

**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癱) TDZE 90'  
Lights: Edge, ALS, Centerline, TDZ  
Stopway Distance 394'

Runway 18L (179.0癱) TDZE 115'  
Lights: Edge, ALS, Centerline  
Stopway Distance 197'

Runway 18R (179.0癱) TDZE 115'  
Lights: Edge, ALS, Centerline, TDZ  
Right Traffic  
Stopway Distance 197'

Runway 19 (179.0癱) TDZE 98'  
Lights: Edge, ALS, Centerline  
Stopway Distance 394'

Runway 36L (359.0癱) TDZE 110'  
Lights: Edge, ALS, Centerline  
Stopway Distance 197'

Runway 36R (359.0癱) 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**

ZBAA/PEK  
CAPITAL

JEPPESEN

1 FEB 08

10-1P

Eff 14 Feb

BEIJING, PR OF CHINA

AIRPORT BRIEFING

**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 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 &amp; 18R right-hand circuit.

**1.5.1. SIMULTANEOUS OPERATIONS ON PARALLEL RWYs**

RWYs 36L, 36R &amp; 01 may be used for independent parallel ILS approaches.

RWYs 18L, 18R &amp; 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.

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10-1P1

Eff 14 Feb

BEIJING, PR OF CHINA

AIRPORT BRIEFING

**2. ARRIVAL****2.1. SPEED RESTRICTIONS**

MAX 280 KT between FL197 &amp; 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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JEPPESEN

19 OCT 07

10-1P2

Eff 25 Oct

BEIJING, PR OF CHINA

AIRPORT BRIEFING

**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 marshalls 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:

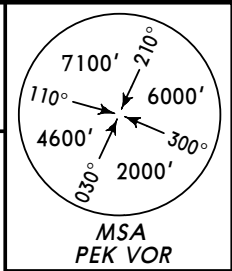
- |                          |  |
|--------------------------|--|
| Take-off to 500m (1650') | - take-off power;  |
|                          | - take-off flaps/slats;  |
|                          | - climb at $V_2 + 20$ km/h (10 KT);  |
| At 500m (1650')          | - reduce thrust to not less than 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. |

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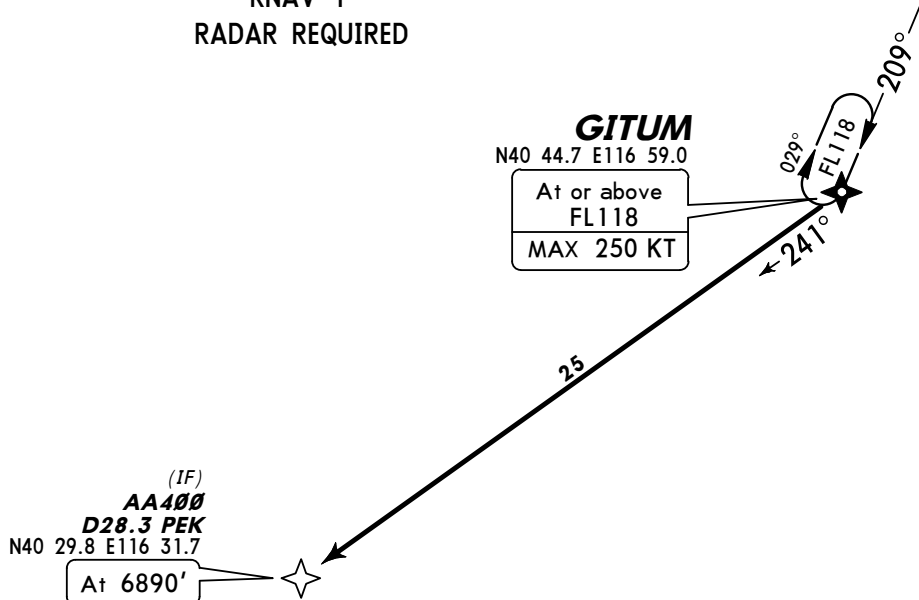
JEPPESEN BEIJING, PR OF CHINA  
14 DEC 07 10-2 Eff 20 Dec

RNAV STAR

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
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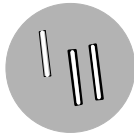


**GITUM 7E [GITU7E]**  
**RWY 18L RNAV ARRIVAL**  
RNAV (GNSS OR DME/DME/IRU)  
RNAV 1  
RADAR REQUIRED



**RNAV CLEARANCE PHRASEOLOGY**

- "Cleared xxx Arrival":**  
Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Arrival and Profile":**  
Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
- "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.



GUANZHUANG  
D 114.7 PEK  
N40 03.1 E116 43.9

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

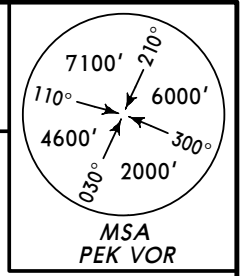
**ROUTING**  
GITUM (FL118+; K250-) - AA400 (6890').

ZBAA/PEK  
 CAPITAL

JEPPESEN BEIJING, PR OF CHINA  
 14 DEC 07 (10-2A) Eff 20 Dec

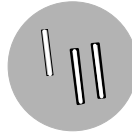
RNAV STAR

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

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



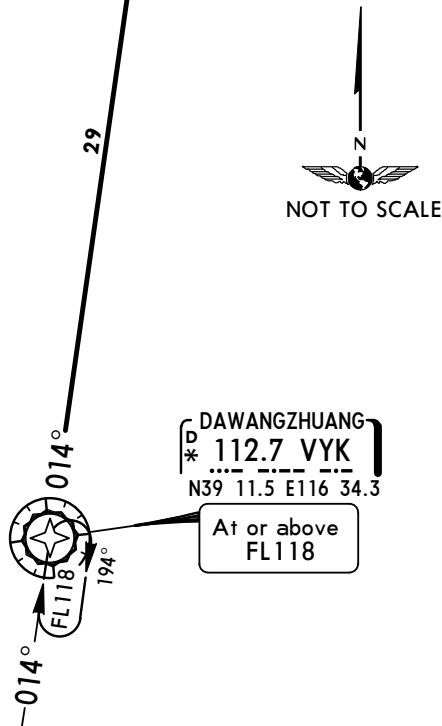
GUANZHUANG  
 D 114.7 PEK  
 N40 03.1 E116 43.9

(IF)  
 AA201  
 D23.4 PEK  
 N39 40.1 E116 39.6  
 At 6890'

**RNAV CLEARANCE PHRASEOLOGY**

- "Cleared xxx Arrival":**  
 Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Arrival and Profile":**  
 Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
- "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	
FL 118	FL 3600m
FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
6890'	- 2100m



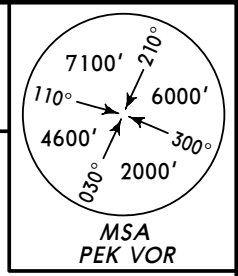
**ROUTING**  
 VYK (FL118+) - AA201 (6890').

ZBAA/PEK  
 CAPITAL

JEPPESEN BEIJING, PR OF CHINA  
 14 DEC 07 (10-2B) Eff 20 Dec

STAR

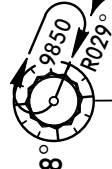
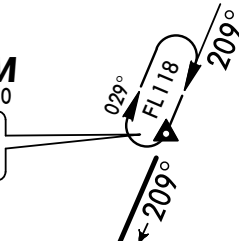
ATIS 127.6	Apt Elev 115'	Alt Set: hPa Trans level: FL118 Trans alt: 9850'	10830' 1031 hPa or above 8860' 979 hPa or below
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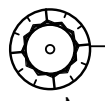
**GITUM 01A [GITØ1A]**  
**RWYS 01, 36R/L ARRIVAL**  
 FROM NORTH

FL CONVERSION	
FL118	FL3600m
FT/METER CONVERSION	
QNH	
10830'	- 3300m
9850'	- 3000m
8860'	- 2700m
7880'	- 2400m
4930'	- 1500m

**GITUM**  
 N40 44.7 E116 59.0  
 At or above  
 FL118

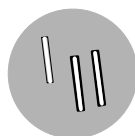
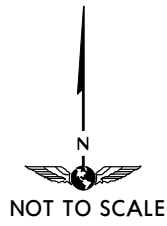


**HUAIROU**  
 D \*113.6 HUR  
 N40 19.8 E116 44.9  
 At 9850'



**GUANZHUANG**  
 D 114.7 PEK  
 N40 03.1 E116 43.9  
 At 7880'

(IAF)  
**D19.1 PEK**  
 N39 44.1 E116 46.9  
 At 4930'



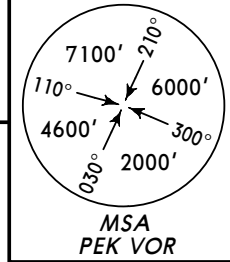
No ACFT is permitted to manoeuvre or circumnavigate CB in this area.

**ZBAA/PEK**  
CAPITAL

**JEPPESEN** BEIJING, PR OF CHINA  
14 DEC 07 **10-2C** Eff 20 Dec

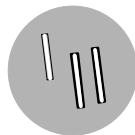
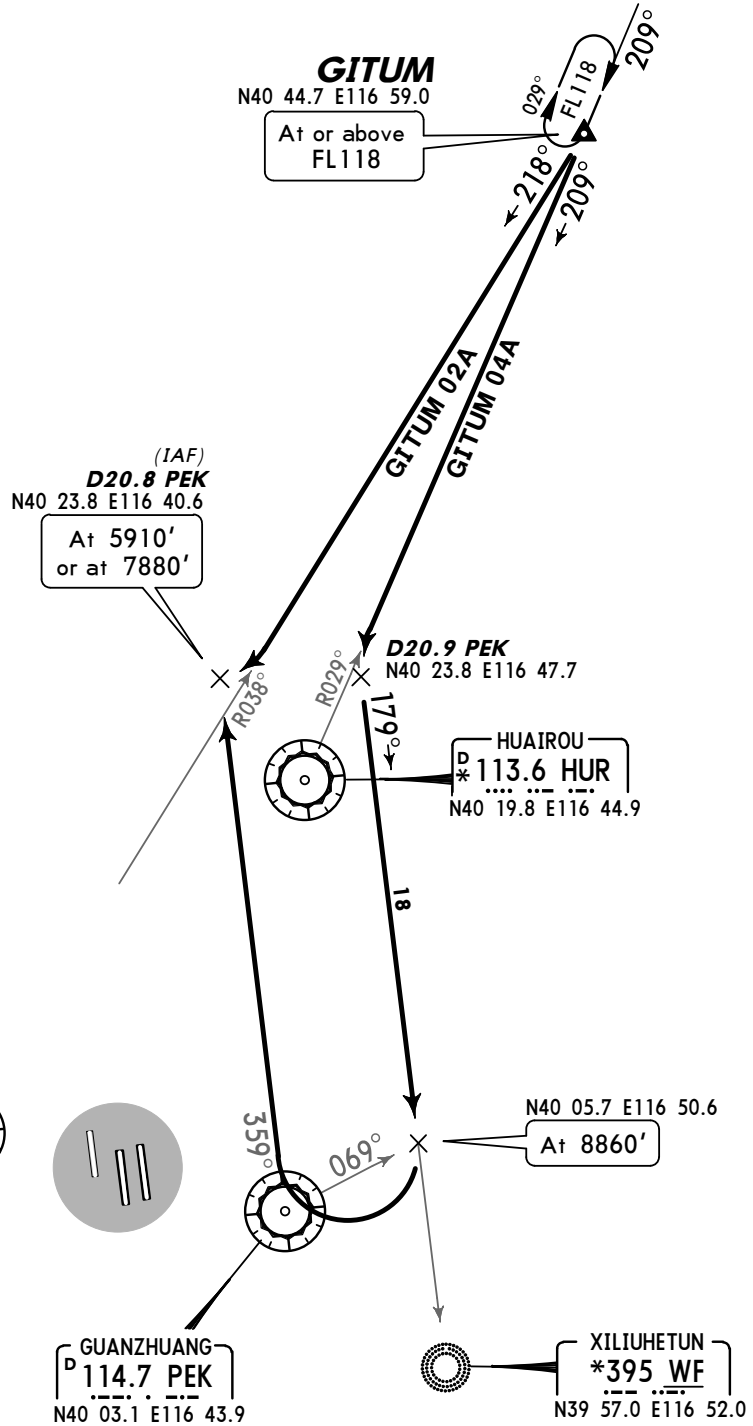
**STAR**

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
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**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



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



**ZBAA/PEK**  
CAPITAL

**JEPPESEN**

**BEIJING, PR OF CHINA**

1 FEB 08

10-2D

Eff 14 Feb

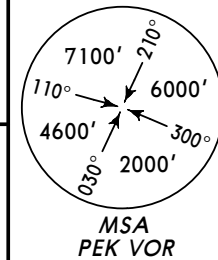
STAR

ATIS  
127.6

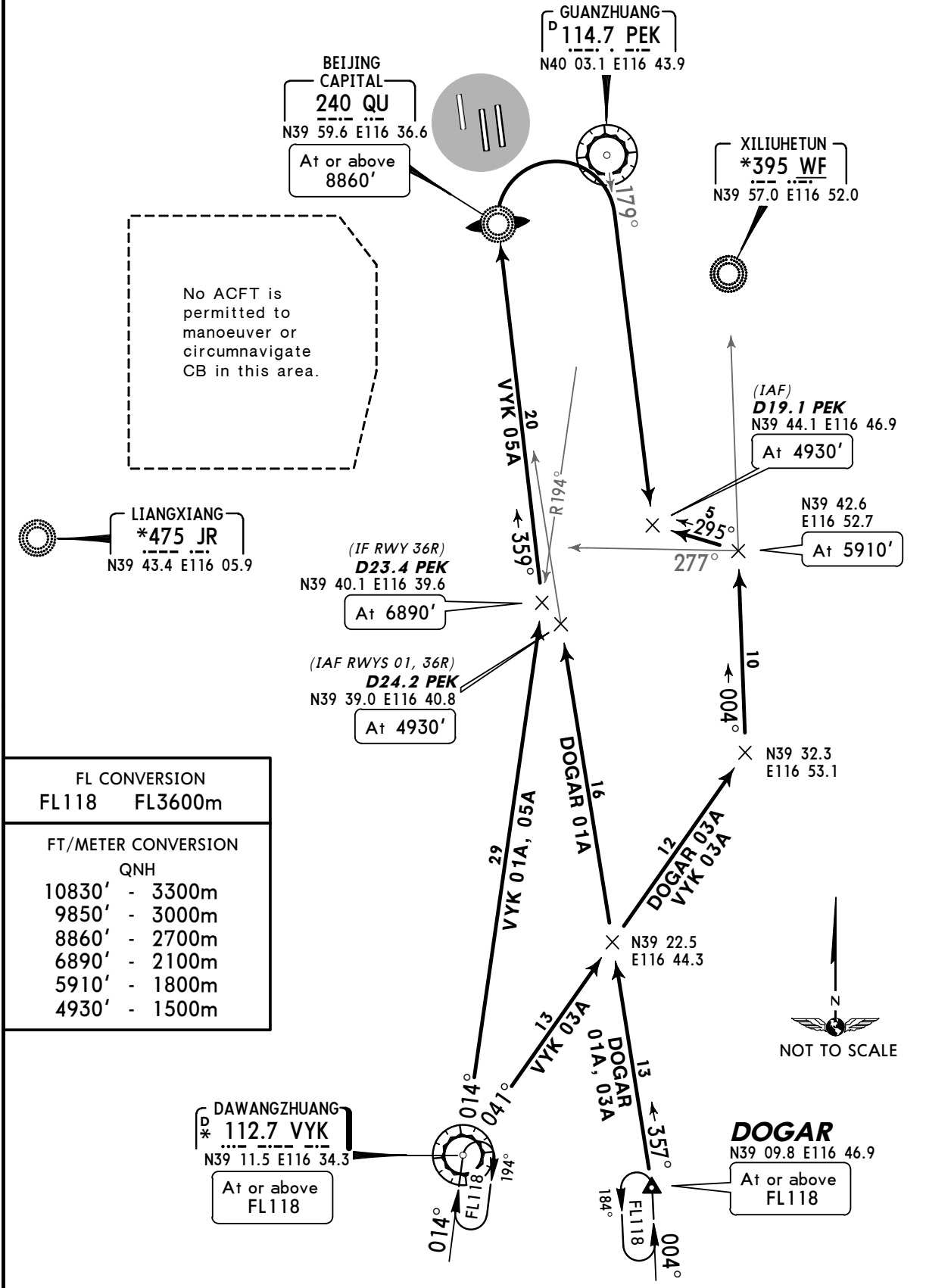
Apt Elev  
115'

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

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

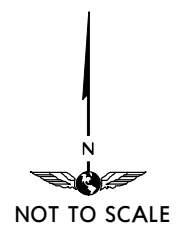


**DOGAR 01A [DOGØ1A], DOGAR 03A [DOGØ3A]  
VYK 01A, VYK 03A, VYK 05A  
RWYS 01, 36R/L ARRIVALS  
FROM SOUTH**



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
4930'	- 1500m



ZBAA/PEK  
CAPITAL

JEPPESEN

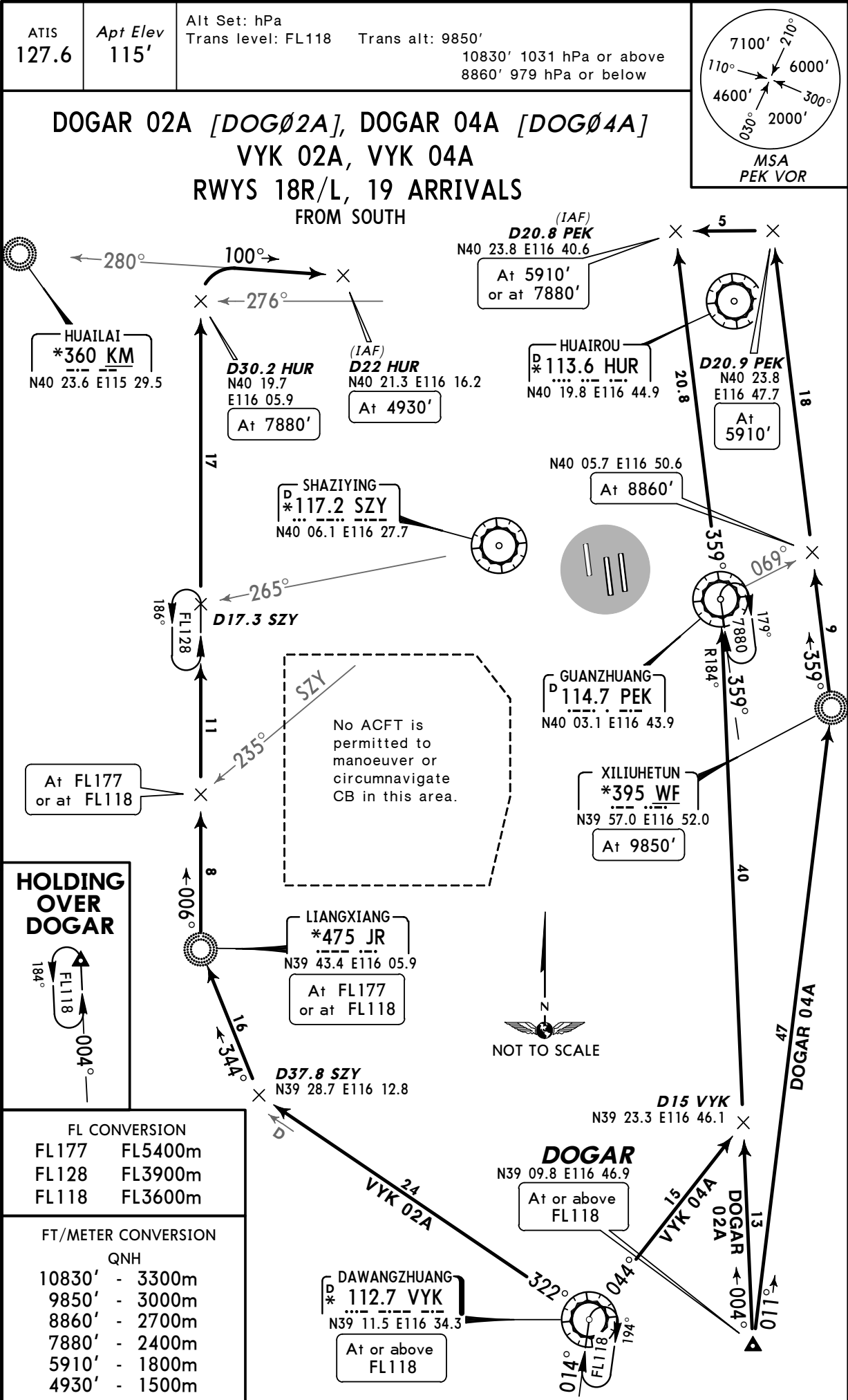
BEIJING, PR OF CHINA

1 FEB 08

10-2E

Eff 14 Feb

STAR



ZBAA/PEK  
 CAPITAL

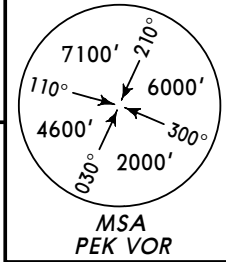
JEPPESEN

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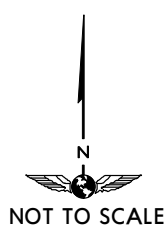
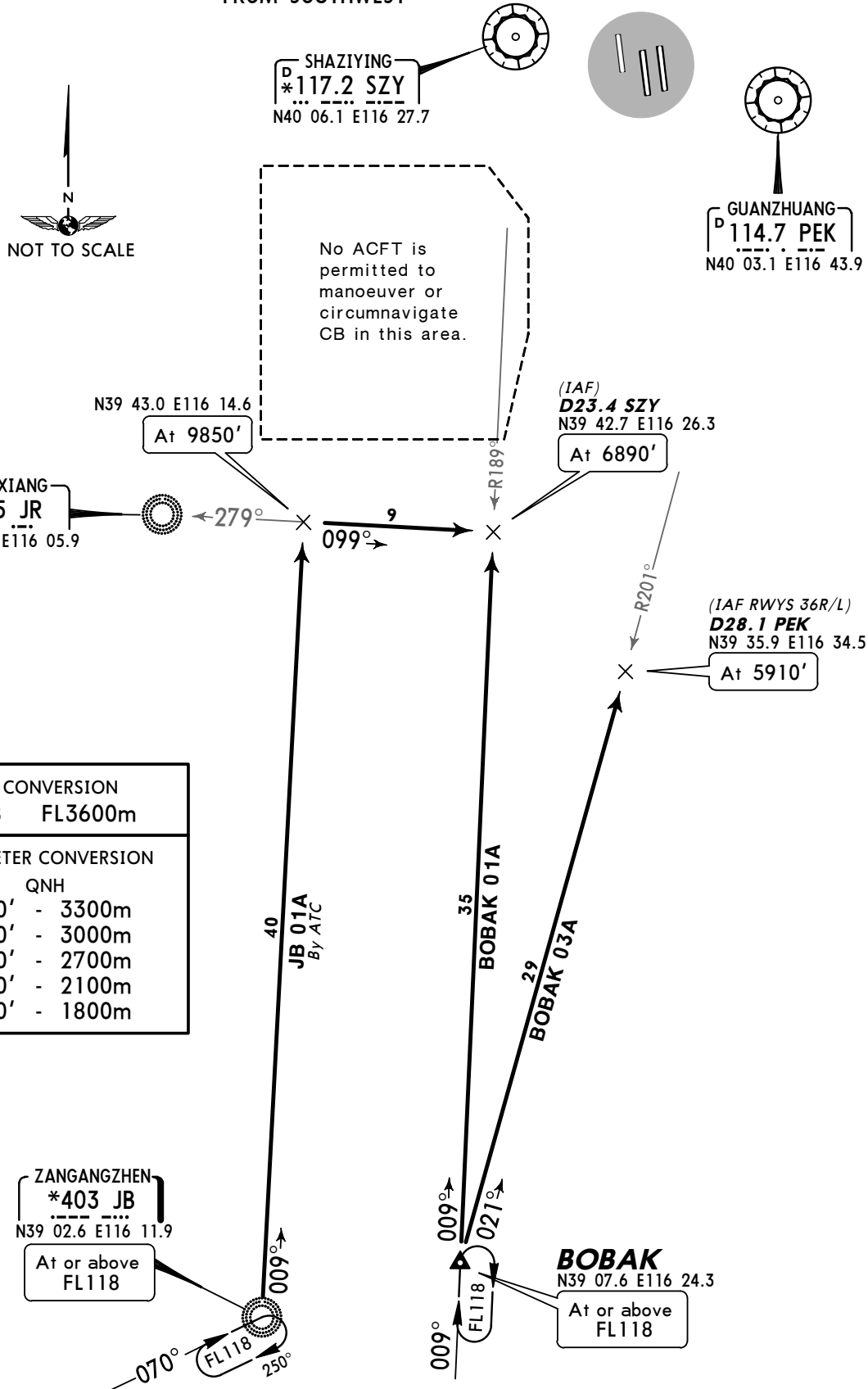
1 FEB 08 10-2F Eff 14 Feb

STAR

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
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**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

ZBAA/PEK  
CAPITAL

JEPPESEN

BEIJING, PR OF CHINA

1 FEB 08

10-2G

Eff 14 Feb

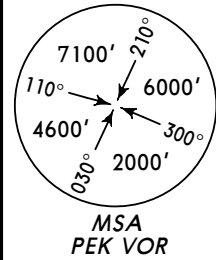
STAR

ATIS  
127.6

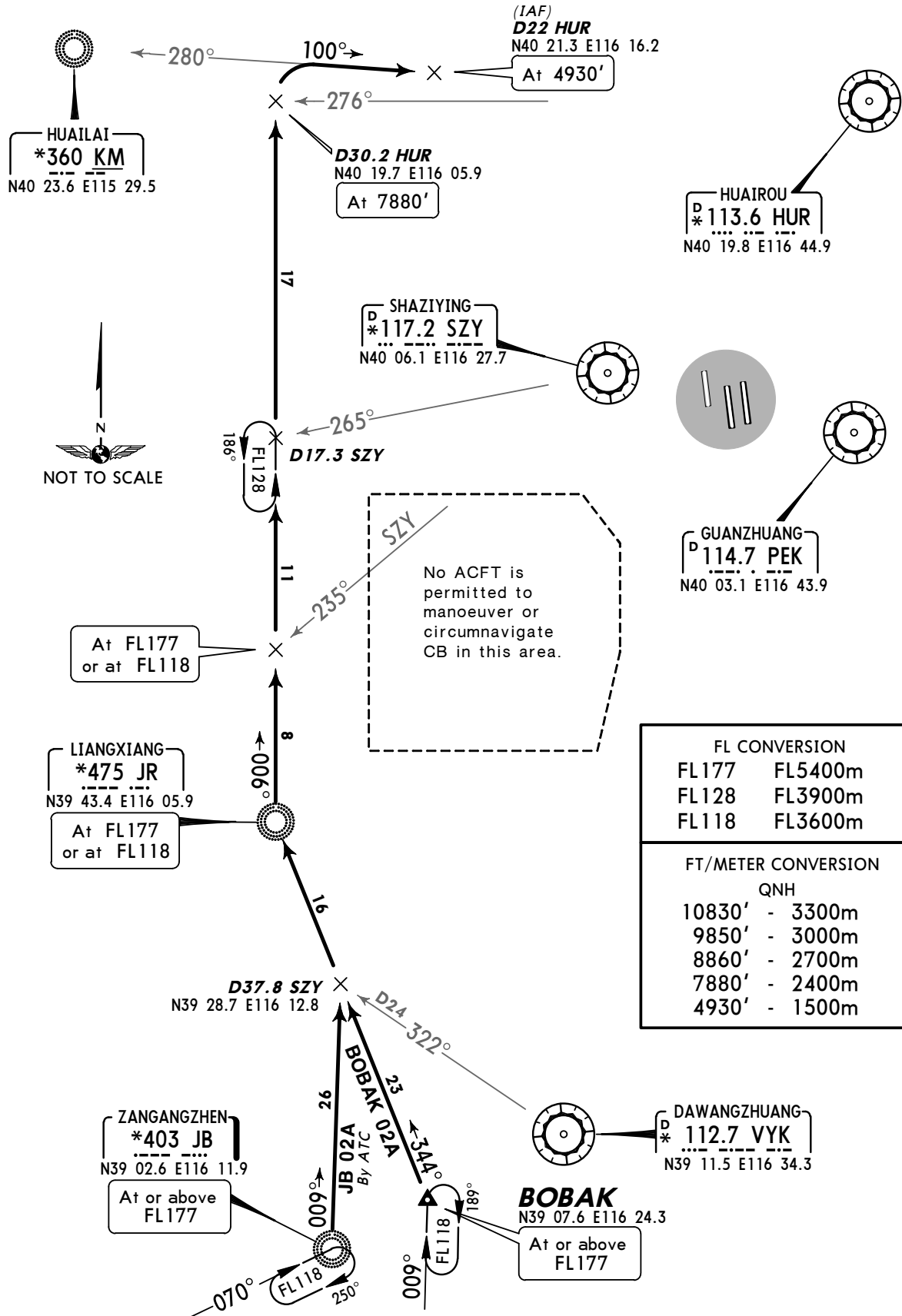
Apt Elev  
115'

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

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



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



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

FL CONVERSION	
FL177	FL5400m
FL128	FL3900m
FL118	FL3600m

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

ZBAA/PEK  
CAPITAL

JEPPESEN

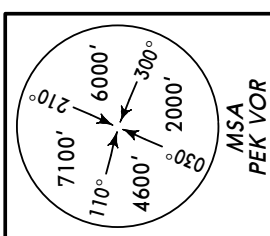
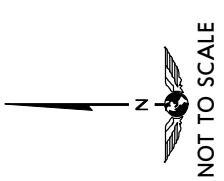
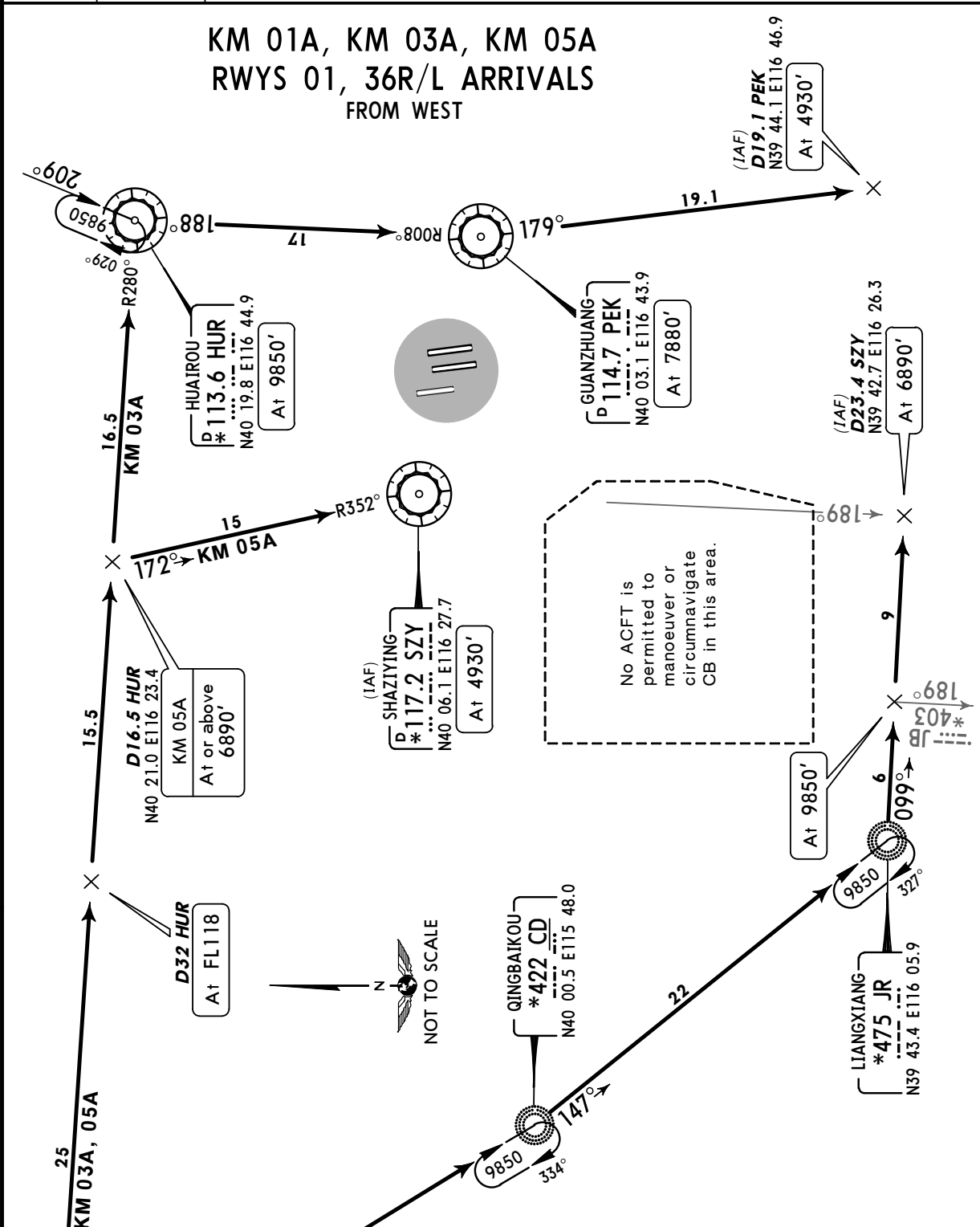
BEIJING, PR OF CHINA

11 JAN 08 (10-2H)

STAR

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
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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

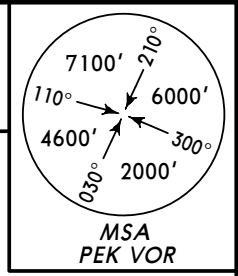
ZBAA/PEK  
 CAPITAL

JEPPESEN  
 11 JAN 08 (10-2J)

