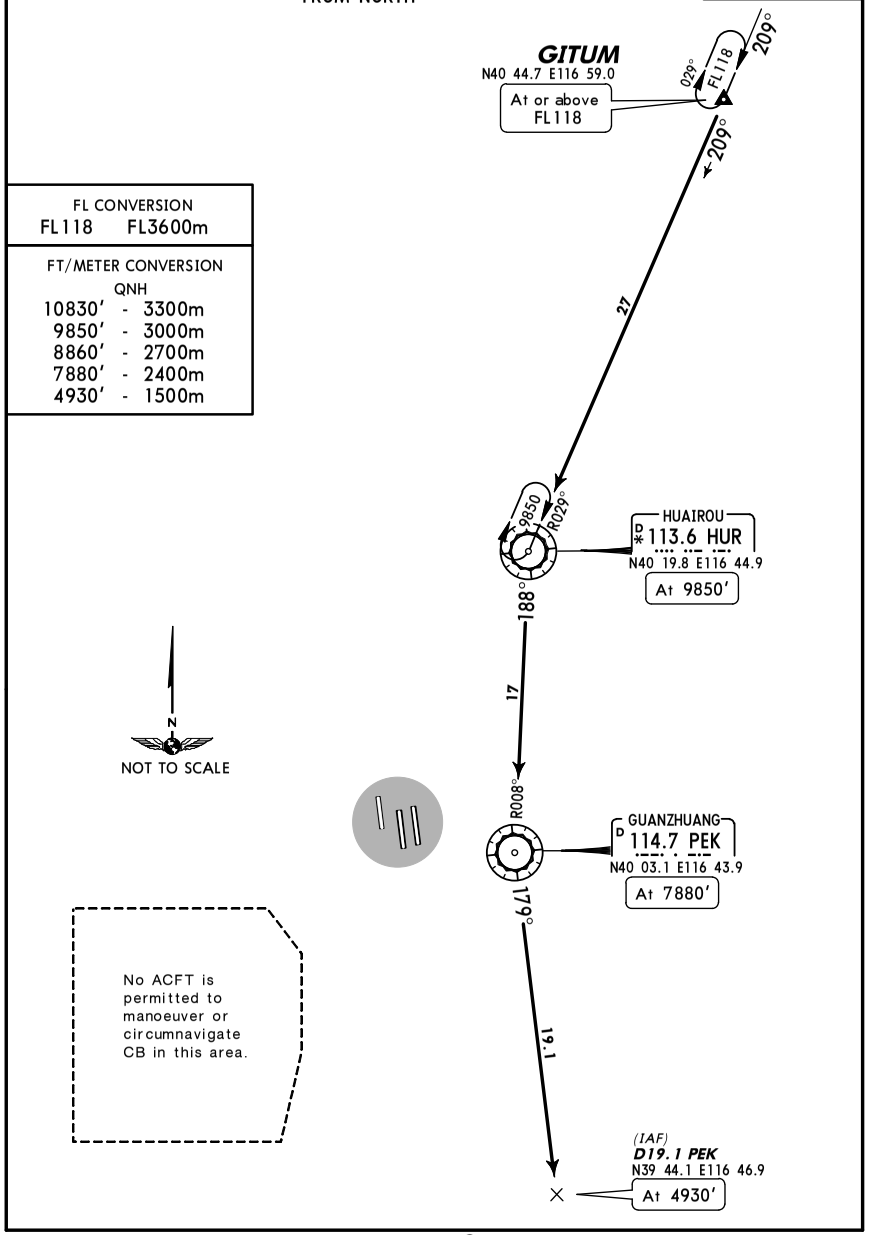
ATIS	Apt Elev	
127.6	115′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below



GITUM 01A *[GITØ1A]*
RWYS 01, 36R/L ARRIVAL
FROM NORTH



FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION	
QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
4930′	1500m

CHANGES: STARs completely revised.

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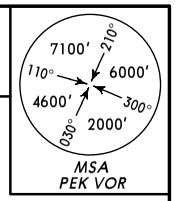
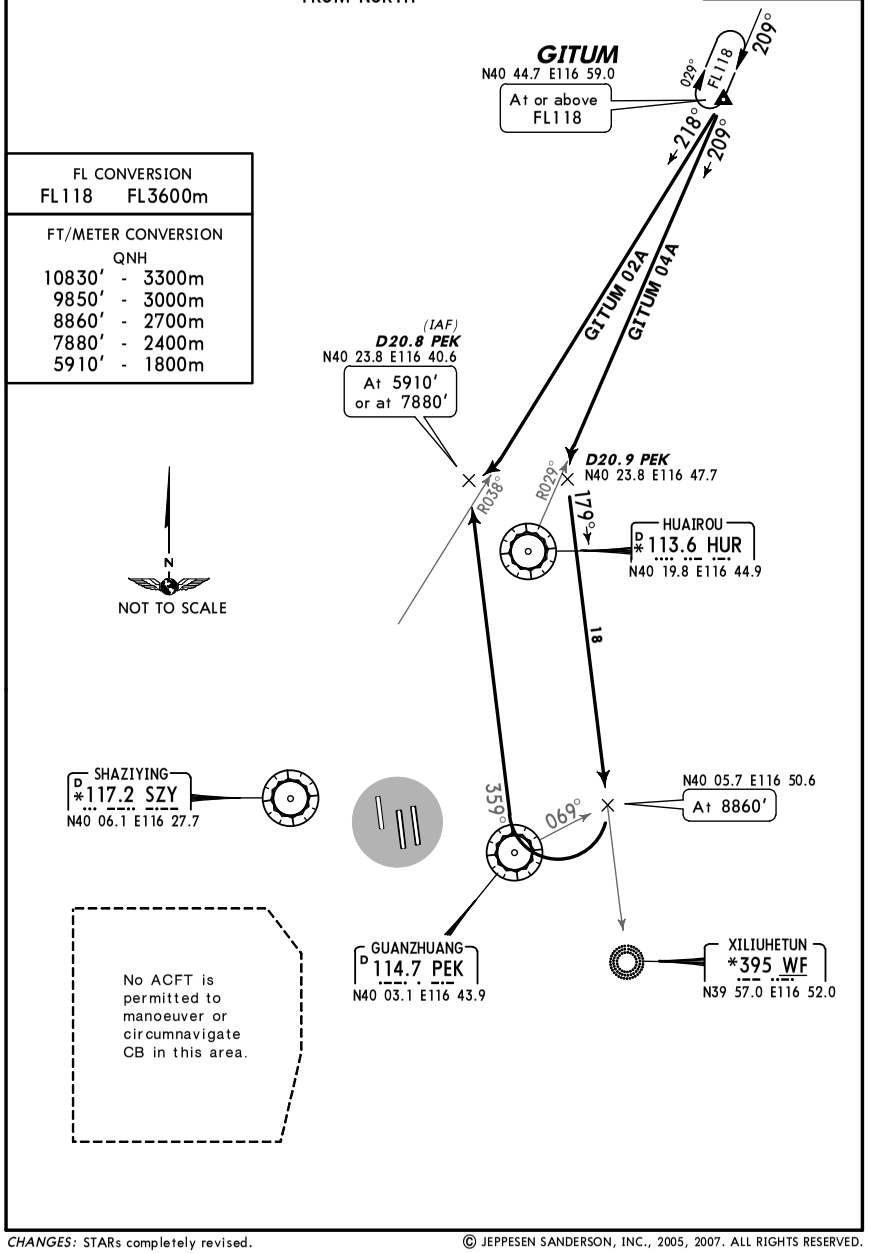
ATIS	Apt Elev	
127.6	115′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below



GITUM 02A [GITØ2A], GITUM 04A [GITØ4A]
RWYS 18R/L, 19 ARRIVALS
FROM NORTH



FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION	
QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m

CHANGES: STARs completely revised.

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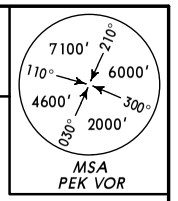
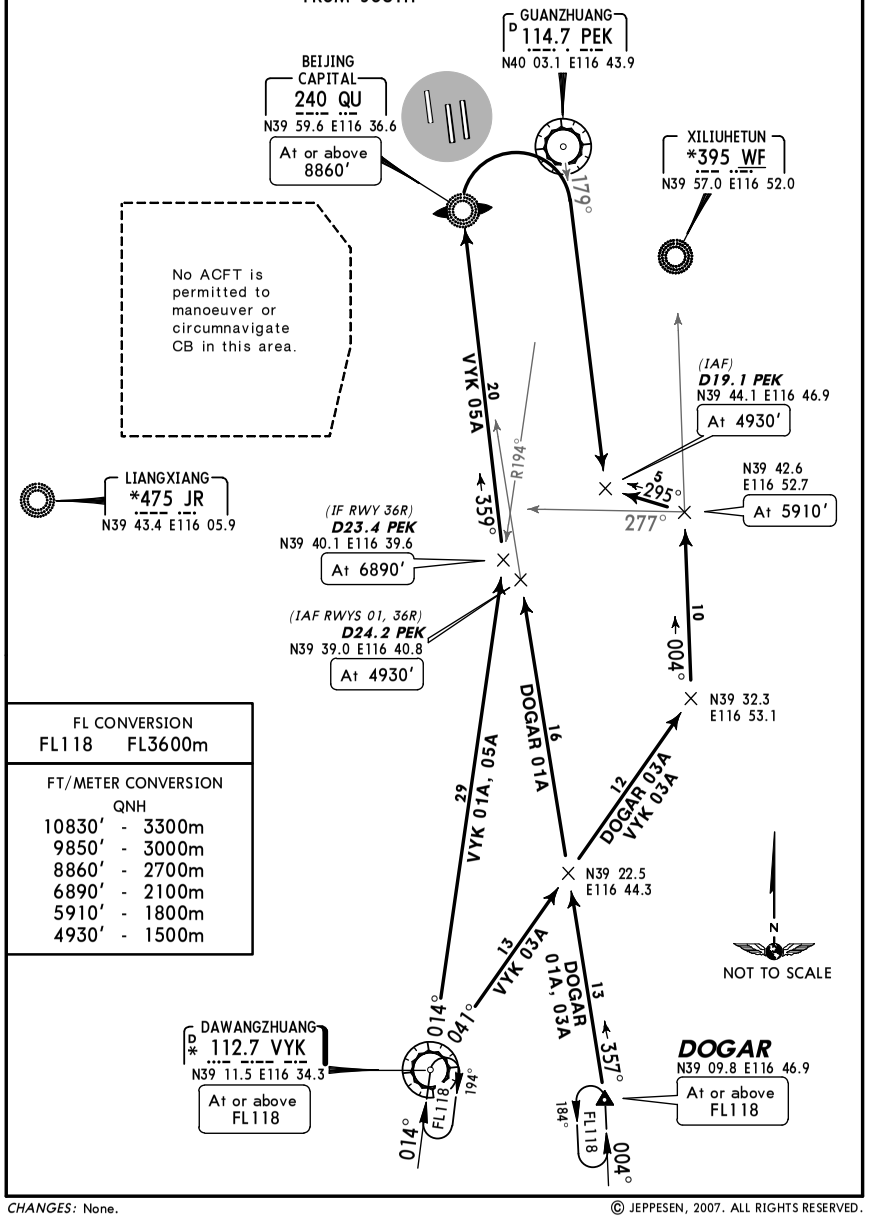
ATIS	Apt Elev	
127.6	115′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below



DOGAR 01A [DOGØ1A], DOGAR 03A [DOGØ3A]
VYK 01A, VYK 03A, VYK 05A
RWYS 01, 36R/L ARRIVALS
FROM SOUTH



FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION	
QNH	
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
5910′	1800m
4930′	1500m

CHANGES: None.

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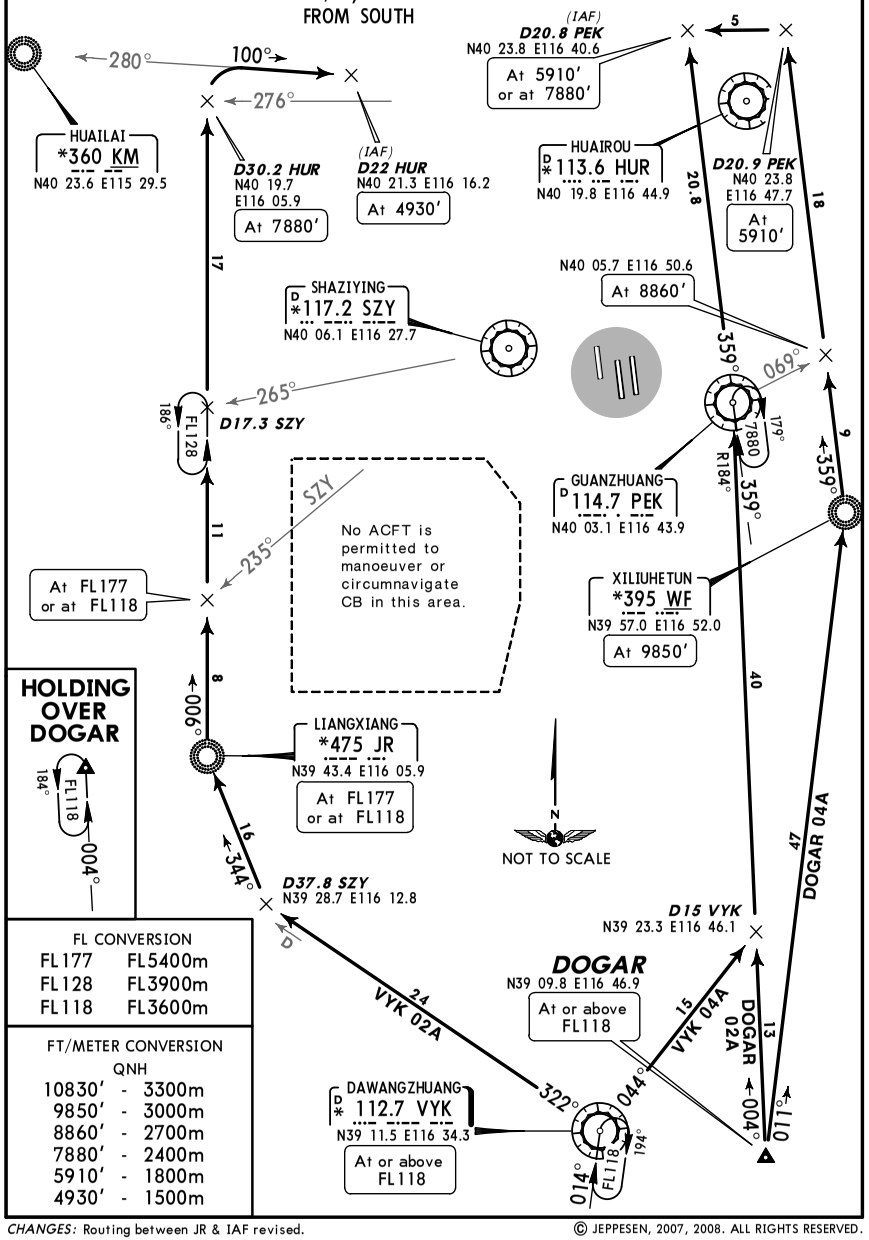
ATIS	Apt Elev	
127.6	115′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

MSA PEK VOR: 7100′ (210°–110°), 6000′ (110°–300°), 4600′ (300°–030°), 2000′ (030°–210°)

DOGAR 02A [DOGØ2A], DOGAR 04A [DOGØ4A]
VYK 02A, VYK 04A
RWYS 18R/L, 19 ARRIVALS
FROM SOUTH



FL CONVERSION	
FL177	FL5400m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
5910′	1800m
4930′	1500m

CHANGES: Routing between JR & IAF revised.

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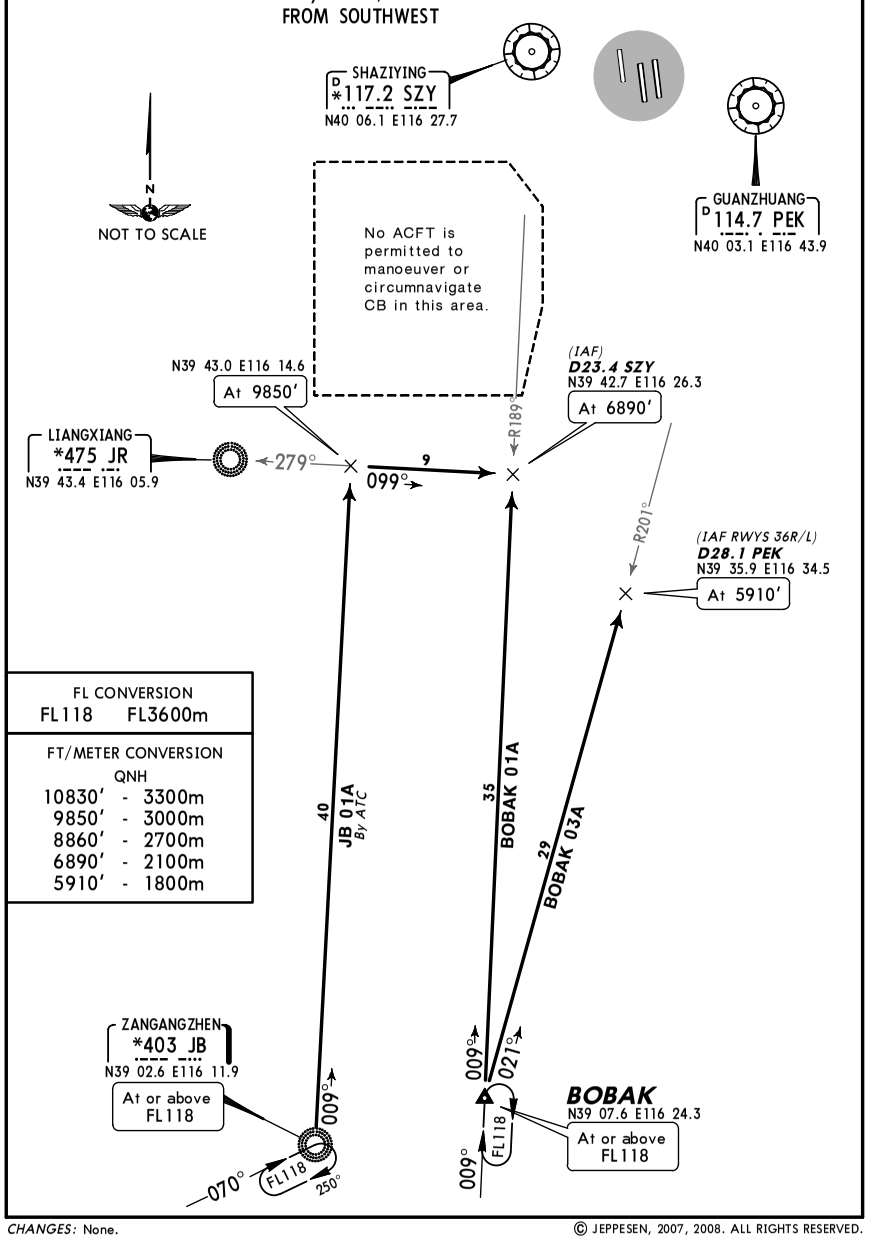
ATIS	Apt Elev	
127.6	115′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

MSA PEK VOR: 7100′ (210°–110°), 6000′ (110°–300°), 4600′ (300°–030°), 2000′ (030°–210°)

BOBAK 01A [BOBØ1A], BOBAK 03A [BOBØ3A]
JB 01A
RWYS 01, 36R/L ARRIVALS
FROM SOUTHWEST



FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
5910′	1800m

CHANGES: None.

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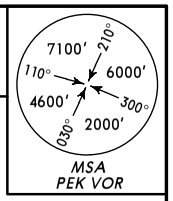
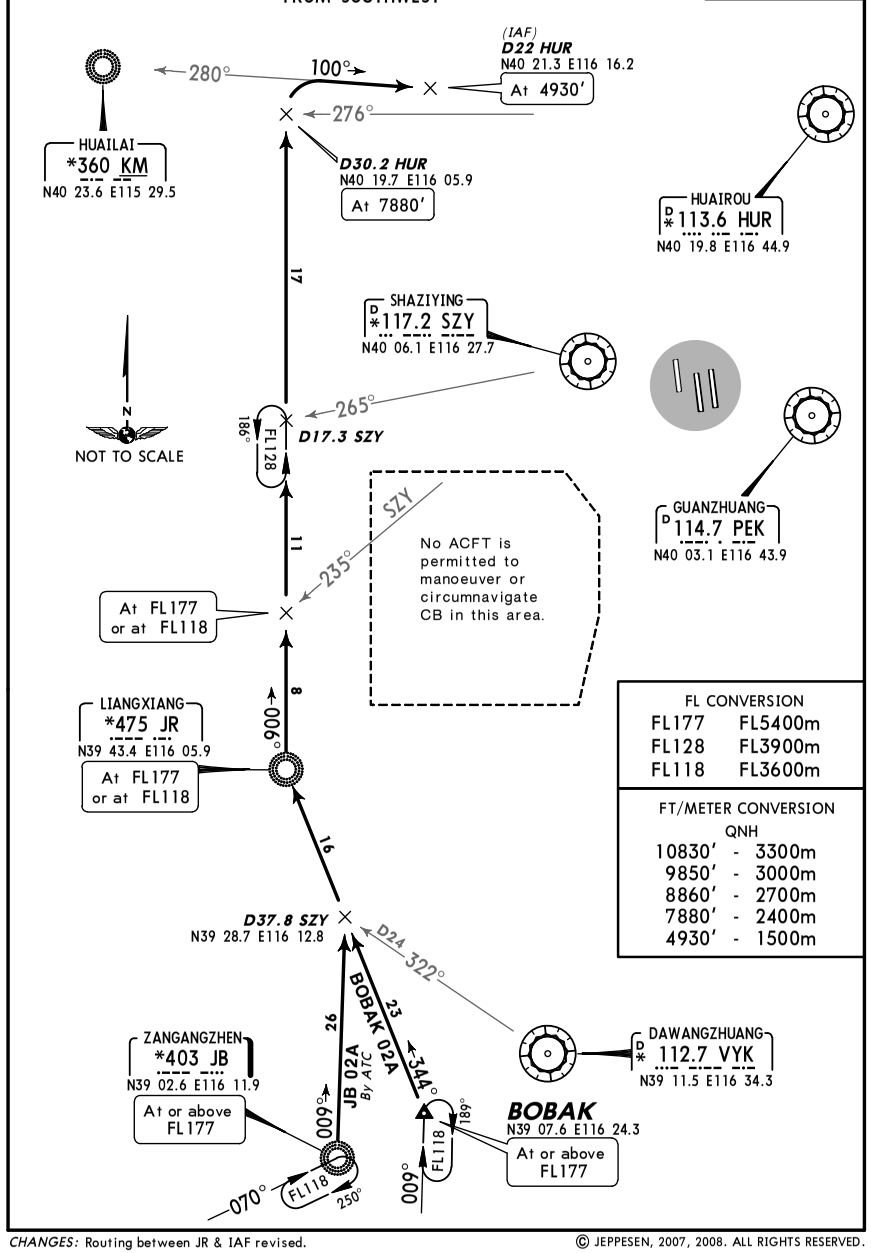
ATIS	Apt Elev	
127.6	115′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below



BOBAK 02A [BOBØ2A], JB 02A
RWYS 18R/L, 19 ARRIVALS
FROM SOUTHWEST



FL CONVERSION	
FL177	FL5400m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
4930′	1500m

CHANGES: Routing between JR & IAF revised.

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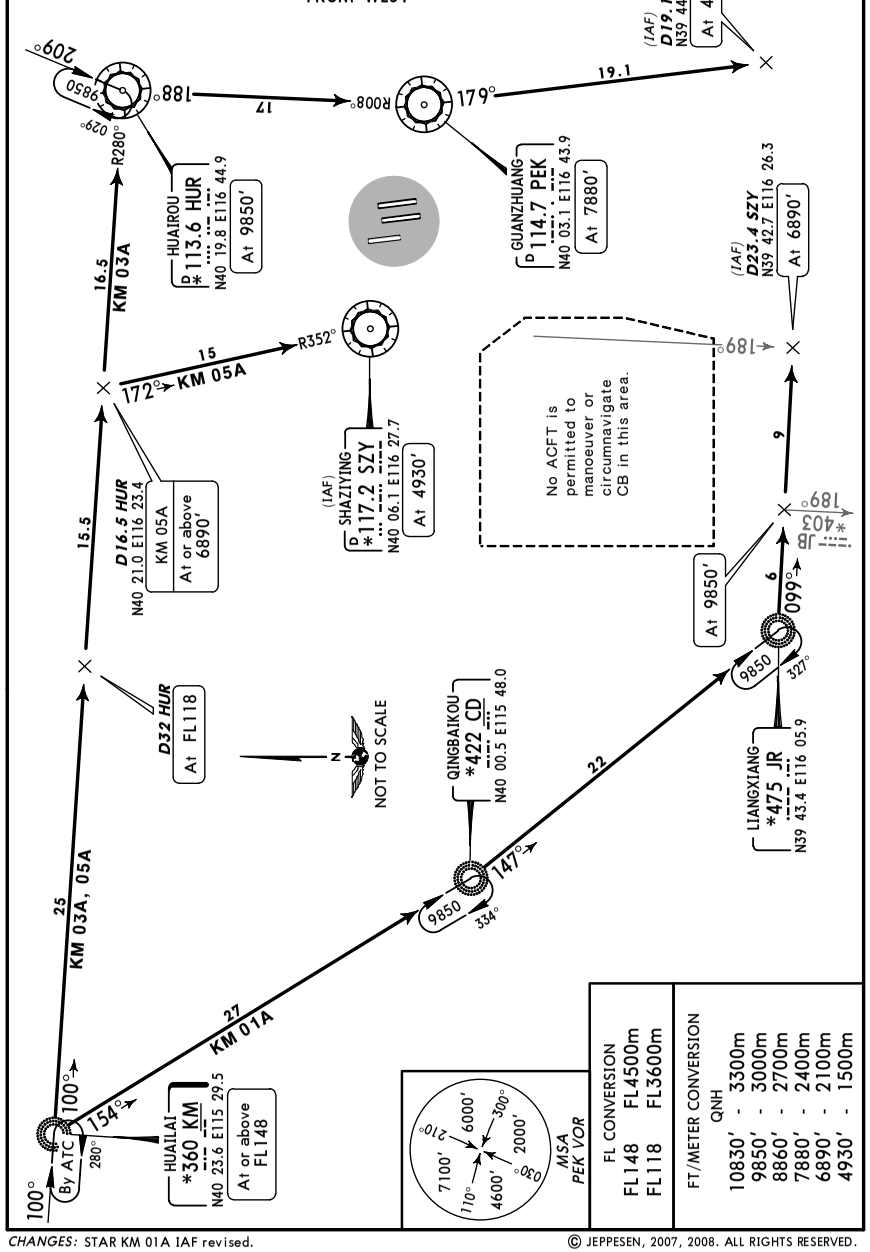
ATIS	Apt Elev	
127.6	115′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

KM 01A, KM 03A, KM 05A
RWYS 01, 36R/L ARRIVALS
FROM WEST



FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
7880′	2400m
6890′	2100m
4930′	1500m

CHANGES: STAR KM 01A IAF revised.

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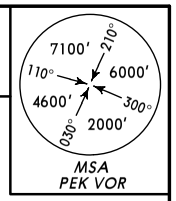
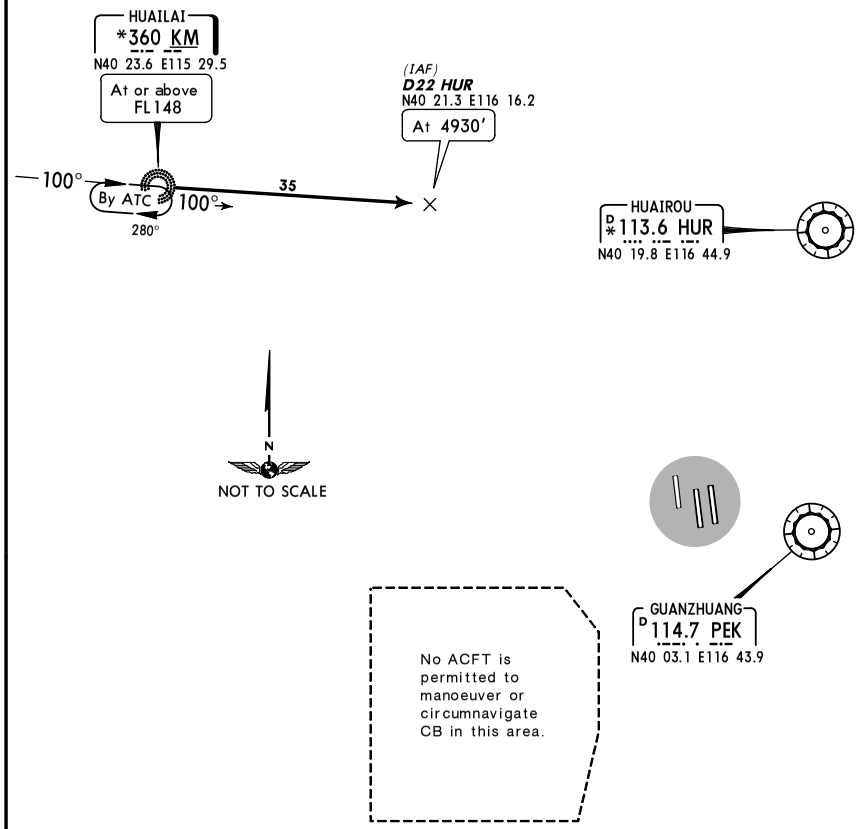
ATIS	Apt Elev	
127.6	115′	Alt Set: hPa Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below



KM 02A
RWYS 18R/L, 19 ARRIVAL
FROM WEST



FL CONVERSION	
FL148	FL4500m
FL118	FL3600m

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m

CHANGES: None.

