Runway Info
Runway 01-19  12467' x 197' concrete
Runway 18L-36R  12467' x 197' asphalt
Runway 18R-36L  10499' x 164' asphalt

Runway 01  (359.0°)  TDZE 90'
  Lights: Edge, ALS, Centerline, TDZ
  Stopway Distance 394'
Runway 18L  (179.0°)  TDZE 115'
  Lights: Edge, ALS, Centerline
  Stopway Distance 197'
Runway 18R  (179.0°)  TDZE 115'
  Lights: Edge, ALS, Centerline, TDZ
  Right Traffic
  Stopway Distance 197'
Runway 19  (179.0°)  TDZE 98'
  Lights: Edge, ALS, Centerline
  Stopway Distance 394'
Runway 36L  (359.0°)  TDZE 110'
  Lights: Edge, ALS, Centerline
  Stopway Distance 197'
Runway 36R  (359.0°)  TDZE 106'
  Lights: Edge, ALS, Centerline, TDZ
  Right Traffic
  Stopway Distance 197'

Communications Info
ATIS 128.65 Departure Service
ATIS 127.6 Arrival Service
Beijing Tower 124.3
Beijing Tower 118.6
Beijing Tower 118.5
Beijing Tower 118.3
Beijing Tower 118.05
Beijing Ground Control 121.95 Secondary
Beijing Ground Control 121.9
Beijing Ground Control 121.85
Beijing Ground Control 121.8
Beijing Ground Control 121.75
Beijing Ground Control 121.7
Beijing Clearance Delivery 121.65
Beijing Clearance Delivery 121.6
Beijing Approach Control 125.05 Secondary
Beijing Approach Control 129.0 Secondary
Beijing Approach Control 127.75
Beijing Approach Control 126.5 Secondary
Beijing Approach Control 126.1
Beijing Approach Control 121.1
Beijing Approach Control 120.6
Beijing Approach Control 119.7
Beijing Approach Control 119.0
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 upon 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 relative position to other ACFT.
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.
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 direction 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.
<table>
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<th>ATIS</th>
<th>127.6</th>
<th>Apt Elev</th>
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<th>Alt Set: hPa</th>
<th>Trans level: FL118</th>
<th>Trans alt: 9850'</th>
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**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.

---

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

---

**FL CONVERSION**

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**FT/METER CONVERSION**

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<td>2100m</td>
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---

**ROUTEING**

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

---

**CHANGES:** STARS transferred; RNAV STAR estbld; chart redrawn.

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**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.

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**FL CONVERSION**

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<td>6890'</td>
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</table>

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**ROUTING**

VYK (FL118+) - AA201 (6890').

---

**CHANGES:**
- STARS transferred; RNAV STAR estbld; chart redrawn.
Notice: After 8 Jun 2008 0901Z, this chart may no longer be valid. Disc 10-2008

ZBAA/PEK CAPITAL

14 DEC 07 10-2B Eff 20 Dec

ATIS 127.6  Apt Elev 115’

Alt Set: hPa Trans level: FL118 Trans alt: 9850’

10830’ 1031 hPa or above
8860’ 979 hPa or below

---

FL CONVERSION

FL118 FL3600m

FT/METER CONVERSION

QNH
10830’ - 3300m
9850’ - 3000m
8860’ - 2700m
7880’ - 2400m
4930’ - 1500m

---

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

---

CHANGES: STARS completely revised.
**GITUM 02A [GIT02A], GITUM 04A [GIT04A]**

**RWYS 18R/L, 19 ARRIVALS FROM NORTH**

**FL CONVERSION**

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<td>2400m</td>
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*NOT TO SCALE*

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

**CHANGES:** STARS completely revised.
**BEIJING, PR OF CHINA**

**ZBAA/PEK**

**ATIS**

**Apt Elev** 115'

**Alt Set**: hPa

**Trans level**: FL118

**Trans alt**: 9850'

10830' 1031 hPa or above

8860' 979 hPa or below

**FL CONVERSION**

**FL118** FL3600m

**FT/METER CONVERSION**

QNH

10830' - 3300m
9850' - 3000m
8860' - 2700m
6890' - 2100m
5910' - 1800m
4930' - 1500m

**CHANGES:** None.

**NOT TO SCALE**

**FL118**

**014°**

**205°**

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

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

**ZBAA/PEK**

**CAPITAL**

**1 FEB 08**

**10-2D**

**Eff 14 Feb**

**JEPPESEN FliteStar 9.3.0.0**

**DOGAR 02A [DOG02A], DOGAR 04A [DOG04A] 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

**HOLDING OVER DOGAR**
- At FL177 or at FL118

**SHAZIYING**
- *117.2 SY
- N40 06.1 E116 27.7

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

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**CHANGES:** Routing between JR & IAF revised.
BOBAK 01A [BOB01A], BOBAK 03A [BOB03A]

RWYS 01, 36R/L ARRIVALS
FROM SOUTHWEST

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

FL CONVERSION
FL118 FL3600m

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

ZANGANGZHEN
*403 JB
N39 02.6 E116 11.9
At or above FL118

BOBAK 01A
[BOB01A]

BOBAK 03A
[BOB03A]