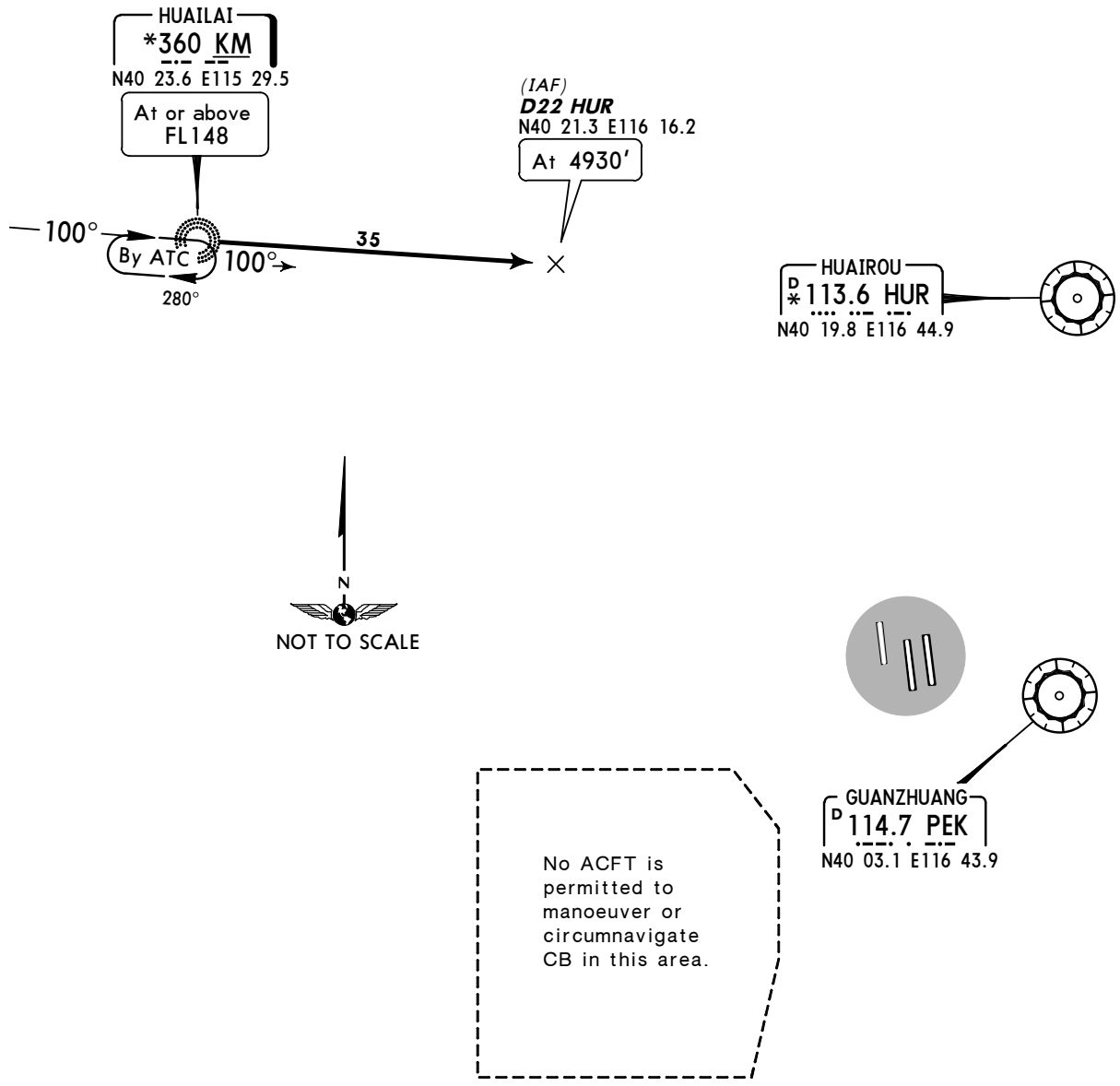
BEIJING, PR OF CHINA

STAR

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
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**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

ZBAA/PEK  
 CAPITAL

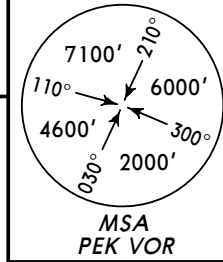
JEPPESEN

BEIJING, PR OF CHINA

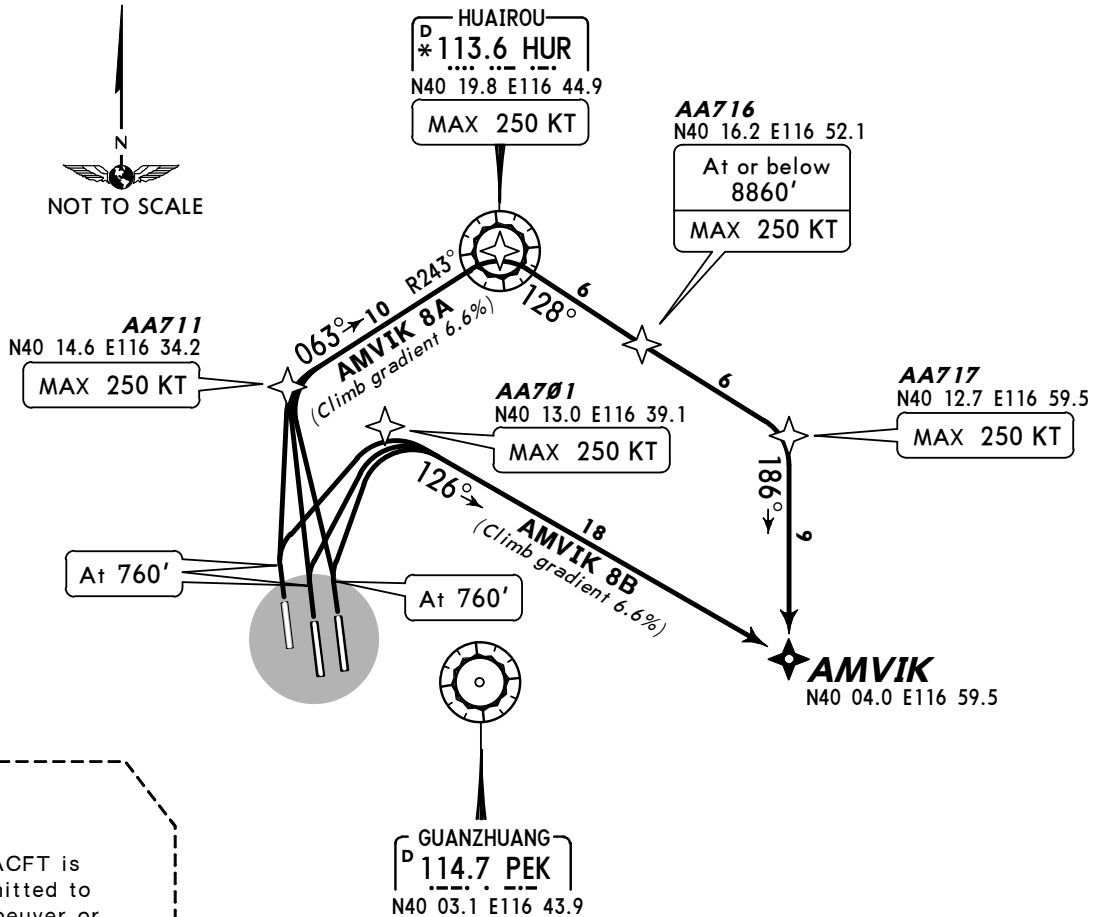
1 FEB 08 10-3

RNAV SID

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



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

GUANZHUANG  
 D 114.7 PEK  
 N40 03.1 E116 43.9

**RNAV CLEARANCE PHRASEOLOGY**

- "Cleared xxx Departure":**  
 Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Departure and Profile":**  
 Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
- "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

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

SID	ROUTING
<b>AMVIK 8A</b>	(760') - AA711 (K250-) - HUR (K250-) - AA716 (8860'-; K250-) - AA717 (K250-) - AMVIK.
<b>AMVIK 8B</b>	(760') - AA701 (K250-) - AMVIK.

ZBAA/PEK  
 CAPITAL

JEPPESEN

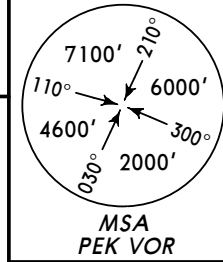
BEIJING, PR OF CHINA

1 FEB 08 (10-3A)

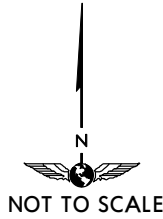
RNAV SID

Apt Elev  
 115'

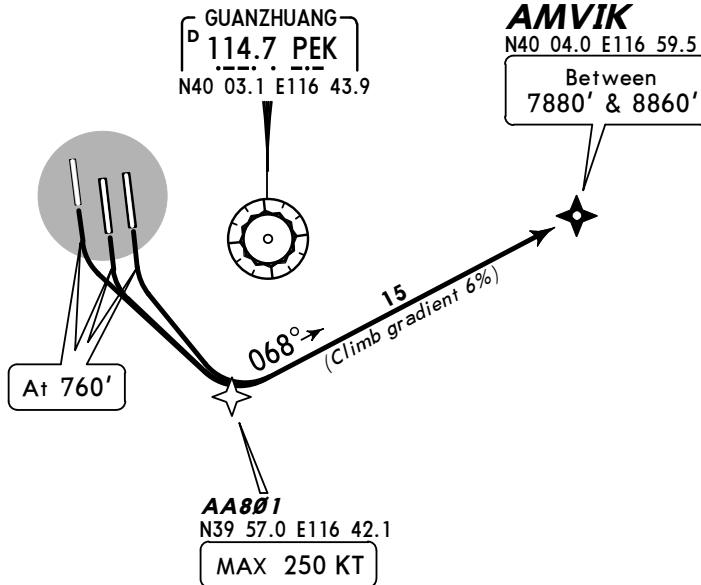
Trans level: FL118 Trans alt: 9850'  
 10830' 1031 hPa or above  
 8860' 979 hPa or below



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



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



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

FL CONVERSION	
FL118	FL3600m

**RNAV CLEARANCE PHRASEOLOGY**

- "Cleared xxx Departure":**  
 Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Departure and Profile":**  
 Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
- "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-).



**ZBAA/PEK**  
CAPITAL

**JEPPESEN**

**BEIJING, PR OF CHINA**

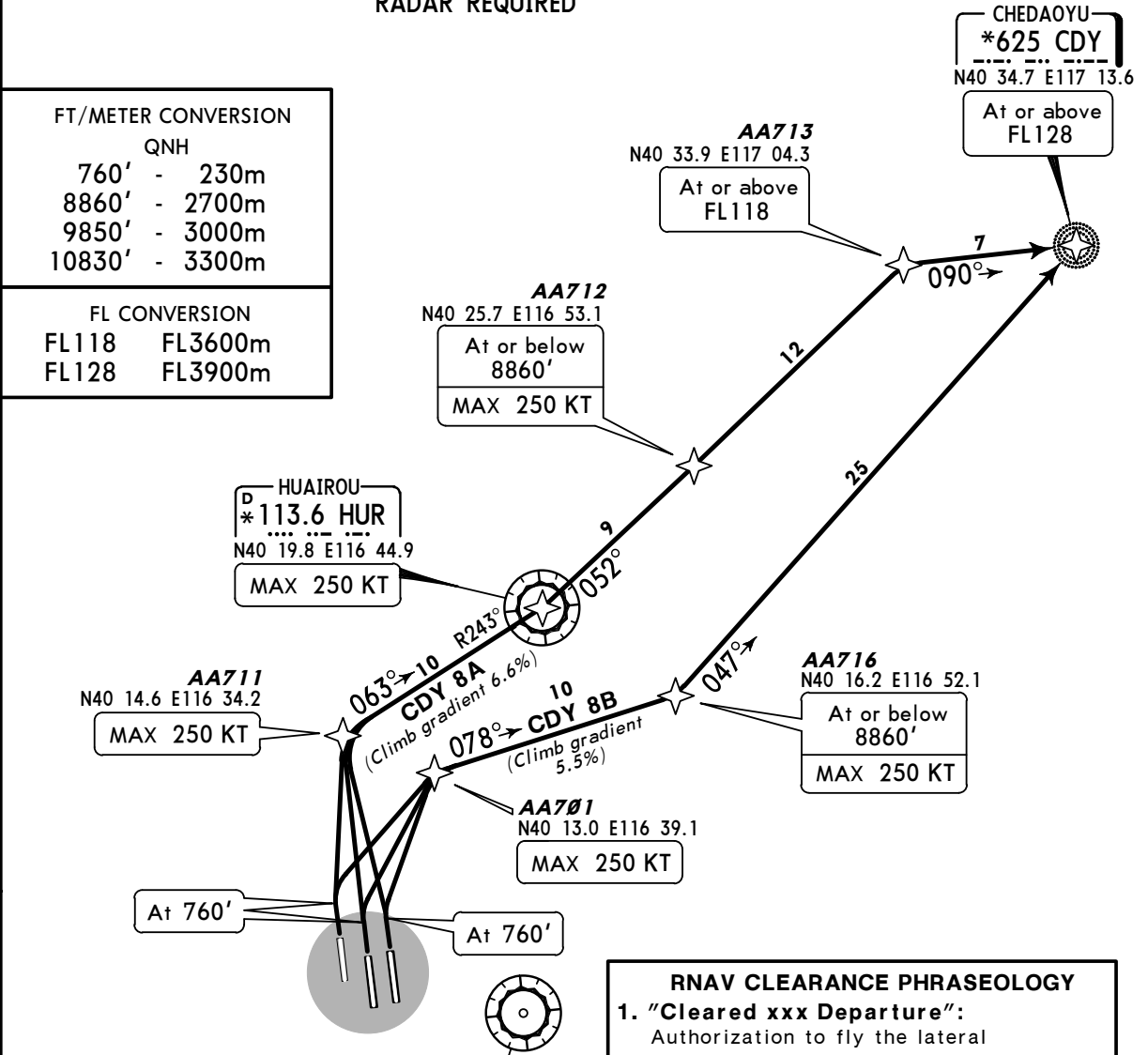
1 FEB 08 **(10-3B)**

**RNAV SID**

Apt Elev <b>115'</b>	Trans level: FL118    Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below	<p>MSA PEK VOR</p>
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**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



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

**RNAV CLEARANCE PHRASEOLOGY**

- "Cleared xxx Departure":**  
Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Departure and Profile":**  
Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
- "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
<b>CDY 8A</b>	(760') - AA711 (K250-) - HUR (K250-) - AA712 (8860'-; K250-) - AA713 (FL118+) - CDY (FL128+).
<b>CDY 8B</b>	(760') - AA701 (K250-) - AA716 (8860-; K250-) - CDY (FL128+).

ZBAA/PEK  
 CAPITAL

JEPPESEN

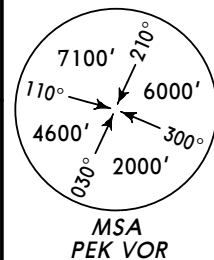
BEIJING, PR OF CHINA

1 FEB 08 (10-3C)

RNAV SID

Apt Elev  
 115'

Trans level: FL118 Trans alt: 9850'  
 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**

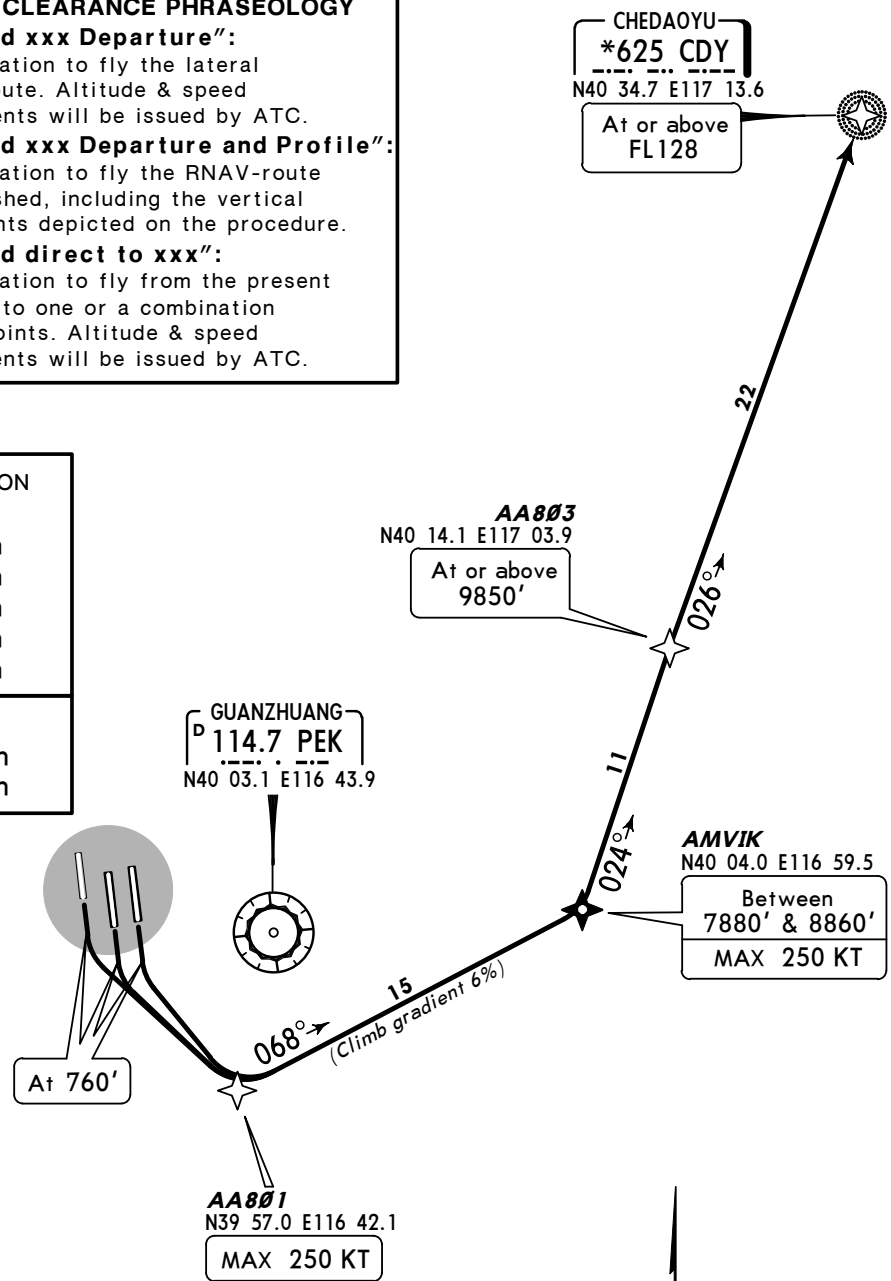
- RNAV CLEARANCE PHRASEOLOGY**
- "Cleared xxx Departure":**  
 Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
  - "Cleared xxx Departure and Profile":**  
 Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
  - "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 manoeuvre 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+).

ZBAA/PEK  
 CAPITAL

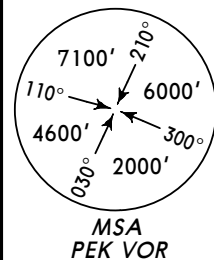
JEPPESEN

BEIJING, PR OF CHINA

1 FEB 08 (10-3D)

RNAV SID

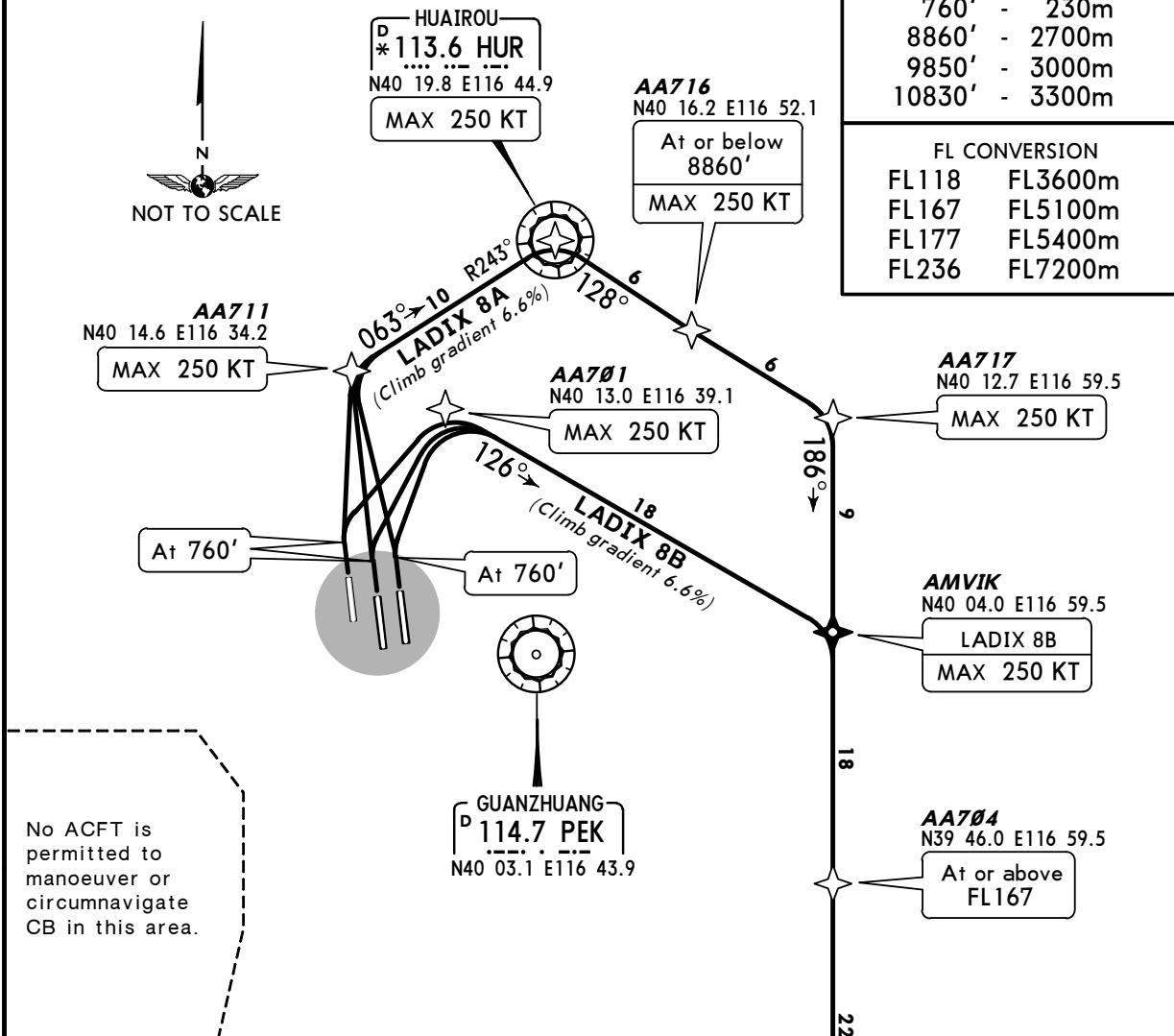
Apt Elev 115'	Trans level: FL118    Trans alt: 9850'	10830' 1031 hPa or above 8860' 979 hPa or below
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**LADIX 8A [LADI8A], LADIX 8B [LADI8B]**  
**RWYS 01, 36R/L RNAV DEPARTURES**  
 RNAV (GNSS OR DME/DME/IRU)

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 manoeuvre or circumnavigate CB in this area.

- RNAV CLEARANCE PHRASEOLOGY**
- "Cleared xxx Departure":** Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
  - "Cleared xxx Departure and Profile":** Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
  - "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
<b>LADIX 8A</b>	(760') - AA711 (K250-) - HUR (K250-) - AA716 (8860'-; K250-) - AA717 (K250-) - AMVIK - AA704 (FL167+) - AA705 (FL236+) - LADIX (FL177+).
<b>LADIX 8B</b>	(760') - AA701 (K250-) - AMVIK (K250-) - AA704 (FL167+) - AA705 (FL236+) - LADIX (FL177+).

ZBAA/PEK  
 CAPITAL

JEPPESEN

BEIJING, PR OF CHINA

1 FEB 08 10-3E

RNAV SID

Apt Elev <b>115'</b>	Trans level: FL118    Trans alt: 9850' 10830' 1031 hPa or above 8860' 979 hPa or below	<p>MSA PEK VOR</p>																																																																													
<p><b>LADIX 8D [LADI8D], LADIX 8E [LADI8E]</b>  <b>RWYS 18R/L, 19 RNAV DEPARTURES</b>                  RNAV (GNSS OR DME/DME/IRU)                  RNAV 1  <b>RADAR REQUIRED</b></p>																																																																															
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<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>SID</th> <th>ROUTING</th> </tr> <tr> <td><b>LADIX 8D</b></td> <td>(760') - AA801 (K250-) - AMVIK (7880'+; 8860'-; K250-) - AA704 (FL148+) - AA705 (FL217+) - LADIX (FL177+).</td> </tr> <tr> <td><b>LADIX 8E</b></td> <td>(760') - AA811 (K250-) - AA812 (6890'+; K250-) - LADIX (FL177+).</td> </tr> </table>	SID	ROUTING	<b>LADIX 8D</b>	(760') - AA801 (K250-) - AMVIK (7880'+; 8860'-; K250-) - AA704 (FL148+) - AA705 (FL217+) - LADIX (FL177+).	<b>LADIX 8E</b>	(760') - AA811 (K250-) - AA812 (6890'+; K250-) - LADIX (FL177+).	<p style="text-align: center;">NOT TO SCALE</p>																																																																								
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ZBAA/PEK  
 CAPITAL

JEPPESEN

BEIJING, PR OF CHINA

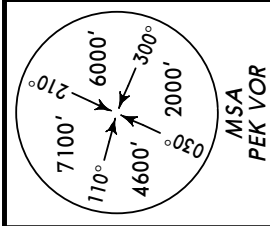
14 DEC 07

10-3F

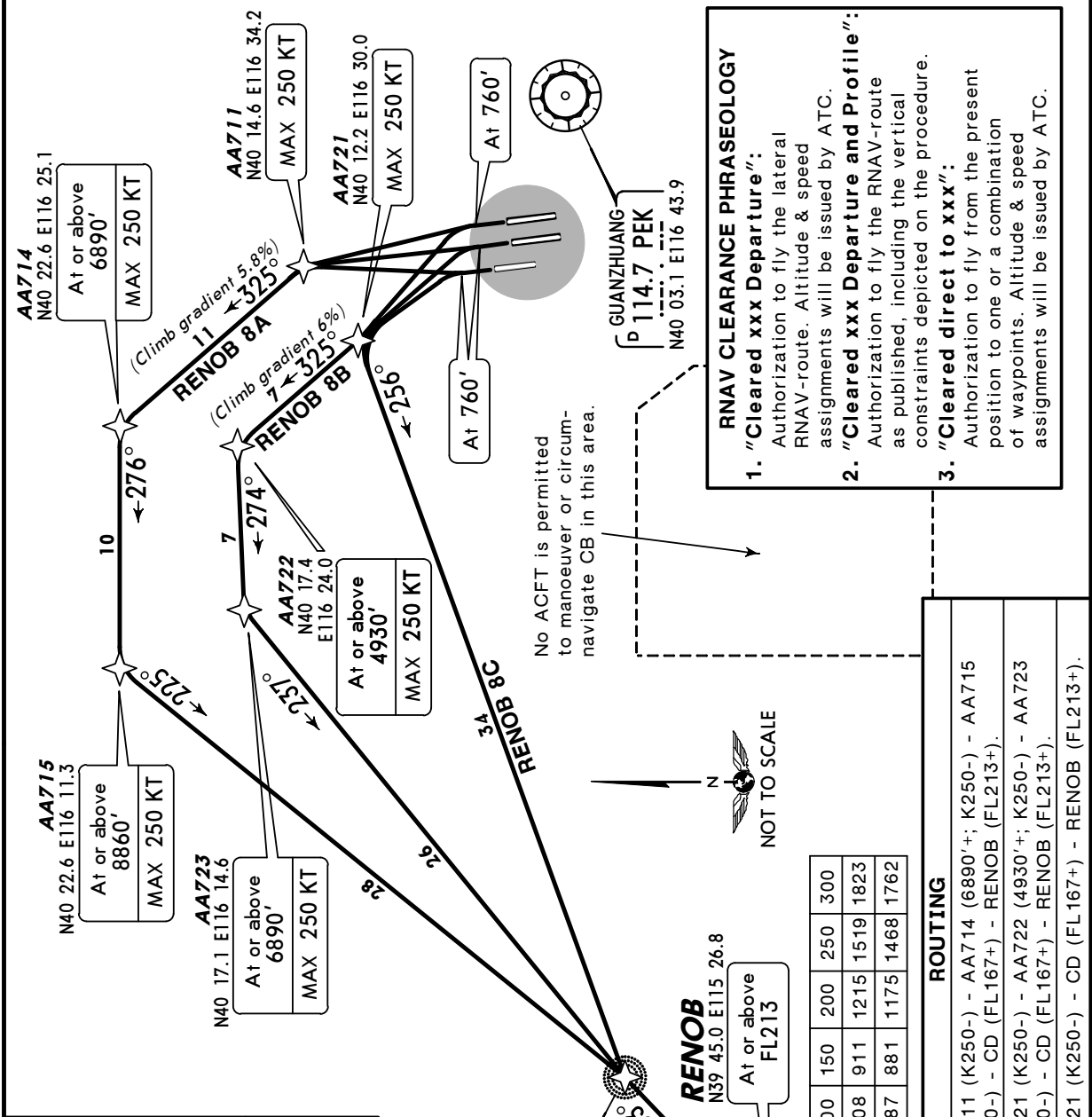
Eff 20 Dec

RNAV SID

Apt Elev 115' Trans level: FL118 Trans alt: 9850'  
 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**

- "Cleared xxx Departure":**  
 Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Departure and Profile":**  
 Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
- "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% per NM	456	608	911	1215	1519	1823
5.8% per NM	441	587	881	1175	1468	1762

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

ZBAA/PEK  
CAPITAL

JEPPESEN

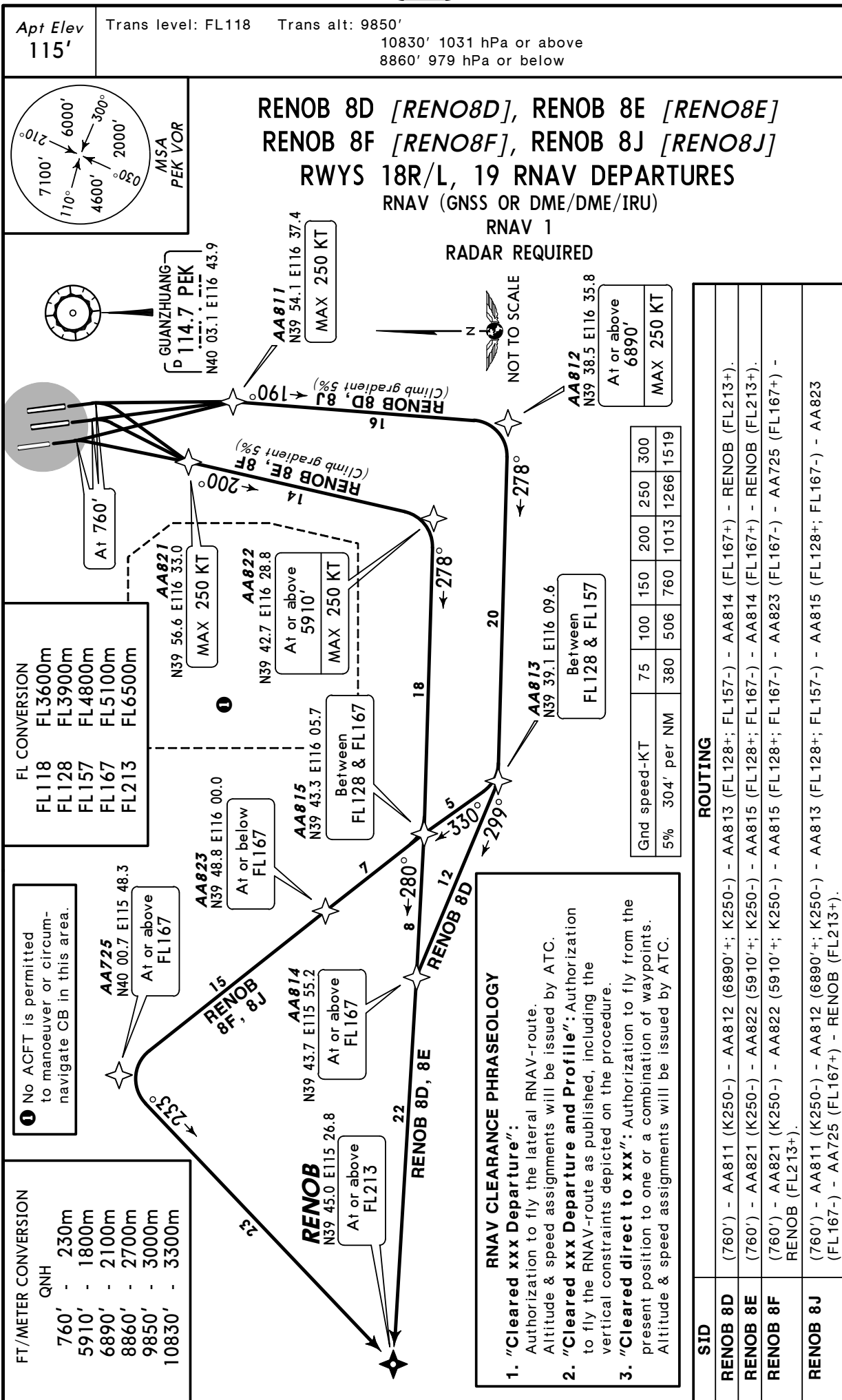
BEIJING, PR OF CHINA

14 DEC 07

10-3G

Eff 20 Dec

RNAV SID



ZBAA/PEK  
CAPITAL

JEPPESEN

BEIJING, PR OF CHINA

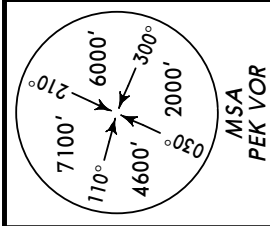
14 DEC 07

10-3H

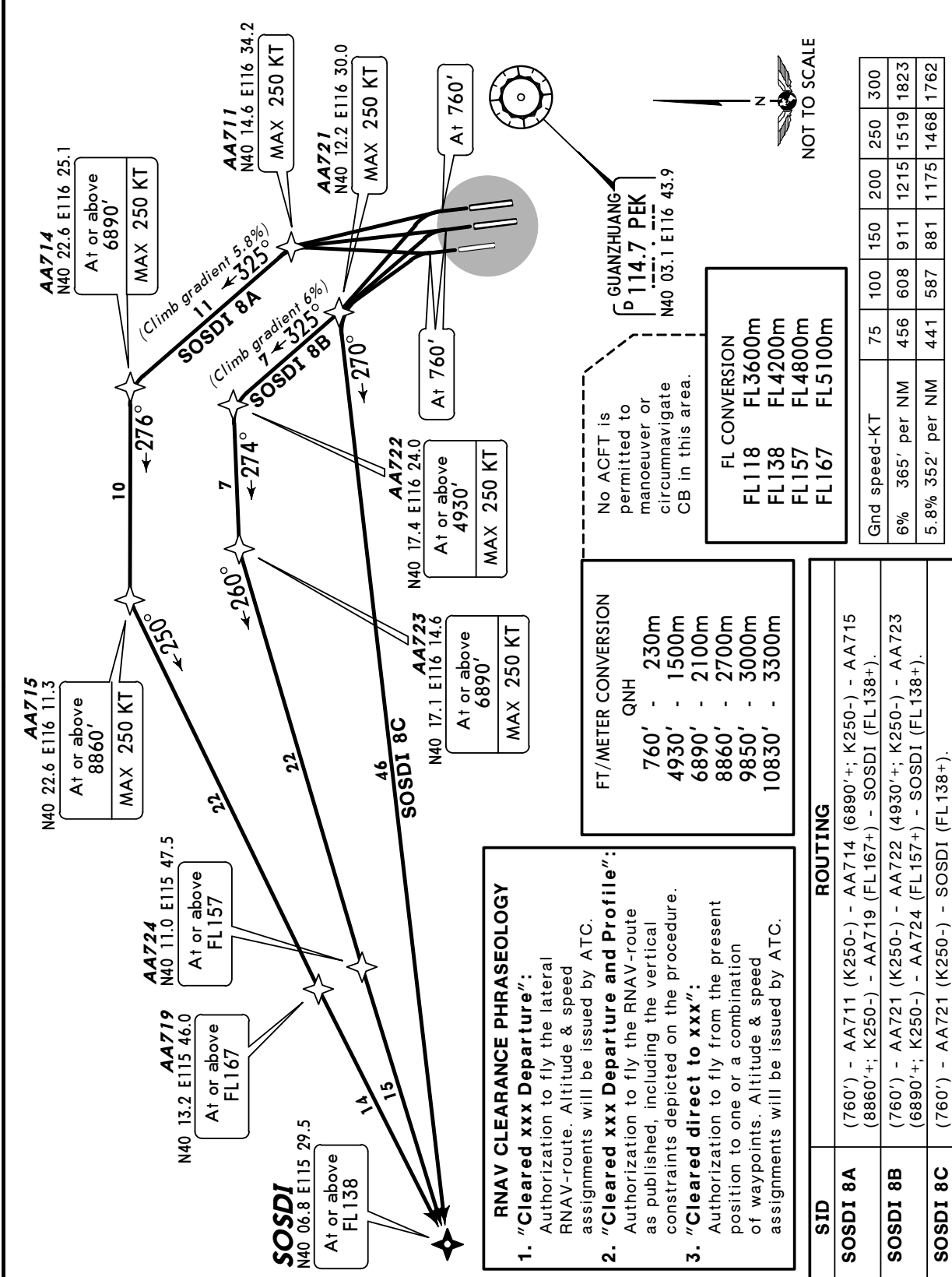
Eff 20 Dec

RNAV SID

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



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



GUANZHUANG  
114.7 PEK  
N40 03.1 E116 43.9

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

FL CONVERSION	75	100	150	200	250	300
FL118	FL3600m					
FL138	FL4200m					
FL157	FL4800m					
FL167	FL5100m					
Gnd speed-KT		456	608	911	1215	1519
6%	365' per NM					
5.8%	352' per NM	441	587	881	1175	1468
		441	587	881	1175	1468

FT/METER CONVERSION

QNH

760'	-	230m
4930'	-	1500m
6890'	-	2100m
8860'	-	2700m
9850'	-	3000m
10830'	-	3300m

**RNAV CLEARANCE PHRASEOLOGY**

- "Cleared xxx Departure":**  
Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Departure and Profile":**  
Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
- "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.