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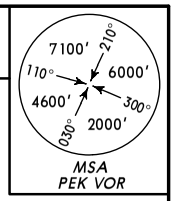
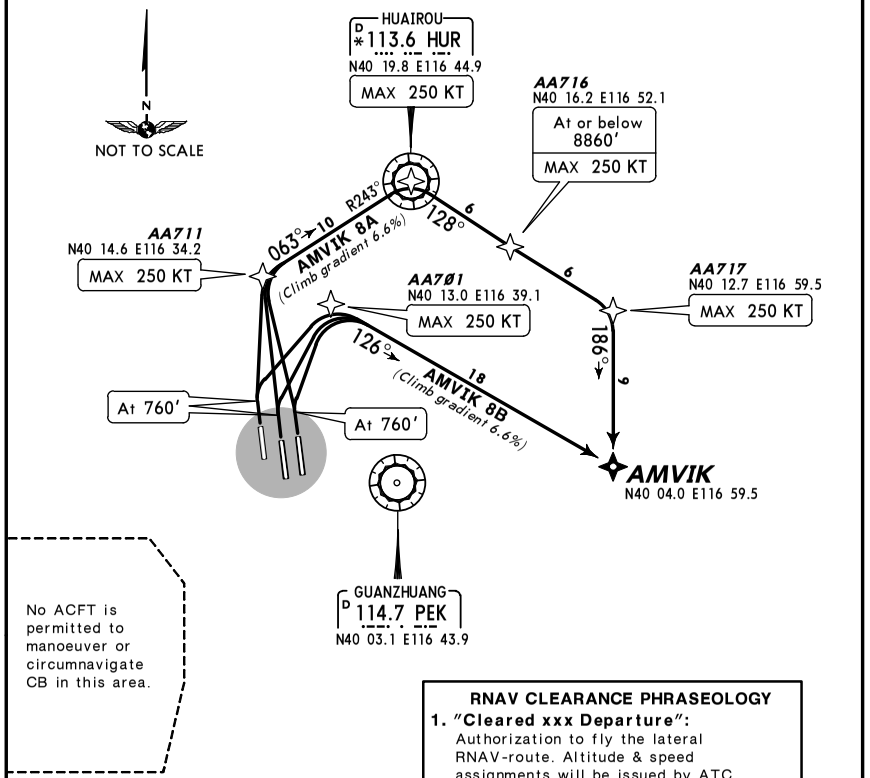
Apt Elev	
115′	Trans level: FL118 Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below



AMVIK 8A *[AMVI8A]*, AMVIK 8B *[AMVI8B]*
RWYS 01, 36R/L RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION QNH	
760′	230m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m

RNAV CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

Gnd speed-KT	75	100	150	200	250	300
6.6% 401′ per NM	501	668	1003	1337	1671	2005

SID	ROUTING
AMVIK 8A	(760′) - AA711 (K250-) - HUR (K250-) - AA716 (8860′-; K250-) - AA717 (K250-) - AMVIK.
AMVIK 8B	(760′) - AA701 (K250-) - AMVIK.

CHANGES: None.

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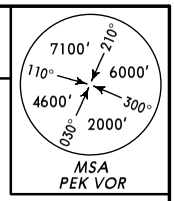
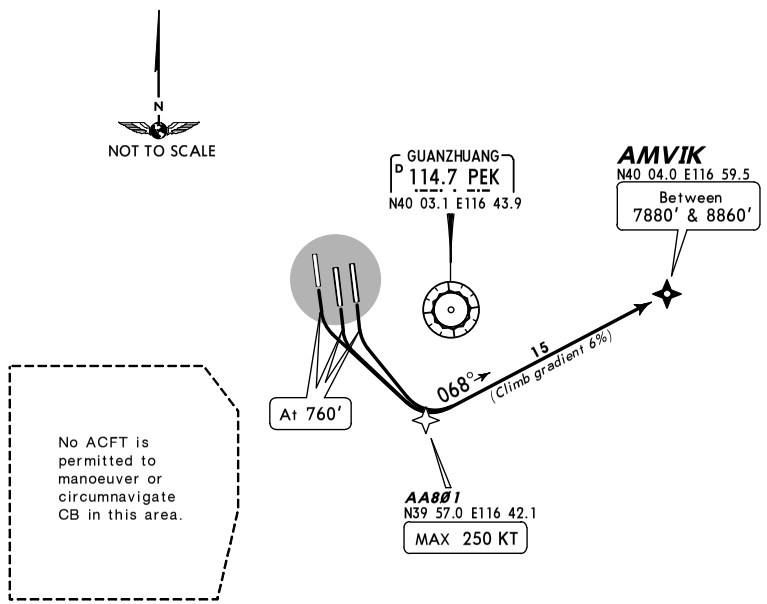
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above 8860′ 979 hPa or below



AMVIK 8D *[AMVI8D]*
RWYS 18R/L, 19 RNAV DEPARTURE
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION	
QNH	
760′	230m
7880′	2400m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m

RNAV CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

Gnd speed-KT	75	100	150	200	250	300
6% 365′ per NM	456	608	911	1215	1519	1823

ROUTING

(760′) - AA801 (K250-) - AMVIK (7880′+; 8860-).

CHANGES: Track between AA801 & AMVIK.

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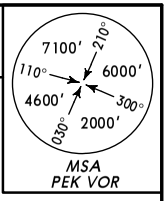
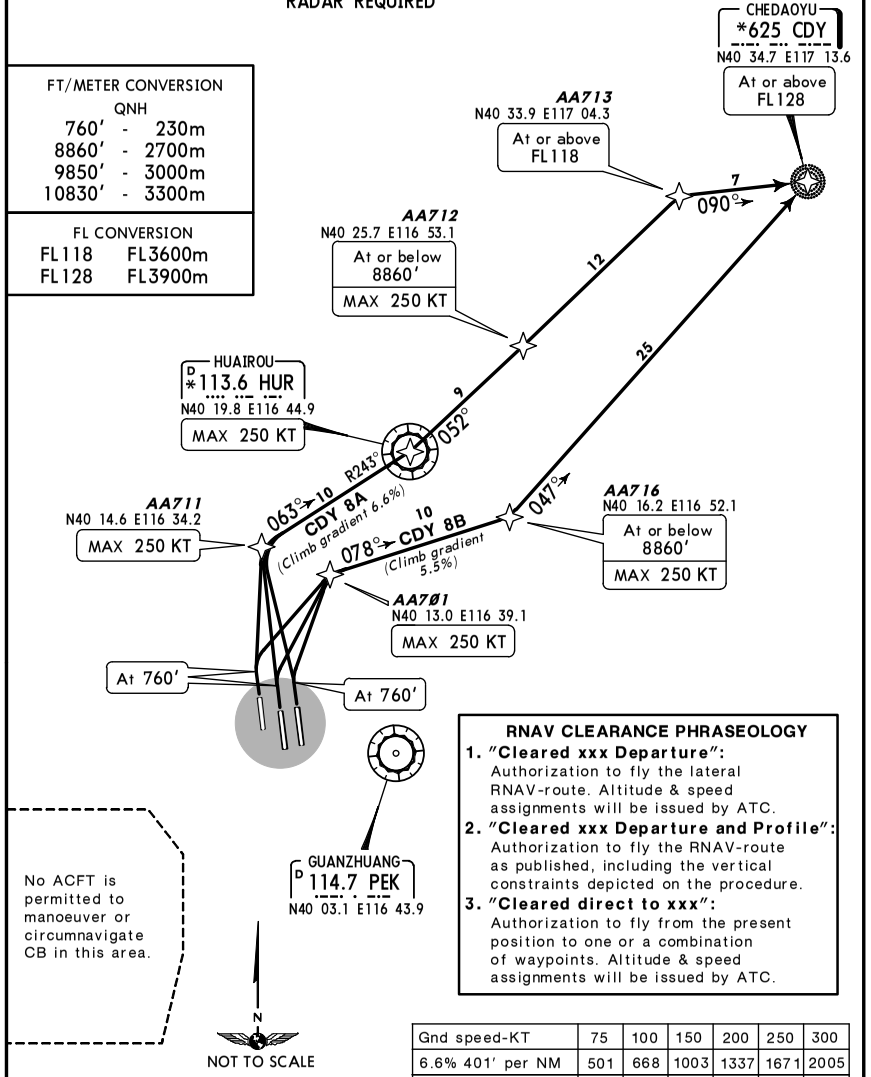
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above 8860′ 979 hPa or below



CDY 8A, CDY 8B
RWYS 01, 36R/L RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION	
QNH	
760′	230m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

RNAV CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

Gnd speed-KT	75	100	150	200	250	300
6.6% 401′ per NM	501	668	1003	1337	1671	2005
5.5% 334′ per NM	418	557	835	1114	1392	1671

SID	ROUTING
CDY 8A	(760′) - AA711 (K250-) - HUR (K250-) - AA712 (8860′-; K250-) - AA713 (FL118+) - CDY (FL128+).
CDY 8B	(760′) - AA701 (K250-) - AA716 (8860-; K250-) - CDY (FL128+).

CHANGES: None.

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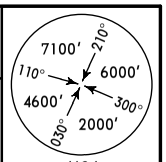
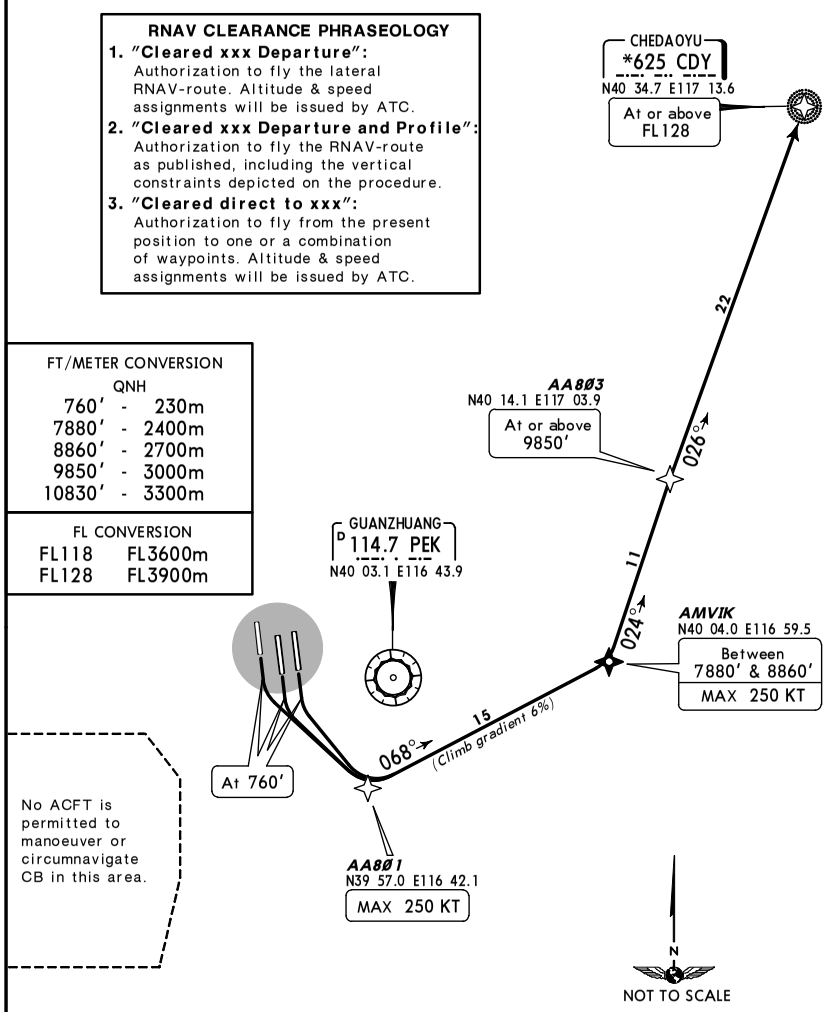
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above 8860′ 979 hPa or below



CDY 8D
RWYS 18R/L, 19 RNAV DEPARTURE
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED

RNAV CLEARANCE PHRASEOLOGY
1. **"Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.



FT/METER CONVERSION	
QNH	
760′ -	230m
7880′ -	2400m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

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

Gnd speed-KT	75	100	150	200	250	300
6% 365′ per NM	456	608	911	1215	1519	1823

ROUTING

(760′) - AA801 (K250-) - AMVIK (7880′+; 8860-; K250-) - AA803 (9850′+) - CDY (FL128+).

CHANGES: Track between AA801 & AMVIK.

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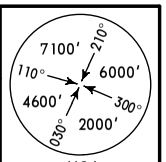
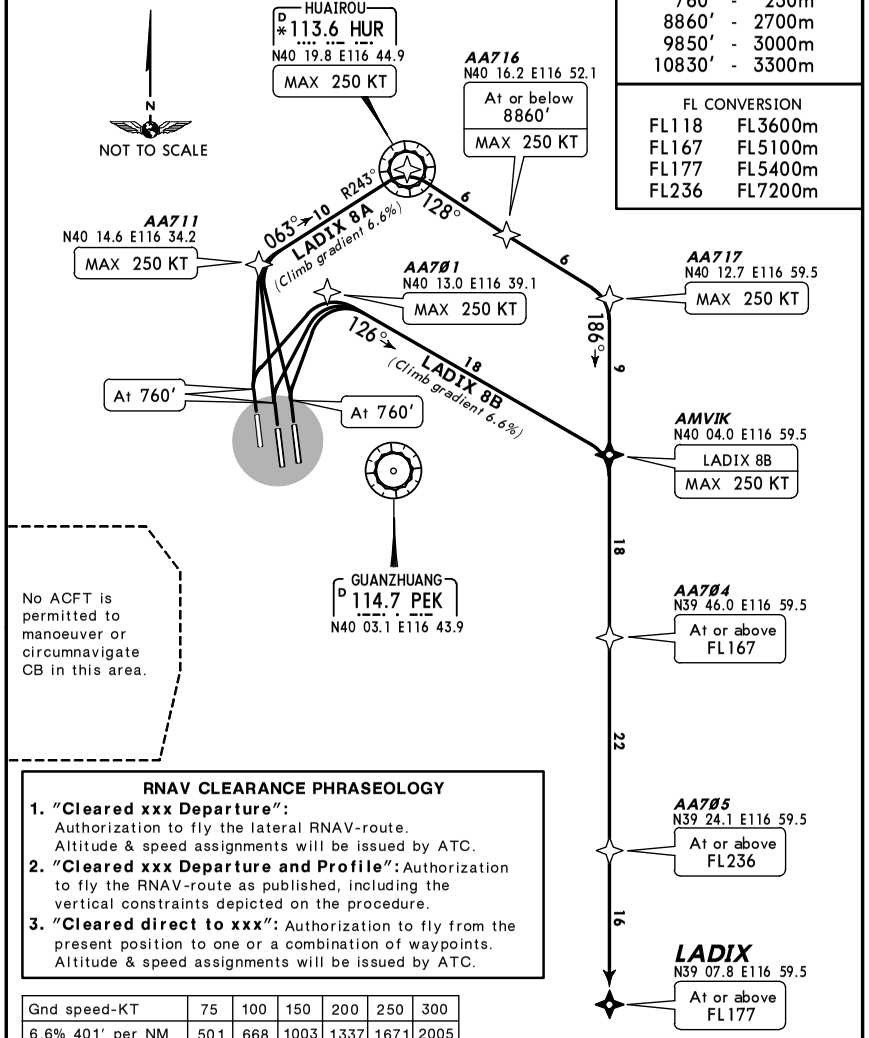
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above 8860′ 979 hPa or below



LADIX 8A [LADI8A], LADIX 8B [LADI8B]
RWYS 01, 36R/L RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED

FT/METER CONVERSION	
QNH	
760′ -	230m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION	
FL118	FL3600m
FL167	FL5100m
FL177	FL5400m
FL236	FL7200m



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

RNAV CLEARANCE PHRASEOLOGY
1. **"Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

Gnd speed-KT	75	100	150	200	250	300
6.6% 401′ per NM	501	668	1003	1337	1671	2005

SID	ROUTING
LADIX 8A	(760′) - AA711 (K250-) - HUR (K250-) - AA716 (8860′-; K250-) - AA717 (K250-) - AMVIK - AA704 (FL167+) - AA705 (FL236+) - LADIX (FL177+).
LADIX 8B	(760′) - AA701 (K250-) - AMVIK (K250-) - AA704 (FL167+) - AA705 (FL236+) - LADIX (FL177+).

CHANGES: None.

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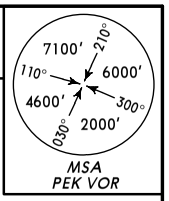
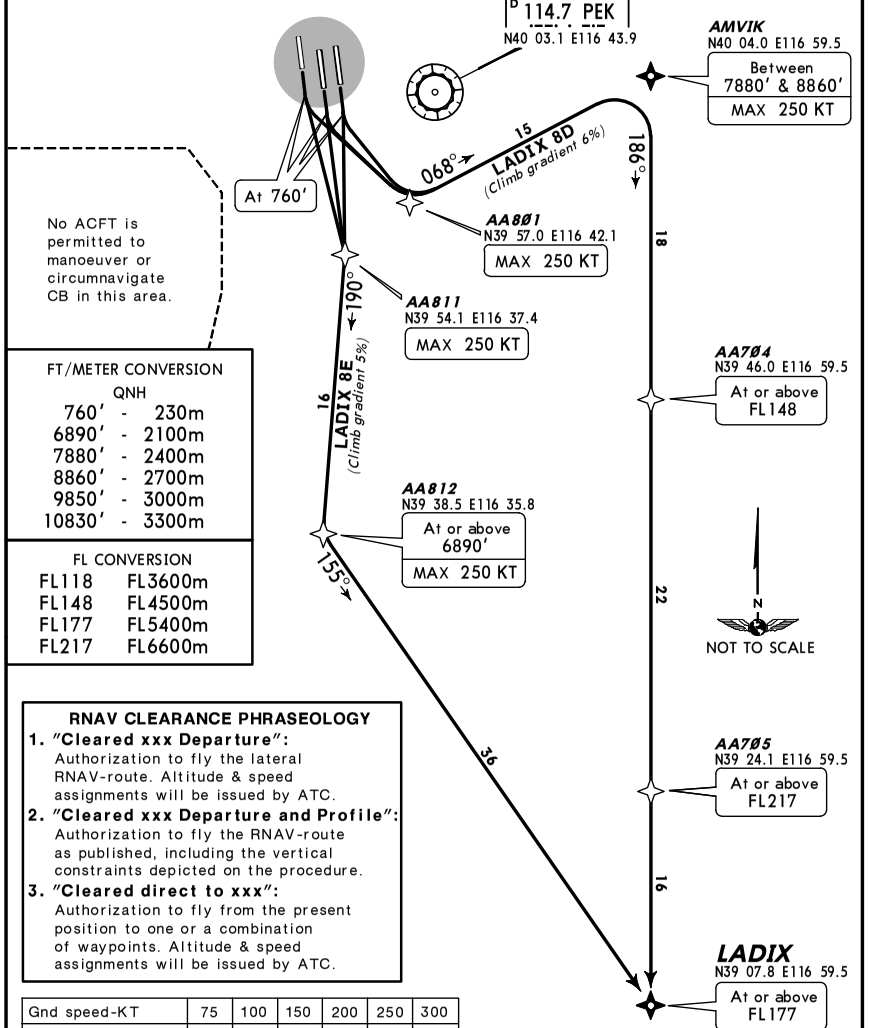
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above 8860′ 979 hPa or below



LADIX 8D *[LADI8D]*, LADIX 8E *[LADI8E]*
RWYS 18R/L, 19 RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION	
QNH	
760′	230m
6890′	2100m
7880′	2400m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL148	FL4500m
FL177	FL5400m
FL217	FL6600m

RNAV CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

Gnd speed-KT	75	100	150	200	250	300
6% 365′ per NM	456	608	911	1215	1519	1823
5% 304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
LADIX 8D	(760′) - AA801 (K250-) - AMVIK (7880′+; 8860′-; K250-) - AA704 (FL148+) - AA705 (FL217+) - LADIX (FL177+).
LADIX 8E	(760′) - AA811 (K250-) - AA812 (6890′+; K250-) - LADIX (FL177+).

CHANGES: Track between AA801 & AMVIK.

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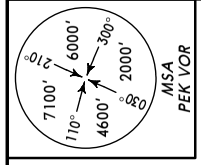
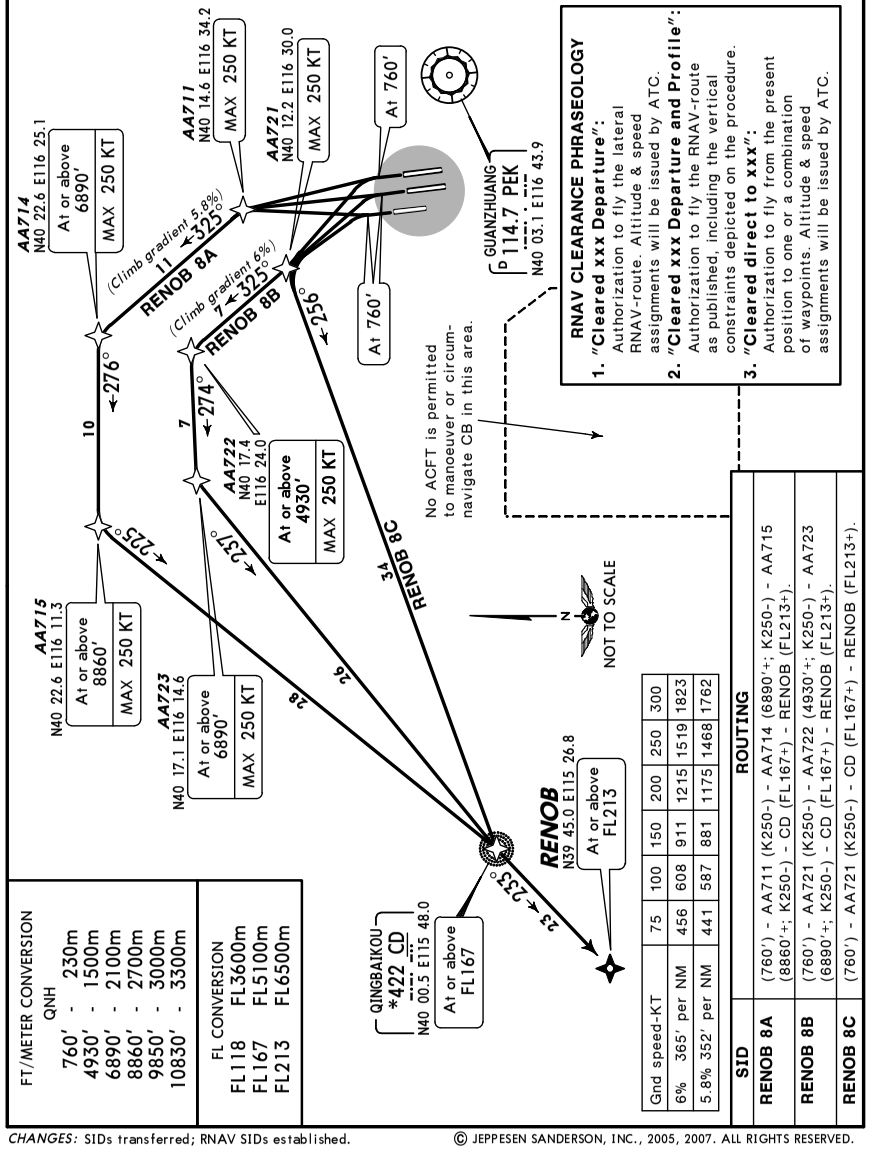
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above 8860′ 979 hPa or below



RENOB 8A *[RENO8A]*, RENOB 8B *[RENO8B]*
RENOB 8C *[RENO8C]*
RWYS 01, 36R/L RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED



RNAV CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

FT/METER CONVERSION	
QNH	
760′	230m
4930′	1500m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL167	FL5100m
FL213	FL6500m

Gnd speed-KT	75	100	150	200	250	300
6% 365′ per NM	456	608	911	1215	1519	1823
5.8% 352′ per NM	441	587	881	1175	1468	1762

SID	ROUTING
RENOB 8A	(760′) - AA711 (K250-) - AA714 (6890′+; K250-) - AA715 (8860′+; K250-) - CD (FL167+) - RENOB (FL213+).
RENOB 8B	(760′) - AA721 (K250-) - AA722 (4930′+; K250-) - AA723 (6890′+; K250-) - CD (FL167+) - RENOB (FL213+).
RENOB 8C	(760′) - AA721 (K250-) - CD (FL167+) - RENOB (FL213+).

CHANGES: SIDs transferred; RNAV SIDs established.

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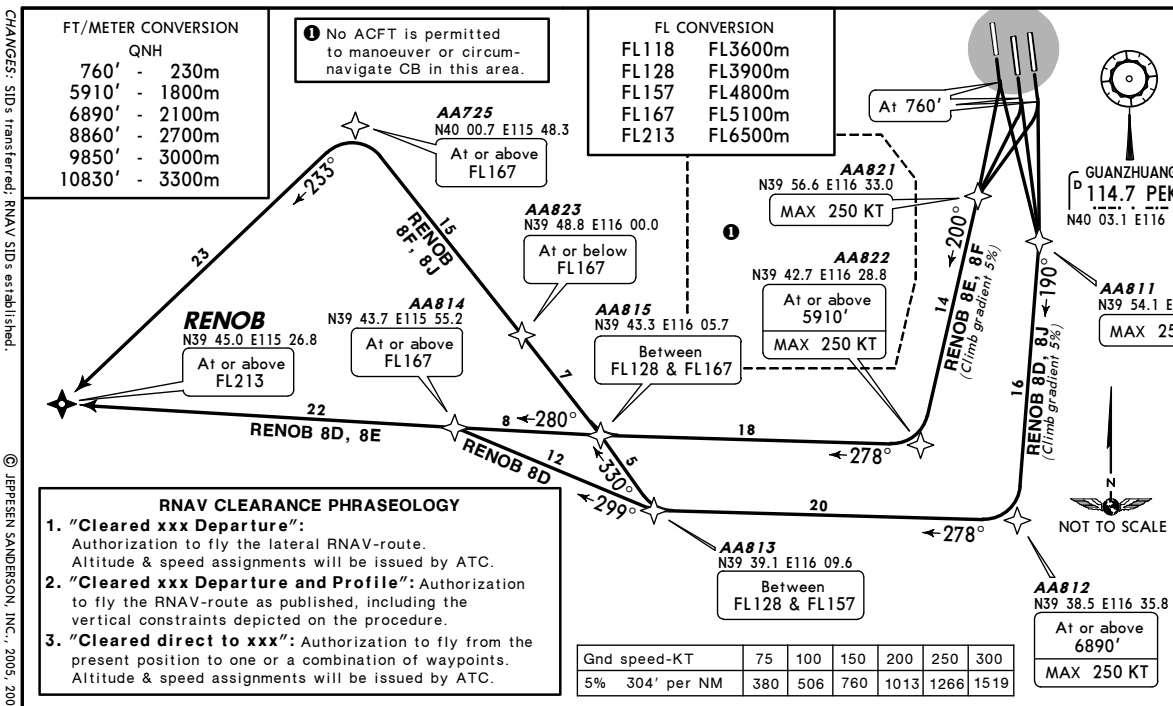
Apt Elev 115′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below

MSA PEK VOR
7100′ 210° 110° 6000′ 4600′ 300° 030° 2000′

RENOB 8D [RENO8D], RENOB 8E [RENO8E]
RENOB 8F [RENO8F], RENOB 8J [RENO8J]
RWYS 18R/L, 19 RNAV DEPARTURES

RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FT/METER CONVERSION QNH	
760′	230m
5910′	1800m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

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

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m
FL157	FL4800m
FL167	FL5100m
FL213	FL6500m

Gnd speed-KT	75	100	150	200	250	300
5% 304′ per NM	380	506	760	1013	1266	1519

RNAV CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

SID	ROUTING
RENOB 8D	(760′) - AA811 (K250-) - AA812 (6890′+; K250-) - AA813 (FL128+; FL157-) - AA814 (FL167+) - RENOB (FL213+).
RENOB 8E	(760′) - AA821 (K250-) - AA822 (5910′+; K250-) - AA815 (FL128+; FL167-) - AA814 (FL167+) - RENOB (FL213+).
RENOB 8F	(760′) - AA821 (K250-) - AA822 (5910′+; K250-) - AA815 (FL128+; FL167-) - AA823 (FL167-) - AA725 (FL167+) - RENOB (FL213+).
RENOB 8J	(760′) - AA811 (K250-) - AA812 (6890′+; K250-) - AA813 (FL128+; FL157-) - AA815 (FL128+; FL167-) - AA823 (FL167-) - AA725 (FL167+) - RENOB (FL213+).

CHANGES: SIDs transferred; RNAV SIDs established.