RWYS 01, 36R/L ARRIVALS
FROM SOUTHWEST

NOT TO SCALE
BOBAK 02A [BOB02A], JB 02A
RWYS 18R/L, 19 ARRIVALS
FROM SOUTHWEST

NOT TO SCALE

No ACFT is permitted to manoeuver or circumnavigate OB in this area.
Notice: After 8 Jun 2008 0901Z, this chart may no longer be valid. Disc 10-2008

ZBAA/PEK
CAPITAL
11 JAN 08 (10-2H)

BEIJING, PR OF CHINA

ATIS 127.6
Appt Elev. 115'

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

10830'  1031 hPa or above
8860'  979 hPa or below

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

FL CONVERSION
FL118 FL4500m
FL148 FL5500m
FL3600m

FT/METER CONVERSION
QNH
10830' :  3300m
9850' :  2700m
8860' :  2100m
7880' :  1500m
6930' :  1000m

CHANGES: STAR KM 01A IAF revised.

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ZBAA/PEK
CAPITAL

ATIS 127.6
Apt Elev 115'
Alt Set: hPa
Trans level: FL118
Trans alt: 9850'

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

10830' 1031 hPa or above
8860' 979 hPa or below

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

FL CONVERSION
FL148 FL4500m
FL118 FL3600m

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

JEPPESEN, 2007. ALL RIGHTS RESERVED.
**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**

<table>
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<tr>
<th>QNH</th>
<th>760'</th>
<th>8860'</th>
<th>9850'</th>
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<td>230m</td>
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<td>3000m</td>
<td>3300m</td>
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**FL CONVERSION**

| FL118 | FL3600m |

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**SID**

**AMVIK 8A**

(760') - AA711 (K250-) - HUR (K250-) - AA716 (8860' - K250-) - AA717 (K250-) - AMVIK.

**AMVIK 8B**

(760') - AA701 (K250-) - AMVIK.
AMVIK 8D [AMVI8D]

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.

CHANGES: Track between AA801 & AMVIK.
CDY 8A, CDY 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.

Gnd speed-KT

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<tbody>
<tr>
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<td>501</td>
<td>668</td>
<td>1003</td>
<td>1337</td>
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<td>5.5%</td>
<td>418</td>
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<td>835</td>
<td>1114</td>
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No ACFT is permitted to maneuver or circumnavigate CB in this area.
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

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

NOT TO SCALE
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.

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<th>Gnd speed-KT</th>
<th>75</th>
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<tr>
<td>6.6% 401’ per NM</td>
<td>501</td>
<td>668</td>
<td>1003</td>
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<th>ROUTING</th>
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<td>LADIX 8A</td>
<td>(760') - AA711 (K250-), HUR (K250-), AA716 (8860'-; K250-), AA717 (K250-), AMVIK - AA704 (FL167+), AA705 (FL236+), LADIX (FL177+).</td>
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<tr>
<td>LADIX 8B</td>
<td>(760') - AA701 (K250-), AMVIK (K250-), AA704 (FL167+), AA705 (FL236+), LADIX (FL177+).</td>
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</table>
**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**

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**RNAV ROUTINGS**

**LADIX 8D**

1. (760') - AA801 (K250-) - AMVIK (7880'+) - AA704 (FL148+) - AA705 (FL217+) - LADIX (FL177+).

**LADIX 8E**

1. (760') - AA811 (K250-) - AA812 (6890'+) - LADIX (FL177+) - AMVIK.
**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**

---

**TRANSITIONS**

**ATTENTION:**

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

**RNAV CLEARANCE PHRASEOLOGY**

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

**CHANGES:**

- SIDs transferred; RNAV SIDs established.

---

**FT/MT CONVERSION**

- **QNH:**
  - 760’ below MSL: 1013 hPa
  - 4900’ below MSL: 911 hPa
  - 11,000’ below MSL: 811 hPa
  - 19,000’ below MSL: 711 hPa

- **GND SPEED KT**
  - 711: 100
  - 911: 121
  - 1211: 141
  - 1411: 160

- **GND SPEED KIAS**
  - 711: 100
  - 911: 121
  - 1211: 141
  - 1411: 160

---

**NOT TO SCALE**

**A T I O N**

- **No ACFT is permitted to maneuver or cir- cumnavigate CB in this area.**

---

**CONVERSION**

- **FL 118 FL 3600m**
- **FL 5100m FL 167**
- **FL 6500m FL 213**

---

**QINGBAIKOU CD**

- **(Climb gradient 5.8%)**
  - 660’ per NM

---

**FL CONVERSION**

- **FL 111**
  - 750
  - 975
  - 1200
  - 1500
  - 1800
  - 2100
  - 2400

---

**TRANSITIONS**

- **MAX. 250 KT**
  - 200
  - 300
  - 400
  - 500

---

**FT/METER CONVERSION**

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  - 760’ below MSL: 1013 hPa
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  - 660’ per NM
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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. 
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**FT/METER CONVERSION**

<table>
<thead>
<tr>
<th>FT</th>
<th>METER</th>
</tr>
</thead>
<tbody>
<tr>
<td>760'</td>
<td>230m</td>
</tr>
<tr>
<td>5910'</td>
<td>1800m</td>
</tr>
<tr>
<td>6890'</td>
<td>2100m</td>
</tr>
<tr>
<td>8860'</td>
<td>2700m</td>
</tr>
<tr>
<td>9850'</td>
<td>3000m</td>
</tr>
<tr>
<td>10830'</td>
<td>3300m</td>
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**FL CONVERSION**