**ROUTING**

<b>SOSDI 8A</b>	(760') - AA711 (K250-) - AA714 (6890'+; K250-) - AA715 (8860'+; K250-) - AA719 (FL167+) - SOSDI (FL138+).
<b>SOSDI 8B</b>	(760') - AA721 (K250-) - AA722 (4930'+; K250-) - AA723 (6890'+; K250-) - AA724 (FL157+) - SOSDI (FL138+).
<b>SOSDI 8C</b>	(760') - AA721 (K250-) - SOSDI (FL138+).

ZBAA/PEK  
CAPITAL

JEPPESEN

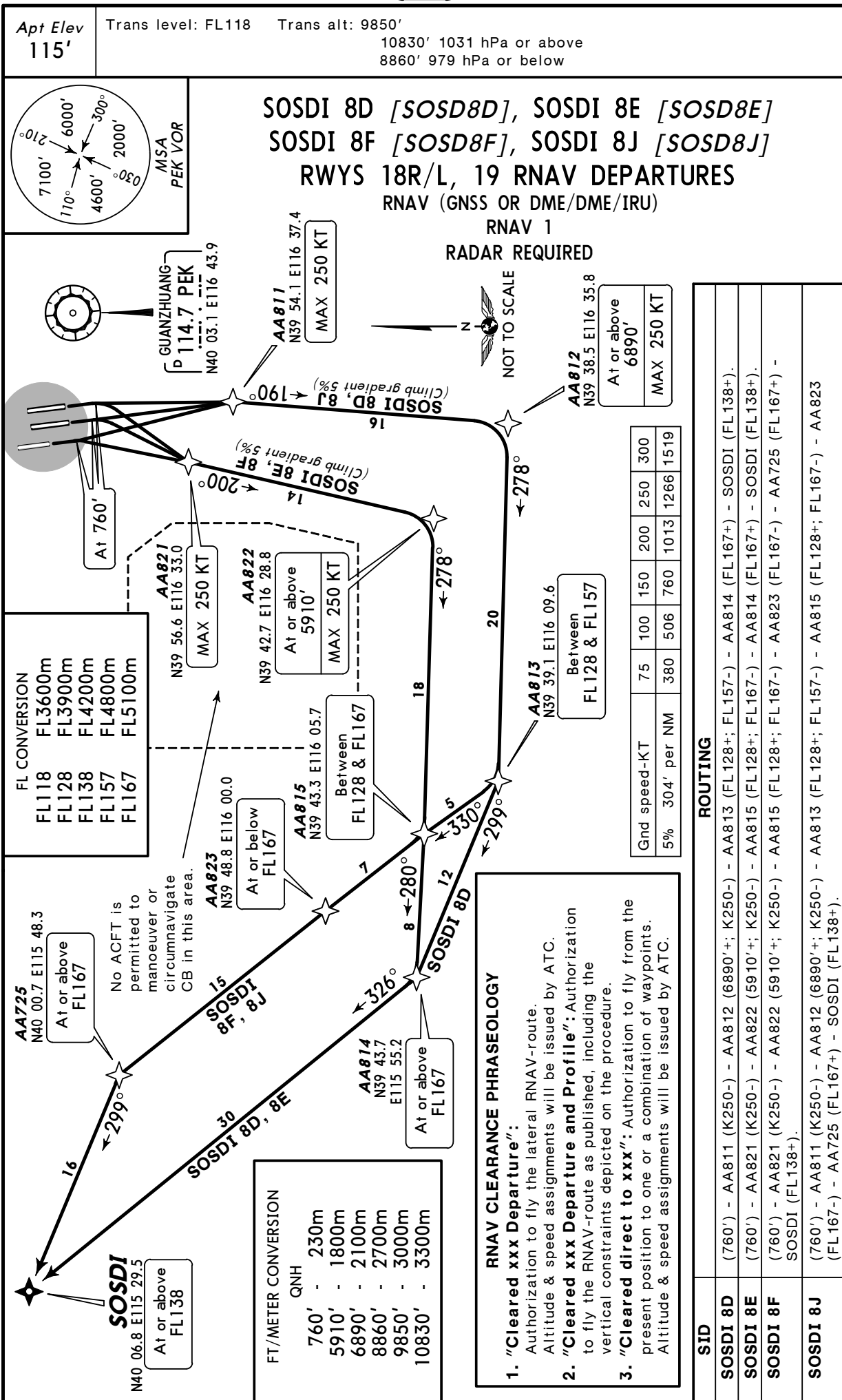
BEIJING, PR OF CHINA

14 DEC 07

10-3J

Eff 20 Dec

RNAV SID





ZBAA/PEK  
 CAPITAL

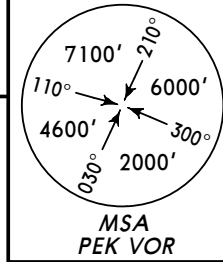
JEPPESEN

BEIJING, PR OF CHINA

1 FEB 08 (10-3K)

RNAV SID

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

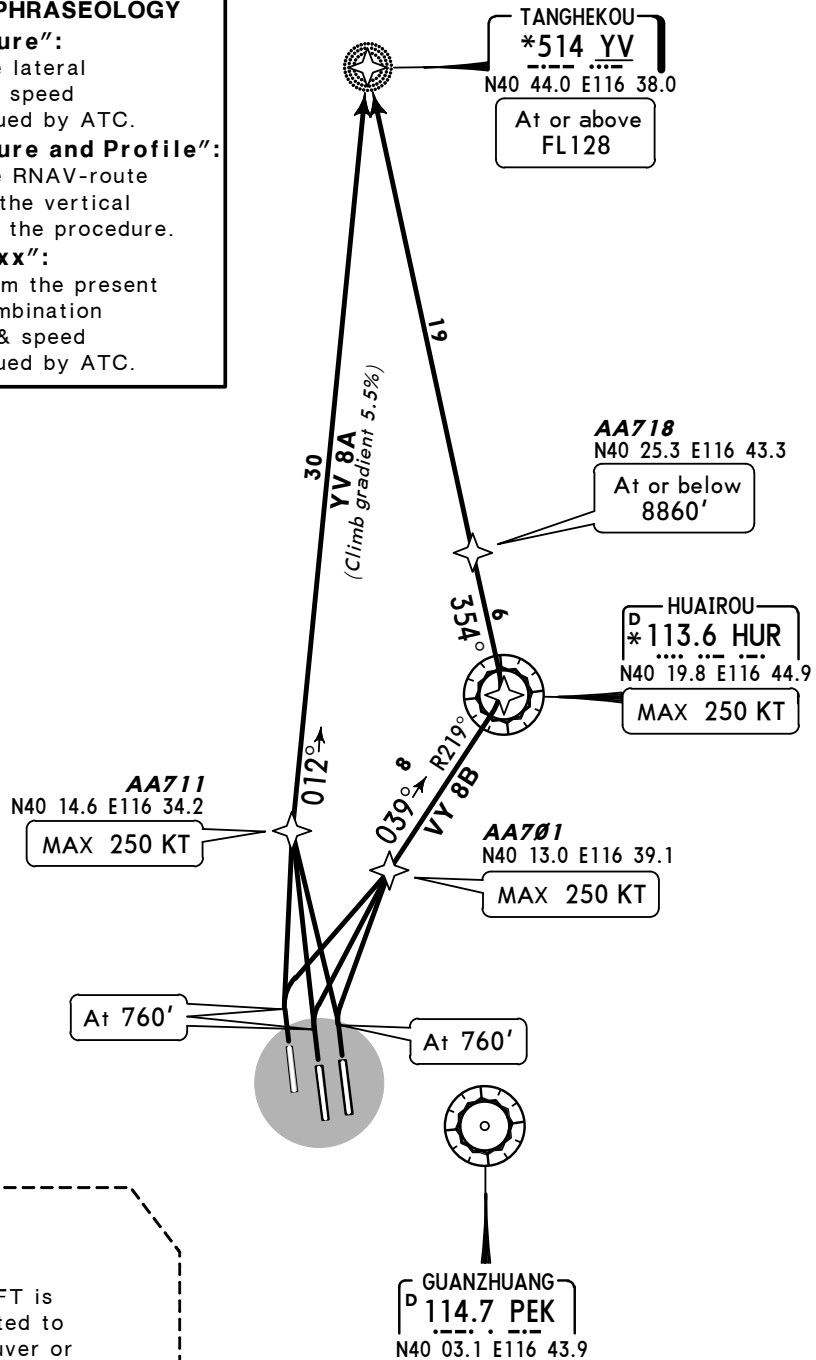
**RNAV CLEARANCE PHRASEOLOGY**

- "Cleared xxx Departure":**  
 Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Departure and Profile":**  
 Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
- "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
<b>YV 8A</b>	(760') - AA711 (K250-) - YV (FL128+).
<b>YV 8B</b>	(760') - AA701 (K250-) - HUR (K250-) - AA718 (8860'-) - YV (FL128+).

ZBAA/PEK  
 CAPITAL

JEPPESEN

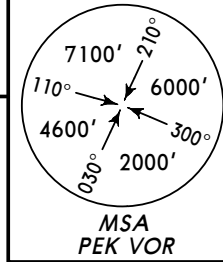
BEIJING, PR OF CHINA

1 FEB 08 (10-3L)

RNAV SID

Apt Elev  
 115'

Trans level: FL118 Trans alt: 9850'  
 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**

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

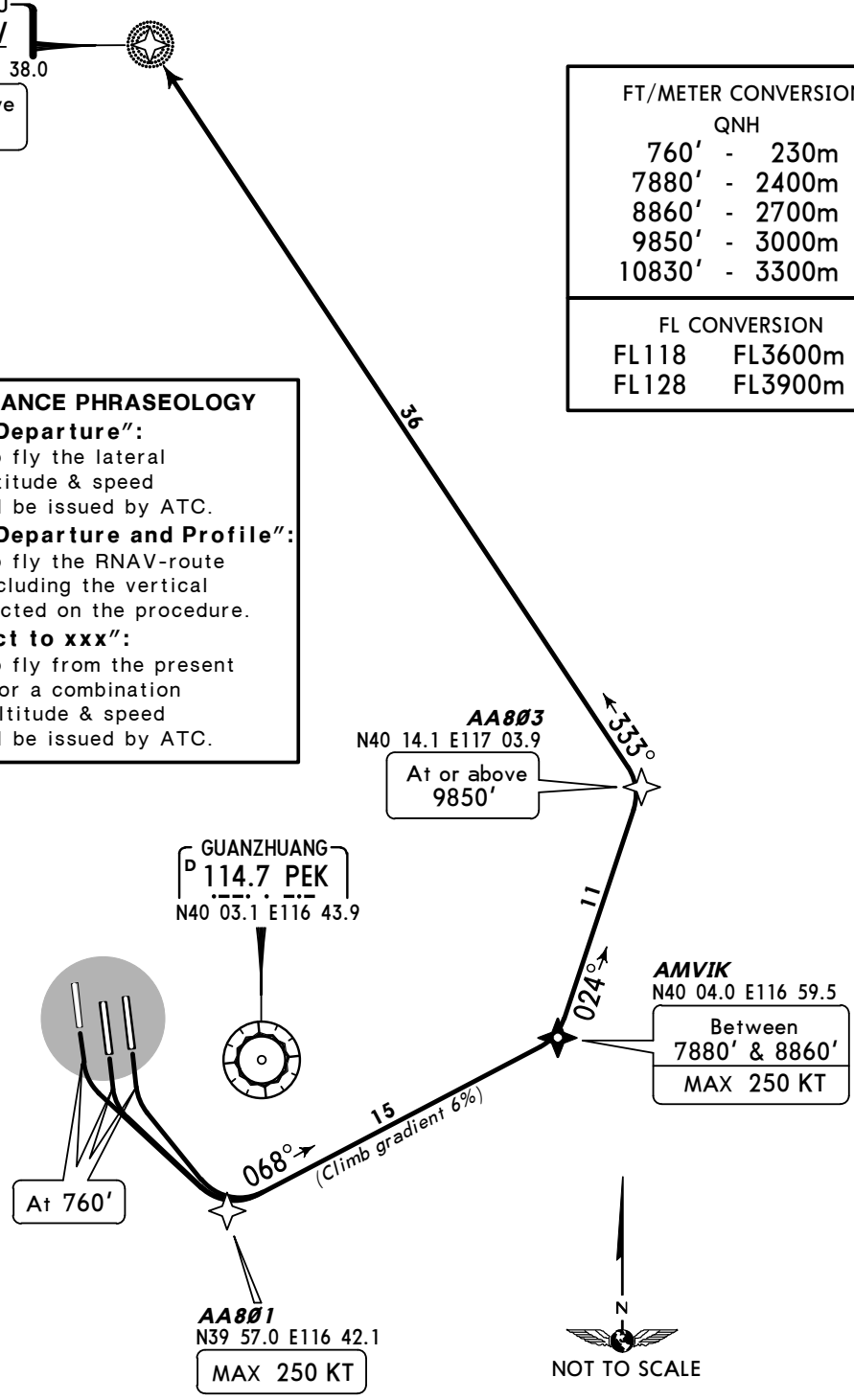
FT/METER CONVERSION	
QNH	
760'	- 230m
7880'	- 2400m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m

FL CONVERSION	
FL118	FL3600m
FL128	FL3900m

**RNAV CLEARANCE PHRASEOLOGY**

- "Cleared xxx Departure":**  
 Authorization to fly the lateral RNAV-route. Altitude & speed assignments will be issued by ATC.
- "Cleared xxx Departure and Profile":**  
 Authorization to fly the RNAV-route as published, including the vertical constraints depicted on the procedure.
- "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 manoeuvre 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**

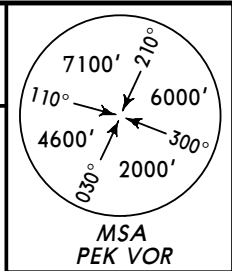
(760') - AA801 (K250-) - AMVIK (7880'+; 8860-; K250-) - AA803 (9850'+) - YV (FL128+).

ZBAA/PEK  
 CAPITAL

JEPPESEN BEIJING, PR OF CHINA  
 14 DEC 07 (10-3M) Eff 20 Dec

SID

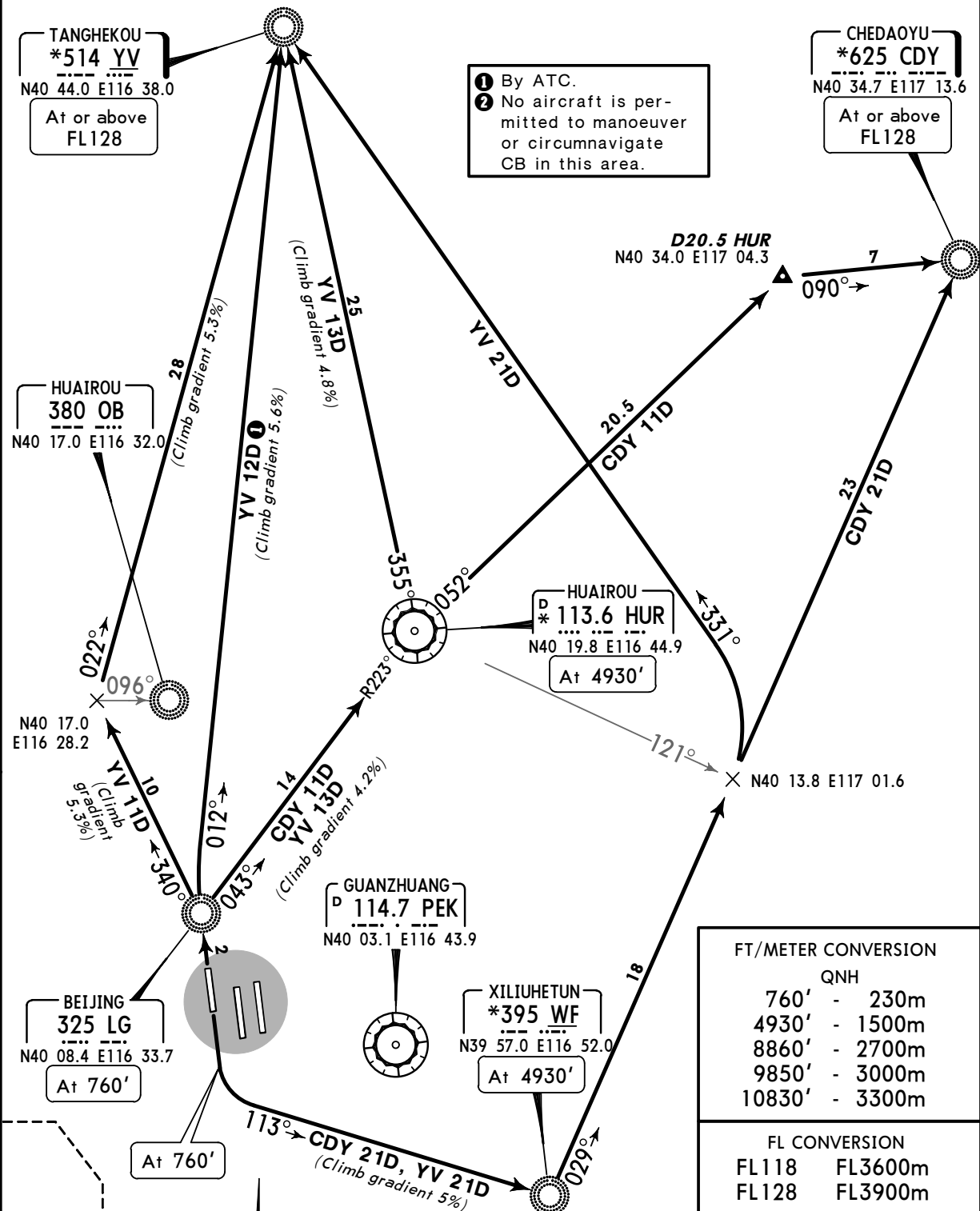
Apt Elev 115' Trans level: FL118 Trans alt: 9850'  
 10830' 1031 hPa or above  
 8860' 979 hPa or below



CDY 11D, YV 11D  
 YV 12D, YV 13D  
 RWY 36L DEPARTURES

CDY 21D, YV 21D  
 RWY 18R DEPARTURES

TO NORTH



1 By ATC.  
 2 No aircraft is permitted to maneuver or circumnavigate CB in this area.

FT/METER CONVERSION

FT	METER
760'	230m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

FL	METER
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: SIDs completely revised.

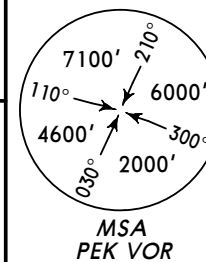
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ZBAA/PEK  
 CAPITAL

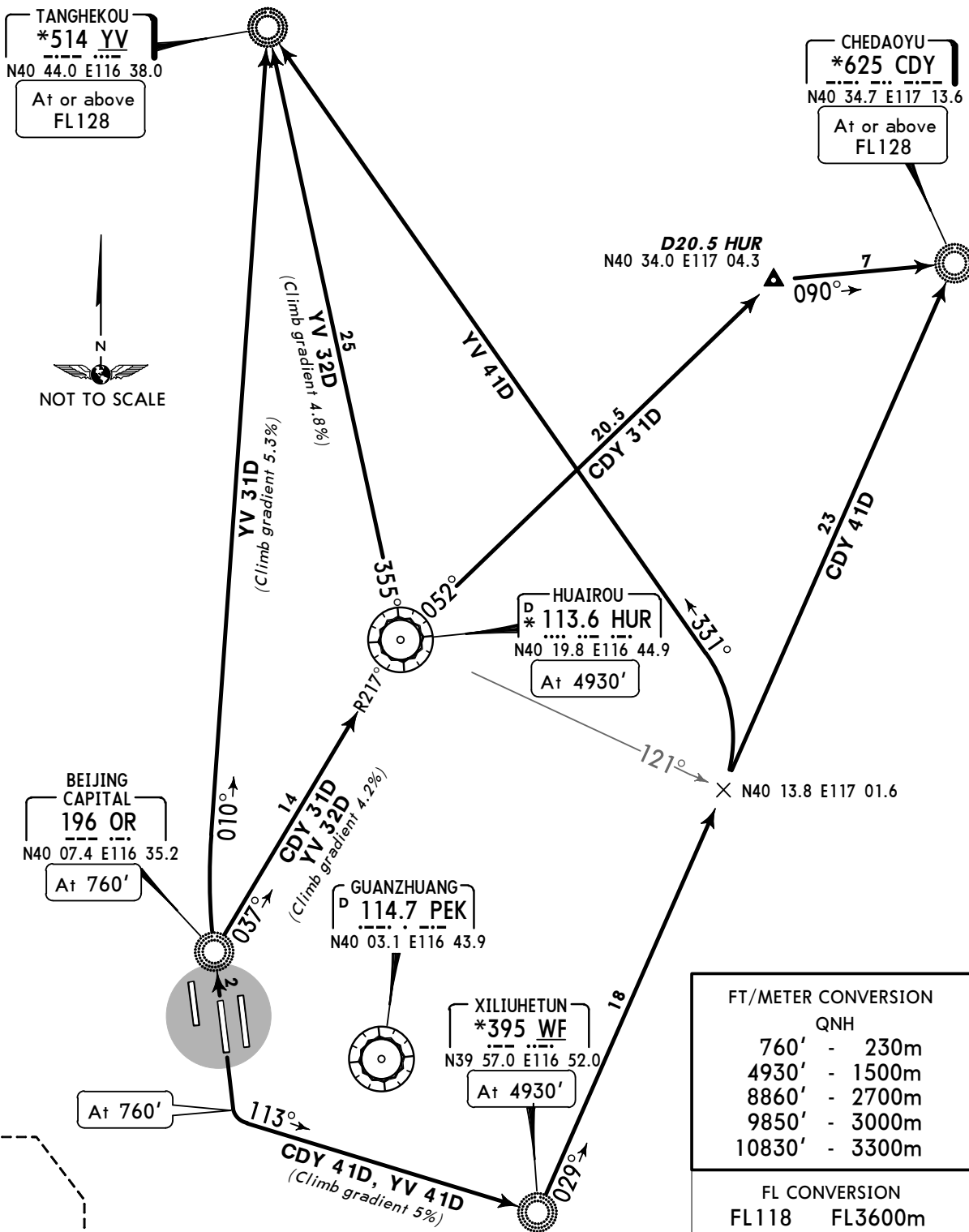
JEPPESEN BEIJING, PR OF CHINA  
 14 DEC 07 (10-3N) Eff 20 Dec

SID

Apt Elev 115'  
 Trans level: FL118 Trans alt: 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

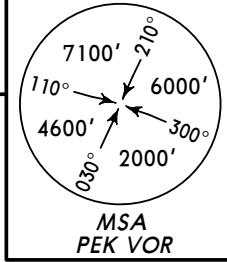
1 No aircraft is permitted to manoeuvre or circumnavigate CB in this area.

ZBAA/PEK  
 CAPITAL

JEPPESEN BEIJING, PR OF CHINA  
 14 DEC 07 (10-3P) Eff 20 Dec

SID

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



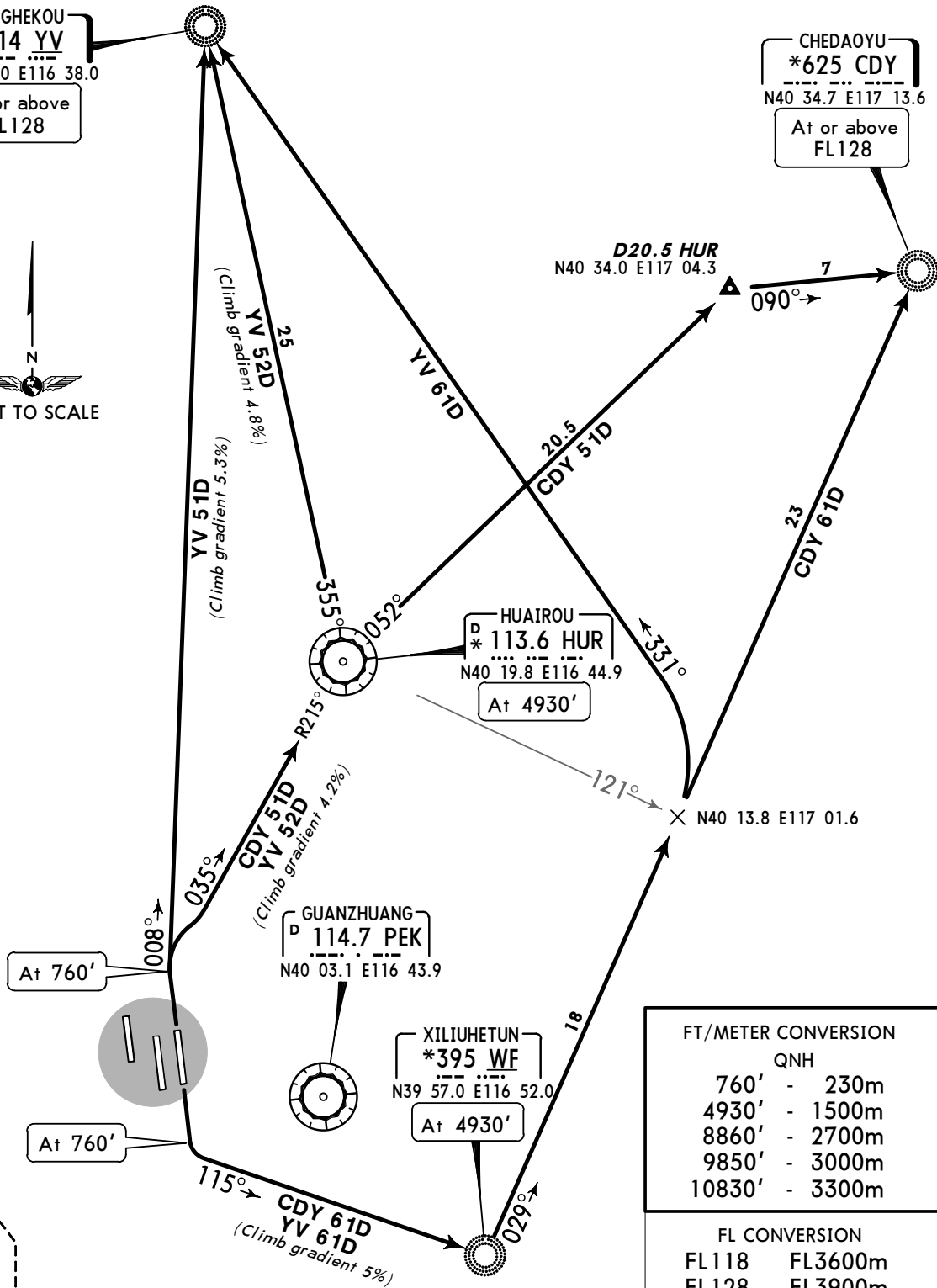
CDY 51D, YV 51D, YV 52D  
 RWY 01 DEPARTURES

CDY 61D, YV 61D  
 RWY 19 DEPARTURES

TO NORTH

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

CHEDAOYU  
 \*625 CDY  
 N40 34.7 E117 13.6  
 At or above  
 FL128



FT/METER CONVERSION

FT	METER
760'	230m
4930'	1500m
8860'	2700m
9850'	3000m
10830'	3300m

FL CONVERSION

FL	METER
FL118	FL3600m
FL128	FL3900m

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

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

ZBAA/PEK  
CAPITAL

JEPPESEN

BEIJING, PR OF CHINA

14 DEC 07

10-3Q

Eff 20 Dec

SID

Apt Elev  
115'

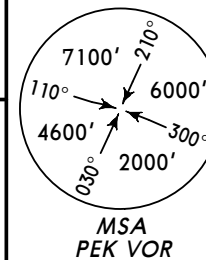
Trans level: FL118

Trans alt:

9850'

10830' 1031 hPa or above

8860' 979 hPa or below



AMVIK 11D [AMV11D] ①

VM 11D, VM 12D

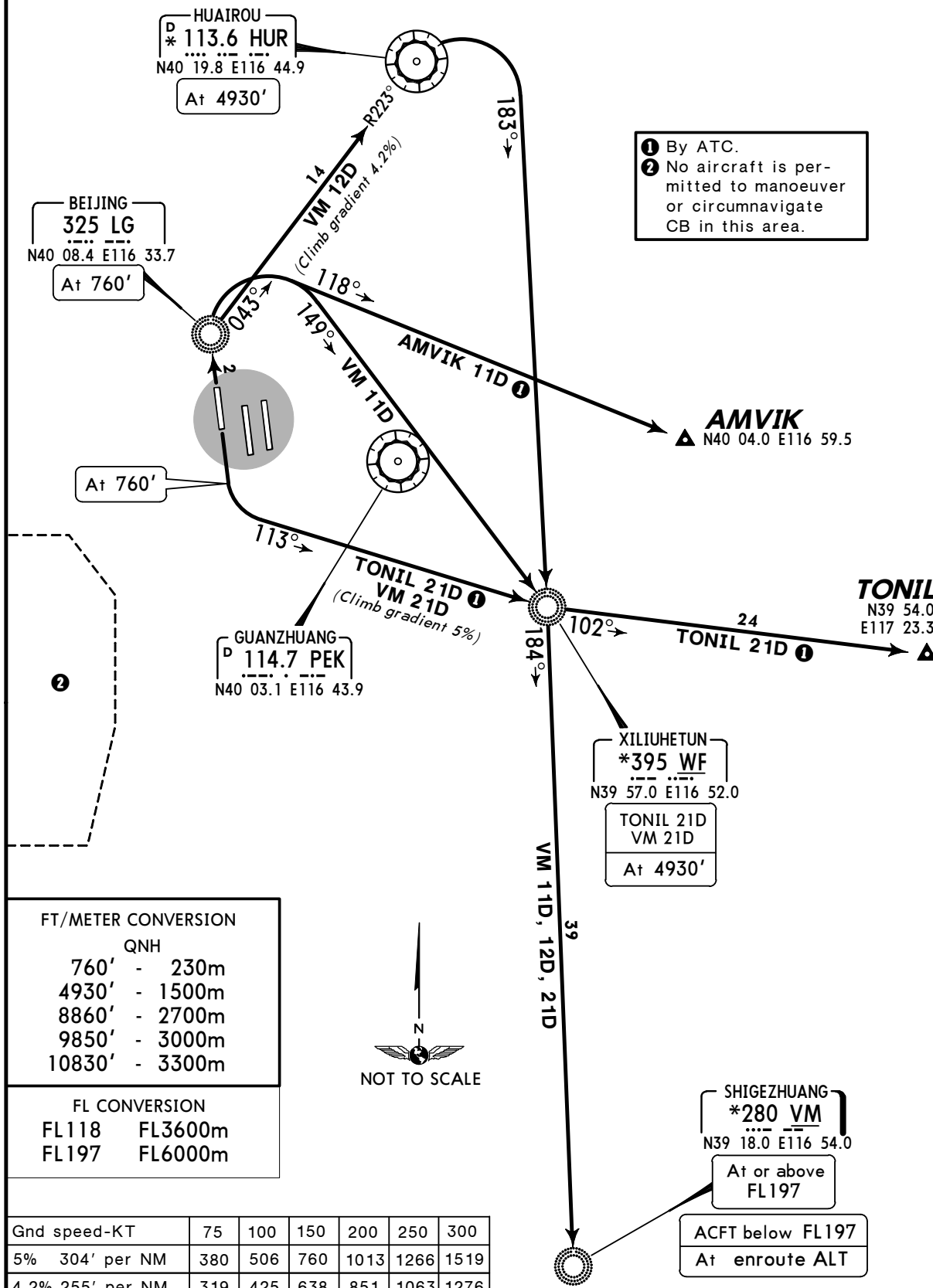
RWY 36L DEPARTURES

TONIL 21D [TON21D] ①

VM 21D

RWY 18R DEPARTURES

TO EAST & SOUTH



① By ATC.  
② No aircraft is permitted to manoeuvre or circumnavigate CB in this area.