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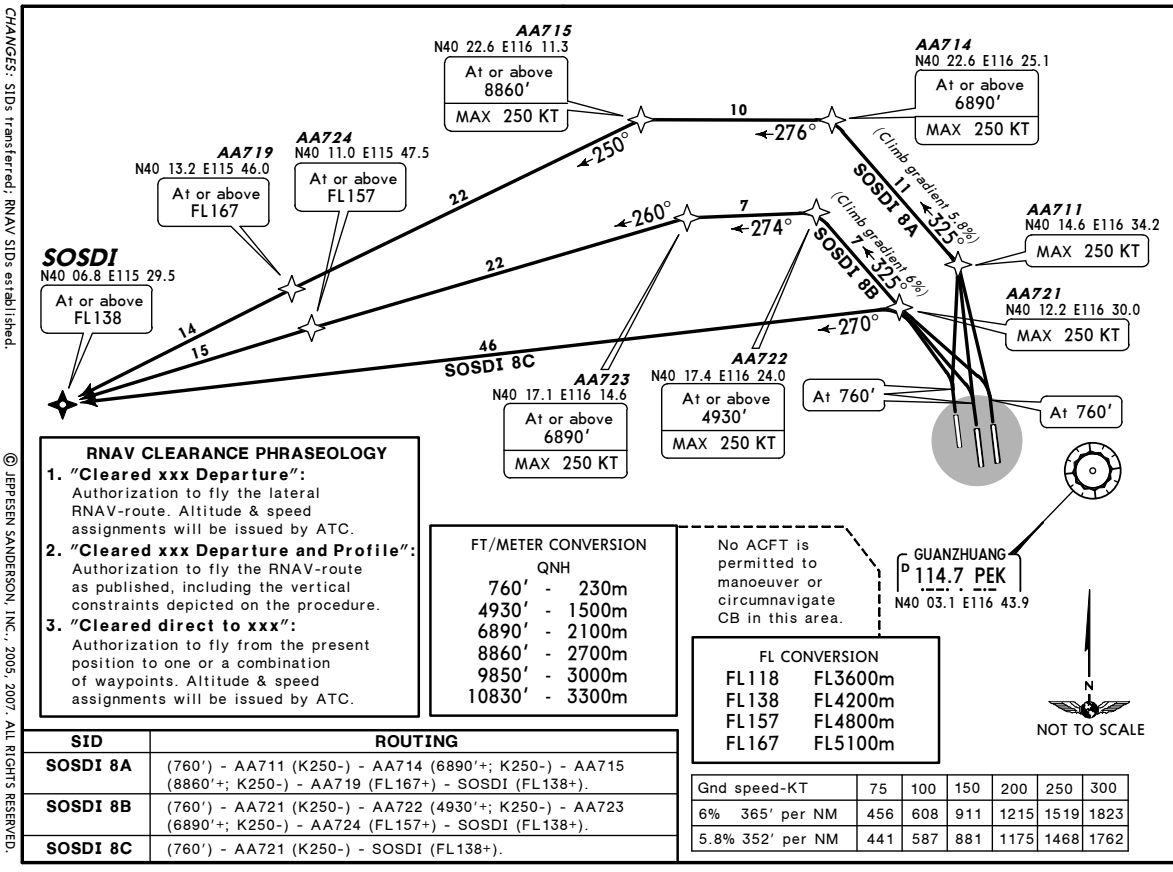
Apt Elev 115′

Trans level: FL118 Trans alt: 9850′
10830′ 1031 hPa or above
8860′ 979 hPa or below

MSA PEK VOR
7100′ 210° 110° 6000′ 4600′ 300° 030° 2000′

SOSDI 8A [SOSD8A], SOSDI 8B [SOSD8B]
SOSDI 8C [SOSD8C]
RWYS 01, 36R/L RNAV DEPARTURES

RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED



RNAV CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

FT/METER CONVERSION QNH	
760′	230m
4930′	1500m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

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

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m
FL157	FL4800m
FL167	FL5100m

Gnd speed-KT	75	100	150	200	250	300
6% 365′ per NM	456	608	911	1215	1519	1823
5.8% 352′ per NM	441	587	881	1175	1468	1762

SID	ROUTING
SOSDI 8A	(760′) - AA711 (K250-) - AA714 (6890′+; K250-) - AA715 (8860′+; K250-) - AA719 (FL167+) - SOSDI (FL138+).
SOSDI 8B	(760′) - AA721 (K250-) - AA722 (4930′+; K250-) - AA723 (6890′+; K250-) - AA724 (FL157+) - SOSDI (FL138+).
SOSDI 8C	(760′) - AA721 (K250-) - SOSDI (FL138+).

CHANGES: SIDs transferred; RNAV SIDs established.

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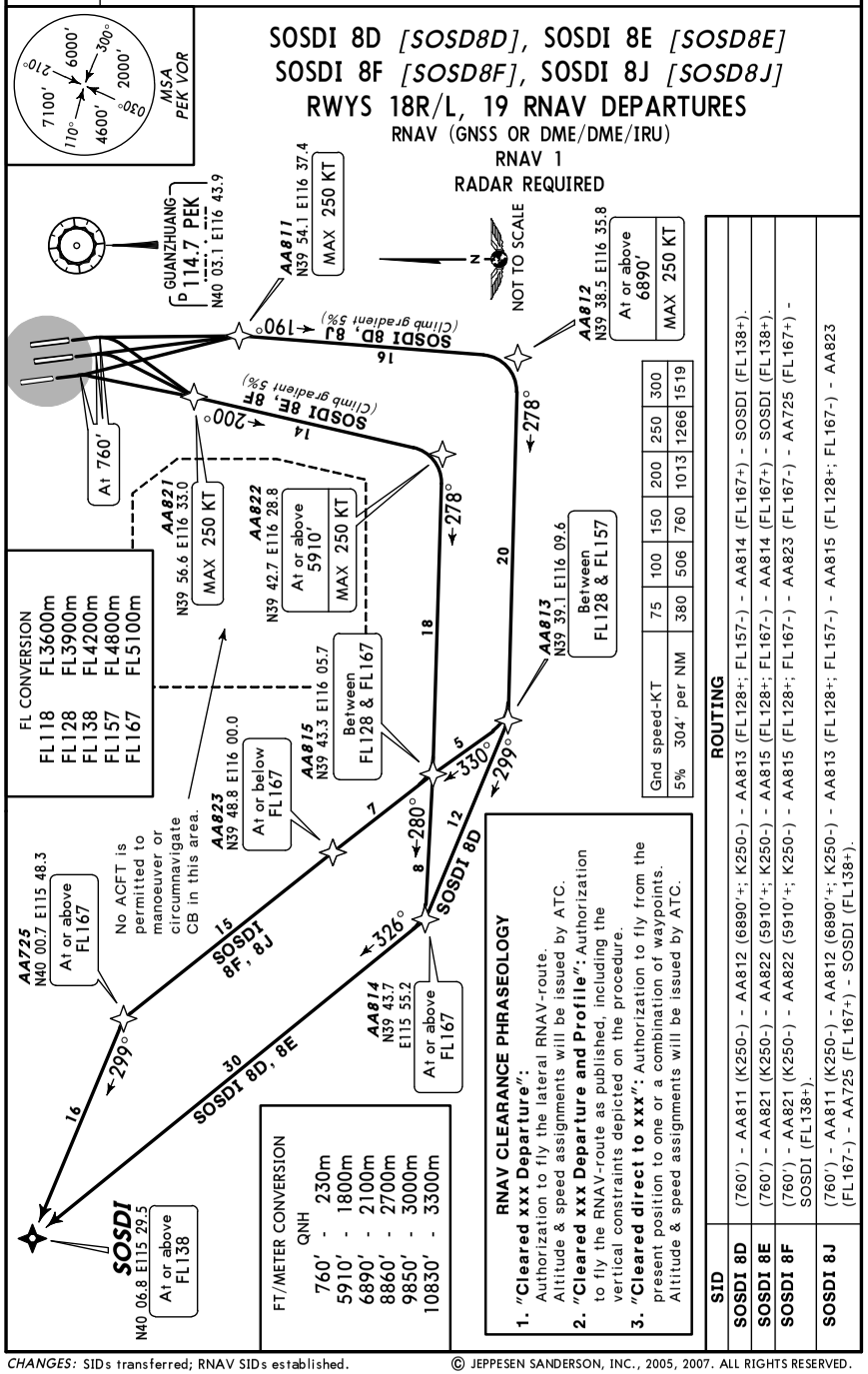
Apt Elev 115′	Trans level: FL118	Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

SOSDI 8D *[SOSD8D]*, SOSDI 8E *[SOSD8E]*
SOSDI 8F *[SOSD8F]*, SOSDI 8J *[SOSD8J]*
RWYS 18R/L, 19 RNAV DEPARTURES

RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED



FL CONVERSION	
FL118	FL3600m
FL128	FL3900m
FL138	FL4200m
FL157	FL4800m
FL167	FL5100m

FT/METER CONVERSION QNH	
760′	230m
5910′	1800m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

Gnd speed-KT	75	100	150	200	250	300
5% 304′ per NM	380	506	760	1013	1266	1519

RNAV CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

SID	ROUTING
SOSDI 8D	(760′) - AA811 (K250-) - AA812 (6890′+; K250-) - AA813 (FL128+; FL157-) - AA814 (FL167+) - SOSDI (FL138+).
SOSDI 8E	(760′) - AA821 (K250-) - AA822 (5910′+; K250-) - AA815 (FL128+; FL167-) - AA814 (FL167+) - SOSDI (FL138+).
SOSDI 8F	(760′) - AA821 (K250-) - AA822 (5910′+; K250-) - AA815 (FL128+; FL167-) - AA823 (FL167-) - AA725 (FL167+) - SOSDI (FL138+).
SOSDI 8J	(760′) - AA811 (K250-) - AA812 (6890′+; K250-) - AA813 (FL128+; FL157-) - AA815 (FL128+; FL167-) - AA823 (FL167-) - AA725 (FL167+) - SOSDI (FL138+).

CHANGES: SIDs transferred; RNAV SIDs established.

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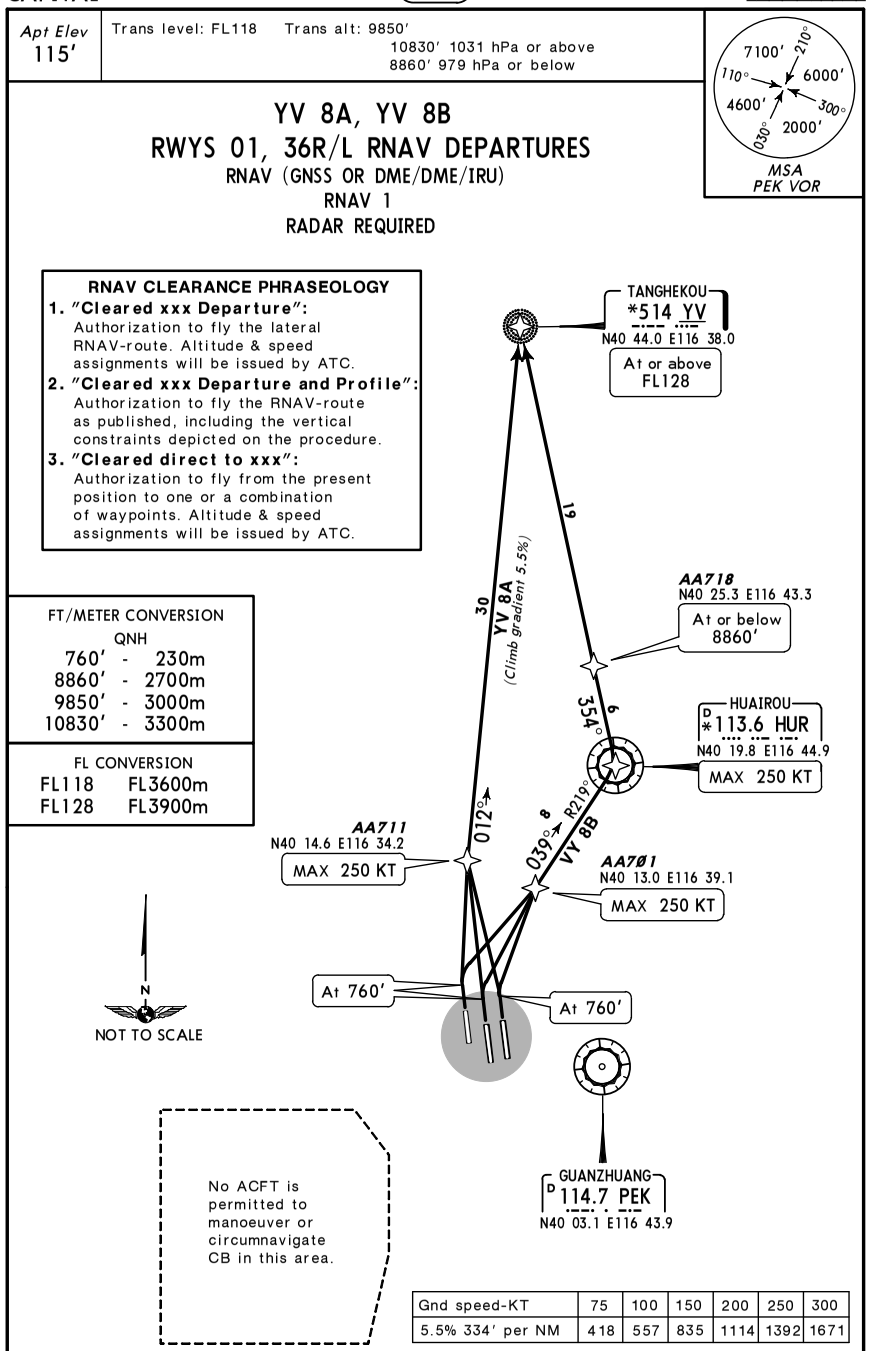
Apt Elev 115′	Trans level: FL118	Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

YV 8A, YV 8B
RWYS 01, 36R/L RNAV DEPARTURES

RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED



RNAV CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

FT/METER CONVERSION QNH	
760′	230m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

Gnd speed-KT	75	100	150	200	250	300
5.5% 334′ per NM	418	557	835	1114	1392	1671

SID	ROUTING
YV 8A	(760′) - AA711 (K250-) - YV (FL128+).
YV 8B	(760′) - AA701 (K250-) - HUR (K250-) - AA718 (8860′-) - YV (FL128+).

CHANGES: None.

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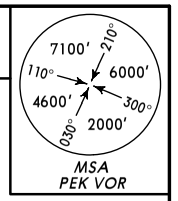
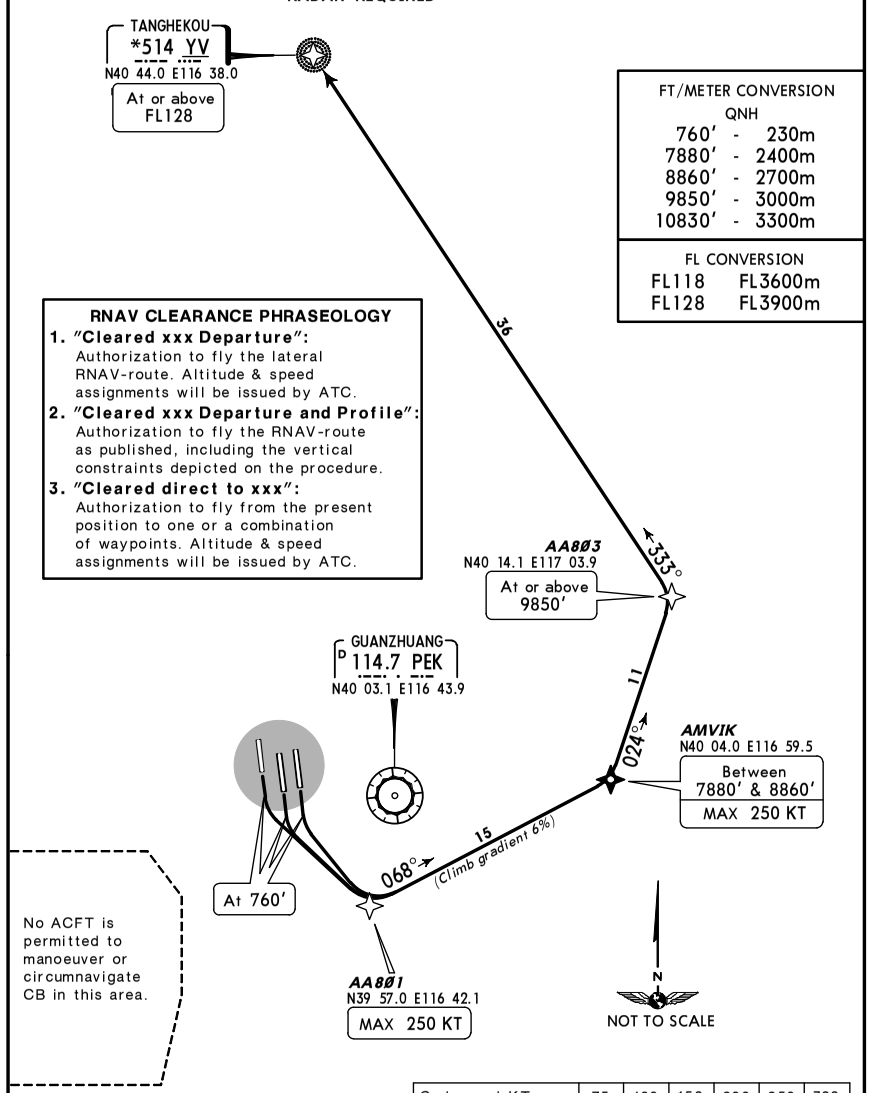
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above 8860′ 979 hPa or below



YV 8D
RWYS 18R/L, 19 RNAV DEPARTURE
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED



RNAV CLEARANCE PHRASEOLOGY

1. **"Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
2. **"Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
3. **"Cleared direct to xxx":** Authorization to fly from the present position to one or a combination of waypoints. Altitude & speed assignments will be issued by ATC.

FT/METER CONVERSION		
QNH		
760′	-	230m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

Gnd speed-KT	75	100	150	200	250	300
6% 365′ per NM	456	608	911	1215	1519	1823

ROUTING

(760′) - AA801 (K250-) - AMVIK (7880′+; 8860-; K250-) - AA803 (9850′+) - YV (FL128+).

CHANGES: Track between AA801 & AMVIK.

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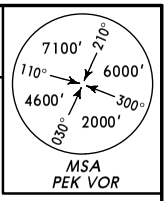
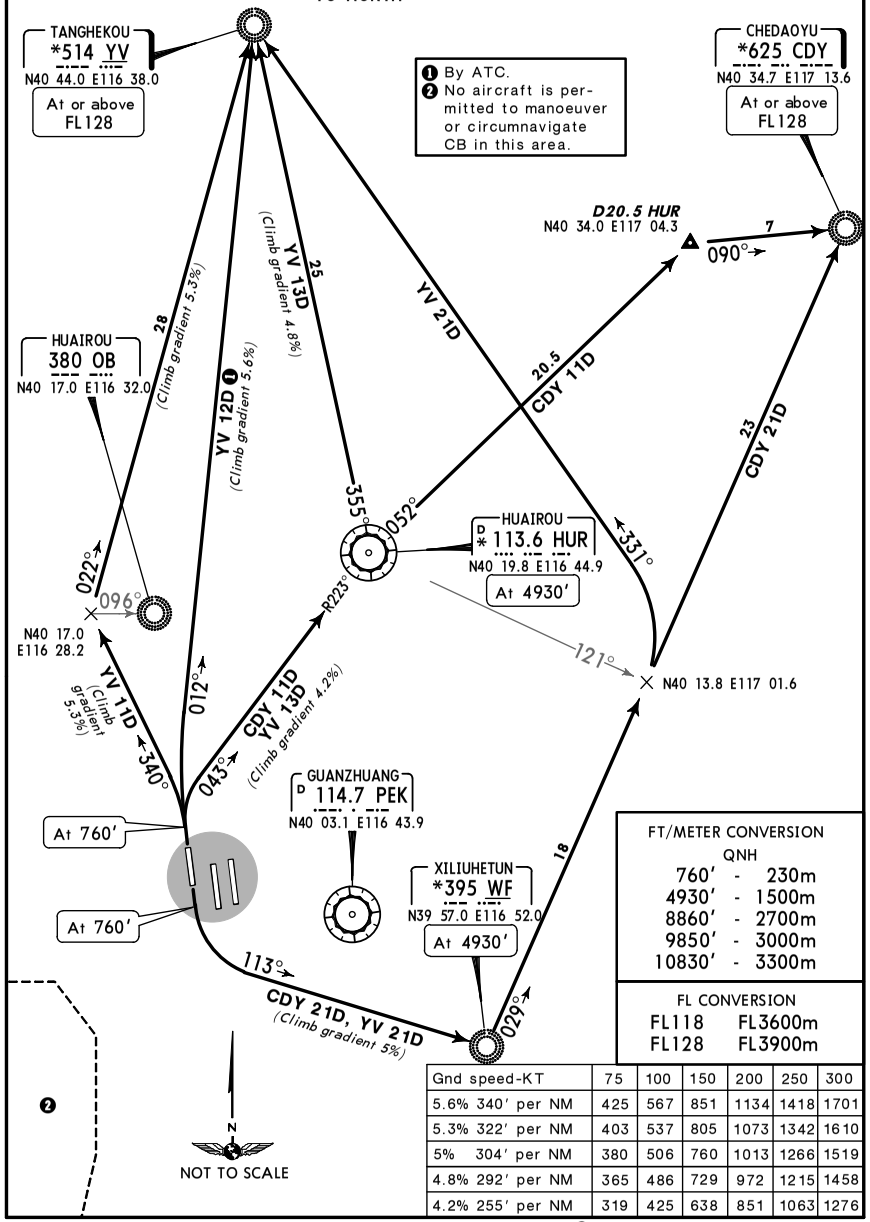
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above 8860′ 979 hPa or below



CDY 11D, YV 11D
YV 12D❶, YV 13D
RWY 36L DEPARTURES
CDY 21D, YV 21D
RWY 18R DEPARTURES
TO NORTH



FT/METER CONVERSION		
QNH		
760′	-	230m
4930′	-	1500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

Gnd speed-KT	75	100	150	200	250	300
5.6% 340′ per NM	425	567	851	1134	1418	1701
5.3% 322′ per NM	403	537	805	1073	1342	1610
5% 304′ per NM	380	506	760	1013	1266	1519
4.8% 292′ per NM	365	486	729	972	1215	1458
4.2% 255′ per NM	319	425	638	851	1063	1276

CHANGES: Initial climb RWY 36L.

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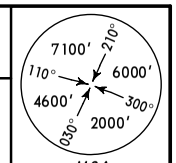
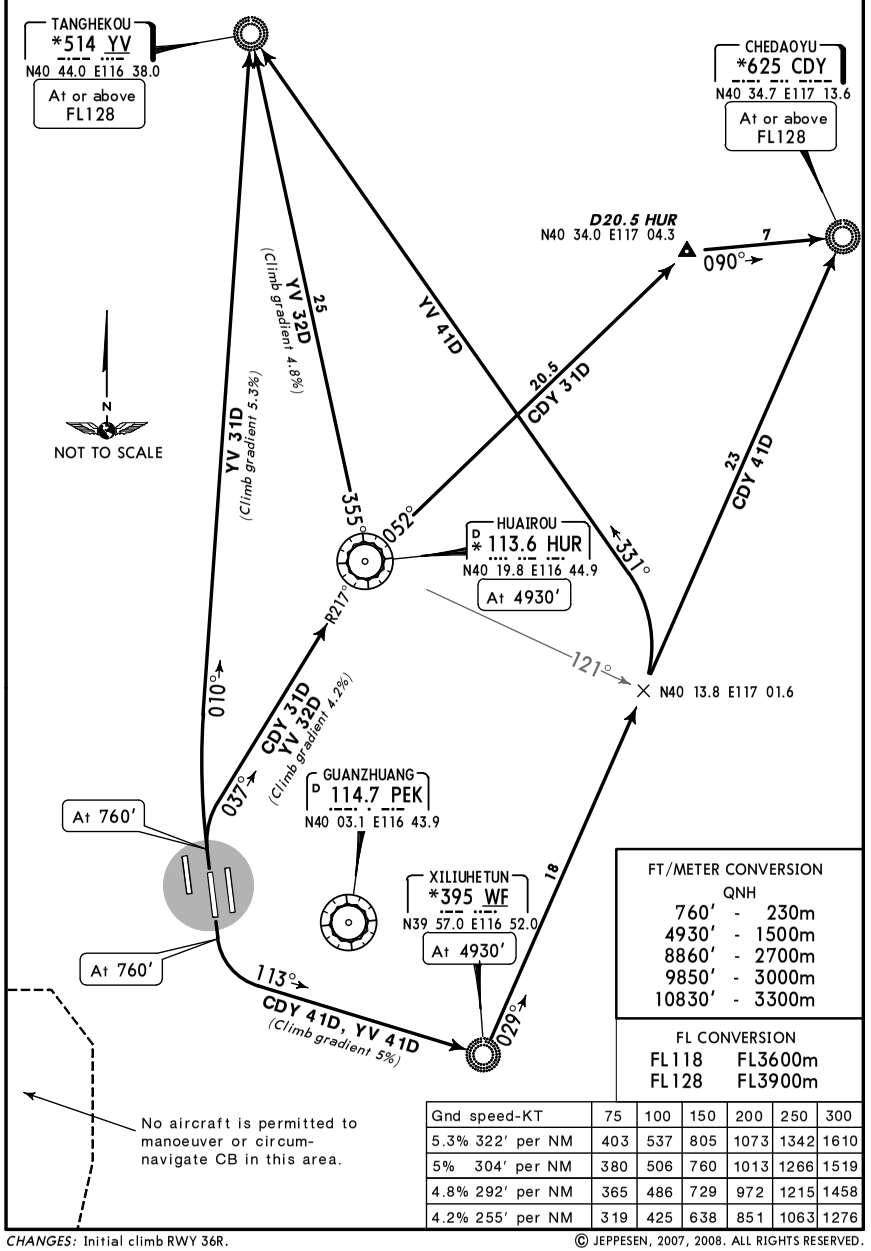
Apt Elev	Trans level: FL118	Trans alt:
115′		9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

CDY 31D, YV 31D, YV 32D RWY 36R DEPARTURES
CDY 41D, YV 41D RWY 18L DEPARTURES

TO NORTH





FT/METER CONVERSION	
QNH	
760′	230m
4930′	1500m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

Gnd speed-KT	75	100	150	200	250	300
5.3% 322′ per NM	403	537	805	1073	1342	1610
5% 304′ per NM	380	506	760	1013	1266	1519
4.8% 292′ per NM	365	486	729	972	1215	1458
4.2% 255′ per NM	319	425	638	851	1063	1276

CHANGES: Initial climb RWY 36R.

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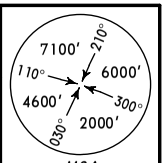
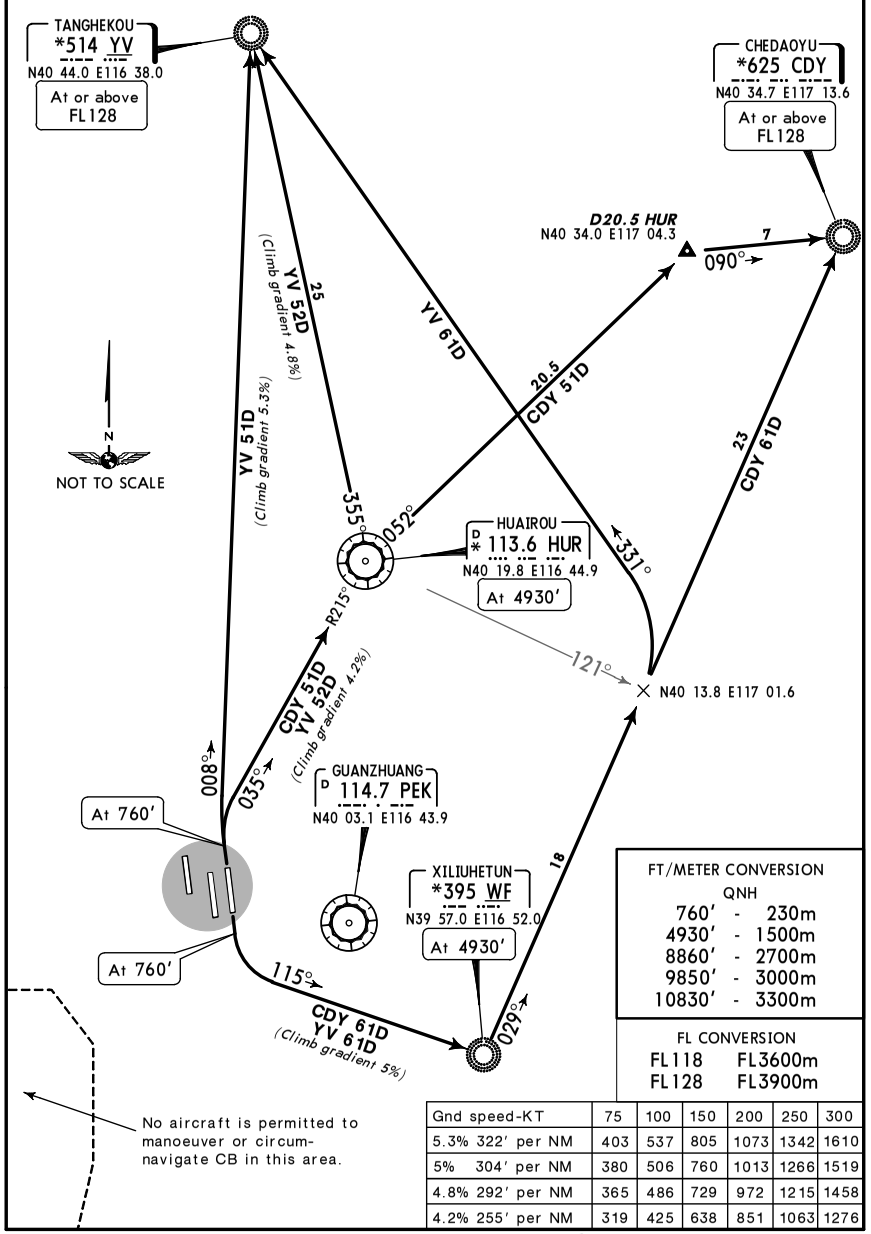
Apt Elev	Trans level: FL118	Trans alt:
115′		9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

CDY 51D, YV 51D, YV 52D RWY 01 DEPARTURES
CDY 61D, YV 61D RWY 19 DEPARTURES

TO NORTH





FT/METER CONVERSION	
QNH	
760′	230m
4930′	1500m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

Gnd speed-KT	75	100	150	200	250	300
5.3% 322′ per NM	403	537	805	1073	1342	1610
5% 304′ per NM	380	506	760	1013	1266	1519
4.8% 292′ per NM	365	486	729	972	1215	1458
4.2% 255′ per NM	319	425	638	851	1063	1276

CHANGES: None.