<table>
<thead>
<tr>
<th>FL</th>
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<tbody>
<tr>
<td>FL118</td>
<td>FL3600m</td>
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<tr>
<td>FL128</td>
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<td>FL167</td>
<td>FL5100m</td>
</tr>
<tr>
<td>FL213</td>
<td>FL6500m</td>
</tr>
</tbody>
</table>

**FLS TRANSFORMATION**

- FL118 = FL3600m
- FL128 = FL3900m
- FL157 = FL4800m
- FL167 = FL5100m
- FL213 = FL6500m
- FL3600m = FL118
- FL3900m = FL128
- FL4800m = FL157
- FL5100m = FL167
- FL6500m = FL213

**QNH**

- 10830' = 9850m
- 8860' = 760m

**QNH**

- 2100m
- 3000m

**FLS**

- FL167 = FL8000m
- FL3600m = FL118

**MINIMUM ALTITUDE**

- At or below FL167
- 6890' = 2100m
- 5910' = 1800m
- 5620' = 1500m
- 4600' = 1050m
- 3000m
- 2700m

**MINIMUM VELOCITY**

- 75 KT
- 100 KT
- 150 KT
- 200 KT
- 250 KT
- 300 KT

**RNAV (GNSS OR DME/DME/IRU)**

- RNAV 1
- RADAR REQUIRED

**RNAV DEPARTURES**

- RWYS 18R/L, 19 RNAV DEPARTURES

**RNAV (GNS OR DME/DME/IRU)**

- RENO8 (19) RNAV DEPARTURES

**CHANGES:** SIDs transferred; RNAV SIDs established.

- 10-3G
- 10-2008

- 114.7 PEK
- PEK VOR
- 110°
- 300°
- 210°
- 030°

- 7100'
- 6000'
- 2000'
- 4600'
- 4600'

- 110°
- 030°
- 210°
- 330°

- 760' at AA811
- 6890' at AA812
- FL128 at AA813
- FL167 at AA814

- 250 KT MAX
- 200 KT MIN

- RENO8D, RENO8F, RENO8E RENOB 8F, RENOB 8J

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

- FT/METER CONVERSION

- FL CONVERSION

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**RNAV CLEARANCE PHRASEOLOGY**

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<td></td>
<td>230m</td>
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**FL CONVERSION**

<table>
<thead>
<tr>
<th>RNAV DEPARTURES</th>
<th>FL118</th>
<th>FL3600m</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV 1 RADAR REQUIRED</td>
<td>SOSDI 8A, SOSDI 8B, SOSDI 8C (RNAV (GNSS OR DME/DME/IRU) RADAR REQUIRED)</td>
<td></td>
</tr>
<tr>
<td>RNAV 1 RNAV OR DME/RNAV DEPARTURES</td>
<td>SOSDI 8A, SOSDI 8B, SOSDI 8C</td>
<td></td>
</tr>
</tbody>
</table>

**CHANGES:**  
15 Jan 2006.  
Trans level: FL118.  
Trans alt: 8860’ HPA or below.  
SOSDI transferred; RNAV SIDs established.  
AA715

**SOSDI 8A**  
N40 11.0 E115 47.5  
At or above 8860’  
MAX 250 KT

**SOSDI 8B**  
N40 17.4 E116 24.0  
At or above 6890’  
MAX 250 KT

**SOSDI 8C**  
N40 03.1 E116 43.9  
At or above 6890’  
MAX 250 KT

**FL CONVERSION**

<table>
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<th>FL3600m</th>
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<tr>
<td></td>
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</table>

**Gnd speed-KT**

| 6% 365’ per NM | 456 608 911 1215 1519 1823 |
| 5.8% 352’ per NM | 441 587 881 1175 1468 1762 |

**RADAR REQUIRED**

| SOSDI 8A (760’) - AA711 (K250) - AA714 (8860’; 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) |

**NOT TO SCALE**
**RNAV CLEARANCE PHRASEOLOGY**

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**CHANGES:**

- RWYS 18R/L, 19 RNAV DEPARTURES
- RADAR REQUIRED
- RNAV 1 (GNSS OR DME/DME/IRU)
- RNAV 1 (SOSD8F), SOSDI 8J [SOSD8J] 18R/L, 19 RNAV DEPARTURES
- RNAV (GNS OR DME/DME)
YV 8A, YV 8B
RWYS 01, 36R/L RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)
RNAV 1
RADAR REQUIRED

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

FL CONVERSION
FL 118 FL 3600m
FL 128 FL 3900m

NOT TO SCALE

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

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

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
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<tbody>
<tr>
<td>YV 8A</td>
<td>(760') - AA711 (K250-) - YV (FL128+).</td>
</tr>
<tr>
<td>YV 8B</td>
<td>(760') - AA701 (K250-) - HUR (K250-) - AA718 (8860'-) - YV (FL128+).</td>
</tr>
</tbody>
</table>
YV 8D

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

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

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

FL CONVERSION
FL118 FL3600m
FL128 FL3900m

NOT TO SCALE

CHANGES: Track between AA801 & AMVIK.
Apt Elev: 115'  
Trans level: FL118  
Trans alt: 9850'  
10830' 1031 hPa or above  
8860' 970 hPa or below