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

**ZBAA/PEK**  
CAPITAL

JEPPESEN

**BEIJING, PR OF CHINA**

14 DEC 07

10-3S

Eff 20 Dec

SID

Apt Elev  
115'

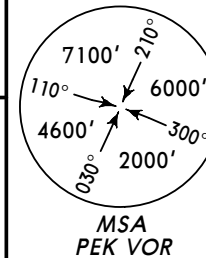
Trans level: FL118

Trans alt:

9850'

10830' 1031 hPa or above

8860' 979 hPa or below



**AMVIK 31D [AMV31D] ①**

VM 31D, VM 32D

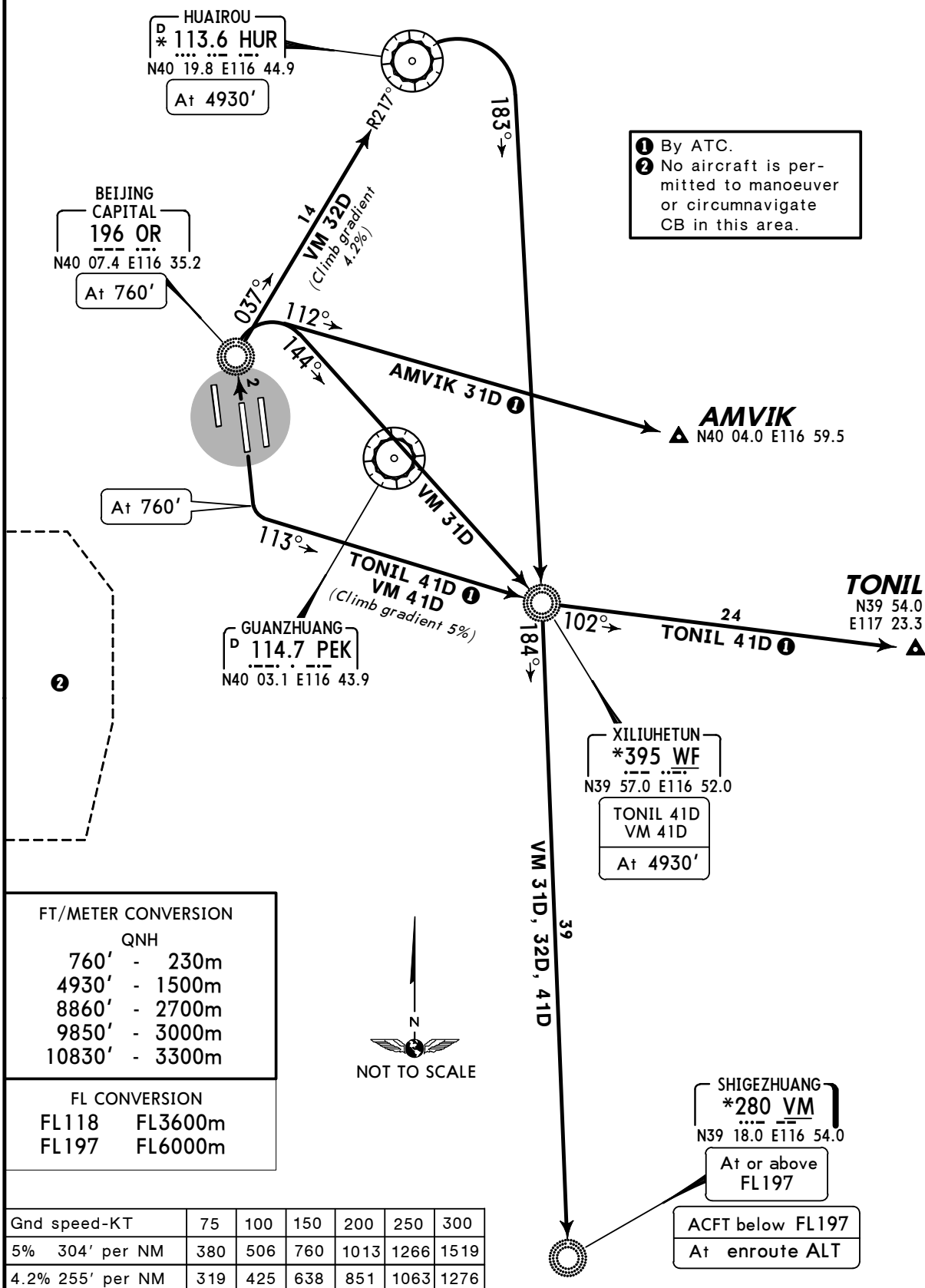
RWY 36R DEPARTURES

**TONIL 41D [TON41D] ①**

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

**ZBAA/PEK**  
CAPITAL

**JEPPESEN**

**BEIJING, PR OF CHINA**

14 DEC 07

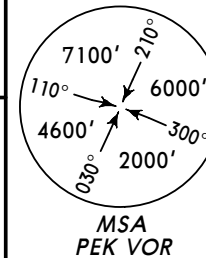
10-3T

Eff 20 Dec

**SID**

Apt Elev  
115'

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



**AMVIK 51D [AMV51D] ①**

**TONIL 61D [TON61D] ①**

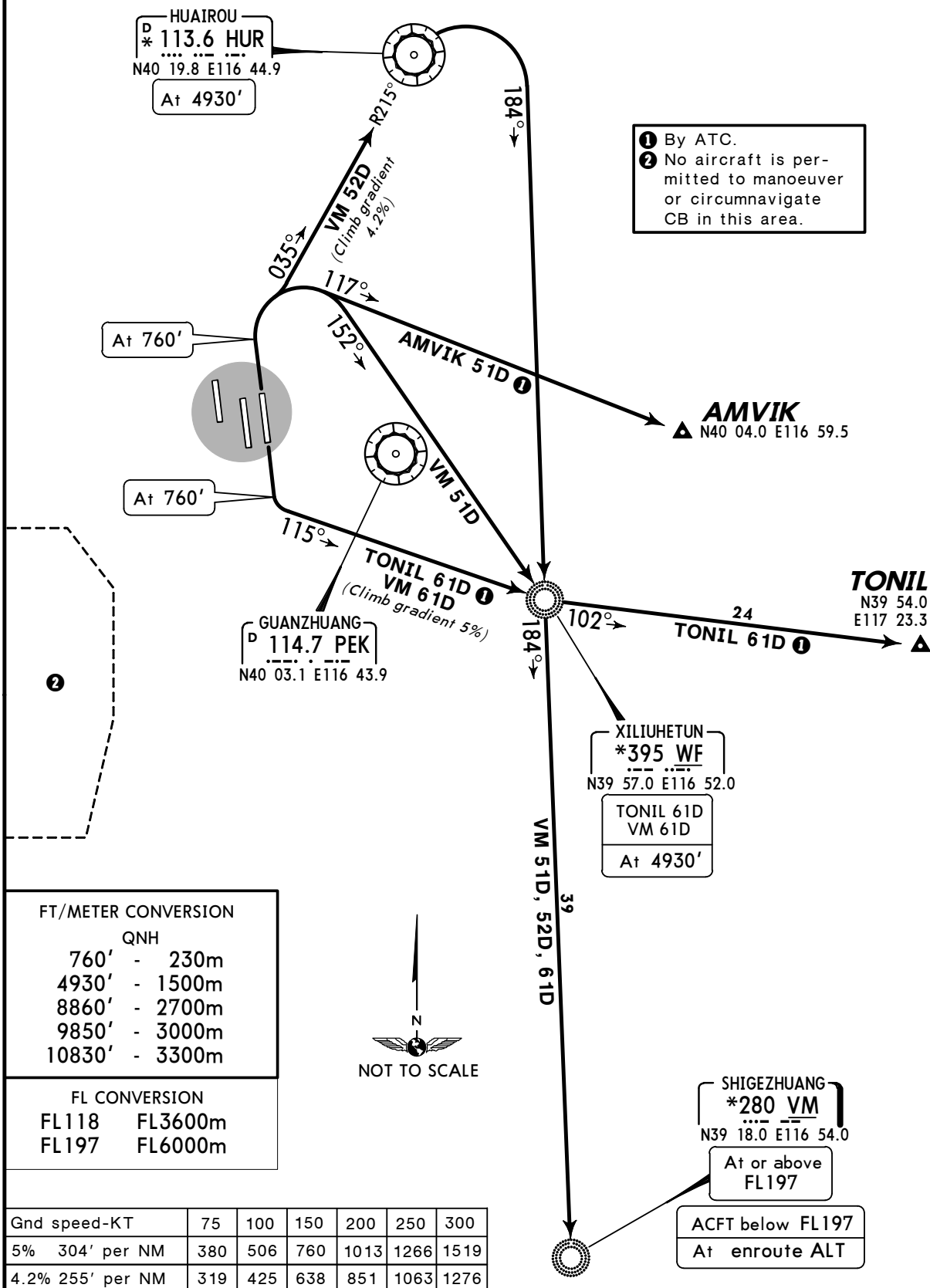
VM 51D, VM 52D

VM 61D

RWY 01 DEPARTURES

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



ZBAA/PEK  
 CAPITAL

JEPPESEN

BEIJING, PR OF CHINA

14 DEC 07

10-3U

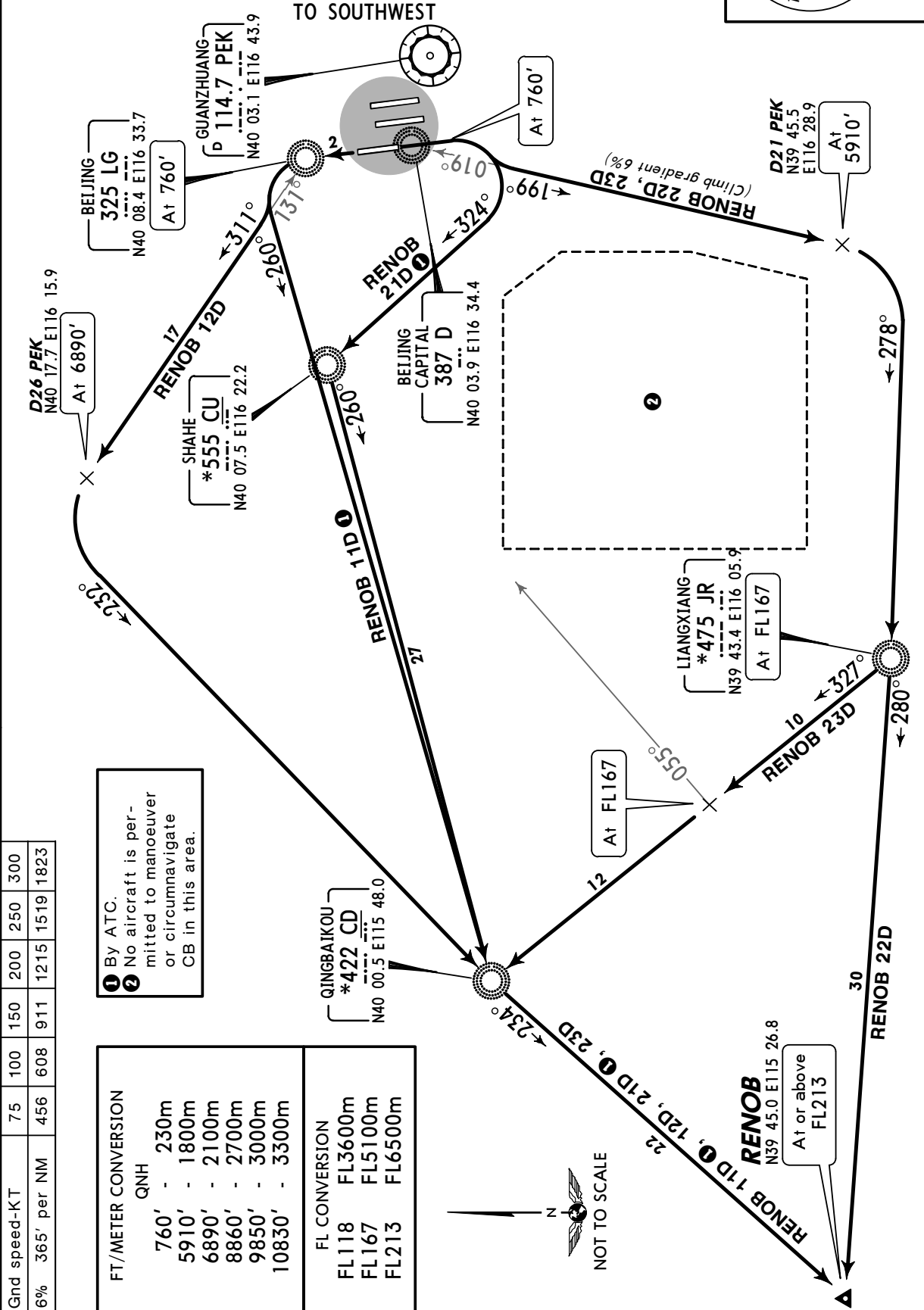
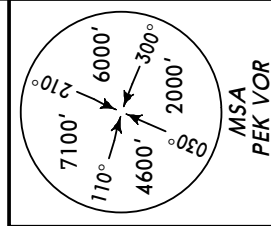
Eff 20 Dec

SID

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

RENOB 11D [REN11D] ①  
 RENOB 12D [REN12D]  
 RWY 36L DEPARTURES

RENOB 21D [REN21D] ①  
 RENOB 22D [REN22D]  
 RENOB 23D [REN23D]  
 RWY 18R DEPARTURES



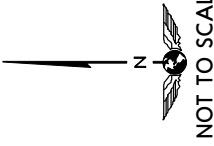
Gnd speed-KT	75	100	150	200	250	300
6% 365' per NM	456	608	911	1215	1519	1823

① By ATC.  
 ② No aircraft is permitted to manoeuvre or circumnavigate CB in this area.

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

FL CONVERSION	
FL118	FL3600m
FL167	FL5100m
FL213	FL6500m



ZBAA/PEK  
 CAPITAL

JEPPESEN

BEIJING, PR OF CHINA

14 DEC 07

10-3V

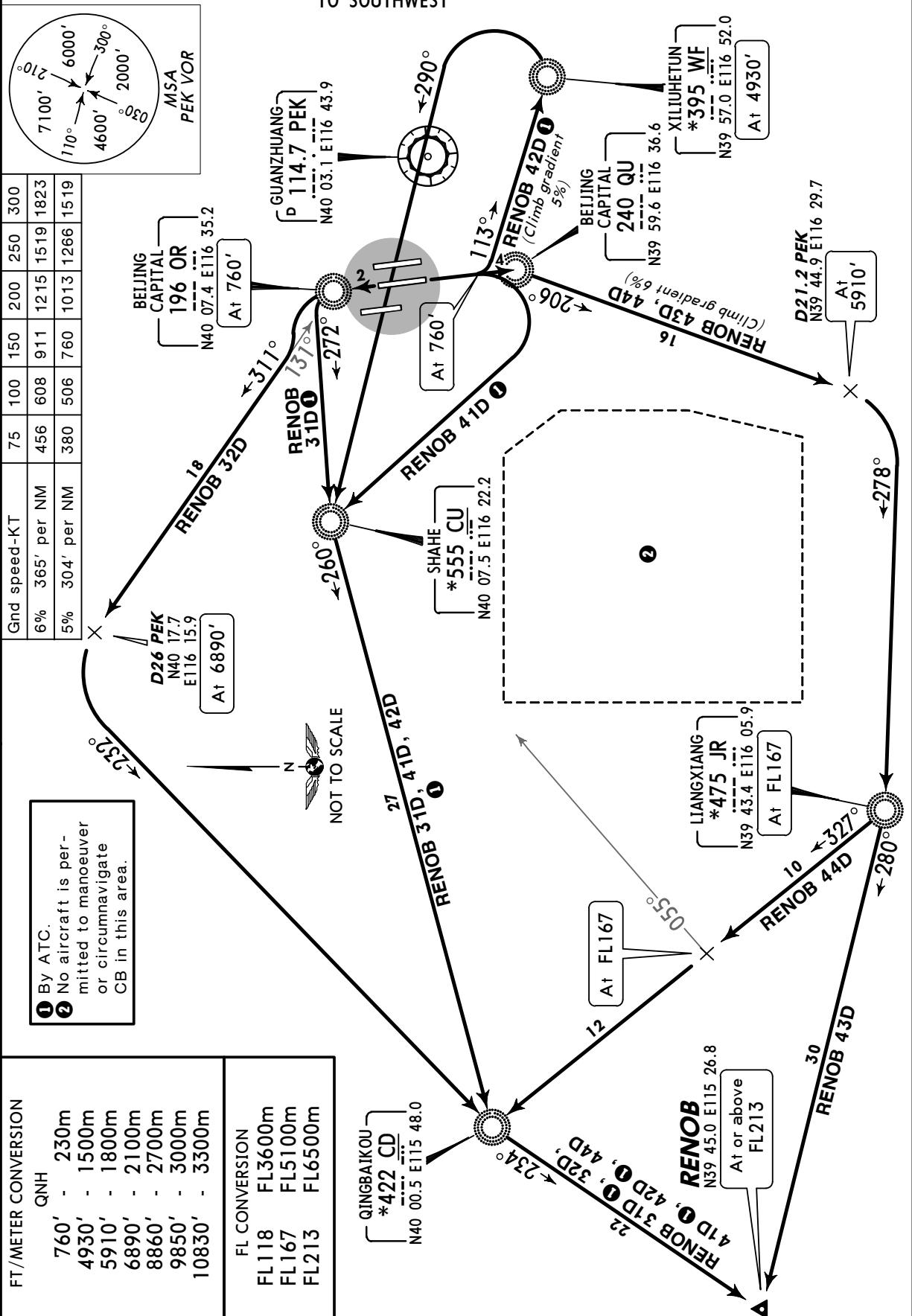
Eff 20 Dec

SID

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

RENOB 31D [REN31D] ① RENOB 41D [REN41D] ①, RENOB 42D [REN42D] ①  
 RENOB 32D [REN32D] RENOB 43D [REN43D], RENOB 44D [REN44D]  
 RWY 36R DEPARTURES RWY 18L DEPARTURES

TO SOUTHWEST



**ZBAA/PEK  
 CAPITAL**

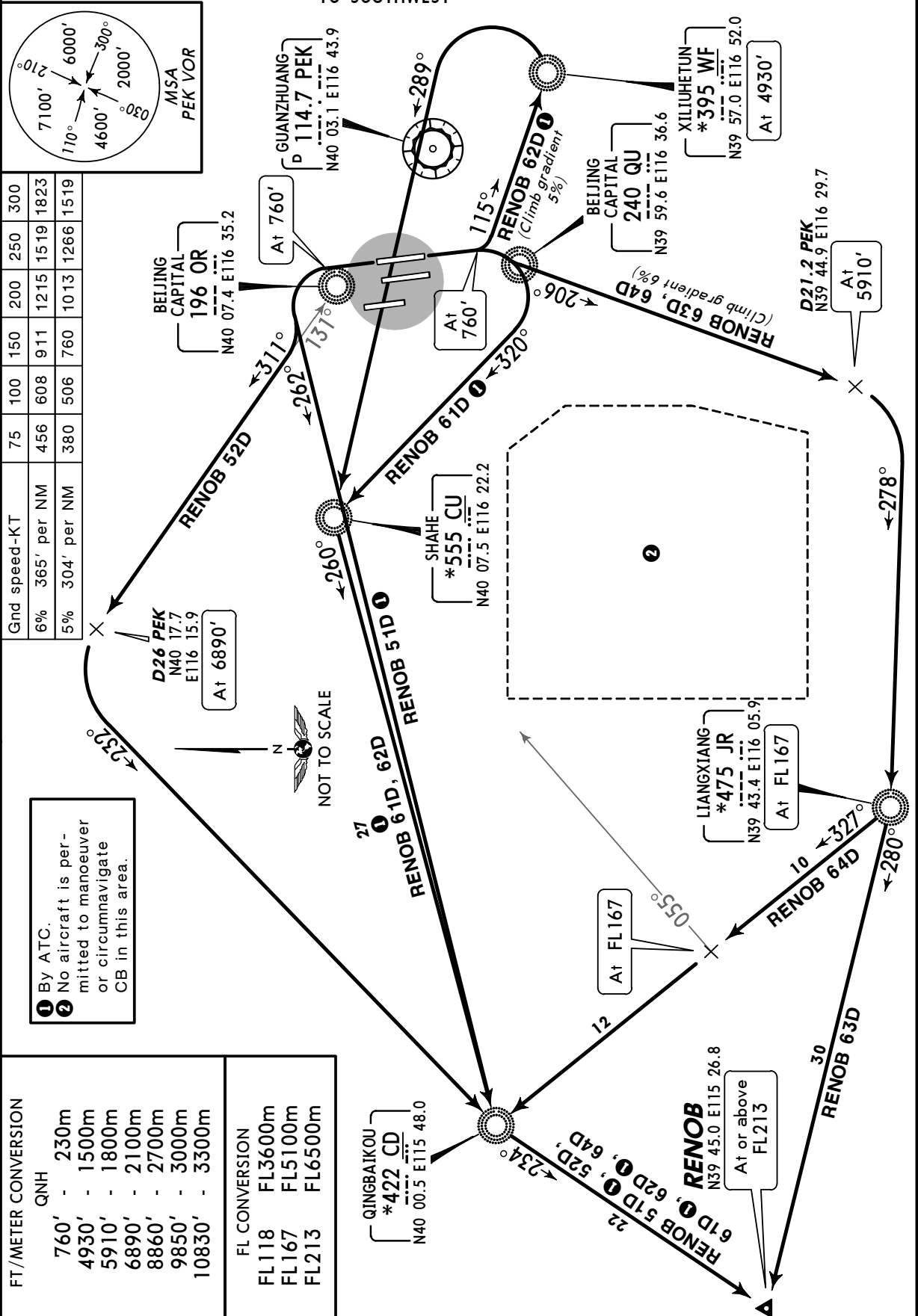
JEPPESEN BEIJING, PR OF CHINA  
 14 DEC 07 **10-3W** Eff 20 Dec

**SID**

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

**RENOB 51D [REN51D] ① RENOB 61D [REN61D] ①, RENOB 62D [REN62D] ①**  
**RENOB 52D [REN52D] RENOB 63D [REN63D], RENOB 64D [REN64D]**  
**RWY 01 DEPARTURES RWY 19 DEPARTURES**

TO SOUTHWEST



ZBAA/PEK  
 CAPITAL

JEPPESEN BEIJING, PR OF CHINA  
 14 DEC 07 (10-3X) Eff 20 Dec

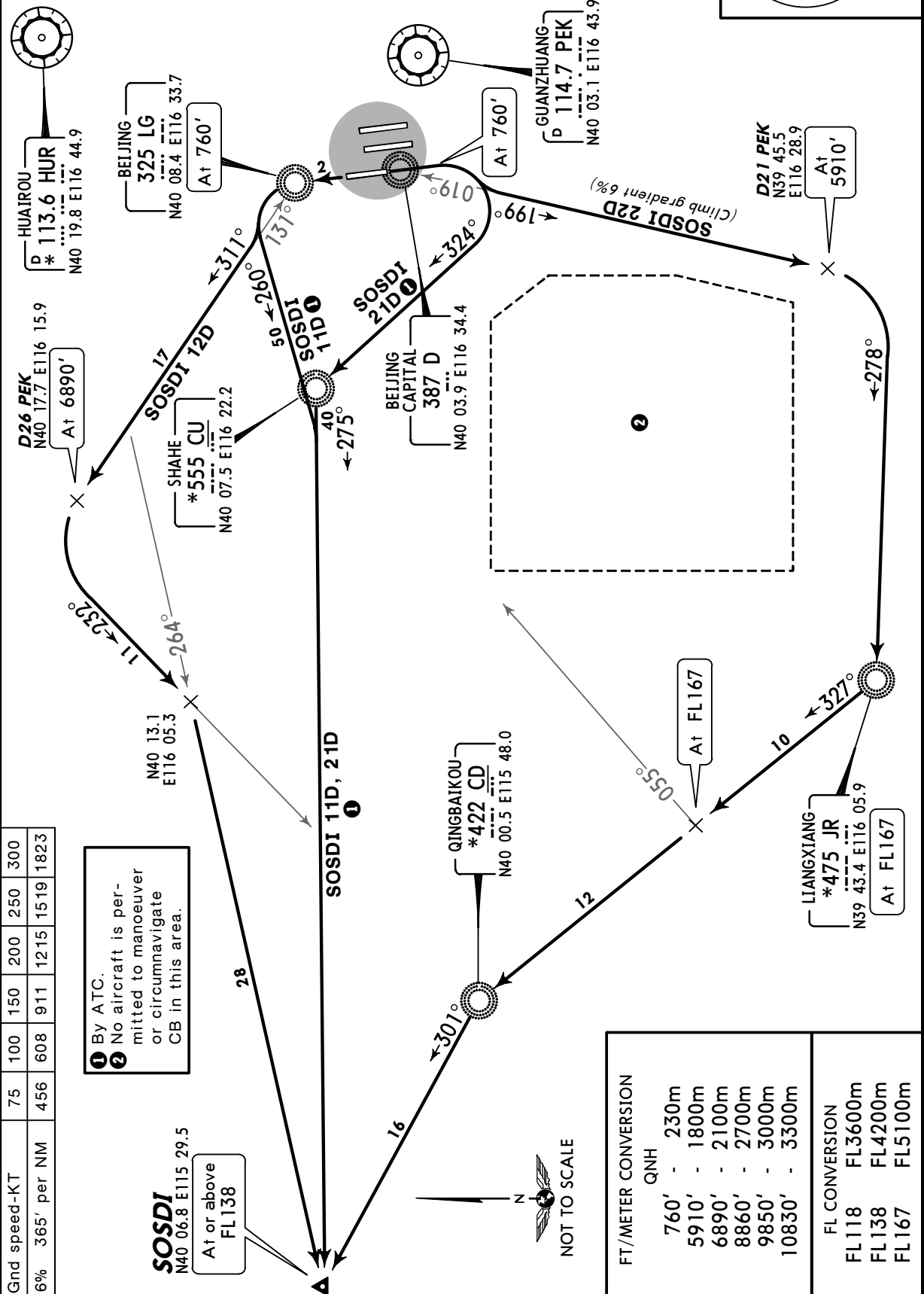
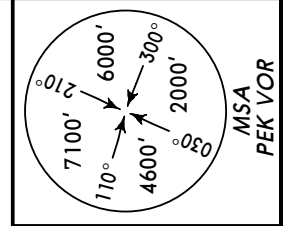
SID

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

SOSDI 11D [SOS11D] ①  
 SOSDI 12D [SOS12D]  
 RWY 36L DEPARTURES

SOSDI 21D [SOS21D] ①  
 SOSDI 22D [SOS22D]  
 RWY 18R DEPARTURES

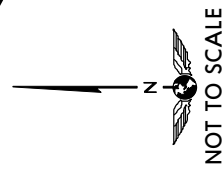
TO WEST



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

① By ATC.  
 ② No aircraft is permitted to maneuver or circumnavigate CB in this area.

**SOSDI**  
 N40 06.8 E115 29.5  
 At or above FL138



FT/METER CONVERSION	
QNH	
760'	- 230m
5910'	- 1800m
6890'	- 2100m
8860'	- 2700m
9850'	- 3000m
10830'	- 3300m
FL CONVERSION	
FL118	FL3600m
FL138	FL4200m
FL167	FL5100m

**ZBAA/PEK**  
**CAPITAL**

**JEPPESEN**

**BEIJING, PR OF CHINA**

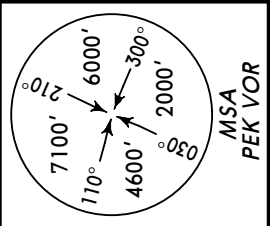
14 DEC 07

10-3X1

Eff 20 Dec

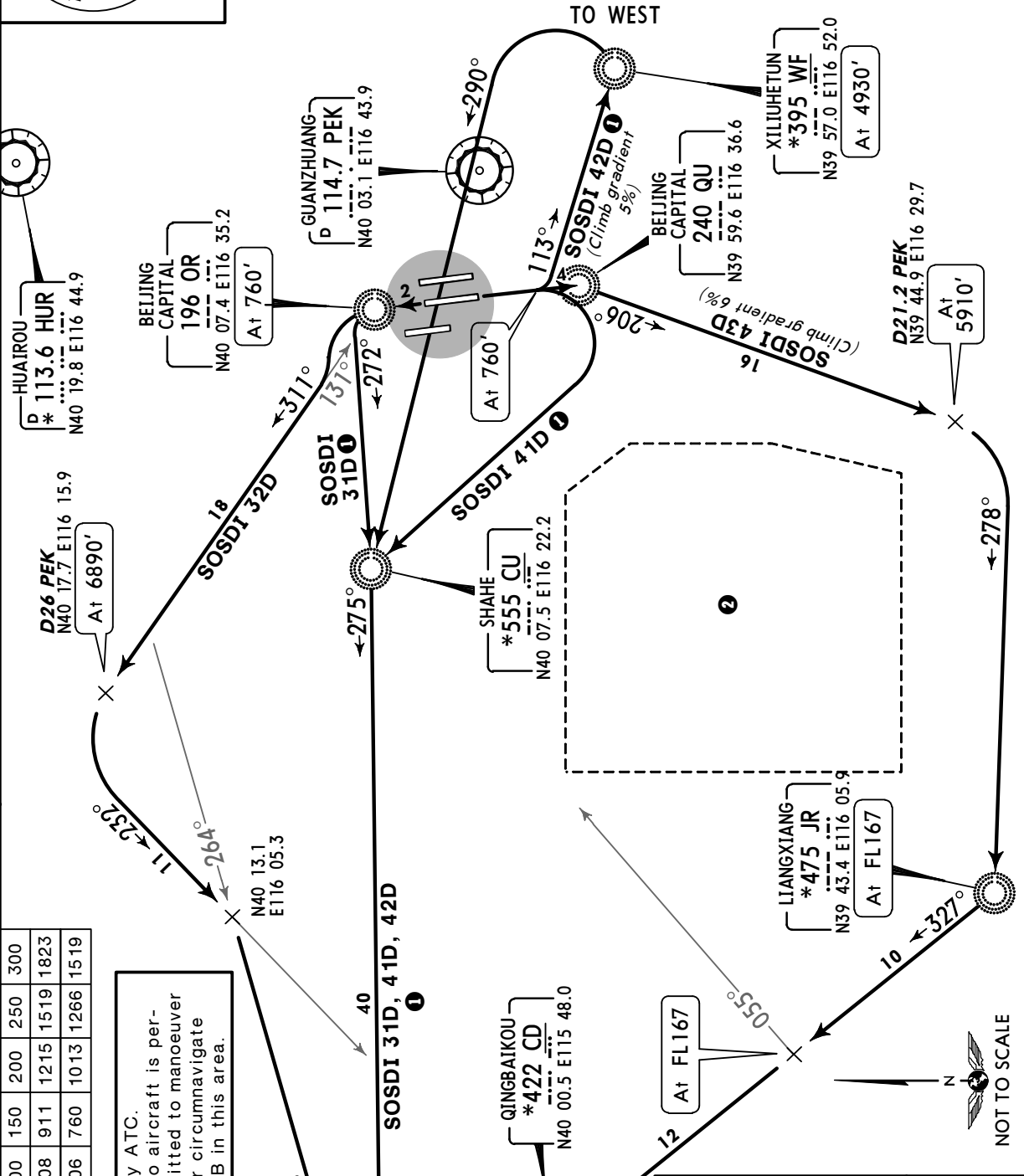
**SID**

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



**SOSDI 31D [SOS31D] ①**  
**SOSDI 32D [SOS32D]**  
**RWY 36R DEPARTURES**

**SOSDI 41D [SOS41D] ①**  
**SOSDI 42D [SOS42D] ①**  
**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

① By ATC.  
② No aircraft is permitted to manoeuvre or circumnavigate CB in this area.

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

**ZBAA/PEK**  
**CAPITAL**

**JEPPESEN**

**BEIJING, PR OF CHINA**

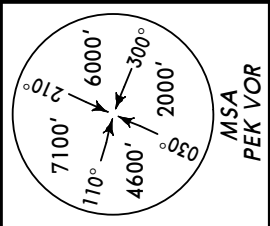
14 DEC 07

**10-3X2**

**Eff 20 Dec**

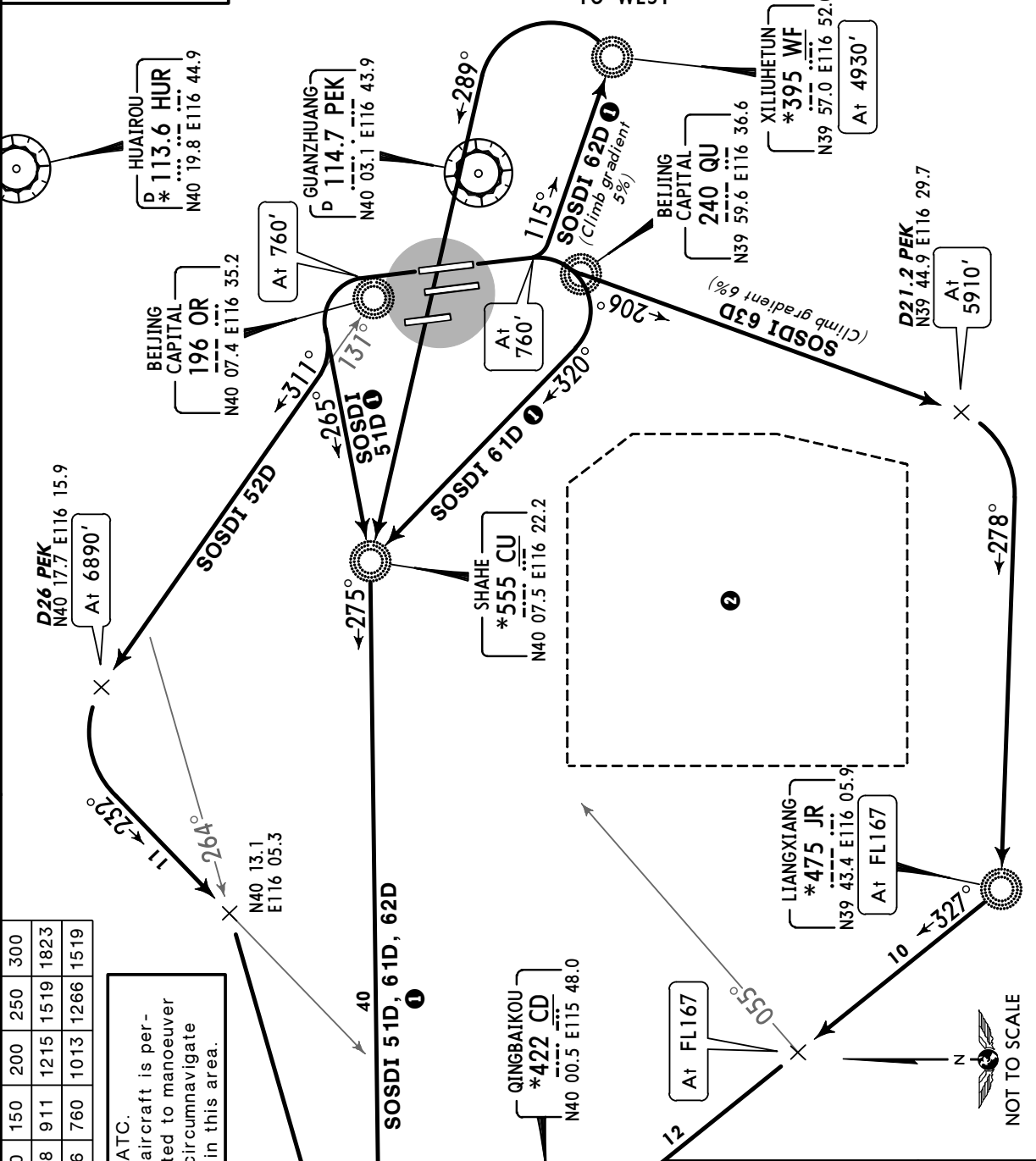
**SID**

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



**SOSDI 51D [SOS51D] ①**  
**SOSDI 52D [SOS52D]**  
**RWY 01 DEPARTURES**

**SOSDI 61D [SOS61D] ①**  
**SOSDI 62D [SOS62D] ①**  
**SOSDI 63D [SOS63D]**  
**RWY 19 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

① By ATC.  
② No aircraft is permitted to maneuver or circumnavigate CB in this area.