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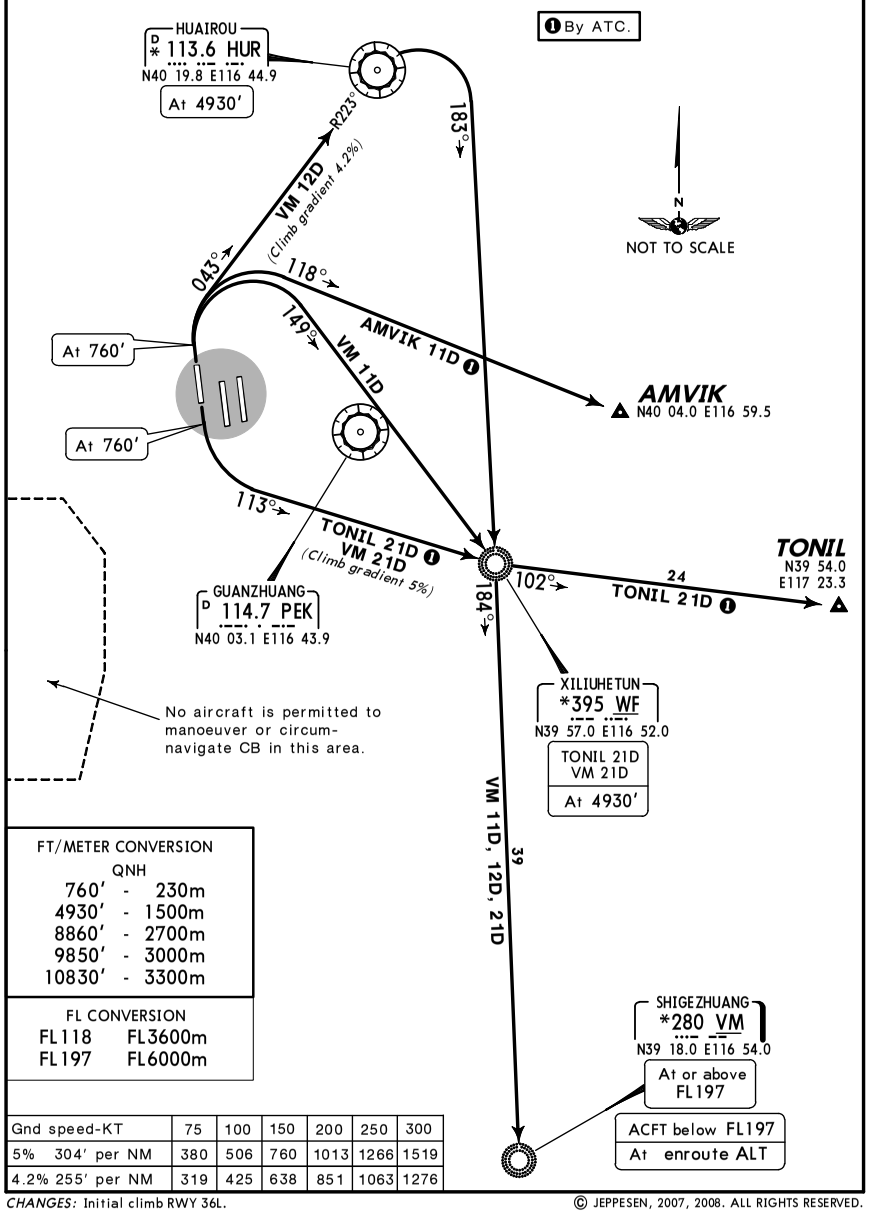
Apt Elev	Trans level: FL118	Trans alt:
115′		9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

MSA PEK VOR: 7100′ (210°–110°), 6000′ (110°–300°), 4600′ (300°–030°), 2000′ (030°–210°)

AMVIK 11D [AMV11D] ❶
VM 11D, VM 12D
RWY 36L DEPARTURES
TONIL 21D [TON21D] ❶
VM 21D
RWY 18R DEPARTURES
TO EAST & SOUTH



FT/METER CONVERSION	
QNH	
760′	230m
4930′	1500m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL197	FL6000m

Gnd speed-KT	75	100	150	200	250	300
5% 304′ per NM	380	506	760	1013	1266	1519
4.2% 255′ per NM	319	425	638	851	1063	1276

CHANGES: Initial climb RWY 36L.

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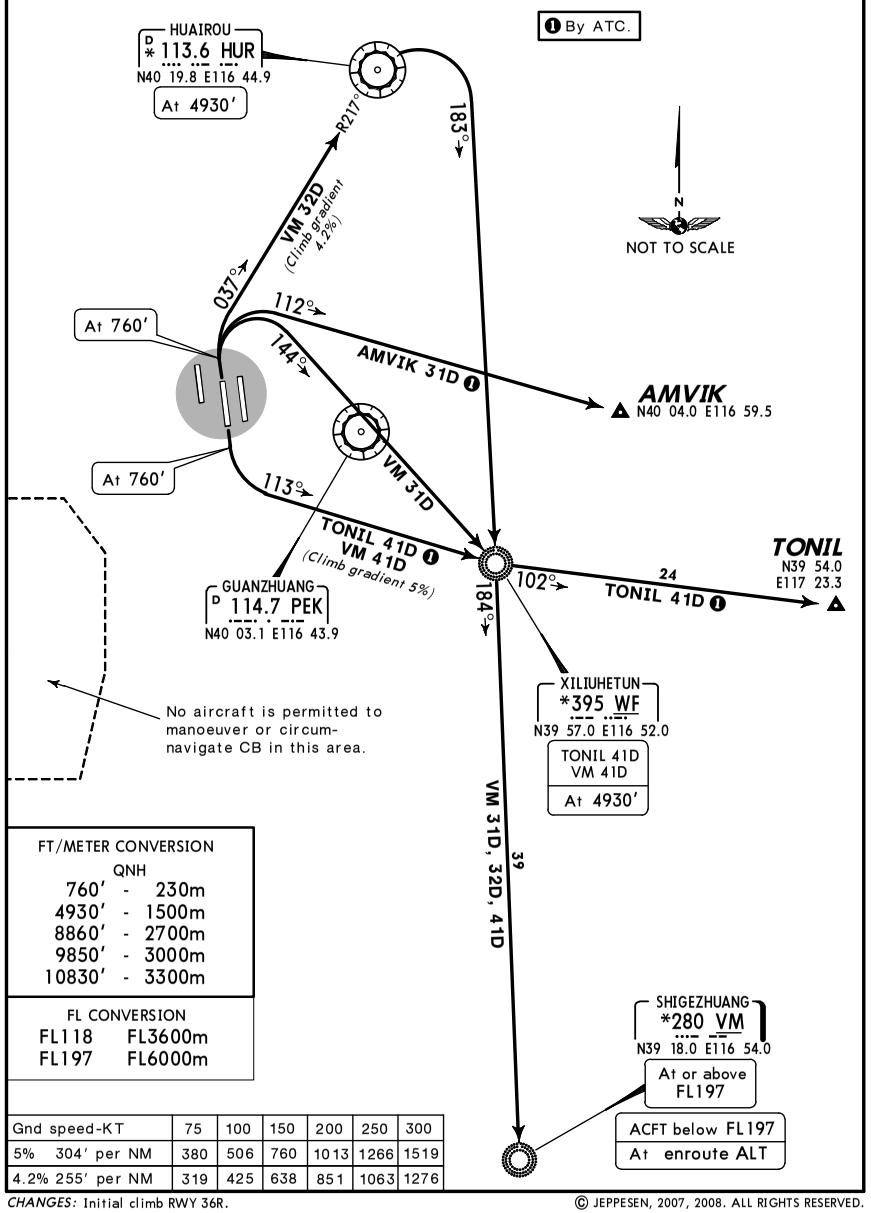
Apt Elev	Trans level: FL118	Trans alt:
115′		9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below

MSA PEK VOR: 7100′ (210°–110°), 6000′ (110°–300°), 4600′ (300°–030°), 2000′ (030°–210°)

AMVIK 31D [AMV31D] ❶
VM 31D, VM 32D
RWY 36R DEPARTURES
TONIL 41D [TON41D] ❶
VM 41D
RWY 18L DEPARTURES
TO EAST & SOUTH



FT/METER CONVERSION	
QNH	
760′	230m
4930′	1500m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL197	FL6000m

Gnd speed-KT	75	100	150	200	250	300
5% 304′ per NM	380	506	760	1013	1266	1519
4.2% 255′ per NM	319	425	638	851	1063	1276

CHANGES: Initial climb RWY 36R.

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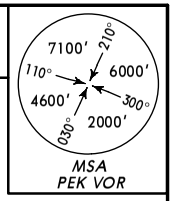
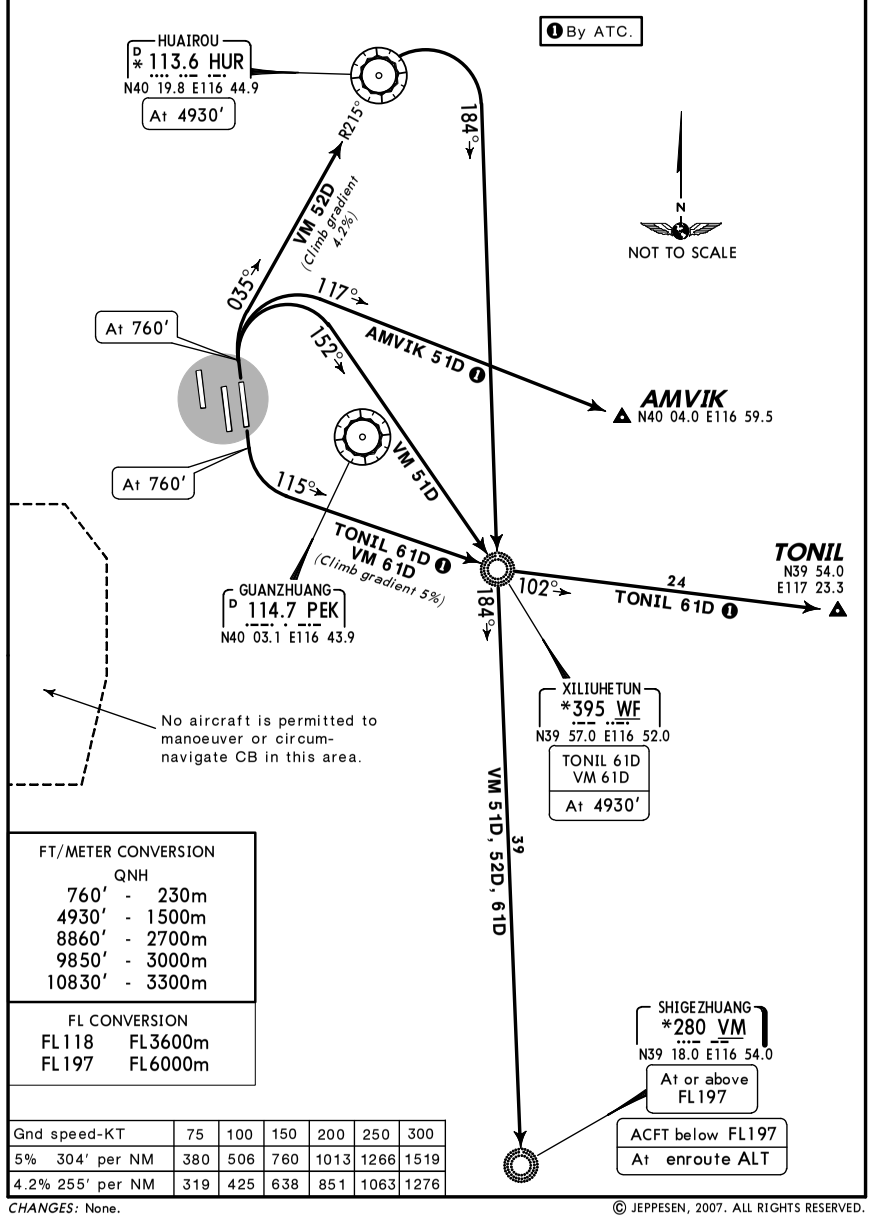
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above 8860′ 979 hPa or below



AMVIK 51D [AMV51D] ❶
VM 51D, VM 52D
RWY 01 DEPARTURES

TONIL 61D [TON61D] ❶
VM 61D
RWY 19 DEPARTURES

TO EAST & SOUTH



FT/METER CONVERSION QNH	
760′	230m
4930′	1500m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL197	FL6000m

Gnd speed-KT	75	100	150	200	250	300
5% 304′ per NM	380	506	760	1013	1266	1519
4.2% 255′ per NM	319	425	638	851	1063	1276

CHANGES: None.

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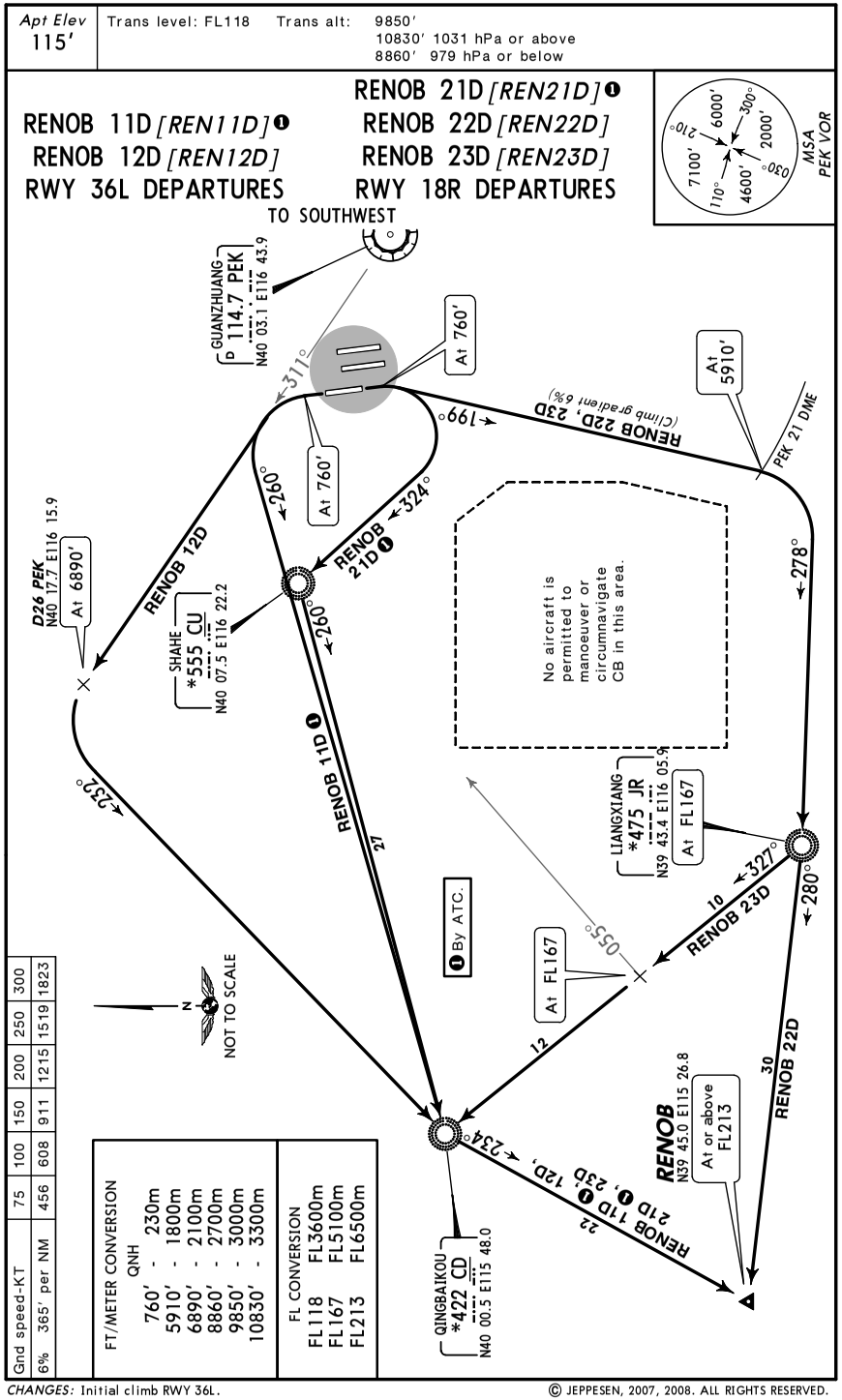
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above 8860′ 979 hPa or below



RENOB 11D [REN11D] ❶
RENOB 12D [REN12D]
RWY 36L DEPARTURES

RENOB 21D [REN21D] ❶
RENOB 22D [REN22D]
RENOB 23D [REN23D]
RWY 18R DEPARTURES

TO SOUTHWEST

GUANZHUANG
114.7 PEK
N40 03.1 E116 43.9
311°
At 760′
At 760′
199°
RENOB 22D, 23D
(Climb gradient 6%)
At 5910′
PEK 21 DME
260°
RENOB 324°
21D ❶
D26 PEK
N40 17.7 E116 15.9
At 6890′
RENOB 12D
SHAHE
*555 CU
N40 07.5 E116 22.2
260°
No aircraft is permitted to manoeuver or circumnavigate CB in this area.
278°
RENOB 11D ❶
27
LIANGXIANG
*475 JR
N39 43.4 E116 05.9
At FL167
327°
10
RENOB 23D
280°
392°
❶ By ATC.
055°
At FL167
12
NOT TO SCALE
RENOB 22D
30
RENOB
N39 45.0 E115 26.8
At or above
FL213
RENOB 11D ❶, 12D, 234°
21D ❶, 23D
22
QINGBAIKOU
*422 CD
N40 00.5 E115 48.0

FT/METER CONVERSION QNH	
760′	230m
5910′	1800m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL167	FL5100m
FL213	FL6500m

Gnd speed-KT	75	100	150	200	250	300
6% 365′ per NM	456	608	911	1215	1519	1823

CHANGES: Initial climb RWY 36L.

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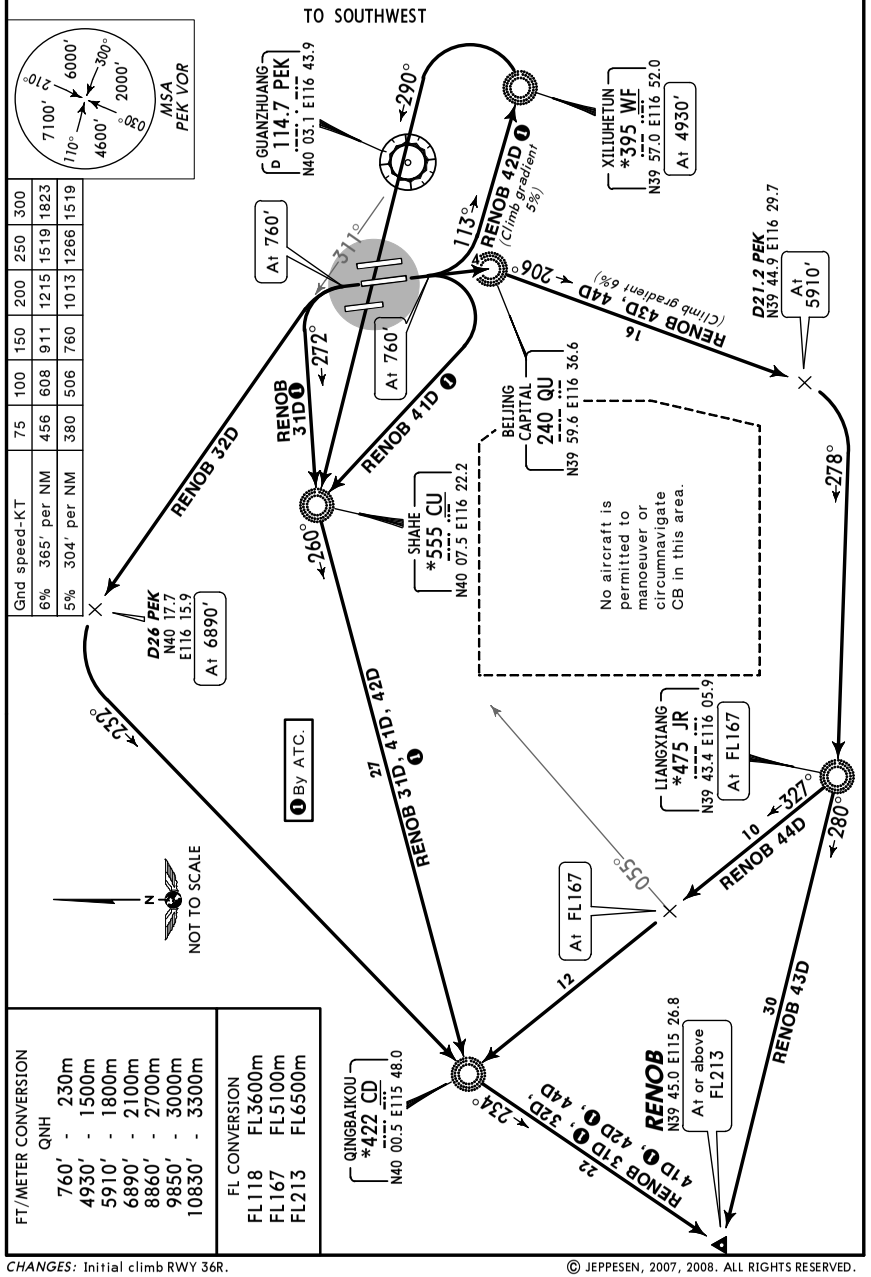
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above
		8860′ 979 hPa or below

RENOB 31D [REN31D]❶ RENOB 32D [REN32D] RWY 36R DEPARTURES

RENOB 41D [REN41D]❶, RENOB 42D [REN42D]❶ RENOB 43D [REN43D], RENOB 44D [REN44D] RWY 18L DEPARTURES



CHANGES: Initial climb RWY 36R.

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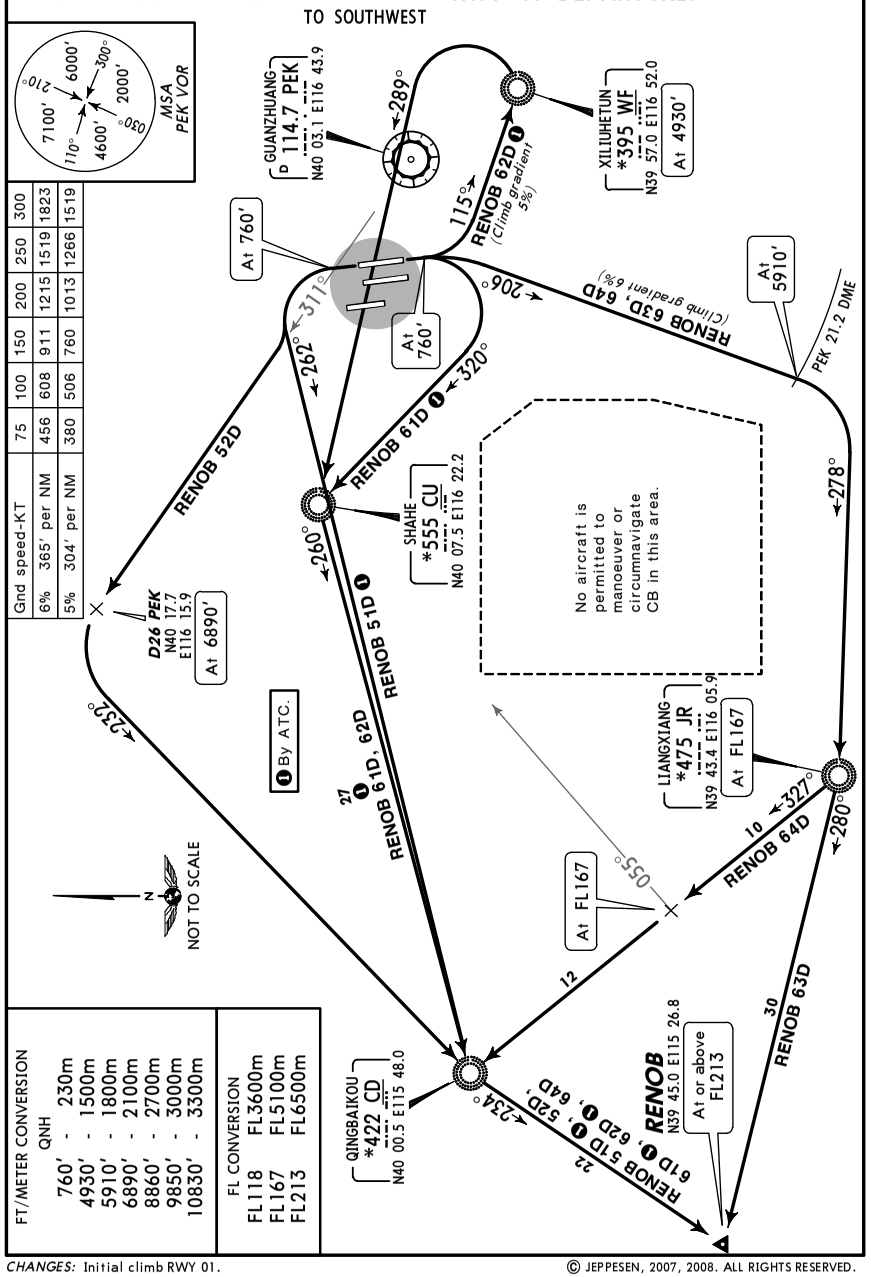
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above
		8860′ 979 hPa or below

RENOB 51D [REN51D]❶ RENOB 52D [REN52D] RWY 01 DEPARTURES

RENOB 61D [REN61D]❶, RENOB 62D [REN62D]❶ RENOB 63D [REN63D], RENOB 64D [REN64D] RWY 19 DEPARTURES



CHANGES: Initial climb RWY 01.

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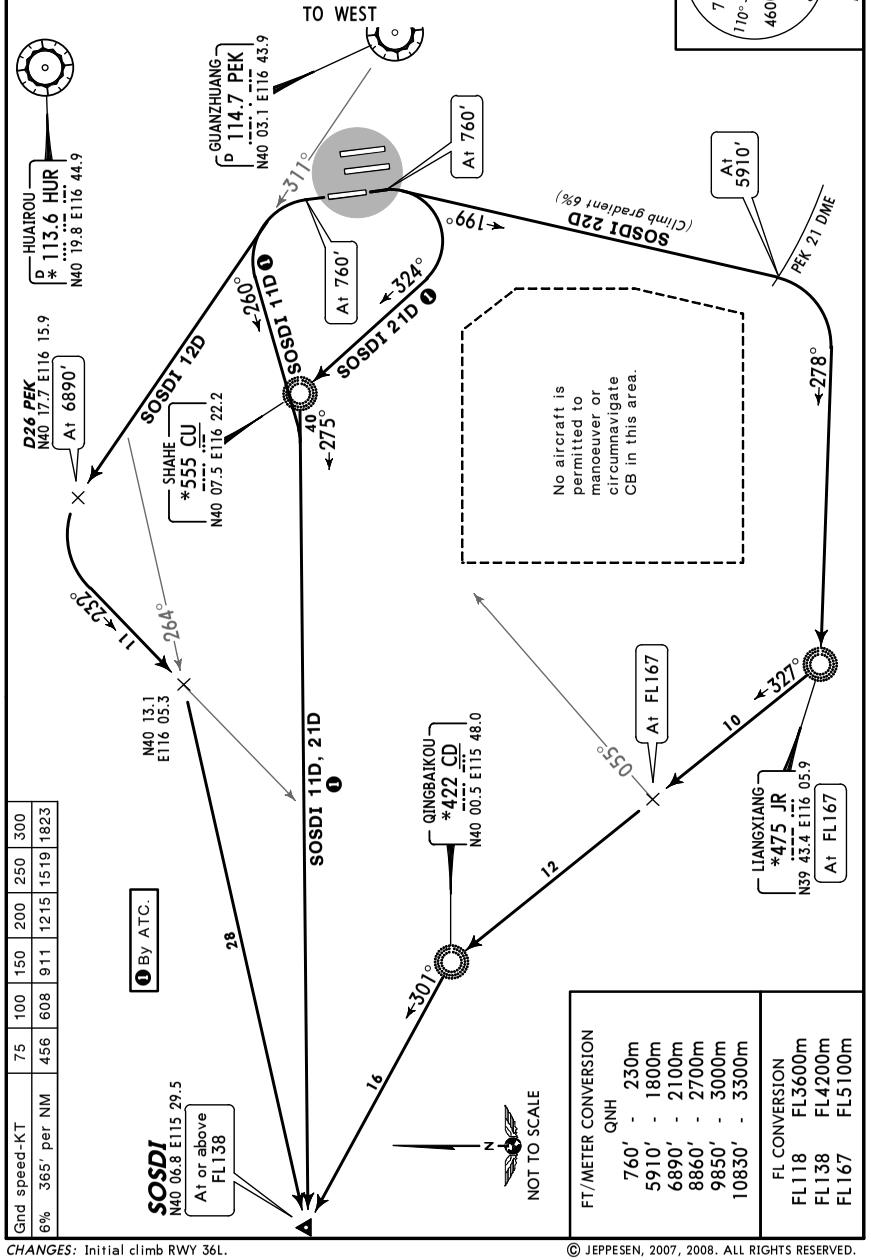
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above
		8860′ 979 hPa or below

SOSDI 11D *[SOS11D]* ❶
SOSDI 12D *[SOS12D]*
RWY 36L DEPARTURES

SOSDI 21D *[SOS21D]* ❶
SOSDI 22D *[SOS22D]*
RWY 18R DEPARTURES



Gnd speed-KT	75	100	150	200	250	300
6% 365′ per NM	456	608	911	1215	1519	1823

FT/METER CONVERSION QNH	
760′	230m
5910′	1800m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m
FL167	FL5100m

CHANGES: Initial climb RWY 36L.