**CHANGES:** SIDs completely revised.
CDY 31D, YV 31D, YV 32D  
CDY 41D, YV 41D  
RWY 36R DEPARTURES  
RWY 18L DEPARTURES  
TO NORTH

No aircraft is permitted to maneuver or circumnavigate CB in this area.
CDY 51D, YV 51D, YV 52D  
RWY 01 DEPARTURES 

CDY 61D, YV 61D  
RWY 19 DEPARTURES 

TANGHEKOU  
*514 YV  
N40 44.0 E116 38.0  
At or above FL128

CHEDAOTU  
*625 CDY  
N40 34.7 E117 04.3

GUANZHUANG  
114.7 PEK  
N40 03.1 E116 43.9

XILIUHETUN  
*395 WF  
N39 57.0 E116 52.0

HUAIROU  
114.7 PEK  
N40 03.1 E116 43.9

NO aircraft is permitted to manoeuver or circumnavigate CB in this area.

JT

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  780 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: New chart.
Notice: After 8 Jun 2008  0901Z, this chart may no longer be valid. Disc 10-2008


GND speed-KT
5% 304' per NM 380 506 760 1013 1266 1519
4.2% 255' per NM 319 425 638 851 1063 1276

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

FL CONVERSION
FL118 FL3600m
FL197 FL6000m

ACFT below FL197 At enroute ALT

NEW CHART.
JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

CHANGES: New chart.
Notice: After 8 Jun 2008 0901Z, this chart may no longer be valid. Disc 10-2008

BEIJING, PR OF CHINA

14 DEC 07 10-3U Eff 20 Dec

ZBAA/PEK

Apt Elev 115' Trans level: FL118 Trans alt: 9850'
9850' 10830' 1031 hPa or above
9880' 979 hPa or below

REN 11D [REN11D] 1
REN 12D [REN12D]
REN 21D [REN21D] 1
REN 22D [REN22D]
REN 23D [REN23D]
RWY 36L DEPARTURES 2
RWY 18R DEPARTURES

NOT TO SCALE

FL CONVERSION

QNH FL118 FL3600m
FL167 FL5100m
FL213 FL6500m

FT/METER CONVERSION

760' 230m
5910' 1800m
6890' 2100m
8860' 3000m
9950' 3300m
10830' 3600m

Gnd speed-KT

6% 365' per NM 456 608 911 1215 1519 1823

CHANGES: New chart.

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**CHANGES:** New chart.
By ATC.
No aircraft is permitted to manoeuvre or circumnavigate CB in this area.

**CHANGES:** New chart.
KM 11D  
RWY 36L DEPARTURE  
CAT A & B ONLY  
TO NORTHWEST

KM 21D 1  
RWY 18R DEPARTURE

By ATC.
No aircraft is permitted to manoeuver or circumnavigate CB in this area.

**CHANGES:** New chart.

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CHANGES: New chart.
### ADDITIONAL RUNWAY INFORMATION

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<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
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<tr>
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<td>HIRL</td>
<td>CL</td>
<td>ALSF-II</td>
</tr>
<tr>
<td>19</td>
<td>HIRL</td>
<td>CL</td>
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</table>

- 1 spacing 60m
- 2 white, spacing 15m

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<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
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<tr>
<td>36R</td>
<td>HIRL</td>
<td>CL</td>
<td>ALSF-II</td>
</tr>
</tbody>
</table>

- 3 spacing 60m
- 4 white, spacing 15m
- 5 HST-W4 & W3.
- 6 HST-W5 & W6.
- 7 TAKE-OFF RUN AVAILABLE

Inform ATC upon receiving delivery clearance if TORA of more than 11,220' (3420m) is required.

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF RUN AVAILABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>18L</td>
<td>From rwy head 12,467' (3800m)</td>
<td>Rwy 36R: From rwy head 12,467' (3800m)</td>
</tr>
<tr>
<td></td>
<td>twy W8 int 11,909' (3630m)</td>
<td>twy W1 int 11,909' (3630m)</td>
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<tr>
<td></td>
<td>twy W7 int 11,220' (3420m)</td>
<td>twy W2 int 11,220' (3420m)</td>
</tr>
</tbody>
</table>

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<td>HIRL</td>
<td>CL</td>
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<tr>
<td>36L</td>
<td>HIRL</td>
<td>CL</td>
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</table>

- 8 spacing 60m
- 9 white, spacing 30m
- 10 HST-P2, P3 & P4
- 11 HST-P5, P6 & P7
- 12 TAKE-OFF RUN AVAILABLE

<table>
<thead>
<tr>
<th>RWY</th>
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<tbody>
<tr>
<td>18R</td>
<td>From rwy head 10,499' (3200m)</td>
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<tr>
<td></td>
<td>twy P8 int 9580' (2920m)</td>
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</table>

<table>
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<tbody>
<tr>
<td>36L</td>
<td>Rwy 36R: From rwy head 10,499' (3200m)</td>
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<tr>
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<td>twy P1 int 9850' (2920m)</td>
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### TAKE-OFF