**SOSDI**  
N40 06.8 E115 29.5  
At or above  
FL138

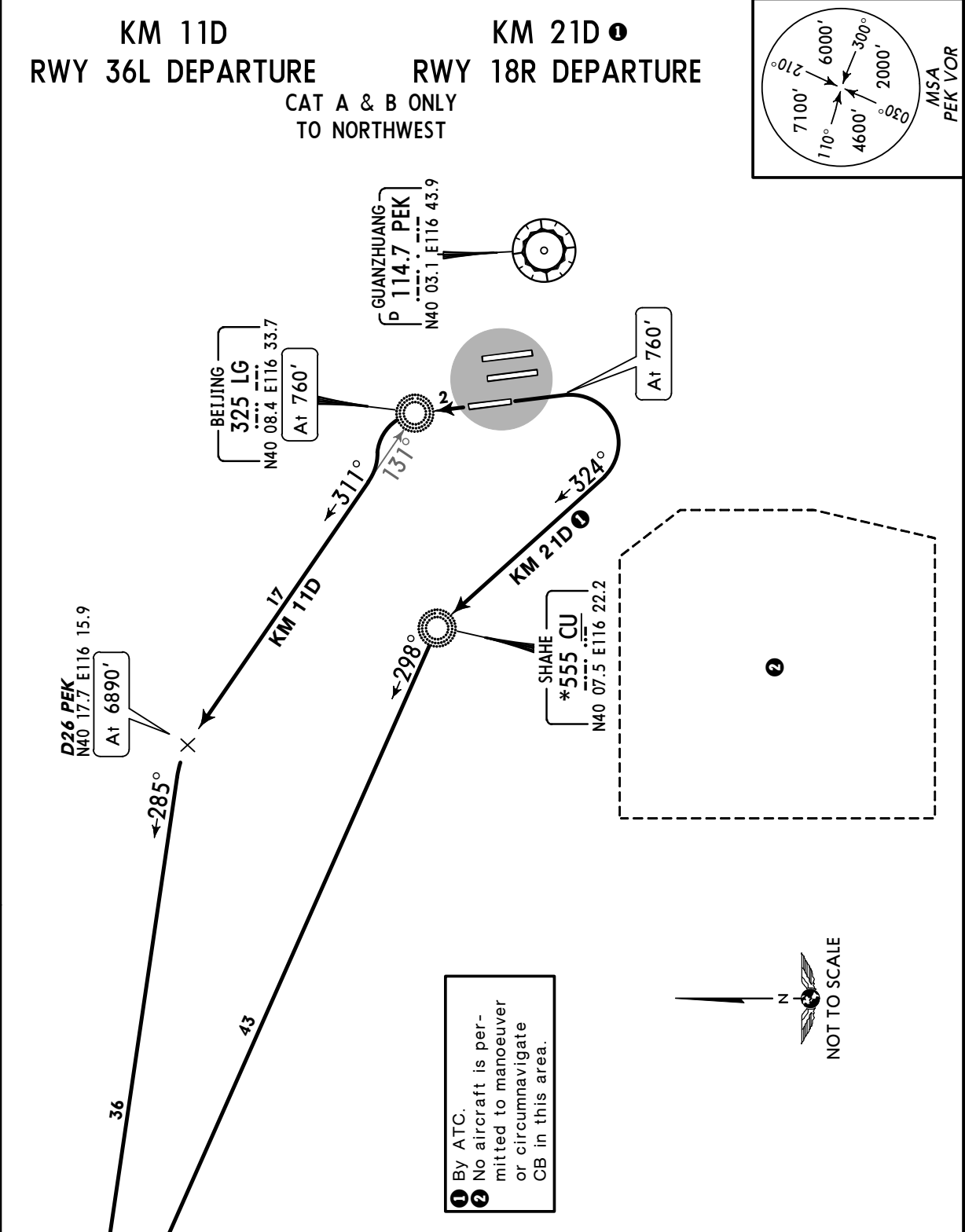
FT/METER CONVERSION	
QNH	
760' - 230m	
4930' - 1500m	
5910' - 1800m	
6890' - 2100m	
8860' - 2700m	
9850' - 3000m	
10830' - 3300m	
FL CONVERSION	
FL118	FL3600m
FL138	FL4200m
FL167	FL5100m

ZBAA/PEK  
 CAPITAL

JEPPESEN BEIJING, PR OF CHINA  
 14 DEC 07 (10-3X3) Eff 20 Dec

SID

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



① By ATC.  
 ② No aircraft is permitted to manoeuvre or circumnavigate CB in this area.

FT/METER CONVERSION	QNH	760' - 230m	FL CONVERSION
		6890' - 2100m	FL118 FL3600m
		8860' - 2700m	FL138 FL4200m
		9850' - 3000m	
		10830' - 3300m	

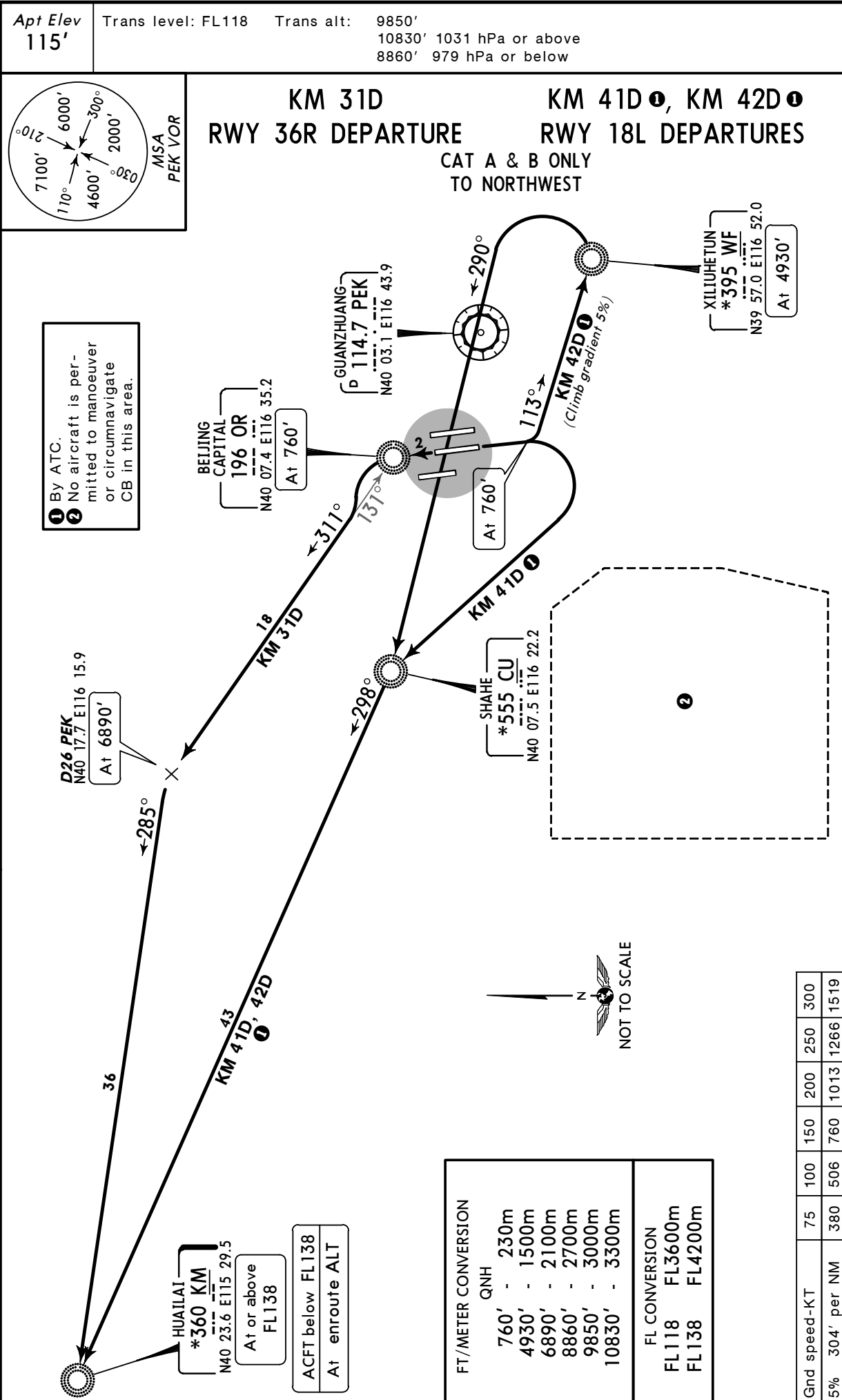
ZBAA/PEK  
 CAPITAL

JEPPESEN

BEIJING, PR OF CHINA

14 DEC 07 10-3X4 Eff 20 Dec

SID



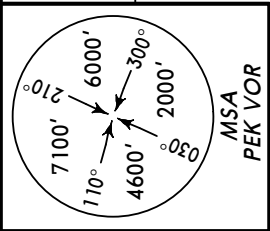


ZBAA/PEK  
 CAPITAL

JEPPESEN BEIJING, PR OF CHINA  
 14 DEC 07 (10-3X5) Eff 20 Dec

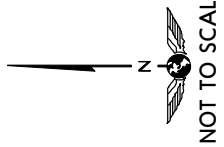
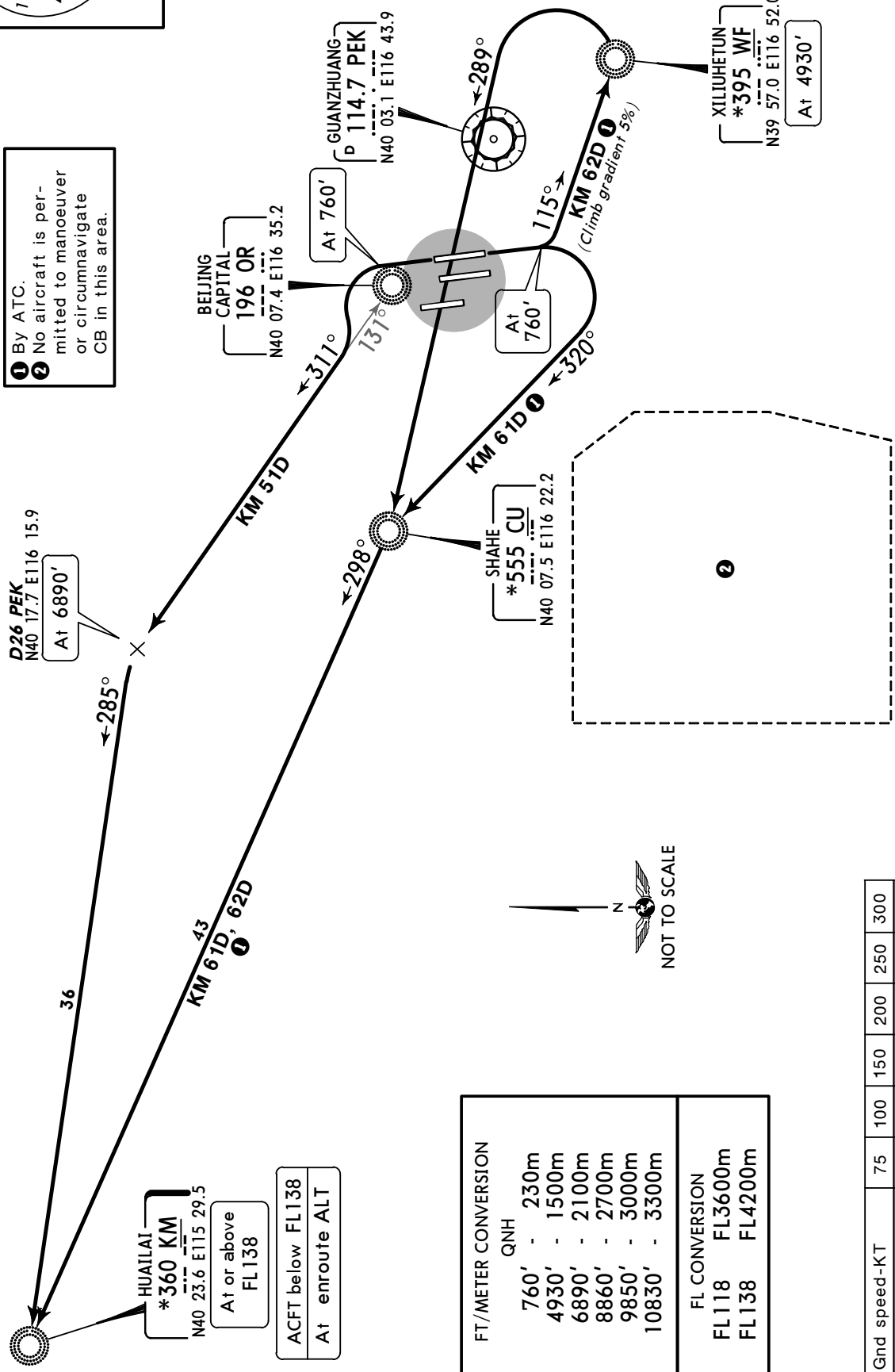
SID

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



KM 51D RWY 01 DEPARTURE  
 KM 61D, KM 62D RWY 19 DEPARTURES  
 CAT A & B ONLY TO NORTHWEST

1 By ATC.  
 2 No aircraft is permitted to maneuver or circumnavigate CB in this area.



HUAITAI \*360 KM  
 N40 23.6 E115 29.5  
 At or above FL138  
 ACFT below FL138  
 At enroute ALT

FT/METER CONVERSION	
QNH	
760' -	230m
4930' -	1500m
6890' -	2100m
8860' -	2700m
9850' -	3000m
10830' -	3300m
FL CONVERSION	
FL118	FL3600m
FL138	FL4200m

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

# ZBAA/PEK

Apt Elev 115'  
 N40 04.4 E116 35.7

JEPPESEN

# BEIJING, PR OF CHINA

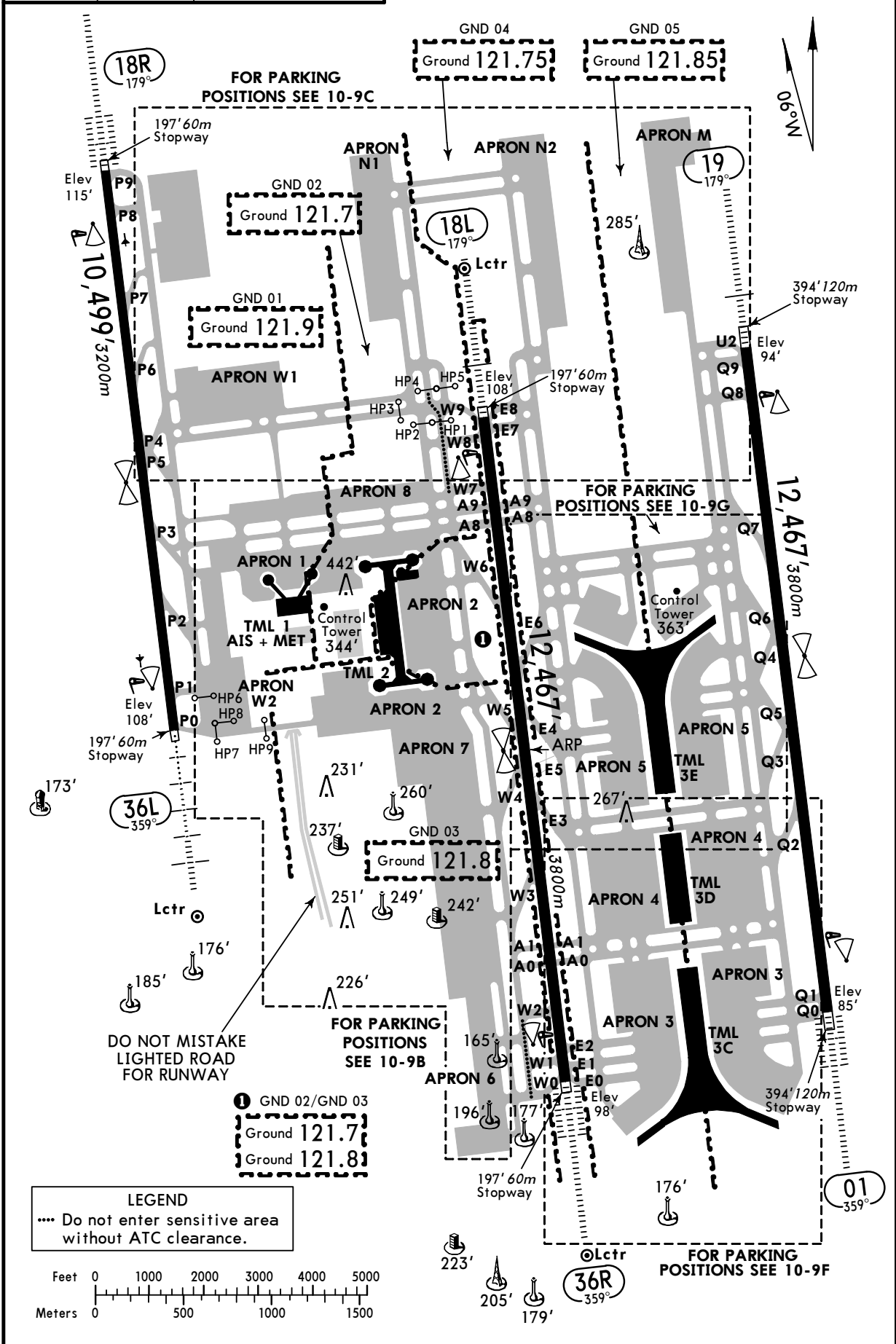
1 FEB 08 (10-9) Eff 14 Feb

CAPITAL

ATIS Departure <b>128.65</b>	BEIJING Delivery DELIVERY 01 West of Rwy 18L/36R <b>121.6</b>	DELIVERY 02 East of Rwy 18L/36R <b>121.65</b>	GND 01 <b>121.9</b>	GND 02 <b>121.7</b>	BEIJING Ground GND 03 <b>121.8</b>	GND 04 <b>121.75</b>	GND 05 <b>121.85</b>
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TWR 01 Rwys 18R, 36L <b>124.3</b>	TWR 02 Rwys 18L, 36R <b>118.5</b>	TWR 03 Rwys 01, 19 (0200 - 1000) <b>118.05</b>
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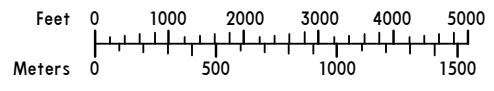
For AIRPORT BRIEFING refer to 10-1P pages



DO NOT MISTAKE  
 LIGHTED ROAD  
 FOR RUNWAY

① GND 02/GND 03 Ground 121.7 Ground 121.8
---

**LEGEND**  
 .... Do not enter sensitive area  
 without ATC clearance.



ZBAA/PEK

JEPPESEN

BEIJING, PR OF CHINA

1 FEB 08

10-9A

Eff 14 Feb

CAPITAL

ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
					Threshold	Glide Slope			
01	HIRL ①	CL ②	ALSF-II	TDZ	PAPI-L(3.0°)	RVR	11,495'	3504m	197' 60m
19	HIRL ①	CL ②	HIALS	SFL	PAPI-L(3.2°)	RVR	11,495'	3504m	
① spacing 60m ② white, spacing 15m									
18L	HIRL ③	CL ④	HIALS	PAPI-L(3.0°)	⑤ RVR		11,495'	3504m	197' 60m
36R	HIRL ③	CL ④	ALSF-II	TDZ	PAPI-L(3.0°)	⑥ RVR		⑦	
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. <u>RWY 18L:</u> From rwy head 12,467' (3800m) twy W8 int 11,909' (3630m) twy W7 int 11,220' (3420m) <u>RWY 36R:</u> From rwy head 12,467' (3800m) twy W1 int 11,909' (3630m) twy W2 int 11,220' (3420m)									
18R	HIRL ⑧	CL ⑨	ALSF-II	TDZ	PAPI-L(3.0°)	⑩ RVR	9514'	2900m	164' 50m
36L	HIRL ⑧	CL ⑨	HIALS	PAPI-L(3.0°)	⑪ RVR		9564'	2915m	
⑧ spacing 60m ⑨ white, spacing 30m ⑩ HST-P2, P3 & P4 ⑪ HST-P5, P6 & P7 ⑫ TAKE-OFF RUN AVAILABLE <u>RWY 18R:</u> From rwy head 10,499' (3200m) twy P8 int 9580' (2920m) <u>RWY 36L:</u> 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								
	B	RVR 200m		RVR 250m		RVR 400m		RVR 500m	
	C								
	D	RVR 250m		RVR 300m					
Other		VIS 1600m							