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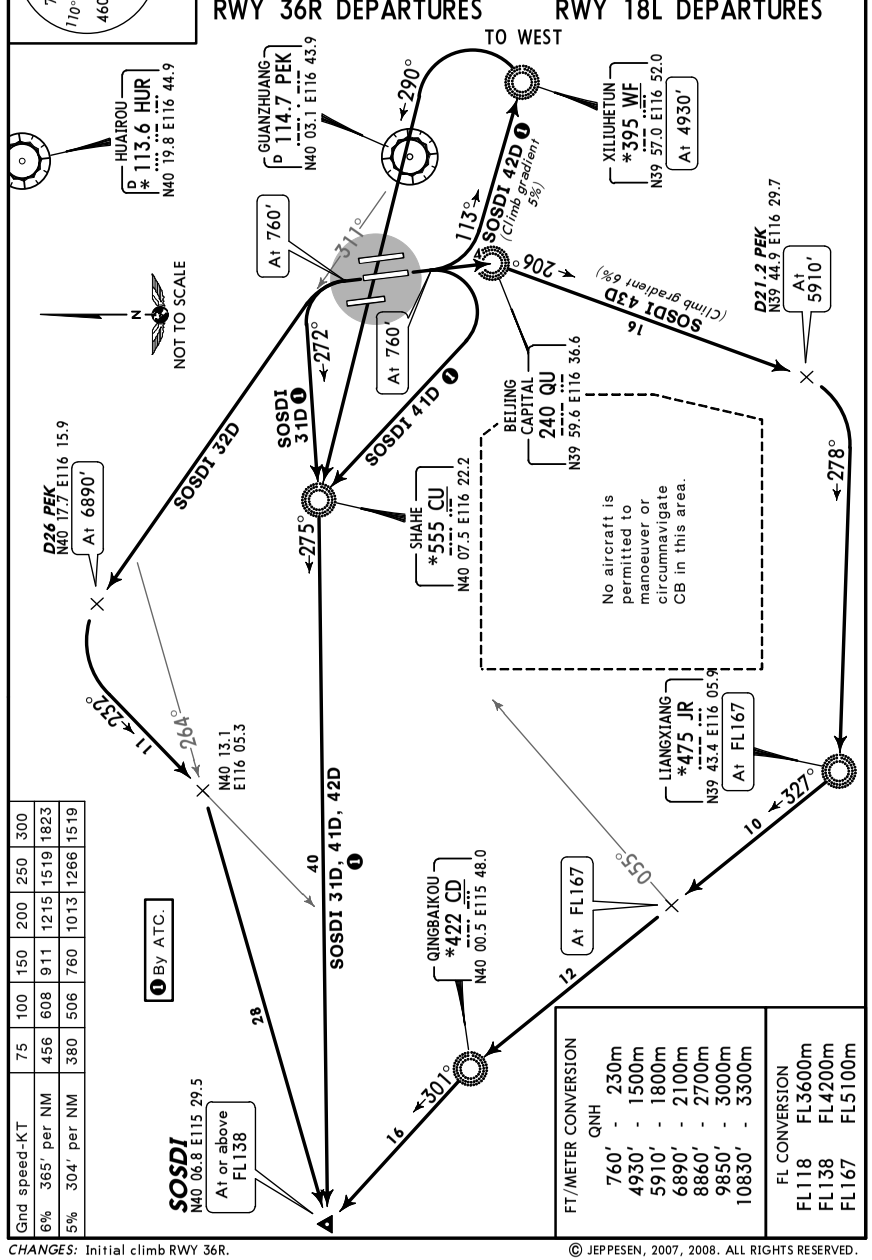
Apt Elev	Trans level: FL118	Trans alt: 9850′
115′		10830′ 1031 hPa or above
		8860′ 979 hPa or below

SOSDI 31D *[SOS31D]* ❶
SOSDI 32D *[SOS32D]*
RWY 36R DEPARTURES

SOSDI 41D *[SOS41D]* ❶
SOSDI 42D *[SOS42D]* ❶
SOSDI 43D *[SOS43D]*
RWY 18L DEPARTURES



Gnd speed-KT	75	100	150	200	250	300
6% 365′ per NM	456	608	911	1215	1519	1823
5% 304′ per NM	380	506	760	1013	1266	1519

FT/METER CONVERSION QNH	
760′	230m
4930′	1500m
5910′	1800m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m
FL167	FL5100m

CHANGES: Initial climb RWY 36R.

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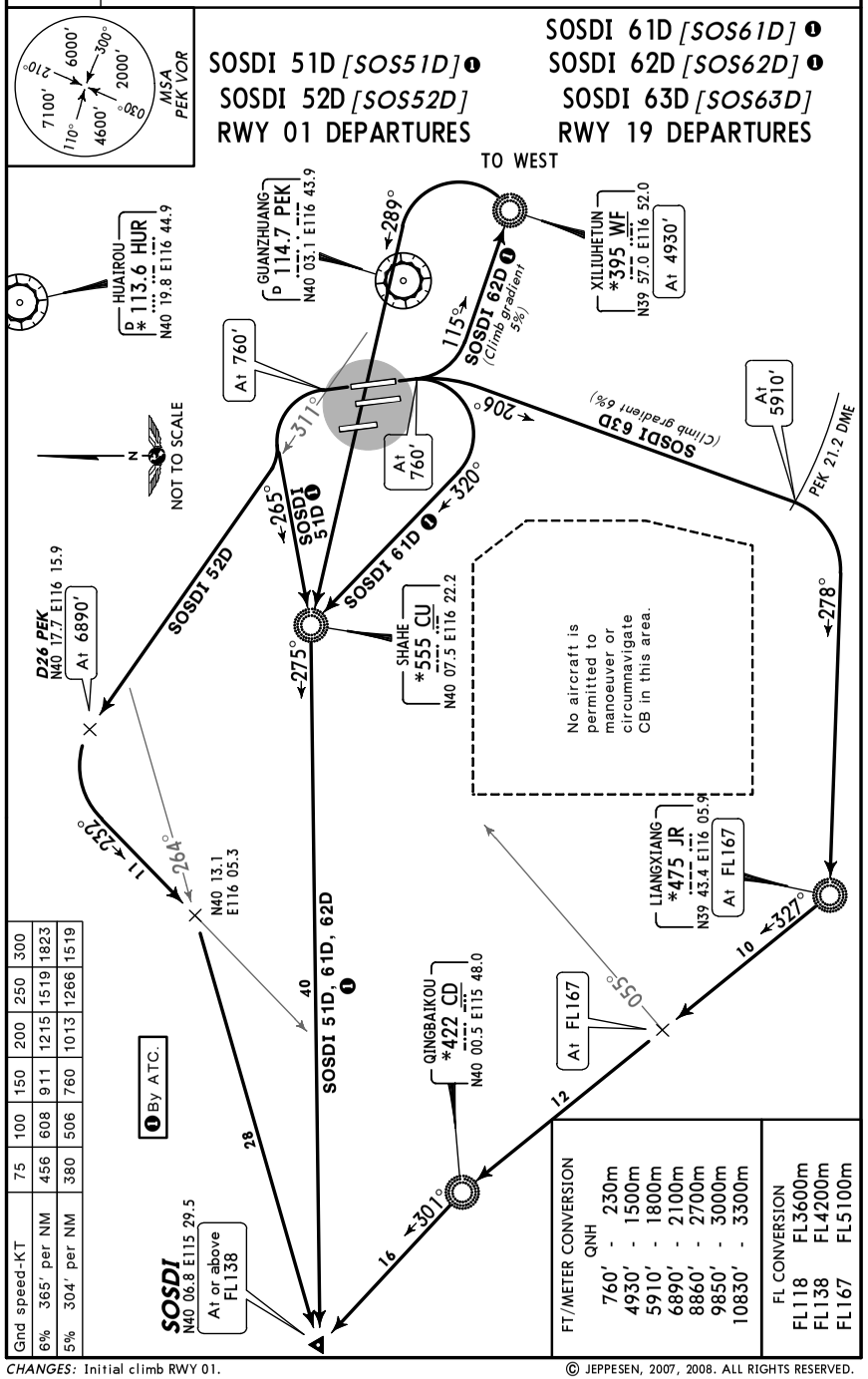
Apt Elev	Trans level: FL118	Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
115′		



Gnd speed-KT	75	100	150	200	250	300
6% 365′ per NM	456	608	911	1215	1519	1823
5% 304′ per NM	380	506	760	1013	1266	1519

FT/METER CONVERSION QNH	
760′	230m
4930′	1500m
5910′	1800m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m
FL167	FL5100m

CHANGES: Initial climb RWY 01.

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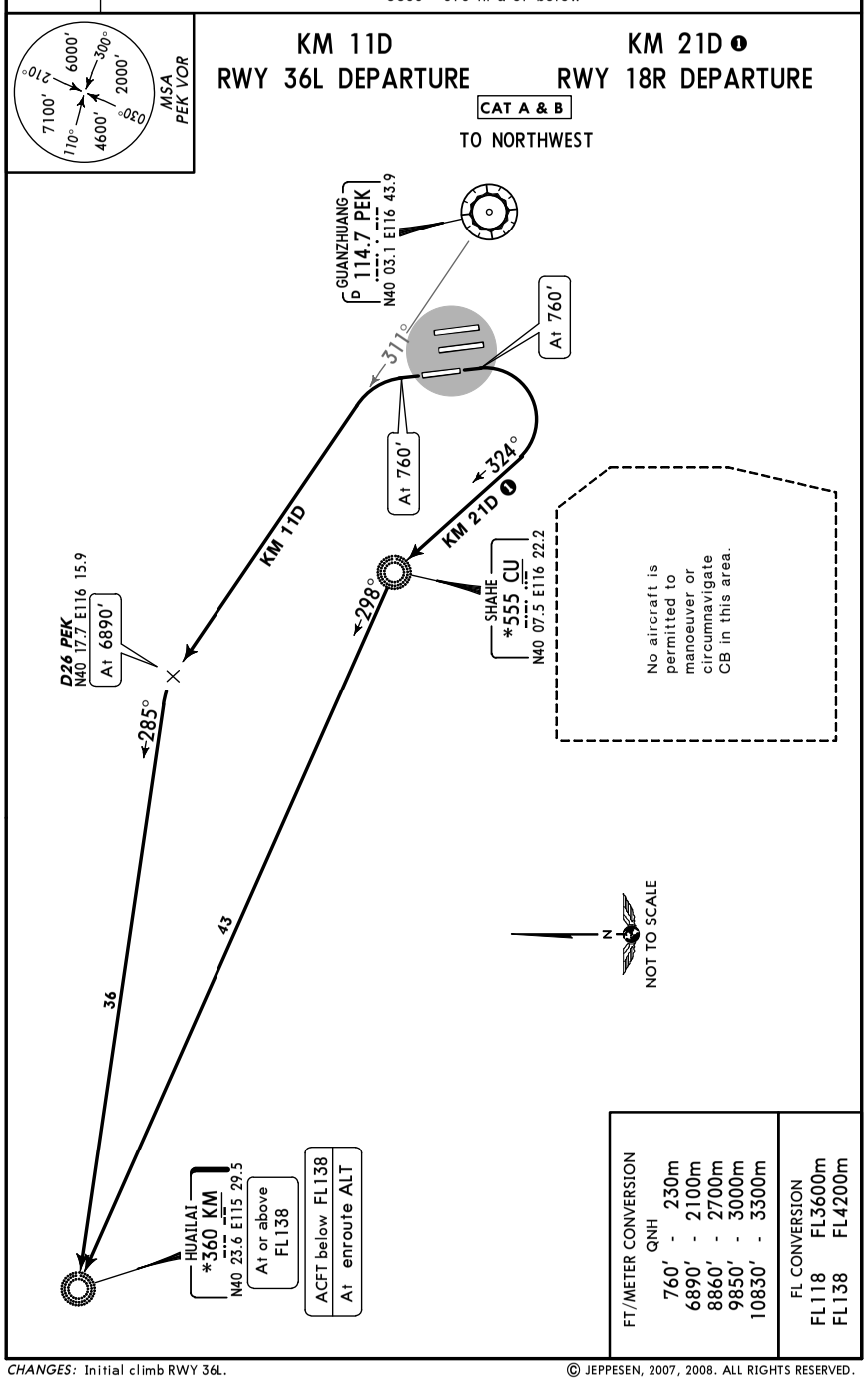
Apt Elev	Trans level: FL118	Trans alt: 9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below
115′		



FT/METER CONVERSION QNH	
760′	230m
6890′	2100m
8860′	2700m
9850′	3000m
10830′	3300m

FL CONVERSION	
FL118	FL3600m
FL138	FL4200m

CHANGES: Initial climb RWY 36L.

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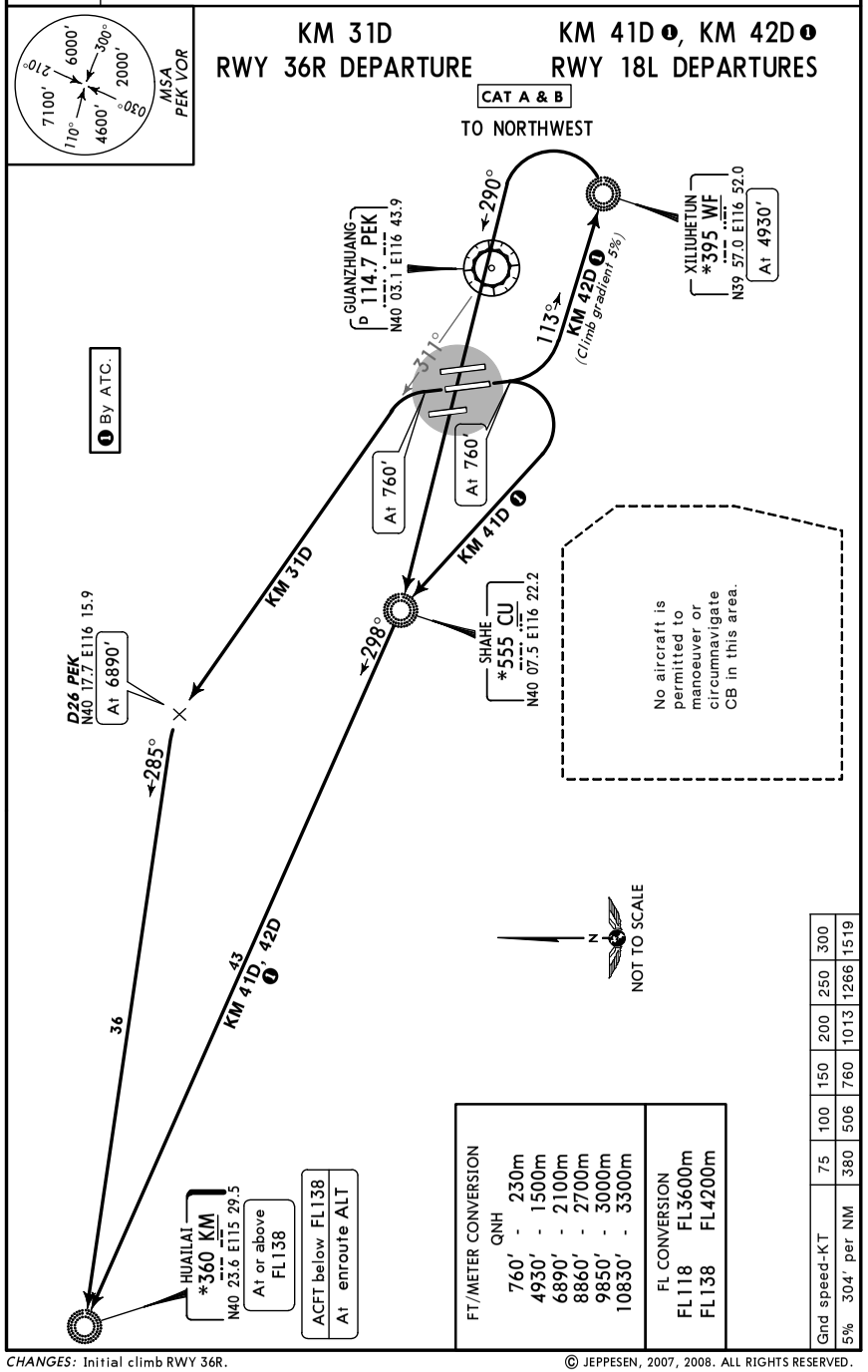
Apt Elev	Trans level: FL118	Trans alt:
115′		9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below



CHANGES: Initial climb RWY 36R.

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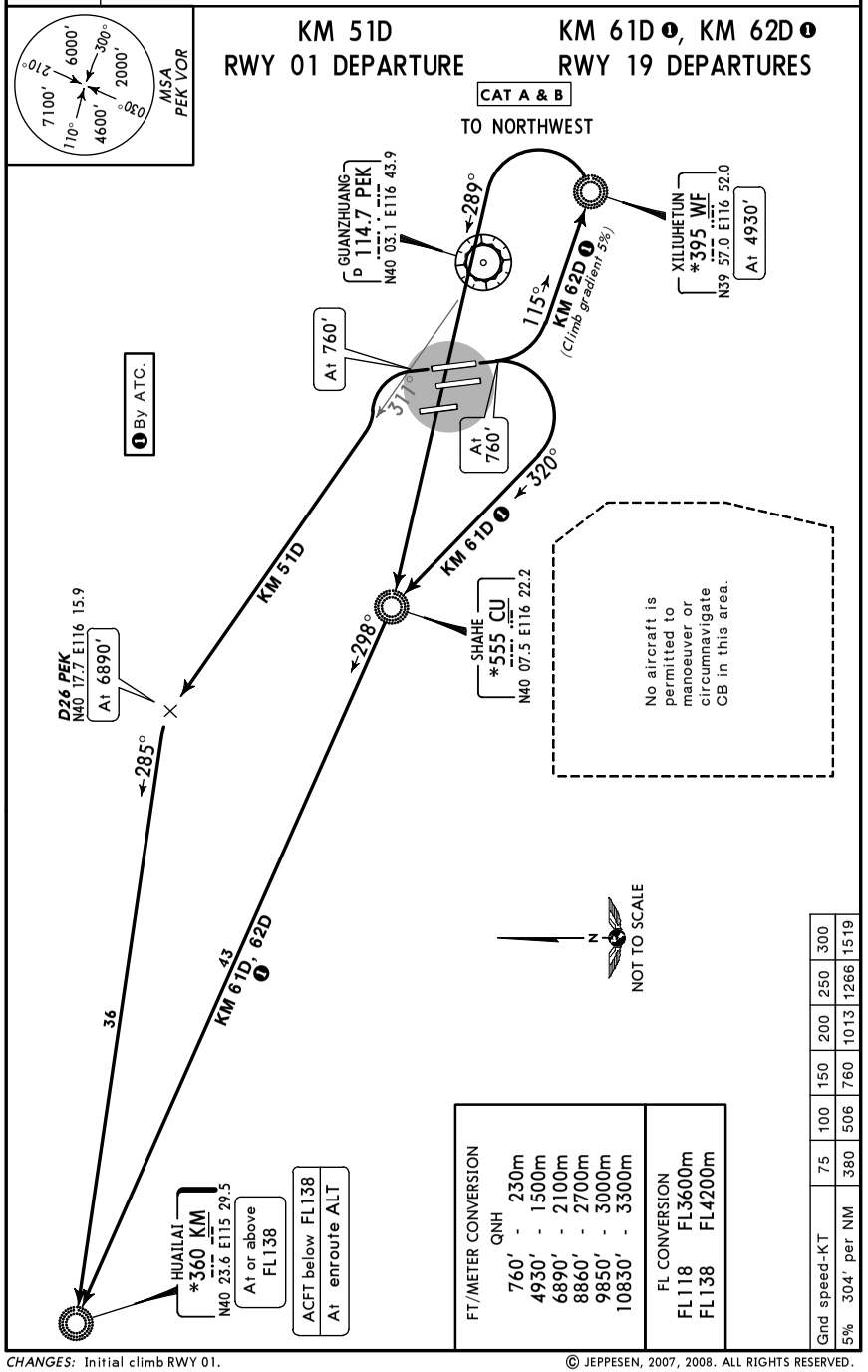
Apt Elev	Trans level: FL118	Trans alt:
115′		9850′ 10830′ 1031 hPa or above 8860′ 979 hPa or below



CHANGES: Initial climb RWY 01.

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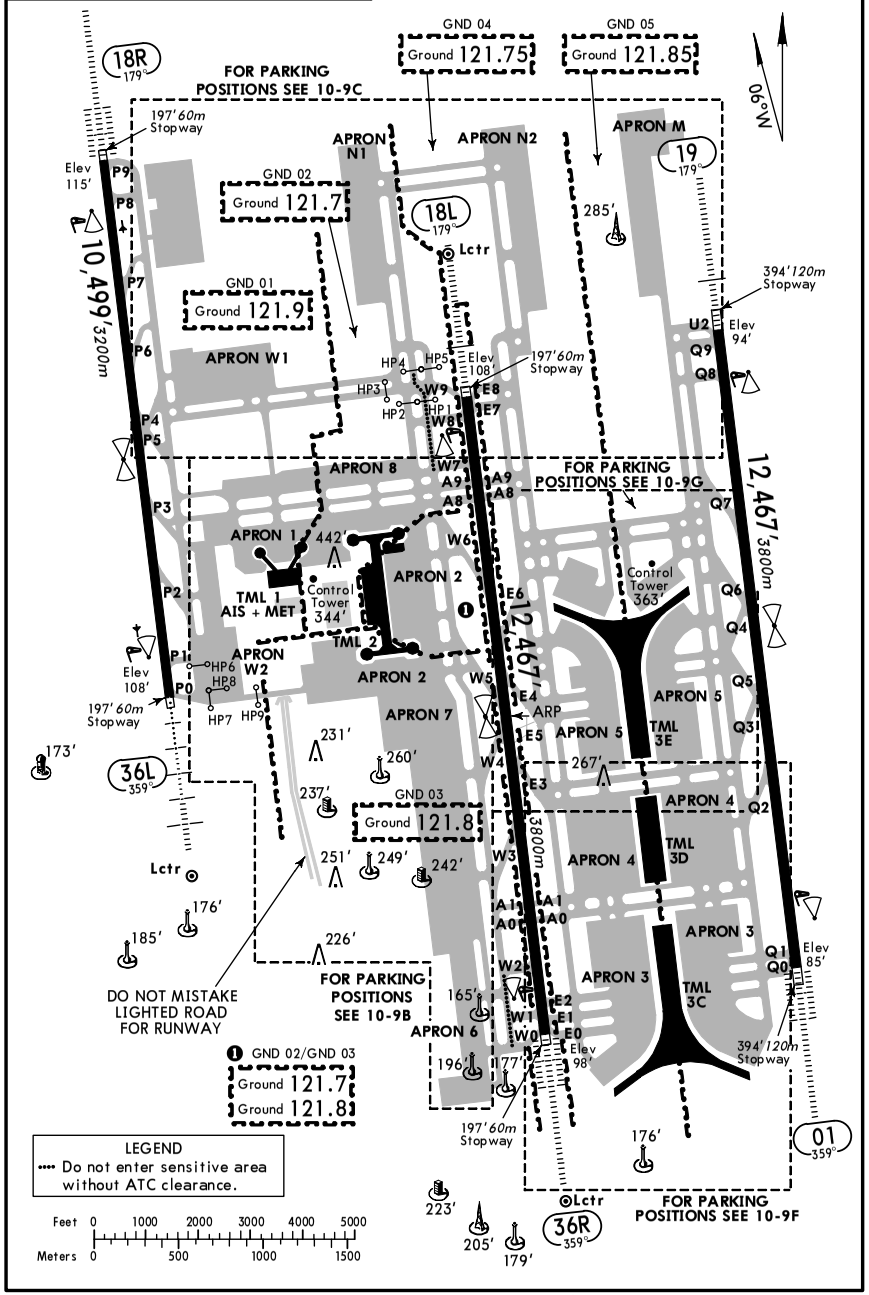
ATIS Departure	BEIJING Delivery		BEIJING Ground				
	DELIVERY 01 West of Rwy 18L/36R	DELIVERY 02 East of Rwy 18L/36R	GND 01	GND 02	GND 03	GND 04	GND 05
128.65	121.6	121.65	121.9	121.7	121.8	121.75	121.85

Tower		
TWR 01 Rwys18R,36L	TWR 02 Rwys18L,36R	TWR 03 Rwys 01,19 (0200 - 1000)
124.3	118.5	118.05

For AIRPORT BRIEFING refer to 10-1P pages



CHANGES: Communications. Aprons. Twys. Note.

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ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01	HIRL ❶	CL ❷	ALSF-II TDZ PAPI-L(3.0°)	RVR		11,495′ *3504m*		197′ *60m*
19	HIRL ❶	CL ❷	HIALS SFL PAPI-L(3.2°)	RVR		11,495′ *3504m*		

❶ spacing 60m
❷ white, spacing 15m

18L	HIRL ❸	CL ❹	HIALS PAPI-L(3.0°)	❺ RVR		11,495′ *3504m*	❼	197′ *60m*
36R	HIRL ❸	CL ❹	ALSF-II TDZ PAPI-L(3.0°)	❻ RVR		11,495′ *3504m*		

❸ spacing 60m
❹ white, spacing 15m
❺ HST-W4 & W3.
❻ HST-W5 & W6.
❼ TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if TORA of more than 11,220′(3420m) is required.

RWY 18L:
From rwy head 12,467′ (3800m)
twy W8 int 11,909′ (3630m)
twy W7 int 11,220′ (3420m)

RWY 36R:
From rwy head 12,467′ (3800m)
twy W1 int 11,909′ (3630m)
twy W2 int 11,220′ (3420m)

18R	HIRL ❽	CL ❾	ALSF-II TDZ PAPI-L(3.0°)	❿ RVR		9514′ *2900m*	⓬	164′ *50m*
36L	HIRL ❽	CL ❾	HIALS PAPI-L(3.0°)	⓫ RVR		9564′ *2915m*		

❽ spacing 60m
❾ white, spacing 30m
❿ HST-P2, P3 & P4
⓫ HST-P5, P6 & P7
⓬ TAKE-OFF RUN AVAILABLE

RWY 18R:
From rwy head 10,499′ (3200m)
twy P8 int 9580′ (2920m)

RWY 36L:
From rwy head 10,499′ (3200m)
twy P1 int 9580′ (2920m)

TAKE-OFF

		Rwy 36R LVP must be in force		All Rwys	
		HIRL and CL	RL and RCLM	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	RVR *200m*	RVR *250m*	RVR *400m*	RVR *500m*
	B				
	C				
	D	RVR *250m*	RVR *300m*		
Other		VIS *1600m*			

CHANGES: None.