<table>
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<tr>
<th>RWY</th>
<th>LVP must be in force</th>
<th>All Rwys</th>
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<td>HIRL and CL</td>
<td>RL and RCLM</td>
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<td>2 TURB Eng or 3 &amp; 4 Eng</td>
<td>RVR 200m</td>
<td>RVR 200m</td>
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<td>Other</td>
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### CHANGES:
None.
### Taxi Routes for RWYS 01, 36L, 36R

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<tr>
<th>Route ID</th>
<th>Direction</th>
<th>Description</th>
<th>Beginning Point</th>
<th>Ending Point</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Two-way</td>
<td>36L/36R in use: P9-C-S4-D4</td>
<td>Intersection of 36L &amp; 36R</td>
<td>Intersection of D3 &amp; D6 or Z7 &amp; Z2</td>
</tr>
<tr>
<td>1</td>
<td>Two-way</td>
<td>18L/18R in use: D4-S4-C-P9, hold short of rwy 18R</td>
<td>Intersection of D4 &amp; Z4</td>
<td>Intersection of D4 &amp; Z4</td>
</tr>
<tr>
<td>2</td>
<td>One-way</td>
<td>F-S4, hold short of D4</td>
<td>Intersection of F &amp; Z4</td>
<td>Intersection of S4 &amp; D4</td>
</tr>
<tr>
<td>2</td>
<td>One-way</td>
<td>S5-Z3-S7-Y7-H2-H hold short of T6</td>
<td>Intersection of C &amp; S3</td>
<td>Intersection of T6 &amp; H</td>
</tr>
<tr>
<td>1</td>
<td>One-way</td>
<td>T5-G-H1-H56 hold short of F</td>
<td>Intersection of T5 &amp; K</td>
<td>S6 &amp; F</td>
</tr>
</tbody>
</table>

### Communication Frequencies

- **GND 02**: 121.7
- **GND 01**: 121.9
- **GND 03**: 121.8
- **GND 04**: 121.85
- **GND 05**: 121.85

**CHANGES**: Communications. Taxi routes.
## Taxi Routes for RWYS 18L, 18R, 19

<table>
<thead>
<tr>
<th>Route ID</th>
<th>Direction</th>
<th>Description</th>
<th>Beginning Point</th>
<th>Ending Point</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 1</td>
<td>Two-way</td>
<td>Z7-C1-D1-Z4-D3</td>
<td>Intersection of Z7 &amp; Z2 or D3 &amp; Z6</td>
<td>Intersection of D3 &amp; Z6 or Z7 &amp; Z2</td>
</tr>
<tr>
<td>Route 1</td>
<td>Two-way</td>
<td>36L/36R in use: P9-C-S4-D4</td>
<td>P9</td>
<td>Intersection of D4 &amp; Z4</td>
</tr>
<tr>
<td>Route 1</td>
<td>One-way</td>
<td>D4-S5-Z3-M1-D9, hold at HP5</td>
<td>Intersection of D4 &amp; Z4</td>
<td>HP5</td>
</tr>
<tr>
<td>Route 1</td>
<td>One-way</td>
<td>D4-S5-Z3-M1-F, hold at HP4</td>
<td>Intersection of D4 &amp; Z4</td>
<td>HP4</td>
</tr>
</tbody>
</table>

**Diagram:**
- **APRON 1**
- **APRON 2**
- **APRON 3**
- **APRON 4**
- **APRON 5**
- **APRON 6**
- **APRON 7**
- **APRON 8**
- **APRON 9**
- **APRON 10**
- **APRON M**
- **APRON N2**
- **APRON N1**

**Ground Frequencies:**
- **Ground 01:** 121.9
- **Ground 02:** 121.7
- **Ground 03:** 121.8
- **Ground 04:** 121.85
- **Ground 05:** 121.75
- **Ground 06:** 121.7

**Routes:**
- **RWY 18L/36L:**
  - D4-S5-Z3-M1-D9, hold at HP5
  - D4-S5-Z3-M1-F, hold at HP4

- **RWY 18R/36R:**
  - D4-S5-Z3-M1-D9, hold short of rwy 18R
  - D4-S5-Z3-M1-F, hold at HP4
Notice: After 8 Jun 2008 0901Z, this chart may no longer be valid. Disc 10-2008

JEPPESEN
FliteStar 9.3.0.0

BEIJING, PR OF CHINA
CAPITAL

10-9F

JEPPESEN

CHANGES:
New chart. | JEPPESEN, 2008. ALL RIGHTS RESERVED.

10-9F CAPITAL 1 FEB 08
Eff 14 Feb
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: Act 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.
### ZBAA/PEK

**JAA MINIMUMS**

![EXPIRY](14 DEC 07 (10-9X) BEIJING, PR OF CHINA CAPITAL)