# ZBAA/PEK



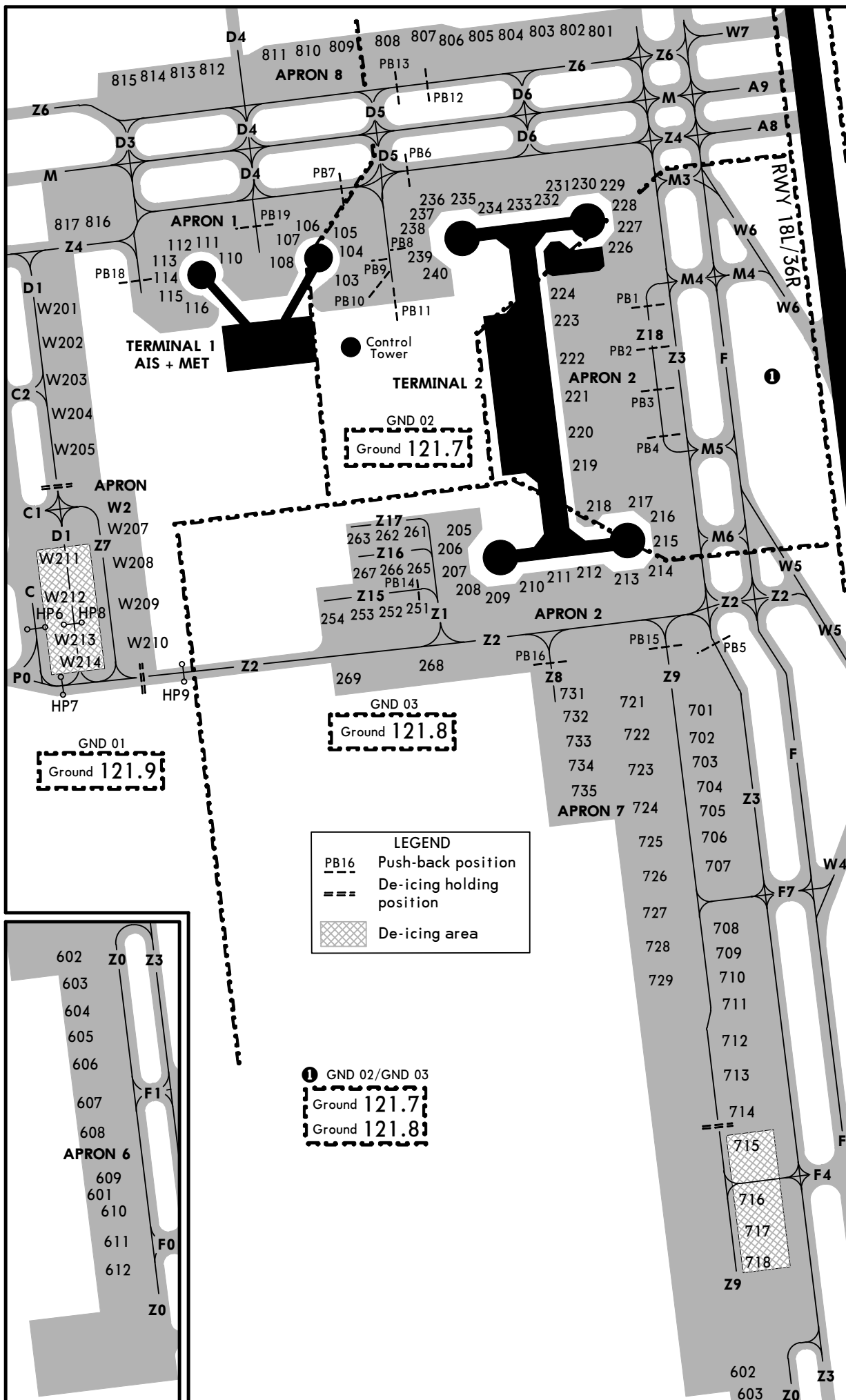
# BEIJING, PR OF CHINA

1 FEB 08

10-9B

Eff 14 Feb

CAPITAL



**LEGEND**

- PB16 Push-back position
- De-icing holding position
- ▨ De-icing area

**1** GND 02/GND 03  
 ▭ Ground 121.7  
 ▭ Ground 121.8

ZBAA/PEK

JEPPESEN

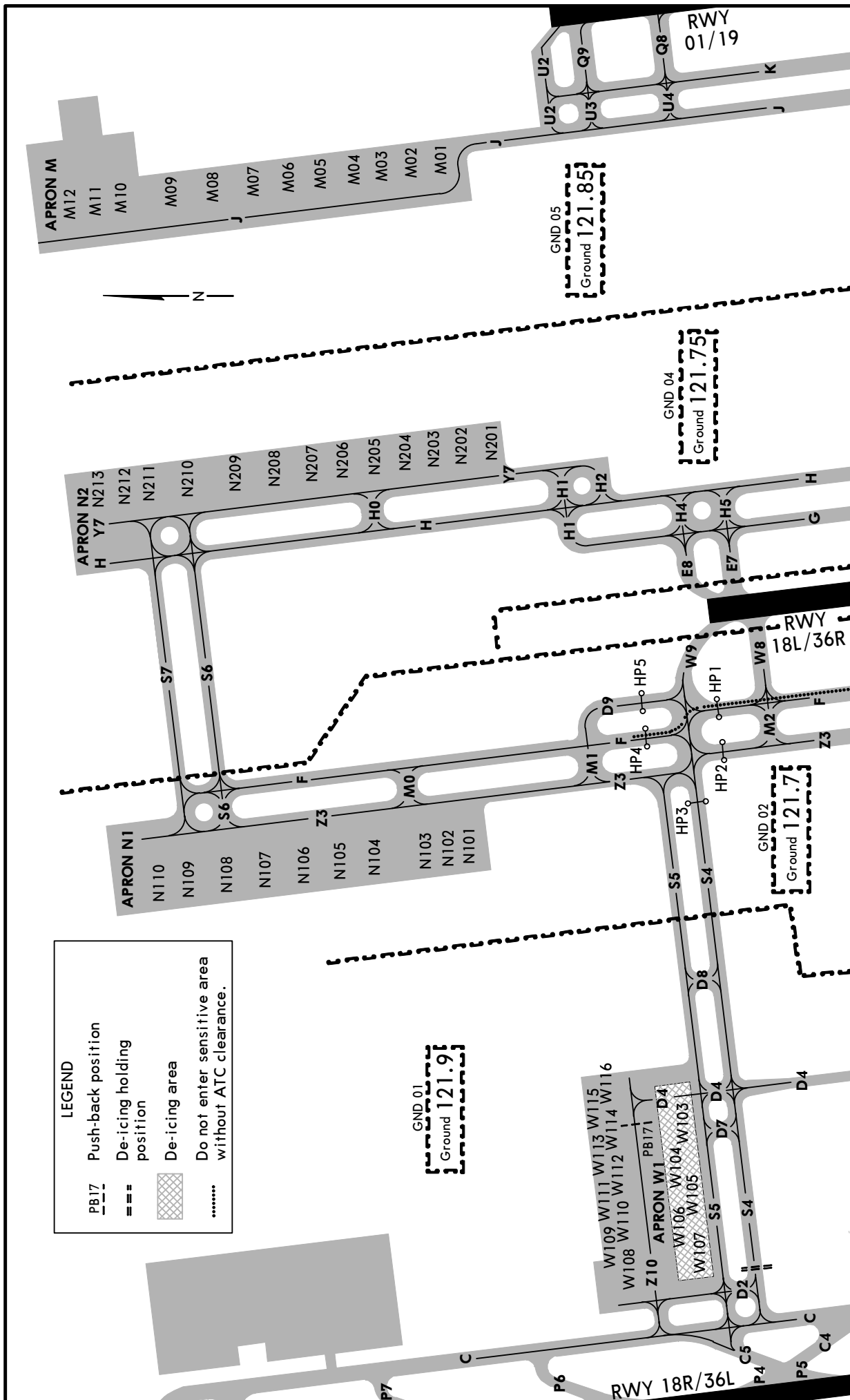
BEIJING, PR OF CHINA

1 FEB 08

10-9C

Eff 14 Feb

CAPITAL



ZBAA/PEK

JEPPESEN

BEIJING, PR OF CHINA

1 FEB 08

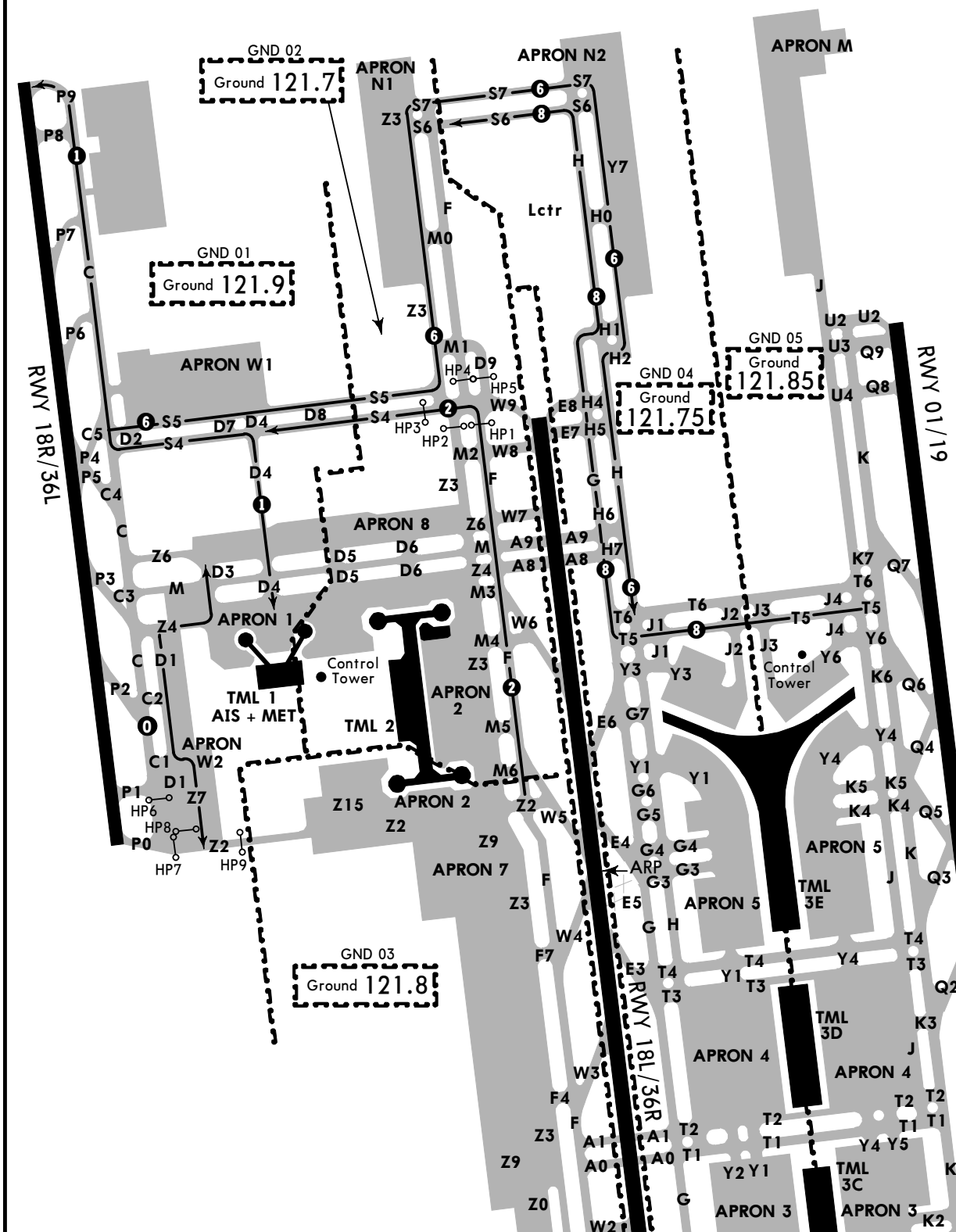
10-9D

Eff 14 Feb

CAPITAL

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



ZBAA/PEK

JEPPESEN

BEIJING, PR OF CHINA

1 FEB 08

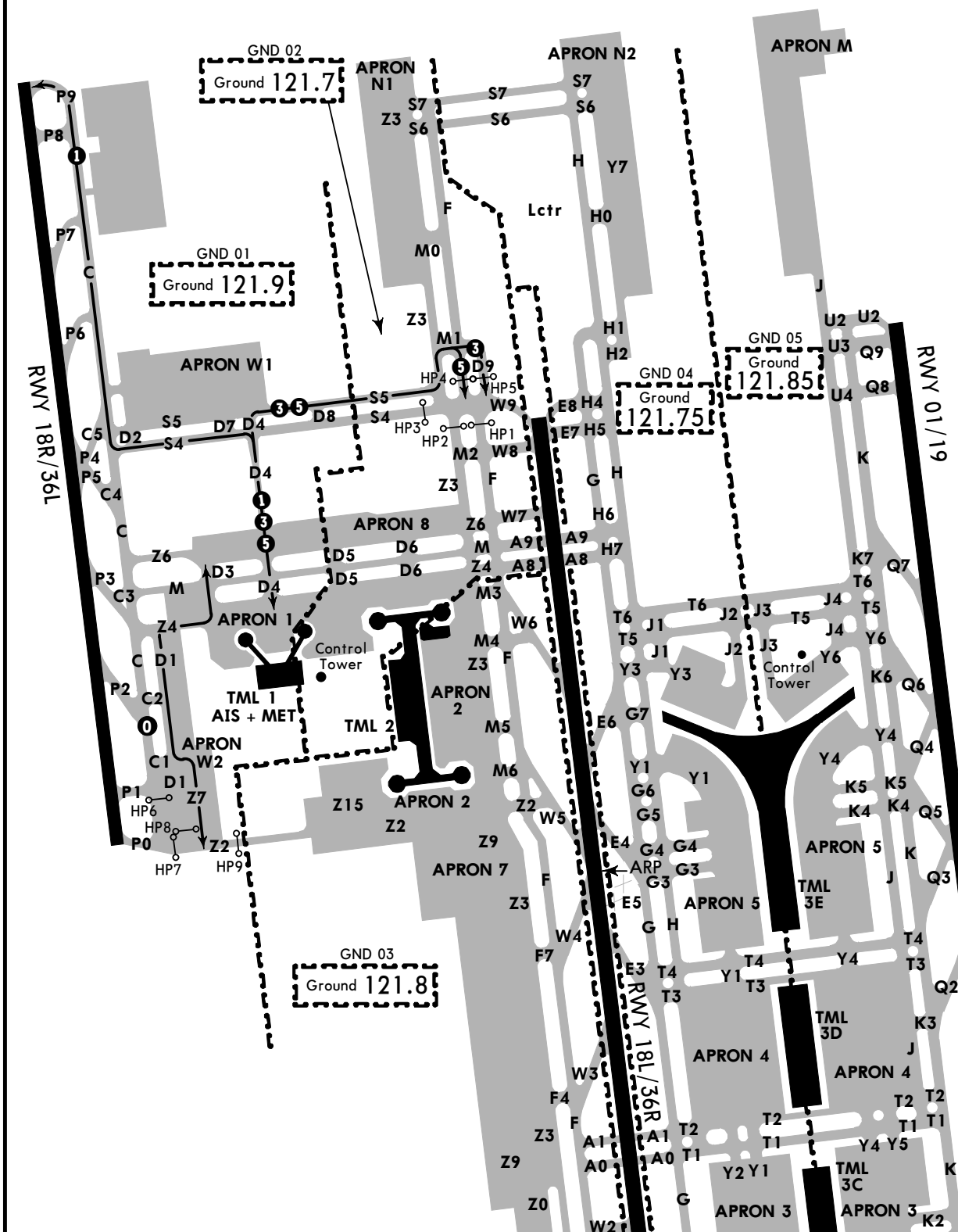
10-9E

Eff 14 Feb

CAPITAL

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



ZBAA/PEK

JEPPESEN

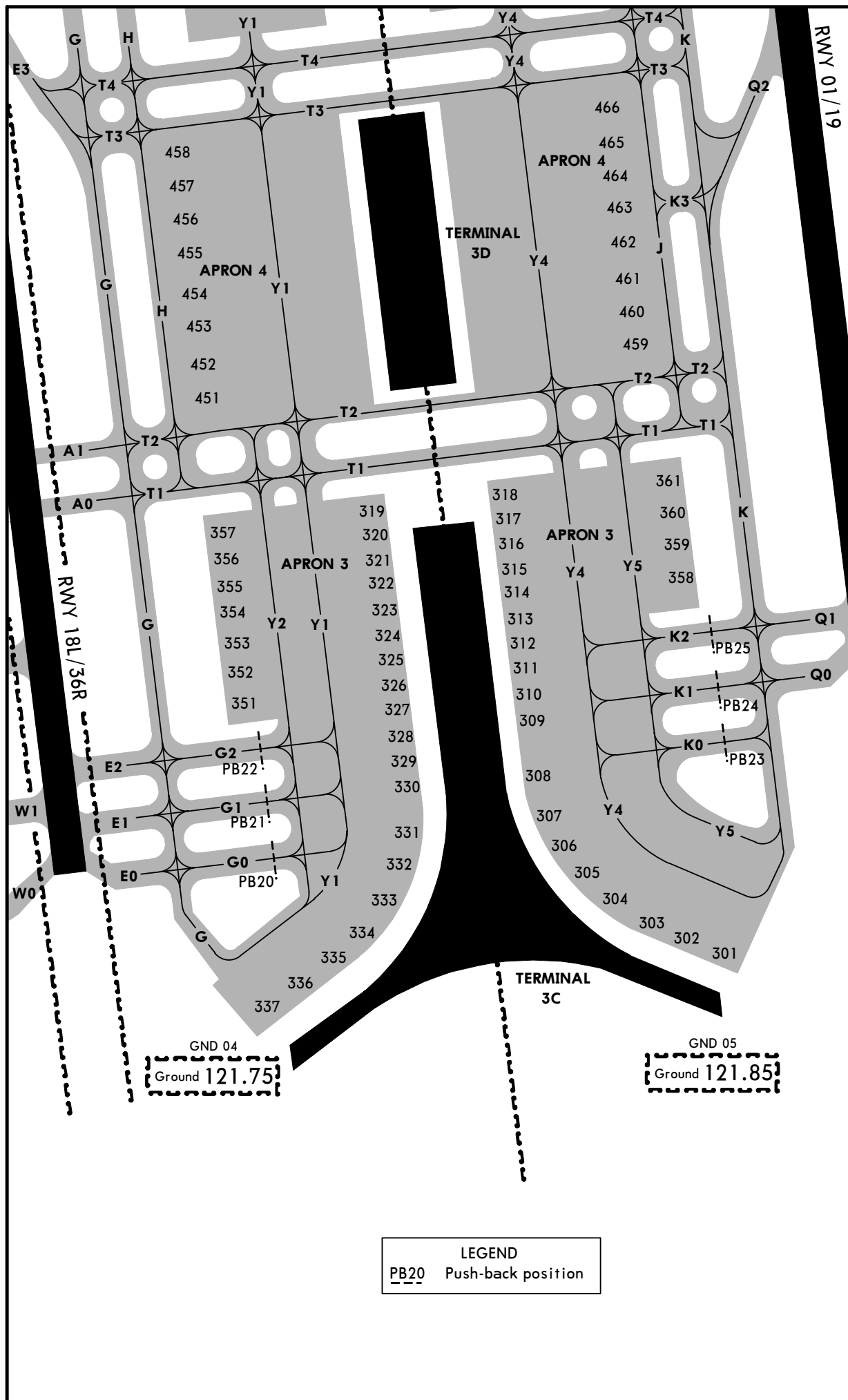
BEIJING, PR OF CHINA

1 FEB 08

10-9F

Eff 14 Feb

CAPITAL



LEGEND  
PB20 Push-back position



ZBAA/PEK

JEPPESEN

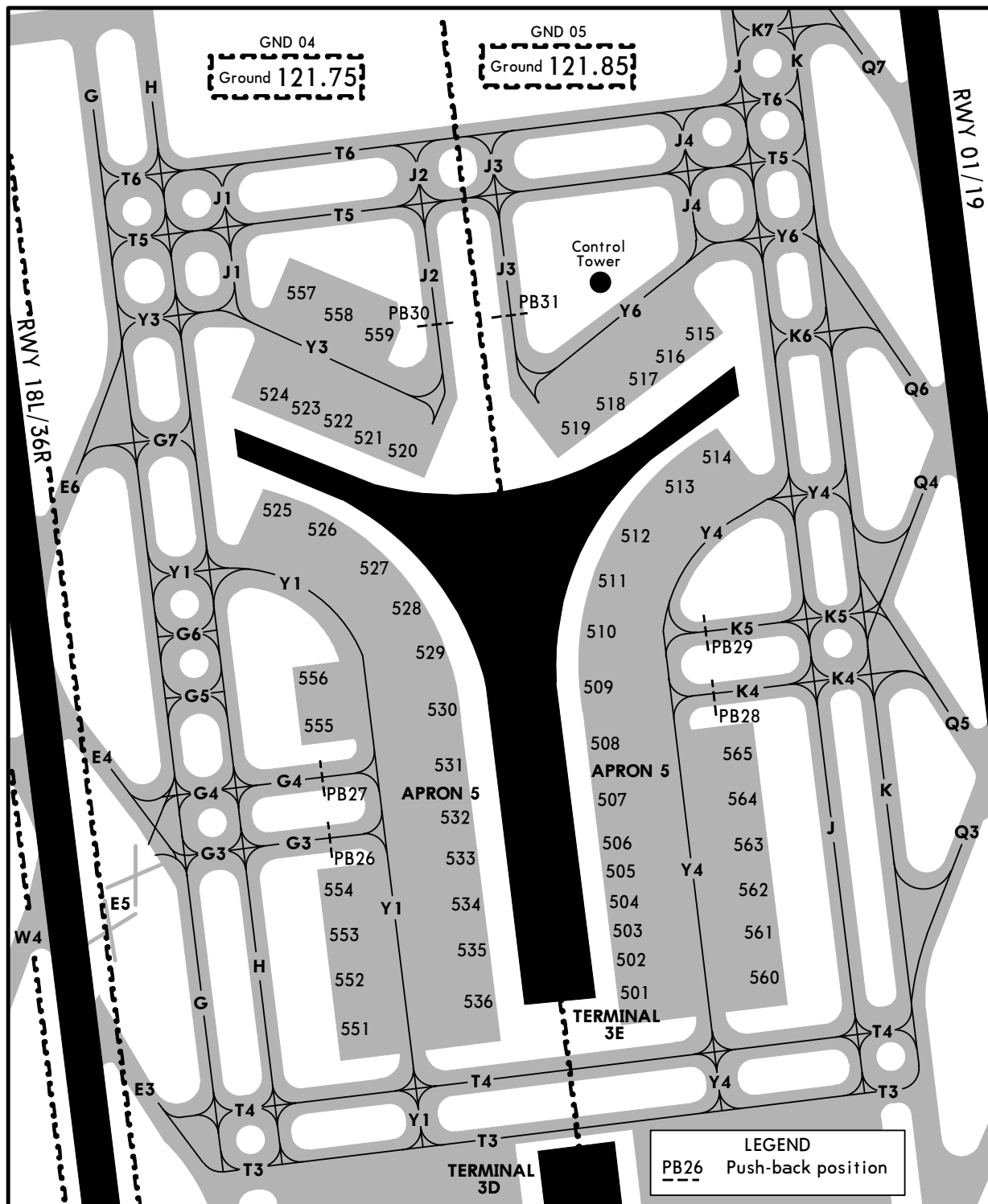
BEIJING, PR OF CHINA

1 FEB 08

10-9G

Eff 14 Feb

CAPITAL



ZBAA/PEK

JEPPESEN  
1 FEB 08 (10-9H) Eff 14 Feb

BEIJING, PR OF CHINA  
CAPITAL

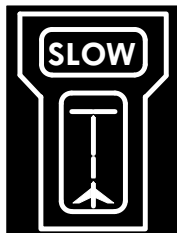
**VISUAL DOCKING GUIDANCE SYSTEM**

**1. Gate Ready for Docking**



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

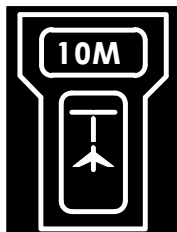
**2. Acft detected**



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**



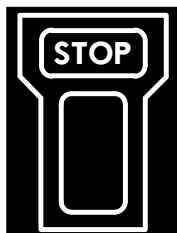
Correction RIGHT is required.

**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.

ZBAA/PEK

**JEPPESEN**  
 14 DEC 07  
 Eff 20 Dec **10-9X**

**JAA MINIMUMS**  
 BEIJING, PR OF CHINA  
 CAPITAL

STRAIGHT-IN RWY		A	B	C	D
01	ILS DME	<b>315'</b> (230')	<b>331'</b> (246')	<b>331'</b> (246')	<b>348'</b> (263')
		<b>R600m</b>	<b>R600m</b>	<b>R600m</b>	<b>R650m</b>
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1200m
	LOC	<b>550'</b> (465')	<b>550'</b> (465')	<b>550'</b> (465')	<b>550'</b> (465')
		<b>R1000m</b>	<b>R1200m</b>	<b>R1200m</b>	<b>R1600m</b>
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m	
18L	ILS	<b>308'</b> (200')	<b>308'</b> (200')	<b>308'</b> (200')	<b>308'</b> (200')
		<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC ❶	<b>510'</b> (402')	<b>510'</b> (402')	<b>510'</b> (402')	<b>510'</b> (402')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m	
18R	ILS DME	<b>315'</b> (200')	<b>315'</b> (200')	<b>328'</b> (213')	<b>328'</b> (213')
		<b>R550m</b>	<b>R550m</b>	<b>R600m</b>	<b>R600m</b>
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	<b>500'</b> (385')	<b>500'</b> (385')	<b>500'</b> (385')	<b>500'</b> (385')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m	
19	ILS DME	<b>295'</b> (200')	<b>295'</b> (200')	<b>295'</b> (200')	<b>295'</b> (200')
		<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	<b>560'</b> (465')	<b>560'</b> (465')	<b>560'</b> (465')	<b>560'</b> (465')
		<b>R1000m</b>	<b>R1200m</b>	<b>R1200m</b>	<b>R1600m</b>
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m	
36L	ILS	<b>308'</b> (200')	<b>308'</b> (200')	<b>322'</b> (214')	<b>322'</b> (214')
		<b>R550m</b>	<b>R550m</b>	<b>R600m</b>	<b>R600m</b>
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC ❶	<b>450'</b> (342')	<b>450'</b> (342')	<b>450'</b> (342')	<b>450'</b> (342')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m	
36R	CAT 2 ILS	<b>198'</b> (100')	<b>198'</b> (100')	<b>198'</b> (100')	<b>198'</b> (100')
		<b>RA 107' R300m</b>	<b>RA 107' R300m</b>	<b>RA 107' R300m</b>	<b>RA 107' R300m</b>
	ILS	<b>298'</b> (200')	<b>298'</b> (200')	<b>298'</b> (200')	<b>298'</b> (200')
		<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC ❶	<b>430'</b> (332')	<b>430'</b> (332')	<b>430'</b> (332')	<b>430'</b> (332')
		<b>R900m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1400m</b>
<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m	

❶ LMM out: NOT AUTHORIZED.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	<b>690'</b> (575')	<b>690'</b> (575')	<b>870'</b> (755')	<b>870'</b> (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.

ZBAA/PEK



**JAA MINIMUMS**  
BEIJING, PR OF CHINA  
CAPITAL

**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				
	B	R200m	R250m	R400m	R500m
	C				
	D	R250m	R300m		
Other		V1600m			

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

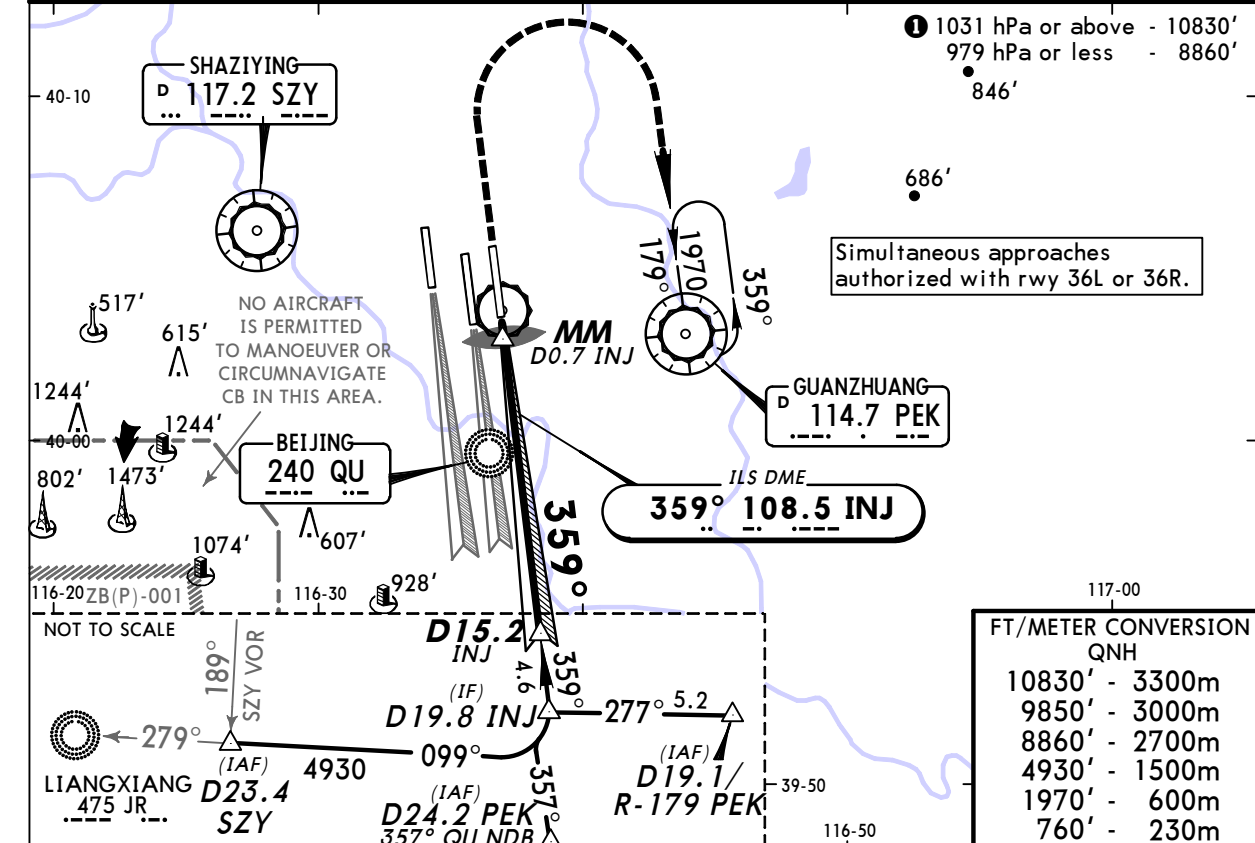
		RL	NIL (DAY only)
		2 TURB Eng or 3 & 4 Eng	A
B	R400m		R500m
C			
D			
Other		V1600m	

**ZBAA/PEK**  
**CAPITAL**

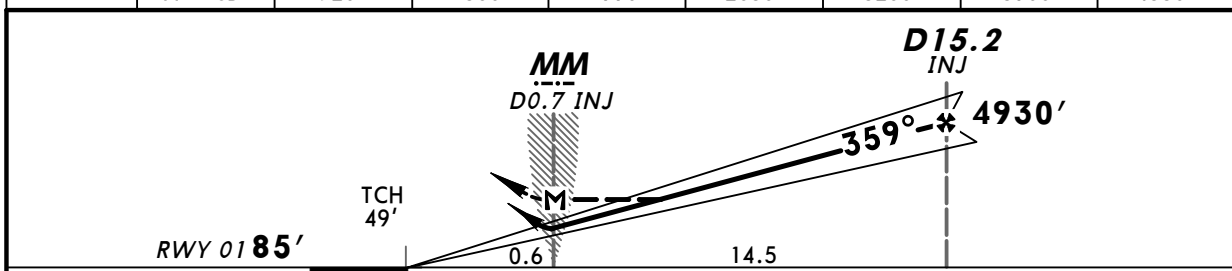
**JEPPESEN**  
 1 FEB 08 **(11-1)** Eff 14 Feb

**BEIJING, PR OF CHINA**  
**ILS DME Rwy 01**

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	Apt Elev	115'		
108.5	359°	D15.2 INJ 4930' (4845')	DA(H) Refer to Minimums	RWY	85'		
<b>MISSED APCH: Climb STRAIGHT AHEAD to 760', then turn RIGHT to reach PEK VOR at 1970'. Join holding and contact ATC.</b>							
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL 118		Trans alt: 9850' ①		
Initial apch MAX 210 KT.							MSA PEK VOR



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	ALSIF-II	760'	1970'	PEK 114.7
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	PAPI	↑	↻ RT	
MAP at MM/D0.7 INJ										

STRAIGHT-IN LANDING RWY 01					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not authorized West of rwy	
DA(H) BC: 331'(246')			MDA(H) 550'(465')			
A: 315'(230') D: 348'(263')						
	FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
A				RVR 720m VIS 800m	100	690'(575') 1600m
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m	135	
C				1200m RVR 1800m VIS 2000m	180	870'(755') 3600m
D				RVR 1500m VIS 1600m 2400m	205	870'(755') 4000m

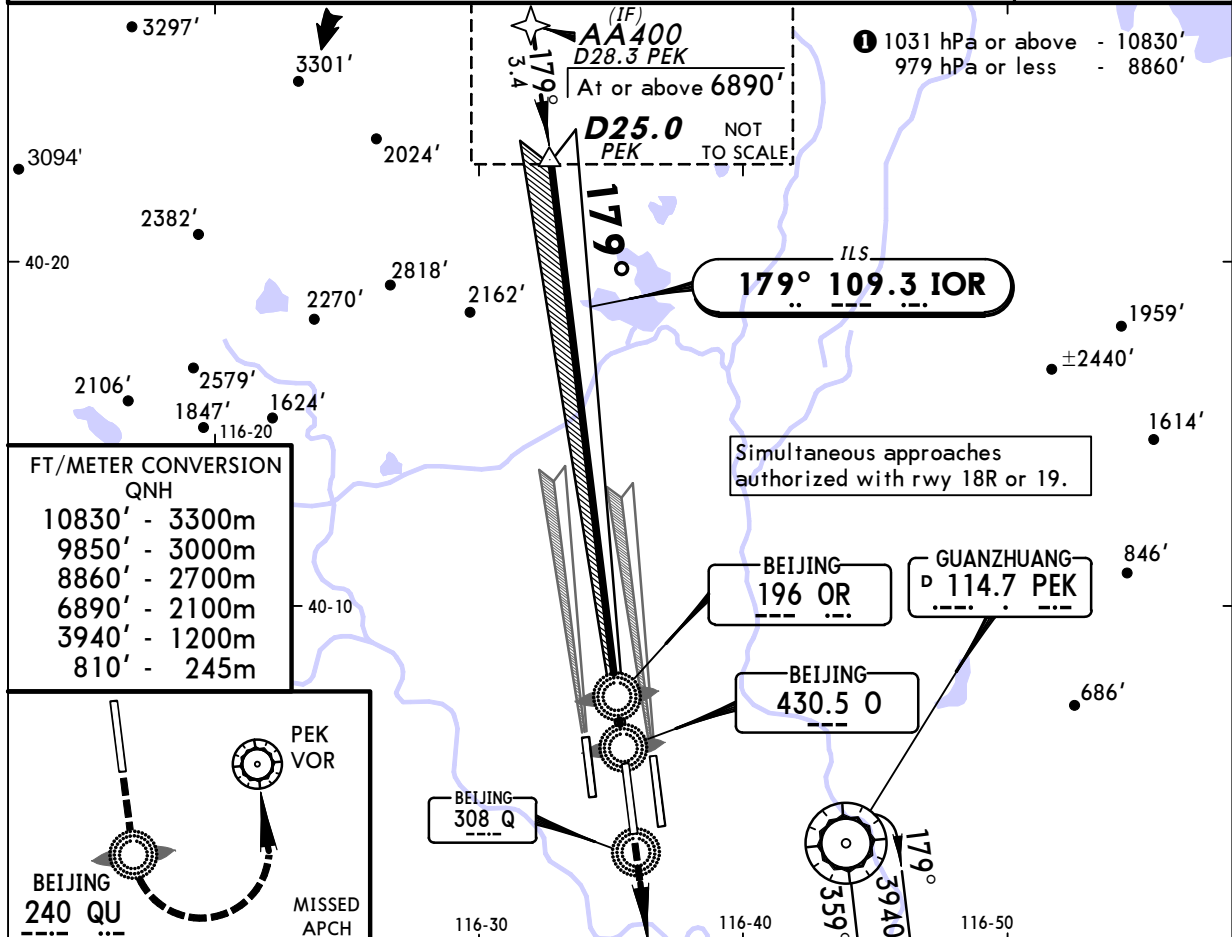
PANS OPS 4

**ZBAA/PEK  
CAPITAL**

**JEPPESEN BEIJING, PR OF CHINA**  
1 FEB 08 **(11-2)** Eff 14 Feb **RNAV ILS Rwy 18L**

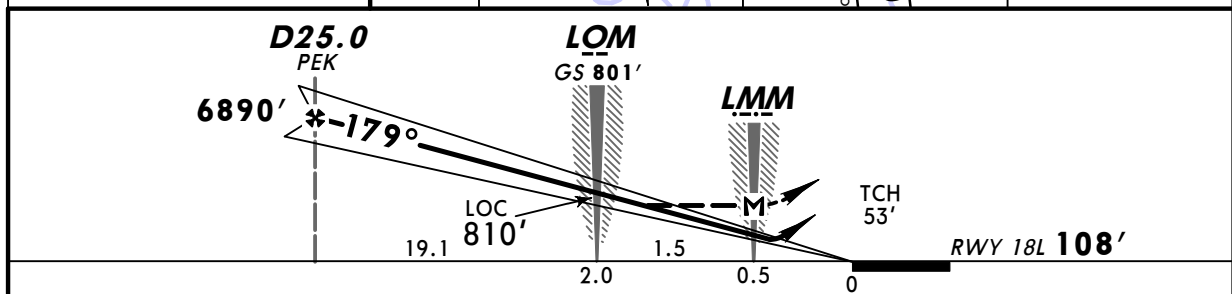
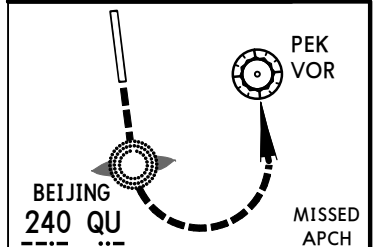
BRIEFING STRIP™

ATIS Arrival <b>127.6</b>		BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			BEIJING Tower <b>118.5</b>	Ground Refer to chart 10-9	
LOC IOR <b>109.3</b>	Final Apch Crs <b>179°</b>	GS LOM <b>801' (693')</b>	ILS DA(H) <b>308' (200')</b>	Apt Elev <b>115'</b> RWY <b>108'</b>			
<b>MISSED APCH: Climb STRAIGHT AHEAD to QU NDB, then turn LEFT to reach VOR at 3940'. Join holding and contact ATC.</b>							
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL 118		Trans alt: 9850' <b>①</b>		
Initial apch MAX 210 KT.						MSA PEK VOR	



**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	HIALS	QU <b>240</b>	<b>3940'</b>	PEK <b>114.7</b>
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	PAPI	↑	←	LT
MAP at LMM										

STRAIGHT-IN LANDING RWY 18L						CIRCLE-TO-LAND					
ILS DA(H) <b>308' (200')</b>			LOC (GS out) MDA(H) <b>510' (402')</b>								
FULL		ALS out	LMM out		ALS out	Max Kts	MDA(H)				
A			RVR 720m VIS 800m		RVR 1500m VIS 1600m	100	<b>690' (575')</b>		1600m		
B						135					
C	RVR 720m VIS 800m	1200m		NOT AUTH		180	<b>870' (755')</b>		3600m		
D			1200m		RVR 1800m VIS 2000m	205	<b>870' (755')</b>		4000m		

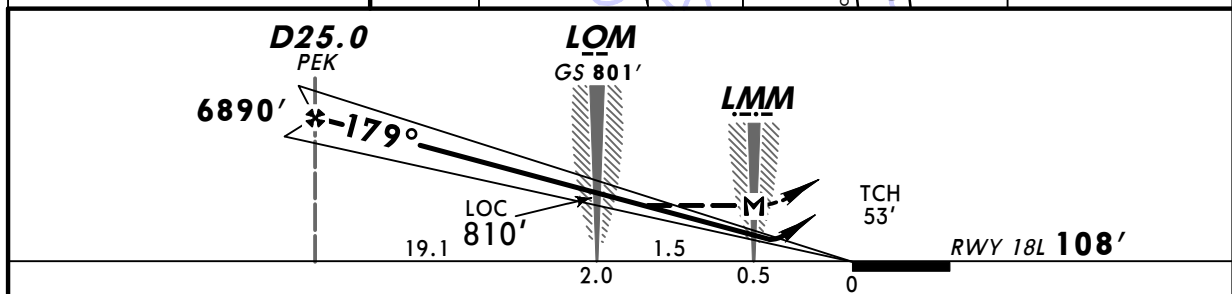
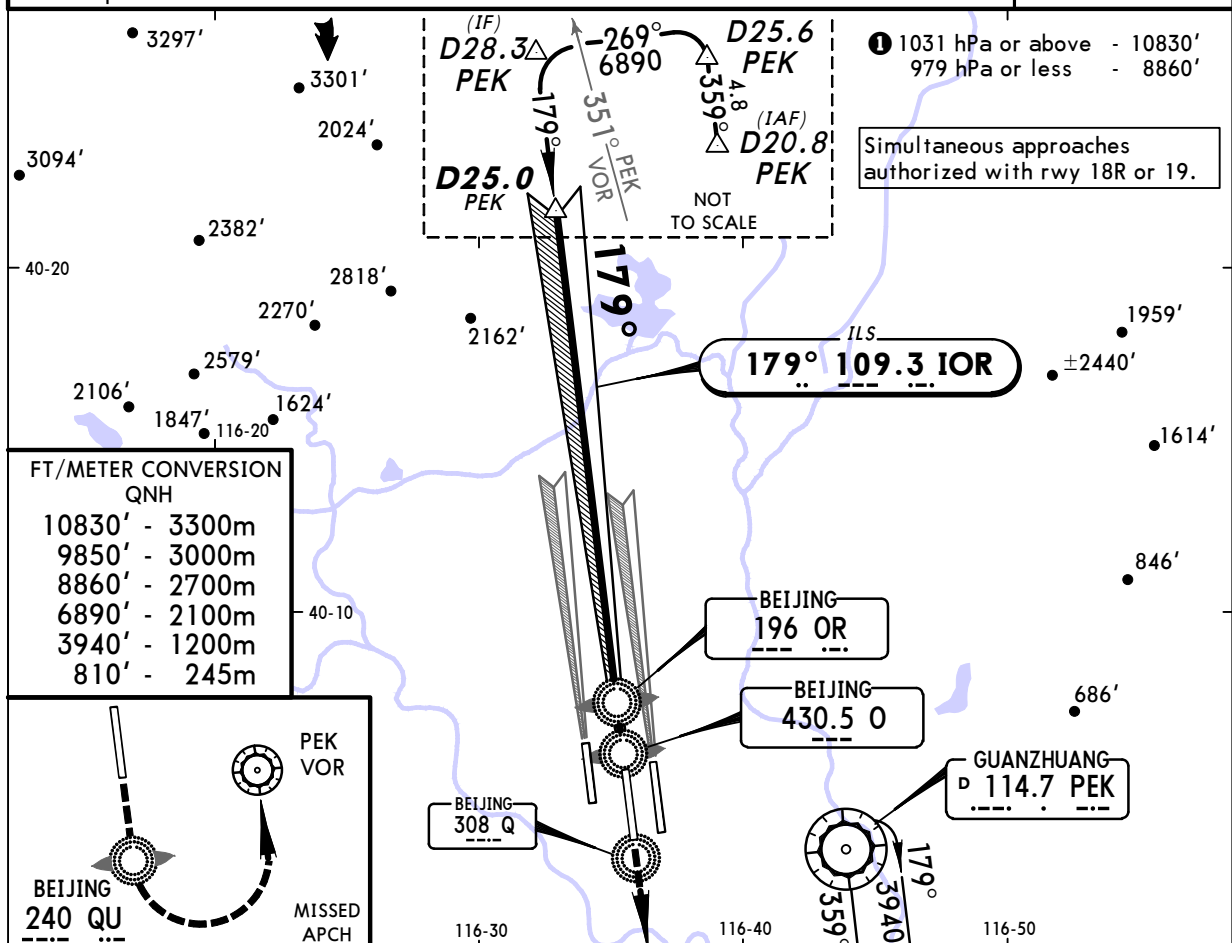
PANS OPS 4

**ZBAA/PEK**  
**CAPITAL**

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

**BEIJING, PR OF CHINA**  
**FROM EAST**  
**AT 7880'**  
**ILS Rwy 18L**

ATIS Arrival <b>127.6</b>		BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			BEIJING Tower <b>118.5</b>	Ground Refer to chart 10-9
LOC IOR <b>109.3</b>	Final Apch Crs <b>179°</b>	GS LOM <b>801' (693')</b>	ILS DA(H) <b>308' (200')</b>	Apt Elev <b>115'</b>	RWY <b>108'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to QU NDB, then turn LEFT to reach VOR at 3940'. Join holding and contact ATC.</b>						
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL 118	Trans alt: 9850'	<b>MSA PEK VOR</b>	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	QU	3940'	PEK
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	PAPI	240	3940'	114.7
MAP at LMM								↑	LT	

STRAIGHT-IN LANDING RWY 18L					CIRCLE-TO-LAND	
ILS DA(H) <b>308' (200')</b>		LOC (GS out) MDA(H) <b>510' (402')</b>			Max Kts	
FULL	ALS out	LMM out	ALS out	MDA(H)		
A		RVR 720m VIS 800m		100	690' (575')	1600m
B				135		
C	RVR 720m VIS 800m	1200m	NOT AUTH	180	870' (755')	3600m
D		1200m		205	870' (755')	4000m

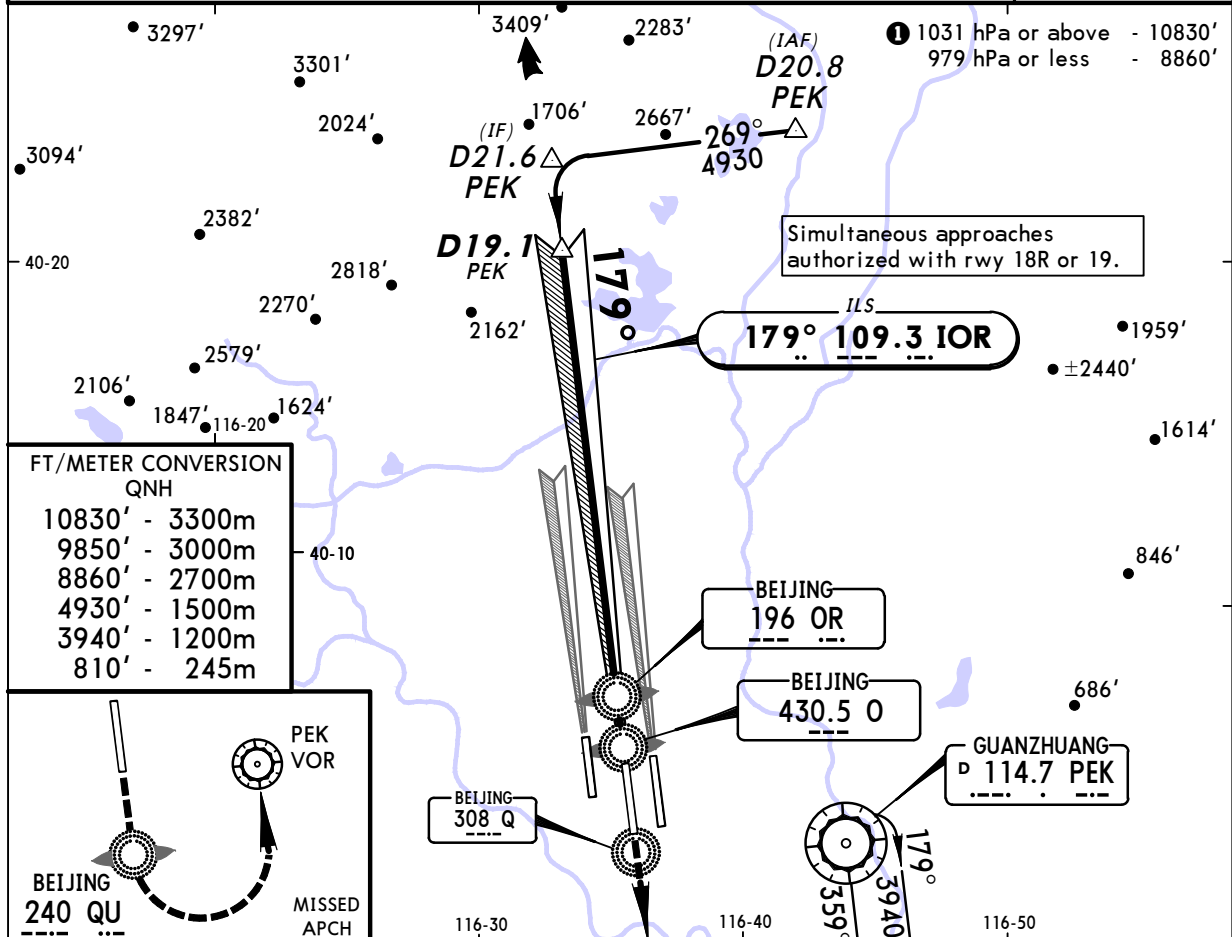
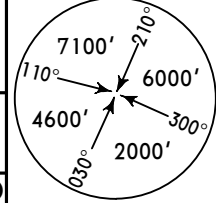
PANS OPS 4

**ZBAA/PEK**  
**CAPITAL**

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

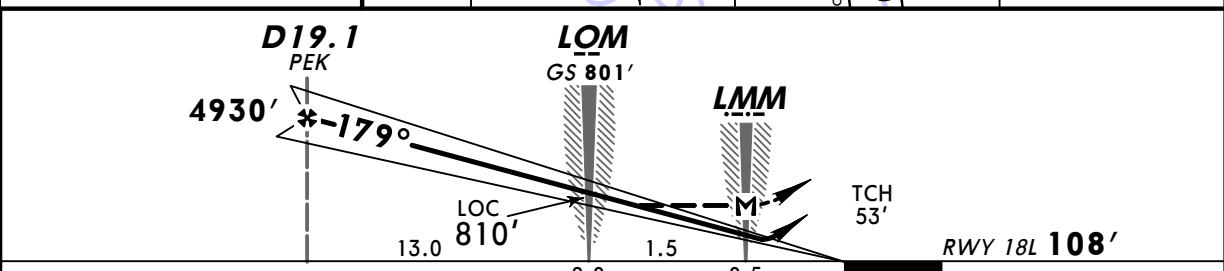
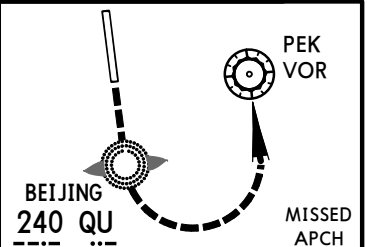
**BEIJING, PR OF CHINA**  
**FROM EAST**  
**AT 5910'**  
**ILS Rwy 18L**

ATIS Arrival <b>127.6</b>		BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			BEIJING Tower <b>118.5</b>	Ground Refer to chart 10-9
LOC IOR <b>109.3</b>	Final Apch Crs <b>179°</b>	GS LOM <b>801' (693')</b>	ILS DA(H) <b>308' (200')</b>	Apt Elev <b>115'</b>	RWY <b>108'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to QU NDB, then turn LEFT to reach VOR at 3940'. Join holding and contact ATC.</b>						
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 118		Trans alt: 9850' ①
Initial apch MAX 210 KT.						MSA PEK VOR



**FT/METER CONVERSION QNH**

10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
3940'	1200m
810'	245m



Gnd speed-Kts	70	90	100	120	140	160	HIALS	QU 240	3940'	PEK 114.7
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	PAPI	↑	←	LT
MAP at LMM										

STRAIGHT-IN LANDING RWY 18L					CIRCLE-TO-LAND	
ILS DA(H) <b>308' (200')</b>		LOC (GS out) MDA(H) <b>510' (402')</b>			Max Kts	
FULL	ALS out	LMM out	ALS out	MDA(H)		
A		RVR 720m VIS 800m		100	690'(575') 1600m	
B				135		
C	RVR 720m VIS 800m	1200m	NOT AUTH	180	870'(755') 3600m	
D		1200m		205	870'(755') 4000m	