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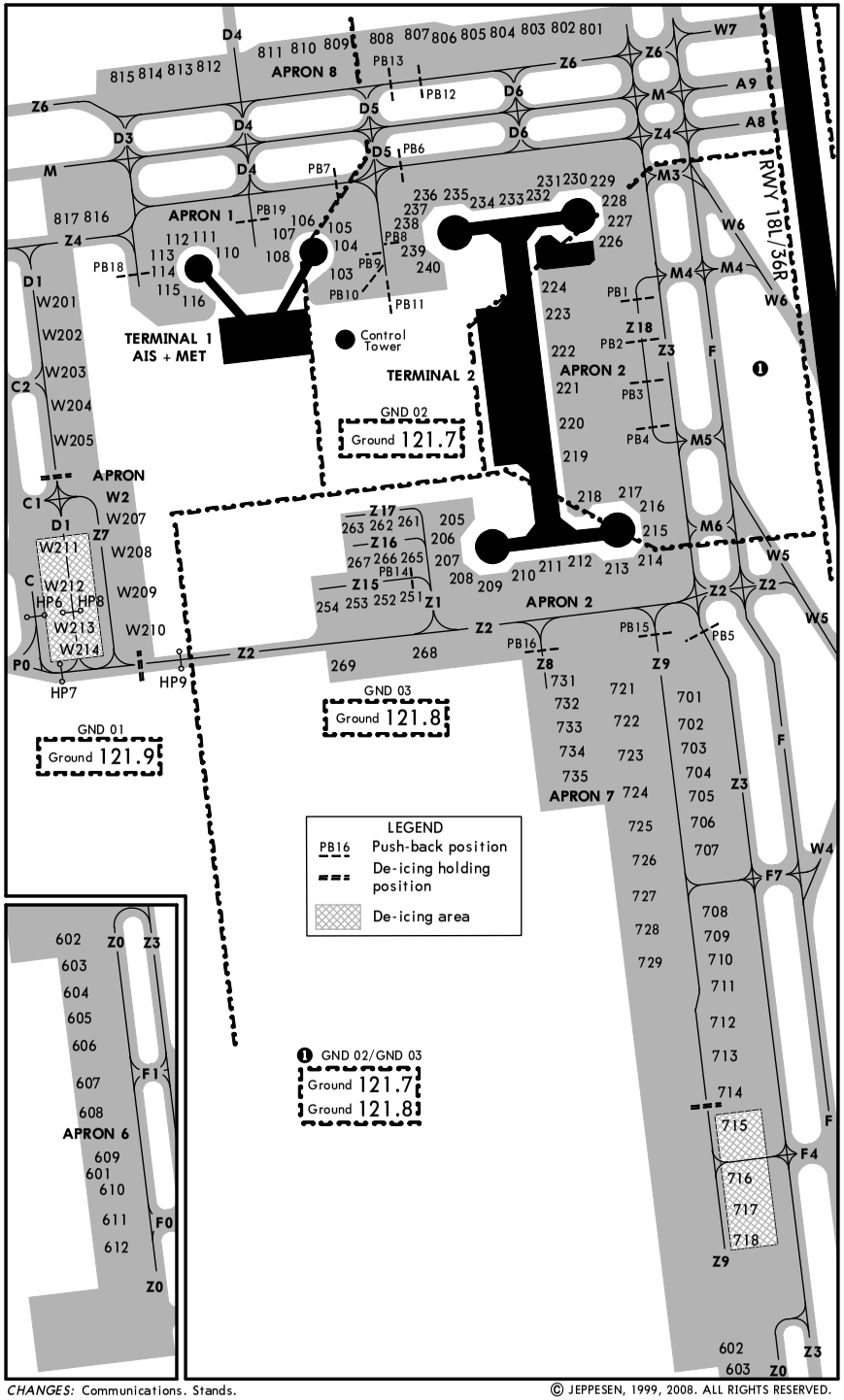

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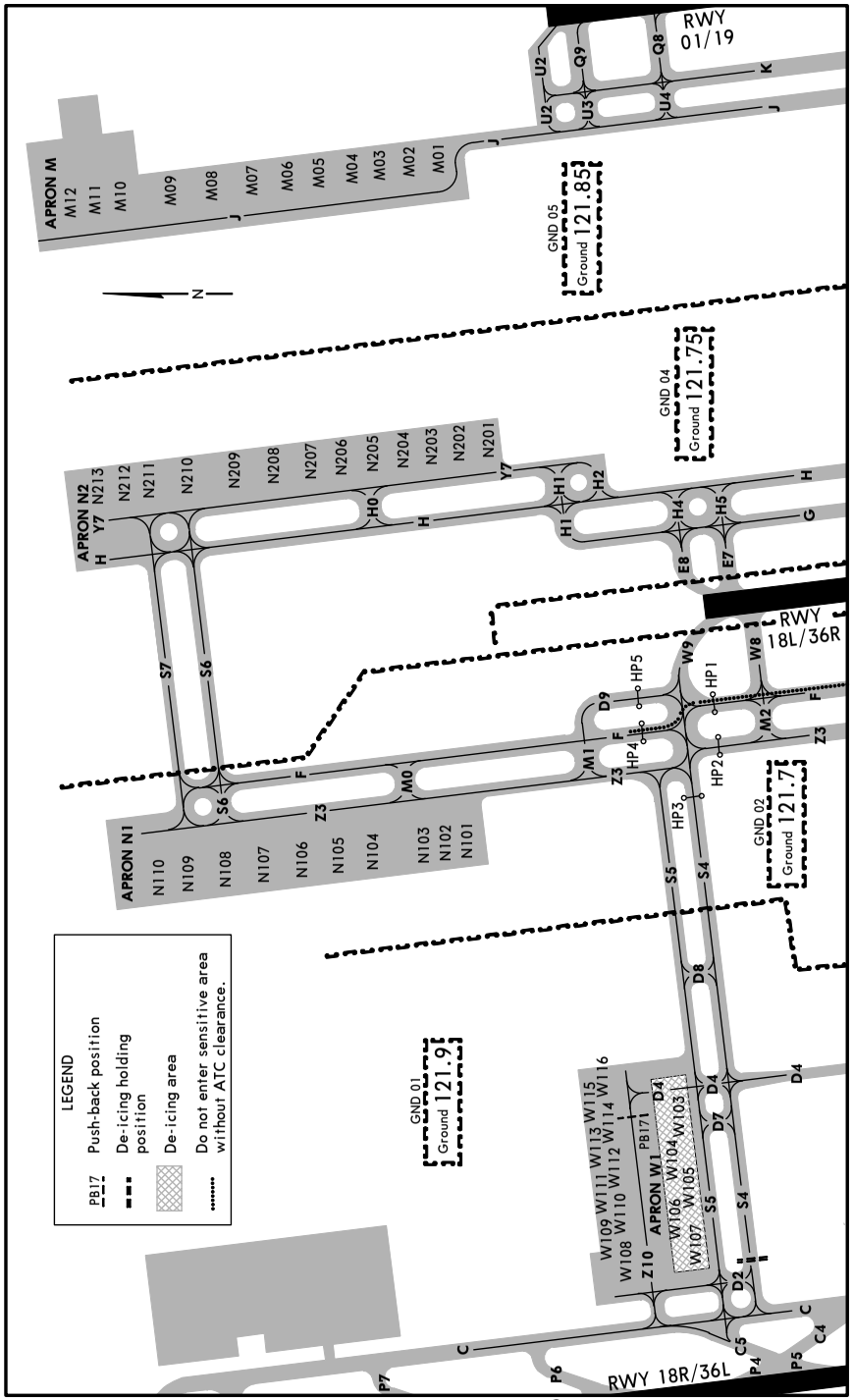

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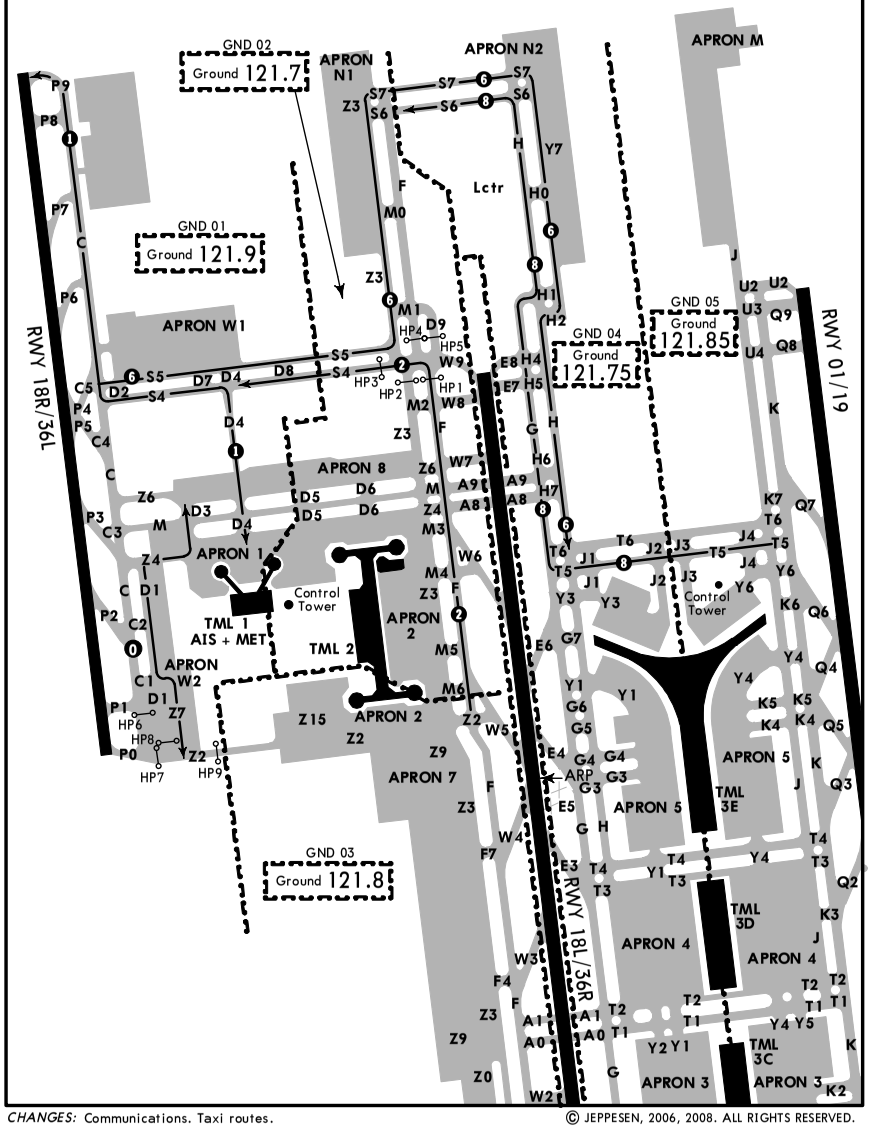
TAXI ROUTES FOR RWYS 01, 36L, 36R

Route ID	Direction	Description	Beginning point	Ending point
Route 0	Two-way	Z7-C1-D1-Z4-D3	Intersection of Z7 & Z2 or D3 & Z6	Intersection of D3 & Z6 or Z7 & Z2
Route 1	Two-way	36L/36R in use: P9-C-S4-D4	P9	Intersection of D4 & Z4
		18L/18R in use: D4-S4-C-P9, hold short of rwy 18R	Intersection of D4 & Z4	P9
Route 2	One-way	F-S4, hold short of D4	Intersection of F & Z2	Intersection of S4 & D4
Route 6	One-way	S5-Z3-S7-Y7-H2-H hold short of T6	Intersection of C & S5	Intersection of T6 & H
Route 8	One-way	T5-G-H1-H-S6 hold short of F	Intersection of T5 & K	S6 & F



CHANGES: Communications. Taxi routes.

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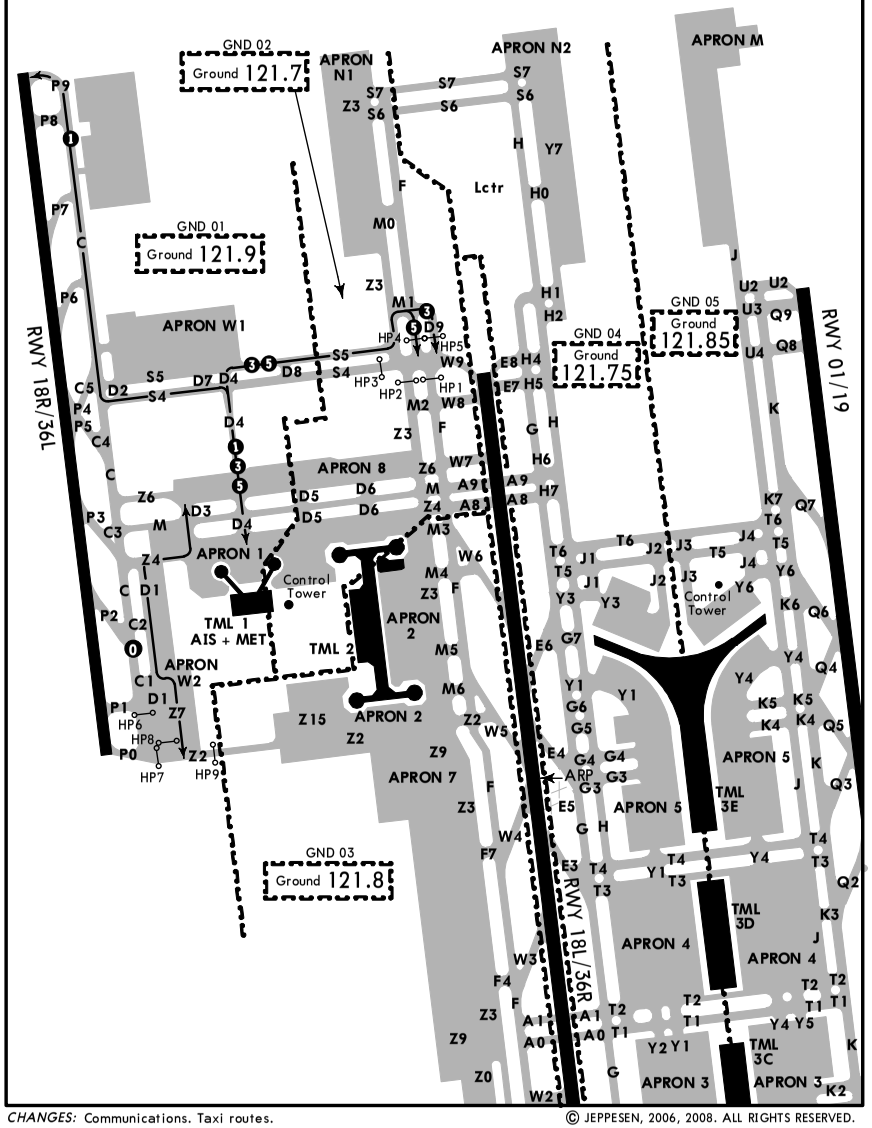
TAXI ROUTES FOR RWYS 18L, 18R, 19

Route ID	Direction	Description	Beginning point	Ending point
Route 0	Two-way	Z7-C1-D1-Z4-D3	Intersection of Z7 & Z2 or D3 & Z6	Intersection of D3 & Z6 or Z7 & Z2
Route 1	Two-way	36L/36R in use: P9-C-S4-D4	P9	Intersection of D4 & Z4
		18L/18R in use: D4-S4-C-P9, hold short of rwy 18R	Intersection of D4 & Z4	P9
Route 3	One-way	D4-S5-Z3-M1-D9, hold at HP5	Intersection of D4 & Z4	HP5
Route 5	One-way	D4-S5-Z3-M1-F, hold at HP4	Intersection of D4 & Z4	HP4



CHANGES: Communications. Taxi routes.

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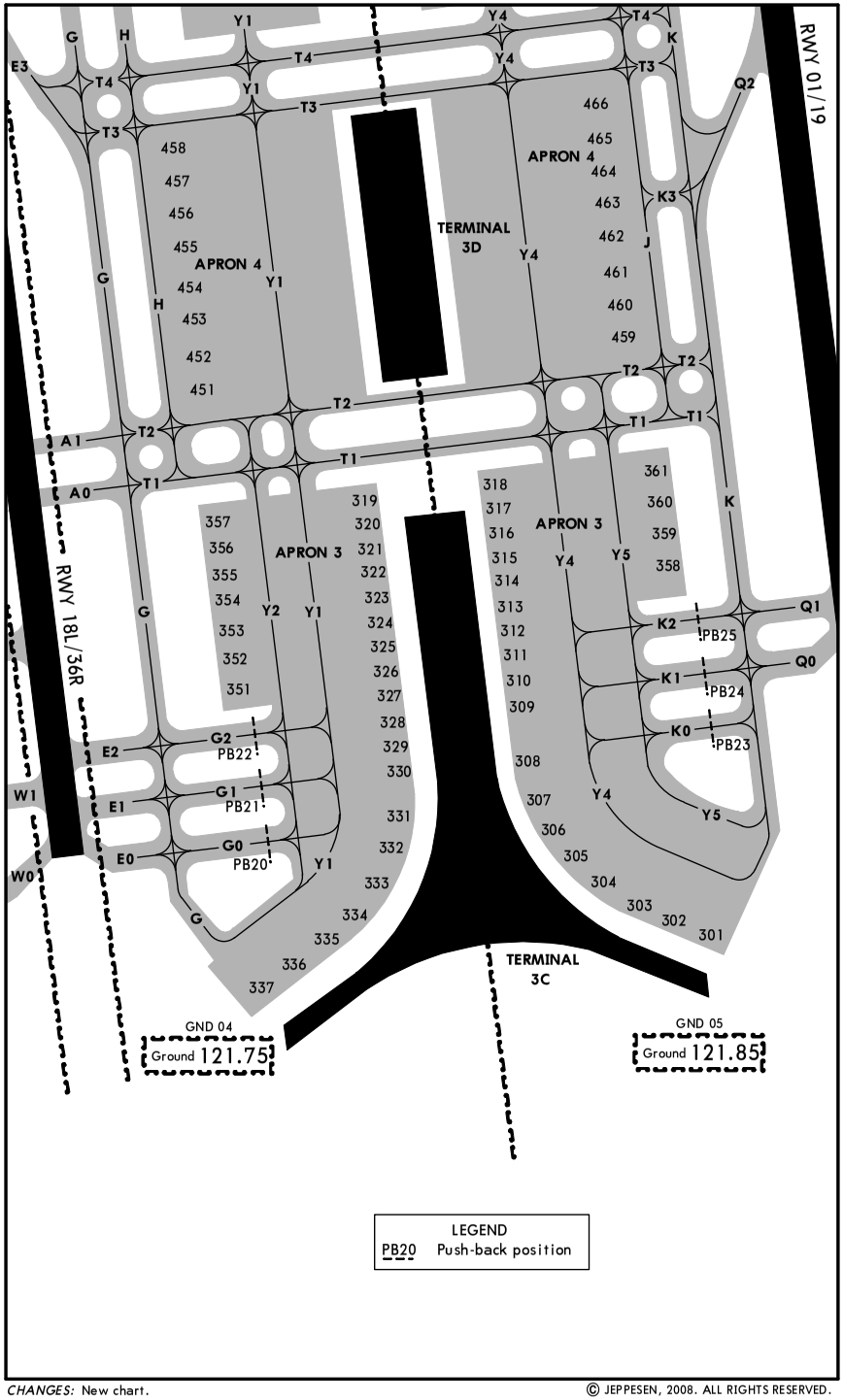

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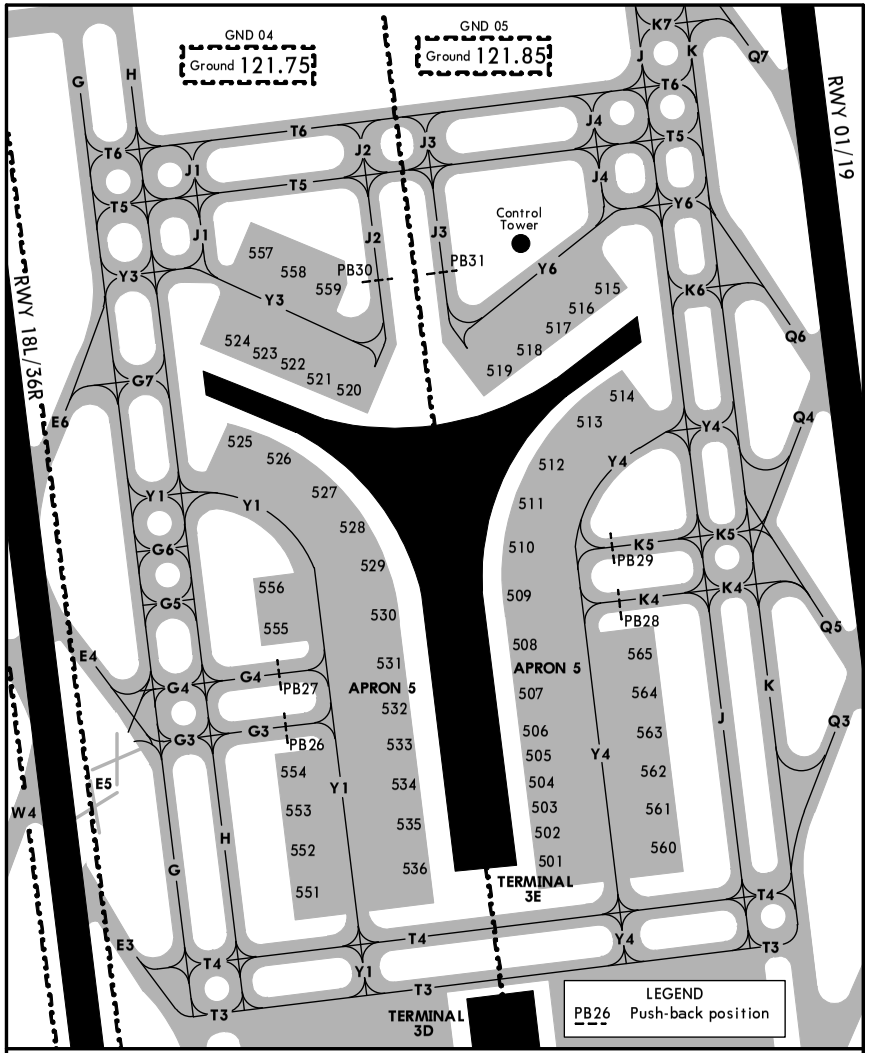

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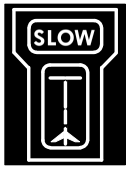
VISUAL DOCKING GUIDANCE SYSTEM

1. Gate Ready for Docking

Acft type and flight number are alternated in a flashing sequence across the top of display board.

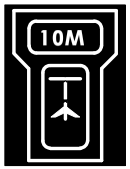
2. Acft detected



When the acft is detected, an acft symbol is displayed at the bottom of display board, and "SLOW" message is displayed across the top of display board to note pilot approaching slowly. At this point, the pilot will distance-to-go closure rates in these increments, as well as centerline guidance:

98'/30m	to 66'/20m	16.4'/5m	-steps
66'/20m	to 33'/10m	6.6'/2m	-steps
33'/10m	to 3.3'/1m	3.3'/1m	-steps
3.3'/1m	to Stop	0.7'/0.2m	-steps

3. Acft is on centerline



33'/10m to final stop position.

Important:
Approach slowly to final stop position.

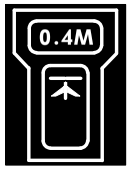
4. Acft is RIGHT of centerline

Correction LEFT is required.

5. Acft is LEFT of centerline

Correction RIGHT is required.

6. Acft prepare to stop



1.3'/0.4m to final stop position, prepare to stop the acft.

7. Display indicating:

STOP	- Stop now.
OK	- Docking point reached, successful docking.
ONBLOCK	- Docking procedure finished completely.
STOP TOO FAR	- Acft has gone beyond docking position.
ESTOP	- Emergency Stop Stop acft immediately, wait for docking instructions from Apron Control to resume docking procedure.

1. Before the docking procedure is completely finished, pilot should not turn off the engine or release the brakes.
2. The suggested taxiing speed: During the docking procedure, the taxiing speed should be strictly controlled to decrease. When 33'/10m is displayed on the display unit, the acft should slow down to 0 KT until reaching the stop point.
3. If the following events occur, the pilot must stop the docking procedure, wait for further instructions from Apron Control.
   a. Displayed acft type and flight number are not consistent with the incoming acft;
   b. Display board becomes unreadable or no display at all (loss of display);
   c. ESTOP message is displayed;
   d. Pilot believes system is transmitting erroneous docking data;
   e. Display board illuminates error messages.
4. If the system does not detect the acft (neither acft symbol in the lower part, nor distance information in the upper part of the display unit), and the pilot does not get a steady acft type read out on the top of display unit until the acft nose reached the passengers boarding bridge, pilot must stop immediately and wait for further instructions from Apron Control.

CHANGES: Chart reindexed.

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STRAIGHT-IN RWY		A	B	C	D
01	ILS DME	**315'**(230')	**331'**(246')	**331'**(246')	**348'**(263')
		R600m	**R600m**	**R600m**	**R650m**
	ALS out	R1000m	R1000m	R1000m	R1200m
	LOC	**550'**(465')	**550'**(465')	**550'**(465')	**550'**(465')
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
18L	ILS	**308'**(200')	**308'**(200')	**308'**(200')	**308'**(200')
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❶	**510'**(402')	**510'**(402')	**510'**(402')	**510'**(402')
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
18R	ILS DME	**315'**(200')	**315'**(200')	**328'**(213')	**328'**(213')
		R550m	**R550m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	**500'**(385')	**500'**(385')	**500'**(385')	**500'**(385')
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
19	ILS DME	**295'**(200')	**295'**(200')	**295'**(200')	**295'**(200')
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	**560'**(465')	**560'**(465')	**560'**(465')	**560'**(465')
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
36L	ILS	**308'**(200')	**308'**(200')	**322'**(214')	**322'**(214')
		R550m	**R550m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❶	**450'**(342')	**450'**(342')	**450'**(342')	**450'**(342')
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
36R	CAT 2 ILS	**198'**(100')	**198'**(100')	**198'**(100')	**198'**(100')
		RA107' R300m	**RA107' R300m**	**RA107' R300m**	**RA107' R300m**
	ILS	**298'**(200')	**298'**(200')	**298'**(200')	**298'**(200')
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❶	**430'**(332')	**430'**(332')	**430'**(332')	**430'**(332')
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

❶ LMM out: NOT AUTHORIZED.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	690'(575')	**690'**(575')	**870'**(755')	**870'**(755')
	V1500m	V1600m	V2400m	V3600m

❷ After apch to rwy 01/ 19 not authorized West of rwy.
After apch to rwy 18R/ 36L not authorized East of rwy.

CHANGES: Notes.