#### STRAIGHT-IN RWY

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>ILS DME</td>
<td>315'(230')</td>
<td>331'(246')</td>
<td>331'(246')</td>
</tr>
<tr>
<td></td>
<td>ALS out</td>
<td>R600m</td>
<td>R600m</td>
<td>R600m</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R1000m</td>
<td>R1000m</td>
<td>R1000m</td>
</tr>
<tr>
<td></td>
<td>LOC</td>
<td>550'(465')</td>
<td>550'(465')</td>
<td>550'(465')</td>
</tr>
<tr>
<td></td>
<td>ALS out</td>
<td>R1000m</td>
<td>R1200m</td>
<td>R1200m</td>
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<td>R1500m</td>
<td>R1500m</td>
<td>R2000m</td>
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<td>18L</td>
<td>ILS</td>
<td>308'(200')</td>
<td>308'(200')</td>
<td>308'(200')</td>
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<td>ALS out</td>
<td>R550m</td>
<td>R550m</td>
<td>R550m</td>
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<tr>
<td></td>
<td></td>
<td>R1000m</td>
<td>R1000m</td>
<td>R1000m</td>
</tr>
<tr>
<td></td>
<td>LOC</td>
<td>510'(402')</td>
<td>510'(402')</td>
<td>510'(402')</td>
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<tr>
<td></td>
<td>ALS out</td>
<td>R900m</td>
<td>R1000m</td>
<td>R1000m</td>
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<tr>
<td></td>
<td></td>
<td>R1500m</td>
<td>R1500m</td>
<td>R1800m</td>
</tr>
<tr>
<td>18R</td>
<td>ILS DME</td>
<td>315'(200')</td>
<td>315'(200')</td>
<td>328'(213')</td>
</tr>
<tr>
<td></td>
<td>ALS out</td>
<td>R550m</td>
<td>R550m</td>
<td>R600m</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R1000m</td>
<td>R1000m</td>
<td>R1000m</td>
</tr>
<tr>
<td></td>
<td>LOC</td>
<td>500'(385')</td>
<td>500'(385')</td>
<td>500'(385')</td>
</tr>
<tr>
<td></td>
<td>ALS out</td>
<td>R900m</td>
<td>R1000m</td>
<td>R1000m</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R1500m</td>
<td>R1500m</td>
<td>R1800m</td>
</tr>
<tr>
<td>19</td>
<td>ILS DME</td>
<td>295'(200')</td>
<td>295'(200')</td>
<td>295'(200')</td>
</tr>
<tr>
<td></td>
<td>ALS out</td>
<td>R550m</td>
<td>R550m</td>
<td>R550m</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R1000m</td>
<td>R1000m</td>
<td>R1000m</td>
</tr>
<tr>
<td></td>
<td>LOC</td>
<td>560'(465')</td>
<td>560'(465')</td>
<td>560'(465')</td>
</tr>
<tr>
<td></td>
<td>ALS out</td>
<td>R1000m</td>
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<tr>
<td></td>
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<td>R1500m</td>
<td>R1500m</td>
<td>R2000m</td>
</tr>
<tr>
<td>36L</td>
<td>ILS</td>
<td>308'(200')</td>
<td>308'(200')</td>
<td>322'(214')</td>
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<tr>
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<td>ALS out</td>
<td>R550m</td>
<td>R550m</td>
<td>R600m</td>
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<tr>
<td></td>
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<td>R1000m</td>
<td>R1000m</td>
<td>R1000m</td>
</tr>
<tr>
<td></td>
<td>LOC</td>
<td>450'(342')</td>
<td>450'(342')</td>
<td>450'(342')</td>
</tr>
<tr>
<td></td>
<td>ALS out</td>
<td>R900m</td>
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<td>R1000m</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R1500m</td>
<td>R1500m</td>
<td>R1800m</td>
</tr>
<tr>
<td>36R</td>
<td>CAT 2 ILS</td>
<td>198'(100')</td>
<td>198'(100')</td>
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<td></td>
<td>RA107'R300m</td>
<td>RA107'R300m</td>
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#### CIRCLE-TO-LAND

<table>
<thead>
<tr>
<th></th>
<th>100 KT</th>
<th>135 KT</th>
<th>180 KT</th>
<th>205 KT</th>
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</thead>
<tbody>
<tr>
<td>36R</td>
<td>690'(575')</td>
<td>690'(575')</td>
<td>870'(755')</td>
<td>870'(755')</td>
</tr>
<tr>
<td></td>
<td>V1500m</td>
<td>V1600m</td>
<td>V2400m</td>
<td>V3600m</td>
</tr>
</tbody>
</table>

---

1. **LMM out: NOT AUTHORIZED.**

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

---

**CHANGES:** Notes.
### Take-Off RWY 36R

<table>
<thead>
<tr>
<th>LVP must be in Force</th>
<th>RL</th>
<th>NIL (DAY only)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td>R200m</td>
<td>R400m</td>
</tr>
<tr>
<td><strong>B</strong></td>
<td>R250m</td>
<td>R500m</td>
</tr>
<tr>
<td><strong>C</strong></td>
<td>R250m</td>
<td>R500m</td>
</tr>
<tr>
<td><strong>D</strong></td>
<td>R300m</td>
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</table>

Other

V1600m

### Take-Off RWY 01, 18L, 18R, 19, 36L

<table>
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<tr>
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<th>RL</th>
<th>NIL (DAY only)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td>R400m</td>
<td>R500m</td>
</tr>
<tr>
<td><strong>B</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>C</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Other

V1600m
BEIJING, PR OF CHINA
ILS DME Rwy 01

LOCA

Final Apch Crs

GS

D15.2 INJ

4930° (4845°)

D19.8 INJ

099°

D19.1/ R-179 PEK

277° 5.2

D23.4 INJ

279°

SHAZIYING

D 117.2 SZY

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

BEIJING

240 QU

359°

IZ

517°

1244'

802'

1244'

615'

517'

116-20 ZB(P)-001

NOT TO SCALE

MASS 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' Initial apch MAX 210 KT.