PANS OPS 4



**ZBAA/PEK**  
**CAPITAL**

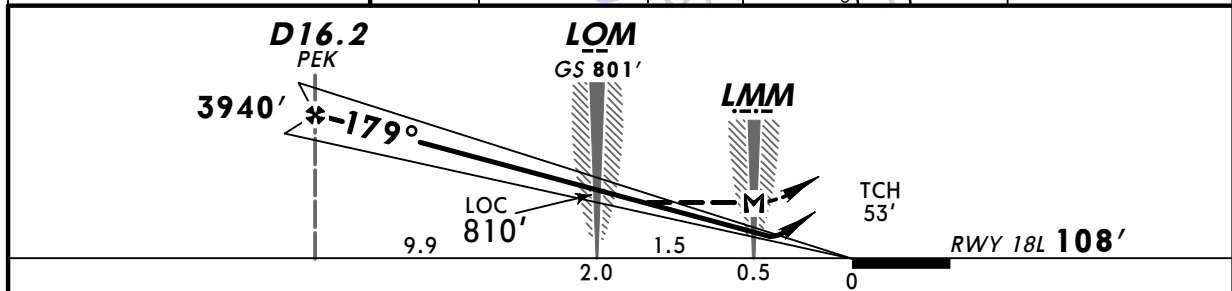
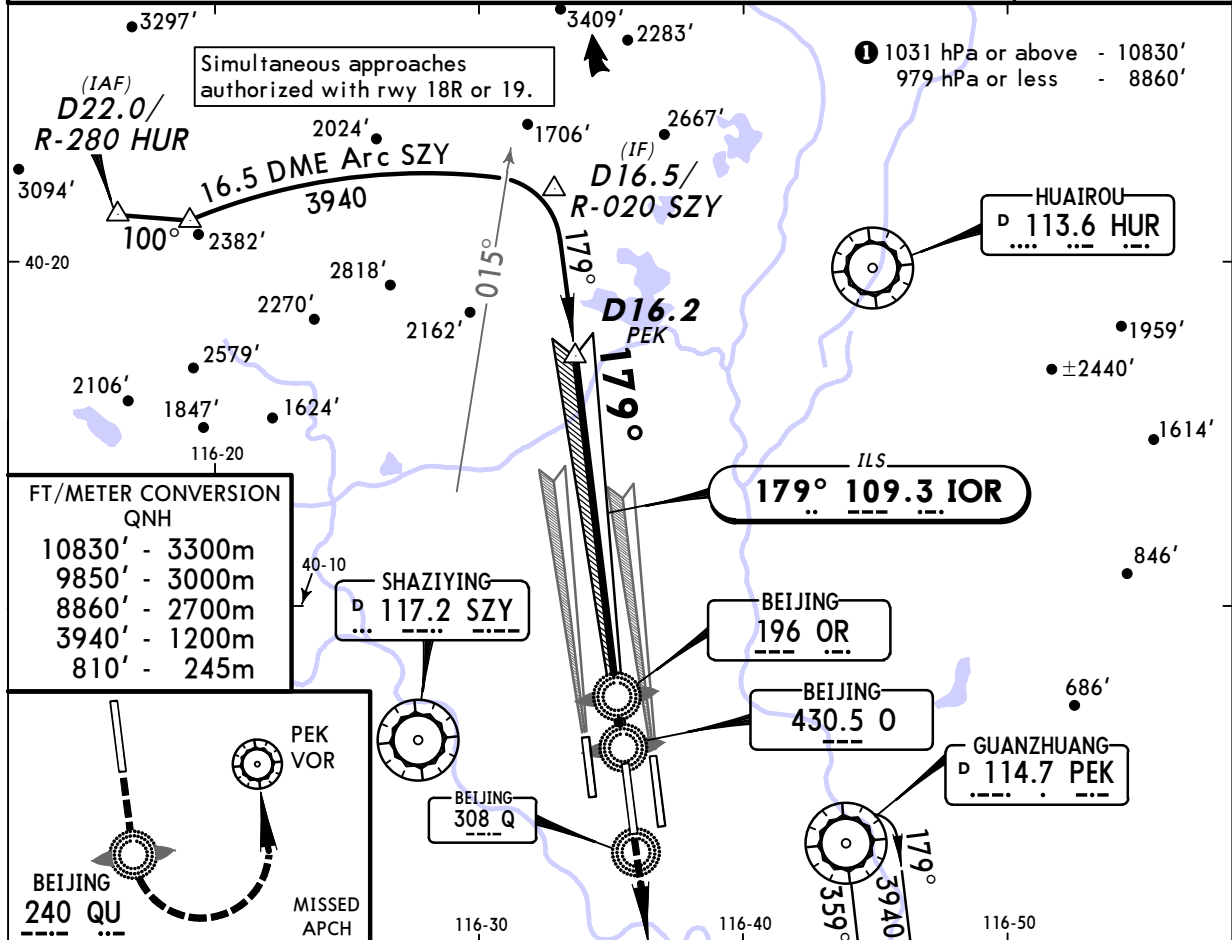
**JEPPESEN**

**BEIJING, PR OF CHINA**  
**FROM WEST ILS Rwy 18L**

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

BRIEFING STRIP™

ATIS Arrival <b>127.6</b>		BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			BEIJING Tower <b>118.5</b>	Ground Refer to chart 10-9
LOC IOR <b>109.3</b>	Final Apch Crs <b>179°</b>	GS LOM <b>801' (693')</b>	ILS DA(H) <b>308' (200')</b>	Apt Elev <b>115'</b> RWY <b>108'</b>		
<b>MISSED APCH: Climb STRAIGHT AHEAD to QU NDB, then turn LEFT to reach PEK VOR at 3940'. Join holding and contact ATC.</b>						
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: FL 118		Trans alt: 9850' <b>①</b>
Initial apch MAX 210 KT.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS	QU	3940'	PEK
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	PAPI	240	3940'	114.7
MAP at LMM								↑	←	

STRAIGHT-IN LANDING RWY 18L					CIRCLE-TO-LAND	
ILS		LOC (GS out)			Max Kts	MDA(H)
DA(H) 308' (200')		MDA(H) 510' (402')				
FULL	ALS out	LMM out	ALS out			
A		RVR 720m VIS 800m		RVR 1500m VIS 1600m	100	690'(575') 1600m
B					135	
C	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 1800m VIS 2000m	180	870'(755') 3600m
D		1200m			205	870'(755') 4000m

PANS OPS 4

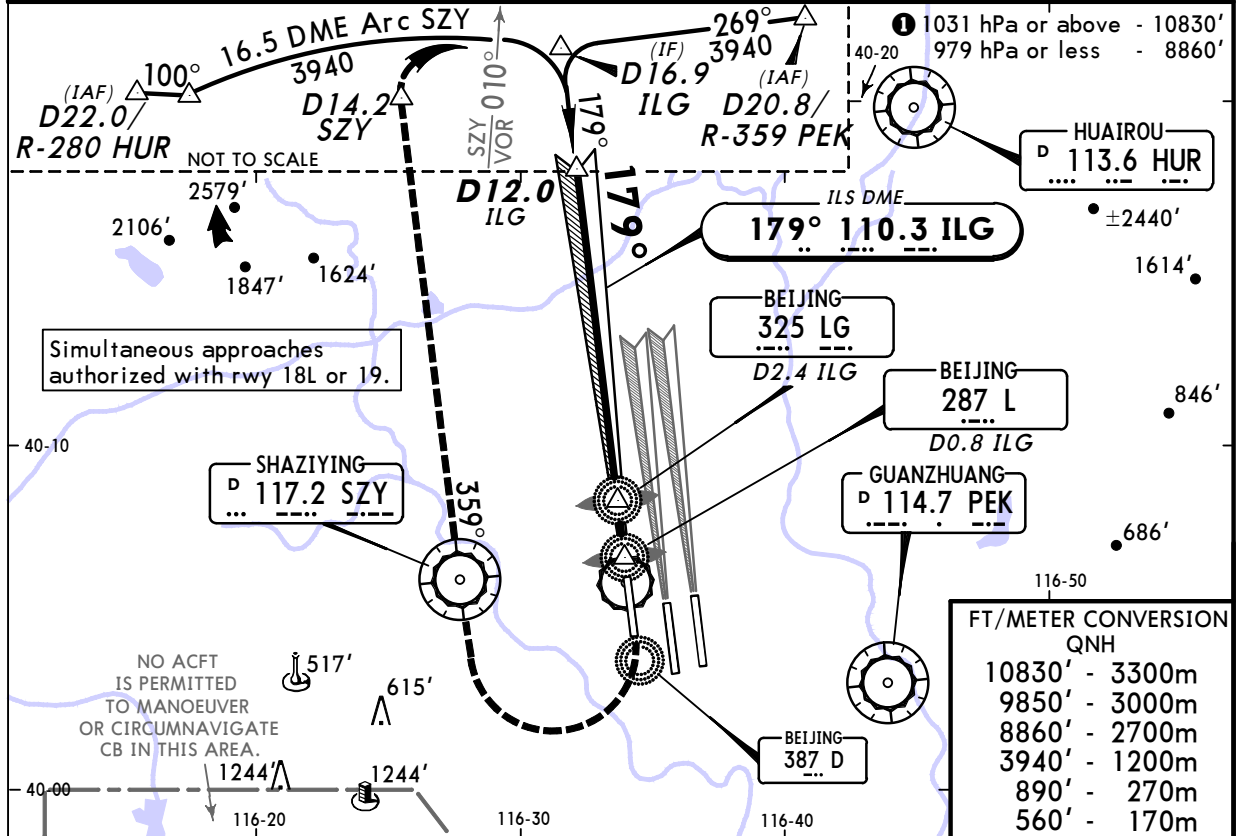
**ZBAA/PEK  
 CAPITAL**

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

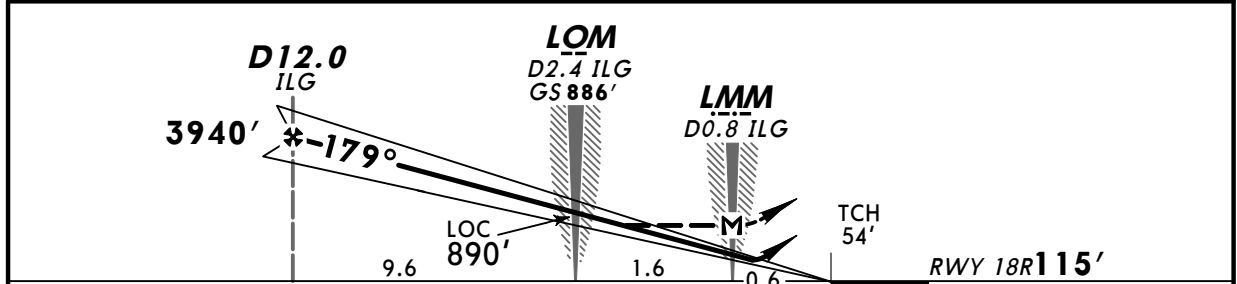
**BEIJING, PR OF CHINA  
 ILS DME Rwy 18R**

BRIEFING STRIP™

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) Refer to Minimums		Apt Elev 115'		
<b>110.3</b>	<b>179°</b>	<b>886'</b> (771')			RWY 115'		
<b>MISSED APCH:</b> 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' <b>①</b>		
Initial apch MAX 210 KT.		MSA PEK VOR					



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	ALSF-II PAPI	560' ↑	SZY 117.2 → RT
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861			
MAP at LMM/D0.8 ILG									

STRAIGHT-IN LANDING RWY 18R						CIRCLE-TO-LAND	
ILS DA(H) AB: <b>315'</b> (200') CD: <b>328'</b> (213')			LOC (GS out) MDA(H) <b>500'</b> (385')			Not authorized East of rwy	
	FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)
A						100	<b>690'</b> (575') 1600m
B						135	<b>870'</b> (755') 3600m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	180	<b>870'</b> (755') 4000m
D				1200m	RVR 1800m VIS 2000m	205	<b>870'</b> (755') 4000m

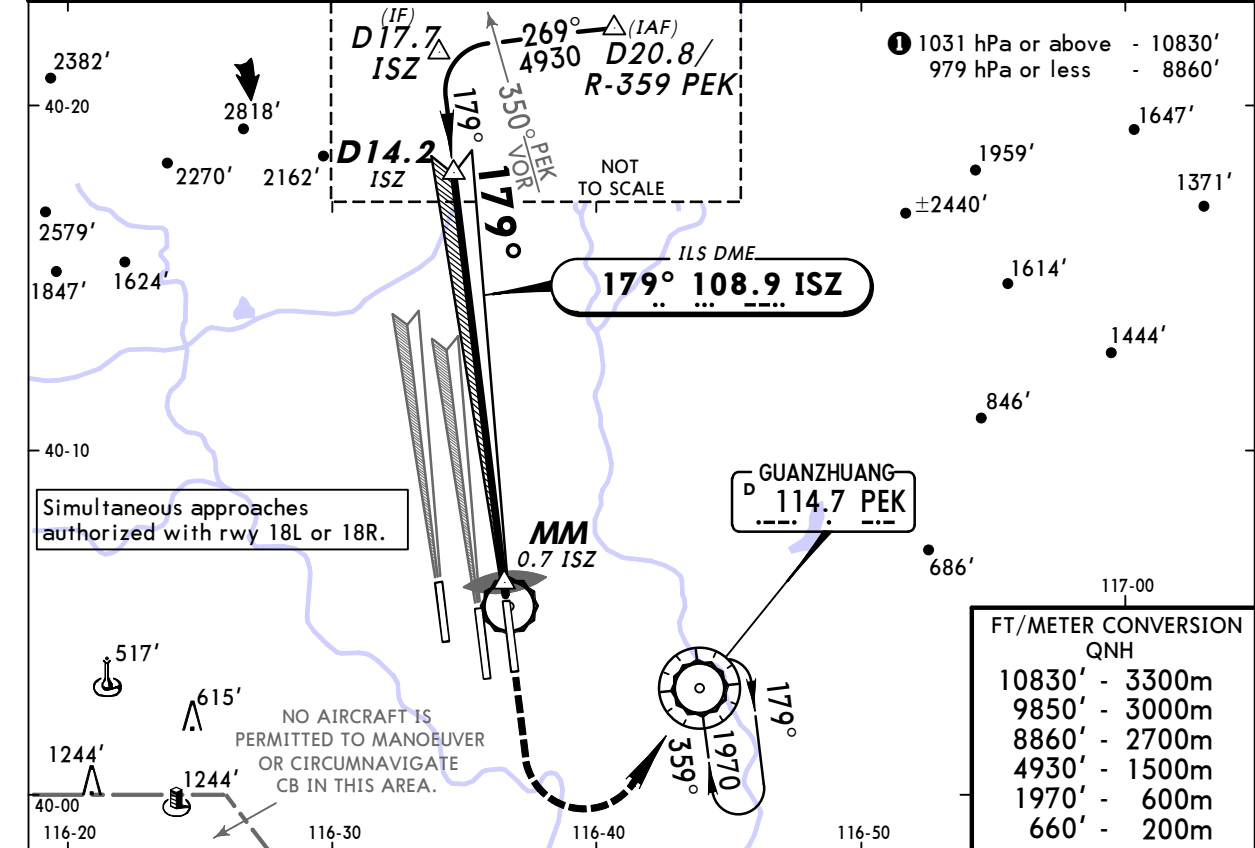
PANS OPS 4

**ZBAA/PEK**  
**CAPITAL**

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

**BEIJING, PR OF CHINA**  
**FROM EAST ILS DME Rwy 19**

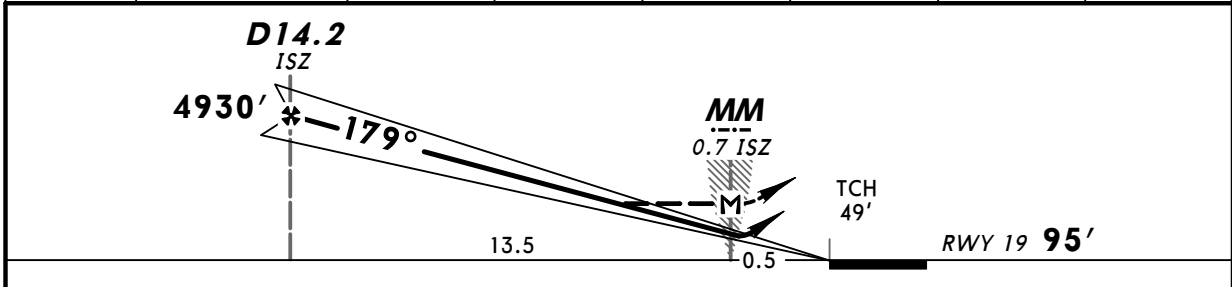
ATIS Arrival <b>127.6</b>		BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			*BEIJING Tower <b>118.05</b>	Ground <b>121.7 121.85</b>	
LOC ISZ <b>108.9</b>	Final Apch Crs <b>179°</b>	GS <b>D14.2 ISZ</b> 4930' (4835')	ILS DA(H) <b>295' (200')</b>	Apt Elev <b>115'</b>	RWY <b>95'</b>		
<b>MISSED APCH: Climb STRAIGHT AHEAD to 660', then turn LEFT to reach VOR at 1970'. Join holding and contact ATC.</b>							
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL 118		Trans alt: 9850' <b>①</b>		
Initial apch MAX 210 KT.							MSA PEK VOR



**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		HIALS	<b>660'</b>	<b>1970'</b>	PEK
ILS GS 3.20° or LOC Descent Gradient 5.6%	401	516	574	688	803	918		PAPI	↑	←	<b>114.7</b>
MAP at MM/0.7 ISZ											

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized West of rwy	
DA(H) <b>295' (200')</b>		MDA(H) <b>560' (465')</b>			
FULL		ALS out		Max Kts	MDA(H)
A				100	<b>690' (575')</b> 1600m
B	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	135	
C			RVR 1800m VIS 2000m	180	<b>870' (755')</b> 3600m
D			RVR 1500m VIS 1600m	205	

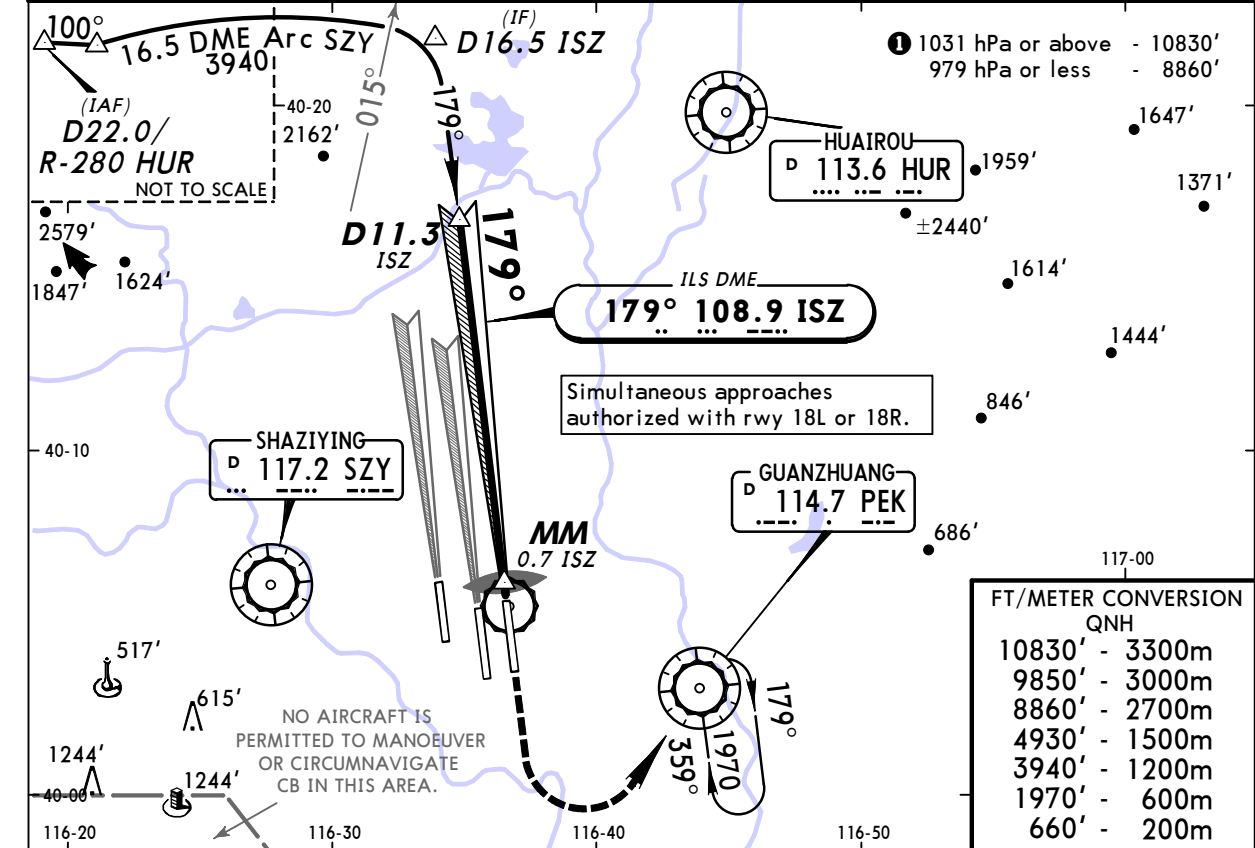
PANS OPS 4

**ZBAA/PEK**  
**CAPITAL**

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

**BEIJING, PR OF CHINA**  
**FROM WEST ILS DME Rwy 19**

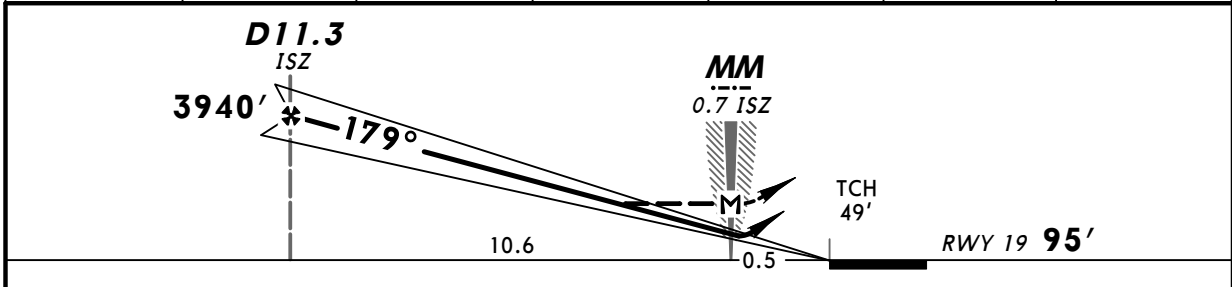
ATIS Arrival <b>127.6</b>		BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			*BEIJING Tower <b>118.05</b>	Ground <b>121.7 121.85</b>
LOC ISZ <b>108.9</b>	Final Apch Crs <b>179°</b>	GS <b>D11.3 ISZ</b> <b>3940' (3845')</b>	ILS DA(H) <b>295' (200')</b>	Apt Elev <b>115'</b>	RWY <b>95'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 660', then turn LEFT to reach PEK VOR at 1970'. Join holding and contact ATC.</b>						
Alt Set: hPa		Rwy Elev: 3 hPa	Trans level: FL 118	Trans alt: 9850' <b>①</b>	MSA PEK VOR	



**FT/METER CONVERSION**  
 QNH

10830'	3300m
9850'	3000m
8860'	2700m
4930'	1500m
3940'	1200m
1970'	600m
660'	200m

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



Gnd speed-Kts	70	90	100	120	140	160		HIALS	<b>660'</b>	<b>1970'</b>	PEK
ILS GS 3.20° or LOC Descent Gradient 5.6%	401	516	574	688	803	918		PAPI	↑	←	<b>114.7</b>
MAP at MM/0.7 ISZ											

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized West of rwy	
DA(H) <b>295' (200')</b>		MDA(H) <b>560' (465')</b>			
FULL		ALS out		Max Kts	MDA(H)
A				100	<b>690' (575')</b> 1600m
B	RVR 720m VIS 800m			135	
C		1200m		180	<b>870' (755')</b> 3600m
D				205	<b>870' (755')</b> 4000m

PANS OPS 4

**ZBAA/PEK**  
CAPITAL

**JEPPESEN**

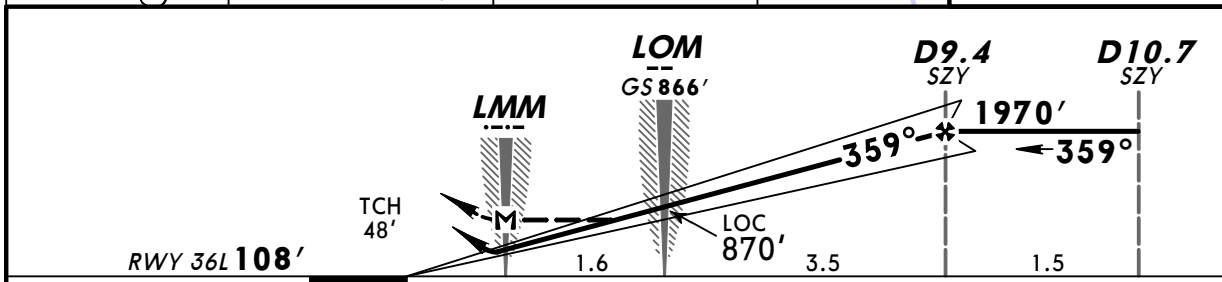
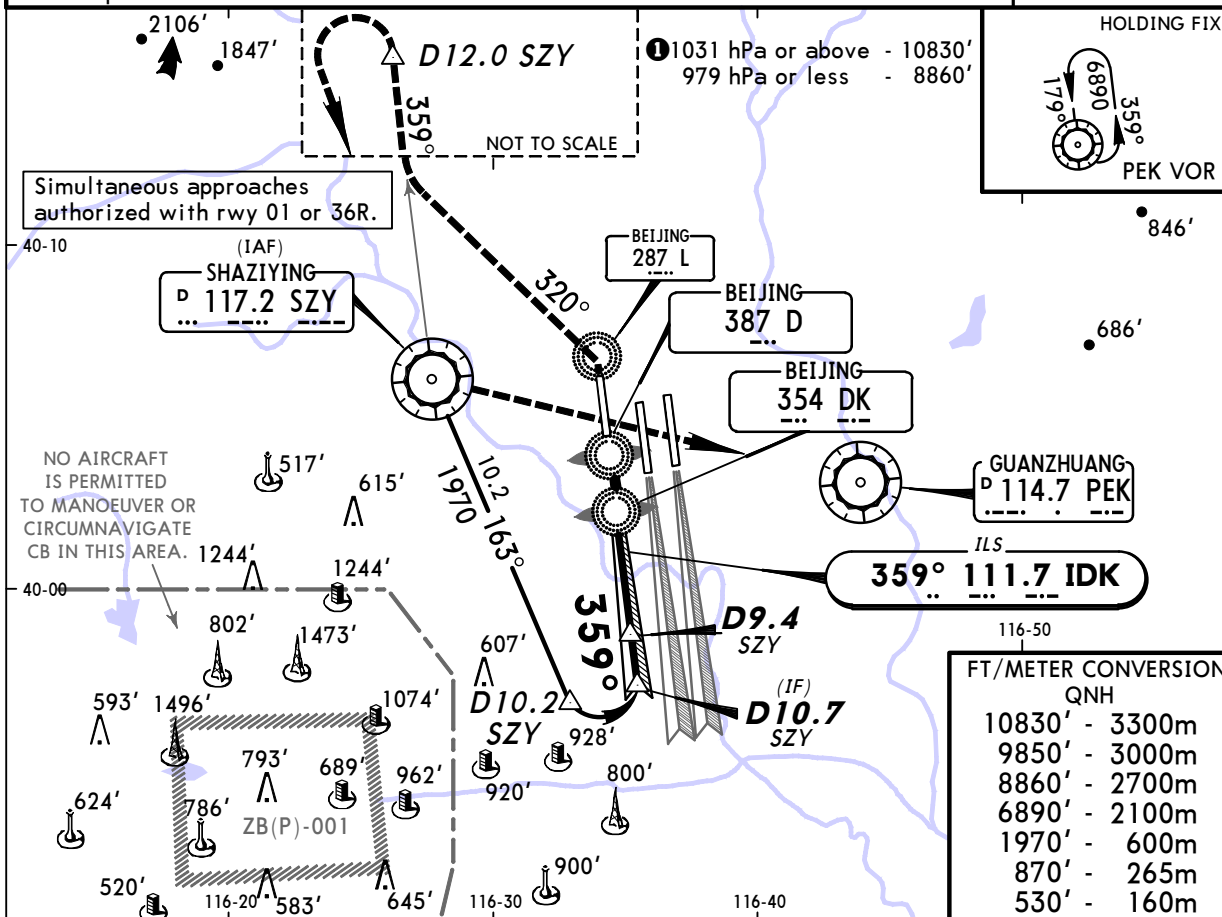
**BEIJING, PR OF CHINA**

14 DEC 07  
Eff 20 Dec (11-9)

via SZY VOR ILS Rwy 36L

BRIEFING STRIP™

ATIS Arrival <b>127.6</b>		BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			BEIJING Tower <b>124.3</b>	Ground <b>121.9</b>
LOC IDK <b>111.7</b>	Final Apch Crs <b>359°</b>	GS LOM <b>866'</b> (758')	ILS DA(H) Refer to Minimums	Apt Elev <b>115'</b> RWY <b>108'</b>	<p>MSA PEK VOR</p>	
<p><b>MISSED APCH:</b> 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.</p>						
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL 118		Trans alt: 9850' <b>1</b>	
Initial apch MAX 210 KT.						



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

STRAIGHT-IN LANDING RWY 36L					CIRCLE-TO-LAND	
ILS DA(H) AB: <b>308'</b> (200') CD: <b>322'</b> (214')			LOC (GS out) MDA(H) <b>450'</b> (342')		Not authorized East of rwy	
	FULL	ALS out	LMM out	ALS out	Max Kts	MDA(H)
A					100	<b>690'</b> (575') 1600m
B					135	<b>870'</b> (755') 3600m
C	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 1500m VIS 1600m	180	<b>870'</b> (755') 4000m
D			1200m	RVR 1800m VIS 2000m	205	<b>870'</b> (755') 4000m

PANS OPS 4

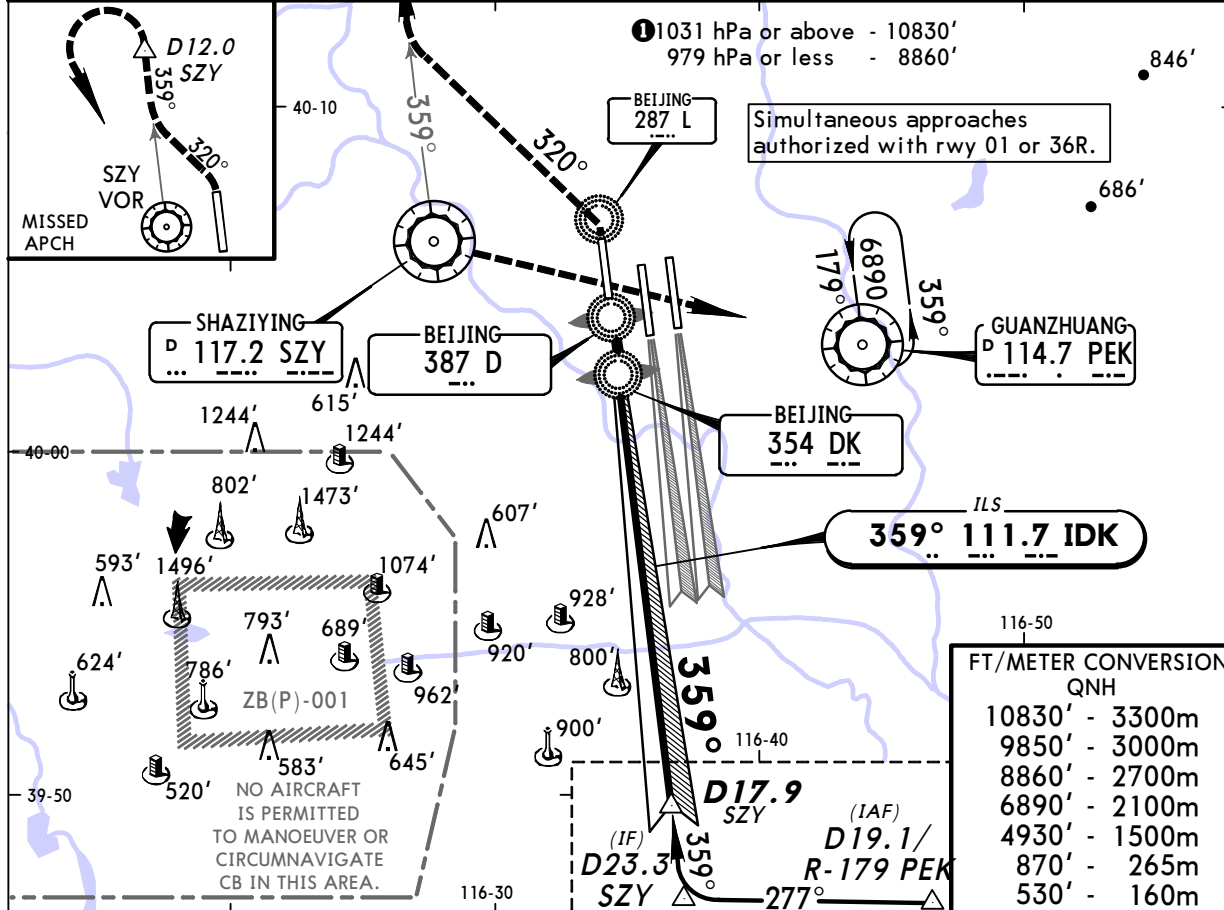


**ZBAA/PEK**  
CAPITAL

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

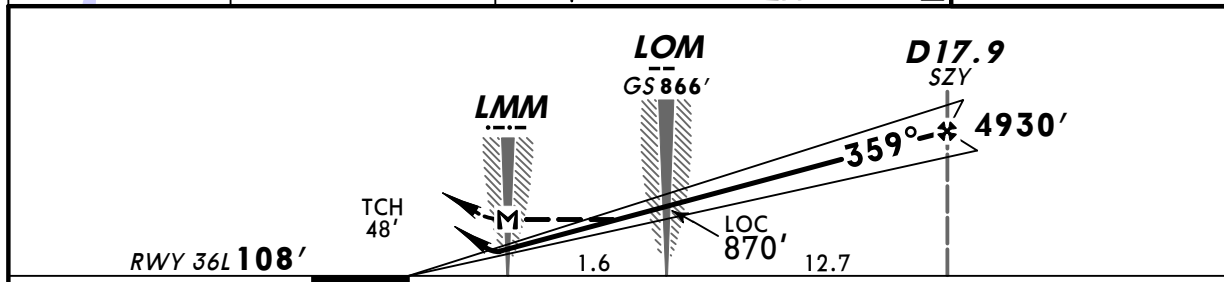
BRIEFING STRIP™

ATIS Arrival <b>127.6</b>	BEIJING Approach <b>119.0 126.1 120.6 119.7</b>	BEIJING Tower <b>124.3</b>	Ground <b>121.9</b>	
LOC IDK <b>111.7</b>	Final ApcH Crs <b>359°</b>	GS LOM <b>866' (758')</b>	ILS DA(H) Refer to Minimums	
Apt Elev <b>115'</b> RWY <b>108'</b>				
<p><b>MISSED APCH:</b> 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.</p>				
Alt Set: hPa Initial apch MAX 210 KT.		Rwy Elev: 4 hPa	Trans level: FL 118	Trans alt: 9850' <b>①</b>



FT/METER CONVERSION  
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
4930'	-	1500m
870'	-	265m
530'	-	160m