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TAKE-OFF RWY 36R

		LVP must be in Force			
		HIRL and CL	RL and RCLM	RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	R200m	R250m	R400m	R500m
	B				
	C				
	D	R250m	R300m		
Other		V1600m			

TAKE-OFF RWY 01, 18L, 18R, 19, 36L

		RL	NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A	R400m	R500m
	B		
	C		
	D		
Other		V1600m	

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BRIEFING STRIP ™

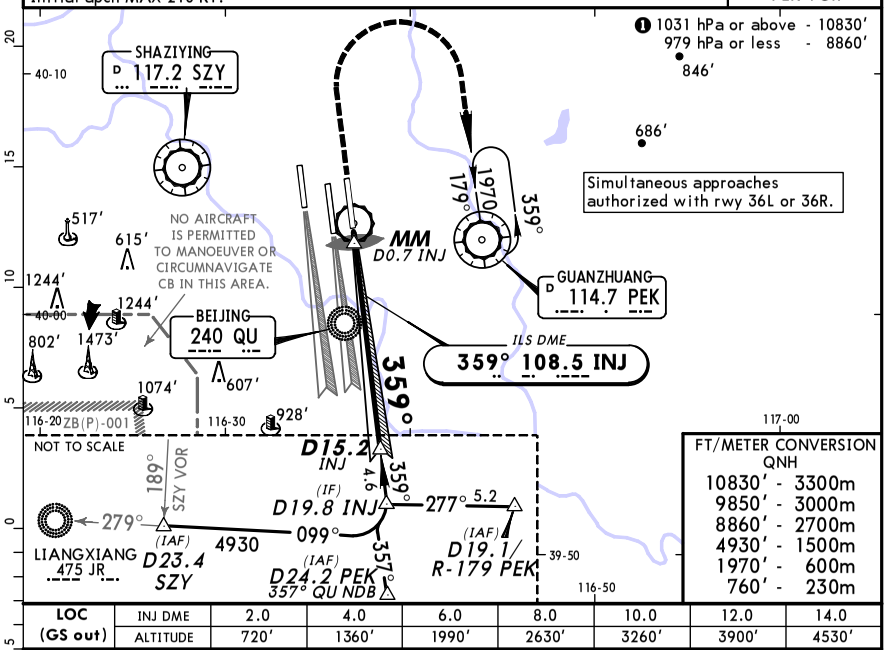
ATIS Arrival	BEIJING Approach				*BEIJING Tower	Ground	
127.6	119.0	126.1	120.6	119.7	118.05	121.7	121.85

LOC INJ	Final Apch Crs	GS	ILS DA(H)	Apt Elev 115′
108.5	359°	D15.2 INJ 4930′ (4845′)	Refer to Minimums	RWY 85′

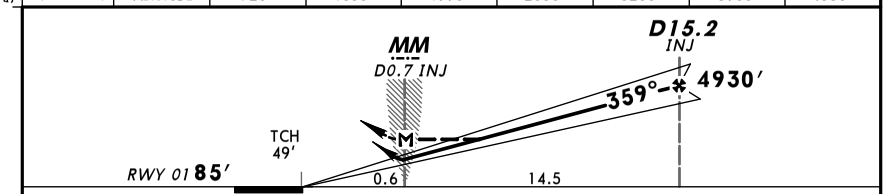
MISSED APCH: Climb STRAIGHT AHEAD to 760′, then turn RIGHT to reach PEK VOR at 1970′. Join holding and contact ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR: 7100′ (110°–210°), 6000′ (210°–300°), 4600′ (300°–030°), 2000′ (030°–110°)



LOC (GS out)	INJ DME	2.0	4.0	6.0	8.0	10.0	12.0	14.0
	ALTITUDE	720′	1360′	1990′	2630′	3260′	3900′	4530′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at MM/D0.7 INJ						

ALSF-II PAPI 760′ 1970′ RT PEK 114.7

PANS OPS 4

STRAIGHT-IN LANDING RWY 01

	ILS DA(H) A: 315′(230′) BC: 331′(246′) D: 348′(263′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 550′(465′)	ALS out	Max Kts	CIRCLE-TO-LAND Not authorized West of rwy MDA(H)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690′(575′) 1600m
B						135	
C				1200m	RVR 1800m VIS 2000m	180	870′(755′) 3600m
D				RVR 1500m VIS 1600m	2400m	205	870′(755′) 4000m

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ZBAA/PEK CAPITAL

JEPPESEN **BEIJING, PR OF CHINA**

14 DEC 07 (11-10) Eff 20 Dec **FROM EAST ILS Rwy 36L**

ATIS Arrival	BEIJING Approach	BEIJING Tower	Ground
127.6	119.0 126.1 120.6 119.7	124.3	121.9

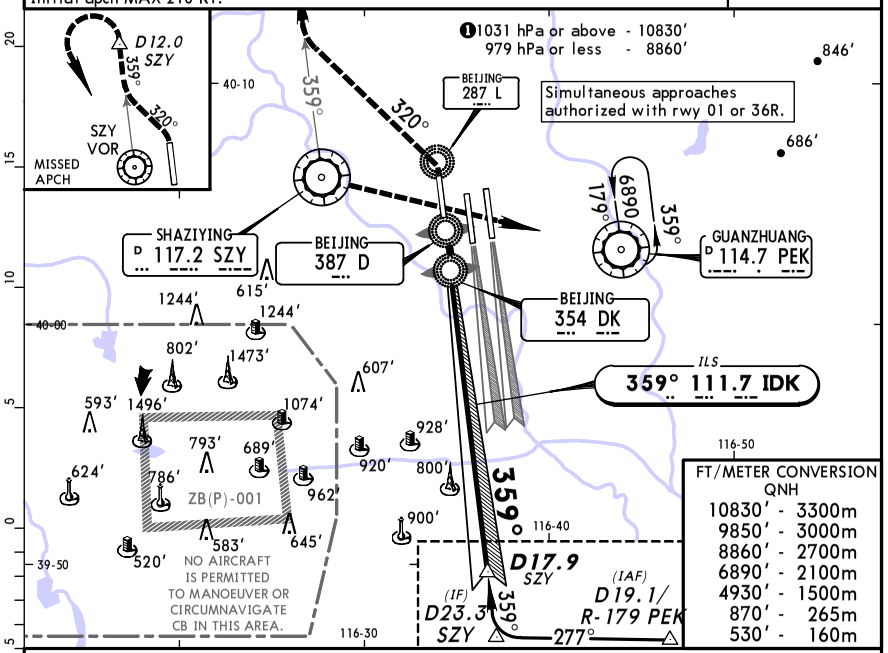
BRIEFING STRIP™

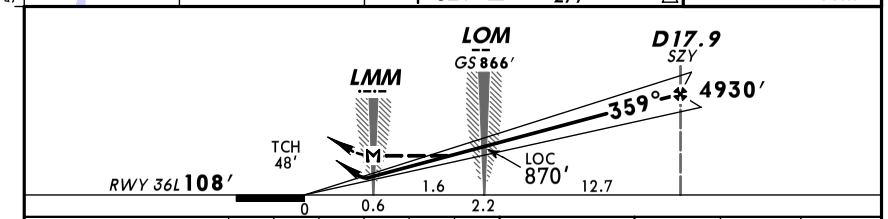
LOC IDK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 115′
111.7	359°	866′ (758′)	Refer to Minimums	RWY 108′

MISSED APCH: Climb STRAIGHT AHEAD to 530′, then turn LEFT onto 320° to intercept R-359 SZY and climb to 6890′ or D12.0 SZY, whichever is earlier, then turn LEFT to reach SZY VOR at 6890′, then to PEK VOR. Join holding and contact ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR: 7100′ (210°–110°), 6000′ (110°–300°), 4600′ (300°–030°), 2000′ (030°–210°)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS PAPI 530′ 320° LT

STRAIGHT-IN LANDING RWY 36L

ILS DA(H) AB: 308′(200′) CD: 322′(214′)		LOC (GS out) MDA(H) 450′(342′)			CIRCLE-TO-LAND Not authorized East of rwy	
FULL	ALS out		LMM out	ALS out	Max Kts	MDA(H)
A					100	690′(575′) 1600m
B	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m	135
C					180	870′(755′) 3600m
D			1200m		RVR 1800m VIS 2000m	205 870′(755′) 4000m

PANS OPS 4

CHANGES: New procedure.

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ZBAA/PEK CAPITAL

JEPPESEN **BEIJING, PR OF CHINA**

1 FEB 08 (11-11) Eff 14 Feb **FROM WEST ILS Rwy 36L**

ATIS Arrival	BEIJING Approach	BEIJING Tower	Ground
127.6	119.0 126.1 120.6 119.7	124.3	121.9

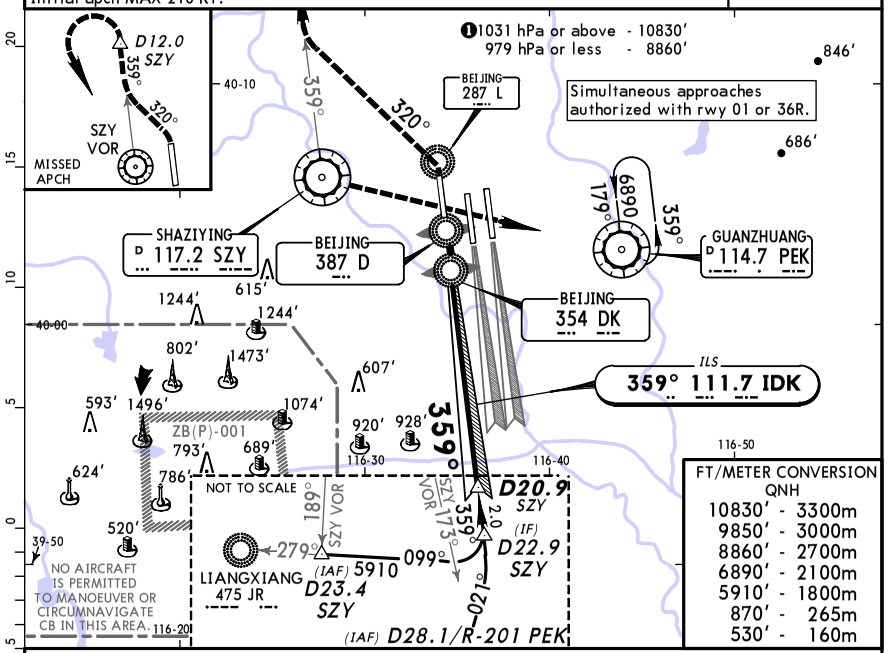
BRIEFING STRIP™

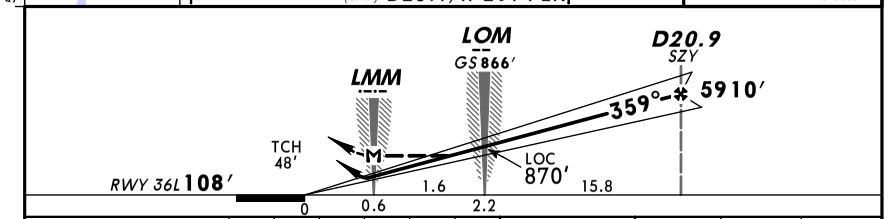
LOC IDK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 115′
111.7	359°	866′ (758′)	Refer to Minimums	RWY 108′

MISSED APCH: Climb STRAIGHT AHEAD to 530′, then turn LEFT onto 320° to intercept R-359 SZY and climb to 6890′ or D12.0 SZY, whichever is earlier, then turn LEFT to reach SZY VOR at 6890′, then to PEK VOR. Join holding and contact ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR: 7100′ (210°–110°), 6000′ (110°–300°), 4600′ (300°–030°), 2000′ (030°–210°)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS PAPI 530′ 320° LT

STRAIGHT-IN LANDING RWY 36L

ILS DA(H) AB: 308′(200′) CD: 322′(214′)		LOC (GS out) MDA(H) 450′(342′)			CIRCLE-TO-LAND Not authorized East of rwy	
FULL	ALS out		LMM out	ALS out	Max Kts	MDA(H)
A					100	690′(575′) 1600m
B	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m	135
C					180	870′(755′) 3600m
D			1200m		RVR 1800m VIS 2000m	205 870′(755′) 4000m

PANS OPS 4

CHANGES: Arrival.

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ZBAA/PEK
CAPITAL

JEPPESEN

14 DEC 07 (11-12) Eff 20 Dec

BEIJING, PR OF CHINA
RNAV ILS Rwy 36R

ATIS Arrival	BEIJING Approach				BEIJING Tower	Ground
127.6	119.0	126.1	120.6	119.7	118.5	Refer to chart 10-9

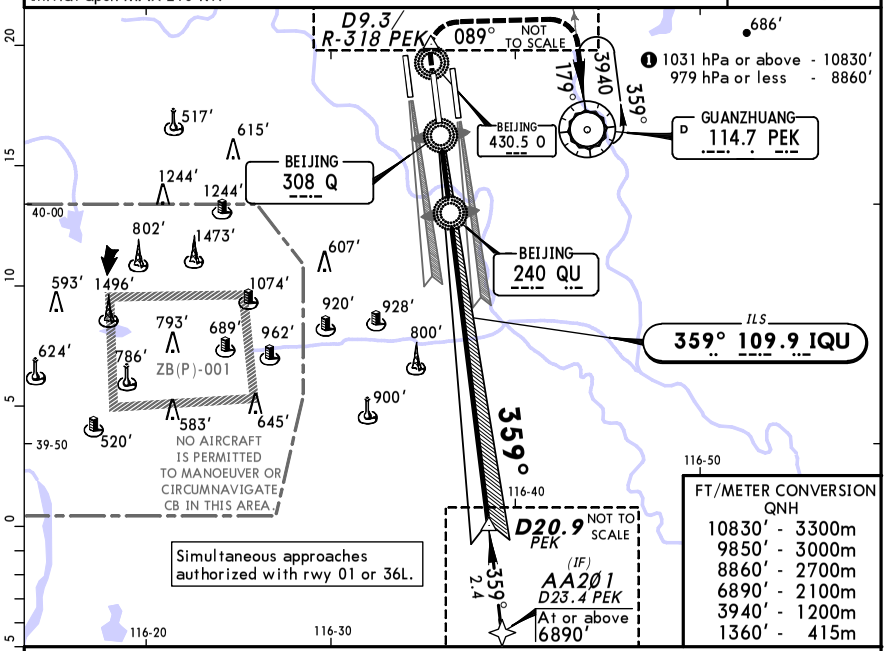
BRIEFING STRIP

LOC IQU	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	
109.9	359°	1355′(1257′)	298′(200′)	115′	RWY 98′

MISSED APCH: Climb STRAIGHT AHEAD to D9.3/R-318 PEK, then turn RIGHT onto 089° to intercept R-359 inbound and climb to reach VOR at 3940′. Join holding and contact ATC.

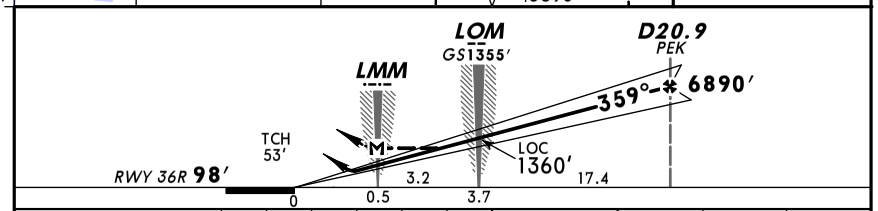
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR



FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
3940′	1200m
1360′	415m



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

ALSF-II PAPI D9.3 PEK 089° RT

STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 298′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 430′(332′)	LMM out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
B						
C						
D				1200m		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	690′(575′) 1600m
135	870′(755′) 3600m
180	870′(755′) 4000m
205	870′(755′) 4000m

PANS OPS 4

CHANGES: New procedure.

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ZBAA/PEK
CAPITAL

JEPPESEN

14 DEC 07 Eff 20 Dec (11-12A)

BEIJING, PR OF CHINA
CAT II RNAV ILS Rwy 36R

ATIS Arrival	BEIJING Approach				BEIJING Tower	Ground
127.6	119.0	126.1	120.6	119.7	118.5	Refer to chart 10-9

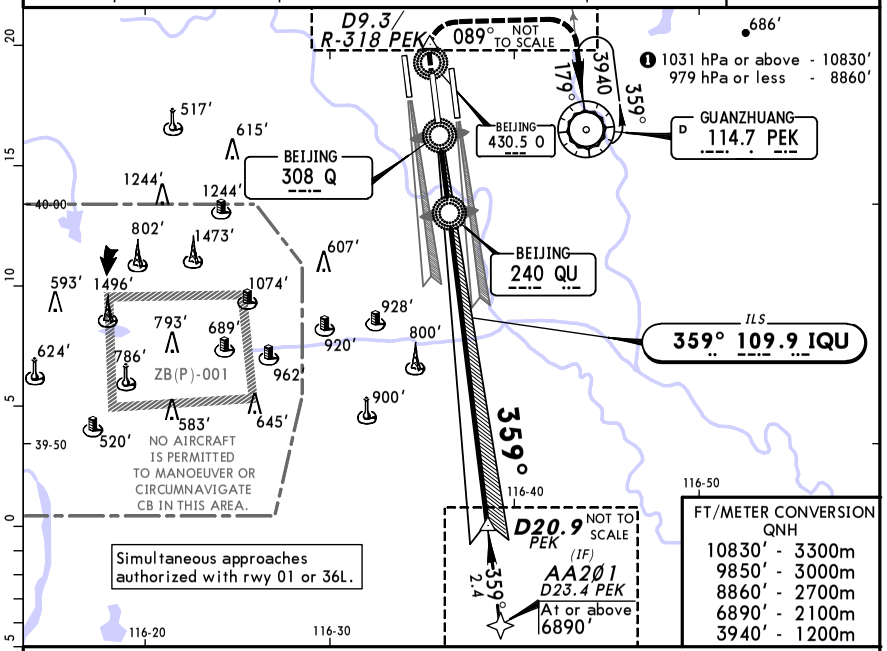
BRIEFING STRIP

LOC IQU	Final Apch Crs	GS LOM	CAT II ILS DA(H)	Apt Elev	
109.9	359°	1355′(1257′)	RA 107′ 198′(100′)	115′	RWY 98′

MISSED APCH: Climb STRAIGHT AHEAD to D9.3/R-318 PEK, then turn RIGHT onto 089° to intercept R-359 inbound and climb to reach VOR at 3940′. Join holding and contact ATC.

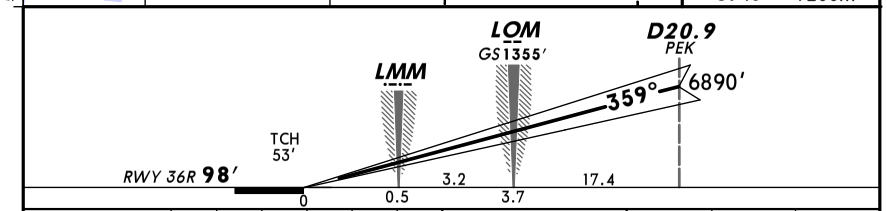
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
1. Initial apch MAX 210 KT. 2. Special Aircrew & Acft Certification Required.

MSA PEK VOR



FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
3940′	1200m



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI D9.3 PEK 089° RT

STRAIGHT-IN LANDING RWY 36R
CAT II ILS
ABCD
RA 107′
DA(H) 198′(100′)

RVR 350m

PANS OPS 4

CHANGES: New procedure.

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ZBAA/PEK
CAPITAL

JEPPESEN

14 DEC 07 (11-13) Eff 20 Dec

BEIJING, PR OF CHINA
FROM SOUTH ILS Rwy 36R

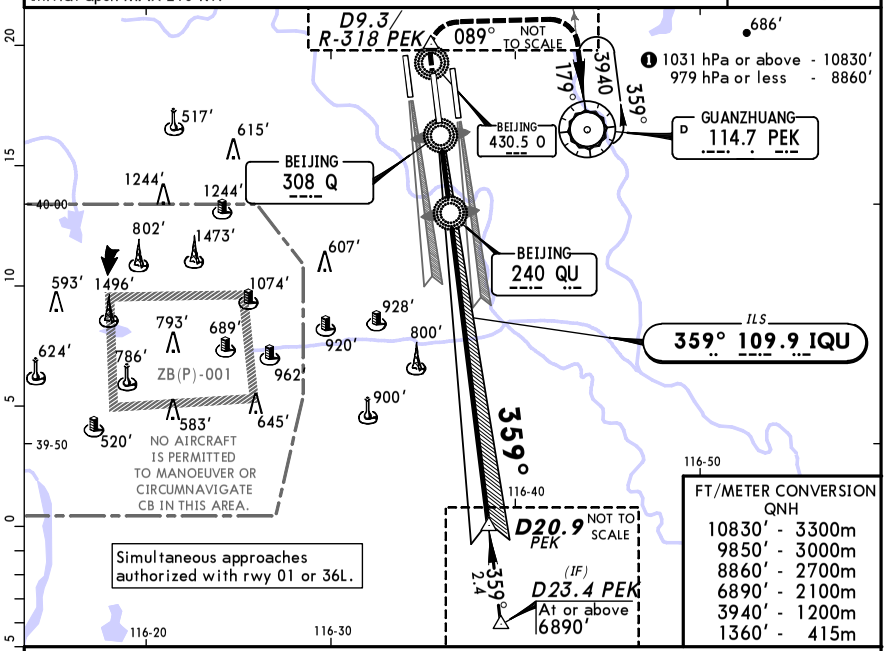
ATIS Arrival	BEIJING Approach				BEIJING Tower	Ground
127.6	119.0	126.1	120.6	119.7	118.5	Refer to chart 10-9

LOC IQU	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	
109.9	359°	1355′(1257′)	298′(200′)	115′	RWY 98′

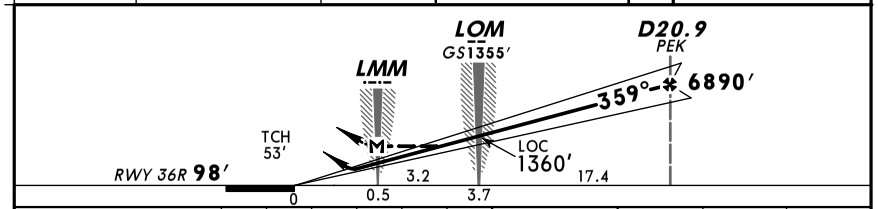
MISSED APCH: Climb STRAIGHT AHEAD to D9.3/R-318 PEK, then turn RIGHT onto 089° to intercept R-359 inbound and climb to reach VOR at 3940′. Join holding and contact ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR: 7100′, 6000′, 4600′, 2000′



FT/METER CONVERSION
QNH
10830′ - 3300m
9850′ - 3000m
8860′ - 2700m
6890′ - 2100m
3940′ - 1200m
1360′ - 415m



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

ALSF-II PAPI D9.3 PEK 089° RT

STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 298′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 430′(332′)	LMM out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
B						
C						
D				1200m		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	690′(575′) 1600m
135	
180	870′(755′) 3600m
205	870′(755′) 4000m

PANS OPS 4

CHANGES: New procedure.

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ZBAA/PEK
CAPITAL

JEPPESEN

14 DEC 07 Eff 20 Dec (11-13A)

BEIJING, PR OF CHINA
FROM SOUTH CAT II ILS Rwy 36R

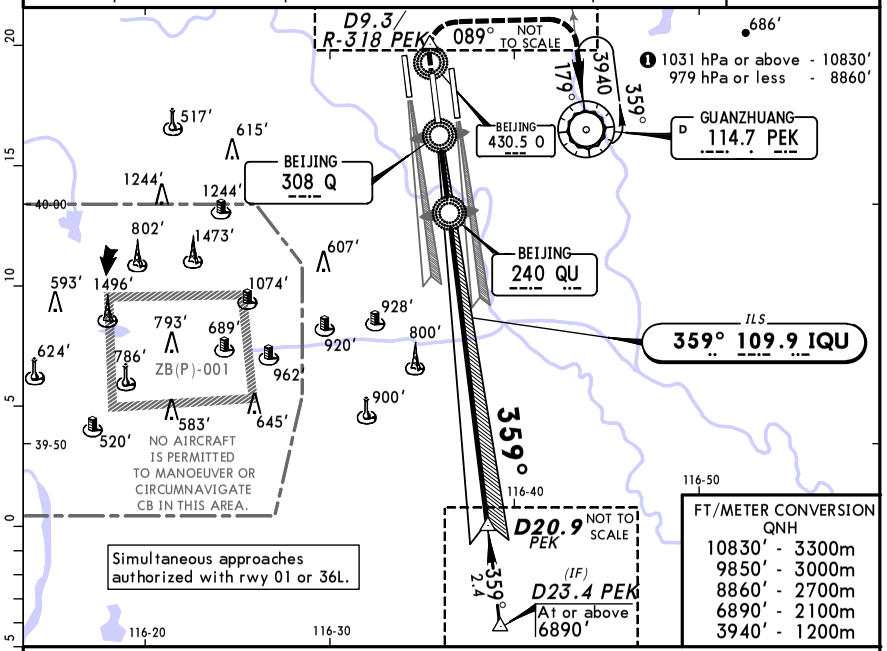
ATIS Arrival	BEIJING Approach				BEIJING Tower	Ground
127.6	119.0	126.1	120.6	119.7	118.5	Refer to chart 10-9

LOC IQU	Final Apch Crs	GS LOM	CAT II ILS DA(H)	Apt Elev	
109.9	359°	1355′(1257′)	RA 107′ 198′(100′)	115′	RWY 98′

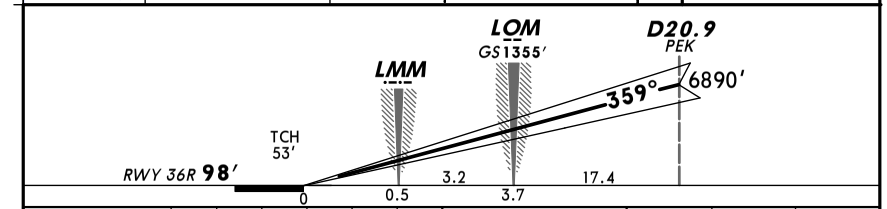
MISSED APCH: Climb STRAIGHT AHEAD to D9.3/R-318 PEK, then turn RIGHT onto 089° to intercept R-359 inbound and climb to reach VOR at 3940′. Join holding and contact ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
1. Initial apch MAX 210 KT. 2. Special Aircrew & Acft Certification Required.

MSA PEK VOR: 7100′, 6000′, 4600′, 2000′



FT/METER CONVERSION
QNH
10830′ - 3300m
9850′ - 3000m
8860′ - 2700m
6890′ - 2100m
3940′ - 1200m



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI D9.3 PEK 089° RT

STRAIGHT-IN LANDING RWY 36R
CAT II ILS
ABCD
RA 107′
DA(H) 198′(100′)

RVR 350m

PANS OPS 4

CHANGES: New procedure.

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ZBAA/PEK
CAPITAL

JEPPESEN

1 FEB 08 (11-14) Eff 14 Feb FROM EAST & WEST

BEIJING, PR OF CHINA
ILS Rwy 36R

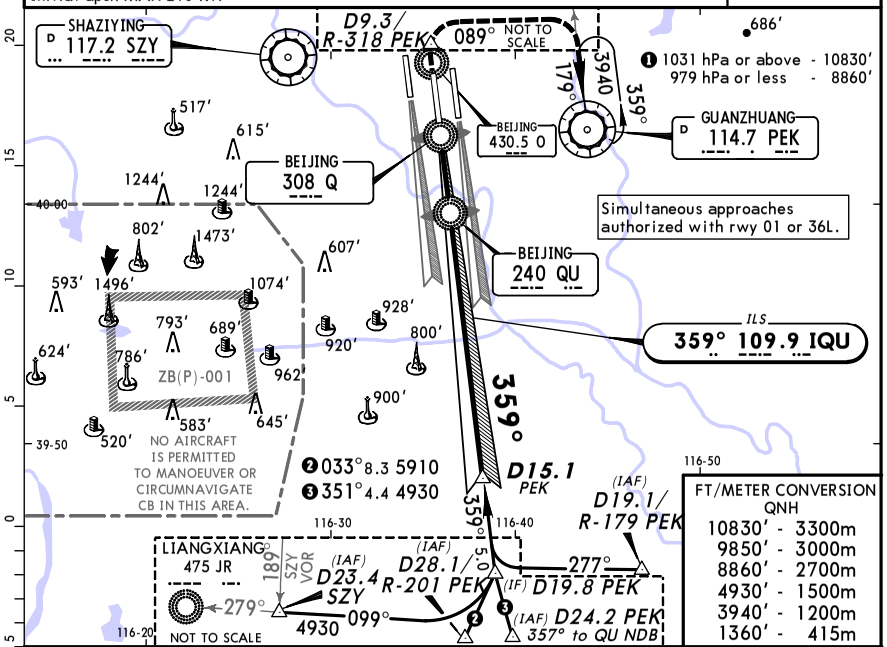
ATIS Arrival	BEIJING Approach				BEIJING Tower	Ground
127.6	119.0	126.1	120.6	119.7	118.5	Refer to chart 10-9

LOC IQU	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 115′
109.9	359°	1355′ (1257′)	298′ (200′)	RWY 98′

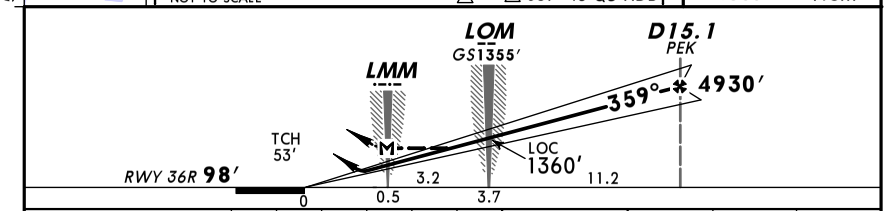
MISSED APCH: Climb STRAIGHT AHEAD to D9.3/R-318 PEK, then turn RIGHT onto 089° to intercept R-359 PEK inbound and climb to reach PEK VOR at 3940′. Join holding and contact ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR: 7100′ (110°–210°), 6000′ (210°–300°), 4600′ (110°–330°), 2000′ (300°–330°)



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
3940′	1200m
810′	245m



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

ALSF-II PAPI D9.3 PEK 089° RT

STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 298′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 430′ (332′)	LMM out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
B						
C						
D				1200m		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	690′ (575′) 1600m
135	
180	870′ (755′) 3600m
205	870′ (755′) 4000m

PANS OPS 4

CHANGES: Arrival routes.

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ZBAA/PEK
CAPITAL

JEPPESEN

1 FEB 08 (11-2) Eff 14 Feb

BEIJING, PR OF CHINA
RNAV ILS Rwy 18L

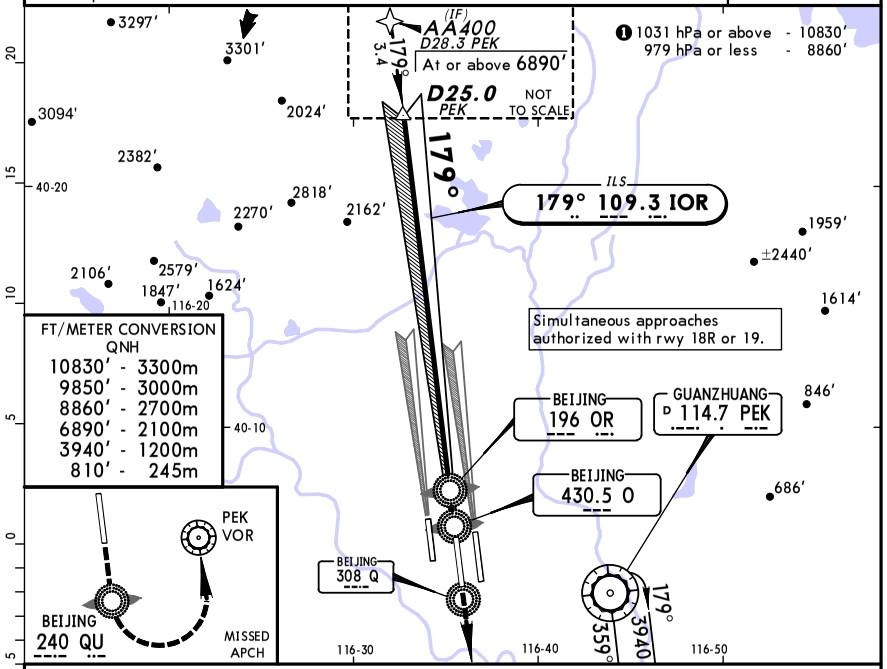
ATIS Arrival	BEIJING Approach				BEIJING Tower	Ground
127.6	119.0	126.1	120.6	119.7	118.5	Refer to chart 10-9

LOC IOR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 115′
109.3	179°	801′ (693′)	308′ (200′)	RWY 108′

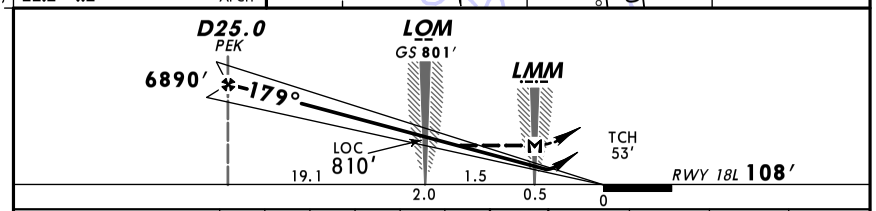
MISSED APCH: Climb STRAIGHT AHEAD to QU NDB, then turn LEFT to reach VOR at 3940′. Join holding and contact ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR: 7100′ (110°–210°), 6000′ (210°–300°), 4600′ (110°–330°), 2000′ (300°–330°)



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
6890′	2100m
3940′	1200m
810′	245m



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS PAPI QU 240 3940′ LT PEK 114.7

STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 308′ (200′) FULL	ALS out	LOC (GS out) MDA(H) 510′ (402′)	LMM out	ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
B					
C			1200m		RVR 1800m VIS 2000m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	690′ (575′) 1600m
135	
180	870′ (755′) 3600m
205	870′ (755′) 4000m

PANS OPS 4

CHANGES: None.