SHAZIYING

117.2 SZY

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

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BEIJING, PR OF CHINA
RNAV ILS Rwy 18L

ATIS Arrival
ZBAA/PEK
CAPITAL

BEIJING Approach
Gnd speed-Kts: 112-2

BEIJING Tower
Initial apch MAX 210 KT.
Trans level: FL 118
Trans alt: 9850’

GROUND
Refer to chart 10-9

CHANGES:
None.

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’

Initial apch MAX 210 KT.

CHANGES:
None.

1.031 hPa or above - 10830’
979 hPa or less - 8860’

PANS OPS 4
Strategic	Not to Scale

PAPI

Simultaneous approaches authorized with rwy 18R or 19.
**BEIJING Approach**

**LOM** 126 119.0 120.6 119.7 118.5

**GS** 179° 801' (693')

**ILS** 308' (200')

**Final Apch Crs** 179°

**Apt Elev** 115'

**Rwy** 108'

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

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

**BEIJING Tower**

**Gnd speed-Kts** 11-3

**LOC** 109.3

**GS** LOM 801' (693')

**ILS** DA(H) 308' (200')

**Apt Elev** 115'

**Rwy** 108'

**RVR** 720m 800m

**VIS** 1200m 800m

**ELEV** 180m 205'

Simultaneous approaches authorized with rwy 18R or 19.

**CHANGES:** New procedure.
**BEIJING, PR OF CHINA**

**ILS Rwy 18L**

<table>
<thead>
<tr>
<th>ZBAA/PEK CAPITAL</th>
<th>ATIS Arrival</th>
<th>BEIJING Approach</th>
<th>BEIJING Tower</th>
<th>Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.6</td>
<td>119.0</td>
<td>126.1</td>
<td>120.6</td>
<td>119.7</td>
</tr>
<tr>
<td></td>
<td>118.5</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notice:** After 8 Jun 2008 0901Z, this chart may no longer be valid. Disc 10-2008

**Missed Approach:** Climb STRAIGHT AHEAD to QU NDB, then turn LEFT to reach VOR at 3940'. Join holding and contact ATC.

*Alt Set: hPa*  
*Rwy Elevation: 4 hPa*  
*Trans level: FL 118*  
*Trans alt: 9850'*

*Initial approach MAX 210 KT.*

---

**FT/METER CONVERSION**

<table>
<thead>
<tr>
<th>FT</th>
<th>METER</th>
</tr>
</thead>
<tbody>
<tr>
<td>10830'</td>
<td>3300m</td>
</tr>
<tr>
<td>9850'</td>
<td>3000m</td>
</tr>
<tr>
<td>8860'</td>
<td>2700m</td>
</tr>
<tr>
<td>4930'</td>
<td>1500m</td>
</tr>
<tr>
<td>3940'</td>
<td>1200m</td>
</tr>
<tr>
<td>810'</td>
<td>245m</td>
</tr>
</tbody>
</table>

---

**CHANGES:** Chart reindexed. Procedure.  
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' Initial apch MAX 210 KT.

CHANGES: Chart reindexed. Procedure.
Notice: After 8 Jun 2008 0901Z, this chart may no longer be valid. Disc 10-2008
No aircraft is permitted to manoeuvre or circumnavigate CB in this area.

Simultaneous approaches authorized with rwy 18L or 18R.

Gnd speed - Kts

<table>
<thead>
<tr>
<th>ILS GS 3.20° or LOC descent gradient 5.6%</th>
</tr>
</thead>
<tbody>
<tr>
<td>401 516 574 688 803 918</td>
</tr>
</tbody>
</table>

Map at MM/0.7 ISZ

FT/METER CONVERSION

<table>
<thead>
<tr>
<th>QNH</th>
<th>10830' = 3300m</th>
<th>9850' = 3000m</th>
<th>8860' = 2700m</th>
<th>4930' = 1500m</th>
<th>3940' = 1200m</th>
<th>1970' = 600m</th>
<th>660' = 200m</th>
</tr>
</thead>
</table>

CHANGES: New procedure.
Missed Approach: 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.

Initial Approach Max 210 KT.

Ground speed-Kts

Rwy Elev: 4 hPa

Trans level: FL 118

Trans alt: 9850'
ZBAA/PEK
CAPITAL

BEIJING, PR OF CHINA
14 DEC 07
11-10
Eff 20 Dec
FROM EAST
ILS Rwy 36L

ATIS Arrival
127.6
Final
IZ
GS
866' (758')
Final Apch Crs
359°
GS LOM
111.7
DIR
111.7
BEIJING Approach
119.0
126.1
120.6
119.7
BEIJING Tower
124.3
Ground
121.9

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.

ATIS Arrival
127.6
Final
IZ
GS
866' (758')
Final Apch Crs
359°
GS LOM
111.7
DIR
111.7
BEIJING Approach
119.0
126.1
120.6
119.7
BEIJING Tower
124.3
Ground
121.9

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
Initial apch MAX 210 Kt.
Trans level: FL 118
Trans alt: 9850'

Simultaneous approaches
authorized with rwy 01 or 36R.