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

STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND	
ILS DA(H) AB: <b>308'(200')</b> CD: <b>322'(214')</b>		LOC (GS out) MDA(H) <b>450'(342')</b>		Not authorized East of rwy	
FULL	ALS out	LMM out	ALS out	Max Kts	MDA(H)
A				100	<b>690'(575')</b> 1600m
B				135	<b>870'(755')</b> 3600m
C	RVR 720m VIS 800m	1200m	NOT AUTH	180	<b>870'(755')</b> 4000m
D		1200m		205	<b>870'(755')</b> 4000m

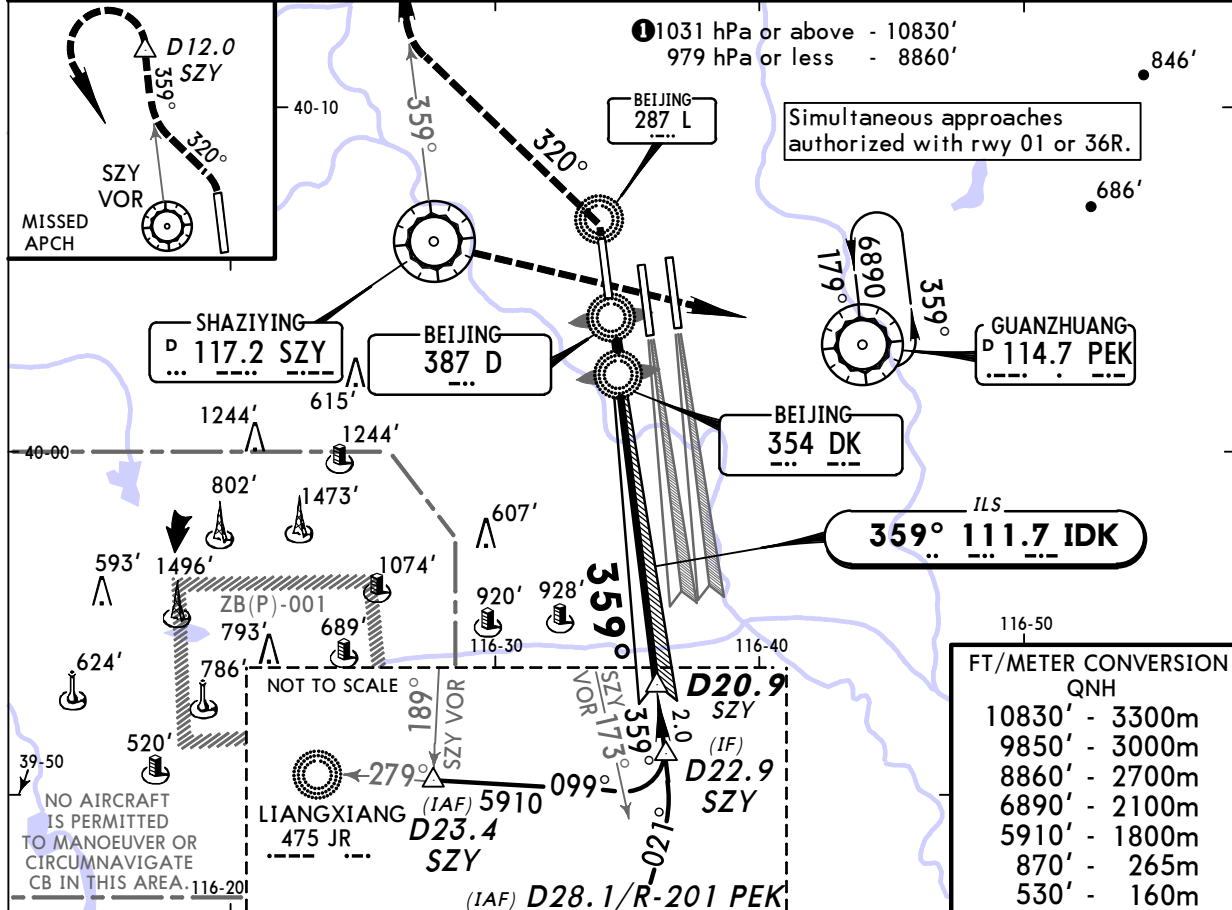
PANS OPS 4

**ZBAA/PEK**  
CAPITAL

**JEPPESEN BEIJING, PR OF CHINA**  
1 FEB 08 **11-11** Eff 14 Feb FROM WEST ILS Rwy 36L

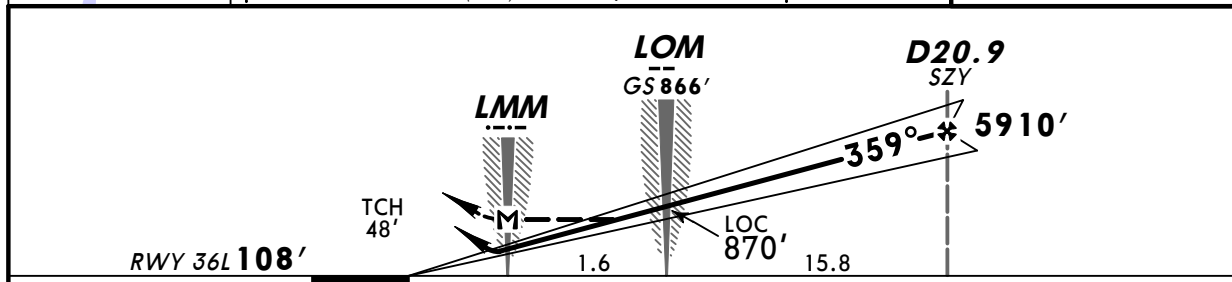
BRIEFING STRIP™

ATIS Arrival <b>127.6</b>		BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			BEIJING Tower <b>124.3</b>	Ground <b>121.9</b>
LOC IDK <b>111.7</b>	Final Apch Crs <b>359°</b>	GS LOM <b>866' (758')</b>	ILS DA(H) Refer to Minimums	Apt Elev <b>115'</b> RWY <b>108'</b>		
<b>MISSED APCH:</b> 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.		Rwy Elev: 4 hPa	Trans level: FL 118		Trans alt: 9850' <b>1</b>	



FT/METER CONVERSION  
QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
6890'	-	2100m
5910'	-	1800m
870'	-	265m
530'	-	160m



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

STRAIGHT-IN LANDING RWY 36L					CIRCLE-TO-LAND	
ILS DA(H) AB: <b>308'(200')</b> CD: <b>322'(214')</b>			LOC (GS out) MDA(H) <b>450'(342')</b>		Not authorized East of rwy	
	FULL	ALS out	LMM out	ALS out	Max Kts	MDA(H)
A					100	<b>690'(575')</b> 1600m
B					135	<b>870'(755')</b> 3600m
C	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 1500m VIS 1600m	180	<b>870'(755')</b> 4000m
D			1200m	RVR 1800m VIS 2000m	205	<b>870'(755')</b> 4000m

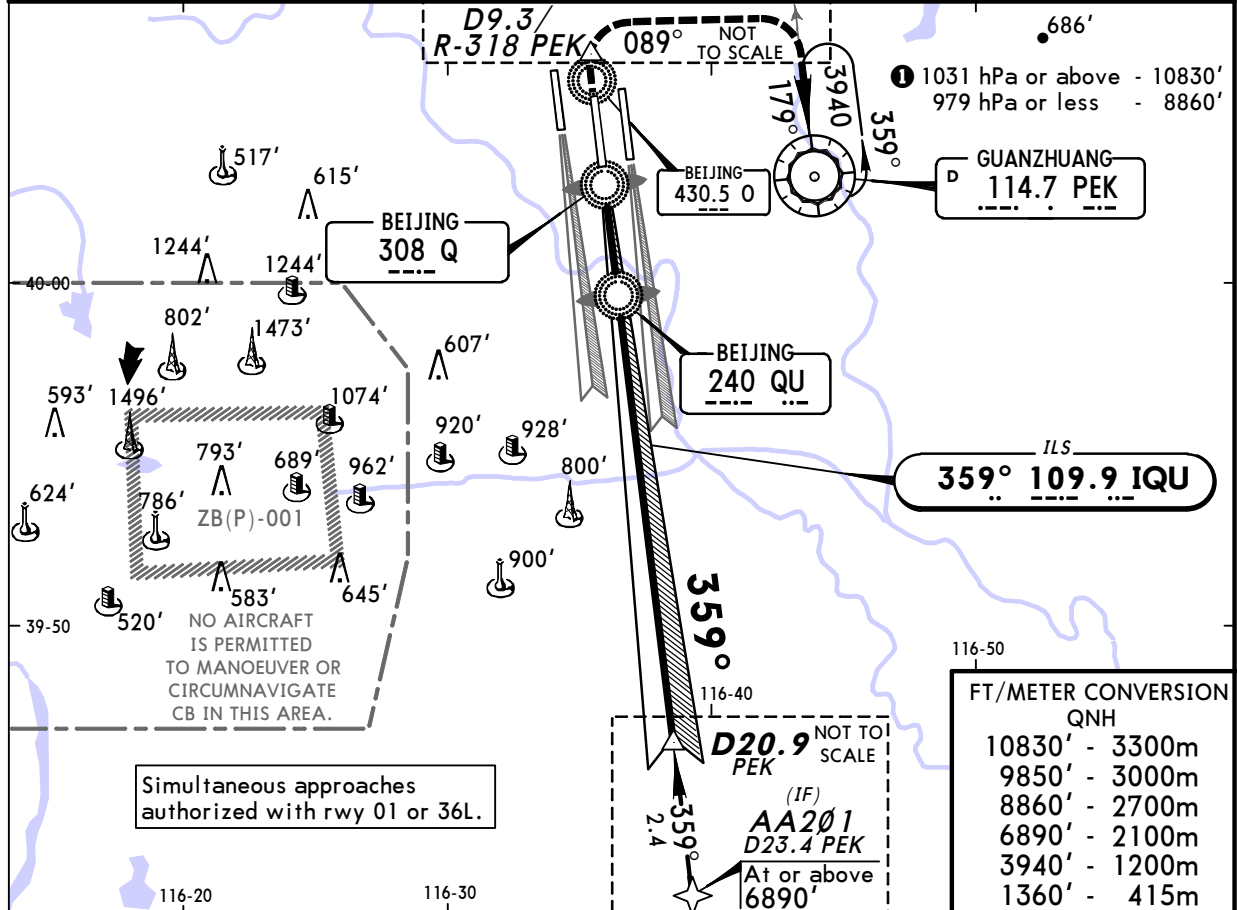
PANS OPS 4

**ZBAA/PEK  
CAPITAL**

**JEPPESEN BEIJING, PR OF CHINA**  
14 DEC 07 (11-12) Eff 20 Dec **RNAV ILS Rwy 36R**

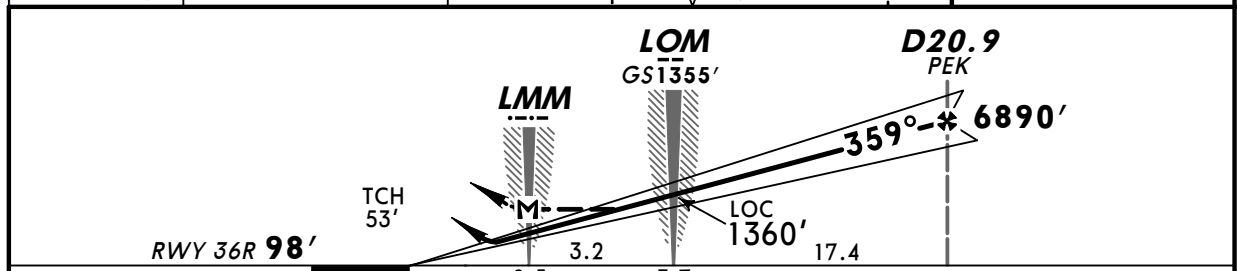
BRIEFING STRIP™

ATIS Arrival <b>127.6</b>		BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			BEIJING Tower <b>118.5</b>	Ground Refer to chart 10-9
LOC IQU <b>109.9</b>	Final Apch Crs <b>359°</b>	GS LOM <b>1355' (1257')</b>	ILS DA(H) <b>298' (200')</b>	Apt Elev <b>115'</b> RWY <b>98'</b>		
<b>MISSED APCH:</b> 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' <b>①</b>		MSA PEK VOR
Initial apch MAX 210 KT.						



**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	ALSIF-II PAPI	D9.3 PEK	089° RT
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861			
MAP at LMM									

STRAIGHT-IN LANDING RWY 36R						CIRCLE-TO-LAND	
ILS DA(H) <b>298' (200')</b>			LOC (GS out) MDA(H) <b>430' (332')</b>			Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	LMM out	ALS out			
A					100	690' (575')	1600m
B					135		
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	180	870' (755')	3600m
D			1200m		205	870' (755')	4000m

PANS OPS 4



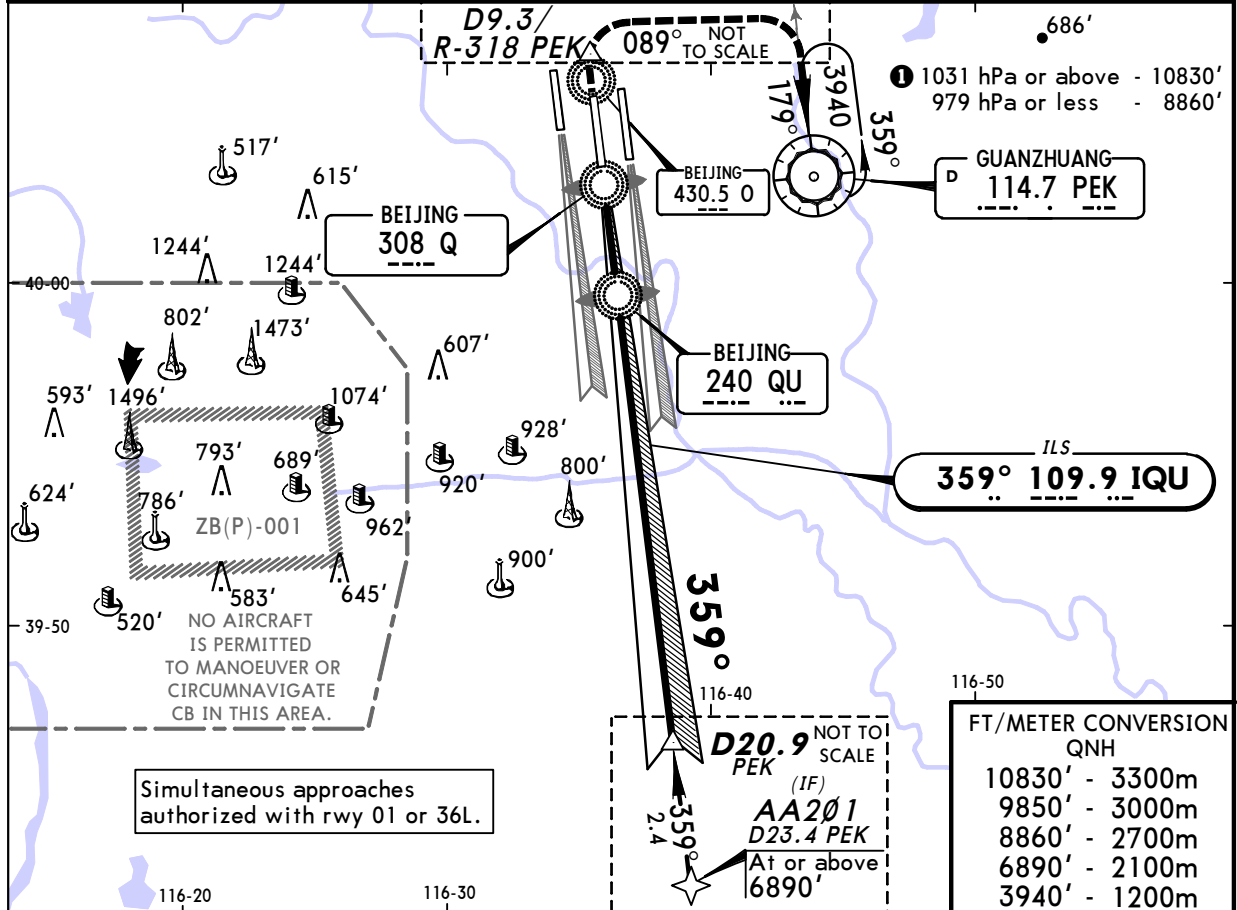
**ZBAA/PEK**  
CAPITAL

**JEPPESEN**  
14 DEC 07  
Eff 20 Dec 11-12A

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

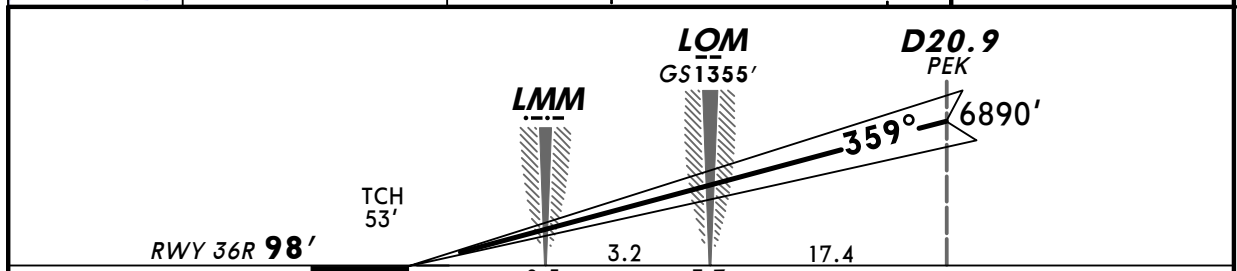
BRIEFING STRIP™

ATIS Arrival <b>127.6</b>	BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			BEIJING Tower <b>118.5</b>	Ground Refer to chart 10-9
LOC IQU <b>109.9</b>	Final Apch Crs <b>359°</b>	GS LOM <b>1355' (1257')</b>	CAT II ILS <b>RA 107'</b> DA(H) 198' (100')	Apt Elev <b>115'</b> RWY <b>98'</b>	
<b>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.</b>					
Alt Set: hPa      Rwy Elev: 4 hPa      Trans level: FL 118      Trans alt: 9850' <b>1</b> 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	ALSF-II PAPI	<b>D9.3</b> PEK ↑	<b>089°</b> RT
GS	3.00°	377	484	538	646	753			

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

RVR **350m**

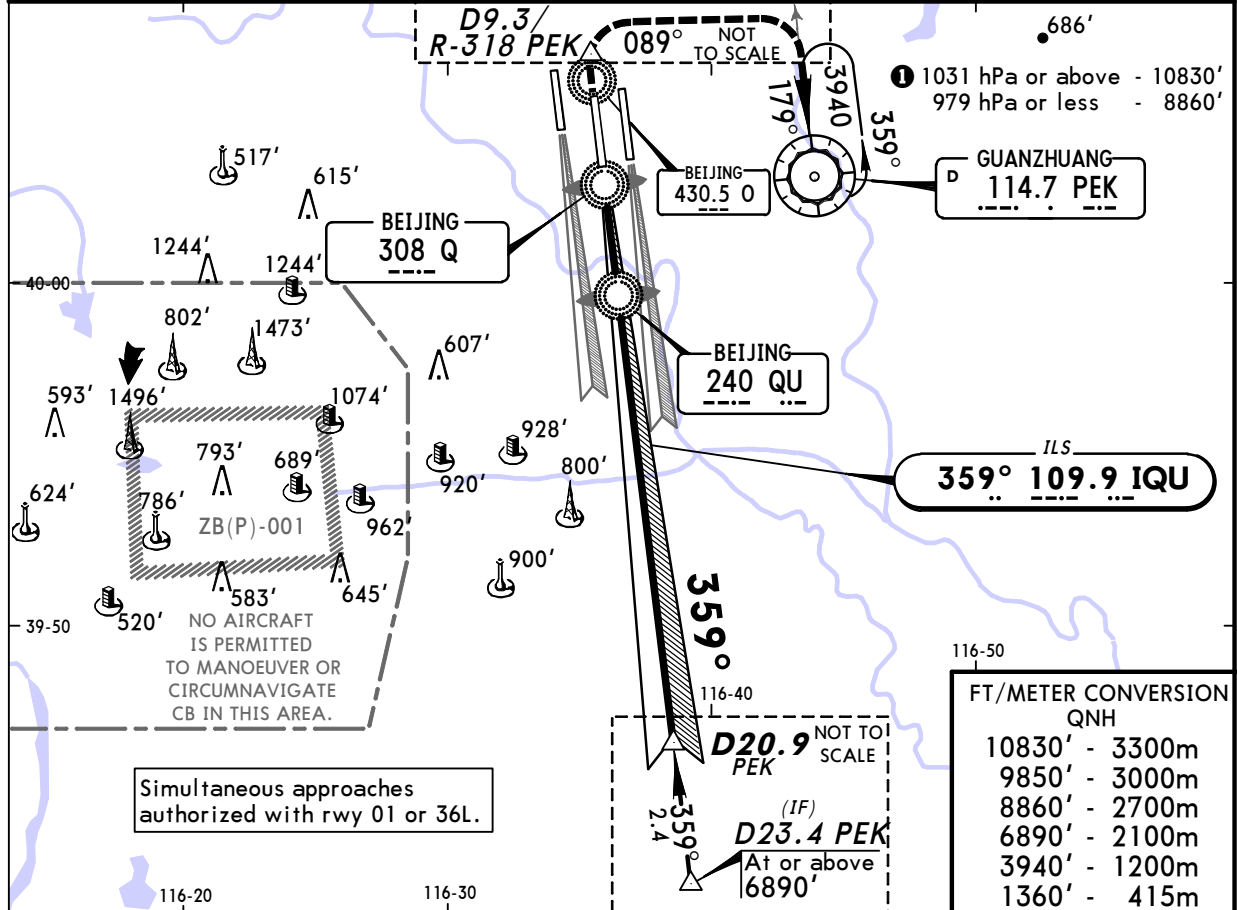
PANS OPS 4

**ZBAA/PEK**  
CAPITAL

**JEPPESEN BEIJING, PR OF CHINA**  
14 DEC 07 (11-13) Eff 20 Dec FROM SOUTH ILS Rwy 36R

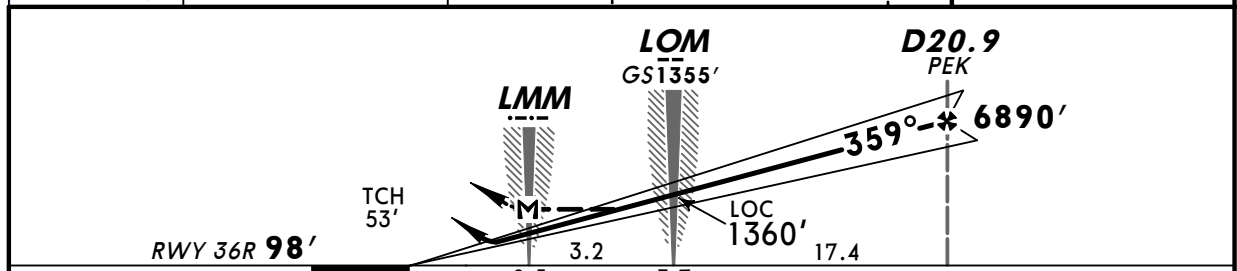
BRIEFING STRIP™

ATIS Arrival <b>127.6</b>		BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			BEIJING Tower <b>118.5</b>	Ground Refer to chart 10-9
LOC IQU <b>109.9</b>	Final Apch Crs <b>359°</b>	GS LOM <b>1355' (1257')</b>	ILS DA(H) <b>298' (200')</b>	Apt Elev <b>115'</b>	RWY <b>98'</b>	
<b>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.</b>						
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL 118		Trans alt: 9850' <b>①</b>	
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	ALSF-II PAPI 	<b>D9.3</b> PEK ↑	<b>089°</b> RT →
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861			
MAP at LMM									

STRAIGHT-IN LANDING RWY 36R						CIRCLE-TO-LAND	
ILS DA(H) <b>298' (200')</b>			LOC (GS out) MDA(H) <b>430' (332')</b>			Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	LMM out	ALS out			
A					100	690' (575')	1600m
B					135		
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	180	870' (755')	3600m
D			1200m		205	870' (755')	4000m

PANS OPS 4

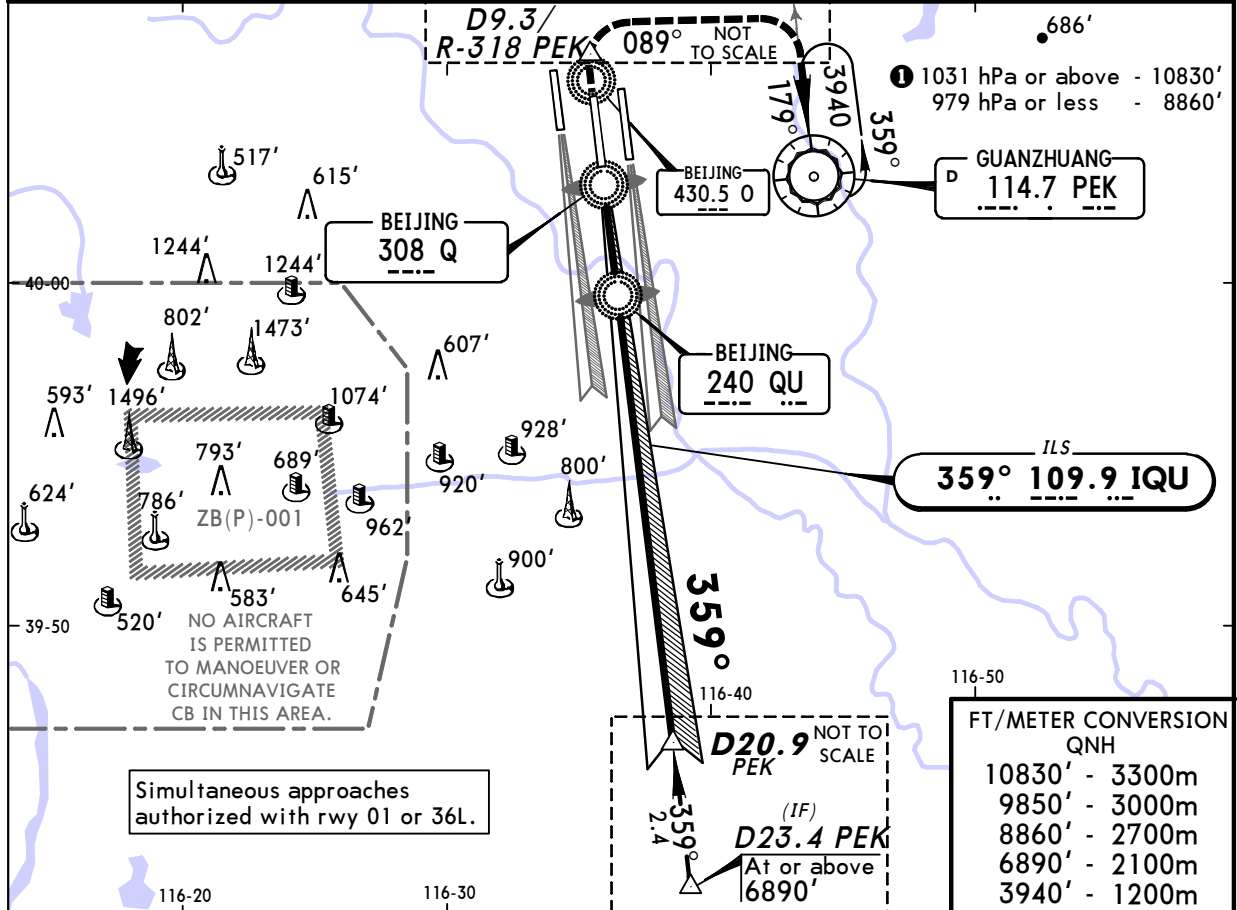
**ZBAA/PEK**  
CAPITAL

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

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

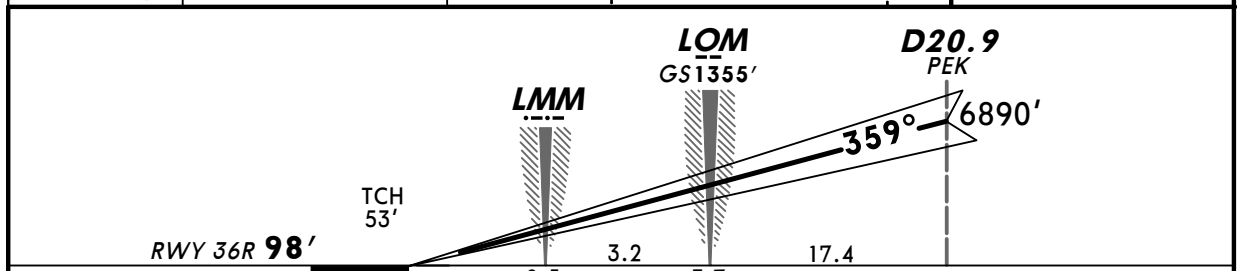
BRIEFING STRIP™

ATIS Arrival <b>127.6</b>	BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			BEIJING Tower <b>118.5</b>	Ground Refer to chart 10-9
LOC IQU <b>109.9</b>	Final Apch Crs <b>359°</b>	GS LOM <b>1355' (1257')</b>	CAT II ILS <b>RA 107'</b> DA(H) 198' (100')	Apt Elev <b>115'</b> RWY <b>98'</b>	
<b>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.</b>					
Alt Set: hPa      Rwy Elev: 4 hPa      Trans level: FL 118      Trans alt: 9850' <b>①</b> 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	ALSF-II PAPI	<b>D9.3</b> PEK ↑	<b>089°</b> RT →
GS	3.00°	377	484	538	646	753			

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

RVR **350m**

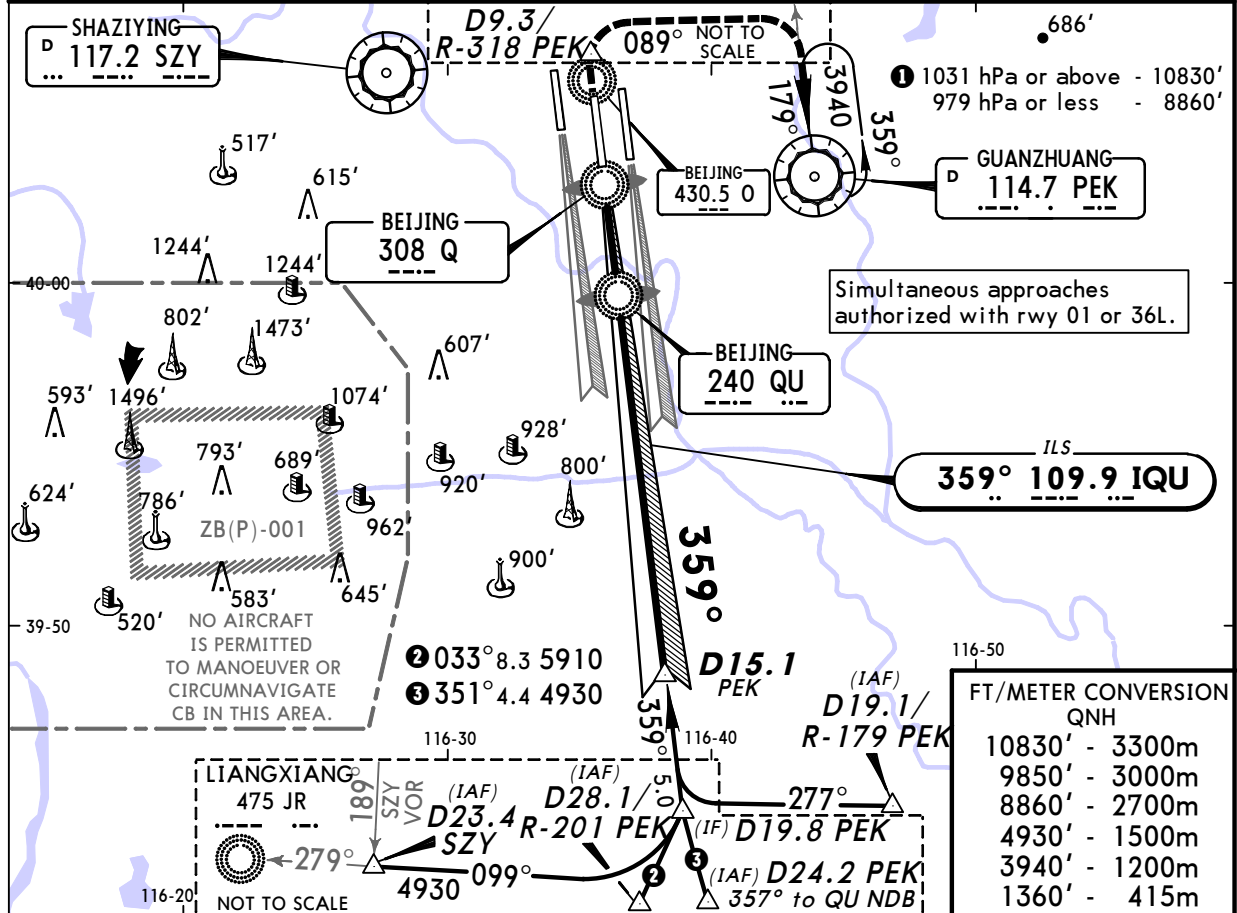
PANS OPS 4

**ZBAA/PEK**  
CAPITAL

**JEPPESEN BEIJING, PR OF CHINA**  
1 FEB 08 (11-14) Eff 14 Feb FROM EAST & WEST ILS Rwy 36R

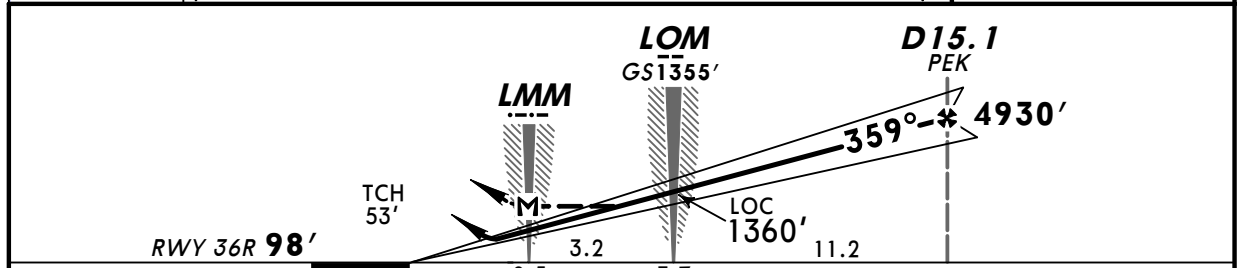
BRIEFING STRIP™

ATIS Arrival <b>127.6</b>		BEIJING Approach <b>119.0 126.1 120.6 119.7</b>			BEIJING Tower <b>118.5</b>	Ground Refer to chart 10-9
LOC IQU <b>109.9</b>	Final Apch Crs <b>359°</b>	GS LOM <b>1355' (1257')</b>	ILS DA(H) <b>298' (200')</b>	Apt Elev <b>115'</b>	RWY <b>98'</b>	
<b>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.</b>						
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: FL 118		Trans alt: 9850' <b>①</b>	MSA PEK VOR



FT/METER CONVERSION QNH

10830'	-	3300m
9850'	-	3000m
8860'	-	2700m
4930'	-	1500m
3940'	-	1200m
1360'	-	415m



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 	<b>D9.3</b> PEK ↑	<b>089°</b> RT →
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861			
MAP at LMM									

STRAIGHT-IN LANDING RWY 36R						CIRCLE-TO-LAND	
ILS DA(H) <b>298' (200')</b>			LOC (GS out) MDA(H) <b>430' (332')</b>			Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	LMM out	ALS out			
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PANS OPS 4