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ZBAA/PEK CAPITAL

JEPPESEN 14 DEC 07 Eff 20 Dec (11-3)

BEIJING, PR OF CHINA ILS Rwy 18L

FROM EAST AT 7880′

ATIS Arrival	BEIJING Approach				BEIJING Tower	Ground
127.6	119.0	126.1	120.6	119.7	118.5	Refer to chart 10-9

LOC IOR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 115′
109.3	179°	801′ (693′)	308′ (200′)	RWY 108′

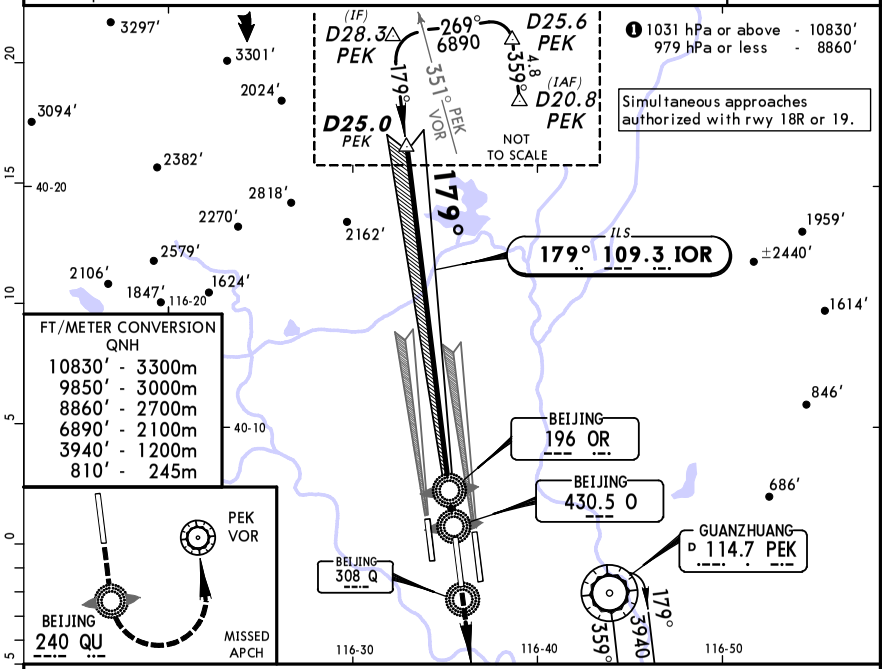
MISSED APCH: Climb STRAIGHT AHEAD to QU NDB, then turn LEFT to reach VOR at 3940′. Join holding and contact ATC.

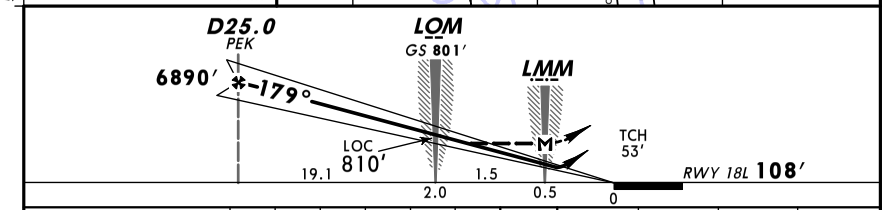
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR: 7100′ 6000′ 4600′ 2000′

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

Simultaneous approaches authorized with rwy 18R or 19.





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

PAPI HIALS QU 240 3940′ LT PEK 114.7

STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 308′ (200′) FULL	ILS DA(H) 308′ (200′) ALS out	LOC (GS out) MDA(H) 510′ (402′)	LOC (GS out) LMM out	LOC (GS out) ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
B					
C			1200m		RVR 1800m VIS 2000m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	690′ (575′) 1600m
135	
180	870′ (755′) 3600m
205	870′ (755′) 4000m

PANS OPS 4

CHANGES: New procedure.

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ZBAA/PEK CAPITAL

JEPPESEN 14 DEC 07 Eff 20 Dec (11-4)

BEIJING, PR OF CHINA ILS Rwy 18L

FROM EAST AT 5910′

ATIS Arrival	BEIJING Approach				BEIJING Tower	Ground
127.6	119.0	126.1	120.6	119.7	118.5	Refer to chart 10-9

LOC IOR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 115′
109.3	179°	801′ (693′)	308′ (200′)	RWY 108′

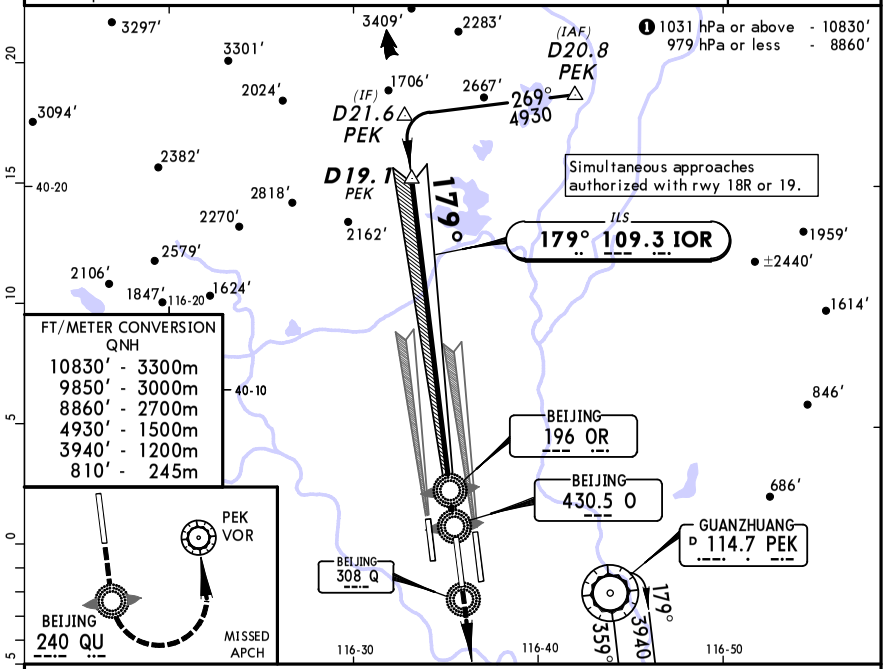
MISSED APCH: Climb STRAIGHT AHEAD to QU NDB, then turn LEFT to reach VOR at 3940′. Join holding and contact ATC.

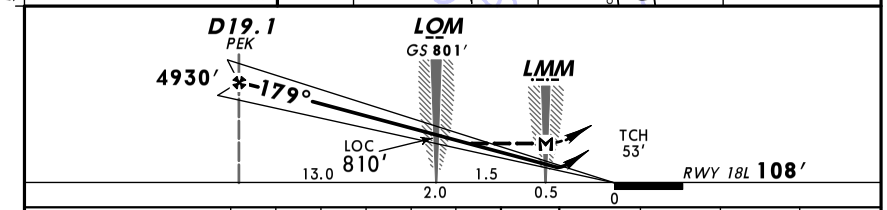
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR: 7100′ 6000′ 4600′ 2000′

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

Simultaneous approaches authorized with rwy 18R or 19.





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

PAPI HIALS QU 240 3940′ LT PEK 114.7

STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 308′ (200′) FULL	ILS DA(H) 308′ (200′) ALS out	LOC (GS out) MDA(H) 510′ (402′)	LOC (GS out) LMM out	LOC (GS out) ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
B					
C			1200m		RVR 1800m VIS 2000m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	690′ (575′) 1600m
135	
180	870′ (755′) 3600m
205	870′ (755′) 4000m

PANS OPS 4

CHANGES: Chart reindexed. Procedure.

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ZBAA/PEK CAPITAL

JEPPESEN 14 DEC 07 Eff 20 Dec (11-5)

BEIJING, PR OF CHINA
FROM WEST ILS Rwy 18L

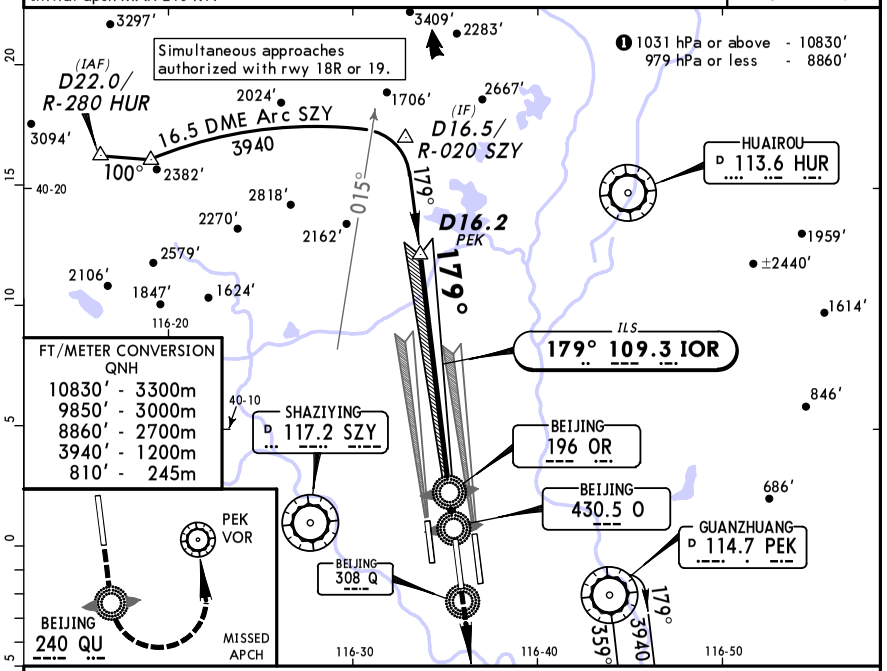
ATIS Arrival	BEIJING Approach				BEIJING Tower	Ground
127.6	119.0	126.1	120.6	119.7	118.5	Refer to chart 10-9

LOC IOR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 115′
109.3	179°	801′ (693′)	308′ (200′)	RWY 108′

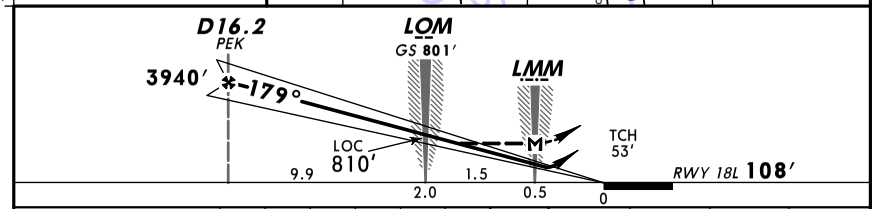
MISSED APCH: Climb STRAIGHT AHEAD to QU NDB, then turn LEFT to reach PEK VOR at 3940′. Join holding and contact ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR: 7100′ (110°–210°), 6000′ (210°–300°), 4600′ (030°–110°), 2000′ (300°–030°)



FT/METER CONVERSION QNH
10830′ - 3300m
9850′ - 3000m
8860′ - 2700m
3940′ - 1200m
810′ - 245m



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS PAPI | QU 240 | 3940′ LT | PEK 114.7

STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 308′(200′) FULL	ILS DA(H) 308′(200′) ALS out	LOC (GS out) MDA(H) 510′(402′)	LMM out	LOC (GS out) MDA(H) 510′(402′) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m	100	690′(575′) 1600m
B						135	
C			1200m		RVR 1800m VIS 2000m	180	870′(755′) 3600m
D						205	870′(755′) 4000m

PANS OPS 4

CHANGES: New procedure.

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ZBAA/PEK CAPITAL

JEPPESEN 14 DEC 07 (11-6) Eff 20 Dec

BEIJING, PR OF CHINA
ILS DME Rwy 18R

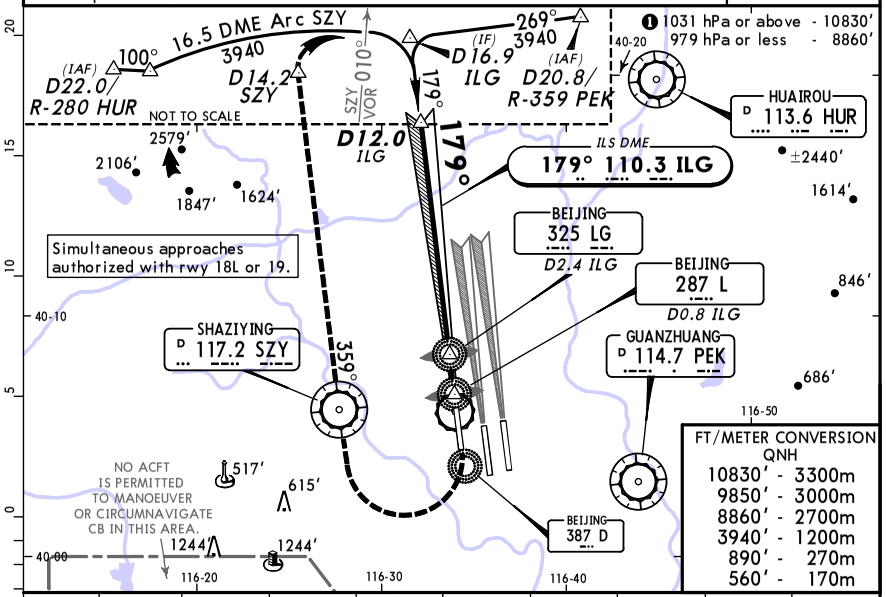
ATIS Arrival	BEIJING Approach				BEIJING Tower	Ground
127.6	119.0	126.1	120.6	119.7	124.3	121.9

LOC ILG	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 115′
110.3	179°	886′ (771′)	Refer to Minimums	RWY 115′

MISSED APCH: Climb STRAIGHT AHEAD to 560′, then turn RIGHT to SZY VOR. Intercept R-359 SZY, climb to 3940′ and contact ATC.

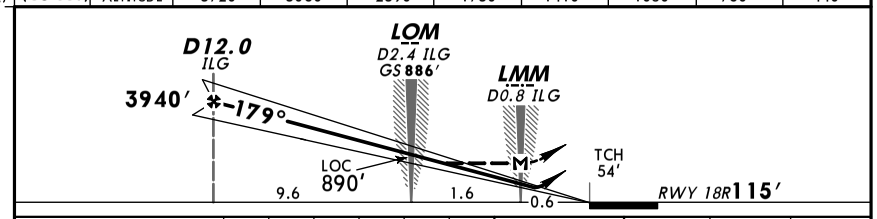
Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR: 7100′ (110°–210°), 6000′ (210°–300°), 4600′ (030°–110°), 2000′ (300°–030°)



FT/METER CONVERSION QNH
10830′ - 3300m
9850′ - 3000m
8860′ - 2700m
3940′ - 1200m
890′ - 270m
560′ - 170m

LOC (GS out)	ILG DME	11.0	9.0	7.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	3720′	3060′	2390′	1730′	1410′	1080′	760′	440′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM/D0.8 ILG						

ALSF-II PAPI | 560′ | SZY 117.2 RT

STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) AB: 315′(200′) CD: 328′(213′) FULL	ILS DA(H) AB: 315′(200′) CD: 328′(213′) TDZ or CL out	ILS DA(H) AB: 315′(200′) CD: 328′(213′) ALS out	LOC (GS out) MDA(H) 500′(385′)	LOC (GS out) MDA(H) 500′(385′) ALS out	Max Kts	CIRCLE-TO-LAND Not authorized East of rwy MDA(H)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690′(575′) 1600m
B						135	
C				1200m		180	870′(755′) 3600m
D					RVR 1800m VIS 2000m	205	870′(755′) 4000m

PANS OPS 4

CHANGES: Chart reindexed. Procedure.

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ZBAA/PEK CAPITAL

JEPPESEN 14 DEC 07 Eff 20 Dec (11-7)

BEIJING, PR OF CHINA
FROM EAST ILS DME Rwy 19

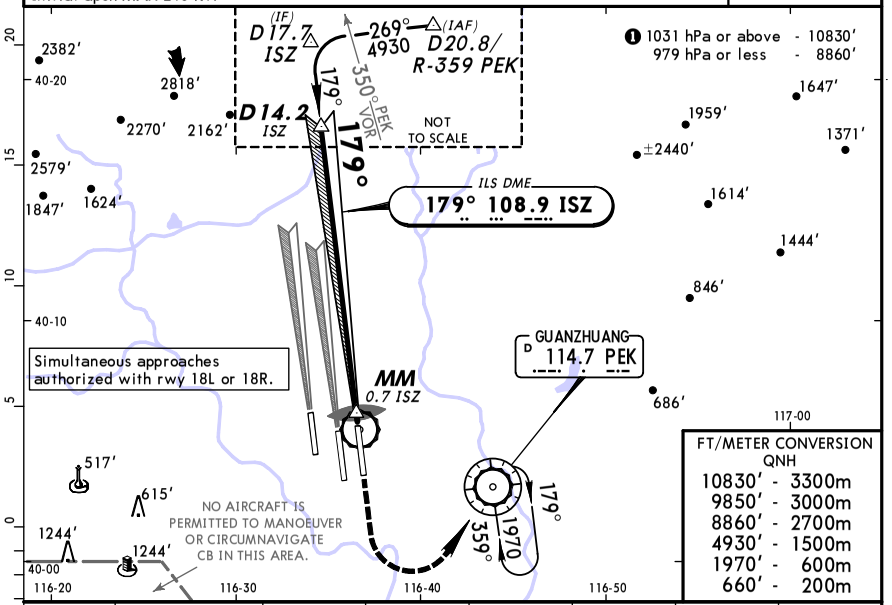
ATIS Arrival	BEIJING Approach				*BEIJING Tower	Ground	
127.6	119.0	126.1	120.6	119.7	118.05	121.7	121.85

LOC ISZ	Final Apch Crs	GS	ILS DA(H)	Apt Elev	115′
108.9	179°	D14.2 ISZ 4930′ (4835′)	295′ (200′)	RWY	95′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, then turn LEFT to reach VOR at 1970′. Join holding and contact ATC.

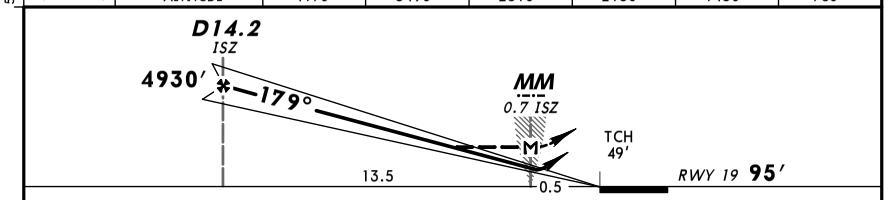
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR: 7100′ (110°–210°), 6000′ (210°–300°), 4600′ (330°–110°), 2000′ (300°–330°)



FT/METER CONVERSION QNH
10830′ - 3300m
9850′ - 3000m
8860′ - 2700m
4930′ - 1500m
1970′ - 600m
660′ - 200m

LOC (GS out)	ISZ DME	12.0	10.0	8.0	6.0	4.0	2.0
	ALTITUDE	4170′	3490′	2810′	2130′	1450′	780′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.20° or LOC Descent Gradient 5.6%	401	516	574	688	803	918
MAP at MM/0.7 ISZ						

HIALS PAPI 660′ 1970′ LT PEK 114.7

STRAIGHT-IN LANDING RWY 19

	ILS DA(H) 295′ (200′) FULL	ILS DA(H) 295′ (200′) ALS out	LOC (GS out) MDA(H) 560′ (465′)	LOC (GS out) MDA(H) 560′ (465′) ALS out	Max Kts	MDA(H)
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690′ (575′) 1600m
B					135	
C			1200m	RVR 1800m VIS 2000m	180	870′ (755′) 3600m
D			RVR 1500m VIS 1600m	2400m	205	870′ (755′) 4000m

CIRCLE-TO-LAND Not authorized West of rwy

PANS OPS 4

CHANGES: Chart reindexed. Procedure.

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ZBAA/PEK CAPITAL

JEPPESEN 14 DEC 07 Eff 20 Dec (11-8)

BEIJING, PR OF CHINA
FROM WEST ILS DME Rwy 19

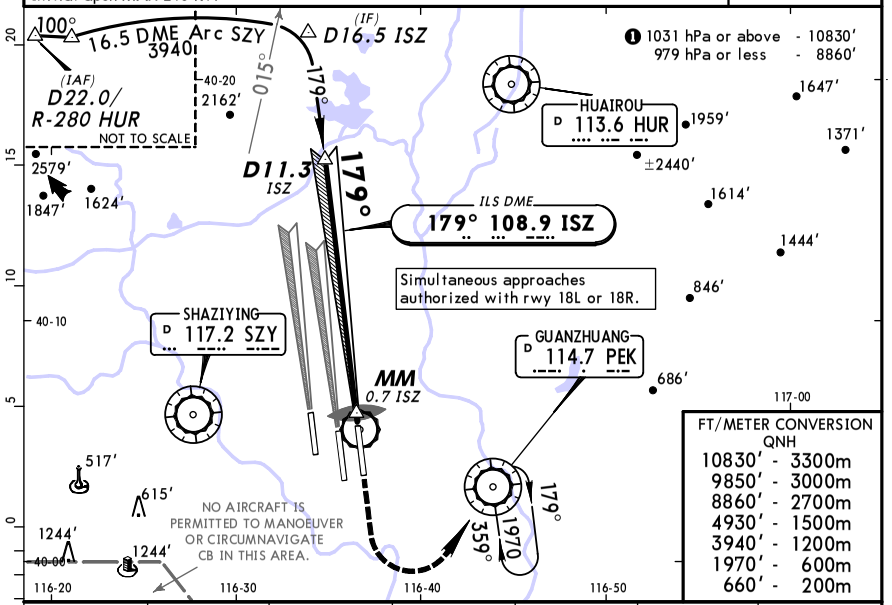
ATIS Arrival	BEIJING Approach				*BEIJING Tower	Ground	
127.6	119.0	126.1	120.6	119.7	118.05	121.7	121.85

LOC ISZ	Final Apch Crs	GS	ILS DA(H)	Apt Elev	115′
108.9	179°	D11.3 ISZ 3940′ (3845′)	295′ (200′)	RWY	95′

MISSED APCH: Climb STRAIGHT AHEAD to 660′, then turn LEFT to reach PEK VOR at 1970′. Join holding and contact ATC.

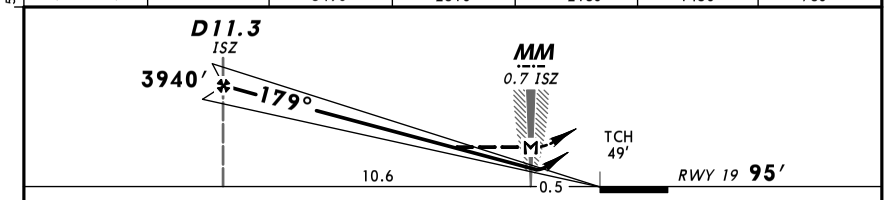
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

MSA PEK VOR: 7100′ (110°–210°), 6000′ (210°–300°), 4600′ (330°–110°), 2000′ (300°–330°)



FT/METER CONVERSION QNH
10830′ - 3300m
9850′ - 3000m
8860′ - 2700m
4930′ - 1500m
3940′ - 1200m
1970′ - 600m
660′ - 200m

LOC (GS out)	ISZ DME	10.0	8.0	6.0	4.0	2.0
	ALTITUDE	3490′	2810′	2130′	1450′	780′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.20° or LOC Descent Gradient 5.6%	401	516	574	688	803	918
MAP at MM/0.7 ISZ						

HIALS PAPI 660′ 1970′ LT PEK 114.7

STRAIGHT-IN LANDING RWY 19

	ILS DA(H) 295′ (200′) FULL	ILS DA(H) 295′ (200′) ALS out	LOC (GS out) MDA(H) 560′ (465′)	LOC (GS out) MDA(H) 560′ (465′) ALS out	Max Kts	MDA(H)
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690′ (575′) 1600m
B					135	
C			1200m	RVR 1800m VIS 2000m	180	870′ (755′) 3600m
D			RVR 1500m VIS 1600m	2400m	205	870′ (755′) 4000m

CIRCLE-TO-LAND Not authorized West of rwy

PANS OPS 4

CHANGES: New procedure.

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ZBAA/PEK
CAPITAL

JEPPESEN
14 DEC 07
Eff 20 Dec
(11-9)

BEIJING, PR OF CHINA
via SZY VOR **ILS Rwy 36L**

ATIS Arrival	BEIJING Approach				BEIJING Tower	Ground
127.6	119.0	126.1	120.6	119.7	124.3	121.9

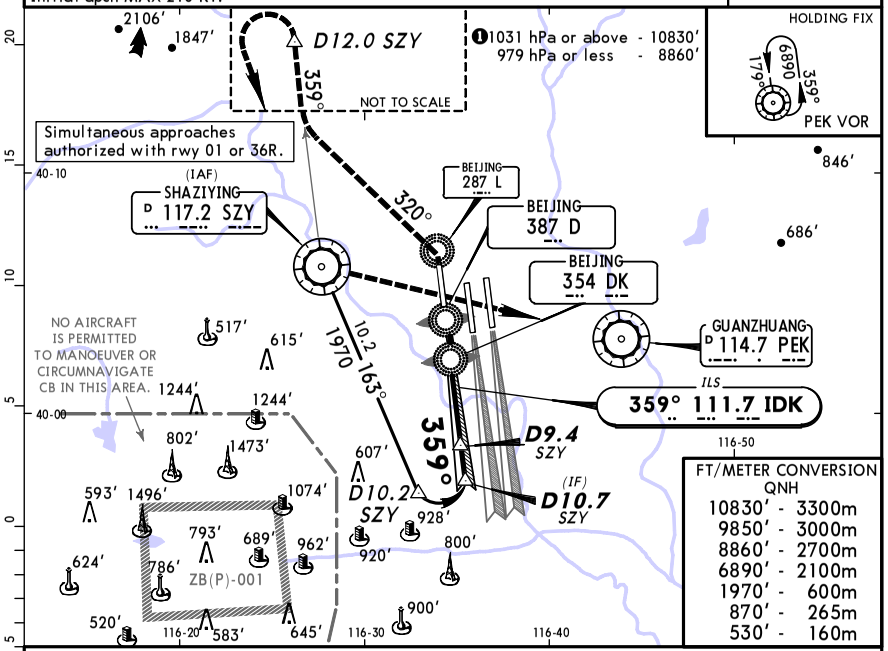
BRIEFING STRIP™

LOC IDK	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 115′
111.7	359°	866′ (758′)		RWY 108′

MISSED APCH: Climb STRAIGHT AHEAD to 530′, then turn LEFT onto 320° to intercept R-359 SZY and climb to 6890′ or D12.0 SZY, whichever is earlier, then turn LEFT to reach SZY VOR at 6890′, then to PEK VOR. Join holding and contact ATC.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 118 Trans alt: 9850′ ❶
Initial apch MAX 210 KT.

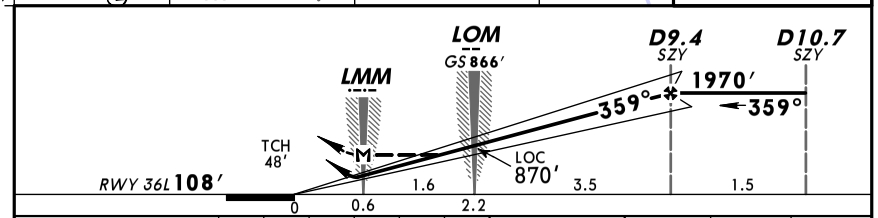
MSA PEK VOR: 7100′ (210°–110°), 6000′ (110°–300°), 4600′ (300°–030°), 2000′ (030°–210°)



HOLDING FIX
6890
179°
359°
PEK VOR

FT/METER CONVERSION
QNH

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



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS
PAPI
530′
320°
LT

STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) AB: 308′(200′) CD: 322′(214′) FULL	ILS ALS out	LOC (GS out) MDA(H) 450′(342′)	LOC LMM out	LOC ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
B					
C					
D			1200m		RVR 1800m VIS 2000m

CIRCLE-TO-LAND
Not authorized East of rwy

Max Kts	MDA(H)
100	690′(575′) 1600m
135	
180	870′(755′) 3600m
205	870′(755′) 4000m

PANS OPS 4

CHANGES: New procedure.

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