BEIJING Tower
127.6
Final
IZ
GS
866' (758')
Final Apch Crs
359°
GS LOM
111.7
DIR
111.7
BEIJING Approach
119.0
126.1
120.6
119.7
BEIJING Tower
124.3
Ground
121.9

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
Initial apch MAX 210 Kt.
Trans level: FL 118
Trans alt: 9850'

Simultaneous approaches
authorized with rwy 01 or 36R.
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.

Gnd speed-Kts
Initial apch MAX 210 KT.

1031 hPa or above - 10830' 979 hPa or less - 8880'
10830' - 3300m 9850' - 3000m
8860' - 2700m 6890' - 2100m
5910' - 1800m 870' - 265m
530' - 160m

Arrival.

ATIS Arrival 127.6
Final apch 111.7
BEIJING Approach 111.7
GS LOM 359° 866' (758')
BEIJING Tower Apt Elev 115'
Ground 121.9

PANS OPS 4
Simultaneous approaches authorized with rwy 01 or 36L.
**CAT II RNAV ILS Rwy 36R**

**BEIJING, PR OF CHINA**

---

**BEIJING Tower**

<table>
<thead>
<tr>
<th>LO</th>
<th>GS</th>
<th>CAT II ILS RA</th>
<th>DA(H)</th>
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<tbody>
<tr>
<td>112.6</td>
<td>120.6</td>
<td>119.7</td>
<td>118.5</td>
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</tbody>
</table>

---

**Ground Reference**

Refer to chart 10-9

---

**ZBAA/PEK**

---

**BRIEFING STRIP**

- **Final Apch Crs**: 359°
- **GS LOM**: 1355′ (1257′)
- **CAT II ILS RA**: 107′
- **DA(H)**: 198′ / 100′
- **RWY**: 98′

---

**MISSING 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.

---

**CHANGES**: New procedure.

---

**FT/METER CONVERSION**

<table>
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<th>QNH</th>
<th>10830′</th>
<th>3300m</th>
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<tr>
<td>9850′</td>
<td>3000m</td>
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</tr>
<tr>
<td>8860′</td>
<td>2700m</td>
<td></td>
</tr>
<tr>
<td>6890′</td>
<td>2100m</td>
<td></td>
</tr>
<tr>
<td>3940′</td>
<td>1200m</td>
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**Gnd speed-Kts**

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<th>GS</th>
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<tr>
<td>70</td>
<td>377</td>
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<tr>
<td>90</td>
<td>484</td>
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<tr>
<td>100</td>
<td>538</td>
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<td>120</td>
<td>646</td>
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<td>140</td>
<td>755</td>
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<td>861</td>
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</table>

---

**STRAIGHT-IN LANDING RWY 36R**

**CAT II ILS**

**ABCD**

**RA**: 107′

**DA(H)**: 198′ / 100′

---

**RVR**: 350m

---

**CHANGES**: New procedure.
ZBAA/PEK CAPITAL

BEIJING, PR OF CHINA

FROM SOUTH ILS RWY 36R

ATIS Arrival BEIJING Approach BEIJING Tower
127.6 119.0 126.1 120.6 119.7 118.5

Ground Refer to chart 10-9

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.

Simultaneous approaches authorized with rwy 01 or 36L.

CHANGES: New procedure.
BEIJING, PR OF CHINA
CAT II ILS Rwy 36R

**BEIJING Arrival**
- **ATIS Arrival**
  - 127.6
- **BEIJING Approach**
  - LOC: IQU
  - Final Apch Crs: 359°
  - GS: 1355'(1257')
  - CAT II ILS RA 107'
  - Apt Elev: 115'
  - LOM: 198'/100'
  - Rwy: 98'

**BEIJING Tower**

**Ground Refer to chart 10-9**

**MISSING 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' 

### 1. Initial apch MAX 210 KT.
### 2. Special Aircrew & Acft Certification Required.

**CHANGES**: New procedure.

---

**FT/METER CONVERSION**

- **QNH**: 10830' - 3300m
- **9850' - 3000m**
- **8860' - 2700m**
- **6890' - 2100m**
- **3940' - 1200m**

---

**Ruangzhao Capital**

**Simultaneous approaches authorized with rwy 01 or 36L.**
**Missed Approach:** 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.

**Initial Approach:**
- Max speed: 210 KT.
- Initial approach MDA(H): 298'/200'.
- Initial approach LOM: 359°.
- Initial approach GS: 359°.
- Initial approach GS or LOC: 5910'.

**CIRCLe-TO-LAND ILS Rwy 36R**
- Max speed: 205 KT.
- Max alt: 4000m.
- MDA(H): 755'/755'.

**Straight-In-Landing Rwy 36R**
- Max speed: 180 KT.
- Max alt: 3300m.
- MDA(H): 755'/755'.

**ADF:**
- Course: 089°.
- Distance: 10830' - 3300m.
- Distance: 9850' - 3000m.
- Distance: 8860' - 2700m.
- Distance: 4930' - 1500m.
- Distance: 3940' - 1200m.
- Distance: 1360' - 415m.

**ZBAA/PEK**
- Arrival routes.
- ATIS Arrival
- 116-20
- 116-30
- 116-40
- 116-50

**FT/METER CONVERSION**
- QNH 1013 hPa or above.
- QNH 979 hPa or less.
- FL 118.
- Trans alt: 9850'.